PARK AVENUE BROOKLYN REZONING
Chapter 8: Transportation

A. INTRODUCTION

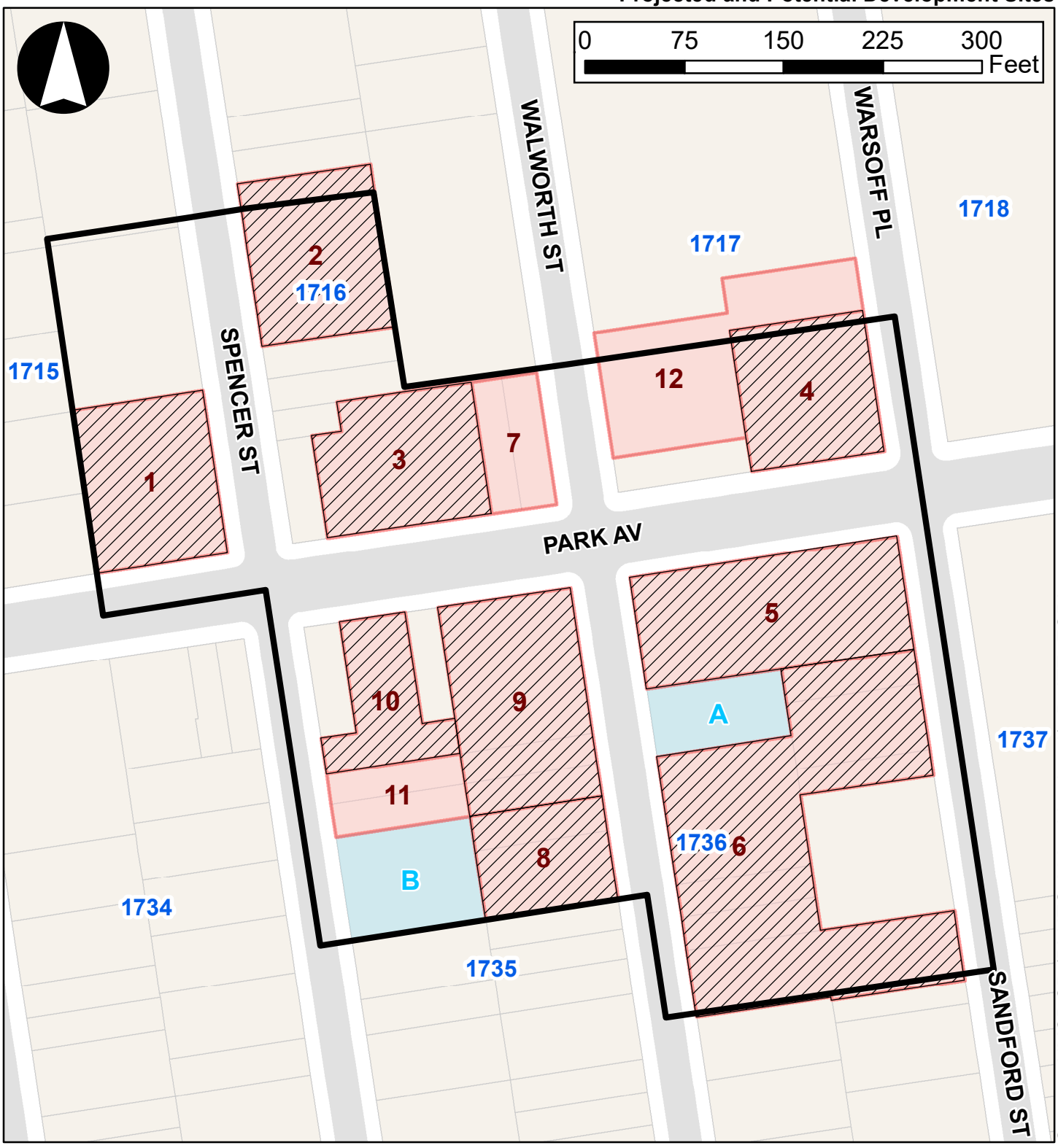
This chapter describes the transportation characteristics and potential impacts associated with the Proposed Actions. As described in **Chapter 1**, "**Project Description**," the Applicant, Park Ave. Rezoning Partners LLC, is requesting several discretionary actions (collectively, the "Proposed Actions") from the New York City Planning Commission (CPC) to facilitate the redevelopment of several blocks in the Bedford-Stuyvesant neighborhood of Brooklyn Community District (CD) 3. Development in the Project Area would include three new private schools, new housing, and local retail and medical office uses. The Project Area consists of portions of Blocks 1715, 1716, 1717, 1735, and 1736. As shown in **Figure 1-1** in **Chapter 1, "Project Description**," the Project Site is bounded by a depth of 250 feet from Park Avenue on the eastern side of Block 1715 and the western side of Block 1716, a depth of 225 feet from Park Avenue on Block 1735, a depth of 100 feet from Park Avenue on the eastern side of Block 1716 and on Block 1717, and a depth of 325 feet from Park Avenue on Block 1736 (the "Project Area").

In order to assess the potential effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) for both future without the Proposed Actions (No-Action) and future with the Proposed Actions (With-Action) conditions are analyzed for an analysis year of 2031. For *City Environmental Quality Review (CEQR)* analysis purposes, the Applicant's nine development sites and three non-Applicant sites are considered collectively and referred to as the total RWCDS for the Proposed Actions. The total RWCDS for the Proposed Actions would result in a total of 483 DUs, including 124 affordable units pursuant to the Applicant's proposed MIH Option 1, 244,088 gsf of private school space, 80,155 gsf of local retail space, 11,590 gsf of medical office space, and 151 accessory parking spaces (the With-Action condition) on the 12 Projected Development Sites. Refer to **Figure 8-1** for a site plan of the Proposed Project.

Absent approval of the Proposed Actions, existing uses would remain on most of the identified Projected Development Sites; however, two sites within the Project Area are expected to be redeveloped on an as-of-right basis. At Projected Development Site 2 (49 Spencer Street), the currently vacant site is expected to be redeveloped with an 11-story 69,000-gsf mixed-use building containing 28,750 gsf of commercial space (17,969 gsf of office space and 10,781 gsf of local retail space) and 40,250 gsf of medical office space. At Projected Development Site 12, the currently vacant site is assumed to be redeveloped with a 1-story 6,216-gsf one-story commercial building.

As shown in **Table 8-1**, compared to No-Action conditions, the net increment resulting from the Proposed Actions would be 481 DUs, 28,505 gsf of local retail, 201,838 gsf of private school space, a reduction of 17,969 gsf of office space, a reduction of 40,250 gsf of medical office space, a reduction of 5,000 gsf of house of worship space, and a reduction of 11,400 gsf of warehouse space. It should be noted that no No-Action uses/credit are assumed for sites that would be occupied by educational facilities in the With-Action conditions (i.e., Projected Development Sites 2, 6, and 8) for conservative transportation analysis purposes. As such, Table 1 also shows the increment being assumed for transportation analysis purposes.

Projected and Potential Development Sites



Source: NYCDCP (PLUTO 2025, Version 1); DoITT; ESRI

Legend

- Proposed Rezoning Area
- Applicant-controlled sites
- 11 Projected Development Sites
- A Potential Development Sites
- 1715 Tax Blocks

TABLE 8-1
2031 No-Action and With-Action Land Uses

Use		No-Action Scenario	With-Action Scenario	Increment	Increment for Transportation[2]
Residential	Affordable	-	*124*	***+124 DU***	***+124 DU***
	Market-Rate	2	*359*	***+357 DU***	***+359 DU***
	Total Residential Units	*2*	483	**+481 DU**	**+483 DU**
Medical Office		51,840 gsf	11,590 gsf	**-40,250 gsf**	**-**
School		42,250 gsf	244,088 gsf	**+201,838 gsf**	**+201,838 gsf**
House of Worship		5,000 gsf	-	**-5,000 gsf**	**-**
Local Retail		51,650 gsf	80,155 gsf	**+28,505 gsf**	**+39,286 gsf**
Office		17,969 gsf	-	**-17,969 gsf**	**-**
Warehouse		11,400 gsf	-	**-11,400 gsf**	**-8,900 gsf**
Parking Spaces		251 spaces	151 spaces	**-100 spaces**	**-100 spaces**
Population/Employment[1]		**No-Action Scenario**	**With-Action Scenario**	**Increment**	**Increment for Transportation[2]**
Residents		5 residents	1,236 residents	**+ 1,231 residents**	**+ 1,236 residents**
Workers		449 workers	500 workers	**+ 51 workers**	**+ 51 workers**
Students		0 students	2,220 students	**+2,220 students**	**+2,220 students**

Notes:
[1] Based on 2.56 persons per DU (2020 Census average household size for Brooklyn Community District 3). Estimate of workers assumes one retail worker per 333 gsf. One medical office worker per 333 gsf. One warehouse worker per 1,000 gsf. One school employee per 11 students. One worker per 50 attended parking spaces. One worker per 25 DU. One student per 110 gsf of school space.
[2] No No-Action uses/credit are assumed for sites that would be occupied by educational facilities in the With-Action conditions (i.e., Projected Development Sites 2, 6, and 8) for conservative transportation analysis purposes. These No-Action uses include residential, medical office, local retail, house of worship, office, and warehouse on Projected Development Sites 2, 6, and 8.

B. PRINCIPAL CONCLUSIONS

A detailed transportation analysis was conducted and concludes that the Proposed Actions would result, as detailed below, in significant adverse impacts to vehicular traffic at nine intersections and pedestrian conditions at six sidewalks. To the extent practicable measures to mitigate these impacts have been identified, they are described in **Chapter 16, "Mitigation."** To the extent there are no practicable measures to fully mitigate these impacts, they would be unmitigated or only partially mitigated, as the case may be.

Traffic

Traffic conditions were evaluated for the weekday 7:30–8:30 a.m., 12:45–1:45 p.m. (midday), 5:30–6:30 p.m., and Saturday 1:30–2:30 p.m. peak hours at 21 intersections (20 signalized and one unsignalized) in the traffic study area where additional traffic resulting from the Proposed Actions would be most heavily concentrated. Of which 21 intersections were analyzed in the AM peak hour, one intersection in the Midday peak hour, 21 intersections in the PM peak hour, and four intersections in the Saturday peak hour. As summarized in **Tables 8-2** and **8-3**, the traffic impact analysis indicates the potential for significant adverse impacts at nine intersections (all signalized) during one or more analyzed peak hours. Significant adverse impacts were identified to four lane groups at four intersections during the weekday AM peak hour, no lane groups at any intersections in the midday peak hour, 10 lane groups at nine intersections in the PM peak hour, and no lane groups at any intersections in the Saturday peak hour. **Chapter 16, "Mitigation,"** discusses potential measures to mitigate these significant adverse traffic impacts.

TABLE 8-2
Number of Impacted Intersections and Lane Groups by Peak Hour

	Peak Hour			
	Weekday AM	**Weekday Midday**	**Weekday PM**	**Saturday Midday**
Impacted Lane Groups	4	0	10	0
Impacted Intersections	4	0	9	0

TABLE 8-3
Summary of Significantly Impacted Intersections

		Peak Hour			
	Control	**Weekday AM**	**Weekday MD**	**Weekday PM**	**Saturday**
Franklin Ave and Flushing Ave	Signalized			X	
Warsoff Pl and Flushing Ave	Signalized	X		X	
Nostrand Ave and Flushing Ave	Signalized	X		X	
Bedford Ave and Park Ave	Signalized			X	
Nostrand Ave and Park Ave	Signalized			X	
Bedford Ave and Myrtle Ave	Signalized			X	
Nostrand Ave and Myrtle Ave	Signalized			X	
Marcy Ave and Myrtle Ave	Signalized	X		X	
Marcy Ave and Flushing Ave	Signalized	X		X	
Total		4	0	9	0

Transit

Subway

SUBWAY STATIONS

The Proposed Actions would generate a net increment of approximately 722 and 725 new subway trips during the weekday AM and PM commuter peak hours, respectively. The analysis of subway station conditions focuses on the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) Flushing Avenue (G) station and Myrtle-Willoughby Avenue (G) station in proximity to the Project Area where incremental demand from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in both peak hours. Based on the results of the analysis, the Proposed Actions are not expected to result in significant adverse impacts in either the AM or PM peak hours at the analyzed subway stations.

SUBWAY LINE HAUL

The Project Area is directly served by the G train that connects Brooklyn and Queens. In the With-Action condition, southbound G trains in the AM peak hour and northbound G trains in the PM peak hour are expected to not exceed the incremental five passenger per car *CEQR Technical Manual* threshold. Therefore, no significant adverse impacts to subway line haul conditions would occur in the AM and PM peak hours.

Bus

The Proposed Actions are expected to generate a net total of approximately 270 and 280 incremental bus trips during the weekday AM and PM peak hours, respectively, on the five NYCT Bus Company bus routes serving the Project Area— the B44, B44 SBS, B48, B54, and B57. Incremental demand is expected to exceed the 50-trip (per direction) *CEQR Technical Manual*

analysis threshold for the northbound B44 SBS bus in the AM peak hour and the southbound B44 SBS bus in the PM peak hour. Under the With-Action condition, the B44 SBS bus route is expected to operate with available capacity in each direction during the weekday AM and PM peak hours. Therefore, no significant adverse impacts to bus line service would occur in the AM and PM peak hours.

Pedestrians

The Proposed Actions would generate a net increment of approximately 1,643 walk-only trips in the weekday AM peak hour, 936 in the weekday midday, 2,428 in the weekday PM peak hour and 1,496 in the Saturday peak hour. Persons en route to and from subway station entrances, bus stops, and nearby parking facilities would add approximately 1,092, 234, 1,162, and 377 additional pedestrian trips to Project Area sidewalks and crosswalks during these same periods, respectively. Peak hour pedestrian conditions were evaluated at 99 pedestrian elements where new trips generated by projected developments are expected to be most concentrated. These elements—29 sidewalks, 48 corner areas, and 22 crosswalks—are primarily located in the immediate vicinity of the Project Area and along corridors connecting the Project Area to nearby subway station entrances. As shown in **Table 8-4**, based on 2025 *CEQR Technical Manual* criteria, six sidewalks would be significantly adversely impacted by the Proposed Actions in one or more of the analyzed peak hours. Practicable measures to mitigate these impacts have been identified, they are described in **Chapter 16, "Mitigation."** To the extent there are no practicable measures to fully mitigate these impacts, they would be unmitigated or only partially mitigated, as the case may be.

TABLE 8-4
Summary of Significant Pedestrian Impacts

Corridor	Impacted Elements	Peak Hour			
		AM	MD	PM	SAT
Flushing Ave between Bedford Ave and Lee Ave	North Sidewalk			X	
Flushing Ave between Bedford Ave and Spencer St	South Sidewalk	X			
Myrtle Ave between Bedford Ave and Spencer St	North Sidewalk	X			
Flushing Ave between Spencer St and Walworth St	South Sidewalk	X			
Walworth St between Park Ave and Myrtle Ave	East Sidewalk	X		X	
Flushing Ave between Lee Ave and Marcy Ave	North Sidewalk	X		X	

Street User Safety

Under the *Vision Zero Brooklyn Pedestrian Safety Action Plan*, Franklin Avenue, Nostrand Avenue, and Myrtle Avenue are identified as "Priority Corridors." The Project Area is also located within a "Priority Area" and "Bike Priority Area."

Crash data for intersections in the traffic and pedestrian study areas were obtained from the New York City Department of Transportation (DOT) for the three-year period between January 1, 2019 and December 31, 2019 and January 1, 2023 and December 31, 2024. During this period, a total of 820 reportable and non-reportable crashes, four fatalities, 325 total injuries, and 102 pedestrian/bicyclist injury crashes occurred at intersections within the quarter-mile study area.

Under 2025 *CEQR Technical Manual* guidance, high crash locations are defined as those along a Vision Zero priority intersection or locations where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero Priority Corridor with three

or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high crash location. **Table 8-5** provides the three intersections identified as analyzed high crash locations. All three intersections were part of New York City's 25-mph signal retiming initiative, where signal progression was changed to match the 25-mph speed limit. In addition, a Leading Pedestrian Interval (LPI) phase has also been implemented at each of these intersections.

TABLE 8-5
High Crash Locations

Intersection	Total Pedestrian / Bicycle Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
	2019	2023	2024	2019	2023	2024
Flushing Avenue at Franklin Avenue	3	1	2	13	9	7
Flushing Avenue at Nostrand/ Lee Avenue	0	3	1	16	12	10
Myrtle Avenue at Marcy Avenue	2	1	3	12	9	10

Parking

The parking analysis documents the effects to parking within the study area as a result of the Projected Development Sites. Parking demand generated by retail and school uses that would be developed under the Proposed Actions would peak during the midday hour, whereas residential parking demand would peak during the overnight period. While there would be net decreases in medical office, office, and warehouse parking demand (as result of net reductions in these land uses), the prominent generator of parking demand would be the residential land use as result of the significant increase of proposed dwelling units under the Proposed Actions. Overall, development associated with the Proposed Actions would generate a peak net parking demand of approximately 172 spaces in the weekday morning period and 161 spaces in the Saturday morning period. It is expected that the total increase in parking demand under the Proposed Actions' RWCDS would not be fully accommodated by the 151 spaces provided on Projected Development Sites and excess demand would seek parking availability within a quarter-mile radius of the Project Area. These projected demand would seek available on-street and off-street parking within a quarter mile of the Project Area. Further, some drivers destined for the Project Area would potentially have to travel a greater distance (e.g., between ¼ and ½-mile) to find available parking. Additionally, in conjunction to the project, DOT will implement a "No Standing 7am – 6pm" regulation along the designated bus loading zones and school frontages on Walworth Street and Sandford Street, as well as a "No-Standing Anytime" regulation along the west curb of Walworth Street between Park Avenue and Myrtle Avenue and along the east curb of Sandford Street between Park Avenue and Myrtle Avenue. The implementation of these regulations would result in the loss of approximately 71 on-street parking spaces. However, the "No-Standing 7am – 6pm" regulation along the bus loading zones and school frontages would not be in effect during the overnight period, when residential parking demand peaks. Any potential deficit in parking would not be considered a significant adverse impact based on 2025 *CEQR Technical Manual* criteria due to the magnitude of available alternative modes of transportation in the well-served - project area. Therefore, the Proposed Actions are not expected to result in significant adverse parking impacts.

C. PRELIMINARY ANALYSIS METHODOLOGY

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed project. According to the *CEQR Technical Manual*, if a proposed project is expected to result in fewer than 50 peak hour vehicle or ferry trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 analysis) are to be performed to estimate the incremental trips that would be incurred at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the proposed project would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, 25 or more peak hour trips by Citywide Ferry Service in a single direction on a single route or 50 or more at a ferry landing, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, street user safety, and parking.

D. LEVEL 1 SCREENING ASSESSMENT

A Level 1 trip generation screening assessment was conducted to estimate the numbers of person and vehicle trips by mode expected to be generated by the Proposed Project during the peak hours for project-generated travel demand. These estimates were then compared to the *CEQR Technical Manual* analysis thresholds to determine if a Level 2 screening and/or quantified operational analyses may be warranted. The travel demand assumptions used for the assessment are described in the following sections along with a detailed forecast of the travel demand that would be generated by the Proposed Project.

Background

As shown in **Table 8-1**, compared to No-Action conditions, the net increment resulting from the Proposed Actions would be 483 DUs, 39,286 gsf of local retail, 201,838 of private school space, and a reduction of 8,900 gsf of warehouse space. It should be noted that no No-Action uses/credit are assumed for sites that would be occupied by educational facilities in the With-Action conditions (i.e., Projected Development Sites 2, 6, and 8) for conservative transportation analysis purposes. As such, **Table 8-1** also shows the increment being assumed for transportation analysis purposes.

Transportation Planning Assumptions

The transportation planning factors used to forecast travel demand for the RWCDS land uses are summarized in **Table 8-6**. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2025 *City Environmental Quality Review (CEQR) Technical Manual*; factors developed for recent environmental reviews; 2015–2019 American Community Survey (ACS) journey-to-work data for Brooklyn census tracts in proximity to the Project Area (191, 235, 241, 255, 531, 537, and 1237); 2012–2016 American Association of State Highway Transportation Officials

(AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data; data provided by the New York City departments of Transportation (DOT) and City Planning (DCP); data derived from student and staff surveys at an adjacent school owned by the applicant, and data from other standard professional references.

Factors are shown for the weekday AM and PM peak hours (typical peak periods for student and commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand). Additional details on the transportation planning factors used for the travel demand forecast are presented in the *Transportation Planning Factors and Travel Demand Forecast Technical Memorandum* provided in **Appendix C**.

Travel Demand Forecast

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2031 analysis year was derived based on the net change in land uses shown in **Tables 8-1** and the transportation planning factors shown in **Table 8-6**. **Table 8-7** shows an estimate of the net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2031 with implementation of the Proposed Actions and resultant Proposed Development.

As shown in **Table 8-7**, under the RWCDS for the Proposed Development, the Proposed Actions would generate a net increase of approximately 3,732 person trips in the weekday AM peak hour, 1,250 in the weekday midday, 4,552 in the weekday PM, and 2,006 in the Saturday peak hour. Peak hour vehicle trips (including auto, school bus, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 388, 136, 440, and 212 (in and out combined) in the weekday AM, midday, PM, and Saturday peak hours, respectively. Peak hour subway trips would increase by a net total of approximately 722, 120, 725, and 198 during these periods, respectively; peak hour bus trips would increase by approximately 270, 34, 280, and 52, respectively; and peak hour walk trips to/from nearby on-street and off-street parking spaces would increase by approximately 100, 80, 157, and 127, respectively. Lastly, walk-only trips would increase by approximately 1,643, 936, 2,428, and 1,496 trips during the weekday AM, midday, PM, and Saturday peak hours, respectively.

Table 8-8 summarizes the number of additional trips that would be generated by the Proposed Actions under the RWCDS for the Proposed Development during the weekday AM, midday, PM, and Saturday peak hours by various modes of travel. Since these numbers of peak hour trips would exceed the 2025 *CEQR Technical Manual* analysis thresholds for vehicular traffic, transit and pedestrians, a Level 2 screening assessment was undertaken to identify specific locations where additional detailed analyses would be warranted.

TABLE 8-6
Transportation Planning Factors

Land Use:	Residential	Residential (Single-Family)	Local Retail	Warehouse	Elementary School Students	Middle School Students	High School Students	Elementary School Parents (9)	Grade 6 Parents (11)	School Staff (10)
								AM PM	AM PM	
Size/Units:	483 DU	0 DU	39,286 gsf	-8,900 gsf	795 students	398 students	1,027 students	74 95 Parents	69 78 Parents	339 staff
Trip Generation:	(1)	(1)	(1)	(4)	(1)	(1)	(1)	(1)	(1)	(1)
Weekday	8.18	12.6	329.0	2.4	2.0	2.0	2.0	4.0	4.0	2.0
Saturday	9.08	13.7	358.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
	per DU	per DU	per 1,000 sf	per 1,000 sf	per student	per student	per student	per parent	per parent	per staff
Temporal Distribution:	(1)	(1)	(1)	(4)	(1)	(1)	(1)	(1)	(1)	(1)
AM	9.3%	9.3%	4.8%	10.0%	49.5%	49.5%	49.5%	49.5%	49.5%	40.0%
Midday	5.6%	5.6%	8.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PM	8.5%	8.5%	10.9%	11.0%	49.5%	49.5%	49.5%	49.5%	49.5%	40.0%
Saturday	8.4%	8.4%	11.7%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Modal Splits:	(2)	(2)	(4)	(3)	(6)	(6)	(8)	(7)	(7)	(6)
	All Periods	All Periods	All Periods	All Periods	Wk AM Wk PM	Wk AM Wk PM	All Periods	Wk AM Wk PM	Wk AM Wk PM	All Periods
Auto	17.6%	17.6%	11.0%	31.0%	1.5% 0.3%	0.4% 0.2%	3.9%	0.0% 0.0%	0.0% 0.0%	17.3%
Taxi	0.0%	0.0%	0.0%	0.2%	0.2% 0.1%	0.2% 0.4%	0.0%	0.0% 0.0%	0.0% 0.0%	17.3%
Subway/Railroad	40.1%	40.1%	3.0%	19.5%	0.4% 0.0%	0.0% 0.0%	54.2%	3.6% 0.0%	0.0% 0.0%	0.0%
Bus	5.5%	5.5%	2.0%	11.9%	0.4% 0.3%	0.2% 0.2%	21.7%	3.6% 2.2%	0.3% 0.3%	2.3%
School Bus	0.0%	0.0%	0.0%	0.0%	86.2% 83.9%	32.3% 23.5%	0.0%	0.0% 0.0%	0.0% 0.0%	0.0%
Bicycle	3.8%	3.8%	0.0%	1.9%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	0.0% 0.0%	0.0%
Walk/Other	33.0%	33.0%	84.0%	35.5%	11.2% 15.3%	66.9% 75.7%	20.2%	92.7% 97.8%	99.7% 99.7%	63.2%
	100.0%	100.0%	100.0%	100.0%	100.0% 100.0%	100.0% 100.0%	100.0%	100.0% 100.0%	100.0% 100.0%	100.0%
In/Out Splits:	(1)	(1)	(1)	(4)	(1)	(1)	(1)	(1)	(1)	(1)
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	22% 78%	22% 78%	52% 48%	77% 23%	100% 0%	100% 0%	100% 0%	50% 50%	50% 50%	100% 0%
Midday	50% 50%	50% 50%	50% 50%	53% 47%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%
PM	62% 38%	62% 38%	50% 50%	27% 73%	0% 100%	0% 100%	0% 100%	50% 50%	50% 50%	0% 100%
Saturday	55% 45%	55% 45%	50% 50%	64% 36%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%
Vehicle Occupancy:	(2,5)	(2,5)	(4)	(3)	(6)	(6)	(8)			(6)
	All Periods	All Periods	All Periods	All Periods	Wk AM Wk PM	Wk AM Wk PM	All Periods	All Periods	All Periods	All Periods
Auto	1.12	1.12	1.20	1.17	1.63 1.63	1.63 1.63	1.30	N/A	N/A	1.00
Taxi	1.30	1.30	1.20	1.18	2.00 2.00	2.00 2.00	1.30	N/A	N/A	1.00
School Bus					35.0 35.0	35.0 35.0	35.00			
Truck Trip Generation:	(1)	(1)	(1)	(4)	(5)	(5)	(8)			
Weekday	0.06	0.06	0.35	0.91	0.03	0.03	0.03			
Saturday	0.02	0.02	0.04	0.08	0.00	0.00	0.00			
	per DU	per DU	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf			
Truck Temporal Distribution:	(1)	(1)	(1)	(4)	(5)	(5)	(8)			
AM	12.0%	12.0%	8.0%	9.9%	9.6%	9.6%	9.6%			
MD	9.0%	9.0%	11.0%	8.0%	11.0%	11.0%	11.0%			
PM	2.0%	2.0%	2.0%	7.0%	1.0%	1.0%	1.0%			
Saturday	9.0%	9.0%	11.0%	28.0%	0.0%	0.0%	0.0%			
Truck Directional Distribution:	In Out	In Out	In Out	In Out	In Out	In Out	In Out			
All Periods	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	67.0% 33.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%			
				57.0% 43.0%						
				60.0% 40.0%						
				42.0% 58.0%						

TABLE 8-6
Transportation Planning Factors (cont'd)

Notes :

(1) *2025 City Environmental Quality Review (CEQR) Technical Manual.*
(2) Based on ACS 2015-2019 journey-to-work data for Brooklyn tracts 191, 235, 241, 255, 531, 537 and 1237.
(3) Based on AASHTO CTPP 5-Year (2012-2016) reverse journey-to-work data for Brooklyn tracts 191, 235, 241, 255, 531, 537 and 1237.
(4) Based on data provided by DOT.
(5) *Gowanus Rezoning FEIS* , 2021.
(6) Based on the survey conducted at the existing CUTA school in Williamsburg, Brooklyn in June, 2024. Staff mode choice modified from survey result to more accurate represent the future condition.
(7) Parent modal split adjusted for pedestrian related trips only.
(8) *Brooklyn Lab Charter School EAS* , 2018.
(9) Assumes a 1:1.3 parent-to-grade 1 to 6 student ratio taking subway, bus, and walk modes.
(10) Assumes 1 employee per 11 Students (For High School). 1 employee per 4.86 Students (For Elemetary and Middle School, based on data from CUTA school survey)

TABLE 8-7
Travel Demand Forecast

Land Use:	Residential		Residential (Single-Family)		Local Retail		Warehouse		Elementary School		Middle School (Students)		High School (Students)		Elementary School (Parents)		Elementary School (Parents)		School (Staff)		Total Trips	
													AM	PM	AM	PM	AM	PM				
Size/Units:	483 DU		0 DU		39,286 gsf		-8,900 gsf		795 students		398 students		1,027 Parents	0	74 Parents	95	69 Parents	78	339 staff			
Peak Hour Trips:																						
AM	364		0		618		-2		788		394		1,018		146		136		270		3,732	
Midday	220		0		1,032		-2		0		0		0		0		0		0		1,250	
PM	334		0		1,408		-2		788		394		1,018		188		154		270		4,552	
Saturday	364		0		1,642		0		0		0		0		0		0		0		2,006	
Person Trips:																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	15	50	0	0	35	32	0	0	11	0	1	0	40	0	0	0	0	0	46	0	148	82
Taxi	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46	0	48	0
Subway	31	114	0	0	9	9	0	0	4	0	0	0	551	0	2	2	0	0	0	0	597	125
Bus	5	16	0	0	7	6	0	0	4	0	1	0	221	0	2	2	0	0	6	0	246	24
School Bus	0	0	0	0	0	0	0	0	680	0	127	0	0	0	0	0	0	0	0	0	807	0
Bicycle	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
Walk/Other	26	95	0	0	272	248	-2	0	88	0	264	0	206	0	69	69	68	68	172	0	1,163	480
Total	79	285	0	0	323	295	-2	0	788	0	394	0	1,018	0	73	73	68	68	270	0	3,011	721
Midday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	0	0	56	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	76
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	44	44	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	60
Bus	6	6	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	36	36	0	0	433	433	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	467	469
Total	110	110	0	0	516	516	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	624	626
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	37	23	0	0	77	77	0	0	0	2	0	1	0	40	0	0	0	0	0	46	114	189
Taxi	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46	0	48
Subway	81	51	0	0	21	21	0	0	0	0	0	0	0	551	0	0	0	0	0	0	102	623
Bus	11	7	0	0	14	14	0	0	0	2	0	1	0	221	2	2	0	0	0	6	27	253
School Bus	0	0	0	0	0	0	0	0	0	662	0	93	0	0	0	0	0	0	0	0	0	755
Bicycle	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5
Walk/Other	68	43	0	0	592	592	-2	0	0	121	0	298	0	206	92	92	77	77	0	172	827	1,601
Total	205	129	0	0	704	704	-2	0	0	788	0	394	0	1018	94	94	77	77	0	270	1,078	3,474
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	35	30	0	0	91	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	121
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	80	66	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	92
Bus	11	9	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	25
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Walk/Other	67	53	0	0	688	688	0	0	0	0	0	0	0	0	0	0	0	0	0	0	755	741
Total	200	164	0	0	821	821	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,021	985

TABLE 8-7
Travel Demand Forecast (Cont'd)

Land Use:	Residential		Residential (Single-Family)		Local Retail		Warehouse		Elementary School		Middle School (Students)		High School (Students)		Elementary School (Parents)		Elementary School (Parents)		School (Staff)		
													AM	PM	AM	PM	AM	PM			
Size/Units:	483 DU		0 DU		39,286 gsf		-8,900 gsf		795 students		398 students		1,027 Parents	0	74 Parents	95	69 Parents	78	339 staff		
Peak Hour Trips:																					**Total Trips**
AM	364		0		618		-2		788		394		1,018		146		136		270		3,732
Midday	220		0		1,032		-2		0		0		0		0		0		0		1,250
PM	334		0		1,408		-2		788		394		1,018		188		154		270		4,552
Saturday	364		0		1,642		0		0		0		0		0		0		0		2,006
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	15	45	0	0	29	27	0	0	7	7	1	1	31	31	0	0	0	0	46	0	129	111
Taxi	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46	0	48	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	46	46	48	48
School Bus	0	0	0	0	0	0	0	0	21	21	4	4	0	0	0	0	0	0	0	0	25	25
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	15	45	0	0	29	27	0	0	30	30	6	6	31	31	0	0	0	0	92	46	203	185
Midday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	0	0	47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	67
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	20	20	0	0	47	47	0	0	1	1	0	0	0	0	0	0	0	0	0	0	68	68
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	33	23	0	0	64	64	0	0	1	1	1	1	31	31	0	0	0	0	0	46	130	166
Taxi	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46	0	48
Taxi (Balanced)	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	46	46	48	48
School Bus	0	0	0	0	0	0	0	0	20	20	4	4	0	0	0	0	0	0	0	0	24	24
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	23	0	0	64	64	0	0	22	22	6	6	31	31	0	0	0	0	46	92	202	238
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	32	28	0	0	76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	104
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	28	0	0	76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	104

TABLE 8-8
Summary of Net Incremental Peak Hour Trips Generated

Mode/Description	Trip Type	Weekday AM	Weekday Midday	Weekday PM	Saturday
Auto/Taxi/School Bus/Truck	vehicle trips	388	136	440	212
Auto[1]	person trips	100	80	157	127
Subway	person trips	722	120	725	198
Local Bus[2]	person trips	270	34	280	52
Walk/Other	person trips	1,643	936	2,428	1,496

Notes:
[1] Trips en route to/from nearby on-street and off-street parking spaces.
[2] Does not yet account for subway trips that may utilize bus before primary mode.

