

**Appendix H.1**  
**TPF/TDF Technical Memorandum**



## **TECHNICAL MEMORANDUM**

**TO: NYCDOT**

**FROM: Philip Habib & Associates, an AKRF Division**

**DATE: March 24, 2025  
(Revised June 18, 2025)**

**PROJECT: Fulton and Elliott-Chelsea Houses Redevelopment Project (PHA No. 2266)**

**RE: Transportation Planning Factors and Travel Demand Forecast**

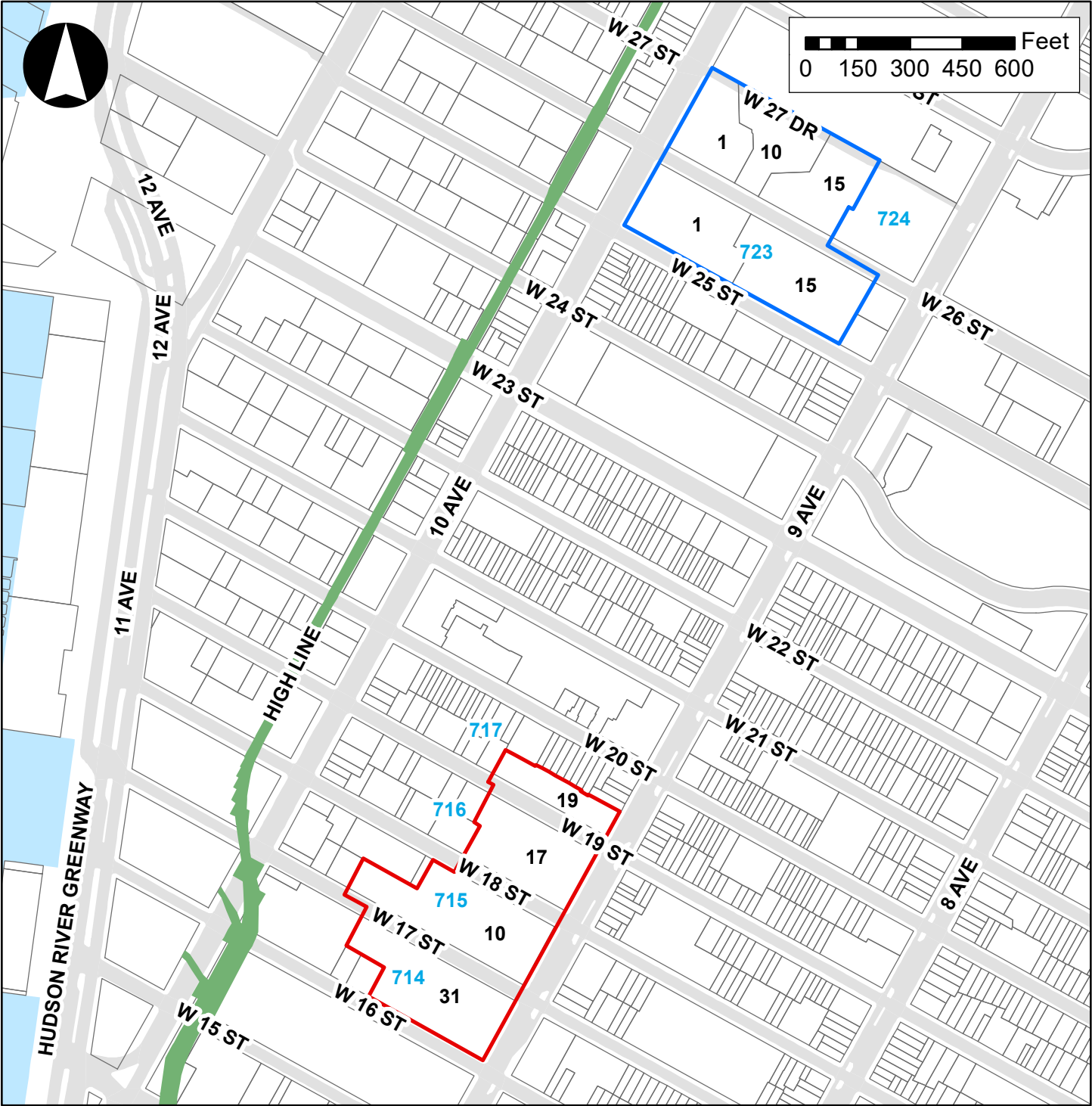
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This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian and parking conditions for the *Fulton and Elliott-Chelsea Houses Redevelopment Project* (the Proposed Project) in the Chelsea neighborhood of Manhattan, New York. Estimates of the peak travel demand for the Proposed Project's reasonable worst-case development scenario (RWCDs) are provided, along with a discussion of trip assignment methodologies and study area definitions.

### **PROJECT SITES**



The Proposed Project affects two New York City Housing Authority (NYCHA) campuses consisting of the Fulton Houses (Fulton Houses Project Site), Elliott Houses, Chelsea Houses, and Chelsea Addition Houses (collectively, Elliott-Chelsea Houses Project Site) (collectively, the Project Sites). As they are separated by approximately a quarter-mile, they are described discretely. **Figure H.1-1** identifies the location of the Fulton Houses Project Site and Elliott-Chelsea Houses Project Site. As shown in **Figure H.1-1**, the Fulton Houses Project Site covers portions of four adjacent blocks bound by W. 20<sup>th</sup> Street to the north, 9<sup>th</sup> Avenue to the east, W. 16<sup>th</sup> Street to the south, and 10<sup>th</sup> Avenue to the west. Uses on the Fulton Houses Project Site include 944 NYCHA dwelling units (DUs), 14,634 gross square feet (gsf) of neighborhood center space, and 95 accessory parking spaces. The Fulton Houses Project Site includes 12 existing buildings, consisting of 10 residential apartment buildings one mixed residential and community facility building, and one storage/maintenance garage building, ranging from 1 to 25 stories.

The Elliott-Chelsea Houses Project Site, located five and a half blocks north of the Fulton Houses Project Site, are bound by Chelsea Park to the north, 9<sup>th</sup> Avenue to the east, W. 25<sup>th</sup> Street to the south, and 10<sup>th</sup> Avenue to the west. Uses on the Elliott-Chelsea Houses Project Site 1,112 NYCHA DUs, 42,255 gsf of community facility neighborhood center space, and 10,300 gsf of daycare space. The Elliott-Chelsea Houses Project Site includes 10 existing buildings, consisting of seven



Source: NYC DCP (PLUTO 2022v3); US Census (2020)

### Legend

	Elliott-Chelsea Houses	<b>715</b>	Blocks
	Fulton Houses	<b>10</b>	Lots
	The High Line		



residential apartment buildings, two community facility buildings, and one storage/maintenance garage building, ranging from 1 to 21 stories.

## **THE PROPOSED PROJECT**

The New York City Department of Housing Preservation and Development (HPD), as Responsible Entity for the United States (US) Department of Housing and Urban Development (HUD) and lead agency under the National Environmental Policy Act of 1969 (NEPA) in accordance with Title 24, Code of Federal Regulations, Section 58.2(a)(7) [24 CFR 58.2(a)(7)], and NYCHA, serving as local project sponsor and joint lead agency in accordance with 40 CFR 1501.7(b),<sup>1</sup> have prepared an Environmental Impact Statement (EIS) for the Proposed Project. The Proposed Project includes the staged demolition and replacement of existing residential and community facility spaces, as well as the staged development of additional new mixed-use buildings across the Project Sites. As part of the Permanent Affordability Commitment Together (PACT) Program, NYCHA intends to submit an application(s) to HUD for disposition of public housing property as authorized under Section 18 of the United States Housing Act of 1937 as amended and implementing regulations at 24 CFR part 970 (Section 18) and the Rental Assistance Demonstration (RAD) Program created by the Consolidated and Further Continuing Appropriations Act of 2012, as amended, and for the conversion of subsidies under Section 9 of the US Housing Act of 1937 (Title 42, United States Code, Section 1437g [42 USC § 1437g]) to Project-Based Vouchers (PBVs) subsidies under Section 8 of the United States Housing Act of 1937 (42 USC § 1437f). Under the PACT Program, NYCHA, a New York State public benefit corporation, would enter into 99-year ground leases involving the Project Sites, with Elliott Fulton LLC, a joint venture between Essence Development and The Related Companies and/or affiliates thereof (collectively, the PACT Partner). Such planned activities and approvals applications at HUD-assisted Project Sites require environmental clearance under NEPA.

Besides HUD approvals, the Proposed Project requires discretionary actions including approvals from NYCHA's Board and may require New York City land use other approvals subject to the alternative chosen for the Proposed Project. There are four alternatives under consideration for the Proposed Project: the Rezoning Alternative, (which has been identified as the Preferred Alternative and is referred to by the latter term for the remainder of this memorandum), the Non-Rezoning Alternative, the Midblock Bulk Alternative, and the City of Yes (COY) Alternative. If either the Preferred Alternative or the Midblock Bulk Alternative are selected to implement the Proposed Project, a land use application consisting of zoning changes approved through New York City's Uniform Land Use Review Procedure (ULURP) would also be pursued. That application would include zoning map and text amendments and a zoning special permit for a general large-scale development. Also, at a later date, discretionary public funding or financing for the Proposed Project may be sought through one or more of the following public agencies: US Department of Transportation, HUD, New York State Division of Housing and Community Renewal (HCR), New York State Housing Finance Agency (HFA), New York City Housing Development Corporation (NYCHDC), and HPD. Additionally, a Mayoral Zoning Override (MZO) to address, for example, non-compliant interim conditions on the Project Sites during the construction period, is indicated

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<sup>1</sup> Please see FEIS Chapter 01.0, "Purpose and Need for the Proposed Project" regarding a change to Federal regulations. The change does not affect the scope of analysis presented in the EIS or in this memo.

as a potential required approval, but based on the current Non-Rezoning Alternative and COY Alternative's development schemes, is not currently anticipated to be utilized.

The replacement of existing uses that would be facilitated under the Proposed Project includes 2,056 NYCHA DUs for current Fulton and Elliott-Chelsea Houses (FEC) residents, approximately 67,159 gsf of community facility space, 95 accessory parking spaces, and accessory open spaces. In addition, the PACT Partner would undertake development of new residential, community facility, and commercial uses. The new residential uses would include a mix of market-rate and affordable units. There are four options being considered for this project – the Preferred Alternative, the Non-Rezoning Alternative, the Midblock Bulk Alternative, and the COY Alternative. Unlike the other three alternatives which were identified and considered in the DEIS, the COY Alternative was identified between the DEIS and FEIS and, as warranted, will be considered in the FEIS.<sup>2</sup>

Under the Preferred Alternative, the Proposed Project would not be as-of right under existing zoning and would therefore require zoning changes that will be defined at a later date, following the completion of this environmental review. Besides replacing the existing uses described above, the Preferred Alternative would result in up to 3,454 additional DUs (including 2,416 market-rate DUs and 1,038 affordable housing DUs), 27,371 gsf of local retail space, 17,580 gsf of supermarket space, and 110,778 gsf of additional community facility space – including 87,223 gsf of additional neighborhood center space, 13,785 gsf of medical office space, and 9,770 gsf of daycare space.

The total incremental development program is identical for the Preferred Alternative and the Midblock Bulk Alternative. The arrangement of bulk, i.e., the geographic distribution of buildings, building heights and setbacks, and open areas, on the Fulton Houses Project Site would differ under these two alternatives. While both alternatives would result in new high-rise buildings, under the Preferred Alternative, the tallest buildings would be located along 9<sup>th</sup> Avenue and under the Midblock Bulk Alternative, the tallest buildings would be located in midblock areas. These two alternatives would have identical arrangement of bulk on the Elliott-Chelsea Houses Project Site.

Under the Non-Rezoning Alternative, the Proposed Project would be as-of right under existing zoning. Besides replacing the existing uses described above, the Non-Rezoning Alternative would result in up to 1,783 additional DUs (including 1,247 market-rate DUs and 536 affordable housing DUs), 20,262 gsf of local retail space, 7,400 gsf of supermarket space, and 133,400 gsf of additional community facility space – including 118,148 gsf of additional neighborhood center space, 12,046 gsf of medical office space, and 3,206 gsf of daycare space.

Upon approvals granted by NYCHA and HUD, construction can proceed without further discretionary approvals for the Non-Rezoning Alternative, COY Alternative, or the first phase of the Preferred Alternative or Midblock Bulk Alternative. If the Preferred Alternative or the Midblock Bulk Alternative is pursued, approval of discretionary zoning approvals will be sought in 2025 to facilitate its later phases. This would include a rezoning through the Uniform Land Use Review Procedure (ULURP), which is a discretionary approval process subject to CEQR.

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<sup>2</sup> Between the DEIS, published on March 28, 2025, and the FEIS, a fourth feasible alternative, the City of Yes (COY Alternative) was added for consideration as an option for the Proposed Project. It will be addressed in the FEIS.

As discussed below and in the FEIS Transportation chapter, detailed transportation analyses are provided for the Preferred Alternative and the Non-Rezoning Alternative.

### **THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)**

In order to assess the potential effects of the Proposed Project, a RWCDS for both “future without the proposed action” (No-Action) and “future with the proposed action” (With-Action) conditions is analyzed for an analysis year of 2041. As per the RWCDS, the No-Action scenario (No-Action Alternative) assumes that the existing conditions described above would remain within the Project Sites and that the Proposed Project would not be constructed.

In the future with the Proposed Project, under the Preferred Alternative, the net incremental change in development that would occur on the Fulton Houses campus would include approximately an additional 1,788 DUs (including 1,251 market rate DUs and 537 affordable housing DUs), 15,311 gsf of local retail space, 39,305 gsf of neighborhood center space, 6,580 gsf of supermarket space, 2,500 gsf of medical office space, and 9,770 gsf of daycare space. In addition, on the Elliot-Chelsea Houses campus, the Preferred Alternative would facilitate a net increase of 1,666 DUs (including 1,165 market rate and 501 affordable DUs), 12,060 gsf of local retail space, 47,918 gsf of neighborhood center space, 11,000 gsf of supermarket space, and 11,285 gsf of medical office space, as well as a net decrease of 2,085 gsf of UPK space.

**Table H.1-1** shows the total anticipated No-Action and the Preferred/Midblock Bulk Alternative With-Action land uses assumed under the RWCDS for each site for the purposes of the transportation analyses, and the net incremental change that would result from the Proposed Project. As shown in **Table H.1-1**, the incremental change that would result from the development of the Preferred Alternative would be an overall net incremental increase of 3,454 DUs (including 2,416 market rate DUs and 1,038 affordable housing DUs), 27,371 gsf of local retail space, 87,223 gsf of neighborhood center space, 17,580 gsf of supermarket space, 13,785 of medical office space, and 9,770 gsf of daycare space, as well as a net decrease of 2,085 gsf of UPK space. The Proposed Project would also result in a net incremental increase of one parking space within the Project Sites.

In the future with the Proposed Project, under the Non-Rezoning Alternative, the net incremental change in development that would occur on the Fulton Houses campus would include approximately an additional 960 DUs (including 671 market rate DUs and 289 affordable housing DUs), 20,262 gsf of local retail space, 42,733 gsf of neighborhood center space, 7,400 gsf of supermarket space, 2,500 gsf of medical office space, and 3,206 gsf of daycare space. In addition, on the Elliot-Chelsea Houses campus, the Non-Rezoning Alternative would facilitate a net increase of 823 DUs (including 576 market rate and 247 affordable DUs), 75,415 of neighborhood center space, and 9,546 gsf of medical office space, as well as a net decrease of 851 gsf of Universal Pre-K (UPK) space (also referred to as daycare in other project documents).

**Table H.1-2** shows the total anticipated No-Action Alternative and Non-Rezoning Alternative With-Action land uses assumed under the RWCDS for each site for the purposes of the transportation analyses, and the net incremental change that would result from the Proposed Project. As shown in **Table H.1-2**, the incremental change that would result from the development of the Non-Rezoning Alternative would be an overall net incremental increase of 1,783 DUs

(including 1,247 market rate DUs and 536 affordable housing DUs), 20,262 gsf of local retail space, 118,148 gsf of neighborhood center space, 7,400 gsf of supermarket space, 12,046 of medical office space, and 3,206 gsf of daycare space, as well as a net decrease of 851 gsf of UPK space. The Proposed Project would also result in a net incremental increase of one parking space within the Project Sites.

As the Midblock Bulk Alternative would have the same total development program as the Preferred Alternative, the number of action-generated vehicle, transit, and pedestrian trips and the demand for on-street and off-street parking would be substantially similar to the numbers of trips and the parking demand that would be generated by the Preferred Alternative. Therefore, only the Preferred Alternative was included in the screening assessment in addition to the Non-Rezoning Alternative.

**Table H.1-1: 2041 Preferred/Midblock Bulk Alternatives Compared to the No-Action Alternative Assumed for the Transportation Analyses**

Project Sites	No-Action Alternative	Preferred/Midblock Bulk Alternative	Increment
<b>Residential (Project-Based Section 8 Units)<sup>1</sup></b>			
Fulton Houses	944 DUs	944 DUs	0 DUs
Elliott-Chelsea Houses	1,112 DUs	1,112 DUs	0 DUs
<b>Total Residential (NYCHA/Project-Based Section 8 Units)</b>	<b>2,056 DUs</b>	<b>2,056 DUs</b>	<b>0 DUs</b>
<b>Residential (Market Rate &amp; Affordable Units)</b>			
Fulton Houses	0 DUs	1,788 DUs	+1,788 DUs
Elliott-Chelsea Houses	0 DUs	1,666 DUs	+1,666 DUs
<b>Total Residential (Market Rate &amp; Affordable Units)</b>	<b>0 DUs</b>	<b>3,454 DUs</b>	<b>+3,454 DUs</b>
<b>Local Retail</b>			
Fulton Houses	0 gsf	15,311 gsf	+15,311 gsf
Elliott-Chelsea Houses	0 gsf	12,060 gsf	+12,060 gsf
<b>Total Local Retail</b>	<b>0 gsf</b>	<b>27,371 gsf</b>	<b>+27,371 gsf</b>
<b>Neighborhood Center</b>			
Fulton Houses	14,634 gsf	53,939 gsf	+39,305 gsf
Elliott-Chelsea Houses	42,225 gsf	90,143 gsf	+47,918 gsf
<b>Total Neighborhood Center</b>	<b>56,859 gsf</b>	<b>144,082 gsf</b>	<b>+87,223 gsf</b>
<b>Supermarket</b>			
Fulton Houses	0 gsf	6,580 gsf	+6,580 gsf
Elliott-Chelsea Houses	0 gsf	11,000 gsf	+11,000 gsf
<b>Total Healthy Grocer Center</b>	<b>0 gsf</b>	<b>17,580 gsf</b>	<b>+17,580 gsf</b>
<b>Medical Office</b>			
Fulton Houses	0 gsf	2,500 gsf	+2,500 gsf
Elliott-Chelsea Houses	0 gsf	11,285 gsf	+11,285 gsf
<b>Total Medical Office Center</b>	<b>0 gsf</b>	<b>13,785 gsf</b>	<b>+13,785 gsf</b>
<b>Universal Pre-K (UPK)<sup>2</sup></b>			
Fulton Houses	0 gsf	0 gsf	0 gsf
Elliott-Chelsea Houses	10,300 gsf	8,215 gsf	-2,085 gsf
	(73 children)	(73 children)	(0 children)
<b>Total Universal Pre-K Center</b>	<b>10,300 gsf</b>	<b>8,215 gsf</b>	<b>-2,085 gsf</b>
	<b>(73 children)</b>	<b>(73 children)</b>	<b>(0 children)</b>
<b>Daycare</b>			
Fulton Houses	0 gsf	9,770 gsf	+9,770 gsf
Elliott-Chelsea Houses	0 gsf	0 gsf	0 gsf
<b>Total Daycare</b>	<b>0 gsf</b>	<b>9,770 gsf</b>	<b>+9,770 gsf</b>
<b>Accessory Parking</b>			
Fulton Houses	95 spaces	96 spaces	+1 space
Elliott-Chelsea Houses	0 spaces	0 spaces	0 spaces
<b>Total Parking Spaces</b>	<b>95 spaces</b>	<b>96 spaces</b>	<b>+1 space</b>

**Notes:**

<sup>1</sup>The existing NYCHA DUs that would remain under the No-Action Alternative would be replaced and the replacement units are classified as Project-Based Section 8 DUs under the Preferred and Non-Rezoning Alternatives. While the classification of these DUs would change, the population served and number of units would be the same as under the No-Action Alternative.

<sup>2</sup>The existing children's center located on Block 724 currently operates as a UPK. As such, the transportation analyses take into account the existing UPK, although it is referred to as daycare in other project documents. In addition, the incremental decrease in UPK space on Block 724 is assumed to serve the same population of students. Therefore, no incremental change in students, parents, and staff was conservatively assumed.



**Table H.1-2: 2041 Non-Rezoning Alternative Compared to the No-Action Alternative Assumed for the Transportation Analyses**

Project Sites	No-Action Alternative	Non-Rezoning Alternative	Increment
<b>Residential (Project-Based Section 8 Units)<sup>1</sup></b>			
Fulton Houses	944 DUs	944 DUs	0 DUs
Elliott-Chelsea Houses	1,112 DUs	1,112 DUs	0 DUs
<b>Total Residential (NYCHA/Project-Based Section 8 Units)</b>	<b>2,056 DUs</b>	<b>2,056 DUs</b>	<b>0 DUs</b>
<b>Residential (Market Rate &amp; Affordable Units)</b>			
Fulton Houses	0 DUs	960 DUs	+960 DUs
Elliott-Chelsea Houses	0 DUs	823 DUs	+823 DUs
<b>Total Residential (Market Rate &amp; Affordable Units)</b>	<b>0 DUs</b>	<b>1,783 DUs</b>	<b>+1,783 DUs</b>
<b>Local Retail</b>			
Fulton Houses	0 gsf	20,262 gsf	+20,262 gsf
Elliott-Chelsea Houses	0 gsf	0 gsf	+0 gsf
<b>Total Local Retail</b>	<b>0 gsf</b>	<b>20,262 gsf</b>	<b>+20,262 gsf</b>
<b>Neighborhood Center</b>			
Fulton Houses	14,634 gsf	57,367 gsf	+42,733 gsf
Elliott-Chelsea Houses	42,225 gsf	117,640 gsf	+75,415 gsf
<b>Total Neighborhood Center</b>	<b>56,859 gsf</b>	<b>175,007 gsf</b>	<b>+118,148 gsf</b>
<b>Supermarket</b>			
Fulton Houses	0 gsf	7,400 gsf	+7,400 gsf
Elliott-Chelsea Houses	0 gsf	0 gsf	+0 gsf
<b>Total Healthy Grocer Center</b>	<b>0 gsf</b>	<b>7,400 gsf</b>	<b>+7,400 gsf</b>
<b>Medical Office</b>			
Fulton Houses	0 gsf	2,500 gsf	+2,500 gsf
Elliott-Chelsea Houses	0 gsf	9,546 gsf	+9,546 gsf
<b>Total Medical Office Center</b>	<b>0 gsf</b>	<b>12,046 gsf</b>	<b>+12,046 gsf</b>
<b>Universal Pre-K (UPK)<sup>2</sup></b>			
Fulton Houses	0 gsf	0 gsf	0 gsf
Elliott-Chelsea Houses	10,300 gsf	9,449 gsf	-851 gsf
	(73 children)	(73 children)	(0 children)
<b>Total Universal Pre-K Center</b>	<b>10,300 gsf</b>	<b>9,449 gsf</b>	<b>-851 gsf</b>
	<b>(73 children)</b>	<b>(73 children)</b>	<b>(0 children)</b>
<b>Daycare</b>			
Fulton Houses	0 gsf	3,206 gsf	+3,206 gsf
Elliott-Chelsea Houses	0 gsf	0 gsf	0 gsf
<b>Total Daycare</b>	<b>0 gsf</b>	<b>3,206 gsf</b>	<b>+3,206 gsf</b>
<b>Accessory Parking</b>			
Fulton Houses	95 spaces	96 spaces	+1 space
Elliott-Chelsea Houses	0 spaces	0 spaces	0 spaces
<b>Total Parking Spaces</b>	<b>95 spaces</b>	<b>96 spaces</b>	<b>+1 space</b>

**Notes:**

<sup>1</sup>The existing NYCHA DUs that would remain under the No-Action Alternative would be replaced and the replacement units are classified as Project-Based Section 8 DUs under the Preferred and Non-Rezoning Alternatives. While the classification of these DUs would change, the population served and number of units would be the same as under the No-Action Alternative.

<sup>2</sup>The existing children's center located on Block 724 currently operates as a UPK. As such, the transportation analyses take into account the existing UPK, although it is referred to as daycare in other project documents. In addition, the incremental decrease in UPK space on Block 724 is assumed to serve the same population of students. Therefore, no incremental change in students, parents, and staff was conservatively assumed.

## **TRANSPORTATION PLANNING FACTORS**

The transportation planning factors used to forecast the travel demand that would be generated by the No-Action and With-Action land uses in the Project Sites are summarized in **Table H.1-3** and discussed below. 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 2021 *City Environmental Quality Review (CEQR) Technical Manual*; 2015-2019 American Community Survey (ACS) journey-to-work data for Manhattan census tracts in proximity to the Project Sites (tracts 83, 89, 93, 97, 99); 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 Department of Transportation (NYCDOT); and factors developed for recent environmental reviews. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

### **Residential (Market Rate, Affordable, and NYCHA/Section 8 PBV)**

The trip generation rates, temporal distributions, and truck trip factors for the residential uses were based on data from the *CEQR Technical Manual*. The modal splits and vehicle occupancies were based on ACS 2015-2019 5-year journey-to-work data for census tracts in the vicinity of the Project Sites and data from the 2018 *Inwood Rezoning FEIS*. The directional in/out splits were based on data provided by NYCDOT.

### **Local Retail**

The trip generation rates, temporal distributions, and truck trip factors for the local retail use were based on data from the *CEQR Technical Manual*. The modal splits, directional in/out splits, and vehicle occupancies were based on data provided by NYCDOT.

### **Neighborhood Center**

The neighborhood center use would operate similar to the existing Elliott Center located in the Elliott-Chelsea Houses Project Site, operated by Hudson Guild. The existing Elliott Center has classes and clubs for adults and children, meeting rooms, and other social facilities. It also contains a gymnasium used for youth basketball and other recreation activities.

The trip generation rates and temporal distributions for the neighborhood center use were based on data from the *CEQR Technical Manual*. The modal splits, vehicle occupancies, and truck trip factors were based on data from the 2018 *Inwood Rezoning FEIS*. The directional in/out splits were based on data provided by NYCDOT.

### **Supermarket**

The trip generation rates and temporal distributions for the supermarket use were based on data from the *CEQR Technical Manual*. The modal splits and directional in/out splits were based on

data provided by NYCDOT. Vehicle occupancies and truck trip factors were based on data from the 2021 *Soho Noho Rezoning FEIS*.

### **Medical Office**

The trip generation rates and temporal distributions for the medical office use were based on data from the *CEQR Technical Manual*. The modal splits, directional in/out splits, and vehicle occupancies were based on data provided by NYCDOT. The truck trip factors were based on data from the 2021 *Soho Noho Rezoning FEIS*.

### **Universal Pre-K (UPK)**

As shown in **Table H.1-3**, the trip generation rates, temporal distributions, directional in/out splits, and vehicle occupancies for the UPK students, staff, and parents were based on data from the *CEQR Technical Manual* and data provided by NYCDOT. The truck trip generation rates for the students were based on data from the 2018 *Inwood Rezoning FEIS*. The modal splits for the students and parents were based on data provided by NYCDOT. The modal splits and vehicle occupancy for the staff were based on AASHTO CTPP reverse journey-to-work Five-Year (2012-2016) data for Manhattan census tracts in close proximity to the Project Sites.

It is assumed that there will be one parent with every child traveling to and from school and one employee per three students. It should be noted that the existing children's center located on Block 724 currently operates as a UPK. As such, the incremental decrease in children's center space on Block 724 is assumed to serve the same population of students, no incremental change in students, parents, and staff was conservatively assumed.

### **Daycare**

The trip generation rates, temporal distributions, directional in/out splits, and vehicle occupancies for the daycare students, staff, and parents were based on data from the *CEQR Technical Manual* and data provided by NYCDOT. The modal splits for the students and parents as well as the truck trip generation rates for the students were based on data from the 2022 *Innovation QNS FEIS*. The modal splits and vehicle occupancy for the staff were based on AASHTO CTPP reverse journey-to-work Five-Year (2012-2016) data for Manhattan census tracts in close proximity to the Project Sites.

**Table H.1-3: Transportation Planning Factors**

Land Use:	<u>Residential (Market-Rate and Affordable)</u>		<u>Residential (Section 8 PBV)</u>		<u>Local Retail</u>		<u>Neighborhood Center</u>		<u>Supermarket</u>		<u>Medical Office</u>		<u>Universal Pre-K Students</u>		<u>Universal Pre- K Staff</u>		<u>Universal Pre- K Parents</u>		<u>Daycare Students</u>		<u>Daycare Staff</u>		<u>Daycare Parents</u>	
<b>Trip Generation:</b>	(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)	
Weekday	8.18		16.3		329.0		51.60		256.0		74.6		2.0		2.0		4.0		22.0		6.0		44.0	
Saturday	9.08		15.3		358.0		50.40		300.0		37.0		N/A		N/A		N/A		N/A		N/A		N/A	
	per DU		per DU		per 1,000 gsf		per 1,000 gsf		per 1000 sf		per 1,000 sf		per student		per staff		per parent		per 1,000 sf		per 1,000 sf		per 1,000 sf	
<b>Temporal Distribution:</b>	(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)		(1)	
AM	9.3%		10.0%		4.8%		9.0%		4.0%		11.0%		49.5%		40.0%		49.5%		25.0%		25.0%		25.0%	
MD	5.6%		9.0%		8.0%		7.4%		7.0%		12.6%		N/A		N/A		N/A		0.0%		2.5%		0.0%	
PM	8.5%		7.0%		10.9%		9.0%		10.6%		8.5%		49.5%		40.0%		49.5%		25.0%		25.0%		25.0%	
Saturday	8.4%		10.4%		11.7%		12.6%		9.5%		16.6%		N/A		N/A		N/A		N/A		N/A		N/A	
	(2)		(2)		(5)		(3)		(7)		(7)		(7)		(9)		(7)(8)		(6)		(9)		(6)	
<b>Modal Splits:</b>	All Periods		All Periods		Weekday SAT		All Periods		Weekda y SAT		All Periods		All Periods		AM/PM		AM/PM		All Periods		AM/PM		AM/PM	
Auto	6.7%		6.7%		4.0% 4.0%		4.0%		4.0% 4.0%		1.0%		8.0%		13.4%		0.0%		15.0%		13.4%		0.0%	
Taxi	3.2%		3.2%		1.0% 1.0%		9.0%		1.0% 1.0%		5.0%		0.0%		1.9%		0.0%		0.0%		1.9%		0.0%	
Subway	52.2%		52.2%		1.0% 1.0%		12.0%		16.0% 16.0%		60.0%		38.6%		62.3%		42.0%		5.0%		62.3%		6.0%	
Bus	4.7%		4.7%		1.0% 1.0%		5.0%		6.0% 6.0%		5.0%		3.4%		8.2%		3.7%		5.0%		8.2%		6.0%	
Bike	3.4%		3.4%		1.0% 1.0%		7.2%		3.0% 3.0%		4.0%		5.2%		2.4%		5.7%		0.0%		2.4%		0.0%	
Walk/Other	29.8%		29.8%		92.0% 92.0%		62.8%		70.0% 70.0%		25.0%		44.8%		11.8%		48.7%		75.0%		11.8%		88.0%	
	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%	
<b>In/Out Splits:</b>	(7)		(7)		(7)		(7)		(7)		(7)		(7)		(7)		(7)		(7)		(7)		(7)	
	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%		23% 77%		52% 48%		57% 43%		51% 49%		62% 38%		100% 0%		100% 0%		50% 50%		100% 0%		100% 0%		50% 50%	
MD	50% 50%		43% 57%		50% 50%		48% 52%		51% 49%		53% 47%		N/A N/A		N/A N/A		N/A N/A		N/A N/A		50% 50%		N/A N/A	
PM	62% 38%		59% 41%		50% 50%		52% 48%		50% 50%		39% 61%		0% 100%		0% 100%		50% 50%		0% 100%		0% 100%		50% 50%	
Saturday	55% 45%		45% 55%		50% 50%		48% 52%		49% 51%		54% 46%		N/A N/A		N/A N/A		N/A N/A		N/A N/A		N/A N/A		N/A N/A	
<b>Vehicle Occupancy:</b>	(2)(3)		(2)(3)		(5)		(3)		(10)		(7)		(7)		(9)(3)		(3)		(6)		(9)(6)		(3)	
Auto	1.15		1.15		1.20		1.40		1.60		1.53		1.00		1.10		-		1.00		1.10		-	
Taxi	1.40		1.40		1.20		1.40		1.60		1.53		1.00		1.40		-		1.00		1.00		-	
<b>Truck Trip Generation:</b>	(1)		(1)		(1)		(3)		(10)		(10)		(3)						(6)					
	Weekday Weekend 0.06 0.02 per DU		Weekday Weekend 0.06 0.02 per DU		Weekday Weekend 0.35 0.04 per 1,000 gsf		Weekday Weekend 0.04 0.01 per 1,000 gsf		Weekday Weekend 0.35 0.04 per 1,000 sf		Weekday Weekend 0.29 0.29 per 1,000 sf		Weekday Weekend 0.03 0.03 per student					Weekday Weekend 0.03 N/A per 1,000 sf						
	(1)		(1)		(1)		(3)		(1)		(10)		(3)						(6)					
AM	12.0%		12.0%		8.0%		7.7%		8.0%		3.0%		9.6%						9.6%					
MD	9.0%		9.0%		11.0%		11.0%		11.0%		11.0%		N/A						11.0%					
PM	2.0%		2.0%		2.0%		2.0%		2.0%		1.0%		1.0%						1.0%					
Saturday	9.0%		9.0%		11.0%		11.0%		11.0%		0.0%		N/A						N/A					
	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%						50.0% 50.0%					

**Table H.1-3 (continued): Transportation Planning Factors**

<b>Notes :</b>	
(1)	<i>2021 City Environmental Quality Review (CEQR) Technical Manual.</i>
(2)	Modal split and vehicle occupancy data based on 2015 -2019 ACS journey-to-work data for Manhattan census tracts 83, 89, 93, 97, and 99.
(3)	Source: Inwood Rezoning <i>FEIS</i> (2018).
(4)	Source: <i>Cooper Park Commons EAS</i> (2021).
(5)	Based on NYCDOT Local Retail Mode Choice Surveys.
(6)	Source: <i>Innovation QNS FEIS</i> (2022).
(7)	Based on data provided by NYCDOT.
(8)	Parent modal split adjusted for pedestrian related trips only.
(9)	Modal split and vehicle occupancy data based on 2012-2016 AASHTO CTPP Reverse journey-to-work data for Manhattan 83, 89, 93, 97, 99.
(10)	Source: <i>Soho Noho Rezoning FEIS</i> (2021).

## TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Project by the 2041 analysis year was derived based on the net change in land uses shown in **Tables H.1-1 and H.1-2** and the transportation planning factors shown in **Table H.1-3**.

### The Preferred Alternative

**Tables H.1-4 and H.1-5** show an estimate of the total net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2041 with implementation of the Proposed Project, assuming development of the Preferred Alternative under With-Action conditions.<sup>3</sup> As shown in **Table H.1-4**, under the RWCDs, the Preferred Alternative would generate a net increase of approximately 3,723 person trips in the weekday AM peak hour, 2,725 in the weekday midday, 4,042 in the weekday PM peak hour and 4,349 in the Saturday peak hour.

As shown in **Table H.1-5**, peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that 50 percent of the inbound taxis would not depart empty) would increase by a net total of approximately 379, 251, 332, and 374 (in and out combined) in the weekday AM, midday and PM peak hours, and the Saturday peak hour, respectively. As shown in **Table H.1-5**, peak hour subway trips would increase by a net total of approximately 1,538, 998, 1,452, and 1,577 during these periods, respectively, while transit bus trips would increase by approximately 170, 121, 176, and 191, respectively. Lastly, walk-only trips would increase by 1,542, 1,267, 1,932, and 2,037 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. As a result, the total pedestrian trips (including walk-only and trips to/from nearby off-street parking, subway stations, and bus stops) would increase by 3,459, 2,531, 3,779, and 4,046 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

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<sup>3</sup> Separate demand forecasts for the Fulton Houses and Elliott-Chelsea Houses campuses are provided in **Appendix 1**.

**Table H.1-4: Travel Demand Forecast – Preferred Alternative Person Trips**

Land Use:	<u>Residential</u> <u>(Market-Rate</u> <u>and Affordable)</u>		<u>Residential</u> <u>(Section 8</u> <u>PBV)</u>		<u>Local Retail</u>		<u>Neighborhood</u> <u>Center</u>		<u>Supermarket</u>		<u>Medical</u> <u>Office</u>		<u>Universal Pre-K</u> <u>Students</u>		<u>Universal Pre-K</u> <u>Staff</u>		<u>Universal Pre-K</u> <u>Parents</u>		<u>Daycare</u> <u>Students</u>		<u>Daycare</u> <u>Staff</u>		<u>Daycare</u> <u>Staff</u>		<u>TOTAL</u>	
Size/Units:	3,454 DU		0 DU		27,371 gsf		87,223 gsf		17,580 gsf		13,785 gsf		0 students		0 staff		0 parents		9,770 gsf		9,770 gsf		9,770 gsf			
Peak Hour Person Trips:																										
AM	2,629		0		220		405		180		114		0		0		0		54		15		106		3,723	
MD	1,582		0		364		333		315		129		N/A		N/A		N/A		0		2		0		2,725	
PM	2,401		0		496		405		477		88		0		0		0		54		15		106		4,042	
Saturday	2,633		0		576		554		502		84		N/A		N/A		N/A		0		0		0		4,349	
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	In	Out	In	Out
Auto	37	138	0	0	5	5	9	6	3	3	1	0	0	0	0	0	0	0	8	0	2	0	0	0	65	152
Taxi	17	66	0	0	0	0	21	15	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	43	84
Subway	303	1,070	0	0	0	0	28	21	14	14	43	26	0	0	0	0	0	0	3	0	10	0	3	3	404	1,134
Bus	27	96	0	0	0	0	12	9	5	5	4	2	0	0	0	0	0	0	3	0	1	0	3	3	55	115
Bike	20	69	0	0	0	0	17	13	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	43	86
Walk/Other	175	611	0	0	107	103	143	111	65	63	17	11	0	0	0	0	0	0	40	0	2	0	47	47	596	946
Total	579	2,050	0	0	112	108	230	175	91	89	72	42	0	0	0	0	0	0	54	0	15	0	53	53	1,206	2,517
MD	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
Auto	53	53	0	0	7	7	6	6	6	6	1	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	73	72
Taxi	26	26	0	0	2	2	15	15	2	2	4	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	49	48
Subway	412	413	0	0	2	2	19	21	26	24	41	36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	1	N/A	N/A	501	497
Bus	37	37	0	0	2	2	8	9	10	9	4	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	61	60
Bike	27	27	0	0	2	2	12	13	5	5	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	48	49
Walk/Other	236	235	0	0	167	167	101	108	112	108	18	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	634	633
Total	791	791	0	0	182	182	161	172	161	154	70	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	1	N/A	N/A	1,366	1,359
PM	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
Auto	100	61	0	0	10	10	8	8	10	10	0	0	0	0	0	0	0	0	0	8	0	2	0	0	128	99
Taxi	47	29	0	0	2	2	19	17	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	71	52
Subway	778	475	0	0	2	2	24	23	38	38	21	32	0	0	0	0	0	0	0	3	0	10	3	3	866	586
Bus	69	43	0	0	2	2	10	9	14	14	1	2	0	0	0	0	0	0	0	3	0	1	3	3	99	77
Bike	51	31	0	0	2	2	15	14	7	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	76	56
Walk/Other	443	274	0	0	230	230	133	125	167	168	11	15	0	0	0	0	0	0	0	40	0	2	47	47	1,031	901
Total	1488	913	0	0	248	248	209	196	238	239	35	53	0	0	0	0	0	0	0	54	0	15	53	53	2,271	1,771
Saturday	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
Auto	97	80	0	0	11	11	10	12	10	10	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	128	113
Taxi	46	37	0	0	3	3	23	27	3	3	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	77	72
Subway	756	617	0	0	3	3	32	35	40	41	27	23	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	858	719
Bus	68	55	0	0	3	3	13	14	15	16	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	101	90
Bike	50	40	0	0	3	3	19	21	8	8	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	81	73
Walk/Other	432	355	0	0	265	265	170	178	170	178	13	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,050	987
Total	1449	1184	0	0	288	288	267	287	246	256	45	39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,295	2,054

**Note:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

Table H.1-4 (continued): Travel Demand Forecast – Preferred Alternative Vehicle Trips

Land Use:	Residential (Market-Rate and Affordable)		Residential (Section 8 PBV)		Local Retail		Neighborhood Center		Supermarket		Medical Office		Universal Pre-K Students		Universal Pre-K Staff		Universal Pre-K Parents		Daycare Students		Daycare Staff		Daycare Staff		TOTAL	
Size/Units:	3,454	DU	0	DU	27,371	gsf	87,223	gsf	17,580	gsf	13,785	gsf	0	students	0	staff	0	parents	9,770	gsf	9,770	gsf	9,770	gsf		
Peak Hour Person Trips:																										
AM	2,629		0		220		405		180		114		0		0		0		54		15		106		3,723	
MD	1,582		0		364		333		315		129		N/A		N/A		N/A		0		2		0		2,725	
PM	2,401		0		496		405		477		88		0		0		0		54		15		106		4,042	
Saturday	2,633		0		576		554		502		84		N/A		N/A		N/A		0		0		0		4,349	
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	In	Out	In	Out
Auto (Total)	32	121	0	0	5	5	6	5	2	2	1	0	0	0	0	0	0	0	8	8	2	0	0	0	56	141
Taxi	12	46	0	0	0	0	15	10	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	31	58
Taxi Balanced	54	54	0	0	0	0	19	19	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	78	78
Truck	<u>13</u>	<u>13</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>13</u>	<u>13</u>
Total	99	188	0	0	5	5	25	24	4	4	4	3	0	0	0	0	0	0	8	8	2	0	0	0	147	232
MD	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
Auto (Total)	46	46	0	0	7	7	5	5	4	4	1	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	63	62
Taxi	17	17	0	0	2	2	10	10	2	2	3	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	34	33
Taxi Balanced	26	26	0	0	4	4	16	16	4	4	4	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	54	54
Truck	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>2</u>	<u>2</u>
Total	81	81	0	0	11	11	21	21	8	8	5	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	126	125
PM	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
Auto (Total)	86	52	0	0	9	9	6	6	7	7	0	0	0	0	0	0	0	0	8	8	0	2	0	0	116	84
Taxi	33	20	0	0	2	2	13	11	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	51	36
Taxi Balanced	37	37	0	0	4	4	18	18	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	65	65
Truck	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	
Total	124	90	0	0	13	13	24	24	11	11	2	2	0	0	0	0	0	0	8	8	0	2	0	0	182	150
Saturday	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
Auto (Total)	84	70	0	0	10	10	7	7	7	7	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	108	94
Taxi	32	26	0	0	3	3	17	19	2	2	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	55	51
Taxi Balanced	43	43	0	0	6	6	28	28	4	4	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	83	83
Truck	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>3</u>	<u>3</u>
Total	130	116	0	0	16	16	35	35	11	11	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	194	180

**Notes:**

A 50% trip credit applied to local retail trips to account for pass-by trips.  
50% of taxis inbound with passengers are assumed to depart with outbound passengers.

**Table H.1-5: Travel Demand Forecast Summary – Preferred Alternative**

Peak Hour	Vehicle Trips			Person Trips												Total Pedestrian Trips <sup>1</sup>		
				Auto			Subway			Bus Only			Walk/Other					
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
AM	147	232	379	57	152	209	404	1,134	1,538	55	115	170	596	946	1,542	1,112	2,347	3,459
MD	126	125	251	73	72	145	501	497	998	61	60	121	634	633	1,267	1,269	1,262	2,531
PM	182	150	332	128	91	219	866	586	1,452	99	77	176	1,031	901	1,932	2,124	1,655	3,779
Saturday	194	180	374	128	113	241	858	719	1,577	101	90	191	1,050	987	2,037	2,137	1,909	4,046
Notes:																		
<sup>1</sup> Includes walk-only trips and pedestrians en route to/from nearby subway stations, bus stops, and parking facilities.																		

## **The Non-Rezoning Alternative**

**Tables H.1-6 and H.1-7** show an estimate of the total net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2041 with implementation of the Proposed Project, assuming development of the Non-Rezoning Alternative under With-Action conditions.<sup>4</sup> As shown in **Table H.1-6**, under the RWCDs, the Non-Rezoning Alternative would generate a net increase of approximately 2,300 person trips in the weekday AM peak hour, 1,782 in the weekday midday, 2,490 in the weekday PM peak hour and 2,823 in the Saturday peak hour.

As shown in **Table H.1-7**, peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that 50 percent of the inbound taxis would not depart empty) would increase by a net total of approximately 236, 182, 225, and 264 (in and out combined) in the weekday AM, midday and PM peak hours, and the Saturday peak hour, respectively. As also shown in **Table H.1-7**, peak hour subway trips would increase by a net total of approximately 851, 569, 800, and 882 during these periods, respectively, while transit bus trips would increase by approximately 101, 80, 105, and 118, respectively. Lastly, walk-only trips would increase by 1,036, 893, 1,261, and 1,445 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. As a result, the total pedestrian trips (including walk-only and trips to/from nearby off-street parking, subway stations, and bus stops) would increase by 2,110, 1,632, 2,295, and 2,590 trips during the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

<sup>4</sup> Separate demand forecasts for the Fulton Houses and Elliott-Chelsea Houses campuses are provided in **Appendix 1**.



Table H.1-6: Travel Demand Forecast – Non-Rezoning Alternative Person Trips

Land Use:	<u>Residential</u> <u>(Market-Rate</u> <u>and Affordable)</u>		<u>Residential</u> <u>(Section 8</u> <u>PBV)</u>		<u>Local Retail</u>		<u>Neighborhood</u> <u>Center</u>		<u>Supermarket</u>		<u>Medical</u> <u>Office</u>		<u>Universal Pre-K</u> <u>Students</u>		<u>Universal Pre-K</u> <u>Staff</u>		<u>Universal Pre-K</u> <u>Parents</u>		<u>Daycare</u> <u>Students</u>		<u>Daycare</u> <u>Staff</u>		<u>Daycare</u> <u>Staff</u>		<u>TOTAL</u>	
Size/Units:	1,783	DU	0	DU	20,262	gsf	118,148	gsf	7,400	gsf	12,046	gsf	0	students	0	staff	0	parents	3,206	gsf	3,206	gsf	3,206	gsf		
Peak Hour Person Trips:																										
AM	1,356		0		162		548		76		99		0		0		0		18		5		36		2,300	
MD	816		0		268		452		133		113		N/A		N/A		N/A		0		0		0		1,782	
PM	1,241		0		364		548		201		77		0		0		0		18		5		36		2,490	
Saturday	1,360		0		426		752		211		74		N/A		N/A		N/A		0		0		0		2,823	
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	In	Out	In	Out
Auto	20	71	0	0	3	3	12	9	2	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	41	84
Taxi	9	34	0	0	0	0	27	21	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	39	56
Subway	156	551	0	0	0	0	37	27	6	6	38	24	0	0	0	0	0	0	1	0	3	0	1	1	242	609
Bus	14	49	0	0	0	0	15	12	2	2	3	1	0	0	0	0	0	0	1	0	0	0	1	1	36	65
Bike	11	36	0	0	0	0	22	17	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	37	55
Walk/Other	<u>89</u>	<u>316</u>	<u>0</u>	<u>0</u>	<u>81</u>	<u>75</u>	<u>198</u>	<u>151</u>	<u>28</u>	<u>27</u>	<u>16</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>13</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>16</u>	<u>16</u>	<u>442</u>	<u>594</u>
Total	299	1,057	0	0	84	78	311	237	39	37	63	36	0	0	0	0	0	0	18	0	5	0	18	18	837	1,463
MD	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
Auto	28	28	0	0	5	5	9	9	3	3	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	45	45
Taxi	13	13	0	0	2	2	19	21	1	1	3	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	38	40
Subway	212	212	0	0	2	2	26	27	11	10	36	31	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	287	282
Bus	20	20	0	0	2	2	10	12	4	4	3	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	39	41
Bike	14	14	0	0	2	2	15	17	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	35	37
Walk/Other	<u>120</u>	<u>122</u>	<u>0</u>	<u>0</u>	<u>121</u>	<u>121</u>	<u>138</u>	<u>149</u>	<u>46</u>	<u>46</u>	<u>16</u>	<u>14</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>441</u>	<u>452</u>
Total	407	409	0	0	134	134	217	235	67	66	60	53	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	885	897
PM	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
Auto	52	32	0	0	7	7	12	10	4	4	0	0	0	0	0	0	0	0	0	3	0	1	0	0	75	57
Taxi	26	15	0	0	2	2	26	23	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	56	43
Subway	400	245	0	0	2	2	35	32	16	16	18	28	0	0	0	0	0	0	0	1	0	3	1	1	472	328
Bus	36	22	0	0	2	2	13	12	6	6	1	2	0	0	0	0	0	0	0	1	0	0	1	1	59	46
Bike	26	16	0	0	2	2	20	19	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	52	41
Walk/Other	<u>230</u>	<u>141</u>	<u>0</u>	<u>0</u>	<u>167</u>	<u>167</u>	<u>180</u>	<u>166</u>	<u>70</u>	<u>71</u>	<u>10</u>	<u>13</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>13</u>	<u>0</u>	<u>1</u>	<u>16</u>	<u>16</u>	<u>673</u>	<u>588</u>
Total	770	471	0	0	182	182	286	262	100	101	31	46	0	0	0	0	0	0	0	18	0	5	18	18	1,387	1,103
Saturday	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
Auto	50	41	0	0	9	9	13	15	4	4	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	76	69
Taxi	24	20	0	0	2	2	32	36	1	1	2	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	61	60
Subway	389	319	0	0	2	2	44	47	17	17	24	21	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	476	406
Bus	35	28	0	0	2	2	17	19	6	6	2	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	62	56
Bike	26	21	0	0	2	2	26	27	3	3	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	58	54
Walk/Other	<u>223</u>	<u>184</u>	<u>0</u>	<u>0</u>	<u>196</u>	<u>196</u>	<u>228</u>	<u>248</u>	<u>73</u>	<u>76</u>	<u>11</u>	<u>10</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>731</u>	<u>714</u>
Total	747	613	0	0	213	213	360	392	104	107	40	34	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,464	1,359

**Note:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

**Table H.1-6 (continued): Travel Demand Forecast – Non-Rezoning Alternative Vehicle Trips**

Land Use:	<u>Residential</u> <u>(Market-Rate</u> <u>and Affordable)</u>		<u>Residential</u> <u>(Section 8</u> <u>PBV)</u>		<u>Local Retail</u>		<u>Neighborhood</u> <u>Center</u>		<u>Supermarket</u>		<u>Medical</u> <u>Office</u>		<u>Universal Pre-K</u> <u>Students</u>		<u>Universal Pre-K</u> <u>Staff</u>		<u>Universal Pre-K</u> <u>Parents</u>		<u>Daycare</u> <u>Students</u>		<u>Daycare</u> <u>Staff</u>		<u>Daycare</u> <u>Staff</u>		<u>TOTAL</u>	
Size/Units:	1,783 DU		0 DU		20,262 gsf		118,148 gsf		7,400 gsf		12,046 gsf		0 students		0 staff		0 parents		3,206 gsf		3,206 gsf		3,206 gsf			
Peak Hour Person Trips:																										
AM	1,356		0		162		548		76		99		0		0		0		18		5		36		2,300	
MD	816		0		268		452		133		113		N/A		N/A		N/A		0		0		0		1,782	
PM	1,241		0		364		548		201		77		0		0		0		18		5		36		2,490	
Saturday	1,360		0		426		752		211		74		N/A		N/A		N/A		0		0		0		2,823	
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	In	Out	In	Out
Auto (Total)	17	62	0	0	3	3	9	7	1	1	0	0	0	0	0	0	0	0	3	3	1	0	0	0	34	76
Taxi	6	25	0	0	0	0	19	14	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	27	40
Taxi Balanced	29	29	0	0	0	0	25	25	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	57	57
Truck	<u>6</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>6</u>
Total	52	97	0	0	3	3	34	32	1	1	3	3	0	0	0	0	0	0	3	3	1	0	0	0	97	139
MD	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
Auto (Total)	24	24	0	0	5	5	7	7	2	2	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	38	38
Taxi	9	9	0	0	2	2	13	14	1	1	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	27	28
Taxi Balanced	15	15	0	0	4	4	22	22	2	2	4	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	47	47
Truck	<u>6</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>6</u>	<u>6</u>
Total	45	45	0	0	9	9	29	29	4	4	4	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	91	91
PM	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
Auto (Total)	46	28	0	0	6	6	9	7	3	3	0	0	0	0	0	0	0	0	3	3	0	1	0	0	67	48
Taxi	19	11	0	0	2	2	18	16	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	41	31
Taxi Balanced	21	21	0	0	4	4	26	26	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	55	55
Truck	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	67	49	0	0	10	10	35	33	5	5	2	2	0	0	0	0	0	0	3	3	0	1	0	0	122	103
Saturday	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
Auto (Total)	44	35	0	0	7	7	9	10	3	3	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	63	55
Taxi	18	14	0	0	2	2	23	26	1	1	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	45	44
Taxi Balanced	24	24	0	0	4	4	39	39	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	71	71
Truck	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>2</u>	<u>2</u>
Total	70	61	0	0	11	11	48	49	5	5	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	136	128

**Notes:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

50% of taxis inbound with passengers are assumed to depart with outbound passengers.

**Table H.1-7: Travel Demand Forecast Summary – Non-Rezoning Alternative**

Peak Hour	Vehicle Trips In Out Total			Person Trips														
				Auto			Subway			Bus Only			Walk/Other			Total Pedestrian Trips <sup>1</sup>		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	97	139	236	38	84	122	242	609	851	36	65	101	442	594	1,036	758	1,352	2,110
MD	91	91	182	45	45	90	287	282	569	39	41	80	441	452	893	812	820	1,632
PM	122	103	225	75	54	129	472	328	800	59	46	105	673	588	1,261	1,279	1,016	2,295
Saturday	136	128	264	76	69	145	476	406	882	62	56	118	731	714	1,445	1,345	1,245	2,590
<b>Notes:</b>																		
<sup>1</sup> Includes walk-only trips and pedestrians en route to/from nearby subway stations, bus stops, and parking facilities.																		

Although the Preferred Alternative would generate a greater amount of overall travel demand during the weekday AM, midday and PM peak hours, and Saturday peak hour than the Non-Rezoning Alternative, the transportation effects of both scenarios would be assessed.

## LEVEL 1 SCREENING ASSESSMENT

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 action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking.

## Traffic

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table H.1-5**, under the Preferred Alternative’s RWCDs, the net number of incremental vehicle trips—379, 251, 332, and 374 in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

Additionally, as shown in **Table H.1-7**, under the Non-Rezoning Alternative’s RWCDs, the net number of incremental vehicle trips—236, 182, 225, and 264 in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

As these number of trips would exceed the 50-trip *CEQR Technical Manual* threshold in all four peak hours under both scenarios, a Level 2 screening analysis is therefore warranted for these periods to determine which if any intersections would require quantified analysis.

### **Transit**

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and cited in the *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 route 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 and/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. The subway and bus routes in the surrounding area are shown in **Figures H.1-2a and H.1-2b**.

As shown in **Table H.1-5**, the Preferred Alternative is expected to generate approximately 1,538 and 1,452 incremental subway trips in the weekday AM and PM peak hours, respectively.

As shown in **Table H.1-7**, the Non-Rezoning Alternative is expected to generate approximately 851 and 800 incremental subway trips in the weekday AM and PM peak hours, respectively.

As these numbers of trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold under both scenarios, a Level 2 screening analysis is warranted to determine which if any subway stations and routes would require quantified analysis.

As shown in **Table H.1-5**, the Preferred Alternative is expected to generate 170 and 176 incremental bus trips in the weekday AM and PM peak hours, respectively.

As also shown in **Table H.1-7**, the Non-Rezoning Alternative is expected to generate 101 and 105 incremental bus trips in the weekday AM and PM peak hours, respectively.

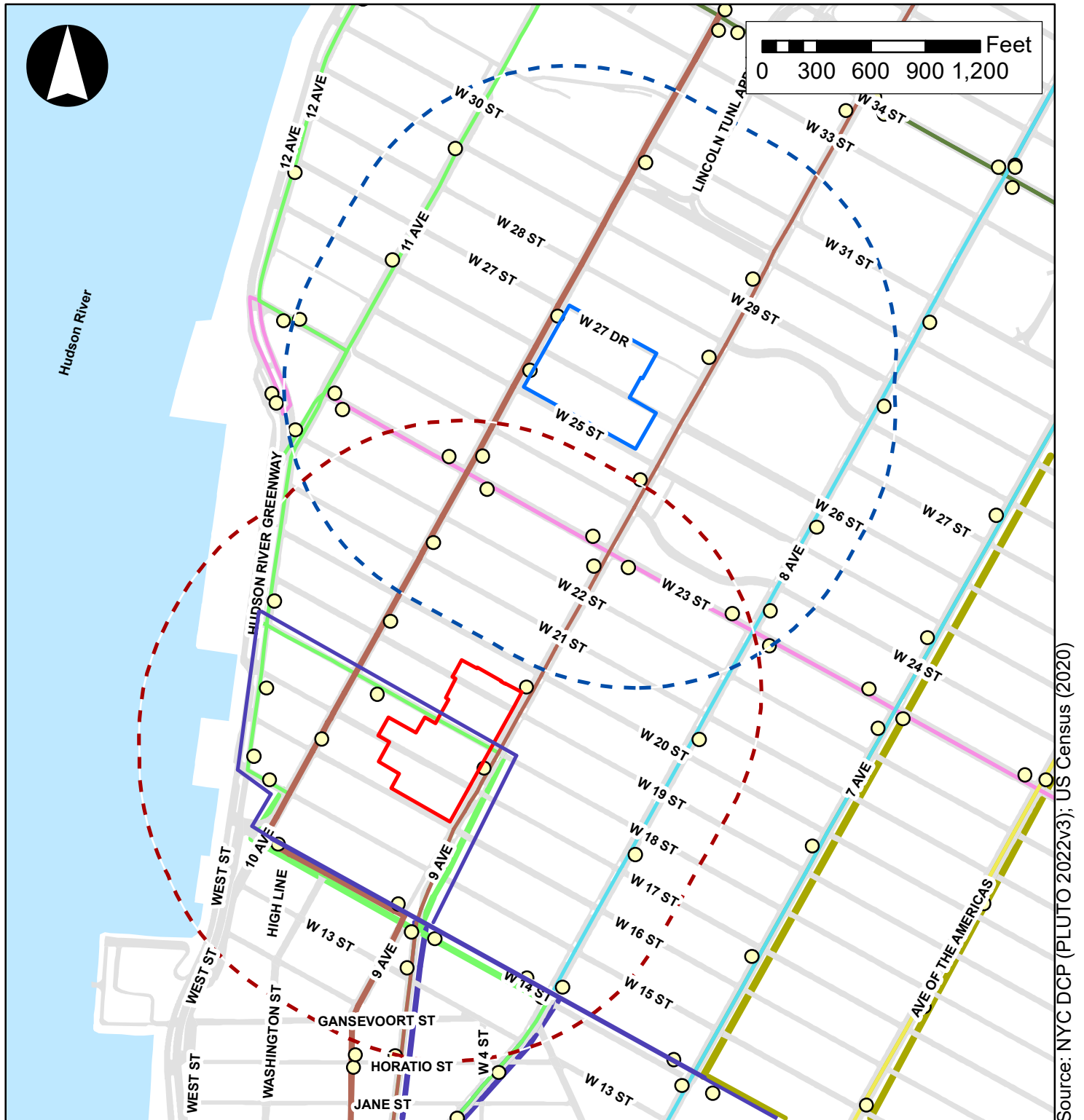
As these numbers of trips would exceed the 50-trip *CEQR Technical Manual* threshold under both scenarios, a Level 2 screening analysis is also warranted for the bus mode to determine which, if any bus routes would require quantified analysis.

### **Pedestrians**

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area or crosswalk).

As shown in **Table H.1-5**, the Preferred Alternative would generate an incremental demand of approximately 3,459, 2,531, 3,779, and 4,046 total pedestrian trips (including walk-only and trips to/from nearby off-street parking, subway stations, and bus stops) in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.





Source: NYC DCP (PLUTO 2022v3); US Census (2020)

**Legend**

- Fulton Houses 1/4-Mile Radius
- Fulton Houses
- Elliott-Chelsea Houses 1/4-Mile Radius
- Elliott-Chelsea Houses

- Bus Routes**
- Local Bus Stops
  - M11
  - M12
  - M14A+
  - M20
  - M23+
  - M34+
  - M34A+
  - M55
  - M7

As shown in **Table H.1-7**, the Non-Rezoning Alternative would generate an incremental demand of approximately 2,110, 1,632, 2,295, and 2,590 total pedestrian trips (including walk-only and trips to/from nearby off-street parking, subway stations, and bus stops) in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively.

As the numbers of trips in each of these periods would exceed the 200-trip threshold under both scenarios, a Level 2 screening analysis is warranted to determine which if any pedestrian elements would require quantified analysis.

## **LEVEL 2 SCREENING ASSESSMENT**

### **Traffic**

#### **Project Sites Street Network**

As shown in **Figure H.1-1**, the Project Sites street network is a grid system mainly composed of collectors and arterials. As described earlier, the Fulton Houses complex of the Project Sites is bounded by W. 20<sup>th</sup> Street to the north, 9<sup>th</sup> Avenue to the east, W. 16<sup>th</sup> Street to the south, and 10<sup>th</sup> Avenue to the west. The Elliott-Chelsea Houses, located five and a half blocks north of the Fulton Houses, are bounded by Chelsea Park to the north, 9<sup>th</sup> Avenue to the east, W. 25<sup>th</sup> Street to the south, and 10<sup>th</sup> Avenue to the west. 9<sup>th</sup> Avenue is a principal arterial that typically operates with three moving lanes in the southbound direction and has a protected bicycle lane located on the east curb. 9<sup>th</sup> Avenue is a DOT-designated Local Truck Route that is also used by NYCT M11, M12, and M14 buses. 10<sup>th</sup> Avenue is also a principal arterial that typically operates with four moving lanes in the northbound direction. 10<sup>th</sup> Avenue is also a DOT-designated Local Truck Route that is used by M11 buses. W. 16<sup>th</sup> Street and W. 20<sup>th</sup> Street are both one-way eastbound streets that typically operate with one moving lane, one bicycle lane, and parking lanes along both curbs. W. 25<sup>th</sup> Street operates as a one-way westbound street with parking lanes along both curbs that is bounded by Eleventh Avenue to the west of the Project Sites.

Two additional roadways of note that are located in the proximity of the Project Sites are Route 9A and the Lincoln Tunnel. Route 9A runs along Manhattan's Hudson River waterfront from The Battery to W. 57<sup>th</sup> Street, north of which it continues as the Henry Hudson Parkway. In the vicinity of the Project Sites, it operates with three to four moving lanes in each direction. Route 9A provides access to a number of river crossings including (south to north) the Hugh L. Carey (Brooklyn-Battery) Tunnel to Brooklyn, the Holland and Lincoln tunnels and George Washington Bridge to New Jersey, and the Henry Hudson Bridge to The Bronx. Northbound NYCT M12 buses use Route 9A from W. 14<sup>th</sup> Street to W. 57<sup>th</sup> Street, and M50 buses traverse the corridor in both directions between W. 42<sup>nd</sup> Street and W. 50<sup>th</sup> Street. Route 9A is designated as a Through Truck Route from The Battery to W. 34<sup>th</sup> Street, and as a Local Truck route from W. 34<sup>th</sup> Street to W. 57<sup>th</sup> Street. Trucks are prohibited from using the Henry Hudson Parkway.

To the north of the Project Sites is the Lincoln Tunnel, a designed Through Truck Route that connects New Jersey to Midtown Manhattan. The Lincoln Tunnel consists of three vehicular tubes with two traffic lanes in each tube. It also has an Express Bus Lane (EBL) that primarily buses heading to/from the Port Authority Bus Terminal.

### **Traffic Assignment and Analyzed Intersections**

As shown in **Table H.1-5**, the Preferred Alternative is expected to result in a net incremental increase of approximately 379, 251, 332, and 374 vehicle trips during the same periods.

As shown in **Table H.1-7** and discussed above, the Non-Rezoning Alternative is expected to result in a net incremental increase of approximately 236, 182, 225, and 264 vehicle trips during the weekday AM, midday, and PM peak hours, and Saturday peak hour, respectively.

As these traffic volumes would exceed 50 trips in each peak hour (the CEQR Technical Manual Level 1 screening threshold for a detailed analysis) under both scenarios, an assignment of net increment traffic volumes for both scenarios was prepared for each period to help identify individual intersections for analysis (a Level 2 screening assessment).

The assignments of auto and taxi trips to the street network in proximity to the Project Sites were based on the anticipated origins and destinations of vehicle trips associated with the different land uses projected under the RWCDs. The origins/destinations of residential trips were based on 2012-2016 American Community Survey (ACS) journey-to-work data, while those for the daycare and UPK (staff) trips were based on 2012-2016 ACS reverse journey-to-work data. The origins/destinations of trips generated by local retail uses, which are typically local trips within the surrounding neighborhood, were based on the population density within a 0.5-mile radius of the Project Sites. Origins/destinations for the daycare and UPK (student) use were based on population density in proximity to the Project Sites and surrounding neighborhoods within a one-mile radius. Similarly, origins/destinations for the neighborhood center, healthy grocer, and medical office uses were based on population density in proximity to the Project Sites and surrounding neighborhoods within a two-mile radius. **Table H.1-8** shows the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various portals on the periphery of the Chelsea neighborhood, and from there via the most direct route to the Project Sites.

**Table H.1-8: Directional Distributions of Auto/Taxi Trips by Land Use**

Land Use	Manhattan				Queens	Bronx	Brooklyn	Staten Island	Long Island	NJ/DE	Upstate NY/ CT/PA/RI
	N	S	E	W							
Residential <sup>1</sup>	13.1%	20.7%	7.6%	0.8%	1.5%	2.2%	10.4%	----	----	19.3%	24.4%
Daycare/UPK Staff <sup>2</sup>	5.0%	2.0%	1.5%	0.0%	13.1%	10.7%	10.7%	5.8%	8.3%	20.3%	22.6%
Local Retail <sup>3</sup>	15.6%	32.6%	45.1%	6.7%	----	----	----	----	----	----	----
Daycare/UPK Students <sup>4</sup>	18.0%	20.7%	52.0%	9.3%	----	----	----	----	----	----	----
Neighborhood Center/ Healthy Grocer/ Medical Office <sup>5</sup>	25.5%	23.2%	48.0%	3.3%	----	----	----	----	----	----	----
<b>Notes:</b> <sup>1</sup> Based on 2012-2016 ACS journey-to-work 5-Year data for Manhattan Census Tracts 83, 89, 93, 97, and 99. <sup>2</sup> Based on 2012-2016 ACS reverse journey-to-work 5-Year data for Manhattan Census Tracts 83, 89, 93, 97, and 99. <sup>3</sup> Based on population density within 0.5-mile of the Project Sites. <sup>4</sup> Based on population density within one-mile of the Project Sites. <sup>5</sup> Based on population density within two miles of the Project Sites.											



The RWCDs under both scenarios includes on-site accessory parking, which would total to the approximate replacement of the existing accessory parking that is currently occupied by FEC residents. As such, it was assumed that all on-site accessory parking would only be utilized by the auto trips generated by the residential (NYCHA) use. It should be noted that under the Proposed Project, the proposed on-site accessory parking would result in a change of curb cut locations. As such, the traffic assignments also take into account the accessory parking access point relocation. The remaining auto trips generated by the other uses were expected to park at off-street public facilities within a ¼-mile of the Project Sites and were assigned to the nearby off-street public parking facilities.

