# 125<sup>TH</sup> STREET CORRIDOR REZONING AND RELATED ACTIONS EIS

# **APPENDICES:**

Appendix A: Proposed Zoning Text Amendments

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# **APPENDIX A:**

# PROPOSED ZONING TEXT AMENDMENTS

Manhattan 125<sup>th</sup> Street Corridor Rezoning and Related Actions Draft Proposed Text Amendment - September 24, 2007

- And -

Special 125<sup>th</sup> Street District Draft "A" Zoning Text Amendment – December 17, 2007

# **Manhattan 125<sup>th</sup> Street Corridor Rezoning and Related Actions Special 125<sup>th</sup> Street District**

# **Draft Proposed Text Amendment**

Matter in underline is new, to be added

Matter in strikeout is old, to be deleted;

Matter within # # is defined in 12-10 or

\* \* \* indicates where unchanged text appears in the Zoning Resolution

# ARTICLE I GENERAL PROVISIONS

\* \* \*

11-12 Establishment of Districts

\* \* \*

# Establishment of the Special 125th Street District

<u>In order to carry out the special purposes of this Resolution as set forth in Article IX, Chapter 7, the Special 125<sup>th</sup> Street District is hereby established.</u>

### **Establishment of the Special Battery Park City District**

\* \* \*

12-10 DEFINITIONS

\* \* \*

# Special 125<sup>th</sup> Street District

The "Special 125<sup>th</sup> Street District" is a Special Purpose District designated by the number "125" in which special regulations set forth in Article IX, Chapter 7, apply. The #Special 125<sup>th</sup> Street District# appears on the #zoning maps# superimposed on other districts and its regulations supersede, supplement and modify those of the districts upon which it is superimposed.

Manhattan 125<sup>th</sup> Street Corridor Rezoning and Related Actions Draft Proposed Text Amendment - September 24, 2007

# **Special Battery Park City District**

\* \* \*

**Chapter 3 Sidewalk Cafe Regulations** 

\* \* \*

14-44 Special Zoning Districts Where Certain Sidewalk Cafes Are Permitted

\* \* \*

<u>Manhattan</u>	#Enclosed Sidewalk Café#	#Unenclosed Sidewalk Café#
125 <sup>th</sup> Street District	Yes	Yes
Battery Park City District	Yes	Yes

\* \* \*

**Article II Residence District Regulations** 

\* \* \*

**Chapter 3 Bulk Regulations for Residential Buildings in Residence Districts** 

\* \* \*

23-00 APPLICABILITY AND GENERAL PURPOSES

\* \* \*

23-011 Quality Housing Program

\* \* \*

- (c) The Quality Housing Program shall not apply to:
  - (1) Article VII, Chapter 8 (Large Scale Residential Developments);
  - (2) Special Purpose Districts, except the following:

\* \* \*

- (viii) the #Special Downtown Brooklyn District#; or
- (ix) the #Special 125<sup>th</sup> Street District#; or

\* \* \*

### 24-161

Maximum floor area ratio for zoning lots containing community facility and residential uses

\* \* \*

### R1 R2 R3-1 R3A R3X R4-1 R4A R4B R5D R6A R6B R7-2 R7A R7B R7X R8 R9 R10

In the districts indicated, for #zoning lots# containing #community facility# and #residential uses#, the maximum #floor area ratio# permitted for a #community facility use# shall be as set forth in Section 24-11, inclusive, and the maximum #floor area ratio# permitted for a #residential use# shall be as set forth in Article II, Chapter 3, provided the total of all such #floor area ratios# does not exceed the greatest #floor area ratio# permitted for any such #use# on the #zoning lot#.

In the designated areas set forth in Section 23-922 (Inclusionary Housing designated areas), except within Waterfront Access Plan Bk-1, the #floor area ratios# of Section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the Quality Housing Program the maximum #floor area ratio# permitted for #zoning lots# containing #community facility# and #residential uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90 (INCLUSIONARY HOUSING).

\* \* \*

35-31

# **Maximum Floor Area Ratio for Mixed Buildings**

\* \* \*

In all districts, except as set forth in Section 35-311, the provisions of this Section shall apply to any #zoning lot# containing a #mixed building#.

\* \* \*

In the designated areas set forth in Section 23-922 (Inclusionary Housing designated areas), except within Waterfront Access Plan BK-1, the #floor area ratios# of Section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the Quality Housing Program. the maximum #floor area ratio# permitted for #zoning lots# containing #residential# and #commercial# or #community facility uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90.

\_\_\_\_\_\_

# <u>ARTICLE IX, CHAPTER 7</u> (97-00) IS NEW TEXT; IT IS NOT UNDERLINED

# ARTICLE IX SPECIAL PURPOSE DISTRICTS

\* \* \*

Chapter 7 Special 125<sup>th</sup> Street District

# 97-00 GENERAL PURPOSES

The "Special 125<sup>th</sup> Street District" established in this Resolution is designed to promote and protect the public health, safety, general welfare and amenity. The general goals include, among others, the following specific purposes:

- (a) to preserve, protect and promote the special character of 125<sup>th</sup> Street as Harlem's "Main Street" and the role of 125<sup>th</sup> Street as Upper Manhattan's premier mixed use corridor;
- (b) to guide development on the 125<sup>th</sup> Street corridor;
- (c) to expand the retail and commercial character of 125<sup>th</sup> Street and enhance the area's role as a major arts, entertainment and cultural destination in the City;
- (d) to support mixed use development through out the 125th Street corridor, including residential uses, and to provide incentives for the production of affordable housing;
- (e) to ensure that the form of new buildings is compatible and relates to the built character of the 125<sup>th</sup> Street corridor:
- (f) to enhance the pedestrian environment through appropriate ground floor uses and regulations;
- (g) to promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect the City's revenue.

# 97-01 Definitions

**Special 125**<sup>th</sup> **Street District** (Repeated from Section 12-10)

The "Special 125<sup>th</sup> Street District" is a Special Purpose District designated by the number "125" in which special regulations set forth in Article IX, Chapter 7, apply. The #Special 125<sup>th</sup> Street District# appears on the #zoning maps# superimposed on other districts and its regulations supersede, supplement and modify those of the districts upon which it is superimposed.

### 97-02

### **General Provisions**

In harmony with the general purposes of the #Special 125<sup>th</sup> Street District# and in accordance with the provisions of this Chapter, the express requirements of the #Special District# shall apply to all #developments#, #enlargements#, alterations and changes of #use# within the Special District. The regulations of the Special District shall supersede, supplement or modify the requirements of the underlying zoning districts on which the Special District is superimposed, except as described in Section 97-05 (Applicability of Special Transit Land Use District Regulations).

Except as modified by the particular provisions of the Special District, the regulations of the underlying zoning districts shall remain in effect. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

# 97-03 District Plan and Maps

The regulations of this Chapter are designed to implement the #Special 125<sup>th</sup> Street District# Plan. The District Plan, including the map of the #Special 125<sup>th</sup> Street District#, is set forth in Appendix A of this Chapter and is hereby incorporated as part of this Resolution for the purpose of specifying locations where the special regulations and requirements set forth in the text of this Chapter apply.

# 97-04

### **Establishment of Core Subdistrict**

In order to carry out the purposes and provisions of this Chapter, the Core Subdistrict is established within the #Special 125<sup>th</sup> Street District# and includes specific regulations designed to promote and maintain the establishment of an arts and entertainment-related environment along 125<sup>th</sup> Street, from Frederick Douglass Boulevard on the west to 545 feet east of Lenox Avenue on the east and from 124<sup>th</sup> to 126<sup>th</sup> Streets. The Core Subdistrict is shown on the map of the #Special 125<sup>th</sup> Street District# in Appendix A of this Chapter.

# 97-05

# **Applicability of Special Transit Land Use District Regulations**

Wherever the #Special Transit Land Use District# includes an area which also lies within the #Special 125<sup>th</sup> Street District#, the requirements of the #Special Transit Land Use District#, as set forth in Article IX, Chapter 5, shall apply, subject to the modifications of Section 97-433 (Street wall location).

#Street wall# location requirements for that portion of the #Special Transit Land Use District# that is also within the #Special 125<sup>th</sup> Street District# are described in paragraph (e) of Section 97-433.

# 97-10 SPECIAL USE AND LOCATION REGULATIONS

Within the #Special 125<sup>th</sup> Street District#, for any #zoning lot# that fronts upon 125<sup>th</sup> Street, the #use# regulations of the underlying districts shall be modified by the locational and access requirements of Sections 97-20, inclusive. On #through lots# or #corner lots# with frontage along 125<sup>th</sup> Street, such requirements shall apply within the first 100 feet from the 125<sup>th</sup> Street #street line#.

# 97-11 Special Arts and Entertainment Uses

In order to sustain the arts and entertainment character of the 125<sup>th</sup> Street corridor, the following #uses# shall be designated as special arts and entertainment #uses# within the #Special 125<sup>th</sup> Street District# and shall be permitted to be located anywhere within the #development# or #enlargement# according to the requirements of Section 97-21:

Art galleries
Auditoriums
Bookstores
Clubs, including music, dance or comedy clubs
Eating or drinking establishments, with table service only
Historical exhibits
Museums
Music stores
Performance spaces
Studios, art, music, dancing or theatrical
Studios, radio, television or motion picture
Theaters.

Within the Core Subdistrict, such special arts and entertainment #uses# shall be provided in new #developments# or #enlargements#, pursuant to the provisions of Section 97-12.

# 97-12

### **Arts and Entertainment Uses within the Core Subdistrict**

Within the Core Subdistrict, as shown on the map in Appendix A of this Chapter, for new

#developments# or #enlargements# that contain at least 60,000 square feet of #floor area# and are located on #zoning lots# with frontage on 125<sup>th</sup> Street, a minimum of five percent of the #floor area# of the #development# or #enlargement# shall contain the arts and entertainment #uses# listed in Section 97-11. Such #uses# shall be accessible from 125<sup>th</sup> Street.

### 97-20

# **Location and Access Regulations**

### 97-21

### **Location of Arts and Entertainment Uses**

Within the #Special 125<sup>th</sup> Street District#, the arts and entertainment #uses# listed in Section 97-11 may be located anywhere throughout a #building# if one of the following conditions has been met:

- (a) any #residential use# is located on a floor wholly above such non-#residential use#; or
- (b) any non-#residential use# shall be permitted on the same #story# as a #residential use#, provided that:
  - (1) no access exists between any non-#residential use# and #residential use# at any level; and
  - (2) non-#residential uses# are not located directly over any #residential uses#.

Such non-#residential use#, however, may be located over a #residential use# by authorization of the City Planning Commission upon a finding that sufficient separation of #residential uses# from non-#residential uses# exists within the #building#.

### 97-22

# **Uses Not Permitted on the Ground Floor of Buildings**

Within the #Special 125<sup>th</sup> Street District#, the #uses# listed in this Section are not permitted at the ground floor level of #developments# and #enlargements# that front upon 125<sup>th</sup> Street, or within five feet of the as-built level of the adjoining sidewalk. Entranceways and lobby space for access to such #uses# shall comply with the provisions of Section 97-221 (Access to non-ground floor uses).

From Use Group 2:

All #uses#.

From Use Groups 3A and 3B:

All #uses#, except for libraries, museums or non-commercial art galleries.

From Use Groups 4A and 4B:

All #uses#, except for houses of worship or playgrounds.

From Use Group 5A:

All #uses#.

From Use Groups 6A, 6B, 6C and 6E:

Banks (except for automated teller machines, provided the length of #street# frontage allocated for automated teller machines shall be no more than 25 feet or 40% of the frontage of the #zoning lot#, whichever is less, except such frontage need not be less than 20 feet), electrolysis studios, frozen food lockers, laundry establishments, loan offices, offices or veterinary medicine offices.

From Use Group 6D:

All #uses#.

From Use Group 7:

All #uses#, except for bicycle rental or repair shops.

From Use Groups 8A and 8B:

Automobile driving schools, ice vending machines, lumber stores or pawn shops.

From Use Groups 8C, 8D and 8E:

All #uses#.

From Use Groups 9A, 9B and 9C:

All #uses#, except for gymnasiums, public auction rooms, photographic developing or printing establishments for the consumer, or art, music, dancing or theatrical studios.

From Use Groups 10A, 10B and 10C:

Depositories for storage, and wholesale offices or showrooms.

Use Group 11:

All #uses#.

Use Groups 12A and 12B:

Trade expositions.

Use Groups 12C and 12D:

All #uses#.

Use Group 14A and 14B:

All #uses#, except for bicycle sales, rental or repair shops.

### 97-221

# Access to non-ground floor uses

Within the Special District, for #uses# listed in Section 97-22 (Uses Not Permitted On Ground Floor Of Buildings), the length of #street# frontage allocated to an entranceway or lobby space shall be no more

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than 25 linear feet or 40 percent of the #zoning lot#, whichever is less, except that an entranceway or lobby space need not be less than 20 feet.

For a #development# or #enlargement# with more than one entranceway or lobby for non-ground floor #uses#, each entranceway or lobby for such #uses# shall be no more than 25 linear feet and, in the aggregate, shall not exceed 40 percent of the ground floor frontage of the #zoning lot#.

For #developments# or #enlargements# with at least 200 linear feet fronting on 125<sup>th</sup> Street, the length of #street# frontage allocated to entranceways or lobby space shall be no more than 40 linear feet of the ground floor frontage of the #zoning lot#.

### 97-23

# **Transparency Requirements**

For all #uses#, other than houses of worship and libraries, located on the ground floor of #developments# and #enlargements# that front upon that portion of 125<sup>th</sup> Street located within the #Special 125<sup>th</sup> Street District#, the ground floor #street wall# shall be glazed with materials which may include show windows, glazed transoms or glazed portions of doors. Such glazed area shall occupy at least 70 percent of the area of each such ground floor #street wall#, measured to a height of 12 feet above the level of the adjoining sidewalk or public access area. Not less than 50 percent of such area shall be glazed with transparent materials and up to 20 percent of such area may be glazed with translucent materials.

# 97-24 Security Gates

Within the #Special 125<sup>th</sup> Street District#, all security gates installed after (date of enactment), that are swung, drawn or lowered to secure commercial or community facility premises shall, when closed, permit visibility of at least 75 percent of the area covered by such gate when viewed from the #street#, except that this provision shall not apply to entrances or exits to parking garages.

# 97-30 SPECIAL SIGN REGULATIONS

#Signs# for all #uses# within the #Special 125<sup>th</sup> Street District# shall be subject to the applicable #sign# requirements for #commercial uses# in Section 32-60, subject to the modifications of Sections 97-31 and 97-32.

### 97-31

# **Height of Signs for Arts and Entertainment Uses**

Within the #Special 125<sup>th</sup> Street District#, all #accessory signs# for arts and entertainment #uses# listed in Section 97-11 may exceed the maximum height listed in Section 32-655 (Height of signs in all other Commercial Districts), provided such #signs# are not higher than 85 feet or the maximum base height of

the #building#, whichever is lower. In any event, no such sign shall be located at a height higher than three foot below any floor containing a #residential use#.

# 97-32 Marquee Signs

Notwithstanding the regulations of paragraph (b) of Section 32-653 (Additional regulations for projecting signs) and the relevant provisions of the Administrative Code, only the following #uses# located along 125<sup>th</sup> Street within the #Special 125<sup>th</sup> Street District# shall be considered places of public assembly permitted to erect a marquee sign on 125<sup>th</sup> Street above the entrance to such #use#:

Art galleries
Auditoriums
Clubs, including music, dance or comedy clubs
Eating or drinking establishments with table service only
Historical exhibits
Museums
Performance spaces
Studios, art, music, dancing or theatrical
Studios, radio, television or motion picture
Theaters.

No part of the marquee shall be less than 15 feet above the level of the sidewalk and the height of any portion of the marquee shall be governed by the requirements of Section 97-31. Such marquee shall be supported entirely from the building wall. The marquee may extend in length up to 10 feet beyond the #street line#, but in no case shall such structure be closer to the curb in plan than three feet.

All marquees shall comply with the construction and maintenance requirements of Title 27, Subchapter 4, Article 9 of the New York City Building Code pertaining to projecting signs, or its successor. In the event of a conflict between the provisions of this Chapter and other regulations of the Administrative Code, the provisions of this Chapter shall apply.

# 97-40 SPECIAL BULK REGULATIONS

Within the #Special 125<sup>th</sup> Street District#, except as indicated in this Section, inclusive, all #developments# and #enlargements# shall comply with the requirements of Article II, Chapter 8 (Quality Housing) and the applicable #bulk# regulations of the underlying districts.

# 97-41 Floor Area Regulations

The maximum #floor area ratio#, #open space ratio# and #lot coverage# requirements of the applicable underlying district shall apply within the #Special 125<sup>th</sup> Street District#, unless modified by the following regulations.

# 97-411 Maximum floor area ratio in C4-4D, C4-7 and C6-3 districts

In C4-4D, C4-7 or C6-3 Districts within the Special District, the maximum permitted #floor area ratios# for new #developments# or #enlargements# shall be as listed in the following table for #residential#, #commercial# and #community facility uses#, and may be only increased pursuant to Section 97-42 (Floor Area Bonus).

MAXIMUM PERMITTED FLOOR AREA RATIO (FAR) FOR RESIDENTIAL, COMMERCIAL AND COMMUNITY FACILITY USES			
District	#Residential Floor Area Ratio# (max)	Commercial #Floor Area Ratio# (max)	Community Facility #Floor Area Ratio# (max)
C4-4D	5.4	5.4	6.0
C6-3	6.0	6.0	6.0
C4-7	9.0	10.0	10.0

# 97-412 Maximum lot coverage in C6-3 districts

In C6-3 Districts within the Street District, the maximum #lot coverage# for #residential use# shall be 70 percent for #interior# or #through lots# and 80 percent for #corner lots#.

# 93-413 Lot coverage on small corner lots

Within the Special District, there shall be no maximum #lot coverage# applied to any #zoning lot# comprising a #corner lot# of 5,000 square feet or less.

### 97-42

### Floor Area Bonus

The maximum #floor area ratio# for a #development# or #enlargement# within the #Special 125<sup>th</sup> Street District# may be increased by a floor area bonus, pursuant to Sections 97-421and 23-90 (Inclusionary Housing).

### 97-421

# **Inclusionary Housing**

Within the Special District, C4-4D, C4-7 and C6-3 Districts shall be #Inclusionary Housing designated areas#, pursuant to Section 12-10 (Definitions), for the purpose of making the Inclusionary Housing Program regulations of Section 23-90, inclusive, and this Section, applicable within the Special District. Within such #Inclusionary Housing designated areas#, the #residential floor area ratio# may be increased by an Inclusionary Housing bonus for the provision of affordable housing, on-site or off-site, within the borough of Manhattan, pursuant to the provisions of Section 23-90, inclusive.

### 97-43

### **Special Height and Setback Regulations**

Within the #Special 125<sup>th</sup> Street District#, the underlying height and setback regulations shall be modified in accordance with the provisions of this Section, inclusive.

### 97-431

### **Permitted obstructions**

The provisions of Section 33-42 (Permitted Obstructions) shall apply to all #buildings# within the Special District, except that the provisions of paragraph (c) shall not apply. In lieu thereof, the following regulations shall apply:

Elevator or stair bulkheads, roof water tanks, cooling towers or other mechanical equipment (including enclosures) may penetrate a maximum height limit or #sky exposure plane# provided that either:

- (a) the product, in square feet, of the #aggregate width of street walls# of such obstructions facing each #street# frontage, times their average height, in feet, shall not exceed a figure equal to eight times the width, in feet, of the #street wall# of the #building# facing such frontage; or
- (b) for #buildings# at least 120 feet in height, the #lot coverage# of all such obstructions does not exceed 20 percent of the #lot coverage# of the #building#, and the height of all such obstructions does not exceed 40 feet.

In addition, dormers may penetrate a maximum base height in accordance with the provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts).

#### 97-432

# Height and setback regulations for C4-7 and C6-3 districts

The following modifications of the underlying district regulations shall apply for C4-7 and C6-3 Districts within the Special District:

(a) The minimum and maximum base height of the #street wall# and the maximum height of a #development# or #enlargement# shall be modified, as set forth in the following table:

MINIMUM BASE HEIGHT, MAXIMUM BASE HEIGHT AND MAXIMUM BUILDING HEIGHT			
	Street Wall Height (in feet)		
District	Minimum Base Height	Maximum Base Height	Maximum Building Height (in feet)
C6-3	60	85	160
C4-7	60	85	290

All portions of buildings that exceed a height of 85 feet in C4-7 and C6-3 Districts shall be set back at least 15 feet from the #street line#, except that such setback depth may include the depth of any permitted recess in the #street wall#, according to the provisions of 97-433 (Street wall location).

- (b) In C6-3 Districts, the maximum length of any #story# located above a height of 85 feet shall not exceed 150 feet. Such length shall be measured by inscribing within a rectangle the outermost walls at the level of each #story# entirely above a height of 85 feet. No side of such rectangle shall exceed a width of 150 feet.
- (c) In C4-7 Districts, within 50 feet of the 126<sup>th</sup> Street frontage on the #block# between Adam Clayton Powell Boulevard and Lenox Avenue/Malcolm X Boulevard, the height of any portion of a #development# or #enlargement# shall be limited to 80 feet.

# 97-433 Street wall location

In all #commercial districts# within the Special District, the following #street wall# location provisions shall apply along 125<sup>th</sup> Street and along intersecting #streets# within 50 feet of their intersection with 125<sup>th</sup> Street:

The #street wall# of any #development# or #enlargement# shall be located on the #street line# of 125<sup>th</sup> Street and extend along the entire #street# frontage of the #zoning lot# up to at least the applicable minimum base height of the underlying district, or the height of the #building#, whichever is less.

The #street wall# location provisions pertaining to the #street# intersections along 125th Street, however, shall be modified, as follows:

- (a) To allow articulation of #street walls# at the intersection of 125<sup>th</sup> Street and any #street# other than Park Avenue, the #street wall# may be located anywhere within an area bounded by the two #street lines# and a line connecting such #street lines# at points 15 feet from their intersection.
  - On Park Avenue, within 50 feet of its intersection with 125<sup>th</sup> Street, the #street wall# may be located anywhere within 15 feet of the Park Avenue #street line#.
- (b) Recesses, not to exceed three feet in depth from the #street line#, shall be permitted on the ground floor where required to provide access to the #building#. Above a height of 12 feet and up to the applicable minimum base height, recesses are permitted for #outer courts# or balconies, provided that the aggregate length of such recesses does not exceed 30 percent of the length of the #street wall# at any level, and the depth of such recesses does not exceed five feet. No recesses shall be permitted within 20 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except in compliance with corner articulation rules.
- (c) All #developments# or #enlargements# shall comply with the #street wall# location and minimum #street wall# height provisions of this Section, except that such requirements shall not apply to any existing #buildings# fronting upon 125<sup>th</sup> Street that are to remain on the #zoning lot#.
- (d) The requirements of this Section shall not apply within the #Special Transit Land Use District# except that, for the area of the #Special Transit Land Use District# that is also within the #Special 125<sup>th</sup> Street District, a #street wall# of a #development# or #enlargement# located on the #street line# of a #zoning lot# need not exceed 15 feet if that portion of the #development# or #enlargement# is located directly over the planned Second Avenue subway line.

# 97-44 Special Provisions for Zoning Lots Divided by District Boundaries

The regulations of Article VII, Chapter 7 (Special Provisions for Zoning Lots Divided by District Boundaries) shall apply within the #Special 125<sup>th</sup> Street District#, except that within the Core Subdistrict, as shown on the map in Appendix A of this Chapter, if a #through lot# which is completely within the Subdistrict has #street# frontage on 125<sup>th</sup> Street and is partially within a C4-4D District and partially within a C6-3 District, the #floor area# may be located anywhere on the #zoning lot# without regard to the requirements of Sections 77-22 (Floor Area Ratio).

The regulations of Article VII, Chapter 7 (Special Provisions for Zoning Lots Divided by District Boundaries) shall apply within the #Special 125<sup>th</sup> Street District#, except that for a #through lot# that is

completely within the Core Subdistrict, #floor area# may be located anywhere on the #zoning lot# without regard to the requirements of Section 77-22 (Floor Area Ratio).

# 97-50 SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS

The underlying provisions of Article II, Chapter 5, Article III, Chapter 6 and Article IV, Chapter 4 (Accessory Off-Street Parking and Off-Street Loading Regulations) shall apply within the #Special 125<sup>th</sup> Street District#, subject to modification by the regulations of this Section, inclusive.

Enclosed parking spaces, or parking spaces covered by a #building#, including such spaces #accessory# to #residences# shall be permitted to occupy the ground floor provided they are located beyond 30 feet of the #street wall# of the #building#.

The applicable district regulations for the location of #accessory# off-street parking spaces along 125<sup>th</sup> Street within the Special District may be modified, so that such facilities may be provided off-site, within the same #zoning district#, but at a distance no greater than 1,200 feet from the zoning lot#.

# 97-51 Required Accessory Off-Street Residential Parking

#Accessory# off-street parking spaces, open or enclosed, shall be provided for all #developments# or #enlargements# within the #Special 125<sup>th</sup> Street District# that contain #residences#, according to the provisions of the underlying district, as modified by the provisions of Section 97-50 (SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS), inclusive.

# 97-52 Required Accessory Off-Street Commercial Parking

In Commercial Districts within the #Special 125<sup>th</sup> Street District#, #accessory# off-street parking spaces shall be provided if required by Section 36-21, as modified by the provisions of Section 97-50 (SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS), inclusive, except that no #accessory# parking spaces shall be required for #commercial uses# in C4-4D Districts.

### 97-53

### **Location of Access to the Street**

Curb cuts for entrances and exits to #accessory# off-street parking facilities or for loading berths shall not be located on 125<sup>th</sup> Street or any other #wide street# that intersects with 125<sup>th</sup> Street, other than under the specific conditions of Sections 97-55 (Certification for access to required uses) and 97-56 (Authorization for access to permitted uses)

Such certification or authorization shall not be required if parking and loading requirements can be met through the provisions of 97-54 (Parking access through residential zoning lots).

### 97-54

# Parking Access through Residential Zoning Lots

When a #residential zoning lot# fronts upon either 124<sup>th</sup> or 126<sup>th</sup> Street within the #Special 125<sup>th</sup> Street District# and the #rear lot line# abuts a #zoning lot# that fronts only on 125<sup>th</sup> Street, and such #zoning lot# has been vacant since (date of enactment), access for parking and loading purposes may be made through such #zoning lot#.

#### 97-55

# **Certification for Access to Required Uses**

If access to a required #accessory# residential parking facility or loading berth is not possible because of the requirements of Section 97-53 a curb cut may be allowed if the City Planning Commission certifies to the Commissioner of Buildings that such location is:

- (a) the only possible location for the facility or loading berth;
- (b) not hazardous to traffic safety;
- (c) located not less than 50 feet from the intersection of any two #street lines#; and
- (d) constructed and maintained so as to have a minimal effect on the streetscape.

Such curb cut, if granted, shall be no greater than 20 feet in width.

The Commissioner may refer such matter to the Department of Transportation, or its successor, for a report and may base the determination on such report.

### 97-56

# **Authorization for Access to Permitted Parking Facilities or Loading Berths**

The City Planning Commission may authorize curb cuts for the following parking facility or loading berths:

- (a) If access to a permitted #accessory residential# or public parking facility is not possible due to the requirements of Section 97-53, the City Planning Commission may authorize curb cuts for such #uses#, provided such curb cuts:
  - (1) will not create or contribute to serious traffic congestion or unduly inhibit vehicular and pedestrian movement; and
  - (2) will not interfere with the efficient functioning of public transit facilities.

- (b) If access to a permitted loading berth is not possible due to the requirements of Section 97-53, the City Planning Commission may authorize curb cuts for such #use#, provided:
  - (1) such loading berths are adjacent to a fully enclosed maneuvering area on the #zoning lot#:
  - (2) such maneuvering area is at least equal in size to the area of the loading berth; and
  - (3) there is adequate space to permit head-in and head-out truck movements to and from the #zoning lot#.

Such curb cut, if granted, shall be no greater than 20 feet in width.

The Commissioner may refer such matter to the Department of Transportation, or its successor, for a report and may base the determination on such report.

Applications for authorizations shall be referred to the affected Community Board for a period of at least 30 days for comment. The City Planning Commission shall grant in whole or in part or deny the application within 60 days of the completion of the Community Board review period.

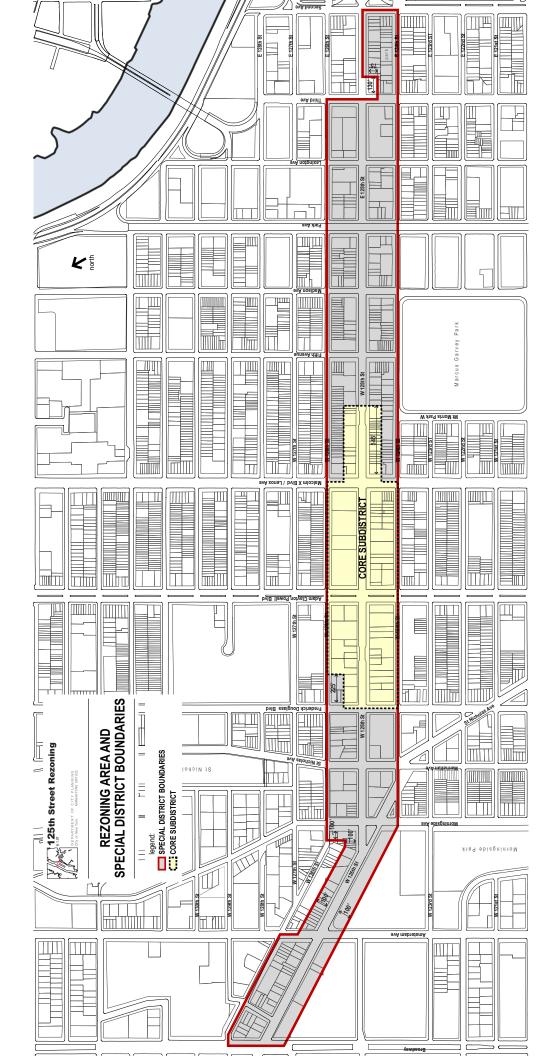
### 97-57

# **Public Parking Facilities**

Notwithstanding the special permit regulations of Section 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas), #public parking garages# with 150 spaces or less shall be permitted as-of-right in C4-7 and C6 Districts, subject to the requirements of Section 36-50, inclusive, pertaining to surfacing and screening, and Section 97-53 (Location of Access to the Street). #Public parking garages# with more than 150 spaces shall be subject to the requirements of Sections 74-512 and 74-52.

#Public parking lots# are not permitted on zoning lots with 125<sup>th</sup> Street frontage between Second Avenue and Broadway.

\* \* \*



# Special 125<sup>th</sup> Street District

# "A" Zoning Text Amendment

(Includes Arts Bonus)

# DRAFT

December 17, 2007

Matter in <u>underline</u> is new, to be added
Matter in <u>strikeout</u> is old, to be deleted;
Matter within # # is defined in 12-10 or

\* \* indicates where unchanged text appears in the Zoning Resolution

ARTICLE I GENERAL PROVISIONS

\* \* \*

11-12 Establishment of Districts

\* \* \*

# Establishment of the Special 125th Street District

<u>In order to carry out the special purposes of this Resolution as set forth in Article IX, Chapter 7, the Special 125<sup>th</sup> Street District is hereby established.</u>

**Establishment of the Special Battery Park City District** 

\* \* \*

12-10 DEFINITIONS

\* \* \*

# **Special 125<sup>th</sup> Street District**

g 1110gth g Pint

The "Special 125<sup>th</sup> Street District" is a Special Purpose District designated by the number "125" in which special regulations set forth in Article IX, Chapter 7, apply. The #Special 125<sup>th</sup> Street District# appears on the #zoning maps# superimposed on other districts and its regulations supersede, supplement and modify those of the districts upon which it is superimposed.

# **Special Battery Park City District**

\* \* \*

**Chapter 3 Sidewalk Cafe Regulations** 

\* \* \*

14-44 Special Zoning Districts Where Certain Sidewalk Cafes Are Permitted

\* \* \*

<u>Manhattan</u>	#Enclosed Sidewalk Café#	#Unenclosed Sidewalk Café#
125 <sup>th</sup> Street District	Yes	Yes
Battery Park City District	Yes	Yes

\* \* \*

**Article II Residence District Regulations** 

\* \* \*

Chapter 3

**Bulk Regulations for Residential Buildings in Residence Districts** 

\* \* \*

23-00

APPLICABILITY AND GENERAL PURPOSES

\* \* \*

23-011

Special 125<sup>th</sup> Street District

### **Quality Housing Program**

\* \* \*

- (c) The Quality Housing Program shall not apply to:
  - (1) Article VII, Chapter 8 (Large Scale Residential Developments)
  - (2) Special Purpose Districts, except the following:

\* \* \*

- (viii) the #Special Downtown Brooklyn District#; or
- (ix) the #Special 125<sup>th</sup> Street District#; or

\* \* \*

#### 24-161

Maximum floor area ratio for zoning lots containing community facility and residential uses

\* \* \*

### R1 R2 R3-1 R3A R3X R4-1 R4A R4B R5D R6A R6B R7-2 R7A R7B R7X R8 R9 R10

In the districts indicated, for #zoning lots# containing #community facility# and #residential uses#, the maximum #floor area ratio# permitted for a #community facility use# shall be as set forth in Section 24-11, inclusive, and the maximum #floor area ratio# permitted for a #residential use# shall be as set forth in Article II, Chapter 3, provided the total of all such #floor area ratios# does not exceed the greatest #floor area ratio# permitted for any such #use# on the #zoning lot#.

In the designated areas set forth in Section 23-922 (Inclusionary Housing designated areas), except within Waterfront Access Plan Bk-1, the #floor area ratios# of Section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the Quality Housing Program the maximum #floor area ratio# permitted for #zoning lots# containing #community facility# and #residential uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90 (INCLUSIONARY HOUSING).

\* \* \*

# 35-31 Maximum Floor Area Ratio for Mixed Buildings

\* \* \*

In all districts, except as set forth in Section 35-311, the provisions of this Section shall apply to any #zoning lot# containing a #mixed building#.

\* \* \*

In the designated areas set forth in Section 23-922 (Inclusionary Housing designated areas), except within Waterfront Access Plan BK-1, the #floor area ratios# of Section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the Quality Housing Program. the maximum #floor area ratio# permitted for #zoning lots# containing #residential# and #commercial# or #community facility uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90.

\* \* \*

Special 125<sup>th</sup> Street District

Draft "A" Zoning Text Amendment – December 17, 2007

# ARTICLE IX, CHAPTER 7 (97-00) IS NEW TEXT; IT IS NOT UNDERLINED;

\* \* \*

# ARTICLE IX SPECIAL PURPOSE DISTRICTS

\* \*

Chapter 7 Special 125<sup>th</sup> Street District

# 97-00 GENERAL PURPOSES

The "Special 125<sup>th</sup> Street District" established in this Resolution is designed to promote and protect the public health, safety, general welfare and amenity. The general goals include, among others, the following specific purposes:

- (a) to preserve, protect and promote the special character of 125<sup>th</sup> Street as Harlem's "Main Street" and the role of 125<sup>th</sup> Street as Upper Manhattan's premier mixed use corridor;
- (b) to guide development on the 125<sup>th</sup> Street corridor;
- (c) to expand the retail and commercial character of 125<sup>th</sup> Street;
- (d) to provide incentives for the creation of visual and performing arts space and enhance the area's role as a major arts, entertainment and cultural destination in the City
- (e) to support mixed use development through out the 125th Street corridor, including residential uses, and to provide incentives for the production of affordable housing;
- (f) to ensure that the form of new buildings is compatible and relates to the built character of the 125<sup>th</sup> Street corridor:
- (g) to enhance the pedestrian environment through appropriate ground floor uses and regulations;
- (h) to promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect the City's revenue.

# 97-01 Definitions

Special 125<sup>th</sup> Street District

# Special 125<sup>th</sup> Street District

The "Special 125<sup>th</sup> Street District" is a Special Purpose District designated by the number "125" in which special regulations set forth in Article IX, Chapter 7, apply. The #Special 125<sup>th</sup> Street District# appears on the #zoning maps# superimposed on other districts and its regulations supersede, supplement and modify those of the districts upon which it is superimposed.

### 97-02

### **General Provisions**

In harmony with the general purposes of the #Special 125<sup>th</sup> Street District# and in accordance with the provisions of this Chapter, the express requirements of the #Special District# shall apply to all #developments#, #enlargements#, alterations and changes of #use# within the Special District. The regulations of the Special District shall supersede, supplement or modify the requirements of the underlying zoning districts on which the Special District is superimposed, except as described in Section 97-05 (Applicability of Special Transit Land Use District Regulations).

Except as modified by the particular provisions of the Special District, the regulations of the underlying zoning districts shall remain in effect. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

# 97-03 District Plan and Maps

The regulations of this Chapter are designed to implement the #Special 125<sup>th</sup> Street District# Plan. The District Plan, including the map of the #Special 125<sup>th</sup> Street District#, is set forth in Appendix A of this Chapter and is hereby incorporated as part of this Resolution for the purpose of specifying locations where the special regulations and requirements set forth in the text of this Chapter apply.

### 97-04

### **Establishment of Core Subdistrict**

In order to carry out the purposes and provisions of this Chapter, the Core Subdistrict is established within the #Special 125<sup>th</sup> Street District# and includes specific regulations designed to promote and maintain the establishment of an arts and entertainment environment along 125<sup>th</sup> Street, from Frederick Douglass Boulevard on the west to 545 feet east of Malcolm X Boulevard on the east and from 124<sup>th</sup> to 126<sup>th</sup> Streets. The boundaries of the Core Subdistrict are shown on the map of the #Special 125<sup>th</sup> Street District# in Appendix A of this Chapter.

### 97-05

# **Applicability of Special Transit Land Use District Regulations**

Wherever the #Special Transit Land Use District# includes an area which also lies within the #Special 125<sup>th</sup> Street District#, the requirements of the #Special Transit Land Use District#, as set forth in Article

IX, Chapter 5, shall apply, subject to the modifications described in paragraphs (e) and (f) of Section 97-433 (Street wall location).

The #Special Transit Land Use District# includes the area within the #Special 125<sup>th</sup> Street District# bounded by a line 50 feet west of Second Avenue from 124<sup>th</sup> Street midway to 125<sup>th</sup> Street where such area widens to a line 100 feet west of Second Avenue.

# 97-10 SPECIAL USE AND LOCATION REGULATIONS

### 97-11

# **Special Arts and Entertainment Uses**

In order to sustain the arts and entertainment character of the 125<sup>th</sup> Street corridor, the provisions of this Section shall apply.

(a) The following #uses# shall be designated as entertainment #uses#:

Auditoriums

**Bookstores** 

Clubs, including music, dance or comedy clubs

Eating or drinking establishments, with table service only

Music stores

Studios, art, music, dancing or theatrical

Studios, radio, television or motion picture

(b) The following #uses# shall be designated as visual or performing arts #uses#:

Art galleries

Historical exhibits

Museums

Performance spaces

Theaters

- (c) All #uses# designated in this Section shall be permitted to locate anywhere within a #development# or #enlargement# pursuant to the requirements of Section 97-21.
- (d) Within C4-4D, C4-7 and C6-3 Districts, one or more of the visual or performing arts #uses# designated in this Section shall be provided in new #developments# and #enlargements# in order to apply for bonus #floor area# pursuant to the provisions of Section 97-422 (Floor Area Bonus for Arts Uses).

### 97-12

### **Entertainment and Arts Related Use Requirement**

Within the Core Subdistrict, as shown on the map in Appendix A of this Chapter, for new #developments# or #enlargements# that contain at least 60,000 square feet of #floor area# and are located on #zoning lots# with frontage on 125<sup>th</sup> Street, a minimum of five percent of the #floor area# of the #development# or #enlargement# shall be occupied by one or more of the #uses# designated in Section

Special 125<sup>th</sup> Street District

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### 97-20

### LOCATION AND ACCESS REGULATIONS

Within the #Special 125<sup>th</sup> Street District#, for any #zoning lot# that fronts upon 125<sup>th</sup> Street, the #use# regulations of the underlying districts shall be modified by the locational and access requirements of Sections 97-20, inclusive. On #through lots# or #corner lots# with frontage along 125<sup>th</sup> Street, such requirements shall apply within the first 100 feet of the 125<sup>th</sup> Street #street line#.

### 97-21

### **Location and Access of Arts and Entertainment Uses**

The designated #uses# listed in Section 97-11 may be located anywhere throughout a #building# that fronts on 125<sup>th</sup> Street, provided the following conditions are met:

- (a) any such designated #uses# within the Core Subdistrict required pursuant to Section 97-12 are accessed from 125<sup>th</sup> Street; and
- (b) any #residential use# is located on a floor wholly above any non-#residential use#; or
- (c) any non-#residential use# shall be permitted on the same #story# as a #residential use#, provided that:
  - (1) no access exists between any non-#residential use# and #residential use# at any level; and
  - (2) non-#residential uses# are not located directly over any #residential uses#.

Such non-#residential use#, however, may be located over a #residential use# by authorization of the City Planning Commission upon a finding that sufficient separation of #residential uses# from non-#residential uses# exists within the #building#.

### 97-22

### **Uses Not Permitted on the Ground Floor of Buildings**

Within the #Special 125<sup>th</sup> Street District#, the #uses# listed in this Section are not permitted at the ground floor level of #developments# and #enlargements# that front upon 125<sup>th</sup> Street, within 100 feet from 125<sup>th</sup> Street, or within five feet of the as-built level of the adjoining sidewalk. Entranceways and lobby space for access to such #uses# shall be permitted at the ground floor level provided that they comply with the provisions of Section 97-221 (Access to non-ground floor uses).

From Use Group 2:

All #uses#.

From Use Groups 3A and 3B:

All #uses#, except for libraries, museums or non-commercial art galleries.

Special 125<sup>th</sup> Street District

From Use Groups 4A and 4B:

All #uses#, except for houses of worship or playgrounds.

From Use Group 5A:

All #uses#.

From Use Groups 6A, 6B, 6C and 6E:

Banks (except for automated teller machines, provided the length of #street# frontage allocated for automated teller machines shall be no more than 25 feet or 40 percent of the frontage of the #zoning lot#, whichever is less, measured to a depth of 30 feet from 125<sup>th</sup> Street, except that such frontage need not be less than 20 feet), electrolysis studios, frozen food lockers, laundry establishments, loan offices, offices or veterinary medicine offices.

From Use Group 6D:

All #uses#.

From Use Group 7:

All #uses#, except for bicycle rental or repair shops.

From Use Groups 8A and 8B:

Automobile driving schools, ice vending machines, lumber stores or pawn shops.

From Use Groups 8C, 8D and 8E:

All #uses#.

From Use Groups 9A, 9B and 9C:

All #uses#, except for gymnasiums, public auction rooms, photographic developing or printing establishments for the consumer, or art, music, dancing or theatrical studios.

From Use Groups 10A, 10B and 10C:

Depositories for storage, and wholesale offices or showrooms.

Use Group 11:

All #uses#.

Use Groups 12A and 12B:

Trade expositions.

Use Groups 12C and 12D:

All #uses#.

Use Group 14A and 14B:

All #uses#, except for bicycle sales, rental or repair shops.

Within the Special District, for #developments# and #enlargements that are no more than one #story#, a #use# permitted by the regulations of the underlying district shall be allowed.

# 97-221

Access to non-ground floor uses

Special 125<sup>th</sup> Street District

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Within the Special District, for #uses# listed in Section 97-22 (Uses Not Permitted On Ground Floor Of Buildings), the length of #street# frontage allocated to an entranceway or lobby space shall be no more than 25 linear feet or 40 percent of the #zoning lot#, whichever is less, except that an entranceway or lobby space need not be less than 20 feet.

For a #development# or #enlargement# with more than one entranceway or lobby for non-ground floor #uses#, each entranceway or lobby for #uses# listed in Section 97-22 shall be no more than 25 linear feet and, in the aggregate, shall not exceed 40 percent of the ground floor frontage of the #zoning lot#.

For #developments# or #enlargements# with at least 200 linear feet fronting on 125<sup>th</sup> Street, the length of #street# frontage allocated to entranceways or lobby space for such #uses# shall be no more than 40 linear feet of the ground floor frontage of the #zoning lot#.

### 97-23

# **Transparency Requirements**

For all #uses#, other than houses of worship and libraries, located on the ground floor of #developments# and #enlargements# that front upon that portion of 125<sup>th</sup> Street located within the #Special 125<sup>th</sup> Street District#, the ground floor #street wall# shall be glazed with materials which may include show windows, glazed transoms or glazed portions of doors. Such glazed area shall occupy at least 70 percent of the area of each such ground floor #street wall#, measured to a height of 12 feet above the level of the adjoining sidewalk or public access area. Not less than 50 percent of such area shall be glazed with transparent materials and up to 20 percent of such area may be glazed with translucent materials.

# 97-24 Security Gates

Within the #Special 125<sup>th</sup> Street District#, all security gates installed after (date of enactment), that are swung, drawn or lowered to secure commercial or community facility premises shall, when closed, permit visibility of at least 75 percent of the area covered by such gate when viewed from the #street#, except that this provision shall not apply to entrances or exits to parking garages.

# 97-30 SPECIAL SIGN REGULATIONS

#Signs# for all #uses# within the #Special 125<sup>th</sup> Street District# shall be subject to the applicable #sign# requirements in Section 32-60, inclusive, subject to the modifications of Sections 97-31 through 97-34, inclusive.

#Marquee signs# for an arts #use# may be combined, subject to the requirements of Section 32-641 (Total surface area of signs).

In the event of a conflict between the provisions of this Section, 97-30, inclusive, and other regulations of the Administrative Code, the provisions of this Chapter shall apply.

# 97-31

### **Definitions**

### Marquee

A "marquee" is a permanent structure or canopy located above the primary entrance to an arts #use# fronting on 125<sup>th</sup> Street, that projects over the sidewalk and is attached to, and entirely supported from, the #street wall# of the #building#. The location and dimensions of the #marquee# shall be determined by the requirements of Sections 97-32.

All marquees shall comply with the construction and maintenance requirements of Title 27, Subchapter 4, Article 9, of the New York City Building Code pertaining to projecting signs, or its successor.

### Marquee sign

A "marquee sign" is a #sign#, other than an #advertising sign#, mounted on a #marquee# that identifies the arts #use# and provides informational displays about such #use#.

### 97-32

### **Accessory Signs for Arts Uses**

Notwithstanding the regulations of paragraph (b) of Section 32-653 (Additional regulations for projecting signs) and the relevant provisions of the Administrative Code, only the following arts #uses# fronting on 125<sup>th</sup> Street within the #Special 125<sup>th</sup> Street District# shall be permitted to erect a #marquee sign# on or above a #marquee#:

Museums Performance spaces Theaters.

Flashing #signs# shall not be permitted as #accessory signs# for arts #uses#.

### 97-33

### Location, Height and Width of Marquees and Marquee Signs

For the purposes of this Chapter, #marquees# shall be permitted only above the primary entrance to an arts #use# listed in Section 97-32 and fronting upon 125<sup>th</sup> Street.

Marquees shall project over the sidewalk no more than 15 feet from the #lot line# and shall be no nearer to the curb than two feet.

### (a) Height of #marquees#

The minimum height of a #marquee# or a #marquee sign# shall be three feet; the maximum height for such structure and #sign# shall be five feet. No part of a #marquee# or a #marquee sign# shall be located at a height higher than three feet below any floor containing a #residential use#.

### (b) Width of #marquees#

The width of a #marquee# or a #marquee sign# shall be no greater than 50 percent of the width of the #building# frontage to which it is attached or 40 feet, whichever is less.

### 97-34

# Vertical Distance above Sidewalk of Marquees and Marquee Signs

The minimum vertical distance from the sidewalk for a #marquee# shall be 12 feet; the maximum vertical distance above the sidewalk for such #sign# shall be 20 feet.

Notwithstanding the provisions of paragraph (b) of Section 32-653 (Additional regulations for projecting signs), additional #signs# may be displayed on a #marquee#, provided such #sign# is no more than two feet above the #marquee#.

No #marquee# or #marquee sign# shall be located at a height higher than three feet below any floor containing a #residential use#.

### 97-40

### SPECIAL BULK REGULATIONS

Within the #Special 125<sup>th</sup> Street District#, except as set forth in this Section, inclusive, all #developments# and #enlargements# shall comply with the requirements of Article II, Chapter 8 (Quality Housing) and the applicable #bulk# regulations of the underlying districts, except as modified in this Section, inclusive.

### 97-41

### Floor Area Regulations

The maximum #floor area ratio#, #open space ratio# and #lot coverage# requirements of the applicable underlying district shall apply within the #Special 125<sup>th</sup> Street District#, unless modified by the following regulations.

### 97-411

# Maximum floor area ratio in C4-4D, C4-7 and C6-3 Districts

In C4-4D, C4-7 or C6-3 Districts within the Special District, the maximum permitted #floor area ratios# for new #developments# or #enlargements# shall be as listed in the following table for #residential#, #commercial# and #community facility uses#, and may only be increased pursuant to Section 97-42 (Floor Area Bonuses).

MAXIMUM PERMITTED FLOOR AREA RATIO (FAR)
FOR RESIDENTIAL, COMMERCIAL AND COMMUNITY FACILITY USES

District	#Residential Floor Area Ratio# (max)	Commercial #Floor Area Ratio# (max)	Community Facility #Floor Area Ratio# (max)
C4-4D	5.4	4.0	6.0
C4-7	9.0	10.0	10.0
C6-3	6.0	6.0	6.0

# 97-42 Floor Area Bonuses

The maximum #floor area ratio# for a #development# or #enlargement# within the #Special 125<sup>th</sup> Street District# may be increased by a floor area bonus, pursuant to Sections 97-421and 23-90 (Inclusionary Housing) or 97-422 (Floor Area Bonus for Visual or Performing Arts Uses), which may be used concurrently.

# 97-421 Inclusionary Housing

Within the #Special 125<sup>th</sup> Street District#, C4-4D, C4-7 and C6-3 Districts shall be #Inclusionary Housing designated areas#, pursuant to Section 12-10 (Definitions), for the purpose of making the Inclusionary Housing Program regulations of Section 23-90, inclusive, and this Section, applicable within the Special District. Within such #Inclusionary Housing designated areas#, the #residential floor area ratio# may be increased by an Inclusionary Housing bonus for the provision of affordable housing, on-site or off-site, pursuant to the provisions of Sections 23-90, inclusive.

# 97-422 Floor area bonus for visual or performing arts uses

In C4-4D, C4-7 or C6-3 Districts within the #Special 125<sup>th</sup> Street District#, the maximum #floor area ratio# for #residential# and #commercial uses# listed in Section 97-411 for a new #development# or #enlargement# with frontage on 125<sup>th</sup> Street, may be increased by four square feet for each square foot of #floor area# committed to the provision of those visual or performing arts #uses# designated in paragraph (b) of Section 97-11 (Special Arts and Entertainment Uses), up to the maximum #floor area ratio# specified in the following table, upon meeting the requirements for certification set forth in Section 97-423.

# MAXIMUM PERMITTED FLOOR AREA RATIO (FAR) WITH FLOOR AREA BONUS FOR ARTS USES FOR RESIDENTIAL AND COMMERCIAL USES

District	#Residential Floor Area Ratio# (max)		Commercial #Floor Area Ratio# (max)	
	Base FAR	Maximum FAR	Base FAR	Maximum FAR
C4-4D	5.4	7.2	4.0	5.4
C4-7	9.0	12.0	10.0	12.0
C6-3	6.0	8.0	6.0	8.0

# 97-423 Certification for floor area bonus for visual or performing arts uses

The #floor area# bonus provisions of Section 97-422 shall apply only upon certification by the Chairperson of the City Planning Commission to the Commissioner of Buildings that the following conditions have been met:

- (a) Drawings have been provided that clearly designate all #floor area# for any new visual or performing arts #uses# for which a bonus is to be received pursuant to Section 97-422. Such drawings shall be of sufficient detail to show that such visual or performing arts space shall be designed, arranged and used for the exhibition of visual arts or the presentation of live drama, music, dance, interactive or multidisciplinary performances and the rehearsals associated with such performances. Such drawings shall indicate that a maximum of 40 percent of such bonus #floor area# shall be occupied by #uses accessory# to such visual or performing arts #uses#, provided no single #accessory use# occupies more than 25 percent of the total bonused #floor area#. #Accessory uses# shall include but are not limited to educational and classroom space, rehearsal space, administrative offices, lobbies, circulation space, ticket offices, restrooms, dressing rooms, other backstage areas and theater equipment space;
- (b) Drawings have been provided that show all bonused #floor area# occupied by visual or performing arts #uses# is to be located at or above ground level and accessed from 125<sup>th</sup> Street. Drawings shall also show that signage is to be provided at the 125<sup>th</sup> Street entrance that identifies the visual or performing arts facility and its primary #use#;
- (c) A signed lease has been provided from the prospective operator of the visual or performing arts space, or a written commitment from the owner of such space, if such owner is also the operator, for occupancy of such space, and its operation as a visual or performing arts space for a period of not less than five years, pursuant to an operating plan and program therefor;
- (d) A letter from the Department of Cultural Affairs has been submitted certifying that:

- (1) the proposed operator of the visual or performing arts space is a bona-fide non-profit organization;
- (2) the proposed operator of the visual or performing arts space has the fiscal and managerial capacity to successfully operate such space;
- (3) the proposed operator of the visual or performing arts space will have a program of regularly scheduled presentations that are open to the public;
- (4) preliminary design plans have been provided from the applicant to the Department of Cultural Affairs for the new visual or performing arts space, which shall include sufficient detail regarding core, shell, structural, mechanical, electrical, plumbing and HVAC systems necessary to ensure that such visual or performing arts space will operate efficiently for its intended use; and
- (5) a written commitment from the applicant has been provided ensuring that there are financial resources available for the timely completion of the identified scope of work;
- (e) A legal commitment has been provided for inspection and ongoing maintenance of the visual or performing arts space to ensure its continued availability for #use# as a visual or performing arts space by the operator, as identified in paragraphs (a) through (d) of this Section. Such inspection shall be conducted every five years by a licensed engineer or architect, and a report issued to the Commissioner of the Department of Cultural Affairs and the Chairperson of the City Planning Commission. Such report shall identify the operator utilizing the space, describe the condition of the space and identify any maintenance or repair work necessary to ensure the physical and operational soundness of such space and establish a plan and program for such work, including providing that adequate resources be made available to ensure timely completion of such maintenance or repair work; and
- (f) A legal commitment has been provided for continuance of the #use# of all #floor area# for which a bonus has been received, pursuant to this Section, as a visual or performing arts space and providing that in the event of a change of operator, as defined by the Commissioner of the Department of the Cultural Affairs, the owner or operator shall obtain a new letter certifying that the provisions of paragraph (d) of this Section have been met as to the proposed operator. An #adult establishment# #use# shall be prohibited for the life of the related #development#

Such legal commitments shall be in the form of a declaration of restrictions, filed and duly recorded in the Borough Office of the Register of the City of New York, binding upon the owner and any lessee of the visual or performing arts space and their successors and assigns, a certified copy of which shall be submitted to the Chairperson of the City Planning Commission. The filing of such declaration and the posting of any bond or other security required by the Chairperson of the City Planning Commission under the terms of such declaration, and receipt of a certified copy of such declaration shall be preconditions to issuance of any building permit, including any foundation or alteration permit, for any #development# or #enlargement#.

The owner shall not apply for or accept a temporary certificate of occupancy for that portion of the #development# or #enlargement# identified under the terms of the declaration of restrictions as utilizing the increased #floor area# permitted pursuant to this Section, and the Department of Buildings shall not issue a temporary certificate of occupancy for such portion, until the Commissioner of the Department of Cultural Affairs has certified that the visual or performing arts space is substantially complete, which

shall, for this purpose, mean that such visual or performing arts space is usable by the public. The owner shall not apply for or accept a permanent certificate of occupancy for such portion of the #development# or #enlargement#, nor shall the Department of Buildings issue a permanent certificate of occupancy for such portion, until the visual or performing arts space has been finally completed in accordance with the approved plans and such final completion has been certified by the Commissioner of the Department of Cultural Affairs. The declaration of restrictions shall be noted on any Temporary or Final Certificate of Occupancy for the #building#.

#### 97-43

#### **Special Lot Coverage Regulations**

The maximum #lot coverage# for #residential use# in C6-3 Districts within the #Special 125<sup>th</sup> Street District# shall be 70 percent for #interior# or #through lots# and 80 percent for #corner lots#.

Within the Special District, there shall be no maximum #lot coverage# applied to any #zoning lot# comprising a #corner lot# of 5,000 square feet or less.

#### 97-44

#### **Special Height and Setback Regulations**

Within the #Special 125<sup>th</sup> Street District#, the underlying height and setback regulations shall be modified in accordance with the provisions of this Section, inclusive.

The provisions of paragraph (b) of Section 23-663 (Required rear setbacks for tall buildings in other districts) shall not be applicable within the Special District.

#### 97-441

#### **Permitted obstructions**

The provisions of Section 33-42 (Permitted Obstructions) shall apply to all #buildings# within the Special District, except that the provisions of paragraph (c) shall not apply. In lieu thereof, the following regulations shall apply:

Elevator or stair bulkheads, roof water tanks, cooling towers or other mechanical equipment (including enclosures) may penetrate a maximum height limit or #sky exposure plane# provided that either:

- (a) the product, in square feet, of the #aggregate width of street walls# of such obstructions facing each #street# frontage, times their average height, in feet, shall not exceed a figure equal to eight times the width, in feet, of the #street wall# of the #building# facing such frontage; or
- (b) for #buildings# at least 120 feet in height, the #lot coverage# of all such obstructions does not exceed 20 percent of the #lot coverage# of the #building#, and the height of all such obstructions does not exceed 40 feet.

In addition, dormers may penetrate a maximum base height in accordance with the provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts).

#### 97-442

#### Height and setback regulations for C4-7 and C6-3 districts

The following modifications of the underlying district regulations shall apply for C4-7 and C6-3 Districts within the Special District:

(a) The minimum and maximum base height of the #street wall# and the maximum height of a #development# or #enlargement# shall be modified, as set forth in the following table:

MINIMUM BASE HEIGHT, MAXIMUM BASE HEIGHT AND MAXIMUM BUILDING HEIGHT							
	Street Wall Height (in feet)						
District	Minimum Base Height	Maximum Building Height (in feet)					
C4-7	60 85		290				
C6-3	60	85	160				

All portions of buildings that exceed a height of 85 feet in C4-7 and C6-3 Districts shall be set back at least 15 feet from the #street line#, except that such setback depth may include the depth of any permitted recess in the #street wall#, according to the provisions of 97-433 (Street wall location).

- (b) In C4-7 Districts, within 50 feet of the 126<sup>th</sup> Street frontage on the #block# between Adam Clayton Powell Boulevard and Lenox Avenue/Malcolm X Boulevard, the height of any portion of a #development# or #enlargement# shall be limited to 80 feet.
- (c) In C6-3 Districts, the maximum length of any #story# located above a height of 85 feet shall not exceed 150 feet. Such length shall be measured by inscribing within a rectangle the outermost walls at the level of each #story# entirely above a height of 85 feet. No side of such rectangle shall exceed a width of 150 feet.

#### 97-443 Street wall location

In all #Commercial Districts# within the #Special 125th Street District#, the #street wall# of any #development# or #enlargement# shall be located on the #street line# of 125th Street and extend along the entire #street# frontage of the #zoning lot# up to at least the applicable minimum base height of the underlying district, or the height of the #building#, whichever is less.

The #street wall# location provisions shall be modified, as follows:

- (a) On Park Avenue, within 10 feet of its intersection with any #street#, the #street wall# may be located anywhere within 10 feet of the Park Avenue #street line#. However, to allow articulation of the #street walls# pursuant to the provisions of paragraph (b) of this Section, the #street walls# may be located anywhere within an area bounded by a #street line#, the #street wall# on Park Avenue and a line connecting these two lines 15 feet from their intersection;
- (b) To allow articulation of #street walls# at the intersection of any two #streets# within the Special District#, the #street wall# may be located anywhere within an area bounded by the two #street lines# and a line connecting such #street lines# at points 15 feet from their intersection;
- (c) Recesses, not to exceed three feet in depth from the #street line#, shall be permitted on the ground floor where required to provide access to the #building#. Above a height of 12 feet and up to the applicable maximum base height, recesses are permitted for #outer courts# or balconies, provided that the aggregate length of such recesses does not exceed 30 percent of the length of the #street wall# at any level, and the depth of such recesses does not exceed five feet. No recesses shall be permitted within 20 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except in compliance with corner articulation rules.
- (d) All #developments# or #enlargements# shall comply with the #street wall# location and minimum #street wall# height provisions of this Section, except that such requirements shall not apply to any existing #buildings# that are to remain on the #zoning lot#.
- (e) For any #development# or #enlargement# within the #Special 125<sup>th</sup> Street District# that is partially within the #Special Transit Land Use District# and located directly over the planned Second Avenue subway line tunnel, the residential portion of such #development# or #enlargement# may be subject to the R8A #streetwall# requirements and the commercial portion of such #development# or #enlargement# may be subject to the C4-4D #street wall# requirements in lieu of the requirements of this Section.
- (f) The requirements of this Section shall apply within the #Special Transit Land Use District# except that, for the area of the #Special Transit Land Use District# that is also within the #Special 125<sup>th</sup> Street District#, a #street wall# of a #development# or #enlargement# located on the #street line# of a #zoning lot# need not exceed 15 feet if that portion of the #development# or #enlargement# is located directly over the planned Second Avenue subway line tunnel.

#### 97-44 Special Provisions for Zoning Lots Divided by District Boundaries

The regulations of Article VII, Chapter 7 (Special Provisions for Zoning Lots Divided by District Boundaries) shall apply within the #Special 125<sup>th</sup> Street District#, except that for a #through lot# that is completely within the Core Subdistrict, #floor area# may be located anywhere on the #zoning lot# without regard to the requirements of Section 77-22 (Floor Area Ratio).

97-50

#### SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS

The underlying provisions of Article II, Chapter 5, Article III, Chapter 6 and Article IV, Chapter 4 (Accessory Off-Street Parking and Off-Street Loading Regulations) shall apply within the #Special 125<sup>th</sup> Street District#, subject to modification by the regulations of this Section, inclusive.

Enclosed parking spaces, or parking spaces covered by a #building#, including such spaces #accessory# to #residences# shall be permitted to occupy the ground floor provided they are located beyond 30 feet of the #street wall# of the #building#.

The applicable district regulations for the location of #accessory# off-street parking spaces along 125<sup>th</sup> Street within the Special District may be modified, so that such facilities may be provided off-site, within a #Commercial District#, but at a distance no greater than 1,200 feet from the zoning lot#.

#### 97-51

#### **Required Accessory Off-Street Residential Parking**

#Accessory# off-street parking spaces, open or enclosed, shall be provided for all #developments# or #enlargements# within the #Special 125<sup>th</sup> Street District# that contain #residences#, according to the provisions of the underlying district, as modified by the provisions of Section 97-50 (SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS), inclusive.

#### 97-52

#### **Required Accessory Off-Street Commercial Parking**

In Commercial Districts within the #Special 125<sup>th</sup> Street District#, #accessory# off-street parking spaces shall be provided if required by Section 36-21, as modified by the provisions of Section 97-50 (SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS), inclusive, except that no #accessory# parking spaces shall be required for #commercial uses# in C4-4D Districts.

#### 97-53

#### **Location of Access to the Street**

Curb cuts for entrances and exits to #accessory# off-street parking facilities or for loading berths shall not be located on 125<sup>th</sup> Street or any other #wide street# that intersects with 125<sup>th</sup> Street, other than under the specific conditions of Sections 97-55 (Certification for access to required uses) and 97-56 (Authorization for access to permitted uses)

Such certification or authorization shall not be required if parking and loading requirements can be met through the provisions of 97-54 (Parking access through residential zoning lots).

#### 97-54

#### Parking Access through Residential Zoning Lots

When a #residential zoning lot# fronts upon either 124<sup>th</sup> or 126<sup>th</sup> Street within the #Special 125<sup>th</sup> Street District# and the #rear lot line# abuts a #zoning lot# that fronts only on 125<sup>th</sup> Street, and such #zoning

lot# has been vacant since (date of enactment), access for parking and loading purposes may be made through such #zoning lot#.

#### 97-55

#### **Certification for Access to Required Uses**

If access to a required #accessory# residential parking facility or loading berth is not possible because of the requirements of Section 97-53 a curb cut may be allowed if the City Planning Commission certifies to the Commissioner of Buildings that such location is:

- (a) the only possible location for the facility or loading berth;
- (b) not hazardous to traffic safety;
- (c) located not less than 50 feet from the intersection of any two #street lines#; and
- (d) constructed and maintained so as to have a minimal effect on the streetscape.

Such curb cut, if granted, shall be no greater than 20 feet in width.

The Commissioner may refer such matter to the Department of Transportation, or its successor, for a report and may base the determination on such report.

#### 97-56

#### **Authorization for Access to Permitted Parking Facilities or Loading Berths**

The City Planning Commission may authorize curb cuts for the following parking facility or loading berths:

- (a) If access to a permitted #accessory residential# or public parking facility is not possible due to the requirements of Section 97-53, the City Planning Commission may authorize curb cuts for such #uses#, provided such curb cuts:
  - (1) will not create or contribute to serious traffic congestion or unduly inhibit vehicular and pedestrian movement; and
  - (2) will not interfere with the efficient functioning of public transit facilities.
- (b) If access to a permitted loading berth is not possible due to the requirements of Section 97-53, the City Planning Commission may authorize curb cuts for such #use#, provided:
  - (1) such loading berths are adjacent to a fully enclosed maneuvering area on the #zoning lot#:
  - (2) such maneuvering area is at least equal in size to the area of the loading berth; and

(3) there is adequate space to permit head-in and head-out truck movements to and from the #zoning lot#.

Such curb cut, if granted, shall be no greater than 20 feet in width.

The Commissioner may refer such matter to the Department of Transportation, or its successor, for a report and may base the determination on such report.

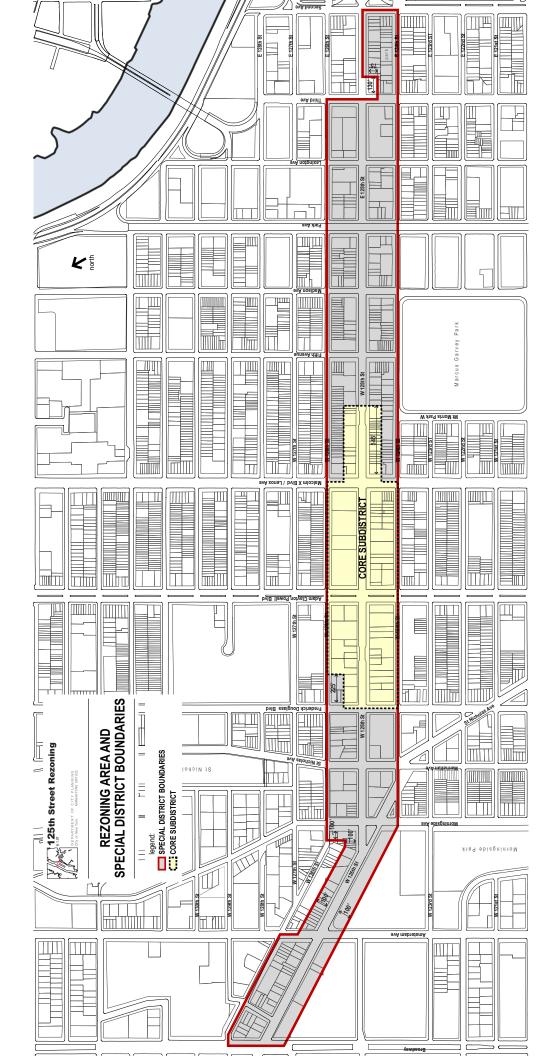
Applications for authorizations shall be referred to the affected Community Board for a period of at least 30 days for comment. The City Planning Commission shall grant in whole or in part or deny the application within 60 days of the completion of the Community Board review period.

#### 97-57 Public Parking Facilities

Notwithstanding the special permit regulations of Section 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas), #public parking garages# with 150 spaces or less shall be permitted as-of-right in C4-7 and C6 Districts, subject to the requirements of Section 36-50, inclusive, pertaining to surfacing and screening, and Section 97-53 (Location of Access to the Street). #Public parking garages# with more than 150 spaces shall be subject to the requirements of Sections 74-512 and 74-52.

#Public parking lots# are not permitted on zoning lots with 125<sup>th</sup> Street frontage within the Special District.

\* \* \*



### **APPENDIX B:**

# NYC LANDMARKS PRESERVATION COMMISSION CORRESPONDENCE

### **ENVIRONMENTAL REVIEW**

	DCP	/07DCP030M	01/23/07					
	PROJE	CT NUMBER	DATE RECEIVED					
PROJECT	<u>125 S</u>	T RIVER TO RIVER REZ						
	[X]	No archaeological significance						
	[]	Designated New York City Landmark	or Within Designated Historic District					
	[]	Listed on National Register of Historic	c Places					
	[]	Appears to be eligible for National Register Listing and/or New York City Landmar Designation						
	[]	May be archaeologically significant;	requesting additional materials					
COMMENTS	Positiv There	PC is in receipt of the draft scope e Declaration dated 12/13/07.  are no archaeological concerns ces will be issued on receipt of the scope of the	The text of the SEIS is acceptable.  Comments on architectural					
	SIGNATI	ua Jan Mur	2/05/07 DATE					

Cr: Glon Puce END

### **ENVIRONMENTAL REVIEW**

	DCF	P/07DCP030M	01/23/07
	PRO	JECT NUMBER	DATE RECEIVED
PROJECT	<u>125</u>	ST RIVER TO RIVER REZ	
		No architectural significance	
	[X]	No archaeological significance	
	[]	Designated New York City Landmark or Within Desi	gnated Historic District
	[]	Listed on National Register of Historic Places	
	[]	Appears to be eligible for National Register Listing a Designation	nd/or New York City Landmar
	[]	May be archaeologically significant; requesting add	itional materials
COMMENTS	Are	ehaeology only.	
		Annale Gatyh	01/31/07

**SIGNATURE** 

15/2

DATE

### **ENVIRONMENTAL REVIEW**

DCP	/07DCP030M	02/15/07
PROJE	ECT NUMBER	DATE RECEIVED
125 9	ST RIVER TO RIVER REZ	
[]	No architectural significance	
[X]	No archaeological significance	
[X]	Designated New York City Landmark or W	ithin Designated Historic District
[X]	Listed on National Register of Historic Plac	es
[X]	Appears to be eligible for National Register Designation	Listing and/or New York City Landmark
	May be archaeologically significant: reque	Sting additional materials

#### **COMMENTS**

**PROJECT** 

The LPC is in receipt of the list of identified architectural properties dated 2/9/07. The list is acceptable with the following changes. The Yeungling Brewery Complex has been heard by the LPC and occupies block 1967, lots 40,45,50,60,85,89. The Mt. Morris Bank, 81 E. 125 St., one of the projected development sites, is LPC and S/NR listed. Any proposed work on this building requires LPC approval and permitting.

Quia dutucci 02/28/07
SIGNATURE DATE

#### **ENVIRONMENTAL REVIEW**

**PROJECT** 

COMMENTS

DCP	/07DCP030M	09/07/07
PRO	JECT NUMBER	DATE RECEIVED
<u>125 S</u>	ST RIVER TO RIVER REZ	
ΙI	No architectural significance	
[X]	No archaeological significance	
[X]	Designated New York City Landma	ark or Within Designated Historic Distric
[X]	Listed on National Register of Hist	oric Places
[X]	Appears to be eligible for National Designation	Register Listing and/or New York City L
[]	May be archaeologically significant	t; requesting additional materials
	PC is in receipt of the final scope of 7. The text is acceptable for histori	

09/07/07

DATE

#### THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION

1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

#### **ENVIRONMENTAL REVIEW**

DEPARTMENT OF CITY PLANNING/07DCP030M

2/24/2008

Project number

Date received

**Project: 125 ST CORRIDOR REZONING AND RELATED ACTIONS** 

**Comments:** The LPC is in receipt of chapter 3.5 ,"Shadows" and chapter 3.21, "Alternatives" of the FEIS, both dated 2/8/08. The text of both chapters is acceptable.

2/26/2008

SIGNATURE DATE

Gina SanTucci

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#### THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION

1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

#### **ENVIRONMENTAL REVIEW**

DEPARTMENT OF CITY PLANNING/07DCP030M

2/24/2008

Project number

Date received

Project: 125 ST CORRIDOR REZONING AND RELATED ACTIONS

#### Comments:

Regarding the FEIS chapter, "Responses to Public Comments on the DEIS", the LPC response is as follows. Page 27, comment H5: The Victoria Theater appears LPC and S/NR eligible. Page 28, comment H12: "Several structures of significant industrial heritage..." The LPC has no interest in these structures as per the LPC Harlem Survey.

Regarding the Municipal Arts Society comments dated 2/11/08 on the DEIS, LPC comments are as follows. The McDermott-Burger Dairy appears S/NR eligible only. The residential building at 28-30 E. 125 St. appears S/NR eligible only. NYPL George Bruce Branch and the former Sheffield Farm Dairy appear LPC eligible. Former Engine Company No. 37 appears LPC and S/NR eligible. The Former Sheffield Farms Stable appears S/NR eligible only.

2/26/2008

SIGNATURE DATE

in JanTucci

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# APPENDIX C: NATURAL RESOURCE APPENDIX



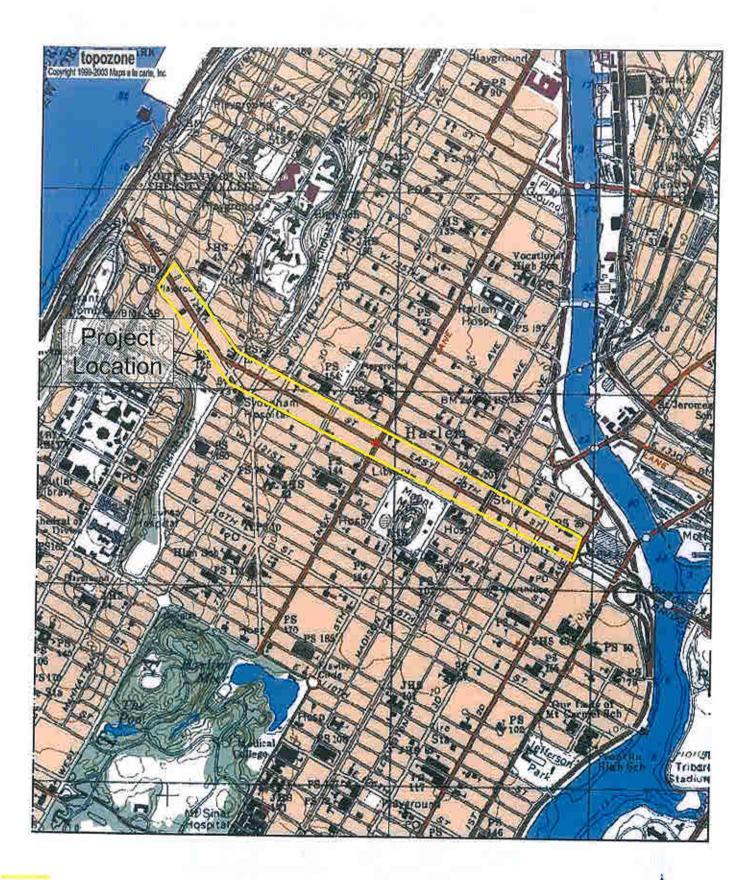
820 Boar Tavern Road, Suite 200 Trenton, New Jersey 08628-1021 (609) 530-0300 (ax:(609) 530-0305

angela M. Kisela



820 Bear Tavern Road, Suite 200 Trenton, New Jersey 08628-1021 (609) 530-0300 Tax:(609) 530-0305

Angela M. Kisoler



### New York State Department of Environmental Conservation

Division of Fish, Wildlife & Marine Resources

New York Natural Heritage Program

625 Broadway, 5th floor, Albany, New York 12233-4757

**Phone:** (518) 402-8935 • **FAX:** (518) 402-8925



December 12, 2006 -

Angela M. Kisela S T V Incorporated 820 Bear Tavern Rd, Suite 200 Trenton, NJ 08628-1621

Dear Ms. Kisela:

In response to your recent request, we have reviewed the New York Natural Heritage Program databases with respect to an Environmental Assessment for the proposed 125th Street Rezoning Environmental Impact Statement, area as indicated on the map you provided, located in Manhattan, New York County.

We have no records of <u>known</u> occurrences of rare or state-listed animals or plants, significant natural communities, or other significant habitats, on or in the immediate vicinity of your site.

The absence of data does not necessarily mean that rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain any information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. For these reasons, we cannot provide a definitive statement on the presence or absence of rare or state-listed species, or of significant natural communities. This information should not be substituted for on-site surveys that may be required for environmental assessment.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities and other significant habitats maintained in the Natural Heritage Data bases. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, at the enclosed address.

Sincerely,

Tara Seoane, Information Services

New York Natural Heritage Program

Enc.



#### FAX TRANSMITTAL RE: LISTED SPECIES REQUEST

U.S. FISH AND WILDLIFE SERVICE
Long Island Field Office
3 Old Barto Road
Brookhaven, NY 11719
Phone: (631) 776.1401 Fax: (631) 776.1405



January 19, 2007

To: Ms. Angela Kisela STV Incorporated 820 Bear Tavern Road Trenton, NJ 08628

This responds to your November 8, 2006, request for information of Federally listed species in the vicinity of 125<sup>th</sup> Street, Manhattan, NY.

Except for occasional transient individuals, no Federally-listed or proposed endangered or threatened species under the jurisdiction of the U.S. Fish and Wildlife Service (Service) are known to exist within the project impact area. In addition, no habitat in the project impact area is currently designated or proposed "critical habitat" in accordance with provisions of the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531: et seq.). Therefore, no further ESA coordination or consultation with the Service is required. Should project plans change, or if additional information on listed or proposed species or critical habitat becomes available, this determination may be reconsidered. The most recent compilation of Federally-listed and proposed endangered and threatened species in New York\* is available for your information. If the proposed project is not completed within one year from the date of this FAX, we recommend that you contact us to ensure that the listed species presence/absence information for the proposed project is current. Should our determination change and any part of the proposed project be authorized, funded, or carried out, in whole or in part, by a Federal agency, further consultation between the Service and that Federal agency pursuant to the ESA may be necessary.

The above comments pertaining to endangered species under our jurisdiction are provided pursuant to the ESA. This response does not preclude additional Service comments under other legislation.

For additional information on fish and wildlife resources or State-listed species, we suggest you contact the appropriate State regional office(s),\* and:

New York State Department of Environmental Conservation New York Natural Heritage Program Information Services 625 Broadway Albany, NY 12233-4757 (518) 402-8935

If you require additional information please contact me at (631) 581 - 2941.

Sincerely,

Fish and Wildlife Biologist

# APPENDIX D: HAZARDOUS MATERIALS APPENDIX

Address				Preliminary	Hazardous Materials	
Address	BIOCK	Lot	2007 Land Use	Screening	Conditions	Comments
1		Projected Days	Ionmont Sitos			
			lopinent Sites			Recommend (E)
317-321 WEST 125 STREET	1052	10 21 22	retail/commercial	W S M	nas station	Designation
317-321 WEST 123 STREET	1732	17, 21, 22	rctaii/commerciai	V, J, W	gas station	Recommend (E)
2329 FRED DOUGLASS BLVD	1952	29	retail/commercial	V. S. M	w/in 400 ' gas station	Designation
ECEP I WED DO CENCO DE ID	1.702		rotally commissional	., .,	Will for gar station	Recommend (E)
362 WEST 125 STREET	1951	7	comm fac/inst.	V, S, M	w/in 400' fmr. Gas station	Designation
						Recommend (E)
350 WEST 125 STREET	1951	51	office/commercial	V, S, M	w/in 400 ' open NY Spills Site	Designation
					·	Recommend (E)
324 WEST 125 STREET	1951	43	vac. Res/comm.	V, S, M	w/in 400 ' open NY Spills Site	
						Recommend (E)
2100 ADAM C POWELL BLVD	1931	27	comm./office	V,S,M	w/in 400' fmr. Auto repair fac.	Designation
						Recommend (E)
246, 250-252, 256 WEST 125 STREET	1930	49, 50, 51, 53	retail	V, S, M	w/in 400' fmr. Gas station	Designation
						Recommend (E)
208, 222, 226 WEST 125 STREET	1930	37, 40, 41	retail	V,S,M		Designation
						Recommend (E)
2105 ADAM C POWELL BLVD	1910	1	retail/parking	V, S, M		Designation
405 WEST 405 STREET	1010	7504			•	Recommend (E)
125 WEST 125 STREET	1910	/501	retail/parking	V, S, PCB, M	facility; parking	Designation (F)
150 WEST 125 STREET	1000	50		V C M	/!:= 400! from ata !aluaud	Recommend (E)
158 WEST 125 STREET	1909	59	ret./oii/commerciai	V, S, IVI	W/In 400 Imr.auto junkyard	Designation
2000 ADAM C DOWELL BLVD	1000	42	rot loffloommersial	VSM	w/in 400' fmr outo junkword	Recommend (E)
2009 ADAIN C POWELL BLVD	1909	03	ret./on/commercial	V, S, IVI	w/iii 400 iiiii.auto julikyafd	Designation Recommend (E)
124 WEST 125 STDEET	1000	11 16	rotail	VSM	w/in 400' fmr auto junkvard	Designation
124 WEST 120 STREET	1709	<del>44,</del> 40	ICIAII	V, J, IVI		Recommend (E)
107-111 WEST 124 STREET	1000	26-29	vacant	V S PCR M		Designation
107-111 WEST 124 STREET	1707	20-21	vacant	V, J, I CD, IVI		Recommend (E)
281-291 LENOX AVENUE	1909	30-33 129	vacant	V S PCR M	1 3	Designation
	324 WEST 125 STREET 2100 ADAM C POWELL BLVD	317-321 WEST 125 STREET 1952 2329 FRED DOUGLASS BLVD 1952 362 WEST 125 STREET 1951 350 WEST 125 STREET 1951 324 WEST 125 STREET 1951 2100 ADAM C POWELL BLVD 1931 246, 250-252, 256 WEST 125 STREET 1930 208, 222, 226 WEST 125 STREET 1930 2105 ADAM C POWELL BLVD 1910 125 WEST 125 STREET 1910 158 WEST 125 STREET 1909 2089 ADAM C POWELL BLVD 1909 124 WEST 125 STREET 1909 107-111 WEST 124 STREET 1909	### Projected Deve  317-321 WEST 125 STREET	Projected Development Sites   317-321 WEST 125 STREET   1952   19, 21, 22   retail/commercial   2329 FRED DOUGLASS BLVD   1952   29   retail/commercial   362 WEST 125 STREET   1951   7   comm fac/inst.   350 WEST 125 STREET   1951   51   office/commercial   324 WEST 125 STREET   1951   43   vac. Res/comm.   2100 ADAM C POWELL BLVD   1931   27   comm./office   246, 250-252, 256 WEST 125 STREET   1930   49, 50, 51, 53   retail   208, 222, 226 WEST 125 STREET   1930   37, 40, 41   retail   2105 ADAM C POWELL BLVD   1910   1   retail/parking   125 WEST 125 STREET   1910   7501   retail/parking   125 WEST 125 STREET   1909   59   ret./off/commercial   2089 ADAM C POWELL BLVD   1909   63   ret./off/commercial   124 WEST 125 STREET   1909   44, 46   retail   107-111 WEST 124 STREET   1909   26-29   vacant   1909   2	No.	Rock   Block   Lot   2007 Land Use   Screening   Conditions

	I ROOLOILD AND I OILMINE	011 E0 11E	40111110 (L) DLO	10.1711101101	· 117 (E) (11 (B C C	70 III/ ( I E I ( I / ( E C	
13						Former Auto Repair Facility;	Recommend (E)
13	108-110 WEST 125 STREET	1909	38, 39	vacant	V, S, PCB, M	w/in 400' fmr. Auto junkyard	Designation
14							Recommend (E)
14	29-35 WEST 125 STREET	1723	17, 21, 22, 122	ret/off/comm/mfg.	S, PCB, V, M	w/in 400' utility substation	Designation
14						w/in 400' utility substation	Recommend (E)
14	38 WEST 126 STREET	1723	53	ret/off/comm/mfg.	S, PCB, V, M	w/in 400' fmr. known oil spills	Designation
15							Recommend (E)
15	5, 16-18 WEST 126 STREET	1723	31, 45, 144	vacant	S, PCB, V, M	w/in 400' utility substation	Designation
16							Recommend (E)
	64, 68-72 WEST 125 STREET	1722	63, 65, 67, <u>68, 168</u>	ret/off/comm	S, PCB, V, M	w/in 400' utility substation	Designation
17							Recommend (E)
.,	54, 60-62 WEST 125 STREET	1722	58, <u>59, 60,</u> 61-62	ret/storage/vacant	S, PCB, V, M	w/in 400' utility substation	Designation
18						w/in 400 'fmr. gas station &	Recommend (E)
	69-71, 75 EAST 125 STREET	1750	28, 29, 30	ret/off/stor/vacant	S, PCB, V, M	known fuel oil spill	Designation
						w/in 400 'fmr. gas station &	Recommend (E)
18	58 EAST 126 STREET	1750	44	ret/off/stor/vacant	S, PCB, V, M	known fuel oil spill	Designation
						Active LTANKS facility; fmr.	
19						Gas station; w/in 400' known	Recommend (E)
	1824 PARK AVENUE	1750	<u>34,</u> 40	parking/vacant	S, PCB, V, M	fuel oil spill	Designation
20						w/in 400 'fmr. gas station &	Recommend (E)
	58-60 EAST 125 STREET	1749	48, 49	vacant	S, PCB, V, M	known fuel oil spill	Designation
21						w/in 400 ' fmr. gas station;	Recommend (E)
	71 EAST 124 STREET	1749	31	vac/institutional	S, PCB, V, M	known on-site fuel oil spill	Designation
21						w/in 400 ' fmr. gas station;	Recommend (E)
	1800,1804, 1808 PARK AVENUE	1749	33, 35, 40	vac/institutional	S, PCB, V, M	known on-site fuel oil spill	Designation
21	// FACT 405 CTDEET	4740	40	<i>I</i> I. 19. 11. 1	0 000 1/ 11	w/in 400 ' fmr. gas station;	Recommend (E)
	66 EAST 125 STREET	1749	43	vac/institutional	S, PCB, V, M	known on-site fuel oil spill	Designation (5)
21	FF FACT 104 CTDFFT	1740	24	P Pl P	C DOD W M	w/in 400 ' fmr. gas station;	Recommend (E)
	55 EAST 124 STREET	1749	24	vac/institutional	S, PCB, V, M	known on-site fuel oil spill	Designation
22	107 FACT 105 CTDEET	477.	17		V C DOD **	w/in 400' fmr. Auto repair	Recommend (E)
	127 EAST 125 STREET	1774	17	ret/off/comm/pkg	V, S, PCB, M	facility & fmr. Dry cleaner	Designation
22	122 54 67 127 67 757	477.	F /		V C DOD **	w/in 400' fmr. Auto repair	Recommend (E)
	132 EAST 126 STREET	1774	56	ret/off/comm/pkg	V, S, PCB, M	facility & fmr. Dry cleaner	Designation

_	I NOULOILD AND I OTENTIAL OF		CONTINUE (E) DEGI	CITATION OF	IIAZANDOO	OMATERIALO	
22						auto repair fac., and known	Recommend (E)
<u>23</u>	<u>1801, 1815 PARK AVENUE</u>	<u>1773</u>	<u>1, 69</u>	ret/hotel/off/pkg	<u>V. S. PCB, M</u>	fuel oil spill.	<u>Designation</u>
<u>23</u>						auto repair fac., and known	Recommend (E)
<u>23</u>	<u>110 EAST 125 STREET</u>	<u>1773</u>	<u>67</u>	ret/hotl/pkg/vac.	<u>V, S, PCB, M</u>	fuel oil spill.	<u>Designation</u>
24						w/in 400 'fmr. gas station;	Recommend (E)
	212-214, 218 EAST 125 STREET	1789	42, 43, 45	ret/storage/vacant	V, S, PCB, M	auto repair fac.	Designation
24						w/in 400 ' fmr. gas station;	Recommend (E)
	215 EAST 124 STREET	1789	9	ret/storage/vacant	V, S, PCB, M	auto repair fac.	Designation (E)
25	246 EAST 125 STREET	1789	30	retail/comm. Fac.	V, S, M	w/in 400 'fmr. gas station	Designation
	233, 245 EAST 124 STREET;			1			Recommend (E)
<u>26</u>	2419-2423 2 AVENUE	<u>1789</u>	<u>16, 21, 23, 24, 25</u>	vacant	V. S. M.	w/in 400 ' fmr. gas station	Designation
	·		Potential Developme	ent Sites	·	<u>'</u>	
27			·				Recommend (E)
21	568 WEST 125 STREET	1980	75	retail	V, S, M	w/in 400' - drycleaner	Designation
28					V, S, PCB, M,		Recommend (E)
20	151-153 MORNINGSIDE AVE	1952	61	parking	Р	parking use	Designation
29							Recommend (E)
	379-381 WEST 125 STREET	1952	2, 101	retail	V, S, M	w/in 400 'fmr. gas station	Designation
30	2/4 MECT 125 CTDEET	1050			V C M		Recommend (E)
	361 WEST 125 STREET	1952	9	commercial	V, S, M	w/in 400 ' fmr. gas station	Designation
31	005 040 W507 405 070557	1050	00 05 07 00 44			w/in 400' fmr. Dry cleaner;	Recommend (E)
	305-313 WEST 125 STREET	1952	23, 25, 27, 28, 41	ret/off/stor/pkg.	V, S, M	RCRA identified & NYS RDC	Designation
31	004 000 WEST 404 STREET	4050	07.00.400		N 6 M	w/in 400' fmr. Dry cleaner;	Recommend (E)
	304-308 WEST 126 STREET	1952	37, 38, 138	ret/off/stor/pkg.	V, S, M	RCRA identified & NYS RDC	Designation
32	2330, 2338-2342 FRED DOUGLASS BLVI	1931	61, 63, 64	ret/off/stor/cf/pkg.	V, S, M	w/in 400 ' fmr. gas station	Recommend (E) Designation
	2330, 2330-2342 FRED DOUGLASS BLVI	1731	01, 03, 04	renom/stor/ci/pkg.	V , 3, IVI	Willi 400 IIIII. yas sidiloli	Recommend (E)
32	260 WEST 126 STREET	1931	56	ret/off/stor/cf/pkg.	V, S, M	w/in 400 'fmr. gas station	Designation
	255 W251 120 511(21)	1701		i su siir storroir ping.	V / O / W	min 100 min gas station	Recommend (E)
33	2310 FRED DOUGLASS BLVD	1931	1	retail/comm.	V, S, M	w/in 400 ' fmr. gas station	Designation
2.4							Recommend (E)
34	2330 FRED DOUGLASS BLVD	1930	1	retail/institutional	V, S, M	w/in 400 'fmr. gas station	Designation
			•	•	•	•	

	PROJECTED AND POTENTIAL SI	ILOIKE	QUINITO (L) DEGI	T TONG I ON	I	I	D
35							Recommend (E)
	268 WEST 125 STREET	1930	59	retailstorage	V, S, M	w/in 400 'fmr. gas station	Designation
							Recommend (E)
35	264 WEST 125 STREET	1930	57	retail/storage	V, S, M	w/in 400 'fmr. gas station	Designation
36					V, S, PCB, M,		Recommend (E)
30	112-116 WEST 125 STREET	1909	40, 41, 42	retail/parking/vac.	Р	parking/vacant space	Designation
						w/in 400' fmr. Auto repair fac;	Recommend (E)
36	117 WEST 124 STREET	1909	24, 25	ret/pkg./vacant	V, S, PCB, M	fmr. Auto junkyard.	Designation
					V, S, PCB, M,		Recommend (E)
36	283 WEST 125 STREET	1909	140	ret/pkg./vacant	Р	parking/vacant space	Designation
0.7							Recommend (E)
37	300,308 LENOX AVENUE	1723	1, 4	retail/comm.	S, PCB, V, M	w/in 400' utility substation	Designation
00							Recommend (E)
38	2022, 2032 5 AVENUE	1723	33, 37	ret/comm/stor.	S, PCB, V, M	w/in 400' utility substation	Designation
20							Recommend (E)
39	290 LENOX AVENUE	1722	69	retail/office	S, PCB, V, M	w/in 400' utility substation	Designation
40					V, S, PCB, M,		Recommend (E)
40	44-52 WEST 125 STREET	1722	55, 56, 57, 155, 156	ret/comm/stor/vac.	Р	vacant space	Designation
444							Recommend (E)
<del>41</del> **	32 WEST 125 STREET	<del>1722</del>	<del>51</del>	utility/vacant	<del>PCB</del>	utility substation	<del>Designation</del>
42						w/in 400' fmr. Auto repair	Recommend (E)
42	102 EAST 126 STREET	1774	68	utility	V, S, PCB, M	facility, fmr. Gas station	Designation
42						w/in 400' fmr. Auto repair	Recommend (E)
43	104-108 EAST 126 STREET	1774	65, 66, 67	ret/comm/stor/vac.	V, S, PCB, M	facility, fmr. Gas station	Designation
42						w/in 400' fmr. Auto repair	Recommend (E)
43	107-113 EAST 125 STREET	1774	5, 6, 7, 8	ret/comm/stor/vac.	V, S, PCB, M	facility, fmr. Gas station	Designation
44						w/in 400' fmr. Auto repair	Recommend (E)
44	150-170 EAST 126 STREET	1774	48	parking	V, S, PCB, M	facility, dry cleaner	Designation
45						w/in 400' fmr. Auto repair	Recommend (E)
45	2306 3 AVENUE	1774	33	comm. Fac.	V, S, PCB, M	facility, dry cleaner	Designation
46						fmr. Auto repair facility; w/in	Recommend (E)
46	122-128 EAST 125 STREET	1773	58, 61	retail	V, S, PCB, M	400' fmr. Auto repair facility	Designation
47						fmr. Auto repair facility; w/in	Recommend (E)
47	129 EAST 124 STREET	1773	15	retail/storage	V, S, PCB, M	400' fmr. Auto repair facility	Designation

#### PROJECTED AND POTENTIAL SITES REQUIRING (E) DESIGNATIONS FOR HAZARDOUS MATERIALS

47			, ,			w/in 400' fmr. Auto repair	Recommend (E)
47	2050-2054 LEXINGTON AVENUE	1773	17, 18	retail/storage	V, S, PCB, M	facility	Designation
40						w/in 400 'fmr. gas station;	Recommend (E)
48	149 EAST 124 STREET	1773	20	retail	V, S, PCB, M	auto repair fac.; dry cleaner	Designation
						w/in 400 ' gas station; fmr.	
49						Gas station, NY PBS & Open	Recommend (E)
	228-232 EAST 125 STREET	1789	34, 35, 36	comm fac./storage	V, S, M	NY SPILLS site	Designation

V=VOCs, S=SVOCs, PCB=PCB, P=Pesticides

M=Metals

<sup>\*\*</sup>Site 41 has been removed as a potential development site, due to a new proposal since the DEIS for the Village Academies School (see Chapter 3.1).