E. LEVEL 2 SCREENING ASSESSMENT

A Level 2 screening assessment involves the assignment of action-generated trips to the study area street network, pedestrian elements, and transit facilities, and the identification of specific locations where the incremental increase in demand may potentially exceed 2025 *CEQR Technical Manual* analysis thresholds and therefore require a quantitative analysis.

Vehicular Traffic

As shown in **Table 8-8**, under the Proposed Actions, the net number of incremental vehicle trips (auto, taxi, school bus, and truck) would be approximately 388, 136, 440, and 212 in the weekday AM, midday, PM, and Saturday peak hours, respectively. These traffic volumes would exceed the 2025 *CEQR Technical Manual* threshold of 50 peak hour vehicle trips for Level 1 screening and, therefore, a Level 2 screening was performed to help identify intersections for detailed analysis.

The 2025 *CEQR Technical Manual* Level 2 screening threshold for detailed analysis is also 50 vehicles, but this threshold applies to individual intersections during the peak hours (rather than total trips generated). Peak hour project increment traffic volumes were assigned to the Project Area street network to identify the intersections that would potentially exceed the 50-trip threshold during one or more periods. The assignments of auto and taxi trips to the street network in proximity to the Project Area were based on the anticipated origins and destinations of vehicle trips associated with the different land uses projected under the RWCDS. The origins/destinations for residential use were based on 2012–2016 AASHTO CTPP journey-to-work data, while warehouse use was based on 2012-2016 AASHTO CTPP reverse journey-to-work data. The origins/destinations for the local retail and private school uses that are mostly local in nature were based on population density in neighborhoods within a half-mile radius of the Project Area. For private school staff, zip-code data from the existing CUTA school in Williamsburg was utilized. (Additional details on the distributions of auto and taxi trips by land use are presented in the Transportation Planning Factors and Travel Demand Forecast Technical Memorandum included in **Appendix C**.) Based on the O-D data, auto and taxi trips were first assigned to various portals on the periphery of the Project Area, and from there via the most direct route to each Project Development Site. Auto trips generated by residents and workers for Project Development Sites with no or limited on-site parking capacity were assigned to off-street public facilities within a half-mile of the Project Area.

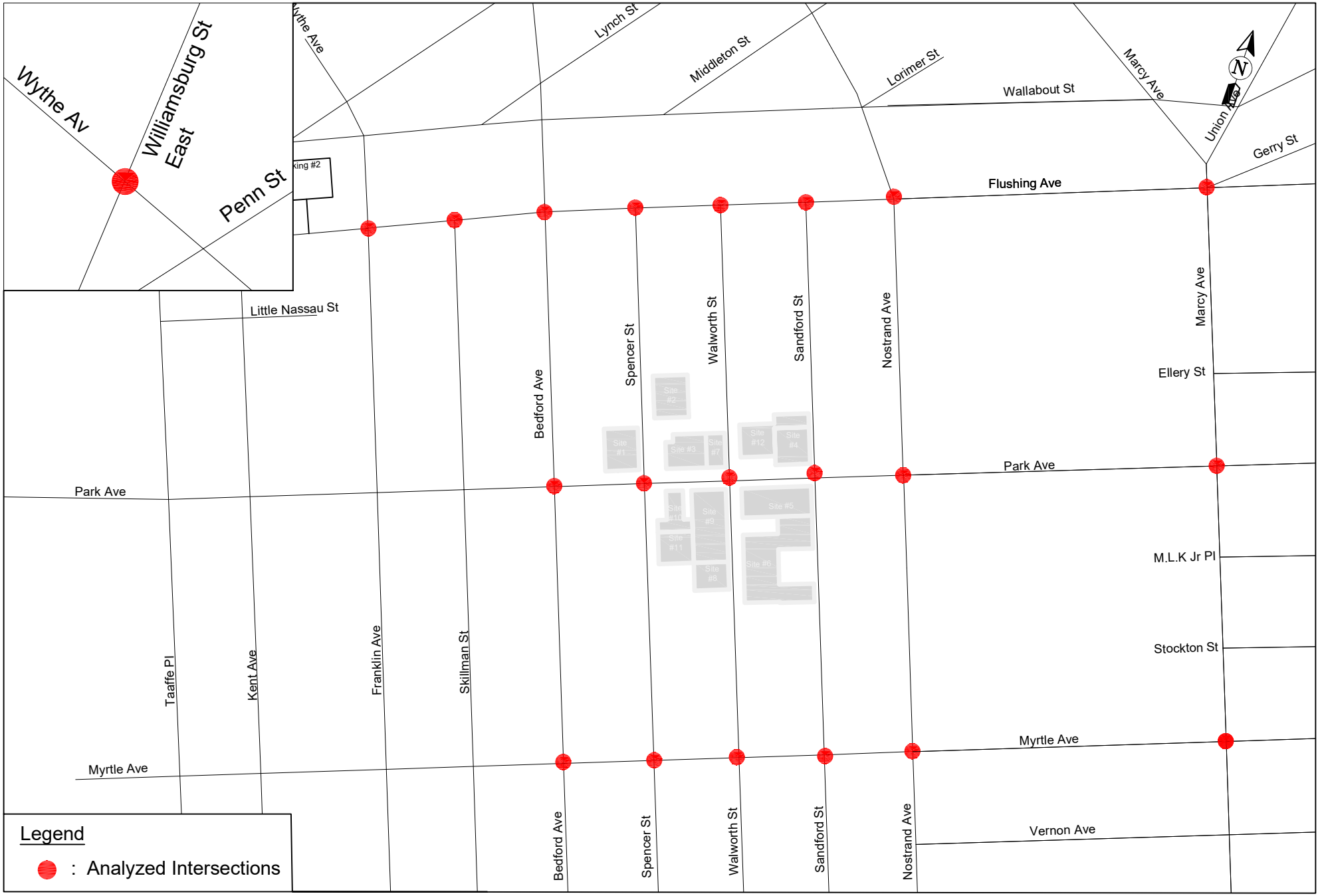
Taxi and school bus trips were generally assigned to the Projected Development Site frontages. Truck trips were first assigned to designated Through and Local truck routes providing access to the Project Area, and then to the most direct paths to and from each site. Truck trips were assigned primarily to the Through Truck Routes along Flushing and Myrtle Avenue.

Representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the Project Area's Projected Development Sites were then selected for detailed analysis. **Figure 8-2** shows the locations of the 21 intersections (20 signalized and one unsignalized) selected for detailed analysis. Most of the analyzed intersections are located along corridors providing direct access to the Projected Development Sites, including Flushing Avenue (eight intersections), Park Avenue (six intersections), and Myrtle Avenue (six intersections). These intersections are listed below along with the peak hour in which the 50-vehicle threshold is expected to be exceeded

1. Flushing Avenue and Franklin Avenue (AM/PM)
2. Flushing Avenue and Skillman Avenue (AM/PM)
3. Flushing Avenue and Bedford Avenue (AM/PM)
4. Flushing Avenue and Spencer Street (AM/PM)
5. Flushing Avenue and Walworth Street (AM/PM)
6. Flushing Avenue and Warsoff Place (AM/PM)
7. Flushing Avenue and Nostrand Avenue (AM/PM)
8. Park Avenue and Bedford Avenue (AM/PM/SAT)
9. Park Avenue and Spencer Street (AM/PM/SAT)
10. Park Avenue and Walworth Street (AM/MD/PM/SAT)
11. Park Avenue and Sanford Street (AM/PM/SAT)
12. Park Avenue and Nostrand Avenue (AM/PM)
13. Myrtle Avenue and Bedford Avenue (AM/PM)
14. Myrtle Avenue and Spencer Street (AM/PM)
15. Myrtle Avenue and Walworth Street (AM/PM)
16. Myrtle Avenue and Sanford Street (AM/PM)
17. Myrtle Avenue and Nostrand Avenue (AM/PM)
18. Myrtle Avenue and Marcy Avenue (AM/PM)
19. Flushing Avenue and Marcy Avenue/Union Avenue (AM/PM)
20. Park Avenue and Marcy Avenue (AM/PM)
21. Williamsburg Street East and Wythe Avenue (AM/PM)

Transit

According to the general thresholds used by the MTA and specified in the 2025 *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours, as it is during these periods that overall demand on the subway and bus systems is usually highest.



Park Avenue Brooklyn Rezoning

Figure 8-2

Traffic Analysis Locations

Subway

SUBWAY STATIONS

As shown in **Table 8-8**, the Proposed Actions are expected to generate approximately 722 and 725 incremental subway trips in the weekday AM and PM peak hours, respectively. As shown in **Figure 8-3**, there are a total of three NYCT subway stations in proximity to the Projected Development Sites that are expected to experience new demand as a result of the Proposed Actions. Most subway trips are expected to use Flushing Avenue station, which is located to the northeast of the Project Area and is served by the G (Brooklyn-Queens Crosstown Local) train. In addition, it is anticipated that some incremental subway trips would also likely occur at the Myrtle-Willougby Avenue (G) station located to the southeast of the Project Area and the Bedford-Nostrand Avenue (G) station located directly south of the Project Area.

Incremental subway trips generated by the Proposed Actions were assigned to the three stations serving the Project Area based on each station's proximity to the Projected Development Sites within the Project Area. The numbers of peak hour trips assigned to each station are shown in **Table 8-9**. As shown in **Table 8-9**, the highest number of peak hour subway trips is expected to occur at Flushing Avenue station, which would experience an incremental increase of approximately 395 and 399 subway trips (in and out combined) during the weekday AM and PM peak hours, respectively. The second highest number of trips would occur at Myrtle-Willoughby Avenue station, which would experience an incremental increase of 218 subway trips during the weekday AM and PM peak hours. Bedford-Nostrand Avenue station would experience 109 subway trips in the AM peak hour and 108 subway trips in the PM peak hour.

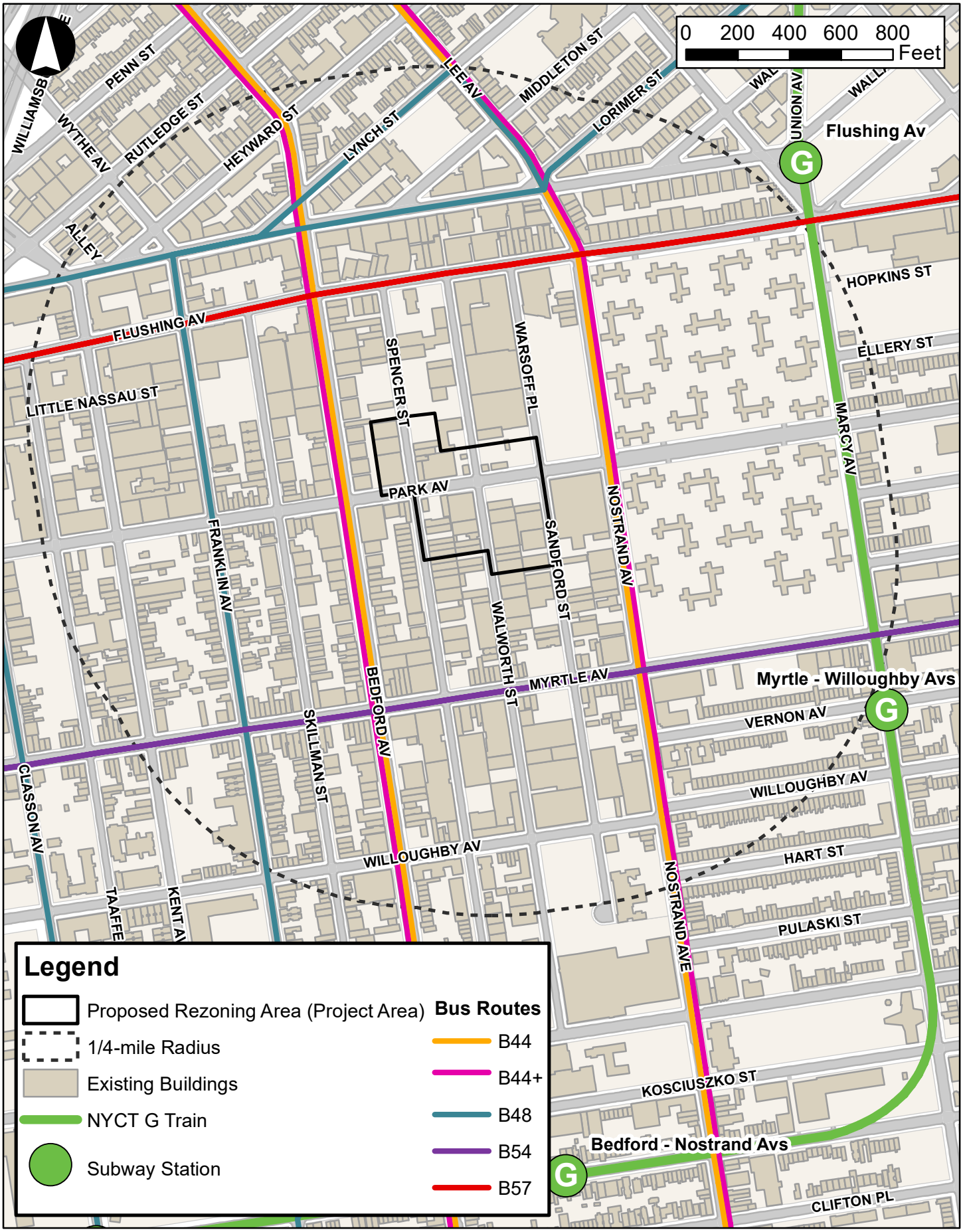
As shown in **Table 8-9**, based on these assignments, it is estimated that new subway demand from the Proposed Actions would exceed the 200-trip 2025 *CEQR Technical Manual* analysis threshold in the AM and PM periods at Flushing Avenue (G) and Myrtle-Willoughby (G) stations, and therefore these stations were selected for detailed analysis. Key circulation elements (e.g., stairs and fare arrays) expected to be used by concentrations of new demand from the RWCDS will be analyzed.

TABLE 8-9
Net Incremental Peak Hour Subway Trips by Station

Subway Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
Project Summary						
Peak Hour Project-Generated Trips:	2,077	658	2,735	1,013	2,577	3,590
Peak Hour Project-Generated Subway Trips:	597	125	722	102	623	725
Subway Station Summary						
Flushing Avenue (G)	328	67	395	57	341	399
Myrtle -Willoughby Avenue (G)	180	38	218	31	188	218
Bedford – Nostrand Avenue (G)	89	20	109	14	94	108
Total	**597**	**125**	**722**	**102**	**623**	**725**

SUBWAY LINE HAUL

As discussed above, the Project Area is currently served by one NYCT subway route, the G train. **Table 8-10** shows the assignment of net incremental subway trips generated by the RWCDS to the G train route by direction during the weekday AM and PM peak hours. As shown in **Table 8-10**, the Proposed Actions are expected to generate more than 200 incremental trips along the G


0 200 400 600 800
Feet
WILLIAMSB
PENN ST
WYTHE AV
RUTLEDGE ST
HEYWARD ST
LYNCH ST
MIDDLETON ST
LORIMER ST
UNION AV
Flushing Av
ALLEY
HOPKINS ST
FLUSHING AV
ELLERY ST
LITTLE NASSAU ST
SPENCER ST
WARSOFF PL
MARCY AV
PARK AV
FRANKLIN AV
SANDFORD ST
NOSTRAND AV
WALWORTH ST
MYRTLE AV
Myrtle - Willoughby Avs
VERNON AV
BEDFORD AV
SKILLMAN ST
CLASSON AV
WILLOUGHBY AV
HART ST
TAAFFE
KENT AV
PULASKI ST
KOSCIUSZKO ST
Bedford - Nostrand Avs
CLIFTON PL
Legend
Proposed Rezoning Area (Project Area)
1/4-mile Radius
Existing Buildings
NYCT G Train
Subway Station
Bus Routes
B44
B44+
B48
B54
B57

line during the AM and PM peak hours in both directions. As incremental peak hour demand from the RWCDS is expected to generate 200 or more new peak hour subway trips along the G line during the AM and PM peak hours, the analysis threshold for subway line haul analysis on this line is exceeded and therefore, an analysis of subway line haul conditions will be included in the EIS for this line. The analysis will utilize subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the maximum load points during the weekday AM and PM peak hours.

TABLE 8-10
Net Incremental Peak Hour Subway Trips by Route and Direction

Line	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
G	Brooklyn-bound	298	63	361	51	312	363
	Queens-bound	299	62	361	51	311	362
Total		**597**	**125**	**722**	**102**	**623**	**725**

Bus

As shown in **Figure 8-3**, five NYCT bus routes operate within approximately quarter-mile of the Project Area—the B44 Local, B44 SBS, B48, B54, and B57. These services and the principal corridors on which they operate in proximity to the Project Area are listed in **Table 8-11**.

As shown in **Table 8-8**, the Proposed Actions would generate an incremental increase of approximately 270 and 280 bus trips during the weekday AM and PM peak hours, respectively. These bus trips were assigned to each route based on proximity to the Projected Development Sites and current ridership patterns. **Table 8-12** provides the bus route assignment of action-generated bus person trips for the weekday AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 8-12**, the B44 SBS route is expected to potentially experience 50 or more new trips in the northbound direction during the AM peak hour and the southbound direction during the PM peak hour and are therefore analyzed in the EIS.

TABLE 8-11
Bus Routes Serving Project Area

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Rezoning Area
B44 Local	NYCT	Williamsburg - Flatbush	Nostrand/New York/Bedford Avenues
B44 SBS	NYCT	Williamsburg - Flatbush	Nostrand/Rogers/Bedford Avenues
B48	NYCT	Greenpoint – Prospect Leffert Gardens	Franklin/Classon Avenues
B54	NYCT	Downtown Brooklyn – Ridgewood, Queens	Myrtle Avenue
B57	NYCT	Red Hook – Maspeth, Queens	Flushing Avenue

TABLE 8-12
Net Incremental Bus Route Assignments

Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B44	NB	36	2	38	4	24	28
	SB	23	3	26	3	36	39
B44 SBS	NB	58	4	62	6	39	45
	SB	38	6	44	4	59	63
B48	NB	13	1	14	1	3	4
	SB	3	1	4	0	14	14
B54	NB	17	2	19	2	26	28
	SB	25	2	27	3	17	20
B57	EB	10	2	12	2	24	26
	WB	23	1	24	2	11	13
Total		246	24	270	27	253	280

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

Citywide Ferry Service (CWFS)

Based on 2025 *CEQR Technical Manual* guidance, a quantified analysis of conditions on CWFS routes and landings is typically required if a proposed action would generate 25 or more peak hour ferry trips in a single direction on a single route or 50 or more at a ferry landing located within half-mile of the project site. As there are no ferry landings proximate to the Project Area, the Proposed Actions are not expected to generate notable numbers of new trips on the CWFS. Therefore, a detailed analysis of CWFS conditions under the Proposed Actions is not warranted and not included in the EIS.

Pedestrians

Based on 2025 *CEQR Technical Manual* guidance, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area, or crosswalk. As shown in **Table 8-8**, the Proposed Actions would generate an incremental increase of approximately 2,735, 1,170, 3,590, and 1,873 total pedestrian trips (including walk-only trips, pedestrians en route to and from nearby subway stations and bus stops, and persons en route to and from nearby parking facilities) in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. During the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to the Project Area and along corridors connecting the Project Area to nearby transit stations and bus stops. In the midday and Saturday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for dining, shopping, and/or running errands.

Figures 8-4a through d show the preliminary assignment of incremental peak hour pedestrian trips during the weekday AM, midday, PM, and Saturday peak hours. Based on the assignment a total of 99 elements (29 sidewalks, 22 crosswalks, and 48 corner areas) would exceed the 200-trip 2025 *CEQR Technical Manual* analysis threshold in one or more peak hours, thereby warranting detailed analyses (refer to **Figure 8-4e**). These pedestrian elements are primarily located in the immediate proximity of the Project Area, along Flushing Avenue, Park Avenue, and Myrtle Avenue.

Parking

The Proposed Actions' RWCDS includes 151 parking spaces on Projected Development Sites. The parking assessment will forecast the parking demand for all proposed uses, including retail and school uses that peak in the midday as well as residential use that peaks in the overnight. This parking demand forecast is provided to assess the potential for a significant parking shortfall.

F. ANALYSIS METHODOLOGY

Traffic

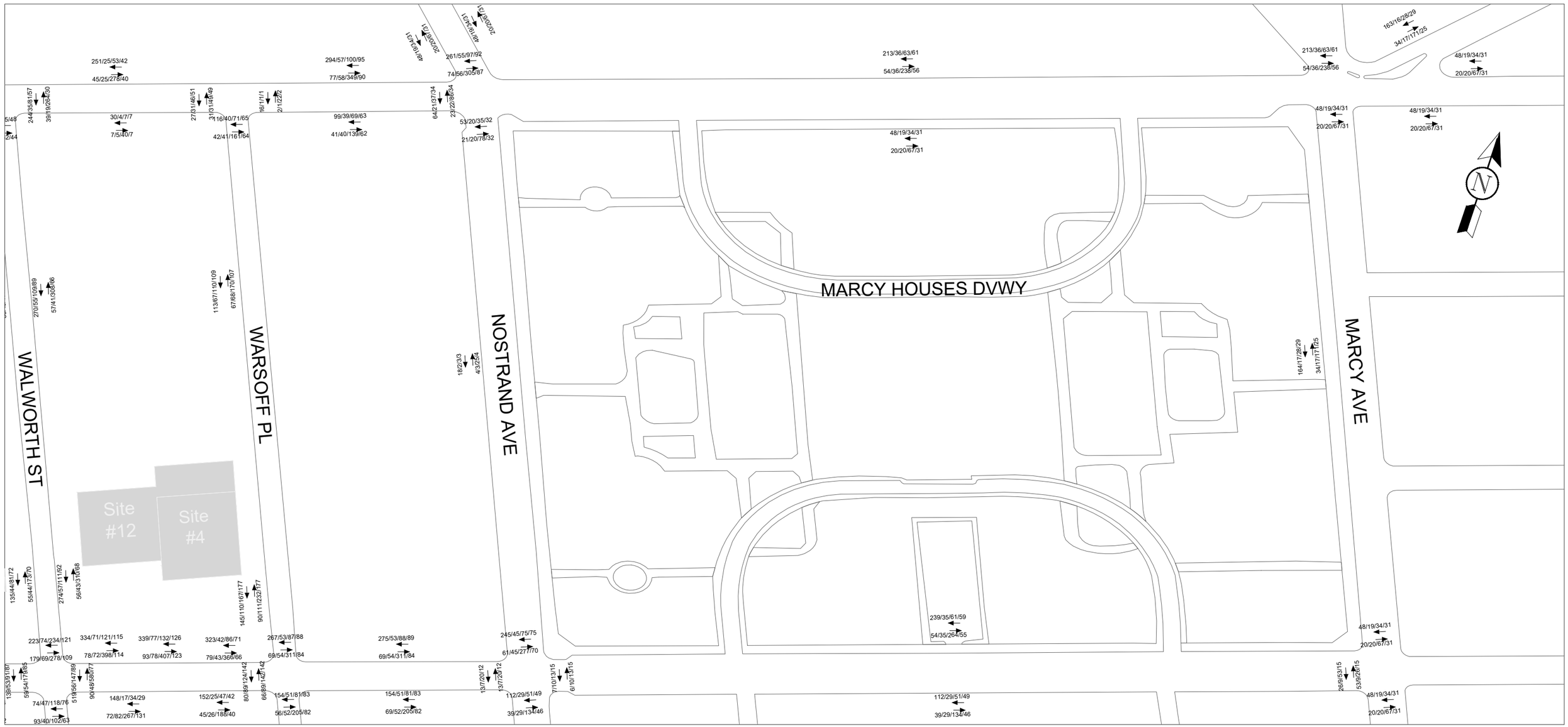
Analysis Methodology

The traffic analysis examines conditions in the weekday AM, midday, PM, and Saturday peak hours when the increased travel demand attributable to the Proposed Actions is expected to be the greatest. The peak hours selected for analysis are the weekday 7:30–8:30 a.m., 12:45 –1:45 p.m. (midday), 5:30–6:30 p.m., and Saturday 1:30–2:30 p.m. period. These peak hours were selected based on existing traffic volumes in the study area as reflected in automatic traffic recorder (ATR) count data.

The capacity analyses at intersections are based on the methodology presented in the 2000 Highway Capacity Manual (HCM) and were conducted using the Synchro Version 11 software. Traffic data required for these analyses include the hourly volumes on each approach, turning movements, the percentage of trucks and buses, and pedestrian volumes at crosswalks. Field inventories are also necessary to document the physical layout and street widths, lane markings, curbside parking regulations, and other relevant characteristics needed for the analysis.

The HCM methodology produces a volume-to-capacity (v/c) ratio for each signalized intersection approach. The v/c ratio represents the ratio of traffic volume on an approach to the approach's carrying capacity. A v/c ratio of less than 0.90 is generally considered indicative of non-congested conditions in dense urban areas; when higher than this value, the ratio reflects increasing congestion. At a v/c ratio between 0.95 and 1.0, near-capacity conditions are reached, and delays can become substantial. Ratios of greater than 1.0 indicate saturated conditions with queuing. The HCM methodology also expresses the quality of traffic flow in terms of level of service (LOS), which is based on the amount of delay that a driver typically experiences at an intersection. Levels of service range from A, representing minimal delay (10 seconds or less per vehicle), to F, which represents long delays (greater than 80 seconds per vehicle).

For unsignalized intersections, the HCM methodology generally assumes that traffic on major streets is not affected by traffic flows on minor streets. Left turns from a major street are assumed to be affected by the opposing, or oncoming, traffic flow on that major street. Traffic on minor streets is affected by all conflicting movements. Similar to signalized intersections, the HCM

