

Queens Future



CEQR No. 23DME006Q

ULURP Nos. C250046ZMQ and C250047MMQ

October 16, 2025

Technical Memorandum 001

Introduction

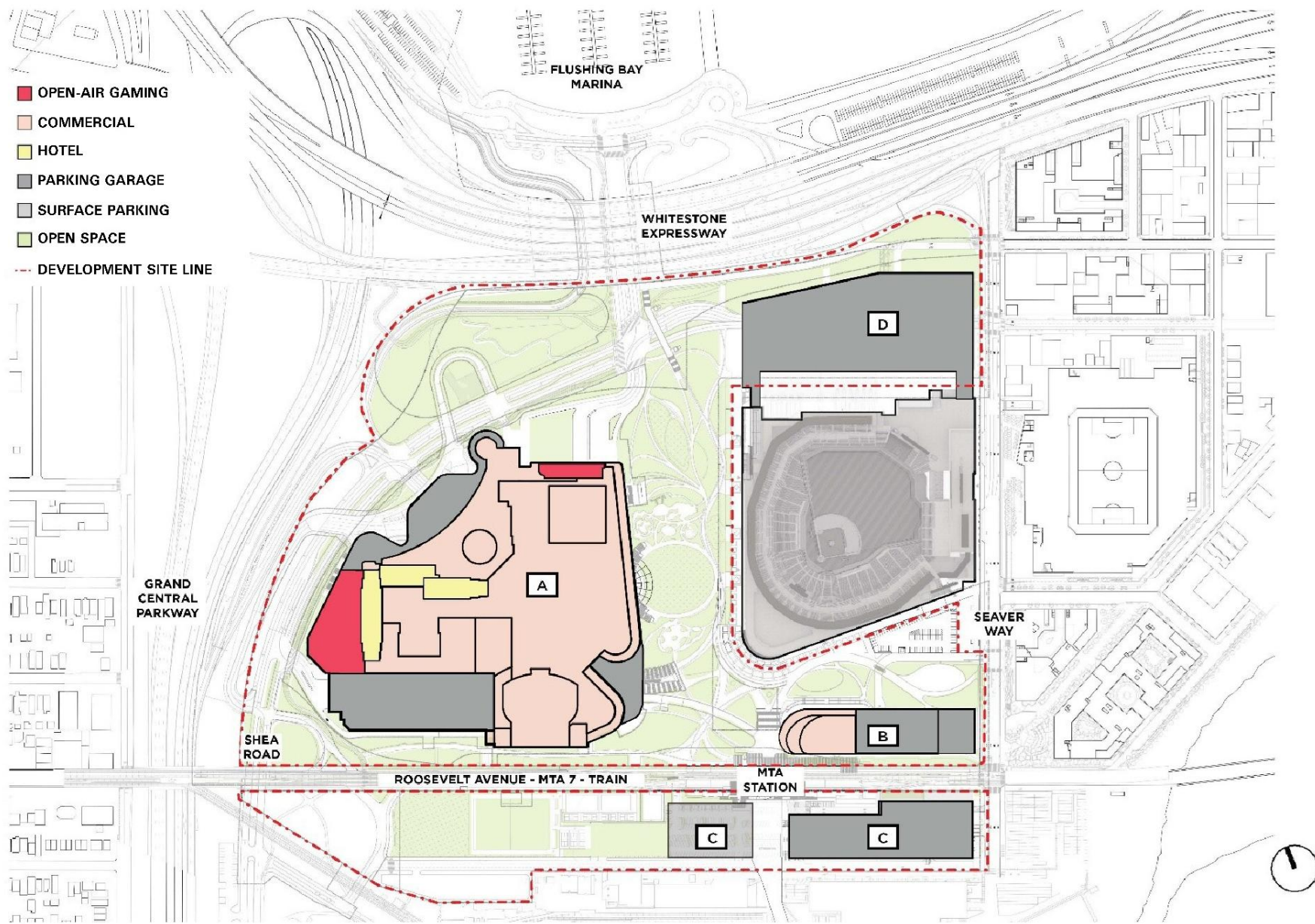
On February 7, 2025, the New York City Office of the Deputy Mayor for Housing, Economic Development, and Workforce issued a Notice of Completion for the *Queens Future Final Environmental Impact Statement (Queens Future FEIS)*. The ULURP applications for the Queens Future project were approved by the New York City Planning Commission (CPC) and the New York City Council on February 19, 2025 and March 12, 2025, respectively, and are referred to herein as “the Approved Project.” Under the Approved Project, the approximately 78-acre Development Site, which includes approximately 53-acres of underutilized, asphalt surface parking areas located west of Seaver Way and adjacent to Citi Field in Queens, will be redeveloped with a major mixed-use development consisting of approximately 3.7 million square feet (sf) of destination entertainment that includes a music hall, hotel, a gaming facility,¹ convention and meeting space, restaurant and retail space, and office and community facility space. The Proposed Project would also include at least 20 acres of new public park space, with passive open space, landscaped areas, walking paths, and active open space such as athletic fields and other sports facilities.

The Applicant, Queens Future, LLC, is now proposing to modify the Approved Project to reflect ongoing design development and comments received from the New York City Public Design Commission (PDC). The proposed modifications include a reduction to the number of hotel rooms and a reduction to the program within Area of Development B. The parking plan has also been revised to reflect design changes requested by the PDC, which have resulted in the redesign of certain garages and a reallocation of some parking spaces around the Development Site. In addition, the Applicant is proposing two locations within Area of Development A that will include screened open-air terraces with gaming activity (see **Figure 1**). The Approved Project with these changes comprises the Modified Project assessed in this Technical Memorandum and aligns with the Gaming Application as submitted to the New York State Gaming Commission on June 27, 2025.

As described in the New York State Department of Environmental Conservation’s (NYSDEC) SEQRA regulations 6 NYCRR §617.9(a)(7)(i)(a), (b), and (c), and the *2021 CEQR Technical Manual*, the lead agency may require the preparation of a supplemental EIS if there are significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from changes proposed for the project; newly discovered information; or a change in circumstances related to the project. This Technical Memorandum describes the Modified Project and assesses whether the Modified Project would result in any new or different significant adverse environmental impacts not previously identified and addressed in the *Queens Future FEIS*. The purpose of this memorandum is to assist the lead agency in determining whether the preparation of a supplemental EIS would be required.

¹ The inclusion of a gaming facility is contingent upon receiving a gaming license from the New York State Gaming Commission.

Figure 1 Location of Screened Open-Air Gaming



As demonstrated below, this Technical Memorandum concludes that there would be no new or different significant adverse impacts not previously identified in the *Queens Future FEIS* in any of the analyzed CEQR technical areas as a result of the proposed modifications. Therefore, a supplemental EIS is not warranted.

Description of the Proposed Modifications

Modified Program

Subsequent to the City Council ULURP and CEQR approval, the Applicant has refined the project program, including incorporating comments from PDC. The refined program results in reductions to the number of hotel rooms to be developed and a reduction of the program within Area of Development B. The parking plan has also been revised. In addition, as the design has evolved since the publication of the FEIS, the Applicant is proposing to incorporate two screened open-air gaming terraces. Together, these changes to the Approved Project are the Modified Project (see **Table 1**) analyzed in this Technical Memorandum.

Table 1 Comparison of Approved and Modified Projects

Use	Approved Project		Modified Project		Difference
	Maximum GSF	Notes	Maximum GSF	Notes	
Area of Development A					
Hotel ¹	2,118,000	Up to 2,300 hotel rooms	787,625	Up to 1,000 rooms	-1,300 rooms
Convention and Meeting Space	150,000		150,000		No change
Gaming Facility ²	352,000		352,000 ³		No change
Gaming Facility Back of House	93,000		93,000		No change
Music Hall	290,610	5,655 seats	290,610	5,655 seats	No change
Retail	102,330		102,330		No change
Restaurants	198,790		198,790		No change
Amenities	149,270	Including spa, gym, pool, and entertainment spaces	149,270	Including spa, gym, pool, and entertainment spaces	No change
Area A Total	3,454,000		1,988,625		- 1,465,375
Area of Development B					
Restaurants ¹	118,000		36,400		-81,600 gsf
Retail	32,000		26,900		-5,100 gsf
Office	37,000		13,900		-23,100 gsf
Community Facility	25,000		13,000		-12,000 gsf
Area B Total	212,000		90,200		-121,800 gsf

¹ Includes associated back of house

² The potential gaming use would require a license from the NYS Gaming Commission

³ Includes 49,710 square feet of open-air gaming space.

Modified Parking Plan

The modified parking plan has been developed with the same principles as the Approved Project's parking strategy: to accommodate both the parking needed by the Mets to continue operating at Citi Field and the parking needed to support the new development. As under the Approved Project, the Modified Project's parking would be located primarily within structures in Areas of Development A, B, C, and D, with a small amount on a surface parking lot within Area of Development C. The parking plan includes the replacement of existing Mets surface parking within the Development Site necessary to satisfy operational and visitor needs. It also includes parking to support the proposed commercial development. The modified plan reflects a reduction in the total amount of spaces, a result of the Public Design Commission-prompted redesign of the Northfield Garage and the related redistribution around the site.

Under the Approved Project, up to 13,750 spaces would be accommodated on the Development Site. Under the Modified Project, up to 11,986 spaces would be accommodated on the Development Site (see **Table 2**).

Table 2 Parking Plan Comparison

Location	Approved Project No. of Parking Spaces	Modified Project No. of Parking Spaces	Increment
Area of Development A			
Parking Structure	1,595	1,595	--
Podium	3,905	3,905	--
Area of Development A Total	5,500	5,500	--
Areas of Development B, C, and D			
Area D – Northfield Parking Structure	4,200	3,600	(600)
Area C – Southfield Parking Structure	2,901	2,036	(865)
Area C – Southfield Surface Lot	250	166	(84)
Area B	825	610	(215)
Area B Player Lot	74	74	-
Areas B, C, and D Total	8,250	6,486	(1,764)
Total (A, B, C, and D)	13,750	11,986	(1,764)

Open-Air Gaming

As discussed above, the Applicant is proposing two screened open-air gaming areas—at the southwest and northeast corners of Area of Development A (see **Figure 1**). In the Approved Project, these spaces were analyzed as private outdoor spaces or commercial balconies. In the Modified Project, these locations provide an open-air experience with screening.

The southwest open-air gaming area (with an estimated floor area of 38,636 square feet) would be located on Level 3 (elevation 40'-0") and screened along the exterior façade by a wall and canopy, such that activities within the open-air gaming area would not be visible from the outside. The top portion of the façade that is open to the outside is expected to be louvered. The northeast open-air gaming area (with an estimated floor area of 10,534 square feet), would be located on Level 3 and have the same design and exposure to the outside as the southwest open-air gaming area (i.e., it would also include wall, canopy, and louvered section elements).

Analysis of the Proposed Modifications

An analysis of the Modified Project's potential to result in any significant adverse environmental impacts that were not previously identified in the *Queens Future FEIS* is undertaken in this section.

Initial Screening

The Modified Project would consist of the same uses as the Approved Project and would result in a reduction in density while retaining the same amount of public open space (see **Table 1** and **Table 2**). Therefore, the Modified Project would not change the conclusions of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; greenhouse gas emissions and climate change; public health; neighborhood character; construction, and effects on disadvantaged communities.

In terms of urban design and visual resources, the *Queens Future FEIS* analyzed a conceptual project plan based on a maximum building envelope. The maximum building envelope was illustrated in Figure 8-4 of the *Queens Future FEIS* Urban Design and Visual Resources chapter, and an illustrative massing of the Approved Project was provided in Figure 8-7. The analysis concluded that the Approved Project would not result in significant adverse impacts to urban design or visual resources and instead would facilitate substantial improvements in the pedestrian experience within and around the Development Site by creating a safe and walkable pedestrian network. As discussed previously (see **Modified Program**, above), the Modified Project would consist of a reduction in density in Areas of Development A and B, with a corresponding reduction in building mass. As such, the Modified Project would not result in changes in the conclusions of the *Queens Future FEIS* with respect to urban design and visual resources and no further assessment is needed in this area.

Because the Modified Project would reduce the number of parking spaces associated with the program, it is possible that traffic, while less than what was projected in the *Queens Future FEIS*, would be rerouted to different locations. Therefore, a detailed assessment of the Modified Project's effects on those areas affected by changes in mobile sources (i.e., traffic, mobile source air quality, mobile source noise) were analyzed in detail (see **Detailed Assessment**). Because the Modified Project also contemplates open-air gaming in certain locations, noise from this activity was also assessed in detail.

Detailed Assessment

Parking and Program Modifications

Transportation

Appendix A provides a detailed assessment whether the modifications to the parking plan would result in new or different significant adverse transportation impacts; these modifications consist of reductions to the number of parking spaces within Areas of Development B, C, and D, which provide capacity for Mets patrons on days for which a Mets game is scheduled. There are two key differences between the Modified Project and the Approved Project with respect to transportation. First, some program elements in the Modified Project are smaller than the Approved Project; this means that the transportation analysis presented in the FEIS is more conservative. Second, Mets patrons would adopt a slightly different traffic pattern on gamedays due to changes to the overall parking distribution across the site. This change only affects the gameday transportation analyses; therefore, the non-gameday analysis results presented in the FEIS are more conservative than what would result from the Modified Project. Furthermore, as discussed in the FEIS, an extensive traffic monitoring program will be implemented for both gamedays and non-gamedays. The results of this traffic monitoring program will inform the need for implementation of traffic mitigations. Therefore, the **Appendix A** transportation analyses assess changes in transportation as compared to the FEIS on gamedays only.² The analysis of the effects of the parking modifications also takes into consideration the changes to the proposed program, i.e., the reduction in the number of hotel rooms and program size for Area of Development B.

Traffic

The **Appendix A** analyses consist of a Level 1 (trip generation), Level 2 (trip assignment), and detailed traffic and mitigation analyses at all 50 intersections analyzed in the FEIS With-Action condition.

² On non-gamedays, the analyses summarized in the FEIS reflect a conservative transportation analysis. The change in the parking plan reflected under the Modified Project would not result in additional significant transportation impacts during the non-gameday peak hours analyzed in the FEIS.

Table 3 provides a summary of the number of intersections with impacts during each gameday peak hour for both the Approved and Modified Projects. As shown in the table, the Modified Project would result in significant adverse impacts at fewer locations across the five gameday peak hours than would the Approved Project. Moreover, due to the lower number of impacted lane groups and reduced severity of impacts under the Modified Project, more impacted intersections can be mitigated as compared to Approved Project.

Table 3 Comparison of Impacted Intersections

	Approved Project	Modified Project
Gameday Weekday PM Peak Hour	17	14
Gameday Saturday Pre-Game Peak Hour	17	13
Gameday Saturday Post Game Peak Hour	12	10
Gameday Sunday Midday Peak Hour	13	8
Gameday Sunday PM Peak Hour	14	11

One of the 11 intersections impacted during the Sunday PM peak hour under the Modified Project would not be impacted under the Approved Project during the same peak hour; this same intersection would be impacted during the non-gameday weekday PM peak hour under the Approved Project. However, the overall number of impacted intersections during the Sunday PM peak hour would be reduced from 14 to 11.

In addition to the overall scale of impacts being lower under the Modified Project compared to the Approved Project, there are no intersections impacted under the Modified Project that are not also impacted under the Approved Project during at least one analysis hour. All intersections with unmitigable impacts under the Modified Project also have unmitigable impacts under the Approved Project.

