APPENDIX I:

ALTERNATIVES TRIP GENERATION TABLES

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #1

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,299	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	362	183	431
Office/Commercial [5]	45,948	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	99	124	116	11
Arts/Performance[10]	3,829	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	41	41
Total Square Footage (n/a residential and hotel)	**59,076**								**TOTAL PERSON TRIPS**	**158**	**486**	**340**	**483**

Site #2

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	33,971	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	513	529	649
Office/Commercial [5]	0	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	0	0	0	0
Residential [2]	N/A	122	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	99	49	108	69
Total Square Footage (n/a residential and hotel)	**33,971**								**TOTAL PERSON TRIPS**	**99**	**562**	**638**	**718**

Site #3

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	5,945	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	15	20	20	16
Community Facility/Institutional [8b]	5,945	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	13	16	15	1
Residential [2]	N/A	75	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	61	30	67	42
Boutique Retail [4]	10,604	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	67	413	209	492
Total Square Footage (n/a residential and hotel)	**22,494**								**TOTAL PERSON TRIPS**	**156**	**479**	**310**	**551**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #4

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,122	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	64	394	199	469
Office/Commercial [5]	50,014	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	108	135	126	12
Arts/Performance[10]	4,168	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	45	45
Total Square Footage (n/a residential and hotel)	**64,303**								**TOTAL PERSON TRIPS**	**172**	**529**	**370**	**526**

Site #5

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,636	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	297	150	354
Residential [2]	N/A	63	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	51	25	56	36
Total Square Footage (n/a residential and hotel)	**7,636**								**TOTAL PERSON TRIPS**	**99**	**323**	**206**	**390**

Site #6

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,250	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	135	828	418	985
Office/Commercial [5]	122,500	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	265	331	309	29
Arts/Performance[10]	6,250	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	67	67
Total Square Footage (n/a residential and hotel)	**150,000**								**TOTAL PERSON TRIPS**	**400**	**1,158**	**794**	**1,082**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #7

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	17,156	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	109	668	338	795
Office/Commercial [5]	20,184	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	44	54	51	5
Hotel [6,7]	25,987	N/A	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	28	35	33	52
Arts/Performance[10]	4,289	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	46	46
Total Square Footage (n/a residential and hotel)	**67,616**								**TOTAL PERSON TRIPS**	**181**	**758**	**467**	**898**

Site #8

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	47,110	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	712	734	900
Residential [2]	N/A	171	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	138	69	152	97
Arts/Performance[10]	13,351	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	143	143
Total Square Footage (n/a residential and hotel)	**60,462**								**TOTAL PERSON TRIPS**	**138**	**781**	**1,029**	**1,140**

Site #9

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	68,359	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,033	1,065	1,306
Residential [2]	N/A	264	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	213	107	234	149
Total Square Footage (n/a residential and hotel)	**68,359**								**TOTAL PERSON TRIPS**	**213**	**1,139**	**1,300**	**1,455**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #10

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	150,630	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	2,275	2,347	2,877
Office/Commercial [5]	542,268	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	1,171	1,464	1,367	130
Arts/Performance[10]	30,126	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	323	323
Total Square Footage (n/a residential and hotel)	**723,024**								**TOTAL PERSON TRIPS**	**1,171**	**3,739**	**4,037**	**3,330**

Site #11

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	81	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	65	33	72	46
Arts/Performance[10]	6,307	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	68	68
Total Square Footage (n/a residential and hotel)	**27,751**								**TOTAL PERSON TRIPS**	**202**	**868**	**562**	**1,108**

Site #12

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	42,889	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	648	668	819
Residential [2]	N/A	168	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	136	68	149	95
Total Square Footage (n/a residential and hotel)	**42,889**								**TOTAL PERSON TRIPS**	**136**	**716**	**818**	**914**

Site #13

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	51,469	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	777	802	983
Residential [2]	N/A	200	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	162	81	178	113
Total Square Footage (n/a residential and hotel)	**51,469**								**TOTAL PERSON TRIPS**	**162**	**858**	**980**	**1,096**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #14

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	27,176	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	173	1,059	535	1,260
Residential [2]	N/A	183	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	148	74	163	103
Total Square Footage (n/a residential and hotel)	**27,176**								**TOTAL PERSON TRIPS**	**320**	**1,132**	**697**	**1,363**

Site #15

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,719	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	138	846	427	1,007
Residential [2]	N/A	90	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	73	36	80	51
Total Square Footage (n/a residential and hotel)	**21,719**								**TOTAL PERSON TRIPS**	**211**	**882**	**507**	**1,058**

Site #16

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	25,806	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	164	1,005	508	1,196
Residential [2]	N/A	97	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	78	39	86	55
Arts/Performance[10]	7,590	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	81	81
Total Square Footage (n/a residential and hotel)	**33,396**								**TOTAL PERSON TRIPS**	**242**	**1,044**	**675**	**1,333**

Site #17

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	88	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	71	36	78	50
Total Square Footage (n/a residential and hotel)	**21,444**								**TOTAL PERSON TRIPS**	**207**	**871**	**500**	**1,044**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #18

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,473	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	47	291	147	346
Community Facility/Institutional [8a]	1,924	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	5	6	7	5
Community Facility/Institutional [8b]	1,924	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	4	5	5	0
Residential [2]	N/A	34	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	27	14	30	19
Total Square Footage (n/a residential and hotel)	**11,321**							**TOTAL PERSON TRIPS**		**84**	**316**	**189**	**371**

Site #19

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	10,293	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	27	34	35	27
Community Facility/Institutional [8b]	10,293	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	22	28	26	2
Boutique Retail [4]	22,938	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	146	893	451	1,063
Residential [2]	N/A	99	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	80	40	88	56
Total Square Footage (n/a residential and hotel)	**43,524**							**TOTAL PERSON TRIPS**		**275**	**995**	**600**	**1,149**

Site #20

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	4,289	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	27	167	84	199
Residential [2]	N/A	18	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	15	7	16	10
Total Square Footage (n/a residential and hotel)	**4,289**							**TOTAL PERSON TRIPS**		**42**	**174**	**100**	**209**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #21

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	27,885	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	72	92	95	74
Community Facility/Institutional [8b]	27,885	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	60	75	70	7
Office/Commercial [5]	372,287	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	804	1,005	938	89
Specialty Retail [3]	108,843	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,644	1,696	2,079
Total Square Footage (n/a residential and hotel)	**536,900**								**TOTAL PERSON TRIPS**	**937**	**2,817**	**2,799**	**2,249**

Site #22

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	39,068	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	590	609	746
Residential [2]	N/A	140	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	113	57	124	79
Total Square Footage (n/a residential and hotel)	**39,068**								**TOTAL PERSON TRIPS**	**113**	**647**	**733**	**825**

Site #23

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	40,066	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	605	624	765
Residential [2]	N/A	165	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	133	67	147	93
Arts/Performance[10]	12,527	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	134	134
Total Square Footage (n/a residential and hotel)	**52,593**								**TOTAL PERSON TRIPS**	**133**	**672**	**905**	**993**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #24

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	15,698	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	611	309	728
Residential [2]	N/A	131	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	106	53	116	74
Total Square Footage (n/a residential and hotel)	**15,698**								**TOTAL PERSON TRIPS**	**206**	**664**	**425**	**802**

Site #25

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	8,150	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	52	317	160	378
Residential [2]	N/A	68	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	55	27	60	38
Total Square Footage (n/a residential and hotel)	**8,150**								**TOTAL PERSON TRIPS**	**107**	**345**	**221**	**416**

Site #26

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,314	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential [2]	N/A	187	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	151	76	166	106
Total Square Footage (n/a residential and hotel)	**9,314**								**TOTAL PERSON TRIPS**	**210**	**438**	**349**	**538**

TOTAL EXISTING VEHICLE TRIPS	**2,203,642**									**6,373**	**23,395**	**20,552**	**26,039**

Footnotes:
1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 650 square feet = 1 hotel room based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from recreation center assumptions of NYCT Number 7 Extension Project, Appendix S.1, 2003.
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003
10 = Trip generation and temporal distribution assumptions for AM, MD, PM and SAT from East 125th Street Development (Converted from per seat to per 1,000 sf rates)

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #1

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	362	183	431	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Office/Commercial [5]	99	124	116	11	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	21	20	1	8	3	5	25	1	24	2	1	1
Arts/Performance[5]	0	0	41	41	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	4	4	0	4	2	2
																					23	**21**	**2**	**17**	**8**	**10**	**33**	**7**	**26**	**17**	**9**	**7**

Site #2

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	513	529	649	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	81	41	41	84	42	42	103	56	46
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*20*	*10*	*10*	*21*	*10*	*10*	*26*	*13*	*13*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**61**	**30**	**30**	**63**	**31**	**31**	**77**	**44**	**33**
Office/Commercial [5]	0	0	0	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Residential [2]	99	49	108	69	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**7**	**4**	**2**	**2**	**9**	**7**	**3**	**6**	**3**	**3**
																					9	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**

Site #3

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [6a]	15	20	20	16	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	1	1	2	1	1	2	1	0	1	1	1
Community Facility/Institutional [6b]	13	16	15	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	3	0	1	0	1	3	0	3	0	0	0
Boutique Retail [4]	67	413	209	492	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	16	9	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Residential [2]	61	30	67	42	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**
																					12	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**

Site #4

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	64	394	199	469	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	13	7	7	7	3	3	16	9	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Office/Commercial [5]	108	135	126	12	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	23	22	1	9	3	5	27	1	26	3	2	1
Arts/Performance[8]	0	0	45	45	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	4	4	0	4	2	2
																					25	**23**	**2**	**19**	**8**	**10**	**36**	**8**	**28**	**18**	**10**	**8**

Site #5

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	49	297	150	354	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	3	3	12	7	5
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*1*	*1*	*3*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**9**	**5**	**4**
Residential [2]	51	25	56	36	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**4**	**1**	**4**	**2**	**1**	**1**	**5**	**3**	**1**	**3**	**2**	**2**
																					6	**1**	**5**	**10**	**5**	**5**	**9**	**5**	**3**	**12**	**7**	**5**

Site #6

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	135	828	418	985	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*3*	*3*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**10**	**10**	**11**	**5**	**5**	**25**	**14**	**11**
Office/Commercial [5]	265	331	309	29	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	57	54	2	22	9	13	66	3	63	6	4	3
Arts/Performance[8]	0	0	67	67	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	6	6	0	6	3	3
																					61	**57**	**5**	**43**	**19**	**24**	**82**	**14**	**68**	**37**	**21**	**16**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #7

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	109	668	338	795	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	22	11	11	11	6	6	27	15	12
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*1*	*1*	*7*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**4**	**2**	**2**	**17**	**8**	**8**	**8**	**4**	**4**	**20**	**11**	**9**
Office/Commercial [5]	44	54	51	5	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	9	9	0	4	1	2	11	1	10	1	1	0
Hotel [6,7]	28	35	33	52	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	7	3	4	9	6	3	9	5	4	14	8	6
Arts/Performance[8]	0	0	46	46	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	4	4	0	4	2	2
																					20	**14**	**7**	**30**	**16**	**14**	**32**	**14**	**18**	**39**	**22**	**17**

Site #8

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	712	734	900	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	113	56	56	116	58	58	142	78	64
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*28*	*14*	*14*	*29*	*15*	*15*	*36*	*18*	*18*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**84**	**42**	**42**	**87**	**44**	**44**	**107**	**60**	**46**
Residential [2]	138	69	152	97	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**12**	**2**	**10**	**6**	**3**	**3**	**13**	**9**	**4**	**8**	**4**	**4**
Arts/Performance[8]	0	0	143	143	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	12	12	0	12	6	6
																					12	**2**	**10**	**90**	**45**	**45**	**113**	**65**	**47**	**127**	**71**	**57**

Site #9

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	1,033	1,065	1,306	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	163	82	82	168	84	84	206	114	93
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*41*	*20*	*20*	*42*	*21*	*21*	*52*	*26*	*26*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**122**	**61**	**61**	**126**	**63**	**63**	**155**	**88**	**67**
Residential [2]	213	107	234	149	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**19**	**3**	**16**	**9**	**5**	**5**	**20**	**14**	**6**	**13**	**6**	**6**
																					19	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**

Site #10

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	2,275	2,347	2,877	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	360	180	180	371	186	186	455	250	205
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*90*	*45*	*45*	*93*	*46*	*46*	*114*	*57*	*57*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**270**	**135**	**135**	**278**	**139**	**139**	**341**	**193**	**148**
Office/Commercial [5]	1,171	1,464	1,367	130	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	251	241	10	97	38	59	293	15	278	28	17	11
Arts/Performance[8]	0	0	323	323	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	28	28	0	28	14	14
																					251	**241**	**10**	**366**	**173**	**194**	**599**	**181**	**417**	**397**	**224**	**173**

Site #11

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	65	33	72	46	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**
Arts/Performance[8]	0	0	68	68	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	6	6	0	6	3	3
																					10	**3**	**7**	**24**	**12**	**12**	**23**	**15**	**7**	**35**	**19**	**16**

Site #12

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	648	668	819	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	102	51	51	106	53	53	130	71	58
Pass-by/Linked Trip Reduction [2] =																					*0*	*0*	*0*	*26*	*13*	*13*	*26*	*13*	*13*	*32*	*16*	*16*
Net New Trips After Pass-by/Link Trip Reduction[2] =																					**0**	**0**	**0**	**77**	**38**	**38**	**79**	**40**	**40**	**97**	**55**	**42**
Residential [2]	136	68	149	95	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**12**	**2**	**10**	**6**	**3**	**3**	**13**	**9**	**4**	**8**	**4**	**4**
																					12	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #13

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[2]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	777	802	983	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	123	61	61	127	63	63	155	85	70
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*31*	*15*	*15*	*32*	*16*	*16*	*39*	*19*	*19*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**92**	**46**	**46**	**95**	**48**	**48**	**117**	**66**	**51**
Residential [2]	162	81	178	113	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**14**	**2**	**12**	**7**	**4**	**4**	**15**	**11**	**5**	**10**	**5**	**5**
																					14	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**

Site #14

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[2]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	173	1,059	535	1,260	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	36	18	18	18	9	9	42	23	19
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*9*	*4*	*4*	*4*	*2*	*2*	*11*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**6**	**3**	**3**	**27**	**13**	**13**	**13**	**7**	**7**	**32**	**18**	**14**
Residential [2]	148	74	163	103	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					19	**5**	**14**	**33**	**17**	**17**	**28**	**17**	**11**	**41**	**22**	**18**

Site #15

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[2]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	138	846	427	1,007	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	34	19	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	73	36	80	51	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**

Site #16

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[2]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	164	1,005	508	1,196	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	34	17	17	17	9	9	40	22	18
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*8*	*4*	*4*	*4*	*2*	*2*	*10*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**6**	**3**	**3**	**25**	**13**	**13**	**13**	**6**	**6**	**30**	**17**	**13**
Residential [2]	78	39	86	55	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**3**	**2**	**2**	**7**	**5**	**2**	**5**	**2**	**2**
Arts/Performance[5]	0	0	81	81	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	7	7	0	7	3	3
																					12	**4**	**9**	**29**	**14**	**14**	**27**	**19**	**9**	**42**	**23**	**19**

Site #17

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[2]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	71	36	78	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #18

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[2]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	47	291	147	346	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	2	2	12	6	5
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*1*	*1*	*3*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**9**	**5**	**4**
Community Facility/Institutional [6a]	5	6	7	5	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	0	0	0	1	0	0	1	0	0	0	0	0
Community Facility/Institutional [6b]	4	5	5	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	1	1	0	0	0	0	1	0	1	0	0	0
Residential [2]	27	14	30	19	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**2**	**0**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**
																					5	**2**	**3**	**9**	**5**	**5**	**8**	**4**	**4**	**11**	**6**	**5**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #19

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	27	34	35	27	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	2	1	1	3	2	1	3	2	1	2	1	1
Community Facility/Institutional [8b]	22	28	26	2	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	5	5	0	2	1	1	6	0	5	1	0	0
Boutique Retail [4]	146	893	451	1,063	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	20	16
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*9*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**22**	**11**	**11**	**11**	**6**	**6**	**27**	**15**	**12**
Residential [2]	80	40	88	56	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**3**	**2**	**2**	**8**	**5**	**2**	**5**	**2**	**2**
																					19	**9**	**10**	**31**	**15**	**15**	**28**	**14**	**14**	**35**	**19**	**15**

Site #20

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	27	167	84	199	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	0	0	6	3	3	3	1	1	7	4	3
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*1*	*1*	*1*	*1*	*0*	*0*	*2*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**1**	**0**	**0**	**4**	**2**	**2**	**2**	**1**	**1**	**5**	**3**	**2**
Residential [2]	15	7	16	10	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
																					2	**1**	**2**	**5**	**2**	**2**	**4**	**2**	**1**	**6**	**3**	**3**

Site #21

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	72	92	95	74	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	6	3	4	8	4	4	8	6	2	7	3	3
Community Facility/Institutional [8b]	60	75	70	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	13	12	1	5	2	3	15	1	14	1	1	1
Office/Commercial [5]	804	1,005	938	89	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	172	165	7	66	26	40	201	10	191	19	11	8
Specialty Retail [3]	0	1,644	1,696	2,079	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	260	130	130	268	134	134	329	181	148
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*65*	*32*	*32*	*67*	*34*	*34*	*82*	*41*	*41*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**195**	**97**	**97**	**201**	**101**	**101**	**247**	**140**	**107**
																					192	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**

Site #22

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	590	609	746	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	93	47	47	96	48	48	118	65	53
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*23*	*12*	*12*	*24*	*12*	*12*	*29*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**70**	**35**	**35**	**72**	**36**	**36**	**88**	**50**	**38**
Residential [2]	113	57	124	79	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**10**	**1**	**8**	**5**	**2**	**2**	**11**	**8**	**3**	**7**	**3**	**3**
																					10	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**

Site #23

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	605	624	765	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	96	48	48	99	49	49	121	67	54
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*24*	*12*	*12*	*25*	*12*	*12*	*30*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**72**	**36**	**36**	**74**	**37**	**37**	**91**	**51**	**39**
Residential [2]	133	67	147	93	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**12**	**2**	**10**	**6**	**3**	**3**	**13**	**9**	**4**	**8**	**4**	**4**
Arts/Performance [8]	0	0	134	134	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	11	11	0	11	6	6
																					12	**2**	**10**	**78**	**39**	**39**	**98**	**57**	**41**	**110**	**61**	**49**

Site #24

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	100	611	309	728	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	3	2	2	21	10	10	10	5	5	24	13	11
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*5*	*3*	*3*	*3*	*1*	*1*	*6*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**3**	**2**	**2**	**15**	**8**	**8**	**8**	**4**	**4**	**18**	**10**	**8**
Residential [2]	106	53	116	74	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**8**	**5**	**2**	**2**	**10**	**7**	**3**	**6**	**3**	**3**
																					13	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Arts Bonus

Site #25

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
																					Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	52	317	160	378	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	11	5	5	5	3	3	13	7	6
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*1*	*1*	*1*	*1*	*1*	*3*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**8**	**4**	**4**	**4**	**2**	**2**	**10**	**5**	**4**
Residential [2]	55	27	60	38	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**2**	**1**	**1**	**5**	**4**	**2**	**3**	**2**	**2**
																					7	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**

Site #26

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
																					Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	363	183	432	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Residential [2]	151	76	166	106	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**7**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					15	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**

TOTAL EXISTING VEHICLE TRIPS																					**801**	**594**	**207**	**1,622**	**790**	**832**	**2,146**	**864**	**1,282**	**1,912**	**1,071**	**840**

Footnotes:
1 = Residential modal split derived from Census 2000 Journey-to-Work data.
2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.
3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM peak hour.
4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).
5 = Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).
7a = As per DCP, 1/2 total Community Facility floor area assumed to be similar to recreation center. Modal split based on NYCT Number 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.
7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split from Census 2000 Reverse Journey-to-Work data for AM, PM and Sat; MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Developm
8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from
10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturda

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Arts Bonus

Site #1

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*21*	*20*	*1*	*8*	*3*	*5*	*25*	*1*	*24*	*2*	*1*	*1*	*15*	*15*	*1*	*6*	*2*	*4*	*18*	*1*	*17*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	9	5	5	8	6	2	14	8	6	0	0	0	-1	-1	-1	3	3	0	2	1	1
Total Site Vehicle Trips	**8**	**7**	**1**	**13**	**6**	**7**	**12**	**3**	**9**	**13**	**8**	**6**	**23**	**21**	**2**	**17**	**8**	**10**	**33**	**7**	**26**	**17**	**9**	**7**	**15**	**15**	**0**	**4**	**2**	**3**	**21**	**4**	**17**	**3**	**2**	**2**