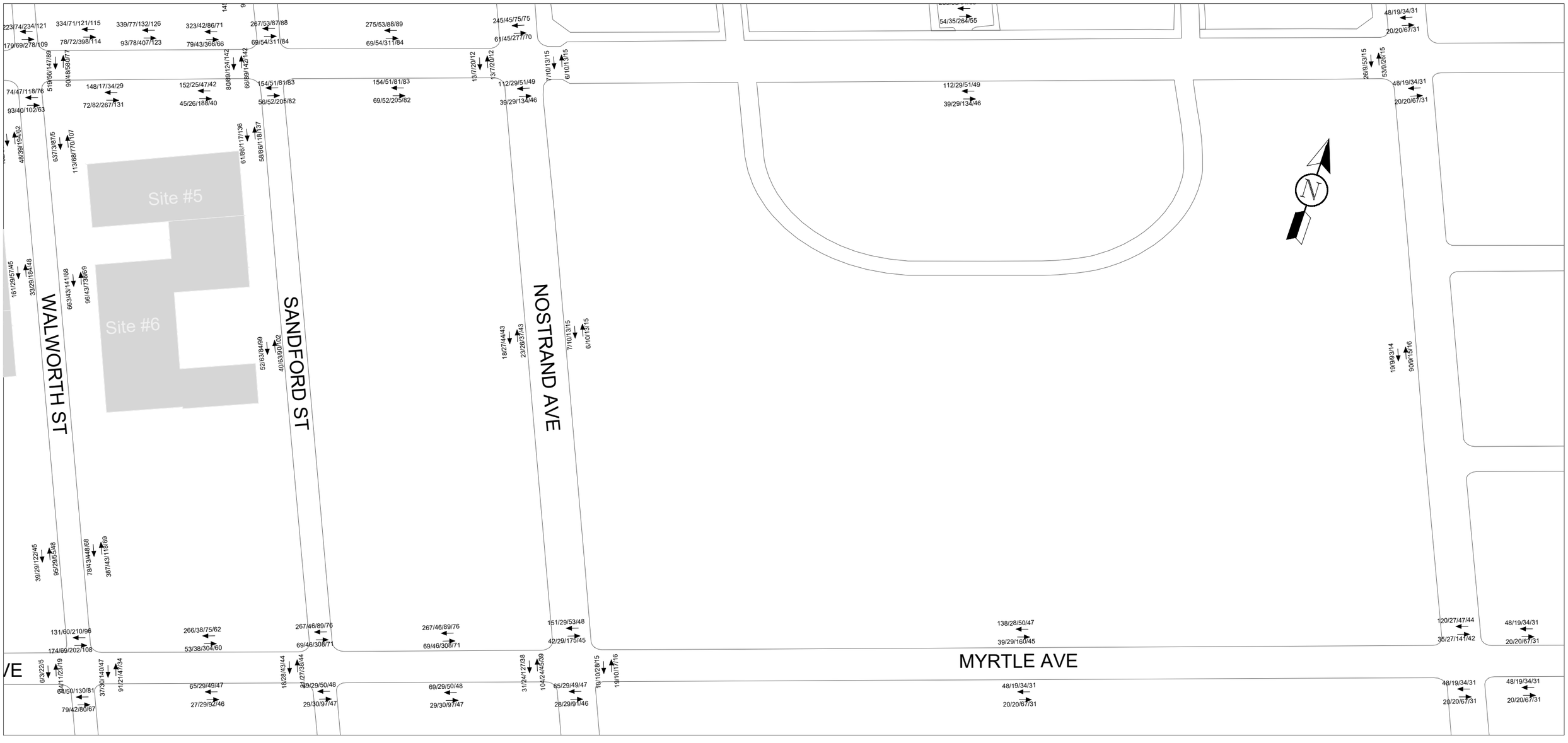


Legend 2/2/2/2 = AM/MD/PM/SAT Pedestrian Volumes

Park Avenue Brooklyn Rezoning

Figure 8-4a

Proposed Project Peak Hours Pedestrian Incremental Volume

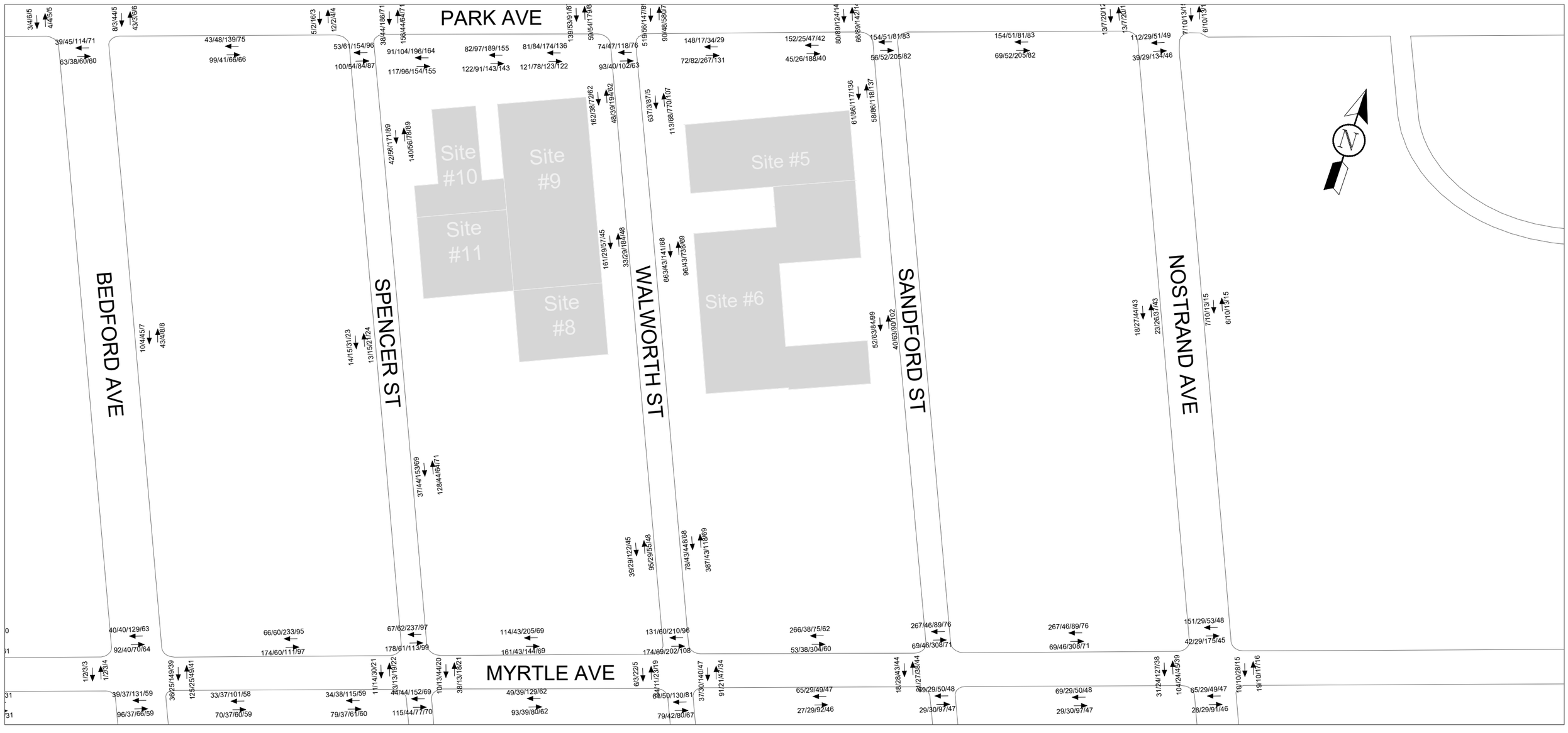


Legend 2/2/2/2 = AM/MD/PM/SAT Pedestrian Volumes

Park Avenue Brooklyn Rezoning

Figure 8-4b

Proposed Project Peak Hours Pedestrian Incremental Volume

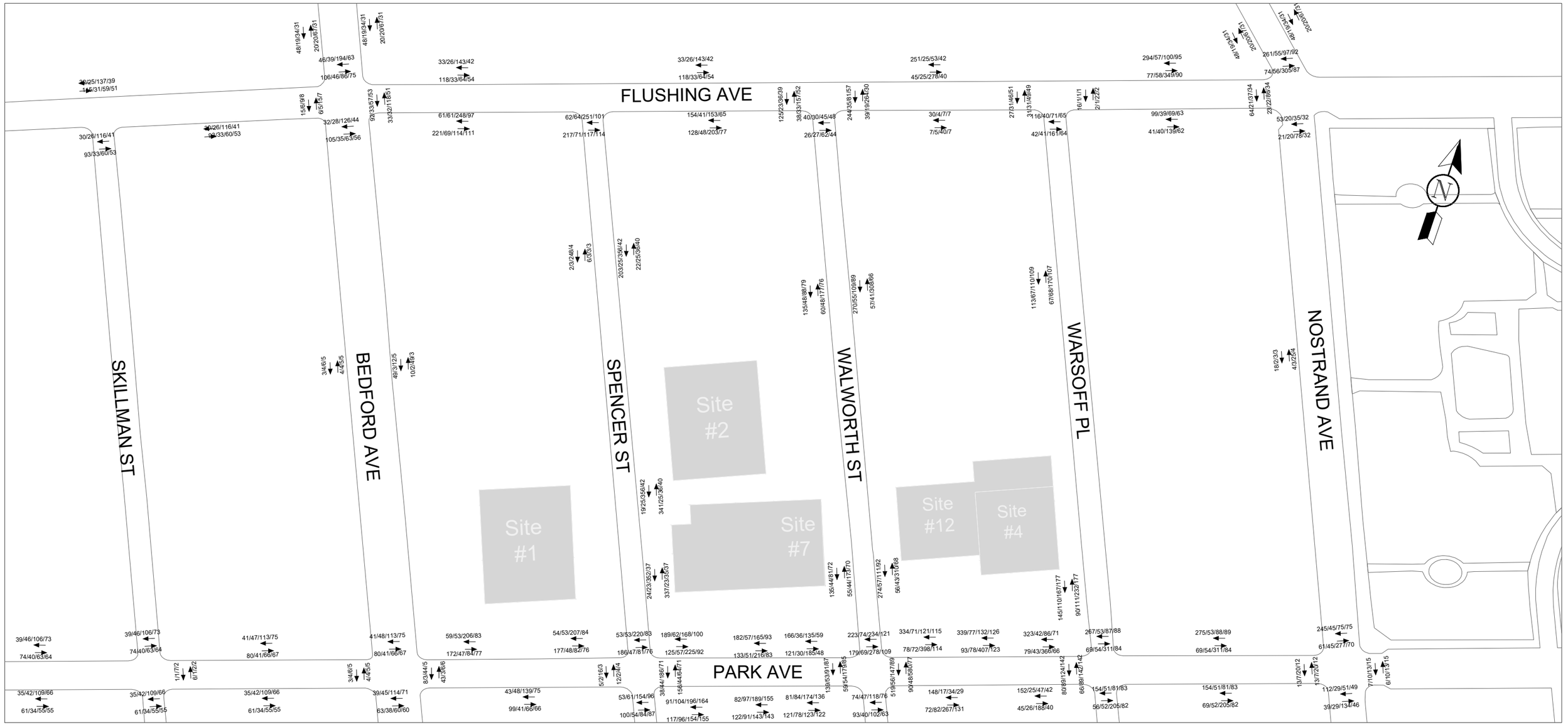


Legend 2/2/2/2 = AM/MD/PM/SAT Pedestrian Volumes

Park Avenue Brooklyn Rezoning

Figure 8-4c

Proposed Project Peak Hours Pedestrian Incremental Volume



Legend 2/2/2/2 = AM/MD/PM/SAT Pedestrian Volumes

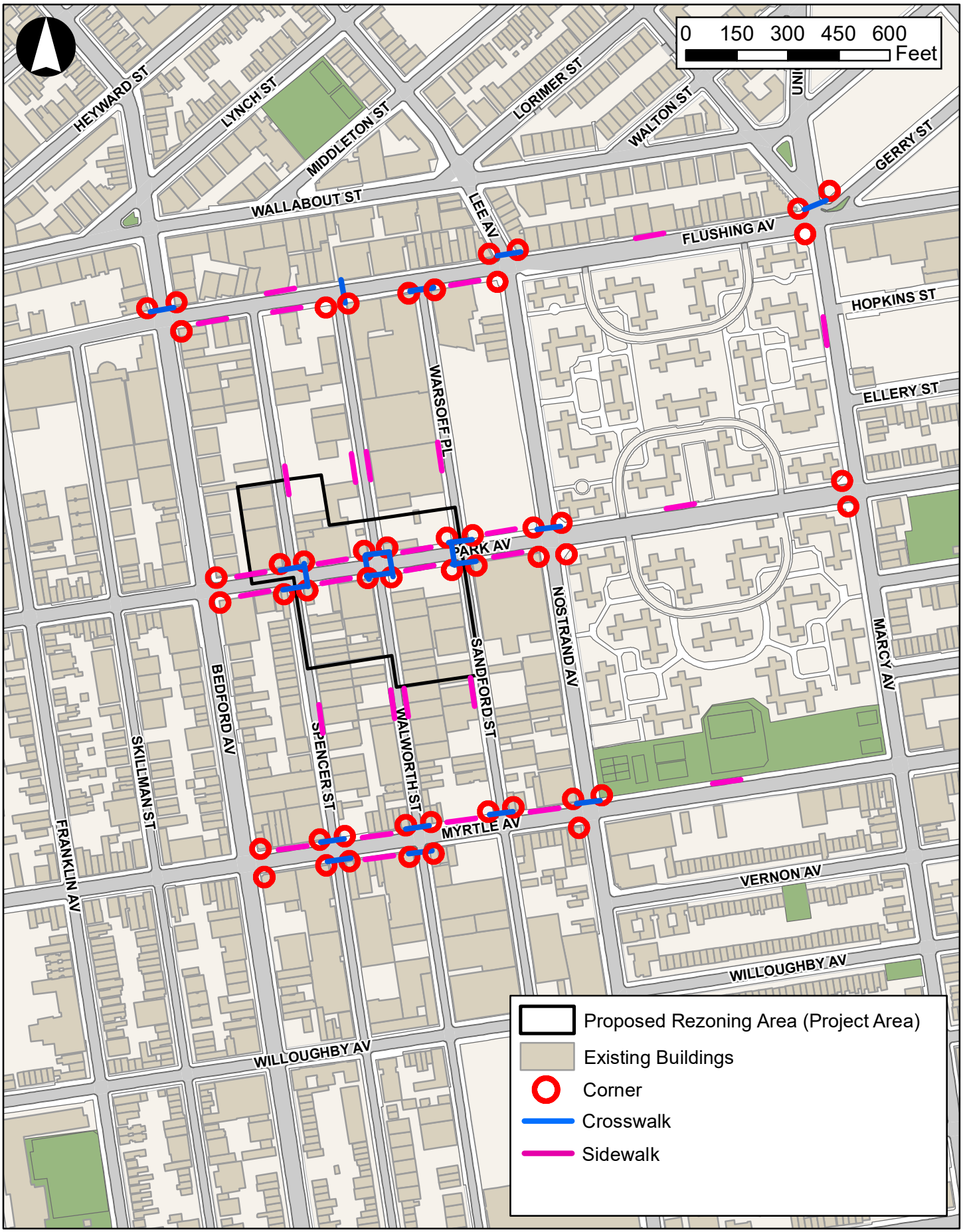
Park Avenue Brooklyn Rezoning

Figure 8-4d

Proposed Project Peak Hours Pedestrian Incremental Volume

Figure 8-4e

Pedestrian Analysis Locations



methodology expresses the quality of traffic flow at unsignalized intersections in terms of LOS based on the amount of delay that a driver experiences. Level of service definitions used to characterize traffic flows at unsignalized intersections differ somewhat from those used for signalized intersections, primarily because drivers anticipate different levels of performance from the two different kinds of intersections. For unsignalized intersections, LOS ranges from A, representing minimal delay (10 seconds or less per vehicle, as it is for signalized intersections), to F, which represents long delays (greater than 50 seconds per vehicle, compared to greater than 80 seconds per vehicle for signalized intersections).

Table 8-13 shows the LOS/delay relationship for signalized and unsignalized intersections using the HCM methodology. Levels of service A, B, and C generally represent highly favorable to fair levels of traffic flow. At LOS D, the influence of congestion becomes noticeable. LOS E is considered to be the limit of acceptable delay, and LOS F is considered to be unacceptable to most drivers. In these traffic impact analyses, a signalized lane grouping operating at LOS E or F or a v/c ratio of 0.90 or more is identified as congested. For unsignalized intersections, a movement with LOS E or F is also identified as congested.

TABLE 8-13
Intersection Level of Service Criteria

LOS	Description	Average Delay per Vehicle (seconds)	
		Signalized Intersections	Unsignalized Intersections
A	Satisfactory—Little/No Delay	Less than 10.1	Less than 10.1
B	Satisfactory—Minor Delay	10.1 to 20.0	10.1 to 15.0
C	Satisfactory—With Some Delay	20.1 to 35.0	15.1 to 25.0
D	Borderline Congestion	35.1 to 55.0	25.1 to 35.0
E	Marginally Acceptable Congestion	55.1 to 80.0	35.1 to 50.0
F	Unsatisfactory—Highly Congested	Greater than 80.0	Greater than 50.0

Significant Impact Criteria

The identification of significant adverse traffic impacts at analyzed intersections is based on criteria presented in the 2025 *CEQR Technical Manual*. For signalized intersections, if a lane group in the With-Action condition would be LOS A, B, C, or D (i.e., delay less than or equal to 55.0 seconds/vehicle), the impact is not considered significant. For a lane group that would operate at LOS E under the With-Action condition, an increase in delay of 5.0 or more seconds compared to the No-Action condition is considered a significant impact. For a lane group that would operate at LOS F in the With-Action condition, an increase in projected delay of 4.0 or more seconds compared to the No-Action is considered a significant impact.

The same criteria apply to signalized and unsignalized intersections. However, for traffic on a minor street at an unsignalized intersection to result in a significant impact, a total approach volume of 90 passenger car equivalents (PCEs) must be projected in the future With-Action condition in any peak hour.

Transit

Analysis Methodology

SUBWAY STATIONS

To determine existing conditions at analyzed subway station elements, subway ridership data was provided by NYCT. The methodology for assessing subway station pedestrian circulation elements (stairs, escalators, and passageways), and fare control elements (regular turnstiles, high entry/exit turnstiles [HEETs], and high exit turnstiles [HXTs]) compares existing and projected pedestrian volumes with the element's design capacity to yield a volume-to-capacity (v/c) ratio. All analyses reflect pedestrian flow volumes over a 15-minute interval during each peak hour. Peak volumes for the analyzed subway station during the AM and PM peak periods were determined from the ridership data provided by NYCT; the peak hours selected for analysis are the weekday 8:00–9:00 a.m. and 5:00–6:00 p.m. peak hours. (As noted previously, transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest.)

Under 2025 *CEQR Technical Manual* guidelines, the capacity of a stairway or passageway is determined based on four factors: the NYCT guideline capacity, the effective width, and surging and counter-flow factors, if applicable. NYCT guideline capacity is 10 passengers per minute per foot-width (pmf) for stairs and 15 pmf for passageways. The effective width of a stair or passageway is the actual width adjusted to reflect pedestrian avoidance of sidewalls and for center handrails, if present. A surging factor is applied to existing pedestrian volumes to reflect conditions where pedestrian flows tend to be concentrated (or surged) during shorter periods within the 15-minute analysis interval. This factor, which is based on the size of the station and the proximity of the pedestrian element to the station platforms, can reduce the calculated capacity by up to 25 percent. Lastly, a friction (or counter-flow) factor reducing calculated capacity by 10 percent is applied where opposing pedestrian flows use the same stair or passageway. No friction factor is applied if the flow is all or predominantly in one direction.

By contrast with stairways and passageways, under 2025 *CEQR Technical Manual* guidelines the capacity of an escalator or turnstile is determined based on only two factors: the NYCT guideline capacity for a 15-minute interval and a surging factor of up to 25 percent. **Table 8-14** shows the 2025 *CEQR Technical Manual* level of service criteria for all subway station elements. As shown in **Table 8-14**, six levels of service are defined with letters A through F. LOS A is representative of free flow conditions without pedestrian conflicts and LOS F depicts severe congestion and queuing.

TABLE 8-14
Level of Service Criteria for Subway Station Elements

LOS	Description	V/C Ratio
A	Free Flow	0.00 to 0.45
B	Fluid Flow	0.45 to 0.70
C	Fluid, somewhat restricted	0.70 to 1.00
D	Crowded, walking speed restricted	1.00 to 1.33
E	Congested, some shuffling and queuing	1.33 to 1.67
F	Severely congested, queued	> 1.67

Source: 2025 *CEQR Technical Manual*

SUBWAY LINE HAUL

Line haul capacity is based on the guideline capacity per subway car multiplied by the number of subway cars crossing the maximum load point in the peak hour. Maximum guideline capacities established by NYCT for each car class are 110 passengers/car for a 51-foot subway car, 145 passengers/car for a 60-foot car, and 175 passengers/car for a 75-foot car. The v/c ratio is determined by dividing the number of peak-hour passengers traveling through the maximum load point by the line haul capacity. Maximum load point subway service and ridership data were provided by NYCT. The subway line haul analysis focuses on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway system is usually highest.

BUS

The operating conditions for bus service are measured in terms of the number of passengers carried per bus at the maximum load point for each route. This is determined by dividing the peak hour passenger count by the number of buses during that hour. The bus load levels are compared with the NYCT loading guidelines of 54 passengers for a 40-foot standard bus and 85 passengers for a 60-foot articulated bus. The bus analyses focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the bus system is usually highest.

Significant Impact Criteria

SUBWAY STATIONS

The 2025 *CEQR Technical Manual* identifies a significant impact for stairways and passageways in terms of the minimum width increment threshold (WIT) based on the minimum amount of additional capacity that would be required to restore conditions to either their No-Action v/c ratio or to a v/c ratio of 1.00 (LOS C/D), whichever is greater. Stairways that are substantially degraded in level of service or which experience the formation of extensive queues are classified as significantly impacted. Significant adverse stairway or passageway impacts are typically considered to have occurred once the thresholds shown in **Table 8-15** are reached or exceeded.

TABLE 8-15
Significant Impact Thresholds for Stairways and Passageways

With-Action V/C Ratio	WIT for Significant Impact (inches)	
	Stairway	Passageway
1.00-1.09	8	13
1.10-1.19	7	11.5
1.20-1.29	6	10
1.30-1.39	5	8.5
1.40-1.49	4	6
1.50-1.59	3	4.5
>1.6	2	3

Source: 2025 *CEQR Technical Manual*

For turnstiles, escalators, and high-wheel exit gates, the 2025 *CEQR Technical Manual* defines a significant impact as an increase from a No-Action v/c ratio of below 1.00 to a v/c ratio of 1.00 or greater. Where a facility is already at a v/c ratio of 1.00 or greater, a 0.01 change in v/c ratio is also considered significant.

SUBWAY LINE HAUL

For subway line haul conditions, 2025 *CEQR Technical Manual* criteria specify that any increases in load levels that remain within practical capacity limits are generally not considered significant. However, significant adverse subway line haul impacts can occur if a proposed action is expected to generate an incremental increase averaging five or more riders per subway car on lines projected to carry loads exceeding guideline capacity. This is based on the general assumption that when subways are at or above practical capacity, the addition of even five or more riders per car is perceptible.

BUS

According to the *CEQR Technical Manual* and NYCT guidelines, additional bus service along a route is recommended when load levels exceed maximum capacity at the route's maximum load point. A significant impact is considered at the route's maximum load point where an increase in bus load levels would exceed the maximum capacity. NYCT's general policy is to provide additional bus service where demand warrants increased service, taking into account fiscal and operational constraints.

Pedestrians

Analysis Methodology

Data on peak period pedestrian flow volumes were collected along analyzed sidewalks, corner areas, and crosswalks in the vicinity of the Project Area. Peak hours were determined by comparing rolling hourly averages, and the highest 15-minute volumes within the selected peak hours were used for analysis. Based on existing peak pedestrian volumes along major corridors in the study area, the peak hours selected for analysis include the weekday 8:30–9:30 a.m., 12:45–1:45 p.m. (midday), and 5:00–6:00 p.m., and Saturday 12:15–1:15 p.m. periods.

Peak 15-minute pedestrian flow conditions during the weekday AM, midday, and PM peak hours are analyzed using 2000 HCM methodology and procedures outlined in the 2025 *CEQR Technical Manual*. Using this methodology, the congestion level of pedestrian facilities is determined by

considering pedestrian volume, measuring the sidewalk or crosswalk width, determining the available pedestrian capacity, and developing a ratio of volume flows to capacity conditions. The resulting ratio is then compared with LOS standards for pedestrian flow, which define a qualitative relationship at a certain pedestrian traffic concentration level. The evaluation of street crosswalks and corners is more complicated as these spaces cannot be treated as corridors due to the time incurred waiting for traffic lights. To effectively evaluate these facilities a "time-space" analysis methodology is employed which takes into consideration the traffic light cycle at intersections. LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned, with LOS A representative of free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. **Table 8-16** defines the LOS criteria for pedestrian crosswalk/corner area and sidewalk conditions, as based on HCM methodology.

The analysis of sidewalk conditions includes a "platoon" factor in the calculation of pedestrian flow to more accurately estimate the dynamics of walking. "Platooning" is the tendency of pedestrians to move in bunched groups or "platoons" once they cross a street where cross traffic required them to wait. Platooned flow is more representative of pedestrian activities within New York City.

TABLE 8-16
Pedestrian Crosswalk/Corner Area and Sidewalk Levels of Service Descriptions

LOS	Crosswalk/Corner	Crosswalk/Corner Area Criteria (sf/ped)	Sidewalk Criteria (sf/ped)
A	(Unrestricted)	> 60	> 530
B	(Slightly Restricted)	> 40 to 60	> 90 to 530
C	(Restricted but fluid)	> 24 to 40	> 40 to 90
D	(Restricted, necessary to continuously alter walking stride and direction)	> 15 to 24	> 23 to 40
E	(Severely restricted)	> 8 to 15	> 11 to 23
F	(Forward progress only by shuffling; no reverse movement possible)	< 8	< 11

Source: 2025 *CEQR Technical Manual*
Notes: Based on average conditions for 15 minutes; sf/ped—square feet of area per pedestrian

Significant Impact Criteria

SIDEWALKS

The 2025 *CEQR Technical Manual* impact criteria for a non-Central Business District (non-CBD) location are used to identify significant adverse impacts due to the Proposed Actions. These criteria define a significant adverse sidewalk impact to have occurred under platoon conditions if the average pedestrian space under the No-Action condition is greater than 44.3 square feet/pedestrian (sf/ped), and the average pedestrian space under the With-Action condition is 40.0 sf/ped or less (LOS D or worse). If the average pedestrian space under the With-Action condition is greater than or equal to 40.0 sf/ped (LOS C or better), the impact should not be considered significant. If the No-Action pedestrian space is between 6.4 and 44.3 sf/ped, a reduction in pedestrian space under the With-Action condition should be considered significant based on **Table 8-17**, which shows a sliding scale that identifies what decrease in pedestrian space is considered a significant impact for a given pedestrian space value in the No-Action condition. If the reduction in pedestrian space is less than the value in **Table 8-17**, the impact is not considered significant. If the average pedestrian space under the No-Action condition is 6.3 sf/ped or less, then a reduction in pedestrian space greater than or equal to 0.3 sf/ped, under the With-Action condition, should be considered significant.

CORNER AREAS AND CROSSWALKS

For non-CBD areas, 2025 *CEQR Technical Manual* criteria define a significant adverse corner area or crosswalk impact to have occurred if the average pedestrian space under the No-Action condition is greater than or equal to 26.6 sf/ped and, under the With-Action condition, the average pedestrian space decreases to 24.0 sf/ped or less (LOS D or worse). If the pedestrian space under the With-Action condition is greater than 24.0 sf/ped (LOS C or better), the impact should not be considered significant. If the average pedestrian space under the No-Action condition is between 5.1 and 26.6 sf/ped, a decrease in pedestrian space under the With-Action condition should be considered significant based on **Table 8-18** which shows a sliding scale that identifies what decrease in pedestrian space is considered a significant impact for a given amount of pedestrian space in the No-Action condition. If the decrease in pedestrian space is less than the value in **Table 8-18**, the impact is not considered significant. If the average pedestrian space under the No-Action condition is less than 5.0 sf/ped or less, then a decrease in pedestrian space greater than or equal to 0.2 sf/ped should be considered significant.

TABLE 8-17
Significant Impact Criteria for Sidewalks in a Non-CBD Location

No-Action Pedestrian Flow (sf/ped)			With-Action Condition Pedestrian Flow Increment to be Considered a Significant Impact (sf/ped)
≥ 44.3			With-Action Condition ≤ 40.0
43.5	to	44.3	Reduction ≥ 4.3
42.5	to	43.4	Reduction ≥ 4.2
41.6	to	42.4	Reduction ≥ 4.1
40.6	to	41.5	Reduction ≥ 4.0
39.7	to	40.5	Reduction ≥ 3.9
38.7	to	39.6	Reduction ≥ 3.8
37.8	to	38.6	Reduction ≥ 3.7
36.8	to	37.7	Reduction ≥ 3.6
35.9	to	36.7	Reduction ≥ 3.5
34.9	to	35.8	Reduction ≥ 3.4
34.0	to	34.8	Reduction ≥ 3.3
33.0	to	33.9	Reduction ≥ 3.2
32.1	to	32.9	Reduction ≥ 3.1
31.1	to	32.0	Reduction ≥ 3.0
30.2	to	31.0	Reduction ≥ 2.9
29.2	to	30.1	Reduction ≥ 2.8
28.3	to	29.1	Reduction ≥ 2.7
27.3	to	28.2	Reduction ≥ 2.6
26.4	to	27.2	Reduction ≥ 2.5
25.4	to	26.3	Reduction ≥ 2.4
24.5	to	25.3	Reduction ≥ 2.3
23.5	to	24.4	Reduction ≥ 2.2
22.6	to	23.4	Reduction ≥ 2.1
21.6	to	22.5	Reduction ≥ 2.0
20.7	to	21.5	Reduction ≥ 1.9
19.7	to	20.6	Reduction ≥ 1.8
18.8	to	19.6	Reduction ≥ 1.7
17.8	to	18.7	Reduction ≥ 1.6
16.9	to	17.7	Reduction ≥ 1.5
15.9	to	16.8	Reduction ≥ 1.4
15.0	to	15.8	Reduction ≥ 1.3
14.0	to	14.9	Reduction ≥ 1.2
13.1	to	13.9	Reduction ≥ 1.1
12.1	to	13.0	Reduction ≥ 1.0
11.2	to	12.0	Reduction ≥ 0.9

No-Action Pedestrian Flow (sf/ped)			With-Action Condition Pedestrian Flow Increment to be Considered a Significant Impact (sf/ped)
10.2	to	11.1	Reduction ≥ 0.8
9.3	to	10.1	Reduction ≥ 0.7
8.3	to	9.2	Reduction ≥ 0.6
7.4	to	8.2	Reduction ≥ 0.5
6.4	to	7.3	Reduction ≥ 0.4
≤ 6.3			Reduction ≥ 0.3

Source: 2025 *CEQR Technical Manual*

TABLE 8-18
Significant Impact Criteria for Corners and Crosswalks in a Non-CBD Location

No-Action Pedestrian Space (sf/ped)			With-Action condition Pedestrian Space Reduction to be Considered a Significant Impact (sf/ped)
≥ 26.6			With-Action Condition ≤ 24.0
25.8	to	26.5	Reduction ≥ 2.1
24.9	to	25.7	Reduction ≥ 2.0
24.0	to	24.8	Reduction ≥ 1.9
23.1	to	23.9	Reduction ≥ 1.8
22.2	to	23.0	Reduction ≥ 1.7
21.3	to	22.1	Reduction ≥ 1.6
20.4	to	21.2	Reduction ≥ 1.5
19.5	to	20.3	Reduction ≥ 1.4
18.6	to	19.4	Reduction ≥ 1.3
17.7	to	18.5	Reduction ≥ 1.2
16.8	to	17.6	Reduction ≥ 1.1
15.9	to	16.7	Reduction ≥ 1.0
15.0	to	15.8	Reduction ≥ 0.9
14.1	to	14.9	Reduction ≥ 0.8
13.2	to	14.0	Reduction ≥ 0.7
12.3	to	13.1	Reduction ≥ 0.6
11.4	to	12.2	Reduction ≥ 0.5
10.5	to	11.3	Reduction ≥ 0.4
9.6	to	10.4	Reduction ≥ 0.3
8.7	to	9.5	Reduction ≥ 0.7
7.8	to	8.6	Reduction ≥ 0.6
6.9	to	7.7	Reduction ≥ 0.5
6.0	to	6.8	Reduction ≥ 0.4
5.1	to	5.9	Reduction ≥ 0.3
< 5.0			Reduction ≥ 0.2

Source: 2025 *CEQR Technical Manual*

Vehicular and Pedestrian Safety Evaluation

Under 2025 *CEQR Technical Manual* guidance, an evaluation of street user safety should be performed for actions that would geometrically or operationally redesign or reconfigure one or more study corridors and/or intersections as part of the proposed action; are located near sensitive land uses, such as hospitals, schools, parks, nursing homes, or senior housing; or analysis locations which are identified as high crash locations, or are part of Vision Zero corridors/intersections, within Senior Pedestrian Focus Areas (SPFAs) or on Truck Priority Safety Corridors that could be affected by increased traffic, pedestrian, and bicyclist volumes generated by the proposed action. High crash locations are defined as locations where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, crash trends would be

identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips. The determination of potential significant safety impacts depends on the type of area where the project site is located, traffic and pedestrian volumes, crash types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety should be identified and coordinated with DOT.

Parking

Analysis Methodology

Parking demand forecasts for the Proposed Development are provided to document the projected demand at on-site parking and to determine whether any demand would need to be accommodated on-street or at nearby off-street public parking facilities.

Significant Impact Criteria

Should a proposed action generate the need for more parking than it provides, a shortfall of spaces may be considered significant. The availability of off-street and on-street parking spaces within a convenient walking distance (about ¼-mile)—as well as the availability of alternative modes of transportation—is considered in making this determination.

Under 2025 *CEQR Technical Manual* guidance, different criteria for determining significance are applied based on whether or not a proposed action is located in residential or commercial areas designated as Parking Zones 1 and 2 as shown in Map 16-2 ("CEQR Parking Zones, May 2010") in the 2025 *CEQR Technical Manual*. As the Project Area is located outside of Parking Zones 1 and 2, available on-street and off-street parking spaces within 0.25 mile of the site will be utilized considered for excess demand not on the project site and potential shortfalls in that area may be considered significant. However, additional factors should be considered to determine whether a parking shortfall is significant, including: the availability and extent of transit in the area; the proximity of the project to such transit; any features of the project that are considered trip reduction or travel demand management (TDM) measures as set forth in Chapter 16, Subsection 515 of the 2025 *CEQR Technical Manual*; and travel modes of customers of area commercial businesses; and patterns of automobile usage by area residents. The sufficiency of parking within 0.5 mile (rather than 0.25 mile) of the project site to accommodate the projected demand may also be considered.

G. TRAFFIC

Existing Conditions

Study Area Street Network

As shown in **Figure 1-1 in Chapter 1, "Project Description,"** the street network in proximity to the Project Area is comprised of a grid system interrupted by the Brooklyn-Queens Expressway (I-278) northeast of the area. The Project Area is generally bounded by Flushing Avenue to the north, Bedford Avenue to the west, Myrtle Avenue to the south, and Warsoff Place/Sandford Street to the east. **Flushing Avenue** operates as an east-west minor arterial with one moving lane in each direction and parking along both curbs. The corridor serves the B57 bus and is a DOT-designated Local Truck Route. **Bedford Avenue** is a northbound principal arterial with two moving lanes and parking along both curbs. The corridor also includes a bus lane along the

eastern curb and a bike lane adjacent to a parking lane along the western curb. Bedford Avenue serves the northbound B44 bus and is a DOT-designated Local Truck Route. **Myrtle Avenue** is an east-west principal arterial with one moving lane in each direction and parking along both curbs. The corridor serves the B54 bus and is a DOT-designated Local Truck Route. **Warsoff Place** is a southbound local street with one moving lane and parking along both curbs. The corridor turns into Sandford Street south of Park Avenue. **Sandford Street** is also a southbound local street with one moving lane and parking along both curbs.

The **Brooklyn-Queens Expressway** (BQE) is a principal arterial interstate that connects Brooklyn to Queens. The expressway connects to several neighborhoods such as Downtown Brooklyn and South Williamsburg in Brooklyn and Long Island City in Queens, as well as major hubs like LaGuardia Airport. The BQE is part of Interstate 278 (I-278) which connects Brooklyn, Queens, Staten Island, Bronx and New Jersey.

Other study area corridors include Nostrand Avenue, Marcy Avenue, Broadway, Dekalb Avenue, and Lafayette Avenue. **Nostrand Avenue** operates as a southbound principal arterial with one moving lane, one bus lane, and parking along both curbs. **Marcy Avenue** operates as a northbound minor arterial with two moving lanes and parking along both curbs. **Broadway** operates as a northwest – southeast minor arterial with one moving lane in each direction and parking along both curbs. The J/M lines operate on elevated tracks above Broadway. **Dekalb Avenue** is a westbound principal arterial with one moving lane, one bike lane, and parking along both curbs. **Lafayette Avenue** is an eastbound principal arterial with two moving lanes and parking along both curbs. Walworth Street and Spencer Street are also important local corridors within the Project Area.

BUS ROUTES

Within the study area corridor, the B44 local and SBS buses operate along Bedford and Nostrand Avenue. The B48 bus primarily operates along Franklin and Classon Avenue. The B54 bus operates along Myrtle Avenue and the B57 bus operates along Flushing Avenue.