Accordingly, the Modified Project would broadly result in lower traffic volumes throughout the study area, and intersections and congested movements would generally operate with less delay at an improved level of service compared to the Approved Project.

Overall, there are no intersections that are newly impacted under the Modified Project that were not already impacted in at least one analysis peak hour under the Approved Project.

Like with the Approved Project, the analyses of the Modified Project have not considered any reductions in traffic demand that could result from the comprehensive Transportation Demand Management (TDM) plan that will be implemented by the Applicant. The TDM plan will include a combination of transportation demand measures and operational strategies informed by a traffic monitoring plan, with the goal of reducing the volume of project-generated vehicular traffic overall and redistributing traffic away from peak arrival and departure hours on gamedays. While no single strategy would likely result in a reduction in the overall traffic demand to completely negate any potential unmitigable impacts, a combination of several measures would reduce congestion and could lead to a reduction in some of the overall vehicle demand to the highway and local street networks. The implementation of specific measures identified as part of the TDM plan would be undertaken by the Applicant, to which the Applicant has committed as part of the Lease Agreement.

Transit and Pedestrians

The FEIS analysis considered a subway station analysis at the Mets-Willets Point subway station, a line haul analysis for the Q19, Q48 and Q66 NYCT bus routes in the vicinity of the Development Site, and 41

pedestrian elements (16 sidewalks, 16 crosswalks, and nine corners). On gamedays, the pedestrian volumes which informed the pedestrian and transit analyses considered Mets patrons who are able to park in Area of Development C (the Southfield parking structure) and could either take a direct connection within the subway station to access the site, or travel along pedestrian elements at street level along Roosevelt Avenue. A comparison of the Mets patrons parking in Area of Development C under the Modified Project and the Approved Project was conducted. It was determined that due to the reduction in parking supply at Area of Development C as a result of the modified parking plan, fewer Mets patrons would park in this facility and walk either via street level or within the subway station to access the Development Site. As a result, the Modified Project would not generate increased pedestrian volumes along these walking routes compared to the Approved Project, and no additional detailed subway station or pedestrian analyses are needed.

Parking

The **Appendix A** analysis also assesses the modified parking capacity and demand generated by both the modified program and Mets patrons on gamedays. Under the Approved Project, parking for Mets patrons on gamedays would be accommodated at Areas of Development C and D (the Northfield and Southfield parking structures), with Mets VIP parking at Area of Development B. No Mets patrons were assumed to utilize parking within Area of Development A under the Approved Project. Under the Modified Project, due to the change in parking supply within Areas of Development B, C, and D, Mets patrons would also be assumed to park within the available parking supply of Area of Development A. **Appendix A** provides the hourly parking accumulations for Mets patrons on the gameday weekday, Saturday, and Sunday, as well as a summary of overall on-site parking capacity and total demand. The assessment confirms that both the project-generated and Mets patron peak parking demand would be fully accommodated between Areas of Development A, B, C, and D during the gameday weekday, Saturday, and Sunday, and no parking shortfalls are expected as a result of the Modified Project. Because all parking demand is anticipated to be accommodated on-site, there would be no overflow of parking demand to the surrounding neighborhood.

Mobile Air Quality

A mobile source air quality screening analysis was undertaken based on the updated gameday traffic data for the Modified Project. The screening analysis was conducted for the intersections analyzed in the *Queens Future FEIS* for the following Gameday peak hours.

- › Gameday Weekday PM Peak Hour
- › Gameday Saturday Pre-Game Peak Hour
- › Gameday Saturday Post Game Peak Hour
- › Gameday Sunday Midday Peak Hour
- › Gameday Sunday PM Peak Hour

Gameday Weekday

The screening analysis results for Gameday Weekday PM peak hour are shown in **Table 4**. The Modified Project volumes are less than the volumes in the FEIS, and the Levels of Service (LOS) are better than or equal to those in the FEIS. The biggest volumes reduction is about 42.1 percent at the intersection of Roosevelt Avenue and 114th Street. Therefore, the mobile source air quality results presented in the *Queens Future FEIS* are still valid as the worst case, and no additional analysis is warranted.

Table 4 Weekday Gameday Signalized Intersection Trip Screening

Intersection	PM			
	Approved Project (FEIS)		Modified Project	
	Vehicle Volume	LOS	Vehicle Volume	LOS
Shea Road and GCP exit ramp	2,741	F	2,664	E
Shea Road and Tower Parking Access	2,473	D	2,073	C
Stadium PI N/Porte Cochere and Shea Road	1,755	E	1,445	C
Roosevelt Avenue and 114 Street	715	F	414	F

Gameday Weekend

The screening analysis results for Gameday Weekend peak hours are shown in **Table 5**. All the volumes are less than the volumes in FEIS, and the LOS are better than in the FEIS except at the following intersections and time periods (see green highlighted cells). The biggest volume reduction is about 53.3 percent at the intersection of Roosevelt Avenue and 114th Street during the Sunday PM peak hour.

- › Shea Rd and GCP exit ramp (Sunday PM peak hour). During this peak period, volumes are 2,019 (with LOS C) for the Modified Project in comparison to 1,980 (with LOS C) for the Approved Project, which is an increase in traffic volumes of 2.0 percent.
- › Shea Rd at Tower Parking Access (Sunday PM). During this peak period, volumes are 1,431 (with LOS C) for the Modified Project in comparison to 1,385 (with LOS C) for the Approved Project, which is an increase in traffic volumes of 3.3 percent.
- › Stadium PI N/Porte Cochere and She Rd (Saturday Pre-Game and Sunday PM). During these peak periods, volumes are 2,262 (with LOS C) for the Modified Project in comparison to 2,247 (with LOS C) for the Approved Project for Saturday Pre-Game; and 1,843 (with LOS C) for the Modified Project in comparison to 1,728 (with LOS B) for the Approved Project for Sunday PM, which is an increase in traffic volumes of 0.7 percent and 6.7 percent, respectively.

Intersections with LOS of A, B, or C are generally excluded from microscale air quality analysis because with these levels of service, they are unlikely to result in air quality impacts.³ Therefore, while the Modified Project is projected to result in higher volumes at the locations discussed above during certain peak periods, the levels of service would be C, indicating that microscale analysis is not warranted and impacts are unlikely. As such, the Modified Project is not expected to result in changes of the conclusions of the *Queens Future FEIS* mobile source air quality assessment.

At certain locations, the Modified Project would result in reduced vehicular volumes and improvements in LOS. In addition, at Roosevelt Avenue and 114th Street, LOS would remain F but volumes would be substantially reduced (between 42 and 53 percent, depending on the peak period).

Overall, mobile source air quality results for the Gameday Weekend scenarios in *Queens Future FEIS* are still valid as the worst case, and no additional analysis is warranted for the Modified Project.

³ <https://www.dot.ny.gov/divisions/engineering/environmental-analysis/manuals-and-guidance>; <https://www.dot.ny.gov/divisions/engineering/environmental-analysis/manuals-and-guidance/epm/repository/epmair01.pdf> (page 1.1-19)

Table 5 Gameday Weekend Signalized Intersections Trips Screening

Intersection	Saturday Pre-Game				Saturday Post Game				Sunday Midday				Sunday PM			
	Approved Project		Modified Project		Approved Project		Modified Project		Approved Project		Modified Project		Approved Project		Modified Project	
	Vehicle Volume	LOS	Vehicle Volume	LOS	Vehicle Volume	LOS	Vehicle Volume	LOS	Vehicle Volume	LOS	Vehicle Volume	LOS	Vehicle Volume	LOS	Vehicle Volume	LOS
Shea Rd and GCP exit ramp	2,372	C	2,369	C	2,773	D	2,524	D	1,893	D	1,836	D	1,980	C	2,019	C
Shea Rd and Tower Parking Access	1,303	C	1,238	B	2,322	C	1,672	C	1,788	C	1,317	C	1,385	C	1,431	C
Stadium Pl N/Porte Cochere and Shea Rd	2,247	C	2,262	C	1,831	E	1,254	C	1,050	C	629	B	1,728	B	1,843	C
Roosevelt Ave and 114 St	668	F	379	F	869	F	412	F	566	F	268	F	676	F	316	F

Mobile Noise

In the *Queens Future FEIS*, a mobile source noise screening was undertaken to evaluate whether the new sensitive receptors introduced by the Proposed Project (i.e., the hotel and community facility spaces) would be located in an acceptable noise environment. The FEIS screening for the Approved Project evaluated the nine peak periods analyzed in the traffic assessment to determine which peak period would have the highest traffic passenger car equivalents (PCEs); the screening indicated that the period with the highest PCEs was the non-gameday midday peak period, which had a high percentage of buses and trucks along the roadways near the new sensitive receptors. The *Queens Future FEIS* included a detailed mobile source noise analysis using CadnaA noise prediction software of the non-gameday midday peak period and concluded that there would not be significant adverse impacts from mobile noise sources at the sensitive receptors.

For the Modified Project, based on the updated traffic analysis (see **Appendix A**), a mobile source noise screening was conducted to evaluate whether the non-gameday midday peak period is still the period with the highest PCEs or whether analysis of another peak period is warranted. The mobile source noise screening found that the non-gameday midday period would still have the highest PCEs among all peak periods. Therefore, noise modeling results for the non-gameday midday period are still valid as the worst-case scenario, and no additional mobile source assessment is warranted. Like the Approved Project, the Modified Project would not result in significant adverse noise impacts from mobile sources.

Open-Air Gaming

As discussed above, the Applicant proposes to include two screened open-air gaming terraces located in the southwest and northeast corners of Area of Development A (see **Figure 1**). An assessment was undertaken to evaluate the potential for significant adverse noise impacts from nighttime and overnight operations of the gaming use at these locations, as open-air gaming was not evaluated in the FEIS. The open-air gaming areas would be screened along the exterior façade by a wall and canopy, such that activities within the open-air gaming area would not be visible from the outside. While the top portion of the façade that is open to the outside is expected to be louvered, the noise model does not take any credit for excess attenuation (i.e., noise reduction) that may be achieved with certain louvers, adding some conservatism to the results.

Noise Receptors

The noise analysis was conducted for the closest sensitive receptors to the Development Site, which are residential uses to the west of the Development Site along 114th Street and to the east of the Development Site along Seaver Way. There are no nighttime sensitive receptors to the north and south of the Development Site.⁴

⁴ As discussed in the *Queens Future FEIS*, the public park space that would be introduced by the project would include both passive and active recreational spaces, including areas for gathering, play, respite, public restrooms, and critical pedestrian and cycling connections to transit and other surrounding open spaces. The intended use of these open spaces is not consistent with activities requiring serenity and quiet, so they are not considered sensitive receptors. Therefore, as in the FEIS, they are not considered further in this Technical Memorandum.

Noise Measurements

To characterize existing conditions, noise measurements were conducted at the two locations shown in **Figure 2** for weekday night and weekend night periods between April 27 and April 30, 2025.⁵ The noise measurements were conducted using sound level meters meeting Type 1 accuracy according to the American National Standards Institute. Microphones were placed at a height of 5 feet above the ground and a minimum of 6 feet from existing building facades or other reflective surfaces. Any unusual noise events were documented during the noise measurements. The noise data is summarized below in **Table 6**.

Table 6 Noise Measurements—Existing Conditions

Receptors	Location	Minimum Recorded Hourly Noise Level (dBA)			
		Weekend Night		Weekday Night	
		L _{eq}	L ₁₀	L _{eq}	L ₁₀
L1	114th Street and 37th Avenue	60.4	61.8	59.5	60.3
L2	Seaver Way and 36th Avenue	61.6	63.3	59.3	60.3

⁵ The weekday night measurements were taken April 29 to April 30, 2025, and the weekend night measurements were taken April 27 to April 28, 2025.

Figure 2 Noise Measurement Locations



Path: \\vhb\gis\proj\NewYorkCity\22046.00 New Green Willets\Project\NGW_R\WCDS_2022-12-08.aprx (amoscovitz, 1/26/2023)

- Development Site
- Project Area
- M Subway Station
- + LIRR
- 7 Subway Line
- L1 Noise Measurement Locations

Stationary Source Analysis

A stationary noise analysis was conducted consistent with 2021 *CEQR Technical Manual* Chapter 19, Section 400 guidance to determine impact significance at the sensitive receptors to the west and east of the Development Site. Per the manual, nighttime (between 10 PM and 7 AM) is a particularly sensitive time period relative to potential nuisance values for noise level increases. Therefore, regardless of the total nighttime noise levels, an increase of 3 dB(A) L_{eq} is typically considered a significant impact during nighttime hours.

Noise levels at 10 sensitive receptors (buildings or building façades) were modeled using the Cadna-A sound prediction model. The model created is based on the floor plan and exterior wall types.⁶ The Cadna-A model implements the International Standards Organization standard 9613-2 "Outdoor Sound Propagation" published in 2004, which accounts for ground type, intervening objects (such as buildings), sound reflections, and atmospheric conditions. The noise model assumed that the ground is acoustic hard (ground absorption coefficient of 0), that buildings have a minimal acoustic absorption (0.00), and three orders of sound reflections.

To avoid significant noise impacts from the nighttime operation of the screened open-air gaming areas, noise levels from the proposed operation should not exceed the lowest existing hourly noise levels at the closest sensitive receptors. Based on the model, sound pressure levels of 85 and 86 dBA from within the southwest gaming area would yield increases of 2.3 and 2.7 dBA at receptors to the west, respectively. Likewise, a modeled sound pressure level of 90 dBA from within the northeast gaming area would yield an increase of 0.2 dBA at receptors to the east.⁷

Therefore, to avoid any significant adverse noise impacts from open-air gaming operations, the southwest open-air gaming area would be designed to a maximum sound pressure level of 86 dBA, and the northeast gaming area would be designed to a maximum sound pressure of 90 dBA. Since the project design will account for these sound pressure levels, the Modified Project would not result in any significant adverse noise impacts from the inclusion of open-air gaming activity at the proposed locations. In addition, modeling shows that with the introduction of the screened open-air gaming areas, no modifications would be needed to the attenuation requirements already identified in the FEIS for the new hotel receptors introduced by the project (see FEIS Table 17-15 and Figure 17-3).

⁶ As discussed above, the open-air gaming areas would be screened along the exterior façade by a wall and canopy, such that activities within the open-air gaming area would not be visible from the outside. While the top portion of the façade that is open to the outside is expected to be louvered, the noise model does not take any credit for excess attenuation (i.e., noise reduction) that may be achieved with certain louvers, adding some conservatism to the results.

⁷ The Occupation Safety and Health Administration (OSHA) established a permissible noise exposure level of 90 dBA (slow response) for a duration of 8 hours in 29 CFR 1910.95(b)(1). OSHA also requires employers to administer hearing conservation programs whenever employee noise exposures equal or exceed an 8-hour time-weighted average sound level (TWA) of 85 dBA (slow response) per 29 CFR 1910.92(c)(1).

Conclusion

In summary, the Modified Project described and assessed above would not result in any significant adverse impacts not previously identified in the FEIS.



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10/16/2025__

Date

Appendix A: Transportation

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A

Transportation

This analysis assesses the potential for the Modified Project to result in new or different significant adverse impacts on traffic operations and on-site parking not previously identified and addressed in the *Queens Future FEIS*.

