Chapter 11: Transportation

A. INTRODUCTION

This chapter examines the potential effects of the Proposed Actions on the study area's transportation systems, including vehicular traffic, transit, pedestrians, street user safety, and parking. The transportation analyses consider future conditions in the 2033 build year with the Proposed Actions (the "With Action" condition) and compares that against conditions absent the Proposed Actions (the "No Action" condition).

The co-Applicants, the New York City Educational Construction Fund (ECF) and 240 Nassau Street Holdings, LLC, are seeking zoning approvals, including zoning map and text amendments, a special permit, and other City and State approvals and potential future U.S. Department of Housing and Urban Development (HUD) actions (the "Proposed Actions"), to facilitate the construction of a proposed mixed-use development on Block 110, Lot 25 and Block 111, Lot 1 (the "Project Site") in Downtown Brooklyn, Community District (CD) 2. The proposed development would include four new buildings totaling approximately 1.7 million gross square feet (gsf), including public school facilities; residential, retail, and community facility space; cultural center space; and open space (the "Proposed Project") (see **Figure 11-1**).

The Proposed Actions include the transfer, reallocation, and lease of property among 240 Nassau Street Holdings, LLC, ECF, and the City of New York to allow for the Proposed Project and ECF financing and discretionary zoning approvals from the New York City Planning Commission (CPC) and New York City Council. A detailed description of the Proposed Project and the approvals needed to facilitate the Proposed Project is presented in Chapter 1, "Project Description."

As shown in **Figure 11-1**, the Project Site consists of an approximately 80,000-square-foot (sf) portion of the block bounded by Nassau Street to the north, Navy Street to the east, and Concord Street to the south. To the west, the project is bounded by the Brooklyn Queens Expressway (BQE) and Golconda Playground, a public park maintained by the New York City Department of Parks and Recreation (NYC Parks). The eastern portion of the Project Site (Block 111, Lot 1) is occupied by Public School (P.S.) 287, the Dr. Bailey K. Ashford school, which is operated by the New York City Department of Education (DOE), and Community Roots Charter School, a privately operated school. The western portion of the Project Site (Block 110, Lot 25) is occupied by the Madison Square Boys and Girls Club and owned by 240 Nassau Street Holdings, LLC. The remainder of the subject block to the west of the Project Site is occupied by the approximately 1.50-acre Golconda Playground, which is under the jurisdiction of NYC Parks and contains play equipment, handball courts, basketball courts, and a skate park. The elevated BQE traverses the west side of the block above Golconda Playground. Existing curb cuts would be filled in, and the Proposed Project would have no curb cuts or off-street parking or loading.

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NYC Educational Construction Fund

240 NASSAU STREET

Project Location

Figure 11-1

PRINCIPAL CONCLUSIONS

Detailed analyses were prepared for vehicular traffic, transit, pedestrians, street user safety, and parking. Potential significant adverse impacts have been identified for traffic intersections, subway station elements, and pedestrian elements (sidewalks, corner reservoirs, and crosswalks). A summary of the transportation analyses are provided below following a comparative discussion of future conditions in 2033 with and without the Proposed Actions.

The Proposed Project would result in the development of four buildings containing a total of approximately 1.7 million gsf, consisting of up to 1,502 residential units (approximately 1.5 million gsf), 34,000 gsf of retail space, 166,000 gsf of community facility space, inclusive of 121,000 gsf of public school space, approximately 15,000 gsf of cultural center space, 30,000 gsf of community facility space, and approximately 37,000 sf (0.85 acres) of open space, of which 21,000 sf (0.5 acres) would be new publicly accessible open space. No parking would be provided as part of the Proposed Project.

Under the No Action condition, it is assumed that the existing schools (P.S. 287 and the Community Roots Charter School) on Block 111, Lot 1 would remain and the Madison Square Boys and Girls Club on Block 110, Lot 25 would be closed. Block 110, Lot 25 would be developed with an as-of-right seven-story, 75-foot market-rate building (110 feet including bulkhead) containing approximately 83,500 gsf of residential space (approximately 84 units) that complies with the current R6 zoning regulations.

Table 11-1 provides a comparison of the development programs between the No Action and With Action conditions. As described in the footnotes of **Table 11-1**, the school in the With Action condition is assumed in other technical areas of this Environmental Impact Statement (EIS) as pre-K through 8 Primary School/Intermediate School (P.S./I.S.) to satisfy the demand for school seats. To provide flexibility post-EIS, the transportation screening and detailed analyses conservatively assume a pre-K through 5 P.S. since for the same number of seats as a pre-K through 8 P.S./I.S., P.S. grades generate more person trips, pedestrian trips, and transit trips and generate the same number of vehicular trips, assuming the same auto/taxi mode splits for an I.S. as a P.S. The Proposed Project program in Buildings 1 through 4 is described below in **Table 11-2**. A site plan is shown in **Figure 11-1**.

Table 11-1
Comparison of No Action and With Action Conditions

Components	Total		
	No Action	With Action	Increment
Residential (DUs)	84	1,502	1,418
Local Retail (GSF)	0	33,951	33,951
Open Space (Acres) [6]	0	0.5	0.5
Primary School (Grades pre-K through 5) [2]			
Students (Pre-K) [3]	16	134	117
Students (K-5) [3]	98	797	698
Staff [4]	11	93	82
Parents (Pre-K) [5]	11	91	80
Parents (K-5) [5]	64	557	493
Charter School (Grades 6 through 8) [2]			
6th Grade Students	149	0	-149
7th and 8th Grade Students	299	0	-299
Charter Students Total	448	0	-448
Staff [4]	45	0	-45
6th Grade Parents [5]	112	0	-112
Community Facility/Health Club (GSF) [1]	0	45,268	45,268
Parking (number of spaces)	0	0	0

Source: Alloy Development, November 2025; Notes: GSF = Gross Square Feet. DUs = Dwelling Units. (1) Existing Community Facility is the Madison Square Boys & Girls Club. In the No Action, the Boys & Girls Club will be closed permanently. A new replacement community center, a small ground floor portion of the senior housing building (approximately 2,000 SF), and a small cultural center (approximately 10,000 GSF) will be part of the With Action Community Facility land use. The cultural center land use has been assumed as part of the Community Center/Health Club land use for transportation screening and detailed analysis purposes under the With Action. (2) The number of school seats per grade has been divided evenly by the total seats for each school. Existing pre-K through 5 is P.S. 287 with 273 seats and enrollment of 114. To present conservative transportation screening and detailed analyses, the existing enrollment is used in place of seats for existing and No Action. P.S. 287 would be removed during construction of the With Action, with its enrollment absorbed into a nearby P.S. The With Action school is assumed in other technical areas of the EIS as pre-K through 8 P.S./I.S. to satisfy the demand for school seats. To provide flexibility post-EIS, the transportation screening and detailed analyses conservatively assume a pre-K through 5 P.S. since for the same number of seats as a pre-K through 8 P.S./I.S., P.S. grades generate more person trips, pedestrian trips, and transit trips and generate the same number of vehicular trips, assuming the same auto/taxi mode splits for an I.S. as a P.S. In the No Action, the transportation screening and detailed analyses assume the existing charter school would continue to operate. The existing schools are expected to relocate elsewhere within Community School District (CSD) 13 at the onset of construction, which would be subject to its own environmental review, if required. (3) With Action P.S. Square Footage is divided by 130 Square Foot per Seat to calculate school seats (rounded student population numbers are used in the Transportation analysis). (4) Assumes 1 Staff per 10 Students for the existing/No Action and With Action schools. (5) Assumes 1 parent for every 1.28 students taking subway, bus, or walking to school. (6) The Proposed Project is providing approximately 0.48 acres of publicly accessible open space (rounded acreage is used in the Transportation analysis).

Table 11-2
Development Program – Buildings 1 through 4

Building 1	
Residential (GSF)	702,000
Dwelling Units – Total	*702*
Retail (GSF)	500
Community Facility (GSF)	28,000
Cultural (GSF)	15,000
Total	**745,500**
Building 2	
Retail (GSF)	5,500
Primary School and Intermediate School (GSF)	121,000
Students[1]	*931*
Staff[2]	*93*
Total	**126,500**
Building 3	
Residential (GSF)	705,000
Dwelling Units – Total	*705*
Retail (GSF)	28,000
Total	**733,000**
Building 4	
Residential (GSF)	95,000
Dwelling Units – Total	*95*
Community Facility (GSF)	2,000
Total	**97,000**
Notes: 1 Primary school square footage assumes 130 sf per seat 2 Assumes 1 staff per 10 students.	

TRAFFIC

Traffic conditions were evaluated at 15 intersections. Significant adverse traffic impacts were identified at nine intersections in the weekday AM peak hour, four intersections in the weekday midday peak hour, 11 intersections in the weekday PM peak hour, and six intersections in the Saturday peak hour.

Table 11-3 summarizes the projected significant adverse traffic impacts. Potential improvement measures that may be implemented to mitigate these impacts are discussed in Chapter 19, "Mitigation."

Table 11-3
Summary of Significant Adverse Traffic Impacts

Analysis Peak Hour	Total No. of Impacted Intersections/Lane Groups
Weekday AM	9/19
Weekday Midday	4/6
Weekday PM	11/22
Saturday	6/8
Totals During Any Peak Hour	11/27

TRANSIT

Detailed analysis was conducted for the York Street subway station, and subway line-haul conditions on the F subway line. Although no line-haul conditions would be impacted in the

AM or PM peak hours on the F subway line and no York Street subway station elements would be impacted in the AM peak hour, a significant adverse impact was identified for two stairway elements in the PM peak hour, as summarized in **Table 11-4**.

Table 11-4
Summary of Significant Adverse Subway Station Impacts

Analysis Peak Hour	Station Element	Total No. of Impacted Station Elements	
		York Street	
Weekday AM	Stairways	0	0
	Passageways	0	0
	Control Areas	0	0
Weekday PM	Stairways	2	2
	Passageways	0	0
	Control Areas	0	0

PEDESTRIANS

Weekday and Saturday pedestrian conditions were evaluated at key area sidewalk, corner reservoir, and crosswalk locations, including 45 sidewalks, 42 corners, and 28 crosswalks. A significant adverse impact was identified for seven sidewalks, zero corners, and five crosswalks during the weekday AM peak hour; four sidewalks, zero corners, and zero crosswalks during the weekday midday peak hour; eight sidewalks, two corners, and six crosswalks during the weekday PM peak hour; and four sidewalks, zero corners, and zero crosswalks during the Saturday peak hour. **Table 11-5** summarizes the projected significant adverse pedestrian impacts. Potential improvement measures that may be implemented to mitigate these impacts are discussed in Chapter 19, “Mitigation.”

Table 11-5
Summary of Significant Adverse Pedestrian Impacts

Peak Hour	Sidewalks	Corners	Crosswalks	Total
Weekday AM	7	0	5	12
Weekday Midday	4	0	0	4
Weekday PM	8	2	6	16
Saturday	4	0	0	4
Totals During Any Peak Hour	8	2	7	17

STREET USER SAFETY

Crash data for the study area intersections were obtained from the New York City Department of Transportation (DOT) for the period between January 1, 2019, and December 31, 2019, and from January 1, 2023, and December 31, 2024. During this period, a total of 871 crashes, zero fatalities, 227 injuries, and 55 pedestrian/bicyclist-related crashes occurred at the intersections within a ¼-mile radius of the Project Site. A rolling yearly total of crash data identifies one study area intersection as a high crash location. A summary of the identified high crash location, based on 2025 *City Environmental Quality Review (CEQR) Technical Manual* criteria, prevailing trends, project-specific effects, and recommended safety measures is provided in **Table 11-6**.

Table 11-6
Summary of High Crash Location and Recommended Safety Measures

High Crash Intersection	Prevailing Trends	Anticipated Background and Project Changes	Recommended Safety Measures
Navy Street and Nassau Street / Flushing Avenue	Conflicting vehicles with pedestrians	Incremental trips: 195 vehicles and 270 pedestrians per hour	Restripe faded north and east crosswalks

Source: DOT January 1, 2019, to December 31, 2019, January 1, 2023, to December 31, 2024, crash data.

PARKING

In the 2033 With Action condition, utilization at public off-street parking facilities within ¼ mile of the Project Site is expected to be below capacity during each of the five analysis time periods.[1] Specifically, public parking utilization is projected to be 90, 85, 57, 42, and 65 percent during the weekday AM, weekday midday, weekday PM, weekday overnight, and Saturday time periods, respectively. The parking demand generated by the Proposed Project would be accommodated by the available off-street parking spaces within a ¼-mile of the Project Site.

B. PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENT

The *CEQR Technical Manual* identifies procedures for evaluating a proposed project's potential impacts on traffic, transit, ferry, pedestrian, and parking conditions. This methodology begins with the preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the proposed project. The results are then compared with the *CEQR Technical Manual*-specified thresholds (Level 1 screening analysis) to determine whether a Level 2 screening analysis is warranted. If the proposed project would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (subway/rail or bus riders), 50 or more peak hour Citywide Ferry Service (CWFS) ferry trips, and/or 200 or more peak hour pedestrian trips, a Level 2 screening analysis is undertaken. For the Level 2 screening analysis, project-generated trips would be assigned to specific intersections, transit routes, ferry routes, and pedestrian elements. If the results of this analysis show that the proposed project would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station or on a subway line by direction, 25 or more peak hour passenger ferry trips in a single direction on a single route, 50 or more peak hour passengers at a ferry landing, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, ferry, and pedestrian impacts. Correspondingly, assessments of street user safety and parking supply and demand would also be undertaken.

TRANSPORTATION PLANNING ASSUMPTIONS AND TRIP GENERATION

Trip generation factors for the No Action and With Action conditions are based on information from the *CEQR Technical Manual*, DOT's travel demand surveys and information provided

[1] *CEQR Technical Manual* guidance considers 98 percent utilization to be "at capacity."

by DOT, U.S. Census Data, and other previously approved EASs/EISs, as summarized in **Table 11-7**.

Table 11-7
Travel Demand Factors

Use	Residential				Local Retail				Primary School Student (Pre-K)			
Total Daily Person Trip	(1) Weekday 8.18 Trips / DU			SAT 9.08	(1) Weekday 329.0 Trips / KSF			SAT 358.0	(1) Weekday 2.0 Trips / Student			SAT 0.0
Trip Linkage	0%			0%	0%			0%	0%			0%
Net Daily Person trip	Weekday 8.18 Trips / DU			SAT 9.08	Weekday 329.0 Trips / KSF			SAT 358.0	Weekday 2.0 Trips / Student			SAT 0.0
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Temporal	(1)				(1)				(1)			
	9.3%	5.6%	8.5%	8.4%	4.8%	8.0%	10.9%	11.7%	49.5%	0.0%	49.5%	0.0%
Direction	(2)				(2)				(1)			
In	22%	50%	62%	55%	52%	50%	50%	50%	100%	50%	0%	50%
Out	78%	50%	38%	45%	48%	50%	50%	50%	0%	50%	100%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(5)				(2)				(7)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	9.9%	9.9%	9.9%	9.9%	11.0%	11.0%	11.0%	11.0%	12.0%	12.0%	12.0%	12.0%
Taxi	2.4%	2.4%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Subway	66.1%	66.1%	66.1%	66.1%	3.0%	3.0%	3.0%	3.0%	4.0%	4.0%	4.0%	4.0%
Railroad	0.5%	0.5%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ferry	1.5%	1.5%	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	3.2%	3.2%	3.2%	3.2%	2.0%	2.0%	2.0%	2.0%	4.0%	4.0%	4.0%	4.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bike	3.6%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%
Walk	12.8%	12.8%	12.8%	12.8%	84.0%	84.0%	84.0%	84.0%	79.0%	79.0%	79.0%	79.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(3) (5)				(2)				(3) (7)			
	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Auto	1.12	1.12	1.12	1.12	1.20	1.20	1.20	1.20	1.28	1.28	1.28	1.28
Taxi	1.40	1.40	1.40	1.40	1.20	1.20	1.20	1.20	1.28	1.28	1.28	1.28
School Bus	17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00	7.00	7.00	7.00	7.00
Daily Delivery Trip Generation Rate	(1) Weekday 0.06 Delivery Trips / DU			SAT 0.02	(1) Weekday 0.35 Delivery Trips / KSF			SAT 0.04	(3) Weekday 0.03 Delivery Trips / Student			SAT 0.00
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Delivery Temporal	(1)				(1)				(3)			
	12.0%	9.0%	2.0%	9.0%	8.0%	11.0%	2.0%	11.0%	9.6%	11.0%	1.0%	0.0%
Delivery Direction	(1)				(1)				(3)			
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Use	Primary School Student (K-5)				Primary School Staff				Primary School Parents (Pre-K)			
Total Daily Person Trip	(1) Weekday 2.0 Trips / Student			SAT 0.0	(1) Weekday 2.0 Trips / Staff			SAT 0.0	(1) Weekday 4.0 Trips / Parent			SAT 0.0
Trip Linkage	0%			0%	0%			0%	0%			0%
Net Daily Person trip	Weekday 2.0 Trips / Student			SAT 0.0	Weekday 2.0 Trips / Staff			SAT 0.0	Weekday 4.0 Trips / Parent			SAT 0.0
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Temporal	(1)				(1)				(1)			
	49.5%	0.0%	49.5%	0.0%	40.0%	0.0%	40.0%	0.0%	49.5%	0.0%	49.5%	0.0%
Direction	(1)				(1)				(1)			
In	100%	50%	0%	50%	100%	50%	0%	50%	50%	50%	50%	50%
Out	0%	50%	100%	50%	0%	50%	100%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(7)				(4)				(7)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	7.0%	7.0%	7.0%	7.0%	25.5%	25.5%	25.5%	25.5%	0.0%	0.0%	0.0%	0.0%
Taxi	0.0%	0.0%	0.0%	0.0%	1.3%	1.3%	1.3%	1.3%	0.0%	0.0%	0.0%	0.0%
Subway	2.0%	2.0%	2.0%	2.0%	50.8%	50.8%	50.8%	50.8%	5.0%	5.0%	5.0%	5.0%
Railroad	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	3.4%	0.0%	0.0%	0.0%	0.0%
Ferry	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%
Bus	2.0%	2.0%	2.0%	2.0%	7.7%	7.7%	7.7%	7.7%	5.0%	5.0%	5.0%	5.0%
School Bus	9.0%	9.0%	9.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bike	1.0%	1.0%	1.0%	1.0%	3.3%	3.3%	3.3%	3.3%	1.0%	1.0%	1.0%	1.0%
Walk	79.0%	79.0%	79.0%	79.0%	7.5%	7.5%	7.5%	7.5%	89.0%	89.0%	89.0%	89.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(3) (7)				(3) (4)							
	AM	MD	PM	SAT	AM	MD	PM	SAT				
Auto	1.28	1.28	1.28	1.28	1.11	1.11	1.11	1.11				
Taxi	1.28	1.28	1.28	1.28	1.10	1.10	1.10	1.10				
School Bus	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00				
Daily Delivery Trip Generation Rate	(3) Weekday 0.03 Delivery Trips / Student			SAT 0.00								
	AM	**MD**	**PM**	**SAT**								
Delivery Temporal	(1)											
	9.6%	11.0%	1.0%	0.0%								
Delivery Direction	(1)											
In	50%	50%	50%	50%								

Table 11-7
Travel Demand Factors

Out	50%	50%	50%	50%								
Total	100%	100%	100%	100%								
Use	**Primary School Parents (K-5)**				**Charter School Students**				**Charter School Staff**			
Total Daily Person Trip	(1) Weekday 4.0 Trips / Parent			SAT 0.0	(1) Weekday 2.0 Trips / Student			SAT 0.0	(1) Weekday 2.0 Trips / Staff			SAT 0.0
Trip Linkage	0%			0%	0%			0%	0%			0%
Net Daily Person trip	Weekday 4.0 Trips / Parent			SAT 0.0	Weekday 2.0 Trips / Student			SAT 0.0	Weekday 2.0 Trips / Staff			SAT 0.0
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Temporal	(1)				(1)				(1)			
	49.5%	0.0%	49.5%	0.0%	49.5%	0.0%	49.5%	0.0%	40.0%	0.0%	40.0%	0.0%
Direction	(1)				(1)				(1)			
In	50%	50%	50%	50%	100%	50%	0%	50%	100%	50%	0%	50%
Out	50%	50%	50%	50%	0%	50%	100%	50%	0%	50%	100%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(7)				(8)				(4)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	0.0%	0.0%	0.0%	0.0%	3.9%	3.9%	3.9%	3.9%	25.5%	25.5%	25.5%	25.5%
Taxi	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	1.3%	1.3%	1.3%
Subway	2.0%	2.0%	2.0%	2.0%	54.2%	54.2%	54.2%	54.2%	50.8%	50.8%	50.8%	50.8%
Railroad	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	3.4%	3.4%	3.4%
Ferry	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.5%	0.5%
Bus	2.0%	2.0%	2.0%	2.0%	21.7%	21.7%	21.7%	21.7%	7.7%	7.7%	7.7%	7.7%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bike	1.0%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	3.3%	3.3%
Walk	95.0%	95.0%	95.0%	95.0%	20.2%	20.2%	20.2%	20.2%	7.5%	7.5%	7.5%	7.5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy					(8)				(3) (4)			
					AM	MD	PM	SAT	AM	MD	PM	SAT
Auto					1.30	1.30	1.30	1.30	1.11	1.11	1.11	1.11
Taxi					1.30	1.30	1.30	1.30	1.40	1.40	1.40	1.40
School Bus					17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
Daily Delivery Trip Generation Rate					(8) Weekday 0.03 Delivery Trips / Student			SAT 0.00				
					AM	**MD**	**PM**	**SAT**				
Delivery Temporal					(8)							
					9.6%	11.0%	1.0%	0.0%				
Delivery Direction					(8)							
In					50%	50%	50%	50%				
Out					50%	50%	50%	50%				
Total					100%	100%	100%	100%				
Use	**Charter School 6th Grade Parents**				**General Community Facility / Health Club**				**Open Space**			
Total Daily Person Trip	(1) Weekday 4.00 Trips / Parent			SAT 0.00	(1) Weekday 51.6 Trips / KSF			SAT 50.4	(10) Weekday 44.0 Trips / Acre			SAT 62.0
Trip Linkage	0%			0%	0%			0%	0%			0%
Net Daily Person trip	Weekday 4.00 Trips / Parent			SAT 0.00	Weekday 51.6 Trips / KSF			SAT 50.4	Weekday 44.0 Trips / Acre			SAT 62.0
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Temporal	(1)				(1)				(10)			
	49.5%	0.0%	49.5%	0.0%	9.0%	7.4%	9.0%	12.6%	3.0%	14.0%	14.0%	16.0%
Direction	(1)				(2)				(10)			
In	50%	50%	50%	50%	57%	48%	52%	48%	59%	55%	55%	55%
Out	50%	50%	50%	50%	43%	52%	48%	52%	41%	45%	45%	45%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(8)				(2)				(9)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	0.0%	0.0%	0.0%	0.0%	14.5%	14.5%	14.5%	14.5%	5.0%	5.0%	5.0%	5.0%
Taxi	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	5.0%	5.0%	5.0%	5.0%
Subway	56.0%	56.0%	56.0%	56.0%	8.4%	8.4%	8.4%	8.4%	2.0%	2.0%	2.0%	2.0%
Railroad	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ferry	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	23.0%	23.0%	23.0%	23.0%	6.5%	6.5%	6.5%	6.5%	8.0%	8.0%	8.0%	8.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bike	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%
Walk	21.0%	21.0%	21.0%	21.0%	64.6%	64.6%	64.6%	64.6%	80.0%	80.0%	80.0%	80.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy					(2) (6)				(9)			
					AM	MD	PM	SAT	AM	MD	PM	SAT
Auto					1.30	1.30	1.30	1.30	2.00	2.00	2.00	2.00
Taxi					1.30	1.30	1.30	1.30	2.00	2.00	2.00	2.00
School Bus					17.00	17.00	17.00	17.00	17.00	17.00	17.00	17.00
Daily Delivery Trip Generation Rate					(6) Weekday 0.29 Delivery Trips / KSF			SAT 0.29	(9) Weekday 0.00 Delivery Trips / Acre			SAT 0.00
					AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Delivery Temporal					(6)				(9)			
					9.6%	11.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Delivery Direction					(6)				(9)			
In					50%	50%	50%	50%	50%	50%	50%	50%
Out					50%	50%	50%	50%	50%	50%	50%	50%
Total					100%	100%	100%	100%	100%	100%	100%	100%

Sources:
(1) 2025 *CEQR Technical Manual*

Table 11-7
Travel Demand Factors

(2) Based on DOT Trip Generation Surveys
(3) *80 Flatbush FEIS* (2018)
(4) AASHTO CTPP American Community Survey (ACS) 2012-2016 Reverse Journey-to-Work (RJTW) Data for Kings County Census Tracts 13, 15, 21, 23, 211, and 543
(5) U.S. Census American Community Survey (ACS) 2015-2019 5-Year Estimates Journey-to-Work (JTW) Data for Kings County Census Tracts 13, 15, 21, 23, 211, and 543
(6) *East New York Rezoning FEIS* (2016)
(7) Based on DOT-provided information
(8) *Brooklyn Laboratory Charter School EAS* (2018)
(9) *500 Kent Avenue FEIS* (2024)
(10) 2025 *CEQR Technical Manual* rates for Passive Park Space. The *CEQR Technical Manual* does not contain trip generation rates for a generic Open Space land use. Therefore, for transportation screening assessment purposes, the Open Space land use has been assumed to generate trips most similar to the Passive Park Space land use in the *CEQR Technical Manual*. Therefore, the remainder of this chapter refers to the Open Space land use as Passive Park Space.