Site #2

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	7	4	2	2	9	7	3	6	3	3	9	1	7	4	2	2	9	7	3	6	3	3
OFFICE / MANUFACTURING	*14*	*13*	*1*	*5*	*2*	*3*	*16*	*1*	*15*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-14*	*-13*	*-1*	*-5*	*-2*	*-3*	*-16*	*-1*	*-15*	*-2*	*-1*	*-1*
RETAIL / COMM FAC	3	2	2	16	8	8	8	4	4	19	11	8	0	0	0	61	30	30	63	31	31	77	44	33	-3	-2	-2	45	23	23	55	27	27	58	33	25
Total Site Vehicle Trips	**17**	**15**	**2**	**21**	**10**	**11**	**24**	**5**	**19**	**20**	**11**	**9**	**9**	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**	**-9**	**-14**	**5**	**44**	**23**	**21**	**48**	**33**	**15**	**63**	**35**	**28**

Site #3

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	3	1	1	6	4	2	4	2	2	5	1	4	3	1	1	6	4	2	4	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	4	3	1	3	1	1	5	2	3	2	1	1	6	4	2	13	7	7	10	4	6	14	8	6	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**3**	**1**	**1**	**5**	**2**	**3**	**2**	**1**	**1**	**12**	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**	**8**	**2**	**6**	**13**	**7**	**7**	**11**	**7**	**4**	**16**	**9**	**7**

Site #4

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*5*	*5*	*0*	*2*	*1*	*1*	*6*	*0*	*6*	*1*	*0*	*0*	*23*	*22*	*1*	*9*	*3*	*5*	*27*	*1*	*26*	*3*	*2*	*1*	*18*	*17*	*1*	*7*	*3*	*4*	*21*	*1*	*20*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	10	5	5	9	6	3	16	9	7	0	0	0	-1	0	0	3	4	0	3	1	2
Total Site Vehicle Trips	**7**	**6**	**1**	**13**	**6**	**7**	**11**	**3**	**8**	**13**	**8**	**6**	**25**	**23**	**2**	**19**	**8**	**10**	**36**	**8**	**28**	**18**	**10**	**8**	**18**	**17**	**1**	**6**	**2**	**4**	**25**	**5**	**20**	**5**	**3**	**2**

Site #5

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	2	1	1	4	1	4	2	1	1	5	3	1	3	2	2	2	0	2	1	1	1	2	2	1	2	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	1	0	0	0	0	0	1	0	0	0	0	0	2	1	1	7	4	4	4	2	2	9	5	4	1	0	0	7	4	4	3	2	2	8	5	4
Total Site Vehicle Trips	**3**	**1**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**	**6**	**1**	**5**	**10**	**5**	**5**	**9**	**5**	**3**	**12**	**7**	**5**	**3**	**1**	**2**	**8**	**4**	**4**	**5**	**3**	**2**	**10**	**6**	**4**

Site #6

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*16*	*15*	*1*	*6*	*2*	*4*	*18*	*1*	*17*	*2*	*1*	*1*	*57*	*54*	*2*	*22*	*9*	*13*	*66*	*3*	*63*	*6*	*4*	*3*	*41*	*39*	*2*	*16*	*6*	*10*	*48*	*2*	*46*	*5*	*3*	*2*
RETAIL / COMM FAC	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	21	10	10	16	11	5	31	17	14	5	2	2	21	10	10	16	11	5	31	17	14
Total Site Vehicle Trips	**16**	**15**	**1**	**6**	**2**	**4**	**18**	**1**	**17**	**2**	**1**	**1**	**61**	**57**	**5**	**43**	**19**	**24**	**82**	**14**	**68**	**37**	**21**	**16**	**46**	**42**	**4**	**37**	**17**	**20**	**64**	**13**	**51**	**35**	**20**	**15**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Arts Bonus

Site #7

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	3	4	9	6	3	9	5	4	14	8	6	7	3	4	9	6	3	9	5	4	14	8	6
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*
RETAIL / COMM FAC	2	1	1	10	5	5	5	3	3	12	7	5	4	2	2	17	8	8	12	8	4	24	13	11	1	1	1	6	3	3	7	6	2	12	6	5
Total Site Vehicle Trips	**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**	**20**	**14**	**7**	**30**	**16**	**14**	**32**	**14**	**18**	**39**	**22**	**17**	**18**	**13**	**5**	**19**	**11**	**8**	**27**	**11**	**16**	**27**	**15**	**12**

Site #8

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	12	2	10	6	3	3	13	9	4	8	4	4	12	2	10	6	3	3	13	9	4	8	4	4
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*0*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	6	3	3	26	13	13	13	7	7	31	17	13	0	0	0	84	42	42	99	56	44	119	67	52	-6	-3	-3	58	29	29	86	49	37	88	49	39
Total Site Vehicle Trips	**12**	**8**	**3**	**28**	**14**	**14**	**20**	**7**	**13**	**31**	**18**	**14**	**12**	**2**	**10**	**90**	**45**	**45**	**113**	**65**	**47**	**127**	**71**	**57**	**0**	**-7**	**7**	**62**	**31**	**31**	**93**	**58**	**34**	**96**	**53**	**43**

Site #9

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	19	3	16	9	5	5	20	14	6	13	6	6	19	3	16	9	5	5	20	14	6	13	6	6
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	184	92	92	190	95	95	233	132	101	0	0	0	122	61	61	126	63	63	155	88	67	0	0	0	-62	-31	-31	-64	-32	-32	-78	-44	-34
Total Site Vehicle Trips	**0**	**0**	**0**	**184**	**92**	**92**	**190**	**95**	**95**	**233**	**132**	**101**	**19**	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**	**19**	**3**	**16**	**-53**	**-26**	**-26**	**-44**	**-18**	**-26**	**-65**	**-38**	**-27**

Site #10

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*251*	*241*	*10*	*97*	*38*	*59*	*293*	*15*	*278*	*28*	*17*	*11*	*251*	*241*	*10*	*97*	*38*	*59*	*293*	*15*	*278*	*28*	*17*	*11*
RETAIL / COMM FAC	0	0	0	68	34	34	70	35	35	86	49	37	0	0	0	270	135	135	306	167	139	369	207	162	0	0	0	202	101	101	236	132	104	283	158	124
																									0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**0**	**0**	**0**	**68**	**34**	**34**	**70**	**35**	**35**	**86**	**49**	**37**	**251**	**241**	**10**	**366**	**173**	**194**	**599**	**181**	**417**	**397**	**224**	**173**	**251**	**241**	**10**	**298**	**139**	**160**	**529**	**146**	**382**	**311**	**175**	**136**

Site #11

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	1	5	3	1	1	6	4	2	4	2	2	6	1	5	3	1	1	6	4	2	4	2	2
OFFICE / MANUFACTURING	*2*	*2*	*0*	*1*	*0*	*1*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-2*	*-2*	*0*	*-1*	*0*	*-1*	*-3*	*0*	*-3*	*0*	*0*	*0*
RETAIL / COMM FAC	4	2	2	17	9	9	9	4	4	21	12	9	5	2	2	21	11	11	16	11	5	31	17	14	1	0	0	4	2	2	8	7	1	10	5	5
Total Site Vehicle Trips	**6**	**4**	**2**	**18**	**9**	**9**	**11**	**4**	**7**	**21**	**12**	**9**	**10**	**3**	**7**	**24**	**12**	**12**	**23**	**15**	**7**	**35**	**19**	**16**	**4**	**-1**	**5**	**6**	**3**	**3**	**11**	**11**	**0**	**14**	**7**	**7**

Site #12

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	12	2	10	6	3	3	13	9	4	8	4	4	12	2	10	6	3	3	13	9	4	8	4	4
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	6	3	3	27	14	14	14	7	7	33	18	14	0	0	0	77	38	38	79	40	40	97	55	42	-6	-3	-3	49	25	25	65	33	33	65	37	28
Total Site Vehicle Trips	**6**	**3**	**3**	**27**	**14**	**14**	**14**	**7**	**7**	**33**	**18**	**14**	**12**	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**	**6**	**-1**	**7**	**55**	**28**	**28**	**78**	**42**	**37**	**73**	**41**	**32**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Arts Bonus

Site #13

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	14	2	12	7	4	4	15	11	5	10	5	5	14	2	12	7	4	4	15	11	5	10	5	5
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	163	81	81	168	84	84	206	117	89	0	0	0	92	46	46	95	48	48	117	66	51	0	0	0	-71	-35	-35	-73	-36	-36	-89	-51	-39
Total Site Vehicle Trips	**0**	**0**	**0**	**163**	**81**	**81**	**168**	**84**	**84**	**206**	**117**	**89**	**14**	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**	**14**	**2**	**12**	**-63**	**-32**	**-32**	**-57**	**-26**	**-32**	**-79**	**-46**	**-34**

Site #14

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	13	2	11	6	3	3	14	10	4	9	5	5	13	2	11	6	3	3	14	10	4	9	5	5
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*1*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*-1*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	4	2	2	19	10	10	10	5	5	23	13	10	6	3	3	27	13	13	13	7	7	32	18	14	2	1	1	8	4	4	4	2	2	9	5	4
Total Site Vehicle Trips	**10**	**8**	**3**	**21**	**10**	**11**	**17**	**5**	**11**	**24**	**13**	**10**	**19**	**5**	**14**	**33**	**17**	**17**	**28**	**17**	**11**	**41**	**22**	**18**	**8**	**-3**	**11**	**12**	**6**	**6**	**11**	**11**	**0**	**17**	**9**	**8**

Site #15

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	5	1	4	3	1	1	6	4	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2	1	0	1	1	0	0	1	1	0	1	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	32	23	8	40	20	20	44	15	28	37	20	16	5	2	2	21	11	11	11	5	5	25	14	11	-27	-21	-6	-18	-9	-10	-33	-10	-23	-11	-6	-5
Total Site Vehicle Trips	**37**	**24**	**13**	**42**	**21**	**21**	**49**	**19**	**30**	**40**	**22**	**18**	**11**	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**	**-26**	**-21**	**-5**	**-18**	**-9**	**-9**	**-32**	**-9**	**-23**	**-10**	**-6**	**-5**

Site #16

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	3	2	2	7	5	2	5	2	2	7	1	6	3	2	2	7	5	2	5	2	2
OFFICE / MANUFACTURING	*1*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-1*	*-1*	*0*	*0*	*0*	*0*	*-1*	*0*	*-1*	*0*	*0*	*0*
RETAIL / COMM FAC	3	2	2	15	8	8	8	4	4	18	10	8	6	3	3	25	13	13	20	13	6	37	21	17	2	1	1	10	5	5	12	9	2	19	10	9
Total Site Vehicle Trips	**4**	**2**	**2**	**16**	**8**	**8**	**8**	**4**	**5**	**18**	**10**	**8**	**12**	**4**	**9**	**29**	**14**	**14**	**27**	**19**	**9**	**42**	**23**	**19**	**8**	**2**	**7**	**13**	**7**	**6**	**19**	**15**	**4**	**23**	**12**	**11**

Site #17

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	1	1	1	6	1	5	3	2	2	7	5	2	4	2	2	4	1	4	2	1	1	5	3	1	3	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	5	2	2	21	11	11	11	5	5	25	14	11	2	1	1	11	5	5	5	3	3	13	7	5
Total Site Vehicle Trips	**4**	**1**	**3**	**12**	**6**	**6**	**8**	**4**	**3**	**14**	**8**	**6**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**6**	**2**	**5**	**13**	**6**	**6**	**10**	**6**	**4**	**15**	**9**	**7**

Site #18

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	3	0	2	1	1	1	3	2	1	2	1	1	2	0	2	1	1	1	3	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	11	8	3	14	7	7	16	5	10	13	7	6	3	2	1	8	4	4	5	2	3	9	5	4	-8	-7	-2	-6	-3	-3	-10	-3	-7	-3	-2	-2
Total Site Vehicle Trips	**14**	**9**	**5**	**15**	**8**	**8**	**19**	**8**	**11**	**15**	**8**	**7**	**5**	**2**	**3**	**9**	**5**	**5**	**8**	**4**	**4**	**11**	**6**	**5**	**-9**	**-7**	**-2**	**-6**	**-3**	**-3**	**-11**	**-3**	**-7**	**-4**	**-2**	**-2**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Arts Bonus

Site #19

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	3	2	2	8	5	2	5	2	2	7	1	6	3	2	2	8	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	7	6	2	4	2	2	8	2	6	1	0	0	12	8	4	27	14	14	20	8	12	30	17	13	5	2	2	23	12	11	12	6	6	29	16	13
Total Site Vehicle Trips	**7**	**6**	**2**	**4**	**2**	**2**	**8**	**2**	**6**	**1**	**0**	**0**	**19**	**9**	**10**	**31**	**15**	**15**	**28**	**14**	**14**	**35**	**19**	**15**	**12**	**3**	**8**	**27**	**13**	**13**	**20**	**12**	**8**	**34**	**19**	**15**

Site #20

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	1	0	1	1	0	0	1	1	0	1	0	0	1	0	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	1	0	0	6	3	3	3	1	1	7	4	3	1	0	0	4	2	2	2	1	1	5	3	2	0	0	0	-1	-1	-1	-1	0	0	-2	-1	-1
Total Site Vehicle Trips	**2**	**1**	**2**	**6**	**3**	**3**	**4**	**2**	**2**	**8**	**4**	**3**	**2**	**1**	**2**	**5**	**2**	**2**	**4**	**2**	**1**	**6**	**3**	**3**	**0**	**0**	**0**	**-1**	**-1**	**-1**	**-1**	**0**	**0**	**-2**	**-1**	**-1**

Site #21

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	19	15	4	208	104	104	225	108	117	255	144	111	19	15	4	208	104	104	225	108	117	255	144	111	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site #22

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	10	1	8	5	2	2	11	8	3	7	3	3	10	1	8	5	2	2	11	8	3	7	3	3
OFFICE / MANUFACTURING	*12*	*11*	*0*	*5*	*2*	*3*	*14*	*1*	*13*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-12*	*-11*	*0*	*-5*	*-2*	*-3*	*-14*	*-1*	*-13*	*-1*	*-1*	*-1*
RETAIL / COMM FAC	0	0	0	94	47	47	97	49	49	119	68	52	0	0	0	70	35	35	72	36	36	88	50	38	0	0	0	-24	-12	-12	-25	-13	-13	-31	-17	-13
Total Site Vehicle Trips	**12**	**11**	**0**	**99**	**49**	**50**	**111**	**49**	**62**	**121**	**68**	**52**	**10**	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**	**-2**	**-10**	**8**	**-24**	**-12**	**-13**	**-28**	**-6**	**-22**	**-25**	**-15**	**-10**

Site #23

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	4	1	3	4	2	1	4	3	2	6	3	2	12	2	10	6	3	3	13	9	4	8	4	4	8	1	7	2	0	2	8	6	2	3	1	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	6	6	6	3	3	14	8	6	0	0	0	72	36	36	86	49	37	102	57	45	-2	-1	-1	60	30	30	80	46	34	89	49	39
Total Site Vehicle Trips	**6**	**2**	**4**	**15**	**8**	**7**	**10**	**6**	**5**	**19**	**11**	**8**	**12**	**2**	**10**	**78**	**39**	**39**	**98**	**57**	**41**	**110**	**61**	**49**	**5**	**-1**	**6**	**62**	**31**	**32**	**88**	**52**	**36**	**91**	**51**	**41**

Site #24

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	8	5	2	2	10	7	3	6	3	3	9	1	8	5	2	2	10	7	3	6	3	3
OFFICE / MANUFACTURING	*3*	*2*	*0*	*1*	*0*	*0*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-3*	*-2*	*0*	*-1*	*0*	*0*	*-3*	*0*	*-3*	*0*	*0*	*0*
RETAIL / COMM FAC	1	1	1	5	3	3	3	1	1	6	3	3	3	2	2	15	8	8	8	4	4	18	10	8	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**6**	**3**	**3**	**6**	**2**	**4**	**7**	**4**	**3**	**13**	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**	**9**	**0**	**9**	**14**	**7**	**7**	**12**	**9**	**3**	**18**	**10**	**8**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Arts Bonus

Site #25

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	2	1	1	5	4	2	3	2	2	5	1	4	2	1	1	5	4	2	3	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	5	3	2	10	5	5	8	3	5	11	6	5	2	1	1	8	4	4	4	2	2	10	5	4	-3	-2	-1	-2	-1	-1	-4	-1	-3	-2	-1	-1
Total Site Vehicle Trips	**5**	**3**	**2**	**10**	**5**	**5**	**8**	**3**	**5**	**11**	**6**	**5**	**7**	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**	**2**	**-2**	**3**	**0**	**0**	**0**	**1**	**3**	**-1**	**2**	**1**	**1**

Site #26

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	7	1	6	3	2	2	7	5	2	5	2	2	13	2	11	7	3	3	14	10	4	9	5	5	7	1	6	3	2	2	7	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	9	5	5	5	2	2	11	6	5	2	1	1	9	5	5	5	2	2	11	6	5	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**9**	**2**	**7**	**12**	**6**	**6**	**12**	**7**	**4**	**15**	**8**	**7**	**15**	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**	**7**	**1**	**6**	**3**	**2**	**2**	**7**	**5**	**2**	**5**	**2**	**2**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #1

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,299	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	362	183	431
Office/Commercial [5]	49,777	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	108	134	125	12
Total Square Footage (n/a residential and hotel)	**59,076**								**TOTAL PERSON TRIPS**	**167**	**497**	**308**	**443**

Site #2

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	33,971	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	513	529	649
Residential [2]	N/A	122	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	99	49	108	69
Total Square Footage (n/a residential and hotel)	**33,971**								**TOTAL PERSON TRIPS**	**99**	**562**	**638**	**718**

Site #3

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	5,945	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	15	20	20	16
Community Facility/Institutional [8b]	5,945	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	13	16	15	1
Residential [2]	N/A	75	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	61	30	67	42
Boutique Retail [4]	10,604	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	67	413	209	492
Total Square Footage (n/a residential and hotel)	**22,494**								**TOTAL PERSON TRIPS**	**156**	**479**	**310**	**551**

Site #4

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,122	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	64	394	199	469
Office/Commercial [5]	54,181	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	117	146	137	13
Total Square Footage (n/a residential and hotel)	**64,303**								**TOTAL PERSON TRIPS**	**181**	**541**	**336**	**482**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #5

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,636	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	297	150	354
Residential [2]	N/A	63	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	51	25	56	36
Total Square Footage (n/a residential and hotel)	**7,636**								**TOTAL PERSON TRIPS**	**99**	**323**	**206**	**390**

Site #6

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,250	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	135	828	418	985
Residential [2]	N/A	88	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	71	36	78	50
Total Square Footage (n/a residential and hotel)	**21,250**								**TOTAL PERSON TRIPS**	**206**	**863**	**496**	**1,035**

Site #7

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	17,156	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	109	668	338	795
Office/Commercial [5]	20,184	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	44	54	51	5
Hotel [6,7]	20,184	N/A	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	22	27	25	40
Total Square Footage (n/a residential and hotel)	**57,524**								**TOTAL PERSON TRIPS**	**174**	**750**	**414**	**840**

Site #8

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	47,110	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	712	734	900
Residential [2]	N/A	185	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	149	75	164	105
Total Square Footage (n/a residential and hotel)	**47,110**								**TOTAL PERSON TRIPS**	**149**	**786**	**898**	**1,004**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #9

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	68,359	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,033	1,065	1,306
Residential [2]	N/A	264	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	213	107	234	149
Total Square Footage (n/a residential and hotel)	**68,359**								**TOTAL PERSON TRIPS**	**213**	**1,139**	**1,300**	**1,455**

Site #10

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	102,428	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,547	1,596	1,956
Office/Commercial [5]	259,084	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	560	700	653	62
Total Square Footage (n/a residential and hotel)	**361,512**								**TOTAL PERSON TRIPS**	**560**	**2,247**	**2,249**	**2,019**

Site #11

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	89	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	72	36	79	50
Total Square Footage (n/a residential and hotel)	**21,444**								**TOTAL PERSON TRIPS**	**208**	**871**	**501**	**1,044**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #12

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	42,889	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	648	668	819
Residential [2]	N/A	168	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	136	68	149	95
Total Square Footage (n/a residential and hotel)	**42,889**								**TOTAL PERSON TRIPS**	**136**	**716**	**818**	**914**

