A. INTRODUCTION

Previous sections of the Downtown Brooklyn Surface Transit Circulation Study (DBSTCS) have documented existing conditions that directly or indirectly impact Downtown Brooklyn's surface transit. The surface transit challenges—created in large part by the rapid growth in commercial and residential development that has occurred within the study area—are likely to be compounded in the future as numerous planned projects will attract more residents, workers, and visitors to the area. Formation of sustainable transit strategies and solutions therefore requires evaluation of these future conditions and potential development.

This section of the DBSTCS describes the locations, types, and amounts of future development that is projected to occur within the downtown core and overall study areas, and estimates the incremental transit demand that will be generated by residents and workers of the projected development. In order to provide short- and long-term solutions to the problems identified in this report, the analysis estimates incremental transit demand generated by projects expected to be completed by 2011 and 2015.

Following this introduction, the future conditions assessment is organized as follows:

- **Section B** presents the methodological approach and data sources for the future conditions analysis;
- **Section C** describes the locations and nature of planned development projects, focusing on development projects within, or in close proximity to, the four study area corridors;
- **Section D** presents trip generation estimates for users of new development projects that are expected to be operating by 2011;
- **Section E** presents the trip generation estimates for users of new development projects that are expected to be operating by 2015 (including those operating by 2011); and
- **Section F** summarizes the findings of the future conditions analysis.

B. METHODOLOGY

The future conditions assessment required three core elements:

1. the identification of planned projects in the study area (detailed under "Data Sources," below);
2. a mechanism for estimating the transit demand generated by the planned projects (detailed under "Trip Generation Estimates," below); and
3. future analysis years to characterize the rate of growth in transit demand over time (detailed under "Analysis Years," below).

DATA SOURCES

The list of planned development projects within the Downtown Brooklyn Surface Transit Circulation Study Area was compiled from a variety of sources. Data on most of the projects identified were from Environmental Assessment Statements (EASs) or Environmental Impact Statements (EISs) for proposed rezoning and for specific development projects. These environmental review documents require the identification of future planned projects and future neighborhood conditions in order to forecast the environmental consequences of a proposed action. The studies reviewed included all of those referenced in Section 1.4 "Review of Previous Studies." Much of the data on planned development projects were gathered from the following documents:

- Downtown Brooklyn Redevelopment FEIS
- Atlantic Yards FEIS and Technical Memorandum
- 363-365 Bond Street FEIS
- A Technical Memorandum for Albee Square
- Brooklyn Bridge Park FEIS

In addition to EAS and EIS reports, the New York City Department of Buildings database was used to identify upcoming projects that were recently approved or that are in the permitting process. The Downtown Brooklyn Partnership website and the Department of City Planning website were also used to find upcoming projects in the Study Area. In addition, the blogs *Curbed* and *Brownstoner* often report progress on upcoming projects in the Brooklyn area; these sources were searched to find additional projects in the Study Area, and to update data on planned projects identified in EASs and EISs. The projects found on these websites were checked against the Department of Buildings database to confirm they have been approved. When project information was available from multiple sources, the program data from the most recent report was used.

A draft list of planned development projects was then reviewed by NYCDOT, the Department of City Planning, and the Downtown Brooklyn Partnership to confirm the program information and status of the identified planned projects.

TRIP GENERATION ESTIMATES

Travel demand forecasts were performed for each of uses planned as part of development projects in the study areas. Travel demand forecasts for different uses estimate person trips by modes of transportation

during typical weekday peak hours: 8 AM to 9 AM, 12 PM to 1 PM, and 5 PM to 6 PM. As shown in **Table 1**, trip rates and travel demand assumptions are based on *City Environmental Quality Review (CEQR) Technical Manual* (2001), U.S. Census data (2000), and previously approved projects including *the Downtown Brooklyn Development FEIS* (2004), *Brooklyn Bridge Park FEIS* (2005), and *Atlantic Yards Arena and Redevelopment Project FEIS* (2006).

Retail uses generate a wide variation in travel demand depending upon the type of retail and its target consumer base. As shown in **Table 1**, local retail uses, which offer primarily neighborhood convenience goods and services, tend to generate a higher overall person-trip-rate per square foot of retail as compared to destination retail, but a much lower proportion of those trips are made by bus and subway (an estimated 70 percent of trips are made by walking, as compared to 26 percent for destination retail). For trip generation purposes, developments which include fewer than 50,000 square feet of retail space were analyzed as local retail uses. For retail space between 50,000 square feet and 100,000 square feet in size, it was assumed that 30,000 square feet will be local retail uses and the remaining will be destination retail. For retail space in excess of 100,000 square feet, 50,000 square feet of retail space was assumed to be local retail use and the remaining assumed to be destination retail.

Table 1: Travel Demand Assumptions

Use	Person Trip Rate	Peak Hour			Modal Split							Source
		Temporal	In	Out	Auto	Taxi	Subway	Bus	Railroad	Walk	Total	
Residential	8.075 Trips/Dwelling Unit	AM 9.1%	20.0%	80.0%	14%	1%	67%	4%	1%	13%	100%	a, b, c, d.
		MD 4.7%	51.0%	49.0%	14%	1%	67%	4%	1%	13%	100%	
		PM 10.7%	65.0%	35.0%	14%	1%	67%	4%	1%	13%	100%	
Commercial Office	18.0 Trips/1,000 gsf	AM 11.8%	96.0%	4.0%	37%	1%	39%	11%	6%	6%	100%	a, c, e, f.
		MD 14.5%	39.0%	61.0%	2%	1%	7%	7%	0%	83%	100%	
		PM 13.7%	5.0%	95.0%	37%	1%	39%	11%	6%	6%	100%	
Local Retail	153.75 Trips/1,000 gsf	AM 3.1%	50.0%	50.0%	2%	3%	20%	5%	0%	70%	100%	a, c, d, g.
		MD 19.0%	50.0%	50.0%	2%	3%	20%	5%	0%	70%	100%	
		PM 9.6%	50.0%	50.0%	2%	3%	20%	5%	0%	70%	100%	
Destination Retail	71.8 Trips/1,000 gsf	AM 2.4%	61.0%	39.0%	20%	2%	22%	30%	0%	26%	100%	c, h, i.
		MD 8.7%	55.0%	45.0%	20%	2%	22%	30%	0%	26%	100%	
		PM 8.9%	47.0%	53.0%	20%	2%	22%	30%	0%	26%	100%	
Community Facility	48.0 Trips/1,000 gsf	AM 7.1%	61.0%	39.0%	5%	1%	3%	6%	0%	85%	100%	j.
		MD 10.0%	55.0%	45.0%	5%	1%	3%	6%	0%	85%	100%	
		PM 7.2%	29.0%	71.0%	5%	1%	3%	6%	0%	85%	100%	
Hotel	9.4 Trips/Hotel Room	AM 7.5%	41.0%	59.0%	30%	12%	19%	6%	0%	33%	100%	a, d, f.
		MD 14.4%	68.0%	32.0%	30%	12%	19%	6%	0%	33%	100%	
		PM 12.8%	59.0%	41.0%	30%	12%	19%	6%	0%	33%	100%	
Academic-University	26.6 Trips/1,000 gsf	AM 7.2%	94.0%	6.0%	12%	1%	71%	6%	0%	10%	100%	a, c.
		MD 7.1%	45.0%	55.0%	12%	1%	71%	6%	0%	10%	100%	
		PM 8.3%	42.0%	58.0%	12%	1%	71%	6%	0%	10%	100%	
Open Space	139.0 Trips/Acre	AM 7.0%	55.0%	45.0%	20%	1%	12%	11%	0%	56%	100%	a, f.
		MD 17.0%	50.0%	50.0%	20%	1%	12%	11%	0%	56%	100%	
		PM 14.0%	45.0%	55.0%	20%	1%	12%	11%	0%	56%	100%	

Source:
a. City Environmental Quality Review (CEQR(Technical Manual
b. 2000 Census journey to work data
c. Downtown Brooklyn Development FEIS (2004)
d. Atlantic Yards Arena and Redevelopment Project FEIS (2006)
e. 2000 Census reverse journey to work data
f. Brooklyn Bridge Park FEIS (2005)
g. with 25% linked trip credits
h. ITE Trip Generation 8th Edition. Shopping Center Land Use Code 820.
i. For retail space less than 50,000 sf, local retail use was assumed; for retail space between 50,000 and 100,000 sf, 30,000 sf of retail space were assumed to be local retail use and the remaining was assumed to be destination retail use; for retail space over 100,000 sf, 50,000 sf of retail space were assumed to be local retail use and the remaining was assumed to be destination retail.
j. The Jamaica Plan FEIS (2007)

ANALYSIS YEARS

Incremental trip generation was estimated for two future analysis years: 2011 and 2015.[1] These analysis years provide the short- and longer-term forecasts of future transit demand that are necessary to plan for and implement transit improvement measures recommended by this study. The methodological assumptions used for the two analysis years are provided below.

2011 Analysis Year - The 2011 analysis year accounts for major new development projects that are expected to be open and operating by year-end 2011. The incremental trip volumes estimated for the 2011 analysis year are the product of all major development projects in the study areas for which construction is already underway (as of July 2009). While there are additional projects nearing construction that could be operating by year-end 2011, given the current economic climate it is reasonable to assume that the analysis captures a vast majority of the major development initiatives expected to be completed by 2011.

[1] The 2011 and 2015 analysis years for DBSTCS were established in consultation with NYCDOT, the Department of City Planning, and the Downtown Brooklyn Partnership.

2015 Analysis Year – The 2015 analysis year accounts for major new development projects that are expected to be open and operating by year-end 2015 (including those projects expected to be completed by 2011). Given the longer time horizon associated with this analysis year and the variability in real estate markets created by the economic recession, two potential development scenarios are considered for the 2015 analysis year:

2015 Scenario A – Scenario A assumes that all planned projects that are projected to be developed by 2015 (based on public documents) will be built and operating by 2015. This is an aggressive growth assumption in that many of the projects planned for development by 2015 were conceived and advanced before the economic recession, which began in December 2007.
Under Scenario A, the studies areas by 2015 are projected to receive an estimated 12,689 new residential dwelling units, 1.47 million square feet of commercial office space, 1.10 million square feet of retail uses, 204,410 square feet of community facility space, and 1,787 additional hotel rooms by 2015.

2015 Scenario B – Scenario B discounts Scenario A's residential growth projection, recognizing that not all of the planned residential projects slated for development by 2015 will actually be built and operating by 2015. Scenario B applies a residential growth rate consistent with that experienced from 2004 to 2007. Under Scenario B, the study area is projected to receive approximately 7,474 new residential dwelling units by 2015, which is approximately 59 percent of the housing stock projected under Scenario A (12,689 units). As it would be highly speculative to identify specific projects that would be delayed beyond 2015, the planned number of dwelling units was proportionately reduced across all development projects that are not already in construction.