RESIDENTIAL

The daily person trip rate and temporal distribution for the residential component are from the *CEQR Technical Manual*. The directional distributions are from DOT's travel demand surveys. The modal splits and auto vehicle occupancy are from the U.S. Census American Community Survey (ACS) 2015-2019 Journey-to-Work (JTW) estimates for Kings County Census Tracts 13, 15, 21, 23, 211, and 543. The auto and taxi occupancies are from the JTW data and the 2018 *80 Flatbush Final Environmental Impact Statement (FEIS)*, respectively. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

LOCAL RETAIL

The daily person trip rate and temporal distribution are from the *CEQR Technical Manual*. The directional distribution, modal splits, and vehicle occupancies are from DOT's travel demand surveys. The daily delivery trip rate is from the *CEQR Technical Manual*. The delivery temporal and directional distributions are from the *CEQR Technical Manual*.

PRIMARY SCHOOL STUDENTS (PRE-K AND K-5)

The daily person trip rate, temporal distribution, and directional distribution are from the *CEQR Technical Manual*. The modal splits and auto and taxi vehicle occupancies are based on information provided by DOT. The school bus vehicle occupancy is from the 2018 *80 Flatbush FEIS*. The daily delivery trip rate and temporal and directional distributions are from the 2018 *80 Flatbush FEIS*.

CHARTER SCHOOL STUDENTS

The daily person trip rate, temporal distribution, and directional distribution are from the *CEQR Technical Manual*. The modal splits, vehicle occupancies, and delivery temporal and directional distributions are from the 2018 *Brooklyn Laboratory Charter School Environmental Assessment Statement (EAS)*.

PRIMARY SCHOOL AND CHARTER SCHOOL STAFF

The daily person trip rate, temporal distribution, and directional distribution are from the *CEQR Technical Manual*. The modal splits and auto occupancy are from the U.S. Census ACS 2012-2016 RJTW estimates for Kings County Census Tracts 13, 15, 21, 23, 211, and 543. The taxi occupancy is from the 2018 *80 Flatbush FEIS*.

PRIMARY SCHOOL AND CHARTER SCHOOL PARENTS

The daily person trip rate, temporal distribution, and directional distribution for the public elementary and charter schools (sixth grade) parents are from the *CEQR Technical Manual*. In line with typical New York City School Construction Authority (SCA) school assumptions, it is anticipated that one parent would accompany every 1.28 students traveling by transit or walking to the elementary and intermediate (sixth grade) schools. The modal splits for primary school parents are based on information provided by DOT. The modal splits for sixth grade charter school parents are based on the 2018 *Brooklyn Laboratory Charter School EAS*.

COMMUNITY FACILITY/HEALTH CLUB

The daily person trip rate and temporal distribution for the community facility/health club components are from the *CEQR Technical Manual*. The directional distribution, modal splits, and auto vehicle occupancies are from DOT's travel demand surveys. The taxi vehicle occupancies and daily delivery trip rate and temporal and directional distributions are from the 2016 *East New York Rezoning FEIS*.

OPEN SPACE

As is described in the footnotes of **Table 11-7**, the *CEQR Technical Manual* does not contain trip generation rates for a generic "open space" land use. Therefore, for transportation screening assessment purposes, the open space land use has been assumed to generate trips most similar to the passive park space land use in the *CEQR Technical Manual*. Therefore, the remainder of this chapter refers to the open space land use as passive park space. The daily person trip rate, temporal distribution, and directional distribution are from the *CEQR Technical Manual*. The modal splits, vehicle occupancies, and daily delivery trip rate and temporal and directional distributions are from the 2024 *500 Kent Avenue FEIS*. The low number of peak hour person trips generated by the passive park space, when distributed among various travel modes and intersections, pedestrian elements, and transit nodes, would result in a negligible number of trips and have therefore not been assigned in Level 2 screening since the addition of the passive park space trips would not result in the incremental trips from the Proposed Project exceeding Level 2 screening at any intersections, pedestrian elements, or transit nodes for any peak hour.

LEVEL 1 SCREENING ASSESSMENT

As summarized in **Table 11-8**, the No Action Condition would generate 1,036, 38, 1,033, and 64 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 61, 6, 62, and 10 vehicle trips would be generated during the same respective peak hours.

Table 11-8
Trip Generation: No Action Condition

	Peak		Person Trip										Vehicle Trip				
Program	Hour	In/Out	Auto	Taxi	Subway	Railroad	Ferry	Bus	School Bus	Bike	Walk	Total	Auto	Taxi	School Bus	Delivery	Total
Residential (3 or more floors)	AM	In	1	0	9	0	0	0	0	1	2	13	1	1	0	0	2
		Out	5	1	33	0	1	2	0	2	6	50	4	1	0	0	5
		Total	6	1	42	0	1	2	0	3	8	63	5	2	0	0	7
	Midday	In	2	0	13	0	0	1	0	1	2	19	2	0	0	0	2
		Out	2	0	13	0	0	1	0	1	2	19	2	0	0	0	2
		Total	4	0	26	0	0	2	0	2	4	38	4	0	0	0	4
84		In	4	1	24	0	1	1	0	1	5	37	4	2	0	0	6

Table 11-8
Trip Generation: No Action Condition

Program	Peak Hour	In/Out	Person Trip										Vehicle Trip				
			Auto	Taxi	Subway	Railroad	Ferry	Bus	School Bus	Bike	Walk	Total	Auto	Taxi	School Bus	Delivery	Total
DU	PM	Out	2	1	15	0	0	1	0	1	3	23	2	2	0	0	4
		Total	6	2	39	0	1	2	0	2	8	60	6	4	0	0	10
	Saturday	In	3	1	23	0	1	1	0	1	5	35	3	2	0	0	5
		Out	3	1	19	0	0	1	0	1	4	29	3	2	0	0	5
		Total	6	2	42	0	1	2	0	2	9	64	6	4	0	0	10
PS (Pre-K) Students	AM	In	2	0	1	0	0	1	0	0	13	17	2	0	0	0	2
		Out	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
		Total	2	0	1	0	0	1	0	0	13	17	4	0	0	0	4
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 Students	PM	In	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
		Out	2	0	1	0	0	1	0	0	13	17	2	0	0	0	2
		Total	2	0	1	0	0	1	0	0	13	17	4	0	0	0	4
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PS (K-5) Students	AM	In	7	0	2	0	0	2	9	1	77	98	5	0	1	0	6
		Out	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6
		Total	7	0	2	0	0	2	9	1	77	98	10	0	2	0	12
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
98 Students	PM	In	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6
		Out	7	0	2	0	0	2	9	1	77	98	5	0	1	0	6
		Total	7	0	2	0	0	2	9	1	77	98	10	0	2	0	12
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PS Staff	AM	In	2	0	4	0	0	1	0	0	1	8	2	0	0	0	2
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	2	0	4	0	0	1	0	0	1	8	2	0	0	0	2
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Staff	PM	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	2	0	4	0	0	1	0	0	1	8	2	0	0	0	2
		Total	2	0	4	0	0	1	0	0	1	8	2	0	0	0	2
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PS (Pre-K) Parents	AM	In	0	0	1	0	0	1	0	0	10	12	0	0	0	0	0
		Out	0	0	1	0	0	1	0	0	10	12	0	0	0	0	0
		Total	0	0	2	0	0	2	0	0	20	24	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Parents	PM	In	0	0	1	0	0	1	0	0	10	12	0	0	0	0	0
		Out	0	0	1	0	0	1	0	0	10	12	0	0	0	0	0
		Total	0	0	2	0	0	2	0	0	20	24	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PS (K-5) Parents	AM	In	0	0	1	0	0	1	0	1	60	63	0	0	0	0	0
		Out	0	0	1	0	0	1	0	1	60	63	0	0	0	0	0
		Total	0	0	2	0	0	2	0	2	120	126	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64 Parents	PM	In	0	0	1	0	0	1	0	1	60	63	0	0	0	0	0
		Out	0	0	1	0	0	1	0	1	60	63	0	0	0	0	0
		Total	0	0	2	0	0	2	0	2	120	126	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Students	AM	In	17	0	240	0	0	96	0	0	90	443	13	0	0	1	14
		Out	0	0	0	0	0	0	0	0	0	0	13	0	0	1	14
		Total	17	0	240	0	0	96	0	0	90	443	26	0	0	2	28
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
448 Students	PM	In	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13
		Out	17	0	240	0	0	96	0	0	90	443	13	0	0	0	13
		Total	17	0	240	0	0	96	0	0	90	443	26	0	0	0	26
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Staff	AM	In	9	0	18	1	0	3	0	1	3	35	8	0	0	0	8
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	9	0	18	1	0	3	0	1	3	35	8	0	0	0	8
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 11-8
Trip Generation: No Action Condition

Program	Peak Hour	In/Out	Person Trip										Vehicle Trip				
			Auto	Taxi	Subway	Railroad	Ferry	Bus	School Bus	Bike	Walk	Total	Auto	Taxi	School Bus	Delivery	Total
45 Staff	PM	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	9	0	18	1	0	3	0	1	3	35	8	0	0	0	8
		Total	9	0	18	1	0	3	0	1	3	35	8	0	0	0	8
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS 6th Grade Parents 112 Parents	AM	In	0	0	62	0	0	26	0	0	23	111	0	0	0	0	0
		Out	0	0	62	0	0	26	0	0	23	111	0	0	0	0	0
		Total	0	0	124	0	0	52	0	0	46	222	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	In	0	0	62	0	0	26	0	0	23	111	0	0	0	0	0
		Out	0	0	62	0	0	26	0	0	23	111	0	0	0	0	0
		Total	0	0	124	0	0	52	0	0	46	222	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	AM	In	38	0	338	1	0	131	9	4	279	800	31	1	1	1	34
		Out	5	1	97	0	1	30	0	3	99	236	24	1	1	1	27
		Total	43	1	435	1	1	161	9	7	378	1,036	55	2	2	2	61
	Midday	In	2	0	13	0	0	1	0	1	2	19	2	0	0	1	3
		Out	2	0	13	0	0	1	0	1	2	19	2	0	0	1	3
		Total	4	0	26	0	0	2	0	2	4	38	4	0	0	2	6
	PM	In	4	1	88	0	1	29	0	2	98	223	24	2	1	0	27
		Out	39	1	344	1	0	132	9	4	280	810	32	2	1	0	35
		Total	43	2	432	1	1	161	9	6	378	1,033	56	4	2	0	62
	Saturday	In	3	1	23	0	1	1	0	1	5	35	3	2	0	0	5
		Out	3	1	19	0	0	1	0	1	4	29	3	2	0	0	5
		Total	6	2	42	0	1	2	0	2	9	64	6	4	0	0	10

As summarized in **Table 11-9**, the Proposed Project would generate 4,168, 1,753, 4,754, and 2,857 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 380, 203, 421, and 309 vehicle trips would be generated during the same respective peak hours.

Table 11-9
Trip Generation: With Action Condition

Program	Peak Hour	In/Out	Person Trip										Vehicle Trip				
			Auto	Taxi	Subway	Railroad	Ferry	Bus	School Bus	Bike	Walk	Total	Auto	Taxi	School Bus	Delivery	Total
Residential (3 or more floors) 1,502 DU	AM	In	25	6	166	1	4	8	0	9	32	251	22	19	0	5	46
		Out	88	21	589	4	13	29	0	32	114	890	79	19	0	5	103
		Total	113	27	755	5	17	37	0	41	146	1,141	101	38	0	10	149
	Midday	In	34	8	227	2	5	11	0	12	44	343	30	12	0	4	46
		Out	34	8	227	2	5	11	0	12	44	343	30	12	0	4	46
		Total	68	16	454	4	10	22	0	24	88	686	60	24	0	8	92
	PM	In	64	16	428	3	10	21	0	23	83	648	57	18	0	1	76
		Out	39	10	262	2	6	13	0	14	51	397	35	18	0	1	54
		Total	103	26	690	5	16	34	0	37	134	1,045	92	36	0	2	130
	Saturday	In	62	15	416	3	9	20	0	23	81	629	55	20	0	1	76
		Out	51	12	341	3	8	16	0	19	66	516	46	20	0	1	67
		Total	113	27	757	6	17	36	0	42	147	1,145	101	40	0	2	143
Local Retail 33,951 GSF	AM	In	31	0	8	0	0	6	0	0	234	279	26	0	0	0	26
		Out	28	0	8	0	0	5	0	0	216	257	23	0	0	0	23
		Total	59	0	16	0	0	11	0	0	450	536	49	0	0	0	49
	Midday	In	49	0	13	0	0	9	0	0	375	446	41	0	0	1	42
		Out	49	0	13	0	0	9	0	0	375	446	41	0	0	1	42
		Total	98	0	26	0	0	18	0	0	750	892	82	0	0	2	84
	PM	In	67	0	18	0	0	12	0	0	511	608	56	0	0	0	56
		Out	67	0	18	0	0	12	0	0	511	608	56	0	0	0	56
		Total	134	0	36	0	0	24	0	0	1,022	1,216	112	0	0	0	112
	Saturday	In	78	0	21	0	0	14	0	0	597	710	65	0	0	0	65
		Out	78	0	21	0	0	14	0	0	597	710	65	0	0	0	65
		Total	156	0	42	0	0	28	0	0	1,194	1,420	130	0	0	0	130
PS (Pre-K) Students 134 Students	AM	In	16	0	5	0	0	5	0	1	104	131	13	0	0	0	13
		Out	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13
		Total	16	0	5	0	0	5	0	1	104	131	26	0	0	0	26
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	In	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13
		Out	16	0	5	0	0	5	0	1	104	131	13	0	0	0	13
		Total	16	0	5	0	0	5	0	1	104	131	26	0	0	0	26
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 11-9
Trip Generation: With Action Condition

Program	Peak Hour	In/Out	Person Trip										Vehicle Trip				
			Auto	Taxi	Subway	Railroad	Ferry	Bus	School Bus	Bike	Walk	Total	Auto	Taxi	School Bus	Delivery	Total
PS (K-5) Students 797 Students	AM	In	55	0	16	0	0	16	71	8	623	789	43	0	10	1	54
		Out	0	0	0	0	0	0	0	0	0	0	43	0	10	1	54
		Total	55	0	16	0	0	16	71	8	623	789	86	0	20	2	108
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
	PM	In	0	0	0	0	0	0	0	0	0	0	43	0	10	0	53
		Out	55	0	16	0	0	16	71	8	623	789	43	0	10	0	53
		Total	55	0	16	0	0	16	71	8	623	789	86	0	20	0	106
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PS Staff 93 Staff	AM	In	19	1	38	3	0	6	0	2	6	75	17	1	0	0	18
		Out	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
		Total	19	1	38	3	0	6	0	2	6	75	17	2	0	0	19
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	In	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
		Out	19	1	38	3	0	6	0	2	6	75	17	1	0	0	18
		Total	19	1	38	3	0	6	0	2	6	75	17	2	0	0	19
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PS (Pre-K) Parents 91 Parents	AM	In	0	0	5	0	0	5	0	1	80	91	0	0	0	0	0
		Out	0	0	5	0	0	5	0	1	80	91	0	0	0	0	0
		Total	0	0	10	0	0	10	0	2	160	182	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	In	0	0	5	0	0	5	0	1	80	91	0	0	0	0	0
		Out	0	0	5	0	0	5	0	1	80	91	0	0	0	0	0
		Total	0	0	10	0	0	10	0	2	160	182	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PS (K-5) Parents 557 Parents	AM	In	0	0	11	0	0	11	0	6	524	552	0	0	0	0	0
		Out	0	0	11	0	0	11	0	6	524	552	0	0	0	0	0
		Total	0	0	22	0	0	22	0	12	1,048	1,104	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	In	0	0	11	0	0	11	0	6	524	552	0	0	0	0	0
		Out	0	0	11	0	0	11	0	6	524	552	0	0	0	0	0
		Total	0	0	22	0	0	22	0	12	1,048	1,104	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Community Center/Health Club 45,268 GSF	AM	In	17	1	10	0	0	8	0	6	77	119	13	2	0	1	16
		Out	13	1	8	0	0	6	0	5	58	91	10	2	0	1	13
		Total	30	2	18	0	0	14	0	11	135	210	23	4	0	2	29
	Midday	In	12	1	7	0	0	5	0	4	54	83	9	2	0	1	12
		Out	13	1	8	0	0	6	0	4	58	90	10	2	0	1	13
		Total	25	2	15	0	0	11	0	8	112	173	19	4	0	2	25
	PM	In	16	1	9	0	0	7	0	5	71	109	12	2	0	0	14
		Out	15	1	8	0	0	7	0	5	65	101	12	2	0	0	14
		Total	31	2	17	0	0	14	0	10	136	210	24	4	0	0	28
	Saturday	In	20	1	12	0	0	9	0	7	89	138	15	2	0	0	17
		Out	22	1	13	0	0	10	0	7	97	150	17	2	0	0	19
		Total	42	2	25	0	0	19	0	14	186	288	32	4	0	0	36
Passive Park Space 0.5 Acres	AM	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	PM	In	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0
Total	AM	In	163	8	259	4	4	65	71	33	1,680	2,287	134	22	10	7	173
		Out	129	22	621	4	13	56	0	44	992	1,881	168	22	10	7	207
		Total	292	30	880	8	17	121	71	77	2,672	4,168	302	44	20	14	380
	Midday	In	95	9	247	2	5	25	0	16	474	873	80	14	0	7	101
		Out	96	9	248	2	5	26	0	16	478	880	81	14	0	7	102
		Total	191	18	495	4	10	51	0	32	952	1,753	161	28	0	14	203
	PM	In	147	17	471	3	10	56	0	35	1,270	2,009	181	21	10	1	213
		Out	211	12	363	5	6	75	71	37	1,965	2,745	176	21	10	1	208
		Total	358	29	834	8	16	131	71	72	3,235	4,754	357	42	20	2	421
		In	160	16	449	3	9	43	0	30	769	1,479	135	22	0	1	158

Table 11-9
Trip Generation: With Action Condition

Program	Peak Hour	In/Out	Person Trip										Vehicle Trip				
			Auto	Taxi	Subway	Railroad	Ferry	Bus	School Bus	Bike	Walk	Total	Auto	Taxi	School Bus	Delivery	Total
	Saturday	Out	151	13	375	3	8	40	0	26	762	1,378	128	22	0	1	151
		Total	311	29	824	6	17	83	0	56	1,531	2,857	263	44	0	2	309

TRAFFIC

As summarized in **Table 11-10**, the Proposed Project would generate 319, 197, 359, and 299 incremental vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental vehicle trips would exceed the Level 1 *CEQR Technical Manual* analysis threshold of 50 vehicle trips during all four analysis peak hours, a Level 2 screening assessment (presented in the section below) was prepared to determine the study area intersections that would warrant detailed analysis.

Table 11-10
Trip Generation: Proposed Project Net Incremental Trips

Program	Peak Hour	In/Out	Person Trips										Vehicle Trips				
			Auto	Taxi	Subway	Railroad	Ferry	Bus	School Bus	Bike	Walk	Total	Auto	Taxi	School Bus	Delivery	Total
Total	AM	In	125	8	-79	3	4	-66	62	29	1,401	1,487	103	21	9	6	139
		Out	124	21	524	4	12	26	0	41	893	1,645	144	21	9	6	180
		Total	249	29	445	7	16	-40	62	70	2,294	3,132	247	42	18	12	319
	Midday	In	93	9	234	2	5	24	0	15	472	854	78	14	0	6	98
		Out	94	9	235	2	5	25	0	15	476	861	79	14	0	6	99
		Total	187	18	469	4	10	49	0	30	948	1,715	157	28	0	12	197
	PM	In	143	16	383	3	9	27	0	33	1,172	1,786	157	19	9	1	186
		Out	172	11	19	4	6	-57	62	33	1,685	1,935	144	19	9	1	173
		Total	315	27	402	7	15	-30	62	66	2,857	3,721	301	38	18	2	359
	Saturday	In	157	15	426	3	8	42	0	29	764	1,444	132	20	0	1	153
		Out	148	12	356	3	8	39	0	25	758	1,349	125	20	0	1	146
		Total	305	27	782	6	16	81	0	54	1,522	2,793	257	40	0	2	299

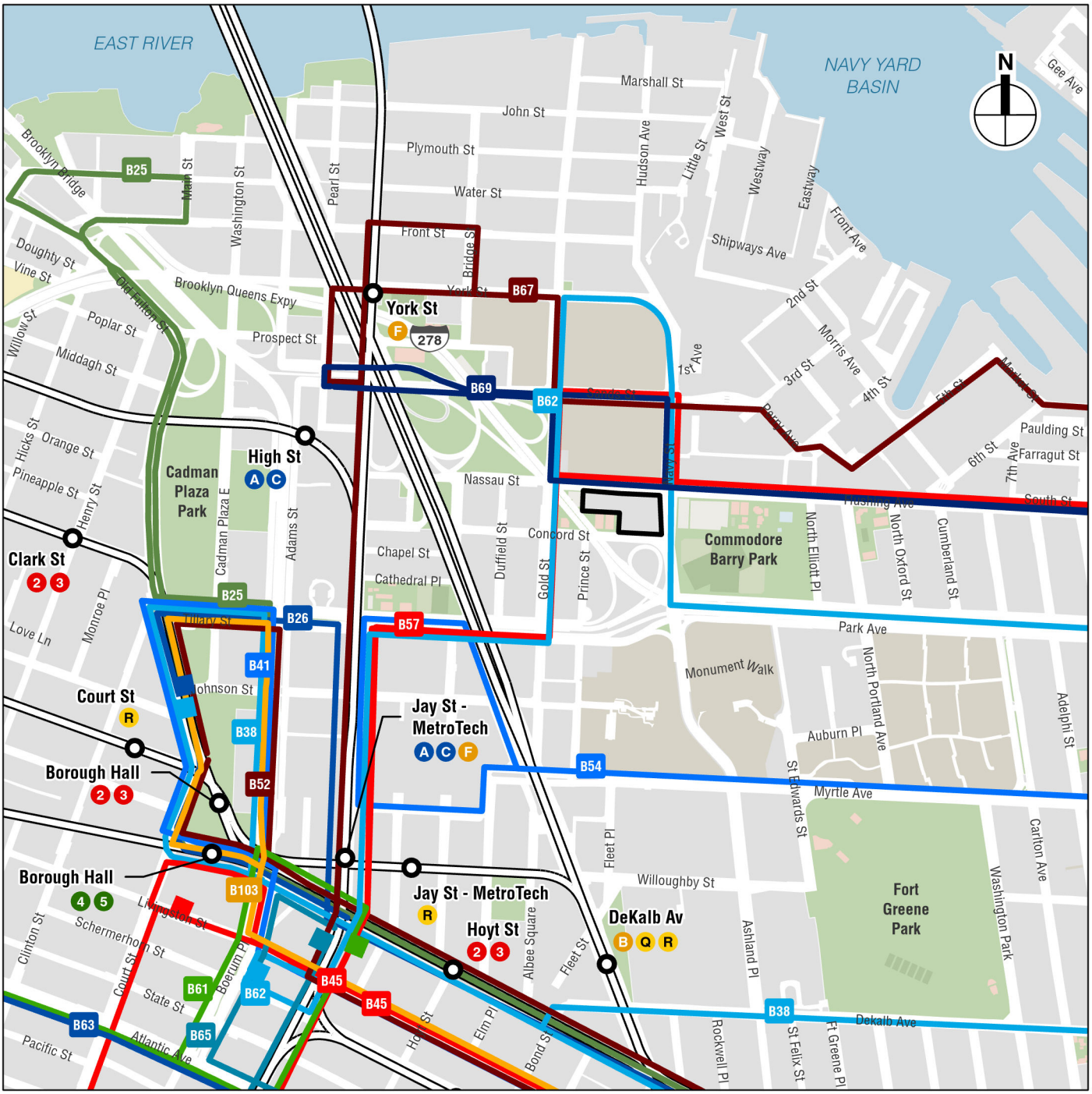
TRANSIT

Public transit options to and from the study area are shown in **Figure 11-2**. The Project Site is served by the York Street (F train), High Street (A, C trains), Jay Street-MetroTech (A, C, F, and R trains), and DeKalb Avenue (B, Q, and R trains) New York City Transit (NYCT) subway stations. The Project Site is also served by the B57, B62, B67, and B69 local bus routes.

