APPENDIX A
ZONING TEXT AND SENSITIVITY MEMO

Innovation QNS Rezoning and LSGD

Text Amendment

Matter underlined is new, to be added;
Matter ~~struck out~~ is to be deleted;
Matter within # # is defined in Section 12-10;
* * * indicates where unchanged text appears in the Zoning Resolution.

ARTICLE VII
ADMINISTRATION

Chapter 4
Special Permits by the City Planning Commission

74-74
Large-scale General Development

* * *

74-745
Modifications of parking and loading regulations

For a #large-scale general development# the City Planning Commission may permit:

* * *

(b) Waiver or reduction of loading berth requirements

For #zoning lots# in a #large-scale general development#, located either within a #Special Mixed Use District# in Community District 2 in the Borough of The Bronx, or within a waterfront area pursuant to paragraph (b) of Section 62-132, in Community District 1 in the Borough of Brooklyn, where such #zoning lots# in the waterfront area contain one or more retail or service #uses# listed in Use Group 6A, 6C, 7B, 8B, 9A, 10A, 12B, 14A or 16A, and where no single such establishment in the waterfront area exceeds 8,500 square feet in #floor area#, or for #zoning lots# located in #large-scale general developments# within a #Special Mixed Use District 24# in Community District 1 in the Borough of Queens, the Commission may waive or reduce the number of

required loading berths, provided that:

* * *

ARTICLE XII
SPECIAL PURPOSE DISTRICTS

Chapter 3
Special Mixed Use District

* * *

123-60
SPECIAL BULK REGULATIONS

* * *

123-63
Maximum Floor Area Ratio and Lot Coverage Requirements for Zoning Lots Containing Only Residential Buildings in R6, R7, R8 and R9 Districts

* * *

#Special Mixed Use District#	Designated #Residence District#
* * *	* * *
MX 23 – Community District 1, Queens	R7A
MX 24 – Community District 1, Queens	R7-3, R7X, R9 and R9-1

* * *

123-90
SPECIAL MIXED USE DISTRICTS SPECIFIED

* * *

#Special Mixed Use District# - 23 (10/21/21)
Ravenswood, Queens

The #Special Mixed Use District# - 23 is established in Ravenswood in Queens as indicated on the #zoning maps#.

#Special Mixed Use District# - 24 [date of adoption]

Astoria, Queens

The #Special Mixed Use District# - 24 is established in Astoria in Queens as indicated on the #zoning maps#.

* * *

APPENDIX F
Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas

* * *

QUEENS

Queens Community District 1

* * *

Map 5 - ~~(5/29/19)~~ [date of adoption]



Mandatory Inclusionary Housing Program Area *(See Section 23-154(d)(3))*

Area **4** - 5/29/19, MIH Program Option 2
Area **6** - 10/17/19, MIH Program Option 1
Area **7** - 11/14/19, MIH Program Option 1
Area **#** - [date of adoption], MIH Program Option 1

Portion of Community District 1, Queens

* * *

Environmental, Planning, and Engineering Consultants
440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 929 284-1085
www.akrf.com

Memorandum

To:	DCP
From:	Alex Lieber (AKRF) & Lan La Leung (PHA)
Date:	April 14, 2022
Re:	Innovation QNS—CEQR Technical Manual Updates
cc:	Innovation QNS Project Team

The Innovation QNS EIS team has reviewed the recently released *CEQR Technical Manual* and is submitting this memo to summarize how the updated guidance would potentially affect the analyses currently under review.

The announcement of the *Technical Manual* update states: "The updated *CEQR Technical Manual* (December 2021 Edition) should be used as guidance for any environmental review commenced on or after December 30, 2021. In the case of impact analyses commenced prior to the release date that are not considered complete as of such date—through the issuance of a Negative Declaration, a Conditional Negative Declaration, or a Final Environmental Impact Statement—the lead agency should consider whether supplementation of the impact analyses to reflect a methodology of the updated *CEQR Technical Manual* should be conducted, taking into account as necessary the scheduled timing of completion of environmental review under the applicable approval process."

As outlined below, the updated *CEQR Technical* guidance would either not alter the analysis findings and mitigation, or would not alter the conclusions currently presented in the DEIS.

As needed, the DEIS would include language explaining how the analysis follows prior *CEQR Technical Manual* guidelines, e.g.:

The analyses presented in the Draft EIS were generally conducted in accordance with the guidance outlined in the 2020 New York City Environmental Quality Review (CEQR) Technical Manual. In December 2021, shortly prior to the completion of the Draft EIS, a substantive update to the 2020 CEQR Technical Manual was released. By its terms, the 2021 CEQR Technical Manual is to be used as guidance for "any environmental review commenced on or after the date" of its release. With respect to impact reviews commenced prior to such date that have not been brought to completion with the issuance of a negative declaration, conditional negative declaration or a final EIS, the lead agency is to consider whether it would be appropriate to supplement the impact analyses previously prepared to reflect the methodology set forth in the 2021 update based on whether the 2021 CEQR methodologies could result in potentially greater project-related impacts. The environmental review for the Proposed Actions commenced prior to the issuance of the 2021 CEQR Technical Manual, but had not yet been completed, and the guidance of the

2021 CEQR Technical Manual is not expected to significantly change to the technical analyses such that there would be new or greater impacts.

Note: the summaries below address only technical areas where the *2021 CEQR Technical Manual* updates have a substantive effect on the analysis; other updates in the guidance are generally textual, e.g., terminology, and/or are not relevant to the Innovation QNS EIS.

OPEN SPACE

- The updated guidelines have changed the indirect effects impact thresholds. However, the analysis finds that the Proposed Actions would result in a decrease in the active open space ratio of approximately 15%, which exceeds the impact threshold under both the old and new guidance.
- Therefore, the new guidance would not alter the finding that the Proposed Actions have a significant adverse active open space impact.

COMMUNITY FACILITIES—SCHOOLS

- The updated guidelines have changed the impact threshold for elementary and intermediate schools. Under the new guidelines, an impact occurs when the With Action condition school utilization rate exceeds 100% and the project adds 100 students past the 100% utilization mark.
- The schools analysis finds that the With Action condition is well below 100%, therefore the Proposed Actions would not exceed the impact threshold under either the old or new guidance.
- Therefore, the updated guidance would not alter the finding that the Proposed Actions would not have a significant adverse impact on elementary and intermediate schools.

SHADOWS

- The updated guidelines state that tree canopies, shrubs, and perennials generally require 4 to 6 hours of sunlight—same as the old guidance—but that grass lawns, planted annuals, and food-producing plants typically require 6 to 8 hours.
- The shadows analysis finds that the Proposed Actions would have a significant adverse shadow impact to the use of Playground Thirty Five in all seasons, and potentially a significant adverse impact to the trees/vegetation in the southern half of the playground on the March/Sept analysis day.
- The updated guidelines would not alter the finding of a significant adverse impact on the playground's use. Under the new guidelines, there may be planted annuals, lawns, or food plants in the playground that would receive less than 6 to 8 hours of sun in the growing season months. This would not alter the findings of the Proposed Actions' significant adverse impact on the trees/vegetation in the playground, although it could potentially exacerbate that impact.

TRANSPORTATION

The preliminary travel demand forecast prepared based on guidance from the 2021 *CEQR Technical Manual* resulted in a decrease in the number of project-generated vehicle, bus, and pedestrian trips (bus, subway, and walk/other trips combined) during the weekday midday and PM peak hours, as well as a decrease in project-generated subway trips in all peak hours in the analyzed AM and PM commuter hours, as compared to the forecast based on the *2020 CEQR Technical Manual*—see the comparison of demand forecast summaries on Tables 1a, 2a, and 3a attached to this memo. However, during the weekday AM and Saturday peak hours, the preliminary forecast would result in an increase of approximately four and nine vehicle trips; and 143 and 237 pedestrian trips, respectively, as compared to the forecast based on the 2020 *CEQR Technical Manual*. The overall increase in vehicle trips in the weekday AM and Saturday peak hours is mainly due to the increase in vehicle trips for local retail use, but the increment is small mainly due to the decrease of vehicle trips for the residential and office uses (see Table 3b, which shows the net difference in demand based on the different guidance). In addition, the preliminary forecast also results in an increase

of approximately 84 subway trips in the weekday midday peak hour and 12 bus trips in the Saturday peak hour than the previous forecast.

The preliminary Level 2 trip assignments were also prepared based on guidance from the 2021 *CEQR Technical Manual* for the vehicular trips and pedestrian trips. Refer to Figures 1-A to 1-D and 2-A to 2-D for the assignments of incremental vehicular trips based on the 2020 *CEQR Technical Manual* and 2021 *CEQR Technical Manual*, respectively, during the AM, midday, PM, and Saturday peak hours. Based on the 2021 assignments, the same 42 intersections would exceed the 50-vehicle CEQR threshold during the same or additional peak hours as compared to the Level 2 assessment under 2020 CEQR guidance. It should be noted that where additional periods were triggered, the intersection(s) was previously included for analysis under the 2020 CEQR guidance due to another peak hour. As such, under the 2021 CEQR guidance, no additional intersections would require detailed analysis compared to the analyzed intersections under 2020 CEQR guidance. However, the Level 2 assignments will be further refined based on review and coordination with NYCDOT.

As shown in Table 3a, the preliminary travel demand forecast based on the *2021 CEQR Technical Manual* results in a decrease of approximately 102 and 645 subway trips in the AM and PM commuter hours, respectively as compared to the forecast based on the *2020 CEQR Technical Manual*. As there is a decrease in subway trips, no additional subway station elements are expected to require detailed analysis compared to the subway station elements analyzed under 2020 CEQR guidance. The preliminary travel demand forecast also results in increase of zero bus trips in the AM peak hour and a decrease of 16 bus trips in the PM peak hour, as compared to the forecast based on the *2020 CEQR Technical Manual*. As there is no increase in bus trips under the 2021 CEQR guidance, no additional bus routes would require detailed analysis compared to the analyzed bus routes under 2020 CEQR guidance.

Tables 4 to 6 compares the volumes of incremental pedestrian trips based on the 2020 *CEQR Technical Manual* and *2021 CEQR Technical Manual* for the analyzed sidewalk, crosswalk, and corner elements, respectively, during the peak hours that would result in an increase in pedestrian trips (weekday AM and Saturday peak hours). As shown in Tables 4 to 6, the net incremental pedestrian volumes for the analyzed pedestrian elements is either negative or negligible with exception of a few pedestrian elements in the weekday AM and Saturday peak hours, which would experience a net increase of pedestrian trips approaching the Project Site under the 2021 *CEQR Technical Manual*. It should be noted that the total pedestrian trips during the highest peak hour (4,491 pedestrian trips under the PM peak hour) under the 2020 CEQR guidance is still higher than the highest peak hour (4,440 pedestrian trips under the Saturday peak hour) under the 2021 CEQR guidance.

Figure 3 shows analyzed pedestrian elements under the 2020 and 2021 *CEQR Technical Manual* that would be expected to exceed the 200-person CEQR threshold. Based on a preliminary assignment of incremental pedestrian assignments during all peak hours under the 2021 *CEQR Technical Manual*, a total of 118 pedestrian elements (34 sidewalks, 29 crosswalks, and 55 corner areas) are expected to exceed the 200-person CEQR threshold, compared to the 138 pedestrian elements (40 sidewalks, 33 crosswalks, and 65 corner areas) analyzed under the 2020 CEQR Manual (see Figure 3). It should be noted that where additional periods were triggered, the element(s) was previously included for analysis under 2020 CEQR guidance in another peak hour. Based on the 2021 assignments, 20 fewer pedestrian elements (including six sidewalks, 12 corner areas, and four crosswalks) would exceed the 200-person CEQR threshold during the same or an additional peak hour as compared to the Level 2 assessment under 2020 CEQR guidance. As such, under the 2021 CEQR guidance, no additional pedestrian elements would require detailed analysis compared to the analyzed intersection under the 2020 CEQR guidance during the weekday AM and Saturday peak hours. However, the Level 2 assignments will be further refined based on review and coordination with NYCDOT.

With the implementation of the new guidelines in the 2021 *CEQR Technical Manual*, as compared to the *2020 CEQR Technical Manual*:

- The proposed project would generate fewer subway trips in the AM and PM commuter peak hours, resulting in:

i. A reduction to the width increment threshold (WIT) at the analyzed street stairs of (1) the Steinway Street (M/R) subway station in the AM peak hour and (2) the 36th Avenue (N/W) station in the PM peak hour.

ii. A reduction in the incremental increase in the amount of passengers per car, as part of the line haul analysis for the N/W lines in the AM peak hour.

- The proposed project would generate fewer bus trips in the PM commuter peak hour, which would subsequently increase the available capacity at the maximum load points.
- The proposed project would generate fewer vehicle trips in the weekday midday and PM peak hours, but slightly more vehicle trips in the weekday AM and Saturday peak hours. This would result in:

  i. A reduction of the number of project-generated vehicle trips assigned through analyzed intersections and a subsequent reduction in the magnitude of traffic impacts during the weekday midday and PM peak hours.

  ii. An increase of the number of project-generated vehicle trips assigned through intersections during the weekday AM and Saturday peak hours, but would not exceed the 50-vehicle CEQR threshold at any intersection that was not previously in the study area under 2020 CEQR guidance. While the increase would likely worsen the magnitude of the traffic impacts identified under the 2020 *CEQR Technical Manual* guidance, the updated *CEQR Technical Manual* guidance would not alter the traffic analysis findings and mitigation presented in the DEIS. The traffic analyses in this DEIS will be updated to be consistent with the updated 2021 *CEQR Technical Manual* between the Draft and Final EIS. Additionally, it should be noted that the delay thresholds for traffic impacts based on the 2021 *CEQR Technical Manual* are less conservative than the 2020 *CEQR Technical Manual*, further reducing the likelihood of new traffic impacts, especially during the critical AM and PM peak hours.

