Gowanus Neighborhood Rezoning and Related Actions
Final Scope of Work
for an Environmental Impact Statement
CEQR No. 19DCP157K
ULURP Nos. 210177 ZMK, 210178 ZRK, 210052 HAK, 210053 PPK, 210179 MMK, 210180 MMK
April 19, 2021

This document is the Final Scope of Work (the "FSOW" or "Final Scope") for the Gowanus Neighborhood Rezoning and Related Actions Draft Environmental Impact Statement (DEIS). This FSOW has been prepared to describe the discretionary approvals, including zoning map amendments, zoning text amendments, City Map amendments, and disposition of City-owned property (collectively, the "Proposed Actions"), present the proposed framework for the DEIS analysis, and discuss the procedures to be followed in the preparation of the DEIS.

This FSOW incorporates changes in response to project updates that were made subsequent to publication of the Draft Scope of Work (DSOW). The substantive changes to the Proposed Actions and Reasonable Worst-Case Development Scenario (RWCDS) since the DSOW was issued are as follows:

- The north side of 4th Street between Smith and Hoyt Streets was previously proposed as an M1-4 district. The proposed zoning has been changed to M1-4/R6A, resulting in Potential Development Site BP changing to Projected Development Site 61 and the addition of Projected Development Site 62 in the RWCDS;
- A portion of the north side of Butler Street, between Bond and Nevins Streets, was previously proposed as an M1-4/R6B district. The proposed zoning has been changed to M1-4.
- The removal of the proposed City Map Change to demap a portion of Bond Street south of 4th Street and map it as parkland;
- The addition of a City Planning Commission (CPC) Special Permit to allow hotels in the Project Area (as permitted by the underlying zoning district regulations);
- The addition of a CPC Authorization to modify the bulk envelope (height and setback regulations) and use and streetscape regulations for large mixed-use sites seeking to redevelop while integrating new development with non-residential uses;
- The addition of a CPC Authorization to allow an increase in density in exchange for identified transit improvements;
- The addition of a CPC Chairperson Certification to allow an increase in density in exchange for identified transit improvements at the Union Street R Station, resulting in more projected development on Projected Development Site 27;

- The disposition of City-owned property at 276 4th Avenue (Block 456, Lot 29), resulting in Potential Development Site BM changing to Projected Development Site 63.
- The addition of a CPC Authorization to allow for the exemption of school floor area and modified bulk under certain conditions;
- The incorporation of a potential new 500-seat public school on Projected Development Site 47;
- The removal of Potential Development Site BX from the RWCDS;
- Inclusion of Blocks 452 and 458 within the GSD and Waterfront Access Plan (WAP);
- Exclusion of Block 451 and portions of Block 399 from within the GSD;
- Disposition approval and Urban Development Action Area Project (UDAAP) designation for Block 1028, Lot 7 is no longer sought; however, HPD will be seeking an amended UDAAP approval for the site; and
- Additional information has been added and typographical edits have been made to the description of the proposed zoning districts, the GSD, and the WAP.

Revisions of the DSOW have been incorporated into this FSOW and are indicated by double-underlining new text and ~~strikethrough~~ of deleted text.

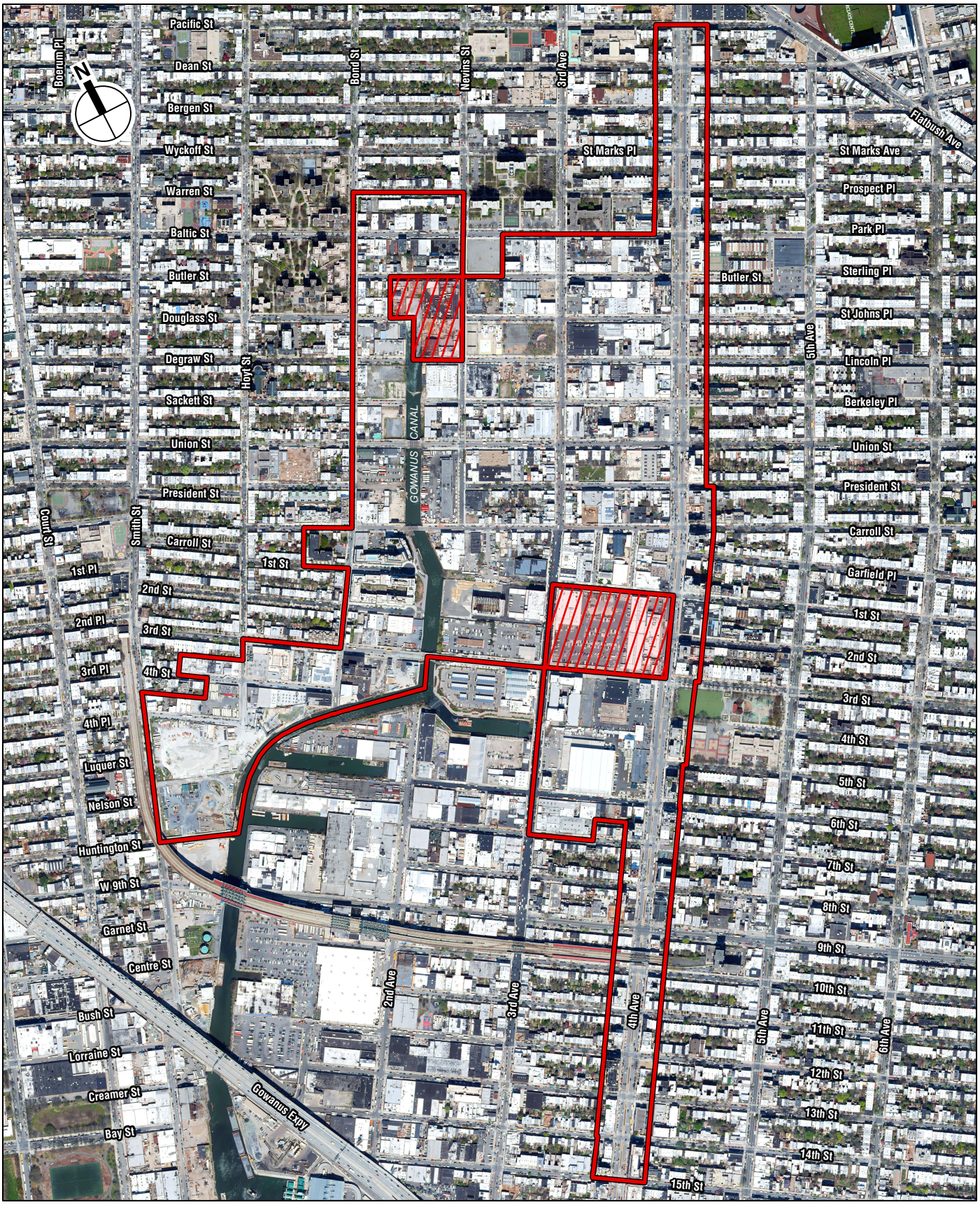
A. INTRODUCTION

This ~~Draft~~Final Scope of Work (~~Draft~~Final Scope) outlines the technical areas to be analyzed in the preparation of the ~~Environmental~~Environmental Impact Statement (EIS) for the Gowanus Neighborhood Rezoning and Related Actions ~~proposal~~proposal. The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD~~) and~~), the Department of Parks and Recreation (NYC Parks), ~~is~~and the Department of Citywide Administrative Services (DCAS) are proposing a series of land use actions—including zoning map amendments, zoning text amendments, City ~~map~~Map amendments, and disposition of City-owned property~~,~~ (collectively, the "Proposed Actions") to implement land use and zoning ~~recommendations~~recommendations in the Gowanus Neighborhood Plan (the "Neighborhood Plan" or "Plan"). The area subject to the Proposed Actions is generally bounded by Bond, Hoyt, and Smith Streets to the west~~,~~; 3rd and 4th Avenues to the east~~,~~; Huntington, 3rd, 7th, and 15th Streets to the south~~,~~; and Warren, Baltic, and Pacific Streets to the north (the "Project Area") (see **Figures 1 and 2**). The Proposed Actions would affect an approximately ~~80~~82-block area of the Gowanus neighborhood of ~~Brooklyn~~Brooklyn, Community Districts 2 and 6.

The Proposed Actions are intended to facilitate development patterns that meet the long-term vision of a thriving, inclusive, and more resilient Gowanus where existing and future residents and workers can participate in civic, cultural, and economic activities and where a wholly unique resource—the Gowanus Canal—can thrive and play an active role in that equitable and sustainable growth. Overall, the Proposed Actions are expected to result in a net increase of approximately 8,~~200~~500 dwelling units (DUs) (a With-Action scenario of approximately 9,~~000~~300 DUs); ~~696~~734,000 square feet ~~([~~sf~~)]~~ of commercial space; 251,000 sf ~~square feet~~ of community facility space~~;~~ (inclusive of a potential new, 500-seat school); and ~~6.4~~approximately six acres of new open space, including over an acre of newly mapped parkland. The Proposed Actions would result in net decreases of ~~104~~132,000 sf of warehouse space; 125,000 sf of self-storage space; and 60,000 sf of other industrial space. On privately -owned sites the Proposed Actions could result in a net increase of approximately 7,~~200 dwelling units (~~500 DUs~~)~~ (a With-Action scenario of 8,~~000~~300 DUs), including approximately 2,000 permanently affordable homes for lower-income New

Note: This figure has been updated for the Final Scope of Work.

1.27.21



Data source: NYC Department of City Planning

Project Area / Primary Study Area

Areas Not Directly Affected by Proposed Actions

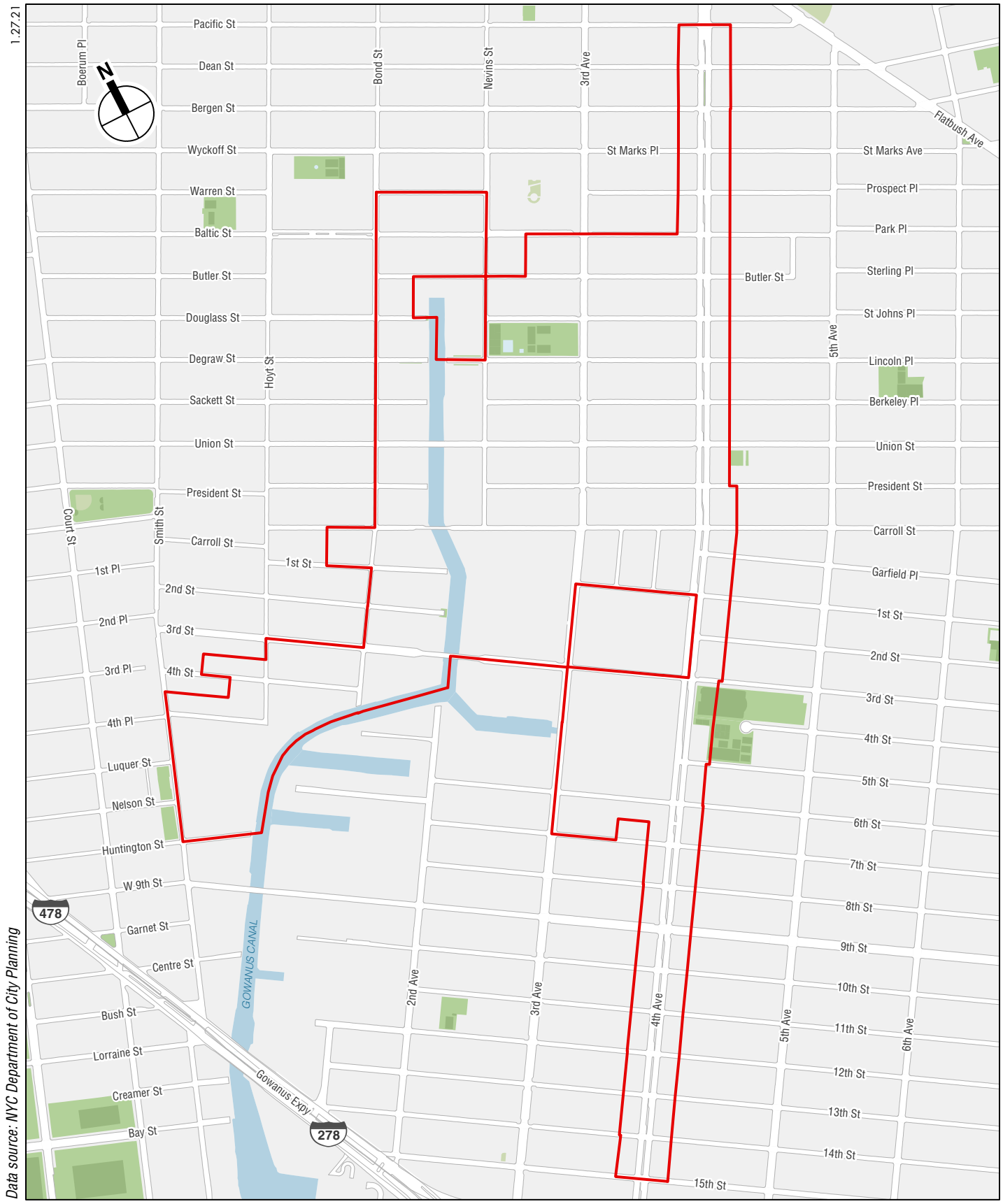
0 1,000 FEET

Aerial

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 1

Note: This figure has been updated for the Final Scope of Work.



Project Area / Primary Study Area

0 1,000 FEET

Project Location

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2

Yorkers per ~~MIH~~the Mandatory Inclusionary Housing (MIH) program.[1] On City-owned sites, the Proposed Actions would result in approximately 1,000 affordable DUs, designated to serve a wide range of incomes (see Section G, "Analysis Framework," for discussion of the ~~Reasonable Worst-Case Development Scenario [~~RWCDS~~]).~~). This ~~Draft~~Final Scope provides a description of the Proposed Actions, the projected and potential development that is reasonably expected to result from those actions, and the technical areas and approaches to be used for analysis in preparing the EIS.

Over the past ~~two~~four years, thousands of stakeholders, residents, workers, business owners, and elected officials have participated in over 100 hours of meetings and workshops, including large public events and 26 working group meetings covering five broad topics (Arts and Culture; Housing, Industry, and Economic Development; Public Realm; Sustainability; and Resiliency). Coupled with DCP's first online public engagement platform (*PlanGowanus.com*), members of a broad cross-section of the community articulated challenges and needs that Gowanus faces today and in the future. The Proposed Actions evolved from the *Gowanus Neighborhood Planning Study* (the "Study"). In October 2016, DCP, together with other City agencies, launched a study of the neighborhood surrounding the Gowanus Canal. The Study builds upon several previous reports and planning efforts, including *Bridging Gowanus*, which was led by New York City Council Members (CM) Brad Lander and Stephen Levin from 2013 to 2015.

The Study is a collaboration between the City of New York and local elected officials and community members that takes a broad, comprehensive look at ways to support existing and future resiliency and sustainability efforts; encourage and expand neighborhood services and amenities; improve streetscapes, pedestrian safety, and access along the Canal; explore ways to support and develop space for job-generating uses—including industrial, arts, and cultural uses; promote opportunities for new housing with required permanently affordable housing and protect residential tenants against harassment and displacement; and coordinate necessary infrastructure improvements throughout the area to support the continued cleanup of the Gowanus Canal and to accommodate existing and future needs.

Based on an iterative process of engagement and feedback, DCP in cooperation with other City agencies developed *Gowanus: A Framework for a Sustainable, Inclusive, Mixed-use ~~Neighborhood~~Neighborhood* (the "Framework"), a comprehensive framework of goals and strategies, including ~~recommended~~recommended land use changes that would be developed into a comprehensive rezoning proposal and ~~implemented~~implemented as part of an overall Gowanus Neighborhood Plan. The Framework was released in June 2018.

Through refinement and community input on the Framework, a draft zoning proposal was developed and shared at a public event in February 2019. DCP held pre-certification meetings in the fall and winter of 2020 to provide updates on key aspects of the zoning proposal and to support the community's upcoming formal review of the proposal. In the months following the release of the draft zoning proposal, DCP presented the rezoning proposal. DCP will continue to work with local elected officials and community stakeholders in refining the proposal based on the ongoing community process and advancing aspects of the Framework toward a Neighborhood Plan. A

[1] A minimum percentage of housing created would be permanently affordable under the ~~Mandatory Inclusionary Housing (~~MIH~~)~~ Program. The number of affordable units would be determined by a number of factors, including the MIH option ultimately selected for the Proposed Actions. The number of affordable units shown here is approximate and based on a percentage of floor area under the RWCDS, which is assumed to be MIH Option 1 (25 percent of residential floor area).

Neighborhood Plan is designed to implement a shared vision by aligning community and government resources and effectuating zoning and land use changes through the City's Uniform Land Use Review Procedure (ULURP) process, where the community and stakeholders will continue to have many opportunities to provide comments and input and shape a final Neighborhood Plan.

The Proposed Actions are the culmination of many years of planning work in and around Gowanus by local community members, elected officials and City agencies, and reflect DCP's ~~ongoing engagement~~on-going engagement process with community boards, residents, business owners, community-based ~~organizations~~ organizations, elected officials, and other stakeholders, to achieve the following land use objectives:

- Support existing clusters of economic activity and promote development of new job-~~generating~~generating uses through increased industrial and commercial density and updated parking and ~~loading~~loading regulations in key areas;
- Provide opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households, while bringing existing residences into ~~conformance~~conformance with zoning;
- Facilitate the creation of new waterfront open space and neighborhood parks along the Canal through the establishment of a ~~Waterfront Access Plan (~~WAP~~)~~ and changes to the ~~city~~City map;
- Facilitate several shared neighborhood-wide goals, including promoting a walkable, vibrant, mixed-use neighborhood; brownfield remediation; and activation of key areas through ~~allowing~~allowing higher densities~~;~~ and a broader range of uses and incentivizing or requiring non-residential uses in select areas;
- Create special rules to establish limits for height, bulk envelope, and density that consider neighborhood context as well as other shared goals, including encouraging variation and diversity of future programing, open spaces, site planning, and design along the ~~canal~~Canal; and
- Support a successful Neighborhood Plan by institutionalizing a comprehensive planning framework that is inclusive of relevant capital infrastructure needs and services to support current demand and future growth.

An overview of the Project Area, the purpose and need for the Proposed Actions, and the key components of the Proposed Actions are described below in Sections C through F.

~~The New York City Planning Commission (CPC)~~CPC has determined that an EIS for the Proposed Actions should be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with DCP acting on behalf of CPC as the lead agency. The purpose of the EIS is to disclose and discuss potential significant adverse environmental impacts of a project to inform decision-makers. The environmental analyses in the EIS will assume ~~a development period of 15 years for the RWCDS for the Proposed Actions (i.e.,~~ an analysis year of 2035~~).~~. DCP will conduct a coordinated review of the Proposed Actions with involved and interested agencies.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions include discretionary land use approvals that are subject to review under ULURP, Section 200 of the City Charter, and the CEQR process. The discretionary approvals are summarized below.

- ***Zoning Map Amendments.*** The Proposed Actions would replace all or portions of existing R6, R6B, R8A, C8-2, M1-1, M1-2, M2-1, and M3-1 zoning districts with R6A, R6B, M1-4/R6A, M1-4/R6B, M1-4/R7A, M1-4/R7-2, M1-4/R7X, M1-4, ~~M1-5,~~ and C4-4D zoning districts. The Proposed Actions would also eliminate existing C2-4 ~~overlays~~overlay districts along 4th Avenue within the Project Area, which would be replaced with the C4-4D district within the ~~Special Gowanus Mixed-Use District (GSD).~~GSD.
- ***Zoning Text Amendments.*** The Proposed Actions include amendments to the text of New York City's Zoning Resolution (ZR) to establish the GSD within the Project Area, create the Gowanus WAP for waterfront blocks within the Project Area, ~~and to~~replace the Special Enhanced Commercial District – 1 (EC) within the Project Area, and amend Appendix F of the ZR to apply the MIH program to proposed R6A, M1-4/R6A, M1-4/R6B, M1-4/R7A, M1-4/R7-2, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created. In addition, the text of the ZR would be amended to:
  - create a Special Permit to allow hotels in the Project Area (as permitted by the underlying zoning district regulations);
  - create an Authorization to allow for the exemption of school floor area and modified bulk under certain conditions throughout the GSD;
  - create an Authorization to modify the bulk envelope (height and setback regulations) and use and streetscape regulations for existing large mixed-use sites seeking to redevelop while integrating new development with substantial existing buildings;
  - create an Authorization to allow an increase in density in exchange for identified transit improvements; and
  - create a Chairperson Certification to allow an increase in density in exchange for identified transit improvements at the Union Street R Station.
- ***City Map Amendments.*** The Proposed Actions include amendments to the City Map to acquire and map portions of Block 471, Lots 1 and 100 as parkland and streets, to remove the "Public Place" designation on Block 471~~, de-map~~ and demap 7th Street between Smith Street and the Gowanus Canal~~, and de-map a portion of Bond Street south of 4th Street and reestablish it as mapped parkland.~~.
- ***Disposition Approval and Urban Development Action Area Project (UDAAP) Designation.*** UDAAP designation of HPD-owned property on ~~Blocks~~Block 471~~ and 1028~~ and project approval for the purpose of disposition and development pursuant to the proposed zoning. In addition, HPD is seeking an amendment to a previously approved UDAAP designtaion for a project located on Block 1028, Lot 7. The amended UDAAP designation will be approved by the City Council and Mayor.
- ***Disposition of City-Owned Property.*** At the request of the Economic Development Corporation (EDC), the Proposed Actions include disposition of City-owned property on Block 456, Lot 29. The property is under the jurisdiction of DCAS and is subject to a long-term lease to the Metropolitan Transportation Authority (MTA) for use as a New York City Transit Authority (NYCT) substation. The approval would allow for the disposition of development rights to an adjacent development.

CITY ENVIRONMENTAL QUALITY REVIEW AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, and subject to environmental review in accordance with CEQR guidelines. An

~~Environmental~~Environmental Assessment Statement (EAS) that examined the Proposed Actions was completed on March 22, 2019 and a Positive Declaration, issued on March 22, 2019, established that the Proposed ~~Actions~~Actions may have a significant adverse impact on the environment, thus warranting the ~~preparation~~preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows elected and appointed officials, governmental officials, other agencies, and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the scoping period, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. In accordance with City and State environmental review regulations, the DSOW to prepare the EIS was issued on March 22, 2019. The public, interested agencies, Brooklyn Community Boards 2 and 6, and elected officials ~~are~~were invited to comment on the Draft Scope, either in writing or orally, at a scoping meeting ~~to be~~ held on April 25, 2019 at Middle School (M.S.) 51 at 350 5th Avenue, Brooklyn, NY 11215. The meeting ~~will start~~began at 4:00 PM. Comments received during the ~~Draft Scope's~~DSOW's public meeting and written comments received ~~up to 10 days after the meeting (until 5:00 PM on May 6, 2019) will be~~have been considered and incorporated as appropriate into the Final Scope ~~of Work (Final Scope).~~. The lead agency ~~will oversee~~oversaw the preparation of the Final Scope, which ~~will incorporate~~incorporates all relevant comments made on the Draft Scope and ~~revise~~revises the extent or methodologies of the studies, as appropriate, in response to comments made during public review of the scope. The ~~Draft EIS (~~DEIS~~)~~ will ~~then~~ be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, it will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision-makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND TO THE PROPOSED ACTIONS

STUDY AREA HISTORY – OVERVIEW

Once referred to as Gowanus Creek, the Gowanus Canal was originally a wide tidal creek with numerous small tributaries that extended northeast from its mouth at Lower New York Bay south of Red Hook. The creek system included Coles Mill Pond, Dentons Mill Pond, and Freeks Mill Pond. The head of the Gowanus Creek once was home to an indigenous village named Werpos and in 1679, a Dutch missionary wrote of eating the best oysters in the region along the Gowanus Canal.

In 1846, the Brooklyn Common Council engaged Major David B. Douglass to draw up plans to drain "the Gowanus Meadow" to "accommodate a population of 200,000 inhabitants." Before these residential development plans were set in motion, Daniel Richards, an upstate developer who founded the Atlantic Dock Company in 1840, received permission to fill, dredge, and install a bulkhead to create the approximately one-mile-long Gowanus Canal. That plan was approved in

1849 by the Brooklyn Common Council and authorized by the State of New York a month later, setting the stage for the transformation of the Canal.

By 1870, the waterbody had been transformed to resemble its current configuration and was serving as a major industrial waterway by which materials arrived to support area industries. By the 1880s, the banks of the Canal had transitioned from gristmills and oyster exporters to a wide range of industrial activities, including heavy manufacturing of coal and oil, foundries, paint and ink factories, electroplating shops, and paper mills, as well as the storage and distribution of materials used to build and maintain adjacent residential neighborhoods. Peak industrial activity occurred roughly around ~~the end of World War II~~1945, when approximately six million tons of cargo per year were ~~handled~~handled by the Canal. However, by 1950, the Canal was handling a fraction of its previous freight ~~volume~~volume. Structural changes, including suburbanization, decentralization, and containerization—~~combined~~combined with larger ships and global changes in production—led to a decline in industrial activity throughout the City and around the Canal.

The short-term industrial success of the Canal came with a long-term downside: sewage and industrial wastes from the surrounding drainage area were discharged directly into the Canal without treatment, and the natural marshlands and freshwater streams were replaced with combined sewers and storm drains.

The urbanization of the drainage area also contributed to an estimated three-fold increase in the annual runoff volume and a six-fold increase in peak runoff rate to the waterbody. Without the surrounding marshland buffer or freshwater flow, the Canal lacked natural response mechanisms that might have helped absorb the increased hydraulic and pollutant loads resulting from the local industrial toxins, untreated sewage, and increasing car and truck pollution. The Canal's limited tidal circulation and exchange with New York Harbor waters allowed pollutants to accumulate and water quality deteriorated to such an extent that the Canal became notorious as a polluted waterway.

From its inception, wet weather events proved too much for the Canal, and coupled with the growth of Brooklyn and the resulting changes in drainage to the Canal, it became flooded with mud and sediments, making it difficult to navigate outside of high tide. Efforts to address water quality in the Gowanus Canal date back to the late 1800s, when the City contracted for the design of a tunnel between the head of the Canal and Buttermilk Channel to improve circulation and flush pollutants from the Canal. In 1911, the 6,280-foot Gowanus Canal Flushing Tunnel to Buttermilk Channel was constructed. The Gowanus Canal Flushing Tunnel (or "Flushing Tunnel") pumped tidal water from Buttermilk Channel to the Canal with the objective of flushing the stagnant canal water out to New York Harbor.

The reactivation of the Flushing Tunnel in 1999 under the New York City Department of Environmental Protection's (DEP) Inner Harbor Combined Sewer Overflow (CSO) Facility Plan resulted in an improvement in the Canal's water quality and aquatic habitat. At this time, the direction of flow was reversed to bring more highly oxygenated water from Buttermilk Channel to the head of the Canal.

From 1970 to 1990, the Gowanus neighborhood saw its population drop from approximately 33,000 to 24,000, reflecting an overall decrease of the City's population. In more recent decades, broad economic and demographic trends have led to a resurgence in nearby communities and interest in both working and living in and around the Canal area. However, the nature of activity along the Canal has changed.

The Canal's designation as a Federal Superfund Site in 2010 and Superstorm Sandy in 2012 led to increased attention and community engagement on the potential to remediate and improve the infrastructure in Gowanus and advanced discussions about the Gowanus' future among members of the community, elected officials, and City, state, and federal agencies.

~~Remedial~~As a result of the Superfund designation, remedial efforts are currently underway at three former manufactured gas plants (MGP) along the Canal. The remedy calls for the removal of contaminated sediment that has accumulated as a result of industrial and sewer discharges from the bottom of the Canal by dredging. The dredged areas would then be capped. In 2014, the United States Environmental Protection Agency (EPA) issued an order to National Grid (the company that acquired the legal liability for the three former MGP sites), the City of New York, and other potentially responsible parties requiring them to design the selected remedial action in the Canal. EPA has also mandated the installation of underground tanks to reduce discharges from combined sewer overflows (CSO) into the Canal. New York State's Department of Environmental Conservation (DEC) and NYC Office of Environmental Remediation (OER) have developed remedial programs and incentive programs to facilitate the investigation and remediation of brownfield sites.

On September 27, 2013, EPA issued a Record of Decision (ROD) identifying actions to be undertaken by various parties to remediate contamination in the Canal. As part of the EPA ROD, EPA mandated the design and construction of two CSO facilities. The first of the two CSO facilities, the "Head End Facility," would include an 8-million-gallon (~~mg~~MG) underground tank that would increase CSO capture for overflows that would otherwise be discharged from CSO outfall RH-034 at the "head end," or northernmost portion of the Canal. Construction of the Head End Facility would require the lease or acquisition of three privately owned parcels adjacent to the Canal, and is proposed to be located at 242 Nevins Street (Block 418, Lot 1) and 234 Butler Street (Block 411, Lot 24), with an area for construction staging located at 270 Nevins Street (Block 425, Lot 1). The second facility, the "Owls Head Facility," would include a 4-~~mg~~MG tank that would increase capture for overflows that would otherwise be discharged from CSO outfall OH-007. The Owls Head Facility would be located at the middle of the Canal (approximately ~~one-half mile~~0.5 miles south of the northernmost portion of the Canal) near the northern terminus of 2nd Avenue near the 4th Street turning basin. Construction of the Owls Head Facility would require the use of one City-owned parcel (Block 977, Lot 3) and the lease or acquisition of up to four privately owned parcels adjacent to the Canal. The Owls Head Facility is proposed to be located at 2 2nd Avenue, 110 5th Street (Block 990, Lot 21), 122 5th Street (Block 990, Lot 16), 22 2nd Avenue (Block 990, Lot 1), and 5th Street (Block 977, Lot 1), with portions of this area used for construction staging. Collectively, the Project includes the lease or acquisition of up to seven properties to support the facilities and construction staging areas.

~~Alternative plans to address the demand for additional CSO capacity are currently under consideration, including the construction of a tunnel instead of the two tanks described here between the Head End site and the Owls Head site. A tunnel to capture CSO during overflow events would require use of the same properties described above for tunnel shafts, construction, and ancillary facilities.~~

In 2014, DEP completed additional improvements to the Flushing Tunnel and installed new pumps that delivered an average flow of 200 million gallons per day (mgd) to improve water circulation. Improvements in water quality also resulted from more stringent discharge standards, local community stewardship efforts and interest in the Canal.

Consistent with Citywide trends over the past three decades, interest in working and living in older industrial neighborhoods, such as the area surrounding the Canal, has returned. Without providing additional residential capacity or new space for jobs, it has been increasingly difficult to accommodate the growth in Brooklyn. Strong demand for housing Citywide has played out locally by pushing up prices and limiting housing that is affordable for households at lower incomes. At the same time, over the past few decades, the City has experienced a rapidly growing and diversifying economy. Although a small portion of the land around the Canal remains industrial in character, manufacturing and industrial uses are no longer present in most locations adjacent to the Canal. Commercial businesses, offices, and other uses that serve the surrounding residential communities have increased alongside long-time artists and a small number of remaining industrial tenants. The reinvestment in and reactivation of older loft buildings for a variety of commercial office and artist spaces indicate a growing local demand for new office and other workspaces.

The COVID-19 pandemic has led to economic crises around the world and in New York City. It has highlighted broad inequities in our society across racial and socioeconomic spectrums. The pandemic has also elevated the importance of complete neighborhoods to a community's health and resiliency, including walkability, housing security, open spaces, and active places. The underlying aspects that make New York City successful have not changed and the trends that caused an unprecedented housing crisis before the pandemic are not anticipated to abate. New homes near jobs and proximate to transit will continue to be critical goals of the City as it plans its post-pandemic recovery and seeks to create a more just, equitable, and sustainable city.

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

In May 2014, Mayor Bill de Blasio released *Housing New York*, the Mayor's plan to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure investments to foster a more equitable and livable New York City through an extensive community engagement process. In 2018, *Housing New York 2.0* was released, detailing progress and updates since 2014 on the construction and preservation of affordable housing in New York City. *Housing New York* calls for neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for new affordable housing.

Gowanus was selected based on previous planning efforts the community has engaged in over the past decade, including previous DCP studies in 2009 and *Bridging Gowanus* from 2013 to 2015, which was led by local elected officials to create shared goals and priorities for the area's future development. Gowanus has unique assets and features that could be leveraged to accomplish many local and Citywide goals to address contaminated land and develop housing, including a significant amount of permanently affordable housing, new commercial and industrial space, services, jobs, and open space in an area with excellent transit access.

In October 2016, the City launched the Study of the neighborhood surrounding the Gowanus Canal. The planning process was a collaboration with local elected officials, community boards, community members, and City agencies—including HPD, NYC Parks, Department of Transportation (DOT), School Construction Authority (SCA), Department of Education (DOE), DEP, Small Business Services (SBS), ~~Economic Development Corporation (EDC),~~EDC, Mayor's Office of Recovery and Resiliency, Mayor's Office of Sustainability (MOS), New York City Department of Emergency Management (NYCEM), and ~~the~~ Department of Cultural Affairs (DCA).

The study sought to foster a thriving neighborhood by reinforcing and encouraging a robust local economy anchored by a mix of uses and businesses while creating opportunities for new housing

with affordable housing in appropriate locations. The Study also examined ways to balance the range of issues and needs in Gowanus by seeking to:

- Support existing and future resiliency and sustainability efforts;
- Encourage and expand neighborhood services and amenities, such as supermarkets;
- Improve streetscapes, pedestrian safety, and access along the Canal;
- Explore ways to support and develop space for employment-generating uses, including industrial, arts, and cultural uses;
- Promote opportunities for new housing, including affordable housing while protecting existing tenants against harassment and displacement; and
- Coordinate necessary infrastructure improvements throughout the area to support the continued cleanup of the Gowanus Canal and to accommodate existing and future needs.

GOWANUS NEIGHBORHOOD PLANNING PROCESS

Given the unique characteristics of Gowanus, including the prominence of the Canal and implications of its Superfund designation, and at the request of community members, a multi-pronged outreach approach was developed to undertake the Study. Thousands of community stakeholders, residents, workers, business owners, and elected officials participated in over 100 hours of meetings and workshops that began in 2016, including large public events and working group meetings covering five broad topics (Arts and Culture; Housing, Industry, and Economic Development; Public Realm; Sustainability; and Resiliency). Coupled with DCP's first online public engagement platform known as *PlanGowanus.com*, a broad cross-section of community members articulated challenges and needs that Gowanus faces today and in the future. Participants set goals and objectives and generated ideas about policies and investments to achieve a thriving, more resilient neighborhood. Below is a summary of the extensive community outreach approach to date.

WORKING GROUPS

DCP and other agencies worked with residents, property owners, and other stakeholders to develop specific recommendations focused on five broad topics: Arts and Culture; Housing; Industry~~,~~ and Economic Development; Public Realm; and Resiliency~~;~~ and Sustainability. Each working group met approximately once a month beginning in February 2017, culminating with a Working Group Summit held in July 2017. Working group members identified key issues and helped develop and refine proposals through an iterative, consensus-building process. The work concluded with a set of mutually prioritized recommendations that would help inform the development of a draft zoning proposal and land use framework.

NEW YORK CITY HOUSING AUTHORITY AND OTHER TARGETED OUTREACH

Along with the working group process, City agencies engaged New York City Housing Authority (NYCHA) residents on specific topics in order to share information, solicit feedback and develop recommendations. Targeted outreach included attendance at monthly NYCHA Tenant Association meetings and Gowanus Canal Community Advisory Group meetings, making presentations to Community Board 6, and holding a public meeting focusing on community resources (schools and transportation) at M.S. 51 William Alexander.

ONLINE ENGAGEMENT PLATFORM

In April 2017, DCP launched a pilot online engagement platform called PlanGowanus (*PlanGowanus.com*) to help broaden public participation in the study process and help disseminate information from and receive input to the working group process. Through interactive tools and a user-friendly interface, the community was able to provide input on a variety of topics on the website, which were used to develop the land use framework. As of February 2019, the site received over 17,000 total page visits. PlanGowanus.com no longer accepts comments and feedback from the public in an effort to distinguish it from CEQR's solicitation of public comments as part of the EIS scoping process.

PUBLIC EVENTS AND WORKSHOPS

Larger public events included a study kick-off meeting in October 2016 followed by a resiliency and sustainability meeting held at NYCHA's Wyckoff Gardens in December 2016.

In the fall of 2017, a meeting on community resources focused on schools and transportation and shared recommendations of the Working Groups to the community. An all-day community visioning session held at P.S. 32 in March 2017 focused on topics to illustrate how different land uses could be accommodated at various densities and highlighted key urban design challenges and opportunities.

In 2018, DCP and other City agencies held a public event to share and gather feedback on the Framework, which is described in more detail below. In November 2018, HPD, in collaboration with the designated development team for the Public Place Site, led a public workshop to re-engage the community and to update the vision for development on the large City-owned site colloquially called "Public Place." In December 2018, HPD held a public meeting on fair housing to facilitate a dialogue about the neighborhood's history and how ongoing planning processes—including *Bridging Gowanus*, the *Gowanus Neighborhood Study*, and *the Community School District 15 Diversity Plan*—can actively work to promote fair housing, inclusion, and access to opportunity for all residents. DCP and other City agencies met with local businesses and property owners, hosted a roundtable discussion, and tabled at events such as the Gowanus EXPO and Gowanus Block Party that was held by the Gowanus Canal Conservancy and others.

GOWANUS: A FRAMEWORK FOR A SUSTAINABLE, INCLUSIVE, MIXED-USE NEIGHBORHOOD

The Framework was released in June 2018 and is a roadmap for identifying goals and strategies, with recommended land use changes, to be developed and implemented as part of the Neighborhood Plan. It is the product of the extensive community engagement process to solicit ideas and input that began when the Study was launched in October 2016. It is also informed by previous reports and studies, including *Bridging Gowanus*, and ongoing community efforts by government agencies and community stakeholders and organizations. The Framework is a product of all those voices and ideas, bringing them together in objectives and proposed strategies in seven categories including Sustainability and Resiliency; Environmental Remediation; Community and Cultural Resources; Housing, Economic, and Job Development; Transportation; and Land Use~~,~~ and Urban Form.

The Framework is comprised of goals and strategies to make Gowanus a cleaner, greener, and more inclusive neighborhood. The policies and proposals aim to support the evolution of Gowanus into an eco-neighborhood where existing and future residents and workers can live, work, and play with a minimal carbon footprint and impacts on climate change.

Key strategies that were identified to support a more sustainable future include:

- Promoting a more resilient future, where buildings and infrastructure are designed to manage flood risk today and into the future;
- Increasing public open space that is green and resilient along the Canal and capitalizing on opportunities for green public spaces throughout the area;
- Creating new job-generating space and fostering a mix of uses within the neighborhood so that residents can live, work, create, play, and shop, and all users can reach their destinations by walking, bicycling, or other means;
- Promoting new, denser housing while creating and preserving affordable housing and improving public housing near transit to reduce energy use and carbon footprint;
- Improving access to new jobs, training opportunities, and other resources that support social, economic, and environmental resiliency in the community;
- Improving mobility and safety for pedestrians, cyclists, and drivers on streets and in public areas; and
- Planning for meeting the infrastructure and community resource needs of a growing neighborhood.

FRAMEWORK HIGHLIGHTS

PROMOTE A MORE RESILIENT AND SUSTAINABLE FUTURE FOR ALL

As cleanup progresses in the Canal, the community has worked toward a vision of a cleaner, greener, and inclusive future. Through programs and actions led by local residents, City agencies, elected officials, and others, the Gowanus community can address sustainability and resiliency challenges, which range from energy efficiency to environmental remediation to emergency response preparation. Gowanus can lead New York City as a model of a green and flood-resilient urban neighborhood.

- Support remediation of sites adjacent to the Canal through remediation requirements attached to redevelopment;
- Assess current and future drainage issues and infrastructure needs, considering existing conditions, projected sea level rise, and potential growth and development; and
- Engage Gowanus community members in an emergency response planning process that leverages and continues community-led work to identify hazards, vulnerabilities, and resources.

SUPPORT AFFORDABLE AND MIXED-INCOME HOUSING

As the housing affordability crisis strains residents at a range of incomes—most of all, low-income residents—the City is taking action to protect the rights of tenants and prevent displacement, preserve existing affordable housing, and build more affordable housing. The City is working to protect Gowanus residents by using all available tools, aggressively investigating complaints of harassment, and taking action against unlawful landlords. Where the City owns land that can support new housing, it can promote greater levels of affordability. On privately owned land that is rezoned to substantially increase housing capacity, MIH requires new developments to provide a share of permanently affordable housing.

- Engage the community and update the vision for HPD's Public Place site to create a mixed-use development that includes affordable housing, community facilities, commercial retail, and open space;
- Implement the Certification of No Harassment pilot program and continue to work with the Tenant Harassment Prevention Task Force to investigate and take action against landlords who harass tenants;
- Implement MIH to require that new residential development include permanently affordable apartments; and
- The City will consider funding improvements to Gowanus Houses, Wyckoff Gardens, and Warren Street Houses during the rezoning process. Capital needs will be evaluated via an assessment of improvements needed in these developments, in the context of broader investments in NYCHA.

ENCOURAGE A THRIVING AND DIVERSE LOCAL ECONOMY

A central goal of the Framework is to promote economic development and increase access to jobs and training opportunities. This can be accomplished by applying land use strategies that balance a mix of uses while removing certain specific barriers in zoning that unnecessarily limit business expansion and growth, along with supportive infrastructure investments and business services and programs.

- Maintain the prohibition on residential use in certain areas, while promoting non-residential uses in new mixed-use developments where housing is appropriate;
- Make off-street parking regulations more flexible, reduce unnecessarily high parking requirements and update bulk regulations;
- Promote workforce development and job training opportunities for NYCHA and other neighborhood residents, particularly for City-sponsored projects;
- Connect businesses, property owners and nonprofits with programs, grants, and services that support entrepreneurship, business growth, and revitalization projects; and
- Work with Southwest Brooklyn Industrial Business Zone (IBZ) stakeholders to identify potential additional interventions to assist businesses to grow and thrive in the IBZ.

PLAN FOR THE NEEDS OF A GROWING NEIGHBORHOOD

Targeted investments in infrastructure and the public realm can help improve quality of life and the business environment in Gowanus. Coordinated, proactive planning in Gowanus can advance the realization of the long-term vision of a mixed-use community in which development is supported by critical waterfront, transportation, educational, and recreational investments.

- Create new community space and programming for NYCHA residents, and expand space for art and cultural uses;
- Encourage retention and reuse of key loft buildings;
- Recognize and celebrate themes in Gowanus's history through a coordinated interpretive plan;
- Identify improvements that support businesses within the area;
- Strengthen cross-Canal connections, transit, and regional linkages; and
- Assess existing school capacity and identify opportunities to meet future needs.

LAND USE FRAMEWORK OVERVIEW

The land use framework outlined in the broader Framework is a set of guiding principles related to use, density, bulk, and waterfront access, and was intended to provide standards for developing and evaluating proposals for future land use changes. These principles were shaped by shared goals, the opportunities and challenges of achieving those goals, and an understanding of the entire Gowanus neighborhood.

The parameters of the land use framework were developed to encourage cleanup and redevelopment of sites while balancing a variety of goals. The parameters include:

- Strengthen existing clusters of light industrial and commercial activity and promote new, job-generating uses—including industrial, arts, and cultural uses;
- Encourage and reinforce a vibrant, live-work neighborhood by balancing the preservation of neighborhood scale and encouraging growth that promotes a mix of uses and allows for improvements to the public realm and local services while affirming the qualities that make the neighborhood distinct; and
- Promote the creation of an active, accessible, resilient, and diverse waterfront esplanade that celebrates the unique nature of the Canal and is flanked by a mix of uses that includes new permanently affordable housing as well as commercial, artist, and manufacturing space.

WATERFRONT PUBLIC ACCESS

Redevelopment of sites on the Canal creates an opportunity to achieve public access at the Canal's edge. The framework identified parameters for the creation of public open space along the Canal in conjunction with residential and non-residential development. The parameters are intended to:

- Encourage street end design that is flood-resilient and ensures continuity of public access across sites;
- Allow and promote a mix of uses on ground floors leading to and along the Canal to support an active and lively waterfront;
- Relate the height of new buildings to the lower-scale neighboring context along upland frontages such as Bond Street;
- Set back higher portions of buildings to ensure light and air to side streets and the Canal;
- Ensure continuity of public access at bridge crossings with grade-change constraints; and
- Ensure access of light and air to inner courtyards and the Canal by staggering building heights and keeping street wall heights low.

USE, DENSITY, AND HEIGHT

In order to facilitate a dynamic, mixed-use neighborhood that considers block-specific conditions, the Framework identified parameters for use, height, and density. The land use framework recommended areas suitable for new residential or mixed-use development, in addition to areas proposed to be maintained primarily for continued industrial and commercial activity. The Framework broke these into three broad areas each with its own recommendations: Industrial and Commercial, Enhanced Mixed-Use, and the Canal Corridor. The interconnectedness of these areas to each other and to the adjacent neighborhoods, which include thriving residential communities and active retail corridors (e.g., 4th Avenue and Smith Street), and the vision of a mixed-use neighborhood were taken into consideration. Recommendations within these three areas were partly derived from and respond to block- and neighborhood-wide characteristics—including

current and past land use patterns, market trends, site contamination, and block and lot size and orientation—and are mutually supportive in contributing to the overall objective of a dynamic, mixed-use neighborhood.

Analysis of existing land use and business activity revealed that while much of the former industrial neighborhood is no longer comprised of heavy manufacturing uses, clusters of light industrial, commercial, and arts-related activity remain in portions of the midblocks between 3rd and 4th Avenues and west of the Canal along 4th and Hoyt Streets. Therefore, in some of the Framework subareas, it was determined that the maintenance of the current restriction on residential use is necessary to support the continuation of these uses. Other areas are characterized by lower levels of industrial and commercial activity, higher levels of vacancy and underutilization, and existing pockets of residential uses. DCP proposes to rezone these areas to permit a mix of uses, including residential, commercial, retail, light industrial, community facility, and artist spaces.

Some planning considerations and observations from the community that helped shape the land use framework are:

- Catalyzing redevelopment is critical to the overall clean-up of the Canal and surrounding brownfields;
- Balancing transformative growth at a scale that enforces a sense of place and responds to surrounding context can allow for a true mix of uses throughout the neighborhood and provide opportunities for existing and future residents to enjoy and benefit together;
- MIH should be applied where there is a substantial increase in housing capacity, including on previously rezoned portion of 4th Avenue where redevelopment occurs today without any affordable housing requirements;
- Defining where new residential uses would remain prohibited and reassessing whether certain regulations can help businesses remain, expand, and flourish; and
- Becoming a model green neighborhood means creating a livable, safe, and productive neighborhood for generations to come.

DRAFT ZONING PROPOSAL

Building upon the Framework, DCP held an open house and presented the draft zoning proposal to the public in February 2019, and in the ~~subsequent~~following months continued to work with local elected officials and community stakeholders in further refining the draft zoning proposal. DCP held pre-certification meetings at the end of 2020 to provide updates on key aspects of the zoning proposal and to support the community's upcoming formal review of the proposal. The draft zoning proposal is now being considered as part of the Proposed Actions that will be the subject of the DEIS.

PROJECT AREA

The Proposed Actions would affect an approximately ~~80~~82-block area (see **Figure 1**) surrounding the Gowanus Canal and a segment of 4th Avenue. The area directly affected by the Proposed ~~Actions~~Actions, or Project Area, is generally bounded by Bond, Hoyt and Smith Streets to the west; 3rd and 4th Avenues to the east; Huntington, 3rd, 7th, and 15th Streets to the south; and Warren, ~~Baltic~~Baltic, and Pacific Streets to the north. The area encompasses approximately 200 acres, and is ~~defined~~defined by the 1.8-mile-long, ~~man-made~~manmade Gowanus Canal, which splits the neighborhood, and the ~~major~~major north–south and east–west corridors that connect the

upland areas to the surrounding ~~neighborhoods~~neighborhoods. Major corridors and areas of the neighborhood are described below.

GOWANUS CANAL

The approximately 100-foot-wide Canal defines the eastern edge of the Project Area from Huntington Street to 3rd Street and divides the Project Area from 3rd Street to Butler Street where it terminates at Butler Street. The former industrial waterfront is a mix of commercial activity, parking lots, storage, and light industrial uses interspersed with vacant buildings and land. The recently completed 363-365 Bond Street residential developments, which were facilitated by a rezoning in 2010, are the first new residences along the Canal, and include a publicly accessible esplanade, community facility space, and affordable housing, all with an emphasis on resilient design. Connections across the Canal are limited within the Project Area, with only three bridges traversing the waterbody, including only one (at 3rd Street) that allows westbound traffic. The area surrounding the Gowanus Canal is currently zoned M1-2, M2-1, and M3-1.

Designated as a Superfund Site in 2010 by ~~the~~ EPA, remediation and cleanup of the Canal's contaminant-contributing upland sites are critical to the neighborhood's future. A high water table increases the risk of cross-property contamination and the cost of remediation and construction. Because most waterfront sites are under private ownership, access and views to the Canal are limited to public street ends, bridges, and recently constructed waterfront esplanades. Local water-based recreational enthusiasts have limited access to the Canal other than the street end of 2nd Street. As part of the Superfund remedy, two former lateral canals that have been filled with contaminated material over time would be reused. The former lateral canals are located at 1st Street, between the Canal and 3rd Avenue, and at 5th Street (east of the 3rd Avenue Bridge). Formerly used by boats and barges for turning movements, these basins would increase the amount of shoreline in the community.

4TH AVENUE

At 120 feet wide, 4th Avenue is the widest street corridor running through the neighborhood and is one of the main thoroughfares in Brooklyn. The D/N/R subway lines run below 4th Avenue and include local stops at Union Street and 4th Avenue/9th Street, which is also an F/G subway stop. Uses along 4th Avenue vary and include one-story semi-industrial uses, various commercial uses (including local retail shops), and residential apartment and walk-up buildings.

A portion of 4th Avenue was rezoned in 2003 to R8A/C2-4. That rezoning was implemented at the request of the community to protect the scale of development in Park Slope and to allow for housing growth along 4th Avenue. The rezoning leveraged 4th Avenue's width and access to transit to accommodate new housing, albeit without any zoning tools to encourage or require the inclusion of affordable housing. New residential developments are not currently required to provide affordable housing.

In response to new housing construction with blank walls along 4th Avenue and no retail or services as a result of the rezoning, at the request of the community, DCP initiated a follow-up zoning text amendment in 2011 to map the first Enhanced Commercial District in the City to require commercial and community facility uses on the ground floor, and apply transparency and curb cut location requirements for ground floors in new developments to enhance the pedestrian streetscape. The remaining portion of 4th Avenue within the Project Area, between Douglass Street and 6th Street, is currently zoned M1-2 and C8-2 (a full description of each existing zoning district is provided below).

3RD AVENUE

3rd Avenue is a major corridor in the Project Area and one of two truck routes that serve Gowanus and the Southwest Brooklyn ~~IBZ~~Industrial Business Zone (IBZ) to the south of the Project Area. The width and uses along 3rd Avenue vary within the Project Area.

The northern portion of 3rd Avenue from Baltic to Union Streets is a narrow, 70-foot-wide street. Uses along this portion include a hotel and parking lot, a gas station, former industrial buildings reused for commercial activities, and industrial or commercial businesses (including ~~distribution~~distribution/warehousing, contractor's storage yards, or fuel oil truck parking and repair).

Between Union Street and 1st Street, 3rd Avenue continues as a narrow street lined with multi-family and mixed-use walkup apartment buildings. As 3rd Avenue gently curves, it widens to 80 feet at 3rd Street. Uses along this segment become more industrial and commercial with self-storage, utility facilities, the Old American Can Factory (a repurposed former industrial loft building containing manufacturing, arts-related, and event space), a hotel, and a school.

EAST–WEST CORRIDORS

Bridge connections across the Canal and neighborhood are limited, with three bridges traversing the waterbody, including only one (at 3rd Street) that allows westbound traffic. Below are descriptions of the key corridors that provide important connections between and within neighborhoods.

Baltic Street between Bond Street and 4th Avenue

Baltic Street is a key corridor that traverses the Project Area and neighborhood north of the Canal. Baltic Street from Bond Street to 4th Avenue varies considerably in land use, street conditions, and width. Uses along this stretch include distribution/warehouses, bicycle and auto repair shops, and commercial uses, such as ~~hotel uses~~hotels. Despite its importance, Baltic Street lacks an inviting pedestrian streetscape and supportive uses for the three NYCHA communities it connects.

Union Street

One of the few major east–west commercial corridors in the neighborhood, Union Street is a wide street that crosses the Canal. Traffic is one way eastbound between Bond Street and 3rd Avenue and two-way further east to 4th Avenue. The uses and built context vary along Union Street with low-rise former industrial buildings converted to commercial retail and catering uses mixed with former manufacturing facilities and distribution/warehousing, and a gas station. Non-conforming residences are interspersed along the corridor ~~along~~ with some of the Project Area's only new construction buildings ~~in the Project Area~~, which ~~is~~are primarily hotel development.

3rd Street

3rd Street is a wide street that runs from Hoyt Street to 4th Avenue in the Project Area and is the only cross-~~canal~~Canal connector that allows westbound traffic. Both sides of 3rd Street are currently industrial or commercial in nature with distribution/warehousing, parking lots, and a utilities facility interspersed with former loft buildings that have been renovated and reused for office or a convergence of uses, like the Old American Can Factory. A portion of 3rd Street is within the IBZ and includes a large supermarket with an accessory parking lot.

Carroll Street

Carroll Street is a narrow cross-~~canal~~Canal corridor with traffic moving east to west. Restored in 1989, the Carroll Street Bridge is a Landmarks Preservation Commission (LPC)-designated landmark and is just north of the 363-365 Bond Street redevelopment. Between Nevins and 4th Avenue, legal, non-conforming residential walk-up buildings of two to five stories are mixed with former industrial buildings, many of which have been reused for residential use. Residential use has been allowed by way of variances and other approvals issued by the New York City Board of Standards and Appeals (BSA). Many lots in this area have frontage of twenty feet or less, which makes future use or development for industrial or manufacturing space unlikely and infeasible under the current M1-2 zoning. Other properties along the corridor include light industrial uses, such as warehouses, artist/maker space, or commercial uses like retail and entertainment. There are also a number of older residences and a neighborhood institution, 505 Carroll Street, which is undergoing an expansion of its light industrial and artist space.

AROUND THOMAS GREENE PLAYGROUND

Thomas Greene Playground is a unique neighborhood park that provides relief to nearby residents and businesses as an oasis in the heart of the former industrial landscape and is heavily used by the community. Thomas Greene Playground is proposed to be remediated and reconstructed as part of the overall effort to clean up the Canal and surrounding neighborhood. Surrounding the park is vacant or underutilized land interspersed with high lot coverage former industrial buildings that have been reused for truck repair and storage, commercial retail and office, small-scale artisanal manufacturing, and arts-related uses. Recent new construction includes a hotel. Properties within this area are some of the most heavily polluted in the neighborhood due to past industrial activities[2] and soil composition, coupled with a high-water table that has allowed contaminants to migrate underground from tanks and spills to nearby properties. Redevelopment plays a critical role in cleaning up these properties, which would otherwise remain as-is and contaminated.

BLOCK 471 AND PUBLIC PLACE

Two large properties are located directly adjacent to the Smith and 9th Street and Carroll Street F/G stations—one is a privately owned site and the other is a City-owned site. The City-owned site ~~(the site)~~ is referred to as "Public Place" (the "Public Place Site"). The sites are separated from the residential neighborhood to the west and the more industrial context to the south and east by the elevated train line and the Canal, respectively. The City-owned site is approximately ~~six~~6 acres and occupies Block 471, Lots 1 and 100. It is bounded by 5th Street to the north, Smith Street to the west, and the Canal to the east. It is bounded to the south by an approximately ~~four~~ 4-acre, privately owned parcel on Block 471, Lot 200. In total, the sites contain approximately 10 acres of ~~highly~~ underutilized land~~, which~~ that is currently vacant or, in the case of the privately owned site (Lot 200), used in connection with Superfund remediation activities (dredging and staging work). Both sites require extensive remediation from prior uses including a former manufactured gas plant. Block 471 is currently zoned M3-1.

The City-owned site is commonly referred to as Public Place after a technical term for locations mapped on the City Map for a public purpose. "Public Places" are mapped throughout New York

[2] [2] Record of Decision, K - Fulton Works Operable Unit Number 01: Plant Site and Near Off-site Brooklyn, Kings County Site No. 224051 (NYS Department of Environmental Conservation, July 2015)

City. They may or may not be zoned or generate development rights and are typically established to allow flexibility in use. When a "Public Place" is proposed, CPC opines on the intended purpose. In 1974, the site was designated as a Public Place on the City Map to allow a future public purpose compatible with the surrounding residential community and to provide open space for public use.

The major defining characteristics of the City-owned site include its waterfront boundary and its significant slope from the intersection of Smith and 5th Streets to the intersection of 5th and Hoyt Streets. It has 523 linear feet of frontage along the Canal, and is constrained by below-grade infrastructure that limits the location of development. The 72-inch diameter Bond Street combined sewer runs diagonally across the eastern portion of the ~~site~~Site. In addition, an easement for an existing high-pressure gas main and related gas shed bisect the proposed waterfront open space. Until recently, the ~~site~~Site was used by a construction company and concrete batching plant. Today, the ~~City-owned site~~Site is largely vacant.

The area across 5th Street is currently zoned M1-1 and M3-1, and contains a mix of low-scale warehouses and multi-story, loft-style buildings with various commercial and light industrial uses. Recently, former loft buildings have been reused and converted to space for artist studios, co-working, technology, media and design firms, and other newly emerging business sectors, a trend that has led to property reinvestment and spurred employment growth. Most lots in this area are smaller and built with full lot coverage buildings with active businesses. At 3rd and 4th Streets, the area abuts the residential neighborhood of Carroll Gardens, which contains primarily three- to five-story rowhouses.

PRIOR PLANNING EFFORTS

In the mid-2000s, the neighborhoods surrounding Gowanus were the focus of contextual zoning changes that sought to prevent out-of-scale, height factor towers. The zoning changes also had the effect of restricting opportunities for new housing production, including affordable housing. Since 2010, Brooklyn gained over 100,000 new residents and 50,000 new jobs. Without providing additional residential capacity or new space for jobs, it will be increasingly difficult to balance the anticipated growth expected in Brooklyn. Strong demand for housing Citywide has played out locally by pushing up prices and limiting housing that is affordable for households at lower incomes. Below are brief descriptions of the zoning changes by neighborhood.

PARK SLOPE AND 4TH AVENUE REZONING

The 2003 rezoning was at the request of the local community to protect the scale of development in Park Slope and to allow for housing growth along 4th Avenue. The rezoning leveraged 4th Avenue's width and access to transit to accommodate new housing, albeit without any zoning tools to encourage or require the inclusion of affordable housing. New residential developments are not currently required to provide affordable housing.

As noted above, DCP initiated a follow-up zoning text amendment in 2011 to map the first Enhanced Commercial District in the City along 4th Avenue to require commercial and community facility uses on the ground floor, and apply transparency and curb cut location requirements for ground floors in new developments to enhance the pedestrian streetscape.

CARROLL GARDENS REZONING

In 2009, the Carroll Gardens Rezoning mapped contextual zoning districts that established height and bulk regulations to ensure that future development reflected the predominantly brownstone, walk-up apartment building character of the area, while allowing for modest growth on appropriate

corridors and limited building upgrades. The rezoning focused on 86 blocks in the Carroll Gardens and Columbia Street neighborhoods that were primarily zoned R6. The community was concerned that new buildings would be developed and expanded under the existing R6 zoning height factor regulations and could produce developments that were out of scale with the rowhouses in these neighborhoods.

GOWANUS REZONING PROPOSAL (2009)

In 2009, the City proposed zoning changes that would have affected 25 blocks along the waterfront area and a portion of the upland area south of Sackett Street and north of 3rd Street. Building upon the existing mixed-use character of the area, the study proposed the following: a mix of uses, including residential, in certain areas zoned for manufacturing uses; continued industrial use as well as commercial uses; the redevelopment of the waterfront and the provision of public access at the Canal's edge; the enlivening of the streetscape with pedestrian-friendly and active ground-floor uses; the promotion of new housing production, including affordable housing through the City's Inclusionary Housing (IH) Program; and the establishment of height and density limits that consider neighborhood context and other shared goals. The study was put on hold in 2010. The rezoning would have facilitated thousands of new homes adjacent to thriving communities where recent zoning changes limited new housing capacity.

BOERUM HILL REZONING

In 2011, the Boerum Hill Rezoning mapped contextual zoning districts to reflect existing building forms and uses to protect the character and scale of the neighborhood while allowing for limited expansions and development on vacant sites. The rezoning, which focused on a 31-block area formerly known as North Gowanus, also refined commercial ~~overlays~~overlay districts on many of the thoroughfares to more closely tailor them to the existing distribution of mixed uses, bringing existing uses into conformance, and preventing the expansion of commercial activity into residential midblocks where such uses would threaten existing neighborhood character.

GOWANUS CANAL BROWNFIELD OPPORTUNITY AREA NOMINATION STUDY

In an effort to catalyze economic development and clean up environmentally contaminated sites, a Brownfield Opportunity Area (BOA) Nomination Study was prepared in 2014 for Community Board 6 and submitted to the New York State Department of State (DOS) and DEC. The BOA study area straddles the neighborhoods of Carroll Gardens, Park Slope, and Boerum Hill. It includes areas mapped with manufacturing districts generally located on the east side of the Canal between 3rd and 4th Avenues, 1st Street and 15th Street/Hamilton Avenue, and the east side of the Canal between 4th Avenue, Sackett Street, and Baltic Street. A portion of the study area is located within the Southwest Brooklyn IBZ. The BOA study analyzed land use, building and economic trends, surveyed businesses, and developed a series of findings and recommendations. Nineteen sites were also studied further to explore opportunities for strategic investment and redevelopment.

Based on community outreach and an existing conditions analysis, the BOA study found that Gowanus is an employment hub for local residents with a building stock appealing to artists and start-ups, while also a neighborhood grappling with a legacy of contamination, transportation and parking challenges, and limited parks and open space, especially along the Canal. The BOA study presents three recommendations: first, support and grow industrial business in Gowanus, second, preserve a navigable canal for all users, and third, integrate evolving interests in Gowanus (cultural, environmental, recreational) with existing industrial and business interests to foster a multi-faceted, productive, creative economy.

SUPERFUND DESIGNATION

As stated above, a legacy of pollution in and around the Canal has led to a need for substantial remediation. From the mid-nineteenth to the mid-twentieth centuries, Gowanus was a center of heavy industry, including coal gasification (manufactured gas) plants, oil refineries, chemical plants, cement works, machine shops, and tanneries. Underground chemical storage and runoff from these sites spread toxins throughout the area, and coal tar and other contaminants continue to leach into soil and migrate due to container leaks, improper disposal, the natural topography, and high-water table of the former wetlands and creeks that were filled to form today's neighborhood.

City, state, and federal government agencies have committed to remediation throughout the neighborhood. In 2010, EPA placed the Canal on its National Priorities (Superfund) List and has developed a remediation plan that focuses on hazardous materials located in and beneath the Canal, primarily non-aqueous phase liquid (NAPL) and associated polycyclic aromatic hydrocarbons (PAHs), which were discharged from the three former manufactured gas plants. As part of the remediation plan, EPA has also mandated the installation of underground tanks to reduce CSO discharges into the Canal~~.~~, and the excavation and restoration of the 1st Street Turning Basin. DEC and OER have developed remedial programs and incentive programs to facilitate the investigation and cleanup of brownfield sites.

BRIDGING GOWANUS

From 2013 to 2015, ~~CM~~CMs Brad Lander and~~ CM~~ Stephen Levin, in collaboration with other elected officials and the Pratt Center for Community Development, led a community-driven planning process called *Bridging Gowanus*. This process engaged community members and stakeholders with a series of public meetings, culminating in a final report published in September 2015. *Bridging Gowanus* put forth a broad vision for growth with recommendations and goals concerning sustainability and resiliency, public investments in infrastructure and programs, strengthening local jobs, and preserving and creating affordable housing.

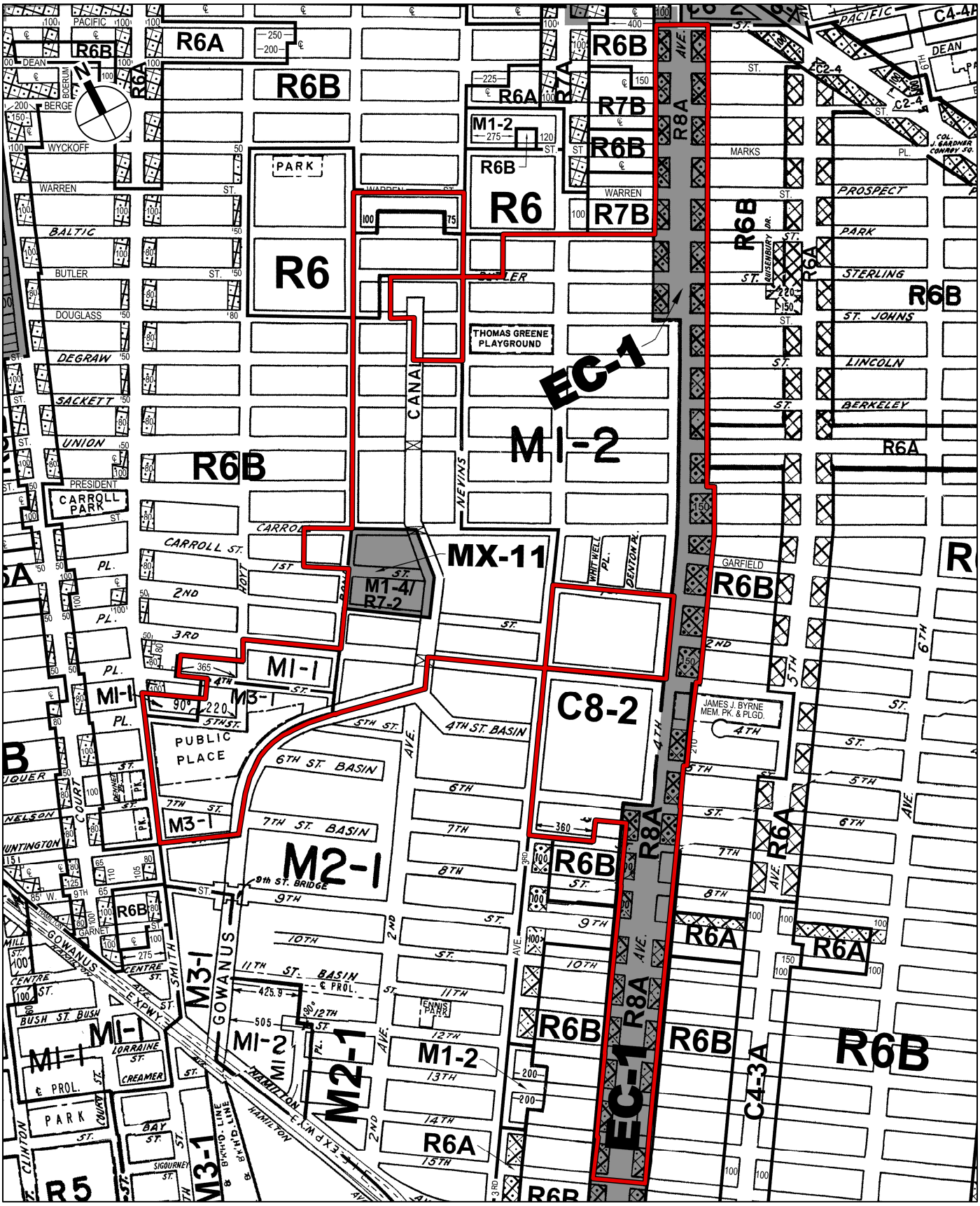
Although *Bridging Gowanus* laid a vital foundation for a shared neighborhood vision and key priorities in connection with supporting growth, the report and its recommendations were developed without input from City agencies and did not contain a land use proposal with location-specific strategies for use and bulk. To build upon *Bridging Gowanus*, DCP, in partnership with other City agencies, CM Lander and CM Levin, elected officials, and community-based partners, launched the Gowanus Neighborhood Study in August of 2016 as part of a comprehensive effort to plan for the neighborhood's future.

D. EXISTING ZONING

The existing zoning in the Project Area, most of which has been in place since 1961, is composed of M1-1, M1-2, M2-1, M3-1, C8-2, M1-4/R7-2, R6, R6B, R8A, and R8A/C2-4 districts (see **Figure 3**). Three zoning map or text amendments have been adopted since 2000. A portion of 4th Avenue was rezoned in 2003 from R7A/C2-4 (north of President Street) and R6 (south of President Street) to R8A/C2-4 and the Park Slope Rezoning also rezoned the superblocks between 3rd and 4th Avenues from M1-2 to C8-2 to reflect the existing land uses and broaden the permitted range of commercial activities. As stated above, the Park Slope rezoning was at the request of the local community to protect the scale of development in Park Slope and to allow for housing growth along 4th Avenue. The rezoning leveraged the 4th Avenue corridor's width and transit accessibility for housing, albeit without any zoning tools to encourage or require the inclusion of

Note: This figure has been updated for the Final Scope of Work.

1.27.21



Data source: NYC Department of City Planning GIS Zoning Features, May 2019

Existing Zoning

affordable housing. Today, new residential developments are not required to provide affordable housing.

In 2011, DCP initiated a follow-up zoning text amendment in response to blank walls on new buildings and a lack of retail space along 4th Avenue. The text amendment mapped the first Enhanced Commercial District in the City to require commercial and community facility uses on the ground floor, and applied transparency and curb cut location requirements to new developments along 4th Avenue to enhance the pedestrian streetscape.

A private rezoning in 2009 known as the 363-365 Bond Street Rezoning, changed an M2-1 zoning district to an M1-4/R7-2 zoning district on two blocks bounded by Bond Street, 2nd Street, Carroll Street, and the Canal. The rezoning facilitated the remediation and redevelopment of an approximately three-acre site of a former waterfront industrial warehouse with residential space, including affordable housing, commercial, and community facility uses and a publicly accessible waterfront open space. Currently, it is the only area mapped for Inclusionary Housing within Community District 6 and has generated 140 affordable units to house low-income New Yorkers.

In addition to the zoning changes discussed above, since 2000, there have been over 20 applications submitted to the BSA generally for use variances. Of these applications, 12 have been granted to allow the conversion or new construction of residential space, schools, or physical culture establishments within the Project Area.

Existing zoning districts are summarized below in **Table 1,** shown in **Figure 3**, and discussed below.

Table 1

Summary of Existing Allowable Densities – Gowanus Canal Corridor Rezoning Area

Zoning District	Residential FAR	Industrial/Commercial FAR	Community Facility FAR
M1-1	-	1.0	2.4
M1-2	-	2.0	4.8
M2-1	-	2.0	-
M3-1	-	2.0	-
C8-2	-	2.0	4.8
M1-4/R7-2	3.6	-	6.5
R6	2.43	-	4.8
R6B	2.0	-	2.0
R8A/C2-4	6.02	2.0	6.50

M1-1 & M1-2

M1-1 zoning districts, which have a floor area ratio (FAR) of 1.0 for industrial and commercial uses, are mapped west of the Canal around 4th Street between Smith and Bond Streets. An M1-2 district is located in a portion upland of the Canal between Nevins Street and 4th Avenue from 3rd Street to Baltic Street and permits manufacturing and commercial uses at a maximum FAR of 2.0. M1-1 and M1-2 districts also permit community facility uses at a maximum FAR of 2.4 and 4.80, respectively.

M1 districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; the base height is 30 feet in M1-1 districts, and 60 feet in M1-2 districts. M1-1 and M1-2 districts are subject to parking requirements based on the type of use and size of an establishment. No new residential uses are permitted.

Land uses within the M1-1 and M1-2 districts include warehouses/storage for light industrial uses, auto-related businesses ~~(~~, such as auto repair shops~~),~~, gas stations~~,~~, self-storage facilities~~,~~, hotels~~,~~, retail~~,~~, entertainment~~,~~, and fitness/recreational facilities. There is also a considerable amount of vacant or underutilized land. In certain locations, commercial activities (restaurants and food stores, recreation, entertainment establishments) that serve the adjoining residential communities as well as a broader customer base are scattered throughout much of the area, with the greatest concentration along 3rd Avenue north of Carroll Street (especially between 3rd and 4th Avenues along Douglass and Degraw Streets) and along Union and 3rd Streets between the Canal and 4th Avenue.

M2-1

An M2-1 district is mapped over much of the western portion of the Project Area. The M2-1 district is generally bounded by Nevins Street to the east, Bond Street to the west, Butler Street to the north, and the Gowanus Canal to the south. M2 districts are primarily found in older industrial neighborhoods and along waterfronts. M2 districts occupy the middle ground between light and heavy industrial areas and have an FAR of 2.0. M2-1 districts are subject to parking requirements based on the type of use and size of an establishment. The maximum base heights before setback is 60 feet in M2-1 districts. No new residential or community facility uses are permitted.

The former industrial waterfront is a mix of commercial activity, parking lots, storage, and light industrial uses interspersed with vacant buildings and vacant land. The recently completed 363-365 Bond Street residential developments, which were facilitated by a rezoning from M2-1 to M1-4/R7-2, are the first new residences along the Canal, and include a public esplanade, resilient design, and community facility space.

M3-1

An M3-1 zoning district, which permits a maximum FAR of 2.0 for industrial and commercial uses, is on the western side of the Canal from Huntington ~~Street~~ to 4th ~~Street~~Streets. M3-1 districts have a base height, above which a structure must fit within a sloping sky exposure plane; the base height is 60 feet, or four stories, whichever is less, above the street line. There is no maximum building height. M3 districts are designated for areas with heavy industries that generate noise, traffic, or pollutants. M3-1 districts are subject to parking requirements based on the type of use and size of an establishment. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots.

The M3-1 district is mapped over two large sites of approximately 10 acres of highly underutilized land; one site is a City-owned site and the other is privately owned and currently used for the Superfund dredging staging work and construction support. Along 4th Street, former loft buildings have been reused and converted to space for artist studios, co-working, technology, media and design firms, and other newly emerging business sectors.

C8-2

A C8-2 district is mapped in the southernmost portion of the Project Area generally between 3rd Street, 7th Street, 3rd Avenue, and 4th Avenue. C8 districts are found mainly along major traffic arteries. C8-2 districts permit light manufacturing, auto-related businesses, and other heavy commercial uses at a maximum FAR 2.0. C8 districts have a base height limit, above which a structure must fit with a sloping sky exposure plane; the base height is 30 feet in C8-1 districts, and 60 feet in C8-2 districts, and typically produces low-rise, one-story structures. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; community

facilities, self-storage facilities, hotels, and amusements, (such as theatres,) are also permitted. No new residential uses are permitted.

R6

An R6 district is mapped in ~~an~~the area bounded by Nevins, Bond, Warren, and Baltic Streets. R6 districts are medium-density residential districts that permit a wide variety of housing types. Buildings in R6 districts can be developed in accordance with either height factor or Quality Housing regulations. Standard height factor regulations produce small multifamily buildings on small zoning lots and, on larger lots, tall buildings that are set back from the street. Optional Quality Housing regulations produce high-lot-coverage buildings within height limits that often reflect the scale of older apartment buildings in the neighborhood that pre-date the ZR.

Off-street parking is generally required for 70 percent of a building's DUs, but requirements are lower for income-restricted housing units (IRHU) and are further modified in certain areas, such as within the Transit Zone and the Manhattan Core, or for lots less than 10,000 sf. Parking can be waived if five or fewer spaces are required.

R6B

An R6B district is mapped along the west side of Bond Street, between Carroll and 1st Streets. R6B districts are contextual districts that typically produce traditional four- to five-story attached rowhouses set back from the street with stoops and small front yards, or apartment buildings of a similar scale. R6B districts permit residential and community facility uses to a maximum FAR of 2.0 (an FAR of 2.2 is allowed in areas designated as part of the ~~Inclusionary Housing [~~IH~~]~~ program). Building base heights must be between 30 and 40 feet, with a 50-foot maximum building height after the building ~~is~~ set back to a depth of 10 feet on a wide street and 15 feet on a narrow. New developments in the proposed R6B district would be required to line up with adjacent structures to maintain the continuous street wall character. New multifamily residences must provide one off-street parking space for 50 percent of DUs, which may be waived if five or fewer spaces would be required.

R8A

Within the Project Area, an R8A district is mapped on both sides of 4th Avenue from Pacific Street to Douglass Street, on the eastern side from Douglass Street to 6th Street and then on both sides from 6th Street to 15th Street. R8A districts permit residential and community facility uses at a maximum FAR of 6.02 and 6.50, respectively. The building form requires a base height between 60 feet and 85 feet and a maximum building height of 120 feet. The off-street parking requirement is one space per 1,000 sf of commercial space and health care facilities and one off-street parking space for 40 percent of DUs. Current uses along 4th Avenue vary and include one-story semi-industrial uses, various commercial uses like local retail shops, and residential apartment and walk-up buildings. Today, new residential developments are not required to provide affordable housing.

M1-4/R7-2

An M1-4/R7-2 district (MX-11) is mapped on two blocks bounded by Bond, 2nd, and Carroll Streets and the Gowanus Canal. The uses permitted as-of-right in the MX district include new residential, community facility, commercial and light industrial uses. The maximum commercial and manufacturing FAR allowed is 2.0. In accordance with the Inclusionary Housing Program, the base residential FAR is 2.7, with the potential of increasing to 3.6 with the provision of at least 20 percent of the residential floor area set aside as housing affordable to low-income households.

The maximum community facility FAR is 6.5. The off-street parking requirement is 50 percent of the number of market-rate DUs and 25 percent for the affordable DUs in the development. Within an underlying R7-2 district in an MX district, the maximum permitted base height is 60 feet, with a maximum building height of 135 feet.

WATERFRONT ZONING

Properties along the Canal are also subject to waterfront zoning regulations. Generally, redevelopment, enlargements and/or changes of use on the waterfront are required to comply with standard waterfront zoning regulations. Standard waterfront public access area (WPAA) guidelines generally require a minimum 40-foot shore public walkway and less on certain constrained sites. On larger lots, supplemental public access areas are required equal to a total amount of waterfront public access that is at least 20 percent of the total lot area. WPAA guidelines are broad guides for waterfront open space that are applied throughout the City, including the Gowanus Canal. Waterfront zoning typically does not require heavier industrial uses to provide waterfront open space or to comply with standard waterfront zoning regulations. In the case of unique places, like the Gowanus Canal, pure application of WPAA guidelines is often challenging if not impossible and may not respond to the unique nature of the local waterfront context.

COMMERCIAL ~~OVERLAYS~~OVERLAY DISTRICTS

A C2-4 commercial overlay is mapped within the existing R8A district mapped along 4th Avenue. C2 commercial ~~overlays~~overlay districts are intended to provide local shopping needs, as well as meet broader shopping and service needs. Commercial buildings in C2 ~~overlays~~overlay districts have a maximum permitted FAR of 2.0. Otherwise, residential, mixed residential/commercial, and ~~community~~community facility uses in C2 commercial ~~overlays~~overlay districts are regulated by the bulk regulations of the underlying residential districts. C2-4 districts typically require one parking space per 1,000 sf of commercial space.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The City of New York, acting through DCP~~,~~ and in partnership with HPD, ~~and~~ NYC Parks ~~are proposing~~, and DCAS, propose land use actions in response to recommendations identified in the Framework and an extensive ongoing community planning process. The Proposed Actions are intended to facilitate development patterns that meet the long-term vision of Gowanus as a sustainable, mixed-use neighborhood anchored by a vibrant and resilient waterfront that can support the housing and ~~economic~~economic needs of the community, the surrounding neighborhoods, and the City as a whole. Within this context, the Proposed Actions are intended to work in unison with the comprehensive set of strategies put forth in an overall Gowanus Neighborhood Plan, which seeks to foster a ~~thriving~~thriving, inclusive, and more resilient Gowanus where existing and future residents and workers are able to participate in civic, cultural, and economic activities, and where a wholly unique ~~resource~~resource—the Gowanus Canal—can thrive and play an active role in that equitable and sustainable growth.

The Proposed Actions are necessary because existing land use patterns and zoning do not permit for the implementation of the Neighborhood Plan. Current land use and development patterns have been shaped by the Canal and the existing zoning that has been in place since 1961. Without zoning changes, much of Gowanus will likely remain underdeveloped and underutilized and nearby neighborhoods will continue to become more costly. The underlying aspects that make New York City successful have not changed and the trends that caused an unprecedented housing crisis before the pandemic are not anticipated to abate. Strong demand for housing Citywide along

with a rapidly growing and diversifying economy will continue to play out locally by pushing up housing prices and limiting housing that is affordable for households at lower incomes.

Originally designed to support many of the industrial uses in the immediately surrounding area with water access to shipping lanes, the utilization of the Canal as an industrial waterway has waned over the years and has disappeared north of the 9th Street Bridge. Today, Gowanus is significantly changed from the peak of its industrial past and is characterized by a mix of building forms and uses, including one- to two-story former industrial buildings, vacant or underutilized lots that are primarily used for open storage or parking, and larger loft-style buildings, many of which have been adaptively reused for commercial and art-related uses. The waterfront blocks contain a mix of commercial activity, parking lots, storage facilities, and light industrial facilities interspersed with vacant buildings and land. While the Canal is no longer used for industrial or commercial transport, it is accessed and used for recreational, educational and stewardship purposes. Many of the properties are contaminated from former industrial waste or through subsurface migration of pollutants.

Current zoning around the Canal allows industrial and some commercial uses with no new residential uses or affordable housing permitted. However, new non-residential development has been precluded by the existing zoning's relatively low permitted densities coupled with high parking, loading, and other requirements. The combination of outdated zoning and broader economic and demographic conditions has resulted in few new buildings constructed within the Project Area in the last few decades other than hotels and self-storage facilities. Since new commercial and industrial construction is mostly infeasible, former industrial buildings have been adaptively reused for commercial, light industrial, and arts-related uses. Two new apartment buildings were recently constructed after a private rezoning was approved in 2010 to allow a mix of uses, including residential.

Absent the Proposed Actions, future development in Gowanus would occur in a piecemeal manner and without the benefit a comprehensive plan to coordinate redevelopment activities, infrastructure investments, and appropriate densities and urban design controls. New residential development along 4th Avenue would continue without any requirements to provide needed affordable housing. The Proposed Actions seek to avoid a haphazard approach to neighborhood development and would facilitate the implementation of the Plan by comprehensively updating the zoning on an approximately ~~80~~82-block area to allow a wide range of uses including residential, commercial, retail, light industrial, arts-related, community facilities, and new open space.

The Proposed Actions would support new housing and jobs in a neighborhood with strong public transit access and in close proximity to the Central Business Districts of Downtown Brooklyn and Lower Manhattan. In addition, the Proposed Actions would work in tandem with the remediation activities in Gowanus by allowing new residential use where it is currently prohibited, by increasing density at select locations, and by requiring appropriate safeguards during construction and operation to protect the health and safety of workers and future occupants of new mixed-use developments from contamination. These changes are expected to spur the cleanup and redevelopment of Brownfield sites. The creation of a WAP as part of the zoning changes and proposed mapping of new parkland would create new waterfront public open space along the Canal, providing a recreational amenity for current and future residents.

Specifically, the Proposed Actions would create opportunities for new housing in mixed-use developments, particularly along major north–south (3rd and 4th Avenues) and east–west corridors (Union, Carroll, and 3rd Streets), around Thomas Greene Playground and along the

Canal. In these areas, the Proposed Actions would provide significant amounts of new housing for current and future residents. The affordable housing that would be produced through the application of MIH would promote a diverse and inclusive mixed-income neighborhood.

The Proposed Actions would also create opportunities for new light industrial space, commercial space, arts-related space, and community facility space. The Proposed Actions would promote these opportunities in both new mixed-use buildings throughout the Project Area and, more directly, in portions of the Project Area that would be reserved exclusively for non-residential activity (portions of the midblocks between 3rd and 4th Avenues and an area around 4th and Hoyt Streets). In mixed-use buildings, the Proposed Actions would promote the integration and mixing of uses through ~~ground floor~~groundfloor use requirements at key locations and floor area incentives. Throughout the Project Area, zoning changes to allow a wider range of uses and flexibility for evolving business and land use types would be made along with promoting new community resources for civic, arts, and cultural organizations. The Proposed Actions would support the mixed-use character of the neighborhood and support the generation of new job opportunities. Taken as a whole, the Proposed Actions are expected to bring people to jobs and jobs to people.

The development that would occur on waterfront blocks pursuant to the Proposed Actions would achieve a variety of shared goals such as reactivating contaminated, vacant, and underutilized land, facilitating the creation of new housing, including permanently affordable housing, facilitating the creation of publicly accessible open space at the water's edge, facilitating the creation of new non-residential space and balancing the unusual physical conditions of Canal-front blocks. Development along the waterfront would also be required to raise the shoreline based on future projections of sea level rise, which would support on-going neighborhood-wide resiliency efforts.

The Proposed Actions would encourage a range of heights and building forms, allowing sufficient flexibility for building heights to achieve the development goals identified for the area while addressing unique site conditions and reflecting the existing built character of the Gowanus neighborhood. The range of permitted heights would address the existing low-scale context of certain adjacent areas while allowing limited portions of buildings to rise higher only on certain blocks and frontages.

In order to provide an active and varied pedestrian experience, help foster a mixed-use neighborhood, and respond to site conditions and constraints, the proposal includes provisions that would require active ground floor uses in key locations, reducing or eliminating parking ~~requirements~~requirements, and screening parking and inactive ground floor portions of buildings, where appropriate. The Proposed Actions would also encourage new community resources and facilities through special floor area regulations and new open space through the mapping of parkland to support planning for a growing neighborhood.

The Proposed Actions include approvals necessary to facilitate development of ~~two City-owned sites. One is~~ a nearly six-acre, City-owned site commonly referred to as Public Place~~.~~ (also referred herein as the "Gowanus Green Site" or "Gowanus Green"). The site is a major community asset and a brownfield site in need of substantial remediation. The Proposed Actions would facilitate new mixed-use development consisting of affordable housing, commercial uses, community facility space, and new waterfront open space, and it would advance many community priorities ~~elevated~~brought up during the neighborhood planning process. ~~The other site is located on 4th Avenue and was~~In addition, the ~~focus of prior discretionary action to facilitate affordable housing in 2002. The site was never developed and remains vacant. The~~ Proposed Actions ~~would facilitate the~~ include approvals necessary to dispose of development rights from a City-owned property

located at 276 4th Avenue (Block 456, Lot 29). The property is under the jurisdiction of ~~more affordable units on~~DCAS and is currently leased to NYCT. Unused development rights from the ~~site than was originally contemplated.~~City-owned property would be transferred to an adjacent development pursuant to the proposed zoning.

~~In addition, although~~Although not part of the proposed land use and zoning ~~approvals~~approvals described below, the Plan also calls for strategic infrastructure and community ~~investments~~investments, such as renovating and reopening the Gowanus Houses Community Center or ~~reconstruction~~reconstruction of key street ends along the Canal, which would support the envisioned new level of activity and the overall Plan, but they are not directly tied to the Proposed Actions. While the Proposed Actions are integral to the implementation of the overall Plan, they are not dependent on these additional components and as such are not part of a coordinated environmental review. Moreover, there are components of the Plan which are not yet known to a sufficient level of detail to include in this analysis.

The Proposed Actions reflect DCP's on-going engagement process with community boards, residents, business owners, community-based organizations, elected officials, and other stakeholders, to achieve the following land use objectives:

- Support existing clusters of economic activity and promote development of new job-generating uses through increased industrial and commercial density and updated parking and loading regulations in key areas;
- Provide opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income residents, while bringing existing residences into conformance with zoning;
- Facilitate the creation of new waterfront open space and neighborhood parks along the Canal through establishing a WAP and changes to the ~~city~~City map;
- Facilitate several shared neighborhood-wide goals, including promoting a walkable, vibrant, mixed-use neighborhood, brownfield remediation, and activating key areas through permitting higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas;
- Create special rules to establish limits for height, bulk envelope, and density that consider neighborhood context as well as other shared goals, including encouraging variation and diversity of future programing, open spaces, site planning, and design along the ~~canal~~Canal; and
- Support a successful neighborhood plan by institutionalizing a comprehensive planning framework that is inclusive of relevant capital infrastructure needs and services to support current demands and future growth.

DETAILED OBJECTIVES OF THE PROPOSED ACTIONS

SUPPORT EXISTING CLUSTERS OF ECONOMIC ACTIVITY AND PROMOTE DEVELOPMENT OF NEW JOB-GENERATING USES THROUGH INCREASED INDUSTRIAL AND COMMERCIAL DENSITY AND UPDATED PARKING AND LOADING REGULATIONS IN KEY AREAS

Current zoning in most of the Project Area allows industrial and some commercial uses and prohibits new residential uses. New non-residential development has generally been dis-incentivized by the existing zoning's relatively low permitted densities and high parking, loading, and other requirements. The combination of outdated zoning and broader economic and

demographic shifts has resulted in few new buildings constructed within the Project Area in the last few decades other than hotels and self-storage facilities. In certain areas, this has led to the adaptive reuse and conversion of former loft buildings to space for artist studios, co-working, technology, media and design firms, and other newly emerging business sectors as well as traditional distribution/warehousing and other light industrial uses. This trend has led to property reinvestment and spurred employment growth.

Overall, these trends and the resulting use mix have played a key role in creating Gowanus' existing character and vitality. While the Proposed Actions envision non-residential uses mixing with residential uses in some areas, other areas have been designated to remain exclusively for non-residential uses in order to support the existing unique business and use ecology. These areas were carefully selected based on the number and types of businesses, locations, and unique site conditions. These areas have key characteristics that can help support job-generating uses, including larger and more flexible properties, and are existing hubs of light industrial, commercial, and arts-related uses, as well as being geographically situated near transit and major corridors.

The Proposed Actions seek to strengthen and promote these areas by maintaining them for industrial, commercial, and community facility uses, and by increasing the allowable density for job-generating uses and removing onerous requirements, such as required accessory parking and loading, that act as barriers to redevelopment and enlargements.

Through the establishment of the GSD, the Proposed Actions would modify maximum FARs for industrial, commercial, and community facility uses in portions of the Project Area, including the midblocks between 3rd and 4th Avenues and portions of the area bounded by 4th and Hoyt Streets, both of which are transit-accessible and adjacent to residential neighborhoods with strong walk-to-work rates.

PROVIDE OPPORTUNITIES FOR THE CREATION OF NEW, PERMANENTLY AFFORDABLE HOUSING WITH OPTIONS FOR LOW- AND MODERATE-INCOME RESIDENTS, WHILE BRINGING EXISTING RESIDENCES INTO CONFORMANCE WITH ZONING

As New York City's economy and population continues to grow steadily, with a population expected to approach nine million by 2030, the City is challenged with addressing a shortage of all types of housing, especially apartments affordable to low- and moderate-income New Yorkers. In recent decades, areas in neighboring Carroll Gardens, Boerum Hill, and Park Slope were contextually rezoned to limit development in keeping with the existing prevailing built form. At the same time, these neighborhoods experienced an increase in the number and size of historic landmarks and districts, which has dramatically escalated the neighborhoods' desirability and value. This in turn placed mounting pressure for new residential development in the relatively small areas of Gowanus where residential space exists.

Currently, most of the Gowanus area is zoned for industrial and commercial uses, which ~~does~~do not allow residential uses as-of-right. Over the past century, industrial and manufacturing uses that historically defined the area have steadily declined, leaving vacant buildings/lots, storage, and parking facilities along with the environmental consequences of industrial use.

In areas proposed to allow residential use, the Proposed Actions would promote the development of housing, including permanently affordable housing, and facilitate mixed-income communities by requiring permanently affordable housing units, through the application of MIH, to be included in any new residential development, which is not required by zoning today. The Proposed Actions include zoning updates to allow mixed-use residential and commercial development at high

densities in some areas and medium density development along key corridors served by transit to significantly expand the supply of housing.

The Canal blocks, portions of 3rd Avenue, Union and 3rd Streets, the area around Thomas Greene Playground, and 4th Avenue present the greatest opportunities for the development of affordable housing. These areas have some key characteristics ~~including~~that include underutilized or vacant properties that are adjacent to or near planned major public realm improvements, existing parks, transit, and major corridors. The width of the streets and Canal, access to transit, and presence of a number of significant sites with potential for redevelopment provide these areas with the capacity to support significant growth.

Zoning changes to allow residential development at higher densities would make possible the construction of affordable apartment buildings and would greatly expand the neighborhood's supply of affordable housing. In addition, clusters of legal non-complying residential buildings, built prior to the 1961 ZR, exist on the east side of the Canal around Carroll Street and 3rd Avenue. The residential use of these buildings would become conforming under the Proposed Actions. Bringing these homes (many of which are located in the flood plain) into conformance with zoning would remove a significant barrier to financing and renovation for current and future owners, which, in turn, would remove impediments to flood resilient adaptations.

Within the Project Area, it is expected that the housing market is strong enough to result in new multi-family construction without the need for a variety of City and ~~State~~state financing programs for affordable housing. The application of MIH would guarantee that new market rate housing construction provides permanent affordable housing to address the needs of residents at lower income levels. New development is expected to produce significant amounts of affordable housing for low- and moderate-income households in a transit-rich area adjacent to thriving neighborhoods.

FACILITATE THE CREATION OF NEW WATERFRONT OPEN SPACE AND NEIGHBORHOOD PARKS ALONG THE CANAL THROUGH A WAP AND CHANGES TO THE CITY MAP

Today, access to the waterfront and its edge is limited and inconsistent. To support the vision for this area, the Proposed Actions would establish a WAP that includes a set of rules and regulations to facilitate the creation of high quality public open space through future redevelopment along the waterfront. The WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Canal from surrounding neighborhoods and to address the configuration and varied conditions along the Canal's edge. The WAP would also modify certain design standards for public access to address the unique character of the Canal.

The WAP and the GSD would ensure that new development creates welcoming access to the Canal, responds to its distinct character, and creates a resilient shoreline that supports neighborhood-wide resiliency and adaption strategies for climate change and sea level rise.

The Proposed Actions also include a series of City Map changes to eliminate certain streets and street segments and map new streets. The Proposed Actions would ~~demap a portion of Bond Street and map it as parkland to~~ promote a continuous waterfront network of neighborhood parks and open space. New mapped parkland would establish acres of open space along the Canal, and new mapped streets would provide access to new developments and venues for civic, economic, and public realm activities along active, mixed-use streets.

FACILITATE SEVERAL SHARED NEIGHBORHOOD-WIDE GOALS, INCLUDING PROMOTING A WALKABLE, VIBRANT, MIXED-USE NEIGHBORHOOD, BROWNFIELD REMEDIATION, AND ACTIVATING KEY AREAS THROUGH PERMITTING HIGHER DENSITIES AND A BROADER RANGE OF USES AND INCENTIVIZING OR REQUIRING NON-RESIDENTIAL USES IN SELECT AREAS

The existing zoning within the Project Area discourages redevelopment and brownfield remediation by restricting residential use and the total amount of allowed development. Zoning changes to allow medium- to higher-density development and a greater variety of uses along the key corridors of 3rd and 4th Avenues, Union and 3rd Streets, ~~and~~ along the Canal, and around Thomas Greene Playground would promote mixed-use development with housing, commercial, light industrial, arts-related, and community facility space. Allowing new residential uses at medium to higher densities in key locations would encourage the redevelopment and remediation of sites that have been contaminated by former industrial uses. Remediation would be implemented through the placement of ~~E-Designations~~(E) designations or comparable binding mechanisms that require the approval of appropriate testing and remedial measures prior to the issuance of construction permits and Certificates of Occupancy by the Department of Buildings (DOB).

In addition, the Proposed Actions would help bring a critical mass of residents and workers to the area that would support a greater diversity of retail offerings, activate streetscapes, and public spaces. The Proposed Actions would allow for a wide range of uses including commercial, industrial, arts-related, community facility, and residential uses. The Proposed Actions would help transform the existing waterfront to one that offers a diversity of housing options, shopping, entertainment, jobs, and services to the surrounding neighborhood and draws visitors from the broader region.

The Proposed Actions would require non-residential ground floor uses (i.e., commercial space, light industrial space, arts-related space, or community facilities) along key corridors and around certain planned investments and improvements and require active ground-floor uses at Canal crossings, which are critical junctures for east-west travel and the envisioned new public esplanade. The Proposed Actions would promote active ground floors and second-story non-~~residential~~residential uses along main thoroughfares, ~~canal~~Canal crossings, and around Thomas Greene Playground, which would support the shared goals of a mixed-use neighborhood and promote job-generating uses. The broad range of uses would allow existing businesses to continue to operate, expand, and grow within the neighborhood while allowing a greater range of uses within new mixed-use developments.

CREATE SPECIAL RULES TO ESTABLISH LIMITS FOR HEIGHT, BULK ENVELOPE, AND DENSITY THAT CONSIDER NEIGHBORHOOD CONTEXT AS WELL AS OTHER SHARED GOALS, INCLUDING ENCOURAGING VARIATION AND DIVERSITY OF FUTURE PROGRAMING, OPEN SPACES, SITE PLANNING, AND DESIGN ALONG THE CANAL

The Proposed Actions would encourage a range of heights and building forms, allowing sufficient flexibility for building heights to achieve the many goals for development in the area while addressing unique site conditions and reflecting the existing built character of the Gowanus neighborhood. The range of permitted heights would address the existing low-scale context of certain adjacent areas while allowing limited portions of buildings to rise higher on blocks with sufficient depth to achieve a transition among building heights.

Along Bond Street~~,~~ between Douglass and 3rd Streets, the base of new buildings would be limited to five stories, and along Nevins Street, between Degraw and Carroll Streets, the base of new buildings would be limited to between six and eight stories. By limiting base heights adjacent to existing low-scale residential areas and allowing buildings to rise higher towards the midblock (up to 22 stories), the effect of the proposed maximum building heights would be minimized at street level and along the Canal. In other locations, building heights would generally relate to the width of streets: along narrow streets, building heights would be approximately five stories (in the vicinity of Carroll Street and Third Avenue); buildings along Union Street would have heights ranging between seven and nine stories; and buildings around Thomas Greene Playground, where the open space provides an opportunity for additional height, buildings would rise to 14 stories. At 120 feet wide, 4th Avenue is the widest street in the Project Area. New developments along 4th Avenue would include affordable housing and would have building heights up to 17 stories.

Development on waterfront blocks would achieve a variety of goals such as reactivating vacant and underutilized land; facilitating the creation of new housing, including affordable housing; facilitating the creation of publicly accessible open space at the ~~canal's~~Canal's edge; and balancing the unusual physical conditions of Canal-front blocks, which are subject to flood zone limitations and public access requirements. Consistent with the requirements of waterfront zoning, the Proposed Actions would also require the development and maintenance of publicly accessible open spaces at the Canal's edge as a condition of new residential or commercial development on sites adjacent to the Canal. The special rules would shape a built form that responds to the waterfront condition and adjacent context and promote a variety of built forms. The proposed zoning changes would also require active ground floor uses at certain locations, such as canal crossings, which are critical junctures for east–west travel and the envisioned new public esplanade. The Proposed Actions would help transform the waterfront to one that offers a diversity of housing options, shopping, entertainment, jobs, and services to the surrounding neighborhood and draw visitors from the broader region.

SUPPORT A SUCCESSFUL NEIGHBORHOOD PLAN BY INSTITUTIONALIZING A COMPREHENSIVE PLANNING FRAMEWORK THAT IS INCLUSIVE OF RELEVANT CAPITAL INFRASTRUCTURE NEEDS AND SERVICES TO SUPPORT CURRENT DEMANDS AND FUTURE GROWTH

Without zoning changes, much of Gowanus would remain underdeveloped and underutilized and the vision outlined in the Plan would not be realized. In the future, some property owners in Gowanus may seek discretionary land use approvals to allow for development that contains a mix of uses, including residential development, and others may choose to develop their sites on an as-of-right basis under existing zoning. Absent the Proposed Actions, future development would occur in a piecemeal manner and without the benefit of a comprehensive plan to coordinate redevelopment activities, infrastructure investments, and appropriate densities and urban design controls across the neighborhood. The Proposed Actions are intended to address community concerns about insufficient infrastructure and poor building design that is not reflective of the neighborhood's existing character.

The Proposed Actions would catalyze new development and modify and enhance the character of the Project Area. As a part of the Neighborhood Study, it was essential to coordinate not only with community partners, but also multi-agency partners to ensure that the Plan was inclusive of the relevant capital infrastructure needs and services to support growth within the Project Area.

Although many of the infrastructure and service needs are outside of the purview of zoning, they are crucial to the planning and development of the community. The Framework, through its

recommendations, highlighted a number of community needs. It has been used as a guide to inform the ongoing engagement process and work between the community and the City and has been instrumental in formulating the planning framework. DCP, in coordination with other City agencies, continues to work with community members, stakeholders, and elected officials to address as many of the recommendations, as feasible, to ensure that relevant infrastructure and service needs are a part of the overall planning process.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to help implement the objectives of a Gowanus Neighborhood Plan and a shared long-term vision for the future of the neighborhood to create affordable housing; spur economic and job growth; facilitate brownfield remediation; foster safer, active streets; create a vibrant, accessible and resilient waterfront; and generate new community resources. To accomplish these goals, DCP is proposing zoning map amendments, zoning text amendments, and changes to the City Map that would affect approximately ~~80~~82 blocks surrounding the Gowanus Canal and a segment of 4th Avenue. These areas include or are adjacent to portions of the Gowanus, Carroll Gardens, Boerum Hill, and Park Slope neighborhoods in Brooklyn, Community Districts 2 and 6. The affected area is generally bounded by Bond, Hoyt, and Smith ~~streets~~Streets to the west~~,~~; 3rd and 4th Avenues to the east~~,~~; Huntington, 3rd, 7th, and 15th Streets to the south~~,~~; and Warren, Baltic, and Pacific Streets to the north. In addition, HPD is seeking UDAAP designation, project approval and disposition of City-owned property for sites under its jurisdiction on ~~Blocks~~Block 471 ~~and 1028~~. NYC Parks is proposing the mapping of new parkland on a portion of the City-owned site on Block 471 and at the street end of Bond Street and the Canal.

DCP will be acting as lead agency on behalf of ~~the~~ CPC and will conduct a coordinated environmental review. HPD will be ~~the~~an applicant for the UDAAP ~~applications~~disposition application on the City-owned ~~sites.~~site on Block 471. NYC Parks will be an applicant for the parkland mapping ~~action.~~actions. DCAS, on behalf of EDC, who is acting as project sponsor, will be an applicant for the disposition of City-owned property at 276 4th Avenue (Block 456, Lot 29). HPD ~~and~~, NYC Parks, and DCAS will serve as involved agencies under CEQR.

The Proposed Actions include discretionary land use approvals that are subject to review under ULURP, Section 200 of the City Charter, and the CEQR process. In addition, as noted above, a potential new 500-seat public school is envisioned as part of the Neighborhood Plan. Site selection and site plan approval for the new school would be conducted in accordance with the SCA Act. The SCA's approval and site selection process is not subject to ULURP. The amended UDAAP designation sought by HPD for Block 1028, Lot 7 is not subject to ULURP, but it would require the approval of the City Council and Mayor~~***Zoning Map Amendments***~~.

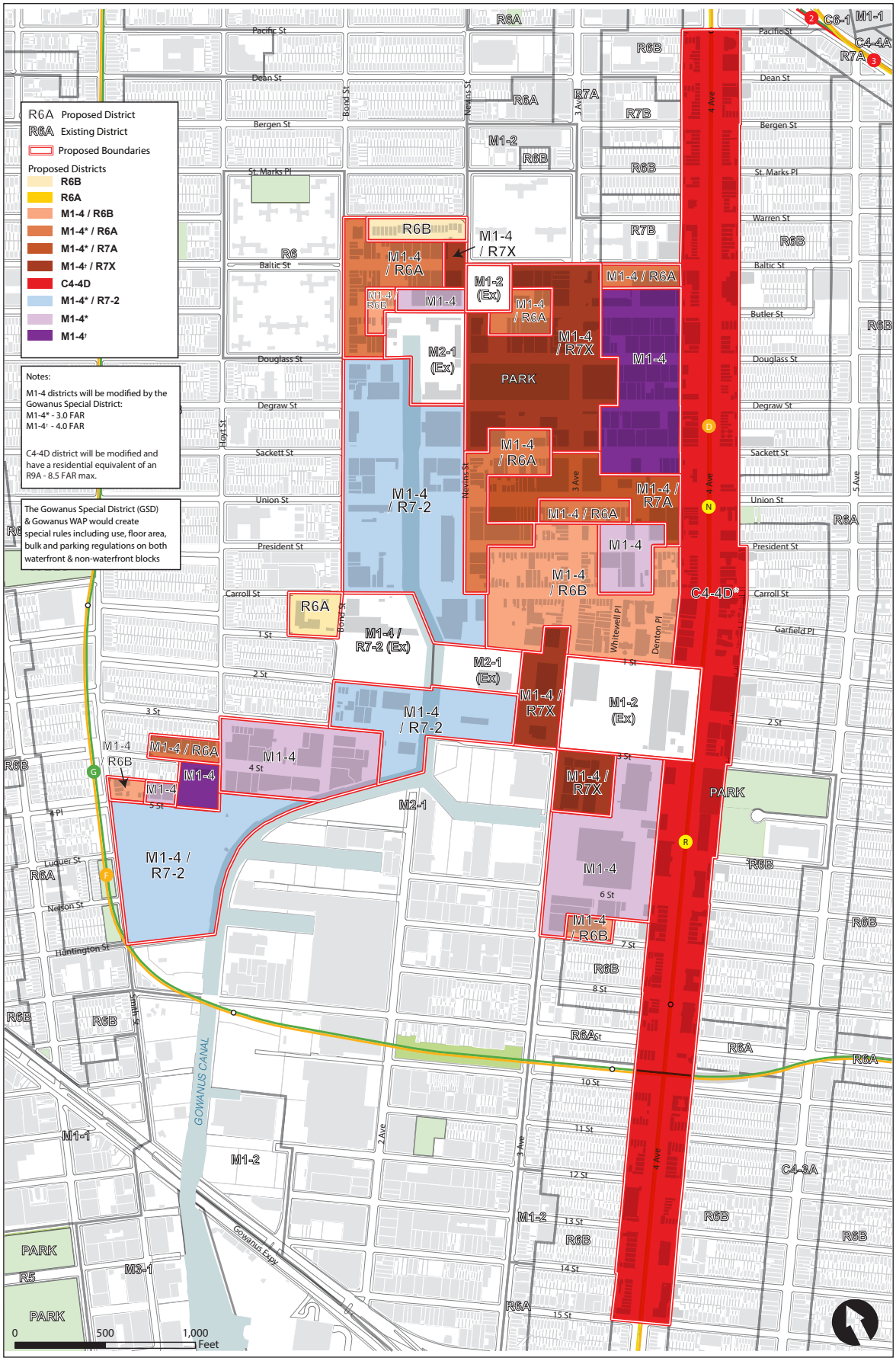
The Proposed Actions consist of the following discretionary approvals:

ZONING MAP AMENDMENTS

~~.~~ The Proposed Actions would change the zoning in an approximately ~~80~~82-block area of Gowanus. The proposed zoning districts are shown in **Figure 4**. The Proposed Actions include ~~Zoning Map Amendments~~zoning map amendments to:

- Rezone all or portions of existing R6, R6B, R8A, C8-2, M1-1, M1-2, M2-1, and M3-1 zoning districts with ~~R6B,~~ R6A, ~~M1-4/~~R6B, M1-4/R6A, M1-4/~~R7A~~R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, C4-4D, and M1-4 zoning districts.

Note: This figure has been updated for the Final Scope of Work.



Source: NYC Department of City Planning

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Zoning

- Eliminate an existing C2-4 overlay along 4th Avenue and replace with a C4-4D district within the GSD.

In connection with the proposed zoning map amendments, (E) designations would be placed on projected and potential development sites, as warranted, to preclude impacts associated with hazardous materials, air quality, and noise.

ZONING TEXT AMENDMENTS.

The Proposed Actions include ~~Zoning Text Amendments~~zoning text amendments to:

- Establish the GSD within the Project Area (see **Figure 5**). The proposed special district would create special use, floor area, bulk, and parking regulations on both waterfront and non-waterfront blocks and would establish special height and setback regulations for buildings on waterfront blocks and on select corridors among other special rules;
- Create the Gowanus WAP for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Canal from surrounding neighborhoods and to address the configuration of and varied conditions along the Canal. The WAP would also modify requirements and standards for public access to address the unique character of the Canal; ~~and~~
- Replace the EC from Pacific to 15th Streets with similar and additional controls required through the GSD. The EC would continue to control development outside of the GSD and Project Area; and
- Amend Appendix F of the ZR to apply ~~the~~ MIH ~~program~~ to the proposed ~~M1-4/~~R6A, R6B, M1-4/R6A, M1-4/~~R7A~~ R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created (see **Figure 6**).

CITY MAP AMENDMENTS.

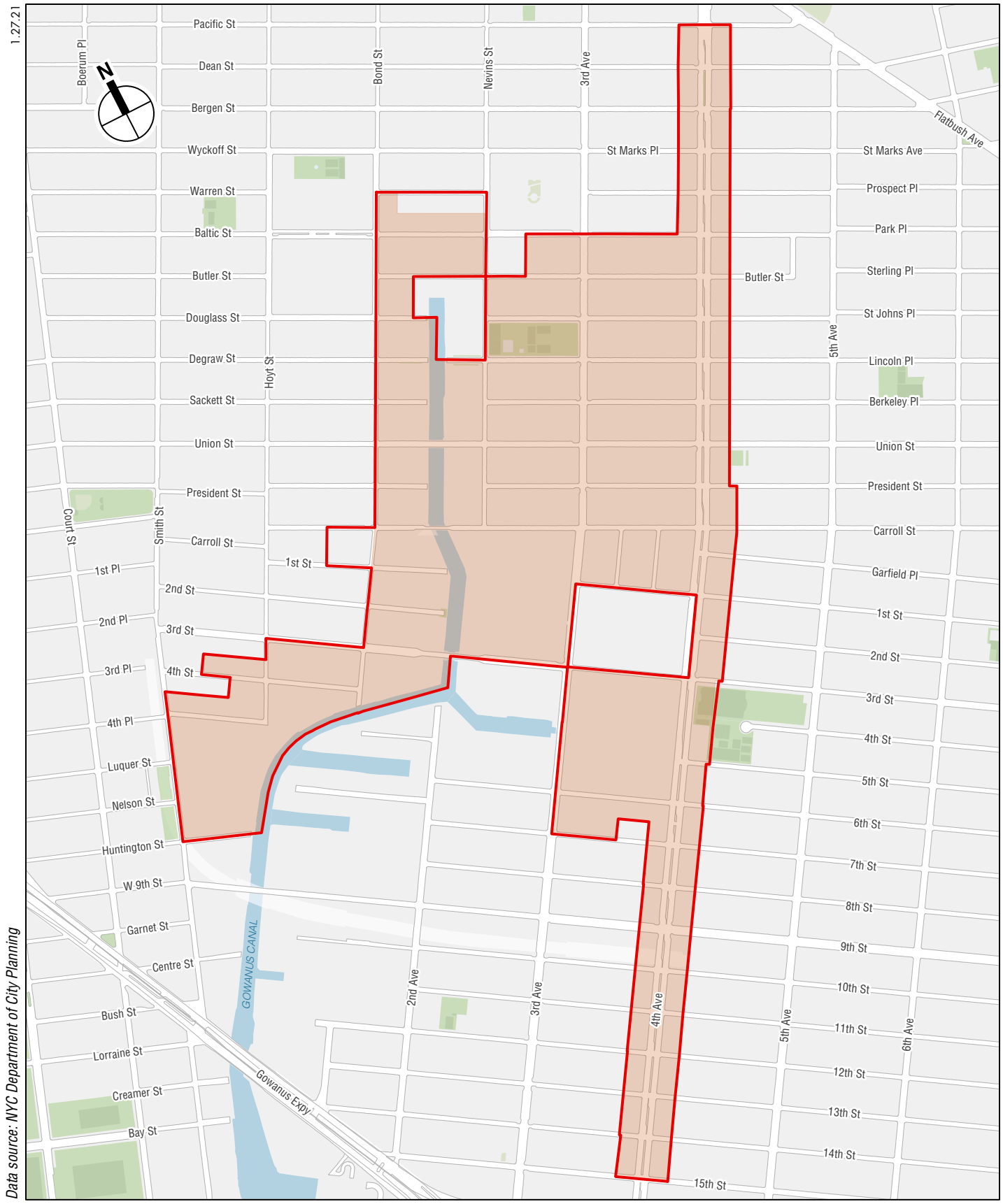
The Proposed Actions include City Map ~~Amendments~~amendments to:

- ~~Map~~Acquire and map portions of Block 471, Lots 1 and 100 as parkland;
- ~~De-map Bond Street south of 4th Street and re-establish it as mapped parkland;~~
- Remove the Public Place designation on Block 471;
- Map new public streets on Block 471; and
- ~~De-map~~Demap 7th Street between Smith Street and the Gowanus Canal.

DISPOSITION APPROVAL AND URBAN DEVELOPMENT ACTION AREA PROJECT DESIGNATION

~~.~~ The Proposed Actions ~~includes~~include UDAAP designation of HPD-owned property on Block 471 and project approval for the purpose of disposition and development pursuant to the proposed zoning. The UDAAP disposition actions and related approvals are described in more detail below under "Actions Necessary to Support the Gowanus Green Development." ~~In addition,~~ HPD is also seeking an amended UDAAP designation ~~and disposition approval of a City-owned site at 485-487 4th Avenue (~~for a project located on Block 1028, Lot 7~~). The CPC~~. A previously approved ~~the disposition of the site on August 21, 2002 (Calendar 11; N 020634 HAK). The approval was for the development of a two-story, 8-bed affordable group home for young people with~~

Note: This figure has been updated for the Final Scope of Work.



Special Gowanus Mixed-Use District

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 5

~~disabilities. The site was never developed and remains vacant. HPD is proposing a new~~ UDAAP designation ~~to permit an affordable~~ for the site allowed an eight-bed group home. The amended UDAAP approval would allow approximately 44 affordable housing units plus one unit for a superintendent for a total of 45 units, and approximately 2,152 sf of retail space on the ground floor. The mixed-use ~~residential development pursuant to the~~ building would contain approximately 45,907 sf of floor area and would be developed in accordance with the proposed zoning ~~to facilitate~~. The building would contain approximately 2,152 sf of retail space on the ground floor. The amended UDAAP designation would require the ~~development of more affordable units than originally contemplated~~approval of the City Council and Mayor.

DISPOSITION OF CITY-OWNED PROPERTY

DCAS, on behalf of EDC, who is acting as project sponsor, is seeking approval to dispose of City-owned property, in the form of one or more easements, located at 276 4th Avenue (Block 456, Lot 29) between Carroll Street and 1st Street pursuant to the proposed zoning. The parcel is currently zoned M1-2 and used by the MTA as a NYCT substation (known as the Garfield Substation). The substation would remain active on Block 456, Lot 29. The lot area is approximately 6,000 sf and is proposed to be rezoned to a C4-4D (R9A equivalent) district within the GSD. The proposed C4-4D would allow new mixed income housing, including market-rate and permanently affordable units, at a maximum FAR of 8.5, which would create approximately 51,000 sf of floor area. The approval of the disposition action would allow the sale of development rights and may facilitate the construction of mixed-use development on adjacent, privately-owned tax lot(s) that would comply with the proposed zoning. As described above, the purpose of the C4-4D district (R9A equivalent district) is to revitalize the 4th Avenue corridor through public realm and street improvements and requirements for permanently affordable housing.

PROPOSED ZONING MAP AMENDMENTS

The Proposed Actions would replace all or portions of existing R6, R6B, R8A, R8A/C2-4, C8-2, M1-1, M1-2, M2-1, and M3-1 zoning districts with ~~R6B,~~ R6A, ~~M1-4/~~R6B, M1-4/R6A, M1-4/~~R7A~~R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, C4-4D, ~~M1-4~~ and M1-4 zoning districts. The proposed rezoning would also establish the GSD boundaries within the Project Area. The proposed special district would create the WAP and special use, bulk, and parking regulations on both waterfront and non-waterfront blocks and would establish special height and setback regulations for buildings on waterfront blocks and on select corridors. The ~~proposed rezoning~~Proposed Actions would ~~also~~ eliminate an existing C2-4 ~~districts~~district mapped ~~with~~within an existing R8A ~~districts~~district along 4th Avenue, from 15th Street to Pacific Street. The proposed ~~rezoning~~zoning would replace the R8A/C2-4 district and Enhanced Commercial District along 4th Avenue within the Project Area with the proposed C4-4D district and the GSD. **Figure 4** presents the proposed zoning map changes, which are discussed in greater detail below.

The special district would modify certain regulations of underlying proposed zoning districts~~. These~~, including use, floor area, bulk, and parking regulations. The proposed districts are ~~described~~described below~~, including~~ and include a brief description of the ~~existing~~proposed underlying zoning district regulations in comparison to the modifications proposed through the ~~special district.~~GSD. A more detailed ~~description~~discussion of the provisions of the proposed ~~special district~~GSD can be found in the ~~below~~subsequent section ~~"Proposed Text Amendments - Special Gowanus Mixed-Use District."~~.

PROPOSED M1-4 (WITHIN THE GSD)

(Existing M1-1, M1-2, M2-1, M3-1, and C8-2 Districts)

An M1-4 district ~~are~~is proposed on approximately ~~15~~14 full or partial blocks in ~~four~~six areas:

- On portions of ~~five~~four blocks along 3rd, 4th and 5th Streets between Smith and Bond Streets currently zoned M1-1 and M3-1;
- On portions of two blocks bounded by 3rd and 4th Avenues, 6th and 7th Streets and 3rd Street currently zoned C8-2;
- On Butler Street, between Bond and Nevins Streets;
- On portions of two blocks along President Street, between 3rd and 4th Avenues currently zoned M1-2;
- On portions of five blocks along Butler, Douglass, Degraw, and Sackett Streets between 3rd and 4th Avenues currently zoned M1-2; and
- On a portion of the block bounded by Hoyt, 4th, and 5th Streets currently zoned M3-1.

Typically, the M1-4 ~~districts permit~~district permits commercial and light industrial uses up to 2.0 FAR and community facility uses up to 6.5 FAR. Building height and setbacks in M1-4 districts are controlled by a sky exposure plane, and commercial and community facility buildings can be constructed as towers. No off-street accessory parking is required in M1-4 zoning districts.

The Proposed Actions would establish an M1-4 ~~districts~~district within the Project Area. The GSD would modify the M1-4 district to fill the need for a medium density contextual district that allows commercial, industrial, and community facility uses at a moderate density in appropriate locations. As modified, the proposed M1-4 district would support the goals and objectives of the Gowanus Neighborhood Plan by being mapped throughout the Project Area in isolation and paired with residential districts, which are described individually below.

Specifically, the M1-4 ~~districts~~district, as modified, would allow retail and entertainment uses at a maximum FAR of 2.0 and industrial, certain community facility, and other commercial uses, such as office and arts-related uses at an FAR of 3.0 or 4.0, depending on the location~~.~~ (see **Figure 4**). Schools, houses of worship, health facilities, and non-profit hospitals would be allowed at a maximum FAR of 4.8. The 3.0 FAR district would allow buildings to rise to 65 feet before setting back and rising to a maximum height of 85 feet. The 4.0 FAR district would allow buildings to rise to 95 feet before setting back and rising to a maximum height of 115 feet. An additional 30 feet would be allowed for sites larger than 20,000 sf. Use groups 3-14~~, 16, 17,~~ and 16-18 would be allowed. No new residential use would be permitted. No off-street accessory parking is required in M1-4 zoning districts.

~~A more detailed description of the provisions of the proposed special district can be found in the below *section* "Proposed Text Amendments - Special Gowanus Mixed-Use District."~~

PROPOSED R6B

(Existing R6 District)

An R6B district is proposed for one partial block along Warren Street between Bond and Nevins ~~Street~~Streets currently zoned R6.

R6B is a typical ~~row-house~~rowhouse district that includes height limits and street wall lineup provisions to ensure ~~that~~ new buildings are consistent with the scale of the existing built context.

R6B permits residential and community facility uses to a maximum FAR of 2.0 (2.2 residential FAR in areas designated as part of the ~~Inclusionary Housing~~IH program). Building base heights must be between 30 and 40 feet, with 10-foot setbacks on a wide street and ~~a~~ 15-foot ~~setback~~setbacks on a narrow street, before rising to a maximum height of 50 feet. New development in the proposed R6B district would be required to ~~lineup~~line up with adjacent structures to maintain a continuous street wall. ~~Under the proposed GSD, accessory~~New multifamily residences must provide one off-~~-~~street parking ~~would be required~~space for ~~20~~50 percent of ~~market rate~~ DUs~~. No accessory parking would~~, which may be waived if five or fewer spaces are required ~~for affordable DUs.~~.

PROPOSED R6A

(Existing R6B District)

An R6A district is proposed for one partial block along Bond Street between Carroll and 1st Streets currently zoned R6B.

R6A districts allow residential and community facility uses up to 3.0 FAR (3.6 FAR in areas designated as part of the Inclusionary Housing program). The district allows up to 3.90 FAR for affordable independent residences for seniors (AIRS). The building form requires a street wall between 40 and 60 feet, a setback above the maximum base height of 60 feet, and a maximum building height of 70 feet. ~~The proposed GSD would reduce the underlying R6A district's accessory off~~Off-street parking ~~requirement, such that parking would be~~is required for ~~20~~50 percent of ~~market rate~~the DUs, but this requirement is waived if five or fewer spaces are required. No accessory parking would be required for affordable DUs.

PROPOSED M1-4/R6B

(Existing M1-1, M1-2, M2-1 and C8-2 Districts)

M1-4/R6B districts are proposed for 12 full or partial blocks in four areas:

- Along Bond Street between Baltic and Douglass Streets currently zoned M1-2 and M2-1;
- Along 3rd Avenue between Nevins Street and 4th Avenue currently zoned M1-2 and M2-1;
- Along 7th Street between 3rd and 4th Avenues currently zoned C8-2; and
- Along Smith Street between 4th and 5th Streets currently zoned M1-1.

M1-4/R6B districts allow a maximum FAR of 2.2 for residential uses with MIH, and 2.0 for industrial, community facility, and commercial uses. Residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 30 to 45 feet, a setback above the street wall and a maximum building height of 55 feet. No accessory parking are required for non-residential uses or affordable DUs.

The GSD would modify the bulk regulations so that both non-residential and residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program may have a street wall of 30 to 45 feet, a setback above the street wall and a maximum building height of 55 feet (which currently would only apply to residential buildings). The proposed GSD would reduce the underlying R6B district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

~~A description of the provisions of the proposed special district can be found in the below section "Proposed Text Amendments - Special Gowanus Mixed-Use District."~~

PROPOSED M1-4/R6A

(Existing R6, M1-1, M1-2, and M2-1 Districts)

An M1-4/R6A ~~districts are~~ district is proposed for ~~eleven~~12 full or partial blocks in ~~four~~six areas currently zoned M1-2. Based on comments received on the DSOW by CM Lander, the proposed zoning on a portion of the block bounded by 3rd, 4th, Smith, and Hoyt Streets has been changed from M1-4 to M1-4/R6A. The areas proposed as an M1-4/R6A district are located:

- Along blocks between Warren and Douglass Streets and between Bond and Nevins Streets;
- Along the midblock of Baltic Street between 3rd and 4th Avenues;
- Along the east side of Nevins Street between Union and Carroll Streets and portions of the midblocks between Sackett and President Streets;
- Along the southern portion of Union Street at the intersection of 3rd Avenue; ~~and~~
- On a portion of the block bounded by Smith, Hoyt, 4th, and 5th Streets currently zoned M3-1; and
- Along the midblock of Butler Street between Nevins Street and 3rd Avenue.

M1-4/R6A districts allow a maximum FAR of 3.6 for residential uses with MIH, 3.0 for community facility uses and 2.0 for commercial and manufacturing uses. Residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 40 feet to 65 feet, a setback above the street wall and a maximum building height of 85 feet. No accessory parking is required for non-residential uses or affordable DUs.

The GSD would modify the bulk regulations so that both non-residential and residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 40 feet to 65 feet, a setback above the street wall and a maximum building height of 85 feet (which currently would only apply to residential buildings). The proposed GSD would reduce the underlying R6A district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

~~A description of the provisions of the proposed special district can be found in the below section "Proposed Text Amendments - Special Gowanus Mixed-Use District."~~

PROPOSED M1-4/R7A

(Existing M1-2 District)

An M1-4/R7A district is proposed for four partial blocks along Union Street between Nevins Street and 4th Avenue currently zoned M1-2.

M1-4/R7A districts allow a maximum FAR of 4.6 for residential uses with MIH, 3.0 for community facility uses and 2.0 for commercial and manufacturing uses. Residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 40 feet to 75 feet, a setback above the street wall and a maximum building height of 95 feet. No accessory parking is required for non-residential uses or affordable DUs.

The GSD would modify the bulk regulations so that both non-residential and residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 40 feet to 75 feet, a setback above the street wall and a maximum building height of 95 feet. The proposed GSD would reduce the underlying R7A district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

~~A description of the provisions of the proposed special district can be found in the below section "Proposed Text Amendments - Special Gowanus Mixed-Use District."~~

PROPOSED M1-4/R7X

(Existing R6, M1-2, M2-1, and C8-2 Districts)

An M1-4/R7X ~~districts are~~district is proposed for 11 full or partial blocks in ~~two~~three areas:

- Between Baltic and Sackett Streets along 3rd Avenue, and around Thomas Greene Playground;
- On portions of two block frontages at the intersection of Baltic and Nevins Streets; and
- Along 3rd Avenue between 1st and 3rd Streets.

M1-4/R7X districts allow a maximum FAR of 6.0 for residential uses with MIH, 5.0 for community facility uses and 2.0 for commercial and manufacturing uses. Residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 60 to 105 feet, a setback above the street wall and a maximum building height of 145 feet. No accessory parking would be required for non-residential uses or affordable DUs.

~~The~~ As modified by the GSD, the M1-4/R7X district would establish a basic maximum FAR of 5.6 for residential uses with MIH. Commercial and manufacturing uses would be allowed at a maximum FAR of 4.0 and retail and entertainment uses, as defined by the GSD, at a maximum FAR of 2.0. The basic maximum FAR can be increased up to 6.0 FAR with the inclusion of certain non-residential uses (see below for additional details). The GSD would modify the height and setback regulations so that both non-residential and residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 60 to 105 feet, a setback above the street wall and a maximum building height of 145 feet. The proposed GSD would reduce the underlying R7X district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

~~A description of the provisions of the proposed special district can be found in the below section *"Proposed Text Amendments - Special Gowanus Mixed-Use District."*~~

PROPOSED M1-4/R7-2

(Existing M2-1 and M3-1 Districts)

An M1-4/R7-2 ~~districts are~~district is proposed on approximately 13 full or partial blocks in three areas:

- On waterfront blocks between Douglass and Carroll Streets on the west side of the Canal, and Degraw Street and 1st Street on the east side of the Canal;
- On waterfront blocks that front 3rd Street on the west side of the Canal and between 2nd and 3rd Streets on the east side of the Canal; and
- On a waterfront block that fronts Smith and 5th Streets along the west side of the Canal.

M1-4/R7-2 districts allow a maximum FAR of 3.44 for residential uses (4.6 FAR with MIH~~,~~), 6.5 for community facility uses and 2.0 for commercial and manufacturing uses. No accessory parking is required for non-residential uses or affordable DUs.

~~The~~ As modified by the GSD, the M1-4/R7-2 district would establish a basic maximum FAR of 4.4 for residential uses ~~and~~ with MIH. Community facility uses would be allow at a ~~total~~ maximum ~~built~~ FAR ~~for any development site would be~~ of 4.0, commercial and manufacturing uses would

be allowed at a maximum FAR of 3.0 and retail and entertainment uses, as defined by the GSD, at a maximum FAR of 2.0. The basic maximum FAR can be increased up to 5.0. FAR with the inclusion of certain non-residential uses (see below additional details). Special street wall, height, and bulk envelope regulations would be controlled by the proposed GSD along with other special urban design and parking provisions, which are described in more detail below. The proposed GSD would reduce the underlying R7-2 district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

A description of the provisions of the proposed special district can be found in the below section *"Proposed Text Amendments - Special Gowanus Mixed-Use District."*

PROPOSED C4-4D WITHIN GSD

(Existing M1-2, C8-2, and R8A Districts)

A C4-4D district is proposed on 50 partial block frontages along 4th Avenue between Pacific and 15th Streets currently zoned R8A, M1-2, and C8-2.

C4-4D is typically an R8-equivalent district that permits residential development up to 7.2 FAR with MIH, commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR. Typically, buildingsBuildings in C4-4D districts generally require a base height between 60 and 85 feet and a maximum building height of 120 feet. No accessory parking is required for or affordable DUs.

The GSD would establish a maximum FAR of 8.5 for residential uses with MIH (R9A equivalent) and modify the height and setback regulations so that buildings with qualifying ground floors developed pursuant to the Inclusionary Housing ProgramIH have a maximum base height of 125 feet and a maximum building height of 175 feet on wide streets. The proposed GSD would eliminate the non-residential parking requirement and reduce the underlying C4-4D district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

PROPOSED ZONING TEXT AMENDMENTS

DCP proposes a series of text amendments to facilitate the land use objectives of the Gowanus Neighborhood Plan. The following is a description of the proposed text amendments.

SPECIAL GOWANUS MIXED-USE DISTRICT (GSD)

A special district known as theThe GSD would be mapped within the Project Area and on waterfront blocks affected by the Proposed Actions (see **Figure 5**). The proposed GSD would create special use, floor area, bulk, and parking regulations on both waterfront and non-waterfront blocks and establish special height and setback regulations for buildings on waterfront blocks and key corridors. A summary of the provisions of the proposed GSD followsmodifications to certain districts is shown in **Table 2** and discussed below:

Modify the established M1-4, M1-4 (w/ R6B), and C4-4D districts throughout the Project Area to support the overall goals and objectives of the Gowanus Neighborhood Plan.

Table 2
Proposed Modification to Certain ~~Manufacturing~~ Districts

	M1-4 (w/ R6B)	M1-4*		C4-4D
Use Groups	3-14, 16, 17, 18			1-6, 8-10, 12
Maximum FAR	2	3	4	8.5
Industrial	2	3	4	-
Community Facility	2	3	4	6.5
Commercial	2	3	4	3.4
Retail / Entertainment	2	2	2	
Parking Requirements				
Non-Residential	None			
Affordable Units				
Market Rate Units	20%	-	-	20%

~~**M1-4 would allow the following depending on the location. See **Figure 4**.*~~

Note: *FARs of 3 and 4 in proposed M1-4 district vary by location as shown in **Figure 4**.

Use and Streetscape Regulations

As described above, the GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses, expand the types of community facility and commercial uses permitted as-of-right and allow for additional flexibility for location of uses within the same building. The GSD would establish certain streetscape requirements to encourage a pedestrian-friendly environment, including requirements for ground floor use in key locations, like cross-canal connectors, on a percentage of building frontages, and screening requirements for off-street parking facilities.

The GSD would include supplemental ground floor use regulations in key locations to require active non-residential or commercial uses and minimum levels of transparency as well as limit curb cuts, where appropriate. Non-residential ground floor uses (i.e., commercial space, light industrial space, arts-related space, or community facilities) would be required along key corridors (4th and 3rd Avenues, Union and 3rd ~~Street~~Streets) and around certain planned investments and improvements (Thomas ~~Green~~Greene Playground~~)~~), and would require active ground floor use requirements at Canal crossings within the rezoning area, which are critical junctures for east-west travel and the envisioned new public esplanade space. Overall, the controls would foster a safe, varied, and walkable pedestrian experience along major corridors and at key locations where access to the waterfront esplanade should be encouraged. The ground floor requirements would also help activate and create a mixed-use neighborhood in other areas where major private and public investments are planned for the public realm.

Floor Area Regulations

The GSD would modify floor area regulations of underlying proposed zoning districts as described above and indicated in **Figure 4.** The GSD would establish a basic maximum FAR for the proposed districts and maximum FARs for specific uses as described above. Along 4th Avenue, the GSD would modify the underlying C4-4D district to have an R9A equivalent maximum residential FAR of 8.5. The GSD would modify the M1-4 district to fill the need for a medium-density contextual district that allows commercial, industrial, and community facility uses at a moderate density in appropriate locations. As modified, the proposed M1-4 district would support the goals and

objectives of the Neighborhood Plan by being mapped throughout the Project Area in isolation and paired with residential districts, as described above. Within the M1-4 district, the GSD would allow schools, houses of worship, health facilities, and non-profit hospitals at a maximum FAR of 4.8. The GSD would create special floor area regulations where new streets are proposed to be mapped as part of the Proposed Actions. The special district would compensate these sites with an equal amount of floor area as contained within the bed of the proposed mapped streets.

In key locations, the GSD would apply special FAR regulations to ensure a desirable mix of residential, commercial, light industrial, arts-related and production uses that support the objectives of the Plan. Incentives would be applied to districts that are primarily proposed along the Canal and around Thomas Green Playground to promote mixed-use residential buildings which include a diversity of non-residential uses. One would incentivize the inclusion of a wide range of non-residential uses allowed in the proposed districts. The other would incentivize inclusion of a more specific set of uses that include light industry, arts-related, cultural, civic ~~and uses; and repair and production services. Along 4th Avenue, the GSD would modify the underlying C4-4D district to have a R9A equivalent maximum residential FAR of 8.5 FAR. The GSD would also apply special FAR regulations to promote community resources such as schools~~uses, and repair and production services.

The GSD would also apply special FAR regulations to promote community resources, such as schools. The GSD would allow floor area for schools, as defined by the GSD and under certain conditions, to be exempted. Along the Canal, exempted floor area would be accompanied by an increase in maximum permitted height to accommodate the school. The GSD would also create an authorization that would allow for the exemption of school floor area and modified bulk under certain conditions throughout the GSD.

Street Wall Location and Bulk Envelope

The GSD would modify height and setback regulations and street wall location requirements of the underlying proposed zoning districts.

In order to reach a total sidewalk width of 15 feet, the GSD would require a ~~five-foot~~ sidewalk ~~setback~~widening on ~~both sides~~portions of Nevins Street from Degraw to Carroll Streets, ~~and a five-foot sidewalk widening on~~ on both sides of 3rd Avenue from Baltic to Union Streets and the southern side of 5th Street between Smith and Hoyt Streets. Additional street wall location requirements would be required at certain bridge crossings. Street walls in excess of 200 feet would be required to recess or project from the street wall.

The GSD would modify underlying yard and rear yard regulations, including permitted obstructions, rear yard equivalents and rear yards along district boundaries. The GSD would modify typical yard regulations ~~to~~. It would allow rear yards to be provided at a height of 30 feet, as opposed to 23 feet, ~~to~~and accommodate higher floor-to-ceiling heights that commercial and industrial uses typically require, increasing the viability of these spaces in mixed-use buildings. The GSD would remove the location requirement of rear yard equivalents in through lots, which would allow rear yard equivalents to be located anywhere within the lot, provided that the dimensional requirements are met.

In addition to the zoning requirements of the underlying districts, the GSD would ~~create the~~modify certain height and setback and permitted obstruction regulations and create special rules for the Canal blocks. Along the frontages of Bond Street, the base of a building would be limited to a height of 55 feet followed by a required setback of 15 feet. Along the frontages of Nevins Street and the Canal, from the head of the Canal to 2nd Street, the base of a building would be limited to

a height of 65 feet followed by a required setback of 15 feet. Within a distance of 65 feet from Bond Street, building heights would be limited to a height of 65 feet. Beyond these frontages, building heights would be limited to a maximum of 85 feet. ~~Building portions above a height of 85 feet would be considered a "tower" with a maximum height of 215 feet after a setback of 15 feet above the base height and 30 feet from the waterfront yard. Certain side streets would have a base height of 85 feet.~~Certain side streets would have a base height of 85 feet.

The GSD would control width, length, coverage, and height of a "tower" and regulations for sites with multiple towers. Generally, on typical Canal sites, building portions above a height of 85 feet would be considered a "tower" with a maximum height of 225 feet after a setback of 15 feet above the base height and 30 feet from a waterfront yard and Nevins Street. No "towers" would be permitted within 65 feet of Bond Street. Sites with multiple towers would have additional regulations, including a required four-story or 50-foot height difference, whichever is greater, and would be required to locate the taller tower north of the mid-block line at certain locations. Additional modifications, regulations, and controls would be applied to sites with unique conditions or constraints including the below. Along portions of 3rd Street and portions of the proposed extensions of Nelson, Luquer, and Hoyt Streets, a building would be limited to a height of 85 feet followed by a setback of 10 feet. Along portions of 5th, Smith, Luquer, and Nelson Streets, a building would be limited to base heights ranging from 75 feet to 105 feet, followed by either a 10-foot or 15-foot setback, depending on the location. Transition heights would be applied in these areas to allow for a graduation of height across sites. Transition heights range from 65 feet to 95 feet depending on location. In limited areas, including around new mapped parkland and new streets, transition heights range from 115 feet to 145 feet and the maximum heights would range from 245 feet to 305 feet.

The 3.0 FAR M1-4 district would allow buildings to rise to 65 feet before setting back and rising to a maximum height of 85 feet. The 4.0 FAR M1-4 district would allow buildings to rise to 95 feet before setting back and rising to a maximum height of 115 feet. An additional 30 feet of height would be allowed for developments on lots greater than 20,000 sf in the modified M1-4 ~~and M1-5~~ districts to accommodate larger office buildings.

The GSD would create an authorization to modify the bulk envelope for existing large mixed-use sites seeking to redevelop while integrating new development with substantial existing buildings. The authorization, which would apply to zoning lots greater than 40,000 sf and contain predominantly non-residential uses, would allow for modifications to use, height and setback, and streetscape regulations to promote a mixed-use development with a superior site plan and design that better relates to the zoning lot, adjacent streets, and surrounding neighborhood.

Public Access Area

In key locations, the GSD would support public access to existing ~~or~~and future neighborhood resources, like ~~the~~ designed upland connections to an improved waterfront~~, which is proposed to be daylighted as part of the Canal Superfund remedy. Public~~ recreation area. The creation of new public areas and access ~~to neighborhood resources~~points would ~~help~~ facilitate key goals of the ~~neighborhood plan including the future development of new public~~ Neighborhood Plan by creating new publicly accessible open ~~spaces and a continuous~~space and re-establishing the neighborhood's connection to and use of the waterfront ~~public access area.~~.