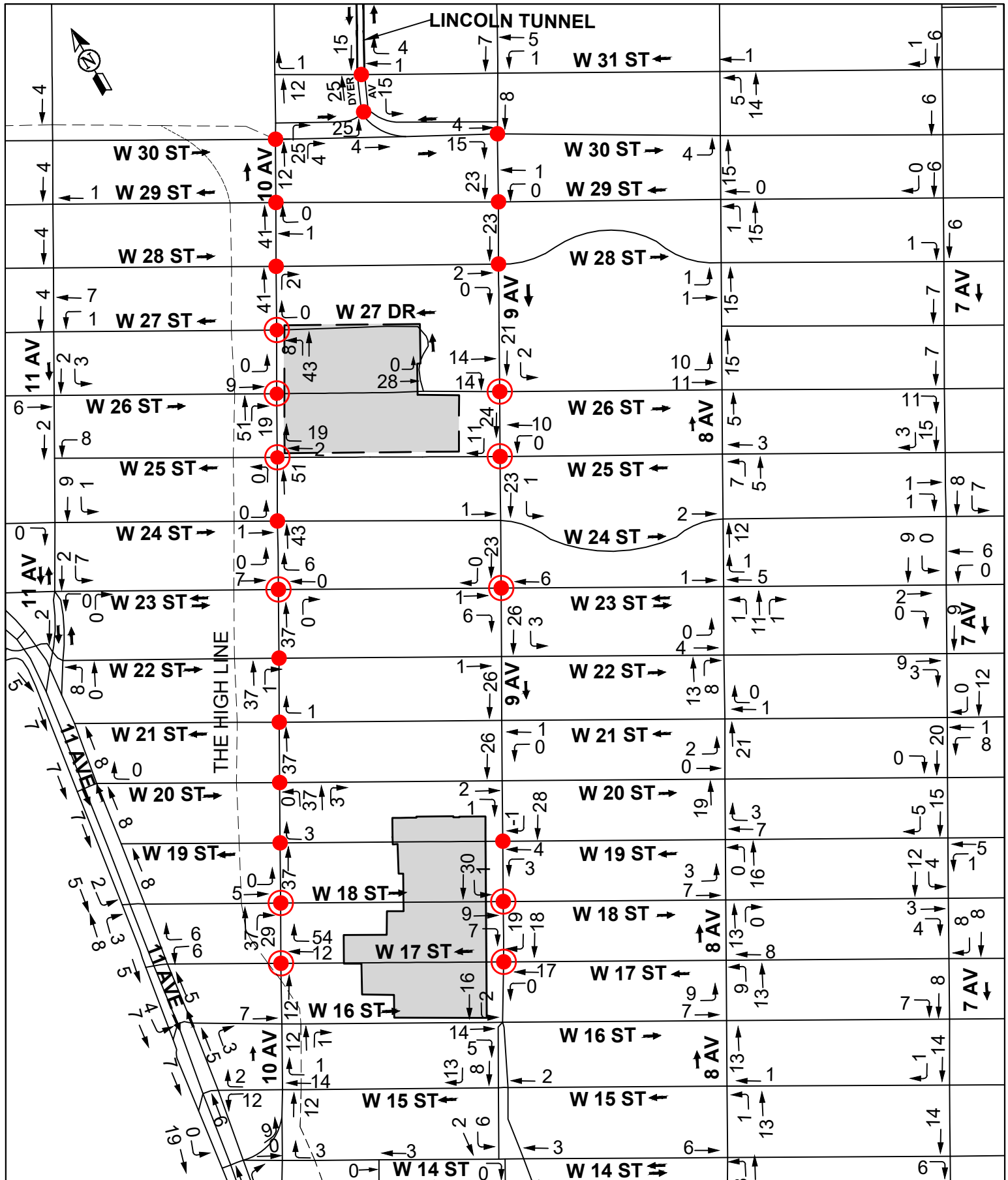
Taxi trips were generally assigned to the building frontages. Trucks trips were assigned to Route 9A and the Lincoln Tunnel, which are the primary DOT-designated Through Truck Routes in proximity to the Project Sites, and to 9<sup>th</sup> and 10<sup>th</sup> Avenues, which are DOT-designated Local Truck Routes. From these designated truck routes, truck trips were assigned to each individual block's respective frontage.

**Figures H.1-3 and H.1-4** show the assignment of net incremental peak hour vehicle trips from the Proposed Project's RWCDs under the Non-Rezoning Alternative and the Preferred Alternative, respectively at intersections in proximity to the Project Sites. As shown in **Figures H.1-3 and H.1-4**, a total of 11 and 25 intersections (all signalized) would exceed the 50-trip *CEQR Technical Manual* in one or more peak hour under the Non-Rezoning Alternative and the Preferred Alternative, respectively, and were therefore selected for analysis. Most of the analyzed intersections under the Preferred Alternative are located along corridors providing direct access to the Project Sites, including 10<sup>th</sup> Avenue (14 intersections) and 9<sup>th</sup> Avenue (nine intersections). The intersections selected for analysis are listed below and shown in **Figures H.1-3 and H.1-4**. It should be noted that 11 of the 25 intersections selected for the traffic analysis of the Preferred Alternative are also selected for the traffic analysis of the Non-Rezoning Alternative and are identified below with a "\*."

Intersections:

1. Ninth Avenue and W. 17<sup>th</sup> Street\*
2. Ninth Avenue and W. 18<sup>th</sup> Street\*
3. Ninth Avenue and W. 19<sup>th</sup> Street
4. Ninth Avenue and W. 23<sup>rd</sup> Street\*
5. Ninth Avenue and W. 25<sup>th</sup> Street\*
6. Ninth Avenue and W. 26<sup>th</sup> Street\*
7. Ninth Avenue and W. 28<sup>th</sup> Street
8. Ninth Avenue and W. 29<sup>th</sup> Street
9. Ninth Avenue and W. 30<sup>th</sup> Street
10. Tenth Avenue and W. 17<sup>th</sup> Street\*
11. Tenth Avenue and W. 18<sup>th</sup> Street\*
12. Tenth Avenue and W. 19<sup>th</sup> Street
13. Tenth Avenue and W. 20<sup>th</sup> Street
14. Tenth Avenue and W. 21<sup>st</sup> Street
15. Tenth Avenue and W. 22<sup>nd</sup> Street
16. Tenth Avenue and W. 23<sup>rd</sup> Street\*

Non-Rezoning Alternative Weekday AM Peak Hour Incremental Project Traffic Volumes



LEGEND

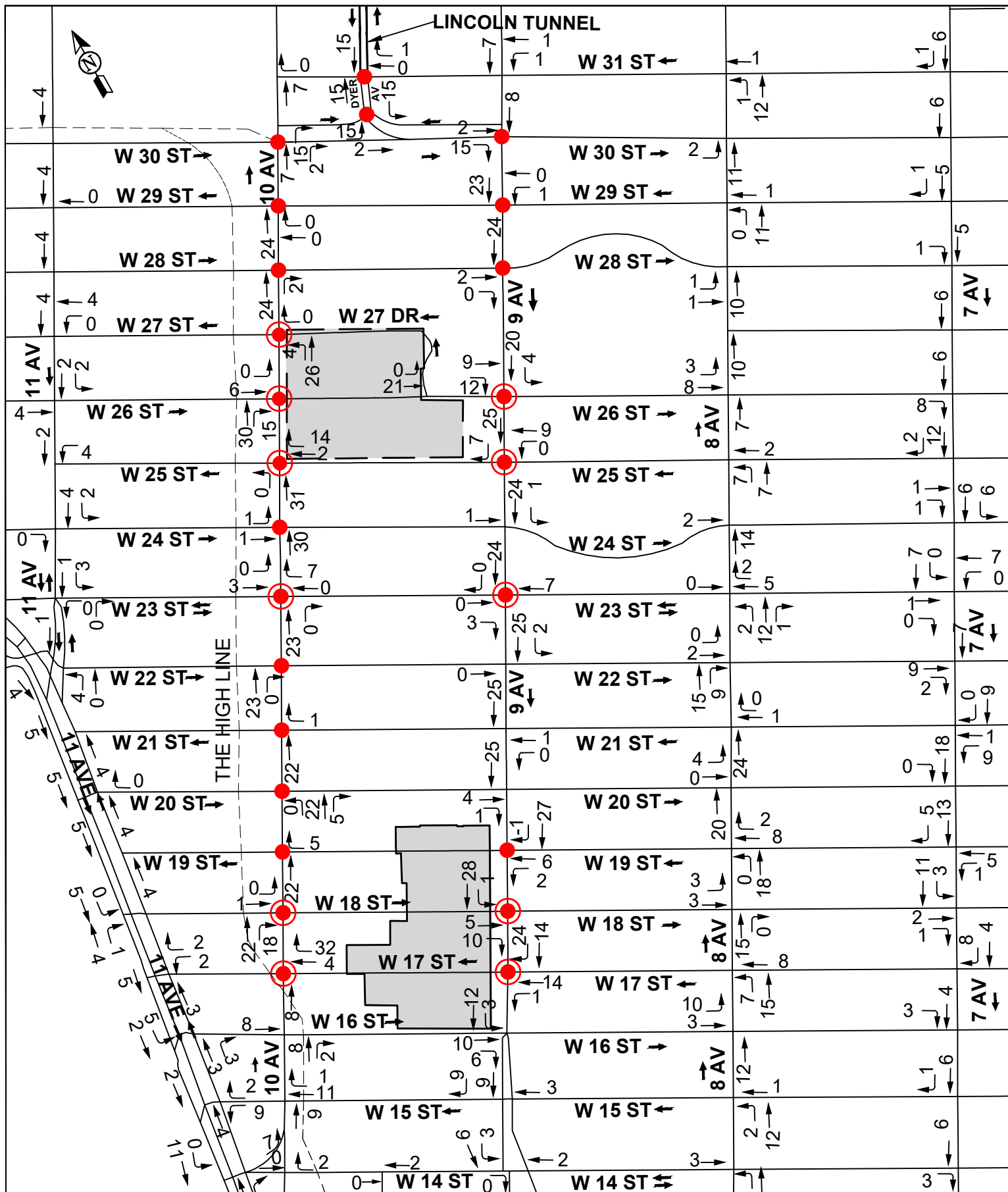
- Fulton Houses
- Elliott-Chelsea Houses

- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday AM  
Peak Hour Volume

Non-Rezoning Alternative Weekday Midday Peak Hour Incremental Project Traffic Volumes



LEGEND

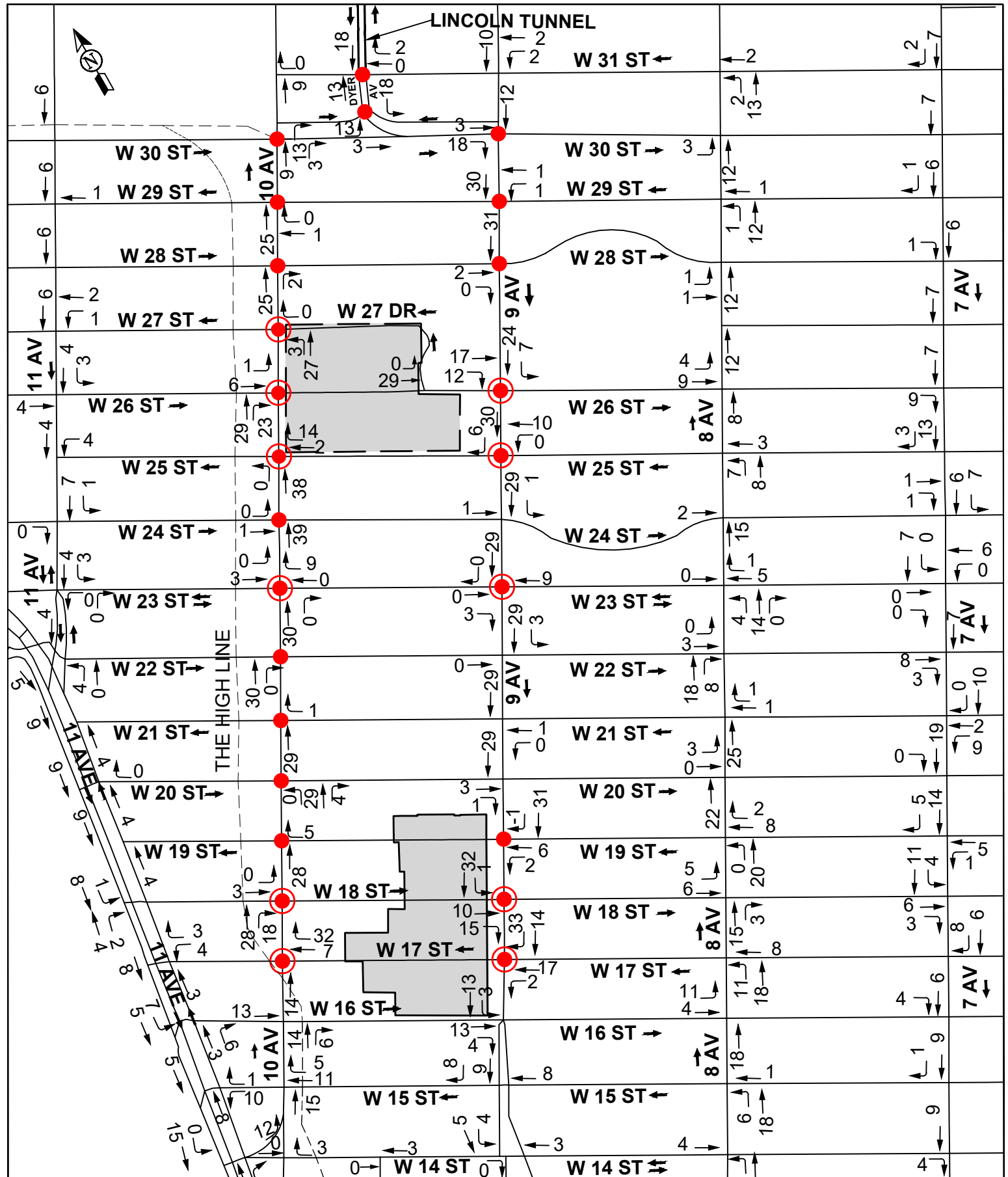
- Fulton Houses
- Elliott-Chelsea Houses

- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location



Note: The figure has been revised for the FEIS.

3 = Weekday Midday Peak Hour Volume

Non-Rezoning Alternative Weekday PM Peak Hour Incremental Project Traffic Volumes



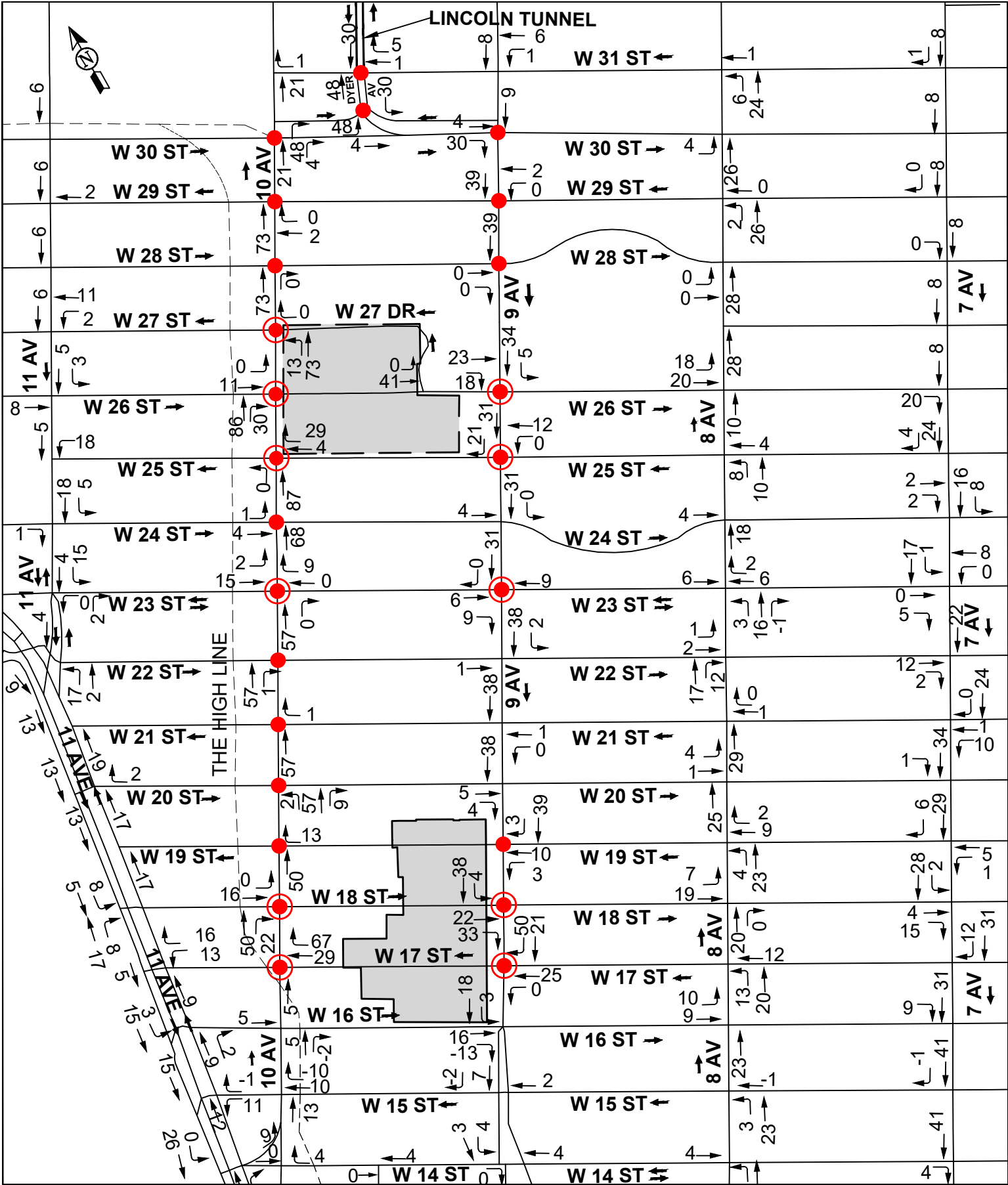
This map illustrates the Lincoln Tunnel and its immediate surroundings in New York City. The tunnel is shown as a large, grey, rectangular structure running horizontally across the upper portion of the map. To the left of the tunnel, the Lincoln Tunnel Expressway is depicted with multiple lanes and a median. The map shows a grid of streets, including W 14 ST, W 15 ST, W 16 ST, W 17 ST, W 18 ST, W 19 ST, W 20 ST, W 21 ST, W 22 ST, W 23 ST, W 24 ST, W 25 ST, W 26 ST, W 27 ST, W 28 ST, W 29 ST, W 30 ST, and W 31 ST. The streets are labeled with their names and the direction of traffic flow. The map also shows the Lincoln Tunnel, the Lincoln Tunnel Expressway, and the Lincoln Tunnel. The map is oriented with North at the top, as indicated by a compass rose in the upper left corner. The map is a detailed street map of the Lincoln Tunnel area in New York City, showing the tunnel, surrounding streets, and traffic flow.

 Fulton Houses  
 Elliott-Chelsea Houses

○ Preferred Alternative  
● Non-Rezoning Alternative

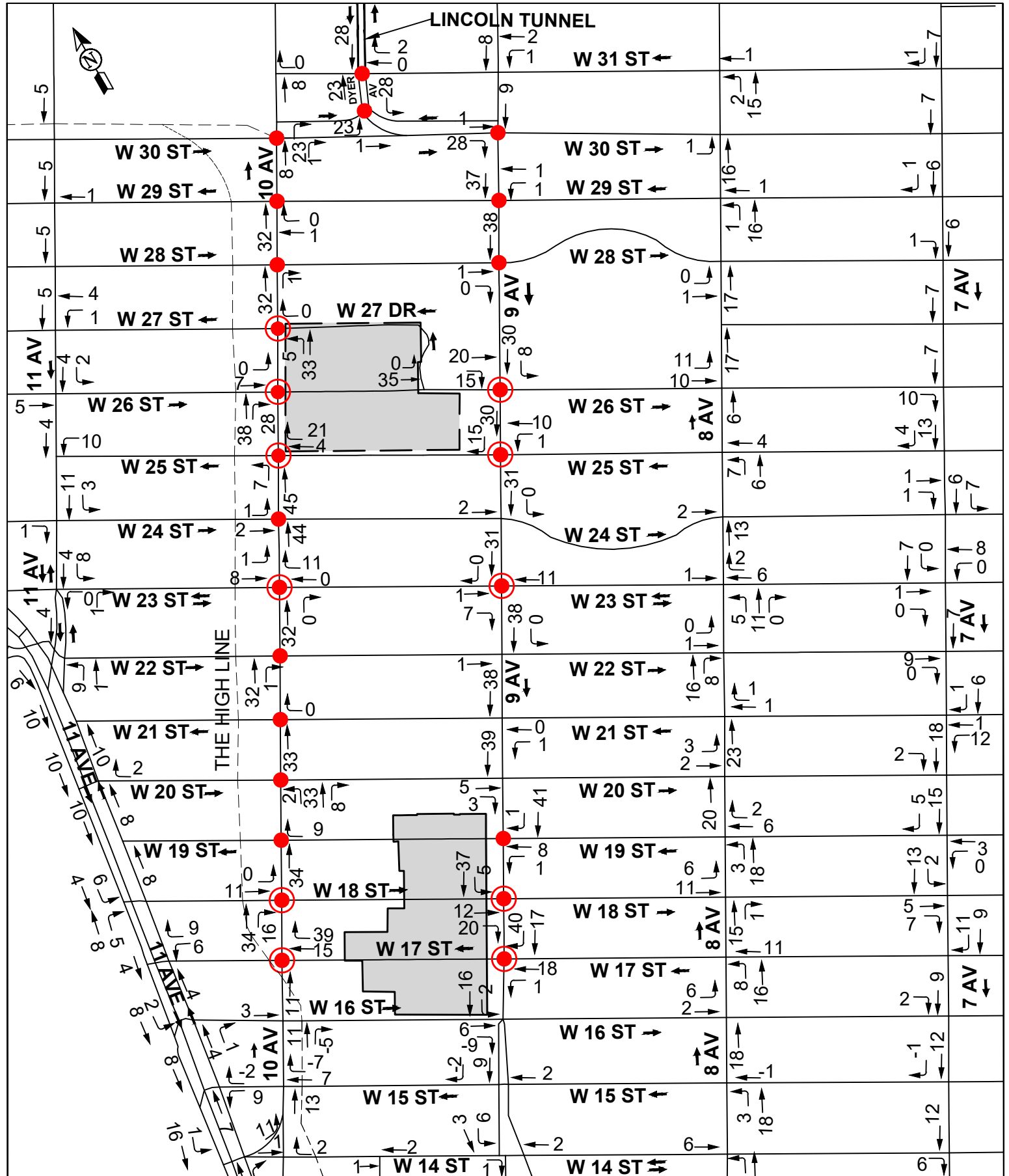
3 = Saturday  
Peak Hour Volume

Preferred Alternative Weekday AM Peak Hour Incremental Project Traffic Volumes

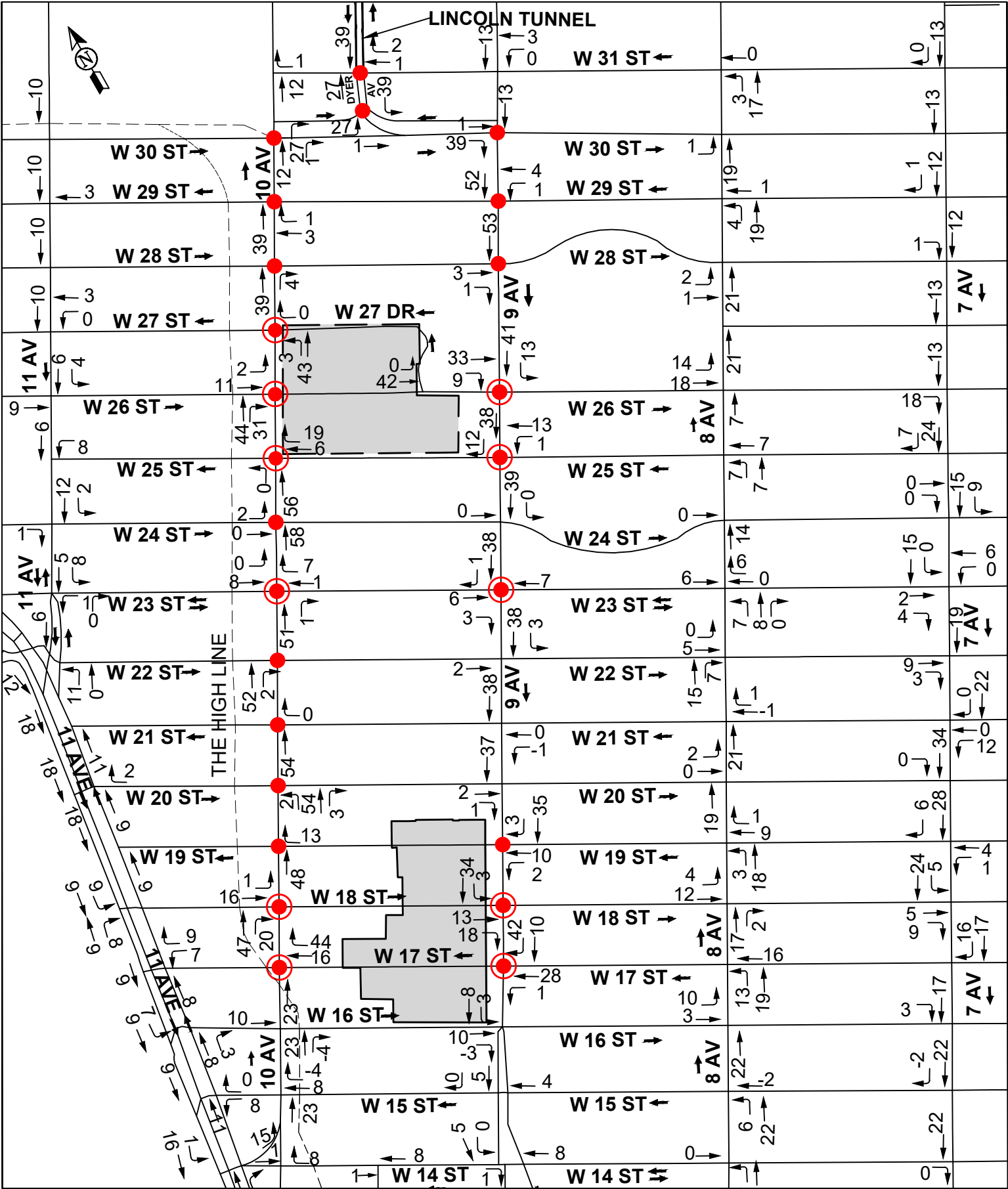




Preferred Alternative Weekday Midday Peak Hour Incremental Project Traffic Volumes

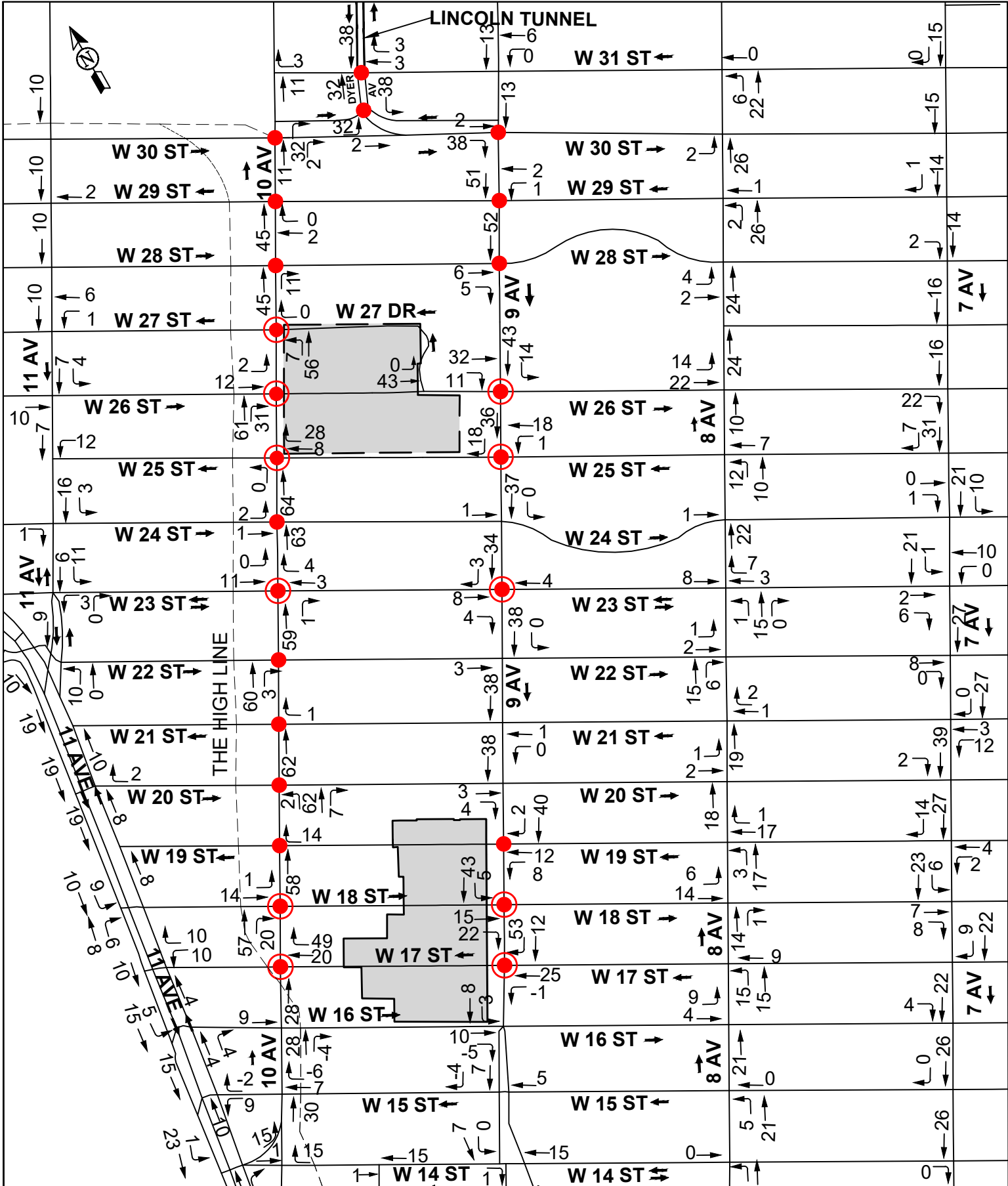


Preferred Alternative Weekday PM Peak Hour Incremental Project Traffic Volumes





Preferred Alternative Saturday Peak Hour Incremental Project Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: The figure has been revised for the FEIS.

3 = Saturday Peak Hour Volume

17. Tenth Avenue and W. 24<sup>th</sup> Street
18. Tenth Avenue and W. 25<sup>th</sup> Street\*
19. Tenth Avenue and W. 26<sup>th</sup> Street\*
20. Tenth Avenue and W. 27<sup>th</sup> Street\*
21. Tenth Avenue and W. 28<sup>th</sup> Street
22. Tenth Avenue and W. 29<sup>th</sup> Street
23. Tenth Avenue and W. 30<sup>th</sup> Street
24. Dyer Avenue and W. 30<sup>th</sup> Street
25. Dyer Avenue and W. 31<sup>st</sup> Steet

## **Transit**

### **Subway Stations**

As discussed previously, according to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, if a proposed action would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed subway analysis would be warranted. As shown in **Table H.1-7**, the Preferred Alternative is expected to generate a net total of approximately 1,538 and 1,452 incremental subway trips in the weekday AM and PM peak hours, respectively.

Additionally, as shown in **Table H.1-5**, the Non-Rezoning Alternative is expected to generate a net total of approximately 851 and 800 incremental subway trips in the weekday AM and PM peak hours, respectively.

Seven NYCT subway stations located in proximity to the Project Sites are expected to be used by project-generated demand (see **Figure H.1-2a**). Three trains – A (express) and C and E (local) – operating along the Eighth Avenue Line serve three stations east of the Project Sites. These include the 14<sup>th</sup> Street (express), 23<sup>rd</sup> Street (local), and 34<sup>th</sup> Street – Penn Station (express) stations. The 14<sup>th</sup> Street (A/C/E) station is connected to the Eighth Avenue (L) station, and together they comprise the 14<sup>th</sup> Street/Eighth Avenue complex (A/C/E/L). Three trains – Nos. 1 (local) and Nos. 2 and 3 (express) – operating along the Seventh Avenue Line serve the Project Sites via four stations, which include the 14<sup>th</sup> Street (express), 18<sup>th</sup> Street (local), 23<sup>rd</sup> Street (local) and 28<sup>th</sup> Street (local) stations. The 14<sup>th</sup> Street (1/2/3) station is connected to the Sixth Avenue (L) station and the 14<sup>th</sup> Street (F/M) station, and together they comprise the 14<sup>th</sup> Street/Sixth Avenue station complex (F/L/M/1/2/3). F and M trains provide local service along the Sixth Avenue Line, while L trains provide local service along the 14<sup>th</sup> Street – Canarsie Line.

Incremental subway trips generated by the Proposed Project were assigned to the seven stations serving the Project Sites based on census origin/destination data and each station's proximity to each block. **Tables H.1-9 and H.1-10** show the estimated net incremental subway trips generated by the Proposed Project under the Preferred Alternative and the Non-Rezoning Alternative, respectively during the weekday AM and PM peak hours at each of the subway stations/station complexes serving the Project Sites.

As shown in **Tables H.1-9 and H.1-10**, it is estimated that the new subway demand would likely exceed the 200-trip *CEQR Technical Manual* analysis threshold at the 14<sup>th</sup> Street/Eighth Avenue

(A/C/E/L) station complex and the 23<sup>rd</sup> Street (C/E) station in the AM and PM peak hours under both scenarios. Therefore, the 14<sup>th</sup> Street/Eighth Avenue (A/C/E/L) station complex and the 23<sup>rd</sup> Street (C/E) station were selected for detailed analysis under both scenarios. Key circulation elements (e.g., stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Project under both scenarios will be analyzed.

**Table H.1-9: Net Incremental Peak Hour Subway Trips by Station during the AM and PM Peak Hours – Preferred Alternative**

Station	AM In	AM Out	AM Total	PM In	PM Out	PM Total
14 <sup>th</sup> Street/Eighth Avenue (A/C/E/L)	120	346	466	260	173	433
14 <sup>th</sup> Street/Sixth Avenue (F/L/M/1/2/3)	28	85	113	59	44	103
18 <sup>th</sup> Street (1)	51	146	197	117	76	193
23 <sup>rd</sup> Street (1)	32	91	123	70	49	119
23 <sup>rd</sup> Street (C/E)	117	314	431	243	162	405
28 <sup>th</sup> Street (1)	36	95	131	74	53	127
34 <sup>th</sup> Street - Penn Station (A/C/E)	20	57	77	43	29	72
<b>Total</b>	<b>404</b>	<b>1,134</b>	<b>1,538</b>	<b>866</b>	<b>586</b>	<b>1,452</b>

**Table H.1-10: Net Incremental Peak Hour Subway Trips by Station during the AM and PM Peak Hours – Non-Rezoning Alternative**

Station	AM In	AM Out	AM Total	PM In	PM Out	PM Total
14 <sup>th</sup> Street/Eighth Avenue (A/C/E/L)	71	191	262	149	102	251
14 <sup>th</sup> Street/Sixth Avenue (F/L/M/1/2/3)	15	46	61	35	22	57
18 <sup>th</sup> Street (1)	31	80	111	66	49	115
23 <sup>rd</sup> Street (1)	20	47	67	35	24	59
23 <sup>rd</sup> Street (C/E)	71	166	237	123	87	210
28 <sup>th</sup> Street (1)	22	51	73	41	28	69
34 <sup>th</sup> Street - Penn Station (A/C/E)	12	28	40	23	16	39
<b>Total</b>	<b>242</b>	<b>609</b>	<b>851</b>	<b>472</b>	<b>328</b>	<b>800</b>

### **Subway Line Haul**

As discussed above, the Project Sites are currently served by a total of nine NYCT subway routes, including the A, C, E, F, L, M, No. 1, No. 2, and No. 3. **Table H.1-11** shows the assignment of net incremental subway trips generated by Proposed Project under the Preferred Alternative to the nine subway routes by direction during the weekday AM and PM peak hours. As shown in **Table H.1-11**, the Proposed Project under the Preferred Alternative is expected to generate the highest number of peak direction trips in the peak northbound direction on the E train during the AM peak hour, which would experience an estimated 299 net incremental subway trips. The next highest number would occur in the peak southbound direction on the E train during the PM peak hour, which experience approximately 257 trips. The third highest number would occur in the peak northbound direction on the No.1 train during the AM peak hour, which would experience approximately 247 trips. The southbound direction on the No. 1 train during the AM peak hour as well as both directions during the PM peak hour are also expected to experience more than 200 incremental trips. All other peak direction trips are expected to experience fewer than 200 incremental trips on any one route during the AM and PM peak hours. As incremental peak hour demand from the Proposed Project under the Preferred Alternative is expected to generate 200 or more new peak hour subway trips in the northbound and southbound No. 1 train during the AM and PM peak hour,

the northbound E train during the AM peak hour, and the southbound E train during the PM peak hour, the analysis threshold for subway line haul analysis on these two lines is exceeded.