C. PLANNED DEVELOPMENT PROJECTS IN STUDY AREA

Table 2 and **Figure 1** identify the locations, types, and amounts of future development that is projected to occur within the downtown core and overall study areas. This information forms the basis for the 2011 and 2015 incremental trip generation analysis (described in Section D and E, below). The following describes planned development projects within the context of the four study area corridors.

ADAMS/COURT/JAY/CADMAN PLAZA CORRIDOR

See **Figure 2**

In the existing condition, this corridor is defined by a dense concentration of institutional and educational facilities. Brooklyn Borough Hall, the Brooklyn Criminal Court, the General Post Office, and the U.S. Federal Courthouse occupy much of the area to the north of Joralemon Street between Adams Street and Cadman Plaza West. The New York City College of Technology (City Tech) South Campus and the Polytechnic Institute of New York University (Polytech) are located along both sides of Jay Street between Tillary Street and Myrtle Avenue. Residential land uses are more prevalent to the south of Livingston Street and north of Tillary Street. The seven projects that will be developed by the 2015 analysis year will not alter the current land use pattern. These projects will result in institutional land uses in the northern portion of the corridor and additional residential land uses in the southern portion.

In the northern portion of the corridor, City Tech will develop a new academic building and install new infrastructure to support existing buildings as part of the City University of New York's 2008-2012 Master Plan. The first project would result in the construction of a new approximately 150-foot-tall, 350,000-square-foot academic building at 105 Tech Place and the demolition of the existing Klitgord Building, which is located on the eastern blockface of Jay Street between Tech Place and Tillary. The new building, with frontages along both Jay and Tillary Streets, would include classrooms, laboratory space, a CUNY Express information facility, administrative space, and a below-grade garage with 29 accessory parking spaces. The building would also include a gymnasium and an auditorium to replace these facilities in the former Klitgord Building. Second, City Tech plans to construct a new central mechanical plant on the Main Complex, which is located between Tillary Street, Jay Street, Johnson Street, and Adams Street. This mechanical plant would serve City Tech's South Campus with an updated heating, ventilation, and air conditioning (HVAC) system. Additionally, the work will convert the current student activities center in the Main Complex into swing space for other functions.

Four projects will be developed in the southern portion of the corridor. Three of these projects are primarily concentrated in the area around the intersection of Atlantic Avenue and Boerum Place. The 252 Atlantic Avenue and 236 Atlantic Avenue projects will be developed on each side of the intersection and will add residential uses and ground floor retail. The 252 Atlantic Avenue project is already under construction and will include 65 residential units and 16,000 square feet of ground floor retail. The 236 Atlantic Avenue project will include 55 residential units, ground floor retail, and medical offices. Across Atlantic Avenue from

these two projects, the Brooklyn House of Detention will be reopened and its size increased by 40,000 square feet; however, the status of the expansion is unknown at this time. One block to the north, an approximately 100-unit residential building (Hoyt-Schermerhorn II) will be constructed on the east side of Smith Street, between State and Schermerhorn Streets.

FLATBUSH AVENUE CORRIDOR

See **Figure 3**

Flatbush Avenue is one of the main transportation arteries through Brooklyn. Overall, Flatbush Avenue—officially known as Flatbush Avenue Extension north of Fulton Street—runs from the Manhattan Bridge to the northern end to the Marine Parkway Bridge, which connects Brooklyn with the Rockaway Peninsula. Within the Study Area, Flatbush Avenue extends southward from the Manhattan Bridge to Dean Street, dividing Fort Greene from Downtown Brooklyn and, south of Atlantic Avenue, Prospect Heights from Park Slope. Commercial and institutional uses line both sides of Flatbush Avenue, but this wide street currently does not exhibit a distinct and cohesive land use character. Instead, Flatbush Avenue serves primarily as a vehicle thoroughfare, particularly north of Atlantic Avenue.

Flatbush Avenue has begun to transition toward higher density mixed-use development. This trend is expected to continue through the 2015 analysis year, particularly at the northern end of the corridor between Myrtle Avenue and Tillary Street, where a number of development project are planned. Three of these projects—Toren (at 245 Flatbush Avenue), Avalon Fort Greene (at 159 Myrtle Avenue), and 218 Myrtle Avenue—are already under construction at the intersection of Myrtle and Flatbush Avenues. While these projects differ in density, height, and land use from the existing land uses, they support the development trends occurring in Downtown Brooklyn as a result of its rezoning. The 41-story Avalon Fort Greene development fronts Flatbush Avenue and will include approximately 650 residential units and ground-floor retail. The 38-story Toren is located directly south of Avalon Fort Greene and will include 280 residential units and ground-floor retail. Finally, the 218 Myrtle Avenue project is located directly east of Toren. This large project will occupy the entire south side of Myrtle Avenue between Prince Street and Ashland Place, and will include 660 residential units and 22,000 square feet of ground-floor retail.

Continuing north on Flatbush Avenue, several primarily residential projects will be constructed in the area near the intersection of Tillary and Duffield Streets. At the intersection of Flatbush Avenue Extension and Tillary Street, the 21-story Flatbush Flatiron building will include 108 residential units. Less than a block north, the 55 Flatbush Avenue site will be occupied by an 80-unit Best Western hotel, while directly across from the Flatbush Flatiron a small residential conversion will be constructed at 49 Duffield Street. A 377-unit residential building is under construction at 235 Gold Street, and plans to open in Fall 2009. Another residential building planned for 277 Gold Street will include approximately 133 units. Further north and east the Flatbush Avenue Corridor, an 89-unit residential building is under construction at 168 Nassau Street.

Toward the southern end of the corridor, the City Point project will redefine the intersection of Willoughby Street and Flatbush Avenue. This mixed-use tower will be located on the site of the former Albee Square

Mall, which occupied the entire block bounded by Willoughby Street to the north, Flatbush Avenue to the east, Fulton Street to the south, and Gold Street to the west. The project, which will commence construction of its initial phase in 2010, will include in total approximately 650 residential units, 360,000 square feet of office space, 520,000 square feet of retail space, and 404 underground parking spaces. Willoughby Square Park will be constructed directly east of City Point. This 1.25-acre park will be constructed above a 700-space parking garage. One block to the south and east, a 34-story residential building at 80 Dekalb Avenue is under construction and will include 272 residential units, of which 20 percent will be available to low-to moderate-income residents through an affordable housing program.

In addition to these projects along the Flatbush Avenue corridor, four projects—two hotels and two residential buildings with street-level retail—are located in the portion of Downtown Brooklyn that is situated between Flatbush Avenue corridor, the Fulton Street/Livingston Street corridor, and the Adams/Court/Jay/Cadman Plaza corridor. While these projects are not located directly in a transportation corridor, they are described below due to their proximity to many corridors, their significant size, and because they further represent the significant transformation occurring within Downtown Brooklyn. The Hotel Indigo will be developed at 237 Duffield Street, directly south of the Willoughby Square Park. This 21-story building will include approximately 180 hotel rooms. The 25-story Sheraton Aloft hotel is under construction at 222 Duffield Street, on the west side of Duffield Street and across from the Hotel Indigo, and will include approximately 501 rooms. Within the same area, a 51-story, 491-unit residential building is under construction at 111 Lawrence Street, and a 49-story, 360-unit residential building with 20,000 square feet of retail space is planned at 388 Bridge Street.

FULTON/LIVINGSTON STREET CORRIDOR

See **Figure 4**

The Fulton Street/Livingston Street corridor, which includes the areas along Fulton and Livingston Streets and extends the entire width of the study area, intersecting with the Flatbush Avenue corridor on the east to the Adams/Court/Jay/Cadman Plaza corridor on the west. Additionally, this corridor is situated to the south of the MetroTech. This corridor is defined by the density of retail uses along Fulton Street, which is a distinct retail spine within Downtown Brooklyn, and the institutional uses that located on its eastern and western edges.

The projects planned for this corridor are similar in terms of use and scale to the projects that are the result of the Downtown Brooklyn rezoning: high-density mixed-use buildings. Projects to be constructed in the portion of the corridor to the west of Flatbush will include a hotel and three residential buildings. The 12-story, 69-room hotel will be constructed at 46 Nevins Street at the intersection with Schermerhorn Street. Two of the residential buildings will be constructed on Livingston Street, an area that is currently transitioning away from surface parking lots and low density uses towards high-density mixed-use buildings. At 254 Livingston Street, a 186-unit building with 21,000 square feet of office space is planned. On the same block, at 230 Livingston Street, a 21-story 271-unit residential building with 18,000 square feet

of office space is in construction. Finally, a 544-unit residential building with 50,000 square feet of retail is in construction at 505 Fulton Street.

Plans for development east of the Avenue include two projects which are part of the Brooklyn Academy of Music (BAM) Cultural District. The BAM Local Development Corporation (LDC) North and South projects will be located along Fulton Street between Rockwell Place and St. Felix Street. These projects are part of the Downtown Brooklyn Partnership (DBP) plan to create much-needed affordable performance and rehearsal space, mixed-income housing, and new public open space anchored by BAM and the other cultural institutions in the immediate area. BAM LDC South will include 250 residential units, approximately 25,000 square feet of retail space, 48,500 square feet of community facility space, and 466 parking spaces. The BAM LDC North project will include a 30,000 square foot, 299-seat theater with offices, rehearsal space, and 39,000 square feet of arts space. The building will also include 4,000 square feet of retail space and 187 residential units. A third project—29 Flatbush Avenue—will not be a part of the BAM Cultural District but will include 333 residential units.

ATLANTIC AVENUE CORRIDOR

See **Figure 5**

The Atlantic Avenue corridor runs east-west between Court Street to the west and South Portland Avenue to the east. While this corridor is mixed-use in nature, residential buildings with street-level retail uses are the predominant land use type along much of the corridor. To the east, this corridor is anchored by local and regional shopping destinations.

There are numerous development projects expected to be complete in the Atlantic Avenue corridor by the 2015 analysis year. In the western portion of the corridor, a six-floor residential building with 55 dwelling units will be constructed at 236 Atlantic Avenue. Moving east along Atlantic Avenue, a residential building is in construction at 252 Atlantic Avenue/97 Boerum Place; it will contain 65 dwelling units and approximately 16,000 square feet of ground floor commercial use, as well as on-site parking. Another residential building in construction at 307 Atlantic Avenue will include 26 dwelling units, and 348 Atlantic Avenue will be renovated with approximately 2,000 square feet of ground floor retail and six residential units.

The Atlantic Yards project at 630 Atlantic Avenue is a large scale, mixed-use development expected to include (by 2015): 2,110 dwelling units; 336,000 square feet of office/commercial space; 91,000 square feet of retail; 180 hotel rooms; 2,346 parking spaces; 1 acre of open space; and an 850,000-square-foot sports arena. This project is expected to be built out in a number of phases over the next 10 years; additional development would be completed subsequent to the 2015 analysis year.