Parking and Loading Regulations

As detailed in the descriptions of each proposed district, the GSD would modify the underlying accessory residential parking requirements to 20 percent of market-rate DUs~~.~~ and eliminate

parking requirements for non-residential uses. No parking would be required on the City-owned Gowanus Green Development to facilitate proposed remediation and redevelopment plans. The modification would address site conditions and facilitate active ground floor use for a percentage of site frontage. The GSD would allow for wider flexibility in off-site provision of required accessory off-street parking spaces to zoning lots anywhere within the GSD and would allow for joint parking facilities to provide required accessory off-street parking for two or more buildings. The GSD would allow car sharing vehicles to occupy up to 20 percent of all required off-street parking spaces in a parking facility. All accessory off-street parking spaces may be made available for public use. Special curb cut regulations limiting curb cuts to off-street parking facilities and loading berths would be focused along key streets and in proximity to a shore public walkway.

To encourage a more vibrant, active and safe 4th Avenue, the GSD would allow for existing ground floor parking to be replaced by active ground floor uses. Loading requirements would be modified to better reflect modern business needs.

Transit ~~Easement Zones~~Improvments

Under the proposed GSD, owners of lots adjacent to subway stations along 4th Avenue within the Project Area would be required to coordinate with the ~~Metropolitan Transportation Authority (MTA) and with the City Planning~~MTA and DCP in order to obtain a CPC Chairperson Certification prior to any development. This process will determine whether an easement, zoning relief or other interventions on the zoning lot would be needed to allow for station improvements. Any floor area utilized by the MTA for station circulation improvements would be exempted from FAR calculations and any development required to provide an easement for an improvement would be allowed to rise an additional story (10 feet).

The GSD would also apply special FAR regulations to promote transit improvements. The GSD would create an authorization that would allow an increase in density in exchange for identified transit improvements. The authorization, which would apply to developments or enlargements within 500 feet of a subway station, would allow for an increase in density and maximum building height up to 20 percent and modification of street wall location and street wall continuity regulations to accommodate the additional density in exchange for improvements to transit infrastructure and access to transit facilities such was subway stations. The bonus would be in addition to the proposed as-of-right maximum FAR. The GSD would also create a Chairperson Certification that would allow an increase in density in exchange for identified transit improvements at the southbound Union Street subway station.

Waterfront Access Plan

The GSD would establish the Gowanus Waterfront Access Plan (WAP) in order to institutionalize a framework by which a continuous shore public walkway would be constructed over time through a mix of public and private investment. The WAP would cover the waterfront blocks within the Project Area. Redevelopment, enlargements and/or changes of use on the waterfront would be required to comply with waterfront zoning regulations.

~~Standard Waterfront Access Area (WPAA)~~WPAA guidelines generally require a minimum 40-foot shore public walkway on typical sites and a minimum of 30-foot shore public walkway on certain constrained sites, and on larger sites supplemental public access areas that ensure that 20 percent of the lot is devoted to waterfront public access. WPAA guidelines are broad guides for waterfront open space that apply throughout the City. In the case of unique places, like the Gowanus Canal, standard application of WPAA guidelines is often challenging if not impossible and may not respond to the unique nature of the local waterfront context. Moreover, simply

applying the existing WPAA guidelines will not support the community vision for a unique open space with a diversity of experiences along the Canal. The Gowanus WAP would modify the underlying standard WPAA requirements to address the unique character of the Canal and support the overall goals outlined in the Gowanus Plan.

Specifically, the WAP, in conjunction with the proposed zoning districts and GSD, would establish the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Canal from surrounding neighborhoods and to address the varied lot configurations and conditions along the Canal's edge. The WAP would modify requirements and standards for public access. It would also modify typical dimensional and grading requirements, permitted obstructions and design standards for public access, to allow and encourage unique design solutions that are ~~impossible~~challenging to implement under standard WPPA regulations, such as flood-resilient, bi-level esplanades. The WAP would ensure long-term continuity of public access across all sites along the Canal, including at street ends, and at bridge crossings, with maximum grade-change constraints.

~~*MANDATORY INCLUSIONARY HOUSING PROGRAM*~~

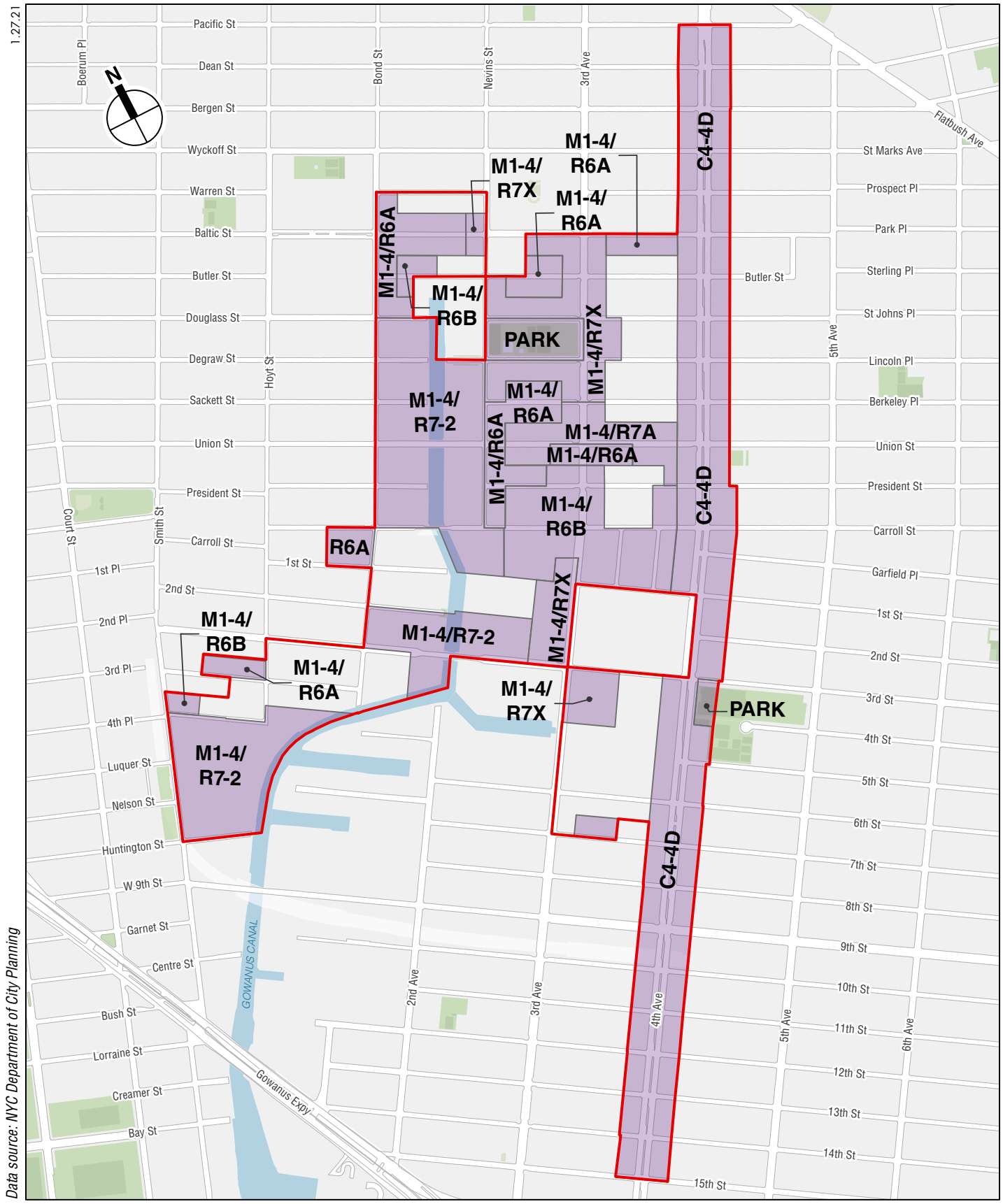
The WAP would incentivize incorporation of community amenities like comfort stations, boat launches, and historic interpretation elements, as well as include incentives that encourage programming and activation of the waterfront with design features such as tot-lots and dog runs. The WAP would eliminate lawn requirements for sites smaller than 15,000 sf and expand the size of permitted kiosks on the largest sites along the Canal. Generally, on certain narrow or otherwise encumbered parcels, the minimum width of the required shore public walkway would be modified from 40 feet to 30 feet. On larger parcels, the minimum width of the required shore public walkway would remain 40 feet. Additionally, the WAP would require that at least 80 percent of the required circulation path be located at a level no less than six feet above the shoreline. Other modifications include improving adjacent streets as a continuation of the shore public walkway or supplemental public access area and modifying the minimum width of the primary and secondary circulation path. The WAP would also allow a lower average maintained level of illumination to respond to unique conditions along the Canal. These and other modifications in the WAP would help ensure the future shoreline is appropriately elevated while allowing for a shore public walkway with sufficient design flexibility to accommodate a variety of uses, activities, and experiences.

MANDATORY INCLUSIONARY HOUSING PROGRAM

As detailed in the descriptions of the proposed zoning districts, the Proposed Actions would amend Appendix F of the ZR to apply MIH Options 1, 2, and 3 to the proposed R6A, M1-4/R6B, M1-4/R6A, M1-4/R7A, M1-4/R7-2, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created (see **Figure 6**).

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped "Mandatory Inclusionary Housing Areas" (MIH Areas). The program requires permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning square feet within the MIH Areas or, as an additional option for developments between 10 and 25 units, or 12,500 sf to 25,000 sf, a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the ~~Board of Standards and Appeals (~~BSA~~)~~ for a special permit to reduce or modify the requirements.

Note: This figure has been updated for the Final Scope of Work.



Mandatory Inclusionary Housing Area

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 6

Developments, enlargements, or conversions that do not exceed either 10 units or 12,500 sf of residential floor area would be exempt from the requirements of the program.

The Proposed Actions would map MIH Options 1, 2, and 3 within the rezoning area. The MIH program typically includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 would require 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 would require 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3 would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. ~~The City Council and CPC could decide to apply an additional, limited Option 4 for markets where moderate- or middle-income development is marginally financially feasible without subsidy. For all options, no units could be targeted to residents with incomes above 130 percent AMI.~~

CITY PLANNING COMMISION SPECIAL PERMITS, AUTHORIZATIONS, AND CHAIRPERSON CERTIFICATIONS

The Proposed Actions include amendments to the text of the ZR to:

- create a Special Permit to allow hotels in the Project Area (as permitted by the underlying zoning district regulations);
- create an Authorization) to allow for the exemption of school floor area and modified bulk under certain conditions throughout the GSD;
- create an Authorization to modify the bulk envelope (height and setback regulations) and use and streetscape regulations for existing, large mixed-use sites proposed for redevelopment that integrate new development with substantial, existing building(s);
- create an Authorization to allow an increase in density in exchange for identified transit improvements; and
- create a Chairperson Certification to allow an increase in density in exchange for identified transit improvements at the Union Street Station for the R train.

PROPOSED AMENDMENT TO THE SPECIAL ENHANCED COMMERCIAL DISTRICT – 1

The Proposed Actions would modify the EC, which was mapped along portions of 4th Avenue in 2011 to enhance the vitality of emerging commercial districts ensuring that a majority of the ground floor space within buildings is occupied by commercial establishments that enliven the pedestrian experience along the street. The Proposed Actions would ~~remove~~replace the EC from Pacific Street to 15th Street ~~and replace it~~ with similar and additional controls required through the GSD. The EC would continue to control development outside of the GSD and Project Area.

PROPOSED CITY MAP AMENDMENTS

The Proposed Actions include changes to the City Map to:

- Remove the Public Place designation to facilitate development of housing, community resources, and new open space;
- ~~De-map Bond Street south of 4th Street and re-establish it as mapped parkland;~~

- Map portions of Block 471, Lots 1 and 100 as parkland to provide a major new neighborhood park that would anchor ~~major~~ nearby mixed-use developments on Lot 100~~. The~~ (the City-owned parcel is located at the end of 5th Street adjacent the west side of the Gowanus Canal~~;~~);
- Map new public streets on ~~Blocks~~Block 471 to coordinate private and public improvements and to provide access to new mixed-use developments and neighborhood open space; and
- ~~De-map~~Demap 7th Street between Smith Street and the Gowanus Canal.

The proposed changes to the City Map (see ~~in~~ **Figure 7**) are intended to reconnect the community to the Gowanus Canal, improve neighborhood livability by increasing access to publicly accessible open space and the waterfront, and facilitate public realm improvements in connection with planned private and public investments. The proposed demapping of a Public Place designation and mapping of new streets and parkland would facilitate the redevelopment of City-owned property for a mix of uses including significant amounts of affordable housing along with community facility, commercial, light manufacturing, open space or other uses allowed under the proposed zoning~~.~~, and would provide new open space and help connect new parkland and waterfront open space along the Canal. The proposed mapping and ~~de-mapping~~demapping actions on Block 471 would reconnect the area to the street grid and surrounding communities and support the redevelopment and remediation of large vacant and underutilized sites. ~~The proposed de-mapping of a portion of Bond Street south of 4th Street and its re-establishment as parkland would provide new open space and help connect new parkland and waterfront open space along the Canal.~~

WATERFRONT REVITALIZATION PROGRAM (WRP)

Portions of the Project Area are within the coastal zone and would therefore be reviewed by CPC, in its capacity as the City Coastal Commission ~~(CCC)~~ to determine ~~if~~whether the Proposed Actions are consistent with WRP policies.

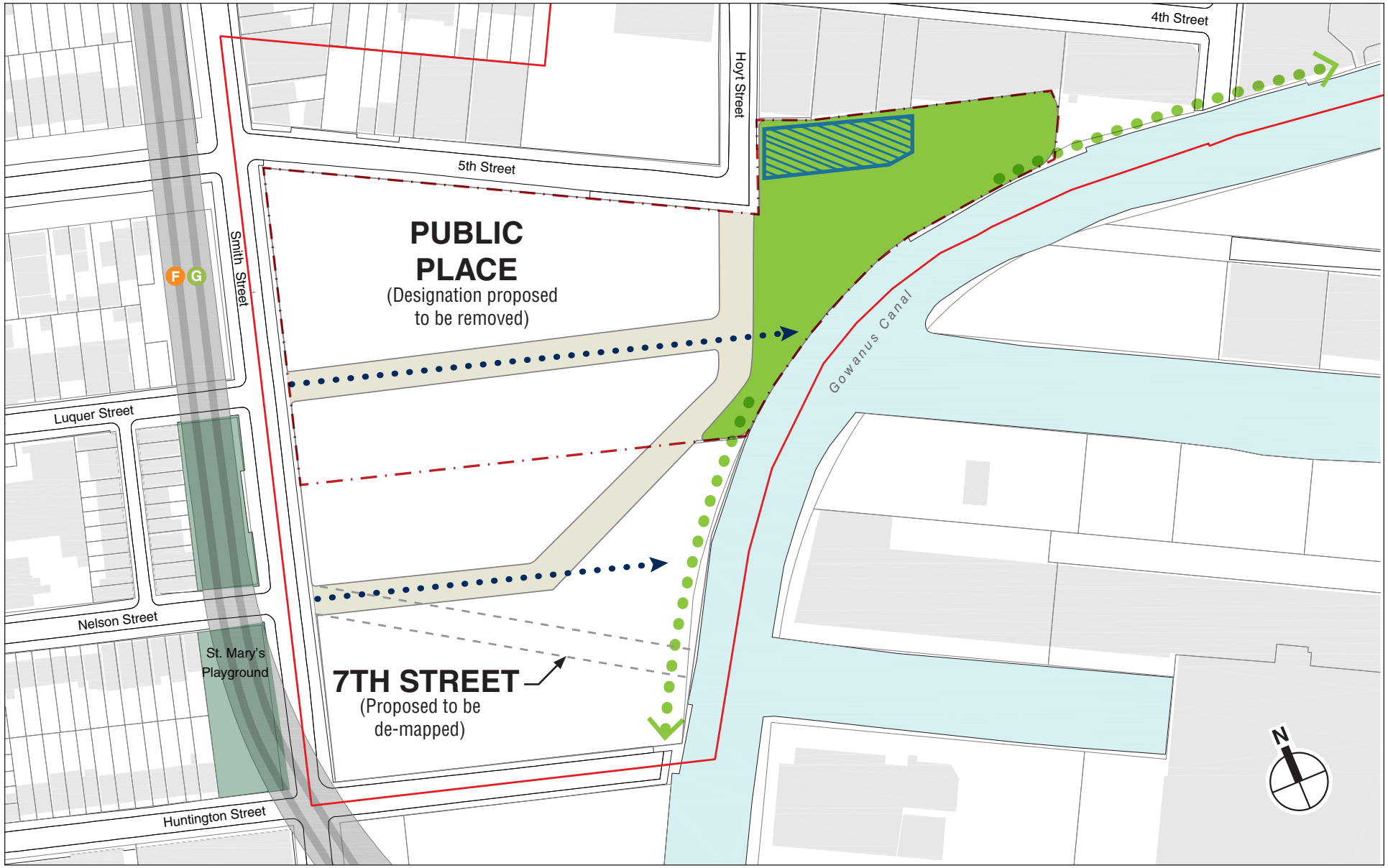
ACTIONS NECESSARY TO SUPPORT THE GOWANUS GREEN DEVELOPMENT

The Proposed Actions would support the proposed development of the City-owned site on Block 471 with a mixed-use development to be known as Gowanus Green (or the "Gowanus Green Development") by rezoning the site of the proposed development from M3-1 to M1-4/R7-2, ~~and~~ mapping new streets and parkland~~.~~, and removing the "Public Place" designation on the City Map. The Gowanus Green Development would include new housing, including a substantial amount of affordable housing, and a variety of non-residential space, a potential new school, open space or other uses allowed under the proposed zoning. The City is seeking acquisition approval for a portion of Block 471 to receive the proposed park parcel once the development completes remediation and construction to NYC Parks' standards. The new open space would be over an acre and located along the Canal. As part of the Proposed Actions, new streets would be constructed that would include the eastern prolongation of Luquer Street east of Smith Street, and the continuation of Hoyt Street south of 5th Street connecting to Nelson Street.

In 2008, HPD designated a development team, Gowanus Green Partners, LLC, assuming a set of development programs and economic conditions that have changed substantially since that designation. HPD will continue to finance affordable housing on City-owned sites, but its development programs are subject to change if the availability of subsidy or other financing incentives at the city, state, and federal level shifts or if there are significant changes in the residential real estate market based on development or financing costs. For the purposes of a conservative CEQR analysis, it is assumed that the Gowanus Green Development would be a 100

1.27.21

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY



Source: NYC Department of City Planning

Project Area
Property Line
Proposed Street Network
Existing Open Space
Future Open Space
School Yard
Future 40' Shore Public Walkway
View Corridors

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

City Map Amendments

Figure 7

percent affordable project for the publicly funded daycare analysis in the Community Facilities chapter; however, in the Socioeconomic Conditions chapter, 50 percent affordability will be assumed, as this is a more conservative analysis approach for the indirect residential displacement analysis. HPD intends to fund a 100 percent affordable housing project at Gowanus Green. Currently HPD programs finance affordable housing at a range of incomes, from 30 percent of AMI (approximately $28,170 for a family of three) to 130 percent of AMI (approximately $122,070 for a family of three). CEQR methodology for publicly funded childcare analyses defines affordable units as those units that are affordable to households earning up to 80 percent of AMI.

In addition to the land use actions described above, approvals necessary to facilitate the Gowanus Green Development include UDAAP designation and disposition approval. Background on the site and a description of the proposed discretionary actions needed to facilitate the Gowanus Green Development is provided below.

HISTORY

From the late 1860s until 1958, the City-owned site was a manufactured gas plant operated by Brooklyn Union Gas and its successor organizations, including Citizens Gas, Keyspan and National Grid. In 1970, the City of New York adopted the first Gowanus Industrial Development Plan, an Urban Renewal Plan (URP) which designated the boundaries of an Urban Renewal Area (URA) along the Canal that included the site. The URP sought to redevelop the Gowanus URA by removing substandard and deteriorating non-industrial land uses, removing impediments to land disposition and development, creating job opportunities, and establishing appropriate industrial land uses to strengthen and support the area's industrial character. The URP permitted a mix of industrial uses, commercial uses, and public facilities and improvements on City owned sites.

In 1974, the site was designated as a "Public Place" on the City Map to allow a future public purpose compatible with the surrounding area and to provide open space for public use. Public Places have been mapped throughout the New York City on sites the City intends to reserve for a public purpose. They may or may not be zoned and may not generate development rights. Typically, they are established to allow for flexibility in use. In 1975, the City of New York acquired both of the lots that today comprise the City-owned site through eminent domain.

As a result of the community's desire for more community or residential uses, the Gowanus Industrial Development Plan was amended in 1976 and the City-owned site was removed from the URA. The First Amended Plan removed the area between Smith and Bond Streets, from 4th to 9th Streets, from the Urban Renewal Area. Lots 1 and 100 have remained under City control since their acquisition in 1975. Both Lot 1 and Lot 100 are currently vacant. Both lots are under HPD jurisdiction. Due to its historical use as a manufactured gas plant, the Site will be the subject of a substantial remediation to be undertaken by National Grid~~, the successor organization to the responsible parties that operated the Site since the 1860s.~~ .

DISPOSITION APPROVAL AND UDAAP DESIGNATION

HPD is seeking approval of a UDAAP designation, project approval, and disposition of a City-owned parcel to ~~Project Sponsor to~~ facilitate the development of Gowanus Green. The Disposition Area consists of portions of two City-owned lots. The requested approval would permit the construction of a mixed-use development that could include housing, community facility, commercial, light-manufacturing and other uses allowed under the proposed zoning. Pursuant to

UDAAP, development rights would be transferred along with the Disposition Area. Affordability requirements would be contained within HPD's Land Disposition Agreement (LDA).

POTENTIAL FUTURE ACTIONS

HPD may provide construction funding through its several financing programs intended to facilitate the development of new affordable housing and the preservation of existing affordable units for a range of incomes, including supportive housing and senior housing on privately owned or City-owned land. HPD's financing programs would provide both for-profit and not-for-profit developers a wide range of opportunities to build or preserve rental and homeownership units within the Project Area. HPD works together with a variety of public and private partners to achieve the City's affordable housing goals. In addition to HPD financing, in conjunction with the issuance of tax-exempt bonds, HDC may fund construction of new affordable multi-family apartment buildings and the rehabilitation of existing multi-family apartment buildings intended to upgrade existing developments and preserve affordability. In addition, developers may seek a tax exemption pursuant to Article XI of the New York Private Housing Finance Law. Affordable housing developed and/or preserved within the Project Area may also utilize funding provided by New York State Homes and Community Renewal (HCR) and the U.S. Department of Housing and Urban Development (HUD), which would be subject to separate future environmental reviews under State Environmental Quality Review Act (SEQR) and National Environmental Policy Act (NEPA), respectively. In addition, any new public school facilities would require approval and site selection from the SCA. SCA approval and site selection is not subject to ULURP.

OTHER ACTIONS THAT WOULD AFFECT THE PROJECT AREA

Independent of the Proposed Actions described above, DCP is proposing updates to the Flood Resilience Zoning Text (the "2013 Flood Text") and Special Regulations for Neighborhood Recovery ("2015 Recovery Text"), which were adopted on an emergency-basis post Hurricane Sandy to advance the reconstruction of storm-damaged properties, and enable new and existing buildings to comply with *flood-resistant construction standards,* located within Appendix G of the New York City Building Code. These rules are set to expire and so, the DCP will improve-upon and make permanent these existing temporary rules. Currently, the anticipated text amendment would expand the geography where buildings could make investments in small resiliency improvements or otherwise fully meet or exceed flood-resistant construction standards; allow optional flexibility to measure the building envelope from the reference plan, which can be between the Design Flood Elevation (DFE) and 10 feet above grade; allow dry floodproofed non-residential ground floor space to be exempted under certain circumstances; allow more flexibility for resiliently locating mechanical equipment in buildings; and new rules to allow the City to more quickly respond and offer disaster assistance in the event of a future disaster.

The text amendment was referred out on October 19, 2020 and is expected to be in public review concurrent with the Proposed Actions. Since these zoning changes would affect districts described above, their relevant and applicable effects (as currently known) on the Project Area will be analyzed as part of this environmental review in order to provide a conservative analysis.

G. ANALYSIS FRAMEWORK

REASONABLE WORST CASE DEVELOPMENT SCENARIO

In order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was developed for both the current (No Action) and proposed zoning (With Action) conditions for a ~~15-year period (~~build year, or analysis year of 2035~~).~~. The incremental

difference between the No Action and With Action conditions will serve as the basis for the impact analyses in the EIS. For area-wide rezonings not associated with a specific development, a 10-year period is typically the length of time over which developers would act on the area-wide zoning map changes such as those proposed. However, a ~~15-year~~ longer projected build out resulting in a build year of 2035 was ~~selected~~asssumed for ~~the timeframe of~~ the environmental analyses since the Gowanus Neighborhood Plan includes long-range planning efforts involving multiple government jurisdictions in addition to the proposed rezoning.

To determine the No Action and With Action conditions, standard methodologies have been used following ~~the~~ *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development.

GENERAL CRITERIA FOR DETERMINING DEVELOPMENT SITES

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all sites~~,~~ within the Project Area. The first step in establishing the development scenario was to identify those sites where new development could ~~be~~ reasonably be expected to occur.

Development or adaptive reuse sites were initially identified based on the following criteria:

- Lots located in areas where a substantial increase in permitted FAR is proposed and/or where residential use would be allowed where it currently is not permitted;
- Sites on which hotel development has been proposed but building permits have not been issued or construction has progressed substantially;
- Lots with a total size of 4,000 sf or larger (may include potential assemblages totaling 4,500 sf, respectively, if assemblage seems probable[3]) or certain smaller-sized lots (2,000 sf or greater) that are substantially underdeveloped~~,~~;[4] or
- Sites occupied by a vacant building built to greater than 50 percent of the proposed FAR~~;~~.

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning:

- Lots where construction and/or renovations are actively occurring, or have recently been completed, as well as lots with recent alterations that would have required substantial investment.
- The sites of schools (public and private), municipal libraries, government offices, large medical centers, and houses of worship. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded

[3] Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the aforementioned soft site criteria; or (2) at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than three distinct owners.

[4] Underdeveloped lots are defined as vacant lots or lots with buildings containing a single occupied floor, or lots constructed to less than or equal to half of the maximum allowable FAR under the proposed zoning.

despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.

- Multi-unit buildings (existing individual buildings with six or more residential units are unlikely to be redeveloped because of the required relocation of tenants in rent- stabilized units).
- Certain large non-residential buildings, such as multi-story office buildings and hotels. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, they are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Lots whose location, highly irregular shape or other physical encumbrances, like easements, which would preclude or greatly limit future as-of-right development. Generally, development on these type of lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.
- ~~In~~Lots or assemblages less than 20,000 sf in areas where residential use will not be permitted~~, lots or assemblages less than 20,000 sf~~. Throughout the Project Area, many sites are already built to less than half of the permitted FAR and new construction of as-of-right uses rarely occurs, except for hotels and self-storage ~~businesses~~facilities. It is unlikely that smaller-sized lots will be redeveloped due to the cost of redevelopment and current and or potential profitability.

These criteria have been developed to reflect observed development patterns within the Project Area. In recent years, the Project Area has experienced few entirely new ground-up developments, except for the construction of hotels and self-storage facilities, despite being situated between thriving residential neighborhoods and near transit and major corridors. Accordingly, certain sites that might be considered a soft site under the above criteria within these areas have been excluded or determined to be less likely to be developed if they meet one or more of the following criteria:

- Sites smaller than 7,500 sf occupied by existing residential development;
- Sites with multiple commercial and residential tenants;
- Sites occupied by active businesses within significant structures or buildings; and/or
- Sites occupied by unique services or prominent and successful neighborhood businesses.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed ~~within~~by the ~~15-~~2035 build year~~ timeframe~~. Potential sites are considered less likely to be developed over the ~~approximately 15-year~~same timeframe. Potential development sites were identified based on the following criteria:

- Slightly irregularly shaped or encumbered sites that would make as-of-right development difficult;
- Lots with a significant number of commercial or industrial tenants, which may be difficult due to long-term leases;
- Active businesses, which may provide unique services or are prominent and successful neighborhood businesses or organizations unlikely to move; and/or

- Sites divided between disparate zoning districts.

Due to changes made to the Proposed Actions subsequent to the publication of the DSOW affecting Projected Development Sites 57, 61, 62, and 63, the RWCDS has been revised. Based on the above criteria, 133 development sites (~~60~~63 projected sites and ~~73~~70 potential sites) have been identified in the rezoning area. The incremental difference between the No Action and With Action conditions for all projected development sites is shown in **Table 3**.

The projected and potential development sites are shown in **Figure 8** and the detailed RWCDS tables provided in **Appendix 1** identify the uses expected to occur on each of these sites under No Action and With Action conditions. As shown in **Appendix 1**, in the No Action condition, the projected and potential development sites are assumed to either remain unchanged from existing conditions or become occupied by as-of-right ~~uses~~development. A significant amount of new ground-up development is not anticipated based on current trends and existing zoning.

The EIS will assess both density-related and site-specific potential impacts from development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the near future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

The number of projected DUs in apartment buildings is determined by dividing the total amount of residential floor area by 850 and rounding to the nearest whole number.

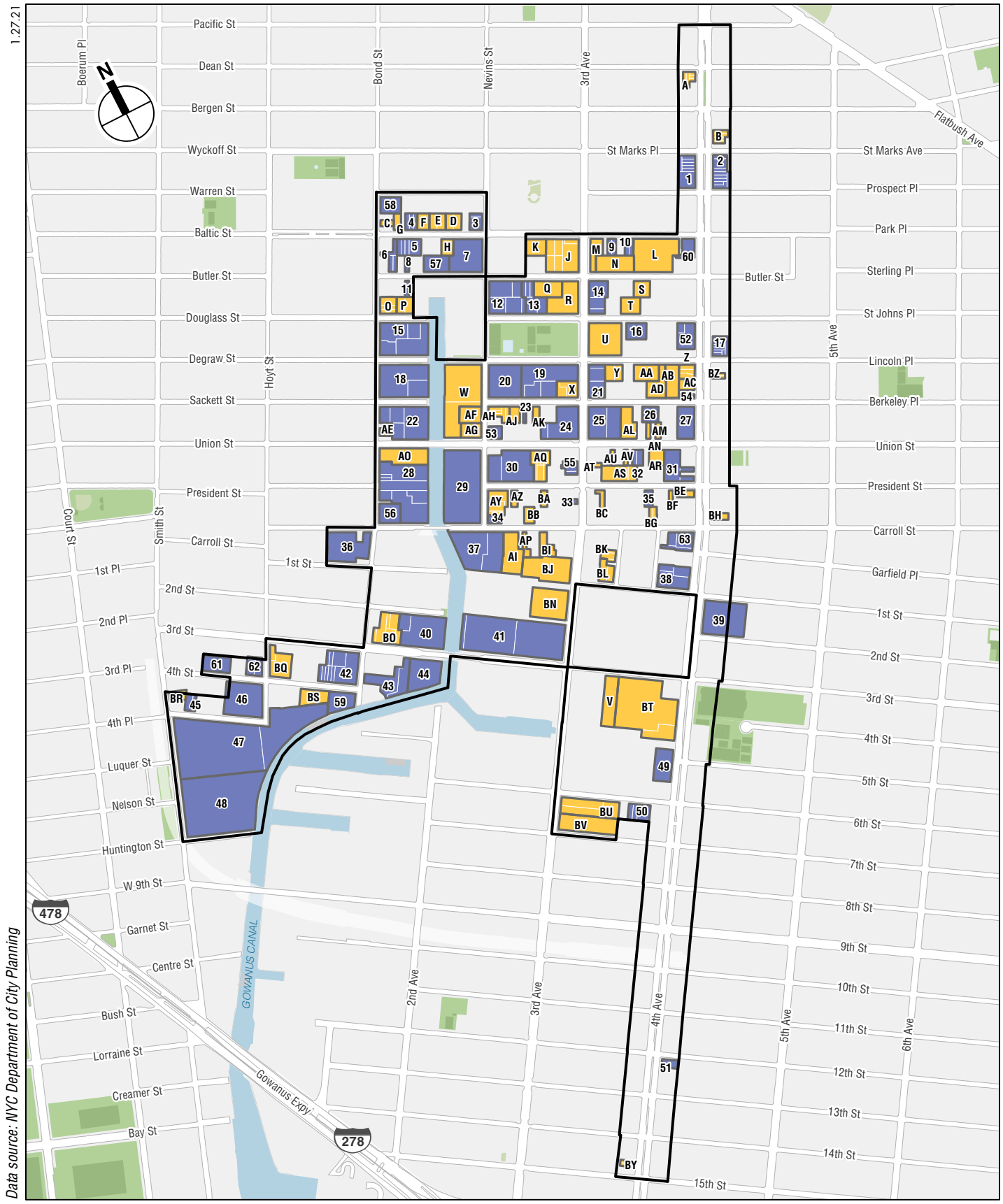
Affordable Housing Assumptions

The number of affordable DUs assumed was estimated based on known development proposals, past and current development trends~~, and the~~; City, state, and federal programs that support the construction of affordable housing~~,~~; and the proposals in *Housing New York*, the Mayor's 10-year housing plan~~,~~ that ~~aim~~aims to significantly increase the amount of affordable housing created and preserved in the five boroughs. The number of affordable units would affect the publicly funded childcare and indirect residential displacement analyses in the EIS. As noted above, the EIS will conservatively assume more affordable units for the childcare analysis and fewer affordable units for the indirect residential displacement analysis.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)

In the future without the Proposed Actions (No Action condition), the projected development sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning. **Table 3** shows the No Action conditions for the projected development sites.

Note: This figure has been updated for the Final Scope of Work.



Project Area / Primary Study Area

Projected Development Site

Potential Development Site

0 1,000 FEET

Projected and Potential Development Sites

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 8

Table 3
2035 RWCDS No Action and With Action Land Uses

Land Use	No Action Condition	With Action Condition	Increment
Residential			
Total Residential	***816 DUs***	***9,311 DUs***	***8,495 DUs***
Commercial			
Local Retail	241,232 sf	594,340 sf	353,108 sf
Destination Retail	103,595 sf	20,125 sf	(83,470 sf)
Office	374,983 sf	936,739 sf	561,756 sf
Hotel	133 rooms	133 rooms	0 rooms
Auto-related	107,361 sf	-	(107,361 sf)
Total Commercial	***871,781 sf***	***1,606,074 sf***	***734,293 sf***
Other Uses			
Medical Office	190,093 sf	88,976 sf	(101,117 sf)
Other Community Facility	26,974 sf	379,504 sf	352,530 sf
Total Community Facility	***217,067 sf***	***468,480 sf***	***251,413 sf***
Total Industrial	***415,490 sf***	***98,571 sf***	***(316,919 sf)***
Vacant	***10,370 sf***	***-***	***(10,370 sf)***
Population[1]			
Residents	1,788	20,391	18,604
Workers	3,176	6,669	3,494

Notes: sf = square feet
[1] Assumes 2.19 persons per DU for residential units in Brooklyn Community District 6. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 400 sf of local retail; 1 employee per 25 DU; 1 employee per 3 hotel rooms; 1 employee per 1,000 sf of industrial; 1 employee per 15,000 sf of warehouse uses; 1 employee per 450 sf of medical office space; 1 employee per 1,000 sf of other community facility space; and 1 employee per 50 parking spaces.

As detailed below, it is anticipated that~~,~~ in the ~~future without the Proposed Actions,~~No Action condition there would be a total of approximately 2.2 million square feet (msf) of built floor area on the ~~60~~63 projected development sites. Under the RWCDS, the total No Action development would comprise approximately 800 DUs (about 100 affordable DUs), approximately 190,000 sf of medical office space, 27,000 sf of other community facility space, 237,000 sf of local retail space, 104,000 sf of destination retail space, 375,000 sf of office space, 133 hotel rooms, 84,000 sf of auto-related commercial uses, and ~~388~~416,000 sf of industrial space. The No Action estimated population would include approximately 1,800 residents and 3,~~100~~200 workers on the projected development sites.

~~**Table 3**~~
~~**2035 RWCDS No Action and With Action Land Uses**~~

~~Land Use~~	~~No Action Condition~~	~~With Action Condition~~	~~Increment~~
~~**Residential**~~			
~~***Total Residential***~~	~~***816 DU***~~	~~***9,029 DU***~~	~~***8,212 DU***~~
~~**Commercial**~~			
~~Local Retail~~	~~237,266 sf~~	~~577,390 sf~~	~~340,124 sf~~
~~Office~~	~~375,440 sf~~	~~901,167 sf~~	~~525,727 sf~~
~~Auto-related~~	~~84,319 sf~~	~~-~~	~~(84,319 sf)~~
~~***Total Commercial***~~	~~***845,230 sf***~~	~~***1,541,377 sf***~~	~~***696,146 sf***~~
~~***Total Industrial***~~	~~***387,975 sf***~~	~~***98,571 sf***~~	~~***(289,404 sf)***~~
~~Residents~~	~~1,788~~	~~19,773~~	~~17,985~~
~~Workers~~	~~3,141~~	~~6,463~~	~~3,322~~

~~**Notes**: sf = square feet~~
~~**1.** Assumes 2.19 persons per DU for residential units in Brooklyn Community District 6. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 333 sf of local retail; 1 employee per 25 DU; 1 employee per 3 hotel rooms; 1 employee per 1,000 sf of industrial; 1 employee per 15,000~~

~~sf of warehouse uses; 1 employee per 450 sf of medical office space; 1 employee per 1,000 sf of other community facility space; and 1 employee per 50 parking spaces.~~

THE FUTURE WITH THE PROPOSED ACTIONS (WITH ACTION CONDITION)

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites.

Under the Proposed Actions, the total development expected to occur on the ~~60~~63 projected development sites would consist of approximately 9.~~8~~9 msf of built floor area, including 9,~~000~~100 DUs, approximately 89,000 sf of medical office space, 380,000 sf of other community facility space, ~~577~~586,000 sf of local retail space, 20,000 sf of destination retail space, ~~901~~937,000 sf of office space, 133 hotel rooms, and 99,000 sf of industrial space. The projected incremental (net) change between the No Action and With Action conditions that would result from the Proposed Actions would be an increase of 8,~~200~~500 DUs (a substantial proportion of which are expected to be affordable); approximately 353,000 sf of other community facility space; ~~340~~348,000 sf of local retail space; ~~526~~562,000 sf of office space; and a net loss of medical office space, industrial space, and destination retail and auto-related commercial space. The incremental development generated by the Proposed Actions is shown in **Table 3**.

Based on 2010 Census data, the average household size for residential units in Brooklyn Community District 6 is 2.19. Based on these ratios and standard ratios for estimating employment for commercial, community facility, and industrial uses, **Table 3** also provides an estimate of the number of residents and workers generated by the Proposed Actions. As indicated in **Table 3**, the Proposed Actions would result in an increment of approximately ~~19,800~~18,600 residents and a net increase of 3,~~300~~500 workers, compared with the No Action condition.

A total of ~~73~~70 sites were considered less likely to be developed within the near future and were thus considered potential development sites (see **Appendix 1**). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected development sites in accommodating the development anticipated in the RWCDS. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

The EIS will analyze the projected developments for all technical areas of concern and evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, stationary air quality, and noise.

H. PROPOSED DRAFT SCOPE OF WORK FOR THE EIS

Because the Proposed Actions would affect various areas of environmental concern and were found to have the potential for significant adverse impacts in a number of impact categories, pursuant to the EAS and Positive Declaration, an EIS will be prepared that will analyze all technical areas of concern. The EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA) (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The EIS, following the guidance of the 2014 *CEQR Technical Manual*, will include:

- ~~A~~a description of the Proposed Actions and their environmental setting;
- ~~A~~a statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- ~~An~~an identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- ~~A~~a discussion of reasonable alternatives to the Proposed Actions;
- ~~An~~an identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions, should they be implemented; and
- ~~A~~a description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

As noted above, the EIS will analyze the projected development sites for all technical areas of concern and evaluate the effects of the potential development sites for site-specific effects, such as archaeology, shadows, hazardous materials, air quality, and noise. The analyses in the EIS will examine the RWCDS with the greater potential environmental impact for each impact area. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions: their location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and their impact and gives the public and decision makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, CPC, and the New York City Council. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to the discretionary approvals and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*.

The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced. The secondary land use study area will include neighboring areas within a ¼-mile boundary from the primary study area (see **Figure 9**). The analysis will include the following tasks:

Note: This figure has been updated for the Final Scope of Work.

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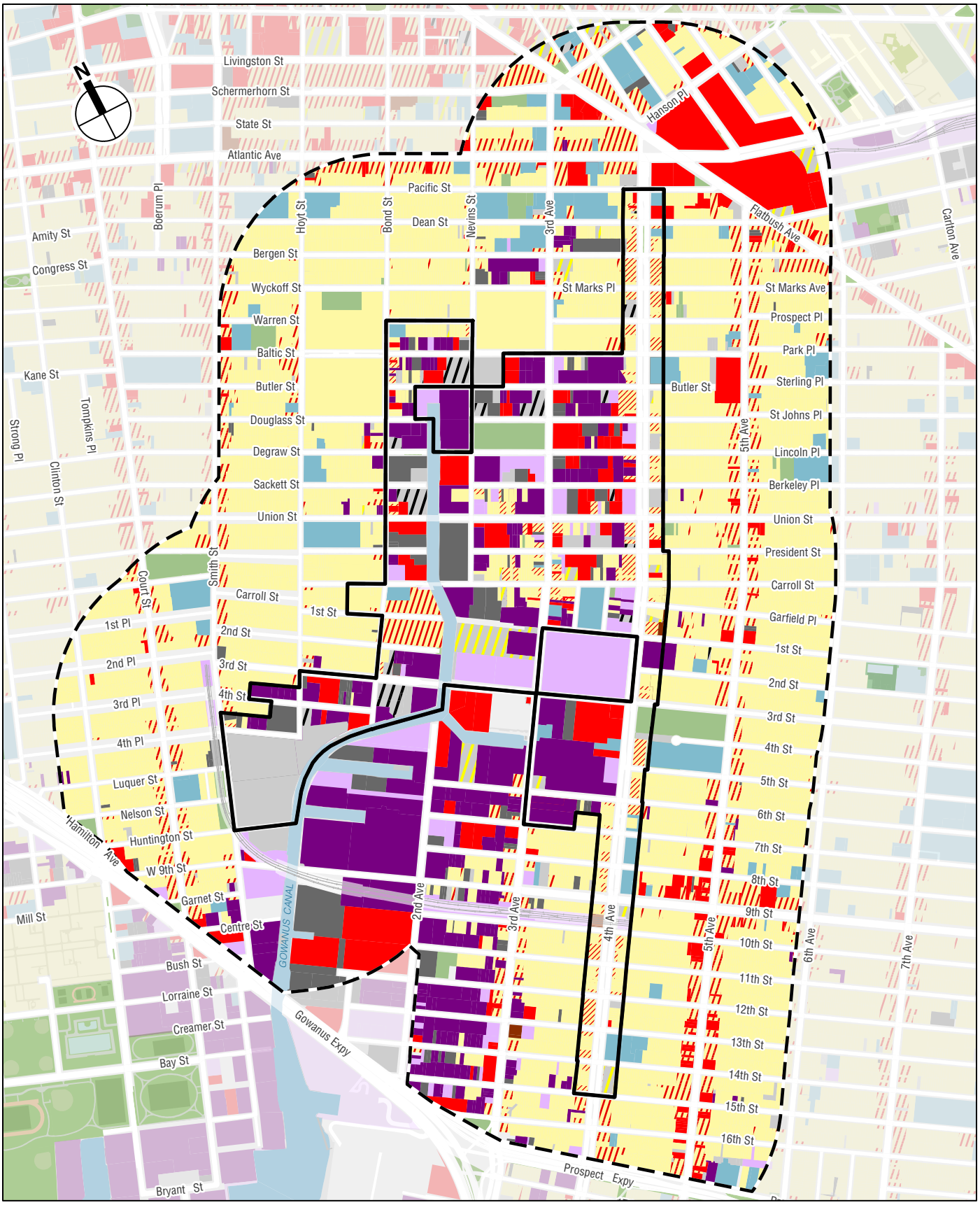

Data sources: NYC Department of City Planning (DCP) MapPLUTO 18v2, DCP study area survey, and AKRF study area survey

Existing Land Use

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 9

- Provide a brief development history of the primary (i.e., rezoning area) and secondary study areas.
- Provide a description of land use, zoning, and public policy in the study areas discussed above (a more detailed analysis will be conducted for the Project Area). Recent trends in will be noted. Other public policies that apply to the study areas will also be described including Housing New York, NextGen NYCHA, Vision Zero, the Food Retail Expansion to Support Health (FRESH) Program, applicable business improvement districts (BIDs), applicable IBZs, and OneNYC, the City's sustainability plan.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2035 analysis year and may influence future land use trends. Also, identify known pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions in the future without the Proposed Actions.
- Describe proposed zoning changes and the potential land use changes based on the Proposed Actions' RWCDS for future conditions with the Proposed Actions.
- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on development trends and conditions in the primary and secondary study areas.
- Assess the Proposed Actions' conformity to ~~city~~City goals, including consistency with the WRP. The EIS will also discuss all relevant area planning documents and their implications for existing land use and future development.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area as required by CEQR.

The socioeconomic study area boundaries are expected to be similar to those of the land use study area, and will be dependent on the size and characteristics of the RWCDS associated with the Proposed Actions, pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The Proposed Actions are expected to generate a net increase of approximately 8,~~200~~500 DUs. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a

larger study area). Therefore, the socioeconomic study area would be expanded to a half-mile radius, if the RWCDS associated with the Proposed Actions would increase the population by five percent compared with the expected No Action population in a ¼-mile study area, consistent with the *CEQR Technical Manual*.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential ~~displacement~~displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct ~~displacement~~displacement of fewer than 500 residents would not typically be expected to alter the ~~socioeconomic~~socioeconomic characteristics of a neighborhood. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the ~~Proposed~~Proposed Actions, and will determine the amount of displacement relative to study area population.

The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual* guidelines. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the No Action and With Action conditions in 2035, including any population and employment changes anticipated to take place by the analysis year for the Proposed Actions.

DIRECT BUSINESS DISPLACEMENT

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDS associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate according to the *CEQR Technical Manual*. The Proposed Actions have the potential to exceed the threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

INDIRECT RESIDENTIAL DISPLACEMENT

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of

changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the analysis will address a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

INDIRECT BUSINESS DISPLACEMENT

The indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would result in a net increment of approximately 700,000 sf of new commercial uses, which is 500,000 sf above the 200,000 sf CEQR threshold for "substantial" new commercial development warranting a preliminary assessment. The preliminary assessment will entail the following tasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census and discussions with real estate brokers.

- Determine whether the Proposed Actions would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Actions would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Actions would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses, following the *CEQR Technical Manual* guidelines. ~~If warranted by the results of the detailed analysis, further assessment of indirect business displacement due to retail market saturation will be performed.~~

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The analysis of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the ~~future~~Future without the Proposed Actions. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the Proposed Actions. The RWCDS associated with the Proposed Actions would add approximately 8,~~200~~500 (net) new DUs to the area. This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, libraries, and childcare centers, according to the *CEQR Technical Manual* guidelines and as presented in the EAS document. Therefore, detailed analyses will be provided. While the RWCDS would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the rezoning area will be provided in the EIS.

PUBLIC SCHOOLS

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located. As the Project Area is located within Community School District (CSD) 13, Sub-district 1 and CSD 15, Sub-districts 2 and 3, the elementary and intermediate school analyses will be conducted for schools in those sub-districts. In addition, since the Project Area is located within a school district (CSD 15) that has an intermediate school choice program, an analysis of the whole district is warranted for

intermediate schools. The Proposed Actions also warrant an analysis of high schools, which are assessed on a borough-wide basis.

- Public elementary and intermediate schools serving the ~~sub-district~~study area will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the ~~affected sub-district~~study area will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Brooklyn high schools~~,~~ in accordance with *CEQR Technical Manual* guidelines.
- Conditions that would exist in the No Action condition for the ~~sub-district~~study area will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the ~~affected sub-district, using SCA's Projected New Housing Starts.~~study area, and enrollment projected to be added in the Project Area under the No Action condition associated with the RWCDS for the Proposed Actions. Plans to alter school capacity, either through administrative actions on the part of DOE or as a result of the construction of new school space prior to the analysis year of 2035, will also be identified and incorporated into the analyses. Planned new capacity projects from DOE's Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDS to the projections for the No Action condition. Adverse impacts will be assessed based on the difference between the future With Action projections and the No Action projections (at the sub-district level for elementary and at the sub-district level for CSD 13 but at the district level for CSD 15 [choice district] for intermediate schools) for enrollment, capacity, and utilization in the analysis year.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the ~~sub-district~~ study area that is equal to or greater than 100 percent in the With Action condition (a determination of impact significance for high schools is conducted at the borough level); and (2) an increase of ~~five~~5 percent or more in the collective utilization rate between the No Action and With Action conditions. If impacts are identified, mitigation will be developed in consultation with SCA and DOE.

LIBRARIES

- ~~Local~~The local public library ~~branch(es)~~branches serving the area within approximately ¾-mile of the rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by ~~branch(es)~~branches within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with Brooklyn Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.

- For No Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With Action condition will be estimated and compared with the No Action holdings estimate.
- If the Proposed Actions would increase a branch library's ¾-mile study area population by five percent or more over No Action levels, and it is determined, in consultation with the ~~New York~~Brooklyn Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation.

CHILD CARE CENTERS

- Existing publicly funded childcare centers within approximately two miles of the rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Administration of Children's Services (ACS).
- For No Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No Action RWCDS (see "Analysis Framework~~"),~~") and background development projects with affordable housing components within the study area, will be discussed as ~~potential~~projected additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No Action condition.
- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated ~~net demand over capacity to a net demand over capacity in~~collective utilization rate with the Proposed Actions as compared the No Action ~~analysis~~condition.
- A determination of whether the Proposed Actions would result in significant adverse impacts to childcare centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group child care centers in the study area that is greater than 100 percent in the With Action condition; and (2) an increase of five percent or more in the collective utilization rate of child care centers in the study area between the No Action and With Action conditions.

TASK 5. OPEN SPACE

If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects, an assessment is conducted if the proposed project would generate more than 200 residents or 500 employees, or a similar number

of other uses. The Proposed Actions would generate a net increase of approximately 18,~~000~~600 residents and 3,~~100~~500 employees. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers. The Project Area encompasses areas that are neither underserved nor well served and exceeds the respective residential and worker analysis thresholds. Therefore, an assessment of both residential and nonresidential open space is warranted and will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a nonresidential (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas would generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and the ½-mile radius of the rezoning area[5] (see **Figure 7**).

The detailed open space analysis in the EIS will include the following tasks:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, 2010 U.S. Census data will be compiled for census tracts comprising the residential open space study area. As the study area may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data.
- Existing active and passive open spaces within the ¼-mile and ½-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. In accordance with *CEQR Technical Manual* guidelines, field visits will be conducted during peak hours of use and in good weather. Passively programmed open spaces will be visited during peak weekday midday hours and actively programmed open spaces (or actively programmed portions of open spaces that have both active and passive open space resources) will be visited during both weekday midday and peak weekend hours. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of active and passive open space will also be calculated.
- Based on the inventory of facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.
- Expected changes in future levels of open space supply and demand in the analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for the No Action condition and compared with exiting ratios to determine changes in future levels of adequacy.

[5] ¼-mile and ½-mile radii adjusted to be coterminous with the boundaries of census tracts with existing populations that have 50 percent of their area within the radius; the ¼-mile and ½-mile radii was not adjusted to be coterminous with census tracts without existing populations (e.g., census tracts entirely comprised of open space).

- Effects on open space supply and demand resulting from increased residential populations added under the RWCDS associated with the Proposed Actions will be assessed. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the No Action versus With Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

TASK 6. SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts. Generally, an analysis is conducted if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Actions would permit development of buildings greater than 50 feet in height and therefore has the potential to result in shadow impacts. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments at both the projected and potential development sites on sunlight-sensitive uses and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis in the EIS will include the following tasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources at any time of year.
  - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice). A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
  - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
  - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of

the sunlight-sensitive resource(s), a three-dimensional representation of the projected and potential development sites identified in the RWCDS, and a three-dimensional ~~representation~~representation of the topographical information within the area to determine the extent and ~~duration~~duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.

- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDS (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No Action), which will be compared to the future condition resulting from the Proposed Actions (With Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the projected and potential developments. The detailed analysis will include the following tasks:
  - The analysis will be documented with graphics comparing shadows resulting from the No Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.
  - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
  - The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. As the Proposed Actions would induce development that could result in new in-ground disturbance, demolition of existing buildings, and new construction, the Proposed Actions have the potential to result in impacts to archaeological and architectural resources.

Impacts on architectural resources are considered on the affected site and in the area surrounding identified development sites. The architectural resources study area is therefore defined as the directly affected area (i.e., the proposed rezoning area), plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only for projected and potential development sites where new in-ground disturbance would occur compared to No Action conditions. Architectural resources may be directly affected through demolition and construction activities and indirectly affected through visual and contextual changes. Therefore, consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks.

- Provide an overview of the study area's history and land development.
- Initiate consultation with LPC to request a preliminary determination of archaeological sensitivity for any portions of the areas expected to experience subsurface disturbance. These would be the projected and potential development sites where new in-ground disturbance is expected to occur as a result of the Proposed Actions. If LPC determines that no sites are sensitive for archaeological resources, no further archaeological analysis will be required.
- Previous Phase IA Archaeological Documentary Reports prepared for portions of the Project Area will be reviewed and updated, as appropriate. If it is determined that additional sites

require archaeological study, new or updated Phase 1A Archaeological Documentary Reports will be prepared for those projected and potential developments sites identified as requiring further study. The Phase 1A study will be submitted to LPC for review. The Phase 1A will include an evaluation of archaeological resources within each of the development sites of concern documenting the site history, its development and use, and the potential to host significant archaeological resources. The EIS will summarize the results of the Phase IA report.

- If any developments sites are identified as having archaeological potential in the Phase 1A report and LPC concurs, the Proposed Actions effect on those resources will be evaluated to determine if a significant adverse impact would result due to the Proposed Actions. If it is found that a significant adverse impact to archaeological resources would occur, LPC will be consulted on what, if any, mitigation measures may be available to address those impacts.
- In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources will be identified in the project and study area and include: New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, New York City Historic Districts (NYCHDs); resources calendared for consideration as one of the above the by LPC; resources listed on or formally determined eligible for inclusion on the state or national registers of historic places (S/NR), or contained within a district listed on or formally determined eligible for listing on the S/NR; resources recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks.
- Conduct a field survey of the project and study area to identify any properties that may meet S/NR and/or NYCL eligibility criteria but have not been designated (potential architectural resources). The field survey will be supplemented with research at relevant repositories and online sources as warranted, and information will be provided to LPC for review and determinations of significance.
- Assess the potential impacts of the Proposed Actions on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future ~~No Action~~no action condition and future ~~With Action~~with action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.
- If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would rezone some areas to allow higher density ~~development~~ and map new zoning districts within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS. The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area

boundary), in accordance with the *CEQR Technical Manual*. For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, "Land Use, Zoning, and Public Policy," the changes expected in the urban design and visual character of the study area due to known development projects in the future No Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

A detailed analysis in accordance with *CEQR Technical Manual* guidelines will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the With Action condition, in comparison with the No Action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9. NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils, and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife. ~~An~~The EIS will include an analysis of natural resources ~~will be provided in the EIS~~ following CEQR guidance, as described below. Much of the Project Area and surrounding area has been developed with buildings and paved surfaces. As such, vegetation is limited and there is minimal habitat to support native wildlife. Therefore, the study area for the natural resources assessment will consist of the Project Area. The Project Area is within the Brooklyn-Queens sole source aquifer.

~~An information and background search will be conducted as part of the Natural Resources chapter of the EIS that will include a review of existing documentary resources that will help inform the identification of existing natural resources in the study area. Resources to be reviewed will include:~~

The natural resources assessment will characterize the existing resources study area, including terrestrial natural resources (plants and wildlife), groundwater resources, and aquatic resources

within the Gowanus Canal on the basis existing information and results of site reconnaissance, such as the following:

- Existing information identified in peer reviewed literature;
- U.S. Geological Survey (USGS) ~~Map~~Maps, including groundwater maps identifying the Brooklyn-Queens Aquifer System;
- Soil Survey Geographic Database (SSURGO) Soils ~~Map~~Maps;
- DEC Tidal and Freshwater Wetlands and streams map;
- U.~~W~~S. Fish & Wildlife Service (USFWS) National Wetland Inventory Map;
- Federal Emergency Management Agency (FEMA) Preliminary Digital Flood Insurance Rate Maps (DFIRM) Flood map;
- ~~DEC mapping of rare plants and animals and significant natural communities;~~
- DEP Harbor Water Quality Survey reports and data;
- New York State Breeding Bird Atlas, 2000-2005;
- USFWS ~~iPaC Trust Resource Data Base; and~~
- ~~National Marine Fisheries Service (NMFS) records of fishery resources and~~Information, Planning and Consultation (IPaC) Database for federally threatened and endangered ~~and threatened marine~~ species.; and
- ~~A field investigation effort will be~~Results of a site reconnaissance conducted ~~in~~within the ~~Project Area~~study area to document existing ecological conditions in the study area. ~~The field investigation will focus on the study area, as it is the most sensitive area potentially affected by development resulting from the rezoning. The field investigation~~The site reconnaissance will identify and characterize environmental characteristics and wildlife, wetlands, and ~~aquatic habitat in the project area. Potential impacts to natural resources will be based upon the results of the field investigation that will include an inventory of existing natural resources features in the study area. The environmental setting within the study area, including the habitat in and adjacent to the Gowanus Canal, will be described. The potential impact of the Proposed Actions on the environment will be evaluated.~~terrestrial resources.

The future conditions for the natural resources within the Project Area in the No Action condition will be described in the EIS as the baseline condition. The potential effects of the Proposed Actions on natural resources, in comparison with the No Action condition, will be assessed~~. The short-term and long-term impacts of the Proposed Actions on the environment will be discussed, as well as concepts for the potential mitigation of identified significant impacts to natural resources~~, including impacts on groundwater, floodplains, wetlands, aquatic resources, terrestrial resources, and protected species. The assessment will consider the potential short-term and long-term impacts of development anticipated under the reasonable worst-case development scenario associated with the Proposed Actions, including beneficial impacts to wildlife from any landscaping and establishment of street trees that would be implemented as part of the Proposed Actions and will include recommended measures to minimize adverse impacts to existing natural resources and to enhance resources with the Proposed Actions.

TASK 10. HAZARDOUS MATERIALS

A legacy of pollution in and around the Gowanus Canal has led to a need for substantial remediation. EPA placed the Canal on its National Priorities (Superfund) List in 2010 and has coordinated the parties that were historically responsible for the Canal's contamination in

establishing extensive plans to clean it up. EPA's remediation plan focuses on hazardous substances located in and beneath the Canal, primarily non-aqueous phase liquid (NAPL) and associated polycyclic aromatic hydrocarbons (PAHs), which were discharged from the three former manufactured gas plants. As part of the plan, EPA also mandated the construction of underground tanks to store combined sewage during wet weather events to reduce overflow into the Canal. ~~New York State's~~ DEC and OER have both developed remedial programs and incentives programs to facilitate the investigation and remediation of brownfield sites. City, state, and federal government agencies have made long-term commitments to support remediation throughout the neighborhood. The EIS will contain a description and summary of the ongoing Superfund remediation activities in Gowanus. EPA documents will be reviewed and cited in the EIS, as appropriate.

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or ~~environmental~~environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials assessment will determine which, if any, of the Proposed Actions' projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. For some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I Environmental Site Assessment (ESA), such as site inspections, may not be possible. The Proposed Actions include an area-wide rezoning, and nearly all of the identified projected and potential development sites are not in City ownership. As such, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation[6] in accordance with Section 11-15 (Environmental Requirements) of the ZR of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations or, for any City-owned parcel, a restriction comparable to an (E) designation through a future Land Disposition Agreement (LDA) between the City and the selected developer.

The hazardous materials assessment will include the following tasks:

- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the projected and potential development sites and the surrounding area, to develop a profile of the historical uses of properties;
- Summarize and represent the remediation reports and agreements with DEC and EPA;

[6] A hazardous materials (E) designation is an institutional control that can be placed as a result of the CEQR review of a zoning map or zoning text amendment or action pursuant to the Zoning Resolution. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

- Review and evaluate relevant existing data, including information related to ongoing Superfund activities, to assess the potential for environmental concerns on the projected and potential development sites and new open space; and
- Prepare a summary of findings and conclusions for inclusion in the EIS to determine where (E) designations or comparable restrictions may be appropriate.

TASK 11. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. For the Proposed Actions, an analysis of water supply is warranted as the RWCDS associated with the Proposed Actions are expected to result in a water demand of more than one ~~mgpd~~million gallons per day (gpd) compared with the No Action condition. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is warranted because the Proposed Actions are expected to result in more than 400 DUs and over 150,000 sf of non-residential development, the applicable thresholds for combined sewer areas in Brooklyn. Therefore, the DEIS will analyze the Proposed Actions' potential effects on the water, wastewater and stormwater infrastructure. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the Proposed Actions. DEP will be consulted in the preparation of this assessment.

WATER SUPPLY

- The existing water distribution system serving the rezoning area will be described based on information obtained from DEP's Bureau of Water Supply.
- The existing water demand generated on the projected development sites will be estimated.
- Water demand generated by the projected development sites identified in the RWCDS will be projected for No Action and With Action conditions.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand in the With Action condition and the demand in the No Action condition.

WASTEWATER AND STORMWATER INFRASTRUCTURE

- The appropriate study area for the assessment will be established in consultation with DEP. The Proposed Actions' directly affected area is primarily located within the service area of the Red Hook and Owls Head Wastewater Treatment Plants (WWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on those sites will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the rezoning area will be described based on records obtained from DEP. The existing flows to the Red Hook and Owls Head WWTPs, which serve the directly affected area, will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented.
- Based on coordination with DEP, changes to the stormwater drainage plan, sewer system, and surface area expected in the No Action condition will be described, as warranted.

- Future stormwater generation from the projected development sites will be assessed in accordance with the *CEQR Technical Manual*. Changes to the projected development sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the sites will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the projected development sites identified in the RWCDS will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Red Hook and Owls Head WWTPs. Existing workplans under DEP would be consulted. DEP's current projects in the area include Gowanus Carroll Street-High Level Storm Sewer (HLSS), Gowanus 9th Street Infrastructure Improvements, Gowanus Canal CSO Facilities, Combined sewers and chambers in 7th Street (between 3rd and 4th Avenues), 4th Avenue Safety Improvements Phase A (8th Street to 64th Street), and 4th Avenue Safety Improvements Phase B (Atlantic Ave to 8th Street).

~~A more detailed assessment may be required if increased sanitary or stormwater discharges from the RWCDS associated with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate CSO volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with DEP.~~

DEP will also prepare a modeling assessment of the potential impacts on sewer system infrastructure to determine if there are any adverse effects of the Proposed Actions on the sewer system, CSOs, or pollutant loadings to the Gowanus Canal.

TASK 12. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. If a project's generation of solid waste in the With Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required. As the Proposed Actions are expected to result in a net increase of more than 50 tons per week, compared with the No Action condition, an assessment of solid waste and sanitation services is warranted. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDS and assesses its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste disposal practices.
- Estimate solid waste generation by the RWCDS projected development sites for existing, No Action, and With Action conditions.
- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

TASK 13. ENERGY

An EIS is to include a discussion of the effects of a proposed action on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, an action does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed, as recommended in the *CEQR Technical Manual*.

An analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS. ~~National Grid will be consulted in preparation of the energy impact analysis.~~ The EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation will be estimated based on the average and annual whole-building energy use rates for New York City. If warranted, the Mayor's Office of Sustainability (MOS) and/or the power utility serving the area (~~National Grid~~Con Ed) will be consulted.

TASK 14. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists, and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, commercial, and community facility development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies will be a key focus of the EIS.

TRAVEL DEMAND AND SCREENING ASSESSMENT

A detailed travel demand forecast has been prepared for the RWCDS using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously approved studies, and other references. The travel demand forecast (a Level 1 screening assessment) is summarized by peak hour and, mode of travel, as well as by person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the ~~numbers~~number of peak hour pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast ~~has~~have been summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) Technical Memorandum (refer to **Appendix 2**). In addition to the travel demand forecast, the TPF/TDF Technical Memorandum includes detailed vehicle, pedestrian, and transit trip assignments (a Level 2 screening assessment) ~~will be prepared to validate~~and identifies the intersections and pedestrian/transit elements selected for quantified analysis.

TRAFFIC

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. ~~The peak hours for~~ Based on the analysis ~~will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and *the*~~ and the *CEQR Technical Manual* ~~analysis~~ threshold of 50 ~~incremental~~total vehicle trips ~~per hour~~during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (which are typical peak

periods for retail demand), all of these periods will therefore be included in the analysis of traffic conditions.

~~As the RWCDS prepared for the Proposed Actions exceeds the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*, a travel demand forecast is required to determine if the Proposed Actions would generate an incremental demand of 50 or more vehicle trips in any peak hour. Based on preliminary assumptions, the Proposed Actions are expected to exceed this threshold in the weekday AM, midday and PM peak hours, as well as the Saturday peak hour, and as such this proposal assumes analysis of up to four (4) peak hours. Based on preliminary assumptions as well as prior experience with similar projects, this proposal assumes that the traffic study area would include up to approximately 40 intersections for analysis. These intersections are expected to be primarily located along the north-south 3rd Avenue and 4th Avenue corridors and the east-west Union Street, 3rd Street, Carroll Street, and Baltic Street corridors, as well as at other key locations in proximity to the rezoning area.~~

In consultation with DCP and DOT, a total of 60 representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were selected for detailed analysis based on the assignments of net increment traffic, the locations of existing bottlenecks, and prevailing travel patterns in the study area. The locations of these intersections are presented in the TPF/TDF Technical Memorandum in **Appendix 2**. The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions' RWCDS:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the rezoning area and along key routes leading to and from the rezoning area.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. ~~Per *CEQR Technical Manual* guidelines, turning~~The data collection program will also include field observations to note queuing, spillback, and any unusual conditions affecting traffic flow. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Detailed vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as ~~the~~ DOT and DCP.
- Inventory physical and operational characteristics at each analyzed intersection, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic conditions at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the *2000 Highway Capacity Manual (HCM)* methodology with the latest approved ~~Highway Capacity Software (HCS).~~Synchro software.

- Based on available sources, Census data and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the future without the Proposed Actions (the No Action condition), as well as the demand from other major developments planned in the vicinity of the study area by the analysis year. This will include total ~~daily and~~ peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives, if any, will be included in the future No-Action network, as applicable.
- Compute the future No Action traffic volumes based on approved background traffic growth rates for the study area (0.50 percent per year for years one through five, 0.25 percent for years six and beyond, per *CEQR Technical Manual* guidelines) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by the analysis year, and determine the No Action v/c ratios, delays, and levels of services at analyzed intersections.
- Based on available secondary sources, Census data, and standard references including the *CEQR Technical Manual*, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No Action condition as defined in the RWCDS. Determine the net change in vehicle trips expected to be generated by projected development sites under the Proposed Actions as described in the ~~Transportation Planning Factors and Travel Demand Forecast (~~TPF/TDF~~) technical memorandum~~ Technical Memorandum included in **Appendix 2** and approved by DCP in consultation with DOT. Assign the net ~~project~~action-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the future with the Proposed Actions (With Action) condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With Action condition, and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria. Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TRANSIT

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by MTA and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. ~~The~~Transit analyses (both subway and bus) generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest.

Based on the travel demand forecast summarized in the TPF/TDF Technical Memorandum included in **Appendix 2**, the Proposed Actions' RWCDS ~~is expected to~~would generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses based on *CEQR Technical Manual* criteria.

SUBWAY

There are a total of ~~six~~seven subway stations or station complexes located in proximity to the rezoning area, which would potentially be utilized by action-generated trips. ~~Transit analyses typically focus on~~As discussed in the ~~weekday AM and PM commuter peak hours when overall~~TPF/TDF Technical Memorandum included in **Appendix 2**, incremental demand ~~on~~from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours at the following four subway ~~and bus systems is usually highest. The detailed transit analyses~~ stations and will include the following subtasks:

- Identify for analysis those subway stations expected to be utilized by 200 or more action-generated trips in one or more peak hours. At each of these stations, analyze those stairways, escalators, and ~~entrance~~fare control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* ~~criteria~~guidance.
- Determine volumes and conditions at analyzed subway station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by No Action development on major projects in the vicinity of the study area.
- Add action-generated demand to the No Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.
- Identify potential significant adverse impacts at subway station stairways, escalators, and fare control elements based on *CEQR Technical Manual* impact criteria.
- As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of the ~~of the five~~11 existing subway routes serving the area, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

BUS

The ~~Gowanus neighborhood~~area of the Proposed Actions is served by approximately ~~six NYCT~~10 local bus routes operated by NYCT and MTA Bus that connect the area with other parts of Brooklyn. A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA and specified in the *CEQR Technical Manual*. As discussed in the ~~incremental person-trips by bus generated by the Proposed Actions would likely exceed 50 peak hour trips in one direction on one or more~~ TPF/TDF Technical Memorandum included in **Appendix 2**, two of the ten local bus routes serving the ~~project~~ area, ~~the~~are expected to experience 50 or more new trips in one direction in at least one peak hour—the B57 route operated by NYCT. The EIS will therefore include a quantitative analysis of conditions on this local bus ~~conditions~~route. For ~~that~~the analysis, trips will be assigned to each study area route based on proximity to the projected development sites and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point

ridership, determining conditions in the future No Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and NYCT.

PEDESTRIANS

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. ~~It~~As discussed in the TPF/TDF Technical Memorandum included in **Appendix 2**, based on the level of new pedestrian demand generated by the Proposed Actions' RWCDS, it is anticipated that action-generated pedestrian trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis focusing on the weekday AM, midday, and PM peak hours will therefore be prepared for the EIS ~~focusing on~~. As incremental pedestrian trips during the Saturday midday would generally have assignment patterns similar to those of the weekday midday but with lower overall volumes, significant adverse pedestrian impacts over and above any identified for the weekday midday are considered unlikely, and the Saturday midday peak hour will therefore not be analyzed for pedestrians.

As discussed in the TPF/TDF Technical Memorandum included in **Appendix 2**, a total of 217 representative pedestrian elements where new action-generated trips are expected to be most concentrated were selected for analysis in consultation with DCP and DOT. These elements include a total of 81 sidewalks, 85 corner areas, and 51 crosswalks ~~along corridors that would experience more than 200 additional peak hour pedestrian trips~~. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No Action and With Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No Action development on projected development sites and other major projects in the vicinity of the study area, and action-generated demand. ~~The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The EIS will analyze up to 150 pedestrian elements.~~ The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

VEHICULAR AND PEDESTRIAN SAFETY

Data on traffic accidents involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available~~.~~ and the City's *Vision Zero Brooklyn Pedestrian Safety Action Plan* will be consulted. These data will be analyzed to determine if any of the studied locations may be classified (based on *CEQR Technical Manual* criteria) as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions could adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

PARKING

Parking demand from commercial (non-restaurant) uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period.

It is anticipated that the on-site required accessory parking for projected development sites may not be sufficient to accommodate overall incremental demand. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks) and the weekday midday period (when commercial parking demand typically peaks) to document existing supply and demand for each period. The parking analyses will document changes in the parking utilization in proximity to projected development sites under the No Action and With Action conditions based on accepted background growth rates and projected demand from No Action and With Action development on projected development sites and other major projects in the vicinity of the study area. Parking utilization within ¼-mile of projected development sites will be analyzed.

Parking demand generated by the projected residential component of the Proposed Actions' RWCDS will be forecasted based on auto ownership data for the rezoning area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with the projected development sites' No Action land uses displaced under the Proposed Action.

The forecast of new parking supply under the RWCDS will be based on the net change in parking spaces on projected development sites. In accordance with zoning requirements for affordable DUs, it is assumed that no accessory parking would be provided for affordable units developed in the With Action condition. Future supply will also account for accessory parking spaces associated with the With Action commercial uses, which have lower demand in the overnight hours.

TASK 15. AIR QUALITY

An air quality assessment is required for actions that could have potential to result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

MOBILE SOURCE ANALYSIS

The increased traffic associated with the RWCDS projected development sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to impact air quality significantly at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections and parking garages. There is the potential for the action-generated trips to exceed the *CEQR Technical Manual* CO analysis screening threshold at a number of locations throughout the study

area. In addition, the projected number of heavy-duty trucks or equivalent vehicles associated with the RWCDS could exceed the applicable fine particulate matter ($PM_{2.5}$) screening thresholds. Therefore, an analysis of CO and PM mobile source emissions at affected intersections may be warranted.

The specific work program for the mobile source air quality study will include the following tasks:

- Existing ambient air quality data for the study area (published by DEC) will be compiled for the analysis of existing and future conditions.
- Critical intersection locations exceeding the CO and PM CEQR screening thresholds will be selected, representing locations with the worst potential total and incremental pollution impacts, based on data obtained from the traffic analysis (Task 14, "Transportation"). At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.
- EPA's first-level CAL3QHC intersection model will be utilized to predict maximum changes in CO and PM_{10} concentrations. The refined EPA CAL3QHCR intersection model will be used to predict the maximum changes in $PM_{2.5}$ concentrations, with five years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York to be used for the simulation program.
- Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES model. Factors for re-suspended road dust emissions will be based on *CEQR Technical Manual* guidance and the EPA procedure defined in AP-42.
- At each mobile source microscale receptor site, (1) the one-hour and eight-hour average CO concentrations will be calculated for each applicable peak period for existing, No Action, and With Action condition; and (2) the maximum 24-hour and annual average $PM_{2.5}$ concentrations will be calculated for the No Action and With Action conditions.
- An analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.
- Future pollutant levels with the Proposed Actions for parking facilities will be compared with the CO National Ambient Air Quality Standards (NAAQS) and the City's CO and $PM_{2.5}$ *de minimis* guidance criteria to determine the impacts of the Proposed Actions.
- At any receptor sites where violations of standards occur, analyses will be performed to determine what mitigation measures would be required to attain standards.

STATIONARY SOURCE ANALYSIS

The stationary source air quality analysis will determine the effects of emissions from projected and potential development sites' fossil-fuel fired heating and hot water systems, and light manufacturing uses, to impact existing land uses significantly or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts). In addition, since portions of the rezoning area are located within or near manufacturing zoned districts, an analysis of emissions from industrial sources would be performed, examining large and major sources of emissions within 1,000 feet of the study area, as per the *CEQR Technical Manual*.

Heat and Hot Water Systems Analysis

- A screening level analysis will be performed following the procedures outlined in the *CEQR Technical Manual*. The purpose of the screening level analysis is to determine the potential

for impacts air quality impacts from heating and hot water systems of the projected and potential development sites.

- If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at off-site receptors sites, as well as on projected and potential development site receptors. Predicted values will be compared with NAAQS and other relevant standards. If warranted by the analysis, requirements related to fuel type, exhaust stack locations and/or other appropriate parameters will be memorialized by (E) designations (or restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots pursuant to Section 11-15 of the New York City ~~ZR~~Zoning Resolution and the (E) ~~Rules~~Designation requirements, as referenced ~~under Task 10, "~~above in the Hazardous Materials~~."~~ section.
- A cumulative impact analysis will be performed for development sites with similar height located in close proximity to one another (i.e., site clusters). Impacts will be determined using the EPA AERSCREEN model~~.~~, and if potential air quality impacts are identified, using the refined AERMOD model. In the event that violations of standards at one or more clusters are predicted, measures to reduce pollutant levels to within standards will be examined.

Industrial Source Analysis

- The Proposed Actions would result in some developments containing a mix of residential, non-residential, and light industrial development. Therefore, ~~potential~~ impacts from pollutant emissions from ~~manufacturing that would be co-located within the same building with sensitive receptors, and of~~potential light manufacturing uses on nearby sensitive receptors ~~in~~, including other projected and potential development sites, will be evaluated. ~~Representative profiles of potential sources will be developed based on existing permit data for the potential use categories located in New York City.~~
- A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the projected and potential development sites. A copy of the air permits for each of these facilities will be requested from DEP's Bureau of Environmental Compliance. A review of ~~NYSDEC~~DEC Title V permits and the EPA Envirofacts database will also be performed to identify any Federal-or State-permitted facilities within 1,000 feet of the development sites.
- Facilities with sources of emissions located within 400 feet of the projected or potential development sites will be considered for analysis.
- For potential development sites with identified industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place.
- A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to DEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.
- Potential cumulative impacts of multiple air pollutants will be determined based on ~~the~~ EPA's Hazard Index Approach for non-carcinogenic compounds and using ~~the~~ EPA's Unit Risk

Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

Large and Major Source Analysis

- An analysis of existing large and major sources of emissions (such as sources having Federal and State permits) identified within 1,000 feet of the development sites will be performed to assess their potential effects of the projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO_2, SO_2, and $PM_{10,}$ as well as applicable criteria for $PM_{2.5}$.

Further details on the air quality analysis approach for the Proposed Actions are provided in **Appendix 3** to this document (Air Quality Analysis Methodology Memorandum).

TASK 16. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Increased greenhouse gas (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDS associated with the Proposed Actions exceeds the 350,000 sf development threshold, GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS. The assessment will examine GHG emissions from the Proposed Action's operations, mobile sources, and construction, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various ~~city, state~~City, State, and ~~federal~~Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the projected developments based on the calculations of energy use estimated as part of Task13, "Energy."
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 14, "Transportation." A calculation of vehicle miles traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

Portions of the Project Area are located within the federally mapped 100- and 500-year floodplains and may be susceptible to storm surge and coastal flooding. This chapter of the EIS will include a qualitative discussion of potential effects of climate change and potential design measures that could be incorporated into new development projected to occur in the Project Area.

TASK 17. NOISE

A noise analysis will be included in the EIS, as the Proposed Actions would result in additional vehicle trips to and from the rezoning area and would introduce new sensitive receptors in the vicinity of heavily trafficked roadways. The noise analysis will examine both the Proposed Actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the actions. If significant adverse impacts are identified, impacts would be mitigated or avoided to the greatest extent practicable. The Proposed Actions would result in new residential, commercial, community facility, and industrial development. It would also alter traffic conditions in the area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. Consequently, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines:

- Based on the traffic studies conducted for Task 14, "Transportation," a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDS associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic.
- Noise survey locations will be selected to represent sites of future sensitive uses in the RWCDS With Action condition. These noise survey locations will be placed in areas to be analyzed for building attenuation and would focus on areas of potentially high ambient noise where residential uses are proposed.
- At the identified locations, noise measurements will be conducted during typical weekday AM, midday (MD), and PM peak periods, as well as a Saturday midday (Sat MD) period (coinciding with the traffic peak periods). At selected locations, 24-hour continuous noise level measurements will be conducted. Noise levels will be measured in units of "A" weighted decibel scale (dBA) as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), day-night noise level (L_{dn}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1, L_{10}, L_{50}, and L_{90}. A summary table of existing measured noise levels will be provided as part of the EIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No Action and With Action noise levels will be estimated at the noise receptor locations based on acoustical fundaments. All projections will be made with ~~an~~ L_{eq} noise descriptor.
- As necessary, noise exposure at projected and potential development sites resulting from playgrounds within the study area will be estimated based on New York City School Construction Authority playground noise assessment guidance, and the resultant total noise levels will be used to identify building attenuation requirements.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. Where necessary, the level of building attenuation necessary to satisfy HUD interior noise level recommendations will be determined based on the estimated L_{dn} noise level. The building attenuation requirements will be memorialized by (E) designations (or

restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots requiring specific levels of attenuation pursuant to Section 11-15 of the New York City ZR and the (E) ~~Rules.~~Designation requirements. The EIS will include (E) ~~designation~~designation language describing the requirements for each of the blocks and lots to which they would apply.

Further details on the noise analysis methodology and technical approach for the Proposed Actions are provided in **Appendix 4** (Noise Monitoring Approach Memorandum) to this document.

TASK 18. PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas. In addition, in coordination with the hazardous materials assessment, the EIS will include a summary of the Superfund activities in Gowanus, and a discussion of the measures ~~that would be~~being taken to protect the public from exposure to contamination.

TASK 19. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- ~~Identify~~identify the defining features of the existing neighborhood character.
- ~~Summarize~~summarize changes in the character of the neighborhood that can be expected in the With Action condition and compare to the No Action condition.
- ~~Evaluate~~evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted.

TASK 20. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment. This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual* based on a conceptual construction schedule with anticipated RWCDS construction timelines for each of the projected development sites. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessment indicates the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- *Transportation Systems:* The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the peak construction period will be prepared. The construction traffic analysis will be performed, if necessary, for existing conditions, the No Action condition, and the With Action condition.
- *Air Quality:* The construction air quality impact section will include a quantitative dispersion modeling of construction equipment operational impacts on sensitive land uses within the Project Area during the worst-case time period(s). Air pollutant sources will include combustion exhaust associated with non-road engines, on-road engines, and on-site activities that generate fugitive dust. A discussion of measures to reduce impacts, if any, will be included.
- *Noise:* The construction noise impact section will contain discussion of noise impacts at sensitive land uses and buildings within the Project Area to be analyzed with a quantitative noise modeling for the worst-case noise condition from on-site construction equipment/vehicles activity. During the most representative worst-case time period(s), noise levels due to construction activities at sensitive receptors will be predicted and duration of sustained noise levels exceeding the significance threshold will be estimated.
- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as historic resources, hazardous materials, public health, socioeconomic conditions, and neighborhood character—will be analyzed for potential construction-related impacts.

Further details on the construction air quality and noise analysis methodology and technical approach for the Proposed Actions are provided in **Appendix 5** to this document.

TASK 21. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 20, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible government agencies, as appropriate. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

TASK 22. ALTERNATIVES

The purpose of an alternatives chapter in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives will include a No Action Alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. A lesser density alternative would be pursued only if it is found to have the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 23. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters, where appropriate to the Proposed Action:

- *Unavoidable Adverse Impacts*: which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Action*: which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.
- *Irreversible and Irretrievable Commitments of Resources*: which summarizes the Proposed Actions and ~~their~~its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and ~~over~~in the long term.

TASK 24. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

I. LIST OF APPENDICES

1. Reasonable Worst-Case Development Scenario

2. Transportation Planning Factors

3. Air Quality Analysis Methodology Memorandum

4. Noise Monitoring Approach Memorandum

5. Construction Air Quality and Construction Noise Analysis Methodology

6. Response to Comments

APPENDICES

Appendix 1 - Reasonable Worst-Case Development Scenario
Appendix 2 - Transportation Planning Factors
Appendix 3 - Air Quality Analysis Methodology Memorandum
Appendix 4 - Noise Monitoring Approach Memorandum
Appendix 5 - Construction Air Quality and Construction Noise Analysis Methodology

Appendix 1
Reasonable Worst-Case Development Scenario

Projected Sites	Residential Uses		CF Uses			Commerical Uses							Industrial Uses					
	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Other Industri	Total Industrial SF	Total Spaces	Total Sf
Without-Action	**714,645**	**816**	190,093	26,974	217,067	241,232	103,595	374,983	107,361	54,870	133	871,781	153,136	124,976	137,378	415,490	2,154	2,256,823
With-Action	7,937,605	9,311	88,976	379,504	468,480	594,340	20,125	936,739	-	54,870	133	1,606,074	21,200	-	77,371	98,571	2,075	10,110,730
Increment	7,222,960	8,495	(101,117)	352,530	251,413	353,108	(83,470)	561,756	(107,361)	-	-	734,293	(131,936)	(124,976)	(60,007)	(316,919)	(96)	7,853,906

Site Info				Existing Condition																						
						Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Vacant	Parking			
Site Number	Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height	
1					**9965**	**15**	**0**	**0**	**0**	**2350**	**0**	**0**	**0**	**0**	**0**	**2350**	**0**	**0**	**0**	**0**	**0**	**0**	**12315**		
a	395	35	1573	R8A/C2-4	0				0							0				0			0	0	
b	395	36	1573	R8A/C2-4	0				0							0				0			0	0	
c	395	37	9758	R8A/C2-4	0				0							0				0			0		
e	395	30	2000	R8A/C2-4	2640	3			0	0						0				0			2640		
f	395	32	1680	R8A/C2-4	3675	6			0	525						525				0			4200		
g	395	33	1600	R8A/C2-4	1840	3			0	920						920				0			2760		
h	395	34	1574	R8A/C2-4	1810	3			0	905						905				0			2715		
2					21693	26	0	0	0	22203	0	1720	0	0	0	23923	0	0	0	0	0	0	45616		
a	934	1	2073	R8A/C2-4	2659	2			0	2661		0				2661				0			5320	34	
b	934	2	1213	R8A/C2-4	2400	4			0	0		0				0				0			2400	35	
c	934	3	1643	R8A/C2-4	3424	3			0	0		0				0				0			3424	35	
d	934	4	1643	R8A/C2-4	2800	3			0	0		0				0				0			2800	34	
e	934	5	1643	R8A/C2-4	1400	2			0	700		1720				2420				0			3820	35	
f	934	6	1643	R8A/C2-4	2100	2			0	1400		0				1400				0			3500	35	
g	934	7	4930	R8A/C2-4	0	0			0	9800		0				9800				0			9800	30	
h	934	10	1643	R8A/C2-4	4030	7			0	1642		0				1642				0			5672	46	
i	934	12	4000	R8A/C2-4	0	0			0	6000		0				6000				0			6000	29	
j	934	74	2000	R8A/C2-4	2880	3			0	0		0				0				0			2880	38	
3					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
a	399	39	1500	R6					0							0				0			0	0	
b	399	41	6000	R6					0							0				0			0	0	
4					1300	1	0	0	0	0	0	0	1500	0	0	1500	0	0	0	0	0	0	2800		
a	399	58	2500	M1-2	1300	1			0							0				0			1300	26	
b	399	59	2500	M1-2					0				750			750				0			750	15	
c	399	60	2500	M1-2					0				750			750				0			750	12	
5					1324	3	0	0	0	0	0	0	0	0	0	0	0	0	5576	5576	0	0	6900		
a	405	13	2500	M1-2	524	2			0							0			988	988			1512	22	
b	405	14	2500	M1-2	800	1			0							0			2088	2088			2888	24	
c	405	15	2500	M1-2					0							0			2500	2500			2500	15	
d	405	16	7500	M1-2					0							0				0			0	0	
6					0	0	0	0	0	0	0	0	0	0	0	0	0	0	3900	3900	0	0	3900		
a	405	63	2500	M1-2					0							0				0			0	0	
b	405	64	2500	M1-2					0							0				0			0	0	
c	405	12	4000	M1-2					0							0			3900	3900			3900	14	
7					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99500	0	99500		
aa	405	27	7500	M1-2					0							0				0	7500		7500	20	
ac	405	27	8625	M1-2					0							0				0	8625		8625	20	
ab	405	27	19875	M1-2					0							0				0	83375		83375	53	
8					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
a	405	60	2500	M1-2					0							0				0			0	0	
9					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
a	407	8	2700	M1-2					0							0				0			0	0	
b	407	9	2700	M1-2					0							0				0			0	0	
10					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
a	407	12	2700	M1-2					0							0				0			0	0	
b	407	13	2700	M1-2					0							0				0			0	0	
11					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
a	411	12	2500	M1-2					0							0				0			0	0	
12					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24500		
a	412	1	10000	M1-2					0							0				0			10000	14	
ba	412	6	10000	M1-2					0							0				0			10000	33	
bb	412	6	4000	M1-2					0							0				0			2000	33	
c	412	15	6000	M1-2					0							0				0			0	0	
d	412	51	10000	M1-2					0							0				0			0	0	
e	412	50	2500	M1-2					0							0				0			2500	25	
13					0	0	0	0	0	14500	0	0	0	0	0	14500	13050	0	0	13050	0	0	27550		
a	412	18	2500	M1-2					0							0	4750			4750			4750	26	
b	412	19	2500	M1-2					0							0	5000			5000			5000	25	
c	412	20	2500	M1-2					0	5000						5000				0			5000	25	
d	412	45	6000	M1-2					0							0	3300			3300			3300	13	
e	412	48	7000	M1-2					0	9500						9500				0			9500	24	
14					0	0	0	0	0	0	0	0	0	54870	133	54870	0	0	0	0	0	0	54870		
a	413	1	2850	M1-2					0							0				0			0	0	
b	413	2	6650	M1-2					0							0				0			0	0	
c	413	7	11500	M1-2					0					54870	133	54870				0			54870	0	
15					0	0	0	0	0	0	0	0	0	0	0	0	22834	0	25700	48534	0	0	48534		
a	417	1	8578	M2-1					0							0				0			0	29	
b	417	10	18739	M2-1					0							0	22834			22834			22834	42	
c	417	14	7850	M2-1					0							0			7850	7850			7850	13	
d	417	21	24850	M2-1					0							0			17850	17850			17850	22	
16					0	0	0	0	0	0	0	0	12000	0	0	12000	0	0	0	0	0	0	12000		
a	420	19	12295	M1-2					0				12000			12000				0			12000	33	
17					12590	16	0	0	0	2510	0	743	0	0	0	3253	0	0	0	0	0	0	15843		
a	946	1	1043	R8A/C2-4	0	0			0	0		0				0				0			0	0	

Site Info				Existing Condition																						
						Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Vacant	Parking			
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height
	b	946	3	1238	R8A/C2-4	2225	3			0	747		0				747				0			2972	43
	c	946	4	1238	R8A/C2-4	2229	3			0			743				743				0			2972	43
	d	946	5	1238	R8A/C2-4	2229	3			0	743		0				743				0			2972	43
	e	946	6	1238	R8A/C2-4	0	0			0	0		0				0				0			0	0
	f	946	7	1558	R8A/C2-4	2295	3			0	1020		0				1020				0			3315	44
	g	946	84	1609	R8A/C2-4	1992	2			0	0		0				0				0			1992	31
	h	946	85	710	R8A/C2-4	1620	2			0	0		0				0				0			1620	35
	i	946	101	906	R8A/C2-4	0	0			0	0		0				0				0			0	0
18						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11100	
	a	424	1	47500	M2-1					0							0				0			11100	22
	b	424	20	12500	M2-1					0							0				0			0	0
19						0	0	0	0	0	0	0	1000	11000	0	0	12000	0	0	0	0	0	0	12000	
	aa	426	17	35035	M1-2					0			1000	6000			7000				0			7000	17
	ab	426	17	3465	M1-2					0							0				0			0	
	b	426	44	5000	M1-2					0				5000			5000				0			5000	21
	c	426	49	8500	M1-2					0							0				0			0	0
20						0	0	0	0	0	0	0	0	0	0	0	0	41050	0	0	41050	0	0	41050	
	aa	426	1	30000	M1-2					0							0	31050			31050			31050	26
	ab	426	1	10000	M1-2					0							0	10000			10000			10000	26
21						0	0	0	0	0	0	0	8100	0	0	0	8100	0	0	10114	10114	0	0	18214	
	a	427	1	9783	M1-2					0			8100				8100			8100	8100			16200	38
	b	427	7	7770	M1-2					0							0				0			0	0
	c	427	10	2014	M1-2					0							0			2014	2014			2014	24
22						0	0	0	0	0	0	0	7581	0	0	0	7581	0	0	6200	6200	17024	0	30805	
	a	431	12	8978	M2-1					0							0				0	8978		8978	22
	b	431	17	29800	M2-1					0							0				0	8046		8046	19
	c	431	7	6200	M2-1					0							0			6200	6200			6200	20
	d	431	43	7581	M2-1					0			7581				7581				0			7581	21
23						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	433	18	2000	M1-2					0							0				0			0	0
24						0	0	0	0	0	0	0	0	0	0	0	0	33520	0	0	33520	0	0	33520	
	aa	433	28	27100	M1-2					0							0	27100			27100			27100	30
	ab	433	28	3000	M1-2					0							0	3000			3000			3000	30
	b	433	46	3450	M1-2					0							0	3420			3420			3420	12
25						0	0	0	0	0	0	0	1699	0	0	0	1699	0	0	0	0	0	0	22699	
	a	434	1	21055	M1-2					0			1699				1699				0			22699	19
	ba	434	12	8249	M1-2					0							0				0			0	0
	bb	434	12	8249	M1-2					0							0				0			0	0
26						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	434	24	9500	M1-2					0							0				0			0	0
27						0	0	0	0	0	0	0	0	360	0	0	360	0	0	0	0	0	0	360	
	a	434	35	19000	M1-2					0				360			360				0			360	22
28						704	1	0	0	0	4060	0	0	0	0	0	4060	0	0	0	0	4500	0	23134	
	a	438	1	1500	M2-1					0							0				0			0	0
	b	438	2	1500	M2-1					0							0				0			0	0
	c	438	3	28500	M2-1					0							0				0			720	14
	d	445	8	4500	M2-1					0							0				0	4500		4500	25
	e	445	11	29620	M2-1	704	1			0	4060						4060				0			5514	23
	f	445	20	8900	M2-1					0							0				0			1000	22
	g	445	50	18000	M2-1					0							0				0			11400	0
29						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25430	
	a	439	1	102070	M2-1					0							0				0			25430	25
30						0	0	0	0	0	36155	0	0	0	0	0	36155	0	0	0	12800	0	0	48955	
	a	440	1	12800	M1-2					0							0				12800			12800	30
	ba	440	12	16155	M1-2					0	16155						16155				0			16155	14
	bb	440	12	20000	M1-2					0	20000						20000				0			20000	14
31						0	0	0	0	0	2500	0	625	0	0	0	3125	0	0	16875	16875	1540	0	21540	
	a	441	24	19000	M1-2					0	2500		625				3125			16875	16875			20000	14
	b	441	33	2240	M1-2					0							0				0			0	0
	c	441	35	2400	M1-2					0							0				0	1540		1540	9
32						0	0	0	0	0	0	0	0	1127	0	0	1127	0	0	0	0	0	0	1127	
	a	441	16	2565	M1-2					0							0				0			0	0
	b	441	18	4626	M1-2					0				1127			1127				0			1127	20
33						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	447	32	2400	M1-2					0							0				0			0	0
34						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	447	1	4100	M1-2					0							0				0			0	0
35						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	448	25	5000	M1-2					0							0				0			0	0
36						91228	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91228	
	a	451	25	42200	M1-2	91228	101			0							0				0			91228	77
37						0	0	0	0	0	0	0	0	0	0	0	0	7500	0	52047	59547	0	0	59547	
	a	453	1	39153	M2-1					0							0			52047	52047			52047	41
	b	453	21	26223	M2-1					0							0	7500			7500			7500	15

Site Info				Existing Condition																					
						Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Vacant	Parking		
Site Number	Block	Lot		Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height
38						0	0	0	0	0	0	0	0	11011	0	0	11011	0	0	0	0	5870	0	16881	
	aa	456	1	8764	M1-2					0				5872			5872				0			5872	17
	ab	456	1	7671	M1-2					0				5140			5140				0			5140	17
	b	456	34	5870	M1-2					0							0				0	5870		5870	16
	c	456	6	3600	M1-2					0							0				0			0	0
39						0	0	0	0	0	0	28000	0	0	0	0	28000	0	0	28000	28000	0	0	56000	
	aa	969	1	30000	R8A/C2-4					0		14000					14000			14000	14000			28000	26
	ab	969	1	21500	R6B					0		14000					14000			14000	14000			28000	26
40						0	0	0	0	0	0	0	0	4000	0	0	4000	0	0	18500	18500	0	0	22500	
	a	462	12	7092	M2-1					0				4000			4000				0			4000	14
	b	462	14	45442	M2-1					0							0			18500	18500			18500	21
41						0	0	0	0	0	0	0	0	13420	0	0	13420	0	0	0	0	0	0	13420	
	a	972	1	4620	M2-1					0							0				0			0	0
	ba	972	43	22165	M2-1					0				3550			3550				0			3550	21
	bb	972	43	44000	M2-1					0				3550			3550				0			3550	21
	c	972	58	69080	M2-1					0				6320			6320				0			6320	19
42						642	0	0	0	0	0	0	8206	5676	0	0	13882	19920	0	0	19920	0	0	34444	
	a	465	27	1800	M1-1					0				0			0				0			0	0
	b	465	28	1800	M1-1					0				0			0				0			0	0
	c	465	29	7200	M1-1					0			3526	0			3526				0			3526	14
	d	465	33	21200	M1-1					0			3809	3676			7485	19920			19920			27405	23
	e	465	46	2000	M1-1	642				0			871	0			871				0			1513	23
	f	465	47	2000	M1-1					0				0			0				0			0	0
	g	465	48	2000	M1-1					0				0			0				0			0	0
	h	465	49	2000	M1-1					0				2000			2000				0			2000	17
	i	465	50	2000	M1-1					0				0			0				0			0	0
43						0	0	0	0	0	0	0	16645	0	0	0	16645	49935	0	0	49935	17380	0	83960	
	a	466	17	13490	M2-1					0			6745				6745	20235			20235			26980	0
	b	466	60	19800	M2-1					0			9900				9900	29700			29700	17380		56980	22
44						0	0	0	0	0	0	0	0	0	0	0	0	0	0	14600	14600	0	0	14600	
	a	466	19	37000	M2-1					0							0			14600	14600			14600	22
45						1100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100	
	a	468	59	2200	M1-1	1100	2			0							0				0			1100	20
	b	468	60	4400	M1-1					0							0				0			0	0
46						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10200	
	a	468	25	45900	M3-1					0							0				0			10200	23
47						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	471	1	183663	M3-1					0							0				0			0	0
	b	471	100	64214	M3-1					0							0				0			0	0
48						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	471	200	165840	M3-1					0							0				0			0	0
49						0	0	0	0	0	0	0	0	17940	0	0	17940	0	0	0	0	0	0	17940	
	a	980	77	20000	C8-2					0				17940			17940				0			17940	15
50						0	0	0	0	0	0	0	0	0	0	0	0	0	0	5250	5250	0	0	5250	
	a	992	24	2850	C8-2					0							0				0			0	0
	b	992	26	2850	C8-2					0							0				0			0	0
	c	992	29	7925	C8-2					0							0			5250	5250			5250	33
51						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	1028	7	4892	R8A/C2-4					0							0				0			0	0
52						0	0	0	0	0	0	0	0	0	0	0	0	0	0	2520	2520	0	0	2520	
	a	420	34	2520	M1-2					0							0			2520	2520			2520	15
	b	420	37	13480	M1-2					0							0				0			0	14
53						0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	0	2325	
	a	433	1	5600	M1-2					0				2325			2325				0			2325	18
54						0	0	0	0	0	0	0	1800	0	0	0	1800	0	0	0	0	0	0	1800	
	a	427	47	1800	M1-2					0			1800				1800				0			1800	18
55						2000	2	0	0	0	0	0	0	5980	0	0	5980	0	0	0	0	0	0	7980	
	a	440	35	2048	M1-2					0							0				0			0	0
	b	440	36	3518	M1-2	2000	2			0				4480			4480				0			6480	36
	c	440	38	1500	M1-2					0				1500			1500				0			1500	17
56						0	0	0	0	0	0	0	3800	11400	0	0	15200	0	0	0	0	0	0	15200	
	a	445	1	15480	M2-1					0			3800	11400			15200				0			15200	17
57						0	0	0	0	0	14803	0	0	0	0	0	14803	0	0	0	0	0	0	14803	
	aa	405	51	7950	M1-2					0	14803						14803				0			14803	30
	ab	405	51	7950	M1-2					0											0				
58						0	0	0	9000	9000	0	0	0	0	0	0	0	0	0	0	0	0	0	9000	
	a	399	6	12500	R6				9000	9000							0				0			9000	
59						0	0	0	0	0	0	0	36300	0	0	0	36300	0	0	0	0	0	0	36300	
	a	471	125	17367	M3-1								36300				36300				0			36300	
60						62292	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	62292	
	a	407	26	9340	R8A/C2-4	62292	56										0				0		28	62292	

Site Info				Existing Condition																					
						Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Vacant	Parking		
Site Number	Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height
61					0	0	0	0	0	0	0	0	0	0	0	0	15570	0	0	15570	0	0	15570	
a	464	51	15578	M1-1					0							0	15570			15570			15570	20
62					0	0	0	0	0	0	0	0	0	0	0	0	11945	0	0	11945	0	0	11945	
a	464	41	5729	M1-1					0							0	6550			6550			6550	20
a	464	45	4523	M1-1					0							0	5395			5395			5395	20
63					0	0	0	0	0	3966	0	0	23042	0	0	27008	0	0	0	0	0	0	27008	
aa	456	13	2000	M1-2					0	1983						1983				0			1983	24
ab	456	13	1757	M1-2					0	1983						1983				0			1983	24
b	456	17	3871	M1-2					0				3850			3850				0			3850	15
c	456	23	8936	M1-2					0				19192			19192				0			19192	33
A					8043	9	0	0	0	1950	0	0	0	0	0	1950	0	0	0	0	0	0	9993	
a	198	34	2000	R8A/C2-4	2040	2			0	0						0				0			2040	36
b	198	35	2000	R8A/C2-4	2040	1			0	0						0				0			2040	35
c	198	36	657	R8A/C2-4	1321	2			0	650						650				0			1971	31
d	198	37	657	R8A/C2-4	1321	2			0	650						650				0			1971	32
e	198	38	657	R8A/C2-4	1321	2			0	650						650				0			1971	34
B					14224	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3792	0	14224	
a	932	2	1350	R8A/C2-4	3556	4			0							0				0	948		3556	45
b	932	3	1350	R8A/C2-4	3556	4			0							0				0	948		3556	46
c	932	4	1745	R8A/C2-4	3556	4			0							0				0	948		3556	45
d	932	5	1745	R8A/C2-4	3556	4			0							0				0	948		3556	45
C					0	0	0	0	0	3200	0	0	0	0	0	3200	0	0	0	0	0	0	3200	
a	399	2	3200	R6					0	3200						3200				0			3200	12
D					0	0	0	0	0	0	0	0	0	0	0	0	10000	0	0	10000	0	0	10000	
a	399	47	5000	M1-2					0							0	5000			5000			5000	23
b	399	49	5000	M1-2					0							0	5000			5000			5000	18
E					0	0	0	0	0	0	0	0	5000	0	0	5000	5000	0	0	5000	0	0	10000	
a	399	51	5000	M1-2					0							0	5000			5000			5000	18
b	399	53	5000	M1-2					0				5000			5000				0			5000	13
F					0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	0	7500	
a	399	55	7500	M1-2					0							0			7500	7500			7500	14
G					0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500	4500	0	0	4500	
a	399	62	4500	M1-2					0							0			4500	4500			4500	15
H					0	0	0	0	0	0	7400	0	0	0	0	7400	0	0	0	0	0	0	7400	
a	405	24	7500	M1-2					0		7400					7400				0			7400	18
J					0	0	0	0	0	0	0	0	0	0	0	0	20000	0	19971	39971	0	0	39971	
a	406	25	5000	M1-2					0							0	5000		0	5000			5000	24
b	406	27	5000	M1-2					0							0	5000		0	5000			5000	23
c	406	50	2610	M1-2					0							0	0		2871	2871			2871	28
d	406	52	17390	M1-2					0							0	0		17100	17100			17100	28
e	406	69	5000	M1-2					0							0	5000		0	5000			5000	28
f	406	71	5000	M1-2					0							0	5000		0	5000			5000	26
K					0	0	0	0	0	0	12500	0	0	0	0	12500	0	0	0	0	0	0	12500	
a	406	18	12500	M1-2					0		12500					12500				0			12500	21
L					0	0	0	0	0	0	0	0	0	0	0	0	52040	0	0	52040	0	0	52040	
a	407	41	28040	M1-2					0							0	28040			28040			28040	43
a	407	41	24000	M1-2					0							0	24000			24000			24000	43
M					0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	0	2325	
a	407	1	11800	M1-2					0				2325			2325				0			2325	16
N					0	0	0	0	0	10640	0	0	0	0	0	10640	0	0	10000	10000	0	0	20640	
aa	407	52	6500	M1-2					0							0				0			0	
ab	407	52	17500	M1-2					0	10640						10640			10000	10000			20640	25
O					7500	12	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	0	0	12500	
a	411	1	2500	M1-2	3750	6			0							0				0			3750	
b	411	2	2500	M1-2	3750	6			0							0				0			3750	
c	411	3	5000	M1-2					0	5000						5000				0			5000	16
P					0	0	0	0	0	0	0	0	0	0	0	0	0	0	10125	10125	0	0	10125	
a	411	58	5000	M2-1					0							0			5000	5000			5000	13
b	411	60	5000	M2-1					0							0			5125	5125			5125	25
Q					0	0	0	0	0	0	0	0	0	0	0	0	17413	0	0	17413	0	0	17413	
a	412	21	17500	M1-2					0							0	17413			17413			17413	15
R					0	0	0	0	0	0	0	56681	0	0	0	56681	0	0	0	0	0	0	56681	
a	412	29	29500	M1-2					0			56681				56681				0			56681	50
S					0	0	0	0	0	0	0	0	10000	0	0	10000	0	0	0	0	0	0	10000	
a	413	21	10000	M1-2					0				10000			10000				0			10000	22
T					0	0	0	0	0	0	0	800	0	0	0	800	0	0	5756	5756	0	0	6556	
a	413	58	12000	M1-2					0			800				800			5756	5756			6556	31
U					0	0	20000	0	20000	0	19700	0	0	0	0	19700	0	0	0	0	0	0	39700	31
a	420	1	39700	M1-2			20000		20000		19700					19700				0			39700	31
V					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site Info				Existing Condition																						
						Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Vacant	Parking			
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height
	a	980	19	25925	C8-2					0							0				0			0	0
W						0	0	0	0	0	0	0	0	0	0	0	0	0	0	52950	52950	0	0	52950	
	a	425	1	51750	M2-1					0							0			41250	41250			41250	25
	b	432	15	25450	M2-1					0							0			11700	11700			11700	29
X						0	0	0	0	0	4531	0	7133	8500	0	0	20164	0	0	0	0	0	0	20164	
	a	426	36	8469	M1-2					0				8500			8500				0			8500	18
	ba	426	41	2531	M1-2					0	2537		3994				6532				0			6532	37
	bb	426	41	2000	M1-2					0	1994		3139				5132				0			5132	37
Y						0	0	0	0	0	0	15450	0	0	0	0	15450	0	0	0	0	0	0	15450	
	a	427	12	6000	M1-2					0		10450					10450				0			10450	29
	b	427	15	5000	M1-2					0		5000					5000				0			5000	14
Z						0	0	0	0	0	2171	0	2171	0	0	0	4342	6336	0	0	6336	0	0	10678	
	a	427	37	2430	M1-2					0							0	3636			3636			3636	45
	b	427	38	2356	M1-2					0							0	2700			2700			2700	27
	c	427	40	2940	M1-2					0	2171		2171				4342				0			4342	27
AA						0	0	0	0	0	0	5500	0	0	0	0	5500	0	0	10000	10000	0	0	15500	
	a	427	21	15500	M1-2					0		5500					5500			10000	10000			15500	15
AB						0	0	0	0	0	0	0	0	0	0	0	0	16500	0	0	16500	0	0	16500	
	a	427	31	16500	M1-2					0							0	16500			16500			16500	23
AC						0	0	0	0	0	0	12159	0	0	0	0	12159	0	0	0	0	0	0	12159	
	a	427	42	6075	M1-2					0		12159					12159				0			12159	12
AD						0	0	0	0	0	12000	0	0	0	0	0	12000	0	0	0	0	0	0	12000	
	a	427	52	16000	M1-2					0	12000						12000				0			12000	15
AE						0	0	0	0	0	0	0	3600	0	0	0	3600	0	0	0	0	0	0	3600	
	a	431	2	3600	M2-1					0			3600				3600				0			3600	21
AF						31900	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13300	0	45200	
	a	432	25	13250	M2-1	31900	15			0							0				0	13300		45200	
AG						0	0	0	0	0	0	0	0	0	0	0	0	0	0	25881	25881	0	0	25881	
	a	432	7501	10806	M2-1					0							0			25881	25881			25881	47
AH						7070	8	0	0	0	1560	0	0	0	0	0	1560	0	0	1495	1495	0	0	10125	
	a	433	8	1600	M1-2	1990	2			0							0				0			1990	34
	b	433	9	1560	M1-2	1800	2			0							0			1495	1495			3295	34
	c	433	10	1560	M1-2	2000	2			0	1560						1560				0			3560	32
	d	433	12	2380	M1-2	0	0			0							0				0			0	0
	e	433	13	2500	M1-2	1280	2			0							0				0			1280	25
AI						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	453	26	28292	M2-1					0							0				0			0	0
AJ						0	0	0	0	0	0	0	0	2100	0	0	2100	0	0	0	0	0	0	8500	
	a	433	14	6400	M1-2					0				2100			2100				0			8500	33
AK						1252	2	0	0	0	1848	0	0	0	0	0	1848	0	0	3000	3000	0	0	6100	
	a	433	21	4133	M1-2	1252	2			0	1848						1848			3000	3000			6100	39
AL						0	0	0	0	0	0	0	0	0	39780	115	39780	0	0	0	0	0	19	39780	
	aa	434	16	9559	M1-2					0					39780	115	39780				0			39780	85
	ab	434	16	6939	M1-2					0							0				0		19	0	
AM						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	434	52	3563	M1-2					0							0				0			0	0
AN						0	0	0	0	0	0	0	0	2660	0	0	2660	0	0	0	0	0	0	2660	
	a	434	55	2660	M1-2					0				2660			2660				0			2660	18
AO						0	0	0	0	0	10000	0	0	0	0	0	10000	0	0	0	0	0	0	10000	
	a	438	7	28500	M2-1					0	10000						10000				0			10000	27
AP						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	0	0	
	a	453	31	4625	M2-1					0							0				0	300		0	0
AQ						1300	1	0	0	0	0	0	9290	0	0	0	9290	15200	0	0	15200	0	0	25790	
	aa	440	21	2000	M1-2					0							0				0			0	
	ab	440	21	3645	M1-2	1300	1			0			9290				9290	2000			2000			12590	38
	b	440	23	1800	M1-2					0							0	1800			1800			1800	16
	c	440	24	1800	M1-2					0							0	1800			1800			1800	24
	d	440	25	1800	M1-2					0							0	1800			1800			1800	25
	e	440	26	1800	M1-2					0							0	1800			1800			1800	15
	f	440	47	2000	M1-2					0							0	2000			2000			2000	13
	g	440	48	4000	M1-2					0							0	4000			4000			4000	15
AR						0	0	0	0	0	8550	0	0	0	0	0	8550	0	0	0	0	0	0	8550	
	a	441	21	8518	M1-2					0	8550						8550				0			8550	16
AS						0	0	0	0	0	0	0	0	0	0	0	0	4948	0	0	4948	0	0	4948	
	a	441	50	4948	M1-2					0							0	4948			4948			4948	23
	b	441	53	15564	M1-2					0							0				0			0	0
AT						0	0	0	0	0	0	0	0	0	0	0	0	0	0	1568	1568	0	0	1568	
	a	441	4	2240	M1-2					0							0			1568	1568			1568	18
AU						0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	0	2565	

Site Info				Existing Condition																					
						Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Vacant	Parking		
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height
	a	441	11	2565	M1-2					0				2565			2565				0			2565	16
AV						0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	0	2565	
	a	441	14	2565	M1-2					0				2565			2565				0			2565	19
AY						1425	3	0	0	0	0	0	0	0	0	0	0	0	0	15600	15600	0	0	17025	
	a	447	3	2500	M1-2	1425	3			0							0				0			1425	24
	b	447	4	6000	M1-2					0							0			6000	6000			6000	29
	c	447	7	8500	M1-2					0							0			9600	9600			9600	19
AZ						2208	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2208	
	a	447	13	4000	M1-2	2208	2			0							0				0			2208	31
BA						0	0	0	0	0	4000	0	0	0	0	0	4000	0	0	0	0	0	0	4000	
	a	447	22	4000	M1-2					0	4000						4000				0			4000	25
BB						0	0	0	0	0	1677	0	0	0	0	0	1677	0	0	0	0	0	0	1677	
	a	447	50	6400	M1-2					0	1677						1677				0			1677	34
BC						0	0	0	0	0	0	0	0	5063	0	0	5063	0	0	0	0	0	0	5063	
	a	448	12	5063	M1-2									5063			5063				0			5063	16
BE						3725	2	0	0	0	3000	0	0	0	0	0	3000	0	0	0	0	0	0	6725	
	a	448	34	4000	M1-2	3725	2			0	3000						3000				0			6725	24
BF						1376	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376	
	a	448	31	2500	M1-2	1376	1			0							0				0			1376	19
BG						2961	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2961	28
	a	448	52	2500	M1-2	2961	3			0							0				0			2961	28
	b	448	53	2300	M1-2					0							0				0			0	0
BH						0	0	0	0	0	3200	0	0	0	0	0	3200	0	0	0	0	0	0	3200	
	a	958	2	4000	R8A/C2-4					0	3200						3200				0			3200	24
BI						0	0	0	0	0	0	0	0	0	0	0	0	0	0	9500	9500	0	0	9500	
	a	453	36	9854	M2-1					0							0			9500	9500			9500	17
BJ						0	0	0	0	0	0	0	0	0	0	0	0	0	90000	0	90000	0	0	90000	
	aa	453	54	15000	M2-1					0							0		45000		45000			45000	47
	ab	453	54	27816	M2-1					0							0		45000		45000			45000	47
BK						0	0	0	0	0	4230	0	3400	0	0	0	7630	0	0	0	0	0	0	7630	
	a	454	24	1800	M1-2					0			3400				3400				0			3400	31
	b	454	25	3600	M1-2					0	3600						3600				0			3600	16
	c	454	27	672	M1-2					0	630						630				0			630	14
BL						1540	2	0	0	0	0	0	0	0	0	0	0	0	0	8280	8280	0	0	9820	
	a	454	33	6680	M1-2					0							0			6680	6680			6680	14
	b	454	31	3783	M1-2	1540	2			0							0			1600	1600			3140	25
BN						0	0	0	0	0	0	0	0	0	0	0	0	0	79244	0	79244	0	0	79244	
	a	967	24	40500	M2-1					0							0		79244		79244			79244	72
BO						0	0	0	0	0	0	0	5000	3600	0	0	8600	0	0	12240	12240	0	0	25688	
	a	462	6	9175	M2-1					0				0			0				0			0	18
	b	462	8	2000	M2-1					0				0			0			1800	1800			1800	13
	c	462	9	5900	M2-1					0				0			0			10440	10440			10440	29
	d	462	42	3600	M2-1					0				3600			3600				0			3600	13
	e	462	44	5400	M2-1					0			5000				5000				0			9848	23
	f	462	50	1575	M2-1					0				0			0				0			0	0
BP						0	0	0	0	0	0	0	0	0	0	0	0	15570	0	0	15570	0	0	15570	
	a	464	51	15578	M1-1					0							0	15570			15570			15570	20
BQ						0				0	0	0	0	0	0	0	0	16500	0	0	16500	0	0	16500	
	a	465	1	17320	M1-1					0							0	16500			16500			16500	17
	b	465	10	3080	M1-1					0							0				0			0	0
BR						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5670	0	5670	
	a	468	3	6300	M1-1					0							0				0	5670		5670	22
BS						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17820	0	17820	
	a	471	116	17977	M3-1					0							0				0	17820		17820	26
BT						0	0	9525	0	9525	0	38825	400	0	0	0	39225	0	0	0	0	0	0	48750	82
	aa	980	23	16000	C8-2					0							0				0			0	23
	ab	980	23	82578	C8-2					0		38825	400				39225				0			39225	23
	ba	980	49	9400	C8-2			9525		9525							0				0			9525	18
	bb	980	49	5000	C8-2					0							0				0			0	18
BU						0	0	0	0	0	0	0	0	0	0	0	0	0	0	34283	34283	0	0	34283	
	a	992	5	23075	C8-2					0							0			22183	22183			22183	27
	b	992	7	13000	C8-2					0							0			12100	12100			12100	20
BV						0	0	0	0	0	0	0	0	0	0	0	0	29137	0	0	29137	0	0	29137	
	aa	992	1	10000	C8-2					0							0	9000			9000			9000	33
	ab	992	1	26075	C8-2					0							0	20137			20137			20137	33
BX						3410	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3410	
	a	1003	43	2000	R8A/C2-4	1955	3			0							0				0			1955	30
	b	1003	44	2000	R8A/C2-4	1455	2			0							0				0			1455	30
BY						7808	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7808	

Site Info				Existing Condition																					
						Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Vacant	Parking		
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Vacant Area	Total Spaces	Total SF	Building Height
	a	1040	46	1503	R8A/C2-4	3924	4			0							0				0			3924	45
	b	1040	47	1497	R8A/C2-4	3884	4			0							0				0			3884	45
BZ						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	949	7	1225	R8A/C2-4	0	0			0							0				0			0	
	b	949	8	1225	R8A/C2-4	0	0			0							0				0			0	

Site Info			Without-Action																			
			Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking			
Site Number	Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height	
1			**112621**	**132**	**3952**	**0**	**3952**	**7903**	**0**	**0**	**0**	**0**	**0**	**7903**	**0**	**0**	**0**	**0**	**53**	**124475**		
a	395	35	8966	11	315		315	629						629				0	4	9910	105	
b	395	36	8966	11	315		315	629						629				0	4	9910	105	
c	395	37	55621	65	1952		1952	3903						3903				0	26	61475	105	
e	395	30	11400	13	400		400	800						800				0	5	12600	105	
f	395	32	9576	11	336		336	672						672				0	5	10584	105	
g	395	33	9120	11	320		320	640						640				0	4	10080	105	
h	395	34	8972	11	315		315	630						630				0	4	9916	105	
2			127857	150	4486	0	4486	8972	0	0	0	0	0	8972	0	0	0	0	60	141315		
a	934	1	11816	14	415		415	829						829				0	6	13060	115	
b	934	2	6914	8	243		243	485						485				0	3	7642	115	
c	934	3	9365	11	329		329	657						657				0	4	10351	115	
d	934	4	9365	11	329		329	657						657				0	4	10351	115	
e	934	5	9365	11	329		329	657						657				0	4	10351	115	
f	934	6	9365	11	329		329	657						657				0	4	10351	115	
g	934	7	28101	33	986		986	1972						1972				0	13	31059	115	
h	934	10	9365	11	329		329	657						657				0	4	10351	115	
i	934	12	22800	27	800		800	1600						1600				0	11	25200	115	
j	934	74	11400	13	400		400	800						800				0	5	12600	115	
3			16500	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	16500		
a	399	39	3300	4	0	0	0							0				0	2	3300	45	
b	399	41	13200	16	0	0	0							0				0	8	13200	45	
4			1300	1	0	0	0	0	0	0	1500	0	0	1500	0	0	0	0	0	2800		
a	399	58	1300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1300	26	
b	399	59	0	0	0	0	0	0	0	0	750	0	0	750	0	0	0	0		750	26	
c	399	60	0	0	0	0	0	0	0	0	750	0	0	750	0	0	0	0		750	26	
5			1324	3	0	0	0	0	0	0	0	0	0	0	0	0	5576	5576	0	6900		
a	405	13	524	2	0	0	0	0	0	0	0	0	0	0	0	0	988	988		1512	23	
b	405	14	800	1	0	0	0	0	0	0	0	0	0	0	0	0	2088	2088		2888	23	
c	405	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500		2500	23	
d	405	16	0	0			0	0						0				0	0	0	23	
6			0	0	0	0	0	0	0	0	0	0	0	0	0	0	3900	3900	0	3900		
a	405	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
b	405	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
c	405	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3900	3900	0	3900	14	
7			0	0	20844	0	20844	16125	0	62531	0	0	0	78656	0	0	0	0	0	99500		
aa	405	27	0	0			0	7500						7500				0	0	7500	53	
ac	405	27	0	0			0	8625						8625				0	0	8625	53	
ab	405	27	0	0	20844		20844			62531				62531				0	0	83375	53	
8			0	0	0	0	0	1953	0	2527	0	0	0	4480	0	0	0	0	0	4480		
a	405	60	0	0			0	1953		2527				4480				0	0	4480	45	
9			0	0	0	0	0	4433	0	0	0	0	0	4433	0	0	0	0	0	4433		
a	407	8	0	0			0	2217						2217				0	0	2217	15	
b	407	9	0	0			0	2217						2217				0		2217	15	
10			0	0	0	0	0	0	0	4433	0	0	0	4433	0	0	0	0	0	4433		
a	407	12	0	0			0			2217				2217				0	0	2217	15	
b	407	13	0	0			0			2217				2217				0	0	2217	15	
11			0	0	2527	0	2527	1953	0	0	0	0	0	1953	0	0	0	0	0	4480		
a	411	12	0	0	2527		2527	1953						1953				0	0	4480	45	
12			0	0	0	0	0	0	12000	10000	0	0	0	22000	0	0	0	0	0	24500		
a	412	1	0	0			0			10000				10000				0	0	10000	28	
ba	412	6	0	0			0		10000					10000				0	0	10000	28	
bb	412	6	0	0			0		2000					2000				0	0	2000	28	
c	412	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
d	412	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
e	412	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	28	
13			0	0	0	0	0	14500	0	0	0	0	0	14500	13050	0	0	13050	0	27550		
a	412	18	0	0	0	0	0	0	0	0	0	0	0	0	4750	0	0	4750	0	4750	26	
b	412	19	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	26	
c	412	20	0	0	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	0	5000	26	
d	412	45	0	0	0	0	0	0	0	0	0	0	0	0	3300	0	0	3300	0	3300	26	
e	412	48	0	0	0	0	0	9500	0	0	0	0	0	9500	0	0	0	0	0	9500	26	
14			0	0	0	0	0	0	0	0	0	54870	133	54870	0	0	0	0	31	54870		
a	413	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
b	413	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
c	413	7	0	0	0	0	0	0	0	0	0	54870	133	54870	0	0	0	0	31	54870	121	
15			0	0	0	0	0	0	0	0	0	0	0	0	22834	0	25700	48534	0	48534		
a	417	1	0	0			0							0	0	0	0	0	0	0	41	
b	417	10	0	0			0							0	22834	0	0	22834	0	22834	42	
c	417	14	0	0			0							0	0	0	7850	7850	0	7850	13	
d	417	21	0	0			0							0	0	0	17850	17850	0	17850	22	
16			0	0	0	0	0	0	0	4505	12000	0	0	16505	0	0	0	0	0	16505		
a	420	19	0	0	0	0	0	0	0	4505	12000	0	0	16505	0	0	0	0	0	16505	40	
17			61435	72	2156	0	2156	4311	0	0	0	0	0	4311	0	0	0	0	29	67901		
a	946	1	5945	7	209		209	417						417				0	3	6571	95	

Site Info				Without-Action																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking			
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
	b	946	3	7057	8	248		248	495						495				0	3	7799	95
	c	946	4	7057	8	248		248	495						495				0	3	7799	95
	d	946	5	7057	8	248		248	495						495				0	3	7799	95
	e	946	6	7057	8	248		248	495						495				0	3	7799	95
	f	946	7	8881	10	312		312	623						623				0	4	9815	95
	g	946	84	9171	11	322		322	644						644				0	4	10137	95
	h	946	85	4047	5	142		142	284						284				0	2	4473	95
	i	946	101	5164	6	181		181	362						362				0	2	5708	95
18				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11100	
	a	424	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11100	21
	b	424	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
19				0	0	0	0	0	0	0	1000	11000	0	0	12000	0	0	0	0	0	12000	
	aa	426	17	0	0	0	0	0	0	0	1000	6000	0	0	7000	0	0	0	0	0	7000	20
	ab	426	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	b	426	44	0	0	0	0	0	0	0	0	5000	0	0	5000	0	0	0	0	0	5000	20
	c	426	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
20				0	0	20525	20525	41050	0	0	0	0	0	0	0	0	0	0	0	0	41050	
	aa	426	1	0	0	15525	15525	31050							0				0	0	31050	25
	ab	426	1	0	0	5000	5000	10000							0				0	0	10000	25
21				0	0	0	0	0	7770	0	15870	0	0	0	23640	0	0	10114	10114	52	33754	
	a	427	1	0	0	0	0	0	0	0	8100	0	0	0	8100	0	0	8100	8100	0	16200	37
	b	427	7	0	0			0	7770		7770				15540				0	52	15540	37
	c	427	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2014	2014	0	2014	37
22				0	0	0	0	0	0	0	16559	0	0	0	16559	0	59600	6200	65800	30	82359	
	a	431	12	0	0			0			8978				8978				0	0	8978	60
	b	431	17	0	0			0							0		59600		59600	30	59600	60
	c	431	7	0	0			0							0			6200	6200	0	6200	60
	d	431	43	0	0			0			7581				7581				0	0	7581	60
23				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	433	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24				0	0	0	0	0	0	0	0	0	0	0	0	33520	0	0	33520	0	33520	
	aa	433	28	0	0	0	0	0	0	0	0	0	0	0	0	27100	0	0	27100	0	27100	30
	ab	433	28	0	0	0	0	0	0	0	0	0	0	0	0	3000	0	0	3000	0	3000	30
	b	433	46	0	0	0	0	0	0	0	0	0	0	0	0	3420	0	0	3420	0	3420	12
25				0	0	0	0	0	27449	0	14250	0	0	0	41699	0	0	0	0	63	41699	
	a	434	1	0	0			0	22699						22699				0	0	22699	60
	ba	434	12	0	0			0							0				0	0	0	60
	bb	434	12	0	0			0	4750		14250				19000				0	63	19000	60
26				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	434	24	0	0			0							0				0	0	0	0
27				0	0	0	0	0	0	0	0	360	0	0	360	0	0	0	0	0	360	
	a	434	35	0	0	0	0	0	0	0	0	360	0	0	360	0	0	0	0	0	360	21
28				704	1	0	0	0	4060	0	0	0	0	0	4060	0	0	0	0	0	23134	
	a	438	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	b	438	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	c	438	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	720	22
	d	445	8	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	4500	22
	e	445	11	704	1	0	0	0	4060	0	0	0	0	0	4060	0	0	0	0	0	5514	22
	f	445	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	22
	g	445	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11400	22
29				0	0	0	0	0	0	25430	0	0	0	0	25430	0	0	0	0	0	25430	
	a	439	1	0	0			0		25430					25430				0	0	25430	24
30				0	0	75880	0	75880	11260	0	78818	0	0	0	90077	0	0	0	0	553	165957	
	a	440	1	0	0	19840		19840	2944		20608				23552				0	145	43392	120
	ba	440	12	0	0	25040		25040	3716		26010				29725				0	183	54765	120
	bb	440	12	0	0	31000		31000	4600		32200				36800				0	226	67800	120
31				0	0	23554	0	23554	4640	0	4640	0	0	0	9280	0	0	0	0	31	32834	
	a	441	24	0	0	23554	0	23554		0		0	0	0	0	0	0		0	0	23554	32
	b	441	33	0	0			0	2240		2240				4480				0	15	4480	32
	c	441	35	0	0			0	2400		2400				4800				0	16	4800	32
32				0	0	0	0	0	0	0	0	1127	0	0	1127	0	0	0	0	0	1127	
	a	441	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	b	441	18	0	0	0	0	0	0	0	0	1127	0	0	1127	0	0	0	0	0	1127	19
33				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	447	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34				0	0	0	0	0	0	0	4557	0	0	0	4557	0	0	0	0	0	4557	
	a	447	1	0	0			0			4557				4557				0	0	4557	30
35				0	0	0	0	0	0	0	4412	0	0	0	4412	0	0	0	0	0	4412	
	a	448	25	0	0			0			4412				4412				0	0	4412	15
36				91228	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91228	
	a	451	25	91228	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91228	76
37				0	0	0	0	0	0	0	0	0	0	0	0	0	0	65376	0	65376	33	65376	
	a	453	1	0	0			0							0	0		39153		20	39153	45
	b	453	21	0	0			0							0		26223	0	26223	13	26223	45

Site Info				Without-Action																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
38				0	0	0	0	0	0	0	0	11011	0	0	11011	0	0	0	0	0	16881	
	aa	456	1	0	0	0	0	0	0	0	0	5872	0	0	5872	0	0	0	0	0	5872	17
	ab	456	1	0	0	0	0	0	0	0	0	5140	0	0	5140	0	0	0	0	0	5140	17
	b	456	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5870	17
	c	456	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
39				205600	242	6000	0	6000	9600	0	0	0	0	0	9600	0	0	0	0	102	221200	
	aa	969	1	162600	191	6000		6000	9600						9600				0	77	178200	125
	ab	969	1	43000	51			0							0				0	25	43000	125
40				0	0	0	0	0	0	0	0	4000	0	0	4000	0	0	18500	18500	0	22500	
	a	462	12	0	0	0	0	0	0	0	0	4000	0	0	4000	0	0	0	0	0	4000	20
	b	462	14	0	0			0							0			18500	18500	0	18500	20
41				0	0	0	0	0	10260	66165	0	0	0	0	66165	0	0	0	0	221	66165	
	a	972	1	0	0			0							0				0	0	0	45
	ba	972	43	0	0			0	10260	22165					22165				0	74	22165	45
	bb	972	43	0	0			0		44000					44000				0	147	44000	45
	c	972	58	0	0			0							0				0	0	0	45
42				642	0	0	0	0	0	0	8206	5676	0	0	13882	19920	0	0	19920	0	34444	
	a	465	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	b	465	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	c	465	29	0	0	0	0	0	0	0	3526	0	0	0	3526	0	0	0	0	0	3526	26
	d	465	33	0	0	0	0	0	0	0	3809	3676	0	0	7485	19920	0	0	19920	0	27405	26
	e	465	46	642	0	0	0	0	0	0	871	0	0	0	871	0	0	0	0	0	1513	26
	f	465	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	g	465	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	h	465	49	0	0	0	0	0	0	0	0	2000	0	0	2000	0	0	0	0	0	2000	26
	i	465	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
43				0	0	0	0	0	0	0	16312	0	0	0	16312	0	0	50268	50268	105	66580	
	a	466	17	0	0			0			6610				6610			20370	20370	42	26980	164
	b	466	60	0	0			0			9702				9702			29898	29898	62	39600	164
44				0	0	0	0	0	0	0	0	0	0	0	0	0	0	14600	14600	0	14600	
	a	466	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14600	14600	0	14600	22
45				1100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100	
	a	468	59	1100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100	20
	b	468	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
46				0	0	0	0	0	45900	0	45900	0	0	0	91800	0	0	0	0	306	91800	
	a	468	25	0	0			0	45900		45900				91800				0	306	91800	45
47				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	471	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	471	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48				0	0	0	0	0	38143	0	46435	0	0	0	84578	0	0	0	0	282	84578	
	a	471	200	0	0			0	38143		46435				84578				0	282	84578	45
49				0	0	0	0	0	0	0	0	17940	0	0	17940	0	0	0	0	0	17940	
	a	980	77	0	0	0	0	0	0	0	0	17940	0	0	17940	0	0	0	0	0	17940	15
50				0	0	30170	0	30170	13625	0	13625	0	0	0	27250	0	0	0	0	146	57420	
	a	992	24	0	0			0	2850		2850				5700				0	10	5700	33
	b	992	26	0	0	7980		7980	2850		2850				5700				0	36	13680	33
	c	992	29	0	0	22190		22190	7925		7925				15850				0	100	38040	33
51				8000	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8000	
	a	1028	7	8000	8			0							0				0		8000	105
52				0	0	0	0	0	0	0	0	0	0	0	0	0	0	2520	2520	0	2520	
	a	420	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2520	2520	0	2520	15
	b	420	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
53				0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	
	a	433	1	0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	18
54				0	0	0	0	0	0	0	1800	0	0	0	1800	0	0	0	0	0	1800	
	a	427	47	0	0	0	0	0	0	0	1800	0	0	0	1800	0	0	0	0	0	1800	14
55				2000	2	0	0	0	0	0	0	5980	0	0	5980	0	0	0	0	0	7980	
	a	440	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	b	440	36	2000	2	0	0	0	0	0	0	4480	0	0	4480	0	0	0	0	0	6480	36
	c	440	38	0	0	0	0	0	0	0	0	1500	0	0	1500	0	0	0	0	0	1500	36
56				0	0	0	0	0	0	0	3800	11400	0	0	15200	0	0	0	0	0	15200	
	a	445	1	0	0	0	0	0	0	0	3800	11400	0	0	15200	0	0	0	0	0	15200	16
57				0	0	0	0	0	4408	0	14803	0	0	0	19211	0	0	0	0	0	19211	
	aa	405	51	0	0			0			14803				14803				0	0	14803	32
	ab	405	51	0	0			0	4408						4408				0	0	4408	32
58				22043	26	0	6449	6449	0	0	0	0	0	0	0	0	0	0	0	21	28492	
	a	399	6	22043	26		6449	6449							0				0	21	28492	45
59				0	0	0	0	0	0	0	0	0	0	0	0	36297	0	0	36297	0	36297	
	a	471	125	0	0										0	36297			36297	0	36297	60
60				62292	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	62292	
	a	407	26	62292	56										0	0			0	28	62292	113

Site Info				Without-Action																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking			
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
61				0	0	0	0	0	0	0	0	0	0	0	0	15570	0	0	15570	0	15570	
	a	464	51	0	0	0	0	0	0	0	0	0	0	0	0	15570	0	0	15570	0	15570	20
62				0	0	0	0	0	0	0	0	0	0	0	0	11945	0	0	11945	0	11945	
	a	464	41	0	0	0	0	0	0	0	0	0	0	0	0	6550	0	0	6550	0	6550	23
	a	464	45	0	0	0	0	0	0	0	0	0	0	0	0	5395	0	0	5395	0	5395	23
63				0	0	0	0	0	3966	0	0	23042	0	0	27008	0	0	0	0	0	27008	
	aa	456	13	0	0	0	0	0	1983	0	0	0	0	0	1983	0	0	0	0	0	1983	24
	ab	456	13	0	0	0	0	0	1983	0	0	0	0	0	1983	0	0	0	0	0	1983	24
	b	456	17	0	0	0	0	0	0	0	0	3850	0	0	3850	0	0	0	0	0	3850	15
	c	456	23	0	0	0	0	0	0	0	0	19192	0	0	19192	0	0	0	0	0	19192	33
A				34035	40	1194	0	1194	2388	0	0	0	0	0	2388	0	0	0	0	16	37617	
	a	198	34	11400	13	400		400	800						800				0	5	12600	115
	b	198	35	11400	13	400		400	800						800				0	5	12600	115
	c	198	36	3745	4	131		131	263						263				0	2	4139	115
	d	198	37	3745	4	131		131	263						263				0	2	4139	115
	e	198	38	3745	4	131		131	263						263				0	2	4139	115
B				35283	42	1238	0	1238	2476	0	0	0	0	0	2476	0	0	0	0	17	38997	
	a	932	2	7695	9	270		270	540						540				0	4	8505	125
	b	932	3	7695	9	270		270	540						540				0	4	8505	125
	c	932	4	9947	12	349		349	698						698				0	5	10994	125
	d	932	5	9947	12	349		349	698						698				0	5	10994	125
C				7040	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7040	
	a	399	2	7040	8			0							0				0	0	7040	55
D				0	0	0	0	0	0	0	4508	0	0	0	4508	0	0	0	0	0	4508	
	a	399	47	0	0	0	0	0	0	0	2254	0	0	0	2254		0	0	0	0	2254	33
	b	399	49	0	0	0	0	0	0	0	2254	0	0	0	2254		0	0	0	0	2254	33
E				0	0	0	0	0	0	0	5000	5000	0	0	10000	0	0	0	0	0	10000	
	a	399	51	0	0			0			5000				5000				0	0	5000	17
	b	399	53	0	0	0	0	0	0	0	0	5000	0	0	5000	0	0	0	0	0	5000	17
F				0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	7500	
	a	399	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	7500	14
G				0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500	4500	0	4500	
	a	399	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500	4500	0	4500	15
H				0	0	0	0	0	0	7400	0	0	0	0	7400	0	0	0	0	0	7400	
	a	405	24	0	0	0	0	0	0	7400	0	0	0	0	7400	0	0	0	0	0	7400	18
J				0	0	0	0	0	0	0	0	0	0	0	0	20000	0	19971	39971	0	39971	
	a	406	25	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	28
	b	406	27	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	28
	c	406	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2871	2871	0	2871	28
	d	406	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17100	17100	0	17100	28
	e	406	69	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	28
	f	406	71	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	28
K				0	0	0	0	0	0	12500	0	0	0	0	12500	0	0	0	0	0	12500	
	a	406	18	0	0	0	0	0	0	12500	0	0	0	0	12500	0	0	0	0	0	12500	20
L				0	0	0	0	0	0	0	52040	0	0	0	52040	0	0	0	0	0	52040	
	a	407	41	0	0			0			28040				28040				0	0	28040	26
	a	407	41	0	0			0			24000				24000				0	0	24000	26
M				0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	
	a	407	1	0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	16
N				0	0	0	0	0	10640	0	0	0	0	0	10640	0	0	10000	10000	0	20640	
	aa	407	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	ab	407	52	0	0	0	0	0	10640	0	0	0	0	0	10640	0	0	10000	10000	0	20640	25
O				7500	12	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	0	12500	
	a	411	1	3750	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3750	35
	b	411	2	3750	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3750	35
	c	411	3	0	0	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	0	5000	35
P				0	0	0	0	0	0	0	0	0	0	0	0	0	0	10125	10125	0	10125	
	a	411	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5000	5000	0	5000	25
	b	411	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5125	5125	0	5125	25
Q				0	0	0	0	0	0	0	0	0	0	0	0	17413	0	0	17413	0	17413	
	a	412	21	0	0	0	0	0	0	0	0	0	0	0	0	17413	0	0	17413	0	17413	15
R				0	0	29500	0	29500	0	0	56681	0	0	0	56681	0	0	0	0	98	86181	
	a	412	29	0	0	29500		29500			56681				56681				0	98	86181	61
S				0	0	0	0	0	0	0	0	10000	0	0	10000	0	0	0	0	0	10000	
	a	413	21	0	0	0	0	0	0	0	0	10000	0	0	10000	0	0	0	0	0	10000	22
T				0	0	0	0	0	0	0	800	0	0	0	800	0	0	5756	5756	0	6556	
	a	413	58	0	0	0	0	0	0	0	800	0	0	0	800	0	0	5756	5756	0	6556	30
U				0	0	20000	0	20000	0	19700	0	0	0	0	19700	0	0	0	0	0	39700	
	a	420	1	0	0	20000	0	20000	0	19700	0	0	0	0	19700	0	0	0	0	0	39700	25
V				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site Info				Without-Action																		
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
	a	980	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
W				0	0	0	0	0	0	0	0	0	0	0	0	0	103500	11700	115200	52	52950	
	a	425	1	0	0	0	0	0	0	0	0	0	0	0	0	0	103500		103500	52	41250	60
	b	432	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11700	11700	0	11700	29
X				0	0	0	0	0	4531	0	7133	8500	0	0	20164	0	0	0	0	0	20164	
	a	426	36	0	0	0	0	0	0	0	0	8500	0	0	8500	0	0	0	0	0	8500	36
	ba	426	41	0	0	0	0	0	2537	0	3994	0	0	0	6532	0	0	0	0	0	6532	36
	bb	426	41	0	0	0	0	0	1994	0	3139	0	0	0	5132	0	0	0	0	0	5132	36
Y				0	0	0	0	0	0	15450	0	0	0	0	15450	0	0	0	0	0	15450	
	a	427	12	0	0	0	0	0	0	10450	0	0	0	0	10450	0	0	0	0	0	10450	28
	b	427	15	0	0	0	0	0	0	5000	0	0	0	0	5000	0	0	0	0	0	5000	28
Z				0	0	0	0	0	2171	0	2171	0	0	0	4342	6336	0	0	6336	0	10678	
	a	427	37	0	0	0	0	0	0	0	0	0	0	0	0	3636	0	0	3636	0	3636	45
	b	427	38	0	0	0	0	0	0	0	0	0	0	0	0	2700	0	0	2700	0	2700	27
	c	427	40	0	0	0	0	0	2171	0	2171	0	0	0	4342	0	0	0	0	0	4342	27
AA				0	0	4454	0	4454	4408	0	0	0	0	0	4408	0	0	0	0	0	8862	
	a	427	21	0	0	4454	0	4454	4408		0	0	0	0	4408	0	0		0	0	8862	30
AB				0	0	0	0	0	0	0	0	0	0	0	0	16500	0	0	16500	0	16500	
	a	427	31	0	0	0	0	0	0	0	0	0	0	0	0	16500	0	0	16500	0	16500	23
AC				0	0	0	0	0	0	12159	0	0	0	0	12159	0	0	0	0	0	12159	
	a	427	42	0	0	0	0	0	0	12159	0	0	0	0	12159	0	0	0	0	0	12159	12
AD				0	0	0	0	0	12000	0	0	0	0	0	12000	0	0	0	0	0	12000	
	a	427	52	0	0	0	0	0	12000	0	0	0	0	0	12000	0	0	0	0	0	12000	15
AE				0	0	0	0	0	0	0	3600	0	0	0	3600	0	0	0	0	0	3600	
	a	431	2	0	0	0	0	0	0	0	3600	0	0	0	3600	0	0	0	0	0	3600	21
AF				31900	15	0	0	0	13300	0	0	0	0	0	13300	0	0	0	0	0	45200	
	a	432	25	31900	15			0	13300						13300				0	0	45200	47
AG				0	0	0	0	0	0	0	0	0	0	0	0	0	0	25881	25881	0	25881	
	a	432	7501	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25881	25881	0	25881	46
AH				7070	8	0	0	0	1560	0	0	0	0	0	1560	0	0	1495	1495	0	10125	
	a	433	8	1990	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1990	34
	b	433	9	1800	2	0	0	0	0	0	0	0	0	0	0	0	0	1495	1495	0	3295	34
	c	433	10	2000	2	0	0	0	1560	0	0	0	0	0	1560	0	0	0	0	0	3560	32
	d	433	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	e	433	13	1280	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1280	25
AI				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	453	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AJ				0	0	0	0	0	0	0	0	2100	0	0	2100	0	0	0	0	0	8500	
	a	433	14	0	0	0	0	0	0	0	0	2100	0	0	2100	0	0	0	0	0	8500	33
AK				1252	2	0	0	0	1848	0	0	0	0	0	1848	0	0	3000	3000	0	6100	
	a	433	21	1252	2	0	0	0	1848	0	0	0	0	0	1848	0	0	3000	3000	0	6100	38
AL				0	0	0	0	0	0	0	0	0	39780	115	39895	0	0	0	0	19	39780	
	aa	434	16	0	0	0	0	0	0	0	0	0	39780	115	39895	0	0	0	0	0	39780	85
	ab	434	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0
AM				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	434	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AN				0	0	0	0	0	0	0	0	2660	0	0	2660	0	0	0	0	0	2660	
	a	434	55	0	0	0	0	0	0	0	0	2660	0	0	2660	0	0	0	0	0	2660	17
AO				0	0	0	0	0	10000	0	0	0	0	0	10000	0	0	0	0	0	10000	
	a	438	7	0	0	0	0	0	10000	0	0	0	0	0	10000	0	0	0	0	0	10000	26
AP				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	
	a	453	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	0
AQ				1300	1	0	0	0	0	0	9290	0	0	0	9290	15200	0	0	15200	0	25790	
	aa	440	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ab	440	21	1300	1	0	0	0	0	0	9290	0	0	0	9290	2000	0	0	2000	0	12590	38
	b	440	23	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	1800	0	1800	16
	c	440	24	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	1800	0	1800	24
	d	440	25	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	1800	0	1800	25
	e	440	26	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	1800	0	1800	15
	f	440	47	0	0	0	0	0	0	0	0	0	0	0	0	2000	0	0	2000	0	2000	13
	g	440	48	0	0	0	0	0	0	0	0	0	0	0	0	4000	0	0	4000	0	4000	15
AR				0	0	0	0	0	8550	0	0	0	0	0	8550	0	0	0	0	0	8550	
	a	441	21	0	0	0	0	0	8550	0	0	0	0	0	8550	0	0	0	0	0	8550	16
AS				0	0	0	0	0	0	0	5916	0	0	0	5916	5904	0	0	5904	42	4948	
	a	441	50	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	42	4948	60
	b	441	53	0	0			0			5916				5916	5904			5904	0		60
AT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1568	0	1568	
	a	441	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1568	0	1568	18
AU				0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	

