Appendix C:
Transportation Impact Assessment

Introduction

The purpose of this memorandum is to outline the previous transportation analysis completed in accordance with New York City Environmental Quality Review (CEQR) requirements and to present the approach and results for the transportation analysis in accordance with the National Environmental Policy Act of 1969 (NEPA).

The Project would redevelop the site located at the northwest corner of the intersection of Lexington Avenue and 42nd Street with a new, mixed-use office and hotel building with retail, public space, and large-scale transit and public concourse improvements. Commodore Owner LLC is seeking financing through the Railroad Rehabilitation and Improvement Financing (RRIF) loan program, which is administered by the Build America Bureau within the United States Department of Transportation (Bureau). As a result, the Project is subject to the provisions of NEPA. On behalf of the Bureau, the FTA is serving as the lead federal agency for the NEPA review.

The Project was previously reviewed pursuant to New York City's Uniform Land Use Review Procedure and the potential environmental impacts were reviewed in accordance with CEQR. A CEQR Draft Environmental Impact Statement (DEIS) and Final EIS (FEIS) were completed in 2021. Where appropriate, the analysis described below references the CEQR transportation analysis for additional context. This memo builds off the previous CEQR analysis with a focus on capacity within the transportation system and analyzes whether the additional traffic, pedestrian and transit volumes under the Build Alternative would materially change the travel experience of visitors and commuters compared to conditions under the No Build Alternative.

The previous CEQR analysis was based on a "No Action" condition under which the Project site would be redeveloped as-of-right under New York City zoning regulations. The No Action Alternative used in the CEQR analysis was determined by local authorities with extensive experience conducting environmental reviews in New York City. The analysis involved a comprehensive and detailed analysis of the proposed development to identify potential impacts on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, cyclists, transit users and motorists), on- and off-street parking, and/or goods movement. The analysis underwent a lengthy review process and was subsequently approved by the New York City's Department of City Planning, New York City Department of Transportation, the New York City Council and other coordinating agencies.

Alternatives

The analysis described in this memo is a site-focused screening; therefore, the elements of the No Build Alternative and Build Alternative described below are those that affect the trip generation attributable to each alternative. In each alternative, the background

transportation network would be the same – it would include the existing network plus any planned transportation improvements within ¼ mile of the Project Site expected to be in place when the Project opens. It would also include trips generated by development projects that are in the planning or construction phases and expected to be constructed by the time the Project opens.

No Build Alternative

The No Build Alternative assumes continued operation of the existing 1,300 room hotel with 21,000 square feet of ground floor retail space.

Build Alternative

In the Build Alternative, the Project Sponsor proposes to acquire the project site, demolish the existing Hyatt hotel, and construct a new, mixed-use office and hotel building with retail, public space, and large-scale transit and public concourse improvements. The proposed building would provide approximately 2.9 million gsf of mixed-use office, hotel, and public space including 2,165,451 gross square feet (sf) of office space, 200 hotel rooms, and 3,271 sf of local retail space.

The Build Alternative would include several public concourse, transit and public space improvements to enhance circulation and reduce congestion within the Grand Central Terminal transportation network. These elements are "betterments" that are a condition of the Project's development approvals. Performance of the transit improvements by developer is required as a condition of the New York City zoning approvals and would be implemented pursuant to the terms of agreements with the Metropolitan Transportation Authority (MTA) as the agency charged with the management of and the making of improvements to its transportation facilities.

In connection with the proposed development, the Build Alternative would provide the following transit circulation and public space betterments at Grand Central Terminal, the Grand Central – 42nd Street subway station, and on the project site:

- The subway entrance at East 42nd Street would be redesigned and expanded. Turnstiles would be relocated to street level, and a new diagonal staircase leading to the subway would ease the flow of foot traffic. A new elevator adjacent to the stair would provide a more direct ADA connection to the subway mezzanine. The elevator located at the entrance to the 42nd Street Passage would be removed, and in its place, the historic entrance would be restored. A new designated subway entrance would be constructed on the project site to provide a direct connection to East 42nd Street from the subway and help ease crowding and backups at the entrances.

- A new transit hall of approximately 5,300 sf containing retail, information screens and booths, and connections to Grand Central Terminal would be constructed at the ground floor level on the western side of the project site. The transit hall would work in tandem with the existing 42nd Street Passage and expanded subway entrance to increase pedestrian throughput.
- Improvements to the subway entrance on Lexington Avenue and below-grade mezzanine would be constructed to bring light and air into the subway mezzanine and provide a larger, covered at-grade subway entrance. These improvements would also help to ease crowding and backups at the entrances. The stairs located near the northwest corner of Lexington Avenue and East 42nd Street that provide access from Lexington Avenue down to the mezzanine level of the subway station would be realigned and relocated further north.
- The building would be set back from Lexington Avenue to allow for a minimum five-foot increased sidewalk widths on Lexington Avenue and East 42nd Street.
- The Lexington Passage entrance would be redesigned to make it legible and inviting to pedestrians. The Passage would be refinished, and its ceiling height would be increased from approximately 9 feet 6 inches to as high as 18 feet for most of its length.
- Girders would be removed from the subway mezzanine level to improve circulation and enhance sightlines.
- A "Short Loop Connection" would be constructed through adaptive reuse of an existing, decommissioned Metro-North loop track tunnel to create a pedestrian connection between the Long Island Rail Road Grand Central Madison station and the lower-level Metro-North trains and subway mezzanine level.
- The open space proposed on the west side of the building, the Grand Central Terrace, would provide new visibility of the southeast corner of Grand Central Terminal. The terrace would provide trees, planting, seating, and skylights that bring light to the transit hall below. Additionally, a sidewalk expansion along the Grand Central Terrace adjacent to the Park Avenue Viaduct would measure 142 feet long by 8.5 feet wide.
- The open space proposed on the east side of the building, the Chrysler Terrace, would provide an overlook onto Lexington Avenue and East 42nd Street, and a unique vantage point for viewing the surrounding landmarks. The terrace would feature trees, plantings, and multiple types of seating.
- The open space proposed on the north side of the building, the Graybar Terrace, would feature retail use, fixed and movable seating, and flexible space.

Traffic

Existing Conditions

The Project is located in one of the most transit-rich environments in New York City, adjacent to Grand Central Terminal, which features commuter rail access to Metro-North Railroad (MNR) and Long Island Rail Road (LIRR), and located above the Grand Central-42nd Street subway station. The Project is also served by multiple bus lines and is located within a ½-mile from three other subway stations. Based on the 2012-2016 American Community Survey[1] reverse journey to work data for the surrounding census tracts (78, 80, 88, 90, 92, 94, 98, 100 and 102), 8.4 percent worker trips to this area drove while 80.2 percent of worker trips took transit.

The transportation analysis in the 2021 CEQR FEIS relied on traffic data collected before the advent of the COVID-19 pandemic in early 2020. Since that data were collected, two major background projects located near the Project were completed and introduced new trips to the study area. The One Vanderbilt project, an approximately 1.7 million sf commercial development located one block west of the Development Site, was completed in late 2020. In addition, the Long Island Rail Road's East Side Access project was completed in early 2023, providing a new commuter rail connection at Grand Central Terminal. In addition, the New York City Department of Transportation implemented projects focused on improving pedestrian and bus operations along key roadways in the traffic network, including along East 42nd Street and Lexington Avenue; these projects expanded the bus lanes but reduced the number of travel lanes available to general vehicle traffic. Lastly, travel patterns have changed following the COVID-19 pandemic.

Traffic data collection was collected in November 2024 at the 15 intersections analyzed in the 2021 CEQR FEIS during the weekday AM, midday, and PM peak hours. The current conditions volumes were compared to the 2019 existing conditions volumes analyzed in the 2021 CEQR FEIS, and it was determined that there was an approximately 24 percent decrease in the traffic volumes at these 15 intersections during the weekday AM and midday peak hours, and an approximately 20 percent decrease in the weekday PM peak hour. It is assumed that these decreases are due to changes in travel patterns following the COVID-19 pandemic.

On January 5, 2025, after the traffic counts were conducted, New York City enacted the Central Business District Tolling Program which introduced a congestion pricing fee for motorists traveling in the Manhattan CBD, an area which includes the roadways within the

1 The latest American Community Survey reverse journey to work dataset is for the years 2017 through 2021 and had comparable auto (8.9 percent) and transit (80.5 percent) as the 2012 - 2016 dataset. However, the 2017 – 2021 dataset includes survey data during the quarantine period of the COVID-19 pandemic and therefore were not used.

traffic and pedestrian study areas. This program has resulted in a reduction in traffic volumes in the study area[2], and potentially increased subway ridership as some motorists would choose to take mass transit instead of driving due to this program.

No Build Alternative

As the No Build Alternative is the existing hotel and accessory retail spaces, it is assumed that no additional trips would be generated compared to existing conditions. Using travel demand factors found in the *2021 Citywide Environmental Quality Review Technical Manual (CEQR Technical Manual)*, survey data provided by NYCDOT, and assumptions used from other environmental review documents, it is estimated that the existing uses generates 441 vehicle trips during the weekday AM peak hour, 348 vehicle trips during the weekday midday peak hour, and 395 vehicle trips during the weekday PM peak hour. These vehicle trips were assigned through the roadway network to estimate the magnitude of vehicle trips at the 15 intersections analyzed in the 2021 CEQR FEIS (see Table 1 and attached trip generation calculations). Existing trips were assigned to enable a comparison of the trips attributable to the development on the Project Site in the No Build Alternative relative to the Build Alternative.

Table 1 Vehicle Trip by Intersection due to the Existing Hotel and Retail

Intersection	Weekday AM Peak Hour	Weekday PM Peak Hour
Second Avenue and East 40th Street	38	35
Second Avenue and East 42nd Street	36	35
Third Avenue and East 40th Street	85	73
Third Avenue and East 42nd Street	111	96
Lexington Avenue and East 40th Street	66	59
Lexington Avenue and East 42nd Street	209	175
Lexington Avenue and East 43rd Street	108	88
Lexington Avenue and East 44th Street	109	90
Lexington Avenue and East 45th Street	114	91
Lexington Avenue and East 46th Street	119	94
Park Avenue and East 40th Street	64	55
Madison Avenue and East 42nd Street	198	170
Fifth Avenue and 42nd Street	198	170
Sixth Avenue and West 42nd Street	199	171
Broadway and West 42nd Street	133	115

2 Per the MTA, the congestion pricing program has resulted in a reduction of 8 to 14 percent per month during the period of January 2025 through June 2025.

Build Alternative

Trip generation projections were prepared for the Build Alternative using the travel demand factors found in the *2021 CEQR Technical Manual*, survey data provided by NYCDOT, and assumptions used from other environmental review documents (see attached trip generation calculations). The Build Alternative would generate an increase of 176 vehicle trips during the weekday AM peak hour and 84 vehicle trips during the weekday PM peak hour compared to the No Build Alternative. However, the Build Alternative would be expected to generate fewer vehicle trips compared to the No Build Alternative during the weekday midday peak hour (a reduction of 29 vehicle trips). Therefore, the Build Alternative would not result in traffic impacts during the weekday midday peak hour.[3]

A trip assignment was conducted for the weekday AM and PM peak hours to determine, once distributed, whether the increase in vehicle trips at any individual intersection would be considered to be an adverse impact. Tables 2 and 3 below show the vehicle trip increment for the Build Alternative compared to the No Build Alternative at 15 intersections within the study area for the weekday AM and PM peak hours, respectively. The Build Alternative would result in decreased traffic volumes at six intersections during the weekday AM peak hour and at nine intersections during the weekday PM peak hour due to the difference in travel patterns between the No Build Alternative and Project uses.[4] At the other intersections, the increase in vehicle trips would be minimal to modest, with the largest increase occurring at the intersection of Second Avenue and East 40th Street; this intersection would experience an increase of 69 vehicle trips during the weekday AM peak

3 The trip generation for the Build Alternative differs from the CEQR Action Alternative for three reasons: (1) the current program for the Build Alternative includes less retail and hotel and more office square footage, which results in fewer trips than the program analyzed in CEQR; (2) this analysis uses the latest accepted New York City rates; and (3) this analysis reflects an analytical framework comparing the current program to the existing building/uses rather than a redeveloped building. As the generated trips are lower than those in the CEQR analysis, it serves as confirmation that the CEQR analysis represents a "worst case" scenario.