As shown in **Table 11-10**, the Proposed Project would generate 445, 469, 402, and 782 incremental subway trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. In addition, railroad trips from Atlantic Terminal (and potentially also Penn Station, Grand Central Terminal, and Grand Central Madison) and bus trips from the Port Authority Bus Terminal would transfer to the subway to access the Project Site. Since the incremental subway trips would exceed the Level 1 *CEQR Technical Manual* threshold of 200 subway trips during the weekday AM and PM peak hours[2], a Level 2 screening

[2] Although the Level 1 subway screening threshold is exceeded during the weekday midday and Saturday peak hours, those peak hours are not analyzed when the AM and PM peak hours are analyzed for detailed subway station analysis. The weekday midday and Saturday peak hours

6.17.26



Project Site

B61 *Bus Route*

Subway Line

Subway Station

0 1,000 FEET

NYC Educational Construction Fund

240 NASSAU STREET

Transit Study Area

Figure 11-2

assessment (presented in the section below) has been conducted to identify the subway station elements and/or subway lines warranting a quantified analysis.

The Proposed Project would generate 7, 4, 7, and 6 incremental railroad trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental railroad trips do not exceed the Level 1 *CEQR Technical Manual* analysis threshold of 200 railroad trips, Level 2 screening assessments or a detailed analysis are not warranted, and the Proposed Project would not result in any significant adverse railroad impacts.

The Proposed Project would generate -40, 49, -30, and 81 incremental bus trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the Proposed Project does not exceed the Level 1 *CEQR Technical Manual* analysis threshold of 200 bus trips, Level 2 screening assessments or a detailed bus line-haul analysis are not warranted, and the Proposed Project would not result in any significant adverse bus impacts.

CITYWIDE FERRY SERVICE (CWFS)

As detailed in **Table 11-10**, the Proposed Project would generate 16, 10, 15, and 16 incremental ferry trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. The incremental ferry trips would be below the Level 1 *CEQR Technical Manual* analysis thresholds of 50 or more peak hour ferry passengers. Therefore, Level 2 screening assessments or a detailed ferry landing or line-haul analysis are not warranted, and the Proposed Project would not result in any significant adverse ferry impacts.

PEDESTRIANS

As shown in **Table 11-10**, the Proposed Project would generate 3,132, 1,715, 3,721, and 2,793 incremental person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental person trips from the Proposed Project would be greater than the Level 1 *CEQR Technical Manual* threshold of 200 person trips during all four analysis peak hours, Level 2 screening assessments (presented in the section below) were prepared for the respective peak hours where they exceed this threshold to identify the overall pedestrian study area warranting a quantified analysis.

LEVEL 2 SCREENING ASSESSMENT

As part of the Level 2 screening assessment, project generated trips were assigned to specific intersections, transit facilities, and pedestrian elements near the Project Site. The *CEQR Technical Manual* states that further quantified analyses to assess the potential impacts of the proposed project on the transportation system may be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle trips, subway stations incurring 200 or more peak hour transit trips, subway lines incurring 200 or more peak hour riders in a travel direction, or pedestrian elements incurring 200 or more peak hour pedestrian trips.

typically have far less existing and No Action ridership activity, and the potential for significant adverse impacts is therefore identified using the AM and PM peak hour analyses.

SITE ACCESS AND EGRESS

No Action Condition

For the Project Site under the No Action condition, the residential entrances to the Project Site would be located along the south sidewalk of Nassau Street between Gold Street and Navy Street. The primary school and charter school entrances to the Project Site would be located along Navy Street, and the designated pick-up and drop-off access point for students would be located along the west sidewalk of Navy Street between Nassau Street and Concord Street.

With Action Condition

For the Project Site under the With Action condition, Building 1 would have community center/cultural center entrances located along the south sidewalk of Nassau Street between Gold Street and Navy Street on the northern frontage of the building; the community center would also have access from the proposed open space on the southern frontage of the building. Building 1's residential and retail entrances would be located along the south sidewalk of Nassau Street on the northern frontage of the building.

For Building 2, the primary school entrance and designated pick-up and drop-off access point for students would be located along the south sidewalk of Nassau Street with a secondary entrance from the open space between Nassau Street and Concord Street. The local retail entrances would be located on the south sidewalk of Nassau Street on the northern frontage of the building, the west sidewalk of Navy Street on the eastern frontage of the building, and from the proposed open space on the southern frontage of the building.

For Building 3, the residential entrance would be located on the north sidewalk of Concord Street on the southern frontage of the building. The local retail entrances would be located on the north sidewalk of Concord Street on the southern frontage of the building, on the west sidewalk of Navy Street on the eastern frontage of the building, and on the proposed open space on the northern frontage of the building.

For Building 4, the residential entrances would be located on the north sidewalk of Concord Street on the southern frontage of the building, and on the proposed open space on the northern frontage of the building. The community center entrance would be located on the proposed open space on the northern frontage of the building.

TRAFFIC

As shown in **Table 11-10**, incremental vehicle trips would exceed the *CEQR* Level 1 screening threshold during the weekday AM, midday, PM, and Saturday peak hours. An off-street parking survey within a ¼ mile of the Project Site was conducted to determine available parking resources in the study area where project-generated vehicle trips could be assigned. Project-generated auto trips were assigned based on available off-street parking resources within a ¼ mile of the Project Site shown in **Figure 11-3**. (It should be noted that although Garage 5 is located within the Brooklyn Navy Yard, it is a public parking garage and can be accessed by the public from Navy Street at all times, since it is located outside the Navy Yard's security checkpoint.)

Traffic assignments for autos, taxis, school buses, and deliveries for the various development uses are discussed below.

6.22.26



Project Site

1/4 Mile Radius

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

Off-Street Parking Facilities

Figure 11-3

Residential

The residential auto trip assignments were developed based on the 2012-2016 U.S. Census JTW origin-destination (O-D) estimates. Many of the trips would travel to Manhattan (41 percent) and the remaining to Brooklyn (23 percent), Queens (12 percent), Long Island (10 percent), Upstate New York (7 percent), New Jersey (4 percent), Bronx (2 percent), and Connecticut (1 percent). Residential auto trips were assigned to the off-street parking facilities.

Local Retail

The local retail use is expected to serve patrons primarily from the immediate area. Auto trips were generally assigned from local origins within the neighborhood and adjacent residential areas. Approximately 10 percent of vehicle trips would originate from north of the site, 40 percent from south of the site, 30 percent from east of the site, and 20 percent from west of the site. Local retail auto trips were assigned first to the Project Site frontages and then assigned to the off-street parking facilities.

Primary School and Charter School Students (Pre-K, K-5, and 6-8)

Auto and school bus trips generated by the school students were assigned to the surrounding roadway network taking into consideration the most likely travel routes to and from the Project Site, the location of adjacent residences, the configuration of the roadway network, and the anticipated locations of site access and egress. As a result, student trips were distributed in the following manner: 10 percent from the north, 40 percent from the south, 30 percent from the east, and 20 percent from the west.

Primary School and Charter School Staff (Pre-K, K-5, and 6-8)

Auto trips generated by the primary school and charter school staff land uses were assigned to the off-street parking facilities based on the 2012-2016 U.S. Census ACS RJTW origin-destination estimates. The majority of the trips would originate from within the local region of Brooklyn (37 percent) with the remaining trips originating from Queens (18 percent), Long Island (11 percent), New Jersey (8 percent), Upstate New York (7 percent), Staten Island (6 percent), Bronx (6 percent), Manhattan (3 percent), Pennsylvania (3 percent), and Connecticut (1 percent).

Community Center/Health Club

The community center/health club use is expected to serve patrons primarily from the immediate area. Auto trips were generally assigned from local origins within the neighborhood and adjacent residential areas. Approximately 10 percent of vehicle trips would originate from north of the site, 40 percent from south of the site, 30 percent from east of the site, and 20 percent from west of the site. Community center/health club auto trips were assigned first to the Project Site frontages and then assigned to the off-street parking facilities.

Taxis

Taxi pick-ups and drop-offs were assigned to the various frontages within the Project Site.

Deliveries

Truck delivery trips for the various development uses were assigned based on DOT-designated truck routes and assigned to the curbsides of the Project Site.

Summary

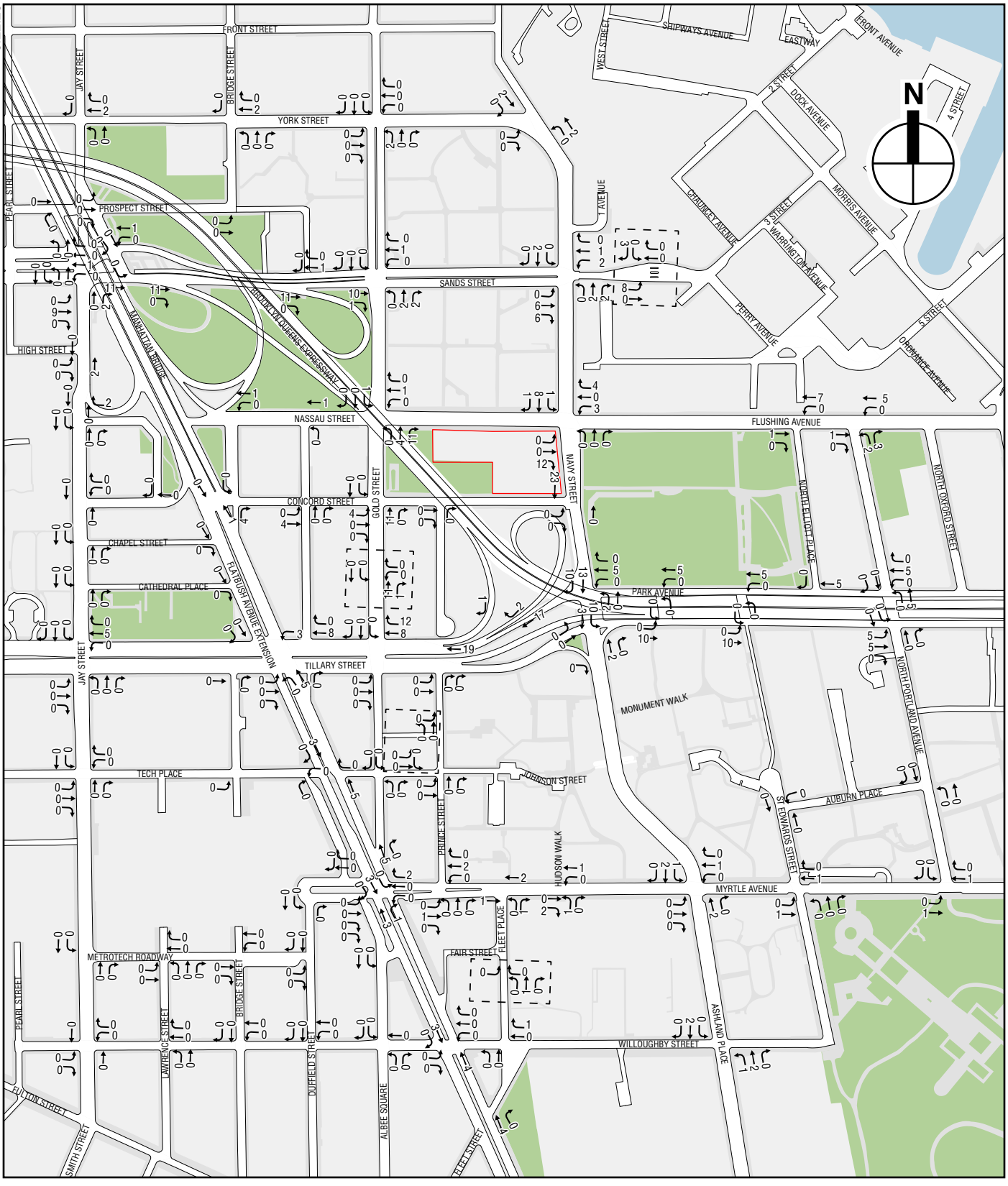
According to the *CEQR Technical Manual*, intersections expected to incur 50 or more incremental peak hour vehicle trips as a result of a proposed project would have the potential for significant adverse traffic impacts and should be assessed in a quantified traffic impact analysis. The No Action project-generated vehicle trips during the four peak hours are shown in **Figures 11-4 through 11-7**, and the With Action project-generated vehicle trips are shown in **Figures 11-8 through 11-11.** The detailed incremental vehicle trips for the same four analysis peak hours are shown in **Figures 11-12 through 11-15**. As summarized in **Table 11-11** and as shown in **Figure 11-16**, a total of 15 intersections have been selected for detailed traffic analysis.

Table 11-11

Traffic Level 2 Screening Analysis Results—Selected Analysis Locations

Traffic Intersections	Incremental Vehicle Trips				Selected Analysis Locations
	Weekday AM	Weekday Midday	Weekday PM	Saturday	
Jay Street (East) and Sands Street (South Service Road)	49	35	67	58	✓
Jay Street (West) and Sands Street (South Service Road)	53	42	76	70	✓
Jay Street and High Street	21	20	29	33	
Jay Street and Manhattan Bridge Southbound Off Ramp	21	20	29	33	
Jay Street and Tillary Street	21	15	31	24	
Flatbush Avenue Extension and Tillary Street	62	39	59	47	✓
Flatbush Avenue and Auburn Place	27	19	22	23	
Flatbush Avenue Extension and Myrtle Avenue	49	40	52	50	✓
Flatbush Avenue Extension and Willoughby Street	31	23	28	24	
Brooklyn Queens Expressway Eastbound On Ramp and Sands Street*^	49	35	67	58	
Brooklyn Queens Expressway Westbound On Ramp and Sands Street*^	49	35	67	58	
Duffield Street and Tillary Street	35	18	34	21	
Gold Street and Sands Street	91	78	126	124	✓
Gold Street and Nassau Street	131	69	141	99	✓
Gold Street and Concord Street	83	59	104	84	✓
Gold Street and Tillary Street	97	63	122	90	✓
Hudson Avenue and York Street	34	18	42	29	
Brooklyn Queens Expressway Eastbound Off Ramp and Tillary Street^	95	61	117	88	
Brooklyn Queens Expressway Westbound Off Ramp and Tillary Street^	95	61	117	88	
Gold Street / Garage 10 and Tillary Street	22	18	25	27	
Fleet Place and Myrtle Avenue	23	18	25	27	
Hudson Walkway / Garage 13 and Myrtle Avenue	30	28	38	43	
Navy Street and Sands Street	147	134	196	220	✓
Navy Street and Nassau Street / Flushing Avenue	174	108	195	163	✓
Navy Street and Concord Street	113	80	137	119	✓
Navy Street and Tillary Street (Southbound channelized right turn)	90	56	109	80	
Navy Street and Tillary Street / Park Avenue (North)	75	40	86	65	✓
Navy Street and Tillary Street / Park Avenue (South)	60	37	71	61	✓
Navy Street and Tillary Street (Eastbound channelized right turn)	29	18	30	26	
Navy Street / Ashland Place and Myrtle Avenue	44	28	54	44	✓
Ashland Place and Willoughby Street	34	16	39	28	
Park Avenue (South) and I-278 Underpass (West)	23	16	28	26	
Park Avenue (South) and I-278 Underpass (East)	23	16	28	26	