- The proposed project would generate fewer overall pedestrian trips (bus, subway, and walk/other trips combined) in the weekday midday and PM peak hours but more pedestrian trips in the weekday AM and Saturday peak hours. This would result in:

  i. A reduction of the number of project-generated trips assigned through analyzed elements and a subsequent increase in the average pedestrian space along analyzed elements during the weekday midday and PM peak hours.

  ii. An increase of the number of project-generated pedestrian trips assigned through pedestrian elements but would not exceed the 200-pedestrian CEQR threshold at any pedestrian element not previously in the study area under the 2020 CEQR guidance during the weekday AM and Saturday peak hours. While the increase would likely increase the magnitude of impacts at pedestrian elements identified under the 2020 *CEQR Technical Manual* guidance (particularly during the Saturday midday peak hour), the updated CEQR Technical Manual guidance would not alter the conclusions relating to the pedestrian analysis presented in the DEIS. Furthermore, fewer pedestrian elements are expected to trigger the 200-person CEQR threshold under the 2021 *CEQR Technical Manual* compared to the 2020 *CEQR Technical Manual*. The pedestrian analyses in this DEIS will be updated to be consistent with the updated 2021 *CEQR Technical Manual* between the Draft and Final EIS.

- The assessment of street user safety would be updated to identify any high crash locations for all intersections within a quarter-mile of the Project Area in addition to the traffic analysis locations. 34th Avenue and Northern Boulevard are Priority Corridors and intersections along these Priority

Corridors' intersections will be included in the crash data summary of the FEIS. Although 34th Avenue is a Priority Corridor, many of the project-generated vehicle trips are concentrated along Northern Boulevard (another Priority Corridor and a Truck Priority Safety Corridor); as such, the corridor's intersections are included in the detailed traffic analysis. Three intersections on 34th Avenue are included in the detailed traffic analysis, as they have a higher concentration of project-generated vehicle trips and exceed the 50-vehicle threshold. Project-generated vehicle trips on the remaining intersections along the 34th Avenue corridor (within a quarter-mile) are primarily through trips and do not exceed the 50-vehcile threshold. Finally, there are no Senior Pedestrian Focus Areas within a quarter-mile of the Project Area. In short, only intersections along 34th Avenue that exceed the 50-vehicle trip threshold as well as intersections along Northern Boulevard would be included as part of the detailed traffic analysis; and both corridors' intersections will be assessed for street user safety using the most recent crash data.

The analysis under the old guidance is generally more conservative, which generally presents a greater potential for significant adverse impacts. Therefore, the updated *CEQR Technical Manual* guidance would not alter the conclusions relating to the transportation analysis presented in the DEIS. The transportation analyses in the DEIS will be updated to be consistent with the 2021 *CEQR Technical Manual* between the Draft and Final EIS.

AIR QUALITY

- The mobile source analysis finds that that the maximum annual incremental $PM_{2.5}$ concentration would exceed the *de minimis* criterion at two traffic intersections, therefore, there would be a significant adverse air quality impact in the absence of traffic mitigation measures. The new guidance does not include any changes to the methodology to the mobile source air quality analysis or the impact thresholds that would affect this finding.
- As noted above, under new traffic analysis guidance, the proposed project would generate fewer vehicle trips resulting in a reduction of the number of project-generated vehicle trips assigned through analyzed intersections. This reduction would result in lower $PM_{2.5}$ emissions and potentially lessen the incremental exceedance. However, with the new analysis, the annual $PM_{2.5}$ *de minimis* threshold is still likely to be exceeded at one or both of the affected intersections.
- Therefore, mobile source analysis under the old guidance is a more conservative analysis which presents a greater potential for significant adverse impacts, and the updates under the new guidance are expected to result in fewer/smaller impacts.

NOISE

There are no changes to the Noise guidance in the 2021 *CEQR Technical Manual* that affect the analysis methodology or conclusions. Changes to the analysis are limited to new table references and an explanation that the L10 noise descriptor was selected for evaluation of noise exposure because vehicular traffic is the dominant noise source in the Project Area.

AKRF / PHA

Table 1a

Travel Demand Forecast Summary (2020 CEQR TM)

Peak Hour	Vehicle Trips			Person Trips											
				Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	210	400	610	816	1,826	2,642	49	93	142	494	426	920	1,359	2,345	3,704
MD	216	241	457	589	639	1,228	83	127	210	1,468	1,569	3,037	2,140	2,335	4,475
PM	381	308	689	1,643	1,315	2,958	91	106	197	876	910	1,786	2,610	2,331	4,941
Saturday	281	288	569	1,186	1,186	2,372	80	100	180	821	830	1,651	2,087	2,116	4,203

Notes:

[1]Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

Table 2a

Travel Demand Forecast Summary (2021 CEQR TM)

Peak Hour	Vehicle Trips			Person Trips											
				Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	223	391	614	816	1,724	2,540	52	90	142	639	526	1,165	1,507	2,340	3,847
MD	173	197	370	639	673	1,312	64	98	162	876	863	1,739	1,579	1,634	3,213
PM	324	259	583	1,297	1,016	2,313	81	100	181	959	984	1,943	2,337	2,100	4,437
Saturday	288	290	578	1,183	1,163	2,346	88	104	192	949	953	1,902	2,220	2,220	4,440

Notes:

[1]Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

Table 3a

Difference in Travel Demand Forecast Summary (2020 CEQR TM vs 2021 CEQR TM)

Peak Hour	Vehicle Trips			Person Trips											
				Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	13	-9	4	0	-102	-102	3	-3	0	145	100	245	148	-5	143
MD	-43	-44	-87	50	34	84	-19	-29	-48	-592	-706	-1,298	-561	-701	-1,262
PM	-57	-49	-106	-346	-299	-645	-10	-6	-16	83	74	157	-273	-231	-504
Saturday	7	2	9	-3	-23	-26	8	4	12	128	123	251	133	104	237

Notes:

[1]Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

Innovation QNS

Table 1b: Transportation Planning Assumptions (2020 CEQR TM)

Land Use:	**Residential**	**Local Retail**	**Office**	**Cinema**	**Community Center**	**Supermarket**	**Medical Office**	**Daycare (Staff)**	**Daycare (Students)**	**Daycare (Parents)**	**PCE (Physical Cultural Establishment)**	**Open Space**	**Destination Retail**	**Auto Dealership**	**Warehouse**	**Arts and Cultural Center**	**Light Industrial**
Trip Generation:	(1)	(1)	(1)	(1)	(26)	(1)	(9)	(8)	(8)	(8)	(25)	(1)	(1)	(8)(17)	(19)(20)	(12)	(17)
Weekday	8.075	205	18.0	3.26	54.6	175	76	6	22	44	51.6	139	78.2	13	2.36	76	14.7
Saturday	9.6	240	3.9	6.25	17.24	231	39	0	0	0	50.4	196	92.5	2.63	0.20	50.74	2.2
	per DU	per 1,000 sf	per 1000 sf	per seat	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per acre	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
Temporal Distribution:	(1)	(1)	(1)	(1)	(26)	(1)	(9)	(8)	(8)	(8)	(25)	(1)	(1)	(8)(17)	(19)	(12)	(17)
AM	10.0%	3.0%	12.0%	1.0%	6.1%	5.0%	11.0%	25.0%	25.0%	25.0%	9.0%	3.0%	3.0%	1.0%	10.0%	3.0%	13.2%
MD	5.0%	19.0%	15.0%	3.0%	6.7%	6.0%	13.0%	2.5%	0.0%	0.0%	7.0%	5.0%	9.0%	10.0%	9.0%	10.3%	11.0%
PM	11.0%	10.0%	14.0%	8.0%	8.0%	10.0%	9.0%	25.0%	25.0%	25.0%	9.0%	6.0%	9.0%	9.0%	11.0%	10.2%	14.2%
Saturday	8.0%	10.0%	17.0%	5.0%	11.8%	9.0%	17.0%	0.0%	0.0%	0.0%	13.0%	6.0%	11.0%	12.0%	33.0%	12.5%	10.7%
	(3)	(14)	(18)(6)	(4)	(13)	(25)	(9)	(5)	(15)	(15)	(16)	(10)	(2)	(17)	(5)	(12)	(5)
Modal Splits:		Weekday SAT	AM/PM/ SAT MD			Weekday SAT							Weekday SAT				
Auto	13.4%	11.0% 8.0%	14.0% 2.0%	56.0%	5.0%	22.0% 8.0%	23.0%	41.7%	15.0%	0.0%	4.0%	5.0%	37.4% 40.4%	100.0%	41.7%	36.0%	41.7%
Taxi	2.9%	0.0% 0.0%	2.0% 1.0%	7.0%	1.0%	1.0% 1.0%	7.0%	0.2%	0.0%	0.0%	9.0%	0.0%	0.0% 0.6%	0.0%	0.2%	12.0%	0.2%
Subway	76.9%	4.0% 7.0%	74.0% 7.0%	18.0%	3.0%	12.0% 6.0%	14.0%	32.5%	5.0%	6.0%	12.0%	5.0%	32.0% 21.3%	0.0%	32.5%	25.0%	32.5%
Bus	2.8%	3.0% 4.0%	2.0% 7.0%	8.0%	6.0%	3.0% 5.0%	26.0%	9.5%	5.0%	6.0%	5.0%	5.0%	7.5% 9.6%	0.0%	9.5%	25.0%	9.5%
Walk/Other	4.0%	82.0% 81.0%	8.0% 83.0%	11.0%	85.0%	62.0% 80.0%	30.0%	16.1%	75.0%	88.0%	70.0%	85.0%	23.1% 28.1%	0.0%	16.1%	2.0%	16.1%
	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%	100.0%	100.0% 100.0%	100.0%	100.0%	100.0%	100.0%
	(7)	(7)	(6)	(24)	(26)	(7)	(9)	(15)	(15)(23)	(15)	(25)	(10)(11)	(6)	(8)(17)	(19)	(12)	(17)
In/Out Splits:	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	20% 80%	50% 50%	96% 4%	95% 5%	66% 34%	57% 43%	62% 38%	100% 0%	100% 0%	50% 50%	57% 43%	55% 45%	61% 39%	78% 22%	77% 23%	56% 44%	88% 12%
MD	50% 50%	50% 50%	39% 61%	62% 38%	54% 46%	50% 50%	47% 53%	50% 50%	0% 0%	50% 50%	57% 43%	50% 50%	55% 45%	50% 50%	53% 47%	14% 86%	50% 50%
PM	65% 35%	50% 50%	5% 95%	54% 46%	47% 53%	52% 48%	35% 65%	0% 100%	0% 100%	50% 50%	52% 48%	45% 55%	47% 53%	35% 65%	27% 73%	5% 95%	12% 88%
Saturday	50% 50%	50% 50%	60% 40%	62% 38%	54% 46%	52% 48%	49% 51%	0% 0%	0% 0%	0% 0%	45% 55%	50% 50%	55% 45%	50% 50%	64% 36%	25% 75%	47% 53%
Vehicle Occupancy:	(3)(7)	(14)	(5)(6)	(4)	(26)(13)	(2)(7)	(9)	(5)(15)	(15)		(16)	(10)	(2)(6)	(17)	(5)(17)	(12)	(5)(17)
						Weekday Weekend							Weekday SAT			Weekday Weekend	
Auto	1.13	1.40	1.12	2.52	1.80	1.98 2.35	1.58	1.12	1.00	N/A	1.40	2.80	1.98 2.35	1.30	1.12	2.00 3.00	1.12
Taxi	1.40	1.40	1.42	2.30	1.40	1.12 1.48	1.58	1.00	1.00	N/A	1.40	2.80	2.60 2.60	1.50	1.30	2.00 3.00	1.20
Truck Trip Generation:	(1)	(1)	(1)	(24)	(13)	(7)	(13)		(15)		(16)	(10)(11)	(6)	(17)	(19)(20)(21)	(12)	(17)
	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend		Weekday Weekend		Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend
	0.06 0.02	0.35 0.04	0.32 0.01	0.02 0.00	0.29 0.29	0.35 0.04	0.29 0.29	N/A	0.03 0.00	N/A	0.04 0.04	0.02 0.02	0.35 0.35	0.15 0.15	0.91 0.08	0.35 0.02	0.67 0.67
	per DU	per 1,000 sf	per 1,000 sf	per seat	per 1,000 sf	per 1,000 sf	per 1,000 sf		per 1,000 sf		per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
	(1)	(1)	(1)	(24)	(13)	(7)	(13)		(15)		(16)	(10)(11)	(6)	(17)	(19)(22)	(12)	(17)
AM	12.0%	8.0%	10.0%	12.0%	9.6%	8.0%	9.6%	N/A	9.6%	N/A	8.0%	6.0%	7.7%	9.6%	9.9%	7.9%	14.0%
MD	9.0%	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	N/A	11.0%	N/A	11.0%	6.0%	11.0%	11.0%	8.0%	14.7%	9.0%
PM	2.0%	2.0%	2.0%	1.0%	1.0%	2.0%	1.0%	N/A	1.0%	N/A	1.0%	1.0%	1.0%	1.0%	7.0%	1.1%	1.0%
Saturday	9.0%	11.0%	11.0%	5.0%	0.0%	4.0%	0.0%	N/A	0.0%	N/A	0.0%	6.0%	0.0%	11.0%	28.0%	14.7%	0.0%
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
All Periods	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	N/A N/A	50.0% 50.0%	N/A N/A	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%

Notes :

(1) *2020 City Environmental Quality Review (CEQR) Technical Manual.*

(2) Based on data from a PHA survey conducted at Rego Park Center 2 on May 26, 2010 & June 5, 2010.

