Appendix A.6

Transportation

DRAFT

Memorandum

To: NYCDCP

Date: March 2, 2018

Project #: 29527.01

From: VHB

Re: M1 Hotels Text Amendment EIS
Transportation Planning Factors and Travel Demand Forecast

This memorandum summarizes the transportation planning factors to be used for the analysis of transportation (traffic, transit, pedestrians, and parking) conditions for the *M1 Hotels Text Amendment EIS*. It provides a description of the Proposed Action, travel demand factors used to determine the number of trips generated by the project, estimates of the travel demand in the peak hours, assignments of project-generated trips, and study area definitions.

Proposed Action

The Proposed Action is a citywide zoning text amendment to establish a new special permit under the jurisdiction of the City Planning Commission for new hotels[1] in M1 districts. Since the Proposed Action is a citywide action and has broad applicability, it is difficult to predict the universe of sites where development would be affected by the Proposed Action. For this reason, the Proposed Action is analyzed in this environmental review as a "generic action". Generic actions are programs and plans that have wide application or affect the range of future alternative policies. The potential impacts of hotel development in the future No-Action and With-Action Condition will be analyzed by means of a prototypical analysis as detailed below, which will be based on existing trends and reasonable projections for the future.

To assess the possible effects of the Proposed Action, a Reasonable Worst-Case Development Scenario (RWCDS) was established using both the current zoning (future No-Action) and proposed zoning (future With-Action) conditions. The RWCDS identifies prototypical sites in seven different neighborhoods, the general locations of which are shown in Figure 1:

- Area 1: Manhattan below 59th Street
- Area 2: Long Island City, Queens
- Area 3: Jamaica, Queens
- Area 4: South Slope, Brooklyn
- Area 5: Downtown Brooklyn
- Area 6: Brownsville, Brooklyn
- Area 7: Williamsburg, Brooklyn

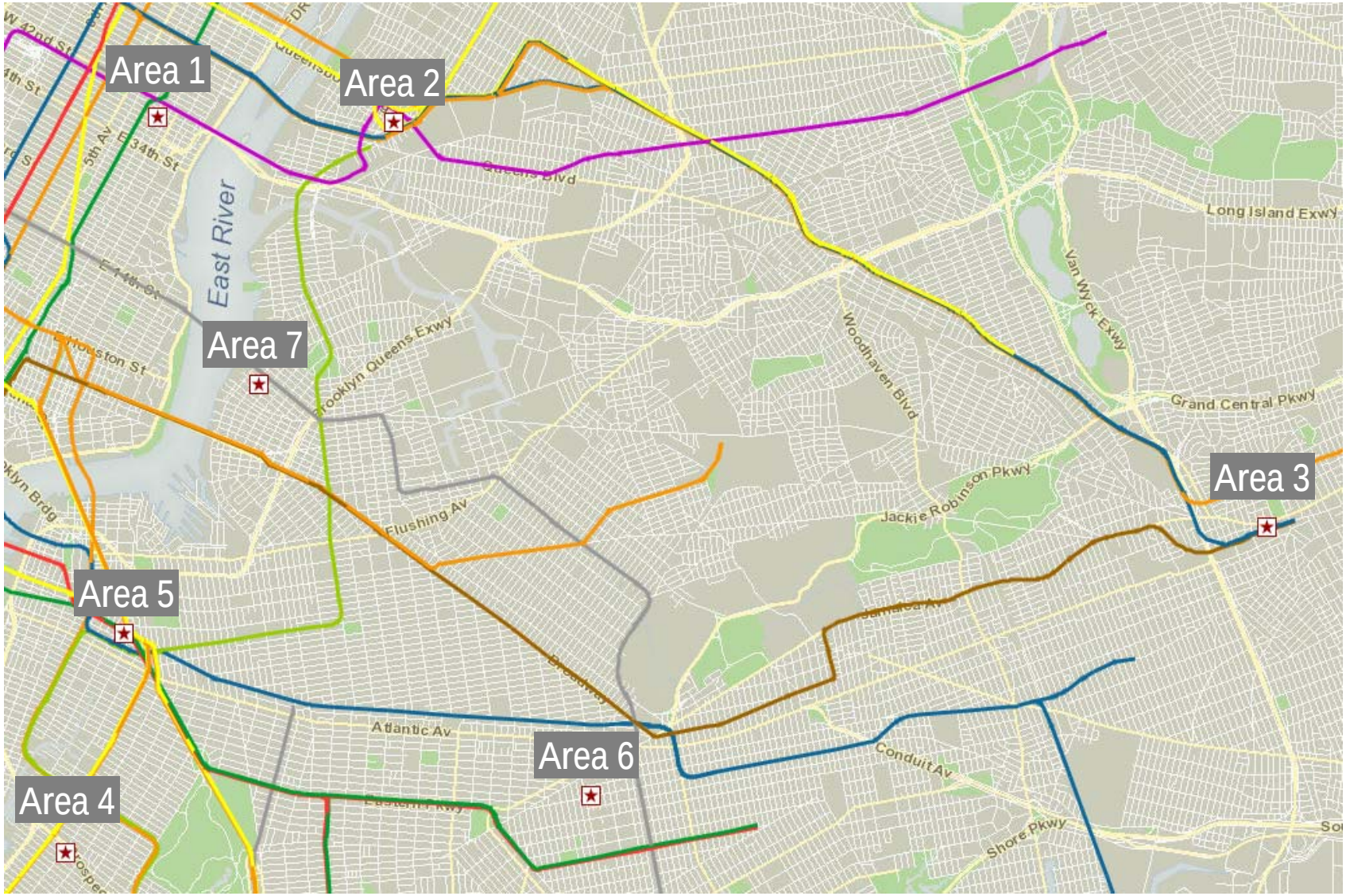
The incremental difference between the future No-Action and future With-Action conditions are the basis of the transportation impact analyses of the EIS. Tables A.1 through A.7 of Attachment A summarize the No-Action Condition, With-Action Condition, and the incremental net change of component sizes by land use for each of the prototypical sites. Table 1 provides a similar summary of total component sizes for the seven prototypical sites. As

---

[1] The Proposed Action also subjects motels, tourist cabins and boatels in M1 districts to the proposed special permit. The zoning definition of "motel or tourist cabin" requires that each sleeping unit have an exterior entrance, and the definition of "boatel" requires water access for boats. Since there are very few motels, tourist cabins or boatels in NYC, and because of these limiting factors, few if any are expected to be developed in the future, this document will use the term "hotel", but will by implication also refer to these other transient accommodations.

One Penn Plaza
Suite 715
New York, NY 10119
P 212.857.7350

Figure 1 – Locations of Prototypical Areas



shown in Table 1, under the RWCDS, overall the Proposed Action would result in a net increase of approximately 1,477 hotel rooms and net reductions of approximately 510 residential dwelling units, 60,975 gross square feet (gsf) of office uses, 34,211 gsf of local retail uses, and 2,300 gsf of community facility uses, compared to the No-Action condition.

Table 1 – RWDCS Combined Summary for All Areas

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential (dwelling units)	510	0	-510
Local Retail (gsf)	34,211	0	-34,211
Office (gsf)	60,975	0	-60,975
Hotel (rooms)	0	1,477	1,477
Community Facility (gsf)	2,300	0	-2,300

Note: See Attachment A for tables summarizing the No-Action, With-Action, and incremental net change of component sizes by land use for each of the prototypical sites.

Transportation Planning Factors

The transportation planning factors used to forecast travel demand for the land uses in the RWCDS for Areas 1 through 7 are summarized in Tables B.1 through B.7 of Attachment B, respectively, and discussed below. The trip generation rates, temporal distributions and in/out splits, modal splits, vehicle occupancies and truck trip factors were primarily based on rates cited in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, New York City Department of Transportation (DOT) data, EASs and EISs for similar land uses and locations, 2012-2016 American Community Survey journey-to-work data, and 2006-2010 American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products (CTTP) reverse journey-to-work data. Factors are provided for the weekday AM and PM peak hours (the typical peak periods for commuter travel demand) and the weekday Midday and Saturday Midday peak hours (the typical peak periods for retail establishments such as local eateries and shops).

Hotel

Travel demand forecasts for hotels were based on the trip generation rates and temporal distributions cited in the *CEQR Technical Manual*. In/out splits were obtained from the *Bond Street Hotel EAS*, *Broadway Triangle FEIS*, *Downtown Jamaica Redevelopment Plan FEIS*, *Dutch Kills Rezoning and Related Actions FEIS*, *East New York Rezoning Proposal FEIS*, and *Greater East Midtown Rezoning FEIS*, which have similar characteristics to the respective neighborhoods of the prototypical sites. Modal splits and vehicle occupancies were obtained from DOT. Truck trip generation rates were obtained from the *Bond Street Hotel EAS*, *Broadway Triangle FEIS*, *Dutch Kills Rezoning and Related Actions FEIS*, *East New York Rezoning Proposal FEIS*, and *Greater East Midtown Rezoning FEIS*.

Residential

Residential trip generation rates and temporal distributions were based on factors cited in the *CEQR Technical Manual*. In/out splits were obtained from the *Atlantic Yards Arena and Redevelopment Project FEIS*, *Broadway Triangle FEIS*, *Downtown Jamaica Redevelopment Plan FEIS, East New York Rezoning Proposal FEIS*, and *Greater East Midtown Rezoning FEIS*, which have similar characteristics to the respective neighborhoods of the prototypical sites. Modal splits were derived from 2012-2016 American Community Survey journey-to-work data for workers residing within the census tracts near the prototypical sites. Vehicle occupancies for autos were derived from 2012-2016 American Community Survey journey-to-work data and vehicle occupancy rates for taxis were obtained from the *Atlantic Yards Arena and Redevelopment Project FEIS*, *Broadway Triangle FEIS*, *Downtown Jamaica Redevelopment Plan FEIS, East New York Rezoning Proposal FEIS*, and *Greater East Midtown Rezoning FEIS*. Truck trip generation assumptions were based on the rates cited in the *CEQR Technical Manual*.

Office

Trip generation rates and temporal distributions for offices were based on factors cited in the *CEQR Technical Manual*. In/out splits were obtained from the *Dutch Kills Rezoning and Related Actions FEIS*, which has similar characteristics to the location of the prototypical site in Long Island City. Weekday AM and PM peak hour modal splits were derived from 2006-2010 AASHTO CTTP reverse journey-to-work data for workers at workplaces located within the census tracts at the prototypical sites. Weekday Midday peak hour modal splits were obtained from the *Dutch Kills Rezoning and Related Actions FEIS*. Vehicle occupancies for autos were derived from 2006-2010 AASHTO CTTP reverse journey-to-work data and vehicle occupancy rates for taxis were obtained from the *Dutch Kills Rezoning and Related Actions FEIS*. Truck trip generation assumptions were based on the rates cited in the *CEQR Technical Manual*.

Local Retail

Local retail would primarily attract trips from land uses in the surrounding area. It is therefore anticipated that most of these trips would be via the walk mode and that many would be "linked" trips (e.g., a trip with multiple purposes, such as stopping at a retail store while commuting to or from work or at lunchtime) and would therefore not represent the addition of new discrete trips. The proportion of "linked" trips assumed is 25 percent based on the *CEQR Technical Manual*. Weekday travel demand forecasts for local retail uses were based on the trip generation rates and temporal distributions cited in the *CEQR Technical Manual*. In/out splits were obtained from the *Downtown Jamaica Redevelopment Plan FEIS*, *East New York Rezoning Proposal FEIS*, and *Greater East Midtown Rezoning FEIS*, which have similar characteristics to the respective neighborhoods of the prototypical sites. Modal splits were obtained from DOT and vehicle occupancies were obtained from DOT and the *Greater East Midtown Rezoning FEIS*. Truck trip generation assumptions were based on the rates cited in the *CEQR Technical Manual*.

Community Facility

This memorandum does not include transportation planning factors for community facility uses as no credit was taken for trips associated with the displaced community facility space (the Proposed Action would result in a minor displacement of approximately 2,300 gsf of community facility uses at one of the prototypical sites).

CEQR Transportation Analysis Screening

The *CEQR Technical Manual* describes a two-step screening procedure for the preparation of a "preliminary analysis" to determine whether quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the amount of person and vehicle trips generated by the proposed project. According to the *CEQR Technical Manual*, if the proposed project is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted.

When these thresholds are exceeded, detailed trip assignments (Level 2) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the proposed project would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, parking, and vehicular and pedestrian safety.

Trip Generation (Level 1) Screening Assessment

The incremental difference in person and vehicle trips expected to result from the Proposed Action by the analysis year of 2028 were derived based on the net change in land use component sizes in Tables A.1 through A.7 of Attachment A and the transportation planning factors in Tables B.1 through B.7 of Attachment B. Tables C.1 through C.7 of Attachment C provide an estimate of the incremental net change of peak hour trips (versus the No-Action condition) that would occur in 2028 in Areas 1 through 7, respectively, with implementation of the Proposed Action. Peak hour vehicle trips include autos, taxis, and trucks. Inbound and outbound taxi trips were balanced for each of the prototypical sites to reflect that they consist of two trip ends (one in, one out) and that some taxis arrive or depart empty. The percentage of taxi overlap (inbound full taxis that are assumed to be available for outbound demand) was assumed based on the guidance in the *CEQR Technical Manual*. For Area 1, a 75 percent taxi overlap was assumed given the presence of the nearby intermodal transportation facility at Grand Central Terminal. For Areas 2, 3, and 5, which are located in Central Business Districts (CBDs), a 25 percent taxi overlap was assumed. No taxi overlap was assumed for Areas 4, 6, and 7. Table 2 provides a summary of the incremental vehicle, subway/rail, bus, and pedestrian trips that would be generated by the Proposed Action for each of the areas during the weekday AM, Midday, PM, and Saturday Midday peak hours based on the information presented in Attachment C.

As discussed above, the *CEQR Technical Manual* Level 1 screening threshold for traffic and parking is 50 incremental vehicles during any peak hour. The information presented in Table 2 indicates that Areas 1, 4, and 6 would generate less than 50 vehicle trips during the weekday AM, Midday, PM, and Saturday Midday peak hours. Consequently, the Proposed Action is not expected to result in any significant adverse impacts to traffic in these areas based on *CEQR Technical Manual* criteria and a detailed analysis of traffic conditions is not warranted. As the incremental vehicle trips would be greater than 50 vehicles in one or more peak hours for Areas 2, 3, 5, and 7, a Level 2 screening assessment (presented in the section below) was conducted to determine if there is a need for additional quantified traffic analysis.

As discussed above, according to general thresholds used by MTA agencies specified in the *CEQR Technical Manual*, agencies, if a proposed project is projected to result in fewer than 200 peak hour subway/rail or bus transit riders, further transit analyses are not typically required as the proposed project is considered unlikely to create a significant transit impact. The information presented in Table 2 indicates that each of the prototypical sites would generate fewer than 200 trips by subway/rail during the weekday AM and PM peak hours, the critical commuter hours for which a transit analysis is typically prepared. Although Area 3 is projected to result in more than 200 new peak hour subway/rail trips in the weekday Midday peak hour, these trips would be off-peak when the subway and rail systems typically have ample capacity. As such, this off-peak period will not be analyzed in the EIS, as no impacts are expected. The information presented in Table 2 also indicates that the incremental bus trips for each of the prototypical sites would be below the CEQR analysis threshold of 50 peak hour bus trips on a single route in one direction. Consequently, the Proposed Action is not expected to result in any significant adverse impacts to subway/rail or bus transit based on *CEQR Technical Manual* criteria and a detailed analysis of transit services is not warranted.

Table 2 - Summary of Incremental Trips Generated by the Proposed Action

Trip Type	Peak Hour		Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Area 7
Vehicle Trips	Weekday	AM	18	4	**122**	5	30	15	33
		Midday	28	**81**	**237**	7	**54**	14	**62**
		PM	21	24	**200**	6	48	20	**55**
	Saturday	Midday	16	43	**75**	2	38	14	40
Subway/ Rail Trips	Weekday	AM	14	4	73	-3	-9	15	-8
		Midday	20	99	**304**	2	35	22	37
		PM	19	32	194	-2	8	24	8
	Saturday	Midday	13	65	76	-3	-4	13	-2
Bus Trips	Weekday	AM	2	-13	-29	0	1	0	1
		Midday	2	-5	-20	0	2	-5	2
		PM	2	-14	-32	0	2	-1	1
	Saturday	Midday	2	1	-39	0	2	-4	0
Pedestrian Trips	Weekday	AM	68	20	180	1	65	20	64
		Midday	98	106	186	-14	176	-164	186
		PM	97	93	**264**	-5	133	-41	135
	Saturday	Midday	62	134	-35	-12	82	-98	84

Notes:
Trips exceeding CEQR Level 1 screening thresholds are marked in boldface.
Pedestrian trips include walk-only trips as well as the walk component of trips made by other modes.

As discussed above, the *CEQR Technical Manual* Level 1 screening threshold for pedestrian trips is 200 trips during any peak hour. Except for Area 3 during the weekday PM peak hour, each of the prototypical sites would generate fewer than 200 pedestrian trips during the weekday AM, Midday, PM, and Saturday Midday peak hours. Consequently, the Proposed Action is not expected to result in any significant adverse impacts to pedestrians in these areas based on *CEQR Technical Manual* criteria and a detailed analysis of transit services is not warranted. As the incremental pedestrian trips would be greater than 200 during one peak hour for Area 3, a Level 2 screening assessment (presented in the section below) was conducted to determine if there is a need for additional quantified pedestrian analysis.