### APPENDIX D TABLE 2: CITY-OWNED SITES SUBJECT TO MEMORANDUM OF UNDERSTANDING WITH NYCDEP FOR HAZARDOUS MATERIALS CLEANUP

Projected Development		Owned			2007	Preliminary	Hazardous Materials
Site No.	Address	by	Block	Lot	Land Use	Screening	Conditions
7	2/0 MECT 12/ CTDEET	NIVO DDC	1020		vac. Comm	V C M	// 400l for Constalling
/	260 WEST 126 STREET	NYC DBS	1930	55	bldg.	V, S, M	w/in 400' fmr. Gas station
					ret/hotl/pkg/v		w/in 400 'fmr. gas station; auto repair fac., and known fuel
23	<u>1807, 1811 PARK AVENUE</u>	NYC HPD	1773	<del>1</del> , <del>69</del> <u>.4.72</u>	ac.	V, S, PCB, M	oil spill.
<del>23</del>	110 EAST 125 STREET	NYC HPD	<del>1773</del>	<del>67</del>	ret/hotl/pkg/v ac.	<del>V, S, PCB, M</del>	w/in 400 * fmr. gas station; auto repair fac., and known fuel oil spill.
26	<u>237, 241, 243, 247 EAST 124 STREET</u>	NYC HPD	1789	<del>16, 21</del> , <u>18,</u> <u>19, 20, 121</u>	vacant	V, S, M	w/in 400 'fmr. gas station
26	2417 2nd AVENUE	NYC HPD	1789	<u>22</u>	vacant	V, S, M	w/in 400 'fmr. gas station
<del>26</del>	2419-2423 2 AVENUE	NYC HPD	<del>1789</del>	<del>23-25</del>	<del>vacant</del>	<del>V, S, M</del>	w/in 400 'fmr. gas station

V=VOCs, S=SVOCs, PCB=PCB M=Metals

# MEMORANDUM OF UNDERSTANDING BETWEEN DEPARTMENT OF HOUSING PRESERVATION AND DEVELOPMENT AND DEPARTMENT OF ENVIRONMENTAL PROTECTION

### DEPARTMENT OF ENVIRONMENTAL PROTECTION FOR

BLOCK 1773, Lots 4 and 72 and BLOCK 1789, LOTS 18, 19, 20, 22, and 121
BOROUGH OF MANHATTAN

125TH STREET CORRIDOR REZONING AND RELATED ACTIONS
PROJECTED DEVELOPMENT SITES 23 and 26

This Memorandum of Understanding ("MOU"), dated as of the <u>28</u> day of February, 2008, by and between the Department of Housing Preservation and Development ("HPD"), having an office at 100 Gold Street, New York, New York 10038 and the Department of Environmental Protection ("DEP") having an office at 59-17 Junction Boulevard, Flushing, New York 11373.

WHEREAS, HPD and DEP are both agencies of the City of New York ("City"); and

WHEREAS, HPD has jurisdiction over property identified on the Tax Map of the City as Block 1773, Lots 4 and 72 and Block 1789, Lots 18-20, 22, and 121 (collectively, "Properties" and individually, "Property"); and

WHEREAS, the Department of City Planning ("DCP") has proposed several actions, including zoning map amendments (ULURP No. C 080099 ZMM and 080099(A) ZMM) to rezone approximately 24 blocks along 125th Street in the Harlem neighborhood of Manhattan (collectively, "Rezoning"); and

WHEREAS, as a result of the Rezoning, the Properties would be rezoned from a C4-4 zoning district to C6-3 and C4-4D zoning districts; and

WHEREAS, DCP, on behalf of the City Planning Commission and pursuant to City Environmental Quality Review ("CEQR"), prepared a Draft Environmental Impact Statement dated September 28, 2007 ("DEIS") to analyze the potential for significant adverse environmental impacts as a result of the proposed actions (CEQR No. 07DCP030M); and

WHEREAS, the Properties were analyzed as part of larger development sites projected to consist of approximately 179 dwelling units and 40,066 square feet of retail space on Block 1773, Lots 1, 4, 67, 69 and 72 ("Site 23") and 187 dwelling units and 9,314 square feet of retail space on Block 1789, Lots 16, 18, 19, 20, 21, 22, 23, 24, 25 and 121 ("Site 26");

WHEREAS, DCP has prepared the DEIS in accordance with the State Environmental Quality Review Act ("SEQRA") and City Environmental Quality Review ("CEQR") and has set forth the responsibilities of the parties identified below with respect to potential hazardous materials, so as to support their conclusion that no significant adverse impact on public health would occur from the implementation of the development of the Property pursuant to the Rezoning ("Project"); and

WHEREAS, if the City, acting by and through HPD, conveys any of the Properties to one or more grantees (collectively, "Sponsor") for development of the Project through a Deed or a Deed and a Land Disposition Agreement ("LDA"), the identification of any hazardous materials and development of a remediation plan, if necessary, will occur prior to development of the Property; and

WHEREAS, this MOU is not a legally binding instrument and is only intended to set forth the understandings of the parties without creating any legally enforceable rights or obligations.

NOW, THEREFORE, DEP and HPD set forth their mutual understandings as follows:

#### DEIS Findings

The DEIS for the Rezoning reveals the potential for historic on-site and/or off-site contamination to affect the Properties from hazardous materials associated with auto repair facilities and fuel oil spills.

#### DEP Recommendations

- (a) Before any development of the Property involving soil disturbance or a change in use, a site specific hazardous materials sampling protocol prepared by a qualified consultant and including a site specific health and safety plan ("Sampling Protocol") will be submitted to DEP for review and approval; and
- (b) Upon DEP approval of the Sampling Protocol, testing and identification of any potential hazardous materials will be completed pursuant to such DEPapproved Sampling Protocol; and
- (c) If DEP determines that the results of such testing and identification pursuant to the Sampling Protocol identify any potential hazardous materials, a site specific hazardous materials remediation plan ("Remediation Plan"), including a site specific construction health and safety plan, will be submitted for DEP review and approval; and
- (d) Upon the approval of the Remediation Plan by DEP, remediation of such potential hazardous materials will be implemented in accordance with the DEP-approved Remediation Plan and a closure report prepared by a New York State licensed Professional Engineer will be submitted for DEP review and approval; and
- (e) No application for grading, excavation, foundation, alteration, building, or other permits respecting the Property which allows soil disturbance will be submitted to the Department of Buildings ("DOB"), and no such permit will be accepted from DOB, without the prior written approval of DEP; and
- (f) No application for a Temporary or Permanent Certificate of Occupancy that reflects a change in use respecting the Property will be submitted to DOB,

and no such Temporary or Permanent Certificate of Occupancy will be accepted from DOB, without the prior written approval of DEP.

#### 3. HPD Responsibilities

- (a) HPD will not cause or permit the commencement of site grading, excavation, or construction at the Property until testing and remediation (if needed) has been completed and approved in writing by DEP.
- (b) HPD will require the Sponsor to implement the provisions of Section 2 above (collectively, "DEP Recommendations"), either (i) as a condition of closing (to the extent that any of the work can be completed prior to closing) and/or (ii) through a provision approved by DEP ("Obligation") and incorporated into a Restrictive Declaration, Deed, or LDA between HPD and the Sponsor that will bind the Sponsor and its successors and assigns and will run with the land (to the extent that any of the work is to be performed post-closing). The actual remediation, if necessary, would be prescribed after the reuse/development program is established and prior to the commencement of the construction of the Project. At the closing of the sale of the Property, the Restrictive Declaration, Deed, or LDA imposing the Obligation will be executed by the Sponsor, as the fee owner of the Property, and provided to the title company to be recorded against the Property.

#### 4. DEP Responsibilities

- (a) DEP will expeditiously review all submittals by HPD and/or the Sponsor in connection with the required testing and, if necessary, remediation so as not to unduly delay the commencement of construction. Wherever a certification, consent, approval, or other action of DEP is required or permitted in connection with such hazardous substances testing and remediation necessary to implement the DEP Recommendations, DEP will not unreasonably withhold or delay such certification, consent, approval, or other action.
- (b) DEP will provide the following notices as applicable and as determined by DEP based on HPD and/or Sponsor submittals:
  - i. Notice of No Objection: DEP will issue a written Notice of No Objection after HPD and/or the Sponsor has completed the work set forth in the DEP-approved Sampling Protocol for any development of the Property involving soil disturbance or a change in use for the Project or any future development of the Property ("Future Project") and DEP has determined that the results of such sampling demonstrate that no hazardous materials remediation is required for the defined projects on the Property.
  - ii. Notice to Proceed: DEP will issue a written Notice to Proceed after it determines that: (i) the Remediation Plan for the Project or a Future Project, as applicable, has been approved by DEP and (ii) the permit(s) respecting the Property that allow grading, excavation, foundation, alteration, building, or other activities involving soil disturbance or

construction of the superstructure are necessary to further the implementation of the DEP-approved Remediation Plan on the Property.

- iii. Notice of Satisfaction: DEP will issue a written Notice of Satisfaction after the Remediation Plan for the Project or any Future Project, as applicable, has been prepared and accepted by DEP and DEP has determined in writing that such Remediation Plan has been completed to the satisfaction of DEP.
- iv. <u>Final Notice of Satisfaction</u>: DEP will issue a written Final Notice of Satisfaction after all potential hazardous materials have been removed or remediated and no further hazardous remediation is required on the Property as determined by DEP.

#### 5. Non-liability of Individuals

No commissioner, director, officer, agent, or employee of any party will be charged personally or held contractually liable by or to any other party under any term or provision of this MOU or of any supplement, modification, or amendment to this MOU or because of any breach or alleged breach thereof, or because of its or his or her execution or attempted execution.

#### 6. <u>Termination</u>

This MOU will terminate upon the happening of any of the following: (i) written notice to DEP that DCP has determined not to proceed with the Rezoning or that the Rezoning has been disapproved; (ii) written notice to DEP that HPD has determined not to proceed with the Disposition of City-owned property ("Disposition") or that the Disposition has been disapproved; (iii) implementation of DEP Recommendations to the satisfaction of DEP prior to or as a condition of closing and as evidenced by the issuance of a Final Notice of Satisfaction by DEP, or (iv) the execution, delivery, and recording of a Restrictive Declaration, Deed, or LDA containing the Obligation.

#### 7. Amendment

This MOU may not be modified or amended except by a written instrument signed by both parties hereto.

#### Notices

All notices or correspondence in connection with this MOU will be addressed and sent by regular mail, as follows:

TO HPD:

City of New York Department Housing Preservation and

Development 100 Gold Street

New York, New York 10038

Attn: Assistant Commissioner for Planning

TO DEP:

City of New York Department of Environmental Protection

Bureau of Environmental Planning and Analysis 59-17 Junction Boulevard Flushing, New York 11373 Attn: Deputy Commissioner, Bureau of Environmental Planning and Analysis

IN WITNESS WHEREOF, the parties hereto have caused this MOU to be executed as of the date and year first above written.

DEPARTMENT OF HOUSING PRESERVATION AND DEVELOPMENT

Ву:

Shampa Chanda, Assistant Commissioner

DEPARTMENT PROTECTION

OF

**ENVIRONMENTAL** 

Ву:

Angela Licata Deputy Commissioner

## MEMORANDUM OF UNDERSTANDING BETWEEN THE NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION AND

## THE NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION FOR MART 125, BOROUGH OF MANHATTAN

This Memorandum of Understanding ("MOU"), dated as of 2/28, 2008, by and between the New York City Economic Development Corporation ("EDC") having an office at 110 William Street, New York, New York 10038 and the New York City Department of Environmental Protection ("DEP") having an office at 59-17 Junction Boulevard, Flushing, New York 11373.

#### WITNESSETH:

WHEREAS, EDC, acting on behalf of the City of New York (the "City"), intends to issue a Request for Proposals ("RFP") for the sale and redevelopment of property (the "Property") located in the Borough of Manhattan, City and State of New York, designated for real property tax purposes as Block 1930 and Lot 55; and

WHEREAS, the Property was the subject of a land use application submitted to the New York City Planning Commission ("the "Commission") by the New York City Department of Citywide Administrative Services ("DCAS") for the disposition of city owned property (ULURP No. C 050189PPM, the "Disposition") and was approved by the Commission on April 27, 2005; and

WHEREAS, proposals to rezone approximately 24 blocks along 125<sup>th</sup> Street in the Harlem neighborhood of Manhattan (ULURP Nos. C 080099 ZMM and C 080099(A) ZMM (the "Rezoning") are amongst actions proposed by the New York City Department of City Planning ("DCP"); and

WHEREAS, DCP, on behalf of the City Planning Commission and pursuant to City Environmental Quality Review ("CEQR"), prepared a Draft Environmental Impact Statement dated September 28, 2007 (the "DEIS") to analyze the potential for significant adverse environmental impacts as a result of the Rezoning (CEQR No. 07DCP030M); and

WHEREAS, as a result of the Rezoning, the Property would be rezoned from C4-4 to a C6-3/C4-4D zoning district; and

WHEREAS, as a result of the Rezoning and Disposition, the Property could be redeveloped with a mixed-use development containing up to 77,000 gross square feet of space (the "Project"); and

WHEREAS, absent the Disposition, the Property is expected to remain as is and is not expected to be redeveloped or experience a change in use as a result of the Rezoning; and

WHEREAS, it is anticipated that in connection with the Disposition, EDC will issue the RFP and select and conditionally designate a developer (the "Developer") to develop the Project, which conditional designation letter will provide for the negotiation and execution of a contract of sale (the "Contract") for the Property; and

WHEREAS, DCP, in accordance with the State Environmental Quality Review Act (the "SEQRA") and the City Environmental Quality Review (the "CEQR"), has prepared the DEIS and has set forth the responsibilities of the parties identified below with respect to potential hazardous materials, so that no significant adverse impact on hazardous materials or public health would occur from the implementation of the Project.

NOW, THEREFORE, in consideration of the promises and the respective agreements and understandings contained herein, DEP and EDC hereto agree to the following:

#### DEIS Recommendations

The DEIS identified a former gas station within 400 feet of the Property that could potentially have impacted the Property. Because this site is under City ownership, it is not subject to the regulations governing (E) designations. The subject of this MOU with NYCDEP is to ensure that any testing and remediation activities, as deemed necessary by NYCDEP in accordance with NYCDEP requirements and based on DCP's findings, are performed prior to and/or during development of or a change in use on this site. Typical testing and remediation protocol recommendations from the NYCDEP are listed below.

#### 2. Testing and Remediation Protocols

- a) Before any development of the Property involving soil disturbance or a change in use, a site specific hazardous materials sampling protocol prepared by a qualified consultant and including a site specific health and safety plan ("Sampling Protocol") will be submitted to DEP for review and approval; and
- Upon DEP approval of the Sampling Protocol, testing and identification of any potential hazardous materials will be completed pursuant to such DEPapproved Sampling Protocol; and
- c) If DEP determines that the results of such testing and identification pursuant to the Sampling Protocol identify any potential hazardous materials, a site specific hazardous materials remediation plan ("Remediation Plan"), including a site specific construction health and safety plan, will be submitted for DEP review and approval; and
- d) Upon the approval of the Remediation Plan by DEP, remediation of such potential hazardous materials will be implemented in accordance with the DEP-approved Remediation Plan and a closure report prepared by a New

York State licensed Professional Engineer will be submitted for DEP review and approval; and

- e) No application for grading, excavation, foundation, alteration, building, or other permits respecting the Property which allows soil disturbance will be submitted to the Department of Buildings ("DOB"), and no such permit will be accepted from DOB, without the prior written approval of DEP; and
- f) No application for a Temporary or Permanent Certificate of Occupancy that reflects a change in use respecting the Property will be submitted to DOB, and no such Temporary or Permanent Certificate of Occupancy will be accepted from DOB, without the prior written approval of DEP.

#### 3. EDC Responsibilities

EDC agrees that, in the event that a Developer is selected, it will require the Developer to implement the DEP Recommendations provided in Section 2 above. Specifically, the Contract will provide that Developer shall cause to be implemented the DEP Recommendations provided in Section 2 above, either (i) as a condition of closing (to the extent that any of the work can be completed prior to closing) and/or (ii) through a separate recorded restrictive declaration approved by DEP or as an obligation to be incorporated into the deed from EDC to Developer (to the extent that any of the work is to be performed post-closing), which restrictive declaration or deed obligation shall bind Developer and its successors and assigns and shall run with the land. The actual remediation, if necessary, would be prescribed after the reuse/development program is established and prior to the commencement of the renovation and construction of the Project. The Contract shall further provide that if a separate restrictive declaration is required, it shall be executed by Developer, as the fee owner of the Property, and provided to the title company for recordation at the closing of the sale of the Property. If it is determined that the Developer's obligations hereunder are to be incorporated into the EDC deed, a copy of such deed shall be provided to DEP.

#### **DEP** Responsibilities

(a) DEP agrees that it shall expeditiously review all submittals by Developer in connection with any required testing and, if necessary, remediation so as not to unduly delay Developer's commencement of construction as required by the deed between EDC and Developer. DEP further agrees that wherever a certification, consent, approval or other action of DEP is required or permitted in connection with such hazardous substances testing and remediation necessary to implement the DEP Recommendations, such DEP certification, consent, approval or other action shall not be unreasonably withheld or delayed.

- (b) DEP agrees to provide the following notices as applicable based on Developer submittals:
  - i. Notice of No Objection DEP shall issue a Notice of No Objection after Developer has completed the work set forth in the DEP approved Sampling Protocol for any development of the Property involving soil disturbance or a change in use and DEP has determined in writing that the results of such sampling demonstrate that no hazardous materials remediation is required for the defined project on the Property.
  - ii. Notice to Proceed DEP shall issue a Notice to Proceed after it determines that: (i) the Remediation Plan for the Project or a Future Project, as applicable, has been approved by DEP and (ii) the permit(s) respecting the Property that permit grading, excavation, foundation, alteration, building or other permit respecting the Property which permits soil disturbance or construction of the superstructure are necessary to further the implementation of the DEP approved Remediation Plan on the Property.
  - iii. Notice of Satisfaction DEP shall issue a Notice of Satisfaction after the Remediation Plan for the Project or any Future Project, as applicable, has been prepared and accepted by DEP and DEP has determined in writing that such Remediation Plan has been completed to the satisfaction of DEP on the Property.
  - iv. Final Notice of Satisfaction DEP shall issue a Final Notice of Satisfaction after the Remediation Plan has been prepared and accepted by DEP and DEP has set forth in writing, such Remediation Plan has been completed to the satisfaction of DEP and all potential hazardous materials have been removed or remediated and no further hazardous remediation is required on the Property as determined by DEP.

#### 5. Non-liability of Individuals

No commissioner, director, officer, agent or employee of any party shall be charged personally or held contractually liable by or to any other party under any term or provision of this MOU or of any supplement, modification or amendment to this MOU or because of any breach or alleged breach thereof, or because of its or their execution or attempted execution.

#### 6. Termination

This MOU shall terminate upon the occurrence of any one of the following:

- (i) the Rezoning action is withdrawn by DCP;
- (ii) the Rezoning action is disapproved or modified by the Commission or City Council in such a manner as to not change the zoning of the Property in whole or in part; or

(iii) the execution of a deed for the conveyance of the Property and a restrictive declaration containing at minimum the obligations provided in this MOU and approved by DEP.

### 7. Amendment

This MOU cannot be modified or amended except by a written instrument signed by both parties hereto.

### 8. Notices

All notices or correspondence in connection with this MOU shall be addressed and sent by regular mail, as follows:

TO EDC:	New York City Economic Development Corporation 110 William Street New York, New York 10038 Attn:
TO DEP:	New York City Department of Environmental Protection Office of Environmental Planning and Analysis 59-17 Junction Boulevard Flushing, New York 11373
	Attn:

IN WITNESS WHEREOF, the parties hereto have caused this MOU to be executed in their names and on their behalf by their duly authorized officers or commissioners, all as of the date first above written.

NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION

By: 

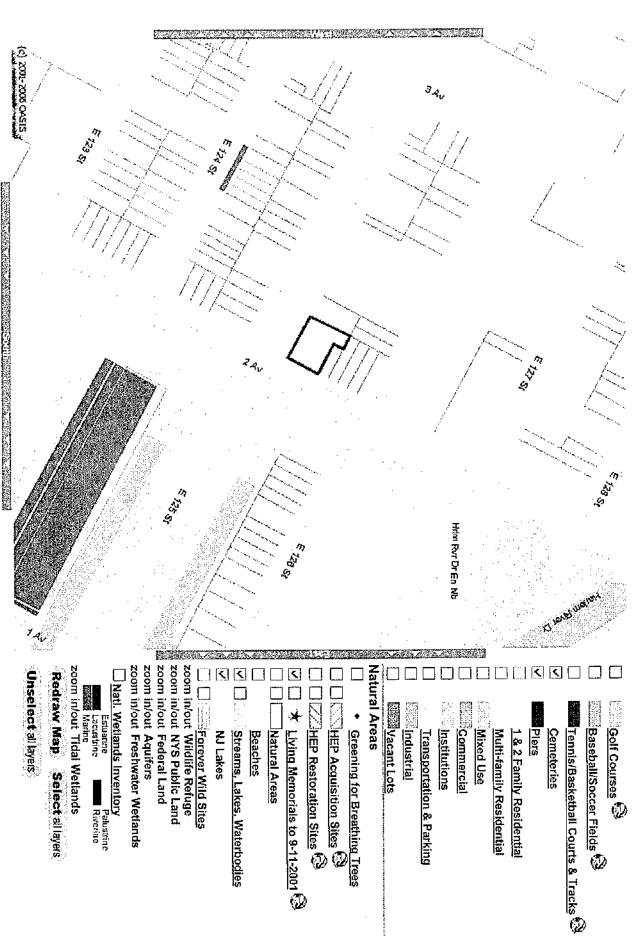
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NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION

Name: Grand Man de Constant

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	Project # 1013079
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Borough: Manhattan Block: 1790 Lot: 24 Police Precinct: 25

Address, ZIP Code: 2449 2 AVENUE, 10035

Lot Area: 8341 sq. feet Lot Frontage: 102 feet Lot Depth: 74.92 feet

Number of buildings: 1 Year built: 1920

Number of floors: 1 Building Gross Area: 2079 sq. feet

Residential Units: 0 Total # of Units: 2

Landuse: Transportation and Utility

Zoning: M1-2: Manufacturing

Commercial Overlay: none Zoning Map #: 06B

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 0.25 Max. Allowable Floor Area Ratio: 2

information. (FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

Owner: DAVID OIL CORP

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Planning, 2005 Source: The Byles of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City

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Borough: Manhattan Block: 1790 Lot: 8 Police Precinct: 25

Address, ZIP Code: 213 EAST 125 STREET, 10035

Lot Area: 9992 sq. feet Lot Frontage: 100 feet Lot Depth: 99.92 feet

Number of buildings: 1 Year built: 1917

Number of floors: 2 Building Gross Area: 19984 sq. feet

Residential Units: 0 Total # of Units: 2

Landuse: Transportation and Utility

Zoning: M1-2: Manufacturing

Commercial Overlay: none Zoning Map #: 06B

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 2 Max. Allowable Floor Area Ratio: 2

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.)

Owner: UPTOWN HOLDINGS, INC.

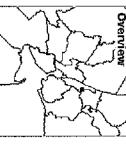
More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

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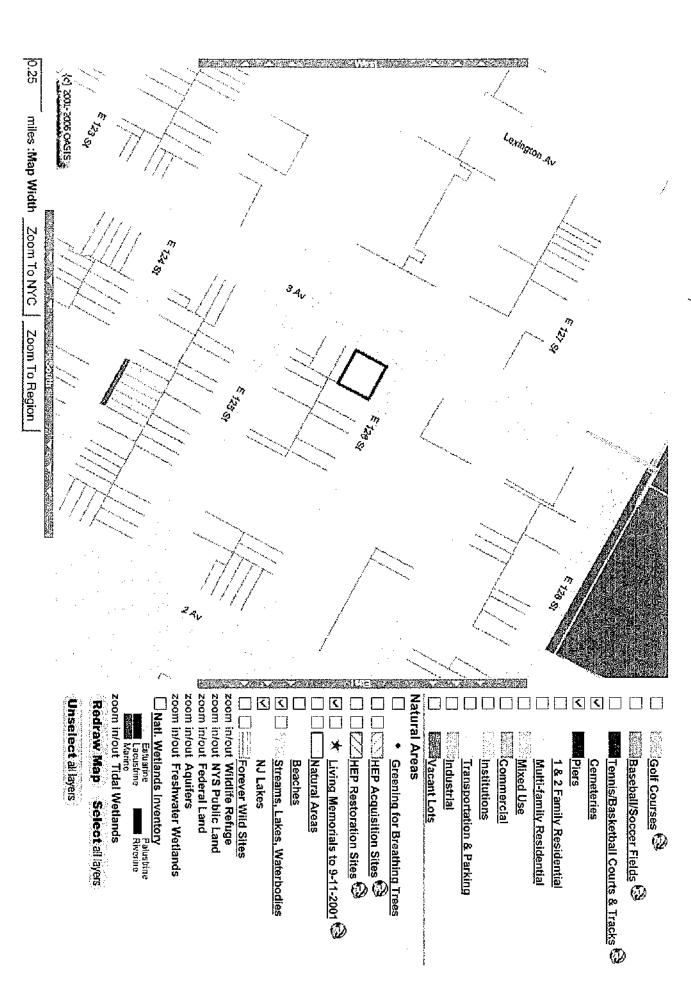
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Borough: Manhattan Block: 1790 Lot: 46 Police Precinct: 25

Address, ZIP Code: 2315 3 AVENUE, 10035

Lot Area: 5993 sq. feet Lot Frontage: 74.92 feet Lot Depth: 80 feet

Number of buildings: 1 Year built: 1966

Number of floors: 1 Building Gross Area: 5994 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Industrial and Manufacturing

Zoning: M1-2: Manufacturing

Commercial Overlay: none Zoning Map #: 06A

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 1 Max. Allowable Floor Area Ratio: 2

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.)

Owner: BEE NAM BAE

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

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### Overview

Location		Square Feet		
Primary Address	127 Dr M L King Jr Blvd	Building SF		37,397
Zip	10035	Retail SF		37,397
Borough	Manhattan	Lot SF		21,482
Lot	01774-0017			
First Three Alt Addr	2076-2078 Lexington Ave	Ratio of Building SF to Lot	Lot SF (FAR)	
	130 E 126 St	FAR as built		1.74
	129-178 ± 179-36	Max allowed FAR		
See more Alternate Addresses		SF under FAR		48,549
		Building		
Neighborhood		Building dimensions	1.1	115 ft x 99 ft
Census tract	0196.00	Lot dimensions	11	115 ft x 99 ft
School district	ហ	Corner lot		WN.
Community board	11	Stories		
Planning Board	Click here	Buildings on lot		
Surrounding neighborhoods	East Harlem	Has extension		No
Local Video	East Harlem	Has garage		
Police precinct	25 web site/crime stats	Year built		2001
School district	5 map/schools	Year last altered		2000
City council	8 map			
Political contributions	search	Zoning, Use & C-of-O	The same of the sa	
Property Tax Assessment		Link To Certificate Of		Click here
Assessed value	\$2,628,450	Zoning district		C4-4A
Land Portion	\$294,292	Residential units		
Total assessed value	\$2,922,742	Commercial units		
Tax class	4	Building class	Store building, two-story or store/office (K2)	store/office (K2)
Most Recent Sale		Find out more about the type	e of Building Classes!	
Sale price	not avallable	ו ווים סמר וויסוב מססמר מוכ ואףכו	באַרָהָהָה כּיִרְ שְּתְוּיִתְשִׁיִּאַ בְּיִשְׁמִיבָּהָהָיִי	
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Photos



Photo by Tanya Ahmed Rotate

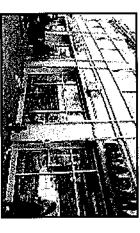


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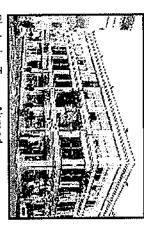


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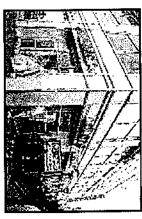


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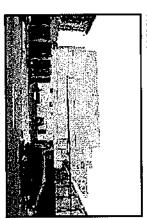
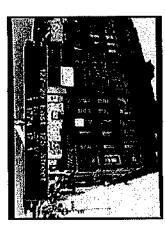
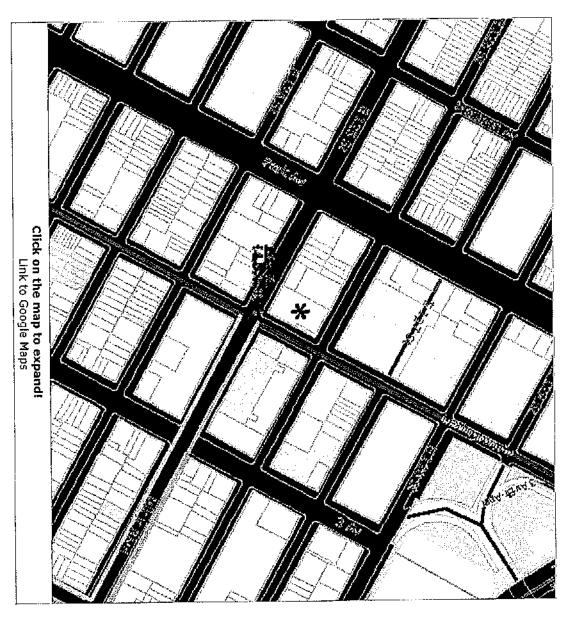
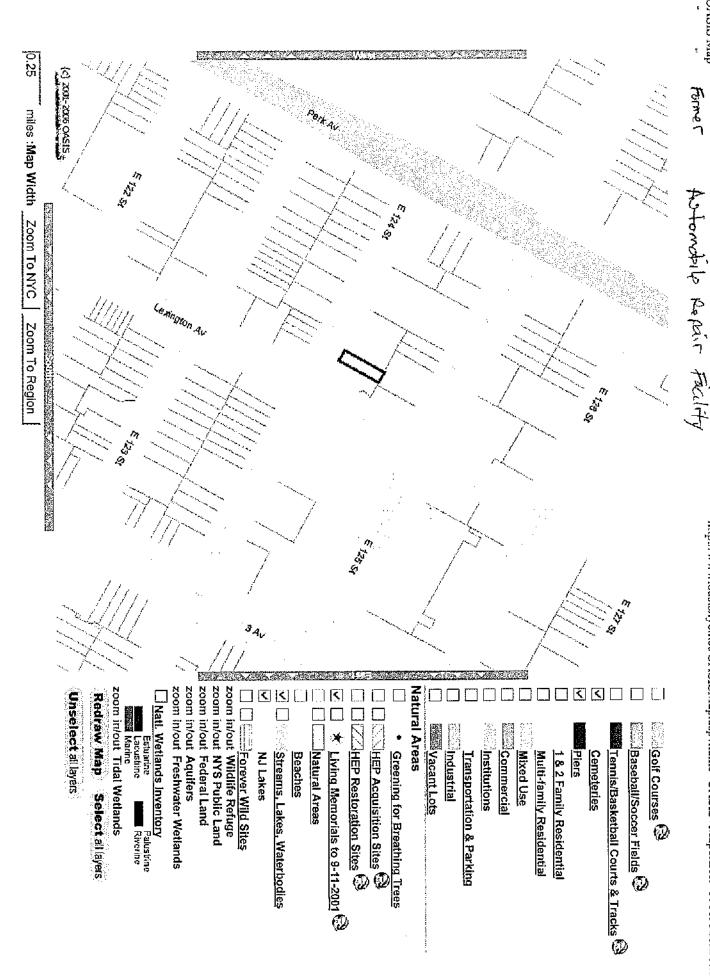


Photo by Tanya Ahmed Rotate





FEMA Flood Map



Borough: Manhattan Block: 1773 Lot: 15 Police Precinct: 25

Address, ZIP Code: 129 EAST 124 STREET, 10035

Lot Area: 2523 sq. feet Lot Frontage: 25 feet Lot Depth: 100.92 feet

Number of buildings: 1 Year built: 1910 (Year Built is an estimate)

Number of floors: 3 Building Gross Area: 7194 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Industrial and Manufacturing

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #: 06B

(PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 2.85 Max. Allowable Floor Area Ratio: 3.44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.)

Owner: FLYNN E. 124, INC.

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City Planning, 2005.

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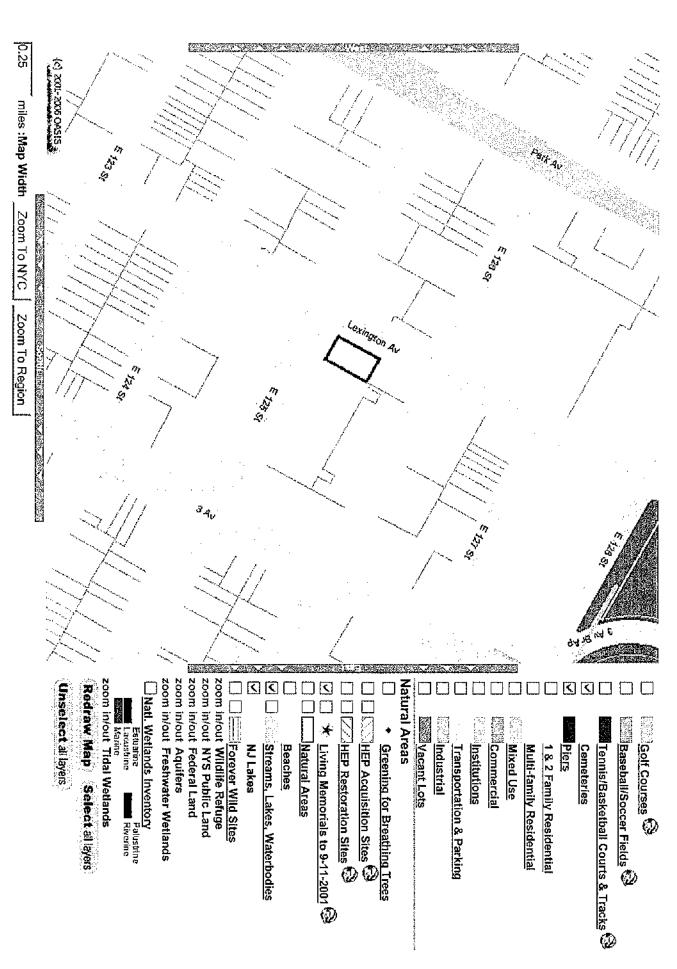
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Borough: Manhattan Block: 1774 Lot: 20 Police Precinct: 25

Address, ZIP Code: 145 EAST 125 STREET, 10035

Lot Area: 5995 sq. feet Lot Frontage: 60 feet Lot Depth: 99.92 feet

Number of buildings: 1 Year built: 1900

Number of floors: 6 Building Gross Area: 35970 sq. feet

Residential Units: 0 Total # of Units: 8

Landuse: Commercial and Office Buildings

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #:

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 6 Max. Allowable Floor Area Ratio: 3.44

information. (FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

Owner: R.E. BROADWAY REAL ES

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Planning, 2005, Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City



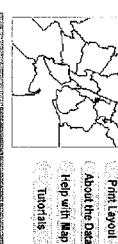
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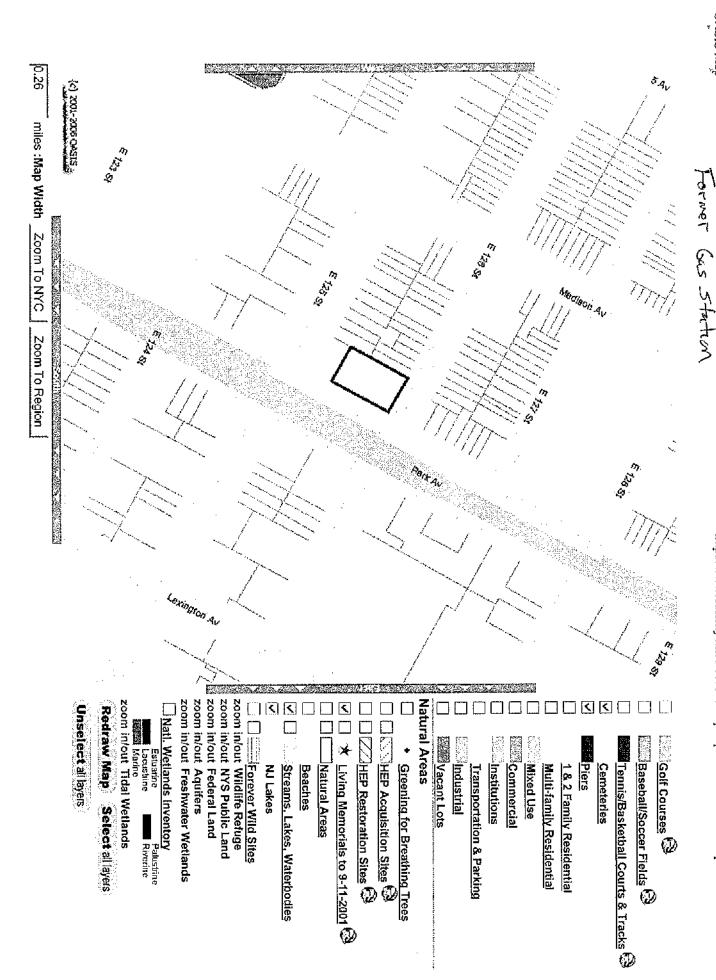
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Borough: Manhattan Block: 1750 **Lot**: 40 Police Precinct: 25

Address, ZIP Code: 1824 PARK AVENUE, 10035

Lot Area: 13493 sq. feet Lot Frontage: 149.92 feet Lot Depth: 90 feet

Number of buildings: 1 Year built: 1958

Number of floors: 1 Building Gross Area: 1798 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Parking Facilities

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #: 06A

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 0.13 Max. Altowable Floor Area Ratio: 3.44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.,

Owner: VERIZON MORTGAGE GROU

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

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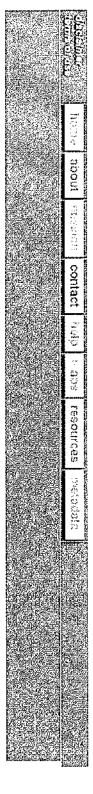
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Borough: Manhattan Block: 1749 Lot: 33 Police Precinct: 25

Address, ZIP Code: 1800 PARK AVENUE, 10035

Lot Area: 3539 sq. feet Lot Frontage: 50.92 feet Lot Depth: 69.5 feet

Number of buildings: 0 Year built: 0

Number of floors: 0 Building Gross Area: 0 sq. feet Total # of Units: 0

Residential Units: 0

Landuse: Parking Facilities

Zoning: R7-2: Residential

Commercial Overlay: 0 Zoning Map #: 06A

(PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 0 Max. Allowable Floor Area Ratio: 3,44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.,

Owner: NY COLLEGE PODIATRY

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City

Planning, 2005

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**NYC Department of Buildings** 

Property Profile Overview

Health Area MANHATTAN 10035

**79 EAST 124 STREET** 

Buildings on Lot Community Board .. O : 11

Census Tract

BIN# 1803367

Tax Lot Tax Block : 1749

Condo Vacant

View Certificates of Occupancy

**DOB Special Place Name:** 

View All Addresses...

Browse Block

**DOB Building Remarks:** 

Landmark Status:

SRO Restricted: **UB** Restricted: Local Law: NOISE Š Ö Š

Little 'E' Restricted:

Grandfathered Sign: DOB District: TA Restricted:

8 NA

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Loft Law: Special Status:

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Additional BINs for Building: NONE Historic Block: Legal Adult Use:

1749 Ö

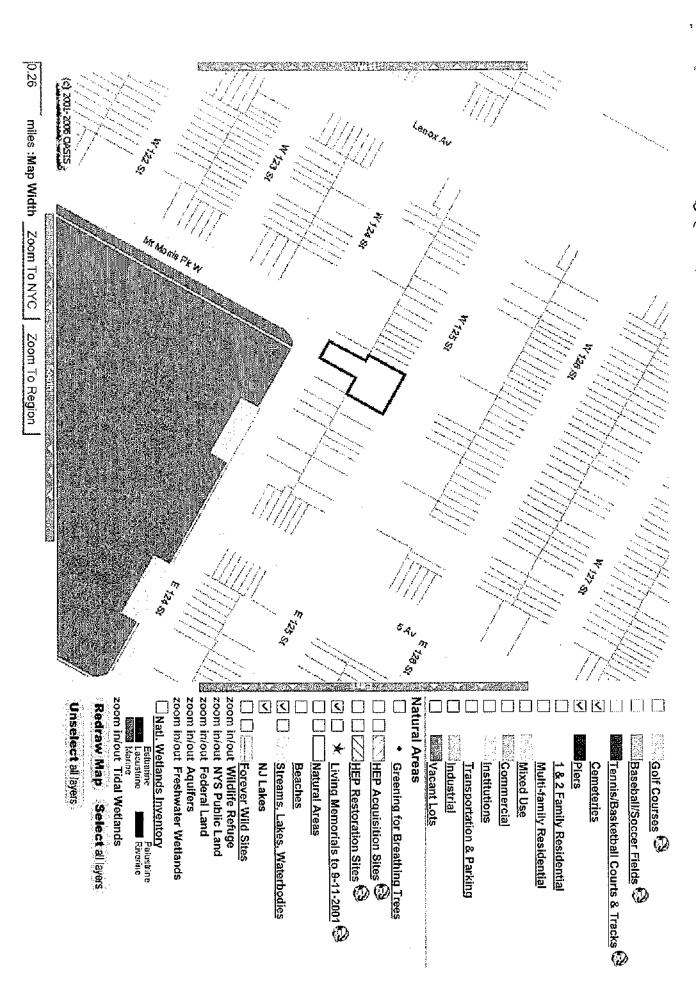
Historic Lots: City Owned:

Department of Finance Occupancy Code:

G6-GARAGE/GAS STAT'N

the structure. To determine the legal use of a structure, research the records of the Department of Buildings. Please Note: The Department of Finance's building classification information shows a building's tax status, which may not be the same as the legal use of

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Borough: Manhattan Block: 1722 Lot: 51 Police Precinct: 28

Address, ZIP Code: 32 WEST 125 STREET, 10027

Lot Area: 0 sq. feet Lot Frontage: 104.17 feet Lot Depth: 201.83 feet

Number of buildings: 1 Year built: 0

Number of floors: 2 Building Gross Area: 0 sq. feet

Residential Units: 0 Total # of Units: 0

Landuse: Transportation and Utility

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #:

(<u>PDF version</u> of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 0 Max. Allowable Floor Area Ratio: 3,44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

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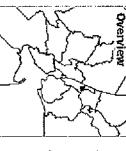
Owner: CON EDISON

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

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Borough: Manhattan Block: 1909 Lot: 22 Police Precinct: 28

Address, ZIP Code: 119 WEST 124 STREET, 10027

Lot Area: 5046 sq. feet Lot Frontage: 50 feet Lot Depth: 100.92 feet

Number of buildings: 1 Year built: 2003

Number of floors: 6 Building Gross Area: 27000 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Public Facilities and Institutions

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #: 06A

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 5.35 Max. Allowable Floor Area Ratio: 3,44

information. (FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

Owner: AFFILIATED SERV &RESO

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide
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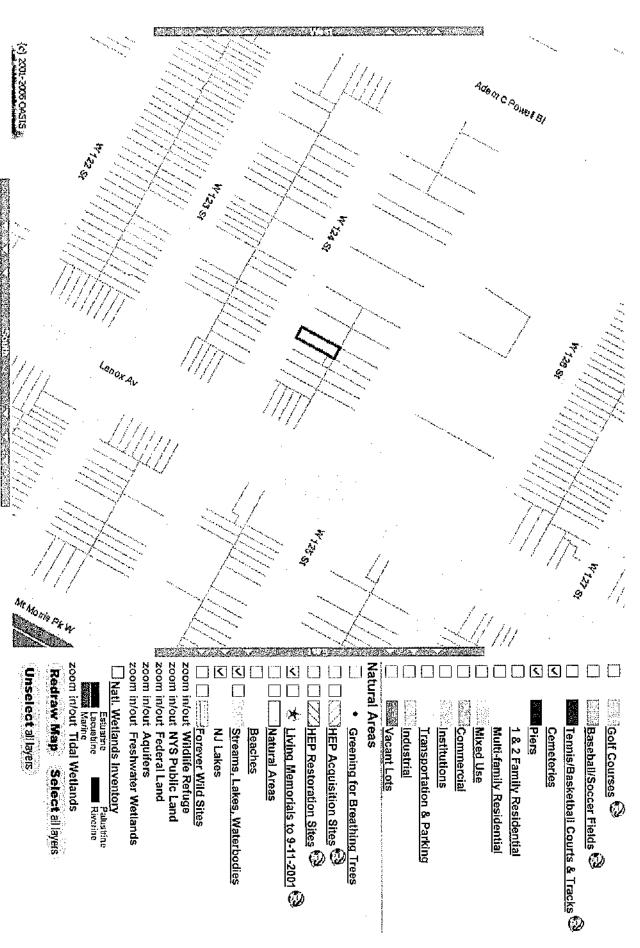
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Borough: Manhattan Block: 1909 Lot: 24 Police Precinct: 28

Address, ZIP Code: 117 WEST 124 STREET, 10027

Lot Area: 2523 sq. feet Lot Frontage: 25 feet Lot Depth: 100.92 feet

Number of buildings: 1 Year built: 1930 (Year Built is an estimate)

Number of floors: 1 Building Gross Area: 225 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Parking Facilities

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #: 06A

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 0.09 Max. Allowable Floor Area Ratio: 3.44

information.) (FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

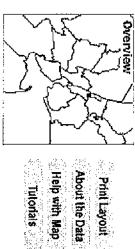
# Owner: MAXINE P LYNN

More building information: NYC Dept. of Buildings

More property information; NYC Dept. of Finance Assessment Roll

# More zoning information: CITI Zoning Guide

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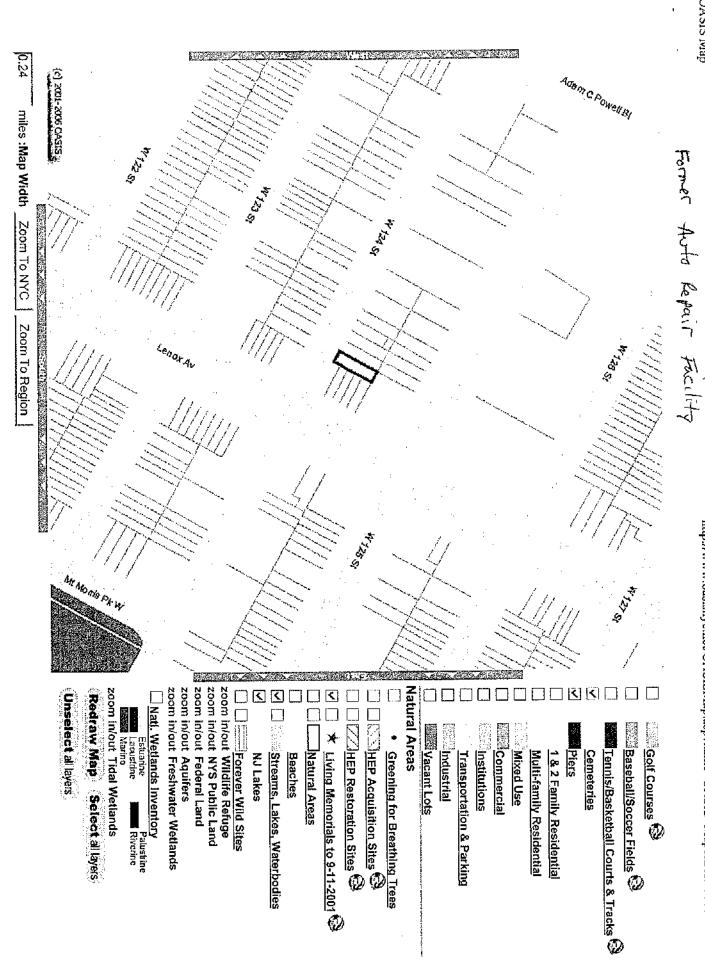
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Borough: Manhattan Block: 1909 Lot: 28 Police Precinct: 28

Address, ZIP Code: 107 WEST 124 STREET, 10027

Lot Area: 2523 sq. feet Lot Frontage: 25 feet Lot Depth: 100.92 feet

Number of buildings: 0 Year built: 0

Number of floors: 0 Building Gross Area: 0 sq. feet

Residential Units: 0 Total # of Units: 0

Landuse: Vacant Land

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #: 06A

(PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 0 Max. Allowable Floor Area Ratio: 3.44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.

Owner: 125TH & LENOX LLC

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide
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Planning, 2005



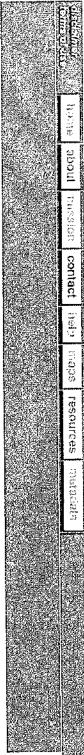
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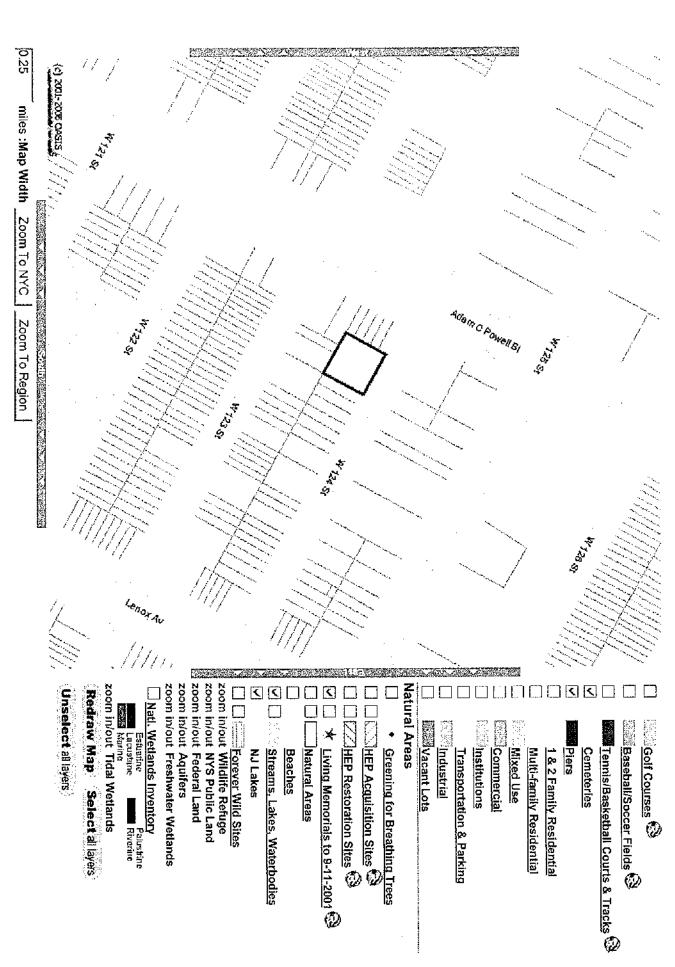
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Borough: Manhattan Block: 1908 Lot: 60 Police Precinct: 28

Address, ZIP Code: 154 WEST 124 STREET, 10027

Lot Area: 10092 sq. feet Lot Frontage: 100 feet Lot Depth: 100.92 feet

Number of buildings: 1 Year built: 1910 (Year Built is an estimate)

Number of floors: 4 Building Gross Area: 37600 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Parking Facilities

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #: 06A

(<u>PDF version</u> of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 3.73 Max. Allowable Floor Area Ratio: 3.44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.,

Owner: NEXGEN REALTY CORP.

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

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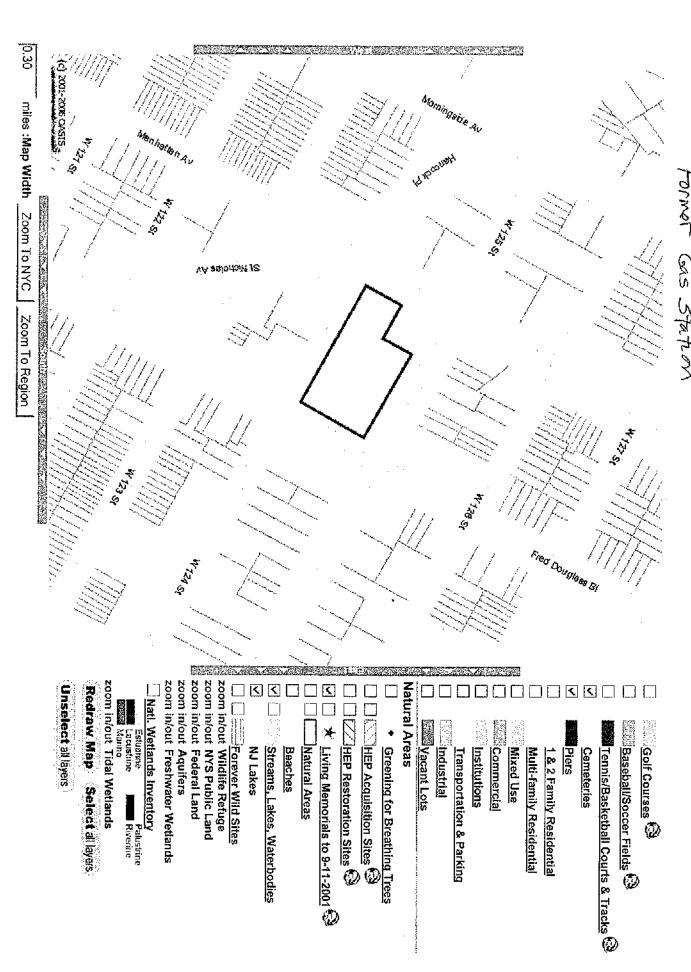
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## About the Data Help with Map

## Tutorials (2005)



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Borough: Manhattan Block: 1951 Lot: 22 Police Precinct: 28

Address, ZIP Code: 280 ST NICHOLAS AVENUE, 10027

Lot Area: 61660 sq. feet Lot Frontage: 250 feet Lot Depth: 201.91 feet

Number of buildings: 1 Year built: 1998

Number of floors: 4 Building Gross Area: 310000 sq. feet

Residential Units: 0 Total # of Units: 15

Landuse: Commercial and Office Buildings

Zoning: C4-5: Commercial

Commercial Overlay: none Zoning Map #: 06A

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 5.03 Max. Allowable Floor Area Ratio: 3.44

information., (FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

Owner: COMMONWEALTH LOCAL DE

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City Planning, 2005

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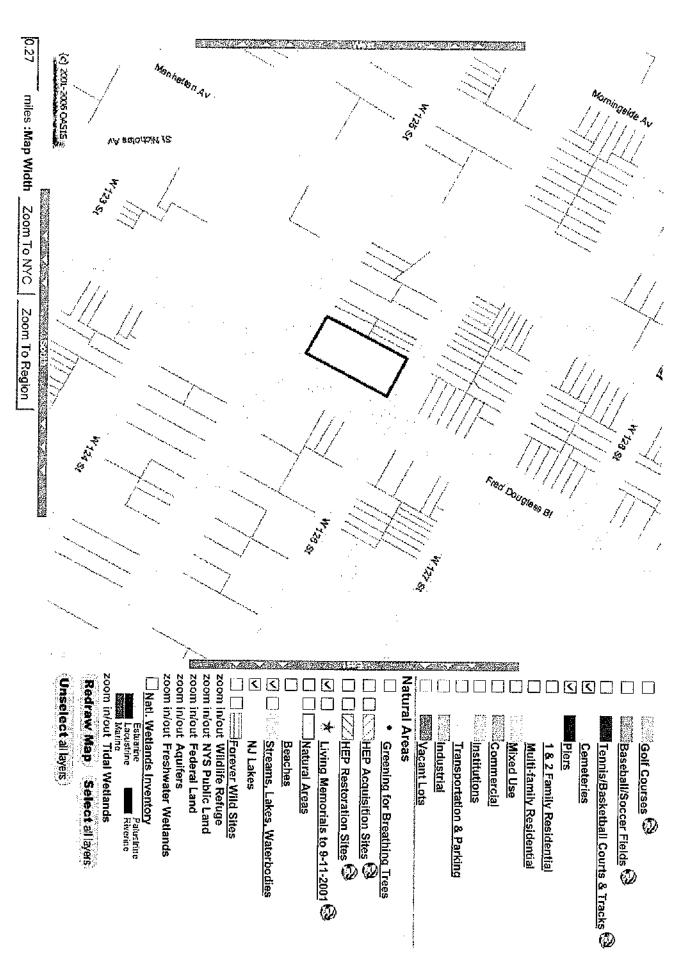
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Borough: Manhattan Block: 1952 Lot: 29 Police Precinct: 28

Address, ZIP Code: 2329 FRED DOUGLASS BLVD, 10027

Lot Area: 19983 sq. feet Lot Frontage: 199,83 feet Lot Depth: 100 feet

Number of buildings: 12 Year built: 1900 (Year Built is an estimate)

Number of floors: 5 Building Gross Area: 46167 sq. feet

Residential Units: 0 Total # of Units: 38

Landuse: Commercial and Office Buildings

Zoning: C4-4: Commercial

Commercial Overlay: none Zoning Map #:

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 2.31 Max. Allowable Floor Area Ratio: 3.44

information., (FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

Owner: MPL 301-303 LLC

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

Planning, 2005 Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City More zoning information: CITI Zoning Guide

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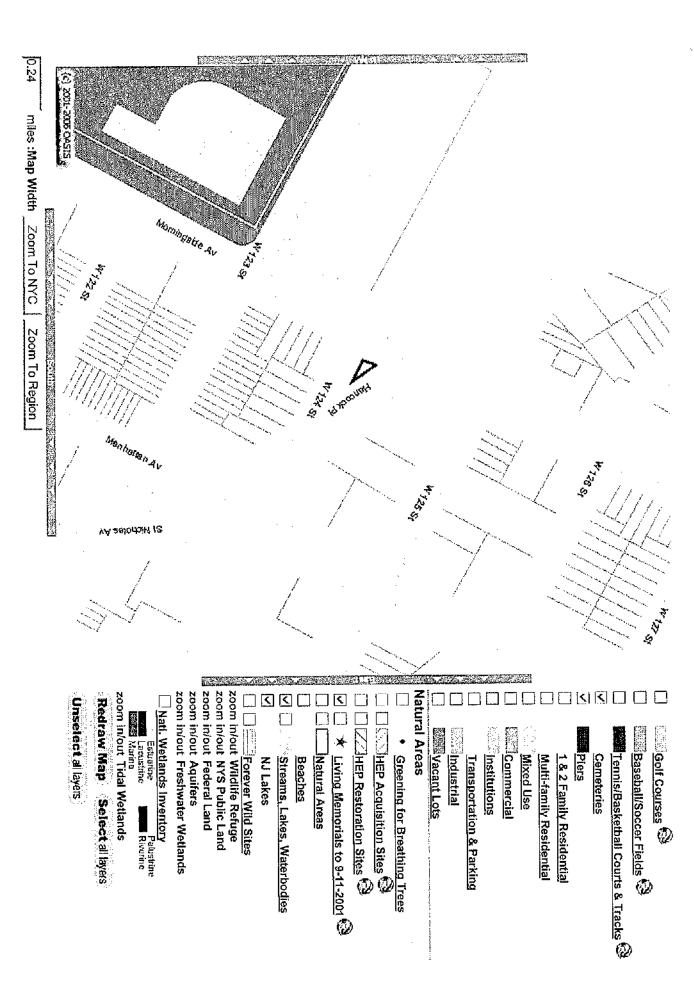
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Borough: Manhattan Block: 1951 Lot: 1 Police Precinct: 26

Address, ZIP Code: 124 MORNINGSIDE AVENUE, 10027

Lot Area: 1260 sq. feet Lot Frontage: 36.83 feet Lot Depth: 70.92 feet

Number of buildings: 1 Year built: 2002

Number of floors: 1 Building Gross Area: 345 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Transportation and Utility

Zoning: R7-2: Residential

Commercial Overlay: 345 Zoning Map #: 06A

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 0.27 Max. Allowable Floor Area Ratio: 3.44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.

Owner: 117 MORNINGSIDE AVE.C

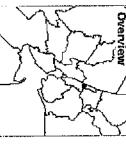
More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City

Planning, 2005.



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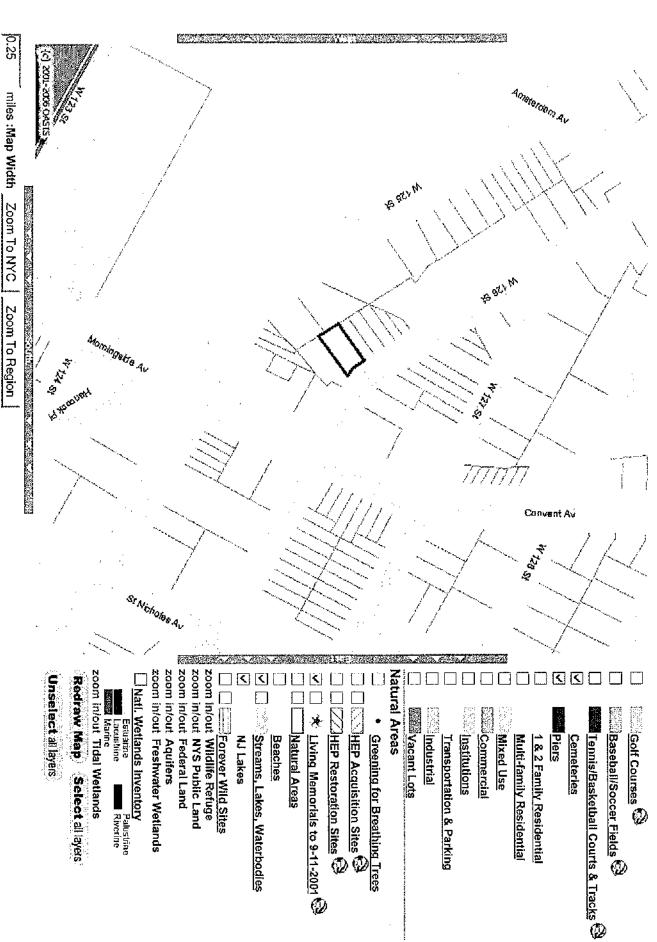
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Borough: Manhattan Block: 1966 Lot: 78 Police Precinct: 26

Address, ZIP Code: 412 WEST 126 STREET, 10027

Lot Area: 5016 sq. feet Lot Frontage: 51 feet Lot Depth: 100 feet

Number of buildings: 1 Year built: 1925

Number of floors: 1 Building Gross Area: 5016 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Parking Facilities

Zoning: R7-2: Residential

Commercial Overlay: none Zoning Map #: 06A

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 1 Max. Allowable Floor Area Ratio: 3.44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.,

Owner: AUTORAMA, LLC

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City

Planning, 2005. Overview

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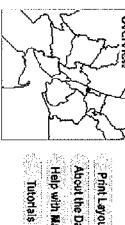
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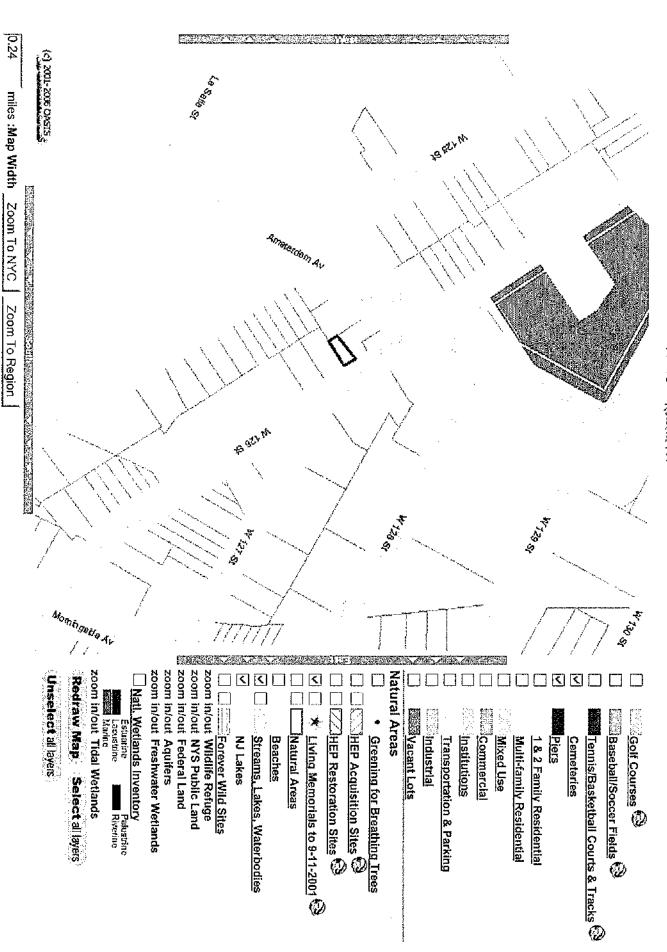
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2 of 3

Borough: Manhattan Block: 1966 Lot: 106 Police Precinct: 26

Address, ZIP Code: 468 WEST 126 STREET, 10027

Lot Area: 1512 sq. feet Lot Frontage: 28 feet Lot Depth: 63.17 feet

Number of buildings: 1 Year built: 1926 (Year Built is an estimate)

Number of floors: 2 Building Gross Area: 2840 sq. feet

Residential Units: 0 Total # of Units: 1

Landuse: Transportation and Utility

Zoning: M1-1: Manufacturing

Commercial Overlay: none Zoning Map #: 06A

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 1.88 Max. Allowable Floor Area Ratio: 1

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

information.,

Owner: SANITATION

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City Planning, 2005.



Print Layout

About the Data

Help with Map

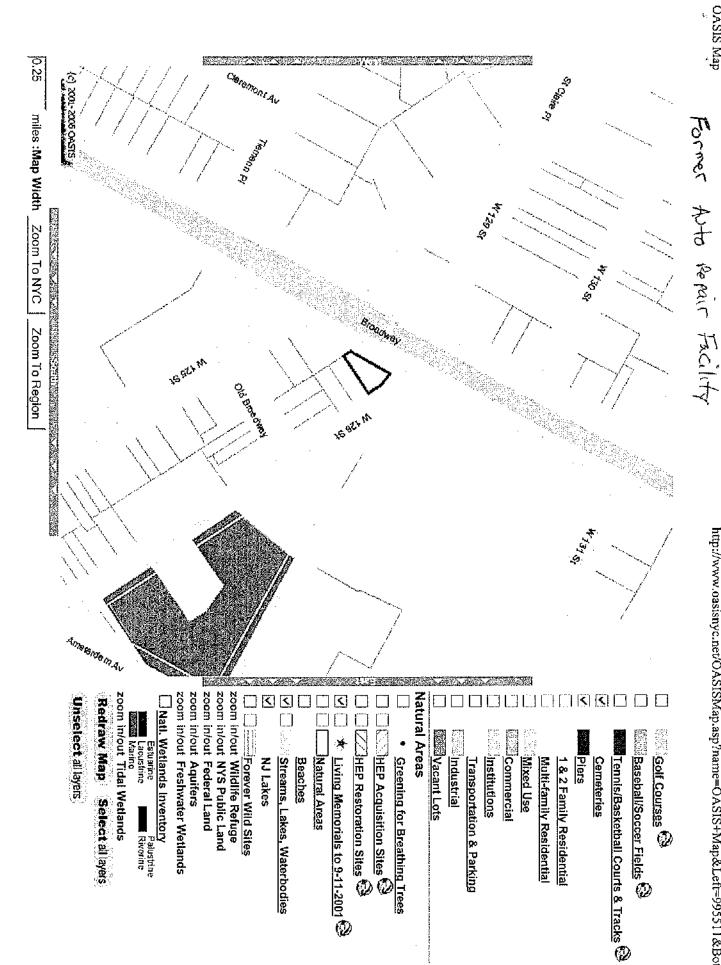
Tutorials

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Borough: Manhattan Block: 1982 Lot: 73 Police Precinct: 26

Address, ZIP Code: 564 WEST 126 STREET, 10027

Lot Area: 4121 sq. feet Lot Frontage: 63 feet Lot Depth: 100 feet

Number of buildings: 1 Year built: 1901

Number of floors: 6 Building Gross Area: 19255 sq. feet

Residential Units: 20 Total # of Units: 25

Landuse: Mixed Residential and Commercial Buildings

Zoning: R7-2: Residential

Commercial Overlay: 0 Zoning Map #: 05C

(PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 4.67 Max. Allowable Floor Area Ratio: 3.44

(FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

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Owner: EAST 153 HOLDING CORP

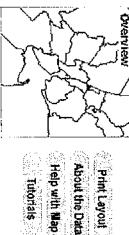
More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City

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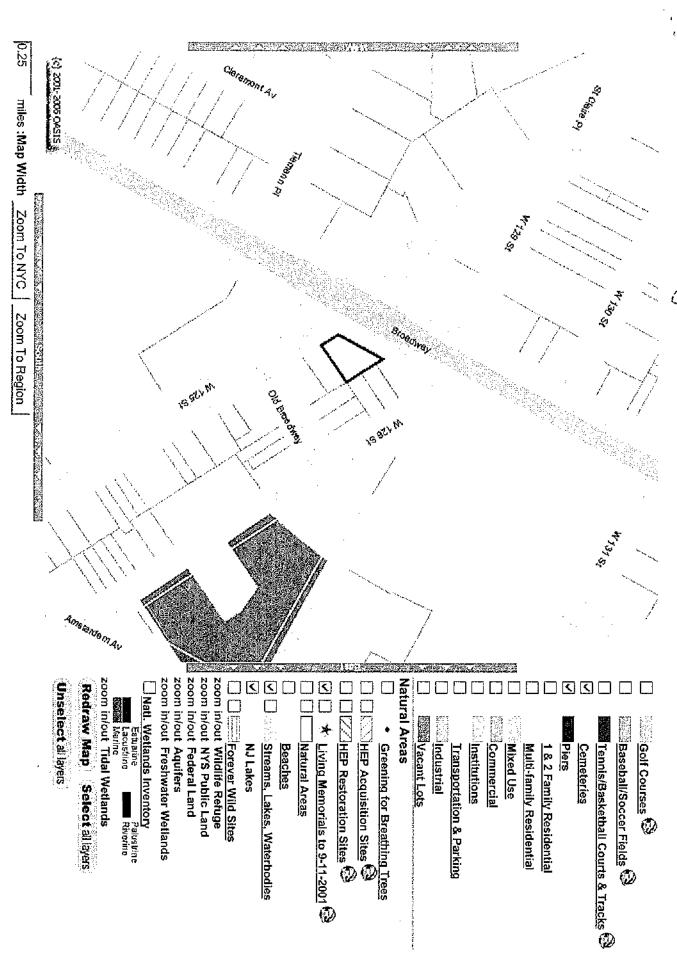
Tutorials

## About the Data Print Layout

# Information above should be verified with data source.

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- DEP, 2000). Selected NYC Basemap layers provided by NYC DolTT (copyright NYC
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Borough: Manhattan **Block:** 1982 Lot: 59 Police Precinct: 26

Address, ZIP Code: 3200 BROADWAY, 10027

Lot Area: 7300 sq. feet Lot Frontage: 112.58 feet Lot Depth: 85 feet

Number of buildings: 1 Year built: 1901

Number of floors: 6 Building Gross Area: 34068 sq. feet

Residential Units: 30 Total # of Units: 33

Landuse: Mixed Residential and Commercial Buildings

Zoning: R7-2: Residential

Commercial Overlay: 0 Zoning Map #: 05C

PDF version of most recent City Planning zoning map & proposed zoning changes for this area.)

Floor Area Ratio: 4.67 Max. Allowable Floor Area Ratio: 3.44

intormation., (FAR may depend on street widths or other characteristics. Contact City Planning Dept. for latest

Owner: 571 WEST 125TH STREET

More building information: NYC Dept. of Buildings

More property information: NYC Dept. of Finance Assessment Roll

More zoning information: CITI Zoning Guide

Planning, 2005. Source: The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are copyrighted by the New York City Department of City

Overview

# Print Layout

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Client: Urbitran

125 of Sheet

## Hazardous Materials Corridor Assessment

## Issues

There are a large number of potential and projected development sites that may be impacted by the potential for prior hazardous material releases. These development sites are comprised of parking lots, 1-, 2- and 3-story commercial buildings, gasoline service stations, auto-related commercial businesses, warehouses, and manufacturing (and former manufacturing) buildings.

## Scope of Work

A hazardous materials screening assessment will be performed pursuant to Chapter 24 of Title 15 of the Rules of the City of New York, for all of the projected and potential development sites. This analysis will generally follow protocols and guidance provided in latest American Society for Testing and Materials (ASTM) Standard Practices (ASTM E-1527) for Phase I Environmental Site Assessments (ESAs) modified for the corridor. The preliminary screening assessment will consist of a visual inspection or review of past or current land uses listed in Appendix A, Section 24-04 of Chapter 24 of Title 15 of the Rules of the City of New York. This assessment would be prepared for each Projected and Potential Development Site as well as any nearby lots that could affect a development site within the Rezoning Area. These uses include, but are not limited to:

- o Incinerators
- o Underground or Aboveground Storage Tanks,
- Active Solid Waste Landfills
- o Permitted hazardous waste management facilities,
- o Inactive hazardous waste facilities
- o suspected hazardous waste sites
- o hazardous substance spill locations
- o areas known to contain fill material
- o petroleum spill locations
- o any past or current use identified in Appendix A of the CEQR Technical Manual.

For the potential redevelopment occurring on projected or potential development sites, our analysis will include the following approach following the guidelines of the CTM:

- Historical Land Use Review. Available historical records will be reviewed to back to at least 1940 to determine the history of the parcels and their immediate vicinities. Reviewers will pay close attention to indications of potential significant hazardous materials contamination. The land use history will be evaluated using the available historical maps, including the following:
  - --Sanborn Fire Insurance Map
  - -- USGS Topographic Maps
  - -- Aerial Photographs
- Regulatory Agency List Review. Environmental records pertaining to the parcels proposed
  for rezoning will be obtained and evaluated for all known past on-site operations, which
  involved toxic and hazardous materials and wastes, buried tanks, etc. In addition, applicable

regulatory agency databases will be reviewed for information on facilities and incidents of environmental concern within the general area.

The following U.S. Environmental Protection Agency (EPA) and New York State Department of Environmental Conservation (NYSDEC) databases will be reviewed for the hazardous materials assessments, including the following:

National Priority List (NPL)

Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) list

Resource Conservation and Recovery Act (RCRA) hazardous waste treatment, storage, and disposal facilities list

o Inactive Hazardous Waste Disposal Sites list

✓○ Major Oil Storage Facilities list (sites storing more than 400,000 gallons of petroleum products)

Hazardous Waste Generators and Transporters list

Mistoric Utility Facilities

Chemical and Petroleum Bulk Storage Facilities list (under 400,000 gallons storage capacity)

Hazardous Material Spills database

Toxic Release Inventory Sites list
Air and Toxic Wastewater Discharge Sites

(i) Civil Enforcement Docket sites (sites involved in environmental litigation).

Site and Surrounding Areas Reconnaissance. Following the background historical records search, a site and surrounding area reconnaissance will be undertaken. This reconnaissance will involve inspecting the general physical condition of the properties (if accessible) to identify potential contamination on site. If on-site access is not attainable, the site and surrounding area will be observed from the sidewalk or other public right-of-way. Any evidence of past or present contamination, including evidence of on-site drums, illegally dumped hazardous waste, hazardous materials remaining on site, or other signs of contamination (discolored soils or pavement, petroleum spills, stressed soils), and evidence of underground storage tanks, will be documented.

Based on the findings of the initial records search and site walkovers, recommendations can be made concerning any subsurface investigations on City-owned properties that may be necessary, to define areas of contamination, including sampling and analysis of soils groundwater, soil gas, and/or geophysical surveys (not included in this scope). On privately-owned sites, "E" designations may be necessary.

## Contingency Scope

Any Phase II subsurface investigation work recommended and required by the proposed action will also be considered a contingency item. The scope and fee of any Phase II subsurface investigations required will be based on the findings of the initial assessment carried out for City-owned sites in the project area.

STV Hazardous Materials Assessment for 125th Street Corridor

		Subtask 1 - Historical Land	:	Subtask 2 - Regulatory		Subtask 3 -		Subtask 4		Total Hours	Total Labor
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Summary	Labor \$ 20,019.59 Expenses \$ 3,050.00 total \$ 23,069.59

\$ 2,500.00 \$ 400.00 \$ 150.00 \$ 3,050.00

Envir. Database Reports misc. field (4 days @ 5100) Photos & Reproduction

Summary	Labor \$ 20,019.59 Expenses \$ 3,050.00 total \$ 23,069.59

Total Cost: 7,512.88

Total Hours: 296 w/mult.

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<u>o</u>	2,018	HPD	vacant lot	20	1789	_	4 STREET		
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<u>0</u>	4,037	HPD	vacant lot	18	1789		4 STREET		
3,500	4,037	Pico Love LLC	garage	<del>1</del> 6	1789		4 STREET	proj 233 EAST 124 STREET	

否否	-U -D	7	Г	િાદ												
own De	Potential Sites Potential Sites	Projected Sites		ımmar			0							•	26	
Known Developments Known Developments	Sites	Sites		y of Rea			0			Proj	p	pro	po J	Po	<b>D</b>	, B.
nts nts				Summary of Reasonable Worst Case Development Scenario	general notes: Sites within the core subdistrict (C4-7 and C6-3 zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new dof their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenarion					2417 2 AVENUE	2419 2 AVENUE	2421 2 AVENUE	2423 2 AVENUE	247 EAST 124 STREET	245 EAST 124 STREET	243 EAST 124 STREET
				Develo	rict (C4-7 a entertainn	totals:	0		subtotal:							
				pment	and C6-3 z nent-relati		c			_	۔۔	_	_		_	_
				Scenario 3	ones betwee ed use as des		0	ω		1789	1789	1789	1789	1789	1789	1789
			# of sites		n Frederic scribed in 1		a			22	23	24	25	121	2	20
တ တ	23 23	26	0		k Douglass Blvd a		0			vacant lot	resid with g.f.	resid with g.f.	vacant lot	vacant lot	vacant lot	vacant lot
					and 550' east of Lenox Ave) larger than 60,000sf of new d is requirement is accounted in the development scenario					HPD	.f. East 124th Street LLC	_	East 124th Street LLC	HPD	East 124th Street LLC	HPD
0	376,125 376,125	543,809	0 0		e) larger than 60,0 ad in the developn	543,809	0 0		24,935	1,610	2,174	2,174	2,174	2,826	1,867	2,018
0 0	590,387 590,387	844,978	9		00sf of new d nent scenario	844,978	0		22,465	0	9,515	9,450	<u>o</u>	<u>c</u>	0	<u>o</u>

total:	
55	
919,934 1,435,365	

	30	29	28		27	0	POTENTI	
<u> </u>	] Spot	Pol	pot		pot	0	∢L DEVE	
313 WEST 125 STREET  WEST 126 STREET  309 WEST 125 STREET  307 WEST 125 STREET	361 WEST 125 STREET	381 WEST 125 STREET 379 WEST 125 STREET 9	151-153 MORNINGSIDE AVE	469 WEST 125 STREET 467 WEST 125 STREET 5	1 OLD BROADWAY 568 WEST 125 STREET		POTENTIAL DEVELOPMENT SITES	0
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	<u> </u>	<b></b>		0.0	1 0	6		
1952 1952 1952 1952	1952	1952 1952	1952	1966 1966	1982 1980	0	ار المار	
23 41 25 27	9	101 2	61	37 38	75	0		
commercial parking lot commercial commercial	commercial	resid with g	vacant lot	commercial	commercial commercial	•		
commercial (i Goldman Lillian parking lot Lillian Goldman commercial Nouveau Realty Corp commercial (i 307 West holding Corp	Harlem Commonwealth Co	resid with g.f. Sedgh Really LLC resid with g.f. Prefco CP T CP	US Postal		1 555 West 125 St LL 1 560 West 125 St LLC	0		
5,500 4,162 10,321 2,000	5,296	1,498 1,498 <b>2,996</b>	4,992	2,500 2,500 <b>5,000</b>	6,259 32,050	0		
23,620 0 26,400 6.560	18,384	4,872 4,872 4,872 9,744		4,500 3,750 <b>8,250</b>	10,800 28,900			: :

36		35		34		33			32								<u>.</u>
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112 WEST 125 STREET 114 WEST 125 STREET 116 WEST 125 STREET 117 WEST 124 STREET WEST 124 STREET 283 WEST 125 STREET	264 WEST 125 STREET sublota	268 WEST 125 STREET 264 WEST 125 STREET	subtotal	2310 FRED DOUGLASS BLVD	2108 ADAM C POWELL BLVD	2330 FRED DOUGLASS BLVD	subtotal:	2338 FRED DOUGLASS BLVD	2342 FRED DOUGLASS BLVD	219 WEST 125 STREET	subt	243 WEST 125 STREET 239 WEST 125 STREET	e de la companya de l	304 WEST 126 STREET	306 WEST 126 STREET	308 WEST 126 STREET	ें 305 WEST 125 STREET
		<u>→</u> <b>.</b>	olal:		0	_	otal:	<u> </u>	سے جسہ د		subtotak:	0	ि विश्व	_	<b>_</b> .	<b></b> .	<b></b> à
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commercial commercial commercial garage vacant lot vacant lot	commercial	commercial commercial	III Silikukolikal/k	institutional/r	commercial	commercial		storage commercial	commercial institutional/p	commercial	:	commercial		parking lot	parking lot	parking lot	commercial
MPL 114 LLC MPL 114 LLC MPL 116-118 LLC MPL 116-118 LLC Maxine P. Lynn 113 West 124th Street 113 West 124th Street	264 West 125th Street	Alvin Hudgins 264 West 125th Street	insummand office House of Frayer	nstitutional/rc United House of Prayer	2110-2118 ACPB LCC	United House of Prayer		private ownership United House of Prayer	United House of Prayer p Thomas Memorial Wesle	Banco Popular		Rodeo Drive Rits inc 239-241 W. 125th Street		307 West holding Corp	307 West holding Corp	-	(1305 West 125 St Com
2,330 3,028 5,046 2,523 2,133 400	5,028 15,101	5,046 5,028	10,092 <b>20,184</b>	10,092	12,479	11,590	22,482	2,500 2,500	<b>4</b> ,992 12,490	4,955	12,490	7,494 4 996	29,975	1,664	1,664	1 664	<b>3</b>
2,018 3,752 4,944 225 0	10,988 27,022	5,046 10,988	22,593 45,185	22,593	58,000	42,310	22,624	9,250 2,380	3,500 7,494	11,500	31,219	21,723	70,212	1,664	1.664	0,040	0 640[

	2,018	HPD	vacant lot	ÇΊ	1722	0	77 WEST 124 STREET	
21,024 9,002 <b>30,026</b>	10,512 4,501 <b>15,013</b>	Con Edison Con Edison	commercial commercial	<u>51</u> 51	1722 1722	1 subtotal:	pot 32 WEST 125 STREET 25 pot 32 WEST 125 STREET	41
4,066 4,121 4,113 3,809 5,400 21,509	1,576 1,578 1,576 1,576 1,576 2,102 <b>8,406</b>	resid with g.f. SOLOMON CROMWELL resid with g.f. 50 WEST EUNSOOK C.K. residential EVRO MGMT CORP resid with g.f. EVRO MGMT CORP commercial 44 W. 125TH STREET, L	resid with g.f. resid with g.f. residential resid with g.f. commercial	57 156 56 155	1722 1722 1722 1722 1722 1722	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	pot 52 WEST 125 STREET pot 50 WEST 125 STREET pot 48 WEST 125 STREET pot 46 WEST 125 STREET pot 44 WEST 125 STREET	40
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	1,874	515 LLC	vacantiot	45	1723		18 WEST 126 STREET	
1,700	1,771	Erdak Inc	commercial	40	1723		2040 5 AVENUE	
20,764 4,774 <b>25,538</b>	10,894 1,700 <b>12,594</b>	One West 125th Street 2032 Fifth Avenue LLC	commercial commercial	33 37	1723 1723	1 subtotat:	pot 2022 5 AVENUE 2032 5 AVENUE	38
18,530	4,113	e Pentecost Law Comm Ke	g.f. comm- ve	7	1723		67 WEST 125 STREET	
25,000	. 5,758	· Carver Federal Savings	commercial -	Çī	1723		75 WEST 125 STREET	
18,629 6,000 <b>24,629</b>	6,993 1,500 <b>8,493</b>	Fata Solor	commercial - commercial	4	1723 1723	subtolati	pot 300 LENOX AVENUE	37
10,939	15,460					Sublotal:		

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EAST 126	163 EAST 125 STREET	108 EAST 126 STREET 106 EAST 126 STREET 104 EAST 126 STREET 107 EAST 125 STREET 109 EAST 125 STREET 111 EAST 125 STREET 113 EAST 125 STREET	62 EAST 125 STREET 102 EAST 126 STREE	2015 5TH AVENUE	77 EAST 125 STREET 79 EAST 125 STREET	65 EAST 125 STREET	51 EAST 125 STREET 57 EAST 125 STREET 59 EAST 125 STREET	27 WEST 124 STREE 17 EAST 125 STREET	T 124 STR
STREET		,, ., ., ., ., ., ., ., ., ., ., .,	EET SAN		: ' ' : :	Ħ			•
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parking lot	commercial	resid with g.f. commercial commercial commercial vacant buildir resid with g.f. commercial	resid with g.f. Transport/Util	vacant buildir	resid with g.f. resid with g.f.	commercial	resid with g.f. commercial vacant buildir	vacant lot commercial	vacant lot
BDG G	BDG G	•	f. 62 E 125 LLC til MN-MTL/MTA			65-67 E		HANDY	HALEH
otham I	otham i	Street C Corp Corp Caid (aid ) Workf m Nir m Nir Realty	5 LLC L/MTA	is Hary	. 125T 125T	ast 12	eality C Maybar t 125 L'	/MDS N	3STO
BDG Gotham Plaza LLC	BDG Gotham Plaza LLC	E 129 Street Cluster LP K Jael Corp K Jael Corp Adele Kaid Positive Workforce Co Abraham Nir Doolee Realty LLC C/O		Horizons Haryond Inc	HTTC HTTC	65-67 East 125 Street	KRZ Reality Corporation Archie Maybank 59 East 125 LTD	HANDYMDS MOST PURE	HALE HOUSE HOLDING (
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22,531	31,225	2,198 2,798 2,498 2,548 2,448 2,448 2,498 2,498 17,486	5,046 11,491	5,914	2,198 2,798 <b>4,996</b>	2,498	7,621 1,857 1,873 1,351	3,784 2,998	2,018 4,036
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	120,000	4,928 6,720 9,500 5,577 5,880 6,800 6,800	16,875 0	21,454	5,427 12,100 17,527	4,300	13,513 3,716 3,070 20,299	3,600	<u>0 0</u>

: :	The second secon	49   Dot   230 EAST 125 STREET   232 EAST 125 STREET		2291 3 AVENUE	48 pot 149 EAST 124 STREET	1000 3400	pot 129 EAST 124 STREET pot 2050 LEXINGTON AVENUE		46 pot 122 EAST 125 STREET	45 pbt 2306 3 AVENUE 132 EAST 125 STREET
			_	O I			<b>.</b>	<del></del>	<u> </u>	<b>.</b>
\frac{\sqrt{\chi}}{\chi}		1789 1789	1789	1789	1773	1773	1773 1773		1773 1773	1774 1773
		& &	<b>&amp;</b>	50 50	20	ස්	15 17		58 58	33 57
		institutional/c storage	industrial/mai	homeless she	commercial	commercial	industrial/mai commercial		commercial commercial	institutional commercial
		institutional/cl St Samuel Church God storage St Samuel Church God	industrial/mar Derfla Realty Corp	homeless sht 2289 Third Ave Realty	East Harlem Abyssinian Di	2054 Lexington Realty	industrial/mar Flynn E 124 Inc commercial Lexington 2050 Realty	:	FB East 125th Street Apple Bank for Saving	Salvation Army Lexington 125 LLC
	7,569	2,523 2,523	2,523	2,783	68,681	216 6, <b>567</b>	2,523 3,828	10,597	2,523 8,074	17,993 3,532
;·	13,859	3,500 7,659	2,700	×.	64,363	525 11,756	7,194 4,037	24,856 	3,300 21,556	27,000 6,594

125th St. Corridor 11/306 \* The order in which the photos were taken coincide withe notes 1 Block 1789 Start Puside of 2nd Ave - Vacant on comer of 184th + And Apt Bid on corner of iasta + and, green, auto driving neil salon W side of 12440 soing west V-cant Lot, play ground + Ap+ BID - Vacant lot + Apt 014 - Vacant Bld W. Side of 3rd top going north - vacont BIC Electrical Supply Co. + want 11d + vacant lot on corner at 125th 1251de 125th going west (Hess Gas station to North) - ART BID w deli - Apt bid w fork costantant + barbara shop - vacanit 131d - Huntacturing Bld is ( NAPA Auto Parts, electronic Store, upholistery Sono Auto Service center

······································	S. Sive of 125th cont.
-	- vacant sid
;	church
i 	Printing Press company
	Rublic Library
	vacant Bld.
	Vacant Bld is Hurdware store
	Demoltin Depot ( Petail Storage of construction nuterials)
3	i j
	( Auto Service to on N. Side of 125th)
	THE SELVICE TO SELVICE
	Block 1773
	Start @ E side along 3rd
	Path Mark
	FOUT TO SULL COLLAND
	FOUT FIRE Station (Engire 35)
	Uside 124th
	FONT
P-1	Path Mark
	Post office
	Lot Stre comer at lex
	5-side lastn
NUMBER OF THE STREET	Path Mark
	i 

Black 1774
as start P E. side of 3rd Aut soins North
- Salvation Army (Funcy (Jeaners across st. on corner of 12/oth + 3rd)
A 5. side of 126th pain west
= saluation from on corner
- Connercial - Parking lost in center
- Apt Bld on corner of Lex
west side of Lex sing south
- Art Bill on corner w/ chop off Lioundry, chinospy clothing stone
pair salon delipt Fried Chicken
- Bld order construction or corner at 125th
Wankin anuty + McDonalds, + stock cashing storp
N. side at 1goth 30my East
- vacual Bid w/mcDonalds on corner of 12544 + Lex
- WYS Motor vehicle to 3rd w/ payless shoes, cinsular
children place, Radio Shak, motherhood maternity, Foot Action
forkmen medding
- Salvation Army on corner at 3 rd
Block 1773 (Between Lex + Park)
STATE & Side of Lex gaing N.
- 99 cent Store, Food Mart, 12 K communications, Dentist, chiese,
Diamond unteres, Frantis Papayas
N. Side of 124 soing Fret
- parking lot in corner of Park
- APT 51th N- Manhattan Rehab
- Big Applo Min- storage
- East side wood of Flooring supplies

: :	Block 1773 cont. E. sile of park going N.
	- parking lot on corner of park + 124th
<u></u>	Hair Salon
	· Park Horie / w/ & Deli
	S. Side of 125th going East
4.5	- Park Hortel w/ deli + Har salon
	Partialy vacant Bid w/ rail salun, an centsterp, jewory strue
	4 beather start
	- N. Manhattan Rehab + Norsing
	- FDUT HOUSE
: 	Faber Stoes
	Big Apple Sovings
	papaya Hot Days, pentist
	Block 1774 (Retween Lex + Park)
:	Sturt @ N. Side of 125th sais East
: :	- commercial Aid on comer of Park W/ Washington Motal - Popopes
	commercial AN w/ have solon Deli
	vacent Bld
	tot. Bld w/ clothing stone of Music stand
·	- Lacesing sinages in (La sinappa)
	- Levite + Duane Report
· · · · · · · · · · · · · · · · · · ·	

	1774 cont. & side of bedex sim N
	- Lavitz Dunes Ready correct 1254/
	- Lunchene MP
	Tabacco + cond, +
	vacent Bld
	# 5 5.40 at 126th song west
	- Parking Lod
	- commercial sed
	- Apt. 131d w Bonito Resofrenzant
	- 15+ Inpression part and cure
	- Vacant lot on corner of Park
	# Fast sive of Park soms N
4 T C T T T T T T T T T T T T T T T T T	- conversial and in corner at 125th
<del>,</del>	Trucant 10t as come of 126th
	3 Block 1750
	Tlastn St Metr- North Station
	Parting lot + W. sing of Park + 126th
	Vacant ord on corner of park + 125th
	S side of 126th going west
	Purtaing lot on corner
erent present active theory is the community	Residented Quellins to Medison
	N Side of 125th going west
	Vacant Gld on corner at fork
	-Vacent Bid
	Vacant Old
e e aanee eerse earlieris <del>alsalusis leistelisi</del> sisisis	- rempte
	Treat lal
	Vacant old,

1750 continued sing W.
- Sleepys - Apt Bid W
to up town wind
At tair solon, electronic stort
- vicant Bid.
- Mannas on corner of Madison
E. sing wo Madising the going worth
- Residents oil Houses
ALPHA Block 1749
- vacant 10+ n corner of AVK
Apt. Bid w/ Nai H hair salong Papaya stone
Tracont lot
- Apt Bid W/ beauty supply, clothing Stare
- tot Bid W/ hamburger place + contract
Eside of Madisin soing s
sertood place on corner
+ Apt- Ald w Indian Rest + Temple
t vacant Bld.
- church
That Bld widelit ceil there store an corner at 124th
N. side of latth going East
- Aps. Sid wideli + sister restourant
- Nr College of Podutrie medical
w. side of Park
Parking 1st Beetween 124th 125th

	Block 1749 between Madesin - 54h	
	W. Side of Madesia going V	—·-//~·
	- Apr Bed w/ Pharmacy, market, hair salem + deli	
	- Compercial Aid on corner at 125th w/ Torkin Daths + Rt	6
-	S. Si'll of 125th gain west	come Ta
	- R+6 Brennes	
	T coppet Trouphy Store	
	per findly	<u></u>
	Tracount aid w/ Thrift store	··
	+ Vacant by d	
	= Partially Vacant w French + Cleaners	
WY-	Aut. Bid w/ clothing store	res university de la companya de la
<del>1</del>	To Apt Bld w/ Antique sing to Benty Salar	····
Advance as a second and a second	+ Apt. Bid w juding fort, hair salon, & Furnitul Store	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	T vacent Bld,	
	W. Sim J. SIM	
	Vacant Bill on corner at 125th	
	+ residential purellings to 12H th	
	N-Side of 124th	***************************************
	- Doeth Melling 5	
	Apt. BLd	
	Apt Deh W/ pharmacy	
*******		
**************************************		
,		

	Block 1750 between Mudian +5th
	U sive of 125th soing east
	- commercial Bid w/ body shop, theck isshing art storp
	my Arb Bld.
	church
	- Aret store
	- Partially vacant Bld, Harden Chelchens comp from ise Academy
	Fre U. side of Madison going V.
	- Harlen children's zie on corner of Jach
	- puellings to 126th
·	5. Sive of 126th soing W.
	- Quelling & seins to 5th
	E SILL OF SM jams.
	- commercial old. W/Boma Restaurant on corner of 12/th
	The commercial Bld. on commot 125th w/ Body shop, want space
<u></u>	computer ctor, + Black perting
·	Bleck 1722
	S Side of 125 ft soins W.
··· ··· ··· ··· ··· ··· ··· ··· ··· ··	- commercial Bld whan notique sterre, sportueare stone doli;
	Chicken braids Thewto supply
	commercial DIL W/ 1st stop for Kid 9
	Commercial Bld W washington whole Plant Earth Clothing
	Partially Vacant w Affrican Imports + sportenear
,	Apt. 131d w/ Botique Store
	myen use with sock, Lu watice, tapts
	- Apt Dld W/ Benty & cash loan, thair source clothing
	ined

Contr. 1722 west an 125th
- Apt Bild us warens clothing of hair braiding
- partually vacant w/ ladies Fushion
partially vacant wisubway sand which
- partially Vacant in Steak Destaurant
- Partially vacant w/ skin core theraps/
partially vacant w/ newth Tood, juice tar, thurlem gitts,
hair braiding, men's wear, shoe store, shows bex, the nurted
- Saa Jordan
- Purty Sime
- uptown Flava clothing
- vacant Bld'
- Jeniser Convertible
- Convercial old w/ Arene clothing of optical stone
E. side of Malcon gains S.
- aptical + And Lashin on coner of 125th
= Lennox Larget Cate
- Apt Bld w/ direc hair braiding + chinesp
N-side of 124th going East
- Act old on comer of pulcomy
- W. 124th comments Goden
- Bethery parelaponed ortranely senior Housing
- Owech -> NY Public Library
- Church Apot Bill on comers 5th
- Sans 500gi
- ArOair House
- Day wasery
- church

Dwellings in middle  Commercial and w/ Bothque m commer at 125th  Block 1723  W. side of 5th  Commercial and w/ Rhaks dy affice, Chinese, hair brade  Jewety, burbershap  Auelling w/ Bearty Salan  Vacant 131 d  Dali  S. Side of 26 fM  201 on corner of at 5th  Orap of landing (some 121d)  Vacant ald  Vacant ist  Dwellings	
Block 1723  W. side of 5th  Commercial Block w/ Rhapsedy affice, Chinesep, hair brade  Jewety, Burbershop  Avelling W/ Benty Sulm  Vacant 1819  Solid on corner of of 5th  Drap of landing (some 1810)  Vacant 101  Vacant 101  Vacant 101  Vacant 101	
Bleek 1723  W. side of 5th  Commercial and we ahave edg affice, chinese, hair brade  Jievety, burber shap  Auelling W / Bewly Sulen  Vacant 1819  Vacant 1819  S. Sive of 26 fm  Drap of landing (some 1819)  Vacant 1819  Vacant 1819  Vacant 1819	·
Commercial Bld wl Rhadsedy affice, Chinese, hair brade  Jiewety, burbershap  Auelling W / Bearty Salan  Vacant Bld  Vacant Bld  Deli  S. Sive of D6 fth  Dep of landy (some Bld)  Vacant Ald  Vacant Ald  Vacant Ald  Vacant Ald  Vacant Ald  Vacant Ald	····
commercial Bld w/ Rhapsedy aftice, Chinesep, hair brade  Jewety, Burbershap  Quelling W/ Bearty Salan  Vacant 1819  Vacant 1819  S. Sive of 126 fm  Day on corner of of 5fm  Drap of landy (some Bid)  Vacant 1819  Vacant 1819	<b></b>
Jewety, barber shop  Auelling W ( Beauty Salan  Vacant 131 d  Vacant 131 d  Deli  S. Sive of Of AGM  Dep of landy (some 131 d)  Vacant 21 d  Vacant 21 d  Vacant 14	····
Jewety, barber shap  Auelling W ( Bearty Salan  Vacant 1814  Vacant 1814  Deli  S. Sibre of D6 fm  Desp of landy (some Bid)  Vacant 214  Vacant ald  Vacant lad	dins)
Vacant 131d  Vacant 131d  Deli  S. Sive of 126 fly  Deli  Deli  Deli  Vacant of Jundy (same Bid)  Vacant old  Vacant old	· ·
Deli  S. Sive of D6M  Seli on corner of of str  Prop of lampy (some soid)  Vacant old  Vacant jel	
S. Sive of D6 fly  S. Sive of D6 fly  Deli  Prop of lampy (some soid)  Vacant old  Vacant ist	
S. Sive of DGM  DET on corner of of str  Prop of landy (some sold)  Vacant Ald  Vacant jol	
- Della on corner of at 5th  topop of laundy (some soid)  - Vacant sold  - Vacant jol	
- Vacant old - Vacant job	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
- Vacant old - Vacant job	
- Vacant ald - Vacant job	TAN 4
Duelling 5	
+ vacout church	<del></del>
Valurot Bid	
F. Side of Malcan X going S.	
- Must 151h as corner of 126th (Former with Mohal (	( <sub>1</sub> .C) 7
- Commercial Bld on comer of 125th w/ pizza, deli, and	
+ starbetes	ده_ ۱۲۵
	·

	N. Side of 125th going E
THE COLUMN WESTER WAS A COLUMN TO SERVICE AND A COLUMN	commercial and w/ sturbucks, conquiar, + MCOS on corner of
manager da que <del>se que que la que se </del>	125th + Malcom
***************************************	- Carver Savings Bank
	Vacant Bld.
	+ vacant joil
	- commercial office w/ Chase Bank
	Rite AID Pharmacy
نو در این در	Dr. attue Winyes Baker + cate
romano sur ore sus <del>autoropologico e como sur</del> sur orance	- Det Apot. Old w/ vacant retail uniders stare, rental after
r <del>1774 (1886 (18</del> 86 - 1886 - 1886 (1886 - 1886 (1886	clothing store, pharmacl, BBQ, south salen
	Vacant lot
	Commercial Bld w/ Hurlem alteral experience, hearty supplies
	sewelery, Atram paradisp, chinese, + Rhaposty
TOO AND SHEET SHEE	
:	

125th St. Corridor 11/490 Block 1909 South side of 105th going west - Vacant Bld under construction on corner of Malcon - vacent 1st - Jersey Mm Cap USA Tolympic Town - BUNS Shoes - Metro Sportswear - Fing Mensueas + shoes + farament slower wear - GEM Housewest - Dunger King - office Bld w ( Jimmy Jazz, Yang world, Ear Prencing - office Bld - Verizion Attu and BId Apollo Genty Supply # Jersey Man ap USA, + Kids shoes - DE Jays - Partially Vacant old w Venzon wiveless Storp East side at Adam Clayter soing south - Partially Vacant Bld wiver zon on comer of 125th Temple on corner of 124th

North Side of 124th going East	
- Tempt an corner	
- Big Apple Mini Storage	
- commercial old	
- commercial Bld	
convercial Bld	
- office - Harlem United	
- office - Benny J. Primin M.O. Center In Health Westple	
- vacant lot a partially demolished Bld	
# W. side of Malcans X going N	<b></b>
- vacant / Partially demolished mids under construction	
Block 1910	<b>,</b>
N. side at 12st gain west	
- commercial office old w/ CUS, Dunkin Bonut, Marshalls,	
white Material Staples	**
one story Parking Garage W/ Golden Krust, Fashions,	almadra.
GNC, African Fabrics, Papaya King, Diockbroker	
+ H+M	
- Holam Clayton love   Ir. state office Bld, + Maza	
Fast sill of Adam Clayton going North	
Adam chy for office 18/de	
S. side of 126th song East	<u></u>
- Alam Cluyton office	
- me-story parking garage	
- office old	
We side of Malcan & soing s.	<b></b>
office old w/ stapes, mushally, + CVS	

	Block 1930
	5. side of with going w.
	- HE h-Rise regulated w/ herosolos, Mac, vive o gome stone
	one-story w/ Price much churps, Payloss
	tish loy stewart
	- Lone Bryant
	Pay 11915
,	- Partially vacout (Tomer Dium stein) W/ xpress clothing, contique stare
	Gold city of Harlem
	The childrens Place
······································	Many
<u></u>	Dillers
	445
	Denim source Downing District
<i>-</i>	- Harlem Urc ctothing
	Vacant store (Former Mart 125)
	Lazurus
; ; ;	- Foot Locker - o united House at Praiser ter And Recaple W/
	Up town Jean Co., The Recent Shack, Jannes, newly supply
	L worth Fork Bank
	East side of redrict Doglas sony south
	Horse at praject w/ N. Rock bank on corner
<u>.</u>	United forse of Prayer
	ţ .
11/21/2004	
1	

.