Site #13

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	51,469	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	777	802	983
Residential [2]	N/A	200	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	162	81	178	113
Total Square Footage (n/a residential and hotel)	**51,469**								**TOTAL PERSON TRIPS**	**162**	**858**	**980**	**1,096**

Site #14

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	27,176	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	173	1,059	535	1,260
Residential [2]	N/A	112	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	90	45	99	63
Total Square Footage (n/a residential and hotel)	**27,176**								**TOTAL PERSON TRIPS**	**263**	**1,104**	**634**	**1,323**

Site #15

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,719	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	138	846	427	1,007
Residential [2]	N/A	90	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	73	36	80	51
Total Square Footage (n/a residential and hotel)	**21,719**								**TOTAL PERSON TRIPS**	**211**	**882**	**507**	**1,058**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #16

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	25,806	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	164	1,005	508	1,196
Residential [2]	N/A	106	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	86	43	94	60
Total Square Footage (n/a residential and hotel)	**25,806**								**TOTAL PERSON TRIPS**	**250**	**1,048**	**602**	**1,256**

Site #17

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	88	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	71	36	78	50
Total Square Footage (n/a residential and hotel)	**21,444**								**TOTAL PERSON TRIPS**	**207**	**871**	**500**	**1,044**

Site #18

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,473	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	47	291	147	346
Residential [2]	N/A	34	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	27	14	30	19
Total Square Footage (n/a residential and hotel)	**7,473**								**TOTAL PERSON TRIPS**	**75**	**305**	**177**	**366**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #19

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	10,293	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	27	34	35	27
Community Facility/Institutional [8b]	10,293	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	22	28	26	2
Boutique Retail [4]	22,938	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	146	893	451	1,063
Residential [2]	N/A	99	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	80	40	88	56
Total Square Footage (n/a residential and hotel)	**43,524**								**TOTAL PERSON TRIPS**	**275**	**995**	**600**	**1,149**

Site #20

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	4,289	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	27	167	84	199
Residential [2]	N/A	18	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	15	7	16	10
Total Square Footage (n/a residential and hotel)	**4,289**								**TOTAL PERSON TRIPS**	**42**	**174**	**100**	**209**

Site #21

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	27,885	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	72	92	95	74
Community Facility/Institutional [8b]	27,885	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	60	75	70	7
Office/Commercial [5]	372,287	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	804	1,005	938	89
Specialty Retail [3]	108,843	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,644	1,696	2,079
Total Square Footage (n/a residential and hotel)	**536,900**								**TOTAL PERSON TRIPS**	**937**	**2,817**	**2,799**	**2,249**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #22

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	39,068	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	590	609	746
Residential [2]	N/A	140	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	113	57	124	79
Total Square Footage (n/a residential and hotel)	**39,068**								**TOTAL PERSON TRIPS**	**113**	**647**	**733**	**825**

Site #23

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	40,066	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	605	624	765
Residential [2]	N/A	179	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	145	72	159	101
Total Square Footage (n/a residential and hotel)	**40,066**								**TOTAL PERSON TRIPS**	**145**	**677**	**783**	**866**

Site #24

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	15,698	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	611	309	728
Residential [2]	N/A	131	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	106	53	116	74
Total Square Footage (n/a residential and hotel)	**15,698**								**TOTAL PERSON TRIPS**	**206**	**664**	**425**	**802**

Site #25

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	8,150	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	52	317	160	378
Residential [2]	N/A	68	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	55	27	60	38
Total Square Footage (n/a residential and hotel)	**8,150**								**TOTAL PERSON TRIPS**	**107**	**345**	**221**	**416**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #26

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,314	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential [2]	N/A	187	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	151	76	166	106
Total Square Footage (n/a residential and hotel)	**9,314**					**TOTAL PERSON TRIPS**				**210**	**438**	**349**	**538**

TOTAL EXISTING VEHICLE TRIPS	**1,659,664**									**5,549**	**21,599**	**17,887**	**24,093**

Footnotes:
1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 650 square feet = 1 hotel room based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from recreation center assumptions of NYCT Number 7 Extension Project, Appendix S.1, 2003.
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #1

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	362	183	431	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Office/Commercial [5]	108	134	125	12	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	23	22	1	9	3	5	27	1	26	3	2	1
																					25	**23**	**2**	**18**	**8**	**10**	**31**	**4**	**28**	**13**	**8**	**6**

Site #2

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	513	529	649	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	81	41	41	84	42	42	103	56	46
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*20*	*10*	*10*	*21*	*10*	*10*	*26*	*13*	*13*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**61**	**30**	**30**	**63**	**31**	**31**	**77**	**44**	**33**
Residential [2]	99	49	108	69	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**7**	**4**	**2**	**2**	**9**	**7**	**3**	**6**	**3**	**3**
																					9	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**

Site #3

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	15	20	20	16	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	1	1	2	1	1	2	1	0	1	1	1
Community Facility/Institutional [8b]	13	16	15	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	3	0	1	0	1	3	0	3	0	0	0
Boutique Retail [4]	67	413	209	492	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	16	9	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Residential [2]	61	30	67	42	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**
																					12	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**

Site #4

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	64	394	199	469	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	13	7	7	7	3	3	16	9	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Office/Commercial [5]	117	146	137	13	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	25	24	1	10	4	6	29	1	28	3	2	1
																					27	**25**	**2**	**20**	**9**	**11**	**34**	**4**	**30**	**15**	**8**	**6**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #5

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	49	297	150	354	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	3	3	12	7	5
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*1*	*1*	*3*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**9**	**5**	**4**
Residential [2]	51	25	56	36	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**4**	**1**	**4**	**2**	**1**	**1**	**5**	**3**	**1**	**3**	**2**	**2**
																					6	**1**	**5**	**10**	**5**	**5**	**9**	**5**	**3**	**12**	**7**	**5**

Site #6

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	135	828	418	985	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*3*	*3*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**10**	**10**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	71	36	78	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #7

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	109	668	338	795	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	22	11	11	11	6	6	27	15	12
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*1*	*1*	*7*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**4**	**2**	**2**	**17**	**8**	**8**	**8**	**4**	**4**	**20**	**11**	**9**
Office/Commercial [5]	44	54	51	5	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	9	9	0	4	1	2	11	1	10	1	1	0
Hotel [6,7]	22	27	25	40	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	6	2	3	7	5	2	7	4	3	11	6	5
																					19	**13**	**6**	**28**	**15**	**13**	**26**	**9**	**17**	**32**	**18**	**14**

Site #8

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	712	734	900	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	113	56	56	116	58	58	142	78	64
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*28*	*14*	*14*	*29*	*15*	*15*	*36*	*18*	*18*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**84**	**42**	**42**	**87**	**44**	**44**	**107**	**60**	**46**
Residential [2]	149	75	164	105	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					13	**2**	**11**	**91**	**45**	**45**	**101**	**54**	**48**	**116**	**65**	**51**

Site #9

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	1,033	1,065	1,306	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	163	82	82	168	84	84	206	114	93
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*41*	*20*	*20*	*42*	*21*	*21*	*52*	*26*	*26*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**122**	**61**	**61**	**126**	**63**	**63**	**155**	**88**	**67**
Residential [2]	213	107	234	149	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**19**	**3**	**16**	**9**	**5**	**5**	**20**	**14**	**6**	**13**	**6**	**6**
																					19	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #10

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	1,547	1,596	1,956	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	245	122	122	252	126	126	309	170	139
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*61*	*31*	*31*	*63*	*32*	*32*	*77*	*39*	*39*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**183**	**92**	**92**	**189**	**95**	**95**	**232**	**131**	**101**
Office/Commercial [5]	560	700	653	62	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	120	115	5	46	18	28	140	7	133	13	8	5
																					120	**115**	**5**	**230**	**110**	**120**	**329**	**102**	**228**	**245**	**139**	**106**

Site #11

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	72	36	79	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	6	1	5	3	2	2	7	5	2	4	2	2
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #12

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	648	668	819	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	102	51	51	106	53	53	130	71	58
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*26*	*13*	*13*	*26*	*13*	*13*	*32*	*16*	*16*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**77**	**38**	**38**	**79**	**40**	**40**	**97**	**55**	**42**
Residential [2]	136	68	149	95	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12	2	10	6	3	3	13	9	4	8	4	4
																					12	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**

Site #13

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	777	802	983	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	123	61	61	127	63	63	155	85	70
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*31*	*15*	*15*	*32*	*16*	*16*	*39*	*19*	*19*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**92**	**46**	**46**	**95**	**48**	**48**	**117**	**66**	**51**
Residential [2]	162	81	178	113	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	14	2	12	7	4	4	15	11	5	10	5	5
																					14	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**

Site #14

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	173	1,059	535	1,260	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	36	18	18	18	9	9	42	23	19
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*9*	*4*	*4*	*4*	*2*	*2*	*11*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**6**	**3**	**3**	**27**	**13**	**13**	**13**	**7**	**7**	**32**	**18**	**14**
Residential [2]	90	45	99	63	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	8	1	7	4	2	2	9	6	3	6	3	3
																					14	**4**	**10**	**31**	**15**	**15**	**22**	**13**	**9**	**37**	**21**	**16**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #15

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	138	846	427	1,007	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	34	19	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	73	36	80	51	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**

Site #16

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	164	1,005	508	1,196	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	34	17	17	17	9	9	40	22	18
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*8*	*4*	*4*	*4*	*2*	*2*	*10*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**6**	**3**	**3**	**25**	**13**	**13**	**13**	**6**	**6**	**30**	**17**	**13**
Residential [2]	86	43	94	60	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**4**	**2**	**2**	**8**	**6**	**2**	**5**	**3**	**3**
																					13	**4**	**9**	**29**	**15**	**15**	**21**	**12**	**9**	**35**	**20**	**16**

Site #17

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	71	36	78	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #18

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	47	291	147	346	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	2	2	12	6	5
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*1*	*1*	*3*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**9**	**5**	**4**
Residential [2]	27	14	30	19	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**2**	**0**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**
																					4	**1**	**3**	**9**	**4**	**4**	**6**	**4**	**3**	**10**	**6**	**5**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #19

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	27	34	35	27	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	2	1	1	3	2	1	3	2	1	2	1	1
Community Facility/Institutional [8b]	22	28	26	2	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	5	5	0	2	1	1	6	0	5	1	0	0
Boutique Retail [4]	146	893	451	1,063	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	20	16
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*9*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**22**	**11**	**11**	**11**	**6**	**6**	**27**	**15**	**12**
Residential [2]	80	40	88	56	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**3**	**2**	**2**	**8**	**5**	**2**	**5**	**2**	**2**
																					19	**9**	**10**	**31**	**15**	**15**	**28**	**14**	**14**	**35**	**19**	**15**

Site #20

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	27	167	84	199	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	0	0	6	3	3	3	1	1	7	4	3
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*1*	*1*	*1*	*1*	*0*	*0*	*2*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**1**	**0**	**0**	**4**	**2**	**2**	**2**	**1**	**1**	**5**	**3**	**2**
Residential [2]	15	7	16	10	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**1**	**0**
																					2	**2**	**1**	**5**	**2**	**2**	**4**	**1**	**2**	**6**	**3**	**3**

Site #21

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	72	92	95	74	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	6	3	4	8	4	4	8	6	2	7	3	3
Community Facility/Institutional [8b]	60	75	70	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	13	12	1	5	2	3	15	1	14	1	1	1
Office/Commercial [5]	804	1,005	938	89	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	172	165	7	66	26	40	201	10	191	19	11	8
Specialty Retail [3]	0	1,644	1,696	2,079	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	260	130	130	268	134	134	329	181	148
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*65*	*32*	*32*	*67*	*34*	*34*	*82*	*41*	*41*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**195**	**97**	**97**	**201**	**101**	**101**	**247**	**140**	**107**
																					192	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**

Site #22

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	590	609	746	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	93	47	47	96	48	48	118	65	53
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*23*	*12*	*12*	*24*	*12*	*12*	*29*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**70**	**35**	**35**	**72**	**36**	**36**	**88**	**50**	**38**
Residential [2]	113	57	124	79	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**10**	**1**	**8**	**5**	**2**	**2**	**11**	**8**	**3**	**7**	**3**	**3**
																					10	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C6-3

Site #23

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	605	624	765	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	96	48	48	99	49	49	121	67	54
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*24*	*12*	*12*	*25*	*12*	*12*	*30*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**72**	**36**	**36**	**74**	**37**	**37**	**91**	**51**	**39**
Residential [2]	145	72	159	101	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**4**	**4**
																					13	**2**	**11**	**78**	**39**	**39**	**88**	**47**	**41**	**100**	**56**	**44**

Site #24

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	100	611	309	728	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	3	2	2	21	10	10	10	5	5	24	13	11
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*5*	*3*	*3*	*3*	*1*	*1*	*6*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**3**	**2**	**2**	**15**	**8**	**8**	**8**	**4**	**4**	**18**	**10**	**8**
Residential [2]	106	53	116	74	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**8**	**5**	**2**	**2**	**10**	**7**	**3**	**6**	**3**	**3**
																					13	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**

Site #25

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	52	317	160	378	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	11	5	5	5	3	3	13	7	6
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*1*	*1*	*1*	*1*	*1*	*3*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**8**	**4**	**4**	**4**	**2**	**2**	**10**	**5**	**4**
Residential [2]	55	27	60	38	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**2**	**1**	**1**	**5**	**4**	**2**	**3**	**2**	**2**
																					7	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**

Site #26

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	363	183	432	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Residential [2]	151	76	166	106	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**7**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					15	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**

TOTAL EXISTING VEHICLE TRIPS																					**618**	**417**	**201**	**1,464**	**718**	**746**	**1,762**	**729**	**1,034**	**1,701**	**956**	**744**

Footnotes:
1 = Residential modal split derived from Census 2000 Journey-to-Work data.
2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.
3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM peak hour.
4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).
5 = Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).
7a = As per DCP, 1/2 total Community Facility floor area assumed to be similar to recreation center. Modal split based on NYCT Number 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.
7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split from Census 2000 Reverse Journey-to-Work data for AM, PM and Sat; MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Developm
8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from
10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturda

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C6-3

Site #1

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*23*	*22*	*1*	*9*	*3*	*5*	*27*	*1*	*26*	*3*	*2*	*1*	*17*	*16*	*1*	*7*	*3*	*4*	*20*	*1*	*19*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	9	5	5	5	2	2	11	6	5	0	0	0	-1	-1	-1	-1	0	0	-2	-1	-1
Total Site Vehicle Trips	**8**	**7**	**1**	**13**	**6**	**7**	**12**	**3**	**9**	**13**	**8**	**6**	**25**	**23**	**2**	**18**	**8**	**10**	**31**	**4**	**28**	**13**	**8**	**6**	**17**	**16**	**1**	**5**	**2**	**3**	**19**	**1**	**19**	**0**	**0**	**0**

Site #2

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	7	4	2	2	9	7	3	6	3	3	9	1	7	4	2	2	9	7	3	6	3	3
OFFICE / MANUFACTURING	*14*	*13*	*1*	*5*	*2*	*3*	*16*	*1*	*15*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-14*	*-13*	*-1*	*-5*	*-2*	*-3*	*-16*	*-1*	*-15*	*-2*	*-1*	*-1*
RETAIL / COMM FAC	3	2	2	16	8	8	8	4	4	19	11	8	0	0	0	61	30	30	63	31	31	77	44	33	-3	-2	-2	45	23	23	55	27	27	58	33	25
Total Site Vehicle Trips	**17**	**15**	**2**	**21**	**10**	**11**	**24**	**5**	**19**	**20**	**11**	**9**	**9**	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**	**-9**	**-14**	**5**	**44**	**23**	**21**	**48**	**33**	**15**	**63**	**35**	**28**

Site #3

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	3	1	1	6	4	2	4	2	2	5	1	4	3	1	1	6	4	2	4	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	4	3	1	3	1	1	5	2	3	2	1	1	6	4	2	13	7	7	10	4	6	14	8	6	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**3**	**1**	**1**	**5**	**2**	**3**	**2**	**1**	**1**	**12**	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**	**8**	**2**	**6**	**13**	**7**	**7**	**11**	**7**	**4**	**16**	**9**	**7**

Site #4

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*5*	*5*	*0*	*2*	*1*	*1*	*6*	*0*	*6*	*1*	*0*	*0*	*25*	*24*	*1*	*10*	*4*	*6*	*29*	*1*	*28*	*3*	*2*	*1*	*20*	*19*	*1*	*8*	*3*	*5*	*23*	*1*	*22*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	10	5	5	5	3	3	12	7	5	0	0	0	-1	0	0	0	0	0	-1	0	0
Total Site Vehicle Trips	**7**	**6**	**1**	**13**	**6**	**7**	**11**	**3**	**8**	**13**	**8**	**6**	**27**	**25**	**2**	**20**	**9**	**11**	**34**	**4**	**30**	**15**	**8**	**6**	**20**	**19**	**1**	**7**	**3**	**4**	**23**	**1**	**22**	**1**	**1**	**1**

Site #5

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	2	1	1	4	1	4	2	1	1	5	3	1	3	2	2	2	0	2	1	1	1	2	2	1	2	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	1	0	0	0	0	0	1	0	0	0	0	0	2	1	1	7	4	4	4	2	2	9	5	4	1	0	0	7	4	4	3	2	2	8	5	4
Total Site Vehicle Trips	**3**	**1**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**	**6**	**1**	**5**	**10**	**5**	**5**	**9**	**5**	**3**	**12**	**7**	**5**	**3**	**1**	**2**	**8**	**4**	**4**	**5**	**3**	**2**	**10**	**6**	**4**

Site #6

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	1	5	3	2	2	7	5	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2
OFFICE / MANUFACTURING	*16*	*15*	*1*	*6*	*2*	*4*	*18*	*1*	*17*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-16*	*-15*	*-1*	*-6*	*-2*	*-4*	*-18*	*-1*	*-17*	*-2*	*-1*	*-1*
RETAIL / COMM FAC	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	21	10	10	11	5	5	25	14	11	5	2	2	21	10	10	11	5	5	25	14	11
Total Site Vehicle Trips	**16**	**15**	**1**	**6**	**2**	**4**	**18**	**1**	**17**	**2**	**1**	**1**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**-5**	**-12**	**7**	**18**	**10**	**8**	**-1**	**9**	**-10**	**27**	**15**	**12**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C6-3

Site #7

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	2	3	7	5	2	7	4	3	11	6	5	6	2	3	7	5	2	7	4	3	11	6	5
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*
RETAIL / COMM FAC	2	1	1	10	5	5	5	3	3	12	7	5	4	2	2	17	8	8	8	4	4	20	11	9	1	1	1	6	3	3	3	2	2	8	4	3
Total Site Vehicle Trips	**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**	**19**	**13**	**6**	**28**	**15**	**13**	**26**	**9**	**17**	**32**	**18**	**14**	**17**	**12**	**5**	**17**	**10**	**8**	**21**	**6**	**15**	**19**	**11**	**8**

Site #8

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	13	2	11	6	3	3	14	10	4	9	5	5	13	2	11	6	3	3	14	10	4	9	5	5
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*0*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	6	3	3	26	13	13	13	7	7	31	17	13	0	0	0	84	42	42	87	44	44	107	60	46	-6	-3	-3	58	29	29	74	37	37	76	43	33
Total Site Vehicle Trips	**12**	**8**	**3**	**28**	**14**	**14**	**20**	**7**	**13**	**31**	**18**	**14**	**13**	**2**	**11**	**91**	**45**	**45**	**101**	**54**	**48**	**116**	**65**	**51**	**1**	**-7**	**8**	**63**	**32**	**31**	**81**	**47**	**35**	**84**	**47**	**37**

Site #9

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	19	3	16	9	5	5	20	14	6	13	6	6	19	3	16	9	5	5	20	14	6	13	6	6
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	184	92	92	190	95	95	233	132	101	0	0	0	122	61	61	126	63	63	155	88	67	0	0	0	-62	-31	-31	-64	-32	-32	-78	-44	-34
Total Site Vehicle Trips	**0**	**0**	**0**	**184**	**92**	**92**	**190**	**95**	**95**	**233**	**132**	**101**	**19**	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**	**19**	**3**	**16**	**-53**	**-26**	**-26**	**-44**	**-18**	**-26**	**-65**	**-38**	**-27**