Introduction

The Proposed Modifications consider both a modified project program as well as a modified parking plan, as described in the **Technical Memorandum 001**. Specifically, the Proposed Modifications include reductions to the number of parking spaces within Areas of Development B, C, and D, which provide capacity for Mets patrons on days for which a Mets game is scheduled. Therefore, the transportation analyses reflected in this **Appendix A** assess changes to the transportation network as compared to the FEIS on gamedays only. It should be noted that on non-gamedays, the analyses summarized in the FEIS reflect a conservative transportation analysis. The change in the parking plan reflected under the Modified Project would not result in additional significant transportation impacts during the non-gameday peak hours analyzed in the FEIS. Furthermore, as discussed in the FEIS, an extensive traffic monitoring program will be implemented for both gamedays and non-gamedays. The results of this traffic monitoring program will inform the need for implementation of traffic mitigations.

Trip Generation

A trip generation analysis was conducted to determine the number of person and vehicle trips generated by the Modified Project. As described in the **Technical Memorandum 001**, the Modified Project would include a reduction in the number of hotel rooms and overall reductions to the local retail, restaurant, office, and non-profit office (community use) program uses within Area of Development B from the RWCDs program analyzed in the FEIS. There are two key differences between the Modified Project and the Approved Project with respect to transportation. First, some program elements in the Modified Project are smaller than the Approved Project; this means that the

transportation analysis presented in the FEIS is more conservative. Second, Mets patrons would adopt a slightly different traffic pattern on gamedays due to changes to the overall parking distribution across the site. This change only affects the gameday transportation analyses; therefore, the non-gameday analysis results presented in the FEIS are more conservative than what would result from the Modified Project.

Table A-1 and **Table A-2** provide a summary of the travel demand assumptions which were used to calculate the projected number of trips during the five gameday peak hours analyzed in the FEIS: Weekday PM (5 PM-6 PM), Saturday PM Pre-game for a 7:10 PM game start (6 PM-7 PM), Saturday PM Post Game for a 4:10 PM game start (6:30 PM-7:30 PM), Sunday midday (1 PM-2 PM) and Sunday PM (5 PM-6 PM) peak hours were considered on days for which a Mets game is scheduled and would represent a worst-case scenario with patrons arriving or departing from Mets games. The travel demand factors are consistent with those used in the FEIS and were obtained based on the *CEQR Technical Manual*, American Community Survey (ACS) reverse journey-to-work data, information provided by New York City Department of Transportation (NYCDOT), information provided by the proposed gaming facility operator, and information obtained from other previously approved projects.

Table A-1 Weekday Travel Demand Characteristics

Rates	Hotel	Convention Space	Gaming Facility Visitors	Gaming Facility Employees	Music Hall	
	per room	per 1,000 SF	per position	per position	per seat	
Person Trip Gen Rate (Weekday)	10.9 ¹	46.2 ⁵	10.87 ⁷	1.11 ⁷	2.00 ¹³	
Linked Trip Credit (Non-Gameday/Gameday)	75%/75% ¹²	0%/0%	0%/0%	0%/0%	25%/25% ⁷	
Temporal Distribution						
Weekday AM Peak	7.5% ¹	5.5% ⁵	1.2% ¹⁰	8.0% ⁸	0% ³	
Weekday Midday Peak	6.0% ¹	10.5% ⁵	5.1% ¹⁰	0.0 ⁸	0% ³	
Weekday PM Peak	8.0% ¹	12.7% ⁵	5.6% ¹⁰	24.9% ⁸	0% ³	
Weekday PM Peak (Gameday)	8.0% ¹	12.7% ⁵	5.6% ¹⁰	24.9% ⁸	0% ³	
Modal Split						
Auto	16% ²	68% ⁵	50% ^{5,9}	49% ¹¹	46.8% ¹⁴	
Taxi/TNC	39% ²	8% ⁵	15% ^{5,9}	1% ¹¹	15% ¹⁴	
Charter Bus	-	-	5% ^{5,9}	-	-	
Subway/Train	32% ²	12% ⁵	20% ^{5,9}	20% ¹¹	35% ¹⁴	
Bus	1% ²	2% ⁵	5% ^{5,9}	15% ¹¹	0.2% ¹⁴	
Walk	12% ²	10% ⁵	5% ^{5,9}	14% ¹¹	3% ¹⁴	
Bike	0% ²	-	-	1% ¹¹	-	
Vehicle Occupancy						
Auto	1.60 ⁵	2.30 ⁵	2.06 ¹⁰	2.06 ¹⁰	2.75 ¹⁴	
Taxi	1.40 ⁵	1.80 ⁵	1.42 ¹⁰	1.42 ¹⁰	2.75 ¹⁴	
Charter Bus	-	-	25.00 ¹⁰	-	-	
Directional Split (In/Out)						
Weekday AM Peak	31%/69% ¹	-	71.4%/28.6% ¹⁰	100%/0% ⁸	50%/50% ³	
Weekday Midday Peak	36%/64% ¹	100%/0% ⁵	55.2%/44.8% ¹⁰	-	50%/50% ³	
Weekday PM Peak	52%/48% ¹	46%/54% ⁵	59.4%/40.6% ¹⁰	67.9%/32.1% ⁸	50%/50% ³	
Weekday PM Peak (Gameday)	52%/48% ¹	3%/97% ⁵	59.4%/40.6% ¹⁰	67.9%/32.1% ⁸	50%/50% ³	
Delivery Trip Gen Rate (Weekday)	0.24 ⁵	0.70 ⁵	-	0.24 ⁵	0.02 ⁵	
	per room	per 1,000 SF	per position	per room	per seat	
Delivery Temporal Distribution						
Weekday AM Peak	12% ⁵	7.9% ⁵	-	-	12% ^{5,15}	
Weekday Midday Peak	9% ⁵	14.7% ⁵	-	-	11% ^{5,15}	
Weekday PM Peak	0% ⁵	1.1% ⁵	-	-	1% ^{5,15}	
Weekday PM Peak (Gameday)	0% ⁵	1.1% ⁵	-	-	1% ^{5,15}	
Delivery Trip Directional Split (In/Out) - 50%/50%						
Rates				Area B		
	Local Retail	Restaurant	Area B Office	Community Facility (Non-Profit Office) ⁴	Active Open Space	Passive Open Space
Person Trip Gen Rate (Weekday)	329 ¹	246 ¹	18.0 ¹	18.0 ¹	139 ¹	44 ¹
	per 1,000 SF	per 1,000 SF	per 1,000 SF	per 1,000 SF	per acre	per acre
Linked Trip Credit (Non-Gameday/Gameday)	100%/100% ⁶	75%/75% ^{6,12}	0%/0%	0%/0%	0%/100% ¹⁸	0%/100% ¹⁸

Table A-1 Weekday Travel Demand Characteristics

Rates	Local Retail	Restaurant	Area B Office	Area B	Active Open Space	Passive Open Space
				Community Facility (Non- Profit Office) ⁴		
Temporal Distribution						
Weekday AM Peak	4.8% ¹	1.0% ¹	12.4% ¹	12.4% ¹	3.0% ¹	3.0% ¹
Weekday Midday Peak	8.0% ¹	10.8% ¹	11% ¹	11.0% ¹	14.0% ¹	14.0% ¹
Weekday PM Peak	10.9% ¹	10.6% ¹	10.5% ¹	10.5% ¹	14.0% ¹	14.0% ¹
Weekday PM Peak (Gameday)	10.9% ¹	10.6% ¹	10.5% ¹	10.5% ¹	14.0% ¹	14.0% ¹
Modal Split						
Auto	11% ²	46.8% ¹⁴	49% ¹¹	49% ¹¹	20% ¹⁷	20% ¹⁷
Taxi/TNC	0% ²	15% ¹⁴	1% ¹¹	1% ¹¹	1% ¹⁷	1% ¹⁷
Charter Bus	-	-	-	-	-	-
Subway/Train	4% ²	35% ¹⁴	20% ¹¹	20% ¹¹	12% ¹⁷	12% ¹⁷
Bus	3% ²	0.2% ¹⁴	15% ¹¹	15% ¹¹	11% ¹⁷	11% ¹⁷
Walk	82% ²	3% ¹⁴	14% ¹¹	14% ¹¹	56% ^{17,18}	56% ^{17,18}
Bike	0% ²	-	1% ¹¹	1% ¹¹	-	-
Vehicle Occupancy						
Auto	2.00 ⁵	2.75 ¹⁶	1.14 ⁵	1.14 ⁵	2.90 ¹⁷	2.90 ¹⁷
Taxi	2.00 ⁵	2.75 ¹⁶	1.14 ⁵	1.14 ⁵	3.00 ¹⁷	3.00 ¹⁷
Directional Split (In/Out)						
Weekday AM Peak	52%/48% ¹	64%/36% ¹	86%/14% ¹	86%/14% ¹	59%/41% ¹	59%/41% ¹
Weekday Midday Peak	50%/50% ¹	62%/38% ¹	52%/48% ¹	52%/48% ¹	55%/45% ¹	55%/45% ¹
Weekday PM Peak	50%/50% ¹	53%/47% ¹	16%/84% ¹	16%/84% ¹	55%/45% ¹	55%/45% ¹
Weekday PM Peak (Gameday)	50%/50% ¹	53%/47% ¹	16%/84% ¹	16%/84% ¹	55%/45% ¹	55%/45% ¹
Delivery Trip Gen Rate (Weekday)	0.35 ¹ per 1,000 SF	0.35 ⁵ per 1,000 SF	0.32 ¹ per 1,000 SF	0.32 ¹ per 1,000 SF	3.48 ⁵ per acre	3.48 ⁵ per acre
Delivery Temporal Distribution						
Weekday AM Peak	8% ¹	8% ¹	10% ¹	10% ¹	12% ⁵	12% ⁵
Weekday Midday Peak	11% ¹	11% ¹	11% ¹	11% ¹	9% ⁵	9% ⁵
Weekday PM Peak	2% ¹	2% ¹	2% ¹	2% ¹	2% ⁵	2% ⁵
Weekday PM Peak (Gameday)	2% ¹	2% ¹	2% ¹	2% ¹	2% ⁵	2% ⁵
Delivery Trip Directional Split (In/Out) - 50%/50%						

Source:

¹ 2021 CEQR Technical Manual² New York City Department of Transportation mode choice surveys in Queens transit zone³ Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS⁴ Community Facility (Non-Profit Office) trip generation rates, temporal distributions, modal splits, vehicle occupancy, and directional splits are based on office land use⁵ 2013 Willets Point FSEIS⁶ Local Retail and Restaurant land uses associated with Area B do not take a linked trip credit⁷ Trip generation and linked trip information provided by proposed gaming operator⁸ Proposed casino operator employer shift projections⁹ Gaming facility visitor modal splits are based on the Hote use obtained from the 2013 Willets Points FSEIS, adjusted using data obtained from the proposed gaming facility operator¹⁰ Resorts World Casino Expanded EA, 2017¹¹ U.S. Census Bureau, American Community Survey 2012-2016 Five-year

estimates. Special Tabulation: Census Transportation Planning reverse journey-to-work data for Queens census tracts 381, 383.01, 383.02, 399, 401, 403, 415, 849, 869, 871

¹² Linked trip credit provided by the New York City Department of Transportation¹³ Atlantic Yards Arena and Redevelopment Project FEIS¹⁴ Music Hall and Restaurant modal splits, and Music Hall weekday vehicle occupancies are based on the Shea Stadium FEIS (modified to incorporate taxi/TNC mode splits)¹⁵ Music Hall delivery temporal distributions are based on the Movie Theater Use from the 2013 Willets Point FSEIS¹⁶ Information provided by New York City Department of Transportation in April 2022; Restaurant uses are based on the Sit Down High Turnover Restaurant¹⁷ 300 Huntington EAS (2019) for Passive Open Space use¹⁸ Walk trips associated with the Active and Passive Open Space land uses do not take a linked trip credit on gamedays

Table A-2 Weekend Travel Demand Characteristics

Rates	Hotel	Convention Space	Gaming Facility Visitors	Gaming Facility Employees	Music Hall
Person Trip Gen Rate (Saturday/Sunday)	12.7 ¹ per room	46.2 ⁵ per 1,000 SF	13.71/10.68 ⁷ per position	1.48/1.15 ⁷ per position	2.00 ¹³ per seat
Linked Trip Credit (Non-Gameday/Gameday)	75%/75% ¹²	0%/0%	0%/0%	0%/0%	25%/25% ⁷
Temporal Distribution					
Saturday PM Peak (Non-Gameday)	6.6% ¹⁶	0% ⁵	5.8% ¹⁰	0.0% ⁸	22.5% ³
Saturday PM Pre-Game Peak (Gameday)	6.1% ¹⁶	2% ⁵	5.5% ¹⁰	0.0% ⁸	12.5% ³
Saturday PM Post Game Peak (Gameday)	6.6% ¹⁶	0% ⁵	5.8% ¹⁰	0.0% ⁸	22.5% ³
Sunday Midday Peak (Gameday)	4.1% ¹⁶	14.4% ⁵	4.4% ¹⁰	0.0% ⁸	0% ³
Sunday PM Peak (Gameday)	5.8% ¹⁶	5% ⁵	5.5% ¹⁰	23.3% ⁸	0% ³
Modal Split					
Auto	20% ²	70% ⁵	50% ^{5,9}	49% ¹¹	46.8% ¹⁴
Taxi/TNC	35% ²	6% ⁵	15% ^{5,9}	1% ¹¹	15% ¹⁴
Charter Bus	-	-	5% ^{5,9}	-	-
Subway/Train	29% ²	12% ⁵	20% ^{5,9}	20% ¹¹	35% ¹⁴
Bus	2% ²	2% ⁵	5% ^{5,9}	15% ¹¹	0.2% ¹⁴
Walk	14% ²	10% ⁵	5% ^{5,9}	14% ¹¹	3% ¹⁴
Bike	0% ²	-	-	1% ¹¹	-
Vehicle Occupancy					
Auto	1.60 ⁵	2.60 ⁵	2.13 ¹⁰	2.13 ¹⁰	3.00 ³
Taxi	1.40 ⁵	1.70 ⁵	1.55 ¹⁰	1.55 ¹⁰	3.00 ³
Charter Bus	-	-	25.00 ¹⁰	-	-
Directional Split (In/Out)					
Saturday PM Peak (Non-Gameday)	52%/48% ¹⁶	0%/100% ⁵	52.5%/47.5% ¹⁰	-	100%/0% ³
Saturday PM Pre-Game Peak (Gameday)	51%/49% ¹⁶	0%/100% ⁵	50%/50% ¹⁰	-	100%/0% ³
Saturday PM Post Game Peak (Gameday)	52%/48% ¹⁶	0%/100% ⁵	52.5%/47.5% ¹⁰	-	100%/0% ³
Sunday Midday Peak (Gameday)	50%/50% ¹⁶	50%/50% ⁵	60%/40% ¹⁰	-	50%/50% ³
Sunday PM Peak (Gameday)	54%/46% ¹⁶	4%/96% ⁵	57.9%/42.1% ¹⁰	67.9%/32.1% ⁸	50%/50% ³
Delivery Trip Gen Rate					
Delivery Trip Gen Rate (Saturday/Sunday)	0.08 ⁵ per room	0.04 ⁵ per 1,000 SF	- per position	- per position	0.00 ⁵ per seat
Delivery Temporal Distribution					
Saturday PM Peak (Non-Gameday)	0% ⁵	1.1% ⁵	-	-	-
Saturday PM Pre-Game Peak (Gameday)	2% ⁵	1.1% ⁵	-	-	-
Saturday PM Post Game Peak (Gameday)	0% ⁵	1.1% ⁵	-	-	-
Sunday Midday Peak (Gameday)	8% ⁵	14.7% ⁵	-	-	-
Sunday PM Peak (Gameday)	2% ⁵	1.0% ⁵	-	-	-
Delivery Trip Directional Split (In/Out) - 50%/50%					