	N. Side of 124th song East
	there of Proper on conser of predict to with
· ·	New Ald onder construction
ا ښو	(2) manufacturing Blds
<u> </u>	FSAT Industries
	- Vacunt Bld
	13) Many Freshman Blocks To 14 Hotel / Residential Rosadont on Corner of Clayton proved 1 / Deli
	Rosadon to Corner of Clayton proved w/ Deli
	W side of chyto pelane
₹	Hurtem Delil
	COPY + Fax
!	Jamaian Restowant / Bakery
	White castle
	- vacont retail
	Block 1931
: :-	w. sive of chipten Pavel going partn
***	- office aid on corner w/ Global ovigness Instatest of catabooks
	vacent potlit
	- Partially vacant BID w/ Pret 2110 Sentood, Alhambra sociloon
:	S side of 186th geng w.
	- Partially uncont w/Ball room
: 	office BIA
- 	conversion the Appoil of
; 	Parking lot
	church
	- Retail Bld w/th Block on corner of 186th + Fred Doches
	Estable of Fredrick Douglas Soing South
<u>:</u>	- Sighn France, HR Block - Ride check / Wester Union
	- NY Amsterdam News - 1884 Drane Board on convertor 18872

	i I
:	
:	
	W- sido St. Nicholas going V.
	essidential w/ Laundromat, Benety Salan, cellular Phane Center,
:	pe li
	I story commercial w/ wig store, washington Motoral on
	Corner of 125th
	Subway station on corner of 125th + St. Mcholag
:	
	Block 1966 N side at 125th
	Church NW corner at isoth + Morning side (ST-JOSeph)
	Pesidential w/ Dominos, Economical Community sovelyment organization
	- Engine CO.37 residential w/
<u></u>	Engine CO. 37  Residential W/Hardward Levels thing Food Mark, onsinal pet Place  Residential Bld. Triboro Hardware, African Formitump Romania
	t Residential 131d. I Tribero itardurane, Astrican Formiture Rossial
	w/ Harlem Healing, Francis Development Organization
: : 	residential w/ complete scowty, upour Hollem, 79 cent ascount
	Pharmay Holem Deli
	citarella deli
	- Residential W/ Pastor Conter, Nail Spa, Chineso
	- Residential & [Deli
	Residential w (Ramby Sporting Good 5
	Reschinteal w/ Nelson Cleaners
	Residential W/P1224 on Corner at Amsterdam
·····	Black 1980
water and the second	Projects
aller of the space	
	Block 1964
	Projects

Block 1952 (Between st. McWas + Morningside)
- N. side of DSH going west
- Residential w/ GEN Trenslery, Botague store, vails, Photo ortical,
PIZZA, this Bading
- connercial Bld
U.S. Post office
- residential Bld w/ showmans, Farmicia Pharmacy, Diver
E. Sive of Morningside going N.
- Residental old on corner w AMI
- Residential Bld
5. side of 126th gains E.
- Parking 10-1
- Rest Stice
- Pesidentia
w. side at st Nuches gaing S.
- Residential
- Residential W/GEM Jewiery on Curren of 125th
Block 1951 (Between 5t- Nicholas + Morning add)
S. side at 125th going Wost.
- commercial and w washington outeral MCD5 Express, & Opto
- Lagree Baktist Church
- office old w/ city National Bank
Esido of Morningsido
- conner civil 151d. (Shell gas starting to South
N. SID OF Hancock / W 124th going East
- Commercial office BID
connercial Bld
- residential w I used Formition, 1 Hz Photo

Block 1952 (netween Fedrick + Manhalfan) W. Fredrick going N:

- Partially vacant a common of 125th W/KFC, Mannas Direct, International culting center, Air Braking, city High sports,
FM Beauty supply Roti Plus, Game Express, Store repair, Karate + touse of sentood S side of 126th gary west - House at sentood on corner of Fredrick - Bld (Manufacturing?) - (2) Residential plus w/neli E. Side of St. Nicholas going S. - residential as (deli on corner of 126th - convercial Old w/ market, sen Jood, chieve Food, vankin Denvits <u> popeyes</u> - commercial Bld w1 Paperes for corner at Fredrick French Kiss clothing - Partially vacant Bld w/ Hair Braiding of Beauty Supply Store - commercial Bld w/ Rite Aid, Bingo - Partially bacant old w / this southing wor clothing stone Danice clothing T Commercial Bld w/ waite + scheme. - connercial w KFC on corner at Fredrick

M- side of lasty gains East
- commercial Bld. on corner of 125th + Fredrick W/ Avene Readon
Olimpes subs HIEges on US.
Tracont 10t
- App Apollo Thouth
- commercial sid w/ some stop, North Both clothes
-Jimmy Tazz clothan
- Vacant Maie Theatre
- Banco Papolar or wedlen
- office BID w/ OTB, McDs, Bank of America, vacant retail sonce
- commercial Bld w/ sprint, High Rollers sportswear, Atmos,
Benjamin getze al jatrkent
Block 1951 - 5. Sine 125th soing w. (Between Fredrick + Manhattan)
- Commercial Retail Ald w/ Music Theatres, commerce Bank, Horolly
Sometime weaks devalues all the according (May 19)
- Partially Vacant Residential w/ FB cames, Firniture, Nails, this
Leather, Fried Chicken, Hello Sports
NOTS
St. Mcholes west side going south
- Partially Vacant on corner
- commercial sold under renountron i part of mall?)
N. sup of buth going Fast
- commercial letail Old inder renolation (part of Mall?)
Mugic Thantres
W. Fredrick Douglas
-Magic Thentres & (part of mall ) NY Sports Chil
commercial Bank, K+6 Mans Store

-- ---

11/16/06 Block 1982 N SICY 125+ Ging west (Between Ansterdam+old broadury)
- Lucite Roberts W/ Ankin Dinuts, Pinos Cuto, Curve, Sinning
grossery mach
Thereformed Barry Scotty
- Resultantial W/ Flown respondint = 1/ver to sentoral
- Church
- Residential W/ Manhatan to Parts
T Many Facturing Blue Flang
Tur ihibren Foundation
- Franklin Hunnen Pin + w
Timberter Perterostal Church
- Residential W/ Buton Stop Florest, El trenturer restaurant
- Resumhal
M. Maid
- Meg., Mat Lainero. Mut
Block 1982 N. Side 125+ h Going West (Between old Broadway+Boodway)
- Le vientier
- Residentia W Rity clark, DT walls
Diziachemy
- Electric Strucy
· · · · · · · · · · · · · · · · · · ·

:

No. of the control of	Block 1980 S Silv of 125th Grang Enot (Bothwar Boardword & Hundrolaum)
	UIOCK 1100 3 S.W. & I.W.   Carry Gother Backwiff - American)
ا	- Aunkit America
<u> </u>	Submay
	- Fried chicken
•	- Liquit store
:	Ben 7 Silva
	Told Brackburg Dentist
:	+ 99 C Depat  + Malgumetei Bon K
	C- TOWN 6.3CC T-Y
:	
	- fragects - Library
	fraject3
	·
**************************************	
·	
<del></del>	
i 	

······································	Block 1982 (Between old Broadway + Broadway)
1/9/07	w. side Hong Broadway - All Residential w/Street love
MATERIAL SECTION OF SECTION SE	- King West Cleaners
	- HAR Block
	ART Sturp
**************************************	Driving School
	Fried Chicken
	optical Store
. Line of the control	
	S. Side of W. 126th gains East Residential w/s. freet revel
	Gracecy Storf
м. . v. сестемательная по	- Beauty Salon
	t Shop Repair
<u></u> 	· Peli
	·
	W. Side of old Broadway soing south Residential /w short level
Open	- Deli
The second secon	- Barber Shop
*	C T Site T ald Area!
	Block 1982 (Between Amsterdam + Old Broadway)
···	E. Side of old broadway going South
Monte de la companya	- Residential
	- church
	- Posidential W/ Street level Income Tax
****	- Mega Mart Laundromal

d

	Block 1982
	5 Side of 126th st. Going East
1.2 	Residential
	PYPD ab Precinct
	- SMC (children place?)
	T Vacant Bil
	2 residential
	Church
	Breth Liquir Store
* ** *********************************	W. side of Amsterdam going South
and which are a series of the	Liquer store
	Mexican Restaural
-	t Music Store
**************************************	Mexican Fast Food
	Fred chicken
#	Donker Donuts + Baskin Rokns
, and the second	
***	Block 1966 (Between tonsferdam + Morningside)
	wsiap ot
	Amsterdam soing South
	Live fastry staro - tard word
	w. side steet notal - Pizza
	EQ I
	teal soul
	Burger Fount
	Deli
	Pawn shop
~~	Beauty Salan

1	Block 1966
	S. Side of W-126th going East - List Poultry
• •	PION Auto Radiator Servico
	Residential  Revocant 18165 (Auto repair across St. "Quality Case Collision")  Turcant 10f
}	Alternators + Starfers  vacant 10t
	Church
	D. Morninside Church
2	
20 00 00 00 00 00 00 00 00 00 00 00 00 0	

# Environmental Data Resources, Inc.

440 Wheelers Farms Road

Milford, CT 06461 Phone: (203) 783-0300

Fax: (203) 783-0303

Bill To:

Michael DiFabio STV Inc. 225 Park Ave S New York, NY 10003

# INVOICE

Ship Date	Account #	Invoice
12/06/2006	1031431	1802282

Ship To:

Michael DiFabio STV Inc. 225 Park Ave S

New	York,	NΥ	10003	

Terms	Order Date	Order Time	Caller	Account Executive
Payable Upon Receipt	11/21/2006	19:38:52	Michael DiFabio	Kathleen Miller

Research Service	Price	Zip	Taxa Deliv		PO#	Project #	Project/Site Name or Description
Sanborn Map Search	\$750.00	10035	1	1	na	na	125th Street Corridor
Historical Topo Map	\$105.00	10035	Ŧ	1	na	na	125th Street Corridor
EDR Corridor/Area Study	\$550.00	10035	Ţ	1	na	na	125th Street Corridor
Custom Report	\$50.00	0	Ŧ	1	na	na	Cd Rom
Sales Tax	\$121.86						
TOTAL DUE :	\$1,576.86						

Project Name: 125 Project No. Phase No. 200 A Task No. 60 Approved By:

Please remember to include invoice numbers and amounts with your payment.

Total Amount Due:

\$1,576.86

Remit Payment To:

Environmental Data Resources, Inc. 440 Wheelers Farms Road Milford, CT 06461

Pay By Credit Card

Call 1-800-352-0050 and ask for an Accounts Receivable representative.

For invoice inquiries, contact your Account Executive. Thank you for your business!

12/06/2006 Page 1 of 1 Invoice # 1802282

# Environmental Data Resources, Inc.

440 Wheelers Farms Road Milford, CT 06461

Phone: (203) 783-0300

Fax: (203) 783-0303

Bill To:

Michael DiFabio STV Inc. 225 Park Ave S New York, NY 10003

# INVOICE

Ship Date	Ассоилt#	Invoice
01/10/2007	1031431	1832462

Ship To:

Michael DiFabio STV Inc. 225 Park Ave S

New York, NY 10003



Terms	Order Date	Order Time	Caller	Account Executive
Payable Upon Receipt	01/10/2007	9:53:34	Michael DiFabio	Kathleen Miller

Research Service	Price	Zip	Taxa Deli			PO#	Project #	Project/Site Name or Description
Aerial Photo Search	\$145.00	10027	Ţ	I	na	_	na	125th Street Corridor
HRG - Super Rush	\$0.00	:						125th Street Corridor
Custom Report	\$145.00	0	Τ	1	па		na	125th Street Corridor
Sales Tax	\$24.29	:						
TOTAL DUE:	\$314.29							

Project Name:	125th St. Corndo	78
Project No.	4013079	, -
Phase No.	Task No.	
Reim	Non-Reim.	н. θ.
Approved By:		n u.
Date:		

Please remember to include invoice numbers and amounts with your payment.

Total Amount Due:

\$314.29

Remit Payment To:

Environmental Data Resources, Inc. 440 Wheelers Farms Road Milford, CT 06461

Pay By Credit Card

Call 1-800-352-0050 and ask for an Accounts Receivable representative.

For invoice inquiries, contact your Account Executive. Thank you for your business! 01/10/2007

# Environmental Data Resources, Inc.

440 Wheelers Farms Road Milford, CT 06461 Phone: (203) 783-0300

Fax: (203) 783-0303

Bill To:

Michael DiFabio STV Inc. 225 Park Ave S New York, NY 10003

# **INVOICE**

Ship Date	Account #	Invoice
12/04/2006	1031431	1809173

Ship To:

FILE COPY

Michael DiFabio STV Inc. 225 Park Ave S New York, NY 10003

Terms	Order Date	Order Time	Caller	Account Executive
Payable Upon Receipt	12/04/2006	11:10:48	Michael DiFabio	Kathleen Miller

Research Service	Price	Zip	Taxable Deliver		PO#	Project #	Project/Site Name or Description
Sanborn Search	\$1,070.00	10035	Ţ	na		na	125th St Corridor
CD Burn	\$50.00						125th St Corridor
Federal Express Delivery	\$15.00						125th St Corridor
Sales Tax	\$95.06						
TOTAL DUE :	\$1,230.06	7		<del></del>			<u> </u>

Project Name: 125th 5t. Corridor
Project No. 4013079
Phase No. 0 0 0 2 Task No. 0 0 1 2
Reim. Non-Reim.
Approved By: Muchaelt Timbre
Date: 12/8/06

Please remember to include invoice numbers and amounts with your payment.

Total Amount Due:

\$1,230.06

Remit Payment To:

Environmental Data Resources, Inc. 440 Wheelers Farms Road Milford, CT 06461

Pay By Credit Card

Call 1-800-352-0050 and ask for an Accounts Receivable representative.

For invoice inquiries, contact your Account Executive. Thank you for your business! 12/04/2006

# APPENDIX E: RWCDS TABLES FOR ALTERNATIVES

# **RWCDS - ARTS BONUS ALTERNATIVE**

- June 20, 2007

\_assumptions:
Unit size - new development (sf) 900
\_\_site key:
proj Projected site
pot Potential site

known Known development

## PROJECTED DEVELOPMENT SITES

PROJECTED DEVELOPMENT SITES																							
site descr	iption:							existing co	onditions:									No-Actio	n conditions:				
						permitted resid		<u> </u>	commun fac /			p	arking (C of	proposed retail	re	esidential	offi	ice / comm	commun fac		parking	/ auto	
site: type: address:	block: lot	: lot area:	built floor area	zoning:	built FAR:	FAR:	DUs: retail FA: office	e / comm FA: hotel FA:	instit FA:	stor / mfg FA:	parking / auto FA: utility FA:	vacant FA: 0	):	FAR:	DUs: p	arking: retail FA:	FA	: Hotel FA:	instit FA:	inst conv FA: st	or / mfg FA: FA:	utility FA:	total parking:
proi 321 WEST 125 STREET	1952 19		12.022	04.4	2.00		6.011	( 011									( 011	/ 011					
1 proj 321 WEST 125 STREET	1952 19			C4-4	2.00	4		6,011 2,488									6,011	6,011 2,488					
				C4-4	1.91	•	2,488										2,488						
proj 317 WEST 125 STREET	1952 22		6,761	C4-4	2.90	4	2,328	4,433									2,328	4,433					
subtotal:		10,940	23,759				10,827	12,932								10	0,827	12,932					U
proj 2329 FRED DOUGLASS BLVD	1952 29	19,983	46,167	C4-4	2.31	4	15,983	30,184			4,000		14	ı		15	5,983	30,184				4,000	14
3 proj 362 WEST 125 STREET	1951 7	12,475	11,890	C4-4	0.95	4			11,89	20									11,89	n			0
GIO SOZ WEST 123 STREET	1731 /	12,473	11,070	04-4	0.73	4			11,07	,0									11,02				٥
4 proj 350 WEST 125 STREET	1951 51	11,908	21,716	C4-4	1.82	4						21,716				10	0,858	10,858					0
4 pioj 330 WEST 123 STREET	1731 3	11,700	21,710	04-4	1.02	4						21,710					0,030	10,030					٥
5 proj 324 WEST 125 STREET	1951 43	8,983	36.136	C4-4	4.02	4						36,136			32	-	7,636						0
5 proj 324 WEST 123 STREET	1751 40	0,703	30,130	011	4.02							30,130			32		7,030						
6 Proj 2100 ADAM C POWELL PLVD																							
proj 2100 ADAM C POWELL BLVD	1931 27	12,500	33,740	C4-7	2.70	10		33,740										33,740					0
proj 260 WEST 125 STREET	1930 55	5,046	5,270	C4-4	1.04	4						5,270				Ę	5,270						
-																							
proj 260 WEST 125 STREET	1930 55			C4-4	1.04	3.44						5,270					5,270						
subtotal:		10,092	10,540									10,540				10	0,540						0
proj 256 WEST 125 STREET	1930 53	3 5,045	8,470	C4-4	1.68	4	4,235	4,235								,	4,235	4,235					
proj 256 WEST 125 STREET	1930 53		16,945		1.68	3.44	8,473	8,472									8,473	8,472					
8 proj 252 WEST 125 STREET	1930 51		4,796		0.96	4	4,796	0,472									4,796	0,472					
proj 250 WEST 125 STREET	1930 50				0.94	4	2,375										2.375						
proj 246 WEST 125 STREET	1930 49		6,545	C4-4	1.30	4	6,545										6,545						
	1730 41	27,712		C4-4	1.30	4	26,424	12,707									6,424	12,707					0
subtotal:		21,112	39,131				20,424	12,707								20	0,424	12,707					U
proj 226 WEST 125 STREET	1930 41	4,884	9,799	C4-4	2.01	4	9,799							I		Ç	9,799						
proj 226 WEST 125 STREET	1930 41	4,884	9,799	C4-4	2.01	3.44	9,799									ç	9,799						
proj 222 WEST 125 STREET	1930 40		7,839	C4-4	1.99	4	7,839							I			7,839						
9 proj 222 WEST 125 STREET	1930 40	3,936	7,839	C4-4	1.99	3.44	7,839							I		7	7,839						
proj 208 WEST 125 STREET	1930 37		33,840		3.00	4	33,840										3,840						
proj 208 WEST 125 STREET	1930 37		33,840	C4-4	3.00	3.44	33,840										3.840						
subtotal:		40,211	102,955				102,955							I			2,955						0
proj 2105 ADAM C POWELL BLVD	1910 1	41,965		C4-7	2.00	10	15,000				68,930		196	1		15	5,000					68,930	196
10 proj 2105 ADAM C POWELL BLVD	1910 1	6,787	6,787	C4-7	1.00	10					6,787			I								6,787	
proj 125 WEST 125 STREET	1910 75			C4-7	2.00	10	23,000										3,000						
subtotal:		60,252	113,717				38,000				75,717		196	•		38	8,000					75,717	196

arts Arts Bonus
IH Inclusionary Housing Bonus

								With-Ac	tion conditions:					1					Increm	nent:					
	proposed	proposed		DUs (inc.				fice / comm	arts/performan		parking / auto			reqrd			office / comm		arts/performan commun fa			parking / auto	public		
site:	zoning:	FAR: bo	nus FAR: type:	affordable	) DUs	s: retai	IFA: FA	A: Ho	tel FA: ce FA:	nstit FA: inst	conv FA: FA:	utility FA:	parking: park	ing:	DUs: rel	ail FA:	FA:	Hotel FA:	ce FA: instit FA:	FA:	stor / mfg FA:	FA: ut	ility FA: parking	g: parking:	comments:
	C4-4D	5.4	1.4 arts				5,110	25,250	2,104							-901	19,23	9	2,104						New commercial dev, ground floor retail, under With-Action scenario
1	C4-4D	5.4	1.4 arts				2,210	10,920	910							-278	8,43	2	910						New commercial dev, ground floor retail, under With-Action scenario
	C4-4D	5.4	1.4 arts				1,979	9,778	815							-349	5,34	5	815						New commercial dev, ground floor retail, under With-Action scenario
							9,299	45,948	3,829				0	0		-1,528	33,01	6	3,829					0	0
_																									New residential dev, two levels of retail, under With-Action scenario. This dev site provides two levels of below-grade parking including
2	C4-4D	7.2	1.8 IH	12	2	24	33,971						145	55	122	17,988	-30,18	4				-4,000		145	11 public parking under With-Action scenario
																									New residential dev including new community facility (church), ground floor retail, under With-Action scenario. This dev site provides one
3	C4-4D	7.2	1.8 IH	7	5	15	10,604			11,890			20	22	75	10,604				0				20	22 level of below-grade parking including public parking under With-Action scenario
4	C4-4D	5.4	1.4 arts				10,122	50,014	4,168				0	0	0	-736	39,15	6	4,168					0	Building renovation under No-Action scenario. New commercial dev, ground floor retail, under With-Action scenario.
<u> </u>	CLAD	7.0	10 111	,	2	10	7.07						•		21									0	
5	C4-4D	7.2	1.8 IH	6	3	13	7,636						0	U	31	U								0	Building renovation under No-Action scenario. New residential dev, ground floor retail, under With-Action scenario
6																									New commercial dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-
_	C4-7	12	2 arts				21,250	122,500	6,250				0	0		21,250	88,76	0	6,250					0	O Action scenario
																									Mart125. City sponsored project. North portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial
7	C6-3	8	2 arts				8,578	10,092	19,175 2,523							3,308	10,09	2 19,1	75 2,523						dev, under With-Action scenario
	C4-4D	5.4	1.4 arts				8,578	10,092	6,812 1,766							3,308	10,09	2 6,8	1,766						Mart125. City sponsored project. South portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial dev. under With-Action scenario
	0115	0.1	iii ans				17,156	20,184	25,987 4,289				0	0		6,616								0	0
		_		_	_													_							
	C6-3	8	2 arts	3			8,577		2,523						33	4,341	-4,23		2,523						North portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
8	C4-4D C6-3	7.2	1.8 arts 2 arts	5			17,158 8,509		4,542 2,503						57 32	8,685 3,713		2	4,542 2,503						South portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
	C6-3	ο ο	2 arts	1			4,289		1,262						16	1,914			1,262						New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	3			8,578		2,523						33	2,033			2,523						New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario
	000	Ü	2 0113	17			47,110		13,351				150	74	171	20,686		7	13,351					150	14 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
						_			-,								,								
	C6-3	8	2 IH	3		,	8,303								34	-1,496									North portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
1	C4-4D C6-3	7.2	1.8 IH 2 IH	3		6	8,303 6,691								30 28	-1,496 -1,148									South portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
9	C6-3	7.2	2 IH 1.8 IH	2		5	6,691								28 24	-1,148									North portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	C6-3	7.2	2 IH	7		5 16	19,185								79	-14,655									South portion of lot 40. New residential dev, two levels of retail, under With-Action scenario  North portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	6		14	19,185								69	-14,655									South portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
	31.15			26		53	68,359						150	108	264	-34,596								150 1	18 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
																		_							
40	C4-7	12	2 arts				104,913	377,685	20,983							89,913	. ,		20,983						Center portion of block 1910, State parking garage. New commercial dev, 2.5 FAR of retail.
10	C4-7	12 12	2 arts				16,968	61,083	3,394							16,968			3,394						Portion of block 1910, Ramps for parking garage. New commercial dev, 2.5 FAR of retail.
-	C4-7	12	2 arts				28,750 <b>150.630</b>	103,500 <b>542,268</b>	5,750 <b>30.126</b>					104		5,750 <b>112,630</b>			5,750 <b>30.126</b>					0	South-center portion of block 1910, H&M store. New commercial dev, 2.5 FAR of retail.
							130,030	342,200	30,126					190		112,030	342,26	0	30,120					U	This dev site provides two levels of below-grade parking including public parking under With-Action scenario

Part			site description	1:				existing conditions:  permitted resid communitac / parking (Coff											No-Action conditions:								
1	site: type:	address:	block	c: lot:	lot area:	built floor area	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office / comm FA: hotel FA:			parking / auto FA: utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs: p	residential parking:	retail FA: F		Hotel FA:	commun fac / instit FA:	inst conv FA: stor / mfg FA	parking / auto : FA:	utility FA:	total parking:
The section of the content of the	proj	150 WEST 125 STREET	100	0 50	10.001	15 001	CAA	1 50	4	15	01			, , ,						15.001							
Part										13,					5	i.046					5.046						
Marke   Mark										15,																	0
Marke   Mark	nroi	120 WEST 125 STREET	190	9 44	5.046	10 000	C4-4	1 98	4	10	100									10 000							
Part																6	,										6
Marie   Mari	proj	124 WEST 125 STREET	190	9 46			C4-4	0.89	3.44																		
Market   M			subtotal:		25,229	27,950				27,	950					6	1			27,950							6
Part	proj	111 WEST 124 STREET	190	9 26	2,523	0	C4-4	0.00	3.44						2	2,523	3			7,569							
1   1   1   1   1   1   1   1   1   1	FJ					0											-										
March   Marc						0			•								-										
*** *** *** *** *** *** *** *** *** **						0											-										
# 20   1945   19						0			4								3										
Part						0			•								_										
Market   M						0																					
Mary Line Stretch   1968   1968   1968   1968   1969   1						0											_										
Second District   173   17   17   17   17   17   17   1						0			4								3										
March   Marc			subtotal:		30,276	0									30	,276				90,828							0
Martic Strike   17.0   1.0	proj	35 WEST 125 STREET	172	3 17	9,992	17,124	C4-4	1.71	4	13,	24 3,400									13,724	3,400						
Process   Proc								4.39	4																		
Part													5,	896										5,8	96		
Second   19   19   19   19   19   19   19   1						7,296				2,	97 4,299			1 000						2,997	4,299				1 00	28	
Maria   Mari	proj	30 WEST 120 STREET		3 33		40,494	04-4	0.00	3.44	19,	21 7,699		13,							19,521	7,699			13,2			0
Maria   Mari	nroi	5 WEST 125 STREET	172	3 31	21 804	0	C4-4	0.00	3.44						21	804 6	0.85	63	3.	2 18 533			66 72	0			32
No.   1						2,865																					3
Process   Proc	proj	18 WEST 126 STREET	172	3 45		0	C4-4	0.00	3.44						1	,874	0.85										3
Part			subtotal:		25,552	2,865									26	,543 6		73	3	7 21,719			78,18	9			37
The column   The																											
Value   Valu																											
Marie   Mari																					1 261						
Substrict   15,180   17,028   15,518   17,028																					1,201						
A C WEST 125 STREET   172   62   2.876   9.180   C.44   3.19   4   2.045   5.725   7.012   0.85   7   2.445   7.012   7	proj	64 WEST 125 STREET		2 63			C4-4	1.00	4																		
March   Marc			subtotal:		15,180	17,028				15,	767 1,261									15,767	1,261						0
The book									•									,									
Pro   S 6 WEST 125 STREET   1722   59   2,018   5,192   C44   2,57   4   2,000   C44   3,19   C44   3,19   C44   3,19   C44   3,19   C44   3,19   C44   3,19   C44   C45   C													3,	192	_												
Pro   S4 WEST 125 STREET   1722   58   2,876   9,180   C44   3.19   4   4,000   12,445   12																											
Proj.   69 EAST 125 STREET   1750   28   2.498   6.750   C4-4   2.70   4   2   3,000   1,250   1,250   2,498   0.85   9   5   2,123   6,245   1,245									•																		
Poly project         71 EAST 125 STREET 1750 175 29 2,498         0 C44 0.00         4         1 EAST 125 STREET 1750 175 25 STREET 1750 175 25 STREET 175 26 STREET 175 27 STREET 17			subtotal:		12,614	37,756				12,	145		9,	927	15	,384		29		10,722							0
Poly project         71 EAST 125 STREET 1750 175 29 2,498         0 C44 0.00         4         1 EAST 125 STREET 1750 175 25 STREET 1750 175 25 STREET 175 26 STREET 175 27 STREET 17	proj	69 EAST 125 STREET	175	0 28	2,498	6,750	C4-4	2.70	4	2 3,	000 1,250						0.85	9	į	5 2,123			6,24	5			5
proj proj         75 EAST 125 STREET         1750 Stability         3,048 4         1,098 1,998 1,998 1,998 1,998 1,999 1	18 proj	71 EAST 125 STREET				0									2	2,498											5
roj 81 EAST 125 STREET 1750 34 4,493 20,586 C4-4 4.58 4 5.48 5.48 5.48 5.48 5.48 5.48 5	proj											3	848			1024											7
proj 1824 PARK AVENUE 1750 40 13,493 1,798 C4-4 0.13 4 13,493 15 13,493 45 13,493 45 13,493 1790 81 EAST 125 STREET 1750 34 4,493 20,586 C4-4 4.58 4 20,586	proj	DO EAST 126 STREET		u 44			C4-4	1.47	3.44	2 3	000 1.250	3	848				0										4 20
19 roj 81 EAST 125 STREET 1750 34 4,493 20,586 C4-4 4.58 4 20,586		1024 DADK AVENUE		0 40				0.10		- 0,		3		40.400	•				2.	,			20,07		40 :-	22	
proj 81 EAST 125 STREET 1750 34 4,493 20,586 C4-4 4.58 4 20,586	19		175	U 40	13,493	1,/98	C4-4	0.13	4					13,493		45									13,49	#3	45
cubidal: 17.986 77.384II 20.000		81 EAST 125 STREET		0 34			C4-4	4.58	4					<b>4</b>													
20,000 ا 15,475 عندر ۱۱ عندر ا			subtotal:		17,986	22,384			_					13,493	20	1,586 45								20,586	13,49	<del>1</del> 3	45

							With-Action cond	ditions:								In	rement:						
site:	proposed	proposed	bonus us FAR: type: a		ffordable DUs: re	office / etail FA: FA:	comm Hotel FA:	arts/performan comr ce FA: instit		parking	g / auto utility FA:	public total regrd	DUs: reta	ol nil FA: F.	fice / comm	arts/performan come el FA: ce FA: instit			parking /	/ auto utility FA:	public	total reqrd parking:	
Site:	zoning:	FAR: DOIL	IS FAR: type: a	arror dable)	DOS: 16	etali FA: FA:	Hotel FA:	Ce FA: IIISIII	TFA: IIIST	OUV FA: FA:	utility FA:	parking: parking:	DUS: Teta	III FA: F	A: MOI	erra: cera: ilistii	ra: ra:	Stor / mig i	A: FA:	utility FA:	parking:	parking:	comments:
11	C6-3	8	2 arts	65		17,155		5,046					65	2,064		5,046							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	16		4,289		1,262					16	1,766	-5,046	1,262							Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
				81		21,444		6,307				26 16	81	3,830	-5,046	6,307					:	26 1	6 This dev site provides one level of below-grade parking including public parking under With-Action scenario
	C6-3	8	2 IH	35	7	8,578							35	-1,422									New residential dev, two levels of retail, under With-Action scenario
12	C6-3	8	2 IH	71	14	17,156							71	8,181									North portion of lot 46. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	62	12	17,156							62	8,181									South portion of lot 46. New residential dev, two levels of retail, under With-Action scenario
				168	34	42,889						150 67	133	16,361							15	50 6	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8 IH	15	3	4.289							15	-3,280									No. 11 Table 1 At 1 A
	C4-4D	7.2	1.8 IH	15	3	4,289							15	-3,280									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario  New retail dev under No-Build scenario. New residential dev. two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	15	3	4,289							15	-3,280									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	9	2	2,380							9	-1,820									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	9	2	2,380							9	-1,820									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
13	C4-4D	7.2	1.8 IH	9	2	2,380							9	-1,820									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	9	2	2,508							9	-1,918									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	12	2	3,220							12	-2,462									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	71	14	17,156							71	-13,120									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	18	4	4,289							18	-3,280									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	18	4	4,289							18	-3,280									New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
				200	40	51,469						150 81	200	-39,359							15	50 8	1 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-7	12	3 IH	114	23	16,986							114	3,262	-3,400								New residential dev, two levels of retail, under With-Action scenario
	C4-7	12	3 IH	23	5	3,397							23	1,997	0			-7,3	78				New residential dev, two levels of retail, under With-Action scenario
14	C4-7	12	3 IH	23	5	3,397							23	1,997	0			-5,8	96				New residential dev, two levels of retail, under With-Action scenario
	C4-7	12	3 IH	23	5	3,397							23	400	-4,299								New residential dev, two levels of retail, under With-Action scenario
	R6A	3	0	0		0					1,998									1,998			Lot used for access to required parking and loading, no development above
				183	37	27,176					1,998	121 39	183	7,655	-7,699			-13,2	74 -1	1,998	12	21 3	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4A	4	0	76		18,533							13	0			-66,720						New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
15	C4-4A	4	0	7		1,593							2	0			-5,734						New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
	C4-4A	4	0	7		1,593							2	0			-5,734						New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
				90		21,719						150 45	17	0			-78,189				15	50	B This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	04.3	0	2	10		2.21/		04/					12	1,324		04/							
	C6-3 C6-3	δ g	2 arts 2 arts	12 12		3,216 3,216		946 946					12 12	1,324		946 946							New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	12		3,216		946					12	1,324		946							New residential dev, two levels of retail, under With-Action scenario
16	C6-3	8	2 arts	12		3,290		968					12	768	-1,261	968							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	16		4.117		1,211					16	1,695	.,	1.211							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	33		8,750		2,574					33	3,603		2,574							New residential dev, two levels of retail, under With-Action scenario
				97		25,806		7,590				0 0	97	10,039	-1,261	7,590						0	o
$\vdash$	C6-3	0	2 IH	20	4	4.889							13	2,445									Manual hide is associated with cooled and around floor soled made No Activa No.
	C6-3	8	2 IH 2 IH	20 14	3	3,431							10	2,445 1,715									Vacant bidg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario Vacant bidg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
17	C6-3	8	2 IH	20	4	4,804							13	2,402									Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario  Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
¨	C6-3	8	2 IH	14	3	3,431							10	1,715									Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	20	4	4,889							13	2,445									Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
				88	18	21,444						0 0	59	10,722								0	
	04.43		0	•		2.100							2				/ 245						
	C4-4A	4	0	9		2,123							0	0			-6,245						New resid. / community facility dev, ground floor retail, under No-Action scenario. New resid. dev, ground floor retail, under With-Action scenario.
18	C4-4A C4-4A	4	0	9		2,123 3,227			3,848				U 4	0			-6,245 -5,642						New resid. / community facility dev, ground floor retail, under No-Action scenario. New resid. dev, ground floor retail, under With-Action scenarios.
	R6A	3	0	7		3,227 O			3,040				-4 -1	0			-5,042 -6,114						New residential and community facility (church) dev, ground floor retail, under No-Action and With-Action scenarios  New residential and community facility dev, under No-Action and With-Action scenarios
$\vdash$	Nort	J	U	34		7,473			3.848			0 17	-5	0			-0,114					0 -	3 This dev site provides one level of below-grade parking under With-Action scenario
				٠.					0,010			· · · · · · · · · · · · · · · · · · ·	, and a				,					-	
ا پر ا	C6-3	8	2 IH	94	19	22,938						0	94	22,938					-13	3,493			New residential dev, two levels of retail, under With-Action scenario
19	C6-3	6	0	5	1	0				20.586			5					0					Known dev (Corn Exchange, designated NYC landmark) expected to convert existing building to community facility (educational). Existing building remains, transfers 1 FAR of dev rights to lot 40
$\vdash$	00 3	U	Ü	99	20	22,938				20,586		0 37	99	22,938				0	-13	3,493		0 -	8 This dev site provides one level of below-grade parking under With-Action scenario
						,				.,				,									,

	site descrip	tion:									existing	conditions:											No	-Action c	conditions:				
site: type: address:		olock: I	let: let a	ea: built floo	or area	zoning:	built FAR:	permitted resid	DUs: retail FA:	office	e / comm FA: hotel FA	commun fac		EA: parking/a	uto EA: utility EA:	vacant FA:	parking (C of O):	proposed retail		residential parking:	retail FA		ce / comm		commun fac /	inst conv FA: stor/		g / auto	A: total parking:
site. type. audress.		JIUCK. I	iot. Iot a	ea. Duilt liou	л анса	zoning.	Duilt FAR.	ran.	DOS. TEIMITA.	Office	e / COMMITA. MOLETTA	IIISUUTA.	Stor / Illig i	rA. paiking/a	uto FA: utility FA:	vacalit FA.	- Oj.	ran.	DUS.	parking.	Tetali FA	. га.	notei	IFA. I	IIISULFA.	IIISt COIN FA. Stor /	iligra. ra.	utility F	A. total parking.
20 proj 60 EAST 125 STREET		1749			0	C4-4	0.00	4								2,52		0.85		9		2,145							
proj 58 EAST 125 STREET		1749	49 2,5	23	0	C4-4	0.00	4								2,52	23	0.85		9		2,145							
	subtotal:		5,0	16	0											5,04	16			18	9	4,289							
proj 71 EAST 124 STREET		1749	31 12,6	15	0	C4-7	0.00	10								12,61	5	3			3	7,845	88,305						
proj 1800 PARK AVENUE		1749			0	C4-7	0.00	10								3,53		3				0,617	24,773						
Proj. 1904 DADY AVENUE		1749			0	C4-7	0.00	10								3,47		3				0,425	24,325						
proj 1808 PARK AVENUE		1749			0	C4-7	0.00	10								9,08		3				7,249	63.581						
proj 66 EAST 125 STREET		1749			0	C4-7	0.00	10								7,56		3				2,707	52,983						
proj 55 EAST 124 STREET		1749			5,770	C4-7	3.20	10				55	5,770			.,	•				_	_,	118,320		55,770				
	subtotal:		53,6		5,770								5,770			36,28	31				10	8,843	372,287		55,770				
22 proj 127 EAST 125 STREET	г	1774	17 21,4	32 30	9,928	C4-4A	1.86	4		26,619	13,309				10,000						5	1,181	25,591						
proj 132 EAST 126 STREET		1774			1,499	C4-4A	1.00	4		1,499	13,307				10,000							1,499	25,571						
proj 102 Enter 120 enter	subtotal:		22,9		1,427	01 111	1.00	·		28,118	13,309				10,000							2,680	25,591						
																							.,.						
proj 1815 PARK AVENUE		1773			5,322	C4-4	2.25	4		6,810		8,512										6,810		8,512					
proj 1811 PARK AVENUE		1773			0	C4-4	0.00	4								2,84		0.85		10		2,417							
proj 1807 PARK AVENUE		1773			0	C4-4	0.00	4								2,84	13	0.85		10	5	2,417							
proj room materiol		1773			0	C4-4	0.00	4							5,670		19	il .										5,670	1
proj 1801 PARK AVENUE		1773	1 3,1	00	0	C4-4	0.00	4							3,150		1											3,150	1
proj 110 EAST 125 STREET	Г	1773	67 4,5	04	0	C4-4	0.00	4							4,504		15	5											4,504 1
	subtotal:		25,8	20 1	5,322					6,810		8,512			13,324	5,68	36 45	5		20	10 1	1,643		8,512				8,820	4,504 4
040 5407 405 070557		1700	45		5 000	04.4	4.00							F 000													F 000		
proj 212 EAST 125 STREET		1789			5,000	C4-4	1.98	4		F 000				5,000								F 000					5,000		
24 proj 214 EAST 125 STREET		1789 1789			0,000	C4-4 C4-4	1.98 1.49	4		5,200				4,800 3,750								5,200					4,800 3,750		
proj 218 EAST 125 STREET proj 215 EAST 124 STREET		1789			3,750	C4-4	0.00	3.44						3,730	8,376		20	,									3,730	8,376	າ
pioj 213 EAST 124 STREET	subtotal:	1/07	7 0,3 18,4		8,750	C4-4	0.00	3.44		5,200			1	13,550	8,376		20					5,200					13,550	8,376	2
	Subtotal.		10,4	,,	0,730					3,200				13,330	0,570			Ί				3,200					13,330	0,570	-
25 proj 246 FAST 125 STREET		1700	20 0.5	20 1	7 100	04.4	1 70			0.550												0.550			0.550				
proj 246 EAST 125 STREET		1789	30 9,5	58 1	7,100	C4-4	1.78	4		8,550		č	3,550									8,550			8,550				
proj 233 EAST 124 STREET	Г	1789	16 4,0	37 :	3,500	C4-4	0.87	3.44						4,037				(	ı	15	8	0							
proj 237 EAST 124 STREET	Г	1789	18 4,0	37	0	C4-4	0.00	3.44								4,03	37	(	1	15	8	0							
proj 241 EAST 124 STREET	Г	1789	19 2,0	18	0	C4-4	0.00	3.44								2,01	18	(	1	8	4	0							
proj 243 EAST 124 STREET		1789			0	C4-4	0.00	3.44								2,01		0	1	8	4	0							
proj 245 EAST 124 STREET		1789			0	C4-4	0.00	3.44								1,86		6	1	7	4	0							
proj 247 EAST 124 STREET		1789			0	C4-4	0.00	4								2,82		0.85		10		2,402							
proj 2423 2 AVENUE		1789			0	C4-4	0.00	4								2,17		0.85		8		1,848							
proj 2421 2 AVENUE		1789			0	C4-4	0.00	4								2,17		0.85		8		1,848							
proj 2419 2 AVENUE		1789			0	C4-4	0.00	4								2,17		0.85		8		1,848							
proj 2417 2 AVENUE		1789			0	C4-4	0.00	4						4.007		1,61		0.85		6		1,369							_
	subtotal:		24,9	55	3,500									4,037		20,89	78 (			93	47	9,314							4
	site descrip	tion:									existing	conditions:											No	-Action c	conditions:				
citos tunos addreses		olock:	lot: lot :-	oo built ff	or area	zonina	built EAD	permitted resid	Diles rotail FA	off:	/comm EA: hot-I FA	commun fac		EA: parkin=1=	uto EA: utility FA:	wacant EA:	parking (C of O):	proposed retail		residential			ce / comm		commun fac /	inct conv.EA ctes /		g / auto	A: total partition
site: type: address:	totals:	olock: I	lot: lot a	ea: built floo	6,289	zoning:	built FAR:	FAR:	DUs: retail FA:	36,641	115,605				uto FA: utility FA: 126,908	vacant FA: 0 239,57	-/-	rak:		parking:	retail FA:		512,305	8,512		inst conv FA: stor /		utility F.	A: total parking: 4.504 43
	totals:		343,8	וו דנ	0,209			<u>L</u>	Z 3	30,04 I	113,003	0,512 کار	J,UJO 4	10,700	120,700	U 239,57	U 340	,	- 3	04	123 03	0,331	512,305	0,312	102,493	20,300	20,024	112,404	4,504 45

#### Summary of Reasonable Worst Case Development Scenario

Summary of Reasonable Worst Ca	isc Development set	<u> Ilailo</u>		- Julie 20,	2007																				
site descr	ription:	I				exis	ting condition	ns:					Т						No-Action o	onditions:					
	# of sites lot a	rea: built floor area	DU	: retail FA:	office /	comm FA: hot		nmun fac / tit FA: sto	or / mfg FA: pa	arking / auto FA: utility l	A: vaca		rking (C of	DUs	residentia parking:			e / comm H		commun fac / nstit FA:	inst conv FA:	stor / mfg FA: I	oarking / auto -A: ut	ility FA: to	total parking:
Projected Sites	<b>26</b> 543,8	776,289		2 3:	36,641	115,605	8,512	80,058	40,788	126,908	0	239,570	346		304	123 6	35,337	512,305	8,512	182,493	20,586	26,824	112,404	4,504	438

general notes:
- Sites within the core subdistrict (C4-7 and C6-3 zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a small portion of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

							With-Action of	onditions:									Inc	rement:					
	proposed	proposed		DUs (inc. A			ffice / comm	arts/performan c		rking / auto	public total re				ce / comm		ts/performan comm			arking / auto	public		
site	zoning:	FAR: bon	us FAR: type:	affordable)	DUs: n	etail FA: FA	A: Hotel FA:	ce FA: ii	nstit FA: inst conv FA: FA	A: utility FA:	parking: parkin	ıg:	DUs: retail	FA: FA:	Ho	tel FA: ce	FA: instit I	FA: FA:	stor / mfg FA: F	A: util	ity FA: parking	: parking:	comments:
	C4-4A	4	0	9		2,145							0	0									New residential dev, ground floor retail, under With-Action and No-Action scenarios
20	C4-4A	4	0	9		2,145							0	0									New residential dev, ground floor retail, under With-Action and No-Action scenarios
				18		4,289					0	0	0	0								0	0
	C4-7	10	0			37,845	88,305							0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0			10,617	24,773							0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
21	C4-7	10	0			10,425	24,325							0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0			27,249	63,581							0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0			22,707	52,983							0	0			_					New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
<u> </u>	C4-7	10	0			400.040	118,320		55,770		450			0	0			0				450	Existing community facility (school) transfers dev rights only
						108,843	372,287		55,770		150	0		0	0			U				150	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
																							Retail and commercial enlargement of existing building under No-Action scenario. New residential dev, two levels of retail, under With-
22	C4-4D	7.2	1.8 IH	131	26	36,519							131	-14,662	-25,591								Action scenario
	C4-4D	7.2	1.8 IH	9	2	2,548							9	1,049									New residential dev, two levels of retail, under With-Action scenario
				140	28	39,068					150	63	140	-13,613	-25,591							150	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2 arts	44		11.577		3.405					44	4.767		-8.512	3.405						New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	18		4,833		1,422					8	2,417		0,512	1,422						New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	18		4,833		1,422					8	2,417			1,422						New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
23	C6-3	8	2 arts	37		9,639		2,835					37	9,639			2,835			-5,670			West portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 arts	18		5,355		1,418					18	5,355			1,418			-3,150			East portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
						-,								-,			.,			-,			Site planned for partial acquisition for the 2nd Ave subway. New residential dev, mechanical ground floor for subway and second story reta
	C4-4D	7.2	1.8 arts	30		3,828		2,027					30	3,828			2,027				0		under With-Action scenario.
				165		40,066		12,527			150	71	145	28,423		-8,512	12,527			-8,820	0	150	6 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,145							18	2,145					-5,000				New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	36	7	4,289							36	-911					-4,800				New residential dev, ground floor retail, under With-Action scenario
24	C4-4D	7.2	1.8 IH	18	4	2,145							18	2,145					-3,750				New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	59	12	7,120							59	7,120					-,	-8.376			New residential dev under With-Action scenario
				131	26	15,698					126	59	131	10,498					-13,550	-8,376		126	1 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
25	C4-4D	7.2	1.8 IH	68	14	8.150					0	0	68	-400				-8,550				0	New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
-	C4-4D	1.2	1.0 111	00	14	0,130					U	U	00	-400				-0,330				U	United to South line of the last that the second of the se
	C4-4D	7.2	1.8 IH	32	6	0							17	0									New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	32	6	0							17	0									New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	16	3	0							8	0									New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	16	3	0							8	0									New residential dev under No-Action and With-Action scenarios
26	C4-4D	7.2	1.8 IH	15	3	0							8	0									New residential dev under No-Action and With-Action scenarios
20	C4-4D	7.2	1.8 IH	20	4	2,402							10	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	15	3	1,848							7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	15	3	1,848							7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	15	3	1,848							7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
_	C4-4D	7.2	1.8 IH	11	2	1,369							5	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
				187	37	9,314					150	84	94	0								150	7 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
							With-Action of	onditions:									Inc	rement:					
	proposed				Affordable		ffice / comm	arts/performan c		rking / auto	public total re				ce / comm		ts/performan comm	un fac / inst c		arking / auto	public		
site	zoning:	FAR: bon	us FAR: type:			etail FA: FA			nstit FA: inst conv FA: FA		parking: parkin		DUs: retail				FA: instit I		stor / mfg FA: F		ity FA: parking		comments:
				2,444	358	843,923	1,153,201 25	,987 88,438	71,508 20,586	1,998	0 1,787	1,034	2,140	208,586	640,896	17,475	88,438 -	110,985	0 -26,824	-36,687	0 1	787 5	0

Summary of Reasonable Worst Case Development Scenario

Summary of Reasonable Worst Case Development Scenario - June 20, 2007	
With-Action conditions: Increment:	
DUs (inc. Affordable office / comm arts/performan commun fac / parking / auto public total reqrd affordable) DUs: retail FA: FA: Hotel FA: ce FA: instit FA: inst conv FA: FA: utility FA: parking: parking: DUs: retail FA: FA: Hotel FA: ce FA: instit FA: FA:	v parking / auto public total regrd stor / m/g FA: FA: utility FA: parking: parking:
<b>2,444</b> 358 <b>843,923</b> 1,153,201 25,987 88,438 71,508 20,586 1,998 0 1,787 1,034 <b>2,140 208,586</b> 640,896 17,475 88,438 -110,985 0	0 -26,824 -36,687 0 1,787 596 Projected Sites

# **RWCDS - ARTS BONUS ALTERNATIVE**

- June 20, 2007

# POTENTIAL DEVELOPMENT SITES

site description:		- 1				existina c	onditions:									No	-Action conditions:			
				permitted resid		<u> </u>	commun fac /			parking (	C of pro	oposed retail	reside			ffice / comm	commun fac /	par	king / auto	
site: type: address: block: lot	: lot area: built fl	oor area zo	oning: built FA	R: FAR:	DUs: retail FA:	office / comm FA: hotel FA:	instit FA:	stor / mfg FA: pa	arking / auto FA: utility FA:	vacant FA: 0):	FA	iR:	DUs: parkir	ng: re	tail FA: F.	A: Hotel	FA: instit FA:	inst conv FA: stor / mfg FA: FA:	utility FA:	total parking:
27 pot 568 WEST 125 STREET 1980 75	32,050	28,900 R	R7-2 0.90	4	28,900	ı									28,900					0
28 pot 151-153 MORNINGSIDE AVE 1952 61	4,992	0 0	C4-4 0.00	4					4,992		17	0.85	17	0	4,243					0
26 put 151-155 MORNINGSIDE AVE 1952 01	4,772	0	54-4 0.00	4					4,772		17	0.00	17	U	4,243					ŭ
29 pot 381 WEST 125 STREET 1952 10			C4-4 3.25										3		900					
pot 379 WEST 125 STREET 1952 2		4,872 C 9,744	C4-4 3.25	4	3 1,005								3 <b>6</b>		1,005					0
subtotal:	2,996	9,744			6 1,905								0	0	1,905					U
<b>30</b> pot 361 WEST 125 STREET 1952 9	5,296	18,384 C	C4-4 3.47	4		18,384										18,384				0
pot 313 WEST 125 STREET 1952 23	3 5,500	23,620 C	C4-4 4.29	4	5,500			18,120							5,500	18,120				
pot WEST 126 STREET 1952 41			C4-4 0.00		0,000			10,120	4,162		14	0	16	5	0	10,120				
pot 309 WEST 125 STREET 1952 25	5 10,321	26,400 C	C4-4 2.56	3.44 / 4	21,476	4,924									21,476	4,924				
not 307 WEST 125 STDEET 1052 27			24-4 3.28		3,560										3,560	3,000				
31 pot 307 WEST 123 STREET 1952 28			2.88	4	8,640										8,640					
pot 308 WEST 126 STREET 1952 38	3 1,664	1,664 C	C4-4 1.00	3.44				1,664										1,664		
pot 306 WEST 126 STREET 1952 13	38 1,664	1,664 C	C4-4 1.00	3.44				1,664										1,664		
pot 304 WEST 126 STREET 1952 37	1,664	1,664 C	C4-4 1.00	3.44				1,664										1,664		
subtotal:	29,975	70,212			39,176	7,924		23,112	4,162		14		16	5	39,176	26,044		4,992		0
pot 2342 FRED DOUGLASS BLVD 1931 61	4,992	3,500 C	C4-4 0.70	4	3,500							0.85	17	9	4,243					9
not 240 WEST 124 STREET 1021 E4			C4-4 0.60		0,000		7,494		4,996		17	0.5	32	16	6,245		7,494			16
32 pot 2340 FRED DOUGLASS BLVD 1931 63			C4-4 3.70				*****	9,250	1,770		- "	0.0	02		2,300	6,950	.,			
pot 2338 FRED DOUGLASS BLVD 1931 64			C4-4 0.95		1,190	1,190		1,200							1,190	1,190				
subtotal:		22,624			4,690		7,494	9,250	4,996		17		49	25	13,978	8,140	7,494			25
<u> </u>																				
33 pot 2330 FRED DOUGLASS BLVD 1931 1	11,590	42,310 C	C4-4 3.65	4	11,590	30,720									11,590	30,720				0
	40.000	00.500	24.	2.44	0.400		40.040								0.400		13.913			
34 pot 2310 FRED DOUGLASS BLVD 1930 1 2310 FRED DOUGLASS BLVD 1930 1			C4-4 2.24 C4-4 2.24		8,680		13,913 22,593								8,680		13,913 22,593			
subtotal:		45,185	J4-4 Z.Z4	3.44	8,680		36,505								8,680		36,505			0
Subiotal:	20,104	45,105			0,000		30,505								0,000		30,505			Ü
pot 268 WEST 125 STREET 1930 59		.,	C4-4 1.00		5,046										5,046					
35 pot 264 WEST 125 STREET 1930 57			C4-4 2.19		4,500			6,488							4,500			6,488		
pot 264 WEST 125 STREET 1930 57			C4-4 2.19	3.44	4,500			6,488							4,500			6,488		
subtotal:	15,101	27,022			14,046			12,976							14,046			12,976		0
pot 112 WEST 125 STREET 1909 40	2,330	2,018 C	C4-4 0.87	4	2,018										2,018					
pot 114 WEST 125 STREET 1909 41			C4-4 1.24	4	3,752										3,752					
pot 116 WEST 125 STREET 1909 42	2 5,046	4,944 C	C4-4 0.98	4	4,944										4,944					
96 pot 110 WEST 123 STREET 1909 24	2,523	225 C	C4-4 0.09	3.44					2,523		9	0.85	7	4	2,145					
pot WEST 124 STREET 1909 25	2,133	0 C	C4-4 0.00	3.44						2,133		0.85	6	3	1,813					
pot 283 WEST 125 STREET 1909 14			C4-4 0.00	3.44						400		0.85	1	1	340					
subtotal:	15,460	10,939			10,714				2,523	2,533	9		14	7	15,012					0
37 pot 300 LENOX AVENUE 1723 1	6,993	18,629 C	C4-7 2.66	10	4,700	13,929									4,700	13,929				
37 pot 308 LENOX AVENUE 1723 4			C4-7 4.00	10	1,500	4,500									1,500	4,500				
subtotal:	8,493	24,629			6,200	18,429									6,200	18,429				0
pot 2022 5 AVENUE 1723 33	3 10,894	20,764 C	C4-4 1.91	4	4,900	11,326		4,538							4,900	11.326		4,538		
38 pot 2022 5 AVENUE 1723 33			C4-4 1.91 C4-4 2.81		4,900 1,700			4,538							4,900 1,700	3,074		4,538		
pot 2032 5 AVENUE 1723 37		25,538	J4-4 Z.01	4	6.600			4.538							6,600	14.400		4.538		n
Subtordi.	14,074	20,000			0,000	14,400		4,550							0,000	14,400		4,330		U

	•						14011 4 11															
							With-Action o										Increme					
site:	proposed zoning:	proposed FAR: bon		DUs (inc. affordable)	Affordable DUs:		office / comm FA: Hotel FA:		rman commun fac instit FA:	parking inst conv FA: FA:	/ auto utility FA:		tal reqrd arking:	DUs: reta	of il FA: FA	fice / comm A: Hote	arts/performan commun far FA: ce FA: instit FA:	FA:	parking stor/mfg FA: FA:	g / auto put utility FA: par		comments:
27	R7-2	3.44	0			28,900	28,900						0		0	28,900						Expansion of existing comercial use adding a second story for offices under With-Action scenario
28	C4-4D	7.2	1.8 IH	35	-	7 4,243						0	0	18	0						0	New residential dev, ground floor retail, under No-Action and With-Action scenarios
29	C4-4D	7.2	1.8 IH	11	-	.,								8	373							New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	11 22		, ,						0	0	8 16	268 <b>642</b>						0	New residential dev, ground floor retail, under With-Action scenario
30	C4-4D	7.2	1.8 IH	37								0	0	37	4,502	-18,384					0	New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	39	,	8 4.675								39	-825	-18,120						Conversion to offices, ground floor retail, under No-Action scenario. New resid dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	29										13	3,538	10,120						New residential dev, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	73	15	5 8,773								73	-12,703	-4,924						New residential dev, ground floor retail, under With-Action scenario
24	C4-4D	7.2	1.8 IH	14		3 1,700								14	-1,860	-3,000						New residential dev, ground floor retail, under With-Action scenario
31	C4-4D	7.2	1.8 IH	21		4 2,550								21	-6,090							New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	12		2 1,414								12					-1,664			New residential dev under With-Action scenario
	C4-4D	7.2	1.8 IH	12		2 1,414								12					-1,664			New residential dev under With-Action scenario
	C4-4D	7.2	1.8 IH	12		2 1,414								12					-1,664			New residential dev under With-Action scenario
				212	42	2 25,479						150	95	196	-17,940	-26,044			-4,992		150	95 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8 IH	25		7 4,243								18	0							No. of the state o
	C4-4D C4-4D	7.2 7.2	1.8 IH	35 85					7,4	0.4				53	0			0				New residential dev, ground floor retail, under No-Action and With-Action scenarios
32	C4-4D	7.2	1.8 IH	18					7,4	74				18	-175	-6,950		U				New residential dev including new comm facility (church), partial ground floor retail, under No-Action and With-Action scenarios  New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18										18	935	-1,190						
	C4-4D	1.2	1.0 111	156					7,4	0.4		150	70	107	760	-8,140		0			150	New residential dev, ground floor retail, under With-Action scenario  45 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
				130	3	1 14,730			7,4	74		130	70	107	700	-0,140		U			130	This devisite provides two revers of below-grade parking including public parking under with Action Scenario
33	C4-7	12	3 arts	123		19,703		8	,693			0	25	123	8,113	-30,720	8,693				0	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action scenario  25 Action scenario
	C6-3	8	2 IH	71	14	4 17,156						0		71	8,476		-13,9	913				North portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
34	C4-4D	6	0 IH	11					22,5	93				11	0		.,	0				South portion of lot 1. Existing church remains, transfers 1 FAR of dev rights to north portion of lot 1, under With-Action scenario
				82	10	6 17,156			22,5			0	31	82	8,476		-13,9	913			0	31 This dev site provides one level of below-grade parking under With-Action scenario
	C6-3	8	2 IH	35	-	7 8,578								35	3,532							New residential dev, two levels of retail, under With-Action scenario
35	C6-3	8	2 IH	35	7	7 8,547								35	4,047				-6,488			North portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	31		6 8,547								31	4,047				-6,488			South portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
				101	20	0 25,672						111	40	101	11,626				-12,976		111	40 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2 IH	16		3 3,961								16	1,943							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	21										21	1,396							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	35		7 8,578								35	3,634							New residential dev, two levels of retail, under With-Action scenario
36	C4-4D	7.2	1.8 IH	15	:	3 4,289								8	2,145							New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	13		3 3,626								7	1,813							New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	2	(									1	340							New residential dev under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
				102	20							115	40	88	11,270						115	40 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4.7	10	2 111	00	4.	4 11 000								00	7.100	12.000						
37	C4-7	12 12	3 IH	80 17										80 17	7,188	-13,929						New residential dev, two levels of retail, under With-Action scenario
-	C4-7	12	3 IH	97								0			1,050	-4,500 19,420					0	New residential dev, two levels of retail, under With-Action scenario
				97	15	9 14,438						0	0	97	8,238	-18,429					U	
20	C4-4A	4	0	38		9,260								38	4,360	-11,326			-4,538			New residential dev, ground floor retail, under With-Action scenario
38	C4-4A	4	0	6		1,445								6	-255	-3,074						New residential dev, ground floor retail, under With-Action scenario
				44		10,705						42	0	44	4,105	-14,400			-4,538		42	This dev site provides one level of below-grade public parking under With-Action scenario

	5	site descrip	tion:								existing co	onditions:										No-Acti	on conditions:				
site: type	: address:		block: lot:	lot are	a: built floor area	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office / c	comm FA: hotel FA:	commun fac / instit FA:	stor / mfg FA: n	arking / auto FA: uti	lity FA: vac			proposed retail	resid DUs: parki		of ail FA: FA	office / comm A: Hotel FA:	commun fac /	inst conv FA: stor / mfg	parking / auto	utility FA: to	otal parking:
						-									,	<u>-,</u>	,-										
39 po	290 LENOX AVENUE		1722 69	8,57	8 25,326	C4-4	2.95	4		8,578	16,748										8,578	16,748					0
po	52 WEST 125 STREET		1722 57	1,57	6 4,066	C4-4	2.58	4		1,000			3,066								1,000	3,066					
po	50 WEST 125 STREET		1722 156	6 1,57	6 4,121	C4-4	2.61	4		1,000			3,121								1,000	3,121					
<b>40</b> po	48 WEST 125 STREET		1722 56	1,57	6 4,113	C4-4	2.61	4		1,000			3,113								1,000	3,113					
po	46 WEST 125 STREET		1722 155	5 1,57	6 3,809	C4-4	2.42	4		400						3,409					400	3,409					
po	44 WEST 125 STREET		1722 55	2,10	2 5,400	C4-4	2.57	4		2,160	2,160		1,080								2,160	3,240					
		subtotal:		8,40	6 21,509					5,560	2,160		10,380			3,409					5,560	15,949					0
<del>po</del>	32 WEST 125 STREET		<del>1722</del> 51	10,51	2 21,024	C4-4	2.00	4							10,512	10,512		0.42	25	13	4,415					15,013	13
41					•																.,						
<del>po</del>	32 WEST 125 STREET		<del>1722</del> 51			<del>R7 2</del>	2.00	3.44							4,501	4,501		0	17	9	0						9
		subtotal:		<del>15,01</del>	<del>3 30,026</del>										<del>15,013</del>	<del>15,013</del>			4 <del>2</del>	<del>21</del>	4,415					<del>15,013</del>	<del>21</del>
42 po	102 EAST 126 STREET		1774 68	11,49	1 0	M1-2	0.00	2							11,491											11,491	0
	108 EAST 126 STREET		1774 65	2,19	8 4,928	M1-2	2.24	4	4	1,230									4		1,230						
	106 EAST 126 STREET		1774 66			M1-2	2.24	4	4	1,230	6,720								4		1,230	6,720					
	104 EAST 126 STREET		1774 67			M1-2	3.80	4			9,500											9,500					
	107 EAST 125 STREET		1774 57	2,49		C4-4	2.19	4		2,471	7,300		3,106								2,471	3,106					
	109 EAST 125 STREET		1774 6	2,34		C4-4	2.19	4		2,471			3,100			5,880					2,471	3,799					
	111 EAST 125 STREET		1774 0	2,44		C4-4	2.40	4	5	1,700						3,000			5		1,700	3,177					
	113 EAST 125 STREET		1774 7			C4-4	2.72	4	3	6,800									J		6,800						
μυ		subtotal:	1774 0	17,48		04-4	2.12	4	Q	12,201	16,220		3,106			5,880			9		14,282	23,125					0
		Subtotal.		17,40	0 40,203				,	12,201	10,220		3,100			3,000			,		14,202	25,125					ŭ
44	450 470 5407 407 0705		4774 40	00.50			0.00							00.504			75								00.504		75
po	150-170 EAST 126 STRE	EI	1774 48	22,53	1 0	M1-2	0.00	2						22,531			/5								22,531		/5
45																											
po po	2306 3 AVENUE		1774 33	17,99	3 27,000	C4-4/M1-2	1.50	4/2				27,000	l										27,000	)			0
. po	122 EAST 125 STREET		1773 61	2,52	3 3,300	C4-4	1.31	4		3,300											3,300						
	128 EAST 125 STREET		1773 58			C4-4	2.67	4		21,556											21,556						
		subtotal:		10,59						24,856											24,856						0
<u> </u>	400 5407 404 070557		4770 45	0.50	. 7404		0.05						7.404											_	404		
	129 EAST 124 STREET		1773 15				2.85	4		4.007			7,194								4.007				,194		
	2050 LEXINGTON AVEN		1773 17			C4-4 C4-4	1.05 2.43	4		4,037											4,037						
ρυ	2054 LEXINGTON AVEN		1773 18			C4-4	2.43	4		525			7 104								525				104		0
		subtotal:		6,56	7 11,756					4,562			7,194								4,562				,194		U
48																											
po	149 EAST 124 STREET		1773 20	68,68	1 64,363	C4-4	0.94	4		64,363											64,363						0
po	228 EAST 125 STREET		1789 36	2,52	3 2,700	C4-4	1.07	4					2,700				2							2	,700		
	230 EAST 125 STREET		1789 35			C4-4	1.39	4				3,500											3,500				
	232 EAST 125 STREET		1789 34			C4-4	3.04	4					7,659										,		,659		
	_	subtotal:		7,56								3,500					2						3,500		,359		0
		ito docarin	tion:								ovietina es	anditions:										No Asti	on conditions:				
		site descrip	uon:					permitted resid			existing co	commun fac /				na	arking (C of	proposed retail	resid	ential	of	INO-ACTI	on conditions: commun fac /		parking / auto		
site: type	: address:	I	block: lot:	lot are	a: built floor area	zoning:	built FAR:		DUs: retail FA:	office / o	comm FA: hotel FA:		stor / mfg FA: p	arking / auto FA: uti	lity FA: vac			FAR:	DUs: parki					inst conv FA: stor / mfg		utility FA: to	otal parking:

general notes:

- Sites within the core subdistrict (C4-7 and C6-3 zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a small portion of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

							With-Action conditions:			П				Increment:				
	proposed	proposed			Affordable		ice / comm arts/performan commun fac		public total re-				ice / comm	arts/performan commun fac / inst c				
site:	zoning:	FAR: bon	ius FAR: type:	affordable)	DUs: re	tail FA: FA	: Hotel FA: ce FA: instit FA:	inst conv FA: FA: utility FA:	parking: parking	j:	DUs: retai	FA: FA:	Hotel FA	ce FA: instit FA: FA:	stor / mfg FA: FA:	utility FA: parl	ing: parking:	comments:
39	C6-3	8	2 arts	55		14.583	4,289		0	0	55	6.005	-16.748	4,289			0	
39	C0-3	0	2 dits	33		14,363	4,209		U	U	33	0,000	-10,740	4,269			U	0 New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	11	2	2,679					11	1,679	-3,066					Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	11	2	2,679					11	1,679	-3,121					Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
40	C6-3	8	2 IH	11	2	2,679					11	1,679	-3,113					Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	11	2	2,679					11	2,279	-3,409					Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	15	3	3,573					15	1,413	-3,240					Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
				59	12	14,290			0	0	59	8,730	-15,949				0	O C
	04.0			05	47	7.050		40.5	40			0.040				4.504		North portion of lot 51. New resid dev with partial ground floor retail and ConEd service center on two levels under No Action and With-
41	<del>C6-3</del>	ĕ	2 ₩	<del>85</del>	17	7,358		10,5	+2		<del>60</del>	2,943				<del>-4,501</del>		South portion of lot 51. New resid dev under No Action scenario. New resid dev with partial ground floor retail and ConEd service center on
	C4-4A	4	θ	17		3.151		4.5	Ω1.		Δ	3.151				4.501		South portion of this is new resid day under two Action scenario, new resid day with partial ground floor tetal and Conted service center of the levels, under With Action scenario.
	01 111		Ü	102	17	10.509		15.0		40	60	6.094				θ.	110	19 This dev site provides two levels of below grade parking including public parking under With Action scenario
								,-			•••	-,				-		3-1-3-3-1-3-3-1-3-3-1-3-3-1-3-3-1-3-3-1-3-3-1-3-3-1-3-3-1-3-3-1-3
42																		New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking including public
	C6-3	8	2 IH	80	16	19,535			21	17	80	19,535				-11,491	21	7 parking under With-Action scenario
	C4-4D	7.2	1.8 IH	16	3	1.868					12	638						New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	20	4	2,378					20	2,378	-6,720					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,123					18	2,123	-9,500					New residential dev, ground floor retail, under With-Action scenario
43	C4-4D	7.2	1.8 IH	18	4	2,166					18	-305	-3,106					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	17	3	2,081					17	0	-3,799					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,123					13	423						New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,123					18	-4,677						New residential dev, ground floor retail, under With-Action scenario
				125	25	14,863			119	56	116	581	-23,125				119	66 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
44	C4-4D	7.2	1.8 IH	159	32	19,151			150	72	159	19,151			-22,531		150	New residential dev, two levels of retail, under With-Action scenario; 75 public parking spaces in the no-build. This dev site provides two  3 levels of below-grade parking including public parking under With-Action scenario
	C4-4D	1.2	1.0 111	137	32	17,131			130	12	137	17,131			-22,331		130	3 or to the grade parking mendang patring and or that reader section
45																		
	C4-4D	5.4	1.4 arts			15,294	75,571 6,298		150	0	0	15,294	75,571	6,298 -27,000			150	New commercial dev, ground floor retail. This dev site provides two levels of below-grade public parking under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,145					18	-1,155						New residential dev, ground floor retail, under With-Action scenario
46	C4-4D	7.2	1.8 IH	57	11	6,863					57	-14,693						New residential dev, ground floor retail, under With-Action scenario
				75	15	9,007			0	0	75	-15,849					0	0
	C4-4D	7.2	1.8 IH	18	4	2,145					18	2,145			-7,194			New residential dev, ground floor retail, under With-Action scenario
47		7.2	1.8 IH	27	5	3,254					27	-783						New residential dev, ground floor retail, under With-Action scenario
<u> </u>	C4-4D	7.2	1.8 IH	2	0	184					2	-341						New residential dev, ground floor retail, under With-Action scenario
				47	9	5,582			0	0	47	1,020			-7,194		0	0
																		New residential dev, ground floor retail, under With-Action scenario. This dev site provides two levels of below-grade parking including publi
48	C4-4D	7.2	1.8 IH	485	97	58,379			150	218	485	-5,984					150 2	8 parking under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,145					18	2,145			-2,700			New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
49	C4-4D	7.2	1.8 IH	18	4	2,145					18	2,145		-3,500	7.450			New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
-	C4-4D	7.2	1.8 IH	18	4	2,145					18	2,145		2500	-7,659			New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
				54	11	6,434			0	U	54	6,434		-3,500	-10,359		0	<u> </u>
							With-Action conditions:							Increment:				
		proposed		DUs (inc.			ice / comm arts/performan commun fac		public total re-				ice / comm	arts/performan commun fac / inst c				
site:	zoning:	FAR: bon	ius FAR: type:	affordable)	DUs: re	tail FA: FA	: Hotel FA: ce FA: instit FA:	inst conv FA: FA: utility FA:	parking: parking	J:	DUs: retai	FA: FA:	Hotel FA	: ce FA: instit FA: FA:	stor / mfg FA: FA:	utility FA: parl	ing: parking:	comments:

# **RWCDS - ARTS BONUS ALTERNATIVE**

- June 20, 2007

	OPMEN	

site	description:			1					existing co	onditions:											No-Action	n conditions:				
site: type: address:	block:	lot: lot are	a: built floor ar	ea zonin	: built FAR	permitted resid : FAR:	DUs: reta	il FA: office / comm	FA: hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:		proposed re FAR:	tail DUs:	residential parking:	retail FA:	office / com FA:	m Hotel FA:	commun fac / instit FA:	inst conv FA:	parki stor / mfg FA: FA:	ng / auto utility FA	total parking:
A known 261 WEST 125 STREET	1931	6 9,99	2	0 C4-	0.00	10									9,992		1.7		16,9	86 4,	996	9,992	!			C
B known 233 WEST 125 STREET known 233 WEST 125 STREET	1931 1931					10 3.44		1,600							88,400				10,0	00	127,50	0 120,000				
	total:	19,98			4.50	3.44		1,600							88,400				10,0	00	127,50					147
C known 230 WEST 125 STREET	1930	44 25,04	3 148,3	55 C4-4	5.92	3.44 / 4		25,048						1	23,307								148,355			0
D known 63 WEST 125 STREET	1723	9 2,49	6,7	67 C4-	2.71	10									6,767				2,0	00 16,	700					0
E known 120 EAST 125 STREET	1773	62 2,52	3 8,5	00 C4-4	3.37	4									8,500								8,500			
F known 220 EAST 125 STREET	1789	39 5,04	5 27,7	76 C4-4	5.50	4									27,776								27,776			0
to	itals:	65,09	1 281,3	98			0	26,648	0	0	0	0	0	0 2	64,742	0		0	0 28,9	86 21,6	596 127,50	0 129,992	184,631	0	0	0 0

							١	Vith-Actio	on conditions:												Increm	ent:					
s	proposed zoning:	roposed FAR: bonus		us DUs (inc. e: affordable)		retail FA:	office / co FA:	mm Hotel		orman commun f instit FA:		parking / a nv FA: FA:	uto utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / c	comm Hotel FA:		orman commun fa instit FA:	ac / inst cor FA:	ov parkii stor / mfg FA: FA:	ng / auto u	public tility FA: parkin		comments:
	C4-7	10	0			16,98	6 4	,996		9	992				(		0	0	0			0					Known dev expected to accommodate a cultural institution, two levels of retail and 0.5FAR of offices. Not as a result of the Action
	C4-7 C4-4A	10 4	0			10,00			127,500	120								0		0		0					Victoria Theater. South portion of lot 17. Special Development. Not as a result of the Action Victoria Theater. North portion of lot 17. Special Development. Not as a result of the Action
	C6-3		0			10,00	0		127,500	120		40 2EE			(			0		0		0	0				
	C6-3	7.5	0			2,00	0 16	,700			'	48,355			(			0	0				U				Known dev expecied to convert existing building to community facility (educational). Not as a result of the Action  Known new commercial dev (offices), ground floor retail. Not as a result of the Action
	C4-4D	6	0									8,500			(								0				Known dev expected to convert existing building to community facility. Not as a result of the Action
	C4-4D	6	0									27,776			(								0				Known dev expected to convert existing building to community facility (educational)
_					n (	28.98	6 21	.696	127.500	N 129	992 1	84.631	0	n	0 (		0	0	0	0	0	n	0 0	0	0	0	

# RWCDS - C6-3 ALTERNATIVE

- May 25, 2007

<u>assumptions:</u>
Unit size - new development (sf) 900

site key:

proj
Projected site
Potential site

#### PROJECTED DEVELOPMENT SITES

FROSECTED DEVELOPMENT SITES																						
site descri	ption:							existing con											on conditions:			
site: type: address:	block: lot:	lot area: buil	It floor area:	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA: FA:	e / comm hotel FA:	commun fac / instit FA:	parking / au stor / mfg FA: FA:		vacant FA:		proposed retail FAR:	residen DUs: parking		office / cor FA:		commun fac / instit FA:	inst conv FA: stor / mfg FA	parking / auto :: FA: utili	ty FA: total parking:
proj 321 WEST 125 STREET	1952 19	6,012	12,022	C4-4	2.00	4	6,011	6,011									,011	6,011				
1 proj 319 WEST 125 STREET	1952 21	2,600	4,976	C4-4	1.91	4	2,488	2,488										2,488				
proj 317 WEST 125 STREET	1952 22	2,328	6,761	C4-4	2.90	4	2,328	4,433								:	2,328	4,433				
subtotal:		10,940	23,759				10,827	12,932								10	),827 1	2,932				0
2 proj 2329 FRED DOUGLASS BLVD	1952 29	19,983	46,167	C4-4	2.31	4	15,983	30,184		4	000		14			1!	i,983 3	0,184			4,000	14
3 proj 362 WEST 125 STREET	1951 7	12,475	11,890	C4-4	0.95	4			11,8	890									11,89	0		0
4 proj 350 WEST 125 STREET	1951 51	11,908	21,716	C4-4	1.82	4						21,716	5			10	),858 1	0,858				0
5 proj 324 WEST 125 STREET	1951 43	8,983	36,136	C4-4	4.02	4						36,136	5		32		,636					0
6 proj 2100 ADAM C POWELL BLVD	1931 27	12,500	33,740	C4-7	2.70	10		33,740									3	3,740				0
7 proj 260 WEST 125 STREET	1930 55	5,046	5,270	C4-4	1.04	4						5,270	)			!	,270					
proj 260 WEST 125 STREET	1930 55	5,046	5,270	C4-4	1.04	3.44						5,270	1				5,270					
subtotal:	1930 33	10,092	10,540	C4-4	1.04	3.44						10,540					),540					0
			10,010									10,010	•									
proj 256 WEST 125 STREET	1930 53	5,045	8,470	C4-4	1.68	4	4,235	4,235										4,235				
proj 256 WEST 125 STREET	1930 53	10,093	16,945	C4-4	1.68	3.44	8,473	8,472										8,472				
8 proj 252 WEST 125 STREET	1930 51	5,005	4,796	C4-4	0.96	4	4,796										1,796					
proj 250 WEST 125 STREET	1930 50	2,523	2,375	C4-4	0.94	4	2,375										2,375					
proj 246 WEST 125 STREET	1930 49	5,046 <b>27,712</b>	6,545 <b>39,131</b>	C4-4	1.30	4	6,545 <b>26,424</b>	12,707									5,545 5, <b>424</b> 1	2,707				
subtotal:		27,712	39,131				20,424	12,707								20	0,424 1	2,707				u
proj 226 WEST 125 STREET	1930 41	4,884	9,799	C4-4	2.01	4	9,799										7,799					
proj 226 WEST 125 STREET	1930 41	4,884	9,799	C4-4	2.01	3.44	9,799										7,799					
9 proj 222 WEST 125 STREET	1930 40	3,936	7,839	C4-4	1.99	4	7,839										,839					
proj 222 WEST 125 STREET	1930 40	3,936	7,839	C4-4	1.99	3.44	7,839										,839					
proj 208 WEST 125 STREET	1930 37	11,286	33,840	C4-4	3.00	4	33,840										3,840					
proj 208 WEST 125 STREET	1930 37	11,286 <b>40,211</b>	33,840 102,955	C4-4	3.00	3.44	33,840 <b>102,955</b>										3,840 2, <b>95</b> 5					
subtotal:		40,211	102,700				102,955									10.	.,TUD					U
proj 2105 ADAM C POWELL BLVD	1910 1	41,965	83,930	C4-7	2.00	10	15,000			68			196			1	,000				68,930	196
10 proj 2105 ADAM C POWELL BLVD	1910 1	6,787	6,787	C4-7	1.00	10				6	787										6,787	
proj 125 WEST 125 STREET	1910 7501	11,500	23,000	C4-7	2.00	10	23,000										3,000					
subtotal:		60,252	113,717				38,000			75,	717		196			31	3,000				75,717	196

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									Action con	ditions:															Incremen	ıt:						
site:	proposed zoning:	proposed FAR:		proposed retail FAR:		Affor DL	rdable Us: reta		office / comm FA:	Hotel FA:	instit F.	n fac / :: inst	conv FA:	parking / aut FA:	o utility FA:	public parking:	total req parking:		DUs: ret	ail FA:	office / c	comm Hotel I		mmun fac		FA: stor/	pa / mfg FA: FA	arking / auto A: u	itility FA:	public parking:	total reqrd parking:	comments:
	C4-4D	5.4	0	0.85				5,110	27,355											-90	1 2	21,344										New commercial dev, ground floor retail, under With-Action scenario
1	C4-4D	5.4	0	0.85				2,210	11.830											-27		9,342										New commercial dev, ground floor retail, under With-Action scenario
1 ' 1	C4-4D	5.4	0	0.85				1.979	10,592											-34		6,159										New commercial dev, ground floor retail, under With-Action scenario
	C4-4D	J.4	U	0.03				9,299									0	0		-1,52		86,845									0	ivew confinercial dev, ground noon retail, unider wiin-Action scenario
								7,277	47,111								U	٥		-1,32	.0 .	10,043									U	
2																																New residential dev, two levels of retail, under With-Action scenario. This dev site provides two levels of below-grade parking including
	C4-4D	7.2	1.8	1.7	12	22	24	33,971									145	55	122	17,98	8 -3	80,184						-4,000		1	145 4	public parking under With-Action scenario
																																New residential dev including new community facility (church), ground floor retail, under With-Action scenario. This dev site provides one
3	C4-4D	7.2	1.8	0.85	7	75	15	10,604				1,890					20	22	75	10,60	4				0						20 2	level of below-grade parking including public parking under With-Action scenario
4	C4-4D	5.4	0	0.85				10,122	54,181	1							0	0	0	-73	6 4	13,323									0	Building renovation under No-Action scenario. New commercial dev, ground floor retail, under With-Action scenario.
5	C4-4D	7.2	1.8	0.85	6	53	13	7,636									0	0	31		0										0	Building renovation under No-Action scenario. New residential dev, ground floor retail, under With-Action scenario
																																New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking including public
6	C6-3	8	2	1.7	8	38	18	21,250									24	18	88	21,25	0 -3	33,740									24 1	parking under With-Action scenario
	C6-3	6	0	1.7				8.578	10.092	2 11,6	506									3.30	ιΩ 1	10,092	11,606									Mart125. City sponsored project. North portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial dev. under With-Action scenario
7	C0-5	0	0	1.7				0,370	10,072	2 11,4	300									3,30	0 1	10,072	11,000									Mart125. City sponsored project. South portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial
	C4-4D	5.4	0	1.7				8,578	10,092	2 8,	578									3,30	8 1	10,092	8,578									dev, under With-Action scenario
								17,156	20,184	4 20,	184						50	0		6,61	6 2	20,184	20,184								50	This dev site provides one level of below-grade public parking under With-Action scenario
	0/.0			4.7			-	0.577											0.5			4.005										
	C6-3	8	2	1.7		35	1	8,577											35	4,34		-4,235										North portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
8	C4-4D	7.2	1.8	1.7 1.7		52	12	17,158											62 35	8,68 3,71		-8,472										South portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
l °	C6-3	0	2	1.7		35 18	4	8,509											35 18	1.91												New residential dev, two levels of retail, under With-Action scenario
	C6-3 C6-3	0	2	1.7		16 35	4 7	4,289 8,578											35	2,03												New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario
	C0-3	0	2	1.7	18		37	47,110									150	72	185	20,68		12,707								1	150 7	
					10	10	31	47,110									130	13	100	20,00	· - I	12,707									130 <i>I</i>	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2	1.7	3	34	7	8,303										I	34	-1,49	6											North portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	3	30	6	8,303										I	30	-1,49	6											South portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
9	C6-3	8	2	1.7	2	28	6	6,691										I	28	-1,14	8											North portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
, ,	C4-4D	7.2	1.8	1.7	2	24	5	6,691											24	-1,14	8											South portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	7	79	16	19,185										I	79	-14,65	5											North portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	6	59	14	19,185										I	69	-14,65	5											South portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
					26	54	53	68,359									150	108	264	-34,59	6									1	150 10	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	4	0	1.7				71,341	180,450	)										56,34	1 10	30,450										Contex portion of block 1010. State parking groups. New commercial day, two levels of retail
10	C6-3	6	0	1.7				11,538	29,184									I		11,53		29,184										Center portion of block 1910, State parking garage. New commercial dev, two levels of retail.
10	C6-3	6	0	1.7				19,550	49,450									I		-3,45		19,450										Portion of block 1910, Ramps for parking garage. New commercial dev, two levels of retail.  South conten portion of block 1910, 148M store. New commercial day, two levels of retail.
	00-3	U	U	1.7				102,428										196		64,42		59,084									0	South-center portion of block 1910, H&M store. New commercial dev, two levels of retail.  This dev site provides two levels of below-grade parking including public parking under With-Action scenario
								102,420	237,004	•								170		04,42	.0 23	77,004									U	inis dev site provides two revers of below-grade parking including public parking under with-Action Scenario