Trip Assignment (Level 2) Screening Assessment

As shown in Table 2, incremental vehicle trips resulting from the Proposed Action would exceed the *CEQR Technical Manual* Level 1 screening threshold for Areas 2, 3, 5, and 7 in one or more peak hours, warranting trip assignment (Level 2) screening assessments for traffic. Additionally, the incremental pedestrian trips resulting from the Proposed Action would also exceed the *CEQR Technical Manual* Level 1 screening threshold for Area 3 in one peak hour, warranting a trip assignment (Level 2) screening assessment for pedestrians.

For the Level 2 screening assessments, project-generated trips were assigned to specific intersections and pedestrian elements in the study area to determine whether individual locations are expected to experience volumes exceeding CEQR thresholds and to identify the various study areas for which detailed analyses of potential impacts would be prepared.

Vehicle trips were assigned to the surrounding roadway networks based on the most likely travel routes to and from the project sites, the configuration of the roadway networks, prevailing travel patterns, anticipated origins and destinations of vehicle trips associated with the new and displaced land uses for each prototypical site under the RWCDS (e.g., hotel, residential, office, local retail), and the locations of on-site and/or nearby off-site parking facilities.

The origins and destinations of hotel and residential trips used for the assignments are based on 2006-2010 CTTP journey-to-work data for commuters driving from residences in the project areas (with adjustments for hotels to account for trips to and from the major regional airports and from tourist attraction areas such as Manhattan), while the origins and destinations of office trips are based on 2006-2010 CTTP reverse journey-to-work data for commuters driving to workplaces in the project areas. Local retail trips were generally assigned from local origins within the neighborhood and adjacent residential areas. Using these distributions, auto and taxi trips were first assigned to various portals on the periphery of the area surrounding the project sites. Project-generated auto trips were assigned to the most direct routes to approach and depart off-street parking facilities. In instances where a project site would not provide on-site parking, half of the auto trips for hotels were conservatively assigned to also "touch" the site to allow motorists to drop-off or pick-up luggage. Taxi trips were assigned to approach and depart the study area after passing by one of the block faces adjoining the project sites. Truck delivery trips were assigned from DOT-designated local truck routes.

Pedestrian trips were assigned to parking facilities where motorists would park, block faces were taxi passengers would get dropped off and picked up, subway/railroad stations, bus stops, and to the surrounding neighborhood (for walk-only trips).

The following sections discuss the trip assignments for Areas 2, 3, 5, and 7 in further detail.

Area 2 (Long Island City)

As discussed above, the prototypical site in Area 2 would generate more than 50 net incremental vehicle trips in the weekday Midday peak hour. This site is located on the block bounded on the north by 42nd Road, on the east by Hunter Street, and on the west by 27th Street and would have frontages on 42nd Road and Hunter Street. Key corridors providing access to the area of Long Island City include Queens Boulevard (which also provides access to and from the Long Island Expressway via Van Dam Street), Northern Boulevard, Jackson Avenue (which also provides access to and from the Queens Midtown Tunnel and the eastbound Long Island Expressway), 21st Street, and the Queensboro Bridge.

As the project site would not include any parking on-site, project-generated auto trips were assigned to two existing off-street public parking facilities: the 162-space Gotham Center Garage (located on 28th Street between Queens Plaza South and 42nd Road) and the 42-space LIC Lot garage (located on 27th Street between Queens Plaza South and 42nd Road). Both parking facilities are open 24 hours a day. The hotel would generate its peak parking demand in the overnight period, when it would have a demand of approximately 18 parking spaces. As discussed above, taxi trips were assigned to pass by one of the site's frontages.

Figure 2 shows the preliminary assignment of project-generated vehicle trips to the intersections near the project site during the weekday Midday peak hour. As shown in the figure, the highest concentration of vehicle trips would occur at the intersection of 42nd Road and Hunter Street/28th Street, adjacent to the site, with a total of 51 vehicles. No other intersections are expected exceed the 50-vehicle trip threshold. In consultation with DCP and DOT, this intersection and two additional intersections have been selected for detailed traffic analysis in the EIS:

- Queens Boulevard and Jackson Avenue/Queens Plaza East;
- Jackson Avenue and 42nd Road; and
- 42nd Road and Hunter Street/28th Street.

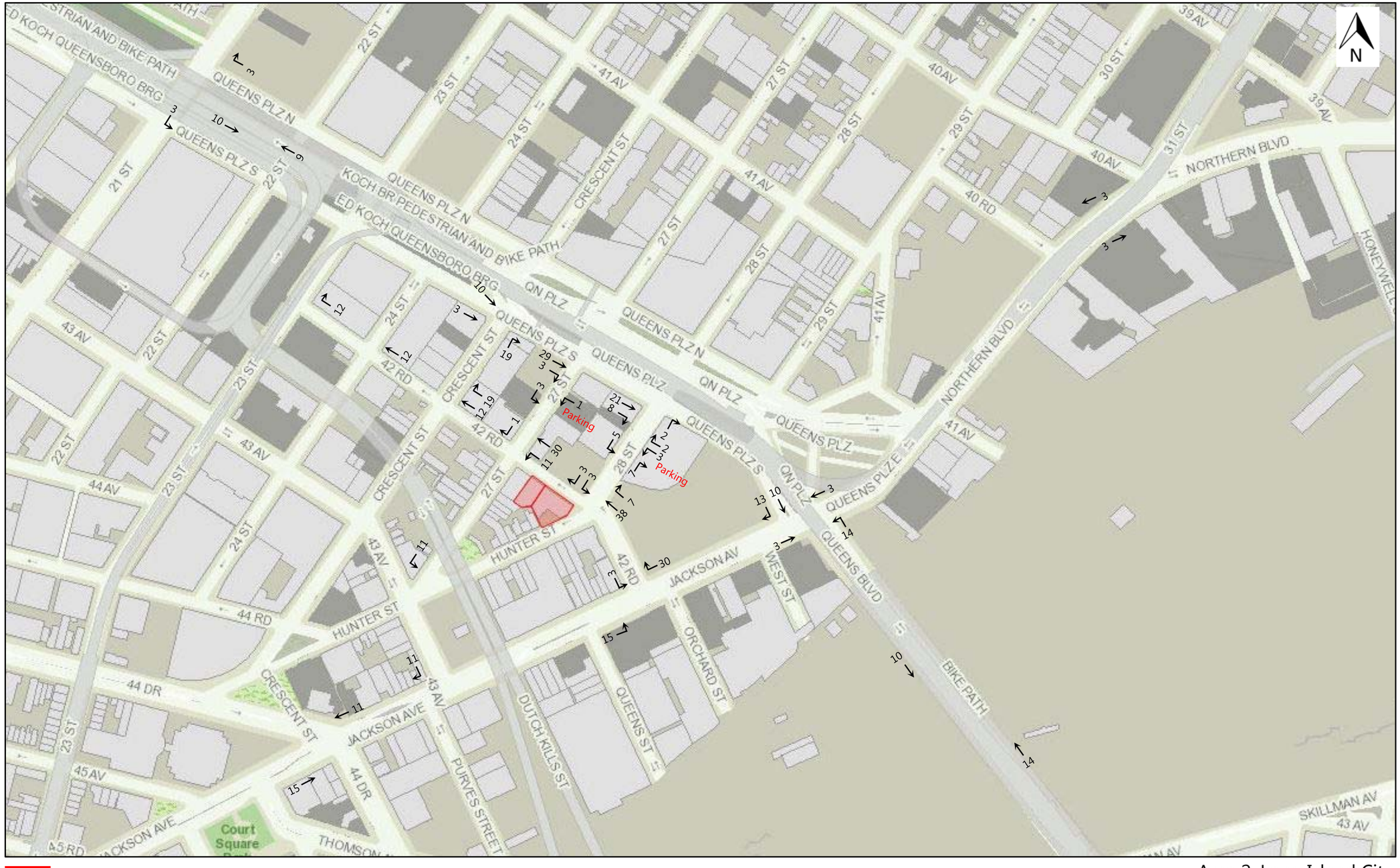
Each of these intersections will be analyzed for the weekday Midday peak hour.

Based on the parking demand estimates, a parking analysis will be warranted to inventory existing off-street parking levels within a quarter-mile radius of the project site to assess the Proposed Action's potential for a parking shortfall or any significant adverse parking impacts.

Area 3 (Jamaica)

Traffic and Parking

As discussed above, the prototypical site in Area 3 would generate more than 50 net incremental vehicle trips during all peak hours. This site includes the development of hotels on two separate blocks. One hotel would be located on the block bounded on the north by Jamaica Avenue, on the south by Archer Avenue, on the east by 149th Street, and on the west by 148th Street and would have frontages on Archer Avenue, 148th Street, and 149th Street. The other hotel would be located on the block bounded by on the north by Jamaica Avenue, on the south by Archer Avenue, on the east by 148th Street, and on the west by 147th Place and would have frontages on Archer Avenue, 147th Place, and 148th Street. Key corridors providing access to the area of Jamaica include: Archer Avenue, Jamaica Avenue, and 94th Avenue (each of which also provides access to and/or from the Van Wyck Expressway); Sutphin Boulevard, 150th



Proposed Project Site

Area 2: Long Island City
With-Action Incremental Vehicle Trips
Weekday Midday Peak Hour
Figure 2

Street (which also provides access from the Grand Central Parkway); and Parsons Boulevard (which also provides access to points east on the Grand Central Parkway).

As the project site would include 66 parking spaces in the With-Action condition, all project-generated auto trips for were assigned to park on-site. The hotels would generate their peak parking demand in the overnight period, when they would have a demand of approximately 68 parking spaces. While it is possible that some auto trips may park in nearby off-street parking facilities, which would disperse auto trips over the local traffic network, for conservative analysis purposes, all auto trips were assigned to the project site. As discussed above, taxi trips were assigned to pass by one of the site's frontages and truck delivery trips were assigned to and from the site.

Figures 3, 4, 5, and 6 show the preliminary assignment of project-generated vehicle trips to the intersections near the project site during the weekday AM, Midday, PM, and Saturday Midday Peak hours. As shown in the figures, a total of eleven intersections are expected to incur 50 or more net incremental vehicle trips, exceeding the *CEQR Technical Manual* threshold. The following intersections would exceed the CEQR threshold in one or more peak hours and therefore have been selected for detailed traffic analysis in the EIS:

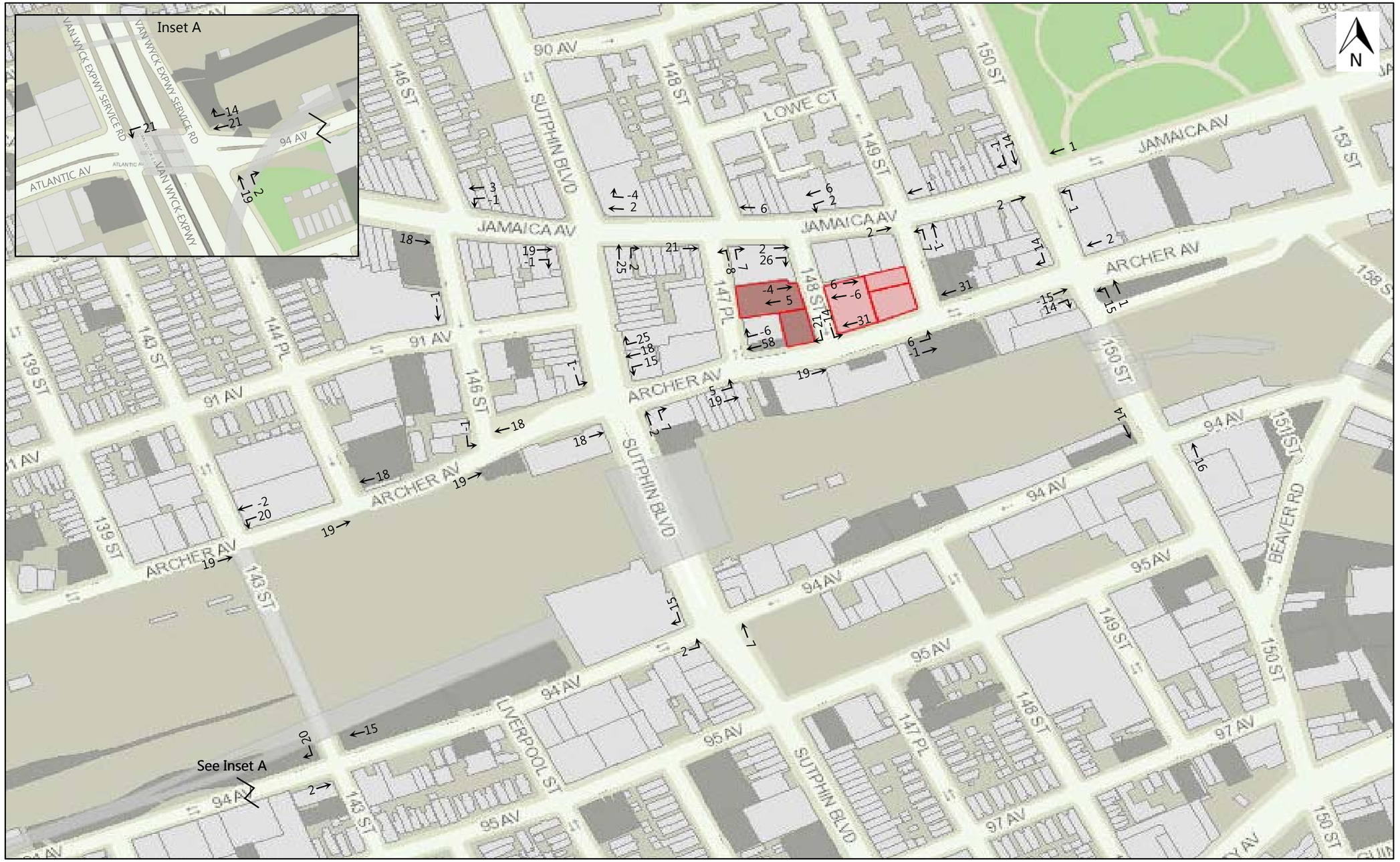
- Jamaica Avenue and Sutphin Boulevard;
- Jamaica Avenue and 147th Place;
- Jamaica Avenue and 148th Street;
- Archer Avenue and 143rd Street;
- Archer Avenue and Sutphin Boulevard;
- Archer Avenue and 147th Place;
- Archer Avenue and 148th Street;
- Archer Avenue and 149th Street;
- Archer Avenue and 150th Street;
- 94th Avenue/Atlantic Avenue and Van Wyck Expressway East Service Road; and
- 94th Avenue and 143rd Street.

Each of these intersections will be analyzed for the weekday AM, Midday, PM, and Saturday Midday peak hours. In addition, the signalized intersection of Jamaica Avenue and 149th Street, which is directly adjacent to the project site, has also been selected for analysis in the EIS.

Based on the parking demand estimates, a parking analysis will be warranted to inventory existing off-street parking levels within a quarter-mile radius of the project site to assess the Proposed Action's potential for a parking shortfall or any significant adverse parking impacts.