Table A-2 Weekend Travel Demand Characteristics

Rates	Local Retail	Restaurant	Area B Office	Area B Community Facility (Non-Profit Office)⁴	Active Open Space	Passive Open Space
Person Trip Gen Rate (Saturday/Sunday)	358 ¹ per 1,000 SF	358 ¹ per 1,000 SF	3.9 ¹ per 1,000 SF	3.9 ¹ per 1,000 SF	196 ¹ per acre	62 ¹ per acre
Linked Trip Credit (Non-Gameday/Gameday)	100%/100% ⁶	75%/75% ^{6,12}	0%/0%	0%/0%	0%/100% ¹⁸	0%/100% ¹⁸
Temporal Distribution						
Saturday PM Peak (Non-Gameday)	6.6% ¹⁶	7.9% ¹⁶	2.8% ¹⁶	2.8% ¹⁶	5.0% ⁵	5.0% ⁵
Saturday PM Pre-Game Peak (Gameday)	7.9% ¹⁶	13% ¹⁶	2.5% ¹⁶	2.5% ¹⁶	7.0% ⁵	7.0% ⁵
Saturday PM Post Game Peak (Gameday)	6.6% ¹⁶	7.9% ¹⁶	2.8% ¹⁶	2.8% ¹⁶	5.0% ⁵	5.0% ⁵
Sunday Midday Peak (Gameday)	8.1% ¹⁶	8.4% ¹⁶	8.5% ¹⁶	8.5% ¹⁶	12.6% ⁵	12.6% ⁵
Sunday PM Peak (Gameday)	11.7% ¹⁶	8.7% ¹⁶	4.2% ¹⁶	4.2% ¹⁶	9.0% ⁵	9.0% ⁵
Modal Split						
Auto	8% ²	46.8% ¹⁴	49% ¹¹	49% ¹¹	20% ¹⁷	20% ¹⁷
Taxi/TNC	0% ²	15% ¹⁴	1% ¹¹	1% ¹¹	1% ¹⁷	1% ¹⁷
Charter Bus	-	-	-	-	-	-
Subway/Train	7% ²	35% ¹⁴	20% ¹¹	20% ¹¹	12% ¹⁷	12% ¹⁷
Bus	4% ²	0.2% ¹⁴	15% ¹¹	15% ¹¹	11% ¹⁷	11% ¹⁷
Walk	81% ²	3% ¹⁴	14% ¹¹	14% ¹¹	56% ^{17,18}	56% ^{17,18}
Bike	0% ²	-	1% ¹¹	1% ¹¹	-	-
Vehicle Occupancy						
Auto	2.00 ⁵	3.00 ³	1.14 ⁵	1.14 ⁵	2.90 ¹⁷	2.90 ¹⁷
Taxi	2.00 ⁵	3.00 ³	1.14 ⁵	1.14 ⁵	3.00 ¹⁷	3.00 ¹⁷
Directional Split (In/Out)						
Saturday PM Peak (Non-Gameday)	48%/52% ¹⁶	45%/55% ¹⁶	45%/55% ¹⁶	45%/55% ¹⁶	45%/55% ⁵	45%/55% ⁵
Saturday PM Pre-Game Peak (Gameday)	49%/51% ¹⁶	47%/53% ¹⁶	39%/61% ¹⁶	39%/61% ¹⁶	45%/55% ⁵	45%/55% ⁵
Saturday PM Post Game Peak (Gameday)	48%/52% ¹⁶	45%/55% ¹⁶	45%/55% ¹⁶	45%/55% ¹⁶	45%/55% ⁵	45%/55% ⁵
Sunday Midday Peak (Gameday)	50%/50% ¹⁶	54%/46% ¹⁶	45%/55% ¹⁶	45%/55% ¹⁶	58%/42% ⁵	58%/42% ⁵
Sunday PM Peak (Gameday)	50%/50% ¹⁶	60%/40% ¹⁶	31%/69% ¹⁶	31%/69% ¹⁶	45%/55% ⁵	45%/55% ⁵
Delivery Trip Gen Rate (Saturday/Sunday)	0.04 ¹ per 1,000 SF	0.04 ⁵ per 1,000 SF	0.01 ¹ per 1,000 SF	0.01 ¹ per 1,000 SF	1.74 ⁵ per acre	1.74 ⁵ per acre

Table A-2 Weekend Travel Demand Characteristics

Rates	Local Retail	Restaurant	Area B Office	Area B Community Facility (Non-Profit Office) ⁴	Active Open Space	Passive Open Space
Delivery Temporal Distribution						
Saturday PM Peak (Non-Gameday)	1% ⁵	1% ⁵	1% ⁵	1% ¹	1% ⁵	1% ⁵
Saturday PM Pre-Game Peak (Gameday)	2% ⁵	2% ⁵	2% ⁵	2% ¹	1% ⁵	1% ⁵
Saturday PM Post Game Peak (Gameday)	1% ⁵	1% ⁵	1% ⁵	1% ¹	1% ⁵	1% ⁵
Sunday Midday Peak (Gameday)	10% ⁵	11% ⁵	11% ⁵	11% ¹	9% ⁵	9% ⁵
Sunday PM Peak (Gameday)	2% ⁵	2% ⁵	2% ⁵	2% ¹	2% ⁵	2% ⁵
Delivery Trip Directional Split (In/Out) - 50%/50%						

Source:

¹ 2021 CEQR Technical Manual

² New York City Department of Transportation mode choice surveys in Queens transit zones

³ Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

⁴ Community Facility (Non-Profit Office) trip generation rates, temporal distributions, modal splits, vehicle occupancy, and directional splits are based on office land use

⁵ 2013 Willets Point FSEIS

⁶ Local Retail and Restaurant land uses associated with Area B do not take a linked trip credit

⁷ Trip generation and linked trip information provided by proposed gaming operator

⁸ Proposed casino operator employer shift projections

⁹ Gaming facility visitor modal splits are based on the Hote use obtained from the 2013 Willets Points FSEIS

¹⁰ Resorts World Casino Expanded EA, 2017

¹¹ U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning reverse journey-to-work data for Queens census tracts 381, 383.01, 383.02, 399, 401, 403, 415, 849, 869, 871

¹² Linked trip credit provided by the New York City Department of Transportation

¹³ Atlantic Yards Arena and Redevelopment Project FEIS

¹⁴ Music Hall and Restaurant modal splits, and Music Hall weekday vehicle occupancies are based on the Shea Stadium FEIS (modified to incorporate taxi/TNC mode splits)

¹⁵ Music Hall delivery temporal distributions are based on the Movie Theater Use from the 2013 Willets Point FSEIS

¹⁶ Information provided by New York City Department of Transportation in April 2022; Restaurant uses are based on the Sit Down High Turnover Restaurant

¹⁷ 300 Huntington EAS (2019) for Passive Open Space use

¹⁸ Walk trips associated with the Active and Passive Open Space land uses do not take a linked trip credit on gamedays

Summary

Transit and Pedestrians

The projection of internal capture and primary trips for uses associated with linked trip credits is consistent with those in the FEIS. The total number of person trips by travel mode generated by the Modified Project is provided in **Table A-3**. As shown in **Table A-3**, the Modified Project would generate approximately 12,213 person trips during the gameday weekday PM peak hour, 11,153 person trips during the gameday Saturday Pre-game peak hour, 11,176 person trips during the gameday Saturday Post Game peak hour, 7,628 person trips during the gameday Sunday midday peak hour, and 10,802 person trips during the gameday Sunday PM peak hour. In comparison, the FEIS analyzed a program which was expected to generate approximately 14,875 person trips during the gameday weekday PM peak hour, 14,224 person trips during the gameday Saturday Pre-game peak hour, 13,196 person trips during the gameday Saturday Post Game peak hour, 9,687 person trips during the gameday Sunday midday peak hour, and 13,048 person trips during the gameday Sunday PM peak hour. Due to the reduction in program uses within both Areas of Development A and B, the number of person trips generated by the Modified Project is less than those identified in the FEIS. As the Modified Project would result in fewer overall transit and pedestrian trips during the gameday peak hours, the Modified Project would have similar or less transit or pedestrian impacts when comparing to the findings presented in the FEIS.

Table A-3 Modified Project Gameday Trip Generation Summary – Person Trips

Mode	Weekday PM			Saturday PM Pre-Game			Saturday PM Post Game		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	3,030	2,626	5,656	2,704	2,370	5,074	3,072	2,047	5,119
Taxi	714	600	1,314	851	719	1,570	971	642	1,613
Charter Bus	158	108	266	165	165	330	183	165	348
Subway/Train	1,434	1,118	2,552	1,465	1,160	2,625	1,679	976	2,655
Bus	423	264	687	186	188	374	202	182	384
Walk	909	805	1,714	587	593	1,180	552	505	1,057
Bike	16	8	24	0	0	0	0	0	0
Total	6,684	5,529	12,213	5,958	5,195	11,153	6,659	4,517	11,176
Mode	Sunday Midday			Sunday PM					
	In	Out	Total	In	Out	Total			
Auto	1,989	1,528	3,517	2,776	2,034	4,810			
Taxi	540	400	940	637	476	1,113			
Charter Bus	122	81	203	149	108	257			
Subway/Train	874	672	1,546	1,307	903	2,210			
Bus	151	109	260	414	254	668			
Walk	616	546	1,162	923	797	1,720			
Bike	0	0	0	16	8	24			
Total	4,292	3,336	7,628	6,222	4,580	10,802			

Traffic

Table A-4 summarizes the total peak hour vehicular volume increments (ins" plus "outs") for the Modified Project during the gameday peak hours. The Modified Project would generate approximately 3,580 vehicle trips during the gameday weekday PM peak hour, 3,477 vehicle trips during the gameday Saturday Pre-game peak hour, 3,472 vehicle trips during the gameday Saturday Post Game peak hour, 2,385 vehicle trips during the gameday Sunday midday peak hour, and 3,187 vehicle trips during the gameday Sunday PM peak hour. In comparison, the FEIS analyzed a program which was expected to generate approximately 4,217 vehicle trips in the gameday weekday PM peak hour, 4,379 vehicle trips in the gameday Saturday PM Pre-game peak hour, 4,079 vehicle trips in the gameday Saturday PM Post Game peak hour, 2,987 vehicle trips in the gameday Sunday midday peak hour, and 3,846 vehicle trips in the gameday Sunday PM peak hour. The Modified Program would be expected to generate 637 fewer vehicle trips during the gameday weekday PM peak hour, 902 fewer vehicle trips during the gameday Saturday Pre-game peak hour, 607 fewer vehicle trips during the gameday Saturday Post Game peak hour, 602 fewer vehicle trips during the gameday Sunday midday peak hour, and 659 fewer vehicle trips during the gameday Sunday PM peak hour. However, under the Modified Project, the parking supply capacity would be reduced from the supply analyzed in the FEIS, and the distribution of Mets patron traffic would be different under the Modified Project as compared to the FEIS. This change could potentially result in an increase in vehicle traffic at certain intersections surrounding the Development Site and potential changes to the conclusions of the FEIS. Therefore, trip assignments and detailed traffic level of service analyses were conducted to identify and evaluate the change in traffic volumes with the Modified Project.

Table A-4 Gameday Trip Generation Summary by Land Use – Vehicle Trips

Vehicle Type	Hotel		Convention Space		Gaming Facility Visitors		Gaming Facility Employees		Music Hall		Local Retail – Area A		Restaurant – Area A		Local Retail – Area B		Restaurant – Area B		Office		Community Facility (Non-Profit Office)		Open Space	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Weekday PM Peak Hour																								
Auto	11	10	8	252	767	525	388	184	0	0	0	0	117	104	27	27	86	76	2	9	2	9	0	0
Taxi	32	32	38	38	334	334	11	11	0	0	0	0	37	37	0	0	27	27	0	0	0	0	0	0
Charter Bus	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivery	0	0	1	1	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	1	1
Total	43	42	47	291	1,107	863	399	195	1	1	0	0	155	142	27	27	113	103	2	9	2	9	1	1
Saturday PM Pre-Game Peak Hour																								
Auto	12	12	0	37	775	775	0	0	165	0	0	0	170	191	21	21	124	140	0	0	0	0	0	0
Taxi	25	25	5	5	320	320	0	0	53	53	0	0	61	61	0	0	45	45	0	0	0	0	0	0
Charter Bus	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivery	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	38	5	42	1,102	1,102	0	0	218	53	0	0	231	252	21	21	169	185	0	0	0	0	0	0
Saturday PM Post Game Peak Hour																								
Auto	14	13	0	0	860	775	0	0	298	0	0	0	101	119	16	18	75	85	0	0	0	0	0	0
Taxi	27	27	0	0	353	353	0	0	95	95	0	0	39	39	0	0	28	28	0	0	0	0	0	0
Charter Bus	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	40	0	0	1,220	1,135	0	0	393	95	0	0	140	158	16	18	103	113	0	0	0	0	0	0
Sunday Midday Peak Hour																								
Auto	8	8	134	134	572	381	0	0	0	0	0	0	126	107	21	21	92	79	1	1	1	1	0	0
Taxi	16	16	18	18	236	236	0	0	0	0	0	0	40	40	0	0	30	30	0	0	0	0	0	0

Table A-4 Gameday Trip Generation Summary by Land Use – Vehicle Trips

Vehicle Type	Hotel		Convention Space		Gaming Facility Visitors		Gaming Facility Employees		Music Hall		Local Retail – Area A		Restaurant – Area A		Local Retail – Area B		Restaurant – Area B		Office		Community Facility (Non-Profit Office)		Open Space		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Charter Bus	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivery	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
Total	27	27	152	152	813	620	0	0	0	0	0	0	166	147	21	21	122	109	1	1	1	1	2	2	
Sunday PM Peak Hour																									
Auto	12	11	5	89	699	508	365	173	0	0	0	0	145	97	31	31	106	71	0	1	0	1	0	0	0
Taxi	25	25	12	12	288	288	10	10	0	0	0	0	46	46	0	0	34	34	0	0	0	0	0	0	0
Charter Bus	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delivery	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
Total	38	37	17	101	993	800	375	183	0	0	0	0	191	143	31	31	140	105	0	1	0	1	0	0	0

Trip Assignment

A trip assignment of the vehicle trips generated under the Modified Project program (consistent with the trip assignment assumptions of the Approved Project in the FEIS), and a redistribution of Mets patron vehicle traffic was prepared for the Modified Project. This redistribution is primarily due to Mets patrons parking in Area of Development A under the Modified Project, whereas all of the gameday analyses presented in the FEIS had assumed that no Mets patrons would park in Area of Development A. Traffic volume increment maps for the Modified Project for the five gameday peak hours are provided as an attachment to **Appendix A**. Traffic volume increment maps showing the difference between the Modified Project and the FEIS program for the five gameday peak hours are also shown in an attachment to **Appendix A**.