**Table H.1-11: Net Incremental Peak Hour Subway Trips by Route and Direction during the AM and PM Peak Hours – Preferred Alternative**

Subway Route	Direction	AM In	AM Out	AM Total	PM In	PM Out	PM Total
1	NB	48	199	247*	106	108	214*
1	SB	71	133	204*	155	70	225*
2	NB	8	22	30	21	13	34
2	SB	8	26	34	16	13	29
3	NB	9	22	31	18	13	31
3	SB	9	23	32	16	13	29
A	NB	11	82	93	26	42	68
A	SB	31	34	65	62	18	80
C	NB	37	149	186	70	75	145
C	SB	48	80	128	106	41	147
E	NB	16	283	299*	37	142	179
E	SB	104	63	167	225	32	257*
F	NB	13	18	31	29	10	39
F	SB	5	36	41	12	19	31
L	EB	0	52	52	0	25	25
L	WB	20	0	20	39	0	39
M	NB	0	22	22	0	12	12
M	SB	8	0	8	16	0	16
<b>Total</b>		<b>446</b>	<b>1,244</b>	<b>1,690</b>	<b>954</b>	<b>646</b>	<b>1,600</b>

**Note:**

\* - denotes greater than 200 incremental trips per direction.

A subway line haul analysis typically assesses the volume of transit rides crossing a defined maximum load point on a given transit route during the peak hour point. For subway routes in New York City between Manhattan and outer boroughs, line haul is typically measured near the East River, near bridges and tunnel crossings, or at the actual maximum load point on each subway route. These are typically the points where the trains carry the greatest number of passengers to/from the Manhattan CBD during the peak hour. The subway line haul analysis focuses on the weekday AM and PM commuter peak hours as these periods' overall demand on the subway system is usually highest due to workers travelling from large residential areas in outer boroughs to work in Manhattan. The peak direction of travel on these lines is typically Manhattan-bound in the AM peak hour and Bronx-, Brooklyn-, or Queens -bound in the PM peak hour.

Maximum load point subway service and ridership data provided by NYCT confirmed that subway routes in proximity to the Project Sites in Manhattan, including the A, C, E, F, L, M, No. 1, No. 2, and No. 3, have limited maximum load points that would be affected by the Preferred Alternative. Since the Preferred Alternative is a primarily residential development situated within the CBD of Manhattan, there are minimal number of transit trips that would cross the maximum load points of many of aforementioned train routes. For instance, the peak directions and maximum load points for the E train are the southbound direction at 23rd Street – Court Square and the northbound direction at Lexington Avenue – 53rd St during the AM and PM peak hours, respectively. In addition, the peak directions and maximum load points for the No. 1 train are the southbound direction at 103rd Street and the northbound direction at 59<sup>th</sup> Street – Columbus Circle during the AM and PM peak hours, respectively. It is unlikely that the predominantly residential demand

to/from the Project Sites would travel in the direction of those aforementioned maximum load points to work as the CBD is usually in Manhattan, south of 60<sup>th</sup> Street. In a few cases, based on the forecasted demand and the NYCT data, less than 10 trips would potentially cross some maximum load points of any one subway route. This is considerably insignificant and negligible compared to the CTM threshold of five more new transit riders per car per line. As such, a detailed analysis of subway line haul conditions is not warranted and significant adverse impacts to subway line haul are not anticipated.

**Table H.1-12** shows the assignment of net incremental subway trips generated by Proposed Project under the Non-Rezoning Alternative to the nine subway routes by direction during the weekday AM and PM peak hours. As shown in **Table H.1-12**, the Proposed Project under the Non-Rezoning Alternative is expected to generate the highest number of peak direction trips in the peak northbound direction on the E train during the AM peak hour, which would experience an estimated 164 net incremental subway trips. As the number of new peak direction trips on any one route in either period would not meet the *CEQR Technical Manual* analysis threshold of 200 trips, significant adverse subway line haul impacts are considered unlikely, and an analysis of subway line haul conditions is not warranted under the Non-Rezoning Alternative.

**Table H.1-12: Net Incremental Peak Hour Subway Trips by Route and Direction during the AM and PM Peak Hours– Non-Rezoning Alternative**

Subway Route	Direction	AM In	AM Out	AM Total	PM In	PM Out	PM Total
1	NB	29	107	136	56	61	117
1	SB	44	71	115	86	40	126
2	NB	5	12	17	11	6	17
2	SB	5	14	19	9	8	17
3	NB	5	12	17	10	6	16
3	SB	5	12	17	9	8	17
A	NB	7	43	50	16	23	39
A	SB	16	16	32	34	11	45
C	NB	20	80	100	34	42	76
C	SB	32	44	76	60	22	82
E	NB	11	153	164	20	82	102
E	SB	63	34	97	119	17	136
F	NB	8	10	18	15	5	20
F	SB	4	19	23	7	9	16
L	EB	0	28	28	0	15	15
L	WB	10	0	10	21	0	21
M	NB	0	12	12	0	4	4
M	SB	4	0	4	9	0	9
<b>Total</b>		<b>268</b>	<b>667</b>	<b>935</b>	<b>516</b>	<b>359</b>	<b>875</b>

**Note:**

\* - denotes greater than 200 incremental trips per direction.

## **Bus**

As shown in **Figure H.1-2b**, five NYCT local bus services operate within approximately a ¼-mile of the Project Sites—the M11, M12, M14, M20, and M23. These services and the principal corridors on which they operate in proximity to the Project Sites are listed in **Table H.1-13**.

**Table H.1-13: Bus Routes Serving the Project Sites**

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Project Sites
M11	NYCT	Riverbank Park and Harlem – West Village	Ninth Avenue/Tenth Avenue
M12	NYCT	Midtown West – West Village	Eleventh Avenue/Twelfth Avenue
M14 Lcl/SBS	NYCT	Lower East Side – Abingdon Square/Chelsea Piers	W. 14 <sup>th</sup> Street
M20	NYCT	Lincoln Center – South Ferry	Seventh Avenue/Eighth Avenue
M23 SBS	NYCT	Chelsea Piers – East Side	W. 23 <sup>rd</sup> Street

### Bus Assignment and Analyzed Routes

As shown in **Table H.1-5**, the Preferred Alternative’s RWCDs is expected to generate a net total of approximately 170 and 176 incremental trips by local bus during the weekday AM and PM peak hours, respectively.

As shown in **Table H.1-7**, the Non-Rezoning Alternative’s RWCDs is expected to generate a net total of approximately 101 and 105 incremental trips by local bus during the weekday AM and PM peak hours, respectively.

These bus trips were assigned to each route based on proximity by block and current ridership patterns. **Tables H.1-14 and H.1-15** show the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours under the Preferred Alternative and the Non-Rezoning Alternative, respectively. 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 both **Tables H.1-14 and H.1-15**, all five routes are expected to experience fewer than 50 new trips per direction in each peak hour under both scenarios. Therefore, based on *CEQR Technical Manual* guidance, significant adverse impacts to local bus service are not anticipated under both scenarios, and a detailed analysis of local bus conditions is not warranted in the EIS.

**Table H.1-14: Net Incremental Bus Trips by Route during the AM and PM Peak Hours – Preferred Alternative**

Route	Direction	AM In	AM Out	AM Total	PM In	PM Out	PM Total
M11	NB	0	29	29	1	20	21
M11	SB	14	1	15	24	0	24
M12	NB	0	1	1	0	1	1
M12	SB	1	0	1	2	0	2
M14 lcl/SBS	EB	15	2	17	26	0	26
M14 lcl/SBS	WB	1	29	30	3	21	24
M20	NB	2	2	4	5	1	6
M20	SB	1	5	6	2	3	5
M23 SBS	EB	21	1	22	35	1	36
M23 SBS	WB	0	45	45	1	30	31
<b>Total</b>		<b>55</b>	<b>115</b>	<b>170</b>	<b>99</b>	<b>77</b>	<b>176</b>

**Note:**

\* - denotes greater than 200 incremental trips per direction.

**Table H.1-15: Net Incremental Bus Trips by Route – Non-Rezoning Alternative**

Route	Direction	AM In	AM Out	AM Total	PM In	PM Out	PM Total
M11	NB	0	16	16	0	12	12
M11	SB	9	1	10	14	0	14
M12	NB	0	1	1	0	0	0
M12	SB	0	0	0	1	0	1
M14 lcl/SBS	EB	8	2	10	18	0	18
M14 lcl/SBS	WB	1	15	16	1	15	16
M20	NB	3	1	4	1	1	2
M20	SB	1	4	5	1	2	3
M23 SBS	EB	14	1	15	22	0	22
M23 SBS	WB	0	24	24	1	16	17
<b>Total</b>		<b>36</b>	<b>65</b>	<b>101</b>	<b>59</b>	<b>46</b>	<b>105</b>

**Note:**

\* - denotes greater than 200 incremental trips per direction.

## **Pedestrians**

Under *CEQR Technical Manual* guidelines, 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 reservoir area or crosswalk.

As shown in **Table H.1-5**, the Preferred Alternative is expected to generate approximately 1,542 walk-only trips in the weekday AM peak hour, 1,267 in the weekday midday peak hour, 1,932 in the weekday PM peak hour, and 2,037 in the Saturday peak hour. Persons en route to and from nearby parking facilities, subway station entrances, and bus stops would add approximately 1,917, 1,264, 1,847, and 2,009 additional pedestrian trips, for a total of approximately 3,459, 2,531, 3,779, and 4,046 pedestrian trips to sidewalks and crosswalks in proximity to the Project Sites.

As shown in **Table H.1-7**, the Non-Rezoning Alternative is expected to generate approximately 1,036 walk-only trips in the weekday AM peak hour, 893 in the weekday midday peak hour, 1,261 in the weekday PM peak hour, and 1,445 in the Saturday peak hour. Persons en route to and from nearby parking facilities, subway station entrances, and bus stops would add approximately 1,074, 739, 1,034, and 1,145 additional pedestrian trips, for a total of approximately 2,110, 1,632, 2,295, and 2,590 pedestrian trips to sidewalks and crosswalks in proximity to the Project Sites during these same periods, respectively.

In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to the Project Sites and nearby subway station entrances and bus stops. In the weekday midday and Saturday peak hours, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

Given the numbers of incremental pedestrian trips that would be generated, a detailed analysis of pedestrian conditions under both scenarios is warranted. The specific peak hours for analysis will be determined based on pedestrian counts that will be conducted in proximity to the Project Sites as part of the data collection program for the EIS transportation analyses.

Based on a preliminary assignment of incremental peak hour pedestrian trips, a total of 41 pedestrian elements (16 sidewalks, 7 crosswalks, and 18 corner areas) and 55 pedestrian elements

(20 sidewalks, 10 crosswalks, and 25 corner areas) are expected to experience a net increase of 200 or more trips in one or more peak hours under the Non-Rezoning Alternative and the Preferred Alternative, respectively, and were therefore selected for analysis. These pedestrian elements (listed below) are shown in **Figure H.1-5** and are primarily located in the immediate proximity of the Project Sites, along 9<sup>th</sup> Avenue, W. 16<sup>th</sup> Street, W. 25<sup>th</sup> Street and W. 26<sup>th</sup> Street, which connect the Project Sites to nearby subway station entrances. It should be noted that 40 of the 56 pedestrian elements selected for the pedestrian analysis of the Preferred Alternative are also selected for the pedestrian analysis of the Non-Rezoning Alternative and are identified below with a “\*.” Pedestrian elements that are identified below with a “\*\*\*” are pedestrian elements selected for detailed pedestrian analysis only for the Non-Rezoning Alternative and not the Preferred Alternative.

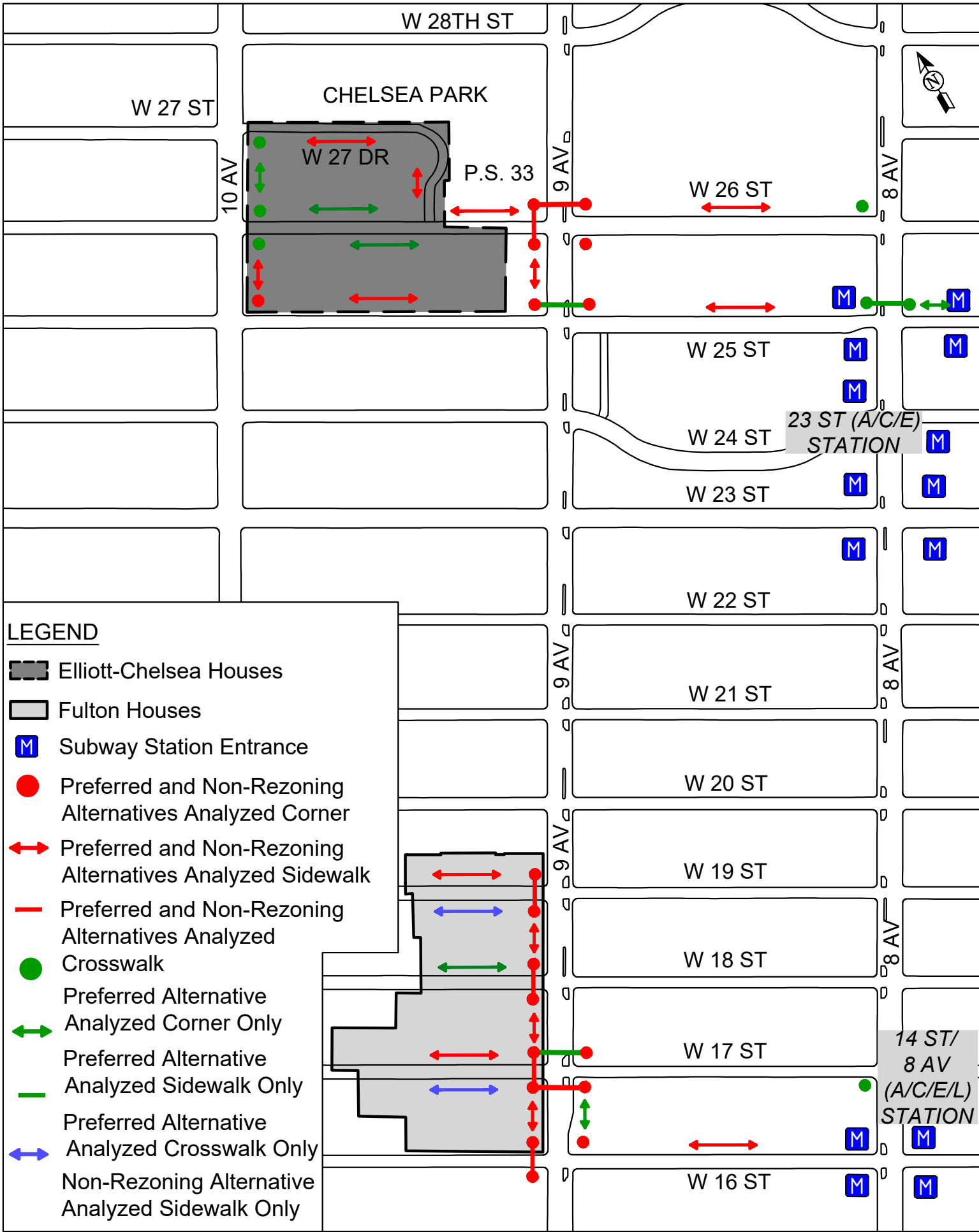
**Sidewalks:**

1. West sidewalk along Ninth Avenue between W. 16<sup>th</sup> Street and W. 17<sup>th</sup> Street\*
2. East sidewalk along Ninth Avenue between W. 16<sup>th</sup> Street and W. 17<sup>th</sup> Street
3. West sidewalk along Ninth Avenue between W. 17<sup>th</sup> Street and W. 18<sup>th</sup> Street\*
4. West sidewalk along Ninth Avenue between W. 18<sup>th</sup> Street and W. 19<sup>th</sup> Street\*
5. West sidewalk along Ninth Avenue between W. 25<sup>th</sup> Street and W. 26<sup>th</sup> Street\*
6. North sidewalk along W 16<sup>th</sup> Street between Eighth Avenue and Ninth Avenue\*
7. North sidewalk along W. 17<sup>th</sup> Street between Ninth Avenue and Tenth Avenue\*
8. South sidewalk along W. 17<sup>th</sup> Street between Ninth Avenue and Tenth Avenue\*\*
9. North sidewalk along W. 18<sup>th</sup> Street between Ninth Avenue and Tenth Avenue
10. North sidewalk along W. 19<sup>th</sup> Street between Ninth Avenue and Tenth Avenue\*
11. South sidewalk along W. 19<sup>th</sup> Street between Ninth Avenue and Tenth Avenue\*\*
12. North sidewalk along W. 25<sup>th</sup> Street between Seventh Avenue and Eighth Avenue
13. North sidewalk along W. 25<sup>th</sup> Street between Eighth Avenue and Ninth Avenue\*
14. North sidewalk along W. 25<sup>th</sup> Street between Ninth Avenue and Tenth Avenue\*
15. North sidewalk along W. 26<sup>th</sup> Street between Eighth Avenue and Ninth Avenue\*
16. North sidewalk along W. 26<sup>th</sup> Street between Ninth Avenue and W. 27<sup>th</sup> Drive\*
17. North sidewalk along W. 26<sup>th</sup> Street between W. 27<sup>th</sup> Drive and Tenth Avenue
18. South sidewalk along W. 26<sup>th</sup> Street between Ninth Avenue and Tenth Avenue
19. West sidewalk along W. 27<sup>th</sup> Drive between W. 26<sup>th</sup> Street and W. 27<sup>th</sup> Drive\*
20. South sidewalk along W. 27<sup>th</sup> Drive between Tenth Avenue and W. 27<sup>th</sup> Drive\*
21. East sidewalk along Tenth Avenue between W. 25<sup>th</sup> Street and W. 26<sup>th</sup> Street\*
22. East sidewalk along Tenth Avenue between W. 26<sup>th</sup> Street and W. 27<sup>th</sup> Street

**Crosswalks:**

1. West crosswalk of Ninth Avenue and W. 16<sup>th</sup> Street\*
2. North crosswalk of Ninth Avenue and W. 17<sup>th</sup> Street
3. South crosswalk of Ninth Avenue and W. 17<sup>th</sup> Street\*
4. West crosswalk of Ninth Avenue and W. 17<sup>th</sup> Street\*
5. West crosswalk of Ninth Avenue and W. 18<sup>th</sup> Street\*
6. West crosswalk of Ninth Avenue and W. 19<sup>th</sup> Street\*
7. North crosswalk of Ninth Avenue and W. 25<sup>th</sup> Street
8. North crosswalk of Ninth Avenue and W. 26<sup>th</sup> Street\*





Note: This figure has been revised for the FEIS.

9. West crosswalk of Ninth Avenue and W. 26<sup>th</sup> Street\*
10. North crosswalk of Eighth Avenue and W. 25<sup>th</sup> Street

Corner Areas:

1. Southwest corner of Eighth Avenue and W. 17<sup>th</sup> Street
2. Northeast corner of Ninth Avenue and W. 16<sup>th</sup> Street\*
3. Southwest corner of Ninth Avenue and W. 16<sup>th</sup> Street\*
4. Northwest corner of Ninth Avenue and W. 16<sup>th</sup> Street\*
5. Northeast corner of Ninth Avenue and W. 17<sup>th</sup> Street\*
6. Southeast corner of Ninth Avenue and W. 17<sup>th</sup> Street\*
7. Southwest corner of Ninth Avenue and W. 17<sup>th</sup> Street\*
8. Northwest corner of Ninth Avenue and W. 17<sup>th</sup> Street\*
9. Southwest corner of Ninth Avenue and W. 18<sup>th</sup> Street\*
10. Northwest corner of Ninth Avenue and W. 18<sup>th</sup> Street\*
11. Southwest corner of Ninth Avenue and W. 19<sup>th</sup> Street\*
12. Northwest corner of Ninth Avenue and W. 19<sup>th</sup> Street\*
13. Northeast corner of Eighth Avenue and W. 25<sup>th</sup> Street
14. Northwest corner of Eighth Avenue and W. 25<sup>th</sup> Street
15. Northwest corner of Eighth Avenue and W. 26<sup>th</sup> Street
16. Northeast corner of Ninth Avenue and W. 25<sup>th</sup> Street\*
17. Northwest corner of Ninth Avenue and W. 25<sup>th</sup> Street\*
18. Northeast corner of Ninth Avenue and W. 26<sup>th</sup> Street\*
19. Southeast corner of Ninth Avenue and W. 26<sup>th</sup> Street\*
20. Southwest corner of Ninth Avenue and W. 26<sup>th</sup> Street\*
21. Northwest corner of Ninth Avenue and W. 26<sup>th</sup> Street\*
22. Northeast corner of Tenth Avenue and W. 25<sup>th</sup> Street\*
23. Northeast corner of Tenth Avenue and W. 26<sup>th</sup> Street
24. Southeast corner of Tenth Avenue and W. 26<sup>th</sup> Street
25. Southeast corner of Tenth Avenue and W. 27<sup>th</sup> Street

**Street User Safety**

Under *CEQR Technical Manual* guidance, an evaluation of street user safety is needed for locations within the traffic and pedestrian study areas that have been identified as high-crash locations. These are defined as locations 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. For these locations, crash trends will 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.

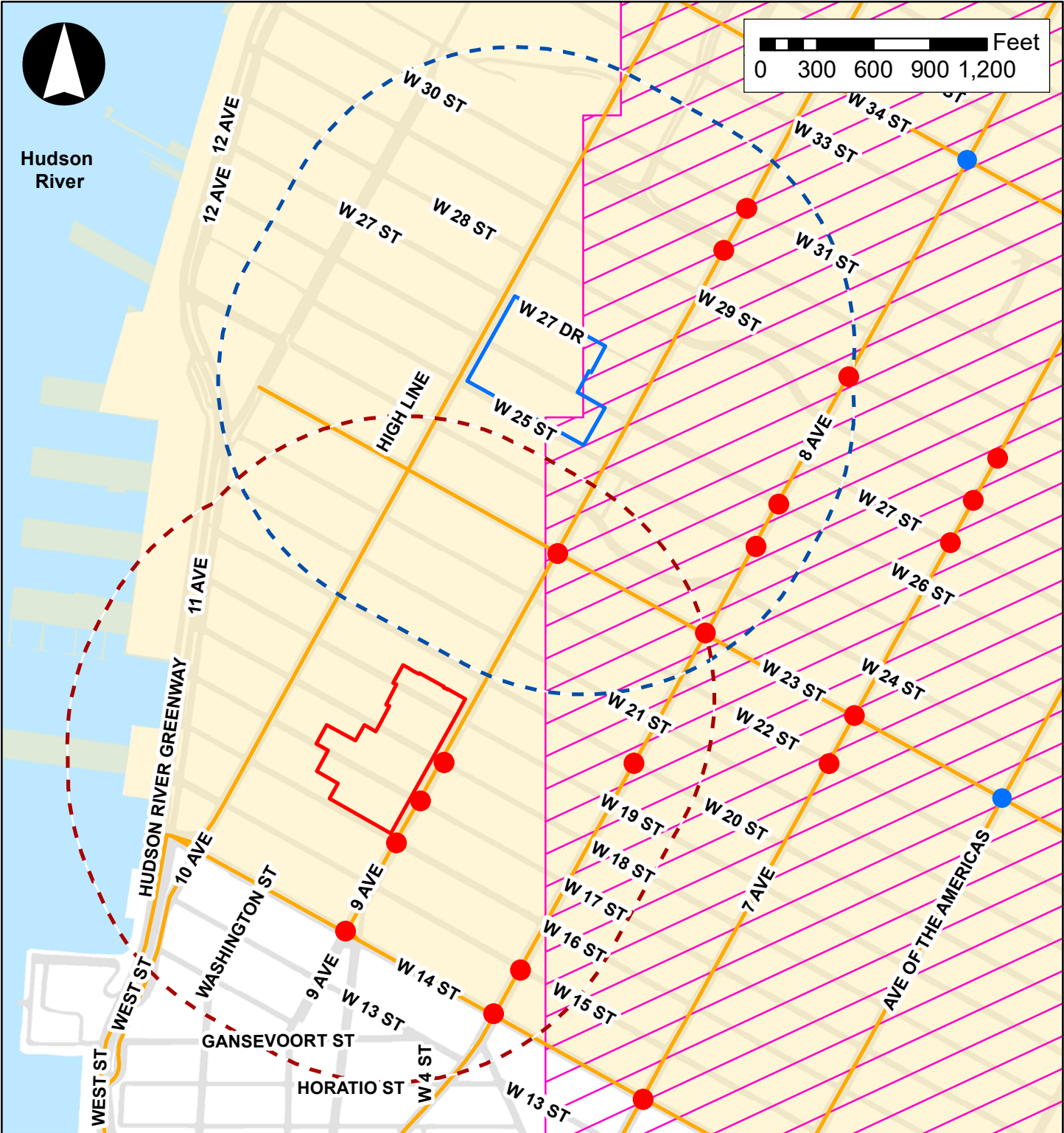
### **Vision Zero Manhattan Pedestrian Safety Action Plan**

Consistent with the city's Vision Zero initiative, the *Vision Zero Manhattan Pedestrian Safety Action Plan* was released in 2015 and updated in 2019 and 2023. The plan identifies a series of engineering/planning, enforcement, and education/awareness campaign strategies to enhance pedestrian safety along the borough's Priority Corridors and Priority Intersections. These strategies include measures such as reducing the speed limit to 25 miles per hour, expanding exclusive pedestrian crossing time, installing additional lighting around key transit stops, expanding the bicycle network, prioritizing targeted enforcement and deploying speed cameras, and targeting intensive street-level outreach. As shown in **Figure H.1-6**, within a ¼-mile of the Project Sites, the plan identifies 8<sup>th</sup> Avenue, 9<sup>th</sup> Avenue, and W. 23<sup>rd</sup> Street as Priority Corridors within the study area. In addition, the Project Sites is located within a Senior Pedestrian Focus Area and adjacent to a Priority Area (refer to **Figure H.1-6**).

### **Crash Data**

**Table H.1-16** shows the crash data summary for the three-year reporting period between January 1, 2017 and December 31, 2019 that were obtained from NYCDOT. This is the most recent three-year period for which data are available. The data obtained quantify the total number of reportable crashes (crashes involving a fatality, injury, or more than \$1,000 in property damage), as well as a yearly breakdown of fatalities, injuries, and vehicular crashes involving pedestrians and bicycles at each location. **Table H.1-16** summarizes the crash data for each intersection within the quarter-mile study area during the study period, including a breakdown of pedestrian and bicycle crashes by year.

During the three-year period, a total of 1,499 reportable and non-reportable crashes, four fatalities, 659 total injuries, and 302 pedestrian/bicyclist injury crashes occurred at intersections within the quarter-mile study area. As shown in **Table H.1-16**, a total of 20 intersections are classified as high crash locations based on the criteria outlined above. As shown in **Table H.1-16**, the six high crash locations along 7<sup>th</sup> Avenue are located at W. 14<sup>th</sup>, W. 22<sup>nd</sup>, W. 23<sup>rd</sup>, W. 27<sup>th</sup>, W. 28<sup>th</sup>, and W. 29<sup>th</sup> Streets. The seven high crash locations along 8<sup>th</sup> Avenue are located at W. 14<sup>th</sup>, W. 15<sup>th</sup>, W. 20<sup>th</sup>, W. 23<sup>rd</sup>, W. 25<sup>th</sup>, W. 26<sup>th</sup>, and W. 29<sup>th</sup> Streets. In addition, the seven high crash locations along 9<sup>th</sup> Avenue are located at W. 14<sup>th</sup>, W. 16<sup>th</sup>, W. 17<sup>th</sup>, W. 18<sup>th</sup>, W. 23<sup>rd</sup>, W. 30<sup>th</sup>, and W. 31<sup>st</sup> Streets (refer to **Table H.1-16**). For the high-crash locations that are also analyzed traffic and pedestrian locations, crash trends will 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.



Source: NYCDCP (PLUTO 2023v2); DOITT (2022)

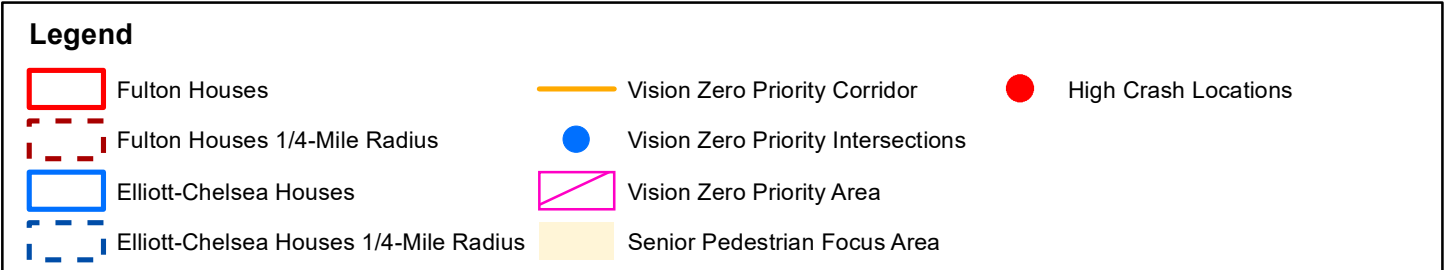


Table H.1-16: Crash Data Summary 2017-2019

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
7 Ave	W 31 St	2	2	1	0	0	0	2	2	1	7	27	9
	W 30 St	0	0	0	1	0	1	1	0	1	2	8	9
	W 29 St	0	2	2	2	0	1	2	2	3	3	5	8
	W 28 St	3	3	2	1	0	0	4	3	2	5	8	10
	W 27 St	3	2	1	0	0	1	3	2	2	6	9	6
	W 26 St	1	0	1	0	2	0	1	2	1	4	8	5
	W 25 St	2	2	0	0	0	0	2	2	0	4	6	0
	W 24 St	1	0	2	0	0	0	1	0	2	4	4	6
	W 23 St	2	4	1	1	1	2	3	5	3	5	8	7
	W 22 St	2	2	2	1	0	0	3	2	2	3	5	3
	W 21 St	1	1	0	0	0	0	1	1	0	4	3	6
	W 20 St	0	1	1	1	0	0	1	1	1	3	7	3
	W 19 St	0	0	0	0	0	0	0	0	0	0	3	4
	W 18 St	1	1	1	0	0	0	1	1	1	2	3	4
	W 17 St	0	1	0	0	0	0	0	1	0	4	9	1
	W 16 St	2	1	0	0	0	0	2	1	0	2	3	6
	W 15 St	0	1	0	1	1	0	1	2	0	2	3	1
	W 14 St	1	2	6	0	0	0	1	2	6	2	14	15
8 Ave	W 29 St	1	2	1	1	4	0	2	6	1	5	10	4
	W 28 St	0	0	1	0	0	0	0	0	1	3	7	5
	W 27 St	1	0	0	0	0	0	1	0	0	1	1	2
	W 26 St	2	1	1	1	0	0	3	1	1	7	3	6
	W 25 St	2	0	2	2	0	0	4	0	2	11	2	3
	W 24 St	0	0	0	0	0	0	0	0	0	4	0	0
	W 23 St	2	0	2	1	1	0	3	1	2	6	8	6
	W 22 St	0	2	1	1	0	1	1	2	2	3	4	5
	W 21 St	0	0	0	0	1	0	0	1	0	1	3	2
	W 20 St	3	0	1	1	0	0	4	0	1	8	5	3
	W 19 St	1	0	1	1	0	0	2	0	1	5	4	5
	W 18 St	0	1	2	0	1	0	0	2	2	0	6	8
	W 17 St	2	1	0	0	1	0	2	2	0	6	5	2
	W 16 St	0	1	0	1	0	0	1	1	0	3	5	5
9 Ave	W 15 St	2	1	0	1	0	0	3	1	0	8	2	1
	W 14 St	1	0	1	1	1	2	2	1	3	5	16	13
	W 13 St	0	0	1	0	0	1	0	0	2	0	3	3
	W 31 St	0	1	4	0	0	1	0	1	5	2	8	11
	W 30 St	1	2	0	0	1	0	1	3	0	6	8	7
	W 29 St	1	1	0	0	0	0	1	1	0	4	3	1
	W 28 St	0	1	0	1	1	1	1	2	1	5	4	3
	W 26 St	0	0	1	0	0	0	0	0	1	2	2	1
	W 25 St	1	0	1	1	0	0	2	0	1	2	2	3
	W 24 St	0	1	0	1	1	0	1	2	0	2	8	1
	W 23 St	1	2	1	2	0	0	3	2	1	6	6	7
	W 22 St	0	0	0	0	0	0	0	0	0	2	2	1
	W 21 St	0	0	0	1	2	1	1	2	1	2	4	2
	W 20 St	0	1	0	0	0	0	0	1	0	3	6	2
	W 19 St	2	0	2	0	0	0	2	0	2	2	5	4
	W 18 St	2	0	0	1	0	0	3	0	0	3	1	3
	W 17 St	2	1	2	0	1	1	2	2	3	2	7	6
	W 16 St	1	2	0	0	1	0	1	3	0	6	10	8
	W 15 St	0	2	0	2	0	0	2	2	0	8	8	16
	W 14 St	2	6	4	0	0	0	2	6	4	10	22	14
	W 13 St	2	0	1	0	0	0	2	0	1	3	3	1
	W 12 St	0	0	2	0	0	0	0	0	2	0	3	2

Table H.1-16 (continued): Crash Data Summary 2017-2019

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
10 Ave	W 31 St	0	0	0	0	1	0	0	1	0	1	7	7
	W 30 St	1	2	0	1	0	0	2	2	0	8	13	13
	W 29 St	0	0	0	0	0	1	0	0	1	7	13	7
	W 28 St	0	2	0	1	0	0	1	2	0	5	11	3
	W 27 St	2	0	1	0	1	0	2	1	1	2	9	6
	W 26 St	1	1	0	0	0	1	1	1	1	7	7	7
	W 25 St	0	1	1	2	1	0	2	2	1	2	6	4
	W 24 St	1	1	0	0	0	0	1	1	0	6	3	5
	W 23 St	1	1	1	1	0	0	2	1	1	7	8	7
	W 22 St	0	1	2	0	0	0	0	1	2	1	2	3
	W 21 St	1	1	0	0	0	0	1	1	0	1	1	4
	W 20 St	0	0	1	0	1	0	0	1	1	0	6	6
	W 19 St	1	2	2	0	0	0	1	2	2	2	3	6
	W 18 St	0	0	0	0	0	0	0	0	0	1	2	4
	W 17 St	0	0	0	1	0	1	1	0	1	2	7	3
	W 16 St	0	1	0	0	0	0	0	1	0	3	1	2
	W 15 St	0	2	0	0	0	1	0	2	1	3	11	6
	W 14 St / 11 Ave	0	0	0	0	2	2	0	2	2	30	32	44
	W 13 St	0	0	0	0	0	0	0	0	0	4	3	4
	W 12 St	0	0	0	0	0	0	0	0	0	2	1	2
11 Ave	W 30 St	0	0	1	2	0	2	2	0	3	7	7	14
	W 29 St	0	0	0	0	0	0	0	0	0	0	0	1
	W 28 St	1	0	1	0	0	1	1	0	2	1	2	5
	W 27 St	0	1	0	0	0	0	0	1	0	1	3	3
	W 26 St	1	0	0	0	0	0	1	0	0	1	7	3
	W 25 St	0	0	1	0	0	0	0	0	1	1	0	5
	W 24 St	0	0	0	0	1	0	0	1	0	2	6	5
	W 23 St	0	0	0	0	0	0	0	0	0	1	7	4
	W 22 St	1	0	0	0	1	0	1	1	0	3	3	2
	W 21 St	0	0	0	0	0	0	0	0	0	6	4	2
	W 20 St	0	4	0	0	0	0	0	4	0	4	14	12
	W 19 St	0	0	0	0	0	0	0	0	0	2	2	6
	W 18 St	0	0	0	2	0	0	2	0	0	8	20	6
	W 17 St	0	2	0	2	0	0	2	2	0	2	18	8
	W 16 St	0	0	0	2	0	0	2	0	0	6	4	14
	W 15 St	0	2	0	2	0	0	2	2	0	14	16	14
W 13 St	Ganservoot St / W 4 St	0	1	0	0	0	0	0	1	0	0	1	0
	Hudson St	0	0	0	0	0	0	0	0	0	1	1	0
Dyer Ave	W 31 St	0	0	0	0	0	0	0	0	0	0	0	0
	W 30 St	0	0	0	0	0	0	0	0	0	0	0	0
Gansevoort St	Greenwich St/ 9 Ave	0	1	0	0	0	0	0	1	0	0	1	2
	Hudson St	0	0	0	0	0	0	0	0	0	2	1	2
Washington St	W 14 St	0	0	1	0	0	0	0	0	1	1	1	6
	W 13 St	0	0	0	0	0	0	0	0	0	0	5	2
	W 12 St	0	0	0	0	0	0	0	0	0	1	2	5

## **Parking**

Parking demand from retail and community facility uses typically peaks in the weekday midday period and declines during the afternoon and evening, while parking demand from residential uses peaks in the overnight period.