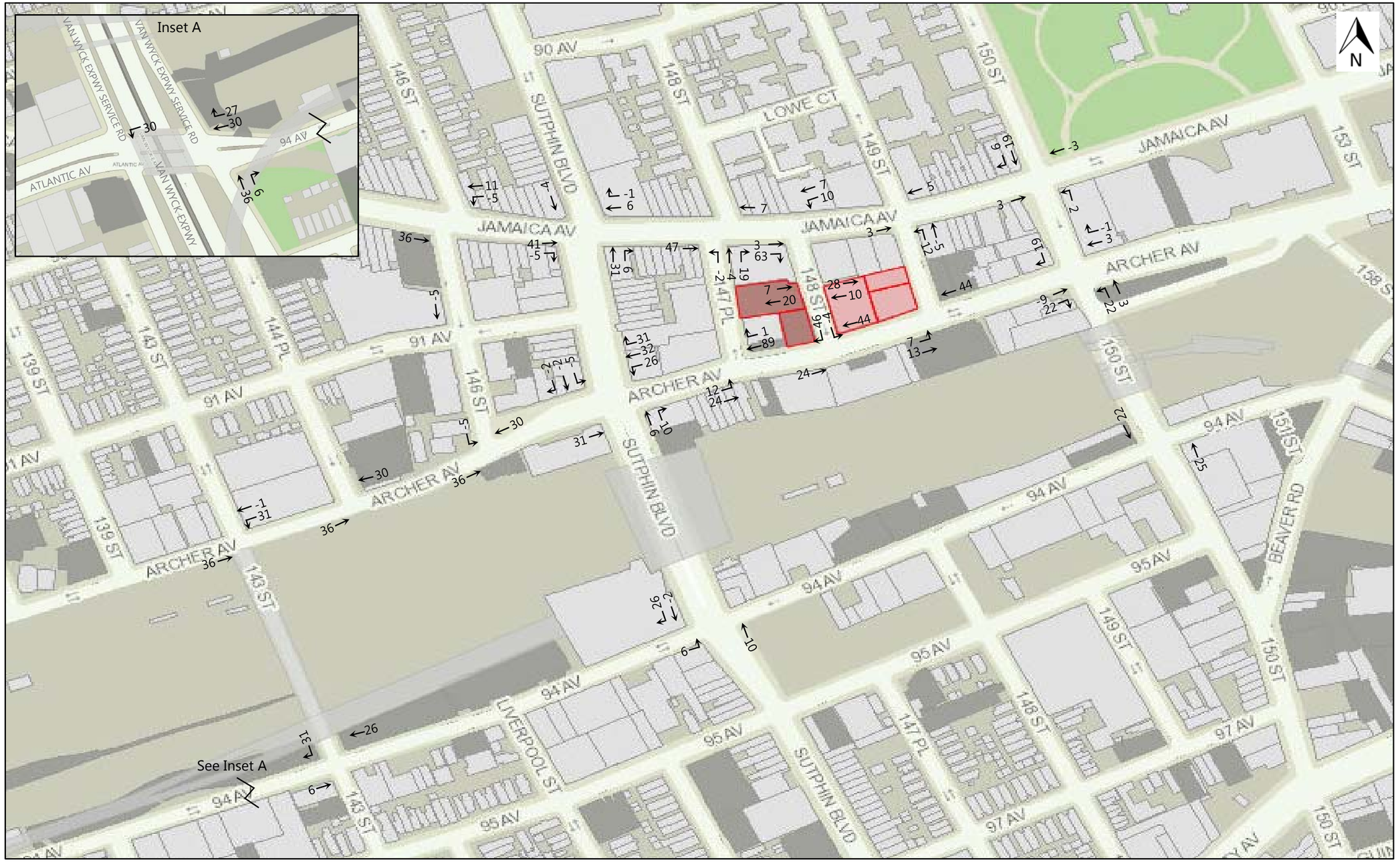
Pedestrians

As discussed above, Area 3 would generate more than 200 pedestrian trips in the weekday PM peak hour. The net incremental pedestrian trips associated with this site would consist of new trips that would be added by the hotel in the With-Action condition and trips that would be subtracted from the residential and local retail uses that are assumed in the No-Action condition. There would be a net increment of 264 project-generated person trips in the weekday PM peak hour; this represents net increases of 51 auto trips, 274 taxi trips, 194 subway trips, and 16 trips by other modes and net decreases of 32 bus trips and 239 walk-only trips.



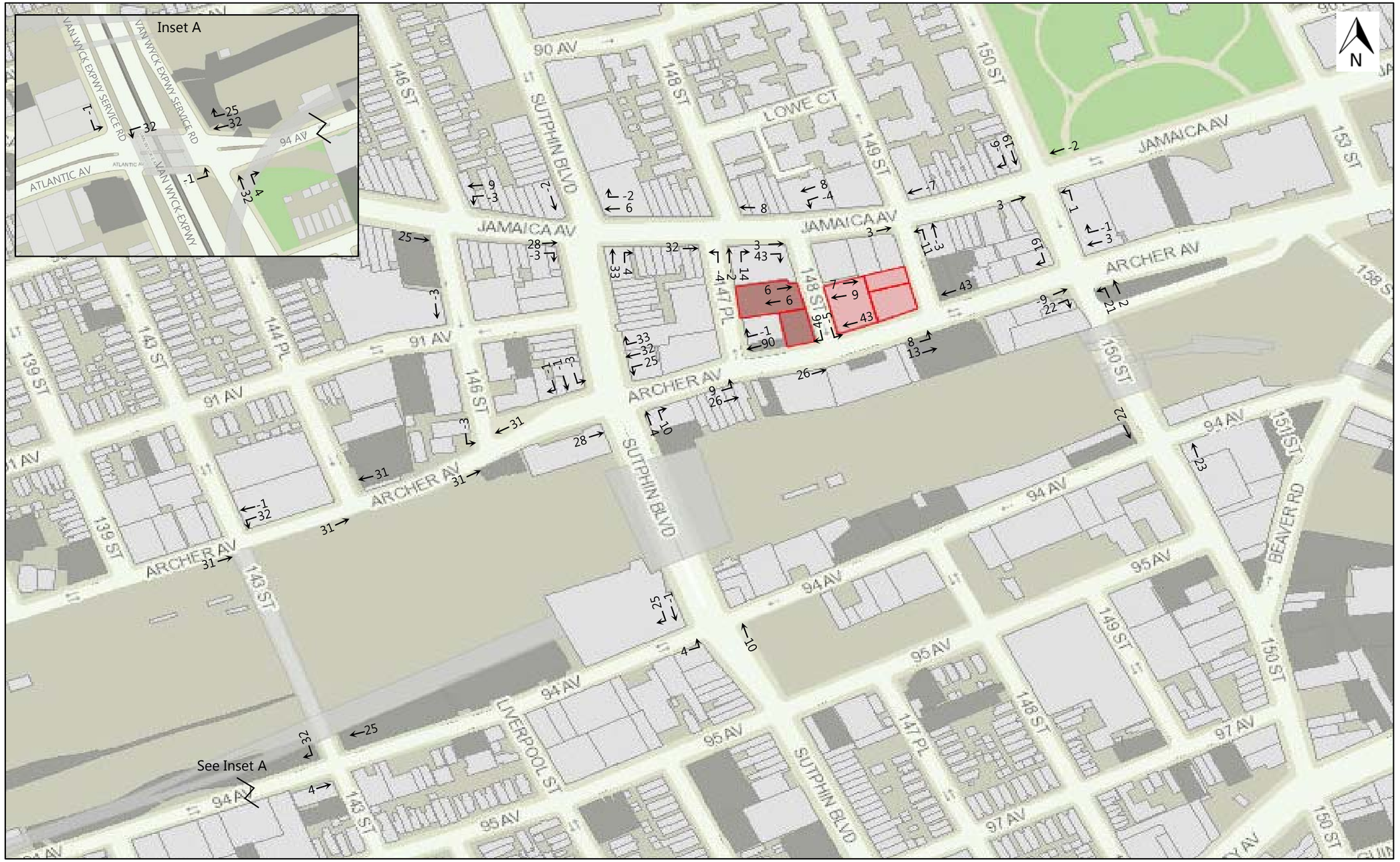
Proposed Project Site

Area 3: Jamaica
With-Action Incremental Vehicle Trips
Weekday AM Peak Hour
Figure 3



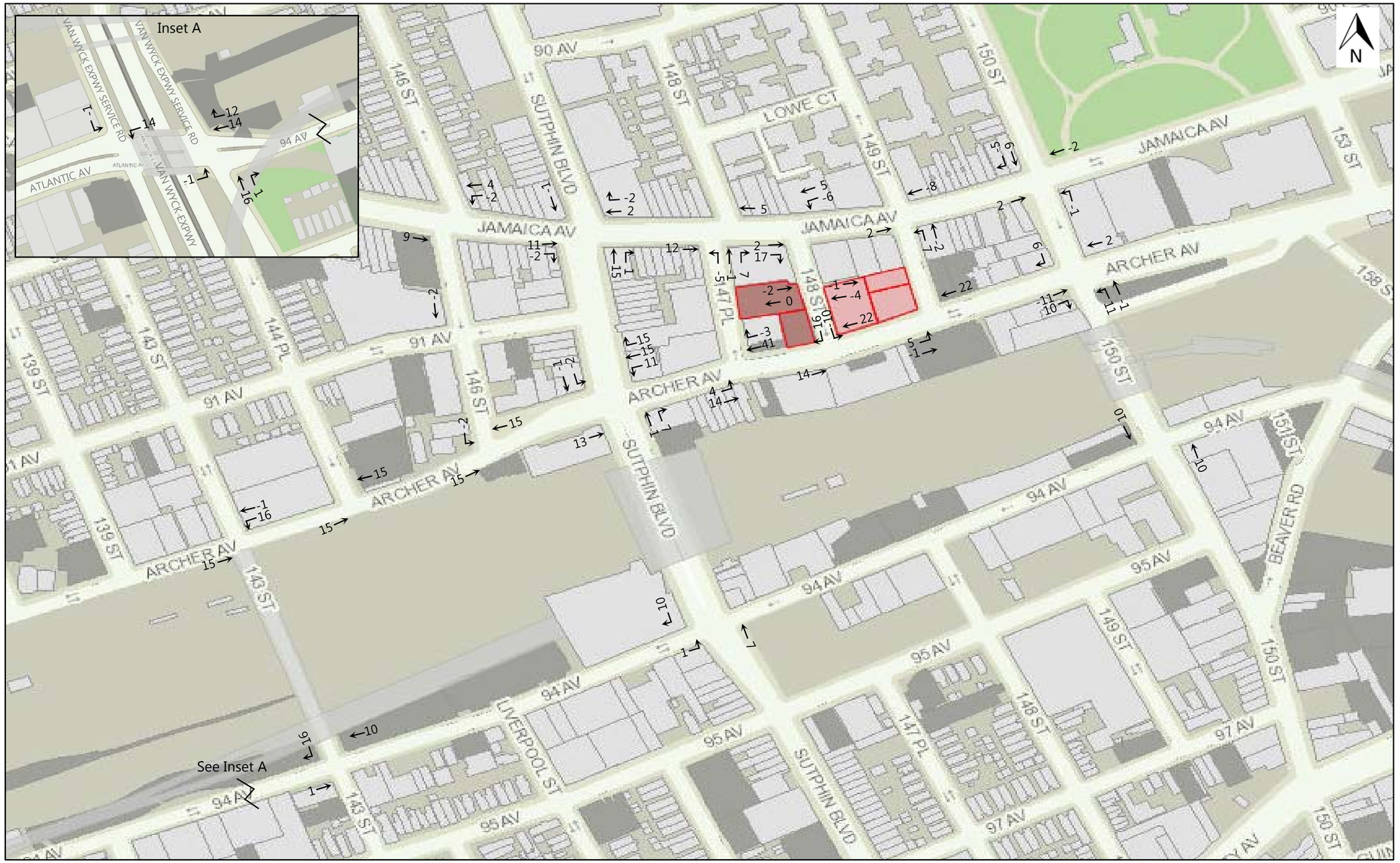
Proposed Project Site

Area 3: Jamaica
With-Action Incremental Vehicle Trips
Weekday Midday Peak Hour
Figure 4



Proposed Project Site

Area 3: Jamaica
With-Action Incremental Vehicle Trips
Weekday PM Peak Hour
Figure 5



Proposed Project Site

Area 3: Jamaica
With-Action Incremental Vehicle Trips
Saturday Midday Peak Hour
Figure 6

As discussed above, the prototypical site in Area 3 consists of development on two separate blocks—a 431-room hotel on the block east of 148th Street and a 322-room hotel on the block west of 148th Street. As both sites would provide on-site parking, auto and taxi trips (and the associated pedestrian component of these trips walking to/from the sites) would be distributed among the sidewalks on the two blocks. Bus riders were assigned to bus stops nearest to the project site (along Archer Avenue, Jamaica Avenue, and Sutphin Boulevard), subway riders were assigned to the Sutphin Boulevard/Archer Avenue/JFK Airport Station (E and J lines), and railroad riders were assigned to the LIRR Jamaica Station. Walk-only trips were assigned to the surrounding area based on land use characteristics of the adjacent neighborhoods. Figure 7 shows the preliminary assignment of project-generated pedestrian trips to sidewalks, corner areas, and crosswalks near the project site during the weekday PM peak hour. As shown in the figure, no single pedestrian element would be expected to process 200 or more project-generated walk trips. Accordingly, the Proposed Action would not result in any significant adverse pedestrian impacts and no further analysis is warranted.

Area 5 (Downtown Brooklyn)

As discussed above, the prototypical site in Area 5 would generate more than 50 net incremental vehicle trips in the weekday Midday peak hour. This site is located on the block bounded on the north by Fulton Street, on the south by Livingston Street, on the east by Nevins Street, and on the west by Hanover Place and would have frontages on Fulton Street and Hanover Place. Key corridors providing access to the area of Downtown Brooklyn include Flatbush Avenue (which also provides access to and from the Manhattan Bridge, Brooklyn Bridge, and points north on the Brooklyn-Queens Expressway), Atlantic Avenue (which also provides access to and from points south on the Brooklyn-Queens Expressway), and Livingston Street (which also provides access to and from the Brooklyn Bridge)

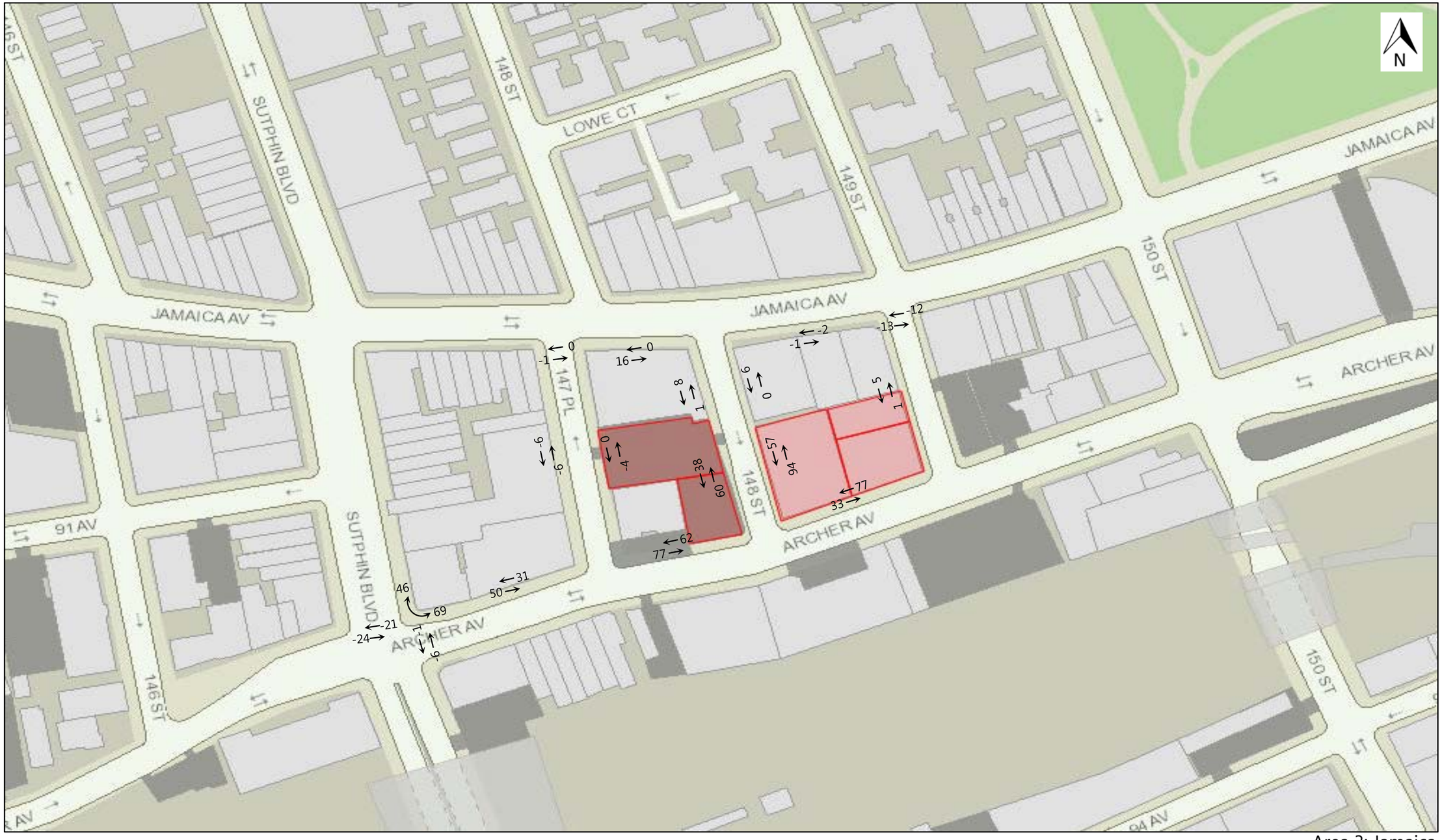
As the project site would not include any parking on-site, project-generated auto trips were assigned to two existing off-street public parking facilities: the 140-space Manhattan Parking Group garage and the 126-space SP Plus Corporation garage, both of which are located on Hudson Avenue between Fulton Street and Dekalb Avenue and are open 24 hours a day. The hotel would generate its peak parking demand in the overnight period, when it would have a demand of approximately 14 parking spaces. As discussed above, taxi trips were assigned to pass by one of the site's frontages.

Figure 8 shows the preliminary assignment of project-generated vehicle trips to the intersections near the project site during the weekday Midday peak hour. As shown in the figure, the highest concentration of vehicle trips would occur at the intersection of Flatbush Avenue and Fulton Street, with a total of 47 vehicles. No intersection is expected exceed the 50-vehicle trip threshold; however, in consultation with DCP and DOT, the intersection of Flatbush Avenue/Flatbush Avenue Extension and Fulton Street has been selected for detailed traffic analysis in the EIS. This intersection will be analyzed for the weekday AM, Midday, and PM peak hours.

Based on the parking demand estimates, a parking analysis will be warranted to inventory existing off-street parking levels within a quarter-mile radius of the project site to assess the Proposed Action's potential for a parking shortfall or any significant adverse parking impacts.