Detailed Analysis under the Modified Project

Traffic

With-Action

Table A-5 and **Table A-6** provide an overview of the levels of service that characterize the Modified Project 2030 With-Action “overall” intersection conditions and individual traffic lane groups during the five gameday peak hours compared to the FEIS No-Action condition. Detailed traffic levels of service comparing the No-Action and With-Action conditions during each gameday peak hour are provided in an attachment to **Appendix A**. Specific gameday operations are proposed at select intersections with the use of traffic agents (TAs) and are illustrated and described in an attachment to **Appendix A**. The initial gameday operations plan under the Modified Project is proposed at the same intersections as those identified under the Approved Project.

Table A-5 Modified Project Gameday Traffic Level of Service Summary – Overall Intersections

	No-Action					With-Action				
	Weekday PM Peak Hour	Saturday PM Pre- Game Peak Hour	Saturday PM Post Game Peak Hour	Sunday Midday Peak Hour	Sunday PM Peak Hour	Weekday PM Peak Hour	Saturday PM Pre- Game Peak Hour	Saturday PM Post Game Peak Hour	Sunday Midday Peak Hour	Sunday PM Peak Hour
Intersections at Overall LOS A/B/C/D	38	39	36	41	35	36	42	39	42	39
Intersections at Overall LOS E	5	3	6	4	6	6	2	4	4	4
Intersections at Overall LOS F	6	7	7	4	8	8	6	7	4	7
Number of significantly impacted intersections	-	-	-	-	-	14	13	10	8	11

Note: Includes 25 signalized intersections and 24 unsignalized intersections in the No-Action condition; includes 36 signalized intersections and 14 unsignalized intersections in the Modified Project With-Action condition. In the Modified Project With-Action condition during the gameday weekday PM, Saturday PM Pre-game, and Sunday midday peak hours, six unsignalized intersections are modeled as signalized intersections to simulate traffic agent activity. In the Modified Project With-Action condition during the gameday Saturday PM Post Game and gameday Sunday PM peak hours, eight unsignalized intersections are modeled as signalized intersections to simulate traffic agent activity.

Table A-6 Modified Project Gameday Traffic Level of Service Summary – Traffic Lane Groups

	No-Action					With-Action				
	Weekday PM Peak Hour	Saturday PM Pre- Game Peak Hour	Saturday PM Post Game Peak Hour	Sunday Midday Peak Hour	Sunday PM Peak Hour	Weekday PM Peak Hour	Saturday PM Pre- Game Peak Hour	Saturday PM Post Game Peak Hour	Sunday Midday Peak Hour	Sunday PM Peak Hour
Traffic Lane Groups at LOS A/B/C/D	161	158	159	162	162	183	185	186	195	186
Traffic Lane Groups at LOS E	9	16	13	11	6	8	14	13	11	13
Traffic Lane Groups at LOS F	33	28	29	26	32	39	30	30	21	30
Number of significantly impacted lane groups	-	-	-	-	-	26	22	20	14	21
Number of Individual Traffic Lane Groups	203	202	201	199	200	230	229	229	227	229

Note: Number of lane groups may vary between peak hours due to turn prohibitions, parking regulations, presence of traffic agents at select intersections, and the presence of de facto turn movements.

The summary overview of the Modified Project 2030 With-Action conditions indicates that:

- › In the gameday weekday PM peak hour, 14 intersections operate at overall LOS E or F, compared to 11 in the No-Action condition. Forty-seven out of 230 individual traffic lane groups operate at LOS E or F, compared to 42 out of 203 in the No-Action condition.
- › In the gameday Saturday PM Pre-game peak hour, eight intersections operate at overall LOS E or F, compared to 10 in the No-Action condition. Forty-four out of 229 individual traffic lane groups operate at LOS E or F, compared to 44 out of 202 groups in the No-Action condition.
- › In the gameday Saturday PM Post Game peak hour, 11 intersections operate at overall LOS E or F, compared to 13 in the No-Action condition. Forty-three out of 229 individual traffic lane groups operate at LOS E or F, compared to 42 out of 201 groups in the No-Action condition.
- › In the gameday Sunday midday peak hour, eight intersections operate at overall LOS E or F, compared to eight in the No-Action condition. Thirty-two out of 227 individual traffic lane groups operate at LOS E or F, compared to 37 out of 199 groups in the No-Action condition.
- › In the gameday Sunday PM peak hour, 11 intersections operate at overall LOS E or F, compared to 14 in the No-Action condition. Forty-three out of 229 individual traffic lane groups operate at LOS E or F, compared to 38 out of 200 groups in the No-Action condition.

As a result of the proposed roadway improvements at key intersections as described in the FEIS, select traffic lane groups that operate at unacceptable levels of service under the No-Action condition would continue to do so under the Modified Project With-Action condition. Additional lane groups that would be expected to operate at unacceptable levels of service compared to the No-Action condition as a result of the Modified Project are listed below.

- › Northern Boulevard and 108th Street
 - Eastbound Northern Boulevard left turn lane group (gameday Sunday midday)
- › Northern Boulevard and Union Street
 - Eastbound Northern Boulevard shared through-right lane group (gameday Saturday PM Post Game)
 - Westbound Northern Boulevard shared through-right lane group (gameday Sunday midday)
- › Northern Boulevard and Parsons Boulevard
 - Westbound Northern Boulevard shared through-right lane group (gameday weekday PM, gameday Saturday PM Pre-game, and Saturday PM Post Game)
- › Roosevelt Avenue and 108th Street
 - Eastbound Roosevelt Avenue shared left-through-right lane group (gameday Saturday PM Pre-game, gameday Sunday midday)
 - Westbound Roosevelt Avenue shared left-through-right lane group (gameday Saturday PM Pre-game, gameday Saturday PM Post Game, gameday Sunday midday, gameday Sunday PM)
- › Roosevelt Avenue and 111th Street
 - Westbound Roosevelt Avenue shared left-through-right lane group (gameday Saturday PM Pre-game, gameday Saturday PM Post Game, gameday Sunday PM)
- › Roosevelt Avenue and 114th Street
 - Westbound Roosevelt Avenue right turn lane group (gameday Saturday PM Post Game, gameday Sunday PM)
- › Roosevelt Avenue and 126th Street/Seaver Way
 - Southbound 126th Street/Seaver Way de facto left turn lane group (gameday Sunday midday)
 - Southbound 126th Street/Seaver Way shared left-through lane group (gameday Saturday PM Post Game)
 - Southbound 126th Street/Seaver Way de facto right turn lane group (gameday Saturday PM Post Game)
 - Southbound 126th Street/Seaver Way shared left-through-right lane group (gameday Sunday PM)
- › Roosevelt Avenue westbound and College Point Boulevard
 - Southbound College Point Boulevard shared through-right lane group (gameday Saturday PM Post Game)
- › Roosevelt Avenue and Prince Street
 - Eastbound Roosevelt Avenue shared left-through lane group (gameday Saturday PM Pre-game)

- › Roosevelt Avenue and Union Street
 - Eastbound Roosevelt Avenue shared left-through-right lane group (gameday Saturday PM Pre-game)
- › Roosevelt Avenue and Parsons Boulevard
 - Westbound Roosevelt Avenue shared left-through lane group (gameday weekday PM)
- › 34th Avenue at 126th Street/Seaver Way
 - Southeastbound Whitestone Expressway Ramp right turn lane group (gameday Saturday PM Pre-game)
- › 35th Avenue/Shea Road at 126th Street/Seaver Way
 - Southbound 126th Street/Seaver Way right turn lane group (gameday Saturday PM Pre-game, gameday Sunday midday)
- › Grand Central Parkway westbound exit ramp/Podium Parking West Access at Shea Road
 - Eastbound Grand Central Parkway westbound exit ramp left turn lane group (gameday weekday PM, gameday Saturday PM Pre-game)
 - Westbound Podium Parking West Access shared through-right lane group (gameday weekday PM, gameday Saturday PM Pre-game)
 - Northbound Shea Road left turn lane group (gameday weekday PM)
 - Southbound Shea Road shared through-right lane group (gameday weekday PM)
- › Marina Road and Boat Basin Place
 - Eastbound Marina Road shared through-right lane group (gameday Saturday PM Post Game, gameday Sunday PM)
 - Westbound Marina Road left turn lane group (gameday Sunday PM)
 - Westbound Marina Road through lane group (gameday Sunday PM)
 - Westbound Marina Road shared left-through lane group (gameday weekday PM, gameday Saturday PM Post Game)
 - Northbound Boat Basin Place left turn lane group (gameday weekday PM)
- › Shea Road and Meridian Road
 - Westbound Meridian Road shared left-right lane group (gameday Sunday PM)
- › Shea Road and New York Avenue
 - Northbound Shea Road shared through-right lane group (gameday Saturday PM Post Game, gameday Sunday PM)
 - Southbound Shea Road left turn lane group (gameday Saturday PM Post Game, gameday Sunday PM)
- › 126th Street/Seaver Way and Citi Field Entrance 11
 - Eastbound Citi Field Entrance 11 shared left-right lane group (gameday Saturday PM Post Game)
- › New York Avenue and United Nations Avenue North
 - Eastbound United Nations Avenue North shared through-right lane group (gameday Saturday PM Post Game, gameday Sunday PM)

- Westbound United Nations Avenue North shared left-through lane group (gameday Saturday PM Post Game, gameday Sunday PM)
- › Avenue of Science at Grand Central Parkway EB Entrance Ramp
 - Westbound Avenue of Science right turn lane group (gameday Sunday PM)

Of the 50 intersections analyzed in the Modified Project With-Action condition (including new site access driveway intersections along Shea Road), the Modified Project would result in significant adverse traffic impacts at 14 intersections (at 26 lane groups) during the gameday weekday PM peak hour; 13 intersections (at 22 lane groups) during the gameday Saturday PM Pre-game peak hour; 10 intersections (at 20 lane groups) during the gameday Saturday PM Post Game peak hour; 8 intersections (at 14 lane groups) during the gameday Sunday midday peak hour, and 11 intersections (at 21 lane groups) during the gameday Sunday PM peak hour. The significantly impacted traffic lane groups are identified below:

- › Astoria Boulevard at 108th Street/ 31st Drive
 - Westbound Astoria Boulevard left turn lane group (gameday Saturday PM Pre-game, gameday Saturday PM Post Game)
- › Northern Boulevard at 108th Street
 - Eastbound Northern Boulevard through lane group (gameday weekday PM; gameday Saturday PM Pre-game; and gameday Sunday midday, and Sunday PM)
 - Westbound Northern Boulevard through lane group (gameday weekday PM; gameday Saturday PM Pre-game; and gameday Sunday midday)
 - Southbound 108th Street share left-through-right lane group (gameday Saturday PM Pre-game)
- › Northern Boulevard at 114th Street
 - Westbound Northern Boulevard left turn lane group (gameday weekday PM)
 - Westbound Northern Boulevard through lane group (gameday weekday PM)
 - Westbound Northern Boulevard shared left-through lane group (gameday Saturday PM Pre-game, gameday Sunday midday)
- › Northern Boulevard at Union Street
 - Eastbound Northern Boulevard shared through-right lane group (gameday weekday PM)
- › Northern Boulevard at Parsons Boulevard
 - Eastbound Northern Boulevard through lane group (gameday weekday PM)
 - Westbound Northern Boulevard shared through-right lane group (gameday weekday PM, gameday Saturday PM Pre-game, gameday Saturday PM Post Game, gameday Sunday midday)
- › Roosevelt Avenue at 108th Street
 - Eastbound Roosevelt Avenue shared left-through-right lane group (gameday weekday PM; gameday Saturday PM Pre-game, and gameday Sunday midday)
 - Westbound Roosevelt Avenue shared left-through-right lane group (gameday weekday PM; gameday Saturday PM Pre-game, and Saturday PM Post Game; and gameday Sunday midday, and Sunday PM)
- › Roosevelt Avenue at 111th Street

- Westbound Roosevelt Avenue shared left-through-right lane group (gameday weekday PM; gameday Saturday PM Pre-game, and Saturday PM Post Game, and Sunday PM)
- › Roosevelt Avenue at 114th Street
 - Eastbound Roosevelt Avenue shared left-through-right lane group (gameday weekday PM; gameday Saturday PM Pre-game, and Saturday PM Post Game; and gameday Sunday midday, and Sunday PM)
 - Westbound Roosevelt Avenue shared left-through lane group (gameday weekday PM; gameday Saturday PM Pre-game, and Saturday PM Post Game; and gameday Sunday midday, and Sunday PM)
 - Westbound Roosevelt Avenue right turn lane group (gameday Saturday PM Post Game, gameday Sunday PM)
 - Northbound 114th Street shared left-through-right lane group (gameday weekday PM; gameday Saturday PM Pre-game, and Saturday PM Post Game; and gameday Sunday midday, and Sunday PM)
 - Southbound 114th Street left turn lane group (gameday weekday PM; gameday Saturday PM Pre-game, and Saturday PM Post Game; and gameday Sunday midday, and Sunday PM)
 - Southbound 114th Street shared through-right lane group (gameday weekday PM; gameday Saturday PM Pre-game, and Saturday PM Post Game; and gameday Sunday midday, and Sunday PM)
- › Roosevelt Avenue at 126th Street/Seaver Way
 - Southbound 126th Street/Seaver Way de facto left turn lane group (gameday Sunday midday)
 - Southbound 126th Street/Seaver Way shared left-through lane group (gameday Saturday PM Post Game)
 - Southbound 126th Street/Seaver Way de facto right turn lane group (gameday Saturday PM Post Game)
 - Southbound 126th Street/Seaver Way shared left-through-right lane group (gameday weekday PM; gameday Saturday PM Pre-game; gameday Sunday PM)
- › Roosevelt Avenue at Prince Street
 - Eastbound Roosevelt Avenue shared left-through lane group (gameday weekday PM; gameday Saturday PM Pre-game)
- › Roosevelt Avenue at Main Street
 - Westbound Roosevelt Avenue shared left-through-right lane group (gameday weekday PM)
- › Roosevelt Avenue at Union Street
 - Eastbound Roosevelt Avenue shared left-through-right lane group (gameday Saturday PM Pre-game)
 - Westbound Roosevelt Avenue shared left-through-right lane group (gameday weekday PM; gameday Saturday PM Pre-game, and Saturday PM Post Game; and gameday Sunday midday, and Sunday PM)
- › Roosevelt Avenue at Parsons Boulevard
 - Westbound Roosevelt Avenue shared left-through lane group (gameday weekday PM)
- › 34th Avenue at 126th Street/Seaver Way