Site #10

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*120*	*115*	*5*	*46*	*18*	*28*	*140*	*7*	*133*	*13*	*8*	*5*	*120*	*115*	*5*	*46*	*18*	*28*	*140*	*7*	*133*	*13*	*8*	*5*
RETAIL / COMM FAC	0	0	0	68	34	34	70	35	35	86	49	37	0	0	0	183	92	92	189	95	95	232	131	101	0	0	0	115	58	58	119	60	60	146	83	63
																									0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**0**	**0**	**0**	**68**	**34**	**34**	**70**	**35**	**35**	**86**	**49**	**37**	**120**	**115**	**5**	**230**	**110**	**120**	**329**	**102**	**228**	**245**	**139**	**106**	**120**	**115**	**5**	**162**	**76**	**86**	**259**	**67**	**192**	**159**	**91**	**69**

Site #11

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	1	5	3	2	2	7	5	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2
OFFICE / MANUFACTURING	*2*	*2*	*0*	*1*	*0*	*1*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-2*	*-2*	*0*	*-1*	*0*	*-1*	*-3*	*0*	*-3*	*0*	*0*	*0*
RETAIL / COMM FAC	4	2	2	17	9	9	9	4	4	21	12	9	5	2	2	21	11	11	11	5	5	25	14	11	1	0	0	4	2	2	2	1	1	4	3	2
Total Site Vehicle Trips	**6**	**4**	**2**	**18**	**9**	**9**	**11**	**4**	**7**	**21**	**12**	**9**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**5**	**-1**	**6**	**6**	**3**	**3**	**6**	**6**	**0**	**9**	**5**	**4**

Site #12

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	12	2	10	6	3	3	13	9	4	8	4	4	12	2	10	6	3	3	13	9	4	8	4	4
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	6	3	3	27	14	14	14	7	7	33	18	14	0	0	0	77	38	38	79	40	40	97	55	42	-6	-3	-3	49	25	25	65	33	33	65	37	28
Total Site Vehicle Trips	**6**	**3**	**3**	**27**	**14**	**14**	**14**	**7**	**7**	**33**	**18**	**14**	**12**	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**	**6**	**-1**	**7**	**55**	**28**	**28**	**78**	**42**	**37**	**73**	**41**	**32**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C6-3

Site #13

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	14	2	12	7	4	4	15	11	5	10	5	5	14	2	12	7	4	4	15	11	5	10	5	5
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	163	81	81	168	84	84	206	117	89	0	0	0	92	46	46	95	48	48	117	66	51	0	0	0	-71	-35	-35	-73	-36	-36	-89	-51	-39
Total Site Vehicle Trips	**0**	**0**	**0**	**163**	**81**	**81**	**168**	**84**	**84**	**206**	**117**	**89**	**14**	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**	**14**	**2**	**12**	**-63**	**-32**	**-32**	**-57**	**-26**	**-32**	**-79**	**-46**	**-34**

Site #14

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	8	1	7	4	2	2	9	6	3	6	3	3	8	1	7	4	2	2	9	6	3	6	3	3
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*1*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*-1*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	4	2	2	19	10	10	10	5	5	23	13	10	6	3	3	27	13	13	13	7	7	32	18	14	2	1	1	8	4	4	4	2	2	9	5	4
Total Site Vehicle Trips	**10**	**8**	**3**	**21**	**10**	**11**	**17**	**5**	**11**	**24**	**13**	**10**	**14**	**4**	**10**	**31**	**15**	**15**	**22**	**13**	**9**	**37**	**21**	**16**	**3**	**-4**	**7**	**9**	**5**	**5**	**5**	**7**	**-2**	**14**	**7**	**6**

Site #15

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	5	1	4	3	1	1	6	4	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2	1	0	1	1	0	0	1	1	0	1	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	32	23	8	40	20	20	44	15	28	37	20	16	5	2	2	21	11	11	11	5	5	25	14	11	-27	-21	-6	-18	-9	-10	-33	-10	-23	-11	-6	-5
Total Site Vehicle Trips	**37**	**24**	**13**	**42**	**21**	**21**	**49**	**19**	**30**	**40**	**22**	**18**	**11**	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**	**-26**	**-21**	**-5**	**-18**	**-9**	**-9**	**-32**	**-9**	**-23**	**-10**	**-6**	**-5**

Site #16

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	4	2	2	8	6	2	5	3	3	7	1	6	4	2	2	8	6	2	5	3	3
OFFICE / MANUFACTURING	*1*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-1*	*-1*	*0*	*0*	*0*	*0*	*-1*	*0*	*-1*	*0*	*0*	*0*
RETAIL / COMM FAC	3	2	2	15	8	8	8	4	4	18	10	8	6	3	3	25	13	13	13	6	6	30	17	13	2	1	1	10	5	5	5	2	2	12	7	5
Total Site Vehicle Trips	**4**	**2**	**2**	**16**	**8**	**8**	**8**	**4**	**5**	**18**	**10**	**8**	**13**	**4**	**9**	**29**	**15**	**15**	**21**	**12**	**9**	**35**	**20**	**16**	**9**	**2**	**7**	**13**	**7**	**7**	**12**	**8**	**4**	**17**	**9**	**8**

Site #17

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	1	1	1	6	1	5	3	2	2	7	5	2	4	2	2	4	1	4	2	1	1	5	3	1	3	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	5	2	2	21	11	11	11	5	5	25	14	11	2	1	1	11	5	5	5	3	3	13	7	5
Total Site Vehicle Trips	**4**	**1**	**3**	**12**	**6**	**6**	**8**	**4**	**3**	**14**	**8**	**6**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**6**	**2**	**5**	**13**	**6**	**6**	**10**	**6**	**4**	**15**	**9**	**7**

Site #18

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	1	1	3	2	1	2	1	1	2	0	2	1	1	1	3	2	1	2	1	1
OFFICE / MANUFACTURING	*7*	*7*	*0*	*3*	*1*	*2*	*8*	*0*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-7*	*-7*	*0*	*-3*	*-1*	*-2*	*-8*	*0*	*-8*	*-1*	*0*	*0*
RETAIL / COMM FAC	1	1	1	5	3	3	3	1	1	6	4	3	2	1	1	7	4	4	4	2	2	9	5	4	0	0	0	2	1	1	1	1	1	2	1	1
Total Site Vehicle Trips	**8**	**7**	**1**	**8**	**4**	**4**	**11**	**2**	**9**	**7**	**4**	**3**	**4**	**1**	**3**	**9**	**4**	**4**	**6**	**4**	**3**	**10**	**6**	**5**	**-4**	**-6**	**2**	**1**	**1**	**0**	**-4**	**2**	**-6**	**3**	**2**	**2**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C6-3

Site #19

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	3	2	2	8	5	2	5	2	2	7	1	6	3	2	2	8	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	7	6	2	4	2	2	8	2	6	1	0	0	12	8	4	27	14	14	20	8	12	30	17	13	5	2	2	23	12	11	12	6	6	29	16	13
Total Site Vehicle Trips	**7**	**6**	**2**	**4**	**2**	**2**	**8**	**2**	**6**	**1**	**0**	**0**	**19**	**9**	**10**	**31**	**15**	**15**	**28**	**14**	**14**	**35**	**19**	**15**	**12**	**3**	**8**	**27**	**13**	**13**	**20**	**12**	**8**	**34**	**19**	**15**

Site #20

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	1	0	1	1	0	0	1	1	0	1	0	0	1	1	0	1	0	0	1	0	1	1	1	0	0	1	-1	0	0	0	0	-1	1	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	1	0	0	6	3	3	3	1	1	7	4	3	1	0	0	4	2	2	2	1	1	5	3	2	0	0	0	-1	-1	-1	-1	0	0	-2	-1	-1
Total Site Vehicle Trips	**2**	**1**	**2**	**6**	**3**	**3**	**4**	**2**	**2**	**8**	**4**	**3**	**2**	**2**	**1**	**5**	**2**	**2**	**4**	**1**	**2**	**6**	**3**	**3**	**0**	**1**	**-1**	**-1**	**-1**	**-1**	**-1**	**-1**	**1**	**-2**	**-1**	**-1**

Site #21

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	19	15	4	208	104	104	225	108	117	255	144	111	19	15	4	208	104	104	225	108	117	255	144	111	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site #22

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	10	1	8	5	2	2	11	8	3	7	3	3	10	1	8	5	2	2	11	8	3	7	3	3
OFFICE / MANUFACTURING	*12*	*11*	*0*	*5*	*2*	*3*	*14*	*1*	*13*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-12*	*-11*	*0*	*-5*	*-2*	*-3*	*-14*	*-1*	*-13*	*-1*	*-1*	*-1*
RETAIL / COMM FAC	0	0	0	94	47	47	97	49	49	119	68	52	0	0	0	70	35	35	72	36	36	88	50	38	0	0	0	-24	-12	-12	-25	-13	-13	-31	-17	-13
Total Site Vehicle Trips	**12**	**11**	**0**	**99**	**49**	**50**	**111**	**49**	**62**	**121**	**68**	**52**	**10**	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**	**-2**	**-10**	**8**	**-24**	**-12**	**-13**	**-28**	**-6**	**-22**	**-25**	**-15**	**-10**

Site #23

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	4	1	3	4	2	1	4	3	2	6	3	2	13	2	11	6	3	3	14	10	4	9	4	4	9	1	8	3	1	2	9	7	3	3	1	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	6	6	6	3	3	14	8	6	0	0	0	72	36	36	74	37	37	91	51	39	-2	-1	-1	60	30	30	68	34	34	77	44	33
Total Site Vehicle Trips	**6**	**2**	**4**	**15**	**8**	**7**	**10**	**6**	**5**	**19**	**11**	**8**	**13**	**2**	**11**	**78**	**39**	**39**	**88**	**47**	**41**	**100**	**56**	**44**	**6**	**-1**	**7**	**63**	**31**	**32**	**78**	**41**	**37**	**80**	**45**	**35**

Site #24

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	8	5	2	2	10	7	3	6	3	3	9	1	8	5	2	2	10	7	3	6	3	3
OFFICE / MANUFACTURING	*3*	*2*	*0*	*1*	*0*	*0*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-3*	*-2*	*0*	*-1*	*0*	*0*	*-3*	*0*	*-3*	*0*	*0*	*0*
RETAIL / COMM FAC	1	1	1	5	3	3	3	1	1	6	3	3	3	2	2	15	8	8	8	4	4	18	10	8	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**6**	**3**	**3**	**6**	**2**	**4**	**7**	**4**	**3**	**13**	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**	**9**	**0**	**9**	**14**	**7**	**7**	**12**	**9**	**3**	**18**	**10**	**8**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C6-3

Site #25

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	2	1	1	5	4	2	3	2	2	5	1	4	2	1	1	5	4	2	3	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	5	3	2	10	5	5	8	3	5	11	6	5	2	1	1	8	4	4	4	2	2	10	5	4	-3	-2	-1	-2	-1	-1	-4	-1	-3	-2	-1	-1
Total Site Vehicle Trips	**5**	**3**	**2**	**10**	**5**	**5**	**8**	**3**	**5**	**11**	**6**	**5**	**7**	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**	**2**	**-2**	**3**	**0**	**0**	**0**	**1**	**3**	**-1**	**2**	**1**	**1**

Site #26

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	7	1	6	3	2	2	7	5	2	5	2	2	13	2	11	7	3	3	14	10	4	9	5	5	7	1	6	3	2	2	7	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	9	5	5	5	2	2	11	6	5	2	1	1	9	5	5	5	2	2	11	6	5	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**9**	**2**	**7**	**12**	**6**	**6**	**12**	**7**	**4**	**15**	**8**	**7**	**15**	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**	**7**	**1**	**6**	**3**	**2**	**2**	**7**	**5**	**2**	**5**	**2**	**2**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #1

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,299	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	362	183	431
Office/Commercial [5]	49,777	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	108	134	125	12
Total Square Footage (n/a residential and hotel)	**59,076**								**TOTAL PERSON TRIPS**	**167**	**497**	**308**	**443**

Site #2

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	33,971	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	513	529	649
Office/Commercial [5]	0	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	0	0	0	0
Residential [2]	N/A	122	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	99	49	108	69
Total Square Footage (n/a residential and hotel)	**33,971**								**TOTAL PERSON TRIPS**	**99**	**562**	**638**	**718**

Site #3

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	5,945	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	15	20	20	16
Community Facility/Institutional [8b]	5,945	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	13	16	15	1
Residential [2]	N/A	75	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	61	30	67	42
Boutique Retail [4]	10,604	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	67	413	209	492
Total Square Footage (n/a residential and hotel)	**22,494**								**TOTAL PERSON TRIPS**	**156**	**479**	**310**	**551**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #4

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,122	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	64	394	199	469
Office/Commercial [5]	54,181	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	117	146	137	13
Total Square Footage (n/a residential and hotel)	**64,303**					**TOTAL PERSON TRIPS**				**181**	**541**	**336**	**482**

Site #5

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,636	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	297	150	354
Residential [2]	N/A	63	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	51	25	56	36
Total Square Footage (n/a residential and hotel)	**7,636**					**TOTAL PERSON TRIPS**				**99**	**323**	**206**	**390**

Site #6

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,250	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	135	828	418	985
Residential [2]	N/A	143	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	115	58	127	81
Total Square Footage (n/a residential and hotel)	**21,250**					**TOTAL PERSON TRIPS**				**251**	**885**	**545**	**1,066**

Site #7

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	17,156	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	109	668	338	795
Office/Commercial [5]	20,184	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	44	54	51	5
Hotel [6,7]	20,184	N/A	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	22	27	25	40
Total Square Footage (n/a residential and hotel)	**57,524**					**TOTAL PERSON TRIPS**				**174**	**750**	**414**	**840**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #8

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	47,110	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	712	734	900
Residential [2]	N/A	185	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	149	75	164	105
Total Square Footage (n/a residential and hotel)	**47,110**								**TOTAL PERSON TRIPS**	**149**	**786**	**898**	**1,004**

Site #9

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	68,359	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,033	1,065	1,306
Residential [2]	N/A	264	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	213	107	234	149
Total Square Footage (n/a residential and hotel)	**68,359**								**TOTAL PERSON TRIPS**	**213**	**1,139**	**1,300**	**1,455**

Site #10

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	150,630	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	2,275	2,347	2,877
Office/Commercial [5]	451,890	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	976	1,220	1,139	108
Total Square Footage (n/a residential and hotel)	**602,520**								**TOTAL PERSON TRIPS**	**976**	**3,495**	**3,486**	**2,985**

Site #11

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	89	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	72	36	79	50
Total Square Footage (n/a residential and hotel)	**21,444**								**TOTAL PERSON TRIPS**	**208**	**871**	**501**	**1,044**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #12

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	42,889	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	648	668	819
Residential [2]	N/A	168	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	136	68	149	95
Total Square Footage (n/a residential and hotel)	**42,889**								**TOTAL PERSON TRIPS**	**136**	**716**	**818**	**914**

Site #13

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	51,469	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	777	802	983
Residential [2]	N/A	200	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	162	81	178	113
Total Square Footage (n/a residential and hotel)	**51,469**								**TOTAL PERSON TRIPS**	**162**	**858**	**980**	**1,096**

Site #14

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	27,176	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	173	1,059	535	1,260
Residential [2]	N/A	183	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	148	74	163	103
Total Square Footage (n/a residential and hotel)	**27,176**								**TOTAL PERSON TRIPS**	**320**	**1,132**	**697**	**1,363**

Site #15

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,719	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	138	846	427	1,007
Residential [2]	N/A	90	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	73	36	80	51
Total Square Footage (n/a residential and hotel)	**21,719**								**TOTAL PERSON TRIPS**	**211**	**882**	**507**	**1,058**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #16

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	25,806	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	164	1,005	508	1,196
Residential [2]	N/A	106	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	86	43	94	60
Total Square Footage (n/a residential and hotel)	**25,806**								**TOTAL PERSON TRIPS**	**250**	**1,048**	**602**	**1,256**

Site #17

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	88	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	71	36	78	50
Total Square Footage (n/a residential and hotel)	**21,444**								**TOTAL PERSON TRIPS**	**207**	**871**	**500**	**1,044**

Site #18a

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	19,297	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	123	752	380	895
Residential [2]	N/A	69	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	56	28	61	39
										178	**779**	**441**	**934**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #18b

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	22,930	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	146	893	451	1,063
Community Facility/Institutional [8a]	1,924	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	5	6	7	5
Community Facility/Institutional [8b]	1,924	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	4	5	5	0
Residential [2]	N/A	84	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	68	34	75	47
Total Square Footage (n/a residential and hotel)	**26,778**								**TOTAL PERSON TRIPS**	**223**	**939**	**537**	**1,116**

Site #19

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	10,293	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	27	34	35	27
Community Facility/Institutional [8b]	10,293	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	22	28	26	2
Boutique Retail [4]	22,938	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	146	893	451	1,063
Residential [2]	N/A	99	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	80	40	88	56
Total Square Footage (n/a residential and hotel)	**43,524**								**TOTAL PERSON TRIPS**	**275**	**995**	**600**	**1,149**

Site #20

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,924	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	69	425	215	506
Office/Commercial [5]	58,477	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	126	158	147	14
Total Square Footage (n/a residential and hotel)	**69,401**								**TOTAL PERSON TRIPS**	**196**	**583**	**362**	**520**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #21

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	27,885	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	72	92	95	74
Community Facility/Institutional [8b]	27,885	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	60	75	70	7
Office/Commercial [5]	372,287	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	804	1,005	938	89
Specialty Retail [3]	108,843	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,644	1,696	2,079
Total Square Footage (n/a residential and hotel)	**536,900**								**TOTAL PERSON TRIPS**	**937**	**2,817**	**2,799**	**2,249**

Site #22

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	39,068	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	590	609	746
Residential [2]	N/A	140	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	113	57	124	79
Total Square Footage (n/a residential and hotel)	**39,068**								**TOTAL PERSON TRIPS**	**113**	**647**	**733**	**825**

Site #23

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	40,066	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	605	624	765
Residential [2]	N/A	179	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	145	72	159	101
Total Square Footage (n/a residential and hotel)	**40,066**								**TOTAL PERSON TRIPS**	**145**	**677**	**783**	**866**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #24

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	15,698	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	611	309	728
Residential [2]	N/A	131	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	106	53	116	74
Total Square Footage (n/a residential and hotel)	**15,698**								**TOTAL PERSON TRIPS**	**206**	**664**	**425**	**802**

Site #25

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	8,150	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	52	317	160	378
Residential [2]	N/A	68	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	55	27	60	38
Total Square Footage (n/a residential and hotel)	**8,150**								**TOTAL PERSON TRIPS**	**107**	**345**	**221**	**416**

Site #26

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,314	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential [2]	N/A	187	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	151	76	166	106
Total Square Footage (n/a residential and hotel)	**9,314**								**TOTAL PERSON TRIPS**	**210**	**438**	**349**	**538**

TOTAL EXISTING VEHICLE TRIPS	**1,985,088**	**6,369**	**23,941**	**19,858**	**26,193**

Footnotes:
1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 650 square feet = 1 hotel room based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from recreation center assumptions of NYCT Number 7 Extension Project, Appendix S.1, 2003.
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #1

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	362	183	431	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Office/Commercial [5]	108	134	125	12	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	23	22	1	9	3	5	27	1	26	3	2	1
																					25	**23**	**2**	**18**	**8**	**10**	**31**	**4**	**28**	**13**	**8**	**6**

Site #2

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	513	529	649	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	81	41	41	84	42	42	103	56	46
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*20*	*10*	*10*	*21*	*10*	*10*	*26*	*13*	*13*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**61**	**30**	**30**	**63**	**31**	**31**	**77**	**44**	**33**
Office/Commercial [5]	0	0	0	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Residential [2]	99	49	108	69	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**7**	**4**	**2**	**2**	**9**	**7**	**3**	**6**	**3**	**3**
																					9	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**

Site #3

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	15	20	20	16	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	1	1	2	1	1	2	1	0	1	1	1
Community Facility/Institutional [8b]	13	16	15	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	3	0	1	0	1	3	0	3	0	0	0
Boutique Retail [4]	67	413	209	492	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	16	9	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Residential [2]	61	30	67	42	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**
																					12	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**

Site #4

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	64	394	199	469	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	13	7	7	7	3	3	16	9	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Office/Commercial [5]	117	146	137	13	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	25	24	1	10	4	6	29	1	28	3	2	1
																					27	**25**	**2**	**20**	**9**	**11**	**34**	**4**	**30**	**15**	**8**	**6**

Site #5

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	49	297	150	354	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	3	3	12	7	5
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*1*	*1*	*3*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**9**	**5**	**4**
Residential [2]	51	25	56	36	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**4**	**1**	**4**	**2**	**1**	**1**	**5**	**3**	**1**	**3**	**2**	**2**
																					6	**1**	**5**	**10**	**5**	**5**	**9**	**5**	**3**	**12**	**7**	**5**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #6

