

A. INTRODUCTION

The purpose of this chapter is to analyze the impacts of the proposed project with respect to transit and pedestrian conditions. This includes an examination how the proposed project could affect local transit and pedestrian conditions in accordance with the guidelines of the *New York City Environmental Quality Review (CEQR) Technical Manual*. Travel demand estimates for the project are detailed in Chapter 16, “Traffic and Parking” and are summarized below with respect to transit and pedestrian trips. Based on these data, the *CEQR Technical Manual* methodology was used to determine whether a quantified analysis would be necessary to determine the project’s potential impacts on transit and pedestrian conditions in the study area. Given the volumes of transit and pedestrian trips that are anticipated by the proposed project, a screening analysis was performed and is presented below. While a screening analysis is a limited level of examination, this chapter provides a more expanded discussion of subway, bus and pedestrian conditions in the area in order to present a comprehensive examination of transit and pedestrian conditions.

PRINCIPAL CONCLUSIONS*SUBWAYS*

The area is served by multiple subway lines, including the F and G along Smith Street (with two entrances), and the M and R subway lines along 4th Avenue at Union Street. Therefore, it is not expected that any single subway element (e.g., entrances or stairs) would experience trips in excess of the *CEQR Technical Manual* guideline threshold of 200. Therefore, the proposed project is not expected to result in significant adverse impacts to subway conditions.

BUSES

The number of bus trips generated by proposed project would be significantly below the CEQR threshold; therefore, a detailed analysis of bus service conditions is not warranted and no significant adverse impacts would occur.

PEDESTRIANS

The proposed project is not expected to result in significant adverse impacts to pedestrian circulation in the area; on the contrary, it would provide multiple pedestrian entrances/exits to the residential buildings and to the proposed commercial and community facility spaces. It would improve sidewalks along the project streets, provide new public pedestrian connections to the new public open space along the Gowanus Canal and open new means of local pedestrian circulation. Therefore, no detailed analyses of pedestrian conditions are warranted.

B. EXISTING CONDITIONS

INTRODUCTION

The project site is located in the Gowanus area of Brooklyn situated between the Carroll Gardens neighborhood to the west and the Park Slope neighborhood to the east, and is well served by both bus and subway services. Both of these areas are traditional residential neighborhoods and are well served by both bus and transit access. The project site is bounded to the north by Carroll Street, to the south by 2nd Street, to the west by Bond Street and to the east by the Gowanus Canal. 1st Street, east of Bond Street, separates the north and south blocks of the project site.

SUBWAYS AND BUSES

With respect to transit access, the project site is well served by various subway and bus routes (see Figure 17-1). The project site is located two blocks east of Smith Street which is a transportation corridor providing both subway service (F and G Trains) and bus service (Brooklyn No. 75). The Carroll Street Station includes entrances to both the Manhattan and Brooklyn bound subway lines at both Second Street and Carroll Streets. The entrance at 2nd Street is about 1,500 feet west of the project site and the entrance at Carroll Street and Smith Streets is about the same distance. In addition, two blocks to the east is 4th Avenue which provides subway access to the R and M trains in both the Manhattan and Brooklyn bound directions (the station is located at Union Street). The Union Street Station is located about 2,000 feet east of the project site and is accessible via the Carroll Street Bridge. In addition, the area is served by various bus routes including the Nos. 37 and 103 along 3rd Avenue, No. 71 along 3rd, Union, and Sackett Streets, No. 75 along Court, Smith and Ninth Streets, and No. 77 along Court and Ninth Streets.