- Southeastbound Ramp from Whitestone Expressway right turn lane group (gameday Saturday PM Pre-game)
- › 35th Avenue at 126th Street/Seaver Way
 - Southbound 126th Street/Seaver Way right turn lane group (gameday Saturday PM Pre-game, gameday Sunday midday)
- › Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road
 - Eastbound Grand Central Parkway westbound exit ramp left turn lane group (gameday weekday PM, gameday Saturday PM Pre-game)
 - Westbound Podium Parking West Access shared through-right lane group (gameday weekday PM, gameday Saturday PM Pre-game)
 - Northbound Shea Road left turn lane group (gameday weekday PM)
 - Southbound Shea Road shared through-right lane group (gameday weekday PM)
- › Marina Road at Boat Basin Place
 - Eastbound Marina Road shared through-right lane group (gameday Saturday PM Post Game, gameday Sunday PM)
 - Westbound Marina Road left turn lane group (gameday Sunday PM)
 - Westbound Marina Road shared left-through lane group (gameday weekday PM, gameday Saturday PM Post Game)
 - Westbound Marina Road through lane group (gameday Sunday PM)
 - Northbound Boat Basin Place left turn lane group (gameday weekday PM)
- › Shea Road at Meridian Road
 - Westbound Meridian Road shared left-right lane group (gameday Sunday PM)
- › Shea Road at New York Avenue
 - Westbound New York Avenue shared left-right lane group (gameday Saturday PM Post Game; gameday Sunday PM)
 - Northbound Shea Road shared through-right lane group (gameday Saturday PM Post Game, gameday Sunday PM)
 - Southbound Shea Road left turn lane group (gameday Saturday PM Post Game, gameday Sunday PM)
- › New York Avenue at United Nations Avenue North
 - Eastbound United Nations Avenue North shared through-right lane group (gameday Saturday PM Post Game, gameday Sunday PM)
 - Westbound United Nations Avenue North shared left-through lane group (gameday Saturday PM Post Game, gameday Sunday PM)
- › Avenue of Science at Grand Central Parkway EB Entrance Ramp
 - Westbound Avenue of Science right turn lane group (gameday Sunday PM)

Table A-7 compares the significant impacts from the Modified Project with those of the Approved Project in the FEIS. The Modified Project would result in fewer significantly impacted intersections and lane groups compared to the impacted disclosed for the Approved Project, as listed below:

- › During the gameday weekday PM peak hour, the Modified Project would result in significant adverse traffic impacts at 14 intersections (at 26 lane groups), compared to 17 intersections (at 36 lane groups) under the Approved Project.
- › During the gameday Saturday Pre-game peak hour, the Modified Project would result in significant impacts at 13 intersections (at 22 lane groups), compared to 17 intersections (at 28 lane groups) under the Approved Project.
- › During the gameday Saturday Post Game peak hour, the Modified Project would result in significant impacts at 10 intersections (at 20 lane groups) compared to 12 intersections (at 25 lane groups) under the Approved Project.
- › During the gameday Sunday midday peak hour, the Modified Project would result in significant impacts at 8 intersections (at 14 lane groups), compared to 13 intersections (at 19 lane groups) under the Approved Project.
- › During the gameday Sunday PM peak hour, the Modified Project would result in significant impacts at 11 intersections (at 21 lane groups), compared to 14 intersections (at 28 lane groups) under the Approved Project.

Under the Modified Project, all intersections with significant impacts would be impacted under the Approved Project for at least one peak hour. One intersection, the Avenue of Science at Grand Central Parkway Eastbound Entrance Ramp, which was not impacted during any gameday peak hour under the Approved Project, is impacted during the gameday Sunday PM peak hour. This is due to the redistribution in Mets patron traffic between the Areas of Development B, C, and D to account the modified parking plan. Under the Approved Project in the FEIS, this intersection was impacted only during the non-gameday weekday PM peak hour.

Table A-7 Approved Project vs Modified Project Impact Summary Comparison

Intersection	Gameday Weekday PM Peak Hour		Gameday Saturday PM Pre-Game Peak Hour		Gameday Saturday PM Post Game Peak Hour		Gameday Sunday Midday Peak Hour		Gameday Sunday PM Peak Hour	
	2030 Approved Project	2030 Modified Project	2030 Approved Project	2030 Modified Project	2030 Approved Project	2030 Modified Project	2030 Approved Project	2030 Modified Project	2030 Approved Project	2030 Modified Project
Astoria Boulevard at 108th Street/ 31st Drive			WB-L	WB-L	WB-L	WB-L				
Northern Boulevard at 108th Street	EB-T WB-T	EB-T WB-T	EB-T WB-T	EB-T WB-T SB-LTR			EB-T WB-T	EB-T WB-T	EB-T WB-T	EB-T
Northern Boulevard at 114th Street	EB-T WB-L WB-T	WB-L WB-T	WB-LT	WB-LT			WB-LT	WB-LT	WB-L	
Northern Boulevard at Union Street	EB-TR	EB-TR			EB-TR		WB-TR			
Northern Boulevard at Parsons Boulevard	EB-T WB-TR	EB-T WB-TR	WB-TR	WB-TR	WB-TR	WB-TR	WB-TR	WB-TR		
Roosevelt Avenue at 108th Street	EB-LTR WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR	WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR	WB-LTR
Roosevelt Avenue at 111th Street	EB-LTR WB-LTR	WB-LTR	WB-LTR	WB-LTR	WB-LTR	WB-LTR	WB-LTR		WB-LTR	WB-LTR
Roosevelt Avenue at 114th Street	EB-LTR WB-LT WB-R NB-LTR SB-L SB-TR	EB-LTR WB-LT NB-LTR SB-L SB-TR	EB-LTR WB-LT NB-LTR SB-L SB-TR	EB-LTR WB-LT NB-LTR SB-L SB-TR	EB-LTR WB-LT WB-R NB-LTR SB-L SB-TR	EB-LTR WB-LT WB-R NB-LTR SB-L SB-TR	EB-LTR WB-LT WB-LT NB-LTR SB-L SB-TR	EB-LTR WB-LT WB-LT NB-LTR SB-L SB-TR	EB-LTR WB-LT WB-R NB-LTR SB-L SB-TR	EB-LTR WB-LT WB-R NB-LTR SB-L SB-TR
Roosevelt Avenue at 126th Street/ Seaver Way	SB-LTR	SB-LTR	SB-LTR	SB-LTR	NB-DefR SB-LT SB-DefR	SB-LT SB-DefR	SB-DefL	SB-DefL	NB-DefR SB-LTR	SB-LTR
Roosevelt Avenue westbound at College Point Boulevard	SB-TR		SB-TR				SB-TR			
Roosevelt Avenue eastbound at College Point Boulevard			EB-LTR							
Roosevelt Avenue at Prince Street	EB-LT	EB-LT	EB-LT	EB-LT	EB-LT		EB-LT		EB-LT	
Roosevelt Avenue at Main Street	EB-LTR WB-LTR	WB-LTR								
Roosevelt Avenue at Union Street	WB-LTR	WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR	WB-LTR	WB-LTR	WB-LTR	EB-LTR WB-LTR	WB-LTR

Table A-7 Approved Project vs Modified Project Impact Summary Comparison

Intersection	Gameday Weekday PM Peak Hour		Gameday Saturday PM Pre-Game Peak Hour		Gameday Saturday PM Post Game Peak Hour		Gameday Sunday Midday Peak Hour		Gameday Sunday PM Peak Hour	
	2030 Approved Project	2030 Modified Project	2030 Approved Project	2030 Modified Project	2030 Approved Project	2030 Modified Project	2030 Approved Project	2030 Modified Project	2030 Approved Project	2030 Modified Project
Roosevelt Avenue at Parsons Boulevard	EB-LT WB-LT	WB-LT	EB-LT				WB-LTR		WB-LTR	
34th Avenue at 126th Street/ Seaver Way			SEB-R	SEB-R						
35th Avenue/Shea Road at 126th Street/ Seaver Way			SB-R	SB-R			SB-R	SB-R		
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road	EB-L WB-TR NB-L SB-TR	EB-L WB-TR NB-L SB-TR	EB-L WB-TR NB-L SB-TR	EB-L WB-TR						
Shea Road at Tower Parking Access	NB-TR SB-L									
Shea Road at Stadium Place North	NB-TR SB-L		NB-TR SB-LT							
Marina Road at Boat Basin Place	WB-LT NB-L	WB-LT NB-L			EB-TR WB-LT	EB-TR WB-LT			EB-TR WB-L WB-T	EB-TR WB-L WB-T
Shea Road at Northfield Parking Structure North Access 2									SB-R	
Shea Road at Meridian Road									WB-LR	WB-LR
Shea Road at New York Avenue					WB-LR NB-TR SB-L	WB-LR NB-TR SB-L			WB-LR NB-TR SB-L	WB-LR NB-TR SB-L
New York Avenue at United Nations Avenue North					EB-TR WB-LT	EB-TR WB-LT			EB-TR WB-LT	EB-TR WB-LT
Avenue of Science at Grand Central Parkway EB Entrance Ramp										WB-R
Number of Significantly Impacted Intersections	17	14	17	13	12	10	13	8	14	11
Number of Significantly Impacted Lane Groups	36	26	28	22	25	20	19	14	28	21

Shading denotes intersection newly impacted during gameday peak hours compared to the Approved Project in the FEIS

Mitigation

Table A-8 summarizes the significant traffic impacts in the 2030 Modified Project With-Action condition and whether they could be fully mitigated. Details of the intersection capacity analyses, and all traffic mitigation measures are summarized in an attachment to **Appendix A**.

The overall finding of the traffic mitigation analysis indicates that the majority of the 50 intersections analyzed would either not be significantly impacted or could be fully mitigated with standard readily implementable traffic improvement measures, including signal timing changes, that are typically implemented by NYCDOT and are consistent with those recommended for the Approved Project in the FEIS.

As shown in **Table A-8**, 11 of the 50 intersections would remain unmitigated during the gameday weekday PM peak hour; 10 intersections would remain fully or partially unmitigated during the Saturday Pre-game peak hour; seven intersections would remain unmitigated during the gameday Saturday Post Game peak hour; five intersections would remain unmitigated during the gameday Sunday midday peak hour; and 10 intersections would remain unmitigated during the gameday Sunday PM peak hour.

Table A-8 Modified Project Traffic Impact Mitigation Summary

Intersections	Weekday PM Peak Hour	Saturday PM Pre Game Peak Hour	Saturday PM Post Game Peak Hour	Sunday Midday Peak Hour	Sunday PM Peak Hour
No significant impact	36	37	40	42	39
Fully mitigated impact	3	3	3	3	1
Partially mitigated impact	0	1	0	0	0
Unmitigated impact	11	9	7	5	10

Astoria Boulevard

One of the two intersections analyzed along Astoria Boulevard (at 108th Street/31st Drive) would be significantly impacted during the gameday Saturday PM Pre-game peak hour and gameday Saturday PM Post Game peak hour. This impact could be fully mitigated with signal timing modifications under both the Approved and Modified Projects.

Northern Boulevard

One of the 10 intersections analyzed along Northern Boulevard would be significantly impacted during the gameday Saturday PM Post Game peak, and gameday Sunday PM peak hours; three intersections would be impacted during the gameday Saturday PM Pre-game and Sunday midday peak hours; and four intersections would be impacted during the gameday weekday PM peak hour. Of the four intersections along Northern Boulevard that would be significantly impacted during at least one peak hour, one intersection could be fully mitigated across all the impacted peak hours. The following intersections could not be fully mitigated during the following peak hours:

- › Northern Boulevard and 108th Street could be partially mitigated during the gameday Saturday PM Pre-game peak hour.
- › Northern Boulevard and 114th Street could not be mitigated during the gameday weekday PM, Saturday PM Pre-game, Sunday midday peak hours.

- › Northern Boulevard and Parsons Boulevard could not be mitigated during the gameday weekday PM peak hour.

Northern Boulevard and 108th Street

This intersection would be significantly impacted during the gameday weekday PM, Saturday PM Pre-game, Sunday midday, and Sunday PM peak hours. Under the Approved Project, impacts could not be mitigated during the gameday weekday PM, Saturday PM Pre-game and Sunday midday peak hours. Under the Modified Project the intersection could be partially mitigated during the gameday Saturday PM Pre-game peak hour and fully mitigated during the gameday weekday PM, and Sunday midday peak hours with signal timing modifications. Under the Approved Project, impacts during the gameday Sunday PM peak hour could be partially mitigated with signal timing modifications; under the Modified Project impacts could be fully mitigated with signal timing modifications.

Northern Boulevard and 114th Street

This intersection would be significantly impacted during the gameday weekday PM, Saturday PM Pre-game, Sunday midday, and Sunday PM peak hours under the Approved Project and could not be mitigated. Impacts during the gameday weekday PM, Saturday PM Pre-game, and Sunday midday peak hours could not be mitigated under Modified Project. The intersection would not be impacted during the gameday Sunday PM peak hour under the Modified Project.

Northern Boulevard and Union Street

This intersection would be significantly impacted during the gameday weekday PM, Saturday PM Post Game, and Sunday midday peak hours under the Approved Project. Under the Modified Project, impacts during the gameday weekday PM peak hour could be fully mitigated with signal timing modifications. The intersection would not be impacted during the gameday Saturday PM Post Game and Sunday midday peak hours under the Modified Project.

Northern Boulevard and Parsons Boulevard

This intersection would be significantly impacted during the gameday weekday PM, Saturday PM Pre-game, Saturday PM Post Game, and Sunday midday peak hours. Impacts during the gameday Saturday PM Pre-game, Saturday PM Post, and Sunday midday peak hours could be fully mitigated with signal timing modifications under both the Approved and Modified Projects. Impacts during the gameday weekday PM peak hour could not be mitigated under both the Approved and Modified Projects.

Roosevelt Avenue

Four of the 13 intersections analyzed along Roosevelt Avenue would be significantly impacted during the gameday Sunday midday peak hour; five intersections would be significantly impacted during the gameday Saturday PM Post Game and Sunday PM peak hours; six intersections would be significantly impacted during the gameday Saturday PM Pre-game peak hour; and nine intersections would be significantly impacted during the gameday weekday PM peak hour. Of the eight intersections that would be significantly impacted during at least one peak hour, one of the intersections could be fully mitigated across all impacted peak hours. The intersections listed below could not be fully mitigated during the following peak hours:

- › Roosevelt Avenue and 108th Street could not be mitigated in any of the peak hours analyzed.
- › Roosevelt Avenue and 111th Street could not be mitigated during the gameday weekday PM, Saturday PM Pre-game, Saturday PM Post Game, and Sunday PM peak hours.
- › Roosevelt Avenue and 114th Street could not be mitigated in any of the peak hours analyzed.
- › Roosevelt Avenue and 126th Street/Seaver Way could not be mitigated during the gameday weekday PM, Saturday PM Pre-game, Saturday PM Post Game, Sunday midday, and Sunday PM peak hours.
- › Roosevelt Avenue and Prince Street could not be mitigated during the gameday weekday PM, Saturday PM Pre-game peak hours.
- › Roosevelt Avenue and Union Street could not be mitigated during the gameday weekday PM and Sunday PM peak hours.
- › Roosevelt Avenue and Parsons Boulevard could not be mitigated during the gameday weekday PM peak hour.

Roosevelt Avenue and 108th Street

This intersection would be significantly impacted during all peak hours analyzed and could not be mitigated under both the Approved and Modified Projects.

Roosevelt Avenue and 111th Street

Under the Approved Project, this intersection would be significantly impacted and could not be mitigated during the gameday weekday PM, Saturday PM Pre-game, Saturday PM Post Game, Sunday midday, and Sunday PM peak hours. Under the Modified Project, the intersection was not impacted during the gameday Sunday midday peak hour.

Roosevelt Avenue and 114th Street

This intersection would be significantly impacted during all peak hours analyzed and could not be mitigated under both the Approved and Modified Projects.

Roosevelt Avenue and 126th Street/Seaver Way

This intersection would be significantly impacted during all peak hours analyzed under both the Approved and Modified Projects. Impacts during the gameday weekday PM, Saturday PM Pre-game, Saturday PM Post Game, Sunday midday, and Sunday PM peak hours could not be mitigated in both the Approved and Modified Projects.