(3) Modal split and vehicle occupancy data based on 2015 -2019 ACS journey-to-work data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159. Modal split adjusted for 7-9 AM peak period.

(4) Based on data cited in Loews Elmhurst Multiplex FEIS (2000).

(5) Based on AASHTO CTPP Reverse journey-to-work 5-Year (2012-2016) data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159.

(6) Souce: *Dutch Kills Rezoning And Related Actions FEIS* (2008).

(7) Source: *Astoria Cove FEIS* (2014).

(8) Based on data provided by NYCDOT.

(9) Based on NYCDOT medical office trip generation and mode choice survey data.

(10) Source: *Hunter's Point South Rezoning and Related Actions FEIS* (2008).

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

(12) Source: *Industry City DEIS* (2019).

(13) Source: *Jamaica Plan FEIS* (2007).

(14) Based on NYCDOT Local Retail Mode Choice Surveys.

(15) Source: *Hunter's Point South Parcels F and G EAS* (2019).

(16) Source: *Spofford Campus FEIS* (2018).

(17) Source: *East New York Rezoning FEIS* (2016).

(18) Based on NYCDOT Office Mode Choice Surveys (employees only) for 41-21 27th St, LIC.

(19) Based on data from *ITE Trip Generation Handbook,* 10th Edtion, Land use code 150 (Warehousing).

(20) Trip generation rate includes a 1.51 adjustment factor per NYCDOT Trip Generation Survey.

(21) Adjusted as per the ratio between weekday and Saturday based on the information from *ITE Trip Generation Handbook, 10th Edition* , Land use code 150 (Warehousing).

(22) Based on NYCDOT Trip Generation Survey.

(23) Both inbound and outbound vehicle trips take place during the same peak hour.

(24) Source: *Lighthouse Point EAS* (2013).

(25) Based on NYCDOT Trip Generation Surveys.

(26) Based on data from ITE Trip Generation Manual, 10th Edition, Land Use Code 495 (Recreational Community Center). Assumes weekday midday in/out splits are similar to those applied to the Saturday.

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Table 1c: Travel Demand Forecast (2020 CEQR TM)

Land Use:		Residential		Local Retail		Office		Cinema		Community Center		Supermarket		Medical Office		Daycare (Staff)		Daycare (Students)		Daycare (Parents)		PCE (Physical Cultural Establishment)		Open Space		Destination Retail		Auto Dealership		Warehouse		Arts and Cultural Center		Light Industrial		TOTAL	
Size/Units:		3,643	DU	89,909	gsf	250,070	gsf	50	seats	70,820	gsf	0	gsf	5,000	gsf	10,000	gsf	10,000	gsf	10,000	gsf	30,000	gsf	2.17	acre	-32,736	gsf	-33,300	gsf	-67,806	gsf	21,900	gsf	-82,909	gsf		
Peak Hour Person Trips:																																			
	AM	2,940		418		540		2		236		0		42		15		55		110		139		10		-77		-4		-16		50		-161		4,299	
	MD	1,471		2,632		675		5		259		0		49		2		0		0		108		16		-230		-43		-14		171		-133		4,968	
	PM	3,236		1,388		631		13		309		0		34		15		55		110		139		18		-230		-39		-18		170		-172		5,659	
	Saturday	2,797		1,626		166		16		145		0		33		0		0		0		197		24		-333		-11		-4		139		-20		4,775	
Person Trips:																																			
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto**	80	317	24	24	73	4	1	0	8	4	0	0	5	4	6	0	8	0	0	0	3	3	0	0	-17	-11	-3	-1	-5	-2	9	8	-60	-8	132	342
	Taxi	17	69	0	0	10	0	1	0	1	1	0	0	2	1	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	3	3	0	0	41	80
	Subway	454	1,799	9	9	383	16	0	0	5	2	0	0	4	2	6	0	3	0	3	3	9	7	0	0	-15	-10	0	0	-4	-1	7	6	-48	-7	816	1,826
	Bus	16	67	8	8	10	0	0	0	9	5	0	0	7	4	1	0	3	0	3	3	4	3	0	0	-4	-2	0	0	-1	0	7	6	-14	-1	49	93
	Walk/Other	25	96	168	168	42	2	0	0	132	69	0	0	8	5	2	0	41	0	49	49	55	42	6	4	-11	-7	0	0	-2	-1	1	0	-22	-1	494	426
	Total	592	2,348	209	209	518	22	2	0	155	81	0	0	26	16	15	0	55	0	55	55	78	61	6	4	-47	-30	-3	-1	-12	-4	27	23	-144	-17	1,532	2,767
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto**	99	100	144	144	6	8	3	1	7	7	0	0	5	5	1	1	0	0	0	0	3	2	0	0	-47	-39	-21	-22	-3	-3	9	52	-28	-28	178	228
	Taxi	22	22	0	0	2	4	0	0	1	1	0	0	2	2	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	3	18	0	0	36	51
	Subway	563	564	52	52	18	29	0	0	5	3	0	0	3	4	0	0	0	0	0	0	7	6	0	0	-41	-33	0	0	-2	-2	6	37	-22	-21	589	639
	Bus	21	21	38	38	18	29	0	0	8	8	0	0	6	7	0	0	0	0	0	0	3	3	0	0	-9	-8	0	0	-1	-1	6	37	-7	-7	83	127
	Walk/Other	30	29	1,082	1,082	219	342	1	0	118	101	0	0	7	8	0	0	0	0	0	0	42	32	9	7	-29	-24	0	0	-1	-1	0	3	-10	-10	1,468	1,569
	Total	735	736	1,316	1,316	263	412	4	1	139	120	0	0	23	26	1	1	0	0	0	0	61	47	9	7	-126	-104	-21	-22	-7	-7	24	147	-67	-66	2,354	2,614
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto**	281	151	75	75	4	84	4	3	8	8	0	0	3	4	0	6	0	8	0	0	3	3	0	0	-41	-47	-14	-25	-2	-6	3	58	-8	-63	316	259
	Taxi	60	33	0	0	0	12	1	0	1	1	0	0	1	2	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	1	19	0	0	70	73
	Subway	1,613	869	27	27	24	444	2	1	5	5	0	0	2	3	0	6	0	3	3	3	9	8	0	0	-35	-39	0	0	-2	-4	2	41	-7	-52	1,643	1,315
	Bus	60	32	20	20	0	12	0	1	9	9	0	0	3	6	0	1	0	3	3	3	3	3	0	0	-8	-9	0	0	0	-1	2	41	-1	-15	91	106
	Walk/Other	90	47	572	572	2	49	1	0	123	140	0	0	4	6	0	2	0	41	49	49	52	46	9	9	-24	-27	0	0	-1	-2	0	3	-1	-25	876	910
	Total	2,104	1,132	694	694	30	601	8	5	146	163	0	0	13	21	0	15	0	55	55	55	73	66	9	9	-108	-122	-14	-25	-5	-13	8	162	-17	-155	2,996	2,663
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	**Auto**	188	188	65	65	14	10	5	4	3	2	0	0	4	4	0	0	0	0	0	0	3	4	0	0	-74	-61	-5	-6	-2	-1	13	37	-3	-5	211	241
	Taxi	41	41	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	8	9	0	0	-1	-1	0	0	0	0	4	13	0	0	55	65
	Subway	1,077	1,076	57	57	71	49	2	1	1	1	0	0	2	2	0	0	0	0	0	0	11	13	0	0	-39	-32	0	0	-1	0	9	25	-4	-6	1,186	1,186
	Bus	39	39	33	33	2	2	2	0	5	4	0	0	4	4	0	0	0	0	0	0	4	6	0	0	-18	-14	0	0	0	0	9	26	0	0	80	100
	Walk/Other	54	54	658	658	8	6	1	1	70	59	0	0	6	5	0	0	0	0	0	0	62	77	13	11	-51	-42	0	0	0	0	1	2	-1	-1	821	830
	Total	1,399	1,398	813	813	97	69	10	6	79	66	0	0	17	16	0	0	0	0	0	0	88	109	13	11	-183	-150	-5	-6	-3	-1	36	103	-8	-12	2,353	2,422
Vehicle Trips :																																			
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto (Total)**	72	281	16	16	65	4	0	0	6	3	0	0	3	3	5	0	8	8	0	0	2	2	0	0	-9	-6	-2	-1	-4	-2	5	4	-53	-8	114	304
	Taxi Balanced	60	60	0	0	8	8	0	0	2	2	0	0	2	2	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	4	4	0	0	85	85
	Truck	12	12	0	0	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	-3	-3	11	11
	Total	144	353	16	16	77	16	0	0	9	6	0	0	5	5	5	0	8	8	0	0	11	11	0	0	-9	-6	-2	-1	-7	-5	9	8	-56	-11	210	400
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto (Total)**	90	91	103	103	6	8	2	0	5	5	0	0	3	3	1	1	0	0	0	0	2	2	0	0	-24	-20	-16	-17	-3	-3	5	26	-27	-27	147	172
	Taxi Balanced	32	32	0	0	4	4	0	0	2	2	0	0	2	2	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	11	11	0	0	58	58
	Truck	8	8	1	1	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	-2	-2	1	1	-1	-1	11	11
	Total	130	131	104	104	14	16	2	0	8	8	0	0	5	5	1	1	0	0	0	0	9	9	0	0	-25	-21	-16	-17	-5	-5	17	38	-28	-28	216	241
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto (Total)**	249	134	52	52	4	76	2	1	6	6	0	0	2	3	0	5	8	8	0	0	2	2	0	0	-21	-24	-11	-19	-2	-5	2	29	-8	-56	285	212
	Taxi Balanced	67	67	0	0	8	8	0	0	2	2	0	0	2	2	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	11	11	0	0	98	98
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	-2	-2
	Total	316	201	52	52	12	84	2	1	8	8	0	0	4	5	0	5	8	8	0	0	10	10	0	0	-21	-24	-11	-19	-4	-7	13	40	-8	-56	381	308
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	**Auto (Total)**	165	166	45	45	12	8	2	1	2	1	0	0	3	3	0	0	0	0	0	0	2	3	0	0	-31	-26	-4	-5	-2	-1	4	12	-3	-5	195	202
	Taxi Balanced	62	62	0	0	4	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	5	5	0	0	85	85
	Truck	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	1	1
	Total	229	230	45	45	16	12	2	1	2	1	0	0	5	5	0	0	0	0	0	0	14	15	0	0	-31	-26	-4	-5	-3	-2	9	17	-3	-5	281	288

Notes: 25% Link Trip included for Supermarket and Local Retail by all by uses

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Table 2b: Transportation Planning Assumptions (2021 CEQR TM)