6.22.26



Project Site

Parking Garage

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

No Action Project Generated Vehicle Trips
Weekday AM Peak Hour

Figure 11-4

6.22.26



Project Site

Parking Garage

0 200 FEET

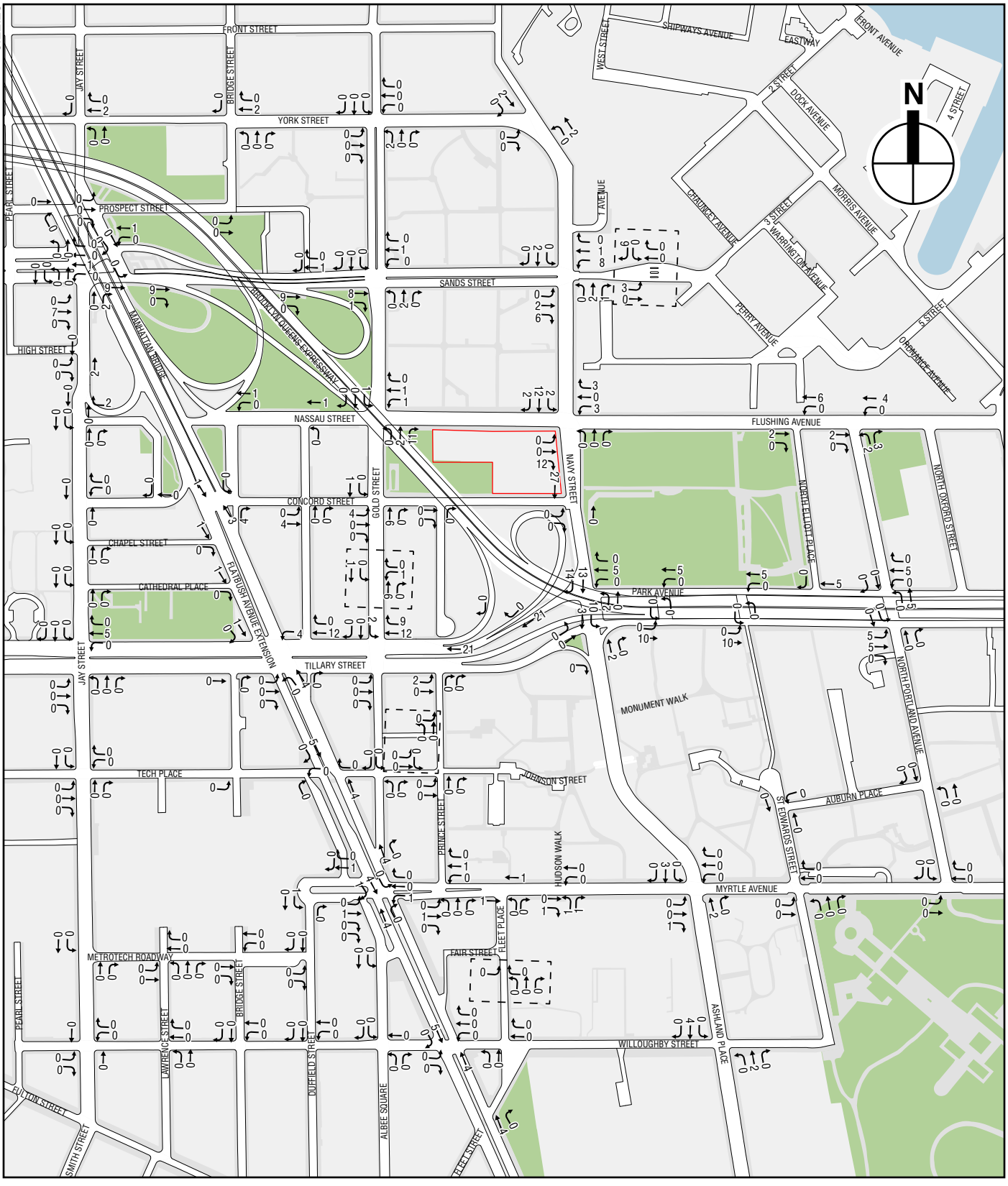
NYC Educational Construction Fund

240 NASSAU STREET

No Action Project Generated Vehicle Trips
Weekday Midday Peak Hour

Figure 11-5

6.22.26



Project Site

Parking Garage

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

No Action Project Generated Vehicle Trips
Weekday PM Peak Hour

Figure 11-6

6.22.26



Project Site

Parking Garage

0 200 FEET

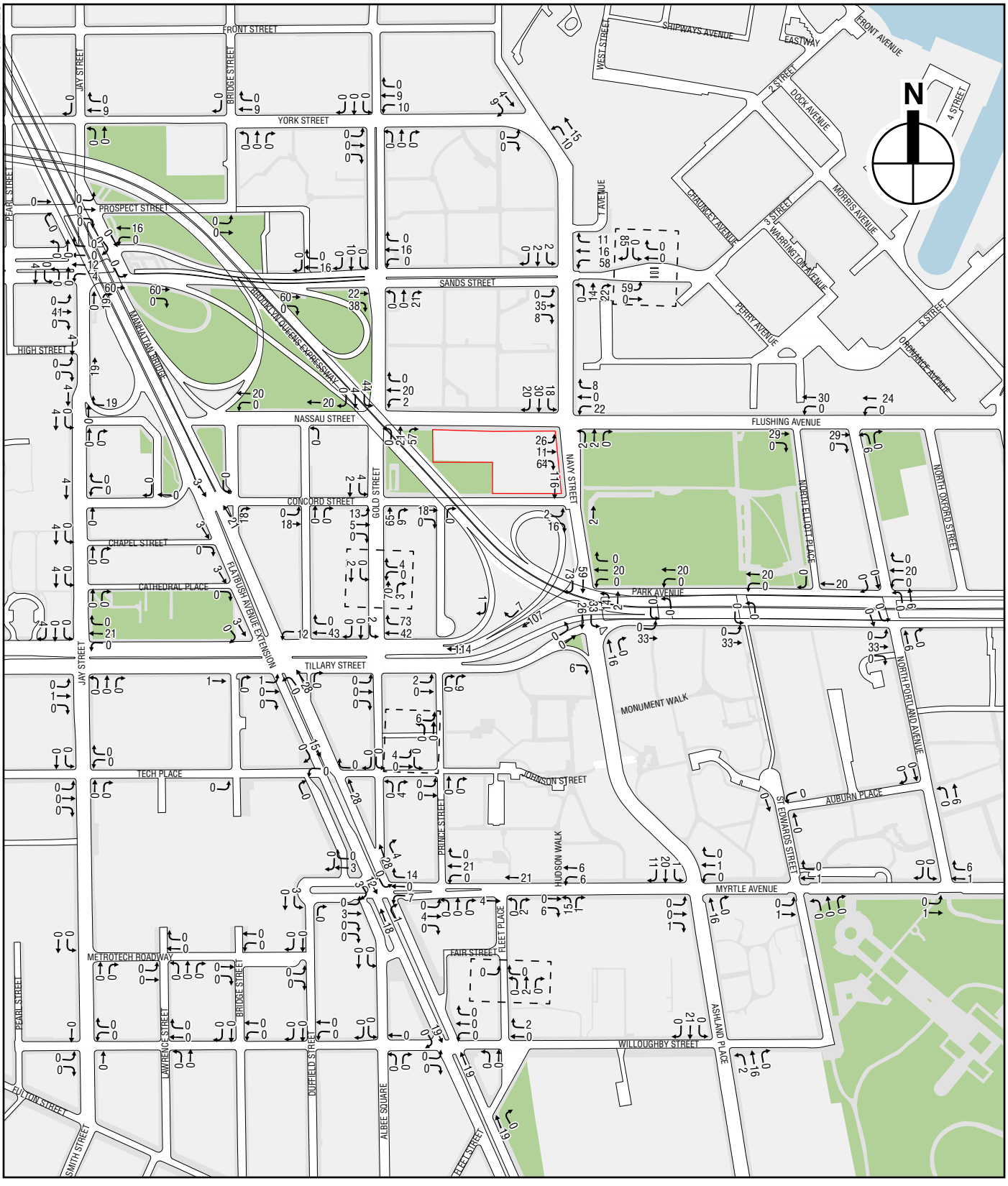
NYC Educational Construction Fund

240 NASSAU STREET

No Action Project Generated Vehicle Trips
Saturday Peak Hour

Figure 11-7

6.22.26



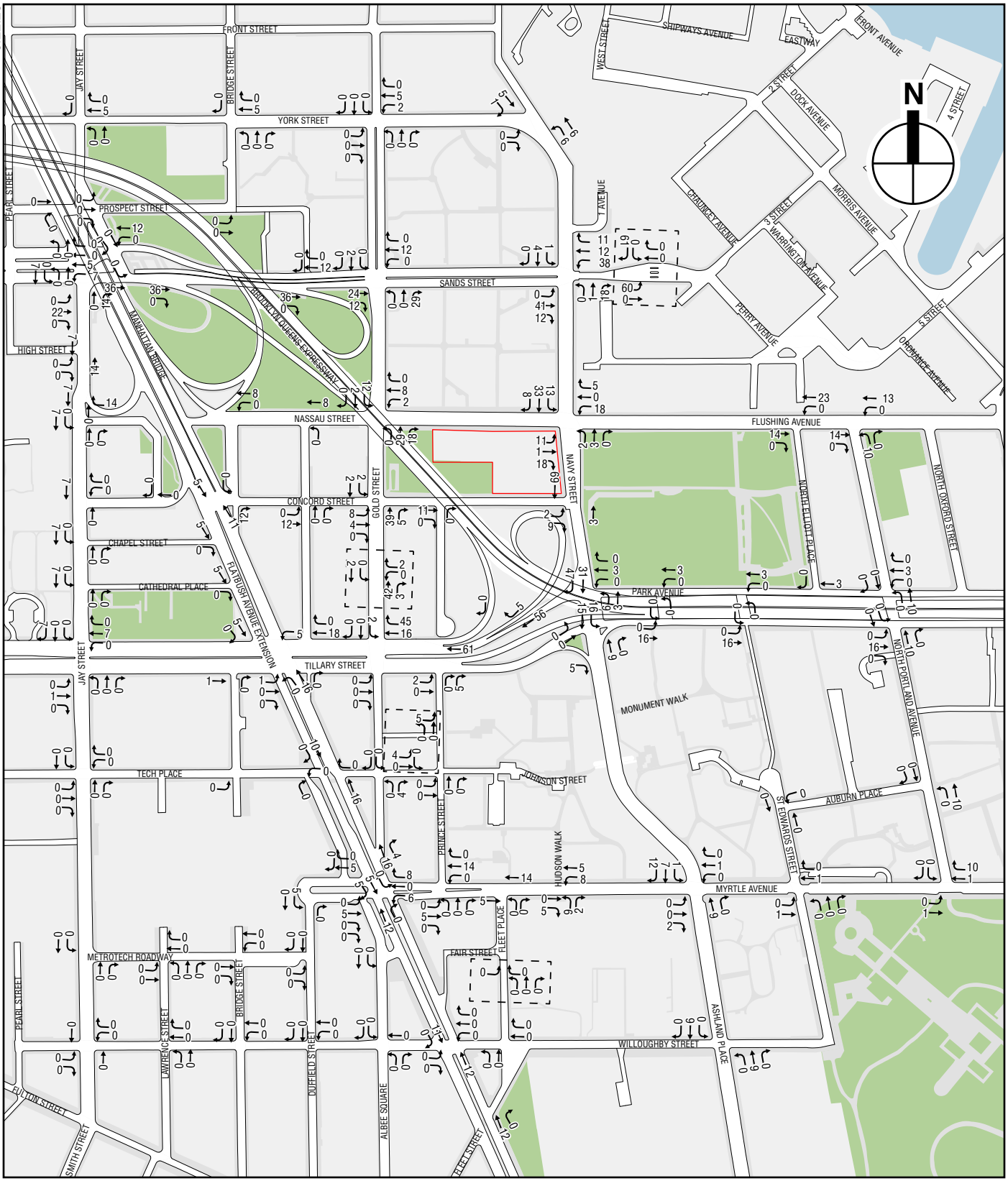
NYC Educational Construction Fund

240 NASSAU STREET

With Action Project Generated Vehicle Trips
Weekday AM Peak Hour

Figure 11-8

6.22.26



Project Site

Parking Garage

0 200 FEET

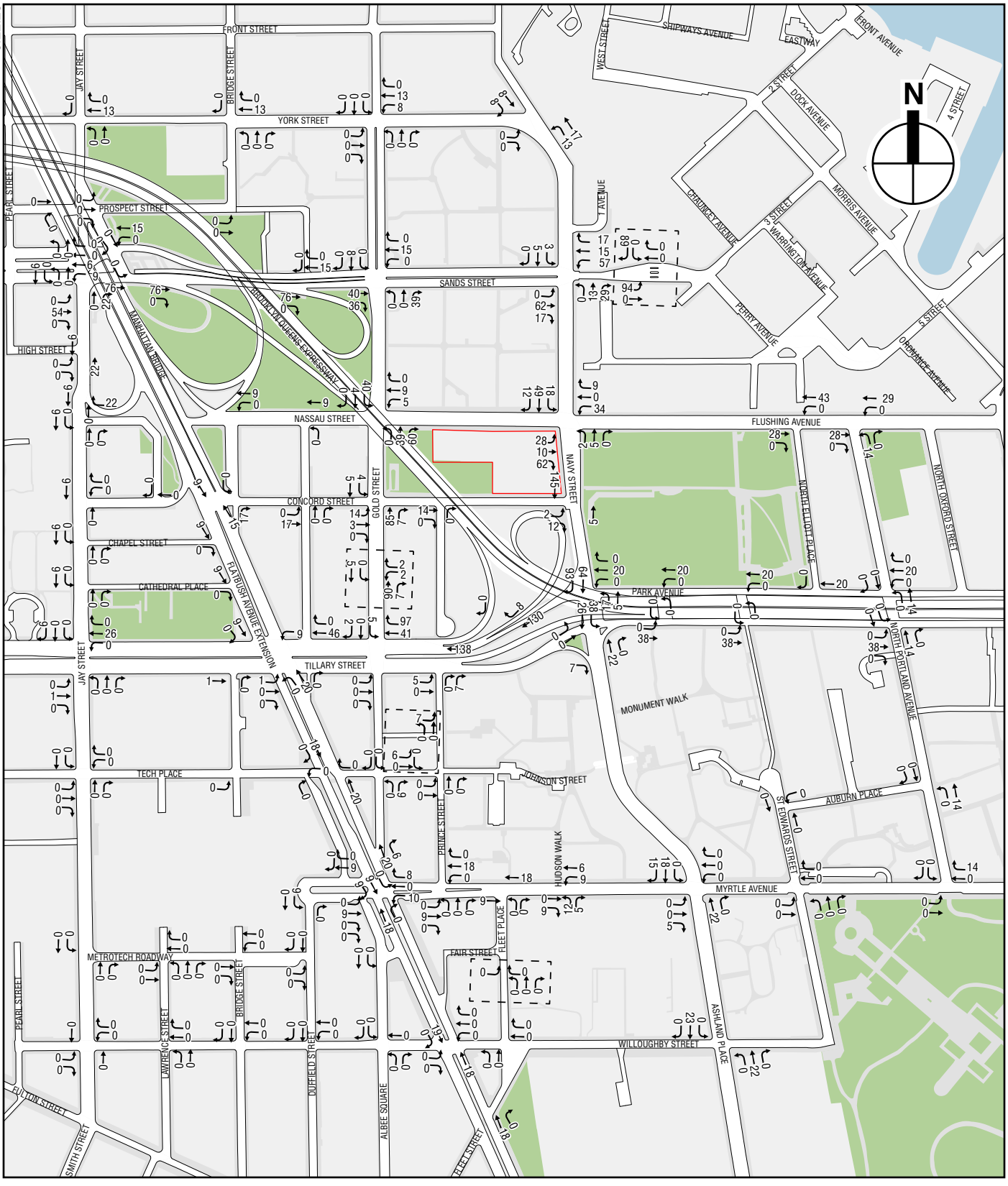
With Action Project Generated Vehicle Trips
Weekday Midday Peak Hour

NYC Educational Construction Fund

240 NASSAU STREET

Figure 11-9

6.22.26



Project Site

Parking Garage

0 200 FEET

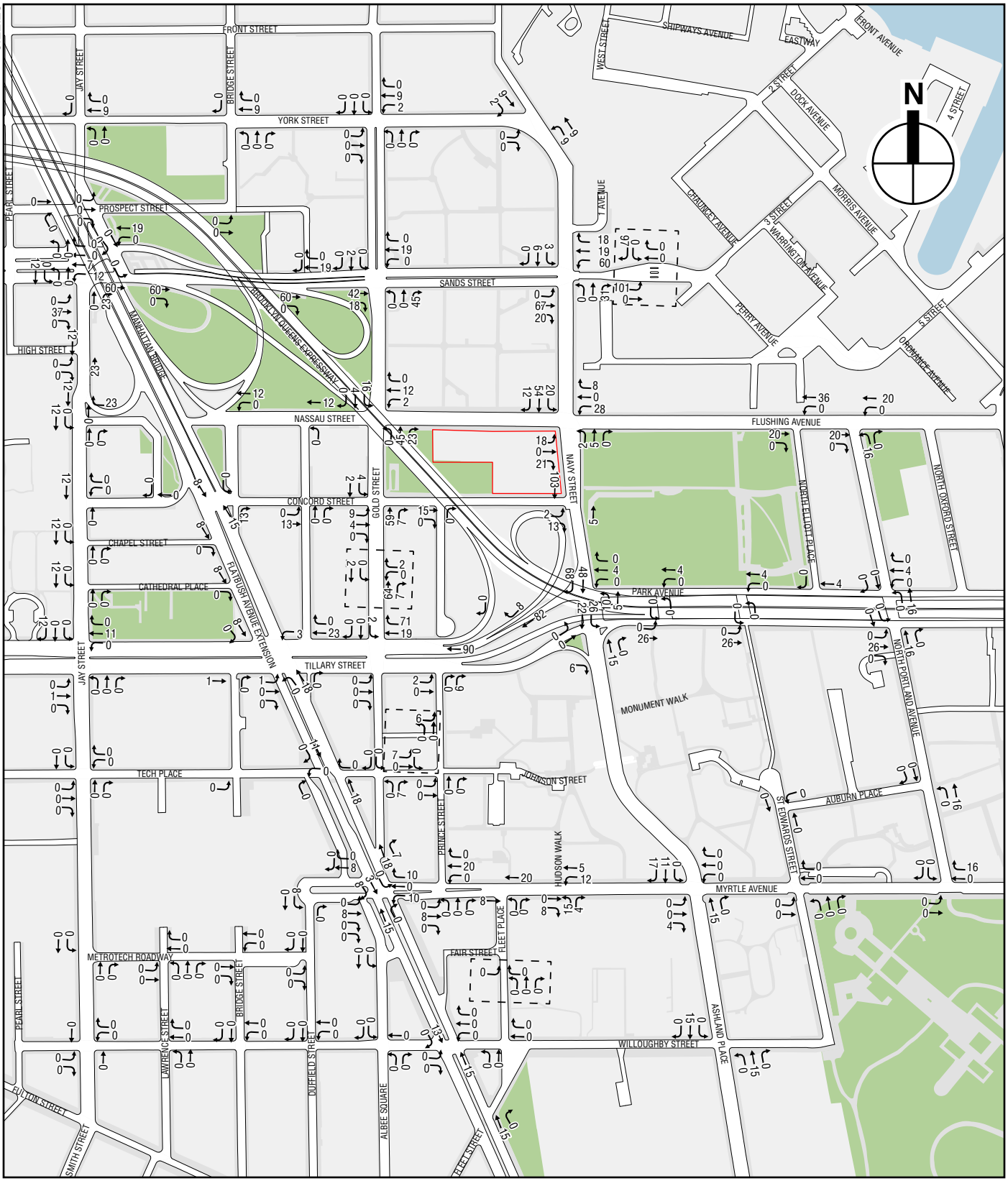
NYC Educational Construction Fund

240 NASSAU STREET

With Action Project Generated Vehicle Trips
Weekday PM Peak Hour

Figure 11-10

6.22.26



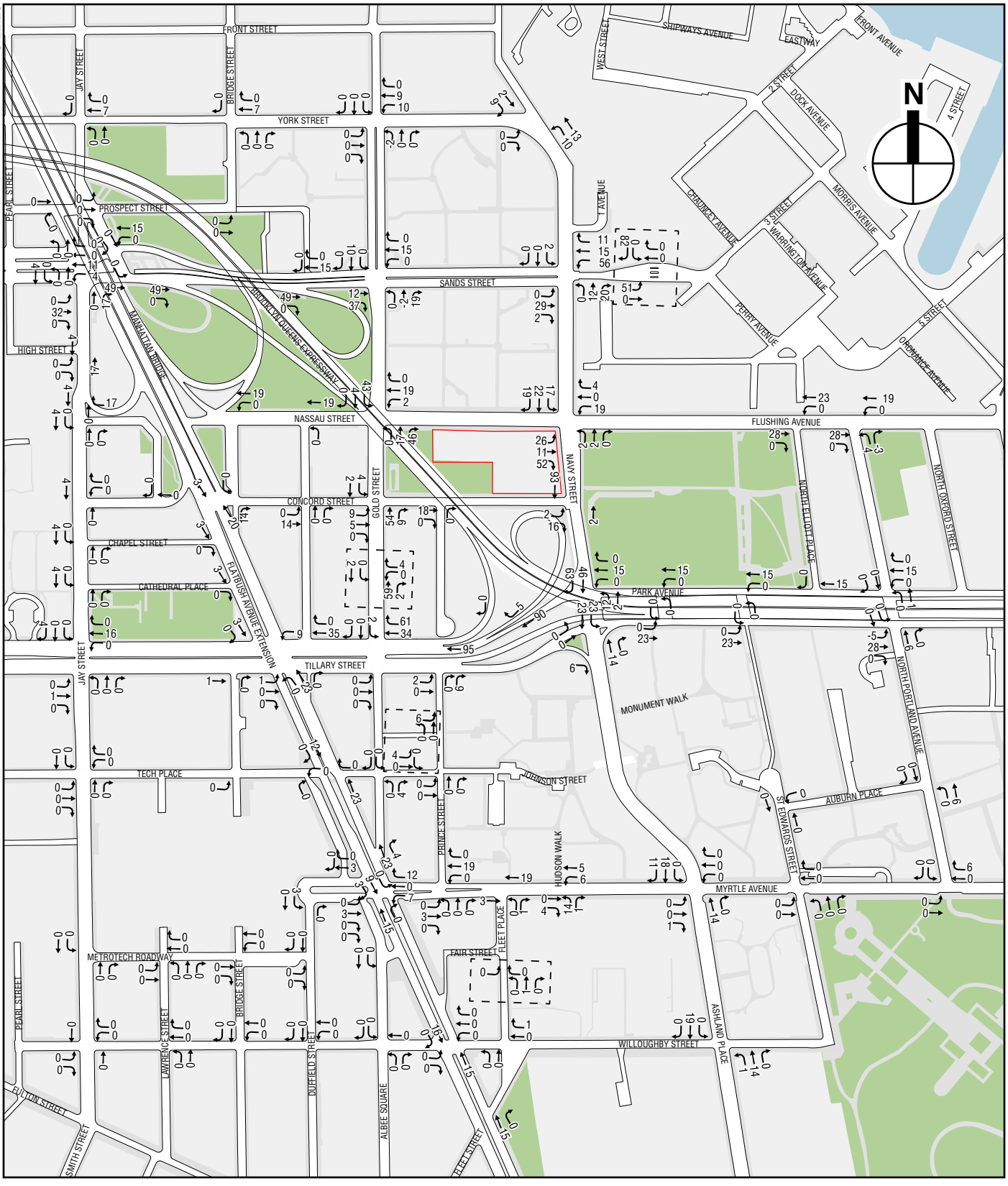
NYC Educational Construction Fund

240 NASSAU STREET

With Action Project Generated Vehicle Trips
Saturday Peak Hour

Figure 11-11

6.22.26



NYC Educational Construction Fund

240 NASSAU STREET

With Action Incremental Vehicle Trips
Weekday AM Peak Hour

Figure 11-12

6.22.26



Project Site

Parking Garage

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

With Action Incremental Vehicle Trips
Weekday Midday Peak Hour

Figure 11-13

6.22.26



Project Site

Parking Garage

0 200 FEET

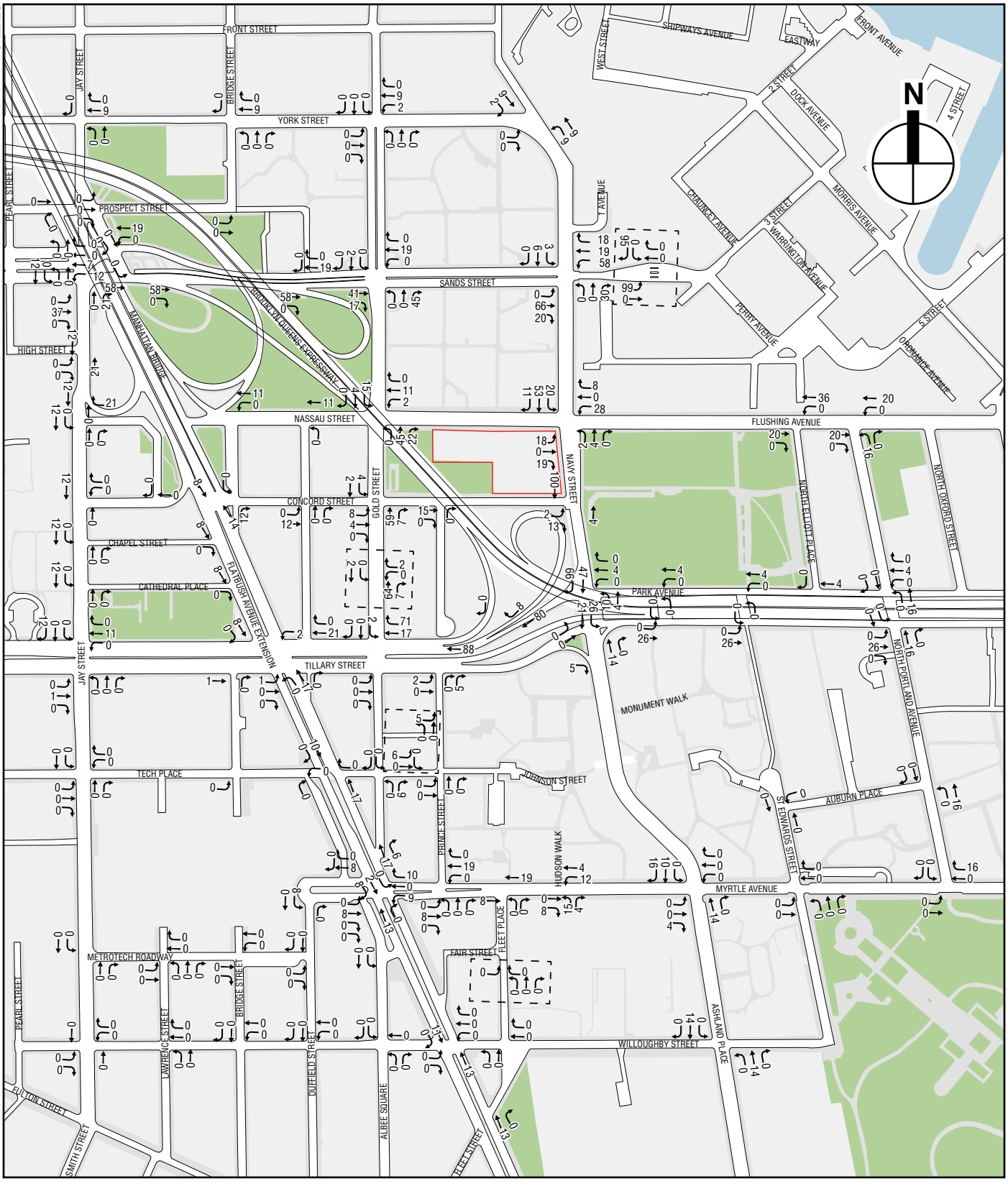
NYC Educational Construction Fund

240 NASSAU STREET

With Action Incremental Vehicle Trips
Weekday PM Peak Hour

Figure 11-14

6.22.26



Project Site

Parking Garage

0 200 FEET

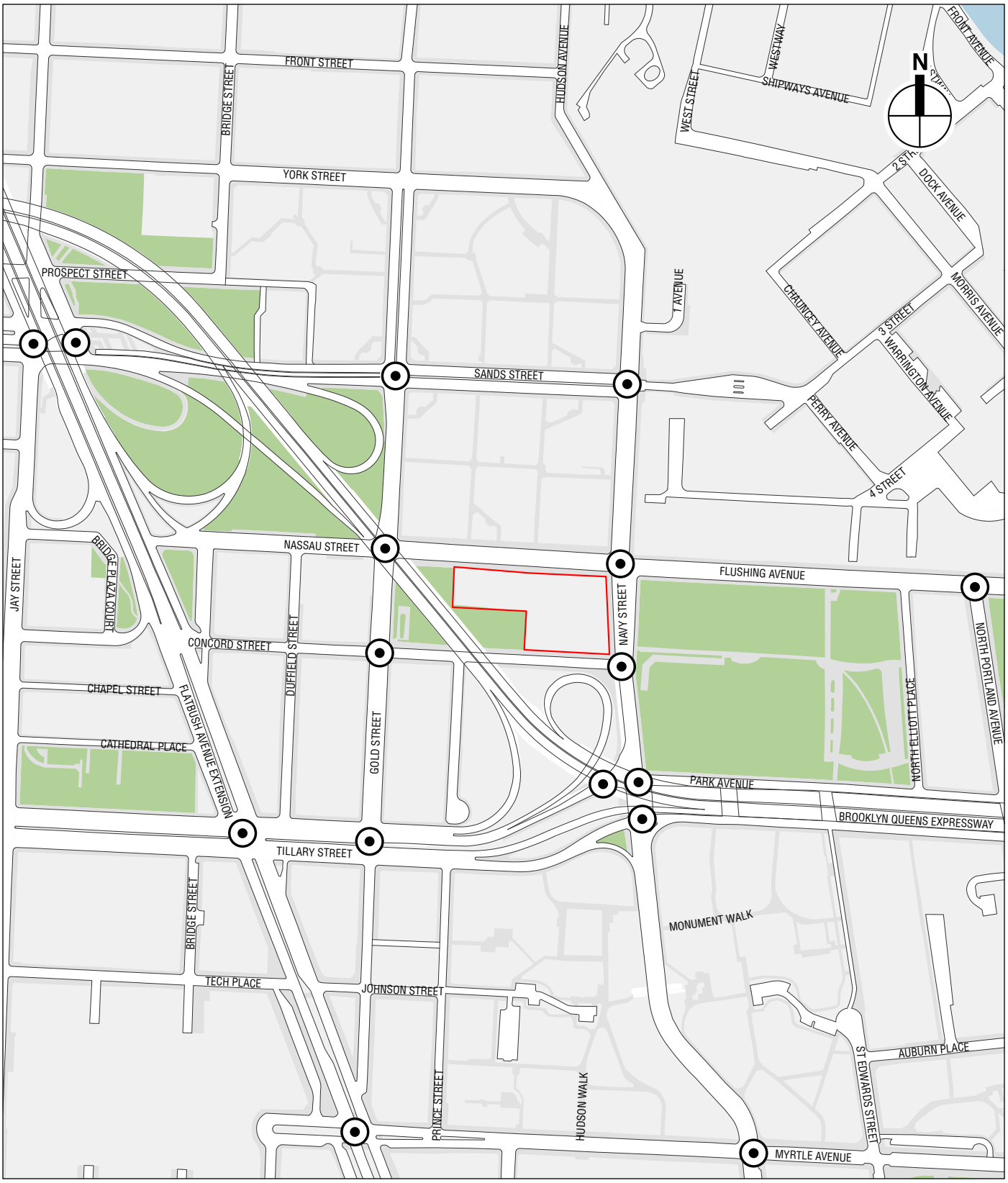
NYC Educational Construction Fund

240 NASSAU STREET

With Action Incremental Vehicle Trips
Saturday Peak Hour

Figure 11-15

6.22.26



Project Site

Traffic Analysis Location

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

Traffic Analysis Locations

Figure 11-16

Table 11-11
Traffic Level 2 Screening Analysis Results—Selected Analysis Locations

Traffic Intersections	Incremental Vehicle Trips				Selected Analysis Locations
	Weekday AM	Weekday Midday	Weekday PM	Saturday	
North Elliott Place and Flushing Avenue*	51	37	63	56	
North Portland Avenue and Flushing Avenue	48	37	60	56	✓
North Portland Avenue and Park Avenue (South)	29	26	42	42	

Notes:
Intersections with fewer than 25 project-generated vehicles trips in both peak hours are not presented in this table
✓ denotes intersection that exceeds the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicles
* denotes an intersection with 50 or more incremental peak hour vehicle trips that consist of only through movements where no conflicting pedestrians or conflicting vehicles can affect traffic capacity or delays
^ denotes intersections with 50 or more incremental peak hour vehicle trips that cannot be analyzed using the 2000 Highway Capacity Manual (HCM) methodology (not signalized or stop-controlled)

TRANSIT

The Project Site is located near the York Street (F train), High Street (A/C trains), Jay Street-MetroTech (A/C/F/R trains), and DeKalb Avenue (B/Q/R trains) subway stations. The most likely travel routes to and from the Project Site, prevailing travel patterns, commuter O-D summaries from the census data, and the anticipated locations of site access and egress were examined to develop subway trip assignment patterns. Project-generated subway trips and transfers to the subway were assigned as follows:

- Residential subway trips:
    - 63 percent to York Street
    - 27 percent to DeKalb Avenue
    - 10 percent to High Street
- Residential railroad transfers to subway:
    - 50 percent to York Street (via either Grand Central Terminal/Grand Central Madison or Penn Station)
    - 25 percent to DeKalb Avenue (via Atlantic Terminal)
    - 25 percent to local buses
- School Students/Parents subway trips:
    - 50 percent to York Street
    - 40 percent to DeKalb Avenue
    - 10 percent to High Street
- School Staff subway trips;
    - 52 percent to York Street
    - 44 percent to DeKalb Avenue
    - 4 percent to High Street
- School Staff railroad transfers to subway;
    - 42 percent to York Street (via either Grand Central Terminal/Grand Central Madison or Penn Station)

    - 29 percent to DeKalb Avenue (via Atlantic Terminal)
    - 29 percent to local buses
- School Staff bus transfers to subway;
    - 17 percent to High Street (via Port Authority Bus Terminal)
    - 4 percent to DeKalb Avenue (via local buses)
    - 2 percent to York Street (via local buses)
- Local Retail / Community Facility;
    - 50 percent to York Street
    - 40 percent to DeKalb Avenue
    - 10 percent to Jay Street-MetroTech

Based on these assignment patterns, the York Street Station would exceed the *CEQR Technical Manual* analysis threshold of 200 incremental subway trips in the weekday AM and PM peak hours, and trip assignments were prepared for the Proposed Project. A total of three vertical circulation elements (two stairways and one passageway) and one fare control area at the York Street Station have been selected for detailed analysis. These station elements include:

- N530 fare control area;
- Street-level stair S1/S2 on the southeast corner on Jay Street and York Street;
- Paid-zone ramp passageway leading from the N530 fare control area to the P1/P2 platform-level stair;
- Platform-level stair P1/P2.