Roosevelt Avenue westbound and College Point Boulevard

Under the Approved Project, this intersection would be significantly impacted during the gameday weekday PM, Saturday PM Pre-game, and Sunday midday peak hours. This intersection was not impacted during these three peak hours under the Modified Project.

Roosevelt Avenue eastbound and College Point Boulevard

Under the Approved Project, this intersection would be significantly impacted during the gameday Saturday PM Pre-game peak hour and could not be mitigated. The intersection was not impacted during this peak hour under the Modified Project.

Roosevelt Avenue and Prince Street

Under the Approved Project, this intersection would be significantly impacted during the gameday weekday PM, Saturday PM Pre-game, Saturday PM Post Game, Sunday midday and Sunday PM peak hours. Under the Modified Project, impacts at this intersection could not be mitigated during the gameday weekday PM and Saturday PM Pre-game peak hours. The intersection was not impacted during the gameday Saturday PM Post Game, Sunday midday, and Sunday PM peak hours under the Modified Project.

Roosevelt Avenue and Main Street

This intersection would be significantly impacted during the gameday weekday PM peak hour under both the Approved and Modified Projects. Impacts could be partially mitigated under the Approved Project with signal timing modifications. Impacts could be fully mitigated with signal timing modifications under the Modified Project.

Roosevelt Avenue and Union Street

This intersection would be significantly impacted during all peak hours analyzed under both the Approved and Modified Project. During the gameday weekday PM peak hour impacts could not be fully mitigated under both the Approved and Modified Projects. Under the Approved Project, impacts during the gameday Saturday PM Post Game and Sunday PM peak hours could be partially mitigated with signal timing modifications. Under the Modified Project impacts during the gameday Saturday PM Post Game peak hour could be fully mitigated with signal timing modifications; during the gameday Sunday PM peak hour impacts could not be mitigated. The westbound shared left-through-right lane group which would remain unmitigated under the Modified Project was also unmitigated under the Approved Project. Under the Approved Project, impacts during the gameday Saturday PM Pre-game, and Sunday midday peak hours could not be mitigated. Under the Modified Project impacts could be fully mitigated with signal timing modifications during the gameday Saturday PM Pre-game and Sunday midday peak hours.

Roosevelt Avenue and Parsons Boulevard

This intersection would be significantly impacted during the gameday weekday PM, Saturday PM Pre-game, Sunday midday, and Sunday PM peak hours under the Approved Project. Impacts under the Approved Project during the gameday weekday PM, Saturday PM Pre-game, Sunday midday, and Sunday PM peak hours could not be mitigated. Under the Modified Project, the intersection would not be impacted during the gameday Saturday PM Pre-game, Sunday midday, and Sunday PM peak hours. Impacts during the weekday PM peak hour could not be mitigated under the Modified Project.

126th Street/Seaver Way

One of the nine intersections analyzed along 126th Street/Seaver Way would be significantly impacted during the gameday Sunday midday peak hour, and two intersections would be significantly impacted during the gameday Saturday PM Pre-game peak hour. No intersections would be significantly impacted during the gameday weekday PM, Saturday PM Post Game, and Sunday PM peak hours. Of the two intersections along 126th Street/Seaver Way that would be significantly impacted during at least one peak hour, none of the intersections could be fully mitigated across all the impacted peak hours. The following intersections could not be fully mitigated during the following peak hours:

- › 34th Avenue and 126th Street/Seaver Way could not be mitigated during the gameday Saturday PM Pre-game peak hour.
- › 35th Avenue and 126th Street/Seaver Way could not be mitigated during the gameday Saturday PM Pre-game, and Sunday midday peak hours.

34th Avenue and 126th Street/Seaver Way

This intersection would be significantly impacted during the gameday Saturday PM Pre-game peak hour and could not be mitigated under both the Approved and Modified Projects.

35th Avenue and 126th Street/Seaver Way

This intersection would be significantly impacted during the gameday Saturday PM Pre-game and Sunday midday peak hours and could not be mitigated under both the Approved and Modified Projects.

Shea Road

One of the 17 intersections analyzed along Shea Road would be significantly impacted during the gameday weekday PM, Saturday PM Pre-game, and Saturday PM Post Game peak hours, and two intersections would be significantly impacted during the gameday Sunday PM peak hour. No intersections would be significantly impacted during the gameday Sunday midday peak hour. Of the three intersections along Shea Road that would be significantly impacted during at least one peak hour, none could be fully mitigated across all the impacted peak hours. The following intersections could not be fully mitigated during the following peak hours:

- › Grand Central Parkway westbound exit ramp/Podium Parking West Access and Shea Road could not be mitigated during the gameday weekday PM and Saturday PM Pre-game peak hours.
- › Shea Road at Meridian Road could not be mitigated during the gameday Sunday PM peak hour.
- › Shea Road at New York Avenue could not be mitigated during the gameday Saturday PM Post Game, and Sunday PM peak hours.

Grand Central Parkway westbound exit ramp/Podium Parking West Access at Shea Road

This intersection would be significantly impacted during the gameday weekday PM and Saturday PM Pre-game peak hours under both the Approved and Modified Projects; impacts during these peak hours could not be mitigated in either the Approved or Modified Projects.

Shea Road and Tower Parking

Under the Approved Project, this intersection would be significantly impacted during the gameday weekday PM peak hour and could not be mitigated. Under the Modified Project, the intersection would not be impacted.

Shea Road and Stadium Place North

Under the Approved Project, this intersection would be significantly impacted during the gameday weekday PM and Saturday PM Pre-game peak hours and could not be mitigated. Under the Modified Project, this intersection would not be impacted in these two peak hours.

Shea Road and Northfield Parking Structure North Access 2

Under the Approved Project, this intersection would be significantly impacted during the gameday Sunday PM peak hour and could not be mitigated. Under the Modified Project, this intersection would not be impacted during this peak hour.

Shea Road and Meridian Road

This intersection would be significantly impacted during the gameday Sunday PM peak hour under both the Approved and Modified Projects. Impacts during this peak hour could not be mitigated under both the Approved and Modified Projects.

Shea Road and New York Avenue

This intersection would be significantly impacted during the gameday Saturday PM Post Game and Sunday PM peak hours under both the Approved and Modified Projects. Impacts during these peak hours could not be mitigated under both the Approved and Modified Projects.

Marina Road at Boat Basin Place

This intersection would be significantly impacted during the gameday weekday PM, Saturday PM Post Game, and Sunday PM peak hours under both the Approved and Modified Projects. Impacts during these peak hours could not be mitigated under both the Approved and Modified Projects.

New York Avenue at United Nations Avenue North

This intersection would be significantly impacted during the gameday Saturday PM Post Game and Sunday PM peak hours under both the Approved and Modified Projects. Impacts during these peak hours could not be mitigated under both the Approved and Modified Projects.

Avenue of Science at Grand Central Parkway Eastbound Entrance Ramp

Under the Modified Project this intersection would be significantly impacted during the gameday Sunday PM peak hour and could not be mitigated. This intersection is not impacted during this peak hour under the Approved Project; however, this intersection is impacted during the non-gameday weekday PM peak hour, as stated in the FEIS.

Table A-9 provides a mitigation summary comparison for the Approved Project and the Modified Project. Overall, due to the lower number of impacted lane groups under the Modified Project, more intersections are able to be mitigated as compared to Approved Project. Intersections that would remain unmitigated under the Modified Project would also remain unmitigated under the Approved Project, with the exception of the intersection of the Avenue of Science at Grand Central Parkway Eastbound Entrance Ramp during the gameday Sunday PM peak hour, as described above. There are no intersections that are newly impacted under the Modified Project that were not already impacted in at least one analysis peak hour under the Approved Project. Several intersections may have a different number of impacted lane groups under the Modified Project as compared to the Approved Project; this is related to the reassignments of Mets patron traffic as part of the modified parking plan.

As mentioned in the FEIS, Queens Future would execute a comprehensive Transportation Demand Management (TDM) plan which would include a combination of transportation demand measures

and operational strategies informed by a traffic monitoring plan, with the goal of reducing the volume of project-generated vehicular traffic overall and redistributing traffic away from peak arrival and departure hours on gamedays. While no single strategy would likely result in a reduction in the overall traffic demand to completely negate any potential unmitigable impacts, a combination of several measures would reduce congestion and could lead to a reduction in some of the overall vehicle demand to the highway and local street networks. The implementation of specific measures identified as part of the TDM plan would be borne by the Applicant. It should be noted that in order to provide a conservative analysis, the Mitigated With-Action analysis does not include any reductions in traffic demand that could result from the potential TDM plan.

Table A-9 Approved Project vs Modified Project Mitigation Summary

Intersection	Gameday Weekday PM Peak Hour			Gameday Saturday PM Pre-Game Peak Hour			Gameday Saturday PM Post Game Peak Hour			Gameday Sunday Midday Peak Hour			Gameday Sunday PM Peak Hour			
	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	
Astoria Boulevard at 108th Street/ 31st Drive				WB-L WB-L		Yes Yes	WB-L WB-L		Yes Yes							
Northern Boulevard at 108th Street	EB-T WB-T	EB-T WB-T	No Yes	EB-T WB-T	EB-T WB-T SB-LTR	No Partial				EB-T WB-T	EB-T WB-T	No Yes	EB-T WB-T	EB-T	Partial Yes	
Northern Boulevard at 114th Street	EB-T WB-L WB-T	WB-L WB-T	No No	WB-LT WB-LT		No No				WB-LT WB-LT		No No	WB-L		No	
Northern Boulevard at Union Street	EB-TR	EB-TR	Yes Yes				EB-TR		Yes	WB-TR		Yes				
Northern Boulevard at Parsons Boulevard	EB-T WB-TR	EB-T WB-TR	No No	WB-TR WB-TR		Yes Yes	WB-TR WB-TR		Yes Yes	WB-TR WB-TR		Yes Yes				
Roosevelt Avenue at 108th Street	EB-LTR WB-LTR	EB-LTR WB-LTR	No No	EB-LTR WB-LTR	EB-LTR WB-LTR	No No	EB-LTR WB-LTR	WB-LTR	No No	EB-LTR WB-LTR	EB-LTR WB-LTR	No No	EB-LTR WB-LTR	WB-LTR	No No	
Roosevelt Avenue at 111th Street	EB-LTR WB-LTR	WB-LTR	No No	WB-LTR WB-LTR		No No	WB-LTR WB-LTR		No No	WB-LTR		No	WB-LTR WB-LTR		No No	
Roosevelt Avenue at 114th Street	EB-LTR WB-LT WB-R NB-LTR SB-L SB-TR	EB-LTR WB-LT NB-LTR SB-L SB-TR	No No	EB-LTR WB-LT WB-LT NB-LTR NB-LTR SB-L SB-L SB-TR	EB-LTR WB-LT WB-LT NB-LTR NB-LTR SB-L SB-L SB-TR	No No	EB-LTR WB-LT WB-LT WB-R WB-R NB-LTR NB-LTR SB-L SB-L SB-TR	EB-LTR WB-LT WB-LT WB-R WB-R NB-LTR NB-LTR SB-L SB-L SB-TR	No No	EB-LTR WB-LT WB-LT NB-LTR NB-LTR SB-L SB-L SB-TR	EB-LTR WB-LT WB-LT WB-R WB-R NB-LTR NB-LTR SB-L SB-L SB-TR	No No	EB-LTR WB-LT WB-LT WB-R WB-R NB-LTR NB-LTR SB-L SB-L SB-TR	EB-LTR WB-LT WB-LT WB-R WB-R NB-LTR NB-LTR SB-L SB-L SB-TR	No No	No No
Roosevelt Avenue at 126th Street/ Seaver Way	SB-LTR	SB-LTR	No No	SB-LTR	SB-LTR	No No	NB-DefR SB-LT SB-DefR	SB-LT SB-DefR	No No	SB-DefL	SB-DefL	No No	NB-DefR SB-LTR	SB-LTR	No No	
Roosevelt Avenue westbound at College Point Boulevard	SB-TR		Yes	SB-TR		No				SB-TR		No				

Table A-9 Approved Project vs Modified Project Mitigation Summary

Intersection	Gameday Weekday PM Peak Hour			Gameday Saturday PM Pre-Game Peak Hour			Gameday Saturday PM Post Game Peak Hour			Gameday Sunday Midday Peak Hour			Gameday Sunday PM Peak Hour							
	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project					
Roosevelt Avenue eastbound at College Point Boulevard				EB-LTR		No														
Roosevelt Avenue at Prince Street	EB-LT	EB-LT	No	No	EB-LT	EB-LT	No	No	EB-LT		No		EB-LT		No					
Roosevelt Avenue at Main Street	EB-LTR WB-LTR	WB-LTR	Partial	Yes																
Roosevelt Avenue at Union Street	WB-LTR	WB-LTR	No	No	EB-LTR WB-LTR	EB-LTR WB-LTR	No	Yes	EB-LTR WB-LTR	WB-LTR	Partial	Yes	WB-LTR	WB-LTR	No	Yes	EB-LTR WB-LTR	WB-LTR	Partial	No
Roosevelt Avenue at Parsons Boulevard	EB-LT WB-LT	WB-LT	No	No	EB-LT		No						WB-LTR		No		WB-LTR		No	
34th Avenue at 126th Street/ Seaver Way					SEB-R	SEB-R	No	No												
35th Avenue/Shea Road at 126th Street/Seaver Way					SB-R	SB-R	No	No					SB-R	SB-R	No	No				
Grand Central Parkway westbound exit ramp/ Podium Parking West Access at Shea Road	EB-L WB-TR NB-L SB-TR	EB-L WB-TR NB-L SB-TR	No	No	EB-L WB-TR NB-L SB-TR	EB-L WB-TR	No	No												
Shea Road at Tower Parking Access	NB-TR SB-L		No																	
Shea Road at Stadium Place North	NB-TR SB-L		No		NB-TR SB-LT		No													
Marina Road at Boat Basin Place	WB-LT NB-L	WB-LT NB-L	No	No					EB-TR WB-LT	EB-TR WB-LT	No	No					EB-TR WB-L WB-T	EB-TR WB-L WB-T	No	No

Table A-9 Approved Project vs Modified Project Mitigation Summary

Intersection	Gameday Weekday PM Peak Hour			Gameday Saturday PM Pre-Game Peak Hour			Gameday Saturday PM Post Game Peak Hour				Gameday Sunday Midday Peak Hour			Gameday Sunday PM Peak Hour				
	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project	Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project	Mitigated in Modified Project	2030 Approved Project	2030 Modified Project	Mitigated in Approved Project	Mitigated in Modified Project
Shea Road at Northfield Parking Structure North Access 2														SB-R			No	
Shea Road at Meridian Road														WB-LR	WB-LR		No	No
Shea Road at New York Avenue							WB-LR NB-TR SB-L	WB-LR NB-TR SB-L	No	No				WB-LR NB-TR SB-L	WB-LR NB-TR SB-L		No	No
New York Avenue at United Nations Avenue North							EB-TR WB-LT	EB-TR WB-LT	No	No				EB-TR WB-LT	EB-TR WB-LT		No	No
Avenue of Science at Grand Central Parkway EB Entrance Ramp															WB-R			No
Number of Significantly Impacted Intersections	17	14		17	13		12	10			13	8		14	11			
Number of Significantly Impacted Lane Groups	36	26		28	22		25	20			19	14		28	21			
Number of Fully Mitigated Intersections			2 3			2 3			3 3				2 3				0 1	
Number of Mitigated Lane Groups			3 4			2 6			4 3				2 4				2 1	

Transit and Pedestrians

The FEIS analysis considered a subway station analysis at the Mets-Willets Point subway station, a line haul analysis for the Q19, Q48 and Q66 NYCT bus routes in the vicinity of the Development Site, and 41 pedestrian elements (16 sidewalks, 16 crosswalks, and nine corners). On gamedays, the pedestrian volumes which informed the pedestrian and transit analyses considered Mets patrons who are able to park in Area of Development C (the Southfield parking structure) and could either take a direct connection within the subway station to access the site, or travel along pedestrian elements at street level along Roosevelt Avenue. A comparison of the Mets patrons parking in Area of Development C under the Modified Project and the Approved Project was conducted. It was determined that due to the reduction in parking supply at Area of Development C as a result of the modified parking plan, fewer Mets patrons would park in this facility and walk either via street level or within the subway station to access the Development Site. As a result, the Modified Project would not generate increased pedestrian volumes along these walking routes compared to the Approved Project, and no additional detailed subway station or pedestrian analyses are needed.