4 The hotel use would be the predominant trip generating use for the No Build Alternative, and the vast majority of these trips are taxi trips that would travel directly to the site (to pick-up or drop-off hotel guest) which results in higher intensity of trips near the site. In comparison, vehicular trips related to office use (the predominant trip generating use for the Build Alternative) would be primarily made up of auto trips that would travel directly to nearby off-site parking facilities (i.e., office workers would park off-site and walk to the site) which would reduce the magnitude of vehicle trips at intersections near the site and en route/departing from the site. In addition, the origin-destination patterns are different between these two uses – hotel trips were primarily assigned to local attractions within Manhattan (approximately 90 percent was assumed, per the 2021 CEQR FEIS) whereas office trips would mostly originate from outside of Manhattan (approximately 92 percent, per the 2021 CEQR FEIS).

hour. The level of increase amounts to 1.2 additional vehicles per minute at the intersection, or 1.8 additional vehicles during each traffic signal cycle (the traffic signal cycle length is 90 seconds). This increase would not materially change the motorist's experience.

Table 2 Vehicle Trip Increment by Intersection – Weekday AM Peak Hour

Intersection	No Build Alternative	Build Alternative	Increment
Second Avenue and East 40th Street	38	107	69
Second Avenue and East 42nd Street	36	86	50
Third Avenue and East 40th Street	85	125	40
Third Avenue and East 42nd Street	111	105	-6
Lexington Avenue and East 40th Street	66	125	58
Lexington Avenue and East 42nd Street	209	153	-56
Lexington Avenue and East 43rd Street	108	108	0
Lexington Avenue and East 44th Street	109	125	16
Lexington Avenue and East 45th Street	114	161	47
Lexington Avenue and East 46th Street	119	159	40
Park Avenue and East 40th Street	64	98	34
Madison Avenue and East 42nd Street	198	92	-105
Fifth Avenue and 42nd Street	198	103	-95
Sixth Avenue and West 42nd Street	199	93	-106
Broadway and West 42nd Street	133	62	-71

Table 3 Vehicle Trip Increment by Intersection – Weekday PM Peak Hour

Intersection	No Build Alternative	Build Alternative	Increment
Second Avenue and East 40th Street	35	98	62
Second Avenue and East 42nd Street	35	88	54
Third Avenue and East 40th Street	73	104	31
Third Avenue and East 42nd Street	96	123	27
Lexington Avenue and East 40th Street	59	67	9
Lexington Avenue and East 42nd Street	175	103	-72
Lexington Avenue and East 43rd Street	88	51	-37
Lexington Avenue and East 44th Street	90	52	-38
Lexington Avenue and East 45th Street	91	59	-32
Lexington Avenue and East 46th Street	94	61	-34
Park Avenue and East 40th Street	55	57	2
Madison Avenue and East 42nd Street	170	103	-67
Fifth Avenue and 42nd Street	170	92	-78
Sixth Avenue and West 42nd Street	171	105	-65
Broadway and West 42nd Street	115	79	-36

Pedestrians

Existing Conditions

The Project is located in the East Midtown area which is a commercial business district characterized by high levels of pedestrian activity. Pedestrian counts were conducted at the 15 pedestrian elements (i.e., crosswalks, sidewalks and corners) analyzed in the 2021 CEQR FEIS in November 2024. The pedestrian counts show that there has been a decrease in pedestrian volumes compared to the 2019 existing conditions – approximately 16 percent lower during the weekday AM peak hour, 11 percent during the weekday midday peak hour and 7 percent during the weekday PM peak hour. As a result, there is additional available capacity in the system compared to pre-COVID conditions.

No Build Alternative

As the No Build Alternative is the existing hotel and accessory retail spaces; it is assumed that no additional trips would be generated compared to existing conditions.

Build Alternative

The Build Alternative would improve the pedestrian environment by widening the sidewalks along the site's Lexington Avenue and East 42nd Street frontages by a minimum of five feet which would improve pedestrian conditions. Assuming a pedestrian flow rate of 10 pedestrians per minute per foot, the additional five feet in sidewalk space would provide an additional capacity of 3,000 pedestrians in an hour.[5] Along Lexington Avenue, the existing pedestrian space (raised curb plus painted asphalt space) is 22 feet wide and would be expanded to at least 27 feet. Along East 42nd Street, the existing sidewalk is 20 feet and would be expanded to at least 25 feet.

The Build Alternative is estimated to generate an increase of 991 pedestrian trips in the weekday AM peak hour compared to the No Build Alternative, 3,298 pedestrian trips in the weekday midday peak hour and 475 pedestrian trips in the weekday PM peak hour (pedestrian trips consider bus and walk-only trips plus walk trips between parking and the project site, but does not include subway and rail trips that would occur entirely within Grand Central Terminal and the Grand Central-42nd Street subway station).

Table 4 shows the increase in pedestrian trips distributed along the project site's two frontages where project-generated pedestrian trips would be most concentrated. These trips would be dispersed through the roadway network to attractions in the area, such as

5 Per the Highway Capacity Manual, the flow rate at level of service letter (LOS) grade D is 10 to 15 pedestrians per minute per foot. LOS D is a condition where pedestrian would have their normal walking speed restricted and represents conditions in a central business district. LOS D is a typical pedestrian condition in Midtown Manhattan.

transit stops and commercial establishments, and the level of pedestrian activities would be lower at pedestrian elements further away from the project site. During the weekday AM and PM peak hours, the pedestrian increases along the two sidewalks are modest (or in the case for the Lexington Avenue frontage sidewalk during the weekday PM peak, would result in a modest decrease). The increase in pedestrian trips would be highest during the weekday midday peak hour due to office midday trips (e.g., office workers going to lunch, running errands, etc.). The increases in pedestrian volume would be accommodated by the additional pedestrian space provided by the Build Alternative. Specifically, the highest increase of pedestrian trips along the Project's frontage sidewalk (1,394 pedestrians in an hour) could be accommodated by the increased capacity of 3,000 pedestrians in an hour due to sidewalk widening proposed by the Build Alternative. Therefore, this increase would not materially change the pedestrian experience in a negative way nor does it change the context of the study area's pedestrian environment.

Table 4 Pedestrian Increment Along Project Site Frontages

	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour	
Sidewalk	**Increment**	**Existing Volume**	**Increment**	**Existing Volume**	**Increment**	**Existing Volume**
Lexington Avenue west sidewalk between East 42nd and East 43rd Streets	100	3,667	775	2,440	-36	4,268
East 42nd Street north sidewalk between Park Avenue and Lexington Avenue	598	3,111	1,394	2,274	329	2,445

Subways

Existing Conditions

Per MTA's data, in 2024 the Grand Central-42nd Street subway station had an average weekday ridership of 108,547 riders. This is an approximately 31 percent decrease from the average weekday ridership of 157,273 riders in 2019 prior to the COVID-19 pandemic. In the 2021 CEQR FEIS analysis, the total in/out volumes at the subway station's fare control areas in the 2019 existing conditions was 48,185 trips in the AM peak hour and 43,848 trips in the PM peak hour.

No Build Alternative

As the No Build Alternative is the existing hotel and accessory retail spaces, it is assumed that no additional trips would be generated compared to existing conditions. In addition, the No Build Alternative would not include any of the circulation improvements within the Grand Central-42nd Street subway station, the Lexington Avenue Passage, or the 42nd Street Passage that are part of the Build Alternative.

Build Alternative

The Project is located above of the Grand Central-42nd Street subway station and adjacent to Grand Central Terminal. The Build Alternative therefore creates opportunities to introduce transit and public realm improvements that would enhance the passenger circulation conditions in the subway station, and connections between Grand Central Terminal and the subway station. These improvements would provide additional vertical circulation and fare control capacity at the Fare Control Area (FCA) 238, which is the primary fare control area in the subway station. The 2021 CEQR FEIS assumed that due to existing constraints at FCA 238, some riders were diverted to other fare control areas making circuitous paths through Grand Central Terminal and the subway station. With the additional capacity provided as part of the Project, it is assumed that travel patterns would be redistributed to make greater use of FCA 238.

These improvements would also assist in alleviating the congestion introduced by the opening of the East Side Access project which provides LIRR service to this station. Previous analyses estimated that Fare Control Area (FCA) 238 in particular would experience a larger number of MNR and LIRR riders.

A summary of the transit improvements is provided below in Table 5.

The Build Alternative is estimated to generate an increase of 2,141 subway trips in the AM peak hour and 1,778 subway trips in the PM peak hour compared to the No Build Alternative. Per the subway station ridership data, there was an approximate 31 percent decrease in ridership between 2019 and 2024 which equates to approximately 14,900 trip reduction during the AM peak hour and approximately 13,500 trips during the PM peak hour. Therefore, it is expected the Build Alternative-generated subway trips could be sufficiently accommodated by the existing subway station elements (even before accounting for the additional transit capacity provided by the Build Alternative).

If ridership levels return to pre-COVID conditions, the increase in Build Alternative-generated trips would represent a modest increase in overall subway ridership. The MTA developed a ridership model in 2021 which was used in the 2021 CEQR FEIS subway station analysis. In total, the 2021 CEQR FEIS projected that subway ridership volumes at the Grand Central-42nd Street subway station's FCAs would recover from the COVID-19 pandemic; ridership would be 59,886 trips during the AM peak hour and 55,100 trips during the PM

peak hour. The Build Alternative would account for about four percent of the station ridership during the AM peak hour and about five percent of the station ridership during the PM peak hour. The Build Alternative would contribute a modest increase in subway ridership, therefore, the increase would not materially change the subway rider's experience.

The proposed transit improvements would enhance the subway rider's experience by increasing capacity at subway station elements at FCA 238. This change, plus the "Short Loop connection," would change travel patterns and reduce travel times for subway riders walking through the subway station and Grand Central Terminal. Within the subway station, the redesign of FCA R240 and the paid zone in the mezzanine level through removal of girders and back-of-house spaces would improve circulation and accessibility at the mezzanine level to the platform stairs and escalators. As the Build Alternative-generated subway trips are modest relative to the total trips using the subway station's facilities and the Build Alternative would introduce transit and public realm improvements to the subway station, the Build Alternative would not adversely affect the context of the study area environment or subway station experience.