The Atlantic Terrace development at 699 Atlantic Avenue will be an 8-story residential building with 80 units, 87 parking spaces, and approximately 12,000 square feet of retail. This development is currently under construction and is expected to be complete by 2010.

There are several residential development projects just outside of the Atlantic Avenue corridor to the south; including two on the western edge of the corridor and two towards the eastern edge. 210 Pacific Street and 216 Pacific Street are both located between Court Street and Boerum Place. 210 Pacific Street is expected to contain 10 dwelling units and 216 Pacific Street—which will entail the conversion of an existing building—will contain 3 dwelling units. 345 Bergen Street and 357 Dean Street are both between Third and Fourth Avenues. 345 Bergen Street is expected to contain 15 dwelling units, and 357 Dean Street is expected to contain 3 dwelling units.

D. 2011 ANALYSIS YEAR

Fourteen planned development projects (labeled as "In Construction" in **Table 2** and **Figure 1**) were considered for estimating future trip-making in Downtown Brooklyn by 2011. As summarized in **Table 3**, cumulatively these projects include nearly 3,400 residential dwelling units, 18,000 square feet of commercial office use, 160,000 square feet of retail space, and 500 hotel rooms.

Table 3: Cumulative Program Data: Planned Projects in Operation by 2011

Area	Residential Units	Retail (sf)	Commercial Office (sf)	Community Facility/ Institutional (sf)	Hotel Rooms	Parking Spaces	Open Space (acres)
Downtown Core Study Area	2,934	148,000	-	-	501	709	-
Overall Study Area	440	12,100	18,000	-	-	87	-
Total	**3,374**	**160,100**	**18,000**	**-**	**501**	**796**	**-**

As shown in **Figure 6**, all 14 projects that are expected to be operating by year-end 2011 (i.e., all projects that are currently in construction) are located within or immediately adjacent to Downtown Brooklyn's core study area. Six of the 14 projects are located within the Flatbush Avenue corridor; those projects would add an estimated 1,861 residential units and 82,000 square feet or retail. Four other projects are located north of Fulton Street between Adams and Duffield Streets: the 544-unit Conway Building at 505 Fulton Street; a 491-unit building at 111 Lawrence Street; a 36-unit residential expansion at 345 Adams Street; and a 501-room Sheraton/Aloft Hotel at 222-228 Duffield Street.

INCREMENTAL TRAVEL DEMAND ESTIMATES

Table 4 summarizes the project-generated person-trips by development use and by mode of transportation. In total, the planned developments for the 2011 future condition are projected to generate a total of 15,220 person trips daily: 3,546; 6,006; and 5,067 person trips during the weekday AM, midday, and PM peak hours, respectively. Of the total person trips, 6,175 (40.6 percent) are projected to occur via subway, while 817 (5.4 percent) are bus trips. An estimated 741 bus trips (90.7 percent of the increment) will be generated by uses in the downtown core study area, while the remaining 76 bus trips will be generated by uses in the overall study area. Most of the incremental bus trips will occur during the midday and PM peak hours.

Table 4: Trip Generation Summary, 2011

Use	Study Area	AM Peak Hour							Midday Peak Hour							PM Peak Hour						
		Auto	Taxi	Subway	Bus	Railroad	Walk	Total	Auto	Taxi	Subway	Bus	Railroad	Walk	Total	Auto	Taxi	Subway	Bus	Railroad	Walk	Total
Residential	Core	301	22	1,444	88	22	280	**2,157**	159	12	744	45	12	146	**1,118**	357	25	1,698	100	25	330	**2,535**
	Overall	46	3	218	13	3	43	**326**	22	2	112	8	2	22	**168**	52	3	254	15	3	49	**376**
	Total	**347**	**25**	**1,662**	**101**	**25**	**323**	**2,483**	**181**	**14**	**856**	**53**	**14**	**168**	**1,286**	**409**	**28**	**1,952**	**115**	**28**	**379**	**2,911**
Commercial Office	Core	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**
	Overall	15	0	15	4	2	2	**38**	1	0	3	3	0	39	**46**	17	0	17	5	3	3	**45**
	Total	**15**	**0**	**15**	**4**	**2**	**2**	**38**	**1**	**0**	**3**	**3**	**0**	**39**	**46**	**17**	**0**	**17**	**5**	**3**	**3**	**45**
Retail	Core	20	19	123	45	0	407	**614**	108	108	732	230	0	2,463	**3,641**	70	58	390	143	0	1,269	**1,930**
	Overall	2	2	12	2	0	40	**58**	8	10	70	18	0	248	**354**	4	6	36	8	0	126	**180**
	Total	**22**	**21**	**135**	**47**	**0**	**447**	**672**	**116**	**118**	**802**	**248**	**0**	**2,711**	**3,995**	**74**	**64**	**426**	**151**	**0**	**1,395**	**2,110**
Hotel	Core	107	44	66	19	0	117	**353**	204	84	128	37	0	226	**679**	181	74	113	34	0	200	**602**
	Overall	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**
	Total	**107**	**44**	**66**	**19**	**0**	**117**	**353**	**204**	**84**	**128**	**37**	**0**	**226**	**679**	**181**	**74**	**113**	**34**	**0**	**200**	**602**
Total	Core	428	85	1,633	152	22	804	**3,124**	471	204	1,604	312	12	2,835	**5,438**	608	157	2,201	277	25	1,799	**5,067**
	Overall	63	5	245	19	5	85	**422**	31	12	185	29	2	309	**568**	73	9	307	28	6	178	**601**
	Total	**491**	**90**	**1,878**	**171**	**27**	**889**	**3,546**	**502**	**216**	**1,789**	**341**	**14**	**3,144**	**6,006**	**681**	**166**	**2,508**	**305**	**31**	**1,977**	**5,668**

E. 2015 ANALYSIS YEAR

The 2015 analysis year considers 88 planned development projects that are expected to open and operating by 2015 (see **Figure 1**). As compared to the 2011 analysis year, projects anticipated to be complete by 2015 cover a broader geography within Downtown Brooklyn, including: substantial development throughout the Fulton Ferry/DUMBO/Vinegar Hill neighborhoods; a broad mix of uses (including over 1,200 residential units) as part of the Brooklyn Bridge Park project in Brooklyn Heights; numerous development projects in the Boerum Hill /Cobble Hill/Carroll Gardens neighborhoods; the first phase of the Atlantic Yards/Brooklyn Arena project (which will include an approximately 850,000-square-foot arena); and substantial additional development within the downtown core.

As described in Section B, "Methodology," the future conditions assessment considers two scenarios for the 2015 analysis year: Scenario A and Scenario B. Scenario A assumes complete build-out of all development projects that, according to public documents, would be open and operating by 2015. Scenario B recognizes the possibility of less aggressive residential growth in the study area, and proportionately discounts the number of residential units for each planned project. The estimated travel demands for both scenarios are presented below.

INCREMENTAL TRAVEL DEMAND ESTIMATES: SCENARIO A

As summarized in **Table 5**, under Scenario A the 88 planned development projects would bring online a total of 12,687 residential dwelling units, 1.47 million square feet of commercial office use, 1.10 million square feet of retail space, 204,410 square feet of community facility uses, 571,500 square feet of academic uses, and 1,787 hotel rooms.

Table 5: Cumulative Program Data: Planned Projects in Operation by 2015 Scenario A

Area	Residential Units	Retail (sf)	Commercial Office (sf)	Community Facility/ Institutional (sf)	Hotel Rooms	Parking Spaces	Open Space (acres)
Downtown Core Study Area	6,489	746,095	381,000	157,500	1,068	2,421	1.3
Overall Study Area	6,198	356,900	1,086,551	46,910	719	5,807	24.0
Total	**12,687**	**1,102,995**	**1,467,551**	**204,410**	**1,787**	**8,228**	**25.3**

Table 6 summarizes the project-generated person-trips by development use and by mode of transportation. In total, the planned uses for the 2015 Scenario A future condition are projected to generate a total of 80,229 person trips daily: 19,142; 29,856; and 31,231 person trips during the weekday AM, midday, and PM peak hours, respectively. Of the total person trips, 30,741 (38.3 percent) are projected to occur via subway, while 6,888 (8.6 percent) are bus trips. An estimated 4,013 bus trips (58.3 percent of the increment) will be generated by uses in the downtown core study area, while the remaining 2,875 bus trips will be generated by uses in the overall study area. As compared to the 2011 analysis year, a higher proportion of the incremental bus trips will be generated by uses in the overall study area by 2015 (in 2011

less than 10 percent of incremental bus trips will generated by new uses in the overall study area). Most of the incremental bus trips will continue to occur during the midday and PM peak hours.