A parking demand forecast (see **Tables H.1-17 and H.1-18**) was prepared to determine if the proposed 96 spaces of on-site accessory parking on the Project Sites would be sufficient to accommodate all of the projected demand under the Preferred Alternative.

In addition, a parking demand forecast (see **Tables H.1-19 and H.1-20**) was prepared to determine if the proposed 96 spaces of on-site accessory parking on the Project Sites would be sufficient to accommodate all of the projected demand under the Non-Rezoning Alternative.

As shown in **Tables H.1-17 and H.1-18**, it is expected that the parking demand generated by the Preferred Alternative would peak at approximately 858 and 909 spaces during the overnight periods from 4 AM to 5 AM during the weekday and Saturday, respectively. As shown in **Tables H.1-19 and H.1-20**, it is expected that the parking demand generated by the Non-Rezoning Alternative would peak at approximately 598 and 640 spaces during the same overnight periods as the Preferred Alternative from 4 AM to 5 AM during the weekday and Saturday, respectively.

It is assumed that the residential (NYCHA) use would be the only use allowed to use the on-site accessory parking as the existing NYCHA residents would continue to utilize the on-site accessory parking. As the overnight parking demand associated with the Proposed Project under both the Non-Rezoning Alternative and the Preferred Alternative would not be fully accommodated on-site, a detailed analysis of parking conditions within ¼-mile of the Project Sites will be provided in the EIS. Existing on-street and off-street parking inventories will be provided to document the existing supply and demand during the overnight period, and changes in the parking supply and utilization under both No-Action and With-Action conditions will be forecasted.

Table H.1-17: With-Action Weekday Parking Accumulation Forecast – Preferred Alternative

	Residential (Market-Rate and Affordable)			Residential (Section 8 PBV)			Local Retail			Neighborhood Center			Supermarket			Medical Office			Universal Pre-K Staff			Daycare Staff			Total Accumulation		
	3,454 DUs			2,056 DUs			27,371 gsf			144,082 gsf			17,580 gsf			13,785 gsf			24 Staff			9,770 Staff					
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12-1 AM	14	5	527	14	5	318	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	10	845	
1-2	5	2	530	7	1	324	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	854		
2-3	4	0	534	4	6	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6	856		
3-4	3	2	535	0	1	321	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	856		
4-5	3	4	534	4	1	324	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	858		
5-6	4	13	525	1	30	295	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	44	820		
6-7	9	29	505	22	62	255	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	34	92	762		
7-8	20	69	456	46	152	149	0	0	0	3	2	3	1	1	0	0	0	0	0	0	1	0	1	71	224	609	
8-9	32	121	367	48	63	134	2	2	0	10	4	9	2	2	0	1	0	1	3	0	3	2	0	3	100	192	517
9-10	27	64	330	25	30	129	5	5	0	10	8	11	2	2	0	1	0	2	0	0	3	1	0	4	71	109	479
10-11	23	37	316	35	24	140	5	5	0	9	9	11	3	3	0	1	0	3	0	0	3	0	0	4	76	78	477
11-12	32	35	313	59	54	145	5	5	0	6	9	8	3	3	0	0	1	2	0	0	3	0	0	4	105	107	475
12-1 PM	46	46	313	77	99	123	6	6	0	4	7	5	3	3	0	0	2	0	0	0	3	0	0	4	136	163	448
1-2	39	37	315	49	68	104	7	7	0	4	5	4	4	4	0	1	0	1	0	0	3	0	0	4	104	121	431
2-3	41	39	317	60	58	106	6	6	0	4	4	4	4	3	1	0	1	0	0	0	3	0	0	4	115	111	435
3-4	50	41	326	90	50	146	7	6	1	10	5	9	5	5	1	0	0	0	0	0	3	0	0	4	162	107	490
4-5	53	43	336	69	30	185	6	7	0	9	7	11	5	5	1	0	0	0	0	0	3	0	1	3	142	93	539
5-6	68	43	361	77	36	226	7	7	0	11	11	11	5	5	1	0	0	0	0	3	0	0	2	1	168	107	600
6-7	86	52	395	82	57	251	9	9	0	10	9	12	7	7	1	0	0	0	0	0	0	0	1	0	194	135	659
7-8	71	46	420	70	61	260	6	6	0	7	9	10	5	5	1	0	0	0	0	0	0	0	0	0	159	127	691
8-9	66	37	449	48	46	262	3	3	0	4	8	6	3	4	0	0	0	0	0	0	0	0	0	0	124	98	717
9-10	55	29	475	51	22	291	1	1	0	2	3	5	3	3	0	0	0	0	0	0	0	0	0	0	112	58	771
10-11	42	18	499	23	12	302	0	0	0	0	4	1	1	1	0	0	0	0	0	0	0	0	0	0	66	35	802
11-12	32	13	518	17	10	309	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	49	24	827

**Notes:**

50% pass-by trip applied to the local retail use.

Assumes 0.15 autos/DU for residential NYCHA DUs based on 2015-2019 ACS auto ownership data for rental households in Manhattan census tracts 83, 89, 93, 97, and 99.

Assumes 0.15 autos/DU for residential market-rate and affordable DUs based on 2015-2019 ACS auto ownership data for rental households in Manhattan census tracts 83, 89, 93, 97, and 99.

**858** denotes the total peak parking accumulation.



**Table H.1-18: With-Action Saturday Parking Accumulation Forecast – Rezoning Alternative**

	Residential (Market-Rate and Affordable)			Residential (Section 8 PBV)			Local Retail			Neighborhood Center			Supermarket			Medical Office			Universal Pre-K Staff			Daycare Staff			Total Accumulation		
	3,454 DUs			2,056 DUs			27,371 gsf			144,082 gsf			17,580 gsf			13,785 gsf			24 Staff			9,770 Staff					
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12-1 AM	29	18	529	31	11	329	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	29	858
1-2	20	10	539	19	8	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	18	879
2-3	15	5	549	4	4	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	9	889
3-4	11	5	555	4	0	344	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	5	899
4-5	8	3	560	10	5	349	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	8	909
5-6	4	5	559	1	1	349	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	908
6-7	5	9	555	8	24	333	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	33	888
7-8	12	26	541	8	36	305	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	22	63	847
8-9	20	43	518	22	52	275	1	1	0	8	2	7	3	3	0	1	0	1	0	0	0	0	0	0	55	101	801
9-10	29	59	488	18	28	265	4	2	2	10	7	10	3	3	0	2	0	3	0	0	0	0	0	0	66	99	768
10-11	37	61	464	36	34	267	5	5	2	14	10	14	3	3	0	0	0	3	0	0	0	0	0	0	95	113	750
11-12	45	65	444	48	59	256	6	6	2	11	12	13	5	4	1	0	0	3	0	0	0	0	0	0	115	146	719
12-1 PM	55	70	429	55	52	259	6	6	2	13	14	12	6	5	2	0	1	2	0	0	0	0	0	0	135	148	706
1-2	55	60	424	61	48	272	7	7	2	11	11	12	5	5	2	0	0	2	0	0	0	0	0	0	139	131	714
2-3	61	58	427	81	59	294	7	8	1	10	13	9	5	5	2	0	2	0	0	0	0	0	0	0	164	145	733
3-4	61	60	428	89	105	278	7	7	1	9	10	8	5	5	2	0	0	0	0	0	0	0	0	0	171	187	717
4-5	67	54	441	30	61	247	9	9	1	9	8	9	7	7	2	0	0	0	0	0	0	0	0	0	122	139	700
5-6	84	70	455	52	67	232	10	10	1	4	10	3	6	6	2	0	0	0	0	0	0	0	0	0	156	163	693
6-7	62	51	466	76	73	235	6	7	0	4	4	3	5	5	2	0	0	0	0	0	0	0	0	0	153	140	706
7-8	54	46	474	64	64	235	6	6	0	1	4	0	5	5	2	0	0	0	0	0	0	0	0	0	130	125	711
8-9	57	44	487	55	44	246	5	5	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	121	98	734
9-10	48	34	501	52	46	252	3	3	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	106	86	754
10-11	43	32	512	60	21	291	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	105	56	803
11-12	35	29	518	34	16	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	45	827

**Notes:**

50% pass-by trip applied to the local retail use.

Assumes 0.15 autos/DU for residential NYCHA DUs based on 2015-2019 ACS auto ownership data for rental households in Manhattan census tracts 83, 89, 93, 97, and 99.

Assumes 0.15 autos/DU for residential market-rate and affordable DUs based on 2015-2019 ACS auto ownership data for rental households in Manhattan census tracts 83, 89, 93, 97, and 99.

**909** denotes the total peak parking accumulation.

**Table H.1-19: With-Action Weekday Parking Accumulation Forecast – Non-Rezoning Alternative**

	Residential (Market-Rate and Affordable)			Residential (Section 8 PBV)			Local Retail			Neighborhood Center			Supermarket			Medical Office			Universal Pre-K Staff			Daycare Staff			Total Accumulation		
	1,783 DUs			2,056 DUs			20,262 gsf			175,007 gsf			7,400 gsf			12,046 gsf			24 Staff			3,206 Staff					
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12-1 AM	7	3	272	13	5	317	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	8	589
1-2	3	0	275	6	1	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	597	
2-3	2	0	277	4	6	320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	597	
3-4	0	0	277	0	0	320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	597	
4-5	0	2	275	4	1	323	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	598	
5-6	2	6	271	1	30	294	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	36	566	
6-7	5	15	261	22	60	256	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	31	77	520	
7-8	11	37	235	45	152	149	1	0	1	4	2	5	1	0	1	0	0	0	0	0	0	1	0	1	63	191	392
8-9	17	62	190	47	62	134	2	2	1	11	5	11	1	1	1	0	0	0	3	0	3	1	0	2	82	132	342
9-10	14	33	171	27	32	129	3	3	1	13	10	14	1	1	1	0	0	0	0	0	3	0	0	2	58	79	321
10-11	12	20	163	36	24	141	3	3	1	10	10	14	1	1	1	0	0	0	0	0	3	0	0	2	62	58	325
11-12	16	18	161	59	54	146	3	3	1	8	9	13	1	1	1	1	1	0	0	0	3	0	0	2	88	86	327
12-1 PM	24	24	161	76	99	123	4	4	1	7	8	12	2	2	1	1	1	0	0	3	0	0	2	114	138	303	
1-2	19	21	159	50	70	103	5	5	1	6	7	11	2	2	1	2	0	2	0	0	3	0	0	2	84	105	282
2-3	20	20	159	60	58	105	5	5	1	7	7	11	1	1	1	0	2	0	0	0	3	0	0	2	93	93	282
3-4	26	21	164	89	50	144	5	5	1	10	7	14	2	2	1	0	0	0	0	0	3	0	0	2	132	85	329
4-5	28	23	169	71	32	183	5	5	1	10	9	15	2	2	1	0	0	0	0	0	3	0	0	2	116	71	374
5-6	35	22	182	76	36	223	5	5	1	12	11	16	2	2	1	0	0	0	0	3	0	0	1	1	130	80	424
6-7	46	28	200	80	57	246	6	6	1	10	11	15	3	3	1	0	0	0	0	0	0	0	1	0	145	106	463
7-8	38	25	213	73	62	257	4	5	0	8	11	12	2	2	1	0	0	0	0	0	0	0	0	0	125	105	483
8-9	34	17	230	47	46	258	3	3	0	5	10	7	2	2	1	0	0	0	0	0	0	0	0	0	91	78	496
9-10	30	14	246	53	20	291	2	2	0	3	6	4	1	1	1	0	0	0	0	0	0	0	0	0	89	43	542
10-11	22	9	259	22	11	302	0	0	0	1	5	0	0	1	0	0	0	0	0	0	0	0	0	0	45	26	561
11-12	15	6	268	17	10	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	16	577

**Notes:**

50% pass-by trip applied to the local retail use.

Assumes 0.15 autos/DU for residential NYCHA DUs based on 2015-2019 ACS auto ownership data for rental households in Manhattan census tracts 83, 89, 93, 97, and 99.

Assumes 0.15 autos/DU for residential market-rate and affordable DUs based on 2015-2019 ACS auto ownership data for rental households in Manhattan census tracts 83, 89, 93, 97, and 99.

**598** denotes the total peak parking accumulation.

**Table H.1-20: With-Action Saturday Parking Accumulation Forecast – Non-Rezoning Alternative**

	Residential (Market-Rate and Affordable)			Residential (Section 8 PBV)			Local Retail			Neighborhood Center			Supermarket			Medical Office			Universal Pre-K Staff			Daycare Staff			Total Accumulation		
	1,783 DUs			2,056 DUs			20,262 gsf			175,007 gsf			7,400 gsf			12,046 gsf			24 Staff			3,206 Staff					
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12-1 AM	15	9	274	32	11	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	20	604
1-2	9	6	277	19	8	341	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	14	618
2-3	9	2	284	4	4	341	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	6	625
3-4	6	3	287	4	0	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	632
4-5	4	2	289	11	5	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	7	640
5-6	2	3	288	1	1	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	639
6-7	3	5	286	8	24	335	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	29	621
7-8	6	14	278	8	36	307	0	0	0	2	0	2	1	1	0	0	0	0	0	0	0	0	0	0	17	51	587
8-9	9	22	265	23	52	278	2	2	0	8	3	7	1	1	0	1	0	1	0	0	0	0	0	0	44	80	551
9-10	15	32	248	18	28	268	3	2	1	13	8	12	1	1	0	1	0	2	0	0	0	0	0	0	51	71	531
10-11	20	32	236	36	34	270	4	3	2	18	11	19	2	2	0	0	0	2	0	0	0	0	0	0	80	82	529
11-12	24	33	227	47	58	259	4	4	2	15	15	19	2	2	0	0	2	0	0	0	0	0	0	0	92	114	507
12-1 PM	27	36	218	55	51	263	5	5	2	14	15	18	2	2	0	0	0	0	0	0	0	0	0	0	103	109	501
1-2	28	32	214	63	48	278	6	5	3	13	13	18	2	2	0	0	0	0	0	0	0	0	0	0	112	100	513
2-3	33	29	218	80	58	300	6	6	3	12	15	15	2	2	0	0	0	0	0	0	0	0	0	0	133	110	536
3-4	33	33	218	88	105	283	6	7	2	11	11	15	2	2	0	0	0	0	0	0	0	0	0	0	140	158	518
4-5	36	28	226	31	61	253	6	7	1	9	10	14	3	3	0	0	0	0	0	0	0	0	0	0	85	109	494
5-6	44	35	235	53	70	236	7	7	1	6	11	9	2	2	0	0	0	0	0	0	0	0	0	0	112	125	481
6-7	32	26	241	76	72	240	5	6	0	4	7	6	2	2	0	0	0	0	0	0	0	0	0	0	119	113	487
7-8	27	25	243	65	66	239	5	4	1	3	7	2	2	2	0	0	0	0	0	0	0	0	0	0	102	104	485
8-9	28	21	250	55	43	251	3	3	1	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	88	71	502
9-10	25	16	259	50	47	254	2	2	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	78	66	514
10-11	21	16	264	60	21	293	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	83	40	557
11-12	17	13	268	32	16	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	29	577

**Notes:**

50% pass-by trip applied to the local retail use.

Assumes 0.15 autos/DU for residential NYCHA DUs based on 2015-2019 ACS auto ownership data for rental households in Manhattan census tracts 83, 89, 93, 97, and 99.

Assumes 0.15 autos/DU for residential market-rate and affordable DUs based on 2015-2019 ACS auto ownership data for rental households in Manhattan census tracts 83, 89, 93, 97, and 99.

**640** denotes the total peak parking accumulation.

## **APPENDIX 1**

**Table 1-1: Travel Demand Forecast – Preferred Alternative Fulton Houses Project Sites Person Trips**

Land Use:		<u>Residential</u> (Market-Rate and Affordable)		<u>Residential</u> (Project-Based Section 8)		<u>Local Retail</u>		<u>Neighborhood Center</u>		<u>Supermarket</u>		<u>Medical Office</u>		<u>Universal Pre-K Students</u>		<u>Universal Pre-K Staff</u>		<u>Universal Pre-K Parents</u>		<u>Daycare Students</u>		<u>Daycare Staff</u>		<u>Daycare Staff</u>		<u>TOTAL</u>	
Size/Units:		1,666	DU	0	DU	12,060	gsf	47,918	gsf	11,000	gsf	11,285	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf		
Peak Hour Person Trips:																											
AM		1,268		0		98		222		113		93		0		0		0		0		0		0		1,794	
MD		763		0		160		183		197		106		N/A		N/A		N/A		0		0		0		1,409	
PM		1,158		0		218		222		298		72		0		0		0		0		0		0		1,968	
Saturday		1,270		0		254		304		314		69		N/A		N/A		N/A		0		0		0		2,211	
Person Trips:																											
AM	Auto	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
	Taxi	18	67	0	0	2	2	5	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	74
	Subway	8	32	0	0	0	0	11	8	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	23	43
	Bus	146	516	0	0	0	0	15	11	9	9	35	21	0	0	0	0	0	0	0	0	0	0	0	0	205	557
	Bike	13	46	0	0	0	0	6	5	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	25	56
	Walk/Other	10	33	0	0	0	0	10	7	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	24	43
	Total	<u>84</u>	<u>295</u>	<u>0</u>	<u>0</u>	<u>48</u>	<u>46</u>	<u>79</u>	<u>62</u>	<u>40</u>	<u>39</u>	<u>14</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>265</u>	<u>451</u>
MD	Auto	279	989	0	0	50	48	126	96	57	56	58	35	0	0	0	0	0	0	0	0	0	0	0	0	570	1,224
	Taxi	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
	Subway	25	25	0	0	3	3	3	3	4	4	1	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	36	35
	Bus	12	12	0	0	1	1	8	8	1	1	3	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	25	24
	Bike	200	200	0	0	1	1	10	11	16	15	34	30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	261	257
	Walk/Other	18	18	0	0	1	1	5	5	6	6	3	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	33	32
	Total	13	13	0	0	1	1	6	7	3	3	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	25	26
PM	Auto	<u>114</u>	<u>113</u>	<u>0</u>	<u>0</u>	<u>73</u>	<u>73</u>	<u>57</u>	<u>60</u>	<u>70</u>	<u>68</u>	<u>15</u>	<u>12</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>329</u>	<u>326</u>
	Taxi	382	381	0	0	80	80	89	94	100	97	58	48	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	709	700
	Subway	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
	Bus	48	29	0	0	4	4	5	5	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	44
	Bike	23	14	0	0	1	1	10	10	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36	28
	Walk/Other	375	229	0	0	1	1	13	13	24	24	17	26	0	0	0	0	0	0	0	0	0	0	0	0	430	293
	Total	33	21	0	0	1	1	6	5	9	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	50	38
Saturday	Auto	25	15	0	0	1	1	8	8	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	39	30
	Taxi	<u>214</u>	<u>132</u>	<u>0</u>	<u>0</u>	<u>101</u>	<u>101</u>	<u>72</u>	<u>67</u>	<u>105</u>	<u>105</u>	<u>8</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>500</u>	<u>417</u>
	Subway	718	440	0	0	109	109	114	108	149	149	28	44	0	0	0	0	0	0	0	0	0	0	0	0	1,118	850
	Bus	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
	Bike	47	39	0	0	5	5	6	6	6	6	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	64	56
	Walk/Other	22	18	0	0	1	1	13	15	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	40	38
	Total	364	298	0	0	1	1	18	19	25	26	22	19	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	430	363
Total	Auto	33	27	0	0	1	1	7	8	9	10	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	52	48
	Taxi	24	19	0	0	1	1	10	11	5	5	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	41	37
	Subway	<u>208</u>	<u>171</u>	<u>0</u>	<u>0</u>	<u>118</u>	<u>118</u>	<u>93</u>	<u>98</u>	<u>107</u>	<u>111</u>	<u>10</u>	<u>8</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>536</u>	<u>506</u>
	Bus	698	572	0	0	127	127	147	157	154	160	37	32	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	1,163	1,048
	Bike	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
	Walk/Other	47	39	0	0	5	5	6	6	6	6	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	64	56
	Total	22	18	0	0	1	1	13	15	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	40	38

**Note:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

**Table 1-1 (continued): Travel Demand Forecast – Preferred Alternative Fulton Houses Project Sites Vehicle Trips**

Land Use:		<u>Residential</u> <u>(Market-Rate and</u>		<u>Residential</u> <u>(Project-Based</u>		<u>Local Retail</u>		<u>Neighborhood</u> <u>Center</u>		<u>Supermarket</u>		<u>Medical</u> <u>Office</u>		<u>Universal Pre-K</u> <u>Students</u>		<u>Universal Pre-K</u> <u>Staff</u>		<u>Universal Pre-K</u> <u>Parents</u>		<u>Davcare</u> <u>Students</u>		<u>Davcare</u> <u>Staff</u>		<u>Davcare</u> <u>Staff</u>		<u>TOTAL</u>	
		<u>Affordable</u>		<u>Section 8)</u>																							
Size/Units:		1,666 DU		0 DU		12,060 gs		47,918 gs		11,000 gs		11,285 gs		0 students		0 staff		0 parents		0 gs		0 gs		0 gs			
Peak Hour Person Trips:																											
AM		1,268		0		98		222		113		93		0		0		0		0		0		0		1,794	
MD		763		0		160		183		197		106		N/A		N/A		N/A		0		0		0		1,409	
PM		1,158		0		218		222		298		72		0		0		0		0		0		0		1,968	
Saturday		1,270		0		254		304		314		69		N/A		N/A		N/A		0		0		0		2,211	
Vehicle Trips :																											
AM	Auto (Total)	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
	Taxi	15	59	0	0	2	2	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	64	
	Taxi Balanced	5	22	0	0	0	0	8	6	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	16	30	
	Truck	25	25	0	0	0	0	11	11	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	40	40	
	Total	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
		46	90	0	0	2	2	14	13	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	68	110	
MD	Auto (Total)	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
	Taxi	22	22	0	0	3	3	2	2	3	3	1	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	31	30
	Taxi Balanced	8	8	0	0	1	1	6	6	1	1	2	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	18	17
	Truck	12	12	0	0	2	2	9	9	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	27	27
	Total	4	4	0	0	0	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	4	4
		38	38	0	0	5	5	11	11	5	5	3	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	62	61
PM	Auto (Total)	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
	Taxi	41	25	0	0	4	4	3	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	52	36	
	Taxi Balanced	16	10	0	0	1	1	7	7	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	26	20	
	Truck	18	18	0	0	2	2	11	11	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	35	35	
	Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
		60	44	0	0	6	6	14	14	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	88	72	
Saturday	Auto (Total)	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
	Taxi	41	34	0	0	5	5	4	4	4	4	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	54	47
	Taxi Balanced	15	13	0	0	1	1	10	10	1	1	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	28	26
	Truck	21	21	0	0	2	2	15	15	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	42	42
	Total	1	1	0	0	0	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	1
		63	56	0	0	7	7	19	19	6	6	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	97	90

**Notes:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

50% of taxis inbound with passengers are assumed to depart with outbound passengers.

**Table 1-2: Travel Demand Forecast – Preferred Alternative Elliott-Chelsea Houses Project Sites Person Trips**

Land Use:		Residential		Residential		Local Retail		Neighborhood		Supermarket		Medical		Universal Pre-K		Universal Pre-K		Universal Pre-K		Daycare		Daycare		Daycare		TOTAL	
		(Market-Rate and Affordable)		(Project-Based Section 8)										Students	Staff	Parents	Students	Staff	Staff								
Size/Units:		1,666 DU		0 DU		12,060	gsf	47,918	gsf	11,000	gsf	11,285	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf		
Peak Hour Person Trips:																											
AM																											
	Auto	1,268		0		98		222		113		93		0		0		0		0		0		0		1,794	
	MD	763		0		160		183		197		106		N/A		N/A		N/A		0		0		0		1,409	
	PM	1,158		0		218		222		298		72		0		0		0		0		0		0		1,968	
	Saturday	1,270		0		254		304		314		69		N/A		N/A		N/A		0		0		0		2,211	
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	In	Out	In	Out
	Auto	18	67	0	0	2	2	5	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	74
	Taxi	8	32	0	0	0	0	11	8	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	23	43
	Subway	146	516	0	0	0	0	15	11	9	9	35	21	0	0	0	0	0	0	0	0	0	0	0	0	205	557
	Bus	13	46	0	0	0	0	6	5	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	25	56
	Bike	10	33	0	0	0	0	10	7	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	24	43
	Walk/Other	84	295	0	0	48	46	79	62	40	39	14	9	0	0	0	0	0	0	0	0	0	0	0	0	265	451
	Total	279	989	0	0	50	48	126	96	57	56	58	35	0	0	0	0	0	0	0	0	0	0	0	0	570	1,224
MD		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
	Auto	25	25	0	0	3	3	3	3	4	4	1	0	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	36	35
	Taxi	12	12	0	0	1	1	8	8	1	1	3	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	25	24
	Subway	200	200	0	0	1	1	10	11	16	15	34	30	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	261	257
	Bus	18	18	0	0	1	1	5	5	6	6	3	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	33	32
	Bike	13	13	0	0	1	1	6	7	3	3	2	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	25	26
	Walk/Other	114	113	0	0	73	73	57	60	70	68	15	12	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	329	326
	Total	382	381	0	0	80	80	89	94	100	97	58	48	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	709	700
PM		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
	Auto	48	29	0	0	4	4	5	5	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	44
	Taxi	23	14	0	0	1	1	10	10	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	36	28
	Subway	375	229	0	0	1	1	13	13	24	24	17	26	0	0	0	0	0	0	0	0	0	0	0	0	430	293
	Bus	33	21	0	0	1	1	6	5	9	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	50	38
	Bike	25	15	0	0	1	1	8	8	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	39	30
	Walk/Other	214	132	0	0	101	101	72	67	105	105	8	12	0	0	0	0	0	0	0	0	0	0	0	0	500	417
	Total	718	440	0	0	109	109	114	108	149	149	28	44	0	0	0	0	0	0	0	0	0	0	0	0	1,118	850
Saturday		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
	Auto	47	39	0	0	5	5	6	6	6	6	0	0	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	64	56
	Taxi	22	18	0	0	1	1	13	15	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	40	38
	Subway	364	298	0	0	1	1	18	19	25	26	22	19	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	430	363
	Bus	33	27	0	0	1	1	7	8	9	10	2	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	52	48
	Bike	24	19	0	0	1	1	10	11	5	5	1	1	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	41	37
	Walk/Other	208	171	0	0	118	118	93	98	107	111	10	8	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	536	506
	Total	698	572	0	0	127	127	147	157	154	160	37	32	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	1,163	1,048

**Note:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

**Table 1-2 (continued): Travel Demand Forecast – Preferred Alternative Elliott-Chelsea Houses Project Sites Vehicle Trips**

Land Use:	<u>Residential</u> <u>(Market-Rate and</u>		<u>Residential</u> <u>(Project-Based</u>		<u>Local Retail</u>		<u>Neighborhood</u> <u>Center</u>		<u>Supermarket</u>		<u>Medical</u> <u>Office</u>		<u>Universal Pre-K</u> <u>Students</u>		<u>Universal Pre-K</u> <u>Staff</u>		<u>Universal Pre-K</u> <u>Parents</u>		<u>Daycare</u> <u>Students</u>		<u>Daycare</u> <u>Staff</u>		<u>Daycare</u> <u>Staff</u>		<u>TOTAL</u>		
Size/Units:	<u>Affordable</u> 1,666    DU		<u>Section 8</u> 0    DU		12,060    gsf		47,918    gsf		11,000    gsf		11,285    gsf		0    students		0    staff		0    parents		0    gsf		0    gsf		0    gsf				
Peak Hour Person Trips:																											
AM	1,268		0		98		222		113		93		0		0		0		0		0		0		1,794		
MD	763		0		160		183		197		106		N/A		N/A		N/A		0		0		0		1,409		
PM	1,158		0		218		222		298		72		0		0		0		0		0		0		1,968		
Saturday	1,270		0		254		304		314		69		N/A		N/A		N/A		0		0		0		2,211		
Vehicle Trips :																											
AM	Auto (Total)	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
	Taxi	15	59	0	0	2	2	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	64	
	Taxi Balanced	5	22	0	0	0	0	8	6	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	16	30	
	Truck	25	25	0	0	0	0	11	11	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	40	40	
	Total	<u>6</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>6</u>	
	46	90	0	0	2	2	14	13	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	68	110	
MD	Auto (Total)	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
	Taxi	22	22	0	0	3	3	2	2	3	3	1	0	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	31	30
	Taxi Balanced	8	8	0	0	1	1	6	6	1	1	2	1	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	18	17
	Truck	12	12	0	0	2	2	9	9	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	27	27
	Total	<u>4</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>4</u>
	38	38	0	0	5	5	11	11	5	5	3	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	62	61	
PM	Auto (Total)	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
	Taxi	41	25	0	0	4	4	3	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	36
	Taxi Balanced	16	10	0	0	1	1	7	7	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26	20
	Truck	18	18	0	0	2	2	11	11	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35	35
	Total	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	
	60	44	0	0	6	6	14	14	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	88	72	
Saturday	Auto (Total)	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
	Taxi	41	34	0	0	5	5	4	4	4	4	0	0	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	54	47
	Taxi Balanced	15	13	0	0	1	1	10	10	1	1	1	1	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	28	26
	Truck	21	21	0	0	2	2	15	15	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	42	42
	Total	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
	63	56	0	0	7	7	19	19	6	6	2	2	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	97	90	

**Notes:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

50% of taxis inbound with passengers are assumed to depart with outbound passengers.