Site Info				Without-Action																		
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
	a	441	11	0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	16
AV				0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	
	a	441	14	0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	18
AY				1425	3	0	0	0	0	0	0	0	0	0	0	0	0	15600	15600	0	17025	
	a	447	3	1425	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1425	25
	b	447	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6000	6000	0	6000	25
	c	447	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9600	9600	0	9600	25
AZ				2208	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2208	
	a	447	13	2208	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2208	30
BA				0	0	0	0	0	4000	0	0	0	0	0	4000	0	0	0	0	0	4000	
	a	447	22	0	0	0	0	0	4000	0	0	0	0	0	4000	0	0	0	0	0	4000	25
BB				0	0	0	0	0	1677	0	0	0	0	0	1677	0	0	0	0	0	1677	
	a	447	50	0	0	0	0	0	1677	0	0	0	0	0	1677	0	0	0	0	0	1677	33
BC				0	0	0	0	0	0	0	0	5063	0	0	5063	0	0	0	0	0	5063	
	a	448	12	0	0	0	0	0	0	0	0	5063	0	0	5063	0	0	0	0	0	5063	31
BE				3725	2	0	0	0	3000	0	0	0	0	0	3000	0	0	0	0	0	6725	
	a	448	34	3725	2	0	0	0	3000	0	0	0	0	0	3000	0	0	0	0	0	6725	42
BF				1376	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376	
	a	448	31	1376	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376	19
BG				2961	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2961	
	a	448	52	2961	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2961	28
	b	448	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BH				22800	27	800	0	800	1600	0	0	0	0	0	1600	0	0	0	0	11	25200	
	a	958	2	22800	27	800		800	1600						1600				0	11	25200	105
BI				0	0	0	0	0	0	0	0	0	0	0	0	0	0	9500	9500	0	9500	
	a	453	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9500	9500	0	9500	16
BJ				0	0	0	0	0	0	0	0	0	0	0	0	0	90000	0	90000	0	90000	
	aa	453	54	0	0	0	0	0	0	0	0	0	0	0	0	0	45000	0	45000	0	45000	47
	ab	453	54	0	0	0	0	0	0	0	0	0	0	0	0	0	45000	0	45000	0	45000	47
BK				0	0	0	0	0	4230	0	3400	0	0	0	7630	0	0	0	0	0	7630	
	a	454	24	0	0	0	0	0	0	0	3400	0	0	0	3400	0	0	0	0	0	3400	31
	b	454	25	0	0	0	0	0	3600	0	0	0	0	0	3600	0	0	0	0	0	3600	16
	c	454	27	0	0	0	0	0	630	0	0	0	0	0	630	0	0	0	0	0	630	14
BL				1540	2	0	0	0	0	0	0	0	0	0	0	0	0	8280	8280	0	9820	
	a	454	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6680	6680	0	6680	14
	b	454	31	1540	2	0	0	0	0	0	0	0	0	0	0	0	0	1600	1600	0	3140	25
BN				0	0	0	0	0	0	0	0	0	0	0	0	0	79244	0	79244	0	79244	
	a	967	24	0	0	0	0	0	0	0	0	0	0	0	0	0	79244	0	79244	0	79244	72
BO				0	0	0	0	0	0	0	0	5000	3600	0	8600	0	0	12240	12240	0	25688	
	a	462	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	b	462	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1800	1800	0	1800	13
	c	462	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10440	10440	0	10440	29
	d	462	42	0	0	0	0	0	0	0	0	3600	0	0	3600	0	0	0	0	0	3600	13
	e	462	44	0	0	0	0	0	0	0	5000	0	0	0	5000	0	0	0	0	0	9848	23
	f	462	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BP				0	0	0	0	0	0	0	0	0	0	0	0	0	15570	0	15570	0	15570	
	a	464	51	0	0	0	0	0	0	0	0	0	0	0	0	0	15570	0	15570	0	15570	16
BQ				0	0	0	0	0	0	0	0	0	0	0	0	0	16500	0	16500	0		
	a	465	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16500	0	16500	0	16500	19
	b	465	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BR				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5670	
	a	468	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5670	21
BS				0	0	0	0	0	0	0	18157	0	0	0	18157	0	0	0	0	61	0	
	a	471	116	0	0	0	0	0	0	0	18157	0	0	0	18157	0	0	0	0	61		25
BT				0	0	9525	0	9525	0	38825	400	0	0	0	39225	0	0	0	0	0	48750	
	aa	980	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	ab	980	23	0	0	0	0	0	0	38825	400	0	0	0	39225	0	0	0	0	0	39225	23
	ba	980	49	0	0	9525	0	9525	0	0	0	0	0	0	0	0	0	0	0	0	9525	18
	bb	980	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
BU				0	0	0	0	0	0	0	0	0	0	0	0	0	0	34283	34283	0	34283	
	a	992	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22183	22183	0	22183	26
	b	992	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12100	12100	0	12100	20
BV				0	0	0	0	0	0	0	0	0	0	0	0	29137	0	0	29137	0	29137	
	aa	992	1	0	0	0	0	0	0	0	0	0	0	0	0	9000	0	0	9000	0	9000	33
	ab	992	1	0	0	0	0	0	0	0	0	0	0	0	0	20137	0	0	20137	0	20137	33
BX				22800	27	800	0	800	1600	0	0	0	0	0	1600	0	0	0	0	11	25200	
	a	1003	43	11400	13	400		400	800						800				0	5	12600	115
	b	1003	44	11400	13	400		400	800						800				0	5	12600	115
BY				17100	20	600	0	600	1200	0	0	0	0	0	1200	0	0	0	0	8	18900	

Site Info				Without-Action																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
	a	1040	46	8567	10	301		301	601						601				0	4	9469	105
	b	1040	47	8533	10	299		299	599						599				0	4	9431	105
BZ				13965	16	490	0	490	980	0	0	0	0	0	980	0	0	0	0	7	15435	
	a	949	7	6983	8	245		245	490						490				0	3	7718	105
	b	949	8	6983	8	245		245	490						490				0	3	7718	105

Site Info				With Action																											
					Residential Uses		CF Uses						Commercial Uses										Industrial Uses					Parking			
Site Number	Block	Lot		Proposed Zoning	Residential SF	Residentia	Medical Office	Other CF	CFSubIncAreaNP	CFSubIncAreaCC	School	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Office	ComSubIncArea	Total Com SF	Warehouse	Self-Storage	Industrial	IndSubIncArea	Total Industrial SF	Total Spaces	Total SF	Building Height
1					**152137**	**179**	**0**	**0**	**0**		**0**	**0**	**15806**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15806**	**0**	**0**	**0**		**0**	**54**	**167943**	
a	395	35	C4-4D*		12112	14						0	1258								1258					0	4	**13371**	135
b	395	36	C4-4D*		12112	14						0	1258								1258					0	4	**13371**	135
c	395	37	C4-4D*		75137	88						0	7806								7806					0	27	**82943**	135
e	395	30	C4-4D*		15400	18						0	1600								1600					0	5	**17000**	135
f	395	32	C4-4D*		12936	15						0	1344								1344					0	5	**14280**	135
g	395	33	C4-4D*		12320	14						0	1280								1280					0	4	**13600**	135
h	395	34	C4-4D*		12120	14						0	1259								1259					0	4	**13379**	135
2					172719	203	8972	0	**0**		**0**	8972	8972	0	0	0	0	0	0	0	8972	0	0	0		0	61	190664	
a	934	1	C4-4D*		15962	19	829					829	829								829					0	6	**17621**	165
b	934	2	C4-4D*		9340	11	485					485	485								485					0	3	**10311**	165
c	934	3	C4-4D*		12651	15	657					657	657								657					0	4	**13966**	165
d	934	4	C4-4D*		12651	15	657					657	657								657					0	4	**13966**	165
e	934	5	C4-4D*		12651	15	657					657	657								657					0	4	**13966**	165
f	934	6	C4-4D*		12651	15	657					657	657								657					0	4	**13966**	165
g	934	7	C4-4D*		37961	45	1972					1972	1972								1972					0	13	**41905**	165
h	934	10	C4-4D*		12651	15	657					657	657								657					0	4	**13966**	165
i	934	12	C4-4D*		30800	36	1600					1600	1600								1600					0	11	**34000**	165
j	934	74	C4-4D*		15400	18	800					800	800								800					0	5	**17000**	165
3					36000	42	0	0	**0**		**0**	0	6000	0	3000	0	0	0	1500	1500	9000	0	0	0		0	0	45000	
a	399	39	M1-4/R7X		7200	8	0					0	1200		600				300	300	1800						0	**9000**	85
b	399	41	M1-4/R7X		28800	34	0					0	4800		2400				1200	1200	7200						0	**36000**	85
4					21000	25	3000	0	**0**		**0**	3000	3000	0	0	0	0	0	0	0	3000	0	0	0		0	0	27000	
a	399	58	M1-4/R6A		7000	8	1000					1000	1000								1000					0	0	**9000**	75
b	399	59	M1-4/R6A		7000	8	1000					1000	1000								1000					0	0	**9000**	75
c	399	60	M1-4/R6A		7000	8	1000					1000	1000								1000					0	0	**9000**	75
5					45000	53	4500	0	**0**		**0**	4500	4500	0	0	0	0	0			4500	0	0	0		0	0	54000	
a	405	13	M1-4/R6A		7500	9	750					750	750								750					0	0	**9000**	75
b	405	14	M1-4/R6A		7500	9	750					750	750								750					0	0	**9000**	75
c	405	15	M1-4/R6A		7500	9	750					750	750								750					0	0	**9000**	75
d	405	16	M1-4/R6A		22500	26	2250					2250	2250								2250					0	0	**27000**	75
6					19800	23	0	0	**0**		**0**	0	0	0	0	0	0	0			0	0	0	0		0	0	19800	
a	405	63	M1-4/R6B		5500	6						0									0					0	0	**5500**	85
b	405	64	M1-4/R6B		5500	6						0									0					0	0	**5500**	85
c	405	12	M1-4/R6B		8800	10						0									0					0	0	**8800**	85
7					71850	85	22569	0	**0**		**0**	22569	3450	0	66506	0	0	0	64519	1988	69956	0	0	0		0	0	164375	
aa	405	27	M1-4/R6A		27000	32						0							0		0					0	0	**27000**	75
ac	405	27	M1-4/R7X		44850	53	1725		0			1725	3450		3975				1988	1988	7425					0	0	**54000**	75
ab	405	27	M1-4		0	0	20844					20844	0		62531				62531		62531					0	0	**83375**	75
8					5500	6	0	0	**0**		**0**	0	0	0	0	0	0	0			0	0	0	0		0	0	5500	
a	405	60	M1-4/R6B		5500	6						0									0					0	0	**5500**	45
9					19440	23	0	0	**0**		**0**	0	0	0	0	0	0	0			0	0	0	0		0	0	19440	
a	407	8	M1-4/R6A		9720	11						0									0					0	0	**9720**	85
b	407	9	M1-4/R6A		9720	11						0									0					0	0	**9720**	85
10					15120	18	0	0	**0**		**0**	0	4320	0	0	0	0	0			4320	0	0	0		0	0	19440	
a	407	12	M1-4/R6A		7560	9						0	2160								2160					0	0	**9720**	75
b	407	13	M1-4/R6A		7560	9						0	2160								2160					0	0	**9720**	75
11					5500	6	0	0	**0**		**0**	0	0	0	0	0	0	0			0	0	0	0		0	0	5500	
a	411	12	M1-4/R6A		5500	6						0									0					0	0	**5500**	55
12					192000	226	0	0	**0**		**0**	0	26000	0	13000	0	0	0	6500	6500	39000	0	0	0		0	68	231000	
a	412	1	M1-4/R7X		48000	56			0			0	8000		4000				2000	2000	12000					0	17	**60000**	120
ba	412	6	M1-4/R7X		48000	56			0			0	8000		4000				2000	2000	12000					0	17	**60000**	120
bb	412	6	M1-4/R6A		14400	17		0				0									0					0	5	**14400**	120
c	412	15	M1-4/R6A		21600	25						0									0					0	8	**21600**	120
d	412	51	M1-4/R7X		48000	56			0			0	8000		4000				2000	2000	12000					0	17	**60000**	120
e	412	50	M1-4/R7X		12000	14			0			0	2000		1000				500	500	3000					0	4	**15000**	120
13					89400	105	0	0	**0**		**0**	0	10400	0	5200	0	0	0	2600	2600	15600	0	0	0		0	0	105000	
a	412	18	M1-4/R6A		9000	11						0									0					0	0	**9000**	115
b	412	19	M1-4/R6A		9000	11						0									0					0	0	**9000**	115
c	412	20	M1-4/R6A		9000	11						0									0					0	0	**9000**	115
d	412	45	M1-4/R7X		28800	34			0			0	4800		2400				1200	1200	7200					0	0	**36000**	115
e	412	48	M1-4/R7X		33600	40			0			0	5600		2800				1400	1400	8400					0	0	**42000**	115
14					41800	49	0	0	**0**		**0**	0	7600	0	3800	0	54870	133	1900	1900	66270	0	0	0		0	0	108070	
a	413	1	M1-4/R7X		12540	15			0			0	2280		1140				570	570	3420					0	0	**15960**	95
b	413	2	M1-4/R7X		29260	34			0			0	5320		2660				1330	1330	7980					0	0	**37240**	95
c	413	7	M1-4/R7X			0			0			0					54870	133	0	0	54870					0	0	**54870**	145
15					264075	311	0	40000	**0**		**40000**	40000	9603	0	10203	0	0	0	5101	5101	19806	0	0	0		0	93	323880	
a	417	1	M1-4/R7-2		37743	44			0			0	1372		1458				729	729	2831					0	13	**40574**	210
b	417	10	M1-4/R7-2		82452	97		40000			40000	40000	2998		3186				1593	1593	6184					0	29	**128635**	210
c	417	14	M1-4/R7-2		34540	41			0			0	1256		1335				667	667	2591					0	12	**37131**	210
d	417	21	M1-4/R7-2		109340	129			0			0	3976		4225				2112	2112	8201					0	39	**117541**	210
16					0	0	12295	0	**0**		**0**	12295	9836	0	27049	0	0	0	27049		36885	0	0	0		0	0	49180	
a	420	19	M1-4			0	12295					12295	9836		27049				27049		36885					0	0	**49180**	95
17					82991	98	4311	0	**0**		**0**	4311	4311	0	0	0	0	0			4311	0	0	0		0	0	91613	
a	946	1	C4-4D*		8031	9	417					417	417								417					0	0	**8866**	145

Site Info				With Action																											
					Residential Uses		CF Uses						Commercial Uses										Industrial Uses					Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residentia	Medical Office	Other CF	CFSubIncAreaNP	CFSubIncAreaCC	School	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Office	ComSubIncArea	Total Com SF	Warehouse	Self-Storage	Industrial	IndSubIncArea	Total Industrial SF	Total Spaces	Total SF	Building Height
	b	946	3	C4-4D*	9533	11	495					495	495								495					0	0	**10523**	145
	c	946	4	C4-4D*	9533	11	495					495	495								495					0	0	**10523**	145
	d	946	5	C4-4D*	9533	11	495					495	495								495					0	0	**10523**	145
	e	946	6	C4-4D*	9533	11	495					495	495								495					0	0	**10523**	145
	f	946	7	C4-4D*	11997	14	623					623	623								623					0	0	**13243**	145
	g	946	84	C4-4D*	12389	15	644					644	644								644					0	0	**13677**	145
	h	946	85	C4-4D*	5467	6	284					284	284								284					0	0	**6035**	145
	i	946	101	C4-4D*	6976	8	362					362	362								362					0	0	**7701**	145
18					252000	296	0	0	**0**		**0**	0	15000	0	15000	0	0	0	7500	7500	30000	0	0	0		0	89	282000	
	a	424	1	M1-4/R7-2	199500	235			0			0	11875		11875				5938	5938	23750					0	70	**223250**	188
	b	424	20	M1-4/R7-2	52500	62			0			0	3125		3125				1563	1563	6250					0	19	**58750**	188
19					229242	270	0	0	**0**		**0**	0	28028	0	14014	0	0	0	7007	7007	42042	0	0	0		0	81	271284	
	aa	426	17	M1-4/R7X	168168	198			0			0	28028		14014				7007	7007	42042					0	59	**210210**	120
	ab	426	17	M1-4/R6A	12474	15						0									0					0	4	**12474**	120
	b	426	44	M1-4/R6A	18000	21						0									0					0	6	**18000**	120
	c	426	49	M1-4/R6A	30600	36						0									0					0	11	**30600**	120
20					192000	226	0	0	**0**		**0**	0	12000	0	12000	0	0	0	6000	6000	24000	0	0	0		0	68	216000	
	aa	426	1	M1-4/R7X	156000	184			0			0	12000		12000				6000	6000	24000					0	55	**180000**	120
	ab	426	1	M1-4/R6A	36000	42						0									0					0	13	**36000**	120
21					93922	110	0	0	**0**		**0**	0	15654	0	7827	0	0	0	3913	3913	23480	0	0	0		0	0	117402	
	a	427	1	M1-4/R7X	46958	55			0			0	7826		3913				1957	1957	11740					0	0	**58698**	100
	b	427	7	M1-4/R7X	37296	44			0			0	6216		3108				1554	1554	9324					0	0	**46620**	100
	c	427	10	M1-4/R7X	9667	11			0			0	1611		806				403	403	2417					0	0	**12084**	100
22					226004	266	0	7884	**7884**		**0**	7884	5256	0	7884	0	0	0	3942	3942	13140	0	0	7884	7884	7884	80	254911	
	a	431	12	M1-4/R7-2	38605	45		1347	1347			1347	898		1347				673	673	2245			1347	1347	1347	14	**43543**	195
	b	431	17	M1-4/R7-2	128140	151		4470	4470			4470	2980		4470				2235	2235	7450			4470	4470	4470	45	**144530**	195
	c	431	7	M1-4/R7-2	26660	31		930	930			930	620		930				465	465	1550			930	930	930	9	**30070**	195
	d	431	43	M1-4/R7-2	32598	38		1137	1137			1137	758		1137				569	569	1895			1137	1137	1137	12	**36768**	195
23					0	0	0	0	**0**		**0**	0	0	0	6000	0	0	0	6000		6000	0	0	0		0	0	6000	
	a	433	18	M1-4/R6A		0						0			6000				6000		6000					0	0	**6000**	75
24					126890	149	0	0	**0**		**0**	0	24440	0	0	0	0	0			24440	0	0	0		0	45	151330	
	aa	433	28	M1-4/R7A	102980	121						0	21680								21680					0	36	**124660**	75
	ab	433	28	M1-4/R6A	10800	13						0									0					0	4	**10800**	75
	b	433	46	M1-4/R7A	13110	15						0	2760								2760					0	5	**15870**	75
25					111355	131	0	0	**0**		**0**	0	23443	0	32996	0	0	0	32996		56439	0	0	0		0	0	167794	
	a	434	1	M1-4/R7A	80009	94						0	16844								16844					0	0	**96853**	80
	ba	434	12	M1-4/R7A	31346	37						0	6599								6599					0	0	**37945**	80
	bb	434	12	M1-4		0						0			32996				32996		32996					0	0	**32996**	80
26					0	0	0	0	**0**		**0**	0	7600	0	30400	0	0	0	30400		38000	0	0	0		0	0	38000	
	a	434	24	M1-4		0						0	7600		30400				30400		38000					0	0	**38000**	95
27					178600	210	0	0	**0**		**0**	0	5000	10200	0	0	0	0			15200	0	0	0		0	67	**193800**	
	a	434	35	C4-4D*	146300	172						0	5000	10200							15200					0	52	**161500**	155
28					393210	463	0	0	**0**		**0**	0	9252	0	46260	0	0	0	23130	23130	55512	0	0	0		0	139	448722	
	a	438	1	M1-4/R7-2	6375	8			0			0	150		750				375	375	900					0	2	**7275**	215
	b	438	2	M1-4/R7-2	6375	8			0			0	150		750				375	375	900					0	2	**7275**	215
	c	438	3	M1-4/R7-2	121125	143			0			0	2850		14250				7125	7125	17100					0	43	**138225**	215
	d	445	8	M1-4/R7-2	19125	23			0			0	450		2250				1125	1125	2700					0	7	**21825**	215
	e	445	11	M1-4/R7-2	125885	148			0			0	2962		14810				7405	7405	17772					0	44	**143657**	215
	f	445	20	M1-4/R7-2	37825	45			0			0	890		4450				2225	2225	5340					0	13	**43165**	215
	g	445	50	M1-4/R7-2	76500	90			0			0	1800		9000				4500	4500	10800					0	27	**87300**	215
29					423591	498	10207	10207	**10207**		**0**	20414	20736	0	30621	0	0	0	15311	15311	51357	0	0	10207	10207	10207	150	505568	
	a	439	1	M1-4/R7-2	423591	498	10207	10207	10207			20414	20736		30621				15311	15311	51357			10207	10207	10207	150	**505568**	200
30					169229	199	0	0	**0**		**0**	0	23164	0	0	0	0	0			23164	0	0	0		0	60	192393	
	a	440	1	M1-4/R6A	35840	42						0	10240								10240					0	13	**46080**	85
	ba	440	12	M1-4/R7A	61389	72						0	12924								12924					0	22	**74313**	85
	bb	440	12	M1-4/R6A	72000	85						0									0					0	25	**72000**	85
31					107928	127	0	0	**0**		**0**	0	18912	0	0	0	0	0			18912	0	0	0		0	0	126840	
	a	441	24	M1-4/R7A	72200	85						0	15200								15200					0	0	**87400**	105
	b	441	33	C4-4D*	17248	20						0	1792								1792					0	0	**19040**	105
	c	441	35	C4-4D*	18480	22						0	1920								1920					0	0	**20400**	105
32					27326	32	0	0	**0**		**0**	0	5753	0	0	0	0	0			5753	0	0	0		0	0	33079	
	a	441	16	M1-4/R7A	9747	11						0	2052								2052					0	0	**11799**	85
	b	441	18	M1-4/R7A	17579	21						0	3701								3701					0	0	**21280**	85
33					3360	4	0	0	**0**		**0**	0	1920	0	0	0	0	0			1920	0	0	0		0	0	5280	
	a	447	32	M1-4/R6B	3360	4						0	1920								1920					0	0	**5280**	45
34					11480	14	0	0	**0**		**0**	0	3280	0	0	0	0	0			3280	0	0	0		0	0	14760	
	a	447	1	M1-4/R6A	11480	14						0	3280								3280					0	0	**14760**	75
35					0	0	0	0	**0**		**0**	0	4000	0	11000	0	0	0	11000		15000	0	0	0		0	0	15000	
	a	448	25	M1-4		0						0	4000		11000				11000		15000					0	0	**15000**	60
36					157329	175	0	0	**0**		**0**	0	0	0	0	0	0	0			0	0	0	0		0	0	157329	
	a	451	25	R6A	157329	175						0									0					0	0	**157329**	85
37					284386	335	6538	0	**0**		**0**	6538	6538	0	22882	0	0	0	11441	11441	29419	0	0	0		0	100	320342	
	a	453	1	M1-4/R7-2	170316	200	3915		0			3915	3915		13704				6852	6852	17619					0	60	**191850**	210
	b	453	21	M1-4/R7-2	114070	134	2622		0			2622	2622		9178				4589	4589	11800					0	40	**128493**	210

Site Info				With Action																											
					Residential Uses		CF Uses						Commercial Uses										Industrial Uses					Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residentia	Medical Office	Other CF	CFSubIncAreaNP	CFSubIncAreaCC	School	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Office	ComSubIncArea	Total Com SF	Warehouse	Self-Storage	Industrial	IndSubIncArea	Total Industrial SF	Total Spaces	Total SF	Building Height
38					137478	162	0	0	**0**		**0**	0	11707	0	0	0	0	0			11707	0	0	0		0	49	149185	
	aa	456	1	C4-4D*	67483	79						0	7011								7011					0	24	**74494**	155
	ab	456	1	M1-4/R6B	16876	20						0									0					0	6	**16876**	155
	b	456	34	C4-4D*	45199	53						0	4696								4696					0	16	**49895**	155
	c	456	6	M1-4/R6B	7920	9						0									0					0	3	**7920**	155
39					274000	322	0	40000	**0**		**40000**	40000	24000	0	0	0	0	0			24000	0	0	0		0	102	338000	
	aa	969	1	C4-4D	231000	272		40000			40000	40000	24000								24000					0	82	**295000**	175
	ab	969	1	R6B	43000	51						0									0					0	20	**43000**	175
40					223270	263	0	13134	**13134**		**0**	13134	7880	0	13134	0	0	0	6567	6567	21014	0	0	0		0	79	257417	
	a	462	12	M1-4/R7-2	30141	35		1773	1773			1773	1064		1773				887	887	2837					0	11	**34751**	190
	b	462	14	M1-4/R7-2	193129	227		11361	11361			11361	6816		11361				5680	5680	18177					0	68	**222666**	190
41					647226	761	0	58780		**18780**	**40000**	58780	17805	9925	33160	0	0	0	16580	16580	60889	0	0	18780	18780	18780	228	785675	
	a	972	1	M1-4/R7-2	19635	23		693		693		693	693	0	1386				693	693	2079			693	693	693	7	**23100**	220
	ba	972	43	M1-4/R7-2	94201	111		3325		3325		3325	0	3325	6650				3325	3325	9974			3325	3325	3325	33	**110825**	220
	bb	972	43	M1-4/R7X	239800	282		44400		4400	40000	44400	6750	6600	4400				2200	2200	17750			4400	4400	4400	85	**306350**	220
	c	972	58	M1-4/R7-2	293590	345		10362		10362		10362	10362	0	20724				10362	10362	31086			10362	10362	10362	104	**345400**	220
42					0	0	0	0	**0**		**0**	0	0	0	104800	0	0	0	104800		104800	21200	0	0		21200	0	126000	
	a	465	27	M1-4		0						0			5400				5400		5400					0	0	**5400**	50
	b	465	28	M1-4		0						0			5400				5400		5400					0	0	**5400**	50
	c	465	29	M1-4		0						0			21600				21600		21600					0	0	**21600**	50
	d	465	33	M1-4		0						0			42400				42400	21200	42400					21200	0	**63600**	50
	e	465	46	M1-4		0						0			6000				6000		6000					0	0	**6000**	50
	f	465	47	M1-4		0						0			6000				6000		6000					0	0	**6000**	50
	g	465	48	M1-4		0						0			6000				6000		6000					0	0	**6000**	50
	h	465	49	M1-4		0						0			6000				6000		6000					0	0	**6000**	50
	i	465	50	M1-4		0						0			6000				6000		6000					0	0	**6000**	50
43					0	0	0	0	**0**		**0**	0	26632	0	73238	0	0	0	73238		99870	0	0	0		0	0	99870	
	a	466	17	M1-4		0						0	10792		29678				29678		40470					0	0	**40470**	115
	b	466	60	M1-4		0						0	15840		43560				43560		59400					0	0	**59400**	115
44					155400	183	0	5550	**5550**		**0**	5550	7400	0	11100	0	0	0	5550	5550	18500	0	0	5550		5550	55	185000	
	a	466	19	M1-4/R7-2	155400	183		5550	5550			5550	7400		11100				5550	5550	18500			5550	5550	5550	55	**185000**	205
45					14520	17	0	0	**0**		**0**	0	0	0	0	0	0	0			0	0	0	0		0	0	14520	
	a	468	59	M1-4/R6B	4840	6						0									0					0	0	**4840**	55
	b	468	60	M1-4/R6B	9680	11						0									0					0	0	**9680**	55
46					0	0	0	40000	**0**		**40000**	40000	36720	0	146880	0	0	0	146880		183600	0	0	0		0	0	223600	
	a	468	25	M1-4		0		40000			40000	40000	36720		146880				146880		183600					0	0	**223600**	135
47					808117	951	0	98366		**18366**	**80000**	98366	18366	0	55099	0	0	0	27549	27549	73465	0	0	18366	18366	18366	0	998315	
	a	471	1	M1-4/R7-2	808117	951		98366		18366	80000	98366	18366		55099				27549	27549	73465			18366	18366	18366	0	**998315**	280
	b	471	100	M1-4/R7-2		0			0			0							0	0	0					0	0	**0**	280
48					704820	829	16584	56584	**16584**		**40000**	73168	24876	0	16584	0	0	0	16584	0	41460	0	0	16584	16584	16584	249	836032	
	a	471	200	M1-4/R7-2	704820	829	16584	56584	16584		40000	73168	24876		16584				16584		41460			16584	16584	16584	249	**836032**	300
49					154000	181	0	0	**0**		**0**	0	16000	0	0	0	0	0			16000	0	0	0		0	54	170000	
	a	980	77	C4-4D*	154000	181						0	16000								16000					0	54	**170000**	175
50					0	0	0	0	**0**		**0**	0	10900	0	29975	0	0	0	29975		40875	0	0	0		0	0	40875	
	a	992	24	M1-4		0						0	2280		6270				6270		8550					0	0	**8550**	65
	b	992	26	M1-4		0						0	2280		6270				6270		8550					0	0	**8550**	65
	c	992	29	M1-4		0						0	6340		17435				17435		23775					0	0	**23775**	65
51					39625	47	0	0	**0**		**0**	0	1957	0	0	0	0	0			1957	0	0	0		0	0	41582	
	a	1028	7	C4-4D*	39625	47						0	1957								1957					0	0	**41582**	135
52					123200	145	0	0	**0**		**0**	0	12800	0	0	0	0	0			12800	0	0	0		0	43	136000	
	a	420	34	C4-4D*	19404	23						0	2016								2016					0	7	**21420**	145
	b	420	37	C4-4D*	103796	122						0	10784								10784					0	37	**114580**	145
53					15680	18	0	0	**0**		**0**	0	4480	0	0	0	0	0			4480	0	0	0		0	0	20160	
	a	433	1	M1-4/R6A	15680	18						0	4480								4480					0	0	**20160**	55
54					13860	16	0	0	**0**		**0**	0	1440	0	0	0	0	0			1440	0	0	0		0	0	15300	
	a	427	47	C4-4D*	13860	16						0	1440								1440					0	0	**15300**	105
55					12760	15	0	0	**0**		**0**	0	5653	0	0	0	0	0			5653	0	0	0		0	0	18412	
	a	440	35	M1-4/R6A	5734	7						0	1638								1638					0	0	**7373**	55
	b	440	36	M1-4/R6B	4925	6						0	2814								2814					0	0	**7740**	55
	c	440	38	M1-4/R6B	2100	2						0	1200								1200					0	0	**3300**	55
56					68112	80	0	0	**0**		**0**	0	0	0	0	0	0	0			0	0	0	0		0	0	68112	
	a	445	1	M1-4/R7-2	68112	80						0							0	0	0					0	0	**68112**	80
57					0	0	0	0	**0**		**0**	0	0	0	50832	0	0	0	50832		50832	0	0	0		0	0	50832	
	aa	405	51	M1-4		0						0			14803				14803		14803					0	0	**14803**	32
	ab	405	51	M1-4		0						0			36029				36029		36029					0	0	**36029**	85
58					36000	42	0	9000	**0**		**0**	9000	0	0	0	0	0	0			0	0	0	0		0	0	45000	
	a	399	6	M1-4	36000	42		9000				9000									0					0	0	**45000**	65
59					0	0	0	0	**0**		**0**	0	0	0	36297	0	0	0	36297		36297	0	0	0		0	0	36297	
	a	471	125	M1-4		0						0			36297				36297		36297					0	0	**36297**	60
60					62292	56	0	0	**0**		**0**	0	5000	0	0	0	0	0			5000	0	0	0		0	13	67292	
	a	407	26	C4-4D*	62292	56						0	5000								5000					0	13	**67292**	113

Site Info				With Action																											
					Residential Uses		CF Uses						Commercial Uses										Industrial Uses					Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residentia	Medical Office	Other CF	CFSubIncAreaNP	CFSubIncAreaCC	School	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Office	ComSubIncArea	Total Com SF	Warehouse	Self-Storage	Industrial	IndSubIncArea	Total Industrial SF	Total Spaces	Total SF	Building Height
61					56081	66	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0		0	0	56081	
	a	464	51	M1-4/R6A	56081	66						0							0		0					0	0	**56081**	55
62					28706	34	0	0	0		0	0	8202	0	0	0	0	0	0	0	8202	0	0	0	0	0	0	36907	110
	a	464	41	M1-4/R6A	16041	19						0	4583						0		4583					0	0	**20624**	55
	a	464	45	M1-4/R6A	12664	15						0	3618						0		3618					0	0	**16283**	55
63					140277	165	0	0	0	0	0	0	8749	0	0	0	0	0	0	0	8749	0	0	0	0	0	0	149026	
	aa	456	13	C4-4D*	15400	18						0	1600								1600					0	5	**17000**	175
	ab	456	13	M1-4/R6B	3514	4						0									0					0	1	**3514**	55
	b	456	17	M1-4/R6B	8516	10						0									0					0	3	**8516**	55
	c	456	23	C4-4D*	68807	81						0	7149								7149					0	24	**75956**	175
A					45977	54	0	0	0		0	0	4777	0	0	0	0	0			4777	0	0	0		0	0	50754	
	a	198	34	C4-4D*	15400	18						0	1600								1600					0	0	**17000**	145
	b	198	35	C4-4D*	15400	18						0	1600								1600					0	0	**17000**	145
	c	198	36	C4-4D*	5059	6						0	526								526					0	0	**5585**	145
	d	198	37	C4-4D*	5059	6						0	526								526					0	0	**5585**	145
	e	198	38	C4-4D*	5059	6						0	526								526					0	0	**5585**	145
B					47663	56	0	0	0		0	0	4952	0	0	0	0	0			4952	0	0	0		0	0	52615	
	a	932	2	C4-4D*	10395	12						0	1080								1080					0	0	**11475**	155
	b	932	3	C4-4D*	10395	12						0	1080								1080					0	0	**11475**	155
	c	932	4	C4-4D*	13437	16						0	1396								1396					0	0	**14833**	155
	d	932	5	C4-4D*	13437	16						0	1396								1396					0	0	**14833**	155
C					8960	11	0	0	0		0	0	2560	0	0	0	0	0			2560	0	0	0		0	0	11520	
	a	399	2	M1-4/R6A	8960	11						0	2560								2560					0	0	**11520**	75
D					32000	38	0	0	0		0	0	8000	0	0	0	0	0			8000	0	0	0		0	0	40000	
	a	399	47	M1-4/R6A	14000	16						0	4000								4000					0	0	**18000**	75
	b	399	49	M1-4/R6A	18000	21						0	4000								4000					0	0	**22000**	75
E					36000	42	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	36000	
	a	399	51	M1-4/R6A	18000	21						0									0					0	0	**18000**	75
	b	399	53	M1-4/R6A	18000	21						0									0					0	0	**18000**	75
F					21000	25	0	0	0		0	0	6000	0	0	0	0	0			6000	0	0	0		0	0	27000	
	a	399	55	M1-4/R6A	21000	25						0	6000								6000					0	0	**27000**	75
G					16200	19	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	16200	
	a	399	62	M1-4/R6A	16200	19						0									0					0	0	**16200**	65
H					21000	25	0	0	0		0	0	6000	0	0	0	0	0			6000	0	0	0		0	0	27000	
	a	405	24	M1-4/R6A	21000	25						0	6000								6000					0	0	**27000**	75
J					188000	221	0	0	0		0	0	16000	0	12000	0	0	0	6000	6000	28000	0	0	0		0	66	216000	
	a	406	25	M1-4/R7X	28000	33			0			0			2000				1000	1000	2000					0	10	**30000**	105
	b	406	27	M1-4/R7X	28000	33			0			0			2000				1000	1000	2000					0	10	**30000**	105
	c	406	50	M1-4/R7X	12528	15			0			0	2088		1044				522	522	3132					0	4	**15660**	105
	d	406	52	M1-4/R7X	83472	98			0			0	13912		6956				3478	3478	20868					0	29	**104340**	105
	e	406	69	M1-4/R6A	18000	21						0									0					0	6	**18000**	105
	f	406	71	M1-4/R6A	18000	21						0									0					0	6	**18000**	105
K					70000	82	0	0	0		0	0	0	0	5000	0	0	0	2500	2500	5000	0	0	0		0	0	75000	
	a	406	18	M1-4/R7X	70000	82			0			0			5000				2500	2500	5000					0	0	**75000**	135
L					0	0	0	0	0		0	0	0	0	131959	0	0	0	131959		131959	48161	0	0		48161	0	180120	
	a	407	41	M1-4/R6A	0	0						0			60656				60656		60656	23464				23464	0	**84120**	95
	a	407	41	M1-4	0	0						0			71303				71303		71303	24697				24697	0	**96000**	95
M					56640	67	0	0	0		0	0	9440	0	4720	0	0	0	2360	2360	14160	0	0	0		0	0	70800	
	a	407	1	M1-4/R7X	56640	67			0			0	9440		4720				2360	2360	14160					0	0	**70800**	85
N					0	0	0	0	0		0	0	0	0	96000	0	0	0	48000	48000	96000	0	0	0		0	0	96000	
	aa	407	52	M1-4 & M1-4/R7X	0	0			0			0			26000				13000	13000	26000					0	0	**26000**	105
	ab	407	52	M1-4 & M1-4/R7X	0	0						0			70000				35000	35000	70000					0	0	**70000**	105
O					28000	33	0	0	0		0	0	8000	0	0	0	0	0			8000	0	0	0		0	0	36000	
	a	411	1	M1-4/R6A	7000	8						0	2000								2000					0	0	**9000**	45
	b	411	2	M1-4/R6A	7000	8						0	2000								2000					0	0	**9000**	45
	c	411	3	M1-4/R6A	14000	16						0	4000								4000					0	0	**18000**	45
P					28000	33	0	0	0		0	0	0	0	0	0	0	0			0	0	0	8000		8000	0	36000	
	a	411	58	M1-4/R6A	14000	16						0									0			4000		4000	0	**18000**	55
	b	411	60	M1-4/R6A	14000	16						0									0			4000		4000	0	**18000**	55
Q					49000	58	0	0	0		0	0	14000	0	0	0	0	0			14000	0	0	0		0	0	63000	
	a	412	21	M1-4/R6A	49000	58						0	14000								14000					0	0	**63000**	75
R					103659	122	0	7035	7035		0	7035	24693	0	23567	0	0	0	11784	11784	48260	0	0	0		0	0	158954	
	a	412	29	M1-4/R7X	103659	122		7035	7035			7035	24693		23567				11784	11784	48260					0	0	**158954**	145
S					0	0	10000	0	0		0	10000	8000	0	22000	0	0	0	22000		30000	0	0	0		0	0	40000	
	a	413	21	M1-4		0	10000					10000	8000		22000				22000		30000					0	0	**40000**	75
T					0	0	12000	0	0		0	12000	9600	0	26400	0	0	0	26400		36000	0	0	0		0	0	48000	
	a	413	58	M1-4		0	12000					12000	9600		26400				26400		36000					0	0	**48000**	75
U				0	206440	243	0	0	0		0	0	15880	0	15880	0	0	0	7940	7940	31760	0	0	0		0	73	238200	
	a	420	1	M1-4/R7X	206440	243			0			0	15880		15880				7940	7940	31760					0	73	**238200**	100
V					46348	55	0	4570	4570		0	4570	11122	0	83368	0	0	0	83368	0	94490	0	0	0		0	0	145408	

Site Info				With Action																												
					Residential Uses		CF Uses						Commercial Uses									Industrial Uses						Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residentia	Medical Office	Other CF	CFSubIncAreaNP	CFSubIncAreaCC	School	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Office	ComSubIncArea	Total Com SF	Warehouse	Self-Storage	Industrial	IndSubIncArea	Total Industrial SF	Total Spaces	Total SF	Building Height
	a	980	19	M1-4/R7X	46348	55		4570	4570			4570	11122		83368				83368		94490					0	0	**145408**	145
W					277920	327	0	15525	15525		0	15525	10350	0	50000	0	0	0	25000	25000	60350	0	0	0		0	98	353795	
	a	425	1	M1-4/R7-2	186300	219		15525	15525			15525	10350		50000				25000	25000	60350					0	66	**262175**	205
	b	432	15	M1-4/R7-2	91620	108			0			0							0	0	0					0	32	**91620**	205
X					49182	58	0	0	0		0	0	11306	0	7133	0	0	0	5564	1569	18439	0	0	0		0	0	67621	
	a	426	36	M1-4/R7X	40651	48			0			0	6775						0	0	6775					0	0	**47426**	110
	ba	426	41	M1-4/R6A	2531	3						0	2537		3994				3994		6532					0	0	**9063**	110
	bb	426	41	M1-4/R7X	6000	7			0			0	1994		3139				1569	1569	5132					0	0	**11132**	110
Y					0	0	0	0	0		0	0	8800	0	35200	0	0	0	35200		44000	0	0	0		0	0	44000	
	a	427	12	M1-4		0						0	4800		19200				19200		24000					0	0	**24000**	75
	b	427	15	M1-4		0						0	4000		16000				16000		20000					0	0	**20000**	75
Z					59490	70	0	0	0		0	0	6181	0	0	0	0	0			6181	0	0	0		0	0	65671	
	a	427	37	C4-4D*	18711	22						0	1944								1944					0	0	**20655**	115
	b	427	38	C4-4D*	18141	21						0	1885								1885					0	0	**20026**	115
	c	427	40	C4-4D*	22638	27						0	2352								2352					0	0	**24990**	115
AA					0	0	0	0	0		0	0	12400	0	49600	0	0	0	49600		62000	0	0	0		0	0	62000	
	a	427	21	M1-4		0						0	12400		49600				49600		62000					0	0	**62000**	75
AB					0	0	16500	0	0		0	16500	13200	0	36300	0	0	0	36300		49500	0	0	0		0	0	66000	
	a	427	31	M1-4		0	16500					16500	13200		36300				36300		49500					0	0	**66000**	80
AC					46778	55	0	0	0		0	0	4860	0	0	0	0	0			4860	0	0	0		0	0	51638	
	a	427	42	C4-4D*	46778	55						0	4860								4860					0	0	**51638**	155
AD					0	0	16000	0	0		0	16000	12800	0	35200	0	0	0	35200		48000	0	0	0		0	0	64000	
	a	427	52	M1-4		0	16000					16000	12800		35200				35200		48000					0	0	**64000**	75
AE					10620	12	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	10620	
	a	431	2	M1-4/R7-2	10620	12			0			0							0	0	0					0	0	**10620**	60
AF					45200	53	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	45200	
	a	432	25	M1-4/R7-2	45200	53			0			0							0	0	0					0	0	**45200**	47
AG					25881	30	0	3242	3242		0	3242	0	0	0	0	0	0			0	0	0	0		0	0	29123	
	a	432	7501	M1-4/R7-2	25881	30		3242	3242			3242							0	0	0					0	0	**29123**	46
AH					30784	36	0	0	0		0	0	3776	0	0	0	0	0			3776	0	0	0		0	0	34560	
	a	433	8	M1-4/R6A	4480	5						0	1280								1280					0	0	**5760**	65
	b	433	9	M1-4/R6A	4368	5						0	1248								1248					0	0	**5616**	65
	c	433	10	M1-4/R6A	4368	5						0	1248								1248					0	0	**5616**	65
	d	433	12	M1-4/R6A	8568	10						0									0					0	0	**8568**	65
	e	433	13	M1-4/R6A	9000	11						0									0					0	0	**9000**	65
AI					39609	47	0	0	0		0	0	22634	0	0	0	0	0			22634	0	0	0		0	0	62242	
	a	453	26	M1-4/R6B	39609	47						0	22634								22634					0	0	**62242**	55
AJ					23040	27	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	23040	
	a	433	14	M1-4/R6A	23040	27						0									0					0	0	**23040**	75
AK					11572	14	0	0	0		0	0	0	0	0	0	0	0			0	0	0	3306		3306	0	14879	
	a	433	21	M1-4/R6A	11572	14						0									0			3306		3306	0	**14879**	65
AL					0	0	0	0	0		0	0	0	0	20817	0	39780	115	20817		60597	0	0	0		0	0	60597	
	aa	434	16	M1-4		0						0					39780	115			39780					0	0	**39780**	85
	ab	434	16	M1-4/R7A		0						0			20817				20817		20817					0	0	**20817**	85
AM					13539	16	0	0	0		0	0	2850	0	0	0	0	0			2850	0	0	0		0	0	16390	
	a	434	52	M1-4/R7A	13539	16						0	2850								2850					0	0	**16390**	95
AN					10108	12	0	0	0		0	0	2128	0	0	0	0	0			2128	0	0	0		0	0	12236	
	a	434	55	M1-4/R7A	10108	12						0	2128								2128					0	0	**12236**	95
AO					112860	133	0	0	0		0	0	5700	0	21945	0	0	0	10973	10973	27645	0	0	0		0	40	140505	
	a	438	7	M1-4/R7-2	112860	133			0			0	5700		21945				10973	10973	27645					0	40	**140505**	200
AP					0	0	0	0	0		0	0	0	0	9250	0	0	0	9250		9250	0	0	0		0	0	9250	
	a	453	31	M1-4/R6B		0						0			9250				9250		9250					0	0	**9250**	40
AQ					61611	72	0	0	0		0	0	8676	0	0	0	0	0			8676	0	0	0		0	0	70287	
	aa	440	21	M1-4/R6A	7200	8						0									0					0	0	**7200**	85
	ab	440	21	M1-4/R7A	13851	16						0	2916								2916					0	0	**16767**	85
	b	440	23	M1-4/R7A	6840	8						0	1440								1440					0	0	**8280**	85
	c	440	24	M1-4/R7A	6840	8						0	1440								1440					0	0	**8280**	85
	d	440	25	M1-4/R7A	6840	8						0	1440								1440					0	0	**8280**	85
	e	440	26	M1-4/R7A	6840	8						0	1440								1440					0	0	**8280**	85
	f	440	47	M1-4/R6B	4400	5						0									0					0	0	**4400**	85
	g	440	48	M1-4/R6B	8800	10						0									0					0	0	**8800**	85
AR					32368	38	0	0	0		0	0	6814	0	0	0	0	0			6814	0	0	0		0	0	39183	
	a	441	21	M1-4/R7A	32368	38						0	6814								6814					0	0	**39183**	85
AS					0	0	0	0	0		0	0	16410	0	45126	0	0	0	45126		61536	0	0	0		0	0	61536	
	a	441	50	M1-4		0						0	3958		10886				10886		14844					0	0	**14844**	65
	b	441	53	M1-4		0						0	12451		34241				34241		46692					0	0	**46692**	65
AT					6272	7	0	0	0		0	0	1792	0	0	0	0	0			1792	0	0	0		0	0	8064	
	a	441	4	M1-4/R6A	6272	7						0	1792								1792					0	0	**8064**	75
AU					7182	8	0	0	0		0	0	2052	0	0	0	0	0			2052	0	0	0		0	0	9234	

Site Info				With Action																												
					Residential Uses		CF Uses							Commercial Uses										Industrial Uses					Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residentia	Medical Office	Other CF	CFSubIncAreaNP	CFSubIncAreaCC	School	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Office	ComSubIncArea	Total Com SF	Warehouse	Self-Storage	Industrial	IndSubIncArea	Total Industrial SF	Total Spaces	Total SF	Building Height
	a	441	11	M1-4/R6A	7182	8						0	2052								2052					0	0	**9234**	75
AV					7182	8	0	0	0		0	0	2052	0	0	0	0	0			2052							9234	
	a	441	14	M1-4/R6A	7182	8						0	2052								2052					0	0	**9234**	75
AY					47600	56	0	0	0		0	0	13600	0	0	0	0	0			13600	0	0	0		0	0	61200	
	a	447	3	M1-4/R6A	7000	8						0	2000								2000					0	0	**9000**	65
	b	447	4	M1-4/R6A	16800	20						0	4800								4800					0	0	**21600**	65
	c	447	7	M1-4/R6A	23800	28						0	6800								6800					0	0	**30600**	65
AZ					8800	10	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	8800	
	a	447	13	M1-4/R6B	8800	10						0									0					0	0	**8800**	45
BA					0	0	0	0	0		0	0	4000	0	0	0	0	0			4000	0	0	0		0	0	4000	
	a	447	22	M1-4/R6B		0						0	4000								4000					0	0	**4000**	15
BB					8960	11	0	0	0		0	0	5120	0	0	0	0	0			5120	0	0	0		0	0	14080	
	a	447	50	M1-4/R6B	8960	11						0	5120								5120					0	0	**14080**	45
BC					11139	13	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	11139	
	a	448	12	M1-4/R6B	11139	13						0									0					0	0	**11139**	55
BE					30800	36	0	0	0		0	0	3200	0	0	0	0	0			3200	0	0	0		0	0	34000	
	a	448	34	C4-4D*	30800	36						0	3200								3200					0	0	**34000**	105
BF					5500	6	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	5500	
	a	448	31	M1-4/R6B	5500	6						0									0					0	0	**5500**	45
BG				0	10560	12	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0		0	0	10560	
	a	448	52	M1-4/R6B	5500	6						0									0					0	0	**5500**	45
	b	448	53	M1-4/R6B	5060	6						0									0					0	0	**5060**	45
BH					18720	22	0	0	0		0	0	3200	0	0	0	0	0			3200	0	0	0		0	0	21920	
	a	958	2	C4-4D*	18720	22						0	3200								3200					0	0	**21920**	105
BI					0	0	0	0	0		0	0	0	0	9854	0	0	0	9854		9854	0	0	9854		9854	0	19708	
	a	453	36	M1-4/R6B		0						0			9854				9854		9854			9854		9854	0	**19708**	30
BJ					133195	157	0	0	0		0	0	12000	0	6000	0	0	0	3000	3000	18000	0	0	0		0	47	151195	
	aa	453	54	M1-4/R7X	72000	85			0			0	12000		6000				3000	3000	18000					0	25	**90000**	85
	ab	453	54	M1-4/R6B	61195	72						0									0					0	22	**61195**	85
BK					8501	10	0	0	0		0	0	4320	0	0	0	0	0			4320	0	0	0		0	0	12821	
	a	454	24	M1-4/R6B	2520	3						0	1440								1440					0	0	**3960**	45
	b	454	25	M1-4/R6B	5040	6						0	2880								2880					0	0	**7920**	45
	c	454	27	M1-4/R6B	941	1						0									0					0	0	**941**	45
BL					14648	17	0	0	0		0	0	0	0	0	0	0	0			0	0	0	8280		8280	0	22928	
	a	454	33	M1-4/R6B	9352	11						0									0			6680		6680	0	**16032**	55
	b	454	31	M1-4/R6B	5296	6						0									0			1600		1600	0	**6896**	55
BN					194400	229	4050	4050	4050		0	8100	32400	0	8100	0	0	0	4050	4050	40500	0	0	0		0	69	243000	
	a	967	24	M1-4/R7X	194400	229	4050	4050	4050			8100	32400		8100				4050	4050	40500					0	69	**243000**	140
BO					103411	122	0	0	0		0	0	4977	0	4148	0	0	0	4148	0	9125	0	0	3871	3871	3871	0	116407	
	a	462	6	M1-4/R7-2	34315	40						0	1652		1376				1376		3028			1285	1285	1285	0	**38627**	85
	b	462	8	M1-4/R7-2	7480	9						0	360		300				300		660			280	280	280	0	**8420**	85
	c	462	9	M1-4/R7-2	22066	26						0	1062		885				885		1947			826	826	826	0	**24839**	85
	d	462	42	M1-4/R7-2	13464	16						0	648		540				540		1188			504	504	504	0	**15156**	85
	e	462	44	M1-4/R7-2	20196	24						0	972		810				810		1782			756	756	756	0	**22734**	85
	f	462	50	M1-4/R7-2	5891	7						0	284		236				236		520			221	221	221	0	**6631**	85
BP					0	0	0	0	0		0	0	0	0	46734	0	0	0	46734		46734	0	0	0		0	0	46734	
	a	464	51	M1-4		0						0			46734				46734		46734					0	0	**46734**	65
BQ					0	0	0	0	0		0	0	0	0	61200	0	0	0	61200		61200	0	0	0		0	0	61200	
	a	465	1	M1-4		0						0			51960				51960		51960					0	0	**51960**	80
	b	465	10	M1-4		0						0			9240				9240		9240					0	0	**9240**	80
BR					8820	10	0	0	0		0	0	5040	0	0	0	0	0			5040	0	0	0		0	0	13860	
	a	468	3	M1-4/R6B	8820	10						0	5040								5040					0	0	**13860**	55
BS					0	0	0	0	0		0	0	0	0	53931	0	0	0	53931		53931	0	0	0		0	0	53931	
	a	471	116	M1-4		0						0			53931				53931		53931					0	0	**53931**	80
BT				0	195580	230	9525	0	0		0	9525	0	59145	0	0	0	0			59145	0	0	0		0	69	264250	
	aa	980	23	C4-4D*	123200	145						0		12800							12800					0	43	**136000**	175
	ab	980	23	M1-4		0	0					0		38825							38825					0	0	**38825**	175
	ba	980	49	C4-4D*	72380	85						0		7520							7520					0	26	**79900**	175
	bb	980	49	M1-4		0	9525					9525	0								0					0	0	**9525**	175
BU					0	0	0	0	0		0	0	0	0	73983	0	0	0	73983		73983	0	0	0		0	0	73983	
	a	992	5	M1-4		0						0			47073				47073		47073					0	0	**47073**	80
	b	992	7	M1-4		0						0			26910				26910		26910					0	0	**26910**	80
BV					57365	67	0	0	0		0	0	0	0	30000	0	0	0	30000		30000	10000	0	0		10000	0	97365	
	aa	992	1	M1-4		0						0			30000				30000		30000	10000				10000	0	**40000**	65
	ab	992	1	M1-4/R6B	57365	67						0									0					0	0	**57365**	65
BX					30800	36	0	0	0		0	0	3200	0	0	0	0	0			3200	0	0	0		0	0	34000	
	a	1003	43	C4-4D*	15400	18						0	1600								1600					0	0	**17000**	165
	b	1003	44	C4-4D*	15400	18						0	1600								1600					0	0	**17000**	165
BY					17400	20	0	0	0		0	0	2400	0	0	0	0	0			2400	0	0	0		0	0	19800	

Site Info				With Action																										
					Residential Uses		CF Uses						Commercial Uses									Industrial Uses						Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residentia	Medical Office	Other CF	CFSubIncAreaNP	CFSubIncAreaCC	School	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Office	ComSubIncArea	Total Com SF	Warehouse	Self-Storage	Industrial	IndSubIncArea	Total Industrial SF	Total Spaces	Total SF	Building Height
	a	1040	46	C4-4D*	8717	10						0	1202								1202					0	0	**9920**	105
	b	1040	47	C4-4D*	8683	10						0	1198								1198					0	0	**9880**	105
BZ					12250	14	0	0	0		0	0	1960	0	0	0	0	0			1960	0	0	0		0	0	14210	
	a	949	7	C4-4D*	6125	7						0	980								980					0	0	**7105**	105
	b	949	8	C4-4D*	6125	7						0	980								980					0	0	**7105**	105

Site Info			Increment																		
			Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Parking	
Site Number	Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
1			**39516**	**46**	**-3952**	**0**	**-3952**	**7903**	**0**	**0**	**0**	**0**	**0**	**7903**	**0**	**0**	**0**	**0**	**1**	**43468**
a	395	35	3146	4	-315	0	-315	629	0	0	0	0		629	0	0	0	0	0	3461
b	395	36	3146	4	-315	0	-315	629	0	0	0	0		629	0	0	0	0	0	3461
c	395	37	19516	23	-1952	0	-1952	3903	0	0	0	0		3903	0	0	0	0	0	21468
e	395	30	4000	5	-400	0	-400	800	0	0	0	0		800	0	0	0	0	0	4400
f	395	32	3360	4	-336	0	-336	672	0	0	0	0		672	0	0	0	0	0	3696
g	395	33	3200	4	-320	0	-320	640	0	0	0	0		640	0	0	0	0	0	3520
h	395	34	3148	4	-315	0	-315	630	0	0	0	0		630	0	0	0	0	0	3463
2			44862	53	4486	0	4486	0	0	0	0	0	0	0	0	0	0	0	1	49348
a	934	1	4146	5	415	0	415	0	0	0	0	0	0	0	0	0	0	0	0	4561
b	934	2	2426	3	243	0	243	0	0	0	0	0	0	0	0	0	0	0	0	2669
c	934	3	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
d	934	4	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
e	934	5	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
f	934	6	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
g	934	7	9860	12	986	0	986	0	0	0	0	0	0	0	0	0	0	0	0	10846
h	934	10	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
i	934	12	8000	9	800	0	800	0	0	0	0	0	0	0	0	0	0	0	0	8800
j	934	74	4000	5	400	0	400	0	0	0	0	0	0	0	0	0	0	0	0	4400
3			19500	23	0	0	0	6000	0	3000	0	0	0	9000	0	0	0	0	-10	28500
a	399	39	3900	5	0	0	0	1200	0	600	0	0		1800	0	0	0	0	-2	5700
b	399	41	15600	18	0	0	0	4800	0	2400	0	0		7200	0	0	0	0	-8	22800
4			19700	24	3000	0	3000	3000	0	0	-1500	0	0	1500	0	0	0	0	0	24200
a	399	58	5700	7	1000	0	1000	1000	0	0	0	0		1000	0	0	0	0	0	7700
b	399	59	7000	8	1000	0	1000	1000	0	0	-750	0		250	0	0	0	0	0	8250
c	399	60	7000	8	1000	0	1000	1000	0	0	-750	0		250	0	0	0	0	0	8250
5			43676	50	4500	0	4500	4500	0	0	0	0	0	4500	0	0	-5576	-5576	0	47100
a	405	13	6976	7	750	0	750	750	0	0	0	0		750	0	0	-988	-988	0	7488
b	405	14	6700	8	750	0	750	750	0	0	0	0		750	0	0	-2088	-2088	0	6112
c	405	15	7500	9	750	0	750	750	0	0	0	0		750	0	0	-2500	-2500	0	6500
d	405	16	22500	26	2250	0	2250	2250	0	0	0	0		2250	0	0	0	0	0	27000
6			19800	23	0	0	0	0	0	0	0	0	0	0	0	0	-3900	-3900	0	15900
a	405	63	5500	6	0	0	0	0	0	0	0	0		0	0	0	0	0	0	5500
b	405	64	5500	6	0	0	0	0	0	0	0	0		0	0	0	0	0	0	5500
c	405	12	8800	10	0	0	0	0	0	0	0	0		0	0	0	-3900	-3900	0	4900
7			71850	85	1725	0	1725	-12675	0	3975	0	0	0	-8700	0	0	0	0	0	64875
aa	405	27	27000	32	0	0	0	-7500	0	0	0	0		-7500	0	0	0	0	0	19500
ac	405	27	44850	53	1725	0	1725	-5175	0	3975	0	0		-1200	0	0	0	0	0	45375
ab	405	27	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
8			5500	6	0	0	0	-1953	0	-2527	0	0	0	-4480	0	0	0	0	0	1020
a	405	60	5500	6	0	0	0	-1953	0	-2527	0	0		-4480	0	0	0	0	0	1020
9			19440	23	0	0	0	-4433	0	0	0	0	0	-4433	0	0	0	0	0	15007
a	407	8	9720	11	0	0	0	-2217	0	0	0	0		-2217	0	0	0	0	0	7504
b	407	9	9720	11	0	0	0	-2217	0	0	0	0		-2217	0	0	0	0	0	7504
10			15120	18	0	0	0	4320	0	-4433	0	0	0	-113	0	0	0	0	0	15007
a	407	12	7560	9	0	0	0	2160	0	-2217	0	0		-57	0	0	0	0	0	7504
b	407	13	7560	9	0	0	0	2160	0	-2217	0	0		-57	0	0	0	0	0	7504
11			5500	6	-2527	0	-2527	-1953	0	0	0	0	0	-1953	0	0	0	0	0	1020
a	411	12	5500	6	-2527	0	-2527	-1953	0	0	0	0		-1953	0	0	0	0	0	1020
12			192000	226	0	0	0	26000	-12000	3000	0	0	0	17000	0	0	0	0	68	206500
a	412	1	48000	56	0	0	0	8000	0	-6000	0	0		2000	0	0	0	0	17	50000
ba	412	6	48000	56	0	0	0	8000	-10000	4000	0	0		2000	0	0	0	0	17	50000
bb	412	6	14400	17	0	0	0	0	-2000	0	0	0		-2000	0	0	0	0	5	12400
c	412	15	21600	25	0	0	0	0	0	0	0	0		0	0	0	0	0	8	21600
d	412	51	48000	56	0	0	0	8000	0	4000	0	0		12000	0	0	0	0	17	60000
e	412	50	12000	14	0	0	0	2000	0	1000	0	0		3000	0	0	0	0	4	12500
13			89400	105	0	0	0	-4100	0	5200	0	0	0	1100	-13050	0	0	-13050	0	77450
a	412	18	9000	11	0	0	0	0	0	0	0	0		0	-4750	0	0	-4750	0	4250
b	412	19	9000	11	0	0	0	0	0	0	0	0		0	-5000	0	0	-5000	0	4000
c	412	20	9000	11	0	0	0	-5000	0	0	0	0		-5000	0	0	0	0	0	4000
d	412	45	28800	34	0	0	0	4800	0	2400	0	0		7200	-3300	0	0	-3300	0	32700
e	412	48	33600	40	0	0	0	-3900	0	2800	0	0		-1100	0	0	0	0	0	32500
14			41800	49	0	0	0	7600	0	3800	0	0	0	11400	0	0	0	0	-31	53200
a	413	1	12540	15	0	0	0	2280	0	1140	0	0		3420	0	0	0	0	0	15960
b	413	2	29260	34	0	0	0	5320	0	2660	0	0		7980	0	0	0	0	0	37240
c	413	7	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	-31	0
15			264075	311	0	40000	40000	9603	0	10203	0	0	0	19806	-22834	0	-25700	-48534	93	275346
a	417	1	37743	44	0	0	0	1372	0	1458	0	0		2831	0	0	0	0	13	40574
b	417	10	82452	97	0	40000	40000	2998	0	3186	0	0		6184	-22834	0	0	-22834	29	105801
c	417	14	34540	41	0	0	0	1256	0	1335	0	0		2591	0	0	-7850	-7850	12	29281
d	417	21	109340	129	0	0	0	3976	0	4225	0	0		8201	0	0	-17850	-17850	39	99691
16			0	0	12295	0	12295	9836	0	22544	-12000	0	0	20380	0	0	0	0	0	32675
a	420	19	0	0	12295	0	12295	9836	0	22544	-12000	0		20380	0	0	0	0	0	32675
17			21556	25	2156	0	2156	0	0	0	0	0	0	0	0	0	0	0	-29	23712
a	946	1	2086	2	209	0	209	0	0	0	0	0		0	0	0	0	0	-3	2295

Site Info				Increment																		
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Parking	
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
	b	946	3	2476	3	248	0	248	0	0	0	0	0		0	0	0	0	0	-3	2724
	c	946	4	2476	3	248	0	248	0	0	0	0	0		0	0	0	0	0	-3	2724
	d	946	5	2476	3	248	0	248	0	0	0	0	0		0	0	0	0	0	-3	2724
	e	946	6	2476	3	248	0	248	0	0	0	0	0		0	0	0	0	0	-3	2724
	f	946	7	3116	4	312	0	312	0	0	0	0	0		0	0	0	0	0	-4	3428
	g	946	84	3218	4	322	0	322	0	0	0	0	0		0	0	0	0	0	-4	3540
	h	946	85	1420	2	142	0	142	0	0	0	0	0		0	0	0	0	0	-2	1562
	i	946	101	1812	2	181	0	181	0	0	0	0	0		0	0	0	0	0	-2	1993
18				252000	296	0	0	0	15000	0	15000	0	0	0	30000	0	0	0	0	89	270900
	a	424	1	199500	235	0	0	0	11875	0	11875	0	0		23750	0	0	0	0	70	212150
	b	424	20	52500	62	0	0	0	3125	0	3125	0	0		6250	0	0	0	0	19	58750
19				229242	270	0	0	0	28028	0	13014	-11000	0	0	30042	0	0	0	0	81	259284
	aa	426	17	168168	198	0	0	0	28028	0	13014	-6000	0		35042	0	0	0	0	59	203210
	ab	426	17	12474	15	0	0	0	0	0	0	0	0		0	0	0	0	0	4	12474
	b	426	44	18000	21	0	0	0	0	0	0	-5000	0		-5000	0	0	0	0	6	13000
	c	426	49	30600	36	0	0	0	0	0	0	0	0		0	0	0	0	0	11	30600
20				192000	226	-20525	-20525	-41050	12000	0	12000	0	0	0	24000	0	0	0	0	68	174950
	aa	426	1	156000	184	-15525	-15525	-31050	12000	0	12000	0	0		24000	0	0	0	0	55	148950
	ab	426	1	36000	42	-5000	-5000	-10000	0	0	0	0	0		0	0	0	0	0	13	26000
21				93922	110	0	0	0	7884	0	-8043	0	0	0	-160	0	0	-10114	-10114	-52	83648
	a	427	1	46958	55	0	0	0	7826	0	-4187	0	0		3640	0	0	-8100	-8100	0	42498
	b	427	7	37296	44	0	0	0	-1554	0	-4662	0	0		-6216	0	0	0	0	-52	31080
	c	427	10	9667	11	0	0	0	1611	0	806	0	0		2417	0	0	-2014	-2014	0	10070
22				226004	266	0	7884	7884	5256	0	-8675	0	0	0	-3419	0	-59600	1684	-57916	50	172552
	a	431	12	38605	45	0	1347	1347	898	0	-7631	0	0		-6734	0	0	1347	1347	14	34565
	b	431	17	128140	151	0	4470	4470	2980	0	4470	0	0		7450	0	-59600	4470	-55130	15	84930
	c	431	7	26660	31	0	930	930	620	0	930	0	0		1550	0	0	-5270	-5270	9	23870
	d	431	43	32598	38	0	1137	1137	758	0	-6444	0	0		-5686	0	0	1137	1137	12	29187
23				0	0	0	0	0	0	0	6000	0	0	0	6000	0	0	0	0	0	6000
	a	433	18	0	0	0	0	0	0	0	6000	0	0		6000	0	0	0	0	0	6000
24				126890	149	0	0	0	24440	0	0	0	0	0	24440	-33520	0	0	-33520	45	117810
	aa	433	28	102980	121	0	0	0	21680	0	0	0	0		21680	-27100	0	0	-27100	36	97560
	ab	433	28	10800	13	0	0	0	0	0	0	0	0		0	-3000	0	0	-3000	4	7800
	b	433	46	13110	15	0	0	0	2760	0	0	0	0		2760	-3420	0	0	-3420	5	12450
25				111355	131	0	0	0	-4006	0	18746	0	0	0	14740	0	0	0	0	-63	126095
	a	434	1	80009	94	0	0	0	-5855	0	0	0	0		-5855	0	0	0	0	0	74154
	ba	434	12	31346	37	0	0	0	6599	0	0	0	0		6599	0	0	0	0	0	37945
	bb	434	12	0	0	0	0	0	-4750	0	18746	0	0		13996	0	0	0	0	-63	13996
26				0	0	0	0	0	7600	0	30400	0	0	0	38000	0	0	0	0	0	38000
	a	434	24	0	0	0	0	0	7600	0	30400	0	0		38000	0	0	0	0	0	38000
27				178600	210	0	0	0	5000	10200	0	-360	0	0	14840	0	0	0	0	67	193440
	a	434	35	146300	172	0	0	0	5000	10200	0	-360	0		14840	0	0	0	0	52	161140
28				392506	462	0	0	0	5192	0	46260	0	0	0	51452	0	0	0	0	139	425588
	a	438	1	6375	8	0	0	0	150	0	750	0	0		900	0	0	0	0	2	7275
	b	438	2	6375	8	0	0	0	150	0	750	0	0		900	0	0	0	0	2	7275
	c	438	3	121125	143	0	0	0	2850	0	14250	0	0		17100	0	0	0	0	43	137505
	d	445	8	19125	23	0	0	0	450	0	2250	0	0		2700	0	0	0	0	7	17325
	e	445	11	125181	147	0	0	0	-1098	0	14810	0	0		13712	0	0	0	0	44	138143
	f	445	20	37825	45	0	0	0	890	0	4450	0	0		5340	0	0	0	0	13	42165
	g	445	50	76500	90	0	0	0	1800	0	9000	0	0		10800	0	0	0	0	27	75900
29				423591	498	10207	10207	20414	20736	-25430	30621	0	0	0	25927	0	0	10207	10207	150	480138
	a	439	1	423591	498	10207	10207	20414	20736	-25430	30621	0	0		25927	0	0	10207	10207	150	480138
30				169229	199	-75880	0	-75880	11904	0	-78818	0	0	0	-66913	0	0	0	0	-493	26436
	a	440	1	35840	42	-19840	0	-19840	7296	0	-20608	0	0		-13312	0	0	0	0	-132	2688
	ba	440	12	61389	72	-25040	0	-25040	9208	0	-26010	0	0		-16801	0	0	0	0	-161	19548
	bb	440	12	72000	85	-31000	0	-31000	-4600	0	-32200	0	0		-36800	0	0	0	0	-201	4200
31				107928	127	-23554	0	-23554	14272	0	-4640	0	0	0	9632	0	0	0	0	-31	94006
	a	441	24	72200	85	-23554	0	-23554	15200	0	0	0	0		15200	0	0	0	0	0	63846
	b	441	33	17248	20	0	0	0	-448	0	-2240	0	0		-2688	0	0	0	0	-15	14560
	c	441	35	18480	22	0	0	0	-480	0	-2400	0	0		-2880	0	0	0	0	-16	15600
32				27326	32	0	0	0	5753	0	0	-1127	0	0	4626	0	0	0	0	0	31952
	a	441	16	9747	11	0	0	0	2052	0	0	0	0		2052	0	0	0	0	0	11799
	b	441	18	17579	21	0	0	0	3701	0	0	-1127	0		2574	0	0	0	0	0	20153
33				3360	4	0	0	0	1920	0	0	0	0	0	1920	0	0	0	0	0	5280
	a	447	32	3360	4	0	0	0	1920	0	0	0	0		1920	0	0	0	0	0	5280
34				11480	14	0	0	0	3280	0	-4557	0	0	0	-1277	0	0	0	0	0	10203
	a	447	1	11480	14	0	0	0	3280	0	-4557	0	0		-1277	0	0	0	0	0	10203
35				0	0	0	0	0	4000	0	6588	0	0	0	10588	0	0	0	0	0	10588
	a	448	25	0	0	0	0	0	4000	0	6588	0	0		10588	0	0	0	0	0	10588
36				66101	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66101
	a	451	25	66101	74	0	0	0	0	0	0	0	0		0	0	0	0	0	0	66101
37				284386	335	6538	0	6538	6538	0	22882	0	0	0	29419	0	-65376	0	-65376	68	254966
	a	453	1	170316	200	3915	0	3915	3915	0	13704	0	0		17619	0	-39153	0	-39153	41	152697
	b	453	21	114070	134	2622	0	2622	2622	0	9178	0	0		11800	0	-26223	0	-26223	27	102270

Site Info				Increment																		
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Parking	
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
38				137478	162	0	0	0	11707	0	0	-11011	0	0	696	0	0	0	0	49	132304
	aa	456	1	67483	79	0	0	0	7011	0	0	-5872	0		1139	0	0	0	0	24	68622
	ab	456	1	16876	20	0	0	0	0	0	0	-5140	0		-5140	0	0	0	0	6	11737
	b	456	34	45199	53	0	0	0	4696	0	0	0	0		4696	0	0	0	0	16	44025
	c	456	6	7920	9	0	0	0	0	0	0	0	0		0	0	0	0	0	3	7920
39				68400	80	-6000	40000	34000	14400	0	0	0	0	0	14400	0	0	0	0	0	116800
	aa	969	1	68400	80	-6000	40000	34000	14400	0	0	0	0		14400	0	0	0	0	5	116800
	ab	969	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	-5	0
40				223270	263	0	13134	13134	7880	0	13134	-4000	0	0	17014	0	0	-18500	-18500	79	234917
	a	462	12	30141	35	0	1773	1773	1064	0	1773	-4000	0		-1163	0	0	0	0	11	30751
	b	462	14	193129	227	0	11361	11361	6816	0	11361	0	0		18177	0	0	-18500	-18500	68	204166
41				647226	761	0	58780	58780	7545	-56240	33160	0	0	0	-5276	0	0	18780	18780	8	719510
	a	972	1	19635	23	0	693	693	693	0	1386	0	0		2079	0	0	693	693	7	23100
	ba	972	43	94201	111	0	3325	3325	-10260	-18840	6650	0	0		-12191	0	0	3325	3325	-41	88660
	bb	972	43	239800	282	0	44400	44400	6750	-37400	4400	0	0		-26250	0	0	4400	4400	-62	262350
	c	972	58	293590	345	0	10362	10362	10362	0	20724	0	0		31086	0	0	10362	10362	104	345400
42				-642	0	0	0	0	0	0	96594	-5676	0	0	90918	1280	0	0	1280	0	91556
	a	465	27	0	0	0	0	0	0	0	5400	0	0		5400	0	0	0	0	0	5400
	b	465	28	0	0	0	0	0	0	0	5400	0	0		5400	0	0	0	0	0	5400
	c	465	29	0	0	0	0	0	0	0	18074	0	0		18074	0	0	0	0	0	18074
	d	465	33	0	0	0	0	0	0	0	38591	-3676	0		34915	1280	0	0	1280	0	36195
	e	465	46	-642	0	0	0	0	0	0	5129	0	0		5129	0	0	0	0	0	4487
	f	465	47	0	0	0	0	0	0	0	6000	0	0		6000	0	0	0	0	0	6000
	g	465	48	0	0	0	0	0	0	0	6000	0	0		6000	0	0	0	0	0	6000
	h	465	49	0	0	0	0	0	0	0	6000	-2000	0		4000	0	0	0	0	0	4000
	i	465	50	0	0	0	0	0	0	0	6000	0	0		6000	0	0	0	0	0	6000
43				0	0	0	0	0	26632	0	56926	0	0	0	83558	0	0	-50268	-50268	-105	33290
	a	466	17	0	0	0	0	0	10792	0	23068	0	0		33860	0	0	-20370	-20370	-42	13490
	b	466	60	0	0	0	0	0	15840	0	33858	0	0		49698	0	0	-29898	-29898	-62	19800
44				155400	183	0	5550	5550	7400	0	11100	0	0	0	18500	0	0	-9050	-9050	55	170400
	a	466	19	155400	183	0	5550	5550	7400	0	11100	0	0		18500	0	0	-9050	-9050	55	170400
45				13420	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13420
	a	468	59	3740	4	0	0	0	0	0	0	0	0		0	0	0	0	0	0	3740
	b	468	60	9680	11	0	0	0	0	0	0	0	0		0	0	0	0	0	0	9680
46				0	0	0	40000	40000	-9180	0	100980	0	0	0	91800	0	0	0	0	-306	131800
	a	468	25	0	0	0	40000	40000	-9180	0	100980	0	0		91800	0	0	0	0	-306	131800
47				808117	951	0	98366	98366	18366	0	55099	0	0	0	73465	0	0	18366	18366	0	998315
	a	471	1	808117	951	0	98366	98366	18366	0	55099	0	0		73465	0	0	18366	18366	0	998315
	b	471	100	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
48				704820	829	16584	56584	73168	-13267	0	-29851	0	0	0	-43118	0	0	16584	16584	-33	751454
	a	471	200	704820	829	16584	56584	73168	-13267	0	-29851	0	0		-43118	0	0	16584	16584	-33	751454
49				154000	181	0	0	0	16000	0	0	-17940	0	0	-1940	0	0	0	0	54	152060
	a	980	77	154000	181	0	0	0	16000	0	0	-17940	0		-1940	0	0	0	0	54	152060
50				0	0	-30170	0	-30170	-2725	0	16350	0	0	0	13625	0	0	0	0	-146	-16545
	a	992	24	0	0	0	0	0	-570	0	3420	0	0		2850	0	0	0	0	-10	2850
	b	992	26	0	0	-7980	0	-7980	-570	0	3420	0	0		2850	0	0	0	0	-36	-5130
	c	992	29	0	0	-22190	0	-22190	-1585	0	9510	0	0		7925	0	0	0	0	-100	-14265
51				31625	39	0	0	0	1957	0	0	0	0	0	1957	0	0	0	0	0	33582
	a	1028	7	31625	39	0	0	0	1957	0	0	0	0		1957	0	0	0	0	0	33582
52				123200	145	0	0	0	12800	0	0	0	0	0	12800	0	0	-2520	-2520	43	133480
	a	420	34	19404	23	0	0	0	2016	0	0	0	0		2016	0	0	-2520	-2520	7	18900
	b	420	37	103796	122	0	0	0	10784	0	0	0	0		10784	0	0	0	0	37	114580
53				15680	18	0	0	0	4480	0	0	-2325	0	0	2155	0	0	0	0	0	17835
	a	433	1	15680	18	0	0	0	4480	0	0	-2325	0		2155	0	0	0	0	0	17835
54				13860	16	0	0	0	1440	0	-1800	0	0	0	-360	0	0	0	0	0	13500
	a	427	47	13860	16	0	0	0	1440	0	-1800	0	0		-360	0	0	0	0	0	13500
55				10760	13	0	0	0	5653	0	0	-5980	0	0	-327	0	0	0	0	0	10432
	a	440	35	5734	7	0	0	0	1638	0	0	0	0		1638	0	0	0	0	0	7373
	b	440	36	2925	4	0	0	0	2814	0	0	-4480	0		-1666	0	0	0	0	0	1260
	c	440	38	2100	2	0	0	0	1200	0	0	-1500	0		-300	0	0	0	0	0	1800
56				68112	80	0	0	0	0	0	-3800	-11400	0	0	-15200	0	0	0	0	0	52912
	a	445	1	68112	80	0	0	0	0	0	-3800	-11400	0		-15200	0	0	0	0	0	52912
57				0	0	0	0	0	-4408	0	36029	0	0	0	31621	0	0	0	0	0	31621
	aa	405	51	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
	ab	405	51	0	0	0	0	0	-4408	0	36029	0	0		31621	0	0	0	0	0	31621
58				13957	16	0	2551	2551	0	0	0	0	0	0	0	0	0	0	0	-21	16508
	a	399	6	13957	16	0	2551	2551	0	0	0	0	0		0	0	0	0	0	-21	16508
59				0	0	0	0	0	0	0	36297	0	0	0	36297	-36297	0	0	-36297	0	0
	a	471	125	0	0	0	0	0	0	0	36297	0	0		36297	-36297	0	0	-36297	0	0
60				0	0	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	-15	5000
	a	407	26	0	0	0	0	0	5000	0	0	0	0		5000	0	0	0	0	-15	5000

Site Info				Increment																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
61				56081	66	0	0	0	0	0	0	0	0	0	0	-15570	0	0	-15570	0	40511
	a	464	51	56081	66	0	0	0	0	0	0	0	0		0	-15570	0	0	-15570	0	40511
62				28706	34	0	0	0	8202	0	0	0	0	0	8202	-11945	0	0	-11945	0	24962
	a	464	41	16041	19	0	0	0	4583	0	0	0	0		4583	-6550	0	0	-6550	0	14074
	a	464	45	12664	15	0	0	0	3618	0	0	0	0		3618	-5395	0	0	-5395	0	10888
63				140277	165	0	0	0	4783	0	0	-23042	0	0	-18259	0	0	0	0	34	122018
	aa	456	13	15400	18	0	0	0	-383	0	0	0	0		-383	0	0	0	0	5	15017
	ab	456	13	3514	4	0	0	0	-1983	0	0	0	0		-1983	0	0	0	0	1	1531
	b	456	17	8516	10	0	0	0	0	0	0	-3850	0		-3850	0	0	0	0	3	4666
	c	456	23	68807	81	0	0	0	7149	0	0	-19192	0		-12043	0	0	0	0	24	56764
				#REF!	7505	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	####	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	
A				11942	14	-1194	0	-1194	2388	0	0	0	0	0	2388	0	0	0	0	-16	13136
	a	198	34	4000	5	-400	0	-400	800	0	0	0	0		800	0	0	0	0	-5	4400
	b	198	35	4000	5	-400	0	-400	800	0	0	0	0		800	0	0	0	0	-5	4400
	c	198	36	1314	2	-131	0	-131	263	0	0	0	0		263	0	0	0	0	-2	1445
	d	198	37	1314	2	-131	0	-131	263	0	0	0	0		263	0	0	0	0	-2	1445
	e	198	38	1314	2	-131	0	-131	263	0	0	0	0		263	0	0	0	0	-2	1445
B				12380	15	-1238	0	-1238	2476	0	0	0	0	0	2476	0	0	0	0	-17	13618
	a	932	2	2700	3	-270	0	-270	540	0	0	0	0		540	0	0	0	0	-4	2970
	b	932	3	2700	3	-270	0	-270	540	0	0	0	0		540	0	0	0	0	-4	2970
	c	932	4	3490	4	-349	0	-349	698	0	0	0	0		698	0	0	0	0	-5	3839
	d	932	5	3490	4	-349	0	-349	698	0	0	0	0		698	0	0	0	0	-5	3839
C				1920	2	0	0	0	2560	0	0	0	0	0	2560	0	0	0	0	0	4480
	a	399	2	1920	2	0	0	0	2560	0	0	0	0		2560	0	0	0	0	0	4480
D				32000	38	0	0	0	8000	0	-4508	0	0	0	3492	0	0	0	0	0	35492
	a	399	47	14000	16	0	0	0	4000	0	-2254	0	0		1746	0	0	0	0	0	15746
	b	399	49	18000	21	0	0	0	4000	0	-2254	0	0		1746	0	0	0	0	0	19746
E				36000	42	0	0	0	0	0	-5000	-5000	0	0	-10000	0	0	0	0	0	26000
	a	399	51	18000	21	0	0	0	0	0	-5000	0	0		-5000	0	0	0	0	0	13000
	b	399	53	18000	21	0	0	0	0	0	0	-5000	0		-5000	0	0	0	0	0	13000
F				21000	25	0	0	0	6000	0	0	0	0	0	6000	0	0	-7500	-7500	0	19500
	a	399	55	21000	25	0	0	0	6000	0	0	0	0		6000	0	0	-7500	-7500	0	19500
G				16200	19	0	0	0	0	0	0	0	0	0	0	0	0	-4500	-4500	0	11700
	a	399	62	16200	19	0	0	0	0	0	0	0	0		0	0	0	-4500	-4500	0	11700
H				21000	25	0	0	0	6000	-7400	0	0	0	0	-1400	0	0	0	0	0	19600
	a	405	24	21000	25	0	0	0	6000	-7400	0	0	0		-1400	0	0	0	0	0	19600
J				188000	221	0	0	0	16000	0	12000	0	0	0	28000	-20000	0	-19971	-39971	66	176029
	a	406	25	28000	33	0	0	0	0	0	2000	0	0		2000	-5000	0	0	-5000	10	25000
	b	406	27	28000	33	0	0	0	0	0	2000	0	0		2000	-5000	0	0	-5000	10	25000
	c	406	50	12528	15	0	0	0	2088	0	1044	0	0		3132	0	0	-2871	-2871	4	12789
	d	406	52	83472	98	0	0	0	13912	0	6956	0	0		20868	0	0	-17100	-17100	29	87240
	e	406	69	18000	21	0	0	0	0	0	0	0	0		0	-5000	0	0	-5000	6	13000
	f	406	71	18000	21	0	0	0	0	0	0	0	0		0	-5000	0	0	-5000	6	13000
K				70000	82	0	0	0	0	-12500	5000	0	0	0	-7500	0	0	0	0	0	62500
	a	406	18	70000	82	0	0	0	0	-12500	5000	0	0		-7500	0	0	0	0	0	62500
L				0	0	0	0	0	0	0	79919	0	0	0	79919	48161	0	0	48161	0	128080
	a	407	41	0	0	0	0	0	0	0	32616	0	0		32616	23464	0	0	23464	0	56080
	a	407	41	0	0	0	0	0	0	0	47303	0	0		47303	24697	0	0	24697	0	72000
M				56640	67	0	0	0	9440	0	4720	-2325	0	0	11835	0	0	0	0	0	68475
	a	407	1	56640	67	0	0	0	9440	0	4720	-2325	0		11835	0	0	0	0	0	68475
N				0	0	0	0	0	-10640	0	96000	0	0	0	85360	0	0	-10000	-10000	0	55360
	aa	407	52	0	0	0	0	0	0	0	26000	0	0		26000	0	0	0	0	0	16000
	ab	407	52	0	0	0	0	0	-10640	0	70000	0	0		59360	0	0	-10000	-10000	0	39360
O				20500	21	0	0	0	3000	0	0	0	0	0	3000	0	0	0	0	0	23500
	a	411	1	3250	2	0	0	0	2000	0	0	0	0		2000	0	0	0	0	0	5250
	b	411	2	3250	2	0	0	0	2000	0	0	0	0		2000	0	0	0	0	0	5250
	c	411	3	14000	16	0	0	0	-1000	0	0	0	0		-1000	0	0	0	0	0	13000
P				28000	33	0	0	0	0	0	0	0	0	0	0	0	0	-2125	-2125	0	25875
	a	411	58	14000	16	0	0	0	0	0	0	0	0		0	0	0	-1000	-1000	0	13000
	b	411	60	14000	16	0	0	0	0	0	0	0	0		0	0	0	-1125	-1125	0	12875
Q				49000	58	0	0	0	14000	0	0	0	0	0	14000	-17413	0	0	-17413	0	43087
	a	412	21	49000	58	0	0	0	14000	0	0	0	0		14000	-17413	0	0	-17413	0	43087
R				103659	122	-29500	7035	-22465	24693	0	-33114	0	0	0	-8421	0	0	0	0	-98	72773
	a	412	29	103659	122	-29500	7035	-22465	24693	0	-33114	0	0		-8421	0	0	0	0	-98	72773
S				0	0	10000	0	10000	8000	0	22000	-10000	0	0	20000	0	0	0	0	0	30000
	a	413	21	0	0	10000	0	10000	8000	0	22000	-10000	0		20000	0	0	0	0	0	30000
T				0	0	12000	0	12000	9600	0	25600	0	0	0	35200	0	0	-5756	-5756	0	41444
	a	413	58	0	0	12000	0	12000	9600	0	25600	0	0		35200	0	0	-5756	-5756	0	41444
U				206440	243	-20000	0	-20000	15880	-19700	15880	0	0	0	12060	0	0	0	0	73	198500
	a	420	1	206440	243	-20000	0	-20000	15880	-19700	15880	0	0		12060	0	0	0	0	73	198500
V				46348	55	0	4570	4570	11122	0	83368	0	0	0	94490	0	0	0	0	0	145408

Site Info				Increment																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
	a	980	19	46348	55	0	4570	4570	11122	0	83368	0	0		94490	0	0	0	0	0	145408
W				277920	327	0	15525	15525	10350	0	50000	0	0	0	60350	0	-103500	-11700	-115200	46	238595
	a	425	1	186300	219	0	15525	15525	10350	0	50000	0	0		60350	0	-103500	0	-103500	14	158675
	b	432	15	91620	108	0	0	0	0	0	0	0	0		0	0	0	-11700	-11700	32	79920
X				49182	58	0	0	0	6775	0	0	-8500	0	0	-1725	0	0	0	0	0	47457
	a	426	36	40651	48	0	0	0	6775	0	0	-8500	0		-1725	0	0	0	0	0	38926
	ba	426	41	2531	3	0	0	0	0	0	0	0	0		0	0	0	0	0	0	2531
	bb	426	41	6000	7	0	0	0	0	0	0	0	0		0	0	0	0	0	0	6000
Y				0	0	0	0	0	8800	-15450	35200	0	0	0	28550	0	0	0	0	0	17450
	a	427	12	0	0	0	0	0	4800	-10450	19200	0	0		13550	0	0	0	0	0	13550
	b	427	15	0	0	0	0	0	4000	-5000	16000	0	0		15000	0	0	0	0	0	3900
Z				59490	70	0	0	0	4010	0	-2171	0	0	0	1839	-6336	0	0	-6336	0	54993
	a	427	37	18711	22	0	0	0	1944	0	0	0	0		1944	-3636	0	0	-3636	0	17019
	b	427	38	18141	21	0	0	0	1885	0	0	0	0		1885	-2700	0	0	-2700	0	17326
	c	427	40	22638	27	0	0	0	181	0	-2171	0	0		-1990	0	0	0	0	0	20648
AA				0	0	-4454	0	-4454	7992	0	49600	0	0	0	57592	0	0	0	0	0	53138
	a	427	21	0	0	-4454	0	-4454	7992	0	49600	0	0		57592	0	0	0	0	0	53138
AB				0	0	16500	0	16500	13200	0	36300	0	0	0	49500	-16500	0	0	-16500	0	49500
	a	427	31	0	0	16500	0	16500	13200	0	36300	0	0		49500	-16500	0	0	-16500	0	49500
AC				46778	55	0	0	0	4860	-12159	0	0	0	0	-7299	0	0	0	0	0	39479
	a	427	42	46778	55	0	0	0	4860	-12159	0	0	0		-7299	0	0	0	0	0	39479
AD				0	0	16000	0	16000	800	0	35200	0	0	0	36000	0	0	0	0	0	#REF!
	a	427	52	0	0	16000	0	16000	800	0	35200	0	0		36000	0	0	0	0	0	#REF!
AE				10620	12	0	0	0	0	0	-3600	0	0	0	-3600	0	0	0	0	0	7020
	a	431	2	10620	12	0	0	0	0	0	-3600	0	0		-3600	0	0	0	0	0	7020
AF				13300	38	0	0	0	-13300	0	0	0	0	0	-13300	0	0	0	0	0	0
	a	432	25	13300	38	0	0	0	-13300	0	0	0	0		-13300	0	0	0	0	0	0
AG				25881	30	0	3242	3242	0	0	0	0	0	0	0	0	0	-25881	-25881	0	3242
	a	432	7501	25881	30	0	3242	3242	0	0	0	0	0		0	0	0	-25881	-25881	0	3242
AH				23714	28	0	0	0	2216	0	0	0	0	0	2216	0	0	-1495	-1495	0	24435
	a	433	8	2490	3	0	0	0	1280	0	0	0	0		1280	0	0	0	0	0	3770
	b	433	9	2568	3	0	0	0	1248	0	0	0	0		1248	0	0	-1495	-1495	0	2321
	c	433	10	2368	3	0	0	0	-312	0	0	0	0		-312	0	0	0	0	0	2056
	d	433	12	8568	10	0	0	0	0	0	0	0	0		0	0	0	0	0	0	8568
	e	433	13	7720	9	0	0	0	0	0	0	0	0		0	0	0	0	0	0	7720
AI				39609	47	0	0	0	22634	0	0	0	0	0	22634	0	0	0	0	0	62242
	a	453	26	39609	47	0	0	0	22634	0	0	0	0		22634	0	0	0	0	0	62242
AJ				23040	27	0	0	0	0	0	0	-2100	0	0	-2100	0	0	0	0	0	20940
	a	433	14	23040	27	0	0	0	0	0	0	-2100	0		-2100	0	0	0	0	0	20940
AK				10320	12	0	0	0	-1848	0	0	0	0	0	-1848	0	0	306	306	0	8779
	a	433	21	10320	12	0	0	0	-1848	0	0	0	0		-1848	0	0	306	306	0	8779
AL				0	0	0	0	0	0	0	20817	0	0	0	20817	0	0	0	0	-19	6947
	aa	434	16	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	-13870
	ab	434	16	0	0	0	0	0	0	0	20817	0	0	0	20817	0	0	0	0	-19	20817
AM				13539	16	0	0	0	2850	0	0	0	0	0	2850	0	0	0	0	0	16390
	a	434	52	13539	16	0	0	0	2850	0	0	0	0		2850	0	0	0	0	0	16390
AN				10108	12	0	0	0	2128	0	0	-2660	0	0	-532	0	0	0	0	0	-1824
	a	434	55	10108	12	0	0	0	2128	0	0	-2660	0		-532	0	0	0	0	0	-1824
AO				112860	133	0	0	0	-4300	0	21945	0	0	0	17645	0	0	0	0	40	105075
	a	438	7	112860	133	0	0	0	-4300	0	21945	0	0		17645	0	0	0	0	40	105075
AP				0	0	0	0	0	0	0	9250	0	0	0	9250	0	0	0	0	0	8950
	a	453	31	0	0	0	0	0	0	0	9250	0	0		9250	0	0	0	0	0	8950
AQ				60311	71	0	0	0	8676	0	-9290	0	0	0	-614	-15200	0	0	-15200	0	44497
	aa	440	21	7200	8	0	0	0	0	0	0	0	0		0	0	0	0	0	0	7200
	ab	440	21	12551	15	0	0	0	2916	0	-9290	0	0		-6374	-2000	0	0	-2000	0	4177
	b	440	23	6840	8	0	0	0	1440	0	0	0	0		1440	-1800	0	0	-1800	0	6480
	c	440	24	6840	8	0	0	0	1440	0	0	0	0		1440	-1800	0	0	-1800	0	6480
	d	440	25	6840	8	0	0	0	1440	0	0	0	0		1440	-1800	0	0	-1800	0	6480
	e	440	26	6840	8	0	0	0	1440	0	0	0	0		1440	-1800	0	0	-1800	0	6480
	f	440	47	4400	5	0	0	0	0	0	0	0	0		0	-2000	0	0	-2000	0	2400
	g	440	48	8800	10	0	0	0	0	0	0	0	0		0	-4000	0	0	-4000	0	4800
AR				32368	38	0	0	0	-1736	0	0	0	0	0	-1736	0	0	0	0	0	30633
	a	441	21	32368	38	0	0	0	-1736	0	0	0	0		-1736	0	0	0	0	0	30633
AS				0	0	0	0	0	16410	0	39210	0	0	0	55620	-5904	0	0	-5904	-42	49716
	a	441	50	0	0	0	0	0	3958	0	10886	0	0		14844	0	0	0	0	-42	14844
	b	441	53	0	0	0	0	0	12451	0	28325	0	0		40776	-5904	0	0	-5904	0	34872
AT				6272	7	0	0	0	1792	0	0	0	0	0	1792	0	0	-1568	-1568	0	6496
	a	441	4	6272	7	0	0	0	1792	0	0	0	0		1792	0	0	-1568	-1568	0	6496
AU				7182	8	0	0	0	2052	0	0	-2565	0	0	-513	0	0	0	0	0	6669

Site Info				Increment																		
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses					Parking	
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
	a	441	11	7182	8	0	0	0	2052	0	0	-2565	0		-513	0	0	0	0	0	6669
AV				7182	8	0	0	0	2052	0	0	-2565	0	0	-513	0	0	0	0		
	a	441	14	7182	8	0	0	0	2052	0	0	-2565	0		-513	0	0	0	0	0	6669
AY				46175	53	0	0	0	13600	0	0	0	0	0	13600	0	0	-15600	-15600	0	44175
	a	447	3	5575	5	0	0	0	2000	0	0	0	0		2000	0	0	0	0	0	7575
	b	447	4	16800	20	0	0	0	4800	0	0	0	0		4800	0	0	-6000	-6000	0	15600
	c	447	7	23800	28	0	0	0	6800	0	0	0	0		6800	0	0	-9600	-9600	0	21000
AZ				6592	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6592
	a	447	13	6592	8	0	0	0	0	0	0	0	0		0	0	0	0	0	0	6592
BA				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	447	22	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
BB				8960	11	0	0	0	3443	0	0	0	0	0	3443	0	0	0	0	0	12403
	a	447	50	8960	11	0	0	0	3443	0	0	0	0		3443	0	0	0	0	0	12403
BC				11139	13	0	0	0	0	0	0	-5063	0	0	-5063	0	0	0	0	0	6076
	a	448	12	11139	13	0	0	0	0	0	0	-5063	0		-5063	0	0	0	0	0	6076
BE				27075	34	0	0	0	200	0	0	0	0	0	200	0	0	0	0	0	27275
	a	448	34	27075	34	0	0	0	200	0	0	0	0		200	0	0	0	0	0	27275
BF				4124	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4124
	a	448	31	4124	5	0	0	0	0	0	0	0	0		0	0	0	0	0	0	4124
BG				7599	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7599
	a	448	52	2539	3	0	0	0	0	0	0	0	0		0	0	0	0	0	0	2539
	b	448	53	5060	6	0	0	0	0	0	0	0	0		0	0	0	0	0	0	5060
BH				-4080	-5	-800	0	-800	1600	0	0	0	0	0	1600	0	0	0	0	-11	-3280
	a	958	2	-4080	-5	-800	0	-800	1600	0	0	0	0		1600	0	0	0	0	-11	-3280
BI				0	0	0	0	0	0	0	9854	0	0	0	9854	0	0	354	354	0	10208
	a	453	36	0	0	0	0	0	0	0	9854	0	0		9854	0	0	354	354	0	10208
BJ				133195	157	0	0	0	12000	0	6000	0	0	0	18000	0	-90000	0	-90000	47	61195
	aa	453	54	72000	85	0	0	0	12000	0	6000	0	0		18000	0	-45000	0	-45000	25	45000
	ab	453	54	61195	72	0	0	0	0	0	0	0	0		0	0	-45000	0	-45000	22	16195
BK				8501	10	0	0	0	90	0	-3400	0	0	0	-3310	0	0	0	0	0	5191
	a	454	24	2520	3	0	0	0	1440	0	-3400	0	0		-1960	0	0	0	0	0	560
	b	454	25	5040	6	0	0	0	-720	0	0	0	0		-720	0	0	0	0	0	4320
	c	454	27	941	1	0	0	0	-630	0	0	0	0		-630	0	0	0	0	0	311
BL				13108	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13108
	a	454	33	9352	11	0	0	0	0	0	0	0	0		0	0	0	0	0	0	9352
	b	454	31	3756	4	0	0	0	0	0	0	0	0		0	0	0	0	0	0	3756
BN				194400	229	4050	4050	8100	32400	0	8100	0	0	0	40500	0	-79244	0	-79244	69	163756
	a	967	24	194400	229	4050	4050	8100	32400	0	8100	0	0		40500	0	-79244	0	-79244	69	163756
BO				103411	122	0	0	0	4977	0	-853	-3600	4148	0	525	0	0	-8369	-8369	0	95567
	a	462	6	34315	40	0	0	0	1652	0	1376	0	1376		3028	0	0	1285	1285	0	38627
	b	462	8	7480	9	0	0	0	360	0	300	0	300		660	0	0	-1520	-1520	0	6620
	c	462	9	22066	26	0	0	0	1062	0	885	0	885		1947	0	0	-9614	-9614	0	14399
	d	462	42	13464	16	0	0	0	648	0	540	-3600	540		-2412	0	0	504	504	0	11556
	e	462	44	20196	24	0	0	0	972	0	-4190	0	810		-3218	0	0	756	756	0	17734
	f	462	50	5891	7	0	0	0	284	0	236	0	236		520	0	0	221	221	0	6631
BP				0	0	0	0	0	0	0	46734	0	0	0	46734	-15570	0	0	-15570	0	31164
	a	464	51	0	0	0	0	0	0	0	46734	0	0		46734	-15570	0	0	-15570	0	31164
BQ				0	0	0	0	0	0	0	61200	0	0	0	61200	-16500	0	0	-16500	0	44700
	a	465	1	0	0	0	0	0	0	0	51960	0	0		51960	-16500	0	0	-16500	0	35460
	b	465	10	0	0	0	0	0	0	0	9240	0	0		9240	0	0	0	0	0	9240
BR				8820	10	0	0	0	5040	0	0	0	0	0	5040	0	0	0	0	0	8190
	a	468	3	8820	10	0	0	0	5040	0	0	0	0		5040	0	0	0	0	0	8190
BS				0	0	0	0	0	0	0	35774	0	0	0	35774	0	0	0	0	-61	17954
	a	471	116	0	0	0	0	0	0	0	35774	0	0		35774	0	0	0	0	-61	17954
BT				195580	230	0	0	0	0	20320	-400	0	0	0	19920	0	0	0	0	69	215500
	aa	980	23	123200	145	0	0	0	0	12800	0	0	0		12800	0	0	0	0	43	136000
	ab	980	23	0	0	0	0	0	0	0	-400	0	0		-400	0	0	0	0	0	-400
	ba	980	49	72380	85	-9525	0	-9525	0	7520	0	0	0		7520	0	0	0	0	26	70375
	bb	980	49	0	0	9525	0	9525	0	0	0	0	0		0	0	0	0	0	0	9525
BU				0	0	0	0	0	0	0	73983	0	0	0	73983	0	0	-34283	-34283	0	39700
	a	992	5	0	0	0	0	0	0	0	47073	0	0		47073	0	0	-22183	-22183	0	24890
	b	992	7	0	0	0	0	0	0	0	26910	0	0		26910	0	0	-12100	-12100	0	14810
BV				57365	67	0	0	0	0	0	30000	0	0	0	30000	-19137	0	0	-19137	0	68228
	aa	992	1	0	0	0	0	0	0	0	30000	0	0		30000	1000	0	0	1000	0	31000
	ab	992	1	57365	67	0	0	0	0	0	0	0	0		0	-20137	0	0	-20137	0	37228
BX				8000	9	-800	0	-800	1600	0	0	0	0	0	1600	0	0	0	0	-11	8800
	a	1003	43	4000	5	-400	0	-400	800	0	0	0	0		800	0	0	0	0	-5	4400
	b	1003	44	4000	5	-400	0	-400	800	0	0	0	0		800	0	0	0	0	-5	4400
BY				300	0	-600	0	-600	1200	0	0	0	0	0	1200	0	0	0	0	-8	900

Site Info				Increment																		
				Residential Uses		CF Uses			Commerical Uses						Industrial Uses					Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
	a	1040	46	150	0	-301	0	-301	601	0	0	0	0		601	0	0	0	0	-4	451
	b	1040	47	150	0	-299	0	-299	599	0	0	0	0		599	0	0	0	0	-4	449
BZ				-1715	-2	-490	0	-490	980	0	0	0	0	0	980	0	0	0	0	-7	-1225
	a	949	7	-858	-1	-245	0	-245	490	0	0	0	0		490	0	0	0	0	-3	-613
	b	949	8	-858	-1	-245	0	-245	490	0	0	0	0		490	0	0	0	0	-3	-613

Appendix 2
Transportation Planning Factors Memo

Philip Habib & Associates
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DRAFT

TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **December 30, 2020**

PROJECT: **Gowanus Neighborhood Rezoning EIS (PHA No. 1223I)**

RE: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian and parking conditions for the *Gowanus Rezoning Proposal EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

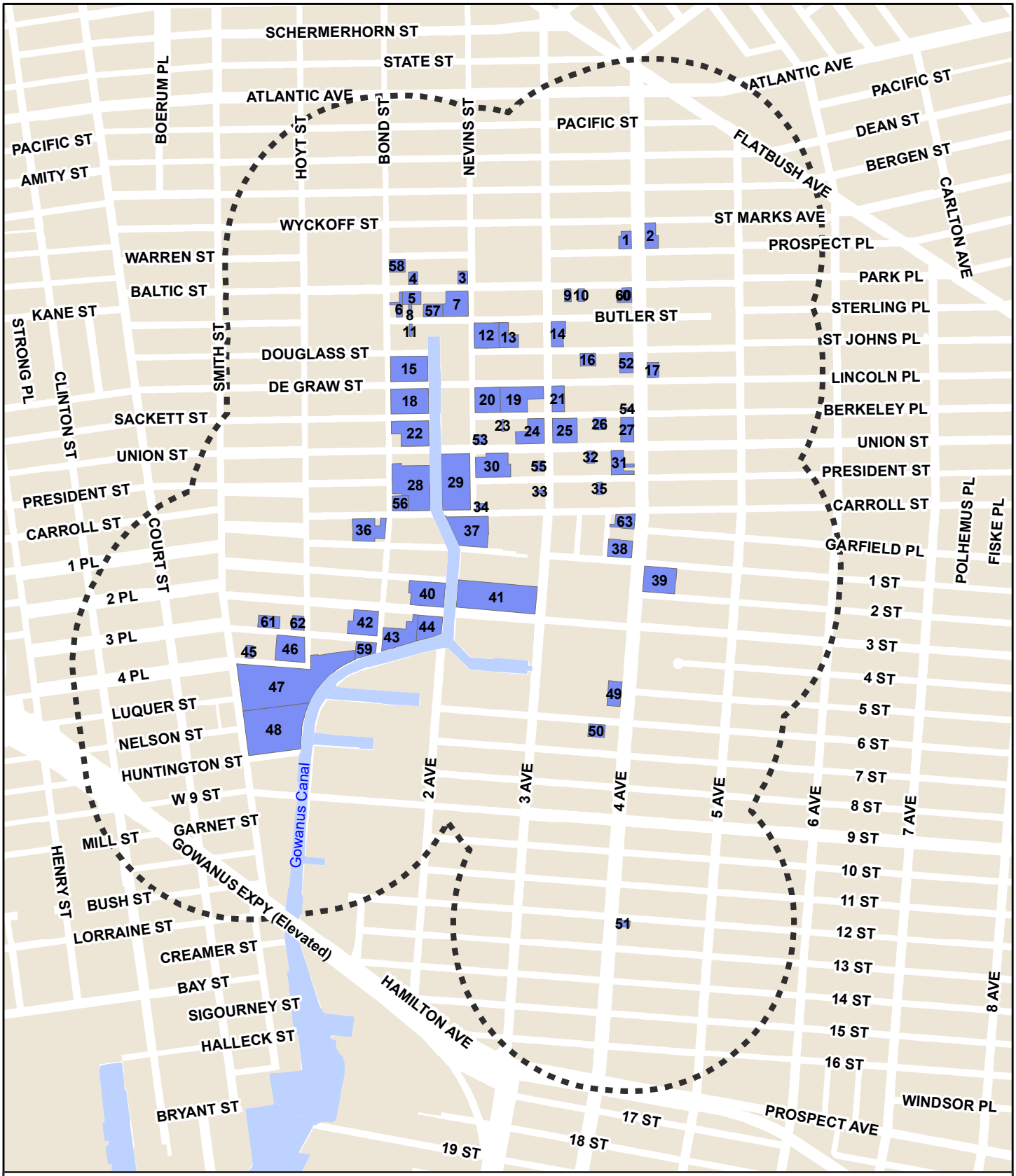
THE PROPOSED ACTIONS

The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), is proposing a series of land use actions—including zoning map amendments, zoning text amendments, City map amendments and the establishment of a Large-Scale General Development (collectively, the "Proposed Actions") to implement land use and zoning recommendations in the *Gowanus Neighborhood Plan* (the "Neighborhood Plan" or "Plan"). The Proposed Actions are intended to facilitate development patterns that meet the long-term vision of Gowanus as a sustainable, mixed-use neighborhood anchored by a vibrant and resilient waterfront that can support the housing and economic needs of the community, surrounding neighborhoods, and the City.

The Proposed Actions would affect approximately 81 blocks of the Gowanus neighborhood of Brooklyn, Community Districts 2 and 6. The area that is subject to the Proposed Actions is generally bounded by Bond, Hoyt, and Smith Streets to the west, Third and Fourth Avenues to the east, Huntington, 3rd, 7th, and 15th Streets to the south, and Warren, Baltic, and Pacific Streets to the north (the "Project Area") (see **Figure 1**).

Gowanus Neighborhood Rezoning

Figure 1
Projected Development Sites



Legend

Projected Development Sites

1/4-mile Radius

Feet
0 500 1,000 1,500 2,000

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the proposed actions" (No Action) and "future with the proposed actions" (With Action) conditions is analyzed for an analysis year of 2035. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be developed by the 2035 analysis year, while potential sites are considered less likely to be developed over the same period. Projected development sites are considered for the purposes of the transportation analyses. A total of 63 projected development sites were identified and are considered for the purposes of the transportation analyses (see **Figure 1**).

Table 1 shows the total anticipated No Action and With Action land uses on projected development sites that were assumed for the purposes of the transportation analyses. For travel demand forecasting purposes, the amount of community facility, commercial and industrial development on projected development sites shown in **Table 1** has been increased by 15 percent compared to what was assumed for the RWCDS in order to estimate gross square footage.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No Action and With Action land uses on projected development sites are summarized in **Table 2** and discussed below. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for recent environmental reviews, Census data for tracts encompassing the Project Area (tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141), data provided by the New York City departments of Transportation (DOT) and City Planning (DCP), and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Table 1
2035 No-Action and With-Action Land Uses Assumed for the Transportation Analyses[1]

Land Use	No Action Condition	With Action Condition	Net Increment
Residential			
Residential	815 DU	9,310 DU	8,495 DU
Commercial			
Office	412,213 sf	883,015 sf	470,802 sf
Innovation Economy	0 sf	177,191 sf	177,191 sf
Local Retail	266,675 sf	580,370 sf	313,695 sf
Destination Retail	113,520 sf	23,144 sf	(90,376 sf)
Restaurant	0 sf	61,721 sf	61,721 sf
Supermarket	0 sf	41,400 sf	41,400 sf
Auto-Related	77,685 sf[2]	0 sf	(77,685 sf)
Hotel	54,870 sf 133 rooms	54,870 sf 133 rooms	0 sf 0 rooms
Total Commercial	***924,963 sf***	***1,821,711 sf***	***896,748 sf***
Industrial			
Light Industrial	144,918 sf	88,978 sf	(55,940 sf)
Warehouse	296,858 sf[3]	24,380 sf	(272,478 sf)
Total Industrial	**441, 776 sf**	***113,358 sf***	***(328,418 sf)***
Community Facility			
Medical Office	209,553 sf	237,197 sf	27,644 sf
Non-Profit Office	0 sf	71,714 sf	71,714 sf
Public School	0 sf 0 seats	92,000 sf 500 seats	92,000 sf 500 seats
Community Center	27,941 sf	134,718 sf	106,777 sf
Total Community Facility	***237,494 sf***	***535,629 sf***	***298,135 sf***
Park			
Waterfront Park	0 acres	1.5 acres	1.5 acres
Parking			
Parking Spaces	2,156 spaces	1,940 spaces	(216 spaces)

Notes:
[1] Numbers reflect a 15 percent increase in community facility, commercial and industrial development compared to the Proposed Actions' RWCDS in order to estimate gross square footage for travel demand forecasting purposes.
[2] Excludes a total of 29,676 sf of space associated with vehicle storage in the No Action condition as this space would generate little if any independent travel demand.
[3] Includes approximately 143,722 sf of self-storage uses.

Table 2
Transportation Planning Factors

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair	
Trip Generation:	(1)		(1)		(1)		(1)		(9)		(1)		(3)	
Weekday	205.0		18.0		8.075		78.2		179.5		175.0		19.42	
Saturday	240.0		3.9		9.6		92.5		195.8		231.0		19.42	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(1)		(9)		(1)		(3)	
AM	3.0%		12.0%		10.0%		3.0%		3.0%		5.0%		13.2%	
MD	19.0%		15.0%		5.0%		9.0%		13.0%		6.0%		11.0%	
PM	10.0%		14.0%		11.0%		9.0%		10.0%		10.0%		14.2%	
SAT	10.0%		17.0%		8.0%		11.0%		9.0%		9.0%		10.7%	
Modal Splits:	(2)		(24)	(4)	(5)		(20)		(3)		(2)		(3)	
	All Periods		AM/PM/SAT	MD	All Periods		AM/MD/PM	SAT	All Periods		AM/MD/PM	SAT	All Periods	
Auto	11.0%		28.7%	2.0%	10.8%		59.0%	59.0%	30.0%		21.0%	14.0%	85.0%	
Taxi	0.0%		4.9%	1.0%	0.4%		3.0%	5.0%	5.0%		3.0%	5.0%	5.0%	
Subway/Railroad	3.0%		32.1%	7.0%	74.8%		18.0%	18.0%	15.0%		14.0%	8.0%	1.0%	
Bus	2.0%		12.7%	7.0%	2.1%		15.0%	13.0%	15.0%		4.0%	6.0%	1.0%	
School Bus	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	
Walk/Other	84.0%		21.6%	83.0%	11.9%		5.0%	5.0%	35.0%		58.0%	67.0%	8.0%	
Total	100.0%		100.0%	100.0%	100.0%		100.0%	100.0%	100.0%		100.0%	100.0%	100.0%	
In/Out Splits:	(3)		(4)		(6)		(8)		(10)		(11,12)		(3)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	50%	50%	94%	6%	24%	76%	61%	39%	50%	50%	57%	43%	65%	35%
MD	50%	50%	39%	61%	50%	50%	55%	45%	50%	50%	46%	54%	50%	50%
PM	50%	50%	5%	95%	61%	39%	47%	53%	67%	33%	47%	53%	50%	50%
SAT	55%	45%	60%	40%	45%	55%	55%	45%	50%	50%	51%	49%	50%	50%
Vehicle Occupancy:	(3)		(4)		(3,5,7)		(8)		(10)		(2)		(3)	
					AM/PM	MD/SAT	AM/MD/PM	SAT			AM/MD/PM	SAT		
Auto	2.00		1.26		1.12	1.57	2.00	2.70	2.20		1.58	1.90	1.30	
Taxi	2.00		1.26		1.30	1.82	2.00	2.80	2.30		1.58	1.90	1.30	
School Bus														
Truck Trip Generation:	(1)		(1)		(1)		(8)		(10)		(11)		(3)	
Weekday	0.35		0.32		0.06		0.35		3.60		0.35		0.89	
Saturday	0.04		0.01		0.02		0.02		3.60		0.04		0.89	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(1)		(8)		(10)		(11,12)		(3)	
AM	8.0%		10.0%		12.0%		7.7%		0.0%		8.0%		14.0%	
MD	11.0%		11.0%		9.0%		11.0%		6.0%		11.0%		9.0%	
PM	2.0%		2.0%		2.0%		1.0%		1.0%		2.0%		1.0%	
SAT	11.0%		11.0%		9.0%		11.0%		0.0%		11.0%		0.0%	
Truck In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Table 2 (continued)
Transportation Planning Factors

Land Use:	Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-5 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Waterfront Park		
Trip Generation:	(13)		(3)		(15)		(16)		(21) (22)		(21)		(22)		(1)		(1)		(1)
Weekday	18.0		14.7		10.4		See note (16)		2.0		2.0		4.0		44.7		44.0		139.0
Saturday	3.9		2.2		3.6		39.0		0.0		0.0		0.0		26.1		62.0		196.0
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per Student		per Staff		per Parents		per 1,000 sf		per acre		per acre
Temporal Distribution:	(13)		(3)		(15)		(16)		(21)		(21)		(21)		(1)		(1)		(1)
AM	12.0%		13.2%		13.2%		11.0%		50.0%		50.0%		50.0%		4.0%		3.0%		3.0%
MD	15.0%		11.0%		11.0%		13.0%		0.0%		0.0%		0.0%		9.0%		5.0%		5.0%
PM	14.0%		14.2%		14.1%		9.0%		5.0%		50.0%		5.0%		5.0%		6.0%		6.0%
SAT	17.0%		10.7%		11.0%		17.0%		0.0%		0.0%		0.0%		9.0%		6.0%		6.0%
Modal Splits:	(13)		(14)	(4)	(14)		(16)		(23)		(14)		(23)		(17)		(18)		(18)
	AM/PM/SAT	MD	AM/PM/SAT	MD	All Periods		All Periods		AM/MD/SAT	PM	All Periods		All Periods		All Periods		All Periods		All Periods
Auto	28.7%	2.0%	32.2%	2.0%	32.2%		24.0%		21.7%	21.7%	32.2%		0.0%		5.0%		20.0%		20.0%
Taxi	4.9%	1.0%	0.8%	1.0%	0.8%		6.0%		0.0%	0.0%	0.8%		0.0%		1.0%		1.0%		1.0%
Subway/Railroad	32.1%	7.0%	40.3%	7.0%	40.3%		59.0%		5.7%	5.7%	40.3%		8.0%		3.0%		12.0%		12.0%
Bus	12.7%	7.0%	8.8%	7.0%	8.8%		9.0%		2.1%	2.1%	8.8%		3.0%		6.0%		11.0%		11.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%		2.0%	2.0%	0.0%		0.0%		0.0%		0.0%		0.0%
Walk/Other	21.6%	83.0%	17.9%	83.0%	17.9%		2.0%		68.5%	68.5%	17.9%		89.0%		85.0%		56.0%		56.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%		100.0%	100.0%	100.0%		100.0%		100.0%		100.0%		100.0%
In/Out Splits:	(13)		(3)		(15)		(16)		(21)		(21)		(21)		(17)		(18,19)		(18,19)
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	94.0%	6%	88%	12%	88%	12%	62%	38%	100%	0%	100%	0%	50%	50%	61%	39%	55%	45%	55%	45%
MD	39.0%	61%	50%	50%	50%	50%	47%	53%	100%	0%	100%	0%	50%	0%	55%	45%	50%	50%	50%	50%
PM	5.0%	95%	12%	88%	12%	88%	35%	65%	0%	100%	0%	100%	50%	50%	29%	71%	45%	55%	45%	55%
SAT	60.0%	40%	47%	53%	50%	50%	49%	51%	100%	0%	100%	0%	50%	0%	49%	51%	50%	50%	50%	50%
Vehicle Occupancy:	(13)		(3)		(15)		(16)		(21)		(21)				(17)		(18)		(18)
Auto	1.26		1.20		1.30		1.50		1.30		1.20		N/A		1.65		2.90		2.90
Taxi	1.26		1.20		1.30		1.50		1.30		1.20		N/A		1.40		3.00		3.00
School Bus									35.0										
Truck Trip Generation:	(13)		(3)		(15)		(3)		(21)						(17)		(18,19)		(18,19)
Weekday	0.32		0.67		0.67		0.29		0.03		N/A		N/A		0.29		0.01		0.01
Saturday	0.01		0.67		0.02		0.29		0.03		N/A		N/A		0.29		0.01		0.01
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf						per 1,000 sf		per 1,000 sf		per 1,000 sf
Truck Temporal Distribution:	(13)		(3)		(15)		(3)		(21)						(17)		(18,19)		(18,19)
AM	10.0%		14.0%		14.0%		3.0%		9.6%		N/A		N/A		9.6%		6.0%		6.0%
MD	11.0%		9.0%		9.0%		11.0%		11.0%		N/A		N/A		11.0%		6.0%		6.0%
PM	2.0%		1.0%		1.0%		1.0%		1.0%		N/A		N/A		1.0%		1.0%		1.0%
SAT	11.0%		0.0%		9.0%		0.0%		0.0%		N/A		N/A		0.0%		6.0%		6.0%
Truck In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50%	50%	50.0%	50.0%	N/A	N/A	N/A	N/A	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes:

(1) Based on data from the 2020 *City Environmental Quality Review* (CEQR) *Technical Manual*.

(2) Based on NYCDOT mode split and vehicle occupancy survey data.

(3) Based on data from the 2015 *East New York Rezoning Proposal FEIS*.

(4) Based on data from the 2016 *25 Kent Avenue EAS*.

(5) Based on American Community Survey journey-to-work 5-Year (2013-2017) data for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141.

(6) Based on NYCDOT citywide residential survey data.

(7) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.

(8) Based on data from the 2017 *East Harlem Rezoning FEIS*.

(9) Based on data from *ITE Trip Generation Manual, 10th Edition*, Land Use Code 932 (High-Turnover Restaurant). Person trip rate= ITE Trip Rate x 1.52/0.95.

(10) Based on data from the 2015 *Vanderbilt Corridor and One Vanderbilt FEIS*.

(11) Based on data from the 2017 Boulevard at Hylan Plaza Proposal FEIS.

(12) AM data is based on data from the 2014 *Astoria Cove Development FEIS*.

(13) Factors assumed to be similar to those used for the office use.

(14) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141.

(15) Based on data from the 2010 *Domino Sugar Rezoning FEIS*.

(16) Based on NYCDOT medical office trip generation and mode choice data. Weekday daily trip estimate based on following equation: 141.77 + 66.626 x gross SF (in thousands).

(17) Based on data from the 2007 *Jamaica Plan Rezoning FGEIS*.

(18) Based on data from the 2005 *Brooklyn Bridge Park FEIS*.

(19) Assumes Saturday person in/out splits; and truck trip generation rates and temporal distributions are similar to does applied to the weekday midday.

(20) Based on data from the 2017 Industry City Redevelopment FEIS.

(21) Based on data from the 2011 *Brownsville Ascend Charter School Assessment*.

(22) Assumes 5% absentee rate, and a student to parent ratio of 1 to 0.7 based on data from a November 2012 survey conducted at PS 35 in Queens.

(23) Based on data provided by NYCDOT.

(24) Based on NYCDCP ZED mode choice survey data.

Retail

The trip generation rates and temporal distributions for local and destination retail uses were based on data from the *CEQR Technical Manual*. The modal and directional in/out splits and vehicle occupancy rates were based on survey data provided by DOT and data from the 2015 *East New York Rezoning Proposal FEIS* (local retail) and the 2017 *Industry City Redevelopment FEIS* and 2017 East Harlem Rezoning *FEIS* (destination retail). Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual* (local retail) and the 2017 East Harlem Rezoning *FEIS* (destination retail). As noted in the Project Description, the Proposed Actions seek to promote opportunities for residents to work in close proximity to where they live by facilitating a substantial amount of mixed-use developments with residential, office, local retail, and other non-residential uses through a combination of use requirements and incentives. These developments are anticipated to be clustered within a few blocks along the canal and key corridors, such as Third Avenue and Fourth Avenue. In addition to external trip linkages, the Proposed Actions would result in internal retail trip linkages between the new residential and office uses. A portion of the retail trips would also be drawn from existing pedestrian and vehicular traffic (pass-by trips). To reflect the large scale of the affected area, it was assumed for the purposes of the travel demand forecast that 70 percent of all local retail trips would be a combination of internal and external pass-by trips, consistent with the 2016 *East New York Rezoning Proposal FEIS*. Factors for the supermarket use were derived from data cited in the *CEQR Technical Manual*, DOT mode split and vehicle occupancy data, and in/out splits and truck factors cited in the 2017 *Boulevard and Hylan Plaza Proposal FEIS* and the 2014 *Astoria Cove Development FEIS*.

Non-Retail Commercial Uses

Non-retail commercial land uses include office, innovation economy, restaurant and auto-related (auto repair) uses. As shown in **Table 2**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the *CEQR Technical Manual*, DOT and DCP mode split data, the *East New York Rezoning Proposal FEIS*, the 2016 *25 Kent Avenue EAS*, the 2015 *Vanderbilt Corridor and One Vanderbilt FEIS* and the *ITE Trip Generation Manual, 10th Edition,* (Land Use Code 932 [High-Turnover Restaurant]). Office factors were assumed for innovation economy uses. A linked-trip credit of 25 percent was assumed for the restaurant use in the midday period and 15 percent in the PM and Saturday periods, consistent with the *Vanderbilt Corridor and One Vanderbilt FEIS.*

Community Facility

Community facility uses include medical office, community center and public school. As shown in **Table 2**, the factors used to forecast travel demand from these land uses were developed from a variety of sources, including the *CEQR Technical Manual*, DOT survey data for medical office uses, the 2015 *East New York Rezoning Proposal FEIS,* the 2007 *Jamaica Plan Rezoning FGEIS,* the 2011 *Brownsville Ascend Charter School Assessment* and DOT data on school mode choice.

Light Industrial/Warehouse

The trip generation rates, temporal distributions, directional in/out splits, vehicle occupancies and truck factors for light industrial uses were based on data from the *East New York Rezoning Proposal FEIS.* The modal splits were based on AASHTO CTPP reverse journey-to-work data for workers in the census tracts encompassing the Project Area along with data from the *25 Kent Avenue EAS* (for the midday). Factors for warehouse uses were based on data from the 2010 *Domino Sugar Rezoning FEIS* and census reverse journey-to-work data.

Residential

Residential person trip rates and temporal distribution reflect data from the *CEQR Technical Manual*, while modal and directional splits and vehicle occupancies were based on survey data provided by DOT, 2013-2017 5-year ACS journey-to-work data for census tracts encompassing the Project Area, and data from the *East New York Rezoning Proposal FEIS*. Truck trip generation rates and temporal distributions reflect those cited in the *CEQR Technical Manual*.

It should be noted that ACS vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. Both national data from USDOT-FHA's *Summary of Travel Trends: 2009 National Household Travel Survey* and regional data from the *Regional Travel-Household Interview Survey* prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA) indicate that average vehicle occupancy rates for all auto trips are over 1.4 times the average vehicle occupancy rates for auto trips to and from work. (Refer to Table 16 of the USDOT-FHA's 2009 *National Household Travel Survey* and pages 20 and 21 of NYMTC/NJTPA 2000 *Regional Travel – Household Interview Survey* provided in **Appendix A**). As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data were adjusted by a factor of 1.4 for the weekday midday and Saturday midday peak hours to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work were conservatively applied to all auto trips in these latter peak hours.

Although residential-based trips in the weekday midday and Saturday peak hours would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal splits based on the ACS journey-to-work data were conservatively assumed for all periods.

Open Space

The Proposed Actions would facilitate the development of a new waterfront park. For analysis purposes it was assumed that this park would be comprised of approximately 50 percent active open space and 50 percent passive open space. The trip rates and temporal distributions for both types of open space reflect data from the *CEQR Technical Manual*, while the modal and directional splits and vehicle occupancies were based on data from the 2005 *Brooklyn Bridge Park FEIS*.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2035 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. **Table 3** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No Action condition) that would occur in 2035 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 10,340 person trips in the weekday AM peak hour, 10,204 in the weekday midday, 12,270 in the weekday PM peak hour and 10,356 in the Saturday peak hour. Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 1,287, 536, 1,320 and 714 (in and out combined) in the weekday AM, midday and PM, and Saturday peak hours, respectively. Peak hour subway trips would increase by a net total of approximately 5,823, 3,057, 6,430 and 5,274 during these periods, respectively, while transit bus trips would increase by approximately 399, 395, 492 and 318, respectively. Lastly, walk-only trips would increase by 2,801, 5,952, 3,831 and 3,853 trips during the weekday AM, midday and PM, and Saturday peak hours, respectively.

The Proposed Actions are not expected to generate substantial numbers of trips by the Long Island Rail Road (LIRR). As most projected development sites are not located within a convenient walking distance of the LIRR's Downtown Brooklyn terminus at Atlantic Terminal, most commuter rail trips generated by the Proposed Actions would likely start or end on another mode of transit (i.e., subway and bus). Therefore, commuter rail trips are included in the totals for the subway mode in the travel demand forecast.

Table 4 shows the net incremental change in peak hour vehicle trips (auto, taxi and truck) that would be generated by each individual development site during the weekday AM, midday and PM, and Saturday peak hours.[1] As shown in **Table 4**, Site 47 would generate the greatest number of new vehicle trips in the weekday AM and PM peak hours, accounting for approximately 25 percent and 16 percent of the total incremental vehicle trips generated by the Proposed Actions in this period. Site 46 would generate the greatest number of new vehicle trips in the weekday midday peak hour, accounting for approximately 20 percent of the total incremental demand in this period, while Site 48 would generate the greatest number of new vehicle trips in the Saturday peak hour, accounting for approximately 15

[1] Detailed demand forecasts for each projected development site are provided in **Appendix B**.