Table 6: Trip Generation Summary: 2015 Scenario A

Use	Study Area	AM Peak Hour							Midday Peak Hour							PM Peak Hour						
		Auto	Taxi	Subway	Bus	Railroad	Walk	Total	Auto	Taxi	Subway	Bus	Railroad	Walk	Total	Auto	Taxi	Subway	Bus	Railroad	Walk	Total
Residential	Core	664	45	3,192	190	45	619	**4,755**	349	22	1,645	96	22	320	**2,454**	788	55	3,757	221	55	728	**5,604**
	Overall	635	43	3,051	181	43	590	**4,543**	325	22	1,575	90	22	301	**2,335**	744	51	3,586	211	51	691	**5,334**
	Total	**1,299**	**88**	**6,243**	**371**	**88**	**1,209**	**9,298**	**674**	**44**	**3,220**	**186**	**44**	**621**	**4,789**	**1,532**	**106**	**7,343**	**432**	**106**	**1,419**	**10,938**
Commercial Office	Core	300	7	316	89	49	49	**810**	19	10	69	69	0	826	**993**	347	8	366	103	57	57	**938**
	Overall	855	22	899	254	138	138	**2,306**	57	27	198	198	0	2,353	**2,833**	992	26	1,043	295	159	159	**2,674**
	Total	**1,155**	**29**	**1,215**	**343**	**187**	**187**	**3,116**	**76**	**37**	**267**	**267**	**0**	**3,179**	**3,826**	**1,339**	**34**	**1,409**	**398**	**216**	**216**	**3,612**
Retail	Core	192	53	426	316	0	1,045	**2,032**	771	280	2,126	1,299	0	5,845	**10,321**	708	174	1,431	1,137	0	3,372	**6,822**
	Overall	84	27	217	145	0	569	**1,042**	355	151	1,127	609	0	3,245	**5,487**	314	90	719	517	0	1,822	**3,462**
	Total	**276**	**80**	**643**	**461**	**0**	**1,614**	**3,074**	**1,126**	**431**	**3,253**	**1,908**	**0**	**9,090**	**15,808**	**1,022**	**264**	**2,150**	**1,654**	**0**	**5,194**	**10,284**
Community Facility	Core	27	6	16	33	0	457	**539**	36	7	22	45	0	643	**753**	26	5	16	32	0	462	**541**
	Overall	6	0	2	9	0	137	**154**	12	1	3	14	0	193	**223**	8	1	3	8	0	138	**158**
	Total	**33**	**6**	**18**	**42**	**0**	**594**	**693**	**48**	**8**	**25**	**59**	**0**	**836**	**976**	**34**	**6**	**19**	**40**	**0**	**600**	**699**
Hotel	Core	228	93	141	41	0	249	**752**	434	178	272	79	0	482	**1,445**	387	158	242	72	0	428	**1,287**
	Overall	153	63	95	28	0	169	**508**	291	120	184	54	0	325	**974**	259	108	161	48	0	288	**864**
	Total	**381**	**156**	**236**	**69**	**0**	**418**	**1,260**	**725**	**298**	**456**	**133**	**0**	**807**	**2,419**	**646**	**266**	**403**	**120**	**0**	**716**	**2,151**
Academic-University	Core	117	9	690	58	0	97	**971**	116	10	680	58	0	95	**959**	134	10	794	67	0	112	**1,117**
	Overall	15	1	89	7	0	13	**125**	15	0	86	7	0	13	**121**	17	1	102	8	0	14	**142**
	Total	**132**	**10**	**779**	**65**	**0**	**110**	**1,096**	**131**	**10**	**766**	**65**	**0**	**108**	**1,080**	**151**	**11**	**896**	**75**	**0**	**126**	**1,259**
Open Space	Core	2	0	2	2	0	7	**13**	6	0	4	4	0	16	**30**	5	0	3	2	0	13	**23**
	Overall	47	2	29	26	0	130	**234**	112	6	68	62	0	318	**566**	93	4	56	51	0	262	**466**
	Total	**49**	**2**	**31**	**28**	**0**	**137**	**247**	**118**	**6**	**72**	**66**	**0**	**334**	**596**	**98**	**4**	**59**	**53**	**0**	**275**	**489**
Arena	Core	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**
	Overall	125	10	179	7	28	9	**358**	128	11	173	8	32	10	**362**	629	54	886	38	144	48	**1,799**
	Total	**125**	**10**	**179**	**7**	**28**	**9**	**358**	**128**	**11**	**173**	**8**	**32**	**10**	**362**	**629**	**54**	**886**	**38**	**144**	**48**	**1,799**
Total	Core	1,530	213	4,783	729	94	2,523	**9,872**	1,731	507	4,818	1,650	22	8,227	**16,955**	2,395	410	6,609	1,634	112	5,172	**16,332**
	Overall	1,920	168	4,561	657	209	1,755	**9,270**	1,295	338	3,414	1,042	54	6,758	**12,901**	3,056	335	6,556	1,176	354	3,422	**14,899**
	Total	**3,450**	**381**	**9,344**	**1,386**	**303**	**4,278**	**19,142**	**3,026**	**845**	**8,232**	**2,692**	**76**	**14,985**	**29,856**	**5,451**	**745**	**13,165**	**2,810**	**466**	**8,594**	**31,231**

INCREMENTAL TRAVEL DEMAND ESTIMATES: SCENARIO B

As summarized in **Table 7**, under Scenario B the 88 planned development projects total 7,474 residential dwelling units, 1.47 million square feet of commercial office use, 1.10 million square feet of retail space, 204,410 square feet of community facility uses, 571,500 square feet of academic uses, and 1,787 hotel rooms.

Table 7: Cumulative Program Data: Planned Projects in Operation by 2015 Scenario B

Area	Residential Units	Retail (sf)	Commercial Office (sf)	Community Facility/ Institutional (sf)	Hotel Rooms	Parking Spaces	Open Space (acres)
Downtown Core Study Area	5,222	746,095	381,000	157,500	1,068	2,421	1.3
Overall Study Area	2,252	356,900	1,086,551	46,910	719	5,807	24.0
Total	**7,474**	**1,102,995**	**1,467,551**	**204,410**	**1,787**	**8,228**	**25.3**

Table 8 summarizes the project-generated person-trips by development use and by mode of transportation. In total, the planned uses for the 2015 Scenario B future condition are projected to generate a total of 69,989 person trips daily: 15,336; 27,903; and 26,750 person trips during the weekday AM, midday, and PM peak hours, respectively. Of the total person trips, 23,842 (34.1 percent) are projected to occur via subway, while 6,490 (9.3 percent) will be bus trips. An estimated 3,919 bus trips (60.4 percent of the increment) would be generated by uses in the downtown core study area, while the remaining 2,571 bus

trips will be generated by uses in the overall study area. As compared to the 2011 analysis year, a higher proportion of the incremental bus trips will be generated by uses in the overall study area by 2015 (in 2011 less than 10 percent of incremental bus trips will generated by new uses in the overall study area). Most of the incremental bus trips will continue to occur during the midday and PM peak hours.

Table 8: Trip Generation Summary: 2015 Scenario B

Use	Study Area	AM Peak Hour							Midday Peak Hour							PM Peak Hour						
		Auto	Taxi	Subway	Bus	Railroad	Walk	Total	Auto	Taxi	Subway	Bus	Railroad	Walk	Total	Auto	Taxi	Subway	Bus	Railroad	Walk	Total
Residential	Core	537	39	2,571	154	39	499	**3,839**	278	20	1,328	79	20	257	**1,982**	632	45	3,023	180	45	586	**4,511**
	Overall	231	16	1,109	66	16	215	**1,653**	120	8	573	34	8	111	**854**	272	20	1,303	78	20	253	**1,946**
	Total	**768**	**55**	**3,680**	**220**	**55**	**714**	**5,492**	**398**	**28**	**1,901**	**113**	**28**	**368**	**2,836**	**904**	**65**	**4,326**	**258**	**65**	**839**	**6,457**
Commercial Office	Core	300	7	316	89	49	49	**810**	19	10	69	69	0	826	**993**	347	8	366	103	57	57	**938**
	Overall	855	22	899	254	138	138	**2,306**	57	27	198	198	0	2,353	**2,833**	992	26	1,043	295	159	159	**2,674**
	Total	**1,155**	**29**	**1,215**	**343**	**187**	**187**	**3,116**	**76**	**37**	**267**	**267**	**0**	**3,179**	**3,826**	**1,339**	**34**	**1,409**	**398**	**216**	**216**	**3,612**
Retail	Core	192	53	426	316	0	1,045	**2,032**	771	280	2,126	1,299	0	5,845	**10,321**	708	174	1,431	1,137	0	3,372	**6,822**
	Overall	84	27	217	145	0	569	**1,042**	355	151	1,127	609	0	3,245	**5,487**	314	90	719	517	0	1,822	**3,462**
	Total	**276**	**80**	**643**	**461**	**0**	**1,614**	**3,074**	**1,126**	**431**	**3,253**	**1,908**	**0**	**9,090**	**15,808**	**1,022**	**264**	**2,150**	**1,654**	**0**	**5,194**	**10,284**
Community Facility	Core	27	6	16	33	0	457	**539**	36	7	22	45	0	643	**753**	26	5	16	32	0	462	**541**
	Overall	6	0	2	9	0	137	**154**	12	1	3	14	0	193	**223**	8	1	3	8	0	138	**158**
	Total	**33**	**6**	**18**	**42**	**0**	**594**	**693**	**48**	**8**	**25**	**59**	**0**	**836**	**976**	**34**	**6**	**19**	**40**	**0**	**600**	**699**
Hotel	Core	228	93	141	41	0	249	**752**	434	178	272	79	0	482	**1,445**	387	158	242	72	0	428	**1,287**
	Overall	153	63	95	28	0	169	**508**	291	120	184	54	0	325	**974**	259	108	161	48	0	288	**864**
	Total	**381**	**156**	**236**	**69**	**0**	**418**	**1,260**	**725**	**298**	**456**	**133**	**0**	**807**	**2,419**	**646**	**266**	**403**	**120**	**0**	**716**	**2,151**
Academic-University	Core	117	9	690	58	0	97	**971**	116	10	680	58	0	95	**959**	134	10	794	67	0	112	**1,117**
	Overall	15	1	89	7	0	13	**125**	15	0	86	7	0	13	**121**	17	1	102	8	0	14	**142**
	Total	**132**	**10**	**779**	**65**	**0**	**110**	**1,096**	**131**	**10**	**766**	**65**	**0**	**108**	**1,080**	**151**	**11**	**896**	**75**	**0**	**126**	**1,259**
Open Space	Core	2	0	2	2	0	7	**13**	6	0	4	4	0	16	**30**	5	0	3	2	0	13	**23**
	Overall	47	2	29	26	0	130	**234**	112	6	68	62	0	318	**566**	93	4	56	51	0	262	**466**
	Total	**49**	**2**	**31**	**28**	**0**	**137**	**247**	**118**	**6**	**72**	**66**	**0**	**334**	**596**	**98**	**4**	**59**	**53**	**0**	**275**	**489**
Arena	Core	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**
	Overall	125	10	179	7	28	9	**358**	128	11	173	8	32	10	**362**	629	54	886	38	144	48	**1,799**
	Total	**125**	**10**	**179**	**7**	**28**	**9**	**358**	**128**	**11**	**173**	**8**	**32**	**10**	**362**	**629**	**54**	**886**	**38**	**144**	**48**	**1,799**
Total	Core	1,403	207	4,162	693	88	2,403	**8,956**	1,660	505	4,501	1,633	20	8,164	**16,483**	2,239	400	5,875	1,593	102	5,030	**15,239**
	Overall	1,516	141	2,619	542	182	1,380	**6,380**	1,090	324	2,412	986	40	6,568	**11,420**	2,584	304	4,273	1,043	323	2,984	**11,511**
	Total	**2,919**	**348**	**6,781**	**1,235**	**270**	**3,783**	**15,336**	**2,750**	**829**	**6,913**	**2,619**	**60**	**14,732**	**27,903**	**4,823**	**704**	**10,148**	**2,636**	**425**	**8,014**	**26,750**

F. CONCLUSION

Downtown Brooklyn has experienced rapid growth in commercial and residential projects, and numerous planned projects will attract more residents, workers, and visitors to the area. As shown in **Table 9**, by 2015 Downtown Brooklyn could receive over 12,000 residential units, over 1.1 million square feet of retail, almost 1.5 million square feet of commercial office space, over 204,000 square feet of community facility/institutional uses, nearly 1,800 hotel rooms, and over 25 acres of publicly accessible open space.