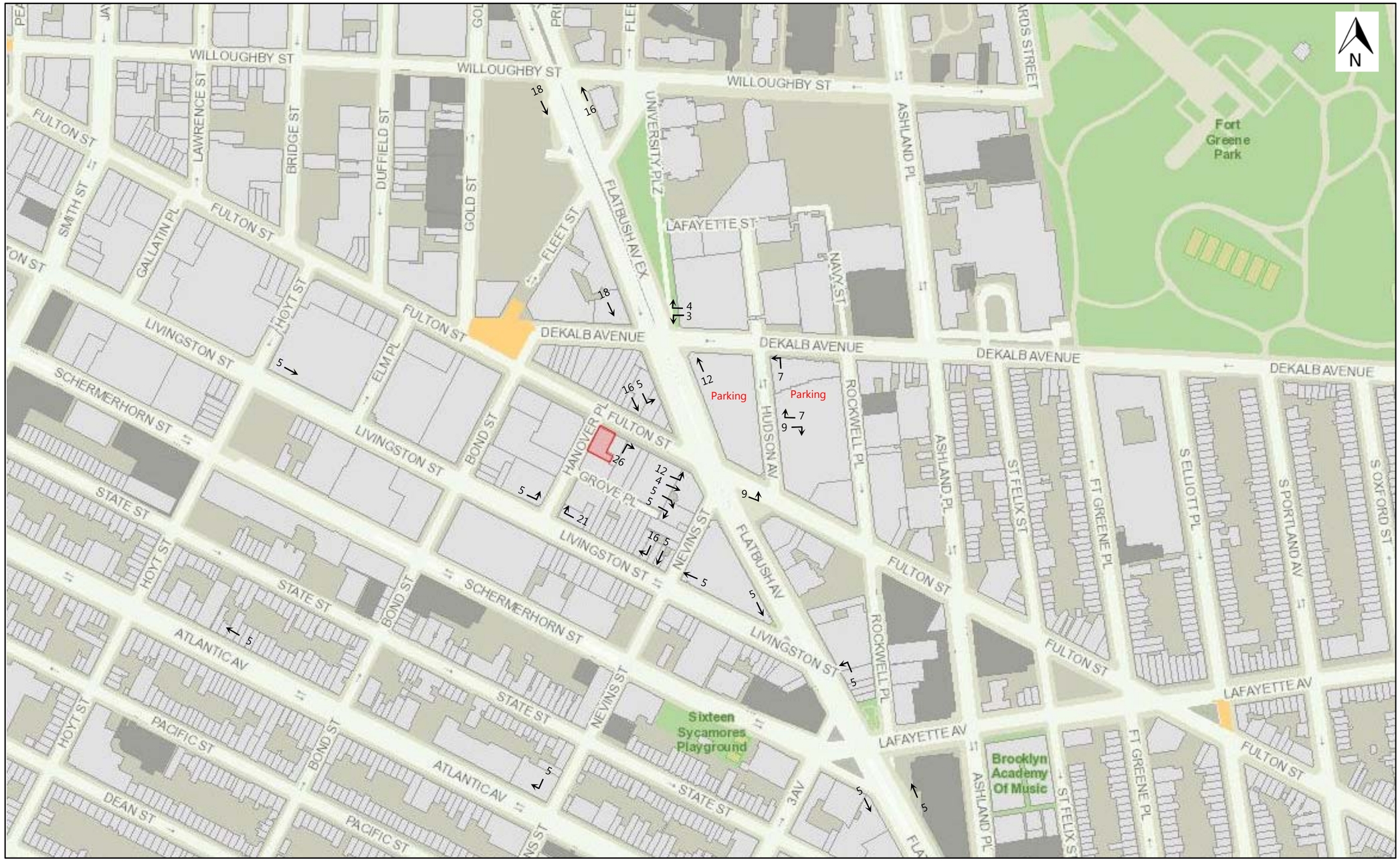
Area 7 (Williamsburg)

As discussed above, the prototypical site in Area 7 would generate more than 50 net incremental vehicle trips in the weekday Midday and PM peak hours. This site is located on the block bounded on the north by North 6th Street, on



Proposed Project Site

Area 3: Jamaica
With-Action Incremental Pedestrian Trips
Weekday PM Peak Hour
Figure 7



Proposed Project Site

Area 5: Downtown Brooklyn
With-Action Incremental Vehicle Trips
Weekday Midday Peak Hour
Figure 8

the south by North 5th Street, on the east by Berry Street, and on the west by Wythe Avenue and would have frontages on North 5th Street and Wythe Avenue. Key corridors providing access to the area of Williamsburg include the Brooklyn-Queens Expressway and the Williamsburg Bridge; Berry Street, Wythe Avenue, and Kent Avenue would also provide access for some trips using the Williamsburg Bridge or Queens Midtown Tunnel.

As the project site would include 21 parking spaces in the With-Action condition, all project-generated auto trips were assigned to park on-site. The hotel would generate its peak parking demand in the overnight period, when it would have a demand of approximately 15 parking spaces. As discussed above, taxi trips were assigned to pass by one of the site's frontages.

Figures 9 and 10 show the preliminary assignment of project-generated vehicle trips to the intersections near the project site during the weekday Midday and PM peak hours, respectively. As shown in the figure, no intersection is expected to incur 50 or more net incremental vehicle trips, exceeding the *CEQR Technical Manual* threshold. The highest concentration would occur at the intersection of Wythe Avenue and North 5th Street, adjacent to the site, with a total of 35 vehicles in the weekday Midday peak hour. Accordingly, the Proposed Action is not expected to result in any significant adverse impacts to traffic and parking in this area based on *CEQR Technical Manual* criteria and no further analysis is warranted.

Conceptual Analysis

As the Proposed Action would create a new special permit to allow new hotels within M1 districts, an assessment of the potential environmental impacts that could result from a hotel development in a M1 district pursuant to the special permit is needed. However, because it is not possible to predict whether a special permit would be pursued on any one site in the future, the RWCDS for the Proposed Action does not include consideration of specific development that would utilize the new special permit. Instead, a conceptual analysis of a Special Permit Scenario will be provided to understand how the new special permit could be utilized and to generically assess the potential environmental impacts that could result from a hotel development in a M1 district pursuant to the special permit.

One parcel has been identified as a site that could be potentially be redeveloped in the foreseeable future using the special permit for new hotel development in M1 districts. This site is located in Manhattan near Union Square and is currently occupied by a 74-space public parking lot, which would be expected to remain in the No-Action condition. For the conceptual analysis, it is assumed that this site would be developed as a 139-room hotel in the With-Action condition. Using the transportation planning factors described above for estimating trips for the prototypical site in Area 1 (Manhattan below 59th Street), an estimate of the incremental net change of peak hour person and vehicle trips was prepared for the Special Permit Scenario based on the net increase of 139 hotel rooms between the No-Action and With-Action conditions. Inbound and outbound taxi trips were balanced assuming a 50 percent taxi overlap as this site is in the Manhattan CBD. The resulting estimates of vehicle, transit, and pedestrian trips are presented in Attachment D. Table 3 provides a summary of the incremental vehicle, subway/rail, bus, and pedestrian trips that would be generated by the Special Permit Scenario during the weekday AM, Midday, PM, and Saturday Midday peak hours based on the information presented in Attachment D.

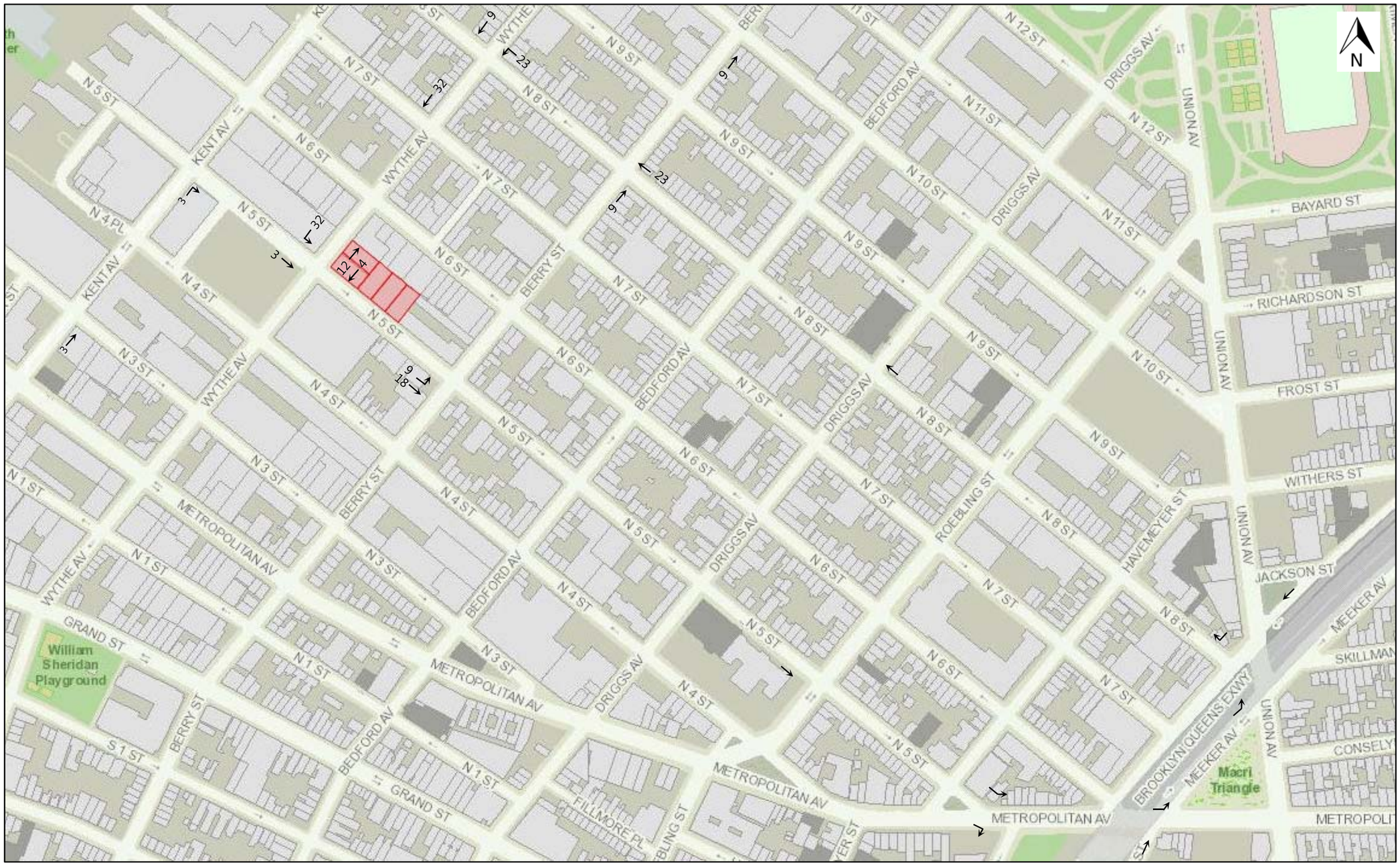
Table 3 - Summary of Incremental Trips Generated by the Special Permit Scenario

Trip Type	Peak Hour		Total Trips
Vehicle Trips	Weekday	AM	33
		Midday	48
		PM	44
	Saturday	Midday	25
Subway/ Rail Trips	Weekday	AM	20
		Midday	37
		PM	34
	Saturday	Midday	22
Bus Trips	Weekday	AM	2
		Midday	4
		PM	3
	Saturday	Midday	4
Pedestrian Trips	Weekday	AM	102
		Midday	185
		PM	170
	Saturday	Midday	117

Note: Pedestrian trips include walk-only trips as well as the walk component of trips made by other modes.

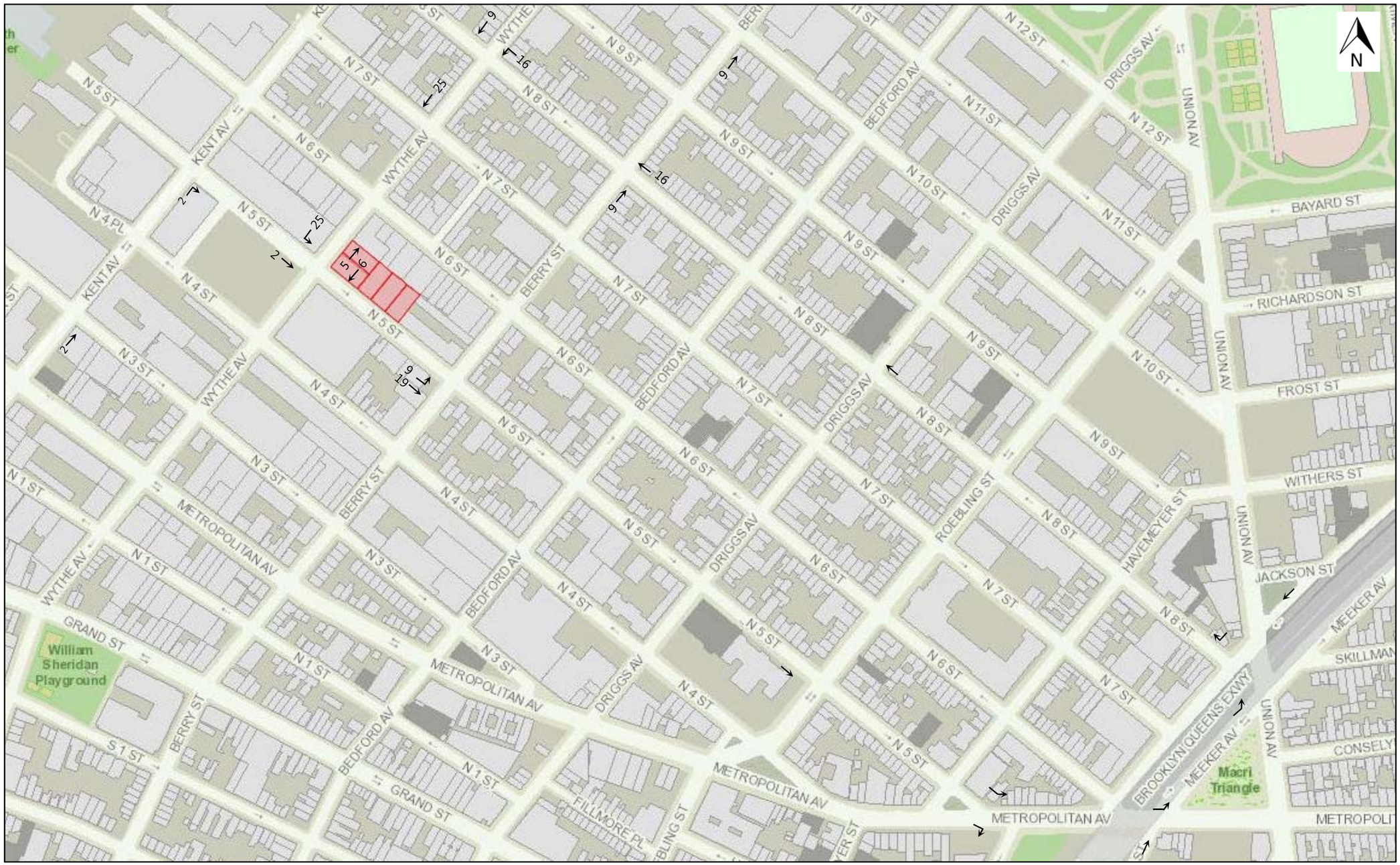
As presented in Table 3, the Special Permit Scenario would generate an incremental increase of 33, 48, 44, and 25 vehicle trips during the weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. With regards to transit trips, there would be a net increase of 20, 37, 34, and 22 subway/rail trips during the weekday AM, Midday, PM, and Saturday Midday peak hours, respectively, and a net increase of 2, 4, 3, and 4 bus trips during the weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. The Special Permit Scenario would generate an incremental increase of 102, 185, 170, and 117 pedestrian trips during the weekday AM, Midday, PM, and Saturday Midday peak hours, respectively.

According to *CEQR Technical Manual* criteria, if a proposed development is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. As shown above, the proposed development would generate less than 50 vehicle trips, 200 transit trips, and 200 pedestrian trips during all peak hours. As incremental trips generated by the Special Permit Scenario would be less than the *CEQR Technical Manual* thresholds in all peak hours, detailed traffic, parking, transit, and pedestrian analyses are not warranted, as impacts are not likely.