The project-generated trips assigned to each of these selected analysis elements are summarized in **Table 11-12**.

Table 11-12
With Action Incremental Subway Trips by Element
York Street Station

Location	Element	Element ID	Incremental Subway Trips Weekday AM	Incremental Subway Trips Weekday PM
Jay Street and York Street, southeast corner	Street Stair	S1/S2	319	288
Jay Street and York Street, southeast corner	Fare Control Area	N530	319	288
N530 paid zone	Passageway	R1	319	288
N530 paid zone	Platform Stair	P1/P2	319	288

The F subway line (IND Sixth Avenue Line) operating between Coney Island-Stillwell Avenue, Brooklyn and Jamaica-179th Street, Queens would also exceed 200 incremental subway trips in the northbound direction in the weekday AM peak hour and in the southbound direction in the weekday PM peak hour and has been selected for analysis of subway line-haul conditions.

PEDESTRIANS

As shown in **Table 11-10**, the incremental person trips would be greater than 200 person trips during various analysis peak hours. Level 2 pedestrian trip assignments to area sidewalks, corner reservoirs, and crosswalks were individually developed for all the proposed uses and were prepared for the respective peak hours where they exceed the Level 1 threshold, which are the weekday AM, midday, PM, and Saturday peak hours.

- Auto Trips – For the residential, retail, and community facility uses, and for school staff, auto trips were assigned to walk from off-street parking facilities within a ¼ mile of the site. Students and parents going to the schools in the No Action and With Action conditions were assigned to frontages along the Project Site.
- Taxi Trips – It was assumed that taxi patrons would get dropped off and picked up at street frontages along the Project Site.
- City Bus Trips – City bus riders would take buses stopping on Flushing Avenue, Nassau Street, Sands Street, Navy Street. Bus riders from Staten Island would transfer to the subway to take the R train to the DeKalb Avenue station. Express bus riders from the Bronx would transfer to the subway to the York Street station. Port Authority Bus Terminal riders would transfer to the A train at High Street.
- Subway Trips – Subway riders would exit the York Street station at the southeast corner of York Street and Jay Street, the High Street station on Adams Street between Sands Street and Tillary Street, the DeKalb Avenue station at the northeast corner of Flatbush Avenue Extension and Fleet Street, and the Jay Street-Metrotech station at the east sidewalk of Jay Street between Willoughby Street and Fulton Street and walk to the Project Site.
- Railroad Trips – Metro-North Railroad and New Jersey Transit riders would transfer to the subway and exit at York Street and walk to the Project Site. Long Island Rail Road riders using Atlantic Terminal would transfer to the B67 bus, or to the subway at DeKalb Avenue, and walk to the Project Site.

- Ferry Trips – Ferry trips would walk to the Project Site from the DUMBO New York City Ferry landing.
- School Bus Trips – School bus riders would be dropped off at a designated area along the Project Site on Navy Street in the No Action condition and on Nassau Street in the With Action condition.
- Walk-Only Trips – Walk-only trips were distributed to the surrounding area in consideration of population density and land use characteristics.

Based on the detailed pedestrian trip assignments, 45 sidewalk segments, 42 corner reservoirs, and 28 crosswalks, comprising the pedestrian study area, have been selected for detailed pedestrian analysis, as summarized in **Table 11-13** and depicted in **Figures 11-17a** and **11-17b**.

Table 11-13
Pedestrian Level 2 Screening Analysis Results

Pedestrian Elements	Incremental Pedestrian Trips				Selected Analysis Locations
	Weekday			Saturday	
	AM	Midday	PM		
Sands Street and Pearl Street					
Southeast Corner of Sands Street and Pearl Street	112	64	99	108	
Sands Street and Jay Street					
Northwest Corner of Sands Street and Jay Street	113	64	100	108	
Northeast Corner of Sands Street and Jay Street	186	102	185	171	
North Sidewalk of Sands Street between Jay Street and Prospect Street	186	102	185	171	
York Street and Jay Street					
Southeast Corner of York Street and Jay Street	**315**	**290**	**291**	**487**	✓
East Sidewalk of Jay Street between York Street and Prospect Street	**315**	**290**	**291**	**487**	✓
Tillary Street and Jay Street					
North Crosswalk	**229**	88	**277**	143	✓
South Crosswalk	99	41	119	65	
West Crosswalk (south segment)	133	48	155	78	
West Crosswalk (north segment)	133	48	155	78	
Northeast Corner of Tillary Street and Jay Street	**214**	88	**262**	143	✓
Southeast Corner of Tillary Street and Jay Street	**202**	89	**244**	143	✓
Southwest Corner of Tillary Street and Jay Street	**232**	89	**274**	143	✓
Northwest Corner of Tillary Street and Jay Street	**362**	136	**432**	**221**	✓
East Sidewalk of Jay Street between Tillary Street and Midblock Crossing	103	50	129	84	
West Sidewalk of Jay Street between Tillary Street and Midblock Crossing	133	48	155	78	
South Sidewalk of Tillary Street between Jay Street and Adams Street	99	41	119	65	
North Sidewalk of Tillary Street between Jay Street and Adams Street	99	41	119	65	
South Sidewalk of Tillary Street between Jay Street and Bridge Street	**214**	88	**262**	143	✓
Jay Street and Johnson Street					
East Crosswalk	103	50	129	84	
West Crosswalk	133	48	155	78	
Northeast Corner of Jay Street and Johnson Street	103	50	129	84	
Southeast Corner of Jay Street and Johnson Street	103	50	129	84	
Southwest Corner of Jay Street and Johnson Street	133	48	155	78	
Northwest Corner of Jay Street and Johnson Street	133	48	155	78	
East Sidewalk of Jay Street between Johnson Street and Midblock Crossing	103	50	129	84	
East Sidewalk of Jay Street between Johnson Street and Myrtle Avenue Plaza	103	50	129	84	
West Sidewalk of Jay Street between Johnson Street and Myrtle Avenue Plaza	133	48	155	78	
West Sidewalk of Jay Street between Johnson Street and Midblock Crossing	133	48	155	78	
Jay Street and Metrotech Center					
East Crosswalk	103	50	129	84	
Northeast Corner	103	50	129	84	
Southeast Corner	103	50	129	84	
East Sidewalk of Jay Street between MetroTech Center and Myrtle Avenue Plaza	103	50	129	84	
West Sidewalk of Jay Street between MetroTech Center and Myrtle Avenue Plaza	133	48	155	78	
Jay Street and Willoughby Street					
East Crosswalk	103	50	129	84	
West Crosswalk	133	48	155	78	
Northeast Corner of Jay Street and Willoughby Street	103	50	129	84	
Southeast Corner of Jay Street and Willoughby Street	103	50	129	84	
Southwest Corner of Jay Street and Willoughby Street	133	48	155	78	
Northwest Corner of Jay Street and Willoughby Street	133	48	155	78	
East Sidewalk of Jay Street between Willoughby Street and Metrotech Center	103	50	129	84	
East Sidewalk of Jay Street between Willoughby Street and Fulton Street	103	50	129	84	
West Sidewalk of Jay Street between Willoughby Street and Fulton Street	133	48	155	78	
West Sidewalk of Jay Street between Willoughby Street and Metrotech Center	133	48	155	78	



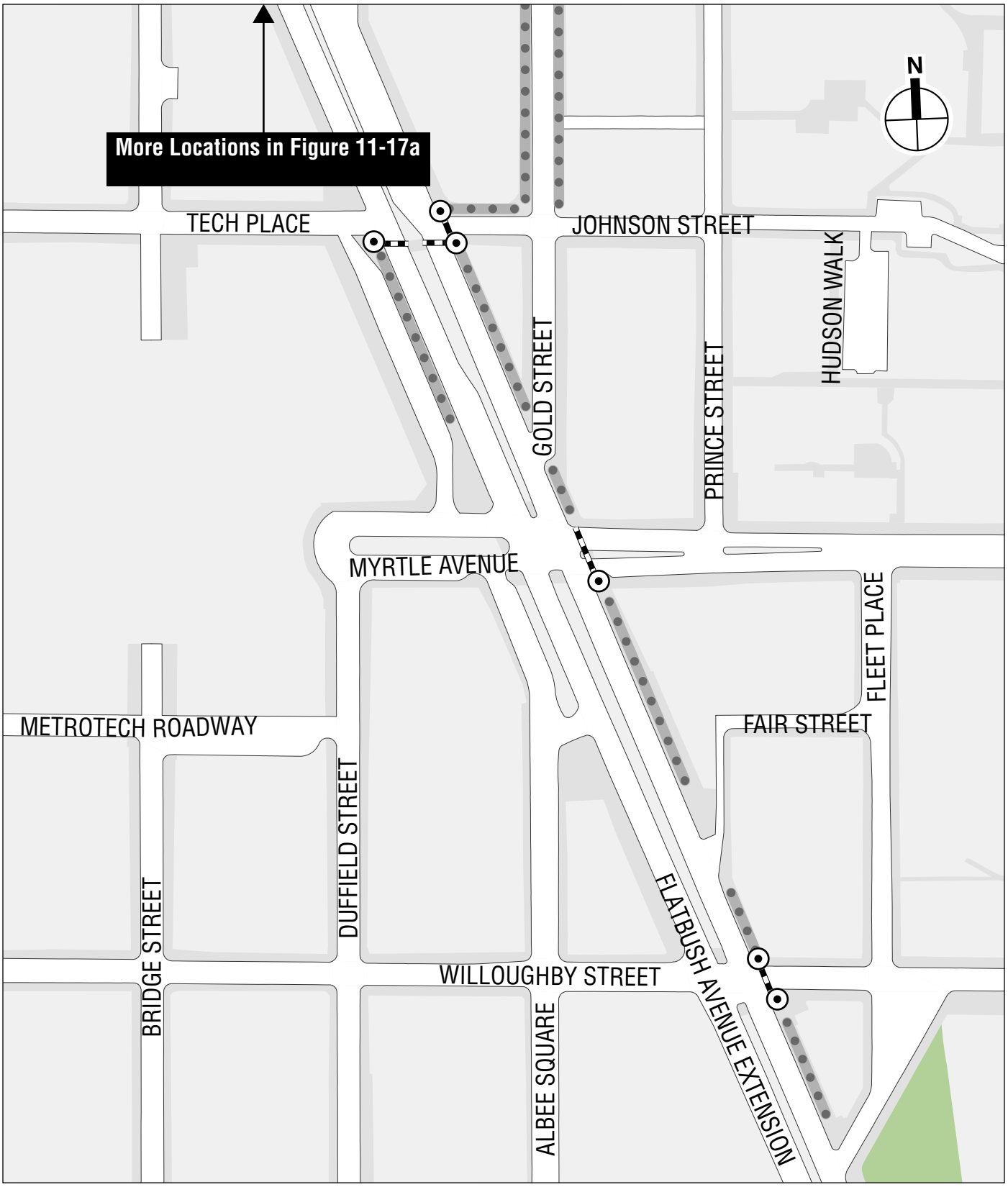
NYC Educational Construction Fund

240 NASSAU STREET

Pedestrian Analysis Locations

Figure 11-17a

6.22.26



Corners

Crosswalks

Sidewalks

NYC Educational Construction Fund

240 NASSAU STREET

Pedestrian Analysis Locations

Figure 11-17b

Table 11-13
Pedestrian Level 2 Screening Analysis Results

Pedestrian Elements	Incremental Pedestrian Trips				Selected Analysis Locations
	Weekday			Saturday	
	AM	Midday	PM		
Jay Street (East) and Prospect Street					
Southeast Corner of Jay Street (East) and Prospect Street	106	56	104	94	
East Sidewalk of Jay Street (East) between Prospect Street and Sands Street	112	58	119	99	
York Street and Bridge Street					
South Crosswalk	**315**	**290**	**291**	**487**	✓
Southeast Corner of York Street and Bridge Street	**315**	**290**	**291**	**487**	✓
Southwest Corner of York Street and Bridge Street	**315**	**290**	**291**	**487**	✓
South Sidewalk of York Street between Bridge Street and Gold Street	**315**	**290**	**291**	**487**	✓
South Sidewalk of York Street between Bridge Street and Jay Street	**315**	**290**	**291**	**487**	✓
Flatbush Avenue Extension and Tillary Street					
North Crosswalk	**214**	88	**262**	143	✓
South Crosswalk	**214**	88	**262**	143	✓
Northeast Corner of Flatbush Avenue Extension and Tillary Street	**214**	88	**262**	143	✓
Southeast Corner of Flatbush Avenue Extension and Tillary Street	**214**	88	**262**	143	*
Southwest Corner of Flatbush Avenue Extension and Tillary Street	**214**	88	**262**	143	✓
Northwest Corner of Flatbush Avenue Extension and Tillary Street	**214**	88	**262**	143	✓
North Sidewalk of Tillary Street between Flatbush Avenue and Jay Street	**214**	88	**262**	143	✓
South Sidewalk of Tillary Street between Flatbush Avenue and Bridge Street	**214**	88	**262**	143	✓
Flatbush Avenue and Johnson Street/Tech Place					
East Crosswalk	**482**	**310**	**580**	**511**	✓
South Crosswalk (West Segment)	185	78	**230**	122	✓
South Crosswalk (East Segment)	185	78	**230**	122	✓
Northeast Corner of Flatbush Avenue and Johnson Street	**482**	**310**	**580**	**511**	✓
Southeast Corner of Flatbush Avenue and Johnson Street	**667**	**388**	**810**	**633**	✓
Southwest Corner of Flatbush Avenue and Johnson Street	185	78	**230**	122	✓
East Sidewalk of Flatbush Avenue between Johnson Street and Gold Street	**297**	**236**	**345**	**390**	✓
West Sidewalk of Flatbush Avenue between Tech Place and Myrtle Avenue	185	78	**230**	122	✓
Flatbush Avenue and Gold Street					
East Sidewalk of Flatbush Avenue between Gold Street and Myrtle Avenue	**206**	195	**228**	**327**	✓
Flatbush Avenue Extension and Myrtle Avenue					
East Crosswalk	176	181	193	**304**	✓
Northeast Corner of Flatbush Avenue Extension and Myrtle Avenue	190	191	**209**	**327**	*
Southeast Corner of Flatbush Avenue Extension and Myrtle Avenue	176	181	193	**304**	✓
East Sidewalk of Flatbush Avenue between Myrtle Avenue and Fair Street	161	169	172	**280**	✓
Flatbush Avenue Extension and Willoughby Street					
East Crosswalk	155	164	158	**267**	✓
Northeast Corner of Flatbush Avenue Extension and Willoughby Street	155	164	158	**267**	✓
Southeast Corner of Flatbush Avenue Extension and Willoughby Street	155	164	158	**267**	✓
East Sidewalk of Flatbush Avenue between Fair Street and Willoughby Street	155	164	158	**267**	✓
East Sidewalk of Flatbush Avenue between Willoughby Street and Fleet Street	155	164	158	**267**	✓
Tillary Street and Duffield Street					
North Sidewalk of Tillary Street between Flatbush Avenue and Duffield Street	**214**	88	**262**	143	✓
South Sidewalk of Tillary Street between Flatbush Avenue and Duffield Street	**214**	88	**262**	143	*
York Street and Gold Street					
East Crosswalk	140	58	174	92	
South Crosswalk (West Segment)	159	144	140	**241**	✓
South Crosswalk (East Segment)	159	144	140	**241**	✓
West Crosswalk	140	58	174	92	
Northeast Corner of York Street and Gold Street	140	58	174	92	
Southeast Corner of York Street and Gold Street	**299**	**202**	**314**	**333**	✓
Southwest Corner of York Street and Gold Street	**458**	**346**	**454**	**574**	✓
Northwest Corner of York Street and Gold Street	140	58	174	92	
East Sidewalk of Gold Street between York Street and Midblock Crossing	**301**	**206**	**318**	**339**	✓
West Sidewalk of Gold Street between York Street and Midblock Crossing	**301**	**206**	**318**	**339**	✓

Table 11-13
Pedestrian Level 2 Screening Analysis Results

Pedestrian Elements	Incremental Pedestrian Trips				Selected Analysis Locations
	Weekday			Saturday	
	AM	Midday	PM		
Gold Street and Sands Street					
East Crosswalk	**478**	**286**	**514**	**471**	✓
West Crosswalk	**477**	**286**	**513**	**471**	✓
Northeast Corner of Gold Street and Sands Street	**569**	**334**	**599**	**554**	✓
Southeast Corner of Gold Street and Sands Street	**478**	**286**	**514**	**471**	✓
Southwest Corner of Gold Street and Sands Street	**477**	**286**	**513**	**471**	✓
Northwest Corner of Gold Street and Sands Street	**568**	**334**	**598**	**554**	✓
East Sidewalk of Gold Street between Sands Street and Midblock Crossing	**387**	**242**	**425**	**389**	✓
West Sidewalk of Gold Street between Sands Street and Midblock Crossing	**387**	**242**	**425**	**389**	✓
East Sidewalk of Gold Street between Sands Street and Nassau Street	**545**	**312**	**600**	**514**	✓
West Sidewalk of Gold Street between Sands Street and Nassau Street	**544**	**312**	**599**	**514**	✓
North Sidewalk of Sands Street between Gold Street and Prospect Street	186	102	185	171	
Gold Street and Nassau Street					
East Crosswalk	**476**	**308**	**530**	**504**	✓
South Crosswalk	**987**	**281**	**1,043**	**464**	✓
West Crosswalk	**544**	**312**	**599**	**514**	✓
Northeast Corner of Gold Street and Nassau Street	**536**	**316**	**598**	**512**	✓
Southeast Corner of Gold Street and Nassau Street	**2,114**	**667**	**2,220**	**1,101**	✓
Southwest Corner of Gold Street and Nassau Street	**1,531**	**593**	**1,642**	**978**	✓
Northwest Corner of Gold Street and Nassau Street	**544**	**312**	**599**	**514**	✓
East Sidewalk of Gold Street between Nassau Street and Concord Street	**833**	**222**	**854**	**366**	✓
West Sidewalk of Gold Street between Nassau Street and Concord Street	**762**	183	**762**	**303**	✓
South Sidewalk of Nassau Street between Gold Street and Building 1 Community Center Entrance	**1,945**	**535**	**2,033**	**888**	✓
South Sidewalk of Nassau Street between Building 1 Community Center Entrance and Retail Entrance	**1,876**	**479**	**1,965**	**797**	✓
South Sidewalk of Nassau Street between Building 1 Retail Entrance and Residential Entrance	**1,885**	**483**	**1,969**	**800**	✓
South Sidewalk of Nassau Street between Building 1 Residential Entrance and Cultural Center Entrance	**1,523**	**261**	**1,639**	**442**	✓
Gold Street and Concord Street					
North Crosswalk	168	197	196	**328**	✓
East Crosswalk	**806**	**365**	**944**	**603**	✓
South Crosswalk	17	151	95	**242**	✓
West Crosswalk	**598**	162	**629**	**274**	✓
Northeast Corner of Gold Street and Concord Street	**1,156**	**706**	**1,347**	**1,164**	✓
Southeast Corner of Gold Street and Concord Street	**806**	**568**	**1,060**	**935**	✓
Southwest Corner of Gold Street and Concord Street	**615**	**313**	**724**	**516**	✓
Northwest Corner of Gold Street and Concord Street	**766**	**359**	**825**	**602**	✓
East Sidewalk of Gold Street between Concord Street and Tillary Street	**661**	**335**	**802**	**546**	✓
West Sidewalk of Gold Street between Concord Street and Tillary Street	**608**	**315**	**730**	**519**	✓
Gold Street and Tillary Street					
North Crosswalk	113	46	139	73	
East Crosswalk (north segment)	**474**	**267**	**577**	**430**	✓
East Crosswalk (south segment)	**474**	**267**	**577**	**430**	✓
South Crosswalk	98	46	124	73	
West Crosswalk (south segment)	**443**	**241**	**541**	**403**	✓
West Crosswalk (north segment)	**443**	**241**	**541**	**403**	✓
Northeast Corner of Gold Street and Tillary Street	**587**	**313**	**716**	**503**	✓
Southeast Corner of Gold Street and Tillary Street	**572**	**313**	**701**	**503**	✓
Southwest Corner of Gold Street and Tillary Street	**541**	**287**	**665**	**476**	✓
Northwest Corner of Gold Street and Tillary Street	**541**	**287**	**665**	**476**	✓
North Sidewalk of Tillary Street between Gold Street and Duffield Street	**214**	88	**262**	143	✓
East Sidewalk of Gold Street between Tillary Street and Johnson Street	**369**	**215**	**451**	**352**	✓
West Sidewalk of Gold Street between Tillary Street and Johnson Street	**324**	**205**	**399**	**332**	✓
South Sidewalk of Tillary Street between Gold Street and Duffield Street	**214**	88	**262**	143	✓
Gold Street and Johnson Street					
North Sidewalk of Johnson Street between Gold Street and Flatbush Avenue	**601**	**358**	**719**	**591**	✓
Concord Street and Prince Street					
North Sidewalk of Concord Street between Prince Street and Building 3 Retail/Residential Entrance	**474**	**609**	**665**	**988**	✓
South Sidewalk of Concord Street between Prince Street and Gold Street	-134	118	-43	190	✓***
North Sidewalk of Concord Street between Prince Street and Gold Street	**496**	**638**	**707**	**1,038**	✓
Sands Street/Perry Avenue and Navy Street					
North Crosswalk	151	140	**203**	**231**	✓
West Crosswalk	132	151	**203**	**252**	✓
Northeast Corner of Sands Street/Perry Avenue and Navy Street	151	140	**203**	**231**	✓
Southwest Corner of Sands Street/Perry Avenue and Navy Street	135	153	**202**	**254**	✓
Northwest Corner of Sands Street/Perry Avenue and Navy Street	**283**	**291**	**406**	**483**	✓
North Sidewalk of Perry Avenue between Navy Street and Garage 5	151	140	**203**	**231**	**
West Sidewalk of Navy Street between Sands Street and Farragut Houses Driveway	139	154	**200**	**253**	✓

Table 11-13
Pedestrian Level 2 Screening Analysis Results

Pedestrian Elements	Incremental Pedestrian Trips				Selected Analysis Locations
	Weekday			Saturday	
	AM	Midday	PM		
Navy Street and Nassau Street					
West Sidewalk of Navy Street between Nassau Street and Farragut Houses Driveway	139	154	**200**	**253**	✓
Midblock Crosswalk between Navy Street and Gold Street	187	35	196	55	
North Crosswalk	96	37	115	63	
West Crosswalk	105	159	185	**267**	✓
Northeast Corner of Flushing Avenue and Navy Street	96	37	115	63	
Southeast Corner of Flushing Avenue and Navy Street	45	51	85	89	
Southwest Corner of Nassau Street and Navy Street	-47	**240**	95	**404**	✓
Northwest Corner of Nassau Street and Navy Street	**234**	**218**	**334**	**370**	✓
North Sidewalk of Flushing Avenue between Navy Street and Navy Yard Entrance	96	37	115	63	
South Sidewalk of Nassau Street between Building 2 Retail and School Entrances	**1,607**	74	**1,639**	130	✓
South Sidewalk of Flushing Avenue between Navy Street and Navy Yard Entrance	66	45	102	77	
West Sidewalk of Navy Street between Building 2 Retail Entrance and Building 3 Retail Entrance	-315	**221**	-163	**355**	✓
South Sidewalk of Nassau Street between Building 2 School Entrance and Navy Street	113	74	135	130	✓***
Navy Street and Concord Street					
North Crosswalk	99	63	149	101	
West Crosswalk	95	197	**247**	**318**	✓
Southwest Corner of Navy Street and Concord Street	171	**200**	**321**	**323**	✓
Northwest Corner of Navy Street and Concord Street	115	**387**	**363**	**625**	✓
East Sidewalk of Navy Street between Concord Street and Park Avenue	148	67	199	108	✓***
West Sidewalk of Navy Street between Concord Street and Park Avenue	156	75	**216**	125	✓
South Sidewalk of Concord Street between Navy Street and Prince Street	-134	118	-43	190	✓
West Sidewalk of Navy Street between Building 3 Retail Entrance and Concord Street	7	**213**	135	**348**	✓
North Sidewalk of Concord Street between Navy Street and Building 3 Residential Entrance	6	**249**	139	**403**	✓
Navy Street and Park Avenue/Tillary Street (Westbound)					
East Crosswalk	91	22	106	32	
West Crosswalk	104	32	115	46	
Northeast Corner of Navy Street and Park Avenue (westbound)	194	116	**285**	185	✓
Southeast Corner of Navy Street and Park Avenue (westbound)	91	22	106	32	
Southwest Corner of Navy Street and Park Avenue (westbound)	104	32	115	46	
Northwest Corner of Navy Street and Park Avenue (westbound)	156	81	**207**	125	*
North Sidewalk of Park Avenue (westbound) between Navy Street and North Elliott Place	107	100	189	152	
East Sidewalk of Navy Street between Park Avenue (westbound) and Park Avenue (eastbound)	91	22	106	32	
West Sidewalk of Navy Street between Park Avenue (westbound) and Park Avenue (eastbound)	104	32	115	46	

Notes: Elements with increments of over 100 in a peak hour are shown in this table.
✓ denotes pedestrian elements selected for detailed analysis.
* denotes pedestrian elements excluded due to crosswalk/corner/sidewalk geometry characteristics
** denotes pedestrian elements excluded due to private streets
*** denotes pedestrian elements selected due to proximity to the Project Site
Pedestrian elements with fewer than 100 project-generated pedestrian trips in a peak hour are not presented in this table.