Table 5 Summary of Transit Improvements

Area	Improvement	Benefits
FCA R238	New subway entrance	Provides direct connection between East 42nd Street and subway access
	Relocate turnstiles to street level	Alleviates congestion points at the subway mezzanine
	New street-to-mezzanine stair	Provides additional vertical circulation capacity and alleviates congested stairs and escalators
	Additional turnstile and vertical circulation capacity	Streamlines walking paths for riders between Grand Central Terminal and subway service; riders' desire path is through FCA R238 but some riders currently use other fare control areas due to congestion at this fare control area
New Transit Hall	Provide transit hall with retail and information screens/booths	Expands pedestrian circulation area through the Grand Central Terminal's 42nd Street Passage
FCA R240	Additional turnstiles	Provides additional turnstile capacity
	Realigned Lexington Avenue street-to-mezzanine stair	Relocated stairway would be in a larger, covered, at-grade subway entrance along Lexington Avenue
	Removal of girders and back-of-house spaces	Provides better visual and physical connection to mezzanine-to-platform stairs, and improves entry and exit circulation at this fare control area
Subway mezzanine level	Remove girders	Provides more circulation space and enhances sightlines in the mezzanine level

Table 5 Summary of Transit Improvements

Area	Improvement	Benefits
Short Loop connection	Provide connection for rail riders to subway	Creates a new connection that provides direct access for commuter rail riders between the Grand Central Terminal lower level to the subway; riders would bypass needing to travel to the upper level of Grand Central Terminal and accessing the subway station via FCA R238, reducing their walking distances

Trip Generation: No Build Alternative (Existing Uses)

Existing Uses Increment:
Existing - 21 ksf Local Retail
Existing - 0 acre Open Space (Passive)
Existing - 1300 rooms Hotel
Existing - 0 ksf Office

Existing - Local Retail Vehicle Trips (Balanced)

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	3	3	6	5	5	10	7	7	14
Taxi	1	1	2	1	1	2	2	2	4
Truck	0	0	0	0	0	0	0	0	0
Bike	2	2	4	4	4	8	6	6	12
Total	6	6	12	10	10	20	15	15	30

Local Retail Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	5	5	10	8	8	16	11	11	22
Taxi	1	1	2	2	2	4	3	3	6
Bus	1	1	2	2	2	4	3	3	6
Subway	1	1	2	2	2	4	3	3	6
Walk	119	110	229	191	191	382	260	260	520
Bike	1	1	2	2	2	4	3	3	6
Total	128	119	247	207	207	414	283	283	566

Existing - Open Space (Passive) Vehicle Trips (Balanced)

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Open Space (Passive) Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Existing - Hotel Vehicle Trips (Balanced)

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	11	24	35	10	18	28	19	18	37
Taxi	192	192	384	146	146	292	163	163	326
Truck	5	5	10	4	4	8	1	1	2
0	0	0	0	0	0	0	0	0	0
Total	208	221	429	160	168	328	183	182	365

Hotel Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	20	44	64	18	33	51	35	33	68
Taxi	155	345	500	144	256	400	277	256	533
Bus	7	15	22	6	11	17	12	11	23
Subway	49	110	159	46	82	128	88	82	170
Walk	96	213	309	89	158	247	171	158	329
Rail	3	7	10	3	5	8	6	5	11
Total	330	734	1,064	306	545	851	589	545	1,134

Existing - Office Vehicle Trips (Balanced)

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Office Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Total Vehicle Trips 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	14	27	**41**	15	23	**38**	26	25	**51**
Taxi	193	193	**386**	147	147	**294**	165	165	**330**
Truck	5	5	**10**	4	4	**8**	1	1	**2**
Total	**214**	**227**	**441**	**170**	**178**	**348**	**198**	**197**	**395**

Total Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	25	49	**74**	26	41	**67**	46	44	**90**
Taxi	156	346	**502**	146	258	**404**	280	259	**539**
Bus	8	16	**24**	8	13	**21**	15	14	**29**
Subway	50	111	**161**	48	84	**132**	91	85	**176**
Walk	215	323	**538**	280	349	**629**	431	418	**849**
Rail	4	8	**12**	5	7	**12**	9	8	**17**
Total	**458**	**853**	**1,311**	**513**	**752**	**1,265**	**872**	**828**	**1,700**

	Weekday
Daily Rate (1)	329
Linkage	25%
Units (ksf)	21.0
Trips	5182
Temporal Distribution (1)	
AM	4.8%
MD	8.0%
PM	10.9%

Use: Local Retail

21.0 ksf

Existing

Modal Split (2)	AM	MD	PM
Auto	4.0%	4.0%	4.0%
Taxi	1.0%	1.0%	1.0%
Bus	1.0%	1.0%	1.0%
Subway	1.0%	1.0%	1.0%
Walk	92.0%	92.0%	92.0%
Bike	1.0%	1.0%	1.0%
	100%	100%	100%

Vehicle Occupancy (3)			
Auto	1.65	1.65	1.65
Taxi	1.40	1.40	1.40
Bike	1.00	1.00	1.00

Directional Split ("Ins") (1)		
AM	52%	
MD	50%	50%
PM	50%	

Truck Deliveries

	Weekday	
Daily Rate (1)	0.35	7
Temporal Distribution (1)		
AM	8.0%	1
MD	11.0%	1
PM	2.0%	0

Local Retail Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	5	5	10	8	8	16	11	11	22
Taxi	1	1	2	2	2	4	3	3	6
Bus	1	1	2	2	2	4	3	3	6
Subway	1	1	2	2	2	4	3	3	6
Walk	119	110	229	191	191	382	260	260	520
Bike	1	1	2	2	2	4	3	3	6
Total	128	119	247	207	207	414	283	283	566

Local Retail Vehicle Trips - Before balancing

	AM			MD			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	3	3	6	5	5	10	7	7	14
Taxi	1	1	2	1	1	2	2	2	4
Truck	0	0	0	0	0	0	0	0	0
Bike	1	1	2	2	2	4	3	3	6
Total	5	5	10	8	8	16	12	12	24

Local Retail Vehicle Trips (Balanced) 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	3	3	6	5	5	10	7	7	14
Taxi	1	1	2	1	1	2	2	2	4
Truck	0	0	0	0	0	0	0	0	0
Bike	2	2	4	4	4	8	6	6	12
Total	6	6	12	10	10	20	15	15	30

Sources:

(1) CEQR Technical Manual, 2021

(2) NYCDOT survey of local retail in Manhattan transit zone

(3) M1 Hotel Zoning Text Amendment FEIS, 2018; hotel site in Manhattan below 59th Street

	Weekday
Daily Rate (1)	44
Linkage	0%
Units (acre)	0.0
Trips	0
Temporal Distribution (1)	
AM	3.0%
MD	14.0%
PM	14.0%

Use: Open Space (Passive)

0.0 acre

Existing

0 ksf

Modal Split (3)	AM	MD	PM
Auto	5.0%	5.0%	5.0%
Taxi	1.0%	1.0%	1.0%
Bus	4.0%	4.0%	4.0%
Subway	3.0%	3.0%	3.0%
Walk	87.0%	87.0%	87.0%
	100%	100%	100%

Vehicle Occupancy (2)			
Auto	2.90	2.90	2.90
Taxi	3.00	3.00	3.00

Directional Split ("Ins") (1)		
AM	59%	
MD	55%	55%
PM	55%	

Truck Deliveries

	Weekday	
Daily Rate (2)	0.01	0
Temporal Distribution (2)		
AM	6.0%	0
MD	6.0%	0
PM	1.0%	0

Open Space (Passive) Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Open Space (Passive) Vehicle Trips - Before balancing

	AM			MD			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Open Space (Passive) Vehicle Trips (Balanced) 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Sources:

(1) CEQR Technical Manual, 2021

(2) Brooklyn Bridge Park FEIS, 2005; assumed Saturday assumptions same as Sunday

(3) Special West Chelsea District Rezoning and High Line Open Space (Updated based on DOT's June 23, 2020 Comments'

	Weekday
Daily Rate (1)	10.9
Linkage	0%
Units (rooms)	1,300.0
Trips	14170
Temporal Distribution (1)	
AM	7.5%
MD	6.0%
PM	8.0%

Use: Hotel
1,300.0 rooms
Existing

Modal Split (2)	AM	MD	PM
Auto	6.0%	6.0%	6.0%
Taxi	47.0%	47.0%	47.0%
Bus	2.0%	2.0%	2.0%
Subway	15.0%	15.0%	15.0%
Walk	29.0%	29.0%	29.0%
Rail	1.0%	1.0%	1.0%
	100%	100%	100%

Vehicle Occupancy (2)			
Auto	1.80	1.80	1.80
Taxi	2.00	2.00	2.00

Directional Split ("Ins") (1)		
AM	31%	
MD	36%	51%
PM	52%	

Truck Deliveries

	Weekday	
Daily Rate (3)	0.06	78

Temporal Distribution (1)		
AM	12.0%	9
MD	9.0%	7
PM	2.0%	2

Hotel Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	20	44	64	18	33	51	35	33	68
Taxi	155	345	500	144	256	400	277	256	533
Bus	7	15	22	6	11	17	12	11	23
Subway	49	110	159	46	82	128	88	82	170
Walk	96	213	309	89	158	247	171	158	329
Rail	3	7	10	3	5	8	6	5	11
Total	330	734	1,064	306	545	851	589	545	1,134

Hotel Vehicle Trips - Before balancing

	AM			MD			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	11	24	35	10	18	28	19	18	37
Taxi	78	173	251	72	128	200	139	128	267
Truck	5	5	10	4	4	8	1	1	2
Total	94	202	296	86	150	236	159	147	306

Hotel Vehicle Trips (Balanced) 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	11	24	35	10	18	28	19	18	37
Taxi	192	192	384	146	146	292	163	163	326
Truck	5	5	10	4	4	8	1	1	2
0	0	0	0	0	0	0	0	0	0
Total	208	221	429	160	168	328	183	182	365

Sources:
(1) CEQR Technical Manual, 2021
(2) NYCDOT survey of hotel in Manhattan transit zone
(3) M1 Hotel Zoning Text Amendment FEIS, 2018; hotel site in Manhattan below 59th Street

	Weekday
Daily Rate (1)	18
Linkage	0%
Units (ksf)	0.0
Trips	0
Temporal Distribution (1)	
AM	12.4%
MD	11.0%
PM	10.5%

Use: Office
0.0 ksf
Existing

Modal Split (2)	AM	MD	PM
Auto	8.4%	2.0%	8.4%
Taxi	2.0%	3.0%	2.0%
Bus	13.8%	6.0%	13.8%
Subway	47.1%	6.0%	47.1%
Walk	9.4%	83.0%	9.4%
Rail	19.3%	0.0%	19.3%
	100%	100%	100%

Vehicle Occupancy (2, 3)			
Auto	1.13	1.13	1.13
Taxi	1.40	1.40	1.40

Directional Split ("Ins") (1)		
AM	86%	
MD	52%	48%
PM	16%	

Truck Deliveries

	Weekday	
Daily Rate (1)	0.32	0
Temporal Distribution (1)		
AM	10.0%	0
MD	11.0%	0
PM	2.0%	0

Office Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Office Vehicle Trips - Before balancing

	AM			MD			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Office Vehicle Trips (Balanced) 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Sources:
(1) *CEQR Technical Manual* , 2021
(2) ACS 2012-2016 five years estimates, Table A202105, for Manhattan tracts 78, 80, 82, 88, 90, 92, 94, 98, 100, and 102
(3) Greater East Midtown Rezoning FEIS, 2017; Saturday rates from Seward Park Mixed-Use Development Project FGEIS, 2012

Trip Generation : Build Alternative

Action Program:
Proposed - 3.271 ksf Local Retail
Proposed - 0.489003673094582 acre Open Space (Passive)
Proposed - 200 rooms Hotel
Proposed - 2165.451 ksf Office

Proposed - Local Retail Vehicle Trips (Balanced)

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	1	2	1	1	2	1	1	2
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	1	1	2	1	1	2	1	1	2

Local Retail Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	1	2	1	1	2	2	2	4
Taxi	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0
Walk	19	17	36	30	30	60	40	40	80
Total	20	18	38	31	31	62	42	42	84