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site des	cription:								existing con											tion conditions:				
te: type: address:	block:	lot:	lot area: bi	uilt floor area:	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office / comm FA: hotel FA:	commun fac instit FA:	/ pa stor / mfg FA: FA	rking / auto : utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	reside DUs: parkir			e / comm Hotel FA	commun fac / : instit FA:	inst conv FA: stor / mfg	parking / FA: FA:	auto utility FA:	total parkin
proi 158 WEST 125 STREET	1909	FO.	10.091	15,091	C4-4	1.50	4	15,09										15.091					·	
1 proj 2089 ADAM C POWELL BLVD	1909		2,523	7,569	C4-4	3.00	4	13,09	2,523				5.046					2,523	5.046					
subtotal		03	12,614	22,660	C4-4	3.00	4	15,09					5,046					17,614	5,046					
Subtotal			12,014	22,000				13,07	2,020				3,040					17,014	3,040					
proj 120 WEST 125 STREET	1909	44	5,046	10,000	C4-4	1.98	4	10,000										10,000						
proj 124 WEST 125 STREET	1909	46	10,092	8,975	C4-4	0.89	4	8,97						6				8,975						
proj 124 WEST 125 STREET	1909	46	10,092	8,975	C4-4	0.89	3.44	8,97										8,975						
subtotal	:		25,229	27,950				27,950						6				27,950						
proj 111 WEST 124 STREET	1909	24	2,523	0	C4-4	0.00	3.44						2,523		3			7,569						
proj 109 WEST 124 STREET	1909		2,523	0	C4-4	0.00	3.44						2,523		3			7,569						
proj 107 WEST 124 STREET	1909		2,523	0	C4-4	0.00	4						2,523		3			7,569						
proj 281 LENOX AVENUE	1909		1,400	0	C4-4	0.00	4						1,400		3			4,200						
proj 283 LENOX AVENUE	1909		1,400	0	C4-4	0.00	4						1,400		3			4,200						
proj 285 LENOX AVENUE	1909		1,400	0	C4-4	0.00	4						1,400		3			4,200						
proj 287 LENOX AVENUE	1909		1,475	0	C4-4	0.00	4						1,475		3			4,425						
proj 289 LENOX AVENUE	1909		1,894	0	C4-4	0.00	4						1,894		3			5,682						
proj 291 LENOX AVENUE	1909		10,092	0	C4-4	0.00	4						10,092		3			30,276						
proj 108 WEST 125 STREET	1909		2,523	0	C4-4	0.00	4						2,523		3			7,569						
proj 110 WEST 125 STREET	1909		2,523	0	C4-4	0.00	4						2,523		3			7,569						
subtotal	:		30,276	0									30,276					90,828						
proj 35 WEST 125 STREET	1723		9,992	17,124	C4-4	1.71	4	13,72			7.070							13,724	3,400			7.070		
proj 33 WEST 125 STREET	1723		1,998	8,778	C4-4	4.39	4	1,400			7,378							1,400				7,378		
proj 31 WEST 125 STREET	1723		1,998	7,296	C4-4	3.65	4	1,400			5,896							1,400	4.200			5,896		
proj 29 WEST 125 STREET proj 38 WEST 126 STREET	1723 1723		1,998 1,998	7,296	C4-4 C4-4	3.65 0.00	4 3.44	2,99	4,299			1 000						2,997	4,299				1 000	
subtotal		33	17,984	40,494	C4-4	0.00	3.44	19,52	7,699		13,274	1,998 <b>1,998</b>						19,521	7,699		1		1,998 <b>1,998</b>	
Subiotal			17,704	40,474				17,32	7,077		13,274	1,770						17,321	7,077		'	3,214	1,770	
proj 5 WEST 125 STREET	1723	31	21,804	0	C4-4	0.00	3.44						21,804	6	0.85	63	32	18,533		66,	720			
proj 16 WEST 126 STREET	1723	144	1,874	2,865	C4-4	1.53	3.44						2,865		0.85	5	3	1,593		5,	734			
proj 18 WEST 126 STREET	1723	45	1,874	0	C4-4	0.00	3.44						1,874		0.85	5	3	1,593		5,	734			
subtotal	:		25,552	2,865									26,543	6		73	37	21,719		78,	189			
proj 76 WEST 125 STREET	1722	1/0	1,892	1,892	C4-4	1.00	4	1,892										1,892						
proj 74 WEST 125 STREET	1722		1,892	1,892	C4-4	1.00	4	1,892										1,892						
proj 72 WEST 125 STREET	1722		1,892	1,892	C4-4	1.00	4	1,892										1,892						
proj 70 WEST 125 STREET	1722		1,935	3,783	C4-4	1.96	4	2,52										2.522	1,261					
proj 68 WEST 125 STREET	1722		2,422	2,422	C4-4	1.00	4	2,42										2,422	1,201					
proj 64 WEST 125 STREET	1722		5,147	5,147	C4-4	1.00	4	5,14										5,147						
subtotal		00	15,180	17,028	0	1.00		15,76										15,767	1,261					
																			•					
proj 62 WEST 125 STREET	1722		2,876	9,180	C4-4	3.19	4	2,44			6,735				0.85	7		2,445						
proj 60 WEST 125 STREET	1722		2,018	5,192	C4-4	2.57	4	2,000			3,192				0.85	4		1,715						
proj 58 WEST 125 STREET	1722		2,826	9,012	C4-4	3.19	4	2,000					7,012		0.85	7		2,402						
proj 56 WEST 125 STREET	1722		2,018	5,192	C4-4	2.57	4	2,000					3,192		0.85	4		1,715						
proj 54 WEST 125 STREET	1722	58	2,876	9,180	C4-4	3.19	4	4,000			0.5		5,180		0.85	7		2,445						
subtotal	:		12,614	37,756				12,44			9,927		15,384			29		10,722						
proj 69 EAST 125 STREET	1750	28	2,498	6,750	C4-4	2.70	4	2 3,000	1,250						0.85	9	5	2,123		6.3	245			
proj 71 EAST 125 STREET	1750		2,498	0	C4-4	0.00	4	-,	,				2,498		0.85	9	5	2,123			245			
proj 75 EAST 125 STREET	1750		3,796	3,848	C4-4	1.01	4			3,	848		,		0.85	13	7	3,227			490			
proj 58 EAST 126 STREET	1750		1,998	2,934	C4-4	1.47	3.44						2,934		0	8	4	0			114			
subtotal			10,790	13,532				2 3,000	1,250	3,	848		5,432			39	20	7,473		28,0				
						0.40						40.400												
proj 1824 PARK AVENUE	1750	40	13,493	1,798	C4-4	0.13	4					13,493		45								1	3,493	
proj 81 EAST 125 STREET	1750	34	4,493	20,586	C4-4	4.58	А						20,586								20,586			
subtotal			17,986	22,384	04.4	7.00	7					13,493	20,586								20,586	1	3,493	
Subibial			17,700	22,304								13,773	20,300	43							20,300	1	.,.,,	

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	1						With-Action co	conditions:					1				Increment:					
	proposed		IH bonus	proposed	DUs (inc.	Affordable	office / com		ommun fac /	parking / auto		public total reqrd			ce / comm	commun fac		park	ing / auto	public	total reqrd	
site:	zoning:	FAR:	FAR: r	retail FAR: a	ffordable)	DUs: retail F	A: FA:	Hotel FA: in	stit FA: inst c	onv FA: FA:	utility FA:	parking: parking:	DUs: re	tail FA: FA:	Hotel FA	instit FA:	inst conv FA: st	tor / mfg FA: FA:	utility FA:	parking:	parking:	comments:
	C6-3	8	2	1.7	71	14	17,155						71	2,064								New residential dev, two levels of retail, under With-Action scenario
11	C6-3	8	2	1.7	18	4	4,289						18	1,766	-5,046							Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
					89	18	21,444					23 19	89	3,830	-5,046						23 19	This dev site provides one level of below-grade parking including public parking under With-Action scenario
	C6-3	0	2	1.7	35	7	8.578						35	-1,422								New residential dev. hun levels of retail. under With-Action scenario
12	C6-3	8	2	1.7	71		17.156						71	8.181								North portion of lot 46. New residential dev. two levels of retail, under With-Action scenario
'-	C4-4D	7.2	1.8	1.7	62		17,156						62	8,181								South portion of lot 46. New residential dev, two levels of retail, under With-Action scenario
	01 15	7.2	1.0		168		42,889					150 67	133	16,361							150 61	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
																						,
	C4-4D	7.2	1.8	1.7	15	3	4,289						15	-3,280								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	15	3	4,289						15	-3,280								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D C4-4D	7.2 7.2	1.8 1.8	1.7 1.7	15	3	4,289 2,380						15	-3,280 -1,820								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D C4-4D	7.2	1.8	1.7	9	2	2,380						9	-1,820								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
13	C4-4D C4-4D	7.2	1.8	1.7	9	2	2,380						9	-1,820								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario  New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
1 .	C4-4D	7.2	1.8	1.7	9	2	2,508						9	-1,918								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario  New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
1	C4-4D	7.2	1.8	1.7	12	2	3,220						12	-2,462								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
1	C6-3	8	2	1.7	71	14	17,156						71	-13,120								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	18	4	4,289						18	-3,280								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	18	4	4,289						18	-3,280								New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
					200	40	51,469					150 8	200	-39,359							150 81	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2	1.7	70	14	16,986						70	3,262	-3,400							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	14	3	3,397						14	1,997	0			-7,378				New residential dev, two levels of retail, under With-Action scenario
14	C6-3	8	2	1.7	14	3	3,397						14	1,997	0			-5,896				New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	14	3	3,397						14	400	-4,299							New residential dev, two levels of retail, under With-Action scenario
	R6A	3	0	0	0		0			1,99	98								-1,998			Lot used for access to required parking and loading, no development above
					112	22	27,176			1,99	98	136 24	112	7,655	-7,699			-13,274	-1,998		136 24	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
-	C4-4A		0	0.85	76		18,533						13	0		-66,72	0					
15	C4-4A	4	0	0.85	70		1,593						13	0		-5,73						New residi.community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario New residi.community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
	C4-4A	4	0	0.85	7		1,593						2	0		-5,73						New resid/community facility dev, ground floor retail, under No-Action. New resid/ dev, ground floor retail, under No-Action. New resid/ dev, ground floor retail, under No-Action. New resid/ dev, ground floor retail, under No-Action.
	01 111	·	Ü	0.00	90		21,719					150 45	17	0		-78,18					150 8	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
																						3 1 3 3 1 3
	C6-3 C6-3	8	2	1.7 1.7	13	3	3,216 3,216						13	1,324 1,324								New residential dev, two levels of retail, under With-Action scenario
	C6-3	ο ο	2	1.7	13 13	3	3,216						13 13	1,324								New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario
16	C6-3	8	2	1.7	14	3	3,290						14	768	-1,261							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	17	3	4,117						17	1,695	1,201							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	36	7	8,750						36	3,603								New residential dev, two levels of retail, under With-Action scenario
					106	21	25,806					0 (	106	10,039	-1,261						0 0	
	C6-3	0	า	1.7	20	4	4,889						13	2,445								Meant blds is accorded with recist and around floor rated under No Artiss. New world day, has broken for the district of the control of the c
1	C6-3	ο ο	2	1.7	20 14	3	3,431						13	2,445 1,715								Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
17	C6-3	8	2	1.7	20	4	4,804						13	2,402								Vacant bidg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario  Vacant bidg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
''	C6-3	8	2	1.7	14	3	3,431						10	1,715								Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	20	4	4,889						13	2,445								Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
					88	18	21,444					0 (	59	10,722							0 0	
	C4-4A		0	0.85	9		2,123						0	0		/ 24	c					Name and James No. 6 and Association and Manager and Association and Associati
	C4-4A C4-4A	4 A	0	0.85	9		2,123						0	0		-6,24 -6,24						New resid. / community facility dev, ground floor retail, under No-Action scenario. New resid. dev, ground floor retail, under With-Action scena New resid. / community facility dev, ground floor retail, under No-Action scenario. New resid. dev, ground floor retail, under With-Action scena
18	C4-4A	4	0	0.85	9		3,227		3,848				-4	0		-5,64						New resid. 7 community racinity devi, ground floor retail, under No-Action sceramo. New resid. dev, ground floor retail, under No-Action and With-Action scenarios
	R6A	3	0	0.03	7		0		-,510				-1	0		-6,11						New residential and community facility dev, under No-Action and With-Action scenarios
					34		7,473		3,848			0 17	-5	0		-24,24					0 -3	This dev site provides one level of below-grade parking under With-Action scenario
	C/ 3	0	2	4.7	0.4	40	22.020					0	0.4	22.020					12 402			
19	C6-3	8	2	1.7	94	19	22,938					U	94	22,938					-13,493			New residential dev, two levels of retail, under With-Action scenario  Known dev (Corn Exchange, designated NYC landmark) expected to convert existing building to community facility (educational). Existing
.	C6-3	6	0	0	5	1	0			20,586			5				0					known dev (Com Exchange, designated NYC landmark) expected to convert existing building to community facility (educational). Existing building remains, transfers 1 FAR of dev rights to lot 40
					99	20	22,938			20,586		0 37	99	22,938			0		-13,493		0 -8	This dev site provides one level of below-grade parking under With-Action scenario

RWCDS - C6-3 Alternative

	site	description:		•							existing co	nditions:											N	o-Action co	nditions:	•	_	_	
site: type: address:		block	: lot:	lot area: bu	uilt floor area:	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office / c	comm hotel F	commun fac : instit FA:	stor / mfg l	parkir FA: FA:	ng / auto utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:		sidential rking:	retail FA:	office : FA:		otel FA: i	commun fac / Instit FA:	inst conv FA: stor / mfg FA:	parking / auto FA:	utility FA: tota	ıl parkinç
proj 60 EAST 125	5 STREET	1749	48	2,523	0	C4-4	0.00	4								2,523		0.85	9		5	2,145							
20 proj 58 EAST 125			49	2,523	0	C4-4	0.00	4								2,523		0.85	9		5	2,145							
		ubtotal:		5,046	0											5,046			18		9	4,289							
proj 71 EAST 124	A CTDEET	1740	31	12,615	0	C4-7	0.00	10								12,615	:	3				37,845	88,305						
proj 1800 PARK A			33	3,539	0	C4-7	0.00	10								3,539		3				10,617	24,773						
proj 1804 PARK A			35	3,475	0	C4-7	0.00	10								3,475		3				10,425	24,775						
21 proj 1808 PARK A			40	9,083	0	C4-7	0.00	10								9,083		3				27,249	63,581						
proj 66 EAST 125			43	7,569	0	C4-7	0.00	10								7,569		3				22,707	52,983						
proj 55 EAST 124			24	17,409	55,770	C4-7	3.20	10				55	5,770										118,320		55,77	0			
		ubtotal:		53,690	55,770								,770			36,281						108,843	372,287		55,77				
22 proj 127 EAST 12	25 STREET	1774	17	21,482	39,928	C4-4A	1.86	4	2	6,619	13,309				10,000							51,181	25,591						
proj 132 EAST 12	26 STREET	1774	56	1,499	1,499	C4-4A	1.00	4		1,499												1,499							
	SI	ubtotal:		22,981	41,427				2	8,118	13,309				10,000							52,680	25,591						
proj 1815 PARK A	AVENUE	1772	69	6,810	15,322	C4-4	2.25	1		6,810		8,512										6,810		8,512					
proj 1811 PARK A			72	2,843	13,322	C4-4	0.00	4		0,010		0,312				2,843		0.85	10		5	2,417		0,312					
proj 1807 PARK A			4	2,843	0	C4-4	0.00	4								2,843		0.85	10		5	2,417							
23 proj 1801 PARK A			1	5,670	0	C4-4	0.00	4							5,670	2,010	. 19	0.00			Ü	2,					5,670		
proj 1801 PARK A			1	3,150	0	C4-4	0.00	4							3,150		11										3,150		
proj 110 EAST 12			67	4,504	0	C4-4	0.00	4				0.540			4,504		15					44 / 40		0.540				4,504	
	Si	ubtotal:		25,820	15,322					6,810		8,512			13,324	5,686	45		20		10	11,643		8,512			8,820	4,504	_
proj 212 EAST 12	25 STREET	1789	45	2,523	5,000	C4-4	1.98	4						5,000												5,0	00		
24 proj 214 EAST 12	25 STREET	1789	43	5,046	10,000	C4-4	1.98	4		5,200				4,800								5,200				4,8	00		
proj 218 EAST 12			42	2,523	3,750	C4-4	1.49	4						3,750												3,7			
proj 215 EAST 12			9	8,376	0	C4-4	0.00	3.44							8,376		28										8,376		
	SI	ubtotal:		18,468	18,750					5,200			1:	3,550	8,376		28					5,200				13,5	50 8,376		
25 proj 246 EAST 12	25 STREET	1789	30	9,588	17,100	C4-4	1.78	4		8,550		8	3,550									8,550			8,55	0			
proj 233 EAST 12	24 STDEET	1790	16	4,037	3,500	C4-4	0.87	3.44						4,037				0	15		8	0							
proj 237 EAST 12			18	4,037	3,300	C4-4	0.00	3.44						1,007		4,037	,	n	15		8	0							
proj 241 EAST 12			19	2.018	0	C4-4	0.00	3.44								2,018		0	.5		4	0							
proj 243 EAST 12			20	2,018	0	C4-4	0.00	3.44								2,018		0	8		4	0							
proj 245 EAST 12			21	1,867	0	C4-4	0.00	3.44								1,867		0	7		4	0							
26 proj 247 EAST 12			121	2,826	0	C4-4	0.00	4								2,826		0.85	10		5	2,402							
proj 2423 2 AVEN		1789	25	2,174	0	C4-4	0.00	4								2,174	ļ	0.85	8		4	1,848							
proj 2421 2 AVEN	NUE	1789	24	2,174	0	C4-4	0.00	4								2,174	ļ	0.85	8		4	1,848							
proj 2419 2 AVEN			23	2,174	0	C4-4	0.00	4								2,174		0.85	8		4	1,848							
proj 2417 2 AVEN			22	1,610	0	C4-4	0.00	4								1,610		0.85	6		3	1,369							
	SI	ubtotal:		24,935	3,500									4,037		20,898	6		93		47	9,314							
	site	description:									existing co	nditions:											N	o-Action co	nditions:				
site: tupe: address:		blast	lot:	lot areas his	uilt floor area	zonina	built FAR:	permitted resid FAR:	Dille: rotail E#	office / c		commun fac : instit FA:			ng / auto	vacant EA.		proposed retail		sidential	rotail EA.	office			commun fac /	inst conv.EA: stor/mf= EA:	parking / auto FA:	utility EA:	al narbir -
site: type: address:		totals:	: lot:	543,809	ilt floor area: 776,289	zoning:	ouiit FAR:	FAR:	DUs: retail FA:	6,641	115,605		stor / mfg I 0,058 4		126,908	vacant FA: 0 239,570	0):	rak:	DUs: pa 304	rking:	retail FA:		512,305	tel FA: i 8,512		inst conv FA: stor / mfg FA: 3 20,586 26,8	FA: 24 112,404	utility FA: tota	al parking: 43

general notes:
- Sites within the core subdistrict (C6-3 and C4-4D zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a small portior of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site

# Summary of Reasonable Worst Case Development Scenario

- May 25, 2007

site desc	cription:	existing conditions:	No-Action conditions:
	# of sites lot area: built floor area:	office / comm commun fac / parking / auto parking (C o DUs: retail FA: FA: hotel FA: instit FA: stor / m/g FA: FA: utility FA: vacant FA: O):	of residential office / comm commun fac / parking / auto DUs: parking: retail FA: FA: Hotel FA: instit FA: inst conv FA: stor/mfg FA: FA: utility FA: total parking:
Projected Sites	<b>26</b> 543,809 776,289	<b>2 336,641</b> 115,605 8,512 80,058 40,788 126,908 0 239,570 3	346 <u>304</u> 122 <b>635,337</b> 512,305 8,512 182,493 20,586 26,824 112,404 4,504 438

Part						W	Vith-Acti	ion conditions:						1					Increm	ent:					
20	ed proposed IH bo	l bonus pr	roposed	DUs (inc.	Affordable				commun fac /	/ p	parking / auto	publi	ic total req	rd		offic	ce / comm	com			parki	ing / auto	public	total red	rd _
Part	j: FAR: F	FAR: reta	tail FAR: a	affordable)	DUs:	retail FA:	FA:	Hotel FA:	instit FA:	inst conv FA: F	FA: utility	y FA: parki	ing: parking:	DUs:	: retail F	A: FA:	Hote	FA: inst	tit FA: inst co	nv FA: stor / m	nfg FA: FA:	utility FA	i: parking	: parking	comments:
Part	Δ Λ	0	0.85	C		2.1	145								0	0									New residential dev, ground floor retail, under With-Action and No-Action scenarios
Color		Ü				,									0	0									New residential dev, ground floor retail, under With-Action and No-Action scenarios
Color   10   0   0   13/35   28/35   0   0   0   0   18/37   24/77   18/37	4	Ü	0.00										ń	0	0	0								0	new residential dev, ground noor retail, under with Precion and No-Pection Scenarios
1						7,2	207						·	ŭ	Ü	Ü								·	
ACT   10   0	10	0				37,8	B45	88,305								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
Col.	10	0				10,6	617	24,773								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
Color   10   0   0   1   27,708   5,983   55,770   150   0   0   0   0   0   0   0   0   0	10	0				10,4	425	24,325								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
Color   Colo	10	0				27,2	249	63,581								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
Column   C	10	0				22,7	707	52,983								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
Column   Toler   Tol	10	0						118,320	55,77	70						0	0		0						Existing community facility (school) transfers dev rights only
C4-40   72   18   17   131   26   36.519   114.622   75.591   131   14.622   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   75						108,8	843	372,287	55,77	70			150	0		0	0		0					150	O This dev site provides two levels of below-grade parking including public parking under With-Action scenario
C4-40   72   18   17   131   26   36.519   114.622   75.591   131   14.622   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   60   160   17.1813   75.591   150   75																									
CALID   7.2   1.8   1.7   9   2   2.548   9   1.049	72	1.8	17	131	7	26.5	510								131 .	14 662	-25 501								Retail and commercial enlargement of existing building under No-Action scenario. New residential dev, two levels of retail, under With- Action scenario
C63																	23,371								New residential dev, two levels of retail, under With-Action scenario
C6-3		1.0											150	63	•		-25 591							150	63 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
C6-3   8   2   17   20   4   4.833   10   2.417   10				170		57,0										, 0 . 0	_0,07.								
23	8	2	1.7	48	1	11,5	577								48	4,767		-8,512							New residential dev, two levels of retail, under With-Action scenario
\$\frac{25}{C44D}  \qquad  \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qquad \qqqq \qqq \qqqq \qqq \qqqq \qqq \qqqq \qqq \qqqq \qqq \qqqq \qqqqq \qqqq \qqqqq	8	2	1.7	20		4 4,8	B33								10	2,417									New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
C44D   72   1.8   1.7   19   4   5.355   19   5.355   3.350   19   5.355   3.350   3	8	2	1.7	20		4 4,8	B33								10	2,417									New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
C440   72   18   085   32   6   3.828   32   6   3.828   32   6   3.828   32   6   3.828   32   3.828   3.828   32   3.828   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   32   3.828   3.828   32   3.828   3.828   32   3.828   3.828   32	8	2	1.7	40		8 9,6	639								40	9,639									West portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
C44D   7.2   1.8   0.85   32   6   3.828   32   6   3.828   32   33   3.828   33   3.828   3	7.2	1.8	1.7	19		4 5,3	355								19	5,355						-3,150			East portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
C4-4D   7.2   1.8   0.85   18   4   2.145   18   2.145   18   2.145   18   2.145   18   2.145   18   2.145   18   2.145   18   2.145	7.0	1.0	0.05	20		, ,,	000								20	2.020									Site planned for partial acquisition for the 2nd Ave subway. New residential dev, mechanical ground floor for subway and second story retained to the Advisor according to the 2nd Ave subway.
C4-40   72   18   0.85   18   4   2.145	1.2	1.8	0.85										150	70				0.510				0.020	0	150	
C4-4D   7.2   1.8   0.85   36   7   4.289   36   -911   -4,800   18   2,145   3.750   18   4   2,145   3.750   18   2,145   3.750   18   2,145   3.750   18   2,145   3.750   18   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   18   4   2,145   3.750   3.376   3.750   3.7				1/9		50 40,0	J00						100	70	139	20,423		-6,312				-0,020	U	150	25 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
C4-40   7.2   1.8   0.85   18   4   2,145   5.9   12   7,120   5.9   7	D 7.2	1.8	0.85	18		4 2,1	145								18	2,145					-5,000				New residential dev, ground floor retail, under With-Action scenario
C4-4D   72   1.8   0.85   18   4   2.145   18   2.145   2.145   18	7.2	1.8	0.85	36		7 4,2	289								36	-911					-4,800				New residential dev, ground floor retail, under With-Action scenario
131   26   15,698   126   59   131   10,498   -13,550   -8,376   126   31   This deviste provides two levels of below   25   C4-4D   7.2   1.8   0.85   68   14   8,150   0   0   68   -400   -8,550   0   0   New residential dev. ground floor reals, i.e.   C4-4D   7.2   1.8   0   32   6   0   0   0   New residential dev. under No Action and C4-4D   7.2   1.8   0   16   3   0   0   0   New residential dev. under No Action and C4-4D   7.2   1.8   0   15   3   0   0   0   New residential dev. under No Action and C4-4D   7.2   1.8   0   15   3   0   0   0   New residential dev. under No Action and New residential dev. under No Action and C4-4D   7.2   1.8   0.85   15   3   1,848   0   7   0   0   New residential dev. ground floor reals, i.e.   C4-4D   7.2   1.8   0.85   15   3   1,848   0   7   0   0   New residential dev. ground floor reals, i.e.   New residential dev. ground floor reals, i.e.   New residential dev. ground floor reals, i.e.   C4-4D   7.2   1.8   0.85   15   3   1,848   0   7   0   New residential dev. ground floor reals, i.e.   New residential dev. ground	D 7.2	1.8	0.85	18		4 2,1	145								18	2,145					-3,750				New residential dev, ground floor retail, under With-Action scenario
C4-4D   7.2   1.8   0.85   68   14   8,150   0   0   68   -400   -8,550   0   0   New residential dev. ground floor relati, under No-Action and C4-4D   7.2   1.8   0   32   6   0   17   0   New residential dev under No-Action and C4-4D   7.2   1.8   0   16   3   0   New residential dev under No-Action and C4-4D   7.2   1.8   0   16   3   0   New residential dev under No-Action and Resi	D 7.2	1.8	0.85	59	1	12 7,1	120								59	7,120						-8,376			New residential dev under With-Action scenario
C4-4D   7.2   1.8   0   32   6   0   0   17   0   0				131	2	26 15,6	698						126	59	131	10,498				-	13,550	-8,376		126	31 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
C4-4D   7.2   1.8   0   32   6   0   0   17   0   New residential dev under No-Action and New residential dev under No-Actio	7.0	4.0	0.05													***			0.550						
C6-4D         7.2         1.8         0         32         6         0         17         0         New residential dev under No-Action and 8         0         New residential dev under No-Action and 9         0         New residential dev under No-Action and 8	1.2	1.8	0.85	68		14 8,1	150						U	U	68	-400			-8,550					U	New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
C4-4D         7.2         1.8         0         32         6         0         17         0         New residential dev under No-Action and 8	7.2	1.8	0	32		6	0								17	0									New residential dev under No-Action and With-Action scenarios
C4-4D         7.2         1.8         0         16         3         0         New residential dev under No-Action and 8         0         New residential dev under No-Action and 8         0         New residential dev under No-Action and 8         0         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under No-Action and 9         New residential dev, ground floor relat, under	7.2	1.8	0	32		6	0								17	0									New residential dev under No-Action and With-Action scenarios
26         C4-4D         7.2         1.8         0         15         3         0         New residential dev. ground floor relatil, u.d.         7         0         New residential dev. ground floor relatil, u.d.         7         0         New residential dev. ground floor relatil, u.d.         New residential dev. ground floor relatil, u.d.         7         0         New residential dev. ground floor relatil, u.d.         New residential dev. ground floor relatil, u.d.         7         0         New residential dev. ground floor relatil, u.d.         New residential dev. ground floor relatil, u.d.         7         0         New residential dev. ground floor relatil, u.d.         New residential dev. ground floor relatil, u.d	7.2	1.8	0	16		3	0								8	0									New residential dev under No-Action and With-Action scenarios
26         C4-4D         7.2         1.8         0.85         20         4         2,402         10         0         New residential dev, ground floor retail, und floor retail, under the product of the produ	7.2	1.8	0	16		3	0								8	0									New residential dev under No-Action and With-Action scenarios
C4-4D   7.2   1.8   0.85   20   4   2,402   10   0   New residential dev., ground floor retail, u C4-4D   7.2   1.8   0.85   15   3   1,848   7   0   New residential dev., ground floor retail, u C4-4D   7.2   1.8   0.85   15   3   1,848   7   0   New residential dev., ground floor retail, u C4-4D   7.2   1.8   0.85   15   3   1,848   7   0   New residential dev., ground floor retail, u C4-4D   7.2   1.8   0.85   15   3   1,848   7   0   New residential dev., ground floor retail, u C4-4D   7.2   1.8   0.85   11   2   1,369   5   0   New residential dev., ground floor retail, u C4-4D   7.2   1.8   0.85   11   2   1,369   5   0   New residential dev., ground floor retail, u C4-4D   7.2   1.8   0.85   11   2   1,369   187	7.2	1.8	0	15		3	0								8	0									New residential dev under No-Action and With-Action scenarios
C4-4D         7.2         1.8         0.85         15         3         1,848         7         0         New residential dev, ground floor retail, u           C4-4D         7.2         1.8         0.85         15         3         1,848         7         0         New residential dev, ground floor retail, u           C4-4D         7.2         1.8         0.85         11         2         1,369         5         0         New residential dev, ground floor retail, u           Mever residential dev, ground floor retail, u         5         0         New residential dev, ground floor retail, u           Mever residential dev, ground floor retail, u         5         0         New residential dev, ground floor retail, u           Mever residential dev, ground floor retail, u         5         0         New residential dev, ground floor retail, u           Mever residential dev, ground floor retail, u         5         0         New residential dev, ground floor retail, u           Mever residential dev, ground floor retail, u         5         0         New residential dev, ground floor retail, u           Mever residential dev, ground floor retail, u         5         0         0         1         3         3         1         3         1         3         4         9         4         0	7.2	1.8	0.85	20		4 2,4	402								10	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
C4-4D         7.2         1.8         0.85         15         3         1,848         7         0         New residential dev, ground floor retail, u           C4-4D         7.2         1.8         0.85         11         2         1,369         5         0         New residential dev, ground floor retail, u           Example 1         187         37         9,314         150         84         94         0         150         37         This dev site provides two levels of below.	7.2	1.8	0.85	15		3 1,8	848								7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
C4-4D         7.2         1.8         0.85         11         2         1,369         5         0         New residential dev. ground floor retail, u           187         37         9,314         150         84         94         0         150         37         This dev site provides two levels of below		1.8	0.85	15		3 1,8	848								7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
C4-4D 7.2 1.8 0.85 11 2 1,369 5 0 New residential dev, ground floor retail, u  187 37 9,314 150 84 94 0 150 37 This dev site provides two levels of below	7.2	1.8	0.85	15		3 1,8	848								7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
	7.2	1.8	0.85	11		2 1,3	369								5	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
With-Action conditions: Increment:				187	3	37 9,3	314						150	84	94	0								150	37 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
with-action conditions:						181	Mith Act	ion conditions											lne	omt.					
proposed proposed IH bonus proposed DUs (inc. Affordable office / comm commun fac / parking / auto public total regrd office / comm commun fac / parking / auto public total regrd	ad proposed III has	I honus no	ronosad	DHe (inc	Affordable	W			commun food	1	narking / auto	publi	ic total roa	rd		cer.	ce / comm	com		ent:	porbi	ing / auto	nublic	total so	rd.
proposed proposed Hbonus proposed DUS (inc. Affordable office / comm commun fac / parking/ auto public total regrd office / comm commun fac / parking/ auto public total regrd office / comm commun fac / parking / auto public total regrd office / comm commun fac / parking / auto public total regrd office / comm commun fac / parking / parking / parking is total regrd office / comm commun fac / parking / parking / parking is total regrd office / comm of its office / comm office						retail FA:									: retail F					nv FA: stor/m					
2,506 473 795,721 755,513 20,184 71,508 20,586 1,998 0 1,873 1,038 2,202 160,385 243,208 11,672 -110,985 0 -26,824 -36,687 0 1,873 600				2,506	47	73 795,7	721	755,513 20,1	184 71,50			0			2,202 1	60,385	243,208	11,672							

### Summary of Reasonable Worst Case Development Scenario

Summary of Reasonable Worst Case Development Scenario -	May 25, 2007	
With-Action conditions:	Increment:	
DUs (inc. Affordable office / comm commun fac / parking / auto public total regr affordable) DUs: retail FA: FA: Hotel FA: instit FA: inst conv FA: FA: utility FA: parking: parking:		
<b>2,506</b> 473 <b>795,721</b> 755,513 20,184 71,508 20,586 1,998 0 1,873 1,0.	1,038 2,202 160,385 243,208 11,672 -110,985 0 -26,824 -36,687 0 1,873 600 Projected Sites	

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# RWCDS - C6-3 ALTERNATIVE

- May 25, 2007

# POTENTIAL DEVELOPMENT SITES

sit	description:								existing cond	itions:										No-Acti	on conditions:			
site: type: address:	block: lo	· lot an	a: built floor area	zonina-	built FAR:	permitted resid FAR:	DUs: retail FA		e / comm	commun fac / instit FA:	stor / mfg FA: F	arking / auto	FA: vacant FA:	parking (C of	proposed retail	DUs:	residentia parking:			ce / comm	commun fac / instit FA:	inst conv FA: stor / mfg FA:	parking / auto	ty FA: total parking:
				, in the second			DOS. TOWN TO		100.171	man 17t.	Storring Tr. 1	ri. diini	TT. VOCUNTTA	ој.	744.	503.	punning.	10111111		HotelTre	man i v.	max converse storring re-	171. Util	iyir. total parking.
pot 568 WEST 125 STREET	1980 7	32,0	0 28,900	R7-2	0.90	4		28,900											28,900					
28 pot 151-153 MORNINGSIDE A	/E 1952 6	4,9	2 (	C4-4	0.00	4						4,992			17 0.85	17	7	0	4,243					
29 pot 381 WEST 125 STREET	1952 1	)1 1,4	8 4,872	C4-4	3.25	4	3	900								3	3		900					
pot 379 WEST 125 STREET	1952 2	1,4	8 4,872	C4-4	3.25	4	3	1,005								3	3		1,005					
	ubtotal:	2,9	6 9,744				6	1,905								6	6	0	1,905					
30 pot 361 WEST 125 STREET	1952 9	5,2	6 18,384	C4-4	3.47	4			18,384											18,384				
pot 313 WEST 125 STREET	1952 2	3 5,50	0 23,620	C4-4	4.29	4		5,500			18,120								5,500	18,120				
pot WEST 126 STREET	1952 4			C4-4	0.00	3.44						4,162			14 0	16	6	5	0					
pot 309 WEST 125 STREET	1952 2				2.56	3.44 / 4		21,476	4,924										21,476	4,924				
not 207 WEST 125 STREET	1952 2				3.28	4		3,560	3,000										3,560	3,000				
31 pot 305 WEST 125 STREET	1952 2				2.88	4		8,640											8,640					
pot 308 WEST 126 STREET	1952 3				1.00	3.44		.,			1,664											1,6	64	
pot 306 WEST 126 STREET	1952 1				1.00	3.44					1,664											1,6		
pot 304 WEST 126 STREET	1952 3				1.00	3.44					1,664											1,6		
	ubtotal:	29,9						39,176	7,924		23,112	4,162			14	16	6	5	39,176	26,044		4,9		
pot 2342 FRED DOUGLASS B	VD 1931 6	1 4,9	2 3,500	C4-4	0.70	4		3,500							0.85	15	7	9	4,243					
not 240 WEST 124 STREET	1931 5				0.60	3.44		3,300		7,49	4	4,996			17 0.5		2	16	6,245		7,4	104		1
pot 2340 FRED DOUGLASS B					3.70	3.44				7,49	9,250	4,770			0.5	34	2	10	2,300	6.950	7,4	174		'
pot 2338 FRED DOUGLASS B				II.	0.95			1,190	1,190		9,230								1,190	1,190				
	.VD 1931 0: ubtotal:	22,4			0.95	4		4,690	1,190	7,49	4 9,250	4,996			17	40	9	25	13,978	8,140	7,4	10.4		2
1	ubiotai:	22,4	12 22,024					4,070	1,170	7,47	4 9,230	4,770			17	41	7	23	13,770	0,140	1,5	174		2
pot 2330 FRED DOUGLASS B	VD 1931 1	11,5	0 42,310	C4-4	3.65	4		11,590	30,720										11,590	30,720				
pot 2310 FRED DOUGLASS B	VD 1930 1	10,0	22,593	C4-4	2.24	3.44		8.680		13,91	3								8.680		13.9	013		
pot 2310 FRED DOUGLASS B		10,0		II.	2.24	3.44		0,000		22,59									0,000		22,5			
	ubtotal:	20,1		II.	2.2.	0.11		8,680		36,50									8,680		36,5			
										30,30	5										30,0			
pot 268 WEST 125 STREET	1930 5				1.00	4		5,046											5,046					
35 pot 264 WEST 125 STREET	1930 5				2.19	4		4,500			6,488								4,500			6,4		
pot 264 WEST 125 STREET	1930 5			II.	2.19	3.44		4,500			6,488								4,500			6,4		
:	ubtotal:	15,1	1 27,022					14,046			12,976								14,046			12,9	/6	
pot 112 WEST 125 STREET	1909 4	2,3	0 2,018	C4-4	0.87	4		2,018											2,018					
pot 114 WEST 125 STREET	1909 4	3,0	18 3,752	C4-4	1.24	4		3,752											3,752					
pot 116 WEST 125 STREET	1909 4	2 5,0	6 4,944	C4-4	0.98	4		4,944											4,944					
pot 117 WEST 124 STREET	1909 2	2,5	3 225	C4-4	0.09	3.44						2,523			9 0.85	7	7	4	2,145					
pot WEST 124 STREET	1909 2	5 2,1:	3 (	C4-4	0.00	3.44							2	,133	0.85	6	6	3	1,813					
pot 283 WEST 125 STREET	1909 1	10 41	10 (	C4-4	0.00	3.44								400	0.85	1	1	1	340					
	ubtotal:	15,4	0 10,939					10,714				2,523	2	,533	9	14	4	7	15,012					
pot 300 LENOX AVENUE	1723 1	6,9	3 18,629	C4-7	2.66	10		4,700	13,929										4,700	13,929				
pot 300 LENOX AVENUE	1723 4			II.	4.00	10		1,500	4,500										1,500	4,500				
	ubtotal:	8,4		II.				6,200	18,429										6,200	18,429				
pot 2022 5 AVENUE	1723 3	3 10,8	94 20,764	C4-4	1.91	4		4.900	11.326		4,538								4.900	11.326		4,5	20	
38 pot 2022 5 AVENUE	1723 3				2.81	4		4,900 1,700	3,074		4,338								1,700			4,5	Ju	
the state of the s	1723 3 ubtotal:	7 1,70 12,50			2.01	4		6,600	3,074 14,400		4,538								6,600	3,074 <b>14,400</b>		4,5	20	
	uototat:	12,5	Z0,038					0,000	14,400		4,338				_				0,000	14,400		4,5	JU	

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-								-Action conditions:										Increment:				
site:	proposed zoning:	proposed FAR:		proposed D retail FAR: af		iffordable DUs: re		office / comm FA: Hotel FA:	commun fac instit FA:		to utility FA:	public total re parking: parking		Js: retai		fice / comm A: F	commun fac lotel FA: instit FA:	inst conv FA: stor	parking / auto / mfg FA: FA: utilit	public y FA: parking		
27	R7-2	3.44	0	2			28,900	28,900					0		0	28,900						Expansion of existing comercial use adding a second story for offices under With-Action scenario
28	C4-4D	7.2	1.8	0.85	35	7	4,243					0	0	18	0						0	New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	1.2	1.0	0.03	33	,	4,243					U	Ü	10	U						U	Universities devi, ground noor retail, under rec-rection and white-rection scenarios
29	C4-4D	7.2	1.8	0.85	11	2	1,273							8	373							New residential dev, ground floor retail, under With-Action scenario
23	C4-4D	7.2	1.8	0.85	11	2	1,273							8	268							New residential dev, ground floor retail, under With-Action scenario
					22	4	2,547					0	0	16	642						0	0
30	C4-4D	7.2	1.8	0.85	37	7	4,502					0	0	37	4.502	-18,384					0	New residential dev, ground floor retail, under With-Action scenario
- 50	04 40	7.2	1.0	0.00	37	,	4,302					Ü	J	37	4,502	10,304					Ü	unter residential dev, ground noor relati, under white-relative scenario
	C4-4D	7.2	1.8	0.85	39	8	4,675							39	-825	-18,120						Conversion to offices, ground floor retail, under No-Action scenario. New resid dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	29	6	3,538							13	3,538							New residential dev, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	73	15	8,773							73	-12,703	-4,924						New residential dev, ground floor retail, under With-Action scenario
31	C4-4D	7.2	1.8	0.85	14	3	1,700							14	-1,860	-3,000						New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	21	4	2,550							21	-6,090							New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1,414							12					-1,664			New residential dev under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1,414							12					-1,664			New residential dev under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1,414					150	05	12	17.040	27.044			-1,664		150	New residential dev under With-Action scenario
					212	42	25,479					150	95	196	-17,940	-26,044			-4,992		150	95 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8	0.85	35	7	4,243							18	0							New residential dev, ground floor retail, under No-Action and With-Action scenarios
32	C4-4D	7.2	1.8	0.5	85	17	6,245		7,4	94				53	0			0				New residential dev including new comm facility (church), partial ground floor retail, under No-Action and With-Action scenarios
32	C4-4D	7.2	1.8	0.85	18	4	2,125							18	-175	-6,950						New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,125							18	935	-1,190						New residential dev, ground floor retail, under With-Action scenario
					156	31	14,738		7,4	94		150	70	107	760	-8,140		0			150	45 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
																						New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-
33	C6-3	8	2	1.7	81	16	19,703					22	17	81	8,113	-30,720					22	17 Action scenario
	01.0			4.7	74		47.45/							74	0.477		40.04	••				
34	C6-3 C4-4D	8	2	1.7 0	71 11	14 2	17,156 0		22,5	ກາ		0		71 11	8,476		-13,91	0				North portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
-	C4-4D	0	U	U	82	16	17,156		22,5			0	21	82	8,476		-13,91	12			0	South portion of lot 1. Existing church remains, transfers 1 FAR of dev rights to north portion of lot 1, under With-Action scenario
					02	10	17,130		22,3	73		U	31	02	0,470		-13,71	13			U	31 This dev site provides one level of below-grade parking under With-Action scenario
	C6-3	8	2	1.7	35	7	8,578							35	3,532							New residential dev, two levels of retail, under With-Action scenario
35	C6-3	8	2	1.7	35	7	8,547							35	4,047				-6,488			North portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	31	6	8,547							31	4,047				-6,488			South portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
					101	20	25,672					111	40	101	11,626				-12,976		111	40 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2	1.7	16	3	3,961							16	1,943							New residential dev, two levels of retail, under With-Action scenario
1 1	C6-3	8	2	1.7	21	4	5,148							21	1,396							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	35	7	8,578							35	3,634							New residential dev, two levels of retail, under With-Action scenario
36	C4-4D	7.2	1.8	1.7	15	3	4,289							8	2,145							New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	13	3	3,626							7	1,813							New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	2	0	680							1	340							New residential dev under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
					102	20	26,282					115	40	88	11,270						115	40 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	04.2	0	2	1.7	40	10	11.000							40	7.100	12.022						
37	C6-3	8	2	1.7	49	10	11,888							49	7,188	-13,929						New residential dev, two levels of retail, under With-Action scenario
	C6-3	б	2	1.7	11 <b>60</b>	2	2,550					0	0	11 60	1,050	-4,500					0	New residential dev, two levels of retail, under With-Action scenario
					60	12	14,438					U	U	60	8,238	-18,429					U	
20	C4-4A	4	0	0.85	38		9,260							38	4,360	-11,326			-4,538			New residential dev, ground floor retail, under With-Action scenario
38	C4-4A	4	0	0.85	6		1,445							6	-255	-3,074						New residential dev, ground floor retail, under With-Action scenario
					44		10,705					42	0	44	4,105	-14,400			-4,538		42	0 This dev site provides one level of below-grade public parking under With-Action scenario

RWCDS - C6-3 Alternative

site d	description:								existing cond	itions:										No	Action conditions				
site: type: address:	block: lot:	lot area: bu	ilt floor area:	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office / c	comm hotel FA:	commun fac / instit FA:	pa stor / mfg FA: FA	rking/auto .: ut	tility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	resi DUs: parl	dential cing:	off retail FA: FA	ice / comm : Hote	commun fa I FA: instit FA:	inst conv FA: sto		rking / auto : utilit	y FA: total parking
39 pot 290 LENOX AVENUE	1722 69	8,578	25,326	C4-4	2.95	4		8,578	16,748										8,578	16,748					
pot 52 WEST 125 STREET				C4-4					10,710		2.0//														
-	1722 57	1,576	4,066		2.58	4		1,000			3,066								1,000	3,066					
pot 50 WEST 125 STREET	1722 156	1,576	4,121	C4-4	2.61	4		1,000			3,121								1,000	3,121					
40 pot 48 WEST 125 STREET	1722 56	1,576	4,113	C4-4	2.61	4		1,000			3,113								1,000	3,113					
pot 46 WEST 125 STREET	1722 155	1,576	3,809	C4-4	2.42	4		400						3,409					400	3,409					
pot 44 WEST 125 STREET	1722 55	2,102	5,400	C4-4	2.57	4		2,160	2,160		1,080								2,160	3,240					
subl	total:	8,406	21,509					5,560	2,160		10,380			3,409	1				5,560	15,949					
pot 32 WEST 125 STREET	<del>1722</del> 51	10,512	21,024	C4-4	2.00	4							10,512	10,512		0.42	<u>25</u>	1	3 4,415						15,013
41																0.12									10,010
pot 32 WEST 125 STREET	<del>1722</del> 51	4,501	9,002	<del>R7-2</del>	2.00	3.44							4,501			0	17		9 0						45.040
subi	total:	<del>15,013</del>	<del>30,026</del>										<del>15,013</del>	15,013			4 <del>2</del>	2	<del>1 4,415</del>						15,013
42 pot 102 EAST 126 STREET	1774 68	11,491	0	M1-2	0.00	2							11,491												11,491
pot 108 EAST 126 STREET	1774 /5	2.100	4.000	141.0	2.24			1 220											1 220						
	1774 65	2,198	4,928	M1-2	2.24	4	4	1,230	/ 700								4		1,230	/ 700					
pot 106 EAST 126 STREET	1774 66	2,798	6,720	M1-2	2.40	4			6,720											6,720					
pot 104 EAST 126 STREET	1774 67	2,498	9,500	M1-2	3.80	4			9,500											9,500					
43 pot 107 EAST 125 STREET	1774 5	2,548	5,577	C4-4	2.19	4		2,471			3,106								2,471	3,106					
pot 109 EAST 125 STREET	1774 6	2,448	5,880	C4-4	2.40	4								5,880					2,081	3,799					
pot 111 EAST 125 STREET	1774 7	2,498	6,800	C4-4	2.72	4	5	1,700									5		1,700						
pot 113 EAST 125 STREET	1774 8	2,498	6,800	C4-4	2.72	4		6,800											6,800						
subi	total:	17,486	46,205				9	12,201	16,220		3,106			5,880	1		9		14,282	23,125					
44																									
pot 150-170 EAST 126 STREET	1774 48	22,531	0	M1-2	0.00	2						22,531			75									22,531	
45 pot 2306 3 AVENUE	1774 33	17,993	27,000	C4-4/M1-2	1.50	4/2				27,00	00										2	7,000			
pot 122 EAST 125 STREET	1773 61	2,523	3,300	C4-4	1.31	4		3,300											3,300						
46 pot 128 EAST 125 STREET	1773 58	8,074	21,556	C4-4	2.67	4		21,556											21,556						
	total:	10,597	24,856					24,856											24,856						
pot 129 EAST 124 STREET	1773 15	2,523	7,194	C4-4	2.85	4					7,194												7,194		
47 pot 2050 LEXINGTON AVENUE	1773 17	3,828	4,037	C4-4	1.05	4		4,037			.,								4,037				.,		
pot 2054 LEXINGTON AVENUE	1773 18	216	525	C4-4	2.43	4		525											525						
	total:	6,567	11,756	C4-4	2.43	*		4,562			7,194								4,562				7,194		
<u> </u>																									
pot 149 EAST 124 STREET	1773 20	68,681	64,363	C4-4	0.94	4		64,363											64,363						
pot 228 EAST 125 STREET	1789 36	2,523	2,700	C4-4	1.07	4					2,700				2								2,700		
49 pot 230 EAST 125 STREET	1789 35	2,523	3,500	C4-4	1.39	4				3,50											:	3,500			
pot 232 EAST 125 STREET	1789 34	2,523	7,659	C4-4	3.04	4				0,00	7,659										,		7,659		
	total:	7,569	13,859	0	0.01	7				3,50					2						;	3,500	10,359		
site d	description:								existing cond	itions:										No	Action conditions				
Site o	accomption.					permitted resid		office / c		commun fac /	pa	rking / auto			parking (C of	proposed retail	resi	dential	off	ice / comm	commun fa		pa	rking / auto	
site: type: address:	block: lot:	lot area: bu	ilt floor area:	zoning:	built FAR:		DUs: retail FA:		hotel FA:		stor / mfg FA: FA		tility FA:	vacant FA:	0):	FAR:			retail FA: FA		I FA: instit FA:				y FA: total parking

RWCDS - C6-3 Alternative page 9 of 10

general notes:

- Sites within the core subdistrict (C6-3 and C4-4D zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a small portior of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site

								With-Ac	tion conditions:							T						Increme	nt:						
	proposed			proposed		Affordable			ce / comm	commun fac		parking / a		public	total regro				office / com		commun				king / auto		ublic	total reqrd	
site:	zoning:	FAR:	FAR:	retail FAR:	affordable)	DUs:	retail FA:	: FA:	Hotel FA:	instit FA:	inst conv F	FA: FA:	utility FA	A: parking:	parking:	DUs	: retai	IFA: F	FA:	Hotel FA	A: instit FA	: inst con	/FA: stor	/ mfg FA: FA	uti	ity FA: p	arking:	parking:	comments:
39	C6-3	8	2	1.7	60	12	2 14	4,583							0	0	60	6,005	-16,7	748							(	0	New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2 2	2,679									11	1,679	-3,0	066									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2 2	2,679									11	1,679	-3,1	121									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
40	C6-3	8	2	1.7	11	2	2 2	2,679									11	1,679	-3,1	113									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2 2	2,679									11	2,279	-3,4	409									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	15	3	3	3,573									15	1,413	-3,2	240									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
					59	12	2 14	4,290							0	0	59	8,730	-15,9	949							(	0	
41	C6-3	8	2	0.7	85	17	. ;	7,358					1	<del>10,512</del>			60	2,943								-4,501			North person of lot \$1. New resid dev with partial ground floor retail and ConEid service center on two levels under No Action and With- Action scenarios.
-																													South portion of lot 51. New resid dev under No Action scenario. New resid dev with partial ground floor retail and ConEd service center on-
	C4-4A	4	0	0.7	17			3,151						4 <del>,501</del>			0	3,151								4,501			two levels, under With Action scenario.
					102	17	+ +(	0,509					+	15,013	110	10	60	6,094								0	110	<del>0 +</del>	This dev site provides two levels of below grade parking including public parking under With Action scenario
42	C6-3	8	2	1.7	80	16	5 19	9,535							21	17	80	19,535								-11,491	2	1 1	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8	0.85	16	3	3 1	1,868									12	638											New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	20	4	1 2	2,378									20	2,378	-6,7	720									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	1 2	2,123									18	2,123	-9,5	500									New residential dev, ground floor retail, under With-Action scenario
43	C4-4D	7.2	1.8	0.85	18	4	1 2	2,166									18	-305	-3,1	106									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	17	3	3 2	2,081									17	0	-3,7	799									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	1 2	2,123									13	423											New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	1 2	2,123									18	-4,677											New residential dev, ground floor retail, under With-Action scenario
					125	25	5 14	4,863							119	56	116	581	-23,1	125							119	9 5	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
44	C4-4D	7.2	1.8	0.85	159	32	2 19	9,151							150	72	159	19,151							-22,531		150	0 -	New residential dev, two levels of retail, under With-Action scenario: 75 public parking spaces in the no-build. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
45	C4-4D	5.4	0	0.85			15	5,294	81,868						150	0	0	15,294	81,8	868	-2	27,000					150	0	New commercial dev, ground floor retail. This dev site provides two levels of below-grade public parking under With-Action scenario
46	C4-4D	7.2	1.8	0.85	18			2,145									18	-1,155											New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	57			6,863									57	-14,693											New residential dev, ground floor retail, under With-Action scenario
1	1				75	15	5 9	9,007							0	0	75	-15,849									(	D	
	C4-4D	7.2	1.8	0.85	18	4	. :	2.145								1	18	2.145						-7,194					New residential dev, ground floor retail, under With-Action scenario
47	C4-4D	7.2	1.8	0.85	27	5		3,254								1	27	-783						.,					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	2	0		184									2	-341											New residential dev, ground floor retail, under With-Action scenario
					47	9	) [	5,582							0	0	47	1,020						-7,194			(	0	
48	C4-4D	7.2	1.8	0.85	485	97	58	8,379							150 2	18	485	-5,984									150	0 21	New residential dev, ground floor relail, under With-Action scenario. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	1 2	2,145									18	2,145						-2,700					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
49	C4-4D	7.2	1.8	0.85	18	4	1 2	2,145								1	18	2,145			-	3,500							New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	C4-4D	7.2	1.8	0.85	18	4		2,145								1	18	2,145						-7,659					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
					54	11		6,434							0	0	54	6,434				3,500		-10,359			(	0	
								With-An	tion conditions:													Increme	nt:						
	proposed	proposed	IH bonus	proposed	DUs (inc.	Affordable			ce / comm	commun fac	I	parking / a	auto	public	total regro			0	office / com	nm	commun			par	king / auto	D	ublic	total regrd	
site:	zoning:	FAR:		retail FAR:		DUs:	retail FA:			instit FA:				A: parking:			: retai		FA:	Hotel FA:		: inst con	/ FA: stor					parking:	comments:

RWCDS - C6-3 Alternative

### 125<sup>th</sup> Street Rezoning - C4-4D Alternative RWCDS - C4-4D ALTERNATIVE

- July 27, 2007

\*with revised No-Action conditions

\_assumptions: Unit size - new development (sf) 900

site key:

proj
Projected site
Potential site

site desc	ription:								existing co	nditions:				I				No-A	ction conditions	:		
site: type: address:	block: I	ot:	lot area: b	ouilt floor area	zoning:	built FAR:	ermitted resid FAR:	DUs: retail FA:	office / comm FA: hotel FA:	commun fac / instit FA:	stor / mfq FA:	oarking / auto FA: utility FA:	parkin vacant FA: O):		roposed retail	residentia DUs: parking:	I retail FA: F	ffice / comm A: Hotel FA	commun fac	inst conv FA: stor / mfc	parking / auto FA: FA: utility	FA: total parking:
												,										
proj 321 WEST 125 STREET	1952		6,012	12,022	C4-4	2.00	4	6,011	6,011								6,011	6,011				
1 proj 319 WEST 125 STREET proj 317 WEST 125 STREET	1952 1 1952 1		2,600 2,328	4,976 6,761	C4-4 C4-4	1.91 2.90	4	2,488 2,328									2,488 2,328	2,488 4,433				
subtotal		22	10,940	23,759	C4-4	2.70	4	10,827	12,932								10,827	12,932				0
Subiotal			10,740	23,737				10,027	12,732								10,027	12,732				· ·
2 proj 2329 FRED DOUGLASS BLVD	1952	29	19,983	46,167	C4-4	2.31	4	15,983	30,184			4,000		14			15,983	30,184			4,000	14
proj 2027 i NEB 2000E 100 BE 12	1,02	-,	17,700	10,107	0	2.01		10,700	00,101			1,000					10,700	55,101			1,000	
3 proj 362 WEST 125 STREET	1951	7	12,475	11,890	C4-4	0.95	4			11,890	0								11,8	190		0
proj 302 WEST 123 STREET	1751	,	12,475	11,070	044	0.75	7			11,070	·								11,0	,,,,		· ·
4 proj 350 WEST 125 STREET	1951	51	11,908	21,716	C4-4	1.82	4						21,716				10,858	10,858				0
5 proj 324 WEST 125 STREET	1951	43	8,983	36,136	C4-4	4.02	4						36,136			32	7,636					0
6 2100 ADAM C DOWELL BLVD																						
proj 2100 ADAM C POWELL BLVD	1931	27	12,500	33,740	C4-7	2.70	10		33,740									33,740				0
7 proj 260 WEST 125 STREET	1930	55	5,046	5,270	C4-4	1.04	4						5,270				5,270					
proj 260 WEST 125 STREET	1930	55	5,046	5,270	C4-4	1.04	3.44						5,270				5,270					
subtotal			10,092	10,540									10,540				10,540					0
L OSCUMENT AND STREET	4000		F 0.45	0.470		4.0		4.005	4.005								4.005	4.005				
proj 256 WEST 125 STREET proj 256 WEST 125 STREET	1930 ! 1930 !		5,045 10,093	8,470 16,945		1.68 1.68	4 3.44	4,235 8,473									4,235 8,473	4,235 8,472				
8 proj 252 WEST 125 STREET	1930		5,005	4,796		0.96	4	4,796									4,796	0,472				
proj 250 WEST 125 STREET	1930		2,523	2,375	C4-4	0.94	4	2,375									2,375					
proj 246 WEST 125 STREET	1930		5,046	6,545	C4-4	1.30	4	6,545									6,545					
subtotal			27,712	39,131				26,424									26,424	12,707				0
proj 226 WEST 125 STREET	1930	41	4,884	9,799	C4-4	2.01	4	9,799									9,799					
proj 226 WEST 125 STREET	1930		4,884	9,799		2.01	3.44	9,799									9,799					
proj 222 WEST 125 STDEET	1930		3,936	7,839	C4-4	1.99	4	7,839									7,839					
9 proj 222 WEST 125 STREET	1930		3,936	7,839	C4-4	1.99	3.44	7,839									7,839					
proj 208 WEST 125 STREET	1930	37	11,286	33,840	C4-4	3.00	4	33,840									33,840					
proj 208 WEST 125 STREET	1930	37	11,286	33,840	C4-4	3.00	3.44	33,840									33,840					
subtotal			40,211	102,955				102,955									102,955					0
proj 2105 ADAM C POWELL BLVD	1910	1	41,965	83,930	C4-7	2.00	10	15,000				68,930		196			15,000				68,930	196
10 proj 2105 ADAM C POWELL BLVD	1910	1	6,787	6,787	C4-7	1.00	10					6,787									6,787	
proj 125 WEST 125 STREET	1910	7501	11,500	23,000	C4-7	2.00	10	23,000									23,000					
subtotal			60,252	113,717				38,000				75,717		196			38,000				75,717	196

RWCDS - C4-4D Alternative

site:	proposed																								
	proposed				/			Action conditio											Increme	ent:					
	zoning:	proposed FAR:	IH bonus FAR: r	proposed E retail FAR: af	OUs (inc. / ffordable)	Affordable DUs: ret		ffice / comm A: Hot		commun fac / parking / auto instit FA: inst conv FA: FA:	utility FA:	public total i parking: parkii		OUs: ret	ail FA:	office / c FA:	omm Hotel FA	commur instit FA		v FA: stor / mf	parking fg FA: FA:	g / auto utility FA:	public parking:	total red parking	
	C4-4D	5.4	0	0.85			5,110	27,355							-901	1 2	21,344								New commercial dev, ground floor retail, under With-Action scenario
4	C4-4D	5.4	0	0.85			2,210	11,830							-278		9,342								
'	C4-4D C4-4D	5.4	0	0.85			1.979	10,592							-349		6,159								New commercial dev, ground floor retail, under With-Action scenario
-	C4-4D	3.4	U	0.00			9,299	49,777				0			-1,528		36,845							0	New commercial dev, ground floor retail, under With-Action scenario
							9,299	49,111				U	U		-1,320		00,040							U	١
2																									New residential dev, two levels of retail, under With-Action scenario. This dev site provides two levels of below-grade parking including public
	C4-4D	7.2	1.8	1.7	122	24	33,971					145	55	122	17,988	3 -3	30,184					-4,000	1	145	41 parking under With-Action scenario
																									New residential dev including new community facility (church), ground floor retail, under With-Action scenario. This dev site provides one level
3	C4-4D	7.2	1.8	0.85	75	15	10,604			11,890		20	22	75	10,604	1			0					20	22 of below-grade parking including public parking under With-Action scenario
4	C4-4D	5.4	0	0.85			10,122	54,181				0	0	0	-736	5 4	13,323							0	O Building renovation under No-Action scenario. New commercial dev, ground floor retail, under With-Action scenario.
5	C4-4D	7.2	1.8	0.85	63	13	7,636					0	0	31	0	)								0	Building renovation under No-Action scenario. New residential dev, ground floor retail, under With-Action scenario
6	C4-7	12	2	1.7	143	29	21.250					0	20	143	21,250		33.740							0	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action 30 scenario
	C4-7	12	3	1.7	143	29	21,230					U	30	143	21,250	<i>)</i> -3	55,740							U	30 Scenario
																									Mart125. City sponsored project. North portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial
7	C6-3	6	0	1.7			8,578	10,092	11,606						3,308	3 1	10,092 1	1,606							dev, under With-Action scenario
1 ' 1	C4 4D	F 4	0	1.7			0.570	10.000	0.570						2 200	. 1	10.000	0.570							Mart125. City sponsored project. South portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial
-	C4-4D	5.4	U	1.7			8,578	10,092	8,578						3,308			8,578							dev, under With-Action scenario
							17,156	20,184	20,184			50	U		6,616	o 2	20,184 2	0,184						50	This dev site provides one level of below-grade public parking under With-Action scenario
	C6-3	8	2	1.7	35	7	8,577							35	4,341	1 -	-4,235								North portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	62	12	17,158							62	8,685	5 -	-8,472								South portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
8	C6-3	8	2	1.7	35	7	8,509							35	3,713	3									New residential dev, two levels of retail, under With Action scenario
	C6-3	8	2	1.7	18	4	4,289							18	1,914	4									New residential dev, two levels of retail, under With Action scenario
	C6-3	8	2	1.7	35	7	8,578							35	2,033	3									New residential dev, two levels of retail, under With-Action scenario
					185	37	47,110					150	73	185	20,686		12,707						1	150	73 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
$\vdash$																									
	C6-3	8	2	1.7	34	7	8,303							34	-1,496										North portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	30	6	8,303							30	-1,496										South portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
9	C6-3	8	2	1.7	28	6	6,691							28	-1,148										North portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	24	5	6,691							24	-1,148										South portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	79	16	19,185							79	-14,655										North portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	69	14	19,185							69	-14,655										South portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
					264	53	68,359					150	108	264	-34,596	5							1	150	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-7	10	0	2.5			104,913	314,738							89,913	3 31	14,738								Center portion of block 1910, State parking garage. New commercial dev, 2.5 FAR of relail.
10	C4-7	10	0	2.5			16,968	50,903							16,968		50,903								Portion of block 1910, Ramps for parking garage. New commercial dev, 2.5 FAR of retail.
	C4-7	10	0	2.5			28,750	86,250							5,750		36,250								South-center portion of block 1910, H&M store. New commercial dev, 2.5 FAR of retail.
	347	10	v	2.5			150,630	451,890					196		112,630		51,890							0	O This dev site provides two levels of below-grade parking including public parking under With-Action scenario
							100,000	.0.,070					.,,		, 0 0 0	, 10	,								Commission provides the series of below group parting managing public parting under white relicion sections

RWCDS - C4-4D Alternative

site descriptio								existing cor	nditions:				I			No-Act	ion conditions:			
·	lock: lot:	lot area: built floo	r area	zoning:	built FAR:	permitted resid FAR: Di	Us: retail FA:	office / comm FA: hotel FA:	commun fac / instit FA:	parki stor / mfg FA: FA:	ng / auto utility FA:	parking (C of vacant FA: 0):	proposed retail FAR:	residenti DUs: parking:		office / comm	commun fac /	inst conv FA: stor / mfg FA:	parking / auto FA: utility FA:	total parking:
	909 59 909 63	2,523		C4-4 C4-4	1.50 3.00	4	15,091 <b>15,09</b> 1	2,523 <b>2,523</b>				5,046 <b>5,046</b>			15,091 2,523 <b>17,614</b>	5,046 <b>5,046</b>				0
12 proj 120 WEST 125 STREET 19 proj 124 WEST 125 STREET 19 proj 124 WEST 125 STREET 19	909 44 909 46 909 46	5,046 1 10,092 10,092	0,000 3,975 3,975	C4-4 C4-4 C4-4	1.98 0.89 0.89	4 4 3.44	10,000 8,975 8,975					-,	5		10,000 8,975 8,975	2,2.12				6
proj   109 WEST 124 STREET   19   proj   107 WEST 124 STREET   19   proj   281 LENOX AVENUE   19   proj   285 LENOX AVENUE   19   proj   287 LENOX AVENUE   19   proj   287 LENOX AVENUE   19   proj   289 LENOX AVENUE   19   proj   299 LENOX AVENUE   19   proj   108 WEST 125 STREET   19	909 26 909 27 909 28 909 29 909 129 909 30 909 31 909 32 909 33 909 38 909 39	25,229 2 2,523 2,523 2,523 1,400 1,400 1,400 1,475 1,894 10,092 2,523 2,523 30,276	0 0 0 0 0 0	C4-4 C4-4 C4-4 C4-4 C4-4 C4-4 C4-4 C4-4	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	3.44 3.44 4 4 4 4 4 4 4	27,950					2,523 2,523 2,523 1,400 1,400 1,400 1,475 1,894 10,092 2,523 2,523 30,276	3 3 3 3 3 3 3 3 3 3		27,950 7,569 7,569 4,200 4,200 4,200 4,425 5,682 30,276 7,569 90,828					6
71 proj 33 WEST 125 STREET 17 proj 29 WEST 125 STREET 17 proj 29 WEST 125 STREET 17 proj 29 WEST 125 STREET 17	723 17 723 21 723 22 723 22 723 122 723 53	9,992 1 1,998 1,998 1,998 1,998	3,778 7,296 7,296	C4-4 C4-4 C4-4 C4-4	1.71 4.39 3.65 3.65 0.00	4 4 4 4 3.44	13,724 1,400 1,400 2,997	4,299		7,378 5,896 13,274	1,998 <b>1,998</b>				13,724 1,400 1,400 2,997	3,400 4,299 7,699		7,378 5,896 <b>13,274</b>	1,998	0
15 proj 16 WEST 126 STREET 17	723 31 723 144 723 45	1,874	2,865	C4-4 C4-4 C4-4	0.00 1.53 0.00	3.44 3.44 3.44						21,804 2,865 1,874 26,543	0.85 0.85 0.85	63 5 5 73	32 18,533 3 1,593 3 1,593 37 21,719		66,720 5,734 5,734 <b>78,18</b> 9	4 4		32 3 3 <b>37</b>
16         proj proj proj proj proj proj proj proj	722 168 722 68 722 67 722 66 722 65 722 63	1,892 1,892 1,935 2,422 5,147	1,892 1,892 3,783 2,422	C4-4 C4-4 C4-4 C4-4 C4-4	1.00 1.00 1.00 1.96 1.00 1.00	4 4 4 4 4	1,892 1,892 1,892 2,522 2,422 5,147 <b>15,76</b> 7	1,261							1,892 1,892 1,892 2,522 2,422 5,147 15,767	1,261 <b>1,261</b>				0
proj         60 WEST 125 STREET         17           proj         58 WEST 125 STREET         17           proj         56 WEST 125 STREET         17	722 62 722 61 722 60 722 59 722 58	2,018 2,826 2,018 2,876	5,192 9,012 5,192	C4-4 C4-4 C4-4 C4-4	3.19 2.57 3.19 2.57 3.19	4 4 4 4	2,445 2,000 2,000 2,000 4,000 <b>12,44</b> 5			6,735 3,192 <b>9,927</b>		7,012 3,192 5,180 <b>15,384</b>	0.85 0.85 0.85 0.85 0.85	7 4 7 4 7 29	2,445 1,715 2,402 1,715 2,445 <b>10,722</b>					0
18a proj 57 EAST 125 STREET 17	750 21 750 23 750 24	1,857 1,873	3,716	C4-4 C4-4 C4-4	1.77 2.00 1.64	4 4 4	4,504 925 5,429	2,791		9,009		3,070 <b>3,070</b>			4,504 925 <b>5,429</b>	9,009 2,791 3,070 <b>14,870</b>				0
18b   proj   69 EAST 125 STREET   17	750 27 750 28 750 29 750 30 750 44 750 31	2,498 2,498 3,796 1,998 2,198	5,750 0 3,848 2,934	C4-4 C4-4 C4-4 C4-4 C4-4	1.72 2.70 0.00 1.01 1.47 2.47	4 4 4 3.44 4	4,300 2 3,000 5 2,000 7 9,300	1,250	3,84£ <b>3,84</b> £			2,498 2,934 5,432	0.85 0.85 0.85 0	9 9 13 8 5	4,300 5 2,123 5 2,123 7 3,227 4 0 2,000 20 13,773		6,245 6,245 9,490 6,114	5 ) 4		5 5 7 4 20
19	750 40 750 34	4,493 2		C4-4	0.13 4.58	4					13,493	20,586 20,586 49	5					20,586 <b>20,586</b>	13,493 13,493	45 <b>4</b> 5

							With-A	ction conditions:									Increment:					
site:	proposed zoning:	proposed FAR:	IH bonus FAR:	proposed [ retail FAR: af	DUs (inc. ffordable)	Affordable DUs: reta	offi ail FA: FA	fice / comm A: Hotel FA:	commun fac / instit FA: in	parkino st conv FA: FA:	g / auto utility FA:	public total reqrd parking: parking:	DUs: reta		fice / comm A: Hot	commun fac el FA: instit FA:	inst conv FA:	park stor / mfg FA: FA:	ing / auto utility FA:	public parking:	total reqrd parking:	comments:
11	C6-3 C6-3	8	2 2	1.7 1.7	71 18 <b>89</b>	14 4 18	17,155 4,289 <b>21,444</b>					23 1	71 18 <b>9 89</b>	2,064 1,766 3,830	-5,046 - <b>5,046</b>					2	3 19	New residential dev, two levels of retait, under With-Action scenario Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario This dev site provides one level of below-grade parking including public parking under With-Action scenario
12	C6-3 C6-3 C4-4D	8 8 7.2	2 2 1.8	1.7 1.7 1.7	35 71 62 <b>168</b>	7 14 12 34	8,578 17,156 17,156 <b>42,889</b>					150 6	35 71 62 7 133	-1,422 8,181 8,181 <b>16,361</b>						15	) 61	New residential dev, two levels of retail, under With-Action scenario  North portion of lot 46. New residential dev, two levels of retail, under With-Action scenario  South portion of lot 46. New residential dev, two levels of retail, under With-Action scenario  This dev site provides two levels of below-grade parking including public parking under With-Action scenario
13	C4-4D C4-4D C4-4D C4-4D C4-4D C4-4D C4-4D C4-4D C6-3 C6-3 C6-3	7.2 7.2 7.2 7.2 7.2 7.2 7.2 7.2 8 8	1.8 1.8 1.8 1.8 1.8 1.8 1.8 2 2	1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	15 15 15 9 9 9 9 12 71 18 18 200	3 3 2 2 2 2 2 2 2 14 4 4 4	4,289 4,289 4,289 2,380 2,380 2,508 3,220 17,156 4,289 4,289 51,469					150 8	15 15 15 9 9 9 12 71 18 18	-3,280 -3,280 -3,280 -1,820 -1,820 -1,820 -1,918 -2,462 -13,120 -3,280 -3,280 -3,280						15	) 8°	New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario This dev site provides two levels of below-grade parking including public parking under With-Action scenario
14	C4-7 C4-7 C4-7 C4-7 R6A	12 12 12 12 12 3	3 3 3 3 0	1.7 1.7 1.7 1.7 0	114 23 23 23 23 0 183	23 5 5 5 5	16,986 3,397 3,397 3,397 0 27,176				1,998 1,998	121 3	114 23 23 23 23 183	3,262 1,997 1,997 400 <b>7,655</b>	-3,400 0 0 -4,299 -7,699			-7,378 -5,896	-1,998 -1,998	12	I 39	New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario  Lot used for access to required parking and loading, no development above  This dev site provides two levels of below-grade parking including public parking under With-Action scenario
15	C4-4A C4-4A C4-4A	4 4 4	0 0 0	0.85 0.85 0.85	76 7 7 <b>90</b>		18,533 1,593 1,593 <b>21,719</b>					150 4	13 2 2 5 <b>17</b>	0 0 0 <b>0</b>		-66,72 -5,73 -5,73 - <b>78,18</b>	4			15	) {	New resid/community facility dev, ground floor retail, under No Action. New resid. dev, ground floor retail, under With Action scenario New resid/community facility dev, ground floor retail, under No Action. New resid. dev, ground floor retail, under With Action scenario New resid/community facility dev, ground floor retail, under No Action. New resid. dev, ground floor retail, under With Action scenario This dev site provides two levels of below-grade parking including public parking under With Action scenario
16	C6-3 C6-3 C6-3 C6-3 C6-3	8 8 8 8 8	2 2 2 2 2 2	1.7 1.7 1.7 1.7 1.7	13 13 13 14 17 36	3 3 3 3 7 21	3,216 3,216 3,216 3,290 4,117 8,750 25,806					0	13 13 13 14 17 36	1,324 1,324 1,324 768 1,695 3,603 10,039	-1,261 -1,261						) (	New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario
17	C6-3 C6-3 C6-3 C6-3	8 8 8 8	2 2 2 2 2	1.7 1.7 1.7 1.7 1.7	20 14 20 14 20 88	4 3 4 3 4 18	4,889 3,431 4,804 3,431 4,889 21,444					0	13 10 13 10 13 59	2,445 1,715 2,402 1,715 2,445 10,722							) (	Vacant bidg is occupied with resid and ground floor retail, under No Action. New resid dev, two levels of retail, under With Action scenario Vacant bidg is occupied with resid and ground floor retail, under No Action. New resid dev, two levels of retail, under With Action scenario Vacant bidg is occupied with resid and ground floor retail, under No Action. New resid dev, two levels of retail, under With Action scenario Vacant bidg is occupied with resid and ground floor retail, under No Action. New resid dev, two levels of retail, under With Action scenario Vacant bidg is occupied with resid and ground floor retail, under No Action. New resid dev, two levels of retail, under With Action scenario
18a	C4-4D C4-4D C4-4D	7.2 7.2 7.2	1.8 1.8 1.8	1.7 1.7 1.7	47 11 11 69	9 2 2 14	12,956 3,157 3,184 <b>19,297</b>					0 3	47 11 11 69	8,452 2,232 3,184 13,868							) 3:	Offices renovation with ground floor retail under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario Offices renovation with ground floor retail under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario Offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario This dev site provides one level of below-grade parking under With-Action scenario
18b	C4-4D C4-4D C4-4D C4-4D R6A C4-4D	7.2 7.2 7.2 7.2 7.2 3 7.2	1.8 1.8 1.8 1.8 0 1.8	1.7 1.7 1.7 1.7 0 1.7	15 15 15 19 7 13 84	3 3 4 1 3	4,247 4,247 4,247 6,453 0 3,737 22,930		3,848 3,848			95 3	15 6 6 6 -1 8 <b>40</b>	-53 2,123 2,123 3,227 0 1,737 9,156		-6,24 -6,24 -5,64 -6,11	5 2 4 0			9	5 18	New residicommunity facility dev, ground floor retail, under No Action scenario. New resid: dev, ground floor retail, under With Action scenario. New resid: dev, ground floor retail, under With Action scenario. New residential and community facility dev. ground floor retail, under No Action scenario. New residential and community facility dev, under No Action scenario on the No Action scenario on the No Action scenario on the No Action scenario. New residential dev, ground floor retail, under With Action scenario. New residential dev, ground floor retail, under With Action scenario. This dev site provides two levels of below-grade parking including public parking under With Action scenario.
19	C6-3 C6-3	8 6	0	1.7	94 5 <b>99</b>	19 1 <b>20</b>	22,938 0 22,938			20,586 <b>20,586</b>		0 3	94 5 7 <b>99</b>	22,938 22,938			0	)	-13,493 -13,493		) -{	New residential dev, two levels of retail, under With-Action scenario  Known dev (Corn Exchange, designated NYC Indimark) expected to convert existing building to community facility (educational). Existing building remains, transfers 1 FAR of dev rights to lot 40  This dev site provides one level of below-grade parking under With-Action scenario

125 Otreet Nez	site description		-						exist	ing conditions:									No	-Action cond	litions:			
			Internal In	71.0			permitted resid	DU			nun fac /	parki	ng / auto	parking (C of	proposed retail		idential		ce / comm		mun fac /		king / auto	
site: type: address:	bloc	k: lot:	lot area: 1	built floor area	zoning:	built FAR:	FAR:	DUs: retail FA:	office / comm FA: ho	tel FA: instit	FA: stor	r / mfg FA: FA:	utility FA:	vacant FA: 0):	FAR:	DUs: par	king:	retail FA: FA:	Hote	FA: instit	t FA: Ins	st conv FA: stor / mfg FA: FA	: uti	lity FA: total parking:
proj 60 EAST 125 STREE	T 174	19 48	2,523	0	C4-4	0.00	4							2,523	0.85	9	5	2,145						
20 proj 58 EAST 125 STREE	T 174	19 49	2,523	0	C4-4	0.00	4							2,523	0.85	9	5	2,145						
proj 1943 MADISON AVE	NUE 174	19 50	7,806	22,483	C4-4	2.88	4		500 15,983									6,500	15,983					
	subtotal:		12,852	22,483				6,	500 15,983					5,046		18	9	10,789	15,983					(
proj 71 EAST 124 STREE	T 174	19 31	12,615	0	C4-7	0.00	10							12,615	3			37,845	88,305					
proj 1800 PARK AVENUE		19 33	3,539	0	C4-7	0.00	10							3,539	3			10,617	24,773					
proj 1804 PARK AVENIJE		19 35	3,475	0	C4-7	0.00	10							3,475	3			10,425	24,325					
proj 1808 PARK AVENUE		19 40	9,083	0	C4-7	0.00	10							9,083	3			27,249	63,581					
proj 66 EAST 125 STREE	T 174	19 43	7,569	0	C4-7	0.00	10							7,569	3			22,707	52,983					
proj 55 EAST 124 STREE		19 24	17,409	55,770	C4-7	3.20	10				55,770								118,320		55,770			
	subtotal:		53,690	55,770							55,770			36,281				108,843	372,287		55,770			(
22 proj 127 EAST 125 STRE	ET 177	4 17	21,482	39,928	C4-4A	1.86	4	26,	13,309				10,000					51,181	25,591					
proj 132 EAST 126 STRE		4 56	1,499	1,499	C4-4A	1.00	4	1,4	199									1,499						
	subtotal:		22,981	41,427				28,	13,309				10,000					52,680	25,591					(
proj 1815 PARK AVENUE	177	73 69	6,810	15,322	C4-4	2.25	4	61	310	8,512								6,810		8,512				
proj 1811 PARK AVENUE		3 72	2,843	13,322	C4-4	0.00	4	0,1	310	0,312				2,843	0.85	10	5	2,417		0,512				
proj 1807 PARK AVENUE		3 4	2,843	0	C4-4	0.00	4							2,843	0.85	10	5							
23 proj 1801 PARK AVENUE		3 1	5,670	0	C4-4	0.00	4						5,670	1,010	9		Ü	2,					5,670	19
proj 1801 PARK AVENUE		3 1	3,150	0	C4-4	0.00	4						3,150	1	1								3,150	11
proj 110 EAST 125 STRE		13 67	4,504	0	C4-4	0.00	4						4,504	1!	5									4,504 15
	subtotal:		25,820	15,322				6,	310	8,512			13,324	5,686 4	5	20	10	11,643		8,512			8,820	4,504 45
proj 212 EAST 125 STRE	ET 178	39 45	2,523	5,000	C4-4	1.98	4					5,000										5,000		
24 proj 214 EAST 125 STRE	ET 178	39 43	5,046	10,000	C4-4	1.98	4	5,3	200			4,800						5,200				4,800		
proj 218 EAST 125 STRE	ET 178	39 42	2,523	3,750	C4-4	1.49	4					3,750										3,750		
proj 215 EAST 124 STRE	ET 178	39 9	8,376	0	C4-4	0.00	3.44						8,376	29	8								8,376	28
	subtotal:		18,468	18,750				5,2	200			13,550	8,376	2	8			5,200				13,550	8,376	28
25 proj 246 EAST 125 STRE	FT 178	39 30	9,588	17,100	C4-4	1.78	4	R	550		8,550							8,550			8,550			ſ
								0,			0,550							0,000			0,550			
proj 233 EAST 124 STRE		39 16	4,037	3,500	C4-4	0.87	3.44					4,037			0	15	8	0						8
proj 237 EAST 124 STRE		39 18	4,037	0	C4-4	0.00	3.44							4,037	0	15	8	0						8
proj 241 EAST 124 STRE		39 19	2,018	0	C4-4	0.00	3.44							2,018	0	8	4	0						4
proj 243 EAST 124 STRE		39 20	2,018	0	C4-4	0.00	3.44							2,018	0	8	4	0						4
26 proj 245 EAST 124 STRE		39 21 39 121	1,867 2,826	0	C4-4 C4-4	0.00	3.44							1,867	6 0 0.85	10	4	0 2,402						4
proj 247 EAST 124 STRE		39 121 39 25	2,826	0	C4-4	0.00	4							2,826 2,174	0.85	IU	5	1,848						5
proj 2423 2 AVENUE		39 23 39 24	2,174	0	C4-4	0.00	4							2,174	0.85	8	4 A	1,848						2
proj 2419 2 AVENUE		39 23	2,174	0	C4-4	0.00	4							2,174	0.85	8	4	1,848						4
proj 2417 2 AVENUE		39 22	1,610	0	C4-4	0.00	4							1,610	0.85	6	3	1,369						3
	subtotal:		24,935	3,500								4,037		20,898	6	93	47							47
	oito doporication								1	ing conditio									A1.	Action of	litions			
	site description	:					permitted resid		exist	ing conditions:	nun fac /	parki	ng / auto	parking (C of	proposed retail	roci	idential	offi	ce / comm	-Action cond	nun fac /	nai	king / auto	
site: type: address:	bloc	k: lot:	lot area: b	built floor area	zoning:	built FAR:		DUs: retail FA:	office / comm FA: ho			r/mfg FA: FA:		vacant FA: O):	FAR:			retail FA: FA:		FA: instit		pai st conv FA: stor/mfg FA: FA		lity FA: total parking:
	totals:		567,662	828,798				7 354,8	370 134,379	8,512	80,058	49,797	126,908	0 242,640 34	6	304	123	635,337	512,305	8,512	182,493	20,586 26,824	112.404	4.504 438

### general notes:

### Summary of Reasonable Worst Case Development Scenario

- July 27, 2007

•	<u> </u>				
site des	scription:	existing cor	ditions:		No-Action conditions:
	# of sites lot area: built floor area	DUs: retail FA: office / comm FA: hotel FA:	commun fac / parking / auto instit FA: stor / mfg FA: FA: utility FA: vacant FA:	parking (C of O):	residential office / comm commun fac / parking / auto DUs: parking: retail FA: FA: Hotel FA: instit FA: inst conv FA: stor / mfg FA: FA: utility FA: total parking:
Projected Sites	<b>26</b> 567,662 828,798	7 354,870 134,379 8,5	12 80,058 49,797 126,908 0 242,640	346	<b>304</b> 123 <b>635,337</b> 512,305 8,512 182,493 20,586 26,824 112,404 4,504 438

<sup>-</sup> Sites within the core subdistrict (C4-7, C6-3 and C4-4D zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a small portion of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

	123 01	i cet ixez					With-A	ction conditions:								Increment:					
	proposed		IH bonus			Affordable		ice / comm	commun fac /	parking / auto	public total reqrd			fice / comm	commun		pai	king / auto	public		
site:	zoning:	FAR:	FAR: re	etail FAR: a	affordable)	DUs: re	tail FA: FA	: Hotel FA:	instit FA: inst co	nv FA: FA: utility FA	A: parking: parking:	DUs: ret	ail FA: FA	A: Hote	I FA: instit FA:	inst conv FA:	stor / mfg FA: FA	utility F	A: parkin	: parking:	comments:
	C4-4D	5.4	0	0.85			2,145	11,480				-9	0	11,480							New residential dev, ground floor retail, under No-Action. New commercial dev, ground floor retail, under With-Action
20	C4-4D	5.4	0	0.85			2,145	11,480				.9	0	11,480							New residential dev, ground floor retail, under No-Action. New commercial dev, ground floor retail, under With-Action
20	C4-4D	5.4	0	0.85			6,635	35,517				0	135	19,534							New commercial dev, ground floor retail, under With-Action
	C4-4D	3.4	U	0.03			10,924	58,477			0	0 -18	135	42,494						0	n
							10,724	30,477			U	-10	133	42,474						U	
	C4-7	10	0				37,845	88,305					0	0							New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0				10,617	24,773					0	0							New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
04	C4-7	10	0				10,425	24,325					0	0							New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
21	C4-7	10	0				27,249	63,581					0	0							New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0				22,707	52,983					0	0							New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0					118,320	55,770				0	0		0					Existing community facility (school) transfers dev rights only
							108,843	372,287	55,770		150	0	0	0		0				150	0 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8	1.7	131	26	36.519					101	-14,662	-25,591							Retail and commercial enlargement of existing building under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
22	C4-4D	7.2	1.8	1.7	9	20	2,548					131	1,049	-23,371							New residential dev, two levels of retail, under With-Action scenario
	C4-4D	1.2	1.0	1.7	140	28	39,068				150 6	3 140	-13,613	-25,591						150	
					140	20	37,000				130 0	140	-13,013	-23,371						130	63 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2	1.7	48	10	11,577					48	4,767		-8,512						New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	20	4	4,833					10	2,417								New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	20	4	4,833					10	2,417								New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
23	C6-3	8	2	1.7	40	8	9,639					40	9,639					-5,670			West portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	19	4	5,355					19	5,355					-3,150			East portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
																					Site planned for partial acquisition for the 2nd Ave subway. New residential dev, mechanical ground floor for subway and second story retail,
	C4-4D	7.2	1.8	0.85	32	6	3,828					32	3,828						0		under With-Action scenario.
					179	36	40,066				150 7	0 159	28,423		-8,512			-8,820	0	150	25 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2.145					18	2.145				-5,000				New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	36	7	4,289					36	-911				-4,800				New residential dev, ground floor retail, under With-Action scenario
24	C4-4D	7.2	1.8	0.85	18	1	2,145					18	2,145				-4,600				New residential dev, ground floor retail, under With-Action Scenario  New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	59	12	7,120					59	7,120				-5,750	-8,376			New residential dev, ground from renair, under with Action scenario
	C4-4D	1.2	1.0	0.03	131	26	15,698				126 5	i9 131	10,498				-13,550	-8,376		126	31 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
					131	20	13,070				120 3	131	10,470				-13,550	-0,370		120	31 This devisite provides two levels of below-grade parking including public parking under with-Action scenario
25	C4-4D	7.2	1.8	0.85	68	14	8,150				0	0 68	-400		-8	3,550				0	New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	C4-4D	7.2	1.8	0	32	6	0					17	0								New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0	32	6	0					17	0								New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0	16	3	0					8	0								New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0	16	3	0					8	0								New residential dev under No-Action and With-Action scenarios
26	C4-4D	7.2	1.8	0	15	3	0					8	0								New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	20	4	2,402					10	0								New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	15	3	1,848					7	0								New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	15	3	1,848					7	0								New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	15	3	1,848					7	0								New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	11	2	1,369					5	0								New residential dev, ground floor retail, under No-Action and With-Action scenarios
					187	37	9,314				150 8	94	0							150	37 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
							With-A	ction conditions:								Increment:					
	proposed	proposed	IH bonus	proposed	DUs (inc.	Affordable		ice / comm	commun fac /	parking / auto	public total reqrd		of	fice / comm	commun		pai	king / auto	public	total regr	d
site:	zoning:	FAR:		etail FAR: a	affordable)	DUs: re	tail FA: FA			nv FA: FA: utility FA	A: parking: parking:	DUs: ret	ail FA: FA	A: Hote	I FA: instit FA:	inst conv FA:	stor / mfg FA: FA	utility F	A: parkin	: parking:	comments:
					2,733	529	885,311	1,006,796 20,1	84 71,508	20,586 1,998	0 1,929 1,11	7 2,424	231,745	478,508	11,672 -110	0,985 0	-26,824	-36,687	0 .	,929 6	79

### Summary of Reasonable Worst Case Development Scenario

With-Action conditions:	Increment:	
DUs (inc. Affordable office / comm commun fac / parking / auto public total regrd affordable) DUs: retail FA: FA: Hotel FA: instit FA: inst conv FA: FA: utility FA: parking: parking:	office / comm commun fac / parking / auto public total regrd  DUs: retail FA: FA: Hotel FA: instit FA: inst conv FA: stor / m/g FA: FA: utility FA: parking: parking:	
<b>2,733</b> 529 <b>885,311</b> 1,006,796 20,184 71,508 20,586 1,998 0 1,929 1,11°	<b>2,424 231,745</b> 478,508 11,672 -110,985 0 -26,824 -36,687 0 1,929 679	Projected Sites

July 27, 2007

### POTENTIAL DEVELOPMENT SITES

site description:		existing conditions:	No-Action conditions:
site: type: address: block: lot: lot area: built floor area	permitted resid zoning: built FAR: FAR: DUs: retail FA: off	commun fac / parking / auto parking (C of ice / comm FA: hotel FA: instit FA: stor / mfg FA: FA: utility FA: vacant FA: O):	proposed retail residential office / comm commun fac / parking / auto FAR: DUs: parking: retail FA: FA: Hotel FA: instit FA: inst conv FA: stor / mfg FA: FA: utility FA: total parking:
27 pot 568 WEST 125 STREET 1980 75 32,050 28,900	R7-2 0.90 4 <b>28.900</b>		28,900 0
28 pot 151-153 MORNINGSIDE AVE 1952 61 4,992 0	C4-4 0.00 4	4,992 17	0.85 17 <b>0</b> 4,243 0
29 pot 381 WEST 125 STREET 1952 101 1,498 4,872			3 900
pot 3/9 WEST 125 STREET 1952 2 1,498 4,872			3 1,005
subtotal: 2,996 9,744	6 1,905		6 0 1,905
30 pot 361 WEST 125 STREET 1952 9 5,296 18,384	C4-4 3.47 4	18,384	18,384
pot 313 WEST 125 STREET 1952 23 5,500 23,620	C4-4 4.29 4 5,500	18,120	5,500 18,120
pot WEST 126 STREET 1952 41 4,162 0	C4-4 0.00 3.44	4,162 14	0 16 5 0
pot 309 WEST 125 STREET 1952 25 10,321 26,400	C4-4 2.56 3.44 / 4 21,476	4,924	21,476 4,924
31 pot 307 WEST 125 STREET 1952 27 2,000 6,560	C4-4 3.28 4 3,560	3,000	3,560 3,000
pot 305 WEST 125 STREET 1952 28 3,000 8,640			8,640
pot 308 WEST 126 STREET 1952 38 1,664 1,664		1,664	1,664
pot 306 WEST 126 STREET 1952 138 1,664 1,664		1,664	1,664
pot 304 WEST 126 STREET 1952 37 1,664 1,664		1,664	1,664
subtotal: 29,975 70,212	39,176	7,924 23,112 4,162 14	16 5 39,176 26,044 4,992 0
pot 2342 FRED DOUGLASS BLVD 1931 61 4,992 3,500	C4-4 0.70 4 3,500		0.85 17 9 4,243 9
32 pot 260 WEST 126 STREET 1931 56 12,490 7,494	C4-4 0.60 3.44	7,494 4,996 17	0.5 32 16 6,245 7,494 16
pot 2340 FRED DOUGLASS BLVD 1931 63 2,500 9,250	C4-4 3.70 4	9,250	2,300 6,950
pot 2338 FRED DOUGLASS BLVD 1931 64 2,500 2,380	C4-4 0.95 4 1,190	1,190	1,190 1,190
subtotal: 22,482 22,624	4,690	1,190 7,494 9,250 4,996 17	49 25 13,978 8,140 7,494 25
33 pot 2330 FRED DOUGLASS BLVD 1931 1 11,590 42,310	C4-4 3.65 4 11,590	30,720	11,590 30,720 0
34 pot 2310 FRED DOUGLASS BLVD 1930 1 10,092 22,593	C4-4 2.24 3.44 8,680	13,913	8,680 13,913
pot 2310 FRED DOUGLASS BLVD 1930 1 10,092 22,593	C4-4 2.24 3.44	22,593	22,593
subtotal: 20,184 45,185	8,680	36,505	8,680 36,505
pot 268 WEST 125 STREET 1930 59 5,046 5,046	C4-4 1.00 4 5,046		5,046
35 pot 264 WEST 125 STREET 1930 57 5,028 10,988	C4-4 2.19 4 4,500	6,488	4,500 6,488
pot 264 WEST 125 STREET 1930 57 5,028 10,988	C4-4 2.19 3.44 4,500	6,488	4,500 6,488
subtotal: 15,101 27,022	14,046	12,976	14,046 12,976 0
pot 112 WEST 125 STREET 1909 40 2,330 2,018	C4-4 0.87 4 2.018		2,018
pot 114 WEST 125 STREET 1909 41 3,028 3,752			3.752
not 116 WEST 125 STREET 1000 42 5 046 4 044			4,944
36 pot 118 WEST 128 STREET 1909 24 2,523 225		2,523 9	0.85 7 4 2.145
pot WEST 124 STREET 1909 25 2,133 0	C4-4 0.00 3.44	2,133	0.85 6 3 1,813
pot 283 WEST 125 STREET 1909 140 400 0	C4-4 0.00 3.44	400	0.85 1 1 340
subtotal: 15,460 10,939		2,523 2,533 9	14 7 15,012 0
pot 300 LENOX AVENUE 1723 1 6,993 18,629	C4-7 2.66 10 4,700	13,929	4,700 13,929
37 pot 300 EENOX AVENUE 1723 1 0,993 16,029		4,500	1,500 4,500
subtotal: 8,493 24,629		18,429	6,200 18,429 0
not 2022 F AVENUE 1722 22 10 004 20 744	CAA 101 A 4000	11 224 4 520	4 000 11 224 A E20
38 pot 2022 5 AVENUE 1723 33 10,894 20,764 20 20 20 5 AVENUE 1723 37 1,700 4,774		11,326 4,538 3,074	4,900 11,326 4,538 1,700 3,074
sublotal: 12.594 25.538		3,074 14,400 4,538	1,700 3,074 6.600 14.400 4.538 0
SUURUAL 12,374 23,330	0,000	טטקדי טסדקדי	0,000 14,400 4,550 0

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							With-	Action conditions:								Ir	ncrement:				
site:	proposed	proposed FAR:	IH bonus	proposed D retail FAR: aff		fordable		office / comm FA: Hotel FA:	commun fac / parking / auto		public total regre				ce / comm	commun fac /		parking / auto	public	total regro	
Site:	zoning:	FAR:	FAR: I	retali FAR: att	rordable)	DUs: reta	ail FA: F.	FA: Hotel FA:	instit FA: inst conv FA: FA: ut	tility FA:	parking: parking:	DUs:	retail FA	A: FA:	Hotel FA	: instit FA:	inst conv FA: stor	/ mfg FA: FA: utility FA:	parking:	parking:	comments:
27	R7-2	3.44	0	2			28,900	28,900				0		0	28,900						Expansion of existing comercial use adding a second story for offices under With-Action scenario
28	C4-4D	7.2	1.8	0.85	35	7	4,243				0	0 18		0						0	New residential dev. ground floor retail, under No-Action and With-Action scenarios
20	C4-4D	7.2	1.0	0.03	33	,	4,243				Ü	0 10		U						· ·	Onew residential dev, ground noor retail, under No-Action and With-Action Scenarios
29	C4-4D	7.2	1.8	0.85	11	2	1,273					8	1	373							New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	11	2	1,273					8		268							New residential dev, ground floor retail, under With-Action scenario
					22	4	2,547				0	0 16	1	642						0	0
30	C4-4D	7.2	1.8	0.85	37	7	4,502				0	0 37		4,502	-18,384					0	0 New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	39	8	4,675					39		-825	-18,120						Conversion to offices, ground floor retail, under No-Action scenario. New resid dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	29	6	3,538					13		3,538	10,120						New residential dev, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	73	15	8,773					73	-1	12,703	-4,924						New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	14	3	1,700					14		-1,860	-3,000						New residential dev, ground floor retail, under With-Action scenario
31	C4-4D	7.2	1.8	0.85	21	4	2,550					21		-6,090							New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1,414					12						-1,664			New residential dev under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1.414					12						-1.664			New residential dev under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1,414					12						-1,664			New residential dev under With-Action scenario
					212	42	25,479				150	95 196	-1	17,940	-26,044			-4,992	15	0	95 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8	0.85	35	7	4,243					18		0							New residential dev, ground floor retail, under No-Action and With-Action scenarios
32	C4-4D	7.2	1.8	0.5	85	17	6,245		7,494			53		0		0					New residential dev including new comm facility (church), partial ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	18	4	2,125					18		-175	-6,950						New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,125					18		935	-1,190						New residential dev, ground floor retail, under With-Action scenario
					156	31	14,738		7,494		150	70 107		760	-8,140	0			15	0	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
$\vdash$																					New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action
33	C4-7	12	3	1.7	133	27	19,703				0	28 133		8,113	-30,720					0 :	28 scenario
34	C6-3	8	2	1.7	71	14	17,156				0	71		8,476		-13,913					North portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	6	0	0	11	2	0		22,593		_	11		0		0				_	South portion of lot 1. Existing church remains, transfers 1 FAR of dev rights to north portion of lot 1, under With-Action scenario
					82	16	17,156		22,593		0	31 82		8,476		-13,913				0 :	This dev site provides one level of below-grade parking under With-Action scenario
	C6-3	8	2	1.7	35	7	8,578					35		3,532							New residential dev, two levels of retail, under With-Action scenario
35	C6-3	8	2	1.7	35	7	8,547					35		4,047				-6,488			North portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	31	6	8,547					31		4,047				-6,488			South portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
					101	20	25,672				111	40 101		11,626				-12.976	11	1 .	40 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2	1.7	16	3	3,961					16		1,943							New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	21	4	5,148					21		1,396							New residential dev, two levels of retail, under With-Action scenario
36	C6-3	8	2	1.7	35	7	8,578					35		3,634							New residential dev, two levels of retail, under With-Action scenario
00	C4-4D	7.2	1.8	1.7	15	3	4,289					8		2,145							New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	13	3	3,626					7		1,813							New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	2	0	680					1		340							New residential dev under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
					102	20	26,282				115	40 88	1	11,270					11	5	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-7	12	3	1.7	80	16	11,888					80		7,188	-13,929						New residential dev, two levels of retail, under With-Action scenario
37	C4-7	12	3	1.7	17	10	2,550					17		1,050	-4,500						New residential dev, two levels of retail, under With-Action scenario  New residential dev, two levels of retail, under With-Action scenario
$\vdash$	C4-7	12	3	1.7	97	ა 19	14,438				0	0 97		8,238	-4,500					0	new residential dev, two revers of fetall, under with Action Scenario
					71	17	14,430				U	1 9/		U,2J0	10,427					•	<b>"</b>
20	C4-4A	4	0	0.85	38		9,260					38		4,360	-11,326			-4,538			New residential dev, ground floor retail, under With-Action scenario
38	C4-4A	4	0	0.85	6		1,445					6		-255	-3,074						New residential dev, ground floor retail, under With-Action scenario
					44		10,705				42	0 44		4,105	-14,400			-4,538	4	2	This dev site provides one level of below-grade public parking under With-Action scenario