**Table 1-3: Travel Demand Forecast – Non-Rezoning Alternative Fulton Houses Project Sites Person Trips**

Land Use:	Residential (Market-Rate and Affordable)		Residential (Project-Based Section 8)		Local Retail		Neighborhood Center		Supermarket		Medical Office		Universal Pre-K Students		Universal Pre-K Staff		Universal Pre-K Parents		Daycare Students		Daycare Staff		Daycare Staff		TOTAL	
Size/Units:	960 DU		0 DU		20,262 gsf		42,733 gsf		7,400 gsf		2,500 gsf		0 students		0 staff		0 parents		3,206 gsf		3,206 gsf		3,206 gsf			
Peak Hour Person Trips:																										
AM		730		0		162		198		76		21		0		0		0		18		5		36		1,246
MD		439		0		268		164		133		23		N/A		N/A		N/A		0		0		0		1,027
PM		668		0		364		198		201		16		0		0		0		18		5		36		1,506
Saturday		733		0		426		273		211		15		N/A		N/A		N/A		0		0		0		1,658
Person Trips:																										
AM	Auto	In 11 Out 38	In 0 Out 0	In 3 Out 3	In 4 Out 3	In 2 Out 1	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 3 Out 0	In 1 Out 0	In 0 Out 0	In 0 Out 0	In 0 Out 0	In 24 Out 45		
	Taxi	5 18	0 0	0 0	9 7	0 0	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 0	0 0	0 0	0 0	0 0	15 25		
	Subway	84 296	0 0	0 0	14 9	6 6	8 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0	3 0	1 1	1 1	117 317			
	Bus	8 26	0 0	0 0	5 4	2 2	1 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	1 1	1 1	18 33			
	Bike	6 20	0 0	0 0	8 6	1 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 0	0 0	0 0	0 0	16 27			
	Walk/Other	48 170	0 0	81 75	73 56	28 27	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 0	1 0	16 16	263 346				
	Total	162 568	0 0	84 78	113 85	39 37	14 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18 0	5 0	18 18	453 793				
	MD	Auto	In 15 Out 15	In 0 Out 0	In 5 Out 5	In 3 Out 3	In 3 Out 3	In 0 Out 0	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 0	N/A N/A	N/A N/A	In 26 Out 26		
Taxi	7 7	0 0	2 2	7 7	1 1	1 1	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 0	0 0	N/A N/A	N/A N/A	18 18			
Subway	113 113	0 0	2 2	9 9	11 10	7 6	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 0	N/A N/A	N/A N/A	N/A N/A	142 140			
Bus	11 11	0 0	2 2	4 4	4 4	1 1	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 0	N/A N/A	N/A N/A	N/A N/A	22 22			
Bike	8 8	0 0	2 2	5 6	2 2	0 0	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 0	N/A N/A	N/A N/A	N/A N/A	17 18			
Walk/Other	65 66	0 0	121 121	51 56	46 46	3 3	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 0	N/A N/A	N/A N/A	N/A N/A	286 292		
Total	219 220	0 0	134 134	79 85	67 66	12 11	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	0 0	N/A N/A	N/A N/A	N/A N/A	511 516		
PM	Auto	In 28 Out 17	In 0 Out 0	In 7 Out 7	In 4 Out 4	In 4 Out 4	In 0 Out 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	0 1	0 0	0 0	In 43 Out 36			
	Taxi	14 8	0 0	2 2	9 8	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	0 0	0 0	0 0	0 0	In 26 Out 19			
	Subway	214 132	0 0	2 2	13 12	16 16	4 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1	0 3	1 1	1 1	In 250 Out 173				
	Bus	20 12	0 0	2 2	4 4	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 1	0 0	1 1	1 1	In 33 Out 26				
	Bike	14 9	0 0	2 2	7 7	3 3	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	In 26 Out 21				
	Walk/Other	124 76	0 0	167 167	65 61	70 71	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 13	0 1	16 16	16 16	In 445 Out 408				
	Total	414 254	0 0	182 182	102 96	100 101	7 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 18	0 5	18 18	18 18	In 823 Out 683				
	Saturday	Auto	In 27 Out 22	In 0 Out 0	In 9 Out 9	In 4 Out 5	In 4 Out 4	In 0 Out 0	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	In 44 Out 40			
Taxi	13 11	0 0	2 2	12 14	1 1	0 0	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	In 28 Out 28				
Subway	209 172	0 0	2 2	16 17	17 17	5 4	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	In 249 Out 212				
Bus	19 15	0 0	2 2	6 7	6 6	0 0	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	In 33 Out 30				
Bike	14 11	0 0	2 2	9 9	3 3	0 0	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	In 28 Out 25				
Walk/Other	120 100	0 0	196 196	84 90	73 76	3 3	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	In 476 Out 465			
Total	402 331	0 0	213 213	131 142	104 107	8 7	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	In 858 Out 800			

**Note:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

**Table 1-3 (continued): Travel Demand Forecast – Non-Rezoning Alternative Fulton Houses Project Sites Vehicle Trips**

Land Use:	<u>Residential</u> (Market-Rate and Affordable)		<u>Residential</u> (Project-Based Section 8)		<u>Local Retail</u>		<u>Neighborhood Center</u>		<u>Supermarket</u>		<u>Medical Office</u>		<u>Universal Pre-K Students</u>		<u>Universal Pre-K Staff</u>		<u>Universal Pre-K Parents</u>		<u>Daycare Students</u>		<u>Daycare Staff</u>		<u>Daycare Staff</u>		<u>TOTAL</u>	
Size/Units:	960	DU	0	DU	20,262	gsf	42,733	gsf	7,400	gsf	2,500	gsf	0	students	0	staff	0	parents	3,206	gsf	3,206	gsf	3,206	gsf		
<b>Peak Hour Person Trips:</b>																										
AM	730		0		162		198		76		21		0		0		0		18		5		36		1,246	
MD	439		0		268		164		133		23		N/A		N/A		N/A		0		0		0		1,027	
PM	668		0		364		198		201		16		0		0		0		18		5		36		1,506	
Saturday	733		0		426		273		211		15		N/A		N/A		N/A		0		0		0		1,658	
<b>Vehicle Trips :</b>																										
<b>AM</b>																										
Auto (Total)	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
Taxi	9	33	0	0	3	3	3	3	1	1	0	0	0	0	0	0	0	0	3	3	1	0	0	0	20	43
Taxi Balanced	3	13	0	0	0	0	6	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	17
Truck	15	15	0	0	0	0	8	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24	24
Total	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
	27	51	0	0	3	3	11	11	1	1	1	1	0	0	0	0	0	0	3	3	1	0	0	0	47	70
<b>MD</b>																										
Auto (Total)	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
Taxi	13	13	0	0	5	5	3	3	2	2	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	23	23
Taxi Balanced	5	5	0	0	2	2	4	4	1	1	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	13	13
Truck	8	8	0	0	4	4	7	7	2	2	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	23	23
Total	3	3	0	0	0	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	3	3
	24	24	0	0	9	9	10	10	4	4	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	49	49
<b>PM</b>																										
Auto (Total)	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
Taxi	25	15	0	0	6	6	3	3	3	3	0	0	0	0	0	0	0	0	3	3	0	1	0	0	40	31
Taxi Balanced	10	6	0	0	2	2	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	14
Truck	11	11	0	0	4	4	9	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
Total	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
	36	26	0	0	10	10	12	12	5	5	0	0	0	0	0	0	0	0	3	3	0	1	0	0	66	57
<b>Saturday</b>																										
Auto (Total)	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
Taxi	24	19	0	0	7	7	3	3	3	3	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	37	32
Taxi Balanced	10	8	0	0	2	2	9	10	1	1	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	22	21
Truck	13	13	0	0	4	4	15	15	2	2	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	34	34
Total	1	1	0	0	0	0	0	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	1
	38	33	0	0	11	11	18	18	5	5	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	72	67

**Notes:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

50% of taxis inbound with passengers are assumed to depart with outbound passengers.

**Table 1-4: Travel Demand Forecast – Non-Rezoning Alternative Elliott-Chelsea Houses Project Sites Person Trips**

Land Use:		Residential (Market-Rate and Affordable)		Residential (Project-Based Section 8)		Local Retail		Neighborhood Center		Supermarket		Medical Office		Universal Pre-K Students		Universal Pre-K Staff		Universal Pre-K Parents		Daycare Students		Daycare Staff		Daycare Staff		TOTAL	
Size/Units:		823 DU		0 DU		0 gsf		75,415 gsf		0 gsf		9,546 gsf		0 students		0 staff		0 parents		0 gsf		0 gsf		0 gsf			
Peak Hour Person Trips:																											
AM		626		0		0		350		0		78		0		0		0		0		0		0		1,054	
MD		377		0		0		288		0		90		N/A		N/A		N/A		0		0		0		755	
PM		573		0		0		350		0		61		0		0		0		0		0		0		984	
Saturday		627		0		0		479		0		59		N/A		N/A		N/A		0		0		0		1,165	
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
AM	Auto	9	33	0	0	0	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	39
	Taxi	4	16	0	0	0	0	18	14	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	24	31
	Subway	72	255	0	0	0	0	23	18	0	0	30	19	0	0	0	0	0	0	0	0	0	0	0	0	125	292
	Bus	6	23	0	0	0	0	10	8	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18	32
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	5	16	0	0	0	0	14	11	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21	28
	Walk/Other	41	146	0	0	0	0	125	95	0	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	179	248
	Total	137	489	0	0	0	0	198	152	0	0	49	29	0	0	0	0	0	0	0	0	0	0	0	0	384	670
MD	Auto	13	13	0	0	0	0	6	6	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	19	19
	Taxi	6	6	0	0	0	0	12	14	0	0	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	20	22
	Subway	99	99	0	0	0	0	17	18	0	0	29	25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	145	142
	Bus	9	9	0	0	0	0	6	8	0	0	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	17	19
	Bike	6	6	0	0	0	0	10	11	0	0	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	18	19
	Walk/Other	55	56	0	0	0	0	87	93	0	0	13	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	155	160
	Total	188	189	0	0	0	0	138	150	0	0	48	42	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	374	381
	PM	Auto	24	15	0	0	0	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
Taxi		12	7	0	0	0	0	17	15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	30	24
Subway		186	113	0	0	0	0	22	20	0	0	14	22	0	0	0	0	0	0	0	0	0	0	0	0	222	155
Bus		16	10	0	0	0	0	9	8	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	26	20
School Bus		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bike		12	7	0	0	0	0	13	12	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26	20
Walk/Other		106	65	0	0	0	0	115	105	0	0	7	10	0	0	0	0	0	0	0	0	0	0	0	0	228	180
Total		356	217	0	0	0	0	184	166	0	0	24	37	0	0	0	0	0	0	0	0	0	0	0	0	564	420
Saturday	Auto	23	19	0	0	0	0	9	10	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	32	29
	Taxi	11	9	0	0	0	0	20	22	0	0	2	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	33	32
	Subway	180	147	0	0	0	0	28	30	0	0	19	17	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	227	194
	Bus	16	13	0	0	0	0	11	12	0	0	2	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	29	26
	Bike	12	10	0	0	0	0	17	18	0	0	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30	29
	Walk/Other	103	84	0	0	0	0	144	158	0	0	8	7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	255	249
	Total	345	282	0	0	0	0	229	250	0	0	32	27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	606	559

**Note:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

**Table 1-4 (continued): Travel Demand Forecast – Non-Rezoning Alternative Elliott-Chelsea Houses Project Sites Vehicle Trips**

Land Use:	<u>Residential</u> <u>(Market-Rate and</u> <u>Affordable)</u>		<u>Residential</u> <u>(Project-Based</u> <u>Section 8)</u>		<u>Local Retail</u>		<u>Neighborhood</u> <u>Center</u>		<u>Supermarket</u>		<u>Medical</u> <u>Office</u>		<u>Universal Pre-K</u> <u>Students</u>		<u>Universal Pre-K</u> <u>Staff</u>		<u>Universal Pre-K</u> <u>Parents</u>		<u>Daycare</u> <u>Students</u>		<u>Daycare</u> <u>Staff</u>		<u>Daycare</u> <u>Staff</u>		<u>TOTAL</u>	
Size/Units:	823	DU	0	DU	0	gsf	75,415	gsf	0	gsf	9,546	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf		
Peak Hour Person Trips:																										
AM	626		0		0		350		0		78		0		0		0		0		0		0		1,054	
MD	377		0		0		288		0		90		N/A		N/A		N/A		0		0		0		755	
PM	573		0		0		350		0		61		0		0		0		0		0		0		984	
Saturday	627		0		0		479		0		59		N/A		N/A		N/A		0		0		0		1,165	
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	In	Out	In	Out
Auto (Total)	8	29	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	33
Taxi	3	12	0	0	0	0	13	10	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17	23
Taxi Balanced	14	14	0	0	0	0	17	17	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	33	33
Truck	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>
Total	25	46	0	0	0	0	23	21	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	50	69
MD	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
Auto (Total)	11	11	0	0	0	0	4	4	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	15	15
Taxi	4	4	0	0	0	0	9	10	0	0	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	14	15
Taxi Balanced	7	7	0	0	0	0	15	15	0	0	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	24	24
Truck	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>3</u>	<u>3</u>
Total	21	21	0	0	0	0	19	19	0	0	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	N/A	N/A	42	42
PM	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
Auto (Total)	21	13	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	17
Taxi	9	5	0	0	0	0	12	11	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	17
Taxi Balanced	10	10	0	0	0	0	17	17	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	29	29
Truck	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	31	23	0	0	0	0	23	21	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	56	46
Saturday	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
Auto (Total)	20	16	0	0	0	0	6	7	0	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	26	23
Taxi	8	6	0	0	0	0	14	16	0	0	1	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	23	23
Taxi Balanced	11	11	0	0	0	0	24	24	0	0	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	37	37
Truck	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>1</u>	<u>1</u>
Total	32	28	0	0	0	0	30	31	0	0	2	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	64	61

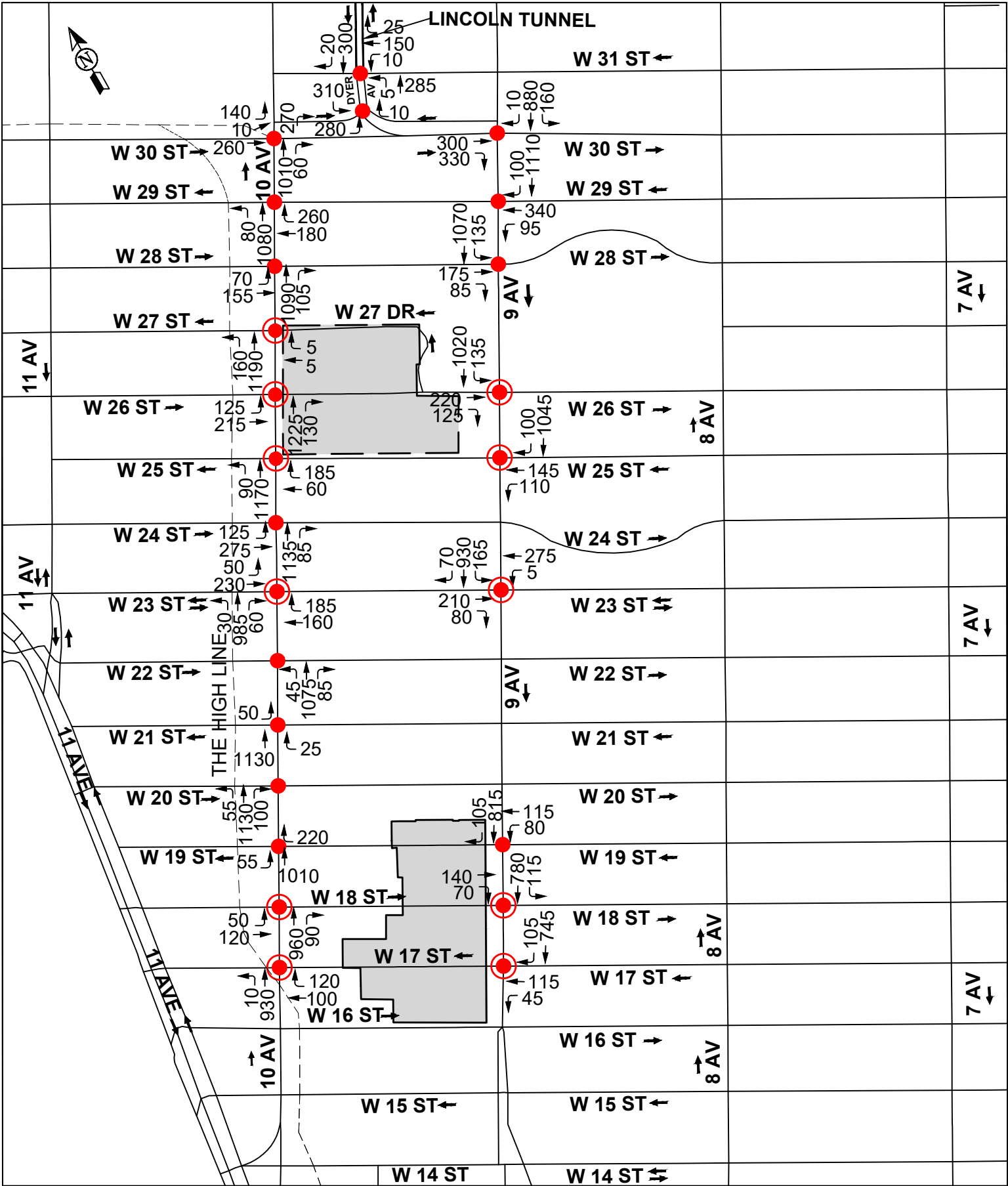
**Notes:**

A 50% trip credit applied to local retail trips to account for pass-by trips.

50% of taxis inbound with passengers are assumed to depart with outbound passengers.

**Appendix H.2**  
**Transportation Chapter Figures**

Existing Weekday AM Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

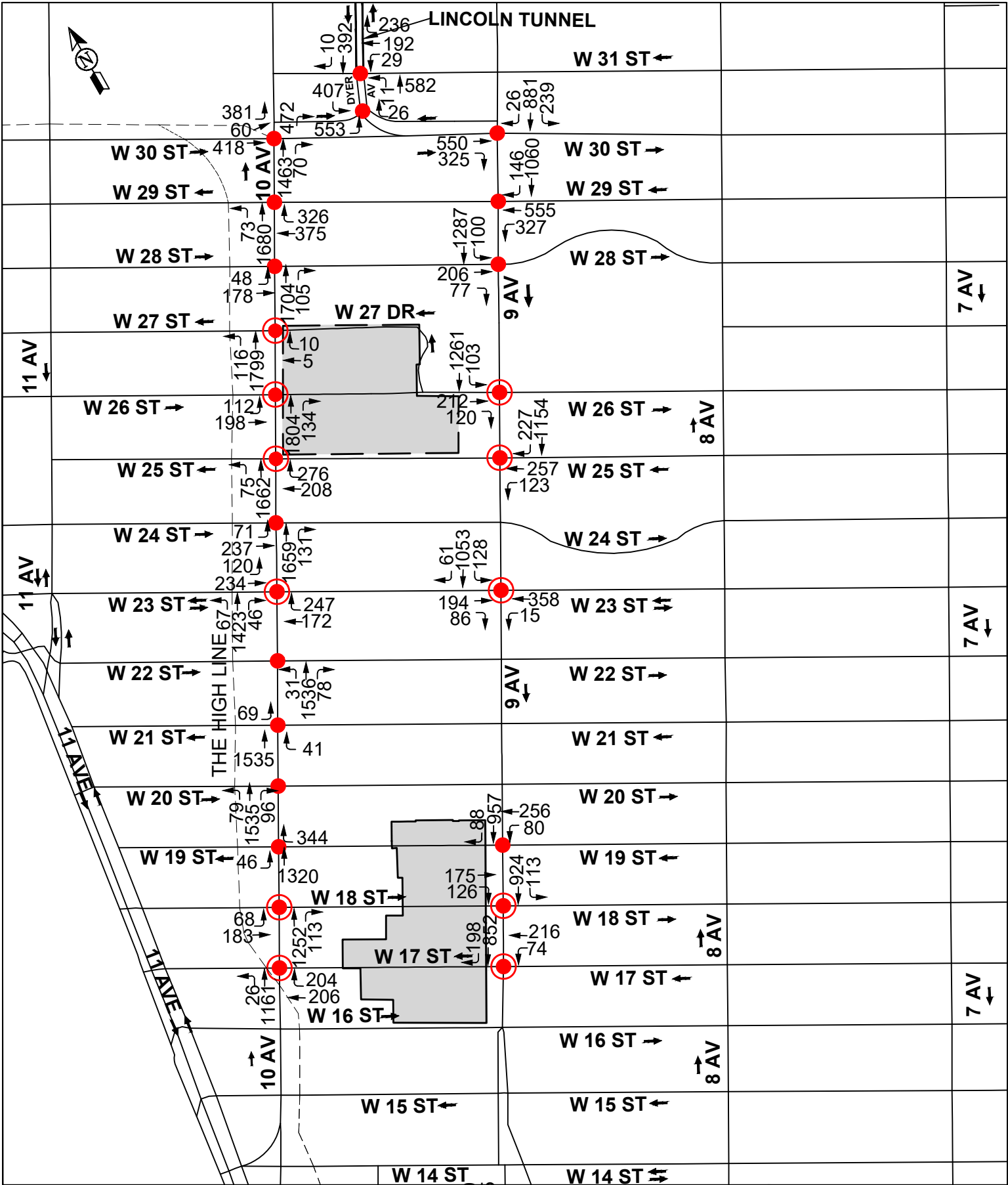
Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday AM Peak Hour Volume

Preferred Alternative Weekday Midday Peak Hour Traffic Volumes



LEGEND

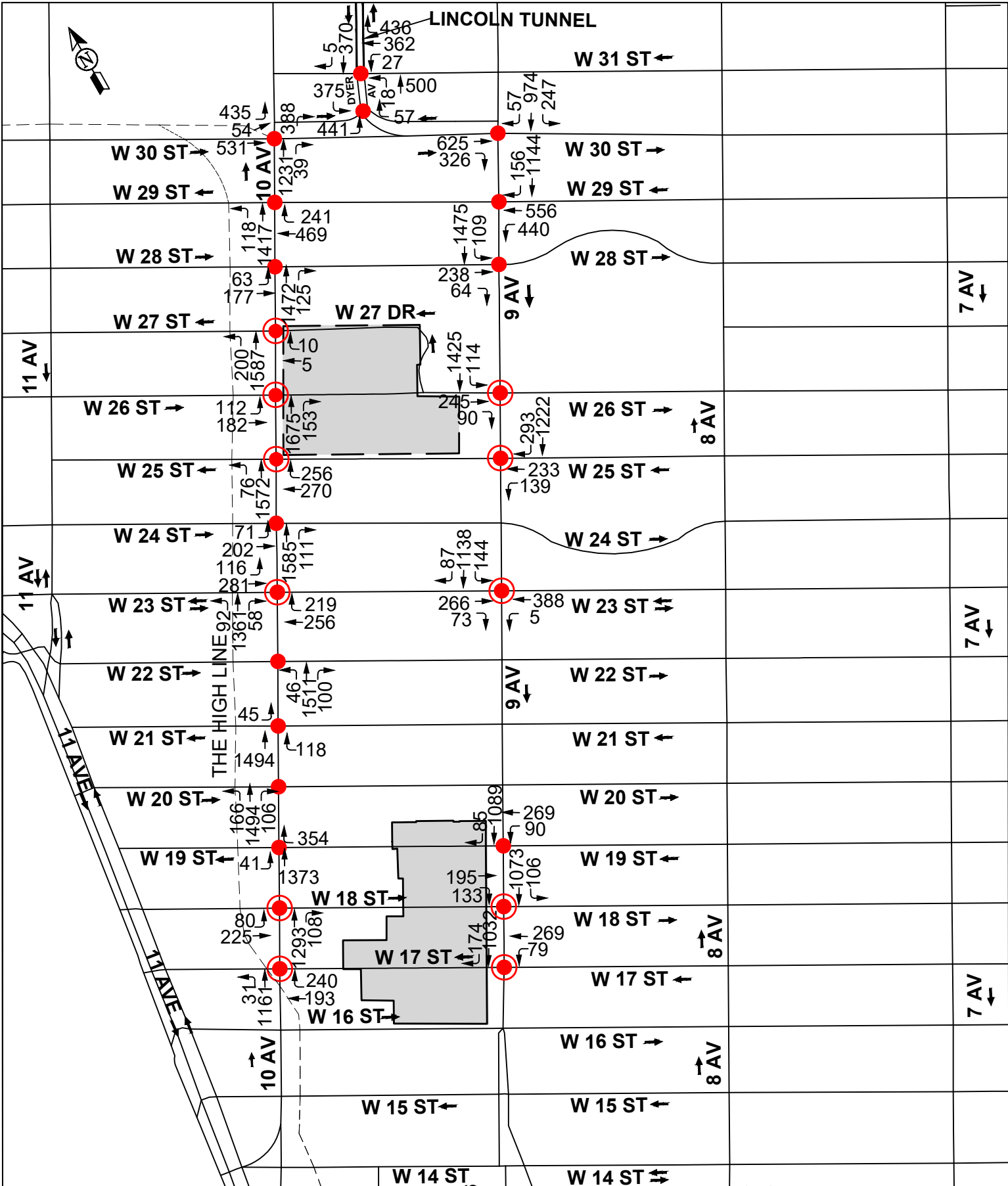
- Fulton Houses
- Elliott-Chelsea Houses

- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday Midday Peak Hour Volume

Preferred Alternative Weekday PM Peak Hour Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

Elliott-Chelsea Houses

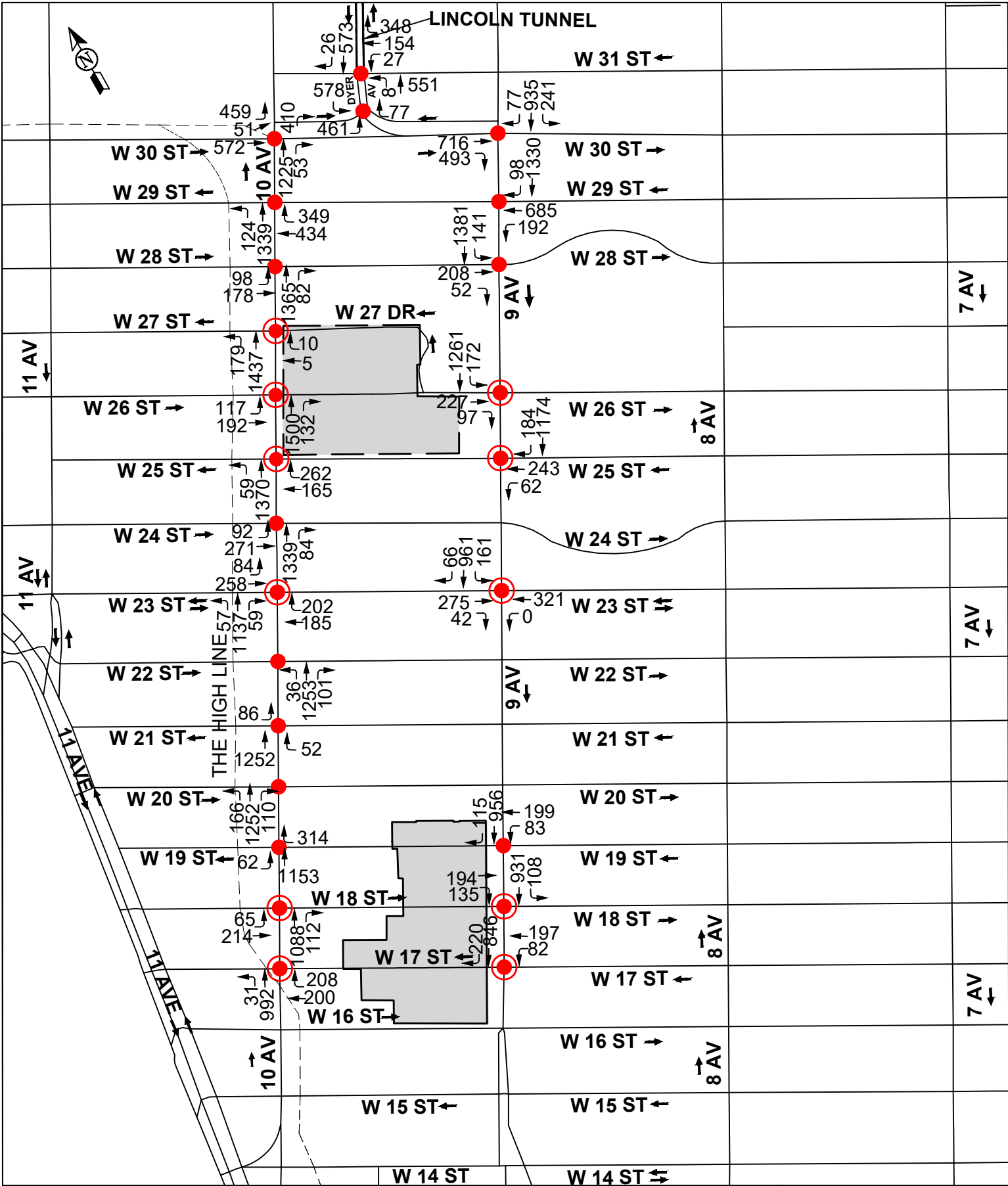
Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday PM Peak Hour Volume



Preferred Alternative Saturday Peak Hour Traffic Volumes



LEGEND

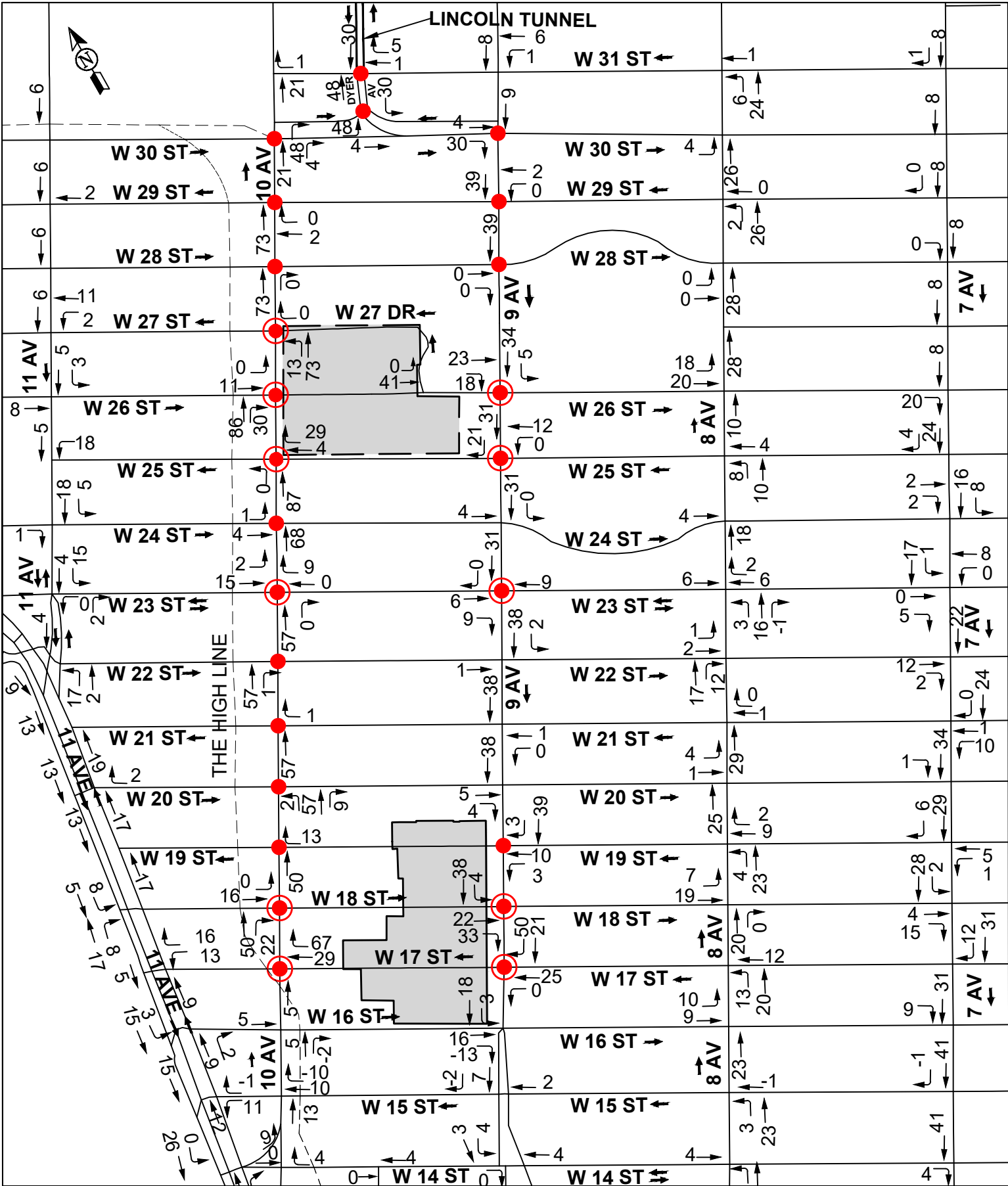
- Fulton Houses
- Elliott-Chelsea Houses

- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Saturday  
Peak Hour Volume

Preferred Alternative Weekday AM Peak Hour Incremental Project Traffic Volumes



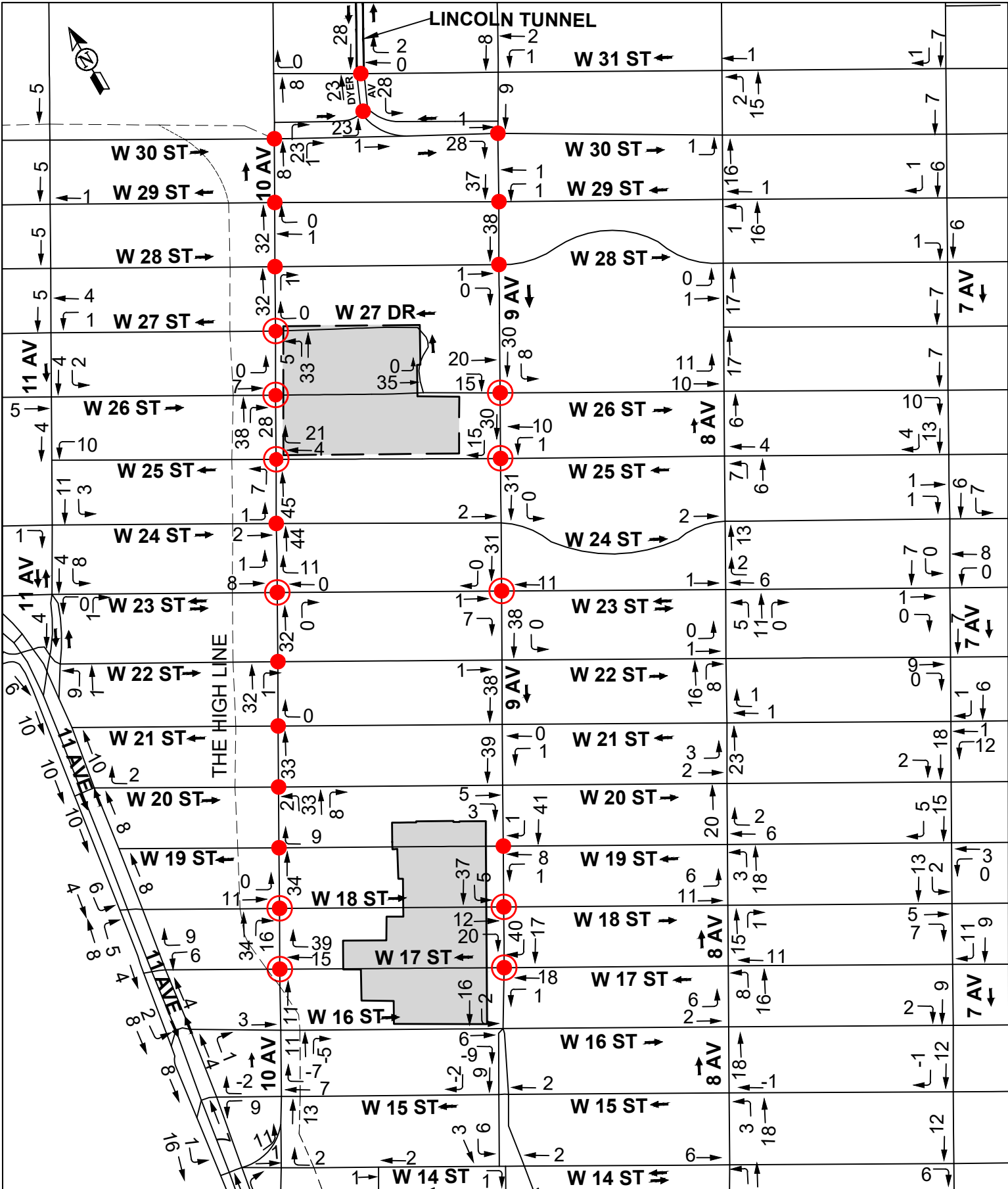
**LEGEND**

- Fulton Houses
- Elliot-Chelsea Houses
- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday AM Peak Hour Volume

Preferred Alternative Weekday Midday Peak Hour Incremental Project Traffic Volumes