Proposed - Open Space (Passive) Vehicle Trips (Balanced)

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Open Space (Passive) Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0
Walk	0	0	0	1	1	2	1	1	2
Total	0	0	0	1	1	2	1	1	2

Proposed - Hotel Vehicle Trips (Balanced)

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	2	4	6	2	3	5	3	3	6
Taxi	30	30	60	23	23	46	25	25	50
Truck	1	1	2	1	1	2	0	0	0
0	0	0	0	0	0	0	0	0	0
Total	33	35	68	26	27	53	28	28	56

Hotel Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	3	7	10	3	5	8	5	5	10
Taxi	24	53	77	22	39	61	43	39	82
Bus	1	2	3	1	2	3	2	2	4
Subway	8	17	25	7	13	20	14	13	27
Walk	15	33	48	14	24	38	26	24	50
Rail	1	1	2	0	1	1	1	1	2
Total	52	113	165	47	84	131	91	84	175

Proposed - Office Vehicle Trips (Balanced)

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	309	50	359	40	36	76	49	256	305
Taxi	59	59	118	56	56	112	51	51	102
Truck	35	35	70	38	38	76	7	7	14
0	0	0	0	0	0	0	0	0	0
Total	403	144	547	134	130	264	107	314	421

Office Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	349	57	406	45	41	86	55	289	344
Taxi	83	14	97	67	62	129	13	69	82
Bus	574	93	667	134	123	257	90	474	564
Subway	1,958	319	2,277	134	123	257	308	1,619	1,927
Walk	391	64	455	1,851	1,708	3,559	62	323	385
Rail	802	131	933	0	0	0	126	664	790
Total	4,157	678	4,835	2,231	2,057	4,288	654	3,438	4,092

Total Vehicle Trips 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	312	55	**367**	43	40	**83**	53	260	**313**
Taxi	89	89	**178**	79	79	**158**	76	76	**152**
Truck	36	36	**72**	39	39	**78**	7	7	**14**
Total	**437**	**180**	**617**	**161**	**158**	**319**	**136**	**343**	**479**

Total Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	353	65	**418**	49	47	**96**	62	296	**358**
Taxi	107	67	**174**	89	101	**190**	56	108	**164**
Bus	575	95	**670**	135	125	**260**	92	476	**568**
Subway	1,966	336	**2,302**	141	136	**277**	322	1,632	**1,954**
Walk	425	114	**539**	1,896	1,763	**3,659**	129	388	**517**
Total	**4,229**	**809**	**5,038**	**2,310**	**2,173**	**4,483**	**788**	**3,565**	**4,353**

	Weekday
Daily Rate (1)	329
Linkage	25%
Units (ksf)	3.3
Trips	807
Temporal Distribution (1)	
AM	4.8%
MD	8.0%
PM	10.9%

Use: Local Retail

3.3 ksf

Proposed

Modal Split (2)	AM	MD	PM
Auto	4.0%	4.0%	4.0%
Taxi	1.0%	1.0%	1.0%
Bus	1.0%	1.0%	1.0%
Subway	1.0%	1.0%	1.0%
Walk	92.0%	92.0%	92.0%
Bike	1.0%	1.0%	1.0%
	100%	100%	100%

Vehicle Occupancy (3)			
Auto	1.65	1.65	1.65
Taxi	1.40	1.40	1.40
Bike	1.00	1.00	1.00

Directional Split ("Ins") (1)		
AM	52%	
MD	50%	50%
PM	50%	

Truck Deliveries

	Weekday	
Daily Rate (1)	0.35	1
Temporal Distribution (1)		
AM	8.0%	0
MD	11.0%	0
PM	2.0%	0

Local Retail Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	1	2	1	1	2	2	2	4
Taxi	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0
Walk	19	17	36	30	30	60	40	40	80
Total	20	18	38	31	31	62	42	42	84

Local Retail Vehicle Trips - Before balancing

	AM			MD			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	1	2	1	1	2	1	1	2
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	1	1	2	1	1	2	1	1	2

Local Retail Vehicle Trips (Balanced)

75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	1	2	1	1	2	1	1	2
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	1	1	2	1	1	2	1	1	2

Sources:

(1) CEQR Technical Manual, 2021

(2) NYCDOT survey of local retail in Manhattan transit zone

(3) M1 Hotel Zoning Text Amendment FEIS, 2018; hotel site in Manhattan below 59th Street

	Weekday
Daily Rate (1)	44
Linkage	0%
Units (acre)	0.5
Trips	22
Temporal Distribution (1)	
AM	3.0%
MD	14.0%
PM	14.0%

Use: Open Space (Passive)

0.5 acre

Proposed

21.301 ksf

Modal Split (3)	AM	MD	PM
Auto	5.0%	5.0%	5.0%
Taxi	1.0%	1.0%	1.0%
Bus	3.0%	3.0%	3.0%
Subway	4.0%	4.0%	4.0%
Walk	87.0%	87.0%	87.0%
	100%	100%	100%

Vehicle Occupancy (2)			
Auto	2.90	2.90	2.90
Taxi	3.00	3.00	3.00

Directional Split ("Ins") (1)		
AM	59%	
MD	55%	55%
PM	55%	

Truck Deliveries

	Weekday	
Daily Rate (2)	0.01	0
Temporal Distribution (2)		
AM	6.0%	0
MD	6.0%	0
PM	1.0%	0

Open Space (Passive) Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0
Walk	0	0	0	1	1	2	1	1	2
Total	0	0	0	1	1	2	1	1	2

Open Space (Passive) Vehicle Trips - Before balancing

	AM			MD			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Open Space (Passive) Vehicle Trips (Balanced) 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Sources:

(1) CEQR Technical Manual, 2021

(2) Brooklyn Bridge Park FEIS, 2005; assumed Saturday assumptions same as Sunday

(3) Special West Chelsea District Rezoning and High Line Open Space (Updated based on DOT's June 23, 2020 Comments'

	Weekday
Daily Rate (1)	10.9
Linkage	0%
Units (rooms)	200.0
Trips	2180
Temporal Distribution (1)	
AM	7.5%
MD	6.0%
PM	8.0%

Use: Hotel
200.0 rooms
Proposed

Modal Split (2)	AM	MD	PM
Auto	6.0%	6.0%	6.0%
Taxi	47.0%	47.0%	47.0%
Bus	2.0%	2.0%	2.0%
Subway	15.0%	15.0%	15.0%
Walk	29.0%	29.0%	29.0%
Rail	1.0%	1.0%	1.0%
	100%	100%	100%

Vehicle Occupancy (2)			
Auto	1.80	1.80	1.80
Taxi	2.00	2.00	2.00

Directional Split ("Ins") (1)		
AM	31%	
MD	36%	51%
PM	52%	

Truck Deliveries

	Weekday	
Daily Rate (3)	0.06	12

Temporal Distribution (1)		
AM	12.0%	1
MD	9.0%	1
PM	2.0%	0

Hotel Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	3	7	10	3	5	8	5	5	10
Taxi	24	53	77	22	39	61	43	39	82
Bus	1	2	3	1	2	3	2	2	4
Subway	8	17	25	7	13	20	14	13	27
Walk	15	33	48	14	24	38	26	24	50
Rail	1	1	2	0	1	1	1	1	2
Total	52	113	165	47	84	131	91	84	175

Hotel Vehicle Trips - Before balancing

	AM			MD			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	2	4	6	2	3	5	3	3	6
Taxi	12	27	39	11	20	31	22	20	42
Truck	1	1	2	1	1	2	0	0	0
Total	15	32	47	14	24	38	25	23	48

Hotel Vehicle Trips (Balanced) 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	2	4	6	2	3	5	3	3	6
Taxi	30	30	60	23	23	46	25	25	50
Truck	1	1	2	1	1	2	0	0	0
0	0	0	0	0	0	0	0	0	0
Total	33	35	68	26	27	53	28	28	56

Sources:
(1) CEQR Technical Manual, 2021
(2) NYCDOT survey of hotel in Manhattan transit zone
(3) M1 Hotel Zoning Text Amendment FEIS, 2018; hotel site in Manhattan below 59th Street

	Weekday
Daily Rate (1)	18
Linkage	0%
Units (ksf)	2,165.5
Trips	38978
Temporal Distribution (1)	
AM	12.4%
MD	11.0%
PM	10.5%

Use: Office
2,165.5 ksf
Proposed

Modal Split (2)	AM	MD	PM
Auto	8.4%	2.0%	8.4%
Taxi	2.0%	3.0%	2.0%
Bus	13.8%	6.0%	13.8%
Subway	47.1%	6.0%	47.1%
Walk	9.4%	83.0%	9.4%
Rail	19.3%	0.0%	19.3%
	100%	100%	100%

Vehicle Occupancy (2, 3)			
Auto	1.13	1.13	1.13
Taxi	1.40	1.40	1.40

Directional Split ("Ins") (1)		
AM	86%	
MD	52%	48%
PM	16%	

Truck Deliveries

	Weekday	
Daily Rate (1)	0.32	693
Temporal Distribution (1)		
AM	10.0%	69
MD	11.0%	76
PM	2.0%	14

Office Person Trips

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	349	57	406	45	41	86	55	289	344
Taxi	83	14	97	67	62	129	13	69	82
Bus	574	93	667	134	123	257	90	474	564
Subway	1,958	319	2,277	134	123	257	308	1,619	1,927
Walk	391	64	455	1,851	1,708	3,559	62	323	385
Rail	802	131	933	0	0	0	126	664	790
Total	4,157	678	4,835	2,231	2,057	4,288	654	3,438	4,092

Office Vehicle Trips - Before balancing

	AM			MD			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	309	50	359	40	36	76	49	256	305
Taxi	59	10	69	48	44	92	9	49	58
Truck	35	35	70	38	38	76	7	7	14
Total	403	95	498	126	118	244	65	312	377

Office Vehicle Trips (Balanced) 75% Taxi Overlap Credit

	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	309	50	359	40	36	76	49	256	305
Taxi	59	59	118	56	56	112	51	51	102
Truck	35	35	70	38	38	76	7	7	14
0	0	0	0	0	0	0	0	0	0
Total	403	144	547	134	130	264	107	314	421

Sources:
(1) *CEQR Technical Manual* , 2021
(2) ACS 2012-2016 five years estimates, Table A202105, for Manhattan tracts 78, 80, 82, 88, 90, 92, 94, 98, 100, and 102
(3) Greater East Midtown Rezoning FEIS, 2017; Saturday rates from Seward Park Mixed-Use Development Project FGEIS, 2012

Vehicle Trip Increment: No Build Alternative (Existing Uses)

N
Existing Uses Vehicle Trips
Weekday AM Peak Hour
East 46th Street
East 45th Street
East 44th Street
East 43rd Street
East 42nd Street
East 41st Street
East 40th Street
Broadway
Sixth Avenue
Fifth Avenue
Madison Avenue
Park Avenue
Lexington Avenue
Third Avenue
Second Avenue
Park Ave Viaduct
Park Ave Viaduct
MetLife Building
Grand Central
Commodore Hotel/ Grand Hyatt
Bryant Park
New York Public Library