RWCDS - C4-4D Alternative

120	Street Rezon	ite descripti		mauve		1	1					existing cor	nditions:										No-A	ction condition	ns:				
site: type: ad	ldrace:	ь	lock: I	int:	lot area: hi	uilt floor area	zoning:	built FAR:	permitted resid	DUs:	retail FA:	office / comm FA: hotel FA:	commun fac / instit FA:	parkin stor / mfg FA: FA:	g / auto	ity FA: v	parking (C of vacant FA: O):	proposed retai		residentia parking:	al retail I		ce / comm Hotel FA	commun		FA: stor/mfg FA	parking / auto	utility FA: t	otal parking:
site. type. au	Juless.		IOCK. I	ot.	iotaica. Di	dit noor area	zoning.	Dulit I AIX.	TAK.	D03.	Tetali I A.		IIISUCT A.	Storring FA. TA.	dtiii	ily i A. V	acant i A. Oj.	i Ait.	D03.	parking.	retair	IA. IA.	HotelTP	t. III30tTA	. IIISt CONV	TA. StorringTA	TA.	dunty FA.	otal parking.
<b>39</b> pot 29	90 LENOX AVENUE	1	722 6	69	8,578	25,326	C4-4	2.95	4		8,578	16,748										8,578	16,748						0
pot 52	2 WEST 125 STREET	1	722 5	57	1,576	4,066	C4-4	2.58	4		1,000	ı		3,066								1,000	3,066						
	0 WEST 125 STREET		722		1,576	4,121		2.61	4		1,000			3,121								1,000	3,121						
	8 WEST 125 STREET		722 5		1,576	4,113		2.61	4		1,000			3,113								1,000	3,113						
	6 WEST 125 STREET		722		1,576	3,809		2.42	4		400						3,409					400	3,409						
pot 44	4 WEST 125 STREET	1	722 5	55	2,102	5,400	C4-4	2.57	4		2,160	2,160		1,080								2,160	3,240						
		subtotal:			8,406	21,509					5,560	2,160		10,380			3,409					5,560	15,949						0
41 pot 32	2 WEST 125 STREET	4	722	<del>51</del>	10,512	21,024	C4-4	2.00	4							10,512	<del>10,512</del>	0.42	2	<del>25</del>	<del>13</del>	4,415						15,013	<del>13</del>
	2 WEST 125 STREET		722	F1	4,501	9,002	<del>R7-2</del>	2.00	3.44							4,501	4.501	,	,	17	Ω	θ							0
pot 32	Z WEST 125 STREET	subtotal:	<del>722</del> :	<del>)  </del>	15,013	30,026	<del>N/ 2</del>	2.00	3.44							4,501 15,013	<del>15,013</del>			<del>17</del>	<del>7</del> <del>21</del>	4,415						15,013	21
		Subiotui.			10,010	00,020										10,010	10,010			-		1,110						10,010	
42 not 10	02 EAST 126 STREET	1	774 6	68	11,491	0	M1-2	0.00	2							11,491												11,491	0
						ŭ			-							,.,.												,	ŭ
	08 EAST 126 STREET		774 6		2,198	4,928		2.24	4	4	4 1,230									4		1,230							
	06 EAST 126 STREET		774 6		2,798	6,720		2.40	4			6,720											6,720						
	04 EAST 126 STREET		774 6		2,498	9,500		3.80	4			9,500											9,500						
	07 EAST 125 STREET		774		2,548	5,577		2.19	4		2,471			3,106								2,471	3,106						
	09 EAST 125 STREET		774 6		2,448	5,880		2.40	4								5,880					2,081	3,799						
	11 EAST 125 STREET		774		2,498	6,800		2.72	4	į										5		1,700							
pot 11	13 EAST 125 STREET	1	774 8	8	2,498	6,800	C4-4	2.72	4		6,800											6,800							
		subtotal:			17,486	46,205				•	9 12,201	16,220		3,106			5,880			9		14,282	23,125						0
44																													
<b>44</b> pot 15	50-170 EAST 126 STRE	ET 1	774	48	22,531	0	M1-2	0.00	2						22,531		7	5									22,531		75
45																													
<b>45</b> pot 23	306 3 AVENUE	1	774	33	17,993	27,000	C4-4/M1-2	1.50	4/2				27,00	0										2	7,000				0
46 pot 12	22 EAST 125 STREET	1	773 6	61	2,523	3,300	C4-4	1.31	4		3,300											3,300							
	28 EAST 125 STREET		773 5		8,074	21,556		2.67	4		21,556											21,556							
		subtotal:			10,597	24,856					24,856											24,856							0
not 1	29 EAST 124 STREET	1	773 1	15	2,523	7,194	C4-4	2.85	4					7,194												7,19	4		
	050 LEXINGTON AVEN		773 1		3,828	4,037		1.05	4		4,037			7,174								4,037				7,13	4		
	054 LEXINGTON AVEN		773		216	525		2.43	4		525											525							
ροι	034 EEXINGTON AVEN	subtotal:	113	10	6,567	11,756		2.43	4		4,562			7,194								4,562				7,19	4		0
		Subtotal:			0,307	11,/30					4,302			7,194								4,302				7,15	4		U
48 pot 1	40 FACT 124 CTDEET		770 (	20	(0 (01	(42/2	04.4	0.04			(4.2/											(4.2/2							0
pot	49 EAST 124 STREET		773 2		68,681	64,363	C4-4	0.94	4		64,363											64,363							0
	28 EAST 125 STREET		789		2,523	2,700		1.07	4					2,700				2								2,70	0		
	30 EAST 125 STREET		789		2,523	3,500		1.39	4				3,50					I							3,500				
pot 23	32 EAST 125 STREET		789	34	2,523	7,659	C4-4	3.04	4					7,659				I								7,65			
		subtotal:			7,569	13,859							3,50	0 10,359				2							3,500	10,35	9		0
	5	ite descripti	on:									existing cor	nditions:										No-A	ction condition	ns:				
									permitted resid			•	commun fac /		g / auto			proposed retai		residentia			ce / comm	commun			parking / auto		
site: type: ad	ddress:	b	lock: I	ot:	lot area: bi	uilt floor area	zoning:	built FAR:	FAR:	DUs:	retail FA:	office / comm FA: hotel FA:	instit FA:	stor / mfg FA: FA:	utili	ity FA: v	vacant FA: 0):	FAR:	DUs:	parking:	retail	FA: FA:	Hotel FA	: instit FA	inst conv	FA: stor/mfg FA	FA:	utility FA: t	otal parking:

RWCDS - C4-4D Alternative page **9** of 10

general notes:
- Sites within the core subdistrict (C4-7, C6-3 and C4-4D zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a small portion of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

	125 S	ireet Ke	ZOIIII	<b>y</b> - C4-4D	Allemative	!	With-	Action conditions:					-11					Increment:						
	proposed	proposed	IH bonus	proposed	DUs (inc.	Affordable		office / comm	commun fac /	parking / auto	public	total regr	d		off	ice / comm	comm	un fac /		parking / auto	DU	olic	otal regrd	
site:	zoning:	FAR:		retail FAR: a				FA: Hotel FA:	instit FA: inst cor				DU	s: retai					stor / mfg FA:				arking:	comments:
39	C6-3	8	2	1.7	60	12	14,583					0	0	60	6,005	-16,748						0	0	New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2,679							11	1,679	-3,066								Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2,679							11	1,679	-3,121								Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
40	C6-3	8	2	1.7	11	2	2,679							11	1,679	-3,113								Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2,679							11	2,279	-3,409								Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	15	3	3,573							15	1,413	-3,240								Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
					59	12	14,290					0	0	59	8,730	-15,949						0	0	
-																								North portion of lot 51. New resid dev with partial ground floor retail and ConEd service center on two levels under No Action and With Action
	<del>C6-3</del>	8	2	0.7	85	17	7,358				10,512			<del>60</del>	2,943						4,501			scenarios.
41																								South portion of lot 51. New resid dev under No Action scenario. New resid dev with partial ground floor retail and ConEd service center on two
	C4-4A	4	0	0.7	17		3,151				<del>4,501</del>			0	3,151						4,501			levels, under With Action scenario.
					<del>102</del>	17	<del>10,509</del>				<del>15,013</del>	<del>110</del>	40	60	6,094						0	110	<del>19</del>	This dev site provides two levels of below grade parking including public parking under With Action scenario
40																								New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking including public
42	C6-3	8	2	1.7	80	16	19,535					21	17	80	19,535						-11,491	21	17	parking under With-Action scenario
	C4-4D	7.2	1.8	0.85	16	3	1,868							12	638									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	20	4	2,378							20	2,378	-6,720								New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,123							18	2,123	-9,500								New residential dev, ground floor retail, under With-Action scenario
43	C4-4D	7.2	1.8	0.85	18	4	2,166							18	-305	-3,106								New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	17	3	2,081							17	0	-3,799								New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,123							13	423									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,123							18	-4,677									New residential dev, ground floor retail, under With-Action scenario
					125	25	14,863					119	56	116	581	-23,125						119	56	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
44	C4-4D	7.2	1.8	0.85	159	32	19,151					150	72	159	19,151					-22,531		150	-3	New residential dev, two levels of retail, under With-Action scenario: 75 public parking spaces in the no-build. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
45	C4-4D	5.4	0	0.85			15,294	81,868				150	0	0	15,294	81,868		-27,000				150	0	New commercial dev, ground floor retail. This dev site provides two levels of below-grade public parking under With-Action scenario
46	C4-4D	7.2	1.8	0.85	18	4	2,145							18	-1,155									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	57	11	6,863							57	-14,693									New residential dev, ground floor retail, under With-Action scenario
					75	15	9,007					0	0	75	-15,849							0	0	
	C4-4D	7.2	1.8	0.85	18	4	2,145							18	2,145				-7,194					New residential dev, ground floor retail, under With-Action scenario
47	C4-4D	7.2	1.8	0.85	27	5	3,254							27	-783									New residential dev, ground floor retail, under With-Action scenario
L	C4-4D	7.2	1.8	0.85	2	0	184							2	-341									New residential dev, ground floor retail, under With-Action scenario
					47	9	5,582					0	0	47	1,020				-7,194			0	0	
48	C4-4D	7.2	1.8	0.85	485	97	58,379					150 2	218	485	-5,984							150	218	New residential dev, ground floor retail, under With-Action scenario. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,145							18	2,145				-2,700					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
49	C4-4D	7.2	1.8	0.85	18	4	2,145							18	2,145			-3,500						New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	C4-4D	7.2	1.8	0.85	18	4	2,145							18	2,145				-7,659					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
					54	11	6,434					0	0	54	6,434			-3,500	-10,359			0	0	
							With-	Action conditions:										Increment:						
	proposed			proposed		Affordable	(	office / comm	commun fac /	parking / auto	public	total regr				ice / comm		un fac /		parking / auto	pu	olic	otal reqrd	
site:	zoning:	FAR:		retail FAR: a		DUs: r	etail FA:	FA: Hotel FA:	instit FA: inst cor		y FA: parking	: parking:		s: retai	II FA: FA	: Hotel	FA: instit F	FA: inst conv FA:	stor / mfg FA:		y FA: pa	king:	arking:	comments:

RWCDS - C4-4D Alternative

# RWCDS - Expanded Arts Bonus Alternative

<u>assumptions:</u>
Unit size - new development (sf) 900

site key:

proj Projected site
pot Potential site

	DEVELOP WILLIAM SITES																			
	site descri	ption:							existing cond	ditions:						No-Act	on conditions:			
							permitted resid			commun fac /			proposed retail	residential		office / comm	commun fac /		g / auto	
site: type: a	address:	block:	lot: lot area	built floor area	zoning:	built FAR:	FAR:	DUs: retail FA: o	fice / comm FA: hotel FA:	instit FA: stor / mfg FA:	parking / auto FA: utility FA:	vacant FA: O):	FAR: DU:	s: parking:	retail FA:	FA: Hotel FA:	instit FA: inst conv F	A: stor/mfg FA: FA:	utility FA:	total parking:
proi 3	321 WEST 125 STREET	1952	19 6,012	12,022	C4-4	2.00	4	6,011	6,011						6,011	6,011				
	319 WEST 125 STREET	1952			C4-4	1.91	4	2,488	2,488						2,488					
		1952			C4-4	2.90	4	2,328	4,433						2,328					
, p,	subtotal:		10,940					10,827	12,932						10,827					0
	Subtotal		10,710	20,707				10,027	12,702						10,027	12,702				ŭ
2 proj 2												_								
proj 2	2329 FRED DOUGLASS BLVD	1952	29 19,983	46,167	C4-4	2.31	4	15,983	30,184		4,000	14			15,983	30,184			4,000	14
3 proj 3	362 WEST 125 STREET	1951	7 12,475	11,890	C4-4	0.95	4			11,890							11,890			0
<b>4</b> proj 3	B50 WEST 125 STREET	1951	51 11,908	21,716	C4-4	1.82	4					21,716			10,858	10,858				0
<b>5</b> proj 3	324 WEST 125 STREET	1951	43 8,983	36,136	C4-4	4.02	4					36,136		32	7,636					0
6 proj 2	2100 ADAM C POWELL BLVD	1931	27 12,500	33,740	C4-7	2.70	10		33,740							33,740				0
			,,,,,																	
	NO WEST 125 STREET	1020	FF F 04/	F 070	04.4	1.04						F 270			F 270					
7 proj 2	260 WEST 125 STREET	1930	55 5,046	5,270	C4-4	1.04	4					5,270			5,270					
proj 2	260 WEST 125 STREET	1930	55 5,046	5,270	C4-4	1.04	3.44					5,270			5,270					
F5	subtotal:		10,092									10,540			10,540					0
			,	,								1-1-1-			,					
	256 WEST 125 STREET	1930			C4-4	1.68	4	4,235	4,235						4,235					
		1930		16,945	C4-4	1.68	3.44	8,473	8,472						8,473					
		1930			C4-4	0.96	4	4,796							4,796					
	250 WEST 125 STREET	1930			C4-4	0.94	4	2,375							2,375					
proj 2	246 WEST 125 STREET	1930			C4-4	1.30	4	6,545							6,545					
	subtotal:		27,712	39,131				26,424	12,707						26,424	12,707				0
nroi 2	226 WEST 125 STREET	1930	41 4,884	9,799	C4-4	2.01	4	9,799							9,799					
	226 WEST 125 STREET	1930			C4-4	2.01	3.44	9,799							9,799					
proj 2	222 WEST 125 STREET	1930			C4-4	1.99	4	7,839							7,839					, , , , , , , , , , , , , , , , , , ,
		1930			C4-4	1.99	3.44	7,839							7,839					
	208 WEST 125 STREET	1930			C4-4	3.00	4	33,840							33,840					, , , , , , , , , , , , , , , , , , ,
	208 WEST 125 STREET	1930			C4-4	3.00	3.44	33,840							33,840					
p. 0]	subtotal:	. , , ,	40,211			0.00	0.11	102,955							102,955					0
			40,211	.02,733				102,733							102,733					
	2105 ADAM C POWELL BLVD	1910	1 41,965	83,930	C4-7	2.00	10	15,000			68,930	196			15,000				68,930	196
10 proj 2	2105 ADAM C POWELL BLVD	1910	1 6,787	6,787	C4-7	1.00	10				6,787								6,787	
proj 1	125 WEST 125 STREET	1910			C4-7	2.00	10	23,000							23,000					, , , , , , , , , , , , , , , , , , ,
	subtotal:		60,252	113,717				38,000			75,717	190	,		38,000				75,717	196
	Subtotal.		30,232	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				33,000				171	11		55,000				,	170

- December 14, 2007

bonus mechanism key: arts Arts Bonus

IH Inclusionary Housing Bonus

							With-Action of	conditions:								Increr	ment:					
site:	proposed zoning:	proposed FAR: bonu	s is FAR: type: a	DUs (inc. A iffordable)			ffice / comm A: Hotel FA:	arts/performan com ce FA: inst	mmun fac / parking / auto stit FA: inst conv FA: FA: utility F	public total A: parking: parki		DUs: reta		ffice / comm A: Ho		arts/performan commun ce FA: instit FA:	fac / inst conv FA:	v parking / stor / mfg FA: FA:	auto utility FA:		al reqrd king:	comments:
	C4-4D	5.4	1.4 arts			5.110	25,250	2,104					-901	19,239		2,104						New commercial dev, ground floor retail, under With-Action scenario
1	C4-4D	5.4	1.4 arts			2,210	10.920	910					-278	8,432		910						New commercial dev, ground floor retail, under With-Action scenario
	C4-4D	5.4	1.4 arts			1,979	9,778	815					-349	5,345		815						New commercial dev, ground floor retail, under With-Action scenario
						9,299	45,948	3,829		0	0		-1,528	33,016		3,829				0	0	
2	C4-4D	7.2	1.8 IH	122	24	33,971				145	55	122	17,988	-30,184				-4	1,000	145		New residential dev, two levels of retail, under With-Action scenario. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
3	C4-4D	7.2	1.8 IH	75	15	10,604			11,890	20	22	75	10,604				0			20		New residential dev including new community facility (church), ground floor retail, under With-Action scenario. This dev site provides one level o below-grade parking including public parking under With-Action scenario
4	C4-4D	5.4	1.4 arts			10,122	50,014	4,168		0	0	0	-736	39,156		4,168				0	0	Building renovation under No-Action scenario. New commercial dev, ground floor retail, under With-Action scenario.
5	C4-4D	7.2	1.8 IH	63	13	7,636				0	0	31	0							0	0	Building renovation under No-Action scenario. New residential dev, ground floor retail, under With-Action scenario
																						New commercial dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action
6	C4-7	12	2 arts			21,250	122,500	6,250		0	0		21,250	88,760		6,250				0	0	scenario
7	C6-3	8	2 arts			8,578	10,092 19	175 2,523					3,308	10,092	19,175	2,523						Mart125. City sponsored project. North portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial dev. under With-Action scenario
1	C4-4D	5.4	1.4 arts			8,578	10.092 6	.812 1,766					3,308	10,092	6,812	1,766						Mart125. City sponsored project. South portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial dev under With-Action scenario
-	C4-4D	3.4	1.4 d115			17,156	20,184 25,			0	0		6,616	20,184	25.987	4,289				0	0	ander Willippelion Scenario
						17,130	20,104 23,	707 4,207		U	U		0,010	20,104	23,707	4,207				U	U	
	C6-3	8	2 arts	33		8,577		2,523				33	4,341	-4,235		2,523						North portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 arts	57		17,158		4,542				57	8,685	-8,472		4,542						South portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
8	C6-3	8	2 arts	32		8,509		2,503				32	3,713			2,503						New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	16		4,289		1,262				16	1,914			1,262						New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	33		8,578		2,523				33	2,033			2,523						New residential dev, two levels of retail, under With-Action scenario
				171		47,110		13,351		150	74	171	20,686	-12,707		13,351				150	74	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2 IH	34	7	8,303						34	-1,496									North portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	30	6	8,303						30	-1,496									South portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
9	C6-3	8	2 IH	28	6	6,691						28	-1,148									North portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
9	C4-4D	7.2	1.8 IH	24	5	6,691						24	-1,148									South portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	79	16	19,185						79	-14,655									North portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	69	14	19,185						69	-14,655									South portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
				264	53	68,359				150	108	264	-34,596							150	108	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-7	12	2 arts			104,913	377,685	20,983					89,913	377,685		20,983		-68	3,930			Center portion of block 1910, State parking garage. New commercial dev, 2.5 FAR of retail.
10	C4-7	12	2 arts			16,968	61,083	3,394					16,968	61,083		3,394			,787			Portion of block 1910, Ramps for parking garage. New commercial dev, 2.5 FAR of retail.
	C4-7	12	2 arts			28,750	103,500	5,750					5,750	103,500		5,750						South-center portion of block 1910, H&M store. New commercial dev, 2.5 FAR of retail.
						150,630	542,268	30,126			196		112,630	542,268		30,126		-75	5,717	0	0	This dev site provides two levels of below-grade parking including public parking under With-Action scenario

site des	scription:							existing cor									tion conditions:			
ite: type: address:	block: lot:	lot area	: built floor are	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office / comm FA: hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA: utility FA:	parking (C of vacant FA: O):	proposed retail FAR:	residen DUs: parking	ial o retail FA: F.	ffice / comm A: Hotel FA:	commun fac / instit FA:	inst conv FA: stor / mfg FA:	parking / auto : FA: utility	y FA: total parkin
proj 158 WEST 125 STREET	1909 59	10,091	15,09	1 C4-4	1.50	4	15,09	1							15,091					
proj 2089 ADAM C POWELL BLVD	1909 63				3.00	4	10,07	2,523				5,046			2,523	5,046				
subtota	l:	12,614	22,66	0			15,09	1 2,523				5,046			17,614	5,046				
120 WEST 125 STREET	1000 44	F.044	10.00	0 044	1.00		10.00	0							10.000					
proj 120 WEST 125 STREET proj 124 WEST 125 STREET	1909 44 1909 46				1.98 0.89	4	10,00 8,97					,			10,000 8,975					
proj 124 WEST 125 STREET	1909 46				0.89	3.44	8,97					,			8,975					
subtota		25,229					27,95					(	5		27,950					
proj 111 WEST 124 STREET	1909 26	2,523		0 C4-4	0.00	3.44						2,523	3		7,569					
proj 109 WEST 124 STREET	1909 27			0 C4-4 0 C4-4	0.00	3.44						2,523	3		7,569					
proj 107 WEST 124 STREET	1909 28			0 C4-4	0.00	4						2,523	3		7,569					
proj 281 LENOX AVENUE	1909 29			0 C4-4	0.00	4						1,400	3		4,200					
proj 283 LENOX AVENUE	1909 12			0 C4-4	0.00	4						1,400	3		4,200					
proj 285 LENOX AVENUE	1909 30			0 C4-4	0.00	4						1,400	3		4,200					
proj 287 LENOX AVENUE	1909 31			0 C4-4 0 C4-4	0.00	4						1,475 1.894	3		4,425 5.682					
proj 289 LENOX AVENUE proj 291 LENOX AVENUE	1909 32 1909 33			0 C4-4 0 C4-4	0.00 0.00	4						1,894	3		30,276					
proj 108 WEST 125 STREET	1909 38			0 C4-4 0 C4-4	0.00	4						2,523	3		7,569					
proj 110 WEST 125 STREET	1909 39			0 C4-4	0.00	4						2,523	3		7,569					
subtota		30,276		0								30,276			90,828					
proj 35 WEST 125 STREET	1723 17	9,992	2 17.12	4 C4-4	1.71	4	13,72	4 3,400							13,724	3,400				
proj 33 WEST 125 STREET	1723 17				4.39	4	1,40			7,378					1,400	3,400		7,37	18	
4 proj 31 WEST 125 STREET	1723 22				3.65	4	1,40			5,896					1,400			5,89		
proj 29 WEST 125 STREET	1723 12	2 1,998	7,29	6 C4-4	3.65	4	2,99	7 4,299							2,997	4,299				
proj 38 WEST 126 STREET	1723 53			0 C4-4	0.00	3.44					1,998								1,998	
subtota	l:	17,984	40,49	4			19,52	1 7,699		13,274	1,998				19,521	7,699		13,27	1,998	
proj 5 WEST 125 STREET	1723 31	21,804		0 C4-4	0.00	3.44						21,804	0.85	63	32 18,533		66,72	0		
proj 16 WEST 126 STREET	1723 14			5 C4-4	1.53	3.44						2,865	0.85	5	3 1,593		5,73			
proj 18 WEST 126 STREET	1723 45			0 C4-4	0.00	3.44						1,874	0.85	5	3 1,593		5,73			
subtota	l:	25,552	2,86	5								26,543	5	73	37 21,719		78,18	9		
proj 76 WEST 125 STREET	1722 16	8 1,892	1,89	2 C4-4	1.00	4	1,89	2							1,892					
proj 74 WEST 125 STREET	1722 68				1.00	4	1,89								1,892					
proj 72 WEST 125 STREET	1722 67				1.00	4	1,89								1,892					
proj /0 WEST 125 STREET	1722 66				1.96	4	2,52								2,522	1,261				
proj 68 WEST 125 STREET proj 64 WEST 125 STREET	1722 65 1722 63				1.00 1.00	4	2,42 5.14								2,422 5.147					
subtota		15,180			1.00	-	15,76								15,767	1,261				
														_						
proj 62 WEST 125 STREET proj 60 WEST 125 STREET	1722 62 1722 61				3.19 2.57	4	2,44 2,00			6,735 3,192			0.85 0.85	7 4	2,445 1,715					
7 proj 58 WEST 125 STREET	1722 60				3.19	4	2,00			3,192		7,012	0.85	7	2,402					
proj 56 WEST 125 STREET	1722 59				2.57	4	2,00					3,192	0.85	4	1,715					
proj 54 WEST 125 STREET	1722 58	2,876	9,18	0 C4-4	3.19	4	4,00	0				5,180	0.85	7	2,445					
subtola	l:	12,614	37,75	6			12,44	5		9,927		15,384		29	10,722					
proj 51 EAST 125 STREET	1750 21	7,621	13,51	3 C4-4	1.77	4	4,50	4		9,009					4,504	9,009				
proj 57 EAST 125 STREET	1750 23				2.00	4	92			.,					925	2,791				
proj 59 EAST 125 STREET	1750 24	1,873	3,07	0 C4-4	1.64	4						3,070				3,070				
subtola	l:	11,351	20,29	9			5,42	9 2,791		9,009		3,070			5,429	14,870				
proj 65 EAST 125 STREET	1750 27	2,498	3 4,30	0 C4-4	1.72	4	4,30	0							4,300					
proj 69 EAST 125 STREET	1750 28				2.70	4	2 3,00						0.85	9	5 2,123		6,24	5		
proj 71 EAST 125 STREET	1750 29	2,498	3	0 C4-4	0.00	4						2,498	0.85	9	5 2,123		6,24	5		
proj 75 EAST 125 STREET	1750 30				1.01	4			3,	848			0.85	13	7 3,227		9,49			
proj 58 EAST 126 STREET	1750 44				1.47	3.44		•				2,934	0	8	4 0		6,11	4		
proj 77 EAST 125 STREET	1750 31				2.47	4	5 2,00 7 9,30		3,	0.40		E 422		5 <b>44</b>	2,000 20 13,773		28,09	4		
<u> </u>	E	15,486	23,25	7			1 9,30	U 1,23U	3,	040		5,432		44	20 13,773		28,09	4		
proj 1824 PARK AVENUE	1750 40	13,493	1,79	8 C4-4	0.13	4					13,493	4!	5						13,493	
proj 81 EAST 125 STREET	1750 34	4,493	3 20,58	6 C4-4	4.58	4						20,586						20,586		
OT EAST 125 STREET		17,986			4.50	4					13,493	20,586 4	<u> </u>					20,586	13,493	

	120 3	Street Corr	iuui K	<del>C</del> ZUIIIII	ı <b>y</b> - Expan	iued AHS BOIT	With-Action conditions:			I			Increment:				<del>                                     </del>
site:	proposed zonina:	proposed FAR: bonus FAI	s DU	Is (inc. Affo	ordable DUs: retail	office / c	omm arts/performan commun fac /	parking / auto inst conv FA: FA: utility FA:	public total reqrd parking: parking:	DUs: ref	offi tail FA: FA:	ce / comm	arts/performan commun fac / inst c ce FA: instit FA: FA:	conv parkin stor / mfq FA: FA:	g / auto pu utility FA: pa	blic total regre rking: parking:	
Sile.	zoning.	PAR. DUNUS PAI	ik. type. allo	iluable) L	DOS. Tetali	ra. ra.		IIIST CONV. FA. GUINY.FA.	parking, parking.	DOS. 161	dira. ra.	noter FA.		Stor / Hilly PA. PA.	dunty FA. pa	rking. parking.	comments:
11	C6-3		2 arts	65		17,155	5,046			65	2,064		5,046				New residential dev, two levels of retail, under With-Action scenario
-	C6-3	8	2 arts	16		4,289	1,262		2/ 1/	16	1,766	-5,046	1,262			2/	Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
				81		21,444	6,307		26 16	81	3,830	-5,046	6,307			26	16 This dev site provides one level of below-grade parking including public parking under With-Action scenario
	C6-3	8	2 IH	35	7	8,578				35	-1,422						New residential dev, two levels of retail, under With-Action scenario
12	C6-3	8	2 IH	71	14	17,156				71	8,181						North portion of lot 46. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2 1.	.8 IH	62	12	17,156				62	8,181						South portion of lot 46. New residential dev, two levels of retail, under With-Action scenario
				168	34	42,889			150 67	133	16,361					150	61 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2 1.	.8 IH	15	3	4,289				15	-3,280						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D		.8 IH	15	3	4,289				15	-3,280						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario  New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D		.8 IH	15	3	4.289				15	-3,280						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2 1.	.8 IH	9	2	2,380				9	-1,820						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2 1.	.8 IH	9	2	2,380				9	-1,820						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
13	C4-4D	7.2 1.	.8 IH	9	2	2,380				9	-1,820						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D		.8 IH	9	2	2,508				9	-1,918						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D		.8 IH	12	2	3,220				12	-2,462						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3		2 IH	71		17,156				71	-13,120						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3		2 IH	18	4	4,289				18	-3,280						New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	18 <b>200</b>	4 40	4,289 <b>51.469</b>			150 81	18 <b>200</b>	-3,280 - <b>39.359</b>					150	New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
				200	40	31,409			130 61	200	-34,334					130	81 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-7	12	3 IH	114	23	16,986				114	3,262	-3,400					New residential dev, two levels of retail, under With-Action scenario
	C4-7		3 IH	23	5	3,397				23	1,997	0		-7,378			New residential dev, two levels of retail, under With-Action scenario
14	C4-7		3 IH	23	5	3,397				23	1,997	0		-5,896			New residential dev, two levels of retail, under With-Action scenario
	C4-7		3 IH	23	5	3,397				23	400	-4,299					New residential dev, two levels of retail, under With-Action scenario
	R6A	3	0	0		0		1,998							0		Lot used for access to required parking and loading, no development above
				183	37	27,176		1,998	121 39	183	7,655	-7,699		-13,274	0	121	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4A	4	0	76		18,533				13	0		-66,720				New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
15	C4-4A	4	0	7		1,593				2	0		-5,734				New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
	C4-4A	4	0	7		1,593				2	0		-5,734				New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
				90		21,719			150 45	17	0		-78,189			150	8 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2 arts	12		3,216	946			12	1,324		946				New residential dev, two levels of retail, under With-Action scenario
	C6-3		2 arts	12		3,216	946			12	1,324		946				New residential dev, two levels of retail, under With-Action scenario
40	C6-3	8	2 arts	12		3,216	946			12	1,324		946				New residential dev, two levels of retail, under With-Action scenario
16	C6-3	8	2 arts	12		3,290	968			12	768	-1,261	968				New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	16		4,117	1,211			16	1,695		1,211				New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	33		8,750	2,574			33	3,603		2,574				New residential dev, two levels of retail, under With-Action scenario
				97		25,806	7,590		0 0	97	10,039	-1,261	7,590			0	0
	C6-3	8	2 IH	20	4	4,889				13	2,445						Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3		2 IH	14	3	3,431				10	1,715						Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
17	C6-3	8	2 IH	20	4	4,804				13	2,402						Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	14	3	3,431				10	1,715						Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	20	4	4,889				13	2,445						Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
				88	18	21,444			0 0	59	10,722					0	0
	C4-4D	7.2 1.	.8 IH	47	9	12,956				47	8,452						Offices renovation with ground floor retail under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
18a	C4-4D		.8 IH	11	2	3,157				11	2,232						Offices renovation with ground floor retail under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2 1.	.8 IH	11	2	3,184				11	3,184						Offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
				69	14	19,297			0 31	69	13,868					0	This dev site provides one level of below-grade parking under With-Action scenario
$\vdash$	C4-4D	7.2 1.	.8 IH	15	3	4,247				15	-53		0				
	C4-4D		.8 IH	15	3	4,247				15	-53 2,123		-6,245				New resid/comm. facility dev, ground floor retail, under No-Action scenario. New resid. dev, two levels of retail, under With-Action scenario
	C4-4D		.о IП .8 IH	15	3	4,247				6	2,123		-6,245				New resid/comm. facility dev, ground floor retail, under No-Action scenario. New resid. dev, two levels of retail, under With-Action scenario  New resid/comm. facility dev, ground floor retail, under No-Action scenario. New resid. dev, two levels of retail, under With-Action scenario
18b	C4-4D		.8 IH	19	4	6,453	3,848			6	3,227		-5,642				New resid/comm. facility dev, ground floor retail, under No-Action scenario. New resid. dev, two levels of retail, under With-Action scenario
	R6A		0	7	0	0	5,5.15			-1	0		-6,114				New resid/community facility dev, under No-Action scenario. New resid dev under With-Action scenario
	C4-4D		.8 IH	13	3	3,737				8	1,737		0				New residential dev, two levels of retail, under With-Action scenario
				84	15	22,930	3,848		95 38	40	9,156		-24,246			95	18 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C( 2	0	2 111	0.4	10	22.020			^	0.4	22.020				12 402		
19	C6-3	8	2 IH	94	19	22,938			0	94	22,938			=	13,493		New residential dev, two levels of retail, under With-Action scenario  Known dev (Corn Exchange, designated NYC landmark) expected to convert existing building to community facility (educational). Existing
13	C6-3	6	0	5	0	0		20,586		5				0			known dev (Lom Exchange, designated NYC landmark) expected to convert existing building to community facility (educational). Existing building remains, transfers 1 FAR of dev rights to lot 40
				99		22,938		20,586	0 37	99	22,938			0 -	13,493	0	-8 This dev site provides one level of below-grade parking under With-Action scenario
										l							

125 Street Con	site description									existing con	ditions:									No-	Action con	ditions:				
site: type: address:	bloo	: lot:	lot areas	built floor area	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office / com	m FA: hotel FA:	commun fac		parking / auto FA: utility FA:	parking (C of vacant FA: O):	proposed reta		resident Js: parking		offi tail FA: FA	ice / comm : Hotel F.		nmun fac / it FA: inst co	nv FA: stor / mfg FA:	parking / auto	utility EA.	total parking:
site. type. address.	DIOC	101.	iot area.	built floor area	zoning.	Dulit PAR.	ran.	DOS. TEIBIFA.	Office / Com	III FA. HOLEI FA.	IIISULFA.	Stol / Illig FA.	parking radio FA. utility FA.	vacant FA. Oj.	FAR.	Di	os. parking	. 100	Idii FA. FA	. noter r	A. IIISI	ILFA. IIISI CO	ilivra. stor/illigra.	ra.	utility FA.	total parking.
proj 60 EAST 125 STREET		9 48	2,523	0	C4-4	0.00	4							2,523	0.8		9	5	2,145							
20 proj 58 EAST 125 STREET		9 49	2,523	0	C4-4	0.00	4							2,523	0.8	B5	9	5	2,145							
proj 1943 MADISON AVEN		50	7,806	22,483	C4-4	2.88	4			15,983				504/			40		6,500	15,983						
	subtotal:		12,852	22,483				6	500 1	15,983				5,046			18	9	10,789	15,983						01
proj 71 EAST 124 STREET	174	31	12,615	0	C4-7	0.00	10							12,615		3			37,845	88,305						
proj 1800 PARK AVENUE	174	33	3,539	0	C4-7	0.00	10							3,539		3			10,617	24,773						
21 proj 1804 PARK AVENUE		35	3,475	0	C4-7	0.00	10							3,475		3			10,425	24,325						
proj 1808 PARK AVENUE		9 40	9,083	0	C4-7	0.00	10							9,083		3			27,249	63,581						
proj 66 EAST 125 STREET		43	7,569	0	C4-7	0.00	10							7,569		3			22,707	52,983						
proj 55 EAST 124 STREET		9 24	17,409	55,770	C4-7	3.20	10				55,									118,320		55,770				_
	subtotal:		53,690	55,770							55,	770		36,281					108,843	372,287		55,770				0
22 proj 127 EAST 125 STREE		1 17	21,482	39,928	C4-4A	1.86	4			13,309			10,000						51,181	25,591						Ų
proj 132 EAST 126 STREE		1 56	1,499	1,499	C4-4A	1.00	4		499										1,499							
	subtotal:		22,981	41,427				28	,118 1	13,309			10,000						52,680	25,591						0
proj 1815 PARK AVENUE	177	3 69	6,810	15,322	C4-4	2.25	4	6	810	8,5	512								6,810		8,512					
proj 1811 PARK AVENUE	177	3 72	2,843	0	C4-4	0.00	4							2,843	0.8	B5	10	5	2,417							
proj 1807 PARK AVENUE	177	3 4	2,843	0	C4-4	0.00	4							2,843	0.8	B5	10	5	2,417							
23 proj 1801 PARK AVENUE	177	3 1	5,670	0	C4-4	0.00	4						5,670	1	9									5,670		19
proj 1801 PARK AVENUE	177	3 1	3,150	0	C4-4	0.00	4						3,150	1	1									3,150		11
proj 110 EAST 125 STREE	T 177	3 67	4,504	0	C4-4	0.00	4						4,504	1	5										4,50	d 15
pioj 110 EAST 125 STREE	subtotal:	07	25,820	15,322	C4-4	0.00	4	6	810	8 5	512		13,324	5,686 4	5		20	10	11,643		8,512			8,820		
									0.0	0,0	,, <u>,</u>			0,000			20		11,010		0,012				1,00	
proj 212 EAST 125 STREE	T 178	45	2,523	5,000	C4-4	1.98	4					5,00											5,000			•
24 proj 214 EAST 125 STREE	T 178	43	5,046	10,000	C4-4	1.98	4	5	200			4,80							5,200				4,800			
proj 218 EAST 125 STREE	1 1/8	9 42	2,523	3,750	C4-4	1.49	4					3,75											3,750			
proj 215 EAST 124 STREE		9	8,376 <b>18,468</b>	18,750	C4-4	0.00	3.44		200			13,55	8,376 0 8,376	2	8				5,200				13,550	8,376 <b>8,376</b>		28
	subtotal:		10,400	16,/30				э	,200			13,55	0 6,370	2	٥				5,200				13,330	0,370		20
25 proj 244 EAST 125 STDEE	_																									
proj 246 EAST 125 STREE	T 178	9 30	9,588	17,100	C4-4	1.78	4	8	550		8,	550							8,550			8,550				0
proj 233 EAST 124 STREE	T 178	16	4,037	3,500	C4-4	0.87	3.44					4,03	7			0	15	8	0							8
proj 237 EAST 124 STREE		18	4,037	0	C4-4	0.00	3.44							4,037		0	15	8	0							8
proj 241 EAST 124 STREE	T 178	9 19	2,018	0	C4-4	0.00	3.44							2,018		0	8	4	0							4
proj 243 EAST 124 STREE		9 20	2,018	0	C4-4	0.00	3.44							2,018		0	8	4	0							4
proj 245 EAST 124 STREE		21	1,867	0	C4-4	0.00	3.44							1,867	6	0	7	4	0							4
proj 247 EAST 124 STREE		121	2,826	0	C4-4	0.00	4							2,826	3.0		10	5	2,402							5
proj 2423 2 AVENUE		25	2,174	0	C4-4	0.00	4							2,174	0.8		8	4	1,848							4
proj 2421 2 AVENUE proj 2419 2 AVENUE		9 24 9 23	2,174 2,174	0	C4-4 C4-4	0.00	4							2,174 2,174	8.0 8.0		δ g	4	1,848 1,848							4
proj 2417 2 AVENUE		9 22	1,610	0	C4-4	0.00	4 A							1,610	0.8		6	3	1,369							4
proj 2417 2 NV ENOE	subtotal:		24,935	3,500	077	0.00	4					4,03	7	20,898	6		93	47	9,314							47
			2.,.00	2,230								1,00		,					.,							
	site description	:								existing con		,				. "			***		Action con					
site: type: address:	bloc	: lot:	lot area:	built floor area	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office / com	m FA: hotel FA:	commun fac i instit FA:		parking / auto FA: utility FA:	parking (C of vacant FA: 0):	proposed reta FAR:		resident Js: parking		offi tail FA: FA	ice / comm : Hotel F.		nmun fac / it FA: inst co	onv FA: stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
	totals:		567,662					7 354			512 80,			0 242,640 34	6		304		635,337	512,305				112,404		

### Summary of Reasonable Worst Case Development Scenario

December 14, 2007

Summary of recusorable worst o	Dasc Development Sections	December 14, 2007		
site des	scription:	existing conditions:	I	No-Action conditions:
	# of sites lot area: built floor area	commun fac /  DUs: retail FA: office / comm FA: hotel FA: instit FA: stor / mfg FA: parking / auto FA: utility FA:	parking (C of vacant FA: O):	residential office / comm commun fac / parking / auto DUs: parking: retail FA: FA: Hotel FA: instit FA: inst conv FA: stor / m/g FA: FA: utility FA: total parking.
Projected Sites	<b>27</b> 567,662 828,798	<b>7 354,870</b> 134,379 8,512 80,058 49,797 126,908	0 242,640 346	304 123 635,337 512,305 8,512 182,493 20,586 26,824 112,404 4,504 43

\_\_general notes:
- Sites within the core subdistrict (C4-7 and C6-3 zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside 5% of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

							With-Action	conditions:										Incre	ment:					
	proposed	proposed	s Di		Affordable		ffice / comm		rman commun fa		oarking / auto		public total reqrd			office / comm		ts/performan commun			ing / auto	public		
site:	zoning:	FAR: boni	us FAR: type: aff	fordable)	DUs: retail	FA: FA	A: Hotel FA:	ce FA:	instit FA:	inst conv FA: F	A: utility	y FA:	parking: parking:	DUs: ret	ail FA: F	A: Ho	otel FA: c	FA: instit FA	: FA:	stor / mfg FA: FA:	util	lity FA: parki	ng: parking	comments:
	C4-4D	5.4	1.8 arts			2,145	10,344	1	135					.9	0	10,344		1,135						New residential dev, ground floor retail, under No-Action. New commercial dev, ground floor retail, under With-Action
20	C4-4D	5.4	1.8 arts			2,145	10,344		135					-9	0	10,344		1,135						New residential dev, ground floor retail, under No-Action. New commercial dev, ground floor retail, under With-Action
20	C4-4D	5.4	1.8 arts			6.635	32.005		513					0	135	16.022		3.513						New commercial dev, ground floor retail, under With-Action
-	C4-4D	3.4	1.0 dits			10,924	52,693		7 <b>83</b>				0	0 -18	135	36,710		5,783					0	o
						10,924	32,093	э,	103				U	-10	133	30,710		5,765					U	
	C4-7	10	0			37,845	88.305								0	0								New commercial dev. 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0			10,617	24,773								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0			10,425	24,325								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
21	C4-7	10	0			27,249	63,581								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0			22,707	52,983								0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0				118,320		55.	770					0	0			0					Existing community facility (school) transfers dev rights only
	017	10	Ü			108,843	372,287		55,				150	0	0	0			0				150	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
						100,010	0,2,20,		50,				100										100	This does not provided the letters of below globe purning including public partially and in their relich sections
																								Retail and commercial enlargement of existing building under No-Action scenario. New residential dev, two levels of retail, under With-Action
22	C4-4D	7.2	1.8 IH	131	26	36,519								131	-14,662	-25,591								scenario
	C4-4D	7.2	1.8 IH	9	2	2,548								9	1,049									New residential dev, two levels of retail, under With-Action scenario
				140	28	39,068							150 6	3 140	-13,613	-25,591							150	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2 arts	44		11,577		3.	405					44	4,767		-8,512	3,405						New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 arts	18		4,833			422					8	2,417		0,512	1,422						New resid dev, two levels or retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	Ω	2 arts	18		4,833			422					9	2,417			1,422						New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
23	C6-3	Q Q	2 arts	37		9,639			835					37	9,639			2,835			-5,670			West portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 arts	18		5,355			418					18	5,355			1,418			-3,150			East portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	1.2	1.0 dits	10		3,333		17	410					10	3,333			1,410			-3,130			East portion of it. I wew residential dev, two levers or retail, under with Action scenario  Site planned for partial acquisition for the 2nd Ave subway. New residential dev, mechanical ground floor for subway and second story retail,
	C4-4D	7.2	1.8 arts	30		3,828		2,0	027			4,504		30	3,828			2,027				0		under With-Action scenario.
				165		40,066		12,	527			4,504	150 7	1 145	28,423		-8,512	12,527			-8,820	0	150	26 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,145								18	2,145					-5,000				New residential dev, ground floor retail, under With-Action scenario
24	C4-4D	7.2	1.8 IH	36	/	4,289								36	-911					-4,800				New residential dev, ground floor relail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,145								18	2,145					-3,750				New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	59	12	7,120								59	7,120						-8,376			New residential dev under With-Action scenario
				131	26	15,698							126 5	9 131	10,498					-13,550	-8,376		126	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
H																								
25	C4-4D	7.2	1.8 IH	68	14	8,150							0	0 68	-400			-	8,550				0	New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	C4-4D	7.2	1.8 IH	32	6	0								17	0									New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	32	6	0								17	0									New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	16	3	0								8	0									New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	16	3	0								8	0									New residential dev under No-Action and With-Action scenarios
26	C4-4D	7.2	1.8 IH	15	3	0								8	0									New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	20	4	2,402								10	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	15	3	1,848								7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	15	3	1,848								7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	15	3	1,848								7	0									New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	11	2	1,369								5	0									New residential dev, ground floor relail, under No-Action and With-Action scenarios
				187	37	9,314							150 8	4 94	0								150	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
							With-Action	conditions:										Incre	ment·					
$\vdash$	proposed	proposed	s Di	Us (inc. 4	Affordable	nf	office / comm		rman commun fa	ac/ n	parking / auto		public total regrd			office / comm	ai	ts/performan commun		v nark	ing / auto	public	total rec	rd
site:	zoning:		us FAR: type: aff	fordable)	DUs: retail	FA: FA	A: Hotel FA:	ce FA:	instit FA:	inst conv FA: F			parking: parking:		ail FA: F			FA: instit FA		stor / mfg FA: FA:		lity FA: parki		
				2,545	386	885,311	1,205,894 25	5,987 94,	221 71,	508 20,586	1,998	4,504	1,882 1,08	6 2,236	231,745	677,606	17,475	94,221 -11	0,985	0 -26,824	-110,406	0	1,882	648

### Summary of Reasonable Worst Case Development Scenario

- December 14, 2007

With-Action conditions:	Increment:	
DUs (inc. Affordable office / comm arts/performan commun fac / parking / auto public total reqrd affordable) DUs: retail FA: FA: Hotel FA: ce FA: instit FA: inst conv FA: FA: utility FA: parking: parking:	office / comm arts/performan communifac / inst conv parking / auto public total regrd  DUs: retail FA: FA: Hotel FA: ce FA: instit FA: FA: stor / m/g FA: FA: utility FA: parking:	
<b>2,545</b> 386 <b>885,311</b> 1,205,894 25,987 94,221 71,508 20,586 1,998 4,504 1,882 1,086	86 <b>2,236 231,745</b> 677,606 17,475 94,221 -110,985 0 -26,824 -110,406 0 1,882 648 Projected Sites	

### POTENTIAL DEVELOPMENT SITES

	site d	escription:			I						existing cond	itions:										No-Action condit	tions:			
site: ty	pe: address:	block:	lot:	ot area: built	floor area	zoning:	built FAR:	permitted resid FAR:	DUs: retail FA:	office	/ comm FA: hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA: utility FA:	vacant FA: 0):	rking (C of	proposed retail FAR:	resi DUs: parl	idential king: r	off retail FA: FA	ce / comm	commu otel FA: instit FA	ın fac / A: inst co	nv FA: stor / mfg FA	parking / auto : FA: utility F	FA: total parking:
27 p	ot 568 WEST 125 STREET	1980	75 3	2,050	28,900	R7-2	0.90	4	2	8.900										28.900						0
	ot 151-153 MORNINGSIDE AVE	1952		4,992	0	C4-4	0.00	4		,				4,992		17	0.85	17	0	4,243						0
					4.070				3	000				4,772		.,	0.03		·							3
	ot 381 WEST 125 STREET ot 379 WEST 125 STREET	1952 1952		1,498 1,498	4,872 4,872	C4-4 C4-4	3.25 3.25	4		900 1,005								3		900 1,005						
	subto	al:		2,996	9,744				6	1,905								6	0	1,905						0
<b>30</b> p	ot 361 WEST 125 STREET	1952	9	5,296	18,384	C4-4	3.47	4			18,384										18,384					0
р	ot 313 WEST 125 STREET	1952	23	5,500	23,620	C4-4	4.29	4		5,500			18,120							5,500	18,120					
	ot WEST 126 STREET	1952		4,162	0	C4-4	0.00	3.44						4,162		14	0	16	5	0						
	ot 309 WEST 125 STREET	1952		0,321	26,400	C4-4	2.56	3.44 / 4		1,476	4,924									21,476	4,924					
31	ot 307 WEST 125 STREET	1952		2,000	6,560	C4-4	3.28	4		3,560	3,000									3,560	3,000					
	ot 305 WEST 125 STREET	1952		3,000	8,640	C4-4	2.88	4		8,640										8,640						
	ot 308 WEST 126 STREET	1952		1,664	1,664	C4-4	1.00	3.44					1,664											1,6		
	ot 306 WEST 126 STREET	1952		1,664	1,664	C4-4 C4-4	1.00	3.44					1,664											1,6		
p	ot 304 WEST 126 STREET	1952		1,664 9,975	1,664 <b>70,212</b>	C4-4	1.00	3.44	2	9,176	7,924		1,664 23,112			14		1/		39,176	26,044			1,6 4,9		0
	subto	aı:	4	216,6	70,212				ა	19,170	1,924		23,112	4,102		14		16	5	39,170	20,044			4,9	92	U
р	ot 2342 FRED DOUGLASS BLVD	1931	61	4,992	3,500	C4-4	0.70	4		3,500							0.85	17	9	4,243						9
	ot 260 WEST 126 STREET	1931		2,490	7,494	C4-4	0.60	3.44				7,494		4,996		17	0.5	32	16	6,245			7,494			16
p	ot 2340 FRED DOUGLASS BLVD	1931	63	2,500	9,250	C4-4	3.70	4					9,250							2,300	6,950					
р	ot 2338 FRED DOUGLASS BLVD	1931		2,500	2,380	C4-4	0.95	4		1,190	1,190									1,190	1,190					
	subto	al:	2	2,482	22,624					4,690	1,190	7,494	9,250	4,996		17		49	25	13,978	8,140		7,494			25
33																										
93 р	ot 2330 FRED DOUGLASS BLVD	1931	1 1	1,590	42,310	C4-4	3.65	4	1	1,590	30,720									11,590	30,720					0
	ot 2310 FRED DOUGLASS BLVD			0,092	22,593	C4-4	2.24	3.44		8,680		13,913								8,680			13,913			
94 p	ot 2310 FRED DOUGLASS BLVD	1930		0,092	22,593	C4-4	2.24	3.44				22,593											22,593			
	subto	al:	2	0,184	45,185					8,680		36,505								8,680			36,505			0
р	ot 268 WEST 125 STREET	1930	59	5,046	5,046	C4-4	1.00	4		5,046										5,046						
35 p	ot 264 WEST 125 STREET	1930	57	5,028	10,988	C4-4	2.19	4		4,500			6,488							4,500				6,4	88	
р	ot 264 WEST 125 STREET	1930		5,028	10,988	C4-4	2.19	3.44		4,500			6,488							4,500				6,4		
	subto	al:	1	5,101	27,022				1	4,046			12,976							14,046				12,9	76	0
p	ot 112 WEST 125 STREET	1909	40	2,330	2,018	C4-4	0.87	4		2,018										2,018						
	ot 114 WEST 125 STREET	1909		3,028	3,752	C4-4	1.24	4		3,752										3.752						
	ot 116 WEST 125 STREET	1909		5,046	4,944	C4-4	0.98	4		4,944										4,944						
36	ot 117 WEST 124 STREET	1909		2,523	225	C4-4	0.09	3.44						2,523		9	0.85	7	4	2,145						
	ot WEST 124 STREET	1909		2,133	0	C4-4	0.00	3.44							2,133		0.85	6	3	1,813						
р	ot 283 WEST 125 STREET	1909	140	400	0	C4-4	0.00	3.44							400		0.85	1	1	340						
	subto	al:	1	5,460	10,939				1	0,714				2,523	2,533	9		14	7	15,012						0
	ot 300 LENOX AVENUE	1723	1	6,993	18 620	C4-7	2.66	10		4,700	13,929									4,700	13,929					
	ot 300 LENOX AVENUE	1723		1,500	18,629 6,000	C4-7	4.00	10		1,500	4,500									1,500	4,500					
P	Subto			8,493	24,629	C4-7	4.00	10		6,200	4,500 18,429									6,200	18,429					0
		ui.			27,027						.0,727									0,200						ď
	ot 2022 5 AVENUE	1723		0,894	20,764	C4-4	1.91	4		4,900	11,326		4,538							4,900	11,326			4,5	38	
р	ot 2032 5 AVENUE	1723		1,700	4,774	C4-4	2.81	4		1,700	3,074									1,700	3,074					
	subto	al:	1	2,594	25,538					6,600	14,400		4,538							6,600	14,400			4,5	38	0

							With-Action co	inditions:				1				Increment:				
	proposed	proposed	S	DUs (inc.	Affordable		ffice / comm	arts/performan commun	fac /	parking / auto	public total req				e / comm	arts/performan commun fac / inst con	v parking / aut		total reqrd	
site:	zoning:	FAR: bon	us FAR: type: a	affordable)	DUs: ret	ail FA: F	A: Hotel FA:	ce FA: instit FA:	inst conv FA:	FA: utility FA:	parking: parking:	DUs:	retail FA	A: FA:	Hotel FA:	ce FA: instit FA: FA:	stor / mfg FA: FA:	utility FA: parking:	parking:	comments:
27	R7-2	3.44	0			28,900	28,900					0		0	28,900					Expansion of existing comercial use adding a second story for offices under With-Action scenario
28	C4-4D	7.2	1.8 IH	35	7	4.243					0	0	18	0					0	New residential dev, ground floor retail, under No-Action and With-Action scenarios
29	C4-4D	7.2	1.8 IH	11	2	1,273							8	373						New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	11	2	1,273							8	268						New residential dev, ground floor retail, under With-Action scenario
				22	4	2,547					0	0	16	642					0	0
30	C4-4D	7.2	1.8 IH	37	7	4,502					0	0	37	4,502	-18,384				0	New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	39	8	4,675							39	-825	-18,120					Conversion to offices, ground floor retail, under No-Action scenario. New resid dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	29	6	3,538							13	3,538						New residential dev, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8 IH	73	15	8,773							73 -1	12,703	-4,924					New residential dev, ground floor retail, under With-Action scenario
31	C4-4D	7.2	1.8 IH	14	3	1,700							14 -	-1,860	-3,000					New residential dev, ground floor retail, under With-Action scenario
31	C4-4D	7.2	1.8 IH	21	4	2,550							21 -	-6,090						New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	12	2	1,414							12				-1,664			New residential dev under With-Action scenario
	C4-4D	7.2	1.8 IH	12	2	1,414							12				-1,664			New residential dev under With-Action scenario
	C4-4D	7.2	1.8 IH	12	2	1,414							12				-1,664			New residential dev under With-Action scenario
				212	42	25,479					150	95 1	196 -1	17,940	-26,044		-4,992	15	0 '	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-4D	7.2	1.8 IH	35	7	4,243							18	0						New residential dev, ground floor retail, under No-Action and With-Action scenarios
32	C4-4D	7.2	1.8 IH	85	17	6,245			7,494				53	0		0				New residential dev including new comm facility (church), partial ground floor retail, under No-Action and With-Action scenarios
32	C4-4D	7.2	1.8 IH	18	4	2,125							18	-175	-6,950					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,125							18	935	-1,190					New residential dev, ground floor retail, under With-Action scenario
				156	31	14,738			7,494		150	70	107	760	-8,140	0		15	0 4	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
-																				New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action
33	C4-7	12	3 arts	123		19,703		8,693			0	25 1	123	8,113	-30,720	8,693			0 :	25 scenario
	C6-3	8	2 IH	71	14	17,156					0		71	8,476		-13,913				North portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
34	C4-4D	6	0 IH	11	2	0		2:	2,593				11	0		0				South portion of lot 1. Existing church remains, transfers 1 FAR of dev rights to north portion of lot 1, under With-Action scenario
				82	16	17,156		22	2,593		0	31	82	8,476		-13,913			0 :	This dev site provides one level of below-grade parking under With-Action scenario
	C6-3	8	2 IH	35	7	8,578							35	3,532						New residential dev, two levels of retail, under With-Action scenario
35	C6-3	8	2 IH	35	7	8,547							35	4,047			-6,488			North portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	31	6	8,547							31	4,047			-6,488			South portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
				101	20	25,672					111	40	101 1	11,626			-12,976	11	1 4	10 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C6-3	8	2 IH	16	3	3,961							16	1.943						New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	21	4	5,148						ll.		1,396						New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	35	7	8,578						ll.		3,634						New residential dev, two levels of retail, under With-Action scenario
36	C4-4D	7.2	1.8 IH	15	3	4,289								2,145						New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	13	3	3,626							7	1,813						New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	2	0	680							1	340						New residential dev under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
				102	20	26,282					115	40	88 1	11,270				11	5 4	10 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
	C4-7	12	3 IH	80	16	11,888							80	7,188	-13,929					New residential dev, two levels of retail, under With-Action scenario
37	C4-7	12	3 IH	17	3	2,550								1,050	-4,500					New residential dev, two levels of retail, under With-Action scenario
				97	19	14,438					0	11		8,238	-18,429				0	0
-	C4-4A	4	0	38		9,260							38	4,360	-11,326		-4,538			New residential dev, ground floor retail, under With-Action scenario
38	C4-4A C4-4A	4	0	30 6		1,445							6	-255	-3,074		-4,330			New residential dev, ground floor retail, under With-Action scenario  New residential dev, ground floor retail, under With-Action scenario
<b>-</b>	34 4/1	7	Ü	44		10.705					42	0	44	4,105	-14.400		-4.538	1	2	Ol This dev site provides one level of below-grade public parking under With-Action scenario
				77		10,703					76	<u> </u>	.,	.,103	. 4,400		4,000		_	of the provided one letter of below public public public printing and a strategical section of

	125 Otreet Conne	ite description								existing co	nditions:											No-Actio	on conditions	:			
_								permitted resid			commun fac /				parki		proposed retail		esidential		office / comm		commun fac		parking		
site:	type: address:	blo	ck: lot:	lot area:	built floor area	zoning:	built FAR:	FAR:	DUs: retail FA:	office / comm FA: hotel FA:	instit FA:	stor / mtg FA:	parking / auto FA: utility	y FA: vac	ant FA: O):		FAR:	DUs: pa	arking:	retail FA:	FA:	Hotel FA:	instit FA:	inst conv FA: s	tor / mtg FA: FA:	utility FA:	total parking:
39	pot 290 LENOX AVENUE	17	22 69	8,578	25,326	C4-4	2.95	4	8,	578 16,748										8,578	8 16,7	48					0
	FO WEST 105 STREET	47	22 57	1.57/	4.077	04.4	2.50			000		2.0//								1.00	0 20						
	pot 52 WEST 125 STREET 50 WEST 125 STREET		22 57 22 156		4,066 4,121	C4-4 C4-4	2.58 2.61	4		000 000		3,066 3,121								1,000							
40	pot 48 WEST 125 STREET		22 150 22 56		4,121	C4-4	2.61	4		000		3,121								1,000							
1 40	pot 46 WEST 125 STREET		22 30 22 155		3,809	C4-4	2.42	4		400		3,113			3,409					40							
	pot 44 WEST 125 STREET		22 155 22 55		5,400	C4-4	2.42	4		160 2,160		1,080			3,409					2,160							
	pot 44 WEST 123 STREET	subtotal:	22 33	8,406	21,509	C4-4	2.37	4		560 2,160		10,380			3,409					5,56							0
		Subtotal.		0,400	21,307				3,	2,100		10,300			3,407					3,30	0 13,7	47					Ü
		4.7	00 54	40.540	04.004		0.00							40.540	40.540		0.40	0.5			-					4.5	
41	pot 32 WEST 125 STREET	1/	<del>22</del> 51	<del>10,512</del>	21,024	C4-4	2.00	4						10,512	10,512		0.42	25	43	4,41!	<del>5</del>					<del>16</del>	5, <del>013</del> 13
	pot 32 WEST 125 STREET	17	<del>22</del> 51	4.501	9.002	R7 2	2.00	3.44						4.501	4.501		Ф	17	2		Ð						9
•		subtotal:		15,013	30,026									15,013	15,013		-	42	21	4,41!	<del>-</del>					15	i,013 21
42	pot 102 EAST 126 STREET	17	74 68	11,491	0	M1-2	0.00	2						11,491												11	,491 0
	pot 102 EAST 120 STREET	17	74 00	11,471	Ü	IVI I-Z	0.00	2						11,471												"	1,471 0
	pot 108 EAST 126 STREET	17	74 65	2,198	4,928	M1-2	2.24	4	4 1,	230								4		1,230	0						
	pot 106 EAST 126 STREET	17	74 66	2,798	6,720	M1-2	2.40	4		6,720											6,7	20					
	pot 104 EAST 126 STREET		74 67	2,498	9,500	M1-2	3.80	4		9,500											9,5	00					
43	pot 107 EAST 125 STREET	17	74 5	2,548	5,577	C4-4	2.19	4	2,	471		3,106								2,47	1 3,1	06					
	pot 109 EAST 125 STREET	17	74 6	2,448	5,880	C4-4	2.40	4							5,880					2,08	1 3,7	99					
	pot 111 EAST 125 STREET	17	74 7	2,498	6,800	C4-4	2.72	4	5 1,	700								5		1,700	0						
	pot 113 EAST 125 STREET	17	74 8	2,498	6,800	C4-4	2.72	4		800										6,800							
		subtotal:		17,486	46,205				9 12,	201 16,220		3,106			5,880			9		14,282	2 23,1	25					0
44	pot 150-170 EAST 126 STRE	ET 17	74 48	22,531	0	M1-2	0.00	2					22,531			75									2	2,531	75
45	pot 2306 3 AVENUE	17	74 33	17,993	27,000	C4-4/M1-2	1.50	4/2			27,000	)											27,00	00			0
									_												_						
46	pot 122 EAST 125 STREET		73 61	2,523	3,300	C4-4	1.31	4		300										3,300							
	pot 128 EAST 125 STREET		73 58		21,556	C4-4	2.67	4		556										21,556							
		subtotal:		10,597	24,856				24	856										24,85	0						U
	pot 129 EAST 124 STREET	17	73 15	2,523	7,194	C4-4	2.85	4				7,194													7,194		
47	pot 2050 LEXINGTON AVEN	JE 17	73 17	3,828	4,037	C4-4	1.05	4	4,	037										4,03	7						
	pot 2054 LEXINGTON AVEN	JE 17	73 18	216	525	C4-4	2.43	4		525							1			52	5						
		subtotal:		6,567	11,756				4,	562		7,194								4,562	2				7,194		0
$\vdash$																											
48	pot 149 EAST 124 STREET	17	73 20	68,681	64,363	C4-4	0.94	4	64.	363										64,36	3						0
																				,							
40	pot 228 EAST 125 STREET		89 36		2,700	C4-4	1.07	4				2,700				2									2,700		
49	pot 230 EAST 125 STREET		89 35	2,523	3,500	C4-4	1.39	4			3,500												3,50	UU	7./50		
$\vdash$	pot 232 EAST 125 STREET		89 34		7,659	C4-4	3.04	4			3.500	7,659				-							2.5	00	7,659		
		subtotal:		7,569	13,859						3,500	0 10,359				2							3,50	UU	10,359		U
		ite descriptio	n:							existing co	nditions:												on conditions:	:			
				1.1			L-11-FAT	permitted resid	DU:		commun fac /					ing (C of	proposed retail		esidential		office / comm		commun fac		parking		1-1-111
site:	type: address:	blo	ck: lot:	lot area:	built floor area	zoning:	built FAR:	FAR:	DUs: retail FA:	office / comm FA: hotel FA:	instit FA:	stor / mtg FA:	parking / auto FA: utility	yra: vac	ant FA: O):		FAR:	DUs: pa	arking:	retail FA:	FA:	Hotel FA:	instit FA:	inst conv FA: s	tor / mtg FA: FA:	utility FA:	total parking:

general notes:
- Sites within the core subdistrict (C4-7 and C6-3 zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside 5% of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

	1						With-Action con	nditions:								In	crement:					
	proposed	proposed		DUs (inc.	Affordable	off	fice / comm	arts/performan commun fac		to	public total re			office	e / comm		mun fac / inst conv	, park	ing / auto	public	total regre	
site:	zoning:	FAR: bonu	us FAR: type: a	affordable)	DUs: ret	tail FA: FA	A: Hotel FA:	ce FA: instit FA:	inst conv FA: FA:	utility FA:	parking: parking	: DUs:	retail FA:	FA:	Hotel FA:	ce FA: insti	t FA: FA:	stor / mfg FA: FA:	utility FA:	parking:	parking:	comments:
39	C6-3	0	2 orto	55		14,583		4,289			0	0 5	5 6,00	)E	-16,748	4,289					0	
39	C0-3	0	2 arts	33		14,363		4,209			U	0 3	0,00	Jo	-10,740	4,209					U	New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	11	2	2,679						1	1 1,67	79	-3,066							Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	11	2	2,679						1	1 1,67	79	-3,121							Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
40	C6-3	8	2 IH	11	2	2,679						1	1,67	79	-3,113							Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	11	2	2,679						1	1 2,27	79	-3,409							Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2 IH	15	3	3,573						1	5 1,41	13	-3,240							Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
				59	12	14,290					0	0 5			-15,949						0	0
	04.2	0	2 111	0.5	17	7.050				10.51	2	4		40					4.50			North portion of lot 51. New resid dev with partial ground floor retail and ConEd service center on two levels under No Action and With Action
41	<del>C6-3</del>	<del>8</del>	<del>2</del> ₩	85	17	7,358				10,51	≠	6	2,94	15					<del>-4,50</del> 1	-		South portion of let F1. New social decounter No. Action occasion. New social decounts proved the social and ConF1 comics combs on the
	C4-4A	4	Ð	17		3,151				4.50	4		3,15	1.					4.501			South portion of lot 51. New resid dev under No Action scenario. New resid dev with partial ground floor retail and ConEd service center on two levels, under With Action scenario.
	01 111	·		102	17	10.509				15.01		40 6							1,00		10	19 This dev site provides two levels of below grade parking including public parking under With Action scenario
					• • •	,				,			-,									, , , , , , , , , , , , , , , , , , ,
42																						New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking including public
	C6-3	8	2 IH	80	16	19,535					21	17 8	19,53	35					-11,491		21	17 parking under With-Action scenario
	C4-4D	7.2	1.8 IH	16	3	1,868						1	2 63	38								New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	20	4	2.378						2			-6,720							New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,123						1			-9.500							New residential dev, ground floor retail, under With-Action scenario
43	C4-4D	7.2	1.8 IH	18	4	2,166						1			-3,106							New residential dev, ground floor retail, under With-Action scenario
"	C4-4D	7.2	1.8 IH	17	3	2,081						1		0	-3,799							New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,123						i		-	0,777							New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,123						1										New residential dev, ground floor retail, under With-Action scenario
	01.15			125	25	14,863					119	56 11			-23,125						19	56 This dev site provides two levels of below-grade parking including public parking under With-Action scenario
						,							-									
44	04.40	7.0	40 111	450		40.454					450	70 45							00.504			New residential dev, two levels of retail, under With-Action scenario; 75 public parking spaces in the no-build. This dev site provides two levels of
	C4-4D	7.2	1.8 IH	159	32	19,151					150	72 15	9 19,15	οT					-22,531		50	-3 below-grade parking including public parking under With-Action scenario
H.,																						
45	C4-4D	5.4	1.4 arts			15,294	75,571	6,298			150	0	15,29	94	75,571	6,298	-27,000				50	New commercial dev, ground floor retail. This dev site provides two levels of below-grade public parking under With-Action scenario
	04.40	7.0	40 111	40		0.445																
46	C4-4D C4-4D	7.2	1.8 IH	18	4	2,145						1 5										New residential dev, ground floor retail, under With-Action scenario
-	C4-4D	7.2	1.8 IH	57	11	6,863					•		.,									New residential dev, ground floor retail, under With-Action scenario
				75	15	9,007					0	0 7	-15,84	17							0	U
	C4-4D	7.2	1.8 IH	18	4	2,145						1	3 2,14	45				-7,194				New residential dev, ground floor retail, under With-Action scenario
47	C4-4D	7.2	1.8 IH	27	5	3,254						2	7 -78	33								New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8 IH	2	0	184							2 -34	41								New residential dev, ground floor retail, under With-Action scenario
				47	9	5,582					0	0 4	7 1,02	20				-7,194			0	0
48	C4-4D	7.0	10 117	405	07	E0 270					150	210 40		0.4							F0 2	New residential dev, ground floor retail, under With-Action scenario. This dev site provides two levels of below-grade parking including public
	C4-4D	7.2	1.8 IH	485	97	58,379					150	218 48	5 -5,98	D4							50 2	18 parking under With-Action scenario
	C4-4D	7.2	1.8 IH	18	4	2,145						1	3 2,14	45				-2,700				New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
49	C4-4D	7.2	1.8 IH	18	4	2,145						1	3 2,14	45			-3,500					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	C4-4D	7.2	1.8 IH	18	4	2,145						1	3 2,14	45				-7,659				New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
				54	11	6,434					0	0 5	1 6,43	34			-3,500	-10,359			0	
							Milela A -41-	- dial														
-				Dila fina	Affordable	- 11	With-Action con		l node: - l l	la.	muhlin total			-tc	- /		crement:		ing / auto	m. delle	total a	
site:	proposed zoning:	proposed FAR: bonu	s us FAR: type: a	DUs (inc. affordable)	Affordable DUs: ret		fice / comm A: Hotel FA:	arts/performan commun fac i ce FA: instit FA:		to utility FA:	public total re- parking: parking		retail FA:	office FA:	e / comm Hotel FA:		mun fac / inst conv t FA: FA:	park stor / mfg FA: FA:	ing / auto utility FA:	public parking:	total reqre parking:	comments:
	9-	50110								, · · · ·	,g. Faiking								,	,	r9·	

# APPENDIX F: HARLEM PARK TECHNICAL MEMORANDUM

# MEMORANDUM

TO:

Glen Price, NYCDCP

FROM:

Stuart Gewirtzman

DATE:

February 27, 2008

PROJECT: 125<sup>th</sup> Street Rezoning (PHA No. 0682)

RE:

Transportation Sensitivity Analysis for Changes to the Harlem Park

Development Program (Projected Development Site No. 21)

The Harlem Park project was included as a projected development site (Site No. 21) for the transportation analyses in the 125th Street Rezoning and Related Actions EIS. Based on a preliminary development program, the EIS analyses assumed that new office and retail uses would be developed in the No Action condition, and that no further development would occur on that site in the With Action condition as a result of the proposed rezoning. As shown in Table 1, the program for the Harlem Park project was subsequently revised to include more office space and less retail space than was assumed in the 125th Street Rezoning and Related Actions EIS. This memorandum assesses the sensitivity of the EIS transportation analyses to new significant adverse impacts due to the changes to the Harlem Park project development program.

Table 2 presents a comparison of the weekday AM, midday and PM peak hour travel demand forecast for the Harlem Park project in the 125th Rezoning and Related Actions EIS with an updated forecast reflecting the new development program. As shown in Table 2, the new program would generate from 37 to 219 fewer vehicle trips in each peak hour. It would also generate fewer walk-only trips in each peak hour. Vehicle trips from the revised program are therefore not expected to result in new significant adverse traffic impacts compared to the analyses in the 125th Street Rezoning EIS. There would also be fewer bus trips in the midday and PM peak hours, but 48 additional bus trips in the AM peak hour, which would occur in the No Action condition for the 125th Street Rezoning project. These additional bus trips would be distributed among the numerous bus routes serving the area, and it is anticipated that NYC Transit would adjust service levels to address any capacity shortfalls in the No

Action (as is standard practice). Therefore, no new significant adverse impacts to bus service above those already disclosed in the EIS are expected to occur in the With Action condition for the 125<sup>th</sup> Street Rezoning project.

As shown in Table 2, compared to the analyses in the 125<sup>th</sup> Street Rezoning EIS, the updated travel demand forecast for Harlem Park shows 545 additional subway trips in the AM peak hour and 444 in the PM peak hour. The effects of this higher level of No Action demand at the 125<sup>th</sup> Street IRT (4,5,6) subway station (where the majority of these new trips would occur) were therefore analyzed to determine the potential for new significant adverse impacts at this station. As shown in Table 3, under the 125<sup>th</sup> Street Rezoning project's Expanded Arts Bonus Alternative, there would be no new significant adverse stairway or fare array impacts at the 125<sup>th</sup> Street IRT (4,5,6) station with this additional No Action demand.

Some subway trips from the Harlem Park project are also expected to occur at the 125<sup>th</sup> Street IRT (2,3) station. However, the analysis in the 125<sup>th</sup> Rezoning and Related Actions EIS indicates that all analyzed stairways and fare arrays at this station are expected to operate at LOS A or B in the AM and PM peak hours under the Expanded Arts Bonus Alternative. The additional No Action demand that would occur at this station based on the updated Harlem Park development program is therefore not expected to result in new significant adverse impacts.

TABLE 1
Program Comparison: Program Analyzed in 125th Street Rezoning EIS
(For Site 21) Vs. Current Harlem Park IDA Project

	125th Street Re No-Action and \ Condition	With-Action		Harlem Park IDA Project		
	ZSF	GSF	ZSF	GSF		
Office	372,287	not provided	464,233	526,555		
Retail	108,843	not provided	21,996	50,492		
Community Facility	see note below	not provided	see note below	•		
Parking	NA	not provided	2,045	17,088		
Total	481,130		488,274	594,135		

NOTE: Zoning Lot also contains the College of Podiatric Medicine. 125th Street Rezoning EIS asssumes 55,770 zfa for this community facility space. Harlem Park IDA project's actual calculations are 46,148 zfa for the College or approx. 9,621 zfa less.

TABLE 2
125th Street Rezoning EIS (Site 21) and Harlem Park IDA Project Trip Differences

4.3.2	125th Stree	t Rezoning E	IS (Site 21)	Harlen	n Park IDA	Project	Net
AM	In	Out	Total	In	Out	Total	Difference
Vehicles	165	7	172	112	23	135	-37
Subway	231	9	240	745	40	785	545
Bus	93	4	97	136	9	145	48
Walk	139	6	145	86	17	103	-42

MD	125th Stree	t Rezoning l	EIS (Site 21)	Harlen	n Park IDA	Project	Net
MID	In	Out	Total	In	Out	Total	Difference
Vehicles	123	138	261	23	24	47	-214
Subway	162	166	328	91	103	194	-134
Bus	143	144	287	63	81	144	-143
Walk	510	533	1,043	400	585	985	-58

РМ	125th Stree	t Rezoning E	EIS (Site 21)	Harler	n Park IDA	Project	Net
PIVI	In	Out	Total	In	Out	Total	Difference
Vehicles	111	292	403	42	142	184	-219
Subway	141	394	535	89	890	979	444
Bus	133	234	367	29	172	201	-166
Walk	231	383	614	51	111	162	-452

Table 3

# 2017 Future With the Expanded Arts Bonus Alternative Conditions at the 125th Street IRT (4,5,6) Subway Station

<u></u>		ŧ			_	
(SITE 21 REVISED)		Width Increment	<b>Threshold</b>	in Inches (3)	9	9
RE		Yidth	Ĕ	Ē	2.64	5.84
21		_		S	2.	5.
SITE		ild		(3)	] 9	3
)		2017 Build		ΝC	1.0	-
		8		PFM (2)	10 59	11.29
		_		SOT	۵	Δ
		2017 No Build		(S)	1.02	1 03
		2017		M (2)	0.18	0.34
			_	품	Ţ	ή-
		Build	Pk 15 Min	Volume	597	637
		k 15 Min	Project	ncrement	23	54
		Maximum No Build Pk 15 Min	15 Minute Pk 15 Min Project	Volume	574 23 597 10.18 1.02 D 10.59 1.06 D	583
i		E	후	8		
		Maximu	15 Minu	Capacity (2)	564	564
		Effective	Victh in	Feet (1)	3,76	3.76
		m	5			
			Friction	Factor (1)	8.0	0.8
		Actual	Vidth in	Feet	5.7	5.7
		`	3			
			Peak	Period	8-9 AM	5-6 PM
	:			=		
			Station	lement/Location	Stairway @ SW Corner	exington Ave/E.125th St
	rays			Elem	Stairway @	Lexington As
	íŠ					

Stairways

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11.06 9.76

663 598

98 98

637 562

576 576

3.84

0.8

**5**.8

8-9 AM 5-6 PM

Stairway @ NW Corner Lexington Ave/E.125th St

S

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0.83

8.30

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0.77

7.67

478 590

36

442 549

576 576

3.84

8.0

8 8

8-9 AM 5-6 PM

Stairway @ SE Corner Lexington Ave/E.125th St

 $^{\circ}$ 

S4	Stairway @ NE Corner	8-9 AM	5.9	8.0	3.92	588	736	0	736	12.52	1.25	۵	12.52	1.25	۵	0.00	9
	Lexington Ave/E.125th St	5-6 PM	9	0.8	3.92	588	911	0	911	15.49	1.55	щ	15.49	1 55	Ш	00.00	က
Fare	Fare Arrays and Exit Gates											1					
	•		Maximum	No Build	Pk 15 Min	Build	2017 N	2017 No Build	2017 Build	Suild							
	Station	Peak	15 Minute	Pk 15 Min	Project	Pk 15 Min											
Š	Element/Location	Period	Capacity (4)	Volume	Increment	Volume	N/C	ros	A/C	ros							
R-25	R-258 W.125th Street Fare Array	8-9 AM	5,220	2,494	85	2,579	0.48	ပ	0.49	ပ							
	9 entry/exit turnshies	5-6 PM	5,220	2,721	131	2,852	0.52	ပ	0.55	Q							
	2 high revolving exit gates		•														
Notes																	
(1) Effe	1) Effective width measured as stanwell width less one foot to account for side handraits. Effective width is further reduced by 20 percent to account for friction where there are two-way flows.	ss one foot to acco	unt for side handr	ails Effective w	idth is further red	uced by 20 percer	nt to account fo	r friction where	there are two-	vay flows.							
(2) Stall	(2) Stair capacity in persons per 15 minutes based on NYC Transit guidelines of 10 persons per foot-width per minute (PFM)	d on NYC Transit	guidelines of 10 pe	ersons per foot-	width per minute	(PFM).											
(3) Wid	3) Width increment threshold needed to restore processor to No Build conditions (or an acceptable LOS if the No Build is LOS A, B or C).	processor to No Br	uild conditions (or	an acceptable L	OS if the No Buil	d is LOSA, Bor C	<i>₹</i>										
(4) Fare	(4) Fare array capacity based on 32 ppm for turnstiles, 20 ppm for high entryfexit turnsti	stiles, 20 ppm for h	sigh entryfexit lums	stiles, and 30 pg	nn for high revolv	les, and 30 ppm for high revolving exit gates as per NYCT guidelines.	per NYCT guide	elines.									
(5) Stai	<ol><li>Stainway LOS - v/c ratto relationship.</li></ol>																
<u> </u>	LOS V/C Ratio																
	A 0.00-0.50																
	B 0.51-0.70																
	C 0.71 - 1.00																
	D 1.01 - 1.30																
	E 131-170																

\* Denotes a significant adverse impact based on CEQR criteria

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# **APPENDIX G:**

HAZARDOUS MATERIALS, AIR QUALITY, AND NOISE (E) DESIGNATIONS FOR THE EXPANDED ARTS BONUS ALTERNATIVE

# HAZARDOUS MATERIALS, AIR QUALITY, AND NOISE (E) DESIGNATIONS FOR THE EXPANDED ARTS BONUS ALTERNATIVE

The following (E) designations for 1) **Hazardous Materials,** 2) Air **Quality,** and 3) **Noise** will be included as part of the above-referenced application:

### 1. Hazardous Materials

To avoid any potential impacts associated with hazardous materials, as part of the proposed rezoning, an (E) designation for hazardous materials will be placed on the following properties:

PROJECTED DEVELOPMENT SITES					
Development Site	Block	<u>Lot(s)</u>			
1	1952	19, 21, 22			
2	1952	29			
<u>2</u> <u>3</u>	1951	7			
4	1951	51			
<u>5</u>	1951	43			
<u>6</u>	1931	27			
4 5 6 8 9	1930	49, 50, 51, 53			
9	1930	37, 40, 41			
10	1910	1,7501			
11	1909	59, 63			
12	1909	44, 46			
13	1909	26, 27, 28, 29, 30, 31, 32, 33,			
_		38, 39, 129			
14	1723	17, 21, 22, 53, 122			
<u>15</u>	1723	31, 45, 144			
<u>16</u>	1722	63, 65, 66, 67, 68, 168			
<u>17</u>	1722	58, 59, 60, 61, 62			
<u>18a</u>	1750	21, 23, 24			
18b	1750	27, 28, 29, 30, 31, 44			
<u>19</u>	<u>1750</u>	34, 40			
<u>20</u>	1749	48, 49, 50			
<u>21</u>	1749	24, 31, 33, 35, 40, 43			
22	1774	17, 56			
<u>23</u>	<u>1773</u>	1, 67, 69			
24	1789	9, 42, 43, 45			
<u>25</u>	1789	30			
<u>26</u>	1789	16, 21, 23, 24, 25,			
	TENTIAL DEVELOPMENT S	<u>ITES</u>			
<u>27</u>	<u>1980</u>	<u>75</u>			
<u>28</u>	<u>1952</u>	<u>61</u>			
29	1952	2, 101			
<u>30</u>	<u>1952</u>	9			

<u>31</u>	1952	23, 25, 27, 28, 37, 38, 41, 138
32	<u>1931</u>	56, 61, 63, 64
<u>33</u>	<u>1931</u>	1
<u>34</u>	<u>1930</u>	1
<u>35</u>	<u>1930</u>	<u>57, 59</u>
<u>36</u>	<u>1909</u>	24, 25, 40, 41, 42, 140
<u>37</u>	<u>1723</u>	1,4
<u>38</u>	<u>1723</u>	33, 37
<u>39</u>	<u>1722</u>	<u>69</u>
<u>40</u>	<u>1722</u>	<u>55, 56, 57, 155, 156</u>
<u>41**</u>	<u>1722</u>	<u>51</u>
<u>42</u>	<u>1774</u>	<u>68</u>
<u>43</u>	<u>1774</u>	<u>5, 6, 7, 8, 65, 66, 67</u>
<u>44</u>	<u>1774</u>	<u>48</u>
<u>45</u>	<u>1774</u>	<u>33</u>
<u>46</u>	<u>1773</u>	<u>58, 61</u>
<u>47</u>	<u>1773</u>	<u>15, 17, 18</u>
<u>48</u>	<u>1773</u>	<u>20</u>
49	<u>1789</u>	34, 35, 36

<sup>\*\*</sup>Site 41 has been removed as a potential development site, due to a new proposal since the DEIS for the Village Academies School (see Chapter 3.1, "Land Use, Zoning, and Public Policy").

The (E) designation would require that the fee owner of the sites conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designation will also include a mandatory construction-related health and safety plan which must be approved by NYCDEP. The text for the (E) designation will be as follows:

### Task 1

The fee owner(s) of the lot(s) restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to DEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from DEP. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by DEP upon request.

### Task 2

A written report with findings and a summary of the data must be presented to DEP after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by DEP if the results indicate that remediation is necessary.

If DEP determines that no remediation is necessary, written notice shall be given by DEP.

If remediation is necessary according to test results, a proposed remediation plan must be submitted to DEP for review and approval. The fee owner(s) of the lot(s) restricted by this (E) designation must perform such remediation as determined necessary by DEP. After completing the remediation, the fee owner(s) of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

A DEP-approved construction-related health and safety plan would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This Plan would be submitted to DEP for review and approval prior to implementation.

### 2. Air Quality

To avoid the potential for significant adverse air quality impacts related to HVAC emissions, an (E) designation for air quality would be incorporated into the rezoning proposal for each of the following properties:

PI	ROJECTED DEVELOPME	NT SITES
Development Site	Block	Lot(s)
1	1952	19, 21, 22
<u>2</u>	1952	29
<u>3</u>	<u>1951</u>	<u>7</u>
<u>4</u>	<u>1951</u>	<u>51</u>
<u>7</u>	<u>1930</u>	<u>55</u>
<u>8</u>	<u>1930</u>	49, 50, 51, 53
<u>10</u>	<u>1910</u>	<u>1,7501</u>
<u>12</u>	<u>1909</u>	44, 46
<u>13</u>	<u>1909</u>	26, 27, 28, 29, 30, 31, 32, 38,
		39, 129
<u>15</u>	<u>1723</u>	31, 45, 144
<u>16</u>	<u>1722</u>	63, 65, 66, 67, 68, 168
<u>17</u>	<u>1722</u>	<u>58, 59, 60, 61, 62</u>
<u>18a</u>	<u>1750</u>	21, 23, 24
<u>18b</u>	<u>1750</u>	27, 28, 29, 30, 31, 44
<u>19</u>	<u>1750</u>	34, 40
<u>20</u>	<u>1749</u>	48, 49, 50
<u>21</u>	<u>1749</u>	24, 31, 33, 35, 40, 43

<u>25</u>	1789	30
<u>26</u>	<u>1789</u>	16, 18, 19, 20, 21, 22, 23, 24,
		<u>25, 121</u>
	POTENTIAL DEVELO	OPMENT SITES
<u>31</u>	<u>1952</u>	23, 25, 27, 28, 37, 38, 41, 138
<u>32</u>	<u>1931</u>	56, 61, 63, 64
<u>33</u>	<u>1931</u>	1
<u>34</u> <u>35</u>	<u>1930</u>	1
<u>35</u>	<u>1930</u>	<u>57, 59</u>
<u>36</u>	<u>1909</u>	24, 25, 40, 41, 42, 140
<u>38</u>	<u>1723</u>	33, 37
<u>39</u>	<u>1722</u>	<u>69, 168</u>
<u>40</u>	<u>1722</u>	<u>55, 56, 57, 155, 156</u>
<u>41</u>	<del>1722</del>	<u>51</u>
<u>42</u>	<u>1774</u>	<u>68</u>
<u>43</u>	<u>1774</u>	5, 6, 7, 8, 65, 66, 67
<u>44</u>	<u>1774</u>	48
<u>45</u>	1774	33
<u>46</u>	<u>1773</u>	<u>58, 61</u>
47	1773	<u>15, 17, 18</u>
48	1773	20
49	<u>1789</u>	34, 35, 36

<sup>\*\*</sup>Site 41 has been removed as a potential development site, due to a new proposal since the DEIS for the Village Academies School (see Chapter 3.1, "Land Use, Zoning, and Public Policy").

The text for the (E) designations is as follows:

### PROJECTED DEVELOPMENT SITES

### Block 1952, Lots 19, 21, 22 (Projected Development Site 1)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 54 and 43 feet for Oil No. 4 and Oil No. 2 from the lot lines, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1952, Lot 29 (Projected Development Site 2)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 84 and 65 feet for Oil No. 4 and Oil No.2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1951, Lot 7 (Potential Development Site 3)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 70 and 55 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1951, Lot 51 (Projected Development Site 4)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 55 and 43 feet for Oil No. 4 and No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1930, Lot 55 (Projected Development Site 7)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems (HVAC) use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.

### Block 1930, Lots 49, 50, 51, 53 (Potential Development Site 8)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 100 and 82 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1910, Lots 1, 7501 (Projected Development Site 10)

Any new commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 174, 140 and 59 feet for Oil No. 4, Oil No.2 and Natural Gas from the lot lines as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1909, Lots 44, 46 (Projected Development Site 12)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 95 and 78 feet for Oil No. 4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1909, Lots 26, 27, 28, 29, 30, 31, 32, 38, 39, 129 (Potential Development Site 13)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 117 and 93 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1723, Lots 31, 45, 144 (Projected Development Site 15)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 88 and 71 feet for Oil No. 4 and Oil No.2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1722, Lots 63, 65, 66, 67, 68, 168 (Projected Development Site 16)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 72 and 59 feet for Oil No. 4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1722, Lots 58, 59, 60, 61, 62 (Potential Development Site 17)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 53 feet for Oil No.2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1750, Lots 21, 23, 24 (Projected Development Site 18a)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 and 56 feet for Oil No. 4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1750, Lots 27, 28, 29, 30, 31, 44 (Projected Development Site 18b)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 75, 63 and 48 feet for Oil No. 4, Oil No.2 and Natural Gas from the lot lines as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1750, Lots 40, 34 (Projected Development Site 19)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 76 and 56 feet for Oil No. 4 and No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1749, Lots 48, 49, 50 (Projected Development Site 20)

Any new commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 63, 49 and 38 feet for Oil No. 4, Oil No.2 and Natural Gas from the lot lines as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1749, Lots 24, 31, 33, 35, 40, 43 (Projected Development Site 21)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 149, 122 and 56 feet for Oil No.4, Oil No. 2 and Natural Gas from the lot lines as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1789, Lot 30 (Projected Development Site 25)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 62 and 54 feet for Oil No. 4 and No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1789, Lots 16, 18, 19, 20, 21, 22, 23, 24, 25, 121 (Projected Development Site 26)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 95 and 79 feet for Oil No. 4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### POTENTIAL DEVELOPMENT SITES

### Block 1952, Lots 23, 25, 27, 28, 37, 38, 41, 138 (Potential Development Site 31)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 113 and 91 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1931, Lots 56, 61, 63, 64 (Potential Development Site 32)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 93 and 79 feet for Oil No. 4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1931, Lot 1 (Potential Development Site 33)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 79 and 63 feet for Oil No. 4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1930, Lot 1 (Potential Development Site 34)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 70 and 56 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1930, Lots 59, 57 (Potential Development Site 35)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems (HVAC) use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.

### Block 1909; Lots 24, 25, 40, 41, 42, 140 (Potential Development Site 36)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems (HVAC) use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.

### Block 1723, Lots 33, 37 (Potential Development Site 38)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 62 and 49 feet for Oil No.4 and oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1722, Lots 69, 168 (Potential Development Site 39)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 62 and 46 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1722, Lots 55, 56, 57, 155, 156 (Potential Development Site 40)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems (HVAC) use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.

### Block 1722, Lot 51 (Potential Development Site 41)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 66 and 53 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1774, Lot 68 (Potential Development Site 42)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 and 50 feet for Oil No. 4 and No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1774, Lots 5, 6, 7, 8, 65, 66, 67 (Potential Development Site 43)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 83 and 66 for Oil No 4 and No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1774, Lot 48 (Potential Development Site 44)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 93 and 66 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1774, Lot 33 (Potential Development Site 45)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 71 and 59 feet for Oil No. 4 and No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1773, Lots 58, 61 (Potential Development Site 46)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 and 50 feet for Oil No. 4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1773, Lots 15, 17, 18 (Potential Development Site 47)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 50 and 43 feet for Oil No.4 and Oil No. 2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1773, Lot 20 (Potential Development Site 48)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 165, 133 and 65 feet for Oil No. 4, Oil No. 2 and Natural Gas from the lot lines as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

### Block 1789, Lots 34, 35, 36 (Potential Development Site 49)

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems (HVAC) use Natural Gas as the type of fuel for space heating and hot water, to avoid any potential significant adverse air quality impacts.

With the placement of the (E) designations on the above blocks and lots, no impacts related to stationary source air quality would be expected.

### 3. Noise

The following sites require 40 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties:

PRO	JECTED DEVELOP	MENT SITES				
<b>Development Site</b>	Block	Lot(s)				
19	1750	34, 40				
25	1789	30				
POT	ENTIAL DEVELOP	MENT SITES				
40	1722	55, 56, 57, 155, 156				
46	46 1773 61, 58					
49	1789	34, 35, 36				

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 40 dBA window/wall attenuation on all façades in order to maintain an interior noise level of 45 dBA. To achieve 40 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially design windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

The following sites require 35 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties:

PROJECTED DEVELOPMENT SITES		
Development Site	Block	Lot(s)
1	1952	19, 21, 22
4	1951	51
10	1910	1,7501
21	1749	24, 31, 33, 35, 40, 43
POTE	NTIAL DEVELOPME	NT SITES
47	1773	15, 17, 18

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of  $35\ dB(A)$  window/wall attenuation in all façades in order to maintain an interior noise level of  $45\ dB(A)$ . In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.

The following sites require 34 dBA of noise attenuation on specific façades in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties:

Projected Development Site	Block	Lot(s)
26	1789	16, 18, 19, 20, 21, 22, 23, 24, 25, 121

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 34 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.