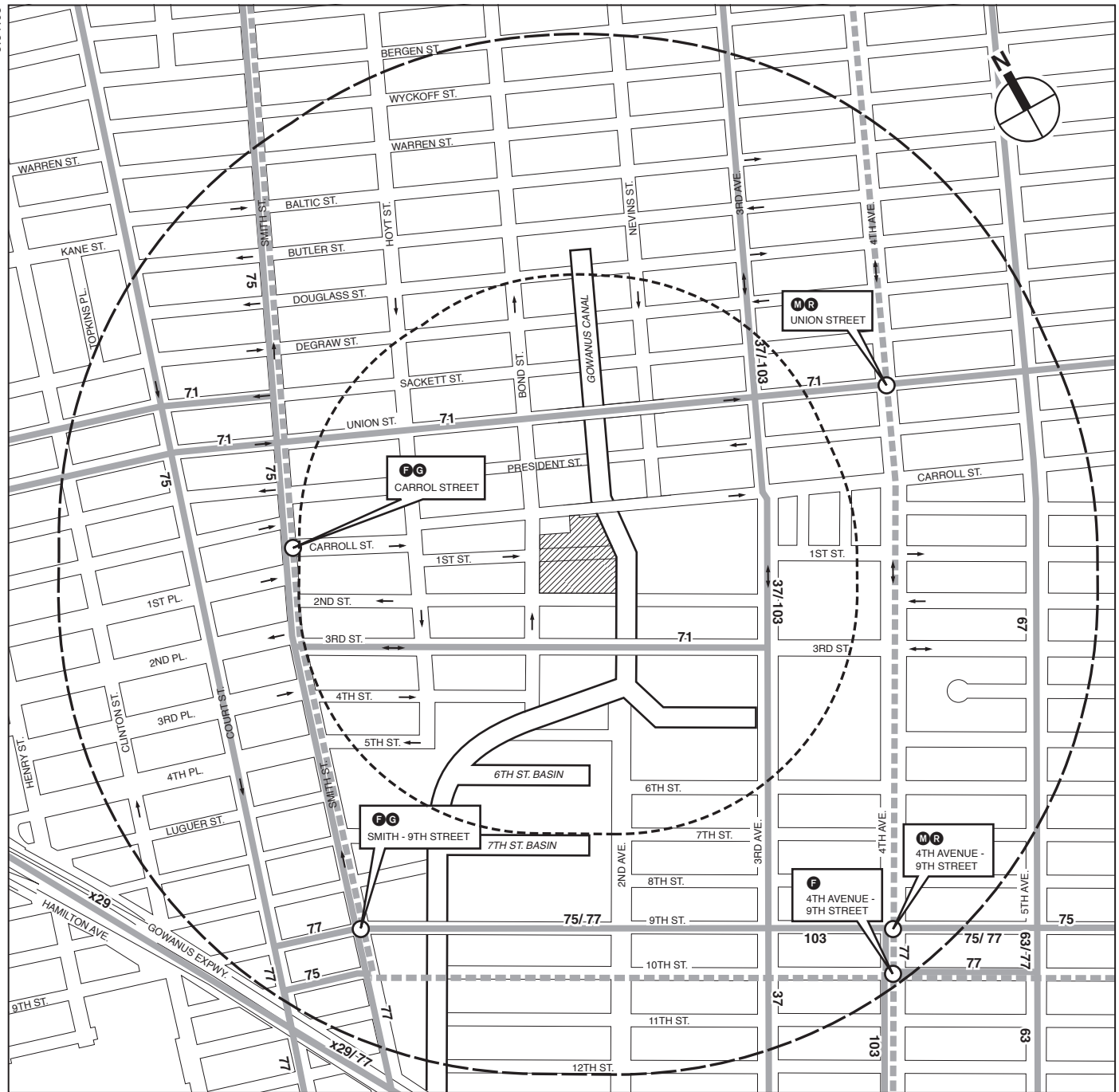
PEDESTRIANS







Local streets are lined mostly by residential uses although Smith Street and 4th Avenue have commercial uses. Local streets provide residents and visitors with access to local subway stations and bus stops. Otherwise there are no major pedestrian trip generators in the immediate area. The sidewalk corridors in the areas are irregular due largely to the presence of the Gowanus Canal. Pedestrian crossings of the canal are located at Carroll Street, which runs along the north boundary of the project site and is the nearest east/west connecting street across the canal and 3rd Street to the south, about one block south of the project site.

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

In the future without the proposed project, transit demand in the area is expected to increase due to background growth and additional demand generated by No Build projects. As discussed in Chapter 2, "Land Use, Zoning and Public Policy," there are a total of seven No Build projects within the study area that are expected to be completed prior to, or concurrent with, the planned completion of the proposed project. Of these, four projects would generate transit demand in the study area, including:

- A 45-unit residential development located at 103-113 3rd Street;
- An approximately 52,000-square-foot supermarket located at 220 3rd Street;



-  Project Site
-  1/4-Mile Perimeter Boundary
-  1/2-Mile Perimeter Boundary
-  Traffic Flow Direction
-  Bus Route
-  Subway Route

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SCALE

Bus and Subway Routes
Near the Project Site
Figure 17-1

- A 28-room hotel located at 265 3rd Avenue; and
- A 49,500-square-foot development consisting of office space located on 1st and 3rd Streets, 3rd and 4th Avenues.