Proposed Project Site

Area 7: Williamsburg
With-Action Incremental Vehicle Trips
Weekday Midday Peak Hour
Figure 9



Proposed Project Site

Area 7: Williamsburg
With-Action Incremental Vehicle Trips
Weekday PM Peak Hour
Figure 10

Attachment A

RWCDS Summaries for Prototypical Sites in Areas 1-7

Table A.1 – RWDCS Summary for Area 1: Manhattan below 59th Street

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential (dwelling units)	3	0	-3
Local Retail (gsf)	763	0	-763
Hotel (rooms)	0	91	91
Community Facility (gsf)	2,300	0	-2,300

Table A.2 – RWDCS Summary for Area 2: Long Island City

Land Use	No-Action Condition	With-Action Condition	Net Increment
Office (gsf)	60,975	0	-60,975
Hotel (rooms)	0	203	203

Table A.3 – RWDCS Summary for Area 3: Jamaica

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential (dwelling units)	349	0	-349
Local Retail (gsf)	22,648	0	-22,648
Hotel (rooms)	0	753	753

Table A.4 – RWDCS Summary for Area 4: South Slope

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential (dwelling units)	14	0	-14
Local Retail (gsf)	1,350	0	-1,350
Hotel (rooms)	0	23	23

Table A.5 – RWDCS Summary for Area 5: Downtown Brooklyn

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential (dwelling units)	66	0	-66
Hotel (rooms)	0	155	155

Table A.6 – RWDCS Summary for Area 6: Brownsville

Land Use	No-Action Condition	With-Action Condition	Net Increment
Local Retail (gsf)	9,450	0	-9,450
Hotel (rooms)	0	85	85

Table A.7 – RWDCS Summary for Area 7: Williamsburg

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential (dwelling units)	78	0	-78
Hotel (rooms)	0	167	167

Attachment B

Transportation Planning Factors for Areas 1-7

Table B.1 - Transportation Planning Factors for Area 1: Manhattan below 59th Street

Land Use:	Local Retail		Hotel		Residential	
Trip Generation:	(1)		(1)		(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	205	240	9.4	9.4	8.075	9.6
Net Daily Person Trips*	154	180	9.4	9.4	8.075	9.6
	per 1,000 gsf		per room		per dwelling unit	
Temporal Distribution:	(1)		(1)		(1)	
AM	3%		8%		10%	
MD	19%		14%		5%	
PM	10%		13%		11%	
SAT	10%		9%		8%	
In/Out Splits:	(2)		(2)		(2)	
	In	**Out**	**In**	**Out**	**In**	**Out**
AM	50%	50%	39%	61%	15%	85%
MD	50%	50%	54%	46%	50%	50%
PM	50%	50%	65%	35%	70%	30%
SAT	50%	50%	56%	44%	50%	50%
Modal Splits:	(3)		(3)	(3)	(4)	
	All		**Weekday**	**Saturday**	**All**	
Auto	2.5%		6%	10%	5.1%	
Taxi	0.5%		32%	28%	3.7%	
Bus	4.0%		2%	3%	5.8%	
Subway	16.5%		18%	17%	29.9%	
Railroad	0.0%		2%	2%	3.7%	
Walk	76.5%		38%	38%	50.2%	
Other	0.0%		2%	2%	1.6%	
	100.0%		100%	100%	100.0%	
Vehicle Occupancy:	(2)		(3)	(3)	(2,4)	
	All		**Weekday**	**Saturday**	**All**	
Auto	1.65		1.8	2.1	1.24	
Taxi	1.40		2.0	2.3	1.40	
Truck Trip Generation:	(1)	(1)	(2)	(2)	(1)	(1)
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
	0.35	0.04	0.06	0.01	0.06	0.02
	per 1,000 gsf		per room		per dwelling unit	
	(1)		(2)		(1)	
AM	8%		12%		12%	
MD	11%		9%		9%	
PM	2%		1%		2%	
SAT	11%		9%		9%	
	In	**Out**	**In**	**Out**	**In**	**Out**
	50%	50%	50%	50%	50%	50%

Note:

* Includes 25% credit for linked trips to local retail

Sources:

1 CEQR Technical Manual (2014)

2 Greater East Midtown Rezoning FEIS (2017)

3 NYCDOT

4 U.S. Census Bureau, American Community Survey 2012-2016 5-Year Estimates Journey-to-Work Data for Manhattan Tracts 72, 74, 78, 80, 82, 88, and 92

Table B.2 - Transportation Planning Factors for Area 2: Long Island City

Land Use:	**Office**		**Hotel**	
Trip Generation:	(1)		(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	18.0	3.9	9.4	9.4
	per 1,000 gsf		per room	
Temporal Distribution:	(1)		(1)	
AM	12%		8%	
MD	15%		14%	
PM	14%		13%	
SAT	17%		9%	
In/Out Splits:	(2)		(2,3)	
	In	**Out**	**In**	**Out**
AM	96%	4%	41%	59%
MD	39%	61%	68%	32%
PM	5%	95%	59%	41%
SAT	60%	40%	56%	44%
Modal Splits:	(4)	(2)	(5)	(5)
	AM/PM	**MD/SAT**	**Weekday**	**Saturday**
Auto	39.5%	2.0%	18%	14%
Taxi	0.2%	1.0%	30%	28%
Bus	12.0%	7.0%	2%	2%
Subway	36.9%	7.0%	40%	38%
Railroad	7.9%	0.0%	1%	1%
Walk	2.9%	83.0%	7%	15%
Other	0.6%	0.0%	2%	2%
	100.0%	100.0%	100%	100%
Vehicle Occupancy:	(3,4)		(5)	(5)
	All		**Weekday**	**Saturday**
Auto	1.09		2.0	2.2
Taxi	1.42		2.2	2.7
Truck Trip Generation:	(1)	(1)	(6)	(6)
	Weekday	**Saturday**	**Weekday**	**Saturday**
	0.32	0.01	0.06	0.01
	per 1,000 gsf		per room	
	(1)		(4)	
AM	10%		12%	
MD	11%		9%	
PM	2%		2%	
SAT	11%		9%	
	In	**Out**	**In**	**Out**
	50%	50%	50%	50%

Sources:

1 CEQR Technical Manual (2014)

2 Dutch Kills Rezoning and Related Actions FEIS (2008)

3 Downtown Jamaica Redevelopment Plan FEIS (2007)

4 U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning Reverse Journey-to-Work Data for Queens Tract 19

5 NYCDOT

6 East New York Rezoning Proposal FEIS (2016)

Table B.3 - Transportation Planning Factors for Area 3: Jamaica

Land Use:	Local Retail		Hotel		Residential	
Trip Generation:	(1)		(1)		(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	205	240	9.4	9.4	8.075	9.6
Net Daily Person Trips*	154	180	9.4	9.4	8.075	9.6
	per 1,000 gsf		per room		per dwelling unit	
Temporal Distribution:	(1)		(1)		(1)	
AM	3%		8%		10%	
MD	19%		14%		5%	
PM	10%		13%		11%	
SAT	10%		9%		8%	
In/Out Splits:	(2)		(2)		(2)	
	In	**Out**	**In**	**Out**	**In**	**Out**
AM	50%	50%	41%	59%	20%	80%
MD	50%	50%	68%	32%	51%	49%
PM	50%	50%	59%	41%	65%	35%
SAT	50%	50%	56%	44%	50%	50%
Modal Splits:	(3)	(3)	(3)	(3)	(4)	
	Weekday	**Saturday**	**Weekday**	**Saturday**	**All**	
Auto	11%	8%	18%	14%	25.0%	
Taxi	0%	0%	30%	28%	0.5%	
Bus	3%	4%	2%	2%	13.3%	
Subway	4%	7%	40%	38%	51.7%	
Railroad	0%	0%	1%	1%	3.0%	
Walk	82%	81%	7%	15%	5.4%	
Other	0%	0%	2%	2%	1.1%	
	100%	100%	100%	100%	100.0%	
Vehicle Occupancy:	(3)	(3)	(3)	(3)	(2,4)	
	Weekday	**Saturday**	**Weekday**	**Saturday**	**All**	
Auto	1.5	1.6	2.0	2.2	1.12	
Taxi	1.4	1.4	2.2	2.7	1.40	
Truck Trip Generation:	(1)	(1)	(5)	(5)	(1)	(1)
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
	0.35	0.04	0.06	0.01	0.06	0.02
	per 1,000 gsf		per room		per dwelling unit	
	(1)		(3)		(1)	
AM	8%		12%		12%	
MD	11%		9%		9%	
PM	2%		2%		2%	
SAT	11%		9%		9%	
	In	**Out**	**In**	**Out**	**In**	**Out**
	50%	50%	50%	50%	50%	50%

Note:

* Includes 25% credit for linked trips to local retail

Sources:

1 CEQR Technical Manual (2014)

2 Downtown Jamaica Redevelopment Plan FEIS (2007)

3 NYCDOT

4 U.S. Census Bureau, American Community Survey 2012-2016 5-Year Estimates Journey-to-Work Data for Queens Tracts 142.02, 208, 212, 214, 216, and 240

5 East New York Rezoning Proposal FEIS (2016)

Table B.4 - Transportation Planning Factors for Area 4: South Slope

Land Use:	Local Retail		Hotel		Residential	
Trip Generation:	(1)		(1)		(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	205	240	9.4	9.4	8.075	9.6
Net Daily Person Trips*	154	180	9.4	9.4	8.075	9.6
	per 1,000 gsf		per room		per dwelling unit	
Temporal Distribution:	(1)		(1)		(1)	
AM	3%		8%		10%	
MD	19%		14%		5%	
PM	10%		13%		11%	
SAT	10%		9%		8%	
In/Out Splits:	(2)		(2)		(2)	
	In	**Out**	**In**	**Out**	**In**	**Out**
AM	50%	50%	41%	59%	15%	85%
MD	50%	50%	68%	32%	50%	50%
PM	50%	50%	59%	41%	70%	30%
SAT	55%	45%	56%	44%	50%	50%
Modal Splits:	(3)		(3)	(3)	(4)	
	All		**Weekday**	**Saturday**	**All**	
Auto	11%		19%	25%	15.0%	
Taxi	0%		22%	24%	0.2%	
Bus	2%		1%	1%	3.1%	
Subway	3%		26%	25%	68.1%	
Railroad	0%		1%	1%	0.5%	
Walk	84%		30%	19%	9.1%	
Other	0%		1%	5%	4.0%	
	100%		100.0%	100.0%	100.0%	
	(3)	(3)	(3)	(3)	(2,4)	
Vehicle Occupancy:	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**All**	
Auto	1.5	1.6	2.1	2.4	1.16	
Taxi	1.4	1.4	2.1	2.0	1.30	
Truck Trip Generation:	(1)	(1)	(2)	(2)	(1)	(1)
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
	0.35	0.04	0.06	0.01	0.06	0.02
	per 1,000 gsf		per room		per dwelling unit	
	(1)		(2)		(1)	
AM	8%		12%		12%	
MD	11%		9%		9%	
PM	2%		2%		2%	
SAT	11%		9%		9%	
	In	**Out**	**In**	**Out**	**In**	**Out**
	50%	50%	50%	50%	50%	50%

Note:

* Includes 25% credit for linked trips to local retail

Sources:

1 CEQR Technical Manual (2014)

2 East New York Rezoning Proposal FEIS (2016)

3 NYCDOT

4 U.S. Census Bureau, American Community Survey 2010-2014 5-Year Estimates Journey-to-Work Data for Brooklyn Tracts 18, 117, 141, 143, 145, 147, and 149

Table B.5 - Transportation Planning Factors for Area 5: Downtown Brooklyn

Land Use:	**Hotel**		**Residential**	
Trip Generation:	(1)		(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	9.4	9.4	8.075	9.6
	per room		per dwelling unit	
Temporal Distribution:	(1)		(1)	
AM	8%		10%	
MD	14%		5%	
PM	13%		11%	
SAT	9%		8%	
In/Out Splits:	(2)		(3)	
	In	**Out**	**In**	**Out**
AM	39%	61%	20%	80%
MD	54%	46%	51%	49%
PM	65%	35%	65%	35%
SAT	56%	44%	50%	50%
Modal Splits:	(4)	(4)	(5)	
	Weekday	**Saturday**	**All**	
Auto	19%	25%	6.7%	
Taxi	22%	24%	0.6%	
Bus	1%	1%	0.8%	
Subway	26%	25%	74.7%	
Railroad	1%	1%	0.8%	
Walk	30%	19%	12.5%	
Other	1%	5%	3.9%	
	100%	100%	100.0%	
Vehicle Occupancy:	(4)	(4)	(3,5)	
	Weekday	**Saturday**	**All**	
Auto	2.1	2.4	1.12	
Taxi	2.1	2.0	1.40	
Truck Trip Generation:	(2)	(2)	(1)	(1)
	Weekday	**Saturday**	**Weekday**	**Saturday**
	0.06	0.01	0.06	0.02
	per room		per dwelling unit	
	(2)		(1)	
AM	12%		12%	
MD	9%		9%	
PM	0%		2%	
SAT	9%		9%	
	In	**Out**	**In**	**Out**
	50%	50%	50%	50%

Sources:

1 CEQR Technical Manual (2014)

2 Bond Street Hotel EAS (2015)

3 Atlantic Yards Arena and Redevelopment Project FEIS (2006)

4 NYCDOT

5 U.S. Census Bureau, American Community Survey 2010-2014 5-Year Estimates Journey-to-Work Data for Brooklyn Tracts 9, 11, 15, 33, 35, 37, 39, 41, and 43

Table B.6 - Transportation Planning Factors for Area 6: Brownsville

Land Use:	**Local Retail**		**Hotel**	
Trip Generation:	(1)		(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	205	240	9.4	9.4
Net Daily Person Trips*	154	180	9.4	9.4
	per 1,000 gsf		per room	
Temporal Distribution:	(1)		(1)	
AM	3%		8%	
MD	19%		14%	
PM	10%		13%	
SAT	10%		9%	
In/Out Splits:	(2)		(2)	
	In	**Out**	**In**	**Out**
AM	50%	50%	41%	59%
MD	50%	50%	68%	32%
PM	50%	50%	59%	41%
SAT	55%	45%	56%	44%
Modal Splits:	(3)		(3)	(3)
	All		**Weekday**	**Saturday**
Auto	11%		19%	25%
Taxi	0%		22%	24%
Bus	2%		1%	1%
Subway	3%		26%	25%
Railroad	0%		1%	1%
Walk	84%		30%	19%
Other	0%		1%	5%
	100%		100.0%	100.0%
Vehicle Occupancy:	(3)	(3)	(3)	(3)
	Weekday	**Saturday**	**Weekday**	**Saturday**
Auto	1.5	1.6	2.1	2.4
Taxi	1.4	1.4	2.1	2.0
Truck Trip Generation:	(1)	(1)	(2)	(2)
	Weekday	**Saturday**	**Weekday**	**Saturday**
	0.35	0.04	0.06	0.01
	per 1,000 gsf		per room	
	(1)		(2)	
AM	8%		12%	
MD	11%		9%	
PM	2%		2%	
SAT	11%		9%	
	In	**Out**	**In**	**Out**
	50%	50%	50%	50%

Note:

* Includes 25% credit for linked trips to local retail

Sources:

1 CEQR Technical Manual (2014)

2 East New York Rezoning Proposal FEIS (2016)

3 NYCDOT

Table B.7 - Transportation Planning Factors for Area 7: Williamsburg

Land Use:	Hotel		Residential	
Trip Generation:	(1)		(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	9.4	9.4	8.075	9.6
	per room		per dwelling unit	
Temporal Distribution:	(1)		(1)	
AM	8%		10%	
MD	14%		5%	
PM	13%		11%	
SAT	9%		8%	
In/Out Splits:	(2,3)		(2,3)	
	In	**Out**	**In**	**Out**
AM	41%	59%	15%	85%
MD	68%	32%	50%	50%
PM	59%	41%	70%	30%
SAT	56%	44%	50%	50%
Modal Splits:	(4)	(4)	(5)	
	Weekday	**Saturday**	**All**	
Auto	19%	25%	12.1%	
Taxi	22%	24%	0.8%	
Bus	1%	1%	2.0%	
Subway	26%	25%	67.1%	
Railroad	1%	1%	0.6%	
Walk	30%	19%	7.1%	
Other	1%	5%	10.3%	
	100%	100%	100.0%	
Vehicle Occupancy:	(4)	(4)	(2,5)	
	Weekday	**Saturday**	**All**	
Auto	2.1	2.4	1.05	
Taxi	2.1	2.0	1.30	
Truck Trip Generation:	(2)	(3)	(1)	(1)
	Weekday	**Saturday**	**Weekday**	**Saturday**
	0.06	0.01	0.06	0.02
	per room		per dwelling unit	
	(2,3)		(1)	
AM	12%		12%	
MD	9%		9%	
PM	2%		2%	
SAT	9%		9%	
	In	**Out**	**In**	**Out**
	50%	50%	50%	50%

Sources:

1 CEQR Technical Manual (2014)

2 Broadway Triangle FEIS (2009)

3 East New York Rezoning Proposal FEIS (2016)

4 NYCDOT

5 U.S. Census Bureau, American Community Survey 2010-2014 5-Year Estimates Journey-to-Work Data for Brooklyn Tracts 551, 553, 555, and 557

Attachment C

Travel Demand Forecasts for Areas 1-7

Table C.1 - Travel Demand Forecast for Area 1: Manhattan below 59th Street

Project Components:		**Local Retail**	**Hotel**	**Residential**
	Size:	-763 gsf	91 rooms	-3 dwelling units

Peak Hour Trips:

AM	-4	68	-2
MD	-22	120	-1
PM	-12	111	-3
SAT	-14	77	-2

Person Trips:		**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**
AM	Auto	0	0	2	3	0	0	2	3	5
	Taxi	0	0	9	13	0	0	9	13	22
	Bus	0	0	1	1	0	0	1	1	2
	Subway	0	0	5	8	0	-1	5	7	12
	Railroad	0	0	1	1	0	0	1	1	2
	Walk	-1	-1	10	16	0	-1	9	14	23
	Other	0	0	1	1	0	0	1	1	2
	Total	-1	-1	29	43	0	-2	28	40	68
MD	Auto	0	0	4	3	0	0	4	3	7
	Taxi	0	0	21	18	0	0	21	18	39
	Bus	0	0	1	1	0	0	1	1	2
	Subway	-2	-2	12	10	0	0	10	8	18
	Railroad	0	0	1	1	0	0	1	1	2
	Walk	-9	-9	25	21	0	0	16	12	28
	Other	0	0	1	1	0	0	1	1	2
	Total	-11	-11	65	55	0	0	54	44	98
PM	Auto	0	0	4	2	0	0	4	2	6
	Taxi	0	0	23	12	0	0	23	12	35
	Bus	0	0	1	1	0	0	1	1	2
	Subway	-1	-1	13	7	-1	0	11	6	17
	Railroad	0	0	1	1	0	0	1	1	2
	Walk	-4	-4	27	15	-1	0	22	11	33
	Other	0	0	1	1	0	0	1	1	2
	Total	-5	-5	70	39	-2	0	63	34	97
SAT	Auto	0	0	4	3	0	0	4	3	7
	Taxi	0	0	12	9	0	0	12	9	21
	Bus	0	0	1	1	0	0	1	1	2
	Subway	-1	-1	7	6	0	0	6	5	11
	Railroad	0	0	1	1	0	0	1	1	2
	Walk	-5	-5	16	13	-1	-1	10	7	17
	Other	0	0	1	1	0	0	1	1	2
	Total	-6	-6	42	34	-1	-1	35	27	62

Vehicle Trips:		**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**	**In**	**Total Balanced Out**	**Total**
AM	Auto	0	0	1	1	0	0	1	1	2	1	1	2
	Taxi	0	0	4	7	0	0	4	7	11	8	8	16
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	5	8	0	0	5	8	13	9	9	18
MD	Auto	0	0	2	2	0	0	2	2	4	2	2	4
	Taxi	0	0	10	9	0	0	10	9	19	12	12	24
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	12	11	0	0	12	11	23	14	14	28
PM	Auto	0	0	2	1	0	0	2	1	3	2	1	3
	Taxi	0	0	12	6	0	0	12	6	18	9	9	18
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	14	7	0	0	14	7	21	11	10	21
SAT	Auto	0	0	2	2	0	0	2	2	4	2	2	4
	Taxi	0	0	5	4	0	0	5	4	9	6	6	12
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	7	6	0	0	7	6	13	8	8	16

Table C.2 - Travel Demand Forecast for Area 2: Long Island City

Project Components:	**Office**	**Hotel**
Size:	-60,975 gsf	203 rooms

Peak Hour Trips:

AM	-132	153
MD	-165	267
PM	-154	248
SAT	-40	172

Person Trips:		**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**
AM	Auto	-50	-2	11	16	-39	14	-25
	Taxi	0	0	19	27	19	27	46
	Bus	-15	-1	1	2	-14	1	-13
	Subway	-47	-2	25	36	-22	34	12
	Railroad	-10	0	1	1	-9	1	-8
	Walk	-4	0	4	6	0	6	6
	Other	-1	0	1	2	0	2	2
	Total	-127	-5	62	90	-65	85	20
MD	Auto	-1	-2	33	15	32	13	45
	Taxi	-1	-1	54	26	53	25	78
	Bus	-4	-7	4	2	0	-5	-5
	Subway	-4	-7	73	34	69	27	96
	Railroad	0	0	2	1	2	1	3
	Walk	-53	-83	13	6	-40	-77	-117
	Other	0	0	4	2	4	2	6
	Total	-63	-100	183	86	120	-14	106
PM	Auto	-3	-58	26	18	23	-40	-17
	Taxi	0	0	44	31	44	31	75
	Bus	-1	-18	3	2	2	-16	-14
	Subway	-3	-54	59	41	56	-13	43
	Railroad	-1	-12	1	1	0	-11	-11
	Walk	0	-4	10	7	10	3	13
	Other	0	-1	3	2	3	1	4
	Total	-8	-147	146	102	138	-45	93
SAT	Auto	0	0	13	11	13	11	24
	Taxi	0	0	27	21	27	21	48
	Bus	-2	-1	2	2	0	1	1
	Subway	-2	-1	37	29	35	28	63
	Railroad	0	0	1	1	1	1	2
	Walk	-20	-13	14	11	-6	-2	-8
	Other	0	0	2	2	2	2	4
	Total	-24	-15	96	77	72	62	134

Vehicle Trips:		**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**	**In**	**Total Balanced Out**	**Total**
AM	Auto	-46	-2	6	8	-40	6	-34	-40	6	-34
	Taxi	0	0	9	12	9	12	21	19	19	38
	Truck	-1	-1	1	1	0	0	0	0	0	0
	Total	-47	-3	16	21	-31	18	-13	-21	25	4
MD	Auto	-1	-2	16	8	15	6	21	15	6	21
	Taxi	0	-1	25	12	25	11	36	30	30	60
	Truck	-1	-1	1	1	0	0	0	0	0	0
	Total	-2	-4	42	21	40	17	57	45	36	81
PM	Auto	-3	-53	13	9	10	-44	-34	10	-44	-34
	Taxi	0	0	20	14	20	14	34	29	29	58
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	-3	-53	33	23	30	-30	0	39	-15	24
SAT	Auto	0	0	6	5	6	5	11	6	5	11
	Taxi	0	0	10	8	10	8	18	16	16	32
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	0	0	16	13	16	13	29	22	21	43

Table C.3 - Travel Demand Forecast for Area 3: Jamaica

Project Components:	**Local Retail**	**Hotel**	**Residential**
Size:	-22,648 gsf	753 rooms	-349 dwelling units

Peak Hour Trips:

AM	-105	566	-282
MD	-663	991	-141
PM	-349	920	-310
SAT	-408	637	-268

Person Trips:		**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**
AM	Auto	-6	-6	42	60	-14	-56	22	-2	20
	Taxi	0	0	70	100	0	-1	70	99	169
	Bus	-2	-2	5	7	-7	-30	-4	-25	-29
	Subway	-2	-2	93	134	-29	-117	62	15	77
	Railroad	0	0	2	3	-2	-7	0	-4	-4
	Walk	-43	-43	16	23	-3	-12	-30	-32	-62
	Other	0	0	5	7	-1	-2	4	5	9
	Total	-53	-53	233	334	-56	-225	124	56	180
MD	Auto	-36	-36	121	57	-18	-17	67	4	71
	Taxi	0	0	202	95	0	0	202	95	297
	Bus	-10	-10	13	6	-10	-9	-7	-13	-20
	Subway	-13	-13	270	127	-37	-36	220	78	298
	Railroad	0	0	7	3	-2	-2	5	1	6
	Walk	-272	-272	47	22	-4	-4	-229	-254	-483
	Other	0	0	13	6	-1	-1	12	5	17
	Total	-331	-331	673	316	-72	-69	270	-84	186
PM	Auto	-19	-19	98	68	-50	-27	29	22	51
	Taxi	0	0	163	113	-1	-1	162	112	274
	Bus	-5	-5	11	8	-27	-14	-21	-11	-32
	Subway	-7	-7	217	151	-104	-56	106	88	194
	Railroad	0	0	5	4	-6	-3	-1	1	0
	Walk	-143	-143	38	26	-11	-6	-116	-123	-239
	Other	0	0	11	8	-2	-1	9	7	16
	Total	-174	-174	543	378	-201	-108	168	96	264
SAT	Auto	-16	-16	50	39	-34	-34	0	-11	-11
	Taxi	0	0	100	78	-1	-1	99	77	176
	Bus	-8	-8	7	6	-18	-18	-19	-20	-39
	Subway	-14	-14	136	107	-69	-69	53	24	77
	Railroad	0	0	4	3	-4	-4	0	-1	-1
	Walk	-165	-165	54	42	-7	-7	-118	-130	-248
	Other	0	0	7	6	-1	-1	6	5	11
	Total	-203	-203	358	281	-134	-134	21	-56	-35

Vehicle Trips:		**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**	**In**	**Total Balanced Out**	**Total**
AM	Auto	-4	-4	21	30	-13	-50	4	-24	-20	4	-24	-20
	Taxi	0	0	32	46	0	-1	32	45	77	69	69	138
	Truck	0	0	3	3	-1	-1	2	2	4	2	2	4
	Total	-4	-4	56	79	-14	-52	38	23	61	75	47	122
MD	Auto	-24	-24	61	29	-16	-15	21	-10	11	21	-10	11
	Taxi	0	0	92	43	0	0	92	43	135	112	112	224
	Truck	0	0	2	2	-1	-1	1	1	2	1	1	2
	Total	-24	-24	155	74	-17	-16	114	34	148	134	103	237
PM	Auto	-13	-13	49	34	-45	-24	-9	-3	-12	-9	-3	-12
	Taxi	0	0	74	51	-1	0	73	51	124	106	106	212
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	-13	-13	123	85	-46	-24	64	48	112	97	103	200
SAT	Auto	-10	-10	23	18	-30	-30	-17	-22	-39	-17	-22	-39
	Taxi	0	0	37	29	0	0	37	29	66	57	57	114
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	-10	-10	60	47	-30	-30	20	7	27	40	35	75

Table C.4 - Travel Demand Forecast for Area 4: South Slope

Project Components:	**Local Retail**	**Hotel**	**Residential**
Size:	-1,350 gsf	23 rooms	-14 dwelling units

Peak Hour Trips:

AM	-6	17	-11
MD	-40	30	-6
PM	-21	28	-12
SAT	-24	19	-11

Person Trips:		**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**
AM	Auto	0	0	1	2	0	-1	1	1	2
	Taxi	0	0	2	2	0	0	2	2	4
	Bus	0	0	0	0	0	0	0	0	0
	Subway	0	0	2	3	-1	-7	1	-4	-3
	Railroad	0	0	0	0	0	0	0	0	0
	Walk	-3	-3	2	3	0	-1	-1	-1	-2
	Other	0	0	0	0	0	0	0	0	0
	Total	-3	-3	7	10	-1	-9	3	-2	1
MD	Auto	-2	-2	4	2	0	0	2	0	2
	Taxi	0	0	5	2	0	0	5	2	7
	Bus	0	0	0	0	0	0	0	0	0
	Subway	-1	-1	5	3	-2	-2	2	0	2
	Railroad	0	0	0	0	0	0	0	0	0
	Walk	-17	-17	6	3	0	0	-11	-14	-25
	Other	0	0	0	0	0	0	0	0	0
	Total	-20	-20	20	10	-2	-2	-2	-12	-14
PM	Auto	-1	-1	3	2	-1	-1	1	0	1
	Taxi	0	0	4	3	0	0	4	3	7
	Bus	0	0	0	0	0	0	0	0	0
	Subway	0	0	4	3	-6	-3	-2	0	-2
	Railroad	0	0	0	0	0	0	0	0	0
	Walk	-9	-9	5	3	-1	0	-5	-6	-11
	Other	0	0	0	0	0	0	0	0	0
	Total	-10	-10	16	11	-8	-4	-2	-3	-5
SAT	Auto	-1	-1	3	2	-1	-1	1	0	1
	Taxi	0	0	3	2	0	0	3	2	5
	Bus	0	0	0	0	0	0	0	0	0
	Subway	0	0	3	2	-4	-4	-1	-2	-3
	Railroad	0	0	0	0	0	0	0	0	0
	Walk	-11	-9	2	2	0	0	-9	-7	-16
	Other	0	0	1	0	0	0	1	0	1
	Total	-12	-10	12	8	-5	-5	-5	-7	-12

Vehicle Trips:		**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**	**In**	**Total Balanced Out**	**Total**
AM	Auto	0	0	1	1	0	-1	1	0	1	1	0	1
	Taxi	0	0	1	1	0	0	1	1	2	2	2	4
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	2	2	0	-1	2	1	3	3	2	5
MD	Auto	-1	-1	2	1	0	0	1	0	1	1	0	1
	Taxi	0	0	2	1	0	0	2	1	3	3	3	6
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	-1	-1	4	2	0	0	3	1	4	4	3	7
PM	Auto	-1	-1	2	1	-1	0	0	0	0	0	0	0
	Taxi	0	0	2	1	0	0	2	1	3	3	3	6
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	-1	-1	4	2	-1	0	2	1	3	3	3	6
SAT	Auto	-1	-1	1	1	-1	-1	-1	-1	-2	-1	-1	-2
	Taxi	0	0	1	1	0	0	1	1	2	2	2	4
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	Total	-1	-1	2	2	-1	-1	0	0	0	1	1	2

Table C.5 - Travel Demand Forecast for Area 5: Downtown Brooklyn

Project Components:	**Hotel**	**Residential**
Size:	155 rooms	-66 dwelling units

Peak Hour Trips:

AM	117	-53
MD	204	-27
PM	189	-59
SAT	131	-51

Person Trips:		**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**
AM	Auto	9	14	-1	-3	8	11	19
	Taxi	10	16	0	0	10	16	26
	Bus	0	1	0	0	0	1	1
	Subway	12	18	-8	-32	4	-14	-10
	Railroad	0	1	0	0	0	1	1
	Walk	14	21	-1	-5	13	16	29
	Other	0	1	0	-2	0	-1	-1
	Total	45	72	-10	-42	35	30	65
MD	Auto	21	18	-1	-1	20	17	37
	Taxi	24	21	0	0	24	21	45
	Bus	1	1	0	0	1	1	2
	Subway	29	24	-10	-10	19	14	33
	Railroad	1	1	0	0	1	1	2
	Walk	33	28	-2	-2	31	26	57
	Other	1	1	-1	-1	0	0	0
	Total	110	94	-14	-14	96	80	176
PM	Auto	23	13	-3	-1	20	12	32
	Taxi	27	15	0	0	27	15	42
	Bus	1	1	0	0	1	1	2
	Subway	32	17	-28	-15	4	2	6
	Railroad	1	1	0	0	1	1	2
	Walk	37	20	-5	-3	32	17	49
	Other	1	1	-1	-1	0	0	0
	Total	122	68	-37	-20	85	48	133
SAT	Auto	18	14	-2	-2	16	12	28
	Taxi	18	14	0	0	18	14	32
	Bus	1	1	0	0	1	1	2
	Subway	18	14	-19	-19	-1	-5	-6
	Railroad	1	1	0	0	1	1	2
	Walk	14	11	-3	-3	11	8	19
	Other	4	3	-1	-1	3	2	5
	Total	74	58	-25	-25	49	33	82

Vehicle Trips:		**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**	**Total Balanced In**	**Out**	**Total**
AM	Auto	4	6	-1	-3	3	3	6	3	3	6
	Taxi	5	7	0	0	5	7	12	11	11	22
	Truck	1	1	0	0	1	1	2	1	1	2
	Total	10	14	-1	-3	9	11	20	15	15	30
MD	Auto	10	8	-1	-1	9	7	16	9	7	16
	Taxi	12	10	0	0	12	10	22	19	19	38
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	22	18	-1	-1	21	17	38	28	26	54
PM	Auto	11	6	-2	-1	9	5	14	9	5	14
	Taxi	13	7	0	0	13	7	20	17	17	34
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	24	13	-2	-1	22	12	34	26	22	48
SAT	Auto	8	6	-2	-2	6	4	10	6	4	10
	Taxi	9	7	0	0	9	7	16	14	14	28
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	17	13	-2	-2	15	11	26	20	18	38

Table C.6 - Travel Demand Forecast for Area 6: Brownsville

Project Components:	**Local Retail**	**Hotel**
Size:	-9,450 gsf	85 rooms

Peak Hour Trips:

AM	-44	64
MD	-277	112
PM	-146	104
SAT	-170	72

Person Trips:		**In**	**Out**	**In**	**Out**	**Net In**	**Net Out**	**Net Total**
AM	Auto	-2	-2	5	7	3	5	8
	Taxi	0	0	6	8	6	8	14
	Bus	0	0	0	0	0	0	0
	Subway	-1	-1	7	10	6	9	15
	Railroad	0	0	0	0	0	0	0
	Walk	-18	-18	8	11	-10	-7	-17
	Other	0	0	0	0	0	0	0
	Total	-21	-21	26	36	5	15	20
MD	Auto	-15	-15	14	7	-1	-8	-9
	Taxi	0	0	17	8	17	8	25
	Bus	-3	-3	1	0	-2	-3	-5
	Subway	-4	-4	20	9	16	5	21
	Railroad	0	0	1	0	1	0	1
	Walk	-116	-116	23	11	-93	-105	-198
	Other	0	0	1	0	1	0	1
	Total	-138	-138	77	35	-61	-103	-164
PM	Auto	-8	-8	12	8	4	0	4
	Taxi	0	0	13	9	13	9	22
	Bus	-1	-1	1	0	0	-1	-1
	Subway	-2	-2	16	11	14	9	23
	Railroad	0	0	1	0	1	0	1
	Walk	-61	-61	18	13	-43	-48	-91
	Other	0	0	1	0	1	0	1
	Total	-72	-72	62	41	-10	-31	-41
SAT	Auto	-10	-8	10	8	0	0	0
	Taxi	0	0	10	8	10	8	18
	Bus	-2	-2	0	0	-2	-2	-4
	Subway	-3	-2	10	8	7	6	13
	Railroad	0	0	0	0	0	0	0
	Walk	-79	-64	8	6	-71	-58	-129
	Other	0	0	2	2	2	2	4
	Total	-94	-76	40	32	-54	-44	-98