The following sites require 30 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties:

POTENTIAL DEVELOPMENT SITES		
Development Site	Block	Lot(s)
22	1774	17, 56
28	1952	61
27	1980	75
32	1931	56, 61, 63, 64
44	1774	48

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of  $30\ dB(A)$  window/wall attenuation in all façades in order to maintain an interior noise level of  $45\ dB(A)$ . In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.

The following sites require combination of 30 dBA and 35 dBA of noise attenuation on specific façades in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties:

POTENTIAL DEVELOPMENT SITES		
45	1774	33

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 30 dBA and 35 dBA window/wall attenuation on some façades in order to maintain an interior noise level of 45 dBA. To achieve 35 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially design windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

The following sites require a combination of 30 dBA and 40 dBA of noise attenuation on specific façades in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties:

PROJECTED DEVELOPMENT SITES		
<b>Development Site</b>	Block	Lot(s)
2	1952	29
3	1951	7
5	1951	43
6	1931	27
7	1930	55
8	1930	49, 50, 51, 53
9	1930	37, 40, 41
11	1909	59, 63
12	1909	44, 46
14	1723	17, 21, 22, 53
		122
15	1723	31, 45, 144
POTENTIAL DEVELOPMENT SITES		
29	1952	2, 101
30	1952	9
31	1952	23, 25, 27, 28,
		37, 38, 41, 138
33	1931	1
34	1930	1
35	1930	57, 59
36	1909	24, 25, 40, 41,
		42, 140
43	1774	68, 65, 66, 67,
		5, 6, 7, 8

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 30 dBA and 40 dBA window/wall attenuation on some façades in order to maintain an interior noise level of 45 dBA. To achieve 40 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially design windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning."

The following sites require combination of 35 dBA and 40 dBA of noise attenuation on specific façades in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties:

PROJECTED DEVELOPMENT SITES		
<b>Development Site</b>	Block	Lot(s)
13	1909	26, 27, 28, 29,
		30, 31, 32, 38,
		39, 129, 33
16	1722	63, 65, 66, 67,
		68, 168
17	1722	58, 59, 60, 61,
		62
18	1750	28, 29, 30, 44
20	1749	48, 49
23	1773	1, 69, 72, 4, 67
22	1774	17, 56
24	1789	9, 42, 43, 45
POTENTIAL DEVELOPMENT SITES		
37	1723	1, 4
38	1723	33, 37
39	1722	69
41**	<del>1722</del>	<del>51</del>
42	1774	68
48	1773	20

<sup>\*\*</sup>Site 41 has been removed as a potential development site, due to a new proposal since the DEIS for the Village Academies School (see Chapter 3.1, "Land Use, Zoning, and Public Policy").

The text of the (E) designation for noise for the above properties is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dBA and 40 dBA window/wall attenuation on some façades in order to maintain an interior noise level of 45 dBA. To achieve 40 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially design windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

With the attenuation measures specified above, the proposed rezoning would not result in any significant adverse noise impacts, and would meet CEQR guidelines.

# APPENDIX H: PUBLIC COMMENT LETTERS

## TESTIMONY OF THE REAL ESTATE BOARD OF NEW YORK, INC. BEFORE THE CITY PLANNING COMMISSION IN SUPPORT OF THE 125<sup>TH</sup> STREET CORRIDOR REZONING .

January 30, 2007

The Real Estate Board of New York, Inc. is a broadly based trade association of 12,000 owners, developers, brokers and real estate professionals active throughout New York City. We support the proposed rezoning of the 125<sup>th</sup> Street corridor and the establishment of the Special 125<sup>th</sup> Street District. We also strongly prefer the "A" version which would create an Arts Bonus mechanism to provide a floor area bonus in exchange for the provision of visual or performing arts space within new development and would map a C4-4D district along an additional portion of the corridor.

This rezoning plan is an important and exciting one for the Harlem neighborhood, for the borough of Manhattan and for the entire city and region. This street functions as a regional business district, a popular tourist destination, a successful shopping area and a center of history and culture. We believe that the plan provides for appropriate new development including significant amounts of new retail, office, hotel and visual and performing arts space and over 2000 units of housing including affordable housing. These zoning changes reinforce the commercial and cultural character of the street and will bring new investment and new job opportunities into the neighborhood.

We support the zoning districts proposed along the corridor in the A version and believe that the FARs are sufficient to stimulate development. The plan to allow increases in both residential and commercial densities is a good one and will support mixed-use projects that will only add to the vibrancy and diversity of the street. We also agree with the ground-floor limits on the width of bank and residential frontages on 125<sup>th</sup> Street.

There are two aspects of the plan that deserve further study. We do not support height limits for commercial buildings in the C4-7 district. Given the practical needs of commercial buildings, we do not think that a rigid height limit is appropriate. The proposed 60 to 85 foot streetwall requirement should also be reviewed as this impedes efficient design of apartments and adds to costs.

REBNY has advocated for floor area bonuses for cultural uses for a long time and in various parts of the city. We recognize the difficulties that non-profit arts companies have in locating properly sized and designed spaces. We are very pleased that Harlem will be the first community to have this advantage and we commend City Planning for advancing this proposal. Having a well-known physical location will only increase the viability of non-profit cultural groups who will be able to attract new audiences and grow. The process spelled out in the text is a good way to ensure that the space continues to be occupied by an arts group. There has been experience with ongoing use requirements before, for example, the existing Theater Rehabilitation Bonus in Midtown.

We recommend that you take a look at a few modifications to this Bonus. For example, currently the plan does not allow basement space to be bonused. However, some uses like black box theatres, auditoriums, museums and rehearsal spaces can make good use of below-grade spaces. We also recommend consideration of the different space needs of different arts uses. Sound studios require double height column free space and dance studios also need high ceilings. Perhaps there could be different levels of bonus depending on the type of arts space provided. In addition, the amount of bonus per square foot of cultural space must be tested to ensure its economic viability.

We share the concerns of many about the vehicular traffic congestion along the street and problems of parking and loading. We encourage the interagency task force to keep working on solutions to these issues.

In conclusion, we commend City Planning for a very thoughtful and very much needed rezoning that's had an enormous amount of community consultation and input. We strongly support the 125<sup>th</sup> Street rezoning with the A text and map and urge you to adopt it.

One25street.doc



	2008 HC	OLIDAY CALENDAR
Tuesday	January 1	New Year's Day
Monday	January 21	Martin Luther King Jr.'s Birthday
Monday	February 18	Washington's Birthday (Observed)
Monday	May 26	Memorial Day
Friday	July 4	Independence Day
Monday	September I	Labor Day
Monday	October 13	Columbus Day (Observed)
Tuesday	November 4	Election Day
Tuesday	November 11	Veteran's Day
Thursday	November 27	Thanksgiving Day
Thursday	December 25	Christmas Day
Thursday	January 1, 2009	New Year's Day
	Formerly February 12	Floating Holiday in lieu of Lincoln's Birthday *

Eligible full-time employees are entitled to one floating holiday in each calendar year during which the employee is in active pay status with the employer <u>prior to</u>
<u>Lincoln's Birthday</u> of such calendar year.

The floating holiday must be used in the calendar year in which it is earned and <u>may</u> not be carried over to a succeeding year or cashed out upon separation of service.

An unused floating holiday automatically expires if not used by December 31<sup>st</sup>.

<sup>\*</sup> Employees covered by the DC 37 Citywide Agreement who were newly hired on or after July 1, 2004 are not entitled to the floating holiday.

From:

ROBERT DOBRUSKIN

To:

DINERSTEIN, BARRY; EVANS, CELESTE; GASTIL, RAYMOND; JENSEN, JENNIFER;...

Date:

2/7/2008 1:08 PM

Subject:

Fwd: blast from the past

An EIS comment,

>>> "bilir" <billr@uptownt.com> 2/6/2008 7:04 PM >>> Hey Robert

Don't know if you remembered me. I recommended the trolleys and parking on 125th.

Anyway - seems to be calamity about displaced businesses up on 125th.

Why don't you increase commercial zoning on the side streets?? Kinda like restaurant row or the east village? I bet lots of owners in Harlem would love to put bobby's happy house in their garden level but the zoning doesn't allow for it unless the property is within 100' of the corner.

Just a thought

Hope you are well

b

bili rohlfing

uptown townhouse

109 west 118th street

ny ny 10026

212 678 0979 [v & f]

917 692 5716

http://www.uptownt.com

485 Lenox Avenue New York, NY 10037

February 7, 2008

OFFICE OF THE CHAIRPERSON FEB - 8 2008

Ms. Amanda Burden Chair City Planning Commission 22 Reade Street New York, NY 10007

17291

Dear Ms. Burden:

This letter is to voice our concern about the proposed changes to the 125th Street corridor. As lifelong residents of Harlem, we have grown to love and cherish our community and its distinctive nature. While some change is good, change that comes as a result of the eradication of what was before does not yield benefits to all concerned parties. We support provisions that would ensure that the nature of 125 Street remains as is.

Many local, long-standing businesses have been displaced by old and new landlords with plans for redevelopment of the 125<sup>th</sup> Street corridor. Many businesses such as The Record Shack or Bobby's Happy House have been displaced with virtually no hope of finding affordable commercial space in the same area. A move is often times devastating to a business as its clientele may or may not be able to follow the business to its new location. We support a stipulation that would require new developers to make affordable retail space available on the street level of their new buildings in order to have the privilege of creeting buildings taller than six stories high. We also support a realistic definition of the term "affordable." In the housing market, "affordable" reads are a feed on an income level higher than most Harlem residents' income. Similarly, in the retail context, it is crucial that rents be left within reach of those businesses who have soldiered on, through Harlem's lean years. This is not charity. Rather, such a provision would allow people to continue to shop for the goods and services to which they have been me accustomed without leaving the community. All segments of the Harlem economy are vital to the life of our community.

We welcome some of the new shopping opportunities available to us but we do not wish to have a strip mall or a generic downtown area filled with chain retail short transfered uptown. The unique quality and spirit of our neighborhood comes in part and uptown. The unique quality and spirit of our neighborhood comes in part and that the Harlem flair. We want to continue shopping for clothes in stores such as The Brownstone, where our unique essence is celebrated. We want our common continue to have the option of eating healthy and culturally relevant foods and store such as The Uptown Juice Bar and Charles Southern Cocking. Good change as or the should be a natural development of something new, coming from what colored beforehand. Customers shopping on a redeveloped 125th Street should be a finited to the finite should be a finited by the should be

many of the stores that they have patronized for decades. They should still  $\frac{1}{2}$  by purchase the same types of foods, goods and services that they can purchase the

We support change on 125th Street that does not come at the expense of the businesses and their clientele. Make developers pay for the right to developers buildings on 125th Street by requiring them to make real provisions for a businesses to remain on Harlem's main commercial corridor, in street levelopers spaces.

Sincerely,

Brende V.
Brenda V.

2008 FEB -4 PM 4: O4

THE MAT NOT A TRUBBLE

#### Diane Eamtrakul 212 West 122<sup>nd</sup> St., New York, NY 10027

Tel. 212 866-4411

February 1, 2008

To:

Robert Dobruskin, AICP, Director, Environmental Assessment and Review Division Department of City Planning 22 Reade Street, Room 4E New York, NY. 10007-1216

Ref; Harlem Rezoning

Dear Mr. Dobruskin,

There were many good ideas and recommendation from the testimonies for Harlem Rezoning with city Planning commissioner on last Wendesday. I also would like to forward my comments and reconsideration after the meeting of the following.

Bill Rolfing proposed the trolley back on 125th St I think is a fantastic idea!!!.

I think 29-30th Stories building along 125th St is too tall, if we cut out inclusionary housing and all tax benefits and air rights and stay lower than 20 stories we will have more sunlight!!!.

Frank Lloyd Wright, our great American Architect once said do not build anything higher than natural landmarks, (mountains).

I would like to see DECENTRALIZATION of 125th STREET.. spread Harlem economy through out.

I really Love CITY PLANNER COMMISSION to appoint representatives who lives in Harlem to be part of this Project Rezoning!.. atleast a third/ 1/3 of resident, 1/3 of developers& business owners, and 1/3 of existing City Planner would be a good proportion to make what best for Planning in Harlem\*\*\*\*\*. Right now most of the commissioners didn't appear to live in Harlem or may be ALL never live here.

I also would like to submit my comment pre meeting on Wednesday here as well, please note I am a 5 yrs resident of Harlem, I have Economics and Business background and would like to be part of this successful planning of beautiful future Harlem.

\*

Harlem Rezoning Comment January 30, 2008 by Diane Eamtrakul

1.

Harlem is approximately a little over 2 miles long and 1.5 mile wide approximate area of less than 3 square miles. The Center of harlem is on 125th St., there are business wide spread along Lenox Ave., St Nicholas, Amsterdam, Frederick Douglas and Adam Clayton Powell and 116th St.

My recommendation/comments for the rezoning are the following:

- 1. Decentralize 125th St; expanding small and unique which could preserve local business which are unique and welcome many new business and promote local resident to be able to afford operating cost at their home or nearby without having every business have to be on 125th St. We have many small hidden business which I would like to see spread through our Harlem not only 100 ft away from the main Avenue. The highrises could be along 125th St or 116th St but not too tall that our granite foundation can comfortable handle and not overly shadow the neighbor streets. Such business should be able to operate in little hidden brownstones in throughout Harlem and we could legalize and make them easier to spots not only for tourists but for local resident as well. Such as Hat stores, Artist( Painters, Sculptors ) Hair Braided Salons, Special bakery or ethenic grocery stores, Record stores, Tea shops, Hat shops, home offices, consulting, realtor offices, Medical & Dental clinics, local wine/beer makers, soap and jam and small gift shops, Bed &breakfasts, repair electronic - refridgerator shops, Spa, nail salons, Architecture, Engineer, Accountant or professional offices etc. some of these small business which drive our economy together we can make future Harlem more economic powerful district. Small business these days bear cost more than before we have rent, taxes on rent, utilities, payrolls, workman compensation, insurance, health insurance, sales taxes. that is what kill small business. We need to put incentives and help small enterpreneurs to get good start, one way to do it to have them be able to run their business from home. It will save gasoline, heating, high rent attracting more business into Harlem and encourage home owners to run business through out Harlem not only one or a few streets.
- 2. For <u>Safety</u>; I would like to see small police booths spread through out corner of the streets with rotated officers rather than having every officers works behind the thick walls in big building precincts. The more the police intergrate with the neighbor, the less crime will take place and the gap of communication between the authorities and the people are closer, they can hear the problems as hand on, I have seen and heard from Providence, Rhode Island in similar situations where the neighbor used to run down and decentralizing the police had helped and improve the neighbor tremendously. I like to see friendly police booth for tourists help and and make the commute subway riders walked back home after dark feel safer.

More lighting on the streets, more surveillance cameras to prevent any illegal misconduct, reduce crime, more patrol cars like what they did at Columbia University, more safety to protect tourists, residence and business. SAFER NEIGHBOR WILL ATTRACT MORE INVESTORS WITHOUT GIVING THEM TAXES BREAK.

3. We are loosing many beautiful old architecture buildings every day. The old beautiful brick works of which younger generation do not have a chance to see old Dwyer warehouse which is now turning into the condo north of 23rd Precinct. Last week the church on 122nd St and Morningside Park was demolishing and 2nd friendship Baptist church on 122nd St which has a remarkable brick works almost was destroyed by fire. These are not landmarks but these architecture which make Harlem so special and beautiful and attracted many visitors and new home owners in Harlem. Many of facades of the brownstones should have been saved to preserve the harmony and consistant of the architecture through out the streets. Right now the new building were built with setback shorter than old buildings and the facade were much plain, simpler where the developer could spend a little more to have the facade resemble and carry out the continuous and blending of the other standing brownstones. I like to see the city gives a tax benefit to project who spend extra effort to at least preserve some of the old beautiful architecture or stone, wood or brick works etc. I think all of these contribute high values in returns to all in the community. For new buildings from

#### can coexist.

- 4. Allow new idea of **renewable energy** such as Solar system, recycle gray water, the use of rain water to ease our community out of being oil highly dependable area. Creating more green buildings and giving tax break for greener buildings, or **Modern Architecture design** should be reasons to give tax incentive to the developers.
- 5. Inclusionary housing are not always the answer, they are complicated, costly and take time, passing the cost to the new owner or developers, any new business large or small would generate more income and tax revenues to Harlem and HPD could have done a good job or better in provide housing for medium or low income projects. Some of HPD housing in Harlem are wonderful and they should do more of those. If the area are most use for commercial and business, the landlord should be able to relocate tenants within 10 blocks or 1 mile radius with similar or better living environment of compatible space. We can use airspace to get more sunlight and fresh air to our community. Many at Rezoning testimonies agreed that should keep 125th St as Business only and Hotels but not residential. Resident need super market and needs different than business needs.
- 6. The community should give incentives or benefits to attract healthy or environmental friendly business also to the home owners who are willing to keep original brownstones should have the right to use the same space( same square foot ) as the next door old brownstones.

  I agree with 29th Story max for buildings along 125th St as long as the granite foundation can handle the load and safety, not higher than 10 stories through out other area and maybe slightly higher on 116th St. I agree there should be more night business along 125th St and later 116th St and 145th St. I disagree to see residential units along 125th St, I think it is too polluted and we have a lot more space spread throughout Harlem.

There are many supply of apartments throughout Harlem right now.

Big hotels along 125th St and main Avenues should be ok because it generates a lot of business there...

Last, I also am very concern about our sewer system in Harlem. There are always flood when heavy rain for more than 2-3 days occur. Especially it is like a river on Amsterdam Ave and 123rd St. The water run through central Harlem and go to lower area of East Harlem and East river. But out drainage system are very old and may not able to accommodate more of new housings.

Most Respectfully

Diane Eamtrakul

212 West 122nd St.

New York., NY 10027

Tel. 212-866-4411

## TESTIMONY OF THE REAL ESTATE BOARD OF NEW YORK, INC. BEFORE THE CITY PLANNING COMMISSION IN SUPPORT OF THE 125<sup>TH</sup> STREET CORRIDOR REZONING

January 30, 2007

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We support the zoning districts proposed along the corridor in the A version and believe that the FARs are sufficient to stimulate development. The plan to allow increases in both residential and commercial densities is a good one and will support mixed-use projects that will only add to the vibrancy and diversity of the street. We also agree with the ground-floor limits on the width of bank and residential frontages on 125<sup>th</sup> Street.

There are two aspects of the plan that deserve further study. We do not support height limits for commercial buildings in the C4-7 district. Given the practical needs of commercial buildings, we do not think that a rigid height limit is appropriate. The proposed 60 to 85 foot streetwall requirement should also be reviewed as this impedes efficient design of apartments and adds to costs.

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We recommend that you take a look at a few modifications to this Bonus. For example, currently the plan does not allow basement space to be bonused. However, some uses like black box theatres, auditoriums, museums and rehearsal spaces can make good use of below-grade spaces. We also recommend consideration of the different space needs of different arts uses. Sound studios require double height column free space and dance studios also need high ceilings. Perhaps there could be different levels of bonus depending on the type of arts space provided. In addition, the amount of bonus per square foot of cultural space must be tested to ensure its economic viability.

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In conclusion, we commend City Planning for a very thoughtful and very much needed rezoning that's had an enormous amount of community consultation and input. We strongly support the 125<sup>th</sup> Street rezoning with the A text and map and urge you to adopt it.

INEZ E. DICKENS

MAJORIEY WHIP DISTRICT GANGETAN

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THE COUNCIL OP July Council New Yorks,

CHAIR STANDARDS & ETHICS

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Statement of Council Member Inc. 1 Dickens Before City Planning Commission January 30, 2008 125th Street River 1 - River Rezoning

I come before you today to talk to you about a significant portion of my Council District, my bondel nel, to ancil Durlem and the proposed rezoning of 125." St

My family settled in Harlem over 75 years ago. I use the word "settled" because, despite incredibly hard times, they set down roots in a place of promise and great challenge. We were black folks his ing through the Great Depression. We tilled the tough, discriminatory, mylelding soil with the plough of our blood, swent and tous Our fortitude was our desire for ownership, knowledge and providing a way for others to have shoulders on which to stand in their pursuit of that all-too-clusive dream.

I want to ask for your indulgence for just a minute because history is important. Histen closely to the sound and voices in my community. There have been many rhetorical statements, press conferences, op-ed pieces and, as many of you know, I am not given to rhetoric. However history, understanding from "whence these from whence my community evolves" I believe will aclp so the record straight.

I was born and raised in Harlem and fived here for all or my \$8 pears. Thave never fived any where also that Harlem and never wanted to. My family worked hard, built businesses and bought property. My family and helped other black families from the south and those immigrating to Harlem from the Caribbean to secure housing and jobs. We helped to make Harlem a black homeland, an international cultural destination. (brough the tough years, my family stayed. We worked hard and we were instilled with an uncompromising sense of public service because my father. Lloyd E. Dickens, was committed to achieving civil rights and economic equality for black folks in America. Lalways say only in atomic bonno will take the from my homeland. (1) family continues to work here, teach day being 150% to the conominaty Hove and for this Loffer no appropriate My community is my heart.

My office has received calls for assistance from businesses affected by the fallout of economic revitalization. I was able to negotiate a lease extension for Sukulu Shange, owner of the Record Shack, in order for him to remain on 125th Street since March of 2007 providing Mr. Shange with additional time to renegotiate his least. My intervention helped to keep the Record Shack in its present location for nearly a year. His landford is the black church and the church wants to allow for its own expansion. Further, with regard to Mr. Robinson and his record store, my office received a letter from Mr. Robinson and his granddaughter expressing satisfaction at the arrangement that was made regarding his store. My colleague, Assemblyman Keith Wright, joined me and

other elected officials to make sure that Mr. Robinson's contribution to our community was safeguarded. However, these are merely two out of a myriad of problems to which we attempted to bring some resolution.

Fach new millemoious ushers in whirly independent challenge, change and emotion. The challenge of economic revitalization brings great change and fear. Tried the emotion in this room today and it is right and just to be emotional when people talk about changes to your home and your family. We must work together to address this "change" that will affect every corner, every aspect of our daily life. Change is about process. I belighes that the community must have input into this process. To that end, I have repeatedly asked for and received extensions of time for comment periods to provide for extensive community outreach and input. In this way, the Department of City Planning has been an excellent partner. City Planning has been receptive to my community's comments and suggestions at every function. This has been more than a bree year process.

This proposed action by City Planning is not an appropriage nor 's eminent domain a part of it. The zoning as a currently stands allows for buildings to be built to the acavers—there are no height limits preventing anyone from building skyscrapers without regard to become targeted housing or, and I quote. "Affordable commercial space." It you had the resources and you could get a shovel into the ground before this rezoning, no one could stop you from building something so out of context, so out of character with the rest of the street scape, you could prefee the very fabric of this Village of Harlem. This action, for all practical purposes, is perhaps the largest downzoning that the City of New York has considered to date. More than anything, this action is in attempt to curtail brazenly out-of-context de adoption, over-development, before it happens. This will be the only opportunity our community has to ensure protection, for the coming decades that will prevent such mappropriate development in Harlem.

In the discussions leading up to today's hearing. I have been listening to innumerable community organizations and activists as well. I have listened to the visions of a wide array of people and organizations sother City. State and I ederal elected officials, Community Boards 9, 10, and 11, the 125th Street BID. Harlem Arts Alliance. Apollo Theater, Greater Harlem Chamber of Commerce and concerned residents from every corpor of Harlem and New York City. All of their comments and questions have helped me to form my thoughts on this matter. With regard to achieving maximum reput into the rezoning process representative of community concerns. I believe that the Community Boards are organizational structures that best address issues of paramount importance to the people in their target community. Thave reviewed concerns expressed by the Community Boards in particular Community Board 10. In spite of knowing the shared communitation all of these people and organizations have to Harlem, my heart was filled anew to hear the collective passion and to 2 these people share for this community, our Village of Harlem.

foday. I have attempted to distill all of these opinions lato one large idea about what this conversation is about. Character, 125<sup>th</sup> Street is the heart of this Village and as such it is our heart. To protect the heart of Harlem, I recommend the following actions be taken by City Planning and the City of New York on 125<sup>th</sup> Street, for the character and heart of Harlem:

• Preservation Of 125th St. As Harlem's Main Communical Corridor — Before the 1940's, although 115th Street was a commercial corridor, it was not the main black commercial corridor. Our commercial corridor was 135th Street both for shopping and employment. This was the root of Adam Clayton Powell's fight — bringing us to 125th Street. Between the 1940's and early 1950's, due to his and others' fight, we began to have employment and shop on 125th Street. By the 1950's, 125th Street was the main business corridor for all of Harlem. However, we were employed here but we still did not own the businesses nor the properties.

in which the businesses were located. By the early 1960's, we began to own a business or two. The first to my knowledge was Bobby's Record Shop, But, with the 1960's, 70's and 80's came little or no investment in Harlem and the businesses on our hub did not thrive, they suffered. Many people who lived in Harlem did little or no shopping on 125th Street. Businesses come and went like running water. Perex Sutton tried to stem the tide early with his investment in the Apollo Theatre, attempting to revitalize 125th Street. Today 125th Street is once again a bustling hub of commercial activity creating employment opportunities and eliminating the need to have to go downtown to spend our dollars. We must after our dollars to recirc date within our community like it does in every other community, as it should. But, suc availants include the protection of our businesses that are presently located on 125th Street.

• Local Business—Fines are changing and, with them, the tace of Harlem. For those businesses that soli be displaced by this rezoning action, there must be sateguards to ensure that the base of business that has been built here is retained. I support the 125th Street BID's recommendation that at least a 5th set uside of new commercial space be reserved for community-owned businesses. In choosing businesses that will quality for this set-uside commercial space, existing businesses that are presently on 125th Street with annual revenues of \$250,000 or less should be considered for these spaces. There must be opportunities for community businesses to be reinforced, consisting of financial and other assistance, both along 125th at 10.1 on the boulevards like Adam Clayton Powell Jr. Blvd., Malcolm X Blvd. and Frederick Douglas Blvd.

Lake strong exception to CPC'S preliminary assessment of rezoning and displacement that the TL first would not cause a significant adverse economic impact because the displaced businesses are not to accomb bave substantial economic value to the City. These are the indigenous businesses in my community and indeed many of these hard working small businesses are part of the fabric, character, the very essence of the meaning of Harlem. Contrary to CPC'S assessment, these businesses individually and collectively contribute substantially to our neighborhood's character and financial stability by providing goods and services that we want offered in our community. Is that not what all communities ask for? Why shouldn't we?

Loss of jobs for my community is always tragic, especially in a recession. Yes, I call it as fiscent, I is first this unjust war has thrown us into a domestic recession and, in a recession, communities of cotor so tale, the hardest economic hit. We are the last hired and the first fixed. Our small businesses give Harlem's county people their first job and Harlem's seniors opportunities close to home to earn supplemental income. The issue of sustaining, relocating, and compensation of indigenous small businesses in my community that have indeed helped shape the unique fabric of my "Viltage of Harlem" must be addressed and worked out in partnership with the appropriate community organizations. This must be a top priority.

In addition, I would also like City Planning to work all sely with the appropriate community argumentous on issues of large scale commercial development, for instance over 50,000 square feet, on City-owned land. I would like to see labor standards and prevailing wage agreements put into place that would govern an development on City-owned land to benefit the citizens of my community.

Preservation Of The Physical Character Of 125" Street And The Village Of Hariem With A Height
Restriction That No Building Should Be Higher Than The Teresa flotel - Many buildings on 125" Street
were built at the turn of the last century. In some instances, the architecture of these structures represents
the last vestige that New York City has of these buildings. To allow our historic, beautifully aged structures

to be so graphically swallowed up by buildings taller, bulkter and more contemporary would deal a deathblow to the character that Community Board 10 and many others have spoken so passionately about.

- Community Benefits—I have said it many times and I will say it again—If you do not own or hold dide over the place where you reside or do business, then you don't own your community. You just five and work there. With regard to housing, there must be a housing bonus to provide affordable housing stock to persons with incomes of less than \$30,000 yearly. Any housing development must not freely grant for any housing space without gaining affordable housing space in return. Undoubtedly, this rezoning will stimulate residential and commercial development. Prograting population growth and traffic increas. This will require new places for people to play and congregate and, as such, I recommend the City undertake a revitalization of Marcus Garvey Park. Such improvements include apgrades in lighting. (1) sound systems, weather and sun shielding for the Amphitheater in the Park, enhanced security systems, throughout the Park and capital improvements to the Pelham Fritz Recreation Center. Since green space is at a premium around the City. I am recommending substantial capital and other improvements to Marcus Garvey Park. I have consulted with the Marcus Garvey Park. Alliance and leadership at the Pelham Fritz Recreation Center and will be submitting their lists to the City as part of this discussion of 125° Street.
- Arts Spaces—In the Black artistic world. Harlem is considered the international meetr. No other plan, and tearth has been so influential in stimulating the artistic process in people of color than our Village of Harlem. The art that Harlem has inspired has been a mirror of self-reflection for generations of Black Americans that have fought so bravely to overcome raci, in, aconomic barriers and internal strife. As of a 125th Street must continue to be the center of this universe. There must be bonus space allotted and on geted for preservation and sustenance of indigenous cultural organizations. The arts bonus benefit must be directed to local institutions with local civic involvement.
- Health Mitigation Programs At Our Local Hospitals—With new development, as we all have semiliar across years, comes negative impacts, like dust, noise and other health problems. We do NOF need another study—we need programs. To address these inevitable problems. Lask that the City develop new programs at Harton Hospital and North General Hospital to treat families for asthma, hearing damage and other health problems before they become epidemic conditions.
- <u>Transportation Impacts</u>. The issue of transportation is currently a city-wide issue, with the discussion of congestion pricing. However, for 125th Street, this is an especially important discussion. First off to encourage a continuing successful commercial corridor, 125th Street must not be turned into a thoroughfure, accommodating only those who wish to get through as quickly as possible. Not only would a thoroughfure paralyze the commercial community, it would compromise the stabilizing effect successful commercial businesses have on the safety of the community. Faster truffic could also be a danger to local children, especially with two major schools located on 125th St., and many more within the immediate vicinity. Faster 124th at 127th Street, the school complex at 123th and Morningside Avenue, Rice High School at 124th Street and Harlem Children's Zone on 125th Street and Madison Avenue. Particular attention must be paid to developing a transportation hub especially when it comes to "tour buses" to lessen harmful affects of died emissions, especially as the arts community begins to thrive along 125th Street. A facility must be developed so that these buses no longer idle on 125th Street, waiting for tourists to return.

I am elected to serve and make decisions that are in the best interests of all of the citizens of my district and not merely a few. I believe that being at the table, in discussion and negotiation, is the best way to make the voices

of my people heard. I believe that this is the best way to preserve the fabric of community that is uniquely Central Harlem and to provide equitable opportunities for our children and for generations to come.

There are those who simply want to stand on the corner and deliver personal attacks. More often than not these same divisive voices are those who have self-serving political agendas, trying to get to the next election and capitalize on a difficult situation. Meanwhile, they put the very souls of the people they claim to care about at grave risk. These toxic few individuals merely talk load, say nothing and, with responsibility to no one, achieve nothing. The naysayers would urge you not to be productively involved in the "process." Indeed this is a process of change and this is our, your opportunity to be in olved in the process. It is quite clear to no than in doing nothing, our Village loses. I will not sit idly by and see our community, our history and our outbar a corrupted. I say to those who would not work within an organizational structure that maximizes community concerns: you are the enemy of the people. Keeping 125<sup>d</sup> street as is only satisfies the status quo. If we are truly to affect the unemployment rate, especially amongst the young Black and I atino males of our community, then we must pursue our involvement in inevitable change.

We have this one chance to look into the nature and cultivate a vision and plan for how Harlam should took in 25, 50 and 100 years. With controls that we formulate we will be in a better position to manage growth and development along our corridor. Already, developers are seeking variances to even City Planning's preposed beight limits, which is higher than what I am proposing. If they get their shovels in the ground tomorrow, they do not need to seek a variance for this egregious development. We must take this opportunity and engage in collective dialogue with the City of New York to ensure that Harlem retains its character. To quote Or. Backers Ann. Feer. Tharlem is a recognized international cultural destination and Harlem is our black cultural meeen. If illure to act now would be to turn our backs on those whose shoulders we all stand on - Valcolm X. Langston Hughes, A. Philip Randolph, Ruby Dee, Marcus Garvey. WEB DuBois, Adam Clayton Powell, Mayor O Feld M. Dinkins, Chairman Charles B. Rangel, Percy E. Sutton and so many unnamed heroes and sheroes, who have been our last lines of defense when forces from outside wanted to tear Harlem apart.

In closing, Harlem is my home. My life here has tert a deep imprint on my mind, body and soul. Lam homestal to carry the torch of my family, the great names I just mentioned, the people who live here and the many people who look to Harlem, not only as a destination, but an idea of how life in Black America, how an America than truly embraces equity and diversity for all regardless of race, color, or creed should be lived. No one here there more fully than me the responsibility of my role in this process, the importance of preserving 125th Street and Harlem's diverse legacies and the vast, unlimited hope that all of us know for the future of 125th Street and Harlem. I thank the Chair Burden, the Commissioners, Community Boards 9,10 and 11 and my community and I will continue to listen closely to the voices of my people and to work to in the best interests of my interest and my beloved Village of Harlem.

### Regional Plan Association

#### Statement for the New York City Planning Commission Hearing on the 125th Street Rezoning by

L. Nicolas Ronderos, Senior Planner, Regional Plan Association January 30, 2008

Good morning. My name is Nicolas Ronderos and I'm a Senior Planner for Regional Plan Association, a private, nonprofit research and planning organization serving the greater New York metropolitan region.

As with any action of this scale, the 125th Street rezoning will impact the lives of residents and businesses both within and surrounding the rezoning area, and interact with development pressures that will transform it in the coming years. 125th Street boasts a unique character and many distinct assets that this action will need to enhance. It offers a multitude of cultural, commercial and institutional resources, many of which have historic importance for the Harlem community.

Regional Plan Association supports the proposed action, and wishes to suggest enhancements that would help insure that benefits are fully shared by the surrounding community. The rezoning would enhance the corridor through a balanced strategy which provides new opportunities to catalyze future mixed-use commercial and residential development, including affordable housing and arts and entertainment space. The proposed densities and uses are appropriate for a thriving central business district served by multiple subway, commuter rail and bus lines.

The 125th Street Plan will enable Harlem to fulfill its potential as a leading business and residential district in the City. Given the change that this will bring to existing firms and organizations, we suggest that the Arts Bonus and Arts, Entertainment Requirement be modified to support local institutions and businesses by including a local preference to organizations from Harlem. The rezoning and enhancements will encourage a diverse mix of businesses, including arts and entertainment, expand career opportunities for Harlem residents, and sustain and enhance the revitalization of 125th Street as a unique Manhatran Main Street.

We also hope that the Commission's hearing will facilitate continued dialogue to reach the best outcome for the community, Upper Manhattan and the City. Community Boards 9, 10 and 11 and the Manhattan Borough President have expressed ideas for enhancing and reinforcing the existing larger Harlem community. These are legitimate concerns and deserve further consideration by the Commission and the City Council. Of special interest are the proposals for a Harlem-wide development strategy by the Borough President's Office and community based business incentives and income targeted housing by the Community Boards.

Thank you for the opportunity to testify at this public hearing.



# SERVERAL LARGER COUNCIL



#### Testimony to NYC Department of City Planning Hearing on the 125<sup>th</sup> Street Corridor Rezoning

#### The New York City Central Labor Council Edward F. Ott, Executive Director January 30<sup>th</sup>, 2007

Good afternoon. Thank you for the opportunity to testify today on the 125<sup>th</sup> Street Corridor Rezoning. My name is Ed Ott, Executive Director of the NYC Central Labor Council (CLC), a federation of 400 affiliated local unions representing 1.5 million working men and women in New York City.

The NYC Central Labor Council believes that the proposed rezoning at 125<sup>th</sup> Street presents the City with a great opportunity to impact future development in the area. We believe that in order to promote development that is both responsible and sustainable, labor standards must be applied. As one of the landowners on the 125<sup>th</sup> Street Corridor, the City has the ability to implement labor standards, and to set a precedent for future development.

In order to protect the interest of the existing community on the 125<sup>th</sup> Street Corridor, we believe that where the City has proprietary interest, they must include labor standards that incorporate the following concepts:

- The City should provide meaningful training and career opportunities for new workers and encourage the use of contractors and subcontractors which invest in a skilled, qualified and safe work force.
- The plan must include labor standards that support good jobs defined by livable wages.
- The City should ensure that all building and construction jobs pay prevailing wage, and that real wage standards are attached to all building service jobs, retail jobs, hotel jobs, and other jobs that are generated from the redevelopment.
- Such wage requirements should apply to all permanent employees whether they
  work under a contract or subcontract. All tenants, subtenants, contractors and
  subcontractors should comply with set wage requirements.

The City should protect its proprietary interest in such situations by ensuring that the projects will not be disrupted by labor disputes.

In addition, to ensure that any hotels that are built in the area are not unreasonably disruptive to the surrounding neighborhood or blur the line between hotel and residential development, a special permit should be required for any hotel, motel, or other such extended stay facility built on the area that is being rezoned.



#### VOTE PEOPLE'S POSITION ON NEW YORK CITY PLANNING COMMISSION'S PROPOSAL TO REZONE 125<sup>18</sup> STREET

Representing the Voices Of The Everyday People, VOTE People works to speak the collective voice of communities impacted by economic, political and legal reform and to secure the fundamental rights of those communities. In our current work in Harlem, we enjoy the support and participation of many of the community's residents, non-profit organizations and businesses to help ensure lasting respect and protection of their culture, history and livelihood in the face of massive proposed rezoning and redevelopment.

VOTE People itself lives, works, and communes in Central Harlem and as such takes particular offense to the systematic exiling of its people and culture, which has long been recognized and appreciated around the world.

#### Preface

The Harlem community has been traumatized by sweeping changes to its landscape as its culture, businesses, and electorate is forced into exile. These are inevitable results of an executed policy of quietly selling public and private land to developers who, without regard for the indigenous community, have turned land and buildings into residential and commercial units at rates far beyond the affordability or means of much of the long-time residential and commercial community. City agencies and their private-sector partners systematically blindfold meaningful community oversight and mute community voice in abuse of the Uniformed Land Use Review Procedure (ULURP), constitutional and statutory protections and human rights standards.

The proposed "River-to-River" rezoning of 125<sup>th</sup> Street and related proposals are clear examples of this abuse. Appointed and elected officials often do not inform the public of ULURP applications, do not mention much of the potential impact of such applications, and do not conduct the proper outreach to invite and accommodate public hearings. After community voices have been largely excluded, the input that is provided is largely ignored. Area residents have unequivocally expressed opposition to the proposed rezoning plans yet elected and appointed officials have given varying degrees of approval. Rather than collaborating with the community, decisions made outside of it are imposed on it. This will no longer be tolerated.

Because of this abuse of due process rights and substantive economic, social, cultural and political rights, VOTE People seeks to defeat New York City Planning Commission's proposal to rezone 125<sup>th</sup> Street, along with related proposed actions. The following is a detailed discussion of the failures of the proposed actions and VOTE People's demands for a fair community betterment strategy.

#### Summary

- 1 VOTE People, in harmony with the community, unequivocally opposes the attempt by New York City agencies, in collaboration with private developers, to exile the community that has lived and worked in Harlem for generations and to replace it with a new culture and class wielding a higher-income, thereby forever changing the demographic, through allegedly benign rezoning proposals.
- The racial, ethnic, and economic undertones of these plans are undeniable. Harlem, through the last century, a mostly African-American and Hispanic community, is the target of mass exiling and eviscerating of its culture and way of life to make way for a new, more affluent population without the meaningful and adequate protections for those currently living and working there. If 125th Street is changed as proposed, it and its surrounding area will become unaffordable to long-time residents and businesses while newcomers will be granted not only space, but opportunity to own and control Harlem and to erase what will become mere memories of a community destroyed.
- 3 The proposed action to rezone 125th Street is also virtually silent on the need to preserve and revitalize Harlem's historical, cultural, and social institutions. For example, the community's battle to restore the historical, landmark-quality Victoria Theatre shows City Planning's and other involved city and state agencies' and entities' blatant disregard for past and future cultural recognition and advancement in the African-American Harlem community.

The community is in a protracted battle with the Harlem Community Development Corporation to make the theatre a landmark, but the Victoria is not alone. Several other buildings in the area, such as Blumstein's Department Store Building, where Adam Clayton Powell initiated the "Don't Buy Where You Can't Work" boycott establishing employment rights for blacks, and the Elks Lodge, home to the first African-American union, among others, deserve historical landmark status before any discussion of rezoning 125th Street begins. The City's proposal is plainly insufficient in its commitment to Harlem's culturally significant buildings and institutions.

International law protects all peoples' rights to self-determination ("[to] freely determine their political status and freely pursue their economic, social and cultural development"), to be free from discrimination and to adequate housing. (International Covenant on Civil and Political Rights<sup>1</sup>; International Covenant on Economic, Social and Cultural Rights<sup>2</sup>) The proposed rezoning of 125th Street, and the way it has been pursued, tramples on these rights belonging to the largely racial minority community of Harlem. The actual displacement impact has not been seriously addressed by the proposed action and community input is not adequately reflected in the plan.

The UN High Commissioner on Human Rights Sub-Commission on Prevention of Discrimination and Protection of Minorities has reaffirmed that forced evictions constitute a gross violation of human rights and recognized that racial and other discriminatory motives often fuel forced evictions and result in the removal of people and families from their communities.<sup>3</sup> The Sub-Commission strongly urged

<sup>&</sup>lt;sup>1</sup> ICCPR. GA res. 2200A (XXI), 21 UN GAOR Supp. (No. 16) at 52, UN Doc. A/6316 (1966); 999 UNTS 171; 6 ILM 368 (1967)

<sup>&</sup>lt;sup>2</sup> ICESCR. GA res. 2200A (XXI), 21 UN GAOR Supp. (No. 16) at 49, UN Doc. A/6316 (1966); 993 UNTS 3; 6 ILM 368 (1967)

<sup>3....[</sup>T]he practice of forced eviction involves the involuntary removal of persons, families and groups from their homes and communities, resulting in increased levels of homelessness and in inadequate housing and living conditions... and invariably affect[s] the poorest, most socially, economically, environmentally and politically disadvantaged and vulnerable sectors of society..." United Nations High Commissioner on Human Rights Sub-Commission on Prevention of Discrimination and

governments to "adopt all necessary measures giving full protection against forced eviction, based upon effective participation, consultation and negotiation with affected persons or groups". (Id.) New York City has not effectively consulted with the Harlem community in any of its "development" plans. The violations of the community's human rights come not only with the mass displacement that will inevitably occur, but with the utter lack of meaningful negotiation with affected residents.

VOTE People calls on New York City and State to respect the human rights of the Harlem community in substance and procedure and outlines a non-exclusive list of recommendations for approaching 125th Street and the community in alignment with internationally accepted standards.

Protection of Minorities Resolution 1993/41. The Sub-Commission also stated it is aware that "racially motivated and other discriminatory motives are behind a large number of forced evictions". Id.

Forced evictions are evictions that are carried out without adequate notice, consultation with those affected, without legal safeguards and without assurances of adequate alternative accommodation. As the UN Committee on Economic, Social and Cultural Rights has clarified, forced evictions are "the permanent or temporary removal against their will of individuals, families and/or communities from the homes and/or land which they occupy, without the provision of, and access to, appropriate forms of legal or other protection. The prohibition on forced evictions does not, however, apply to evictions carried out by force in accordance with the law and in conformity with (international human rights law)". See Amnesty International Australia Report, "Forced Evictions Must End in Cambodia," November 26, 2007.

Although a global phenomenon, the modalities of eviction differ widely between regions, states, cities, communities and households. The form that evictions take and the justifications supporting these vary widely from one setting to another. In some countries mass forced evictions are not uncommon, whereas in others, individual households are those chiefly affected. Despite these and other distinctions, several common themes are also evident. The most pressing is the fact that the poorest sectors of society are far and above the most frequent victim of this human rights violation; that is, the social group already disproportionately denied other correlative rights related to an adequate standard of living. See "When Push Comes to Shove. Forced Eviction and Human Rights," Leckie, Scott, Habitat International Coalition, COHRE, Mexico, Utrecht, Netherlands. Analysis, 1995.

#### I. How the Proposed Rezoning Violates the Harlem Community

#### A. Inevitable Residential and Business Mass Eviction and Displacement

The proposal grossly underestimates the imminent exiling of Harlem's community in its conclusion that only "500 residents in 190 units in five census tracts...could be vulnerable to...[being exiled] if rents rise as a result of the proposed action". The reality within the Harlem community is in stark contrast to the City's projected outcome of 500 residents being displaced. According to Community Board 10, 2,077 currently occupied units will be directly impacted by the rezoning, in addition to the indirect impacts caused by the development. One example of such impact is that the actual median income for the area is far lower than what is officially recognized; once new residential developments arise in the area, even regulated rents will be unaffordable to much of the community. There is nothing to indicate that this condition of inaccessibility will reverse itself in any way in the near future.

Similarly, many long-time, locally owned and managed businesses in the area will be unable to afford higher rents and will have to close or relocate. Community Board 10 estimates that at least 71 businesses on 125th Street will be displaced if the proposed action is approved.

#### B. Environmental Impacts Ignored

The proposal has turned a deaf ear to the voices of the Harlem community, and now closes its eyes to a fact that Harlem has "one of the highest asthma rates in the country". This reality belies the City's statement that a "full assessment of the proposed action's potential impact on public health [does] not necessarily...adverse[ly] impact...[Harlem] as a result of the proposed action". The proposed action requires that for several years heavy construction vehicles exacerbate the already steady flow of vehicle traffic adding to the asthma crisis without adequate mitigation strategies. The combined plans of the 125th Street rezoning proposal and the proposed Columbia Expansion Plan, have a negative total affect on the people and environment of Harlem, not withstanding current ongoing construction.

The proposal has failed to analyze the deficiencies in the "quality" of local schools and how they may be adversely impacted even more so by the increase in residential units as a result of the proposed action.8

### C. Residential Development As Political and Economic Abuse; the "Affordable Housing" Scam

The proposed rezoning of 125th Street would remove the current population of residents and replace them with people of a different economic, and likely racial and ethnic, class.

This would happen because the new residential developments that would be built pursuant to the rezoning would be 80% market rate (at a Community Board 10 Land Use Committee meeting, one developer, The

<sup>&</sup>lt;sup>4</sup> Community Board 10-Manhattan Resolution 125<sup>th</sup> Corridor Rezoning, Footnote: 4 Draft Environmental Impact Statement, Chapter 1, page 11.

<sup>&</sup>lt;sup>5</sup> Community Board 10-Manhattan Resolution 125th Corridor Rezoning, page 2, paragraph 3, line 1.

<sup>&</sup>lt;sup>6</sup> Community Board 10-Manhattan Resolution 125<sup>th</sup> Corridor Rezoning, Footnote: 10 Draft Environmental Impact Statement, Chapter 1, page 24.

Community Board 10-Manhattan Resolution 125th Corridor Rezoning, page 2, paragraph 4, lines 1-6.

<sup>&</sup>lt;sup>8</sup> Community Board 10-Manhattan Resolution 125th Corridor Rezoning, page 2, paragraph 5, lines 1-3.

Richman Group, estimated monthly rentals of \$2,600-\$3,300°), an expense the indigenous community can not afford. Once a new populace fills the vast quantities of residential developments built pursuant to the rezoning, the demographic of the area will change. Crucial services to the community, like healthcare provisions and affordable housing needs will no longer be available to the indigenous community members who remain, as such services and provisions are dependant on the metric of Area Median Income (AMI)<sup>10</sup>. The availability of these services will be obliterated once the AMI is calculated on the new, higher-income residents. At that point, even so-called affordable housing will be out of reach of the current indigenous Harlem community.

The residential development to follow the rezoning, as proposed, would thus give new residents significant economic, social and political control in an area that is internationally recognized as the heart and soul of African-American and Latino culture. Further, it would transfer the community's equity in the City and the immediate area to powerful, wealthy developers without meaningful economic benefits in exchange.

#### D. Preparation for Eminent Domain Abuse

The plan says it wants to "enliven" 125th street. Is it not live now? 125th Street is a vibrant street, filled with commerce, culture and history. While some recent development has brought in larger chain stores, 125th Street still retains the essence of its community. What is the real motivating purpose behind the statement "enlivening the street"? Is it code for replacing the face, people and culture of Harlem we now know and love?

The word "enliven" is used several times in the City's rezoning proposal and environmental impact documents. Using this word indicates that if it becomes necessary for the City and its chosen developers to use eminent domain to acquire the property necessary for the development that the rezoning intends to occur, they are prepared to justify the use of eminent domain by arguing that 125th street is blighted, or at least economically depressed, and that taking the property is necessary to improve it economically. There must be a public commitment by government officials not to invoke eminent domain for private gain.

#### E. Voices of Harlem Community Ignored

If the City truly wanted to create a better Harlem and serve the needs of the people who live and work there, it would start with the community and collect information from the local businesses and residents to understand what its real needs are. The proposal says it reflects the input of many community members, but this is a deceptive statement. The overwhelming sentiment in the community is that of surprise and dismay, not of having been consulted. At every opportunity, community residents vociferously and without hesitation, doubt, or ambiguity, expressed their opposition to both the River-to-River plan and the Columbia Expansion, yet that strong opposition is not reflected in any proposed action.

<sup>&</sup>lt;sup>9</sup> This projected market-rate rental range was confirmed by HPD following the January 17, 2008 Community Board 10 Land Use Committee meeting.

<sup>&</sup>lt;sup>10</sup> Area Median Income (AMI) is estimated by the US Department of Housing and Urban Development (HUD) annually and represents the midpoint in the income distribution within a specific geographic area. By definition, 50% of households earn less than the median income, and 50% earn more. HUD calculates AMI levels for different communities annually, with adjustments for family size. AMI is used to determine the eligibility of applicants for both federally and locally funded housing programs.

#### F. Due Process of Community Violated by Elected Officials and Community Board Representatives

The New York City Planning Commission website states that the River-to-River plan has been in the works for four years now, and that civic/community organizations and members of the public have attended meetings since 2004. Why then has the public only been invited to open hearings by their community boards in late 2007, at the threshold of the holiday season?

The City has had a plan for Harlem for years. It knew it wanted to change Harlem and worked behind-thescenes, allowing access to a small few, and using deceptive tactics to move forward with a veneer of "community support" and approval. Then, with all the details of their plan finalized, they allowed community residents to whoop and holler at a few public hearings in vain, understanding the need to put on a good show.

Additionally, the elected officials and representatives of churches and community boards who knew of this plan did nothing or very little to inform their constituents of the tremendous impact the plan would have on them – literally uprooting them, their homes and their culture – are complicit in the abuse of the community's due process rights. Property and liberty will be taken from Harlem residents under these proposed actions without tenants and owners having a meaningful chance to be heard on the matter, a right the Harlem community must enjoy.

#### II. A Better Plan for Harlem

We call on the City, State and all involved agencies and individuals to:

- Come to Harlem and begin a development process by assessing the needs of the community, with particular care and attention to the indigenous community, to be impacted, rather than the needs of developers and city agencies.
- Strive to include representatives of the indigenous community not only in planning considerations, but also as development partners.
- In consulting with the community and developing a plan, adhere to internationally accepted standards of social, cultural, political, and economic rights.
  - o Do not engage in mass exiling of indigenous communities
  - Use all available means to protect current Harlem residents from forced and malicious evictions
  - o If Community Boards are to represent community members, allow community members to vote for representatives on the boards
  - Ensure that the community is aware of processes that would result in significant changes in their area, in particular ULURP actions and property bidding processes
- Ensure that housing development, for example, meets the needs of the current community
  members, rather than tailoring the project to future residents at the expense of mass exiling of the
  indigenous community.
- Seek to fulfill the needs of the current community through educational, cultural, and health care provisions.
- Ensure that places of historical and cultural importance are restored, protected and preserved.
- Ensure that long-time businesses of the community have the right and affordable option to remain in the neighborhood
- Protect the 125th Street Mart (Mart 125), the Victoria Theatre and other establishments that allow local artisans and small businesses to flourish.

VOTE People believes, during negotiations, the spectrum of ideas to genuinely protect and enhance Harlem's culture, businesses, and electorate are only limited by the willingness of the City and developers to honestly negotiate with the community. Our voice is not mutable, but it is a reasonable one. Therefore, with just cause, VOTE People opposes the current City Planning Commission's proposal to rezone 125<sup>th</sup> Street. In its replacement, we call for the immediate halt of the proposed River-to-River plan and for the implementation of our above-outlined alternative.

## Daniel Perez

128 West 116<sup>th</sup> Street, #4 New York, NY 10026 212-666-6160

January 30, 2008

#### Good Morning:

Commissioners, my name is Daniel Perez and I was a member of Community Board 10 for 15 years and I am now a member of Community Board 11 for the last 3 years. I am here to testify on the re-zoning of 125<sup>th</sup> Street from 2<sup>nd</sup> Avenue to Broadway on the main issue that I believe has been left out and that is the issue of community facilities uses. As you all know, community facilities could benefit or destroy a community board area. Therefore, I am asking that the Planning Commission meet with each community board in order to negotiate the uses of the community facilities not only on 125<sup>th</sup> Street but also in the community board area's.

I am hoping that you give this idea a quick consideration and that this be included in U.L.U.R.P to be presented to the City Council. If you wish to further discuss this matter please feel free to contact me.

Sincerely,

Daniel Perez

Member

Community Board 11

#### Harlem Rezoning Recommendation

January 30, 2008 by Diane Eamtrakul

Harlem is approximately a little over 2 miles long and 1.5 mile wide approximate <u>area of less</u> than 3 square miles. The Center of harlem is on 125th St., there are business wide spread along Lenox Ave., St Nicholas, Amsterdam, Frederick Douglas and Adam Clayton Powell and 116th St.

My recommendation/comments for the rezoning are the following:

- 1 Decentralize 125th St; expanding small and unique which could preserve local business which are unique and welcome many new business and promote local resident to be able to afford operating cost at their home or nearby without having every business have to be on 125th St. We have many small hidden business which I would like to see spread through our Harlem not only 100 ft away from the main Avenue. The highrises could be along 125th St or 116th St but not too tall that our granite foundation can comfortable handle and not overly shadow the neighbor streets. Such business should be able to operate in little hidden brownstones in throughout Harlem and we could legalize and make them easier to spots not only for tourists but for local resident as well. Such as Hat stores, Artist( Painters, Sculptors ) Hair Braided Salons, Special bakery or ethenic grocery stores, Record stores, Tea shops, Hat shops, home offices, consulting, realtor offices, Medical & Dental clinics, local wine/beer makers, soap and jam and small gift shops, Bed &breakfasts, repair electronic - refridgerator shops, Spa, nail salons, Architecture, Engineer, Accountant or professional offices etc. some of these small business which drive our economy together we can make future Harlem more economic powerful district. Small business these days bear cost more than before we have rent, taxes on rent, utilities, payrolls, workman compensation, insurance, health insurance, sales taxes..that is what kill small business. We need to put incentives and help small enterpreneurs to get good start, one way to do it to have them be able to run their business from home. It will save gasoline, heating, high rent attracting more business into Harlem and encourage home owners to run business through out Harlem not only one or a few streets.
- 2. For Saftey; I would like to see small police booths spread through out corner of the streets with rotated officers rather than having every officers works behind the thick walls in big building precincts. The more the police intergrate with the neighbor, the less crime will take place and the gap of communication between the authorities and the people are closer, they can hear the problems as hand on, I have seen and heard from Providence. Rhode Island in similar situations where the neighbor used to run down and decentralizing the police had helped and improve the neighbor tremendously. I like to see friendly police booth for tourists help and and make the commute subway riders walked back home after dark feel safer.

More lighting on the streets, more surveillance cameras to prevent any illegal misconduct, reduce crime, more patrol cars like what they did at Columbia University, more safety to protect tourists, residence and business.

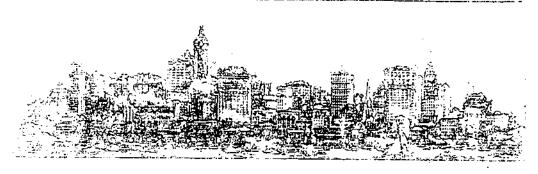
- 3. We are loosing many beautiful old architecture building every day, The old beautiful brick works of which younger generation do not have a chance to see old Dwyer warehouse which is now turning into the condo north of 23<sup>rd</sup> Precinct. Last week the church on 122<sup>rd</sup> St and Morningside Park was demolishing and 2<sup>rd</sup> friendship Baptist church on 122<sup>rd</sup> St which has a remarkable brick works almost was destroyed by fire. These are not landmarks but these architecture which make Harlem so special and beautiful and attracted many visitors and new home owners in Harlem. Many of facades of the brownstones should have been saved to preserve the harmony and consistant of the architecture through out the streets. Right now the new building were built with setback shorter than old buildings and the facade were much plain, simpler where the developer could spend a little more to have the facade resemble and carry out the continuous and blending of the other standing brownstones. I like to see the city gives a tax benefit to project who spend extra effort to at least preserve some of the old beautiful architecture or stone, wood or brick works etc. I think all of these contribute high values in returns to all in the community. For new buildings from vacant lot could challenge new design or new materials of modern architects. I believe that the old and new can coexist.
- 4. Allow new idea of renewable energy such as Solar system, recycle gray water, the use of rain water to ease our community out of being oil highly dependable area. Creating more green buildings and giving tax break for greener buildings.
- 5. Inclusionary housing are not always the answer, they are complicated, costly and take time, passing the cost to the new owner or developers, any new business large or small would generate more income and tax revenues to Harlem and HPD earled have done a good job or better in provide housing for medium or low income projects. Some of HPD housing in Harlem are wonderful and they should do more of those. If the area are most use for commercial and business, the landlord should be able to relocate tenants within 10 blocks or 1 mile radius with similar or better living environment of compatible space. We can use airspace to get more sunlight and fresh air to our community.
- 6. The community should give incentives or benefits to attract healthy or environmental friendly business also to the home owners who are willing to keep original brownstones should have the right to use the same space( same square foot ) as the next door old brownstones. I agree with 29th Story max for buildings along 125th St as long as the granite foundation can handle the load and safety, not higher than 10 stories through out other area and maybe slightly higher on 116th St.

I agree there should be more night business along 125th St and later 116th St and 145th St. I disagree to see residental units along 125th St, I think it is too polluted and we have a lot more space spread throughout Harlem.

There are many supply of apartments throughout Harlem right now.

Big hotels along 125th St and main Avenues should be ok because it generates a lot of business there..

Last, I also am very concern about our sewer system in Harlem. There are always flood when heavy rain for more than 2-3 days occur. Especially it is like a river on Amsterdam Ave and 123<sup>rd</sup> St. The water run through central Harlem and go to lower area of East Harlem and East river. But out drainage system are very old and may not able to accommodate more of new housings.



#### THE SOCIETY FOR THE ARCHITECTURE OF THE CITY

## 125<sup>th</sup> Street Corridor Rezoning and DEIS (CEQR No. 07DCP030M) City Planning Commission, January 30, 2008

The City Planning Commission has created an extensive record of community consultation, which however appears to have commenced after the formative decision to remake the 125<sup>th</sup> Street Corridor was taken. Using zoning tools which create an incentive for demolition rather than infill and new construction rather than adaptive re-use, the proposal cuts out the existing spine of central Harlem, a place loved and revered by many who find its history central and indispensable, and linked to its existing architecture. Together with the Manhattanville plan, the adoption of these changes will move us to a new level of change, and we will have to contemplate the possibility that Harlem will now exist only in the words of Langston Hughes. James Baldwin and Ralph Ellison, or in the paintings of Jacob Lawrence, among others.

The DEIS Historic Resources section is less open to criticism than other recent examples.

It states quite unambiguously that the proposed action "has the potential to result in unmitigated significant adverse impacts to designated New York City landmarks and S/NR-listed and eligible architectural resources due to demolition and/or construction-related activity."

It highlights the disparity between the number of buildings found eligible by the State Office of Historic Preservation and the much smaller number recognized by the New York City Landmarks Preservation Commission.

It correctly notes the dangers facing all buildings that are not NYC designated landmarks.

However, in stating that NYC landmarks are "protected" by the Department of Buildings protocol, TPPN # 10/88, we believe the DEIS should note the limitations inherent in that process, especially in conjunction with self-certification. 10/88 in recent years has not always been successful in preventing serious damage leading to a need for evacuation of landmarked buildings, creating considerable economic hardship for owners and renters. We are attaching an example popular in the blogosphere, "The leaning tower of Manhattan" at 287 Broadway. While this building did not actually collapse into the pit created by demolition and excavation next door, and we should perhaps be grateful for that, the DOB did not require adequate shoring up initially to prevent the landmark from becoming unsafe, leaning between three and four inches to the south. This is not a unique case, and points to the dangers that beset historic buildings in a demolition oriented economy.

#### THURSDAY, JANUARY 17, 2008

A landmarked 1872 cast-iron building is looking strangely similar to the Tower of Pisa. leaning precipitously to one side after the demolition and excavation of an adjacent site. Engineers have placed long wooden supports against the wall to keep the building, on 287 Broadway, from tipping over.



The leaning tower of Manhattan

Settlement over time caused the building to lean slightly to the south by approximately four inches, according to city buildings officials. After John Buck Co., a Chicago-based developer, began excavation work on the neighboring property to develop a 20-story residential tower, monitors installed on 287 Broadway recorded further movement of between 3 and 4 inches. In November, residents and businesses were told to vacate the building.

POSTED BY QUEENS CRAPPER AT 5:09 AM

#### 6 COMMENTS:

Wallyhorse said...

## HARLEM BUSINESS ALLIANCE, INC.

275 Lenox Avenue, 2nd Floor, New York, NY 10027 • Phone (212) 665-7010 • Fax (212) 665-7011 OFFICERS: Walter J. Fdwards, Guinnai • Dellores Richards, Saona Via President Paula Wadley, Santary • Wallace Cooke Jr., Trusting

December 4, 2007

To: Honorable Franc Perry, Chair - CB 10
Members of Community Board 10
Department of City Planning
Honorable Inez Dickens
Honorable Robert Jackson
Honorable Scott Stringer

The Harlem Business Alliance (HBA) is troubled by the continued loss and displacement of African American businesses and residents as a result of Harlem's "second renaissance". We are reminded of past public policy initiatives that have adversely affected our people. The destruction of Seneca Village, a thriving Black community, to facilitate the creation of Central Park is one example. Another is Robert Moses' massive "urban renewal" developments which resulted in the razing of brownstone neighborhoods depriving Black homeowners, entrepreneurs and families of their basic wealth creation vehicles.

Today our concern first and foremost is the development of the Harlem community in a manner in which its indigenous residents, businesses and cultural institutions benefit. The proposed 125<sup>th</sup> Street River-to-River rezoning will have a tremendous adverse impact on the entire Harlem community. As the corridor is further developed higher property values, real estate taxes, commercial and residential rents will result in greater displacement forces than those currently afflicting the community.

HBA found disturbing the Department of City Planning's (DCP) preliminary assessment that the rezoning's potential displacement of "approximately 71 firms and 975 employees would not cause a significant adverse direct business impact because the displaced businesses are not found to have substantial economic value to the City"... nor do they "individually or collectively, contribute substantially to neighborhood character".

The proposed rezoning has the potential to generate the following economic benefits for the city, developers, and property owners:

- approximately 8 million square feet of new development space;
- the potential for over \$7 billion in development activity revenue; and
- an additional \$500 million in city property tax revenues.

This exponential increase in the economic value of 125<sup>th</sup> Street does not however inure to the benefit of the Hariem community. Hariem remains an economically distressed community with a 34% poverty rate; \$23,460 in median income; barely 19% of the population college educated; and an adult male unemployment rate in excess of 40%. Hariem's long term residents, business men and women deserve to also benefit

economically from this plan. Increased opportunities to rent, shop and be entertained will not suffice.

Overall HBA is in agreement with Community Boards 10 & 11 request for affordable "income targeted" housing: a local business requirement; an arts/culture bonus; consistent building heights and streetscape. HBA does believe however any residential development along the corridor should also include at least 20% market rate units.

The Harlem Business Alliance further supports the linkage of regulatory zoning policy to a distributive policy of benefits. Specifically, HBA recommends that:

- a development fee on the approximate 8+ million square feet created by the new zoning be instituted;
- critical needs of the community impacted by the rezoning be addressed; and
- HBA or another community based organization establish a community development bank for the collection and disbursement of community benefit funds.

The critical community needs to be targeted would include:

- local business development particularly targeting local retail corridors;
- funds to assist Harlem community-based organizations in affordable "income targeted" housing development and preservation;
- job development generated from construction and new commercial establishments;
- cultural enrichment through funding of local indigenous arts and educational institutions

HBA urges the development of green buildings across the 125<sup>th</sup> Street corridor and that the transportation impacts from Columbia University's Manhattanville project, the east side's *Uptown New York* development and the Mayor's congestive pricing plan are mitigated.

HBA will continue to work with Community Board 10 and Harlem's elected officials to accomplish what the Department of City Planning states had not been done and that is publicly adopt "plans to preserve, enhance, and protect our small businesses" and address the needs of our residents through increased employment and educational opportunities.

Walter J. Edwards Chairman River to River – 125<sup>th</sup> Street Rezoning Hearing Submitted – Wednesday January 30, 2008 Testimony Given By – Stanley N. Gleaton Member – CB 10, Manhattan

Commissioner Burden and the other Commissioners present here today for the record I would like to express my total opposition to this rezoning plan as presented to CB 10 and stand firm with the board on its unanimous "no"vote. I would first like to begin by contradicting the EIS first line that states that there will be no "negative" impact on the community, there is nothing farther from the truth and raises question about the validity of that document. If this plan is approved there will be a major impact on traffic( both pedestrian and vehicular), as well as health. The increased cars and fuel emissions are potential for accidents as well as impact on the health of our residents as a starter. If you are not aware Central and East Harlem has the highest incidents of asthma and reparatory ailments in the city, will this not be a negative impact? As former chair of CB 10, a homeowner and lifelong Harlem resident I know intimately the issues, nuances and historical implications of this plan and its impact. Second this plan in your efforts to address the needs of "our community" says very little to Harlems' indigenous residents and at the end of the day benefits developers and those who will come from other places to reap the benefits of "our main street". Again, in no way in its present form does this plan benefit Harlem residents! Another issue here for us in the community is preservation of our culture, architecture and way of life which has been the impetus for millions worldwide to come and visit Harlem. 125th Street was named one of the nations 10 greatest thoroughfares because of its present state - and not due to what it will become. Preservation of our culture, buildings and unique businesses is "What makes Harlem Harlem" and brings interest

and the mystic of our community to visitors worldwide. It is also very interesting that over the past 20 or so years when Harlem residents desperately tried to landmark and preserve structures as other communities did and were granted their approvals, we were systematically denied, but now you come and talk about preservation as part of your plan which now seems to be a priority. In my opinion this plan is suspect and in no way reflects the needs of this community, and that is why I voted in the negative.

### On the proposed 125th Street Corridor Rezoning: There's a Better Way.

The proposed rezoning of 125<sup>th</sup> Street, in its present form, constitutes, not development, but devolvement.

As a proud, born and bred Harlemite, on behalf of all Harlemites who are actively pursuing sustainable preservation of this celebrated neighborhood, I stand vehemently, thoughtfully and respectfully against it. As it affects Martin Luther King, Jr. Blvd., this proposition, cannot and will not work, and should not proceed for reasons of consciousness, economy and conscience.

Maybe you consider yourselves to be fully-conscious of Harlem's symbolic import throughout the world, not to mention the Black Diaspora, and 125<sup>th</sup> street's prominence therein: 125<sup>th</sup> street was the site of key formative events that would inspire the Civil Rights Movements. There, A. Philip Randolph's Puliman Porters - the first black labor union - would become the most important black institution of its time. W.E.B. DuBois had an office on 125<sup>th</sup> for years. There, Adam Clayton Powell, Jr. and the "Don't Buy Where You Can't Work" movement integrated Harlem's workforce. It was the regular site of Marcus Garvey and later Malcolm X's potent soapbox orations. Just four months out of a 28-year prison term, Nelson Mandela demanded to address 125<sup>th</sup> street at the beginning of his historic 1990 U.S. tour. And of course, there's a reason it was the site of James Brown and Luther Vandross' recent funeral processions... 125<sup>th</sup> street's influence on the worldwide resonance of black culture is massive.

But you probably know these things.

Yet your appreciation of Harlem and 125<sup>th</sup> street's symbolic perimeter, which distinguishes them from anywhere else in Manhattan, somehow fails to recognize the distinct economic opportunity they offer. Visitors simply do not come to Harlem to see Manhattan or to experience the "42<sup>nd</sup> street on 125<sup>th</sup> street" atmosphere you're trying to manufacture.

It's in the interest of everyone here to leverage the historic and cultural resources of this community (with the highest name recognition in the most famous city in the world\*). To render unrecognizable its historic main street, deemed "one of the top ten streets in America" by the American Planning Association, severely compromises that potential. To do so would be unconscionable.

Unfortunately, little about this process appears to have proceeded in good conscience. You started in 2003, but without any serious attempt at the "meaningful dialogue with the people" referred to in your mission statement. If CB10 hadn't shined the light, this very consequential proposition would have continued under the radar, thereby perpetuating the historical disenfranschisement of this community.

Rather than waddling down that road again, we intend to chart a more appropriate and productive way forward. We invite you to join us.

01/30/08 Fatima Faloye, Harlem, NY Scenis 13 Special const

<sup>\*</sup> Per the New York State Visitor and Convention Bureau



# STATEMENT BY HOPE COMMUNITY, INC. EXECUTIVE DIRECTOR ROBIN LEBARON BEFORE THE CITY PLANNING COMMISSION'S HEARING ON THE PROPOSED REZONING OF THE EAST 125TH STREET CORRIDOR, WEDNESDAY, JANUARY 30, 2008

Hope Community, Inc. concurs with the sentiments of Community Boards 10 and 11, and Manhattan Borough President Scott M. Stringer on the matter of the proposed rezoning of 125th Street, and we respectfully request that the current plan be amended to include:

- A more viable plan for on-site housing at rates that are affordable to current East and Central Harlem residents;
- Financial incentives and assistance targeted to local small businesses at risk for displacement;
- A bonus preference geared toward local non-profit arts groups, and
- Neighborhood preservation of local historic architectural structures.

In particular, we support Community Board 11's recommendations that:

- The areas zoned R6A on 124th and 126th Street remain unchanged;
- Affordable housing units conform to CB 11's Affordable Housing Guidelines;
- guidelines; and
- There be added a Local Hiring FAR Bonus applicable to construction and post-construction jobs under the conditions set forth by CB 11.

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# Alan B. Wintes #72

rezoning plan. Tall buildings block out surlight & bring a cold, shadowy atmosphere to an area. Also, there is a fault live on 125 St. Tall buildings would put stress on these fault lives of add to problems in case of disaster.

4 add to problems in case of disaster. Lungary housing on 125 St. would push housing costs up all over Harberry past the outrageously high prices that selready exist. The so-called affordable house that is supposedly built into the plan would not be for the people who already line here whose income is below 25,000 a year. Everifit did, to The plan is paying that it will push faired tres to remain.

# Akus Wieles # 72 - Page 2

Lastly, Dwould caution the Commission to be missful of the current reonanie situation in America. with the housing crisis, and the dollar continuously falling, who will be able to afford luxary housing? The housing bullate in my with not continue foreur. PY is bound to go the way of the rest of America. Already there is talk about halting construction on the #7 live. Cordos for 7000,000 per a 2-bedroom appendment lie vaeant on 129 + Lenox Ave. 2 flight the plan veids to be. verampeal 30 that if how is more human for the people that line here. and so that it projects the fresent. reality of an elaoromically deplete America.

#### **OPEN SPACE**

THE RESULTS OF THE 125<sup>TH</sup> STREET REZONING WILL HAVE A NEGATIVE IMPACT ON OPEN SPACE IN THE CENTRAL HARLEM AREA AT 125<sup>TH</sup> STREET.

THE PROPOSE PROJECT WOULD RESULT IN A REDUCTION IN THE OPEN SPACE RATIO BY THE BUILD YEAR 2017.

OPEN SPACE CONTAINS HEALTHY ENVIROMENTAL GREEN ELEMENTS SUCH AS TREES FLOWERS GRASS AND RELATED ITEMS

IT ALSO PROVIDES SIGNIFICANT HEALTH BENEFITS FOR THE BODY AND MIND BECAUSE OF RELAXING ATMOSPHERE PHYSICAL ATTRIBUTES

I AM AGAINST AN ADDITION OF RESIDENTIAL HOUSING IN CENTRAL HARLEM AT 125<sup>TH</sup> STREET BECAUSE OF THE ADVERSE NEGATIVE IMPACT IT WILL HAVE ON OPEN SPACE

I SUGGEST THE CITY PLANNING COMMITTEE ELIMINATE ANY RESIDENTIAL HOUSING IN THE CENTRAL AREA AND INSTEAD INCREASE THE OPEN SPACE, PASSIVE SPACE ALLOTMENTS IN THE CORRIDOR IN THE VILLAGE OF HARLEM ON 125.

Deborah Gilliard

January 30, 2008

To Department of City Planning

From Deborah Gilliard - Parks and Recreation Committee Board #10

Subject 125th Street Rezoning - Open Space Section - Central Harlem Area

The results of the 125<sup>th</sup> Street rezoning will have a significant negative impact on the open space in the community. The rezoning and related actions will not include the development of new open space resources. Seven thousand eight hundred (7,800) new residents and employees are expected to occupy the new area. The open space ratios in the area would be less than the New York City Department of City Planning's recommended weighted average for conditions in the future with and without the proposed project. The proposed project would also result in a reduction in the open space ratio by the build year of 2017

There are two kinds of open space, active open space and passive open space. Active open space is characterized by activities such as jogging, sports and children active play, for example playgrounds. Passive open space is characterized by activities such as strolling, reading and relaxing on benches and people watching, for example 125<sup>th</sup> State Office Plaza. Open spaces usually contains healthy environmental green elements such as trees, flowers, grass and related items, it also provides significant health benefits for the body and mind because of the relaxing atmosphere and physical attributes.

The quantitative analysis indicates that the open space ratios in the residential and non-residential study area would continue to be less than the DCP guidelines. It examined the useable open space acreage compared to the area population (Below 1.5 acres of open space per 1,000 residents). The qualitative analysis indicated the proposed rezoning would not result in significant adverse impact to open space. This is entirely not true; it would have a major adverse negative impact to open space and the quality of life for the residence in Harlem. According to the report "The availability of open space resources located outside the area would offset any negative deficiencies in the area open space". This statement is also false, because open space outside the area is already heavily utilized from the residents in the outside areas.

Community Board #10 Park and Recreation Committee proposes an increase in the present open space allotment be included in the central Harlem area of 125<sup>th</sup> street rezoning action. It is necessary for a healthy balance between the future high density congested area and an environmental healthy area in the Village of Harlem.

Deborah Gilliard



### 125th Street Rezoning Testimony Jonelle Procope, President and CEO

It is my pleasure and an honor to be here today to share my thoughts and the priorities of the Apollo Theater Foundation in light of the proposed rezoning of the 125 " Street Corridor.

I am Jonelle Procope, the Apollo's president and CEO.

Before I begin, I would like to thank Commissioner Burden for leading this process, as well as to extend my sincere gratitude for the effort that our elected officials, community boards, and peer organizations have taken in striving to make 125<sup>th</sup> Street and Harlem even more vibrant with cultural and commercial activity than it already is.

The Apollo is undergoing a period of significant change:

- Initiating new artistic and community-based programming;
- Garnering new, increased, and diversified audiences;
- Expanding its facilities;
- Restoring its landmark building;
- Evaluating its audiences; and
- Expanding its role in the performing arts field.

It is reassuring to me that our City at large recognizes the same conditions that are informing our institution's development:

- Responding to the evolving make-up of Harlem; and
- Providing for the economic and cultural future of 125th Street.

The current dialogue surrounding the zoning of Harlem's most important thoroughfare demonstrates to me that our work in revitalizing the iconic Apollo is filled with implications and necessities relating to our surrounding businesses, nonprofit organizations, and community residents.

In this process, we have discovered common goals, all of which will create a better environment for the unique cultures of uptown communities not only to continue to evolve, but to thrive.

The plan presented by Commissioner Burden has at its heart a return to a time that made Harlem famous:

- When 125" Street was synonymous with a great night out;
- When cultural and entertainment establishments could not be counted on both hands;
- When Broadway and Hollywood stars came to Harlem to be entertained.

More than this, it demonstrates the core belief that these Uptown communities have a home on 125° Street and that it is the place to celebrate their diversity and to showcase it before the world.

We are committed to making the Apollo representative of that history while simultaneously providing a place where culture can continue to grow. I commend this current process—and any

effort—that expounds these values to encompass, not only our famous Theater, but our neighbors along Harlem's Main Street.

Harlem is an undeniable tourist attraction, not only because of the great history of culture here, but because that culture persists as one of the most unique communities in the nation.

It is our imperative to make 125th Street a place where visitors get off of their tour busses and patronize the establishments that make Harlem so special.

We are in desperate need of an environment that beckons people both into our storefronts and onto our sidewalks.

- More spaces for cultural expression and exploration;
- Table-service restaurants with the ability to draw and accommodate wide arrays of international clientele;
- Hotels that solidify 125th Street as a place to visit and to STAY;
- Shops that appeal to many different types of consumer; and
- An environment up and down the 125th Street corridor that is exciting, beautiful, and safe.

Achieving these will allow the cultures and innovation that have always made our few blocks one of the most exciting places on earth to be celebrated, shared, and nurtured.

A holistic approach such as this creates inestimable synergies:

- Collaborations between cultural organizations, deepening the pool of resources and experiences for artists and audiences alike;
- Seamless 24-hour experiences created by museums, performance venues, businesses, restaurants, hotels, and entertainment establishments working together;
- forums for local residents and international communities to interact with one another; and
- a streetscape where the richness of Harlem is available and attractive to all who walk down 125th Street.

This is the only way to ensure not only that the Apollo's marquee will shine brightly for decades to come, but that it is one of many marquees, restaurants, shops, and hotels that will make 125th Street truly representative of the communities that have made it home.

The 125<sup>th</sup> Street rezoning is one of the most important and impactful city planning efforts to affect New York City in recent memory. I am heartened to know that this collaborative effort is focused on the cultural enhancement of our community, as well as on economic redevelopment.

Moreover, this process demonstrates a true understanding of Harlem, where culture is not simply important, but fundamentally woven into the fabric of community.

On behalf of my colleagues at the Apollo, I am pleased to thank you for your focus on allowing 125" Street to grow in its ability to serve the diverse groups that make it so unique, and for helping us to grow its distinction as one of New York City's most treasured Main Streets.

Thank you for your time.

## REMARKS FOR HOPE KNIGHT CHIEF OPERATING OFFICER

# UPPER MANHATTAN EMPOWERMENT ZONE DEVELOPMENT CORP. (UMEZ) CITY PLANNING COMMISSION HEARING ON THE RE-ZONING OF 125<sup>TH</sup> STREET WEDNESDAY, JANUARY 30, 2008

GOOD AFTERNOON MEMBERS OF THE COMMISSION, FRIENDS AND COLLEAGUES.

MY NAME IS HOPE KNIGHT, AND I AM THE CHIEF OPERATING OFFICER OF THE UPPER MANHATTAN EMPOWERMENT ZONE DEVELOPMENT CORPORATION, OR AS IT IS BETTER KNOWN, UMEZ.

IT IS MY PRIVILEGE TO STAND BEFORE YOU TODAY, TO SPEAK IN SUPPORT OF THE RE-ZONING OF 125<sup>TH</sup> STREET.

SINCE ITS INCEPTION, UMEZ HAS WORKED TO LAY THE FOUNDATION FOR THE CONTINUED GROWTH AND DEVELOPMENT OF UPPEP MANHATTAN IN GENERAL AND 125<sup>TH</sup> STREET IN PARTICULAR. WE LONG AGO RECOGNIZED THE POTENTIAL THAT LAY IN ONE OF THIS CITY'S GREAT THOROUGHFARES.

TO DATE, UMEZ HAS INVESTED OVER \$206 MILLION IN LOANS, GRANTS AND BONDS IN UPPER MANHATTAN AND CREATED OVER 8,000 PERMANENT AND TEMPORARY JOBS.

OU.R ECONOMIC DEVELOPMENT ACTIVITIES - - INCLUDING BUSINESS LOANS, WORKFORCE DEVELOPMENT, TAX INCENTIVE PROGRAMS, AND SUPPORT OF CULTURAL ORGANIZATIONS AND INSTITUTIONS - - HAVE ALLOWED US TO LEARN FIRST HAND THE

IMPORTANCE OF ESTABLISHING FIRM FOUNDATIONS FOR THE FUTURE GROWTH OF COMMUNITIES, AND, I AM PLEASED TO NOTE THAT 125<sup>th</sup> STREET CONTINUES TO GROW AND IMPROVE IN MANY NEW, DIFFERENT AND EXCITING WAYS.

AS SUCH, OUR EFFORTS TO REVITALIZE 125<sup>TH</sup> STREET HAVE STRETCHED FROM EAST TO WEST BY PROVIDING THE NECESSARY RESOURCES, ENERGY AND ENGAGEMENT TO MOVE PROJECTS FROM CONCEPTION TO REALITY.

OVER ON THE HUDSON RIVER, FOR EXAMPLE, UMEZ IS PROUD OF ITS CONTRIBUTION TO THE HARLEM PIERS PROJECT, WHICH AS YOU KNOW WILL REVITALIZE THE HUDSON RIVER WATERFRONT AT 125TH STREET.

IN ADDITION TO RECREATIONAL PROJECTS, WE ALSO RECOGNIZE THE IMPORTANCE OF EDUCATION. OUR \$4.7 MILLION LOAN TO TOURO COLLEGE HAS ALLOWED IT TO OPEN THE TOURO COLLEGE OF OSTEOPATHIC MEDICINE AT WEST 125TH STREET IN THE FORMER BLUMSTEIN'S BUILDING.

UMEZ HAS ALSO PROVIDED FUNDING FOR THE APOLLO THEATER, THE NATIONAL BLACK THEATRE, AND THE STUDIO MUSEUM IN HARLEM.

AS YOU CAN SEE, OUR CONTRIBUTIONS TO THE DEVELOPMENT OF WHAT WILL BE THE 125<sup>TH</sup> STREET CULTURAL CORRIDOR ARE EXTENSIVE.

ON ANOTHER FRONT, 125<sup>TH</sup> STREET CONTINUES TO FLOURISH ECONOMICALLY, THANKS TO INVESTMENTS UMEZ HAS MADE SINCE 1996.

FOR EXAMPLE, UMEZ PROVIDED AN \$11 MILLION LOAN FOR HARLEM USA. THE BUILDING, WHICH OPENED IN 2000, IS A 275,000 SQUARE FOOT RETAIL AND ENTERTAINMENT COMPLEX.

ON THE EAST SIDE OF 125<sup>TH</sup> STREET, WE PROVIDED A \$3 MILLION LOAN FOR THE CONSTRUCTION OF GOTHAM PLAZA, A 90,000-SQUARE-FOOT RETAIL AND OFFICE BUILDING.

ANOTHER EAST SIDE PROJECT OF WHICH WE ARE EQUALLY PROUD IS THE GATEWAY BUILDING AT LEXINGTON AVENUE. UMEZ PROVIDED THE DEVELOPERS OF THIS BUILDING WITH A \$3 MILLION LOAN.

WE RECOGNIZE THAT THE RE-ZONING MAY HAVE AN ADVERSE IMPACT ON THE BUSINESS COMMUNITY ALONG 125<sup>TH</sup> STREET. IN FACT, THIS COMMISSION'S OWN ENVIRONMENTAL IMPACT STATEMENT ESTIMATES THAT IT WOULD POTENTIALLY DISPLACE A NUMBER OF BUSINESSES.

AS SUCH, WE ARE CURRENTLY WORKING ON SEVERAL NEW INITIATIVES TO ASSIST THESE BUSINESSES.

WHILE THE SPECIFICS OF THESE NEW INITIATIVES ARE STILL BEING FINALIZED, I THINK IT'S IMPORTANT TO NOTE THAT UMEZ

HAS AN EXTENSIVE AND LAUDABLE HISTORY OF WORKING WITH THE SMALL BUSINESS COMMUNITY.

WE BELIEVE THAT OUR PREVIOUS EXPERIENCES, COMBINED WITH OUR NEW PROGRAMS, WILL ALLOW US TO ASSIST THOSE BUSINESSES THAT FACE DISPLACEMENT DUE TO 125<sup>TH</sup> STREET'S RE-ZONING.

WE AT UMEZ FEEL THAT THE COMPREHENSIVE AND STRUCTURED APPROACH TO THE RE-ZONING OF ONE OF THE MOST HISTORIC THOROUGHFARES IN OUR CITY, WILL ONLY SERVE TO ELEVATE THE STREET'S IDENTITY AND CREATE A MORE VIBRANT MIX OF USES.

IN CONCLUSION, IT IS OUR BELIEF THAT THIS RE-ZONING
REPRESENTS A UNIQUE OPPORTUNITY TO BUILD UPON THE
STREET'S STRONG CULTURAL LEGACY BY BRINGING MORE ARTS,
CULTURAL, AND ENTERTAINMENT USES TO CORRIDOR.

MODIOVER, WE BELIEVE THAT WITH OUR ASSISTANCE, THIS WILL, IN TURN, HAVE A SIGNIFICANT ECONOMIC DEVELOPMENT IMPACT ON THE ENTIRE COMMUNITY.

THANK YOU.

## THE VOICES OF THE EVERYDAY PEOPLE HAVE SPOKEN:

# 125TH STREET PLAN WILL LEAD TO MASS EVICTION AND DISPLACEMENT

The plan grossiy underestimates the effect of the rezoning on the lives and livelihoods of Harlem residents and business owners.

## THE CITY DISREGARDS THE ENVIRONMENTAL IMPACT OF THE PLAN

Warlem's asthma crisis will be exacerbated by pollution from increased traffic; the plan does not address how increased density in Harlem will impact our already-growded public schools.

## ANOTHER "AFFORDABLE HOUSING" SCAM

Harlem faces a severe shortage of low-income housing. Yet the proposed action perpetuates the "affordable housing" scam, using the bogus metric of a \$56,000 Area Media Income when the actual average income in Harlem is less than \$25,000. The plan can only estimate the number of "affordable housing" units because they are optional incentives offered to developers. The plan, therefore, shows no true commitment to housing for the middle-class and the working poor.

### NO EMINENT DOMAIN FOR PRIVATE GAIN

The proposal repeatedly says it wants to "enliven" 125th Street. This repeated characterization has a clear intention: the city wants to paint 125th Street as a blighted area, so eminent domain can be invoked. We say, No Eminent Domain for Private Gain.

### VOICES OF HARLEM IGNORED

The Harlem community has vehemently rejected the proposed rezoning, yet the proposal claims to reflect the input of many community members. Statements by Community Board 10 and Scott Stringer do not reflect the fervent opposition to this plan within the Harlem community.

# DUE PROCESS RIGHTS OF COMMUNITY VIOLATED BY ELECTED OFFICIALS AND COMMUNITY BOARD

Tthis plan was four years in the making, but the public was only invited to public hearings late in 2007. This plan was developed without true community oversight and transparency; it is the result of backroom dealings that provide the veneer of "community support". Elected officials, members of the community board, and representatives of churches and non-profits appear to be complicit in violating the due process rights if all Harlemites by failing to notify the community of this proposal.





Testimony of the Municipal Art Society Before the City Planning Commission By Susanna Schaller, Senior Planner Regarding the Rezoning of 125<sup>th</sup> Street January 30, 2008

The Municipal Art Society of New York is a private, non-profit membership organization whose mission is to promote a more livable city. Since 1893, the Society has worked to advocate excellence in urban design and planning, contemporary architecture, historic preservation and public art.

I am Susanna Schaller, Senior Planner, speaking on behalf of the Municipal Art Society. The MAS is pleased to submit comments on the rezoning of a 125<sup>th</sup> Street and creation of an arts and entertainment sub-district.

Let me begin by stating that we support the New York City Planning Department's initiative to strengthen and revitalize the 125<sup>th</sup> Street corridor as Harlem's Main Street, and we approve of the department's goal to put into effect a "balanced re-zoning plan that encourages development and growth while promoting preservation" on the 125<sup>th</sup> Street corridor. We are also encouraged by the department's proactive strategies to build on and support Harlem's internationally recognized historic legacy and contemporary role as a center for African American arts and culture. Finally, we laud the department's clearly stated objective to encourage the development of permanently affordable housing.

At the same time, while we support the overall goals guiding this rezoning initiative, MAS is concerned that the proposal as it stands today will not adequately support the revitalization of 125<sup>th</sup> Street as Harlem's Main Street, distinguished for its arts and culture venues, the diversity of its urban retail, and its unique position to connect Harlem's residents to the Hudson River and Harlem River Waterfronts. Finally, we are concerned that the affordable housing component as it is currently formulated does not correspond with the local socio-economic reality.

We believe that the rezoning of 125<sup>th</sup> Street ought to be guided by the following principles:

1. Respect the existing neighborhood and its special character and promote integrated new development on  $125^{th}$  Street:

The City Planning Department's stated goal is to create a zoning plan sensitive to the existing character of the commercial corridor and its surrounding neighborhood. Increasing density on a 125<sup>th</sup> Street is advisable, given it is well served by public transit; however, the proposed C4-7 zoning of sections on a 125<sup>th</sup> Street with a 290 ft height restriction takes its cue not from the historic Theresa Hotel but from the State building an anomaly on the corridor. The C6-3 Alternative spreading density and bulk more uniformly across the corridor that was studied seems to accomplish that important goal.

The C4-7 area in the core sub-district also includes important Harlem landmark buildings, like the Apollo Theater. These historic places attract visitors from across the world. The history and culture of Harlem is truly unique, and the buildings on this famed street are the physical legacy of that rich past. We believe that the streets historic buildings, both grand and modest, can play an important role in fostering the arts and culture district – as Jane Jacobs said, "new ideas must use old buildings."

The majority of significant buildings are unprotected by local landmark designation, which leaves them vulnerable to increased development pressures. Although outside the environmental review process, we believe the Landmarks Preservation Commission should designate as many significant buildings as possible prior to the rezoning taking place. We are concerned that the Environmental Impact Statement does not adequately identify all of the Street's historic resources, for example the McDermott-Burger Dairy (527-535 West 125th Street) was found to be eligible for the National Register in the Manhattanville rezoning, but is not included in this EIS. We urge the City to reach out to the State Historic Preservation Office to identify all National Register-eligible buildings, and to seek their determinations of eligibility for the National Register. Doing so would allow for the property owners to reap rich Federal tax credits for the restoration of their National Register-eligible buildings.

### 2. Include affordable housing that meets the community's needs:

The current proposal, although commendable for encouraging the development of desperately needed affordable housing, fails to respond to the dual reality that the area is generally losing affordable units and that local median income levels are much lower than in the rest of the city. Of the projected residential development 79% are projected to be market-rate units. Furthermore, the 498 projected affordable units would only be affordable to families making in excess of the local area median income, which \$22,122 in 2000 was and continues to be considerably lower than the area median income used to calculate eligibility for affordable housing. Finally, MAS believes that income-targeted affordable housing provisions would ensure that more lower-income households receive the benefits of new development while also encouraging residential diversity.

### 3. Maintain Urban Retail Diversity:

As Harlem's Main Street, 125th Street today still offers a diversity of retail and entertainment experiences. Strategies must be devised to foster a balance of local and national retailers. The proposed rezoning already indicates that 71 small businesses will be directly displaced. MAS is concerned that the scale of projected development as a

result of the proposed rezoning will further erode the urban retail diversity unless safeguards are developed. Consequently, MAS believe that in the Arts and Entertainment core sub-district rules should be created that could serve as incentives to the preservation of local arts and culture organizations as well as locally-owned small businesses.

### 4. Foster Harlem's Arts and Culture Institutions:

MAS applauds the plan's aim to support Harlem's legacy in the arts and culture. However, we consider that the currently proposed Arts and Entertainment Core Subdistrict created to spur the development of arts and entertainment venues is too small and does not take advantage of the potential to create a continuous arts and culture corridor, potentially connecting to the New Amsterdam Special District proposed in CB 9's 197-a plan to the west and to the 5<sup>th</sup> Avenue Museum Mile. Additionally, MAS would like to urge that DCP further refine and define the qualifying arts and entertainment uses, including clauses that give preferential treatment to local non-profit and for-profit arts organizations.

### 5. Plan for Waterfront Access:

This plan had originally been promoted as 125<sup>th</sup> Street "River to River," which had the promise provide access to both the Hudson and Harlem Rivers and linking them through the 125<sup>th</sup> Street corridor. While there are separate plans for the waterfront to the west, this plan fails to address waterfront access to the east. This is a historic opportunity to connect neighbors to the water but it will require concerted effort on the part of City Planning to ensure that the various plans work in concert to create public access to the water.

#### Harlem Rezoning Recommendation

January 10, 2008
 Diage Unpitrakul

whether is approximately a fittle over 2 miles long and 1.5 mile wide approximate <u>area of less</u> about 3 square miles. The Center of hadean is on 1.15% St., there are business wide spread atom over 1.5% St. Sichotas., Amsterdam, Frederick Douglas and Adam Clayton Powell and 1.16% to

Me accommendation comments, for the regoning and the following.