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	135	828	418	985	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*3*	*3*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**10**	**10**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	115	58	127	81	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**10**	**2**	**9**	**5**	**3**	**3**	**11**	**8**	**3**	**7**	**4**	**4**
																					15	**4**	**11**	**26**	**13**	**13**	**22**	**13**	**9**	**32**	**18**	**14**

Site #7

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	109	668	338	795	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	22	11	11	11	6	6	27	15	12
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*1*	*1*	*7*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**4**	**2**	**2**	**17**	**8**	**8**	**8**	**4**	**4**	**20**	**11**	**9**
Office/Commercial [5]	44	54	51	5	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	9	9	0	4	1	2	11	1	10	1	1	0
Hotel [6,7]	22	27	25	40	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	6	2	3	7	5	2	7	4	3	11	6	5
																					19	**13**	**6**	**28**	**15**	**13**	**26**	**9**	**17**	**32**	**18**	**14**

Site #8

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	712	734	900	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	113	56	56	116	58	58	142	78	64
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*28*	*14*	*14*	*29*	*15*	*15*	*36*	*18*	*18*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**84**	**42**	**42**	**87**	**44**	**44**	**107**	**60**	**46**
Residential [2]	149	75	164	105	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					13	**2**	**11**	**91**	**45**	**45**	**101**	**54**	**48**	**116**	**65**	**51**

Site #9

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	1,033	1,065	1,306	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	163	82	82	168	84	84	206	114	93
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*41*	*20*	*20*	*42*	*21*	*21*	*52*	*26*	*26*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**122**	**61**	**61**	**126**	**63**	**63**	**155**	**88**	**67**
Residential [2]	213	107	234	149	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**19**	**3**	**16**	**9**	**5**	**5**	**20**	**14**	**6**	**13**	**6**	**6**
																					19	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**

Site #10

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	2,275	2,347	2,877	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	360	180	180	371	186	186	455	250	205
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*90*	*45*	*45*	*93*	*46*	*46*	*114*	*57*	*57*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**270**	**135**	**135**	**278**	**139**	**139**	**341**	**193**	**148**
Office/Commercial [5]	976	1,220	1,139	108	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	209	201	8	81	31	49	244	12	232	23	14	9
																					209	**201**	**8**	**350**	**166**	**184**	**522**	**151**	**371**	**364**	**207**	**157**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #11

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	72	36	79	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #12

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	648	668	819	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	102	51	51	106	53	53	130	71	58
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*26*	*13*	*13*	*26*	*13*	*13*	*32*	*16*	*16*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**77**	**38**	**38**	**79**	**40**	**40**	**97**	**55**	**42**
Residential [2]	136	68	149	95	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**12**	**2**	**10**	**6**	**3**	**3**	**13**	**9**	**4**	**8**	**4**	**4**
																					12	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**

Site #13

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	777	802	983	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	123	61	61	127	63	63	155	85	70
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*31*	*15*	*15*	*32*	*16*	*16*	*39*	*19*	*19*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**92**	**46**	**46**	**95**	**48**	**48**	**117**	**66**	**51**
Residential [2]	162	81	178	113	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**14**	**2**	**12**	**7**	**4**	**4**	**15**	**11**	**5**	**10**	**5**	**5**
																					14	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**

Site #14

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	173	1,059	535	1,260	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	36	18	18	18	9	9	42	23	19
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*9*	*4*	*4*	*4*	*2*	*2*	*11*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**6**	**3**	**3**	**27**	**13**	**13**	**13**	**7**	**7**	**32**	**18**	**14**
Residential [2]	148	74	163	103	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					19	**5**	**14**	**33**	**17**	**17**	**28**	**17**	**11**	**41**	**22**	**18**

Site #15

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	138	846	427	1,007	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	34	19	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	73	36	80	51	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**

Site #16

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	164	1,005	508	1,196	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	34	17	17	17	9	9	40	22	18
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*8*	*4*	*4*	*4*	*2*	*2*	*10*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**6**	**3**	**3**	**25**	**13**	**13**	**13**	**6**	**6**	**30**	**17**	**13**
Residential [2]	86	43	94	60	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**4**	**2**	**2**	**8**	**6**	**2**	**5**	**3**	**3**
																					13	**4**	**9**	**29**	**15**	**15**	**21**	**12**	**9**	**35**	**20**	**16**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #17

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	71	36	78	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #18a

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	123	752	380	895	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	25	13	13	13	6	6	30	17	14
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**4**	**2**	**2**	**19**	**9**	**9**	**10**	**5**	**5**	**23**	**13**	**10**
Residential [2]	56	28	61	39	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**2**	**1**	**1**	**5**	**4**	**2**	**3**	**2**	**2**
																					9	**3**	**6**	**21**	**11**	**11**	**15**	**9**	**6**	**26**	**14**	**11**

Site #18b

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	146	893	451	1,063	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	20	16
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*9*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**22**	**11**	**11**	**11**	**6**	**6**	**27**	**15**	**12**
Community Facility/Institutional [8a]	5	6	7	5	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	0	0	0	1	0	0	1	0	0	0	0	0
Community Facility/Institutional [8b]	4	5	5	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	1	1	0	0	0	0	1	0	1	0	0	0
Residential [2]	68	34	75	47	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**1**	**1**	**6**	**5**	**2**	**4**	**2**	**2**
																					12	**4**	**8**	**26**	**13**	**13**	**19**	**11**	**9**	**31**	**18**	**14**

Site #19

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	27	34	35	27	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	2	1	1	3	2	1	3	2	1	2	1	1
Community Facility/Institutional [8b]	22	28	26	2	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	5	5	0	2	1	1	6	0	5	1	0	0
Boutique Retail [4]	146	893	451	1,063	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	20	16
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*9*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**22**	**11**	**11**	**11**	**6**	**6**	**27**	**15**	**12**
Residential [2]	80	40	88	56	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**3**	**2**	**2**	**8**	**5**	**2**	**5**	**2**	**2**
																					19	**9**	**10**	**31**	**15**	**15**	**28**	**14**	**14**	**35**	**19**	**15**

Site #20

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	69	425	215	506	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	17	9	8
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*4*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**11**	**5**	**5**	**5**	**3**	**3**	**13**	**7**	**6**
Office/Commercial [5]	126	158	147	14	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	27	26	1	10	4	6	32	2	30	3	2	1
																					29	**27**	**2**	**21**	**9**	**12**	**37**	**4**	**33**	**16**	**9**	**7**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #21

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	72	92	95	74	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	6	3	4	8	4	4	8	6	2	7	3	3
Community Facility/Institutional [8b]	60	75	70	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	13	12	1	5	2	3	15	1	14	1	1	1
Office/Commercial [5]	804	1,005	938	89	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	172	165	7	66	26	40	201	10	191	19	11	8
Specialty Retail [3]	0	1,644	1,696	2,079	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	260	130	130	268	134	134	329	181	148
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*65*	*32*	*32*	*67*	*34*	*34*	*82*	*41*	*41*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**195**	**97**	**97**	**201**	**101**	**101**	**247**	**140**	**107**
																					192	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**

Site #22

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	590	609	746	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	93	47	47	96	48	48	118	65	53
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*23*	*12*	*12*	*24*	*12*	*12*	*29*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**70**	**35**	**35**	**72**	**36**	**36**	**88**	**50**	**38**
Residential [2]	113	57	124	79	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**10**	**1**	**8**	**5**	**2**	**2**	**11**	**8**	**3**	**7**	**3**	**3**
																					10	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**

Site #23

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	605	624	765	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	96	48	48	99	49	49	121	67	54
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*24*	*12*	*12*	*25*	*12*	*12*	*30*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**72**	**36**	**36**	**74**	**37**	**37**	**91**	**51**	**39**
Residential [2]	145	72	159	101	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**4**	**4**
																					13	**2**	**11**	**78**	**39**	**39**	**88**	**47**	**41**	**100**	**56**	**44**

Site #24

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	100	611	309	728	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	3	2	2	21	10	10	10	5	5	24	13	11
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*5*	*3*	*3*	*3*	*1*	*1*	*6*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**3**	**2**	**2**	**15**	**8**	**8**	**8**	**4**	**4**	**18**	**10**	**8**
Residential [2]	106	53	116	74	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**8**	**5**	**2**	**2**	**10**	**7**	**3**	**6**	**3**	**3**
																					13	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**

Site #25

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	52	317	160	378	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	11	5	5	5	3	3	13	7	6
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*1*	*1*	*1*	*1*	*1*	*3*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**8**	**4**	**4**	**4**	**2**	**2**	**10**	**5**	**4**
Residential [2]	55	27	60	38	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**2**	**1**	**1**	**5**	**4**	**2**	**3**	**2**	**2**
																					7	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - C4-4D

Site #26

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	363	183	432	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Residential [2]	151	76	166	106	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**7**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					15	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**
TOTAL EXISTING VEHICLE TRIPS																					**760**	**536**	**225**	**1,645**	**803**	**841**	**2,027**	**804**	**1,223**	**1,883**	**1,059**	**824**

Footnotes:
1 = Residential modal split derived from Census 2000 Journey-to-Work data.
2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.
3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM peak hour.
4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).
5 = Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).
7a = As per DCP, 1/2 total Community Facility floor area assumed to be similar to recreation center. Modal split based on NYCT Number 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.
7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split from Census 2000 Reverse Journey-to-Work data for AM, PM and Sat; MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Developm
8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from
10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturda

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C4-4D

Site #1

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*23*	*22*	*1*	*9*	*3*	*5*	*27*	*1*	*26*	*3*	*2*	*1*	*17*	*16*	*1*	*7*	*3*	*4*	*20*	*1*	*19*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	9	5	5	5	2	2	11	6	5	0	0	0	-1	-1	-1	-1	0	0	-2	-1	-1
Total Site Vehicle Trips	**8**	**7**	**1**	**13**	**6**	**7**	**12**	**3**	**9**	**13**	**8**	**6**	**25**	**23**	**2**	**18**	**8**	**10**	**31**	**4**	**28**	**13**	**8**	**6**	**17**	**16**	**1**	**5**	**2**	**3**	**19**	**1**	**19**	**0**	**0**	**0**

Site #2

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	7	4	2	2	9	7	3	6	3	3	9	1	7	4	2	2	9	7	3	6	3	3
OFFICE / MANUFACTURING	*14*	*13*	*1*	*5*	*2*	*3*	*16*	*1*	*15*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-14*	*-13*	*-1*	*-5*	*-2*	*-3*	*-16*	*-1*	*-15*	*-2*	*-1*	*-1*
RETAIL / COMM FAC	3	2	2	16	8	8	8	4	4	19	11	8	0	0	0	61	30	30	63	31	31	77	44	33	-3	-2	-2	45	23	23	55	27	27	58	33	25
Total Site Vehicle Trips	**17**	**15**	**2**	**21**	**10**	**11**	**24**	**5**	**19**	**20**	**11**	**9**	**9**	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**	**-9**	**-14**	**5**	**44**	**23**	**21**	**48**	**33**	**15**	**63**	**35**	**28**

Site #3

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	3	1	1	6	4	2	4	2	2	5	1	4	3	1	1	6	4	2	4	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	4	3	1	3	1	1	5	2	3	2	1	1	6	4	2	13	7	7	10	4	6	14	8	6	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**3**	**1**	**1**	**5**	**2**	**3**	**2**	**1**	**1**	**12**	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**	**8**	**2**	**6**	**13**	**7**	**7**	**11**	**7**	**4**	**16**	**9**	**7**

Site #4

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*5*	*5*	*0*	*2*	*1*	*1*	*6*	*0*	*6*	*1*	*0*	*0*	*25*	*24*	*1*	*10*	*4*	*6*	*29*	*1*	*28*	*3*	*2*	*1*	*20*	*19*	*1*	*8*	*3*	*5*	*23*	*1*	*22*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	10	5	5	5	3	3	12	7	5	0	0	0	-1	0	0	0	0	0	-1	0	0
Total Site Vehicle Trips	**7**	**6**	**1**	**13**	**6**	**7**	**11**	**3**	**8**	**13**	**8**	**6**	**27**	**25**	**2**	**20**	**9**	**11**	**34**	**4**	**30**	**15**	**8**	**6**	**20**	**19**	**1**	**7**	**3**	**4**	**23**	**1**	**22**	**1**	**1**	**1**

Site #5

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	2	1	1	4	1	4	2	1	1	5	3	1	3	2	2	2	0	2	1	1	1	2	2	1	2	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	1	0	0	0	0	0	1	0	0	0	0	0	2	1	1	7	4	4	4	2	2	9	5	4	1	0	0	7	4	4	3	2	2	8	5	4
Total Site Vehicle Trips	**3**	**1**	**2**	**1**	**1**	**1**	**3**	**2**	**1**	**2**	**1**	**1**	**6**	**1**	**5**	**10**	**5**	**5**	**9**	**5**	**3**	**12**	**7**	**5**	**3**	**1**	**2**	**8**	**4**	**4**	**5**	**3**	**2**	**10**	**6**	**4**

Site #6

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	10	2	9	5	3	3	11	8	3	7	4	4	10	2	9	5	3	3	11	8	3	7	4	4
OFFICE / MANUFACTURING	*16*	*15*	*1*	*6*	*2*	*4*	*18*	*1*	*17*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-16*	*-15*	*-1*	*-6*	*-2*	*-4*	*-18*	*-1*	*-17*	*-2*	*-1*	*-1*
RETAIL / COMM FAC	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	21	10	10	11	5	5	25	14	11	5	2	2	21	10	10	11	5	5	25	14	11
Total Site Vehicle Trips	**16**	**15**	**1**	**6**	**2**	**4**	**18**	**1**	**17**	**2**	**1**	**1**	**15**	**4**	**11**	**26**	**13**	**13**	**22**	**13**	**9**	**32**	**18**	**14**	**-1**	**-11**	**10**	**20**	**11**	**9**	**3**	**12**	**-9**	**30**	**17**	**14**

Site #7

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	2	3	7	5	2	7	4	3	11	6	5	6	2	3	7	5	2	7	4	3	11	6	5
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*
RETAIL / COMM FAC	2	1	1	10	5	5	5	3	3	12	7	5	4	2	2	17	8	8	8	4	4	20	11	9	1	1	1	6	3	3	3	2	2	8	4	3
Total Site Vehicle Trips	**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**	**19**	**13**	**6**	**28**	**15**	**13**	**26**	**9**	**17**	**32**	**18**	**14**	**17**	**12**	**5**	**17**	**10**	**8**	**21**	**6**	**15**	**19**	**11**	**8**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C4-4D

Site #8

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	13	2	11	6	3	3	14	10	4	9	5	5	13	2	11	6	3	3	14	10	4	9	5	5
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*0*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	6	3	3	26	13	13	13	7	7	31	17	13	0	0	0	84	42	42	87	44	44	107	60	46	-6	-3	-3	58	29	29	74	37	37	76	43	33
Total Site Vehicle Trips	**12**	**8**	**3**	**28**	**14**	**14**	**20**	**7**	**13**	**31**	**18**	**14**	**13**	**2**	**11**	**91**	**45**	**45**	**101**	**54**	**48**	**116**	**65**	**51**	**1**	**-7**	**8**	**63**	**32**	**31**	**81**	**47**	**35**	**84**	**47**	**37**

Site #9

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	19	3	16	9	5	5	20	14	6	13	6	6	19	3	16	9	5	5	20	14	6	13	6	6
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	184	92	92	190	95	95	233	132	101	0	0	0	122	61	61	126	63	63	155	88	67	0	0	0	-62	-31	-31	-64	-32	-32	-78	-44	-34
Total Site Vehicle Trips	**0**	**0**	**0**	**184**	**92**	**92**	**190**	**95**	**95**	**233**	**132**	**101**	**19**	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**	**19**	**3**	**16**	**-53**	**-26**	**-26**	**-44**	**-18**	**-26**	**-65**	**-38**	**-27**

Site #10

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*209*	*201*	*8*	*81*	*31*	*49*	*244*	*12*	*232*	*23*	*14*	*9*	*209*	*201*	*8*	*81*	*31*	*49*	*244*	*12*	*232*	*23*	*14*	*9*
RETAIL / COMM FAC	0	0	0	68	34	34	70	35	35	86	49	37	0	0	0	270	135	135	278	139	139	341	193	148	0	0	0	202	101	101	208	104	104	255	145	111
																									0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**0**	**0**	**0**	**68**	**34**	**34**	**70**	**35**	**35**	**86**	**49**	**37**	**209**	**201**	**8**	**350**	**166**	**184**	**522**	**151**	**371**	**364**	**207**	**157**	**209**	**201**	**8**	**282**	**132**	**150**	**452**	**116**	**336**	**278**	**159**	**120**

Site #11

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	1	5	3	2	2	7	5	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2
OFFICE / MANUFACTURING	*2*	*2*	*0*	*1*	*0*	*1*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-2*	*-2*	*0*	*-1*	*0*	*-1*	*-3*	*0*	*-3*	*0*	*0*	*0*
RETAIL / COMM FAC	4	2	2	17	9	9	9	4	4	21	12	9	5	2	2	21	11	11	11	5	5	25	14	11	1	0	0	4	2	2	2	1	1	4	3	2
Total Site Vehicle Trips	**6**	**4**	**2**	**18**	**9**	**9**	**11**	**4**	**7**	**21**	**12**	**9**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**5**	**-1**	**6**	**6**	**3**	**3**	**6**	**6**	**0**	**9**	**5**	**4**

Site #12

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	12	2	10	6	3	3	13	9	4	8	4	4	12	2	10	6	3	3	13	9	4	8	4	4
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	6	3	3	27	14	14	14	7	7	33	18	14	0	0	0	77	38	38	79	40	40	97	55	42	-6	-3	-3	49	25	25	65	33	33	65	37	28
Total Site Vehicle Trips	**6**	**3**	**3**	**27**	**14**	**14**	**14**	**7**	**7**	**33**	**18**	**14**	**12**	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**	**6**	**-1**	**7**	**55**	**28**	**28**	**78**	**42**	**37**	**73**	**41**	**32**

Site #13

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	14	2	12	7	4	4	15	11	5	10	5	5	14	2	12	7	4	4	15	11	5	10	5	5
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	163	81	81	168	84	84	206	117	89	0	0	0	92	46	46	95	48	48	117	66	51	0	0	0	-71	-35	-35	-73	-36	-36	-89	-51	-39
Total Site Vehicle Trips	**0**	**0**	**0**	**163**	**81**	**81**	**168**	**84**	**84**	**206**	**117**	**89**	**14**	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**	**14**	**2**	**12**	**-63**	**-32**	**-32**	**-57**	**-26**	**-32**	**-79**	**-46**	**-34**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C4-4D

Site #14

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	13	2	11	6	3	3	14	10	4	9	5	5	13	2	11	6	3	3	14	10	4	9	5	5
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*1*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*-1*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	4	2	2	19	10	10	10	5	5	23	13	10	6	3	3	27	13	13	13	7	7	32	18	14	2	1	1	8	4	4	4	2	2	9	5	4
Total Site Vehicle Trips	**10**	**8**	**3**	**21**	**10**	**11**	**17**	**5**	**11**	**24**	**13**	**10**	**19**	**5**	**14**	**33**	**17**	**17**	**28**	**17**	**11**	**41**	**22**	**18**	**8**	**-3**	**11**	**12**	**6**	**6**	**11**	**11**	**0**	**17**	**9**	**8**

Site #15

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	5	1	4	3	1	1	6	4	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2	1	0	1	1	0	0	1	1	0	1	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	32	23	8	40	20	20	44	15	28	37	20	16	5	2	2	21	11	11	11	5	5	25	14	11	-27	-21	-6	-18	-9	-10	-33	-10	-23	-11	-6	-5
Total Site Vehicle Trips	**37**	**24**	**13**	**42**	**21**	**21**	**49**	**19**	**30**	**40**	**22**	**18**	**11**	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**	**-26**	**-21**	**-5**	**-18**	**-9**	**-9**	**-32**	**-9**	**-23**	**-10**	**-6**	**-5**

Site #16

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	4	2	2	8	6	2	5	3	3	7	1	6	4	2	2	8	6	2	5	3	3
OFFICE / MANUFACTURING	*1*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-1*	*-1*	*0*	*0*	*0*	*0*	*-1*	*0*	*-1*	*0*	*0*	*0*
RETAIL / COMM FAC	3	2	2	15	8	8	8	4	4	18	10	8	6	3	3	25	13	13	13	6	6	30	17	13	2	1	1	10	5	5	5	2	2	12	7	5
Total Site Vehicle Trips	**4**	**2**	**2**	**16**	**8**	**8**	**8**	**4**	**5**	**18**	**10**	**8**	**13**	**4**	**9**	**29**	**15**	**15**	**21**	**12**	**9**	**35**	**20**	**16**	**9**	**2**	**7**	**13**	**7**	**7**	**12**	**8**	**4**	**17**	**9**	**8**