Existing Uses Vehicle Trips
Weekday PM Peak Hour
N
East 46th Street
East 45th Street
East 44th Street
East 43rd Street
East 42nd Street
East 41st Street
East 40th Street
Broadway
Sixth Avenue
Fifth Avenue
Madison Avenue
Park Avenue
Lexington Avenue
Third Avenue
Second Avenue
MetLife Building
Grand Central
Park Ave Viaduct
Commodore Hotel/ Grand Hyatt
Bryant Park
New York Public Library
33 0
↓ ↘
4 →
57 ↘
0 90
↙ ↓
← 1
↙ 0
87 3
↓ ↘
87
↓
↙ 1
← 54
↙ 57
2 →
1 ↘
↖ 57
← 109
0 ↗
2 →
↖ ↑ ↗
2 0 0
0 2 0
↙ ↓ ↘
← 166
↙ 0
2 →
0 ↘
↖ 0
← 166
0 ↗
2 →
↖ ↑ ↗
0 1 0
82 5 0
↙ ↓ ↘
← 84
↙ 0
2 →
0 ↘
↖ 1
← 20
2 ↗
0 →
↖ ↑ ↗
64 3 5
20 6 1
↙ ↓ ↘
← 1
↙ 2
5 →
0 ↘
0 0
↓ ↓
0 0 ↗
0 ↗
37 →
0 ↘
↑ ↑ ↗
0 1 17
3 1
↓ ↘
42 →
12 ↘
18 ↗
26 →
↑ ↗
29 0
6 3
↓ ↘
26 →
1 ↘

Vehicle Trip Increment: Build Alternative

Project-Generated Vehicle Trips
Weekday AM Peak Hour

East 46th Street
East 45th Street
East 44th Street
East 43rd Street
East 42nd Street
East 41st Street
East 40th Street

Broadway
Sixth Avenue
Fifth Avenue
Madison Avenue
Park Avenue
Lexington Avenue
Third Avenue
Second Avenue

MetLife Building
Grand Central
Park Ave Viaduct
Park Ave Viaduct
Commodore Hotel/ Grand Hyatt
Bryant Park
New York Public Library

96 0 ↓ ↘
24 →
39 ↘
10 125 ↙ ↓
26 ←
0 ↙
105 20 ↓ ↘
105 ↓
3 ↙
35 ← 25 ↙
31 ↖ 56 ←
0 13 0 ↙ ↓ ↘
87 ← 0 ↙
0 ↖ 87 ←
45 63 0 ↓ ↘
3 →
0 ↘
42 ← 0 ↙
5 ↖ 12 ←
12 48 2 ↙ ↓ ↘
5 ← 11 ↙
3 0 ↙
0 3 →
3 ↖ 0 ←
3 0 ↙ ↓ ↘
0 3 ↗
0 ↖ 3 0 ←
3 ↗ 0 →
31 46 8 ↑ ↗
8 ↓ ↘
0 ↗
0 0 ↓ ↓
4 4 ↓ ↘
0 ↗
60 →
7 ↘
6 11 4 ↑ ↑ ↗
42 19 ↓ ↘
51 →
13 ↘
19 ↗
50 →
53 ↑ 3 ↗
50 18 ↓ ↘
22 →
17 ↘

Project-Generated Vehicle Trips
Weekday PM Peak Hour

East 46th Street
East 45th Street
East 44th Street
East 43rd Street
East 42nd Street
East 41st Street
East 40th Street

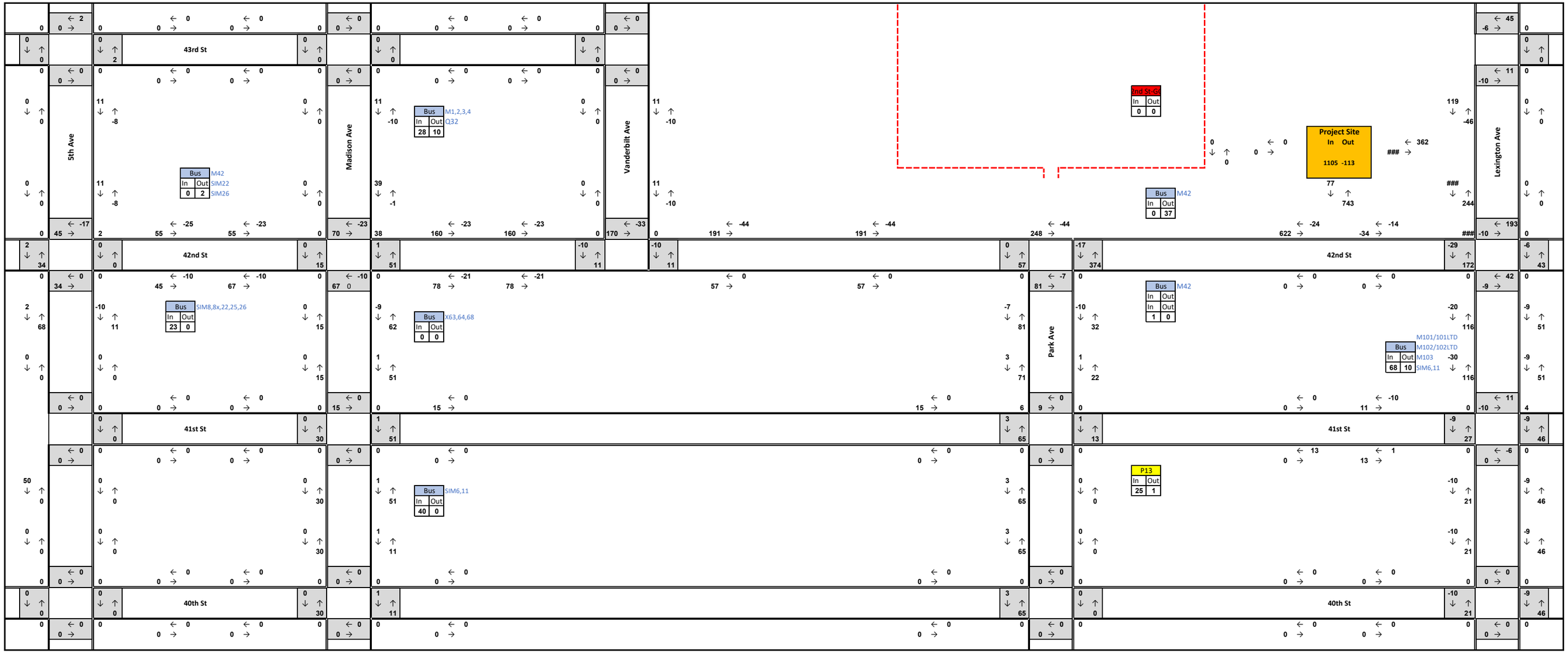
Broadway
Sixth Avenue
Fifth Avenue
Madison Avenue
Park Avenue
Lexington Avenue
Third Avenue
Second Avenue

MetLife Building
Grand Central
Park Ave Viaduct
Park Ave Viaduct
Commodore Hotel/ Grand Hyatt
Bryant Park
New York Public Library

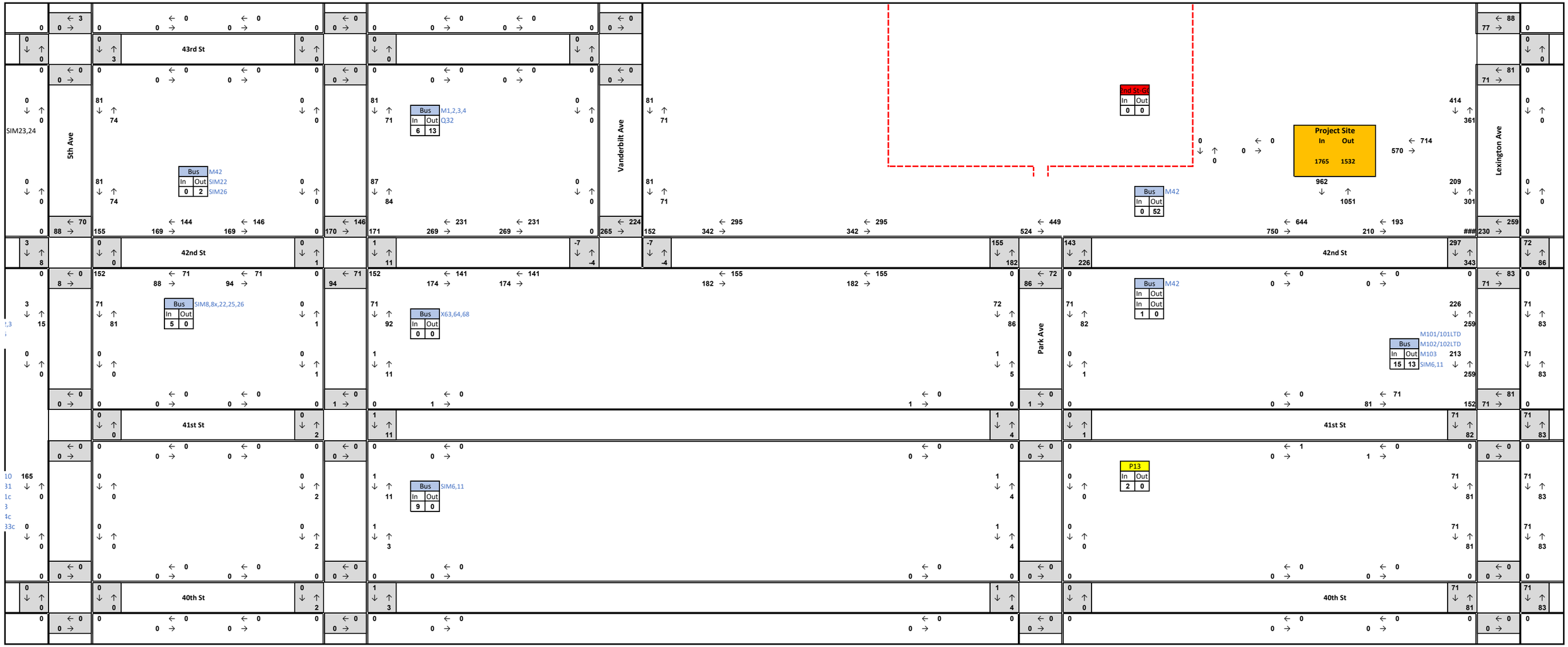
27 0
6
26
2 52
5
0
48 3
48
3
57
21
26
63
15 0 0
0 2 0
1 0
89
0
0 89
0 13 0
0 1
1 0
38 13 0
1
0
51
0
3
14
1 0
37 32 36
14 24 9
36
0
3
2
0 2
1 1
0
38
1
18 3
36
10
5 2 8
14
26
63 1
21 31
36
9