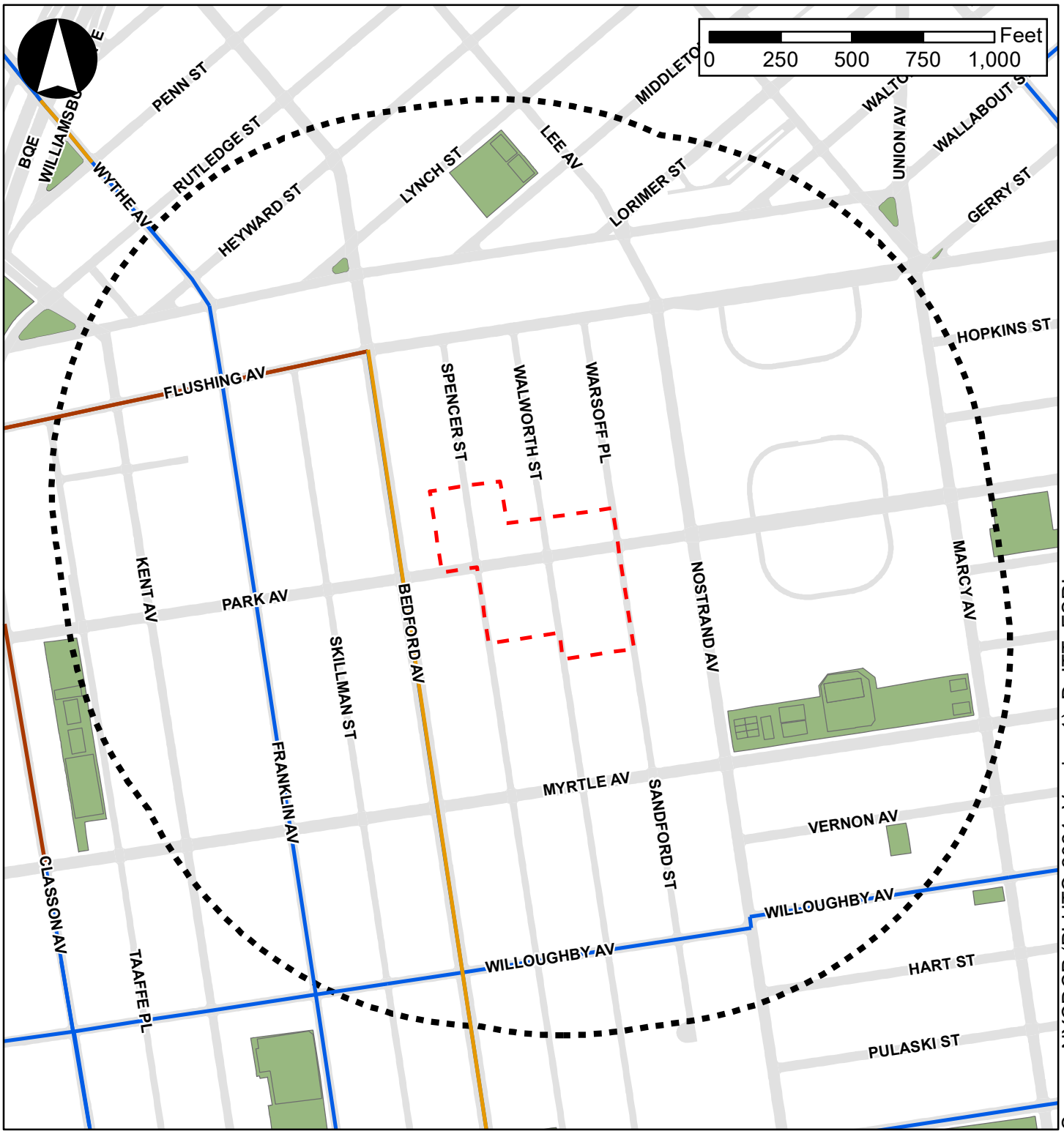
TRUCK ROUTES

The City has established local and through truck routes to manage the flow of trucks and improve the quality of neighborhoods. The City defines a truck as “a vehicle which is designed for transportation of property, which has either of the following characteristics: two axles and six tires or three or more axles.” Trucks must generally travel on local truck routes to reach the intersection nearest their destinations. In the vicinity of the Project Site, local truck routes have been designated along Broadway, Flushing Avenue, Myrtle Avenue, Bedford Avenue, Lee Avenue, Nostrand Avenue, Dekalb Avenue, and Lafayette Avenue. Through trucks are defined as having neither an origin nor a destination within the Borough of Brooklyn. Brooklyn-Queens Expressway (I-278) is a DOT-designated Through Truck Route near the Project Area.

BICYCLE LANES

As shown in **Figure 8-5**, bicycle lanes have been installed along several corridors in proximity to the traffic study area. Protected bicycle lanes (i.e., Class I) exist along Bedford Avenue and portions of Flushing Avenue. Conventional bicycle lanes (i.e., Class II) exist along Franklin Avenue, Willoughby Avenue, Dekalb Avenue, portions of Classon Avenue, and portions of Flushing Avenue. Shared bicycle lanes (i.e., Class III) exist along portions of Classon Avenue and portions of Flushing Avenue.

Figure 8-5
Bike Routes



Source: NYCDCP (PLUTO 2024, Version 1); DoITT; ESRI

Legend

- 1/4-mile Radius
- Proposed Rezoning Area (Project Area)
- Open Space

Bike Route Class

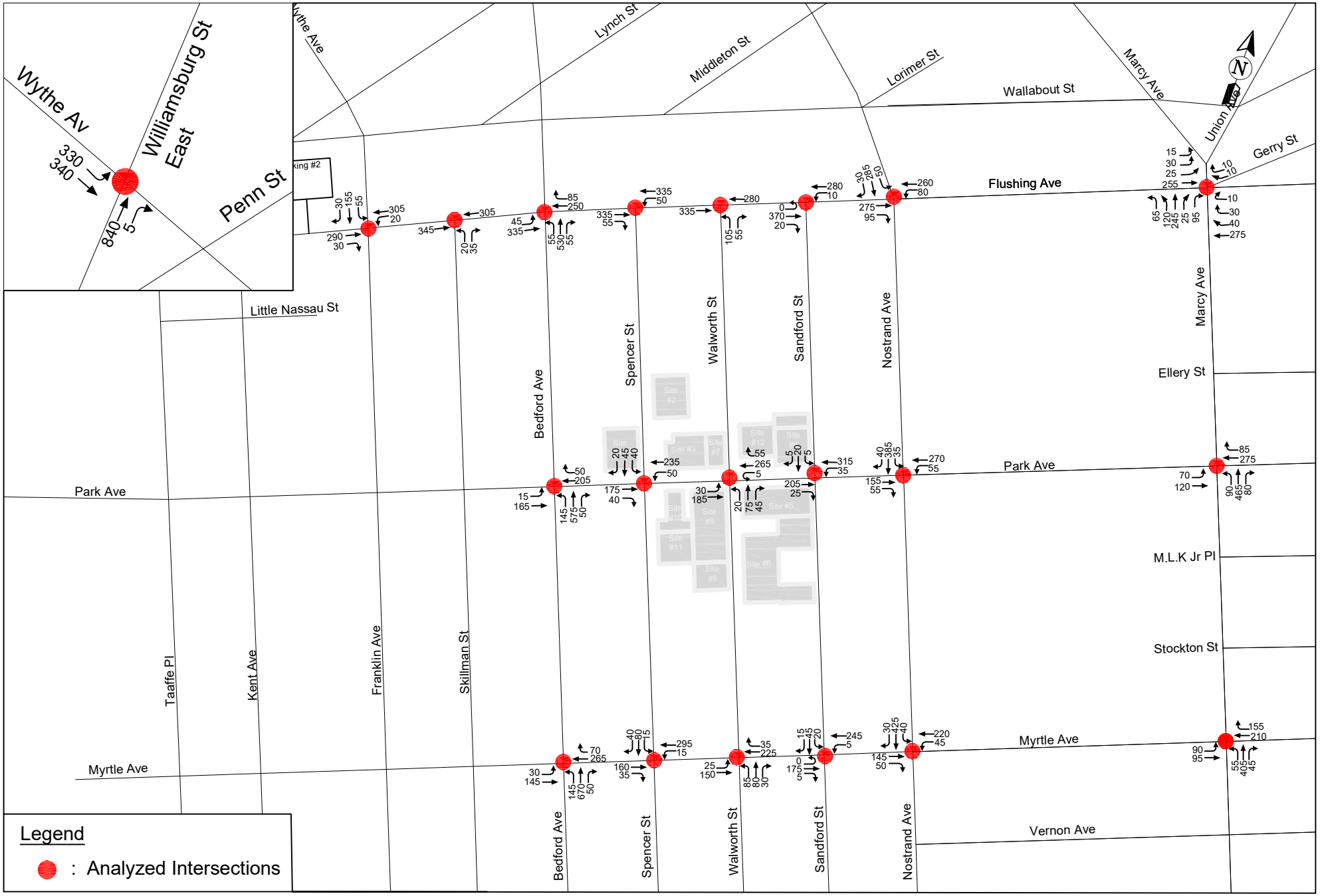
- I
- II
- III
- L

Traffic Conditions

To establish the Existing Conditions traffic network, a traffic data collection program—including ATR counts, and turning movement and vehicle classification counts—was undertaken in September 2024 with supplemental counts in January and April 2025 (following construction in the study area). Physical inventory data needed for operational analysis—e.g., the number of traffic lanes, lane widths, pavement markings, turn prohibitions, bus stops, and typical parking regulations—were predominantly collected in September 2024. Signal timing plans for signalized intersections within the study area were obtained from NYCDOT. **Figures 8-6a** through **8-6d** show existing traffic volumes during weekday AM, midday, PM, and Saturday peak hours.

Intersection Capacity Analysis

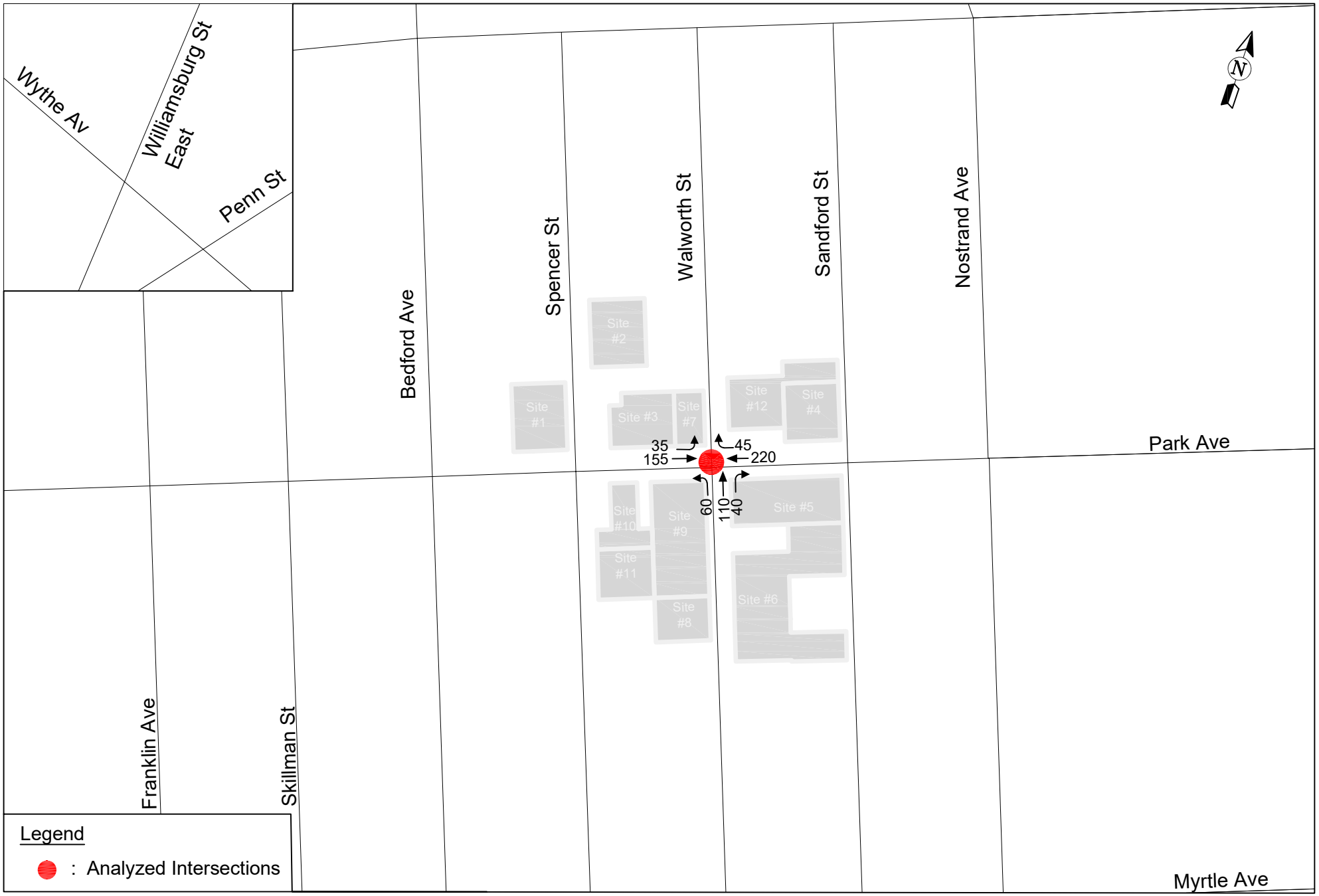
The v/c ratios, delays, and levels of service for all lane groups at all analyzed intersections in all peak hours under existing conditions are shown in **Table 8-19**. A lane group is considered congested and is included in **Table 8-19** if it operates at LOS E or F and/or with a v/c ratio of 0.90 or above. A v/c ratio of 1.00 or above reflects capacity conditions. As shown in **Table 8-19**, 21 intersections were analyzed during the AM peak hour of which one signalized intersection currently has at least one congested lane group. One signalized intersection was analyzed for the Midday peak hour which is currently operating at an acceptable LOS C or better for all lane groups. 21 intersections were analyzed during the PM peak hour of which three signalized intersections currently have at least one congested lane group. Four signalized intersections were analyzed for the Saturday peak hour of which all are currently operating at an acceptable LOS C or better for all lane groups. Overall, the data in **Table 8-19** indicates that congestion at analyzed intersections is most evident during the weekday AM and weekday PM peak periods, and least evident during the weekday midday and Saturday peak periods.



Park Avenue Brooklyn Rezoning

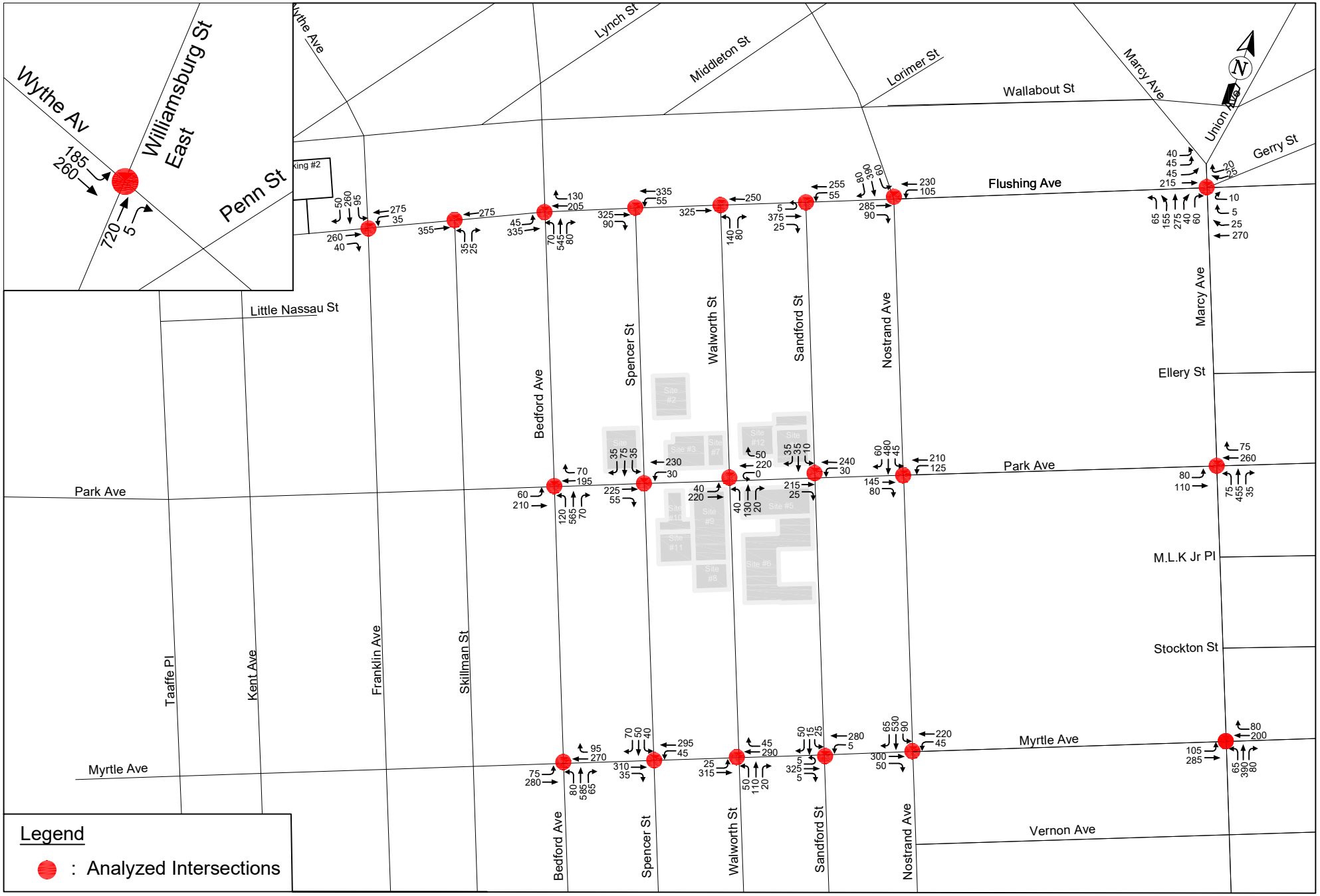
Figure 8-6a

Existing Weekday AM Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

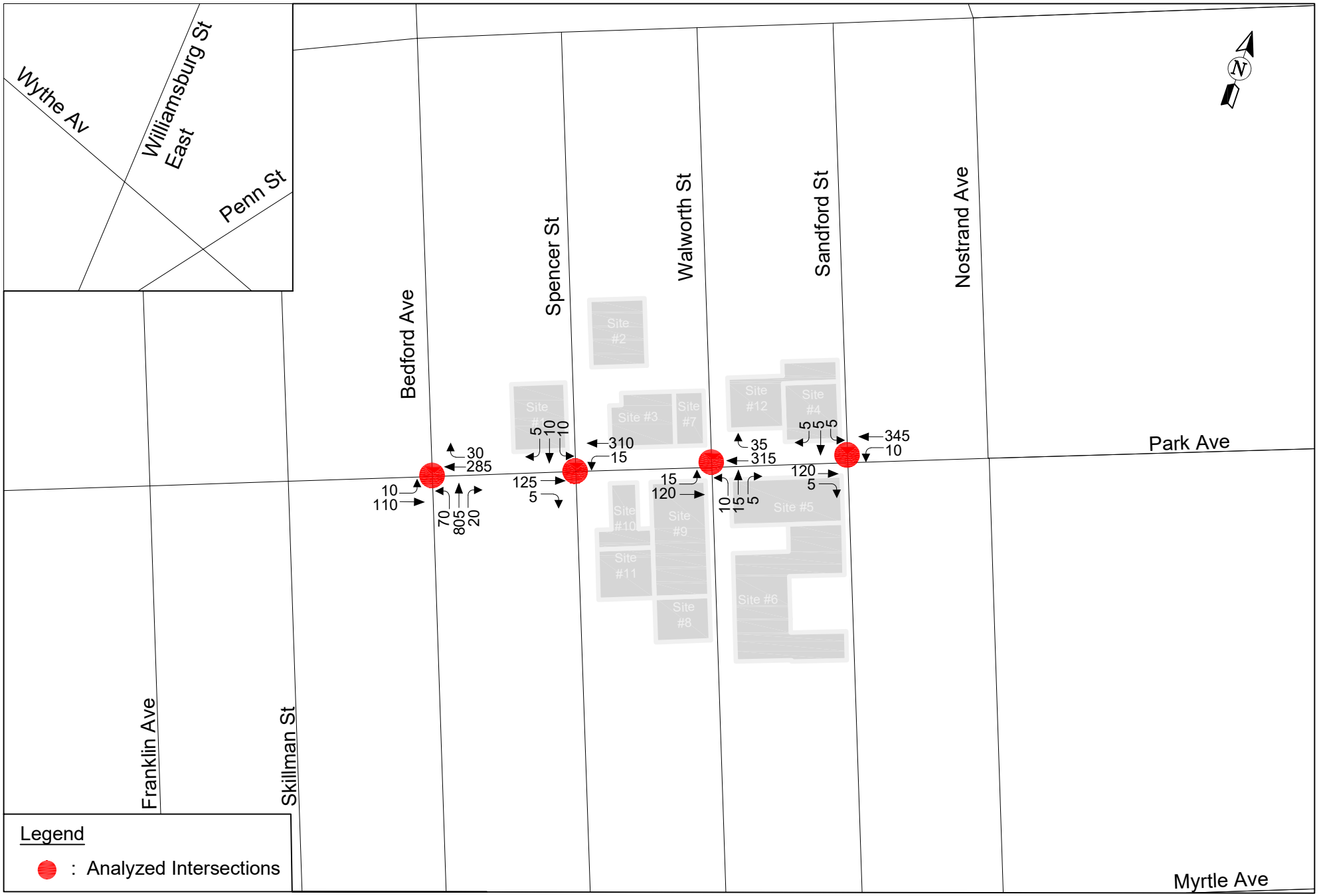
Figure 8-6b
Existing Weekday MD Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

Figure 8-6c

Existing Weekday PM Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

Figure 8-6d
Existing SAT Peak Hour Traffic Volume

TABLE 8-19
Existing Conditions Intersection Level of Service Analysis

				Existing AM			Existing Midday			Existing PM			Existing Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
1	Franklin Avenue &	EB	TR	0.49	25.2	C				0.54	30.8	C			
	Flushing Avenue	WB	LT	0.57	10.6	B				0.55	14.5	B			
		SB	LTR	0.59	33.5	C				0.80	39.0	D			
2	Skillman Street &	EB	T	0.45	8.6	A				0.52	14.1	B			
	Flushing Avenue	WB	T	0.42	7.2	A				0.40	12.1	B			
		NB	LR	0.22	33.9	C				0.15	24.2	C			
3	Bedford Avenue &	EB	LT	0.63	12.8	B				0.65	10.7	B			
	Flushing Avenue	WB	TR	0.53	13.5	B				0.57	26.8	C			
		NB	LTR	0.79	25.6	C				0.74	17.0	B			
4	Spencer Street & Flushing Avenue (Two Way Stop)	WB	LT	0.07	1.9	A				0.08	2.4	A			
5	Walworth Street &	EB	T	0.50	22.7	C				0.51	10.7	B			
	Flushing Avenue	WB	T	0.39	1.6	A				0.38	16.9	B			
		NB	LR	0.43	33.1	C				0.46	35.1	D			
6	Warsoff Place &	EB	TR	0.55	12.9	B				0.55	13.9	B			
	Flushing Avenue	WB	LT	0.40	5.8	A				0.50	10.8	B			
7	Nostrand Avenue &	EB	TR	0.68	29.4	C				0.66	6.0	A			
	Flushing Avenue	WB	LT	0.89	37.8	D				0.87	56.3	E *			
		SB	LTR	0.43	30.1	C				0.54	31.9	C			
8	Bedford Avenue &	EB	LT	0.44	33.5	C				0.87	61.1	E *	0.29	24.2	C
	Park Avenue	WB	TR	0.57	29.4	C				0.63	41.9	D	0.73	17.6	B
		NB	LTR	0.69	7.8	A				0.71	13.9	B	0.71	22.8	C
9	Spencer Street &	EB	TR	0.41	12.4	B				0.38	9.2	A	0.17	3.9	A
	Park Avenue	WB	LT	0.56	9.2	A				0.36	7.4	A	0.45	2.9	A
		SB	LTR	0.21	22.9	C				0.38	42.0	D	0.06	20.0	B
10	Walworth Street &	EB	LT	0.38	9.8	A	0.30	12.2	B	0.38	8.0	A	0.20	4.8	A
	Park Avenue	WB	TR	0.52	5.1	A	0.39	13.2	B	0.38	10.2	B	0.47	8.9	A
		NB	LTR	0.33	26.2	C	0.55	28.5	C	0.43	24.8	C	0.08	20.1	C
11	Sandford Street/Warsoff Place &	EB	TR	0.31	7.9	A				0.33	4.9	A	0.17	25.5	C
	Park Avenue	WB	LT	0.47	4.7	A				0.35	9.6	A	0.40	13.2	B
		SB	LTR	0.07	43.0	D				0.17	42.7	D	0.03	19.6	B
12	Nostrand Avenue &	EB	TR	0.40	11.5	B				0.42	9.7	A			
	Park Avenue	WB	LT	0.67	33.6	C				0.71	37.0	D			
		SB	LTR	0.42	16.6	B				0.49	14.0	B			

Notes:
EB - eastbound, WB - westbound, NB - northbound, SB - southbound
L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach
V/C ratio - volume-to-capacity ratio
Sec/veh - seconds per vehicle
LOS - level of service
* - Denotes a congested movement (LOS E or F, or v/c ratio greater than or equal to 0.9)
Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

TABLE 8-19 (cont.)
Existing Conditions Intersection Level of Service Analysis

				Existing AM			Existing Midday			Existing PM			Existing Saturday		
	Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
13	Bedford Avenue &	EB	LT	0.36	22.7	C				0.82	42.3	D			
	Myrtle Avenue	WB	TR	0.57	22.7	C				0.61	39.7	D			
		NB	LTR	0.80	33.4	C				0.70	29.2	C			
14	Spencer Street &	EB	TR	0.31	10.4	B				0.49	12.0	B			
	Myrtle Avenue	WB	LT	0.42	26.6	C				0.49	10.8	B			
		SB	LTR	0.40	27.2	C				0.47	42.7	D			
15	Walworth Street &	EB	LT	0.30	16.1	B				0.49	18.3	B			
	Myrtle Avenue	WB	TR	0.35	11.4	B				0.43	25.5	C			
		NB	LTR	0.54	37.0	D				0.46	34.7	C			
16	Sandford Street &	EB	TR	0.33	31.7	C				0.39	12.4	B			
	Myrtle Avenue	WB	LT	0.46	17.2	B				0.37	7.9	A			
		SB	LTR	0.20	35.7	D				0.27	25.7	C			
17	Nostrand Avenue &	EB	TR	0.43	22.6	C				0.66	26.0	C			
	Myrtle Avenue	WB	LT	0.57	32.0	C				0.66	36.2	D			
		SB	LTR	0.52	13.1	B				0.68	20.5	C			
18	Marcy Avenue &	EB	LT	0.54	21.7	C				0.77	29.5	C			
	Myrtle Avenue	WB	TR	0.66	23.1	C				0.48	18.2	B			
		NB	LTR	0.83	42.9	D				0.85	43.7	D			
19	Marcy Avenue/Union Avenue &	EB	LT	0.54	13.0	B				0.70	15.1	B			
	Flushing Avenue	WB	TR	0.57	18.6	B				0.41	15.1	B			
		NB	LTR	0.99	76.8	E *				0.97	69.4	E *			
	(Gerry St)	SW	R	0.04	10.8	B				0.09	11.3	B			
20	Marcy Avenue &	EB	LT	0.55	26.1	C				0.51	24.5	C			
	Park Avenue	WB	TR	0.71	29.7	C				0.67	27.8	C			
		NB	LTR	0.64	20.5	C				0.47	14.9	B			
21	Williamsburg St E &	EB	L	0.53	18.0	B				0.25	15.3	B			
	Wythe Avenue	EB	LT	0.53	20.0	B				0.34	16.5	B			
		NB	TR	0.85	48.6	D				0.73	42.7	D			

Notes:
EB - eastbound, WB - westbound, NB - northbound, SB - southbound
L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach
V/C ratio - volume-to-capacity ratio
Sec/veh - seconds per vehicle
LOS - level of service
* - Denotes a congested movement (LOS E or F, or v/c ratio greater than or equal to 0.9)
Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

The Future Without the Proposed Actions (No-Action Condition)

Future No-Action Traffic Growth

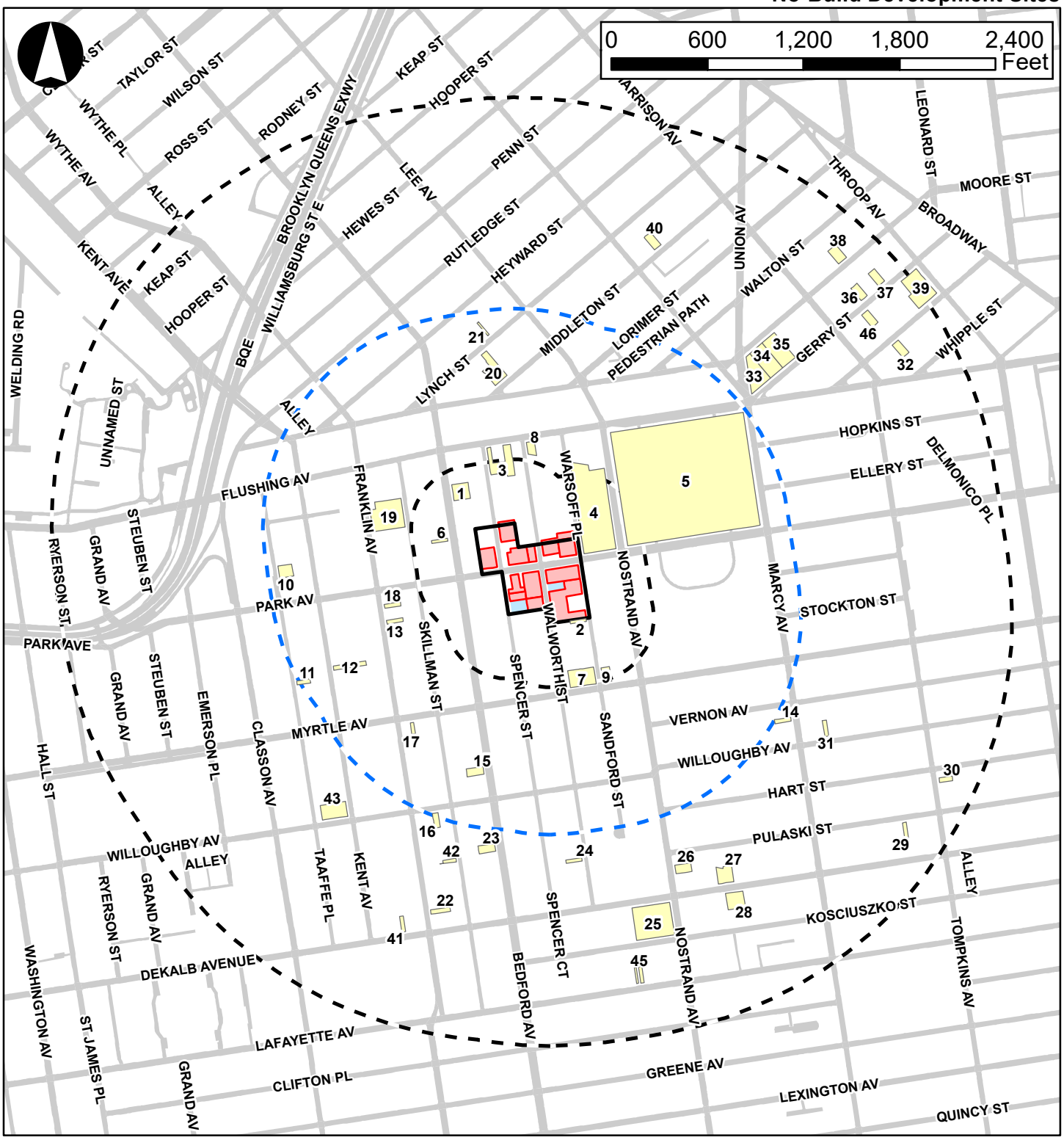
In the future, it is expected that transportation demands in the vicinity of the Project Area will increase due to long-term background growth as well as development that could occur pursuant to existing zoning. Development on Projected Development Sites is expected to add a net total of approximately 6,216 of local retail use.

To forecast future traffic conditions in the No-Action condition, development on sites within a half-mile radius of the Project Area shown in **Figure 8-7** and summarized in **Table 2-3** in **Chapter 2, "Land Use, Zoning, and Public Policy,"** were considered. The future No-Action traffic volumes also reflect annual background growth rates of 0.5 percent per year for the 2024 through 2029 period and 0.25 percent for the 2029 through 2031 period. These background growth rates, recommended in the 2025 *CEQR Technical Manual* for projects in Brooklyn outside of Downtown Brooklyn, are applied to account for smaller projects and as-of-right developments not reflected in **Table 2-3** in **Chapter 2, "Land Use, Zoning, and Public Policy,"** and general increases in travel demand not attributable to specific development projects. **Figures 8-8a** through **8-8d** show total No-Action traffic volumes during the weekday AM, midday, PM, and Saturday peak hours.