Site #17

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	1	1	1	6	1	5	3	2	2	7	5	2	4	2	2	4	1	4	2	1	1	5	3	1	3	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	5	2	2	21	11	11	11	5	5	25	14	11	2	1	1	11	5	5	5	3	3	13	7	5
Total Site Vehicle Trips	**4**	**1**	**3**	**12**	**6**	**6**	**8**	**4**	**3**	**14**	**8**	**6**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**6**	**2**	**5**	**13**	**6**	**6**	**10**	**6**	**4**	**15**	**9**	**7**

Site #18a

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	2	1	1	5	4	2	3	2	2	5	1	4	2	1	1	5	4	2	3	2	2
OFFICE / MANUFACTURING	*7*	*7*	*0*	*3*	*1*	*2*	*8*	*0*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-7*	*-7*	*0*	*-3*	*-1*	*-2*	*-8*	*0*	*-8*	*-1*	*0*	*0*
RETAIL / COMM FAC	1	1	1	5	3	3	3	1	1	6	4	3	4	2	2	19	9	9	10	5	5	23	13	10	3	1	1	14	7	7	7	3	3	16	9	7
Total Site Vehicle Trips	**8**	**7**	**1**	**8**	**4**	**4**	**11**	**2**	**9**	**7**	**4**	**3**	**9**	**3**	**6**	**21**	**11**	**11**	**15**	**9**	**6**	**26**	**14**	**11**	**1**	**-4**	**5**	**13**	**7**	**6**	**4**	**7**	**-3**	**19**	**10**	**8**

Site #18b

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	3	0	3	2	1	1	3	2	1	2	1	1	6	1	5	3	1	1	6	5	2	4	2	2	3	0	2	1	1	1	3	2	1	2	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	13	9	4	20	10	10	19	7	12	20	11	9	6	3	3	23	12	12	13	6	7	27	15	12	-6	-6	-1	3	2	2	-6	-1	-5	7	4	3
Total Site Vehicle Trips	**16**	**9**	**6**	**22**	**11**	**11**	**22**	**9**	**13**	**22**	**12**	**10**	**12**	**4**	**8**	**26**	**13**	**13**	**19**	**11**	**9**	**31**	**18**	**14**	**-4**	**-5**	**1**	**5**	**2**	**2**	**-3**	**1**	**-4**	**9**	**5**	**4**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C4-4D

Site #19

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	3	2	2	8	5	2	5	2	2	7	1	6	3	2	2	8	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	7	6	2	4	2	2	8	2	6	1	0	0	12	8	4	27	14	14	20	8	12	30	17	13	5	2	2	23	12	11	12	6	6	29	16	13
Total Site Vehicle Trips	**7**	**6**	**2**	**4**	**2**	**2**	**8**	**2**	**6**	**1**	**0**	**0**	**19**	**9**	**10**	**31**	**15**	**15**	**28**	**14**	**14**	**35**	**19**	**15**	**12**	**3**	**8**	**27**	**13**	**13**	**20**	**12**	**8**	**34**	**19**	**15**

Site #20

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	1	0	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	-1	-1	0	-1	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*26*	*1*	*10*	*4*	*6*	*32*	*2*	*30*	*3*	*2*	*1*	*27*	*26*	*1*	*10*	*4*	*6*	*32*	*2*	*30*	*3*	*2*	*1*
RETAIL / COMM FAC	1	0	0	6	3	3	3	1	1	7	4	3	2	1	1	11	5	5	5	3	3	13	7	6	1	1	1	5	3	3	3	1	1	6	4	3
Total Site Vehicle Trips	**2**	**1**	**2**	**6**	**3**	**3**	**4**	**2**	**2**	**8**	**4**	**3**	**29**	**27**	**2**	**21**	**9**	**12**	**37**	**4**	**33**	**16**	**9**	**7**	**27**	**27**	**1**	**15**	**6**	**9**	**33**	**2**	**31**	**8**	**5**	**3**

Site #21

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	19	15	4	208	104	104	225	108	117	255	144	111	19	15	4	208	104	104	225	108	117	255	144	111	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site #22

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	10	1	8	5	2	2	11	8	3	7	3	3	10	1	8	5	2	2	11	8	3	7	3	3
OFFICE / MANUFACTURING	*12*	*11*	*0*	*5*	*2*	*3*	*14*	*1*	*13*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-12*	*-11*	*0*	*-5*	*-2*	*-3*	*-14*	*-1*	*-13*	*-1*	*-1*	*-1*
RETAIL / COMM FAC	0	0	0	94	47	47	97	49	49	119	68	52	0	0	0	70	35	35	72	36	36	88	50	38	0	0	0	-24	-12	-12	-25	-13	-13	-31	-17	-13
Total Site Vehicle Trips	**12**	**11**	**0**	**99**	**49**	**50**	**111**	**49**	**62**	**121**	**68**	**52**	**10**	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**	**-2**	**-10**	**8**	**-24**	**-12**	**-13**	**-28**	**-6**	**-22**	**-25**	**-15**	**-10**

Site #23

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	4	1	3	4	2	1	4	3	2	6	3	2	13	2	11	6	3	3	14	10	4	9	4	4	9	1	8	3	1	2	9	7	3	3	1	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	6	6	6	3	3	14	8	6	0	0	0	72	36	36	74	37	37	91	51	39	-2	-1	-1	60	30	30	68	34	34	77	44	33
Total Site Vehicle Trips	**6**	**2**	**4**	**15**	**8**	**7**	**10**	**6**	**5**	**19**	**11**	**8**	**13**	**2**	**11**	**78**	**39**	**39**	**88**	**47**	**41**	**100**	**56**	**44**	**6**	**-1**	**7**	**63**	**31**	**32**	**78**	**41**	**37**	**80**	**45**	**35**

Site #24

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	8	5	2	2	10	7	3	6	3	3	9	1	8	5	2	2	10	7	3	6	3	3
OFFICE / MANUFACTURING	*3*	*2*	*0*	*1*	*0*	*0*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-3*	*-2*	*0*	*-1*	*0*	*0*	*-3*	*0*	*-3*	*0*	*0*	*0*
RETAIL / COMM FAC	1	1	1	5	3	3	3	1	1	6	3	3	3	2	2	15	8	8	8	4	4	18	10	8	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**6**	**3**	**3**	**6**	**2**	**4**	**7**	**4**	**3**	**13**	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**	**9**	**0**	**9**	**14**	**7**	**7**	**12**	**9**	**3**	**18**	**10**	**8**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS C4-4D

Site #25

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	2	1	1	5	4	2	3	2	2	5	1	4	2	1	1	5	4	2	3	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	5	3	2	10	5	5	8	3	5	11	6	5	2	1	1	8	4	4	4	2	2	10	5	4	-3	-2	-1	-2	-1	-1	-4	-1	-3	-2	-1	-1
Total Site Vehicle Trips	**5**	**3**	**2**	**10**	**5**	**5**	**8**	**3**	**5**	**11**	**6**	**5**	**7**	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**	**2**	**-2**	**3**	**0**	**0**	**0**	**1**	**3**	**-1**	**2**	**1**	**1**

Site #26

Land Use	NO ACTION VEHICLE TRIPS												NO ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	7	1	6	3	2	2	7	5	2	5	2	2	13	2	11	7	3	3	14	10	4	9	5	5	7	1	6	3	2	2	7	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	9	5	5	5	2	2	11	6	5	2	1	1	9	5	5	5	2	2	11	6	5	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**9**	**2**	**7**	**12**	**6**	**6**	**12**	**7**	**4**	**15**	**8**	**7**	**15**	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**	**7**	**1**	**6**	**3**	**2**	**2**	**7**	**5**	**2**	**5**	**2**	**2**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #1

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,299	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	362	183	431
Office/Commercial [5]	45,948	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	99	124	116	11
Arts/Performance [10]	3,829	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	41	41
Total Square Footage (n/a residential and hotel)	**59,076**								**TOTAL PERSON TRIPS**	**158**	**486**	**340**	**483**

Site #2

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	33,971	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	513	529	649
Office/Commercial [5]	0	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	0	0	0	0
Residential [2]	N/A	122	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	99	49	108	69
Total Square Footage (n/a residential and hotel)	**33,971**								**TOTAL PERSON TRIPS**	**99**	**562**	**638**	**718**

Site #3

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	5,945	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	15	20	20	16
Community Facility/Institutional [8b]	5,945	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	13	16	15	1
Residential [2]	N/A	75	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	61	30	67	42
Boutique Retail [4]	10,604	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	67	413	209	492
Total Square Footage (n/a residential and hotel)	**22,494**								**TOTAL PERSON TRIPS**	**156**	**479**	**310**	**551**

Site #4

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,122	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	64	394	199	469
Office/Commercial [5]	50,014	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	108	135	126	12
Arts/Performance [10]	4,168	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	45	45
Total Square Footage (n/a residential and hotel)	**64,303**								**TOTAL PERSON TRIPS**	**172**	**529**	**370**	**526**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #5

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	7,636	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	297	150	354
Residential [2]	N/A	63	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	51	25	56	36
Total Square Footage (n/a residential and hotel)	**7,636**								**TOTAL PERSON TRIPS**	**99**	**323**	**206**	**390**

Site #6

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,250	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	135	828	418	985
Office/Commercial [5]	122,500	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	265	331	309	29
Residential [2]	N/A	0	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	0	0	0	0
Arts/Performance [10]	6,250	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	67	67
Total Square Footage (n/a residential and hotel)	**150,000**								**TOTAL PERSON TRIPS**	**400**	**1,158**	**794**	**1,082**

Site #7

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	17,156	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	109	668	338	795
Office/Commercial [5]	20,184	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	44	54	51	5
Hotel [6,7]	25,987	N/A	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	28	35	33	52
Arts/Performance [10]	4,289	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	46	46
Total Square Footage (n/a residential and hotel)	**67,616**								**TOTAL PERSON TRIPS**	**181**	**758**	**467**	**898**

Site #8

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	47,110	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	712	734	900
Residential [2]	N/A	171	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	138	69	152	97
Arts/Performance [10]	13,351	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	143	143
Total Square Footage (n/a residential and hotel)	**60,462**								**TOTAL PERSON TRIPS**	**138**	**781**	**1,029**	**1,140**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #9

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	68,359	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,033	1,065	1,306
Residential [2]	N/A	264	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	213	107	234	149
Total Square Footage (n/a residential and hotel)	**68,359**								**TOTAL PERSON TRIPS**	**213**	**1,139**	**1,300**	**1,455**

Site #10

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	150,630	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	2,275	2,347	2,877
Office/Commercial [5]	542,268	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	1,171	1,464	1,367	130
Arts/Performance [10]	30,126	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	323	323
Total Square Footage (n/a residential and hotel)	**723,024**								**TOTAL PERSON TRIPS**	**1,171**	**3,739**	**4,037**	**3,330**

Site #11

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	81	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	65	33	72	46
Arts/Performance [10]	6,307	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	68	68
Total Square Footage (n/a residential and hotel)	**27,751**								**TOTAL PERSON TRIPS**	**202**	**868**	**562**	**1,108**

Site #12

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	42,889	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	648	668	819
Residential [2]	N/A	168	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	136	68	149	95
Total Square Footage (n/a residential and hotel)	**42,889**								**TOTAL PERSON TRIPS**	**136**	**716**	**818**	**914**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #13

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	51,469	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	777	802	983
Residential [2]	N/A	200	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	162	81	178	113
Total Square Footage (n/a residential and hotel)	**51,469**								**TOTAL PERSON TRIPS**	**162**	**858**	**980**	**1,096**

Site #14

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	27,176	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	173	1,059	535	1,260
Residential [2]	N/A	183	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	148	74	163	103
Total Square Footage (n/a residential and hotel)	**27,176**								**TOTAL PERSON TRIPS**	**320**	**1,132**	**697**	**1,363**

Site #15

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,719	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	138	846	427	1,007
Residential [2]	N/A	90	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	73	36	80	51
Total Square Footage (n/a residential and hotel)	**21,719**								**TOTAL PERSON TRIPS**	**211**	**882**	**507**	**1,058**

Site #16

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	25,806	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	164	1,005	508	1,196
Residential [2]	N/A	97	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	78	39	86	55
Arts/Performance [10]	7,590	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	81	81
Total Square Footage (n/a residential and hotel)	**33,396**								**TOTAL PERSON TRIPS**	**242**	**1,044**	**675**	**1,333**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #17

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	21,444	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	136	835	422	994
Residential [2]	N/A	88	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	71	36	78	50
Total Square Footage (n/a residential and hotel)	**21,444**								**TOTAL PERSON TRIPS**	**207**	**871**	**500**	**1,044**

Site #18a

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	19,297	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	123	752	380	895
Residential [2]	N/A	69	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	56	28	61	39
										178	**779**	**441**	**934**

Site #18b

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	22,930	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	146	893	451	1,063
Community Facility/Institutional [8a]	1,924	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	5	6	7	5
Community Facility/Institutional [8b]	1,924	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	4	5	5	0
Residential [2]	N/A	84	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	68	34	75	47
Total Square Footage (n/a residential and hotel)	**26,778**								**TOTAL PERSON TRIPS**	**223**	**939**	**537**	**1,116**

Site #19

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	10,293	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	27	34	35	27
Community Facility/Institutional [8b]	10,293	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	22	28	26	2
Boutique Retail [4]	22,938	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	146	893	451	1,063
Residential [2]	N/A	99	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	80	40	88	56
Total Square Footage (n/a residential and hotel)	**43,524**								**TOTAL PERSON TRIPS**	**275**	**995**	**600**	**1,149**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #20

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	10,924	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	69	425	215	506
Office/Commercial [5]	52,693	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	114	142	133	13
Arts/Performance [10]	5,783	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	62	62
Total Square Footage (n/a residential and hotel)	**69,401**								**TOTAL PERSON TRIPS**	**183**	**568**	**410**	**581**

Site #21

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Community Facility/Institutional [8a]	27,885	N/A	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	72	92	95	74
Community Facility/Institutional [8b]	27,885	N/A		18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	60	75	70	7
Office/Commercial [5]	372,287	N/A	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	804	1,005	938	89
Specialty Retail [3]	108,843	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	1,644	1,696	2,079
Total Square Footage (n/a residential and hotel)	**536,900**								**TOTAL PERSON TRIPS**	**937**	**2,817**	**2,799**	**2,249**

Site #22

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	39,068	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	590	609	746
Residential [2]	N/A	140	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	113	57	124	79
Total Square Footage (n/a residential and hotel)	**39,068**								**TOTAL PERSON TRIPS**	**113**	**647**	**733**	**825**

Site #23

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail [3]	40,066	N/A	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	605	624	765
Residential [2]	N/A	165	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	133	67	147	93
Arts/Performance [10]	12,527	N/A	N/A	107.2 trips per 1,000 gross square-feet	107.2 trips per 1,000 gross square-feet	0.0%	0.0%	10.0%	10.0%	0	0	134	134
Total Square Footage (n/a residential and hotel)	**52,593**								**TOTAL PERSON TRIPS**	**133**	**672**	**905**	**993**

Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #24

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	15,698	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	611	309	728
Residential [2]	N/A	131	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	106	53	116	74
Total Square Footage (n/a residential and hotel)	**15,698**								**TOTAL PERSON TRIPS**	**206**	**664**	**425**	**802**

Site #25

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	8,150	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	52	317	160	378
Residential [2]	N/A	68	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	55	27	60	38
Total Square Footage (n/a residential and hotel)	**8,150**								**TOTAL PERSON TRIPS**	**107**	**345**	**221**	**416**

Site #26

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	No. of Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
						Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail [4]	9,314	N/A	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential [2]	N/A	187	N/A	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	151	76	166	106
Total Square Footage (n/a residential and hotel)	**9,314**								**TOTAL PERSON TRIPS**	**210**	**438**	**349**	**538**

TOTAL EXISTING VEHICLE TRIPS	**2,284,210**	**6,653**	**24,411**	**21,210**	**27,156**

Footnotes:
1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 650 square feet = 1 hotel room based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from recreation center assumptions of NYCT Number 7 Extension Project, Appendix S.1, 2003.
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #1

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	362	183	431	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Office/Commercial [5]	99	124	116	11	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	21	20	1	8	3	5	25	1	24	2	1	1
Arts/Performance [8]	0	0	41	41	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	4	4	0	4	2	2
																					23	**21**	**2**	**17**	**8**	**10**	**33**	**7**	**26**	**17**	**9**	**7**

Site #2

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	513	529	649	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	81	41	41	84	42	42	103	56	46
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*20*	*10*	*10*	*21*	*10*	*10*	*26*	*13*	*13*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**61**	**30**	**30**	**63**	**31**	**31**	**77**	**44**	**33**
Office/Commercial [5]	0	0	0	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Residential [2]	99	49	108	69	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**7**	**4**	**2**	**2**	**9**	**7**	**3**	**6**	**3**	**3**
																					9	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**

Site #3

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	15	20	20	16	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	1	1	1	2	1	1	2	1	0	1	1	1
Community Facility/Institutional [8b]	13	16	15	1	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	3	0	1	0	1	3	0	3	0	0	0
Boutique Retail [4]	67	413	209	492	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	16	9	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Residential [2]	61	30	67	42	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**
																					12	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**

Site #4

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	64	394	199	469	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	13	7	7	7	3	3	16	9	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**
Office/Commercial [5]	108	135	126	12	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	23	22	1	9	3	5	27	1	26	3	2	1
Arts/Performance [8]	0	0	45	45	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	4	4	0	4	2	2
																					25	**23**	**2**	**19**	**8**	**10**	**36**	**8**	**28**	**18**	**10**	**8**

Site #5

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	49	297	150	354	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	3	3	12	7	5
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*2*	*1*	*1*	*1*	*1*	*1*	*3*	*1*	*1*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**9**	**5**	**4**
Residential [2]	51	25	56	36	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**4**	**1**	**4**	**2**	**1**	**1**	**5**	**3**	**1**	**3**	**2**	**2**
																					6	**1**	**5**	**10**	**5**	**5**	**9**	**5**	**3**	**12**	**7**	**5**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #6

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	135	828	418	985	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*3*	*3*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**10**	**10**	**11**	**5**	**5**	**25**	**14**	**11**
Office/Commercial [5]	265	331	309	29	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	57	54	2	22	9	13	66	3	63	6	4	3
Arts/Performance [8]	0	0	67	67	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	6	6	0	6	3	3
																					61	**57**	**5**	**43**	**19**	**24**	**82**	**14**	**68**	**37**	**21**	**16**

Site #7

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	109	668	338	795	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	22	11	11	11	6	6	27	15	12
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*1*	*1*	*7*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**4**	**2**	**2**	**17**	**8**	**8**	**8**	**4**	**4**	**20**	**11**	**9**
Office/Commercial [5]	44	54	51	5	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	9	9	0	4	1	2	11	1	10	1	1	0
Hotel [6,7]	28	35	33	52	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	7	3	4	9	6	3	9	5	4	14	8	6
Arts/Performance [8]	0	0	46	46	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	4	4	0	4	2	2
																					20	**14**	**7**	**30**	**16**	**14**	**32**	**14**	**18**	**39**	**22**	**17**

Site #8

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	712	734	900	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	113	56	56	116	58	58	142	78	64
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*28*	*14*	*14*	*29*	*15*	*15*	*36*	*18*	*18*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**84**	**42**	**42**	**87**	**44**	**44**	**107**	**60**	**46**
Residential [2]	138	69	152	97	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**12**	**2**	**10**	**6**	**3**	**3**	**13**	**9**	**4**	**8**	**4**	**4**
Arts/Performance [8]	0	0	143	143	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	12	12	0	12	6	6
																					12	**2**	**10**	**90**	**45**	**45**	**113**	**65**	**47**	**127**	**71**	**57**

Site #9

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	1,033	1,065	1,306	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	163	82	82	168	84	84	206	114	93
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*41*	*20*	*20*	*42*	*21*	*21*	*52*	*26*	*26*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**122**	**61**	**61**	**126**	**63**	**63**	**155**	**88**	**67**
Residential [2]	213	107	234	149	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**19**	**3**	**16**	**9**	**5**	**5**	**20**	**14**	**6**	**13**	**6**	**6**
																					19	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**