Pedestrian Trip Increment: Build Alternative

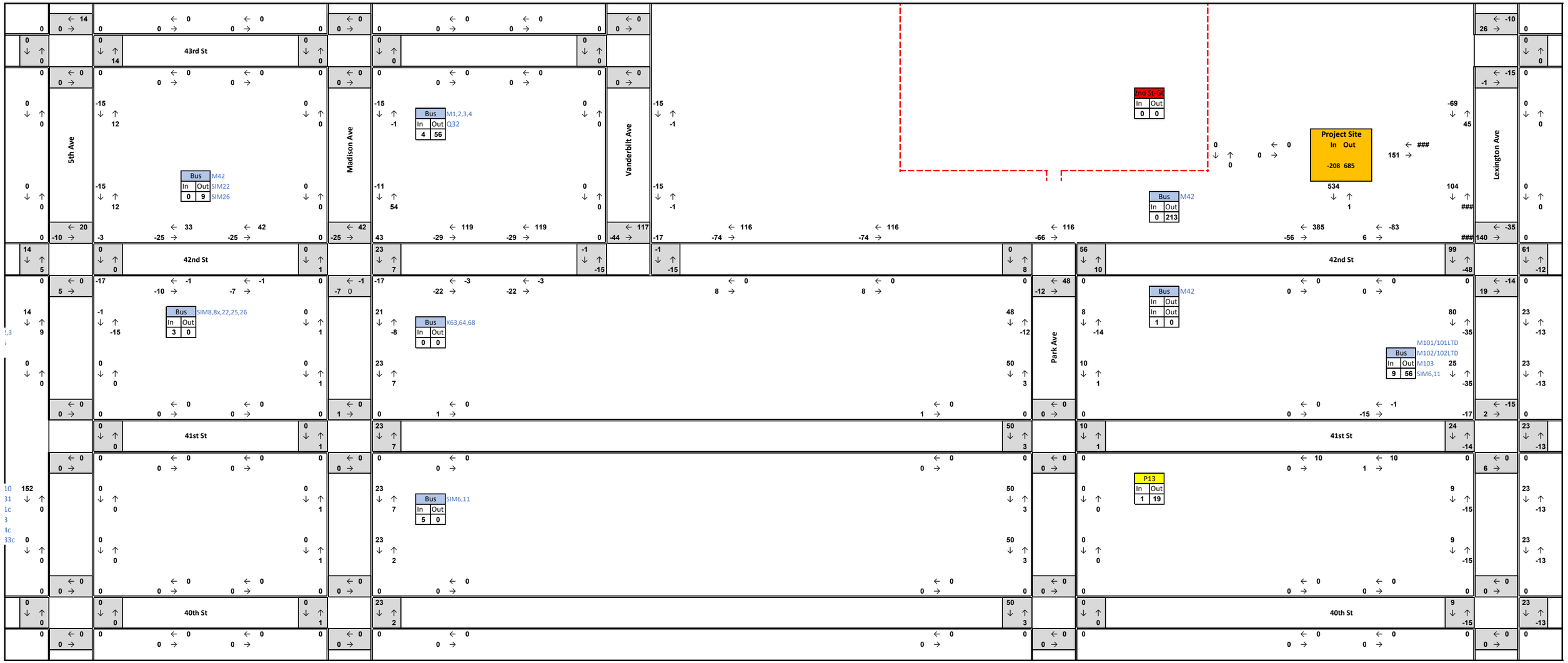
Project-Generated Pedestrian Trips
Weekday AM Peak Hour



Project-Generated Pedestrian Trips
Weekday Midday Peak Hour



Project-Generated Pedestrian Trips
Weekday PM Peak Hour



Traffic Count Volumes

Pedestrian Volume Comparison

	CEQR EIS 2019 Existing Volumes			2024 Existing Volumes			Difference		
	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour
Corners	1,763	1,791	1,933	978	931	1,568	785	860	365
Crosswalks	13,594	11,973	14,088	10,554	11,290	14,799	3,040	683	-711
Sidewalks	17,304	12,684	19,169	15,806	11,458	16,379	1,498	1,226	2,790
Total	32,661	26,448	35,190	27,338	23,679	32,746	5,323	2,769	2,444
						Percent Difference:	16.3%	10.5%	6.9%

AUTOMATED TRAFFIC RECORDER (ATR) COUNT

ATR SUMMARY BY DAY / DATE

Project: **Hyatt Redevelopment**
Location: **Manhattan, NY**
VHB

Average: 11/19/2024 - 11/21/2024

ATR	1	2	3	4	5	6	7	8	9	10	11	12	13	15 Min. Vol	Hourly Vol	ak Hourly V	Peak Hour
ATR Direction	SB	EB	SB	EB	WB	EB	WB	SB	EB	WB	SB	NB	EB				
Location	SB Lexington Ave Approaching E 46th St.	EB E 46th St Approaching Lexington Ave.	SB Fifth Ave Approaching E 42nd St.	EB E 42nd St Approaching Fifth Ave.	WB E 42nd St Approaching Fifth Ave.	EB E 42nd St Approaching Lexington Ave.	WB E 42nd St Approaching Lexington Ave.	SB Second Ave Approaching E 42nd St.	EB E 42nd St Approaching Second Ave.	WB E 42nd St Approaching Second Ave.	SB Park Ave Viaduct Approaching E 40th St.	NB Park Ave Viaduct N/O E 40th St.	EB E 40th St Approaching Park Ave.				
AM																	
6:00 - 6:15	145	58	188	116	102	105	95	309	62	77	29	32	53	1,372			
6:15 -6:30	165	61	202	125	105	116	104	332	76	75	46	47	60	1,514			
6:30 - 6:45	167	69	242	120	105	108	86	350	80	96	70	65	52	1,611			
6:45 - 7:00	186	93	266	143	111	136	106	360	83	105	95	87	56	1,827	6,324		
7:00 - 7:15	188	103	296	137	116	110	105	366	111	83	111	110	79	1,916			
7:15 -7:30	204	77	288	163	126	134	111	382	131	87	114	142	82	2,040			
7:30 - 7:45	205	109	311	141	121	120	102	416	124	81	141	173	84	2,128			
7:45 - 8:00	207	106	327	168	132	131	102	417	123	96	142	168	80	2,199	8,282		
8:00 - 8:15	226	106	335	172	129	129	100	415	134	91	150	190	85	2,262	8,628		
8:15 - 8:30	218	105	363	158	130	128	116	414	116	109	156	193	82	2,288	8,877		
8:30 - 8:45	210	100	350	174	131	131	114	410	136	111	159	187	73	2,287	9,036		
8:45 - 9:00	208	96	367	153	132	133	116	435	128	106	167	179	93	2,313	9,150		
9:00 - 9:15	216	121	343	175	126	133	100	417	134	101	159	189	80	2,294	9,181		
9:15 - 9:30	220	111	349	163	130	130	119	411	153	101	163	198	84	2,330	9,223		8:30 - 9:30
Subtotal	2,103	1,035	3,328	1,603	1,273	1,280	1,084	4,083	1,289	966	1,462	1,729	822			9,223	

	Hourly Vol	% Diff from Max
6 - 7 AM	6,324	31%
7 - 8 AM	8,282	9%
8 - 9 AM	9,150	0%
3 - 4 PM	9,635	4%
4 - 5 PM	9,627	4%
5 - 6 PM	10,055	0%

ATR	1	2	3	4	5	6	7	8	9	10	11	12	13	15 Min. Vol	Hourly Vol	ak Hourly V	Peak Hour
Location	SB Lexington Ave Approaching E 46th St.	EB E 46th St Approaching Lexington Ave.	SB Fifth Ave Approaching E 42nd St.	EB E 42nd St Approaching Fifth Ave.	WB E 42nd St Approaching Fifth Ave.	EB E 42nd St Approaching Lexington Ave.	WB E 42nd St Approaching Lexington Ave.	SB Second Ave Approaching E 42nd St.	EB E 42nd St Approaching Second Ave.	WB E 42nd St Approaching Second Ave.	SB Park Ave Viaduct Approaching E 40th St.	NB Park Ave Viaduct N/O E 40th St.	EB E 40th St Approaching Park Ave.				
11:00 - 11:15	237	109	338	160	119	129	106	426	145	87	153	202	83	2,294			
11:15 - 11:30	221	119	348	173	115	144	102	407	148	91	154	195	79	2,295			
11:30 - 11:45	235	130	362	175	118	141	106	387	153	95	153	205	89	2,349			
11:45 - 12:00	238	121	370	146	128	137	103	398	156	99	148	197	95	2,335	9,274		
12:00 - 12:15	231	123	368	162	124	122	114	412	144	92	172	208	98	2,371	9,350		
12:15 -12:30	220	120	379	161	126	134	100	407	143	92	155	206	97	2,340	9,396		
12:30 -12:45	242	132	381	168	130	144	106	405	163	97	162	210	97	2,437	9,484		
12:45 - 1:00	236	127	385	166	139	152	116	410	155	100	159	177	92	2,413	9,562		12:00 - 1:00
1:00 - 1:15	234	121	378	168	121	139	109	399	162	106	130	178	87	2,332	9,523		
1:15 - 1:30	236	119	379	171	120	141	111	377	166	104	149	190	99	2,361	9,543		
1:30 - 1:45	233	118	359	174	109	147	99	423	158	105	149	202	91	2,369	9,475		
1:45 - 2:00	219	126	334	160	119	120	105	421	159	89	170	205	85	2,313	9,374		
Subtotal	2,783	1,465	4,381	1,985	1,468	1,650	1,279	4,872	1,851	1,158	1,852	2,374	1,092			9,562	

ATR	1	2	3	4	5	6	7	8	9	10	11	12	13	15 Min. Vol	Hourly Vol	ak Hourly V	Peak Hour
Location	SB Lexington Ave Approaching E 46th St.	EB E 46th St Approaching Lexington Ave.	SB Fifth Ave Approaching E 42nd St.	EB E 42nd St Approaching Fifth Ave.	WB E 42nd St Approaching Fifth Ave.	EB E 42nd St Approaching Lexington Ave.	WB E 42nd St Approaching Lexington Ave.	SB Second Ave Approaching E 42nd St.	EB E 42nd St Approaching Second Ave.	WB E 42nd St Approaching Second Ave.	SB Park Ave Viaduct Approaching E 40th St.	NB Park Ave Viaduct N/O E 40th St.	EB E 40th St Approaching Park Ave.				
3:00 - 3:15	228	131	350	179	122	136	109	455	169	66	173	207	98	2,424			
3:15 - 3:30	224	133	376	182	122	141	114	468	157	82	170	210	95	2,476			
3:30- 3:45	231	130	339	159	127	139	109	443	165	78	169	205	96	2,389			
3:45 - 4:00	218	131	359	167	123	141	102	466	138	71	157	184	90	2,346	9,635		
4:00 - 4:15	244	117	396	163	122	134	100	457	170	78	166	188	99	2,433			
4:15 - 4:30	235	138	365	168	125	132	102	451	169	91	169	188	95	2,428			
4:30- 4:45	227	119	384	168	118	140	104	448	149	77	163	181	100	2,378			
4:45 - 5:00	237	130	359	153	105	131	101	472	160	79	163	183	114	2,388	9,627		
5:00 - 5:15	249	129	339	159	117	136	102	524	149	89	167	179	91	2,428	9,622		
5:15 - 5:30	247	130	399	158	125	129	101	528	139	87	174	183	87	2,488	9,683		
5:30 - 5:45	268	122	416	158	116	142	105	546	142	84	170	196	101	2,567	9,871		
5:45 - 6:00	272	133	418	161	107	132	109	551	133	90	173	194	100	2,572	10,055		
6:00- 6:15	275	139	397	172	114	135	99	545	139	94	184	169	104	2,566	10,193		
6:15- 6:30	263	134	426	162	120	135	122	523	141	99	176	174	111	2,586	10,290		5:30 - 6:30
Subtotal	2,519	1,291	3,900	1,622	1,168	1,345	1,044	5,045	1,491	867	1,705	1,836	1,001			10,290	