In total, these development projects would generate up to 60, 51, and 79 subway trips and 30, 56, and 53 bus trips during the AM, midday, and PM peak hours, respectively. The total pedestrian trips generated by these no build projects would be 113, 206, and 168 during the AM, midday, and PM peak hours, respectively. Therefore, in the 2011 Future without the Proposed Project, the increase in transit and pedestrian volumes resulting from the future development projects would be low-to-moderate, and is not expected to result in changes to the transit or pedestrian service conditions in the study area.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

TRANSIT SCREENING ANALYSIS

SUBWAYS

The *CEQR Technical Manual* states that a quantified analysis of potential impacts on transit service is typically warranted if a proposed project would generate more than 200 new subway and/or bus trips during the peak hours. As per the trip generation estimates presented in Chapter 16, “Traffic and Parking,” the proposed project would generate a total of 235, 134, and 282 subway trips in the AM, midday, and PM peak hours, respectively.

During the AM and PM peak hours, the total number of project-generated subway trips exceeds the CEQR threshold for quantified analyses by 35 and 82, respectively. However, because the area is served by multiple subway lines as well as multiple entrances including the F and G along Smith Street (two entrances) and the M and R subway lines along 4th Avenue at Union Street (see Figure 17-1 and the discussion above), it is not expected that any single subway element (e.g., entrances, stairs) would experience trips in excess of the *CEQR Technical Manual* guideline threshold of 200. Therefore, the proposed project is not expected to result in significant adverse impacts to subway conditions and no quantified analyses are warranted of either the AM or PM peak hours. In terms of midday subway trips, no detailed analyses are warranted during the midday peak hour as the projected number of subway trips (134) is below the CEQR threshold.

BUSES

As per the trip generation estimates presented in Chapter 16, “Traffic and Parking,” the proposed project would generate a total of 7, 8, and 11 bus trips in the AM, midday, and PM peak hours, respectively. Because the number of bus trips is significantly below the CEQR threshold, a detailed analysis of bus service conditions is not warranted.

PEDESTRIAN SCREENING ANALYSIS

PEDESTRIANS

Local Streets

The *CEQR Technical Manual* specifies that analyses of potential impacts to pedestrian facilities typically are considered appropriate if a proposed project would generate more than 200 peak

363-365 Bond Street FEIS

hour trips at a single pedestrian element (e.g., corner, crosswalk, or midblock sidewalk). The combined project-generated pedestrian trips from the transit, taxi, and walk-only modes are 301, 232, and 385 in the AM, midday, and PM peak hours, respectively.

The proposed project would provide multiple pedestrian entrances/exits along Bond, 1st, and 2nd Streets to the residential buildings as well as the proposed commercial and community facility spaces (see Figure 17-2). In commuter periods (AM peak trip period for example), these pedestrian trips would be expected to head west along 2nd, 1st or Carroll Streets to reach either the F or G trains entrances along Smith Street or east along Carroll Street and 4th Avenue to reach the R or M subway stops at Union Street. With the multiple project entrances/exits and the choices in pedestrian routes, the project-generated pedestrian trips would be distributed, and no single pedestrian element in the vicinity of the project site is expected to exceed the pedestrian levels of 200 as stated in the guidelines of the *CEQR Technical Manual* with respect to preparing a quantified analysis.

Project Site Conditions

Project parking facilities would be provided below the residential uses and within the proposed buildings and therefore would generate few external sidewalk trips with respect to reaching owner vehicles. In addition, the proposed project would improve sidewalks along the project streets including the project frontage along both Bond and 2nd Streets as well as both the north and south sides of 1st Street. The improved sidewalks would have the same dimensions as the existing sidewalks fronting the proposed project site. The proposed project would also provide new public pedestrian connections between 2nd and Carroll Street along the waterfront public open space proposed along the Gowanus Canal (see Figure 17-2). This would provide a new means of local pedestrian circulation for residents of the area who wish to reach 2nd Street and Carroll Street and would also provide another north/south pedestrian route for project residents to reach Carroll or 2nd Streets.

For the reasons cited above, the proposed project is not expected to result in significant adverse impacts to pedestrian circulation (e.g., congestions) in the area, and no detailed analyses of pedestrian conditions are warranted. *



NOTE: For Illustrative Purposes Only

363-365 BOND STREET

Pedestrian Access to Proposed Project
Figure 17-2