Table 3
RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair	
Size/Units:	313,695 gsf		542,516 gsf		8,495 DU		-90,376 gsf		61,721 gsf		41,400 gsf		-77,685 gsf	
Peak Hour Trips:														
AM	590		1,184		6,896		-212		340		368		-204	
Midday	3,676		1,472		3,452		-636		1,090		440		-170	
PM	1,942		1,374		7,568		-636		946		728		-218	
Saturday	2,272		372		6,550		-920		928		864		-166	
Person Trips:														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	33	33	320	18	179	566	-76	-49	54	53	44	32	-115	-65
Taxi	0	0	56	1	3	17	-4	-3	10	10	6	4	-6	-3
Subway	5	5	358	22	1,248	3,925	-22	-15	25	25	30	22	0	0
Bus	3	3	144	8	32	106	-19	-13	24	24	8	6	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	254	254	241	16	196	624	-7	-4	58	57	125	91	-10	-5
Total	295	295	1,119	65	1,658	5,238	-128	-84	171	169	213	155	-131	-73
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	203	203	10	17	188	188	-206	-169	162	162	42	50	-74	-74
Taxi	0	0	2	7	3	3	-11	-8	30	30	6	8	-4	-4
Subway	58	58	44	62	1,300	1,300	-63	-52	83	83	28	32	0	0
Bus	38	38	44	63	33	33	-53	-43	83	83	8	10	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	1,539	1,539	474	749	202	202	-17	-14	187	187	118	138	-7	-7
Total	1,838	1,838	574	898	1,726	1,726	-350	-286	545	545	202	238	-85	-85
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	107	107	17	378	498	324	-176	-199	191	94	72	80	-96	-96
Taxi	0	0	1	64	14	5	-9	-10	32	14	10	12	-5	-5
Subway	33	33	21	423	3,460	2,215	-54	-61	95	46	48	54	0	0
Bus	16	16	8	164	95	59	-45	-50	95	46	14	14	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	815	815	17	281	546	352	-15	-17	224	109	198	226	-8	-8
Total	971	971	64	1,310	4,613	2,955	-299	-337	637	309	342	386	-109	###
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	137	108	66	46	319	389	-299	-244	141	141	62	58	-73	-73
Taxi	0	0	10	4	5	9	-25	-21	22	22	22	22	-4	-4
Subway	38	34	69	47	2,219	2,707	-92	-74	68	68	36	34	0	0
Bus	23	16	27	18	59	70	-66	-53	68	68	26	26	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	1,056	860	49	36	349	424	-25	-21	165	165	296	282	-6	-6
Total	1,254	1,018	221	151	2,951	3,599	-507	-413	464	464	442	422	-83	-83
Vehicle Trips :														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	25	25	254	17	163	509	-39	-25	24	23	28	20	-87	-52
Taxi	0	0	46	1	3	17	-3	-2	0	0	4	4	-6	-3
Taxi (Balanced)	0	0	47	47	20	20	-5	-5	0	0	8	8	-9	-9
Truck	0	0	8	8	29	29	-1	-1	0	0	0	0	-4	-4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	25	309	72	212	558	-45	-31	24	23	36	28	-100	-65
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	108	108	10	16	123	123	-103	-85	73	73	28	32	-58	-58
Taxi	0	0	2	7	3	3	-6	-4	12	12	4	4	-4	-4
Taxi (Balanced)	0	0	9	9	6	6	-10	-10	24	24	8	8	-8	-8
Truck	3	3	8	8	19	19	-1	-1	8	8	0	0	-2	-2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	111	27	33	148	148	-114	-96	105	105	36	40	-68	-68
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	60	60	16	299	447	292	-88	-100	86	42	46	50	-75	-75
Taxi	0	0	1	49	14	5	-5	-6	13	4	6	8	-5	-5
Taxi (Balanced)	0	0	50	50	19	19	-11	-11	17	17	14	14	-10	-10
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	60	66	349	467	312	-99	-111	103	59	60	64	-85	-85
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	75	61	52	38	206	250	-111	-91	65	65	32	30	-57	-57
Taxi	0	0	10	4	5	8	-9	-7	9	9	12	12	-4	-4
Taxi (Balanced)	0	0	14	14	13	13	-16	-16	18	18	24	24	-8	-8
Truck	0	0	0	0	3	3	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	61	66	52	222	266	-127	-107	83	83	56	54	-65	-65

Table 3 (continued)
RWCDS Travel Demand Forecast

Land Use:	Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-5 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	177,191 gsf		-55,940 gsf		-272,478 gsf		27,644 gsf		475 students 92,000 gsf		44 staff		228 parents		106,777 gsf		0.75 gsf 32,670 acres		0.75 gsf 32,670 acres			
Peak Hour Trips:																						
AM	390		-108		-376		300		476		44		456		190		2		4		10,340	
Midday	484		-88		-312		356		0		0		0		432		2		6		10,204	
PM	454		-120		-404		250		48		44		46		240		2		6		12,270	
Saturday	130		-12		-112		184		0		0		0		252		4		10		10,356	
Person Trips:																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	107	4	-31	-3	-109	-16	44	27	103	0	14	0	0	0	7	5	0	0	0	0	574	605
Taxi	18	0	-1	0	-2	0	12	8	0	0	0	0	0	0	2	0	0	0	0	0	94	34
Subway	120	5	-39	-5	-131	-19	109	67	27	0	18	0	18	18	5	2	0	0	0	0	1,771	4,052
Bus	51	2	-10	-2	-30	-3	18	8	10	0	4	0	7	7	6	5	0	0	0	0	248	151
School Bus	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0
Walk/Other	80	3	-17	0	-59	-7	4	3	326	0	8	0	203	203	98	60	1	1	2	2	1,503	1,298
Total	376	14	-98	-10	-331	-45	187	113	476	0	44	0	228	228	118	72	1	1	2	2	4,200	6,140
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	4	-1	-1	-50	-50	39	45	0	0	0	0	0	0	11	9	0	0	1	1	327	385
Taxi	0	1	0	0	0	0	9	12	0	0	0	0	0	0	2	2	0	0	0	0	37	51
Subway	12	22	-2	-2	-64	-64	97	111	0	0	0	0	0	0	7	7	0	0	0	0	1,500	1,557
Bus	12	22	-3	-3	-15	-15	17	18	0	0	0	0	0	0	14	11	0	0	0	0	178	217
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	163	246	-38	-38	-27	-27	3	5	0	0	0	0	0	0	202	167	1	1	2	2	2,802	3,150
Total	189	295	-44	-44	-156	-156	165	191	0	0	0	0	0	0	236	196	1	1	3	3	4,844	5,360
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	124	-4	-36	-16	-114	21	37	0	11	0	14	0	0	5	9	0	0	1	1	624	734
Taxi	0	22	0	-1	0	-2	6	9	0	0	0	0	0	0	0	2	0	0	0	0	49	110
Subway	5	143	-7	-41	-20	-143	51	97	0	3	0	18	2	2	2	5	0	0	0	0	3,636	2,794
Bus	1	60	-2	-9	-4	-32	8	17	0	1	0	4	1	1	5	9	0	0	0	0	192	300
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3	92	-1	-19	-8	-65	1	3	0	33	0	8	20	20	61	142	1	1	2	2	1,856	1,975
Total	13	441	-14	-106	-48	-356	87	163	0	48	0	44	23	23	73	167	1	1	3	3	6,357	5,913
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	26	14	-4	-2	-19	-19	23	22	0	0	0	0	0	0	7	7	0	0	1	1	387	448
Taxi	2	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2	0	0	0	0	38	38
Subway	27	19	-3	-1	-22	-22	55	55	0	0	0	0	0	0	5	5	0	0	1	1	2,401	2,873
Bus	6	5	-1	-1	-4	-4	8	10	0	0	0	0	0	0	7	8	0	0	1	1	154	164
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	19	12	0	0	-11	-11	1	2	0	0	0	0	0	0	104	105	2	2	2	2	2,001	1,852
Total	80	50	-8	-4	-56	-56	91	93	0	0	0	0	0	0	125	127	2	2	5	5	4,981	5,375
Vehicle Trips :																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	85	4	-27	-2	-84	-14	27	17	79	79	12	0	N/A	N/A	5	3	0	0	0	0	465	604
Taxi	16	0	-1	0	-2	0	8	5	0	0	0	0	N/A	N/A	2	0	0	0	0	0	67	22
Taxi (Balanced)	16	16	-1	-1	-2	-2	13	13	0	0	0	0	N/A	N/A	2	2	0	0	0	0	89	89
Truck	1	1	-1	-1	-15	-15	0	0	0	0	0	0	N/A	N/A	2	2	0	0	0	0	19	19
School Bus	0	0	0	0	0	0	0	0	1	1	0	0	N/A	N/A	0	0	0	0	0	0	1	1
Total	102	21	-29	-4	-101	-31	40	30	80	80	12	0	N/A	N/A	9	7	0	0	0	0	574	713
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	4	-1	-1	-39	-39	26	28	0	0	0	0	N/A	N/A	6	4	0	0	0	0	175	205
Taxi	0	1	0	0	0	0	6	7	0	0	0	0	N/A	N/A	2	2	0	0	0	0	19	28
Taxi (Balanced)	1	1	0	0	0	0	13	13	0	0	0	0	N/A	N/A	4	4	0	0	0	0	47	47
Truck	1	1	-1	-1	-7	-7	1	1	0	0	0	0	N/A	N/A	2	2	0	0	0	0	31	31
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	0	0
Total	4	6	-2	-2	-46	-46	40	42	0	0	0	0	N/A	N/A	12	10	0	0	0	0	253	283
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	98	-3	-30	-14	-89	13	26	8	8	0	12	N/A	N/A	3	4	0	0	0	0	503	597
Taxi	0	20	0	-1	0	-2	5	6	0	0	0	0	N/A	N/A	0	2	0	0	0	0	29	80
Taxi (Balanced)	20	20	-1	-1	-2	-2	11	11	0	0	0	0	N/A	N/A	2	2	0	0	0	0	109	109
Truck	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	0	0
Total	24	118	-4	-31	-16	-91	24	37	8	8	0	12	N/A	N/A	5	6	0	0	0	0	613	707
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	24	13	-4	-2	-17	-17	15	16	0	0	0	0	N/A	N/A	5	5	0	0	0	0	285	311
Taxi	2	0	0	0	0	0	3	2	0	0	0	0	N/A	N/A	2	2	0	0	0	0	30	26
Taxi (Balanced)	2	2	0	0	0	0	5	5	0	0	0	0	N/A	N/A	4	4	0	0	0	0	56	56
Truck	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	3	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	0	0
Total	26	15	-4	-2	-17	-17	20	21	0	0	0	0	N/A	N/A	9	9	0	0	0	0	344	370

Notes:
70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Table 4
Net Incremental Vehicle Trips by Projected Development Site

	Weekday Peak Hour			Saturday
	AM	MD	PM	Peak Hour
Site 1	-4	10	11	10
Site 2	17	16	17	12
Site 3	7	8	6	7
Site 4	14	15	13	12
Site 5	15	20	16	13
Site 6	0	2	-1	1
Site 7	18	4	15	4
Site 8	-2	-2	-4	-2
Site 9	1	-2	0	0
Site 10	-1	4	-1	3
Site 11	-10	-13	-11	-8
Site 12	30	10	30	17
Site 13	4	-4	5	4
Site 14	10	8	13	8
Site 15	22	19	24	28
Site 16	48	45	46	34
Site 17	12	12	11	4
Site 18	42	22	47	29
Site 19	27	24	38	21
Site 20	-4	-14	23	0
Site 21	-2	8	2	7
Site 22	0	6	18	24
Site 23	5	0	6	2
Site 24	2	12	10	15
Site 25	32	29	49	30
Site 26	28	12	30	11
Site 27	33	55	59	55
Site 28	81	22	85	44
Site 29	91	23	70	15
Site 30	-183	-172	-145	-117

	Weekday Peak Hour			Saturday
	AM	MD	PM	Peak Hour
Site 31	-38	-38	-26	-25
Site 32	2	4	1	3
Site 33	0	2	2	2
Site 34	-3	2	-1	3
Site 35	6	4	9	4
Site 36	6	2	7	4
Site 37	32	19	52	46
Site 38	-6	-4	-5	-6
Site 39	81	102	73	74
Site 40	37	25	48	28
Site 41	150	11	51	-17
Site 42	81	17	88	22
Site 43	12	25	25	23
Site 44	27	12	29	14
Site 45	1	0	2	2
Site 46	165	109	154	93
Site 47	325	90	208	100
Site 48	132	86	130	104
Site 49	-19	-12	-16	-11
Site 50	-52	-80	-41	-56
Site 51	4	4	6	4
Site 52	29	27	46	36
Site 53	-2	0	0	0
Site 54	0	2	2	4
Site 55	-5	-4	-6	-4
Site 56	-21	-18	-21	-16
Site 57	27	2	29	8
Site 58	8	-2	9	4
Site 59	9	-6	13	3
Site 60	2	4	2	3
Site 61	-3	-2	1	2
Site 62	-2	4	1	4
Site 63	-31	-30	-34	-24
Total	**1,287**	**536**	**1,320**	**714**

percent of the total vehicle trips in this period. Under the RWCDS, there would be net decreases in vehicle trips during one or more peak hours at approximately 23 sites, primarily due to the reduction in destination retail, light industrial, warehouse and auto repair uses on these sites compared to the No Action condition.

ANALYSIS PERIODS

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 vehicle trip ends in a peak hour. As shown in **Table 4**, the Proposed Actions are expected to result in more than 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand). These four periods will therefore be included in the quantified analysis of traffic conditions. Based on existing traffic volumes in the study area as reflected in automatic traffic recorder (ATR) count data, the weekday 7:45-8:45 AM, 1-2 PM (midday) and 4:30-5:30 PM peak hours have been selected for analysis along with the Saturday 3-4 PM peak hour.

Transit (both subway and bus) analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. Based on existing entering and exiting volumes at subway stations in the vicinity of the Project Area, the 7:45-8:45 AM and 5:30-6:30 PM peak hours have been selected for the analysis of subway station conditions.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. As shown in **Table 3**, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday peak hours for retail demand. Based on pedestrian count data collected for the Proposed Actions, the weekday 8-9 AM, 12-1 PM (midday) and 5-6 PM peak hours have been selected for analysis. As project increment pedestrian trips during the Saturday peak hour would be lower than in both the weekday midday and PM peak hours, significant adverse pedestrian impacts on Saturday over and above those identified for the weekday peak hours are considered unlikely. The analysis of pedestrian conditions will therefore focus on the weekday AM, midday and PM peak hours, and the Saturday peak hour will not be included for analysis.

TRAFFIC STUDY AREA

Project Area Street Network

As shown in **Figure 1**, the Project Area street network is a grid system interrupted by the Gowanus Canal and superblock developments. North-south corridors serving the Project Area include Second, Third, Fourth, Fifth and Flatbush Avenues, and Court, Smith, Hoyt, Bond and Nevins Streets. The primary east-

west corridors include Atlantic Avenue and the four local streets that cross the Gowanus Canal including Union, 3rd, 9th and Carroll Streets. To the south of the Project Area are Hamilton Avenue, the elevated Gowanus Expressway and the Prospect Expressway.

Fourth Avenue, the primary arterial within the Project Area, provides access between the Bay Ridge neighborhood to the south and Flatbush Avenue in Downtown Brooklyn to the north. Within the Project Area it typically operates with two to three moving lanes plus left-turn bays and parking in each direction. Northbound and southbound traffic is separated by a raised median protecting vents for the subway below. At its northern end, the short block between Flatbush and Atlantic Avenues operates one-way southbound with three moving lanes. Fourth Avenue is a DOT-designated local truck route, and MTA Bus B103 buses traverse the corridor in the southbound direction within the Project Area, as do New York City Transit (NYCT) B37 buses between Atlantic Avenue and Bergen Street.

Paralleling Fourth Avenue to the east and to the west are **Fifth Avenue** and **Third Avenue**, respectively, both of which also operate two-way and connect Bay Ridge with Flatbush Avenue in Downtown Brooklyn. In the vicinity of the Project Area, Fifth Avenue typically operates with one moving lane plus curbside parking in each direction, and both moving lanes also function as shared bicycle lanes. NYCT B63 buses operate in both directions along Fifth Avenue. Third Avenue typically operates with one moving lane plus curbside parking in each direction to the north of Carroll Street. There is also a striped bicycle lane between the southbound travel lane and the curb lane. To the south of Carroll Street, the roadway widens and the northbound and southbound lanes are separated by a striped median with left-turn bays. South of 3rd Street the roadway configuration changes again to include two northbound travel lanes along with a single southbound travel lane and the bicycle lane.

To the west of the Project Area are the couplet of northbound **Smith Street** and southbound **Court Street**. Smith Street runs from the Gowanus Canal to Fulton Street in Downtown Brooklyn where it becomes Jay Street. In proximity to the Project Area, Smith Street typically operates with one moving lane that also functions as a shared bicycle lane, plus parking along both curbs. North of Atlantic Avenue, the roadway widens and operates with two moving lanes until reaching Schermerhorn Street where it becomes two-way with a single moving lane/shared bicycle lane plus curbside parking in each direction. Northbound NYCT B57 buses traverse Smith Street north of 9th Street. Court Street runs from Cadman Plaza West in Downtown Brooklyn to the Gowanus Canal. In the vicinity of the Project Area it typically operates with one northbound moving lane plus parking along both curbs. A striped bicycle lane is provided between the moving lane and the parking lane along the east curb as far as Bergen Street where it transitions into a shared lane. At Pacific Street this shared lane transitions again to a striped bicycle lane adjacent to the east curb lane. Southbound NYCT B57 buses operate along Court Street in the vicinity of the Project Area.

Another north-south corridor of note is **Flatbush Avenue** (which becomes **Flatbush Avenue Extension** north of Fulton Street). This arterial roadway is located to the north of the Project Area and operates in a generally northwest-southeast direction from the Manhattan Bridge, through Brooklyn, to the

Rockaways in Queens. It also serves as a secondary route to the Brooklyn Bridge. In the vicinity of the Project Area it typically operates with two to three moving lanes in each direction, plus left-turn lanes at key intersections. Curbside regulations typically prohibit parking along both sides of Flatbush Avenue, primarily during the peak periods, and left turns are prohibited at some critical intersections in order to maximize roadway capacity. Flatbush Avenue traverses several complex intersections where one or more intersecting streets cross at oblique angles, a pattern characteristic of much of the downtown area. The intersection of Flatbush Avenue with Atlantic Avenue is one such example. Bus routes utilizing Flatbush Avenue in the vicinity of the Development Site include the B41, B41 (LTD), B45 and B67 which are operated by NYCT, and the B103 operated by MTA Bus. Flatbush Avenue is a designated Through Truck Route north of Atlantic Avenue.

Other north-south corridors in proximity to the Project Area are discontinuous due to the presence of the Gowanus Canal. These include **Second Avenue** which extends from the Gowanus Canal south to Hamilton Avenue and typically operates two-way with one moving lane plus curbside parking in each direction; **Hoyt Street** which extends from Fulton Street in Downtown Brooklyn to 5th Street at the Gowanus Canal and typically operates with one southbound moving lane, parking along both curbs, and a striped bicycle lane (north of Douglass Street) or a shared bicycle lane (south of Douglass Street); **Bond Street** which extends from the Gowanus Canal north to Fulton Street and typically operates with one northbound moving lane, a striped or shared bicycle lane, and parking along one or both curbs; and **Nevins Street** which extends from Flatbush Avenue to Carroll Street and typically operates with one southbound moving lane that also functions as a shared bicycle lane south of Degraw Street, plus parking along both curbs.

Atlantic Avenue is the primary east-west arterial in the vicinity of the Project Area. It is located to the north of the Project Area and provides access to the Brooklyn-Queens Expressway (I-278) at its western end. West of Fourth Avenue, it typically operates with two travel lanes plus a parking lane in each direction. To the east of Fourth Avenue, the roadway widens and includes a raised median. Curbside parking is restricted at several locations during peak periods. NYCT local bus routes operating along Atlantic Avenue in proximity to the Project Area include the B45, B63 and B65, and the corridor is a designated Through Truck Route.

As noted above, four local streets in proximity to the Project Area provide east-west access across the Gowanus Canal. The northernmost of these is **Union Street**, which extends from the Columbia Street waterfront to Grand Army Plaza. From the waterfront to Third Avenue, Union Street operates one-way eastbound with one moving lane, a striped bicycle lane and parking along both curbs. East of Third Avenue, Union Street becomes two-way with one moving lane plus curbside parking in each direction. To the south of Union Street is **Carroll Street**, which runs eastbound from Hoyt Street to Prospect Park West. A segment of Carroll Street also connects Smith Street to Hoyt Street; however, this segment ends at a T-intersection with Hoyt Street and there is no through access. Carroll Street typically operates with one moving lane plus parking along both curbs.

The next crossing of the Gowanus Canal is at **3rd Street**, which operates two-way from Smith Street to Fourth Avenue, and then continues one-way eastbound to Prospect Park West. The two-way segment of 3rd Street typically operates with one moving lane and a striped or shared bicycle lane in each direction plus parking along both curbs. To the east of Fourth Avenue, the roadway narrows and operates with a single eastbound moving lane, a striped bicycle lane, and parking along both curbs.

Further to the south is the **9th Street/West 9th Street** corridor which extends from Prospect Park West to Columbia Street in Red Hook. From Prospect Park West to Third Avenue, the street typically operates two-way, with one moving lane, a striped bicycle lane and curbside parking in each direction. There is also a striped median, and left-turn lanes are provided at many intersections. West of Third Avenue, the roadway narrows, the median ends and the street typically operates with one moving lane and a striped or shared bicycle lane in each direction. Curbside parking is prohibited along some blocks. At Smith Street the roadway narrows again and becomes West 9th Street, which operates one-way westbound with a single moving lane and curbside parking. A striped bicycle lane occupies the north curb lane until Hamilton Avenue which West 9th Street crosses at an off-set intersection. The segment of 9th Street between Fourth and Hamilton Avenues is a designated Local Truck Route, and NYCT B61 buses traverse the corridor east of Court Street.

Other east-west local streets in proximity to the Project Area typically operate one-way with one moving lane plus curbside parking. These streets primarily provide access to adjacent land uses, and many are discontinuous due to the Gowanus Canal.

To the south of the Project Area is **Hamilton Avenue**, an arterial roadway and designated Local Truck Route that runs between Third Avenue in Gowanus and Van Brunt Street in Red Hook. It typically operates with four moving lanes in each direction separated by wide median. Located within this median are support columns for the **Gowanus Expressway (I-278)**, an east-west interstate highway that is carried on an elevated structure above Hamilton Avenue. To the west, the Gowanus Expressway provides access to the Verrazzano-Narrows Bridge and the Belt Parkway, while to the east it becomes the Brooklyn-Queens Expressway and provides access to the Hugh L. Carey (Brooklyn-Battery) Tunnel (I-478). In the vicinity of Third Avenue, the Gowanus Expressway also intersects with the **Prospect Expressway (NY 27)**, a limited-access north-south roadway linking central Brooklyn to the Gowanus Expressway and Hugh L. Carey Tunnel. In the vicinity of the Project Area, there is an entrance ramp to the westbound Gowanus Expressway at Third Avenue, and an exit ramp from the northbound Prospect Expressway to Hamilton Avenue at 16th Street. Both the Gowanus Expressway and the Prospect Expressway are designated Through Truck Routes.

Traffic Assignment and Analysis Locations

The assignments of auto and taxi trips to the street network in proximity to the Project Area are based on the locations of each projected development site and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site under the RWCDS (e.g., commercial, residential, etc.). **Table 5** shows the directional distributions of auto and taxi trips by land

use based on origin/destination data. The origins/destinations of residential trips are based on 2012-2016 ACS journey-to-work data, while the origins/destinations of office, innovation economy, warehouse, industrial and public school (staff) uses are based on 2012-2016 ACS reverse journey-to-work data. Origins/destinations for uses that generate mostly local trips, including local retail, auto repair/service, restaurant, supermarket, community center, public school (students) and waterfront park uses, are based on population density in proximity to the Project Area and surrounding neighborhoods within a 0.5-mile radius. Origins/destinations for the destination retail and medical office uses are based on population density in proximity to the Project Area and surrounding neighborhoods within a two-mile radius. Using the distributions shown in **Table 5**, auto and taxi trips were first assigned to various portals on the periphery of the Project Area and from there via the most direct route to each projected development site. Truck trips were first assigned to designated Through and Local truck routes providing access to the Project Area, and then to the most direct paths to and from each site. Truck trips were assigned primarily to the Through Truck Routes along Atlantic and Flatbush avenues and the Gowanus Expressway, and the Local Truck Routes along 9th Street and Hamilton, Third and Fourth Avenues.

Table 5

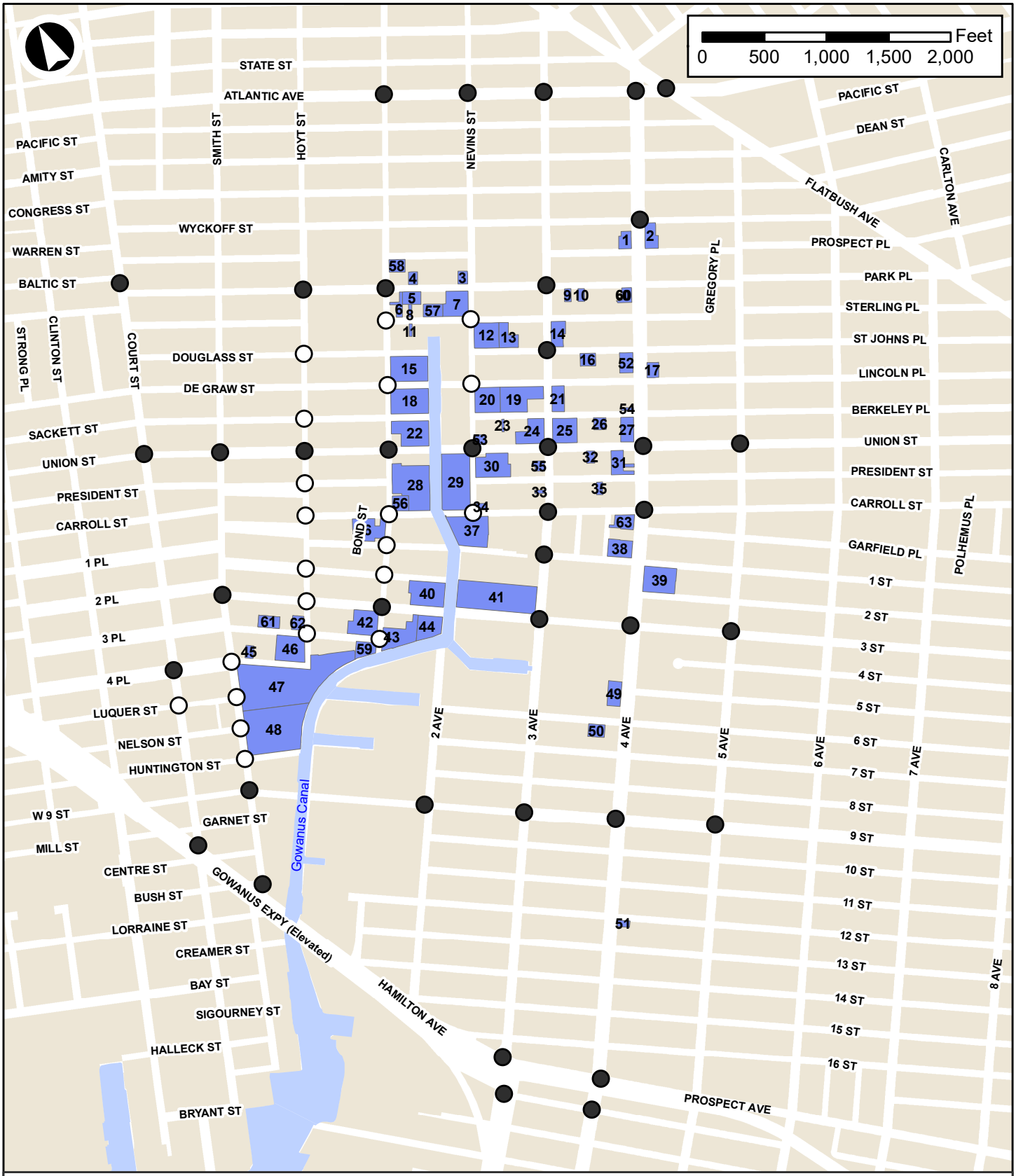
Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Brooklyn				Manhattan	Bronx	Queens	Long Island	Staten Island/N.J.	Upstate NY/ CT/PA
	N	S	E	W						
Residential	11%	21%	17%	5%	20%	0%	11%	4%	8%	3%
Office/Industrial[1]	8%	35%	10%	2%	0%	1%	16%	11%	14%	3%
Local Retail/Community Uses[2]	34%	10%	37%	19%	---	---	---	---	---	---
Destination Retail/Medical Office	34%	30%	29%	7%	---	---	---	---	---	---

Notes:
[1] Includes office, Innovation Economy, light industrial, public school (staff), and warehouse uses.
[2] Includes local retail, restaurant, supermarket, auto-related, community center, public school (students), and waterfront park uses.

As discussed above, projected development associated with the Proposed Actions would result in a net incremental increase of 1,287 vehicle trips during the weekday AM peak hour, 536 during the midday peak hour, 1,320 during the PM peak hour and 714 during the Saturday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes was prepared for each period to help identify individual intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). In consultation with DCP, representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were then selected for detailed analysis based on the preliminary assignments. Existing bottleneck locations and prevailing travel patterns in the study area were also taken into consideration. **Figure 2** shows the locations of the 60 intersections (39 signalized and 21 unsignalized) that were selected for detailed analysis. The majority of analyzed intersections are located along north-south corridors providing direct access to projected development sites, including Bond Street and Third Avenue (10 intersections each), Hoyt Street (nine intersections), Smith Street and Fourth Avenue (eight intersections each), and Nevins Street (five intersections). There are also five analyzed intersections

Traffic Study Area



Legend

Projected Development Sites

Analyzed Intersections

Signalized Unsignalized

along Court Street, three intersections along Fifth Avenue and one each intersection on Second and Flatbush Avenues.

Figures 3 through 6 show the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDS at analyzed intersections within the traffic study area.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual,* detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway Analysis

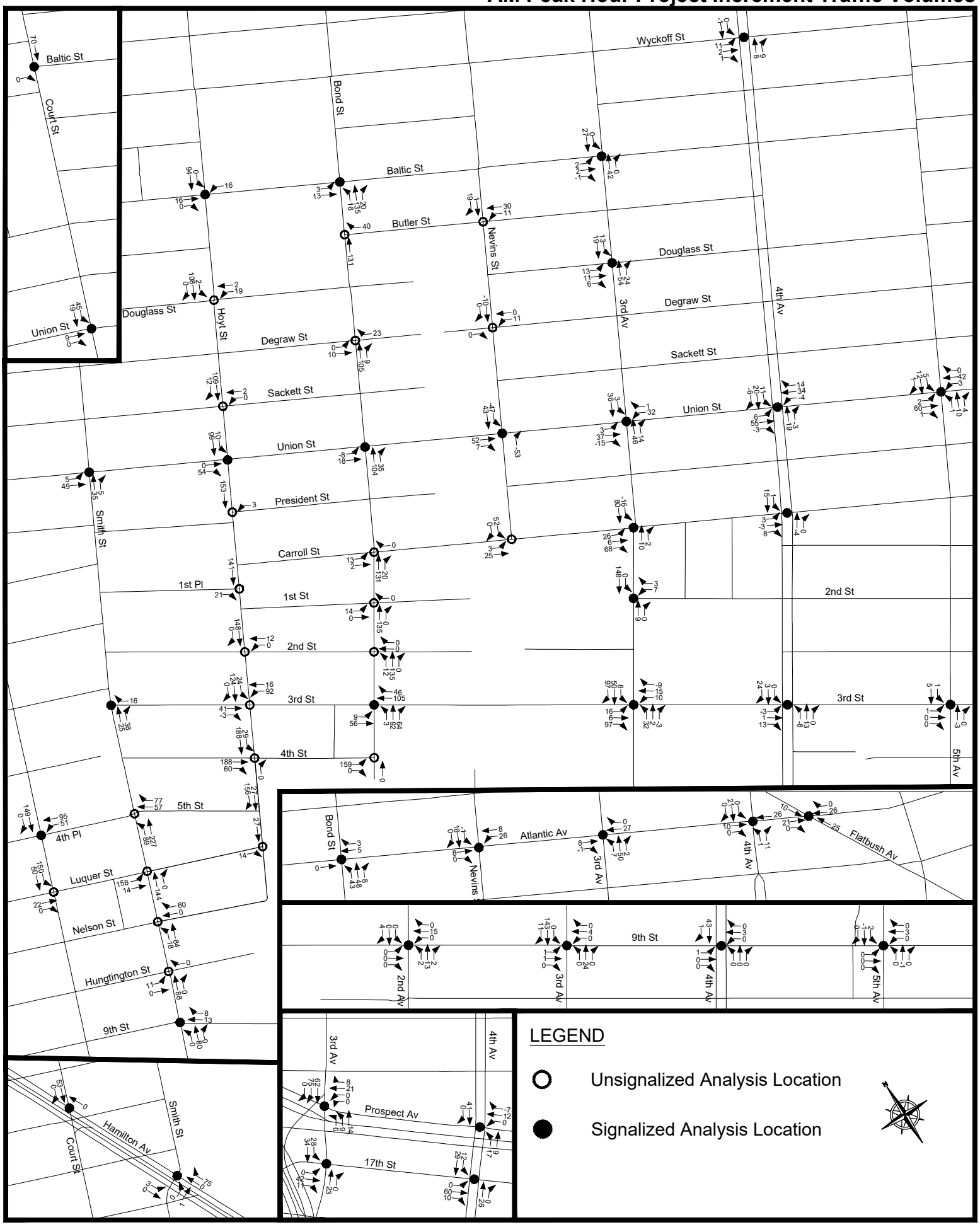
Subway Stations

There are a total of seven NYCT subway stations or station complexes in proximity to projected development sites that are expected to experience new demand as a result of the Proposed Actions. These stations are shown in **Figure 7** and **Table 6**, along with the subway routes serving each facility. As shown in **Figure 7**, F and G subway trains operating on the Culver Line serve four stations to the west and south of the Project Area. These include the Bergen Street and Carroll Street stations which are both below-grade beneath Smith Street, the Smith-9th Street station which is on an elevated structure that crosses the Gowanus Canal, and the Fourth Avenue-9th Street station which is also on an elevated structure. R trains operating on the Fourth Avenue Line serve an additional three stations on the eastern edge of the rezoning area, all of which are located below-grade beneath Fourth Avenue. These include the Fourth Avenue-9th Street station which is connected to the adjacent elevated station on the Culver Line, the Union Street station, and the Atlantic Avenue-Barclays Center station complex. This latter facility, located to the north of the Project Area, is comprised of three interconnected stations, one on the Fourth Avenue Line (served by D, N and R trains), one on the Eastern Parkway Line (served by 2, 3, 4 and 5 trains), and one on the Brighton Line (served by B and Q trains). The complex also incorporates the Atlantic Avenue Terminal of the Long Island Rail Road (LIRR). Lastly, there is the Bergen Street station on the Eastern Parkway Line (served by 2, 3 and 4 trains).

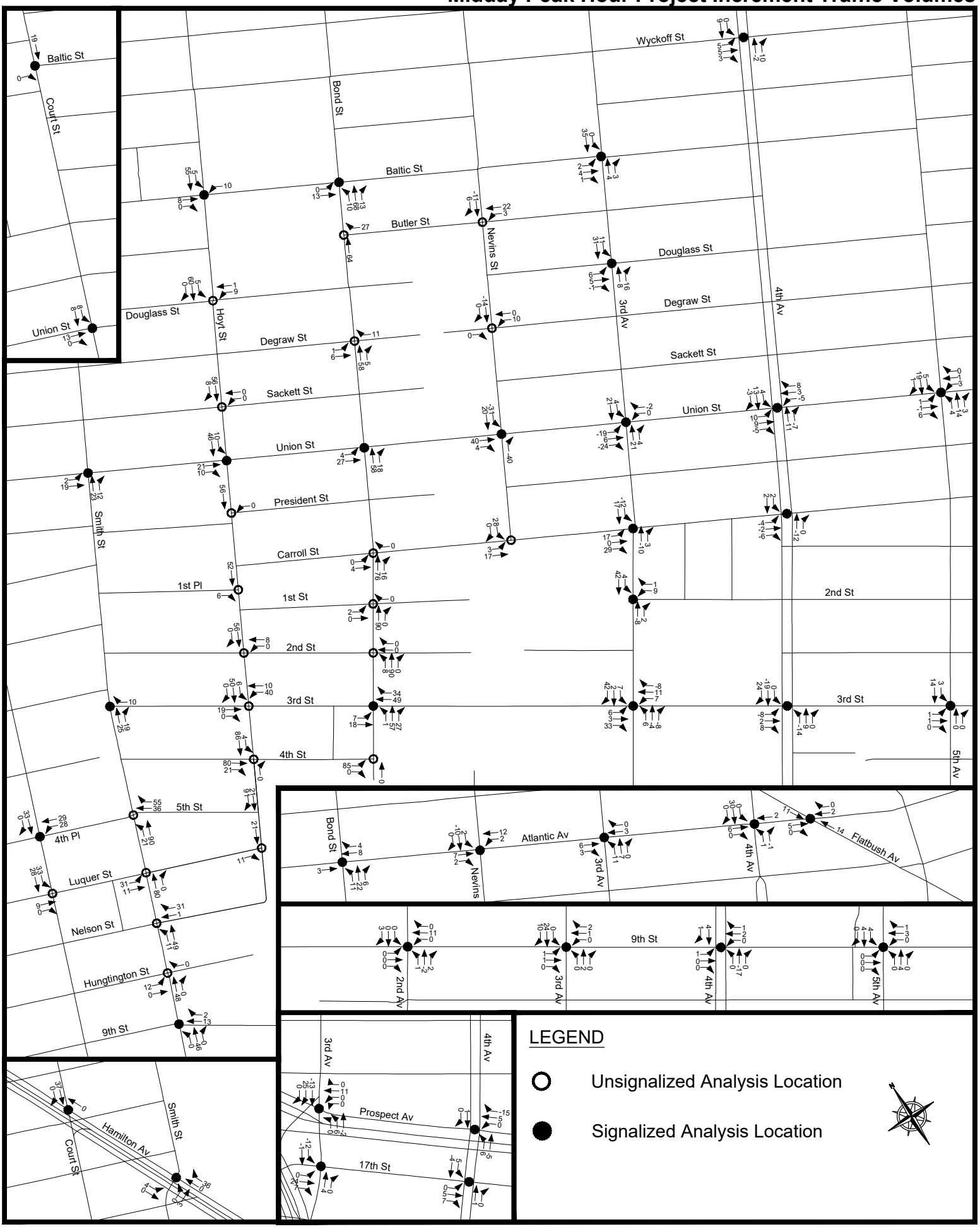
Subway Assignment and Analyzed Stations

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 5,823 and 6,430 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each projected development site were assigned to the individual stations serving the Project Area based on proximity, existing ridership patterns and guidance from NYC Transit. **Table 6**

AM Peak Hour Project Increment Traffic Volumes

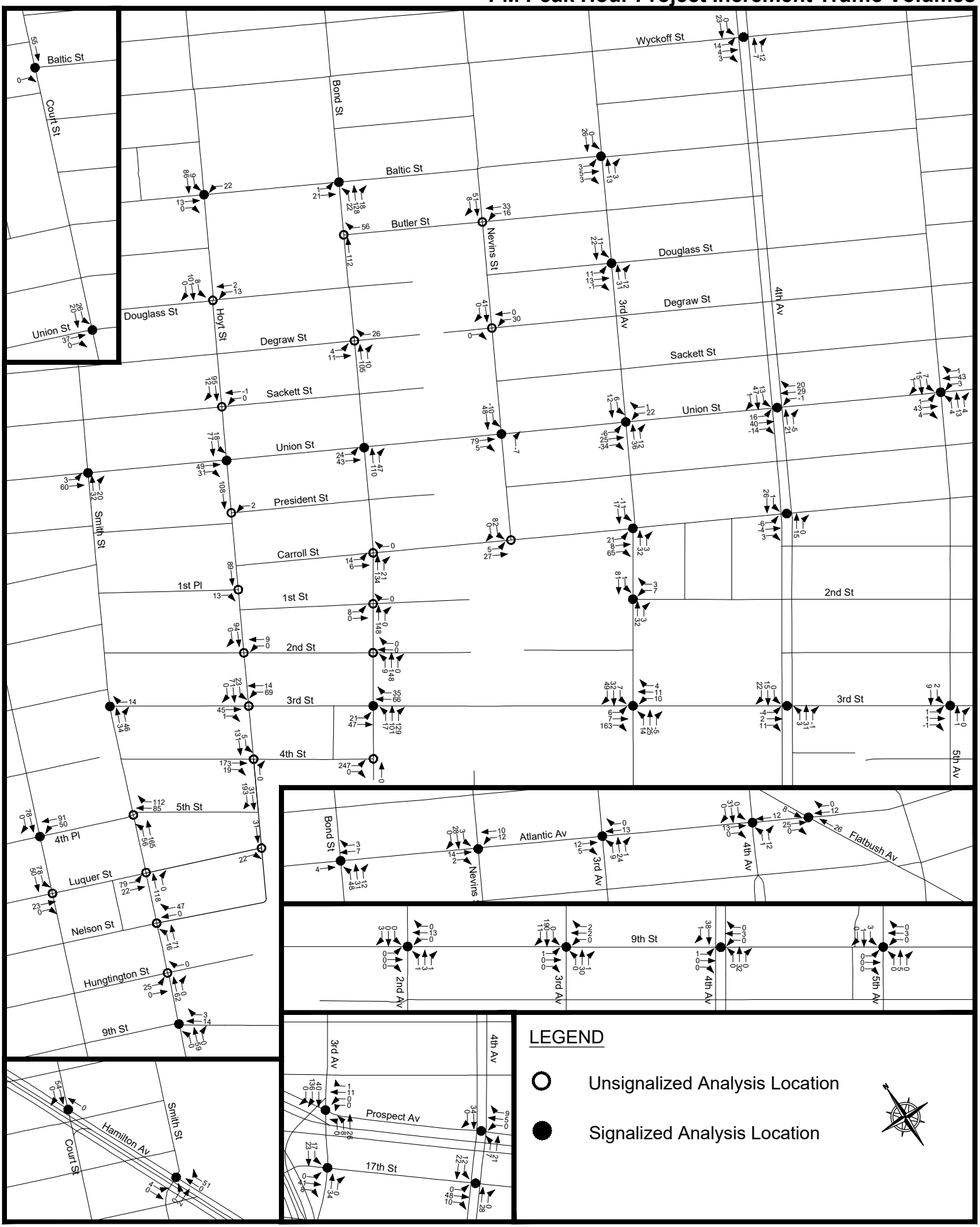


Midday Peak Hour Project Increment Traffic Volumes



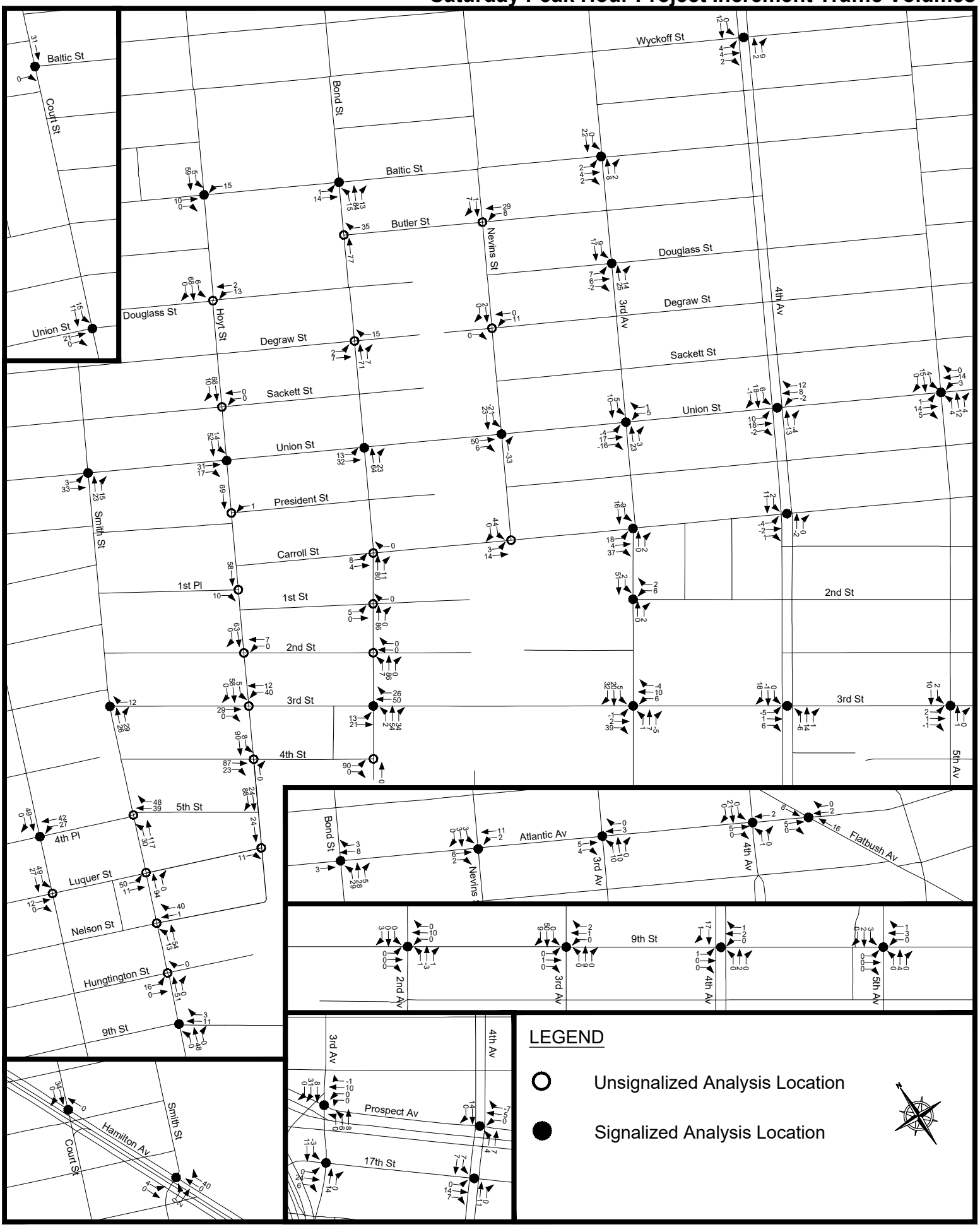
Gowanus Neighborhood Rezoning **Figure 5**

PM Peak Hour Project Increment Traffic Volumes

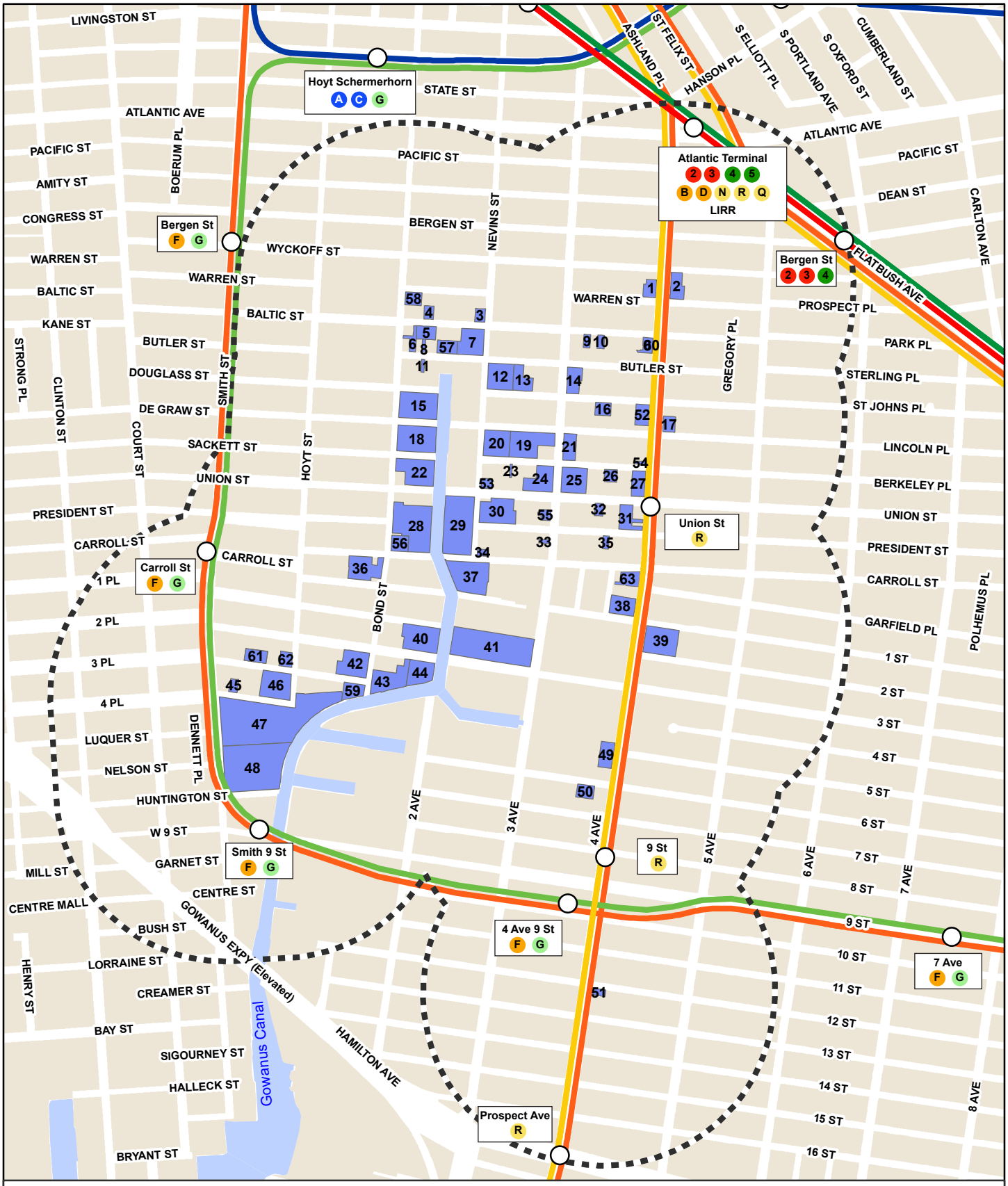


Gowanus Neighborhood Rezoning **Figure 6**

Saturday Peak Hour Project Increment Traffic Volumes



Project Area Subway Stations



Legend

Projected Development Sites

1/4-mile Radius

Feet

0 500 1,000 1,500 2,000

shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the Project Area. As shown in **Table 6**, the highest number of peak hour subway trips are expected to occur at the Carroll Street station on the Culver Line which would experience approximately 2,633 incremental trips (in + out combined) in the AM peak hour and 2,746 in the PM peak hour. The second highest number of trips would occur at the Union Street station on the Fourth Avenue Line which would experience an estimated 2,168 incremental trips in the AM peak hour and 2,530 in the PM.

Table 6

Net Incremental Peak Hour Subway Trips by Station

Subway Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
Project Summary						
Peak Hour Project-Generated Trips:	4,200	6,140	10,340	6,357	5,913	12,270
Peak Hour Project-Generated Subway Trips:	1,771	4,052	5,823	3,636	2,794	6,430
Subway Station Summary						
Atlantic Avenue-Barclays Center (2/3/4/5/B/D/N/Q/R)	32	72	104	67	49	116
Bergen Street (2/3/4)	10	24	34	26	15	41
Union Street (R)	475	1,693	2,168	1,562	968	2,530
4th Avenue-9th Street (F/G/R)	(54)	42	(12)	48	(10)	38
Bergen Street (F/G)	98	188	286	164	142	306
Carroll Street (F/G)	1,022	1,611	2,633	1,395	1,351	2,746
Smith-9th Streets (F/G)	188	422	610	374	279	653
Total	**1,771**	**4,052**	**5,823**	**3,636**	**2,794**	**6,430**

The analysis of subway station conditions focuses on a total of four subway stations at which incremental demand from the Proposed Actions is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours. As shown in **Table 6**, these subway stations include:

- Bergen Street (F/G)
- Carroll Street (F/G)
- Smith-9th Streets (F/G)
- Union Street (R)

For each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

Subway Line Haul

As discussed above, the Project Area is served by a total of eleven NYCT subway routes, including the 2, 3, 4, 5, B, D, F, G, N, Q and R. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions will be included in the EIS. The analysis will use existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

Bus Analysis

Bus Routes

As shown in **Figure 8**, a total of approximately ten local bus services are located within approximately ¼-mile of projected development sites; nine operated by NYCT and one operated by MTA Bus Company. These include both local and limited stop (LTD) service on the B41 route, and the limited stop service on the B103 operated by MTA Bus Company. These services and the principal corridors on which they operate in proximity to the Project Area are listed in **Table 7**.

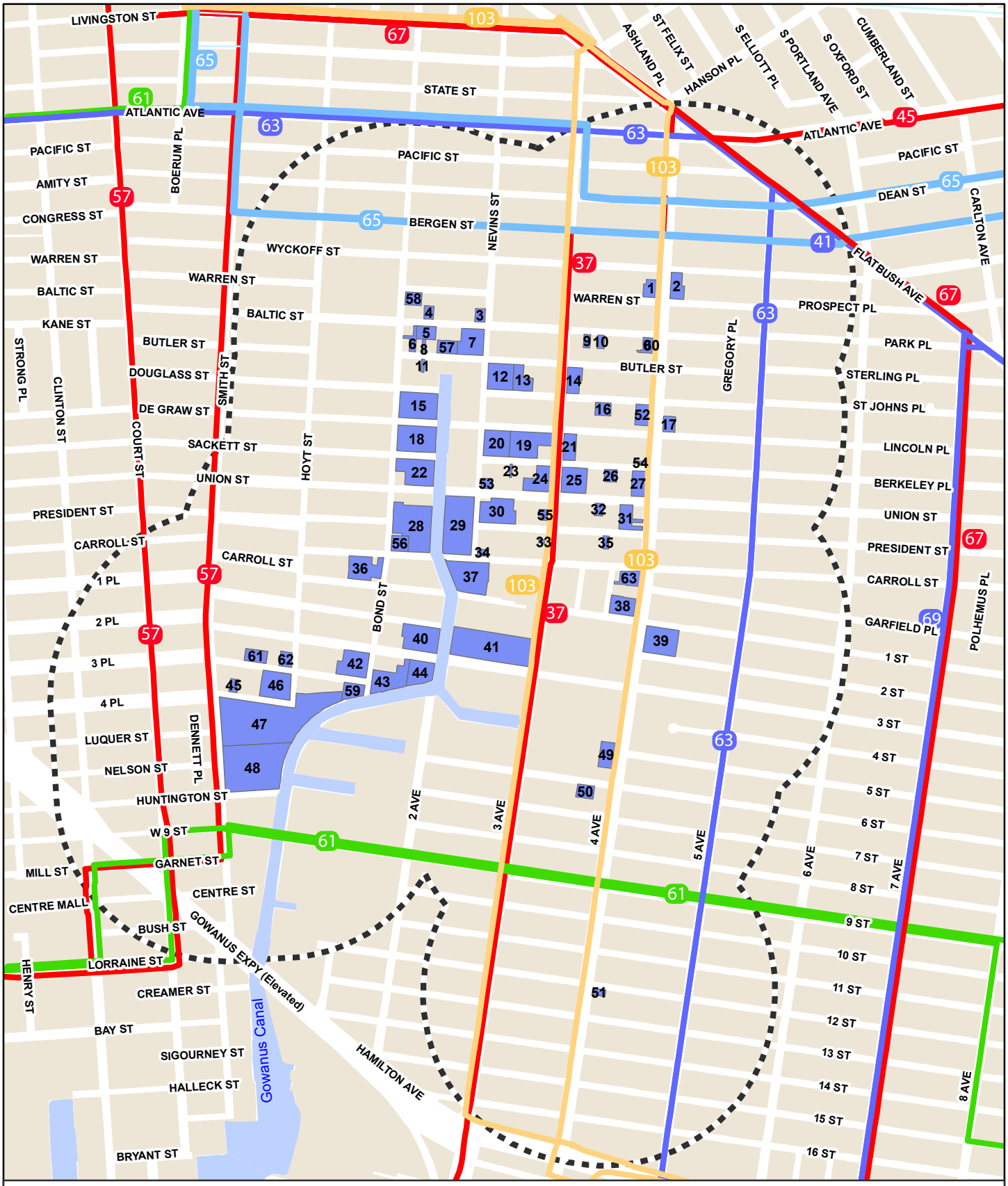
Table 7
Bus Routes Serving the Project Area

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Rezoning Area
B37	NYCT	Bay Ridge – Boerum Hill	Third Av
B41	NYCT	Kings Plaza – Downtown Brooklyn	Flatbush Av
B41 LTD	NYCT	Kings Plaza – Downtown Brooklyn	Flatbush Av
B45	NYCT	Downtown Brooklyn – Crown Heights	Atlantic Av/Flatbush Av
B57	NYCT	Red Hook – Maspeth, Queens	Smith St/Court St
B61	NYCT	Park Slope – Downtown Brooklyn	9th St
B63	NYCT	Bay Ridge – Cobble Hill	Fifth Av
B65	NYCT	Downtown Brooklyn – Crown Heights	Bergen St/Dean St
B67	NYCT	Kensington – Downtown Brooklyn	Flatbush Av/Atlantic Av
B103 LTD	MTA Bus	Canarsie – Downtown Brooklyn	Third Av/Fourth Av

Bus Assignment and Analyzed Routes

As shown in **Table 3**, projected development sites are expected to generate a net total of approximately 399 and 492 incremental trips by bus during the weekday AM and PM peak hours, respectively. These local bus trips were assigned to each route based on proximity to individual projected development sites and current ridership patterns. **Table 8** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse

Project Area Bus Routes



Legend

Projected Development Sites

1/4-mile Radius

Feet

0 500 1,000 1,500 2,000

impacts. As shown in **Table 8**, three routes are expected to experience 50 or more new trips in one or both peak hours and are therefore analyzed in the EIS – the B37 and B57 operated by NYCT and the B103 LTD operated by MTA Bus.

Table 8

Net Incremental Bus Trips by Route

Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B37	NB	13	22	35	13	41	**54**
	SB	31	10	41	31	18	49
B41	NB	0	0	0	1	0	1
	SB	0	0	0	1	0	1
B41 LTD	NB	0	0	0	1	0	1
	SB	0	0	0	1	0	1
B45	EB	0	0	0	1	0	1
	WB	0	0	0	1	0	1
B57	EB	16	34	**50**	9	74	**83**
	WB	65	9	**74**	35	18	**53**
B61	NB	11	22	33	5	43	48
	SB	43	6	49	22	11	33
B63	NB	5	7	12	8	14	22
	SB	8	5	13	12	9	21
B65	EB	7	2	9	4	5	9
	WB	5	3	8	3	8	11
B67	NB	0	0	0	1	0	1
	SB	0	0	0	0	0	0
B103 LTD	EB	13	22	35	13	41	**54**
	WB	31	9	40	30	18	48
Total		248	151	399	192	300	492

Notes:
Bold - denotes greater than 50 incremental trips per direction.

PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 3**, the Proposed Actions are expected to generate approximately 2,801 walk-only trips in the weekday AM peak hour, 5,952 in the midday peak hour, 3,831 in the PM peak hour, and 3,853 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 6,222, 3,452, 6,922 and 5,592 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to projected development sites as well as along corridors connecting these sites to area subway station entrances. In the midday and Saturday peak hours, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, a quantitative pedestrian analysis will be provided in the EIS. In consultation with the Department of City Planning (DCP), representative pedestrian elements most likely to be used by concentrations of action-generated pedestrian trips traveling to and from the projected development sites were selected for detailed analysis based on a preliminary assignment. As shown in **Figure 9**, these analysis locations include a total of 81 sidewalks, 85 corner areas and 51 crosswalks where new pedestrian demand would be most concentrated and most likely to result in significant adverse impacts.

PARKING

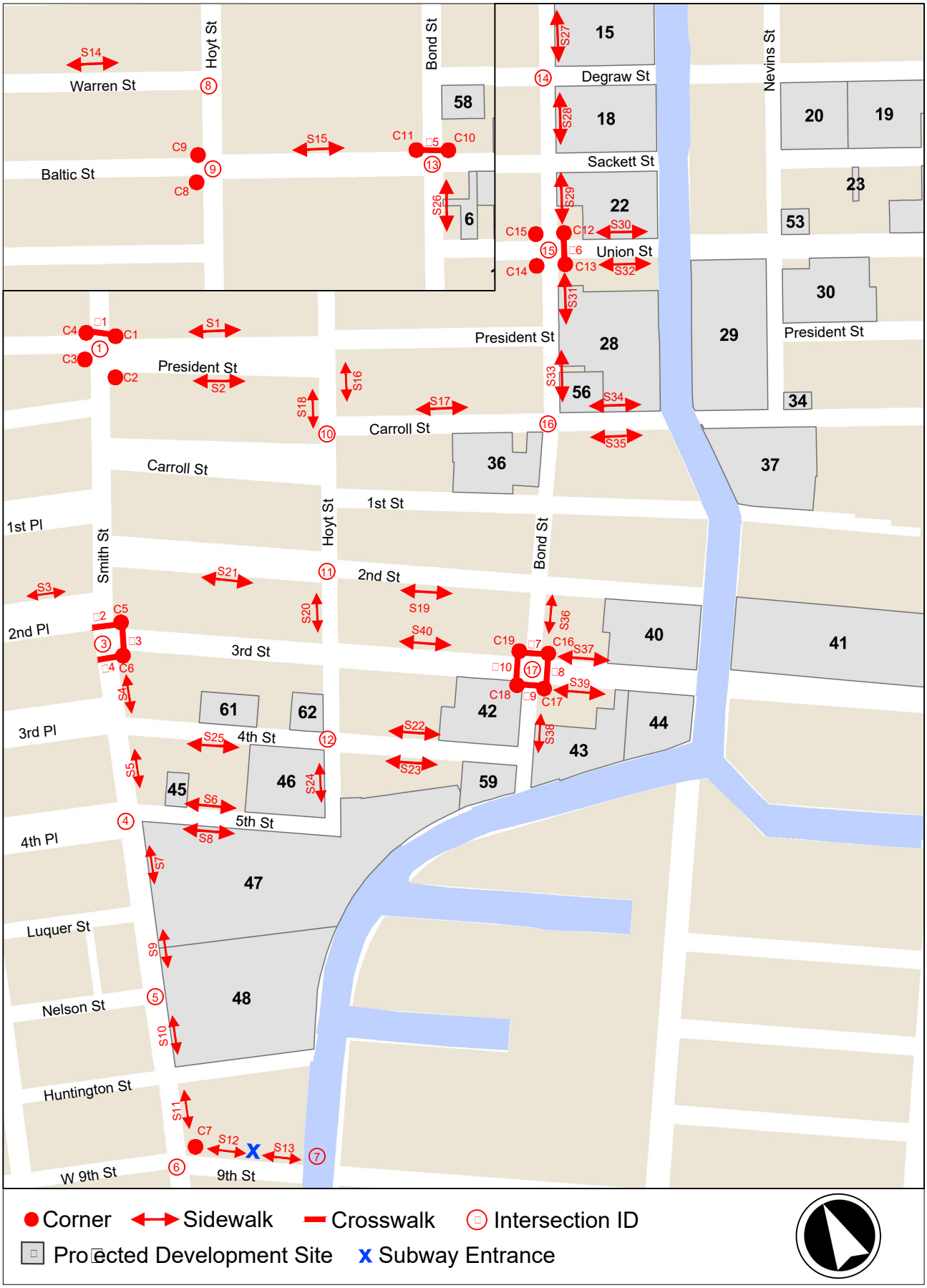
Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks during the overnight period.

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories for the weekday midday and overnight periods will be provided in the EIS to document the existing supply and demand during each period. The parking analyses will document changes in the parking supply and utilization in the Project Area and within a ¼-mile radius of projected development sites under both No Action and With Action conditions.

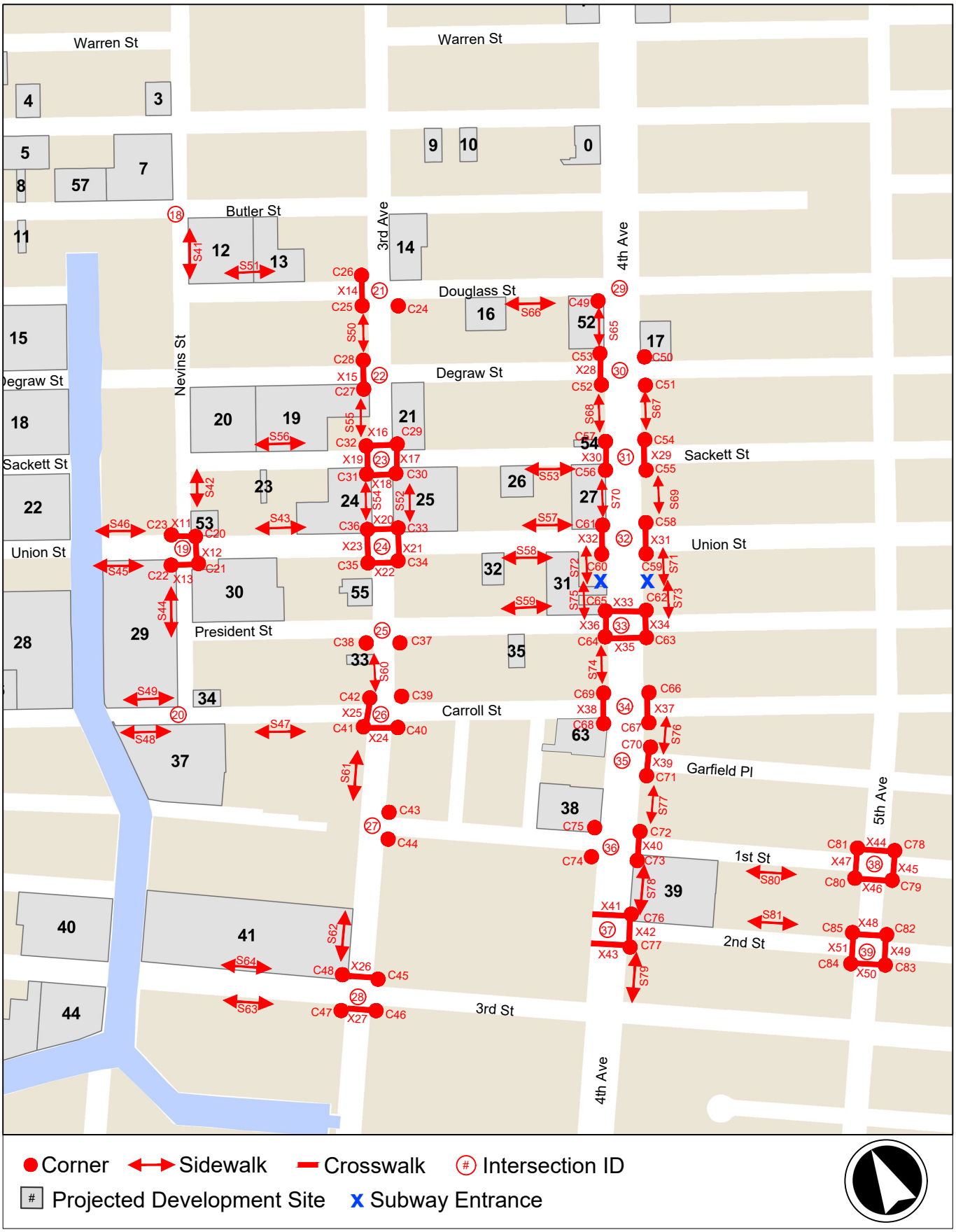
The forecast of parking demand generated by the residential component of the Proposed Actions' RWCDS will be based on 2013-2017 ACS data on average vehicles per household for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141 which encompass the Project Area. Parking demands from all other uses will be derived from the forecasts of daily auto trips from these uses. Estimates of future parking utilization will account for net reductions in demand associated with No Action land uses displaced from projected development sites under the RWCDS.

The forecast of new parking supply under the RWCDS will be based on the number of accessory parking spaces that would be provided on projected development sites in both the No Action and With Action conditions. The forecast of future supply will also account for accessory parking spaces associated with the With Action commercial uses, which have lower commercial demand in the overnight hours.

Analyzed Pedestrian Elements



Analyzed Pedestrian Elements



APPENDIX A

REFERENCE MATERIAL

(1) 2009 National Household Travel Study (Table 16)

(2) 2000 Regional Travel Household Interview Survey (pages 20-21)

SUMMARY OF TRAVEL TRENDS

2009 National Household Travel Survey

U.S. Department of Transportation
Federal Highway Administration

The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
All Purposes	**1.9**	**1.75**	**1.64**	**1.59**	**1.63**	**1.67**	**0.03**

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- "Other Family/Personal Errands" includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.

RT-HIS
Regional Travel - Household Interview Survey

EXECUTIVE SUMMARY
GENERAL FINAL REPORT

Prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA)

prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.
in association with
Cambridge Systematics, Inc.
NuStats International

February 2000

EXECUTIVE SUMMARY:
GENERAL FINAL REPORT
for the
RT-HIS: REGIONAL TRAVEL - HOUSEHOLD INTERVIEW SURVEY

Prepared for the
New York Metropolitan Transportation Council
and the
North Jersey Transportation Planning Authority, Inc.

February 2000

NYMTC Transportation Models and Data Initiative: Task 12.6
NJTPA Regional Household Interview Survey: NJTPA Component

PRIME CONSULTANT: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
ONE PENN PLAZA
NEW YORK, NEW YORK 10119

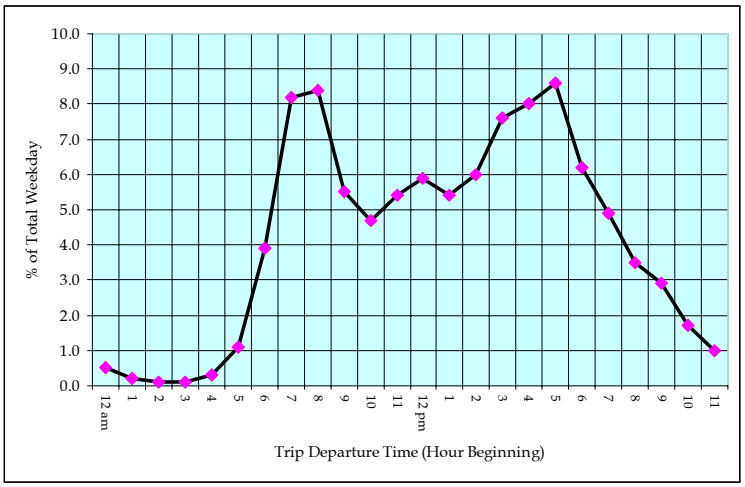
TASK SUPPORT: NUSTATS INTERNATIONAL
3006 Bee Caves Road, Suite A-300
Austin, TX 78746

This study is funded by a matching grant from the Federal Highway Administration, under NYSDOT PIN PT 1923.895, FHWA Grant PL100T (03) and NJDOT Agreement 93-TC-NJI-CO48, FHWA Agreement PL 0850011025, and Federal Transit Administration Grant PL NJ80X01000.

Focus on Auto Trips

- The two peak travel times for auto trips made by area residents peak in the morning between 8 and 9 am, and in the afternoon between 5 and 6 pm.

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

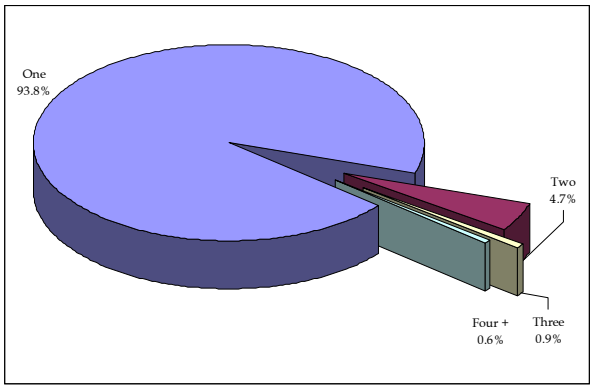


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the region are in the 1-3 mile range, about one-fifth (19.0%), in the 5-10 mile range, and one-tenth (9.6%) between 3 and 5 miles in length.
- New York City accounts for about 15% (4.0% Manhattan; 11.1% other NYC) of regional Vehicle Miles of Travel (VMT) by accounted for by area residents' automobiles.
- Trips from Long Island account for about 18% of VMT.
- The three counties of Middlesex, Morris, and Somerset in New Jersey represent about 13% of the total of auto VMT in the region.
- About 21% is associated with relatively long trips – 30 to 60 miles in length.
- Vehicle occupancy rates are reasonably uniform across the region, with most counties fairly close to the regional average of 1.40 persons per car for weekday travel.
- Vehicle occupancy rates are lower than average for trips in the longer trips in the 10 to 60 mile range (1.29 to 1.23). They are highest (1.52) for the very shortest trips under a mile and for the longest trips over 60 miles in length.
- For work travel, vehicle occupancy across the region is close to the average of 1.10.

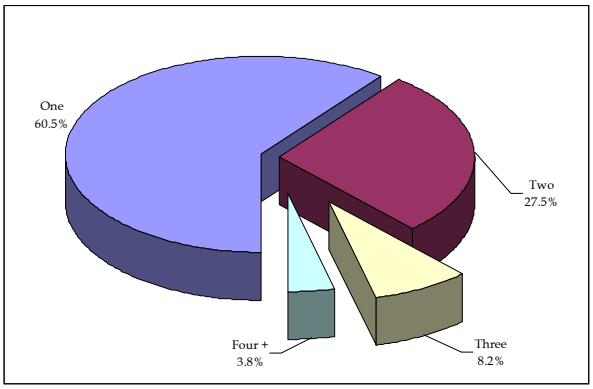
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing "HOV" auto trips with 3 or more occupants.
- Single Occupant Vehicle (SOV) auto trip shares generally increase with trip distance, and are the highest for work travel in the region at 93.7%.

Distribution of Auto Trips – by Number of Occupants

Work Trips



Other (non-Work) Trips



APPENDIX B

DETAILED TRIP GENERATION TABLES

FOR PROJECTED DEVELOPMENT SITES

Site 1

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,339 gsf		0 gsf		47 DU		0 gsf		5,750 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-4,545 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	6		0		38		0		32		0		0		0		0		0		-50		0		0		0		0		0		26	
Midday	40		0		20		0		102		0		0		0		0		0		-58		0		0		0		0		0		104	
PM	22		0		42		0		88		0		0		0		0		0		-40		0		0		0		0		0		112	
Saturday	24		0		36		0		86		0		0		0		0		0		-30		0		0		0		0		0		116	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-7	-5	0	0	0	0	0	0	0	0	0	0	-1	3
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	0	0	7	22	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-18	-11	0	0	0	0	0	0	0	0	0	0	-9	13
Bus	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	-1	1
Walk/Other	3	3	0	0	1	3	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	9	12
Total	3	3	0	0	9	29	0	0	16	16	0	0	0	0	0	0	0	0	0	0	-31	-19	0	0	0	0	0	0	0	0	0	0	-3	29
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	15	15	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	11	11
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	1	1
Subway	1	1	0	0	8	8	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-16	-17	0	0	0	0	0	0	0	0	0	0	1	0
Bus	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-2	-3	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	17	17	0	0	1	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	34	34
Total	20	20	0	0	10	10	0	0	51	51	0	0	0	0	0	0	0	0	0	0	-28	-30	0	0	0	0	0	0	0	0	0	0	53	51
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	18	9	0	0	0	0	0	0	0	0	0	0	-3	-6	0	0	0	0	0	0	0	0	0	0	19	6
Taxi	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	0	0	0	0	2	-1
Subway	0	0	0	0	19	12	0	0	9	4	0	0	0	0	0	0	0	0	0	0	-8	-16	0	0	0	0	0	0	0	0	0	0	20	0
Bus	0	0	0	0	1	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	0	0	0	0	9	2
Walk/Other	10	10	0	0	3	2	0	0	21	10	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	34	21
Total	11	11	0	0	26	16	0	0	60	28	0	0	0	0	0	0	0	0	0	0	-13	-27	0	0	0	0	0	0	0	0	0	0	84	28
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	13	13	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	12	12
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	12	16	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	9	13
Bus	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	12	10	0	0	2	2	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	28
Total	13	11	0	0	16	20	0	0	43	43	0	0	0	0	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	57	59
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-5	-3	0	0	0	0			0	0	0	0	-2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-7	-5	0	0	0	0			0	0	0	0	-4	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	1	1	0	0	1	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0			0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	8	4	0	0	0	0	0	0	0	0	0	0	-2	-4	0	0	0	0			0	0	0	0	10	3
Taxi	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	0	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	3	2	0	0	9	5	0	0	0	0	0	0	0	0	0	0	-4	-6	0	0	0	0			0	0	0	0	9	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0			0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0			0	0	0	0	5	5

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 2

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		0 gsf		53 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		5,159 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		0		44		0		0		0		0		0		0		0		54		0		0		0		0		0		98	
Midday	0		0		22		0		0		0		0		0		0		0		64		0		0		0		0		0		86	
PM	0		0		48		0		0		0		0		0		0		0		44		0		0		0		0		0		92	
Saturday	0		0		42		0		0		0		0		0		0		0		34		0		0		0		0		0		76	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	12	0	0	0	0	0	0	0	0	0	0	28	37
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4
Total	0	0	0	0	10	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	20	0	0	0	0	0	0	0	0	0	0	44	54
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	8	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Subway	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19	0	0	0	0	0	0	0	0	0	0	27	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	33	0	0	0	0	0	0	0	0	0	0	42	44
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	7	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	0	0	23	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16	0	0	0	0	0	0	0	0	0	0	32	30
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	30	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	29	0	0	0	0	0	0	0	0	0	0	45	47
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	15	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	25	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Total	0	0	0	0	19	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	36	40
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0			0	0	0	0	6	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0			0	0	0	0	8	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0			0	0	0	0	8	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0			0	0	0	0	6	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	0	0	0	0			0	0	0	0	8	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	6	6

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 3

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	6,900 gsf		1,725 gsf		23 DU		0 gsf		0 gsf		0 gsf		0 gsf		1,725 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	14		4		20		0		0		0		0		4		0		0		0		0		0		0		0		0		42	
Midday	82		6		10		0		0		0		0		6		0		0		0		0		0		0		0		0		104	
PM	42		4		20		0		0		0		0		4		0		0		0		0		0		0		0		0		70	
Saturday	50		2		18		0		0		0		0		2		0		0		0		0		0		0		0		0		72	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	0	4	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	6	6	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
Total	7	7	4	0	6	14	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	34	34	2	4	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	42
Total	41	41	2	4	5	5	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	53
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	2	10	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	18	18	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21
Total	21	21	0	4	12	8	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	37
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	1	0	7	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	8
Bus	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	23	19	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	20
Total	28	22	2	0	9	9	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	31
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 4

Land Use: / Size/Units:	Local Retail 3,450 gsf		Office 0 gsf		Residential 24 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 3,450 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	6		0		20		0		0		0		0		0		0		0		42		0		0		0		0		0		0		68	
Midday	40		0		10		0		0		0		0		0		0		0		48		0		0		0		0		0		0		98	
PM	22		0		22		0		0		0		0		0		0		0		34		0		0		0		0		0		0		78	
Saturday	26		0		18		0		0		0		0		0		0		0		24		0		0		0		0		0		0		68	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	20	19
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	3	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	3	3	0	0	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	15	0	0	0	0	0	0	0	0	0	0	0	0	36	32
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	8	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	16	0	0	0	0	0	0	0	0	0	0	0	0	17	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	17	17	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	19
Total	20	20	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27	0	0	0	0	0	0	0	0	0	0	0	0	46	52
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	14	0	0	0	0	0	0	0	0	0	0	0	0	18	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	10	10	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11
Total	11	11	0	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	22	0	0	0	0	0	0	0	0	0	0	0	0	37	41
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14	14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	13	10	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	11
Total	15	11	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	36	32
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0					0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0					0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0					0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Total	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0					0	0	0	0	7	7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0					0	0	0	0	5	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0					0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0					0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0					0	0	0	0	7	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0					0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0					0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0					0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0					0	0	0	0	6	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0					0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0					0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0					0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0					0	0	0	0	6	6

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 5

Land Use: / Size/Units:	Local Retail 5,175 gsf		Office 0 gsf		Residential 50 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial -5,576 gsf		Warehouse 0 gsf		Medical Office 5,175 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	10		0		40		0		0		0		0		0		-12		0		54		0		0		0		0		0		0		92	
Midday	60		0		20		0		0		0		0		0		-10		0		64		0		0		0		0		0		0		134	
PM	32		0		44		0		0		0		0		0		-12		0		44		0		0		0		0		0		0		108	
Saturday	38		0		38		0		0		0		0		0		-2		0		34		0		0		0		0		0		0		108	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	7	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	7	23	0	0	0	0	0	0	0	0	0	0	-5	-1	0	0	20	12	0	0	0	0	0	0	0	0	0	0	0	0	22	34
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	4	4	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8
Total	5	5	0	0	9	31	0	0	0	0	0	0	0	0	0	0	-11	-1	0	0	34	20	0	0	0	0	0	0	0	0	0	0	0	0	37	55
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	1	1	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19	0	0	0	0	0	0	0	0	0	0	0	0	27	28
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	25	25	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	22
Total	30	30	0	0	10	10	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	31	33	0	0	0	0	0	0	0	0	0	0	0	0	66	68
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	9	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	0	0	20	13	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	9	16	0	0	0	0	0	0	0	0	0	0	0	0	28	25
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	14	14	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	15
Total	16	16	0	0	27	17	0	0	0	0	0	0	0	0	0	0	-1	-11	0	0	15	29	0	0	0	0	0	0	0	0	0	0	0	0	57	51
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	7	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	1	1	0	0	13	17	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	23	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	18	14	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	16
Total	21	17	0	0	17	21	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	53	55
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	5	3	0	0	0	0			0	0	0	0	0	0	4	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	7	5	0	0	0	0			0	0	0	0	0	0	6	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	0	0	8	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0			0	0	0	0	0	0	10	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	3	5	0	0	0	0			0	0	0	0	0	0	7	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	5	7	0	0	0	0			0	0	0	0	0	0	9	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	3	3	0	0	0	0			0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	5	5	0	0	0	0			0	0	0	0	0	0	6	7

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 6

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		0 gsf		23 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-3,900 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		0		20		0		0		0		0		0		-8		0		0		0		0		0		0		0		12	
Midday	0		0		10		0		0		0		0		0		-6		0		0		0		0		0		0		0		4	
PM	0		0		20		0		0		0		0		0		-8		0		0		0		0		0		0		0		12	
Saturday	0		0		18		0		0		0		0		0		-2		0		0		0		0		0		0		0		16	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	6	14	0	0	0	0	0	0	0	0	0	0	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	12	8	0	0	0	0	0	0	0	0	0	0	0	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 7

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-12,157 gsf		2,286 gsf		85 DU		0 gsf		0 gsf		0 gsf		0 gsf		2,286 gsf		0 gsf		0 gsf		1,984 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-22		6		70		0		0		0		0		6		0		0		30		0		0		0		0		0		90	
Midday	-142		6		34		0		0		0		0		6		0		0		36		0		0		0		0		0		-60	
PM	-76		6		76		0		0		0		0		6		0		0		26		0		0		0		0		0		38	
Saturday	-88		2		66		0		0		0		0		2		0		0		14		0		0		0		0		0		-4	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	2	0	2	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	9	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	2	0	13	40	0	0	0	0	0	0	0	0	2	0	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	28	47
Bus	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4	2
Walk/Other	-10	-10	1	0	2	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-4
Total	-11	-11	6	0	17	53	0	0	0	0	0	0	0	0	6	0	0	0	0	0	18	12	0	0	0	0	0	0	0	0	0	0	36	54
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-8	-8	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-2	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	-2	-2	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	21	22
Bus	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-60	-60	3	3	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-52	-52
Total	-71	-71	3	3	17	17	0	0	0	0	0	0	0	0	3	3	0	0	0	0	17	19	0	0	0	0	0	0	0	0	0	0	-31	-29
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	0	2	5	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	3	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	-1	-1	0	2	34	22	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	38	35
Bus	-1	-1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	4
Walk/Other	-32	-32	0	1	6	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-26	-26
Total	-38	-38	0	6	46	30	0	0	0	0	0	0	0	0	0	6	0	0	0	0	9	17	0	0	0	0	0	0	0	0	0	0	17	21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-4	1	0	3	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	-1	-1	1	0	22	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	27	30
Bus	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-42	-33	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-38	-29
Total	-49	-39	2	0	30	36	0	0	0	0	0	0	0	0	2	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	-8	4
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	2	0	2	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	2	0	0	0	0			0	0	0	0	8	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	2	0	2	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	4	0	0	0	0			0	0	0	0	10	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-4	-4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-4	-4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	0	2	4	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0			0	0	0	0	3	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-2	-2	0	2	4	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	5	0	0	0	0			0	0	0	0	5	10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-3	-2	1	0	2	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-3	-2	1	0	2	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 8

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-2,246 gsf		-2,906 gsf		6 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-4		-6		6		0		0		0		0		0		0		0		0		0		0		0		0		0		-4	
Midday	-26		-8		2		0		0		0		0		0		0		0		0		0		0		0		0		0		-32	
PM	-14		-8		6		0		0		0		0		0		0		0		0		0		0		0		0		0		-16	
Saturday	-16		-2		6		0		0		0		0		0		0		0		0		0		0		0		0		0		-12	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	4
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	-2	-2	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-1
Total	-2	-2	-6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-12	-12	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-16
Total	-13	-13	-4	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-16
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	-3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-1
Bus	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	-6	-6	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-8
Total	-7	-7	0	-8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-13
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-1	-1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-8	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6
Total	-9	-7	-1	-1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-5
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 9

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-5,098 gsf		0 gsf		23 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-10		0		20		0		0		0		0		0		0		0		0		0		0		0		0		0		10	
Midday	-60		0		10		0		0		0		0		0		0		0		0		0		0		0		0		0		-50	
PM	-32		0		20		0		0		0		0		0		0		0		0		0		0		0		0		0		-12	
Saturday	-38		0		18		0		0		0		0		0		0		0		0		0		0		0		0		0		-20	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-4	-4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2
Total	-5	-5	0	0	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	-1	-1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-25	-25	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-24	-24
Total	-30	-30	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-25	-25
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-14	-14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13
Total	-16	-16	0	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	-1	-1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-18	-14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	-13
Total	-21	-17	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-8
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 10

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	4,968 gsf		-5,098 gsf		18 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																				
AM	10		-12		16		0		0		0		0		0		0		0		0		0		0		0		0		0		0		14	
Midday	58		-14		8		0		0		0		0		0		0		0		0		0		0		0		0		0		0		52	
PM	32		-14		16		0		0		0		0		0		0		0		0		0		0		0		0		0		0		34	
Saturday	36		-4		14		0		0		0		0		0		0		0		0		0		0		0		0		0		0		46	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	2
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	-5	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	10
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	4	4	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Total	5	5	-12	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	17
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	-1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Bus	1	1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	24	24	-5	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17
Total	29	29	-5	-9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	24
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Subway	0	0	0	-4	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1
Bus	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Walk/Other	14	14	0	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	12
Total	16	16	0	-14	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	0	-1	-1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	17	14	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	15
Total	20	16	-3	-1	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	22
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-1	2
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-1	0
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	-3	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-2	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	-1
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	-1
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	-1	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 11

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-2,246 gsf		0 gsf		6 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-2,906 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-4		0		6		0		0		0		0		0		0		0		-38		0		0		0		0		0		-36	
Midday	-26		0		2		0		0		0		0		0		0		0		-44		0		0		0		0		0		-68	
PM	-14		0		6		0		0		0		0		0		0		0		-30		0		0		0		0		0		-38	
Saturday	-16		0		6		0		0		0		0		0		0		0		-20		0		0		0		0		0		-30	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-3	0	0	0	0	0	0	0	0	0	0	-6	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-9	0	0	0	0	0	0	0	0	0	0	-14	-5
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	-2	-1
Walk/Other	-2	-2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1
Total	-2	-2	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-24	-14	0	0	0	0	0	0	0	0	0	0	-25	-11
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-6	0	0	0	0	0	0	0	0	0	0	-6	-7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-15	0	0	0	0	0	0	0	0	0	0	-11	-14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	-2
Walk/Other	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-12
Total	-13	-13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	-24	0	0	0	0	0	0	0	0	0	0	-32	-36
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-5	0	0	0	0	0	0	0	0	0	0	-4	-6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-11	0	0	0	0	0	0	0	0	0	0	-3	-8
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	0	0	0	0	-1	-2
Walk/Other	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6
Total	-7	-7	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-19	0	0	0	0	0	0	0	0	0	0	-15	-23
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	-3	-3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-8	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6
Total	-9	-7	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	-16	-14
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2	0	0	0	0			0	0	0	0	-4	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-4	0	0	0	0			0	0	0	0	-6	-4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4	0	0	0	0			0	0	0	0	-4	-5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-6	0	0	0	0			0	0	0	0	-6	-7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-3	0	0	0	0			0	0	0	0	-3	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-5	0	0	0	0			0	0	0	0	-5	-6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0			0	0	0	0	-4	-4

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 12

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	20,700 gsf		-2,525 gsf		226 DU		-12,000 gsf		0 gsf		9,200 gsf		0 gsf		7,475 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	38		-6		182		-28		0		82		0		16		0		0		0		0		0		0		0		0		0		284	
Midday	242		-8		92		-84		0		98		0		20		0		0		0		0		0		0		0		0		0		360	
PM	128		-6		202		-84		0		162		0		20		0		0		0		0		0		0		0		0		0		422	
Saturday	150		-2		174		-122		0		192		0		6		0		0		0		0		0		0		0		0		0		398	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-2	0	5	15	-10	-6	0	0	10	7	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	18
Taxi	0	0	0	0	0	1	-1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	1	1	-2	0	33	103	-2	-2	0	0	7	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	107
Bus	0	0	-1	0	1	3	-3	-2	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	16	16	-1	0	5	16	-1	-1	0	0	28	20	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	51
Total	19	19	-6	0	44	138	-17	-11	0	0	48	34	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	180
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	13	0	0	5	5	-27	-22	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Taxi	0	0	0	0	0	0	-1	-1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	4	4	0	0	35	35	-9	-7	0	0	6	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	40
Bus	2	2	0	0	1	1	-7	-6	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	102	102	-4	-4	5	5	-2	-2	0	0	26	32	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	143
Total	121	121	-4	-4	46	46	-46	-38	0	0	44	54	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	191
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	-2	13	9	-23	-26	0	0	16	18	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	11
Taxi	0	0	0	0	0	0	-1	-1	0	0	2	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Subway	2	2	0	-2	92	59	-7	-8	0	0	11	12	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	70
Bus	1	1	0	-1	3	2	-6	-7	0	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	54	54	0	-1	15	9	-2	-3	0	0	44	50	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	113
Total	64	64	0	-6	123	79	-39	-45	0	0	76	86	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	198
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	7	0	0	8	10	-40	-32	0	0	14	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-1
Taxi	0	0	0	0	0	0	-3	-3	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	2	2	-1	-1	59	73	-12	-10	0	0	8	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	73
Bus	2	1	0	0	2	2	-9	-7	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	70	57	0	0	9	11	-3	-3	0	0	65	62	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	128
Total	83	67	-1	-1	78	96	-67	-55	0	0	98	94	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	204
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	0	4	13	-5	-3	0	0	6	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	7	15
Taxi	0	0	0	0	0	1	-1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	1	1	-1	-1	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	1	1	-2	0	6	15	-6	-4	0	0	8	6	0	0	4	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	11	19
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	0	3	3	-14	-11	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	6
Taxi	0	0	0	0	0	0	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	7	7	0	0	4	4	-16	-13	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	-2	12	8	-12	-13	0	0	10	11	0	0	0	4	0	0	0	0	0	0	0	0	0	0			0	0	0	0	14	12
Taxi	0	0	0	0	0	0	-1	-1	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	2
Taxi (Balanced)	0	0	0	0	0	0	-2	-2	0	0	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	4	0	-2	12	8	-14	-15	0	0	13	14	0	0	1	5	0	0	0	0	0	0	0	0	0	0			0	0	0	0	16	14
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	5	4	0	0	5	6	-15	-12	0	0	7	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	6
Taxi	0	0	0	0	0	0	-1	-1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	-2	-2	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	5	4	0	0	5	6	-17	-14	0	0	13	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	7	10

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 13

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-2,540 gsf		2,990 gsf		105 DU		0 gsf		0 gsf		0 gsf		0 gsf		2,990 gsf		0 gsf		-13,050 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-6		6		86		0		0		0		0		6		0		-18		0		0		0		0		0		0		74	
Midday	-30		8		42		0		0		0		0		8		0		-16		0		0		0		0		0		0		12	
PM	-16		8		94		0		0		0		0		8		0		-20		0		0		0		0		0		0		74	
Saturday	-18		2		82		0		0		0		0		2		0		-6		0		0		0		0		0		0		62	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	0	2	7	0	0	0	0	0	0	0	0	2	0	0	0	-6	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	0	16	50	0	0	0	0	0	0	0	0	2	0	0	0	-6	-1	0	0	0	0	0	0	0	0	0	0	0	0	14	49
Bus	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-3	-3	1	0	2	8	0	0	0	0	0	0	0	0	1	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	5
Total	-3	-3	6	0	20	66	0	0	0	0	0	0	0	0	6	0	0	0	-16	-2	0	0	0	0	0	0	0	0	0	0	0	0	13	61
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	14	14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-13	-13	4	4	2	2	0	0	0	0	0	0	0	0	4	4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Total	-15	-15	4	4	21	21	0	0	0	0	0	0	0	0	4	4	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	3	6	4	0	0	0	0	0	0	0	0	0	3	0	0	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	2	44	27	0	0	0	0	0	0	0	0	0	2	0	0	-1	-7	0	0	0	0	0	0	0	0	0	0	0	0	43	24
Bus	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-7	-7	0	2	7	4	0	0	0	0	0	0	0	0	0	2	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Total	-8	-8	0	8	58	36	0	0	0	0	0	0	0	0	0	8	0	0	-2	-18	0	0	0	0	0	0	0	0	0	0	0	0	48	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	1	0	4	5	0	0	0	0	0	0	0	0	1	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	0	28	34	0	0	0	0	0	0	0	0	1	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	29	33
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-8	-8	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-5	-4
Total	-9	-9	2	0	37	45	0	0	0	0	0	0	0	0	2	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	29	33
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	2	0	2	6	0	0	0	0	0	0	0	0	2	0	0	0	-5	-1	0	0	0	0	0	0			0	0	0	0	1	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	0	0	2	0	2	6	0	0	0	0	0	0	0	0	2	0	0	0	-6	-2	0	0	0	0	0	0			0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	2	5	4	0	0	0	0	0	0	0	0	0	2	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	2	5	4	0	0	0	0	0	0	0	0	0	2	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	3	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	1	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	3	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	1	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	3	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 14

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	8,740 gsf		2,185 gsf		49 DU		0 gsf		0 gsf		0 gsf		0 gsf		2,185 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	16		6		40		0		0		0		0		6		0		0		0		0		0		0		0		0		68	
Midday	102		6		20		0		0		0		0		6		0		0		0		0		0		0		0		0		134	
PM	54		6		44		0		0		0		0		6		0		0		0		0		0		0		0		0		110	
Saturday	64		2		38		0		0		0		0		2		0		0		0		0		0		0		0		0		106	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	0	7	23	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	23
Bus	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	7	7	1	0	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11
Total	8	8	6	0	9	31	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	39
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	42	42	3	3	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	49
Total	51	51	3	3	10	10	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	67
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	2	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	2	20	13	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	18
Bus	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	22	22	0	1	3	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	26
Total	27	27	0	6	27	17	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	56
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	1	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	1	0	13	17	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	18
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	29	24	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	26
Total	35	29	2	0	17	21	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	50
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	2	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	2	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	2	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	2	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	3

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 15

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	11,043 gsf		5,866 gsf		311 DU		0 gsf		0 gsf		0 gsf		0 gsf		5,866 gsf		-25,700 gsf		-22,834 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		46,000 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	20		14		252		0		0		0		0		14		-50		-32		0		0		0		0		82		0		0		300	
Midday	130		16		126		0		0		0		0		16		-42		-26		0		0		0		0		186		0		0		406	
PM	68		16		276		0		0		0		0		16		-54		-34		0		0		0		0		104		0		0		392	
Saturday	80		4		240		0		0		0		0		4		-6		-10		0		0		0		0		108		0		0		420	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	4	0	7	21	0	0	0	0	0	0	0	0	4	0	-14	-2	-9	-1	0	0	0	0	0	0	0	0	3	2	0	0	0	0	-4	21
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1
Subway	0	0	4	0	45	143	0	0	0	0	0	0	0	0	4	0	-18	-2	-11	-2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	26	140
Bus	0	0	2	0	1	4	0	0	0	0	0	0	0	0	2	0	-4	-1	-3	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	5
Walk/Other	9	9	3	0	7	23	0	0	0	0	0	0	0	0	3	0	-8	-1	-5	-1	0	0	0	0	0	0	0	0	42	26	0	0	0	0	51	56
Total	10	10	14	0	60	192	0	0	0	0	0	0	0	0	14	0	-44	-6	-28	-4	0	0	0	0	0	0	0	0	51	31	0	0	0	0	77	223
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	5	4	0	0	0	0	15	14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
Subway	2	2	0	1	48	48	0	0	0	0	0	0	0	0	0	1	-1	-1	-6	-6	0	0	0	0	0	0	0	0	3	3	0	0	0	0	46	48
Bus	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	-2	-2	-1	-1	0	0	0	0	0	0	0	0	6	5	0	0	0	0	5	6
Walk/Other	55	55	5	9	7	7	0	0	0	0	0	0	0	0	5	9	-18	-18	-2	-2	0	0	0	0	0	0	0	0	87	71	0	0	0	0	139	131
Total	65	65	5	11	63	63	0	0	0	0	0	0	0	0	5	11	-21	-21	-13	-13	0	0	0	0	0	0	0	0	102	84	0	0	0	0	206	200
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	4	18	12	0	0	0	0	0	0	0	0	0	4	-2	-15	-1	-10	0	0	0	0	0	0	0	0	2	4	0	0	0	0	21	3
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Subway	1	1	0	6	125	81	0	0	0	0	0	0	0	0	0	5	-3	-19	-2	-12	0	0	0	0	0	0	0	0	1	2	0	0	0	0	122	64
Bus	1	1	0	2	4	2	0	0	0	0	0	0	0	0	0	3	-1	-4	0	-3	0	0	0	0	0	0	0	0	2	4	0	0	0	0	6	5
Walk/Other	28	28	0	3	20	13	0	0	0	0	0	0	0	0	0	3	-1	-9	-1	-5	0	0	0	0	0	0	0	0	26	62	0	0	0	0	72	95
Total	34	34	0	16	168	108	0	0	0	0	0	0	0	0	0	16	-7	-47	-4	-30	0	0	0	0	0	0	0	0	31	73	0	0	0	0	222	170
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	1	0	12	14	0	0	0	0	0	0	0	0	1	0	-1	-1	-2	-2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	19	18
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2
Subway	1	1	1	1	81	98	0	0	0	0	0	0	0	0	1	1	-1	-1	-2	-2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	83	100
Bus	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6	7
Walk/Other	37	30	1	0	13	16	0	0	0	0	0	0	0	0	1	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	44	46	0	0	0	0	94	90
Total	44	36	3	1	108	132	0	0	0	0	0	0	0	0	3	1	-3	-3	-5	-5	0	0	0	0	0	0	0	0	53	55	0	0	0	0	203	217
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	3	0	6	19	0	0	0	0	0	0	0	0	3	0	-12	-2	-7	-1	0	0	0	0	0	0			2	1	0	0	0	0	-4	18
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			1	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	0	0	0			1	1	0	0	0	0	0	0
Total	1	1	4	1	8	21	0	0	0	0	0	0	0	0	4	1	-13	-3	-8	-2	0	0	0	0	0	0			4	3	0	0	0	0	0	22
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0			3	2	0	0	0	0	8	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			2	2	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	0	0	0			1	1	0	0	0	0	0	0
Total	4	4	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-1	-1	-4	-4	0	0	0	0	0	0			6	5	0	0	0	0	10	9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	3	16	11	0	0	0	0	0	0	0	0	0	3	-2	-13	-1	-8	0	0	0	0	0	0			1	2	0	0	0	0	16	0
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	1	0	0	0	0	1	3
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	1	4	17	12	0	0	0	0	0	0	0	0	1	4	-2	-13	-1	-8	0	0	0	0	0	0			2	3	0	0	0	0	20	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	0	8	9	0	0	0	0	0	0	0	0	1	0	-1	-1	-2	-2	0	0	0	0	0	0			2	2	0	0	0	0	12	10
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			2	2	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	3	2	1	0	9	10	0	0	0	0	0	0	0	0	1	0	-1	-1	-2	-2	0	0	0	0	0	0			4	4	0	0	0	0	15	13

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 16

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	11,311 gsf		25,925 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		14,139 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	22		56		0		0		0		0		0		0		0		0		120		0		0		0		0		0		198	
Midday	132		70		0		0		0		0		0		0		0		0		142		0		0		0		0		0		344	
PM	70		66		0		0		0		0		0		0		0		0		98		0		0		0		0		0		234	
Saturday	82		18		0		0		0		0		0		0		0		0		94		0		0		0		0		0		194	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	11	0	0	0	0	0	0	0	0	0	0	34	13
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7	3
Subway	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	27	0	0	0	0	0	0	0	0	0	0	61	28
Bus	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	14	4
Walk/Other	10	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	22	12
Total	11	11	53	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	46	0	0	0	0	0	0	0	0	0	0	138	60
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	18	0	0	0	0	0	0	0	0	0	0	24	26
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	4	5
Subway	2	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	44	0	0	0	0	0	0	0	0	0	0	43	49
Bus	1	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	9	11
Walk/Other	56	56	23	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	80	93
Total	66	66	28	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	76	0	0	0	0	0	0	0	0	0	0	160	184
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15	0	0	0	0	0	0	0	0	0	0	13	37
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	2	7
Subway	1	1	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	38	0	0	0	0	0	0	0	0	0	0	22	59
Bus	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	4	15
Walk/Other	29	29	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31	44
Total	35	35	3	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	64	0	0	0	0	0	0	0	0	0	0	72	162
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	0	0	0	0	19	18
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4	3
Subway	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	28	0	0	0	0	0	0	0	0	0	0	32	31
Bus	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	6	6
Walk/Other	38	31	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	41	34
Total	45	37	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	48	0	0	0	0	0	0	0	0	0	0	102	92
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	7	0	0	0	0			0	0	0	0	25	9
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0			0	0	0	0	5	2
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	12	0	0	0	0			0	0	0	0	32	16
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0			0	0	0	0	16	17
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0			0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	18	0	0	0	0			0	0	0	0	22	23
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0			0	0	0	0	8	26
Taxi	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0			0	0	0	0	1	5
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0			0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	14	0	0	0	0			0	0	0	0	14	32
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0			0	0	0	0	12	12
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	3	2
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0			0	0	0	0	17	17

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 17

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		0 gsf		26 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		2,479 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		0		22		0		0		0		0		0		0		0		34		0		0		0		0		0		56	
Midday	0		0		10		0		0		0		0		0		0		0		40		0		0		0		0		0		50	
PM	0		0		24		0		0		0		0		0		0		0		28		0		0		0		0		0		52	
Saturday	0		0		20		0		0		0		0		0		0		0		16		0		0		0		0		0		36	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	6	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8	0	0	0	0	0	0	0	0	0	0	17	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	0	6	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	13	0	0	0	0	0	0	0	0	0	0	27	29
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13	0	0	0	0	0	0	0	0	0	0	14	16
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21	0	0	0	0	0	0	0	0	0	0	24	26
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11	0	0	0	0	0	0	0	0	0	0	17	18
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	18	0	0	0	0	0	0	0	0	0	0	25	27
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	12	14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	17	19
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0			0	0	0	0	6	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0			0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0			0	0	0	0	5	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	2

Notes:
70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 18

Land Use: / Size/Units:	Local Retail 17,250 gsf		Office 8,625 gsf		Residential 296 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 8,625 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	32		20		240		0		0		0		0		20		0		0		0		0		0		0		0		0		312	
Midday	202		24		120		0		0		0		0		24		0		0		0		0		0		0		0		0		370	
PM	106		22		264		0		0		0		0		22		0		0		0		0		0		0		0		0		414	
Saturday	124		6		228		0		0		0		0		6		0		0		0		0		0		0		0		0		364	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	6	0	6	20	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	7	0	43	136	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	136
Bus	0	0	2	0	1	4	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	14	14	4	0	7	22	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	36
Total	16	16	20	0	57	183	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	200
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	1	1	46	46	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	51
Bus	2	2	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	85	85	8	12	7	7	0	0	0	0	0	0	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	116
Total	101	101	10	14	60	60	0	0	0	0	0	0	0	0	10	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	189
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	6	17	11	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	29
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	2	2	0	7	121	78	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	94
Bus	1	1	0	3	3	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9
Walk/Other	44	44	0	5	19	12	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	66
Total	53	53	0	22	161	103	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	200
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	6	1	1	11	14	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	22
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	2	2	1	1	77	93	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	97
Bus	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	57	47	1	1	12	15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	64
Total	68	56	3	3	102	126	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	188
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	5	0	5	18	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	19
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	6	1	7	20	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	23
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	6	6	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	5	15	10	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	23
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	1	6	16	11	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	1	1	7	9	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	3	1	1	8	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	15

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 19

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	32,232 gsf		7,058 gsf		270 DU		0 gsf		0 gsf		0 gsf		-6,000 gsf		8,058 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																				
AM	60		16		218		0		0		0		-16		18		0		0		0		0		0		0		0		0		0		296	
Midday	378		20		110		0		0		0		-14		22		0		0		0		0		0		0		0		0		0		516	
PM	198		18		240		0		0		0		-18		20		0		0		0		0		0		0		0		0		0		458	
Saturday	232		6		208		0		0		0		-12		6		0		0		0		0		0		0		0		0		0		440	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	4	0	6	18	0	0	0	0	0	0	-9	-5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	1	1	6	0	39	124	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	125
Bus	1	1	2	0	1	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Walk/Other	25	25	3	0	6	20	0	0	0	0	0	0	-1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	45
Total	30	30	16	0	52	166	0	0	0	0	0	0	-11	-5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	191
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	21	21	0	0	6	6	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	6	6	1	1	41	41	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	49
Bus	4	4	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Walk/Other	158	158	6	10	7	7	0	0	0	0	0	0	-1	-1	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	185
Total	189	189	8	12	55	55	0	0	0	0	0	0	-7	-7	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254	262
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	6	16	10	0	0	0	0	0	0	-8	-8	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	24
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	3	3	0	5	110	70	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	85
Bus	2	2	0	2	3	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9
Walk/Other	83	83	0	4	17	11	0	0	0	0	0	0	-1	-1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	101
Total	99	99	0	18	147	93	0	0	0	0	0	0	-9	-9	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	221
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	14	11	1	1	10	12	0	0	0	0	0	0	-6	-6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	19
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	4	3	1	1	70	87	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	92
Bus	3	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Walk/Other	107	88	1	1	11	14	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	104
Total	128	104	3	3	93	115	0	0	0	0	0	0	-6	-6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	219
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	3	0	5	16	0	0	0	0	0	0	-7	-4	4	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	7	14
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	-1	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	2	2	4	1	7	18	0	0	0	0	0	0	-8	-5	5	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	10	17
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	4	4	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Total	12	12	0	0	5	5	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	12	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	5	14	9	0	0	0	0	0	0	-6	-6	0	4	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	14	18
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	6	6	1	6	15	10	0	0	0	0	0	0	-6	-6	1	5	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	17	21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	7	6	1	1	6	8	0	0	0	0	0	0	-5	-5	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	10	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	7	6	1	1	6	8	0	0	0	0	0	0	-5	-5	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	10	11

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 20

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	6,900 gsf		6,900 gsf		226 DU		0 gsf		6,900 gsf		0 gsf		0 gsf		6,900 gsf		0 gsf		0 gsf		-20,525 gsf		0 students 0 gsf		0 staff		0 parents		-20,525 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	14		16		182		0		38		0		0		16		0		0		-166		0		0		0		-38		0		0		62	
Midday	82		20		92		0		122		0		0		20		0		0		-196		0		0		0		-84		0		0		56	
PM	42		18		202		0		106		0		0		18		0		0		-136		0		0		0		-46		0		0		204	
Saturday	50		6		174		0		104		0		0		6		0		0		-136		0		0		0		-48		0		0		156	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	4	0	5	15	0	0	6	6	0	0	0	0	4	0	0	0	0	0	-25	-15	0	0	0	0	0	0	-1	-1	0	0	0	0	-6	6
Taxi	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	-6	-4	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2
Subway	0	0	6	0	33	103	0	0	3	3	0	0	0	0	5	0	0	0	0	0	-61	-37	0	0	0	0	0	0	-1	0	0	0	0	0	-15	69
Bus	0	0	2	0	1	3	0	0	3	3	0	0	0	0	3	0	0	0	0	0	-9	-6	0	0	0	0	0	0	-1	-1	0	0	0	0	-1	-1
Walk/Other	6	6	3	0	5	16	0	0	6	6	0	0	0	0	3	0	0	0	0	0	-2	-1	0	0	0	0	0	0	-20	-13	0	0	0	0	1	14
Total	7	7	16	0	44	138	0	0	19	19	0	0	0	0	16	0	0	0	0	0	-103	-63	0	0	0	0	0	0	-23	-15	0	0	0	0	-24	86
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	5	5	0	0	18	18	0	0	0	0	0	0	0	0	0	0	-22	-25	0	0	0	0	0	0	-2	-2	0	0	0	0	4	1
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Subway	1	1	1	1	35	35	0	0	9	9	0	0	0	0	1	1	0	0	0	0	-54	-62	0	0	0	0	0	0	-1	-1	0	0	0	0	-8	-16
Bus	1	1	1	1	1	1	0	0	9	9	0	0	0	0	1	1	0	0	0	0	-8	-9	0	0	0	0	0	0	-3	-2	0	0	0	0	2	2
Walk/Other	34	34	6	10	5	5	0	0	22	22	0	0	0	0	6	10	0	0	0	0	-2	-2	0	0	0	0	0	0	-40	-33	0	0	0	0	31	46
Total	41	41	8	12	46	46	0	0	61	61	0	0	0	0	8	12	0	0	0	0	-92	-104	0	0	0	0	0	0	-46	-38	0	0	0	0	26	30
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	6	13	9	0	0	21	10	0	0	0	0	0	5	0	0	0	0	-11	-21	0	0	0	0	0	0	-1	-2	0	0	0	0	24	9
Taxi	0	0	0	1	0	0	0	0	4	2	0	0	0	0	0	1	0	0	0	0	-3	-5	0	0	0	0	0	0	0	0	0	0	0	0	1	-1
Subway	1	1	0	5	92	59	0	0	11	5	0	0	0	0	0	5	0	0	0	0	-28	-53	0	0	0	0	0	0	0	-1	0	0	0	0	76	21
Bus	0	0	0	2	3	2	0	0	11	5	0	0	0	0	0	3	0	0	0	0	-4	-8	0	0	0	0	0	0	-1	-2	0	0	0	0	9	2
Walk/Other	18	18	0	4	15	9	0	0	25	12	0	0	0	0	0	4	0	0	0	0	-1	-2	0	0	0	0	0	0	-11	-28	0	0	0	0	46	17
Total	21	21	0	18	123	79	0	0	72	34	0	0	0	0	0	18	0	0	0	0	-47	-89	0	0	0	0	0	0	-13	-33	0	0	0	0	156	48
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	1	8	10	0	0	16	16	0	0	0	0	1	1	0	0	0	0	-16	-17	0	0	0	0	0	0	-1	-1	0	0	0	0	12	12
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	1	1	59	73	0	0	8	8	0	0	0	0	1	1	0	0	0	0	-39	-42	0	0	0	0	0	0	-1	-1	0	0	0	0	30	41
Bus	1	0	0	0	2	2	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	-1	-1	0	0	0	0	4	3
Walk/Other	23	19	1	1	9	11	0	0	17	17	0	0	0	0	1	1	0	0	0	0	-1	-1	0	0	0	0	0	0	-20	-22	0	0	0	0	30	26
Total	28	22	3	3	78	96	0	0	52	52	0	0	0	0	3	3	0	0	0	0	-66	-70	0	0	0	0	0	0	-23	-25	0	0	0	0	75	81
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	3	0	4	13	0	0	3	3	0	0	0	0	3	0	0	0	0	0	-17	-10	0	0	0	0			-1	-1	0	0	0	0	-4	6
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-4	-3	0	0	0	0			0	0	0	0	0	0	-2	-2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-7	-7	0	0	0	0			0	0	0	0	0	0	-4	-4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	1	1	4	1	6	15	0	0	3	3	0	0	0	0	4	1	0	0	0	0	-24	-17	0	0	0	0			-1	-1	0	0	0	0	-7	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	3	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-15	-17	0	0	0	0			-1	-1	0	0	0	0	-2	-4
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0			0	0	0	0	0	0	-3	-3
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0			0	0	0	0	0	0	-6	-6
Truck	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Total	3	3	0	0	4	4	0	0	11	11	0	0	0	0	0	0	0	0	0	0	-23	-25	0	0	0	0			-1	-1	0	0	0	0	-6	-8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	5	12	8	0	0	10	5	0	0	0	0	0	4	0	0	0	0	-7	-14	0	0	0	0			-1	-1	0	0	0	0	15	8
Taxi	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	-2	-3	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	3	3	0	0	0	0	1	1	0	0	0	0	-5	-5	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	1	6	12	8	0	0	13	8	0	0	0	0	1	5	0	0	0	0	-12	-19	0	0	0	0			-1	-1	0	0	0	0	15	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	1	1	1	5	6	0	0	7	7	0	0	0	0	1	1	0	0	0	0	-11	-11	0	0	0	0			-1	-1	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0			0	0	0	0	0	0	-2	-2
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0			0	0	0	0	0	0	-4	-4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	1	1	1	5	6	0	0	9	9	0	0	0	0	1	1	0	0	0	0	-17	-17	0	0	0	0			-1	-1	0	0	0	0	0	0

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 21

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	9,066 gsf		-12,536 gsf		110 DU		0 gsf		0 gsf		0 gsf		0 gsf		4,500 gsf		-10,114 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	18		-28		90		0		0		0		0		10		-20		0		0		0		0		0		0		0		0		70	
Midday	106		-34		44		0		0		0		0		12		-16		0		0		0		0		0		0		0		0		112	
PM	56		-32		98		0		0		0		0		12		-22		0		0		0		0		0		0		0		0		112	
Saturday	66		-8		84		0		0		0		0		4		-2		0		0		0		0		0		0		0		0		144	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-8	0	2	7	0	0	0	0	0	0	0	0	3	0	-6	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	7
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	-9	-1	17	52	0	0	0	0	0	0	0	0	4	0	-7	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	50
Bus	0	0	-3	0	0	1	0	0	0	0	0	0	0	0	1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	1
Walk/Other	8	8	-6	0	3	8	0	0	0	0	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16
Total	9	9	-27	-1	22	68	0	0	0	0	0	0	0	0	10	0	-18	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	74
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	-1	-1	17	17	0	0	0	0	0	0	0	0	0	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	18
Bus	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	44	44	-12	-18	3	3	0	0	0	0	0	0	0	0	4	6	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29
Total	53	53	-14	-20	22	22	0	0	0	0	0	0	0	0	4	8	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	55
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	-9	6	4	0	0	0	0	0	0	0	0	0	3	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	-5
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	-1	-10	45	29	0	0	0	0	0	0	0	0	0	5	-1	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	16
Bus	1	1	0	-4	1	1	0	0	0	0	0	0	0	0	0	1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-3
Walk/Other	23	23	0	-7	7	5	0	0	0	0	0	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	20
Total	28	28	-1	-31	59	39	0	0	0	0	0	0	0	0	0	12	-2	-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	28
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	-1	-1	4	5	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	-2	-1	28	36	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	37
Bus	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	30	25	-1	-1	4	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	29
Total	36	30	-5	-3	37	47	0	0	0	0	0	0	0	0	3	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	74
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-6	0	2	6	0	0	0	0	0	0	0	0	2	0	-5	-1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-6	6
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	0
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-7	-1	2	6	0	0	0	0	0	0	0	0	2	0	-5	-1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-7	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	-7	5	4	0	0	0	0	0	0	0	0	0	2	-1	-5	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	-4
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	-1	-8	5	4	0	0	0	0	0	0	0	0	1	3	-1	-5	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	-4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-1	-1	3	3	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	-1	-1	3	3	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 22

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		-2,959 gsf		266 DU		0 gsf		6,044 gsf		0 gsf		0 gsf		4,533 gsf		2,867 gsf		-68,540 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		-6		216		0		34		0		0		10		6		-94		0		0		0		0		0		0		0		166	
Midday	0		-8		108		0		106		0		0		12		6		-78		0		0		0		0		0		0		0		146	
PM	0		-8		236		0		92		0		0		12		6		-102		0		0		0		0		0		0		0		236	
Saturday	0		-2		204		0		92		0		0		4		2		-28		0		0		0		0		0		0		0		272	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	6	18	0	0	5	5	0	0	0	0	3	0	3	0	-27	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	19
Taxi	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Subway	0	0	-2	0	39	122	0	0	3	3	0	0	0	0	4	0	2	0	-32	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	120
Bus	0	0	-1	0	1	3	0	0	3	3	0	0	0	0	1	0	0	0	-7	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	5
Walk/Other	0	0	-1	0	6	20	0	0	5	5	0	0	0	0	2	0	1	0	-15	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	23
Total	0	0	-6	0	52	164	0	0	17	17	0	0	0	0	10	0	6	0	-82	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	169
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	6	6	0	0	16	16	0	0	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway	0	0	0	0	41	41	0	0	8	8	0	0	0	0	0	1	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	34
Bus	0	0	0	0	1	1	0	0	8	8	0	0	0	0	0	1	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Walk/Other	0	0	-4	-4	6	6	0	0	18	18	0	0	0	0	4	6	3	3	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22
Total	0	0	-4	-4	54	54	0	0	53	53	0	0	0	0	4	8	3	3	-39	-39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	75
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-2	16	10	0	0	18	9	0	0	0	0	0	3	0	2	-4	-29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-7
Taxi	0	0	0	0	1	0	0	0	3	2	0	0	0	0	0	1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Subway	0	0	0	-3	107	69	0	0	9	5	0	0	0	0	0	4	0	3	-5	-36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	42
Bus	0	0	0	-1	3	2	0	0	9	5	0	0	0	0	0	2	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
Walk/Other	0	0	0	-2	17	11	0	0	21	11	0	0	0	0	0	2	0	1	-2	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	7
Total	0	0	0	-8	144	92	0	0	60	32	0	0	0	0	0	12	0	6	-12	-90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	44
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	10	12	0	0	14	14	0	0	0	0	1	0	1	1	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	0	0	-1	0	69	85	0	0	7	7	0	0	0	0	1	1	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	88
Bus	0	0	0	0	2	2	0	0	7	7	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Walk/Other	0	0	0	0	11	13	0	0	16	16	0	0	0	0	1	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	26
Total	0	0	-2	0	92	112	0	0	46	46	0	0	0	0	3	1	1	1	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	146
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	5	16	0	0	2	2	0	0	0	0	2	0	3	0	-21	-3	0	0	0	0	0	0			0	0	0	0	0	0	-11	15
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0			0	0	0	0	0	0	-1	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0			0	0	0	0	0	0	-2	-2
Total	0	0	-2	0	7	18	0	0	2	2	0	0	0	0	2	0	3	0	-25	-7	0	0	0	0	0	0			0	0	0	0	0	0	-13	13
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	4	0	0	7	7	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	0	5	5	0	0	10	10	0	0	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0			0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-2	14	9	0	0	8	4	0	0	0	0	0	2	0	2	-3	-22	0	0	0	0	0	0			0	0	0	0	0	0	19	-7
Taxi	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	-1	0	0	0	0	0	0			0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	2	2	0	0	0	0	1	1	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	-2	15	10	0	0	10	6	0	0	0	0	1	3	0	2	-4	-23	0	0	0	0	0	0			0	0	0	0	0	0	22	-4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	6	8	0	0	6	6	0	0	0	0	1	0	1	1	-4	-4	0	0	0	0	0	0			0	0	0	0	0	0	9	11
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	-1	0	6	8	0	0	8	8	0	0	0	0	1	0	1	1	-4	-4	0	0	0	0	0	0			0	0	0	0	0	0	11	13

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 23

Land Use: / Size/Units:	Local Retail 0 gsf		Office 6,900 gsf		Residential 0 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		16		0		0		0		0		0		0		0		0		0		0		0		0		0		0		16	
Midday	0		20		0		0		0		0		0		0		0		0		0		0		0		0		0		0		20	
PM	0		18		0		0		0		0		0		0		0		0		0		0		0		0		0		0		18	
Saturday	0		6		0		0		0		0		0		0		0		0		0		0		0		0		0		0		6	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
Bus	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Walk/Other	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10
Total	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Bus	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	4
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 24

Land Use: / Size/Units:	Local Retail 28,106 gsf		Office 0 gsf		Residential 149 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse -33,520 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	52		0		120		0		0		0		0		0		0		-46		0		0		0		0		0		0		0		126	
Midday	328		0		60		0		0		0		0		0		0		-38		0		0		0		0		0		0		0		350	
PM	174		0		132		0		0		0		0		0		0		-50		0		0		0		0		0		0		0		256	
Saturday	202		0		114		0		0		0		0		0		0		-14		0		0		0		0		0		0		0		302	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	-13	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	22	68	0	0	0	0	0	0	0	0	0	0	0	0	-17	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	67
Bus	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	3
Walk/Other	21	21	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	-7	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	31
Total	26	26	0	0	29	91	0	0	0	0	0	0	0	0	0	0	0	0	-41	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	112
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	18	18	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	5	5	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
Bus	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	138	138	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	139
Total	164	164	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	-19	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	175
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	-2	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	0	0	59	39	0	0	0	0	0	0	0	0	0	0	0	0	-2	-18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	24
Bus	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Walk/Other	72	72	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	70
Total	87	87	0	0	80	52	0	0	0	0	0	0	0	0	0	0	0	0	-6	-44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	95
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	10	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	0	0	38	48	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	48
Bus	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	94	76	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	82
Total	111	91	0	0	51	63	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	147
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	-10	-2	0	0	0	0	0	0			0	0	0	0	0	0	-5	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	-1	-1
Total	2	2	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	-12	-4	0	0	0	0	0	0			0	0	0	0	0	0	-6	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	9	9	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0			0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	10	10	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0			0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	-2	-11	0	0	0	0	0	0			0	0	0	0	0	0	11	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	5	5	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	-2	-11	0	0	0	0	0	0			0	0	0	0	0	0	11	-1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	6	5	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	8	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	6	5	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	8	7

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 25

Land Use: / Size/Units:	Local Retail -10,403 gsf		Office 21,557 gsf		Residential 131 DU		Destination Retail 0 gsf		Restaurant 9,200 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																				
AM	-20		48		106		0		50		0		0		0		0		0		0		0		0		0		0		0		0		184	
Midday	-122		58		54		0		162		0		0		0		0		0		0		0		0		0		0		0		0		152	
PM	-64		54		116		0		140		0		0		0		0		0		0		0		0		0		0		0		0		246	
Saturday	-76		14		102		0		138		0		0		0		0		0		0		0		0		0		0		0		0		178	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	13	1	3	9	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	17
Taxi	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Subway	0	0	14	1	19	59	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	64
Bus	0	0	6	0	1	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	6
Walk/Other	-9	-9	10	1	3	10	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	10
Total	-10	-10	45	3	26	80	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	98
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-7	-7	0	1	3	3	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21
Taxi	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway	-2	-2	2	2	20	20	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
Bus	-1	-1	2	2	1	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
Walk/Other	-51	-51	19	30	3	3	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	-61	-61	23	35	27	27	0	0	81	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	82
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	1	15	8	5	0	0	28	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	30
Taxi	0	0	0	3	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Subway	-1	-1	1	15	54	34	0	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	55
Bus	-1	-1	0	7	1	1	0	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
Walk/Other	-26	-26	1	11	8	5	0	0	33	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	6
Total	-32	-32	3	51	71	45	0	0	94	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	110
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-4	2	2	5	6	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	25
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway	-1	-1	3	2	34	43	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	54
Bus	-1	-1	1	1	1	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Walk/Other	-34	-29	2	1	5	7	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	4
Total	-41	-35	8	6	45	57	0	0	69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	97
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	10	1	3	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	16	12
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	0
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	-1	-1	12	3	3	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	18	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	0	1	2	2	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	9	10
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	-4	-4	0	1	2	2	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	14	15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	1	12	7	4	0	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	19	20
Taxi	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	3
Taxi (Balanced)	0	0	2	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	-2	-2	3	14	7	4	0	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	24	25
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-3	-2	2	2	3	4	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	12	14
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	-3	-2	2	2	3	4	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	14	16

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 26

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	8,740 gsf		34,960 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																				
AM	16		76		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		92	
Midday	102		94		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		196	
PM	54		88		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		142	
Saturday	64		24		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		88	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2
Taxi	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Subway	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1
Bus	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Walk/Other	7	7	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	8
Total	8	8	72	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	12
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	2	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6
Bus	1	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Walk/Other	42	42	30	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	89
Total	51	51	37	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	108
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27
Taxi	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Subway	1	1	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28
Bus	1	1	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
Walk/Other	22	22	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	40
Total	27	27	4	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	111
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	1	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Bus	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	29	24	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26
Total	35	29	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	38
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	18	2
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	0
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	3
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	1	1	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	22	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	4	4
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	21
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	3
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	24
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	5	4
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	5

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 27

Land Use: / Size/Units:	Local Retail 0 gsf		Office 0 gsf		Residential 210 DU		Destination Retail 11,730 gsf		Restaurant 5,750 gsf		Supermarket 0 gsf		Auto Repair -360 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		0		170		28		32		0		-2		0		0		0		0		0		0		0		0		0		228	
Midday	0		0		86		84		102		0		-2		0		0		0		0		0		0		0		0		0		270	
PM	0		0		188		84		88		0		-2		0		0		0		0		0		0		0		0		0		358	
Saturday	0		0		162		120		86		0		-2		0		0		0		0		0		0		0		0		0		366	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	14	10	6	5	5	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24
Taxi	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	0	0	0	0	31	96	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	100
Bus	0	0	0	0	1	3	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Walk/Other	0	0	0	0	5	15	0	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	22
Total	0	0	0	0	41	129	17	11	16	16	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	155
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	5	5	27	22	15	15	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	41
Taxi	0	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway	0	0	0	0	32	32	9	7	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	47
Bus	0	0	0	0	1	1	7	6	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	15
Walk/Other	0	0	0	0	5	5	2	2	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24
Total	0	0	0	0	43	43	46	38	51	51	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	131
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	12	8	23	26	18	9	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	42
Taxi	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Subway	0	0	0	0	86	55	7	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	67
Bus	0	0	0	0	2	2	6	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	13
Walk/Other	0	0	0	0	14	9	2	3	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	22
Total	0	0	0	0	114	74	39	45	60	28	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	146
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	8	10	39	32	13	13	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	54
Taxi	0	0	0	0	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Subway	0	0	0	0	54	66	11	10	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	82
Bus	0	0	0	0	2	2	9	7	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	15
Walk/Other	0	0	0	0	9	11	3	3	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	30
Total	0	0	0	0	73	89	65	55	43	43	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	186
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	4	13	5	3	2	2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	10	17
Taxi	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	0	0	0	0	6	15	6	4	2	2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	13	20
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	14	11	7	7	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	23	20
Taxi	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Total	0	0	0	0	4	4	16	13	10	10	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	29	26
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	11	7	12	13	8	4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	30	23
Taxi	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1
Taxi (Balanced)	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	11	7	14	15	9	5	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	33	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	5	6	14	12	6	6	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	24	23
Taxi	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	5	6	16	14	8	8	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	28	27

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 28

Land Use: / Size/Units:	Local Retail 6,580 gsf		Office 26,600 gsf		Residential 462 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 26,600 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																				
AM	12		58		374		0		0		0		0		58		0		0		0		0		0		0		0		0		0		502	
Midday	78		72		188		0		0		0		0		72		0		0		0		0		0		0		0		0		0		410	
PM	40		68		410		0		0		0		0		68		0		0		0		0		0		0		0		0		0		586	
Saturday	48		18		356		0		0		0		0		18		0		0		0		0		0		0		0		0		0		440	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	16	1	10	31	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	34		
Taxi	0	0	3	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1		
Subway	0	0	17	1	67	212	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	214		
Bus	0	0	7	0	2	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	6		
Walk/Other	5	5	12	1	11	34	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	41		
Total	6	6	55	3	90	284	0	0	0	0	0	0	0	0	55	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206	296		
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	1	10	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16		
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subway	1	1	2	3	71	71	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	78		
Bus	1	1	2	3	2	2	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9		
Walk/Other	33	33	23	37	11	11	0	0	0	0	0	0	0	0	24	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	117		
Total	39	39	28	44	94	94	0	0	0	0	0	0	0	0	29	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	220		
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	19	27	17	0	0	0	0	0	0	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	57		
Taxi	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7		
Subway	1	1	1	21	187	120	0	0	0	0	0	0	0	0	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	163		
Bus	0	0	0	8	5	3	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19		
Walk/Other	17	17	1	14	30	19	0	0	0	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	64		
Total	20	20	3	65	250	160	0	0	0	0	0	0	0	0	3	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276	310		
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	4	2	17	21	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27		
Taxi	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1		
Subway	1	1	3	2	120	147	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	152		
Bus	1	0	1	1	3	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6		
Walk/Other	22	18	2	2	19	23	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45		
Total	27	21	11	7	160	196	0	0	0	0	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	231		
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	13	1	9	28	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	31		
Taxi	0	0	2	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1		
Taxi (Balanced)	0	0	2	2	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5		
Truck	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		
Total	1	1	15	3	12	31	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	38		
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	1	6	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10		
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Total	2	2	1	1	7	7	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11		
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	15	24	15	0	0	0	0	0	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	46		
Taxi	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5		
Taxi (Balanced)	0	0	2	2	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6		
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	1	1	3	17	26	17	0	0	0	0	0	0	0	0	3	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	52		
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	3	2	11	13	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18		
Taxi	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1		
Taxi (Balanced)	0	0	1	1	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4		
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	2	1	4	3	13	15	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22		

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 29

Land Use: / Size/Units:	Local Retail 18,096 gsf		Office 29,346 gsf		Residential 498 DU		Destination Retail -25,430 gsf		Restaurant 5,750 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 17,608 gsf		Light Industrial 11,738 gsf		Warehouse 0 gsf		Medical Office 11,738 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	34		64		402		-60		32		0		0		38		24		0		102		0		0		0		0		0		0		636	
Midday	212		80		202		-180		102		0		0		48		20		0		120		0		0		0		0		0		0		604	
PM	112		74		442		-180		88		0		0		44		26		0		84		0		0		0		0		0		0		690	
Saturday	130		20		382		-260		86		0		0		12		4		0		78		0		0		0		0		0		0		452	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	17	1	10	33	-21	-14	5	5	0	0	0	0	10	1	6	1	0	0	15	9	0	0	0	0	0	0	0	0	0	0	44	38
Taxi	0	0	3	0	0	1	-1	-1	1	1	0	0	0	0	2	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	9	3
Subway	1	1	20	1	72	231	-7	-4	2	2	0	0	0	0	11	1	9	1	0	0	38	23	0	0	0	0	0	0	0	0	0	0	146	256
Bus	0	0	8	0	2	6	-5	-4	2	2	0	0	0	0	5	0	2	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	20	7
Walk/Other	14	14	13	1	11	36	-2	-1	6	6	0	0	0	0	8	0	4	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	55	58
Total	17	17	61	3	95	307	-36	-24	16	16	0	0	0	0	36	2	21	3	0	0	64	38	0	0	0	0	0	0	0	0	0	0	274	362
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	12	1	1	11	11	-58	-48	15	15	0	0	0	0	0	1	0	0	0	0	14	15	0	0	0	0	0	0	0	0	0	0	-5	7
Taxi	0	0	0	0	0	0	-3	-2	3	3	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	3	5
Subway	3	3	2	3	76	76	-18	-15	8	8	0	0	0	0	1	2	1	1	0	0	33	38	0	0	0	0	0	0	0	0	0	0	106	116
Bus	2	2	2	3	2	2	-15	-12	8	8	0	0	0	0	1	2	1	1	0	0	5	6	0	0	0	0	0	0	0	0	0	0	6	12
Walk/Other	89	89	26	42	12	12	-5	-4	17	17	0	0	0	0	16	25	8	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	164	190
Total	106	106	31	49	101	101	-99	-81	51	51	0	0	0	0	18	30	10	10	0	0	56	64	0	0	0	0	0	0	0	0	0	0	274	330
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	1	20	29	19	-50	-56	18	9	0	0	0	0	1	12	1	8	0	0	7	13	0	0	0	0	0	0	0	0	0	0	13	31
Taxi	0	0	0	3	1	1	-3	-3	3	1	0	0	0	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	7
Subway	2	2	1	24	201	128	-15	-17	9	4	0	0	0	0	1	13	1	9	0	0	17	32	0	0	0	0	0	0	0	0	0	0	217	195
Bus	1	1	0	9	6	4	-13	-14	9	4	0	0	0	0	0	6	0	2	0	0	3	5	0	0	0	0	0	0	0	0	0	0	6	17
Walk/Other	47	47	1	15	32	21	-4	-5	21	10	0	0	0	0	0	9	1	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	99	102
Total	56	56	3	71	269	173	-85	-95	60	28	0	0	0	0	2	42	3	23	0	0	30	54	0	0	0	0	0	0	0	0	0	0	338	352
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	6	3	2	19	23	-84	-69	13	13	0	0	0	0	2	1	1	1	0	0	9	10	0	0	0	0	0	0	0	0	0	0	-29	-13
Taxi	0	0	1	0	1	1	-7	-6	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	2	3	3	129	156	-26	-21	6	6	0	0	0	0	2	2	1	1	0	0	23	23	0	0	0	0	0	0	0	0	0	0	140	172
Bus	1	1	2	1	4	4	-19	-15	6	6	0	0	0	0	1	1	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	-2	2
Walk/Other	61	49	3	2	20	25	-7	-6	16	16	0	0	0	0	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	96	88
Total	72	58	12	8	173	209	-143	-117	43	43	0	0	0	0	7	5	2	2	0	0	38	40	0	0	0	0	0	0	0	0	0	0	204	248
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	13	1	9	29	-11	-7	2	2	0	0	0	0	8	1	5	1	0	0	10	6	0	0	0	0			0	0	0	0	37	34
Taxi	0	0	2	0	0	1	-1	-1	0	0	0	0	0	0	2	0	0	0	0	0	3	1	0	0	0	0			0	0	0	0	6	1
Taxi (Balanced)	0	0	2	2	1	1	-2	-2	0	0	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0			0	0	0	0	7	7
Truck	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Total	1	1	15	3	12	32	-13	-9	2	2	0	0	0	0	10	3	6	2	0	0	14	10	0	0	0	0			0	0	0	0	47	44
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	6	6	1	1	7	7	-29	-24	7	7	0	0	0	0	0	1	0	0	0	0	9	10	0	0	0	0			0	0	0	0	1	8
Taxi	0	0	0	0	0	0	-2	-1	1	1	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0			0	0	0	0	1	3
Taxi (Balanced)	0	0	0	0	0	0	-3	-3	2	2	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	4	4
Truck	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Total	6	6	2	2	8	8	-32	-27	10	10	0	0	0	0	0	1	0	0	0	0	14	15	0	0	0	0			0	0	0	0	8	15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	1	16	26	17	-25	-28	8	4	0	0	0	0	1	10	1	7	0	0	5	9	0	0	0	0			0	0	0	0	20	38
Taxi	0	0	0	2	1	1	-2	-2	1	0	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0			0	0	0	0	1	5
Taxi (Balanced)	0	0	2	2	2	2	-4	-4	1	1	0	0	0	0	2	2	0	0	0	0	3	3	0	0	0	0			0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	3	18	28	19	-29	-32	9	5	0	0	0	0	3	12	1	7	0	0	8	12	0	0	0	0			0	0	0	0	26	44
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	3	2	2	12	15	-31	-26	6	6	0	0	0	0	2	1	1	1	0	0	6	7	0	0	0	0			0	0	0	0	2	9
Taxi	0	0	1	0	1	1	-3	-2	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	2	2	-5	-5	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	3	3	3	14	17	-36	-31	8	8	0	0	0	0	2	1	1	1	0	0	8	9	0	0	0	0			0	0	0	0	4	11

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 30

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	2,190 gsf		-90,641 gsf		199 DU		0 gsf		0 gsf		11,500 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-87,262 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	4		-196		162		0		0		102		0		0		0		0		-656		0		0		0		0		0		0		-584	
Midday	26		-246		80		0		0		122		0		0		0		0		-774		0		0		0		0		0		0		-792	
PM	14		-228		178		0		0		202		0		0		0		0		-536		0		0		0		0		0		0		-370	
Saturday	16		-60		154		0		0		240		0		0		0		0		-580		0		0		0		0		0		0		-230	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-53	-3	4	13	0	0	0	0	12	9	0	0	0	0	0	0	0	0	-98	-60	0	0	0	0	0	0	0	0	0	0	0	0	-135	-41
Taxi	0	0	-9	-1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-24	-15	0	0	0	0	0	0	0	0	0	0	0	0	-31	-15
Subway	0	0	-59	-4	29	92	0	0	0	0	8	6	0	0	0	0	0	0	0	0	-240	-147	0	0	0	0	0	0	0	0	0	0	0	0	-262	-53
Bus	0	0	-23	-1	1	3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-37	-22	0	0	0	0	0	0	0	0	0	0	0	0	-57	-18
Walk/Other	2	2	-40	-3	5	15	0	0	0	0	34	26	0	0	0	0	0	0	0	0	-8	-5	0	0	0	0	0	0	0	0	0	0	0	0	-7	35
Total	2	2	-184	-12	39	123	0	0	0	0	58	44	0	0	0	0	0	0	0	0	-407	-249	0	0	0	0	0	0	0	0	0	0	0	0	-492	-92
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	-3	4	4	0	0	0	0	12	14	0	0	0	0	0	0	0	0	-87	-98	0	0	0	0	0	0	0	0	0	0	0	0	-72	-82
Taxi	0	0	-1	-2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-22	-25	0	0	0	0	0	0	0	0	0	0	0	0	-21	-25
Subway	0	0	-7	-11	30	30	0	0	0	0	8	9	0	0	0	0	0	0	0	0	-215	-242	0	0	0	0	0	0	0	0	0	0	0	0	-184	-214
Bus	0	0	-7	-10	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	-33	-37	0	0	0	0	0	0	0	0	0	0	0	0	-37	-43
Walk/Other	12	12	-79	-124	5	5	0	0	0	0	33	37	0	0	0	0	0	0	0	0	-7	-8	0	0	0	0	0	0	0	0	0	0	0	0	-36	-78
Total	13	13	-96	-150	40	40	0	0	0	0	57	65	0	0	0	0	0	0	0	0	-364	-410	0	0	0	0	0	0	0	0	0	0	0	0	-350	-442
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-3	-62	12	7	0	0	0	0	20	22	0	0	0	0	0	0	0	0	-45	-84	0	0	0	0	0	0	0	0	0	0	0	0	-15	-116
Taxi	0	0	-1	-11	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	-11	-21	0	0	0	0	0	0	0	0	0	0	0	0	-9	-29
Subway	0	0	-4	-69	82	53	0	0	0	0	13	15	0	0	0	0	0	0	0	0	-111	-205	0	0	0	0	0	0	0	0	0	0	0	0	-20	-206
Bus	0	0	-1	-28	2	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-17	-31	0	0	0	0	0	0	0	0	0	0	0	0	-12	-54
Walk/Other	6	6	-2	-47	13	8	0	0	0	0	55	63	0	0	0	0	0	0	0	0	-4	-7	0	0	0	0	0	0	0	0	0	0	0	0	68	23
Total	7	7	-11	-217	109	69	0	0	0	0	95	107	0	0	0	0	0	0	0	0	-188	-348	0	0	0	0	0	0	0	0	0	0	0	0	12	-382
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-10	-7	7	9	0	0	0	0	17	16	0	0	0	0	0	0	0	0	-68	-71	0	0	0	0	0	0	0	0	0	0	0	0	-53	-52
Taxi	0	0	-2	-1	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	-17	-18	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13
Subway	0	0	-11	-8	53	64	0	0	0	0	10	9	0	0	0	0	0	0	0	0	-167	-174	0	0	0	0	0	0	0	0	0	0	0	0	-115	-109
Bus	0	0	-5	-3	1	2	0	0	0	0	7	7	0	0	0	0	0	0	0	0	-26	-27	0	0	0	0	0	0	0	0	0	0	0	0	-23	-21
Walk/Other	8	6	-8	-5	8	10	0	0	0	0	83	79	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	85	84
Total	9	7	-36	-24	69	85	0	0	0	0	123	117	0	0	0	0	0	0	0	0	-284	-296	0	0	0	0	0	0	0	0	0	0	0	0	-119	-111
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	-42	-2	4	12	0	0	0	0	8	6	0	0	0	0	0	0	0	0	-65	-40	0	0	0	0			0	0	0	0	0	0	-95	-24
Taxi	0	0	-7	-1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-16	-10	0	0	0	0			0	0	0	0	0	0	-22	-10
Taxi (Balanced)	0	0	-8	-8	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-26	-26	0	0	0	0			0	0	0	0	0	0	-32	-32
Truck	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	-51	-11	5	13	0	0	0	0	10	8	0	0	0	0	0	0	0	0	-91	-66	0	0	0	0			0	0	0	0	0	0	-127	-56
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	-2	3	3	0	0	0	0	8	9	0	0	0	0	0	0	0	0	-58	-65	0	0	0	0			0	0	0	0	0	0	-48	-54
Taxi	0	0	-1	-2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-15	-17	0	0	0	0			0	0	0	0	0	0	-15	-18
Taxi (Balanced)	0	0	-3	-3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-32	-32	0	0	0	0			0	0	0	0	0	0	-33	-33
Truck	0	0	-2	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	0	0	-2	-2
Total	1	1	-7	-7	4	4	0	0	0	0	10	11	0	0	0	0	0	0	0	0	-91	-98	0	0	0	0			0	0	0	0	0	0	-83	-89
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	-49	11	6	0	0	0	0	13	14	0	0	0	0	0	0	0	0	-30	-56	0	0	0	0			0	0	0	0	0	0	-7	-84
Taxi	0	0	-1	-9	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-7	-14	0	0	0	0			0	0	0	0	0	0	-6	-21
Taxi (Balanced)	0	0	-10	-10	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-21	-21	0	0	0	0			0	0	0	0	0	0	-27	-27
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	-12	-59	11	6	0	0	0	0	17	18	0	0	0	0	0	0	0	0	-51	-77	0	0	0	0			0	0	0	0	0	0	-34	-111
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	-8	-6	4	6	0	0	0	0	9	8	0	0	0	0	0	0	0	0	-45	-47	0	0	0	0			0	0	0	0	0	0	-39	-38
Taxi	0	0	-2	-1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	-11	-12	0	0	0	0			0	0	0	0	0	0	-10	-10
Taxi (Balanced)	0	0	-3	-3	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	-23	-23	0	0	0	0			0	0	0	0	0	0	-20	-20
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	-11	-9	4	6	0	0	0	0	15	14	0	0	0	0	0	0	0	0	-68	-70	0	0	0	0			0	0	0	0	0	0	-59	-58