Land Use:	Residential	Local Retail	Office	Cinema	Community Center	Supermarket	Medical Office	Daycare (Staff)	Daycare (Students)	Daycare (Parents)	PCE (Physical Cultural Establishment)	Open Space	Destination Retail	Auto Dealership	Warehouse	Arts and Cultural Center	Light Industrial
Trip Generation:	(1)	(1)	(1)	(1)	(26)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(8)(17)	(19)(20)	(12)	(17)
Weekday	8.18	329	18.0	3.26	54.6	256	74.6	6	22	44	51.6	139	78.2	13	2.36	76	14.7
Saturday	9.08	358	3.9	6.25	17.24	300	37	0	0	0	50.4	196	92.5	2.63	0.20	50.74	2.2
	per DU	per 1,000 sf	per 1000 sf	per seat	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per acre	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
Temporal Distribution:	(1)	(1)	(1)	(1)	(26)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(8)(17)	(19)	(12)	(17)
AM	9.3%	4.8%	12.4%	1.0%	6.1%	4.0%	11.0%	25.0%	25.0%	25.0%	9.0%	3.0%	3.0%	1.0%	10.0%	3.0%	13.2%
MD	5.6%	8.0%	11.0%	3.0%	6.7%	7.0%	12.6%	2.5%	0.0%	0.0%	7.4%	14.0%	9.0%	10.0%	9.0%	10.3%	11.0%
PM	8.5%	10.9%	10.5%	8.0%	8.0%	10.6%	8.5%	25.0%	25.0%	25.0%	9.0%	14.0%	9.0%	9.0%	11.0%	10.2%	14.2%
Saturday	8.4%	11.7%	14.1%	5.0%	11.8%	9.5%	16.6%	0.0%	0.0%	0.0%	12.6%	16.0%	11.0%	12.0%	33.0%	12.5%	10.7%
	(3)	(14)	(18)(6)	(4)	(13)	(25)	(9)	(5)	(15)	(15)	(16)	(10)	(2)	(17)	(5)	(12)	(5)
Modal Splits:		Weekday SAT	AM/PM/ SAT MD			Weekday SAT							Weekday SAT				
Auto	13.4%	11.0% 8.0%	14.0% 2.0%	56.0%	5.0%	22.0% 8.0%	23.0%	41.7%	15.0%	0.0%	4.0%	5.0%	37.4% 40.4%	100.0%	41.7%	36.0%	41.7%
Taxi	2.9%	0.0% 0.0%	2.0% 1.0%	7.0%	1.0%	1.0% 1.0%	7.0%	0.2%	0.0%	0.0%	9.0%	0.0%	0.0% 0.6%	0.0%	0.2%	12.0%	0.2%
Subway	76.9%	4.0% 7.0%	74.0% 7.0%	18.0%	3.0%	12.0% 6.0%	14.0%	32.5%	5.0%	6.0%	12.0%	5.0%	32.0% 21.3%	0.0%	32.5%	25.0%	32.5%
Bus	2.8%	3.0% 4.0%	2.0% 7.0%	8.0%	6.0%	3.0% 5.0%	26.0%	9.5%	5.0%	6.0%	5.0%	5.0%	7.5% 9.6%	0.0%	9.5%	25.0%	9.5%
Walk/Other	4.0%	82.0% 81.0%	8.0% 83.0%	11.0%	85.0%	62.0% 80.0%	30.0%	16.1%	75.0%	88.0%	70.0%	85.0%	23.1% 28.1%	0.0%	16.1%	2.0%	16.1%
	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%	100.0%	100.0% 100.0%	100.0%	100.0%	100.0%	100.0%
	(1)	(1)	(1)	(1)	(26)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(8)(17)	(19)	(12)	(17)
In/Out Splits:	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	22% 78%	53% 47%	89% 11%	95% 5%	66% 34%	51% 49%	62% 38%	100% 0%	100% 0%	50% 50%	57% 43%	59% 41%	63% 37%	78% 22%	77% 23%	56% 44%	88% 12%
MD	50% 50%	50% 50%	48% 52%	62% 38%	54% 46%	51% 49%	47% 53%	50% 50%	0% 0%	0% 0%	57% 43%	55% 45%	53% 47%	50% 50%	53% 47%	14% 86%	50% 50%
PM	63% 37%	50% 50%	17% 83%	54% 46%	47% 53%	50% 50%	35% 65%	0% 100%	0% 100%	50% 50%	52% 48%	55% 45%	49% 51%	35% 65%	27% 73%	5% 95%	12% 88%
Saturday	51% 49%	50% 50%	50% 50%	56% 44%	54% 46%	50% 50%	49% 51%	0% 0%	0% 0%	0% 0%	45% 55%	55% 45%	52% 48%	50% 50%	64% 36%	25% 75%	47% 53%
Vehicle Occupancy:	(3)(7)	(14)	(5)(6)	(4)	(26)(13)	(2)(7)	(9)	(5)(15)	(15)		(16)	(10)	(2)(6)	(17)	(5)(17)	(12)	(5)(17)
						Weekday Weekend							Weekday SAT			Weekday Weekend	
Auto	1.13	1.40	1.12	2.52	1.80	1.98 2.35	1.58	1.12	1.00	N/A	1.40	2.80	1.98 2.35	1.30	1.12	2.00 3.00	1.12
Taxi	1.40	1.40	1.42	2.30	1.40	1.12 1.48	1.58	1.00	1.00	N/A	1.40	2.80	2.60 2.60	1.50	1.30	2.00 3.00	1.20
Truck Trip Generation:	(1)	(1)	(1)	(24)	(13)	(7)	(13)		(15)		(16)	(10)(11)	(6)	(17)	(19)(20)(21)	(12)	(17)
	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend		Weekday Weekend		Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend	Weekday Weekend
	0.06 0.02	0.35 0.04	0.32 0.01	0.02 0.00	0.29 0.29	0.35 0.04	0.29 0.29	N/A	0.03 0.00	N/A	0.04 0.04	0.02 0.02	0.35 0.35	0.15 0.15	0.91 0.08	0.35 0.02	0.67 0.67
	per DU	per 1,000 sf	per 1,000 sf	per seat	per 1,000 sf	per 1,000 sf	per 1,000 sf		per 1,000 sf		per 1,000 sf	per acre	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
	(1)	(1)	(1)	(24)	(13)	(7)	(13)		(15)		(16)	(10)(11)	(6)	(17)	(19)(22)	(12)	(17)
AM	12.0%	8.0%	10.0%	12.0%	9.6%	8.0%	9.6%	N/A	9.6%	N/A	8.0%	6.0%	7.7%	9.6%	9.9%	7.9%	14.0%
MD	9.0%	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	N/A	11.0%	N/A	11.0%	6.0%	11.0%	11.0%	8.0%	14.7%	9.0%
PM	2.0%	2.0%	2.0%	1.0%	1.0%	2.0%	1.0%	N/A	1.0%	N/A	1.0%	1.0%	1.0%	1.0%	7.0%	1.1%	1.0%
Saturday	9.0%	11.0%	11.0%	5.0%	0.0%	4.0%	0.0%	N/A	0.0%	N/A	0.0%	6.0%	0.0%	11.0%	28.0%	14.7%	0.0%
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
All Periods	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	N/A N/A	50.0% 50.0%	N/A N/A	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%

Notes :

(1) *2021 City Environmental Quality Review (CEQR) Technical Manual.*

(2) Based on data from a PHA survey conducted at Rego Park Center 2 on May 26, 2010 & June 5, 2010.

(3) Modal split and vehicle occupancy data based on 2015 -2019 ACS journey-to-work data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159. Modal split adjusted for 7-9 AM peak period.

(4) Based on data cited in Loews Elmhurst Multiplex FEIS (2000).

(5) Based on AASHTO CTPP Reverse journey-to-work 5-Year (2012-2016) data for Queens census tracts 51, 55, 57, 59, 155, 157, and 159.

(6) Souce: *Dutch Kills Rezoning And Related Actions FEIS* (2008).

(7) Source: *Astoria Cove FEIS* (2014).

(8) Based on data provided by NYCDOT.

(9) Based on NYCDOT medical office trip generation and mode choice survey data.

(10) Source: *Hunter's Point South Rezoning and Related Actions FEIS* (2008).

(11) Assumes Saturday truck trip generation rates and temporal distributions are similar to those applied to the weekday midday.

(12) Source: *Industry City DEIS* (2019).

(13) Source: *Jamaica Plan FEIS* (2007).

(14) Based on NYCDOT Local Retail Mode Choice Surveys.

(15) Source: *Hunter's Point South Parcels F and G EAS* (2019).

(16) Source: *Spofford Campus FEIS* (2018).

(17) Source: *East New York Rezoning FEIS* (2016).

(18) Based on NYCDOT Office Mode Choice Surveys (employees only) for 41-21 27th St, LIC.

(19) Based on data from *ITE Trip Generation Handbook,* 10th Edtion, Land use code 150 (Warehousing).

(20) Trip generation rate includes a 1.51 adjustment factor per NYCDOT Trip Generation Survey.

(21) Adjusted as per the ratio between weekday and Saturday based on the information from *ITE Trip Generation Handbook, 10th Edition* , Land use code 150 (Warehousing).

(22) Based on NYCDOT Trip Generation Survey.

(23) Both inbound and outbound vehicle trips take place during the same peak hour.

(24) Source: *Lighthouse Point EAS* (2013).

(25) Based on NYCDOT Trip Generation Surveys.

(26) Based on data from ITE Trip Generation Manual, 10th Edition, Land Use Code 495 (Recreational Community Center). Assumes weekday midday in/out splits are similar to those applied to the Saturday.

Shading denotes updates to the *2021 CEQR Technical Manual.*

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Table 2c: Travel Demand Forecast (2021 CEQR TM)

Land Use:		Residential		Local Retail		Office		Cinema		Community Center		Supermarket		Medical Office		Daycare (Staff)		Daycare (Students)		Daycare (Parents)		PCE (Physical Cultural Establishment)		Open Space		Destination Retail		Auto Dealership		Warehouse		Arts and Cultural Center		Light Industrial		TOTAL	
Size/Units:		3,643	DU	89,909	gsf	250,070	gsf	50	seats	70,820	gsf	0	gsf	5,000	gsf	10,000	gsf	10,000	gsf	10,000	gsf	30,000	gsf	2.17	acre	-32,736	gsf	-33,300	gsf	-67,806	gsf	21,900	gsf	-82,909	gsf		
Peak Hour Person Trips:																																					
	AM	2,771		718		558		2		236		0		41		15		55		110		139		10		-77		-4		-16		50		-161		4,447	
	MD	1,667		1,190		495		5		259		0		47		2		0		0		114		42		-230		-43		-14		171		-133		3,572	
	PM	2,532		1,618		472		13		309		0		32		15		55		110		139		42		-230		-39		-18		170		-172		5,048	
	Saturday	2,778		1,886		137		16		145		0		31		0		0		0		191		68		-333		-11		-4		139		-20		5,023	
Person Trips:																																					
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto**	82	292	42	37	70	8	1	0	8	4	0	0	5	4	6	0	8	0	0	0	3	3	0	0	-17	-11	-3	-1	-5	-2	9	8	-60	-8	149	334
	Taxi	18	62	0	0	10	2	1	0	1	1	0	0	2	1	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	3	3	0	0	42	75
	Subway	466	1,661	15	14	366	46	0	0	5	2	0	0	4	2	6	0	3	0	3	3	9	7	0	0	-16	-9	0	0	-4	-1	7	6	-48	-7	816	1,724
	Bus	17	60	10	10	10	2	0	0	9	5	0	0	7	4	1	0	3	0	3	3	4	3	0	0	-4	-2	0	0	-1	0	7	6	-14	-1	52	90
	Walk/Other	27	86	314	276	40	4	0	0	132	69	0	0	7	5	2	0	41	0	49	49	55	42	6	4	-11	-7	0	0	-2	-1	1	0	-22	-1	639	526
	Total	610	2,161	381	337	496	62	2	0	155	81	0	0	25	16	15	0	55	0	55	55	78	61	6	4	-48	-29	-3	-1	-12	-4	27	23	-144	-17	1,698	2,749
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto**	111	112	65	65	4	6	3	1	7	7	0	0	5	5	1	1	0	0	0	0	3	2	0	0	-46	-40	-21	-22	-3	-3	9	52	-28	-28	110	158
	Taxi	25	25	0	0	2	2	0	0	1	1	0	0	2	2	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	3	18	0	0	39	52
	Subway	640	640	24	24	16	18	0	0	5	3	0	0	3	3	0	0	0	0	0	0	8	6	0	0	-39	-35	0	0	-2	-2	6	37	-22	-21	639	673
	Bus	24	24	18	18	16	18	0	0	8	8	0	0	6	6	0	0	0	0	0	0	3	3	0	0	-9	-8	0	0	-1	-1	6	37	-7	-7	64	98
	Walk/Other	33	33	488	488	199	214	1	0	118	101	0	0	7	8	0	0	0	0	0	0	45	34	24	18	-28	-25	0	0	-1	-1	0	3	-10	-10	876	863
	Total	833	834	595	595	237	258	4	1	139	120	0	0	23	24	1	1	0	0	0	0	65	49	24	18	-122	-108	-21	-22	-7	-7	24	147	-67	-66	1,728	1,844
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto**	213	125	90	90	12	55	4	3	8	8	0	0	3	4	0	6	0	8	0	0	3	3	0	0	-43	-45	-14	-25	-2	-6	3	58	-8	-63	269	221
	Taxi	46	28	0	0	2	8	1	0	1	1	0	0	1	1	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	1	19	0	0	58	63
	Subway	1,227	718	33	33	59	289	2	1	5	5	0	0	2	3	0	6	0	3	3	3	9	8	0	0	-36	-38	0	0	-2	-4	2	41	-7	-52	1,297	1,016
	Bus	44	27	24	24	2	8	0	1	9	9	0	0	3	5	0	1	0	3	3	3	3	3	0	0	-8	-9	0	0	0	-1	2	41	-1	-15	81	100
	Walk/Other	67	37	662	662	6	31	1	0	123	140	0	0	3	7	0	2	0	41	49	49	52	46	23	19	-25	-26	0	0	-1	-2	0	3	-1	-25	959	984
	Total	1,597	935	809	809	81	391	8	5	146	163	0	0	12	20	0	15	0	55	55	55	73	66	23	19	-112	-118	-14	-25	-5	-13	8	162	-17	-155	2,664	2,384
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	**Auto**	191	183	74	74	10	10	4	4	3	2	0	0	3	4	0	0	0	0	0	0	3	4	0	0	-70	-65	-5	-6	-2	-1	13	37	-3	-5	221	241
	Taxi	41	40	0	0	2	2	1	1	0	0	0	0	1	1	0	0	0	0	0	0	8	9	0	0	-1	-1	0	0	0	0	4	13	0	0	56	65
	Subway	1,088	1,046	66	66	48	49	-1	2	1	1	0	0	2	2	0	0	0	0	0	0	10	12	1	0	-36	-34	0	0	-1	0	9	25	-4	-6	1,183	1,163
	Bus	40	39	38	38	2	2	2	1	5	4	0	0	4	4	0	0	0	0	0	0	4	5	1	0	-17	-15	0	0	0	0	9	26	0	0	88	104
	Walk/Other	56	54	765	765	6	6	1	1	70	59	0	0	5	5	0	0	0	0	0	0	60	76	35	31	-49	-45	0	0	0	0	1	2	-1	-1	949	953
	Total	1,416	1,362	943	943	68	69	7	9	79	66	0	0	15	16	0	0	0	0	0	0	85	106	37	31	-173	-160	-5	-6	-3	-1	36	103	-8	-12	2,497	2,526
Vehicle Trips :																																					
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto (Total)**	74	258	31	27	62	8	0	0	6	3	0	0	3	3	5	0	8	8	0	0	2	2	0	0	-9	-6	-2	-1	-4	-2	5	4	-53	-8	128	296
	Taxi Balanced	57	57	0	0	10	10	0	0	2	2	0	0	2	2	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	4	4	0	0	84	84
	Truck	12	12	0	0	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	-3	-3	11	11
	Total	143	327	31	27	76	22	0	0	9	6	0	0	5	5	5	0	8	8	0	0	11	11	0	0	-9	-6	-2	-1	-7	-5	9	8	-56	-11	223	391
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto (Total)**	100	101	45	45	4	6	2	0	5	5	0	0	3	3	1	1	0	0	0	0	2	2	0	0	-23	-20	-16	-17	-3	-3	5	26	-27	-27	98	122
	Taxi Balanced	38	38	0	0	4	4	0	0	2	2	0	0	2	2	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	11	11	0	0	64	64
	Truck	8	8	1	1	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	-2	-2	1	1	-1	-1	11	11
	Total	146	147	46	46	12	14	2	0	8	8	0	0	5	5	1	1	0	0	0	0	9	9	0	0	-24	-21	-16	-17	-5	-5	17	38	-28	-28	173	197
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto (Total)**	187	111	65	65	10	49	2	1	6	6	0	0	2	3	0	5	8	8	0	0	2	2	0	0	-22	-23	-11	-19	-2	-5	2	29	-8	-56	241	176
	Taxi Balanced	54	54	0	0	8	8	0	0	2	2	0	0	2	2	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	11	11	0	0	85	85
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	-2	-2
	Total	241	165	65	65	18	57	2	1	8	8	0	0	4	5	0	5	8	8	0	0	10	10	0	0	-22	-23	-11	-19	-4	-7	13	40	-8	-56	324	259
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	**Auto (Total)**	168	162	52	52	8	8	2	1	2	1	0	0	2	3	0	0	0	0	0	0	2	3	0	0	-30	-28	-4	-5	-2	-1	4	12	-3	-5	201	203
	Taxi Balanced	61	61	0	0	4	4	2	2	0	0	0	0	2	2	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	5	5	0	0	86	86
	Truck	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	1	1
	Total	231	225	52	52	12	12	4	3	2	1	0	0	4	5	0	0	0	0	0	0	14	15	0	0	-30	-28	-4	-5	-3	-2	9	17	-3	-5	288	290