Site #10

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	2,275	2,347	2,877	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	360	180	180	371	186	186	455	250	205
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*90*	*45*	*45*	*93*	*46*	*46*	*114*	*57*	*57*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**270**	**135**	**135**	**278**	**139**	**139**	**341**	**193**	**148**
Office/Commercial [5]	1,171	1,464	1,367	130	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	251	241	10	97	38	59	293	15	278	28	17	11
Arts/Performance [8]	0	0	323	323	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	28	28	0	28	14	14
																					251	**241**	**10**	**366**	**173**	**194**	**599**	**181**	**417**	**397**	**224**	**173**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #11

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	65	33	72	46	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**1**	**1**	**6**	**4**	**2**	**4**	**2**	**2**
Arts/Performance [8]	0	0	68	68	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	6	6	0	6	3	3
																					10	**3**	**7**	**24**	**12**	**12**	**23**	**15**	**7**	**35**	**19**	**16**

Site #12

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	648	668	819	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	102	51	51	106	53	53	130	71	58
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*26*	*13*	*13*	*26*	*13*	*13*	*32*	*16*	*16*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**77**	**38**	**38**	**79**	**40**	**40**	**97**	**55**	**42**
Residential [2]	136	68	149	95	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**12**	**2**	**10**	**6**	**3**	**3**	**13**	**9**	**4**	**8**	**4**	**4**
																					12	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**

Site #13

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	777	802	983	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	123	61	61	127	63	63	155	85	70
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*31*	*15*	*15*	*32*	*16*	*16*	*39*	*19*	*19*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**92**	**46**	**46**	**95**	**48**	**48**	**117**	**66**	**51**
Residential [2]	162	81	178	113	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**14**	**2**	**12**	**7**	**4**	**4**	**15**	**11**	**5**	**10**	**5**	**5**
																					14	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**

Site #14

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	173	1,059	535	1,260	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	36	18	18	18	9	9	42	23	19
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*9*	*4*	*4*	*4*	*2*	*2*	*11*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**6**	**3**	**3**	**27**	**13**	**13**	**13**	**7**	**7**	**32**	**18**	**14**
Residential [2]	148	74	163	103	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**6**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					19	**5**	**14**	**33**	**17**	**17**	**28**	**17**	**11**	**41**	**22**	**18**

Site #15

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	138	846	427	1,007	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	34	19	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	73	36	80	51	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #16

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	164	1,005	508	1,196	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	34	17	17	17	9	9	40	22	18
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*8*	*4*	*4*	*4*	*2*	*2*	*10*	*5*	*5*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**6**	**3**	**3**	**25**	**13**	**13**	**13**	**6**	**6**	**30**	**17**	**13**
Residential [2]	78	39	86	55	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**3**	**2**	**2**	**7**	**5**	**2**	**5**	**2**	**2**
Arts/Performance [8]	0	0	81	81	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	7	7	0	7	3	3
																					12	**4**	**9**	**29**	**14**	**14**	**27**	**19**	**9**	**42**	**23**	**19**

Site #17

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	136	835	422	994	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	28	14	14	14	7	7	33	18	15
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**21**	**11**	**11**	**11**	**5**	**5**	**25**	**14**	**11**
Residential [2]	71	36	78	50	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**2**	**2**	**7**	**5**	**2**	**4**	**2**	**2**
																					11	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**

Site #18a

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	123	752	380	895	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	25	13	13	13	6	6	30	17	14
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*6*	*3*	*3*	*3*	*2*	*2*	*8*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**4**	**2**	**2**	**19**	**9**	**9**	**10**	**5**	**5**	**23**	**13**	**10**
Residential [2]	56	28	61	39	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**2**	**1**	**1**	**5**	**4**	**2**	**3**	**2**	**2**
																					9	**3**	**6**	**21**	**11**	**11**	**15**	**9**	**6**	**26**	**14**	**11**

Site #18b

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	146	893	451	1,063	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	20	16
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*9*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**22**	**11**	**11**	**11**	**6**	**6**	**27**	**15**	**12**
Community Facility/Institutional [8a]	5	6	7	5	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	0	0	0	1	0	0	1	0	0	0	0	0
Community Facility/Institutional [8b]	4	5	5	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	1	1	0	0	0	0	1	0	1	0	0	0
Residential [2]	68	34	75	47	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**6**	**1**	**5**	**3**	**1**	**1**	**6**	**5**	**2**	**4**	**2**	**2**
																					12	**4**	**8**	**26**	**13**	**13**	**19**	**11**	**9**	**31**	**18**	**14**

Site #19

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]									
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	27	34	35	27	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	2	1	1	3	2	1	3	2	1	2	1	1
Community Facility/Institutional [8b]	22	28	26	2	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	5	5	0	2	1	1	6	0	5	1	0	0
Boutique Retail [4]	146	893	451	1,063	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	20	16
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*7*	*4*	*4*	*4*	*2*	*2*	*9*	*4*	*4*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**5**	**2**	**2**	**22**	**11**	**11**	**11**	**6**	**6**	**27**	**15**	**12**
Residential [2]	80	40	88	56	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**7**	**1**	**6**	**3**	**2**	**2**	**8**	**5**	**2**	**5**	**2**	**2**
																					19	**9**	**10**	**31**	**15**	**15**	**28**	**14**	**14**	**35**	**19**	**15**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #20

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	69	425	215	506	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	14	7	7	7	4	4	17	9	8
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*4*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**11**	**5**	**5**	**5**	**3**	**3**	**13**	**7**	**6**
Office/Commercial [5]	114	142	133	13	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	24	23	1	9	4	6	28	1	27	3	2	1
Arts/Performance [8]	0	0	62	62	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	5	5	0	5	3	3
																					27	**25**	**2**	**20**	**9**	**11**	**39**	**9**	**30**	**21**	**12**	**9**

Site #21

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Community Facility/Institutional [8a]	72	92	95	74	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	6	3	4	8	4	4	8	6	2	7	3	3
Community Facility/Institutional [8b]	60	75	70	7	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	13	12	1	5	2	3	15	1	14	1	1	1
Office/Commercial [5]	804	1,005	938	89	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	172	165	7	66	26	40	201	10	191	19	11	8
Specialty Retail [3]	0	1,644	1,696	2,079	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	260	130	130	268	134	134	329	181	148
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*65*	*32*	*32*	*67*	*34*	*34*	*82*	*41*	*41*
Net New Trips After Pass-by/Link Trip																					**0**	**0**	**0**	**195**	**97**	**97**	**201**	**101**	**101**	**247**	**140**	**107**
																					192	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**

Site #22

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	590	609	746	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	93	47	47	96	48	48	118	65	53
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*23*	*12*	*12*	*24*	*12*	*12*	*29*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**70**	**35**	**35**	**72**	**36**	**36**	**88**	**50**	**38**
Residential [2]	113	57	124	79	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**10**	**1**	**8**	**5**	**2**	**2**	**11**	**8**	**3**	**7**	**3**	**3**
																					10	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**

Site #23

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Specialty Retail [3]	0	605	624	765	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	96	48	48	99	49	49	121	67	54
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*24*	*12*	*12*	*25*	*12*	*12*	*30*	*15*	*15*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**0**	**0**	**0**	**72**	**36**	**36**	**74**	**37**	**37**	**91**	**51**	**39**
Residential [2]	133	67	147	93	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**12**	**2**	**10**	**6**	**3**	**3**	**13**	**9**	**4**	**8**	**4**	**4**
Arts/Performance [8]	0	0	134	134	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	20.0%	5.0%	10.0%	0.0%	10.0%	55.0%	0.0%	100.0%	0	0	0	0	0	0	11	11	0	11	6	6
																					12	**2**	**10**	**78**	**39**	**39**	**98**	**57**	**41**	**110**	**61**	**49**

Site #24

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
																					Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	100	611	309	728	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	3	2	2	21	10	10	10	5	5	24	13	11
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*5*	*3*	*3*	*3*	*1*	*1*	*6*	*3*	*3*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**3**	**2**	**2**	**15**	**8**	**8**	**8**	**4**	**4**	**18**	**10**	**8**
Residential [2]	106	53	116	74	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**9**	**1**	**8**	**5**	**2**	**2**	**10**	**7**	**3**	**6**	**3**	**3**
																					13	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**

Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
125th St River to River Re-Zoning - Manhattan, New York
ACTION CONDITIONS - Expanded Arts Bonus

Site #25

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
																					Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	52	317	160	378	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	11	5	5	5	3	3	13	7	6
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*1*	*1*	*1*	*1*	*1*	*3*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**8**	**4**	**4**	**4**	**2**	**2**	**10**	**5**	**4**
Residential [2]	55	27	60	38	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**5**	**1**	**4**	**2**	**1**	**1**	**5**	**4**	**2**	**3**	**2**	**2**
																					7	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**

Site #26

Land Use	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)								Estimated Vehicle-Trip Generation Characteristics[9]											
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
																					Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Boutique Retail [4]	59	363	183	432	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	12	6	6	6	3	3	14	8	7
Pass-by/Linked Trip Reduction [3] =																					*0*	*0*	*0*	*3*	*2*	*2*	*2*	*1*	*1*	*4*	*2*	*2*
Net New Trips After Pass-by/Link Trip Reduction[3] =																					**2**	**1**	**1**	**9**	**5**	**5**	**5**	**2**	**2**	**11**	**6**	**5**
Residential [2]	151	76	166	106	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	**13**	**2**	**11**	**7**	**3**	**3**	**14**	**10**	**4**	**9**	**5**	**5**
																					15	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**

TOTAL EXISTING VEHICLE TRIPS																					**841**	**623**	**218**	**1,675**	**815**	**860**	**2,208**	**887**	**1,321**	**1,973**	**1,106**	**868**

Footnotes:
1 = Residential modal split derived from Census 2000 Journey-to-Work data.
2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.
3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM peak hour.
4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).
5 = Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).
7a = As per DCP, 1/2 total Community Facility floor area assumed to be similar to recreation center. Modal split based on NYCT Number 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.
7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split from Census 2000 Reverse Journey-to-Work data for AM, PM and Sat; MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Developm
8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from
10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturda

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Expanded Arts Bonus

Site #1

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*21*	*20*	*1*	*8*	*3*	*5*	*25*	*1*	*24*	*2*	*1*	*1*	*15*	*15*	*1*	*6*	*2*	*4*	*18*	*1*	*17*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	9	5	5	8	6	2	14	8	6	0	0	0	-1	-1	-1	3	3	0	2	1	1
Total Site Vehicle Trips	**8**	**7**	**1**	**13**	**6**	**7**	**12**	**3**	**9**	**13**	**8**	**6**	**23**	**21**	**2**	**17**	**8**	**10**	**33**	**7**	**26**	**17**	**9**	**7**	**15**	**15**	**0**	**4**	**2**	**3**	**21**	**4**	**17**	**3**	**2**	**2**

Site #2

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	7	4	2	2	9	7	3	6	3	3	9	1	7	4	2	2	9	7	3	6	3	3
OFFICE / MANUFACTURING	*14*	*13*	*1*	*5*	*2*	*3*	*16*	*1*	*15*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-14*	*-13*	*-1*	*-5*	*-2*	*-3*	*-16*	*-1*	*-15*	*-2*	*-1*	*-1*
RETAIL / COMM FAC	3	2	2	16	8	8	8	4	4	19	11	8	0	0	0	61	30	30	63	31	31	77	44	33	-3	-2	-2	45	23	23	55	27	27	58	33	25
Total Site Vehicle Trips	**17**	**15**	**2**	**21**	**10**	**11**	**24**	**5**	**19**	**20**	**11**	**9**	**9**	**1**	**7**	**65**	**33**	**33**	**72**	**38**	**34**	**83**	**47**	**36**	**-9**	**-14**	**5**	**44**	**23**	**21**	**48**	**33**	**15**	**63**	**35**	**28**

Site #3

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	3	1	1	6	4	2	4	2	2	5	1	4	3	1	1	6	4	2	4	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	4	3	1	3	1	1	5	2	3	2	1	1	6	4	2	13	7	7	10	4	6	14	8	6	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**3**	**1**	**1**	**5**	**2**	**3**	**2**	**1**	**1**	**12**	**5**	**7**	**16**	**8**	**8**	**16**	**8**	**8**	**18**	**10**	**8**	**8**	**2**	**6**	**13**	**7**	**7**	**11**	**7**	**4**	**16**	**9**	**7**

Site #4

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*5*	*5*	*0*	*2*	*1*	*1*	*6*	*0*	*6*	*1*	*0*	*0*	*23*	*22*	*1*	*9*	*3*	*5*	*27*	*1*	*26*	*3*	*2*	*1*	*18*	*17*	*1*	*7*	*3*	*4*	*21*	*1*	*20*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	10	5	5	9	6	3	16	9	7	0	0	0	-1	0	0	3	4	0	3	1	2
Total Site Vehicle Trips	**7**	**6**	**1**	**13**	**6**	**7**	**11**	**3**	**8**	**13**	**8**	**6**	**25**	**23**	**2**	**19**	**8**	**10**	**36**	**8**	**28**	**18**	**10**	**8**	**18**	**17**	**1**	**6**	**2**	**4**	**25**	**5**	**20**	**5**	**3**	**2**

Site #5

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	2	1	1	4	1	4	2	1	1	5	3	1	3	2	2	2	0	2	1	1	1	2	2	1	2	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	7	4	4	4	2	2	9	5	4	2	1	1	7	4	4	4	2	2	9	5	4	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**4**	**1**	**3**	**9**	**4**	**4**	**6**	**4**	**3**	**10**	**6**	**5**	**6**	**1**	**5**	**10**	**5**	**5**	**9**	**5**	**3**	**12**	**7**	**5**	**2**	**0**	**2**	**1**	**1**	**1**	**2**	**2**	**1**	**2**	**1**	**1**

Site #6

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*16*	*15*	*1*	*6*	*2*	*4*	*18*	*1*	*17*	*2*	*1*	*1*	*57*	*54*	*2*	*22*	*9*	*13*	*66*	*3*	*63*	*6*	*4*	*3*	*41*	*39*	*2*	*16*	*6*	*10*	*48*	*2*	*46*	*5*	*3*	*2*
RETAIL / COMM FAC	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	21	10	10	16	11	5	31	17	14	5	2	2	21	10	10	16	11	5	31	17	14
Total Site Vehicle Trips	**16**	**15**	**1**	**6**	**2**	**4**	**18**	**1**	**17**	**2**	**1**	**1**	**61**	**57**	**5**	**43**	**19**	**24**	**82**	**14**	**68**	**37**	**21**	**16**	**46**	**42**	**4**	**37**	**17**	**20**	**64**	**13**	**51**	**35**	**20**	**15**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Expanded Arts Bonus

Site #7

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	3	4	9	6	3	9	5	4	14	8	6	7	3	4	9	6	3	9	5	4	14	8	6
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*	*9*	*9*	*0*	*4*	*1*	*2*	*11*	*1*	*10*	*1*	*1*	*0*
RETAIL / COMM FAC	2	1	1	10	5	5	5	3	3	12	7	5	4	2	2	17	8	8	12	8	4	24	13	11	1	1	1	6	3	3	7	6	2	12	6	5
Total Site Vehicle Trips	**2**	**1**	**1**	**10**	**5**	**5**	**5**	**3**	**3**	**12**	**7**	**5**	**20**	**14**	**7**	**30**	**16**	**14**	**32**	**14**	**18**	**39**	**22**	**17**	**18**	**13**	**5**	**19**	**11**	**8**	**27**	**11**	**16**	**27**	**15**	**12**

Site #8

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	12	2	10	6	3	3	13	9	4	8	4	4	12	2	10	6	3	3	13	9	4	8	4	4
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*0*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	6	3	3	26	13	13	13	7	7	31	17	13	0	0	0	84	42	42	99	56	44	119	67	52	-6	-3	-3	58	29	29	86	49	37	88	49	39
Total Site Vehicle Trips	**12**	**8**	**3**	**28**	**14**	**14**	**20**	**7**	**13**	**31**	**18**	**14**	**12**	**2**	**10**	**90**	**45**	**45**	**113**	**65**	**47**	**127**	**71**	**57**	**0**	**-7**	**7**	**62**	**31**	**31**	**93**	**58**	**34**	**96**	**53**	**43**

Site #9

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	19	3	16	9	5	5	20	14	6	13	6	6	19	3	16	9	5	5	20	14	6	13	6	6
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	184	92	92	190	95	95	233	132	101	0	0	0	122	61	61	126	63	63	155	88	67	0	0	0	-62	-31	-31	-64	-32	-32	-78	-44	-34
Total Site Vehicle Trips	**0**	**0**	**0**	**184**	**92**	**92**	**190**	**95**	**95**	**233**	**132**	**101**	**19**	**3**	**16**	**132**	**66**	**66**	**147**	**77**	**69**	**168**	**94**	**74**	**19**	**3**	**16**	**-53**	**-26**	**-26**	**-44**	**-18**	**-26**	**-65**	**-38**	**-27**

Site #10

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*251*	*241*	*10*	*97*	*38*	*59*	*293*	*15*	*278*	*28*	*17*	*11*	*251*	*241*	*10*	*97*	*38*	*59*	*293*	*15*	*278*	*28*	*17*	*11*
RETAIL / COMM FAC	0	0	0	68	34	34	70	35	35	86	49	37	0	0	0	270	135	135	306	167	139	369	207	162	0	0	0	202	101	101	236	132	104	283	158	124
Total Site Vehicle Trips	**0**	**0**	**0**	**68**	**34**	**34**	**70**	**35**	**35**	**86**	**49**	**37**	**251**	**241**	**10**	**366**	**173**	**194**	**599**	**181**	**417**	**397**	**224**	**173**	**251**	**241**	**10**	**298**	**139**	**160**	**529**	**146**	**382**	**311**	**175**	**136**

Site #11

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	6	1	5	3	1	1	6	4	2	4	2	2	6	1	5	3	1	1	6	4	2	4	2	2
OFFICE / MANUFACTURING	*2*	*2*	*0*	*1*	*0*	*1*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-2*	*-2*	*0*	*-1*	*0*	*-1*	*-3*	*0*	*-3*	*0*	*0*	*0*
RETAIL / COMM FAC	4	2	2	17	9	9	9	4	4	21	12	9	5	2	2	21	11	11	16	11	5	31	17	14	1	0	0	4	2	2	8	7	1	10	5	5
Total Site Vehicle Trips	**6**	**4**	**2**	**18**	**9**	**9**	**11**	**4**	**7**	**21**	**12**	**9**	**10**	**3**	**7**	**24**	**12**	**12**	**23**	**15**	**7**	**35**	**19**	**16**	**4**	**-1**	**5**	**6**	**3**	**3**	**11**	**11**	**0**	**14**	**7**	**7**

Site #12

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	12	2	10	6	3	3	13	9	4	8	4	4	12	2	10	6	3	3	13	9	4	8	4	4
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	6	3	3	27	14	14	14	7	7	33	18	14	0	0	0	77	38	38	79	40	40	97	55	42	-6	-3	-3	49	25	25	65	33	33	65	37	28
Total Site Vehicle Trips	**6**	**3**	**3**	**27**	**14**	**14**	**14**	**7**	**7**	**33**	**18**	**14**	**12**	**2**	**10**	**83**	**41**	**41**	**92**	**49**	**44**	**105**	**59**	**46**	**6**	**-1**	**7**	**55**	**28**	**28**	**78**	**42**	**37**	**73**	**41**	**32**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Expanded Arts Bonus

Site #13

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	14	2	12	7	4	4	15	11	5	10	5	5	14	2	12	7	4	4	15	11	5	10	5	5
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	0	0	0	163	81	81	168	84	84	206	117	89	0	0	0	92	46	46	95	48	48	117	66	51	0	0	0	-71	-35	-35	-73	-36	-36	-89	-51	-39
Total Site Vehicle Trips	**0**	**0**	**0**	**163**	**81**	**81**	**168**	**84**	**84**	**206**	**117**	**89**	**14**	**2**	**12**	**99**	**50**	**50**	**111**	**58**	**52**	**126**	**71**	**55**	**14**	**2**	**12**	**-63**	**-32**	**-32**	**-57**	**-26**	**-32**	**-79**	**-46**	**-34**