Occumulative 125th St. expanding small and unique which rould preserve local business who is no amigae and welcome many new business and promote local resident to be able to afford Per atugicust at their home or nearby without has my every business have to be on 175 "St. We the common small hidden business which I would like to see spread through our Harlam not says forth way from the main. Avenue. The highrises could be dong 125th St or 116th St but not retalt that our granite foundation can comfortable handle and not overly shadow the neighbor wicts. Such business, hould be able to operate in little hidden brownstones in throughout tudem and we could legalize and make them easier to spots not only for tourists hor for fee if sesident as well. Such as Hat stores, Artistt Painters, Sculptors.) Hair Braided Salons, Special bakery or ethenic grocery stores. Record stores. Lea shops, that shops, home offices, consulting realtor offices. Medical & Deptal clinics, local wine/beer makers, soap and iam and small gift as use Bod Abreakfasts, repair electronic - refridgerator shops Spa, mail salons. An hitecture, he values. Accountant or professional offices etc. some of these small business which drives ur co no ny to; other we can make future Harlem more economic powerful district. Small business there have be also at more than before we have rent takes on rent, utilities, payrolls, weaking in cours to mon, insurance, health insurance, sales toxes, that is what kill small business. We need be set amountives and help small enterpreneurs to get good start, one way to do it to have these bethe to can their business from home. It will save gasoline, bearing, high rent attracting on ret asing some Dadom and encourage home or vaces to run basiness through out Harlam par enfo net and few times

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- 3. We are loosing many beautiful old architecture building every day, The old beautiful brick works of which younger generation do not have a chance to see old Dwyer warehouse which is now turning into the condo north of 23<sup>rd</sup> Precinct. Last week the church on 122<sup>nd</sup> St and Morningside Park was demolishing and 2<sup>nd</sup> friendship Baptist church on 122<sup>nd</sup> St which has a remarkable brick works almost was destroyed by fire. These are not landmarks but these architecture which make Harlem so special and beautiful and attracted many visitors and new home owners in Harlem. Many of facades of the brownstones should have been saved to preserve the harmony and consistant of the architecture through out the streets. Right now the new building were built with setback shorter than old buildings and the facade were much plain, simpler where the developer could spend a little more to have the facade resemble and carry out the continuous and blending of the other standing brownstones. I like to see the city gives a tax benefit to project who spend extra effort to at least preserve some of the old beautiful architecture or stone, wood or brick works etc. I think all of these contribute high values in returns to all in the community. For new buildings from vacant lot could challenge new design or new materials of modern architects. I believe that the old and new can coexist.
- 4. Allow new idea of renewable energy such as Solar system, recycle gray water, the use of rain water to ease our community out of being oil highly dependable area. Creating more green buildings and giving tax break for greener buildings.
- 5. Inclusionary housing are not always the answer, they are complicated, costly and take time, passing the cost to the new owner or developers, any new business large or small would generate more income and tax revenues to Harlem and HPD costd have done a good job or better in provide housing for medium or low income projects. Some of HPD housing in Harlem are wonderful and they should do more of those. If the area are most use for commercial and business, the landlord shoud be able to relocate tenants within 10 blocks or 1 mile radius with similar or better living environment of compatible space. We can use airspace to get more sunlight and fresh air to our community.
- 6. The community should give incentives or benefits to attract healthy or environmental friendly business also to the home owners who are willing to keep original brownstones should have the right to use the same space( same square foot ) as the next door old brownstones. I agree with 29th Story max for buildings along 125th St as long as the granite foundation can handle the load and safety, not higher than 10 stories through out other area and maybe slightly higher on 116th St.

I agree there should be more night business along 125<sup>th</sup> St and later 116<sup>th</sup> St and 145<sup>th</sup> St. I disagree to see residental units along 125<sup>th</sup> St, I think it is too polluted and we have a lot more space spread throughout Harlem.

There are many supply of apartments throughout Harlem right now.

Big hotels along 125th St and main Avenues should be ok because it generates a lot of business there..

Last, I also am very concern about our sewer system in Harlem. There are always flood when heavy rain for more than 2-3 days occur. Especially it is like a river on Amsterdam Ave and 123<sup>rd</sup> St. The water run through central Harlem and go to lower area of East Harlem and East river. But out drainage system are very old and may not able to accommodate more of new housings.

## TESTIMONY OF THE REAL ESTATE BOARD OF NEW YORK, INC. BEFORE THE CITY PLANNING COMMISSION IN SUPPORT OF THE 125<sup>TH</sup> STREET CORRIDOR REZONING

January 30, 2007

The Real Estate Board of New York, Inc. is a broadly based trade association of 12,000 owners, developers, brokers and real estate professionals active throughout New York City. We support the proposed rezoning of the 125<sup>th</sup> Street corridor and the establishment of the Special 125<sup>th</sup> Street District. We also strongly prefer the "A" version which would create an Arts Bonus mechanism to provide a floor area bonus in exchange for the provision of visual or performing arts space within new development and would map a C4-4D district along an additional portion of the corridor.

This rezoning plan is an important and exciting one for the Harlem neighborhood, for the borough of Manhattan and for the entire city and region. This street functions as a regional business district, a popular tourist destination, a successful shopping area and a center of history and culture. We believe that the plan provides for appropriate new development including significant amounts of new retail, office, hotel and visual and performing arts space and over 2000 units of housing including affordable housing. These zoning changes reinforce the commercial and cultural character of the street and will bring new investment and new job opportunities into the neighborhood.

We support the zoning districts proposed along the corridor in the A version and believe that the FARs are sufficient to stimulate development. The plan to allow increases in both residential and commercial densities is a good one and will support mixed-use projects that will only add to the vibrancy and diversity of the street. We also agree with the ground-floor limits on the width of bank and residential frontages on 125<sup>th</sup> Street.

There are two aspects of the plan that deserve further study. We do not support height limits for commercial buildings in the C4-7 district. Given the practical needs of commercial buildings, we do not think that a rigid height limit is appropriate. The proposed 60 to 85 foot streetwall requirement should also be reviewed as this impedes efficient design of apartments and adds to costs.

REBNY has advocated for floor area bonuses for cultural uses for a long time and in various parts of the city. We recognize the difficulties that non-profit arts companies have in locating properly sized and designed spaces. We are very pleased that Harlem will be the first community to have this advantage and we commend City Planning for advancing this proposal. Having a well-known physical location will only increase the viability of non-profit cultural groups who will be able to attract new audiences and grow. The process spelled out in the text is a good way to ensure that the space continues to be occupied by an arts group. There has been experience with ongoing use requirements before, for example, the existing Theater Rehabilitation Bonus in Midtown.

We recommend that you take a look at a few modifications to this Bonus. For example, currently the plan does not allow basement space to be bonused. However, some uses like black box theatres, auditoriums, museums and rehearsal spaces can make good use of below-grade spaces. We also recommend consideration of the different space needs of different arts uses. Sound studios require double height column free space and dance studios also need high ceilings. Perhaps there could be different levels of bonus depending on the type of arts space provided. In addition, the amount of bonus per square foot of cultural space must be tested to ensure its economic viability.

We share the concerns of many about the vehicular traffic congestion along the street and problems of parking and loading. We encourage the interagency task force to keep working on solutions to these issues.

In conclusion, we commend City Planning for a very thoughtful and very much needed rezoning that's had an enormous amount of community consultation and input. We strongly support the 125<sup>th</sup> Street rezoning with the A text and map and urge you to adopt it.

# City Planning Commission Public Hearing January 30, 2008 Testimony of Joseph Aliotta

My name is Joseph Aliotta. I am a Principal of Swanke Hayden Connell Architects, the architects for Harlem Park located at 1800 Park Avenue on the west side of Park Avenue between 124<sup>th</sup> Street and 125<sup>th</sup> Street. The award winning design of this proposed Class A office building was recognized in 2007 by the New York State American Institute of Architects for its design; it will be a Silver rated LEED project. To supplement Mr. Johnson's previous testimony; we take the opportunity to present the project architecturally.

The project is designed as-of-right in conformance to the current zoning requirements. A building permit for the project was issued on July 31, 2007. The podium floor plates are approximately 35,000 gross square feet and the typical office floor plates vary from approximately 20,000 to 22,000 gross square feet. The twenty-two story building has a height of 302 feet 7 inches to the top of the main roof. The height of the mechanical space extends to 342 feet due to the relatively small floor plate. Additionally, mechanical equipment and associated telecommunications equipment required for the media tenants extends the height of the mechanical space to approximately 365 feet in height. Although the Commission rezoned the site without a height limit in 2004 and approved a height and setback Special Permit at that time for a 498 foot high hotel, this building packs the zoning bulk to maximize office floor plates and thus significantly reduces the height from a previous design proposal.

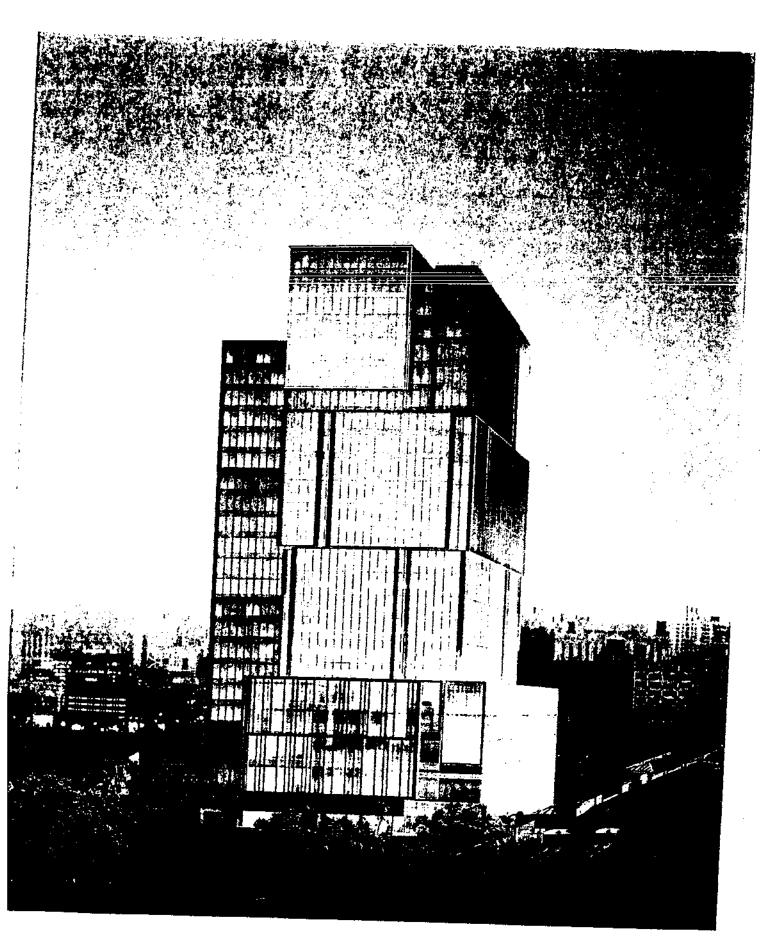
In keeping with the stated goals of the 125<sup>th</sup> Street Rezoning Plan, the project promotes an active retail streetscape by the addition of over 51,000 square feet of retail with approximately 175 feet of frontage on 125<sup>th</sup> Street as well as additional street frontage on Park Avenue. It is

designed to maintain contextual streetscape similar in size and bulk to the surrounding buildings by varying the roofline along 125th Street from approximately 57 feet to 85 feet as illustrated in the rendering. Additionally, the use of vertical terracotta colored fins and trim creates an enclosure that echoes the predominantly masonry construction of the surrounding buildings. By developing a composition of smaller-scale 'stacked boxes' trimmed in the terracotta color, the design breaks down the scale of the building.

The project is fully designed with a planned construction start of April 1, 2008. Changes to the envelope by the proposed zoning changes will cause a redesign and delay of approximately six months. Per Mr. Johnson's testimony, a redesign will undermine the project schedule and established tenant move-in dates.

We ask the Commission to support the project by adjusting the proposed zoning envelope to meet the project as approved.

Thank you.



Page 3 of 3

# City Planning Commission Public Hearing January 30, 2008 Testimony of Derek Johnson

My name is Derek Johnson. I am the Managing Member of Integrated Holdings which—along with an affiliate of Vornado Realty Trust, and MacFarlane Partners Calpers—is a member of CV Harlem Park, LLC, the owner of the property located at 1800 Park Avenue on the west side of Park Avenue between 124th Street and 125th Street. Although in general we are supportive of the 125th rezoning, we oppose the height limit of 290 feet (plus up to 40 feet for mechanical equipment) that is proposed for our property. We note that the C4-7 zoning for the site was originally adopted by the Commission and City Council in 2004. At that time, the City Council approved a special permit for height and setback waivers for a proposed hotel that would have been 478 feet tall. If the Commission determines that a height limit is now appropriate, we request that the height limit be at least 325 feet plus mechanical floors, which height is significantly lower than that originally permitted.

We acquired this approximately 35,000 square foot site in May 2007 and have successfully advanced plans to build a new Class A office building designed by the firm of Swanke, Hayden. Connell Architects. This will be the first new Class A office building on 125th Street in 40 years and, we believe, an important anchor that will stimulate growth on the eastern part of 125th Street. Equally importantly, we intend to construct this building to a silver LEED standard, making it among the most environmentally friendly buildings in Harlem and setting the standard for future buildings along 125th Street.

We obtained a building permit for our building on July 31, 2007 and are targeting April 2008 for the start of construction. We are in advanced negotiations with both an anchor tenant

for studio and office space, which represents a significant portion of the new building and will be home to a newly launched major sports network, as well as a second media tenant. The building will contain approximately 583,000 gross square feet and is 302 feet - 7 inches to the top of the roof and 365 feet to the top of the mechanical. If the rezoning is adopted as proposed, we will have to redesign the building, eliminating at least one story from the office tower and reconfiguring the mechanical space to be under the proposed height limitation. Not only would this be a significant financial hardship to a building that has already been designed with a careful eye to cost, but the associated delay would not permit us to meet the timetable set out for construction and completion by our prospective anchor tenant.

Our Harlem Park project will spur significant economic development in the surrounding area, serving as the source of an estimated \$1.1 billion in economic impact and 2,300 direct, permanent jobs, 500 of which we expect will go to members of the local community, along with another 1,500 construction jobs. We are also excited about the prospect of bringing a major media tenant to Harlem, which will highlight the attractiveness of Harlem as a major media and entertainment destination and potentially lure other media companies.

We ask the Commission to support us by adjusting the proposed zoning envelope so that we can avoid a time-consuming redesign of our building, which would undermine our ability to meet our prospective tenant's timetable and jeopardize the viability of the project. Joseph Aliotta of Swanke, Hayden, Connell will also testify and present our building and its physical context. Thank you.

80ARD OF DIRECTORS CHAIRMAN DOMINICK M. SERVEDIO\* **VICE CHAIRMEN** LOUIS J. COLETTI JOHN M. DIONISIO MARY-IFAN FASTMAN\* EDWARD J. MALLOY SALVATORE MANCINI PETER A. MARCHETTO PRESIDENT RICHARD T. ANDERSON PAST CHAIRMAN FRANK J. SCIAME TREASURER MAUREEN A. HENEGAN\* SECRETARY ROBERT E. SELSAM<sup>3</sup> GENERAL COUNSEL MICHAEL S. ZETLIN\* DIRECTORS SALVATORE BARBERA ELEANOR BAUM THERESA A. BISCHOFF J. MAX BOND JR. STEPHEN B. BRAM MICHAEL BURTON VICTORIA I. CERAMI CATHLEEN B. COLELLA" KURT G. CONTE CARL J. CONSENZO PETER J. DAVOREN MICHAELS, DELLA ROCCA PETER L. DICAPUA KEVIN I. DOYLE THOMAS D. FARRELL DEBORAH WATHEN FINN JOHN J. GILBERT III MARYANNE GILMARTIN PETER GOETZ LAWRENCE F. GRAHAM VERONICA W. HACKETT WILLIAM H. HARDING RICHARD SETH HAYDEN JERRY M. HULTIN JAMES H. JONES GEORGE KLEIN GARY LABARBERA CHRISTOPHER LARSEN TEFFREY E. LEVINE WILLIAM A. MARINO TAMES H. MCGRAW IV FRUMA NAROV GERARD A. NEUMANN DAVID B. PINTER RAYMOND M. POCINO JONATHAN D. RESNICK ARTHUR RUBENSTEIN ANTHONY P. SCHIRRIPA JUDITH R. SHAPIRO GASTON SILVA MARK E. STRAUSS MARILYN JORDAN TAYLOR DANIEL R. TISHMAN RICHARD L. TOMASETTI PETER K. TULLY ELIZABETH VELEZ MICHAEL A. WILKE JOSEPH ZELAZNY

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MARTIN D. RABB
JACK RUDIN
LESTER O. WUERFL JR.

Exercise Committee Member

CHATAPERSON JAN 30 2008 17254



#### **VIA OVERNIGHT MAIL**

January 29, 2008

Ms. Amanda Burden, Chair City Planning Commission 22 Reade Street New York, NY 10007-1216

Re: 125th Street Rezoning

Dear Chair Burden and Members of the Commission:

On behalf of the New York Building Congress, the City's largest and most diverse coalition serving the design, construction and real estate industry and involving 1,500 members from 400 constituent organizations, please accept this letter in lieu of testimony at the January 30 City Planning Commission public hearing on the proposed rezoning of the 125<sup>th</sup> Street corridor in East, Central and West Harlem ("125<sup>th</sup> Street Rezoning" or "Plan").

The Building Congress commends and enthusiastically supports the City on this impressive interagency initiative, which has spanned more than four years and involved extensive public outreach and guidance from a community-based Advisory Committee. The product of the City's efforts is a comprehensive, balanced plan to achieve clearly-defined goals for preserving and promoting the unique character and history of 125<sup>th</sup> Street, while creating opportunities to further the ongoing revitalization of the area. That revitalization can progress only so far under the existing zoning, which has remained largely unchanged since 1961 and fails to maximize the potential of this transit-rich corridor.

The Department's plan proposes to unlock that potential by positioning high-density zones where they make the most sense – at the transit hubs and major thoroughfares, while gradually lowering density in zones farther from major transportation infrastructure. Furthermore, by increasing densities for generally the same land uses and replacing existing manufacturing districts to allow new mixed uses and commercial uses, the Plan lays the foundation for enhancing 125<sup>th</sup> Street as a regional business district and stimulating residential development to help meet the City's increasing demand for housing. These changes are projected to yield two million square feet of new commercial space, more than 2,300 dwelling units, including approximately 450 permanent incometargeted affordable housing units through the first Inclusionary Housing Program in Upper

Chair Burden and Members of the City Planning Commission January 30, 2007 Page 2

Manhattan, and over 6,500 new jobs. At the same time, the Plan's proposed zoning changes would preserve the scale and character of areas to complement existing building patterns.

The Plan also includes innovative strategies for enhancing 125<sup>th</sup> Street's world-famous reputation as an arts, entertainment and retail destination, starting with the City's first-time use of an Arts Bonus, which would give developers a density bonus in exchange for providing visual or performing arts space. This Arts Bonus is expected to create approximately 90,000 square feet of arts and performance space on 125<sup>th</sup> Street. Equally impressive, the Plan's proposed Special District, a 24-block stretch of 125<sup>th</sup> Street, would incorporate provisions to maintain and improve its lively pedestrian environment through regulations aimed at ensuring that ground floors are dominated by active uses, such as retail, entertainment and restaurants. In addition, the proposed Special District would contain a Core Subdistrict, where developments with 60,000 square feet of floor area or more would be required to allocate five percent of their space in the building to qualifying arts and entertainment-related uses. Indeed, these measures would pave the way for significantly boosting 125<sup>th</sup> Street's established cultural repertoire.

Given all of the economic benefits and quality-of-life improvements to be derived from the Plan, the 125<sup>th</sup> Street Rezoning is exactly the kind of well-planned development the Building Congress endorses. We encourage the Commission to approve it.

Though not specific to this Plan, the Building Congress would like to take this opportunity to express its concern about infrastructure planning and investment related to private and public-initiated development activity citywide. As the Commission knows, Mayor Bloomberg's PLANYC begins to take a hard look at the increasing demand being placed on the City's aging infrastructure and includes a number of initiatives for meeting that demand. But more can and should done to advance that effort.

The Building Congress recommends that, consistent with its mission under the New York City Charter, the Department of City Planning examine the capital programs of the Metropolitan Transit Authority and city agencies responsible for critical infrastructure oversight to determine the extent to which infrastructure planning and investment is keeping pace with citywide demand. Based on this comprehensive examination, capital programs could be adjusted, as appropriate, to make them even more effective in addressing existing and future infrastructure requirements essential to sustaining, let alone growing, development activity and a robust economy.

Sincerely.

Richard T. Anderson

President

Chair Burden and Members of the City Planning Commission January 30, 2007 Page 3

cc: The Honorable Inez E. Dickens, New York City Council

The Honorable Michael N. Gianaris, New York State Assembly

The Honorable Robert Jackson, New York City Council The Honorable Miguel Martinez, New York City Council

The Honorable Daniel O'Donnell, New York State Assembly

The Honorable Bill Perkins, New York State Senate

The Honorable Adam Clayton Powell, IV, New York State Assembly

The Honorable Christine C. Quinn, Speaker, New York City Council

The Honorable Eric T. Schneiderman, New York State Senate

The Honorable Jose Serrano, New York State Senate

The Honorable Scott M. Stringer, Manhattan Borough President

The Honorable Keith L.T. Wright, New York State Assembly



## CB9M

565 West 125 Street New York, New York 10027 (212) 864-6200/Fax # 662-7396

#### **COMMUNITY BOARD #9, MANHATTAN**

Scott Stringer President, Borough of Manhattan

January 16, 2008

OFFICE OF THE CHAIRPERSON

JAN 2 2 2008

172/3

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Jane Arrendell Assistant Secretary

Anthony Fletcher
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Diane Wilson Assistant Treasurer

Lawrence T. McClean District Manager The Honorable Amanda Burden, Chair City Planning Commission 22 Reade Street New York, New York 10007-1216

Re: 125th Street River to River Rezoning Proposal

Dear Commissioner Burden:

We at Community Board No. 9 Manhattan believe that the 125<sup>th</sup> Street River to River Rezoning Proposal ("Rezoning Plan") provides an important catalyst for the economic development of West 125<sup>th</sup> Street. In preparation for the upcoming Public Hearing, we have enclosed certain background information in support of our position on the Rezoning Plan for 125<sup>th</sup> Street.

#### Included are:

- 1. The Resolution in support, with conditions, of the Rezoning Proposal passed at our December 5, 2007 Special Board Meeting;
- 2. Support Letters from various Community Members;
- 3. Power Point Presentation "West Harlem Development Economic Strategies and Recommendations"

If you have any questions please, contact me or District Manager Lawrence T. McClean at (212) 864-6268.

Sincerely

Patricia Jones

Chair

cc: City Planning Commissioners

Ray Gastil, Director, Manhattan Borough Office, DCP

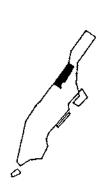
Edwin Marshall, Upper Manhattan Planner, DCP

Hon. Yvonne Stennett, Chair, Housing & Land Use Committee

Hon. Savona Bailey-McClain, Chair, Harlem Piers & Economic

Development Committee

SERVING HAMILTON HEIGHTS/MANHATTANVILLE & MORNINGSIDE HEIGHTS





CB9M

565 West 125 Street New York, New York 10027 (212) 864-6200/Fax # 662-7396

### COMMUNITY BOARD #9, MANHATTAN

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Barbara Marshall Treasurer

Yvonne Stennett Assistant Treasurer

Lawrence T. McClean District Manager

December 7, 2007

Hon. Amanda Burden

Chair

City Planning Commission

22 Reade Street

New York, New York 10007-1216

Re: Application # C080099ZMM

Dear Commissioner Burden:

At its Special Meeting held on Wednesday December 5, 2007 Community Board No. 9 Manhattan voted to approve the following resolution re: The 125<sup>th</sup> Street River to River Rezoning by a vote of 19 in favor, 3 opposed and 5 abstentions:

WHEREAS the Department of City Planning put forth an application for the rezoning of 125<sup>th</sup> Street in Manhattan to cover the area from 124<sup>th</sup> to 126<sup>th</sup> Street between Broadway and Second Ave. and;

WHEREAS the Department of City Planning submitted the Draft Environmental Impact Statement on September 28, 2007 and certified this application on October 1<sup>st</sup>, 2007, and;

WHEREAS the area on 125<sup>th</sup> street from St. Nicholas Avenue to Broadway falls within the purview of Manhattan Community Board 9 and therefore subject to the ULURP process of Manhattan Community Board 9, and;

WHEREAS the 60-day period for community board review under the Uniform Land Use Review Process (ULURP) commenced on October 10<sup>th</sup>, 2007, and:

WHEREAS Manhattan Community Board 9 held a public hearing in accordance with ULURP rules on December 3, 2007, and;

Hon. Amanda Burden December 7, 2007 Page -- 2

WHEREAS the Community Board expects that the current proposed plan for a C4-4D, R7A and R7-2 (with C2-4 commercial overlays) districts along 125<sup>th</sup> Street from Broadway to Morningside Ave. will not allow for sufficient commercial space, and;

WHEREAS, the city's proposed R7-2 and R7-A zoning designations were meant to protect existing residents, but unduly restricted commercial development; and

WHEREAS Community Board 9 supports the development of affordable housing onsite that is targeted and periodically adjusted to the income levels of Community Board 9 under the following guidelines:

- 20% at 60% or less than AMI
- 40% at 60-100% AMI
- 40% at 100-120% AMI

WHEREAS Community Board 9 has sought to preserve light manufacturing in West Harlem in accordance with its 197-a plan and recommendations, and;

WHEREAS Community Board 9 voted unanimously to support a mix of businesses coupled with arts, culture and creative services as defined by the Standard Industrial Categories (SIC) in the New Amsterdam Special District and:

WHEREAS the benefits of the 125<sup>th</sup> Street Special District applies primarily to the Core Sub district that is contained in Community Board 10, therefore;

BE IT RESOLVED that the ULURP Committee recommends to the full board of Community Board 9 to vote to support the Department of City Planning's Land Use Review Application for the 125<sup>th</sup> Street Corridor Rezoning (Application #N080100 ZRM); if the following conditions are met:

- (1) The Department of City Planning expand its current rezoning plan and amend the Draft Environmental Impact Statement to include the "New Amsterdam Special District", which will cover the area from the south side of 126<sup>th</sup> Street to 130<sup>th</sup> Street between Amsterdam and Morningside/Convent Aves, and be zoned C6-3 (with a Base of 4 FAR, and 4 FAR Bonus for Inclusionary Housing or Arts/Cultural uses, totaling a Max of 8 FAR), with height limitations of 160ft. and
- (2) The rezoning plan for both sides of 125<sup>th</sup> street from St. Nicholas to Broadway be changed to a C6-2A designation (with a Base of 4 FAR, and 3.2 FAR Bonus for Inclusionary Housing or Arts/Cultural uses, totaling a Max of 7.2 FAR), with a height

Hon. Amanda Burden December 7, 2007 Page — 3

limitation of 120ft instead of the current C4-4D, R7A and R7-2 (with C2-4 commercial overlays) designations,

- (3) The proposed Arts and Culture bonus be extended to cover the area of the rezoning west of Convent Ave./Morningside Ave, to Broadway in order that the entire 125th Street corridor serve as an arts and culture district;
- (4) The Arts and Culture bonus give indigenous qualifying businesses and individuals an incentive to own property;
- (5)Due to the increase in development potential brought on by the proposed C6-2A and C6-3 designations, anti-harassment and cure provisions be instituted within the Special 125<sup>th</sup> Street District that are modeled on Article IX: Special Purpose Districts, Chapter 6: Special Clinton District, Section 96-110 in order to ensure that while attracting new development to Community Board 9, safeguards will be in place to prevent displacement of long-time residents.
- (6)All housing developed in the proposed 125<sup>th</sup> Street Special District as recommended by Community Board 9 be affordable housing onsite and only within the site of rezoning that is targeted to the income levels of CB9, as periodically adjusted, according to the following guidelines:
  - 20% at 60% or less than AMI
  - 40% at 60-100% AMI
  - 40% at 100-120% AMI
- (7) Consistent streetscape design for the entire 125th Street corridor (i.e., lighting, benches, trash receptacles) to visually unify the districts affected;
- (8) Consistent with Community Board 9's 197-a plan and recommendations, the rezoning application includes building code requirements that meet or exceeds Leadership in Energy and Environmental Design (LEED) Silver standard as specified by the U.S. Green Buildings Council (USGBC) as per the goals of the Mayor's PlaNYC 2030; and
- (9) The proposed Arts & Entertainment Requirement be changed to a Local Business Requirement. Qualifying local businesses are defined as businesses indigenous to Community Boards 9, 10, or 11, or those registered as minority, woman, disabled or disadvantaged-owned businesses, and not members in a national chain.

Hon. Amanda Burden December 7, 2007 Page - 4

(10) That the CB9M considers the preservation and Landmarking of buildings identified in CB9M's 197-a Plan to be of prime importance and desire and that the complete transportation infrastructure serving 125th Street be further studied and the traffic congestion mitigated to insure the smooth development of the 125th Street corridor.

If you have any questions please contact District Manager Lawrence T. McClean or myself at (212) 864-6268.

Sincerely

Jordi Reves-Montblanc Chair

cc: Hon. Michael Bloomberg, Mayor

Hon. Scott Stringer, Manhattan Borough President

Hon. Robert Jackson, City Councilmember

Hon. Inez Dickens, City Councilmember

Hon. Keith Wright, Assemblymember

Hon. Bill Perkins, State Senator

Hon. Earl Andrews, Vice-Chairman, NYCHA

Maxine Griffith, Executive Vice President, Government & Community Affairs, CU

Hon. Carolyn Thompson, 1<sup>st</sup> Vice-Chair Hon. Patricia Jones, 2<sup>nd</sup> Vice-Chair

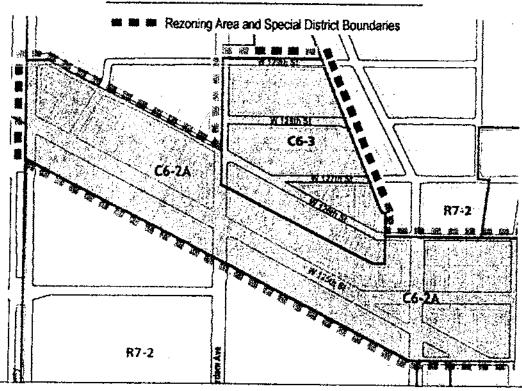
Hon. Yvonne Stennett, Chair, Housing Land Use

Hon. Savona Bailey-McClain, Chair, Harlem Piers

Manhattan Community Board(s) 10 and 11

#### CB9

#### **PROPOSED ZONING**



#### PROPOSED ZONING

Allowed E	Density within	Special District	(FAR):
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Use:		RESIDENTIAL		COMMERCIAL	FACILITY	Special	District but	k controls
 Underlying Zoning District	Base FAR	inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Buildin jatreeti min.		Building height: max,
R6A	•	-	3.0	-	3.0	40°	60	70°
C4-4A	•	•	4.0	4.0	4.0	40'	65	80'
C4-4D	4.0	3.2	7.2	7.2	4.0	60	85'	120
C6-2A*	4.0	3.2	7.2	7.2	4.0	60'	85'	120
C6-3	4.0	4.0	8.0	8.0**	4.0	60'	85	130'-160'
C4-7	9.0	3.0	12.0	10.0	10.0	60'	85'	290'

**Building Form:** 

<sup>&#</sup>x27;Proposed replacement of C4-4D with C6-2A to allow for greater flexibility in commercial uses (i.e., arts/cultural uses)
'Base 4.0 FAR with bonus of 4.0 FAR given if a certain percent of additional floor area is devoted to arts/cultural condo
'Base 4.0 FAR with bonus of 3.2 FAR given if a certain percent of additional floor area is devoted to arts/cultural condo
C6-3 max building height of 160' within CB\$ & CB\$1 and a max building height of 130' within CB\$0

----- Forwarded Message -----November 15, 2007

The Honorable Amanda Burden Commissioner, NYC Department of Planning 22 Reade Street New York, N.Y. 10007

Dear Commissioner Burden.

Judy Shepherd-King and A Delicate Balance support the inclusion of the New Amsterdam Mixed Use Sub-district in the 125th Street River to River re-zoning plan. Such an inclusion would help facilitate the creation of a much desired cultural arts district. As outlined in CB9's 197a plan, a cultural arts district would generate viable creative jobs in design, production and related services. Tourism will continue to play a major role in NYC overall but Harlem specifically. Improving cultural offerings will benefit the entire district in West Harlem. Our organization is asking that City Planning include our request for this new re-zoning.

Sincerely,

Judy Shepherd-King cc: Jordi Reyes-Montblanc Chair, Manhattan Community Board 9 565 West 125th Street New York, N.Y. 10027

Savona Bailey-McClain Chair, Harlem Piers, Waterfront & Economic Development 565 West 125th Street New York, N.Y. 10027 ----- Forwarded Message ------November , 2007

The Honorable Amanda Burden Commissioner, NYC Department of Planning 22 Reade Street New York, N.Y. 10007

Dear Commissioner Burden,

I, Linda Banton, support the inclusion of the New Amsterdam Mixed Use Sub-district in the 125th Street River to River re-zoning plan. Such an inclusion would help facilitate the creation of a much desired cultural arts district. As outlined in CB9's 197a plan, a cultural arts district would generate viable creative jobs in design, production and related services. Tourism will continue to play a major role in NYC overall but Harlem specifically. Improving cultural offerings will benefit the entire district in West Harlem. Our organization is asking that City Planning include our request for this new re-zoning.

Sincerely,

Linda Banton

cc: Jordi Reyes-Montblanc Chair, Manhattan Community Board 9 565 West 125th Street New York, N.Y. 10027

Savona Bailey-McClain Chair, Harlem Piers, Waterfront & Economic Development 565 West 125th Street New York, N.Y. 10027

Trust in the LORD with all thine heart; and lean not unto thine own understanding. In all they ways acknowledge him, and he shall direct they paths. ( $Prov\ 3:5.6$ )

December 8, 2007

Darlene C. DeFour, Ph.D. 1919 Madison Avenue, #615 New York, NY 10035

The Honorable Amanda Burden Commissioner, NYC Department of Planning 22 Reade Street New York, N.Y. 10007

Dear Commissioner Burden,

I, Darlene DeFour, support the inclusion of the New Amsterdam Mixed Use Sub-district the 125th Street River to River re-zoning plan. Such an inclusion would help facilit the creation of a much desired cultural arts district. As outlined in CB9's 197a pla cultural arts district would generate viable creative jobs in design, production and related services. Tourism will continue to play a major role in NYC overall but Harl specifically. Improving cultural offerings will benefit the entire district in West Harlem. Our organization is asking that City Planning include our request for this n re-zoning.

Sincerely,

Darlene C. DeFour, Ph.D.

cc: Jordi Reyes-Montblanc Chair, Manhattan Community Board 9 565 West 125th Street New York, N.Y. 10027

Savona Bailey-McClain Chair, Harlem Piers, Waterfront & Economic Development 565 West 125th Street New York, N.Y. 10027 December 10, 2007

The Honorable Amanda Burden Commissioner, NYC Department of Planning 22 Reade Street New York, N.Y. 10007

Dear Commissioner Burden.

As an artist, I support the inclusion of the New Amsterdam Mixed Use Sub-district in the 125th Street River to River re-zoning plan. Such an inclusion would help facilitate the creation of a much desired cultural arts district.

As outlined in CB9's 197a plan, a cultural arts district would generate viable creative jobs in design, production and related services. Tourism will continue to play a major role in NYC overall but Harlem specifically. Improving cultural offerings will benefit the entire district in West Harlem. I am asking that City Planning include the community's request for this new re-zoning.

Sincerely,

#### Joan Green

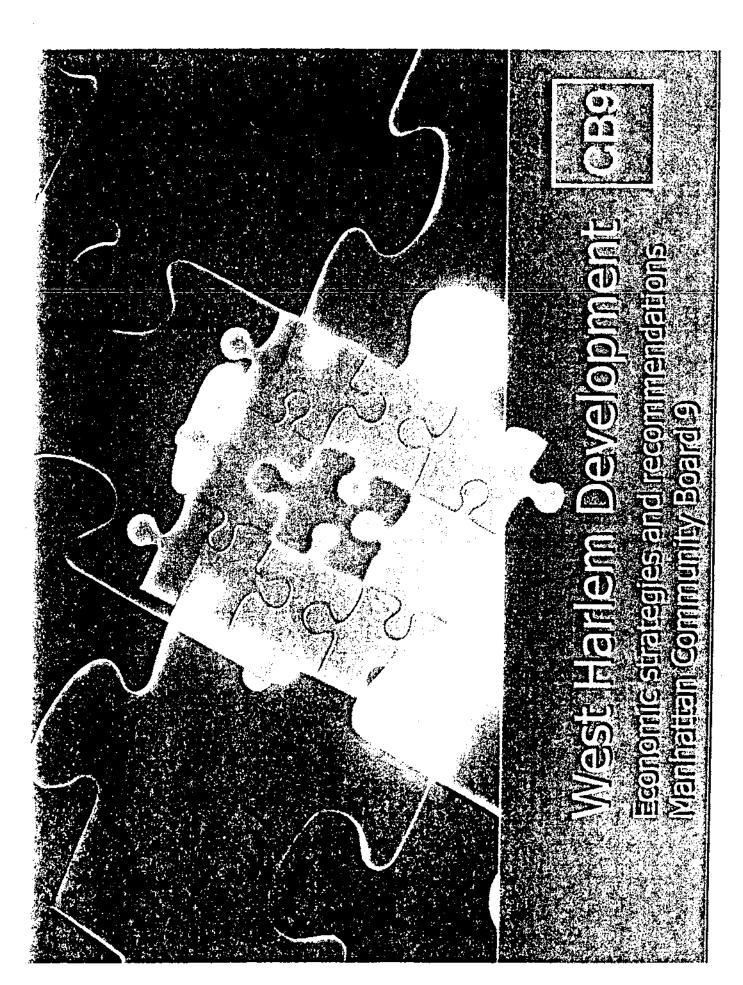
Joan Green Arts Supporter

cc: Jordi Reyes-Montblanc Chair, Manhattan Community Board 9 565 West 125th Street New York, N.Y. 10027

\*\*\*\*\*\*\*\*\*

Savona Bailey-McClain Chair, Harlem Piers, Waterfront & Economic Development 565 West 125th Street New York, N.Y. 10027

See AOL's top rated recipes (http://food.aol.com/top-rated-recipes? NCID=aoltop0003000000000004)



We also wish to thank Marc Blever Trban Fellow for providing economics esearch and committee chair Savor McClain for providing creative servic

The purpose of this presentation, is provide recommendations for the rezoning of 125th Street River to River the marketing of West Harlem and tourism for our Harlem giers area.

#### ONSISTENCY

- Consistent Streets age along 125th Street

#### River to River

#### AFFORDABLE HOUSING:

ude income taro for a family of i CB9 wants any new housing to of Area Median Income or \$35, developed on 124th or 126th S

### LOCAL BUSINESS REQUIREMENT:

CB9 want t

#### **CULTURAL BONUS:**

CB9 wants a cu

# Pusinesses in CB9 Manhaitan

s to serve the p le business make-úp in zip co

- 67 restaurants
- 44 grocery stores
- 65 beauty salons
- 59 health care professional
- 37 real estate services
- 30 churches

# . 74 Look at Local Bushnesses in

Businesses in zip code 10031\*

 67% of local businésses have sales volu of less than \$1 million per year.

Nearly 50% have less than \$500,000 in sales

8 local businesses have sales totaling between \$10 and \$20 million per year

grocery stores, make up the greatest number Food services, including restaurants and of businesses in the area.

Reference USA, all data is as of January 2007

#### THE SESSIFIED OF BUSINESSES IN

sinesses in zip code 10031\*

- reet level retail space, home-based small businesses, non-profits, and religious institutions among others 1 total of 1225 businesses, including
- ity of businesses employ between 1 an The major
- ousinesses employ less than 10 people
- nesses have more than



/ 2007, the Selig Center for Econor Growth projected etkinic multicultur narketing buying power at:

- African Americans, \$852.8 bi
  - Native Americans, \$57.3, bill
- Asian Americans, \$454.9 b
- Hispanies, \$926.1 billion

### Malerinonic Development West Hariem Piers

**639** 

- The name "West Harlem Piers" ncreasing significance of the p positioning West Harlem as a t
- hithe offerings of the Pier tial, there are many furthe les to be seized.
- In particular, the piers area is a tremendous opportunity for the development of an arts a culture hub attractive to both community nembers and tourists allke

# The Economic Opportunities in the Arts & Cultume Fourthsin

- n un-tapped/economic opp Harlem Piers in arts & cultu
- Arts & culture tourism is based on and support of creative industries i
  - nes, areaine industries are the ງ ເມືອງກາງຄວາມ hat drive the infort Creative industries are defined ne, and advantsing . "arts-centric busi Profit museums, to

### Aris & Culture Tourism

- Americans for the Arts documented the economic impact of arts & culture organizations and their attendees for /ear 2005
- Attendees spent \$103.1 billion or an average of \$27.79 per person per event\*
- 39% of attendees were visitors who spent \$40.19 per person per event\*
- Local residents naturally become attendees compromising 61% of attendees spending ar average of \$19.53 per person per year\*

at the support of creative ind

- s desirable tourist destj
  - th local and non-lo
- Attendees both local and non-loc considerable money thus spurring growth, creating jobs, and gener Jovenninenie revenie
  - Encourages the use of t

### LANGOR SIE Greative industries in

Data on Creative Professionals!

- 46 businesses in the 10031 zip code are i creative industries or 3.7% of the total.
- Art galleries and dealers make up the largest number of a single type of creative business with a total of 8 in the area.
- The other businesses cover a range of services including music, visual and performing arts

Reference USA, all data is as of January 2007

- reative industries, défined by Americans for the ts as businesses involved in the Tereation or
  - nake up z distribution of the arts") Overall, creative industries m businesses in the country
    - nore adept dusines tend to be much n Ing their Workforga,
      - From 2004 to 2006, employment for a businesses dropped 5,6% While emplo-creative, industries dropped by only 3.7

A comparison of creative industries in U.S. Congression and New York State District 30 vs. zip code 10031

U.S. 15 & N.Y.S. 30*	10031*
18 & 19% film & video related	k video related >1% film & video related
18% photography related	>1% photography related
2-3% visual arts related	0.08% visual arts related

Source: American for the Art

\*Source: Reference USA, all

### CB9 Mainfairen

- clear that more analysis is needed e a total look at the business need
- It the aforementioned data show It is a clear shortage of arts-OUSINESSES IN SOME SECTORS.
  - ne development of these sectors a n the use of technology cannot the branding and mist Harlem and the Harlem

#### GB9 Manhaitein

A comparison of creative industries in U.S. Congressional District and New York State District 30 vs. zip code 10031

U.S. 15 & N.Y.S. 30*	10031*
18 & 19% film & video related	video related >1% film & video related
	>1% photography related
2-3% visual arts related	0.08% visual arts related
The state of the s	A CONTRACTOR OF A CONTRACTOR O

Source: American for the Aris

- It is not as simple as "build it and to come", the West Harlem Piers, to t pest, must be marketed.
- To differentiate the area, the pier positioned as not only a simple parapart of a bigger arts & culture "s
  - destination should start immediatell continue to expand and evolve as t Thus the marketing of the Piers ar Harlem as a new and fresh cultura

- Marketing Strategies.

  Develop the brand concept of the West Harlem Piers and promote it to local businesses, key stakeholders and residents to ensure that actively advocate for the and residents to ensure that actively advocate within alea. rketing Strategies.
- Encourage business owners and stakeholders within the Piers area to see themselves as part of the waterfront. Program a diverse range of high quality arts & culture attractions for visitors to encourage them to move through out the waterfront area.
- Develop and make easily accessible to all a full calendar of major and minor events to be staged in the Piers
- Develop, a multi-faceted advertising and promotion campaign targeted at both visitors and local resider

# The Selection of the se

- nessee River was once so pol nhabitable.
  - Created a riverfront vision, entitled "Created a riverfront vision, entitled "Waterfront" putting \$120 million into oject using the river to revitalize the
    - this revitalization was the appreciation of the spore of
- Veals after they started the project is e and the banks are lined with an agu m, children's museum se and publicant.

#### **Creative London**

ustries are one of the fastest £21bn annually, employing more significantly to future job growt

t's only recently that we've been able to fully appreciate the contribution that the creative and supporting '

nities to achieve ve industries also provide ideal opporti hallenging existing economic and socia ngaging with disadvantaged communi

# Case Suidly Boston Piers Park

- answer East Boston's

#### **CREATE BERLIN**

CREATE BERLIN IS AN INITIATIVE BY AND FOR BERLIN DESIGNERS

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### Recommended

- Lengthen the re-zoning area west to the Hudson
- Inclusion of CB9's New Amsterdam Mixed Use District from 125th Street to 129th Street in the Riv to River re-zoning area.
- Acquire a C6(3) re-zoning of 125th Street & the New Amsterdam Mixed Use District (height limitations
- Expansion of the 125th Street Business Im District to the Hudson River & across 12th
  - Shared management of the West Harlem Piers which includes a programmatic armidriven by West Harlem community partners.
    - Branding of West Harlem & the Har

From:

**EDWIN MARSHALL** 

To:

BRAGDON, KATHERINE; DOBRUSKIN, ROBERT; EVANS, CELESTE; GRUEL, YVETTE;...

Date:

2/11/2008 6:45 PM

Subject:

Fwd: Written Testimony

>>> ehym <<u>ehym@yahoo.com</u>> 2/10/2008 11:17 PM >>> My name is Elloheim K Tucker.

I am testifying in opposition to the 125th street Rezoning Plan. Your plan will eradicated our Black heritage. Harlem will no longer be affordable for small businesses or our black residents. Some of our families like mine have live in Harlem for over 5 generations. I am in strong opposition over plan.

Elloheim K. Tucker

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From:

**EDWIN MARSHALL** 

To:

BRAGDON, KATHERINE; DOBRUSKIN, ROBERT; EVANS, CELESTE; GRUEL, YVETTE;...

Date:

2/11/2008 6:41 PM

Subject:

Fwd: QUEEN MOTHER DR. BLAKELY TESTIMONY

Attachments: Housing Statement 01-30-08.doc

>>> "Patreinnah Acosta-Pelle PR C" >>> "prcity@nycmail.com> 2/10/2008 11:44 PM >>> The City Planning Commission Meeting on Wednesday, January 30, 2008.

Please confirm receipt of this email transmission.

Thank you,

Patreinnah Acosta-Pelle **Executive Officer** PR City, Company New Future Foundation, Inc. {718} 568-8626 prcity@nycmail.com

Want an e-mail address like minu.  From:

**ADAM WOLFF** 

To:

ALISON McCABE; CELESTE EVANS; EDWARD GREENFIELD; JULIE LUBIN; MELISS...

CC: Date: PATRICIA BUSSEY 2/8/2008 12:48 FM

Subject:

Re: Hospital for Special Surgery, CEQR 05DCP061 / WRP 06-029

Can we meet to discuss this in more detail. How does next Tuesday 2/12 at 10:30 am sound? 6th floor conference room (small one).

Adam,

I looked over the 1/15/2008 Preliminary DMIS which refers to significant adverse impacts (1) to urban design and visual resources and (2) due to consistency issues with NYC Victorifont Revitalization Program policies.

The PDEIS WRP assessment stated to the amount of would "partially block visual access to the waterfront."

The Urban Design / Visual Resource and A issues appear to be similar, or closely linked. I'd like to review this application value is a letter understand the impacts which have been identified.

Adam, I'm copying this email to Calend Electrical EARD) as she may also be interested in reviewing this matter.

Please let me know when we could discuss this. Thanks,

Eddie Greenfield Waterfront & Open Space Division NYC Department of City Planning 22 Reade Street, 6E New York, NY 10007

Phone: 212 720 3445 Fax:

212 720 3490

E-mail: <u>EGreenf@planning</u>

http://www.nyc.gov/html/dcg



### WEST HARLEM ENVIRONMENTAL ACTION

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February 11, 2008

Amanda Burden

Director

New York City Department of City Planning

City Planning Commission Calendar Information Office 22 Reade Street - Room 2E

New York, New York 10007-1216

Proposed 125th Street Rezoning Draft Environmental Impact RE: Statement

Dear Ms. Burden,

West Harlem Environmental Action, Inc. ("WE ACT") submits these comments on the Draft Environmental Impact Statement ("DEIS") for the Proposed 125th Street Rezoning ("125th Street Rezoning" or "Plan"). We are deeply disappointed to find that despite a three-year public collaborative process to develop a rezoning plan the Department of City Planning ("DCP") promised would meet the both the development and economic needs of the Harlem community, DCP has gone forward with a plan that not only ignores the community's expressed needs but that would have such profoundly significant negative impacts on every aspect of life and the environment in Harlem. The DCP has betrayed Harlem's trust and the spirit of collaboration in which the River to River Plan was developed.

As a model of community participation in city planning initiatives, the DCP came to Harlem residents in 2004 to propose a way to sketch out a plan for developing the 125th Street Corridor. DCP offered to host a community charette to solicit ideas from residents and community members about their needs and vision for the rezoning. The charette was extremely successful, with 150 participants, and culminated a shared vision of how 125th Street should be developed. One of the results of that visioning process was the Harlem Waterfront Park, which will open in Spring 2008.

After the community charette, DCP has held regular meetings purportedly to update community members on the progress of the planning for the 125th Street Corridor and on the implementation of our shared vision. Many residents and other Harlem community members. including WE ACT, took part in the planning process. We gave of our time and effort in attending the meetings and to comment on the zoning changes necessary to reconcile community's with the City's needs. We believed that, because the City initiated the rezoning action, our input would be respected and our interests protected. To everyone's surprise, DCP unveiled a rezoning plan that is diametrically opposed to suggestions made at numerous committees and betrays Harlem community members' interests. Moreover, rather than attempting to meet the community needs, which is purportedly its goal, DCP has chosen to support developers of luxury condominiums and corporate entertainment and shopping outlets whose aim is to capitalize on New York City's newly regained status as a tourist destination in



### WEST HARLEM ENVIRONMENTAL ACTION

recreating the mid-town entertainment "mecca" at 42<sup>nd</sup> Street, uptown on 125<sup>th</sup> Street and beyond.

As detailed herein, the rezoning will bring in health and safety problems as a result of the anticipated increase in vehicle traffic that unwise economic development in the area would bring, not to mention other pollution sources. This will cause bus idling and increase diesel exhaust in neighborhoods that are already plagued by poor air quality, as cited by a recent study with WE ACT and the Columbia School of Public Health. Furthermore, community members are troubled that the corporate entertainment venue will cause Harlem to lose its cultural heritage and historic character as the cradle and home of the black literary, artistic, political, and cultural movements that have swept the world. WE ACT urges the Department of City Planning (hereinafter, "DCP") to incorporate the recommendations identified in these, WE ACT's, comments.

The DCP's approach undermines CEQR's intent to ensure that the public and decisionmakers are provided with enough detail about the project and its environmental consequences to determine the advisability of a development. More specifically, the DEIS is deficient because 1) it fails to take the requisite "hard look" at the project's impact on West Harlem's air quality, public health and safety, hazardous waste, infrastructure, noise, and construction; 2) it fails to consider with sufficient adequacy reasonable alternatives; 3) it fails to conduct the required environmental justice issues involved, and 4) it fails to discuss project mitigation "to the maximum extent practicable, minimize or avoid adverse environmental effects."

For the reasons outlined herein, WE ACT strongly urges that the City Planning Commission ("CPC") and the City Council to reject the DEIS as written. CPC and the City Council should refuse to allow the Plan to go forward the DCP revises its environmental impact statement to provide a thorough analysis of its significantly negative environmental impacts and design ways to avoid them.

Sincerely,

Anhthu Hoang
General Counsel
WE ACT for Environmental Justice
271 West 125th Street, Suite 308
New York, NY 10027
Tel: 212-961-1000, ext. 311
Email: anhthula weact.org

#### WE ACT'S COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACTS STATEMENT FOR THE 125<sup>TH</sup> STREET REZONING PROPOSAL BEFORE THE NEW YORK CITY CITY PLANNING COMMISSION

#### I. The DEIS Fails to Take the Requisite "Hard Look" at the Environmental Impacts of the Proposed Columbia Expansion

The purpose of an Environmental Impact Statement ("EIS") is to ensure environmental concerns are addressed at the planning stages of a project.\(^1\) Under the State Environmental Quality Review Act ("SEQRA") and CEQR, development projects must undertake an EIS if the lead agency, the state or city agency responsible for the environmental review of the project, determines that it may have significantly negative impacts on the environment. In order for the agency to make this determination, the EIS must disclose all significant environmental impacts,\(^2\) discuss alternatives\(^3\), and adopt mitigation measures to reduce or eliminate impacts to the maximum extent possible\(^4\). The law requires the lead agency, in this case DCP, to take a "hard look" at the project's environmental impacts and provide a "reasoned elaboration" as to its decision to allow the project to go forward. Therefore, the lead agency must have on record evidence showing that it examined the environmental impacts of the project and weighed the alternatives and mitigation in reaching its conclusion\(^5\). "[A] conclusory statement, unsupported by empirical or experimental data, scientific authorities or any explanatory information will not suffice as reasoned elaboration for [an agency's] determination."\(^6\)

Here, the DEIS fails to analyze the scope and scale of the 125<sup>th</sup> Street Rezoning's potential impacts at the level of detail that the relevant decision makers, including the Planning Commission, the City Council, and DCP itself, would need to give the project a sufficiently "hard look." Therefore, the DCP's lackluster "scrutiny" of the project cannot have allowed it to make a reasoned consideration of the relevant issues. A careful examination is particularly important in this case because the rezoning of 125<sup>th</sup> Street would forever transfer the unique character as an urban "village" with an eclectic mix of local businesses, architectural style, and cultural institutions. If DCP is allowed to go forward with this rezoning, it would irretrievably commit this precious public resource to very detrimental change.

<sup>3</sup> 6 NYCRR 617.9(b)(5)(v).

<sup>+</sup> 6 NYCRR 617.9(b)(5)(iv); CEQR Technical Manual ("CTM") 1-11 (2001).

Tehan v. Scrivani, 468 N.Y.S2d 402, 406 (App. Div. 1983).

<sup>&</sup>lt;sup>1</sup> See e.g., Weinberger v. Catholic Action of Hawaii/Peace Educ. Project, 454 U.S. 139, 142-43 (1981); Matter of WEOK Broad. Corp. v. Planning Bd. of Lloyd, 79 N.Y.2d 373, 380 (N.Y. 1992); Matter of Jackson v. New York State Urban Dev. Corp., 67 N.Y.2d 400, 414-15 (N.Y. 1986).

<sup>2</sup> 6 NYCRR 617.9(b)(5)(iii).

<sup>&</sup>lt;sup>5</sup> NRDC v. U.S. Army Corps of Eng'rs, 399 F. Supp. 2d 386; Matter of UPROSE v. Power Auth. of N.Y., 729 N.Y.S.2d 42 (App. Div. 2001); Town of Red Hook v. Dutchess County Res. Recovery Agency, 552 N.Y.S.2d 191 (Sup. Ct. 1990).

## A. The DEIS Fails to Disclose Significantly Negative Air Quality Impacts on the West Harlem Community

The Clean Air Act ("CAA") authorizes the Environmental Protection Agency ("EPA") to regulate emissions of air pollutants that "may reasonably be anticipated to endanger public health or welfare." Accordingly, EPA named six criteria pollutants (e.g., sulfur dioxide – SO<sub>x</sub>, nitrogen oxide – NO<sub>x</sub>, carbon monoxide, photochemical oxidant agents of smog, particulate matter, and lead) and set the national ambient air quality standards (NAAQS) that govern acceptable levels of each of them. The CAA requires each state to prepare an implementation plan (e.g., the State Implementation Plan, "SIP") that provides for the implementation, maintenance, and enforcement of the NAAQS. Emission sources located in areas that have not attained the NAAQS for any given pollutant must meet the stringent Lowest Achievable Emission Rate ("LAER") standard for that pollutant. The LAER mandates the most effective emission control technology.

In addition to federal and state air quality regulations, the CTM identifies three sources of air pollution that must be considered in a proper environmental impact analysis; these are mobile, stationary and construction sources. Actions that increase mobile source emissions are those that: add vehicles to the roads regardless of mitigation that affect traffic flow, anticipate construction of parking lots or garages that emit air pollution as part of the facility's operation, and create new uses next to sources of pollution. The 125th Street rezoning will add some 2103 vehicles trips to the 125th Street Corridor; it will create 16 new parking facilities with a capacity of 1743 spaces; and construct over square feet of new uses including 2,328 residential dwelling units (DUs), 189,099 square-feet of specialty retail space, 19,488 square-feet of boutique retail space, 436,014 square-feet of office space, and 11,672 square-feet of hotel space on the 26 projected development sites – all activities that would exacerbate the impact of existing air pollution sources including Route 90 the Henry Hudson Parkway, FDR Drive, local truck routes, five MTA bus depots, and the North River Sewage Treatment Plant.

Similarly, an action increases stationary source emissions if it involves installing a new large boiler that exhausts pollution into the air. Here, DCP anticipates that some 52 sites (26 identified and 26 "potential" development sites) will be developed as a result of the upzoning of residential and commercial use on 125th Street. The new development will be many-folds larger, more energy intensive, and therefore more polluting than anything that currently exists on 125th Street. Although DCP has attempted to analyze the pollution generating potential of the anticipated development, the agency assumes building boilers will be burning both Number 2 fuel oil and natural gas. However, precedence from other large-scale, mixed-use buildings in the area suggests that new developments on 125th Street will likely employ fuel oil, and probably at a heavier grade, thus more polluting, than Number 2. Fuel oil is one of the most polluting energy sources, emitting tremendous amounts of key criteria pollutants such as NO<sub>x</sub>, SO<sub>x</sub>, and PM, not to mention other toxic pollutants, hazardous air pollutants

<sup>&</sup>lt;sup>7</sup> 42 U.S.C. § 7508(a)(1)(A).

<sup>42</sup> U.S.C. §§ 7508(a), (b).

<sup>&</sup>lt;sup>3</sup> 42 U.S.C. § 7510 (a).

<sup>10</sup> CTM 3Q-1.

<sup>11</sup> CTM 3Q-1.

<sup>&</sup>lt;sup>12</sup> CTM 3Q-1.

("HAP"), for which both New York State and the EPA are developing emission guidelines.

In addition to the boilers, the rezoning-accommodated mixed-use commercial buildings will probably install emergency generators, which will most likely also employ diesel fuel. The combination of higher energy demands and low-quality fuel types sets Harlem up for an air quality disaster that will exacerbate already unacceptable rates of asthma, asthma hospitalizations, respiratory disease, and cancer. The City must require the use of alternative fuel and energy sources. At a minimum, new developments or renovations must be subject to strict energy conservation guidelines (e.g., weatherization, energy efficient office and residential appliances, and energy efficient HVAC systems, etc.) and required to employ natural gas or biodiesel as a start. Developmental incentives should be given for developments that make use of such other sources energy as solar and geothermal power.

Finally, a development may have construction air quality impacts if it involves dust emissions from the construction of new facilities, from sandblasting, from the operation of construction equipment, and from construction-generated traffic. 13 The impact of such activity is assessed by the magnitude and duration of the construction activity.14 Here, the rezoning allows dramatic increases in building heights and anticipates that owners of up to 52 sites will take advantage of the upzoning. The construction-related traffic and fugitive dust generated from the sheer size and number of construction projects that will result from this rezoning is unimaginable. Add to this mix, the fact that many of these sites contain older buildings that will have to be demolished and new foundations will have to be laid to accommodate dramatic height increases, and you have unbearable dust, noise, vibration, and air pollution conditions that would discourage outdoor activity. Harlem residents already have a taste of this, albeit on a smaller scale, from the numerous condominium projects cropping up haphazardly throughout the neighborhood, and they already report respiratory problems and eye irritations from construction vehicle emission, traffic, and fugitive dust. Environmental health and safety restrictions on construction site operations must be put in place to avoid and/or minimize future construction impacts on the health and wellbeing of members of this community.

> DCP Fails to Disclose the Full Range of Toxic Air Pollution That Will Result from the Construction and Operation of the 125<sup>th</sup> Street Rezoning

#### Carbon Monoxide

Carbon Monoxide ("CO"), the by-product of an incomplete combustion of fossil fuels including fuel oil (used in firing commercial boilers) and diesel (used in powering trucks, construction vehicles and equipment, and emergency generators), is a potent air pollutant that can have acute, well-documented adverse health effects. CO enters the bloodstream through the normal breathing apparatus and exerts its damaging effects by disrupting the body's normal oxygen delivery system. The disruption of the body's supply of oxygen puts at risk the functions of the heart, brain, and other organs of the

.

<sup>&</sup>lt;sup>13</sup> CTM 3Q-1.

<sup>&</sup>lt;sup>:4</sup> Id.

body. The worst part is that, because CO is a colorless, odorless gas, potential victims do not know to avoid areas of high CO concentrations. Because of its potentially deadly effects, EPA has named CO among the six criteria pollutants for which a NAAQS is necessary. Having fallen out of CO attainment during the 1990's, New York City and its partners in the metropolitan area has worked hard to come back into compliance with federal standards set by EPA.

DCP disingenuously discounts any CO impacts despite disclosing higher vehicle counts, construction activity on at least 52 development sites, and additional energy and HVAC needs for the upzoned commercial and residential uses in the rezoned area. However, one look at DCP's methodology for estimating these impacts reveals why. First, DCP only estimated CO concentrations at intersections on 125th Street itself, claiming that these are the areas most likely to be impacted by the rezoning. However, the rezoning plan calls for the new regulations to cover a north-south border from 124th to 126th Streets. Therefore, construction activity as well as HVAC exhausts will spill over to both these streets. Additionally, because the rezoning-related traffic mitigation were designed to relieve congestion on 125th Street, traffic on 124th and 126th Streets will likely increase; thus, increasing their air pollution profile. Second, air monitors on whose data the DCP relies are located in Brooklyn and in the north Bronx, at substantial distances from the rezoning site while CO can have both regional and local health impacts. DCP needs to reconsider CO impacts arising from the rezoning by monitoring CO increases more locally and to widen the geographic scope of the CO changes.

In addition to the deadly effects CO can have on its own, global warming can exacerbate its public health impacts on Harlem community members. Scientists the world over agree that global temperatures are rising in some places by as much as 1.8-3.4 degrees Fahrenheit. In New York City, this is a particularly important issue to consider because heavily built neighborhoods are vulnerable to the urban heat island effect, a phenomenon that cold lead to urban temperature increases of 2-10 degree Fahrenheit above what can be expected from global warming impacts in rural areas. 16 That is, green open spaces that can help reflect radiation and absorb carbon dioxide ("CO2") are in short supply while heavy use of asphalt and other paving material store heat for sustained warming throughout the day and night. The persistent elevated temperature means that CO will have a much longer opportunity to effect its destructive power on the health of Harlem residents. Moreover, the Northeast Climate Impacts Assessment, 17 a study conducted by leading climate experts, expects warmer temperatures to become more prevalent; by mid-century, NYC may experience as many as 49 days per year over 90 degrees and much shorter winter seasons (as many as 13 days shorter). Yet DCP ignores cumulative impacts of combined climate forces and conveniently hides behind its simpleminded CO emission estimates. DCP must be made to conduct a more thorough study of CO air quality and public health impacts.

15 http://www.epa.gov/iaq/pubs/coftsht.html

http://www.epa.gov/heatisland/about/index.html

<sup>&</sup>lt;sup>17</sup> Frumhoff et al. 2007. Confronting Climate Change in the U.S. Northeast: Science, Impacts, and Solutions. Synthesis Report of the Northeast Climate Impacts Assessment. Cambridge, MA: Union of Concerned Scientists (UCS)

#### Particulate Matter

Particulate matter ("PM") is the generic term used to describe a type of pollution that consists of complex and varying mixtures of particles suspended in the air. PM is comprised of fine (10 microns in diameter) to ultrafine (less than 1 micron in diameter) solids such as dirt, soil dust, pollens, molds, ashes, and soot as well as gaseous combustion by-products such as VOCs (like benzene), sulfur dioxide ("SO2") and nitrogen oxides ("NO<sub>x</sub>"). PM pollution can be generated through a variety of activities but in urban areas such as New York City, it is produced primarily as a product of combustion fuel oil, diesel, and automobiles as well as more recently construction activities, particularly those requiring substantial demolition and excavation. Therefore, activities such as heating residential and commercial buildings, transportation of people and materials, construction equipment, construction activities, and automobile traffic all contribute to New York City's PM load. NYC, with the dubious distinction of heading the EPA's 2005 list of the cities with the worst air quality18 in the nation, has been out of compliance the PM NAAQS since 1990.

In 2001, the EPA declared Harlem an air pollution "hotspot," having shown in collaboration with WE ACT and Mailman School of Public Health researchers that this area had some of the highest ground-level ozone and PM in the country. Researchers and environmental regulators alike recognize the tremendous threat that air pollution poses to an already vulnerable population like Harlem.

PM pollution, particularly that in the range of 2.5 microns or less, because of its varied composition, is one of the more dangerous of the criteria pollutants. PM pollution has been linked to diseases as far ranging as asthma, cardiovascular disease, chronic bronchitis, and emphysema. At the ultrafine end (e.g., particles less than 1 micron in diameter), PM has been linked to cancer and neurocognitive delay, even in children who were only exposed during gestation. Control and reduction of PM is particularly important in Harlem, and particularly around development sites, where childhood asthma hospitalization rates are nearly six times the national average and cardiovascular health is the second worst in Manhattan. These health impacts will have to be borne by a community where some 38% of the resident live below the federal poverty line, many are underinsured, and 19-26% of the residents have no health insurance at all. Adding more air pollution to this community would simply push it over the edge in most health indicators.

The CTM requires project applicants to analyze the environmental and health impacts of PM pollution. Moreover, the law requires cumulative impacts analysis to be performed on both PM<sub>10</sub> and PM<sub>2.5</sub> separately. <sup>19</sup> The UPROSE Court concluded that in light of the fact that PM25 is a non-threshold pollutant (one that has negative impacts at any level), and that the purpose of an EIS is to analyze the impact of any environmental factor that could have at least one negative effect, a failure to study the cumulative impact of PM<sub>2.5</sub> constitutes a failure to take the requisite "hard look" required under SEQRA. <sup>26</sup>Yet DCP has all but ignored analyzing PM impacts.

<sup>&</sup>lt;sup>18</sup> Anthony DePalma, Metro Briefing New York; E.P.A. Warns Of City's Air Quality, N.Y. TiMES, Mar. 23, 2006, at B4.

<sup>19</sup> In the Matter of UPROSE v. Power Authority of State of New York ("UPROSE"), 285 A.D.2d 603, 606; 729 N.Y.S.2d 42, 45 (App. Div. 2001). <sup>20</sup> Id. at 45.

First, DCP hides behind the New York State Department of Environmental Conservation ("DEC") guidance for estimating the number of project-induced heavy-duty diesel ("HDD") trucks to claim that the rezoning will only induce the equivalent PM<sub>2.5</sub> emission of a sub-threshold (some 67) number of HDD vehicles; thus, exempting it from analyzing PM<sub>2.5</sub> impacts. What DCP fails to discuss is that the DEC guidance assumes that emission equivalents are from HDD vehicles that comply with state and federal regulations. In fact, many (DEC's latest estimate is 25%) of the HDD and light-duty diesel delivery vehicles traveling through Harlem streets operate in violation of relevant standards. Therefore, DCP's attempt to paint a rosy picture of the PM<sub>2,5</sub> emission potential of project-generated vehicle traffic grossly underestimates the pollution impacts of the proposed rezoning. Second, by concentrating the analysis on just intersections on 125th Street, DCP fails to capture the cumulative impact of PM<sub>2.5</sub> pollution on the entire rezoned area - including 124th and 126th Streets as well as the mid-blocks. HDD vehicles are predominantly delivery vehicles that tend to idle on the mid-block as they make their deliveries to various businesses. Third, DCP fails to consider PM<sub>2.5</sub> impacts from stationary sources such as HVAC exhausts from the mega-commercial structures (e.g., the 290-foot tall retail-office-hotel-luxury residents, "mixed-use" buildings), which the rezoning aims to facilitate. Fourth, DCP fails to consider the cumulative impacts of the Metropolitan Transit Authority's already implemented plans to expand two local bus depots (the Mother Clara Hale, just 20 blocks away from the rezoning area, and the 126th Street Bus Depots, within the proposed rezoning), as well as the construction and operational activities of the East River Plaza and the Manhattanville expansion of Columbia University along with the myriad other condominium construction projects in Harlem. The agency must be made to conduct the appropriate direct and cumulative impact analyses of PM<sub>2.5</sub> air pollution generated by the project (during both construction and operation) and other nearby pollution sources. This includes the  $PM_{10}$  and  $PM_{2.5}$ emission profiles of both pollutant types. DCP must design programs and/or requirements that will adequate avoid the environmental and health impacts of these pollutants on the Harlem community.

#### <u>Ozone</u>

Ozone is created when vehicle and fossil-burning equipment emissions of Nitrogen oxides ("NO<sub>x</sub>") and volatile organic compounds ("VOCs") react in the presence of sunlight. Like other air pollutants, ozone has significant negative impacts on both human health and the environment. At breathing level, ozone is a pollutant that can cause a host of negative health impacts including lung damage and respiratory disorders such as emphysema, bronchitis, and asthma. Even with short-term exposure, ozone can cause shortness of breath, coughing, chest tightness, or irritation of nose and throat; these health effects are especially pronounced on hot sunny days in summer. People engaged in outdoors activity, children, elderly, and those with pre-existing respiratory conditions are particularly vulnerable to ozone's harmful effects. In addition to its negative impacts on human health, ozone can also damage vegetation, crop trees and plants, leading to increased susceptibility to disease, foliage damage, and decreased yield. In the urban setting, this means excessive ozone pollution can damage precious park and city tree plantings, not to mention urban heat island mitigation measures such as green roofs.

Ozone is such a dangerous air pollutant that EPA is in the process of revising its NAAQS to provide for more stringent standards in order to protect human health to as

low as 0.060 ppm from its current standard 0.080 ppm. Currently, New York City already violates EPA's ozone NAAQS, which means that once the new rules are promulgated in March 2008, the City will be out of attainment with the national standards by even a wider margin.

The proposed rezoning has the potential to increase Harlem's loading of ozone in a number of ways. First, during both construction and operation of the developments anticipated by the rezoning, more vehicles (automobiles and diesel-operated vehicles such as buses and delivery trucks) will be added to local roadways and smaller neighborhoods. DCP implies that because traffic flow on 125th Street, the most impacted avenue in the proposed rezoning area, will be completely mitigated through signaling and other traffic controls, the local air quality will not be impacted by traffic. However, even if traffic flow were to be mitigated (which it may not be), the absolute number of vehicles, and thus amount of vehicle exhaust pollution, will increase regardiess of whether traffic delay increases. Second, construction vehicles and equipments, regardless of whether they use ultra-low sulfur diesel fuel or regular dirty diesel fuel, will generate ground-level ozone, and thus the local pollution loading in Harlem. Third, the operation, especially fuel choice, of the additional (and higher capacity) boilers and other power generation equipment including emergency generators will generate ozone. Finally, the use of VOCs in building material, building adhesive, furnishings, and other operations will increase Harlem's ground-level ozone. Despite the potential for this development to have such an immense impact, DCP ignores any analysis of ozone impacts that could result from the rezoning action. DCP must revise the DEIS to include an analysis of the rezoning's ozone impacts.

#### Nitrogen Oxides

Nitrogen Oxides ("NO<sub>x</sub>"), a precursor of chemical smog, are formed from incomplete combustion of fossil fuels such as fuel oil and diesel. At temperatures greater than 70 degrees Fahrenheit, NO<sub>x</sub> becomes a reddish-brown color, which forms the brown haze we see as smog. Like ozone and other air pollutants, the primary cause of NO<sub>x</sub> in urban environments are mobile sources such as diesel delivery trucks, nonroad sources such as diesel-burning construction equipments and vehicles, and stationary sources such as fuel oil burning boilers and building HVAC systems.

 $NO_x$  is a known airway irritant that can cause respiratory diseases, lung damage, and potential birth defects in the long-term and eye irritation and difficulty breathing, especially at higher temperatures.  $NO_x$ 's effects on human respiratory health are worsened by its role in the formation of PM. Because of its severe health impacts, especially on workers exposed at close range,  $NO_x$  is regulated by both EPA and the Occupational Safety and Health Administration ("OSHA").

In addition to the human health impacts  $NO_x$  creates, it can also cause fundamental changes to natural ecosystems.  $NO_x$  reacts with atmospheric water to form nitric acid, a major component of acid rain.  $NO_x$ 's role in acid rain formation is particularly important because it threatens Harlem and Hudson River restoration efforts. Moreover, because  $NO_x$  can travel long ranges,  $NO_x$ 's impact can be felt far from its point of origin.

Despite the danger  $NO_x$  poses both to human health and the environment, DCP makes no effort to discuss the project's impact on the overall  $NO_x$  profile of Harlem nor

does it discuss the cumulative impact of the project's  $NO_x$  output and that of other pollution sources in the area. To be sure, the DEIS does give some tables of the  $NO_x$  output of various equipment configurations including its cooling towers, boilers, and HVAC systems. Lacking, however, is a discussion of what each of these numbers mean to the public health profile of the community or the air quality of the area. DCP must be made to study these factors so that decision makers, including the public, can truly assess the environmental impacts of this development and consider the wisdom (or lack thereof) of allowing it to go forward or not.

#### Sulfur Oxides

Sulfur Oxides (" $SO_x$ "), like  $NO_x$ , are air pollutants derived primarily from the incomplete combustion of fossil fuels such as fuel oil, coal, and diesel. In urban environments where coal-fired power plants are not in operation, construction vehicles and equipment, diesel trucks and buses, and power generators are the main sources of  $SO_x$  pollution.  $SO_x$  is so dangerous because it has negative impacts on both human health and the environment.  $SO_x$  irritates airways and causes respiratory damage and disease; it also exacerbates existing heart and lung disease.  $SO_x$  can also contribute to acid rain, cause damage to plants and wildlife, and contribute to visibility impairment through formation of particulate matter and haze.

DCP altogether fails to provide any specific data or analysis on the level and impacts of SO<sub>x</sub> emission that will result from project-facilitated development. The only information the community, stakeholders, and City decision makers are left to ponder is DCP's determination of how far apart the building exhaust stacks are required to be. The omitted disclosure is inexcusable. DCP must revise the DEIS to provide a full description of the anticipated SO<sub>x</sub> emission so that the CPC, Harlem community members and their elected representatives can understand the full suite of environmental exposures and impacts that the rezoning will wrought on Harlem residents.

#### <u>Odors</u>

With the growth of industrial development and the increased density of urban living, odors have emerged as a major environmental concern. Odors can be released from a variety of sources including industrial and research operations, municipal service facilities such as garbage transfer stations and sewage treatment plants, household uses, construction activities, and automobile and truck traffic. Such odors can detrimentally impair local residents' quality of life, right to quiet enjoyment of their environment, and depending on the chemical composition of the odor-causing agent<sup>21</sup>, their health.

The proposed rezoning will increase the odor loading in Harlem through activities including the use of VOCs in building material and adhesives, the unearthing of hazardous material such as paint, organic solvents, and petroleum waste (e.g., products used in auto body work, auto repair, and other industrial processes), and mass storage

<sup>&</sup>lt;sup>21</sup> For example, sulfur gives off a "rotten egg smell" that can cause headaches and gastrointestinal discomfort, and benzene, a carcinogen, gives off an acrid sweet smell that can interfere with central nervous system functioning and cause irritation to eyes, skin, and the respiratory tract.

of fuel oils and other chemicals required to support the sort of commercial and luxury residential uses facilitated by the action.

DCP has identified some 52 development and potential development sites; 26 of these are probably already somewhere in the planning stages. All 52 sites have severe contamination ranging from VOCs to semi-volatile organic compounds ("SVOCs") to PCB and petroleum waste and heavy metals. Contaminants that are currently in the soil or housed in vacant buildings will be disturbed during demolition, excavation, and construction. Once disturbed these compounds will be released to wreak their full range of health devastation on the Harlem community. Yet the DEIS completely fails to discuss any effort to control odors and emissions that could result from the remediation activities. Instead, DCP hides behind the "E" designation that will placed on properties found to contain contaminants to dismiss any need for additional environmental review or protection that would have to performed for these parcels. However, the remediation plans will not be developed until development plans are submitted to the City. Even then, these plans will be reviewed piecemeal without consideration for their cumulative impacts on the health and environment of this community. More importantly, the plans will be negotiated between individual developers and DEP and will not be subject to public or legislative review. Therefore, residents and community members who will be most affected by these potentially deadly chemicals will have no say in the type of protections they will need in order to be ensured of their continued health and safety. fronically, DEP has a mechanism for property owners to appeal the "E" restrictions on their parcels, but the agency provides no redress for community members who would be endangered by failure to provide appropriate protections during hazardous material remediation work.

DCP must revise the DEIS to include more information about the specific types of odorants that contaminate properties within the rezoned area, discuss odorants that may result from the development of those parcels, and discuss the health impacts of each. Additionally, the CPC and the City Council must demand more stringent environmental and health protections be placed on any plans to redevelop contaminated parcels.

#### Hazardous Air Pollutants

Hazardous Air Pollutants (HAPs), including such dangerous compounds as benzene, perchloroethelene, and methylene chloride, comprise a list of 188 air pollutants that they EPA has determined to be toxic, teratogenic (causing birth defects), or carcinogenic or having all these effects. HAPs are derived from human-made sources including diesel-burning vehicles such as buses, delivery trucks, and construction vehicles as well as stationary sources such as boilers and power generators.

Although the DEIS acknowledges that EPA regulates air toxics emission, it makes the misleading statement that the agency has not set federal standards for these non-criteria compounds. This statement is untrue. While EPA has not developed standards for all 188 compounds, both EPA and DEC have begun to address these air toxics and require all permit applicants to identify and all address the potential for emission of these toxics in their DEIS. At the same time, DEC has indeed issued standards for some non-criteria compounds including beryllium, gaseous fluorides, and hydrogen sulfide. The CAA also addresses HAPs emission from motor vehicle and motor vehicle fuels; it specifies that benzene, formaldehyde, and 1,3-butadiene are to be

evaluated as air toxics. In addition, EPA has identified 21 chemicals that need detailed evaluation during a permit review.

Despite the increased regulatory attention to the control of air toxics and that both the construction and operation of the expansion campus at least has the potential causing releases of these compounds, DCP hides behind the fact that there are as yet no state or federal standards to altogether ignores analysis of the rezoning's potential for generating these compounds and fails to discuss the consequent health impacts of any release and/or emission. Although DCP is correct in stating that there are no legal standards defining safety levels of HAPs, public health organizations and the U.S. Centers for Disease Control all have resources concerning the health impacts of and strategies for avoidance of HAPs. Because HAPs can have detrimental effects on human health and have the greatest potency at local levels, DCP must revise the DEIS to include a proper analysis of the additional HAP loading in Harlem.

### Greenhouse Gas Emissions and Global Climate Change

Greenhouse gas emissions and the associated issues of global climate change have in recent years emerged as the single environmental impact of human activity that threatens human health. Among these are sea level rises that could threaten waterfront areas such as Battery Park, higher numbers of summer days exceeding 90-degrees, greater number of and more intense storm surges that could cause flooding and flash floods, and increased ground-level air pollution such as ozone and CO. In the urban context of Harlem, perhaps the biggest public health consequence of the temperature increase is that summer heat will be more intense, necessitating the use of artificial ventilation techniques such as fanning and air conditioning, both of which are very energy intensive. At the same time, utility companies are predicting rate increases as demand increases and delivery capacity remains limited. For low-income community members, the burden of the cost of the additional energy use will be a hardship that will force them to choose between rent, food, and mitigating the overpowering heat. Families that can marginally meet the additional costs of global mitigation will face health problems associated with mental stress and depression; those that cannot afford the costs will suffer severe health problems including exacerbated respiratory and cardiovascular disease as well as heat exhaustion and other extreme heat related health problems.

In 2007, the United States Supreme Court made the landmark ruling that greenhouse gas emissions such as those from vehicle exhaust pose a serious endanger public health and welfare. Since then, a number of federal and state courts have found that climate change and greenhouse gas emissions should be a part of the environmental impact review analysis. At the same time, both the New York City Council and Mayor Bloomberg have rolled out sustainability plans that include a suite of legislative and policy initiatives aimed at improving the region's air quality and reducing greenhouse gas emissions. DCP, as the leading land use planning agency in the City, should be leading the effort to implement these policies rather than adding to the very problems they aim to alleviate. DCP should revise the DEIS to include thorough analysis of the climate change impacts of the proposed rezoning.

<sup>&</sup>lt;sup>22</sup> Mass. v. EPA, 127 S. Ct. 1438 (2007).

See e.g., Ctr. for Biol. Div. v. Nat'l. Hwy. Traffic Safety Admin., 508 F.3d 508 (9th Cir., 2007).

#### Construction Air Pollution Control

DCP fails properly to analyze all relevant construction-related air pollution. The agency has failed to take the appropriate "hard look" at whether sufficient public review will be available for parcels that are known to contain hazardous material contamination, the environmental and health impacts of construction-generated fugitive dust, and construction vehicle exhaust. Moreover, the construction impacts analyses that are undertaken consider impacts of development at individual parcels rather than the worst case scenario that 1) all 52 sites available for development may be simultaneously undergoing construction, or at least will be simultaneously undergoing some stage of construction or 2) that construction may stretch out over the full 10-year buildout anticipated in the DEIS.

Hazardous Material - DCP disingenuously claims that because an "E" designation would be placed on properties found to contain hazardous material contamination, DEP would ensure that contamination levels would be studied properly and that appropriate remediation would be conducted. However, the procedure for lifting the "E" designation on a property calls for exclusive negotiation between DEP and the property owner, with no opportunity for public or City Council review or input. DEP regulation provides no assurance to Harlem community members that contaminated sites will be remediated in a way that ensures their health and safety. Furthermore, there is no discussion in the DEIS of how sensitive receptors will be protected should remediation work become necessary near areas they frequent and/or use. DCP must know well that there are numerous schools, daycare, after school activity, community centers, and senior centers, hospices and hospitals that serve sensitive, particularly vulnerable populations. Importantly, while DEP provides a process for private property owners to appeal "E" restrictions placed on their property and to negotiate lower standards of remediation with the City, no such procedure is afforded community members, particularly sensitive receptors, to appeal lax remediation practices that could endanger their health, safety, and perhaps even their lives.

As minimal as the environmental and health protection the E-designation affords, this mechanism is not available to neighbors of city-owned parcels of contaminated land. While the DEIS boldly states that City agencies that own or control contaminated parcels will enter into Memoranda of Understanding with the DEP in order to ensure proper testing and remediation, the DEIS provides absolutely no assurance that such agreements will be reached or the specific conditions under which they would operate. Moreover, the DEIS fails to address what would happen to presently city-owned property should they be conveyed to private developers. Woe is the Harlem community member who finds himself neighbor to one of these sites, because he would have no protection whatsoever. Because of their current status as city-owned property, they would have no E-designation attached to their titles. Once they are conveyed, the private owner can develop them as he wishes with no regard for any contamination that may be present on the property; he would neither be subject to any E-designation restrictions nor any other agreement to use proper remediation methodology.

Finally, many of the buildings and structures on parcels listed as development or potential development sites are older structures that may contain asbestos or lead. The DCP claims that NYC Building Department codes provide guidelines for asbestos and lead abatement before construction or demolition may begin. While interior remediation work is regulated by OSHA in order to ensure worker health and safety, much of the

day-to-day compliance with regulations is self-reported by construction contractors; inspections may take place once during the DCP's sample building timeline of two years. Yet the City provides no independent monitoring mechanism to provide assurance that appropriate oversight will take place in order to ensure the health and safety of Harlem community members.

DCP's failure to discuss specific environmental protection from constructionrelated hazardous material pollution is legally insufficient; therefore the agency must revise its DEIS analysis to include a more thorough analysis of the environmental and health impacts of hazardous material remediation. DCP must also identify appropriate remediation for those impacts.

Fugitive Dust – Fugitive dust can arise from any of numerous activities associated with a construction site. Anyone who has lived in or visited Harlem in the past five years knows that DCP's claim that most of the fugitive dust occur as large particles that settle near the construction site. Dust from excavation, demolition, and construction work can travel several hundred feet, and in addition to creating respiratory and other health problems, can settle on cars and private as well as community gardens; it can disrupt businesses, especially for street vendors and outdoors restaurants; it can disrupt the use of public plazas such as the one at the Adam Clayton Powell State Office Building which are key community-building fora, where community members congregate to for cultural events, markets, and to discuss the day's politics and news.

Construction-related dust is particularly harmful in the summertime when children are out of school and young mothers (with their small children) and seniors leave their apartments to escape the heat. Often, watering exposed areas and covers for trucks are insufficient to control the dust.

DCP's DEIS completely ignores the health impacts of fugitive dust and makes no mention of sensitive populations using the rezoning area. Consequently, it completely overlooks analysis of ways to avoid or even mitigate the impacts. DCP must revise the DEIS to include a thorough analysis of these issues so that the public and decision makers can make informed decisions about this proposal.

Construction Vehicles – Construction vehicles, especially those that operate on diesel, are some of the biggest generators of air pollution. So much so that New York City and many other municipalities across the country have begun to mandate the use of ultra-low sulfur diesel and particulate filters on city-related construction projects. Additionally, the EPA has also begun to require stringent emission control technologies. Yet, despite the mounting evidence of negative health impacts associated with construction vehicle emissions, the DCP has completely disregarded any analysis of their contribution to Harlem's already extremely poor air quality.

As part of the E-designation process on the development parcels in the rezoning area, DCP should require developers to use electrified equipment where available and ultra-low sulfur diesel along with best available control technology on all other construction vehicles, including large equipment of 50 horsepower or larger. Electrified equipment is feasible on development in the rezoning area because, unlike, unbuilt sites or sites on large industrial tracks, the sites in question are discreet parcels which have already accommodated that made use of electricity or have had electrical service in the past.

### Operational Air Pollution Control

The rezoning will facilitate much more density and increased commercial retail, office, and residential uses. These are much more energy intensive and will cause much greater emission than the uses currently existing on 125th Street. Depending on the size of the developments, equipment such as energy plants, cogenerators, and emergency generators and associated exhaust stacks will be installed. These will all cause greater emissions of dangerous air pollution such as PM, NO<sub>x</sub>, SO<sub>x</sub>, and VOCs into Harlem's air. Yet the only discussion to be found in the DEIS about emission sources is how far apart they need to be so that pollution is not directly blown into neighboring properties or apartment units. DCP must revise the DEIS to include a more detailed disclosure of the pollution profiles of the anticipated developments.

Exhaust stacks are also vulnerable to plume fogging, rime icing, formation of visible plumes, deposition of salts and other chemicals, deposition of microorganisms such as bacteria, mold, and other components of biological films. Rime icing, salts, and other chemicals are typically cleaned by industrial solvents. However, DCP does not even address the problem of filming on exhaust stacks much less discuss how the use of solvents or cleaners of any kind will impact the local environment, specifically Harlem's air, water, and soil quality or how these actions will impact the health and well-being of local residents and workers.

Deposits of biological film can contain bacteria, mold and other fungi, and other microorganisms. But the DEIS does not discuss how DCP plans to ensure that developers and/or managers of the facilities that will result from the rezoning will safely clean the stacks of these colonizers and/or prevent their deposition. A key issue of concern is whether toxic solvents be used and how these toxicants will affect local community members. These are all important questions that must be addressed in the environmental impact statement so that decision makers including the public can make a reasonable and informed decision about the wisdom of such a development.

- B. The DCP Fails to Disclose Significantly Negative Public Health and Safety Impacts on the Harlem Community
  - 1. The DEIS Fails to Disclose Significantly Negative Public Health Impacts of Noise and Vibration Pollution

**Noise** – Under CEQR, noise is defined simply as any unwanted sound. Noise raises environmental concerns because even at beneath levels beneath that which can cause hearing loss, noise can cause stress-related illnesses, disrupt sleep and interrupt activities requiring concentration. Noise in New York City is regulated as three types: mobile sources, stationary sources, and construction sources. Whereas mobile sources of noise (e.g., trucks, buses, aircrafts, and trains) are those that move relative to a sensitive receptor, stationary sources noise sources (e.g., machinery or mechanical equipment associated with industry or manufacturing and building related equipment such as heating, ventilation, and air conditioning systems) do not move in relation to a

<sup>26</sup> Id.

CTM § 3R at 3R-1.

<sup>&</sup>lt;sup>25</sup> ld.

noise-sensitive receptor.<sup>27</sup> Construction noise results from both mobile and stationary sources but is analyzed separately because such noise is temporary, even though they may last for years. 28

The most important step in the analysis of noise impacts is the identification of source, path, and receptor. 29 The source of noise is discussed supra; the path of noise is the medium through which sound propagates (e.g., air, water, solid materials); and the receptor is the final destination of the sound, which for all intents and purposes under CEQR, is the person(s) hearing the noise.30

The law demands a detailed analysis of a development's noise impacts when the project will generate or reroute vehicular traffic, be located within 1,500 feet of a railway, place a stationary source within 1,500 feet of a sensitive receptor, or cause construction equipment to operate within 1,500 feet of a sensitive receptor. 31

Construction - Construction noise has been shown to negatively affect human health, 32 and this noise produced from construction work and vehicular traffic is very high on most sound level scales.33 High noise levels can negatively affect sleep, school, and work performance - all of which have social, economic and health implications. 34 The noise decibels identified by the draft scope, 70 db, is wholly inappropriate for maintaining human. In fact, the World Health Organization has found that noise at 70 db can cause permanent hearing damage. A more fitting noise exposure guidelines would be the World Health Organization's ("WHO") noise exposure thresholds.35 Accordingly, individuals not involved in direct construction work should only be exposed to 30 decibels [hereinafter db] indoors noise and 45 db outdoors, much lower levels than the 70 db identified in the draft scope which is more appropriate for commercial/public areas.36 Moreover, the NYS DEC recommends that noise exposure for non-industrial, residential settings should not exceed 6 db above ambient noise for any receptor.37 Therefore, the project's noise impacts should be considered significantly adverse if it increases noise exposure to 6 db above ambient noise.

There is ample evidence showing that exposure to excessive noise negatively impacts health. In children, even common urban noise (such as vehicle traffic) can increase resting systolic blood pressure (which has been associated with ischemic heart disease) and elevate urinary stress hormones.<sup>38</sup> As a consequence, children who live in noisier environments, though within parameters common to urban areas, have stronger

<sup>&</sup>lt;sup>27</sup> Id. § 3R.100at 3R-1.

<sup>&</sup>lt;sup>28</sup> ld.

<sup>&</sup>lt;sup>29</sup> *ld*. § 3R.120 at 3R-1.

<sup>30</sup> *Id.* § 3R.121 at 3R-1.

<sup>31</sup> CTM § 3R.220 at 3R-8.

<sup>&</sup>lt;sup>32</sup> D. Ouis, *Annoyance from Road Traffic Noise: A Review*, J. Envtl. Psychol. 21:101-120 (2001), Gary W. Evans et al., Community Noise Exposure and Stress in Children, J. Acoust. Soc. Am. 109:1023-1027 (2001), Gary W. Evans, The Built Environment and Mental Health, J. Urb. Health: Bulletin of the New York Academy of Medicine, 80: 536-554 (2003).

<sup>&</sup>lt;sup>33</sup> Oui**s**, *supra*, (2001). <sup>34</sup> ld.

<sup>&</sup>lt;sup>25</sup> Factsheet No. 258, WHO (2001).

<sup>&</sup>lt;sup>37</sup> ld.

<sup>&</sup>lt;sup>38</sup> Evans et al., *supra* (2001).

physiological reactions to discreet stressors (such as reading tests), report higher levels of perceived stress symptoms, and girls report diminished motivation — unable to persist in assigned tasks.<sup>39</sup> Similarly, adults also respond poorly to noise; the resulting pathologies can range from diminished concentration to anxiety and depression.<sup>40</sup>

DCP is proposing the rezoning of a swath of Harlem with a north-south border of 126<sup>th</sup> to 124<sup>th</sup> Streets and an east-west border of Second Avenue to Broadway. The agency has identified some 52 development and potential development sites that will most likely be undergoing construction activity of one type or another within the next ten years. But construction may be even more pervasive once other property owners within the rezoned areas decide they can realize greater profit margins by taking advantage of the very generous upzoning and bonuses that the proposed rezoning offers.

Harlem's noise level will be increased substantially as a result of construction activities within the rezoned areas; these include intensive ground (e.g., pile driving) and soil disturbance that will generate vibrational pollution, demolition, construction vehicle traffic, automobile street traffic bottlenecks and diversion due to construction roadblocks, and excavation and the associated mechanical equipments such activity, just to name a few. DCP considers these impacts insignificant because they are "temporary" in nature, such an off-hand dismissal a serious public health threat is unwarranted. First, research shows that even short-term exposure to noise and vibration pollution can have detrimental health impacts, especially to sensitive receptors such as the elderly, children, and infirmed individuals.<sup>41</sup> Second, taken cumulatively, the ten years of continuous construction and/or construction spread out over 10 avenue blocks that will accompany the anticipated build-out on 125th Street, even if for only six months, will cause a severe diminution of our health, quality of life, intellectual development and economic productivity for members of the Harlem community. But the real construction time period will be more on the order of ten years according DCP's own projections. Yet, despite the serious health consequences of this rezoning action, DCP has flatly refuses to detail a plan to study the project's noise impacts and the measures required to either avoid or mitigate the impacts. This omission is especially egregious given the project's location in a densely populated community and its very close proximity to neighborhood schools, centers of worship, senior gathering places, and high-density residential buildings.

Operation – The rezoning of 125<sup>th</sup> Street will increase Harlem's noise level in a number of ways. First, if the rezoning succeeds in drawing the type of businesses that it aims to attract, the corridor will be littered with destination retail, restaurants, and nightclubs whose noise generation and patrons will disturb Harlem residents' quiet enjoyment of their community. Second, the increased population of luxury residential users and commercial retail activity will add noise from delivery vehicle, bus, and automobile traffic. All these uses trigger the need for a detailed analysis of the noise impacts of the project.<sup>42</sup> Despite specific guidance from the CEQR Technical Manual, DCP has failed to detail the necessary analysis.

<sup>40</sup> Ouis, *supra* (2001).

<sup>42</sup> See e.g., CEQR regulations supra.

<sup>&</sup>lt;sup>39</sup> Id.

See e.g., Ouis (2001) and WHO Factsheet.

DCP's analysis of the rezoning's noise impacts is inadequate to assess the public health impacts of the noise that will result from the rezoning. Because CEQR's primary purpose in demanding an analysis of a project's noise impacts is the protection of the health and safety of area residents and users, the determination of the location of receptors, their sensitivity, and the sensitivity of their particular use of the area is an important part of the noise impacts analysis. Nowhere in the DEIS does DCP even begin to develop this analysis, even though the rezoning area hosts many facilities that serve sensitive receptors such senior centers, hospitals and other medical care facilities, schools, daycare centers, and meeting places for after school programs. Additionally, there are many seniors and homebound infirmed residents who live along the rezoned area. Also lacking is any discussion of the public health consequences of the sort of noise levels that can be expected to result from the rezoning.

Given the lack of study of the public health issues involved in the noise generation potential of the project, the DEIS proposal of measures to mitigate potential impacts is downright insulting. DCP proposes to require thicker glass, windowpanes, and masonry to block out noise and "alternate ventilation" mechanism so as to help residents and users of new buildings to avoid the invasion of noise into their space. Neglected in DCP's "mitigation" plan is how the agency plans to protect existing residents and users of neighboring properties from the noise impacts of the new rezoning-facilitated uses.

The law demands mitigation of significantly adverse impacts and an analysis of the impacts of suggested mitigation. DCP suggests that new constructions should use "alternate ventilation," which generally means air conditioning, as a mechanism for avoiding noise impacts raises the specter of increased electricity demand, increased fuel use, and increased air pollution. In a time when businesses, municipalities, and countries the world over are wrestling with how best to cut green house gas emissions to lessen the impact of global warming, it seems irresponsible of a public agency to be advocating increased loading of these pollutants in a vulnerable community such as Harlem. DCP must be made to consider the rezoning's significantly negative noise impact on these populations in a revised DEIS and re-circulate this document for review.