Notes: Up to 50% link trip included for local retail by all uses

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Table 3b: Difference in Travel Demand Forecast (2020 CTM vs 2021 CTM)

Land Use:		Residential		Local Retail		Office		Cinema		Community Center		Supermarket		Medical Office		Daycare (Staff)		Daycare (Students)		Daycare (Parents)		PCE (Physical Cultural Establishment)		Open Space		Destination Retail		Auto Dealership		Warehouse		Arts and Cultural Center		Light Industrial		TOTAL	
Size/Units:		0	DU	0	gsf	0	gsf	0	seats	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	acre	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf		
Peak Hour Person Trips:																																					
	AM	-169		300		18		0		0		0		-1		0		0		0		0		0		0		0		0		0		0		148	
	MD	196		-1,442		-180		0		0		0		-2		0		0		0		6		26		0		0		0		0		0		-1,396	
	PM	-704		230		-159		0		0		0		-2		0		0		0		0		24		0		0		0		0		0		-611	
	Saturday	-19		260		-29		0		0		0		-2		0		0		0		-6		44		0		0		0		0		0		248	
Person Trips:																																					
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto	2	-25	18	13	-3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-8
	Taxi	1	-7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-5
	Subway	12	-138	6	5	-17	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1	0	0	0	0	0	0	0	-102
	Bus	1	-7	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-3
	Walk/Other	2	-10	146	108	-2	2	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145	100
	Total	18	-187	172	128	-22	40	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	1	0	0	0	0	0	0	166	-18
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto	12	12	-79	-79	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-1	0	0	0	0	0	0	-68	-70
	Taxi	3	3	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
	Subway	77	76	-28	-28	-2	-11	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	1	0	0	0	2	-2	0	0	0	0	0	0	50	34
	Bus	3	3	-20	-20	-2	-11	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-29
	Walk/Other	3	4	-594	-594	-20	-128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	15	11	1	-1	0	0	0	0	0	0	-592	-706
	Total	98	98	-721	-721	-26	-154	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	4	2	15	11	4	-4	0	0	0	0	0	0	-626	-770
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto	-68	-26	15	15	8	-29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	2	0	0	0	0	0	0	-47	-38
	Taxi	-14	-5	0	0	2	-4	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-10
	Subway	-386	-151	6	6	35	-155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1	0	0	0	0	0	0	-346	-299
	Bus	-16	-5	4	4	2	-4	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-6
	Walk/Other	-23	-10	90	90	4	-18	0	0	0	0	0	0	-1	1	0	0	0	0	0	0	0	0	14	10	-1	1	0	0	0	0	0	0	83	74
	Total	-507	-197	115	115	51	-210	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	14	10	-4	4	0	0	0	0	0	0	-332	-279
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	Auto	3	-5	9	9	-4	0	-1	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	1	0	4	-4	0	0	0	0	0	0	11	0
	Taxi	0	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	Subway	11	-30	9	9	-23	0	-3	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	1	0	3	-2	0	0	0	0	0	0	-3	-23
	Bus	1	0	5	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1	0	1	-1	0	0	0	0	0	0	8	4
	Walk/Other	2	0	107	107	-2	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	-2	-1	22	19	2	-3	0	0	0	0	0	0	128	122
	Total	17	-36	130	130	-29	0	-3	3	0	0	0	0	-2	0	0	0	0	0	0	0	-3	-3	25	19	10	-10	0	0	0	0	0	0	145	103
Vehicle Trips :																																					
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto (Total)	2	-23	15	11	-3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-8
	Taxi Balanced	-3	-3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	-1	-26	15	11	-1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-9
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto (Total)	10	10	-58	-58	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-49	-50
	Taxi Balanced	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	16	16	-58	-58	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-43	-44
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto (Total)	-62	-23	13	13	6	-27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1	0	0	0	0	0	0	-44	-36
	Taxi Balanced	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13
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	Total	-75	-36	13	13	6	-27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1	0	0	0	0	0	0	-57	-49
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday	Auto (Total)	3	-4	7	7	-4	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	1	-2	0	0	0	0	0	0	6	1
	Taxi Balanced	-1	-1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	-5	7	7	-4	0	2	2	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	1	-2	0	0	0	0	0	0	7	2

Table 4

Comparison of Analyzed Sidewalk Elements During the AM and SAT Peak Hour (2020 CTM vs 2021 CTM)

Location	AM Peak Hour			Saturday Peak Hour		
	2020 CTM	2021 CTM	Difference	2020 CTM	2021 CTM	Difference
East SW of 42nd St btw 34th Ave and 35th Ave	320	339	19	352	368	16
East SW of 42nd St btw 35th Ave and Northern Blvd	329	324	-5	242	239	-3
South SW of 35th Ave btw 42nd St and 43rd St	49	67	18	121	139	18
West SW of 42nd St btw 35th Ave and Northern Blvd	187	255	68	555	626	71
West SW of 42nd St btw 34th Ave and 35th Ave	55	78	23	155	169	14
East SW of 41st St btw 34th Ave and 35th Ave	61	82	21	129	136	7
East SW of 41st St btw 35th Ave and 36th Ave	307	307	0	547	562	15
South SW of 35th Ave btw 41st St and 42nd St	107	149	42	302	334	32
West SW of 41st St btw 35th Ave and 36th Ave	186	211	25	272	302	30
East SW of Steinway St btw 34th Ave and 35th Ave	340	344	4	498	510	12
North SW of 35th Ave btw Steinway St and 41st St	158	170	12	284	304	20
East SW of Steinway St btw 35th Ave and 36th Ave	216	249	33	429	446	17
South SW of 35th Ave btw Steinway St and 41st St	399	409	10	636	681	45
West SW of Steinway St btw 35th Ave and 36th Ave	252	236	-16	225	226	1
South SW of 35th Ave btw 38th St and Steinway St	187	221	34	295	383	88
West SW of Steinway St btw 34th Ave and 35th Ave	808	780	-28	643	652	9
North SW of 35th Ave btw 38th St and Steinway St	329	332	3	238	234	-4
North SW of 35th Ave btw 37th St and 38th St	354	368	14	367	398	31
South SW of 35th Ave btw 37th St and 38th St	96	121	25	132	158	26
North SW of Northern Blvd btw 36th Ave and 42nd St	342	344	2	343	350	7
North SW of 36th Ave btw 41st St and Northern Blvd	332	349	17	411	432	21
North SW of 36th Ave btw Steinway St and 41st St	636	676	40	947	1,012	65
East SW of 38th St btw 35th Ave and 36th Ave	92	114	22	180	228	48
North SW of 36th Ave btw 38th St and Steinway St	871	843	-28	922	912	-10
North SW of 36th Ave btw 37th St and 38th St	892	867	-25	848	862	14
East SW of 37th St btw 35th Ave and 36th Ave	441	439	-2	265	260	-5
North SW of 36th Ave btw 36th St and 37th St	1,152	1,121	-31	1,036	1,051	15
North SW of 36th Ave btw 35th St and 36th St	973	943	-30	905	908	3
North SW of 36th Ave btw 34th St and 35th St	973	943	-30	905	908	3
North SW of 36th Ave btw 33rd St and 34th St	973	943	-30	905	908	3
North SW of 36th Ave btw 32nd St and 33rd St	907	876	-31	801	804	3
North SW of 36th Ave btw 31st St and 32nd St	907	876	-31	801	804	3
East SW of 31st St btw 36th Ave and 37th Ave	627	602	-25	609	605	-4
West SW of 31st St btw 35th Ave and 36th Ave	326	311	-15	262	260	-2
East SW of 36th St btw 37th Ave and Northern Blvd	236	221	-15	151	148	-3
South SW of Northern Blvd btw 36th St and 37th St	104	105	1	145	147	2
South SW of 36th Ave btw 32nd St and 33rd St	122	132	10	207	216	9
South SW of 36th Ave btw 31st St and 32nd St	122	132	10	207	216	9
North SW of 34th Ave btw 41st St and 42nd St	184	185	1	158	162	4
North SW of 34th Ave btw Steinway St and 41st St	181	184	3	172	177	5

Table 5

Comparison of Analyzed Crosswalk Elements During the AM and SAT Peak Hour (2020 CTM vs 2021 CTM)

Intersection	Crosswalk	AM Peak Hour			Saturday Peak Hour		
		2020 CTM	2021 CTM	Difference	2020 CTM	2021 CTM	Difference
34th Av & Steinway St	East	475	474	-1	608	622	14
34th Av & 41st St	East	58	80	22	125	132	7
34th Av & 42nd St	East	186	207	21	254	273	19
35th Av & 43rd St	West	66	78	12	133	146	13
35th Av & 42nd St	North	34	42	8	48	56	8
35th Av & 42nd St	East	342	369	27	422	446	24
35th Av & 42nd St	South	98	136	38	287	325	38
35th Av & 42nd St	West	109	127	18	189	200	11
35th Av & 41st St	North	171	181	10	281	299	18
35th Av & 41st St	East	121	152	31	305	315	10
35th Av & 41st St	South	283	309	26	530	543	13
35th Av & 41st St	West	63	82	19	125	133	8
35th Av & Steinway St	East	241	238	-3	340	343	3
35th Av & Steinway St	South	370	383	13	508	545	37
35th Av & Steinway St	West	539	523	-16	481	503	22
35th Av & 38th St	North	376	392	16	371	406	35
35th Av & 38th St	East	122	145	23	213	266	53
35th Av & 38th St	South	102	119	17	6	31	25
35th Av & 37th St	North	68	80	12	83	95	12
35th Av & 37th St	East	363	364	1	228	226	-2
35th Av & 37th St	South	84	97	13	92	107	15
36th Av & Steinway St	North	702	685	-17	754	758	4
36th Av & 38th St	North	909	886	-23	968	983	15
36th Av & 37th St	North	1,152	1,121	-31	1,036	1,051	15
36th Av & 37th St	East	51	59	8	44	40	-4
36th Av & 36th St	North	973	943	-30	905	908	3
36th Av & 36th St	East	180	178	-2	131	143	12
36th Av & 35th St	North	973	943	-30	905	908	3
36th Av & 34th St	North	973	943	-30	905	908	3
36th Av & 33rd St	North	951	920	-31	870	873	3
36th Av & 31st St	North	364	359	-5	330	338	8
36th Av & 31st St	East	542	518	-24	471	466	-5
37th Av & 36th St	East	255	243	-12	175	180	5
Northern Bl & 37th St	South	104	105	1	145	147	2
Northern Bl & 42nd St	North	260	260	0	228	229	1