Site #14

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	13	2	11	6	3	3	14	10	4	9	5	5	13	2	11	6	3	3	14	10	4	9	5	5
OFFICE / MANUFACTURING	*6*	*6*	*0*	*2*	*1*	*1*	*7*	*1*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-6*	*-6*	*0*	*-2*	*-1*	*-1*	*-7*	*-1*	*-7*	*-1*	*0*	*0*
RETAIL / COMM FAC	4	2	2	19	10	10	10	5	5	23	13	10	6	3	3	27	13	13	13	7	7	32	18	14	2	1	1	8	4	4	4	2	2	9	5	4
Total Site Vehicle Trips	**10**	**8**	**3**	**21**	**10**	**11**	**17**	**5**	**11**	**24**	**13**	**10**	**19**	**5**	**14**	**33**	**17**	**17**	**28**	**17**	**11**	**41**	**22**	**18**	**8**	**-3**	**11**	**12**	**6**	**6**	**11**	**11**	**0**	**17**	**9**	**8**

Site #15

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	5	1	4	3	1	1	6	4	2	4	2	2	6	1	5	3	2	2	7	5	2	4	2	2	1	0	1	1	0	0	1	1	0	1	0	0
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	32	23	8	40	20	20	44	15	28	37	20	16	5	2	2	21	11	11	11	5	5	25	14	11	-27	-21	-6	-18	-9	-10	-33	-10	-23	-11	-6	-5
Total Site Vehicle Trips	**37**	**24**	**13**	**42**	**21**	**21**	**49**	**19**	**30**	**40**	**22**	**18**	**11**	**3**	**8**	**24**	**12**	**12**	**18**	**10**	**7**	**30**	**17**	**13**	**-26**	**-21**	**-5**	**-18**	**-9**	**-9**	**-32**	**-9**	**-23**	**-10**	**-6**	**-5**

Site #16

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	3	2	2	7	5	2	5	2	2	7	1	6	3	2	2	7	5	2	5	2	2
OFFICE / MANUFACTURING	*1*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-1*	*-1*	*0*	*0*	*0*	*-1*	*0*	*0*	*-1*	*0*	*0*	*0*
RETAIL / COMM FAC	3	2	2	15	8	8	8	4	4	18	10	8	6	3	3	25	13	13	20	13	6	37	21	17	2	1	1	10	5	5	12	9	2	19	10	9
Total Site Vehicle Trips	**4**	**2**	**2**	**16**	**8**	**8**	**8**	**4**	**5**	**18**	**10**	**8**	**12**	**4**	**9**	**29**	**14**	**14**	**27**	**19**	**9**	**42**	**23**	**19**	**8**	**2**	**7**	**13**	**7**	**6**	**19**	**15**	**4**	**23**	**12**	**11**

Site #17

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	1	1	1	6	1	5	3	2	2	7	5	2	4	2	2	4	1	4	2	1	1	5	3	1	3	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	5	2	2	21	11	11	11	5	5	25	14	11	2	1	1	11	5	5	5	3	3	13	7	5
Total Site Vehicle Trips	**4**	**1**	**3**	**12**	**6**	**6**	**8**	**4**	**3**	**14**	**8**	**6**	**11**	**3**	**8**	**24**	**12**	**12**	**17**	**10**	**7**	**29**	**16**	**13**	**6**	**2**	**5**	**13**	**6**	**6**	**10**	**6**	**4**	**15**	**9**	**7**

Site #18a

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	2	1	1	5	4	2	3	2	2	5	1	4	2	1	1	5	4	2	3	2	2
OFFICE / MANUFACTURING	*7*	*7*	*0*	*3*	*1*	*2*	*8*	*0*	*8*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-7*	*-7*	*0*	*-3*	*-1*	*-2*	*-8*	*0*	*-8*	*-1*	*0*	*0*
RETAIL / COMM FAC	1	1	1	5	3	3	3	1	1	6	4	3	4	2	2	19	9	9	10	5	5	23	13	10	3	1	1	14	7	7	7	3	3	16	9	7
Total Site Vehicle Trips	**8**	**7**	**1**	**8**	**4**	**4**	**11**	**2**	**9**	**7**	**4**	**3**	**9**	**3**	**6**	**21**	**11**	**11**	**15**	**9**	**6**	**26**	**14**	**11**	**1**	**-4**	**5**	**13**	**7**	**6**	**4**	**7**	**-3**	**19**	**10**	**8**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICULE INCREMENTS - Expanded Arts Bonus

Site #18b

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	3	0	3	2	1	1	3	2	1	2	1	1	6	1	5	3	1	1	6	5	2	4	2	2	3	0	2	1	1	1	3	2	1	2	1	1
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	13	9	4	20	10	10	19	7	12	20	11	9	6	3	3	23	12	12	13	6	7	27	15	12	-6	-6	-1	3	2	2	-6	-1	-5	7	4	3
Total Site Vehicle Trips	**16**	**9**	**6**	**22**	**11**	**11**	**22**	**9**	**13**	**22**	**12**	**10**	**12**	**4**	**8**	**26**	**13**	**13**	**19**	**11**	**9**	**31**	**18**	**14**	**-4**	**-5**	**1**	**5**	**2**	**2**	**-3**	**1**	**-4**	**9**	**5**	**4**

Site #19

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	7	1	6	3	2	2	8	5	2	5	2	2	7	1	6	3	2	2	8	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	7	6	2	5	2	3	9	3	6	3	2	1	12	8	4	27	14	14	20	8	12	30	17	13	5	2	2	22	11	11	11	6	6	27	15	12
Total Site Vehicle Trips	**7**	**6**	**2**	**5**	**2**	**3**	**9**	**3**	**6**	**3**	**2**	**1**	**19**	**9**	**10**	**31**	**15**	**15**	**28**	**14**	**14**	**35**	**19**	**15**	**12**	**3**	**8**	**26**	**13**	**13**	**19**	**11**	**8**	**32**	**18**	**14**

Site #20

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	1	0	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	-1	-1	0	0	-1	-1	0	-1	0	0
OFFICE / MANUFACTURING	*7*	*7*	*0*	*3*	*1*	*2*	*9*	*0*	*8*	*1*	*0*	*0*	*24*	*23*	*1*	*9*	*4*	*6*	*28*	*1*	*27*	*3*	*2*	*1*	*17*	*16*	*1*	*7*	*3*	*4*	*20*	*1*	*19*	*2*	*1*	*1*
RETAIL / COMM FAC	2	1	1	11	5	5	5	3	3	13	7	5	2	1	1	11	5	5	11	8	3	18	10	8	0	0	0	0	0	0	5	5	0	5	3	3
Total Site Vehicle Trips	**11**	**8**	**3**	**14**	**7**	**7**	**15**	**4**	**11**	**14**	**8**	**6**	**27**	**25**	**2**	**20**	**9**	**11**	**39**	**9**	**30**	**21**	**12**	**9**	**16**	**16**	**0**	**6**	**2**	**4**	**24**	**5**	**18**	**6**	**3**	**3**

Site #21

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*172*	*165*	*7*	*66*	*26*	*40*	*201*	*10*	*191*	*19*	*11*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	19	15	4	208	104	104	225	108	117	255	144	111	19	15	4	208	104	104	225	108	117	255	144	111	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**192**	**180**	**11**	**274**	**130**	**145**	**426**	**118**	**308**	**274**	**155**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site #22

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	10	1	8	5	2	2	11	8	3	7	3	3	10	1	8	5	2	2	11	8	3	7	3	3
OFFICE / MANUFACTURING	*12*	*11*	*0*	*5*	*2*	*3*	*14*	*1*	*13*	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-12*	*-11*	*0*	*-5*	*-2*	*-3*	*-14*	*-1*	*-13*	*-1*	*-1*	*-1*
RETAIL / COMM FAC	0	0	0	94	47	47	97	49	49	119	68	52	0	0	0	70	35	35	72	36	36	88	50	38	0	0	0	-24	-12	-12	-25	-13	-13	-31	-17	-13
Total Site Vehicle Trips	**12**	**11**	**0**	**99**	**49**	**50**	**111**	**49**	**62**	**121**	**68**	**52**	**10**	**1**	**8**	**75**	**37**	**37**	**83**	**44**	**39**	**95**	**54**	**42**	**-2**	**-10**	**8**	**-24**	**-12**	**-13**	**-28**	**-6**	**-22**	**-25**	**-15**	**-10**

Site #23

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	4	1	3	4	2	1	4	3	2	6	3	2	12	2	10	6	3	3	13	9	4	8	4	4	8	1	7	2	0	2	8	6	2	3	1	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	11	6	6	6	3	3	14	8	6	0	0	0	72	36	36	86	49	37	102	57	45	-2	-1	-1	60	30	30	80	46	34	89	49	39
Total Site Vehicle Trips	**6**	**2**	**4**	**15**	**8**	**7**	**10**	**6**	**5**	**19**	**11**	**8**	**12**	**2**	**10**	**78**	**39**	**39**	**98**	**57**	**41**	**110**	**61**	**49**	**5**	**-1**	**6**	**62**	**31**	**32**	**88**	**52**	**36**	**91**	**51**	**41**

Estimated Peak Hour Vehicle-Trip Increments by Development Site
125th St River to River Re-Zoning - Manhattan, New York
VEHICLE INCREMENTS - Expanded Arts Bonus

Site #24

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	9	1	8	5	2	2	10	7	3	6	3	3	9	1	8	5	2	2	10	7	3	6	3	3
OFFICE / MANUFACTURING	*3*	*2*	*0*	*1*	*0*	*0*	*3*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*-3*	*-2*	*0*	*-1*	*0*	*0*	*-3*	*0*	*-3*	*0*	*0*	*0*
RETAIL / COMM FAC	1	1	1	5	3	3	3	1	1	6	3	3	3	2	2	15	8	8	8	4	4	18	10	8	2	1	1	10	5	5	5	3	3	12	7	5
Total Site Vehicle Trips	**4**	**3**	**1**	**6**	**3**	**3**	**6**	**2**	**4**	**7**	**4**	**3**	**13**	**3**	**9**	**20**	**10**	**10**	**18**	**11**	**7**	**25**	**14**	**11**	**9**	**0**	**9**	**14**	**7**	**7**	**12**	**9**	**3**	**18**	**10**	**8**

Site #25

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0	0	0	0	0	0	5	1	4	2	1	1	5	4	2	3	2	2	5	1	4	2	1	1	5	4	2	3	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	5	3	2	10	5	5	8	3	5	11	6	5	2	1	1	8	4	4	4	2	2	10	5	4	-3	-2	-1	-2	-1	-1	-4	-1	-3	-2	-1	-1
Total Site Vehicle Trips	**5**	**3**	**2**	**10**	**5**	**5**	**8**	**3**	**5**	**11**	**6**	**5**	**7**	**2**	**5**	**10**	**5**	**5**	**9**	**6**	**4**	**13**	**7**	**6**	**2**	**-2**	**3**	**0**	**0**	**0**	**1**	**3**	**-1**	**2**	**1**	**1**

Site #26

Land Use	NO ACTION VEHICLE TRIPS												ACTION VEHICLE TRIPS												NO INCREMENTAL VEHICLE TRIPS - ACTION											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
RESIDENTIAL / HOTEL	7	1	6	3	2	2	7	5	2	5	2	2	13	2	11	7	3	3	14	10	4	9	5	5	7	1	6	3	2	2	7	5	2	5	2	2
OFFICE / MANUFACTURING	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
RETAIL / COMM FAC	2	1	1	9	5	5	5	2	2	11	6	5	2	1	1	9	5	5	5	2	2	11	6	5	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips	**9**	**2**	**7**	**12**	**6**	**6**	**12**	**7**	**4**	**15**	**8**	**7**	**15**	**3**	**12**	**16**	**8**	**8**	**19**	**12**	**7**	**20**	**11**	**9**	**7**	**1**	**6**	**3**	**2**	**2**	**7**	**5**	**2**	**5**	**2**	**2**

MEMORANDUM

To: Michael Griffith
Office of Project Analysis/CEQR

From: Ernest Athanailos, P.E.
Director of Signals and ITS Engineering

Ref: 125th Rezoning Summary
CM07-1608A

Date: February 21, 2008

We have reviewed the 125th Street Rezoning Summary Signal Timing Modification dated February 20th, 2008 and would like to submit the following comments.

- The proposed left turn phase at Lenox Avenue and West 126th Street is not feasible. Since the total green time allocated for the left turn phase is under the minimum (Green = 3, Amber = 3 and All Red = 2. The total proposed signal timing for the left turn phase is only 8 seconds). The minimum green time is 7 seconds.
- The proposed signal timing changes at the intersection of 2 Avenue and East 125th Street is not feasible. It may impact the southbound approach.
- The proposed to prohibit left turn movements on 125th Street from Amsterdam Avenue to 3rd Avenue are feasible. Actual implementation will be determined upon field survey of build conditions.
- All other proposed signal timing changes are acceptable. Actual implementation will be determined upon field survey of build condition.
- Please note that all the proposed signal timing changes if more than 6 seconds in any directions are not feasible until progression analysis and Syncho simulation submitted.
- Please be specific about the hours during the peak hours. How long, when the peak hours start and ended.

Feel free to contact me if you have any further questions regarding this matter.

Cc: D/C M. Primeggia, A. Borock E. Athanailos, W. Yan.

DN

71 West 23rd Street, 11th Floor
New York, NY 10010
Tel. (212) 366-6200
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URBITRAN ASSOCIATES, INC.

Memorandum

To: Glen A. Price III, Director
Studies Implementation Division
NYC Department of City Planning
22 Reade Street, 4th Floor
New York, NY 10007

From: Atma Sookram, AICP, PP
Matt Lorenz, PE, PTOE
Keren Mor

Re: 125th Street Corridor Rezoning and Related Actions EIS – Response to NYCDOT Comments of February 21, 2008 on the Traffic Analysis for the FEIS

Date: February 26, 2008

cc: David Cuff, AICP

This memorandum provides our responses to the comments in the February 21, 2008 memorandum prepared by NYCDOT regarding the traffic chapter of the 125th Street Corridor Rezoning and Related Actions EIS. NYCDOT's comments are shown below in *italics* and are followed by our responses.

- *The proposed left turn phase at Lenox Avenue and West 126th Street is not feasible. Since the total green time allocated for the left turn phase is under the minimum (Green = 3, Amber = 3 and All Red = 2. The total proposed signal timing for the left turn phase is only 8 seconds). The minimum green time is 7 seconds.*

Comment noted. As such, the FEIS will be revised to eliminate the proposed leading northbound left-turn phase as a mitigation measure for the West 125th Street/Lenox Avenue study intersection. Therefore, significant adverse impacts will remain at this intersection during the weekday AM, weekday PM, and Saturday midday peak hours in the proposed Action and all the alternatives.

- *The proposed signal timing changes at the intersection of 2 Avenue and East 125th Street is not feasible. It may impact the southbound approach.*

The mitigation measures proposed for the study intersection of East 125th Street/Second Avenue/Triborough Bridge off-ramp were checked to verify that they do not impact the southbound approach. Even with these proposed mitigation measures, significant

adverse impacts remain on all approaches to this intersection during the weekday PM peak hour under the Action condition. A summary of the delays and corresponding mitigation measures for this intersection are presented in the attached table for the proposed Action condition, as well as for the C4-4D, Arts Bonus, Expanded Arts Bonus, and C6-3 alternatives.

- *The proposed to prohibit left turn movements on 125th Street from Amsterdam Avenue to 3rd Avenue are feasible. Actual implementation will be determined upon field survey of build conditions.*

Comment noted.

- *All other proposed signal timing changes are acceptable. Actual implementation will be determined upon field survey of build condition.*

Comment noted.

- *Please note that all the proposed signal timing changes if more than 6 seconds in any directions are not feasible until progression analysis and Syncho simulation submitted.*

All of the signal timing changes in excess of six (6) seconds were deleted from the text between the issuance of the DEIS and the FEIS. Therefore, a progression analysis is not required.

- *Please be specific about the hours during the peak hours. How long, when the peak hours start and ended.*

The peak hours analyzed as part of this study are as follows:

Weekday AM peak hour =	7:45 to 8:45 AM
Weekday midday peak hour =	1:00 to 2:00 PM
Weekday PM peak hour =	4:00 to 5:00 PM
Saturday midday peak hour =	1:00 to 2:00 PM

125th Street and 2nd Avenue

Proposed Action

Approach	Mov	No Action AM Delay	No Action MD Delay	No Action PM Delay	No Action SAT Delay	Action AM Delay	Action MD Delay	Action PM Delay	Action SAT Delay	Mitigation AM Delay	Mitigation MD Delay	Mitigation PM Delay	Mitigation SAT Delay	Mitigation Measures AM Sec	Mitigation Measures MD Sec	Mitigation Measures PM Sec	Mitigation Measures SAT Sec
EB	TR	32.8	27.7	47.9	37.4	34.0	29.5	68.1	42.2	30.8	25.4	68.1	33.4			Impacts in all movements. The intersection is unmitigable	
WB	LT	121.7	50.9	78.6	381.3	170.7	88.6	174.4	532.1	111.8	50.1	174.4	353.8	+2	+3		+3
SB	LTR	31.7	33.3	55.4	22.7	32.7	33.9	61.1	22.9	41.8	39.8	61.1	27.3	-3	-3		-5
RAMP (SB)	TR	218.2	37.7	120.2	57.7	227.0	39.9	139.0	80.2	204.7	39.9	139.0	52.6	+1			+2

C4-4D

Approach	Mov	No Action AM Delay	No Action MD Delay	No Action PM Delay	No Action SAT Delay	Action AM Delay	Action MD Delay	Action PM Delay	Action SAT Delay	Mitigation AM Delay	Mitigation MD Delay	Mitigation PM Delay	Mitigation SAT Delay	Mitigation Measures AM Sec	Mitigation Measures MD Sec	Mitigation Measures PM Sec	Mitigation Measures SAT Sec
EB	TR	32.8	27.7	47.9	37.4	34.2	29.7	70.6	43.1	30.1	25.5	70.6	33.7			Impacts in all movements. The intersection is unmitigable	
WB	LT	121.7	50.9	78.6	381.3	178.6	94.4	180.5	551.3	108.0	52.3	180.5	368.5	+2	+3		+3
SB	LTR	31.7	33.3	55.4	22.7	32.8	33.9	62.3	22.9	40.5	40.0	62.3	26.4	-3	-3		-4
RAMP (SB)	TR	218.2	37.7	120.2	57.7	229.0	40.3	140.3	83.4	205.4	40.3	140.3	65.5	+1			+1 *

* Remains as unmitigated impact

ARTS BONUS

Approach	Mov	No Action AM Delay	No Action MD Delay	No Action PM Delay	No Action SAT Delay	Action AM Delay	Action MD Delay	Action PM Delay	Action SAT Delay	Mitigation AM Delay	Mitigation MD Delay	Mitigation PM Delay	Mitigation SAT Delay	Mitigation Measures AM Sec	Mitigation Measures MD Sec	Mitigation Measures PM Sec	Mitigation Measures SAT Sec
EB	TR	32.8	27.7	47.9	37.4	34.0	29.6	73.6	43.4	30.8	25.5	73.6	36.1			Impacts in all movements. The intersection is unmitigable	
WB	LT	121.7	50.9	78.6	381.3	180.7	91.4	197.2	555.1	120.1	51.4	197.2	423.5	+2	+3		+2 *
SB	LTR	31.7	33.3	55.4	22.7	32.9	33.9	63.8	22.9	42.7	39.8	63.8	26.4	-3	-3		-4
RAMP (SB)	TR	218.2	37.7	120.2	57.7	230.8	40.0	144.6	84.5	207.3	40.0	144.6	54.4	+1			+2

* Remains as unmitigated impact

EXPANDED ARTS BONUS

Approach	Mov	No Action AM Delay	No Action MD Delay	No Action PM Delay	No Action SAT Delay	Action AM Delay	Action MD Delay	Action PM Delay	Action SAT Delay	Mitigation AM Delay	Mitigation MD Delay	Mitigation PM Delay	Mitigation SAT Delay	Mitigation Measures AM Sec	Mitigation Measures MD Sec	Mitigation Measures PM Sec	Mitigation Measures SAT Sec
EB	TR	32.8	27.7	47.9	37.4	34.1	29.7	75.3	43.8	30.8	24.4	75.3	36.4			Impacts in all movements. The intersection is unmitigable	
WB	LT	121.7	50.9	78.6	381.3	184.4	94.4	203.0	567.2	123.1	45.3	203.0	433.7	+2 *	+4		+2 *
SB	LTR	31.7	33.3	55.4	22.7	33.0	33.9	65.7	23.0	43.1	43.3	65.7	26.5	-3	-4		-4
RAMP (SB)	TR	218.2	37.7	120.2	57.7	231.3	40.3	146.1	87.3	207.7	40.3	146.1	55.4	+1			+2

* Remains as unmitigated impact