Intersection Capacity Analysis

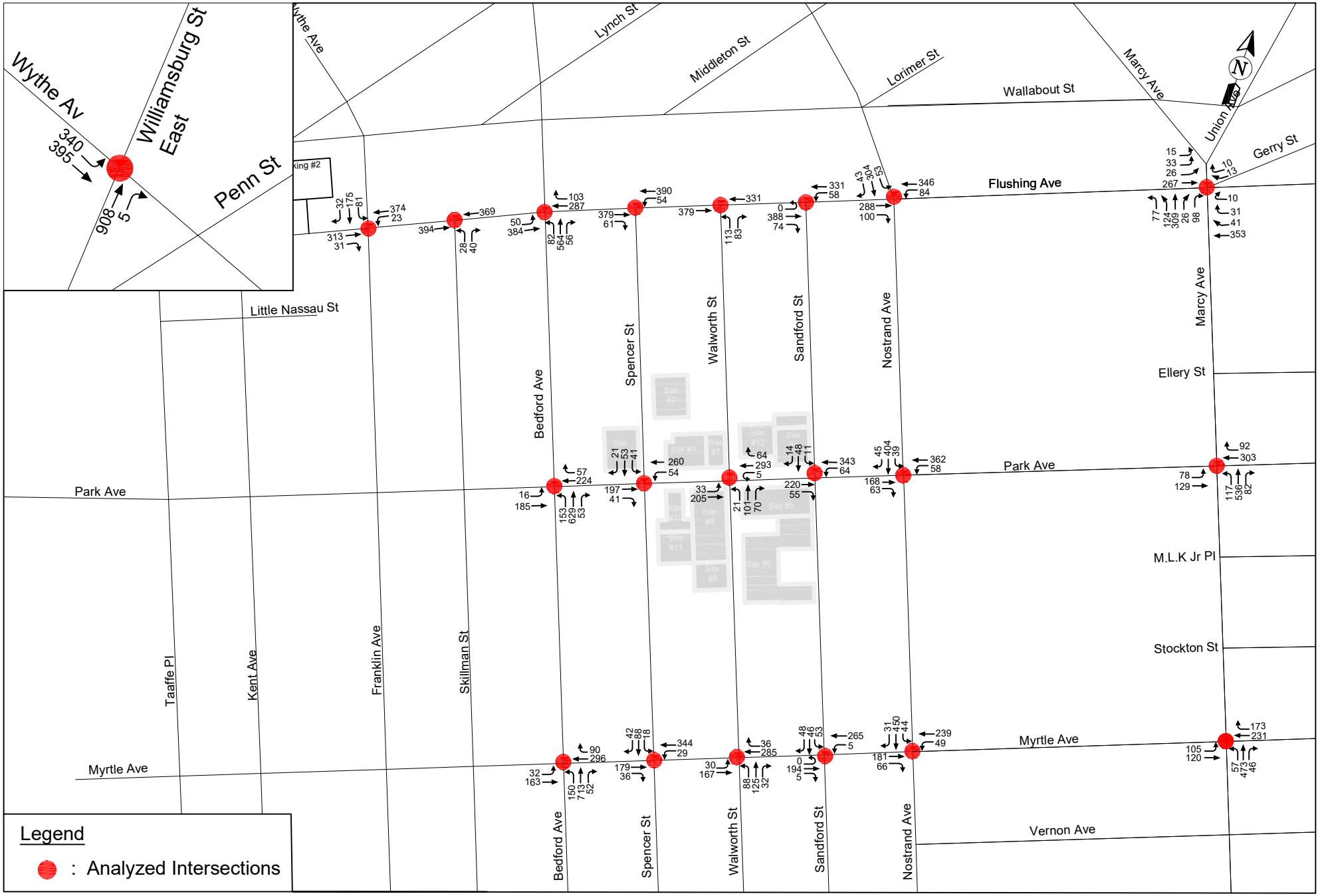
The v/c ratios, delays, and levels of service for those individual lane groups experiencing congestion in one or more peak hours under the No-Action condition are shown in **Table 8-20**. As shown in **Table 8-20**, a total of seven analyzed intersections (all signalized) would have at least one congested lane group during the AM peak hour in the No-Action condition, compared to one analyzed intersection during the AM peak hour in the Existing condition. The one signalized intersection that was analyzed in the Midday peak hour is expected to continue operating at a non-congested level for all lane groups in the No-Action condition. A total of eight analyzed intersections (all signalized) would have at least one congested lane group during the PM peak hour in the No-Action condition, compared to a total of three analyzed intersections during the PM peak hour in the Existing condition. All four analyzed intersections (all signalized) during the Saturday peak hour are expected to continue operating at an acceptable LOS C or better for all lane groups in the No-Action condition. A total of two intersections would have one or more lane groups operating at or over capacity (v/c > 1.0) in the weekday AM peak hour and five in the weekday PM peak hour.

No-Build Development Sites



Legend

- Proposed Rezoning Area (Project Area)
- Projected Development Sites
- Potential Development Sites
- 400-Foot Radius
- 1/4-mile Radius
- 1/2-Mile Radius
- No-Build Development Sites



Park Avenue Brooklyn Rezoning

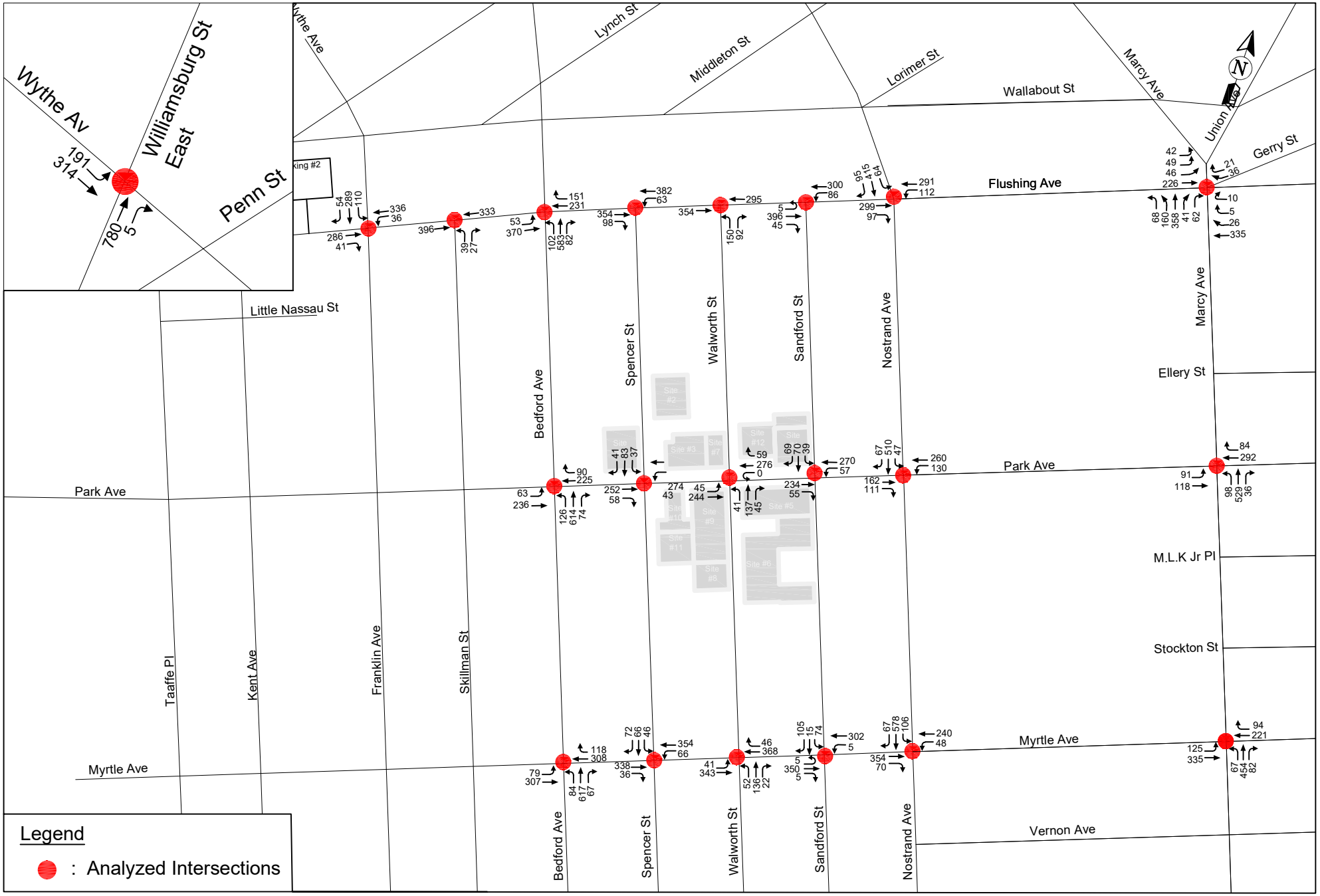
Figure 8-8a

No Action Weekday AM Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

Figure 8-8b
No Action Weekday MD Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

Figure 8-8c

No Action Weekday PM Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

Figure 8-8d
No Action SAT Peak Hour Traffic Volume

TABLE 8-20
No-Action Intersection Level of Service Analysis

	Signalized Intersections	Approach	Lane Group	No-Action AM V/C Ratio	No-Action AM Delay (sec/veh)	No-Action AM LOS	No-Action Midday V/C Ratio	No-Action Midday Delay (sec/veh)	No-Action Midday LOS	No-Action PM V/C Ratio	No-Action PM Delay (sec/veh)	No-Action PM LOS	No-Action Saturday V/C Ratio	No-Action Saturday Delay (sec/veh)	No-Action Saturday LOS
1	Franklin Avenue &	EB	TR	0.53	26.2	C				0.60	32.6	C			
	Flushing Avenue	WB	LT	0.69	14.1	B				0.68	16.3	B			
		SB	LTR	0.72	39.5	D				0.93	54.6	D *			
2	Skillman Street &	EB	T	0.51	10.0	A				0.58	14.8	B			
	Flushing Avenue	WB	T	0.51	9.4	A				0.49	14.3	B			
		NB	LR	0.27	35.0	C				0.16	24.4	C			
3	Bedford Avenue &	EB	LT	0.80	19.7	B				0.83	20.0	B			
	Flushing Avenue	WB	TR	0.64	17.2	B				0.68	34.2	C			
		NB	LTR	0.90	32.5	C *				0.84	20.8	C			
4	Spencer Street &	WB	LT	0.13	3.7	A				0.21	6.8	A			
	Flushing Avenue														
	(Two Way Stop)														
5	Walworth Street &	EB	T	0.57	22.4	C				0.56	11.3	B			
	Flushing Avenue	WB	T	0.46	2.2	A				0.45	15.1	B			
		NB	LR	0.53	40.3	D				0.50	37.5	D			
6	Warsoff Place &	EB	TR	0.78	21.5	C				0.78	21.2	C			
	Flushing Avenue	WB	LT	0.90	13.7	B *				1.24	131.5	F *			
7	Nostrand Avenue &	EB	TR	0.80	31.3	C				0.78	12.0	B			
	Flushing Avenue	WB	LT	1.31	175.0	F *				1.28	193.2	F *			
		SB	LTR	0.46	28.7	C				0.57	30.8	C			
8	Bedford Avenue &	EB	LT	0.49	34.9	C				1.14	132.4	F *	0.35	25.2	C
	Park Avenue	WB	TR	0.65	32.8	C				0.77	49.2	D	0.82	24.2	C
		NB	LTR	0.76	9.6	A				0.77	16.2	B	0.77	24.9	C
9	Spencer Street &	EB	TR	0.46	12.9	B				0.44	9.4	A	0.22	3.9	A
	Park Avenue	WB	LT	0.63	11.0	B				0.46	7.3	A	0.50	3.3	A
		SB	LTR	0.25	22.2	C				0.48	43.0	D	0.11	20.6	C
10	Walworth Street &	EB	LT	0.43	9.5	A	0.36	12.9	B	0.44	8.1	A	0.25	4.7	A
	Park Avenue	WB	TR	0.60	7.6	A	0.48	14.7	B	0.49	14.1	B	0.54	9.1	A
		NB	LTR	0.47	32.2	C	0.75	37.4	D	0.55	25.5	C	0.20	21.8	C
11	Sandford Street/Warsoff Place &	EB	TR	0.39	9.8	A				0.42	8.1	A	0.26	24.6	C
	Park Avenue	WB	LT	0.64	5.5	A				0.50	10.7	B	0.56	16.0	B
		SB	LTR	0.23	45.4	D				0.47	45.3	D	0.17	21.3	C
12	Nostrand Avenue &	EB	TR	0.45	13.7	B				0.53	15.6	B			
	Park Avenue	WB	LT	0.80	40.5	D				0.91	57.6	E *			
		SB	LTR	-	-	-				-	-	-			
		SB	LT	0.42	16.6	B				0.48	14.2	B			
		SB	R	0.14	14.2	B				0.20	12.5	B			

Notes:
EB - eastbound, WB - westbound, NB - northbound, SB - southbound
L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach
V/C ratio - volume-to-capacity ratio
Sec/veh - seconds per vehicle
LOS - level of service
* - Denotes a congested movement (LOS E or F, or v/c ratio greater than or equal to 0.9)
Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

TABLE 8-20 (cont.)
No-Action Intersection Level of Service Analysis

	Signalized Intersections	Approach	Lane Group	No-Action AM V/C Ratio	No-Action AM Delay (sec/veh)	No-Action AM LOS	No-Action Midday V/C Ratio	No-Action Midday Delay (sec/veh)	No-Action Midday LOS	No-Action PM V/C Ratio	No-Action PM Delay (sec/veh)	No-Action PM LOS	No-Action Saturday V/C Ratio	No-Action Saturday Delay (sec/veh)	No-Action Saturday LOS
13	Bedford Avenue & Myrtle Avenue	EB	LT	0.37	20.0	B				0.86	43.0	D			
		WB	TR	0.62	17.6	B				0.67	38.2	D			
		NB	LTR	0.96	53.3	D *				0.83	38.6	D			
14	Spencer Street & Myrtle Avenue	EB	TR	0.35	10.5	B				0.54	14.9	B			
		WB	LT	0.53	26.3	C				0.70	15.8	B			
		SB	LTR	0.45	29.8	C				0.58	44.4	D			
15	Walworth Street & Myrtle Avenue	EB	LT	0.35	12.4	B				0.56	20.2	C			
		WB	TR	0.44	14.8	B				0.54	25.9	C			
		NB	LTR	0.67	42.1	D				0.55	37.0	D			
16	Sandford Street & Myrtle Avenue	EB	TR	0.37	35.4	D				0.42	12.0	B			
		WB	LT	0.50	15.0	B				0.40	10.8	B			
		SB	LTR	0.39	37.3	D				0.60	35.0	C			
17	Nostrand Avenue & Myrtle Avenue	EB	TR	0.55	21.6	C				0.81	37.6	D			
		WB	LT	0.65	35.3	D				0.88	56.8	E *			
		SB	LTR	-	-	-				-	-	-			
		SB	LT	0.51	13.1	B				0.68	21.4	C			
		SB	R	0.10	9.9	A				0.18	14.0	B			
18	Marcy Avenue & Myrtle Avenue	EB	LT	0.75	32.7	C				1.03	71.2	E *			
		WB	TR	0.75	27.0	C				0.55	19.8	B			
		NB	LTR	0.94	55.0	D *				0.95	56.9	E *			
19	Marcy Avenue/Union Avenue Flushing Avenue	EB	LT	0.64	17.3	B				0.83	21.5	C			
		WB	TR	0.69	22.4	C				0.49	16.6	B			
		NB	LTR	1.22	155.0	F *				1.13	119.7	F *			
	(Gerry St)	SW	R	0.05	10.9	B				0.13	11.8	B			
20	Marcy Avenue & Park Avenue	EB	LT	0.70	33.3	C				0.67	31.4	C			
		WB	TR	0.78	33.6	C				0.76	31.8	C			
		NB	LTR	0.79	22.8	C				0.59	16.1	B			
21	Williamsburg St E & Wythe Avenue	EB	L	0.44	18.2	B				0.26	15.5	B			
		EB	LT	0.61	22.0	C				0.41	17.5	B			
		NB	TR	0.92	55.0	E *				0.79	45.1	D			

Notes:
EB - eastbound, WB - westbound, NB - northbound, SB - southbound
L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach
V/C ratio - volume-to-capacity ratio
Sec/veh - seconds per vehicle
LOS - level of service
* - Denotes a congested movement (LOS E or F, or v/c ratio greater than or equal to 0.9)
Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

The Future with the Proposed Actions (With-Action Condition)

Future With-Action Traffic Growth

In the 2031 future with the Proposed Actions (the With-Action condition), the Proposed Actions would be approved, and the Projected Development Sites in the Project Area would be redeveloped. As shown in **Table 8-8**, under the RWCDS, the net number of incremental vehicle trips (auto, taxi, school bus, and truck) would be approximately 388, 136, 440, and 212 in the weekday AM, midday, PM, and Saturday peak hours, respectively.

The assignments of auto and taxi trips to the street network in proximity to the Project Area were based on the anticipated origins and destinations of vehicle trips associated with the different land uses projected under the RWCDS. The origins/destinations for residential use was based on

2012–2016 AASHTO CTPP journey-to-work data, while warehouse use was based on 2012-2016 AASHTO CTPP reverse journey-to-work data. The origins/destinations for the local retail and school uses that are mostly local in nature were based on population density in neighborhoods within a half-mile radius of the Project Area. For private school staff zip-code data from the existing CUTA school in Williamsburg was utilized. (Additional details on the distributions of auto and taxi trips by land use are presented in the Transportation Planning Factors and Travel Demand Forecast Technical Memorandum included in **Appendix C**.) Based on the O-D data, auto and taxi trips were first assigned to various portals on the periphery of the Project Area, and from there via the most direct route to each Project Development Site. Auto trips generated by residents and workers for Project Development Sites with no or limited on-site parking capacity were assigned to off-street public facilities within a half-mile of the Project Area.

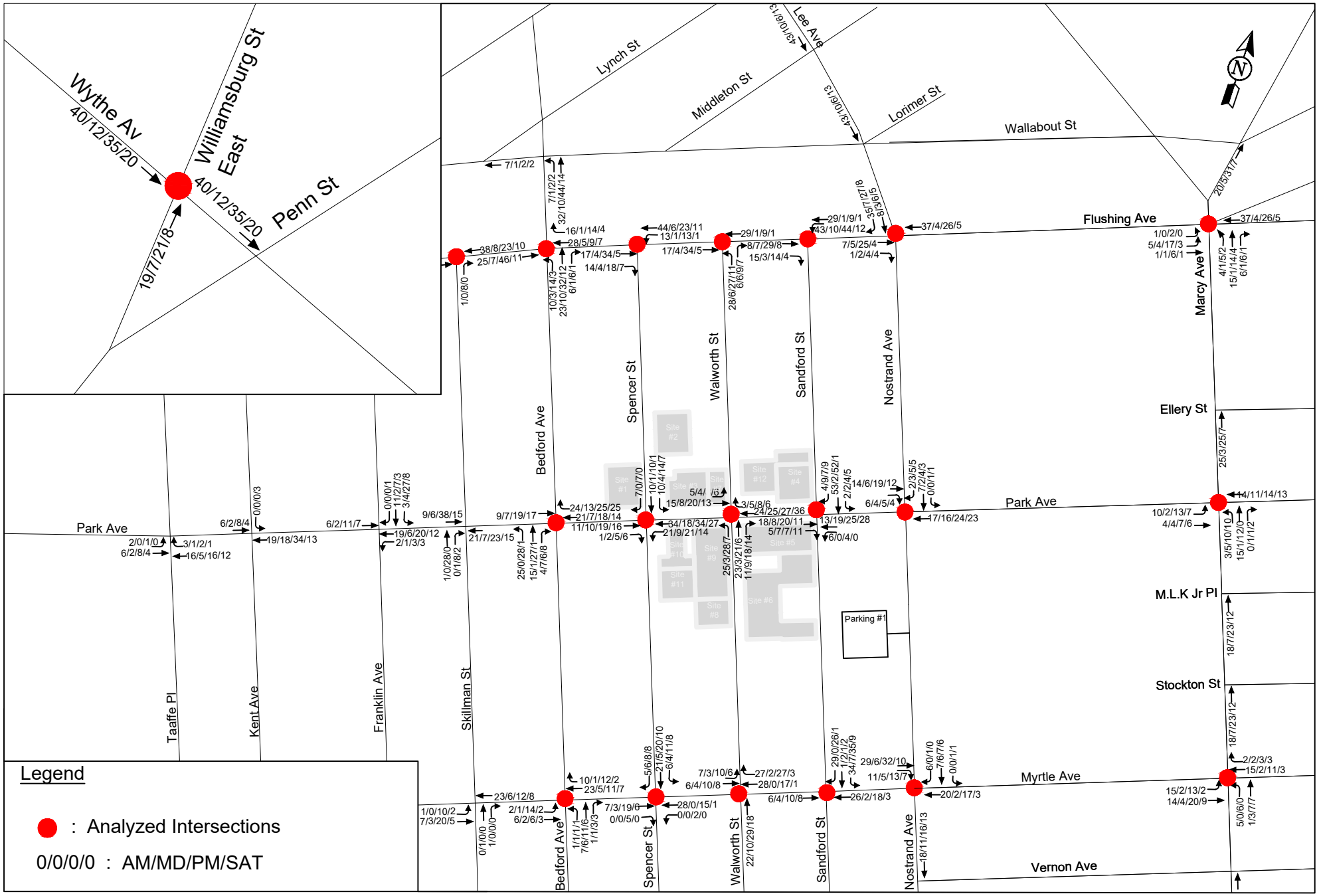
Taxi and school bus trips were generally assigned to the Projected Development Site frontages. Truck trips were first assigned to designated Through and Local truck routes providing access to the Project Area, and then to the most direct paths to and from each site. Truck trips were assigned primarily to the Through Truck Routes along Flushing and Myrtle Avenues.

Figure 8-9 shows the assignment of incremental vehicle trips (auto, taxi, school bus, and truck) generated during the weekday AM, midday, PM, and Saturday peak hours under the Proposed Actions. **Figures 8-10a** through **8-10d** show the total weekday AM, midday, PM, and Saturday traffic volumes in the 2031 With-Action condition. The volumes shown are the combination of the net incremental traffic generated by the Proposed Actions and the No-Action volumes.

School Loading Zone Operations Plan and Improvement Measures

The Project Area includes three private schools: Beth Chana High School, Yeshiva Bnos Ahavas Israel, and Central United Talmudic Academy, which would be constructed and operational under the 2031 With Action conditions. The Applicant would implement a School Loading Operations and Management Plan to improve safety and efficiency of student pick-up and drop-off. School bus operation would be accommodated in dedicated bus loading zones along Walworth Street and Sandford Street. In conjunction to the project, DOT will implement a “No Standing 7am – 6pm” regulation along the designated bus loading zones and school frontages on Walworth Street and Sandford Street to prevent double parking and support short-term bus operations. To facilitate effective school bus maneuvering, DOT will also implement a “No Standing Anytime” regulation along the west curb of Walworth Street between Park Avenue and Myrtle Avenue, as well as along the east curb of Sandford Street between Park Avenue and Myrtle Avenue. Students would board and alight only from the curbside. Where a bus loading zone is located on the left-hand side of the street, a left-hand entry school bus would be used. Type C school buses would primarily be used for student transportation.

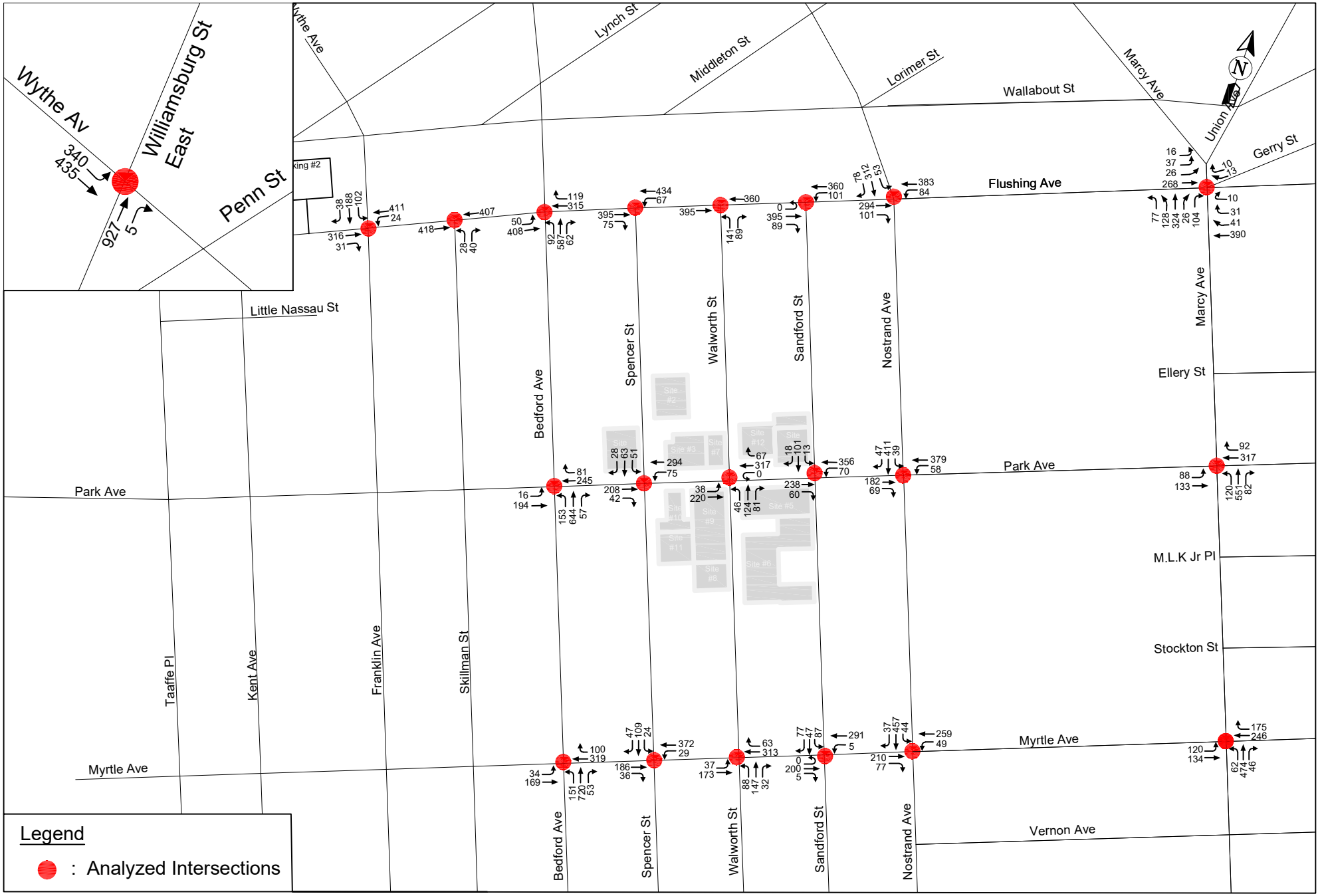
The schools would also deploy safety staff for the arrival and dismissal periods at key intersections until NYPD crossing guards are assigned. Safety staff would also be stationed at school entrances and along the curbside loading zones to manage boarding and alighting. Interior queuing areas would be provided to accommodate students while awaiting bus arrivals, thereby minimizing sidewalk congestion. In addition, the Applicant intends to set back each of the new school buildings five feet from the street line and constructing recessed entryways, which would increase effective sidewalk width and provide dedicated queuing space at and adjacent to the public sidewalk. The schools would also periodically review curbside operations and adjust procedures as needed to maintain safe and effective operations.



Park Avenue Brooklyn Rezoning

Figure 8-9

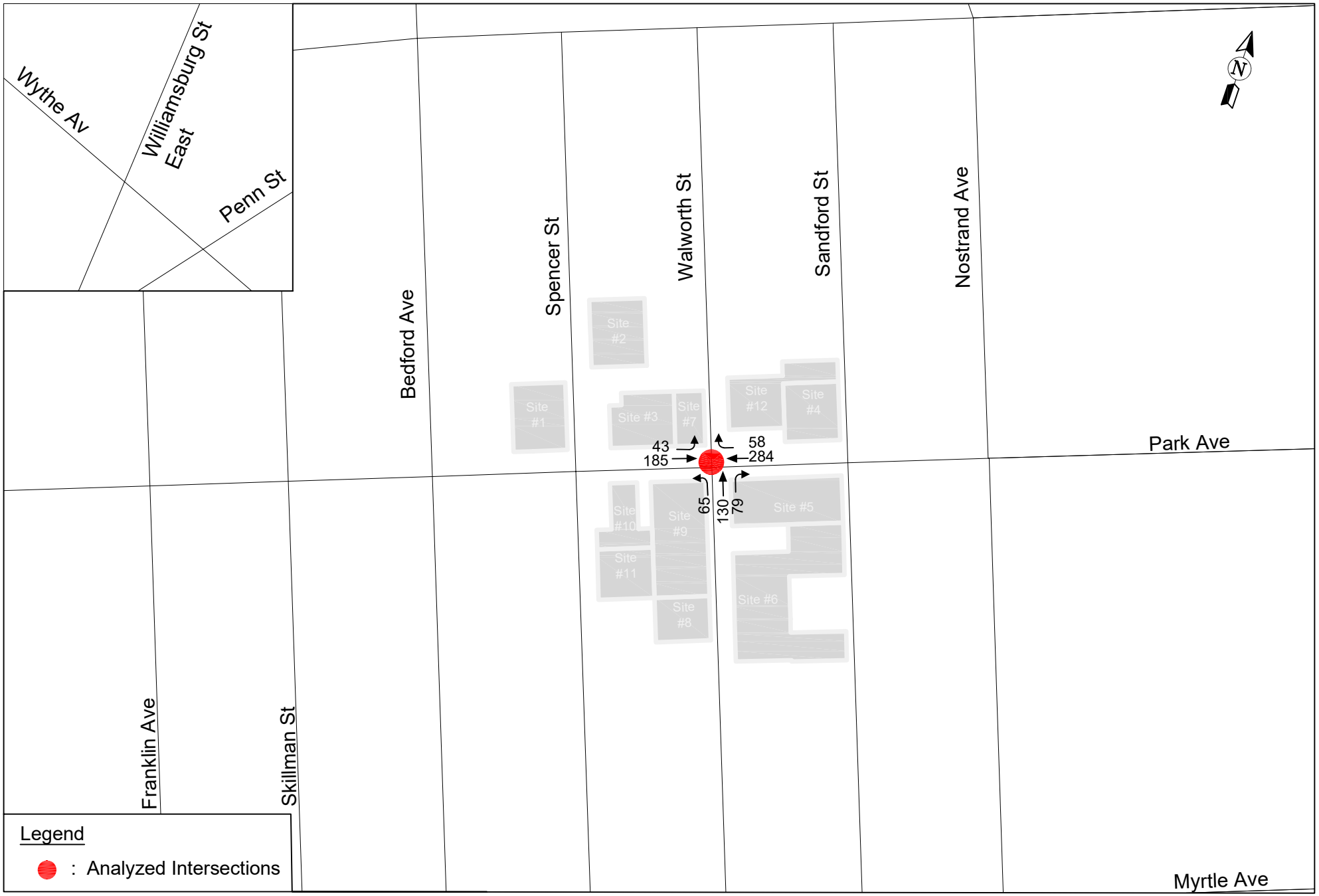
Incremental Vehicle Trips



Park Avenue Brooklyn Rezoning

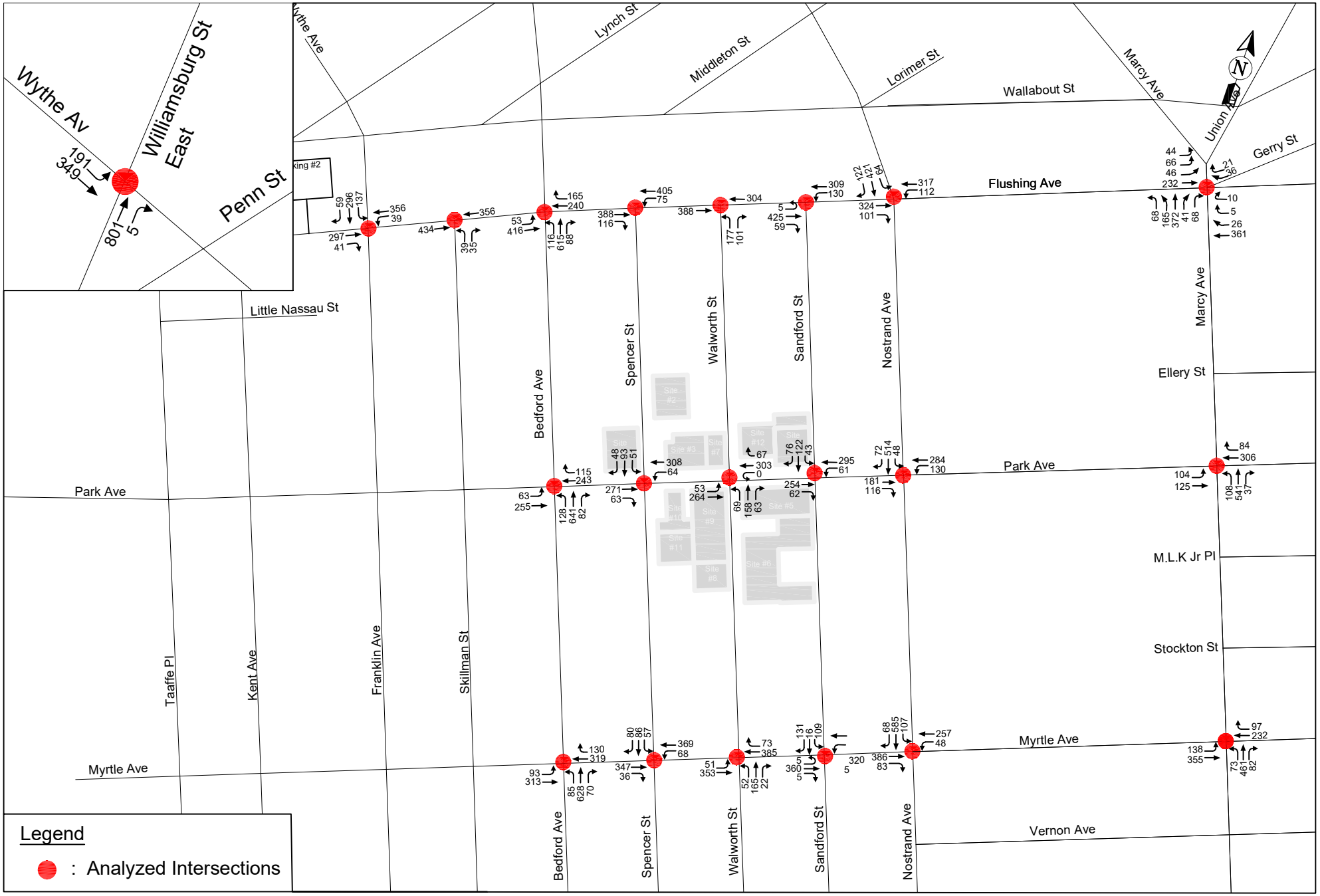
Figure 8-10a

With Action Weekday AM Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

Figure 8-10b
With Action Weekday MD Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

Figure 8-10c
With Action Weekday PM Peak Hour Traffic Volume



Park Avenue Brooklyn Rezoning

Figure 8-10d
With Action SAT Peak Hour Traffic Volume

Intersection Capacity Analysis

The v/c ratios, delays, and levels of service for those individual lane groups experiencing congestion in one or more peak hours under the With-Action condition are shown in **Table 8-21**. Lane groups with significant adverse impacts are denoted with an asterisk (*). As shown in **Table 8-21**, a total of four analyzed intersections (all signalized) would have at least one congested lane group during the AM peak hour in the With-Action condition, compared to a total of seven analyzed intersections during the AM peak hour in the No-Action condition. The one signalized intersection that was analyzed in the Midday peak hour is expected to continue operating at a non-congested level for all lane groups under the With Action condition. A total of nine analyzed intersections (all signalized) would have at least one congested lane group during the PM peak hour in the With-Action condition, compared to a total of eight analyzed intersections during the PM peak hour in the No-Action condition. All four analyzed intersections (all signalized) during the Saturday peak hour are expected to continue operating at a non-congested level for all lane groups under the With-Action condition. Significant adverse impacts were identified to four lane groups at four intersections during the weekday AM peak hour and 10 lane groups at nine intersections in the weekday PM peak hour. The one analyzed intersection during the midday peak hour and the four analyzed intersections (all signalized) during the Saturday peak hour are expected to not exceed the *CEQR Technical Manual impact* threshold for all lane groups in the With-Action condition. To the extent practicable measures to mitigate the significant adverse traffic impacts identified in **Table 8-21** have been identified, they are described in **Chapter 16, "Mitigation."** To the extent there are no practicable measures to fully mitigate these impacts, they would be unmitigated or only partially mitigated, as the case may be.