Table 9: Cumulative Program Data: Planned Projects in DBSTCS

Area	Residential Units	Retail (sf)	Commercial Office (sf)	Community Facility/ Institutional (sf)	Hotel Rooms	Parking Spaces	Open Space (acres)
2011 Analysis Year							
Downtown Core Study Area	2,934	148,000	-	-	501	709	-
Overall Study Area	440	12,100	18,000	-	-	87	-
2011 Total	**3,374**	**160,100**	**18,000**	**-**	**501**	**796**	**-**
2015 Analysis Year							
Downtown Core Study Area	5,222 - 6,489	746,095	381,000	157,500	1,068	2,421	1.3
Overall Study Area	2,252 - 6,198	356,900	1,086,551	46,910	719	5,807	24.0
2015 Total	**7,474 - 12,687**	**1,102,995**	**1,467,551**	**204,410**	**1,787**	**8,228**	**25.3**

Travel demand estimates predict that by 2015 these new uses will generate up to 1,386 bus trips in the AM peak hour, 2,692 bus trips in the midday peak hour, and 2,810 bus trips in the PM peak hour. While much of this growth and its associated travel demands will occur in areas of the downtown core that are relatively well-served by surface transit, growth is also projected for neighborhoods with fewer surface transit options, as obtained from focus groups, traveler surveys, and GIS analysis. These areas include:

Within Downtown Core Study Area:

- Flatbush Avenue north of DeKalb Avenue. Five developments are currently in construction along Flatbush Avenue, with eight more currently planned. Surface transit options on Flatbush Avenue, north of DeKalb Avenue, only include the B54 bus service, servicing areas east of the study area along Myrtle Avenue.

Within Overall Study Area

- DUMBO (particularly the area bounded by Jay Street to the west, Gold Street to the east, Plymouth Street to the north, and York Street to the south). DUMBO contains several planned developments with no surface transit options. Transit options are limited to the F train located at York Avenue. Surface transit in DUMBO is limited to the B25, which services the area just around the Brooklyn Bridge.

- Columbia Street Waterfront. The currently planned Brooklyn Bridge Park has no surface transit accessibility and limited subway service providing almost no transit accessibility and is limited to walking trips.
- Boerum Hill /Cobble Hill/Carroll Gardens. This area, in the southern part of the overall study area, contains several planned developments. Current bus service is limited to north/south travel only, along Court Street, Smith Street, and 3rd Avenue, with one bus travelling east/west along Bergen Street.
- Brooklyn Heights has several developments, with several subways services in the vicinity, but with no surface transit options.

Table 2

Planned Development Projects in DBSTCS Study Areas

Map Number	Project Name	Address	Block(s)	Lot(s)	Primary or Secondary Study Area?	Primary Use	Development Program: Residential Units	Retail (sf)	Office/ Commercial (sf)	Community Facility/ Institutional (sf)	Hotel Rooms	Parking Spaces	Open Space (acres)	Status
1	100 Gold Street	100 Gold Street	55	32	Secondary	Residential	10	-	-	-	-	-	-	Planned
2	103 Kane Street	103 Kane Street	309	42	Secondary	Residential	7	-	-	2,023	-	-		Planned
3	City University Site B	105 Tech Place	131	1	Primary	Public Facility	-	-	-	350,000	-	-	-	Planned
4	107 Union Street	107 Union Street	335	42	Secondary	Residential	1	-	-	2,929	-	6		Planned
5	109 Gold Street	109 Gold Street	56	2,34,35	Secondary	Residential	33	-	-	-	-	-	-	Planned
6	111 Lawrence Street	111 Lawrence Street	148	1	Primary	Residential	491	-	-	-	-	-	-	In Construction
7	Sleepy's Apartments	116 Montague Street	248	32	Secondary	Residential	6	2,000	-	-	-	-	-	Planned
8	Navy Green	130 Flushing Avenue	2033	1	Secondary	Residential	455	6,000	-	6,000	-	-	-	Planned
9	131 6th Avenue	131 6th Avenue	942	3	Secondary	Residential	2	-	-	5,458	-	-	-	Planned
10	137 5th Avenue	137 5th Avenue	944	1	Secondary	Residential	4	1,600	-	-	-	-	-	Planned
11	150 4th Avenue	150 4th Avenue	413	37	Secondary	Residential	95	-	-	-	-	-	-	Planned
12	Avalon Fort Greene	159 Myrtle Avenue	2049	1,2,28-35	Primary	Residential	650	-	-	-	-	252		In Construction
13	177 Concord Street	177 Concord Street	109	25	Primary	Residential	23	-	-	-	-	-	-	Planned
14	181 3rd Avenue	181 3rd Avenue	413	2	Secondary	Hotel	-	-	-	-	130	-	-	Planned
15	DumboSpace	192 Water Street	41	11	Secondary	Residential	10	-	-	5,250	-	-	-	Planned
16	210 Pacific Street	210 Pacific Street	279	24	Primary	Residential	10	-	-	-	-	-	-	Planned
17	216 Pacific Street	216 Pacific Street	279	28,30	Primary	Residential	3	-	-	-	-	-	-	Planned
18	Castimatidis Red Apple Project	218 Myrtle Avenue	2061	1	Primary	Residential	100	22,000	-	-	-	-	-	In Construction
19	Sheraton/Aloft Hotels	222-228 Duffield Street	145	26, 32	Primary	Hotel	-	-	-	-	501	-	-	In Construction
20	235 Gold Street	235 Gold Street	122	13	Primary	Residential	377	-	-	-	-	-	-	In Construction
21	236 Atlantic Avenue	236 Atlantic Avenue	278	33	Primary	Residential	55	-	-	-	-	-	-	Planned
22	230 Livingston Street	230 Livingston Street	165	17,18,19,58	Secondary	Residential	271	-	18,000	-	-	-	-	In Construction
23	Hotel Indigo	237 Duffield Street	146	7	Primary	Hotel	-	-	-	-	180	-	-	Planned
24	Toren	245 Flatbush Ave Ext	2060	22-27, 32, 122	Primary	Residential	280	60,000	-	-	-	457	-	In Construction
25	252 Atlantic Avenue/97 Boerum Place	252 Atlantic Avenue/97 Boerum Place	181	1	Primary	Residential	65	16,000	-	-	-	-	-	In Construction
26	254 Livingston Street	254 Livingston Street	165	29	Primary	Residential	186	-	21,000	-	-	-	-	Planned
27	264 Bond Street	264 Bond Street	416	42	Secondary	Residential	2	-	-	-	-	-	-	Planned
28	Brooklyn House of Detention	275 Atlantic Avenue	175	1	Primary	Institutional	-	-	-	40,000	-	-	-	Planned
29	277 Gold Street	277 Gold Street	122	5, 9	Primary	Residential	133	-	-	-	-	-	-	Planned
30	29 Flatbush Avenue	29 Flatbush Avenue	2106	19, 40	Primary	Residential	333	-	-	-	-	-	-	Planned
31	290 Sackett Street	290 Sackett Street	339	19	Secondary	Residential	32	-	-	-	-	-		Planned
32	Degraw Street Firehouse	299 Degraw Street	414	61	Secondary	Community Facility	-	-	-	4,250	-	-		Planned
33	City University Site A	300 Jay Street	128		Primary	Public Faciility	-	-	-	350,000	-	-		Planned
34	Holiday Inn	300 Schermerhorn Street	172	24	Primary	Hotel	-	-	-	-	247	-		Planned
35	306 Bond Street	306 Bond Street	430	3	Secondary	Residential	11	-	-	-	-	-		Planned
36	307 Atlantic Avenue	307 Atlantic Avenue	176	50, 49	Primary	Residential	26	-	-	-	-	-		In Construction
37	BAM LDC South	31 Lafayette Avenue	2110		Primary	Residential	250	-	-	48,500	-	466		Planned
38	31 North Elliot Place	31 North Elliot Place	2027	11	Secondary	Residential	5	-	-	-	-	-		Planned
39	Oro II	311 Gold Street	134	1,5,30,36,38,41	Primary		-	-	-	-	-	-		Planned
40	316 Bergen Street	316 Bergen Street	389	10	Secondary	Residential	39	-	-	-	-	-		Planned
41	345 Bergen Street	345 Bergen Street	198	46	Primary	Residential	15	-	-	-	-	-		Planned
42	348 Atlantic Avenue	348 Atlantic Avenue	183	7	Primary	Residential	6	2,000	-	-	-	-		Planned
43	348 Sackett Avenue	348 Sackett Avenue	428	26	Secondary	Residential	5	-	-	-	-	-		Planned
44	357 Dean Street	357 Dean Street	192	47	Primary	Residential	45	-	-	-	-	-		Planned
45	37 Bridge Street	37 Bridge Street	32	4	Secondary	Residential	2	-	-	-	-	-		Planned
46	388 Bridge Street	388 Bridge Street	152	37, 118	Primary	Residential	360	20,095	-	-	-	142		Planned
47	414 Hicks Street	414 Hicks Street	304	18	Secondary	Residential	149	-	-	-	-	-		Planned
48	45 North Oxford Street	45 North Oxford Street	2029	1	Secondary	Residential	3	-	-	-	-	-		Planned
49	46 Nevins Street	46 Nevins Street	166	40	Secondary	Hotel	-	-	-	-	69	-		Planned
50	462 Baltic Street	462 Baltic Street	405	16	Secondary	Office	-	-	35,551	-	-	61		Planned
51	49 Duffield Street	49 Duffield Street	121	12	Primary	Residential	7	-	-	-	-	-		Planned
52	491 Henry Street	491 Henry Street	323	1	Secondary	Residential	3	-	-	-	-	-		Planned
53	505 Fulton Street (Conway Building)	505 Fulton Street	145	3, 35	Primary	Commercial	544	50,000	-	-	-	-		In Construction
54	56 Strong Place	56 Strong Place	323	59	Secondary	Residential	3	-	-	-	-	-		Planned
55	611 DeGraw Street	611 DeGraw Street	420	52	Secondary	Hotel	-	-	-	-	25	-		Planned
56	Atlantic Yards - residential mixed use	630 Atlantic Avenue			Secondary	Mixed	2,110	91,000	336,000	-	180	2,346	1.0	Planned
57	Atlantic Terrace	669 Atlantic Avenue	2004	1,2,78,79,80,81,82,	Secondary	Residential	80	12,100	-	-	-	87		In Construction
58	675 Sackett Street	675 Sackett Street			Secondary	Residential	38	-	-	-	-	-		Planned
59	72 Poplar	72 Poplar	211	15	Secondary	Residential	24	-	-	-	-	-		Planned
60	75 Columbia Street	75 Columbia Street	299	1	Secondary	Hotel	-	-	-	-	10	-		Planned
61	Flatiron Building	75 Flatbush Avenue Extension	120	13, 45	Primary	Residential	108	-	-	-	-	-		Planned
62	80 Dekalb Avenue	80 Dekalb Avenue	2094	1	Primary	Residential	365	-	-	-	-	-		In Construction
63	85 Jay Street and Rezoning	85 Jay Street			Secondary	Residential	1,000	-	2,600	-	-	1,100		Planned
64	86 Congress Street	86 Congress Street	299	16	Secondary	Residential	48	-	-	-	-	-		Planned
65	97 Douglass Street	97 Douglass Street	409	50	Secondary	Residential	6	-	-	-	-	-		Planned
66	470 Vanderbilt	Block btw Fulton, Atlantic, Clermont, Vanderbilt	2009	1,6,19,20,23,26,31-	Secondary	Mixed		83,000	530,000	-	-	400		Planned
67	BAM LDC North	Block btw Fulton, rockwell, lafayette, ashland	2107	1,2,15,24,30,36,40,	Primary	Residential	187	4,000	-	69,000	-	-		Planned
68	Brooklyn Bridge Park	Brooklyn side of East River south of Brookl Bridge			Secondary	Open Space	1,210	151,200	164,400	21,000	225	1,283	23.0	Planned
69	Dock Street Rezoning	Dock Street btw Water and Front Street			Secondary	Residential	301	10,000	-	45,000	-	465		Planned
70	City Point	Flatbush Avenue at Albee Square West	149	1, 49	Primary	Residential	650	520,000	360,000	-	-	404		Planned
71	Grand Army Plaza Redesign	Grand Army Plaza			Secondary		-	-	-	-	-	-		Planned
72	Pier 7	Pier 7, Brooklyn	281	1	Secondary	Industrial	-	-	-	-	-	-		Planned
73	Pier 9a	Pier 9a, Brooklyn	281	1	Secondary	Industrial	-	-	-	-	-	-		Planned
74	Pier 9b	Pier 9b, Brooklyn	281	1	Secondary	Industrial	-	-	-	-	-	-		Planned
75	Hoyt-Schmererhorn I	Schermerhorn and Hoyt Streets			Primary	Residential	100	-	-	-	-	-		Planned
76	Hoyt-Schermerhorn II	Schermerhorn and Smith Streets			Primary	Residential	100	-	-	-	-	-		Planned
77	Willoughby Square Park	Willoughby St between Gold and Duffield Streets	146	16,17,18,23,29,34, 35,36,37,41, 42	Primary	Open Space	-	-	-	-	-	700	1.3	Planned
78	PS8 Addition	Hicks Street between Poplar and Middagh Streets	211	1	Secondary	School			-	19,500				Planned
79	220 Water Street	Bridge Street between Water and Front Streets	41	17	Secondary	Residential	135		-			59		Planned
80	168 Nassau Street	168 Nassau Street			Secondary	Residential	89		-					In Construction
81	V3 Hotel	229 - 231 Duffield Street	146	13, 14	Primary	Hotel			-					Planned
82	9 Townhomes (Phase III)	State Street			Secondary	Residential	9		-					Planned
83	Hampton Inn	125 Flatbush Avenue Extension			Primary	Hotel			-		140			Planned
84	Best Western Manhattan Bridge	55 Flatbush Avenue			Secondary	Hotel			-		80			Planned
85	321 Schermerhorn	321 Schermerhorn Street			Primary	Residential	64	7,000	-					Planned
86	State Street Mews and Cathedral Townhomes	311-319 State Street & 345-349 State Street			Primary	Residential	45		-					Planned
87	Avalon Bay Willoughby	Willoughby Street			Primary	Residential	875	20,000	-					Planned
87	2 Floors in 345 Adams	345 Adams			Primary	Residential	36	-	-	-	-	-	-	Planned
						TOTAL	**12,687**	**1,077,995**	**1,467,551**	**968,910**	**1,787**	**8,228**	**25.3**	