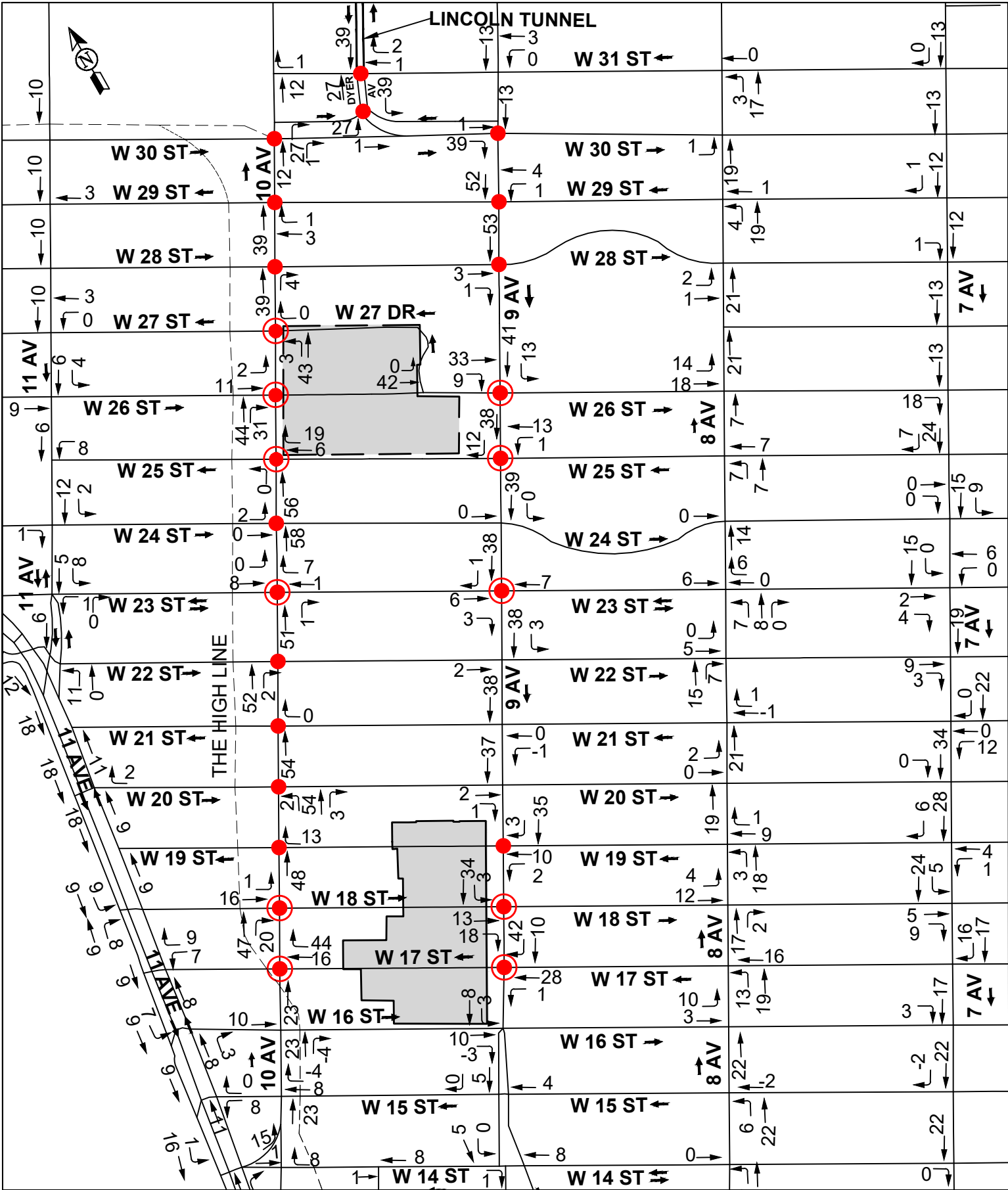
LEGEND

- Fulton Houses
- Elliott-Chelsea Houses

- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.  
3 = Weekday Midday Peak Hour Volume

Preferred Alternative Weekday PM Peak Hour Incremental Project Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

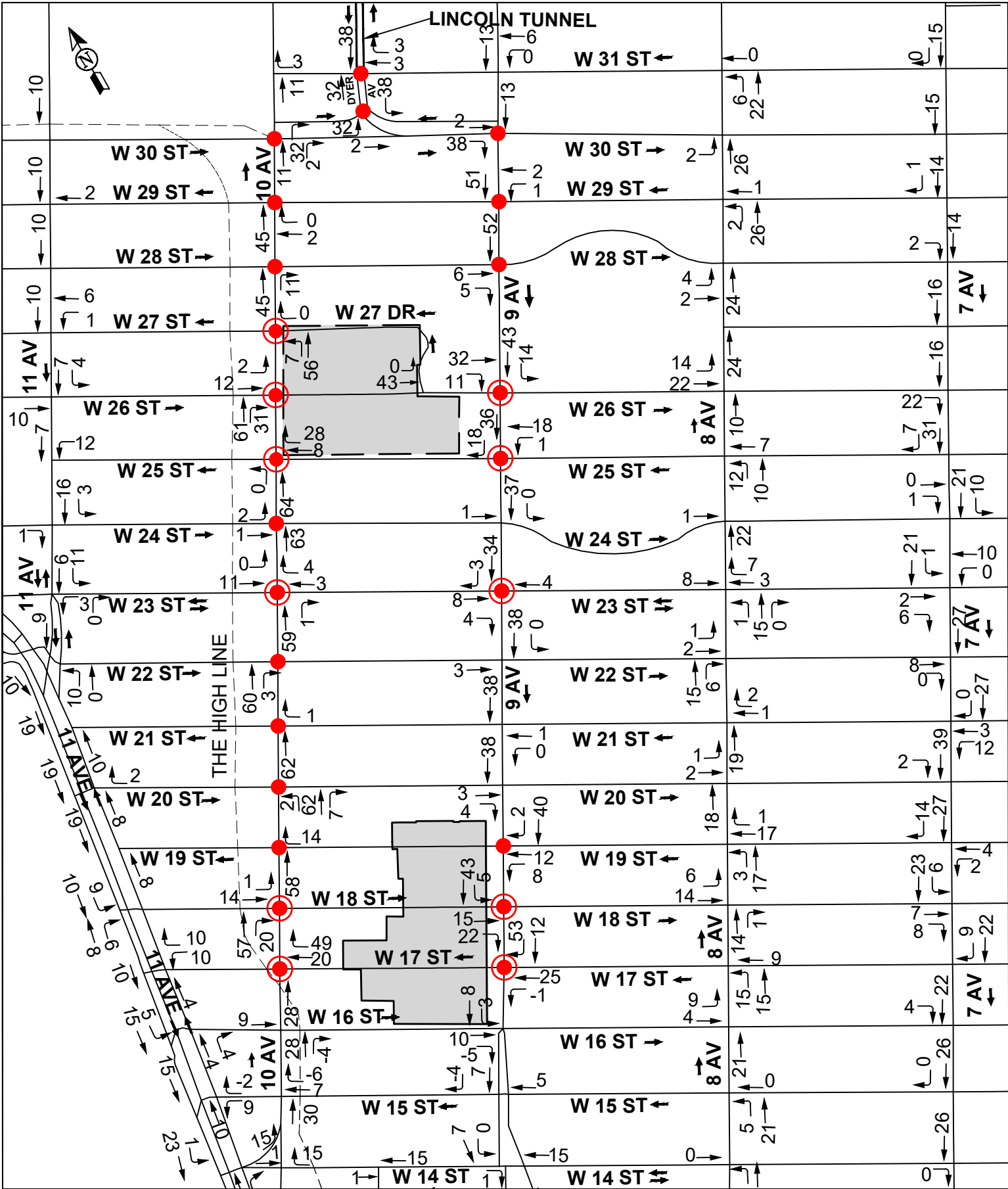
Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday PM Peak Hour Volume

Preferred Alternative Saturday Peak Hour Incremental Project Traffic Volumes



LEGEND

- Fulton Houses
- Elliott-Chelsea Houses

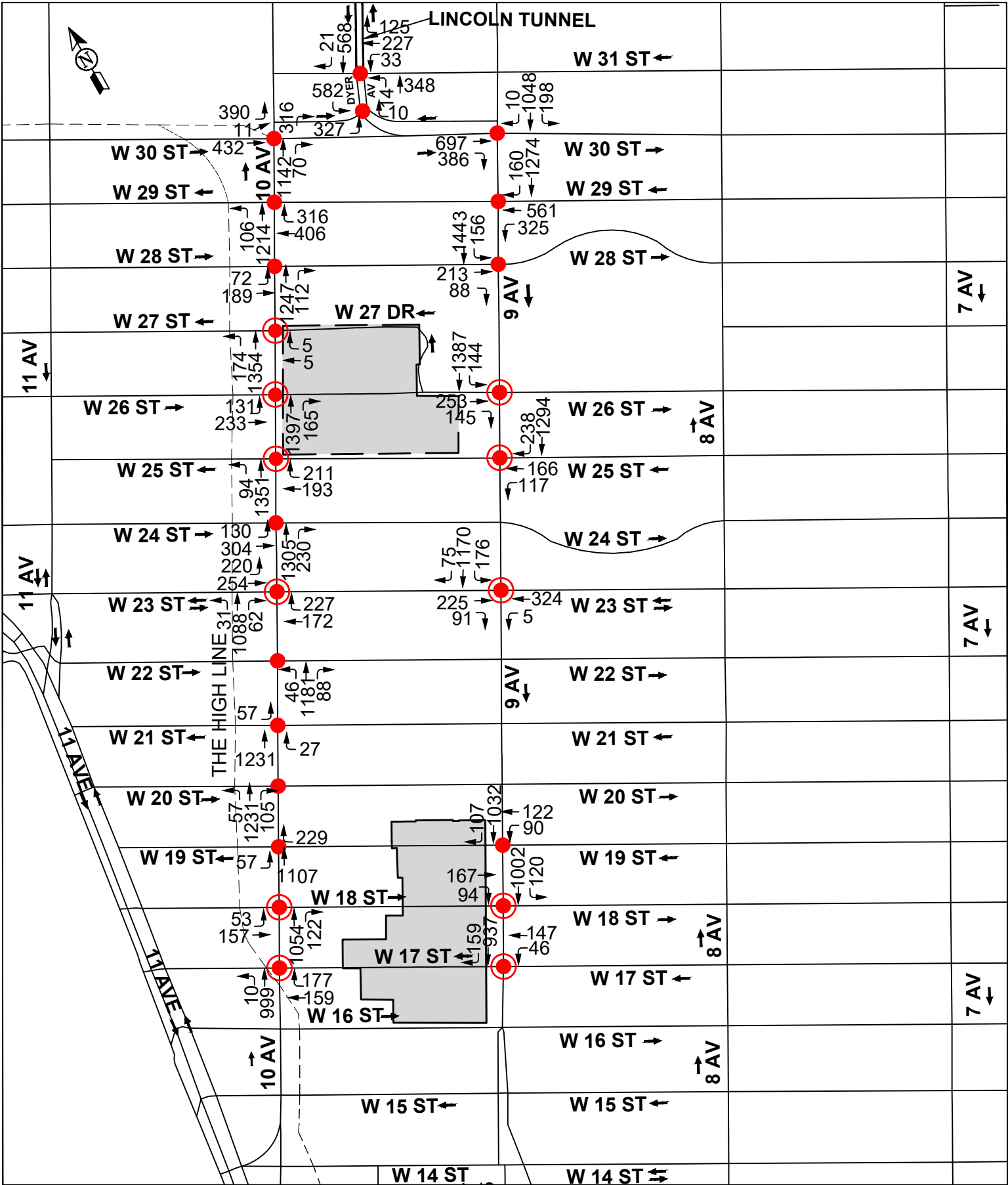
- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Saturday  
Peak Hour Volume



Non-Rezoning Alternative Weekday AM Peak Hour Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

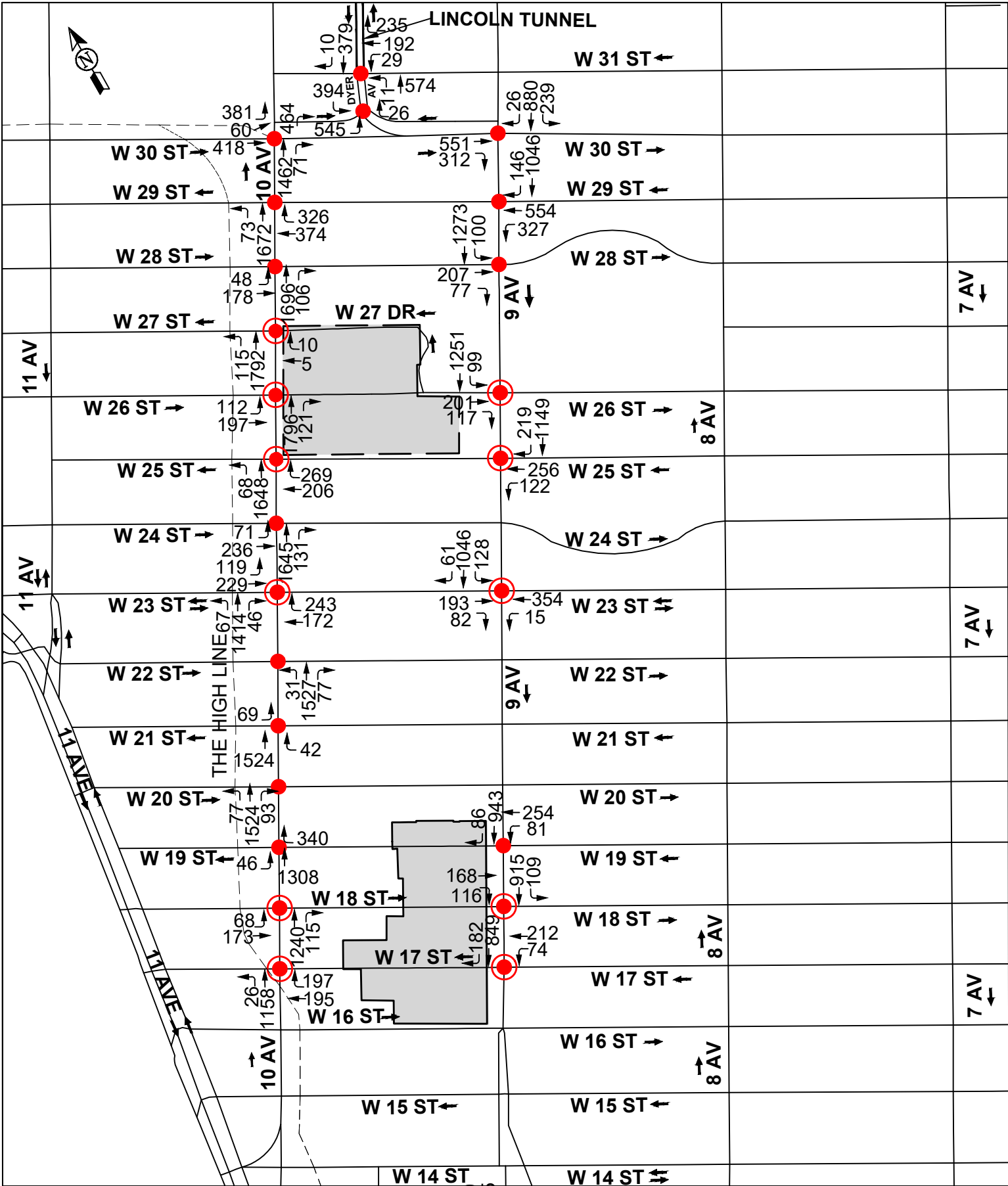
Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday AM Peak Hour Volume

Non-Rezoning Alternative Weekday Midday Peak Hour Traffic Volumes



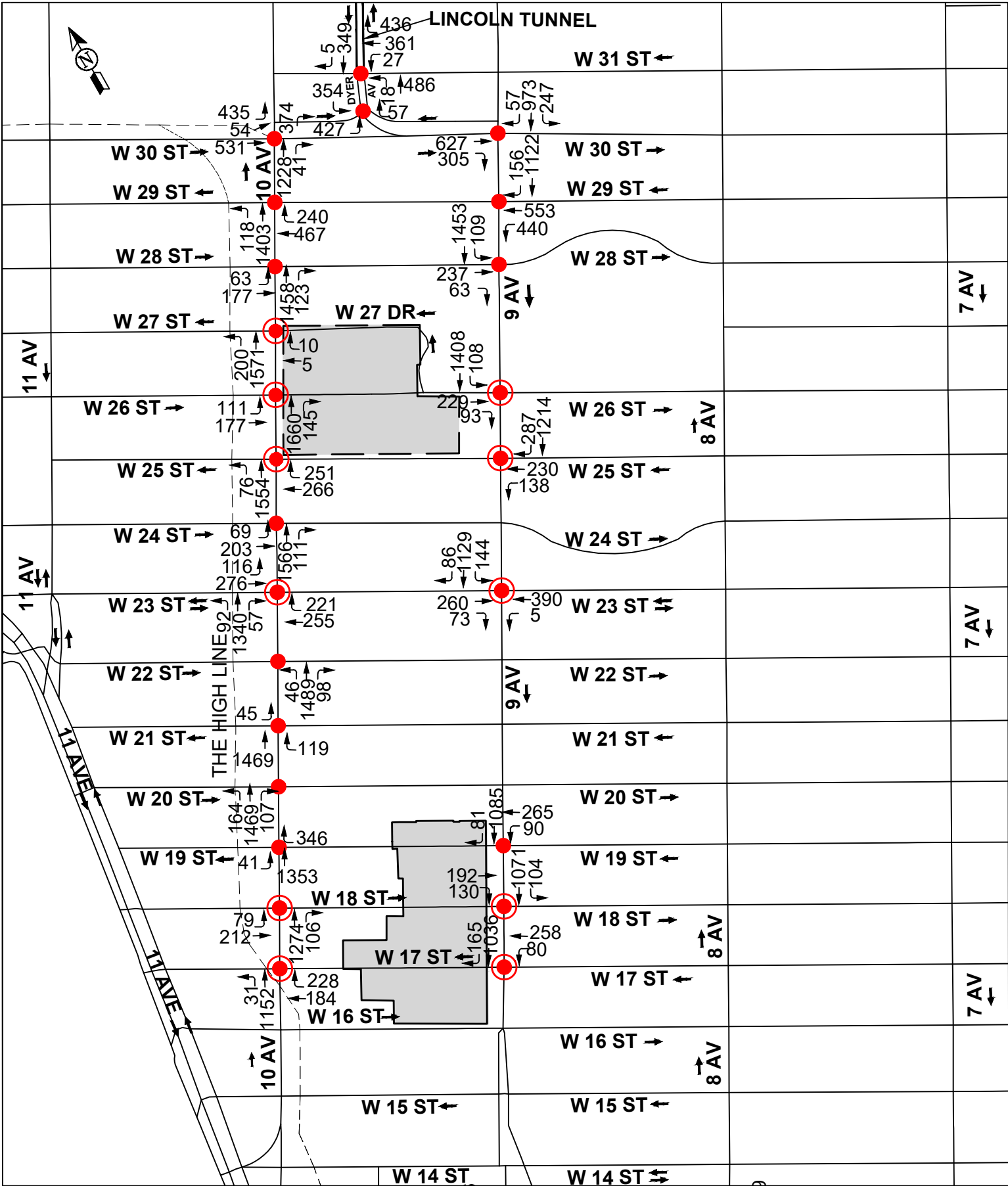
LEGEND

- Fulton Houses
- Elliott-Chelsea Houses

- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.  
3 = Weekday Midday Peak Hour Volume

Non-Rezoning Alternative Weekday PM Peak Hour Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

Elliott-Chelsea Houses

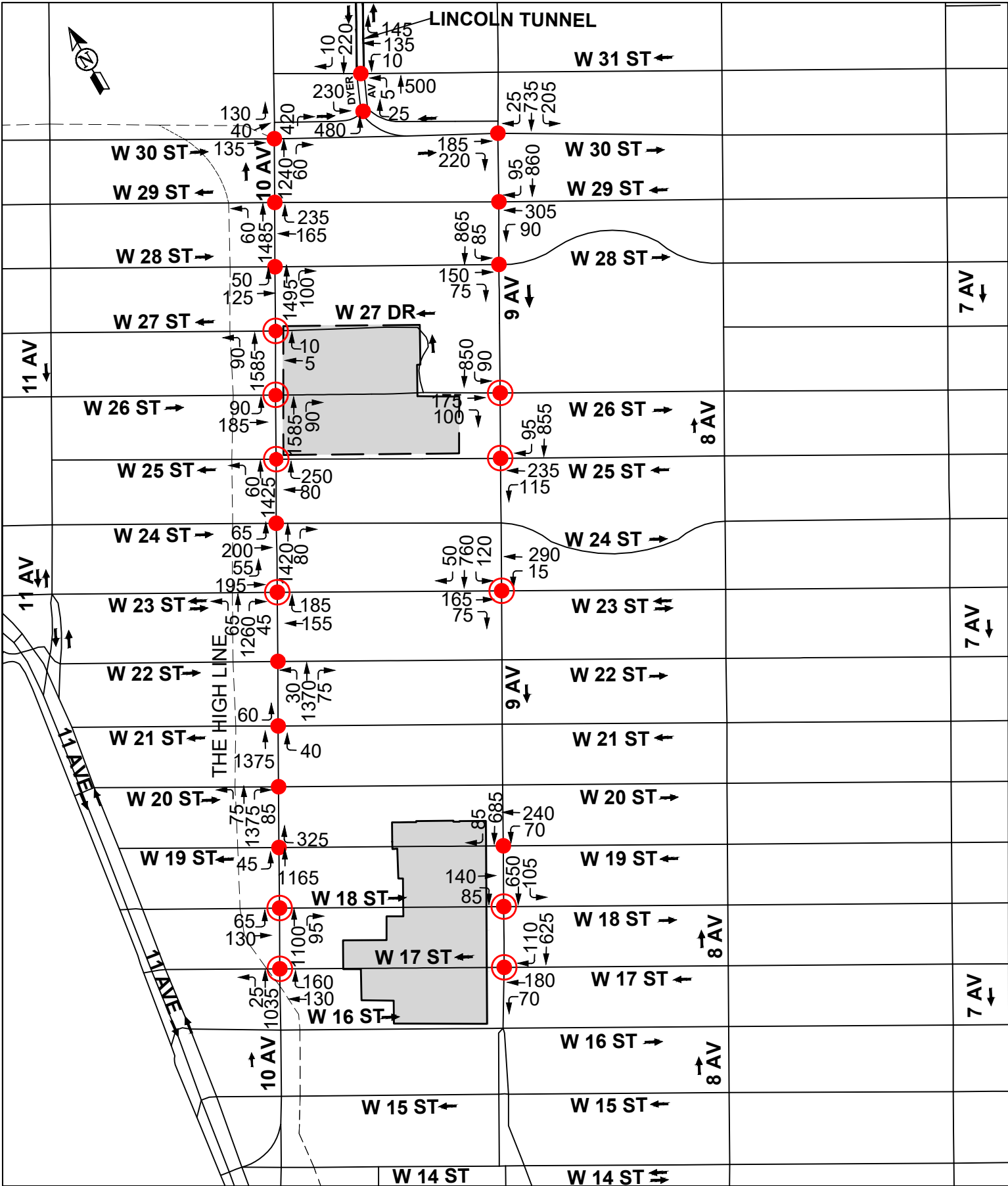
Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday PM Peak Hour Volume



Existing Weekday Midday Traffic Volumes



LEGEND

Fulton Houses

Elliott-Chelsea Houses

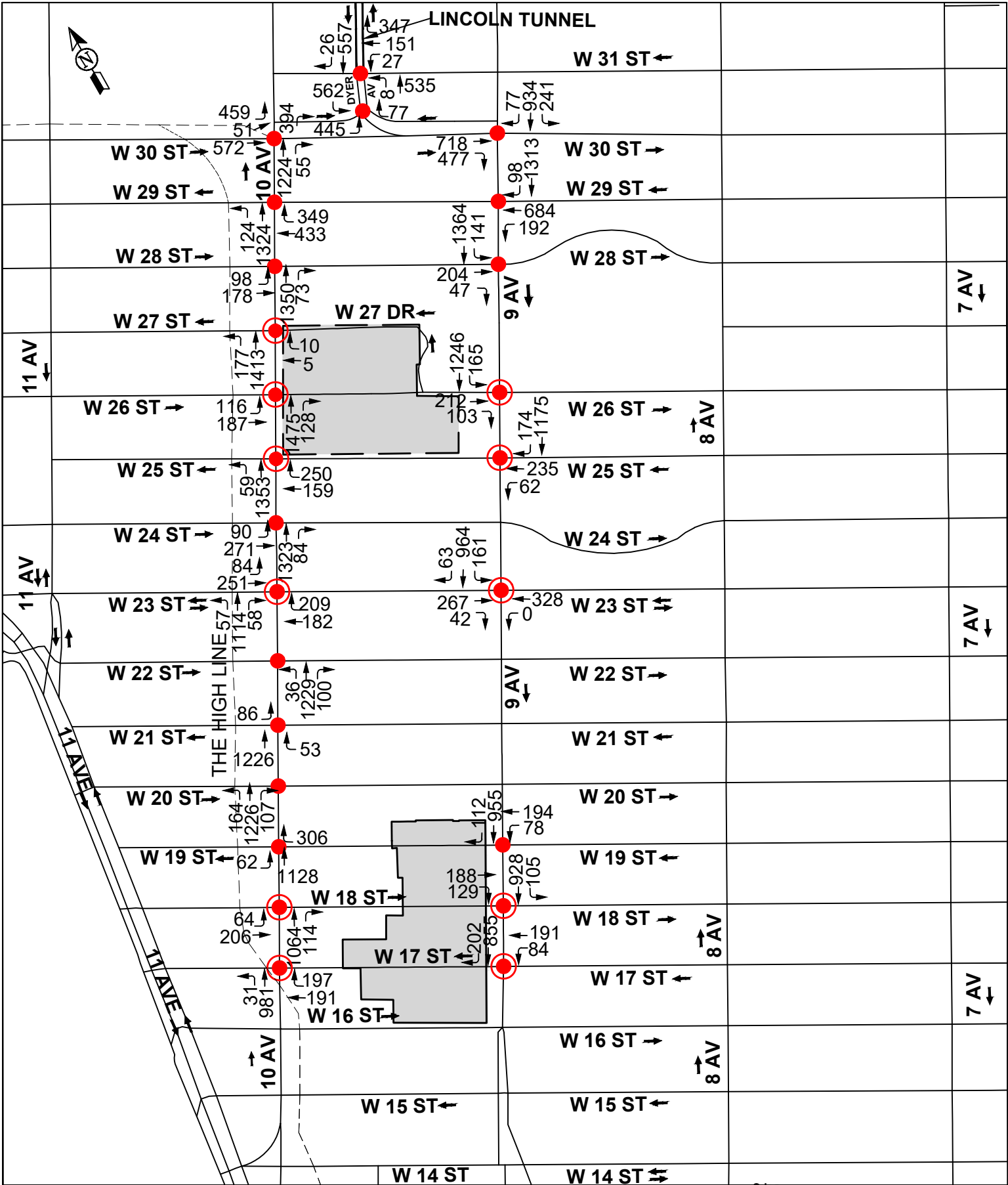
Preferred Alternative Analysis Location

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday Midday Peak Hour Volume

Non-Rezoning Alternative Saturday Peak Hour Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

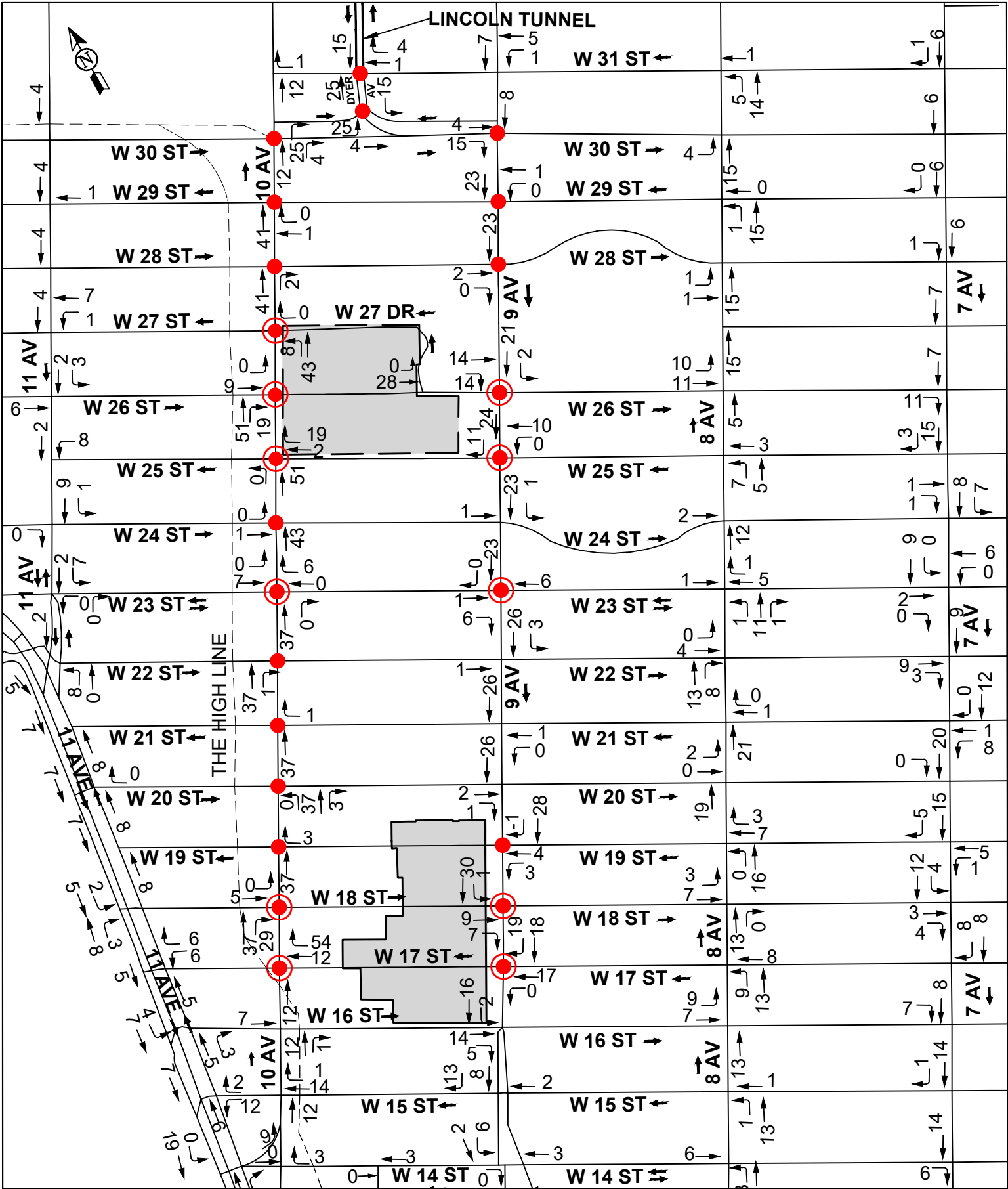
Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Saturday Peak Hour Volume

Non-Rezoning Alternative Weekday AM Peak Hour Incremental Project Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

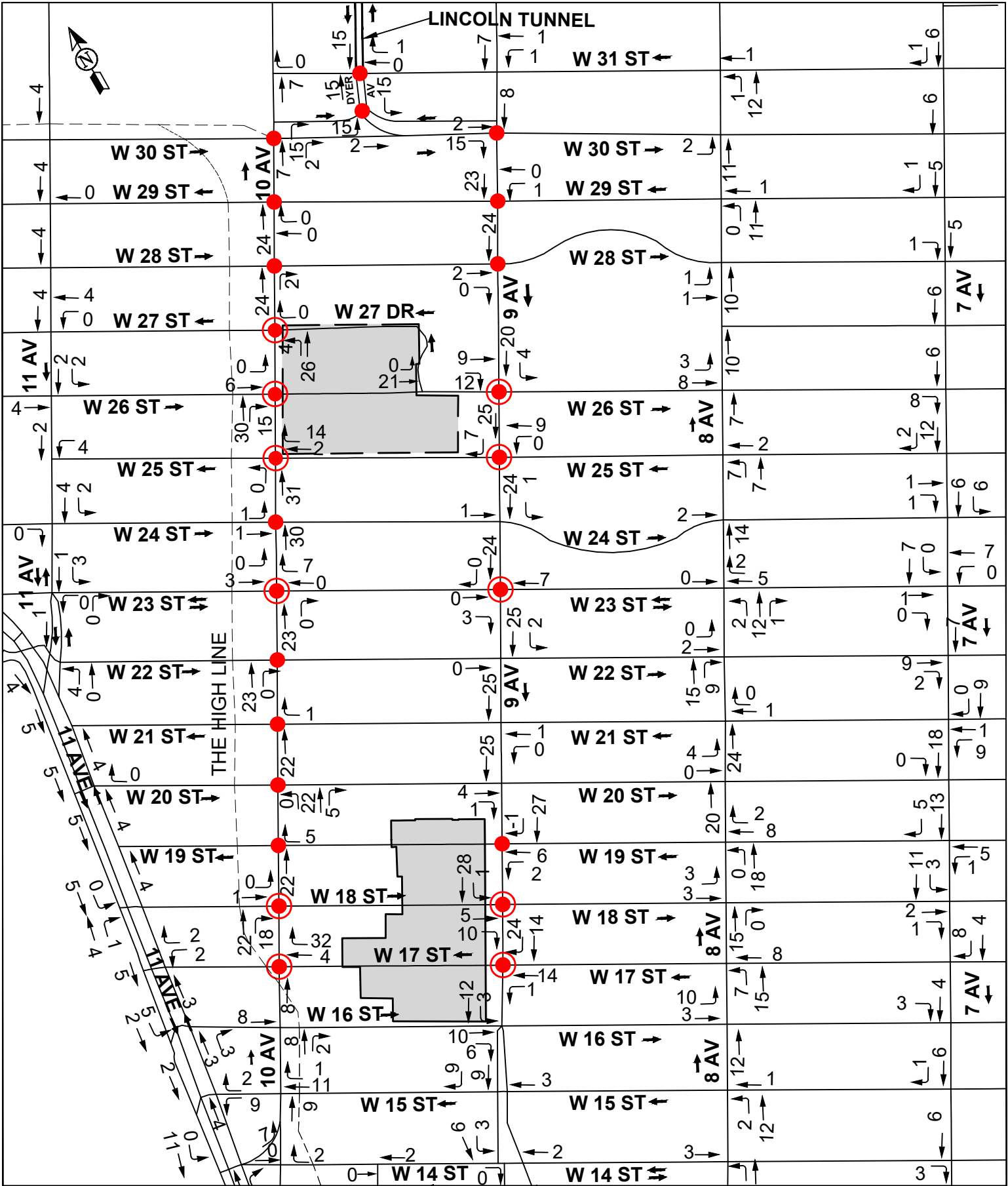
Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday AM Peak Hour Volume

Non-Rezoning Alternative Weekday Midday Peak Hour Incremental Project Traffic Volumes