TABLE 8-21
With-Action Intersection Level of Service Analysis

				With-Action AM			With-Action Midday			With-Action PM			With-Action Saturday		
	Signalized Intersections	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
1	Franklin Avenue & Flushing Avenue	EB	TR	0.54	26.4	C				0.62	33.4	C			
		WB	LT	0.76	16.1	B				0.76	19.9	B			
		SB	LTR	0.85	50.8	D				1.07	91.7	F *			
2	Skillman Street & Flushing Avenue	EB	T	0.54	10.9	B				0.64	17.2	B			
		WB	T	0.56	9.6	A				0.52	15.0	B			
		NB	LR	0.27	35.0	C				0.19	24.8	C			
3	Bedford Avenue & Flushing Avenue	EB	LT	0.90	28.6	C				0.95	33.5	C			
		WB	TR	0.74	23.1	C				0.73	35.5	D			
		NB	LTR	0.96	41.0	D				0.91	25.2	C			
4	Spencer Street & Flushing Avenue (Two Way Stop)	WB	LT	0.23	7.8	A				0.43	22.2	C			
5	Walworth Street & Flushing Avenue	EB	T	0.59	21.6	C				0.61	11.7	B			
		WB	T	0.50	2.7	A				0.46	16.1	B			
		NB	LR	0.69	49.1	D				0.65	44.0	D			
6	Warsoff Place & Flushing Avenue	EB	TR	0.84	24.8	C				0.87	26.5	C			
		WB	LT	1.49	239.2	F *				2.09	512.9	F *			
7	Nostrand Avenue & Flushing Avenue	EB	TR	0.82	31.1	C				0.84	13.9	B			
		WB	LT	1.43	225.3	F *				1.47	274.4	F *			
		SB	LTR	0.54	30.6	C				0.63	32.4	C			
8	Bedford Avenue & Park Avenue	EB	LT	0.52	35.6	D				1.39	238.0	F *	0.42	26.5	C
		WB	TR	0.79	37.4	D				0.90	64.6	E *	0.90	32.8	C
		NB	LTR	0.78	10.3	B				0.81	18.1	B	0.78	25.4	C
9	Spencer Street & Park Avenue	EB	TR	0.50	13.9	B				0.48	10.5	B	0.25	4.6	A
		WB	LT	0.84	23.0	C				0.58	11.0	B	0.57	4.3	A
		SB	LTR	0.35	23.4	C				0.60	45.0	D	0.14	21.1	C
10	Walworth Street & Park Avenue	EB	LT	0.49	10.8	B	0.39	13.4	B	0.50	8.9	A	0.29	5.2	A
		WB	TR	0.67	9.2	A	0.54	15.9	B	0.56	14.9	B	0.61	11.0	B
		NB	LTR	0.75	41.3	D	0.85	47.4	D	0.85	42.6	D	0.33	24.3	C
11	Sandford Street/Warsoff Place & Park Avenue	EB	TR	0.44	9.0	A				0.48	9.6	A	0.31	23.2	C
		WB	LT	0.70	6.3	A				0.57	10.8	B	0.60	17.0	B
		SB	LTR	0.44	47.8	D				0.70	48.2	D	0.24	22.4	C
12	Nostrand Avenue & Park Avenue	EB	TR	0.50	14.9	B				0.60	16.1	B			
		WB	LT	0.86	46.3	D				1.02	84.1	F *			
		SB	LT	0.43	16.0	B				0.49	13.9	B			
		SB	R	0.14	13.9	B				0.23	12.6	B			

Notes:
EB - eastbound, WB - westbound, NB - northbound, SB - southbound
L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach
V/C ratio - volume-to-capacity ratio
Sec/veh - seconds per vehicle
LOS - level of service
* - Denotes a impacted movement.
Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

TABLE 8-21 (cont.)
With-Action Intersection Level of Service Analysis

	Signalized Intersections	Approach	Lane Group	With-Action AM V/C Ratio	With-Action AM Delay (sec/veh)	With-Action AM LOS	With-Action Midday V/C Ratio	With-Action Midday Delay (sec/veh)	With-Action Midday LOS	With-Action PM V/C Ratio	With-Action PM Delay (sec/veh)	With-Action PM LOS	With-Action Saturday V/C Ratio	With-Action Saturday Delay (sec/veh)	With-Action Saturday LOS
13	Bedford Avenue &	EB	LT	0.40	20.6	C				1.02	77.6	E *			
	Myrtle Avenue	WB	TR	0.69	19.6	B				0.72	38.2	D			
		NB	LTR	0.98	57.8	E				0.85	40.1	D			
14	Spencer Street &	EB	TR	0.38	10.6	B				0.55	13.7	B			
	Myrtle Avenue	WB	LT	0.57	24.5	C				0.75	16.6	B			
		SB	LTR	0.55	32.0	C				0.71	46.9	D			
15	Walworth Street &	EB	LT	0.39	13.5	B				0.69	25.9	C			
	Myrtle Avenue	WB	TR	0.55	20.1	C				0.64	27.5	C			
		NB	LTR	0.75	46.6	D				0.63	40.2	D			
16	Sandford Street &	EB	TR	0.38	33.9	C				0.44	9.1	A			
	Myrtle Avenue	WB	LT	0.55	15.5	B				0.43	11.2	B			
		SB	LTR	0.57	35.6	D				0.83	48.2	D			
17	Nostrand Avenue &	EB	TR	0.64	24.7	C				0.92	49.8	D			
	Myrtle Avenue	WB	LT	0.75	40.9	D				1.06	101.8	F *			
		SB	LT	0.52	13.3	B				0.70	21.2	C			
		SB	R	0.14	10.4	B				0.23	14.4	B			
18	Marcy Avenue &	EB	LT	0.94	60.2	E *				1.18	124.0	F *			
	Myrtle Avenue	WB	TR	0.80	30.5	C				0.58	20.7	C			
		NB	LTR	0.96	57.8	E				0.97	61.4	E			
19	Marcy Avenue/Union Avenue &	EB	LT	0.71	21.0	C				0.97	41.0	D			
	Flushing Avenue	WB	TR	0.75	24.9	C				0.53	17.3	B			
		NB	LTR	1.26	174.3	F *				1.18	137.2	F *			
	(Gerry St)	SW	R	0.06	11.0	B				0.14	11.9	B			
20	Marcy Avenue &	EB	LT	0.84	47.0	D				0.83	45.9	D			
	Park Avenue	WB	TR	0.81	36.0	D				0.79	34.0	C			
		NB	LTR	0.82	23.7	C				0.62	16.9	B			
21	Williamsburg St E &	EB	L	0.44	18.2	B				0.26	15.5	B			
	Wythe Avenue	EB	LT	0.67	23.8	C				0.45	18.2	B			
		NB	TR	0.94	57.8	E				0.81	46.2	D			

Notes:
EB - eastbound, WB - westbound, NB - northbound, SB - southbound
L - left, T - through, R - right, DefL - Analysis considers a defacto left-turn lane on this approach
V/C ratio - volume-to-capacity ratio
Sec/veh - seconds per vehicle
LOS - level of service
* - Denotes a impacted movement.
Analysis is based on the 2000 Highway Capacity Manual methodology (Synchro 12)

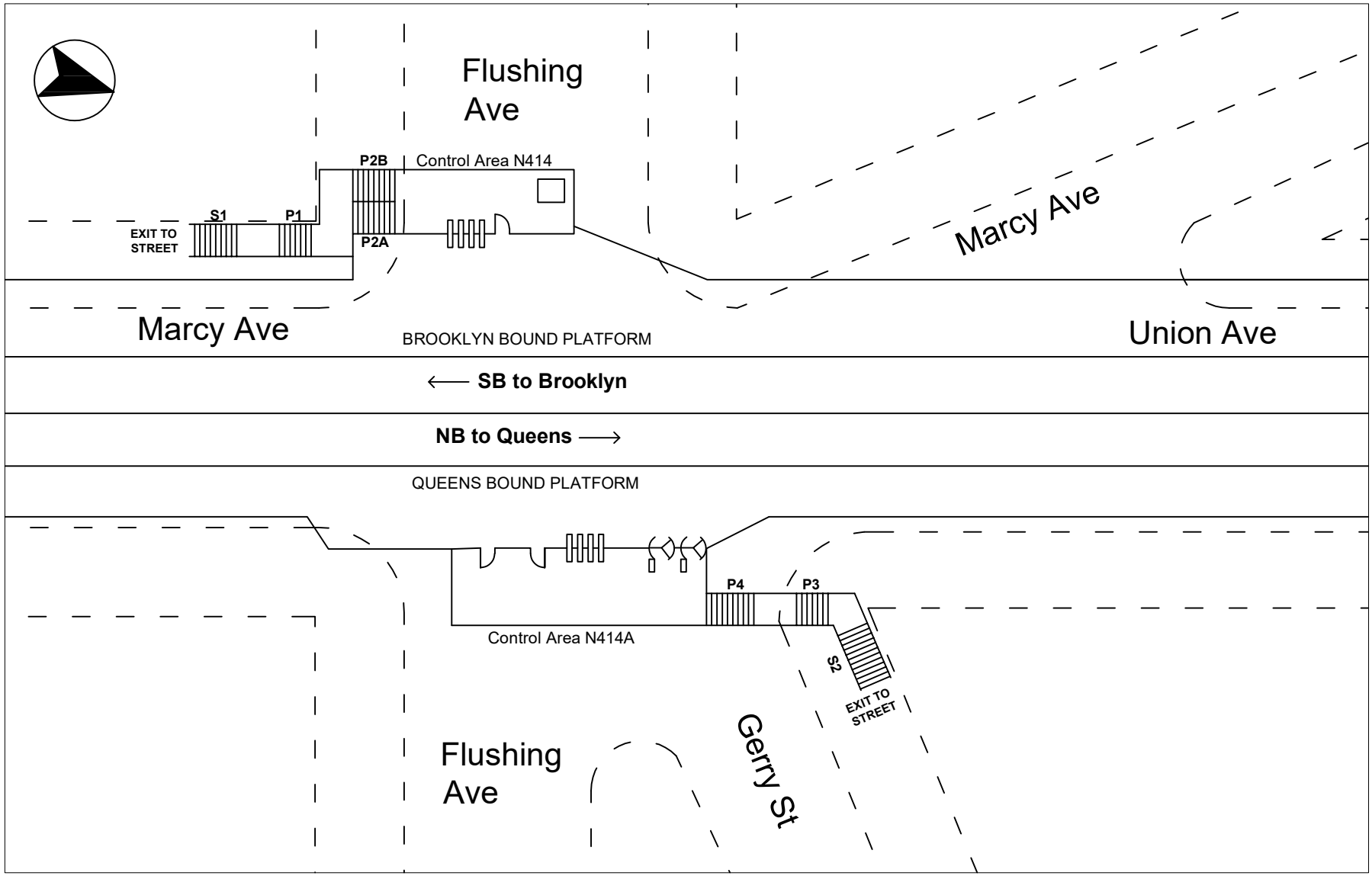
H. TRANSIT

Existing Conditions

Subway Service

SUBWAY STATIONS

As discussed above in Section E, "Level 2 Screening Assessment," project-generated subway trips at the Flushing Avenue (G) and Myrtle-Willoughby Avenue (G) stations are expected to exceed the 200-trip 2025 *CEQR Technical Manual* analysis threshold. Refer to **Figure 8-11** for the layout of the Flushing Avenue (G) station and **Figure 8-12** for the layout of the Myrtle-Willoughby Avenue (G) station. Both stations are located underground and serviced by the G train that connects Brooklyn and Queens.



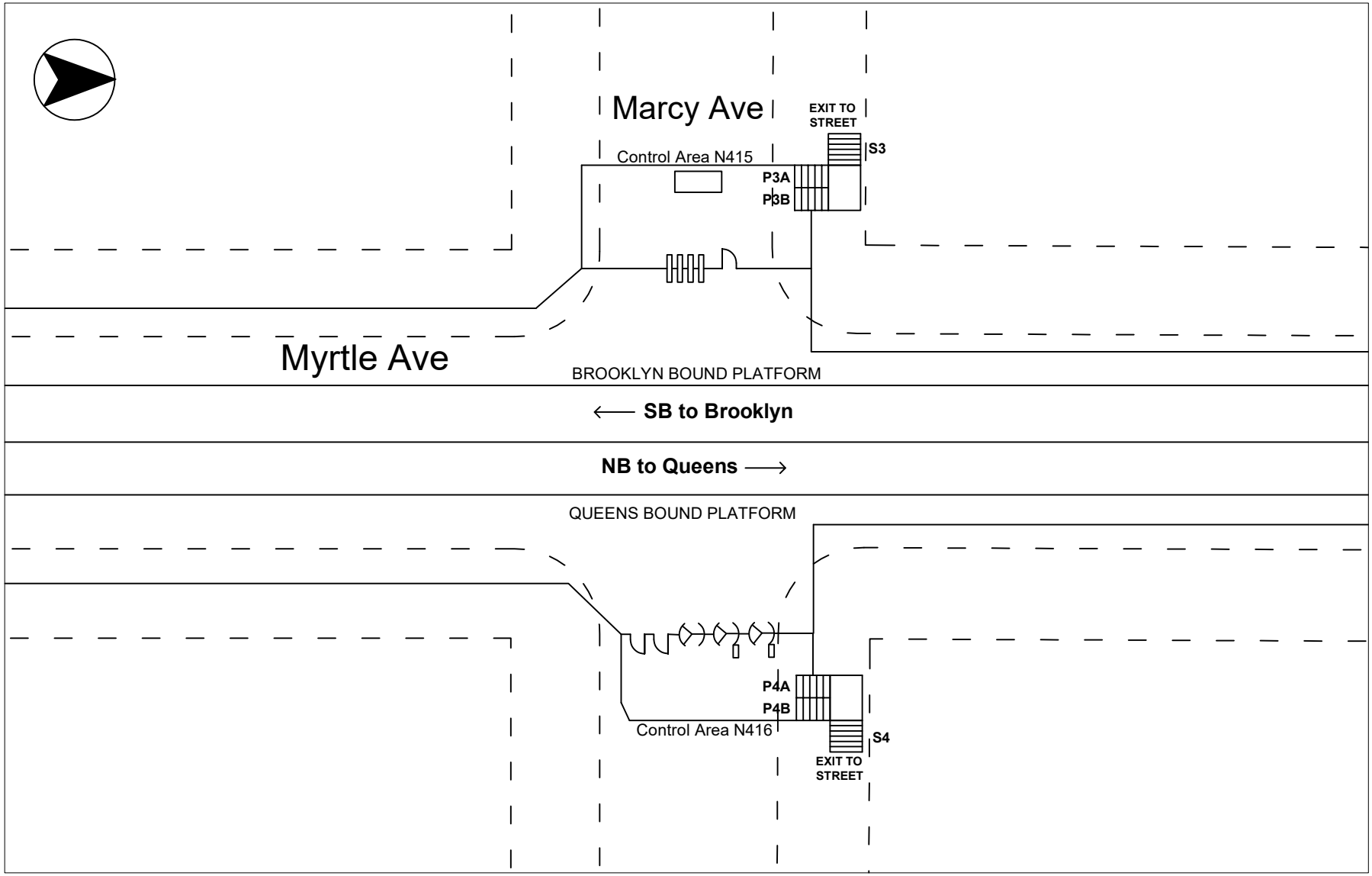
Legend

Stairs | Fare Array | High Entrance/Exit Turnstile (HEET) | High Exit Turnstile (HXT) | Emergency Exit

Park Avenue Brooklyn Rezoning

Figure 8-11

Flushing Avenue Subway Station (G)



Legend

Stairs | Fare Array | High Entrance/Exit Turnstile (HEET) | High Exit Turnstile (HXT) | Emergency Exit

Park Avenue Brooklyn Rezoning

Figure 8-12

Myrtle-Willoughby Avenues Subway Station (G)

As shown in **Figure 8-11**, the Flushing Avenue station includes two stair entrances. One stair entrance (S2/P3/P4) is located northeast of Flushing Avenue and Union/Marcy Avenue along Gerry Street and provides access to the Queens-bound G train. The other stair entrance (S1/P1/P2) is located southwest of Flushing Avenue and Union/Marcy Avenue along Marcy Avenue and provides access to the Brooklyn-bound G train.

The Myrtle-Willoughby Avenue station includes two entrances located at the northeast and northwest corners of Myrtle Avenue and Marcy Avenue. The northeast corner stair entrance (S4/P4) provides direct access to the Queens-bound G train. The northwest corner stair entrance (S3/P3) provides direct access to the Brooklyn-bound G train. The station also includes an underpass that connects the Queens-bound and Brooklyn-bound tracks.

As shown in **Table 8-22**, in the Existing condition, all analyzed stairs at Flushing Avenue and Myrtle-Willoughby stations operate at an acceptable LOS A or LOS B in both the AM and PM peak hours. As shown in **Table 8-23**, in the Existing condition, all analyzed fare arrays at Flushing Avenue and Myrtle-Willoughby stations operate at an acceptable LOS A or LOS B in both the AM and PM peak hours.

TABLE 8-22
Existing Condition Subway Station Stair Analysis

Peak Hour	Station	Stair	Total Width (ft.)	Effective Width (ft.)	Peak Hour Volumes		Surging Factor		Friction Factor	V/C Ratio	LOS
					Up	Down	Up	Down			
AM	Flushing Av (G)	S1/P1/P2A/P2B	5.00	4.00	295	130	0.75	1.00	0.90	0.30	A
		S2/P3/P4	5.50	4.50	212	162	0.75	1.00	0.90	0.23	A
	Myrtle Willoughby Avs (G)	S3/P3A/P3B	5.00	4.00	181	342	0.75	1.00	0.90	0.34	A
		S4/P4A/P4B	5.00	4.00	153	643	0.75	1.00	0.90	0.49	B
PM	Flushing Av (G)	S1/P1/P2A/P2B	5.00	4.00	132	149	0.75	1.00	0.90	0.19	A
		S2/P3/P4	5.50	4.50	116	210	0.75	1.00	0.90	0.19	A
	Myrtle Willoughby Avs (G)	S3/P3A/P3B	5.00	4.00	337	265	0.75	1.00	0.90	0.41	A
		S4/P4A/P4B	5.00	4.00	261	321	0.75	1.00	0.90	0.39	A

TABLE 8-23
Existing Condition Subway Station Fare Array Analysis

Peak Hour	Station	Control Area	Control Elements			Peak Hour Volumes		Surging Factor		Friction Factor	V/C Ratio	LOS
			Turnstile	HEET	HXT	System Entries	System Exits	System Entries	System Exits			
AM	Flushing Av (G)	N414	3	0	0	130	295	1.00	0.75	0.90	0.11	A
		N414A	3	2	0	162	212	1.00	0.75	0.90	0.06	A
	Myrtle Willoughby Avs (G)	N415	3	0	0	342	181	1.00	0.75	0.90	0.14	A
		N416	0	2	1	643	153	1.00	0.75	0.90	0.48	B
PM	Flushing Av (G)	N414	3	0	0	149	132	1.00	0.75	0.90	0.07	A
		N414A	3	2	0	210	116	1.00	0.75	0.90	0.06	A
	Myrtle Willoughby Avs (G)	N415	3	0	0	265	337	1.00	0.75	0.90	0.15	A
		N416	0	2	1	321	261	1.00	0.75	0.90	0.29	A

SUBWAY LINE HAUL

Line haul is the volume of transit riders passing a defined point on a given transit route. For subway routes in New York City to and from Brooklyn, line haul is typically measured either at East River bridge and tunnel crossings, or at the actual maximum load point on each subway route (the point where the trains carry the greatest number of passengers during the peak hour).

As discussed previously, the G train serves the two analyzed stations and operates in proximity to the Project Area. The G train connects Brooklyn and Queens. The analysis of existing subway line haul conditions for the G subway route during the AM and PM peak hours is based on maximum load point capacity and ridership data for 2019 provided by NYCT.

Table 8-24 shows existing line haul conditions in the peak direction at the maximum load point for the G subway route during the AM and PM peak hours. As shown in **Table 8-24**, southbound G trains are currently operating at capacity in the peak direction in the AM peak hour with a v/c ratio of 1.00. The northbound G trains are currently operating slightly over capacity in the peak direction in the PM peak hour with a v/c ratio of 1.01.

TABLE 8-24
Existing Condition Subway Line Haul Analysis

Peak Period	Route	Direction	Maximum Load Point (leaving station)	Average Trains per Hour (1)(2)	Average Cars Per Hour per Train	Average Passengers per Hour (1)(2)	Average Passengers per Car (1)(2)	Guideline Passengers per Car (3)	V/C Ratio (4)
AM	G	SB	Clinton - Washington Avs	8.6	5.0	4,944	115	115	1.00
PM	G	NB	Fulton St	8.1	5.0	4,697	116	115	1.01

Notes:
(1) AM data is based on a 3-year average of pre-pandemic ridership and train throughput data from NYCT.
(2) PM data is based on 2017-18 ridership and 2019 train throughput data from NYCT.
(3) 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.
(4) Volume to guideline capacity ratio.

BUS SERVICE

The Project Area is served by a total of five NYCT local bus routes. The bus routes operating in proximity to the Project Area are shown in **Figure 8-3** and listed in **Table 8-11**.

As shown in **Table 8-12**, the northbound B44 SBS bus and the southbound B44 SBS bus are expected to potentially experience 50 or more new trips in the AM and PM peak hours, respectively. Service on this express route is provided by articulated busses with capacity up to 85 passengers per bus. **Table 8-25** shows the existing number of buses and ridership at the maximum load point in each direction for both services in the weekday AM and PM peak hours. As shown in **Table 8-25**, based on MTA loading guidelines, the B44 SBS bus route currently operates with available capacity in each direction during the weekday AM and PM peak hours.

TABLE 8-25
Existing Condition Local Bus Analysis

Peak Hour	Route	Direction	Maximum Load Point	Peak Hour Buses[1]	Peak Hour Passengers[1]	Average Passengers per Bus	Available Capacity[2]
AM	B44 SBS	NB	Rogers Av/Clarkson Av	11	592	54	343
		SB	Nostrand Av/Fulton St	10	478	48	372
PM	B44 SBS	NB	Rogers Av/Saint Johns Place	9	364	40	401
		SB	Nostrand Av/Clarkson Av	10	499	50	351

Notes:
(1) Based on most currently available data (October 2023) from NYCT/MTA Bus, provided in 2024.
(2) Capacity based on MTA/NYCT loading guidelines of 54 pax per standard bus , loading guideline capacity of 85 pax per articulated bus

The Future Without the Proposed Actions (No-Action Condition)

Subway Service

SUBWAY STATIONS

In the future, it is expected that subway demand in the vicinity of the Project Area will increase due to long-term background growth. To forecast future subway volumes in the No-Action condition, development on sites within a half-mile radius of the Project Area shown in **Figure 8-7** and summarized in **Table 2-3** in **Chapter 2, "Land Use, Zoning, and Public Policy,"** were considered. The future No-Action subway station volumes also reflect annual background growth rates of 0.5 percent per year for the 2025 through 2030 period and 0.25 percent for the 2030 through 2031 period. These background growth rates, recommended in the 2025 *CEQR Technical Manual* for projects in Brooklyn outside of Downtown Brooklyn, are applied to account for smaller projects and as-of-right developments not reflected in **Table 2-3** in **Chapter 2, "Land Use, Zoning, and Public Policy,"** and general increases in travel demand not attributable to specific development projects.

Under No Action conditions, demand at all analyzed subway stations is expected to increase as a result of new development and/or background growth. The results of the analysis of No Action AM and PM peak hour conditions at Flushing Avenue (G) and Myrtle-Willoughby (G) stations are shown in **Tables 8-26** through **8-27** and discussed below

As shown in **Table 8-26**, in the No-Action condition, all analyzed stairs at Flushing Avenue and Myrtle-Willoughby stations would operate at an acceptable LOS A or LOS B in both the AM and PM peak hours. As shown in **Table 8-27**, in the No-Action condition, all analyzed fare arrays at Flushing Avenue and Myrtle-Willoughby stations would operate at an acceptable LOS A or LOS B in both the AM and PM peak hours.

TABLE 8-26
No-Action Condition Subway Station Stair Analysis

Peak Hour	Station	Stair	Total Width (ft.)	Effective Width (ft.)	Peak Hour Volumes		Surging Factor		Friction Factor	V/C Ratio	LOS
					Up	Down	Up	Down			
AM	Flushing Av (G)	S1/P1/P2A/P2B	5.00	4.00	376	211	0.75	1.00	0.90	0.41	A
		S2/P3/P4	5.50	4.50	291	244	0.75	1.00	0.90	0.32	A
	Myrtle Willoughby Avs (G)	S3/P3A/P3B	5.00	4.00	119	191	0.75	1.00	0.90	0.20	A
		S4/P4A/P4B	5.00	4.00	173	671	0.75	1.00	0.90	0.52	B
PM	Flushing Av (G)	S1/P1/P2A/P2B	5.00	4.00	207	231	0.75	1.00	0.90	0.29	A
		S2/P3/P4	5.50	4.50	190	294	0.75	1.00	0.90	0.28	A
	Myrtle Willoughby Avs (G)	S3/P3A/P3B	5.00	4.00	189	161	0.75	1.00	0.90	0.24	A
		S4/P4A/P4B	5.00	4.00	278	345	0.75	1.00	0.90	0.41	A

TABLE 8-27
No-Action Condition Subway Station Fare Array Analysis

Peak Hour	Station	Control Area	Control Elements			Peak Hour Volumes		Surging Factor		Friction Factor	V/C Ratio	LOS
			Turnstile	HEET	HXT	System Entries	System Exits	System Entries	System Exits			
AM	Flushing Av (G)	N414	3	0	0	211	376	1.00	0.75	0.90	0.15	A
		N414A	3	2	0	244	291	1.00	0.75	0.90	0.09	A
	Myrtle Willoughby Avs (G)	N415	3	0	0	367	212	1.00	0.75	0.90	0.15	A
		N416	0	2	1	671	173	1.00	0.75	0.90	0.51	B
PM	Flushing Av (G)	N414	3	0	0	231	207	1.00	0.75	0.90	0.11	A
		N414A	3	2	0	294	190	1.00	0.75	0.90	0.09	A
	Myrtle Willoughby Avs (G)	N415	3	0	0	297	362	1.00	0.75	0.90	0.17	A
		N416	0	2	1	345	278	1.00	0.75	0.90	0.31	A

SUBWAY LINE HAUL

Table 8-28 shows anticipated 2031 No-Action line haul conditions at the maximum load point on the G subway route operating in proximity to the Project Area that would generate 200 or more new subway trips in one direction per route. The data in **Table 8-28** reflect both background growth to 2031 period and the addition of demand from new development within the Project Area and its proximity.

As shown in **Table 8-28**, in the No-Action condition, southbound G trains are expected to operate over capacity in the peak direction in the AM peak hour with a v/c ratio of 1.07 (compared to a v/c ratio of 1.00 under existing conditions). The northbound G trains are expected to operate over capacity in the peak direction in the PM peak hour with a v/c ratio of 1.08 (compared to a v/c ratio of 1.01 under existing conditions).

TABLE 8-28
No-Action Condition Subway Line Haul Analysis

Peak Period	Route	Direction	Maximum Load Point (leaving station)	Average Trains per Hour (1)(2)	Average Cars Per Hour per Train	Average Passengers per Hour (1)(2)	Average Passengers per Car (1)(2)	Guideline Passengers per Car (3)	V/C Ratio (4)
AM	G	SB	Clinton - Washington Avs	8.6	5.0	5296	123	115	1.07
PM	G	NB	Fulton St	8.1	5.0	5020	124	115	1.08

Notes:
(1) AM data is based on a 3-year average of pre-pandemic ridership and train throughput data from NYCT.
(2) PM data is based on 2017-18 ridership and 2019 train throughput data from NYCT.
(3) 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.
(4) Volume to guideline capacity ratio.
(5) No-Action passenger volumes reflect demand from No-Action development plus background growth rates of 0.5 percent/year to account for growth in demand during the first five year and then 0.25 percent/year until 2031 as per 2025 *CEQR Technical Manual* guidance.