Pedestrian Count Volumes

Traffic Turning Movement Count Volume Comparison

	CEQR EIS Volumes			2024 Existing Volumes			Difference		
Intersection	Total AM Peak Hour Volume	Total MD Peak Hour Volume	Total PM Peak Hour Volume	Total AM Peak Hour Volume	Total MD Peak Hour Volume	Total PM Peak Hour Volume	Total AM Peak Hour Volume	Total MD Peak Hour Volume	Total PM Peak Hour Volume
Broadway and West 42nd Street	1,210	1,080	1,025	795	760	720	-415	-320	-305
Sixth Avenue and West 42nd Street	2,660	2,590	2,395	2,040	1,595	1,745	-620	-995	-650
Fifth Avenue and East 42nd Street	2,695	2,610	2,425	1,890	1,870	1,895	-805	-740	-530
Madison Avenue and East 42nd Street	2,100	2,190	2,055	1,720	1,740	1,725	-380	-450	-330
Lexington Avenue and East 42nd Street	2,315	2,285	2,205	1,555	1,580	1,660	-760	-705	-545
Lexington Avenue and East 43rd Street	1,150	1,050	1,140	775	720	790	-375	-330	-350
Lexington Avenue and East 44rd Street	1,055	890	1,065	705	670	775	-350	-220	-290
Lexington Avenue and East 45th Street	1,435	1,290	1,485	1,085	1,065	1,130	-350	-225	-355
Lexington Avenue and East 46th Street	1,445	1,395	1,490	1,060	1,090	1,195	-385	-305	-295
Third Avenue and West 42nd Street	2,635	2,600	2,575	2,325	2,200	2,435	-310	-400	-140
Second Avenue and West 42nd Street	3,065	2,850	3,120	2,050	2,140	2,365	-1,015	-710	-755
Lexington Avenue and East 40th Street	1,360	1,280	1,390	1,010	970	960	-350	-310	-430
Park Avenue and E 40th Street	2,210	2,210	2,075	1,830	1,850	1,860	-380	-360	-215
Third Avenue and E 40th Street	1,395	1,405	1,455	1,510	1,340	1,450	115	-65	-5
Second Avenue and E 40th Street	2,080	2,040	2,380	1,460	1,535	1,870	-620	-505	-510
Total	28,810	27,765	28,280	21,810	21,125	22,575	-7,000	-6,640	-5,705
						Percent Difference:	-24.3%	-23.9%	-20.2%

Subway Ridership Data

Average Weekday Subway Ridership

Station (alphabetical by borough)	*	Boro	2019	2020	2021	2022	2023	2024	2023-2024 Change		2024 Rank
Broadway-Lafayette St (B,D,F,M)/Bleecker St (6)		M	38,527	12,349	15,578	23,015	27,303	29,182	1,879	6.9%	21
Brooklyn Bridge-City Hall (4,5,6)/Chambers St (J,Z)		M	30,961	9,217	10,392	16,702	19,361	19,406	45	0.2%	39
Canal St (1)		M	6,830	1,866	1,943	3,076	3,595	3,750	155	4.3%	262
Canal St (A,C,E)		M	21,206	6,407	6,963	10,332	12,596	13,028	432	3.4%	72
Canal St (J,N,Q,R,W,Z,6)		M	47,629	14,626	17,929	25,054	30,763	32,097	1,334	4.3%	17
Cathedral Pkwy-110 St (1)		M	11,826	4,380	5,768	7,954	8,721	8,918	197	2.3%	117
Cathedral Pkwy-110 St (B,C)		M	7,382	2,919	3,684	4,731	5,217	5,396	179	3.4%	186
Central Park North-110 St (2,3)		M	8,470	3,257	3,694	4,542	4,915	4,690	-225	-4.6%	218
Chambers St (1,2,3)		M	20,613	5,990	6,351	10,931	12,798	13,242	444	3.5%	71
Chambers St (A,C)/WTC (E)/Park Place (2,3)/Cortlandt (R,W)		M	71,970	20,193	20,530	33,679	40,703	43,548	2,845	7.0%	11
Christopher St-Sheridan Sq (1)		M	10,089	3,067	4,387	6,826	7,965	8,448	483	6.1%	132
City Hall (R,W)		M	6,050	1,874	2,084	3,213	3,842	4,026	184	4.8%	248
Delancey St (F)/Essex St (J,M,Z)		M	26,685	10,038	12,795	17,424	20,608	20,612	4	0.0%	31
Dyckman St (1)		M	6,624	3,326	3,656	4,556	4,704	4,583	-121	-2.6%	222
Dyckman St (A)		M	6,874	2,854	3,305	3,883	4,145	4,357	212	5.1%	232
East Broadway (F)		M	13,995	5,146	6,371	8,604	11,083	10,598	-485	-4.4%	93
Franklin St (1)		M	5,370	1,676	1,949	3,513	4,337	4,540	203	4.7%	225
Fulton St (A,C,J,Z,2,3,4,5)		M	94,607	29,602	30,710	47,966	57,533	61,190	3,657	6.4%	5
Grand Central-42 St (S,4,5,6,7)		M	157,273	44,778	45,220	74,654	99,308	108,547	9,239	9.3%	2
Grand St (B,D)		M	24,323	8,742	10,976	14,683	17,686	17,399	-287	-1.6%	48
Harlem-148 St (3)		M	3,707	1,528	1,691	1,962	2,172	2,066	-106	-4.9%	355
Houston St (1)		M	15,685	4,702	4,802	7,630	8,908	10,088	1,180	13.2%	99
Inwood-207 St (A)		M	9,615	3,796	4,208	4,760	5,181	5,632	451	8.7%	176
Lexington Av (N,Q,R)/59 St (4,5,6)		M	54,907	20,228	23,695	31,656	37,615	38,239	624	1.7%	14
Lexington Av-53 St (E,M)/51 St (6)		M	66,260	19,883	20,934	33,082	38,077	42,006	3,929	10.3%	12
Lexington Av-63 St (F,Q)		M	21,574	7,968	9,988	13,065	11,945	11,997	52	0.4%	82
Marble Hill-225 St (1)		M	5,075	2,401	2,677	3,293	3,429	3,212	-217	-6.3%	293
Prince St (R,W)		M	12,827	3,501	4,790	6,992	8,363	8,627	264	3.2%	129
Rector St (1)		M	8,471	2,311	2,676	4,277	4,898	5,088	190	3.9%	199
Rector St (R,W)		M	6,926	2,036	2,187	3,117	3,719	3,981	262	7.0%	250
Roosevelt Island (F)		M	7,489	2,771	3,637	5,314	5,078	5,632	554	10.9%	176
South Ferry (1)/Whitehall St (R,W)		M	34,033	9,996	10,993	16,064	18,765	20,257	1,492	8.0%	33
Spring St (6)		M	11,230	3,317	4,680	7,076	8,253	8,855	602	7.3%	120

Parking Demand Increment

175 Park Avenue
Parking Demand Increment

Hour	No-Action Alternative				Action Alternative				Total			
	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand
12 AM - 1 AM	-6	-3	-9	-43	3	7	10	7	-3	5	2	-36
1 AM - 2 AM	-3	-2	-5	-44	2	5	7	3	-2	3	2	-41
2 AM - 3 AM	-2	-1	-3	-45	1	2	3	2	0	1	1	-43
3 AM - 4 AM	-1	-1	-2	-45	1	2	3	1	0	1	1	-44
4 AM - 5 AM	-2	-2	-3	-45	4	2	7	3	3	1	3	-42
5 AM - 6 AM	-2	-3	-4	-44	6	2	9	7	5	0	4	-37
6 AM - 7 AM	-3	-5	-9	-42	23	5	27	25	19	0	19	-17
7 AM - 8 AM	-8	-12	-20	-39	72	10	81	87	64	-2	61	48
8 AM - 9 AM	-11	-18	-30	-32	178	19	197	247	167	0	167	215
9 AM - 10 AM	-14	-27	-41	-18	309	54	362	502	295	26	321	484
10 AM - 11 AM	-14	-21	-35	-11	114	61	174	555	99	40	139	543
11 AM - 12 PM	-14	-18	-32	-7	21	22	44	554	8	4	12	547
12 PM - 1 PM	-14	-16	-30	-5	31	38	68	547	17	22	39	542
1 PM - 2 PM	-15	-16	-31	-4	42	39	80	550	26	23	49	545
2 PM - 3 PM	-17	-16	-33	-6	29	27	55	552	12	11	23	546
3 PM - 4 PM	-19	-15	-34	-10	94	106	200	540	75	90	166	531
4 PM - 5 PM	-19	-17	-37	-12	58	118	176	481	39	101	139	469
5 PM - 6 PM	-21	-18	-39	-15	52	261	313	272	31	243	274	257
6 PM - 7 PM	-27	-25	-52	-16	27	172	199	128	0	147	147	111
7 PM - 8 PM	-20	-19	-39	-18	25	91	116	62	5	72	78	44
8 PM - 9 PM	-19	-15	-35	-22	15	40	54	36	-5	25	20	15
9 PM - 10 PM	-19	-12	-31	-28	13	27	39	22	-6	14	8	-6
10 PM - 11 PM	-18	-10	-27	-36	10	17	27	15	-8	8	0	-22
11 PM - 12 AM	-12	-8	-20	-40	6	9	15	11	-6	1	-5	-29
	-300	**-300**		**-4**	1,134	1,134		**555**	835	835		**547**

175 Park Avenue
No-Action Alternative Parking Demand

Hour	Hotel In	Hotel Out	Hotel Total	Hotel Parking Demand	Local Retail In	Local Retail Out	Local Retail Total	Local Retail Parking Demand	Office In	Office Out	Office Total	Office Parking Demand	Total In	Total Out	Total Total	Total Parking Demand
12 AM - 1 AM	6	3	9	43	0	0	0	0	0	0	0	0	6	3	9	43
1 AM - 2 AM	3	2	5	44	0	0	0	0	0	0	0	0	3	2	5	44
2 AM - 3 AM	2	1	3	45	0	0	0	0	0	0	0	0	2	1	3	45
3 AM - 4 AM	1	1	2	45	0	0	0	0	0	0	0	0	1	1	2	45
4 AM - 5 AM	2	2	3	45	0	0	0	0	0	0	0	0	2	2	3	45
5 AM - 6 AM	2	3	4	44	0	0	0	0	0	0	0	0	2	3	4	44
6 AM - 7 AM	3	5	9	42	0	0	0	0	0	0	0	0	3	5	9	42
7 AM - 8 AM	*6*	11	17	38	*2*	1	3	1	0	0	0	0	8	12	20	39
8 AM - 9 AM	9	16	26	31	2	2	4	1	0	0	0	0	11	18	30	32
9 AM - 10 AM	11	24	35	17	3	3	6	1	0	0	0	0	14	27	41	18
10 AM - 11 AM	10	18	28	9	4	3	7	2	0	0	0	0	14	21	35	11
11 AM - 12 PM	10	14	24	5	4	4	8	2	0	0	0	0	14	18	32	7
12 PM - 1 PM	10	12	22	3	4	4	8	2	0	0	0	0	14	16	30	5
1 PM - 2 PM	10	11	21	2	5	5	10	2	0	0	0	0	15	16	31	4
2 PM - 3 PM	12	11	23	4	5	5	10	2	0	0	0	0	17	16	33	6
3 PM - 4 PM	14	10	24	8	5	5	10	2	0	0	0	0	19	15	34	10
4 PM - 5 PM	14	11	26	11	5	6	11	1	0	0	0	0	19	17	37	12
5 PM - 6 PM	15	12	27	14	6	6	12	1	0	0	0	0	21	18	39	15
6 PM - 7 PM	20	18	38	15	7	7	14	1	0	0	0	0	27	25	52	16
7 PM - 8 PM	15	14	29	17	5	5	10	1	0	0	0	0	20	19	39	18
8 PM - 9 PM	16	12	29	21	3	3	6	1	0	0	0	0	19	15	35	22
9 PM - 10 PM	17	10	27	27	2	2	4	1	0	0	0	0	19	12	31	28
10 PM - 11 PM	17	9	25	35	1	1	2	1	0	0	0	0	18	10	27	36
11 PM - 12 AM	12	7	19	40	0	1	1	0	0	0	0	0	12	8	20	40
	237	237		**45**	**63**	**63**		**2**	**0**	**0**		**0**	300	300		**45**