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 31

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	16,413 gsf		-5,336 gsf		127 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-24,237 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	30		-12		104		0		0		0		0		0		0		0		-194		0		0		0		0		0		-72	
Midday	192		-14		52		0		0		0		0		0		0		0		-228		0		0		0		0		0		2	
PM	102		-14		114		0		0		0		0		0		0		0		-158		0		0		0		0		0		44	
Saturday	118		-4		98		0		0		0		0		0		0		0		-162		0		0		0		0		0		50	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-3	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-29	-18	0	0	0	0	0	0	0	0	0	0	-27	-7
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-4	0	0	0	0	0	0	0	0	0	0	-8	-4
Subway	0	0	-5	0	19	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-72	-43	0	0	0	0	0	0	0	0	0	0	-58	15
Bus	0	0	-1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-7	0	0	0	0	0	0	0	0	0	0	-11	-5
Walk/Other	13	13	-2	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	12	21
Total	15	15	-12	0	26	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-121	-73	0	0	0	0	0	0	0	0	0	0	-92	20
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-26	-29	0	0	0	0	0	0	0	0	0	0	-12	-15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-7	0	0	0	0	0	0	0	0	0	0	-6	-7
Subway	3	3	0	-1	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-63	-72	0	0	0	0	0	0	0	0	0	0	-41	-51
Bus	2	2	0	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-11	0	0	0	0	0	0	0	0	0	0	-7	-9
Walk/Other	80	80	-5	-7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	76	74
Total	96	96	-5	-9	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-107	-121	0	0	0	0	0	0	0	0	0	0	10	-8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	-4	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-25	0	0	0	0	0	0	0	0	0	0	1	-18
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-6	0	0	0	0	0	0	0	0	0	0	-3	-7
Subway	2	2	0	-4	53	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-33	-61	0	0	0	0	0	0	0	0	0	0	22	-30
Bus	1	1	0	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-9	0	0	0	0	0	0	0	0	0	0	-3	-9
Walk/Other	42	42	0	-3	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	0	0	0	0	49	42
Total	51	51	0	-14	70	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-55	-103	0	0	0	0	0	0	0	0	0	0	66	-22
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	6	-1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-20	0	0	0	0	0	0	0	0	0	0	-8	-8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	-5	-5
Subway	2	2	-1	-1	33	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-47	-48	0	0	0	0	0	0	0	0	0	0	-13	-6
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	-5	-5
Walk/Other	54	45	-1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	56	49
Total	64	54	-3	-1	44	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-80	-82	0	0	0	0	0	0	0	0	0	0	25	25
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-2	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-12	0	0	0	0			0	0	0	0	-17	-3
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-3	0	0	0	0			0	0	0	0	-6	-3
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0			0	0	0	0	-9	-9
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-3	-1	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-20	0	0	0	0			0	0	0	0	-26	-12
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	-19	0	0	0	0			0	0	0	0	-9	-11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-5	0	0	0	0			0	0	0	0	-4	-5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0			0	0	0	0	-9	-9
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-26	-28	0	0	0	0			0	0	0	0	-18	-20
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	-3	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-17	0	0	0	0			0	0	0	0	1	-13
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-4	0	0	0	0			0	0	0	0	-2	-5
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0			0	0	0	0	-7	-7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	-1	-4	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-23	0	0	0	0			0	0	0	0	-6	-20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	3	-1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13	0	0	0	0			0	0	0	0	-7	-6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0			0	0	0	0	-3	-3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0			0	0	0	0	-6	-6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	3	-1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-19	0	0	0	0			0	0	0	0	-13	-12

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 32

Land Use: / Size/Units:	Local Retail 6,616 gsf		Office 0 gsf		Residential 32 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -1,127 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	12		0		26		0		0		0		-4		0		0		0		0		0		0		0		0		0		34	
Midday	78		0		14		0		0		0		-2		0		0		0		0		0		0		0		0		0		90	
PM	42		0		28		0		0		0		-4		0		0		0		0		0		0		0		0		0		66	
Saturday	48		0		26		0		0		0		-2		0		0		0		0		0		0		0		0		0		72	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	-3	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Total	6	6	0	0	7	19	0	0	0	0	0	0	-3	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	24
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	33	33	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
Total	39	39	0	0	7	7	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	9
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	18	18	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	19
Total	21	21	0	0	18	10	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	29
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	1	2	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12
Bus	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	22	18	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	20
Total	27	21	0	0	11	15	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	35
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	2	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	2	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	2	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 33

Land Use: / Size/Units:	Local Retail 2,208 gsf		Office 0 gsf		Residential 4 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	4		0		4		0		0		0		0		0		0		0		0		0		0		0		0		0		8	
Midday	26		0		2		0		0		0		0		0		0		0		0		0		0		0		0		0		28	
PM	14		0		4		0		0		0		0		0		0		0		0		0		0		0		0		0		18	
Saturday	16		0		4		0		0		0		0		0		0		0		0		0		0		0		0		0		20	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	2	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Total	13	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	7	7	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
Total	9	7	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 34

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,772 gsf		-5,241 gsf		14 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	8		-12		12		0		0		0		0		0		0		0		0		0		0		0		0		0		8	
Midday	44		-14		6		0		0		0		0		0		0		0		0		0		0		0		0		0		36	
PM	24		-14		12		0		0		0		0		0		0		0		0		0		0		0		0		0		22	
Saturday	28		-4		12		0		0		0		0		0		0		0		0		0		0		0		0		0		36	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	1
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	-5	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	8
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	4	4	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Total	4	4	-12	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	-1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Bus	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	19	19	-5	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	12
Total	22	22	-5	-9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	16
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-2
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Subway	0	0	0	-4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Bus	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Walk/Other	11	11	0	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	9
Total	12	12	0	-14	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-1	-1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	14	11	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	12
Total	16	12	-3	-1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	1
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	0
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	-3	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	-1
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	-1
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-1	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 35

Land Use: / Size/Units:	Local Retail 4,600 gsf		Office 7,576 gsf		Residential 0 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	8		16		0		0		0		0		0		0		0		0		0		0		0		0		0		0		24	
Midday	54		20		0		0		0		0		0		0		0		0		0		0		0		0		0		0		74	
PM	28		20		0		0		0		0		0		0		0		0		0		0		0		0		0		0		48	
Saturday	34		6		0		0		0		0		0		0		0		0		0		0		0		0		0		0		40	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Bus	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Walk/Other	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Total	4	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	22	22	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	32
Total	27	27	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	39
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Bus	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	12	12	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	16
Total	14	14	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	34
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	16	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	14
Total	19	15	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	18
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	6
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 36

Land Use: / Size/Units:	Local Retail 0 gsf		Office 0 gsf		Residential 74 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		0		60		0		0		0		0		0		0		0		0		0		0		0		0		0		60	
Midday	0		0		30		0		0		0		0		0		0		0		0		0		0		0		0		0		30	
PM	0		0		66		0		0		0		0		0		0		0		0		0		0		0		0		0		66	
Saturday	0		0		58		0		0		0		0		0		0		0		0		0		0		0		0		0		58	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	11	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	34
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Total	0	0	0	0	15	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	45
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	30	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	19
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Total	0	0	0	0	40	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	20	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	23
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Total	0	0	0	0	27	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	31
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 37

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,016 gsf		13,157 gsf		335 DU		0 gsf		4,502 gsf		0 gsf		0 gsf		13,157 gsf		0 gsf		-75,182 gsf		7,519 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	6		28		272		0		24		0		0		28		0		-104		72		0		0		0		0		0		326	
Midday	36		36		136		0		80		0		0		36		0		-86		84		0		0		0		0		0		322	
PM	20		34		298		0		70		0		0		34		0		-110		58		0		0		0		0		0		404	
Saturday	22		10		258		0		68		0		0		10		0		-30		50		0		0		0		0		0		388	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	8	0	7	22	0	0	4	4	0	0	0	0	8	0	0	0	-30	-4	11	7	0	0	0	0	0	0	0	0	0	0	8	29
Taxi	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	-1	0	3	2	0	0	0	0	0	0	0	0	0	0	5	4
Subway	0	0	9	1	49	155	0	0	2	2	0	0	0	0	9	1	0	0	-37	-5	25	16	0	0	0	0	0	0	0	0	0	0	57	170
Bus	0	0	3	0	1	4	0	0	2	2	0	0	0	0	3	0	0	0	-8	-1	4	2	0	0	0	0	0	0	0	0	0	0	5	7
Walk/Other	3	3	6	0	8	25	0	0	3	3	0	0	0	0	6	0	0	0	-16	-2	1	1	0	0	0	0	0	0	0	0	0	0	11	30
Total	3	3	27	1	65	207	0	0	12	12	0	0	0	0	27	1	0	0	-92	-12	44	28	0	0	0	0	0	0	0	0	0	0	86	240
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	7	7	0	0	12	12	0	0	0	0	0	0	0	0	-14	-14	9	11	0	0	0	0	0	0	0	0	0	0	16	18
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	4	5
Subway	1	1	1	2	52	52	0	0	6	6	0	0	0	0	1	2	0	0	-17	-17	23	26	0	0	0	0	0	0	0	0	0	0	67	72
Bus	0	0	1	2	1	1	0	0	6	6	0	0	0	0	1	2	0	0	-4	-4	4	4	0	0	0	0	0	0	0	0	0	0	9	11
Walk/Other	15	15	12	18	8	8	0	0	14	14	0	0	0	0	12	18	0	0	-8	-8	1	1	0	0	0	0	0	0	0	0	0	0	54	66
Total	18	18	14	22	68	68	0	0	40	40	0	0	0	0	14	22	0	0	-43	-43	39	45	0	0	0	0	0	0	0	0	0	0	150	172
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	9	20	13	0	0	14	7	0	0	0	0	0	9	0	0	-4	-30	5	9	0	0	0	0	0	0	0	0	0	0	36	18
Taxi	0	0	0	2	1	0	0	0	2	1	0	0	0	0	0	2	0	0	0	-1	1	2	0	0	0	0	0	0	0	0	0	0	4	6
Subway	0	0	1	11	135	87	0	0	7	3	0	0	0	0	1	11	0	0	-5	-40	12	23	0	0	0	0	0	0	0	0	0	0	151	95
Bus	0	0	0	4	4	2	0	0	7	3	0	0	0	0	0	4	0	0	-1	-9	2	3	0	0	0	0	0	0	0	0	0	0	12	7
Walk/Other	9	9	0	7	22	14	0	0	17	9	0	0	0	0	0	7	0	0	-2	-18	0	1	0	0	0	0	0	0	0	0	0	0	46	29
Total	10	10	1	33	182	116	0	0	47	23	0	0	0	0	1	33	0	0	-12	-98	20	38	0	0	0	0	0	0	0	0	0	0	249	155
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	1	13	15	0	0	10	10	0	0	0	0	2	1	0	0	-5	-5	6	6	0	0	0	0	0	0	0	0	0	0	29	29
Taxi	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	5
Subway	0	0	2	1	87	106	0	0	5	5	0	0	0	0	2	1	0	0	-6	-6	14	16	0	0	0	0	0	0	0	0	0	0	104	123
Bus	0	0	1	1	2	3	0	0	5	5	0	0	0	0	1	1	0	0	-1	-1	2	2	0	0	0	0	0	0	0	0	0	0	10	11
Walk/Other	11	9	1	1	14	17	0	0	12	12	0	0	0	0	1	1	0	0	-3	-3	0	1	0	0	0	0	0	0	0	0	0	0	36	38
Total	12	10	6	4	116	142	0	0	34	34	0	0	0	0	6	4	0	0	-15	-15	23	27	0	0	0	0	0	0	0	0	0	0	182	206
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	6	0	6	20	0	0	2	2	0	0	0	0	6	0	0	0	-23	-3	7	5	0	0	0	0			0	0	0	0	4	24
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	-1	0	2	1	0	0	0	0			0	0	0	0	3	2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	-1	-1	3	3	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0			0	0	0	0	-3	-3
Total	0	0	7	1	8	22	0	0	2	2	0	0	0	0	7	1	0	0	-28	-8	10	8	0	0	0	0			0	0	0	0	6	26
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	4	4	0	0	5	5	0	0	0	0	0	0	0	0	-11	-11	6	7	0	0	0	0			0	0	0	0	5	6
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0			0	0	0	0	2	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	1	1	0	0	5	5	0	0	7	7	0	0	0	0	0	0	0	0	-13	-13	9	10	0	0	0	0			0	0	0	0	9	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	7	18	12	0	0	6	3	0	0	0	0	0	7	0	0	-3	-23	3	6	0	0	0	0			0	0	0	0	25	13
Taxi	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	-1	1	1	0	0	0	0			0	0	0	0	3	4
Taxi (Balanced)	0	0	2	2	1	1	0	0	1	1	0	0	0	0	2	2	0	0	-1	-1	2	2	0	0	0	0			0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	2	9	19	13	0	0	7	4	0	0	0	0	2	9	0	0	-4	-24	5	8	0	0	0	0			0	0	0	0	32	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	2	1	8	10	0	0	5	5	0	0	0	0	2	1	0	0	-4	-4	4	4	0	0	0	0			0	0	0	0	18	18
Taxi	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	3
Taxi (Balanced)	0	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	2	1	9	11	0	0	7	7	0	0	0	0	2	1	0	0	-4	-4	6	6	0	0	0	0			0	0	0	0	23	23

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 38

Land Use: / Size/Units:	Local Retail 13,463 gsf		Office 0 gsf		Residential 162 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -11,011 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	26		0		132		0		0		0		-28		0		0		0		0		0		0		0		0		0		130	
Midday	158		0		66		0		0		0		-24		0		0		0		0		0		0		0		0		0		200	
PM	84		0		144		0		0		0		-30		0		0		0		0		0		0		0		0		0		198	
Saturday	98		0		124		0		0		0		-24		0		0		0		0		0		0		0		0		0		198	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	11	0	0	0	0	0	0	-16	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	0	0	24	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	75
Bus	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	12	12	0	0	4	12	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	23
Total	13	13	0	0	32	100	0	0	0	0	0	0	-18	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	103
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	9	0	0	4	4	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	2	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
Bus	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	66	66	0	0	4	4	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	69
Total	79	79	0	0	33	33	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	9	6	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	0	0	67	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	43
Bus	1	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	35	35	0	0	10	7	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	41
Total	42	42	0	0	88	56	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	83
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	5	0	0	6	7	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	1	0	0	43	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	52
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	45	37	0	0	7	8	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	44
Total	54	44	0	0	57	67	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	99
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	3	10	0	0	0	0	0	0	-12	-7	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-8	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	4	11	0	0	0	0	0	0	-14	-9	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-9	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	5	5	0	0	3	3	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	5	5	0	0	3	3	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	8	5	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	8	5	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	4	4	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	4	4	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 39

Land Use: / Size/Units:	Local Retail 16,560 gsf		Office 0 gsf		Residential 80 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 39,100 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	32		0		66		0		0		0		0		0		0		0		302		0		0		0		0		0		0		400	
Midday	194		0		32		0		0		0		0		0		0		0		358		0		0		0		0		0		0		584	
PM	102		0		72		0		0		0		0		0		0		0		248		0		0		0		0		0		0		422	
Saturday	120		0		62		0		0		0		0		0		0		0		260		0		0		0		0		0		0		442	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	28	0	0	0	0	0	0	0	0	0	0	0	0	49	35
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	11	7
Subway	0	0	0	0	12	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	68	0	0	0	0	0	0	0	0	0	0	0	0	122	106
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	10	0	0	0	0	0	0	0	0	0	0	0	0	17	11
Walk/Other	14	14	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	20	22
Total	16	16	0	0	16	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	115	0	0	0	0	0	0	0	0	0	0	0	0	219	181
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	46	0	0	0	0	0	0	0	0	0	0	0	0	53	59
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	10	11
Subway	3	3	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	113	0	0	0	0	0	0	0	0	0	0	0	0	114	128
Bus	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	17	0	0	0	0	0	0	0	0	0	0	0	0	17	19
Walk/Other	81	81	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	86	87
Total	97	97	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	191	0	0	0	0	0	0	0	0	0	0	0	0	280	304
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	39	0	0	0	0	0	0	0	0	0	0	0	0	32	48
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	0	0	5	10
Subway	2	2	0	0	33	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	94	0	0	0	0	0	0	0	0	0	0	0	0	86	117
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15	0	0	0	0	0	0	0	0	0	0	0	0	10	17
Walk/Other	42	42	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	49	48
Total	51	51	0	0	44	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	161	0	0	0	0	0	0	0	0	0	0	0	0	182	240
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	6	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	32	0	0	0	0	0	0	0	0	0	0	0	0	41	42
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Subway	2	2	0	0	21	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	77	0	0	0	0	0	0	0	0	0	0	0	0	98	104
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	13	14
Walk/Other	56	45	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	62	52
Total	66	54	0	0	28	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	132	0	0	0	0	0	0	0	0	0	0	0	0	222	220
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	19	0	0	0	0			0	0	0	0	0	0	33	24
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0			0	0	0	0	0	0	7	5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0			0	0	0	0	0	0	12	12
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	31	0	0	0	0			0	0	0	0	0	0	45	36
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	31	0	0	0	0			0	0	0	0	0	0	34	38
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0			0	0	0	0	0	0	7	7
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	0	0	0	0			0	0	0	0	0	0	14	14
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Total	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	46	0	0	0	0			0	0	0	0	0	0	49	53
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	26	0	0	0	0			0	0	0	0	0	0	21	32
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0			0	0	0	0	0	0	3	7
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0			0	0	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	3	3	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	36	0	0	0	0			0	0	0	0	0	0	31	42
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	4	3	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	0	0	0	0			0	0	0	0	0	0	27	27
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	0	0	5	5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0			0	0	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	4	3	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31	0	0	0	0			0	0	0	0	0	0	37	37

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 40

Land Use:	Local Retail	Office	Residential	Destination Retail	Restaurant	Supermarket	Auto Repair	Innovation Economy	Light Industrial	Warehouse	Medical Office	School (Grade K-4 Students)	School Staff	Parents (Grades K-5 Students)	Community Center	Passive Waterfront Park	Active Waterfront Park	Total
Size/Units:	5,612 gsf	22,656 gsf	263 DU	0 gsf	3,450 gsf	0 gsf	0 gsf	7,552 gsf	-18,500 gsf	0 gsf	0 gsf	0 students 0 gsf	0 staff	0 parents	0 gsf	0 acres 0 gsf	0 acres 0 gsf	
Peak Hour Trips:																		
AM	10	50	212	0	20	0	0	16	-36	0	0	0	0	0	0	0	0	272
Midday	66	62	106	0	60	0	0	20	-30	0	0	0	0	0	0	0	0	284
PM	36	58	234	0	54	0	0	20	-40	0	0	0	0	0	0	0	0	362
Saturday	40	16	202	0	52	0	0	6	-4	0	0	0	0	0	0	0	0	312

Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	13	1	5	17	0	0	3	3	0	0	0	0	5	0	-10	-1	0	0	0	0	0	0	0	0	0	0	0	0	17	21
Taxi	0	0	2	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Subway	0	0	16	1	38	122	0	0	2	2	0	0	0	0	5	0	-13	-2	0	0	0	0	0	0	0	0	0	0	0	0	48	123
Bus	0	0	6	0	1	3	0	0	1	1	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Walk/Other	4	4	10	1	6	19	0	0	3	3	0	0	0	0	3	0	-6	-1	0	0	0	0	0	0	0	0	0	0	0	0	20	26
Total	5	5	47	3	50	162	0	0	10	10	0	0	0	0	16	0	-32	-4	0	0	0	0	0	0	0	0	0	0	0	0	96	176
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	1	6	6	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	20
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	1	1	2	3	40	40	0	0	5	5	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	48	49
Bus	1	1	2	3	1	1	0	0	5	5	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	9	10
Walk/Other	27	27	20	31	6	6	0	0	9	9	0	0	0	0	6	10	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	55	70
Total	33	33	24	38	53	53	0	0	30	30	0	0	0	0	8	12	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0	133	151
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	16	15	10	0	0	11	5	0	0	0	0	0	6	-2	-12	0	0	0	0	0	0	0	0	0	0	0	0	27	27
Taxi	0	0	0	3	1	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Subway	1	1	1	17	107	68	0	0	5	3	0	0	0	0	0	7	-2	-14	0	0	0	0	0	0	0	0	0	0	0	0	112	82
Bus	0	0	0	7	3	2	0	0	5	3	0	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	8	11
Walk/Other	15	15	1	12	17	11	0	0	13	6	0	0	0	0	0	4	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	45	42
Total	18	18	3	55	143	91	0	0	36	18	0	0	0	0	0	20	-5	-35	0	0	0	0	0	0	0	0	0	0	0	0	195	167
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	3	2	10	12	0	0	8	8	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	23	24
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	1	1	3	3	68	84	0	0	4	4	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	76	92
Bus	0	0	1	1	2	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Walk/Other	19	15	2	1	11	13	0	0	9	9	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	39
Total	22	18	9	7	91	111	0	0	26	26	0	0	0	0	3	3	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	149	163

Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	10	1	4	15	0	0	1	1	0	0	0	0	4	0	-8	-1	0	0	0	0	0	0	0	0	0	0	0	0	12	17
Taxi	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	2	2	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	12	3	6	17	0	0	1	1	0	0	0	0	5	1	-9	-2	0	0	0	0	0	0	0	0	0	0	0	0	16	21
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	1	4	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	1	5	5	0	0	6	6	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	12	13
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	1	13	13	9	0	0	5	2	0	0	0	0	0	5	-2	-10	0	0	0	0	0	0	0	0	0	0	0	0	18	20
Taxi	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi (Balanced)	0	0	2	2	1	1	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	3	15	14	10	0	0	6	3	0	0	0	0	1	6	-2	-10	0	0	0	0	0	0	0	0	0	0	0	0	23	25
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	2	2	6	8	0	0	4	4	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	13	15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	2	6	8	0	0	4	4	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	13	15

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 41

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	4,466 gsf		19,067 gsf		761 DU		-64,676 gsf		5,750 gsf		0 gsf		0 gsf		19,067 gsf		21,597 gsf		0 gsf		46,000 gsf		0 students 0 gsf		0 staff		0 parents		21,597 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	8		42		616		-152		32		0		0		42		42		0		354		0		0		0		40		0		0		1,024	
Midday	52		52		308		-456		102		0		0		52		36		0		418		0		0		0		88		0		0		652	
PM	28		48		676		-456		88		0		0		48		46		0		290		0		0		0		48		0		0		816	
Saturday	32		14		584		-658		86		0		0		14		6		0		306		0		0		0		52		0		0		436	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	11	1	16	51	-55	-35	5	5	0	0	0	0	11	1	12	2	0	0	53	32	0	0	0	0	0	0	1	1	0	0	0	0	54	58
Taxi	0	0	2	0	1	2	-3	-2	1	1	0	0	0	0	2	0	0	0	0	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	16	9
Subway	0	0	12	1	110	349	-16	-11	2	2	0	0	0	0	12	1	15	2	0	0	130	79	0	0	0	0	0	0	1	0	0	0	0	0	266	423
Bus	0	0	5	0	3	10	-14	-9	2	2	0	0	0	0	5	0	3	0	0	0	20	12	0	0	0	0	0	0	1	1	0	0	0	0	25	16
Walk/Other	4	4	9	1	18	56	-4	-3	6	6	0	0	0	0	9	1	7	1	0	0	4	3	0	0	0	0	0	0	22	13	0	0	0	0	75	82
Total	4	4	39	3	148	468	-92	-60	16	16	0	0	0	0	39	3	37	5	0	0	220	134	0	0	0	0	0	0	25	15	0	0	0	0	436	588
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	1	17	17	-148	-121	15	15	0	0	0	0	0	1	0	0	0	0	47	53	0	0	0	0	0	0	2	2	0	0	0	0	-64	-29
Taxi	0	0	0	0	1	1	-8	-6	3	3	0	0	0	0	0	0	0	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	8	11
Subway	1	1	1	2	115	115	-45	-37	8	8	0	0	0	0	1	2	1	1	0	0	116	131	0	0	0	0	0	0	1	1	0	0	0	0	199	224
Bus	1	1	1	2	3	3	-38	-31	8	8	0	0	0	0	1	2	1	1	0	0	18	20	0	0	0	0	0	0	3	2	0	0	0	0	-2	8
Walk/Other	21	21	18	27	18	18	-12	-10	17	17	0	0	0	0	18	27	16	16	0	0	4	4	0	0	0	0	0	0	42	35	0	0	0	0	142	155
Total	26	26	20	32	154	154	-251	-205	51	51	0	0	0	0	20	32	18	18	0	0	197	221	0	0	0	0	0	0	48	40	0	0	0	0	283	369
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	13	45	28	-126	-143	18	9	0	0	0	0	1	13	2	13	0	0	24	45	0	0	0	0	0	0	1	2	0	0	0	0	-32	-18
Taxi	0	0	0	2	2	1	-6	-7	3	1	0	0	0	0	0	2	0	0	0	0	6	11	0	0	0	0	0	0	0	0	0	0	0	0	5	10
Subway	0	0	1	14	308	197	-39	-44	9	4	0	0	0	0	1	14	2	17	0	0	60	112	0	0	0	0	0	0	0	1	0	0	0	0	342	315
Bus	0	0	0	6	9	6	-32	-36	9	4	0	0	0	0	0	6	0	4	0	0	9	17	0	0	0	0	0	0	1	2	0	0	0	0	-4	9
Walk/Other	12	12	1	10	49	31	-11	-12	21	10	0	0	0	0	1	10	1	7	0	0	2	4	0	0	0	0	0	0	12	29	0	0	0	0	88	101
Total	14	14	3	45	413	263	-214	-242	60	28	0	0	0	0	3	45	5	41	0	0	101	189	0	0	0	0	0	0	14	34	0	0	0	0	399	417
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	2	2	28	35	-214	-175	13	13	0	0	0	0	2	2	1	1	0	0	36	37	0	0	0	0	0	0	1	1	0	0	0	0	-129	-82
Taxi	0	0	0	0	1	1	-18	-15	2	2	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	-6	-3
Subway	1	0	3	2	197	240	-65	-53	6	6	0	0	0	0	3	2	1	1	0	0	89	93	0	0	0	0	0	0	1	1	0	0	0	0	236	292
Bus	0	0	1	1	6	7	-47	-38	6	6	0	0	0	0	1	1	0	0	0	0	13	14	0	0	0	0	0	0	2	2	0	0	0	0	-18	-7
Walk/Other	15	12	2	1	31	38	-18	-15	16	16	0	0	0	0	2	1	1	1	0	0	3	3	0	0	0	0	0	0	22	22	0	0	0	0	74	79
Total	18	14	8	6	263	321	-362	-296	43	43	0	0	0	0	8	6	3	3	0	0	150	156	0	0	0	0	0	0	26	26	0	0	0	0	157	279
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	9	1	14	46	-28	-18	2	2	0	0	0	0	9	1	10	2	0	0	35	21	0	0	0	0			1	1	0	0	0	0	52	56
Taxi	0	0	2	0	1	2	-2	-1	0	0	0	0	0	0	2	0	0	0	0	0	9	5	0	0	0	0			0	0	0	0	0	0	12	6
Taxi (Balanced)	0	0	2	2	3	3	-3	-3	0	0	0	0	0	0	2	2	0	0	0	0	14	14	0	0	0	0			0	0	0	0	0	0	18	18
Truck	0	0	0	0	3	3	-1	-1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	3
Total	0	0	11	3	20	52	-32	-22	2	2	0	0	0	0	11	3	11	3	0	0	49	35	0	0	0	0			1	1	0	0	0	0	73	77
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	1	11	11	-74	-61	7	7	0	0	0	0	0	1	0	0	0	0	31	35	0	0	0	0			1	1	0	0	0	0	-22	-3
Taxi	0	0	0	0	1	1	-4	-3	1	1	0	0	0	0	0	0	0	0	0	0	8	9	0	0	0	0			0	0	0	0	0	0	6	8
Taxi (Balanced)	0	0	0	0	2	2	-7	-7	2	2	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0			0	0	0	0	0	0	14	14
Truck	0	0	0	0	2	2	-1	-1	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0			0	0	0	0	0	0	4	4
Total	2	2	0	1	15	15	-82	-69	10	10	0	0	0	0	0	1	1	1	0	0	49	53	0	0	0	0			1	1	0	0	0	0	-4	15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	10	40	25	-63	-72	8	4	0	0	0	0	1	10	2	11	0	0	16	30	0	0	0	0			1	1	0	0	0	0	7	20
Taxi	0	0	0	2	2	1	-3	-4	1	0	0	0	0	0	0	2	0	0	0	0	4	7	0	0	0	0			0	0	0	0	0	0	4	8
Taxi (Balanced)	0	0	2	2	3	3	-7	-7	1	1	0	0	0	0	2	2	0	0	0	0	11	11	0	0	0	0			0	0	0	0	0	0	12	12
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	3	12	43	28	-70	-79	9	5	0	0	0	0	3	12	2	11	0	0	27	41	0	0	0	0			1	1	0	0	0	0	19	32
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	2	18	22	-79	-65	6	6	0	0	0	0	2	2	1	1	0	0	24	25	0	0	0	0			1	1	0	0	0	0	-24	-5
Taxi	0	0	0	0	1	1	-6	-5	1	1	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0			0	0	0	0	0	0	2	3
Taxi (Balanced)	0	0	0	0	2	2	-11	-11	2	2	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0			0	0	0	0	0	0	5	5
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	1	1	2	2	21	25	-90	-76	8	8	0	0	0	0	2	2	1	1	0	0	36	37	0	0	0	0			1	1	0	0	0	0	-18	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 42

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		112,314 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		4,460 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		244		0		0		0		0		0		0		0		6		0		0		0		0		0		0		250	
Midday	0		304		0		0		0		0		0		0		0		6		0		0		0		0		0		0		310	
PM	0		284		0		0		0		0		0		0		0		8		0		0		0		0		0		0		292	
Saturday	0		74		0		0		0		0		0		0		0		2		0		0		0		0		0		0		76	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	66	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	68	4
Taxi	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
Subway	0	0	73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	76	5
Bus	0	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2
Walk/Other	0	0	50	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51	3
Total	0	0	229	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	235	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	8	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9	14
Bus	0	0	8	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	13
Walk/Other	0	0	98	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	99	156
Total	0	0	117	187	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	120	190
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	80
Taxi	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
Subway	0	0	5	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	90
Bus	0	0	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	35
Walk/Other	0	0	3	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	59
Total	0	0	15	269	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15	277
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8
Taxi	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	10
Bus	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Walk/Other	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11	7
Total	0	0	45	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	46	30
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	52	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	54	3
Taxi	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Taxi (Balanced)	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	64	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	66	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	3	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	63
Taxi	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
Taxi (Balanced)	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	14	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	14	74
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6
Taxi	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	9

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 43

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	30,627 gsf		65,465 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-57,808 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	58		142		0		0		0		0		0		0		-112		0		0		0		0		0		0		0		88	
Midday	358		178		0		0		0		0		0		0		-94		0		0		0		0		0		0		0		442	
PM	188		166		0		0		0		0		0		0		-122		0		0		0		0		0		0		0		232	
Saturday	222		44		0		0		0		0		0		0		-14		0		0		0		0		0		0		0		252	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	38	2	0	0	0	0	0	0	0	0	0	0	0	0	-32	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Taxi	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
Subway	1	1	43	3	0	0	0	0	0	0	0	0	0	0	0	0	-40	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-1
Bus	1	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	-9	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Walk/Other	24	24	29	2	0	0	0	0	0	0	0	0	0	0	0	0	-18	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	24
Total	29	29	134	8	0	0	0	0	0	0	0	0	0	0	0	0	-100	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	25
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	5	5	5	8	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10
Bus	4	4	5	8	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
Walk/Other	150	150	58	89	0	0	0	0	0	0	0	0	0	0	0	0	-40	-40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	199
Total	179	179	70	108	0	0	0	0	0	0	0	0	0	0	0	0	-47	-47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	240
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	2	45	0	0	0	0	0	0	0	0	0	0	0	0	-5	-35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	20
Taxi	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Subway	3	3	3	51	0	0	0	0	0	0	0	0	0	0	0	0	-6	-43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Bus	2	2	1	20	0	0	0	0	0	0	0	0	0	0	0	0	-1	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
Walk/Other	79	79	2	34	0	0	0	0	0	0	0	0	0	0	0	0	-3	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	94
Total	94	94	8	158	0	0	0	0	0	0	0	0	0	0	0	0	-15	-107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	145
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	11	8	5	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	14
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	4	3	8	6	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	6
Bus	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	103	84	6	4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	87
Total	122	100	26	18	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	111
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	30	2	0	0	0	0	0	0	0	0	0	0	0	0	-27	-3	0	0	0	0	0	0	0	0			0	0	0	0	5	1
Taxi	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0			0	0	0	0	5	0
Taxi (Balanced)	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	5	5
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Total	2	2	37	9	0	0	0	0	0	0	0	0	0	0	0	0	-31	-7	0	0	0	0	0	0	0	0			0	0	0	0	8	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	10	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	10	11
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	11	11	4	5	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0			0	0	0	0	12	13
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	5	5	2	36	0	0	0	0	0	0	0	0	0	0	0	0	-4	-29	0	0	0	0	0	0	0	0			0	0	0	0	3	12
Taxi	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0			0	0	0	0	0	5
Taxi (Balanced)	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	5	5	8	42	0	0	0	0	0	0	0	0	0	0	0	0	-5	-30	0	0	0	0	0	0	0	0			0	0	0	0	8	17
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	7	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	11	8
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	7	6	8	6	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	13	10

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 44

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	8,510 gsf		12,766 gsf		183 DU		0 gsf		0 gsf		0 gsf		0 gsf		6,383 gsf		-8,217 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	16		28		148		0		0		0		0		14		-16		0		0		0		0		0		0		0		190	
Midday	100		34		74		0		0		0		0		18		-14		0		0		0		0		0		0		0		212	
PM	52		32		164		0		0		0		0		16		-18		0		0		0		0		0		0		0		246	
Saturday	62		8		142		0		0		0		0		4		-2		0		0		0		0		0		0		0		214	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	8	0	4	12	0	0	0	0	0	0	0	0	4	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Subway	0	0	9	1	27	85	0	0	0	0	0	0	0	0	4	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	85
Bus	0	0	3	0	1	2	0	0	0	0	0	0	0	0	2	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Walk/Other	7	7	6	0	4	13	0	0	0	0	0	0	0	0	3	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	20
Total	8	8	27	1	36	112	0	0	0	0	0	0	0	0	14	0	-14	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	119
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	1	1	28	28	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	32
Bus	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	41	41	12	18	4	4	0	0	0	0	0	0	0	0	6	10	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	66
Total	50	50	14	20	37	37	0	0	0	0	0	0	0	0	6	12	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	112
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	9	11	7	0	0	0	0	0	0	0	0	0	4	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	18
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Subway	1	1	1	10	75	48	0	0	0	0	0	0	0	0	0	5	-1	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	57
Bus	1	1	0	4	2	1	0	0	0	0	0	0	0	0	0	3	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
Walk/Other	21	21	0	7	12	8	0	0	0	0	0	0	0	0	0	3	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	36
Total	26	26	1	31	100	64	0	0	0	0	0	0	0	0	0	16	-2	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	121
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	1	1	7	8	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	2	1	48	59	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	62
Bus	1	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	28	23	1	1	8	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	33
Total	34	28	5	3	64	78	0	0	0	0	0	0	0	0	3	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	109
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	6	0	4	11	0	0	0	0	0	0	0	0	3	0	-4	-1	0	0	0	0	0	0	0	0			0	0	0	0	10	11
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	1	1	7	1	5	12	0	0	0	0	0	0	0	0	4	1	-4	-1	0	0	0	0	0	0	0	0			0	0	0	0	13	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	7	10	6	0	0	0	0	0	0	0	0	0	3	-1	-4	0	0	0	0	0	0	0	0			0	0	0	0	11	14
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	2
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	1	8	10	6	0	0	0	0	0	0	0	0	1	4	-1	-4	0	0	0	0	0	0	0	0			0	0	0	0	13	16
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	1	1	4	5	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	7	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	1	1	4	5	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	7	7

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 45

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		0 gsf		15 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		0		12	
Midday	0		0		6		0		0		0		0		0		0		0		0		0		0		0		0		0		6	
PM	0		0		14		0		0		0		0		0		0		0		0		0		0		0		0		0		14	
Saturday	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		0		12	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1

Notes:
70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 46

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-10,557 gsf		116,127 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		46,000 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-20		252		0		0		0		0		0		0		0		0		354		0		0		0		0		0		586	
Midday	-124		314		0		0		0		0		0		0		0		0		418		0		0		0		0		0		608	
PM	-66		294		0		0		0		0		0		0		0		0		290		0		0		0		0		0		518	
Saturday	-76		78		0		0		0		0		0		0		0		0		306		0		0		0		0		0		308	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	68	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	32	0	0	0	0	0	0	0	0	0	0	120	35
Taxi	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8	0	0	0	0	0	0	0	0	0	0	25	9
Subway	0	0	76	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	79	0	0	0	0	0	0	0	0	0	0	206	84
Bus	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	12	0	0	0	0	0	0	0	0	0	0	50	14
Walk/Other	-9	-9	51	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	46	-3
Total	-10	-10	237	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	134	0	0	0	0	0	0	0	0	0	0	447	139
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-7	-7	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	53	0	0	0	0	0	0	0	0	0	0	42	50
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	13	15
Subway	-2	-2	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	131	0	0	0	0	0	0	0	0	0	0	123	142
Bus	-1	-1	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20	0	0	0	0	0	0	0	0	0	0	26	32
Walk/Other	-52	-52	102	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	54	111
Total	-62	-62	123	191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	221	0	0	0	0	0	0	0	0	0	0	258	350
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	4	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	45	0	0	0	0	0	0	0	0	0	0	24	121
Taxi	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11	0	0	0	0	0	0	0	0	0	0	7	25
Subway	-1	-1	5	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	112	0	0	0	0	0	0	0	0	0	0	64	201
Bus	-1	-1	2	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	17	0	0	0	0	0	0	0	0	0	0	10	51
Walk/Other	-27	-27	3	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-22	37
Total	-33	-33	15	279	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	189	0	0	0	0	0	0	0	0	0	0	83	435
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-4	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	37	0	0	0	0	0	0	0	0	0	0	44	42
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	11	11
Subway	-1	-1	15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	93	0	0	0	0	0	0	0	0	0	0	103	102
Bus	-1	-1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14	0	0	0	0	0	0	0	0	0	0	18	17
Walk/Other	-34	-29	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-21	-19
Total	-41	-35	46	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	156	0	0	0	0	0	0	0	0	0	0	155	153
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	54	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	21	0	0	0	0			0	0	0	0	88	23
Taxi	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5	0	0	0	0			0	0	0	0	19	6
Taxi (Balanced)	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	0	0	0	0			0	0	0	0	25	25
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Total	-1	-1	67	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	35	0	0	0	0			0	0	0	0	115	50
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-4	-4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	35	0	0	0	0			0	0	0	0	29	34
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9	0	0	0	0			0	0	0	0	9	11
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0			0	0	0	0	20	20
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	3	3
Total	-4	-4	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	53	0	0	0	0			0	0	0	0	52	57
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	3	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	30	0	0	0	0			0	0	0	0	17	91
Taxi	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0			0	0	0	0	5	18
Taxi (Balanced)	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	0	0	0	0			0	0	0	0	23	23
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-2	-2	15	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	41	0	0	0	0			0	0	0	0	40	114
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-3	-2	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	25	0	0	0	0			0	0	0	0	31	30
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0			0	0	0	0	8	8
Taxi (Balanced)	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0			0	0	0	0	16	16
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-3	-2	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	37	0	0	0	0			0	0	0	0	47	46

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 47

Land Use: / Size/Units:	Local Retail 12,496 gsf		Office 31,681 gsf		Residential 951 DU		Destination Retail 0 gsf		Restaurant 8,625 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 31,681 gsf		Light Industrial 21,121 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 475 students 92,000 gsf		School Staff 44 staff		Parents (Grades K-5 Students) 228 parents		Community Center 21,121 gsf		Passive Waterfront Park 0.75 acres 32,670 gsf		Active Waterfront Park 0.75 acres 32,670 gsf		Total	
Peak Hour Trips:																																				
AM	24		68		768		0		46		0		0		68		42		0		0		476		44		456		38		2		4		2,036	
Midday	146		86		384		0		152		0		0		86		34		0		0		0		0		0		86		2		6		982	
PM	78		80		846		0		132		0		0		80		44		0		0		48		44		46		48		2		6		1,454	
Saturday	90		22		730		0		130		0		0		22		6		0		0		0		0		0		50		4		10		1,064	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	18	1	20	63	0	0	8	7	0	0	0	0	18	1	12	2	0	0	0	0	103	0	14	0	0	0	1	1	0	0	0	0	195	76
Taxi	0	0	3	0	1	2	0	0	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3
Subway	0	0	21	1	138	437	0	0	3	3	0	0	0	0	21	1	15	2	0	0	0	0	27	0	18	0	18	18	1	0	0	0	0	0	262	462
Bus	0	0	8	1	4	12	0	0	3	3	0	0	0	0	8	1	3	0	0	0	0	0	10	0	4	0	7	7	1	1	0	0	0	0	48	25
Walk/Other	11	11	14	1	22	69	0	0	9	8	0	0	0	0	14	1	7	1	0	0	0	0	326	0	8	0	203	203	20	13	1	1	2	2	637	310
Total	12	12	64	4	185	583	0	0	24	22	0	0	0	0	64	4	37	5	0	0	0	0	476	0	44	0	228	228	23	15	1	1	2	2	1,160	876
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	8	1	1	21	21	0	0	23	23	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	57	57
Taxi	0	0	0	1	1	1	0	0	4	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7
Subway	2	2	2	4	143	143	0	0	11	11	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	162	166
Bus	1	1	2	4	4	4	0	0	11	11	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	24	27
Walk/Other	62	62	28	43	23	23	0	0	27	27	0	0	0	0	28	43	15	15	0	0	0	0	0	0	0	0	0	0	41	34	1	1	2	2	227	250
Total	73	73	33	53	192	192	0	0	76	76	0	0	0	0	33	53	17	17	0	0	0	0	0	0	0	0	0	0	47	39	1	1	3	3	475	507
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	22	56	36	0	0	27	13	0	0	0	0	1	22	2	12	0	0	0	0	0	11	0	14	0	0	1	2	0	0	1	1	93	137
Taxi	0	0	0	4	2	1	0	0	4	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11
Subway	1	1	1	24	386	247	0	0	13	7	0	0	0	0	1	24	2	17	0	0	0	0	0	3	0	18	2	2	0	1	0	0	0	0	406	344
Bus	1	1	1	10	11	7	0	0	13	7	0	0	0	0	1	10	0	3	0	0	0	0	0	1	0	4	1	1	1	2	0	0	0	0	29	46
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	33	33	1	16	61	39	0	0	31	15	0	0	0	0	1	16	1	7	0	0	0	0	0	33	0	8	20	20	12	29	1	1	2	2	163	219
Total	39	39	4	76	516	330	0	0	88	44	0	0	0	0	4	76	5	39	0	0	0	0	0	48	0	44	23	23	14	34	1	1	3	3	697	757
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	4	3	35	43	0	0	20	20	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	71	76
Taxi	0	0	1	0	1	2	0	0	3	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Subway	1	1	3	3	246	301	0	0	10	10	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	266	321
Bus	1	1	2	1	7	8	0	0	10	10	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	1	24	24
Walk/Other	43	34	3	2	39	48	0	0	22	22	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	21	22	2	2	2	2	136	135
Total	50	40	13	9	328	402	0	0	65	65	0	0	0	0	13	9	3	3	0	0	0	0	0	0	0	0	0	0	24	26	2	2	5	5	503	561
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	14	1	18	56	0	0	4	3	0	0	0	0	14	1	10	2	0	0	0	0	79	79	12	0			1	1	0	0	0	0	153	144
Taxi	0	0	2	0	1	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	5	2
Taxi (Balanced)	0	0	2	2	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	7	7
Truck	0	0	1	1	3	3	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0			0	0	0	0	0	0	1	1
Total	1	1	17	4	24	62	0	0	4	3	0	0	0	0	17	4	11	3	0	0	0	0	80	80	12	0			1	1	0	0	0	0	167	158
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	1	13	13	0	0	10	10	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	30	30
Taxi	0	0	0	1	1	1	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	5
Taxi (Balanced)	0	0	1	1	2	2	0	0	4	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	8	8
Truck	0	0	1	1	3	3	0	0	1	1	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0			0	0	0	0	0	0	7	7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	4	4	3	3	18	18	0	0	15	15	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	45	45
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	17	50	32	0	0	12	6	0	0	0	0	1	17	2	10	0	0	0	0	8	8	0	12			1	1	0	0	0	0	77	105
Taxi	0	0	0	3	2	1	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	4	8
Taxi (Balanced)	0	0	3	3	3	3	0	0	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	12	12
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	4	20	54	36	0	0	15	9	0	0	0	0	4	20	2	10	0	0	0	0	8	8	0	12			1	1	0	0	0	0	90	118
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	2	3	2	22	27	0	0	9	9	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	42	44
Taxi	0	0	1	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	4	2
Taxi (Balanced)	0	0	1	1	2	2	0	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	6
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	3	2	4	3	25	30	0	0	11	11	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	49	51

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 48

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-24,457 gsf		-15,256 gsf		829 DU		0 gsf		0 gsf		9,200 gsf		0 gsf		0 gsf		19,072 gsf		0 gsf		19,072 gsf		0 students 0 gsf		0 staff		0 parents		46,000 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-46		-34		670		0		0		82		0		0		38		0		156		0		0		0		82		0		0		948	
Midday	-286		-42		336		0		0		98		0		0		32		0		184		0		0		0		186		0		0		508	
PM	-150		-38		736		0		0		162		0		0		40		0		128		0		0		0		104		0		0		982	
Saturday	-176		-10		638		0		0		192		0		0		4		0		126		0		0		0		108		0		0		882	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	-9	-1	17	55	0	0	0	0	10	7	0	0	0	0	12	1	0	0	23	14	0	0	0	0	0	0	3	2	0	0	0	0	53	75
Taxi	0	0	-2	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	1	0	0	0	0	0	7	7
Subway	-1	-1	-10	-1	120	381	0	0	0	0	7	5	0	0	0	0	13	2	0	0	57	35	0	0	0	0	0	0	2	1	0	0	0	0	188	422
Bus	0	0	-4	0	3	11	0	0	0	0	2	1	0	0	0	0	3	0	0	0	9	5	0	0	0	0	0	0	3	2	0	0	0	0	16	19
Walk/Other	-19	-19	-7	0	19	61	0	0	0	0	28	20	0	0	0	0	6	1	0	0	2	1	0	0	0	0	0	0	42	26	0	0	0	0	71	90
Total	-23	-23	-32	-2	160	510	0	0	0	0	48	34	0	0	0	0	34	4	0	0	97	59	0	0	0	0	0	0	51	31	0	0	0	0	335	613
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-16	-16	0	-1	18	18	0	0	0	0	9	11	0	0	0	0	0	0	0	0	21	23	0	0	0	0	0	0	5	4	0	0	0	0	37	39
Taxi	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	1	1	0	0	0	0	8	10
Subway	-4	-4	-1	-2	125	125	0	0	0	0	6	7	0	0	0	0	1	1	0	0	50	58	0	0	0	0	0	0	3	3	0	0	0	0	180	188
Bus	-3	-3	-1	-2	4	4	0	0	0	0	2	2	0	0	0	0	1	1	0	0	8	9	0	0	0	0	0	0	6	5	0	0	0	0	17	16
Walk/Other	-120	-120	-14	-21	20	20	0	0	0	0	26	32	0	0	0	0	14	14	0	0	2	2	0	0	0	0	0	0	87	71	0	0	0	0	15	-2
Total	-143	-143	-16	-26	168	168	0	0	0	0	44	54	0	0	0	0	16	16	0	0	86	98	0	0	0	0	0	0	102	84	0	0	0	0	257	251
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-8	-8	-1	-10	48	31	0	0	0	0	16	18	0	0	0	0	2	12	0	0	11	20	0	0	0	0	0	0	2	4	0	0	0	0	70	67
Taxi	0	0	0	-2	2	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	1	0	0	0	0	7	8
Subway	-2	-2	-1	-11	337	215	0	0	0	0	11	12	0	0	0	0	2	14	0	0	26	49	0	0	0	0	0	0	1	2	0	0	0	0	374	279
Bus	-2	-2	0	-5	9	6	0	0	0	0	3	3	0	0	0	0	0	3	0	0	4	7	0	0	0	0	0	0	2	4	0	0	0	0	16	16
Walk/Other	-63	-63	0	-8	53	34	0	0	0	0	44	50	0	0	0	0	1	6	0	0	1	2	0	0	0	0	0	0	26	62	0	0	0	0	62	83
Total	-75	-75	-2	-36	449	287	0	0	0	0	76	86	0	0	0	0	5	35	0	0	45	83	0	0	0	0	0	0	31	73	0	0	0	0	529	453
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-11	-9	-2	-1	31	38	0	0	0	0	14	13	0	0	0	0	1	1	0	0	15	15	0	0	0	0	0	0	3	3	0	0	0	0	51	60
Taxi	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0	11	11
Subway	-3	-2	-2	-1	215	263	0	0	0	0	8	8	0	0	0	0	1	1	0	0	36	38	0	0	0	0	0	0	2	2	0	0	0	0	257	309
Bus	-2	-2	-1	-1	6	7	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	3	3	0	0	0	0	18	19
Walk/Other	-80	-67	-1	-1	34	42	0	0	0	0	65	62	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	44	46	0	0	0	0	63	83
Total	-96	-80	-6	-4	287	351	0	0	0	0	98	94	0	0	0	0	2	2	0	0	62	64	0	0	0	0	0	0	53	55	0	0	0	0	400	482
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	-7	-1	15	49	0	0	0	0	6	4	0	0	0	0	10	1	0	0	15	9	0	0	0	0			2	1	0	0	0	0	39	61
Taxi	0	0	-2	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	3	0	0	0	0			1	0	0	0	0	0	5	6
Taxi (Balanced)	0	0	-2	-2	3	3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	7	7	0	0	0	0			1	1	0	0	0	0	11	11
Truck	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	5	5
Total	-2	-2	-9	-3	21	55	0	0	0	0	8	6	0	0	0	0	11	2	0	0	22	16	0	0	0	0			4	3	0	0	0	0	55	77
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-8	-8	0	-1	11	11	0	0	0	0	6	7	0	0	0	0	0	0	0	0	14	15	0	0	0	0			3	2	0	0	0	0	26	26
Taxi	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	4	0	0	0	0			1	1	0	0	0	0	6	7
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	7	7	0	0	0	0			2	2	0	0	0	0	13	13
Truck	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	4	4
Total	-8	-8	0	-1	15	15	0	0	0	0	8	9	0	0	0	0	1	1	0	0	21	22	0	0	0	0			6	5	0	0	0	0	43	43
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	-1	-8	43	28	0	0	0	0	10	11	0	0	0	0	2	10	0	0	7	13	0	0	0	0			1	2	0	0	0	0	58	52
Taxi	0	0	0	-2	2	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2	3	0	0	0	0			0	1	0	0	0	0	5	5
Taxi (Balanced)	0	0	-2	-2	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5	0	0	0	0			1	1	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	-4	-4	-3	-10	46	31	0	0	0	0	13	14	0	0	0	0	2	10	0	0	12	18	0	0	0	0			2	3	0	0	0	0	68	62
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-6	-5	-2	-1	20	24	0	0	0	0	7	7	0	0	0	0	1	1	0	0	10	10	0	0	0	0			2	2	0	0	0	0	32	38
Taxi	0	0	0	0	1	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0			1	1	0	0	0	0	8	8
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6	6	0	0	0	0			2	2	0	0	0	0	16	16
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	-6	-5	-2	-1	23	27	0	0	0	0	13	13	0	0	0	0	1	1	0	0	16	16	0	0	0	0			4	4	0	0	0	0	49	55

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 49

Land Use: / Size/Units:	Local Retail 18,400 gsf		Office 0 gsf		Residential 181 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -17,940 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	34		0		146		0		0		0		-46		0		0		0		0		0		0		0		0		0		134	
Midday	216		0		74		0		0		0		-38		0		0		0		0		0		0		0		0		0		252	
PM	114		0		162		0		0		0		-50		0		0		0		0		0		0		0		0		0		226	
Saturday	132		0		140		0		0		0		-38		0		0		0		0		0		0		0		0		0		234	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	4	12	0	0	0	0	0	0	-26	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	0	0	26	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	85
Bus	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	14	14	0	0	4	13	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	26
Total	17	17	0	0	35	111	0	0	0	0	0	0	-29	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	111
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	12	0	0	4	4	0	0	0	0	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	3	3	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
Bus	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	91	91	0	0	4	4	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	93
Total	108	108	0	0	37	37	0	0	0	0	0	0	-19	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	126
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	11	7	0	0	0	0	0	0	-22	-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	2	0	0	74	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	49
Bus	1	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	48	48	0	0	12	8	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	54
Total	57	57	0	0	99	63	0	0	0	0	0	0	-25	-25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	95
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	7	0	0	7	8	0	0	0	0	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	2	0	0	47	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	61
Bus	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	61	50	0	0	7	9	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	57
Total	72	60	0	0	62	78	0	0	0	0	0	0	-19	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	119
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	4	11	0	0	0	0	0	0	-20	-12	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-15	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	5	12	0	0	0	0	0	0	-23	-15	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-17	-2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	6	6	0	0	3	3	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	6	6	0	0	3	3	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-6	-6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	10	6	0	0	0	0	0	0	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	10	6	0	0	0	0	0	0	-19	-19	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-6	-10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	4	0	0	4	5	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	4	0	0	4	5	0	0	0	0	0	0	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-6	-5

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 50

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-3,134 gsf		18,802 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-34,696 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-6		42		0		0		0		0		0		0		0		0		-270		0		0		0		0		0		-234	
Midday	-38		52		0		0		0		0		0		0		0		0		-320		0		0		0		0		0		-306	
PM	-20		48		0		0		0		0		0		0		0		0		-222		0		0		0		0		0		-194	
Saturday	-24		12		0		0		0		0		0		0		0		0		-230		0		0		0		0		0		-242	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-40	-25	0	0	0	0	0	0	0	0	0	0	-29	-24
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-6	0	0	0	0	0	0	0	0	0	0	-8	-6
Subway	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-99	-61	0	0	0	0	0	0	0	0	0	0	-87	-60
Bus	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-9	0	0	0	0	0	0	0	0	0	0	-10	-9
Walk/Other	-3	-3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	3	-4
Total	-3	-3	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-167	-103	0	0	0	0	0	0	0	0	0	0	-131	-103
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-36	-41	0	0	0	0	0	0	0	0	0	0	-38	-42
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-10	0	0	0	0	0	0	0	0	0	0	-9	-10
Subway	-1	-1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-89	-100	0	0	0	0	0	0	0	0	0	0	-89	-99
Bus	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	-15	0	0	0	0	0	0	0	0	0	0	-13	-13
Walk/Other	-16	-16	18	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	-1	8
Total	-19	-19	20	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-151	-169	0	0	0	0	0	0	0	0	0	0	-150	-156
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-35	0	0	0	0	0	0	0	0	0	0	-19	-23
Taxi	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-9	0	0	0	0	0	0	0	0	0	0	-5	-7
Subway	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-45	-84	0	0	0	0	0	0	0	0	0	0	-44	-70
Bus	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-13	0	0	0	0	0	0	0	0	0	0	-7	-7
Walk/Other	-9	-9	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-3	0	0	0	0	0	0	0	0	0	0	-10	-2
Total	-10	-10	3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-78	-144	0	0	0	0	0	0	0	0	0	0	-85	-109
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-28	0	0	0	0	0	0	0	0	0	0	-26	-28
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	-7	-7
Subway	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-66	-70	0	0	0	0	0	0	0	0	0	0	-64	-68
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-11	0	0	0	0	0	0	0	0	0	0	-9	-10
Walk/Other	-12	-10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-12	-11
Total	-13	-11	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-112	-118	0	0	0	0	0	0	0	0	0	0	-118	-124
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-17	0	0	0	0			0	0	0	0	-18	-16
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-4	0	0	0	0			0	0	0	0	-5	-4
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-11	0	0	0	0			0	0	0	0	-9	-9
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-38	-28	0	0	0	0			0	0	0	0	-27	-25
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-24	-27	0	0	0	0			0	0	0	0	-25	-27
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-7	0	0	0	0			0	0	0	0	-6	-7
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13	0	0	0	0			0	0	0	0	-13	-13
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Total	-1	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-38	-41	0	0	0	0			0	0	0	0	-39	-41
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-23	0	0	0	0			0	0	0	0	-13	-14
Taxi	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-6	0	0	0	0			0	0	0	0	-3	-4
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0			0	0	0	0	-7	-7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-22	-32	0	0	0	0			0	0	0	0	-20	-21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18	-19	0	0	0	0			0	0	0	0	-17	-19
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0			0	0	0	0	-5	-5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0			0	0	0	0	-10	-10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-28	-29	0	0	0	0			0	0	0	0	-27	-29

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 51

Land Use: / Size/Units:	Local Retail 2,251 gsf		Office 0 gsf		Residential 39 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	4		0		32		0		0		0		0		0		0		0		0		0		0		0		0		0		36	
Midday	26		0		16		0		0		0		0		0		0		0		0		0		0		0		0		0		42	
PM	14		0		36		0		0		0		0		0		0		0		0		0		0		0		0		0		50	
Saturday	16		0		30		0		0		0		0		0		0		0		0		0		0		0		0		0		46	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	6	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	17
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	2	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Total	2	2	0	0	8	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	26
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	12	12	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Total	13	13	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	16	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	11
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	6	6	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
Total	7	7	0	0	21	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	22
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	7	7	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Total	8	8	0	0	13	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	25
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 52

Land Use: / Size/Units:	Local Retail 3,220 gsf		Office 0 gsf		Residential 145 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 11,500 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial -2,520 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	6		0		118		0		0		102		0		0		-6		0		0		0		0		0		0		0		0		220	
Midday	38		0		60		0		0		122		0		0		-4		0		0		0		0		0		0		0		0		216	
PM	20		0		130		0		0		202		0		0		-6		0		0		0		0		0		0		0		0		346	
Saturday	24		0		112		0		0		240		0		0		-2		0		0		0		0		0		0		0		0		374	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	10	0	0	0	0	12	9	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	19
Taxi	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	21	67	0	0	0	0	8	6	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	73
Bus	0	0	0	0	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	3	3	0	0	3	11	0	0	0	0	35	25	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	39
Total	3	3	0	0	28	90	0	0	0	0	59	43	0	0	0	0	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	136
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	3	0	0	0	0	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	19
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	1	1	0	0	22	22	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	32
Bus	0	0	0	0	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	16	16	0	0	4	4	0	0	0	0	33	37	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	55
Total	19	19	0	0	30	30	0	0	0	0	57	65	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	112
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	9	5	0	0	0	0	20	22	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	25
Taxi	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway	0	0	0	0	60	38	0	0	0	0	13	15	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	51
Bus	0	0	0	0	2	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	9	9	0	0	9	6	0	0	0	0	55	63	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	77
Total	10	10	0	0	80	50	0	0	0	0	95	107	0	0	0	0	0	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	161
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	5	7	0	0	0	0	17	16	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	23
Taxi	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Subway	0	0	0	0	38	47	0	0	0	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	56
Bus	0	0	0	0	1	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Walk/Other	12	10	0	0	6	7	0	0	0	0	83	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	96
Total	13	11	0	0	50	62	0	0	0	0	123	117	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	189
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	9	0	0	0	0	8	6	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	4	10	0	0	0	0	10	8	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	18
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	2	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	8	4	0	0	0	0	13	14	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	16
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	8	4	0	0	0	0	17	18	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	4	0	0	0	0	9	8	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Taxi	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	4	0	0	0	0	15	14	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 53

Land Use: / Size/Units:	Local Retail 5,152 gsf		Office 0 gsf		Residential 18 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -2,325 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	10		0		16		0		0		0		-6		0		0		0		0		0		0		0		0		0		0		20	
Midday	60		0		8		0		0		0		-6		0		0		0		0		0		0		0		0		0		0		62	
PM	32		0		16		0		0		0		-6		0		0		0		0		0		0		0		0		0		0		42	
Saturday	38		0		14		0		0		0		-6		0		0		0		0		0		0		0		0		0		0		46	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	1	0	0	0	0	0	0	-4	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	4	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Total	5	5	0	0	4	12	0	0	0	0	0	0	-4	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
Total	30	30	0	0	4	4	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	14	14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Total	16	16	0	0	9	7	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	18	14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	15
Total	21	17	0	0	7	7	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	21
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	1	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	0	1	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-2	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 54

Land Use: / Size/Units:	Local Retail 1,656 gsf		Office -1,800 gsf		Residential 16 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	4		-4		14		0		0		0		0		0		0		0		0		0		0		0		0		0		14	
Midday	20		-6		6		0		0		0		0		0		0		0		0		0		0		0		0		0		20	
PM	10		-6		14		0		0		0		0		0		0		0		0		0		0		0		0		0		18	
Saturday	12		-2		12		0		0		0		0		0		0		0		0		0		0		0		0		0		22	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-2	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Total	2	2	-4	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	9	9	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	10	10	-3	-3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	-2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2
Bus	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	4	4	0	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Total	5	5	0	-6	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-1	-1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	6	6	-1	-1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 55

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	6,501 gsf		0 gsf		13 DU		0 gsf		0 gsf		0 gsf		-4,480 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	12		0		10		0		0		0		-12		0		0		0		0		0		0		0		0		0		10	
Midday	76		0		6		0		0		0		-10		0		0		0		0		0		0		0		0		0		72	
PM	40		0		12		0		0		0		-12		0		0		0		0		0		0		0		0		0		40	
Saturday	48		0		10		0		0		0		-10		0		0		0		0		0		0		0		0		0		48	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	1	0	0	0	0	0	0	-7	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	0	1	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6
Total	6	6	0	0	2	8	0	0	0	0	0	0	-8	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
Total	38	38	0	0	3	3	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	17	17	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
Total	20	20	0	0	6	6	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	0	1	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Bus	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	22	18	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	19
Total	27	21	0	0	4	6	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	22
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	1	0	0	0	0	0	0	-5	-3	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	1	0	0	0	0	0	0	-5	-3	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	0	0	0	1	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	0	0	0	1	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 56

Land Use: / Size/Units:	Local Retail 0 gsf		Office -3,800 gsf		Residential 80 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -11,400 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		-8		66		0		0		0		-30		0		0		0		0		0		0		0		0		0		28	
Midday	0		-10		32		0		0		0		-24		0		0		0		0		0		0		0		0		0		-2	
PM	0		-10		72		0		0		0		-32		0		0		0		0		0		0		0		0		0		30	
Saturday	0		-4		62		0		0		0		-24		0		0		0		0		0		0		0		0		0		34	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	2	5	0	0	0	0	0	0	-16	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	-3	0	12	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	38
Bus	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Walk/Other	0	0	-2	0	2	6	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	5
Total	0	0	-8	0	16	50	0	0	0	0	0	0	-19	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	39
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-4	-6	2	2	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-5
Total	0	0	-4	-6	16	16	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-3	5	3	0	0	0	0	0	0	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	-4	33	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	17
Bus	0	0	0	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	-2	5	3	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Total	0	0	0	-10	44	28	0	0	0	0	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	3	4	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	-1	-1	21	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	-1	0	3	4	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Total	0	0	-3	-1	28	34	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	21
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-2	0	2	4	0	0	0	0	0	0	-12	-7	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-12	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	0	0	-2	0	2	4	0	0	0	0	0	0	-15	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-15	-6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-7	-7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-9	-9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	-2	4	3	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-7	-10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	-2	4	3	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-9	-12
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-1	0	2	3	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-7	-5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	-1	0	2	3	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-9	-7

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 57

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-5,069 gsf		41,433 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-10		90		0		0		0		0		0		0		0		0		0		0		0		0		0		0		80	
Midday	-60		112		0		0		0		0		0		0		0		0		0		0		0		0		0		0		52	
PM	-32		104		0		0		0		0		0		0		0		0		0		0		0		0		0		0		72	
Saturday	-36		28		0		0		0		0		0		0		0		0		0		0		0		0		0		0		-8	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1
Taxi	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Subway	0	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2
Bus	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
Walk/Other	-4	-4	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-3
Total	-5	-5	84	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	-1	-1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
Bus	-1	-1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
Walk/Other	-25	-25	36	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	32
Total	-30	-30	43	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	39
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	1	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	26
Taxi	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Subway	0	0	2	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32
Bus	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
Walk/Other	-14	-14	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	7
Total	-16	-16	5	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	83
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	-1	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	-17	-14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-12
Total	-20	-16	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-5
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	18	1
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	0
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	-1	-1	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	22	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	-2	-2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	21
Taxi	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	4
Taxi (Balanced)	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	5	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	25
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	1
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	3

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 58

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		10,350 gsf		16 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		-7,416 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		22		14		0		0		0		0		0		0		0		0		0		0		0		-14		0		0		22	
Midday	0		28		6		0		0		0		0		0		0		0		0		0		0		0		-30		0		0		4	
PM	0		26		14		0		0		0		0		0		0		0		0		0		0		0		-18		0		0		22	
Saturday	0		8		12		0		0		0		0		0		0		0		0		0		0		0		-18		0		0		2	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	8	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	9
Bus	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	2	0
Walk/Other	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-5	0	0	-4	-4
Total	0	0	22	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-5	0	0	16	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0
Walk/Other	0	0	9	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-11	0	0	-6	4
Total	0	0	11	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	-13	0	0	-3	7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	1	8
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13
Bus	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	2
Walk/Other	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-12	0	0	-3	-6
Total	0	0	0	26	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-14	0	0	4	18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Bus	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	-1
Walk/Other	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-9	0	0	-5	-7
Total	0	0	5	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-10	0	0	3	-1
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	5	1
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			-1	-1	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			-1	-1	0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	-1	0	0	0	0	1	6
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	-1	0	0	0	0	2	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 59

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		36,297 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-36,297 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																				
AM	0		78		0		0		0		0		0		0		0		-50		0		0		0		0		0		0		0		28	
Midday	0		98		0		0		0		0		0		0		0		-42		0		0		0		0		0		0		0		56	
PM	0		92		0		0		0		0		0		0		0		-54		0		0		0		0		0		0		0		38	
Saturday	0		24		0		0		0		0		0		0		0		-14		0		0		0		0		0		0		0		10	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-1
Taxi	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Subway	0	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Bus	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Walk/Other	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
Total	0	0	73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-44	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-4
Bus	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	0	0	32	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	45
Total	0	0	39	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	38
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	10
Taxi	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Subway	0	0	1	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	10
Bus	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Walk/Other	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	4	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	41
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Bus	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-2	0	0	0	0	0	0	0	0			0	0	0	0	6	-1
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	0
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	0	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-4	0	0	0	0	0	0	0	0			0	0	0	0	8	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0			0	0	0	0	-4	-4
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-12	0	0	0	0	0	0	0	0			0	0	0	0	-1	8
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	3
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-12	0	0	0	0	0	0	0	0			0	0	0	0	2	11
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	2	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 60

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	5,750 gsf		0 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	12		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		12	
Midday	68		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		68	
PM	36		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		36	
Saturday	42		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		42	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
Total	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Total	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	19	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	16
Total	23	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	19
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 61

Land Use: / Size/Units:	Local Retail 0 gsf		Office 0 gsf		Residential 66 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse -15,570 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		0		54		0		0		0		0		0		0		-22		0		0		0		0		0		0		32	
Midday	0		0		28		0		0		0		0		0		0		-18		0		0		0		0		0		0		10	
PM	0		0		60		0		0		0		0		0		0		-24		0		0		0		0		0		0		36	
Saturday	0		0		52		0		0		0		0		0		0		-6		0		0		0		0		0		0		46	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	-7	-1	0	0	0	0	0	0	0	0	0	0	0	0	-6	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	31	0	0	0	0	0	0	0	0	0	0	0	0	-8	-1	0	0	0	0	0	0	0	0	0	0	0	0	2	30
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	1
Walk/Other	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	5
Total	0	0	0	0	13	41	0	0	0	0	0	0	0	0	0	0	0	0	-20	-2	0	0	0	0	0	0	0	0	0	0	0	0	-7	39
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-7	0	0	0	0	0	0	0	0	0	0	0	0	3	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	27	18	0	0	0	0	0	0	0	0	0	0	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	0	0	26	10
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	1	-2
Walk/Other	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Total	0	0	0	0	36	24	0	0	0	0	0	0	0	0	0	0	0	0	-3	-21	0	0	0	0	0	0	0	0	0	0	0	0	33	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	18	21	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	17	20
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	24	28	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	21	25
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0			0	0	0	0	-4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	-6	-2	0	0	0	0	0	0			0	0	0	0	-5	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	3	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	3	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	1	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 62

Land Use: / Size/Units:	Local Retail 9,432 gsf		Office 0 gsf		Residential 34 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse -11,945 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	18		0		28		0		0		0		0		0		0		-16		0		0		0		0		0		0		0		30	
Midday	110		0		14		0		0		0		0		0		0		-14		0		0		0		0		0		0		0		110	
PM	58		0		30		0		0		0		0		0		0		-18		0		0		0		0		0		0		0		70	
Saturday	68		0		26		0		0		0		0		0		0		-6		0		0		0		0		0		0		0		88	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	5	16	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	8	8	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11
Total	9	9	0	0	7	21	0	0	0	0	0	0	0	0	0	0	0	0	-14	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	46	46	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	46
Total	55	55	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	24	24	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	22
Total	29	29	0	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	-2	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	24
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	31	26	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	27
Total	37	31	0	0	11	15	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	43
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-4	-1	0	0	0	0	0	0			0	0	0	0	0	0	-2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	-1	-1
Total	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-5	-2	0	0	0	0	0	0			0	0	0	0	0	0	-3	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	0	0	3	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	0	0	3	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 63

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	6,095 gsf		0 gsf		165 DU		0 gsf		0 gsf		0 gsf		-23,042 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	12		0		134		0		0		0		-60		0		0		0		0		0		0		0		0		0		86	
Midday	72		0		68		0		0		0		-50		0		0		0		0		0		0		0		0		0		90	
PM	38		0		148		0		0		0		-64		0		0		0		0		0		0		0		0		0		122	
Saturday	44		0		128		0		0		0		-48		0		0		0		0		0		0		0		0		0		124	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	11	0	0	0	0	0	0	-33	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-29	-7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1
Subway	0	0	0	0	25	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	76
Bus	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	5	5	0	0	4	12	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	15
Total	6	6	0	0	33	101	0	0	0	0	0	0	-38	-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	85
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	4	4	0	0	0	0	0	0	-22	-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	-14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	30	30	0	0	4	4	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
Total	36	36	0	0	34	34	0	0	0	0	0	0	-25	-25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	10	6	0	0	0	0	0	0	-27	-27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-19
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Subway	1	1	0	0	68	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	44
Bus	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	16	16	0	0	11	7	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	20
Total	19	19	0	0	91	57	0	0	0	0	0	0	-32	-32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	44
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	6	8	0	0	0	0	0	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	0	0	44	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	54
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	20	17	0	0	7	8	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	23
Total	24	20	0	0	58	70	0	0	0	0	0	0	-24	-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	66
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	3	10	0	0	0	0	0	0	-25	-15	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-21	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
Truck	0	0	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	4	11	0	0	0	0	0	0	-29	-19	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-24	-7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	3	3	0	0	0	0	0	0	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-12	-12
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	2	2	0	0	3	3	0	0	0	0	0	0	-20	-20	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-15	-15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	9	5	0	0	0	0	0	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-11	-15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	9	5	0	0	0	0	0	0	-25	-25	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-15	-19
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	0	0	4	5	0	0	0	0	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-10	-10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	0	0	4	5	0	0	0	0	0	0	-18	-18	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-12	-12

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Appendix 3
Air Quality Analysis Methodology Memorandum

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Memorandum

To:	New York City Department of City Planning
From:	Henry Kearney, AKRF, Inc.
Date:	REVISED January 8, 2021
Re:	Gowanus Neighborhood Rezoning EIS – Air Quality Analysis Methodology
cc:	Brianna Shaw, Robert White, Patrick Blanchfield (AKRF, Inc.)

The purpose of this memorandum is to describe the air quality analysis approach for the Gowanus Neighborhood Rezoning Environmental Impact Statement (EIS). A total of 133 development sites (63 projected and 70 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 63 projected development sites under the With Action condition would consist of residential, commercial, industrial, and community facility uses, as well as parking. The analysis year is 2035. In addition, there are 54 industrial source permits in the area that are assumed to be active and may need to be analyzed for their potential impacts to future residents of the Project Area.

This memorandum presents a summary of the methodology and assumptions to be used for the both the mobile and stationary source air quality analyses of the Proposed Actions.

MOBILE SOURCE ANALYSIS

INTERSECTION SELECTION

The mobile source analysis will evaluate the Proposed Actions for potential impacts from carbon monoxide (CO), and fine particulate matter less than 10 microns in diameter (PM_{10}) and less than 2.5 microns in diameter ($PM_{2.5}$) due to vehicular traffic anticipated to be generated by the Proposed Actions. Based on a review of the study area roadway configuration, and the traffic analysis conducted for the No Action and With Action conditions, it was determined that projected vehicle trips generated by the Proposed Actions exceed the CO threshold of 170 vehicles in a peak hour at a number of intersections in the study area. For PM_{10} and $PM_{2.5}$, the screening procedure outlined in the *CEQR Technical Manual* is based on determining whether the projected number of vehicles trips at an intersection exceeds thresholds based on heavy-duty diesel vehicle (HDDV) equivalents. The thresholds are as follows:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles;
- 19 or more HDDV for collector roads;
- 23 or more HDDV for principal and minor arterials; or

- 23 or more HDDV for expressways and limited access roads.

To determine whether any of these thresholds are exceeded, the worksheet referenced in Section 201 of the *CEQR Technical Manual* was utilized to calculate the equivalent number of HDDV equivalents at intersections in the traffic study area. The worksheet uses vehicle classification information based on the traffic data collected for the project, and assigns these classifications to vehicle categories using a table referenced in the *CEQR Technical Manual*[1]. Roadway classifications were determined by corridor at each intersection, based on NYCDOT functional class criteria and With Action traffic volumes.

The highest concentration of vehicle trips were determined to be in the following areas:

- Along the Smith Street corridor between 3rd Place and West 9th Street;
- Along the Hoyt Street Corridor between 2nd Street and 5th Street;
- Along the 3rd Avenue corridor between Douglass Street and 11th Street; and
- Along the Bond Street corridor between Bergen Street and 5th Street.

Intersections exceeding the CO and PM mobile source screening thresholds were considered for analysis. Selection of specific intersections for analysis was based on the baseline and No Action traffic conditions along with the vehicular trip generation and distribution under the Proposed Actions. The selected intersections were submitted for review and approval to DCP. If additional intersections warrant analysis, justification for their inclusion will be provided to DCP for review and approval; however, based on review of the traffic, it is anticipated that no more than five (5) intersections will be analyzed:

- Bond Street and 3rd Street (CO and PM);
- Hoyt Street and 4th Street (CO and PM);
- Bond Street and Baltic Street (PM);
- Smith Street and 5th Street and
- 3rd Avenue and Carroll Street (PM).

DISPERSION MODELING

The CO mobile source analysis will be conducted using the Tier 1 CAL3QHC model Version 2.0[2] at all intersections identified. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption and includes an algorithm for estimating vehicular queue lengths at signalized intersections. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The queuing algorithm includes site-specific traffic parameters, such as signal timing and delay (from the 2000 *Highway Capacity Manual* traffic forecasting model), saturation flow rate, vehicle arrival type, and signal actuation (i.e., pre-timed or actuated signal) characteristics to project the number of idling vehicles.

Following the EPA guidelines[3], CAL3QHC computations will be performed using a wind speed of 1 meter per second, and the neutral stability class D. An assumed surface roughness of 1.75 meters will be used. The 8-hour average CO concentrations will be estimated from the predicted 1-hour average CO concentrations using a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes. The $PM_{2.5}$ mobile source analysis will be conducted using the refined (Tier 2) version of the model, CAL3QHCR. CAL3QHCR is an extended module of the CAL3QHC model which allows for

[1] MOBILE6 Input Data Format Reference Tables, August 14, 2003.

[2] EPA, User's Guide to CAL3QHC, A Modeling Methodology for Predicted Pollutant Concentrations Near Roadway Intersections, Office of Air Quality, Planning Standards, Research Triangle Park, North Carolina, EPA-454/R-92-006.

[3] *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

the incorporation of hourly traffic and meteorological data. Five years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be used in the refined modeling. Off-peak traffic volumes will be determined by adjusting the peak period volumes based on the 24-hour distributions of actual vehicle counts collected at appropriate locations.

METEOROLOGY

Tier I CO Analysis—CAL3QHC

Following the EPA guidelines[4], CAL3QHC computations would be performed using a wind speed of one meter per second, and the neutral stability class D. The eight-hour average CO concentrations will be estimated by multiplying the predicted one-hour average CO concentrations by a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes. A surface roughness of 3.21 meters would be used. At each receptor location, concentrations will calculated for all wind directions, and the highest predicted concentration was reported, regardless of frequency of occurrence. These assumptions ensure that reasonable worst-case meteorology would be used to estimate impacts.

Tier II $PM_{2.5}$ Analysis—CAL3QHCR

The CAL3QHCR model includes the modeling of hourly concentrations based on hourly traffic data and five years of monitored hourly meteorological data. The data would consist of surface data collected at LaGuardia Airport and upper air data collected at Brookhaven, New York for the period 2015–2019. All hours would be modeled, and the highest resulting concentration for each averaging period will be presented

ANALYSIS YEAR

The microscale analyses would be performed for 2035, the year by which the Proposed Actions is likely to be completed. The future analysis would be performed both without the Proposed Actions (the No-Action condition) and with the Proposed Actions (the With-Action condition).

BACKGROUND CONCENTRATIONS

The background concentrations that would be used in the mobile source analysis are on concentrations recorded at a monitoring station representative of the county or from the nearest available monitoring station and in the statistical format of the NAAQS, as provided in the *CEQR Technical Manual*. These represent the most recent 3-year average for 24-hour average $PM_{2.5}$, the highest value from the three most recent years of data available for PM_{10}, and the highest value from the five most recent years of data available for CO. The background concentrations are presented in **Table 1**.

Table 1
Maximum Background Pollutant Concentrations for Mobile Source Analysis

Pollutant	Average Period	Location	Concentration	NAAQS
CO	1-hour	Queens College	1.7 ppm	35 ppm
	8-hour	Queens College	1.2 ppm	9 ppm
PM_{10}	24-hour	Division Street	39.3 µg/m3	150 µg/m3
$PM_{2.5}$	24-hour	JHS 126	17.8 µg/m3	35 µg/m3

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017-2019.

RECEPTOR PLACEMENT

Multiple receptors (i.e., precise locations at which concentrations are predicted) would be modeled at each of the selected sites; receptors will be placed along the approach and departure links at a 25 foot interval out to 200 feet in each direction. Ground-level receptors would be placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on the New

[4] *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

York City Department of Environmental Protection (DEP) guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis would be placed at a distance of 15 meters, from the nearest moving lane at each analysis location.

EMISSION FACTORS

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling would be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES.[5] This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project specific traffic data obtained through field studies as well as county-specific hourly temperature and relative humidity data obtained from NYSDEC will be used.

To account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates will include fugitive road dust. However, since the New York City Department of Environmental Protection (DEP) considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[6] and the *CEQR Technical Manual*.

If maximum predicted $PM_{2.5}$ concentrations result in a potential impact, refinements to the analysis would be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours. If further refinements are necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis, or the use of traffic mitigation measures, will be discussed with both DCP and PHA.

PARKING GARAGE ANALYSIS

A number of projected development sites will have parking garages, particularly the larger sites. Based on parking garage locations and sizes, an analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated. AKRF will provide DCP with a list (approximately three locations based on preliminary review) of parking facilities to be analyzed.

STATIONARY SOURCES

HEATAND HOT WATER SYSTEMS

Projected and Potential Development Site Screening

The analysis of fossil fuel-fired heat and hot water systems of the proposed development sites will consider impacts following the screening procedures outlined in the 2014 *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as "project-on-project impacts" for both projected and potential development sites. The nearest existing building and/or projected development of a similar or greater height will be analyzed as the potential receptor. Since information on the heat and hot water systems' design is not available, it will be assumed that exhaust stacks would be located 3 feet above roof height (as per the *CEQR Technical Manual*), and that No. 2 fuel oil or natural gas would be utilized. If the

[5] EPA, MOVES Model, User Guide for MOVES2014a, December 2015.

[6] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

results pass the screening analysis, the proposed development site is determined to result in no potential significant adverse air quality impacts using No. 2 fuel oil or natural gas.

If the results fail the initial screening with No. 2 fuel oil and/or natural gas, a refined analysis would be performed for that development site using the AERMOD model. For this analysis, five years of meteorological data (2015-2019) from the LaGuardia Airport National Weather Service station and concurrent upper air data, will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2, for sites where fuel oil was modeled), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at affected sites.

Receptors

Receptors would be placed at elevated locations on all facades and at multiple elevations on buildings that were predicted to be potentially impacted based on the screening analysis, to identify maximum pollutant concentrations. Generally, receptors would be spaced at a 3 meter interval vertically to represent individual floors of a building, while horizontally, receptor spacing would be a minimum of three meters and a maximum of 10 meters.

Emission Estimates and Stack Parameters

Fuel consumption will be estimated based on procedures outlined in the *CEQR Technical Manual*. Using worst-case assumptions, fuel will be assumed to be No. 2 fuel oil for SO_2 and PM, and natural gas for NO_2.

Emission factors from the fuel oil and natural gas combustion sections of EPA's AP-42 will be used to calculate emission rates for the projected and potential development site's heat and hot water systems. Annual NO_2 concentrations from heating and hot water sources will be estimated using a NO_2 to NO_x ratio of 0.75, as described in EPA's *Guideline on Air Quality Models* at 40 CFR part 51 Appendix W, Section 5.2.4.[7]

One-hour average NO_2 concentration increments associated with the projected and potential development sites' hot water systems will be estimated using AERMOD model's Plume Volume Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. The PVMRM module incorporates hourly background ozone concentrations to estimate NO_x transformation within the source plume. Ozone concentrations will be taken from the NYSDEC Queens College monitoring station that is the nearest ozone monitoring station and has complete five years of hourly data available. An initial NO_2 to NO_x ratio of ten percent at the source exhaust stack will be assumed, which is considered representative for boilers.

The methodology used to determine the compliance of total one-hour NO_2 concentrations from the proposed sources with the one-hour NO_2 NAAQS will be based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from proposed sources will be first added to the seasonal hourly background monitored concentrations; then the highest combined daily one-hour NO_2 concentration will be determined at each receptor location and the 98th percentile daily one-hour maximum concentration for each modeled year calculated within the AERMOD model; finally the 98th percentile concentrations will be averaged over the latest five years.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (see **Table 2**). To develop background levels, concentrations measured at the most representative NYSDEC ambient monitoring station over the latest available five-year period (2015-2019) will be used for annual average NO_2 background (consistent with DEP guidance), while the latest available three-year period will be used for the 24-hour PM_{10} background concentration.

[7] http://www.epa.gov/scram001/guidance/guide/appw_05.pdf

Table 2
Background Pollutant Concentrations for Stationary Souce Analysis

Pollutant	Average Period	Location	Concentration ($\mu g/m^3$)	NAAQS ($\mu g/m^3$)
NO_2	Annual[1]	Queens College	28.7	100
	1-hour[2]		103.6	188
SO_2	1-hour[3]	Queens College	13.5	196
$PM_{2.5}$	24-hour	JHS 126	17.8	35
PM_{10}	24-Hour[4]	Division Street	39.3	150

Notes:
[1] Annual average NO_2 background concentration is based on the three-year highest value from 2017-2019.
[2] The One-Hour NO_2 background concentration is based on the maximum 98th percentile One-Hour NO_2 concentration averaged over three years of data, from 2017-2019.
[3] The One-Hour SO_2 background concentration is based on the maximum 99th percentile concentration averaged over three years of data, from 2017-2019.
[4] PM_{10} is based on the 3-year average of the highest value from 2017-2019.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017-2019.

$PM_{2.5}$ annual average impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria, without considering the annual background. Therefore the annual $PM_{2.5}$ background is not presented in the table. The $PM_{2.5}$ 24-hour average background concentration of 17.8 $\mu g/m^3$ (based on the 2017 to 2019 average of 98th percentile concentrations measured at the JHS 126 monitoring station) will be used to establish the *de minimis* value for the 24-hour increment, consistent with the guidance provided in the *CEQR Technical Manual.*

Determining the Significance of Air Quality Impacts

For the refined stationary source analysis, the exhaust stacks for the heat and hot water systems will be assumed to be located at the edge of the development massing closest to the receptor, unless the source and receptor were immediately adjacent to each other. In these cases, the stack will be assumed to be located at an initial distance of 10 feet from the nearest receptor. If a source could not meet the NAAQS or $PM_{2.5}$ *de minimis* criteria, the stack would then be set back in 10 foot (or similar) increments, until the source met the respective criteria. If necessary, further restrictive measures will be considered, including use of low NO_x burners, increasing stack heights, or a combination of these measures.

Predicted values will be compared with National Ambient Air Quality Standards (NAAQS) for NO_2, SO_2 and PM_{10}, and the City's CEQR *de minimis* criteria for $PM_{2.5}$. In the event that violations of standards are predicted, an air quality E-designation (or other equivalent restriction, as appropriate) would be proposed for the site, describing the fuel and/or heat and hot water system exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

HEAT AND HOT WATER SYSTEM CLUSTER ANALYSIS

A cumulative impact analysis will be performed for development sites with a similar height located in close proximity to one another (i.e., site clusters). The proposed action area RWCDS development sites will be studied to determine cluster selection. Development sites will be evaluated for grouping based on the following criteria:

- Density and scale of development;
- Similarity of height; and
- Proximity to other buildings of a similar or greater height.

Based on the criteria above, the following potential site clusters were selected for the air quality analysis:

- Projected Development Sites 18 and 22;
- Projected Development Sites 19 and 20, and Potential Development Site X;

- Projected Development Site 30 and Potential Development Site AQ; and
- Projected Development Sites 25 and 26, and Potential Development Sites Y, AA, AB, AD, AL, AM and AN.

Figure 1 shows the locations of the clusters to be analyzed.

The heat and hot water system cluster analysis will be performed using the EPA AERSCREEN Model (Version 16216). The AERSCREEN model is a screening version of the AERMOD refined model, and is used for determining maximum concentrations from a single source using predefined meteorological conditions.

The AERSCREEN analysis will be performed to identify impacts of SO_2, NO_2, PM_{10}, and $PM_{2.5}$. Using information in the Air Quality Appendix of the *CEQR Technical Manual*, an estimate of the emissions from the cluster development's heat and hot water systems will be made. The appendix includes tables which can be used to estimate emissions based on the development size, type of fuel used and type of construction. Fuel consumption factors of 59.1 ft^3/ft^2-year and 0.43 gal/ft^2-year will be used for natural gas and fuel oil, respectively, for residential developments. For commercial developments, fuel consumption emission factors of 45.2 ft^3/ft^2-year for natural gas and 0.21 gal/ft^2-year for fuel oil will be used. Mixed-use developments will use the residential fuel consumption factors since they are more conservative. Short-term factors will be determined by using peak hourly fuel consumption estimates for heating and cooling systems.

Emission factors for each fuel will be obtained from the EPA *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources*. The SO_2 emissions rates will be calculated based on a maximum fuel oil sulfur content of 0.0015 percent (based on use of ultra-low sulfur No. 2 oil) the fuel using the appropriate AP-42 formula.

The distance from the source clusters to the nearest buildings will be used in the modeling analysis. The analysis will focus on existing buildings or other projected or potential development sites which are of a similar or greater height compared to the source cluster.

The AERSCREEN model predicts impacts over a 1-hour average using default meteorology. In order to predict pollutant concentrations over longer periods of time, EPA-referenced persistence factors will be used. These consist of 0.6 and 0.1 for the 24-hour and annual average periods, respectively.

The AERSCREEN analysis will initially be performed assuming No. 2 oil as the fuel type for the clusters. The results of the analysis will be added to background concentrations to determine whether impacts are below ambient air quality standards. If maximum predicted concentrations from a cluster are predicted to exceed a standard, the analysis will be performed using natural gas as the fuel type. In the event that an exceedance of a standard is predicted with both No. 2 fuel oil and natural gas, a refined modeling analysis using the EPA AERMOD model will be performed. Buildings within the cluster would be modeled individually since the AERMOD model is capable of analyzing impacts from multiple pollutant sources. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

INDUSTRIAL SOURCE ANALYSIS

Analysis of Potential Impacts from Existing Uses

A summary of air permit information was developed in 2016, which was provided to AKRF by DCP, of potential process and manufacturing sources located within and around the rezoning area. This was supplemented by additional permit data provided by DEP. As per the scope of work, AKRF reviewed the

DEP permit data received from City Planning to determine which industrial sources are within 400 feet of a projected or potential development site. The permitted facilities were geo-referenced to identify those permits within a radius of 400 feet of the development sites. Any industrial sources beyond 400 feet of a projected or potential development site were excluded from analysis.

Next, a review of the DEP Clean Air Tracking System Information permit database was performed to identify any additional permits not already identified in the 2016 permit information.[8] These included more recently permitted emission sources.

The air quality analysis excludes industrial sources located at projected development sites since the Proposed Actions assumes that all such sites would be redeveloped. However, for potential development sites, the industrial source analysis will be performed two ways, as follows:

- Assuming the site is developed, in which case the industrial source is not assumed to be operating in the Build Condition. In this case, potential air quality impacts from other industrial sources in the study area will be analyzed to evaluate their potential effects on the development site.
- Assuming the site is not developed, in which case the industrial source is assumed to be operating in the Build Condition, and its potential effects on other proposed development sites will be determined.

As shown in **Table 3**, a total of 52 permits were determined to be within 400 feet of at least one projected or potential development site, and not located on a projected development site. Therefore, these permits will be included in the industrial source analysis. Development sites will not be considered as receptors for the industrial source analysis if there are no industrial sources analyzed that are located within 400 feet of the site.

Once the additional industrial permits are received, they will be reviewed to determine if any should be excluded from the analysis based on the type of operation. For example, emergency generators are not considered industrial sources of emissions; therefore, these sources would not be analyzed. In addition, some of the permits are for sources not to be considered a concern in terms of air toxics (e.g., dry cleaners with 4th generation controls). A subsequent field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites that have sources of emissions that would warrant an analysis. If any such sources are identified; further consultation will be made with DCP to determine procedures for estimating emissions from these sources.

Table 4 summarizes the projected development sites proposed for the Gowanus Rezoning EIS, presenting whether industrial sources were identified within 400 feet of the site. **Table 5** summarizes the potential development sites proposed for the Gowanus Rezoning EIS. As seen in the tables, 54 of the projected development sites and 65 of the potential development sites are located within 400 feet from an analyzed industrial source. Therefore, these sites will be considered as receptors for the industrial source air quality analysis.

A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to DEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

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[8] DEP. *Clean Air Tracking System database*. https://a826-web01.nyc.gov/DEP.BoilerInformationExt. Accessed January 15, 2019.

Analysis of Potential Impacts from Future Uses

The Proposed Actions would result in some developments containing a mix of residential, non-residential, and light industrial development. Specifically, the development expected to occur under the RWCDS for the Proposed Actions includes 77,371 square feet (sf) of industrial uses at six projected development sites (excluding warehousing and self-storage uses) and 33,311 sf of industrial use at five potential development sites. Therefore, potential impacts from pollutant emissions from manufacturing that would be co-located within the same building with sensitive receptors, and of manufacturing uses on nearby sensitive receptors in other projected and potential development sites will be evaluated.

Representative profiles of potential sources will be developed based on existing permit data for the potential use categories located in New York City. EPA's AERMOD dispersion model will be used to estimate the short-term and annual concentrations of air toxic pollutants at sensitive receptor locations in the Project Area. Predicted impacts on sensitive receptors will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts.

LARGE OR MAJOR SOURCES

A review of New York State Department of Environmental Conservation (NYSDEC) Title V permits and the Environmental Protection Agency (EPA) Envirofacts database will be performed to identify any federal or state-permitted facilities. Existing large and major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) within 1,000 feet of the development sites will be identified. An analysis of these sources will be performed to assess their potential effects on projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERSCREEN model compared with NAAQS for NO_2, SO_2, and PM_{10}, as well as the ***de minimis*** criteria for $PM_{2.5}$. In the event that an exceedance of a standard is predicted, a refined modeling analysis using the EPA AERMOD model will be performed.

Table 3
Industrial Source Permits

No.	Permit ID	Block	Lot	Address
1	PB001013	198	48	341 Bergen Street
2	PB030305[1]	198	48	341 Bergen Street
3	PA037596	399	55	465 Baltic Street
4	PA041197	399	55	465 Baltic Street
5	PB027606[1]	401	50	597 Baltic Street
6	PB037302[1]	401	50	597 Baltic Street
7	PW001717[1]	406	50	156 Third Avenue
8	PA059083	413	29	330 Butler Street
9	PA004381	412	48	255 Douglass Street
10	PA197973[1]	420	1	280 Douglass Street
11	PA060194[1]	427	69	597 Sackett Street
12	PB008213	432	7501	543 Union Street
13	PB005110	433	5	295 Nevins Street
14	PB026110[1]	433	58	553 Union Street
15	PB023011[1]	441	11	576 Union Street
16	PB404403[1]	441	21	604 Union Street
17	PA026189	444	7503	337 Carroll Street
18	PA026389	444	7503	337 Carroll Street
19	PA002786[1]	444	7503	337 Carroll Street
20	PA002886	444	7503	337 Carroll Street
21	PA095987	444	7503	337 Carroll Street
22	PA096087	444	7503	337 Carroll Street
23	PB447003[1]	444	7503	337 Carroll Street
24	PB447103[1]	444	7503	337 Carroll Street
25	PB447203[1]	444	7503	337 Carroll Street
26	PB447303[1]	444	7503	337 Carroll Street
27	PA003580	454	5	307 Third Avenue
28	PA050172	454	33	189 First Street
29	PA038281	464	47	47 Fourth Street
30	PA039397	477	8	226 Huntington Street
31	PA039497	477	8	226 Huntington Street
32	PA039597	477	8	226 Huntington Street
33	PA039697	477	8	226 Huntington Street
34	PA033598	978	7	230 Third Street
35	PA006189[1]	978	30	186 Third Street
36	PA030397[1]	980	95	213 Sixth Street

37	PA028170	990	50	55 Ninth Street
38	PA028178	990	50	59 Ninth Street
39	PA072172	990	50	59 Ninth Street
40	PA072272	990	50	59 Ninth Street
41	PA072372[1]	990	50	59 Ninth Street
42	PB015908	990	50	55 Ninth Street
43	PB016008	990	50	55 Ninth Street
44	PA085372	990	50	55 Ninth Street
45	PB067503[1]	992	5	411 Third Avenue
46	PB067603[1]	992	5	411 Third Avenue
47	PB067703[1]	992	5	411 Third Avenue
48	PB004407[1]	979	14	167 Sixth Street
49	PA135873	991	19	180 Sixth Street
50	PB080901[1]	991	31	200 Sixth Street
51	PB000215[1]	996	21	168 Seventh Street
52	PB005309[1]	996	39	442 Third Avenue

Note:

(1) Air permit identified from DEP *Clean Air Tracking System database* for which more information is required from DEP. https://a826-web01.nyc.gov/DEP.BoilerInformationExt. Accessed January 15, 2019.

Table 4
Projected Development Sites

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
1	395	30, 32, 33, 34, 35, 36, 37	Yes
2	934	1, 2, 3, 4, 5, 6, 7, 10, 12, 74	Yes
3	399	39, 41	Yes
4	399	58, 59, 60	Yes
5	405	13, 14, 15, 16	Yes
6	405	12, 63, 64	Yes
7	405	27	Yes
8	405	60	Yes
9	407	8, 9	Yes
10	407	12, 13	Yes
11	411	12	Yes
12	412	1, 6, 15, 50, 51	Yes
13	412	18, 19, 20, 45, 48	Yes
14	413	1, 2, 7	Yes
15	417	1, 10, 14, 21	No
16	420	19	Yes
17	946	1, 3, 4, 5, 6, 7, 84, 85, 101	Yes
18	424	1, 20	Yes
19	426	17, 44, 49	Yes
20	426	1	Yes
21	427	1, 7, 10	Yes
22	431	7, 12, 17, 43	Yes
23	433	18	Yes
24	433	28, 46	Yes
25	434	1, 12	Yes
26	434	24	Yes
27	434	35	Yes
28	438	1, 2, 3, 8, 11, 20, 50	Yes
29	439	1	Yes
30	440	1, 12	Yes
31	441	24, 33, 35	Yes
32	441	16, 18	Yes
33	447	32	Yes
34	447	1	No
35	448	25	Yes
36	451	25	Yes
37	453	1, 21	No
38	456	1, 6, 34	Yes
39	969	1	Yes
40	462	12, 14	Yes

Table 4
Projected Development Sites (Cont'd)

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
41	972	1, 43, 58	Yes
42	465	27, 28, 29, 33, 46, 47, 48, 49, 50	No
43	466	17, 60	Yes
44	466	19	Yes
45	468	59, 60	Yes
46	468	25	Yes
47	471	1, 100	Yes
48	471	200	Yes
49	980	77	Yes
50	992	24, 26, 29	Yes
51	1028	7	No
52	420	34, 37	Yes
53	433	1	Yes
54	427	47	Yes
55	440	35, 36, 38	Yes
56	445	1	Yes
57	405	51	Yes
58	399	6	Yes
59	471	125	No
60	407	26	No
63	456	13, 17, 23	Yes

Table 5
Potential Development Sites

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A	198	34, 35, 36, 37, 38	Yes
B	932	2, 3, 4, 5	Yes
C	399	2	Yes
D	399	47, 49	Yes
E	399	51, 53	Yes
F	399	55	Yes
G	399	62	Yes
H	405	24	Yes
J	405	25, 27, 50, 52, 69, 71	Yes
K	406	18	Yes
L	407	41	Yes
M	407	1	Yes
N	407	52	Yes
O	411	1, 2, 3	No
P	411	58, 60	No
Q	412	21	Yes
R	412	29	Yes
S	413	21	Yes
T	413	58	Yes
U	420	1	Yes
V	980	19	Yes
W	425 432	1 15	Yes
X	426	36, 41	Yes
Y	427	12, 15	Yes
Z	427	37, 38, 40	Yes
AA	427	21	Yes
AB	427	31	Yes
AC	427	42	Yes
AD	427	52	Yes
AE	431	2	No
AF	432	25	Yes
AG	432	7501	Yes
AH	433	8, 9, 10, 12, 13	Yes
AI	453	26	Yes

Table 5
Potential Development Sites (Cont'd)

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
AJ	433	14	Yes
AK	433	21	Yes
AL	434	16	Yes
AM	434	52	Yes
AN	434	55	Yes
AO	438	7	Yes
AP	453	31	Yes
AQ	440	21, 23, 24, 25, 26, 47, 48	Yes
AR	441	21	Yes
AS	441	50, 53	Yes
AT	441	4	Yes
AU	441	11	Yes
AV	441	14	Yes
AY	447	3, 4, 7	Yes
AZ	447	13	Yes
BA	447	22	Yes
BC	448	12	Yes
BE	448	34	Yes
BF	448	31	Yes
BG	448	52, 53	Yes
BH	958	2	Yes
BI	453	36	Yes
BJ	453	54	Yes
BK	454	24 25, 27	Yes
BL	454	31, 33	Yes
BN	967	24	Yes
BO	462	6, 8, 9, 42, 44, 50	No
~~BP~~	~~464~~	~~51~~	~~Yes~~
BQ	465	1, 10	Yes
BR	468	3	Yes
BS	471	116	Yes
BT	980	23, 49	Yes
BU	992	5, 7	Yes
BV	992	1	Yes
BX	1003	43, 44	No
BY	1040	46, 47	No
BZ	949	7, 8	No

Appendix 4
Noise Monitoring Approach Memorandum

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Memorandum

To:	New York City Department of City Planning
From:	Daniel Abatemarco, AKRF, Inc.
Date:	March 20, 2019
Re:	Gowanus Neighborhood Rezoning EIS — Noise Monitoring Approach
cc:	Brianna Shaw, Patrick Blanchfield, Robert White, Henry Kearney (AKRF, Inc.)

The purpose of this memorandum is to describe the noise analysis approach for the proposed development sites for the Gowanus Rezoning Environmental Impact Statement (EIS). A total of 133 development sites (60 projected and 73 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 60 projected development sites under the With Action condition would consist of residential, commercial, industrial, and community facility uses, as well as parking. The analysis year is 2035.

This memorandum presents a summary of the selection of noise receptor locations and describes the noise monitoring approach to determine existing ambient noise levels in the rezoning area. The measured existing noise levels will be used as part of the noise analysis to examine: 1) whether there are any locations where there is the potential for the Proposed Actions to result in significant adverse noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]), and 2) what level of building attenuation is necessary to provide acceptable interior noise levels at each development site under guidelines contained in the 2014 *CEQR Technical Manual*.

SELECTION OF NOISE RECEPTOR LOCATIONS

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. According to AKRF's field observations, vehicular traffic is the dominant noise source throughout the study area, except along Smith Street, although stationary sources (e.g., building HVAC equipment) contribute some small amount to noise levels at some locations as well. Along Smith Street, elevated/at-grade NYCT F and G line trains are the dominant noise sources. In general, the levels of existing noise at each location are primarily influenced by the amount of vehicular traffic on the immediately adjacent roadway or nearby roadways or rail traffic along Smith Street. It is expected that measurements from one monitoring location could apply to multiple sites along the same road corridor as well as to sites along similar road corridors.

The proposed noise receptor locations were selected based on the following three criteria: 1) locations of the projected and potential development sites under the RWCDS; 2) providing comprehensive geographic coverage across the study area in order to get a characterization of the ambient noise environment; and 3) existing land use patterns (e.g., along major commercial road corridors, along bus routes, and near rail lines).

A total of 23 receptor sites will be selected for the noise analysis in the Project Area where a total of 134 development sites (61 projected and 73 potential) have been identified. In addition to these 23 sites, the results of existing noise measurements at two sites conducted for the Gowanus Canal Combined Sewer Overflow Facilities Final Environmental Impact Statement (CEQR# 17DCP040K) will be used to establish existing noise levels within the Project Area. These receptors, due to their proximity to the development sites, provide an effective and conservative representation of existing ambient noise levels at the projected and potential development sites.

NOISE MONITORING

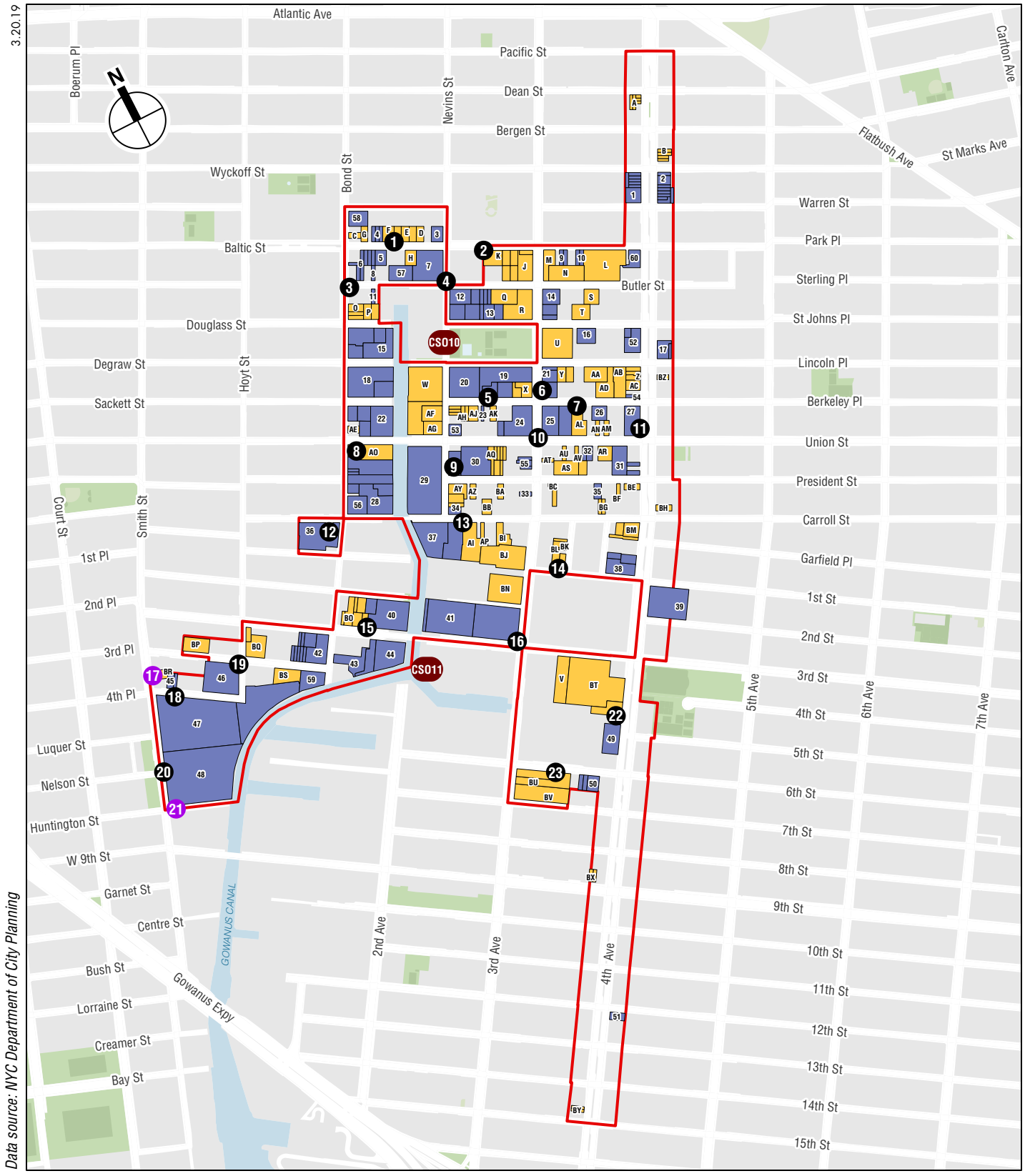
AKRF plans to conduct a noise survey with noise measurements at 23 locations in the rezoning area. Traffic and/or train counts will be included during all the measurements for the rail line and/or roadway immediately adjacent to each receptor site. **Figure 1** shows the locations of the 23 noise receptor sites, and **Table 1** lists the noise receptor sites, the duration of measurements, and receptor locations.

Table 1
Proposed Noise Measurement Locations

Site	Measurement Duration	Location
1	20 minutes	Baltic Street between Bond Street and Nevins Street
2	20 minutes	Baltic Street between Nevins Street and 3rd Avenue
3	20 minutes	Bond Street at Butler Street
4	20 minutes	Nevins Street at Butler Street
5	20 minutes	Sackett Street between Nevins Street and 3rd Avenue
6	20 minutes	3rd Avenue between Degraw Street and Sackett Street
7	20 minutes	Sackett Street between 3rd Avenue and 4th Avenue
8	20 minutes	Bond Street at Union Street
9	20 minutes	Nevins Street between Union Street and President Street
10	20 minutes	3rd Avenue at Union Street
11	20 minutes	4th Avenue between Sackett Street and Union Street
12	20 minutes	Bond Street between Carroll Street and 1st Street
13	20 minutes	Carroll Street between Nevins Street and 3rd Avenue
14	20 minutes	1st Street at Whitewell Place
15	20 minutes	3rd Street between Bond Street and Gowanus Canal
16	20 minutes	3rd Street at 3rd Avenue
17	60 minutes	Smith Street between 4th Street and 5th Street (elevated to level of adjacent rail line)
18	20 minutes	5th Street between Smith Street and Hoyt Street
19	20 minutes	4th Street at Hoyt Street
20	60 minutes	Smith Street at Nelson Street
21	60 minutes	Smith Street at Huntington Street (elevated approximately 12-15 feet above grade)
22	20 minutes	4th Avenue between 3rd Street and 5th Street
23	20 minutes	6th Street between 3rd Avenue and 4th Avenue

Notes:
[1] Noise measurements will be conducted during typical weekday AM, midday, PM and weekend (Saturday) midday peak periods.

At receptor sites 17, 20 and 21, which are adjacent to the elevated NYCT F and G rail lines, 1-hour spot noise measurements will be conducted during typical weekday AM (7:15 AM—9:15 AM), midday (12:00 PM—2:00 PM), PM (4:00 PM—6:00 PM), and weekend midday (12:00 PM—2:00 PM) peak periods. At all other receptor sites, 20-minute spot noise measurements will be conducted during the same peak periods. All noise measurement locations will be approximately 5 feet above grade, with the exception of receptor sites 17 and 21. Site 17 will be located approximately 12 feet above grade, which is approximately level with the NYCT F and G rail lines. Site 21 will be located approximately 12 to 15 feet above grade, which is the maximum available height from a hand-held extension pole. Although this height is lower than the



Noise Measurement Locations

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 1

height of the adjacent elevated F and G rail lines (approximately 35 feet at this location), it is expected to provide a maximum noise level incident at the nearby development sites because it is immediately adjacent to the stel support structure for the elevated subway, which is the primary element from which noise is radiated (i.e., the train wheels rolling over the tracks excite the structure, and the supports rattle and radiate noise with each subway pass-by). Traffic on adjacent roadways and trains on the elevated NYCT F and G rail lines will be counted concurrently with the noise measurements.

Measurements will be performed using Type 1 Sound Level Meter (SLM) instruments according to ANSI Standard S1.4-1983 (R2006). The SLMs will have laboratory calibration dates within one year of the date of the measurements. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

It is also proposed that the air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take the aircraft noise into account in order to determine acceptable interior noise levels.

GOWANUS CANAL COMBINED SEWAGE OVERFLOW FACILITIES FEIS NOISE MEASUREMENTS

As part of the construction noise analysis for the Gowanus Canal Combined Sewer Overflow Facilities Final Environmental Impact Statement, noise measurements were conducted at 11 sites. Continuous 24-hour noise measurements were performed at two sites (described here as CSO10 and CSO11) weekday on October 5, 2016 through October 6, 2016, and during the weekend on July 9 through 10 and 15 through 16, 2017. Weekday measurements were conducted between Tuesday and Thursday on weeks when New York City Public Schools were in session as recommended by the *CEQR Technical Manual*. Additional measurements were conducted on July 9, 10, 15 and 16, 2017 to document weekend noise levels. The measurements were performed using Type 1 Sound Level Meter (SLM) instruments according to ANSI Standard S1.4-1983 (R2006). The SLMs had laboratory calibration dates within one year of the date of the measurements. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

The existing $L_{eq(1)}$ and $L_{10(1)}$ noise levels measured during the weekday and weekend peak time periods at each measurement location from the Gowanus Canal Combined Sewer Overflow Facilities FEIS are summarized in **Table 2**.

Table 2
Noise Survey Results from Gowanus Canal CSO Facilities FEIS (in dBA)

Site	Location	Time	L_{eq}	L_{10}
CSO10	Nevins Street between Douglass Street and Degraw Street	AM	65.6	67.4
		MD	65.5	67.1
		PM	64.1	66.0
		WE	62.0	64.8
CSO11	Southwest corner of Whole Food Market Outdoor Space	AM	63.3	66.2
		MD	65.0	67.2
		PM	56.2	58.1
		WE	58.3	60.6

Notes:
[1] Continuous noise level measurements were conducted by AKRF, Inc. on October 5, 2016 (Wednesday) through October 6, 2016 (Thursday), July 8, 2017 (Saturday) through July 9, 2017 (Sunday) and July 15, 2017 (Saturday) through July 16, 2017 (Sunday), and are representative of weekday and weekend conditions.
Sources: Gowanus Canal Combined Sewer Overflow Facilities FEIS, 17DCP040K.

In addition to the peak hour noise levels shown in **Table 2**, the noise level evaluation at CSO10 and CSO11 will consider all hourly noise levels measured at these locations.

NOISE MEASUREMENT APPLICATION TO DEVELOPMENT SITES

Table 3 lists the Gowanus Canal development sites and the noise receptor sites (including those proposed for the Gowanus Neighborhood Rezoning noise analysis and those from the Gowanus Canal Combined Sewage Overflow Facilities FEIS) upon which existing noise levels at each development site would be based.

Table 3
Noise Measurement Locations associated with Projected/Potential Development Sites

Development Site	Block(s)	Lot(s)	Associated Noise Measurement Site(s)
Projected Development Sites			
1	395	30, 32-37	11
2	934	1-7,10,12,74	11
3	399	39, 41	1, 4
4	399	58,59, 60	1
5	405	13,14,15,16	1
6	405	12, 63, 64	1, 3
7	405	27	1, 4
8	405	60	1, 3
9	407	8,9	2
10	407	12,13	2
11	411	12	3
12	412	1,6,15,50,51	4,CSO10
13	412	18,19,20,45, 48	2, 4, CSO10
14	413	1,2,7	2, 6
15	417	1,10,14,21	3, 8
16	420	19	7
17	946	1,3-7, 84,85,101	11
18	424	1,20	3, 8
19	426	17, 44, 49	5, 6
20	426	1	5, CSO10

Table 3 (cont'd)
Noise Measurement Locations associated with Projected/Potential Development Sites

Development Site	Block(s)	Lot(s)	Associated Noise Measurement Site(s)
21	427	1,7,10	6, 7
22	431	12,17,7,43	8
23	433	18	5
24	433	28, 46	5, 10
25	434	1,12	6, 7, 10
26	434	24	7
27	434	35	11
28	438, 445	1,2,3,8,11, 20,50	8, 13
29	439	1	9, 13
30	440	1,12	9,10
31	441	24,33,35	7, 10, 11
32	441	16,18	10
33	447	32	10
34	447	1	9, 13
35	448	25	7
36	451	25	12
37	453	1,21	13
38	456	1,34,6	11
39	969	1	11

Table 3 (cont'd)

Noise Measurement Locations associated with Projected/Potential Development Sites

Development Site	Block(s)	Lot(s)	Associated Noise Measurement Site(s)
40	462	12,14	15
41	972	1,43,58	16
42	465	27-29,33,46-50	12
43	466	17,60	12,15
44	466	19	15, CSO11
45	468	60,60	18
46	468	25	18, 19
47	471	1,100	17, 18, 20
48	471	200	20, 21
49	980	77	22
50	992	24,26,29	23
51	1028	7	22
52	420	34,37	7, 11
53	433	1	9, 10
54	427	47	11
55	440	35,36,38	10
56	445	1	12
57	405	51	3, 4
58	399	6	3
59	471	125	19
60	407	26	11
Potential Development Sites			
A	198	34-38	11
B	932		11
C	399		3
D	399	47,49	1
E	399	51,53	1
F	399	55	1
G	399	62	1
H	405	24	1
J	406	25,27,50,52, 69,71	2, 6
K	406	18	2
L	407	41	2
M	407	1	6
N	407	52	2, 4
O	411	1,2,3	3
P	411	58,60	3
Q	412	21	2
R	412	29	2, 6
S	413	21	7
T	413	58	7
U	420	1	6
V	980	19	16
W	425,432	1,15	9
X	926	36,41	5, 6
Y	427	12,15	7
Z	427	37,38,40	11
AA	427	21	7
AB	427	31	7
AC	427	42	11
AD	427	52	7
AE	432	2	8, 9
AF	432	25	9
AG	432	7501	8, 9

Table 3 (cont'd)
Noise Measurement Locations associated with Projected/Potential Development Sites

Development Site	Block(s)	Lot(s)	Associated Noise Measurement Site(s)
AH	433	8,9,10,12,13	5
AI	453	26	13
AJ	433	14	5
AK	433	21	5
AL	434	16	7, 10
AM	434	52	10
AN	434	55	10
AO	438	7	8
AP	453	31	13
AQ	440	21,23-26,47,48	9, 10
AR	441	21	10
AS	441	50,53	7
AT	441	4	10
AU	441	11	10
AV	441	14	10
AY	447	3,4,7	9
AZ	447	13	5
BA	447	13	5
BB	447	22	13
BC	448	50	7
BE	448	12	11
BF	448	34	7
BG	448	31	13
BH	458	52,53	11
BI	453	2	13
BJ	453	36	14,16
BK	454	54	14
BL	454	24,25,27	14
BM	456	33,31	11, 13
BN	967	13,17,23	16
BO	462	24	15
BP		6,8,9,42, 44,50	19
BQ	465	1,10	19
BR	468	3	17
BS	471	116	19
BT	980	23,49	22
BU	992	5,7	23
BV	992	1	23
BX	1003	43, 44	23
BY	1040	46, 47	22
BZ	949	7, 8	11

PLAYGROUND NOISE

Table 4 shows measured maximum hourly playground boundary noise levels. These values are based upon measurements made at a series of New York City school playgrounds for the New York City School Construction Authority (SCA).[1]

[1] SCA Playground Noise Study, AKRF, Inc., October 23, 1992.

Table 4
Playground Boundary Noise $L_{eq(1)}$ Noise Levels (dBA)

Early Childhood	Elementary Schools	Intermediate Schools	High Schools
71.5	71.4	71.0	68.2
Source: SCA Playground Noise Study, AKRF, Inc., October 23, 1992.			

Geometric spreading and the consequent dissipation of sound energy with increasing distance from the playground decreases noise levels at varying distances from the playground boundary. Based upon measurements and acoustical principles, hourly noise levels are assumed to decrease by the following values at the specified distances from the playground boundary: 4.8 dBA at 20 feet, 6.8 dBA at 30 feet, and 9.1 dBA at 40 feet. For all distances between 40 and 300 feet, a 4.5-dBA drop-off per doubling of distances from the playground boundary is assumed.

At each of the noise receptor locations described above that has a direct line of sight to a playground, noise associated with any nearby playground will be estimated using the Early Childhood playground boundary noise level (to conservatively represent children of any age using the playground) and the noise level reductions with distances as described above.

Appendix 5
Construction Air Quality and Construction Noise Analysis Methodology

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Memorandum

To:	New York City Department of City Planning
From:	Kenny Mui, AKRF, Inc.
Date:	March 20, 2019
Re:	Gowanus Neighborhood Rezoning EIS – Construction Air Quality Analysis Methodology
cc:	Brianna Shaw, Robert White, Patrick Blanchfield (AKRF, Inc.)

DRAFT

The purpose of this memorandum is to describe the air quality analysis approach for the Gowanus Neighborhood Rezoning Environmental Impact Statement (EIS). A total of 133 development sites (60 projected and 73 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 60 projected development sites under the With Action condition would consist of residential, commercial, industrial, and community facility uses, as well as parking. The analysis year is 2035.

This memorandum presents a summary of the methodology and assumptions to be used for the construction air quality analysis of the Proposed Actions.

CONSTRUCTION AIR QUALITY ANALYSIS METHODOLOGY

Emissions from on-site construction equipment and on-road construction vehicles, as well as dust-generating construction activities, all have the potential to affect air quality. The analysis of potential construction air quality impacts will include an analysis of both on-site and on-road sources of air emissions, and the combined impact of both sources, where applicable.

In general, much of the heavy equipment used in construction is powered by diesel engines that have the potential to produce relatively high levels of nitrogen oxides (NO_x) and particulate matter (PM) emissions. Fugitive dust generated by construction activities is also a source of PM. Gasoline engines produce relatively high levels of carbon monoxide (CO). Since the United States Environmental Protection Agency (EPA) mandates the use of ultra-low sulfur diesel (ULSD) fuel for all highway and non-road diesel engines, sulfur oxides (SO_x) emitted from the Proposed Actions' construction activities would be negligible. Therefore, the pollutants to be analyzed for the construction period are nitrogen dioxide (NO_2)—which is a component of NO_x that is a regulated pollutant, particles with an aerodynamic diameter of less than or equal to 10 micrometers (PM_{10}), particles with an aerodynamic diameter of less than or equal to 2.5 micrometers ($PM_{2.5}$), and carbon monoxide (CO). **Table 1** shows the pollutants to be analyzed in the construction air quality analysis and the corresponding averaging periods.

Table 1
Pollutants for Analysis and Averaging Periods

Pollutant	Averaging Period
$PM_{2.5}$	24-hour
	Annual Local
PM_{10}	24-hour
NO_2	Annual
CO	1-hour
	8-hour

Concentrations will be predicted using dispersion models to determine the potential for air quality impacts during on-site construction activities and due to construction-generated traffic on local roadways. Concentrations for each pollutant of concern due to construction activities at each sensitive receptor will be predicted during the most representative worst-case time period.

The potential for significant adverse impacts will be determined by comparing modeled PM_{10}, NO_2 and CO concentrations to National Ambient Air Quality Standards (NAAQS), and modeled $PM_{2.5}$ and CO increments to applicable *de minimis* thresholds. If the analysis concludes that there is a potential for significant adverse impacts, specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts will be identified

The detailed approach for assessing the effect of construction activities resulting from the Proposed Actions on air quality is discussed further below.

DATA SOURCES

The New York City Department of City Planning (DCP) will develop a preliminary construction phasing schedule for all projected development sites for the with-action and no-action conditions. Subsequently, projections of the construction workforce, truck, and equipment projections will be developed and scaled based on similarly-sized sites from a recent rezoning project (i.e., East Harlem Rezoning Final Environmental Impact Statement).

ON-SITE CONSTRUCTION ACTIVITY ASSESSMENT

To determine which construction periods constitute the worst-case periods for the pollutants of concern (PM, CO, NO_2), construction-related emissions will be calculated for each calendar year throughout the duration of construction on a rolling annual and peak day basis for $PM_{2.5}$. $PM_{2.5}$ is selected for determining the worst-case periods for all pollutants analyzed, because the ratio of predicted $PM_{2.5}$ incremental concentrations to impact criteria is anticipated to be higher than for other pollutants. Therefore, initial estimates of $PM_{2.5}$ emissions throughout the construction years will be used for determining the worst-case periods for analysis of all pollutants. Generally, emission patterns of PM_{10} and NO_2 would follow $PM_{2.5}$ emissions, since they are related to diesel engines by horsepower. CO emissions may have a somewhat different pattern but would also be anticipated to be highest during periods when the most activity would occur.

In general, where the construction duration at a single development site is expected to be short-term (i.e., less than two years), any impacts resulting from such short-term construction generally do not require detailed assessment. However, as construction activities associated with the proposed rezoning may occur on multiple sites in proximity with each other, there is a potential for cumulative construction impacts. Therefore, emissions profiles will be generated for all projected development sites to determine the construction periods with the highest potential to affect air quality.

Once the preliminary construction schedule for the Proposed Actions is available, AKRF will work with DCP to identify the reasonable worst-case periods for analysis based on the emission profiles , the proximity of construction activities to receptors, and the spatial proximity and overlap of construction activities at different development sites. It is anticipated that two worst-case annual and short-term (i.e., 24-hour, 8-

hour, and 1-hour) averaging periods identified in **Table 1** will be selected for analysis. Dispersion of the relevant air pollutants from the construction sites during these periods will then be analyzed. Broader conclusions regarding potential concentrations during other periods, which will not be modeled, will be presented as well, based on the multi-year emissions profiles and the reasonable worst-case period results. Depending on the results of the construction emissions profile, two short-term and two annual periods will be selected for the quantitative air quality analysis.

Engine Emissions

The sizes, types, and number of units of construction equipment will be estimated based on the construction activity schedule developed for the Proposed Actions. Emission factors for NO_x, CO, PM_{10}, and $PM_{2.5}$ from on-site construction engines will be developed using the EPA's NONROAD2008 emission model (NONROAD). Emission rates for NO_X, CO, PM_{10}, and $PM_{2.5}$ from truck engines will be developed using the EPA Motor Vehicle Emission Simulator (MOVES2014b) emission model. The emission factor calculations will take into account any emissions reduction measures (i.e., the application of diesel particulate filters, etc.) that is required for the projected development sites.

On-Site Fugitive Dust

In addition to engine emissions, fugitive dust emissions from operations (e.g., excavation and transferring of excavated materials into dump trucks) will be calculated based on USEPA procedures delineated in AP-42 Table 13.2.3-1. Since construction is required to follow the New York City Air Pollution Control Code regarding construction-related dust emissions, a 50 percent reduction in particulate emissions from fugitive dust will be conservatively assumed in the calculation (dust control methods such as wet suppression would often provide at least a 50 percent reduction in particulate emissions).

Analysis Periods

As discussed above, the construction periods with activities closest to sensitive receptors—both off-site and completed portions of the projected development sites—and with the most intense activities and highest emissions will be selected as the worst-case periods for analysis. The dispersion analysis will include modeling of the two worst-case annual and two short-term (i.e., 24-hour, 8-hour, and 1-hour) averaging periods identified in **Table 1**.

Dispersion Modeling

Potential impacts from the Proposed Actions' construction sources will be evaluated using a refined dispersion model, the EPA/AMS AERMOD dispersion model. AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain and includes updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and handling of terrain interactions.

Source Simulation

For short-term model scenarios (predicting concentration averages for periods of 24 hours or less), all stationary sources, such as compressors, cranes, or concrete trucks, which idle in a single location while unloading, will be simulated as point sources. Other engines, which would move around the site on any given day, will be simulated as area sources. For periods of 8 hours or less (less than the length of a shift), it will be assumed that all engines would be active simultaneously. All sources with the exception of tower cranes would move around the site throughout the year and will therefore be simulated as area sources in the annual analyses.

Meteorological Data

The meteorological data set will consist of five consecutive years of latest available meteorological data: surface data collected at the nearest representative National Weather Service Station (La Guardia Airport) from 2014 to 2018 and concurrent upper air data collected at Brookhaven, New York. The meteorological

data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. These data will be processed using the USEPA AERMET program to develop data in a format which can be readily processed by the AERMOD model.

Background Concentrations

To estimate the maximum expected total pollutant concentrations, the calculated impacts from the emission sources must be added to a background value that accounts for existing pollutant concentrations from other sources. The background levels are based on concentrations monitored at the nearest New York State Department of Environmental Conservation (NYSDEC) ambient air monitoring stations, and will be consistent with the background concentrations to be used for the operational stationary source air quality analysis.

Receptor Locations

Receptors will be placed at locations that would be publicly accessible, at residential and other sensitive uses at both ground-level and elevated locations (e.g., residential windows), at adjacent sidewalk locations, at publically accessible open spaces, at the Gowanus Canal, and at completed and occupied buildings at projected development sites where applicable. In addition, a ground-level receptor grid will be placed to enable extrapolation of concentrations throughout the study area at locations more distant from construction activities.

On-Road Sources

The traffic increments during construction are expected to be lower than the operational traffic increments for the full build-out with the Proposed Actions. In addition, construction worker commuting trips and construction truck deliveries would generally occur during off-peak hours. Furthermore, when distributed over the transportation network, the construction trip increments would not be concentrated at any single location. Therefore, a standalone mobile-source analysis will not be required. Nevertheless, since emissions from on-site construction equipment and on-road construction-related vehicles may contribute to concentration increments concurrently, on-road emissions adjacent to the construction sites will be included with the on-site dispersion analysis (in addition to on-site truck and non-road engine activity) to address all local project-related emissions cumulatively.

On-Road Vehicle Emissions

Vehicular engine emission factors will be computed using the EPA mobile source emissions model, MOVES2014a.[1] This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway type and grade, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from NYSDEC.

On-Road Fugitive Dust

$PM_{2.5}$ emission rates will be determined with fugitive road dust to account for their impacts. However, fugitive road dust will not be included in the annual average $PM_{2.5}$ microscale analyses, as per current *CEQR Technical Manual* guidance used for mobile source analysis. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[2]. An average weight of 17.5 tons and 2.5 tons will be assumed for construction trucks and worker vehicles in the analyses, respectively.

[1] EPA, Motor Vehicle Emission Simulator (MOVES), User Guide for MOVES2014a, November 2015.

[2] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

Traffic Data

Traffic data for the air quality analysis will be derived from existing traffic counts, projected future growth in traffic, and other information developed as part of the construction traffic analysis for the Proposed Actions.

Impact Criteria

The 2014 *CEQR Technical Manual* state that the significance of a predicted consequence of a project (i.e., whether it is material, substantial, large or important) should be assessed in connection with its setting (e.g., urban or rural), its probability of occurrence, its duration, its irreversibility, its geographic scope, its magnitude, and the number of people affected.[3] In terms of the magnitude of air quality impacts, any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the NAAQS would be deemed to have a potential significant adverse impact. In addition, to maintain concentrations lower than the NAAQS in attainment areas, or to ensure that concentrations will not be significantly increased in non-attainment areas, threshold levels have been defined for certain pollutants; any action predicted to increase the concentrations of these pollutants above the thresholds would be deemed to have a potential significant adverse impact, even in cases where violations of the NAAQS are not predicted.

Potential Mitigation Measures

The analysis will assume all emissions reduction measures as required by law. These measures include dust control measures, idling restrictions, and the use of ultra-low sulfur diesel fuel. . If the analysis concludes that there is a potential for significant adverse impacts, specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts will be identified. These measures may include diesel equipment reduction, best available tailpipe reduction technologies, utilization of equipment that meets specified emission standards, and location of equipment away from sensitive uses

[3] New York City. *CEQR Technical Manual*. Chapter 1, section 222. March 2014; and New York State Environmental Quality Review Regulations, 6 NYCRR § 617.7

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Memorandum

To:	New York City Department of City Planning
From:	Dan Abatemarco, AKRF, Inc.
Date:	March 6, 2019
Re:	Gowanus Neighborhood Rezoning EIS – Construction Noise Analysis Methodology
cc:	Kenny Mui, Brianna Shaw, Robert White, Patrick Blanchfield (AKRF, Inc.)

The purpose of this memorandum is to describe the noise quality analysis approach for the Gowanus Neighborhood Rezoning Environmental Impact Statement (EIS). A total of 133 development sites (60 projected and 73 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 60 projected development sites under the With Action condition would consist of residential, commercial, industrial, and community facility uses, as well as parking. The analysis year is 2035.

This memorandum presents a summary of the methodology and assumptions to be used for the construction noise analysis of the Proposed Actions.

CONSTRUCTION NOISE ANALYSIS METHODOLOGY

A detailed modeling analysis will be conducted to quantify potential construction noise effects at existing noise receptors (i.e., residences) near projected development sites as well as at completed and occupied projected development sites. A noise-sensitive receptor is defined in Chapter 19, "Noise" Section 124 of the 2014 *CEQR Technical Manual* and includes indoor receptors such as residences, hotels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, and theaters. Outdoor sensitive receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches. Using the construction schedule, three development sites will be analyzed for each phase of construction: (1) the largest projected development site, i.e., Public Place; (2) a relatively large projected development site along the west bank of the Gowanus Canal; and (3) a typical projected development site east of the Gowanus Canal. The analyzed typical development site will be used to represent construction noise from all projected development sites except for the Public Place site and the larger sites along the west bank of the Gowanus Canal.

CONSTRUCTION NOISE MODELING

Noise effects from construction activities will be evaluated using the CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. The model can be used for the analysis of a

wide variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment), transportation sources (e.g., roads, highways, railroad lines, busways, airports), and other specialized sources (e.g., sporting facilities). The model takes into account the reference sound pressure levels of the noise sources at 50 feet, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the *CEQR Technical Manual.*

Geographic input data used with the CadnaA model will include CAD drawings that define site work areas, adjacent building footprints and heights, locations of streets, and locations of sensitive receptors. For each analysis period, the geographic location and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the projected development sites, as well as noise control measures—will be input to the model. In addition, reflections and shielding by barriers erected on the construction site and shielding from adjacent buildings will be accounted for in the model. In addition, construction-related vehicles will be assigned to the adjacent roadways. The model will produce A-weighted $L_{eq(1)}$ noise levels at each receptor location for each analysis period, as well as the contribution from each noise source. The $L_{10(1)}$ noise levels will be conservatively estimated by adding 3 dBA to the $L_{eq(1)}$ noise levels, as is standard practice[1].

ANALYSIS TIME PERIOD SELECTION

At each of the three (3) analyzed projected development sites, construction noise levels at the site will be analyzed for each major construction phase (i.e., excavation/foundation work, superstructure work, interior fit-out work, etc.). The noise emission levels and extent of potential impacts during each construction phase will be used to represent noise effects from the other projected development sites included in the proposed project.

Based on the construction activities expected to occur during each month of the construction period over the build-out period according to the conceptual construction schedule, an analysis will be performed to determine the month with the maximum potential to result in construction noise screening threshold1[2] exceedances at nearby receptors (i.e., the month during each year of the construction period when the maximum number of projected development sites are under construction).

This analysis will conservatively assume that the worst-case month of each year would represent the entire year, and the year will be modeled according to its peak month. To be conservative, the noise analysis will assume that both peak on-site construction activities and peak construction-related traffic conditions would occur simultaneously.

DETERMINATION OF NON-CONSTRUCTION NOISE LEVELS

Noise generated by construction activities (calculated using the CadnaA model as described above) will be added to noise generated by non-construction traffic on adjacent roadways to determine the total noise levels at each receptor location. Construction equipment source strength will be determined by the L_{max} levels presented in **Table 22-1** of the 2014 *CEQR Technical Manual.* For construction equipment not included in this table, manufacturer specifications or field measured noise levels will be used. Noise levels generated by traffic in the

[1] Federal Highway Administration Roadway Construction Noise Model User's Guide, Page 15. http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

[2] The noise impact criteria in Section 410 of Chapter 19 of the CEQR Technical Manual serve as screening thresholds for potential construction noise impacts, i.e., if construction noise would not exceed those thresholds at a given receptor, then there would be no potential for impact at that receptor, but if these thresholds would be exceeded, than it would be necessary to consider the intensity and duration of construction noise at that receptor to determine whether construction noise would rise to the level of a significant adverse impact.

future with the Proposed Actions will be used as non-construction noise levels to which construction noise levels will be added. The non-construction noise level from the nearest operational noise receptor site (i.e., Sites 1 through 23, CSO10, or CSO11) will be applied to each calculation point in the CadnaA model.

EVALUATION OF CONSTRUCTION NOISE LEVELS

Existing Noise-Sensitive Receptors

The predicted exterior $L_{10(1)}$ noise levels during construction of the large projected development site at the analyzed residential receptor sites will be compared to the *CEQR Technical Manual* construction noise screening thresholds. At façades and floors of nearby noise receptors (e.g., residences, schools, hospitals, open space areas, etc.) where construction noise levels would have the potential to result in exceedances of these thresholds, the duration of such exceedances would be determined and disclosed based on the conceptual construction schedule.

The maximum distance from each projected development site at which exceedances are expected to occur will be determined. Using these distances and the conceptual construction schedule, the noise-sensitive receptors that experience exceedances of these thresholds during the worst-case months as determined above will be graphically determined and reported. The significance of the exceedances will be determined based on the predicted magnitude and duration of the construction noise at these locations. The incremental noise level increase due to construction will be determined. Based on the incremental noise level increase, overall exterior noise levels will be determined for each analysis period and estimated interior noise levels will also be determined.

Projected Development Sites Completed and Occupied During Subsequent Construction

For analysis time periods during which one or more projected development sites would be completed and occupied, construction noise would be projected at those occupied development sites. The predicted construction noise levels will be compared to *CEQR Technical Manual* noise exposure guidelines, and exceedances of recommended noise exposure levels will be identified. The significance of the exceedances will be determined based on the predicted magnitude and duration of the construction noise at these locations.

Appendix 1: Response to Comments on the Draft Scope of Work

A. INTRODUCTION

This appendix to the Final Scope of Work (FSOW) summarizes and responds to substantive comments received during the public comment period for the Draft Scope of Work (DSOW), issued on March 22, 2019, for the Draft Environmental Impact Statement (DEIS) for the Gowanus Neighborhood Rezoning and Related Actions proposal.

City Environmental Quality Review (CEQR) requires a public scoping meeting as part of the environmental review process. A public scoping meeting was held on April 25, 2019. The comment period remained open until the close of business on May 27, 2019.

Section B lists the organizations and individuals that provided comments relevant to the DSOW. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW. Where more than one commenter expressed similar views, those comments have been grouped and addressed together. Commenters who expressed general support or general opposition but did not provide substantive comments on the DSOW are listed at the end of Section B. All written comments are included in Appendix 2, "Written Comments Received on the Draft Scope of Work."

Where relevant, in response to comments on the DSOW, changes have been made and are shown with double underlines in the FSOW.

B. LIST OF ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE DRAFT SCOPE[1]

COMMUNITY BOARDS

1. Peter D. Fleming, Chair, Brooklyn Community Board Six, letter dated May 22, 2019 (CB6_250)

ELECTED OFFICIALS

2. Eric L. Adams, Brooklyn Borough President, oral comments delivered April 25, 2019 (Adams_TS1_028) and letter dated May 24, 2019 (Adams_230)
3. Brad Lander, New York City Council, oral comments delivered April 25, 2019 (Lander_TS1_029) and letter dated May 27, 2019 (Lander_235)
4. Stephen Levin, New York City Council, letter [in conjunction with Brad Lander] dated May 27, 2019 (Lander_235)

[1] Citations in parentheses refer to internal tracking references.