FIGURE 1

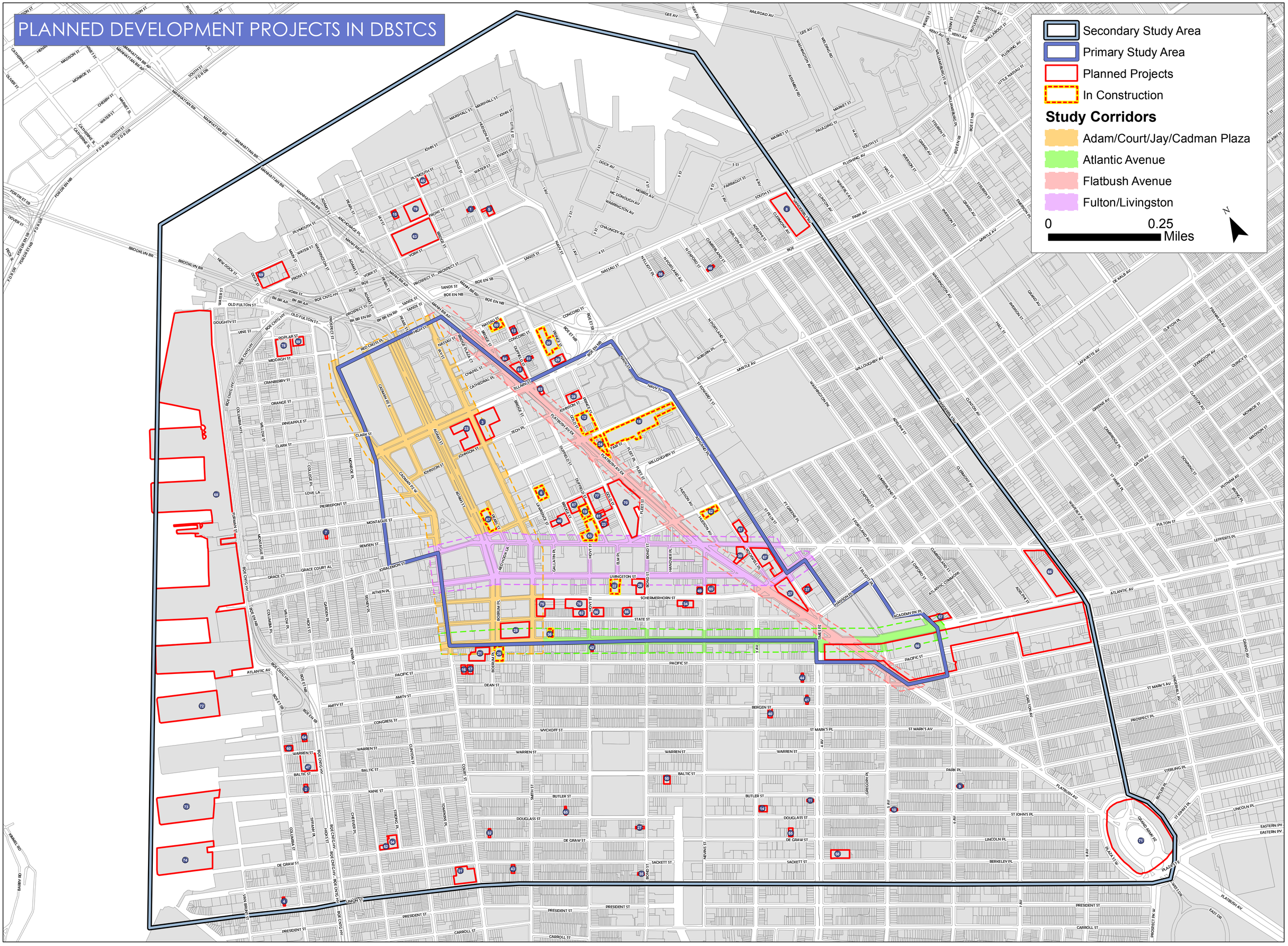
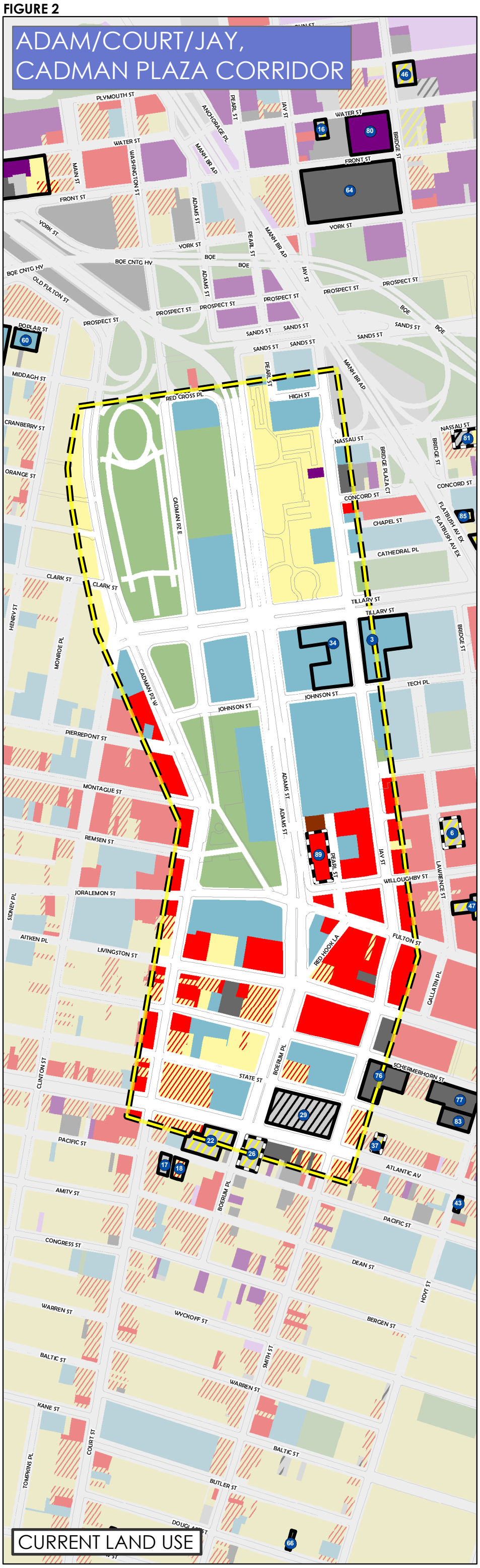

PLANNED DEVELOPMENT PROJECTS IN DBSTCS
Secondary Study Area
Primary Study Area
Planned Projects
In Construction
Study Corridors
Adam/Court/Jay/Cadman Plaza
Atlantic Avenue
Flatbush Avenue
Fulton/Livingston
0
0.25
Miles
N