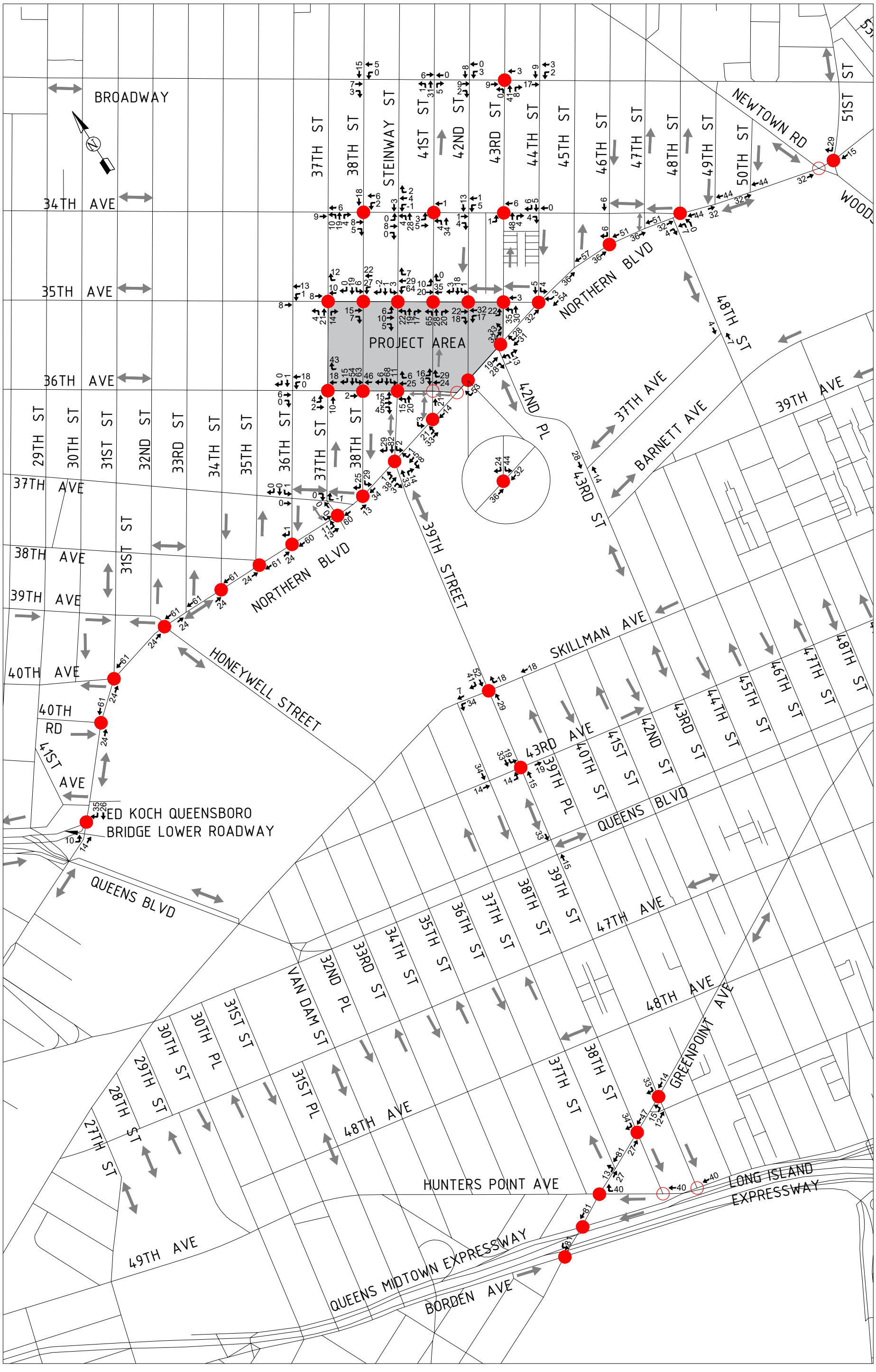
Table 6

Comparison of Analyzed Corner Elements During the AM and SAT Peak Hour (2020 CTM vs 2021 CTM)

Intersection	Corner	AM Peak Hour			Saturday Peak Hour		
		2020 CTM	2021 CTM	Difference	2020 CTM	2021 CTM	Difference
34th Av & Steinway St	NE	507	515	8	658	676	18
34th Av & Steinway St	SE	505	509	4	640	660	20
34th Av & Steinway St	SW	59	70	11	85	103	18
34th Av & 41st St	NE	239	264	25	297	309	12
34th Av & 41st St	SE	223	247	24	251	259	8
34th Av & 41st St	SW	207	225	18	226	236	10
34th Av & 41st St	NW	220	237	17	261	273	12
34th Av & 42nd St	NE	371	393	22	419	442	23
34th Av & 42nd St	SE	359	388	29	410	435	25
34th Av & 42nd St	SW	217	242	25	277	292	15
34th Av & 42nd St	NW	229	247	18	286	299	13
34th Av & 43rd St	SE	61	75	14	103	118	15
34th Av & 43rd St	SW	98	120	22	195	219	24
34th Av & 43rd St	NW	96	118	22	196	220	24
35th Av & 43rd St	NE	68	84	16	121	136	15
35th Av & 43rd St	SW	103	126	23	215	237	22
35th Av & 43rd St	NW	109	132	23	207	231	24
35th Av & 42nd St	NE	376	411	35	470	502	32
35th Av & 42nd St	SE	460	524	64	718	781	63
35th Av & 42nd St	SW	250	328	78	645	715	70
35th Av & 42nd St	NW	152	178	26	243	263	20
35th Av & 41st St	NE	292	333	41	586	614	28
35th Av & 41st St	SE	426	483	57	851	875	24
35th Av & 41st St	SW	455	492	37	734	753	19
35th Av & 41st St	NW	234	263	29	407	434	27
35th Av & Steinway St	NE	283	285	2	563	564	1
35th Av & Steinway St	SE	641	659	18	925	970	45
35th Av & Steinway St	SW	920	916	-4	998	1,057	59
35th Av & Steinway St	NW	865	847	-18	757	770	13
35th Av & 38th St	NE	498	537	39	584	672	88
35th Av & 38th St	SE	246	295	49	286	372	86
35th Av & 38th St	SW	174	200	26	-3	48	51
35th Av & 38th St	NW	452	477	25	392	447	55
35th Av & 37th St	NE	430	444	14	309	321	12
35th Av & 37th St	SE	484	502	18	343	359	16
35th Av & 37th St	SW	102	117	15	100	118	18
35th Av & 37th St	NW	86	100	14	91	106	15
Northern Bl & 42nd St	NW	275	276	1	277	279	2
36th Av & Steinway St	NE	736	732	-4	868	878	10
36th Av & Steinway St	SE	78	95	17	170	175	5
36th Av & Steinway St	SW	93	97	4	116	128	12
36th Av & Steinway St	NW	762	743	-19	797	811	14
36th Av & 38th St	NE	928	907	-21	1,004	1,027	23
36th Av & 38th St	NW	905	883	-22	863	881	18
36th Av & 37th St	NE	1,204	1,180	-24	1,082	1,091	9
36th Av & 37th St	SE	106	124	18	148	152	4
36th Av & 37th St	NW	1,152	1,121	-31	1,036	1,051	15
36th Av & 36th St	NE	1,153	1,121	-32	1,036	1,051	15
36th Av & 36th St	SE	235	243	8	235	255	20
36th Av & 36th St	NW	973	943	-30	905	908	3
36th Av & 35th St	NE	973	943	-30	905	908	3
36th Av & 35th St	NW	973	943	-30	905	908	3
36th Av & 34th St	NE	973	943	-30	905	908	3
36th Av & 34th St	NW	973	943	-30	905	908	3
36th Av & 33rd St	NE	973	942	-31	905	908	3
36th Av & 33rd St	NW	995	965	-30	939	942	3
36th Av & 31st St	NE	906	877	-29	801	804	3
36th Av & 31st St	SE	670	656	-14	680	686	6
36th Av & 31st St	NW	364	359	-5	330	338	8
37th Av & 36th St	NE	293	291	-2	243	258	15
37th Av & 36th St	SE	293	291	-2	243	258	15
Northern Bl & 37th St	SE	129	130	1	152	154	2
Northern Bl & 37th St	SW	104	105	1	145	147	2
36th Av & 33rd St	SE	99	110	11	173	181	8
36th Av & 33rd St	SW	121	133	12	207	215	8
Northern Bl & 42nd St	NE	290	289	-1	256	256	0

Note: *Corner volume includes crosswalks and turning volumes.*

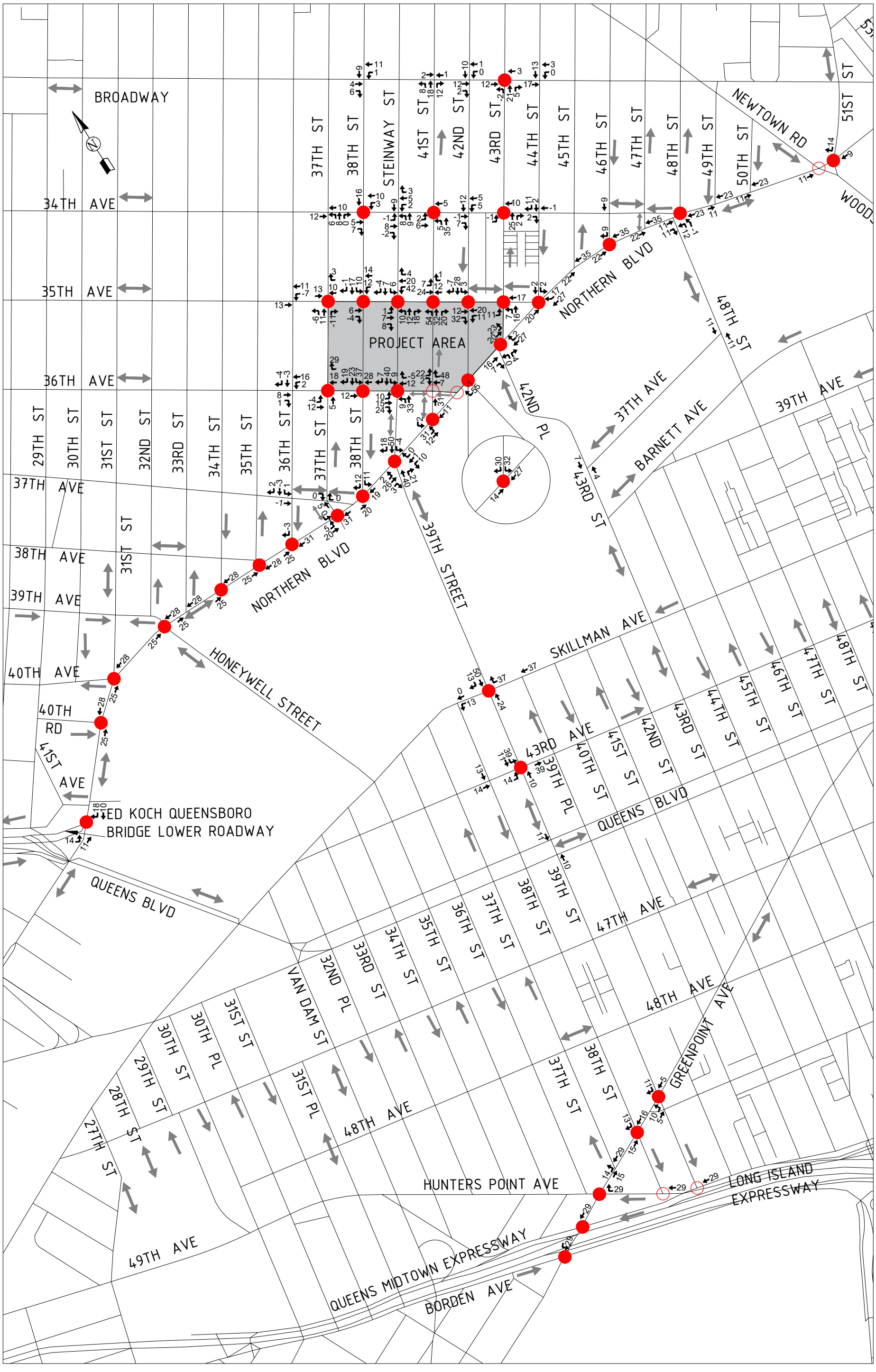
2020 CEQR AM Peak Hour Project Increment Traffic Volumes