5. Velmanette Montgomery, New York State Senate, letter dated May 24, 2019 (Montgomery_218)
6. Jo Anne Simon, New York State Assembly, letter dated May 27, 2019 (Simon_234) and oral comments delivered April 25, 2019 (Simon_TS1_027)
7. Scott Stringer, New York City Comptroller, oral comments delivered April 25, 2019 (Stringer_TS1_044)

AGENCIES

8. Iliberth Popovits, Manager, Information & Planning Support, MTA, New York City Transit, email dated April 22, 2019 (Popovits_MTA_002)

ORGANIZATIONS AND BUSINESSES

9. 450 Union LLC (represented by Mitchell Korbey), email dated May 20, 2019 (Korbey_200)
10. Steve Adler and Bernard Dillenberger, TGI Office Automation (120 3rd Street) and 98 Fourth Street Development Group LLC, letter dated April 24, 2019 (Dillenberger_015) and letter dated May 24, 2019 (Dillenberger_226)
11. All Year Management LLC (represented by Mitchell Korbey), email dated May 9, 2019 (Korbey_083)
12. Sabine Aronowsky, Gowanus Neighborhood Coalition for Justice, oral comments delivered April 25, 2019 (Aronowsky_TS1_039)
13. Veerle Arts, Municipal Arts Society, oral comments delivered April 25, 2019 (Arts_TS1_032)
14. Avery Hall Investments, letter dated May 13, 2019 (AHI_085)
15. Karen Blondel, Gowanus Neighborhood Coalition for Justice, oral comments delivered April 25, 2019 (Blondell_TS1_036) and comment sheets delivered May 27, 2019 (Blondel_255) (Blondel_256) (Blondel_258)
16. David Briggs, Gowanus By Design, oral comments delivered April 25, 2019 (Briggs_TS1_075)
17. Carroll Gardens Coalition for Respectful Development (CGCORD), email dated May 26, 2019 (CGCORD_220)
18. Fernando Cedeno, Local 32BJ SEIU, oral comment notes (Cedeno_SEIU_008) and oral comments delivered April 25, 2019 (Cedeno_TS1_030)
19. Bernard Dillenberger, Principal, 98 Fourth Street Development Group LLC, oral comment notes (Dillenberger_004) and oral comments delivered April 25, 2019 (Dillenberger_TS1_046)
20. Ijaaza El-Nuawabun, Gowanus Neighborhood Coalition for Justice, oral comments delivered April 25, 2019 (E-Nywaubun_TS1_033) and comment sheet delivered May 27, 2019 (El-Nuawabun_262)
21. Mustafa El-Bey, Gowanus Neighborhood Coalition for Justice, oral comments delivered April 25, 2019 (El-Bey_TS1_042)
22. Wendy Fleischer, Gowanus Neighborhood Coalition for Justice, comment sheet delivered May 27, 2019 (Fleischer_261)
23. Sandra Garcia, Gowanus Neighborhood Coalition for Justice, comment sheet delivered May 27, 2019 (Garcia_265)
24. Gemini Arts Initiative, Inc., letter dated May 23, 2019 (GAI_251)
25. Gowanus By Design, letter dated April 25, 2019 (GBD_010)
26. Gowanus Landmarking Coalition, Letter dated May 27, 2019 (GLC_355)

27. Erica Jo Gilles, Co-Chair, Board of Directors, Fifth Avenue Committee, Letter dated May 24, 2019 (FAC_350)
28. Gowanus Canal Community Advisory Group, letters dated April 23, 2019 (GCCAG_011) (GCCAG_024)
29. Michael Higgins, Families United for Racial and Economic Equality, oral comments delivered April 25, 2019 (Higgins_TS1_038)
30. Gowanus Canal Conservancy, letter dated May 27, 2019 (GCC_233)
31. Gowanus Neighborhood Coalition for Justice (GNCJ), letters dated May 24, 2019 (GNCJ_221) and May 21, 2019 (GNCJ_266)
32. LMS Realty Associates, LCC and XO Projects, Inc., letter dated May 24, 2019 (LMS_252)
33. Marie Manut-Brown, Third Street Block Association, oral comment notes received April 25, 2019 (TSBA_013)
34. Marie Manuto-Brown, 3rd Street Block Association, oral comments delivered April 25, 2019 (Manuto-Brown_TS1_040)
35. Linda Mariano, Friends and Residents Of Greater Gowanus (FROGG), emails dated May 17, 2019 (Mariano_FROGG_195) (Mariano_FROGG_196) (Mariano_FROGG_198) and May 23, 2019 (Mariano_FROGG_216)
36. Bob Mesnard, 3rd Street Block Association, oral comments delivered April 25, 2019 (Mesnard_TS1_041)
37. The Municipal Arts Society of New York, letter dated May 27, 2019 (MAS_253)
38. New York Appleseed, letter dated May 17, 2019 (NYA_199)
39. Old Stone House & Washington Park, letter dated May 24, 2019 (OSH_227)
40. Molly Ornati, 350Brooklyn, oral comments delivered April 25, 2019 (Ornati_TS1_074)
41. Jessica Ortiz, Local 32BJ SEIU, oral comment notes received April 25, 2019 (Ortiz_SEIU_009)
42. Andrea Parker, Gowanus Canal Conservancy/Gowanus Neighborhood Coalition for Justice, oral comment notes (GCC_012) and oral comments delivered April 25, 2019 (Parker_TS1_051)
43. Property Markets Group (represented by Mitchell Korbey), email dated May 13, 2019 (Korbey_087)
44. Nashly Torres Paredes, Gowanus Neighborhood Coalition for Justice, comment sheet delivered May 27, 2019 (Paredes_260)
45. Chrissy Remein, NYC Project Coordinator, Riverkeeper, letter dated May 27, 2019 (Riverkeeper_246)
46. Joe Rydell, President, Park Slope Civic Council, letter dated May 26, 2019 (PSCC_244)
47. Cherry Shiver, Gowanus Neighborhood Coalition for Justice, oral comments delivered April 25, 2019 (Shiver_TS1_035) and comment sheets delivered May 27, 2019 (Shiver_257) (Shiver_263)
48. Paula Smith, Gowanus Neighborhood Coalition for Justice, comment sheets delivered May 27, 2019 (Smith_259) (Smith_264)
49. Third Street Block Association, oral comment notes received April 25, 2019 (TSBA_005)
50. Monica Underwood, Families United for Racial and Economic Equality, oral comments delivered April 25, 2019 (Underwood_TS1_034)
51. Brad Vogel, Captain, Gowanus Dredgers Canoe Club, letter dated May 27, 2019 (GDCC_249)

GENERAL PUBLIC

52. Joseph Alexiou, oral comments delivered April 25, 2019 (Alexiou_TS1_063)
53. Nora Almeida, email dated May 24, 2019 (Almeida_225)
54. Dawn Blondel, oral comments delivered April 25, 2019 (Blondel_TS1_050)
55. Joanne Brown, oral comments delivered April 25, 2019 (Brown_TS1_037)
56. B Cannon, oral comment notes received May 24, 2019 (Cannon_219)
57. Ben Carlos Thypin, oral comments delivered April 25, 2019 (Carlos Thypin_TS1_078)
58. Mike Cherepko, oral comments delivered April 25, 2019 (Cherepko_TS1_049)
59. Warren Cohen, email dated May 27, 2019 (Cohen_248)
60. Jack Colucci, oral comments delivered April 25, 2019 (Colucci_TS1_064)
61. Lolita Compitello, oral comments delivered April 25, 2019 (Compitello_TS1_065)
62. David Congdon, email dated May 27, 2019 (Congdon_354)
63. Patricia Constantino, email dated April 29, 2019 (Constantino_019)
64. Lois Cook, email dated May 22, 2019 (Cook_206)
65. Jesus Costa, oral comments delivered April 25, 2019 (Costa_TS1_060)
66. Ed D'Angelo, email dated May 23, 2019 (D'Angelo_214)
67. Jon DeBord, email dated May 5, 2019 (DeBord_025)
68. Rayner Degener, oral comments delivered April 25, 2019 (Degener_TS1_047)
69. Jim Devor, oral comments delivered April 25, 2019 (Devor_TS1_048)
70. Aileen Doherty, oral comments delivered April 25, 2019 (Doherty_TS1_080)
71. Marlene Donnelly, oral comments delivered April 25, 2019 (Donnelly_TS1_082)
72. Elizabeth Estabrook, email dated May 23, 2019 (Estabrook_215)
73. Brian Ezra, oral comments delivered April 25, 2019 (Ezra_TS1_043)
74. Marin Gazzaniga, email dated May 27, 2019 (Gazzaniga_242)
75. Jermaine Gerena, email dated April 18, 2019 (Gerena_001), oral comment notes (Gerena_014) and oral comments delivered April 25, 2019 (Gerena_TS1_071)
76. Paul Gorini, email dated April 29, 2019 (Gorini_020)
77. Lucy Hamachek, email dated May 26, 2019 (Hamachek_232)
78. Benton Heimsath, oral comments delivered April 25, 2019 (Heimsath_TS1_076)
79. Michael Henry, email dated April 25, 2019 (Henry_018)
80. John Heyer II, email dated May 17, 2019 (Heyer_086)
81. Maria Hodermarska, emails dated May 24, 2019 (Hodermarska_223) and May 27, 2019 (Hodermarska_224)
82. Nina Ippolito, oral comments delivered April 25, 2019 (Ippolito_TS1_070)
83. Donald N. Ivanoff, email dated May 23, 2019 (Ivanoff_211)
84. David P. Jaffe, letter dated April 12, 2019 (Jaffe_006), oral comments delivered April 25, 2019 (Jaffe_TS1_068), and email dated May 23, 2019 (Jaffe_212)
85. Lynn Kelly, oral comments delivered April 25, 2019 (Kelly_TS1_053)
86. Erin Kelly, letter dated May 27, 2019 (Kelly_237)
87. Glenn Kelly, letter dated May 27, 2019 (Kelly_240)
88. Alex Kouzemtchenko, oral comments delivered April 25, 2019 (Kouzemtchenko_TS1_066)
89. David Latham, email dated May 23, 2019 (Latham_213)
90. Genevieve Leaf, email dated May 20, 2019 (Leaf_201)
91. Judith Levine, oral comments delivered April 25, 2019 (Levine_TS1_045)
92. Steven Marcus, email dated May 24, 2019 (Marcus_228)

93. Linda Mariano, email dated April 30, 2019 (Mariano_021), oral comment notes (Mariano_022) oral comments delivered April 25, 2019 (Mariano_TS1_056), and email dated May 13, 2019 (Mariano_194)
94. Joe and Linda Mariano, email dated May 13, 2019 (Mariano_088)
95. Margaret Maugenest, letter dated May 24, 2019 (Maugenest_353)
96. Eric McClure, letter dated May 27, 2019 (McClure_238)
97. Connor Mealey, email dated May 21, 2019 (Mealey_352)
98. Eve Moros Ortega, oral comments delivered April 25, 2019 (Moros Ortega_TS1_081)
99. Jack Mullan, oral comments delivered April 25, 2019 (Mullan_TS1_054)
100. Lisa O'Toole, email dated May 11, 2019 (O'Toole_084)
101. Lizzie Olesker, email dated May 27, 2019 (Olesker_241)
102. Jessica Ortiz, oral comments delivered April 25, 2019 (Ortiz_TS1_031)
103. Emerick Patterson, email dated May 27, 2019 (Patterson_239)
104. Ann Pedersen, email dated April 29, 2019 (Pedersen_017)
105. Peter Reich, oral comments delivered April 25, 2019 (Reich_TS1_052)
106. Chrissy Remein, oral comments delivered April 25, 2019 (Remein_TS1_055)
107. Sandye Renz, oral comments delivered April 25, 2019 (Renz_TS1_058) and email dated May 25, 2019 (Renz_231)
108. Penn Rhodeen, email dated May 27, 2019 (Rhodeen_245)
109. Esther Robinson, email dated May 27, 2019 (Robinson_351)
110. Joseph Roller, email dated May 12, 2019 (Roller_222)
111. Melissa Sakow, email dated May 27, 2019 (Sakow_243)
112. Jake Schmidt, oral comments delivered April 25, 2019 (Schmidt_TS1_079)
113. Andy Schocken, email dated May 23, 2019 (Schocken_209)
114. Amelia Schonbek, email dated May 23, 2019 (Schonbek_208)
115. Mark Shames, email dated May 23, 2019 (Shames_217)
116. Anne Shellum, oral comments delivered April 25, 2019 (Shellum_TS1_061)
117. Dan Silverman, oral comment notes received April 25, 2019 (Silverman_016)
118. Bryan Simpson, email dated May 4, 2019 (Simpson_023)
119. Teresa Solomita, email dated May 27, 2019 (Solomita_247)
120. Tammy Stevens, oral comments delivered April 25, 2019 (Stevens_TS1_062)
121. Debbie Stoller, oral comments delivered April 25, 2019 (Stoller_TS1_077)
122. William Thomas, oral comments delivered April 25, 2019 (Thomas_TS1_072)
123. Lauren Thomas, oral comments delivered April 25, 2019 (Thomas_TS1_073)
124. Caroline Todd, letter dated May 27, 2019 (Todd_236)
125. Unknown, letter dated April 25, 2019 (Unknown_007)
126. Richard Villanueva, oral comments delivered April 25, 2019 (Villanueva_TS1_067)
127. Anthony Viola, email dated April 25, 2019 (Viola_003) and oral comments delivered April 25, 2019 (Viola_TS1_059)
128. Neil Wehrle, email dated May 23, 2019 (Wehrle_210)
129. Sarah Wukoson, email dated May 24, 2019 (Wukoson_229)
130. Maryann Young, oral comments delivered April 25, 2019 (Young_TS1_069)
131. Susan Yung, oral comments delivered April 25, 2019 (Yung_TS1_057) and letter dated May 27, 2019 (Yung_254)

FORM LETTERS

FORM LETTER 1

132. K Arnone, Riverkeeper, via email; received May 13, 2019 (Arnone_FL1_097)
133. Sarah Jean Avery, Riverkeeper, via email; received May 16, 2019 (Avery_FL1_095)
134. Harriet Barry, Riverkeeper, via email; received May 11, 2019 (Barry_FL1_164)
135. Darlene Barth, Riverkeeper, via email; received May 24, 2019 (Barth_FL1_158)
136. Alexander Bester, Riverkeeper, via email; received May 11, 2019 (Bester_FL1_149)
137. Marisa Beutel, Riverkeeper, via email; received May 27, 2019 (Beutel_FL1_116)
138. Peter Bray, via email; received May 22, 2019 (Bray_FL1_207)
139. Lise Brenner, Riverkeeper, via email; received May 26, 2019 (Brenner_FL1_176)
140. John Brinkman, Riverkeeper, via email; received May 12, 2019 (Brinkman_FL1_140)
141. David Bruny, Riverkeeper, via email; received May 11, 2019 (Bruny_FL1_120)
142. George Carter, Riverkeeper, via email; received May 11, 2019 (Carter_FL1_162)
143. Anita Chan, Riverkeeper, via email; received May 14, 2019 (Chan_FL1_146)
144. Joseph Ciccone, Riverkeeper, via email; received May 20, 2019 (Ciccone_FL1_093)
145. Douglas Cooke, Riverkeeper, via email; received May 11, 2019 (Cooke_FL1_160)
146. Megan Costello, Riverkeeper, via email; received May 21, 2019 (Costello_FL1_101)
147. Frank Crespo, Riverkeeper, via email; received May 13, 2019 (Crespo_FL1_135)
148. Julie Criniere, Riverkeeper, via email; received May 24, 2019 (Criniere_FL1_171)
149. Claudia Devinney, Riverkeeper, via email; received May 19, 2019 (Devinney_FL1_096)
150. Jennifer Di Nicola, Riverkeeper, via email; received May 19, 2019 (Di Nicola_FL1_090)
151. Marybeth Diss, Riverkeeper, via email; received May 15, 2019 (Diss_FL1_098)
152. Purdy Eaton, Riverkeeper, via email; received May 15, 2019 (Eaton_FL1_112)
153. Laurie Engle, Riverkeeper, via email; received May 11, 2019 (Engle_FL1_129)
154. Blanca Estaba, Riverkeeper, via email; received May 17, 2019 (Estaba_FL1_106)
155. Richard Evans, Riverkeeper, via email; received May 11, 2019 (Evans_FL1_187)
156. Mary Ann Fastook, Riverkeeper, via email; received May 11, 2019 (Fastook_FL1_180)
157. Yvette Fernandez, Riverkeeper, via email; received May 20, 2019 (Fernandez_FL1_143)
158. Wendy Fleischer, Riverkeeper, via email; received May 11, 2019 (Fleischer_FL1_192)
159. Ellen Fleishman, Riverkeeper, via email; received May 11, 2019 (Fleishman_FL1_124)
160. Janet Brandariz Forbes, Riverkeeper, via email; received May 25, 2019 (Forbes_FL1_166)
161. Julie Fraad, Riverkeeper, via email; received May 11, 2019 (Fraad_FL1_134)
162. Eileen Freyer, Riverkeeper, via email; received May 21, 2019 (Freyer_FL1_111)
163. Olivia Furman, Riverkeeper, via email; received May 23, 2019 (Furman_FL1_185)
164. Limor Gasko, Riverkeeper, via email; received May 18, 2019 (Gasko_FL1_092)
165. Jean Gazis, Riverkeeper, via email; received May 11, 2019 (Gazis_FL1_126)
166. Anna Gazzerro, Riverkeeper, via email; received May 23, 2019 (Gazzerro_FL1_154)
167. Jordan Glass, Riverkeeper, via email; received May 23, 2019 (Glass_FL1_169)
168. Lenore Greenberg, Riverkeeper, via email; received May 11, 2019 (Greenberg_FL1_121)
169. Lisa Guido, Riverkeeper, via email; received May 11, 2019 (Guido_FL1_174)
170. Dennis Guiney, Riverkeeper, via email; received May 17, 2019 (Guiney_FL1_103)
171. Melissa Guion, Riverkeeper, via email; received May 11, 2019 (Guion_FL1_136)
172. Rosalie Harman, Riverkeeper, via email; received May 11, 2019 (Harman_FL1_188)
173. Elizabeth Hauser, Riverkeeper, via email; received May 20, 2019 (Hauser_FL1_108)
174. Juliet Headric, Riverkeeper, via email; received May 11, 2019 (Headric_FL1_172)
175. Juliet Headrick, Riverkeeper, via email; received May 20, 2019 (Headrick_FL1_113)

176. Elizabeth Hegarty, Riverkeeper, via email; received May 11, 2019 (Hegarty_FL1_161)
177. Elizabeth Hegeman, Riverkeeper, via email; received May 21, 2019 (Hegeman_FL1_104)
178. Helene Hetrick, Riverkeeper, via email; received May 24, 2019 (Hetrick_FL1_165)
179. Julie Hoffer, Riverkeeper, via email; received May 17, 2019 (Hoffer_FL1_107)
180. C Holland, Riverkeeper, via email; received May 11, 2019 (Holland_FL1_137)
181. Annie Hsu, Riverkeeper, via email; received May 11, 2019 (Hsu_FL1_114)
182. Rick Jenkins, Riverkeeper, via email; received May 27, 2019 (Jenkins_FL1_115)
183. Erin Johnson, Riverkeeper, via email; received May 11, 2019 (Johnson_FL1_118)
184. Marilyn Kaggen, Riverkeeper, via email; received May 11, 2019 (Kaggen_FL1_178)
185. Victorya Kaon, Riverkeeper, via email; received May 23, 2019 (Kaon_FL1_191)
186. Lisa Kentgen, Riverkeeper, via email; received May 23, 2019 (Kentgen_FL1_175)
187. Megan Kettell, Riverkeeper, via email; received May 12, 2019 (Kettell_FL1_182)
188. Lucy Koteen, Riverkeeper, via email; received May 11, 2019 (Koteen_FL1_123)
189. Andrew Kurzweil, Riverkeeper, via email; received May 26, 2019 (Kurzweil_FL1_151)
190. Joyce Lan-Eddy, Riverkeeper, via email; received May 24, 2019 (Lan-Eddy_FL1_170)
191. Samuel Lazar, Riverkeeper, via email; received May 24, 2019 (Lazar_FL1_189)
192. Robert Lesko, Riverkeeper, via email; received May 21, 2019 (Lesko_FL1_089)
193. Erma Lewis, Riverkeeper, via email; received May 11, 2019 (Lewis_FL1_138)
194. Courtney Loiacono, Riverkeeper, via email; received May 11, 2019 (Loiacono_FL1_127)
195. Elspeth Macdonald, Riverkeeper, via email; received May 14, 2019 (Macdonald_FL1_099)
196. Anita Maldonado, Riverkeeper, via email; received May 11, 2019 (Maldonado_FL1_141)
197. Marisa Malone, Riverkeeper, via email; received May 16, 2019 (Malone_FL1_102)
198. Anja Matthes, Riverkeeper, via email; received May 24, 2019 (Matthes_FL1_153)
199. Pat Mccarty, Riverkeeper, via email; received May 20, 2019 (Mccarty_FL1_091)
200. Mary McGeary, Riverkeeper, via email; received May 11, 2019 (McGeary_FL1_128)
201. Mark McKennon, Riverkeeper, via email; received May 11, 2019 (McKennon_FL1_142)
202. Yasir Mohamed, Riverkeeper, via email; received May 17, 2019 (Mohamed_FL1_094)
203. Mayelly Moreno, Riverkeeper, via email; received May 11, 2019 (Moreno_FL1_181)
204. Marina Morrone, Riverkeeper, via email; received May 22, 2019 (Morrone_FL1_179)
205. Patricia O'Rourke, Riverkeeper, via email; received May 17, 2019 (O'Rourke_FL1_109)
206. Adam Offitzer, via email; received May 21, 2019 (Offitzer_FL1_204)
207. Pippa Pearthree, Riverkeeper, via email; received May 12, 2019 (Pearthree_FL1_130)
208. Thomas Petersen, Riverkeeper, via email; received May 22, 2019 (Petersen_FL1_190)
209. Jack Pliskin, Riverkeeper, via email; received May 11, 2019 (Pliskin_FL1_125)
210. Bibi Prival, Riverkeeper, via email; received May 22, 2019 (Prival_FL1_157)
211. Sandye Renz, Riverkeeper, via email; received May 20, 2019 (Renz_FL1_100)
212. Javier Rivera, Riverkeeper, via email; received May 11, 2019 (Rivera_FL1_167)
213. Lucy Robson, Riverkeeper, via email; received May 23, 2019 (Robson_FL1_177)
214. Andrew Rosenberg, Riverkeeper, via email; received May 13, 2019 (Rosenberg_FL1_152)
215. Megan Ryan, Riverkeeper, via email; received May 11, 2019 (Ryan_FL1_183)
216. Alice Schecter, Riverkeeper, via email; received May 11, 2019 (Schecter_FL1_150)
217. Mackenzie Schoonmaker, Riverkeeper, via email; received May 15, 2019 (Schoonmaker_FL1_105)
218. Kathryn Scott, Riverkeeper, via email; received May 12, 2019 (Scott_FL1_173)
219. Nikhil Shimpi, Riverkeeper, via email; received May 11, 2019 (Shimpi_FL1_139)
220. Alyson Shotz, Riverkeeper, via email; received May 13, 2019 (Shotz_FL1_117)

221. Jeffrey Silman, Riverkeeper, via email; received May 11, 2019 (Silman_FL1_168)
222. Addie Smock, Riverkeeper, via email; received May 11, 2019 (Smock_FL1_148)
223. Robert Sorensen, Riverkeeper, via email; received May 12, 2019 (Sorensen_FL1_131)
224. Raka Spoerri, Riverkeeper, via email; received May 25, 2019 (Spoerri_FL1_186)
225. Emerson Spry, Riverkeeper, via email; received May 11, 2019 (Spry_FL1_122)
226. Abigail Toledo, Riverkeeper, via email; received May 24, 2019 (Toledo_FL1_147)
227. Cecilia Vellozo, Riverkeeper, via email; received May 19, 2019 (Vellozo_FL1_110)
228. Annie Venesky, Riverkeeper, via email; received May 13, 2019 (Venesky_FL1_156)
229. Latonya Walker, Riverkeeper, via email; received May 14, 2019 (Walker_FL1_133)
230. Gerald Walsh, Riverkeeper, via email; received May 24, 2019 (Walsh_FL1_163)
231. Wendy Walters, Riverkeeper, via email; received May 12, 2019 (Walters_FL1_193)
232. Deborah White, Riverkeeper, via email; received May 24, 2019 (White_FL1_159)
233. Monika Wuhrer, Riverkeeper, via email; received May 24, 2019 (Wuhrer_FL1_184)
234. Rob You, Riverkeeper, via email; received May 11, 2019 (You_FL1_119)
235. Rachel Youens, Riverkeeper, via email; received May 11, 2019 (Youens_FL1_132)
236. Anne Zheng, Riverkeeper, via email; received May 24, 2019 (Zheng_FL1_155)

FORM LETTER 2

237. Tile Allemann, 350 Brooklyn, via email; received May 23, 2019 (Allemann_FL2_349)
238. Rona Armillas, 350 Brooklyn, via email; received May 23, 2019 (Armillas_FL2_341)
239. Christine Arroyo, 350 Brooklyn, via email; received May 23, 2019 (Arroyo_FL2_333)
240. Matt Aselton, 350 Brooklyn, via email; received May 23, 2019 (Aselton_FL2_299)
241. Susan Augenbraun, 350 Brooklyn, via email; received May 23, 2019 (Augenbraun_FL2_337)
242. Alison Beal, 350 Brooklyn, via email; received May 22, 2019 (Beal_FL2_309)
243. Philip Bender, 350 Brooklyn, via email; received May 22, 2019 (Bender_FL2_274)
244. Angelica Bergamini, 350 Brooklyn, via email; received May 22, 2019 (Bergamini_FL2_275)
245. Jim Bernfield, 350 Brooklyn, via email; received May 23, 2019 (Bernfield_FL2_273)
246. Ray Berrios, 350 Brooklyn, via email; received May 22, 2019 (Berrios_FL2_305)
247. Karen Blondel, 350 Brooklyn, via email; received May 23, 2019 (Blondel_FL2_338)
248. Claire Chandler, 350 Brooklyn, via email; received May 22, 2019 (Chandler_FL2_283)
249. Priya Chandrasekaran, 350 Brooklyn, via email; received May 23, 2019 (Chandrasekaran_FL2_331)
250. Mary Clark, 350 Brooklyn, via email; received May 23, 2019 (Clark_FL2_327)
251. Lauren Cosenza, 350 Brooklyn, via email; received May 22, 2019 (Cosenza_FL2_322)
252. Nicole Crook, 350 Brooklyn, via email; received May 23, 2019 (Crook_FL2_334)
253. Burnley Duke Dame, 350 Brooklyn, via email; received May 22, 2019 (Dame_FL2_267)
254. Marybeth Diss, 350 Brooklyn, via email; received May 23, 2019 (Diss_FL2_348)
255. Dan Donohue, 350 Brooklyn, via email; received May 22, 2019 (Donohue_FL2_285)
256. Sophie Ernst, 350 Brooklyn, via email; received May 23, 2019 (Ernst_FL2_300)
257. Carolyn Ferguson, 350 Brooklyn, via email; received May 22, 2019 (Ferguson_FL2_270)
258. Jackie Gordon, 350 Brooklyn, via email; received May 22, 2019 (Gordon_FL2_271)
259. Bernice Gordon, 350 Brooklyn, via email; received May 22, 2019 (Gordon_FL2_311)
260. Stephanie Goulet, 350 Brooklyn, via email; received May 23, 2019 (Goulet_FL2_336)
261. Andrew Grover, 350 Brooklyn, via email; received May 23, 2019 (Grover_FL2_343)
262. Beth Haskell, 350 Brooklyn, via email; received May 22, 2019 (Haskell_FL2_312)
263. Marissa Hatch, 350Brooklyn, via email; received May 19, 2019 (Hatch_FL2_145)

264. Linda Hayes, 350 Brooklyn, via email; received May 22, 2019 (Hayes_FL2_302)
265. Jeanne Heifetz, 350 Brooklyn, via email; received May 22, 2019 (Heifetz_FL2_315)
266. Alice Henkin, 350 Brooklyn, via email; received May 23, 2019 (Henkin_FL2_304)
267. Florence Kaczorowski, 350 Brooklyn, via email; received May 22, 2019 (Kaczorowski_FL2_289)
268. Jeremy Kaplan, 350 Brooklyn, via email; received May 22, 2019 (Kaplan_FL2_316)
269. Alena Kastin, 350 Brooklyn, via email; received May 22, 2019 (Kastin_FL2_313)
270. Rob Kelley, 350 Brooklyn, via email; received May 23, 2019 (Kelley_FL2_342)
271. Nancy Kelly, 350 Brooklyn, via email; received May 22, 2019 (Kelly_FL2_282)
272. Ruth Klein, 350 Brooklyn, via email; received May 22, 2019 (Klein_FL2_317)
273. Peter Kowalski, 350 Brooklyn, via email; received May 22, 2019 (Kowalski_FL2_301)
274. Sara Lamm, 350 Brooklyn, via email; received May 23, 2019 (Lamm_FL2_345)
275. Judy Levitz, 350 Brooklyn, via email; received May 23, 2019 (Levitz_FL2_286)
276. Ralph Lewis, 350 Brooklyn, via email; received May 23, 2019 (Lewis_FL2_314)
277. Courtney Loiacono, 350 Brooklyn, via email; received May 23, 2019 (Loiacono_FL2_297)
278. Lorna Mason, 350 Brooklyn, via email; received May 23, 2019 (Mason_FL2_287)
279. Pamela Miller, 350 Brooklyn, via email; received May 23, 2019 (Miller_FL2_324)
280. Patrick Mohr, 350 Brooklyn, via email; received May 23, 2019 (Mohr_FL2_328)
281. Jarrett Moran, 350 Brooklyn, via email; received May 22, 2019 (Moran_FL2_330)
282. Ian Morgan, 350 Brooklyn, via email; received May 23, 2019 (Morgan_FL2_344)
283. Lynn Neuman, 350Brooklyn, via email; received May 19, 2019 (Neuman_FL2_144)
284. Danica Novgorodoff, 350 Brooklyn, via email; received May 23, 2019 (Novgorodoff_FL2_291)
285. Togu Oppusunggu, 350 Brooklyn, via email; received May 23, 2019 (Oppusunggu_FL2_307)
286. Molly Ornati, via email; received May 19, 2019 (Ornati_FL2_203)
287. paderosa, 350 Brooklyn, via email; received May 22, 2019 (paderosa_FL2_278)
288. Alfred Pagano, 350 Brooklyn, via email; received May 22, 2019 (Pagano_FL2_272)
289. Heather Plunkett, 350 Brooklyn, via email; received May 23, 2019 (Plunkett_FL2_325)
290. Leonard Polletta, 350 Brooklyn, via email; received May 23, 2019 (Polletta_FL2_339)
291. Anne Renda, 350 Brooklyn, via email; received May 23, 2019 (Renda_FL2_326)
292. Jerry Rivers, 350 Brooklyn, via email; received May 22, 2019 (Rivers_FL2_308)
293. David Rosenfeld, 350 Brooklyn, via email; received May 22, 2019 (Rosenfeld_FL2_277)
294. David Rosenfeld, 350 Brooklyn, via email; received May 24, 2019 (Rosenfeld_FL2_321)
295. Hilary Ruesch, 350 Brooklyn, via email; received May 23, 2019 (Ruesch_FL2_332)
296. Ella Ryan, 350 Brooklyn, via email; received May 22, 2019 (Ryan_FL2_290)
297. Scott Sasso, 350 Brooklyn, via email; received May 23, 2019 (Sasso_FL2_340)
298. Marta Schaaf, 350 Brooklyn, via email; received May 22, 2019 (Schaaf_FL2_288)
299. Ken Schles, 350 Brooklyn, via email; received May 22, 2019 (Schles_FL2_329)
300. Jared Scott, 350 Brooklyn, via email; received May 22, 2019 (Scott_FL2_294)
301. Sondra Shaye, 350 Brooklyn, via email; received May 22, 2019 (Shaye_FL2_280)
302. Andrea Sheth, 350 Brooklyn, via email; received May 22, 2019 (Sheth_FL2_318)
303. Alyson Shotz, 350 Brooklyn, via email; received May 23, 2019 (Shotz_FL2_292)
304. Jeremiah Sierra, 350 Brooklyn, via email; received May 23, 2019 (Sierra_FL2_347)
305. Maura Smale, 350 Brooklyn, via email; received May 22, 2019 (Smale_FL2_293)
306. Joanna Smith, 350 Brooklyn, via email; received May 23, 2019 (Smith_FL2_281)
307. Emma Steele, 350 Brooklyn, via email; received May 23, 2019 (Steele_FL2_310)

308. Alrun Steinrueck, 350 Brooklyn, via email; received May 23, 2019 (Steinrueck_FL2_335)
309. Debbie Stoller, 350 Brooklyn, via email; received May 22, 2019 (Stoller_FL2_319)
310. Laurel Tumarkin, 350 Brooklyn, via email; received May 23, 2019 (Tumarkin_FL2_295)
311. Heather Von Rohr, 350 Brooklyn, via email; received May 22, 2019 (Von Rohr_FL2_284)
312. Kate Walker, 350 Brooklyn, via email; received May 22, 2019 (Walker_FL2_269)
313. Paul Wasserman, 350 Brooklyn, via email; received May 22, 2019 (Wasserman_FL2_298)
314. Jackie Weisberg, 350 Brooklyn, via email; received May 22, 2019 (Weisberg_FL2_276)
315. Carolyn Wember, 350 Brooklyn, via email; received May 22, 2019 (Wember_FL2_296)
316. Sarah Wesseler, 350 Brooklyn, via email; received May 22, 2019 (Wesseler_FL2_303)
317. Julia Widmann, 350 Brooklyn, via email; received May 23, 2019 (Widmann_FL2_323)
318. Liza Wilcox, 350 Brooklyn, via email; received May 22, 2019 (Wilcox_FL2_306)
319. Rachel Youens, 350 Brooklyn, via email; received May 22, 2019 (Youens_FL2_268)
320. Eva Z, 350 Brooklyn, via email; received May 22, 2019 (Z_FL2_320)
321. Ieva Zadina, 350 Brooklyn, via email; received May 23, 2019 (Zadina_FL2_346)
322. Noah Zimny, 350 Brooklyn, via email; received May 22, 2019 (Zimny_FL2_279)

FORM LETTER 3

323. George Hoffmann, via email; received May 21, 2019 (Hoffmann_FL3_205)
324. Calvin Jiang, via email; received May 15, 2019 (Jiang_FL3_202)
325. John Mosler, via email; received May 15, 2019 (Mosler_FL3_197)

C. COMMENTS AND RESPONSES

COMMUNITY ENGAGEMENT AND PUBLIC PARTICIPATION

Comment 1: We strongly encourage the City to create a formal "Gowanus Ombudsman" position that directly liaisons with city agencies to resolve ongoing development issues once a final zoning plan is put in place. (CB6_250)

The City must create and empower a governing body of community representatives to ensure that Neighborhood Plan goals are met including: construction impact mitigation; developer commitments including brownfield remediation, Gowanus Mix implementation, CSO mitigation; City commitments, and to provide oversight of maintenance and programming of the public realm. (GCC_233)

As part of the Special District the City should create and empower a governing body of community representatives to ensure that Neighborhood Plan goals are met. (GCC_233)

Response 1: Comment noted. The Gowanus Neighborhood Plan is a comprehensive plan developed with community stakeholders and elected officials, in coordination with City and other public agencies, to identify needs and opportunities to support a shared long-term vision of a sustainable, inclusive, and mixed-use Gowanus. The City will continue to liase and

coordinate on the investments, strategies and policies identified in the Plan to help facilitate the vision of the thriving and resilient Gowanus.

Comment 2: Although the zoning proposal touches on some community recommendations, it must go much further to incorporate the idea of the local stakeholders. (Arts_TS1_032)

The community input process, the years of meetings, has proven to be the sham we all feared it was. (Renz_231)

Response 2: Comment noted. Beginning in October of 2016, the Department of City Planning (DCP), along with other agencies, undertook public outreach to thousands of community stakeholders—residents, workers, business owners, and elected officials—and held over 100 hours of meetings and workshops, including large public events and smaller working group meetings. DCP held or participated in numerous public meetings and events since 2016 with its City partners and other agency stakeholders regarding the ongoing Superfund remediation, including the U.S. Environmental Protection Agency (EPA) and the New York State Department of Environmental Conservation (DEC). Since the release of the draft zoning proposal in January 2019, DCP and the inter-agency team have held and attended numerous public events. In February 2019, DCP held an open house where the public was invited to learn about the progress made in planning for Gowanus. Attendees had the opportunity to learn about the draft zoning proposal and non-zoning strategies and to discuss, provide feedback and ask questions of City agencies. Since then, DCP and the inter-agency team have held and attended numerous public events and met with Community Board 6 (CB6), community groups, elected officials, and stakeholders to discuss, share information, answer questions, and receive input on a variety of topics including the draft zoning proposal, housing affordability, Mandatory Inclusionary Housing (MIH), the Waterfront Access Plan (WAP), and emergency preparedness planning. In addition to several meetings with CB6's Land Use Committee, DCP has joined and facilitated meetings with community groups to discuss the proposed zoning. These meetings provided community groups the opportunities to ask valuable questions and voice their opinions, concerns or support. DCP held a public scoping meeting in April 2019 to solicit comments on the Environmental Impact Statement (EIS).

Comment 3: We've asked that the rezoning be closed down because most people don't understand FAR or air rights or any of those concepts, and you're talking about rezoning eighty blocks. You need to close this rezoning down. (Blondell_TS1_036)

Response 3: Comment noted. The neighborhood planning process for Gowanus has been underway since 2016. Since the release of the draft zoning proposal in January 2019, DCP has held numerous events and meetings intended to inform the public about the zoning proposal, covering topics such as density, bulk, and use as well as housing and urban design, among others. In addition, DCP's website provides a user-friendly tutorial on zoning that covers the history of zoning, zoning concepts, and the land use process in New York City. The website provides narrative explanations of development rights, density/floor area ratio (FAR), and other zoning concepts along with illustrations. DCP has promoted its website, including digital versions of the Gowanus zoning proposal and explanatory materials, at every public meeting and event held to discuss the Gowanus draft zoning proposal. DCP has also joined and facilitated meetings and discussions with community members to address questions about the proposed zoning.

Comment 4: Stop ignoring the community. I took part in many planned meetings and none of the concerns that were clearly stated by the residents in these meetings are apparent in the rezoning proposal. (Renz_TS1_058)

After all our efforts participating in the community meetings, our beloved Gowanus is now being overdeveloped and a rezoning plan that will create masses of luxury spaces to appease and benefit deep-pocketed developers under the guise of affordable housing. (Young_TS1_069)

I have to say that I'm really disappointed by your results. All the community engagement, I don't see the results of that engagement in this plan. (Ippolito_TS1_070)

We aren't being heard. You guys should know that this is going to destroy our neighborhood. (Stoller_TS1_077)

I don't think the Department of City Planning really has the best interest of this neighborhood at heart. If you did, you would be able to tell people what was happening to their buildings. You would be incorporating the discussions of the buildings that Brad Lander has brought up in the last five years into your plan. But you're not. (Doherty_TS1_080)

Response 4: Comment noted. The Gowanus Neighborhood Plan is a comprehensive plan developed with community stakeholders and elected officials, in coordination with City and other public agencies, to identify needs and opportunities to support a shared long-term vision of a sustainable, inclusive, and mixed-use Gowanus. The zoning proposal takes into account land use and zoning concerns expressed by stakeholders at the many public events held on the Neighborhood Plan since October 2016, and seeks to balance the varied interests of stakeholders in Gowanus. As

the zoning proposal enters the next stage—Uniform Land Use Review Procedure (ULURP)—the public, affected community boards, the City Planning Commission (CPC), and elected officials will have further opportunities to modify the draft zoning proposal.

Comment 5: We need more time. We're asking for additional extensive time for scoping comments and for a second scoping hearing that doesn't occur during the spring break. (Aronowsky_TS1_039)

Response 5: The comment period on the DSOW was extended by approximately three weeks to May 27, 2019. Oral comments provided at the scoping meeting and written comments submitted before or after that event are considered and responded to.

Comment 6: I just want to say, we didn't get any information about this rezoning. I think if you would have put a pamphlet in our property taxes, then there would have been more people here. (Compitello_TS1_065)

It is unreasonable for any community to attend one land use meeting for a proposal of this proportion and be expected to digest and comment intelligently without all of the players involved being there to answer questions. (CGCORD_220)

Response 6: Please see the responses to Comments 2 and 3.

Comment 7: My neighbors and I are not happy about the new heights in the rezoning plan. We have all taken turns to attend as many meetings on the rezoning that have occurred to voice our protests against the plan. These meetings were unstructured and chaotic with little understanding of the process. However we still do not see any modifications to the proposal at this point. We understand the need to plan for growth and development but if you are not going to listen to the people it will impact the most than what is the point. (Pedersen_017)

Response 7: Please see the responses to Comments 2 and 4. As described in the Project Description, the Proposed Actions responds to the goals and objectives heard during the community outreach and planning process. In order to facilitate a dynamic, mixed-use neighborhood the proposal considers block-specific conditions and identifies parameters for use, density, and height. The Proposed Actions would encourage a range of heights and building forms, allowing sufficient flexibility for building heights to achieve the many goals for development in the area while addressing unique site conditions and reflecting the existing built character of the Gowanus neighborhood. The range of permitted heights would address the existing low-scale context of certain adjacent areas while allowing

limited portions of buildings to rise higher on blocks with sufficient depth to achieve a transition among building heights. In particular, development on waterfront blocks would achieve a variety of goals such as reactivating vacant and underutilized land; facilitating the creation of new housing, including affordable housing; facilitating the creation of publicly accessible open space at the Canal's edge; and balancing the unusual physical conditions of Canal-front blocks, which are subject to flood zone limitations and public access requirements. Combined with the goal of keeping streetwalls low and stepping buildings down to the adjacent context, the allowable floor area on a particular site can only be built upward. The special rules, which limit generally limit locations of towers to the midblocks, would shape a built form that responds to the waterfront condition and adjacent context and promote a variety of built forms.

Comment 8: We want the agencies and EPA Region 2 team brought together for a minimum of two (2) TOWN HALL conversation/question answer periods as to how these agencies plan to address and resolve the REAL environmental impact of this very poorly thought out rezoning. These meetings are to be organized, held and hosted by our COMMUNITY BOARD 6 and announced widely throughout the district. This panel must be assembled and the town hall meetings MUST TAKE PLACE WELL BEFORE THE ULURP Community Board 6 Land Use Committee vote on the Gowanus Rezoning proposal in order to give the community the time to understand what is being presented and how it will affect them. (CGCORD_220)

Response 8: Comment noted. Please see the response to Comment 2. Since the release of the draft zoning proposal in January 2019, DCP and the inter-agency team have joined multiple public events hosted by Community Board 6 (CB6), including meetings of the Land Use Committee, Transportation Committee, and Economic/Waterfront/Community Development & Housing Committee. These meetings have provided opportunities for DCP and others to share information, answer questions, and receive input on a variety of topics including the draft zoning proposal, housing affordability, Mandatory Inclusionary Housing (MIH), and the Waterfront Access Plan (WAP). CB6, EPA, or others may coordinate other events to discuss the Proposed Actions. As the Proposed Actions enter the next stage—Uniform Land Use Review Procedure (ULURP)—the public, affected community boards, the City Planning Commission (CPC), and elected officials will have further opportunities to give their input on the proposal along with the Draft EIS. As part of the City's public Uniform Land Use Review Procedure (ULURP), the DEIS will serve as an evaluation tool for the public and decision makers. It should be noted, that DCP along with numerous other City agencies have worked

closely with stakeholders and community members to develop the Gowanus Neighborhood Plan to address multiple goals for a sustainable, mixed use, inclusive Gowanus. The Plan, which began almost three years ago in 2016, was developed with extensive public participation, including numerous public meetings, over 25 meetings of five "Working Groups" and smaller meetings with individual groups and stakeholders. All of these meetings and the materials provided are posted on our website at nyc.gov/gowanus and archived at plangowanus.com.

Comment 9: The rezoning is happening too quickly without enough community input, information from environmental studies, and community impact statements. (Hodermarska_223)

The rezoning is happening too quickly without enough information from environmental studies, neighborhood groups and local businesses, and community impact statements. (Marcus_228)

Slow down this rezoning to ensure public health, urban planning and newly legislated environmental law is able to work together to understand how the rezoning can be used to decrease inequitable development. (Shiver_257)

Response 9: Please see the response to Comment 2. DCP is preparing a comprehensive Draft EIS (DEIS) in compliance with New York State's Environmental Quality Review Act (SEQRA) and in accordance with the guidance of *New York City Environmental Quality Review (CEQR) Technical Manual*. The DEIS will examine in detail the potential for significant adverse impacts of the zoning and other land use changes proposed as part of the Proposed Actions. A DEIS will be available for public review and comment. Comments received on the DEIS will be incorporated as appropriate into a Final EIS (FEIS) to disclose the environmental effects of the Proposed Actions to decision makers.

Comment 10: I am demanding we are more included in the rezoning or that the state provides proof of no environmental impacts through its environmental review. (Blondel_255)

Response 10: Please see the response to Comment 4. DCP, a City agency, is the lead agency for the environmental review of the Proposed Actions under SEQRA. No agency of the State of New York is responsible for the environmental review of the Proposed Actions. DCP is preparing a DEIS for the Proposed Actions, which will assess the potential for the Proposed Actions to result in significant adverse impacts. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

Comment 11: I want to share briefly my concerns regarding the rezoning and the fact that Public housing is excluded from the Environmental Impact Study that uses pre-civil rights policies to address environmental impacts on black and brown people who were previously warehoused in segregated Public Housing throughout NYC and especially in the Gowanus area of Brooklyn. After working with the Fifth Avenue Committee and several months of DCP working groups we are still in need of more time for our 25% of the population within this rezoning to understand and comment about the rezoning. (Blondel_255, Blondel_256, Shiver_257, Blondel_258, Smith_259, Paredes_260, Fleischer_261, El-Nuawabun_262, Shiver_263, Smith_264, Garcia_265)

Response 11: Public housing and the residents within public housing are not excluded from the DEIS. While none of the adjacent New York City Housing Authority (NYCHA) developments (Gowanus Houses, Wyckoff Gardens, and Warren Street Houses) are identified as being located within the "Project Area" because they are not proposed to be rezoned, the DEIS will assess the effects of the Proposed Actions in the context of a "study area" for each technical analysis category. The geographic bounds of the study area can vary depending on which technical area is being assessed. However, all or part of the NYCHA developments in the Gowanus neighborhood are included in study areas as required for CEQR impact assessments in the DEIS.

GENERAL SUPPORT

Comment 12: We are encouraged by many elements of the proposal: Innovative steps to require a more resilient and continuous waterfront, to advance and support the cleanup of the Canal, and to insure buildings with high environmental standards offer an opportunity for a sustainable and resilient neighborhood. The application of MIH, development of "Public Place," and plans to include a significant amount of affordable housing for low- and moderate-income families in an area with extremely high housing prices, along with strong policies for preventing displacement, such as a Certification of No Harassment, will generate a far more integrated and inclusive neighborhood than nearby Carroll Gardens or Park Slope. The new incentive zoning for light industry, arts-related, cultural, and civic uses, along with preservation of mid-block areas for commercial and manufacturing uses, offers space to preserve and strengthen the "Gowanus mix." The plan also creates and connects significant new public open spaces, including a new waterfront park on the Public Place site, and a continuous waterfront esplanade that will activate and enable Brooklynites to connect with the Gowanus Canal. The proposal connect to Gowanus historic and cultural resources by knitting

new development together with the preservation of historic buildings (Lander_235)

Response 12: Comment noted.

Comment 13: I am writing in support of the Gowanus Rezoning project (in particular the effort to replace the Speedway gas station on 4th Avenue between Union and Sackett Streets with an apartment project) with respect to its environmental impact. I ask that the Commission weigh the environmental benefits of replacing a gas station with a new apartment building. On top of that, as I understand the proposal, the development company would add new and improved R train entrances. I think this should be taken into consideration as well, as this has obvious benefits to the neighborhood. (DeBord_025)

Response 13: As described in the Project Description, the Gowanus Special Mixed-Use District (GSD) would also apply special FAR regulations to promote transit improvements. The GSD would create an authorization that would allow an increase in density in exchange for identified transit improvements along 4th Avenue, which would apply to the site described. The authorization would be in addition to the proposed as-of-right maximum FAR and require a future discretionary action and its own environmental review. The authorization, therefore, will be analyzed in the DEIS conceptual analysis for future discretionary actions. Additionally, the GSD would create a chair certification for identified improvements to Union Street station on said site, which would be ministerial and not require its own environmental review. The FSOW and DEIS RWCDS have been updated to account for this additional anticipated development.

Comment 14: I respect and welcome a new proposal on trying to create a healthier community and environment. (Stevens_TS1_062)

Response 14: Comment noted.

Comment 15: I really hope this plan does go through. (Villanueva_TS1_067)

Response 15: Comment noted.

Comment 16: I strongly support this rezoning. I think it's really, really important for the future. (Heimsath_TS1_076)

Response 16: Comment noted.

Comment 17: The transformation of Gowanus will allow the area to realize its full potential as a place to live, work, enjoy nature and urban living. I once

again thank you for your diligence and attentiveness to the community's needs and concerns while the draft was being created and now that it has been released to the community for feedback and review. (Heyer_086)

Response 17: Comment noted.

Comment 18: I would support even greater residential bulk throughout the district, as long as it was coupled with more affordable housing and commensurate infrastructure benefits to the community. (Shames_217)

Response 18: The proposed densities were carefully selected to meet the goals and objectives of the Proposed Actions, which include promoting the development of new job-generating uses through increased industrial and commercial density; activation of key areas of Gowanus by allowing higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas; and providing opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households.

PROJECT DESCRIPTION

GENERAL

Comment 1-1: I wish to register my serious concerns about the current proposal, and request a revised Draft Scope of Work that adequately and realistically incorporates the conditions on the ground and in the water of Gowanus, including, but not limited to, the Gowanus Canal. (Simon_234)

Response 1-1: Comment noted. The DSOW will be revised based on comments received at the scoping hearing and in writing. The FSOW will be updated to reflect all relevant comments received on the proposed DEIS analyses methodologies.

Comment 1-2: The plan must do far more to include investments to meet the needs of a growing community for schools, transit, open space, flooding and resiliency, energy, and other infrastructure.

Response 1-2: The Gowanus Plan is a comprehensive plan developed with community stakeholders and elected officials, in coordination with City and other public agencies, to identify needs and opportunities to support a shared long-term vision of a sustainable, inclusive, and mixed-use Gowanus. The Plan aims to leverage the neighborhood's unique assets and features to realize this vision and accomplish and support many local and Citywide goals, including remediating the Gowanus Canal and surrounding contaminated land, supporting existing and future resiliency

and sustainability efforts, creating more housing, including permanently affordable housing, promoting more diverse mixing of compatible uses, encouraging economic development and diverse opportunities, and improving existing community resources and investing in new ones like schools and parks, all in an area with excellent transit access and within minutes of thriving central business districts.

This rezoning proposal includes changes to the land use regulations to support the goals of the overall Plan. The broader Plan will identify strategies for providing for new and improved community infrastructure, including schools and open space. The DEIS will include a comprehensive analysis that assesses the Proposed Actions' potential for significant adverse impacts to schools, transit, open space, energy, and water and sewer infrastructure. The Gowanus Special Mixed-Use District (GSD) includes incentives designed to promote the mix of uses envisioned by Gowanus stakeholders during the planning process.

Comment 1-3: The proposal should provide secure bicycle parking in new residential and commercial buildings as a means of promoting cycling for transportation. (CB6_250)

Response 1-3: The New York City Zoning Resolution (ZR) includes provisions that require indoor, secure, long-term bicycle parking in new multi-family residential, community facility, and commercial buildings.

Comment 1-4: In line with City policy, the plan should reduce automobile dependency to the greatest extent possible and promote a more resilient and sustainable future, and reduce the potential for the new population to add to existing adverse traffic conditions. This must be accomplished in part by enhancing transit service and access, along with cycling infrastructure, but should also include adoption of more progressive parking policies. (CB6_250)

Response 1-4: Comment noted. As described in the DSOW, the Proposed Actions would reduce the underlying accessory residential parking requirements, allow for existing ground-floor parking to be replaced by active ground-floor uses along 4th Avenue, and modify loading requirements to better reflect modern business needs. DOT has implemented pedestrian safety improvements along 4th Avenue within the Project Area that include curbside parking-protected bicycle lanes, a painted pedestrian island, expanded metered parking, and improved parking regulation; although related, these improvements are not part of the Proposed Actions. Transit service is not within the scope of the Proposed Actions. As stated in the DSOW, the DEIS transportation chapter will include a detailed transit analysis. If impacts are identified, mitigation needs and potential

improvements will be identified, as appropriate, in conjunction with the lead agency, NYC Transit, and the MTA.

Comment 1-5: Are brownfield benefits to developers taken into consideration in factoring the potential additional costs to developers (remediation, affordable housing, waterfront access plan, etc.)? (CB6_250)

Response 1-5: This issue is outside the scope of CEQR.

Comment 1-6: Since many young people must take public transportation to and from school, consider locating schools next to subways to expedite their travel into and out of the neighborhood and reduce the commuting time. (CB6_250)

Identify potential sites for new schools prior to certification of the zoning. (GBD_010)

Response 1-6: Comment noted. The GSD would apply special floor area regulations to promote community resources, such as schools. As described in more detail in the Project Description, the GSD would allow floor area for schools, as defined by the GSD, to be exempted in certain situations. Along the Canal, an increase in maximum permitted height to accommodate the school would be allowed as-of-right. The GSD would also create an authorization that would allow for the exemption of school floor area and modified bulk under certain conditions throughout the special district. The potential for a new school is being analyzed in the DEIS on Projected Development Site 47. The FSOW will be updated accordingly.

Comment 1-7: Will the EIS take into account how the various City agencies (DSNY, FDNY, NYPD, DEP, DOE, etc.), the MTA, and the utility companies will prepare for the impact of the zoning build out? Please list all improvements to services, operations and systems that are expected to be upgraded as part of the plan. (CB6_250)

Response 1-7: The Proposed Actions' effects on fire, police, sanitation, and transit services, as well as schools and energy, will be considered in the DEIS. If significant adverse impacts are identified, mitigation measures will be identified, as appropriate, in conjunction with the lead agency and interested agencies for the FEIS.

Comment 1-8: Please explore options to protect against developers leveraging increased building size through loopholes in the zoning resolution that do not reflect the original intent and/or spirit of the zoning. (CB6_250)

Response 1-8: Comment noted. The Proposed Actions were carefully crafted to help facilitate the goals and objectives of the Plan, which include promoting the development of new job-generating uses through increased industrial and commercial density; activation of key areas of Gowanus by allowing higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas; and providing opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households.

Comment 1-9: Commit to five-year review of the following: the comprehensive transit plan, proposed zoning for ground floor uses, and for climate change resiliency. (GBD_010)

Response 1-9: A commitment to re-evaluate the DEIS subsequent to project approval when no other related or supplemental actions are being sought is beyond the scope of the DEIS, and is not consistent with SEQRA or CEQR, which require that lead and involved agencies base their decisions on the environmental findings of an FEIS. However, as stated in the DSOW, DCP will coordinate with relevant agencies including, but not limited to MTA, MOS, DOT in consideration of future conditions in impact categories related to transportation and climate change.

Comment 1-10: There are so many other suitable and environmentally safer areas for affordable housing, such as 4th Avenue. Please do not put future affordable housing residents and us who already live here's health in jeopardy all to satisfy these trade-offs on the land remediation, space and the affordable housing quota. (Gerena_001)

Response 1-10: Comment noted. Catalyzing redevelopment is critical to the overall clean-up of the Canal and surrounding brownfields, since property owners and developers would not be required to remediate (or to provide publicly accessible open space and affordable housing, etc.) absent the proposed zoning changes. Making an update to zoning allows the City to add an (E) Designation on individual properties to ensure that thorough review of potential site contamination, and remediation plan if needed, will take place before redevelopment. Overall, in the No Action condition, the amount of soil disturbance would likely be less than in the Future with the Proposed Actions. However, without the Proposed Actions, development of many of these sites would occur without restrictions or controls of the (E) designation. It is anticipated that with approval of the Proposed Actions, development throughout the Project Area would occur in a safer manner that is more protective of public health as compared to future conditions absent approval of the Proposed Actions.

Comment 1-11: The Gowanus Canal Community Advisory group demands that the City-sponsored Gowanus Neighborhood Rezoning not compromise the Superfund remedy through allowing proposed density to increase combined sewage overflow into the Canal. (GCCAG_024)

Response 1-11: Comment noted. The Superfund remedy is outside the scope of this CEQR analysis. As described in the DSOW, "Water and Sewer Infrastructure," the DEIS will include an assessment of stormwater in accordance with *CEQR Technical Manual* guidelines. The DEIS will include an evaluation of the Proposed Actions' potential effects on wastewater and stormwater infrastructure.

Comment 1-12: The project description chapter of the FSOW and DEIS must clearly demonstrate how the rezoning aligns with land use objectives identified in community plans. Where community-determined land use objectives were precluded, the planning rationale for that decision must be stated. (MAS_253)

Response 1-12: As discussed in the DSOW, the purpose and need for the Proposed Actions reflect DCP's on-going engagement process with community boards, residents, business owners, community-based organizations, elected officials, and other stakeholders to achieve the land use objectives identified during the extensive outreach. As appropriate, the DCP's public engagement process will be updated for the FSOW and DEIS.

Comment 1-13: We believe that the Draft Scope of Work falls short on actions that would achieve the outcomes of respecting the existing residents of the neighborhoods affected by the rezoning and enhance the social, cultural, economic and racial mix of the community. A rush into rezoning action without addressing those issues will present serious social and environmental threats to us and our neighbors and be inconsistent with *Gowanus Neighborhood Plan* goals. (PSCC_244)

Response 1-13: Comment noted. See the response to Comment 4.

Comment 1-14: Raw sewage continues to flow into the canal every big rainstorm. The City should use its considerable resources to accelerate the cleanup process, get the sewage storage tanks in and running, remediate toxic lands. No further development in the neighborhood should be considered until raw sewage stops flooding the canal, and there is demonstrated capacity to support more housing units! The existing infrastructure simply is not equipped to handle more humans. (Henry_018)

There is the issue of the Gowanus Canal overflow of raw sewage and rainwater that periodically gets into basements of buildings close to the

Canal. The rezoning is not in sync with the Department of Environmental Protection's timeline to clean up the Canal and install the CSO tanks. This planned development will only add to the problem of overflowing. Gowanus Canal Advisory Group has stated that the City must wait until after the CSO tanks are installed to see how much can be handled with the current population. (Constantino_019)

The rezoning of Gowanus should not occur until the Superfund cleanup of the Canal is complete. (Estabrook_215, Gazzaniga_242, Hamachek_232, Montgomery_218, Olesker_241, Smith_259, Solomita_247)

With the impending cleanup of the Gowanus Canal Superfund site, DCP must consider either synchronizing the zoning with the cleanup plan or deferring it until its complete. (CB6_250)

Response 1-14: Please see the responses to Comments 1-10 and 1-11. The proposed Gowanus Neighborhood Plan rezoning would complement and strengthen EPA's Canal cleanup by catalyzing property owners to expeditiously remediate upland sites. Absent the rezoning and the (E) designations that would be placed on potentially contaminated sites, an opportunity to address the cleanup of upland sites would be lost. The missed opportunity could jeopardize the work that EPA and the community will have invested in. Rezoning and catalyzing redevelopment of the areas upland of the Canal at the same time the Canal is being cleaned up would not only result in the remediation of upland sites, but also in new publicly accessible open space, housing (with needed affordable housing), and increased space for jobs.

Comment 1-15: Rezoning should be put off until after the 2020 census is complete and after the City reaches its mandate for affirmative refurbishing and fair housing. (Blondell_TS1_036)

Response 1-15: Comment noted.

Comment 1-16: I'm not for the rezoning because we are black people and we're struggling enough. And when you go with this rezoning, you're telling us that we won't be able to come to your schools, or be part your job sector, or whatever. (Brown_TS1_037)

Response 1-16: Comment noted.

Comment 1-17: The Gowanus Neighborhood Coalition for Justice has principles around racial, social, economic and environmental justice. And it is our demand that this plan benefit us and advance those principles and not deepen existing inequities. (Aronowsky_TS1_039)

Response 1-17: Comment noted. The Proposed Actions are intended to facilitate land use changes that would benefit all Gowanus residents and workers, which is described in more detail in Chapter 1, "Project Description."

Comment 1-18: We want the Community and Climate Protection Act in this Gowanus rezoning, which says that if any of you developers pollute our community, you will have to pay a fee that will go to public housing and the infrastructure in this community. (Blondel_TS1_050)

Response 1-18: Comment noted. As described in the DSOW, GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal will be provided in the DEIS.

Comment 1-19: This rezoning is too much, too tall, and too close to the open spaces that we still have around the canal and Thomas Greene Park. (Reich_TS1_052)

The Municipal Arts Society finds the proposed density of development along the canal problematic for many reasons. Potential buildings of thirty stories including **[INAUDIBLE]** along the narrow Gowanus Canal. (Arts_TS1_032)

Response 1-19: Please see the response to Comment 7. The DEIS will assess the potential for significant adverse impacts to open space and urban design in accordance with the guidance contained in the *CEQR Technical Manual*.

Comment 1-20: No rezoning in Gowanus. (Mariano_TS1_056)

Response 1-20: Comment noted.

Comment 1-21: DCP's proposal puts these developments before the clean up itself. It actually says we care more about getting these buildings up and getting the zoning changed than we do about pushing through the cleanup effort for the community. (Alexiou_TS1_063)

Response 1-21: Please see the responses to Comments 1-10 and 1-14.

Comment 1-22: Say no to this rezoning plan. Let's protect the historic integrity and the character of this neighborhood. Go back to the drawing board. Rezone responsibly and respectably, both in finance and economically. Let's not pack people in like rats. (Young_TS1_069)

Response 1-22: Comment noted. The DEIS will evaluate historic resources and neighborhood character in accordance with the guidance contained in the *CEQR Technical Manual*.

Comment 1-23: The rezoning is a giveaway to developers. We don't know the total amount of tax price you've given the developers as part of the plan. There's been no mention of that. But we're talking about a plan that's seventy to seventy-five percent luxury housing. High-rise, mid-rise luxury housing. (Ippolito_TS1_070)

Response 1-23: The Proposed Actions are intended to preserve and expand commercial activity and employment, expand the supply of affordable housing, and provide new open space for existing and future residents. Local property taxes fall under the Department of Finance and are beyond the scope of CEQR and the Proposed Actions.

Comment 1-24: I am here to support the proposed rezoning and ask DCP to add more housing than the eighty-two hundred that are expected to be added under this plan. (Thomas_TS1_073)

Response 1-24: Comment noted. The projection of new residential space generated under the Proposed Actions is based upon the City's soft site criteria, as described in the DSOW.

Comment 1-25: I'm trying to figure out how we can stop this because it is a Superfund site. To build eight thousand apartments on top of a Superfund, where there's sewage, sanitation, fire, schools—that's not urban planning at all. (Doherty_TS1_080)

Response 1-25: Please see the responses to Comments 1-2, 1-10, 1-11, and 1-14.

Comment 1-26: Adopt a Gowanus Eco-District model that supports a zero carbon footprint community including a microgrid. (GBD_010)

Create a pilot green district that connects with green jobs and training programs. (CB6_250)

Please consider creating a Special District in and for the entire Gowanus Canal Corridor. (Maugenest_353)

The rezoning should create an eco-district with strict requirements on all new and existing buildings to be efficient and to prevent any new (and reduce existing) CSOs into the Gowanus Canal. (Fleischer_261)

The City must expand the proposed Gowanus Special Mixed-Use District to an Environmental Special District that includes goals that result in:

- Interagency coordination to ensure that the numerous neighborhood remediation and construction projects, in a relatively small area with limited east-west travel routes due to the Canal and a high concentration of vulnerable residents, manage and minimize impact on both the residential and business community.

- Development and implementation of an Equitable, Community-Driven Emergency Preparedness Plan for Gowanus
- Investment in health and social resilience through the development of community health and racial equity assessments and implementation of recommendations associated with those assessments.
- No net increase in combined sewage overflow resulting from additional development.
- Investment and policies to promote an equitable and vibrant public realm, including esplanades, parks and streetscapes.
- No net increase in carbon intensity and electricity demand. (GNCJ_221)

As Gowanus has unique and complex environmental issues, the City should expand the Gowanus Special District into an Environmental Special District to address environmental justice and meet sustainability and resiliency goals. (GCC_233)

We think the rezoning should also create a special environmental district. (PSCC_244)

The Gowanus Rezoning Plan should provide for no net increase in Combined Sewer Overflow that include water consumption targets and green infrastructure to help manage street run-off. (PSCC_244)

Response 1-26: The policies and proposals aim to support the evolution of Gowanus into a model green neighborhood where existing and future residents and workers can live, work, and play with a minimal carbon footprint and impact on climate change. While the regulation of building carbon emissions and the provision of job training are not within the scope of the Proposed Actions, the proposal includes several elements that would foster a more sustainable and resilient neighborhood, including elevation of portions of the shoreline to prepare for future sea-level-rise; required remediation of contaminated properties; the provision of new open space, including new neighborhood parks connected by a waterfront esplanade; and supporting a denser, mixed-use neighborhood near transit. In addition, the City is working in coordination with EPA and DEC on solutions to address sewer overflow that consider the anticipated demand generated by the Proposed Actions, including plans for facilities that will intercept sewage before it reaches the Canal. Lastly, though unrelated to the Proposed Actions, the City Council passed legislation earlier this year that requires owners of large buildings to invest in retrofitting and improving their structures to reduce their contribution to climate change.

DCP has also coordinated with NYC Emergency Management (NYCEM) through development of the Proposed Actions and Gowanus Plan, and the agencies have engaged with various community groups and stakeholders

to discuss equitable, community-driven emergency preparedness planning for Gowanus today and in the future.

The requests that the Gowanus rezoning be amended to address health and social issues is beyond the scope of the underlying land use actions and of the Proposed Actions' environmental review. However, independent of the Gowanus rezoning, the City has undertaken multiple initiatives to address social and health challenges experienced by residents throughout the City. For example, the City recently issued an extensive analysis of the fair housing challenges that impact New Yorkers and how the City can continue to build more integrated, equitable, and inclusive neighborhoods (see "Where We Live" report, available at https://wherewelive.cityofnewyork.us/draft-plan/the-draft-plan/). The City has also pursued initiatives to improve the health of New Yorkers, such as Take Care New York 2020 (see https://www1.nyc.gov/site/doh/about/about-doh/take-care-new-york-2020.page).

Comment 1-27: Gowanus should be filled with public spaces, where people of all classes can mix. The city should invest in parks and welcoming green spaces that are welcoming to all and support environmental recovery. Requiring vegetative cover will help address the high heat index in the area. Foster arts in the neighborhood by committing to an enforcement mechanism and non-profit stewardship for the "Gowanus Mix." (Cannon_219)

Response 1-27: The Proposed Actions would facilitate the creation of neighborhood parks and a waterfront esplanade which would be accessible to the public, and new mixed-use development that incentivizes the mix of arts-related, light industrial, and maker uses identified by Gowanus stakeholders during the planning process.

Comment 1-28: The EIS should enumerate the existing or recent low-cost or free public and community spaces and services in the neighborhood, and the populations served, including Old Stone House, the Gowanus Dredgers, Spoke the Hub, Open Source Gallery, The Old American Can Factory, Gowanus Canal Conservancy, Proteus Gowanus, the Wyckoff Community Center, the Gowanus Houses Community Center and school gyms and auditoriums. Analysis should include whether the proposed action will displace the existing facility and/or greatly increase demand for the space and services. This indoor public space study should also specifically look at which public spaces are available during emergencies. (Robinson_351)

Response 1-28: The DEIS will assess the potential for significant adverse impacts related to community facilities in Chapter 4, "Community Facilities and

Services." In accordance with *CEQR Technical Manual* guidance, and as stated in the DSOW, the assessment will analyze public schools, publicly funded childcare, and library services. In addition, the DEIS will analyze the potential for direct and indirect impacts to open space and historic resources in Chapters 5 and 7, respectively.

Comment 1-29: The current Gowanus Special District includes important provisions for activating ground floors but should be expanded to include essential public realm elements for creating a pedestrian-friendly environment. The Special District should be expanded to require and invest in seating and site-specific tree planting guidelines, the City should invest in trash cans and maintenance, and existing street safety issues must be addressed. (GCC_233)

The rezoning must result in investment in public realm improvements as outlined in the Gowanus Lowlands Master Plan, including parks, streets, streets ends, NYCHA campuses, MTA easements and other city owned parcels. (Robinson_351)

Response 1-29: Comment noted. As described in Chapter 1, "Project Description," the Proposed Actions are intended to support a number of neighborhood and community goals and objectives, including to reconnect the community to the Canal, improve neighborhood livability by increasing access to publicly accessible open space and the waterfront, and facilitate public realm improvements in connection with planned private and public investments. The Proposed Actions would map new parkland and establish acres of open space along the Canal. New mapped streets would provide access to new developments and venues for civic, economic, and public realm activities along active, mixed-use streets. Furthermore, the GSD would include ground floor requirements expected to activate key corridors in the Project Area and create a mixed-use neighborhood where major investments are planned for the public realm.

If significant adverse transportation impacts are identified, mitigation measures will be developed in coordination with DOT, NYCT, and MTA, as appropriate. The identification of feasible and practical mitigation/improvement measures will be guided by DOT's Street Design Manual, the detailed guide to the City's transportation policies, in accordance with the *CEQR Technical Manual* guidelines. Trash cans, maintenance, and other quality-of-life topics fall under various agencies and are beyond the scope of CEQR and the Proposed Actions.

Comment 1-30: As a resident of the Gowanus neighborhood since 1973, I ask that CPC create and design a Special District in and for the entire Gowanus Canal Corridor. This Special District designation would protect the unique

quality of the Gowanus, and preserve its unique, cultural, historical and industrial heritage. The Gowanus has enjoyed a grassroots revitalization of design studios, fantastic restaurants, performance venues, and creative enterprises by young people willing to take risks and spend sweat equity over the last twenty years. Please don't let that go to waste. The Gowanus Special District should replace any and all current plans for rezoning in Gowanus, including the Gowanus Opportunity Zone, which is a blatant tax abatement giveaway to the real estate industry. (Congdon_354)

Response 1-30: Please see the responses to Comments 1-23 and 1-26.

Comment 1-31: We ask for no changes to the Gowanus current zoning. The people who live here want to see the Gowanus develop gradually and organically. Allow the remediation of the Gowanus Canal to continue without the pressure of rezoning the uplands. Let the DEP figure out how they will manage the additional sewage created by 8,400 apartments (at least 16,800 toilets and 16,800 sinks) before you rezone. Before you rezone, allow the Gowanus Canal to become a pollution-free waterway, free of human waste contamination. (Congdon_354)

Response 1-31: Please see the responses to Comments 1-2, 1-10, 1-11, 1-14, and 1-26. As described in more detail in the "Purpose and Need for the Proposed Actions" section of Chapter 1, "Project Description," the Proposed Actions are necessary because existing land use patterns and zoning do not permit for the implementation of the Neighborhood Plan. Current land use and development patterns have been shaped by the Canal and the existing zoning that has been in place since 1961.

Comment 1-32: We are concerned that the proposed actions in the Draft Scope of Work (DSOW) fail to address essential community planning priorities necessary to achieve that vision. The proposed rezoning must include critical upgrades to infrastructure and mechanisms for neighborhood investment, and these measures should be identified before ULURP begins. (GCC_233)

We demand the city provide a clearer road map to reaching all *Gowanus Neighborhood Plan* goals before the ULURP clock begins. (PSCC_244)

We encourage the City to invest in flood management at street ends. This should be done through subgrade suspended paving or other green infrastructure technique that allows active loading while managing stormwater. We support the creation of newly mapped parkland at Public Place but urge the City to invest the needed maintenance dollars to make this space a true community asset. (GCC_233)

Response 1-32: Comment noted. Please see the responses to Comments 1-2, 1-10, 1-11, 1-14, 1-26, and 1-29. The Proposed Actions include provisions in the WAP to facilitate continuous waterfront public access area conditions, including planted areas and green infrastructure, where feasible, at public street ends abutting the Gowanus Canal. Although not part of the proposed land use and zoning approvals described below, the Plan calls for strategic infrastructure and community investments, such as renovating and reopening the Gowanus Houses Community Center and reconstruction of key street ends along the Canal, which would support the envisioned new level of activity; however, these investments are not directly tied to the Proposed Actions. DCP, in coordination with other City agencies, continues to work with community members, stakeholders and elected officials to address as many of the recommendations, as feasible, to ensure that relevant infrastructure and service needs are a part of the overall planning process.

Absent the Proposed Actions, future development in Gowanus would still occur but in a piecemeal manner and without the benefit of a comprehensive rezoning that encourages a resilient, mixed-use neighborhood and coordinates remediation and redevelopment activities, infrastructure investments, new open spaces, and urban design controls.

Comment 1-33: Use regulations should include requirements that address the history of environmental injustice in Gowanus, which faces a higher vulnerability heat index than surrounding neighborhoods and insufficient access to quality green space. (GCC_233)

Response 1-33: Comment noted. Please see the response to Comment 1-26. The Proposed Actions would expand the amount of publicly accessible open space, the amount of pervious cover, and the amount of vegetation in the Project Area as compared to future conditions absent approval of DCP's proposal. As described in the DSOW, the open space analysis in the EIS will include an inventory of all existing open spaces within residential and non-residential open space study areas, which will describe the condition and usage of existing facilities.

Comment 1-34: The City should consider Gowanus-specific streetscape design goals when crafting requirements, modifying permitting, and planning for capital investment. These include developing tree specifications and public seating. (GCC_233)

Response 1-34: Comment noted. This issue is outside the scope of CEQR. As described in the Project Description, the Waterfront Access Plan would include some specifications for planting and landscaping, as well as seating, for waterfront parcels.

Comment 1-35: We are concerned that without a comprehensive plan for clean-up of the Superfund sites, restructuring the nearby schools and subway stations, and redesign of the out-of-date sewage system and storm drainage, adding 18,000 new residents to the area will create many environmental and structural problems. (Hodermarska_223)

We are concerned that without a comprehensive plan for clean-up of the Superfund sites, restructuring the nearby schools and subway stations, and redesign of the out-of-date sewage system and storm drainage, adding 18,000 new residents will create many environmental and structural problems for the Gowanus area. We are also concerned about the huge impact on the roads and infrastructure in the neighborhood, if so many multi-story buildings are built in an area with mostly two and three story buildings. (Marcus_228)

Response 1-35: Comment noted. Please see the responses to Comments 1-7, 1-10, 1-14, 1-21, and 1-32.

Comment 1-36: Another rezoning with increased building height and density, but no destination points for residents, seriously runs the risk of creating a virtual wall between neighborhoods. (PSCC_244)

Stop plans for building high-rise buildings (current proposal (22-30 story buildings) in an area with mostly 2-3 story buildings. (Hodermarska_223)

Stop plans for so many high-rise buildings; the proposal is for 22-30 story buildings in an area with mostly 2-3 story buildings. This will create a canyon of new buildings which is out of character for the neighborhood. (Marcus_228)

I support the construction of higher-density housing, but the proposed building heights of 20+ stories is significantly over scale for the neighborhood. (Wehrle_210)

Response 1-36: Comment noted. Please see the response to Comment 7. As described in the DSOW, the Proposed Actions would create new open space and would encourage a range of heights and building forms, allowing sufficient flexibility for building heights to achieve the many goals for development in the area while addressing unique site conditions and reflecting the existing built character of the Gowanus neighborhood. The range of permitted heights would address the existing low-scale context of certain adjacent areas. In addition, the potential for significant adverse urban design impacts, including heights of new buildings, will be analyzed in Chapter 8, "Urban Design and Visual Resources."

Comment 1-37: New development on corners where street-facing low-rise housing is continuous to a 4th Avenue intersection deserve special study in terms of

impacts on urban design, visual resources, direct and indirect residential displacement, property value, open space and shadow effects. Mitigation should be spelled out for each site. (PSCC_244)

Response 1-37: Projected development, including development along 4th Avenue, and the resulting population generated by the Proposed Actions will be analyzed in the DEIS for potential impacts to indirect residential displacement, urban design and visual resources, shadows, and open space. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable. Property values are not analyzed under CEQR and such an assessment will not be provided in the DEIS.

Comment 1-38: Don't build big in a flood zone. (Olesker_241)

Engage in real city planning for the future. (Olesker_241)

Response 1-38: Comment noted. Please see the response to Comment 1-2. The proposal includes several elements that would foster a more sustainable and resilient neighborhood, including elevation of portions of the shoreline to prepare for future sea-level-rise and facilitation of construction of buildings that meet and can exceed modern resilient design standards.

Comment 1-39: I hope those in charge of these changes take note of what is needed to sustain an environmentally safe neighborhood and protect our waters. (O'Toole_084)

Response 1-39: Comment noted. As the Proposed Actions enter the next stage—Uniform Land Use Review Procedure (ULURP)—the public, affected community boards, the City Planning Commission (CPC), and elected officials will have further opportunities to give their input on the proposal along with the Draft EIS. As part of the City's public Uniform Land Use Review Procedure (ULURP), the DEIS will serve as an evaluation tool for the public and decision makers. It should be noted, that DCP along with numerous other City agencies have worked closely with stakeholders and community members to develop the Gowanus Neighborhood Plan to address multiple goals for a sustainable, mixed use, inclusive Gowanus. The Plan, which began almost three years ago in 2016, was developed with extensive public participation, including numerous public meetings, over 25 meetings of five "Working Groups" and smaller meetings with individual groups and stakeholders. All of these meetings and the materials provided are posted on our website at nyc.gov/gowanus and archived at plangowanus.com.

Comment 1-40: There are other ways to accomplish this housing goal than this sham of development the rezoning will allow. There is no benefit for the residents, residents that have worked hard for years to tell the city what they want for their neighborhood. (Renz_231)

Response 1-40: Comment noted. Please see the responses to Comments 4, 1-2, and 1-31. As described in the DSOW, the Project Area is largely zoned to allow manufacturing and commercial uses only. Residential use is not allowed. The zoning needs to be changed to allow housing. Although the current zoning along 4th Avenue allows residential use, the corridor is proposed for greater density to support the development of affordable housing. The DEIS will describe in detail the purpose and need for the Proposed Actions and assess the potential for significant adverse impacts.

Comment 1-41: How can tax breaks be given to these builders—where are the services for the new families and increased population? The area is already filthy with the renting of the new buildings at 363 and 365 bond. Garbage and dog feces abound! Subways are incredibly crowded. What about the uniqueness of the Gowanus neighborhood - how will artists continue to afford residing here, never mind middle class residents? (Solomita_247)

Response 1-41: Comment noted. Tax abatements are beyond the scope of the Proposed Actions. The Proposed Actions' effects on sanitation services, transit, and neighborhood character will be examined in the DEIS.

Comment 1-42: This rezoning will cause more shopping malls with fancier expensive restaurants as experienced in Manhattan's Battery Park. The Gowanus Canal area will be unsafe for pedestrians and bicyclists where highway traffic causes speeding cars, road rages and traffic jams; lack of parking spaces; polluted environmental fumes; increased noise pollutions; and lack of green parks with flourishing foliage. (Yung_254)

Response 1-42: As discussed in the DSOW, the Proposed Actions would support the expansion of economic activity by facilitating the development of a wide range of uses, including commercial and arts-related uses, and light industrial businesses in Gowanus. A comprehensive transportation analysis will be included in Chapter 14, "Transportation," of the DEIS. The chapter will analyze the potential for the Proposed Actions to result in significant adverse traffic, transit, and pedestrian impacts. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

Comment 1-43: DCP must commit to examining the impact of the zoning and the results of the EIS within a five to seven year period to determine if the area has developed according to the rezoning's projections and if infrastructure

needs are being met. The results of this study must be shared with the community board and provided with a frame of reference for future board members. If the projected zoning impacts and EIS results are not met, convene a study that proposes an adaption to the new set of conditions. (CB6_250)

Response 1-43: A commitment to re-evaluate the DEIS subsequent to project approval when no other related or supplemental actions are being sought is beyond the scope of this DEIS, and is not consistent with SEQRA or CEQR, which require that lead and involved agencies base their decisions on the environmental findings of an FEIS. A DEIS is based on the most current information possible. Current conditions are projected to a future build year, or year in which a project becomes operational. The environmental setting is the environment as it would reasonably exist at project completion and operation. Consequently, future conditions must be projected.

Comment 1-44: The Gowanus community wishes to protect our neighborhood from greedy and corrupted government. We must hold our government accountable for the welfare and health of where we all live. (Mariano_FROGG_196)

Response 1-44: Comment noted.

Comment 1-45: The EIS must look at the proposed maximum density as it relates to the City's affordable housing goals. Is the City using the minimum FARs necessary to meet its goals for new MIH units without creating immitigable impacts? (CB6_250)

Response 1-45: Comment noted. The DEIS will assess the potential for significant adverse impacts associated with new affordable DUs generated as a result of the Proposed Actions, and consider feasible mitigation measures to address the impacts. The analyses in the DEIS will disclose whether any of the significant adverse impacts would be unavoidable.

Comment 1-46: The EIS must include or conduct any studies relating to the effects that rezoned areas have on nearby industrial areas or designated IBZs. This is a critical impact that must be accurately investigated. The loss of manufacturing space within and around the re-zoned area should also be studied and included in the EIS report. The creation of new or expanded manufacturing in the rezoned area should be tracked to see if it is equitable and studied in the five-seven year review. Displacement of local business, jobs and spaces for entrepreneurship is a significant concern to the community. (CB6_250)

Response 1-46: Please see the response to Comment 1-110 regarding the effects of the Proposed Actions on the Southwest Brooklyn IBZ. Tracking future new or expanded manufacturing space is beyond the scope of the environmental review. As discussed in the DSOW, direct and indirect business displacement will be assessed in Chapter 3 of the DEIS, "Socioeconomic Conditions." The Gowanus Plan identifies strategies for economic development and job growth, including supporting the Gowanus IBZ, which is outside the Project Area and outside the scope of the Proposed Actions. The DSOW describes the proposed methodologies and study areas for various analysis areas, some of which include portions of the Gowanus IBZ where pertinent and relevant to analyzing the Proposed Actions' potential effects on the environment. Additionally, DCP is leading a separate ongoing engagement process to produce a Gowanus IBZ Vision Study to solicit feedback from businesses and community stakeholders on the future of the IBZ.

Comment 1-47: The land use analysis needs to take into consideration the significant recent land use changes beyond the ¼ mile boundary that already have had impact on area infrastructure (electric grid capacity, impact on public transportation lines, school capacity), and include Downtown Brooklyn and the entirety of Atlantic Yards / Pacific Park, half of which is just outside the ¼ mile boundary. (PSCC_244)

Response 1-47: The DEIS will assess energy, transportation, and public school capacity in accordance with the guidance contained in the *CEQR Technical Manual*. These technical areas do not necessarily utilize the same primary and secondary study areas used for the land use assessment.

Comment 1-48: I would like to express my concern about the growth of hotels in Gowanus, which can disrupt the neighborhood character and existing businesses. Can the EIS study the effects of hotels if they continue to locate in the rezoning area? (Leaf_201)

Response 1-48: The FSOW and DEIS will include the addition of a hotel special permit that will be described in the Project Description.

Comment 1-49: We need to improve the quality of life in the Gowanus community before we add thousands of housing units and people to an already overburdened infrastructure system. (Montgomery_218)

Before any rezoning-related development occurs, the infrastructural capacity to accommodate growth must be in place. (MAS_253)

Response 1-49: Comment noted.

ZONING

Comment 1-50: Analyze mandating smaller storefront sizes along 3rd and 4th Avenues. (GNCJ_221)

Response 1-50: Comment noted. The Proposed Actions were derived from over four years of input from the community and do not include mandating smaller storefront sizes. The Proposed Actions seek to facilitate a vibrant, inclusive mixed-use neighborhood with a wide variety of commercial options, job opportunities, and attractive streets that are safe and inviting for residents, workers, and visitors. The RWCDS reflects the changes in zoning and allowable uses, which incentivize development through increased density, while conservatively accounting for a mix of uses on private properties.

Comment 1-51: 4th Avenue, north to Pacific Street is not Gowanus. I believe that this is not consistent with the goals of rezoning the Gowanus area. (Simon_TS1_027)

Response 1-51: Comment noted. A portion of 4th Avenue was rezoned in 2003 to R8A/C2-4. The rezoning leveraged 4th Avenue's width and access to transit to accommodate new housing, albeit without any zoning tools to encourage or require the inclusion of affordable housing. New residential developments are not currently required to provide affordable housing. The Proposed Actions would map Mandatory Inclusionary Housing on the 4th Avenue corridor from Pacific Street to 15th Street, which would help facilitate mixed-income communities by requiring permanently affordable housing units, through the application of MIH, to be included in any new residential development, which is not required by zoning today.

Comment 1-52: The density proposed in this draft scope of work is far beyond anything brought up in the many meetings the community has engaged in over the past years. The community is highly uncomfortable. (Simon_234)

Response 1-52: Comment noted. The Proposed Actions were carefully crafted to help facilitate the goals and objectives of the Plan, which include promoting the development of new job-generating uses through increased industrial and commercial density; activation of key areas of Gowanus by allowing higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas; and providing opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households. The density and scale of development allowed under the Proposed Actions will be analyzed in the DEIS.

Comment 1-53: The inclusion of large northern and southern swaths of 4th Avenue goes too far afield, and overreaches both geographically and in terms of proposed density. The proposed density allowing for 30 stories along 4th Avenue has raised serious concerns within the community, changing forever the feel and character of Gowanus and compromising water run-off, sewage, subway and bus overcrowding and increased traffic. The study area within 400 feet of the Project Area must be expanded. (Simon_234)

Response 1-53: Please see the responses to Comments 1-51 and 1-52. The DEIS will include an analysis of potential changes to neighborhood character in Chapter 19, "Neighborhood Character." The FSOW will be revised to indicate that the study area for neighborhood character will generally follow the study areas for the land use assessment. As described in the DSOW, the secondary land use study area will include neighboring areas within a ¼-mile boundary of the Project Area. The potential effects of the Proposed Actions on infrastructure and transportation will be analyzed in the DEIS.

Comment 1-54: We support providing an incentive along the Canal and around Thomas Greene Playground to dedicate space to the "Gowanus mix" of uses, including light manufacturing, arts, artisan, and not-for-profit uses. As part of the Scope of Work, and before certification of the rezoning proposal, DCP must continue to work with stakeholders to finalize and more specifically define the "Gowanus mix" of uses. (Lander_235, Robinson_351)

Response 1-54: Comment noted. Please see the response to Comment 2. DCP continues to work with stakeholders to refine the zoning proposal.

Comment 1-55: DCP should apply the "Gowanus mix" incentive, described above, to the M1-4 districts would be within scope during public review. Currently, the M1-4 districts within the Project Area would allow, "retail and entertainment use at a maximum FAR of 2.0 and industrial, community facility and other commercial uses, such as office and arts-related uses at an FAR of 3.0 or 4.0, depending on the location" (32). We support a modification that incentivizes inclusion of the "Gowanus mix" of uses within the M1-4 districts. (It should be noted that we believe that such an action would be within the scope of the proposed application, since all of the uses within the contemplated "Gowanus mix" fall within allowable M1-4 uses, and since the incentive concept itself will be studied). (Lander_235, Robinson_351)

Response 1-55: As part of the multifaceted approach at the neighborhood, block, and building level to support a mixed-use Gowanus, the Proposed Actions

propose to maintain key areas and side streets as M1-4 districts, to map mixed-use 'M/R' districts in appropriate locations, require ground floor non-residential use along key corridors and around major open spaces and incentivize non-residential uses in new higher-density mixed-use buildings. The Proposed Actions do not apply special floor area regulations to areas outside of the districts primarily proposed along the Canal and around Thomas Greene Playground. As described in the Project Description, in addition to utilizing floor area incentives, the Proposed Actions would encourage the "Gowanus mix" and an overall mixed-use neighborhood by establishing new medium-density contextual districts that allow commercial, industrial, and community facility uses at moderate densities without parking requirements in appropriate locations. As modified, the proposed M1-4 district would be mapped throughout the Project Area in isolation and paired with residential districts. The Proposed Actions would also expand the non-residential uses allowed in the rezoning area, which would also be allowed in the proposed M1-4 districts. Extending this incentive beyond these locations raises land use implications regarding the development of new housing that would undermine the objectives of the Gowanus Plan.

Comment 1-56: DCP should modify the mixed-use districts that permit both residential and manufacturing (M1-4/R6B, M1-4/R6A, M1-4/R7A, M1-4/R7X, and M1-4/R7-2) as to remove residential use and only permit the proposed manufacturing and commercial uses. (Lander_235)

Response 1-56: As stated in the DSOW, among the several objectives of the Proposed Actions the rezoning is intended to facilitate the development of new housing, including a substantial amount of affordable housing with the application of MIH. Prohibiting new residential use from the entire rezoning area is not consistent with the goals and objectives of the Proposed Actions.

Comment 1-57: Apply ground floor use requirements at all locations within the Project Area, for commercial space, light-industrial space, arts-related space, and/or community facilities. (Lander_235)

Response 1-57: As discussed in the DSOW, the GSD would apply supplemental ground floor requirements in along key corridors (4th and 3rd Avenues, Union and 3rd Streets) and around certain planned investments and improvements (Thomas Greene Playground) and would require active ground floor use requirements at Canal crossings within the Project Area, which are critical junctures for east–west travel, and the envisioned new public esplanade. The ground-floor requirements are expected to activate key corridors and are part of a multi-pronged effort to foster a mixed-use

neighborhood where major investments are planned for the public realm, such as critical junctures where existing bridges meet the new shore public walkway and developments. Active uses at this location play an important role in fostering a safe, vibrant and inviting public realm. The Proposed Actions would not apply ground floor requirements at all locations.

Comment 1-58: The proposal should map the block of 4th Street, between Smith and Hoyt, as M1/R6B, in order respect the existing context and consolidate the block (where there are already a significant number of row-houses) for low-rise residential development. (Lander_235)

As a lifelong resident of 4th Street, Smith Street to Hoyt Street, I am asking DCP to please consider more residential rather than the current proposal of increased commercial. (Gorini_020)

I respectfully request that the Proposed Framework be amended with the following approach intended to address the unique challenges and opportunities on 4th Street between Hoyt and Smith: M1-4/R6B zoning on the Gowanus southeastern portion of Block 464 - north side of 4th Street between Hoyt and Smith (Please note that my original intention was to request M1/R6B, however, it has come to my attention in the Draft Scope that the correct designation is M1-4/R6B consistent with the rezoning of the northeast corner of 5th Street and Smith on Block 468). M1-4/R6B will offer the potential to contribute to the "Gowanus Mix" while providing residential continuity. (Hoffmann_FL3_205, Jiang_FL3_202, Mosler_FL3_197)

The Draft Scope of Work has created a condition on 4th Street between Hoyt and Smith that infringes on a completely separate neighborhood with a zoning designation for a few 'light industrial properties' that will be completely out of context with a residential condition completely surrounding these few 'light industrial' properties. I am requesting an alternative zoning for this area. (Hoffmann_FL3_205, Jiang_FL3_202, Mosler_FL3_197)

I live on 4th Street between Hoyt and Smith in Gowanus. It is currently a block that is mostly residential and has come a long way over the past few years with new and fresh families that have moved and revitalized the block and made it a much better place to live. The block has some factories down by the Hoyt street corridor which makes it very tough to raise a family. We have constant truck traffic, Commercial Bus coaches idling at all hours of the day and night and some children that have recently developed asthma. I am begging you to please consider this one particular block to be zoned residential. (Roller_222)

Response 1-58: DCP has considered the request and determined that an M1-4/R6A district is appropriate for this location. The FSOW and DEIS will reflect the change in zoning.

Comment 1-59: The proposal should apply storefront size requirements, in order to encourage the creation of small businesses, rather than big-box stores. (Lander_235)

Response 1-59: Comment noted. Please see the response to Comment 1-50. Storefront size requirements are not part of the Proposed Actions and would not necessarily spur the creation of small businesses. The Proposed Actions, including the proposed ground-floor non-residential use requirements in select coridors, seek to facilitate a vibrant, inclusive mixed-use neighborhood with a wide variety of commercial options, job opportunities, and attractive streets that are safe and inviting for residents, workers, and visitors.

Comment 1-60: The proposed zoning tool to facilitate school sitings must be further defined. According to the DSOW, "the GSD would also apply special FAR regulations to promote community resources such as schools." DCP must work with stakeholders to define and analyze this tool. (Lander_235)

Extend zoning incentives for new schools to all publicly financed schools, including charter schools. (GBD_010)

Response 1-60: Please see the response to Comment 2. DCP continues to work with stakeholders to refine the zoning proposal. The FSOW and DEIS will be updated with additional details. Specifically, the GSD would apply special FAR regulations to promote community resources, such as schools. The GSD would allow floor area for schools, as defined by the GSD, to be exempted in certain situations. Along the Canal, an increase in maximum permitted height to accommodate the school would be allowed as-of-right. The GSD would also create an authorization that would allow for the exemption of school floor area and modified bulk under certain conditions throughout the special district.

Comment 1-61: Additional analysis is needed to evaluate potential reduction of parking requirements. The DSOW contemplates that "the GSD would modify the underlying accessory residential parking requirements to 20 percent of market-rate DUs" (38), versus 50 percent of market-rate DUs in comparable areas. Analysis is required to evaluate the impact of this amendment, including its likely impact on car ownership among new residents, usage of parking spaces in new development, and impacts on on-street parking. We support parking reductions, and especially steps

that would reduce car-reliance by new residents. However, we are sensitive to the challenges of on-street parking for nearby existing residents (especially given potential impacts of congestion pricing). One particular proposal that should be analyzed is requiring developers seeking parking reductions to include car-share vehicles (with a long-term agreement) in their buildings, in order to provide an incentive for residents not to own private vehicles. (Lander_235)

Response 1-61: Parking will be analyzed in Chapter 14, "Transportation."

Comment 1-62: We are encouraged that the DSOW includes a requirement for transit easement zones for development above subway platforms. In addition, the EIS should also study the possibility of a density bonus for developers who would themselves fund and build station improvements at projected and potential development sites adjacent to subway stations. (Lander_235)

Response 1-62: As described in the Project Description, the GSD would also apply special FAR regulations to promote transit improvements. The GSD would create an authorization that would allow an increase in density in exchange for identified transit improvements along 4th Avenue, which would apply to the site described in the response to Comment 13. The discretionary bonus would be subject to its own environmental review. The bonused floor area would be in addition to the proposed as-of-right maximum FAR. The FSOW and DEIS will analyze this transit bonus in a conceptual analysis. Additionally, the GSD would create a chair certification for identified improvements to Union Street station on said site, which would be ministerial and not require its own environmental review. The FSOW and DEIS RWCDS have been updated to account for this additional anticipated development.

Comment 1-63: In order to preserve existing buildings within the rezoning area while also achieving the community's goals, it is important that the rezoning proposal be responsive to existing conditions and specific issues facing several historic properties. The properties below require additional attention beyond what is contemplated in the rezoning proposal today. We encourage DCP to engage with the below property owners and tenants, as well as others who face similar circumstances.

- 232 3rd Street - The Old American Can Factory provides space for more than 200 people working in the arts, culture, and creative industries. We want to work together to appropriately enable new development at this location, beyond that which is permitted in the rezoning proposal, in order to preserve existing historic buildings as well as the existing creative community.

- 543 Union Street (live/work) - 543 Union Street is an artist-owned commercial building. We are open to exploring how the residents of 543 Union Street could be permitted to include residential use, as part of a "live/work" building, with a guarantee of long-term affordability for artists.
- 280 Nevins Street (live/work) - Similar to 543 Union Street, we are open to exploring how the residents of 280 Nevins Street (in this case, a building covered by the Loft Law) could include residential use as part of a "live/work" buildings, with a guarantee of long-term affordability for artists. (Lander_235)

Response 1-63: The GSD would create an authorization to modify the bulk envelope for sites seeking to redevelop while also preserving substantial, existing buildings. The authorization would allow for modifications to height and setback regulations to promote superior site design and preservation of important neighborhood buildings and assets. The FSOW will be updated and the DEIS will analyze this potential discretionary action in a conceptual analysis. Additionally, DCP has been engaged with the tenants and owners of 543 Union St and 280 Nevins St on how the proposal can facilitate long-term live/work space for artists at these properties. 280 Nevins Street is a building occupied by tenants as Interim Multiple Dwellings (IMD) units, which is subject to the New York State Loft Law. Under the current M2-1 zoning, new residential use is not permitted. The proposed actions would allow residential, including live/work opportunities, and seek to require long-term affordable housing pursuant to the Mandatory Inclusionary Housing (MIH) program.

Comment 1-64: DCP may well have planned for a proper mix, but the proposal looks like it could collapse into a fairly standard Residential with Commercial overlay zoning district. "Enhanced" uses on the first and second floor spaces are not well defined and have limited incentives. In the interest of creating a new uniquely Gowanus neighborhood, this component must be clarified and ingeniously considered to encourage and support affordable creative production to the fullest extent possible throughout the "Gowanus Special District." (CB6_250)

Response 1-64: Commercial overlay districts are not included as part of the Proposed Actions. A key objective of the Proposed Actions is to facilitate several shared neighborhood-wide goals, including promoting a walkable, vibrant, mixed-use neighborhood, brownfield remediation and activating key areas through permitting higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas. As described in the DSOW, the GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses, expand the types of community facility and commercial uses permitted as-of-

right, and allow additional flexibility for location of uses within the same building.

Comment 1-65: Will the EIS study additional incentives to encourage and foster affordable housing, affordable arts/culture based CF, light industry, schools and possibly increase the envelope to allow the same as it does for affordable housing? This was outlined by the Bridging Gowanus vision and must be reflected in the rezoning. (CB6_250)

Response 1-65: The Proposed Actions were carefully crafted to help facilitate the goals and objectives of the Plan, which include promoting the development of new job-generating uses through increased industrial and commercial density; activation of key areas of Gowanus by allowing higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas; and providing opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households. As discussed in the DSOW, affordable housing would be provided through the application of MIH in the Project Area and the development of two City-owned sites with affordable housing. The GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses, expand the types of community facility and commercial uses permitted as-of-right, and allow additional flexibility for location of uses within the same building.

Comment 1-66: The special district zoning on 4th Avenue should not extend to residential side streets in instances where buildings constructed under recent rezoning occupy the width of 4th Avenue facing lots. (PSCC_244)

Response 1-66: The proposed zoning boundary along 4th Avenue extends approximately 100 feet east and west of the centerline of 4th Avenue, except for a section of 4th Avenue between President and 3rd Streets where it follows an existing zoning boundary, which is 150 feet in depth.

Comment 1-67: There should be an analysis of potential displacement, environmental impact, and traffic impact of building up to 17 stories on side-street-facing lots behind pre-existing 12-story 4th Avenue facing buildings. (PSCC_244)

Response 1-67: The DEIS will include analysis of the Proposed Actions' effects with respect to direct and indirect business and residential displacement, urban design, and traffic. Project-generated development expected along 4th Avenue will be considered in all DEIS analyses.

Comment 1-68: Environmental injustices, including indoor pollution in deteriorating public housing buildings; inadequate sewer and energy infrastructure, and urban heat island effect, must be addressed through NYC DCP's plan. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338, Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289, Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287, Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Plunkett_FL2_325, Polletta_FL2_339, Renda_FL2_326, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310, Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

Response 1-68: Please see the responses to Comments 1-2 and 1-26.

Comment 1-69: The proposal should encourage supermarkets through zoning incentives that are affordable and healthy; expand the FRESH program to the blocks surrounding the NYCHA campuses. Facilitate delivery and distribution of fresh produce via the canal waterway from sources outside of the area. (CB6_250)

Response 1-69: The FRESH program's discretionary tax incentives are applicable to the blocks surrounding the NYCHA developments; however, the zoning incentives associated with the program are not. The distribution of fresh produce via the Canal is outside the scope of the Proposed Actions.

Comment 1-70: A commitment to support and retain Arts and Culture in Gowanus must be strengthened through a number of strategies such as: protection for existing artist studios and/or requirement for the creation of new subsidized spaces; designation of a percent of affordable housing for the cultural community; and promoting the arts through developing joint artist live/work spaces on the same floors or as duplexes in clusters of the new three and four-story manufacturing buildings. Additionally, require a percentage of Mandatory M1 spaces to be allocated to arts and culture. (CB6_250)

We just want to make sure that the artists who have really helped make Gowanus what it is, make it desirable, can stay; that the planning includes incentives to preserve artists in this area. (Moros Ortega_TS1_081)

Response 1-70: Please see the response to Comment 1-54. The Proposed Actions would comprehensively update the zoning in the Project Area to allow a wide range of uses, including incentives to provide arts-related uses in new mixed-use developments. While the Proposed Actions would incentivize these uses and require a broad range of non-residential uses on key corridors, it would not require portions of buildings be allocated solely to arts and culture.

Comment 1-71: How did DCP derive the FARs based on MIH required number of units? What were the calculations for addressing affordability to arrive at the proposed R-zoning? Why were no further incentives added? (CB6_250)

Response 1-71: Please see the responses to Comments 4, 7, and 18. The City established the MIH program in 2016 to promote the private creation of permanently affordable housing without unduly affecting the production of new housing supply, consistent with the Mayor's housing plan. The MIH options are based on an analysis.

Comment 1-72: The proposed Mixed Use plan has no "stacked" zoning (i.e. required M-use below R use). This form of mixed use was consistently favored in Bridging Gowanus and DCP meetings. Will the EIS study impact of required M/R zones in the "Enhanced Mixed Use area"? (CB6_250)

Response 1-72: Please see the response to Comment 1-55. As described in the DSOW, the GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses, and allow for additional flexibility for location of the uses within the same building. Mixed-use developments generated as a result of the Proposed Actions will be studied in the DEIS.

Comment 1-73: DCP has proposed a Special Gowanus Mixed Use Area but the uses have not been identified. (CB6_250)

Response 1-73: As described in the Project Description, the GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses; and expand the types of community facility and commercial uses permitted as-of-right.

Comment 1-74: Make the .4 to .6 FAR of non-residential use in the GSD MANDATORY along the Canal (M1-4/R7-2 designations) and around Thomas Greene Park and other select locations (M1-4/R7X). (GNCJ_221)

Include a REQUIRED "Gowanus Mix" throughout the Gowanus Special District - including M1- 4 zoning districts and all Mx districts - to ensure that M zoned land continues to provide space for industrial and manufacturing uses. (GNCJ_221)

Limit the uses within the "Gowanus Mix" set aside for job generating uses including light industry, repair and production services uses to truly promote the unique mix that is found in Gowanus today. (GNCJ_221)

The City must strengthen the "Gowanus Mix" proposal by requiring industrial / art space instead of making it "optional" and must ensure enforcement through community oversight in the form of a nonprofit, mission-driven steward. (GNCJ_221)

Response 1-74: Comment noted. Please see the responses to Comments 1-54 and 1-55. As described in the Project Description, the GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses; and expand the topes of community facility and commercial uses permitted as-of-right. The Proposed Actions include incentives to encourage light industrial and other non-residential uses in new mixed-use buildings.

Comment 1-75: DCP must provide an enforcement mechanism to ensure the .2 to .3 FAR set aside for industrial use remains by creating non-profit stewardship. (GCC_233, GNCJ_221)

Response 1-75: The Proposed Actions would establish regulations that condition construction and occupancy of the space on compliance with use regulations. The clarity and transparency of the regulations, as well as their adaptability to future and as-yet unknown economic trends, is important to their enforcement and ongoing viability. The creation of non-profit business entities to own, maintain, and operate light industrial businesses is out of scope of the Proposed Actions.

Comment 1-76: You should be concerned with increasing FAR for manufacturing space to 5 or 10, to create more affordable workspace, and then after deal with housing. (Patterson_239)

Response 1-76: Comment noted. As described in the DSOW, the Proposed Actions represent a comprehensive land use approach to facilitate new residential and mixed-use development, including affordable housing, while preserving and expanding areas to be maintained primarily for continued industrial and commercial activity.

Comment 1-77: Building hi-rise residential buildings in Gowanus will expose even more people to air pollution and block the air flow across Gowanus, trapping air pollution in our neighborhood. (D'Angelo_214)

Response 1-77: The potential for significant adverse air quality impacts of the Proposed Actions will be analyzed in Chapter 15, "Air Quality."

Comment 1-78: We are concerned that the proposed density has not been planned in concert with critical infrastructure and neighborhood investment. We stand with our partners in demanding that the City provide a clearer road map to reaching all Neighborhood Plan Goals BEFORE the Uniform Land Use Review Procedure clock begins. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338, Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, GCC_012, GCC_233, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289, Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287, Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Plunkett_FL2_325, Polletta_FL2_339, Renda_FL2_326, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310,

Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

Response 1-78: Please see the responses to Comments 1-2, 1-7, 1-26, and 1-32.

Comment 1-79: I am opposed to the rezoning of Gowanus, as that land is entirely unsuitable for high rise development, low as it is, with the water coming up as it will. Upzoning in this area is a bad policy at the wrong time. Address the canal cleanliness issues first, then fix some of the imbalances in the neighborhood, and then consider a more moderate upzoning which accounts for and builds in remediation for the anticipated CSO's the new development will produce. (Latham_213)

Response 1-79: Please see the responses to Comments 1-10 and 1-14. Additionally, the City's resiliency land use policy is to restrict density in areas that face exceptional flood risk, such as areas where projections of sea level rise would result in daily tidal flooding by the 2050s, and where shoreline enhancements are not feasible to address these risks. In and around Gowanus' narrow floodplain, as in most of the City's coastal areas, coastal flood risk can be managed through emergency preparedness and investments in flood risk mitigation, including infrastructure hardening, floodproofing of buildings, shoreline raising, and/or long-term coastal protection infrastructure. The proposal includes several elements that would foster a more sustainable and resilient neighborhood, including elevation of portions of the shoreline to prepare for future sea-level-rise and facilitating the construction of buildings that meet and can exceed modern resilient design standards.

Comment 1-80: We are seeking an upzone and FAR waiver on our property at 189 1st Street, as opposed to the current broad stroke 2.2 FAR limitation being imposed on our property on Block 454, Lot 33. (Jaffe_006)

The proposed zoning mapped on the site, M1 and M2, would increase FAR no more than 0.2, making rezoning moot. Our property and properties like ours would remain in the same state for decades to come just as they were before. (Jaffe_TS1_068)

We are in opposition of the broad stroke confinement of the imposition of these zoning restrictions place upon us. (Jaffe_212)

Response 1-80: The Proposed Actions would allow residential development on the site where it is currently prohibited. DCP believes the proposed M1-4/R6B zoning designation with a residential FAR of 2.2 to be appropriate,

consistent with the Proposed Actions' purpose and need described in the DSOW.

Comment 1-81: The Gowanus Rezoning fails to meet its avowed goals with respect to the site on Block 980, Lot 8. The owner is therefore greatly concerned that the zoning district currently proposed by DCP for the site as part of the Gowanus Rezoning—M1-4/R7X—is inadequate to address the long term needs of the Can Factory. While the density allowed under the M1-4/R7X district designation is sufficient to meet the residential and non-residential program planned for the site, the height limit of 140 feet requires a building form which makes it problematic for the owner to both preserve existing historic Can Factory buildings and to develop the remainder of the site with attractive, well-proportioned residential and non-residential buildings.

The owner believes that the Gowanus Rezoning proposal should be revised to include special regulations for the site that would allow an increase in height for a single new building above 140 feet provided certain conditions are met, principally that the heights of existing buildings to remain are maintained. (LMS_252)

Response 1-81: The Gowanus Plan includes strategies to encourage retention and reuse of key historic buildings, including through opportunities to landmark historic buildings and aligning zoning and land use to help facilitate efforts to preserve and adaptively reuse buildings. The Proposed Actions encourage such retention and reuse while also carefully considering and balancing other neighborhood goals, including addressing unique site conditions and reflecting the existing built character of the Gowanus neighborhood. The range of proposed permitted heights are intended to address a variety of conditions, which include (but are not limited to): street widths, existing built context, proposed future built context, and lot configuration. In order to address these existing and future conditions, portions of buildings are allowed to rise higher along key corridors and intersections, and other portions are stepping down to achieve a transition among building heights in a manner that achieves coherence in built form.

While the Proposed Actions are intended to facilitate an as-of-right framework to achieve the development patterns and public realm improvements that meet the long-term vision of Gowanus—as detailed in the Project Description, as a sustainable, mixed-use neighborhood—it is understood that there are limited scenarios where a discretionary action, subject to a separate public review process, is the most appropriate mechanism. For example, some proposals may seek relief and added flexibility due to unique physical conditions and a site layout that may be difficult to comply with the proposed zoning. Some bespoke developments and

proposals may not be able to comply with the proposed zoning and will need to seek future discretionary approvals. In order to provide flexibility with appropriate oversight, the GSD would create an authorization to modify the bulk envelope for sites seeking to redevelop while also preserving substantial, existing buildings. The authorization would allow for modifications to height and setback regulations to promote superior site design and preservation of important neighborhood buildings and assets. The FSOW will be updated and the DEIS will analyze this potential discretionary action in a conceptual analysis.

Comment 1-82: I am here today to raise concerns about an irresponsible developer, Midwood Development and Investments, whose affiliates own most of the block in the rezoning area between Douglass, Bond, and Degraw Streets next to the Gowanus Canal. Midwood tolerated wage theft for over two years at a residential building in Williamsburg—282 S. 5th—owned by an affiliate. Although that building receives lucrative 421a tax benefits, which require building service workers be paid the prevailing wage, porters and doorpersons earned as little as minimum wage or approximately $10/hr below the legal requirement. Based on this track record, job quality and workers' rights at Midwood developments should be of special concern to the community and the City. We are urging DCP to consider moving the boundary of the rezoning to carve out this block. This move would be contextually appropriate as it would border another M2-1 block while protecting the community from a potentially predatory employer. (Ortiz_SEIU_009, Ortiz_TS1_031)

Response 1-82: Comment noted.

Comment 1-83: Limit the height of new residential buildings to something more consistent with the nature of our neighborhood. Integrate affordable housing into new residential buildings. Require additional parking spots in new apartment buildings. (Silverman_016)

Response 1-83: Please see the responses to Comments 7 and 1-36 regarding building heights. Expanding affordable housing is one of the goals of the Proposed Actions. The Proposed Actions would map MIH in the Project Area, which would require the creation of affordable units in connection with any residential development. In addition, the Proposed Actions would facilitate the development of the City-owned site on Block 471 for new affordable housing. As discussed in the DSOW, the Proposed Actions would modify the underlying accessory residential parking requirements to 20 percent of market-rate DUs. The modification would address site conditions and facilitate active ground-floor use for a percentage of site frontage. To encourage a more vibrant, active, and safe 4th Avenue, the

GSD would allow for existing ground-floor parking to be replaced by active ground-floor uses. Loading requirements would be modified to better reflect modern business needs.

Comment 1-84: The proposed out-of-scale massive buildings go against the wishes of the community as seen in Brad Lander's *Bridging Gowanus.* The proposed scale and height included in the proposed rezoning also ignores the reality of climate change and that this entire area is a flood zone. (Olesker_241)

You are proposing to walk back a 2009 hard fought contextual rezoning law, which started due to 360 Smith Street. This is legislation Brad Lander's office vocally supported. You are proposing building something that is what, 12, 14 stories taller than 360 Smith? We residents were outraged at Lightstone height at 12 stories...plenty of residents attended these "hearings"—the buildings went up at 12 stories despite neighborhood groups, residents, pleas to follow 50' law. (Henry_018)

Response 1-84: Please see the responses to Comments 7, 1-36, and 1-74. As stated in the DSOW, the Proposed Actions are intended to encourage a range of heights and building forms, allowing sufficient flexibility for building heights to achieve the many goals for development in the area while addressing unique site conditions and reflecting the existing built character of the Gowanus neighborhood. The Gowanus Plan includes strategies to make Gowanus a more sustainable and resilient neighborhood including requiring the elevation of portions of the proposed shore public walkway adjacent to the Canal in order to protect against future daily tidal inundation due to sea level rise.

Comment 1-85: Zoning is a tool that has been used to reinforce racism for decades. It enables segregation, it enacts redlining and urban renewal. (E-Nywaubun_TS1_033)

Response 1-85: Comment noted.

Comment 1-86: Fifteen years ago, injustice was done when 4th Avenue was rezoned and there was no affordable housing required when hundreds of billions of dollars were made in projects. (Higgins_TS1_038)

Response 1-86: Comment noted. The Proposed Actions are intended to facilitate the creation of new affordable housing in the Project Area, including along 4th Avenue. Affordable housing units created through the Mandatory Inclusionary Housing program are required to be permanently affordable.

Comment 1-87: The waterfront access requirement would eliminate the access route and the loading facility for a large percentage of our tenants. It's also access

for our parking. If we lose that work, again, it's substantively contributory to the demise of our commercial pursuit. (Dillenberger_TS1_046)

98 Fourth Street is served by a curb cut and driveway at Bond Street and the Canal for access to the rear of the building, which permits loading and unloading of tenants' goods, materials, and equipment. This area is essential for the operation of many of our tenants' businesses. Further, there is a 13-space accessory parking lot accessed through this driveway. This parking area is critical to day-to-day operations of the companies based in the building. Two additional curb cuts are located on Fourth Street between Bond Street and Hoyt Street; however, only one of these is accessible for the entire building and neither provide access to the rear parking lot or are accessible for rear-facing units. De-mapping this portion of bond street would prevent access to the rear of our building, placing an unnecessary burden on the existing small businesses located at 98 Fourth Street. (Dillenberger_004)

Response 1-87: The overall vision laid out by the Gowanus Plan is of Gowanus as a thriving, resilient, mixed-use neighborhood. As described in the Project Description, the Proposed Actions include establishing the Gowanus Mixed-Use Special District, the Gowanus WAP, and City Map changes, which include demapping a portion of Bond Street from 4th Street to the Canal and mapping it as parkland. These proposed land use actions, along with others, would tailor waterfront zoning requirements, which already exist and apply to the property in question, to unique and constrained site conditions, improve neighborhood livability by increasing access to publicly accessible open space and the waterfront, and facilitate public realm improvements in connection with planned private and public investments. In particular, this portion of Bond Street is susceptible to flooding and was identified by the community as a priority for intervention. The proposed demapping action would have given the City, nearby businesses, and the community an opportunity to design the street end to meet various needs (in ways that a mapped city street cannot) without removing access to 4th Street, which will continue to provide access in and out of the area for local businesses. A City Map change for this portion of Bond Street is no longer included in the Proposed Actions. The FSOW will be updated to reflect this change.

Comment 1-88: The EIS should include more details on the requirements of waterfront zoning as it pertains to 430 Bond Street. (Degener_TS1_047)

Response 1-88: Comment noted. A detailed description of the Proposed Actions will be provided in Chapter 1, "Project Description," of the DEIS. Additionally, the proposed text amendments will be appended to the DEIS.

Comment 1-89: The proposed Gowanus special district includes work in the neighborhoods for active streets, but leaves out essential elements for creating a pedestrian friendly environment. (Parker_TS1_051)

Response 1-89: The Proposed Actions would help bring a critical mass of residents and workers to the area that would support a greater diversity of retail offerings, activate streetscapes, and create publicly accessible open spaces. The proposed GSD would include supplemental ground floor use regulations in key locations to require active non-residential or commercial uses and minimum levels of transparency as well as limit curb cuts, where appropriate. Non-residential ground-floor uses (i.e., commercial space, light industrial space, arts-related space, or community facilities) would be required along key corridors (4th and 3rd Avenues, Union and 3rd Streets) and around certain planned investments and improvements (Thomas Greene Playground) and would require active ground-floor use requirements at Canal crossings, which are critical junctures for east–west travel and the envisioned new public esplanade space. Overall, the controls would help foster a safe, varied, and walkable pedestrian experience along major corridors and at key locations where access to the waterfront esplanade should be encouraged. The GSD would also establish certain streetscape requirements to encourage a pedestrian-friendly environment, including requirements for ground floor use in key locations, like cross-canal connectors, on a percentage of building frontages, and screening requirements for off-street parking facilities.

Comment 1-90: The property at 638 Sackett Street was supposed to be rezoned to M1-4/R6B. We had a design for the site with that zoning in place. The proposed M1-4 zoning would limit our ability to develop the property. (Viola_TS1_059)

Response 1-90: Comment noted.

Comment 1-91: DCP should reconsider the proposed M1-4 district south of 3rd Street between 3rd and 4th Avenues and allow mixed-use, including residential use. (Stevens_TS1_062)

Response 1-91: Comment noted.

Comment 1-92: In the northern part of the R6 and R7 proposed areas, the nature of the lots makes it so that MIH, basically, cannot be triggered unless sites are assembled **[INAUDIBLE]**. So, the affordability that comes with that MIH wouldn't be felt unless you rezone those to higher density. I would encourage you to think a little bigger and institute buildings that will genuinely produce the affordable housing. (Carlos Thypin_TS1_078)

Response 1-92: Comment noted. The Proposed Actions were carefully crafted to help facilitate the goals and objectives of the Plan, which include promoting the development of new job-generating uses through increased industrial and commercial density; activation of key areas of Gowanus by allowing higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas; and providing opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households.

Comment 1-93: We recommend the Description of the Proposed Actions be modified to discuss the proposed zoning incentive to allow additional floor area in exchange for subway station improvements. The zoning incentive could serve as a mitigation for transit impacts. The Reasonable Worst Case Development Scenario should be increased to reflect the amount of additional floor area (approximately 53,000 square feet) that would be available through the proposed zoning incentive. (AHI_085)

Response 1-93: Please see the response to Comment 1-62 regarding transit zoning incentives. Mitigation is provided when a project results in significant adverse impacts. A transit analysis will be provided in Chapter 14, "Transportation," of the DEIS. If significant adverse transit impacts are identified as a result of Proposed Actions, mitigation measures will be recommended.

Comment 1-94: Relying on developer incentives to ensure that brownfield areas are cleaned, sewage overflow in new developments are contained, stormwater is captured, adequate affordable housing is built is short-sighted. (Almeida_225)

Response 1-94: Comment noted.

Comment 1-95: I request that the Gowanus portion of Block 468 be reviewed for M1-4/R6B zoning. (Hoffmann_FL3_205, Jiang_FL3_202, Mosler_FL3_197)

Response 1-95: Comment noted.

Comment 1-96: I am writing to request that the New York City Department of City Planning study the extension of the C4-4D zoning that is proposed along 4th Avenue one lot to the west on DeGraw Street, to 621 DeGraw Street (Block 420, Lot 45). (FAC_350)

Response 1-96: Comment noted.

Comment 1-97: I request that DCP consider allowing a transfer of development rights within the Gowanus zoning framework from nonprofit-owned affordable

housing buildings that are regulated by the City of New York. Allowing transfers of development rights within the zoning framework would help to preserve affordable housing owned by mission-driven organizations. FAC currently owns a 100% affordable multifamily property at 336 Butler Street with excess FAR whose affordability would be extended as a result of the flexibility to transfer development rights more broadly, as was allowed by NYCDCP in the Greater East Midtown rezoning for landmark properties. (FAC_350)

We demand the city disseminate the information regarding TDRs. (Blondel_256)

Response 1-97: Comment noted. Zoning limits on floor area are established under the City's authority to regulate land use. Mechanisms establishing conditions for the realization of the maximum floor area must be premised on a land use rationale—e.g., based on measures that ameliorate the effects of additional density. Mechanisms to transfer development rights must also be based on a physical planning rationale—e.g., allowing higher density in one location to enable public open space to be provided in another location. While the significant and pressing capital needs of NYCHA housing are an issue of great importance and City activity, ensuring that densities remain lower on NYCHA campuses than in the surrounding area is not a land use planning objective for the area. New developments on sites experiencing a substantial increase in permitted residential density under the Proposed Actions would be required to provide new affordable housing under the MIH program. The preservation of existing affordable units is addressed through programs administered by the New York City Department of Housing Preservation and Development (HPD) and other public-sector housing agencies. In addition, the City, through HPD, is actively working to protect the affordability of existing housing through preservation programs. These programs include expanding opportunities for mission-driven organizations to extend and safeguard affordability through loans and tax incentives that preserve existing affordable housing. The Gowanus Plan would implement multiple strategies to protect tenants, including continuing to work with the City's Tenant Harassment Prevention Task Force to investigate and take action against landlords who harass tenants and establish free legal representation to Gowanus tenants facing harassment. In addition, if a Gowanus neighborhood-wide rezoning is adopted, then the Certificate of No Harassment program would apply in Community District 6. The City will work to protect the affordability of existing housing through preservation programs.

Comment 1-98: The Draft Scope of Work for the Gowanus Neighborhood Rezoning indicates our site is proposed for exclusion from zoning district changes.

This is in contrast to the properties immediately to our south, east, and north, which are all proposed to be rezoned from their current M2-1 district to a mixed-use district comprising an M1-4 district and either an R7X district (to the east) or an R7-2 district (to the north and south), and the property immediately to our west, across the canal, which was previously rezoned to an M1-4/R7-2 district. I ask that the Environmental Impact Statement assess the potential reasonable worst-case impacts of a project that rezones the site at 322 Third Avenue (Block 967, Lot 7) to a mixed-use district, and utilizes our unused development rights on one or more adjacent properties. (GAI_251)

Response 1-98: The Proposed Actions include the site discussed by the commenter within the proposed special district. The existing zoning is not proposed to change. The ongoing as-of-right renovation and redevelopment on the site would be able to continue under the existing zoning. Therefore, the Proposed Actions are not anticipated to result in new development and an analysis is not warranted.

Comment 1-99: Regarding the Zoning Amendment, as per the Draft Scope, the property at Smith Street and 9th Street (Block 471, Lot 200) is proposed to be rezoned M1-4/R7-2, with a proposed residential FAR of 4.4. All-Year hereby proposes an increase in the Development Site's proposed residential FAR to 6.0 and makes this comment on the Draft Scope in order to preserve it as within the Scope of the EIS. As we have discussed on several occasions with the Department of City Planning, 6.0 residential FAR is appropriate because the Development Site has excellent access to mass-transit (within steps of the Smith/9th subway station) and is physically and visually separate from the adjoining residential community given the F/G train elevated bridge at the Development Site's immediate border. (Korbey_083)

Response 1-99: Comment noted.

Comment 1-100: Property Markets Group (PMG) hereby proposes an alternative to the Non-Residential Mandate and hereby makes this comment on the Draft Scope in order to preserve it as within the Scope of the EIS. PMG proposes that the Non-Residential Mandate be part of the 0.6 non-residential FAR which the Rezoning proposes to be in addition to the 4.4 residential FAR for the Bond Street Site and the Nevins Street Site and that it not be counted against or take-away from the proposed 4.4 residential FAR. (Korbey_087)

The GSD includes "supplemental use regulations" that mandate "active nonresidential or commercial uses" in certain locations, including at Smith Street, along the western boundary of the property at Smith Street

and 9th Street (Block 471, Lot 200) ("the Non-Residential Mandate"). The Non-Residential Mandate will absorb a portion of the 4.4 FAR residential zoning floor area proposed (in the Rezoning's zoning map amendment) for the property at Smith Street and 9th Street (Block 471, Lot 200), thereby reducing the number of market-rate and affordable residential units and potentially creating non-viable commercial space. All-Year hereby proposes an alternative to the Non-Residential Mandate and hereby makes this comment on the Draft Scope in order to preserve it as within the Scope of the EIS. All-Year proposes that the Non-Residential Mandate be part of the 0.6 non-residential FAR which the Rezoning and that it not be counted against or take-away from the proposed 4.4 residential FAR. It should be noted that All-Year is not opposed to the Rezoning requiring that a portion of the 0.6 permitted non-residential FAR be located along Smith Street. (Korbey_083)

450 Union hereby makes this comment on the Draft Scope in order to preserve it as within the Scope of the EIS: 1. That the GSD be modified and/or an adjustment be made to the proposed M1-4/R7-2 district for the Site so that the zoning floor area attributable to the Green Building (approximately 4,000 s.f.) is classified or treated as a zoning bonus – and is permitted as additional commercial zoning floor area not to be counted as part of the 0.6 non-residential FAR proposed to be permitted in the Rezoning and 2. That the Non-Residential Mandate does not erode or take up part of the Rezoning's proposed 4.4 residential FAR but is instead included in the proposed 0.6 non-residential FAR. (Korbey_200)

Response 1-100: Comment noted. As discussed in the DSOW, the GSD would apply supplemental ground floor requirements along key corridors (4th and 3rd Avenues, Union and 3rd Streets) and around certain planned investments and improvements (Thomas Greene Playground) and would require active ground floor use requirements at Canal crossings within the Project Area, which are critical junctures for east–west travel, and the envisioned new public esplanade. The ground floor requirements are expected to activate key corridors and are part of a multi-pronged effort to foster a mixed-use neighborhood where major investments are planned for the public realm. In particular, the ground floor requirements at Canal crossings are limited to the critical junctures where the bridges meet the new shore public walkway and developments. Active uses at this location play an important role in fostering a safe, vibrant, and inviting public realm. The Proposed Actions would not apply ground floor requirements at all locations. In addition to the active ground floor requirement, the GSD proposes a floor area incentive on canal-fronting sites to support space for job-generating uses, such as commercial, office-based, and industrial uses, a portion of which would be for a specific light industrial, arts and repair-based uses, in an effort to reinforce the neighborhood's

existing mixed-use character and promote walk-to-work opportunities for current and future residents.

Comment 1-101: Assuming the zoning floor area associated with the New Street is not transferred to the Property at Smith Street and 9th Street (Block 471, Lot 200) via new zoning text, the Draft Scope and Rezoning should propose a different (higher-density) zoning district than the proposed M1-4/R7-2 which would provide the Property at Smith Street and 9th Street (Block 471, Lot 200) with (additional) zoning floor area that is the equivalent of that associated with the New Street or provide a compensating increase in the available zoning floor area for the Property at Smith Street and 9th Street (Block 471, Lot 200) via a bonus or similar mechanism. (Korbey_083)

Response 1-101: Comment noted.

Comment 1-102: I would like to express my concern regarding the proposed rezoning of the Gowanus neighborhood. I am dismayed that one of the fundamental roles of the area, manufacturing and light industrial production, is being forced out of the area to make room for high-density residential buildings. The plan should reflect that there need to be a base of light manufacturing and industrial uses. (Ivanoff_211)

Response 1-102: As described in the DSOW, non-residential ground-floor uses would be required along key corridors (4th and 3rd Avenues, Union and 3rd Streets) and around certain planned investments and improvements (Thomas Greene Playground). In key locations, the GSD would apply special FAR regulations to ensure a desirable mix of residential, commercial, light industrial, arts-related, and production uses that support the objectives of the Neighborhood Plan. Incentives would be applied to districts that are primarily proposed along the Canal and around Thomas Greene Playground to promote mixed-use residential buildings that include a diversity of non-residential uses. One would incentivize the inclusion of a wide range of non-residential uses allowed in the proposed districts. The other would incentivize inclusion of a more specific set of uses that include light industrial, arts-related, cultural, and civic uses; and repair and production services.

Comment 1-103: We request that the City amend and re-scope the proposed ULURP and non-ULURP actions to fully disclose the scope of the Waterfront Access Plan (WAP). (GDCC_249)

Response 1-103: The Gowanus WAP is described in the DSOW and the Project Description to inform the public about the proposed zoning changes associated

with the WAP. The Proposed Actions are the subject of an ongoing engagement process and may be refined. The FSOW and DEIS have been updated with additional details and the appendix includes the full proposed zoning text. As additional details are known, the EIS will be updated accordingly.

Comment 1-104: The scope of the GSD should be expanded to include provisions for right-of-way green infrastructure and areas of respite with seating. (PSCC_244)

Response 1-104: Comment noted. Please see the responses to Comments 1-29 and 1-32.

INDUSTRIAL RETENTION

Comment 1-105: The Gowanus Mixed-Use District (GSD) fails to protect Industrial Businesses. (GNCJ_221)

Response 1-105: As described in the DSOW, the Proposed Actions envision non-residential uses mixing with residential uses in some areas, while other areas have been designated to remain exclusively for non-residential uses in order to support the existing unique business character of these locations. These areas were carefully selected based on the number and types of businesses, locations, and unique site conditions. These areas have key characteristics that can help support job-generating uses, including larger and more flexible properties, and are existing hubs of light industrial, commercial, and arts-related uses as well as being geographically situated near transit and major corridors. See also the response to Comment 1-55.

Comment 1-106: As part of the rezoning, DCP must move forward with an expedited study of the IBZ and develop strategies to keep it viable and prevent further encroachment. Update the 1961 zoning that governs manufacturing areas in light of the fact that technology, infrastructure, and, economic factors have all changed. The IBZ designation requires further incentives from the Department of Finance, as well as incentives to improve properties, modernize equipment, train workforce and provide services. The IBZ must provide an opportunity for the arts community with zoning bonuses to provide/retain affordable arts space. (CB6_250)

Follow-through on a commitment from the City to complete a Gowanus IBZ Vision document by the time Community Board 6 is voting upon the Gowanus Rezoning Draft Scope of Work. (GNCJ_221)

Response 1-106: Comment noted. The Gowanus Plan is a comprehensive plan for housing, community resources, economic development, and job growth and to

support ongoing neighborhood-wide cleanup efforts. This rezoning proposal concerns changes to the land use regulations to support the goals of this Plan. The broader Plan identifies strategies for economic development and job growth, including supporting the Gowanus IBZ, which is outside the Project Area and not part of the Proposed Actions that are the subject of this environmental review. DCP is leading a separate ongoing engagement process to produce a Gowanus IBZ Vision Study to solicit feedback from businesses and community stakeholders on the future of the IBZ.

Comment 1-107: The plan must strengthen light manufacturing, arts, and artisan uses inside as well as outside the Industrial Business Zone (IBZ). (Lander_235)

Response 1-107: Comment noted. Please see the responses to Comments 1-55, 1-105, and 1-106.

Comment 1-108: DCP should continue to work with stakeholders to define the zoning tool to generate light manufacturing, arts, artisan, and not-for-profit space within new residential developments. This designation should also be applied to mid-block areas preserved for manufacturing. In addition, DCP must make good on its commitment to create a vision plan for the Gowanus Industrial Business Zone (IBZ) including infrastructure, land use, and workforce development initiatives that will enable job-generating businesses to continue to grow and thrive into the future. (Lander_235)

Response 1-108: Please see the responses to Comments 2, 1-54, 1-55, and 1-106. As described in the DSOW, non-residential ground-floor uses, including light industrial and arts-related space, would be required along key corridors (4th and 3rd Avenues, Union and 3rd Streets) and around certain planned investments and improvements (Thomas Greene Playground). In key locations, the GSD would apply special FAR regulations to ensure a desirable mix of residential, commercial, light industrial, arts-related, and production uses that support the objectives of the Neighborhood Plan. Incentives would be applied to districts that are primarily proposed along the Canal and around Thomas Greene Playground to promote mixed-use residential buildings that include a diversity of non-residential uses. One would incentivize the inclusion of a wide range of non-residential uses allowed in the proposed districts. The other would incentivize inclusion of a more specific set of uses that include light industrial, arts-related, cultural, and civic uses; and repair and production services.

Comment 1-109: Consider incremental phased zoning so that subdistricts come online in tandem with the Superfund remedy; include Gowanus IBZ rezoning in the phasing plan. (GBD_010)

Response 1-109: Please see the responses to Comments 1-14 and 1-106. The Gowanus portion of the IBZ is not within the Project Area and is not proposed for rezoning.

Comment 1-110: According to the Draft Scope of Work, the Proposed Actions are expected to result in "net decreases of 104,000 sf of warehouse space, 125,000 sf of self-storage space; and 60,000 sf of other industrial space." However, DCP analysis of NYS Bureau of Labor statistics indicates that from the start of the Great Recession in 2008 to 2016, the number of jobs in Construction, Transportation and Warehousing in the Gowanus IBZ grew by nearly threefold; the second-highest increases are in Wholesale Trade. Although we cannot assume that non-IBZ M zones that are rezoned would have the exact same growth patterns, it seems reasonable to assume that the mix is consistent. Is that the case? And if so, it's disconcerting that the rezoning will decrease square footage for such an important part of the local economy. How many industrial jobs may be lost, and in which sectors? How can the City ensure that these sectors have sufficient space to sustain and grow? How does the city plan to keep jobs in the area of all education and skill level and encourage entrepreneurship as well? (CB6_250)

The City must study the impacts of the neighborhood rezoning on the adjacent Industrial Business Zone (IBZ). To fully inform the City's current Gowanus IBZ Vision Process and future plan, and to adhere to current citywide industrial policies, the EIS must study the impacts of this rezoning on the IBZ, including but not restricted to: direct or indirect business displacement due to cost of business and operational impacts; effects on industry including on mobility; water and sewer infrastructure; and neighborhood character. (GNCJ_221)

Response 1-110: Comment noted. The Proposed Actions seek to facilitate a vibrant and inclusive mixed-use neighborhood with a wide variety of commercial options, job opportunities, and attractive streets that are safe and inviting for residents, workers, and visitors. The potential for significant adverse impacts related to direct or indirect displacement of businesses as a result of the Proposed Actions will be assessed in Chapter 3, "Socioeconomic Conditions," of the DEIS.

CITY MAPPING ACTION

Comment 1-111: 120 3rd Street (Block 465, Lot 33), located along Bond Street, between 3rd Street and 4th Street, is home to TGI Office Automation. The building has six loading bays located along 4th Street. The two bays closest to Bond Street, which allow access for larger trucks, are the most heavily utilized and are needed to ship equipment into and out of our facility. The trucks that deliver to the TGI building use the area on Bond Street south of 4th Street to the Canal in order to back into the loading bays. With the conversion of the area to parkland, TGI will not be able to receive shipments from their suppliers as they typically arrive on trucks that require the use of the Bond Street roadway south of Fourth Street to enter the loading bay for unloading. (Dillenberger_015, Dillenberger_226)

Demapping the terminus of Bond Street and establishing it as a waterfront park will adversely impact traffic and create significant problems for vehicles, pedestrians and bicycles at the intersection of Bond Street and 4th Street. (Dillenberger_226)

Response 1-111: The potential for significant adverse impacts related to direct displacement of businesses as a result of the Proposed Actions will be assessed in Chapter 3, "Socioeconomic Conditions," of the DEIS. A comprehensive transportation analysis will be included in Chapter 14, "Transportation," of the DEIS. The chapter will analyze the potential for the Proposed Actions to result in significant adverse traffic, transit, and pedestrian impacts. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

SUPERFUND

Comment 1-112: The EIS must look at how the Superfund cleanup, the construction of the cutoff wall at the north end of the canal, the construction of either CSO retention tanks or tunnel facilities, and the coal tar remediation of Thomas Greene Park and Public Place will impact development, and if the development will impact clean-up work. The remedy for the Superfund clean-up including the management of the CSOs should be in place before the ULURP process. (CB6_250)

I oppose any rezoning until the environmental contamination in our canal is removed under the EPA and the State MGP superfund programs. (Cook_206)

Any development around the Gowanus Canal should be contingent upon a thorough cleanup of the canal under the auspices of the EPA. (Kelly_240)

Response 1-112: Please see the responses to Comments 1-10, 1-14, and 1-26.

Comment 1-113: With the proposed Gowanus rezoning, this EIS does not insist or even recommend the classification of the Gowanus Canal to be upgraded to the more appropriate CERCLA standards for RESIDENTIAL classification. It does not even suggest the inadvisability of residential development along the banks of any industrially classified waterway. Nor does it suggest or even hint at the inadvisability of building ANYTHING residential in an area that is classified as a flood zone. WHY NOT? (CGCORD_220)

Response 1-113: The classification of the Canal is beyond the scope of the DEIS. EPA, with state and local input, sets the cleanup standard for the Canal.

Comment 1-114: Study the environmental impact of rezoning, since the area is a Superfund site with toxic waste and hazardous materials. (Hodermarska_223, Marcus_228)

The proposed building sites around the canal are filled with toxic chemical waste and are designated Superfund sites. What is the plan for cleaning up these sites? (Marcus_228)

Response 1-114: Please see the responses to Comments 1-10 and 1-14. As discussed in the DSOW, the hazardous materials assessment in the DEIS will determine whether the Proposed Actions will increase the exposure of people or the environment to hazardous materials and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The assessment will take into account ongoing remedial activities associated with the Superfund designation. The hazardous materials assessment will be provided in Chapter 10, "Hazardous Materials," of the DEIS.

Comment 1-115: The canal remediation plans should be amended in advance of any construction to accommodate the new housing, industry and businesses. Cleanup can occur concurrent to development, but facilities need to be upgraded for future growth. (Wehrle_210)

Response 1-115: Comment noted. Remedial activities associated with the Superfund designation are being overseen by EPA and DEC, and will be implemented by the City of New York and National Grid. Superfund activities are coordinated between the relevant parties.

OPEN SPACE AND THE WATERFRONT

Comment 1-116: The DSOW provides that "the GSD would establish the Waterfront Access Plan (WAP) in order to institutionalize a framework by which a continuous shore public walkway would be constructed over time through a mix of public and private investment" and "...ensure long-term continuity of public access across all sites along the canal, including at street ends, and at bridge crossings…" (39). The anticipated Waterfront Access Plan includes many elements developed by the Gowanus Canal Conservancy (GCC), and we appreciate both their work and your inclusion of many of its elements. In order to ensure a continuous shore public walkway, there must be a plan to construct pedestrian bridges at key locations. The DSOW should define the easements and other provisions from the WAP that would be necessary to enable construction of pedestrian bridges at key locations.

The WAP should also include provisions for direct access to the water at key locations. Boating and related recreation has become a strong feature of the Gowanus Canal, and the rezoning must support and strengthen this goal. (Lander_235)

Response 1-116: Comment noted. As described in the DSOW, the Proposed Actions do not include proposed pedestrian bridges.

Comment 1-117: A clear maintenance and programming plan should be articulated for new parkland to create a continuous, accessible, and inclusive network of parks. A mechanism for community oversight of maintenance and programming should be created for privately-owned public spaces, in order to ensure public access and enjoyment of use. (GCC_233, Robinson_351)

Please consider creating a Park/Water Improvement District modeled on the BID concept (funded by special assessment), with a community based /local nonprofit organization and steering committee responsible for the operation, management, and programming of the waterfront esplanade and street ends, coordinating with the City's park management and other public space in the area surrounding the Gowanus Canal and providing community input in aiding the City in follow-through of its commitments. Support this entity with an annual fee paid for by new development. (CB6_250, GBD_010)

Response 1-117: Comment noted. The Proposed Actions would not preclude the creation of a non-profit organization, such as a trust or conservancy, to partner and supplement park or waterfront maintenance, repairs, and operations.

Comment 1-118: Waterfront access is imperative for the future of the Gowanus Canal. There should also be space for boat launches, and there must be egress points for both accessing the water and exiting the water. Provision for pedestrian bridges is essential. (Simon_234)

Create a vibrant waterfront that allows for multiple points of access from the surrounding communities including requiring accessible physical access opportunities at publicly-owned sites (i.e., docks and launch sites). (CB6_250)

Response 1-118: Comment noted. Please see the response to Comment 1-116. As described in more detail in the Project Description, the Proposed Actions are intended to create an active and vibrant waterfront and would allow for and encourage appropriate points of access along the shoreline.

Comment 1-119: The esplanade should attract and support the diversity of the community and offer appropriately scaled amenities that encourage local businesses and maker spaces. (CB6_250)

Response 1-119: As discussed in the DSOW, the Proposed Actions will include special use regulations for waterfront blocks and key corridors intended to enhance pedestrian activity and support economic activity.

Comment 1-120: I would like to see Nevins Street between Douglass and Degraw Streets better planned for and connected between existing and planned open spaces. This should be analyzed in the EIS. (Mealey_352)

Response 1-120: Comment noted. The WAP includes requirements to provide physical and visual connectivity between the Canal and upland areas and connectivity along the Canal by way of the proposed esplanade. These elements will be considered in Chapter 8, "Urban Design and Visual Resources."

Comment 1-121: Could the city clarify the waterfront regulations and how the edge of the canal will be designed to be both active for public use and resilient as part of the canal ecosystem? (CB6_250)

Explain the maintenance requirement for the waterfront esplanade and other publicly accessible space. Describe the mechanism for transfer of this responsibility to NYC Parks and how this will be funded. (CB6_250)

The DEIS should outline how the WAP regulations will ensure that these spaces are well maintained, programmed, and accessible at all hours of the day. (MAS_253)

Response 1-121: Please see the response to Comment 1-103. A draft of the WAP text will be included as an appendix to the DEIS.

Comment 1-122: For shoreline sites that will be required to meet higher design flood elevations the City must study the surrounding drainage and provide infrastructural mitigation to deal with potential increased flooding to surrounding areas. The WAP should promote low and intertidal bulkheads in order to allow better drainage, provide water access, and support tidal ecologies and habitat. (Robinson_351)

Response 1-122: Comment noted. As described in the Project Description, the Proposed Actions are intended to help make Gowanus a more resilient neighborhood, and the Gowanus WAP would facilitate the elevation of land within waterfront sites to address inundation expected with future sea level rise while also facilitating the increase of permeability and opportunities for green infrastructure along the Canal. The DEIS will include a discussion of flood resiliency measures and an analysis of Water and Sewer Infrastructure in Chapter 13.