BUS SERVICE

The Future No Action bus volumes reflect both background growth to 2031 period and the addition of demand from new development within the Project Area and its proximity. These background growth rates, recommended in the 2025 *CEQR Technical Manual* for projects in Brooklyn outside of Downtown Brooklyn, are applied to account for smaller projects and as-of-right developments not reflected in **Table 2-3** in **Chapter 2, "Land Use, Zoning, and Public Policy,"** and general increases in travel demand not attributable to specific development projects.

Demand on the local bus services operating in the vicinity of the Project Area is expected to increase through to the build year (2031) as a result of background growth as well as demand from new development. As shown in **Table 8-29**, existing levels of bus service are expected to be sufficient to provide adequate supply to meet the projected demand in the 2031 No Action condition for the analyzed B44 SBS bus route in both the AM and PM peak hours. The analyzed bus route would operate with available capacity in each direction during the weekday AM and PM peak hours under the No Action condition.

TABLE 8-29
No-Action Condition Local Bus Analysis

Peak Hour	Route	Direction	Maximum Load Point	Peak Hour Passengers[1]	No Action Conditions with Current Service Levels		
					Peak Hour Buses[1]	Average Passengers per Bus	Available Capacity[2]
AM	B44 SBS	NB	Rogers Av/Clarkson Av	635	11	58	300
		SB	Nostrand Av/Fulton St	515	10	52	335
PM	B44 SBS	NB	Rogers Av/Saint Johns Place	395	9	44	370
		SB	Nostrand Av/Clarkson Av	536	10	54	314

Notes:
(1) Based on most currently available data (October 2023) from NYCT/MTA Bus, provided in 2024. No-Action passenger volumes reflect demand from No-Action development plus background growth by 0.5 percent/year in demand during the 2023 to 2028 period and 0.25 percent per year until build year.
(2) Capacity based on MTA/NYCT loading guidelines of 54 pax per standard bus , loading guideline capacity of 85 pax per articulated bus

The Future With the Proposed Actions (With-Action Condition)

Subway Service

SUBWAY STATIONS

As shown in **Table 8-8**, the Proposed Actions are expected to generate approximately 722 and 725 incremental subway trips in the weekday AM and PM peak hours, respectively. Based on proximity to Projected Development Sites, the highest number of peak hour subway trips are expected to occur at the Flushing Avenue (G) station, which would experience an estimated 395 incremental trips (in and out combined) in the AM peak hour and 399 in the PM peak hour. Myrtle-Willoughby Avenue (G) station would experience an estimated 218 incremental trips in the AM and PM peak hour. The remaining subway trips were assigned to Bedford-Nostrand Avenue station, which would experience fewer than 200 trips in the AM and PM peak hours.

As shown in **Table 8-30**, in the With-Action condition, all analyzed stairs at Flushing Avenue and Myrtle-Willoughby stations would operate at an acceptable LOS A or B in both the AM and PM peak hours. As shown in **Table 8-31**, in the With-Action condition, all analyzed fare arrays at Flushing Avenue and Myrtle-Willoughby stations would operate at an acceptable LOS A or B in both the AM and PM peak hours. As such, no significant adverse impacts to subway stairs or fare arrays are expected to occur in the AM and PM peak hours.

TABLE 8-30
With-Action Condition Subway Station Stair Analysis

Peak Hour	Station	Stair	Total Width (ft.)	Effective Width (ft.)	Project Increment		Peak Hour Volumes		Surging Factor		Friction Factor	V/C Ratio	LOS
					Up	Down	Up	Down	Up	Down			
AM	Flushing Av (G)	S1/P1/P2A/P2B	5.00	4.00	164	34	540	245	0.75	1.00	0.90	0.56	B
		S2/P3/P4	5.50	4.50	164	34	455	278	0.75	1.00	0.90	0.45	A
	Myrtle Willoughby Avs (G)	S3/P3A/P3B	5.00	4.00	107	23	226	214	0.75	1.00	0.90	0.30	A
		S4/P4A/P4B	5.00	4.00	72	15	245	686	0.75	1.00	0.90	0.58	B
PM	Flushing Av (G)	S1/P1/P2A/P2B	5.00	4.00	28	171	235	402	0.75	1.00	0.90	0.41	A
		S2/P3/P4	5.50	4.50	28	171	218	465	0.75	1.00	0.90	0.39	A
	Myrtle Willoughby Avs (G)	S3/P3A/P3B	5.00	4.00	18	112	207	273	0.75	1.00	0.90	0.32	A
		S4/P4A/P4B	5.00	4.00	12	75	290	420	0.75	1.00	0.90	0.47	B

TABLE 8-31
With-Action Condition Subway Station Fare Array Analysis

Peak Hour	Station	Control Area	Control Elements			Project Increment		Peak Hour Volumes		Surging Factor		Friction Factor	V/C Ratio	LOS
			Turnstile	HEET	HXT	System Entries	System Exits	System Entries	System Exits	System Entries	System Exits			
AM	Flushing Av (G)	N414	3	0	0	34	164	245	540	1.00	0.75	0.90	0.20	A
		N414A	3	2	0	34	164	278	455	1.00	0.75	0.90	0.12	A
	Myrtle Willoughby Avs (G)	N415	3	0	0	23	107	390	319	1.00	0.75	0.90	0.18	A
		N416	0	2	1	15	72	686	245	1.00	0.75	0.90	0.54	B
PM	Flushing Av (G)	N414	3	0	0	171	28	402	235	1.00	0.75	0.90	0.17	A
		N414A	3	2	0	171	28	465	218	1.00	0.75	0.90	0.12	A
	Myrtle Willoughby Avs (G)	N415	3	0	0	112	18	409	380	1.00	0.75	0.90	0.20	A
		N416	0	2	1	75	12	420	290	1.00	0.75	0.90	0.37	A

SUBWAY LINE HAUL

Table 8-32 shows line haul conditions on the G subway route serving the Project Area in the With-Action condition. As shown in **Table 8-32**, under With Action conditions, southbound G trains are expected to operate over capacity in the peak direction in the AM peak hour with a v/c ratio of 1.08 (compared to a v/c ratio of 1.07 under No-Action conditions). The southbound G train in the AM peak hour is expected to experience an average of approximately 1.46 additional passengers per subway car as a result of the Proposed Actions. Under With Actions conditions, the northbound G trains are expected to operate over capacity in the peak direction in the PM peak hour with a v/c ratio of 1.09 (compared to a v/c ratio of 1.08 under No-Action conditions). The northbound G train in the PM peak hour is expected to experience an average of approximately 1.26 additional passengers per subway car as a result of the Proposed Actions. Since the Proposed Actions does not result in exceeding the incremental five passenger per car *CEQR Technical Manual* threshold, no significant adverse impacts to subway line haul conditions are expected to occur in the AM and PM peak hours.

TABLE 8-32
With-Action Condition Subway Line Haul Analysis

Peak Period	Route	Direction	Maximum Load Point (leaving station)	Average Trains per Hour (1)(2)	Average Cars Per Hour per Train	Project Increment	Average Passengers per Hour (1)(2)	Average Passengers per Car (1)(2)	Guideline Passengers per Car (3)	V/C Ratio (4)	Average Additional Passengers Per Car Per Hour
AM	G	SB	Clinton - Washington Avs	8.6	5.0	63	5359	124	115	1.08	1.46
PM	G	NB	Fulton St	8.1	5.0	51	5071	125	115	1.09	1.26

Notes:
(1) AM data is based on a 3-year average of pre-pandemic ridership and train throughput data from NYCT.
(2) PM data is based on 2017-18 ridership and 2019 train throughput data from NYCT.
(3) 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.
(4) Volume to guideline capacity ratio.

BUS SERVICE

As shown in **Table 8-8**, Projected Development Sites are expected to generate a net total of approximately 270 and 280 new trips on the bus services operating in proximity to the Project Area during the weekday AM and PM peak hours, respectively. These local bus trips were assigned to each route based on proximity to Projected Development Sites. With the incremental increases in demand shown in **Table 8-33**, the analyzed B44 SBS bus route would continue to operate with available capacity at its maximum load point in both directions in the AM and PM peak hours. Therefore, no significant adverse impacts to bus line service are expected to occur in the AM and PM peak hours.

TABLE 8-33
With-Action Condition Local Bus Analysis

Peak Hour	Route	Direction	Maximum Load Point	Peak Hour Buses[1]	No Action Available Capacity[1,2]	Project Increment	With Action Available Capacity[2]
AM	B44 SBS	NB	Rogers Av/Clarkson Av	11	300	29	271
		SB	Nostrand Av/Fulton St	10	335	5	330
PM	B44 SBS	NB	Rogers Av/Saint Johns Place	9	370	4	366
		SB	Nostrand Av/Clarkson Av	10	314	24	290

Notes:
(1) Assumes service levels adjusted to address capacity shortfalls in the No Action condition.
(2) Capacity based on MTA/NYCT loading guidelines of 54 pax per standard bus , loading guideline capacity of 85 pax per articulated bus

I. PEDESTRIAN

Existing Conditions

Much of the area surrounding the Project Area is characterized by relatively light to moderate pedestrian flows during peak periods except for retail corridors and corridors providing access to area subway stations and bus routes. As discussed previously in Section E, "Level 2 Screening Assessment," the analysis of pedestrian conditions focuses on representative pedestrian elements where new trips generated by a proposed action are expected to be most concentrated. These elements—sidewalks, corner areas, and crosswalks—are primarily located in the vicinity of the Project Area and along corridors connecting the Project Area to surrounding transit services. As shown in **Figure 8-4e**, they include a total of 99 elements (29 sidewalks, 22 crosswalks, and 48 corner areas) primarily located along the Flushing Avenue, Park Avenue, and Myrtle Avenue corridors.

Sidewalks

Data from pedestrian counts predominantly conducted in September 2024 indicate that the highest pedestrian flows at analyzed sidewalks within the study area are generally found along commercial corridors and corridors providing access to subway station entrances, including Flushing Avenue and Myrtle Avenue. The effective width (i.e., accounting for shy distance from fixed objects) of the analyzed sidewalks ranged from 0.5 to 9 feet in width. Features typically present along study area sidewalks that can reduce the effective width available for pedestrian flow include street furniture such as sign posts, traffic signal and lamp posts, fire hydrants and tree pits, as well as larger installations such as subway entrances.

Table 8-34 shows the existing peak hour pedestrian volumes, average pedestrian space in square feet per pedestrian (sf/ped), and platoon-adjusted levels of service at analyzed sidewalks. As shown in **Table 8-34**, all analyzed sidewalks currently operate at an acceptable LOS C or better in all peak hours with the exception of the north sidewalk along Flushing Avenue between Lee Avenue and Marcy Avenue, which operates at a LOS E in the AM peak hour and LOS D in the PM peak hour.

Crosswalks

The analyzed crosswalks were located at signalized intersections with pedestrian signals. Most crosswalks in the study area feature high visibility striping and analyzed crosswalks generally

range from 11 to 14 feet in width. **Table 8-40** shows the peak hour volumes, average pedestrian space (in sf/ped), and levels of service at analyzed crosswalks. As shown in **Table 8-40**, all analyzed crosswalks currently operate at an acceptable LOS A in all peak hours.

Corner Areas

Table 8-41 shows the peak hour volumes, average pedestrian space (in sf/ped) and levels of service at analyzed corner areas. As shown in **Table 8-41**, all analyzed corner areas currently operate at an acceptable LOS A in all peak hours.

TABLE 8-34
Existing Sidewalk Conditions

No.	Location	Effective Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
S1	North Sidewalk along Flushing Ave between Bedford Ave and Lee Ave	4.0	313		776		133.2		73.6		B		C	
S2	South Sidewalk along Flushing Ave between Bedford Ave and Spencer St	4.5	405		427	428	101.5		151.6	134.5	B		B	B
S3	North Sidewalk along Park Ave between Bedford Ave and Spencer St	6.0	239		307		254.3		278.4		B		B	
S4	South Sidewalk along Park Ave between Bedford Ave and Spencer St	9.0	376		395		212.1		328.3		B		B	
S5	North Sidewalk along Myrtle Ave between Bedford Ave and Spencer St	3.0	307		298		92.3		139.9		B		B	
S6	East Sidewalk along Spencer St between Flushing Ave and Parking Ave	0.5	71		102		89.8		67.5		C		C	
S7	South Sidewalk along Flushing Ave between Spencer St and Walworth St	4.5	493		411		68.6		154.0		C		B	
S8	North Sidewalk along Park Ave between Spencer St and Walworth St	7.0	120		133		545.1		658.5		A		A	
S9	East Sidewalk along Spencer St between Park Ave and Myrtle Ave	4.0			93				585.8				A	
S10	South Sidewalk along Park Ave between Spencer St and Walworth St	4.0	351		302	238	95.1		161.2	220.7	B		B	B
S11	North Sidewalk along Myrtle Ave between Spencer St and Walworth St	9.0	258		183		342.4		537.4		B		A	
S12	South Sidewalk along Myrtle Ave between Spencer St and Walworth St	8.5			288				439.3				B	
S13	East Sidewalk along Walworth St between Flushing Ave and Park Ave	1.5	38		61		493.8		229.6		B		B	
S14	West Sidewalk along Walworth St between Flushing Ave and Park Ave	1.5			78				237.4				B	
S15	North Sidewalk along Park Ave between Walworth St and Warsoff Pl	7.5	99		76	45	995.9		1,188.0	1,240.8	A		A	A
S16	East Sidewalk along Walworth St between Park Ave and Myrtle Ave	2.0	37		71		607.8		361.3		A		B	
S17	South Sidewalk along Park Ave between Walworth St and Warsoff Pl	7.5	305		163	112	217.9		517.4	763.6	B		B	A
S18	West Sidewalk along Walworth St between Park Ave and Myrtle Ave	3.5	93		133		393.3		337.5		B		B	
S19	North Sidewalk along Myrtle Ave between Walworth St and Sanford St	2.0	256		162		73.5		146.3		C		B	
S20	South Sidewalk along Flushing St between Warsoff Pl and Nostrand Ave	6.5	365		345		180.2		241.5		B		B	
S21	West Sidewalk along Warsoff Pl between Flushing Ave and Park Ave	5.5	280		66	76	170.8		989.9	722.1	B		A	A
S22	North Sidewalk along Park Ave between Warsoff Pl and Nostrand Ave	8.0	81		42		1,220.2		2,112.0		A		A	
S23	South Sidewalk along Park Ave between Warsoff Pl and Nostrand Ave	4.0	120		146		417.0		386.1		B		B	
S24	West Sidewalk along Sandford St between Park Ave and Myrtle Ave	1.5			46	10			351.1	1,188.0			B	A
S25	North Sidewalk along Myrtle Ave between Sandford St and Nostrand	2.5	224		192		128.6		166.7		B		B	
S26	North Sidewalk along Flushing Ave between Lee Ave and Marcy Ave	1.5	666		461		16.0		39.4		E		D	
S27	North Sidewalk along Park Ave between Nostrand Ave and Marcy Ave	3.5	46		54		1,060.5		698.1		A		A	
S28	North Sidewalk along Myrtle Ave between Nostrand Ave and Marcy Ave	6.0			277				315.5				B	
S29	West Sidewalk along Marcy Ave between Flushing Ave and Park Ave	7.5			259				412.7				B	

Note: Sidewalk elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

TABLE 8-35
Existing Crosswalk Conditions

Intersection	Crosswalk		Crosswalk Width	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Level of Service			
				AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Bedford Ave & Flushing Ave	X1	North	12.0	261		395		88.8		68.9		A		A	
Spencer St & Park Ave	X2	North	16.0	179		164		172.6		334.0		A		A	
Spencer St & Park Ave	X3	East	11.0			141				153.8				A	
Spencer St & Park Ave	X4	South	14.0			290				151.7				A	
Spencer St & Myrtle Ave	X5	North	16.0	267		202		139.2		213.0		A		A	
Spencer St & Myrtle Ave	X6	South	17.5			280				172.5				A	
Walworth St & Flushing Ave	X7	East	11.0	53		67		480.4		419.4		A		A	
Walworth St & Park Ave	X8	North	13.0	105		92	72	320.1		424.0	401.7	A		A	A
Walworth St & Park Ave	X9	East	12.0	37		54		664.8		460.1		A		A	
Walworth St & Park Ave	X10	South	12.0			173				246.7				A	
Walworth St & Park Ave	X11	West	12.5			105				273.6				A	
Walworth St & Myrtle Ave	X12	North	14.0	228		155	137	137.8		244.0	287.1	A		A	A
Walworth St & Myrtle Ave	X13	South	14.0			194				214.5				A	
Warsoff Pl & Flushing Ave	X14	South	13.5	355		349	291	230.0		293.3	323.1	A		A	A
Warsoff Pl & Park Ave	X15	North	14.5	65		43		654.8		926.0		A		A	
Warsoff Pl & Park Ave	X16	South	13.5	131		137		326.4		339.1		A		A	
Warsoff Pl & Park Ave	X17	West	12.0			43	49			438.2	404.4			A	A
Sandford St & Myrtle Ave	X18	North	16.5	171		162		202.9		329.1		A		A	
Nostrand Ave & Flushing Ave	X19	North	18.0	495		485		91.7		124.5		A		A	
Nostrand Ave & Park Ave	X20	North	14.0	79		60		507.9		574.2		A		A	
Nostrand Ave & Myrtle Ave	X21	North	14.0	227		234		149.0		171.5		A		A	
Marcy Ave & Flushing Ave	X22	North	13.0	470		573		62.8		72.3		A		A	

Note: Crosswalk elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

TABLE 8-36
Existing Corner Conditions

Intersection	Corner		Average Pedestrian Space (ft^2/ped)				Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT
Bedford Ave & Flushing Ave	C01	NE	166.4		118.7		A		A	
Bedford Ave & Flushing Ave	C02	SE	130.9		124.4	140.7	A		A	A
Bedford Ave & Flushing Ave	C03	NW	200.1		174.4		A		A	
Bedford Ave & Park Ave	C04	NE	114.3		133.2		A		A	
Bedford Ave & Park Ave	C05	SE			122.2				A	
Bedford Ave & Myrtle Ave	C06	NE	165.8		181.7		A		A	
Bedford Ave & Myrtle Ave	C07	SE	82.5		83.8		A		A	
Spencer St & Park Ave	C08	NE	238.1		306.7	317.6	A		A	A
Spencer St & Park Ave	C09	SE	146.8	303.3	237.3	270.8	A	A	A	A
Spencer St & Park Ave	C10	SW			177.5				A	
Spencer St & Park Ave	C11	NW	189.5		275.8		A		A	
Spencer St & Myrtle Ave	C12	NE	134.3		325.8	325.8	A		A	A
Spencer St & Myrtle Ave	C13	SE			272.6				A	
Spencer St & Myrtle Ave	C14	SW			181.6				A	
Spencer St & Myrtle Ave	C15	NW	146.2		199.9	221.3	A		A	A
Walworth St & Flushing Ave	C16	SE	185.1		198.5		A		A	
Walworth St & Flushing Ave	C17	SW	267.1		256.4	121.4	A		A	A
Walworth St & Park Ave	C18	NE	577.3	833.5	601.6	313.2	A	A	A	A
Walworth St & Park Ave	C19	SE	217.1		461.7	328.0	A		A	A
Walworth St & Park Ave	C20	SW	158.6	380.6	340.3	270.3	A	A	A	A
Walworth St & Park Ave	C21	NW	329.0	642.8	457.2	341.3	A	A	A	A
Walworth St & Myrtle Ave	C22	NE	313.8		475.9	598.3	A		A	A
Walworth St & Myrtle Ave	C23	SE			453.8				A	
Walworth St & Myrtle Ave	C24	SW			350.7				A	
Walworth St & Myrtle Ave	C25	NW	293.2		367.3	557.8	A		A	A
Warsoff Pl & Flushing Ave	C26	SE			250.5				A	
Warsoff Pl & Flushing Ave	C27	SW	150.8		241.4	192.1	A		A	A
Warsoff Pl & Park Ave	C28	NE	1,264.4		1,455.8		A		A	
Warsoff Pl & Park Ave	C29	SE	305.0		330.1		A		A	
Warsoff Pl & Park Ave	C30	SW	203.1	538.2	495.4	581.0	A	A	A	A
Warsoff Pl & Park Ave	C31	NW	177.9	619.0	630.8	683.2	A	A	A	A
Sandford St & Myrtle Ave	C32	NE	223.9		286.3		A		A	
Sandford St & Myrtle Ave	C33	NW	264.4		493.0	562.0	A		A	A
Nostrand Ave & Flushing Ave	C34	NE	133.6		169.7		A		A	
Nostrand Ave & Flushing Ave	C35	SW			565.0				A	
Nostrand Ave & Flushing Ave	C36	NW	140.7		143.8	141.9	A		A	A
Nostrand Ave & Park Ave	C37	NE	817.4		769.8		A		A	
Nostrand Ave & Park Ave	C38	SE	639.0		594.1		A		A	
Nostrand Ave & Park Ave	C39	SW			324.1				A	
Nostrand Ave & Park Ave	C40	NW	821.4		1,059.2		A		A	
Nostrand Ave & Myrtle Ave	C41	NE	266.8		265.7		A		A	
Nostrand Ave & Myrtle Ave	C42	SW	347.7		284.6		A		A	
Nostrand Ave & Myrtle Ave	C43	NW	361.9		358.6		A		A	
Marcy Ave & Flushing Ave	C44	NE			124.3				A	
Marcy Ave & Flushing Ave	C45	SW			316.0				A	
Marcy Ave & Flushing Ave	C46	NW	101.2		105.9		A		A	
Marcy Ave & Park Ave	C47	SW			304.3				A	
Marcy Ave & Park Ave	C48	NW	442.6		378.4		A		A	

Note: Corner elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

The Future Without the Proposed Actions (No-Action Condition)

In the future, pedestrian volumes along analyzed sidewalks, crosswalks, and corner areas are expected to increase due to long-term background growth. To forecast future pedestrian volumes in the No-Action condition, development on sites within a quarter-mile radius of the Project Area shown in **Figure 8-7** and summarized in **Table 2-3** in **Chapter 2**, **"Land Use, Zoning, and Public Policy,"** were considered. Conditions on analyzed sidewalks, crosswalks, and corner areas in the No-Action condition are discussed below.

Sidewalks

Table 8-37 shows the No-Action peak hour pedestrian volumes, average pedestrian space, and levels of service at analyzed sidewalks. As shown in **Table 8-37**, all analyzed sidewalks are projected to operate at an acceptable LOS C or better in all peak hours except for one sidewalk. The north sidewalk along Flushing Avenue between Lee Avenue and Marcy Avenue is expected to operate at a LOS F in the AM peak hour and a LOS E in the PM peak hour.

Crosswalks

Table 8-38 shows the peak hour volumes, average pedestrian space, and levels of service at analyzed crosswalks in the No-Action condition. As shown in **Table 8-38**, all analyzed crosswalks are expected to operate at an acceptable LOS C or better in all peak hours in the No-Action condition.

Corner Areas

Table 8-39 shows the peak hour volumes, average pedestrian space, and levels of service at analyzed corner areas in the No-Action condition. As shown in **Table 8-39**, all analyzed corner areas are expected to continue to operate at an acceptable LOS C or better in all peak hours in the No-Action condition.

TABLE 8-37
No-Action Sidewalk Conditions

No.	Location	Effective Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
S1	North Sidewalk along Flushing Ave between Bedford Ave and Lee Ave	4.0	522		1,076		77.5		52.0		C		C	
S2	South Sidewalk along Flushing Ave between Bedford Ave and Spencer St	4.5	847		1,098	1,144	47.5		58.0	49.3	C		C	C
S3	North Sidewalk along Park Ave between Bedford Ave and Spencer St	6.0	459		624		126.8		133.0		B		B	
S4	South Sidewalk along Park Ave between Bedford Ave and Spencer St	9.0	499		570		159.3		226.6		B		B	
S5	North Sidewalk along Myrtle Ave between Bedford Ave and Spencer St	3.0	453		522		61.2		78.4		C		C	
S6	East Sidewalk along Spencer St between Flushing Ave and Parking Ave	5.0	307		481		208.7		144.5		B		B	
S7	South Sidewalk along Flushing Ave between Spencer St and Walworth St	7.5	1,195		1,507		46.5		69.2		C		C	
S8	North Sidewalk along Park Ave between Spencer St and Walworth St	7.0	269		339		227.7		245.8		B		B	
S9	East Sidewalk along Spencer St between Park Ave and Myrtle Ave	4.0			324				167.9				B	
S10	South Sidewalk along Park Ave between Spencer St and Walworth St	8.5	436		419	360	163.0		246.0	310.2	B		B	B
S11	North Sidewalk along Myrtle Ave between Spencer St and Walworth St	9.0	354		319		244.6		302.5		B		B	
S12	South Sidewalk along Myrtle Ave between Spencer St and Walworth St	8.5			421				299.7				B	
S13	East Sidewalk along Walworth St between Flushing Ave and Park Ave	6.0	67		107		1,120.6		523.9		A		B	
S14	West Sidewalk along Walworth St between Flushing Ave and Park Ave	5.0			333				185.2				B	
S15	North Sidewalk along Park Ave between Walworth St and Warsoff Pl	7.5	336		437	441	278.3		199.0	120.9	B		B	B
S16	East Sidewalk along Walworth St between Park Ave and Myrtle Ave	2.0	77		137		291.9		187.0		B		B	
S17	South Sidewalk along Park Ave between Walworth St and Warsoff Pl	7.5	405		309	268	163.5		271.9	316.6	B		B	B
S18	West Sidewalk along Walworth St between Park Ave and Myrtle Ave	3.5	170		246		215.0		182.2		B		B	
S19	North Sidewalk along Myrtle Ave between Walworth St and Sanford St	6.5	438		385		138.7		197.2		B		B	
S20	South Sidewalk along Flushing St between Warsoff Pl and Nostrand Ave	6.5	717		905		90.9		91.3		B		B	
S21	West Sidewalk along Warsoff Pl between Flushing Ave and Park Ave	5.5	325		120	146	147.1		544.4	375.8	B		A	B
S22	North Sidewalk along Park Ave between Warsoff Pl and Nostrand Ave	8.0	331		379		282.2		224.3		B		B	
S23	South Sidewalk along Park Ave between Warsoff Pl and Nostrand Ave	4.0	228		318		217.4		175.9		B		B	
S24	West Sidewalk along Sandford St between Park Ave and Myrtle Ave	5.5			102	54			580.7	806.6			A	A
S25	North Sidewalk along Myrtle Ave between Sandford St and Nostrand Ave	3.0	352		368		96.6		102.1		B		B	
S26	North Sidewalk along Flushing Ave between Lee Ave and Marcy Ave	1.5	908		754		9.8		22.4		F		E	
S27	North Sidewalk along Park Ave between Nostrand Ave and Marcy Ave	7.0	208		267		437.4		269.1		B		B	
S28	North Sidewalk along Myrtle Ave between Nostrand Ave and Marcy Ave	6.0			484				178.1				B	
S29	West Sidewalk along Marcy Ave between Flushing Ave and Park Ave	7.5			589				178.8				B	

Note: Sidewalk elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

TABLE 8-38
No-Action Crosswalk Conditions

Intersection	Crosswalk		Crosswalk Width	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Level of Service			
				AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Bedford Ave & Flushing Ave	X1	North	12.0	427		641		50.4		39.3		B		C	
Spencer St & Park Ave	X2	North	16.0	392		469		70.7		108.4		A		A	
Spencer St & Park Ave	X3	East	11.0			424				48.3				B	
Spencer St & Park Ave	X4	South	14.0			458				92.3				A	
Spencer St & Myrtle Ave	X5	North	16.0	412		424		87.0		96.8		A		A	
Spencer St & Myrtle Ave	X6	South	17.5			547				83.5				A	
Walworth St & Flushing Ave	X7	East	11.0	59		77		423.5		357.7		A		A	
Walworth St & Park Ave	X8	North	13.0	311		387	396	96.7		91.2	64.9	A		A	A
Walworth St & Park Ave	X9	East	12.0	82		131		293.1		181.2		A		A	
Walworth St & Park Ave	X10	South	12.0			336				123.1				A	
Walworth St & Park Ave	X11	West	12.5			267				104.9				A	
Walworth St & Myrtle Ave	X12	North	14.0	360		346	340	83.3		103.5	110.2	A		A	A
Walworth St & Myrtle Ave	X13	South	14.0			368				109.2				A	
Warsoff Pl & Flushing Ave	X14	South	13.5	740		939	919	104.7		106.3	99.1	A		A	A
Warsoff Pl & Park Ave	X15	North	14.5	314		379		105.0		81.8		A		A	
Warsoff Pl & Park Ave	X16	South	13.5	239		309		154.1		129.1		A		A	
Warsoff Pl & Park Ave	X17	West	12.0			121	123			123.0	125.5			A	A
Sandford St & Myrtle Ave	X18	North	16.5	295		335		116.0		152.1		A		A	
Nostrand Ave & Flushing Ave	X19	North	18.0	768		837		52.8		65.0		B		A	
Nostrand Ave & Park Ave	X20	North	14.0	279		326		132.1		96.8		A		A	
Nostrand Ave & Myrtle Ave	X21	North	14.0	380		440		88.4		88.0		A		A	
Marcy Ave & Flushing Ave	X22	North	13.0	935		1,267		31.3		31.5		C		C	

Note: Crosswalk elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

TABLE 8-39
No-Action Corner Conditions

Intersection	Corner		Average Pedestrian Space (ft^2/ped)				Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT
Bedford Ave & Flushing Ave	C01	NE	104.1		78.8		A		A	
Bedford Ave & Flushing Ave	C02	SE	74.6		69.1	71.5	A		A	A
Bedford Ave & Flushing Ave	C03	NW	138.1		122.1		A		A	
Bedford Ave & Park Ave	C04	NE	66.1		80.3		A		A	
Bedford Ave & Park Ave	C05	SE			85.9				A	
Bedford Ave & Myrtle Ave	C06	NE	111.4		114.3		A		A	
Bedford Ave & Myrtle Ave	C07	SE	52.8		50.7		B		B	
Spencer St & Park Ave	C08	NE	100.0		100.6	73.4	A		A	A
Spencer St & Park Ave	C09	SE	92.8	137.7	109.1	93.9	A	A	A	A
Spencer St & Park Ave	C10	SW			115.9				A	
Spencer St & Park Ave	C11	NW	107.6		134.4		A		A	
Spencer St & Myrtle Ave	C12	NE	86.6		133.9	125.0	A		A	A
Spencer St & Myrtle Ave	C13	SE			119.5				A	
Spencer St & Myrtle Ave	C14	SW			110.9				A	
Spencer St & Myrtle Ave	C15	NW	97.4		110.9	116.4	A		A	A
Walworth St & Flushing Ave	C16	SE	136.1		116.0		A		A	
Walworth St & Flushing Ave	C17	SW	100.9		71.5	48.7	A		A	B
Walworth St & Park Ave	C18	NE	195.6	202.3	160.4	100.9	A	A	A	A
Walworth St & Park Ave	C19	SE	151.6		229.4	166.9	A		A	A
Walworth St & Park Ave	C20	SW	101.8	191.7	169.2	126.4	A	A	A	A
Walworth St & Park Ave	C21	NW	153.1	192.9	159.3	109.8	A	A	A	A
Walworth St & Myrtle Ave	C22	NE	226.1		254.0	248.2	A		A	A
Walworth St & Myrtle Ave	C23	SE			240.8				A	
Walworth St & Myrtle Ave	C24	SW			196.3				A	
Walworth St & Myrtle Ave	C25	NW	185.5		191.8	231.8	A		A	A
Warsoff Pl & Flushing Ave	C26	SE			113.7				A	
Warsoff Pl & Flushing Ave	C27	SW	86.9		103.0	82.8	A		A	A
Warsoff Pl & Park Ave	C28	NE	275.4		212.0		A		A	
Warsoff Pl & Park Ave	C29	SE	177.2		155.5		A		A	
Warsoff Pl & Park Ave	C30	SW	137.4	230.8	200.8	204.8	A	A	A	A
Warsoff Pl & Park Ave	C31	NW	83.8	151.8	117.9	119.2	A	A	A	A
Sandford St & Myrtle Ave	C32	NE	277.6		294.4		A		A	
Sandford St & Myrtle Ave	C33	NW	169.3		225.7	235.6	A		A	A
Nostrand Ave & Flushing Ave	C34	NE	90.0		109.4		A		A	
Nostrand Ave & Flushing Ave	C35	SW			163.0				A	
Nostrand Ave & Flushing Ave	C36	NW	86.5		87.2	87.8	A		A	A
Nostrand Ave & Park Ave	C37	NE	297.3		218.0		A		A	
Nostrand Ave & Park Ave	C38	SE	300.0		254.4		A		A	
Nostrand Ave & Park Ave	C39	SW			99.2				A	
Nostrand Ave & Park Ave	C40	NW	204.8		178.8		A		A	
Nostrand Ave & Myrtle Ave	C41	NE	152.2		132.9		A		A	
Nostrand Ave & Myrtle Ave	C42	SW	202.8		151.7		A		A	
Nostrand Ave & Myrtle Ave	C43	NW	197.6		162.9		A		A	
Marcy Ave & Flushing Ave	C44	NE			38.4				C	
Marcy Ave & Flushing Ave	C45	SW			145.3				A	
Marcy Ave & Flushing Ave	C46	NW	60.6		59.2		A		B	
Marcy Ave & Park Ave	C47	SW			135.5				A	
Marcy Ave & Park Ave	C48	NW	170.1		125.1		A		A	

Note: Corner elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

The Future With the Proposed Actions (With-Action Condition)

Incremental pedestrian demand generated by the Proposed Actions by 2031 would include trips made solely by walking, as well as pedestrian trips en route to and from subway station entrances, bus stops, and nearby parking facilities. Pedestrian trips generated by the Proposed Actions are expected to be most concentrated in proximity to the Project Area and along corridors connecting the Project Area to surrounding transit services.