Legend

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday AM Peak Hour Volume

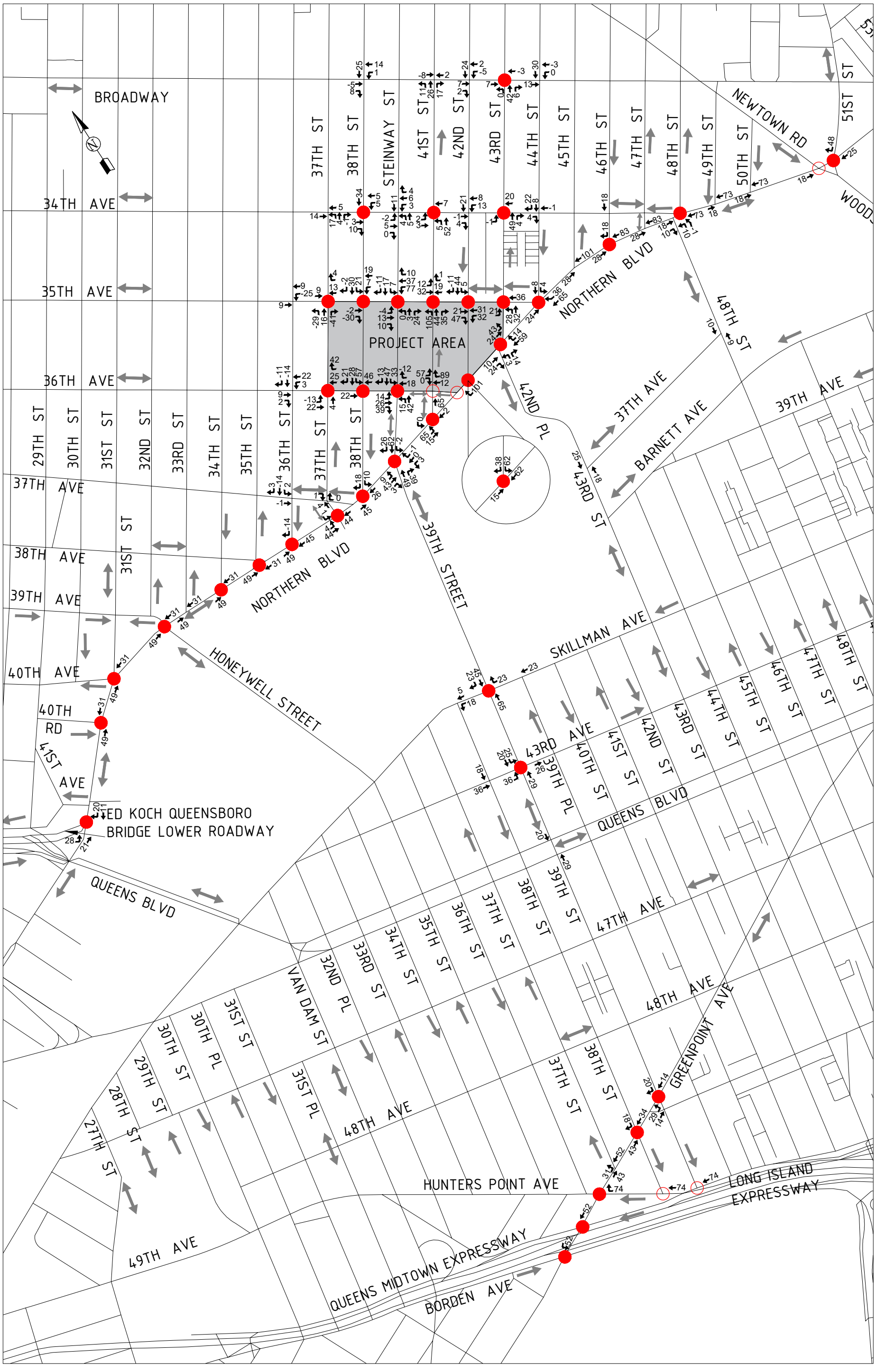
2020 CEQR Midday Peak Hour Project Increment Traffic Volumes



Legend

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday MD Peak Hour Volume

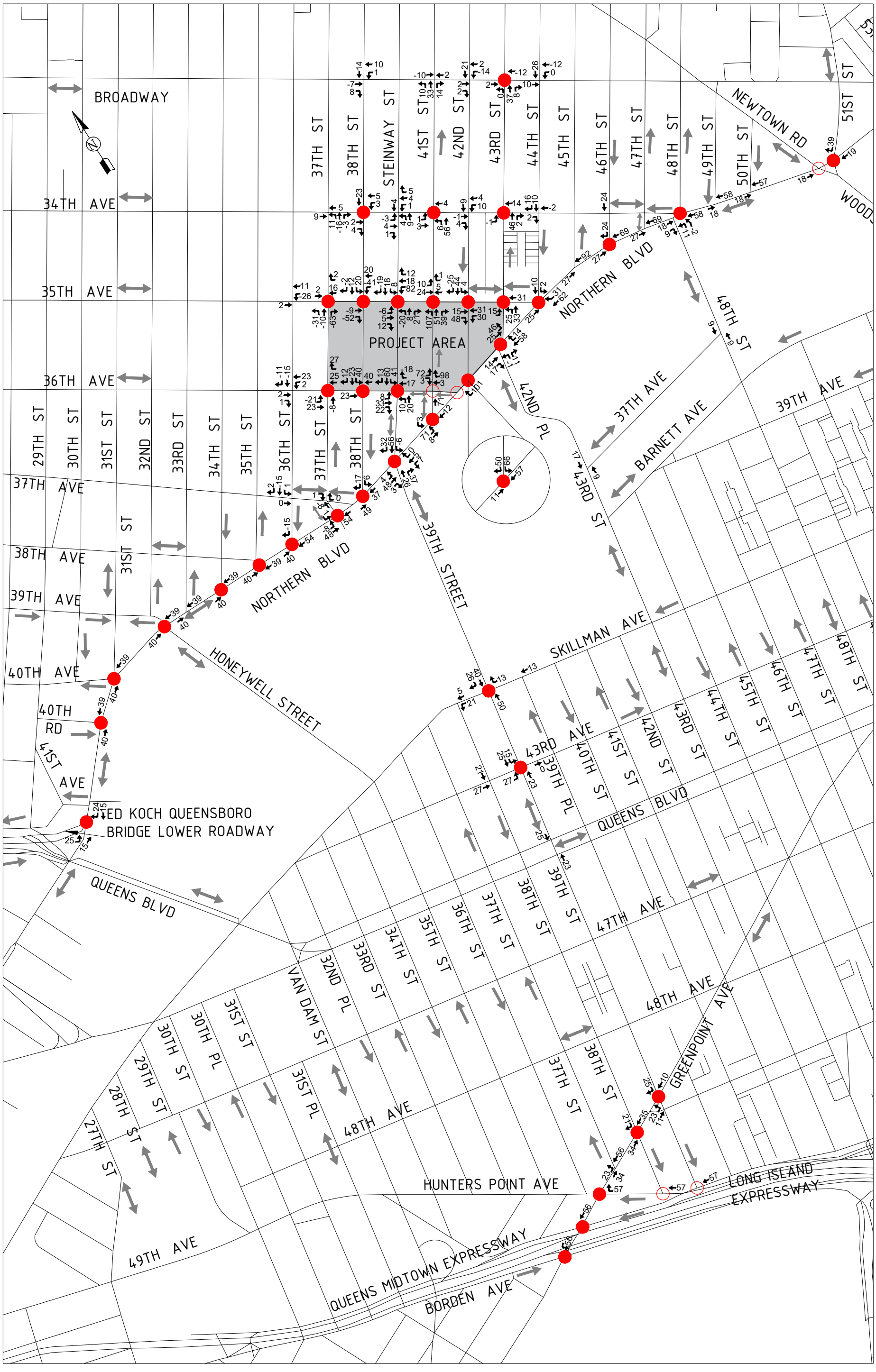
2020 CEQR PM Peak Hour Project Increment Traffic Volumes



Legend

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday PM Peak Hour Volume

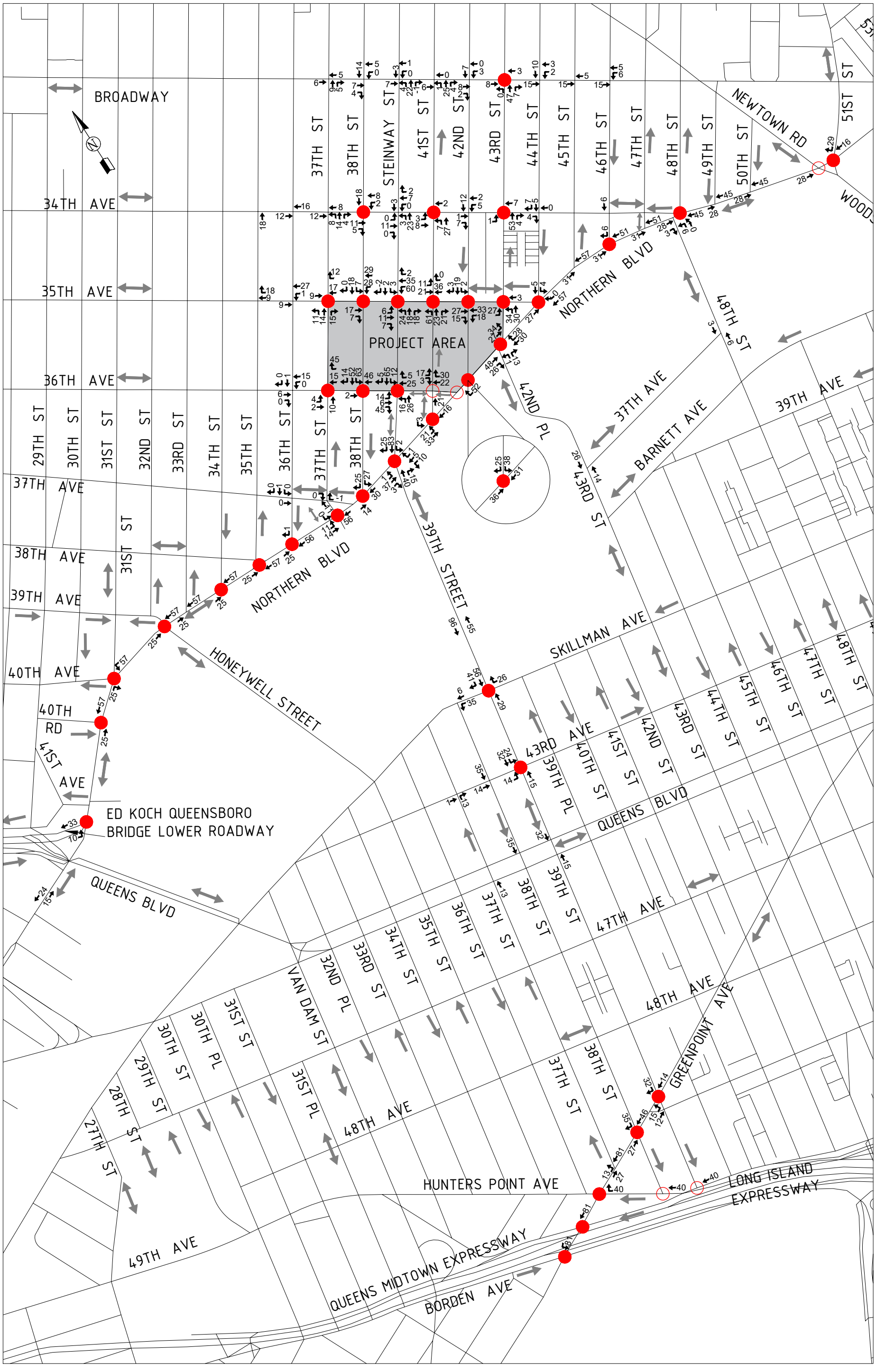
2020 CEQR Saturday Peak Hour Project Increment Traffic Volumes



Legend

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Saturday Peak Hour Volume

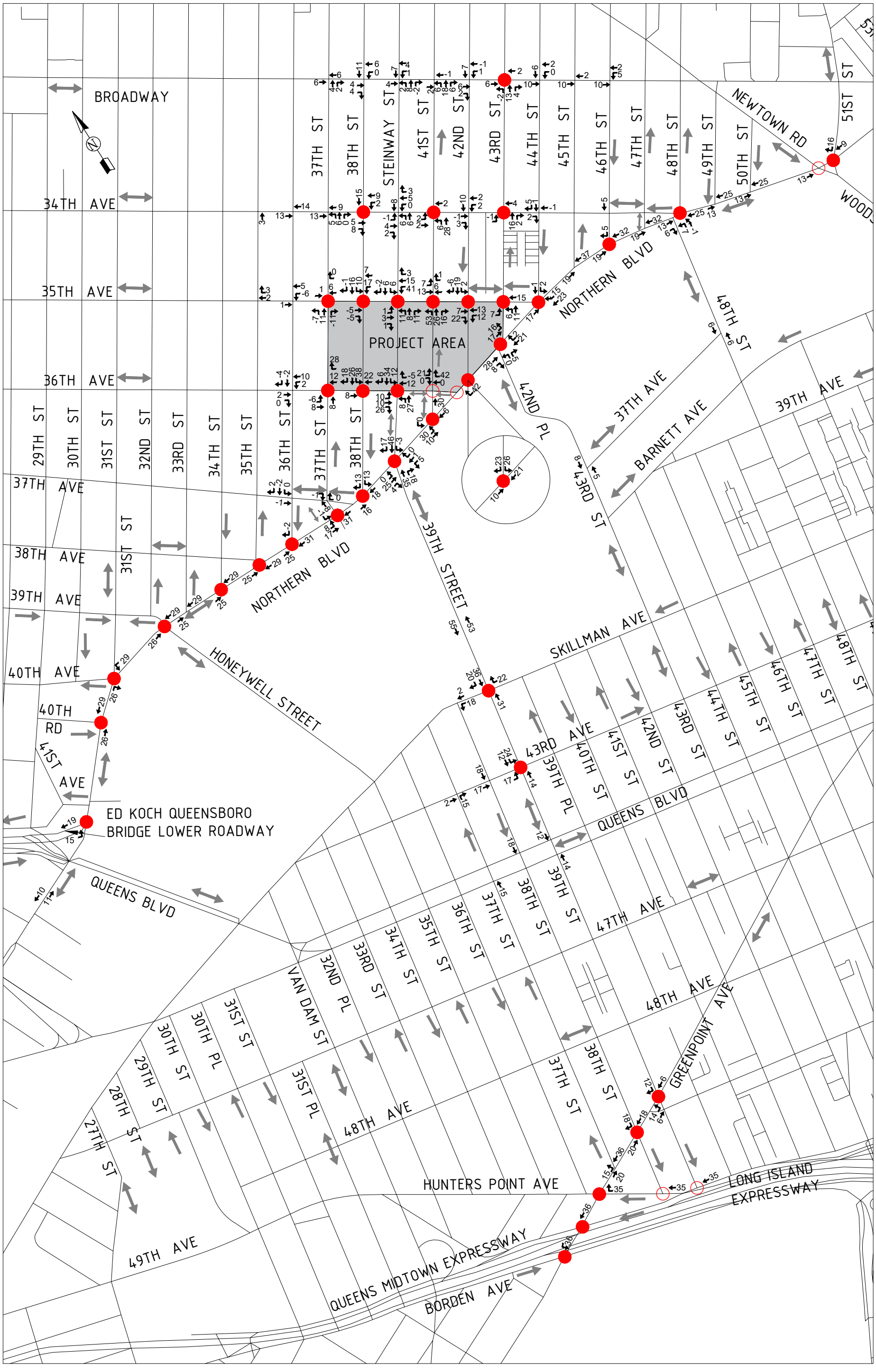
2021 CEQR AM Peak Hour Project Increment Traffic Volumes