C. TRANSPORTATION ANALYSIS METHODOLOGIES

As described above, detailed analyses have been determined to be warranted to evaluate the operation of traffic intersections, subway station control area and vertical circulation elements, subway and bus line-haul levels, and pedestrian elements. Assessments of street user safety and parking supply and demand would also be undertaken. The analysis methodologies and significant adverse impact criteria for these transportation analysis topics are outlined below.

TRAFFIC OPERATIONS

The operations of all the signalized and unsignalized intersections in the study area were assessed using methodologies presented in the *2000 Highway Capacity Manual (HCM)* using the *Highway Capacity Software (HCS+ 5.5)*. The *HCM* procedure evaluates the level of service (LOS) for signalized and unsignalized intersections using average stop control delay, in seconds per vehicle, as described below.

SIGNALIZED INTERSECTIONS

The average control delay per vehicle is the basis for LOS determination for individual lane groups (grouping of movements in one or more travel lanes), the approaches, and the overall intersection. The LOS criteria are defined in **Table 11-14.**

Table 11-14
Level of Service Criteria for Signalized Intersections

LOS	Average Control Delay
A	≤ 10.0 seconds
B	>10.0 and ≤ 20.0 seconds
C	>20.0 and ≤ 35.0 seconds
D	>35.0 and ≤ 55.0 seconds
E	>55.0 and ≤ 80.0 seconds
F	>80.0 seconds
Source: Transportation Research Board. *Highway Capacity Manual*, 2000	

Although the *HCM* methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the *HCM*. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay actually represents the most efficient condition in terms of traffic engineering standards, where an approach or the whole intersection processes traffic close to its theoretical maximum capacity with minimal delay. However, very high v/c ratios—especially those approaching or greater than 1.0—are often correlated with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still fairly light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle breakdowns are frequent. The *HCM* methodology also provides for a summary of the total intersection operating conditions. The analysis chooses the two critical movements (the worst case from each roadway) and calculates a summary critical v/c ratio. The overall intersection delay, which determines the intersection's LOS, is based on a weighted average of control delays of the individual lane groups. Within New York City, LOS D or better (average control delay of less than or equal to 55.0 seconds) is considered to be acceptable operations.

Significant Impact Criteria

According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant and require examination of mitigation if they result in an increase in the With Action condition of five or more seconds of delay in a lane group over No Action levels within LOS E. For No Action LOS F, a four-second increase in delay is considered significant. In addition, impacts are considered significant if levels of service deteriorate from acceptable A, B, C, or D in the No Action condition to unacceptable LOS E or F in the With Action condition, providing the delay increases are equal or greater than the above.

UNSIGNALIZED INTERSECTIONS

For unsignalized intersections, the average control delay is defined as the total elapsed time from which a vehicle stops at the end of the queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The average control delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The LOS criteria for unsignalized intersections are summarized in **Table 11-15**.

Table 11-15
Level of Service Criteria for Unsignalized Intersections

LOS	Average Control Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds

Source: Transportation Research Board. *Highway Capacity Manual*, 2000

The LOS thresholds for unsignalized intersections are different from those for signalized intersections. The primary reason is that drivers expect different levels of performance from different types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection; hence, the corresponding control delays are higher at a signalized intersection than at an unsignalized intersection for the same LOS. In addition, certain driver behavioral considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections. For these reasons, the corresponding delay thresholds for unsignalized intersections are lower than those of signalized intersections. As with signalized intersections, within New York City, LOS D or better (average control delay of less than or equal to 35.0 seconds) is considered to be acceptable.

Significant Impact Criteria

The same sliding scale of delays that define the presence of significant impacts described for signalized intersections applies for unsignalized intersections. For the minor street to trigger significant impacts, at least 90 passenger car equivalents (PCE) must be identified in the With Action condition in any peak hour.

TRANSIT OPERATIONS

The procedures used to evaluate transit operations, as presented in the *CEQR Technical Manual*, are established pursuant to requirements of the Metropolitan Transportation Authority (MTA) NYCT. Those associated with analyzing subway station elements and subway/bus line-haul capacities are described below.

SUBWAY STATION ELEMENTS

The methodology for assessing station circulation (stairs, escalators, and passageways) and fare control (regular turnstiles, high entry/exit turnstiles, and high exit turnstiles) elements compares the user volume with the analyzed element's design capacity, resulting in a v/c ratio. For stairs, the design capacity considers the effective width of a tread, which accounts for railings or other obstructions, the friction or counter-flow between upward and downward pedestrians (up to 10 percent capacity reduction is applied to account for counter-flow friction), surging of entering and exiting pedestrians (up to 25 percent capacity reduction is applied to account for surged flows off of platforms and onto platforms), and the average area required for circulation. For passageways, similar considerations are made. For escalators and turnstiles, capacities are measured by the number and width of an element and the NYCT optimum capacity per element, and also account for the potential for surging of entering and exiting pedestrians. In the analysis for each of these elements, volumes and capacities are presented for 15-minute intervals. The estimated v/c ratio is compared with NYCT criteria to determine the LOS for the operation of an element, as summarized in **Table 11-16**.

Table 11-16
LOS Criteria for Subway Station Elements

LOS	V/C Ratio
A	0.00 to 0.45
B	0.45 to 0.70
C	0.70 to 1.00
D	1.00 to 1.33
E	1.33 to 1.67
F	Above 1.67

Sources: New York City Mayor's Office of Environmental Coordination, 2025 CEQR *Technical Manual*

At LOS A ("free flow") and B ("fluid flow"), there is sufficient area to allow pedestrians to freely select their walking speed and bypass slower pedestrians. When cross and reverse flow movement exists, only minor conflicts may occur. At LOS C ("fluid, somewhat restricted"), movement is fluid although somewhat restricted. While there is sufficient room for standing without personal contact, circulation through queuing areas may require adjustments to walking speed. At LOS D ("crowded, walking speed restricted"), walking speed is restricted and reduced. Reverse and cross flow movement is severely restricted because of congestion and the difficult passage of slower moving pedestrians. At LOS E ("congested, some shuffling and queuing") and F ("severely congested, queued"), walking speed is restricted. There is also insufficient area to bypass others, and opposing movement is difficult. Often, forward progress is achievable only through shuffling, with queues forming.

Significant Impact Criteria

The determination of significant impacts for station elements varies based on type and use. For stairs and passageways, significant impacts are defined in terms of width increment threshold (WIT) based on the minimum amount of additional capacity that would be required either to mitigate the location to its LOS under the No Action levels, or to bring it to a v/c ratio of 1.00 (LOS C/D), whichever is greater. Significant impacts are typically considered to occur once the WITs in **Table 11-17** are reached or exceeded.

Table 11-17
Significant Impact Guidance for Stairs and Passageways

With Action V/C Ratio	WIT for Significant Impact (inches)	
	Stairway	Passageway
1.00 to 1.09	8.0	13.0
1.10 to 1.19	7.0	11.5
1.20 to 1.29	6.0	10.0
1.30 to 1.39	5.0	8.5
1.40 to 1.49	4.0	6.0
1.50 to 1.59	3.0	4.5
1.60 and up	2.0	3.0

Note: WIT = Width Increment Threshold
Sources: New York City Mayor's Office of Environmental Coordination, 2025 CEQR *Technical Manual*

For escalators and control area elements, impacts are significant if the proposed project causes a v/c ratio to increase from below 1.00 to 1.00 or greater. Where a facility is already at or above its capacity (a v/c of 1.00 or greater) in the No Action condition, a 0.01 increase in v/c ratio is also significant.

SUBWAY AND BUS LINE-HAUL CAPACITIES

As per the *CEQR Technical Manual*, line-haul capacities are evaluated when a proposed project is anticipated to generate a perceptible number of passengers on particular subway and bus routes. For subways, if a subway line is expected to incur 200 or more passengers in one direction of travel during a commuter peak hour, a detailed review of ridership level at its maximum load point and/or other project-specific load points is advised to determine if the route's guideline (or practical) capacity would be exceeded. NYCT operates six different types of subway cars with different seating and guideline capacities. The peak period guideline capacity of a subway car, which ranges from 110 to 175 passengers, is compared with ridership levels to determine the acceptability of conditions.

Bus line-haul capacities are evaluated when a proposed project is anticipated to generate 50 or more bus passengers on a single bus route in one direction. The assessment of bus line-haul conditions involves analyzing bus routes at their peak load points and, if necessary, includes the bus stops closest to the project site to identify the potential for the analyzed routes to exceed their guideline (or practical) capacities. NYCT and the MTA Bus Company operate three types of buses: standard and articulated buses, and over-the-road coaches. During peak hours, standard buses operate with up to 54 passengers per bus, articulated buses operate with up to 85 passengers per bus, and over-the-road coaches operate with up to 55 passengers per bus.

Significant Impact Criteria

For subways, projected increases from the No Action condition within guideline capacity to a With Action condition that exceeds guideline capacity may be considered a significant adverse impact, if a subway car for a particular line is expected to incur five or more riders from a proposed project. Since there are constraints on what service improvements are available to NYCT, significant line-haul capacity impacts on subway routes are generally disclosed but would usually remain unmitigated. For buses, an increase in bus load levels greater than the maximum capacity at any load point is defined as a potential significant

adverse impact. While subject to operational and fiscal constraints, bus impacts can typically be mitigated by increasing service frequency. Therefore, mitigation of bus line-haul capacity impacts, where appropriate, would be recommended for NYCT's approval.

PEDESTRIAN OPERATIONS

The adequacy of the study area's sidewalk, crosswalk, and corner reservoir capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 *HCM*, in accordance with procedures detailed in the *CEQR Technical Manual*. The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet per pedestrian (SFP), which is an indicator of the quality of pedestrian movement and comfort. The calculation of the sidewalk SFP is based on the pedestrian volumes by direction, the effective sidewalk or walkway width, and average walking speed. The SFP forms the basis for a sidewalk LOS analysis. The determination of sidewalk LOS is also dependent on whether the pedestrian flow being analyzed is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform, whereas platoon flow occurs when pedestrian volumes vary significantly with the peak 15-minute period. Such variation typically occurs near bus stops, subway stations, and/or where adjacent crosswalks account for much of the walkway's pedestrian volume.

Street corners and crosswalks are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The *HCM* methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians. The total "time-space" available for these activities, expressed in square feet-second, is calculated by multiplying the net area of the corner (in square feet) by the signal's cycle length. The analysis then determines the total circulation time for all pedestrian movements at the corner per signal cycle (expressed as pedestrians per second). The ratio of net time-space divided by the total pedestrian circulation volume per signal cycle provides the LOS measurement of available SFP.

Crosswalk LOS is also a function of time and space. Similar to the street corner analysis, crosswalk conditions are first expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time. This measure is expressed in square feet-second. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the total crosswalk pedestrian occupancy time is the LOS measurement of available square feet per pedestrian. The LOS analysis also accounts for vehicular turning movements that traverse the crosswalk.

The LOS standards for sidewalks, corner reservoirs, and crosswalks are summarized in **Table 11-18**. The *CEQR Technical Manual* specifies acceptable mid-LOS D or better (minimum of 31.5 SFP platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks) in Central Business District (CBD) settings, which include the project study area.

Table 11-18
Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks		Corner Reservoirs and Crosswalks
	Non-Platoon Flow	Platoon Flow	
A	> 60 SFP	> 530 SFP	> 60 SFP
B	> 40 and ≤ 60 SFP	> 90 and ≤ 530 SFP	> 40 and ≤ 60 SFP
C	> 24 and ≤ 40 SFP	> 40 and ≤ 90 SFP	> 24 and ≤ 40 SFP
D	> 15 and ≤ 24 SFP	> 23 and ≤ 40 SFP	> 15 and ≤ 24 SFP
E	> 8 and ≤ 15 SFP	> 11 and ≤ 23 SFP	> 8 and ≤ 15 SFP
F	≤ 8 SFP	≤ 11 SFP	≤ 8 SFP

Note: SFP = square feet per pedestrian.
Sources: New York City Mayor's Office of Environmental Coordination, 2025 CEQR *Technical Manual*

SIGNIFICANT IMPACT CRITERIA

The determination of significant pedestrian impacts considers the level of predicted decrease in pedestrian space between the No Action and With Action conditions. For different pedestrian elements, flow conditions, and area types, the *CEQR Technical Manual* procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

Sidewalks

The CBD sliding-scale formula for determining significant sidewalk impacts for platoon flow is $Y \geq X/(9.5–0.321)$. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian space falls short of mid-LOS D. **Table 11-19** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

Table 11-19
Significant Impact Guidance for Sidewalks

CBD Platoon Flow Sliding Scale Formula: $Y \geq X/(9.5—0.321)$	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**
No Action Pedestrian Space > 34.8	With Action Pedestrian Space < 31.5
34.0 to 34.8	≥ 3.3
33.0 to 33.9	≥ 3.2
32.1 to 32.9	≥ 3.1
31.1 to 32.0	≥ 3.0
30.2 to 31.0	≥ 2.9
29.2 to 30.1	≥ 2.8
28.3 to 29.1	≥ 2.7
27.3 to 28.2	≥ 2.6
26.4 to 27.2	≥ 2.5
25.4 to 26.3	≥ 2.4
24.5 to 25.3	≥ 2.3
23.5 to 24.4	≥ 2.2
22.6 to 23.4	≥ 2.1
21.6 to 22.5	≥ 2.0
20.7 to 21.5	≥ 1.9
19.7 to 20.6	≥ 1.8
18.8 to 19.6	≥ 1.7
17.8 to 18.7	≥ 1.6

Table 11-19
Significant Impact Guidance for Sidewalks

CBD Platoon Flow Sliding Scale Formula: *Y ≥ X/(9.5—0.321)*	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**
No Action Pedestrian Space > 34.8	With Action Pedestrian Space < 31.5
16.9 to 17.7	≥ 1.5
15.9 to 16.8	≥ 1.4
15.0 to 15.8	≥ 1.3
14.0 to 14.9	≥ 1.2
13.1 to 13.9	≥ 1.1
12.1 to 13.0	≥ 1.0
11.2 to 12.0	≥ 0.9
10.2 to 11.1	≥ 0.8
9.3 to 10.1	≥ 0.7
8.3 to 9.2	≥ 0.6
7.4 to 8.2	≥ 0.5
6.4 to 7.3	≥ 0.4
< 6.4	≥ 0.3

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources: New York City Mayor's Office of Environmental Coordination, 2025 CEQR *Technical Manual*

Corner Reservoirs and Crosswalks

The determination of significant corner and crosswalk impacts in the CBD is also based on a sliding scale using the following formula: Y ≥ X/9.0–0.31, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, this formula would apply only if the With Action pedestrian space falls short of mid-LOS D. **Table 11-20** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant corner and crosswalk impacts.

STREET USER SAFETY ASSESSMENT

An evaluation of street user (vehicular, bicyclist, and pedestrian) safety is necessary for locations within traffic and pedestrian study areas that have been identified as high crash locations—defined as Vision Zero high priority intersections or intersections where five or more pedestrian/bicyclist injury crashes occurred in any consecutive 12 months of the most recent three-year period for which data are available. Additionally, any locations along a Vision Zero priority corridor where three or more pedestrian/bicyclist injury crashes occurred in any consecutive 12 months of the most recent three-year period should also be identified as high crash locations. For these locations, crash trends are identified to determine if projected vehicular and pedestrian traffic would further exacerbate safety issues. The determination of whether street users, with particular focus on bicyclists and pedestrians, would be at increased risk for involvement in crashes due to the proposed action depends on the type of area in which the project area is located (i.e., whether it is near hospitals, schools, parks, nursing homes, or senior housing, or if it overlaps with Vision Zero priority intersections/corridors, Senior Pedestrian Focus Areas, or Truck Priority Safety Corridors), traffic volumes, crash types and severity, and other contributing factors. Where appropriate, measures to improve traffic, bicyclist, and pedestrian safety are identified and coordinated with DOT for approval.

Table 11-20
Significant Impact Guidance for Corners and Crosswalks

CBD Sliding Scale Formula: $Y \geq X/9.0–0.31$	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**
No Action Pedestrian Space > 21.5	With Action Pedestrian Space < 19.5
21.3 to 21.5	≥ 2.1
20.4 to 21.2	≥ 2.0
19.5 to 20.3	≥ 1.9
18.6 to 19.4	≥ 1.8
17.7 to 18.5	≥ 1.7
16.8 to 17.6	≥ 1.6
15.9 to 16.7	≥ 1.5
15.0 to 15.8	≥ 1.4
14.1 to 14.9	≥ 1.3
13.2 to 14.0	≥ 1.2
12.3 to 13.1	≥ 1.1
11.4 to 12.2	≥ 1.0
10.5 to 11.3	≥ 0.9
9.6 to 10.4	≥ 0.8
8.7 to 9.5	≥ 0.7
7.8 to 8.6	≥ 0.6
6.9 to 7.7	≥ 0.5
6.0 to 6.8	≥ 0.4
5.1 to 5.9	≥ 0.3
< 5.1	≥ 0.2

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources: New York City Mayor's Office of Environmental Coordination, 2025 CEQR *Technical Manual*

PARKING CONDITIONS ASSESSMENT

The parking analysis identifies the extent to which off-street parking is available and utilized under existing and future conditions. It takes into consideration anticipated changes in area parking supply and provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from parking displacement attributable to or additional demand generated by a proposed project. Typically, this analysis encompasses a study area within a ¼ mile of the project site. If the analysis concludes a shortfall in parking within the ¼-mile study area, the study area could sometimes be extended to a ½ mile to identify additional parking supply.

In accordance with *CEQR Technical Manual* guidelines, for proposed projects located in the Manhattan CBD, the inability of the proposed project or the surrounding area to accommodate the project's future parking demand is considered a parking shortfall but is generally not considered significant due to the magnitude of available alternative modes of transportation, and New York City's public policy of discouraging automotive use in the Manhattan CBD.

D. DETAILED TRAFFIC ANALYSIS

As described above in Section B, "Preliminary Analysis Methodology and Screening Assessment," 15 traffic intersections were selected for detailed analysis during the weekday AM, midday, PM, and Saturday peak hours. All analysis intersections are signalized.

EXISTING CONDITIONS

ROADWAY NETWORK AND TRAFFIC STUDY AREA

The key roadways in the study area include Jay Street, Flatbush Avenue, Gold Street, Navy Street, Sands Street, Nassau Street, Flushing Avenue, Concord Street, Tillary Street, and Myrtle Avenue. The physical and operational characteristics of the study area roadways are described below.

- Jay Street is a local two-way northbound-southbound roadway with generally one or two moving lanes of traffic in each direction in the study area, with parking permitted on both curbsides. A parking-protected bike lane is provided along the east curb. Jay Street is a DOT-designated truck route.
- Flatbush Avenue is a major two-way northbound-southbound roadway with generally three to four moving lanes of traffic in each direction in the study area, and is an access route to the Manhattan Bridge. Flatbush Avenue is a DOT-designated truck route.
- Gold Street is a local two-way northbound-southbound roadway with generally one or two moving lanes of traffic in each direction between York Street and Tillary Street in the study area, with parking permitted on both curbsides.
- Navy Street is a local two-way northbound-southbound roadway with generally one or two moving lanes of traffic in each direction in the study area, and a two-way bike lane is provided along the east curb. Parking is permitted on the east curbside between Concord Street and Park Avenue, on the west curbside between Sands Street and Nassau Street, and on both curbsides between Nassau Street and Concord Street. Navy Street is a DOT-designated truck route.
- North Portland Avenue is a local two-way northbound-southbound roadway with one moving lane in each direction in the study area. Parking is permitted on both curbsides.
- Sands Street is a local two-way eastbound-westbound roadway with generally one or two moving lanes of traffic in each direction in the study area, and is an access route to the BQE and to the Manhattan Bridge. Parking is permitted on the north curbside between Jay Street (east) and Gold Street and on both curbsides between Gold Street and Navy Street. A two-way bike lane is provided in the center median between Jay Street (east) and Navy Street. Sands Street is a DOT-designated truck route.
- Nassau Street is a local two-way eastbound-westbound roadway with one moving lane in traffic in each direction in the study area. Parking is permitted on both curbsides between Gold Street and Navy Street. Nassau Street is a DOT-designated truck route.
- Flushing Avenue is a local two-way eastbound-westbound roadway with generally one or two moving lanes of traffic in each direction in the study area. Parking is permitted on the south curbside between Wegmans Driveway and North Portland Avenue. A parking-protected bike lane is provided along the south curb, and a two-way bike lane is provided along the north curb. Flushing Avenue is a DOT-designated truck route.
- Concord Street is a local one-way eastbound roadway with one moving lane of traffic in the study area. Parking is permitted on the south curbside between Gold Street and Prince Street.
- Tillary Street is a major two-way eastbound-westbound roadway with generally two to four moving lanes in the eastbound direction and three to five moving lanes in the westbound

direction in the study area, and is an access route to the BQE and to the Manhattan Bridge. Parking is permitted on the south curbside between Flatbush Avenue and Gold Street, and on both curbsides between Gold Street and Navy Street. Tillary Street is a DOT-designated truck route.

- Park Avenue is a local two-way eastbound-westbound roadway with generally two moving lanes in both directions in the study area, and is a frontage road to the elevated BQE that runs parallel to it. Parking is permitted along the north curbside in the westbound direction, and along the south curbside in the eastbound direction.
- Myrtle Avenue is a local two-way eastbound-westbound roadway with generally one moving lane in both directions in the study area, with parking permitted on both curbsides. A parking-protected bike lane is provided along the south curb. Myrtle Avenue is a DOT-designated truck route.

TRAFFIC OPERATIONS

Traffic data were collected in March 2026 via a combination of video intersection counts and 24-hour Automatic Traffic Recorder (ATR) counts in accordance with procedures outlined in the *CEQR Technical Manual* for the four analysis peak periods. Based on the collected data, traffic volumes were developed for the following peak hours for analysis.

- Weekday AM: 8:00 – 9:00 AM;
- Weekday midday: 1:00 – 2:00 PM;
- Weekday PM: 4:00 – 5:00 PM; and
- Saturday: 2:15 – 3:15 PM

The existing traffic volumes for the weekday AM, midday, PM, and the Saturday peak hours are shown in **Figures 11-18 to 11-21**. Inventories of roadway geometry, traffic controls, bus stops, and parking regulations/activities were recorded to provide appropriate inputs for the operational analyses. Official signal timings were also obtained from DOT for use in the analysis of the study area signalized intersections.