Comment 1-123: We desperately need more park space. I cannot stress this enough. What has been proposed in this rezoning for public park space does not take into account the increased population of our surrounding neighborhoods, which are 4th Avenue, Carroll Gardens and Downtown Brooklyn which offer very little park space. Opening the waterfront to make for the promenade is not nearly enough space if you add the affordable housing tenants which was estimated to be as high as 20,000 new residents. (Gerena_001)

Response 1-123: Please see the response to Comment 1-29. As discussed in the DSOW, the Proposed Actions would add new open space to the Project Area. A detailed open space analysis will be included in Chapter 5, "Open Space," of the DEIS. The chapter will analyze the potential for the Proposed Actions to result in significant adverse impacts on open space resources. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

Comment 1-124: The Waterfront Access Plan must encourage active and comfortable use of the waterfront esplanade, including installation of BBQ areas, play structures, access to the water, bathrooms, and public art. (GCC_233, GNCJ_221, Robinson_351)

Response 1-124: Comment noted.

Comment 1-125: There is an opportunity with the canal, to reserve additional park space, and not use it for development. (Aronowsky_TS1_039)

The irregular shape of the 413 Bond Street property presents a significant barrier to development with conforming manufacturing use that will be

exacerbated by the proposed waterfront pubic access requirements. (Dillenberger_226)

The proposed Waterfront Access Plan shows the entirety of our current rear yard [at 98 Fourth Street] as a public pedestrian walkway. The shortest dimension from the Gowanus Canal to the edge of the building line is less than 10' leaving an insufficient area to safely support a pedestrian walkway and to accommodate the needed vehicular and tenants' uses of our rear yard. (Dillenberger_004)

Response 1-125: Comment noted. As generally described in the Project Description, the blocks adjacent to the Canal are subject to waterfront zoning, which requires the development of publicly accessible open space for waterfront parcels. The Proposed Actions include a WAP specific to Gowanus that would modify existing requirements for waterfront public access and identify specific locations for required public walkways along the Canal, upland connections, supplemental public access areas, and visual corridors. The WAP would tailor zoning design standards to suit the unique character of the Canal.

Comment 1-126: We are in full support of the fine-grained approach that the City is taking to the Waterfront Access Plan (WAP). The City should continue to flesh out the WAP to promote an accessible, active and resilient waterfront. (GCC_233)

Response 1-126: Comment noted.

Comment 1-127: The scoping document should be revised to describe physical access to the water and this should be reviewed in the DEIS. (GDCC_249)

Response 1-127: Comment noted. Please see the responses to Comments 1-116 and 1-118. The DEIS will include a description of the WAP provisions and a discussion of access to and from the water.

Comment 1-128: The scoping document must describe the impact of the proposed action on the continuation of marine freight on the Canal instead of dismissing the Canal as having lost all industrial/commercial traffic. The scoping document should refer to the Mayor's Marine Freight Initiative and describe the potential impact to the Initiative to account for future changes in maritime use of on what needs to remain a fully navigable Canal. (GDCC_249)

Response 1-128: Comment noted. The Proposed Actions do not impact the navigability of the Canal. The proposed zoning would continue to allow for maritime uses along the Canal waterfront.

Comment 1-129: The scoping document must describe the following specific aspects of the WAP before moving forward with the DEIS:

- Describe where on water access will be accommodated.
- Describe where Public boathouses or other public enclosures will be required.
- Describe what and how often amenities will be required or explain why such a requirement is excluded.
- Describe what educational amenities will be required in the WAP.
- Describe what requirements for art will be accommodated.
- Describe what lighting controls will be required to require a dark sky along the amenity areas.
- Describe incentives to preserve and maintain the "feral pockets" of land left to grow wild along the Gowanus Canal. (GDCC_249)

Response 1-129: Comment noted. Please see the responses to Comments 1-103 and 1-127.

PUBLIC PLACE

Comment 1-130: We urge DCP to examine the impact Public Place—the main city-owned site in this rezoning—will have on workers. Public Place may be prevailing wage required if it receives city-financing. But, with the details of the project still in flux, we feel it is important that Hudson Companies, Fifth Avenue Committee, Bluestone, and Jonathan Rose Companies make an early commitment to provide family-sustaining wages, and share plans for worker training, creating career ladders, providing job protections, and other aspects of creating good jobs. (Cedeno_SEIU_008)

We feel it's important that the developer of Public Place commit to good quality jobs for service workers. (Cedeno_TS1_030)

Response 1-130: Comment noted.

Comment 1-131: I'd like for City Planning to include Public Place as an entire 100 percent open space to see how you might meet open space requirements. Public Place was taken by the City in 1978 for the specific purpose of adding recreation. At that time, they said that our neighborhood was better served by open space, but years have passed and there's no active open space being proposed anywhere in this rezoning. You must include Public Place as a hundred percent open space. (Donnelly_TS1_082)

Response 1-131: Under the Proposed Actions, a portion of the Gowanus Green Site (aka Public Place Site) would be mapped as parkland. A detailed open space analysis will be included in Chapter 5, "Open Space," of the DEIS. The chapter will analyze the potential for the Proposed Actions to result in significant adverse impacts on open space resources. For any significant

adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

Comment 1-132: The vision for the Public Place site was for a park for the community. It included a baseball field. Current zoning proposals include the de-mapping of Public Place site for dense, tall development. This is taking land away from the public for private profit. It should not be allowed to occur. (Maugenest_353)

DCP's proposal involves taking a publicly owned site away from the public and selling it to private developers under the guarantee of affordable housing. (Alexiou_TS1_063)

The de-mapping of the Public Place site is loopy. (Mariano_194)

Diverting even a portion of Public Place for private development would deprive the community of critically important public recreational open space. Accordingly, all 5.8 acres of Public Place should be made accessible and improved for public recreational use and none of the site should be used for residential or retail development. The proposed dramatic change in land use must be thoroughly analyzed in the EIS and, furthermore, the use of Public Place as a public park (the use intended when the land was acquired) should be evaluated as an alternative project in the EIS. (Mariano_FROGG_198)

Response 1-132: Comment noted. As described in the Project Description, the redevelopment of the Gowanus Green Site (aka Public Place) would provide the community with needed affordable housing, a potential new public school, open space, other community facility space, and new streets.

Comment 1-133: Will the EIS study Public Place as 100% affordable? (CB6_250)

Response 1-133: As described in the Project Description, for the purposes of a conservative CEQR analysis, it is assumed that the Gowanus Green Development would be a 100 percent affordable project for the publicly funded daycare analysis in the Community Facilities chapter; however, in the Socioeconomic Conditions chapter, 50 percent affordability will be assumed, as this is a more conservative approach for the indirect residential displacement analysis. HPD intends to fund a 100 percent affordable housing project at Gowanus Green. Currently HPD programs finance affordable housing at a range of incomes, from 30 percent of area median income (AMI) (approximately $28,170 for a family of three) to 130 percent of AMI (approximately $122,070 for a family of three). CEQR methodology for publicly funded childcare analyses defines

affordable units as those units that are affordable to households earning up to 80 percent of AMI.

Comment 1-134: How will the EIS count the number of units of senior housing included at Public Place site? (CB6_250)

Response 1-134: The Gowanus Green Development would include new housing, including a substantial amount of affordable housing, and a variety of non-residential space, open space, or other uses allowed under the proposed zoning. The DEIS makes no distinction between senior units and affordable family units for assessment purposes.

Comment 1-135: Public Place a thoroughly contaminated site is not suitable for humans or wildlife! Which government agency would voluntarily be liable for this site? This land will forever be toxic! (Mariano_FROGG_196)

Public Place was always planned to be a park, a recreation area for the community. The reality of the toxic waste that contaminates the soil throughout Public Place renders it unsuitable and downright dangerous to human health if it is turned into a residential area. Please end the plan to rezone Public Place for 30 story residential towers. This is a shortsighted plan that will put peoples' health at risk. (Congdon_354)

Response 1-135: Please see the response to Comment 1-21. Subsequent to the ongoing remediation of the site by National Grid, measures would be implemented as part of the design, construction, and operation of new buildings on the Gowanus Green Site to preclude the potential for exposure to contaminants. These measures will be described in Chapter 10, "Hazardous Materials," of the DEIS.

Comment 1-136: The consumption of fossil fuels and emission of CO_2 contribute to global warming, and thus all effects that the development of Public Place will have on energy use and CO_2 emissions are of environmental significance and a natural resource issue. (Mariano_FROGG_198)

Response 1-136: The Proposed Actions' effects on energy and natural resources will be assessed in the DEIS.

HOUSING

Comment 1-137: We're asking more of the remaining units that the City has allocated for affordable housing be geared more towards lower income people. (Stringer_TS1_044)

Response 1-137: Comment noted. The City is committed to providing deeper affordability through the Housing New York plan. Since 2014, over 40 percent of

homes created or preserved through the housing plan have served the lowest income groups (households earning less than 50 percent of the area median income, or $48,050 for a family of three in 2019). Nearly all of HPD's new construction programs require income tiers for extremely- or very-low-income households, and recent City Council legislation will ensure that at least 15 percent of all new construction units serve formerly homeless households in most programs.

Comment 1-138: Affordable housing on some of the most polluted land around the canal, including Public Place, must be adequately remediated, and continuously monitored for safe conditions. Previous remediation sites, such a Lowes and Whole Foods should be reevaluated to determine how their remediation efforts have held up. (Simon_234)

Response 1-138: The EIS will include an assessment of hazardous materials pursuant to *CEQR Technical Manual* guidelines. As described in the DSOW, the hazardous materials assessment will determine which, if any, of the Proposed Actions' projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. A preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations.

Comment 1-139: The creation of new housing will be a boon to our local storefront businesses and an opportunity to attract new business to our empty storefronts. The housing we build must prioritize highly subsidized and highly affordable units, with priorities for local residents, so that we don't experience widespread displacement. (CB6_250)

Response 1-139: Comment noted. As described in the Project Description, on privately owned sites, the Proposed Actions could result in a net increase of approximately 7,300 DUs, including approximately 2,000 permanently affordable DUs for lower-income New Yorkers in accordance with MIH. On City-owned sites, the Proposed Actions would result in approximately 1,000 affordable DUs, designated to serve a wide range of incomes. The Proposed Actions do not include any changes to the community preference criteria.

Comment 1-140: Protect the low-income population that is at risk of homelessness and adopt Mandatory Inclusionary Housing Options 1 and 3. We are aware

that DCP has indicated that it will follow Councilman Lander's lead on this. At the City-owned sites, housing must be designated as 100% affordable. (CB6_250)

Response 1-140: Comment noted.

Comment 1-141: The City must create a Public Value Recovery tool to ensure that private owners/developers who profit from the rezoning give something back locally—to public housing. Though Mandatory Inclusionary Housing (MIH) is one kind of public value recovery—developers get more density and make more money in exchange for providing permanently affordable housing. More of this value should be recaptured and invested in the local public housing developments in Gowanus. (GNCJ_266)

Response 1-141: Comment noted. Under the City's authority to regulate land use and the development of private real property, zoning regulations must be based on a land use planning rationale, and not on the economic returns potentially to be realized by individual developers. Zoning that aims to generate revenue or capture value rather than to achieve legitimate land use objectives would be beyond the scope of the Proposed Actions and the City's authority to regulate land use. NYCHA is funded by the City, state, and federal governments. Strategies to address the capital needs of public housing are part of a larger citywide effort that NYCHA is actively leading. To promote neighborhood economic diversity, the Proposed Actions would map MIH to require that private developers whose properties experience a substantial increase in residential capacity provide affordable units. As indicated in the comment, through MIH, private developers must provide affordable units for developments in rezoned areas where residential density has been increased. In addition to MIH requirements, development that would occur on waterfront blocks with the Proposed Actions would achieve a variety of goals, such as reactivating contaminated, vacant, and underutilized land; facilitating the creation of new housing—including permanently affordable housing; facilitating the creation of publicly accessible open space at the water's edge; facilitating the creation of new non-residential space and balancing the unusual physical conditions of Canal-front blocks. Development along the waterfront would also be required to raise portions of the shoreline based on future projections of sea level rise, which would support on-going neighborhood-wide resiliency efforts.

Comment 1-142: Mandatory Inclusionary Housing will not benefit the overwhelming majority of local public housing residents living in Gowanus Houses, Wyckoff Gardens, and Warren Street. (GNCJ_221)

Response 1-142: MIH is intended to expand the supply of affordable housing by harnessing the private market to provide affordable units in rezoned areas. The mapping of MIH will provide an opportunity for public housing residents to move into new affordable housing within the neighborhood. It is not a program to supplement NYCHA's capital and operating budgets.

Comment 1-143: Before ULURP begins we demand that the city:

- Apply a Deeper Affordability Requirement than the existing MIH
- Commit to mapping ONLY the deepest affordability Mandatory Inclusionary Housing (MIH) of the existing program options
- Commit to preferences for our most vulnerable community members and those who face barriers in finding affordable housing
- Allocate a significant number of Section 8 vouchers locally so NYCHA residents in the three Gowanus developments can move to newly created affordable housing developed in this rezoning.
- Require 100% affordability on publicly-owned land subject to this rezoning and provide the necessary subsidies to provide permanently and deeply affordable units for very low-income residents, including seniors and those households whose annual income is between zero percent of AMI to 60% of AMI. (GNCJ_221)

MIH Option 1 and 3 should be mapped as part of the Gowanus Rezoning. Further, any new developments along Gowanus Canal should commit to going further than MIH Option 1 by providing 25% permanently affordable housing at an average of 50% of AMI with 10% at 30% of AMI. (Sakow_243)

Response 1-143: Comment noted. As described in the DSOW, Option 1 would require 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 would require 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3 would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. The City Council could decide to apply an additional, limited Option 4 for markets where moderate- or middle-income development is marginally financially feasible without subsidy. For all options, no units could be targeted to residents with incomes above 130 percent AMI.

Comment 1-144: The EIS study must include the AMI of new affordable units, and the projected rents for market rate units. Will there be room for moderate

income families in our city? Are they included in the rezoning? (CB6_250)

Response 1-144: As described in the DSOW, the DEIS will make conservative assumptions with respect to the technical analyses. The Proposed Actions would provide affordable units for a low-, moderate-, and middle-income households.

Comment 1-145: Given how the NYCHA campuses have been devastated by inadequate maintenance and lack of agency oversight, there must be a significant commitment to subsidize ongoing maintenance provided by workers who earn a prevailing living wage. (CB6_250)

Absent general revenue funding for rehabilitation and maintenance, which is preferable, consider creating a NYCHA FAR Bank wherein the City deposits an FAR allotment that is be transferred to developers at a capped level (e.g. 0.4 FAR.). In this manner, the City converts development rights into a substantial revenue stream for rehabilitation and more affordable units are included in new development. (CB6_250)

NYCHA houses on Bond/Hoyt Streets are in disrepair, covered in scaffolding—our representatives and the city should focus on needed improvements there, lead remediation before leading the charge to build another 6,000–8,000 units. (Henry_018)

I am deeply concerned that there is no rezoning going on before the public housing needs and funding is addressed in the rezoned area. (Blondel_255, Blondel_256, Shiver_257, Blondel_258, Smith_259, Paredes_260, Fleischer_261, El-Nuawabun_262, Smith_264, Garcia_265)

This is putting the cart before the horse. Fix the local public housing before you build 8,000 new units of set aside enough family units to cover public housing transfers. (Blondel_256)

Funding for repairs to the Gowanus Houses Community Center should be allocated and repairs made before the rezoning. (Blondell_TS1_036, Blondel_256, E-Nywaubun_TS1_033, GNCJ_221, Lander_235, PSCC_244, (Robinson_351), Sakow_243, Simon_234)

As part of the zoning plan, what commitments is the City willing to make to improve the NYCHA campuses as part of Related Actions? The study must include means by which the rezoned areas will provide funding to improve NYCHA properties and make them habitable. (CB6_250)

Fix our homes before you rezone. (El-Nuawabun_262)

Address the concerns of the NYCHA residents in the area, including Wyckoff Gardens, Gowanus Houses, and Warren Street Houses. (Hodermarska_223, Marcus_228)

DCP should address the NYCHA capital need through this neighborhood rezoning and set aside upfront capital funds towards NYCHA developments. (GNCJ_221)

Families United for Racial and Economic Equality has worked in collaboration with the 5th Avenue Committee and the Gowanus Neighborhood Coalition for Justice to have the mayor and DCP acknowledge the needs gap for the public housing developments in the Gowanus area. We are concerned regarding our needs and the support for our public housing in our demands. (Underwood_TS1_034)

Before any sort of rezoning is approved, I ask that the department ensure that funds are secured to properly maintain NYCHA units, includes removing all lead paint and mold from NYCHA apartments. This is simply a basic safety measure. (Sakow_243)

I am distressed that this initial plan fails to take into account the serious needs of our neighbors in public housing. (Schonbek_208)

How does the draft DCP plan to preserve and protect public housing and not include public housing in the rezoning? (Garcia_265)

Response 1-145: The Proposed Actions would not affect the policies determining capital investments in NYCHA properties. The City is aware of the need for additional capital investments in public housing. As part of the Neighborhood Plan the City team, in coordination with NYCHA, has engaged with the Gowanus, Wyckoff Gardens, and Warren Street Houses' communities, and will continue to explore potential investments that are outside of the scope of the Proposed Actions. The FAR Bank as broadly proposed would be beyond the scope of the Proposed Actions and the City's authority to regulate land use. The management of public housing facilities is outside of the scope of this CEQR analysis.

Comment 1-146: Enforce tenants' rights and increase funding for tenant representation in court. (CB6_250)

Response 1-146: Comment noted. This is outside the scope of CEQR. The Gowanus Plan includes strategies to protect tenants, including continuing to work with the City's Tenant Harassment Prevention Task Force to investigate and take action against landlords who harass tenants and to provide free legal representation to Gowanus tenants facing harassment. Additionally, if a Gowanus neighborhood-wide rezoning is adopted, then the Certificate of No Harassment program would apply in CD 6.

Comment 1-147: Prioritize that a substantial number of very low-income highly subsidized permanently affordable units reach levels as low as 20% of AMI, and include some moderate, middle-income, and ownership housing in the mix, as well as at least 150 units of senior housing. (CB6_250)

Response 1-147: The study of various MIH affordability levels is beyond the scope of the DEIS. In general, the deeper affordability option under MIH calls for 20 percent of the affordable housing floor area to be reserved for households earning an average of 40 percent of AMI, which may include households earning less than 40 percent of AMI.

Comment 1-148: What will be the impact for the 60% of the NYCHA campus residents who cannot afford MIH's "Deep Affordability Option"? For those who might wish to move out of NYCHA, the EIS must study the potential for NYCHA residents to move into new affordable units in the neighborhood. The EIS must study the impact of different affordability levels on the community. (CB6_250)

Response 1-148: Please see the responses to Comments 1-142 and 1-147.

Comment 1-149: Is there incentive funding or HPD subsidies available if a developer will do more than the required number of affordable units or community facilities, or even M1 space? Will developers have access to Affordable Housing subsidies for MIH-required units?

The EIS must study the possibility for a developer to provide more than the minimum MIH using housing vouchers and other subsidies. (CB6_250)

Response 1-149: As noted in the DSOW, within the Project Area, it is expected that the housing market is strong enough to result in new multi-family construction without the need for a variety of City and State financing programs for affordable housing. Furthermore, the future use of Section 8 vouchers—which may be allocated by HPD, NYCHA, or HCR—is beyond the scope of the DEIS. The application of MIH would guarantee that new market-rate housing construction provide permanent affordable housing to address the needs of residents at lower income levels. New development is expected to produce significant amounts of affordable housing for low- and moderate-income households.

Comment 1-150: What rent level can working people at risk of homelessness afford to pay and how can the rezoning be used to reduce the homeless crisis? How many of them will be able to find affordable housing at their rent level? (CB6_250)

Response 1-150: The request to determine rent levels for persons at risk of homelessness is beyond the scope of the DEIS. The Proposed Actions would greatly expand the number of affordable units in the Project Area, including units for low-income household. In addition, the City requires that a minimum of five percent of units in subsidized multi-family rental buildings be set aside for homeless individuals or families. The City seeks to maximize affordability on all City-owned sites appropriate for housing development.

Comment 1-151: What are the actual subsidies (type and amount) the City is providing for each unit of affordable housing? This can be broken out for each AMI level or averaged. How does this amount differ from the subsidies provided to not-for-profit housing developers? (CB6_250, Kelly_240)

Response 1-151: The amount and type of City subsidy is unknown at this time. As noted in the DSOW, City subsidy programs are subject to change based on the availability of subsidy and whether other financing incentives at the City, state, and federal level shifts or if there are significant changes in the residential real estate market based on development or financing costs.

Comment 1-152: If our goal is to provide affordable housing, why are we putting all our eggs in one basket by relying on for profit developers which create far more market rate units? Should we not instead focus on smaller scale, not for profit development which would only build affordable units? (Kelly_240)

Why aren't there incentives for not-for-profits to build higher percentages? (CB6_250)

Response 1-152: Comment noted.

Comment 1-153: We just learned in our community the city has acquired 2 buildings for the Homeless at 535 and 555 4th Avenue. These 2 buildings would be perfectly suited for affordable housing *and* homeless units for families. I hope our city officials see this opportunity in which no one's health, safety and environment would be at risk. Will the city consider these 2 buildings at 535 4th Avenue and 555 4th Avenue for affordable housing in lieu of building on the canal? (Gerena_014)

Response 1-153: Comment noted.

Comment 1-154: I support all of the Gowanus Neighborhood for Justice Initiative Public Housing Committee's comments on the Draft Scope of Work for the proposed Gowanus Neighborhood Rezoning. We want to make the Gowanus Rezoning a model for 1) inclusion, 2) environmental solutions,

3) resilience, and 4) integration of uses, including manufacturing, housing, and open space. (Fleischer_261)

Response 1-154: Comment noted.

Comment 1-155: It should be a requirement that affordable housing residents have the exact same amenities as those who have more money. The next assumption is that in order to get affordable housing we have to give the developers absolutely everything they want for every unit of affordable housing that we get three market rates or above. They tell us this is the only way to make it work. How do we know this is the only way to make it work? (Levine_TS1_045)

Response 1-155: Residential amenities are beyond the scope of CEQR and the Proposed Actions.

Comment 1-156: The DCP Plan is a housing plan masquerading as a community development plan. The biggest benefits (at least from a public policy standpoint) are Public Place and the proposed senior housing on Bond and Carroll. But these two things are technically not contingent on the expanded tax revenue earned from the housing (Public Place is city owned and Catholic Charities has funds to build the senior housing.) (Cohen_248)

Response 1-156: Comment noted. The referenced proposals would be facilitated by the Proposed Actions, including zoning changes.

Comment 1-157: In order to maintain the diversity of the neighborhood, the City should commit to the deepest mandatory inclusionary housing options so that low-income residents and the local public housing community can afford the new permanently affordable housing units. Particularly along the canal, where developers will be reaping high profits due to the increased heights, developments should commit to going beyond MIH Option 1, and the city should pursue deeper levels of affordability as a public value recovery tool. Displaced residents should be preferred for these affordable units through a right of return policy. (Cannon_219)

Response 1-157: Please see the responses to Comments 1-137 and 1-143.

Comment 1-158: In order to ensure that affordable housing is actually affordable for the people it is intended to serve, the plan should commit to:

- affordable housing lottery preferences for local NYCHA residents.
- an increase in percentage for people with disabilities.
- a significant number of affordable units for seniors are created.

- a significant number of Section 8 vouchers for existing NYCHA residents so they can move to newly created affordable housing.
- add key zip codes—11215, 11217, 11231—in the Right to Counsel pilot program at the same time as the neighborhood is rezoned, to prevent low-income residents from being displaced.
- preference for families previously displaced from the community due to past rezonings, rent hikes, or landlord harassment, as was the case in the development of Seward Park.
- making a requirement that any new development on publicly owned land be 100% affordable.

The plan should provide the necessary subsidies to provide permanent and deeply affordable units for very low-income residents, including seniors and those households whose annual income is between zero of AMI to 60% of AMI. (Sakow_243)

Response 1-158: Comment noted. Please see the responses to Comments 1-147 and 1-149.

NYCHA

Comment 1-159: The NYCHA residences which house close to 25% of current Gowanus residents must be included in the scope of the study, with planning for remediation action of the universally acknowledged deficiencies in the housing conditions. The City should address the need for NYCHA housing improvements as part of the EIS and should commit to infrastructure funds that will be available to fund a meaningful level of improvements to the NYCHA properties even if still immediately outside the project area. (PSCC_244)

Response 1-159: Please see the responses to Comments 4 and 1-145.

Comment 1-160: Before the rezoning is approved, the City must ensure that local NYCHA residents have safe and decent housing: a basic human right. The City must dedicate enough upfront funding to address the capital funding gap in NYCHA developments in the neighborhood. (Blondell_TS1_036, GNCJ_266)

NYCHA's nearby Gowanus Houses ($291m), Wyckoff Gardens ($119m), and Warren Street Houses ($48m) have over $400 million in capital needs. It is imperative that the Gowanus Neighborhood Rezoning include significant investment to meet those needs. It would be unacceptable to build a new, mixed-income neighborhood just steps away, without addressing decades of neglect that impact our community's lowest-income residents. (Lander_235)

Response 1-160: Please see the responses to Comments 4 and 1-145.

Comment 1-161: Before ULURP begins, we demand that the City provide data on respect to the following:

- Ongoing update on physical needs assessment and anticipated funding
- indoor health issues,
- status of mold, lead, and asbestos abatement and progress for local developments
- Water quality issues and mitigation plans
- Any studies that have already been conducted internally whose results have not been made public to residents. (GNCJ_221)

Response 1-161: Comment noted.

Comment 1-162: Study and analyze the feasibility and social and environmental impact of using public value recovery tools. (GNCJ_221)

Response 1-162: This is beyond the scope of the Proposed Actions and will not be provided in the DEIS.

Comment 1-163: We have outlined a proposal for a transfer of development rights (TDR) program, comparable to what is contemplated in the recently released "NYCHA 2.0" plan, that could generate between $100 and $200 million to help meet the capital needs of the public housing developments in Gowanus. The EIS should study this innovative approach as an alternative. If DCP chooses not to analyze this alternative, the de Blasio Administration must offer a plan that achieves a comparable level of investment. (Lander_235)

Response 1-163: Please see the response to Comment 1-141. The Proposed Actions would not affect the policies determining capital investments in NYCHA properties. The City is aware of the need for additional capital investments in public housing. As part of the Neighborhood Plan the City team, in coordination with NYCHA, has engaged with the Gowanus, Wyckoff Gardens, and Warren Street Houses' communities, and will continue to explore potential investments that are outside of the scope of the Proposed Actions. The management of public housing facilities is outside of the scope of the CEQR analysis.

Comment 1-164: The Gowanus Rezoning plan should provide support for health and social resilience, starting with a Racial Equity Impact Assessment and a Community Health Needs Assessment and including lead and mold abatement in public housing and a Gowanus Emergency Preparedness Plan. (PSCC_244)

Response 1-164: Comment noted. The Gowanus Plan and the Proposed Actions are intended to foster a thriving, inclusive, and more resilient Gowanus neighborhood for existing and future residents and workers. The plan reflects DCP's ongoing engagement process with community stakeholders including public housing residents. The Proposed Actions are meant to support health and social resilience at a community scale through the creation of new, permanently affordable housing for low- and moderate-income residents, support for local job growth in existing economic clusters and new development, remediation of sites affected by the neighborhood's history of industrial activity, and creation of new public open space and neighborhood parks, among other objectives. DCP has also coordinated with NYC Emergency Management (NYCEM) through development of the Proposed Actions and Gowanus Plan, and the agencies have engaged with various community groups and stakeholders to discuss equitable, community-driven emergency preparedness planning for Gowanus today and in the future. The request that the Gowanus rezoning be amended to address health and social issues is beyond the scope of the underlying land use actions and of the environmental review for the Proposed Actions. However, independent of the Gowanus rezoning, the City has undertaken multiple initiatives to address social and health challenges experienced by residents throughout the City. For example, the City recently issued an extensive analysis of the fair housing challenges that impact New Yorkers and how the City can continue to build more integrated, equitable, and inclusive neighborhoods (see "Where We Live" report, available at https://wherewelive.cityofnewyork.us). The City has also pursued initiatives to improve the health of New Yorkers, such as Take Care New York 2020 (see https://www1.nyc.gov/site/doh/about/about-doh/take-care-new-york-2020.page). Regarding the specific request that a Racial Equity Impact Assessment be performed, please see the responses to Comments 3-17 and 19-6.

Comment 1-165: The EIS must study the unique socioeconomic and health impacts within public housing developments as part of an at-risk population. (PSCC_244)

The EIS should take into account the health aspects of people within New York City public housing and also people on the periphery. (El-Bey_TS1_042)

The ULURP Process, including this EIS, overlooks public housing health effects. We are dying inside of our apartments from mold, from lead, from asbestos. They're coming in and removing it now, but they're not using the proper protocol to remove it. They got all their protective equipment, while we have nothing. (Blondel_TS1_050)

Response 1-165: As discussed in the DSOW, the DEIS will include a public health assessment in Chapter 18, "Public Health." The public health assessment contained in the DEIS will follow the methodologies of the *CEQR Technical Manual*.

Comment 1-166: Six and a half years ago, when Hurricane Sandy took hundreds of people and basically ruined their lives, and a lot of those people were in public housing. And six and a half years later a lot of that work that has to be done to bring those housing apartments back into shape hasn't been done yet. (Higgins_TS1_038)

Response 1-166: Comment noted.

Comment 1-167: We demand you give us major services for the land and air rights you are taking from us. (El-Nuawabun_262)

Response 1-167: Comment noted.

Comment 1-168: We demand to be included about any changes that will cause a devastating impact on the people who are of low-income and financial circumstances. (El-Nuawabun_262)

Response 1-168: Comment noted. The DEIS will include an assessment of direct and indirect residential and commercial displacement, which considers the socioeconomic profile of area residents and identifies vulnerable populations that may be at risk of displacement as a result of the Proposed Actions. This assessment will be provided in Chapter 3, "Socioeconomic Conditions," of the DEIS.

Comment 1-169: I ask that the rezoning plan create a Public Value Recovery tool to make sure that developers who profit from the Gowanus rezoning give something back to neighborhood public housing. (Sakow_243)

Response 1-169: Please see the responses to Comments 1-141 and 1-145.

Comment 1-170: We also urge DCP to study zoning tools that could generate sorely-needed resources for the NYCHA developments in Gowanus, foster a genuine Gowanus mix of uses, and expands our transit and related infrastructure. (Lander_235)

Response 1-170: The City is aware of the need for additional capital investments in public housing. As part of the Gowanus Plan, the City team, in coordination with NYCHA, has engaged with the Gowanus, Wyckoff Gardens, and Warren Street Houses' communities, and will continue to explore potential investments for public housing.

Comment 1-171: The Scope of Work should analyze the effects of Transfer of Development Rights from the area NYCHA developments to private developers to create a revenue stream for local NYCHA campuses. (GNCJ_221)

Response 1-171: Comment noted.

EMPLOYMENT

Comment 1-172: We hope that City Planning and the environmental review process will consider how the rezoning will affect job quality and working families in the building service industry, and whether there are credible commitments to pay property services workers the prevailing wage. Developers should make credible commitments to pay workers the prevailing wage. While a number of property owners in the rezoning have expressed an interest in making a commitment to the prevailing wage for building service workers, none have done so thus far. (Cedeno_SEIU_008)

Response 1-172: Chapter 3, "Socioeconomic Conditions," of the DEIS will consider the effects of the Proposed Actions on commercial and residential rents and whether the potential changes could alter the nature of retail goods and services, or result in financially vulnerable populations being unable to afford rents as a result of the Proposed Actions. Commitments related to prevailing wage and salaries for workers are beyond the scope of the DEIS.

Comment 1-173: CB6 has a responsible development policy that is applicable to nearly all of the sites in this rezoning and we must be kept advised of who will be operating in our community and to what extent they are committed to paying prevailing living wages and to local hiring. (CB6_250)

Response 1-173: Comment noted.

Comment 1-174: What qualifications would NYCHA residents need for the categories of new jobs that are created, what are the average wages, and how can the City contribute toward training and incentivizing hiring in those sectors? (CB6_250)

We demand the creation of workforce initiatives that will serve public housing residents. (Fleischer_261)

Response 1-174: Comment noted. Employment qualifications are beyond the scope of the Proposed Actions.

Comment 1-175: The plan's goals include supporting existing clusters of economic activity and promoting new job-generating uses. What specific sectors and types of jobs would be supported or incentivized? (CB6_250)

Response 1-175: As described in the DSOW, portions of the Project Area would remain exclusively for non-residential uses in order to support the existing unique business and use ecology of Gowanus, which includes artist and maker space, co-working, technology, media and design firms, and other newly emerging business sectors as well as traditional distribution operations and other light industrial uses. The Proposed Actions would apply incentives to districts that are primarily proposed along the Canal and around Thomas Greene Playground to promote mixed-use residential buildings which include a diversity of non-residential uses. One would incentivize the inclusion of a wide range of non-residential uses allowed in the proposed districts. The other would incentivize inclusion of a more specific set of uses that include light industry, arts-related, cultural, and civic uses; and repair and production services. Along 4th Avenue, the Proposed Actions would apply special FAR regulations to promote community resources such as schools.

PURPOSE AND NEED

Comment 1-176: A cost analysis (development pro forma) for new zoning must be included in the EIS or made available by DCP. It should include a cost benefit analysis of the savings to developers that benefited from the rezoning and the added value of their property and money saved by not having to pay residential rates for the property or have go thru BSA or ULURP privately. (CB6_250)

Response 1-176: Comment noted.

Comment 1-177: The only thing that **[INAUDIBLE]** rampant up-zoning is profit. The only supposed benefit is the dubious promise of affordable housing. There are other ways to accomplish this housing goal than to continue business as usual. (Renz_TS1_058)

There is no benefit to this rezoning. (Renz_231)

Response 1-177: The DEIS will describe in detail the purpose and need for the Proposed Actions. The Proposed Actions would facilitate a significant amount of affordable housing, new open space, and potential new school seats.

Comment 1-178: We need to rezone the Gowanus area because if we don't some have some kind of a rezoning, we will end with up with kind of a free-for-all and it

doesn't have any restrictions. I think there is a reason to have a rezoning. (Simon_TS1_027)

Response 1-178: Comment noted.

Comment 1-179: Compare the City's zoning study from a decade ago to this proposed zoning. The new draft zoning proposal covers a larger area and proposes more density. Why did the study area and proposed density change? (CB6_250)

Response 1-179: The FSOW and DEIS will include a description of the prior planning efforts around Gowanus in 2009. The DEIS will include a detailed description of the purpose and need for the Proposed Actions.

Comment 1-180: The projected increase in housing units in the Gowanus area far exceeds the projections in another recent city rezonings (East New York = 6,800; Jerome Ave = 3,250; East Harlem = 3,500; Inwood = 4,400; Gowanus = 8200). What city services will be increased and how will the city's capital investment in Gowanus as part of this proposal be studied? (CB6_250)

Response 1-180: The DEIS will describe in detail the purpose and need for the Proposed Actions. The DEIS will also describe the potential benefits that could result from the additional new housing, including significant amounts of affordable housing, new open space, potential new school seats, and other anticipated uses that the Proposed Actions seek to facilitate.

Comment 1-181: Is the zoning increase on 4th Avenue driven by MIH or something else? There are very few development sites on 4th Avenue shown on the Potential/Projected Sites map. (CB6_250)

Response 1-181: Comment noted. A portion of 4th Avenue was rezoned in 2003 to R8A/C2-4. The rezoning leveraged 4th Avenue's width and access to transit to accommodate new housing, albeit without any zoning tools to encourage or require the inclusion of affordable housing. New residential developments are not currently required to provide affordable housing. The Proposed Actions would map Mandatory Inclusionary Housing on the 4th Avenue corridor from Pacific Street to 15th Street, which would help facilitate mixed-income communities by requiring permanently affordable housing units, through the application of MIH, to be included in any new residential development, which is not required by zoning today.

Comment 1-182: Brad Lander's "Bridging Gowanus" effort to engage and put forth the community's ideas for Gowanus was a sham, and the community knows it. The community did not ask for 22-30 story buildings. The assertion

that buildings require that height in order to include the requested "affordable housing" is a well-recognized strategy used to get the most profit for developers – but it does very little for the community. Consider that the Lightstone Project in Gowanus, which also used "affordable housing" need as a Trojan Horse to help them get the spot rezoning, has a poor record of fulfilling their "affordable housing." (Maugenest_353)

Response 1-182: Comment noted.

Comment 1-183: The proposed zoning maintains industrial and manufacturing uses on certain blocks while allowing for residential uses on adjacent blocks, recognizing the need to preserve the mixed-use character that defines Gowanus today. The mapping of parkland on this portion of 4th Street is inconsistent with the City's stated objective to support existing clusters of economic activity, promote development of new job-creating uses and maintain Gowanus' mixed-use character.

We ask that the Department of City Planning reconsider this mapping proposal, and work with us and other property owners to better meet the needs of the commercial and manufacturing businesses the City seeks to protect and grow in Gowanus. (Dillenberger_004, Dillenberger_015)

Response 1-183: Comment noted. Please see response Comment 1-87.

Comment 1-184: I think you should limit your scope to the parts of the rezoning that give us the benefits we need, such as more housing and green space. (Cherepko_TS1_049)

Response 1-184: Comment noted. In addition to housing and open space, the Proposed Actions are intended to preserve existing clusters of economic activity and promote the development of job-generating uses.

Comment 1-185: Given we have a housing crisis, I would really urge the DCP to find more sites where we can build residential. We should really find as much housing as we can. (Kouzemtchenko_TS1_066)

Response 1-185: Comment noted.

Comment 1-186: Rezoning is essential for our people. And for the people to remain in this neighborhood, they need jobs. Jobs to sustain them and their families. (Jaffe_TS1_068)

The rezoning means a lot more people can have opportunities to have really good jobs in Manhattan. (Heimsath_TS1_076)

Response 1-186: Comment noted.

Comment 1-187: For the neighborhood to be sustainable, these families need homes, homes of those groups. The neighborhood must be sustainable and resilient. These new families need homes. (Jaffe_TS1_068)

Response 1-187: Comment noted.

Comment 1-188: If New York wants to aspire to be more sustainable and an inclusive city, and DCP wants to plan inclusive rezoning they will need to add more housing. Adding residential density to Gowanus fights climate change because people would move to this transit rich neighborhood where they can bike and use public transit as opposed to somewhere else where they need to rely on cars. (Thomas_TS1_073)

Response 1-188: Comment noted. The Project Area's proximity to transit and the central business districts of Downtown Brooklyn and Lower Manhattan make it an ideal location for the residential and non-residential development envisioned under the Proposed Actions.

Comment 1-189: When you reject a well-thought-out plan like this, it only serves reinforced segregating and an unsupportable nature of the New York City housing market. (Thomas_TS1_073)

Response 1-189: Comment noted.

Comment 1-190: To the extent that the canal is being cleaned up, we shouldn't use that as a reason to not build needed housing. (Heimsath_TS1_076)

Response 1-190: Comment noted. Please see the response to Comment 1-14. The Proposed Actions are expected to expand the supply of housing, including needed affordable housing.

Comment 1-191: I'm not against adding affordable housing. I don't believe an increase in housing means lower rent. That hasn't been proven to be true in a lot of instances. (Stoller_TS1_077)

Response 1-191: Comment noted. The Proposed Actions would provide permanent affordable housing through MIH and development on public sites.

Comment 1-192: New York has a housing shortage right now, and this process gives us an excellent opportunity to actually fix that. (Schmidt_TS1_079)

Response 1-192: Comment noted. The Proposed Actions are intended to expand the supply of permanently affordable housing.

Comment 1-193: Projects like this are critical for addressing climate change. Everyone who doesn't live here is going to live in Pittsburgh and they drive to work. But if you want to live here, this is an excellent neighborhood where they can take transit to work. So, I hope we take the most of this opportunity and go for as much housing as possible. (Schmidt_TS1_079)

Response 1-193: Comment noted.

Comment 1-194: The issue that I find with up-zoning or rezoning is that the City does not have money for NYCHA, for the subway, or to fix the sewage problem, but they can hand over millions of square feet of buildable space. You can finance NYCHA, you can finance the subway, but you don't. You just give it to developers. Developers ask for it, and you give it to them instead of selling it to them. Putting money into developers which could pay for NYCHA, which could pay for the subway, but you don't. It doesn't make sense. (Costa_TS1_060)

Response 1-194: Comment noted.

Comment 1-195: There needs to be development in Gowanus and the need for affordable housing is great. Meeting those objectives does not, however, require changing the nature of Brownstone Brooklyn, with single its family and low three or four story apartment buildings, into something akin to the densely populated and architecturally bland Upper East Side of Manhattan. (Silverman_016)

Response 1-195: The DEIS will include an analysis of the Proposed Actions' potential effects on urban design and neighborhood character.

Comment 1-196: Not one resident I've spoken to is supportive "up zone" Gowanus! Save the tall buildings for the 4th Avenue Corridor. Please do not turn Gowanus/Carroll Gardens into Downtown Brooklyn! (Henry_018)

Response 1-196: Comment noted.

Comment 1-197: I lived in public housing for fifty-three years. And the rezoning hasn't helped one bit. We need to stop it. In our neighborhood, we don't have stores, we don't have a laundromat or a place to go for food. We don't have a drugstore, and it's impossible—ten to twelve blocks we have to walk to get to either one. (Shivers_TS1_035)

Response 1-197: Comment noted. Once approved, the Proposed Actions are expected to expand the supply of affordable housing and retail space in Gowanus.

Comment 1-198: I am begging CPC not to "high jack" the Gowanus. Please do not create an artificial environment by promoting an urban utopia for Gowanus. This undermines our Democracy! We should be planning organically and holistically for the future in and for the future of Gowanus. WE SHOULD BE PLANNING FOR RISING WATER LEVELS, DROUGHTS, AIR POLLUTION—THESE ARE THE REAL CONCERNS THAT THREATEN THE SURVIAL OF OUR PLANET. (Mariano_FROGG_196)

Response 1-198: Comment noted.

ANALYTICAL FRAMEWORK

Comment 1-199: Analysis of all environmental areas considered in the EIS should be based on the recommended reconsideration for establishing the criteria for determining development sites. These recommendations include the following: accounting for rent-stabilized buildings in the Reasonable Worst-Case Development Scenario (RWCDS) where zoning floor area is less than half of the permitted floor area; inclusion of smaller lots due to the potential for residential assemblages; the inclusion of smaller sites (less than 10,000 square feet) in areas where residential use would not be allowed;

Though multi-unit rent-stabilized buildings are being assumed to remain as is (existing individual buildings with six or more residential units are required relocation of tenants in rent- stabilized units), there has been adequate demonstration that such buildings would be likely to be redeveloped because of such status. Regarding under-built sites, there is the example of at least one known development site along Fourth Avenue in Park Slope that resulted from the vacating of rent-stabilized tenants for the purpose of demolishing the multi-unit buildings. This example demonstrates that it is reasonable to account for rent-stabilized buildings where zoning floor area utilization is less than half of the permitted floor area, because a stabilized designation is not a legal deterrent to lawful demolition.

Small residential sites have been demonstrated to be readily assembled along Fourth Avenue based on the 2003 Park Slope Rezoning and developers had been quite willing to construct on small assemblages. The additional market-rate floor area would only further promote such a pattern by 2035. In areas where residential use will not be permitted, smaller lots should be defined as being less than 10,000 square feet and not 20,000 square feet. (Adams_230)

Response 1-199: The criteria by which the RWCDS for the Proposed Actions were developed are laid out in detail in the DSOW and will also be included in

the FSOW/DEIS. Any criteria specific to conditions in this neighborhood are noted. The criteria used to determine the RWCDS were defined by DCP using the guidance of the *CEQR Technical Manual*, previous project experience, and professional judgement. DCP's professional experience with CEQR analyses for other area-wide rezonings and stand-alone sites confirms that the approach used to develop the RWCDS is consistent with criteria outlined in the *CEQR Technical Manual*.

Comment 1-200: For the EIS to most accurately evaluate the impact of the proposed actions, the DSOW should include the following when defining potential development sites:

- Lots containing multi-family (6 or more units) residential buildings, which should not be assumed to be protected by rent-stabilized status.
- Houses of worship, due to significant development occurring throughout Brooklyn on these properties.

There is also concern that the criteria for analyzing projected and potential development sites in areas remaining as M-zones may be too conservative. Only sites of 20,000 sf or larger are analyzed. (Lander_235)

Response 1-200: Generally, the RWCDS states that in order to provide for a conservative analysis, standard and neighborhood-tailored criteria and methodologies were used to project future development under the Proposed Actions. Generally, for area-wide rezonings that create a broad range of development opportunities, new development is expected to occur on select, rather than all, sites within the rezoning area. Multi-unit buildings with existing individual buildings with six or more residential units are unlikely to be redeveloped because of the additional costs and complexities inherent in the required relocation of tenants in rent-stabilized units. While houses of worship are generally more unlikely to be developed absent discretionary approvals, the RWCDS does identify faith-based institutions that could be redeveloped in order to provide a conservative analysis.

Comment 1-201: The optimum balance for minimum density and height that will insure a high percentage of affordable units must be studied in the EIS. Identify the maximum percentage of affordable units that developers can build, as well as the minimum (i.e. including sites that may opt out by being too small). (CB6_250)

Response 1-201: As presented in the DSOW, the RWCDS assumes the maximum number of affordable units on each development that would be generated under MIH (25 percent to 30 percent of residential floor area). On public sites, the RWCDS assumes all units would be affordable. Dependent upon the technical area under study in the DEIS, conservative assumptions

regarding the number of affordable units will be made to ensure a conservative analysis that discloses the worst-case environmental effects of the Proposed Actions.

Comment 1-202: How will the EIS study adapt to conditions (environmental, population, storefront retail, transit, manufacturing technology) that are rapidly changing? The EIS must include a provision that allows the zoning build-out to be re-evaluated in five-seven years to verify its continued applicability and, if the re-evaluation determines it as necessary, the City must update the plan to respond to a new set of conditions not contemplated or planned for in the zoning proposal. A study of these conditions should be included in the evaluation and a report provided to CB6 that includes a frame of reference for new board members. (CB6_250)

Response 1-202: Please see the response to Comment 1-43 regarding future re-evaluation of the DEIS. The proposed methodologies, including data sources, for the DEIS analyses are presented in the DSOW. As described in the DSOW, standard methodologies have been used to project future development conditions that follow *CEQR Technical Manual* guidance employing reasonable assumptions.

Comment 1-203: How will air right transfers be handled in this zoning? (CB6_250)

Response 1-203: The Proposed Actions do not include special provisions related to "air right transfers."

Comment 1-204: Regarding the Street Map Amendment (Figure 7 in the Draft Scope), as per the Draft Scope, a new public street is proposed to bisect the Property at Smith Street and 9th Street (Block 471, Lot 200) ("the New Street"). The Draft Scope attributes or allocates the zoning floor area development rights associated with the New Street's approximately 32,000 s.f. of lot area to the Property at Smith Street and 9th Street (Block 471, Lot 200). As discussed with the DCP, notwithstanding the Draft Scope's analysis, the Zoning Resolution does not permit the transfer of zoning floor area development rights from the New Street. Furthermore, the mapping of the New Street would, as per the Zoning Resolution, divide the Property at Smith Street and 9th Street (Block 471, Lot 200) into two separate zoning lots, contrary to the Draft Scope. As discussed with the DCP, the loss of zoning floor area development rights associated with the New Street and the division into two zoning lots is not intended by the Rezoning. However, the Draft Scope does not include a mechanism by which these zoning floor area development rights will be transferred to (or included in) the Property at Smith Street and 9th Street (Block 471,

Lot 200) and it does not include zoning text that would mandate that the Property at Smith Street and 9th Street (Block 471, Lot 200) be treated as a single zoning lot. All-Year hereby seeks a clarification in the Draft Scope and a confirmation that the Rezoning will include appropriate zoning text so that all of the zoning floor area development rights associated with the New Street will be incorporated in (or transferred to) the Property at Smith Street and 9th Street (Block 471, Lot 200) and that the New Street will not include any zoning floor area development rights; (Korbey_083)

Response 1-204: Comment noted. A detailed description of the Proposed Actions will be provided in Chapter 1, "Project Description," of the DEIS. Additionally, the proposed text amendments will be appended to the DEIS.

Comment 1-205: Review projected and potential development sites identified in the Draft Zoning Proposal. Either identify or map the sites excluded from this list and describe how they meet one of the four criteria listed on page 45 of the Proposal. (GBD_010)

Sites that are excluded from the list of projected and potential development sites should be identified on a map and described as to how they did not meet the criteria that is listed on page forty-five of the Draft Scope of Work. (Briggs_TS1_075)

Response 1-205: As presented in the DSOW, projected and potential development sites identified for analysis meet the City's general criteria for determining development sites as a result of an area-wide rezoning, as determined by DCP. Properties not included in the list of either projected or potential development sites do not meet the criteria; therefore, they were not identified as development sites. However, the DEIS will include a list of all properties (blocks/lots) directly affected by the zoning changes as an appendix and will described and take into account, as warranted, known planned developments that are expected to be completed with the DEIS analysis year of 2035.

Comment 1-206: Show the location of new schools, medical facilities, and open areas. Provide the residents with the methodology used in calculating the proposed changes. (Silverman_016)

Response 1-206: The criteria used to determine projected and potential development sites for analysis in the DEIS is presented in the DSOW. The RWCDS states that in order to provide for a conservative analysis, standard and neighborhood tailored criteria and methodologies were used to project future development under the Proposed Actions. Generally, for area-wide rezonings that create a broad range of development opportunities, new

development is expected to occur on select, rather than all, sites within the rezoning area. This information is provided for the existing and future conditions with and without the Proposed Actions. The increment between the future conditions is also shown in the RWCDS tables, which are included as an appendix to the DSOW.

Comment 1-207: This geography is getting wealthier year after year. The only way to address this when you're scoping is to disaggregate the data, in particular, for the local public housing. This is the community that's comprised of currently twenty-five percent of the residents in Gowanus. (Aronowsky_TS1_039)

The Gowanus Neighborhood Justice Initiative Public Housing Committee requests an official response on our concerns regarding the rezoning that uses antiquated processes to exclude public housing and rent-stabilized tenants that make up over 25% of the rezoned geography. (Blondel_255, Blondel_256, Shiver_257, Blondel_258, Smith_259, Paredes_260, Fleischer_261, El-Nuawabun_262, Shiver_263, Smith_264, Garcia_265)

Response 1-207: Public housing residents will be considered in the DEIS, as appropriate, based on the technical environmental area being studied, and will not be excluded from analysis. The DEIS will assess the effects of the Proposed Actions in several environmental areas considered under CEQR, and each technical environmental area examined in the DEIS is assessed in the context of a "study area," which have varying geographies depending on which technical area is being assessed.

Comment 1-208: The DCP says the rezoning will be studied in more detail than those that are outside of the radius. We are demanding that public housing be included in this radius because it needs equivalent and more detailed analysis in regards to the inequality that currently exists. (Aronowsky_TS1_039)

Response 1-208: Please see the responses to Comments 11 and 1-207. As noted in the Scope of Work, some technical areas of analysis in the DEIS, such as land use, consider two study areas: a primary study where the effects would be directly experienced, and a secondary study that could experience effects of the Proposed Actions, but those effects may not be as pronounced.

Comment 1-209: We have to take into consideration the influx of new people coming into the community, into the district. (El-Bey_TS1_042)

Response 1-209: Comment noted.

Comment 1-210: All provided maps in the scoping document are flat and one-dimensional—nowhere are pedestrian views depicted nor are elevations depicted. (PSCC_244)

The final EIS must include pedestrian views of open space areas as well as dimensional depictions of depth and bulk of allowed new construction. (PSCC_244)

Response 1-210: The purpose of the DSOW is to present the analysis methodologies for the DEIS. As described in the DSOW, the urban design and visual resources of the Project Area and adjacent study area will be described using photographs and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.

Comment 1-211: We request DCP make public all its mapping and GIS data related to the proposal. This includes shapefiles for the project and study areas, potential and projected sites, and other pertinent files. (PSCC_244)

Response 1-211: Comment noted. All figures and maps that are included in the DEIS will be made available to the public on DCP's website.

Comment 1-212: The City must incorporate rigorous analysis of drainage, transportation, open space and socioeconomic issues as part of the ongoing IBZ study before ULURP begins. (GCC_233)

Response 1-212: The Gowanus Plan is a comprehensive plan for housing, community resources, economic development, and job-growth and to support on-going neighborhood-wide cleanup efforts. This rezoning proposal concerns changes to the land use regulations to support the goals of this Plan. The broader Plan identifies strategies for economic development and job-growth, including supporting the Gowanus IBZ, which is outside the Project Area and not part of the Proposed Actions that this environmental review is focused on. DCP is leading a separate on-going engagement process to produce a Gowanus IBZ Vision Study to solicit feedback from businesses and community stakeholders on the future of the IBZ. The Scope of Work describes the proposed methodologies and study areas for various analysis areas, some of which include portions of the Gowanus IBZ where pertinent and relevant to analyzing the Proposed Actions' effects on the environment.

Comment 1-213: The EIS must accurately project density that will result from the proposed action. We are concerned that the scoping documents underestimate the amount of density that will result from the proposed rezoning. (GCC_233)

Response 1-213: Please see the responses to Comments 1-199 and 1-200.

Comment 1-214: How will this rezoning be different and deliver what has been promised compared to past rezonings, such as LIC and Downtown Brooklyn? (Kelly_240)

Response 1-214: An evaluation of development trends in other neighborhoods or a comparison of the proposed rezoning to other rezonings is outside of the scope of CEQR analysis for this project.

Comment 1-215: The land use actions proposed as part of the Gowanus Rezoning as set forth in the DSOW will have significant and adverse effects on several CEQR analysis areas, including land use, zoning and public policy, socioeconomic conditions and transportation, and should be revised accordingly. (Dillenberger_226)

Response 1-215: As described in the DSOW, the DEIS will analyze whether the Proposed Actions result in significant adverse impacts on land use, zoning, and public policy, socioeconomic conditions, and transportation.

Comment 1-216: It is therefore imperative that DCP rigorously and transparently analyze all anticipated development impacts and hold the Gowanus Neighborhood Rezoning (the largest proposal of its kind in recent years) to the highest standards for public infrastructure and sustainability, from transit and sewers to public schools and open space. (Lander_235)

As the largest neighborhood area rezoning of the de Blasio Administration, a full, thorough, transparent analysis of all impacts is essential. (Lander_235)

Response 1-216: The Proposed Actions will be fully analyzed in accordance with the guidance of the *CEQR Technical Manual*. All referenced technical areas will be assessed in the DEIS.

Reasonable Worst-Case Development Scenario

Comment 1-217: Since the MIH option(s) has not been defined yet how will the EIS consider how the build out impacts affordability? (CB6_250)

Response 1-217: Please see the responses to Comments 1-201 and 3-9. As described in the *CEQR Technical Manual*, an indirect residential displacement analysis is conducted to determine the potential impacts experienced by renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents. If a detailed analysis of indirect residential displacement is determined to be warranted, the analysis will identify the population potentially vulnerable to displacement due to increased rent.

Comment 1-218: An undercount in the amount of sites developed due to discounting "potential" sites in the Gowanus Rezoning could result in an unexpected scale of future development, a flawed assessment of the rezoning's potential for direct and indirect displacement, and unreliable evaluations of significant environmental categories. Our preliminary analysis shows that 114 of the 124 tax lots included in the potential development sites will have over 50 percent available FAR after the rezoning is approved but are currently not accounted for in the RWCDS. Also, over half of all building floor area on potential development sites is occupied by industrial or manufacturing uses, but not evaluated for potential business displacement. The Final Scope of Work (FSOW) and Draft Environmental Impact Statement (DEIS) must include details and assumptions for why each lot was identified as a projected or potential development site. The evaluation must also include projections for the number of commercial and industrial tenants, information on the length of current leases, and the criteria used to determine the uniqueness and success of neighborhood businesses. (MAS_253)

Response 1-218: Please see the responses to Comments 1-199 and 1-205. As stated in the Analysis Framework, development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the analysis build year timeframe. Potential sites are considered less likely to be developed within the analysis build year. Potential development sites were identified based on specific criteria, including slightly irregularly shaped or encumbered sites that would make as-of-right development difficult; lots with a significant number of commercial or industrial tenants, which may be difficult to develop due to long-term leases; active businesses, which may provide unique services or are prominent and successful neighborhood businesses or organizations unlikely to move; and/or sites divided between disparate zoning districts. Information related to commercial leases are not in the public domain and unavailable for use in the DEIS. Commercial leases are private legal covenants between a commercial landlord and a tenant.

Comment 1-219: If you think that every lot will be built to the full space and that implies that this market would take so much more, and you're basically twisting justifications of other neighborhoods like mine for the push of funds for the rezoning that's coming up. (Cherepko_TS1_049)

Response 1-219: Comment noted.

Comment 1-220: The site on Block 980, Lots 8 and 19 need to be identified as "projected development sites" pursuant to CEQR. The Site on Lot 8 squarely meets

two of the criteria set forth in the Draft Scope of Work that make it eligible to be identified as a "projected development site." Neither the site on Lot 8 nor Lot 19, meets any of the conditions warranting its exclusion from the Draft Scope's list of "soft sites" or "projected development sites." The DEIS should consider both lots as projected development sites within the 15-year build year timeframe. (LMS_252)

Response 1-220: Comment noted. Please see the response to Comment 1-81.

RESILIENCY AND SUSTAINABILITY

Comment 1-221: How will residents be evacuated in the event of future flooding? Where will they be housed and fed? If sea level rise continues as expected, at some point much of this area will become uninhabitable. What assumptions is DCP making for this possibility? Who is responsible for relocating the residents? Who will pay to remove the flooded buildings? Who will assume the liabilities for these losses and others? (Kelly_240)

Response 1-221: Comment noted. NYC Emergency Management is the City agency with responsibility for coordinating citywide emergency planning and response for all types and scales of emergencies, including flooding. DCP and NYC Emergency Management hosted a meeting with various community groups and stakeholders on May 8, 2019 to discuss equitable, community-driven emergency preparedness planning for Gowanus today and in the future.

Comment 1-222: It is critical that new flood-resilience measures allow for positive drainage to the canal to prevent increased flooding for existing low-lying streets and buildings. (GCC_233)

It is essential that new flood-resilient shores, buildings, and infrastructure allow for positive drainage to the canal. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338, Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289, Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287,

Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Plunkett_FL2_325, Polletta_FL2_339, Renda_FL2_326, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310, Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

Response 1-222: Comment noted.

Comment 1-223: It's essential that you put measures along the range of the canal to prevent increased flooding for existing streets and buildings. (Parker_TS1_051)

Response 1-223: Comment noted.

Comment 1-224: The Draft Zoning Proposal will likely increase the Urban Heat Island [UHI] effect near the Gowanus Canal and exacerbate summertime high temperatures. DCP must consider moving taller buildings away from the water, planting trees, and creating a gradient in building heights across the district to avoid creating UHI canyons. (CB6_250)

New development should mitigate the effects of urban heat island and manage stormwater by implementing streetscape improvements, green roof and walls, and green infrastructure. (GNCJ_221, Robinson_351)

The DCP plan is not a sustainable plan! There must be assurances that new construction along the water does not impose new flood risks for the adjacent areas, like the Gowanus Houses that were flooded in 2012's Super Storm Sandy. There is nothing sustainable about a plan that allows developers to build higher to lift their own buildings above a flood datum while channeling rain and flood waters into the adjacent communities. Gowanus is a high risk flood zone. It is essential that new flood-resilient shores, buildings, and infrastructure allow for positive drainage to the canal. Raising the shoreline without accounting for quick drainage would exacerbate flooding for existing low-lying streets and buildings in the surrounding neighborhood. (Cook_206)

The City must study the impact of raising the shoreline and implementation of the Flood Resilience Zoning Text throughout new development on existing low-lying streets and buildings. (GCC_233)

Response 1-224: Comment noted. The quantification of the urban heat island effect is beyond the scope of the DEIS. As described in the DSOW, "Water and Sewer Infrastructure," the DEIS will include an assessment of stormwater in accordance with *CEQR Technical Manual* guidelines. The DEIS will include an evaluation of the Proposed Actions' potential effects on wastewater and stormwater infrastructure.

Comment 1-225: Move forward with strategies for protection from flooding caused by storm surges including, but not limited to, exploring the erection of a retractable gate across the mouth of the canal. We note that while the newly contemplated developments will have greater resiliency, our older smaller properties will remain exposed without such a mitigation measure. (CB6_250)

Response 1-225: Comment noted.

Comment 1-226: Create plans for water levels that will continue to rise as well as a plan for flooding in the area during storms. (Marcus_228)

Response 1-226: Comment noted.

Comment 1-227: Gowanus is in a Flood Zone. Realtors are not legally bound to tell their clients that their potential property(renter or buyer) is in a flood zone. Why has City Planning Office not really planned for flooding in Gowanus? (Mariano_FROGG_196)

Response 1-227: Comment noted. The Proposed Actions are intended make Gowanus a more resilient neighborhood through a number of strategies.

LAND USE, ZONING, AND PUBLIC POLICY

Comment 2-1: Figure 9 defines the secondary land use study area that will be used to analyze cumulative impacts of neighboring development trends. We are concerned that this area only includes a small portion of Downtown Brooklyn when wider areas of Downtown Brooklyn share a school district, sewage and energy infrastructure, traffic, subway, and bus ridership areas with the Gowanus study area. The Borough-Based Jails EIS recently did an accounting of the Downtown Brooklyn area development pipeline and found 5,407 projected housing units, 1.14 million sf of retail space, 1.65 million sf of office space, 586 hotel rooms, and 868,000 sf of community facility space projected in that area by 2027. DCP should consider a wider area for development projections where relevant (schools, sewer, energy/electricity, traffic, bus, subway) in the analysis of this proposal. (Lander_235)

Response 2-1: As described in the FSOW, the secondary study area for the assessment of land use, zoning, and public policy will extend approximately ¼-mile from the boundary of the Project Area. The secondary study area is generally bounded by the Gowanus and Prospect Expressways to the south, Fulton Street to the north, Clinton and Smith Streets to the west, and 6th Avenue to the east. These bounding streets reflect the extent of the area reasonably expected to experience indirect effects of the Proposed Actions in issues of land use, zoning, and public policy. Use of an inappropriately large study area can dilute or obscure a project's effect in a given technical area of analysis. The DEIS will describe appropriate study areas specific to each analysis, including schools, water and sewer, energy, and transportation.

Comment 2-2: Have prior rezonings in other communities identified impacts to industrial property owners and has the City been quick to respond with solutions in those areas? If the administration is committed to keeping Manufacturing alive in NYC, the EIS has to identify how businesses are being affected (in the warehousing of manufacturing space leading up to the rezoning) and in the impact of massive rezoning on M areas within the rezoning and the IBZ to the south. Business support services must be provided to businesses in the area to mitigate negative effects while the neighborhood is in transition. (CB6_250)

Response 2-2: As described in the DSOW, the DEIS will include an assessment of the potential effects of the proposed zoning changes on land use and public policy in the primary and secondary study areas. Direct and indirect business displacements will be analyzed in Chapter 3, "Socioeconomic Conditions." Assessments and/or comparisons to previous rezonings are beyond the scope of the DEIS.

The City provides business support services through the Department of Small Business Services (SBS), which has been a partner agency through outreach and engagement around the Gowanus Neighborhood Plan. SBS has reached and will continue to reach the Gowanus business community with resources related to economic and workforce development.

Comment 2-3: Will the EIS study the impact of a simple C-overlay similar to the rest of the city? (CB6_250)

Response 2-3: Comment noted. The Proposed Actions do not include the mapping of commercial overlay districts.

Comment 2-4: Given how important the "Gowanus Mix" is, the EIS must study what it would mean to have a more specific mix of light industrial and creative

producing businesses to encourage the mix that was outlined in the Bridging Gowanus Vision. (CB6_250)

Response 2-4: Comment noted. The Proposed Actions seek to facilitate vibrant, inclusive residential neighborhoods with a wide variety of local and regional commercial options, job opportunities, and attractive streets that are safe and inviting for residents, workers, and visitors. The RWCDS reflects the changes in zoning and allowable uses, which incentivize development through increased density, while conservatively accounting for a mix of uses on private properties.

Comment 2-5: There is currently no constraint on M1/R zones to become only housing, except at "R7." Will the EIS study these M1/R neighborhoods as becoming entirely residential, and will they also assume a developer will build M1 as of right? What is the minimum amount of commercial and manufacturing in the rezoning area? DCP must consider areas outside of the IBZ to include as special mandatory commercial/manufacturing in the area to encourage the "Gowanus Mix." (CB6_250)

Response 2-5: Comment noted. Please see the response to Comment 2-4.

Comment 2-6: Despite the huge impact [Housing New York: 2.0 and NextGen NYCHA] will have on the lives of Gowanus residents, the Draft Scope of Work fails to indicate that the City will even consider the relationship between these NYCHA-focused strategies and the proposed area-wide rezoning. (GNCJ_221)

Response 2-6: The FSOW has been updated to include the specific reference to *Next Generation NYCHA* ("NextGen NYCHA") under Task 2.0, "Land Use, Zoning, and Public Policy." The Proposed Actions will be assessed relative the policies of NextGen NYCHA. The DSOW does state that *Housing New York* will be described and the Proposed Actions will be assessed relative to the policies of Housing New York.

Comment 2-7: The EIS should consider the relationship between the rezoning and the proposed population increase and loss of open space resulting from infill development at Wyckoff Gardens. (GNCJ_221)

Response 2-7: Comment noted. The Proposed Actions does not include land use actions affecting NYCHA property at Wyckoff Gardens. Known planned developments within the EIS analysis year (2035) will be included for relevant technical analysis areas.

Comment 2-8: The City should use the MIH program to ensure that current neighborhood residents impacted by RAD can relocate within the

neighborhood, and that new public housing residents can move to deeply affordable units in our area. (GNCJ_221)

Response 2-8: Comment noted. MIH is intended to expand the supply of affordable housing by requiring the private market to provide affordable units in rezoned areas. The mapping of MIH will provide an opportunity for public housing residents to move into new affordable housing within the neighborhood. The PACT/RAD conversion is a program administered by NYCHA and is beyond the scope of the DEIS. The program is intended to provide improvements and repairs to public housing and displacement is not expected.

Comment 2-9: The No-Action Scenario should articulate the harms of failing to preserve the public housing's deeply affordable housing and how that would radically change the socioeconomic character of the neighborhood. (GNCJ_221)

Response 2-9: The No Action scenario represents the future condition in 2035 absent approval of the Proposed Actions. As described in the DSOW, the Proposed Actions include a series of land use actions, including zoning changes. The Proposed Actions do not include any change to zoning or land use on NYCHA's Gowanus Houses, Wyckoff Gardens, and Warren Street Houses. Needed repairs and improvements to these NYCHA developments are separate from the land use changes proposed for the Project Area and beyond the scope of the DEIS.

Comment 2-10: The City must analyze what types of affordable housing will be created and how it will serve the population most in need. (GNCJ_221)

Response 2-10: The Proposed Actions would generate affordable housing that seeks to assist households of varying incomes. On City-owned property, the Proposed Actions would result in approximately 1,000 affordable DUs, and these units would be 100 percent affordable to a wide range of incomes.

With the application of MIH to the Project Area, new development on private sites is expected to produce significant amounts of affordable housing for low- and moderate-income households. The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable se-aside.

Option 1 would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the AMI, with at least 10 percent of residential floor area affordable at

40 percent AMI. Option 2 would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI.

The City Council or CPC may apply an additional Workforce Option or a Deep Affordability Option in conjunction with Options 1 and 2. The Workforce Option requires 30 percent of units be affordable at 115 percent AMI, with set-asides at two lower income levels. The Deep Affordability Option would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. For all options, no units could be targeted to residents with incomes above 130 percent AMI.

The ultimate determination of which MIH option will accompany the Proposed Actions will be decided once the deliberations of the CPC and City Council have concluded.

Comment 2-11: DCP has failed to consider EJ issues within our community and as they relate to DCP's zoning proposal. (GNCJ_221)

We demand that DCP establish and staff an EJ advisory body to respond to questions / concerns that may arise during ULURP and into implementation. (GNCJ_221)

Response 2-11: The DEIS for the Proposed Actions is being prepared pursuant to SEQRA and its implementing regulations found at 6 NYCRR Part 617, Executive Order 91 of 1977, as amended, and 62 RCNY Chapter 5, the Rules of Procedure for CEQR. These regulations do not require the preparation of an Environmental Justice analysis for the Proposed Actions.

Comment 2-12: The Gowanus EIS must include analysis of the actual impact of Downtown Brooklyn (re)development to fully understand the unmitigated impacts of that rezoning and their impact on Gowanus. (GNCJ_221)

Response 2-12: Comment noted. As appropriate, known planned development projects expected by 2035 within the various study areas, including Downtown Brooklyn, will be considered in the DEIS for the Gowanus Neighborhood Rezoning.

Comment 2-13: Additional density must presented along 4th Avenue as part of this analysis especially since the EAS' conducted by the City for the 2003 and 2007 rezonings inaccurately predicated no increase in population for the area. (GNCJ_221)

Response 2-13: The Proposed Actions, which include an increase in density along the 4th Avenue corridor, will be analyzed in the DEIS, as described in Chapter 1, "Project Description."

Comment 2-14: There are at least 42 parcels along 4th Avenue that should be studied as Potential or Projected development sites in the RWCDS. (GNCJ_221)

Response 2-14: Comment noted. The criteria by which the RWCDS for the Proposed Actions were developed are laid out in detail in the DSOW and will also be included in the DEIS. Any criteria specific to conditions in this neighborhood are noted.

Comment 2-15: The Draft Scope of Work does not indicate that the relationship between the proposed rezoning and the City's fair housing obligations will be analyzed. This must be corrected in the Final Scope of Work. (GNCJ_221)

Response 2-15: Comment noted. The FSOW and DEIS for the Proposed Actions are being prepared in conformance with SEQRA and its implementing regulations found at 6 NYCRR Part 617, and with CEQR procedures as set forth in Executive Order 91 of 1977, as amended, and 62 RCNY Chapter 5. Fair housing is governed by a separate federal statute, the Fair Housing Act of 1968, which is distinct from SEQRA and CEQR. Consistent with the federal Fair Housing Act, the City addresses fair housing through a comprehensive and balanced approach on a city-wide basis. The Department of Housing Preservation and Development recently published an extensive assessment and draft plan to advance fair housing in all five boroughs (see "Where We Live" draft plan, available at https://wherewelive.cityofnewyork.us/). Neighborhood rezonings, which facilitate critically needed housing, including affordable housing, and involve substantial local investments, are just one aspect of the City's comprehensive strategy to affirmatively further fair housing, and must be considered within the broader context of policies that together further fair housing. As such, evaluation of compliance with fair housing is separate from and beyond the scope of the present environmental review.

Comment 2-16: In the Final Scope and beyond, DCP must consider the relationship between the proposed neighborhood rezoning and the recommendations developed as part of the Where We Live process. (GNCJ_221)

Response 2-16: The Department of Housing Preservation and Development recently published an extensive assessment and draft plan to advance fair housing in all five boroughs (see "Where We Live" draft plan, available at https://wherewelive.cityofnewyork.us/). Neighborhood rezonings, which facilitate critically needed housing, including affordable housing, and

involve substantial local investments, are just one aspect of the City's comprehensive strategy to affirmatively further fair housing, and must be considered within the broader context of policies that together further fair housing. As such, evaluation of compliance with fair housing is separate from and beyond the scope of the present environmental review.

Comment 2-17: DCP must consider the Mayor's 10-Point Industrial Action Plan as it moves forward with its zoning proposal. (GNCJ_221)

Response 2-17: The FSOW will identify the administration's Industrial Action Plan as one of the public policies to be assessed in the DEIS.

Comment 2-18: The land use analysis should include significant recent land use changes beyond the ¼ mile boundary that will have impact on area infrastructure, including Downtown Brooklyn and the entirety of Atlantic Yards / Pacific Park, half of which is just outside the ¼ mile boundary. (GCC_233)

Response 2-18: The secondary study area for land use extends approximately ¼-mile from the Project Area and includes portions of Downtown Brooklyn and Atlantic Yards / Pacific Park. A study area extending to approximately ¼-mile from the Project Area is sufficient for an analysis of land use.

Comment 2-19: The land use analysis should include careful consideration of the ongoing remediation actions in and around the Canal. (GCC_233)

Response 2-19: Remediation activities associated with Gowanus Superfund activities will occur in the No Action condition irrespective of the Proposed Actions. The DEIS will consider these activities in the land use assessment.

Comment 2-20: Will the areas zoned for manufacturing in the rezoning area ultimately turn into residential, further increasing the likelihood that historic structures in these areas will be demolished and replaced by new construction? The study needs to review the findings of the November, 2018 report by the Municipal Art Society on the Long Island City and Downtown Brooklyn rezonings that showed that DCP projections were woefully inadequate in that they did not project the high residential shift that took place. (GLC_355)

Response 2-20: Comment noted. Please see the responses to Comments 1-199 and 1-200. As described in the DSOW, the Proposed Actions are intended to support existing clusters of economic activity and promote development of new job generating uses through increased industrial density. Special density and use regulations required under the GSD would ensure a desirable mix

of uses, including light industrial, arts-related, and production uses that support the vision of a mixed-use neighborhood.

Comment 2-21: The Gowanus rezoning must include a thorough set of mandates and incentives to preserve and grow designated, affordable industrial space. These should be included in the FSOW and DEIS. (MAS_253)

Response 2-21: As discussed in the DSOW, in key locations, the GSD would apply special FAR regulations to ensure a desirable mix of residential, commercial, light industrial, arts-related and production uses that support the objectives of the Plan. Incentives would be applied to districts that are primarily proposed along the Canal and around Thomas Greene Playground to promote mixed-use residential buildings which include a diversity of non-residential uses. One would incentivize the inclusion of a wide range of non-residential uses allowed in the proposed districts. The other would incentivize inclusion of a more specific set of uses that include light industry, arts-related, cultural, civic and uses; and repair and production services.

Comment 2-22: By excluding the Southwest Brooklyn Industrial Business Zone (IBZ) from the land use study area, we believe the DEIS will not capture the full extent of potential land use changes and leave potential impacts from the rezoning unmitigated. The secondary land use study area should be expanded beyond a quarter-mile radius and the DEIS land use analysis should include the Southwest Brooklyn IBZ. Most importantly, before the release of the Final Environmental Impact Statement (FEIS), the Department of City Planning (DCP) should work with the Southwest Brooklyn IBZ to formalize a set of strategies to preserve and grow industrial businesses through land use actions that stimulate industrial retention, quality job growth, and investment in physical infrastructure and workforce programs. (MAS_253)

Response 2-22: Please see the response to Comment 1-106. The secondary study area encompasses the portion of the Southwest Brooklyn IBZ closest to the Project Area, which is the portion of the IBZ most likely to experience effects of the Proposed Actions. For this reason, the secondary study area is appropriate for the land use analysis. The Gowanus / Prospect Expressways is the approximate southernmost boundary of the Gowanus neighborhood with Sunset Park and Red Hook located to the south of Gowanus / Prospect Expressway.

Comment 2-23: The DEIS must elaborate on where and how [floor area] incentives will be applied. More importantly, the DEIS should expand its analysis to evaluate the feasibility of a mandatory mixed-use scenario that includes

cross-subsidy models for new industrial space in mixed-use buildings at specific use ratios. (MAS_253)

Response 2-23: As discussed in the DSOW, incentives would be applied to districts that are primarily proposed along the Canal and around Thomas Greene Playground to promote mixed-use residential developments which include a diversity of non-residential uses. The evaluation of cross-subsidy models is beyond the scope of the DEIS.

Comment 2-24: The part about creating shapes of the bulk and the low-density for neighborhood context. First, I don't think you need it. I think that redevelopment will take place over time and will naturally have a variety of shapes. (Cherepko_TS1_049)

Response 2-24: Comment noted.

Comment 2-25: We support a responsible rezoning. I am concerned with the restriction of residential uses in certain portions of the rezoning area, specifically on the south side of Sackett Street between 3rd and 4th Avenues. (Stevens_TS1_062)

Response 2-25: Comment noted.

Comment 2-26: The Gowanus WAP would result in a significant and adverse impact on existing and future industrial land uses and the public policy relating to preservation of these uses. (Dillenberger_226)

Response 2-26: The DEIS will include an analysis of the potential for significant adverse land use impacts and an assessment of the Proposed Actions' consistency with adopted public policies.

Comment 2-27: What is the plan to preserve art studios and music studios that make Gowanus such a creative and vibrant place? (Marcus_228)

Response 2-27: As described in the DSOW, the Proposed Actions include special density incentives to ensure a desirable mix of uses in new developments, including arts-related uses.

SOCIOECONOMIC CONDITIONS

Comment 3-1: The Gowanus Neighborhood Rezoning has the potential to be a "fair housing" rezoning, which confronts the legacy of residential segregation by creating a diverse, integrated, mixed-income neighborhood without displacing existing residents. This includes the strategies for generating 3,000 affordable housing units out of 8,200 total residential units

(approximately 37%), through both MIH and affordable development on the Public Place site and plans to better connect the nearby public housing developments to new amenities. We appreciate that the NYC Department of Housing Preservation and Development (HPD) and DCP worked with us on a workshop bringing the fair housing principles of the City's "Where We Live" process to Gowanus, and we have been benefitted from working with the Gowanus Neighborhood Coalition for Justice (GNCJ) and the Fifth Avenue Committee as part of their "Redesign the Redline" initiative. (Lander_235)

Response 3-1: Comment noted.

Comment 3-2: Previous MIH neighborhood rezonings during the de Blasio Administration have all been in neighborhoods with a much higher proportion of low-income tenants, and therefore had a much greater potential for displacement. In Gowanus, and the surrounding neighborhoods of Carroll Gardens, Boerum Hill, and Park Slope—neighborhoods where gentrification took place years ago, and current market-rate rents are quite high—there are fewer low-income tenants (outside of public housing). This lower likelihood of significant residential displacement, direct or indirect, is one positive element of the Gowanus Neighborhood Rezoning. In addition, we are encouraged by the inclusion of the area in the City's Certification of No Harassment (CONH) Pilot Program (which was developed in partnership by Council Member Lander's office and HPD). (Lander_235)

Response 3-2: Comment noted.

Comment 3-3: The DEIS must evaluate demographic trends on a census tract level. This would improve estimations of indirect residential displacement and ensure that selected MIH options best match existing income distributions. (MAS_253)

Response 3-3: As noted in the DSOW, demographic analysis in socioeconomic conditions assessment will follow *CEQR Technical Manual* guidelines in presenting and assessing demographic data. A socioeconomic study area and potentially subareas within the broader study area will be established to more precisely estimate demographic trends at a neighborhood level. Demographic data will be presented for the collection of census tracts that comprise those study areas. Due to high margins of error in American Community Survey sample data for small geographies, conducting analyses using single census tracts is not advisable.

Comment 3-4: The City needs to map existing small commercial business located in low rise buildings along 4th Avenue to understand the impact of displacement

of businesses that are in fact "cultural resources" and directly impact pedestrian experience of public space. Any impact should be mitigated by requiring smaller affordable spaces in new construction for relocation.

The DSOW references a "Gowanus Mix" to assure some variety in ground floor space. Presuming that "Gowanus Mix" is vibrant, inclusive and equitable, 4th Avenue should also be subject to a similar requirement to require diversity in use of ground floor space. Support incentives similar to those of MIH could be put in place to encourage developers to build small (or at least flexible) and rent less expensively. This type of zoning adjustment was recently enacted in Upper West Side (Manhattan) rezoning.

To further support active ground floor use and discourage maintenance of empty space as a tax right off, we suggest that ground floor space that remains empty past one year of construction be subject to a non-occupancy tax. (PSCC_244)

Response 3-4: The socioeconomic conditions analysis will consider the potential for indirect business displacement, including those business types described in the comment. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

The Gowanus Special Mixed Use District would apply a non-residential ground floor use requirement along 4th Avenue. The Proposed Actions would promote a walkable neighborhood, enhance the pedestrian environment, and encourage non-residential upper floors and a mix of uses on 4th Avenue.

A non-occupancy tax is outside the scope of analysis for the Proposed Actions.

Comment 3-5: The EIS should look at small business displacement. (Blondell_TS1_036)

Response 3-5: The socioeconomic conditions assessment in the DEIS will consider the potential for direct and indirect business displacement, including potential effects on small businesses.

Comment 3-6: The Draft Scope of Work is very vague about how the rezoning is going to affect displacement, and what the storefronts are going to look like. (Ippolito_TS1_070)

Response 3-6: Comment noted. The purpose of the DSOW is to outline the analyses and methodologies that will be used to study potential direct and indirect business displacement.

RESIDENTIAL DISPLACEMENT

Comment 3-7: Although the draft scope assumes that fewer than 500 residents would be displaced, based on the recommended reconsideration for establishing the criteria for determining development sites, there should be an updated evaluation of projected development sites to determine whether the threshold of 500 residents is met. If so, full evaluation should be incorporated. (Adams_230)

Direct displacement should be studied and should account for buildings with rent stabilized units. (GCC_233)

The EIS must study the impact of the rezoning on both existing rent regulated apartments and 1-4 unit buildings within the zoning area and the surrounding communities. The impacts of the rezoning on unregulated rents in the area should be analyzed in the five-seven year review. (CB6_250)

The Reasonable Worst-Case Development Scenario undercounts displacement. The methodology for projecting development should be adjusted in the Final Scope of Work. (GNCJ_221)

Response 3-7: Please see the response to Comment 1-200. As detailed in the DSOW, the Reasonable Worst-Case Development Scenario excludes sites with existing multi-unit buildings with six or more residential units because the legal requirement to relocate tenants in rent stabilized units makes these sites unlikely to be redeveloped. Additionally, if residents and/or uses would be displaced in the No Action condition, they are not considered part of the incremental displacement related to the Proposed Actions. A commitment to re-evaluate the DEIS subsequent to project approval when no other related or supplemental actions are being sought is beyond the scope of this DEIS, and is not consistent with SEQRA or CEQR, which require that lead and involved agencies base their decisions on the environmental findings of an FEIS.

Comment 3-8: It is appropriate for study area characteristics to include estimates of the number of housing units governed by rent protection measures that are in buildings with significant unused residential floor area. Step 3 should also then identify the number of housing units with a gap between the rent pursuant to a lease and the legally permitted regulatory rent. Such underdeveloped property is often referred to as a "soft site." In this context, a soft site is a property deemed to be attractive enough as a development site based on the extent of the built floor area in comparison to the permitted floor area. Additionally, a property may be considered a soft site if it contains residential units with a significant gap between

charged rent and the legally permitted regulatory rent (known as preferential rent). (Adams_230)

If a detailed preliminary assessment is deemed warranted according to Step 3 of the listed analysis, the draft scope should be more explicit in its disclosure of the characterized existing conditions of residential housing to identify populations at risk of displacement. Specifically, the presentation study area characteristics should also include estimates of the number of housing units subject to rent protection where such units might be deemed attractive enough to be a development site based on the extent of zoning floor area built in comparison to permitted zoning floor area, or contain residential units where preferential rent exists. (Adams_230)

Regulated stabilized apartments might include tenants occupying units where preferential rent exists. Such significant increases in rents would further exacerbate rent burden and might result in residential displacement. The documentation of such underdeveloped rent-stabilized buildings and rent-stabilized buildings where there is a gap between the preferential rent versus the legally permitted regulatory rent should both be accounted for in developing assumptions for the possibilities of induced indirect displacement. (Adams_230)

The EIS must identify the existing number of people at risk of displacement. (CB6_250)

Response 3-8: Comment noted. Please see the response to Comment 3-7. The analysis of indirect residential displacement will follow *CEQR Technical Manual* guidelines.

Comment 3-9: DCP should include a plan for the preservation of rent-stabilized buildings within the Project Area, including analysis of how the proposed rezoning is anticipated to impact buildings with rent-stabilized units. (Lander_235)

Analysis of indirect residential displacement should not exclude potential displacement within rent stabilized units, which have been subject to tenant displacement as a result of landlord harassment (despite prohibitive laws). (PSCC_244)

The City must not assume that rent-stabilized tenants are secure in their homes, nor that those units will remain affordable simply thanks to the existing laws and regulations that govern them. The City must analyze and disclose the indirect displacement risks to rent-stabilized tenants. (GNCJ_221)

Analyze secondary displacement impacts on rent-stabilized tenants. (GNCJ_221)

The impacts of this neighborhood rezoning on low-income residents, including rent-stabilized and public housing residents, should be studied. (GNCJ_221)

In order to ensure the most accurate and responsible analysis of indirect residential displacement, DCP should determine the status of all affordable housing regulatory agreements in the area, and identify any that may be expiring in the next ten years. (Lander_235)

Response 3-9: Comment noted. As described in the *CEQR Technical Manual*, an indirect residential displacement analysis is conducted to determine the potential impacts experienced by renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents. The Gowanus Plan includes strategies to protect tenants, including continuing to work with the City's Tenant Harassment Prevention Task Force to investigate and take action against landlords who harass tenants and to provide free legal representation to Gowanus tenants facing harassment. Additionally, if a Gowanus neighborhood-wide rezoning is adopted, then the Certificate of No Harassment program would apply in CD 6.

Comment 3-10: What is the potential risk to low-income families of being displaced if they can no longer afford the community (retail, services, etc.)? (CB6_250)

Response 3-10: The socioeconomic conditions analysis will consider the effects of the Proposed Actions on residential and commercial rents and whether the potential changes could alter the nature of retail goods and services.

Comment 3-11: 4th Avenue data needs to be included and examined in the final EIS as part of forecasting potential displacement. (PSCC_244)

Response 3-11: As shown in the DSOW, the Project Area includes portions of 4th Avenue from approximately Pacific Street in the north to 15th Street in the south. The socioeconomic study area includes all census tracts within ½-mile of the Project Area. The study area will include analysis of 4th Avenue from approximately Flatbush Avenue in the north to 24th Street in the south.

Comment 3-12: The EIS must determine the projected number of current residents that would be displaced with or without the current proposal and how many are already on or near the poverty line. This impact needs to be made clear. Direct and indirect displacement needs to be thoroughly investigated. (CB6_250)

Response 3-12: As outlined in the DSOW, it is anticipated that direct residential displacement as a result of the Proposed Actions would not exceed the *CEQR Technical Manual* 500 resident threshold, and therefore is not anticipated to result in significant adverse effects. The DEIS will disclose the number of residential units and estimated number of residents that could be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to study area population.

Following *CEQR Technical Manual* guidelines, if the preliminary assessment of potential indirect residential displacement cannot rule out the potential for significant displacement, a detailed analysis will be conducted that considers whether the study area or any identified subareas contains a population at risk of indirect displacement due to rent increases, and the effects of the Proposed Actions on any identified potentially vulnerable population(s).

Comment 3-13: A more detailed building by building analysis must be conducted to determine those buildings that actually contain rent stabilized tenants. The analysis must include multi-family residential buildings in its Reasonable Worst-Case Development Scenario that would otherwise match the definition of a projected or potential site. (GNCJ_221)

Response 3-13: Please see the response to Comment 1-200. Following *CEQR Technical Manual* guidelines, the socioeconomic conditions analysis will assess the potential for the Proposed Actions to result in indirect residential displacement. If a detailed analysis is warranted, that analysis will consider whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the Proposed Actions. As detailed in the DSOW, the RWCDS excludes sites with existing multi-unit buildings with six or more residential units because the legal requirement to relocate tenants in rent stabilized units makes these sites unlikely to be redeveloped.

Comment 3-14: The study area for socioeconomic conditions should be a ½ mile offset but should also look at more localized populations and impacts, in particular impacts on public housing residents. (GCC_233)

Response 3-14: The socioeconomic analysis will study the potential for socioeconomic effects within an approximately ½-mile study surrounding the proposed rezoning boundary. In addition to the assessment of overall effects within this ½-mile study area, smaller sub-areas may be identified and analysis for socioeconomic effects may focus on these subareas as well as the larger socioeconomic study area. According to the *CEQR Technical Manual*, residents of public housing are not considered vulnerable to

indirect residential displacement as they are protected from the risk of rent increase faced by residents of privately held units that are not protected by rent control, rent stabilization, or other government regulations restricting rents.

Comment 3-15: Consider the risk of displacement because of the RAD program at Warren Street. (GNCJ_221)

Response 3-15: The PACT/RAD conversion is a program administered by NYCHA and is beyond the scope of the DEIS. The program is intended to provide improvements and repairs to public housing and displacement is not expected.

Comment 3-16: Analyze how the anticipated delayed timing of the provision of affordable housing and open space at Gowanus Green, due to it being an MGP site that requires remediation and a staging site for the US EPA's Gowanus Canal Superfund clean-up, impacts mitigations needed in the rezoning. (GNCJ_221)

Response 3-16: Comment noted. The Gowanus Green Development is not a mitigation measure. It is a component of the Proposed Actions that would provide for the redevelopment of a long-held City-owned site with new, mixed-use development, including affordable housing, and substantial amounts of new open space.

Comment 3-17: Disaggregate data in the EIS by race and income to understand displacement risks for low-income residents and residents of color. (GNCJ_221)

Response 3-17: Comment noted. Neighborhoods throughout the city are experiencing a high demand for housing, which is placing significant upward pressure on residential rents. In response to this strong demand for housing, the City has undertaken multiple initiatives to increase the supply of housing for households of all incomes, including neighborhood planning, Mandatory Inclusionary Housing, and creating as well as preserving an unprecedented number of affordable housing units. The City and State have also actively enacted measures to protect existing tenants against harassment, eviction, and deregulation.

When land use actions are part of a City-sponsored neighborhood plan, the City conducts a socioeconomic analysis to assess the potential for impacts in accordance with the requirements of SEQRA/CEQR. Consistent with the methodologies set forth in the *CEQR Technical Manual*, the potential for indirect residential displacement is assessed by considering whether the proposed project would lead to increases in rents

that existing tenants would be unable to afford. The risk of displacement is determined for all households at or below a certain income because displacement negatively impacts a household regardless of the household's racial composition. Therefore, this analysis does not break down potential displacement based on the race of particular residents.

Further, there is no reliable method to accurately assess the race or other characteristic of individuals who may be at risk of indirect displacement at the neighborhood level. The needed data are only available for larger geographies and not at the neighborhood rezoning level in order to protect the privacy of residents. The racial composition of potentially indirectly displaced households cannot be inputted with accuracy from the housing and demographic data available for larger geographies because of the variance in the racial composition of households within similar income ranges at the neighborhood level and larger geographies. As such, there is not a reliable method to determine the racial composition of households that are potentially vulnerable to indirect displacement households within the Study Area nor to assess the potential for differential effects on any demographic subgroup.

Comment 3-18: The City must adopt these housing strategies to mitigate low-income residential displacement:

- Before the rezoning is approved, the City must ensure that current NYCHA residents have safe and decent housing: a basic human right. The City must dedicate all upfront funding needed to address the capital funding gap in NYCHA developments in the neighborhood.
- The City should commit to additional affordable housing lottery preferences specific to NYCHA residents in Community Board 6.
- Require 100% affordability on land owned publicly and provide the necessary subsidies to provide permanent and deeply affordable units for very low-income residents, The City must provide funding and programming for now-your-rights, anti-harassment trainings, and other building related trainings designed for public housing residents.
- Protect tenants from being priced out and pushed out through anti-harassment and anti-displacement policies.
- Establish a preference for new affordable housing for families previously displaced from the community due to past rezonings, rent hikes or landlord harassment. (GNCJ_221)

Response 3-18: Comment noted. The Gowanus Plan is a comprehensive plan for housing, community resources, economic development, and job growth, and to support ongoing neighborhood-wide cleanup efforts (among many other community goals). This rezoning proposal concerns changes to the land use regulations to support the goals of this plan and CEQR analysis considers the potential environmental effects specific to those land use

changes. The Plan includes strategies to protect tenants, including continuing to work with the City's Tenant Harassment Prevention Task Force to establish free legal representation to Gowanus tenants facing harassment. In addition, if a Gowanus neighborhood-wide rezoning is adopted, the Certificate of No Harassment program would apply in Community District 6. The Proposed Actions will facilitate the creation of affordable housing, through MIH, that is accessible to all New Yorkers, including current residents in public housing. The process for conducting lotteries for the newly created MIH units is a policy that is beyond the scope of the Proposed Actions and the present CEQR analysis. This analysis will assess the potential for significant adverse impacts related to direct or indirect displacement of residents as a result of the Proposed Actions in Chapter 3, "Socioeconomic Conditions," of the DEIS.

Comment 3-19: The land use committee says the Gowanus housing blocks are not included in the study area for the rezoning. This means that the NYCHA residents' income will not be factored into the calculations for affordable housing calculation. This potentially could mean that NYCHA residents are too poor to afford a unit on public place. (Mariano_021)

Response 3-19: Census tracts 71 and 127 (which contain NYCHA housing) are included in the socioeconomic study area. Furthermore, the DEIS does not establish affordability levels for affordable housing.

Comment 3-20: The bulk of new housing built after up zonings is for the luxury market, is off limits to most people living in the neighborhood and drives up the rents and housing costs instead of lowering them. And the few "affordable" housing units made available are not affordable to our existing residents." (Mariano_022)

Response 3-20: Please see the response to Comment 2-10. The socioeconomic conditions assessment will consider potential for indirect residential displacement due to the introduction of new market rate housing to the Project Area.

Comment 3-21: The Environmental Review should consider all of the benefits of the substantial increase be permitted even beyond the current proposal and outside the current resilient areas, **[INAUDIBLE]** will help alleviate and help to fight displacement in other areas. (Thomas_TS1_072)

Response 3-21: As outlined in the DSOW, based on *CEQR Technical Manual* guidelines, the socioeconomic analysis will consider the potential effects of the Proposed Actions on indirect residential displacement within a ½-mile study area.

BUSINESS DISPLACEMENT

Comment 3-22: Consider the effect of the proposed demapping of the street end of Bond Street in terms of affecting continued operation of the 67 tenants at 98 Bond Street and the operation of TGI | Office Automation. (Adams_230)

The proposed open space on Bond Street, south of 4th Street, would negatively impact our properties to the point where it makes it substantively inoperative. I guess between TGI and us, we'll probably lose maybe about four hundred or five hundred jobs. And if the objective of City Planning is to actually create jobs, then this is counterproductive. (Dillenberger_TS1_046)

The Proposed Actions will severely impair access to the buildings located at 98 4th Street and 120 3rd Street and make development of 413 Bond Street with conforming manufacturing use very difficult, significantly impacting and likely displacing existing businesses and discouraging investment by future businesses in this area. (Dillenberger_226)

Response 3-22: Please see the response to Comment 1-125. The socioeconomic conditions assessment will consider potential for direct and indirect business displacement, including the potential effects of the proposed City Map amendments.

Comment 3-23: There should be a detailed analysis to ensure that displaced businesses will have access to available space to relocate, such as in the IBZ or in the midblock M1-4 zones. Analysis of direct business displacement should analyze adverse impacts on low-cost services like bodegas and laundromats that serve the majority of low-income tenants of public housing. This analysis should also determine the number of artists and makers that will be displaced. Any analysis should reference the IBZ study and framework and its future implementation. Requiring permanently affordability or not-for-profit stewardship of the "Gowanus mix" should be looked at as a potential mitigation strategy. (Lander_235)

EIS must analyze likely impacts of the rezoning on rental (commercial, residential, and manufacturing) and all sales prices. It must include how any increase in commercial store leases will impact existing residents based on AMI. (CB6_250)

The EIS should analyze adverse impacts on low cost services like bodegas and laundromats that serve the majority low-income tenants of public housing. (GCC_233, PSCC_244, Robinson_351)

The things that people in NYCHA housing use, the store, the grocery stores, the little stores, those are all going to close. If we have sixty-five

hundred new units for luxury housing, those are going to be the rich people, not us. (Stoller_TS1_077)

Response 3-23: The socioeconomic conditions analyses will follow *CEQR Technical Manual* methodologies and guidance as to the level of analysis warranted to address the commenters' concerns. The analysis of business displacement will identify and describe the businesses and employment that could be directly displaced by the Proposed Actions. The assessment of potential significant adverse impacts related to direct business displacement will consider whether similar goods and services would be available to consumers.

The analysis of indirect business displacement will focus on whether the Proposed Actions could increase property values and rents within the study area, making it difficult for some categories of businesses to remain in the area. Likewise, the analysis of indirect residential displacement will evaluate whether the Proposed Actions could lead to increased property values and increased rents in the area, which can make it difficult for some existing residents to remain in their homes. If the analysis identifies the potential for increased residential or commercial property values and rents, the analysis will estimate residential populations and/or businesses potentially vulnerable to indirect displacement. With respect to business displacement, as noted in the *CEQR Technical Manual*, an analysis considers whether potentially displaced businesses "provide products or services essential to the local economy that would no longer be available in its 'trade area' to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses."

Comment 3-24: The most likely potential for "indirect business displacement" in the Gowanus area will be the effect on the nearby industrial areas within the Gowanus IBZ. The added residential population and congestion may, absent any action, make the business environment more difficult for industrial businesses and increase real estate speculation, indirectly displacing industrial businesses while fueling conversion to commercial uses. Any analysis should reference the IBZ study and framework and its future implementation. DCP must make good on its commitment to develop a vision plan for the IBZ, to allow room for growth of manufacturing, industrial, and job-generating uses and invest in the infrastructure, workforce development, and services needed to sustain and share the benefits of this growth. (Lander_235)

Analysis of indirect business displacement should also pay particular attention to the Industrial Business Zone (IBZ). Mitigation measures should be identified as part of the IBZ planning process. (PSCC_244)

Response 3-24: Please see the response to Comment 1-106. The socioeconomic conditions assessment will include consideration of the IBZ and businesses within the IBZ.

Comment 3-25: A small business displacement study as well a store vacancy study must be included in the five-seven year review of the rezoning. (CB6_250)

Response 3-25: The DEIS will consider the potential for the Proposed Actions to result in significant adverse impacts related to business displacement. If impacts are identified, any practicable mitigation measures will be recommended. Tracking future tenanting of commercial space is beyond the scope of the environmental review.

Comment 3-26: The City should analyze the vulnerability of existing businesses by reviewing past rezonings that have led to greater displacement than what the City predicted and should include detailed business surveys to document the presence of early lease terminations due to land use actions or sales. (GNCJ_221)

The City should look into past rezonings and analyze the discrepancy between how much displacement the City forecasted to occur with how much direct/indirect displacement actually occurred, and disclose all data and findings to the public. (GNCJ_221)

Response 3-26: Comment noted. The proposed evaluation of prior environmental reviews is beyond the scope of this DEIS and is not consistent with SEQRA or CEQR. The objective of environmental review is to assess potential future impacts of a project. The DEIS for the Proposed Actions, which include review of zoning changes to Gowanus, is not intended nor suited to determine the causes that have led to current conditions in other neighborhoods. Furthermore, as the DSOW describes, the analyses will be based on data and projections specific to the Gowanus study area through the Gowanus Build Year of 2035; prior environmental review projections applicable to other geographies and projected timelines cannot be assumed to be directly applicable. Past business patterns also cannot be directly relied upon due to unanticipated innovations and shifts in the economy that fundamentally affect how business is conducted and consumer behavior. As such, prior studies are not a reliable benchmark for the present environmental review. The proposed analyses will assess the potential for significant adverse impacts related to direct or indirect displacement of businesses based on current data, existing conditions in the Gowanus study area, and recent trends, in Chapter 3, "Socioeconomic Conditions," of the DEIS.

Comment 3-27: Analyze impacts on existing businesses. (GNCJ_221)

Address concerns of local business people as well as artists and musicians who have studios in the area. (Marcus_228)

Response 3-27: The socioeconomic conditions chapter will follow *CEQR Technical Manual* guidelines in assessing the potential effects on existing businesses within the study area.

Comment 3-28: Where is a plan to preserve the small businesses that fill buildings in the Gowanus area? (Marcus_228)

Response 3-28: The socioeconomic conditions chapter will consider the potential for direct and indirect displacement of businesses, if significant adverse impacts are identified any practicable mitigation will be identified.

Comment 3-29: The EIS should specifically look at displacement of the numerous "maker" businesses—small scale manufacturers and artists—that contribute to the unique economy of Gowanus. The analysis should show how much mitigation would be provided by requiring permanently affordable "Gowanus Mix" spaces in all new development. (GCC_233)

Response 3-29: The socioeconomic conditions chapter will consider potential for direct and indirect displacement of businesses, including small-scale manufacturing or "maker" businesses.

Comment 3-30: The EIS should analyze loss of sustainable jobs for low-income residents due to business displacement. (GCC_233)

Response 3-30: The socioeconomic conditions assessment will consider direct and indirect business displacement.

Comment 3-31: The Framework Proposal as is, and existing and resulting future conditions that are highly probable on 4th Street between Hoyt and Smith based on the proposed rezoning without the above referenced amendment, will drive my presence out of the neighborhood and likely New York City. (Hoffmann_FL3_205, Jiang_FL3_202, Mosler_FL3_197)

Response 3-31: Comment noted. Please see the response to Comment 1-58.

Comment 3-32: The owners of commercial properties on Block 464 are gravely concerned that continued designation of the small portion the Block as an M zone only, with no other allowable uses, will lock their properties into an outdated model of manufacturing use that is no longer economically viable for these sites and thereby will stymie their potential to contribute

to the surrounding neighborhood. (Hoffmann_FL3_205, Jiang_FL3_202, Mosler_FL3_197)

Response 3-32: Please see the response to Comment 1-58.

COMMUNITY FACILITIES AND SERVICES

Comment 4-1: The City must invest in indoor community and educational spaces to serve the projected population. (Robinson_351)

Response 4-1: Comment noted.

Comment 4-2: We lost our firehouse on Degraw Street and Long Island College Hospital. The loss of our firehouse and hospital has left our neighborhood underserved and the proposed development will only exacerbate our problems. (Constantino_019)

Response 4-2: As discussed in the DSOW, the Proposed Actions would not trigger detailed analysis of potential impacts on fire or health care services and a detailed analysis will not be provided. However, for informational purposes, a description of existing fire and health care facilities serving the Project Area will be provided in the DEIS.

Comment 4-3: I don't believe that the DCP is adequately exploring the impact up-zoning will have on Community Facilities. (Almeida_225)

Analysis should include whether the proposed action will displace existing [community facilities] and/or greatly increase demand for space and services. (GCC_233)

Response 4-3: The DEIS will include a detailed analysis of schools, child care, and library services, in accordance with the methodology in the *CEQR Technical Manual*. In addition, the DEIS will include a description of fire, police and healthcare services.

Comment 4-4: The City should analyze what institutions have already been lost due to speculation or displacement pressures and the impact of the rezoning on a wider range of community institutions including community centers, religious institutions, stores, affordable restaurants, etc. (GNCJ_221)

Response 4-4: Comment noted. The DEIS will analyze the direct and indirect effects of commercial displacement due to the Proposed Actions in Chapter 3, "Socioeconomic Conditions." Because the Proposed Actions would not have any direct effect (e.g. displacement, alteration) on community centers or religious institutions, the *CEQR Technical Manual* methodology does not require further analysis.

Comment 4-5: As part of the investment in CSO, salt and composting infrastructure at the Salt Lot, the City should commit space for and invest in an environmental education and stewardship facility at the Salt Lot, similar to the recently constructed DPR Bronx River House, to support maintenance of public open space in the Gowanus Lowlands as well as citizen science and volunteer stewardship programming. This facility can also host an industrial business incubator and job training center, to fully unite the eco-industrial heart of Gowanus and gateway to the IBZ. (GCC_233)

Response 4-5: Comment noted. The request is outside the scope of this CEQR process and will not be provided in the DEIS.

SCHOOLS

Comment 4-6: It should be assumed that elementary schools would be incorporated into a Wyckoff Houses Next Gen site and Gowanus Green site. (Adams_230)

Response 4-6: Comment noted. The DEIS analysis will analyze a potential new project-generated elementary school capacity on the Gowanus Green Site.

Comment 4-7: With such significant projected residential growth (compounded by project development in Downtown Brooklyn and vicinity), it is essential that the Gowanus Neighborhood Rezoning guarantee the creation of sufficient school seats, including the identification of specific sites (both public and private) and funding. The EIS must provide the full analysis necessary to achieve that goal. (Lander_235)

The locations and types of schools, i.e., primary, middle or high school, should be properly identified before ULURP begins, and the City should take sufficient steps to reserve publicly-owned land for new schools or to acquire privately-owned land to ensure that the these critical community facilities can be available when the demand exists for these schools. (PSCC_244)

Build accommodations for thousands of new students in local schools. (Hodermarska_223, Marcus_228)

The schools in the Gowanus area are already overcrowded at this time, how can the stations be renovated to accommodate an additional 18,000 people? (Marcus_228)

Any additional housing needs to include more classroom space in advance of construction. (Wehrle_210)

Response 4-7: The DEIS will include a detailed analysis of public schools, including elementary, intermediate, and high schools. Furthermore, the DEIS

analysis will assume new project-generated elementary school capacity on the Gowanus Green Site. As stated in the DSOW, should the Proposed Actions result in a significant adverse impact, mitigation will be considered and developed in consultation with SCA and the Department of Education (DOE).

Comment 4-8: The DSOW makes reference to a new zoning tool to site new school seats: "The GSD would also apply special FAR regulations to promote community resources such as schools" (37). However, it does not provide sufficient specificity to insure that this tool will be used. DCP must provide additional clarity about this zoning tool. In addition, DCP should identify private development sites that are most appropriate (re: size, shape of lot, proposed density) for school sitings and the zoning incentive should be clearly proposed and tailored to these sites. (Lander_235)

Response 4-8: Comment noted. GSD would apply special floor area regulations to promote community resources, such as schools. The GSD would allow floor area for schools, as defined by the GSD, to be exempted in certain situations. Along the Canal, an increase in maximum permitted height to accommodate the school would be allowed as-of-right. The GSD would also create an authorization that would allow for the exemption of school floor area and modified bulk under certain conditions throughout the special district. The potential for a new school is being analyzed in the DEIS on Projected Development Site 47. The FSOW will be updated accordingly.

Comment 4-9: The EIS should also consider the impact of the proposal not only on capacity and utilization rates within local elementary schools, but also on school diversity. Compositional changes to a population (racial, socioeconomic, etc.) fundamentally affect the services delivered by a school. The Gowanus Neighborhood Rezoning must improve school integration, not worsen it. (Lander_235)

Synchronize the pace of school construction with the pace of development and use it as an opportunity to advance critical diversity goals while ensuring that there are an adequate numbers of school seats. Hoping that a developer will offer to build a school is not enough. (CB6_250)

Will the EIS look into the impact of creating a specialized high school that is supported by the school district's recent D15 Diversity Plan? Consider models already in place at Bard High School and Beacon School. (CB6_250)

The scope of work must be amended to include an analysis of the rezoning's impacts on racial and economic diversity at elementary schools within the Project Area. DCP must study the impacts of the rezoning on school diversity because the rezoning and resulting construction of 8,200 dwelling units will cause a compositional "change in population that may affect the services delivered by public schools" and because of special circumstances peculiar to this project. (NYA_199)

Response 4-9: Comment noted. The Proposed Actions would not change existing school district boundaries. Consequently, it is beyond the scope of the underlying land use actions to address the present diversity of the school districts within the study area. In addition and as explained in greater detail in the responses to Comments 3-17 and 19-6, there is no reliable method to project the race or other characteristic of individuals who will move out of or into a particular neighborhood. To the extent that the Proposed Actions would impact capacity and utilization rates of existing schools within the study area, such potential impacts will be evaluated in the DEIS. As part of a citywide school diversity plan, DOE established a process to create a community-based middle school diversity plan for Brooklyn's School District 15, with the goal to create a D15 Diversity Plan that will promote diversity in District 15's middle schools and also be a model for district-level work across New York City. To best meet this goal, DOE engaged community members, using their input to help shape the plan, and making data related to school diversity more transparent. Implementation of the D15 Diversity Plan began with the middle school admissions process in spring of 2019 and the start of the 2019–2020 school year.

Comment 4-10: We recommend the following text amendments to the Draft SOW [indicated in <u>double underlines</u>]:

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located. As the Project Area is located within Community School District (CSD) 13, Sub-district 1 and CSD 15, Sub-districts 2 and 3, the elementary and intermediate school analyses will be conducted for schools in <u>and serving</u> those sub-districts. The Proposed Actions also warrant an analysis of high schools, which are assessed on a borough-wide basis. (NYA_199)

Response 4-10: Comment noted.

Comment 4-11: We recommend the following text amendments to the Draft SOW [indicated in <u>double underlines</u>]:

- Public elementary and intermediate schools in and serving the sub-districts will be identified and located. Existing capacity, demographic, enrollment, and utilization data for all public elementary and intermediate schools within and serving the affected sub-districts will be provided for the current (or most recent) school year, noting degree of racial and socioeconomic dissimilarity among schools and any specific shortages of school capacity. Similar data will be provided for Brooklyn high schools, in accordance with *CEQR Technical Manual* guidelines. (NYA_199)

Response 4-11: Comment noted. Please also see the response to Comment 4-9.

Comment 4-12: We recommend the following text amendments to the Draft SOW [indicated in double underlines]:

- Conditions that would exist in the No Action condition for the sub-district will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-districts, using SCA's Projected New Housing Starts. Plans to alter school capacity or increase racial and economic integration of schools, either through administrative actions on the part of DOE or as a result of the construction of new school space prior to the analysis year of 2035, will also be identified and incorporated into the analyses. Planned new capacity projects from DOE's Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion. (NYA_199)

Response 4-12: Comment noted. Please also see the response to Comment 4-9.

Comment 4-13: We recommend the following text amendments to the Draft SOW [indicated in double underlines]:

- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDS to the projections for the No Action condition. Adverse impacts will be assessed based on the difference between the future With Action projections and the No Action projections (at the sub-district level for elementary and intermediate schools) for degree of racial and socio-economic dissimilarity among schools, enrollment, capacity, and utilization in the analysis year. (NYA_199)

Response 4-13: Comment noted. Please also see the response to Comment 4-9.

Comment 4-14: We recommend the following text amendments to the Draft SOW [indicated in double underlines]:

- A significant adverse impact warranting consideration of mitigation may also result if the Proposed Actions would result in:

(1) Increased levels of racial or economic dissimilarity among all schools in and serving sub-district 1 of CSD 13; or

(2) Increased levels of racial or economic dissimilarity among all schools in and serving subdistricts 2 and 3 of CSD 15; or

(3) Increased levels of racial or economic dissimilarity among all schools in and serving the three sub-districts together. (NYA_199)

Response 4-14: Comment noted. Please also see the response to Comment 4-9.

Comment 4-15: The PS 32 extension, when opened, will be filled by current residents, Lightstone residents, who are sending their kids to Pre-K/K outside the zone because they can't get into the zoned schools. (Henry_018)

Build accommodations for thousands of new students in local schools which are already over capacity. (Hodermarska_223)

Response 4-15: The DEIS will include a detailed analysis of public schools, including elementary, intermediate, and high schools. As stated in the DSOW, should the Proposed Actions result in a significant adverse impact, mitigation will be considered and developed in consultation with SCA and DOE.

Comment 4-16: The locations and services of public schools must be identified before ULURP begins for the rezoning. (Devor_TS1_048, Briggs_TS1_075, GNCJ_221)

The City should identify locations and services of needed schools before ULURP begins for the rezoning proposal, to ensure that the demand for these critical community facilities doesn't outpace their construction, and use this as an opportunity to advance diversity goals for District 15. (GCC_233)

Response 4-16: As stated in the DSOW, the DEIS will evaluate elementary schools of Subdistrict 1 of CSD 13, and Subdistricts 2 and 3 of CSD 15 for elementary schools; and Subdistrict 1 of CSD 13 and CSD 15 for intermediate schools. High schools will be assessed on a borough-wide basis.

Comment 4-17: The Draft Scope of Work is very vague about how the rezoning is going to affect schools. (Ippolito_TS1_070)

Response 4-17: The DSOW lays out the methodology that will be used to assess the potential for the Proposed Actions to result in significant adverse impacts related to schools and is based on the guidance contained in the *CEQR*

Technical Manual. The DEIS will assess the potential for significant adverse impacts related to public schools in Chapter 4, "Community Facilities and Services."

Comment 4-18: Since DCP has not identified where the new schools be located, how will the EIS include schools in their study? Will the EIS take into account when and where they will be built? (CB6_250)

Response 4-18: Please see the response to Comment 4-8. The DEIS will assume new school capacity on the Gowanus Green Site (Projected Development Site 47). As stated in the DSOW, should the Proposed Actions result in a significant adverse impact, mitigation will be considered and developed in consultation with SCA and DOE.

Comment 4-19: School seat studies must include all other recent and probable development in District 15. (GCC_233, Robinson_351)

Response 4-19: In consultation with the lead agency, the public schools analysis will include analysis of Subdistrict 1 of CSD 13, and Subdistricts 2 and 3 of CSD 15 for elementary schools; and Subdistrict 1 of CSD 13 and CSD 15 for intermediate schools. High schools will be assessed on a borough-wide basis. The DEIS will take into account, as warranted, known planned developments that are expected to be completed with the DEIS analysis year of 2035. This analysis will also include any school with build projections prior to the 2035 build year.

Comment 4-20: I'm worried about the notion of "trade-offs" and what the community will really get back. (I thought it was telling that DCP showed off specific designs for the park benches along the canal but had no land reserved for new schools. Gowanus By Design estimated that if the plan was enacted, the community would need at least 6000 school seats, equivalent new 7 new schools the size of PS 58.) (Cohen_248)

Response 4-20: Comment noted.

LIBRARIES

Comment 4-21: The Pacific Library, operated by the Brooklyn Public Library (not the New York Public Library), is located within the study area and is in need of capital investment in order to serve patrons today. BPL has recently embarked on an engineering analysis and public planning process to identify necessary improvements and enhancements for the branch. DCP must work together with BPL and other stakeholders to insure that these

improvements and enhancements are addressed under the rezoning proposal. (Lander_235)

Upfront capital and ongoing expense funding should be dedicated to the Pacific Branch Library to make needed repairs, to maximize the use of the space, and for already needed staffing to keep the library open 7 days a week and for longer hours on those days. (PSCC_244)

The City should conduct an analysis of local library capacity and provide additional library space and investment if needed. (GNCJ_221)

There must be capital improvements for the Pacific Library, which is the only library in the rezoning area boundaries, including ADA accessibility, staffing, and resources. (GCC_233, GNCJ_221)

The Pacific Branch of the Brooklyn Public Library needs additional operations and maintenance funding in the scope and should be added to the landmarks calendaring list. (Todd_236)

Response 4-21: The DEIS will examine the potential of the Proposed Actions to result in significant adverse impacts to libraries. Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.

The request to determine funds for additional improvements and enhancements for specific library branches is beyond the scope of the DEIS. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

Comment 4-22: I want to make sure that this EIS includes the following in the scope: 1) in order for New York City to get an accurate population count in 2020, a resource like the Pacific Branch with free computers should not be endangered. 2) putting the mandatory distribution of resources that will come out of the EIS most heavily on the current Pacific Branch building. For this rezoning to include equity and access, this branch must stay. (Todd_236)

Response 4-22: The DEIS will include an assessment that considers the potential of the Proposed Actions to result in a significant adverse impact on library branches or services. The DEIS will not include the requested text in items 1 and 2 of the comment.

CHILD CARE CENTERS

Comment 4-23: The description of each publicly funded group child care facility pertaining to existing child care centers should note whether the location is City-owned or -leased (including the number of years remaining on the lease), the year, and extent of capital improvements, as well as available floor area. (Adams_230)

Response 4-23: Existing publicly funded childcare centers within approximately two miles of the rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Administration of Children's Services (ACS), as recommended in the *CEQR Technical Manual*.

POLICE/FIRE PROTECTION SERVICES

Comment 4-24: DCP does not propose to analyze potential impacts on police/fire stations or health care services, however the *CEQR Technical Manual* uses the threshold of the "Introduction of a Sizeable New Neighborhood." In this case, the increment of projected development significant is significant enough that the EIS should absolutely include this detailed analysis. (Lander_235)

Response 4-24: The *CEQR Technical Manual* states that an evaluation of health care facilities, fire protection, and police protection is only warranted where a proposed project would create a sizable new neighborhood where none existed before. Gowanus is an established neighborhood, situated between dense, thriving residential neighborhoods (Carroll Gardens, Boerum Hill and Park Slope, in Brooklyn that receives police and fire services, and has existed prior to the proposed rezoning. The DEIS will include a description of fire, police and healthcare services. No further evaluation is warranted.

Comment 4-25: Where is the Fire Department in this plan? Are we going to rely on the same few fire stations where we have buildings going up thirty stories tall? (Blondel_TS1_050)

Response 4-25: As stated in the DSOW, the RWCDS does not trigger thresholds requiring detailed analyses for fire services. However, for informational purposes, a description of existing FDNY facilities serving the Project Area.

Comment 4-26: The EIS should include an analysis of emergency response time, both during construction and after construction is complete and should identify

whether the existing facilities that presently deliver these services are adequate to meet the needs of the projected new population.

If the existing facilities are inadequate based on this analysis, the EIS should identify the location of new facilities that will be required to meet the demand and the zoning should be altered to provide for the location of these new facilities and before land costs become prohibitive due to the rezoning action. (PSCC_244)

Response 4-26: As stated in the DSOW, the RWCDS does not trigger thresholds requiring detailed analyses for fire and police services. However, for informational purposes, a description of existing police and fire services will be provided in the DEIS.

Comment 4-27: We demand to know where the community spaces are where the additional fire departments are going, and the additional schools, with all this rezoning. Residents deserve answers to these questions. (Paredes_260)

Response 4-27: Planned community facilities such as community centers, schools, and FDNY facilities anticipated to be built before 2035, irrespective of the Proposed Actions, will be documented in the DEIS, as appropriate. The DEIS will assume new school capacity on the Gowanus Green Site (Projected Development Site 47).

Comment 4-28: Please consider and specify how, when, and to where increased population will be evacuated and accommodated since this area is in a flood zone. Is there an emergency plan for this possibility? (CB6_250)

We seem to recall that the "evacuation route" for Carroll Gardens takes us down to Bond Street. Will all of us be directed there and provided with canoes in the event of an evacuation scenario? During Hurricane Sandy, this "escape route" was completely flooded by many feet of awful smelling water with our neighbors parked cars freely floating within it. How is the current evacuation "plan" being adjusted? Is it even being considered? (CGCORD_220)

Response 4-28: Comment noted. NYCEM is the City agency responsible for citywide emergency planning and response for all types and scales of emergencies, including flooding. DCP has coordinated with NYCEM throughout the development of the Proposed Actions and the Gowanus Plan, and the agencies have engaged with various community groups and stakeholders to discuss equitable, community-driven emergency preparedness planning for Gowanus today and in the future.

OPEN SPACE

Comment 5-1: The open space analysis contemplated in the DSOW should consider expected changes in the future usage of Washington Park (a portion of which falls within the rezoning area), including the "Old Stone House," a historic home situated in the center of Washington Park and committed to developing programming that enriches the site. Washington Park and the Old Stone House are in need of capital investment to serve patrons today; this will only increase with the additional population generated through this rezoning.

DCP must work together with stakeholders to identify appropriate mitigations to address the anticipated increased usage of this open space under the rezoning proposal. (Lander_235)

The Old Stone House and Washington Park should receive community benefit funds for retrofit of the existing building, construction of an annex and expanded staffing, which would provide affordable, ADA-accessible restrooms and space for meetings, events, and performances for city-wide organizations, including PTAs and not-for-profit organizations, as well as neighborhood residents. (GCC_233, PSCC_244)

Based on our tremendous growth over the past decade, the Old Stone House and Washington Park is seeking funding a new NYC Parks building sited on the 4th Street cul de sac, east of 4th Avenue, that will enable us to better serve our more than 500,000 annual park visitors—a number that will grow as 4th Avenue continues to evolve as a residential thoroughfare. (OSH_227)

While it does not lie within the rezoning area, Carroll Park will certainly see increased usage as a result of new development generated by the Gowanus Neighborhood Rezoning. Carroll Park has not had significant capital improvements for many years. The Parks Department recently embarked on a plan for renovation. DCP should work together with stakeholders to identify appropriate mitigations to address the anticipated increased usage of this open space under the rezoning proposal. (Lander_235)

Response 5-1: Comment noted. Potential funding for capital improvements to parkland or other neighborhood assets is not included under the Proposed Actions. The open space analysis in the DEIS will examine the potential direct and indirect effects of the Proposed Actions on open space resources, in accordance with guidance contained in the *CEQR Technical Manual*. If the DEIS finds that Proposed Actions have the potential to result in significant adverse impacts to open space, including the Old Stone House

and Washington Park, mitigation measures would be considered by DCP in coordination with NYC Parks.

Comment 5-2: While we understand that Public Place may be used as a staging location for the remediation of the Gowanus Canal, funding for the design and construction of the new waterfront park should be included in the City's Ten-Year Capital Strategy. The community must have confidence that this park is 100% guaranteed. (Lander_235)

Response 5-2: Comment noted. As noted in the DSOW, the Proposed Actions include proposed park mapping on Block 471. NYC Parks is a co-applicant to the Proposed Actions and is involved in the planning and coordination of new parkland.

Comment 5-3: In order for the Gowanus Canal esplanade to be continuous, new pedestrian bridge connections will be needed in several locations:

- Across the north end of the Canal (at Douglass or Degraw Street)
- Over the (newly excavated) First Street Basin
- From Second Avenue to Whole Foods
- From Public Place to the DSNY Salt Lot site

The DSOW should assess this need, and outline the steps necessary to move forward to plan, permit, design, and construct needed pedestrian bridges in the years to come. (Lander_235)

Response 5-3: The waterfront esplanade would be constructed by property owners of waterfront parcels as waterfront sites become developed under the Proposed Actions over time. The waterfront esplanade would ultimately be continuous along the east and west sides of the Canal where sites are included in the WAP. The esplanade would include at-grade crossings at east-west streets. As described in the DSOW, the Proposed Actions do not include proposed pedestrian bridges.

Comment 5-4: A plan for maintenance and programming new open spaces, including community oversight and funding, should be articulated as part of the Gowanus Neighborhood Rezoning. One possibility would be modeled on the City's "business improvement districts" (BIDs), applying an additional assessment on property within the area to fund a not-for-profit organization with local leadership to insure maintenance and programming. An option of this type, which could be aligned with the Waterfront Access Plan, should by studied as part of the Scope of Work. (Lander_235)

The City should look at creating a Park Improvement District or Environmental Improvement District. (GCC_233)

Response 5-4: Comment noted. The Proposed Actions would not preclude the creation of a non-profit organization, such as a trust or conservancy, to partner and supplement park or waterfront maintenance, repairs, and operation.

Comment 5-5: DCP and other City agencies involved in the project should think holistically about the interconnectedness of the neighborhood's existing and future open spaces, including the ability to safely and freely travel between them. The concept of a "green network" was identified in Bridging Gowanus and mentioned in the Gowanus Framework goals, but must be explored in greater depth in the FSOW and DEIS. (MAS_253)

Response 5-5: Comment noted. As described in the DSOW, the concept of a green network is reflected in the Proposed Actions through the creation of a waterfront esplanade along the Gowanus Canal through the proposed WAP and the mapping of new parkland. The waterfront esplanade would be constructed by property owners of waterfront parcels as waterfront sites become developed under the Proposed Actions. The waterfront esplanade would ultimately be continuous along the east and west sides of the Canal where sites are included in the WAP. The esplanade would include at-grade crossings at east–west streets. The WAP would also include upland connections and visual corridors which include street tree plantings that further enhance connections to adjacent streets, and existing and planned community resources at the CSO Facility and around Thomas Greene Playground.

Comment 5-6: The Gowanus Rezoning plan should provide standards for promoting comfortable and equitable public spaces that include investment in Public Realm improvements (such as those in the Gowanus Lowlands Master Plan) and continuing public input into Public Space Design. (PSCC_244)

Response 5-6: As described in the DSOW, standards for the development of public space as part of the new esplanade would be included in the WAP.

Comment 5-7: DPR should establish a Gowanus Tree Trust that new development can contribute to in lieu of planting if and only if it is entirely impossible to plant required trees on new frontages. This Tree Trust should be used to install street trees only within the Gowanus neighborhood, with clear community oversight. (Robinson_351)

Response 5-7: Comment noted.

Comment 5-8: I'm concerned about the level of development anticipated around this. We have very little open space. We have very few amenities for the public. (Simon_TS1_027)

The City must analyze the cumulative impact on open space of all planned development in the community (GNCJ_221)

Response 5-8: The Proposed Actions would add a substantial amount of new open space including new neighborhood parks at Gowanus Green and a waterfront esplanade along the Gowanus Canal. The DEIS will analyze the effect of the Proposed Actions on open space serving area workers and residents. The analysis will take into account planned open spaces expected in the study areas by 2035, and the demand placed on study area open spaces by project-generated residential and worker populations.

Comment 5-9: The EIS must study the relationship between the projected population increase in the neighborhood and open parks. The EIS must also identify existing park space per person, versus projected park space per projected population. Findings must include the city's requirement (per thousand residents) for parks. (CB6_250)

Response 5-9: The open space analysis in the DEIS will follow the guidance of the *CEQR Technical Manual*. The quantitative assessment of indirect effects is based on the open space ratio calculated for the No Action and With Actions conditions. The open space ratio is based on the acreage of open space per 1,000 population in the existing, No Action, and With Action conditions.

Comment 5-10: Will the EIS consider open space into perpetuity if it is not designated as parks under the control of the parks department? (CB6_250)

Response 5-10: The DEIS will consider all publicly accessible open spaces, including open spaces that may not be mapped parkland, that may not be owned by the City, or fall under the jurisdiction of NYC Parks. Based on direction from DCP as lead agency, and NYC Parks, some open space resources may be excluded from the quantitative assessment if their exclusion results in a more conservative analysis.

Comment 5-11: The DSOW claims that the Project Area does not encompass areas that are underserved by open space - this is not true. The area of 4th Avenue south of Union Street is considered by NYC Parks to be underserved by park space, with Washington Park the only park serving this area. Additional open space will be needed for additional residential population in this area. (GNCJ_221)

Response 5-11: The FSOW has been updated to reflect that a portion of the Project Area is within an area identified as underserved by open space. As described in the DSOW, a detailed analysis that considers the effects of the Proposed Actions residential and worker populations will be included in the DEIS.

Comment 5-12: The City must analyze and mitigate expected loss of trees due to all on City owned sites or City led construction. (GNCJ_221)

Response 5-12: Comment noted. The loss of trees in connection with project-generated construction activity on City-owned sites is not considered under CEQR, and the requested analysis will not be included in the DEIS. As described in the DSOW, the development of the Gowanus Green Site (Projected Development Site 47), the largest City-owned site in Gowanus, would result in a new esplanade and neighborhood park. The site is expected to include substantially more tress than it would under existing and No Action conditions.

Comment 5-13: The City must work with National Grid to secure a replacement for Thomas Greene Park by insisting on the development of a temporary park and pool nearby. (GNCJ_221)

Response 5-13: Comment noted.

Comment 5-14: The rezoning provides an opportunity to leverage and secure funds so the City must allocate resources to fully fund the renovations of Thomas Greene Park. (GNCJ_221)

Response 5-14: Comment noted.

Comment 5-15: We feel very strongly that there should be considerations upfront made public about the maintenance and the operations of proposed parks. It is simply inequitable to not plan in advance the maintenance and operations of park sites. (Kelly_TS1_053)

Response 5-15: Comment noted.

Comment 5-16: The City should require all new development to achieve a minimum 20% vegetative cover. The City should also invest in the public realm improvements of the Gowanus Lowlands Master Plan and fund sustainable maintenance of City-owned green infrastructure, parks and public space. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338,

Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289, Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287, Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Plunkett_FL2_325, Polletta_FL2_339, Renda_FL2_326, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310, Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

The Environmental Special District should require new development to achieve a minimum 20% vegetative cover through measures such as green roofs, tree planting and vined walls, for all development throughout the Special District. (GCC_233)

Response 5-16: Comment noted. Please see response to Comment 1-26.

Comment 5-17: As part of the remediation and renovation of Thomas Greene Park, the City should replace the pool house with a larger indoor public building that includes public meeting space and bathrooms that are accessible year round. (GCC_233)

Response 5-17: The remediation and reconstruction of Thomas Greene Playground would occur irrespective of the Proposed Actions in the No Action condition. To the extent more detailed information on the relocation of Thomas Greene pool facilities is known, it will be assumed in the analyses and described in the DEIS.

Comment 5-18: The City should invest in at least one public boat house and several boat launches to expand access to boating on the Canal, in partnership with the Gowanus Dredgers. (GCC_233)

Response 5-18: Comment noted. As described in more detail in the Project Description, the Proposed Actions are intended to create an active and vibrant waterfront and would allow for and encourage appropriate points of access along the shoreline.

Comment 5-19: The City should invest in composting comfort stations in all public spaces, particularly St Mary's Playground, Thomas Greene Park, and other parks that serve young children. (GCC_233)

Response 5-19: Comment noted. The design of new open spaces is beyond the scope of the Proposed Actions.

Comment 5-20: Why is communal park space not being proposed for the area? (Marcus_228)

Response 5-20: The Proposed Actions include mapping actions to establish two new neighborhood parks along the Canal and a WAP to facilitate the creation of a waterfront esplanade on private parcels along the Canal. These open spaces would be publicly accessible and therefore open to the community.

SHADOWS

Comment 6-1: Please conduct a shadow study of proposed/potential development along the canal. (CB6_250)

Response 6-1: The DEIS will assess the potential for significant adverse shadow impacts on sunlight-sensitive resources, including open spaces and historic resources with sunlight-dependent features.

Comment 6-2: The EIS should study shadow impacts on specific sunlight sensitive resources including aquatic habitat in the Canal; Thomas Greene Park, with specific attention to trees, garden beds, and the swimming pool; future waterfront esplanades and all public right-of ways, particularly 4th Avenue. (GCC_233)

Response 6-2: The DEIS will assess the potential for significant adverse shadow impacts to result from the Proposed Actions in Chapter 6, "Shadows." The DEIS will not assess for potential shadows at all public rights-of-way, including 4th Avenue, unless sunlight-sensitive open spaces or historic resources could be affected.

Comment 6-3: As taller buildings are slated for the blocks immediately bordering the park, we ask that there be a study of the impact of building shadows on the open spaces and gardens not only at Washington Park, but at our

nearest neighboring park, Thomas Greene Playground, as well. (OSH_227)

Response 6-3: The DEIS will assess the potential for significant adverse shadow impacts at Thomas Greene Playground and Washington Park.

Comment 6-4: The seasonal impact of building shadows on the streetscape along the canal, along 4th Avenue, and on the street around Thomas Green Park and Washington Park (as well as in the Park) should be studied and depicted in graphic representations. (PSCC_244)

Response 6-4: The analysis of shadow impacts will follow the guidance of the *CEQR Technical Manual*. Affected resources studied in the analysis are publicly accessibly open spaces or sunlight-sensitive historic resources. As described in the *CEQR Technical Manual*, the months of interest for an open space resource encompass the growing season (March through October) and one month between November and February (usually December) representing a cold-weather month. The analysis will be depicted with graphic representations, as well as in tabular and narrative formats.

Comment 6-5: Building shadow effect on gardens (both private/residential and public) should also be studied and depicted in graphic representations. (PSCC_244)

Response 6-5: The shadow analysis will be prepared in accordance with guidance contained in the *CEQR Technical Manual*. Shadows on publicly accessible community gardens, including privately owned gardens and open spaces, will be considered in the analysis. Private gardens that are not open to the public will not be assessed for shadow impacts in the DEIS.

HISTORIC AND CULTURAL RESOURCES

Comment 7-1: I don't believe that the DCP is adequately exploring the impact up-zoning will have on Historic and Cultural Resources. (Almeida_225)

Response 7-1: Comment noted. As set forth in the DSOW, the DEIS will assess the potential impacts of the rezoning on historic and cultural resources in accordance with the guidance set forth in the *CEQR Technical Manual*.

Comment 7-2: The plan must include a plan to preserve historic buildings and connect people to that history. (Lander_235)

Preserve the unique historic nature of Gowanus. (Olesker_241)

Language in the final EIS section on Historic and Cultural Resources should reflect a firm commitment to preserve as much of the built historical significance as possible. It also should report the outcome of the survey that the City has promised it would be complete throughout the Gowanus planning process. (PSCC_244)

Response 7-2: Comment noted. As set forth in the DSOW, the DEIS will assess the potential impacts of the rezoning on historic and cultural resources in accordance with the guidance set forth in the *CEQR Technical Manual*. The DEIS will include the identification of architectural resources in the project area, including properties the City has identified as significant through both designation and calendaring of properties for designation under the City's Landmarks Law, and through consultation with the New York City Landmarks Preservation Commission (LPC) to be conducted as part of the DEIS to identify architectural resources in the project area.

Comment 7-3: Stating that the EIS will "assess the potential impacts of the Proposed Action on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts," is woefully inadequate. A late assessment of impact will not prevent the destruction of architectural resources. The community has requested that this assessment be completed well in advance of the start of the ULURP process, and the LPC has had adequate time to complete the survey and calendar buildings and historic districts deemed worthy of preservation (PSCC_244)

Response 7-3: Comment noted. The DEIS will assess the potential impacts of the rezoning on architectural resources which include both physical impacts as set forth in Section 420 of Chapter 9, "Historic and Cultural Resources" of the *CEQR Technical Manual*. These include physical destruction, demolition, damage, alteration, or neglect of all or part of an architectural resource; potential construction related impacts; changes to the architectural resource that cause it to become a different visual entity; isolation of the property from, or alteration of, its setting or visual relationships with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; replication of aspects of the resource so as to create a false historical appearance; elimination or screening of publicly accessible views of an architectural resource; and introduction of significant new shadows, or significant lengthening of the duration of existing shadows, over an historic landscape or on an historic structure with sun sensitive features. The DEIS will identify and describe the historic properties including those that LPC has designated or calendared for designation in the Gowanus neighborhood, including those properties located within the boundaries of the Project Area that were calendared for designation by LPC on June

25, 2019 and subsequently approved for designation by LPC on October 29, 2019.

Comment 7-4: In addition to assessing the potential impacts of the Proposed Actions on both architectural and archaeological resources, the EIS should include discussion of measures to incorporate historic preservation interpretive elements in the Waterfront Access Plan, as well as in other public rights-of-way. We have proposed, and are eager to see, the establishment of a program of historic interpretation (and public art) which can serve to connect future generations to the area's history. We believe it is important for the City to designate an official program for this task, including a stewardship organization and a plan for the necessary resources. (Lander_235)

Response 7-4: The DEIS will assess the potential of the Proposed Actions to impact historic and cultural resources. The WAP would include incentives that promote the incorporation of historic interpretation and public art into the design of waterfront public access areas.

Comment 7-5: The DEIS field survey should include any buildings that appear to be eligible for the State or National Registers or designation by LPC. All known and potential historic resources must be identified in the study area, not only those that could be directly impacted. The results of the DEIS survey should be given to both LPC and the State Historic Preservation Office so that they may determine the eligibility of the resources. Both of their determinations should be included in the DEIS. (MAS_253)

Response 7-5: Comment noted. As stated in the DSOW, all known architectural resources in the project area will be identified and a field survey of the rezoning and study areas undertaken to identify potential architectural resources. Impacts will then be assessed on all identified architectural resources in the project area. The results of the DEIS survey will be reviewed by LPC with determinations of significance included in the DEIS. As the Proposed Actions involves only City land use approvals, formal consultation would not be undertaken with the New York State Historic Preservation Office (SHPO).

Comment 7-6: In addition to consulting the Landmarks Preservation [Commission], the EIS contractors should consult with the Gowanus Landmarking Coalition and other neighborhood stakeholders with extensive knowledge of area history. (GCC_233)

Response 7-6: Comment noted. As set forth in the DSOW, the DEIS will assess the potential impacts of the rezoning on historic and cultural resources in accordance with the guidance set forth in the *CEQR Technical Manual*.

Comment 7-7: There should be a clear and stringent protocol and oversight to document and preserve artifacts found during excavation. (GCC_233)

Response 7-7: As described in in the DSOW, an analysis of archaeological resources will be completed in consultation with LPC as part of the DEIS.

Comment 7-8: Identify and landmark architecturally, historically, and culturally significant buildings while also documenting the history of the area. Support and encourage designation of area as a state and national historic district to leverage historic tax credits. (CB6_250)

Response 7-8: The DEIS will include the identification of significant properties that meet significance criteria at the local, state and federal levels. The DEIS will also include a development history of the area.

Comment 7-9: Is the rezoning process utilizing federal funds in any way (planning process, preparation of the EIS, etc.), even indirectly, such that the rezoning constitutes a federal undertaking under Section 106 of the National Historic consultation with consulting parties regarding adverse effects to historic resources in the rezoning area and adjacent areas? How will consulting parties be solicited? When and where will the Section 106 consultation process take place before the Proposed Actions occur? (GLC_355)

Response 7-9: While DCP receives Community Development Block Grants (CDBGs) that are used to partially pay for salaries of City Planning employees, Section 106 of the National Historic Preservation Act is not applicable here because such federal funds, from CDBGs or otherwise, are not being used by DCP to implement aspects of the Proposed Actions.

Comment 7-10: How will the eligibility of the Gowanus National Register of Historic Places District and State Register of Historic Places District be affected by the Proposed Actions? The EIS must quantify the damage that the rezoning will have on integrity of historic resources that comprise the eligible district. Will the adverse impacts to historic resources in the proposed, eligible district cause the district to lose eligibility? How many individual buildings are expected to lose eligibility – due to demolition, refacing, or unsympathetic alteration? How many buildings, in turn, would lose eligibility for state or federal historic tax credits? (GLC_355)

Response 7-10: As set forth in the DSOW, the DEIS will assess the potential impacts of the rezoning on all identified historic and cultural resources. Potential for visual and contextual impacts as well as direct physical impacts will be considered, as set forth in the *CEQR Technical Manual* and as itemized in the response to Comment 7-3.

Comment 7-11: How will the proposed Gowanus rezoning adversely impact historic resources adjacent to the proposed area set for rezoning? The EIS must assess the spillover effects of the development it will permit. How many individual State- and National Register-eligible buildings outside the proposed rezoning area in Red Hook, Carroll Gardens, Cobble Hill, Boerum Hill, Park Slope, South Slope, and Greenwood Heights will lose register eligibility as a result of the rezoning? (GLC_355)

Response 7-11: As described in the DSOW, a study area of 400 feet will be delineated around the project area, and potential impacts on all identified architectural resources in the project area and the study area will be assessed consistent with *CEQR Technical Manual* methodologies.