Legend

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday AM Peak Hour Volume

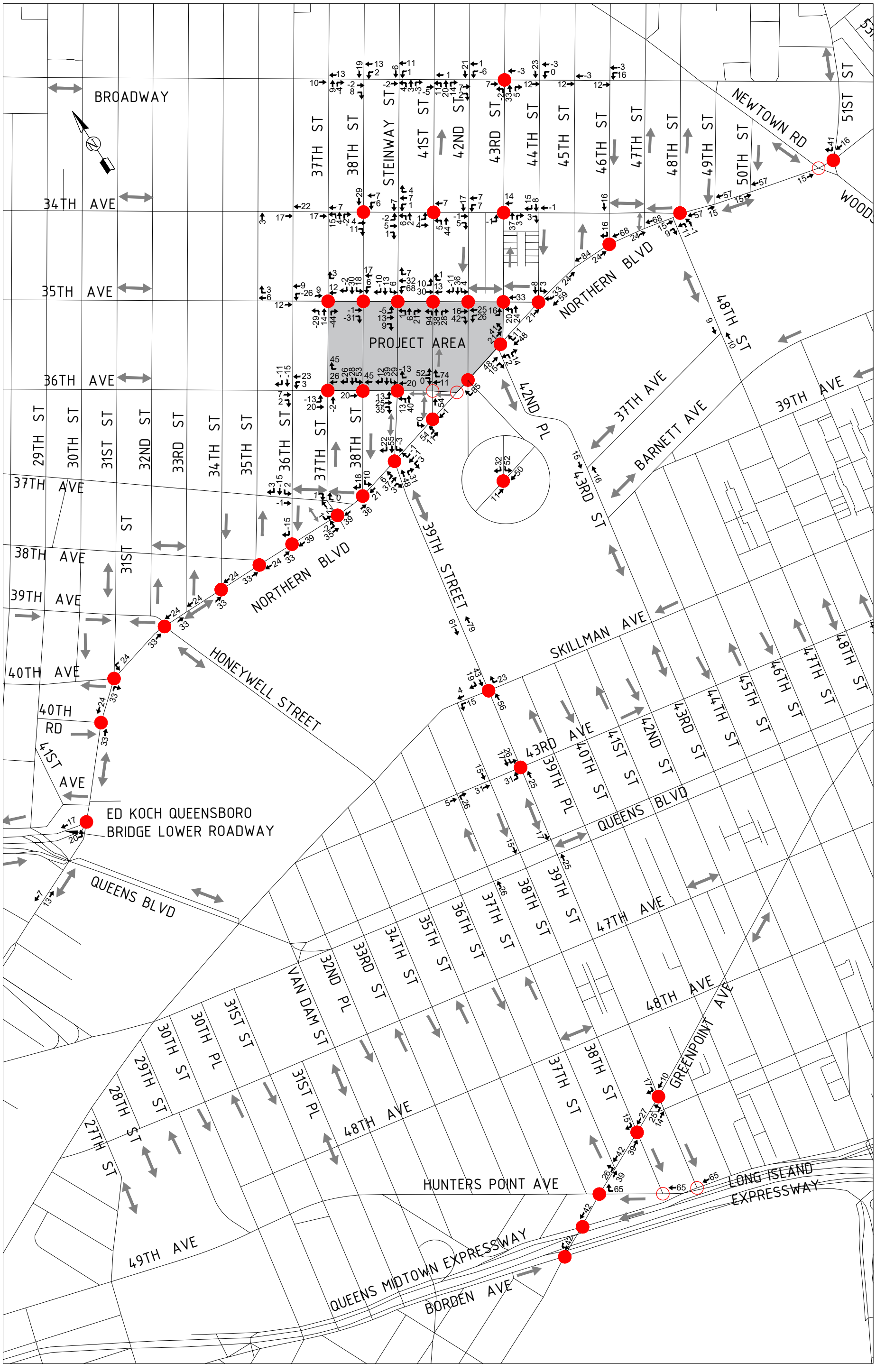
2021 CEQR Midday Peak Hour Project Increment Traffic Volumes



Legend

● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday MD Peak Hour Volume

2021 CEQR PM Peak Hour Project Increment Traffic Volumes



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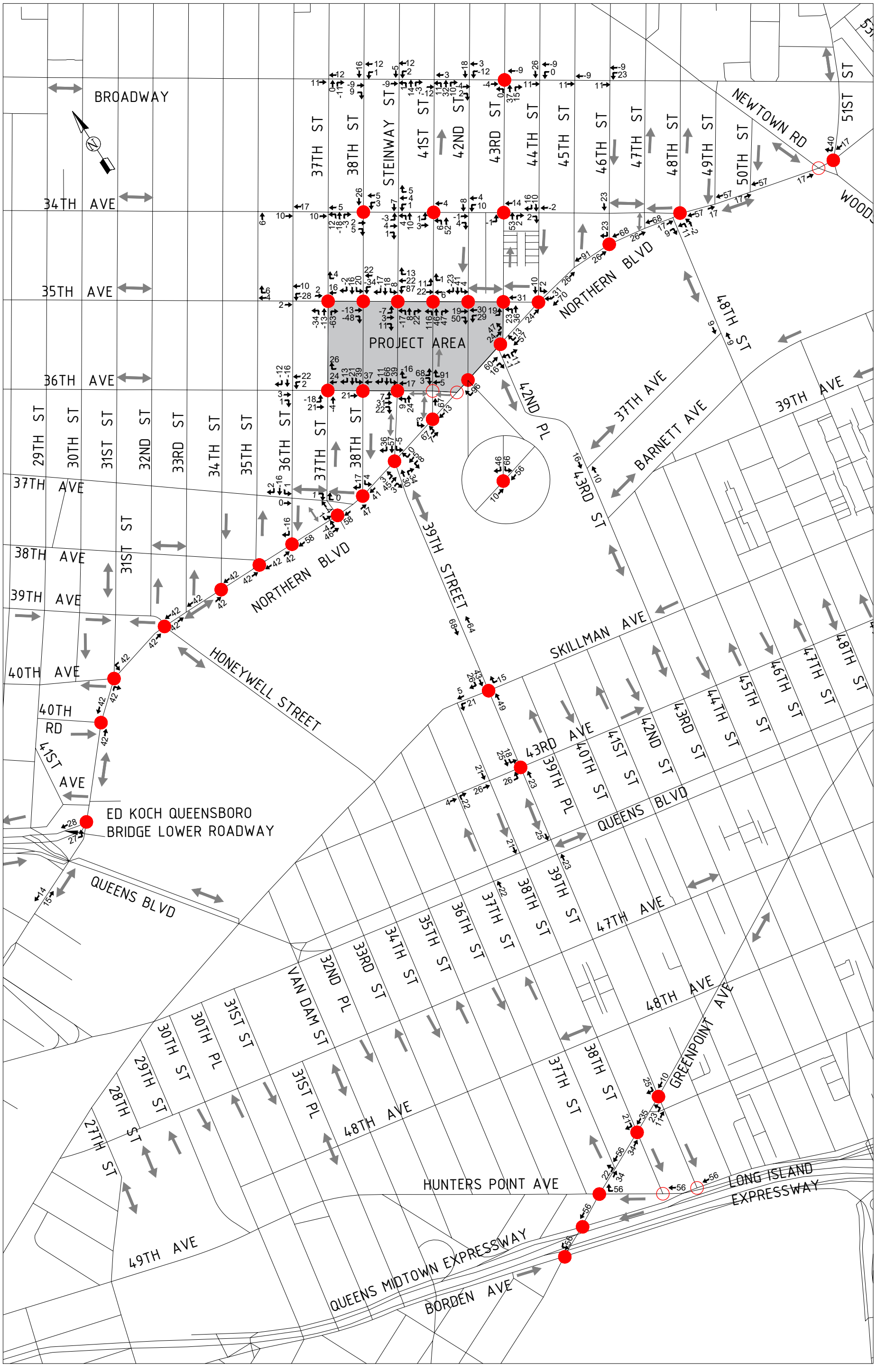
● Signalized Analysis Location ○ Unsignalized Analysis Location 2 = Weekday PM Peak Hour Volume

2021 CEQR Saturday Peak Hour Project Increment Traffic Volumes



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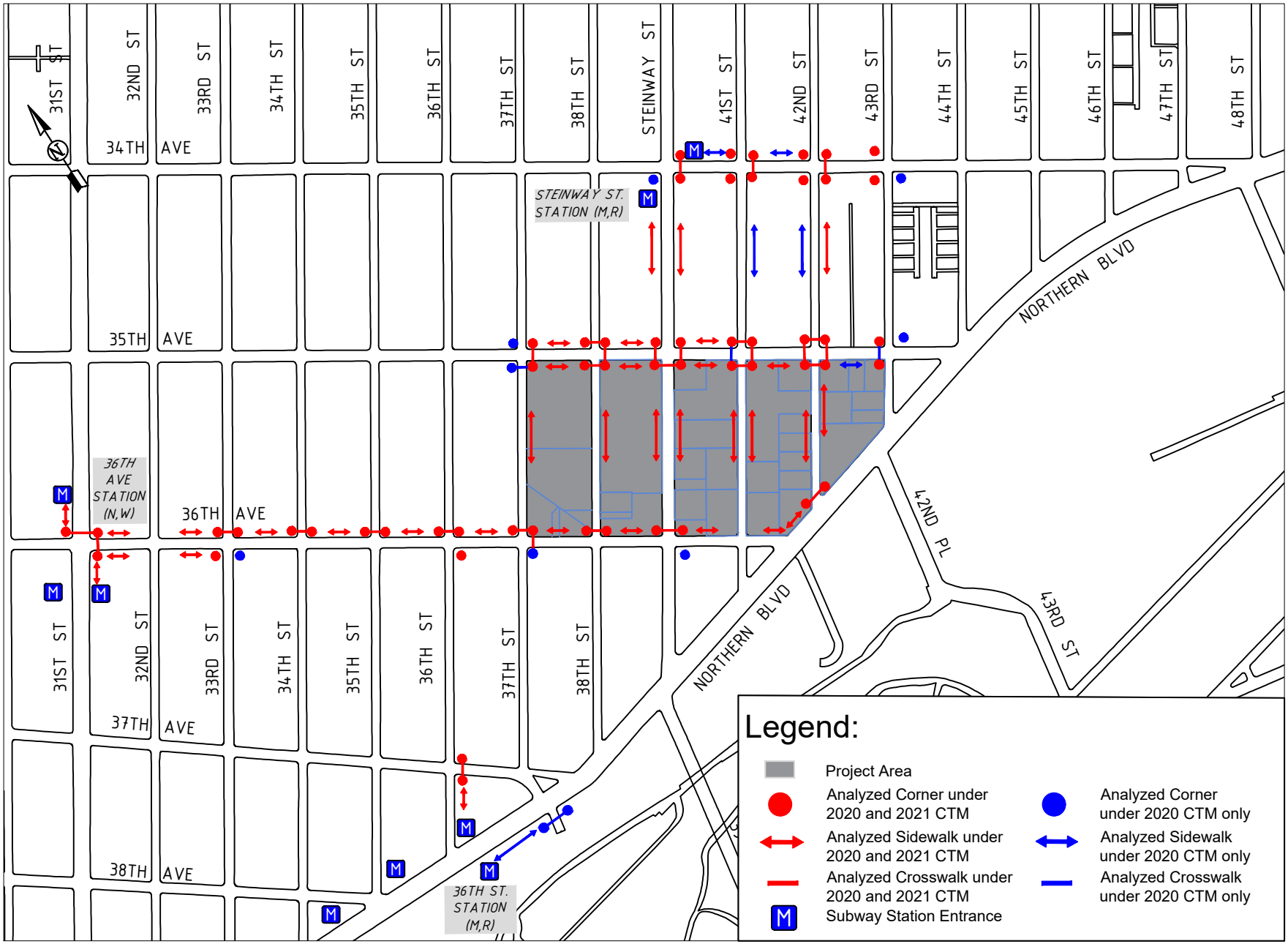

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Figure 3

Analyzed Pedestrian Elements Under the 2020 and 2021 CTM