A summary of the existing conditions traffic analysis results by lane group is presented in **Table 11-21**. Under existing conditions, 65 of the 80 total analyzed lane groups during the weekday AM peak hour, 70 of the 80 total analyzed lane groups during the weekday midday peak hour, 65 of the 80 total analyzed lane groups during the weekday PM peak hour, and 63 of the 80 total analyzed lane groups during the Saturday peak hour would operate at LOS D or better. As noted in Section C, “Transportation Analysis Methodologies,” LOS D or better is considered acceptable operations and LOS E and LOS F are considered congested conditions. Details on LOS, v/c ratios, and average delays for the analyzed intersections are presented in **Appendix F**.

6.22.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

Existing Traffic Volumes
Weekday AM Peak Hour

Figure 11-18

6.22.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

Existing Traffic Volumes
Weekday Midday Peak Hour

Figure 11-19

6.22.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

Existing Traffic Volumes
Weekday PM Peak Hour

Figure 11-20

6.22.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

Existing Traffic Volumes
Saturday Peak Hour

Figure 11-21

Table 11-21
Existing Conditions Traffic Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Lane Groups at LOS A/B/C	47	58	50	57
Lane Groups at LOS D	18	12	15	6
Lane Groups at LOS E	5	6	8	12
Lane Groups at LOS F	10	4	7	5
Total	80	80	80	80
Lane Groups with v/c ≥ 0.90	16	6	10	12

THE FUTURE WITHOUT THE PROPOSED ACTIONS

The 2033 No Action condition was developed by increasing existing traffic levels by the expected growth in overall travel through and within the study area and accounting for the incremental trips generated by the No Action condition development on the Project Site. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for the first five years (2027 through 2031) and then 0.125 percent for the remaining years (2032 and 2033). A total of 11 future development projects expected to occur in the 2033 No Action condition (No Build projects) were identified as being planned for the approximately ½-mile study area (see **Figure 11-22** and **Table 11-22**).

Table 11-22
No Build Projects

Map No.	Project	Description	Build Year	Transportation Notes
1	236 Gold Street (Block 121, Lot 33)	22 residential units	2033	Background Growth
2	161 Marshall Street (Block 5, Lot 1)	122,324 sf manufacturing	2033	Individually Assigned
3	175 Pearl Street (Block 87, Lot 5)	184 residential units, 1,335 sf retail, 57 parking spaces	2033	Background Growth
4	285 Jay Street (Block 131, Lot 1)	358,233 sf academic center, 20 parking spaces	2033	Individually Assigned
5	51 Willoughby Street (Block 147, Lot 44)	295 residential units, 3,633 sf retail	2033	Individually Assigned
6	188 Duffield Street (Block 2058, Lot 40)	99 residential units, 629 sf retail, 4,207 sf community facility	2033	Background Growth
7	283 Flatbush Avenue Extension (Block 2062, Lot 1)	99 residential units, 2,465 sf retail, 71 parking spaces	2033	Individually Assigned (Clustered)
8	104 Fleet Place (Block 2062, Lot 18)	99 residential units, 25 parking spaces	2033	
9	106 Fleet Place (Block 2062, Lot 19)	99 residential units, 71 parking spaces	2033	
10	165 Willoughby Street (Block 2062, Lot 21)	99 residential units, 71 parking spaces	2033	
11	163 Willoughby Street (Block 2062, Lot 24)	99 residential units, 1,794 sf retail, 71 parking spaces	2033	

Note: Subject to change if new information becomes available.
Source: DOB Active Major Construction database

However, three of the planned development projects are modest in size and will be very modest traffic generators. Accordingly, it was determined that background growth will address the increase in traffic levels for these three No Build projects in the study area. For the remaining eight No Build development projects, trip estimates were prepared and incorporated into the No Action analysis. No Build projects were clustered together as

6.17.26



Project Site

Study Area (1/4-mile perimeter)

Study Area (1/2-mile perimeter)

1 No Build Project

0 1,000 FEET

NYC Educational Construction Fund

240 NASSAU STREET

No Build Projects

Figure 11-22

appropriate based on their proximity to one another and their locations relative to the roadway network.

CHANGES TO THE STUDY AREA STREET NETWORK

There is one DOT improvement project that has been accounted for in the 2033 No Action condition analysis.

- Park Avenue-Ingersoll Houses Pedestrian Safety Improvements Project
    - Navy Street and Tillary Street / Park Avenue: The channelized right turn lane on the eastbound approach will be eliminated, and the eastbound approach will be restriped with two moving lanes.

TRAFFIC OPERATIONS

The 2033 No Action traffic volumes for the four analysis peak hours are shown in **Figures 11-23 to 11-26**. Based on the analysis results presented in the appendix, and as summarized by lane group in **Table 11-23**, the majority of the approaches/lane-groups under the 2033 No Action condition are projected to operate at the same LOS compared to existing conditions.

Table 11-23
2033 No Action Condition Traffic Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Lane Groups at LOS A/B/C	42	55	43	54
Lane Groups at LOS D	18	10	16	5
Lane Groups at LOS E	7	9	7	12
Lane Groups at LOS F	11	4	12	7
Total	78	78	78	78
Lane Groups with v/c ≥ 0.90	20	8	18	13

Under the 2033 No Action condition, 60 of the 78 total analyzed lane groups during the weekday AM peak hour; 65 of the 78 total analyzed lane groups during the weekday midday peak hour; 59 of the 78 total analyzed lane groups during the weekday PM peak hour; and 59 of the 78 total analyzed lane groups during the Saturday peak hour, will operate at LOS D or better. Marginal or congested operating conditions (LOS E or worse) will occur at 18 lane groups during the weekday AM peak hour; 13 lane groups during the weekday midday peak hour; 19 lane groups during the weekday PM peak hour; and 19 lane groups during the Saturday peak hour.

Table 11-24 summarizes lane groups that will degrade from better than to worse than LOS E compared to existing conditions.

6.22.26



NYC Educational Construction Fund

240 NASSAU STREET

2033 No Action Traffic Volumes
Weekday AM Peak Hour

Figure 11-23

6.22.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

2033 No Action Traffic Volumes
Weekday Midday Peak Hour

Figure 11-24

6.22.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

2033 No Action Traffic Volumes
Weekday PM Peak Hour

Figure 11-25

6.22.26



NYC Educational Construction Fund

240 NASSAU STREET

2033 No Action Traffic Volumes
Saturday Peak Hour

Figure 11-26

Table 11-24
Degradation in Lane Group Operations—
2033 No Action vs. Existing Conditions

Intersection		Weekday			Saturday
North-South Roadway	East-West Roadway	AM	MD	PM	MD
Jay Street (west)	Sands Street	EB-TR		EB-TR NB-LTR	
Flatbush Avenue Extension	Tillary Street		EB-T WB-R	WB-L	WB-TR
Flatbush Avenue Extension	Myrtle Avenue		WB-TR	WB-L WB-TR	EB-L EB-TR
Gold Street	Sands Street	NB-TR		NB-L	
Gold Street	Tillary Street			SB-LTR	
Navy Street	Sands Street	NB-TR			NB-L
Navy Street	Nassau Street/Flushing Avenue			WB-LT	
Navy Street/Ashland Place	Myrtle Avenue	NB-TR			
Total No. of Impacted Intersections/ Lane Groups		**AM**	**MD**	**PM**	**Saturday MD**
		4/4	2/3	6/8	3/4
		Totals During Any Analysis Peak Hour			8/17

Notes:
MD = Midday; EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound;
L = Left-turn; T = Through; R = Right Turn

THE FUTURE WITH THE PROPOSED ACTIONS

The 2033 With Action traffic volumes for the four analysis peak hours are shown in **Figures 11-27 to 11-30**. Project generated incremental vehicle trips were added onto the 2033 No Action traffic volumes to obtain the 2033 With Action traffic volumes. The Proposed Project includes a proposed midblock traffic signal to enable a controlled crossing and marked crosswalk across Nassau Street between Navy Street and Gold Street connecting the school and open space on the Project Site to the Farragut Houses north of Nassau Street. Since the traffic signal would not exist in the No Action condition, a comparison of With Action to No Action delays, and therefore, identification of a significant adverse traffic impact, cannot occur and its assessment is not warranted under CEQR guidance. The traffic signal timing of the proposed midblock signal would be coordinated with the Nassau Street and Navy Street signal and would not cause additional traffic delays when compared to the With Action condition delays at Nassau Street and Navy Street. Therefore, the Nassau Street midblock traffic signal has not been included as a new intersection in the With Action traffic study area since it would be coordinated with the Navy Street traffic signal timing and could not incur significant adverse traffic impacts.

TRAFFIC OPERATIONS

Based on the analysis results presented in the appendix, and as summarized by lane group in **Table 11-25**, 53 of the 78 total analyzed lane groups during the weekday AM peak hour; 64 of the 78 total analyzed lane groups during the weekday midday peak hour; 50 of the 78 total analyzed lane groups during the weekday PM peak hour; and 59 of the 78 total analyzed lane groups during the Saturday peak hour, would operate at LOS D or better. Marginal or congested operating conditions (LOS E or worse) would occur at 25 lane groups during the weekday AM peak hour; 14 lane groups during the weekday midday peak hour; 28 lane

6.19.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

2033 With Action Traffic Volumes
Weekday AM Peak Hour

Figure 11-27

6.19.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

2033 With Action Traffic Volumes
Weekday Midday Peak Hour

Figure 11-28

6.19.26



NYC Educational Construction Fund

240 NASSAU STREET

2033 With Action Traffic Volumes
Weekday PM Peak Hour

Figure 11-29

6.19.26



Project Site

0 200 FEET

NYC Educational Construction Fund

240 NASSAU STREET

2033 With Action Traffic Volumes
Saturday Peak Hour

Figure 11-30

groups during the weekday PM peak hour; and 19 lane groups during the Saturday peak hour.

Table 11-25
2033 With Action Conditions Traffic Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Lane Groups at LOS A/B/C	38	51	36	43
Lane Groups at LOS D	15	13	14	16
Lane Groups at LOS E	9	8	9	8
Lane Groups at LOS F	16	6	19	11
Total	78	78	78	78
Lane Groups with v/c ≥ 0.90	26	9	27	17

Significant adverse impacts were identified for 19 lane groups at nine intersections in the weekday AM peak hour; six lane groups at four intersections in the weekday midday peak hour; 22 lane groups at 11 intersections in the weekday PM peak hour; and eight lane groups at six intersections in the Saturday peak hour. **Tables 11-26** summarize the significant adverse traffic impacts for the four analysis peak hours.

Table 11-26
2033 With Action Condition—Significant Adverse Traffic Impacts

Intersection		Weekday			Saturday
North-South Roadway	East-West Roadway	AM	MD	PM	MD
Jay Street (west)	Sands Street	EB-TR		EB-TR WB-L NB-LTR	NB-LTR
Flatbush Avenue Extension	Tillary Street	EB-R WB-L WB-R NB-R	WB-L WB-R NB-R	WB-L WB-R NB-R	WB-TR WB-R NB-R
Flatbush Avenue Extension	Myrtle Avenue	EB-L WB-TR		EB-L EB-TR WB-L	WB-TR
Gold Street	Sands Street	NB-L NB-TR		NB-L NB-TR	
Gold Street	Nassau Street	WB-LTR SB-L		NB-TR SB-L	
Gold Street	Tillary Street	SB-LTR	SB-LTR	SB-LTR	SB-LTR
Navy Street	Sands Street	WB-LTR NB-L NB-TR	NB-L	WB-LTR NB-L	NB-L
Navy Street	Nassau Street/Flushing Avenue	EB-LTR WB-LT SB-L	SB-L	EB-LTR WB-LT SB-L	SB-L
Navy Street	Tillary Street/Park Avenue (North)			WB-LT	
Navy Street	Tillary Street/Park Avenue (South)			SB-L	
Navy Street/Ashland Place	Myrtle Avenue	NB-TR		NB-TR	
Total No. of Impacted Intersections/ Lane Groups		**AM**	**MD**	**PM**	**Saturday MD**
		9/19	4/6	11/22	6/8
		Totals During Any Analysis Peak Hour			11/27

Table 11-26
2033 With Action Condition—Significant Adverse Traffic Impacts

Intersection		Weekday			Saturday
North-South Roadway	East-West Roadway	AM	MD	PM	MD

Notes:
MD = Midday; EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound;
L = Left-turn; T = Through; R = Right Turn

E. DETAILED TRANSIT ANALYSIS

As discussed above in Section B, "Preliminary Analysis Methodology and Screening Assessment," an analysis of subway station elements at the York Street (F train) is warranted. In total, three vertical circulation elements, including two stairways and one passageway, and one fare control area have been selected for detailed analysis for the weekday AM and PM peak hours. Additionally, line-haul conditions along the F subway line, which operates between the Jamaica-179th Street Station and the Coney Island-Stillwell Avenue Station, have been analyzed, also for the weekday AM and PM peak hours.

EXISTING CONDITIONS

SUBWAY STATION ANALYSIS

The York Street subway station is served by the F subway line. The configuration of this station is described below:

- The N530 fare control area has a total of three turnstiles and is located one level above platform level. The S1 street-level stair connects to the west side of Jay Street between York Street and Sands Street. In the N530 paid zone, a ramp passageway (R1) connects the N530 fare control area to a single P1/P2 platform stair that connects to the platform level.

Volume Development

Volumes for vertical circulation elements and fare control areas were developed using data collected in March 2026 for the analysis peak hours, which were determined to be 8:15 AM to 9:15 AM for the weekday AM peak hour, and 5:00 PM to 6:00 PM for the weekday PM peak hour.

Station Element Analysis

As shown in **Table 11-27**, all analyzed vertical circulation elements and the fare control area at the York Street Station currently operate at acceptable levels during the weekday AM and PM peak hours. Details on LOS and v/c ratios are presented in **Appendix F**.

Table 11-27
Existing Conditions Subway Station Analysis Results

Analysis Element	Level of Service	York Street Station (F Train)	
		Weekday AM Peak Hour	Weekday PM Peak Hour
Stairways	LOS A/B/C	2	2
	LOS D	0	0
	LOS E	0	0
	LOS F	0	0
Passageways	LOS A/B/C	1	1
	LOS D	0	0
	LOS E	0	0
	LOS F	0	0
Fare Control Area	LOS A/B/C	1	1
	LOS D	0	0
	LOS E	0	0
	LOS F	0	0

Notes: LOS = Level of Service; LOS A/B/C correspond with 0.00 to 1.00 v/c (volume-to-capacity) ratio; LOS D corresponds with 1.00 to 1.33 v/c ratio; LOS E corresponds with 1.33 to 1.67 v/c ratio; LOS F corresponds with above 1.67 v/c ratio; control area elements correspond with designated sets of turnstiles, high entry/exit turnstiles (HEET), and high exit turnstiles (HXT).

SUBWAY LINE HAUL ANALYSIS

Existing line-haul data provided by NYCT collected in September 2025 are summarized in **Table 11-28**. As shown, the F line currently operates within guideline capacity (v/c ratio of 1.00 or less) during the weekday AM and PM peak hours.

Table 11-28
Existing Conditions Subway Line Haul Analysis Results

Peak Hour	Line	Direction	Maximum Load Point	Average Passengers per Hour[1]	Average Trains per Hour[1]	Average Passengers per Car[1]	Guideline Passengers per Car[2]	V/C Ratio
Weekday AM	F	Northbound	2 Avenue	11,746	12.0	98	135	0.73
Weekday PM	F	Southbound	Broadway-Lafayette	11,986	12.0	100	135	0.74

Notes:
V/C = Volume-to-Capacity.
Sources:
[1] September 2025 ridership and train throughput data from NYCT
[2] Guideline capacities are based on NYCT rush hour loading guidelines, which vary by car type, line, and location based on frequency and type of service

THE FUTURE WITHOUT THE PROPOSED ACTIONS

SUBWAY STATION ANALYSIS

The 2033 No Action transit volumes for subway station elements were developed following a similar methodology as described above for traffic volumes. The CEQR background growth rates of 0.25 percent for the first five years and then 0.125 percent for the remaining years volumes were applied. In addition to these growth rates, relevant transit trips from discrete No Build projects generally within the approximately ¼-mile study area of the Project Site

and the incremental trips from the No Action development on the Project Site were also added.

As shown in **Table 11-29**, all analyzed vertical circulation elements and control areas would operate at acceptable levels during the weekday AM and PM peak hours, with the following exceptions: Of the two stairway elements analyzed, both (S1/S2 street stair and P1/P2 platform stair) would operate at LOS D in the PM peak hour.

Table 11-29
2033 No Action Condition Subway Station Analysis Results

Analysis Element	Level of Service	York Street Station (F Train)	
		Weekday AM Peak Hour	Weekday PM Peak Hour
Stairways	LOS A/B/C	2	0
	LOS D	0	2
	LOS E	0	0
	LOS F	0	0
Passageways	LOS A/B/C	1	1
	LOS D	0	0
	LOS E	0	0
	LOS F	0	0
Fare Control Area	LOS A/B/C	1	1
	LOS D	0	0
	LOS E	0	0
	LOS F	0	0

Notes: LOS = Level of Service; LOS A/B/C correspond with 0.00 to 1.00 v/c (volume-to-capacity) ratio; LOS D corresponds with 1.00 to 1.33 v/c ratio; LOS E corresponds with 1.33 to 1.67 v/c ratio; LOS F corresponds with above 1.67 v/c ratio; control area elements correspond with designated sets of turnstiles, high entry/exit turnstiles (HEET), and high exit turnstiles (HXT).

SUBWAY LINE HAUL ANALYSIS

The 2033 No Action transit volumes for line haul analysis were developed in the same manner described above for subway station elements. As shown in **Table 11-30**, the F line would continue to operate within guideline capacity (v/c ratio within 1.00) during the weekday AM and PM peak hours.

Table 11-30
2033 No Action Condition Subway Line Haul Analysis Results

Peak Hour	Line	Direction	Maximum Load Point	Average Passengers per Hour[(1)]	Average Trains per Hour[(1)]	Average Passengers per Car[(1)]	Guideline Passengers per Car[(2)]	V/C Ratio
Weekday AM	F	Northbound	2 Avenue	12,019	12	100	135	0.74
Weekday PM	F	Southbound	Broadway-Lafayette St	12,398	12	103	135	0.76

Notes:
V/C = Volume-to-Capacity.
Sources:
(1) September 2025 ridership and train throughput data from NYCT
(2) Guideline capacities are based on NYCT rush hour loading guidelines, which vary by car type, line, and location based on frequency and type of service

THE FUTURE WITH THE PROPOSED PROJECT

SUBWAY STATION ANALYSIS

Incremental subway trips were assigned to subway station elements and were added to 2033 No Action transit volumes to develop the 2033 With Action transit volumes. As shown in **Table 11-31**, the analyzed vertical circulation elements and control areas would operate at acceptable levels during the weekday AM and PM peak hours, except for:

- Stairways: Of the two stairway elements analyzed, both (S1/S2 street stair and P1/P2 platform stair) would operate at LOS D in the AM peak hour and in the PM peak hour.
- Passageways: In the PM peak hour, the paid zone passageway connecting the P1/P2 platform stair to the N530 fare control area would operate at LOS D.

Table 11-31
2033 With Action Condition Subway Station Analysis Results

Analysis Element	Level of Service	York Street Station (F Train)	
		Weekday AM Peak Hour	Weekday PM Peak Hour
Stairways	LOS A/B/C	0	0
	LOS D	2	2
	LOS E	0	0
	LOS F	0	0
Passageways	LOS A/B/C	1	0
	LOS D	0	1
	LOS E	0	0
	LOS F	0	0
Fare Control Area	LOS A/B/C	1	1
	LOS D	0	0
	LOS E	0	0
	LOS F	0	0

Notes: LOS = Level of Service; LOS A/B/C correspond with 0.00 to 1.00 v/c (volume-to-capacity) ratio; LOS D corresponds with 1.00 to 1.33 v/c ratio; LOS E corresponds with 1.33 to 1.67 v/c ratio; LOS F corresponds with above 1.67 v/c ratio; control area elements correspond with designated sets of turnstiles, high entry/exit turnstiles (HEET), and high exit turnstiles (HXT).

As shown in **Table 11-32**, there would be a total of two subway station elements with significant adverse impacts at the York Street Station during the weekday PM peak hour:

- The P1/P2 platform stair connecting the N530 paid zone ramp passageway and the F platform in the PM peak hour; and
- The S1/S2 street-level stair at the southeast corner of Jay Street and York Street in the PM peak hour.

Table 11-32
2033 With Action Condition Significant Adverse Subway Station Impacts
York Street Station (F train)

Analysis Element		Weekday AM	Weekday PM
Stairways	S1/S2		X
	P1/P2		X

SUBWAY LINE HAUL ANALYSIS

Based on anticipated origins and destinations of subway trips, a portion of the incremental subway trips as well as transfers from railroad trips and bus trips were assigned to the F subway line's maximum load points and were added to 2033 No Action subway line-haul volumes to develop the 2033 With Action subway line-haul volumes.

As shown in **Table 11-33**, the F line would continue to operate within guideline capacity (v/c ratio within 1.00) during the weekday AM and PM peak hours and the Proposed Project would not have the potential for significant transit impacts on the F line:

Table 11-33
2033 With Action Condition Subway Line Haul Analysis Results

Peak Hour	Line	Direction	Maximum Load Point	Average Passengers per Hour[1]	Average Trains per Hour[1]	Average Passengers per Car[1]	Guideline Passengers per Car[2]	V/C Ratio
Weekday AM	F	Northbound	2 Avenue	12,297	12	102	135	0.76
Weekday PM	F	Southbound	Broadway-Lafayette St	12,580	12	105	135	0.78

Notes:
V/C = Volume-to-Capacity.
Sources:
[1] September 2025 ridership and train throughput data from NYCT
[2] Guideline capacities are based on NYCT rush hour loading guidelines, which vary by car type, line, and location based on frequency and type of service

F. DETAILED PEDESTRIAN ANALYSIS

As described above in Section B, "Preliminary Analysis Methodology and Screening Assessment," projected trip increments were considered to develop the overall pedestrian study area for analysis. Under existing conditions, 40 sidewalks, 42 corners, and 28 crosswalks were selected for analysis. Under future conditions, additional pedestrian elements, mainly corresponding with those surrounding the Project Site under the No Action and With Action conditions, were included in the overall study area, resulting in total 45 sidewalks, 42 corners, and 28 crosswalks selected for detailed analyses.

EXISTING CONDITIONS

PEDESTRIAN NETWORK AND STUDY AREA

The pedestrian study area encompasses sidewalks, corners, and crosswalks spanning over approximately nine blocks north-south, between York Street and DeKalb Avenue, and five

avenue blocks east-west, between Jay Street and Navy Street. The analysis elements are characteristic of those in Downtown Brooklyn, with medium-to-high pedestrian activity, typical sidewalk obstructions, striped crossings, and signal-controlled intersections.

STREET-LEVEL PEDESTRIAN OPERATIONS

Pedestrian data were collected in March 2026 in accordance with procedures outlined in the *CEQR Technical Manual* for the four analysis peak periods. Based on the collected data, pedestrian volumes were developed for the following peak hours were selected for analysis.

- Weekday AM: 8:00 – 9:00 AM
- Weekday midday: 1:00 – 2:00 PM
- Weekday PM: 5:15 – 6:15 PM
- Saturday midday/afternoon: 3:30 – 4:30 PM

A summary of the existing conditions pedestrian analysis results is presented in **Table 11-34**. Under existing conditions for the weekday AM, midday, PM, and Saturday midday peak hours, 39 of the 40 total analyzed sidewalk elements, all 42 of the 42 total analyzed corner reservoirs, and all 28 of the 28 total analyzed crosswalk elements in the pedestrian study area operate at LOS C or better. As noted in Section C, "Transportation Analysis Methodologies," the mid-point of marginal LOS D is considered the threshold of acceptable and unacceptable operations and LOS E and LOS F are considered congested conditions. Marginal or congested operating conditions (LOS D or worse) occur at one sidewalk location across the four analysis peak hours. Correspondingly, these conditions prevail at none of the corners and none of the crosswalks over the same analysis peak hours. The detailed sidewalk, corner reservoir, and crosswalk analysis summary tables are presented in **Appendix F**.

Table 11-34
Existing Conditions Pedestrian Analysis Results

	Analysis Peak Hours			
	Weekday			Saturday
Level of Service	AM	MD	PM	MD
Sidewalks				
Sidewalks at LOS A/B/C	39	39	39	39
Sidewalks at LOS D	0	1	0	0
Sidewalks at LOS E	1	0	1	1
Sidewalks at LOS F	0	0	0	0
Total	40	40	40	40
Corner Reservoirs				
Corners at LOS A/B/C	42	42	42	42
Corners at LOS D	0	0	0	0
Corners at LOS E	0	0	0	0
Corners at LOS F	0	0	0	0
Total	42	42	42	42
Crosswalks				
Crosswalks at LOS A/B/C	28	28	28	28
Crosswalks at LOS D	0	0	0	0
Crosswalks at LOS E	0	0	0	0
Crosswalks at LOS F	0	0	0	0
Total	28	28	28	28

Notes: LOS = Level of service; MD = Midday.