Comment 7-12: Will the proposed Gowanus rezoning adversely affect the state and national register-eligible Gowanus Canal itself – its historic bulkheads, form, and sense of place – in a manner that will cause it to lose eligibility for the state and national registers? The EIS needs to project how the rezoning will impact the neighborhood's central and defining historic resource. Strangely, there is no reference on p. 14 of the draft scoping document to the fact that this is a register-eligible historic resource. On pp. 17 and 18, the 2014 push for state and national register listing – that ultimately determined eligibility of the Gowanus district – should be included as part of the list of prior planning efforts. (GLC_355)

Response 7-12: The DEIS will assess the potential impacts of the rezoning on the State and National Register (S/NR)-eligible Gowanus Canal, which is a contributing features to the S/NR-eligible Gowanus Canal Historic District. A description of the proposed 2014 Gowanus Canal Historic District nomination effort will be included in Chapter 7, "Historic and Cultural Resources" of the DEIS.

Comment 7-13: Will DCP categories designed to preserve a Gowanus mix actually prevent demolitions, retain existing historic fabric, and allow streetscapes to continue to provide a sense of continuous place – or will demolitions proceed even where zoning limits height to six stories (as has happened in places like Williamsburg)? (GLC_355)

How will the proposed rezoning impact existing adaptive reuse sites in historic structures, such as arts studio spaces in historic industrial

buildings? The study needs to capture how such sites both in and adjacent to the rezoning study area will be demolished to build new buildings, as well as how potential sites in the rezoning area and adjacent to it will be demolished because of the rezoning impulses? (GLC_355)

Response 7-13: The DEIS will include an analysis of proposed development that is expected to occur as a result of the Proposed Actions, and will discuss how any proposed changes may physically or indirectly affect architectural resources in and around the Project Area.

Comment 7-14: How will the increase in elevation envisioned as part of the rezoning along the Canal impact historic resources? The study should consider and answer this question in both a direct sense and in an indirect sense (for example, how will raising the land along the banks of the Canal affect the flow of water or surge into the historic resources behind the built up land)? (GLC_355)

Response 7-14: The WAP is proposed to require the elevation of the shore public walkway to average heights above the daily tidal inundation expected with future sea level rise. As part of the Proposed Actions, it will be assessed in the DEIS for potential to adversely affect historic and cultural resources.

Comment 7-15: Loss of Culturally, Historically, and Architecturally Significant Sites that Have Not Yet Been Documented – How will the study account for the loss of those historic sites and structures that have not yet been identified for various reasons? Even if this is an intangible, unknowable quantity, the study should, at the very least, note that it remains an unknown and a possible adverse impact on the rezoning area and its environs. (GLC_355)

Response 7-15: The DEIS will assess the potential impacts of the Proposed Actions on architectural resources identified in the Project Area based on the RWCDS developed for the Future Without the Proposed Actions (No Action) and the Future with the Proposed Actions (With Action) conditions, as described in the DSOW. The DEIS will also describe how the status of architectural resources could change and how potential effects to architectural resources could occur in the No Action condition given the 2035 build year identified for the DEIS analyses.

Comment 7-16: Did the failure of the NYC Landmarks Preservation Commission to calendar city individual landmarks and historic districts in the rezoning area and its immediate surrounds despite years of earlier studies and direct community outcry by this group and others lead to a loss of integrity or entire loss of buildings and districts? In our direct experience it very clearly has, but it would be good for the study to quantify the

losses. LPC has been "conducting a study" for years in Gowanus, and in that time, numerous landmark-worthy buildings and sites have been destroyed or radically, unsympathetically altered, preventing them from rising to the level of a landmark. Even today, this process continues. (GLC_355)

Response 7-16: Comment noted. The DEIS will identify and describe the historic properties including those that LPC has designated or calendared for designation in the Gowanus neighborhood, including those properties located within the boundaries of the Project Area and study area that were calendared for designation as individual landmarks on June 25, 2019 and subsequently approved for designation by LPC on October 29, 2019.

Comment 7-17: What amounts of state and federal historic tax credits are currently available across all eligible historic properties in the rezoning area? How many more would be utilized if the Gowanus Historic District was designated at the state and federal levels rather than being determined eligible only? How much of the total value currently and potentially available will be lost due to the loss of the underlying extant historic structures caused by the rezoning? (GLC_355)

Response 7-17: Identifying the amounts of state and federal tax credits available and any potential changes as a result of the Proposed Actions with respect to federal tax credits is outside the scope of the DEIS.

Comment 7-18: On pp. 57 and 58 of the draft scoping document, the Landmarks Preservation Commission is listed as the entity that will aid the EIS preparers in assessing historic resources and determining "measures to avoid, minimize, or mitigate potential significant adverse impacts" but only "if necessary". These will most definitely be necessary. And the State Historic Preservation Office should be consulted as well, not just LPC. At the City level, the Department of Cultural Affairs should also be consulted. The Landmarks Preservation Commission's mandate is a rather narrow one: the designation of city landmarks. It is not well-equipped to conduct several of the things required of it on pages 57 and 58, and the landmarks committees of Community Board 6 and Community Board 2, as well as the Archaeology Committee of the Gowanus Superfund Community Advisory Group, should be called upon to assist and weigh in. With respect to the historic interpretation mentioned in the scoping document, the LPC has never once reached out officially to the Gowanus Landmarking Coalition to seek its input on historic interpretation in the neighborhood. (GLC_355)

Response 7-18: In addition to its role in designating New York City landmarks, LPC serves the City's expert technical agency with respect to historic and

cultural resources for projects undergoing CEQR review. As stated in the 2014 *CEQR Technical Manual*, LPC should be consulted for information, technical review, and recommendations for mitigation relating to historic and cultural resources. As indicated in the DSOW, the *CEQR Technical Manual* also states that any potentially eligible architectural resources that may be affected by the project should be identified, and the lead agency should provide information to LPC and consult with LPC for assistance in making determinations of eligibility on the basis of federal, state, and local criteria. SHPO's Cultural Resource Information System (CRIS) will be consulted, with additional consultation undertaken with SHPO as needed to identify historic architectural resources in the Project Area. As indicated in the response to Comment 7-5, since the Proposed Actions involve only City land use approvals, formal consultation would not be undertaken with SHPO.

Comment 7-19: At the foot of Park Slope, a block from the Gowanus Canal, is a Con Edison truck depot and storage facility bounded by First and Third Streets and Third and Fourth Avenues. Running the length of Third Avenue is a 20-foot-high stone wall that makes up part of a loading dock. The high, small windows of the wall have been bricked up. The Washington Park Wall should be designated as a historic site. (Unknown_007)

Response 7-19: Comment noted.

URBAN DESIGN AND VISUAL RESOURCES

Comment 8-1: Photographs referenced in determining the pedestrian experience should be taken from the vantage point of a person being on the sidewalk and from sidewalk locations as opposed to the street. (Adams_230)

Response 8-1: The *CEQR Technical Manual* states that photographs of existing conditions should be taken from the sidewalk at pedestrian height. Photos of this kind will be used where possible in the Urban Design and Visual Resources chapter.

Comment 8-2: Particular attention should be paid to 1) views of the Canal from public spaces including street ends, esplanades, bridges, and the Culver Viaduct and 2) views of the sky from the Canal and from streets, particularly 3rd and 4th Avenues. (GCC_233, Robinson_351)

Response 8-2: According to the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Streets, buildings, visual resources, open space, natural features, and wind are all elements that play an important role in that experience. If one or more of these elements that contribute to the pedestrian experience will

be affected by the proposed project, then an assessment of urban design is required. The Urban Design and Visual Resources analysis will identify visual resources and will describe any physical and visual connections from the public realm to significant natural or built features, including views of the Gowanus Canal waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, and natural resources, including the Gowanus Canal.

Comment 8-3: Design Guidelines must be translated from text into simulations of ground level views to accurately assess their impact and possible remediation of negative impacts. (PSCC_244)

Response 8-3: The *CEQR Technical Manual* states that the purpose of the preliminary Urban Design and Visual Resources assessment is to determine whether any physical changes proposed by the project may have the potential to significantly and adversely affect elements of urban design. Therefore, the three-dimensional representation of the future With-Action condition streetscape will be included in the Urban Design and Visual Resources chapter as part of the preliminary analysis.

Comment 8-4: To the extent that any taller building would not be otherwise precluded from consisting of southern facing façades that are extensively glazed, an analysis should be conducted to disclose any impacts pertaining to excessive glare. (Adams_230)

Response 8-4: Comment noted. The specific design and materiality of potential buildings in the RWCDS is unknown and an assessment of glare is beyond the scope of the DEIS.

Comment 8-5: Loss of Vistas – How the EIS quantify the loss of existing historic vistas in Gowanus (both of historic structures and of the sky or skyline)? The study needs to find a way to quantify the losses that will occur – and that will change forever aspects of what makes the neighborhood enjoyable. (GLC_355)

Response 8-5: The *CEQR Technical Manual* states that a detailed analysis of visual resources will be required if the project partially or totally blocks a view corridor or a natural or built visual resource, and that resource is rare in the area or considered a defining feature of the neighborhood. A detailed analysis will also be required if the project changes urban design features so that the context of a natural or built visual resource is altered. The Urban Design and Visual Resources chapter will analyze these changes through the use of drawings, maps, renderings, photographs, and photographic montages taken from pedestrian eye level.

Comment 8-6: The city should analyze wind tunnel impacts on NS corridors, particularly 4th Avenue. (GCC_233)

Response 8-6: Comment noted. The DEIS will analyze the potential for significant adverse impacts to Urban Design and Visual Resources according to guidance from the *CEQR Technical Manual*. An analysis of wind conditions due to 'channelization' will be conducted if warranted.

Comment 8-7: The night-time impact of street, building and landscape lighting resulting from the proposed action, including visibility, safety, navigation, identity, and ambiance should be studied. (GCC_233)

Response 8-7: Comment noted. Night time lighting is not considered an element of urban design and will not be assessed in the DEIS.

Comment 8-8: The WAP and building codes should include lighting parameters to preserve ambiance, avoid glare and light pollution and to provide the minimum light required for visibility, safety and comfort. (GCC_233)

Response 8-8: Comment noted.

Comment 8-9: How will the proposed rezoning impact extant Belgian Block streetscapes (both visible and those covered with asphalt)? How would further reduction of this semi-permeable street surface material on Gowanus Canal-adjacent street-ends impact flow of additional water into the ground and into the Canal?

The reduction of—or covering over of—these character-defining streetscapes will reduce the unique, authentic, historical quality of the neighborhood. Our Coalition called for these streetscapes, in particular those on street ends of Sackett between Bond and the Gowanus Canal and on Douglass between Bond and the Gowanus Canal, to be preserved. Privately-owned and de-mapped former streets comprised of Belgian blocks should also be included in the analysis—such as President Street between Bond and the Gowanus Canal and Douglass Street between Nevins and the Gowanus Canal. Covered Belgian Block streetscapes should also be considered, including but not limited to 6th Street between Second Avenue and Third Avenue, Nevins Street between Carroll Street and Butler, and Third Street. (GLC_355)

Response 8-9: Comment noted. The "Historic and Cultural Resources" analysis of the DEIS will identify and describe historic and cultural resources in the Project Area and study area. Additionally, the "Water and Sewer Infrastructure" analysis will discuss the permeability of surfaces on proposed development sites within the Project Area.

Comment 8-10: Land use maps that illustrate the current status of 4th Avenue should mark those buildings built since rezoning and use them as illustrators of current height variations, the extent of neighborhood change in the past decade, and predictors of future development. (PSCC_244)

Response 8-10: The urban design analysis will consider recent development trends and project future development with and without the Proposed Actions based on those trends. Field surveys were conducted to determine current land uses for lots in the Project Area. Data on building height, lot area, and building area will be sourced from New York City MapPLUTO (18v2).

NATURAL RESOURCES

Comment 9-1: Given projected development, we must be aware of the natural environment and protect the biodiversity that exists in the rezoning area. Any studies undertaken must be sure to utilize local resources and datasets such as Eymund Diegel's Historic Stream Modeling Results, Gowanus Canal Conservancy Bioblitz reporting, Brooklyn Bird Club monitoring, NYC DEP soil boring records as part of Green Infrastructure Planning, and NYC GreenThumb community garden inventory so as to fully understand the natural world that currently exists in and around the Canal. Based upon this analysis, mitigation efforts must be made to protect the existing flora and fauna. (Lander_235)

The City must review finer resolution datasets to fully understand the nuances of the local landscape. (GCC_233)

The EIS should incorporate and synthesize locally available data, specifically soil boring records and planning for DEP Green Infrastructure, DEC Brownfield remediation and EPA Superfund remediation; as well as Eymund Diegel's Historic Stream Modeling Results, Gowanus Canal Conservancy Bioblitz reporting, Brooklyn Bird Club monitoring, and NYC GreenThumb community garden inventory. (GNCJ_221)

Response 9-1: The DEIS will assess the effects of the Proposed Actions on natural resources within the study area based on existing information and data identified in peer reviewed literature and obtained from governmental and non-governmental sources, including publicly available resource databases, and the results of site reconnaissance.

Comment 9-2: The Project Area and surrounding area has a very high groundwater table and numerous underground creeks, which should be mapped, and studied further to investigate the impacts of construction, contaminant movement, and future sea level rise. (GCC_233, Lander_235)

Response 9-2: Comment noted. The DEIS will analyze the potential for significant adverse impacts on Hazardous Materials and Natural Resources in accordance with the guidance of the *CEQR Technical Manual*. The Hazardous Materials chapter of the DEIS will summarize the results of a preliminary screening assessment of the identified projected and potential development sites to determine which sites warrant an institutional control. The DEIS will include an assessment of the potential for the Proposed Actions to affect groundwater resources in the study area, including the Brooklyn-Queens Aquifer System.

Comment 9-3: DOT, DOB and DEP should ease permitting restrictions and allocate resources for groundwater management, including subsurface wetlands and stream daylighting. (GCC_233)

Response 9-3: Please see the response to Comment 9-2. The DEIS will evaluate the potential for the Proposed Actions to affect groundwater resources, including the Brooklyn-Queens Aquifer System, as well as wetland resources associated with the Canal. Historically filled wetlands and under-grounded streams are not regulated resources.

Comment 9-4: There must be a comprehensive hydrology study that includes modeling the impact of the RWCDS during and after construction on groundwater, storm water, and tidal flux. (GCC_233, GNCJ_221, Simon_234)

Response 9-4: The DEIS will include an assessment of the potential for the RWCDS to affect groundwater and surface water conditions in the study area both during and after construction. The Water and Sewer Infrastructure analysis in the DEIS will evaluate the potential effect of the Proposed Actions on stormwater management.

Comment 9-5: The City should require pre and post construction inspection and permitting for groundwater and stormwater management at a level consistent with DEP MS4 Guidelines. (GCC_233)

Response 9-5: The "Water and Sewer Infrastructure" chapter of the DEIS will evaluate the potential for the Proposed Actions to affect storm sewers as well as combined sewers. As described above, the DEIS will evaluate the potential for the Proposed Actions to affect groundwater resources.

Comment 9-6: There is significant wildlife in and around the Canal that should be captured as part of the field investigation effort. (GCC_233)

Response 9-6: The DEIS will incorporate the results of wildlife observations made during site reconnaissance visits into both the description of existing

conditions in the study area, and the assessment of potential effects on natural resources resulting from the Proposed Actions.

Comment 9-7: The Waterfront Access Plan should encourage soft edges, diverse and adaptive plant palettes, and drainage through the following measures:

- Allow planting or habitat installation installed below mean high tide to be included in the area of the waterfront yard
- Allow plantings below boardwalks to count towards planting requirement
- Remove lawn requirement for supplemental public access areas
- Promote bi-level esplanades and low bulkheads. (GCC_233)

Response 9-7: Comment noted. A detailed discussion of the proposed Gowanus WAP will be included in the DEIS.

Comment 9-8: Mitigation measures for impacts to natural resources should focus on resilient native ecosystems with salt and flood tolerant plants. Plant palettes should refer to the Gowanus Lowlands Plant Palette as well as State and City planting guides including the New York City Native Species Planting Guide and DEC's Ecological Communities of New York State. (GCC_233)

Response 9-8: Comment noted.

Comment 9-9: Given the multiple water issues regarding the canal, the proposed massive increased effluent, etc., with the proposed rezoning, the City should consult a hydrologist and do a hydraulic study. (Hodermarska_224)

Response 9-9: An analysis will be provided in Chapter 11, "Water and Sewer Infrastructure."

Comment 9-10: The existing Industrial Waterbody Classification and Use Designation must be reconsidered as enhanced access and recreation at the Canal edge are likely to occur as a result of the Proposed Actions. The City must coordinate with the State to ensure that waterbody designation supports future uses. (GCC_233)

Response 9-10: The classification of the Canal is beyond the scope of the DEIS.

HAZARDOUS MATERIALS

Comment 10-1: Analysis of hazardous materials should be based on the recommended reconsideration for establishing the criteria for determining development sites. There may be more sites that might be subject to excavation

resulting from the proposed actions where elevated levels of hazardous materials could potentially exist on a site that may increase pathways to human or environmental exposures. (Adams_230)

Response 10-1: The sites that are identified as projected or potential development sites will be analyzed in the DEIS, as these sites are expected to be developed under the Proposed Actions. This analysis will consider both the potential for subsurface contamination from past/present activities at the site itself and the possibility that the site subsurface has become contaminated due to migration of contaminants from nearby sites and/or the Canal.

Comment 10-2: The City must assess the potential for increased human exposure to hazardous materials caused by CSO as part of the DSOW. (GCC_233)

The DEIS must outline specific actions to decrease exposure of toxins from highly contaminated lots within the proposed rezoning area, both during and after construction. The DEIS should also account for hazardous materials exposed from the Superfund cleanup process. (MAS_253)

Response 10-2: Comment noted. Please see the response to Comment 10-1. Independent of the Proposed Actions, the City is under an obligation to EPA to reduce the frequency and extent of combined sewer overflow (CSO) as a part of the Superfund remedy.

It is anticipated that the DEIS will include requirements such as (E) designations to ensure there are appropriate procedures and regulatory oversight to address the potential for adverse effects both during and following construction at projected and potential development sites. Typical procedures will be described in the DEIS, but specific actions for individual sites will be addressed prior to redevelopment of that site, depending on the types and levels of specific contaminants at that site and the type/extent of disturbance associated with redevelopment. The Superfund cleanup of the Canal is being performed independent of the Proposed Actions and EPA procedures take into account the potential for adverse effects on the surrounding community.

Comment 10-3: Should additional development sites be deemed to be projected and potential, the analysis might lead to a determination of additional sites that would warrant an institutional control, such as an (E) designation in accordance with Section 11-15 (Environmental Requirements) of the New York City Zoning Resolution (ZR) and Chapter 24 of Title 15 of the Rules of the City of New York (RCNY) governing the placement of (E) designations. (Adams_230)

Response 10-3: Comment noted. The DEIS will assess the potential for significant adverse impacts related to hazardous materials at all projected and potential development sites.

Comment 10-4: People should not live on a superfund site. Even after the superfund cleanup of the Gowanus canal is complete, the land surrounding the canal will remain dangerously polluted. Construction around the canal will release toxins into the air from the disturbed soil. (Gerena_001, Gerena_TS1_071)

Response 10-4: Please see the response to Comment 1-14. The Superfund site is bounded by the Canal itself, and does not include the surrounding upland areas. With approval of the Proposed Actions, required testing and remedial measures would be implemented at projected and potential development sites. With implementation of these required remedial procedures during construction and operation of project, significant adverse impacts related to hazardous materials would be avoided.

Comment 10-5: The DEIS should describe and delineate other remediation plans and brownfield designations under consideration within the proposed rezoning area. This description should include those plans being funded or conducted by community-based organizations, local, state and federal agencies, and private entities. (MAS_253)

Response 10-5: In addition to assessing the projected or potential development sites, the DEIS will address how the Proposed Actions relate to the cleanup of the Canal, the adjacent former manufactured gas plants (MGPs), and other sites in the vicinity being investigated and/or remediated under State or City cleanup or brownfield programs.

Comment 10-6: The 365 Bond Street Development has an underground system of fans and vents that suck contaminants out of the ground and moves them away from the building. State environmental laws prohibit digging vegetable gardens and using the property's groundwater for drinking water. 365 Bond was a spot zoning and how they got there was in exchange for agreeing to cleanup of these lots, the EPA had agreed not to sue Lightstone in the future for additional cleanup work related to existing contamination at the property and impacts to or from the Gowanus Canal. Do you really propose doing this for every developer looking to build along the canal which I see can be up to 40 new development and in some spot up to 30 stories tall to get the same deal from the EPA? (Gerena_001, Gerena_TS1_071)

Response 10-6: The need for institutional controls will be determined on a case-by-case basis for each projected or potential development site. It is anticipated

that the vast majority, if not all, of the projected and potential development sites will be subject to institutional controls such as (E) designations that will ensure appropriate subsurface testing is performed prior to redevelopment and that based on the results of this testing, appropriate controls will be put in place as part of the development and overseeing agency.

Comment 10-7: The zoning area has more toxic waste than we can ever hope to remove. Why are we putting the priority of building the buildings first? It really is confusing to me. (Alexiou_TS1_063)

Response 10-7: Comment noted. Please see the responses to Comments 1 and 1-14.

Comment 10-8: I'm not sure why people are so aggravated on cleaning up the property and developing it. It's up to the owners to clean it up. It's not up to the City. (Colucci_TS1_064)

Response 10-8: Comment noted.

Comment 10-9: How is this rezoning going to affect the residents in the community that have fought so long and hard to get to the canal clean? Is it safe to bring so many to an area with toxic mush still hovering below us? (Young_TS1_069)

The cleanup of the canal will not be lasting and people will be breathing in toxins, which is likely to be exacerbated by construction. (Ornati_TS1_074)

Response 10-9: Comment noted. Please see the response to Comment 1-14. As part of any approved remedy, measures would be in place during construction to minimize exposure to hazardous materials, including dust. It is anticipated that mandatory procedures would be developed via institutional controls (e.g., [E] designations) to ensure that disturbance does not result in significant adverse effects related to release of (contaminated) particulates or other exposure pathways.

Comment 10-10: We are concerned about how construction will impact the existing toxic plume on Nelson Street. (Hodermarska_223)

Response 10-10: It is anticipated that institutional controls would be placed on those projected or potential development sites which either have a known spill that has resulted in a plume of contaminated groundwater or are affected by a known plume. As such, the agency or agencies overseeing construction (including DEC, which has responsibility for spills) would ensure that the source of the spill be remediated or that dewatering,

construction, and future occupancy proceed in a manner protective of the community and future site residents.

Comment 10-11: What studies can be produced to show the historic and likely health effects? How can the buildings be designed to minimize the health risks? (Kelly_240)

Response 10-11: Historic health effects are not within the scope of the DEIS and will not be provided. The potential for future adverse health effects both with and without the Proposed Actions will be evaluated in the DEIS. It is anticipated that mandatory procedures will be developed via institutional controls (e.g., [E] designations) which will, where appropriate and based on site contamination, require modifications to buildings (e.g., vapor controls such as a vapor barrier around foundations) to minimize the potential for adverse health effects.

WATER AND SEWER INFRASTRUCTURE

Comment 11-1: The current infrastructure is not suitable for the current residents—where is the infrastructure planning and where is the financial investment for upgraded sewage systems in Gowanus. (Mariano_FROGG_196)

Sewage treatment in Gowanus does not have the capacity to handle the demands of the residents. We find this weak and extremely short-sighted because land-use infrastructure and logical planning in Gowanus are connected. It is critical that the process of rezoning and canal ramifications be carried out and coordinated in a transparent manner. (Arts_TS1_032)

The Draft Scope of Work is very vague about how the rezoning is going to affect sewage. (Ippolito_TS1_070)

We are in support of the Proposed [Remedial Action] Plan which effectively addresses the known toxic compounds contributed by the CSO's at their source while simultaneously helping us get closer to our goal of CSO elimination in the Canal. At a March 26 presentation to the CAG, DEP indicated that they did not think it necessary to invest in additional infrastructure to manage increased density. The CSO-mitigation measures mandated under the EPA Record of Decision, the Waterbody/Watershed Facility Plan and Long Term Control Plan; will reduce CSO into the Canal to 115 million gallons annually.[2] Since our inception, the CAG has had a goal of complete CSO elimination. In 2013,

[2] NYC DEP https://www1.nyc.gov/html/dep/pdf/cso_long_term_control_plan/gowanus-canal-fact-sheet.pdf

we supported the EPA Record of Decision which mandates that "redevelopment projects will need to take mitigation measures to prevent or offset additional sewer loadings." The community will not accept a scenario that increases CSO past the levels the City is already required to meet.

Additionally, construction of the CSO infrastructure required under the Superfund will not be completed until 2030 by the City's estimate. If the City's mitigation strategy is to enlarge this infrastructure, it is unacceptable for the Proposed Actions to increase CSO before the mitigation is in place. (GCCAG_024)

What the DEP is not saying is not acceptable because they're not going to be providing any additional infrastructure to support the increase in CSO. We want no new net CSO, and as a result of these rezoning, and the last fact is for Atlantic Yards, those impacts—the housing anticipated there will almost double the amount of anticipated housing with Gowanus and Atlantic Yards. (Aronowsky_TS1_039)

Any effect that the Proposed Action would have on CSOs - on their frequency, their volume, or their level of toxicity - should be studied very carefully, and, under the circumstances, any such increase must be deemed a significant impact and mitigated. Any increase in the volume or toxicity of raw sewage generated in this location is a threat not only to the quality of the water in the Gowanus Canal, but to public health and the quality of life in the community, and should also be deemed significant. (Mariano_FROGG_198)

We must emphasize that since the Gowanus Canal is so heavily polluted now, any adverse impact on its water quality, even if a relatively small increase over baseline, should be considered significant. Any adverse impact that the development of Public Place would have on the Gowanus Canal's water quality- likely through impacts on CSOs and storm runoff - must be thoroughly analyzed and deemed significant. (Mariano_FROGG_198)

The EIS must look at the Proposed Action's impact not only on volume and frequency of CSO discharges, but on toxicity as well. (Mariano_FROGG_198)

The EIS should not include a static analysis of the proportion of sewage and stormwater in CSOs, but should rather undertake a dynamic analysis that accounts for the shift from stormwater to raw sewage. (Mariano_FROGG_198)

The City must commit to investing in capital improvements for infrastructure—beyond what is currently mandated under the Superfund program—to realistically achieve a net zero CSO impact at each CSO

outfall. The proposed remedies only address CSO volumes in two CSO drainage areas, leaving nine CSO drainage areas, or 115 MG of untreated sewage, unmanaged. They are designed only to address current needs, and do not account for additional CSO loading due to land use changes. (Arnone_FL1_097, Avery_FL1_095, Barry_FL1_164, Barth_FL1_158, Bester_FL1_149, Beutel_FL1_116, Bray_FL1_207, Brenner_FL1_176, Brinkman_FL1_140, Bruny_FL1_120, Carter_FL1_162, Chan_FL1_146, Ciccone_FL1_093, Cooke_FL1_160, Costello_FL1_101, Crespo_FL1_135, Criniere_FL1_171, Devinney_FL1_096, Di Nicola_FL1_090, Diss_FL1_098, Eaton_FL1_112, Engle_FL1_129, Estaba_FL1_106, Evans_FL1_187, Fastook_FL1_180, Fernandez_FL1_143, Fleischer_FL1_192, Fleishman_FL1_124, Forbes_FL1_166, Fraad_FL1_134, Freyer_FL1_111, Furman_FL1_185, Gasko_FL1_092, Gazis_FL1_126, Gazzerro_FL1_154, Glass_FL1_169, Greenberg_FL1_121, Guido_FL1_174, Guiney_FL1_103, Guion_FL1_136, Harman_FL1_188, Hauser_FL1_108, Headric_FL1_172, Headrick_FL1_113, Hegarty_FL1_161, Hegeman_FL1_104, Hetrick_FL1_165, Hoffer_FL1_107, Holland_FL1_137, Hsu_FL1_114, Jenkins_FL1_115, Johnson_FL1_118, Kaggen_FL1_178, Kaon_FL1_191, Kentgen_FL1_175, Kettell_FL1_182, Koteen_FL1_123, Kurzweil_FL1_151, Lan-Eddy_FL1_170, Lazar_FL1_189, Lesko_FL1_089, Lewis_FL1_138, Loiacono_FL1_127, Macdonald_FL1_099, Maldonado_FL1_141, Malone_FL1_102, Matthes_FL1_153, Mccarty_FL1_091, McGeary_FL1_128, McKennon_FL1_142, Mohamed_FL1_094, Moreno_FL1_181, Morrone_FL1_179, O'Rourke_FL1_109, Offitzer_FL1_204, Pearthree_FL1_130, Petersen_FL1_190, Pliskin_FL1_125, Prival_FL1_157, Renz_FL1_100, Renz_231, Rivera_FL1_167, Robson_FL1_177, Rosenberg_FL1_152, Ryan_FL1_183, Schecter_FL1_150, Schoonmaker_FL1_105, Scott_FL1_173, Shimpi_FL1_139, Shotz_FL1_117, Silman_FL1_168, Smock_FL1_148, Sorensen_FL1_131, Spoerri_FL1_186, Spry_FL1_122, Toledo_FL1_147, Vellozo_FL1_110, Venesky_FL1_156, Walker_FL1_133, Walsh_FL1_163, Walters_FL1_193, White_FL1_159, Wuhrer_FL1_184, You_FL1_119, Youens_FL1_132, Zheng_FL1_155)

As the CAG anticipates that increased sanitary or stormwater discharges from the RWCDS associated with the Proposed Actions will increase CSO volumes/frequencies, a more detailed analysis should be completed and mitigation actions identified with ample time before ULURP begins. (GCC_233, GCCAG_024, Riverkeeper_246)

Response 11-1: As discussed in the DSOW, the DEIS will include an analysis of the Proposed Actions' effects on wastewater and stormwater infrastructure, including a detailed analysis of sewer capacity if it is determined that the Proposed Actions would affect the capacity of the system. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

Comment 11-2: The CSO facilities planned have no accommodation for an increase in population such as is proposed and their associated wastewater. As a responsible party of large tracts of the Superfund site, it is alarming that the City would not take the CSO output seriously during this planning process. As a site that will be revised by the EPA every 5 years after completion, the Gowanus Canal clean up should take into account the future of the neighborhood's overall environment, not just the prescribed remediations. It is promising that DEP is looking into other, more modern CSO solutions by investigating a tunnel option, but that must also go beyond the current requirements and look to the future. Cities across the world have built hundreds of miles of CSO tunnels to protect their waterways, and while DEP touts the benefit of a tunnel being scalable, there is no reason to start small. The current idea for a tunnel would reduce the volume of sewage flowing into the canal to 16% of current values, only a 4% improvement from the proposed tanks. A tunnel could be much longer than the half mile proposed and would make a much bigger dent in current and future CSO levels. If this plan is built out to the fullest extent, there will be approximately 18,000 new residents who, along with the current residents of Gowanus, will be living next to what would amount to an open sewer if future CSOs are not properly addressed. (Simon_234)

The Draft Scope of Work refers to Combined Sewage Overflow, mandated in the Superfund, to deal with existing conditions. The proposed remedies, two tanks or a tank and a tunnel, are designed only to address current needs. Current water infrastructure investments outlined in the Draft Rezoning Framework do not address the increase in sewage from added density. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338, Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289,

Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287, Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Plunkett_FL2_325, Polletta_FL2_339, Renda_FL2_326, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310, Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

Rezoning is being done in advance of the canal cleanup. The dredging and encapsulation has not officially begun. We don't yet know if the plans for the tanks (or the new proposal of a tunnel) will work in preventing the combined sewage overflow issue that continues to pollute the canal. (Gazzaniga_242)

The EPA, administrators of the Superfund cleanup, admit that their proposed remedy for CSOs in Gowanus would effectively be neutered by the increased development. So we would be back to square one on a dirty canal full of biological toxins. In this one chance to get the balance right, we must not thwart a clean canal through overdevelopment. (Cohen_248)

Response 11-2: Comment noted. Please see the response to Comment 1-14. The Gowanus Canal CSO Facilities described by the commenters is a separate project planned within the Project Area by DEP and is not part of the Proposed Actions. The Water and Sewer Infrastructure analysis will incorporate information on the CSO Facilities, along with information on other infrastructure projects planned in the Project Area independent of the Proposed Actions.

Comment 11-3: Devote renewed urgency to the City-required aspects of the Gowanus Canal cleanup by expanding the capacity for storm water/sewage retention either area-wide and/or through the creation of additional requirements for expanded temporary retention on private sites. There is concern that the pace of housing development contemplated by the rezoning will outpace and exacerbate our ability to manage sewage overflows and flooding caused by storm surges. The infrastructure

upgrades must be synchronized with project development and the needs of properties that will not be developed. (CB6_250)

Response 11-3: Please see the response to Comment 1-14.

Comment 11-4: The Gowanus Neighborhood Rezoning must align with and support the Superfund remedy. One area of particular concern is that new development must not worsen pollution, including combined sewer overflows, into the waterway. The EIS must assess impacts to existing infrastructure at the watershed and CSO-shed scales and consider a range of potential mitigations, including imposing new standards for new developments via the GSD (potentially in the form of building and landscape requirements), and/or expanding the anticipated CSO tank/tunnel infrastructure to include outfalls that would be affected by new development. (Lander_235, GCC_012, GCC_233, PSCC_244)

How does the city expect Gowanus to become a model green neighborhood without taking into account the Combine Sewage Overflow problems plaguing the Gowanus and surrounding areas, especially in light of large development and population increases that will result from this rezoning by underbuilding the needed infrastructure? (Simon_234)

What strategies will be considered to address the increased demands on our infrastructure? What commitments and funds will be made to implement the necessary changes? There should be funding to reduce, if not eliminate, sewage outfalls into the canal beyond the Superfund-mandated CSO tanks. (CB6_250, Parker_TS1_051)

More focused progress in the construction of either detention tanks or a detention tunnel is called for, the more stringent standards for storm water treatment at new construction sites are commendable, but if not sufficient, supplemental project based solutions should be implemented to prevent raw sewage and toxic run-off from entering the canal. (Shames_217)

Response 11-4: As noted in the DSOW, if determined to be necessary, a detailed analysis will be performed to determine the potential effects of increased sanitary and stormwater discharges into the system and the resulting potential increases in CSO discharge. This detailed analysis would utilize modeling of the sewer system and would determine the projected increases in flows to each drainage area and outfall that would be affected by the Proposed Actions. Concerning CSO discharges, independent of the Proposed Actions, DEP has made improvements to control CSO discharges to the Canal under the Gowanus Waterbody/Watershed Facility Plan (WWFP) and Long Term Control Plan (LTCP), and additional improvements are planned as part of the Superfund

remediation of the Canal. Additional information on these plans will be provided in the DEIS.

Comment 11-5: Existing plans for managing overflow are already required under the Superfund clean up and will still leave up to a hundred and fifteen million gallons a year, not accounting for additional sewage due to land use improvements. The City recently presented an alternative plan to build a tunnel instead of tanks but those options still leave 8 CSO tanks unmanaged. This already requires infrastructure and cannot be used as mitigation for additional sewage cleaning. (Parker_TS1_051)

Existing workplans under DEP cannot be cited as sufficient mitigation for increased sewage and stormwater load, as the community is already promised this critical infrastructure under the Superfund, Waterbody/Watershed Facility Plan and Long Term Control Plan. (GCCAG_024, Riverkeeper_246)

Response 11-5: Comment noted.

Comment 11-6: The current EIS scope does not take into account how a dramatic increase in residential populations to the rezoned area will affect the water quality in the canal. The Gowanus canal water quality currently only meets industrial standards under EPA designations and it is therefore very concerning to build high-rise residential units along the waterway without an EIS that takes into account the sewage that will be created by thousands of new residential units. (Almeida_225)

DCP's proposal ignores the fact that four hundred million gallons of raw sewage tainted with toxic waste pours into the canal every year, and does nothing to address the additional sewage that will be added to the Canal. (Alexiou_TS1_063)

Response 11-6: As noted in the DSOW, if determined to be necessary, the DEIS will include a detailed analysis of the Proposed Actions' effect on the amount and frequency sewage overflow into the Canal.

Comment 11-7: I am concerned that the proposed rezoning for the Gowanus neighborhood will result in increased sewage and stormwater pollution in the Gowanus Canal. The proposed scope of work for the Environmental Impact Statement (EIS) must effectively model how new developments in the neighborhood would increase CSO discharges. The EIS also must include sustainable strategies to eliminate increased CSO volume from new developments. (Arnone_FL1_097, Avery_FL1_095, Barry_FL1_164, Barth_FL1_158, Bester_FL1_149, Beutel_FL1_116, Bray_FL1_207, Brenner_FL1_176, Brinkman_FL1_140, Bruny_FL1_120, Carter_FL1_162, Chan_FL1_146, Ciccone_FL1_093,

Cooke_FL1_160, Costello_FL1_101, Crespo_FL1_135, Criniere_FL1_171, Devinney_FL1_096, Di Nicola_FL1_090, Diss_FL1_098, Eaton_FL1_112, Engle_FL1_129, Estaba_FL1_106, Evans_FL1_187, Fastook_FL1_180, Fernandez_FL1_143, Fleischer_FL1_192, Fleishman_FL1_124, Forbes_FL1_166, Fraad_FL1_134, Freyer_FL1_111, Furman_FL1_185, Gasko_FL1_092, Gazis_FL1_126, Gazzerro_FL1_154, Glass_FL1_169, Greenberg_FL1_121, Guido_FL1_174, Guiney_FL1_103, Guion_FL1_136, Harman_FL1_188, Hauser_FL1_108, Headric_FL1_172, Headrick_FL1_113, Hegarty_FL1_161, Hegeman_FL1_104, Hetrick_FL1_165, Hoffer_FL1_107, Holland_FL1_137, Hsu_FL1_114, Jenkins_FL1_115, Johnson_FL1_118, Kaggen_FL1_178, Kaon_FL1_191, Kentgen_FL1_175, Kettell_FL1_182, Koteen_FL1_123, Kurzweil_FL1_151, Lan-Eddy_FL1_170, Lazar_FL1_189, Lesko_FL1_089, Lewis_FL1_138, Loiacono_FL1_127, Macdonald_FL1_099, Maldonado_FL1_141, Malone_FL1_102, Matthes_FL1_153, Mccarty_FL1_091, McGeary_FL1_128, McKennon_FL1_142, Mohamed_FL1_094, Moreno_FL1_181, Morrone_FL1_179, O'Rourke_FL1_109, Offitzer_FL1_204, Pearthree_FL1_130, Petersen_FL1_190, Pliskin_FL1_125, Prival_FL1_157, Renz_FL1_100, Rivera_FL1_167, Robson_FL1_177, Rosenberg_FL1_152, Ryan_FL1_183, Schecter_FL1_150, Schoonmaker_FL1_105, Scott_FL1_173, Shimpi_FL1_139, Shotz_FL1_117, Silman_FL1_168, Smock_FL1_148, Sorensen_FL1_131, Spoerri_FL1_186, Spry_FL1_122, Toledo_FL1_147, Vellozo_FL1_110, Venesky_FL1_156, Walker_FL1_133, Walsh_FL1_163, Walters_FL1_193, White_FL1_159, Wuhrer_FL1_184, You_FL1_119, Youens_FL1_132, Zheng_FL1_155)

Response 11-7: Please see the response to Comment 11-6. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

Comment 11-8: The CEQR process must assess existing and future wastewater and sewer infrastructure from the contributing areas associated with each CSO outfall. Current CEQR guidelines are based on records of current dry weather flows to the wastewater treatment facilities, but a comprehensive localized study must be undertaken evaluate wastewater load by CSO drainage area, model adverse impacts at each CSO outfall, and report both wet and dry weather flows. (Arnone_FL1_097, Avery_FL1_095, Barry_FL1_164, Barth_FL1_158, Bester_FL1_149, Beutel_FL1_116, Bray_FL1_207, Brenner_FL1_176, Brinkman_FL1_140,

Bruny_FL1_120, Carter_FL1_162, Chan_FL1_146, Ciccone_FL1_093, Cooke_FL1_160, Costello_FL1_101, Crespo_FL1_135, Criniere_FL1_171, Devinney_FL1_096, Di Nicola_FL1_090, Diss_FL1_098, Eaton_FL1_112, Engle_FL1_129, Estaba_FL1_106, Evans_FL1_187, Fastook_FL1_180, Fernandez_FL1_143, Fleischer_FL1_192, Fleishman_FL1_124, Forbes_FL1_166, Fraad_FL1_134, Freyer_FL1_111, Furman_FL1_185, Gasko_FL1_092, Gazis_FL1_126, Gazzerro_FL1_154, Glass_FL1_169, Greenberg_FL1_121, Guido_FL1_174, Guiney_FL1_103, Guion_FL1_136, Harman_FL1_188, Hauser_FL1_108, Headric_FL1_172, Headrick_FL1_113, Hegarty_FL1_161, Hegeman_FL1_104, Hetrick_FL1_165, Hoffer_FL1_107, Holland_FL1_137, Hsu_FL1_114, Jenkins_FL1_115, Johnson_FL1_118, Kaggen_FL1_178, Kaon_FL1_191, Kentgen_FL1_175, Kettell_FL1_182, Koteen_FL1_123, Kurzweil_FL1_151, Lan-Eddy_FL1_170, Lazar_FL1_189, Lesko_FL1_089, Lewis_FL1_138, Loiacono_FL1_127, Macdonald_FL1_099, Maldonado_FL1_141, Malone_FL1_102, Matthes_FL1_153, Mccarty_FL1_091, McGeary_FL1_128, McKennon_FL1_142, Mohamed_FL1_094, Moreno_FL1_181, Morrone_FL1_179, O'Rourke_FL1_109, Offitzer_FL1_204, Pearthree_FL1_130, Petersen_FL1_190, Pliskin_FL1_125, Prival_FL1_157, Renz_FL1_100, Renz_231, Rivera_FL1_167, Robson_FL1_177, Rosenberg_FL1_152, Ryan_FL1_183, Schecter_FL1_150, Schoonmaker_FL1_105, Scott_FL1_173, Shimpi_FL1_139, Shotz_FL1_117, Silman_FL1_168, Smock_FL1_148, Sorensen_FL1_131, Spoerri_FL1_186, Spry_FL1_122, Toledo_FL1_147, Vellozo_FL1_110, Venesky_FL1_156, Walker_FL1_133, Walsh_FL1_163, Walters_FL1_193, White_FL1_159, Wuhrer_FL1_184, You_FL1_119, Youens_FL1_132, Zheng_FL1_155)

Response 11-8: Please see the response to Comment 11-6. The DEIS analysis will consider wet weather and dry weather flows as part of the analysis; however, CSO events only occur during or after a storm event. Dry weather flows will be used as the baseline in the analysis.

Comment 11-9: A net increase in daily sanitary sewage generation contributing to additional sewer loadings under the RWCDS shall not be permissible. The following mitigation strategies should be studied and the appropriate mix should be identified in order to avoid additional CSO:

Require new development to include performance-based monitoring to allow impact tracking and ensure accountability for water storage assets exceeding a certain size. (GCC_233)

Require or provide incentives for new development to install site-appropriate right-of-way green infrastructure, including suspended pavement, subsurface wetlands and street end rain gardens, to manage a percentage of street stormwater along new frontages. (GCC_233)

Install high-performance green and grey infrastructure projects to completely mitigate any additional CSO created by higher density from Gowanus Neighborhood Plan in addition to what DEP has committed to installing to manage 12 percent of the impervious surfaces within the Gowanus Canal combined sewer service area. (GCC_233)

Allocate Program Administrator resources through DEP's forthcoming Private Property Green Infrastructure Incentive Program to target new development projects in Gowanus for additional infrastructure investment. (GCC_233)

Fund design and technical assistance for sewage and storm water management in new development. (GCC_233)

Fund ongoing local education and technical assistance for water conservation and storm water management by residents, businesses and property owners throughout the Gowanus Watershed. (GCC_233)

Require new development to install site-appropriate right-of-way green infrastructure, including suspended pavement, wet swales and street and rain gardens to manage a percentage of street stormwater along new frontages. (PSCC_244)

There must not be unmitigable adverse impacts on water quality in the Gowanus Canal. Specifically, a net increase in CSO under the RWCDS shall not be permissible. Proposed Actions must implement mitigation measures to prevent or offset additional sewer loadings. (GCCAG_024)

A net increase in CSO under RWCDS should not be permissible. Proposed Actions must implement mitigation measures to prevent offset additional sewer loadings. (Remein_TS1_055)

The City must create a clean, vibrant Gowanus Canal by mandating a net zero increase in Combined Sewage Overflow (CSO). The City should require in-building sewage management for new development over a certain size and invest in additional grey and green infrastructure throughout the neighborhood, to completely mitigate any additional CSO caused by additional density. (GCC_233)

The final EIS must support a development plan and rezoning where there is no net increase in Combined Sewer Overflow (CSO) or energy demand. (PSCC_244, Sakow_243)

The City must outline a clear procedure to implement and monitor mitigation of potential increased CSO in partnership with EPA; and incorporate binding legal language in the amendments to the Zoning Map, Zoning Text and City Map to ensure that additional density causes no additional CSO. This procedure should include:

- comparison of actual sanitary sewage and stormwater generation from planned development to the estimates in the Environmental Impact Statement.
- determination of mitigation strategies based on actual generation
- oversight and comprehensive monitoring of compliance post-construction (GCCAG_024)

The DEIS should compare those measures taken to abate the increased CSOs with those identified in relevant community-based plans, and explain why any measures identified by community stakeholders will not be utilized. (MAS_253)

The City must commit to provide a timeline for implementation of mitigation strategies identified in the EIS, develop a procedure to monitor and test their effectiveness, and ensure public accountability prior to final approval of any land use action. (Renz_231)

The City should outline a clear procedure to implement and monitor mitigation of potential increased CSO in partnership with EPA; and incorporate binding legal language in the amendments to the Zoning Map, Zoning Text and City Map to ensure that additional development causes no additional CSO. This procedure should include: comparison of actual sanitary sewage and stormwater generation from planned development to the estimates in the Environmental Impact Statement.

- determination of mitigation strategies based on actual generation oversight and comprehensive monitoring of compliance post-construction

It is unacceptable for the proposed actions to increase CSO before the mitigation is in place. As the proposed actions would enable numerous higher-density developments in a short period of time throughout the neighborhood, it is imperative that there be a clear procedure to oversee implementation of mitigation measures, and to monitor their impact. (Riverkeeper_246)

Response 11-9: Comment noted. For any significant adverse impacts identified in the DEIS, mitigation measures will be identified, as practicable, in Chapter 21, "Mitigation."

Comment 11-10: I'd like to talk about the water quality for the assessment that's been spoken about for measures of sewage. We're asking, not in compliance with this, the EPA Clean Water Act and to give an assessment specifically

to address—how would you measure if the canal water and all the adjacent water are being served by this rezoning, including The Owl's Head all the way down to the river? If all of them were actually to meet the EPA's 2008 water quality criteria form. That should be actually measured as part of that, waterfront should be looked at comprehensively, for the entire city and the entire harbor. Because we are not in compliance with the Clean Water Act, and that the scoping should look at a little more than just technology to base it on. (Donnelly_TS1_082)

Response 11-10: Please see the response to Comment 9-10 regarding changes to water quality classification. An assessment of water quality for the entirety of the City's water bodies and New York Harbor is beyond the scope of the DEIS and will not be provided.

Comment 11-11: Riverkeeper urges that the City-sponsored Gowanus Neighborhood Rezoning not compromise the Superfund remedy through allowing proposed density to increase combined sewage overflow (CSO) into the Canal. (Riverkeeper_246)

Response 11-11: Comment noted.

Comment 11-12: The City should incorporate the following, among other items, as part of the Environmental Impact Assessment to accurately measure the increase in CSO at each outfall that will result from increased density, without counting CSO reductions that are already required under existing plans:

- Existing sewage overflows should be monitored, and existing trigger rainfall thresholds for sewage overflow presented.
- The effects of the incremental demand on the system should be assessed to determine if there will be a net increase in sewage and stormwater during a given rain event, which would result in more CSO.
- There must not be unmitigable adverse impacts on water quality in the Gowanus Canal. Specifically, a net increase in CSO under the RWCDS shall not be permissible. Proposed Actions must implement mitigation measures to prevent or offset additional sewer loadings. (Riverkeeper_246)

Response 11-12: Please see the responses to Comments 11-5 and 11-9.

Comment 11-13: The study should model increased wastewater load by CSO drainage area, and model impact at each outfall. (GCCAG_011)

The scoping document should be revised to disclose that the DEIS will evaluate the impact of where storm overflow will be reduced and where

and what quantity of Combined Sewer Overflow that would be increased. (GDCC_249)

This EIS does not effectively model how new developments in the Gowanus neighborhood would naturally increase CSO discharges into the Canal. (CGCORD_220)

The effects of the incremental demand on the system should be further assessed to determine if there will be a net increase in sewage and stormwater during a given rain event, which would result in more CSO. (GCC_233, GNCJ_221)

During rainstorms raw sewage overflow from the area is dumped into the canal and many streets in the neighborhood around the canal are flooded with water and sewage. What is the plan for 18,000 more people using the sewage system? What is the plan for an additional rise in water table as the sea level rises? (Hodermarska_223, Marcus_228)

We demand that the City incorporate efforts as part of the environmental impact assessment that accurately measures the increase in CSO at each outfall valve, which will result from increased density without counting CSO reductions that are already required by the existing plan. The study should model increase wastewaters—wastewater load by CSO drainage areas, and model impacts of each outfall. (Remein_TS1_055, Riverkeeper_246)

The effects of the incremental demand on the system should be assessed to determine if there will be a net increase in sewage and stormwater during a given rain event, which would result in more CSO. (GCCAG_011)

Response 11-13: Comment noted. As noted in the DSOW, if determined to be necessary, a detailed analysis will be performed to determine the potential effects of increased sanitary and stormwater discharges into the system and the resulting potential increases in CSO discharge. This detailed analysis would utilize modeling of the sewer system and would determine the projected increases in flows to each drainage area and outfall that would be affected by the Proposed Actions.

Comment 11-14: Sewer impacts and capacity must be evaluated at the sewershed level. In this case, the DEIS must expand the study area to align with the Red Hook and Owl's Head sewersheds, which together encompass the rezoning area. These two neighboring sheds are expecting significant new development in addition to what may result from the Gowanus rezoning. The DEIS must analyze the total expected increase in capacity from rezoning-related development as well as all ongoing and proposed

development within the Red Hook sewershed, including the massive 22-acre Pacific Park project. (MAS_253)

The EIS must estimate the additional sewage volume created by anticipated development in Gowanus and determine whether existing infrastructure can handle it. Existing and projected development (Downtown, Atlantic Yards, Lower Manhattan, etc.) in the catchment area should be included. (Kelly_240)

The EIS must study all infrastructure needs within the context of Downtown Brooklyn and Atlantic Yards/Pacific Park, as we share critical infrastructure. It does not take into account the impacts of the entire watershed or that of increased rainfall density due to climate change. Impacts for the entire area need to be included in the Environmental Impact Study and a plan for mitigation of future anticipated daily water consumption and density of rainfall be developed and funded. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338, GCCAG_011, GCC_012, Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289, Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287, Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Parker_TS1_051, Plunkett_FL2_325, Polletta_FL2_339, Remein_TS1_055, Renda_FL2_326, Riverkeeper_246, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310, Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

The study area for the assessment of wastewater and stormwater infrastructure will be established in consultation with DEP (DSOW, 62). The appropriate study area for this assessment is the watershed and should include projected wastewater generated from other developments in the watershed, including Atlantic Yards and Downtown Brooklyn. Impacts of this study should be evaluated by each CSO drainage area. (GCC_233, GNCJ_221)

DCP should also develop a detailed analysis that includes projected development in Downtown Brooklyn and the larger Red Hook Treatment Plant catchment area. The Red Hook Treatment Plant, where Downtown Brooklyn and a large portion of the projected development in Gowanus would be routed, is one of the City's smaller such facilities. (Lander_235)

We demand a drainage study. Not just for Gowanus, but for Red Hook too. (Blondel_TS1_050)

Response 11-14: Comment noted. As discussed in the DSOW, the DEIS Water and Sewer Infrastructure analysis will consider the Proposed Actions' potential effects on the sewer system in the directly affected area, which includes portions of the service areas of the Red Hook and Owls Head Wastewater Treatment Plants (WWTPs). The analysis will consider the projected increase in sanitary flows to the WWTPs due to the Proposed Actions and the potential for those sanitary flows to affect the WWTPs' capacity for their full service areas. Concerning stormwater, however, the rezoning area is within one sewershed, i.e., during storm events, stormwater flows within the Rezoning Area exceeding the capacity of the systems are discharged through outfalls to the Gowanus Canal. Additional information on the system serving the Rezoning Area will be provided in the DEIS.

Comment 11-15: The DEIS should include a feasibility study and cost analysis of the necessary infrastructure improvements to fully abate CSOs in the canal corridor. It should include on-site performance requirements for individual developments that address permeability and incentivize water conservation strategies. (MAS_253)

Response 11-15: Comment noted. The requested feasibility study and cost analysis is beyond the scope of the DEIS and will not be provided.

Comment 11-16: The impact of projected and potential development sites should be modeled by drainage area and mitigation measures must result in a net zero increase in annual CSO discharge and number of events at each outfall. To ensure accuracy of modeling, these studies should incorporate real-time monitoring data that tracks CSO discharge and volume over a

90-day period at the 11 CSO outfalls along the canal. (Arnone_FL1_097, Avery_FL1_095, Barry_FL1_164, Barth_FL1_158, Bester_FL1_149, Beutel_FL1_116, Bray_FL1_207, Brenner_FL1_176, Brinkman_FL1_140, Bruny_FL1_120, Carter_FL1_162, Chan_FL1_146, Ciccone_FL1_093, Cooke_FL1_160, Costello_FL1_101, Crespo_FL1_135, Criniere_FL1_171, Devinney_FL1_096, Di Nicola_FL1_090, Diss_FL1_098, Eaton_FL1_112, Engle_FL1_129, Estaba_FL1_106, Evans_FL1_187, Fastook_FL1_180, Fernandez_FL1_143, Fleischer_FL1_192, Fleishman_FL1_124, Forbes_FL1_166, Fraad_FL1_134, Freyer_FL1_111, Furman_FL1_185, Gasko_FL1_092, Gazis_FL1_126, Gazzerro_FL1_154, Glass_FL1_169, Greenberg_FL1_121, Guido_FL1_174, Guiney_FL1_103, Guion_FL1_136, Harman_FL1_188, Hauser_FL1_108, Headric_FL1_172, Headrick_FL1_113, Hegarty_FL1_161, Hegeman_FL1_104, Hetrick_FL1_165, Hoffer_FL1_107, Holland_FL1_137, Hsu_FL1_114, Jenkins_FL1_115, Johnson_FL1_118, Kaggen_FL1_178, Kaon_FL1_191, Kentgen_FL1_175, Kettell_FL1_182, Koteen_FL1_123, Kurzweil_FL1_151, Lan-Eddy_FL1_170, Lazar_FL1_189, Lesko_FL1_089, Lewis_FL1_138, Loiacono_FL1_127, Macdonald_FL1_099, Maldonado_FL1_141, Malone_FL1_102, Matthes_FL1_153, Mccarty_FL1_091, McGeary_FL1_128, McKennon_FL1_142, Mohamed_FL1_094, Moreno_FL1_181, Morrone_FL1_179, O'Rourke_FL1_109, Offitzer_FL1_204, Pearthree_FL1_130, Petersen_FL1_190, Pliskin_FL1_125, Prival_FL1_157, Renz_FL1_100, Renz_231, Rivera_FL1_167, Robson_FL1_177, Rosenberg_FL1_152, Ryan_FL1_183, Schecter_FL1_150, Schoonmaker_FL1_105, Scott_FL1_173, Shimpi_FL1_139, Shotz_FL1_117, Silman_FL1_168, Smock_FL1_148, Sorensen_FL1_131, Spoerri_FL1_186, Spry_FL1_122, Toledo_FL1_147, Vellozo_FL1_110, Venesky_FL1_156, Walker_FL1_133, Walsh_FL1_163, Walters_FL1_193, White_FL1_159, Wuhrer_FL1_184, You_FL1_119, Youens_FL1_132, Zheng_FL1_155)

Response 11-16: Please see the response to Comment 11-1. The DEIS analysis will be coordinated with DEP. Data related to CSO discharges and volumes for use in the analysis will be provided by DEP, as necessary.

Comment 11-17: New developments over 4 FAR should require mitigation of anticipated daily water consumption by at least 50% through on-site CSO best management practices. (GCC_233, PSCC_244)

Department of City Planning is proposing a drastic increase in the population density of Gowanus while only a few years into cleanup and

still a decade away from the infrastructure improvements necessary to address the threat of combined sewer overflow. This should be addressed. Build adequate sewage disposal systems; right now raw sewage flows into the canal when it rains. (Marcus_228, Wukoson_229)

I am asking that DCP include requirements for water conservation and reuse in buildings, as well as increased water conscious site development around buildings. (Simpson_023)

Here are some suggestions I have for implementing water conservation in and around buildings using existing standards:

1) Require new, large developments in the rezoned areas to meet LEED v4 BD+C: New Construction certification, with an emphasis on the "Water Efficiency" criteria.

2) Require new, large developments in the rezoned areas to meet the most recent Enterprise Green Communities standard, with an emphasis on the "Water Conservation" section.

3) Require new, large multifamily and mixed multifamily/commercial buildings to be certified to the ENERGY STAR Multifamily High Rise Program (New Construction).

A combined requirement of these standards would be the most effective approach, as each standard has its own strengths in terms of water conservation and efficiency. (Simpson_023)

Response 11-17: Please see the responses to Comments 1-14 and 11-1. The Water and Sewer Infrastructure analysis will include an assessment on the incremental water demand generated by the Proposed Actions and will determine if there would be impacts to water supply or pressure.

Comment 11-18: I don't believe that the DCP is adequately exploring the impact up-zoning will have on Water and Sewer capacity in a CSO area. (Almeida_225)

Response 11-18: As outlined in the DSOW, the DEIS Water and Sewer Infrastructure analysis will be conducted in accordance with *CEQR Technical Manual* guidelines and in consultation with DEP. If necessary, it will include a more detailed analysis of the Proposed Actions' potential effects on the capacity of the sewer system.

Comment 11-19: Canal water quality data collected adjacent to CSO outfalls during wet weather should be evaluated to ensure comprehensive baseline for existing water quality. (GCC_233, GCCAG_011, Riverkeeper_246)

Response 11-19: As stated in the DSOW, in accordance with *CEQR Technical Manual* guidelines, a detailed analysis may be performed to determine the

Proposed Actions' potential to contribute to greater pollutant loadings in stormwater discharged to receiving water bodies. The methodology for the detailed analysis, if necessary, will be coordinated with DEP.

Comment 11-20: When describing impervious area on projected development sites, impervious areas that are currently surface draining directly into the Canal should not be counted as contributing to existing CSO volume. (GCCAG_011, Riverkeeper_246)

The description of the existing stormwater drainage system and surfaces (DSOW, 62) must include an investigation into impervious sites with unpermitted direct discharge flowing into the canal. These areas should not be counted as contributors to existing annual CSO volume. (GCC_233, GNCJ_221)

On projected development sites, the areas that are currently draining directly to the canal should not be counted as contributing to existing CSO volume. Canal water quality data should be evaluated by the CSO during wet weather to ensure comprehensive baseline of existing water quality. Existing sewage overflows should be monitored and existing rainfalls for sewage overflow protection. (Remein_TS1_055)

Response 11-20: In conformance with CEQR guidance, the DEIS Water and Sewer Infrastructure analysis will utilize the best available data on existing surface coverage on the Projected Development Sites to determine the amount of stormwater generated on those sites that enters the combined sewer system. The methodology for the detailed analysis, if necessary, will be coordinated with DEP.

Comment 11-21: Existing sewage overflows should be monitored, and existing trigger rainfall thresholds for sewage overflow presented. (GCCAG_011)

The Gowanus Superfund Community Advisory Group fully supports the U.S. Environmental Protection Agency in its finding that New York City's Combined Sewer Overflows are a significant contributor of harmful sediment and Superfund regulated PAHs and metals to the canal. The CAG takes the position that the total elimination of CSOs into the Gowanus Canal is the only acceptable solution to the problem. (GCCAG_024)

Response 11-21: The DEIS Water and Sewer Infrastructure analysis considers the potential increases in CSO discharges resulting from the Proposed Actions; the CSO discharges resulting from existing uses in the rezoning area are beyond the scope of this analysis. As discussed above, independent of the proposed actions, DEP has made improvements to control CSO discharges to the Canal under the Gowanus Waterbody/Watershed

Facility Plan (WWFP) and Long Term Control Plan (LTCP), and additional improvements are planned as part of the Superfund remediation of the Canal. Additional information on these projects will be provided in the DEIS.

Comment 11-22: This assessment should also evaluate whether water quality under the RWCDS will allow for primary contact under the Environmental Protection Agency's 2012 Recreational Water Quality Criteria. (GCCAG_024, Remein_TS1_055, Riverkeeper_246)

The City must identify and implement measures to sustain water quality in the Gowanus Canal that allows for primary contact under the Environmental Protection Agency's 2012 Recreational Water Quality Criteria before allowing residential development along the Canal. (GCCAG_024, Riverkeeper_246)

Response 11-22: Comment noted. The efforts to improve water quality in the Canal are being conducted independent of the Proposed Actions subject to the LTCP, which was developed to meet standards established by EPA. The specific water quality standards that need to be met are established in the LTCP and are beyond the scope of this analysis. However, the analysis will consider the potential for Proposed Actions to result in increased pollutant loads in the Canal that may affect conformance with the established standards.

Comment 11-23: We have to also consider the waste problem, the air quality, the water. Are we drinking sewer water? Are we drinking canal water? The CSO, all of this overflow. (El-Bey_TS1_042)

Response 11-23: Comment noted.

Comment 11-24: The City should invest in educational space in the Pump House or as part of the Head of Canal CSO infrastructure and proposed Open Space, in order to interpret the complex hydrological history and infrastructure in Gowanus, similar to the Visitor Center at the Newtown Creek Wastewater Treatment Plant. (GCC_233)

Response 11-24: Comment noted.

Comment 11-25: Maintain sewer main lines using preventative maintenance schedules that are shared with community stakeholders to stop sewer back-ups in 1st floor NYCHA apartments and neighborhood homes. (GCC_233)

Require that sewer main lines be maintained through use of preventive maintenance schedules that are shared with community stakeholders to

stop sewage back up in 1st floor NYCHA apartments and neighborhood homes. (PSCC_244)

Response 11-25: Comment noted.

WASTE WATER TREATMENT

Comment 11-26: It is Borough President Adams' policy to promote a resilient and sustainable Brooklyn, and he believes that maximum consideration should be given to diverting stormwater runoff from the Owl's Head Wastewater Treatment Plant (OHWWTP) and Red Hook Water Pollution Control Plant (RHWPCP). In addition, there should be consideration given as to the possibilities of incorporating blue and/or green roof features, New York City Department of Environmental Protection (DEP) rain gardens, expanded tree pit management infrastructure, and other green infrastructure measures to mitigate stormwater and flooding. (Adams_230)

Response 11-26: As discussed in the DSOW, the DEIS Water and Sewer Infrastructure analysis will assess whether the Proposed Actions would result in any impact on operations of the Red Hook and Owls Head WWTPs.

SOLID WASTE AND SANITATION SERVICES

Comment 12-1: I don't believe that the DCP is adequately exploring the impact up-zoning will have on Solid Waste and Sanitation services. (Almeida_225)

Response 12-1: As discussed in the DSOW, the Proposed Actions would result in a net increase of more than 50 tons of solid waste per week, requiring an assessment of solid waste and sanitation services. Accordingly, the DEIS will include an assessment of the potential impacts of the Proposed Actions' solid waste generation on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

Comment 12-2: The DSNY garage within Brooklyn Community Board 6 is located adjacent to Ennis Playground, within the Industrial Business Zone. Often, DSNY trucks park on the street, creating a hazard for the children and families who use the playground and limiting the on-street parking available to local businesses. The EIS assessment of "the impacts of the Proposed Actions' solid waste generation (project developments) on City's collection needs and disposal capacity" and potential mitigations should address this existing condition. (Lander_235)

Response 12-2: Comment noted. As noted in the comment, a DSNY garage is located adjacent to Ennis Playground, and DSNY sanitation trucks utilize the adjacent streets for parking.

Comment 12-3: The EIS should study projected solid waste that will be produced in public spaces throughout the study area, including streets, parks and esplanades, using sanitation maintenance data from DSNY and BIDs in similar density public spaces throughout the city. (GCC_233)

Response 12-3: The assessment of solid waste in the DEIS will be based on the DSNY's solid waste generation rates contained in the *CEQR Technical Manual*.

Comment 12-4: DSNY should install and service streetside trash and recycling cans throughout the neighborhood, especially along 3rd Avenue, Nevins, Bond Street and the bridge crossings, and including the IBZ. (GCC_233)

Are there any plans for additional trash receptacles? (O'Toole_084)

Given the large increase of residents and businesses to the neighborhood, revised sanitation practices in the neighborhood, especially those focused on composting, are required. There are also currently few trash cans in the neighborhood, which causes tremendous litter, polluting both the streets and the canal. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338, Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289, Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287, Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Plunkett_FL2_325, Polletta_FL2_339, Renda_FL2_326, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310, Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von

Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

Response 12-4: Comment noted. The installation of DSNY trash and recycling receptacles are beyond the scope of the Proposed Actions. DSNY deploys new receptacles and services based on growth and demand in a neighborhood.

ENERGY

Comment 13-1: The energy analysis should discuss the potential for lessening demand through passive house construction, and identify opportunities where the various building roof and terrace heights would permit the installation of rooftop micro-wind turbines as permitted obstructions, opportunities for rooftop solar energy installation, and/or geothermal generation as a means to offset energy consumption during long-term operation. (Adams_230)

Promote energy efficiency with a goal of a zero carbon footprint not only through density, but also by incorporating passive house strategies, micro grids, solar technologies, etc. (CB6_250)

Response 13-1: The DEIS will include a discussion of the effects of the Proposed Actions on the use and conservation of energy, including its operational energy consumption. It will also include a discussion potential energy efficiency measures.

Comment 13-2: The EIS discussion of "the effects of a proposed action on the use and conservation of energy" must include the impact of anticipated development in Downtown Brooklyn. The section of the grid that covers the Gowanus area is projected to reach capacity. Mitigation measures must be included, with a focus on sustainable investments, such as renewable energy, local generation, and site- and community-scale battery storage of solar and renewable power. (Lander_235)

Response 13-2: In accordance with *CEQR Technical Manual* guidance, the analysis of energy will focus on project-generated consumption of energy. The DEIS will not include an analysis of the potential impact of development in Downtown Brooklyn. It will also include a discussion of potential energy efficiency and other sustainability measures that may be utilized by developers in the future.

Comment 13-3: Developers must provide for a safer and more resilient energy grid by requiring funding of ongoing education and technical assistance for resilient energy infrastructure and require new property development projects to directly invest in Clean and Local Energy equal to the additional demand placed on the electric grid. (Sakow_243)

Response 13-3: A requirement for developers to fund education and technical assistance for resilient energy infrastructure is beyond the scope of the Proposed Actions.

Comment 13-4: How will the EIS determine the projected increase for the heating and cooling demand (therms and kWh) of new development and building upgrades/retrofits? Gowanus has been discussed as a potential model for a high efficiency and resilient new neighborhood. The EIS must look at existing DOB/Energy Code requirements, but also more stringent building requirements (such as Passive House or Net Zero) to align the district more closely with the Mayor's 80 x 50 initiative. (CB6_250)

Response 13-4: The DEIS will estimate the total and net projected energy consumption as a result of the Proposed Actions using the average energy consumption in New York City for each building type provided in the *CEQR Technical Manual*, which is appropriate for rezoning actions. The Proposed Actions will be assessed relative to the Mayor's 80 x 50 initiative in connection with the public policy assessment of *OneNYC* in Chapter 2, "Land Use, Zoning, and Public Policy."

Comment 13-5: The EIS must include a comprehensive energy impact analysis under a Reasonable Worst-Case Development Scenario. The EIS should additionally account for energy needs of the CSO tunnel and not just the tank options currently proposed by DEP. (GCC_233, GNCJ_221)

Response 13-5: Please see the response to Comment 13-2. The CSO facilities project is an obligation of the City's Superfund remedy, and will occur irrespective of the Proposed Actions.

Comment 13-6: Energy delivery and the increased demand for energy resources resulting from higher density are not sufficiently addressed in the Draft Scope of Work. The DSOW suggests that only energy use will be evaluated and does not allow for impacts on energy supply, delivery, and resiliency infrastructure. (GNCJ_221)

The EIS must include a comprehensive energy impact analysis under the RWCDS that looks at the energy delivery system as well as energy use on a district scale across the Borough Hall Energy Service Area and the Sunset Park Energy Service Area. The design of the energy impact

analysis must include data and input from Con Edison as well as National Grid. (GCC_233, GNCJ_221)

Response 13-6: The assessment of energy in the DEIS will follow the guidance of the *CEQR Technical Manual*. As indicated in the DSOW, a detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. The Proposed Actions would not affect the transmission or generation of energy, and in lieu of the requested comprehensive energy impact analysis, the DEIS will provide as assessment that discloses the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the projected development expected to result with the Proposed Actions.

Comment 13-7: The EIS energy analysis should incorporate the impact, both positive and negative, of the changes to the NYC Administrative Code requiring energy efficiency performance standards, indirect global warming gas emissions that come from energy use in buildings and the effect of increased local energy resilient investment that could result from the changes to the Administrative Code. (GNCJ_221)

Response 13-7: Analysis of the changes to the NYC Administrative Code requiring energy efficiency performance standards is beyond the scope of the Proposed Actions and will not be provided in the DEIS. Greenhouse gas emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal will be included in Chapter 16, "Greenhouse Gas Emissions and Climate Change."

Comment 13-8: You don't talk about power at all in terms of sustainability and when you lose power in a mid-rise building, it loses water, it loses sanitation, it loses heat. How are you going to provide for that situation? (Ippolito_TS1_070)

Response 13-8: The assessment of energy in the DEIS will follow the guidance of the *CEQR Technical Manual*. If warranted, the Mayor's Office of Sustainability (MOS) and/or the power utility serving the area (National Grid) may be consulted.

Comment 13-9: The City should require or incentivize local energy production or savings in new development. (GCC_233)

Response 13-9: The request is beyond the scope of the Proposed Actions.

Comment 13-10: The City should install efficient fixtures, solar and/or battery storage on all publicly owned or financed projects. (GCC_233)

The Gowanus Rezoning Plan should provide standards for no net increase in energy use, such as requiring new development with a FAR greater than M1(2) include local energy production or savings equal to not less than 20% of projected energy use and the installation of efficient fixtures, solar and/or battery storage on all publicly owned or financed projects. (PSCC_244)

Response 13-10: Publicly financed projects, including subsidized affordable housing developments funded by City or State programs, must provide energy conservation and other sustainability measures.

Comment 13-11: Added density in Gowanus will increase energy demand to a burdensome level. The study must pay attention to the impact of actions on the Borough Hall Grid and include the development in Downtown Brooklyn. In new developments, the City should mandate a net zero increase in carbon emissions. The rezoning should require more clean, renewable, and local energy generation. Funding from the City and developers must provide for a safer and more resilient energy grid by requiring funding of ongoing education and technical assistance for resilient energy infrastructure and require new property development projects directly invest in clean and local energy equal to the additional demand placed on the grid. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338, Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289, Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287, Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Plunkett_FL2_325, Polletta_FL2_339, Renda_FL2_326, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310, Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von

Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

Response 13-11: Please see the responses to Comments 13-2 and 13-3.

TRANSPORTATION

Comment 14-1: More needs to be done to connect Gowanus to the city's existing bike network with first-class protected bike routes, including but not limited to extension of the 9th Street protected bike lanes west of 3rd Avenue, completion of the 4th Avenue protected bike lanes north to Atlantic Avenue, and potential future Class I bike routes along 3rd Avenue and perhaps Smith Street. (CB6_250)

Augmenting and connecting the bicycle network—must more needs to be done to connect Gowanus to the city's existing bike network with first-class protected bike routes. (McClure_238)

The EIS should study further upgrades to the bike network, including but not limited to extension of the 9th Street protected bike lanes west of 3rd Avenue, completion of the 4th Avenue protected bike lanes north to Atlantic Avenue, and potential future Class I bike routes along 3rd Avenue and Smith Street. (McClure_238)

Response 14-1: Comment noted. Expanding bike routes is under the purview of the Department of Transportation (DOT) and beyond the scope of the Proposed Actions. As the DSOW states, the DEIS will take into account available information and data on known planned expansions of the bike network.

Comment 14-2: It's absolutely critical that the neighborhood's transportation infrastructure have the capacity to move Gowanus's future population into, out of, and around the neighborhood efficiently and safely. The Environmental Impact Statement must pay close attention to transportation, fully disclosing all potential negative impacts, and ensuring that any such impacts are fully mitigated. (McClure_238)

We are also concerned about the huge impact on the roads and infrastructure in the neighborhood. (Hodermarska_223)

The EIS must study transportation issues in conjunction with the EIS planning. (Parker_TS1_051)

Response 14-2: Comment noted. The transportation analyses in the DEIS will assess the potential for the Proposed Actions to result in significant adverse traffic,

transit, pedestrian and parking impacts. Measures to mitigate any potential significant adverse impacts will also be assessed in the DEIS.

Comment 14-3: The study area should be increased from a radius of a quarter-mile to a half-mile, and must take into account the planned rehabilitation, redesign or removal of the Brooklyn-Queens Expressway's Triple Cantilever. (McClure_238)

Coordinate with the EIS for the BQE Triple Cantilever project. (McClure_238)

Response 14-3: The traffic analysis study area will be identified in consultation with the lead agency and the Department of Transportation, and will include those intersections where additional traffic generated by the Proposed Actions' RWCDS is expected to be most concentrated. At the present time, the construction plans and scheduling for the BQE Atlantic to Sands project have not been finalized. As information on this project becomes available, it will be incorporated into the analyses of future traffic and parking conditions, as appropriate, in consultation with the lead agency and DOT.

Comment 14-4: The City should look at extending East River Ferry Service to a stop just south of the 9th Street bridge, to allow access to water based transportation without requiring excessive bridge opening, and to provide a transit connection with the subway and bus systems. (CB6_250, GCC_233)

The draft scoping document must consider the inclusion of a ferry immediately below the 9th Street Bridge as a transit alternative. (GDCC_249)

Response 14-4: Comment noted. The Proposed Actions do not include additional ferry service.

Comment 14-5: There must be a study of auto ownership in recent developments with reduced parking requirements. (CB6_250)

Documentation must be provided to support the claim that new residents will walk to work or ride bicycles rather than using public transit or driving. (CB6_250)

We are told that new residents will increasingly walk or bike to local employment rather than utilize mass transit. We are also told that occupants of affordable housing are less likely to own automobiles and that this justifies reduced parking requirements. Can these transportation

and vehicular ownership statements be backed up with existing studies? (Kelly_240)

Response 14-5: Comment noted. As noted in the Transportation Planning Factors and Travel Demand Forecast Technical Memorandum included as an appendix to the Draft Scope of Work, modal split and parking demand assumptions for the projected residential component of the Proposed Actions' RWCDS will be based on the most recent (2013-2017) 5-year American Community Survey journey-to-work and auto ownership data for census tracts encompassing the Project Area.

Comment 14-6: The EIS should study the effect of mandating secure bike-parking facilities in new residential and commercial buildings as a means of promoting cycling for transportation. (McClure_238)

Response 14-6: Comment noted. This is beyond the scope of the DEIS transportation analyses.

Comment 14-7: The EIS must study multi-modal transportation issues in conjunction with IBZ planning. (GCC_012)

Response 14-7: Comment noted. The Gowanus IBZ is outside the Project Area and outside the scope of the Proposed Actions. However, the DSOW describes the proposed methodologies and study areas for various analysis areas, some of which include portions of the Gowanus IBZ where pertinent and relevant to analyzing the Proposed Actions' potential effects on the environment. In addition, DCP is leading a separate ongoing engagement process to produce a Gowanus IBZ Vision Study to solicit feedback from businesses and community stakeholders on the future of the IBZ.

Comment 14-8: Why is 3rd Street singled out to bear 37 percent of the vehicles, 41.7 percent of the subways increments as expected from that. (Manuto-Brown_TS1_040)

Why is an inequitable concentration of vehicle and subway trips being imposed on the residents of Third Street? (TSBA_013)

Why is an inequitable concentration of vehicle and subway transit being imposed on 3rd Street? The projected total of your net and, of course, these columns are very specific. The projected total of net AM incremental vehicle trips for all the sixty development sites is twelve hundred and sixty trips. Thirty-seven percent of those are coming from only three sites. That seems very unfair. (Manuto-Brown_TS1_040)

Response 14-8: As discussed in the DSOW, the Transportation Chapter of the DEIS will include a detailed traffic assignment and analysis. This will include an estimate of the net incremental increase in peak hour vehicle trips along 3rd Street under the Proposed Actions' RWCDS and its potential to result in significant adverse traffic impacts. While approximately 41.7 percent of incremental subway demand in the weekday AM peak hour is expected to use the Carroll Street F/G station, it should be noted that these trips would be distributed among multiple corridors connecting projected development sites to the station entrances. The effects of increased pedestrian demand on sidewalks and crosswalks along 3rd Street will be assessed in the DEIS.

Comment 14-9: The Draft Scope of Work is very vague about how the rezoning is going to affect transit. (Ippolito_TS1_070)

I don't believe that the DCP is adequately exploring the impact up-zoning will have on Transportation. (Almeida_225)

Response 14-9: Comment noted. As described in the Draft Scope of Work, the transportation analyses in the DEIS will assess the potential for the Proposed Actions to result in significant adverse traffic, transit, pedestrian and parking impacts. Measures to mitigate any potential significant adverse impacts will also be assessed in the DEIS. As noted in the Transportation Planning Factors and Travel Demand Forecast Technical Memorandum included as an appendix to the Draft Scope of Work, the transit analyses will assess conditions at a total of four subway stations where incremental demand from the Proposed Actions' RWCDS is expected to exceed the 200-trip CEQR Technical Manual analysis threshold in one or more peak hours. Subway and bus line haul conditions will also be analyzed.

Comment 14-10: Bond Street is a one way one lane street with a bike lane that is not designed to be a thoroughfare. The impact of additional density on such a narrow street would turn Bond Street into a permanent traffic jam. While DCP notes the new developments are near public transportation, there is a role for cabs and cars which would be hindered if these plans went through. (Our neighborhood also lost all its buses in the last ten years but one. So DCP is incorrect in saying that we are transportation rich. And so it is mentioned, the existing overcrowding of the F and R trains don't help new and existing commuters either.) (Cohen_248)

Response 14-10: The study area for the DEIS traffic analysis will include those intersections along Bond Street where new vehicle trips generated by the Proposed Actions' RWCDS are expected to be most concentrated and therefore most likely to result in significant adverse traffic impacts. As

discussed in the DSOW, the transit analyses in the DEIS will include an assessment of line haul conditions on subway routes serving the Project Area, including the F and R trains.

Comment 14-11: The City should require secure bicycle parking in new residential and commercial buildings, and install public bicycle racks throughout the neighborhood. (GCC_233)

Response 14-11: Comment noted.

TRAFFIC

Comment 14-12: The EIS should include the cumulative impact of Downtown Brooklyn development on traffic patterns in Gowanus, and should consider the potential impacts of congestion pricing and the reconstruction of the Brooklyn Queens Expressway cantilever. Analysis should include strategies for improving street safety for all users (pedestrians, cyclists, and drivers), including safety improvements at key intersections (e.g. 3rd Avenue and 3rd Street). Additional steps for reducing car-reliance and creating a more livable public realm should also be included (bike-share and car-share, bike lanes, pedestrian-only streets, etc.). (Lander_235)

The EIS should study the effects of the implementation of congestion pricing beginning in 2021, and its potential effects on vehicular traffic patterns in and around the Gowanus neighborhood. While on its face, congestion pricing should have a mitigating effect on local traffic, given that the tolling boundary will be in Manhattan, there may be unforeseen circumstances that could negatively affect local traffic. Either way, the EIS should examine these potential effects. (McClure_238)

Response 14-12: As discussed in the DSOW, the analyses of future traffic and parking conditions in the DEIS will reflect demand from major No Action development projects expected to be completed in proximity to the Project Area by the 2035 analysis year. Any known planned changes to the roadway system anticipated by 2035 will also be reflected, as appropriate. At the present time, neither the construction plans and scheduling for the BQE Atlantic to Sands project, nor the operational details of the planned Congestion Pricing tolling system for vehicles entering the Manhattan Central Business District have been finalized. As information on these projects becomes available, it will be incorporated into the analyses of future conditions, as appropriate, in consultation with the lead agency and DOT.

As discussed in the DSOW, the DEIS will include an assessment of Vehicle and Pedestrian Safety. This will include identifying any high crash locations in the traffic and pedestrian study areas and evaluating

feasible improvement measures to alleviate potential safety issues. The introduction of new bike-share and car-share programs, bike lanes and pedestrian-only streets are the purview of DOT and not currently contemplated as part of the Proposed Actions.

Comment 14-13: The effect of proposed last-mile delivery facilities in Sunset Park and Red Hook should be studied in the EIS. (McClure_238)

Response 14-13: The analyses of future traffic conditions in the DEIS will reflect the anticipated travel demand from major developments in proximity to the Project Area.

Comment 14-14: The EIS should examine opportunities throughout the study area for further enhancement of the street grid to look at the addition of streets and paths, especially to connect residents to new park space along the canal. (McClure_238)

Response 14-14: As discussed in the DSOW, the Proposed Actions do include mapping new streets and creating pedestrian paths in proximity to Block 471 and the Gowanus Green Site (aka Public Place) Site with the intention of reconnecting the area to the street grid and surrounding communities. Further expansion of the street network is not proposed under the Proposed Actions.

Comment 14-15: The projected total of Net AM Incremental Vehicle Trips for all 60 development sites is 1,260. However, 37% of that is expected from only 3 sites: 46, 47, and 48. That concentration in a 2-block radius is a disastrous formula for traffic flow in direct line of two elementary schools: Hannah Senesh and PS 58. Third Street already has traffic attempting to get onto Smith Street in the AM backing up and honking. (TSBA_013)

Response 14-15: As discussed in the DSOW, the Transportation Chapter of the DEIS will include a detailed traffic assignment and analysis. This will include an estimate of the net incremental increase in peak hour vehicle trips along key access corridors such as Smith Street (where the Hannah Senesh community Day School and P.S. 58 Carroll School are located) and 3rd Street under the Proposed Actions' RWCDS. Intersections where incremental vehicle trips are expected to be most concentrated will be analyzed to determine the potential for significant adverse traffic impacts during peak hours.

Comment 14-16: We have an increase in vehicular traffic, loss of parking spots, overcrowded schools, and an overcrowded subway platform at Carroll Street Station during rush hour. (Constantino_019)

Response 14-16: As discussed in the DSOW, the DEIS will include analyses of the potential for traffic and parking impacts from the Proposed Action's RWCDS. Potential impacts to area subway stations, including the Carroll Street station, will also be assessed.

Comment 14-17: In particular, the DEIS needs to study how the Canal will remain fully navigable with movable bridges remaining in place to permit educational, scientific, historic, recreational, and commercial vessels to use the full Canal as future needs change. (GDCC_249)

Response 14-17: Comment noted. The Proposed Actions do not include de-navigability of the Canal.

Comment 14-18: In addition to 3rd and 4th Avenues, and east–west streets that cross the Canal, intersections for traffic analysis should also include all intersections along Bond and Nevins Streets. (GCC_233)

Response 14-18: The study area for the DEIS traffic analysis will include those intersections along Bond Street and Nevins Street where new vehicle trips generated by the Proposed Actions are expected to be most concentrated and therefore most likely to result in significant adverse traffic impacts.

Comment 14-19: The analysis should pay specific attention to potential conflicts between truck routes, cars, bike lanes and pedestrians. (GCC_233)

Response 14-19: As described in the Draft Scope of Work, the Transportation Chapter of the DEIS will include an assessment of vehicular and pedestrian safety. The study area's network of truck routes and bike lanes will be described in the DEIS and reflected in the transportation analyses.

VEHICULAR AND PEDESTRIAN SAFETY

Comment 14-20: Landscaping on 4th Avenue can contribute to traffic calming: expedited completion of proposed Vision Zero build outs would increase pedestrian safety. (PSCC_244)

Response 14-20: Comment noted.

Comment 14-21: 'Light industrial' buildings on this 'small finger' on Block 464 will have a greater likelihood of increasing the safety hazards to pedestrians and physical private and public property damage and it is more than likely

that the current warehouse safety and hazardous conditions on this largely residential block will only worsen. (Hoffmann_FL3_205, Jiang_FL3_202, Mosler_FL3_197)

Response 14-21: Comment noted. Please see the response to Comment 1-58. As discussed in the DSOW, the DEIS will identify existing high crash locations in proximity to projected development sites and assess whether increased vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions could adversely affect vehicular and pedestrian safety.

Comment 14-22: The City should invest in Pedestrian Bridges at Degraw St, 1st St Turning Basin, Whole Foods to the Salt Lot, and the Salt Lot to Public Place, to increase connectivity and access. (GCC_233)

In addition to the extended street network through the Public Place site, further enhance the street grid to improve neighborhood circulation and connectivity. Consider adding streets and paths to connect residents to new park space along the canal and creating new cross-canal pedestrian and cycling paths to supplement the existing bridges at Union, 3rd and 9th Streets. (CB6_250)

MAS believes that the pedestrian mobility connectors across the Canal must be studied and shared as part of the environmental review process, as they play a major role in pedestrian and vehicular mobility throughout the entire rezoning area. (MAS_253)

DOT and DCP should develop a plan that addresses increases in all forms of transportation across the Canal's limited and narrow bridges. Specific study and coordination is needed to allow for safe pedestrian connection of the future SPWW north of 3rd Street to the esplanade at Whole Foods south of 3rd St. (GCC_233)

Response 14-22: Comment noted. As discussed in the DSOW, the Proposed Actions do include mapping new streets on Block 471 to connect the area to the street grid and surrounding communities. However, further expansion of the street network and the construction of new pedestrian bridges over the Gowanus Canal are not proposed under the Proposed Actions. If the DEIS identifies significant adverse impacts to pedestrian conditions, mitigation measures will be identified and considered by DCP, in coordination with DOT and other agencies, as necessary.

TRANSIT/BUS

Comment 14-23: Bus transit mitigations should include modeling of the B71+ bus route, as proposed by local leaders in February 2018. The route would revive

the cross-Gowanus B71, which was eliminated in 2010, and add a new link through Red Hook to Manhattan. When documenting conditions at the subway stations within the rezoning area, the EIS should include the current unmet need for ADA accessibility improvements as well as platform and stairwell expansions. Public transit improvements should be modeled as traffic mitigation. (Adams_230, Lander_235)

In order to achieve the stated waterfront goals and sustainability, the City should re-instate the B71 bus and put a team behind the transit in this zone by allocating funding to make all the MTA stations universally accessible. (Parker_TS1_051)

Strategies for improving the transit system include introducing the "B71+" bus route, which is supported by local elected officials, neighborhood groups, and advocates. (CB6_250, McClure_238)

Response 14-23: Comment noted. The implementation of new transit bus service and ADA accessibility improvements at subway stations are the purview of the MTA and not within the scope of the Proposed Actions. As described in the DSOW, potential measures to mitigate any significant adverse transit impacts resulting from the Proposed Actions will be identified and evaluated in the DEIS, as warranted, in consultation with the lead agency and New York City Transit (NYCT).

Comment 14-24: The load on local transit to get people into the central business district appears to be near to or beyond capacity. The addition of the projected new units and their residents, many commuting into the central business districts in Manhattan, will add to the current load. The MTA has a history of reacting, not planning. How will the EIS generate the projected increase in trips and people on the transit system? What mitigation actions will be proposed? How will accessibility to the mass transit system be provided? (CB6_250)

Response 14-24: The Transportation Planning Assumptions and Travel Demand Forecast Technical Memorandum included as an appendix to the DSOW describes the methodology for forecasting the transit trips that would be generated under the Proposed Actions' RWCDS. As described in the DSOW, potential measures to mitigate any significant adverse transit impacts resulting from the Proposed Actions will be identified and evaluated in the DEIS, as warranted, in consultation with the lead agency and NYCT.

Comment 14-25: What transit modes will be included in the transportation study? The study must look at broader impacts that respond to the population increase. (CB6_250)

Response 14-25: As described in the DSOW, the DEIS will analyze the potential for new demand generated by the Proposed Actions' RCWDS to result in significant adverse impacts to subway stations and to subway and bus line haul conditions.

Comment 14-26: Prepare a comprehensive transit plan that demonstrates capacity for existing and future growth. (GBD_010)

Response 14-26: As described in the DSOW, the DEIS will analyze the potential for new demand generated by the Proposed Actions' RWCDS to result in significant adverse impacts to subway stations and to subway and bus line haul conditions. Potential measures to mitigate any significant adverse transit impacts resulting from the Proposed Actions will be identified and evaluated in the DEIS, as warranted, in consultation with the lead agency and NYCT.

Comment 14-27: As the MTA is required to increase ADA compliant facilities and accommodations, accessible crossing signals and accommodations must be studied in the EIS in order to ensure that those who have difficulty getting around are able to do so easily as possible. This is especially important as the elderly population of our city continues to grow. (CB6_250)

Response 14-27: The implementation of ADA accessibility improvements with respect to subway and bus services is the purview of the MTA and not within the scope of the Proposed Actions.

SUBWAY

Comment 14-28: What is the capacity of the following transit lines: F, G, R ? (Kelly_240)

Response 14-28: As described in the DSOW, line haul conditions on subway routes serving the Project Area, including the F, G and R, will be assessed in the DEIS.

Comment 14-29: A complete study of the Gowanus Neighborhood Plan's effect on transit capacity and access is required. The Department of City Planning must work closely with New York City Transit to avoid any and all immitigable effects on Subway, especially the F/G/R lines. (McClure_238)

Response 14-29: As described in the DSOW, the DEIS will include analyses of the Proposed Actions' potential effects on area subway stations and subway and bus line haul conditions, including the F, G and R trains. Mitigation needs and potential improvement measures will be identified, as appropriate, in conjunction with the lead agency and NYCT.

Comment 14-30: The EIS must study the accessibility and elevator access limitations on equal access. Full mitigation is a necessity. (McClure_238)

Response 14-30: Comment noted. The implementation of ADA accessibility improvements at subway stations is the purview of the MTA and not within the scope of the Proposed Actions.

Comment 14-31: What is the existing utilization rates of these lines and conditions at each of the following stations: 4th Avenue, Union Street, Smith/9th, Carroll Street, Bergen Street. What improvements can be made to ensure smooth operation and continued safety at these stations? How will this be funded and when will it be implemented? (Kelly_240)

Response 14-31: As discussed in the Transportation Planning Assumptions and Travel Demand Forecast Technical Memorandum included in the appendix to the DSOW, the analysis of subway station conditions in the DEIS will focus on four stations where demand from the Proposed Actions is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold—the Bergen Street, Carroll Street and Smith-9th Streets stations on the Culver Line and the Union Street station on the Fourth Avenue Line. Mitigation needs and potential improvements will be identified, as appropriate, in conjunction with the lead agency and NYCT.

Comment 14-32: The F line suffered the worst on-time performance of any subway line in 2018, while the G was only marginally better. The R line is plagued by poor performance and long headways. (CB6_250)

Response 14-32: Comment noted.

Comment 14-33: NYCT's 10-year Fast Forward plan does not plan for any signal upgrades on the portions of the F/G and R lines running within the Gowanus neighborhood. (CB6_250)

Response 14-33: Comment noted.

Comment 14-34: The MTA has refused to rule out implementation of F Express service that would substitute for local service, rather than add to it. The proposed service skips the Bergen Street, Carroll Street, Smith-9th Street and 4th Avenue-9th Street stations, all of which are key to serving a rezoned Gowanus. (CB6_250, Mesnard_TS1_041)

Response 14-34: Comment noted.

Comment 14-35: Platform capacity at Union Street on the R line is limited and borderline dangerous during rush hours. The station has only single entrances to the

uptown and downtown platforms, each served by a pair of stairways. (CB6_250)

The EIS must study platform and entrance capacity, and must ensure that it can be fully mitigated. (McClure_238)

One can't exit or enter the subway entrance at President Street during rush hour. When will these fundamental infrastructure issues be planned for and addressed? (Olesker_241)

Response 14-35: As discussed in the Transportation Planning Assumptions and Travel Demand Forecast Technical Memorandum included in the appendix to the DSOW, the DEIS will include an analysis of key circulation elements at analyzed subway stations expected to be used by concentrations of new demand from the Proposed Actions, including the Union Street station on the Fourth Avenue Line. Mitigation needs and potential improvements will be identified, as appropriate, in conjunction with the lead agency and NYCT.

Comment 14-36: None of the subway stations serving Gowanus are fully accessible, including Smith-9th Street, the system's highest-elevation station, despite its having been renovated only a few years ago. The lack of elevator access within the neighborhood presents a tremendous challenge to people with disabilities and limited mobility. (CB6_250)

Response 14-36: Comment noted.

Comment 14-37: We have been told of a massive increase in the use of the Carroll Street subway station, but have not been told how those figures were arrived at. Did the Rezoning Commission consider the 50% decrease in rush hour F trains stopping at the stations in our area when the express service is instituted as planned? (Silverman_016)

Response 14-37: Information on the methodology used to forecast and assign subway trips generated by the Proposed Actions' RWCDS is presented in the Transportation Planning Assumptions and Travel Demand Forecast Technical Memorandum included in the appendix to the DSOW. The subway analyses in the DEIS will reflect any operational changes planned for implementation by the Proposed Actions' 2035 analysis year.

Comment 14-38: The projected total of Net AM Incremental Subway Trips for the 7 train stations within the re-zoning area is 5,722. However 41.7% of that (2,385 into and out of the project) is expected to affect the Carroll Street station alone, also in direct line of Hannah Senesh and PS 58 and at the head of Third Street. (Manuto-Brown_TS1_040, TSBA_013)

Response 14-38: As described in the DSOW, the DEIS will include an analysis of conditions at key circulation elements at the Carroll Street (F/G) subway station expected to be used by concentrations of new demand from the Proposed Actions. With Action conditions at representative sidewalks and crosswalks along corridors connecting projected development sites to area subway station entrances will also be analyzed in the DEIS.

Comment 14-39: Build accommodations for thousands of new commuters in the local subway stations. (Hodermarska_223, Marcus_228)

The subway stations in the Gowanus area are already overcrowded at this time, how can the stations be renovated to accommodate an additional 18,000 people? (Marcus_228)

Significant upgrades in capacity of train service and station facilities needs to be planned and budgeted for. (Wehrle_210)

Response 14-39: As described in the DSOW, the DEIS will include an analysis of the potential for the Proposed Actions to result in significant adverse impacts to subway station and line haul conditions. Mitigation needs and potential improvements will be identified, as appropriate, in conjunction with the lead agency and NYCT.

PARKING

Comment 14-40: The detailed inventory of existing on-street and off-street parking would be conducted for the weekday midday period, and should be conducted during alternate side parking restriction hours. (Adams_230)

Response 14-40: The analysis of on-street parking utilization will account for prevailing curbside parking regulations, including alternate-side-of-the-street parking restrictions.

Comment 14-41: Recognize that there are residents that rely on part-time use of cars for weekend travel, work, or ease of travel since the local transit system is not sufficient and/or accessible. Provide the necessary parking infrastructure to support this group as well as future residents with similar needs. (CB6_250)

Response 14-41: The analyses of off-street and on-street parking conditions will reflect existing auto ownership and parking demand patterns in the Project Area. The analyses of future conditions will be based on the forecasted parking supply under the Proposed Actions' RWCDS.

Comment 14-42: Given that the Lightstone parking garage is at capacity and its rates have doubled since opening, the city should investigate the creation of

affordable parking spaces and acknowledge that many members of the community require vehicles for weekend trips, work, and ease of travel since local mass transit is not accessible. (CB6_250)

Response 14-42: Please see the response to Comment 14-41. The development of new off-street public parking capacity, beyond the proposed market-rate parking requirement, is not proposed as part of the Proposed Actions.

Comment 14-43: Did the [City Planning] Commission consider the likely impact of the congestion pricing in Manhattan? Where will the commuters from outer sections of Brooklyn park when they wish to avoid the tax and not drive into Manhattan. (Silverman_016)

Congestion pricing will also increase for people that are going to be taking the subway and they'll be coming to the neighborhood to park. (Mesnard_TS1_041)

Response 14-43: At the present time, the operational details of the planned Congestion Pricing tolling system for vehicles entering the Manhattan Central Business District have not been finalized. As information on this project becomes available, it will be incorporated into the analyses of future parking conditions, as appropriate, in consultation with the lead agency and DOT.

Comment 14-44: In order to accommodate the proposed zoning incentive as a mitigation measure for transit impacts, we recommend the parking analysis should be adjusted to reflect an exemption from accessory parking requirements for a development that includes a subway stair and elevator. (AHI_085)

Response 14-44: Comment noted.

Comment 14-45: The EIS should study the potential traffic mitigation effects of strictly limiting parking, and should closely examine existing off-street parking utilization rates in newly constructed residential buildings along 4th Avenue and at 363-365 Bond Street. (McClure_238)

Response 14-45: Comment noted. The analyses of future parking conditions will reflect the forecasted No Action and With Action parking supply under the Proposed Actions' RWCDS. Existing utilization rates at existing off-street public parking facilities in proximity to the Project Area will be documented as part of the parking analyses.

Comment 14-46: The EIS should examine the mandatory set-aside of some off-street parking capacity for car-share and should study the potential effect of

extending the city's on-street car-share pilot program into Gowanus. (McClure_238)

Response 14-46: Comment noted. A mandatory set-aside of some off-street parking capacity for car-share services, and extending the city's on-street car-share pilot program into Gowanus are not proposed as part of the Proposed Actions.

AIR QUALITY

Comment 15-1: Public Place's proximity is within blocks of a 'Heavy Industrial Zone'. The Hamilton Asphalt plant releases fumes daily. I have not come across one article that states its ok to live near an asphalt plant. The Health effects from exposure to asphalt fumes include headache, skin rash, sensitization, fatigue, reduced appetite, throat and eye irritation, cough, and skin cancer, according to OSHA. There is no OSHA standard or permissible exposure level to asphalt fumes. These tall building heights will hinder the fumes to pass naturally. Was this or will this Heavy industrial zone be factored into this environmental study? (Gerena_001)

Response 15-1: As presented in the DSOW, industrial sources of emissions within 400 feet of a projected or potential development site, and large or major sources of emissions (as defined in the *CEQR Technical Manual*) within 1,000 feet of a projected or potential development site, will be analyzed to evaluate the potential for significant adverse air quality impacts due to existing manufacturing and processing facilities.

Comment 15-2: How will the building sites keep toxic materials from polluting the air in the neighborhood? (Marcus_228)

Response 15-2: As stated in the DSOW, potential impacts from pollutant emissions from manufacturing that could reasonably be assumed to co-locate within the same building with sensitive receptors, and of manufacturing uses on nearby sensitive receptors in other projected and potential development sites, will be evaluated in the DEIS.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Comment 16-1: According to the eighth bulleted task, relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the proposed project will be discussed and quantified for their potential to reduce GHG emissions from the proposed project. Such a discussion would assess the extent to which such measures would be practicable as reduction measures. It is recommended that such design features include

passive house construction, blue and/or green roof assembly, solar energy measures, and wind turbines. (Adams_230)

The EIS should include a detailed discussion of the potential effects to climate change, alternative approaches to reduce emissions and promote renewable energy (e.g. perhaps through shared opportunities for neighborhood-scale battery storage of solar power), and design measures that could be incorporated into new development. (Lander_235)

Response 16-1: In accordance with the DSOW, GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal. Where specific designs for individual developments sites are known, relevant measures under consideration for the development will be discussed.

Where specific design elements for individual development sites are not yet known, a qualitative discussion of potential measures to reduce GHG emissions will be provided.

Comment 16-2: The climate change analysis will consider existing and proposed City policies and their effects on emission reductions and resiliency. The City should commit to a thorough analysis of integrated flood protection, connecting potential flood gates at the mouth of the Gowanus Canal to a levee along the Red Hook waterfront. (Lander_235)

Since I fear that our older, smaller and more vulnerable houses are at risk, I remain an advocate for the construction of a floodgate. (Shames_217)

Response 16-2: Comment noted. The requested analysis is beyond the scope of the DEIS.

Comment 16-3: Street ends should be designed to manage stormwater and encourage drainage. (GCC_233)

Response 16-3: The Proposed Actions include provisions in the WAP to facilitate continuous waterfront public access, including planted areas and green infrastructure, where feasible, at public street ends abutting the Gowanus Canal.

Comment 16-4: The City should provide technical assistance and funding to flood proof or adapt existing buildings in the floodplain. (GCC_233)

Response 16-4: Comment noted. The request is beyond the scope of the DEIS.

Comment 16-5: The DSOW also refers to engaging the community in emergency planning. There must be funding allocated to achieve this priority and it must include both existing and new residents of the floodplain, both

inside and outside of the study area, including NYCHA developments and the IBZ. (GCC_233)

Response 16-5: NYC Emergency Management (NYCEM) is the City agency responsible for citywide emergency planning and response for all types and scales of emergencies, including flooding. DCP has coordinated with NYCEM through development of the Proposed Actions and Gowanus Plan, and the agencies have engaged various community groups and stakeholders to discuss equitable, community-driven emergency preparedness planning for Gowanus today and in the future.

Comment 16-6: The draft proposal is not "sustainable" in that it does not account for long-term projected sea level rises and storm surges and this has been pointed out by Urban Planners but ignored by the DCP. The work of fighting for ecologically sound, inclusive, and truly affordable living conditions is the job of this office—and these priorities should be enforced rather than incentivized. (Almeida_225)

Response 16-6: Comment noted. Please see response to Comment 1-2. As described in the Project Description, the Proposed Actions would establish elevations along the shoreline to protect against long-term daily tidal flooding due to seal level rise and set standards for ecologically functional design across properties and street ends along the Canal, including opportunities for green infrastructure to reduce the impacts of runoff. In addition, new buildings in the floodplain would be required to meet flood-resilient construction standards, which are set by the Federal Emergency Management Agency (FEMA) and defined in Appendix G of the Building Code.

Comment 16-7: In the report, there is little mention about the climate impact of the new density. Climate change will affect the canal in two ways: increased sea level rise has the potential to spill (now toxic) water onto land. But climate change also increases the amount and intensity of rain and the canal is vital for draining the uplands of both Carroll Gardens and Park Slope. We worry so many new buildings along the Gowanus will raise the grade of the shoreline, like Lightstone, which could impede upland drainage, causing the water to remain on land. The flooding problems of the Gowanus have not changed since Lightstone, despite their promises of stronger storm sewers around 1st and Bond. Mitigation strategies to protect buildings like Lightstone (like their proposed sealed garages) causes more water to pool upon the streets. The new buildings may stay dry but the community gets wet. (Cohen_248)

Response 16-7: As described in the DSOW, the DEIS will include an analysis of the Proposed Actions' effects on wastewater and stormwater infrastructure,

including a detailed analysis of sewer capacity if it is determined that the Proposed Actions would affect the capacity of the system.

Comment 16-8: You should incentivize passive house construction and other energy saving and sustainability strategies to remain an active part of the solution. (Shames_217)

Response 16-8: Comment noted.

Comment 16-9: The potential development of Public Place should be analyzed for its likely contribution to those emissions, and an EIS should explore ways in which its contribution could be minimized. (Mariano_FROGG_198)

Response 16-9: Please see the response to Comment 16-1. To the extent specific measures to reduce GHG at the Gowanus Green Site (aka Public Place) are known, they will be identified in the DEIS and included in the climate change analysis.

PUBLIC HEALTH

Comment 18-1: The EIS must study the unique socioeconomic and health impacts within public housing developments. (GCC_012)

The City must provide critical improvements to indoor living conditions, social resilience, and health outcomes of vulnerable populations, particularly public housing residents. (GCC_233)

The EIS must study the health impacts within public housing developments. (Parker_TS1_051)

Response 18-1: As discussed in the DSOW, the DEIS will include an assessment of the potential for significant adverse impacts related to socioeconomic conditions in Chapter 3, "Socioeconomic Conditions." The public health assessment contained in the DEIS will follow the methodologies of the *CEQR Technical Manual*. The DEIS will consider the potential effects of the Proposed Actions as they relate to public health in Chapter 18, "Public Health" in accordance with the *CEQR Technical Manual*. As described in the DSOW, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas. However, an assessment of indoor living conditions within public housing complexes is beyond the scope of this environmental review because the Proposed Actions would have no

direct effect on indoor living conditions in public housing. Although health conditions within public housing developments are beyond the scope of the underlying land use action, the Gowanus Plan and the Proposed Actions reflect DCP's ongoing engagement process with community stakeholders, including public housing residents. The Proposed Actions are meant to support health and social resilience at a community scale through, among other objectives, the creation of new, permanently affordable housing for low- and moderate-income residents, remediation of sites affected by the neighborhood's history of industrial activity, and creation of new public open space and neighborhood parks.

Comment 18-2: The analysis of public health impacts should include an assessment of existing vulnerable populations and the compound effects of new construction on health as they relate to Superfund impacts, indoor health concerns at NYCHA, and other social determinants of health affecting vulnerable populations. (GNCJ_221)

Response 18-2: Please see the response to Comment 18-1. The Superfund remediation will occur irrespective of the Proposed Actions.

Comment 18-3: The site proposed to build a larger affordable housing building. The health effects from the exposure to actual fumes include headaches and fatigue and eye irritation, coughing, and cancer. (Gerena_TS1_071)

Response 18-3: Comment noted.

Comment 18-4: I live in the environmentally burdened community. We demand public health officials provide guidance and study the impact this rezoning will have on our seniors, children, and small pets. (Blondel_256)

The City needs to go back to the table and bring public health employees into this rezoning, so they can take a study of the impact of what happens in the building environment. We have to take public health and urban planning and combine them together with environmental justice in order to create a safe space for all. (Blondel_TS1_050)

Response 18-4: The DEIS will include a public health assessment based on *CEQR Technical Manual* guidance in Chapter 18, "Public Health."

Comment 18-5: Analysis should use data from the most recent American Community Survey, instead of the outdated 2010 census. (GCC_233)

Response 18-5: Comment noted.

NEIGHBORHOOD CHARACTER

Comment 19-1: The heights and density of new buildings causes concern for neighborhood character. Twenty-two to 30-story high-rise buildings is totally out of character with the neighborhood, including along the Canal. The proposed density will overburden the neighborhood's transportation and other infrastructure. (Gazzaniga_242, Hamachek_232, Kelly_237, Mesnard_TS1_041, Simon_TS1_027)

Response 19-1: The density and heights of new buildings expected with the Proposed Actions will be assessed among other items, including transportation, to determine the potential for significant adverse impacts to neighborhood character.

Comment 19-2: The EIS needs to specifically spell out what is being done to protect at least parts of the historic Gowanus neighborhood character. (PSCC_244)

Response 19-2: The DEIS will assess the potential for significant adverse impacts to neighborhood character. For any significant adverse impacts identified in the DEIS, mitigation measures will be proposed and implemented, as practicable.

Comment 19-3: Study of contextual impacts should also include an examination of the change in neighborhood character from industrial and manufacturing buildings to residential developments, as required by the *CEQR Technical Manual*. (MAS_253, Robinson_351)

Light manufacturing and artists' studios, along with low- and middle-income housing, exist side by side here and that should be preserved. (Olesker_241)

Response 19-3: The DEIS will assess the potential for significant adverse impacts to neighborhood character. As part of the analysis, the DEIS will consider the land use changes that would result from the Proposed Actions and existing character of the neighborhood.

Comment 19-4: The FSOW and DEIS must address how the rezoning will preserve Gowanus' low-scale, mixed-industrial and residential neighborhood character. The Gowanus Rezoning would represent a significant departure from the current neighborhood character and warrants an accurate, critical evaluation that goes beyond a perfunctory summary of other EIS impact category analyses. (MAS_253)

Gowanus is a historic low-lying canal neighborhood. Defined by the architecture of both the buildings and the canal—its historic character is

defined through a lack of buildings taller than 4 or 5 stories. The access to light and views provided by this low density is a neighborhood characteristic and amenity. As 4th Avenue has already been strip-mined of light and greenery to provide un-affordable housing—the need to protect Gowanus grows. Gowanus also has a long history of environmental degradation, a higher vulnerability heat index than surrounding neighborhoods, and insufficient access to quality green space. (Robinson_351)

Response 19-4: Comment noted. The urban design analysis in the DEIS will assess the development anticipated under the RWCDS, including maximum building heights, with the current scale and context of the neighborhood. Because urban design is one of the components that comprise a neighborhood's character, it will be one of the elements considered in the analysis.

Comment 19-5: How will the destruction of historic resources that accompanies the proposed rezoning diminish tourism in Gowanus? The EIS needs to quantify the loss in value to the existing Gowanus sense of place, something that attracts people to the neighborhood through meaning derived from the extant built environment. As Gowanus becomes more generic, who stands to suffer? How much? In what ways? (GLC_355)

Response 19-5: Comment noted. The effects of the Proposed Actions on historic buildings and other historic and cultural resources, as well as neighborhood character will be analyzed in detail in the DEIS.

Comment 19-6: The manner in which the City typically analyzes the impact of rezonings on neighborhood character is insufficient and falls short of what both the *CEQR Technical Manual* and the State Environmental Quality Review Act require. We urge the City to exercise its discretion to perform a detailed analysis of the impact of the rezoning on neighborhood character, and to look beyond mere physical characteristics of the neighborhood in analyzing neighborhood character. In particular, we urge the City to consider the following as "defining features"[3] of our neighborhood, and to analyze the potential impact of the rezoning on these core features:

- Public housing residents
- The unique mix of residential, arts, and industrial uses that the neighborhood provides
- Our community's racial, ethnic, and socio-economic diversity

[3] "Neighborhood Character," *CEQR Technical Manual* (2014), Ch. 21 at Sec. 320.

Our request that the City disaggregate data by race and income to identify potential negative impacts on people of color, low-income residents, and public housing residents also relates to this Task area. (GNCJ_221)

Response 19-6: Comment noted. The Gowanus Plan and the Proposed Actions are intended foster a thriving, inclusive, and more resilient Gowanus neighborhood for existing and future residents and workers alike. The plan reflects DCP's ongoing engagement process with community stakeholders including public housing residents, and the Proposed Actions are intended to promote a variety of land uses, including manufacturing, community, and maker spaces, while also creating new, permanently affordable housing for low- and moderate-income residents as well as local job growth in existing economic clusters. The Gowanus Plan is a holistic approach to planning.

Consistent with the SEQRA/CEQR regulations, the DEIS will analyze the potential effects of the Proposed Actions on neighborhood character. The neighborhood character analysis will factor the present and proposed land uses and potential socioeconomic effects as discussed below. Potential impacts on public housing residents will also be analyzed as discussed in more detail in the response to Comment 18-1.

The socioeconomic analysis will assess the potential direct and indirect displacement of local residents and/or businesses. If a detailed assessment of potential socioeconomic impacts is appropriate, the indirect residential displacement analysis will consider the characteristics of the local residential population, including but not limited to total number of local residents, household size, and income, and what percentage of residents live in units not protected by rent control, rent stabilization, or other form of government regulations restricting rents. Based on these profiles of existing conditions, the analysis will then determine whether the proposed project has the potential to impact vulnerable, low-income residents. For existing residents, this will be determined by analyzing the market value of new projected units, the number of anticipated new units, and existing market trends. To assess the potential impact on local businesses, profiles of existing local businesses will be similarly prepared, and the ability of local businesses to continue operating assessed.

Although the above analysis will be performed, the City's population is highly diverse and dynamic, and as a result, the demographics of individual neighborhoods change significantly over time. For this reason, the *CEQR Technical Manual*'s recommended methodology for analyzing potential socioeconomic impacts looks at, among other things, potential residential displacement across all demographic groups that results from the proposed action and does not break down the analysis of potential displacement based on race, ethnicity, gender, type of household, or other

characteristic of particular residents (for further details please see the response to Comment 3-17). Moreover, there is no reliable method to project the race or other characteristic of individuals who will move out of or into a particular neighborhood or that may start a business in a neighborhood.

Comment 19-7: Factor in how these 22+ story buildings will wall us in from 2nd Avenue up. This would raise the heat index, take away the beautiful skyline, add to the air, light and noise pollution which already exist, take away sunlight from neighboring blocks. I feel that residential development along the canal, let alone residential development as high as 200 or 300 feet, is inappropriate and unnecessary. (Gerena_001)

The new building heights will create canyons of blocks that have no light and shadow the surrounding blocks. The views of the city skyline will be blocked for most of the neighborhood. The amount of new residents will overcrowd the existing infrastructure. The types of towers that this plan will allow will drive out the industrial and art culture that thrives in this neighborhood. We will lose the character that we have come to love about the Gowanus. (Pedersen_017)

Response 19-7: Please see the responses to Comments 19-4 and 19-6.

Comment 19-8: We are the residents of 3rd Street between Smith and Hoyt, a community of approximately 57 three-story brownstones who take pride in our neighborhood and take care of one another. It's a unique street, where everyone knows one another, and many of us has lived here for decades in buildings that by rights should be landmarked residences. The prospect of the City's massive development project fills each and every one of us with fear and sadness at the effects such monstrous buildings will have on us. (TSBA_005)

Response 19-8: Comment noted. The area of Third Street between Smith and Hoyt Streets is outside the Project Area but within the proposed study area for the neighborhood character assessment.

CONSTRUCTION

Comment 20-1: Construction impacts of the Canal clean up, upland brownfield remediation and construction of the CSO tanks or tunnel should be examined.

There must be analysis of worst-case construction impacts, and clear and effective interagency coordination and/or phasing. (GNCJ_221)

The EIS should study RWCDS construction timelines in the context of Superfund and MGP remediation timelines. (GCC_233, GNCJ_221)

Response 20-1: Comment noted.

The construction analysis to be studied in the DEIS will take into context the Canal clean up, upland brownfield remediation, and CSO facilities timelines. In addition, the analysis will conservatively account for overlapping construction activities for development sites in proximity to one another to capture the cumulative nature of construction impacts.

Comment 20-2: The Gowanus Neighborhood Rezoning will generate construction over the next 10-15 years that will result in hardships for community residents, pose health risks, and have a measurable environmental impact. Given the scale of construction, it is imperative that a detailed construction impact analysis be conducted as part of the EIS.

This construction impact analysis should include the HVAC capacity of buildings both within the study area and the surrounding impacted neighborhood, with special concern for vulnerable populations including schools, public housing, day cares, senior housing, and community facilities. If construction noise and debris limit the use of windows, we need to ensure proper ventilation, circulation, and air conditioning, and ensure a safe environment. (Lander_235)

Response 20-2: As described in the DSOW and consistent with *CEQR Technical Manual* methodology, a construction impact assessment will be performed to evaluate the duration and severity of the disruption from the Proposed Actions' construction activities on the surrounding community. The DEIS will assess the Proposed Actions' construction-related activities and their potential for impacts on air quality quantitatively, with a comparison of the concentrations predicted at nearby sensitive receptor locations (i.e., residential buildings, schools, open spaces, etc.) against air quality standards which were established to be protective of human health. A quantitative construction noise analysis also will be prepared to examine potential noise impacts due the Proposed Actions' construction-related activities at nearby sensitive receptor locations. If significant adverse construction impacts are predicted, the construction assessment will identify strategies and best management practices to reduce or eliminate these impacts.

Comment 20-3: In order to support the community in dealing with construction impacts, a Gowanus Area Construction Task Force should be established to monitor the impacts and serve as a primary resource for the community in the coming years. (Lander_235)

Response 20-3: Comment noted. This is beyond the scope of the DEIS. New York City maintains a 24-hour-a-day telephone hotline (311) where concerns or

problems that may arise during the construction process so that concerns can be registered with the City.

Comment 20-4: The City must provide funding and programming for Know Your Rights and harassment training and building-related training of our mold and asbestos before they bring construction workers in here paying them half a salary which is going to make them contaminate us with these contaminants. We live in the Brownfield area. We are living in Brownfield, where we have a lot of toxins. And we need to know about those toxins, how to remediate and evade them. So, we don't want these people when they come in and develop in our communities. (Blondell_TS1_036)

Response 20-4: Comment noted.

Comment 20-5: Vermin control. We're talking about digging and building all around a canal where sewer rats are. So, who's going to be responsible for vermin control in this area? Every single rezoning that has happened, these neighborhoods are now complaining about being overran by rats, by possums, by raccoons. What's coming next? Tigers, lions, and bears? This is ridiculous. (Blondel_TS1_050)

Response 20-5: Comment noted.

Comment 20-6: Any construction permits issued along the water's edge, under any rezoning, must be required to use the water way for transporting all construction materials. We must prevent emissions from truck traffic, construction equipment, and particulate matter from construction activity from adding to environmental impacts on the neighboring communities. (Cook_206)

Response 20-6: Comment noted. The DEIS will assess the Proposed Actions' construction-related activities and their potential impacts on air quality in accordance with *CEQR Technical Manual* guidelines and compare them against air quality standards, which were established to be protective of human health. If significant adverse construction impacts are predicted, the construction assessment will identify strategies and best management practices.

Comment 20-7: Emissions from increased truck traffic, construction equipment, and particulate matter from construction activity will significantly affect the area during remediation and rezoning. The study only addresses construction and not the combined impact with remediation activity. The study must include an analysis of the impact to air quality encompassing

both construction and remediation activity, and coordinate planning in phases to minimize adverse effects to air quality. (Allemann_FL2_349, Armillas_FL2_341, Arroyo_FL2_333, Aselton_FL2_299, Augenbraun_FL2_337, Beal_FL2_309, Bender_FL2_274, Bergamini_FL2_275, Bernfield_FL2_273, Berrios_FL2_305, Blondel_FL2_338, Chandler_FL2_283, Chandrasekaran_FL2_331, Clark_FL2_327, Cosenza_FL2_322, Crook_FL2_334, Dame_FL2_267, Diss_FL2_348, Donohue_FL2_285, Ernst_FL2_300, Ferguson_FL2_270, Gordon_FL2_271, Gordon_FL2_311, Goulet_FL2_336, Grover_FL2_343, Haskell_FL2_312, Hatch_FL2_145, Hayes_FL2_302, Heifetz_FL2_315, Henkin_FL2_304, Kaczorowski_FL2_289, Kaplan_FL2_316, Kastin_FL2_313, Kelley_FL2_342, Kelly_FL2_282, Klein_FL2_317, Kowalski_FL2_301, Lamm_FL2_345, Levitz_FL2_286, Lewis_FL2_314, Loiacono_FL2_297, Mason_FL2_287, Miller_FL2_324, Mohr_FL2_328, Moran_FL2_330, Morgan_FL2_344, Neuman_FL2_144, Novgorodoff_FL2_291, Oppusunggu_FL2_307, Ornati_FL2_203, paderosa_FL2_278, Pagano_FL2_272, Plunkett_FL2_325, Polletta_FL2_339, Renda_FL2_326, Rivers_FL2_308, Rosenfeld_FL2_277, Rosenfeld_FL2_321, Ruesch_FL2_332, Ryan_FL2_290, Sasso_FL2_340, Schaaf_FL2_288, Schles_FL2_329, Scott_FL2_294, Shaye_FL2_280, Sheth_FL2_318, Shotz_FL2_292, Sierra_FL2_347, Smale_FL2_293, Smith_FL2_281, Steele_FL2_310, Steinrueck_FL2_335, Stoller_FL2_319, Tumarkin_FL2_295, Von Rohr_FL2_284, Walker_FL2_269, Wasserman_FL2_298, Weisberg_FL2_276, Wember_FL2_296, Wesseler_FL2_303, Widmann_FL2_323, Wilcox_FL2_306, Youens_FL2_268, Z_FL2_320, Zadina_FL2_346, Zimny_FL2_279)

Response 20-7: The DEIS will assess the Proposed Actions' construction-related activities and their potential impacts on air quality in accordance with *CEQR Technical Manual* guidelines and compare them against air quality standards, which were established to be protective of human health. As described in the DSOW, a detailed dispersion modeling analysis of construction sources will be performed to determine the potential for air quality impacts on sensitive receptor locations. The DEIS will also evaluate the potential hazardous materials impacts associated with the Proposed Actions, as described in the DSOW. The hazardous materials assessment will consider both the potential for subsurface contamination from past/present activities at the site itself and the possibility that the site subsurface has become contaminated due to migration of contaminants from nearby sites and/or the Canal.

MITIGATION

Comment 21-1: It is critical that proposals for mitigation that require zoning adjustments or alternatives be considered and developed in advance of certification. Some of these proposals cannot be fully analyzed until the relevant portions of the EIS analysis are complete; for example, plans for addressing CSOs and existing street flooding conditions cannot be completed until the wastewater and stormwater analysis is complete. We therefore request that DCP provide the community with EIS analysis in advance of certification, especially in key areas where adjustments to the rezoning may be needed. (Lander_235)

Response 21-1: To the extent possible, the DEIS will identify mitigation measures to address significant adverse impacts of the Proposed Actions. A range of potential mitigation measures will be disclosed in the DEIS, and the identified mitigation measures and the agency responsible for implementing the selected mitigation measures will be disclosed in the FEIS. The public will have the opportunity to review the DEIS and provide comments during a public hearing and comment period.

Comment 21-2: We urge DCP to identify in the DEIS specific mitigation measures approved by the responsible City agency to allow the public to comment prior to the release of the FEIS. The FSOW and DEIS should include a provision that written commitments for mitigation be addressed in the FEIS. It should include the type and location of the specific measures, implementation schedule, and specific procedures by which the mitigation would be monitored and tested for effectiveness. We also expect follow-up memoranda by DCP at designated times during the rezoning build year period that informs the public of implemented mitigation measures. Finally, we urge the City to include fulfillment of mitigation commitments for projected and potential development sites as a condition for granting certificates of occupancy once sites are ready for redevelopment. (MAS_253)

What will the impact be from the rezoning fund, depending on how much of it is used? How much of the City's rezoning fund is the administration prepared to expend toward the Gowanus rezoning? The EIS must state that all specific commitments required and studied in the EIS must be tracked in a commitment tracker that is included in the five-seven year review. (CB6_250)

Response 21-2: Comment noted. To the extent possible, the DEIS will identify mitigation measures to address significant adverse impacts of the Proposed Actions. A full range of potential mitigation measures will be disclosed in the DEIS, and the identified mitigation measures and the agency responsible

for implementing the selected mitigation measures will be disclosed in the FEIS. A commitment to re-evaluate the DEIS subsequent to project approval when no other related or supplemental actions are being sought is beyond the scope of this DEIS, and is not consistent with SEQRA or CEQR, which require that lead and involved agencies base their decisions on the environmental findings of an FEIS.

Comment 21-3: The City must commit to provide a timeline for implementation of mitigation strategies identified in the EIS, develop a procedure to monitor and test their effectiveness, and ensure public accountability prior to final approval of any land use action. (Arnone_FL1_097, Avery_FL1_095, Barry_FL1_164, Barth_FL1_158, Bester_FL1_149, Beutel_FL1_116, Bray_FL1_207, Brenner_FL1_176, Brinkman_FL1_140, Bruny_FL1_120, Carter_FL1_162, Chan_FL1_146, Ciccone_FL1_093, Cooke_FL1_160, Costello_FL1_101, Crespo_FL1_135, Criniere_FL1_171, Devinney_FL1_096, Di Nicola_FL1_090, Diss_FL1_098, Eaton_FL1_112, Engle_FL1_129, Estaba_FL1_106, Evans_FL1_187, Fastook_FL1_180, Fernandez_FL1_143, Fleischer_FL1_192, Fleishman_FL1_124, Forbes_FL1_166, Fraad_FL1_134, Freyer_FL1_111, Furman_FL1_185, Gasko_FL1_092, Gazis_FL1_126, Gazzerro_FL1_154, Glass_FL1_169, Greenberg_FL1_121, Guido_FL1_174, Guiney_FL1_103, Guion_FL1_136, Harman_FL1_188, Hauser_FL1_108, Headric_FL1_172, Headrick_FL1_113, Hegarty_FL1_161, Hegeman_FL1_104, Hetrick_FL1_165, Hoffer_FL1_107, Holland_FL1_137, Hsu_FL1_114, Jenkins_FL1_115, Johnson_FL1_118, Kaggen_FL1_178, Kaon_FL1_191, Kentgen_FL1_175, Kettell_FL1_182, Koteen_FL1_123, Kurzweil_FL1_151, Lan-Eddy_FL1_170, Lazar_FL1_189, Lesko_FL1_089, Lewis_FL1_138, Loiacono_FL1_127, Macdonald_FL1_099, Maldonado_FL1_141, Malone_FL1_102, Matthes_FL1_153, Mccarty_FL1_091, McGeary_FL1_128, McKennon_FL1_142, Mohamed_FL1_094, Moreno_FL1_181, Morrone_FL1_179, O'Rourke_FL1_109, Offitzer_FL1_204, Pearthree_FL1_130, Petersen_FL1_190, Pliskin_FL1_125, Prival_FL1_157, Renz_FL1_100, Rivera_FL1_167, Robson_FL1_177, Rosenberg_FL1_152, Ryan_FL1_183, Schecter_FL1_150, Schoonmaker_FL1_105, Scott_FL1_173, Shimpi_FL1_139, Shotz_FL1_117, Silman_FL1_168, Smock_FL1_148, Sorensen_FL1_131, Spoerri_FL1_186, Spry_FL1_122, Toledo_FL1_147, Vellozo_FL1_110, Venesky_FL1_156, Walker_FL1_133, Walsh_FL1_163, Walters_FL1_193,

White_FL1_159, Wuhrer_FL1_184, You_FL1_119, Youens_FL1_132, Zheng_FL1_155)

Response 21-3: As stated in the DSOW, where significant adverse impacts have been identified, measures to mitigate those impacts will be described in the Mitigation chapter. The chapter will also consider when mitigation measures would need to be implemented. These measures will be developed and coordinated with the responsible agencies, as necessary. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

Comment 21-4: All mitigation measures must be added to the Gowanus Neighborhood Plan and tracked in the City Commitment Tracker. (GCC_233)

Response 21-4: Comment noted.

Comment 21-5: There should be no unmitigable impacts to Water Quality in the Gowanus Canal. (GCC_233)

Response 21-5: Comment noted. The DEIS analysis will disclose whether the Proposed Actions result in any unmitigated significant adverse impacts.

UNAVOIDABLE ADVERSE IMPACTS

Comment 21-6: Zoning should not create any unmitigable conditions or unavoidable adverse impacts. (GBD_010)

Response 21-6: The DEIS will disclose whether the Proposed Actions result in any unmitigated significant adverse impacts.

ALTERNATIVES

Comment 22-1: The EIS should include an alternative that considers designation of an R9A/C2-4 in lieu of C4-4D; incorporates the Gowanus EMS Station as part of the intended Gowanus Green development and propose disposition of the existing EMS site for affordable housing development; restrict the increased FAR to "Maker" uses in non-residential zoning districts; required ZR Certification of School Seat Availability (as per Staten Island; for sites zoned Ml-2, restrict C4 4D (or its R9A/C2-4 equivalent) to required MTA subway access improvements, including those that promote ADA compliance; retain Bond Street as a mapped street end south of 4th Street; and require C8-3 parking and loading standards, with waiver subject to a City Planning Commission special permit. (Adams_230)

The EIS should include an alternative that assesses an as-of-right reduction (downsizing) throughout the rezoning area. This will enable the City to maximize revenue from TDR to preserve NYCHA. (GNCJ_221)

Response 22-1: Comment noted. Please see the responses to Comments 1-141 and 22-2 regarding funding for NYCHA and TDRs. The described additional alternatives do not meet the purpose and need of the Proposed Actions or are out of project scope of the Proposed Actions and CEQR analysis. The FSOW has been updated to identify the alternatives to be evaluated in the DEIS. The selection of alternatives to the Proposed Actions was determined in accordance with *CEQR Technical Manual* guidelines, taking into account the nature of the project, its stated purpose and need, potential impacts, and the feasibility of potential alternatives. As indicated in the DSOW, the alternatives include a No Action Alternative, a No Unmitigated Significant Adverse Impact Alternative, and Lower Density Alternative. As discussed in the DSOW, along 4th Avenue the GSD would establish a maximum FAR of 8.5 for residential uses with MIH (R9A equivalent) and modify the height and setback regulations so that buildings with qualifying ground floors developed pursuant to IH have a maximum base height of 125 feet and a maximum building height of 175 feet on wide streets. There is no need to identify an alternative that considers designation of an R9A district. The proposed GSD would eliminate the non-residential parking requirement and reduce the underlying C4-4D district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs. As described in the Project Description, the GSD would also apply special FAR regulations to promote transit improvements. The GSD would create an authorization that would allow an increase in density in exchange for identified transit improvements along 4th Avenue, which would apply to the site described in Comment 13. This bonus, which would require a discretionary action and its own environmental review, would be in addition to the proposed as-of-right maximum FAR. The FSOW and DEIS will analyze this transit bonus in a conceptual analysis. Additionally, the GSD would create a chair certification for identified improvements to Union Street station on said site, which would be ministerial and not require its own environmental review. The FSOW and DEIS RWCDS have been updated to account for this additional anticipated development.

Comment 22-2: The EIS should include an alternative that considers a transfer of development rights (TDR) program to support public housing improvements. Under our proposal, some of the contemplated density in certain areas (e.g. the residential increment from 4.0 to 4.4 FAR in the Canal Corridor) could be made attainable only by purchasing

development rights purchased from NYCHA. We believe this could generate between $100 and $200 million to help meet the capital needs of the public housing developments in Gowanus. The EIS should study this innovative approach as an alternative. (If DCP chooses not to analyze this alternative, the de Blasio Administration must offer a plan that achieves a comparable level of investment.) (Lander_235)

Response 22-2: Under the City's authority to regulate land use and the development of private real property, zoning regulations must be based on a land use planning rationale, and not on the economic returns potentially to be realized by individual developers. Zoning that aims to generate revenue or capture value rather than to achieve legitimate land use objectives would be beyond the scope of the proposed actions and the City's authority to regulate land use. Strategies to address the capital needs of public housing are part of a larger citywide effort that NYCHA is actively leading. To promote neighborhood economic diversity, the Proposed Actions would map MIH to require that private developers whose properties experience a substantial increase in residential capacity provide affordable units. The TDR program described in the comment would not meet the goals and objectives of the Proposed Actions, as requiring developers to purchase unused development rights to fund NYCHA's capital needs would serve to disincentivize the development of sites along the Canal.

Comment 22-3: The rezoning should consider an alternative that includes a range of potential mitigations, including imposing new standards for on-site CSO detention for new development in affected outfalls via the Gowanus Special Mixed-Use District (GSD). (Alternatively, impacts could be addressed by expanding the anticipated CSO tank/tunnel infrastructure to include outfalls that would be affected by new development.) (Lander_235)

Response 22-3: The Alternatives chapter in the DEIS is intended to assess the potential impacts of a range of alternatives to the Proposed Actions that still meet the goals and objectives of the Proposed Actions. Mitigation measures for significant adverse impacts will be presented in Chapter 21, "Mitigation."

Comment 22-4: The EIS should also study the possibility of a density bonus for developers who would themselves fund and build station improvements at projected and potential development sites adjacent to subway stations. (AHI_085, Lander_235)

Response 22-4: The FSOW will be revised to state that in addition to special FAR regulations to promote transit improvements, the GSD would create an

authorization that would allow an increase in density in exchange for identified transit improvements along 4th Avenue, which would apply to site described in Comment 13. This bonus, which would require a discretionary action and its own environmental review, would be in addition to the proposed as-of-right maximum FAR. The FSOW and DEIS will analyze this transit bonus in a conceptual analysis. Additionally, the GSD would create a chair certification for identified improvements to Union Street station on said site, which would be ministerial and not require its own environmental review. The FSOW and DEIS RWCDS have been updated to account for this additional anticipated development.

Comment 22-5: In order to preserve and strengthen the "Gowanus mix," DCP should consider a live/work option with the GSD, to provide a long-term guarantee of affordability for artists, for potential use at sites like 543 Union Street, 280 Nevins Street, and perhaps 232 Third Avenue. While previous live/work options have faced challenges, we have presented a stewardship model which addresses many of those challenges. (Lander_235)

Response 22-5: Comment noted. The Proposed Actions for the noted area include M1-4/R7-2 and M1-4/R6A. The proposed district would allow for co-location of non-residential uses (light industrial, commercial, etc.) with residential uses in the same building and under certain circumstances on the same floor.

Comment 22-6: The EIS should include an alternative that applies the "Gowanus mix" incentive to the M1-4 districts. Currently, the M1-4 districts within the Project Area would allow, "retail and entertainment uses at a maximum FAR of 2.0 and industrial, community facility and other commercial uses, such as office and arts-related uses at an FAR of 3.0 or 4.0, depending on the location" (32). We support a modification that incentivizes inclusion of the "Gowanus mix" of uses within the M1-4 districts. (It should be noted that we believe that such an action would be within the scope of the proposed application, since all of the uses within the contemplated "Gowanus mix" fall within allowable M1-4 uses, and since the incentive concept itself will be studied). (Lander_235)

Response 22-6: Comment noted. Please see the response to Comment 1-55.

Comment 22-7: The EIS should include an alternative that maps the block of 4th Street, between Smith and Hoyt, as M1/R6B, in order to respect the existing context and consolidate the block (where there are already a significant number of row-houses) for low-rise residential development. (Lander_235)

Response 22-7: Please see the response to Comment 1-58.

Comment 22-8: Include an alternative that modifies the mixed-use districts that permit both residential and manufacturing (M1-4/R6B, M1-4/R6A, M1-4/R7A, M1-4/R7X, and M1-4/R7-2) as to remove residential use and only permit the proposed manufacturing and commercial uses.

In addition, apply ground floor use requirements at all locations within the Project Area, for commercial space, light-industrial space, arts-related space, and/or community facilities. (Lander_235)

Response 22-8: Comment noted. Please see the response to Comment 22-1.

Comment 22-9: The FSOW and DEIS must identify and explore a robust alternative that takes into account a scenario in which residential development would be more heavily weighed over commercial uses. (MAS_253)

Response 22-9: Comment noted. The RWCDS developed for the Proposed Actions projects over 9,000 new DUs (a net increase of more than 8,000 DUs) and represents a scenario in which residential development outweighs non-residential development as a result of the zoning and land use changes sought under the Proposed Actions.

Comment 22-10: The EIS should include an alternative that includes public housing sites in the rezoning area. This alternative should examine the sale and transfer of existing NYCHA air rights in the rezoning area, and the upzoned air rights from NYCHA developments and the sale and transfer of the air rights to sites located elsewhere in the rezoning area. (GNCJ_221)

Response 22-10: Comment noted. Please see the responses to Comments 1-2, 1-145, and 22-1.

Comment 22-11: The City should consider alternatives that study the following:

- Making the Gowanus Mix Mandatory with strict use restrictions
- Environmental Special District overlay on the GSD. (GNCJ_221)

Response 22-11: Please see the responses to Comments 1-26 and 22-1.

Comment 22-12: The EIS should study an alternative that includes increased FAR for dedicated industrial uses in the IBZ, NYCHA development, and a Gowanus Mix across the study areas. (GCC_233)

Response 22-12: Comment noted. As noted in the response to Comment 22-1, the FSOW has been updated to identify the alternatives to be evaluated in the EIS. The EIS will include an assessment of each analysis area for all

alternatives, and the finding (including impact determinations) will be compared to future conditions with the Proposed Actions.

Comment 22-13: We, the Gowanus Community are calling for a Special Purpose Zone to Preserve Gowanus, to Preserve It! The special district would not have MIH no new mixed use zoning! Would not have de- mapping of Public Place Site! Would not have No R7-2 zoning. We ask for no changes in its current zoning form! (Mariano_FROGG_216)

Response 22-13: A No Action alternative will be included in Chapter 22, "Alternatives," of the DEIS.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Comment 23-1: How much stored energy will the rezoning waste when buildings that contain stored energy are ultimately destroyed to make way for new buildings? In a city that likes to laud its green bona fides, demolitions will cause the loss of massive amounts of previous human effort that went into the construction of the existing historic streetscapes in much of the rezoning area. The study needs to quantify this loss or this rezoning's talk of making a more green, resilient, sustainable neighborhood will seem like mere greenwashing. (GLC_355)

Response 23-1: Chapter 25, "Irreversible and Irretrievable Commitment of Resources," of the DEIS will qualitatively consider the loss of resources, including energy and human time and effort to construct buildings weighed against the public benefits of the Proposed Actions. A quantitative analysis is beyond the scope of the DEIS.

MISCELLANEOUS

Comment 24-1: Some people have argued that it is unsafe to live and work near the canal. Does the City agree with this? If so, what would be the disposition of the abandoned properties? (CB6_250)

Response 24-1: Please see the response to Comment 1-14. The Canal is a Superfund site and requires remediation. With the rezoning in place, upland sites and sites adjacent to the Canal would be required to be developed in accordance with measures designed to preclude exposure to contaminants. These measures would not be required in absence of the Proposed Actions.

Comment 24-2: Address infrastructure issues including schools, transit, flooding, and power. As noted above, the Gowanus Neighborhood Rezoning is the largest neighborhood rezoning of the de Blasio Administration, projected

to add over 8,000 new housing units to the area. DCP must therefore conduct thorough and transparent analysis of the impacts on the area's physical and social infrastructure, develop specific plans to address identified areas of need, and commit the funding necessary. The EIS should study the possibility of a density bonus for developers who fund and construct subway station improvements as part of their project. (Lander_235)

Response 24-2: Please see the response to Comment 1-62. The Proposed Actions' effects on schools, transit, flooding, and energy, among several other environmental areas, will be studied in the DEIS. For any significant adverse impacts identified in the DEIS, mitigation measures will be identified, as practicable.

Comment 24-3: We wonder if the FDNY, the NYPD, OEM, EMT SERVICES, DSNY, DOE, DOT, NYCT, DCP, DEP, PARKS, DEC, MTA and FEMA are taking any steps to prepare for the estimated nineteen thousand (19,000) new residents occupying approximately eight thousand two hundred (8,200) new apartments—which by the way, works out to 2.3 people per apartment—a number representing complete fantasy. We wonder where all the .3 people will go to school? How will all of the 2's fit on trains and buses? Where will all of the automobiles owned by the conservatively estimated 19,000 residents be? What, if any, hospital emergency facilities will be added? What tentative plans are being made to accommodate this huge increase in population in the event of an emergency/natural disaster? (CGCORD_220)

Response 24-3: Please see the responses to Comments 1-7 and 24-2. New York City Emergency Management helps New Yorkers before, during, and after emergencies through preparedness, education, and response. The agency is responsible for coordinating citywide emergency planning and response for all types and scales of emergencies.

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