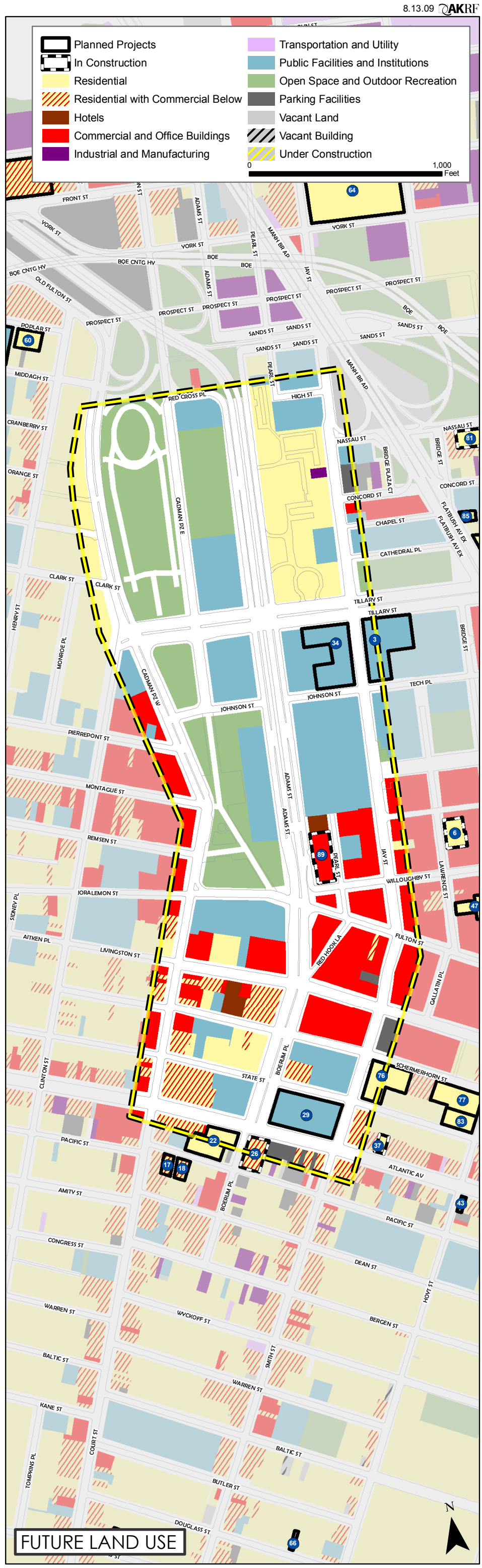
FIGURE 2

8.13.09 AKRF

ADAM/COURT/JAY, CADMAN PLAZA CORRIDOR



CURRENT LAND USE

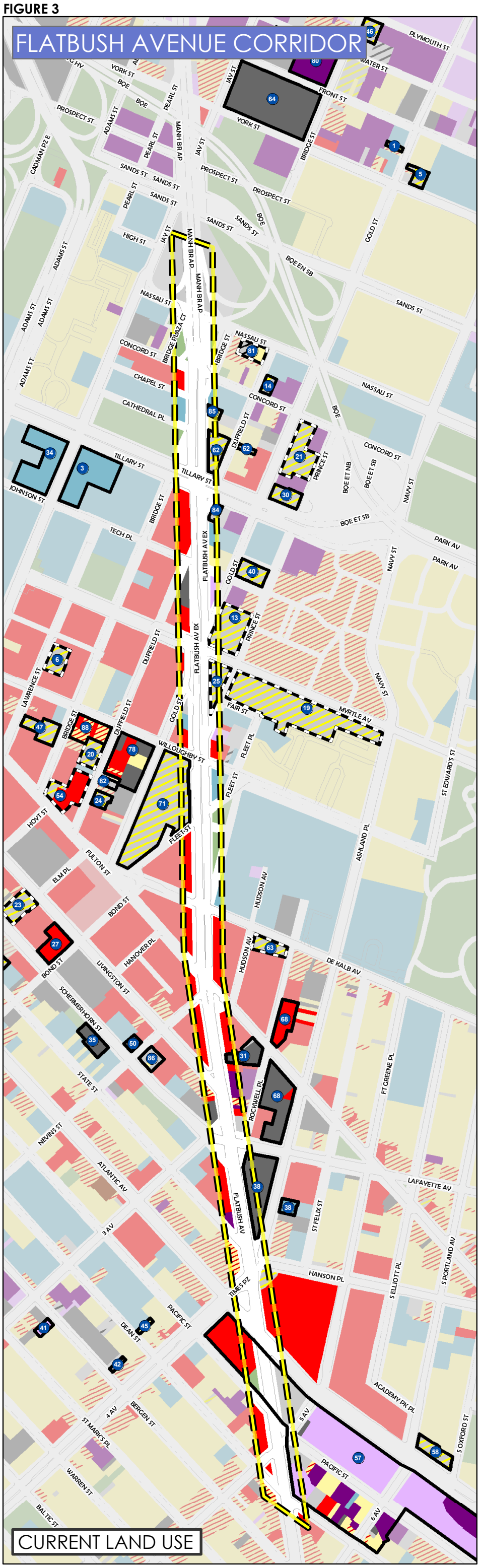


FUTURE LAND USE

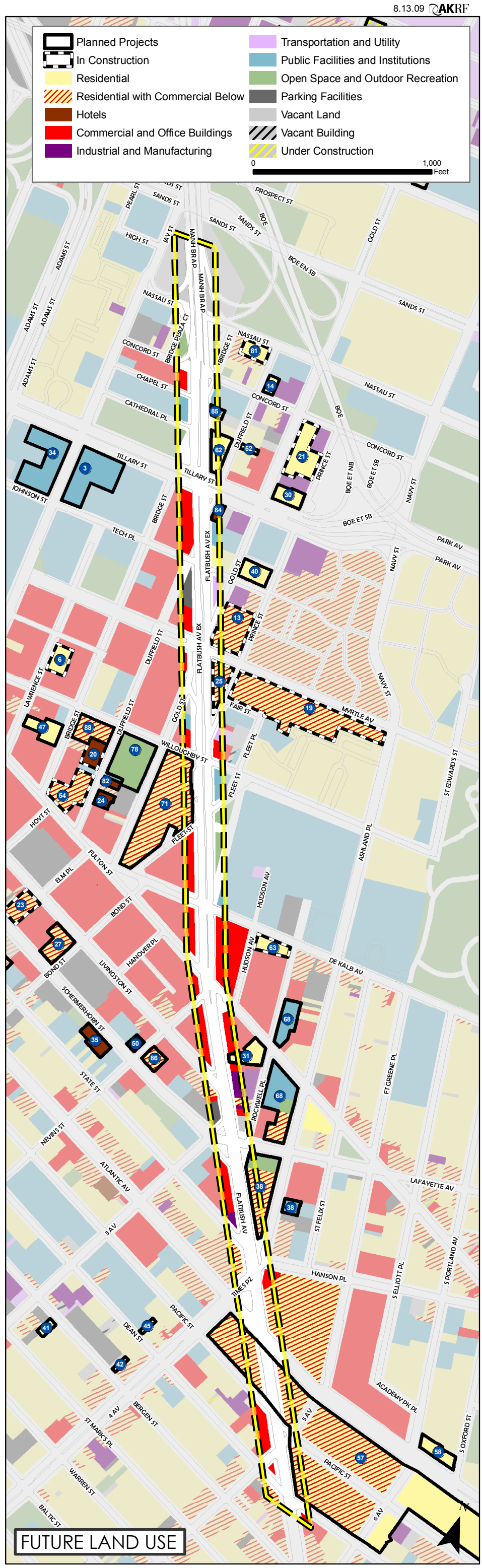
FIGURE 3

8.13.09 AKRF

FLATBUSH AVENUE CORRIDOR



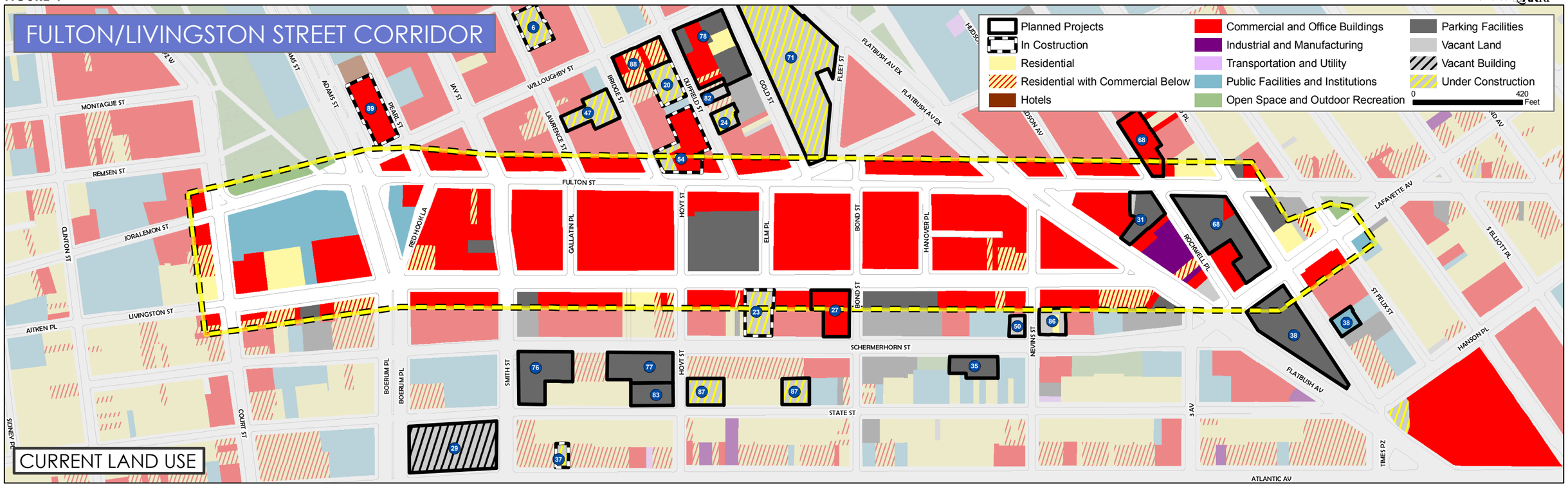
CURRENT LAND USE



FUTURE LAND USE

FIGURE 4

8.13.09 AKRF



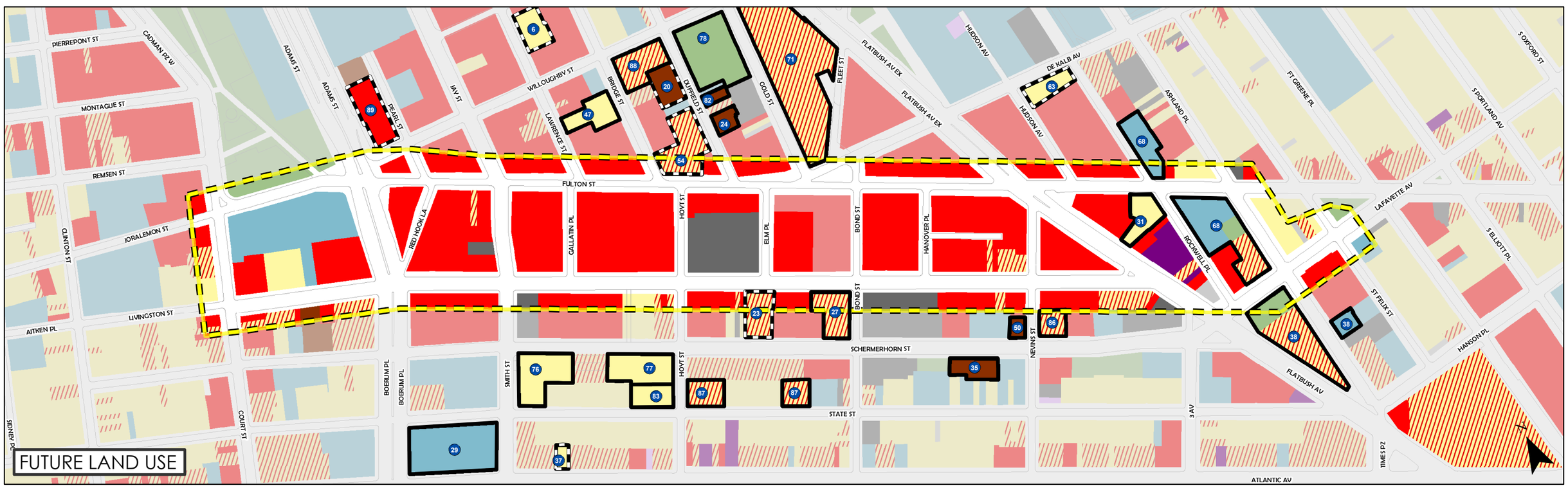