	Hotel				Local Retail				Office			
Component Size	1,300.0	Rooms			21.0	KSF			0.0	KSF		
Daily Trip Rate	10.9	Person trips/Room			246.75	Person trips/KSF			18	Person trips/KSF		
Auto %	6%	6%	6%		4%	4%	4%		8.4%	2%	8.4%	
Auto Occupancy	1.8	1.8	1.8		1.65	1.65	1.65		1.13	1.13	1.13	
Auto Ownership	0.0%			43	0.0%				0.0%			

Hour	Hotel In	Hotel Out	Hotel Temp	Local Retail In	Local Retail Out	Local Retail Temp	Office In	Office Out	Office Temp
12 AM - 1 AM	66.0%	34.0%	1.8%	48.0%	52.0%	0.2%	24.0%	76.0%	0.3%
1 AM - 2 AM	63.0%	37.0%	1.1%	45.0%	55.0%	0.1%	19.0%	81.0%	0.2%
2 AM - 3 AM	62.0%	38.0%	0.6%	57.0%	43.0%	0.0%	44.0%	56.0%	0.1%
3 AM - 4 AM	52.0%	48.0%	0.5%	42.0%	58.0%	0.1%	42.0%	58.0%	0.1%
4 AM - 5 AM	50.0%	50.0%	0.7%	50.0%	50.0%	0.0%	72.0%	28.0%	0.2%
5 AM - 6 AM	39.0%	61.0%	0.9%	47.0%	53.0%	0.1%	73.0%	27.0%	0.3%
6 AM - 7 AM	39.0%	61.0%	1.8%	57.0%	43.0%	0.2%	84.0%	16.0%	0.9%
7 AM - 8 AM	33.0%	67.0%	3.4%	54.0%	46.0%	1.5%	89.0%	11.0%	2.8%
8 AM - 9 AM	**36.0%**	**64.0%**	**5.4%**	**52.0%**	**48.0%**	**2.8%**	**92.0%**	**8.0%**	**6.7%**
9 AM - 10 AM	31.0%	69.0%	7.5%	52.0%	48.0%	4.8%	86.0%	14.0%	12.4%
10 AM - 11 AM	36.0%	64.0%	6.0%	52.0%	48.0%	5.5%	66.0%	34.0%	5.8%
11 AM - 12 PM	41.0%	59.0%	5.0%	50.0%	50.0%	5.9%	50.0%	50.0%	5.5%
12 PM - 1 PM	**45.0%**	**55.0%**	**4.6%**	**51.0%**	**49.0%**	**7.0%**	**44.0%**	**56.0%**	**9.1%**
1 PM - 2 PM	49.0%	51.0%	4.5%	50.0%	50.0%	8.0%	52.0%	48.0%	11.0%
2 PM - 3 PM	53.0%	47.0%	4.8%	51.0%	49.0%	8.3%	52.0%	48.0%	7.2%
3 PM - 4 PM	58.0%	42.0%	5.1%	51.0%	49.0%	8.5%	47.0%	53.0%	6.7%
4 PM - 5 PM	56.0%	44.0%	5.4%	49.0%	51.0%	8.6%	33.0%	67.0%	5.8%
5 PM - 6 PM	**56.0%**	**44.0%**	**5.7%**	**50.0%**	**50.0%**	**9.2%**	**16.0%**	**84.0%**	**10.5%**
6 PM - 7 PM	52.0%	48.0%	8.0%	50.0%	50.0%	10.9%	12.0%	88.0%	6.5%
7 PM - 8 PM	52.0%	48.0%	6.1%	47.0%	53.0%	8.0%	20.0%	80.0%	3.8%
8 PM - 9 PM	57.0%	43.0%	6.1%	48.0%	52.0%	5.2%	24.0%	76.0%	1.7%
9 PM - 10 PM	62.0%	38.0%	5.7%	44.0%	56.0%	3.2%	28.0%	72.0%	1.2%
10 PM - 11 PM	66.0%	34.0%	5.3%	48.0%	52.0%	1.1%	30.0%	70.0%	0.8%
11 PM - 12 AM	63.0%	37.0%	4.0%	46.0%	54.0%	0.8%	35.0%	65.0%	0.4%
	0.4987	0.5013	100.0%	0.4988	0.5012	100.0%	0.5009	0.4991	100.0%
	1.00000000000			1.00000000000			1.00000000000		

Sources: *NYCDOT surveys* *NYCDOT surveys* *NYCDOT surveys*

175 Park Avenue
Action-Alternative Parking Demand

Hour	Hotel				Local Retail				Office				Total			
	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand	In	Out	Total	Parking Demand
12 AM - 1 AM	1	0	1	7	0	0	0	0	2	7	9	0	3	7	10	7
1 AM - 2 AM	1	0	1	7	0	0	0	0	1	5	6	-4	2	5	7	3
2 AM - 3 AM	0	0	0	7	0	0	0	0	1	2	3	-5	1	2	3	2
3 AM - 4 AM	0	0	0	7	0	0	0	0	1	2	3	-6	1	2	3	1
4 AM - 5 AM	0	0	1	7	0	0	0	0	4	2	6	-4	4	2	7	3
5 AM - 6 AM	0	0	1	7	0	0	0	0	6	2	8	0	6	2	9	7
6 AM - 7 AM	1	1	1	7	0	0	0	0	22	4	26	18	23	5	27	25
7 AM - 8 AM	1	2	2	6	*1*	0	1	1	*70*	8	78	80	72	10	81	87
8 AM - 9 AM	1	3	4	5	0	0	0	1	*177*	16	193	241	178	19	197	247
9 AM - 10 AM	2	4	5	3	0	0	0	1	*307*	50	357	498	309	54	362	502
10 AM - 11 AM	2	3	4	2	1	1	2	1	111	57	168	552	114	61	174	555
11 AM - 12 PM	1	2	4	1	1	1	2	1	19	19	38	552	21	22	44	554
12 PM - 1 PM	2	2	3	1	1	1	2	1	28	35	63	545	31	38	68	547
1 PM - 2 PM	2	2	3	1	1	1	2	1	39	36	75	548	42	39	80	550
2 PM - 3 PM	2	2	3	1	1	1	2	1	26	24	50	550	29	27	55	552
3 PM - 4 PM	2	2	4	1	1	1	2	1	91	103	194	538	94	106	200	540
4 PM - 5 PM	2	2	4	2	1	1	2	1	55	*115*	170	478	58	118	176	481
5 PM - 6 PM	2	2	4	2	1	1	2	1	49	*258*	307	269	52	261	313	272
6 PM - 7 PM	3	3	6	3	1	1	2	1	23	*168*	191	124	27	172	199	128
7 PM - 8 PM	2	2	4	3	1	1	2	1	22	88	110	58	25	91	116	62
8 PM - 9 PM	3	2	4	3	0	1	1	0	12	37	49	33	15	40	54	36
9 PM - 10 PM	3	2	4	4	0	0	0	0	10	25	35	18	13	27	39	22
10 PM - 11 PM	3	1	4	6	0	0	0	0	7	16	23	9	10	17	27	15
11 PM - 12 AM	2	1	3	6	0	0	0	0	4	8	12	5	6	9	15	11
	36	36		**7**	**11**	**11**		**1**	**1,087**	**1,087**		**552**	1,134	1,134		**555**

Component Size	200.0	Rooms			3.3	KSF			2,165.5	KSF						
Daily Trip Rate	10.9	Person trips/Room			246.75	Person trips/KSF			18	Person trips/KSF						
Auto %	6%	6%	6%		4%	4%	4%		8.4%	2%	8.4%					
Auto Occupancy	1.8	1.8	1.8		1.65	1.65	1.65		1.13	1.13	1.13					
Auto Ownership	0.0%			7	0.0%				0.0%							

Hour	Hotel In	Hotel Out	Hotel Temp	Local Retail In	Local Retail Out	Local Retail Temp	Office In	Office Out	Office Temp
12 AM - 1 AM	66.0%	34.0%	1.8%	48.0%	52.0%	0.2%	24.0%	76.0%	0.3%
1 AM - 2 AM	63.0%	37.0%	1.1%	45.0%	55.0%	0.1%	19.0%	81.0%	0.2%
2 AM - 3 AM	62.0%	38.0%	0.6%	57.0%	43.0%	0.0%	44.0%	56.0%	0.1%
3 AM - 4 AM	52.0%	48.0%	0.5%	42.0%	58.0%	0.1%	42.0%	58.0%	0.1%
4 AM - 5 AM	50.0%	50.0%	0.7%	50.0%	50.0%	0.0%	72.0%	28.0%	0.2%
5 AM - 6 AM	39.0%	61.0%	0.9%	47.0%	53.0%	0.1%	73.0%	27.0%	0.3%
6 AM - 7 AM	39.0%	61.0%	1.8%	57.0%	43.0%	0.2%	84.0%	16.0%	0.9%
7 AM - 8 AM	33.0%	67.0%	3.4%	54.0%	46.0%	1.5%	89.0%	11.0%	2.8%
8 AM - 9 AM	**36.0%**	**64.0%**	**5.4%**	**52.0%**	**48.0%**	**2.8%**	**92.0%**	**8.0%**	**6.7%**
9 AM - 10 AM	31.0%	69.0%	7.5%	52.0%	48.0%	4.8%	86.0%	14.0%	12.4%
10 AM - 11 AM	36.0%	64.0%	6.0%	52.0%	48.0%	5.5%	66.0%	34.0%	5.8%
11 AM - 12 PM	41.0%	59.0%	5.0%	50.0%	50.0%	5.9%	50.0%	50.0%	5.5%
12 PM - 1 PM	**45.0%**	**55.0%**	**4.6%**	**51.0%**	**49.0%**	**7.0%**	**44.0%**	**56.0%**	**9.1%**
1 PM - 2 PM	49.0%	51.0%	4.5%	50.0%	50.0%	8.0%	52.0%	48.0%	11.0%
2 PM - 3 PM	53.0%	47.0%	4.8%	51.0%	49.0%	8.3%	52.0%	48.0%	7.2%
3 PM - 4 PM	58.0%	42.0%	5.1%	51.0%	49.0%	8.5%	47.0%	53.0%	6.7%
4 PM - 5 PM	56.0%	44.0%	5.4%	49.0%	51.0%	8.6%	33.0%	67.0%	5.8%
5 PM - 6 PM	**56.0%**	**44.0%**	**5.7%**	**50.0%**	**50.0%**	**9.2%**	**16.0%**	**84.0%**	**10.5%**
6 PM - 7 PM	52.0%	48.0%	8.0%	50.0%	50.0%	10.9%	12.0%	88.0%	6.5%
7 PM - 8 PM	52.0%	48.0%	6.1%	47.0%	53.0%	8.0%	20.0%	80.0%	3.8%
8 PM - 9 PM	57.0%	43.0%	6.1%	48.0%	52.0%	5.2%	24.0%	76.0%	1.7%
9 PM - 10 PM	62.0%	38.0%	5.7%	44.0%	56.0%	3.2%	28.0%	72.0%	1.2%
10 PM - 11 PM	66.0%	34.0%	5.3%	48.0%	52.0%	1.1%	30.0%	70.0%	0.8%
11 PM - 12 AM	63.0%	37.0%	4.0%	46.0%	54.0%	0.8%	35.0%	65.0%	0.4%
	0.4987	0.5013	100.0%	0.4988	0.5012	100.0%	0.5009	0.4991	100.0%
	1.00000000000			1.00000000000			1.00000000000		

Sources: *NYCDOT surveys* *NYCDOT surveys* *NYCDOT surveys*