Vehicle Trips:		**In**	**Out**	**In**	**Out**	**Net In**	**Net Out**	**Net Total**	**Total Balanced In**	**Total Balanced Out**	**Total Balanced Total**
AM	Auto	-2	-2	2	3	0	1	1	0	1	1
	Taxi	0	0	3	4	3	4	7	7	7	14
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	-2	-2	5	7	3	5	8	7	8	15
MD	Auto	-10	-10	7	3	-3	-7	-10	-3	-7	-10
	Taxi	0	0	8	4	8	4	12	12	12	24
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	-10	-10	15	7	5	-3	2	9	5	14
PM	Auto	-5	-5	6	4	1	-1	0	1	-1	0
	Taxi	0	0	6	4	6	4	10	10	10	20
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	-5	-5	12	8	7	3	10	11	9	20
SAT	Auto	-6	-5	4	3	-2	-2	-4	-2	-2	-4
	Taxi	0	0	5	4	5	4	9	9	9	18
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	-6	-5	9	7	3	2	5	7	7	14

Table C.7 - Travel Demand Forecast for Area 7: Williamsburg

Project Components:		**Hotel**	**Residential**
	Size:	167 rooms	-78 dwelling units

Peak Hour Trips:

AM	126	-63
MD	220	-31
PM	204	-69
SAT	141	-60

Person Trips:		**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**
AM	Auto	10	14	-1	-6	9	8	17
	Taxi	11	16	0	0	11	16	27
	Bus	1	1	0	-1	1	0	1
	Subway	13	19	-6	-36	7	-17	-10
	Railroad	1	1	0	0	1	1	2
	Walk	15	22	-1	-4	14	18	32
	Other	1	1	-1	-6	0	-5	-5
	Total	52	74	-9	-53	43	21	64
MD	Auto	28	13	-2	-2	26	11	37
	Taxi	33	15	0	0	33	15	48
	Bus	1	1	0	0	1	1	2
	Subway	39	18	-11	-11	28	7	35
	Railroad	1	1	0	0	1	1	2
	Walk	45	21	-1	-1	44	20	64
	Other	1	1	-2	-2	-1	-1	-2
	Total	148	70	-16	-16	132	54	186
PM	Auto	23	16	-6	-3	17	13	30
	Taxi	26	18	0	0	26	18	44
	Bus	1	1	-1	0	0	1	1
	Subway	31	22	-33	-14	-2	8	6
	Railroad	1	1	0	0	1	1	2
	Walk	36	25	-3	-1	33	24	57
	Other	1	1	-5	-2	-4	-1	-5
	Total	119	84	-48	-20	71	64	135
SAT	Auto	20	16	-4	-4	16	12	28
	Taxi	19	15	0	0	19	15	34
	Bus	1	1	-1	-1	0	0	0
	Subway	20	16	-20	-20	0	-4	-4
	Railroad	1	1	0	0	1	1	2
	Walk	15	12	-2	-2	13	10	23
	Other	4	3	-3	-3	1	0	1
	Total	80	64	-30	-30	50	34	84

Vehicle Trips:		**In**	**Out**	**In**	**Out**	**In**	**Net Out**	**Total**	**Total Balanced In**	**Out**	**Total**
AM	Auto	5	7	-1	-6	4	1	5	4	1	5
	Taxi	5	8	0	0	5	8	13	13	13	26
	Truck	1	1	0	0	1	1	2	1	1	2
	Total	11	16	-1	-6	10	10	20	18	15	33
MD	Auto	14	6	-2	-2	12	4	16	12	4	16
	Taxi	16	7	0	0	16	7	23	23	23	46
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	30	13	-2	-2	28	11	39	35	27	62
PM	Auto	11	8	-6	-2	5	6	11	5	6	11
	Taxi	13	9	0	0	13	9	22	22	22	44
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	24	17	-6	-2	18	15	33	27	28	55
SAT	Auto	8	6	-3	-3	5	3	8	5	3	8
	Taxi	9	7	0	0	9	7	16	16	16	32
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	17	13	-3	-3	14	10	24	21	19	40

Attachment D

Transportation Planning Factors and Travel Demand Forecast for Conceptual Analysis

Table D.1 - Transportation Planning Factors for Conceptual Analysis

Land Use:	**Hotel**	
Trip Generation:	(1)	
	Weekday	**Saturday**
Daily Person Trips	9.4	9.4
	per room	
Temporal Distribution:	(1)	
AM	8%	
MD	14%	
PM	13%	
SAT	9%	
In/Out Splits:	(2)	
	In	**Out**
AM	39%	61%
MD	54%	46%
PM	65%	35%
SAT	56%	44%
Modal Splits:	(3)	(3)
	Weekday	**Saturday**
Auto	6%	10%
Taxi	32%	28%
Bus	2%	3%
Subway	18%	17%
Railroad	2%	2%
Walk	38%	38%
Other	2%	2%
	100%	100%
Vehicle Occupancy:	(3)	(3)
	Weekday	**Saturday**
Auto	1.8	2.1
Taxi	2.0	2.3
Truck Trip Generation:	(2)	(2)
	Weekday	**Saturday**
	0.06	0.01
	per room	
	(2)	
AM	12%	
MD	9%	
PM	1%	
SAT	9%	
	In	**Out**
	50%	50%

Sources:

1 CEQR Technical Manual (2014)

2 Greater East Midtown Rezoning FEIS (2017)

3 NYCDOT

Table D.2 - Travel Demand Forecast for Conceptual Analysis

Project Components:	**Hotel**
Size:	139 rooms

Peak Hour Trips:

AM	105
MD	183
PM	170
SAT	118

Person Trips:		**In**	**Out**	**Net In**	**Net Out**	**Total**
AM	Auto	2	4	2	4	6
	Taxi	13	20	13	20	33
	Bus	1	1	1	1	2
	Subway	7	11	7	11	18
	Railroad	1	1	1	1	2
	Walk	15	24	15	24	39
	Other	1	1	1	1	2
	Total	40	62	40	62	102
MD	Auto	6	5	6	5	11
	Taxi	32	27	32	27	59
	Bus	2	2	2	2	4
	Subway	18	15	18	15	33
	Railroad	2	2	2	2	4
	Walk	38	32	38	32	70
	Other	2	2	2	2	4
	Total	100	85	100	85	185
PM	Auto	7	4	7	4	11
	Taxi	35	19	35	19	54
	Bus	2	1	2	1	3
	Subway	20	11	20	11	31
	Railroad	2	1	2	1	3
	Walk	42	23	42	23	65
	Other	2	1	2	1	3
	Total	110	60	110	60	170
SAT	Auto	7	5	7	5	12
	Taxi	18	14	18	14	32
	Bus	2	2	2	2	4
	Subway	11	9	11	9	20
	Railroad	1	1	1	1	2
	Walk	25	20	25	20	45
	Other	1	1	1	1	2
	Total	65	52	65	52	117

Vehicle Trips:		**In**	**Out**	**Net In**	**Net Out**	**Net Total**	**Total Balanced In**	**Total Balanced Out**	**Total Balanced Total**
AM	Auto	1	2	1	2	3	1	2	3
	Taxi	7	10	7	10	17	14	14	28
	Truck	1	1	1	1	2	1	1	2
	Total	9	13	9	13	22	16	17	33
MD	Auto	3	3	3	3	6	3	3	6
	Taxi	16	13	16	13	29	21	21	42
	Truck	0	0	0	0	0	0	0	0
	Total	19	16	19	16	35	24	24	48
PM	Auto	4	2	4	2	6	4	2	6
	Taxi	18	10	18	10	28	19	19	38
	Truck	0	0	0	0	0	0	0	0
	Total	22	12	22	12	34	23	21	44
SAT	Auto	3	2	3	2	5	3	2	5
	Taxi	8	6	8	6	14	10	10	20
	Truck	0	0	0	0	0	0	0	0
	Total	11	8	11	8	19	13	12	25

Long Island City Prototypical Site: Planned Projects Within or Near the Study Area by 2028

Block	Lot	Project Type	Address	Net Incremental Floor Area (sf)	Residential (du)	Hotel (rooms)	Retail (sf)	Office (sf)	On-Site Parking Spaces	Assumptions
52	28	RESIDENTIAL	11-12 44TH DR	49,992	49	0	4,121	0	31	Included in traffic and parking analysis
54	35	RESIDENTIAL	11-30 45TH RD	22,356	24	0	0	0	0	Included in traffic and parking analysis
72	65	RESIDENTIAL	22-12 JACKSON AVE	174,769	182	0	4,940	0	88	Included in traffic and parking analysis
76	16	RESIDENTIAL	22-43 JACKSON AVE	75,227	70	0	13,001	0	0	Included in traffic and parking analysis
78	41	RESIDENTIAL	21-30 44TH DR	24,991	85	0	10,114	0	20	Included in traffic and parking analysis
78	48	HOTEL	21-16 44TH DR	39,788	29	70	0	0	0	Included in traffic and parking analysis
78	52	RESIDENTIAL	21-10 44TH DR	21,907	22	0	2,911	0	0	Included in traffic and parking analysis
82	7501	INSTITUTION	27-28 THOMSON AVE	0	-	-	-	-	-	Included in background growth
86	1	RESIDENTIAL	22-44 JACKSON AVE	1,016,851	1,115	0	39,765	0	250	Included in traffic and parking analysis
97	4	INDUSTRIAL	47-11 AUSTELL PL	-100	-	-	-	-	-	Included in background growth
98	30	BUSINESS	47-32 AUSTELL PL	0	-	-	-	-	-	Included in background growth
98	42	BUSINESS	47-10 AUSTELL PL	-383	-	-	-	-	-	Included in background growth
99	10	INDUSTRIAL	47-22 PEARSON PL	18,194	-	-	-	-	-	Included in background growth
239	7	RESIDENTIAL	29-00 NERN BLVD	10,117	82	0	20,117	0	0	Included in traffic and parking analysis
239	13	RESIDENTIAL	29-22 NERN BLVD	380,692	467	0	0	0	90	Included in traffic and parking analysis
239	49	BUSINESS	29-76 NERN BLVD	0	-	-	-	-	-	Included in background growth
263	9	RESIDENTIAL	30-02 QUEENS BLVD	1,496,832	550	0	4,920	0	0	Included in traffic and parking analysis
264	17	RESIDENTIAL	28-30 JACKSON AVE	1,503,827	650	0	4,858	0	117	Included in traffic and parking analysis
266	3	RESIDENTIAL	43-22 QUEENS ST	619,343	790	0	4,544	0	0	Included in traffic and parking analysis
268	31	RESIDENTIAL	28-27 THOMSON AVE	36,487	49	0	0	0	0	Included in traffic and parking analysis
403	1	BUSINESS	29-63 NERN BLVD	678	-	-	-	-	-	Included in background growth
403	1	BUSINESS	29-17 41ST AVE	668	-	-	-	-	-	Included in background growth
403	1	RESIDENTIAL	29-19 41ST AVE	768,834	870	0	4,547	0	39	Included in traffic and parking analysis
403	21	BUSINESS	29-27 QUEENS PLZ N	-2,942	-	-	-	-	-	Included in background growth
406	24	RESIDENTIAL	40-05 CRESCENT ST	36,433	32	0	0	0	48	Included in traffic and parking analysis
408	5	RESIDENTIAL	23-01 41ST AVE	31,535	37	0	6,233	0	19	Included in traffic and parking analysis
410	1	BUSINESS	21-01 41ST AVE	0	-	-	-	-	-	Included in background growth
413	15	RESIDENTIAL	41-21 23RD ST	24,675	29	0	1,493	0	0	Included in traffic and parking analysis
413	16	RESIDENTIAL	41-15 23RD ST	52,668	71	0	0	0	0	Included in traffic and parking analysis
414	12	RESIDENTIAL	41-41 24TH ST	20,020	24	0	0	0	0	Included in traffic and parking analysis
414	23	RESIDENTIAL	41-08 CRESCENT ST	149,580	88	99	0	0	101	Included in traffic and parking analysis
414	35	RESIDENTIAL	41-18 CRESCENT ST	0	-	-	-	-	-	Included in background growth
415	26	RESIDENTIAL	41-04 27TH ST	24,987	32	0	4,073	0	0	Included in traffic and parking analysis
415	36	RESIDENTIAL	41-32 27TH ST	33,924	46	0	0	0	0	Included in traffic and parking analysis
417	3	RESIDENTIAL	41-21 28TH ST	126,960	188	0	0	0	49	Included in traffic and parking analysis
418	14	RESIDENTIAL	29-28 41 AVE	21,823	91	0	11,298	0	0	Included in traffic and parking analysis
420	1	OFFICE	28-07 JACKSON AVE	928,069	0	0	47,043	881,026	0	Included in traffic and parking analysis
422	31	RESIDENTIAL	42-26 28TH ST	206,753	182	0	0	0	34	Included in traffic and parking analysis
423	25	RESIDENTIAL	42-10 27TH ST	90,153	110	0	8,645	0	18	Included in traffic and parking analysis
423	29	RESIDENTIAL	42-20 27TH ST	140,130	195	0	2,888	0	20	Included in traffic and parking analysis
424	19	RESIDENTIAL	24-16 QUEENS PLZ S	52,865	117	0	3,600	0	0	Included in traffic and parking analysis
424	27	RESIDENTIAL	42-22 CRESCENT ST	22,148	31	0	0	0	0	Included in traffic and parking analysis
429	21	RESIDENTIAL	24-12 42ND RD	33,731	36	0	4,328	0	0	Included in traffic and parking analysis
429	26	RESIDENTIAL	42-44 CRESCENT ST	12,495	12	0	2,060	0	0	Included in traffic and parking analysis
430	21	RESIDENTIAL	42-50 27TH ST	24,859	32	0	0	0	7	Included in traffic and parking analysis
430	29	RESIDENTIAL	25-21 43RD AVE	68,145	86	0	0	0	17	Included in traffic and parking analysis
430	37	HOTEL	42-59 CRESCENT ST	22,080	0	83	0	0	0	Included in traffic and parking analysis
432	3	RESIDENTIAL	27-49 JACKSON AVE	31,612	43	0	1,739	0	0	Included in traffic and parking analysis
432	21	RESIDENTIAL	27-19 43RD AVE	73,192	91	0	6,124	0	0	Included in traffic and parking analysis
432	32	RESIDENTIAL	42-83 HUNTER ST	12,336	15	0	0	0	0	Included in traffic and parking analysis
434	16	RESIDENTIAL	43-12 HUNTER ST	90,485	123	0	4,038	0	0	Included in traffic and parking analysis
436	1	BUSINESS	23-03 44TH RD	934,864	923	0	17,453	0	209	Included in traffic and parking analysis
436	21	EDUCATIONAL	23-10 43RD AVE	0	-	-	-	-	-	Included in background growth
437	8	RESIDENTIAL	23-15 44TH DR	780,992	802	0	15,052	0	206	Included in traffic and parking analysis
442	18	INDUSTRIAL	43-10 21ST ST	0	-	-	-	-	-	Included in background growth
443	14	INDUSTRIAL	12-12 43RD AVE	-77,596	-	-	-	-	-	Included in background growth
446	23	BUSINESS	11-11 44TH RD	-14,233	-	-	-	-	-	Included in background growth

Jamaica Prototypical Site: Planned Projects Within or Near the Study Area by 2028