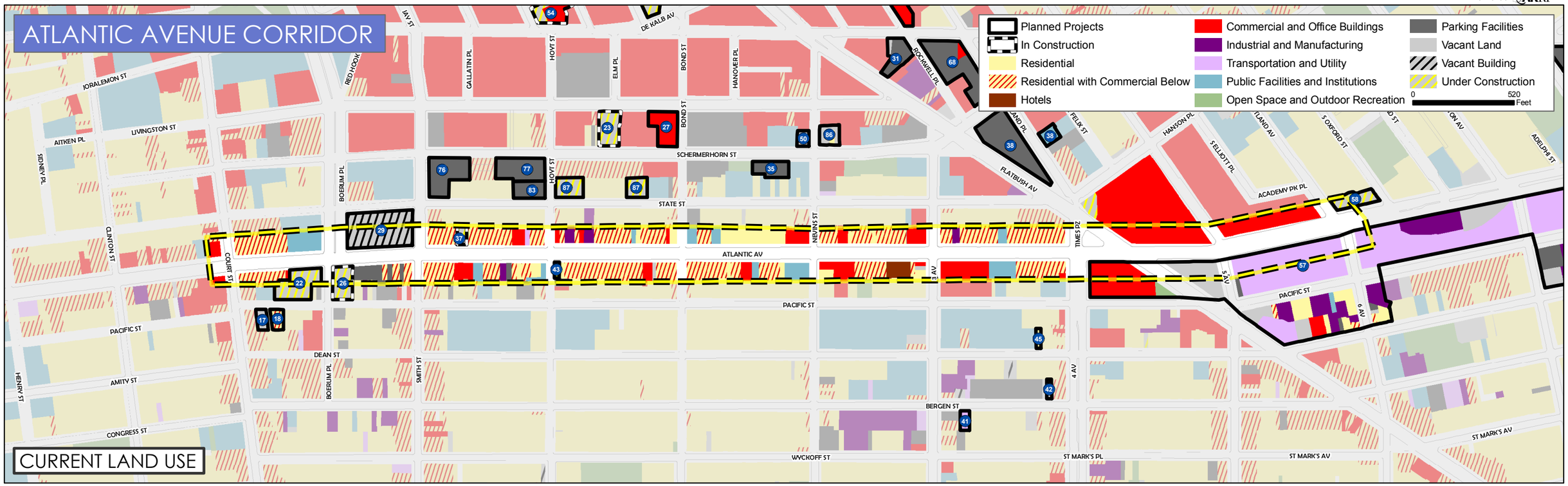


FIGURE 5

8.13.09 AKRF



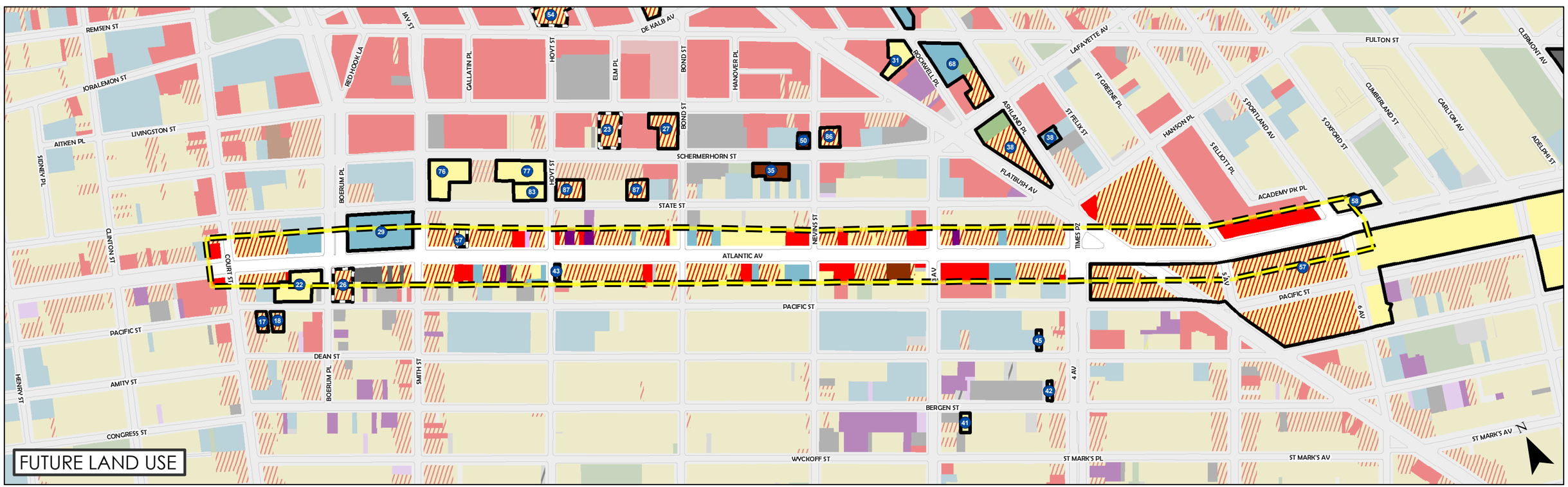
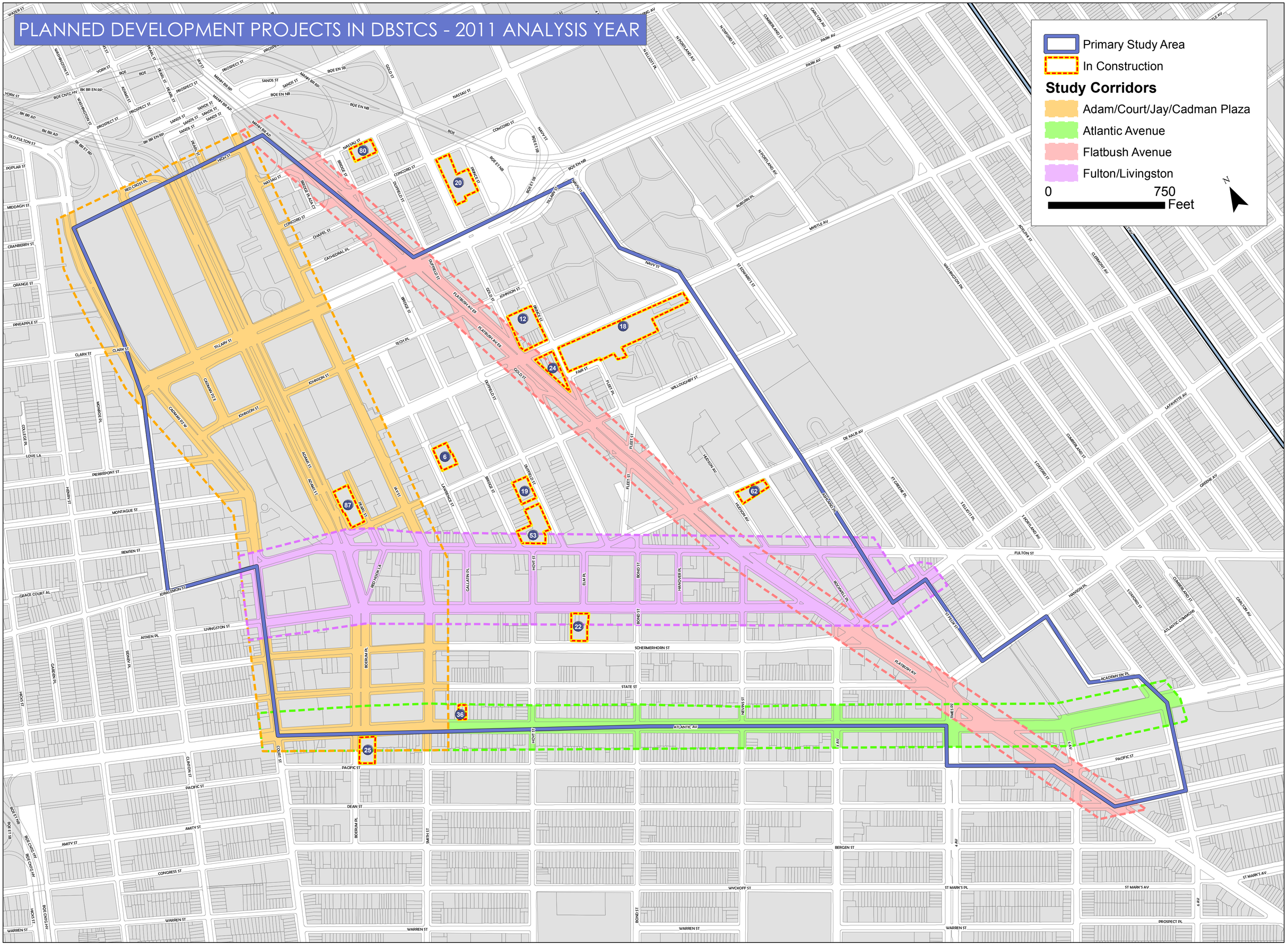


FIGURE 6


PLANNED DEVELOPMENT PROJECTS IN DBSTCS - 2011 ANALYSIS YEAR
Primary Study Area
In Construction
Study Corridors
Adam/Court/Jay/Cadman Plaza
Atlantic Avenue
Flatbush Avenue
Fulton/Livingston
0
750
Feet
N
60
20
12
18
24
6
19
87
53
62
22
36
25