Parking

As described in the **Technical Memorandum 001**, the Modified Project would consist of a smaller development program compared to the program analyzed in the FEIS, as well as a change in total parking supply between Areas of Development B, C, and D. **Table A-10** shows the Modified Project's project-generated hourly gameday weekday, Saturday, and Sunday parking demand for the Areas of Development A and B. Detailed parking demand tables for each land use can be found in an attachment to **Appendix A**.

Under the Approved Project, parking for Mets patrons on gamedays would be accommodated at the Areas of Development C and D (Northfield and Southfield parking structures), with Mets VIP parking at Area of Development B. Under the Modified Project, due to the change in parking supply within Areas of Development B, C, and D, Mets patrons would also be assumed to park within the available parking supply of Area of Development A. Trips destined for Area of Development B would be fully accommodated with the Area of Development A podium and tower parking. **Table A-11** and **Table A-14** show the Met's hourly gameday weekday, Saturday, and Sunday parking demand for Areas of Development A, B, C, and D.

Table A-10 Projected Modified Project Gameday Parking Demand

Hour	Weekday			Saturday			Sunday		
	Area A	Area B	Total	Area A	Area B	Total	Area A	Area B	Total
12 AM - 1 AM	2,348	30	2,378	2,945	95	3,040	2,380	95	2,475
1 AM - 2 AM	1,766	27	1,793	2,102	81	2,183	1,887	81	1,968
2 AM - 3 AM	1,400	25	1,425	1,605	75	1,680	1,498	75	1,573
3 AM - 4 AM	955	25	980	1,116	75	1,191	1,118	75	1,193
4 AM - 5 AM	269	25	294	259	75	334	450	75	525
5 AM - 6 AM	229	25	254	259	75	334	450	75	525
6 AM - 7 AM	238	28	266	259	77	336	450	77	527
7 AM - 8 AM	482	36	518	448	80	528	601	81	682
8 AM - 9 AM	898	60	958	826	86	912	903	87	990
9 AM - 10 AM	1,329	76	1,405	1,098	92	1,190	1,044	92	1,136
10 AM - 11 AM	1,672	89	1,761	1,511	100	1,611	1,403	100	1,503
11 AM - 12 PM	2,031	103	2,134	1,906	119	2,025	1,745	119	1,864
12 PM - 1 PM	2,312	111	2,423	2,305	170	2,475	2,068	170	2,238
1 PM - 2 PM	2,466	151	2,617	2,572	183	2,755	2,278	183	2,461
2 PM - 3 PM	2,458	114	2,572	2,551	194	2,745	2,262	194	2,456
3 PM - 4 PM	2,403	116	2,519	2,451	171	2,622	2,150	171	2,321
4 PM - 5 PM	2,196	135	2,331	2,435	185	2,620	2,091	178	2,269
5 PM - 6 PM	2,412	131	2,543	3,005	224	3,229	2,439	211	2,650
6 PM - 7 PM	2,368	127	2,495	3,112	208	3,320	2,554	201	2,755
7 PM - 8 PM	2,810	124	2,934	3,478	196	3,674	2,902	190	3,092
8 PM - 9 PM	3,273	122	3,395	3,911	220	4,131	3,289	215	3,504
9 PM - 10 PM	3,519	92	3,611	4,030	184	4,214	3,369	180	3,549
10 PM - 11 PM	3,462	65	3,527	4,010	143	4,153	3,311	143	3,454
11 PM - 12 AM	2,765	36	2,801	3,403	114	3,517	2,714	114	2,828

Maximum parking demand in bold

Table A-11 Mets Patrons Parking Demand – Area of Development A

Hour	Weekday				Saturday				Sunday			
	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand
12 AM - 1 AM	0	0	0	0	0	0	0	0	0	0	0	0
1 AM - 2 AM	0	0	0	0	0	0	0	0	0	0	0	0
2 AM - 3 AM	0	0	0	0	0	0	0	0	0	0	0	0
3 AM - 4 AM	0	0	0	0	0	0	0	0	0	0	0	0
4 AM - 5 AM	0	0	0	0	0	0	0	0	0	0	0	0
5 AM - 6 AM	0	0	0	0	0	0	0	0	0	0	0	0
6 AM - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	0	0	0	0
11 AM - 12 PM	0	0	0	0	0	0	0	0	111	0	111	111
12 PM - 1 PM	0	0	0	0	0	0	0	0	217	6	223	322
1 PM - 2 PM	0	0	0	0	0	0	0	0	461	24	485	759
2 PM - 3 PM	95	0	95	95	0	0	0	0	282	15	297	1,026
3 PM - 4 PM	121	6	127	210	0	0	0	0	0	0	0	1,026
4 PM - 5 PM	144	16	160	338	85	2	87	83	5	47	52	984
5 PM - 6 PM	213	24	237	527	236	6	242	313	5	755	760	234
6 PM - 7 PM	150	26	176	651	614	25	639	902	0	182	182	52
7 PM - 8 PM	0	0	0	651	232	12	244	1,122	0	52	52	0
8 PM - 9 PM	3	30	33	624	0	0	0	1,122	0	0	0	0
9 PM - 10 PM	3	493	496	134	40	359	399	803	0	0	0	0
10 PM - 11 PM	0	99	99	35	4	601	605	206	0	0	0	0
11 PM - 12 AM	0	33	33	2	0	206	206	0	0	0	0	0

Maximum parking demand in **bold**

Table A-12 Mets Patrons Parking Demand – Area of Development B

Hour	Weekday				Saturday				Sunday			
	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand
12 AM - 1 AM	0	0	0	0	0	0	0	0	0	0	0	0
1 AM - 2 AM	0	0	0	0	0	0	0	0	0	0	0	0
2 AM - 3 AM	0	0	0	0	0	0	0	0	0	0	0	0
3 AM - 4 AM	0	0	0	0	0	0	0	0	0	0	0	0
4 AM - 5 AM	0	0	0	0	0	0	0	0	0	0	0	0
5 AM - 6 AM	0	0	0	0	0	0	0	0	0	0	0	0
6 AM - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	80	2	82	78
11 AM - 12 PM	0	0	0	0	0	0	0	0	129	7	136	200
12 PM - 1 PM	20	0	20	20	0	0	0	0	144	16	160	328
1 PM - 2 PM	39	1	40	58	29	0	29	29	180	38	218	470
2 PM - 3 PM	57	3	60	112	58	0	58	87	57	25	82	502
3 PM - 4 PM	71	8	79	175	87	0	87	174	0	0	0	502
4 PM - 5 PM	76	19	95	232	113	3	116	284	6	26	32	482
5 PM - 6 PM	130	51	181	311	140	7	147	417	47	293	340	236
6 PM - 7 PM	14	6	20	319	170	62	232	525	15	219	234	32
7 PM - 8 PM	0	0	0	319	41	17	58	549	0	32	32	0
8 PM - 9 PM	4	16	20	307	0	0	0	549	0	0	0	0
9 PM - 10 PM	31	194	225	144	8	53	61	504	0	0	0	0
10 PM - 11 PM	7	131	138	20	21	300	321	225	0	0	0	0
11 PM - 12 AM	0	20	20	0	0	225	225	0	0	0	0	0

Maximum parking demand in bold

Table A-13 Mets Patrons Parking Demand – Area of Development C (Southfield Parking Structure)

Hour	Weekday				Saturday				Sunday			
	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand
12 AM - 1 AM	0	0	0	0	0	0	0	0	0	0	0	0
1 AM - 2 AM	0	0	0	0	0	0	0	0	0	0	0	0
2 AM - 3 AM	0	0	0	0	0	0	0	0	0	0	0	0
3 AM - 4 AM	0	0	0	0	0	0	0	0	0	0	0	0
4 AM - 5 AM	0	0	0	0	0	0	0	0	0	0	0	0
5 AM - 6 AM	0	0	0	0	0	0	0	0	0	0	0	0
6 AM - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	92	2	94	90
11 AM - 12 PM	0	0	0	0	0	0	0	0	449	24	473	515
12 PM - 1 PM	66	0	66	66	0	0	0	0	520	42	562	993
1 PM - 2 PM	129	3	132	192	191	0	191	191	744	113	857	1,624
2 PM - 3 PM	188	10	198	370	287	0	287	478	283	94	377	1,813
3 PM - 4 PM	297	33	330	634	310	0	310	788	0	0	0	1,813
4 PM - 5 PM	319	79	398	874	489	13	502	1,264	9	175	184	1,647
5 PM - 6 PM	324	92	416	1,106	495	26	521	1,733	8	1,211	1,219	444
6 PM - 7 PM	79	34	113	1,151	346	134	480	1,945	0	370	370	74
7 PM - 8 PM	0	0	0	1,151	65	28	93	1,982	0	74	74	0
8 PM - 9 PM	3	55	58	1,099	0	0	0	1,982	0	0	0	0
9 PM - 10 PM	5	768	773	336	20	184	204	1,818	0	0	0	0
10 PM - 11 PM	0	278	278	58	8	1,214	1,222	612	0	0	0	0
11 PM - 12 AM	0	58	58	0	0	612	612	0	0	0	0	0

Maximum parking demand in bold

Table A-14 Mets Patrons Parking Demand – Area of Development D (Northfield Parking Structure)

Hour	Weekday				Saturday				Sunday			
	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand
12 AM - 1 AM	0	0	0	0	0	0	0	0	0	0	0	0
1 AM - 2 AM	0	0	0	0	0	0	0	0	0	0	0	0
2 AM - 3 AM	0	0	0	0	0	0	0	0	0	0	0	0
3 AM - 4 AM	0	0	0	0	0	0	0	0	0	0	0	0
4 AM - 5 AM	0	0	0	0	0	0	0	0	0	0	0	0
5 AM - 6 AM	0	0	0	0	0	0	0	0	0	0	0	0
6 AM - 7 AM	0	0	0	0	0	0	0	0	0	0	0	0
7 AM - 8 AM	0	0	0	0	0	0	0	0	0	0	0	0
8 AM - 9 AM	0	0	0	0	0	0	0	0	0	0	0	0
9 AM - 10 AM	0	0	0	0	0	0	0	0	0	0	0	0
10 AM - 11 AM	0	0	0	0	0	0	0	0	517	0	517	517
11 AM - 12 PM	0	0	0	0	0	0	0	0	760	19	779	1,258
12 PM - 1 PM	88	0	88	88	0	0	0	0	890	47	937	2,101
1 PM - 2 PM	221	0	221	309	139	0	139	139	816	56	872	2,861
2 PM - 3 PM	378	20	398	667	417	0	417	556	116	13	129	2,964
3 PM - 4 PM	378	20	398	1,025	555	0	555	1,111	0	0	0	2,964
4 PM - 5 PM	471	53	524	1,443	677	17	694	1,771	60	684	744	2,340
5 PM - 6 PM	432	56	488	1,819	757	40	797	2,488	8	1,325	1,333	1,023
6 PM - 7 PM	75	13	88	1,881	675	47	722	3,116	0	806	806	217
7 PM - 8 PM	0	0	0	1,881	135	11	146	3,240	0	217	217	0
8 PM - 9 PM	53	659	712	1,275	0	0	0	3,240	0	0	0	0
9 PM - 10 PM	23	891	914	407	54	620	674	2,674	0	0	0	0
10 PM - 11 PM	0	305	305	102	10	1,673	1,683	1,011	0	0	0	0
11 PM - 12 AM	0	102	102	0	0	1,011	1,011	0	0	0	0	0

Maximum parking demand in **bold**

As summarized in **Table A-15**, both the project-generated and Mets patron peak parking demand would be fully accommodated between Areas of Development A, B, C, and D during the gameday weekday, Saturday, and Sunday, and no parking shortfalls are expected as a result of the Modified Project. Because all parking demand is anticipated to be accommodated on-site, there would be no overflow of parking demand to the surrounding neighborhood.

Table A-15 Modified Project Parking Capacity and Demand

Location	Weekday	Saturday	Sunday
Parking Capacity			
Area of Development A		5,500	
Area of Development B		610	
Area of Development B – Player’s Lot		74	
Area of Development C – Southfield Parking Structure/Surface Lot		2,202	
Area of Development D – Northfield Parking Structure		3,600	
Total		11,986	
Peak Parking Demand			
Areas of Development A and B	3,611	4,214	3,549
Mets Patrons ¹	4,002	6,893	6,305
Combined Areas of Development A, B, and Mets Parking Demand²	6,936	11,024	8,761

Note:

¹Mets parking demand excludes existing demand at Stadium View East, Marina Lots East and West, and Marina Lots A and B; these parking facilities would continue to be available for Mets patrons under both the Approved and Modified Projects.

²Peak parking demand for Areas of Development A and B (9PM-10PM) do not overlap with the peak parking demands for the Mets (which occur 6PM-8PM during the gameday weekday, 7PM-9PM during the gameday Saturday, and 2PM-4PM during the gameday Sunday). Table A-15 shows the combined peak parking demand across both the Modified Project program uses and peak Mets patron demand.

Conclusion

The transportation analyses in this **Appendix A** assess the impacts to traffic operations and parking availability under the Modified Project. As a result of the modified program reduction and parking plan under the Modified Project, there would be fewer significantly impacted intersections and lane groups compared to the impacted intersections disclosed for the Approved Project. Additionally, more intersections are able to be mitigated as compared to Approved Project. Intersections that would remain unmitigated under the Modified Project would also remain unmitigated under the Approved Project, with the exception of the intersection of the Avenue of Science at Grand Central Parkway Eastbound Entrance Ramp during the gameday Sunday PM peak hour, as described above. There are no intersections that are newly impacted under the Modified Project that were not already impacted in at least one analysis peak hour under the Approved Project. Due to the change in parking supply and reassignment of Mets patron traffic at Area of Development C (Southfield

parking structure), fewer Mets patrons pedestrian trips would utilize walking routes from Area of Development C to the site compared to the Approved Project, and no additional subway station or pedestrian analyses are needed. The parking assessment conducted for both the modified program and Mets patrons confirms that peak parking demand would be fully accommodated between Areas of Development A, B, C, and D during the gameday weekday, Saturday, and Sunday, and no parking shortfalls are expected as a result of the Modified Project. Because all parking demand is anticipated to be accommodated on-site, there would be no overflow of parking demand to the surrounding neighborhood.