As shown in **Table 8-8**, the Proposed Actions are expected to generate a net total of approximately 1,643 walk-only trips in the weekday AM peak hour, 936 in the midday peak hour, 2,428 in the PM peak hour and 1,496 in the Saturday peak hour. Persons en route to and from subway station entrances, bus stops, and nearby parking facilities would add approximately 1,092, 234, 1,162, and 377 additional pedestrian trips to Project Area sidewalks and crosswalks during these same periods, respectively. These pedestrian volumes were added to the projected No-Action volumes to generate the With-Action pedestrian volumes for analysis.

Anticipated conditions and significant adverse impacts at analyzed sidewalks, crosswalks, and corner areas in the With-Action condition are shown in **Tables 8-40** through **8-42**. As discussed previously in Section G, Traffic, the Applicant intends to set back each of the new school buildings five feet from the street line, thereby increasing the effective sidewalk width along these frontages and improving the overall pedestrian traffic flow in the area. As detailed below, six sidewalks out of the 29 analyzed would be impacted in one or more peak hours. None of the 22 analyzed crosswalks or 48 analyzed corners are expected to be impacted in any peak hours. To the extent practicable measures to mitigate these impacts have been identified, they are described in **Chapter 16, "Mitigation**.**"** To the extent there are no practicable measures to fully mitigate these impacts, they would be unmitigated or only partially mitigated, as the case may be.

Sidewalks

Table 8-40 shows the incremental change in peak hour pedestrian volumes attributable to the Proposed Actions and the total With-Action pedestrian volumes, average pedestrian space, and levels of service at analyzed sidewalks. In addition, **Table 8-40** identifies the sidewalks that are expected to be significantly adversely impacted in one or more peak hours based on the 2025 *CEQR Technical Manual* criteria shown in **Table 8-17**. As shown in **Table 8-40**, there would be significant adverse impacts at six of the 29 analyzed sidewalks in one or more peak hours as a result of the Proposed Actions. These would include the:

- North sidewalk along Flushing Avenue between Bedford Avenue and Lee Avenue in the PM peak hour;
- South sidewalk along Flushing Avenue between Bedford Avenue and Spencer Street in the AM peak hour;
- North sidewalk along Myrtle Avenue between Bedford Avenue and Spencer Street in the AM peak hour;
- South sidewalk along Flushing Avenue between Spencer Street and Walworth Street in the AM peak hour;
- East sidewalk along Walworth Street between Park Avenue and Myrtle Avenue in the AM and PM peak hours; and
- North sidewalk along Flushing Avenue between Lee Avenue and Marcy Avenue in the AM and PM peak hours.

Crosswalks

Table 8-41 shows the incremental change in peak hour pedestrian volumes attributable to the Proposed Actions and the total With-Action pedestrian volumes, average pedestrian space, and levels of service at analyzed crosswalks. As shown in **Table 8-41**, based on the 2025 *CEQR Technical Manual* criteria shown in **Table 8-18**, there would be no significant adverse impacts at any of the 22 analyzed crosswalks as a result of the Proposed Actions.

Corner Areas

Table 8-42 shows the total With-Action pedestrian volumes, average pedestrian space, and levels of service at analyzed corner areas. As shown in **Table 8-42**, based on the 2025 *CEQR Technical Manual* criteria shown in **Table 8-18**, there would be no significant adverse impacts at any of the 48 analyzed corners as result of the Proposed Actions.

TABLE 8-40
With-Action Sidewalk Conditions

No.	Location	Effective Width (ft)	Project Increment				Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
S1	North Sidewalk along Flushing Ave between Bedford Ave and Lee Ave	4.0	371		449		893		1,525		45.0		36.1		C		D *	
S2	South Sidewalk along Flushing Ave between Bedford Ave and Spencer St	4.5	272		362	208	1,119		1,460	1,352	35.4		43.1	41.3	D *		C	C
S3	North Sidewalk along Park Ave between Bedford Ave and Spencer St	6.0	231		290		690		914		85.2		91.3		C		B	
S4	South Sidewalk along Park Ave between Bedford Ave and Spencer St	9.0			205				775				166.6				B	
S5	North Sidewalk along Myrtle Ave between Bedford Ave and Spencer St	3.0	240		344		693		866		39.5		46.8		D *		C	
S6	East Sidewalk along Spencer St between Flushing Ave and Parking Ave	5.0	225		257		532		738		120.1		93.9		B		B	
S7	South Sidewalk along Flushing Ave between Spencer St and Walworth St	7.5	282		356		1,477		1,863		37.1		55.7		D *		C	
S8	North Sidewalk along Park Ave between Spencer St and Walworth St	7.0	315		381		584		720		108.2		118.4		B		B	
S9	East Sidewalk along Spencer St between Park Ave and Myrtle Ave	4.0			217				541				100.2				B	
S10	South Sidewalk along Park Ave between Spencer St and Walworth St	8.5	204		332	298	640		751	658	110.8		137.3	169.5	B		B	B
S11	North Sidewalk along Myrtle Ave between Spencer St and Walworth St	9.0	275		349		629		668		138.6		145.6		B		B	
S12	South Sidewalk along Myrtle Ave between Spencer St and Walworth St	8.5			209				630				200.3				B	
S13	East Sidewalk along Walworth St between Flushing Ave and Park Ave	6.0	327		417		394		524		190.3		106.5		B		B	
S14	West Sidewalk along Walworth St between Flushing Ave and Park Ave	5.0			265				598				102.8				B	
S15	North Sidewalk along Park Ave between Walworth St and Warsoff Pl	7.5	432		539	249	768		976	690	125.0		90.4	78.1	B		B	C
S16	East Sidewalk along Walworth St between Park Ave and Myrtle Ave	2.0	759		879		836		1,016		24.9		23.1		D *		D *	
S17	South Sidewalk along Park Ave between Walworth St and Warsoff Pl	7.5	220		301	160	625		610	428	105.8		137.7	198.6	B		B	B
S18	West Sidewalk along Walworth St between Park Ave and Myrtle Ave	3.5	194		241		364		487		100.0		91.6		B		B	
S19	North Sidewalk along Myrtle Ave between Walworth St and Sanford St	6.5	319		379		757		764		80.3		99.7		C		B	
S20	South Sidewalk along Flushing St between Warsoff Pl and Nostrand Ave	6.5	140		208		857		1,113		75.9		74.0		C		C	
S21	West Sidewalk along Warsoff Pl between Flushing Ave and Park Ave	5.5	180		280	216	505		400	362	94.3		163.0	151.3	B		B	B
S22	North Sidewalk along Park Ave between Warsoff Pl and Nostrand Ave	8.0	336		398		667		777		143.7		111.4		B		B	
S23	South Sidewalk along Park Ave between Warsoff Pl and Nostrand Ave	4.0	210		286		438		604		113.3		92.5		B		B	
S24	West Sidewalk along Sandford St between Park Ave and Myrtle Ave	5.5			174	201			276	255			214.4	170.5			B	B
S25	North Sidewalk along Myrtle Ave between Sandford St and Nostrand Ave	3.0	336		397		688		765		49.0		48.8		C		C	
S26	North Sidewalk along Flushing Ave between Lee Ave and Marcy Ave	1.5	267		301		1,175		1,055		5.5		14.6		F *		E *	
S27	North Sidewalk along Park Ave between Nostrand Ave and Marcy Ave	7.0	293		325		501		592		188.8		124.2		B		B	
S28	North Sidewalk along Myrtle Ave between Nostrand Ave and Marcy Ave	6.0			210				694		112.0		124.5				B	
S29	West Sidewalk along Marcy Ave between Flushing Ave and Park Ave	7.5			199				788		152.3		133.9				B	

Note: * denotes a significant adverse impact based on *CEQR Technical Manual* criteria.
Sidewalk elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

TABLE 8-41
With-Action Crosswalk Conditions

Intersection	Crosswalk		Crosswalk Width	Project Increment				Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Level of Service			
				AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Bedford Ave & Flushing Ave	X1	North	12.0	207		280		634		921		32.9		26.3		C		C	
Spencer St & Park Ave	X2	North	16.0	239		301		631		770		43.9		64.1		B		A	
Spencer St & Park Ave	X3	East	11.0			250				674				29.0				C	
Spencer St & Park Ave	X4	South	14.0			238				696				57.6				B	
Spencer St & Myrtle Ave	X5	North	16.0	245		350		657		774		51.4		50.9		B		B	
Spencer St & Myrtle Ave	X6	South	17.5			229				776				57.1				B	
Walworth St & Flushing Ave	X7	East	11.0	283		345		342		422		70.5		61.7		A		A	
Walworth St & Park Ave	X8	North	13.0	402		512	230	713		899	626	40.3		37.0	39.7	B		C	C
Walworth St & Park Ave	X9	East	12.0	609		727	166	691		858	400	28.8		24.5	41.8	C		C	B
Walworth St & Park Ave	X10	South	12.0			220	139			556	431			72.4	80.2			A	A
Walworth St & Park Ave	X11	West	12.5			270	172			537	476			49.1	39.3			B	C
Walworth St & Myrtle Ave	X12	North	14.0	305		412	204	665		758	544	41.7		43.4	67.1	B		B	A
Walworth St & Myrtle Ave	X13	South	14.0			210				578				67.0				A	
Warsoff Pl & Flushing Ave	X14	South	13.5	158		232	129	898		1,171	1,048	85.6		84.0	86.5	A		A	A
Warsoff Pl & Park Ave	X15	North	14.5	336		398		650		777		52.4		40.7		B		B	
Warsoff Pl & Park Ave	X16	South	13.5	210		286		449		595		77.9		62.6		A		A	
Warsoff Pl & Park Ave	X17	West	12.0			266	284			387	407			36.0	35.6			C	C
Sandford St & Myrtle Ave	X18	North	16.5	336		397		631		732		49.7		67.5		B		A	
Nostrand Ave & Flushing Ave	X19	North	18.0	335		402		1,103		1,239		34.9		42.6		C		B	
Nostrand Ave & Park Ave	X20	North	14.0	306		352		585		678		61.6		44.3		A		B	
Nostrand Ave & Myrtle Ave	X21	North	14.0	193		228		573		668		56.3		56.2		B		B	
Marcy Ave & Flushing Ave	X22	North	13.0	267		301		1,202		1,568		24.8		24.6		C		C	

Note: * denotes a significant adverse impact based on *CEQR Technical Manual* criteria.
Crosswalk elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

TABLE 8-42
With-Action Corner Conditions

Intersection	Corner		Average Pedestrian Space (ft^2/ped)				Level of Service			
			AM	MD	PM	SAT	AM	MD	PM	SAT
Bedford Ave & Flushing Ave	C01	NE	78.7		61.6		A		A	
Bedford Ave & Flushing Ave	C02	SE	60.5		55.2	61.7	A		B	A
Bedford Ave & Flushing Ave	C03	NW	103.3		96.4		A		A	
Bedford Ave & Park Ave	C04	NE	56.6		68.3		B		A	
Bedford Ave & Park Ave	C05	SE			71.7				A	
Bedford Ave & Myrtle Ave	C06	NE	83.6		81.5		A		A	
Bedford Ave & Myrtle Ave	C07	SE	37.6		36.7		C		C	
Spencer St & Park Ave	C08	NE	56.3		52.1	52.2	B		B	B
Spencer St & Park Ave	C09	SE	61.9	103.4	65.3	62.5	A	A	A	A
Spencer St & Park Ave	C10	SW			89.6				A	
Spencer St & Park Ave	C11	NW	77.9		98.6		A		A	
Spencer St & Myrtle Ave	C12	NE	57.9		73.0	90.5	B		A	A
Spencer St & Myrtle Ave	C13	SE			83.9				A	
Spencer St & Myrtle Ave	C14	SW			87.7				A	
Spencer St & Myrtle Ave	C15	NW	66.3		73.4	89.4	A		A	A
Walworth St & Flushing Ave	C16	SE	92.9		71.2		A		A	
Walworth St & Flushing Ave	C17	SW	71.8		48.4	41.7	A		B	B
Walworth St & Park Ave	C18	NE	40.9	126.2	44.1	59.9	B	A	B	B
Walworth St & Park Ave	C19	SE	57.3		53.9	102.6	B		B	A
Walworth St & Park Ave	C20	SW	61.5	138.1	87.8	81.6	A	A	A	A
Walworth St & Park Ave	C21	NW	67.6	132.4	69.8	68.5	A	A	A	A
Walworth St & Myrtle Ave	C22	NE	93.2		75.8	135.9	A		A	A
Walworth St & Myrtle Ave	C23	SE			113.0				A	
Walworth St & Myrtle Ave	C24	SW			128.6				A	
Walworth St & Myrtle Ave	C25	NW	101.3		99.1	157.0	A		A	A
Warsoff Pl & Flushing Ave	C26	SE			91.9				A	
Warsoff Pl & Flushing Ave	C27	SW	70.8		77.2	67.7	A		A	A
Warsoff Pl & Park Ave	C28	NE	142.8		113.1		A		A	
Warsoff Pl & Park Ave	C29	SE	94.9		82.0		A		A	
Warsoff Pl & Park Ave	C30	SW	82.8	123.3	75.2	89.8	A	A	A	A
Warsoff Pl & Park Ave	C31	NW	47.2	90.2	46.8	61.2	B	A	B	A
Sandford St & Myrtle Ave	C32	NE	137.2		152.1		A		A	
Sandford St & Myrtle Ave	C33	NW	92.5		94.2	116.3	A		A	A
Nostrand Ave & Flushing Ave	C34	NE	62.3		80.2		A		A	
Nostrand Ave & Flushing Ave	C35	SW			132.6				A	
Nostrand Ave & Flushing Ave	C36	NW	63.1		62.6	73.3	A		A	A
Nostrand Ave & Park Ave	C37	NE	177.3		132.2		A		A	
Nostrand Ave & Park Ave	C38	SE	209.3		191.4		A		A	
Nostrand Ave & Park Ave	C39	SW			63.1				A	
Nostrand Ave & Park Ave	C40	NW	128.5		97.0		A		A	
Nostrand Ave & Myrtle Ave	C41	NE	107.3		98.3		A		A	
Nostrand Ave & Myrtle Ave	C42	SW	145.4		105.6		A		A	
Nostrand Ave & Myrtle Ave	C43	NW	129.9		99.7		A		A	
Marcy Ave & Flushing Ave	C44	NE			34.9				C	
Marcy Ave & Flushing Ave	C45	SW			137.2				A	
Marcy Ave & Flushing Ave	C46	NW	51.0		48.6		B		B	
Marcy Ave & Park Ave	C47	SW			93.6				A	
Marcy Ave & Park Ave	C48	NW	103.0		80.1		A		A	

Note: * denotes a significant adverse impact based on *CEQR Technical Manual* criteria.
Corner elements are analyzed for periods that exceed the *CEQR Technical Manual* threshold.

J. VEHICULAR AND PEDESTRIAN SAFETY EVALUATION

Recent DOT Initiatives

Vision Zero Brooklyn Pedestrian Safety Action Plan

The City's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. To drive these fatalities down, DOT and the New York City Police Department (NYPD) developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. These plans pinpoint the conditions and characteristics of pedestrian fatalities and severe injuries; they also identify priority corridors, intersections, and areas that disproportionately account for pedestrian fatalities and severe injuries, prioritizing them for safety interventions. The plans outline a series of recommended actions comprised of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on City streets that lead to pedestrian fatality and injury.

The *Vision Zero Brooklyn Pedestrian Safety Action Plan* was initially released on February 19, 2015, and updated in 2023. In proximity to the Project Area, the plan identifies Franklin Avenue, Nostrand Avenue, and Myrtle Avenue as "Priority Corridors." The Project Area is also located within a "Priority Area" and "Bike Priority Area." Actions recommended in the *Vision Zero Brooklyn Pedestrian Safety Action Plan* to enhance pedestrian safety in Brooklyn are summarized below.

ENGINEERING AND PLANNING

- Implement at least 50 Vision Zero safety engineering improvements at Priority Corridors, Intersections, and Areas Citywide, informed by community input.
- Expand exclusive pedestrian crossing time, install expanded speed limit signage, and modify signal timing to reduce off-speak speeding on Priority Corridors and Intersections where feasible.
- Expand community outreach and engagement with regard to Priority Corridors, Intersections, and Areas.
- Expand the off-hour delivery program to reduce truck conflicts with pedestrians.
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment.
- Expand a bicycle network in Brooklyn that improves safety for all road users.
- Proactively design for pedestrian safety in high-growth areas in Brooklyn.

ENFORCEMENT

- Deploy speed cameras at Priority Corridors, Intersections, and Areas.
- Focus enforcement and deploy dedicated resources to Brooklyn NYPD precincts that overlap substantially with Priority Areas.
- Prioritize targeted enforcement at all Priority Corridors, Intersections, and Areas annually.
- Focus failure-to-yield enforcement on nighttime hour (9:00 p.m. to midnight).
- Initiate a series of target truck enforcement blitzes to reduce failure to yield and keep trucks on truck routes.

EDUCATION AND AWARENESS CAMPAIGNS

- Target child and senior safety education at Priority Corridors and Priority Areas.
- Target intensive street-level outreach at Priority Corridors, Intersections, and Areas.

High Crash Locations

Crash data for analyzed intersections in the traffic and pedestrian study areas were obtained from DOT for the three-year period between January 1, 2019 and December 31, 2019 and January 1, 2023 and December 31, 2024 . The data quantify the total number of reportable crashes (involving a fatality, injury, or more than $1,000 in property damage) and non-reportable crashes as well as the total number of crashes involving injuries to pedestrians or bicyclists. During the three-year period, a total of 820 reportable and non-reportable crashes, four fatalities, 325 total injuries, and 102 pedestrian/bicyclist injury crashes occurred at intersections within the quarter-mile study area.

According to the 2025 *CEQR Technical Manual*, a high crash location is defined as those along a Vision Zero Priority Intersection where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero Priority Corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high crash location. As shown in **Table 8-43**, five intersections, all of which are located along a Vision Zero Priority Corridor, were found to have experienced a total of three or more pedestrian/bicyclist injury crashes in any one year. Three of the five intersections were also analyzed in the traffic or pedestrian analyses: Flushing Avenue at Franklin Avenue, Flushing Avenue at Lee Avenue/Nostrand Avenue, and Myrtle Avenue at Marcy Avenue. As such, these three intersections have been selected for the safety assessment and are discussed below.

FLUSHING AVENUE AT FRANKLIN AVENUE

This intersection is located on a priority corridor. At this intersection, a total of three pedestrian injury crashes and zero bicycle injury crashes occurred in 2019. One pedestrian injury crash and zero bicycle injury crashes occurred in 2023. Zero pedestrian injury crashes and two bicycle injury crashes occurred in 2024. The intersection is signalized and includes pedestrian signals with countdown clocks and striped crosswalks at each approach.

No correlation is observed between the apparent contributing factors of these crashes. New York City has recently installed a Leading Pedestrian Interval (LPI) at this intersection in 2023, as well as speed humps along Franklin Avenue in this area. These measures could improve user safety by allowing pedestrians more time to cross and reducing vehicle speeds.

FLUSHING AVENUE AT NOSTRAND AVENUE / LEE AVENUE

This intersection is located on a priority corridor. At this intersection, zero pedestrian or bicycle injury crashes occurred in 2019. One pedestrian injury crash and two bicycle injury crashes occurred in 2023. Zero pedestrian injury crashes and one bicycle injury crash occurred in 2024. The intersection is signalized and includes pedestrian signals with countdown clocks and striped crosswalks at each approach.

All of the pedestrian and bicycle injury crashes occurred during lower light conditions – one at dusk and three at night with the road lighted. New York City has recently installed an LPI at this intersection in 2021. Impacts were identified at this intersection in the traffic analysis, and a mitigation was proposed to implement new parking regulations and restripe the lane markings at

this intersection. These measures could improve user safety by directing drivers more safely through this intersection, reducing confusion and unexpected or dangerous movements.

MYRTLE AVENUE AT MARCY AVENUE

This intersection is located on a priority corridor. At this intersection, a total of one pedestrian injury crash and one bicycle injury crash occurred in 2019. One pedestrian injury crash and zero bicycle injury crashes occurred in 2023. One pedestrian injury crash and two bicycle injury crashes occurred in 2024. The intersection is signalized and includes pedestrian signals with countdown clocks and striped crosswalks at each approach.

One of the three pedestrian injury crashes and all three of the bicycle injury crashes occurred during lower light conditions at night with the road lighted. New York City has recently installed an LPI at this intersection in 2024, as well as turn calming treatments. Impacts were identified at this intersection in the traffic analysis, and a mitigation was proposed to adjust the signal timing, implement new parking regulations, and restripe the lane markings at this intersection. These measures could improve user safety by reducing congestion and improving driver visibility, as well as directing drivers more safely through this intersection, reducing confusion and unexpected or dangerous movements.

TABLE 8-43
Crash Data Summary 2019, 2023, and 2024

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/ Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2019	2023	2024	2019	2023	2024	2019	2023	2024	2019	2023	2024
Franklin Avenue	Willoughby Avenue	0	0	0	0	0	1	0	0	1	2	3	3
	Myrtle Avenue	1	1	0	1	1	1	2	2	1	7	6	5
	Flushing Avenue	3	1	0	0	0	2	**3**	1	2	13	9	7
	Park Avenue	1	0	0	0	1	0	1	1	0	7	7	5
	Wythe Avenue	3	1	1	0	0	0	**3**	1	1	6	3	3
Park Avenue	Taaffe Place	0	0	0	0	0	0	0	0	0	5	2	4
	Kent Avenue	0	0	0	0	1	0	0	1	0	8	8	3
	Skillman Street	0	0	0	0	0	0	0	0	0	1	2	2
	Bedford Avenue	0	2	0	0	1	0	0	3	0	12	17	13
	Spencer Street	1	1	0	0	1	0	1	2	0	6	4	1
	Walworth Street	0	2	0	1	0	0	1	2	0	6	8	3
	Warsoff Place	0	0	0	0	0	0	0	0	0	5	1	1
	Nostrand Avenue	1	0	2	0	0	0	1	0	2	17	9	7
	Marcy Avenue	0	0	1	0	1	0	0	1	1	10	4	5
Kent Avenue	Myrtle Avenue	0	2	0	0	0	0	0	2	0	5	6	2
	Flushing Avenue	0	1	0	0	0	1	0	1	1	18	6	5
	Wallabout Street	0	0	1	1	0	0	1	0	1	14	1	3
	Little Nassau Street	0	0	0	0	0	0	0	0	0	3	1	1
Taaffe Place	Little Nassau Street	0	0	0	0	0	0	0	0	0	3	0	1
Flushing Avenue	Skillman Street	1	1	0	0	0	0	1	1	0	6	2	4
	Bedford Avenue	1	2	1	0	1	0	1	3	1	16	16	10
	Spencer Street	0	0	0	0	0	1	0	0	1	4	0	2
	Walworth Street	0	0	0	0	0	0	0	0	0	7	5	2
	Warsoff Place	0	0	1	0	0	1	0	0	2	3	0	3
	Nostrand Avenue	0	1	0	0	2	1	0	**3**	1	16	12	10
	Union Avenue	0	3	1	0	1	1	0	4	2	4	16	8
	Gerry Street	0	1	0	0	0	0	0	1	0	1	2	1
Wallabout Street	Heyward Street	0	0	0	0	0	0	0	0	0	5	0	1
	Lynch Street	0	0	0	0	0	0	0	0	0	1	0	2
	Bedford Avenue	1	2	1	0	0	0	1	2	1	10	6	5
	Walton Street	0	0	0	0	0	0	0	0	0	0	1	0
	Lee Avenue	0	0	0	0	0	0	0	0	0	7	2	2
Wythe Avenue	Heyward Street	0	0	0	0	0	1	0	0	1	4	0	3
Willoughby Avenue	Skillman Street	0	1	0	0	1	0	0	2	0	2	5	1
	Bedford Avenue	0	0	0	1	2	0	1	2	0	6	5	3
	Spencer Street	0	0	0	0	0	0	0	0	0	6	7	3
	Walworth Street	0	0	0	1	0	1	1	0	1	6	4	6
	Sandford Street	0	0	0	0	0	0	0	0	0	2	2	2
	Nostrand Avenue	0	0	2	1	0	1	1	0	**3**	11	6	6
Myrtle Avenue	Skillman Street	0	0	1	0	0	0	0	0	1	1	4	6
	Bedford Avenue	0	1	0	0	1	0	0	2	0	16	10	9
	Spencer Street	0	0	0	0	0	0	0	0	0	5	6	3
	Walworth Street	0	1	0	0	0	0	0	1	0	8	3	4
	Sandford Street	0	1	0	0	1	0	0	2	0	8	5	1
	Nostrand Avenue	1	2	1	1	0	0	2	2	1	26	15	11
	Marcy Avenue	1	1	1	1	0	2	2	1	**3**	12	9	10
Bedford Avenue	Heyward Street	0	0	0	0	0	0	0	0	0	2	0	2
	Lynch Street	0	0	1	0	0	0	0	0	1	10	1	2
Nostrand Avenue	Hart Street	1	0	0	0	2	0	1	2	0	6	3	2
Marcy Avenue	Stockton Street	0	1	0	0	1	0	0	2	0	5	3	0
	Ellery Street	0	0	2	0	0	0	0	0	2	4	2	3
	Martin Luther King Jr	0	0	0	0	0	0	0	0	0	0	1	1

Notes: Shading denotes a high crash location based on *CEQR Technical Manual* criteria.

K. PARKING

Tables 8-44 and **8-45** show the hourly With Action parking demand for each land use under the Proposed Actions during the weekday and Saturday, respectively. The forecast of overnight parking demand generated by the Proposed Actions' residential component is based on 2015–2019 five-year ACS data on average vehicles per household for Brooklyn Census Tracts 191, 235, 241, 255, 531, 537 and 1237 which encompass the Project Area. Parking demands from all other uses are derived from the forecasts of daily auto trips from these uses.

As shown in **Tables 8-44** and **8-45**, parking demand generated by local retail, school, and medical office uses that would be developed under the Proposed Actions would typically peak during the midday hour, whereas residential parking demand would peak during the overnight period. Overall, as shown in **Table 8-44**, development associated with the Proposed Actions would generate a weekday peak parking demand of approximately 172 spaces in the weekday morning (7:00 am – 8:00 am.) period and 143 spaces in the overnight period. As shown in **Table 8-45**, development associated with the Proposed Actions would generate a peak Saturday parking demand of approximately 161 spaces in the Saturday morning (5:00 a.m. to 6:00 a.m.) period and 143 spaces in the overnight period. These totals should be considered conservative as they do not reflect any credit for parking demand from existing uses on Projected Development Sites that would be eliminated under the With Action condition.

Although the Proposed Actions' RWCDS includes 151 on-site parking spaces on the Projected Development Sites, the total increase in parking demand under the Proposed Actions' RWCDS would not be accommodated on-site and excess demand would seek parking availability within a quarter-mile radius of the Project Area. Additionally, in conjunction to the project, DOT will implement a "No Standing 7am – 6pm" regulation along the designated bus loading zones and school frontages on Walworth Street and Sandford Street, as well as a "No-Standing Anytime" regulation along the west curb of Walworth Street between Park Avenue and Myrtle Avenue and along the east curb of Sandford Street between Park Avenue and Myrtle Avenue. The implementation of these regulations would result in the loss of approximately 71 on-street parking spaces. However, the "No-Standing 7am – 6pm" regulation along the bus loading zone and school frontages would not be in effect during the overnight peak period, when residential parking demand peaks. Any potential deficit in parking would not be considered a significant adverse impact based on 2025 *CEQR Technical Manual* criteria due to the magnitude of available alternative modes of transportation in the well-served -project area.

Under 2025 *CEQR Technical Manual* guidance, one of the factors to be considered in determining significance of a parking shortfall is the availability of alternative modes of transportation. The Project Area is well-served by alternate modes of transportation within walking distance of the Project Area, including three subway stations – Flushing Avenue (G) station, Myrtle-Willoughby Avenue (G) station, and Bedford-Nostrand Avenue (G) station. Flushing Avenue station, located northeast of the Project Area, is approximately a ten-minute walk from the farthest project development site. Myrtle-Willoughby Avenue station, located southeast of the Project Area, is approximately an 11 minute walk from the farthest development site. Bedford Nostrand Avenue station, directly south of the Project Area, is approximately a 15 minute walk from the farthest project development site.

In addition, the Project Area is well-served by five bus routes that provide bus service throughout Brooklyn and parts of Queens. The B44 local and SBS routes provide service between Williamsburg and Flatbush. The B48 bus provides service between Greenpoint and Prospect Leffert Gardens. The B54 bus provides service between Downtown Brooklyn and Ridgewood

(Queens). The B57 bus provides service between Red Hook and Maspeth (Queens). The bus stops for all five routes are located within a quarter-mile radius of the Project Area.

As shown in **Figure 8-5**, the Project Area has a growing bicycle network with a number of bike routes within a quarter-mile radius of the Project Area. This includes a protected bike lane along Bedford Avenue and conventional bike lanes along Franklin Avenue, Classon Avenue, Willoughby Avenue, and Dekalb Avenue. Parts of Flushing Avenue and Classon Avenue also include shared bike lanes. Moreover, there are several Citi Bike dock stations located within the vicinity of the Project Area. Many of these locations are along Franklin Avenue and Myrtle Avenue.

Therefore, the Project Area is well-served by alternate modes of transportation and any potential parking shortfalls as a result of the Proposed Actions would not be considered significant per the 2025 *CEQR Technical Manual.*

TABLE 8-44
With Action Weekday Hourly Parking Demand by Land Use

Time	Local Retail	Residential	High School Staff	Medical Office	Total Demand
		143			143
12-1 AM	0	149	0	0	149
1-2	0	149	0	0	149
2-3	0	149	0	0	149
3-4	0	149	0	0	149
4-5	0	149	0	0	149
5-6	0	144	0	0	144
6-7	0	135	6	0	141
7-8	1	117	53	1	172
8-9	2	87	59	5	153
9-10	5	73	59	9	146
10-11	14	67	59	10	150
11-12	15	64	59	9	147
12-1 PM	19	64	59	8	150
1-2	19	63	59	9	150
2-3	23	64	59	9	155
3-4	28	68	53	8	157
4-5	23	73	6	5	107
5-6	24	81	0	3	108
6-7	24	90	0	2	116
7-8	12	101	0	1	114
8-9	9	112	0	0	121
9-10	5	123	0	0	128
10-11	4	134	0	0	138
11-12	0	143	0	0	143

TABLE 8-45
With Action Saturday Hourly Parking Demand by Land Use

Time	Local Retail	Residential	High School Staff	Medical Office	Total Demand
		143			143
12-1 AM	0	147	0	0	147
1-2	0	151	0	0	151
2-3	0	157	0	0	157
3-4	0	160	0	0	160
4-5	0	161	0	0	161
5-6	0	161	0	0	161
6-7	0	158	0	0	158
7-8	2	152	0	1	155
8-9	4	143	0	4	151
9-10	14	131	0	5	150
10-11	16	123	0	6	145
11-12	19	116	0	5	140
12-1 PM	19	111	0	4	134
1-2	21	109	0	4	134
2-3	22	109	0	3	134
3-4	22	109	0	3	134
4-5	22	112	0	2	136
5-6	22	117	0	1	140
6-7	17	121	0	0	138
7-8	10	126	0	0	136
8-9	12	130	0	0	142
9-10	7	135	0	0	142
10-11	1	138	0	0	139
11-12	0	143	0	0	143