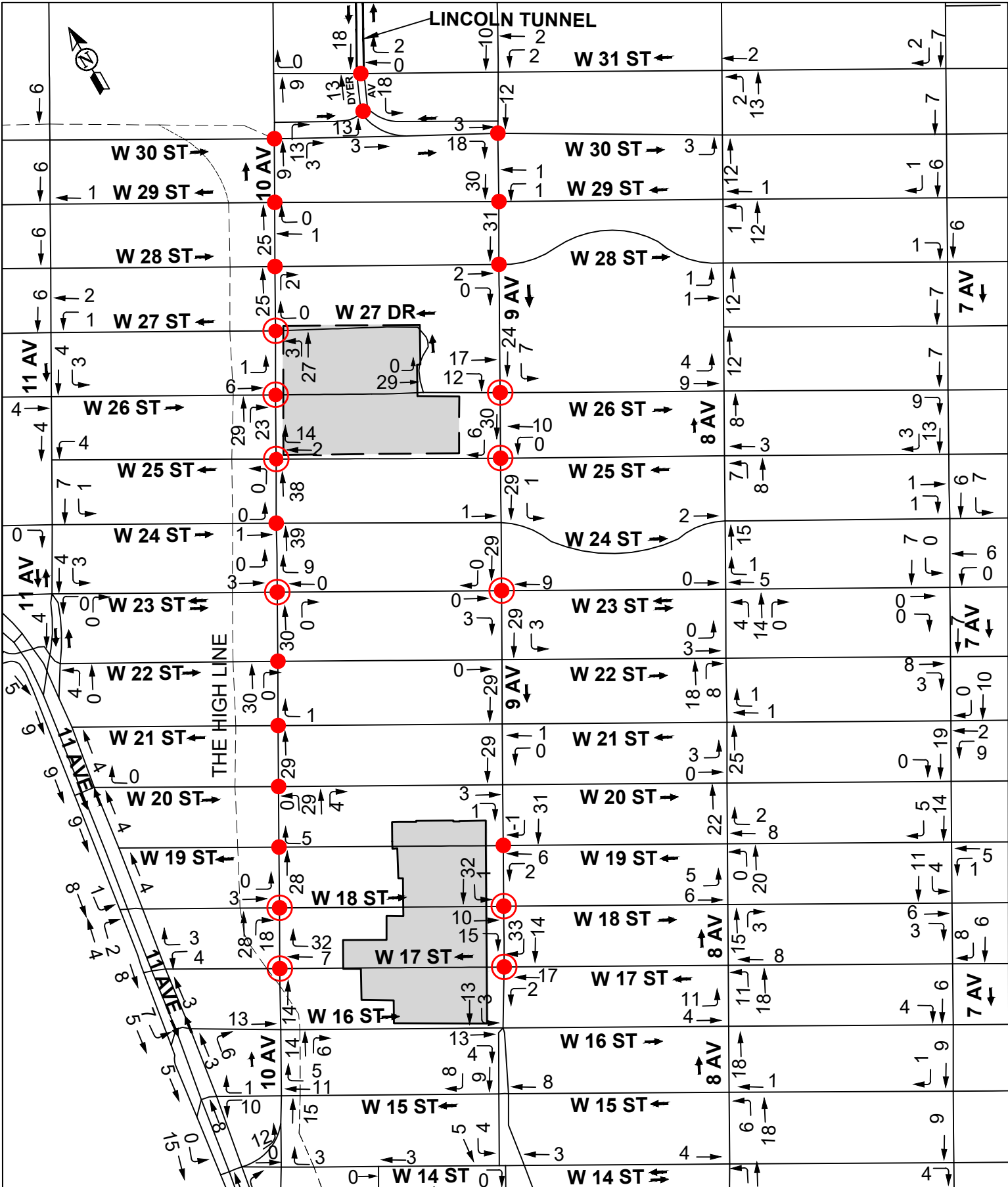
**LEGEND**

- Fulton Houses
- Preferred Alternative Analysis Location
- Elliott-Chelsea Houses
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday Midday Peak Hour Volume

Non-Rezoning Alternative Weekday PM Peak Hour Incremental Project Traffic Volumes

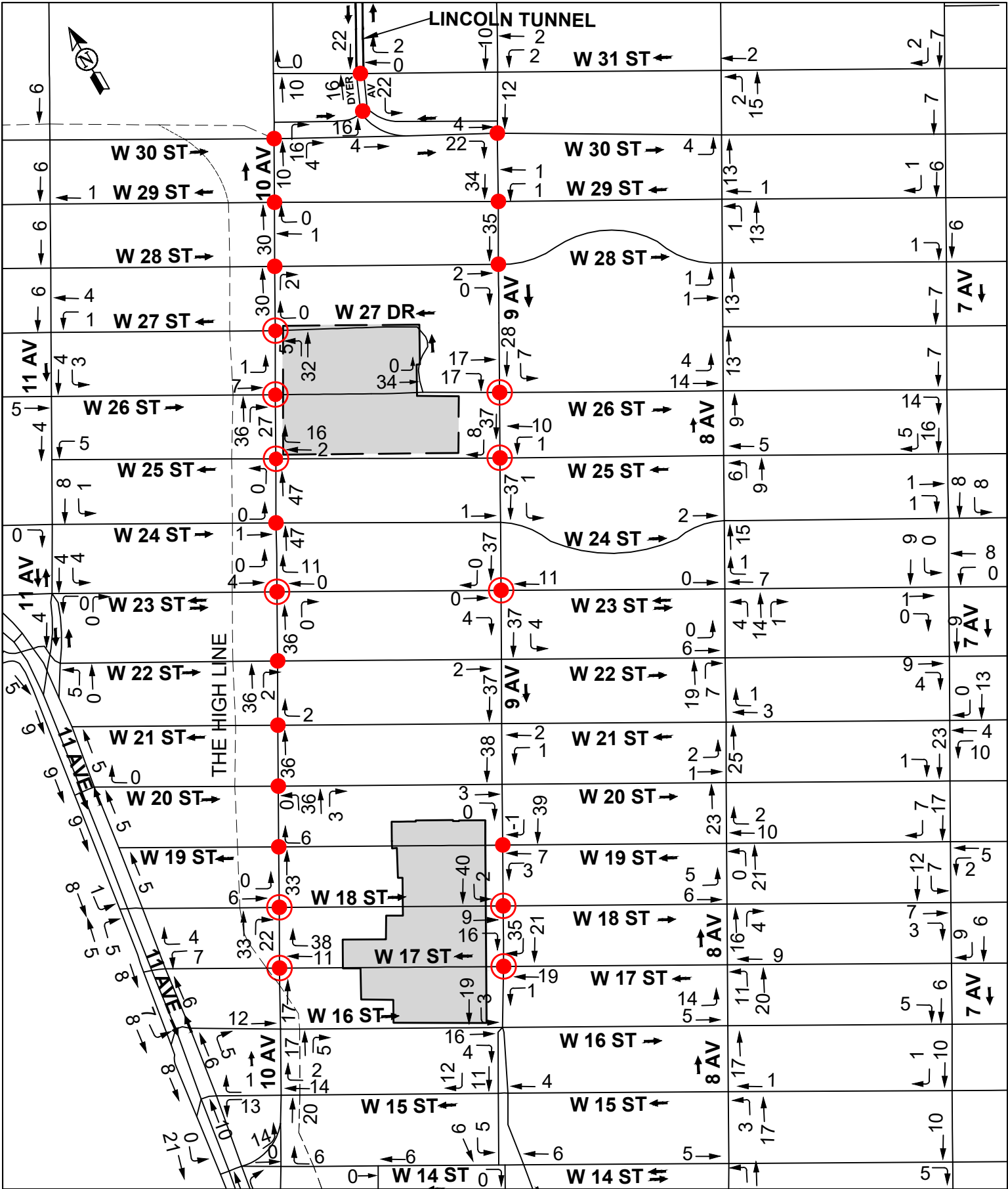


Note: This figure has been revised for the FEIS.

3 = Weekday PM  
Peak Hour Volume



Non-Rezoning Alternative Saturday Peak Hour Incremental Project Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

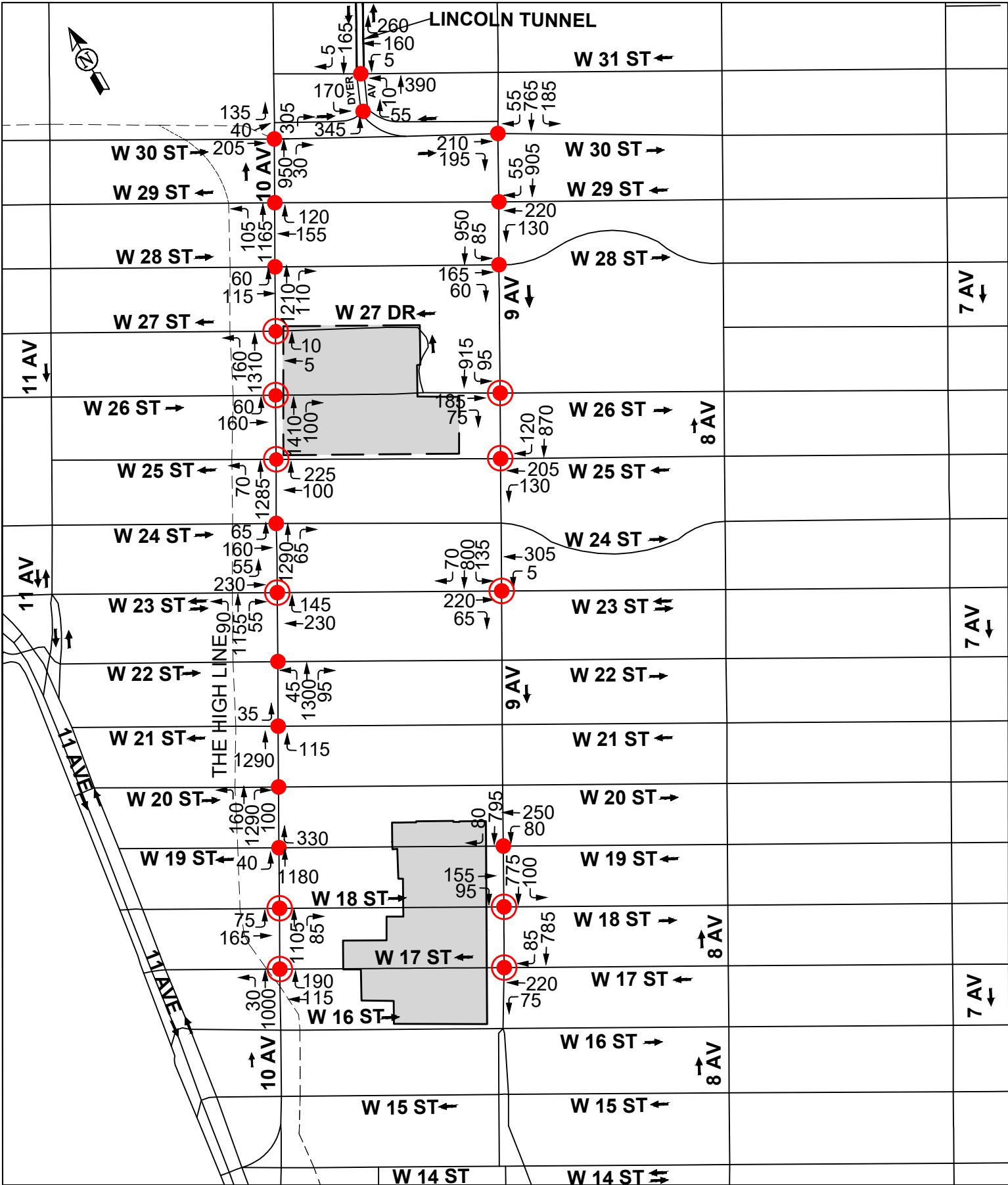
Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Saturday Peak Hour Volume

Existing Weekday PM Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

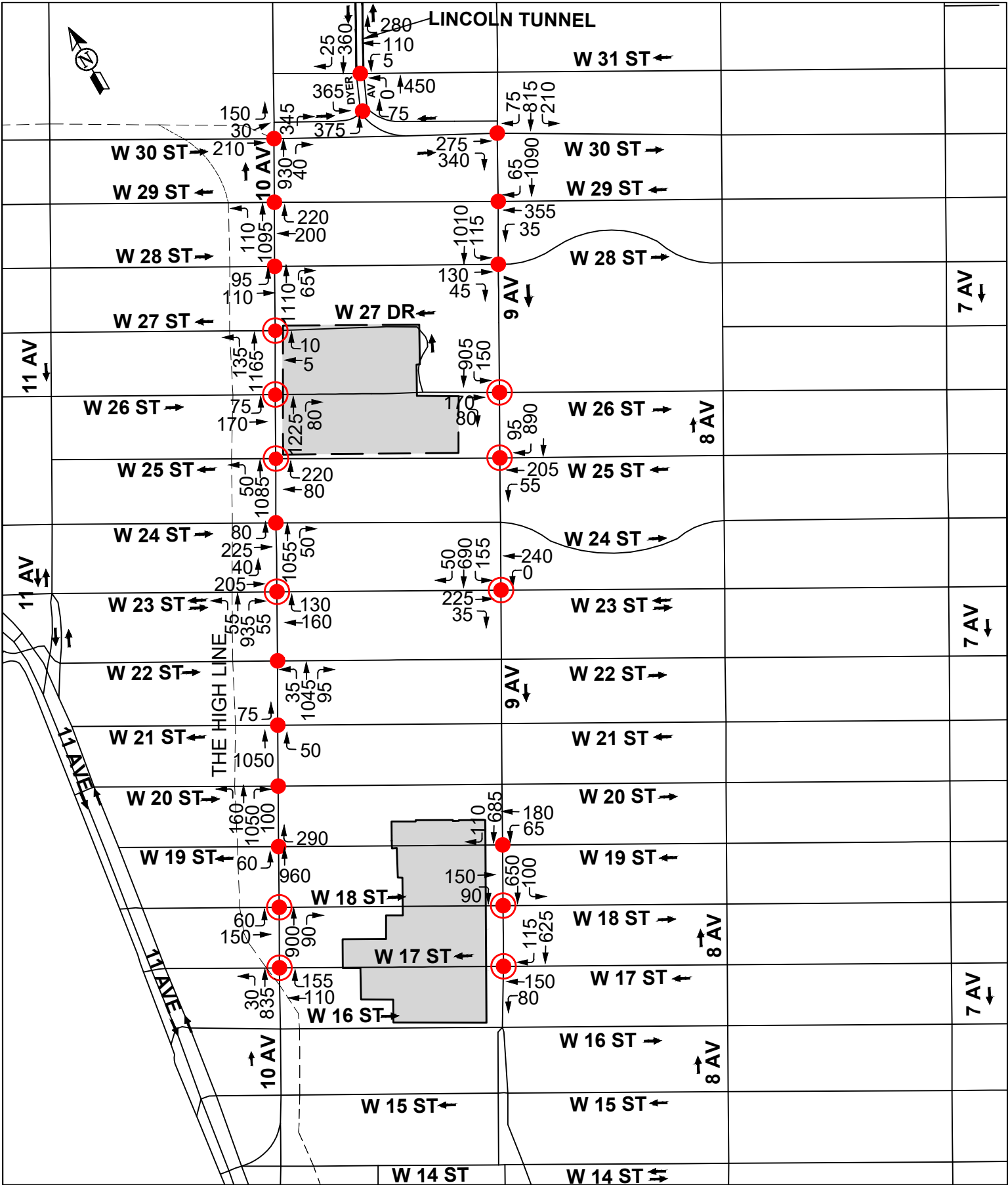
Note: This figure has been revised for the FEIS.

Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

3 = Weekday PM Peak Hour Volume

Existing Saturday Traffic Volumes



LEGEND

- Fulton Houses
- Elliott-Chelsea Houses

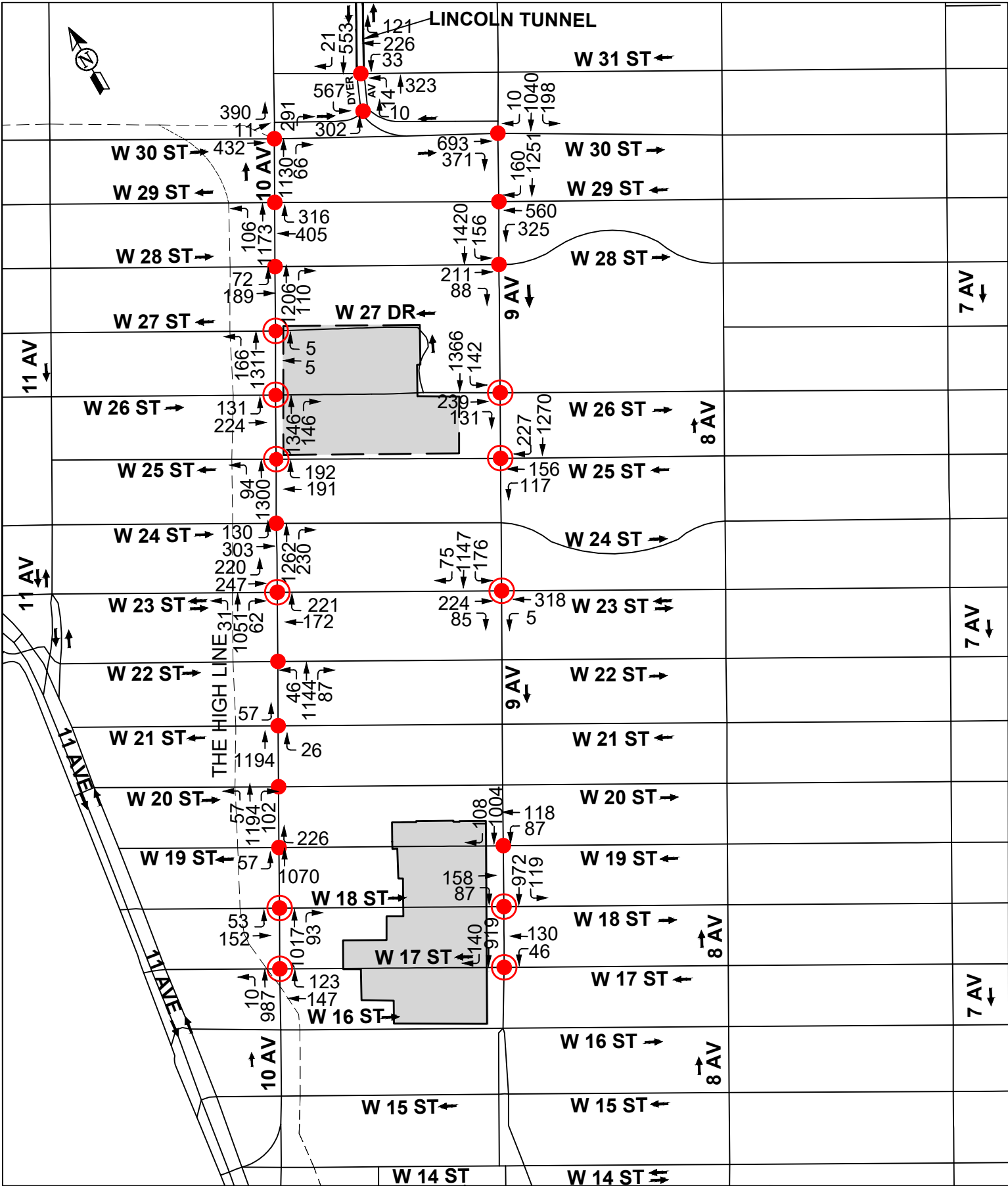
- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Saturday Peak Hour Volume



No-Action Alternative Weekday AM Traffic Volumes



LEGEND

Fulton Houses

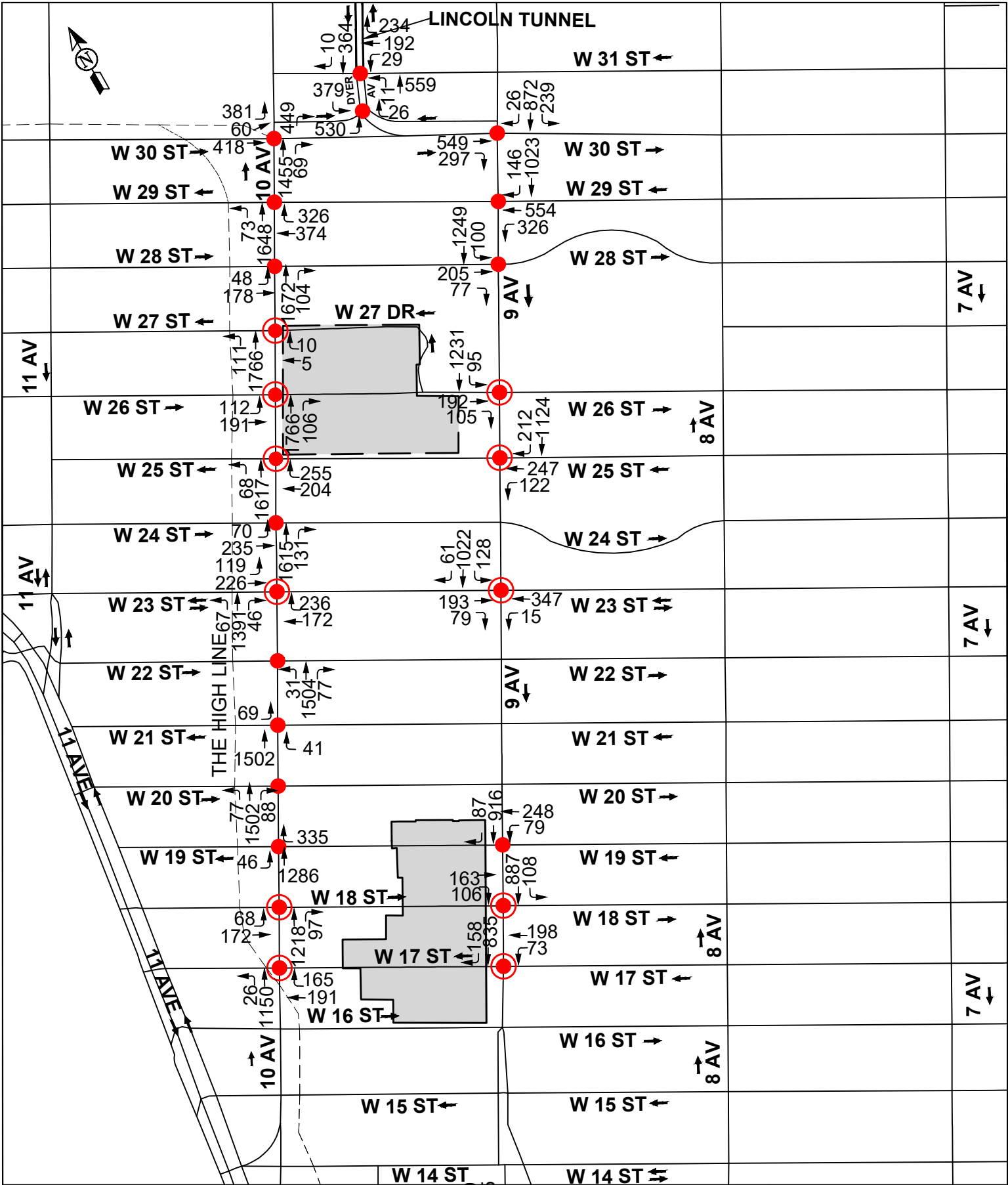
Preferred Alternative Analysis Location

Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

3 = Weekday AM Peak Hour Volume

No-Action Alternative Weekday Midday Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

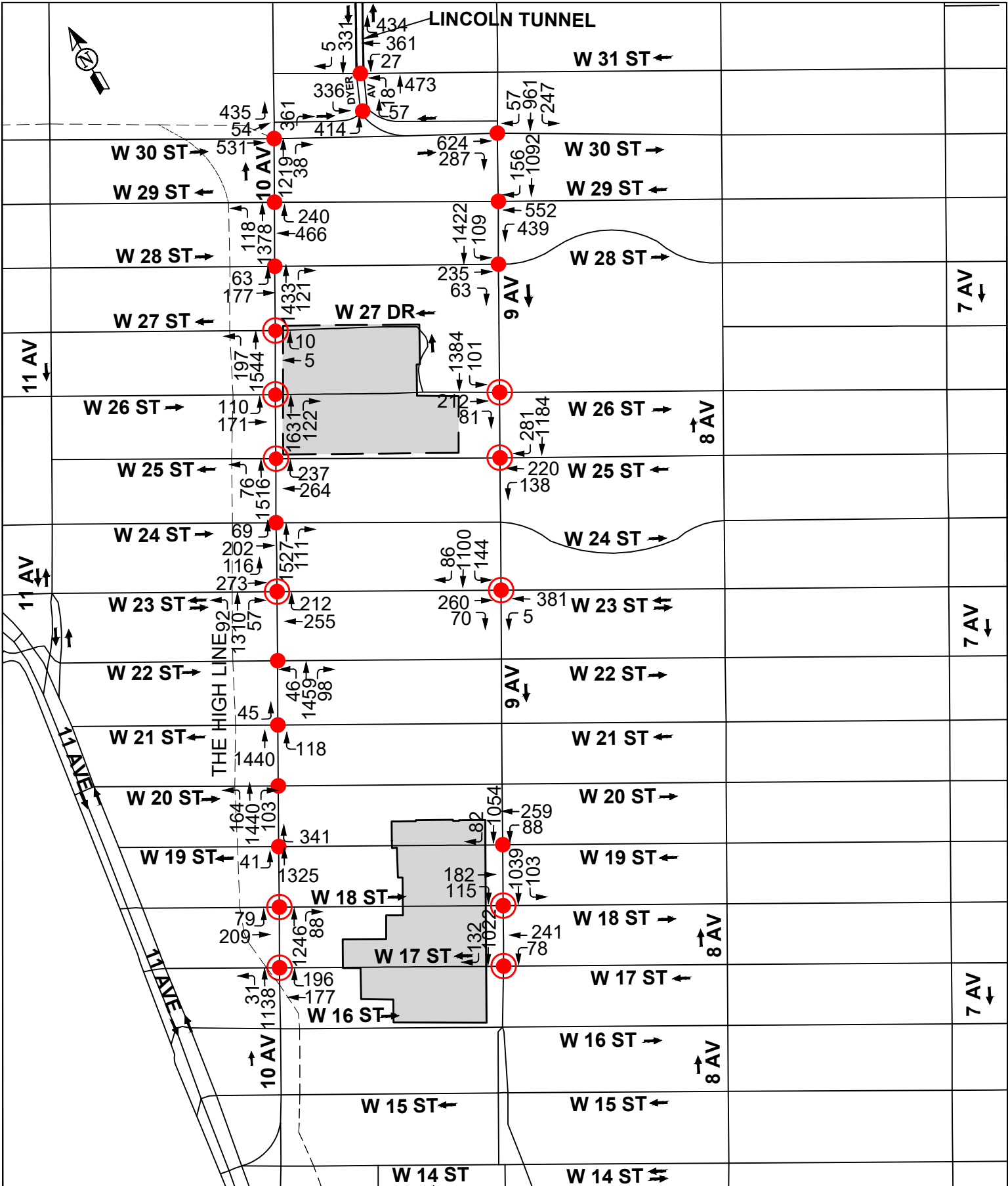
Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday Midday Peak Hour Volume

No-Action Alternative Weekday PM Traffic Volumes



LEGEND

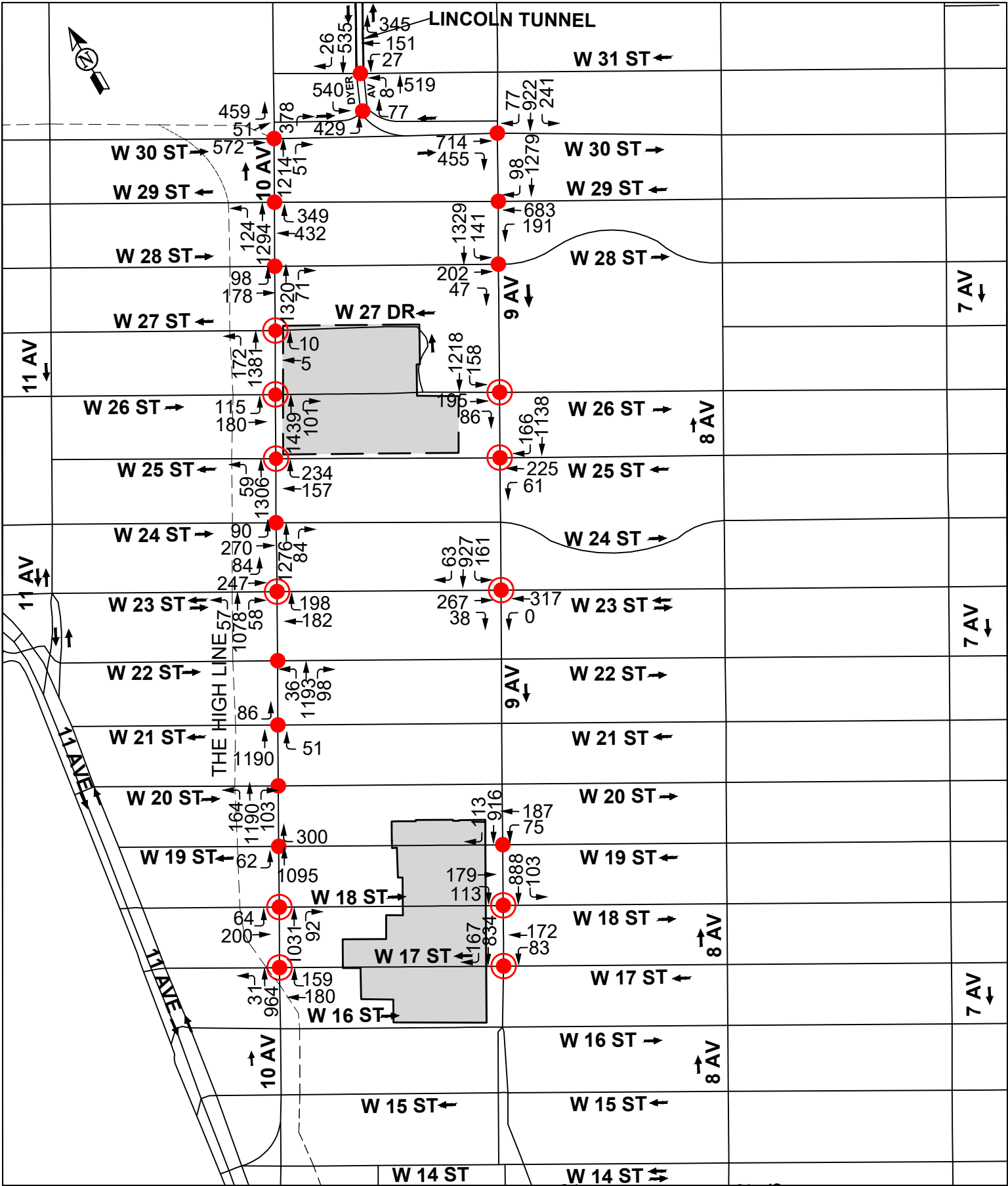
- Fulton Houses
- Elliott-Chelsea Houses

- Preferred Alternative Analysis Location
- Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday PM Peak Hour Volume

No-Action Alternative Saturday Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

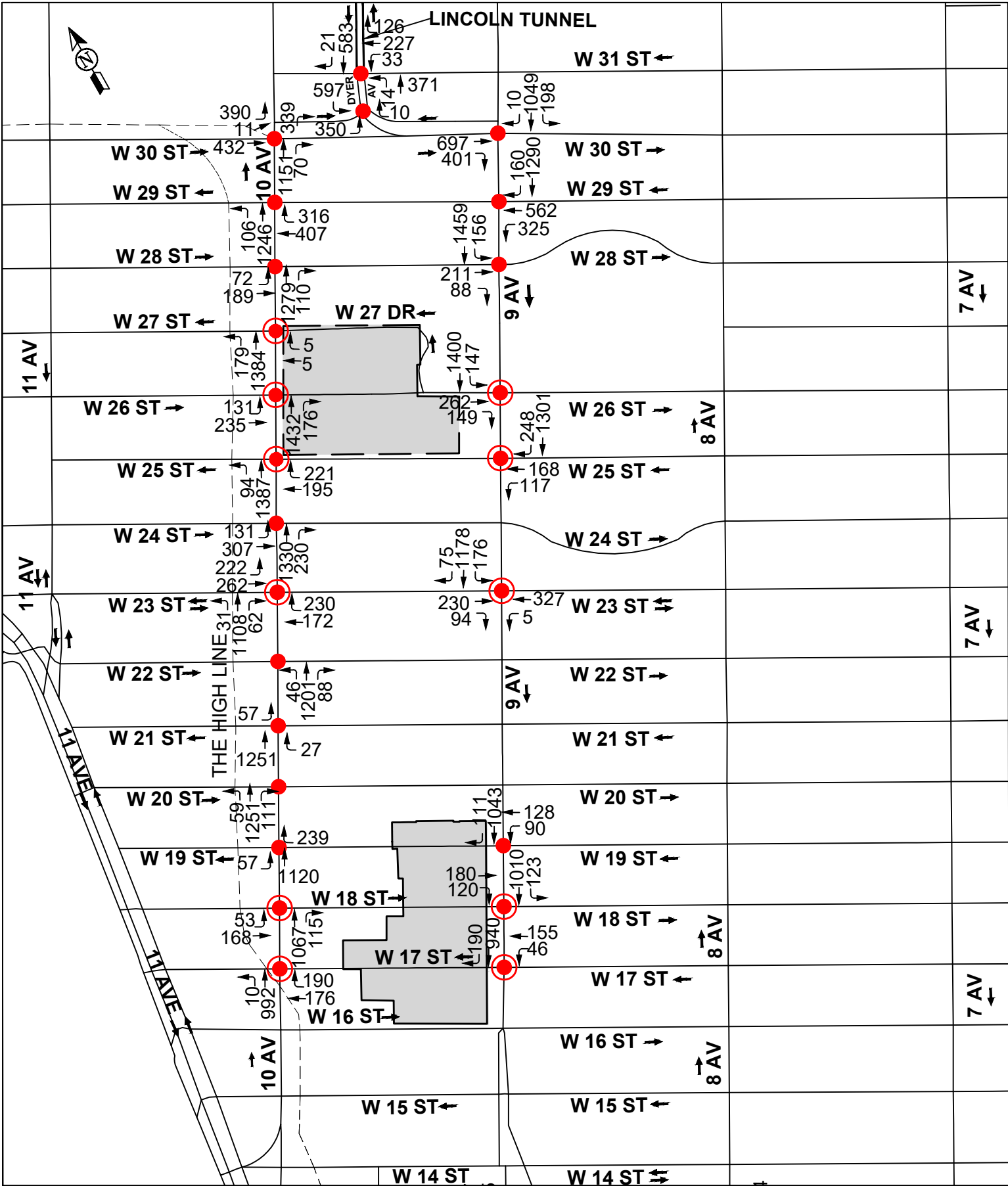
Note: This figure has been revised for the FEIS.

Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

3 = Saturday Peak Hour Volume

Preferred Alternative Weekday AM Peak Hour Traffic Volumes



LEGEND

Fulton Houses

Preferred Alternative Analysis Location

Elliott-Chelsea Houses

Non-Rezoning Alternative Analysis Location

Note: This figure has been revised for the FEIS.

3 = Weekday AM Peak Hour Volume