THE FUTURE WITHOUT THE PROPOSED ACTIONS

The 2033 No Action condition pedestrian volumes were developed by increasing existing pedestrian levels by the expected growth in overall travel through and within the study area and accounting for the incremental trips generated by the No Action development on the Project Site. Similar to transit, an annual background growth rate of 0.25 percent was assumed for the first five years (2027 through 2031) and then 0.125 percent for the remaining years (2032 and 2033). In addition to these growth rates, relevant trips from discrete No Build projects generally within the approximately ¼-mile study area of the Project Site and the incremental trips from the No Action development on the Project Site were also added.

CHANGES TO THE STUDY AREA STREET NETWORK

The No Action pedestrian analysis assumes that temporary features under the existing conditions, such as sidewalk bridge scaffoldings and construction-related obstructions, will no longer be in place and the pedestrian geometries will return to their typical operations without these temporary features/obstructions.

The as-of-right development will be accompanied by wider sidewalks at the Project Site. Specifically, it is assumed that there will be a widening of up to 2.5 feet at the Nassau Street sidewalk in front of the residential building (Building 1 in the With Action).

STREET-LEVEL PEDESTRIAN OPERATIONS

The detailed sidewalk, corner reservoir, and crosswalk analysis results are also presented in **Appendix F**. A summary of these 2033 No Action condition analysis results is presented in **Table 11-35**.

Table 11-35
2033 No Action Condition Pedestrian Analysis Results

	Analysis Peak Hours			
	Weekday			Saturday
Level of Service	AM	MD	PM	MD
Sidewalks				
Sidewalks at LOS A/B/C	42	44	42	44
Sidewalks at LOS D	2	1	2	0
Sidewalks at LOS E	1	0	0	1
Sidewalks at LOS F	0	0	1	0
Total	45	45	45	45
Corner Reservoirs				
Corners at LOS A/B/C	42	42	42	42
Corners at LOS D	0	0	0	0
Corners at LOS E	0	0	0	0
Corners at LOS F	0	0	0	0
Total	42	42	42	42
Crosswalks				
Crosswalks at LOS A/B/C	28	28	28	28
Crosswalks at LOS D	0	0	0	0
Crosswalks at LOS E	0	0	0	0
Crosswalks at LOS F	0	0	0	0

Total	28	28	28	28
Notes: LOS = Level of service; MD = Midday.				

The analysis indicates that under the 2033 No Action condition, 42 to 44 of the 45 total analyzed sidewalk elements, all 42 total analyzed corner reservoirs, and all 28 total analyzed crosswalk elements in the pedestrian study area would operate at LOS C or better. Marginal or congested operating conditions (LOS D or worse) would occur at one to three sidewalk locations, zero corners, and at zero crosswalks across the four analysis peak hours.

THE FUTURE WITH THE PROPOSED PROJECT

CHANGES TO THE STUDY AREA STREET NETWORK

The Proposed Project would install a new midblock crossing and traffic signal on Nassau Street between Gold Street and Navy Street. Based on the Proposed Project site plan, bulbouts would be installed on the southwest corner of Navy Street and Nassau Street/Flushing Avenue and on the northwest corner of Navy Street and Concord Street. The specific dimensions and design of the bulbouts would be determined in coordination with DOT; for the purposes of the transportation analysis, the widths of the bulbouts were assumed to be the width of the parking lane minus two feet, consistent with DOT design guidelines.

Widths of sidewalks in the With Action condition on Project Site frontages would also change as follows:

- The west sidewalk of Navy Street between Nassau Street and the retail entrance on Building 3 would be widened from 15.5 feet in the No Action condition to 18 feet in the With Action condition;
- The west sidewalk of Navy Street between the retail entrance on Building 3 and Concord Street would be widened from 15 feet in the No Action condition to 22 feet in the With Action condition;
- The south sidewalk of Nassau Street between the retail and school entrances on Building 2, and between the school entrance on Building 2 and Navy Street, would be narrowed from 21.5 feet in the No Action condition to 20.5 feet in the With Action condition;
- The north sidewalk of Concord Street between the residential/retail entrance on Building 3 and Navy Street would be narrowed from 17 feet in the No Action condition to 15 feet in the With Action condition.

Due to the installation of the new midblock crossing on Nassau Street between Gold Street and Navy Street, 2033 No Action pedestrian volumes for sidewalk movements on both the north and south sidewalks of Nassau Street between Gold Street and Navy Street were assumed to divert to use the new crosswalk. This diversion of pedestrian volumes along with the Proposed Project incremental pedestrian trips were added onto the 2033 No Action pedestrian volumes to obtain the 2033 With Action pedestrian volumes.

STREET-LEVEL PEDESTRIAN OPERATIONS

The detailed 2033 With Action condition sidewalk, corner reservoir, and crosswalk analysis results are presented in **Appendix F**. **Table 11-36** presents a summary of the results.

Table 11-36
2033 With Action Condition Pedestrian Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday			Saturday
	AM	MD	PM	MD
Sidewalks				
Sidewalks at LOS A/B/C	36	41	35	38
Sidewalks at LOS D	5	4	6	4
Sidewalks at LOS E	1	0	1	3
Sidewalks at LOS F	3	0	3	0
Total	45	45	45	45
Corner Reservoirs				
Corners at LOS A/B/C	41	42	39	41
Corners at LOS D	1	0	3	1
Corners at LOS E	0	0	0	0
Corners at LOS F	0	0	0	0
Total	42	42	42	42
Crosswalks				
Crosswalks at LOS A/B/C	21	28	18	28
Crosswalks at LOS D	6	0	9	0
Crosswalks at LOS E	1	0	1	0
Crosswalks at LOS F	0	0	0	0
Total	28	28	28	28

Notes: LOS = Level of service; MD = Midday.

Table 11-37 summarizes the pedestrian elements that are expected to incur significant adverse impacts. There would be seven, four, eight, and four significant adverse sidewalk impacts during the weekday AM, midday, PM, and Saturday peak hours, respectively. For corners, there would be zero, zero, two, and zero significant adverse impacts during the weekday AM, midday, PM, and Saturday peak hours, respectively. And for crosswalks, there would be five, zero, six, and zero significant adverse impacts during the weekday AM, midday, PM, and Saturday peak hours, respectively. Unmitigated pedestrian impacts as described in Chapter 19, “Mitigation,” would be further evaluated between DEIS and FEIS, and appropriate improvement measures would be explored in consultation with DOT to enhance pedestrian circulation and safety.

Table 11-37
2033 With Action Condition—Significant Adverse Pedestrian Impacts

Intersection	Pedestrian Element	Weekday			Saturday
		AM	MD	PM	MD
Sidewalks					
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	X	X	X	X
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	X		X	X
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	X	X	X	X
Gold Street and Nassau Street	West sidewalk along Gold Street between Nassau Street and Concord Street	X		X	
Gold Street and Concord Street	North sidewalk along Concord Street between Gold Street and Prince Street		X	X	
	East sidewalk along Gold Street between Concord Street and Tillary Street	X	X	X	X
	West sidewalk along Gold Street between Concord Street and Tillary Street	X		X	
Gold Street and Tillary Street	East sidewalk along Gold Street between Tillary Street and Johnson Street	X		X	

Table 11-37
2033 With Action Condition—Significant Adverse Pedestrian Impacts

Intersection	Pedestrian Element	Weekday AM	Weekday MD	Weekday PM	Saturday MD
Total Number of Impacted Sidewalks		**7**	**4**	**8**	**4**
		Total During Any Analysis Peak hour		**8**	
Corner Reservoirs					
Gold Street and Sands Street	Southwest			X	
Gold Street and Tillary Street	Northeast			X	
Total Number of Impacted Corners		**0**	**0**	**2**	**0**
		Total During Any Analysis Peak hour		**2**	
Crosswalks					
Flatbush Avenue Extension and Tillary Street	North	X			
	South	X		X	
Gold Street and Sands Street	West	X		X	
Gold Street and Concord Street	East			X	
Gold Street and Tillary Street (Westbound)	West			X	
	East	X		X	
Gold Street and Tillary Street (Eastbound)	East	X		X	
Total Number of Impacted Crosswalks		**5**	**0**	**6**	**0**
		Total During Any Analysis Peak hour		**7**	

Notes: MD = Midday

For the north sidewalk of Concord Street between Gold Street and Prince Street, the significant adverse impacts during the weekday midday and PM peak hours were identified where rough cobblestones that pedestrians typically avoid walking on are located directly across from a light pole obstruction at the narrowest width of the sidewalk. Should pedestrians choose to walk over the cobblestones or should the cobblestones someday be replaced with typical sidewalk concrete, this significant adverse pedestrian impact would not occur.

G. STREET USER SAFETY

Crash data for traffic and pedestrian study area intersections within a ¼-mile radius of the Project Site were obtained from DOT for the period between January 1, 2019, and December 31, 2019, and between January 1, 2023, and December 31, 2024. The data obtained quantify the total number of crashes, fatalities, and injuries during the study period, as well as a yearly breakdown of vehicular crashes with pedestrians and bicycles at each location. During the three-year study period, a total of 871 crashes, zero fatalities, 227 injuries, and 55 pedestrian/bicyclist-related crashes occurred at intersections within a ¼-mile radius of the Project Site. A rolling yearly total of crash data identifies one study area intersection as a high crash location as summarized in **Table 11-38**.

Appendix F presents a detailed description of each pedestrian/bicyclist-related crash at the high crash location during the three-year period. In addition to the City's continuing efforts to enhance traffic, bicyclist, and pedestrian safety along Vision Zero priority intersections and corridors, other potential safety improvement measures where available are identified below for future consideration.

Table 11-38
Summary of Crash Data

Intersection		Study Period						Crashes by Year						
		All Crashes by Year						Pedestrian			Bicycle			
North-South Roadway	East-West Roadway	2019	2023	2024	All Crashes Highest 12- Month Rolling	Total Fatalities	Total Injuries	2019	2023	2024	2019	2023	2024	Ped + Bike 12 consecutive month maximum
Flatbush Avenue Extension	Tillary Street	193	44	35	193	0	54	1	0	1	0	1	0	1
Flatbush Avenue Extension	Tech Place	25	2	4	25	0	10	0	0	0	0	0	0	0
Gold Street	Johnson Street	18	3	4	18	0	0	0	0	0	0	0	0	0
Gold Street	Tillary Street	50	13	9	50	0	13	0	0	0	0	0	0	0
Bridge Plaza Court	Concord Street	0	1	0	1	0	0	0	0	0	0	0	0	0
Bridge Plaza Court	Nassau Street	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge Street	Flatbush Avenue Extension	2	2	0	2	0	0	0	0	0	0	0	0	0
Bridge Street	Concord Street	2	3	1	4	0	1	0	1	0	0	0	0	1
Bridge Street	Nassau Street	1	0	0	1	0	0	0	0	0	0	0	0	0
Duffield Street	Concord Street	1	0	2	2	0	0	0	0	0	0	0	0	0
Duffield Street	Nassau Street	0	1	0	1	0	0	0	0	0	0	0	0	0
Gold Street	Concord Street	6	2	4	6	0	2	1	0	0	0	1	0	1
Gold Street	Nassau Street	10	1	3	10	0	3	2	0	0	0	0	0	2
Bridge Street	Prospect Street	2	0	0	2	0	0	0	0	0	0	0	0	0
Bridge Street	York Street	4	2	4	4	0	5	1	1	0	1	1	0	2
Gold Street	Sands Street	16	4	6	16	0	16	1	0	0	0	0	0	1
Prince Street	Johnson Street / Tech Place	15	4	3	15	0	2	0	0	0	0	0	0	0
Monument Walk	Park Avenue	3	0	1	3	0	0	0	0	0	0	0	0	0
Navy Street	Concord Street	1	1	1	2	0	0	0	0	0	0	0	0	0
Navy Street	**Nassau Street / Flushing Avenue**	9	11	5	12	0	12	0	1	1	0	4	2	6
Gold Street	York Street	5	0	3	5	0	4	2	0	0	1	0	0	3
Navy Street	York Street	2	1	0	2	0	1	0	0	0	0	0	0	0
Navy Street	Sands Street	13	0	4	13	0	3	0	0	0	0	0	0	0
North Elliott Place	Park Avenue	6	2	2	6	0	2	0	0	0	0	0	0	0
North Portland Avenue	Park Avenue	10	4	8	10	0	9	0	0	2	0	1	0	3
North Elliott Place	Flushing Avenue	2	1	4	5	0	2	0	0	0	0	0	1	1
North Portland Avenue	Flushing Avenue	1	1	1	1	0	3	0	1	0	1	0	0	1
Flatbush Avenue Extension	Concord Street	16	6	7	16	0	14	2	0	0	1	0	0	3
Flatbush Avenue Extension	Cathedral Place	3	0	0	3	0	1	0	0	0	0	0	0	0
Navy Street	Tillary Street	23	5	8	23	0	13	0	0	2	1	0	1	3
Prince Street	Tillary Street	12	8	8	12	0	5	0	0	0	0	0	0	0
Prince Street	Concord Street	0	2	0	2	0	2	0	0	0	0	0	0	0
Jay Street	Sands Street	70	14	16	70	0	29	2	0	0	1	1	2	3
St Edwards Street	Park Avenue	4	1	1	4	0	1	1	0	0	0	0	0	1

Notes: Bold text denotes high crash location, where there were five or more pedestrian/bicycle injury crashes in any consecutive 12-month period or intersections along a Vision Zero priority corridor with three or more pedestrian/bicycle injury crashes in any consecutive 12-month period.
Source: DOT January 1, 2019, to December 31, 2019, and January 1, 2023, to December 31, 2024 crash data.

HIGH CRASH LOCATIONS

A detailed summary of each pedestrian/bicyclist-related crash at the high crash location is presented in **Appendix F**. As identified from the crash data, most incidents observed at high crash location were attributed to pedestrian error/confusion. In recent years, the City's Vision Zero initiatives have led to the implementation of many safety interventions across the five boroughs. These include separated bike lanes, high-visibility crosswalks, narrowed travel lanes, changes in signal timing to curb speeding, and addition of pedestrian signal countdown timers. Based on the review performed for each of the high crash locations, additional safety measures are recommended where available to further enhance safety at these locations.

NAVY STREET AND NASSAU STREET / FLUSHING AVENUE

Based on the review of the crash history at the intersection of Navy Street and Nassau Street/ Flushing Avenue, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded crashes. The intersection is signalized, provides high visibility crosswalks throughout with countdown timers, and all four corners have curb ramps with detectable warning surfaces. However, the north and east crosswalks are faded and should be restriped. There were eight pedestrian crashes at this location in 2019, 2023, and

2024. In terms of project-generated activity, the intersection would experience incremental peak hour volume increases of approximately 195 or fewer vehicle trips and 270 or fewer pedestrian trips at any crosswalk during each of the four analysis peak hours. Given these conditions, this intersection should be considered for improvements to restripe the faded crosswalks. This intersection is also part of a Vision Zero high priority corridor.

H. PARKING ASSESSMENT

EXISTING CONDITIONS

An inventory of off-street parking facilities within an approximately ¼-mile distance from the boundaries of the Project Site was conducted in October 2025. This survey provided an inventory of the area's public parking facilities and their legal capacities and utilization levels. Based on responses given by parking attendants and visual inspections, where possible, estimates were made on the parking occupancy or utilization at each facility for the weekday AM, midday, PM, and overnight peak periods, as well as the Saturday peak period. A summary of the recorded information and the area's overall off-street public parking supply and utilization is presented in **Table 11-39**.

Table 11-39
Existing Off-Street Parking Utilization
¼-Mile Study Area

Map #	Name	License Number	Licensed Capacity	Utilization Rate					Utilized Spaces					Available Spaces				
				AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT
1	22 MP PARKING INC / 36 CHAPEL ST	2125045	88	90%	90%	5%	25%	5%	79	79	4	22	4	9	9	84	66	84
2	257 GOLD STREET PARKING CORP. / 235 GOLD ST	2098157	150	80%	80%	75%	85%	65%	120	120	113	128	98	30	30	37	22	52
3	TILLARY STREET GARAGE LLC / 260 GOLD STREET	2107187	114	100%	100%	40%	75%	60%	114	114	46	86	68	0	0	68	28	46
4	ENTERPRISE GOLD GARAGE LLC / 306 GOLD STREET	1460647	122	95%	90%	50%	50%	65%	116	110	61	61	79	6	12	61	61	43
5	THE CAR PARK NEW YORK LLC / 399 SANDS STREET	2130518	435	15%	5%	5%	0%	5%	65	22	22	0	22	370	413	413	435	413
6	FT. GREENE & GOLD GARAGE LLC / 343 GOLD ST	2125954	252	100%	50%	70%	10%	100%	252	126	176	25	252	0	126	76	227	0
7	ENTERPRISE GOLD STREET PARKING LLC / 309 GOLD STREET	2025794	183	85%	80%	50%	35%	55%	156	146	92	64	101	27	37	91	119	82
8	LAZ PARKING / 203 JAY ST	2122574	112	100%	100%	75%	Closed	65%	112	112	84	Closed	73	0	0	28	Closed	39
9	SP PLUS CORPORATION / 15 METROTECH CENTER	1216515	268	75%	60%	40%	5%	Closed	201	161	107	13	Closed	67	107	161	255	Closed
10	ENTERPRISE TOREN PARKING LLC / 150 MYRTLE AVENUE	2000478	97	85%	80%	50%	35%	55%	82	78	49	34	53	15	19	48	63	44
11	86 FLEET PLACE GARAGE LLC / 86 FLEET PLACE	2104480	184	85%	80%	50%	35%	55%	156	147	92	64	101	28	37	92	120	83
12	QUIK PARK ELY GARAGE LLC / 81 FLEET PLACE	2103218	157	85%	80%	50%	35%	55%	133	126	79	55	86	24	31	78	102	71
13	QUIK PARK ELY GARAGE II LLC / 180 MYRTLE AVENUE	2108625	144	50%	50%	40%	0%	30%	72	72	58	0	43	72	72	86	144	101
14	LAZ PARKING / 85 JAY STREET	2115512	726	85%	80%	50%	35%	55%	617	581	363	254	399	109	145	363	472	327
1/4-Mile Area Totals			**3,032**	75%	66%	44%	28%	50%	**2,275**	**1,994**	**1,346**	**806**	**1,379**	**757**	**1,038**	**1,686**	**2,114**	**1,385**

Notes: MD = Midday, ON = Overnight
Sources: Survey conducted by AKRF Inc. October 2025

Within the approximate ¼-mile off-street parking study area, 14 public parking facilities were inventoried, as shown in **Figure 11-3**. The combined capacity of these facilities totals 3,032 parking spaces. Overall, they were 75, 66, 44, 28, and 50 percent utilized, with 757, 1,038, 1,686, 2,114, and 1,385 parking spaces available during the weekday AM, midday, PM, overnight, and Saturday time periods, respectively.

THE FUTURE WITHOUT THE PROPOSED ACTIONS

Future off-street parking demand for the 2033 No Action condition was developed by increasing the existing parking demand by expected growth due to background growth rates and by accounting for parking demand generated by No Build projects expected to be completed in the area within a ¼ mile of the Project Site as well as the incremental parking demand generated by the No Action development on the Project Site. The No Action development weekday and Saturday parking demand projections are presented in **Appendix F**.

No Build projects 4, 7, 8, 9, 10, and 11 previously presented in **Table 11-22** will include on-site accessory parking spaces as part of their development programs. These on-site parking spaces have been accounted for in the 2033 No Action parking supply and utilization analysis presented in **Table 11-40**. The results indicate that within a ¼ mile of the Project Site, the utilization for the 2033 No Action condition will increase to 82, 78, 50, 31, and 56 percent during the weekday AM, midday, PM, overnight, and Saturday time periods, respectively.

Table 11-40
Existing and 2033 No Action Conditions Parking Supply and Utilization
¼-Mile Study Area

	Weekday AM	Weekday Midday	Weekday PM	Weekday Overnight	Saturday
2026 Existing Public Parking Supply (Total)	3,032	3,032	3,032	2,920	2,764
2026 Existing Public Parking Demand (Total)	2,275	1,994	1,346	806	1,379
2026 Existing Public Parking Utilization (Total)	75%	66%	44%	28%	50%
Existing Community Center Parking Demand	2	2	1	0	2
2033 Background Growth Incremental Parking Demand	34	30	20	12	21
No Action As-of-Right Development Parking Demand*	25	25	15	19	14
Discrete No Build Projects Parking Demand (total)	251	409	220	178	229
Discrete No Build Projects Accessory Parking Supply	329	329	329	329	329
Discrete No Build Projects Public Parking Demand (total)	153	321	122	67	123
2033 No Action Public Parking Demand Total	2,485	2,368	1,502	904	1,535
2033 No Action Public Parking Supply Total	3,032	3,032	3,032	2,920	2,764
2033 No Action Public Parking Utilization Total	82%	78%	50%	31%	56%
2033 No Action Available Spaces (Shortfall) - Total	547	664	1,530	2,016	1,229

Notes: *No Action As-of-Right Development Parking Demand includes Residential and School Parking Demand

Sample Calculation

2033 No Action Public Parking Demand Total = 2026 Existing Public Parking Demand + 2033 Background Growth Incremental Parking Demand Existing Community Center Parking Demand + No Action As-of-Right Parking Demand + Discrete No Build Projects Public Parking Demand

2033 No Action Total Weekday Midday Public Parking Demand Total = 1,994 + 30 - 2 + 25 + 321 = 2,368

THE FUTURE WITH THE PROPOSED PROJECT

As presented in **Table 11-41**, accounting for incremental parking demand due to background growth rates, parking demand generated by No Build projects (as well as their on-site accessory parking spaces) expected to be completed in the area within a ¼ mile of the Project Site, and the parking demand generated by the Proposed Project, the 2033 With Action condition off-street parking utilization would be 90, 85, 57, 42, and 65 percent during the weekday AM, midday, PM, and overnight, and Saturday time periods, respectively. Parking utilization is expected to be below capacity (98 percent utilization is considered “at capacity” per *CEQR Technical Manual* guidelines) during all of the analysis time periods. The parking demand generated by the Proposed Project would be accommodated by the available off-street parking spaces within a ¼ mile of the Project Site.

Table 11-41
Existing and 2033 With Action Conditions Parking Supply and Utilization
¼-Mile Study Area

	Weekday AM	Weekday Midday	Weekday PM	Weekday Overnight	Saturday
2026 Existing Public Parking Supply (Total)	3,032	3,032	3,032	2,920	2,764
2026 Existing Public Parking Demand (Total)	2,275	1,994	1346	806	1,379
2026 Existing Public Parking Utilization (Total)	75%	66%	44%	28%	50%
Existing Community Center Parking Demand	2	2	1	0	2
2033 Background Growth Incremental Parking Demand	34	30	20	12	21
No Action As-of-Right Development Parking Demand*	25	25	15	19	14
Discrete No Build Projects Parking Demand (total)	251	409	220	178	229
Discrete No Build Projects Accessory Parking Supply	329	329	329	329	329
Discrete No Build Projects Public Parking Demand (total)	153	321	122	67	123
2033 No Action Public Parking Demand Total	2,485	2,368	1,502	904	1,535
2033 No Action Public Parking Supply Total	3,032	3,032	3,032	2,920	2,764
2033 No Action Public Parking Utilization Total	82%	78%	50%	31%	56%
2033 No Action Available Spaces (Shortfall) - Total	547	664	1,530	2,016	1,229
Project Generated Incremental Parking Demand	244	214	240	324	267
2033 With Action Public Parking Demand Total	2,729	2,582	1,742	1,228	1,802
2033 With Action Public Parking Supply Total	3,032	3,032	3,032	2,920	2,764
2033 With Action Public Parking Utilization Total	90%	85%	57%	42%	65%
2033 With Action Available Spaces (Shortfall) - Total	303	450	1,290	1,692	962

Notes: *No Action As-of-Right Development Parking Demand includes Residential and School Parking Demand
Sample Calculation
2033 With Action Public Parking Demand Total = 2026 Existing Public Parking Demand + 2033 Background Growth Incremental Parking Demand - Existing Community Center Parking Demand + No Action As-of-Right Parking Demand + Discrete No Build Projects Public Parking Demand + Project Generated Incremental Parking Demand
2033 With Action Total Weekday Midday Public Parking Demand Total = 1,994 + 30 - 2 + 25 + 321 + 214 = 2,582

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