Block	Lot	Project Type	Address	Residential (du)	Hotel (rooms)	Commercial (sf)	Community Facility (sf)	On-Site Parking Spaces	Assumptions
9620	45	MIXED USE	140-35 QUEENS BLVD	32	0	43,600	0	73	Included in traffic and parking analysis
9620	60	HOTEL	140-17 QUEENS BLVD	0	49	11,940	0	0	Included in traffic and parking analysis
9681	50	MIXED USE	89-07 148TH ST	97	0	0	0	50	Included in traffic and parking analysis
9681	64	RESIDENTIAL	148-36 89TH AVE	27	0	0	0	0	Included in traffic and parking analysis
9681	73	RESIDENTIAL	89-14 150TH ST	22	0	0	0	4	Included in traffic and parking analysis
9681	85	RESIDENTIAL	148-29 90TH AVE	90	0	0	0	45	Included in traffic and parking analysis
9681	91	RESIDENTIAL	148-15 90TH AVE	65	0	0	0	0	Included in traffic and parking analysis
9685	52	HOTEL	139-04 HILLSIDE AVE	10	46	12,963	0	0	Included in traffic and parking analysis
9692	85	MIXED USE	147-07 88TH AVE	10	0	484	0	0	Included in traffic and parking analysis
9694	26	MIXED USE	148-46 HILLSIDE AVE	0	0	3,376	13,406	0	Included in traffic and parking analysis
9694	49	RESIDENTIAL	148-37 88TH AVE	109	0	0	0	60	Included in traffic and parking analysis
9695	14	MIXED USE	152-01 88TH AVE	482	0	0	0	237	Included in traffic and parking analysis
9697	15	MIXED USE	150-16 HILLSIDE AVE	10	0	2,357	0	0	Included in traffic and parking analysis
9697	21	MIXED USE	150-28 HILLSIDE AVE	15	0	2,090	0	0	Included in traffic and parking analysis
9755	61	MIXED USE	153-11 90TH AVE	10	0	0	1,427	0	Included in traffic and parking analysis
9762	49	MIXED USE	153-33 89TH AVE	46	0	0	3,209	28	Included in traffic and parking analysis
9793	78	MIXED USE	89-50 164TH ST	174	0	10,515	41,625	64	Included in traffic and parking analysis
9796	25	COMMERCIAL	91-01 MERRICK BLVD	0	0	66,602	0	0	Included in traffic and parking analysis
9796	63	MIXED USE	90-02 168TH ST	525	0	75,273	5,100	0	Included in traffic and parking analysis
9801	51	MIXED USE	168-30 89TH AVE	29	0	0	800	15	Included in traffic and parking analysis
9813	8	COMMUNITY FACILITY	88-39 163TH ST	44	0	0	20,728	0	Included in traffic and parking analysis
9813	11	MIXED USE	88-35 163RD ST	17	0	0	0	9	Included in traffic and parking analysis
9817	21	RESIDENTIAL	166-30 88TH AVE	20	0	0	0	10	Included in traffic and parking analysis
9994	31	HOTEL	90-75 SUTPHIN BLVD	0	213	178,400	0	49	Included in traffic and parking analysis
9997	15	HOTEL	149-21 ARCHER AVE	0	68	31,812	0	0	Included in traffic and parking analysis
9997	97	HOTEL	149-03 ARCHER AVE	0	128	56,693	0	12	Included in traffic and parking analysis
9998	25	MIXED USE	147-07 94TH AVE	522	0	16,133	0	114	Included in traffic and parking analysis
9998	29	HOTEL	145-07 95TH AVE	0	48	19,764	0	0	Included in traffic and parking analysis
9998	42	HOTEL	147-05 94 AVE	0	225	110,196	0	0	Included in traffic and parking analysis
9998	91	MIXED USE	147-40 ARCHER AVE	669	0	26,073	18,335	186	Included in traffic and parking analysis
9998	109	MIXED USE	148-12 ARCHER AVE	18	0	0	1,492	0	Included in background growth
9998	110	HOTEL	148-18 ARCHER AVE	0	338	143,911	0	46	Included in traffic and parking analysis
9999	9	MIXED USE	147-20 94TH AVE	380	0	0	0	105	Included in traffic and parking analysis
10020	114	HOTEL	144-15 LIBERTY AVE	12	86	23,686	0	0	Included in traffic and parking analysis
10030	1	MIXED USE	97-01 WALTHAM ST	0	58	19,948	2,379	2	Included in traffic and parking analysis
10030	22	MIXED USE	97-34 SUTPHIN BLVD	0	398	129,491	30,693	51	Included in traffic and parking analysis
10031	14	HOTEL	97-26 147TH PLACE	0	59	20,626	0	8	Included in traffic and parking analysis
10041	6	MIXED USE	143-18 LIBERTY AVE	12	75	16,982	0	9	Included in traffic and parking analysis
10101	3	COMMERCIAL	160-08 JAMAICA AVE	0	0	119,497	0	0	Included in traffic and parking analysis
10101	27	HOTEL	92-32 UNION HALL ST	0	110	0	0	0	Included in traffic and parking analysis
10110	19	COMMERCIAL	150-30 LIBERTY AVE	0	0	31,132	0	0	Included in traffic and parking analysis
10155	35	HOTEL	165-20 ARCHER AVE	0	206	72,062	0	6	Included in traffic and parking analysis
10155	105	MIXED USE	92-61 165TH ST	89	0	7,234	0	0	Included in traffic and parking analysis
10209	115	MIXED USE	92-23 168TH ST	389	0	60,651	18,935	130	Included in traffic and parking analysis

Downtown Brooklyn Prototypical Site: Planned Projects Within or Near the Study Area by 2028

Block	Lot	Project Type	Address	Net Incremental Units	Net Incremental Floor Area (sf)	Residential (du)	Retail (sf)	Office (sf)	On-Site Parking Spaces	Assumptions
142	1	BUSINESS	329 JAY ST	0	0	-	-	-	-	Included in background growth
142	50	BUSINESS	315 JAY ST	0	0	-	-	-	-	Included in background growth
145	6	BUSINESS	397 BRIDGE ST	0	0	-	-	-	-	Included in background growth
146	51	RESIDENTIAL	436 ALBEE SQ	150	143,200	150	23,740	0	0	Included in traffic and parking analysis
147	44	EDUCATIONAL	55 WILLOUGHBY ST	0	0	-	-	-	-	Included in background growth
149	1	RESIDENTIAL	138 WILLOUGHBY ST	458	1,587,678	458	44,683	0	0	Included in traffic and parking analysis
149	100	RESIDENTIAL	9 DEKALB AVE	417	556,164	417	92,694	0	92	Included in traffic and parking analysis
150	10	MERCANTILE	425 FULTON ST	0	0	-	-	-	-	Included in background growth
155	1	ASSEMBLY	155 LIVINGSTON ST	0	0	-	-	-	-	Included in background growth
155	5	ASSEMBLY	163 LIVINGSTON ST	0	0	-	-	-	-	Included in background growth
156	1	BUSINESS	422 FULTON ST	0	109,528	0	843,827	0	0	Included in traffic and parking analysis
157	1	STORAGE	11 HOYT ST	0	-292,528	481	99,652	0	150	Included in traffic and parking analysis
161	1	MERCANTILE	275 LIVINGSTON ST	0	0	-	-	-	-	Included in background growth
161	18	BUSINESS	540 FULTON ST	0	183,895	0	172,977	0	0	Included in traffic and parking analysis
161	47	RESIDENTIAL	8 NEVINS ST	184	161,880	184	2,664	0	33	Included in traffic and parking analysis
164	7501	BUSINESS	180 LIVINGSTON ST	0	0	-	-	-	-	Included in background growth
165	62	RESIDENTIAL	211 SCHERMERHORN ST	48	74,115	48	6,308	0	0	Included in traffic and parking analysis
167	3	ASSEMBLY	340 LIVINGSTON ST	0	0	4	14,125	0	0	Included in background growth
171	201	RESIDENTIAL	311 STATE ST	2	29,667	-	-	-	-	Included in background growth
171	202	RESIDENTIAL	313 STATE ST	2		-	-	-	-	Included in background growth
171	203	RESIDENTIAL	313A STATE ST	2		-	-	-	-	Included in background growth
171	204	RESIDENTIAL	315 STATE ST	2		-	-	-	-	Included in background growth
171	205	RESIDENTIAL	315A STATE ST	2		-	-	-	-	Included in background growth
171	206	RESIDENTIAL	317 STATE ST	2		-	-	-	-	Included in background growth
171	207	RESIDENTIAL	317A STATE ST	2		-	-	-	-	Included in background growth
171	208	RESIDENTIAL	319 STATE ST	2		-	-	-	-	Included in background growth
172	50	BUSINESS	401 STATE ST	0	2,373	0	14,273	0	0	Included in traffic and parking analysis
173	32	RESIDENTIAL	471 STATE ST	-1	0	-	-	-	-	Included in background growth
173	35	RESIDENTIAL	465 STATE ST	-1	404	-	-	-	-	Included in background growth
173	50	RESIDENTIAL	441 STATE ST	0	915	-	-	-	-	Included in background growth
176	6	RESIDENTIAL	292 STATE ST	-5	0	-	-	-	-	Included in background growth
177	28	RESIDENTIAL	388 STATE ST	-1	0	-	-	-	-	Included in background growth
177	42	RESIDENTIAL	381 ATLANTIC AVE	-1	0	-	-	-	-	Included in background growth
178	7	RESIDENTIAL	77 BOND ST	1	11,980	-	-	-	-	Included in background growth
178	8	RESIDENTIAL	75A BOND ST	1	11,980	-	-	-	-	Included in background growth
178	9	RESIDENTIAL	75 BOND ST	1	11,980	-	-	-	-	Included in background growth
178	10	RESIDENTIAL	73 BOND ST	1	11,980	-	-	-	-	Included in background growth
178	13	RESIDENTIAL	398 STATE ST	-8	24	-	-	-	-	Included in background growth
178	70	ASSEMBLY	411 ATLANTIC AVE	0	753	2	1,330	0	0	Included in traffic and parking analysis
179	7	RESIDENTIAL	466 STATE ST	-8	-864	-	-	-	-	Included in background growth
179	52	RESIDENTIAL	477 ATLANTIC AVE	0	100	-	-	-	-	Included in background growth
180	52	RESIDENTIAL	541 ATLANTIC AVE	0	0	-	-	-	-	Included in background growth
180	53	RESIDENTIAL	539 ATLANTIC AVE	0	0	-	-	-	-	Included in background growth
181	20	RESIDENTIAL	280 ATLANTIC AVE	4	5,868	4	1,257	0	0	Included in traffic and parking analysis
181	22	RESIDENTIAL	284 ATLANTIC AVE	-1	1,203	-	-	-	-	Included in background growth
181	23	BUSINESS	286 ATLANTIC AVE	0	5,926	0	2,994	0	0	Included in traffic and parking analysis
182	18	BUSINESS	328 ATLANTIC AVE	2	-1,776	0	4,505	0	0	Included in traffic and parking analysis
182	54	RESIDENTIAL	287 PACIFIC ST	10	9,297	10	0	0	2	Included in traffic and parking analysis
183	2	RESIDENTIAL	105 HOYT ST	-2	579	-	-	-	-	Included in background growth
183	8	RESIDENTIAL	350 ATLANTIC AVE	1	0	-	-	-	-	Included in background growth
184	35	RESIDENTIAL	447 PACIFIC ST	-1	292	-	-	-	-	Included in background growth
185	2	RESIDENTIAL	89 NEVINS ST	0	0	-	-	-	-	Included in background growth
185	3	RESIDENTIAL	87 NEVINS ST	0	0	-	-	-	-	Included in background growth
185	54	RESIDENTIAL	459 PACIFIC ST	0	0	-	-	-	-	Included in background growth
186	1	RESIDENTIAL	505 PACIFIC ST	38	70,342	38	13,854	0	15	Included in traffic and parking analysis
187	43	RESIDENTIAL	45 DEAN ST	1	4,387	-	-	-	-	Included in background growth
187	44	RESIDENTIAL	43 DEAN ST	1	4,387	-	-	-	-	Included in background growth
190	36	RESIDENTIAL	251 DEAN ST	-1	0	-	-	-	-	Included in background growth
192	31	RESIDENTIAL	544 PACIFIC ST	-8	0	-	-	-	-	Included in background growth
194	10	RESIDENTIAL	82 DEAN ST	-8	750	-	-	-	-	Included in background growth
194	53	RESIDENTIAL	109 BERGEN ST	-2	0	-	-	-	-	Included in background growth
194	55	RESIDENTIAL	105A BERGEN ST	-1	308	-	-	-	-	Included in background growth
195	44	RESIDENTIAL	181 BERGEN ST	-1	0	-	-	-	-	Included in background growth
196	3	RESIDENTIAL	147 BOND ST	0	135	-	-	-	-	Included in background growth
196	44	RESIDENTIAL	235 BERGEN ST	0	1,112	-	-	-	-	Included in background growth
196	45	RESIDENTIAL	233 BERGEN ST	-1	742	-	-	-	-	Included in background growth
196	47	RESIDENTIAL	229 BERGEN ST	-2	1,040	-	-	-	-	Included in background growth
196	63	RESIDENTIAL	203 BERGEN ST	1	1,472	-	-	-	-	Included in background growth
196	136	RESIDENTIAL	250 DEAN ST	0	0	-	-	-	-	Included in background growth
269	7501	RESIDENTIAL	110 LIVINGSTON ST	0	-247	-	-	-	-	Included in background growth
278	1	RESIDENTIAL	237 PACIFIC ST	3	5,512	0	1,614	0	3	Included in traffic and parking analysis
279	1	BUSINESS	35 DEAN ST	0	0	-	-	-	-	Included in background growth
279	37	ASSEMBLY	96 BOERUM PL	0	0	-	-	-	-	Included in background growth
385	14	RESIDENTIAL	92 BERGEN ST	-1	110	-	-	-	-	Included in background growth
385	21	RESIDENTIAL	106 BERGEN ST	-1	963	-	-	-	-	Included in background growth
386	14	RESIDENTIAL	150 BERGEN ST	-1	582	-	-	-	-	Included in background growth
386	23	RESIDENTIAL	168 BERGEN ST	-2	0	-	-	-	-	Included in background growth
387	15	RESIDENTIAL	206A BERGEN ST	2	1,619	-	-	-	-	Included in background growth
387	36	RESIDENTIAL	244 BERGEN ST	-2	0	-	-	-	-	Included in background growth
387	52	RESIDENTIAL	237A WYCKOFF ST	-5	116	-	-	-	-	Included in background growth
389	47	RESIDENTIAL	51 ST MARKS PL	2	1,835	-	-	-	-	Included in background growth
391	55	RESIDENTIAL	345 WARREN ST	1	1,556	-	-	-	-	Included in background growth
393	13	RESIDENTIAL	216 WYCKOFF ST	-1	0	-	-	-	-	Included in background growth

Block	Lot	Project Type	Address	Net Incremental Units	Net Incremental Floor Area (sf)	Residential (du)	Retail (sf)	Office (sf)	On-Site Parking Spaces	Assumptions
393	58	RESIDENTIAL	451 WARREN ST	1	1,046	-	-	-	-	Included in background growth
393	60	RESIDENTIAL	447 WARREN ST	-1	263	-	-	-	-	Included in background growth
395	3	RESIDENTIAL	8 ST MARK'S PL	14	26,956	14	485	0	0	Included in traffic and parking analysis
399	30	RESIDENTIAL	492 WARREN ST	-2	1,136	-	-	-	-	Included in background growth
928	7503	RESIDENTIAL	393 DEAN ST	0	0	-	-	-	-	Included in background growth
928	7503	RESIDENTIAL	391 DEAN ST	0	0	-	-	-	-	Included in background growth
2034	134	RESIDENTIAL	112 ST EDWARDS ST	146	112,955	146	0	0	0	Included in traffic and parking analysis
2059	1	EDUCATIONAL	4 METROTECH CTR	0	0	-	-	-	-	Included in background growth
2059	1	BUSINESS	4 METROTECH CTR	0	0	-	-	-	-	Included in background growth
2061	101	RESIDENTIAL	218 MYRTLE AVE	0	0	-	-	-	-	Included in background growth
2062	23	RESIDENTIAL	112 FLEET PL	20	24,111	20	0	0	2	Included in traffic and parking analysis
2062	23	RESIDENTIAL	112 FLEET PL	20	24,111	20	0	0	2	Included in traffic and parking analysis
2068	117	INSTITUTIONAL	140 ST EDWARDS ST	0	0	-	-	-	-	Included in background growth
2085	1	EDUCATIONAL	61 DEKALB AVE	0	0	476	0	183,530	564	Included in traffic and parking analysis
2089	47	RESIDENTIAL	226 CARLTON AVE	-2	0	-	-	-	-	Included in background growth
2095	45	ASSEMBLY	651 FULTON ST	0	4,229	-	-	-	-	Included in background growth
2095	45	ASSEMBLY	651 FULTON ST	0	0	-	-	-	-	Included in background growth
2096	14	RESIDENTIAL	30 ST FELIX ST	0	0	-	-	-	-	Included in background growth
2096	41	RESIDENTIAL	22 ST FELIX ST	1	1,884	-	-	-	-	Included in background growth
2097	39	RESIDENTIAL	118 DEKALB AVE	0	0	-	-	-	-	Included in background growth
2097	49	RESIDENTIAL	22 FORT GREENE PL	0	320	-	-	-	-	Included in background growth
2097	50	RESIDENTIAL	24 FORT GREENE PL	-1	-179	-	-	-	-	Included in background growth
2097	53	RESIDENTIAL	30 FORT GREENE PL	2	3,400	2	0	0	0	Included in traffic and parking analysis
2097	53	RESIDENTIAL	30 FORT GREENE PL	2	3,400	2	0	0	0	Included in traffic and parking analysis
2098	83	RESIDENTIAL	80 S ELLIOTT PL	0	1,080	-	-	-	-	Included in background growth
2099	34	RESIDENTIAL	13 S ELLIOTT PL	0	0	-	-	-	-	Included in background growth
2099	55	RESIDENTIAL	26 S PORTLAND AVE	-2	0	-	-	-	-	Included in background growth
2099	7501	ASSEMBLY	87 LAFAYETTE AVE	0	0	-	-	-	-	Included in background growth
2100	11	RESIDENTIAL	45 S PORTLAND AVE	0	0	-	-	-	-	Included in background growth
2100	41	RESIDENTIAL	6 S OXFORD ST	-7	0	-	-	-	-	Included in background growth
2100	64	RESIDENTIAL	52 S OXFORD ST	0	0	-	-	-	-	Included in background growth
2101	1	RESIDENTIAL	73 S OXFORD ST	0	0	-	-	-	-	Included in background growth
2101	46	RESIDENTIAL	228 CUMBERLAND ST	0	0	-	-	-	-	Included in background growth
2101	47	RESIDENTIAL	230 CUMBERLAND ST	0	302	-	-	-	-	Included in background growth
2106	29	RESIDENTIAL	1 FLATBUSH AVE	183	142,498	183	19,140	0	0	Included in traffic and parking analysis
2107	36	RESIDENTIAL	15 LAFAYETTE AVE	123	651,408	123	2,622	16,498	0	Included in traffic and parking analysis
2112	51	RESIDENTIAL	130 FORT GREENE PL	0	0	-	-	-	-	Included in background growth
2113	8	RESIDENTIAL	133 FORT GREENE PL	-2	-126	-	-	-	-	Included in background growth
2114	4	RESIDENTIAL	121 S ELLIOTT PL	-2	0	-	-	-	-	Included in background growth