Vibration – Like noise, vibration pollution can have detrimental effects on human health (see references to health studies, *supra*). The rezoning will cause increased vibration pollution in and around the rezoning area, particularly through the construction period with demolition, excavation, and building activities. As stated, numerous uses that host sensitive receptors are located along the proposed rezoning area. Yet DCP completely ignores analysis of the level of vibration pollution that can be expected and the public impacts that it will cause. DCP must be made to consider these important public issues and mitigate them as appropriate.

## 2. The DEIS Fails to Disclose Significantly Negative Public Health Impacts of Air Pollution

Despite using monitoring data from sensors that were often miles from the proposed rezoning area, even DCP had to admit that by some measures, Harlem's air quality would be diminished by developments facilitated by the proposed rezoning. For example, tetrachloroethylene ("TCE"), a dangerous carcinogen, neurotoxin and immune

<sup>&</sup>lt;sup>43</sup> CTM § 2D.100 at 2-8.

system suppressor could increase to a subthreshold level of 9.15x10<sup>-7</sup> (1.0x10<sup>-6</sup> for some is the EPA's threshold for unacceptable health risk); and at some intersections. CO levels would be increased above levels at which they would be found were no action allowed. (Amazingly, DCP would have us all believe that CO, a pollutant generated by vehicle traffic, would be decreased with the addition of motor vehicles ranging from private automobiles to diesel delivery trucks.) However, DCP merely states that the incremental changes are below the threshold level for concern under DEP guidelines, providing absolutely no analysis as to how the change in air pollution would impact the health of Harlem community members. Such an analysis is particularly crucial given the already very poor health rating<sup>44</sup> and the lack of access to health care for many members of this low-income community of color.

The yardstick the City should use to decide whether to approve or disapprove a development plan should not be whether it so degrades a community's health that federal cancer risk standards have to be triggered before mitigation is required for the action. The decision should be based on whether a particular action would improve the health and well-being of the local residents. DCP should be made to re-examine the air quality impacts and their associated public health consequences in a revised DEIS analysis. Such an analysis must also include appropriate measures to either avoid the impact or substantially mitigate its negative effects.

## 3. The DEIS Fails to Disclose Significantly Negative Public Health Impacts of Hazardous Material Remediation

According to DCP, at least 52 of the development sites and potential development sites within the proposed rezoning area are contaminated with hazardous materials ranging from VOCs to heavy metals to polychlorinated biphenyls ("PCB"). These chemical contaminants have been known to cause health effects ranging from respiratory disease to neurotoxicity to cancer. These health impacts are particularly dangerous to the elderly, the infirmed, young children, and pregnant women and their fetuses. The properties so contaminated are adjacent to uses that include the patronage of these vulnerable populations, which is all the more reason the safe and complete remediation of the contamination is important.

DCP improperly defers review and enforcement of proper remediation to DEP, an altogether separate agency. Moreover, DCP's proposal abandons Harlem's residents to a process that, while determining their health and safety, will subject them to the closed-door negotiations between DEP and private developers. Afterward, no one, not the Harlem community, not the public, nor the City Council will have any power of review of the remediation plan nor any authority to ensure that the plan, whatever its contents, will be carried out as agreed between DEP and the developer. This plan is insufficient to ensure the health and safety of the impacted people of this community. CPC and the City Council must require that any plan to develop and/or remediate contaminated sites must be subjected to public review and oversight.

<sup>&</sup>lt;sup>44</sup> See e.g., the Department of Health and Mental Hygiene Community Health Survey for East and Central Harlem including Morningside Heights.

## C. The DEIS Fails to Disclose Significantly Negative Infrastructure Impacts on the Harlem Community

### The DEIS Fails to Address Water Quality Impacts

The proposed rezoning spans an area whose reach is nearly from the Harlem River to the Hudson River. Development along this rezoning corridor, therefore, will have substantially impacts on the water quality of these waterways. Runoff from development sites is particularly important to consider because the waterfronts in both East and West Harlem are becoming developed after decades of neglect. Significantly, both rivers support subsistence fishing by local residents who (wisely or not) must supplement their family's protein intake with fish taken from the river, public parks and water-based recreations are being planned for the waterfronts, and the City anticipates that both riverfronts will be more intensely used by local residents (and especially children and the elderly) than in decades past. Yet the DEIS ignores all consideration of construction runoffs. Of particular concern is the development and/or remediation of the 52 brownfield sites DCP has identified as particularly attractive to developers. Many of the chemical contaminants, most notably heavy metals and PCBs can persist in the environment for decades and bioaccumulate through the food chain to continue to poison low-income subsistent fishermen and their families for decades. DCP needs to revise the DEIS to include a plan to limit construction-related runoff to the Harlem and Hudson Rivers and to ensure that Harlem community members will not be disproportionately impacted by the poor land use policy of allowing redevelopment of contaminated sites without public review.

## 2. The DEIS Fails to Address Sewer Capacity and Stormwater Runoff Impacts

The DEIS fails to analyze the sewer capacity and stormwater impacts of the proposed rezoning. The sewage processing needs of projects within the proposed rezoning area would be served by the North River and the Wards Island Sewage Treatment Plants. Although combined, these facilities have a capacity of approximately 420 million gallons per day (which is sufficient to process sewage for the entire area during dry weather), wet weather has the capacity to generate flow up to 50 times more than dry weather flows. This means, that during most wet weather events, the sewage processing capacity is overwhelmed and raw sewage is poured into the Harlem and Hudson Rivers.

The DEIS claims that development anticipated under the rezoning would not impact the City's stormwater management capability because it constitutes such a small portion of the sewage plants' processing abilities. However, the reasoning behind such an assertion is fallacious, because the key issue should not be the percentage increase in demand on the capacity of the sewage plant but rather the health and environmental impacts of such an increase. The questions to be addressed should be how many more overflow events can we expect from the increased demand and what are the health consequences to humans and wildlife from this increase – e.g., what are the increases in risk of a bacterial contamination event or increased algal bloom should more stormwater overflow events occur? Importantly, the DEIS must be revised to include an examination of the cumulative impacts of the combined sewage processing pressures applied by the multitudes of "mega-developments" occurring in Harlem within the next 30 years – East River Plaza, Uptown New York, and Columbia University's Manhattanville Expansion,

not to mention the myriad of luxury condominium projects popping up all over Harlem. The analysis must include mechanisms for avoiding or mitigating the stormwater impacts of the potential developments, including creation of parks and green space to absorb and slow stormwater runoff, greater use of green roofs and pervious paving materials, and stormwater retention and slow release mechanisms including catchment tanks that would slowly release water in order to avoid storm surges that necessitate sewer overflows.

## D. The DEIS Fails to Conduct an Appropriate Environmental Justice Analysis Pursuant to the DEC Commissioner's Policy 29

Under existing regulations, as part of its impact review, DEC must consider other sources of pollution or similar facility types in the project area in order to establish the baseline conditions against which project impacts will be assessed. DEC shall continue to consider sources of pollution or similar facility types in the respective airshed, watershed, or wasteshed for the project under consideration. The full Environmental Justice ("EJ") analysis requires applicants proposing to develop within an environmental justice community, among other things to develop and implement an enhanced public participation process, complete an environmental impact assessment, mandatory project scoping, and conduct the appropriate cumulative impact analysis of all environmental factors that can affect the project area taking into consideration the special susceptibility of the local population.

An EJ community is defined as one with a demographic makeup of 51% people of color and/or where 23% of the population subsists with incomes below the federal poverty level. With a racial composition of 88% African American and Latino and a median income well below federal poverty level, Harlem is the quintessential EJ community requiring an EJ analysis as part of the New York State permitting process.

Depending on the size of the development constructed, they will need to obtain include people of color and State Facilities Permits or Title V permits for their stationary sources of air pollution. DCP should similarly take EJ issues into consideration in analyzing the impacts of the proposed rezoning, but disappointingly, it does not.

## II. DCP Fails to Consider Reasonable Alternatives That Could Have Less Impact on the Harlem Community

## A. The DEIS Fails to Consider Alternative Energy Sources that Would Decrease Harlem's Pollution Loading

Although great strides have been made in the development of non-fossil fuel alternative energy sources and despite the fact that such fuel sources are increasingly used in development projects all over the City, the DEIS is completely silent on this issue. Given Harlem's health status, particularly in respiratory cardiovascular, and other air pollution-related health indices, rather than allowing the continued use of heavily polluting fuels like fuel oil, the City should require all properties in the rezoning area to create and implement a plan for incorporating alternative energy use into their development.

<sup>45</sup> Commissioner's Policy ("CP") 29.

As currently conceived, the "as of right" upzoning creates a windfall to area property owners by increasing their property values, while Harlem community members suffer the negative environmental impacts of the heavy build-out while government entities will suffer the financial burden of increased health care costs and loss of productivity. The upzoning should be available only as part of a development package that includes the use of innovations in energy conservation and clean energy use, income-targeted housing, and community uses like green and open spaces. Among the alternative energy sources that should be considered as such part of the clean fuel review are geothermal energy, solar energy, and innovative designs that allow for greater efficiency performance and decreased energy use.

By requiring the use of alternative energy to reduce the pollution burden on Harlem, community members will win by achieving better health and the City will gain through greater productivity and lower health care costs. At a minimum, fuel oil should be excluded from all new developments in the rezoning area.

## B. The DEIS Fails to Consider Appropriate Conservation Plans that Would Decrease Its Energy Requirements

The DEIS fails to consider design requirements that would increase energy conservation and decrease demand. Such designs could include lower height limitations on building, greater open space requirements that will increase the ventilation efficiency of the buildings and allow for planted public plazas where community members can during hot weather so as to decrease energy demands, building transparency in order to reduce lighting needs, use of porous surfaces and other mechanisms to decrease stormwater velocity in order to decrease pressure on sewage treatment facilities, and use of green roofs and terraces in order to decrease the urban heat island effect so as to decrease the need for energy-intensive cooling and stormwater flow.

### III. The DEIS Paints a Disingenuously Rosy Picture of the Economic Growth the Rezoning Represents to Harlem

DCP claims that the rezoning is for the good of Harlem because it is intended to generate more tourism, more commercial and retail activity, more foot traffic through business areas, and more business office base in order to increase employment. However, what the agency does not realize is that businesses and tourists flock to Harlem because of its history and because they want to experience the independent entrepreneurial spirit that makes Harlem unique even among New York City neighborhoods. Tourists are not flocking to Harlem to visit fancy hotels and shop at venues (like the ubiquitous Disney store or the Gap) that they can easily visit nearer their home.

DCP also claims that the rezoning will bring jobs and opportunities that would allow Harlem residents to participate in the economic boom that the City has experienced in recent years but which has largely bypassed Harlem. This claim is unlikely to be realized and unsubstantiated by any of the documentation available in the DEIS. First, the sort of job generation the plan facilitates is in areas such as retail, hotel service, and perhaps building maintenance for luxury high-rise condominiums. These service jobs will hardly pay the level of wages that would allow residents to remain in a rapidly gentrifying Harlem much less allow them to move up the economic ladder. Second, even if the rezoning were able to attract businesses willing to relocate

headquarters or back office operations to Harlem, they would probably bring their own management and skilled workforce, leaving only the lower-paying clerical and support positions for local residents to fill. If the City genuinely desires to increase economic opportunities in Harlem and to increase economic mobility for Harlem residents, numerous community and non-profit organizations have proposed job/skills training and educational (especially higher education) programs that would meet these goals and create permanent change in this community. Whereas retail service jobs are ephemeral, vulnerable to the tides of consumer appetites, a well-trained, skilled workforce would remain competitive in changing economic conditions.



### WE ACT'S KEY CONCERNS REGARDING THE 125<sup>th</sup> STREET REZONING

The Rezoning of the 125<sup>th</sup> Street Corridor, according to the Department of City Planning ("DCP"), promises to spur economic growth for the benefit of New York City. But this growth should not come at a cost to the health, environment, or safety of the Harlem community. City leaders must find ways to mitigate the negative impacts of this rezoning before going forward with this decision:

1. Impact: Air Quality – Hariem children suffer asthma at 3x and are hospitalized at 6x the national average largely because of the currently extremely poor air quality. The proposed rezoning will increase density and intensity of both residential and commercial uses in the Hariem community. This tremendous density will increase air pollution from the heating and cooling, the operation of emergency generators, and motor vehicle exhaust (regardless of whether traffic throughput is increased because of the additional number of vehicles that will be on the road).

**Solution**: Considering that Harlem is already negatively impacted by poor planning decisions of the past, the City must take appropriate measures to *improve*, rather than degrade to a "non-substantial" level, air quality. First, the City must require developers to use natural gas for all building heating, cooling, and electrical generation needs. Second, emergency power generators must use natural gas rather than diesel fuel. Third, City officials must ensure that diesel-fueled delivery trucks that operate in Harlem are compliant with state vehicle emission and city anti-dling laws.

2. Impact: Stressing Aiready Overburdened Waste Disposal and Municipal Waste Water Infrastructure – The Proposed rezoning will add to additional stress to Harlem's already overburdened sewage treatment and water delivery infrastructure. The added building bulk will intensify storm water velocity and increase the number of overflow events, which already occur with unacceptably high frequency, that will further degrade the Harlem and Hudson Rivers. Moreover, the increased commercial, office, and residential activities will amplify the litter, garbage, and pest problems that Harlem community members.

**Solution**: City leaders must ensure that development within the proposed rezoning area would take steps to control storm water runoff and minimize sewage treatment needs of users the new facilities. These measures can include water conservation measures, porous building surfaces that would slow storm water flow, and green roofs. Businesses, particularly restaurant, hotel, and office building operators, must also implement a zero-waste and recycling policy that would ensure Harlem will not be burdened with increased litter, pests, and diesel garbage truck traffic.

3. Impact: Hazardous Material Generation and Disposal – According to the DCP, a large number of potential development sites within the rezoning area could contain petroleum and other environmental contaminants because of their past uses. Moreover, many sites that were not former industrial or manufacturing sites were developed in the early and middle portions of the last century, which means they potentially contain asbestos. Because the rezoning anticipates substantial increase in the intensity of the land use, particularly in the Special District commercial zone, many of the structures on these sites will have to be demolished, and perhaps excavated, in order to facilitate their new retail/residential/office uses.

Solution: City leaders must require that appropriate investigation and preparations are made to ensure safe and complete removal of all hazardous material before any demolition or construction-related activities commence. In addition, any soil remediation work must ensure neighboring properties and users will not be negatively impacted now or in the future from migrating vapor (such as volatile chemicals) or airborne (such as asbestos) pollution. Importantly, developers must give neighbors ample notice of the extent and schedule of any demolition, excavation, or remediation work.

4. <u>Impact</u>: Construction-Related Pollution – The development of sites within in the proposed rezoning area will create air, water, noise, and vibration pollution that will degrade the environment for the Harlem community.

Solution: City leaders must ensure that building activities within the rezoning area take measures to minimize construction impacts on this community. First, all construction sites must be electrified so as to limit the need for diesel-operated construction vehicles. Second, where such equipment is available, all construction vehicles must be electrified; those that cannot use electricity must use ultra low sulfur diesel and best available technology emission controls. Third, construction sites must use best management practices and best available technology to minimize fugitive emissions from demolition, excavation, and building activities. Fourth, construction sites must use best available technology and best management practices to control noise. Fifth, construction sites must limit activity time to 8:30 AM - 5 PM to avoid disruption to existing uses and extra precautions must be taken when construction occurs near sensitive receptors such as senior centers, schools and childcare centers, and medical clinics.

5. Impact: Public Health and Safety – The proposed rezoning threatens the health and safety of Harlem community members by increasing respiratory problems through pollution (e.g., air, water, and noise), degrading the mental health through residential and job displacement, increasing obesity and related diseases by limiting outdoors activity with fugitive dust and diesel vehicle emissions, and increasing the chances of pedestrian and traffic accidents. Furthermore, the City must take under consideration the fact that the cumulative impacts of the proposed rezoning, the expansion of Columbia University along the West Harlem waterfront, and the development of the East River Plaza will engulf Harlem in 30 years of constant, river-to-river construction; and after the developments are complete, the current Harlem community will be replaced by a completely new set of users.

**Solution**: City leaders must recognize the seriousness of the negative impacts that residential displacement, the rapidly degrading air and water quality, and the noise and vibration pollution from the multiple construction sites already active in Harlem will have on this community. Considering that Harlem is already suffering from a myriad of environmental and economic insults, the high-water mark for the City's environmental review should not be whether the additional environmental impacts skirt the threshold of "significance;" it should be that any development or land use action (including the rezoning) should *improve* the environment and quality of life of Harlem residents. Therefore, the zoning text must include requirements and incentives for community gathering places, physical and mental health care facilities and clinics, and dedication of publicly available green spaces and parks.

# WE ACT COMMENTS ON THE 125th STREET REZONING DRAFT ENVIRONMENTAL IMPACT STATEMENT

#### CITY PLANNING COMMISSION DRAFT EIS HEARING Aaron Davis Hall, City University January 30, 2008

### TESTIMONY OF CHARLES CALLAWAY, WE ACT for ENVIRONMENTAL JUSTICE

My name is Charles Callaway, and I am WE ACT's community organizer. I am here today as an environmental health activist to ask the City Planning Commission to vote no on the 125<sup>th</sup> Street Rezoning unless major modifications are made to the Plan to address the air, hazardous material, noise, and vibration pollution that will threaten the public health of Harlem community members.

First, Columbia's air pollution analysis gives an incomplete picture of air pollution impact of the rezoning. While the EIS improperly narrows its focus on the supposedly limited impact of the rezoning, over the next 10 years, Harlem will actually be simultaneously experiencing the cumulative impacts of emission pollution from three massive development sites (including the East River Plaza, the Columbia Manhattanville expansion, and the 125<sup>th</sup> Street rezoning), the rebuilding and expansion of three major MTA bus depots (the Mother Clara Hale, the 126<sup>th</sup> Street, and the Manhattanville bus depots), and the myriad of luxury condominium developments throughout the village. According to the Department of Health, Harlem has the worst health profile in Manhattan, chief among these problems are asthma, respiratory and cardiovascular disease, and cancer – all results of air pollution. The EIS must take these cumulative impacts into consideration and design appropriate strategies for avoiding these health impacts from these emissions.

Second, the Department of City Planning ignores review of health threat posed by the hazardous material known to exist on some 55 identified development sites by simply placing an "E" designation on them; thus deferring review of remediation requirements to a later time and a very development friendly Department of Environmental Protection. The danger is that these sites contain everything from petroleum contamination to volatile organic compounds to PCBs – all of which pose severe cancer risks to residents who may become exposed. DCP must develop a clean up and construction management plan that will ensure nearby residents and other community members will not be exposed to the toxic effects of the onsite chemical contamination.

Third, there are numerous residences, schools, hospitals, and community centers along the length of the area proposed to be rezoned, many of which host

sensitive users such as seniors and infirmed residents. The noise and vibration pollution generated during construction and the noise will deny these individuals quiet enjoyment of their homes and activity centers as well as potentially disrupt critical health care treatments. Once construction is complete, traffic and noise will continue to plague them. DCP must provide mechanisms to avoid these noise impacts. Such strategies could include erection of noise barriers, limit construction hours, limit business operating hours, enforcement of stringent noise ordinances, and requirement that commercial developers (such as hotels or shopping centers) to provide sound-proofing to sensitive users.

As a tax-funded, government agency, DCP's actions must consider the needs and protection of the City's citizens first and foremost. The Commission must ensure that DCP fulfills its mission rather than pander to the needs of big, highly financed commercial interests. Again, please vote no on the 125<sup>th</sup> Street rezoning.

### Thoughts on the Rezoning of 125'Street

In the first place, you have to understand that the term City Planning is a complete misnomer. City Planning does no planning. They basically do rezoning as a functionary for large real estate speculators such as Columbia University.

In July 2006 I sent to City Planning a four or five page memo which I will basically outline for you this evening on my thoughts in regard to the proposed rezoning of 125th Street. The results of my memo were stupendous. Silence!

(A) In my opinion, in the process for Urban Planning, the first step has to always be the development of adequate public transit. For example, if you look at the history of the upper West Side, the area developed after the opening of the Broadway Subway. And this is, in my opinion, the glaring weakness of the recent rezoning of Greenpoint. In Greenpoint instead of public transit the reliance is on massive garages for private parking.

While the automobile cannot be ignored, the problem with 125<sup>th</sup> Street is just that i.e. the private car. This is not just an enforcement problem. The real problem is by walking you can go faster than the public transit (bus) system which not only has seen little or no improvement over the past 75 years but at the same time has become slower due to double parking. Hence people double park.

The solution for 125<sup>th</sup> Street is improved public transit, improved traffic flow and parking, which in turn will make the street more pedestrian friendly and which in turn can support the greatly needed density.

The key to generating this change is the location of 125<sup>th</sup> Street. It is the major uptown cross street, and a direct link between LaGuardia Airport and all of the uptown trains, subways and down Avenues and even the George Washington Bridge.

Two new developments are going to accelerate this change: the extension of the 2<sup>nd</sup> Avenue Subway, and the opening of an Intermodal Center with ferry service and a Metro North stop at 12<sup>th</sup> Avenue.

It is no accident that at present the M60 Bus is the fastest growing line in the City. This proves the huge demand and need for this service.

But providing bus service on this route is really a mistake. If you board at the Airport you can not get off because of the vast amounts of luggage stacked in the aisle. The aisles are

absolutely packed with trunks and boxes; you cannot even move out of a seat until you get to Amsterdam Avenue. What is needed is a **bus rapid transit system** or even light rail system which is designed for passengers and luggage. Nearly every major City in the world has such a system but not New York. And a route between LaGuardia and the new Intermodal Center at 12<sup>th</sup> Avenue along 125<sup>th</sup> Street is the logical third development which will accelerate this change

But as it is at present it is clogged with double parking and the street is reduced to one lane. It probably takes longer to go across 125<sup>th</sup> Street than from the middle of Madrid to Spain's busy Capital airport.

This is key rational for the argument that the key to improving 125<sup>th</sup> Street is not the issue of rezoning but of improvements in public transportation. Density is not the problem; access is. At present 125<sup>th</sup> Street is a mess primarily because of traffic. When the present rezoning efforts are complete, the mess will be a complete mess.

The key to 125<sup>th</sup> Street is a street dedicated to a public transit system. It needs four lanes for a bus rapid transit system with a bike path in the middle. It needs to become a waking, strolling street with no cars. Why do I say this/ The answer is simple.

(B) The vitality of 125<sup>th</sup> Street is its curse: an example, the street vendors. This and, the density of its pedestrian traffic makes it one of the most popular streets uptown. These are the strengths and provide the keys for its future development. And these factors point to where can be found a vision for redevelopment.

If the vitality of 125<sup>th</sup> Street is the street scene with its great variety, and this life is its strength then the question, is what can be done to support this?

The City could provide sanctioned tents for vendors, benches and opportunities for outdoor cafes, double and triple rows of shade trees and planted areas, places for carts of street food and public transit.

The vision which is needed here is an uptown pedestrian street mall supported by a good system of public transit and adequate off street parking.

Perhaps now is a great opportunity to realize such a vision. MTA is proposing the introduction of a new transportation system on 125<sup>th</sup>. The new system is a BRT which will cross 125<sup>th</sup> from 12<sup>th</sup> Avenue to Second Avenue and down to the Battery.

This system with new transit stops should go down the middle of 125th Street in two lanes for

east and west service, with a bike and jogging path in the middle. Next should come local bus service on two dedicated lanes, Then should come extended walks with street vending and seating under tree rows. At this point 125<sup>th</sup> can become a **pedestrian mall**. The Street should have no traffic, no private parking and only public transit along with a lively pedestrian life. It would be a great uptown attraction and a focal point for the community.

What can be done to create this vision? Thur traffic should be routed to 124th East and 126th West with no parking permitted on these two streets to impede the traffic flow. The area begs for a traffic management plan.

To compensate for and property loss on these two streets they could be rezoned commercial.

For deliveries the corners of the Avenues North and South could be reserved for deliveries only by special permits. And delivery zones could be created on 125th Street itself for off hour deliveries with again permits only.

Private parking should be provided by Municipal Supported mechanical co-op and public garages located along 124<sup>th</sup> and 126<sup>th</sup> Streets.

One of the basic problems of the proposed BRT scheme is that as presently proposed it is not a system. It will have one line in the Bronx and another in Queens and another in Manhattan. But, at present, there are no tangible plans to connect these parts to make it a system.

The line in the Bronx should tie into Manhattan probably around Third Avenue, and the proposed Flushing Line should tie into LaGuardia Airport and 125th Street.

(C) In my opinion the next thing that needs to be done is to make a survey of all of the buildings in this corridor which are of **historical significant**. These building should be discussed (along with the rational and along with the documentation) at a public forum and there needs be a consensus as to which buildings need to be saved and these buildings should be given to Landmarks as soon as possible. An example is Prentis, Hall and Hudson Moving and Storage on 129<sup>th</sup> Streets. Columbia has no intentions of getting these building Landmarked and as a consequence there will be no public control over work which is sure to come about in the near future on these buildings.

Buildings such as the Blumstein Building and the Corn Exchange Building are part of the cultural history of our urban fabric of the area and the purpose of zoning is to protect, as well as to promote.

(D) Next sites need to be found for affordable housing. When I use the term affordable I do

not mean low income housing. I mean skewed income housing. I mean buildings with 60% middle income units, 10% low to middle income units, 10% low income units, 10% upper income units and 10% at market level. I mean owned units which are priced at 2x the income for each level. These developments should be on sites held by a Housing Trust and leased to the each development. And in order to preserve for the City that these units are always affordable the resales would be pegged to the current income levels. The seller gets his cash back and the development gets the difference for capital improvements which have been eaten used by the seller but for which there had been no tab to date.

In addition these should be good urban buildings with convenience stores, community spaces, such as day care centers and other facilities on the ground floors.

After making decisions on mass transit, pedestrians, public parking, historic preservation, and affordable housing sites, then decisions can be made in regard to zoning.

(E) It is apparent that a great deal of effort went into the fine grained zoning proposal presented by City Planning. In my opinion that is exactly the basic problem with the presentation. It is too fine grained and will lead to constant variance requests in the future. I feel a better approach is to basically rezone the whole area the same and let the market do the building. For example, make the area a Special District for the fine tuning but have an overall constancy, such as an FAR 8 with commercial overlays and mixed use. (Not necessarily commercial nor residential but mixed.)

Lastly, I also feel that terminating the rezoning efforts at Amsterdam Avenue is also a wrong step. The Street needs to be treated as a whole. The transit issue goes from East River to the Hudson. The same needs be said for the issue of Historic Preservation, for municipal sponsored parking, for consistency. Giving Columbia free rein is not the task for City Planning.

The last issue, not the first, is to clarify street furniture and signage.

It seems to me that the goal here is to strengthen the fabric of 125<sup>th</sup> Street. But it has to be seen within the context of its location in an urban center. It can be a transit center for the City. It serves as a connector for trains, ferries, buses, and subways as well as a cross town traffic route. But at the same time it is a unique neighbor center of great diversity flanked by several centers of culture such as historic churches and universities. But it is also a center where people live in neighborhoods in buildings of great continuity. The focal point of all needs to be a livable 125<sup>th</sup> Street and this is not what is found there today.

#### Walter South 22 Jan 08

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Statement by CIVITAS Citizens, Inc. at a Public Hearing of the City Planning Commission on the 125th Street Rezoning Plan, held on January 30, 2008

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Madame Chair and members of the Commission:

I am Gorman Reilly, President of CIVITAS Citizens, Inc. CIVITAS is a volunteer organization concerned with land use, zoning and related issues affecting the Upper East Side and East Harlem. CIVITAS has been a member of the 125th Street River-to-River Study Advisory Group since its initial meeting on December 3, 2003. One of the important items studied under this River-to-River Study was the rezoning of 125th Street.

CIVITAS has always supported the following goals of the study group and the rezoning to include: (1) strengthening the character of 125th Street, (2) increasing density in order to encourage future development, (3) encouraging more affordable housing, (4) encouraging a diversity of land uses including mixed-uses to include residential, commercial, retail, arts and entertainment, (5) protecting the character and scale of 125th Street, and (6) addressing improved transportation along this commercial regional shopping street.

We believe that the proposed rezoning developed by the Department of City Planning for 125th Street reflects most, if not all, of these concerns and for this reason CIVITAS supports the proposal.

At the same time, we find much to commend in the land use issues raised by Community Boards 9, 10, and 11, which include: (1) increased opportunities for more affordable housing, (2) affordable commercial space for not-for-profit arts and cultural groups, (3) affordable commercial space for incubator and local businesses, (4) local hiring in both the construction and post construction phases of new developments and (5) sustainable environmentally-friendly design.

In retrospect, the River-to-River Study, although comprehensive in its reach from the Hudson River all the way east to the Harlem River, may have been too limited by restricting itself to the narrow slice of two blocks between 124th and 126th Streets. A rezoning, such as proposed here, will have impacts well to the north and south of 125th Street. CIVITAS also finds ment in the urgings made by the Manhartan Borough President, among others, that the Department of City Planning address much larger areas of the three impacted communities – West Harlem, Central Harlem and East Harlem.

Thank you.

### 125th STREET REZONING PLAN

## TESTIMONY SUBMITTED TO THE NEW YORK CITY DEPARTMENT OF CITY PLANNING PUBLIC HEARING

WEDNESDAY, JANUARY 30, 2008

#### KATHRYN WYLDE PRESIDENT & CEO

### PARTNERSHIP FOR NEW YORK CITY

The Partnership for New York City represents the city's business leadership and its largest private sector employers. Through its housing programs, the Partnership was a major participant in the redevelopment of Harlem during the 1980s and early 1990s. The Housing Partnership was responsible for construction of more than 30,000 units of affordable housing citywide in collaboration with the city, state and community organizations, which helped spur widespread economic revitalization. We also helped a number of local and minority-owned development and contracting firms secure contracts and bank financing. As a result, these firms have made a major contribution to renewal of communities across the five boroughs.

The 125th Street Rezoning plan, if enacted, will launch an exciting new phase of Harlem's renaissance. It will strengthen this regional business district and bolster its historic role as an arts, entertainment and retail center. The plan will provide long-needed zoning updates through the creation of the 24-block 125th Street Special District. The plan provides new opportunities for development, while at the same time preserving the historic character of the neighborhood by limiting the size and scale of new buildings and imposing height limits.

Moving forward with the 125th Street rezoning is particularly important at a time when the national economy is faltering. Harlem is a magnet for international interest in its music, art and culture. With this zoning in place, Harlem is likely to attract international investment to fuel continued economic development that will be an

ongoing source of jobs, housing and business activity. Absent this initiative, national economic conditions could put a break on the positive momentum of renewal in Harlem.

Under this innovative rezoning program, for the first time developers would be allowed an arts density bonus in exchange for providing visual or performing arts spaces, such as a gallery, museum, theater or non-profit organization. This arts bonus is expected to create nearly 90,000 square feet of arts and performance space on 125th Street. In addition, in certain areas, developments over 60,000 s.f. would be required to allocate five percent of their space for arts and entertainment related uses such as galleries or restaurants. These actions are bound to attract new philanthropic support for many of the neighborhood's well-established and emerging arts and cultural institutions.

The zoning along key low-scaled portions of 125th Street (namely, the brownstone blocks close to Fifth Avenue and within the Mount Morris Historic District and the two blocks between Morningside Avenue and Broadway) would be mapped with contextual zoning districts that match the built character of the neighborhood. The current zoning has no height limit.

The plan also provides the opportunity for development of 2,500 new units of housing, of which approximately 450 will be restricted to affordable rents. It establishes the first use of the Inclusionary Housing Program in Upper Manhattan, allowing increased density (within the height limitations) in return for the development and preservation of affordable units.

We urge the leadership of the neighborhood to embrace this important zoning initiative and look forward to working with you to encourage community-oriented private investment that will insure that 125th Street is restored to world class status as a vibrant center of culture and entertainment that reflects its rich history and depth of talent.

office of the Chairperson

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# TESTIMONY TO New York City Planning Commission

17331

January 30, 2008 Aaron Davis Hall

RE: Martin Luther King Jr. Blvd. (125th St.) Rezoning Scheme

The NYCPC's Martin Luther King Jr. Blvd. Rezoning Scheme is simply about further enriching predatory corporate "developers" and real estate vultures — and dispossessing thousands of working, poor and "middle income" people. The NYCPC gang is determined to carry out michael bloomberg's bent to destroy the lives of 10s-of-thousands of people who have stayed the course in Hariem over the past four (4) decades — despite drugs that were malevolently dumped into this community (and the hundreds of predominantly Africanamerican communities across the u.s. from the 1960s to the 1980s — the most venal of the decades-long white supremacy campaign to empty Hariem of Africanamericans.

Poor, working and real "middle income" people are not going to disappear from NY, Manhattan, the u.s. or the planet - because those like you want to think them away!!

This plan is part of one of the most racist moves of michael Bloomberg – his educational genocidal policies topping the list – and of your gang of 20-or-so.

This rapacious corporate gouging scheme is the most recent phase of the white-supremacist, predatory attacks on Harlem – the foundation of which is the racist redlining against Africanamerican people getting reasonable mortgage and home improvement loans from the 1920s through to the present day – the most robustly venal weapon in this 70-year plan to oust Harlemites and empty Manhattan of People Of Color. This continuum of RACISM has set the stage for declarations of Harlem as "blighted," and 'therefore ripe for this stage of plucking.

Those of us who are defined as "middle income" will not tolerate the INDUCED economic terrorism that plans like this represent. We recognize that the slippery, Orwellian sham that touts the "average" income of Harlem is some \$70,000 – in order to jack up the so-called "market rate" of home and business loans and rents. Yet every demographic assessment states that the <u>median</u> income of Harlem hovers somewhere around \$20,000 – if that. This posturing is, in effect, to pretend that the majority of the present residents of Harlem don't exist.

I will be vigorously participating in every legal recourse that is mounted against this most recent phase of diabolical ethnic cleansing by white-supremacist mentalities, notably on the bases of violations of voting rights, fair housing and human rights, along with other critical criteria such as the decimation of the historic and unique character of Harlem.

To continue on such outrageous Orwellian postures and formulas as your '80%-for-the-rich and 20%-for-normal-human beings' of SO-CALLED "affordable housing" - this is NOT "affordable housing!!" Being economically terrorized into housing costs that consume ½ to 2/3 of the average persons income is not "affording" housing. This outrage is heightened by the reality that — at least 80% of the NYC, Harlem and u.s. population is in the working class, poor or "middle income" groups. Indeed, NO percentage of Harlemites can afford so-called "market rates." \$300,000—to—\$1 million mortgages and egregious monthly rents of \$1500 and much, much more!!! Is not affordable. "Affordable" is NOT having to deny the rest of the quality of your life in order to have a reasonably comfortable home.

As for so-called "market rate" – this is nothing more than an economic Orwellian ruse to strangle all but the super rich. "Market rate" is a scam – all over the u.s. – to force people to pay 2-5 times more than what people's incomes reasonable accommodate. This is a key ruse that the super rich corporate mafia of New York and the u.s. has been perpetrating on the rest of the populace in order to force them into perpetual economic servitude and slavery.

Finally, your gang has studiously chosen to dismiss the supremely cogent, rational and natural development recommendations to promote and support the development of Martin Luther King Jr. Blvd. as an entertainment, sports and Black media Center. Your gang has persisted in ignoring such recommendations from the Harlem community because such development would include too many Africanamerican power and business influence brokers; such recommendations are not in keeping with the prevailing, pervasive and pathological ideology of white supremacy.

In addition to the above recommendation, in the process of re-thinking development in Harlem there is the tremendous opportunity to delve deeply and widely into the enormous potential for "green," energy-conserving, renewable-energy-based residences and businesses. Your Martin Luther King Jr. Blvd. darkened cavern rezoning debacle reflects a total ignorance of and contempt for such 21<sup>st</sup>-century imperatives.

Rethinking this scheme and deriving a human rights—based redevelopment plan – WITH Harlem residents is a MUST!!

Submitted by

Sandra Rivers, MPH

CC: Members of the Coalition to Save Harlem (CSH)
Members of VOTE
NYS State Senator William Perkins
NYC Councilwoman Inez E. Dickens
Manhattan Borough President Scott Stringer
Congressman Charles Rangel
U.S. Senator Barack Obarna
U.S. Senator Hijiary Clinton
Open Letter to:

- hiv Ameter
- NY Amsterdam News
- Daily Challenge
- Dominic Carter NY One News
- NY Times
- NY Daily News
  - NY Post
  - Others

Others

FEB-07-2008 15:18

From: DESALES/SFDS

To: 912128947949

Page: 2/3

# SFDS Development Corp. DBA LOTT COMMUNITY DEVELOPMENT CORPORATION

1251 Fifth Avenue New York, NY 10029 Telephone: 212-534-6164 Fax: 212-534-1184

February 5, 2008

132

The City Planning Commission Calendar Information Office 22 Reade Street - Room 2F New York, NY 10007

RE: 125th Street Rezoning

Dear City Planning Commissioner:

We are writing to convey our support for the rezoning proposed for 125th Street, which we believe is critical to jumpstart the long-awaited renaissance of this important commercial corridor. We support the city's stated objective of making this street a world-reknown arts, culture and entertainment destination as well, through the incorporation of arts bonuses and arts/entertainment requirements.

There is little doubt in our view that the street today can support additional density and development, and we should encourage that growth — so long as it is carried out in a way that respects the low-rise nature of the neighborhoods to its north and south. We are aware that the highest proposed densities are located at transit hubs, which we believe are indeed the natural locations for significant commercial developments.

We understand that among the first of the developments adjacent to a transportation hub will be Vornado's Harlem Park development at 125th St and Park Avenue. We also understand that the building is at an advanced stage of design and will require an adjustment to the height limit proposed within the new zoning. We are supportive of this adjustment and enthusiastic about the building's potential for attracting the sort of media tenants that will indeed define this area as a burgeoning entertainment district.

Beyond just commercial development, we hope and expect that the proposed rezoning will succeed in stimulating a series of mixed-use developments — which will include affordable housing and additional remit. Not only will these bring additional and much-needed jobs to the area, but we hope that both the additional housing and the new retail will contribute to extending the vibrancy of the corridor into the evening hours.

FEB-07-2008 16:19

From: DESALES/SFDS

To:912128947949

Page: 3/3

We see a bright future for 125th Street as Upper Manhattan's central business district, and believe that its recent success in attracting investment is just the tip of an iceberg. We hope that the proposed rezoning will be the first of many steps the city takes to ensure the corridor's continued success and growth.

Sincerely,

James F. Janeski, FACHE

President

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#### TDF Real Estate and Property Services, Inc.

February 7, 2008

Ms. Amanda M. Burden Chair City Planning Commission 22 Reade Street New York, NY 10007 345 East 102nd Street Third Floor New York, NY 10029 ↑ 846.572.2990 ▶ 212.880.8126 www.doe.org

Dear Ms. Burden:

We are writing to convey our support for the rezoning proposed for 125<sup>th</sup> Street, which, in our view, is critical to jumpstart the long-awaited renaissance of this important commercial corridor. We support the city's stated objective of making this street a world-reknown arts, culture and entertainment destination as well, through the incorporation of arts bonuses and arts/entertainment requirements.

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We see a bright future for 125th Street as Upper Manhattan's central business district, and believe that its recent success in attracting investment is just the tip of an iceberg. We hope that the proposed rezoning will be the first of many steps the city takes to ensure the corridor's continued success and growth.

Yours sincerely,

Richard Roberts, Managing Director

# C&C AFFORDABLE MANAGEMENT LLC

1735 PARK AVENUE SUITE 300

NEW YORK, NY 10035

Tel: (212) 348-3248 Fax: (212) 348-3602

124

February 7, 2008

Ms. Amanda M. Burden Chair City Planning Commission 22 Reade Street New York, NY 10007

Dear Ms. Burden:

We are writing to convey our support for the rezoning proposed for 125th Street, which, in our view, is critical to jumpstart the long-awaited renaissance of this important commercial corridor. We support the city's stated objective of making this street a world-renowned arts, culture and entertainment destination as well, through the incorporation of arts bonuses and arts/entertainment requirements.

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Beyond just commercial development, we hope and expect that the proposed rezoning will succeed in stimulating a series of mixed-use developments -- which will include affordable housing and additional retail. Not only will these bring additional and much-needed jobs to the area, but we hope that both the additional housing and the new retail will contribute to extending the vibrancy of the corridor into the evening hours.

We see a bright future for 125<sup>th</sup> Street as Upper Manhattan's central business district, and believe that its recent success in attracting investment is just the tip of an iceberg. We hope that the proposed rezoning will be the first of many steps the city takes to ensure the corridor's continued success and growth.

Yours sincerely,

Ron Moelis



1990 Park Avenue New York N.Y. 10035

(212) 110-8000

February 8, 2008

City Planning Commission Calendar Information Office 22 Readc Street Room 2E New York, New York 10007

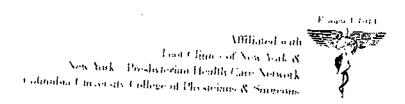
Re: 125th Street Rezoning

To Whom It May Concern:

The New York College of Podiatric Medicine is writing to convey its support for the rezoning proposed for the 125th Street Corridor, which we believe is particularly critical to jumpstart the long-awaited renaissance in the area surrounding our campus. Founded in 1911 with a mission dedicated to podiatric medical education and clinical training, the College had its first home on 125th Street. Three successive moves culminated in the erection in 1927 of the present college building on 124th Street between Park Avenue and Madison Avenue. A building grant in 1976 from the US Department of Health, Education and Welfare enabled expansion of the campus to include a new clinical training facility, an expanded updated library and renovations to the existing college building.

As an educational institution with a nearly 100 year history on 125th Street corridor, there is little doubt in our view that this important street today can support additional density and development, and we should encourage that growth – so long as it is carried out in a way that respects the low-rise nature of the neighborhoods to its north and south. We also believe that encouraging arts and entertainment uses is a worthwhile objective, both to strengthen Harlem's worldwide reputation as a cultural center and as a way to enliven the street around the clock.

We are aware that the highest proposed densities are located at transit hubs, which we believe are indeed the natural locations for significant commercial developments. In that regard, we successfully lobbied in 2003-2004 for the rezoning of our parking lot on the southwest comer of 125<sup>th</sup> Street and Park Avenue to allow for a mixed-use development of 10.0 FAR and over 450 feet in height. After a failed start by another developer, in 2007 we sold this site to a joint venture of Vornado Realty Trust and MacFarlane Parkners who has advanced an ambitious plan for an office and retail development called Harlem Park, adjacent to our College.



We also understand that the Harlem Park project is at an advanced stage of design and will require an adjustment to the height limit proposed within the new zoning. We are fully supportive of this adjustment, particularly in light of the fact that their proposed building is significantly shorter than the building we lobbied for in 2004. We are enthusiastic about the building's potential for attracting private sector tenants, including media and sports tenants that will indeed define this area as a burgeoning entertainment district, which will enhance our educational institution.

Beyond just commercial development, we hope and expect that the proposed rezoning will succeed in stimulating a series of mixed-use developments -- which will include affordable housing, student housing and additional retail. Not only will these bring additional and much-needed jobs to the area, but we hope that both the additional housing and the new retail will contribute to extending the vibrancy of the corridor into the evening hours and a conducive environment for our students.

We see a bright future for 125<sup>th</sup> Street as Upper Manhattan's central business district, and believe that its recent success in attracting investment is just the tip of an iceberg. We hope that the proposed rezoning will be the first of many steps the city takes to ensure the corridor's continued success and growth.

Yours sincerely,

Louis L. Levine

President & Chief Executive Officer



# TORUNDAL LACOR COUNTRIES



# Testimony to NYC Department of City Planning Hearing on the 125th Street Corridor Rezoning

# The New York City Central Labor Council Edward F. Ott, Executive Director January 30th, 2007

Good afternoon. Thank you for the opportunity to testify today on the 125th Street Corridor Rezoning. My name is Ed Ott, Executive Director of the NYC Central Labor Council (CLC), a federation of 400 affiliated local unions representing 1.5 million working men and women in New York City.

The NYC Central Labor Council believes that the proposed rezoning at 125th Street presents the City with a great opportunity to impact future development in the area. We believe that in order to promote development that is both responsible and sustainable, labor standards must be applied. As one of the landowners on the 125th Street Corridor, the City has the ability to implement labor standards, and to set a precedent for future development.

In order to protect the interest of the existing community on the 125th Street Corridor, we believe that where the City has proprietary interest, they must include labor standards that incorporate the following concepts:

- The City should provide meaningful training and career opportunities for new workers and encourage the use of contractors and subcontractors which invest in a skilled, qualified and safe work force.
- The plan must include labor standards that support good jobs defined by livable wages.
- The City should ensure that all building and construction jobs pay prevailing wage, and that real wage standards are attached to all building service jobs, retail jobs, hotel jobs, and other jobs that are generated from the redevelopment.
- Such wage requirements should apply to all permanent employees whether they
  work under a contract or subcontract. All tenants, subtenants, contractors and
  subcontractors should comply with set wage requirements.

The City should protect its proprietary interest in such situations by ensuring that the projects will not be disrupted by labor disputes.

In addition, to ensure that any hotels that are built in the area are not unreasonably disruptive to the surrounding neighborhood or blur the line between hotel and residential development, a special permit should be required for any hotel, motel, or other such extended stay facility built on the area that is being rezoned.

need to add

David R. Greenbaum President Vornado Office

Vornado Realty Trust 888 Seventh Avenue New York, NY 10019 Tel 212 894-7404 Fax 212 894-7477



February 8, 2008

City Planning Commission 22 Reade Street New York, N.Y.

Re: 125th Street Rezoning

#### Dear Commissioners:

We are writing to supplement our testimony at the January 30<sup>th</sup> Public Hearing and to reiterate our support of the 125<sup>th</sup> Street Rezoning proposal currently being considered by the City Planning Commission. We feel that the proposal thoughtfully balances opportunities for new development with preservation of the qualities that make this corridor unique. We also believe that encouraging arts, entertainment and retail uses, in addition to a balanced range of other mixed uses, is a worthwhile objective, both to strengthen Harlem's worldwide reputation as an arts center and as a way to enliven the street around the clock. Finally, we believe that the increased activity of all types that the rezoning encourages will mean significant numbers of new jobs in an area ready and able to fill them.

With that potential job growth in mind, we plan to develop the first sizeable commercial office building in Harlem in the last 40 years on a site immediately adjacent to the 125<sup>th</sup> Street Metro North station. We estimate that our project will generate as many as 2,000 new jobs on 125<sup>th</sup> Street. Our purchase of this site, and our commitment to build there, is testimony not only to our belief in Harlem's future but also to the viability of the city's plans for 125<sup>th</sup> Street as a retail and commercial corridor, including opportunities for media, arts, and entertainment. We believe that our project meets the goals and objectives of the rezoning, from strengthening this unique and critical commercial corridor, adding vibrant ground floor retail, bringing important media and entertainment-related businesses to the corridor, and overall generating new jobs and new opportunities.

After many months of marketing the development, we are particularly pleased to be on the verge of signing agreements with two significant media tenants who are expected to occupy approximately 175,000 leaseable square feet of the planned development. They will be broadcasting from studios at the site, and we are optimistic that these well-respected tenants will serve as a lure to other media and entertainment tenants and set the stage for 125<sup>th</sup> Street as a regional business center. Further, the retail

associated with our new building, which is estimated to total 42,000 square feet, will contribute significantly to an improved pedestrian environment near the Metro-North station.

At the time the 125<sup>th</sup> Street rezoning was certified, our building had been fully designed under the existing C4-7 zoning with a height of 330 feet. The 330-foot height was necessary in order to accommodate the base FAR of 10 while complying with the maximum tower coverage of 40 percent. At the time of certification, we had been actively marketing the building to prospective tenants, having received a building permit for the development in July 2007. Construction did not start because we had not yet secured the primary tenants necessary to obtain financing and advance the project to construction. Now, we believe we are on the verge of securing high-profile tenants for the building based on the current design and our ability to begin construction within the next several months.

However, our building exceeds the permitted height under the proposed rezoning by 40 feet and we are requesting that the maximum permitted height for the site be increased from 290 feet to 330 feet. Without the requested height modification, we would be required to undertake a costly and time-consuming redesign to the building. More important than the cost, this redesign would likely render us unable to meet our media tenants' move-in dates and jeopardize these important agreements which are essential to the project moving forward. We are respectfully asking the Commission to consider the importance of this development to 125th Street corridor and permit the additional height as depicted in our current design. If this additional height is incorporated into the adopted rezoning, we expect to begin construction of our building this spring.

We believe that this modest increase in height, at this unique, large-scale development site adjacent to the Metro-North Rail viaduct, would not be inconsistent with the overall goals of the rezoning to carefully calibrate building heights appropriate for the corridor. Vornado is well aware of the value of a corridor approach to economic development. 125th Street is a critical crossroads for New Yorkers in Upper Manhattan and beyond for many reasons. The corridor has tremendous potential to expand its role as the main commercial and retail spine of northern Manhattan, and we hope to play a major role in unlocking that potential. In addition, 125th Street is today a gateway for transit -- and it will grow in importance as a transportation hub with the completion of the northern leg of the Second Avenue subway. Likewise, the emergence of the 125th Street Metro-North station as an alighting point for commuters to and from northern Manhattan is notable, as is the potential that this commuter growth offers for further retail and commercial development in the adjacent area.

We have recently met separately with Community Board 11 and with Councilmember Inex Dickens, to convey our support for the broader rezoning and explain our request for a slight change in the height restriction which the new zoning would impose at our particular site. We will continue to work to address their concerns and look forward to working with them in the near term on our plans to contribute to streetscape improvements along the corridor and, over the next two years, on our plans to implement a workforce development program to maximize local hiring when the building comes on line in 2010.

In conclusion, while requesting a change to the height restriction at this particular site, we strongly support the city's rezoning proposal in its entirety and look forward to being part of the important new business district that this proposal is designed to foster.

Yours respectfully

David Greenbaum



#### 125<sup>th</sup> Street Rezoning Draft Environmental Impact Statement February 11, 2008

The Manicipal Art Society of New York is a private, non-profit membership organization whose mission is to promote a more livable city. Since 1893, the Society has worked to advocate excellence in urban design and planning, contemporary architecture, historic preservation and public art. The Municipal Art Society, having submitted scoping comments on February 20, 2007 as well as provided both oral and written testin ony on January 30, 2008, offers the following comments to the Department of City Planning, the leading agency in the City Environmental Review, with the intention of identifying where the Draft Environmental Impact Statement could be improved.

#### COMMENTS

#### Project description

The DEIS states that the study was intended "to propose a strategic planning and development framework for 125<sup>th</sup> Street from the Hudson River to the East River." Furthermore, it posits that, specifically, the "rezoning seeks to sustain and enhance the ongoing revitalization of 125<sup>th</sup> Street as a unique, diverse, Manhattan mainstreet." As our comments to the specific elements of the DEIS will illustrate, the proposed project unfortunately, still falls short of these very desirable goals; although MAS note; that some of the alternatives that City Planning studied in the DEIS may serve as guide posts to creating a more finely-tuned zoning plan with provisions to maintain precisely the uniqueness of 125<sup>th</sup> Street that draws in tourists from near and far.

#### Chapter 1. Land Use, Zoning and Public Policy

City Planning's stated intention is to pass a fine-tuned zoring plan for 125th Street. "Central to the proposal is establishing a new special purpose district" that "would allow for a wide range of retail, arts, entertainment and cultural uses to physically and economically activate the street, would allow fine-tuned building form controls to respond to the specific scale and character of the corridor (2.0-3)." However, the current proposal fails to respect the existing neighborhood and its special character and will not promote integrated new development on 125th Street.

Increasing density on a 125<sup>th</sup> Street is advisable, given it is well served by public transit; however, the proposed C4-7 zoning of sections on 125<sup>th</sup> Street with a 290 feet height restriction takes its cue from the State building, an exceptionally tall building c 1 the corridor. Instead the zoning plan ought to reference the historic Theresa Hotel as the

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infeasible for various reasons, including the requirement to build two buildings on lots wider than 100 feet; however, a restriction on the width of retail store frontage rather than on buildings themselves may achieve similar results by creating a more variegated street level retail environment.

#### Chapter 3.2 Socioeconomic Conditions Residential Displacement

The DEIS inadequately assesses potential direct and secondary residential displacement due to the limited circumference of the primary and secondary study area. By nurrowly circumscribing these areas, City Planning, fails to account for the potential spill over effect that development of luxury housing on 125th Street will have on the surrounding neighborhoods. In the study areas alone, the Department of City Planning identifies 190 units as "containing a population potentially vulnerable to indirect displacement in 2007." In the Planning Department's own assessment, the majority of these unprotected units are located in Central Harlem outside of the study area.

Methodologically, the DEIS, moreover, does not take into consideration the pressure experienced by residents in rent-stabilized buildings where harassment and illegal buyouts contribute to the loss of affordable units. Preservation of existing affordable housing stock in these communities remains one of the most effective strategies to address displacement. Although the DEIS discusses the number of affordable units that have been and are slated to be built in Harlem, there needs to more analysis of the ratio at which affordable units are being lost while new affordable units are being developed. Currently in many communities the ratio is 2 to 1. As the DEIS correctly states, a great manber of housing units in the study area are rent protected; nonetheless, further analysis of these units needs to be conducted in order to assess how many of these units are at risk of reaching the threshold for destabilization. Such an analysis will more realistically identify the rate of indirect displacement of residents.

In order to mitigate displacement pressures, the city can and should include antiharassment/anti displacement provisions for renters as part of the zoning action similar to
the ones included in the Greenpoint/Williamsburg rezoning and the rezoning of
Clinton/Hells Kitchen. These provisions carry stiffer fines and penalties for landlords,
who are harassing tenants in below-market rate apartments. These can also include a
provision to create a fund assist harassed tenants acquire counseling services and legal
representation.

Consequently, as current trends in Central Hariem, West Harlem and East Harlem indicate, a much more aggressive affordable housing strategy should be devised that safeguards the ability of current residents to remain in their communities. This may warrant a closer look at the use of mandatory inclusionary housing programs as a strategy to ensure the creation of new affordable housing since these programs have been cited by city governments across the country as crucial to the production of affordable housing, especially for the low- and middle- income brackets (See the American Planning Association's Zoning Practice, Issue No. 9, September 2004). http://www.planning.org/affordablereader/zozp/ZPSep04.pdf

anchor on this streetscape. While the DEIS states there are a number of tall office buildings in this sub-district core area, only one of them is higher than the Therasa Hotel The DEIS document misrepresents the existing streetscape, which is characterized not by tall 10 – 20 story buildings but in the majority by one to six story buildings. Consequently the C4-7 would foster development out of scale with the existing streetscape and diminish the historic buildings located within this sub district area. The 290 feet height restriction, moreover, would allow buildings higher than the State Building (250 feet) to be erected. This building is truly an anomaly and reminist ent not of an urban planning success but of one of planning's failures. The C6-3 alternative studied by City Planning, spreading density and bulk more uniformly across the corridor, therefore, would be a more adequate alternative, creating a more fine-tuned zoning plan. This alternative, while still allowing building heights (160 feet) to exceed that of the Hotel Theresa (130 feet), would foster a streetscape development more in keeping with the current character and the plan's stated intention to develop Harlem's Main Street.

The C4-7 area in the core sub-district also includes important Harlem landmark buildings, like the Apollo Theater. These historic places attract visitors from across the world. The history and culture of Harlem is truly unique, and the buildings on this famed street are the physical legacy of that rich past. We believe that the street's historic buildings, both grand and modest, can play an important role in fostering the arts and culture district—as Jane Jacobs said, "new ideas must use old buildings." Therefore, any rezoning must speak to the scale of these buildings and respect the surrounding context.

#### Inclusionary Housing Bonus

While the plan projects the creation of affordable housing through an affordable housing bonus, the initiative falls far short of the pressing need to preserve and create affordable housing in Upper Manhattan where the median income is considerably lower than citywide. Under the current plan existing Harlem residents would be hard-pressed to qualify for the affordable housing.

The current proposal, although commendable for encouraging the development of desperately needed affordable housing, fails to respond to the dual reality that the area in generally losing affordable units and that local median income levels are much lower than in the rest of the city. Of the projected residential development 79% are projected to be market-rate units. Furthermore, the 498 projected affordable units would only be affordable to families making in excess of the local area median income, which at \$22,122 in 2000 (cited by City Planning in its Demographic Study of Harlem) was and continues to be considerably lower than the area median income used to calculate eligibility for affordable housing. Income-targeted affordable housing provisions would ensure that more lower-income households receive the benefits of new development. This should be augmented by a local preference clause, setting aside a percents set of the affordable housing units for local residents. Finally, affordable units built as a result of the bonus should be on site in order to ensure that 125th Sweet does not become a wealth, residential enclave but rather a neighborhood corridor characterized by its diverse residential population.

P. 08

- No. 36 St. Mary's Episcopal Church, 521 W.126th St. (Block 1983 Lot 11) is a
  designated city's landmark identified as NR eligible.
- No. 16 New York Public Library, George Bruce Branch, 518 W.125<sup>41</sup> St. (Block 1980 Lot 22), is listed only as NR determined NYCL eligible in the DEIS of the Manhattanville rezoning.
- No.26 Former Sheffield Farm Dairy, 632 W. 125th Street (Block 1995 Lot 44) is listed only as NR determined NYCL eligible in the DE(S of the Manhattany) lie rezoning.
- No.35 Former Engine Company No.37, 509 W.129th Street (Block 1983 Lot 6) is listed only as NR determined NYCL eligible in the DEIS of the Manhattanville rezoning.
- No. 40 Former Shoffield Farms Stable, 3229 Broadway (Block 1996 Lot 34) is listed only as NR determined NYCL eligible in the DEIS of the Manhattanville regoning.

# Chapter 3.11 Waterfront Revitalization

Plan for Waterfront Access:

This plan had originally been promoted as 125th Street "River to River," which had the promise of providing access to both the Hudson and Harlem Rivers and linking them through the 125th Street corridor. While there are separate plans for the waterfront to the west, this plan fails to address waterfront access to the east. This is a historic opportunity to connect neighbors to the water, but it will require concerted effort on the part of City Planning to ensure that the various plans work in concert to create public access to the water. How is it that a salt depository managed by the Department of Transportation is allowed to continue to block the neighborhoods' access to the Waterfront? This plan promised in its inception a grand vision of connecting the two waterways through a vibrant commercial corridor buttressed at either side by green spaces leading to the water. This vision must be re-found.

#### Arts and Entertainment Bonus

125th Street deserves the attention is has and continues to receive as a inimitable center for African American arts, culture and entertainment; therefore, the plan's focus on this heritage is appreciated. However, MAS notes two aspects of the current proposal that compromise the plan's ability to truly encourage the development of 125th Street as a cultural destination: 1) the proposed Arts and Entertainment Core Sub-district at currently conceived is too small; disregarding the organic and multifaceted nature of the arts and culture industry in Harlem; and 2) the mechanism to incentivise the creation of affordable space for arts and entertainment organizations is insufficient and inadequately ensures that benefits will be derived by the Harlem communities.

Circumscribing the sub-district to such a limited geographic area fails to take advantage of the potential to create a continuous arts and culture corridor, potentially connecting to the New Amsterdam Special District proposed in CB 9's 197-a plan to the west and to the 5th Avenue Museum Mile. The mechanism to foster the creation of arts and cultural organizations should be made available within the entire proposed 125th Street Epecial District. The Arts Bonus Alternative studied by City Planting seems to be another feasible instrument to make available more affordable arts spaces. The positive aspect of this alternative as stated in the DEIS is that "the residential FAR would be the same" under this alternative, thus, not compromising the mixed-use character of this corridor. At the same time, in the words of the DEIS, "represent a 36% increase in the number of jobs compared to the proposed action." The projected economic benefits from the Arts bonus could be crucial to an area suffering from inordinately high unemployment rates.

In order for these benefits to be reaped by existing community members the following strategies should be implemented to channel the distribution of benefits to current community members, businesses, arts organizations and residents:

The use-groups eligible for these arts and entertainment spaces must be refined to prevent their appropriation by restaurants and formula businesses. Local hiring-preferences should be formulated; and, in keeping with recommendations given by the community boards in the area, MAS urges that City Planning develop a plan to set aside these spaces for locally established organization and to ensure that a local advisory committee will be authorized to participate in the selection of these groups rather than conferring decision-making power solely in the "Chairperson of City Planning in cooperation with the Department of Cultural Affairs."

#### Maintain Urban Retail Diversity:

City Flanning proposes that the current rezoning plan for 125th would "substant ally reinforce its major mixed-use character and its status as a local and regional destination for the arts, entertainment and retail (3.1-34)." As Harlem's Main Street, 125th Street today still offers a diversity of retail and entertainment experiences. Strategies must be devised to foster a balance of local and national retailers. The C6-3 alternative proposed by Manhattan Community Board 10 and studied by City Flanning, which would limit building frontage to 100 feet in conjunction with the "active use" requirement, would work to maintain retail diversity on the corridor. City Planning argues that this option is

Business and Institutional Displacement

As Harlein's Main Street, 125th Street today still offers a diversity of retail and entertainment experiences. Strategies must be devised to foster a balance of local and national retailers. The DEIS states: "The proposed actions would potentially dimeetly displace approximately 71 firms and 975 employees, with the largest displacement occurring in the retail sector, in particular, businesses providing clothing and accessory products. The preliminary assessment concludes that the preposed actions would not cause a significant adverse direct business displacement impact because the displaced businesses are not found to have substantial economic value to the City or region, are not subject to publicly adopted plans to preserve, enhance, or protect them, and do not, individually or collectively, contribute substantially to neighborhood character."

This assessment does injustice to the current dynamic on 125th Street where local establishments—some of which have been in business for over 30 year—are feeling pressure to remain. While the DEIS states these businesses do not "contribute to the neighborhood character," there is no analysis provided of whether these are locally-owned businesses and how they contribute to the current local economic fabric. Because the DEIS focuses primarily on large retail projects as having revitalized 125th Street, it fails to address the role of small retail and how the disproportionate support of large-scal commercial development affects this sector. There is no estimation as to how many locally—owned businesses are expected to be created as a result of the rezoning and the opportunities to mitigate locally—owned business displacement and / or foster their development by working in synergy with UMEZ and Department of Small Business Services programs. Yet, building local capital is a crucial aconomic development tool.

It hard to fathom how 125th Street will continue to function as Harlem's Mains' Street and home of African American Arts and Culture if independent small retailers, some of whom have been there ever 30 years, are gone. City Planning does not provide any real evidence to substantiate the contention that the businesses "do not contribute to the neighborhood character." Yet it is known that the loss of small retail has ripple effects across low-income communities who rely on personal relationships with locally-owned business establishments to manage credit relationships and secure employment opportunities. Additionally, small business form important linkages to local chains of production and distribution.

The scale of projected development as a result of the proposed rezoning will further ero; the urban retail diversity unless safeguards are developed. The proposed rezoning already indicates that 71 small businesses will be directly displaced

Of the 71 business that will be displaced, the effect that these businesses have on neighborhood character is not addressed in the socioeconomic chapter and it is only briefly addressed in the neighborhood character chapter. Although the sectors these businesses represent will not be lost, their effect on neighborhood character (locally owned small business) is significant and should be accounted for. This should be addressed by the city in the EIS.

• There need to be provisions for mitigating job losses. Although the sectors where job loss is projected to occur are sectors where new jobs are anticipated, there is no assessment of the anticipated skill level these new jobs will require and how that compares to the skill level requirements for existing jobs. There is also no discussion of how these employees will be able to be reasonably transitioned from their displaced jobs into the newly created jobs.

MAS believes that in the Arts and Entertainment Core Sub-district rules to serve as incentives to the preservation of local arts and culture organizations as well as locally-owned small businesses should be created.

#### Chapter 3.6 Historic Resources

#### Preservation and Historic Resources

We applaud City Planning's goal for 125th Street to "maintain its unique character." We believe that the future of the fabled street depends on retaining its character and its history. There is no other Harlem in the world, and its historic resources are truly unique and have national cultural and historical significance and should be considered national treasures.

The majority of significant buildings in the EIS are unprotected by local landmark designation, which leaves them vulnerable to increased development pressures. Although outside the environmental review process, we believe the Landmarks Preservation Commission should designate as many significant buildings as possible prior to the rezoning taking place. The project's indirect impact on these resources is a substantial increased development pressures. All of the resources listed in the EIS should be considered threatened.

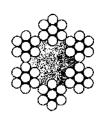
It is unfortunate that it appears that the State Historic Preservation Office (SHPC)) was not consulted to identify National Register-eligible buildings or to seek their determinations of eligibility for listing the National Register. This seems to account for some missing resources. Most importantly, having the SHPO make formal determinations of eligibility is an important first step in encouraging property owners to take at vantage of Federal Investment Tax Credits. Given the commercial nature of the street, eligible property owners could reap rich federal tax credits for rehabilitation of their income-producing buildings listed on the National Register.

There are some known historic resources that were not identified in the EIS, and there are a few errors as outlined below.

#### Not Identified

- The McDermott-Burger Dairy (527-535 West 125th Street) was found to be eligible for the National Register in the Manhattanville DEIS, but is not included in this EIS.
- 28-30 E.125<sup>th</sup> Street (residential building, Block 1749 Lot 56), determined 'IR eligible in the Second Avenue Subway FEIS.

Errors in Identification:



# ROEBLING CHAPTER

Society for Industrial Archeology

Reply to 40 W. 77th Street, New York, New York 10024, Preservel A@aol.com, 212-769-4946

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February 11, 2008

Robert Dobruskin, Director Environmental Assessment and Review Division Department of City Planning 22 Reade Street, Room 4E New York, New York 10007-1216

\*\*BY HAND\*\*

Re: 125th Street Plan, C 080099 ZMM, N 080100 ZRM, C 080099(A) ZMM, N 080100(A) ZRM

Dear Mr. Dobruskin:

I write on behalf of the Roebling Chapter, Society for Industrial Archeology. The Roebling Chapter is a not-for profit organization committed to the study, preservation and dissemination of information on our region's industrial past. Of the chapter's over 450 members, nearly 200 live in New York City

We feel that potentially significant industrial heritage sites have been overlooked in the Draft Environmental Impact Statement (DEIS). Since the proposed action "has the potential to result in unmitigated significant adverse impacts," the omission of such sites could result in their loss during redevelopment.

One very obvious omission is the McDermott-Bunger Dairy at 527-535 W. 125th Street, which was identified as eligible for the National Register of Historic Places during the Manhattanville re-zoning process.

A quirkier one is the Quonset hut at 233 E. 124th Street, undoubtedly the only one in Manhattan. Quonset huts were pre-fabricated buildings developed as part of the build-up to World War II at Quonset Point in Rhode Island. The original 1941 design was the work of an engineer and an architect, both employed by the New York City construction firm, George A. Fuller Co. This company, which was also charged with building a factory to manufacture the huts, was responsible for the Flat Iron Building, the Fuller Building, and portions of the High Line. Many Quonset huts were purchased as surplus after the war and re-used in a variety of ways. The date of this one and when it was moved to the site needs to be investigated.

At 166-172 E. 124th Street is a masonry building with wide Romanesque arches and an elaborate medallion announcing its built date of 1891. Its upper stories housed factory operations in the 1940s.

Another building to be investigated further is the 1891 structure at 124-126 E. 124th Street, now occupied by Eastside Floors. It was a Venetian blind factory in the 1940s. The unique and intricate tie rod plates contrast attractively with the flat brick façade.

The 1896 building at 120 E. 124th Street should be researched more thoroughly. It served for many years as a warehouse, most recently—as can be seen from the fading paint on its front—by the H.C. Oswald



Roebling Chapter 125<sup>th</sup> St. re-zoning Feb. 11, 2008 p. 2

heating supply company. It has distinctive detailing including along the inside of the arches along the first floor

Also deserving more research is 119-125 E. 124<sup>th</sup> Street, a beautiful cream-colored brick and stone building dating to 1901. It appears to have been built for the New York Telephone Co.and is now used as mini-storage.

The above three buildings are all on the same block, indicating an enclave of industrial storage and factories.

One more to be examined further is 264 W. 124th Street. Newly renovated for apartments, it dates to 1880 and has all the appearances of a commercial or industrial structure, possibly manufacturing lofts with showrooms below.

These are only a few buildings that stood out architecturally and were configured in a way that indicated an industrial purpose during a recent afternoon walk, but which we did not find in the DEIS. There are certainly others. We trust that at least a few will prove to have interesting historical legacies as well.

Several historic industrial and transportation structures <u>were</u> included in the DEIS, we are happy to say. These include the Broadway IRT viaduct, the Metro-North Harlem-125<sup>th</sup> Street Station and Park Avenue viaduct, the Sheffield Farms Dairy and Stable, and the Yuengling Brewery.

One small correction is to the name of the New York Central and Hudson River Railroad on page 3.6-12 in the description of the Metro-North Harlem-125<sup>th</sup> Street Station. There is but the one "and."

We look forward to seeing more historic industrial buildings in the Final Environmental Impact Statement examining this corridor that is incredibly rich in architectural beauty and variety.

Sincerely.

Mary Habstritt, Chair

Preservation Committee

CC: NYC Landmarks Preservation Commission

State Historic Preservation Office

February 8, 2008

New York City Planning Department

Amanda M. Burden, AICP, Chair Kenneth J. Knuckles, Esq, Vice Chair Angela M. Battaglia Irwin G. Cantor, P.E. Angela R. Cavaluzzi, R. A. Alfred C. Cerullo, III Betty Y. Chen Maria Del Torro Richard W. Eaddy Nathan Leventhal Shirley A. Mc Rae John Merolo Karen A. Phillips

Re: 125th Street River to River Rezoning

To all that it May Concern:

As a planning body, that is acknowledged world wide for master minding so many great projects, it baffles me that you did not designate Harlem U.S.A., as a Special District before proposing to redevelop its 125<sup>th</sup> Street Corridor. As you know, Special Districts are distinguished and preserved for various reasons and Harlem shares most of the same characteristics as other Special Districts designated by your planning body.

These designations are based on the following:

- To preserve character and architectural quality
- To limit heights reasonable and compatible with the existing character
- To preserve and reinforce the unique character
- To preserve and strengthen unique commercial and residential character of the neighborhood by restricting office building and chain stores
- To enhance the historic and commercial character of the community.

Specifically, out of at least 30 special districts or more you have; the Clinton Special District, the Special Park Improvement District (Fifth and Park Avenue), Greenwich Village and Madison Avenue. You also have the Special Planned Community Preservation Districts, which includes; Manhattan, Queens, and the Bronx; in which no demolition, new development enlargement or alteration of landscape or topography is allowed except by special permit. It encourages residential rehab and new development consistent with existing buildings, discourages the demolition of noteworthy buildings and increases the number of trees in the area. This Special District Zoning permits areas with unique characteristics to flourish rather than be overwhelmed by standard development.

Does all of the above sound familiar as it relates to Harlem? During your planning, you did not consider Harlem and its 125<sup>th</sup> Street Corridor to be a Special District? Could you have referred to The Harlem River Houses which is designated as a preserved district? As a professional planning body you should have instinctively planned from the perspective, that the World's beloved Harlem is a Special District. Starting from this point, representatives from the community- at- large (not perceived representation) and elected leadership (after having meaningful dialogue and a meeting of the minds

with its constituency) both should have been involved in the planning process, from proposal, to proposed resolution, to project. The community input that you so proudly reported has been challenged by those who were noted as being involved, but were not. The leadership that gave you direction had not engaged the community. BID is made up of business owners, a clear conflict in interest. This is especially so, if the existing small businesses who are faced with displacement, were not represented. The Development Corporations are developers and must also maintain a certain sense of personal profit. You ask whose fault is that. The answer was in the testimony given to you on January 30<sup>th</sup>. You do not have the support of the majority of the community and this community was left out and misrepresented.

Are you as a planning body, for preservation of such a great community or are you against it?

Your proposed plan to rezone the 125<sup>th</sup> Street commercial corridor, from commercial to residential with small businesses being displaced by chain stores, is an inappropriate development. New York State requires that it be in accordance with a "well considered plan". This proposed resolution should not be certified without it being designated as a Special District, without a revision prepared in cooperation with representation from the community at large and true representation from elected leadership who honestly speak for the community, based on meetings with real dialogue and an agreed upon resolution showing a meeting of the minds.

Are you as a planning body for preservation of such a great community or against it? Until this happens and it can happen, I along with thousands of others, say no to the proposed rezoning of 125<sup>th</sup> Street, River to River.

Respectfully submitted

Sharon M. Bowie

In admiration and of Harlem and its continued Renaissance which embraces all of its community

## FEERICK LYNCH MACCARTNEY

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+LICENSED IN CONNECTICUT

February 5, 2008

2000 FEB - 7 PM 1: 06

City Planning Commission Calendar Information Office 22 Reade Street - Room 2E New York, New York 10007-1216

Robert Dobruskin, AICP, Director, Environmental Assessment and Review Division Department of City Planning 22 Reade Street, Room 4E New York, New York 10007-1216

Re:

- 1. Testimony regarding Applications (C 080099 ZMM, N 080100 ZRM, C 080099(A) ZMM and N 080100(A) ZRM) submitted by the Department of City Planning relating to the proposed 125th Street Plan
- 2. Testimony relating to the Draft Environmental Impact Statement (DEIS), CEQR No. 07DCP030M

#### Dear Sirs/Madams:

I represent Heenam Bae and Uptown Holdings, LLC, which own property just outside (and to the east of) the above-referenced project area. Heenam Bae owns three properties located at 2315-2319 3rd Avenue, 208 East 126<sup>th</sup> Street, and 2457 2<sup>nd</sup> Avenue, and Uptown Holdings, LLC owns property at 213-223 East 125<sup>th</sup> Street. We respectfully request the City Planning Commission and the Department of City Planning to consider the following testimony and comments in regard to the Draft Environmental Impact Statement (DEIS) and the ULURP application for the Proposed 125<sup>th</sup> Street Corridor Rezoning and Related Actions.

For the reasons set forth herein, it is submitted that neither the DEIS nor the project itself should be approved, inasmuch as the DEIS and the plan itself are fundamentally flawed in numerous significant ways:

- The review of possible alternatives is at the heart of SEQRA process<sup>1</sup>, yet the DEIS fails to remotely address obvious alternatives, as set forth more fully below.
- Courts in this State have found that "<u>segmentation</u> occurs when the environmental review is irrationally divided into smaller stages or activities, contrived as if the stages are independent and unrelated, needing individual determinations of significance." Association for Community Reform Now v. Bloomberg, et al, 2006 WL 2686520 (Sup. Ct. NY 2006) citing Matter of Maidman v. Vill. Of Sands Point, 291 AD2d 499 (2d Dept. 2002). Segmentation is prohibited "to guard against a distortion of the approval process by preventing a project with potentially significant environmental effects from being split into two or more smaller projects." Id. As presented, the DEIS assumes an interrelated and indeed interdependent relationship with the East 125th Street Project, yet illegally and improperly segments environmental review of the two projects.
- Perhaps most importantly and of most concern to my clients is the fact that the DEIS utterly fails to address the alternative of <u>including</u> in the 125<sup>th</sup> Street Corridor Re-Zoning the properties which are proposed to be included in the East 125<sup>th</sup> Street Project. The 125<sup>th</sup> Street Corridor Re-Zoning Project specifically carves out the entire East 125<sup>th</sup> Street Project Area, with no explanation for why, and no analysis of the alternative whereby that project area is <u>included</u> in, rather than excluded from, the 125<sup>th</sup> Street Corridor Re-Zoning Project Area. The DEIS must examine the alternative of including my clients' property in the rezoning, at the very least, and explain why it was left out to begin with.
- The EDC has obviously had an unseemly hand in seeing to it that the properties in the East 125<sup>th</sup> Street Project Area are excluded from the Corridor Re-Zoning. It is well known that the East 125<sup>th</sup> Street Project includes a plan to acquire my clients' properties by eminent domain. By arbitrarily, capriciously, and irrationally carving my clients' properties out of the Corridor Re-Zoning for no apparent legitimate, good faith reason, the EDC is seeking to lower the value of these properties to facilitate its plan to take them. Thus, EDC is apparently proceeding in bad faith with the purpose and intent of unconstitutionally taking my clients' property at an artificially lowered value, ultimately in order to convey an unconstitutional private benefit upon the lucky developer who benefits from a lowered acquisition cost should the condemnation ultimately succeed.

<sup>&</sup>lt;sup>1</sup> See Shawangunk Mountain Environmental Association et al v. Town of Gardiner, 157 AD2d 273, 276 (3d Dept. 1990) citing (Marsh, Symposium on the New York State Environmental Quality Review Act Introduction –SEQRA's Scope and Objectives, 46 Alb.L.Rev. 1097, 1111 [1982]).

- To support its pre-ordained, sugar-coated conclusions with regard to the impacts of the corridor re-zoning, the DEIS specifically relies upon "significant projects undergoing their planning stages" (1.0.4) in the neighboring areas including the proposed East 125th Street Project. The DEIS proceeds on the premise that these neighboring projects are a certainty in order to minimize the reported impacts of the 125th Street Corridor Re-Zoning Project. Such an approach is fundamentally flawed and backward in its analysis. The DEIS is required to consider all relevant alternatives, including the possibility (if not likelihood) that the neighboring significant projects undergoing their planning stages, and in particular, the East 125th Street Project, will not proceed as currently conceived. This is particularly important where the proposed East 125th Street Project (which has been proposed in one format or another since the late 1960s) may indeed never come to fruition, particularly since the private property owners included in that proposed project intend to fight it every step of the way, as it includes the taking of their properties without their consent through the use of eminent domain. At the very least, the DEIS in the 125th Street Corridor Re-Zoning Project must include an analysis of the impacts without the East 125th Street Project going forward.
- In conjunction with the above, the DEIS is also flawed insofar as it relies on the East 125<sup>th</sup> Street Project to serve as a mitigating measure for the direct and indirect residential and business displacement to be caused by the 125<sup>th</sup> Street Corridor Re-Zoning. For example, the DEIS appears to assume all the displaced low and moderate income residents can simply be re-located to the East 125<sup>th</sup> Street Project Area, while failing to consider what will happen if and when the East 125<sup>th</sup> Street Project does not go forward.
- Indeed, one of the reasons the Manhattan Borough President disapproved the plan
  was on the ground that it did not itself provide enough affordable housing for
  current Harlem residents, and that was assuming the East 125<sup>th</sup> Street Project goes
  forward. What if it does not? That question has yet to be addressed.
- While the DEIS does not purport to analyze the separate rezoning planned for the East 125<sup>th</sup> Street Project, it does purport to provide details as to the proposed benefits of that project, including the <u>alleged</u> creation of 2,450 new jobs, 1,000 residential units, 470,000 square feet of office space, 100,000 square feet of hotel space, and 30,000 square feet of cultural space, as though these benefits were a certainty and/or already in place. To the extent that the DEIS depends upon these benefits to support its analysis of the Corridor Re-Zoning project, the DEIS is flawed. These benefits are far from a certainty, and to the extent the DEIS relied upon them, it constitutes a stark, illegal exercise in prohibited segmentation.
- The DEIS concludes that while the 125<sup>th</sup> Street Re-Zoning project "could result in some limited indirect business displacement, the proposed actions would not

result in significant adverse indirect business and institutional displacement within the primary and secondary study areas." (1.0.11-12). No criteria is provided for this conclusion and it ignores the private property owners in the East 125<sup>th</sup> Street Project Area and the adverse effects to be levied upon them. Further, no consideration is given should the East 125<sup>th</sup> Street Project either not proceed or not proceed as planned.

- Indeed, the Manhattan Borough President correctly noted in opposing the project that it failed to provide enough assistance to small businesses at risk for displacement.
- The DEIS also concludes that "the proposed action would not have an adverse impact on a specific industry because it would not significantly affect the business conditions for any industry or category of businesses within or outside of the study are, nor would it indirectly reduce employment or impair the economic viability of a specific industrial sector or business category." No detailed analysis was conducted to support this conclusion because it was apparently determined that "there were no specific industries that are unique to the area." (1.0.12). This statement also appears to be premised upon the conclusion that the East 125<sup>th</sup> Street Project and others will proceed as planned. In other words, the analysis gives little or no attention to the properties and businesses located in the East 125<sup>th</sup> Street Project Area, and instead just assumes they will not be adversely effected because of the East 125<sup>th</sup> Street Project, without ever actually taking the "hard look" required by SEQRA at the actual impacts on those properties.
- We hereby state unequivocally that the project (including most particularly the purposeful exclusion of my clients from it) will indeed adversely affect my clients, their relative property values, their ongoing businesses, and their very lives and livelihoods. Those adverse effects need to be acknowledged, studied, and addressed, not ignored in favor of a pre-ordained plan by the EDC to lower the value of my clients' property then take it by eminent domain.

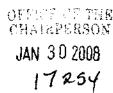
Based upon the foregoing, the DEIS is deficient and, if accepted in its current form, will be subject to challenge in Court as having failed to comply with the procedural and substantive requirements of SEQRA.

Please be guided accordingly.

David MacCartney, Jr.

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#### **VIA OVERNIGHT MAIL**

January 29, 2008

Ms. Amanda Burden, Chair City Planning Commission 22 Reade Street New York, NY 10007-1216

Re: 125th Street Rezoning

Dear Chair Burden and Members of the Commission:

On behalf of the New York Building Congress, the City's largest and most diverse coalition serving the design, construction and real estate industry and involving 1,500 members from 400 constituent organizations, please accept this letter in lieu of testimony at the January 30 City Planning Commission public hearing on the proposed rezoning of the 125<sup>th</sup> Street corridor in East, Central and West Harlem ("125<sup>th</sup> Street Rezoning" or "Plan").

The Building Congress commends and enthusiastically supports the City on this impressive interagency initiative, which has spanned more than four years and involved extensive public outreach and guidance from a community-based Advisory Committee. The product of the City's efforts is a comprehensive, balanced plan to achieve clearly-defined goals for preserving and promoting the unique character and history of 125<sup>th</sup> Street, while creating opportunities to further the ongoing revitalization of the area. That revitalization can progress only so far under the existing zoning, which has remained largely unchanged since 1961 and fails to maximize the potential of this transit-rich corridor.

The Department's plan proposes to unlock that potential by positioning high-density zones where they make the most sense – at the transit hubs and major thoroughfares, while gradually lowering density in zones farther from major transportation infrastructure. Furthermore, by increasing densities for generally the same land uses and replacing existing manufacturing districts to allow new mixed uses and commercial uses, the Plan lays the foundation for enhancing 125<sup>th</sup> Street as a regional business district and stimulating residential development to help meet the City's increasing demand for housing. These changes are projected to yield two million square feet of new commercial space, more than 2,300 dwelling units, including approximately 450 permanent incometargeted affordable housing units through the first Inclusionary Housing Program in Upper

Chair Burden and Members of the City Planning Commission January 30, 2007
Page 2

Manhattan, and over 6,500 new jobs. At the same time, the Plan's proposed zoning changes would preserve the scale and character of areas to complement existing building patterns.

The Plan also includes innovative strategies for enhancing 125<sup>th</sup> Street's world-famous reputation as an arts, entertainment and retail destination, starting with the City's first-time use of an Arts Bonus, which would give developers a density bonus in exchange for providing visual or performing arts space. This Arts Bonus is expected to create approximately 90,000 square feet of arts and performance space on 125<sup>th</sup> Street. Equally impressive, the Plan's proposed Special District, a 24-block stretch of 125<sup>th</sup> Street, would incorporate provisions to maintain and improve its lively pedestrian environment through regulations aimed at ensuring that ground floors are dominated by active uses, such as retail, entertainment and restaurants. In addition, the proposed Special District would contain a Core Subdistrict, where developments with 60,000 square feet of floor area or more would be required to allocate five percent of their space in the building to qualifying arts and entertainment-related uses. Indeed, these measures would pave the way for significantly boosting 125<sup>th</sup> Street's established cultural repertoire.

Given all of the economic benefits and quality-of-life improvements to be derived from the Plan, the 125<sup>th</sup> Street Rezoning is exactly the kind of well-planned development the Building Congress endorses. We encourage the Commission to approve it.

Though not specific to this Plan, the Building Congress would like to take this opportunity to express its concern about infrastructure planning and investment related to private and public-initiated development activity citywide. As the Commission knows, Mayor Bloomberg's PLANYC begins to take a hard look at the increasing demand being placed on the City's aging infrastructure and includes a number of initiatives for meeting that demand. But more can and should done to advance that effort.

The Building Congress recommends that, consistent with its mission under the New York City Charter, the Department of City Planning examine the capital programs of the Metropolitan Transit Authority and city agencies responsible for critical infrastructure oversight to determine the extent to which infrastructure planning and investment is keeping pace with citywide demand. Based on this comprehensive examination, capital programs could be adjusted, as appropriate, to make them even more effective in addressing existing and future infrastructure requirements essential to sustaining, let alone growing, development activity and a robust economy.

Sincerely.

Richard T. Anderson President Chair Burden and Members of the City Planning Commission January 30, 2007
Page 3

cc: The Honorable Inez E. Dickens, New York City Council

The Honorable Michael N. Gianaris, New York State Assembly

The Honorable Robert Jackson, New York City Council The Honorable Miguel Martinez, New York City Council

The Honorable Daniel O'Donnell, New York State Assembly

The Honorable Bill Perkins, New York State Senate

The Honorable Adam Clayton Powell, IV, New York State Assembly The Honorable Christine C. Quinn, Speaker, New York City Council

The Honorable Eric T. Schneiderman, New York State Senate

The Honorable Jose Serrano, New York State Senate

The Honorable Scott M. Stringer, Manhattan Borough President

The Honorable Keith L.T. Wright, New York State Assembly

485 Lenox Avenue New York, NY 10037

February 7, 2008

OFFICE OF THE CHAIRPERSON FEB - 8 2008

Ms. Amanda Burden Chair City Planning Commission 22 Reade Street New York, NY 10007

17291

Dear Ms. Burden:

This letter is to voice our concern about the proposed changes to the 125<sup>th</sup> Street corridor. As lifelong residents of Harlem, we have grown to love and cherish our community and its distinctive nature. While some change is good, change that comes as a result of the eradication of what was before does not yield benefits to all concerned parties. We support provisions that would ensure that the nature of 125 Street remains as is.

Many local, long-standing businesses have been displaced by old and new landlords with plans for redevelopment of the 125th Street corridor. Many businesses such as The Record Shack or Bobby's Happy House have been displaced with virtually no hope of finding affordable commercial space in the same area. A move is often times devastating to a business as its clientele may or may not be able to follow the business to its new location. We support a stipulation that would require new developers to make affordable retail space available on the street level of their new buildings in order to have the privilege of erecting buildings taller than six stories high. We also support a realistic definition of the term "affordable." In the housing market, "affordable" rents are based on an income level higher than most Harlem residents' income. Similarly, in the retail context, it is crucial that rents be left within reach of those businesses who have soldiered on, through Harlem's lean years. This is not charity. Rather, such a provision would allow people to continue to shop for the goods and services to which they have become accustomed without leaving the community. All segments of the Harlem economy are vital to the life of our community.

We welcome some of the new shopping opportunities available to us but we do not wish to have a strip mall or a generic downtown area filled with chain retail shops transported uptown. The unique quality and spirit of our neighborhood comes in part from its Harlem flair. We want to continue shopping for clothes in stores such as The Brownstone, where our unique essence is celebrated. We want our community to continue to have the option of eating healthy and culturally relevant foods from stores such as The Uptown Juice Bar and Charles Southern Cooking. Good change is organic. It should be a natural development of something new, coming from what existed beforehand. Customers shopping on a redeveloped 125<sup>th</sup> Street should be able to shop in

many of the stores that they have patronized for decades. They should still be able to purchase the same types of foods, goods and services that they can purchase today.

We support change on 125<sup>th</sup> Street that does not come at the expense of the old businesses and their clientele. Make developers pay for the right to develop high rise buildings on 125<sup>th</sup> Street by requiring them to make real provisions for existing businesses to remain on Harlem's main commercial corridor, in street level, accessible spaces.

Sincerely,

Carla McIntosh Brenda Venable

#### February 8, 2008

#### New York City Planning Department

Amanda M. Burden, AICP, Chair Kenneth J. Knuckles, Esq, Vice Chair Angela M. Battaglia Irwin G. Cantor, P.E. Angela R. Cavaluzzi, R. A. Alfred C. Cerullo,III Betty Y. Chen Maria Del Torro Richard W. Eaddy Nathan Leventhal Shirley A. Mc Rae John Merolo Karen A. Phillips

Re: 125<sup>th</sup> Street River to River Rezoning

### To all that it May Concern:

As a planning body, that is acknowledged world wide for master minding so many great projects, it baffles me that you did not designate Harlem U.S.A., as a Special District before proposing to redevelop its 125<sup>th</sup> Street Corridor. As you know, Special Districts are distinguished and preserved for various reasons and Harlem shares most of the same characteristics as other Special Districts designated by your planning body.

These designations are based on the following:

- To preserve character and architectural quality
- To limit heights reasonable and compatible with the existing character
- To preserve and reinforce the unique character
- To preserve and strengthen unique commercial and residential character of the neighborhood by restricting office building and chain stores
- To enhance the historic and commercial character of the community.

Specially, out of at least 30 special districts or more you have; the Clinton Special District, the Special Park Improvement District (Fifth and Park Avenue), Greenwich Village and Madison Avenue. You also have the Special Planned Community Preservation Districts, which includes; Manhattan, Queens, and the Bronx; in which no demolition, new development enlargement or alteration of landscape or topography is allowed except by special permit. It encourages residential rehab and new development consistent with existing buildings, discourages the demolition of noteworthy buildings and increases the number of trees in the area. This Special District Zoning permits areas with unique characteristics to flourish rather than be overwhelmed by standard development.

Does all of the above sound familiar as it relates to Harlem? During your planning, you did not consider Harlem and its 125<sup>th</sup> Street Corridor to be a Special District? Could you have referred to The Harlem River Houses which is designated as a preserved district? As a professional planning body you should have instinctively planned from the perspective, that the World's beloved Harlem is a Special District. Starting from this point, representatives from the community- at- large (not perceived representation) and elected leadership (after having meaningful dialogue and a meeting of the minds

with its constituency) both should have been involved in the planning process, from proposal, to proposed resolution, to project. The community input that you so proudly reported has been challenged by those who were noted as being involved, but were not. The leadership that gave you direction had not engaged the community. BID is made up of business owners, a clear conflict in interest. This is especially so, if the existing small businesses who are faced with displacement, were not represented. The Development Corporations are developers and must also maintain a certain sense of personal profit. You ask whose fault is that. The answer was in the testimony given to you on January 30<sup>th</sup>. You do not have the support of the majority of the community and this community was left out and misrepresented.

Are you as a planning body, for preservation of such a great community or are you against it?

Your proposed plan to rezone the 125<sup>th</sup> Street commercial corridor, from commercial to residential with small businesses being displaced by chain stores, is an inappropriate development. New York State requires that it be in accordance with a "well considered plan". This proposed resolution should not be certified without it being designated as a Special District, without a revision prepared in cooperation with representation from the community at large and true representation from elected leadership who honestly speak for the community, based on meetings with real dialogue and an agreed upon resolution showing a meeting of the minds.

Are you as a planning body for preservation of such a great community or against it? Until this happens and it can happen, I along with thousands of others, say no to the proposed rezoning of 125<sup>th</sup> Street, River to River.

Respectfully submitted

Sharon M. Bowie

In admiration and of Harlem and its continued Renaissance which embraces all of its community

# Abdul Kareem Muhammad 204 West 133<sup>rd</sup> Street, Apt. 1D New York, NY 10030 (646) 238-3989

February 11, 2008

Edwin Marshall
New York City Planning Department

# Re: NYC 125th Street Rezoning Proposal - Written Testimony

I first want to address the number one issue with the New York City Department of City Planning's 125<sup>th</sup> Street Rezoning Proposal. That is the issue of a secretive, non-public process associated with the development of the Proposal. In spite of the proclamations by the NYC Planning Commission that this Proposal was vetted with "stakeholders" in the Harlem community, for the vast majority of this community's residents this process happened with little or no effort to inform us or get us involved. I have serious doubts as to whether these so-called stakeholders and the NYC Planning Department represented the legitimate interest of most of the residents of Harlem. Judging by the fervor of protest and public outrage regarding this proposal at the various public hearings the answer is a resounding "NO"!

It is clear that the New York City Department of City Planning's (DCP) 125th Street Rezoning Proposal, which was certified on October 1, 2007, will have a devastating impact to the long-time residents of Harlem and our main commercial corridor. Their plan ushers in luxury condominium development, huge office development and large retail space on a scale that could only be supported by people who earn far more than the average current resident of Harlem. Consequently, the average Harlem resident would be alienated from the "new" 125<sup>th</sup> Street of DCP's vision. The upward pressure on retail prices and property values would further force long-time residents of the Village of Harlem to move to more "affordable" communities. The DCP Plan should not be considered at all as a viable plan for Harlem!

Any plan to rezone 125<sup>th</sup> Street must be one which is beneficial to the long-time residents of Harlem and their children. Over the past several decades Harlem has been a place predominated by Black and Latino families who have invested their hopes and dreams in this beloved community. Let us ensure a future which advances these hopes and dreams into a meaningful reality.

# 125th Street as Business Corridor - Our Main Street

125<sup>th</sup> Street must remain a business corridor that caters to the shopping, cultural and business needs of the greater Harlem community. Much consideration should be given to preserving and advancing the interest of Black/Latino-owned, small businesses. Below market rate opportunities must be made available to these businesses. What we cannot have are large, luxury retailers which cater primarily to upscale residents. Creative means must be used to advance the business capability of Black/Latino owned and operated businesses.

#### Housing

Housing development in the 125<sup>th</sup> Street corridor should not be at the expense of the retail and cultural environment on 125<sup>th</sup> Street which currently caters to the Greater Harlem community. If you incorporate luxury housing on 125<sup>th</sup> Street, it will usher in upscale retailers who will serve the new, wealthy tenants. This will be at the expense of retailers who serve the needs of the more moderate income sector of the community. The retail environment on 125<sup>th</sup> Street should be one which caters to all residents of Harlem, including its poor and moderate income families.

Any housing along the 125<sup>th</sup> Street corridor must include income targeted housing which is geared to long-time Harlem residents. Creative thinking and planning are necessary if we are to make communities viable for all socioeconomic groups.

# Secondary Displacement

Consideration must be given to secondary displacement that will be caused by any rezoning of 125<sup>th</sup> Street. Development of 125<sup>th</sup> Street will no doubt put upward pressure on the cost of living in Harlem and on the housing market. Protections must be ensured for public housing tenants and other low and moderate income housing tenants. Rent control and rent stabilization programs must be enforced and measures must be taken against unscrupulous property owners and managers who force long-time tenants from their homes.

#### Other Related Issues: Youth, Education and Employment

Rezoning on 125<sup>th</sup> Street offers excellent opportunities to educate the community in general and our youth in particular regarding the impact of government and public policy on the lives of community residents. With unemployment and school drop-out rates at all time highs in the Black and Latino communities, we must highlight the connection between community development, education and employment. We must find a way to make it all relevant to our youth; to inspire them to see their vital role in the development of one of the most well-known communities in the world. So we need to find ways of making our youth's education a relevant one and also work to find ways to use any new development in Harlem as an engine to employ our youth and the currently unemployed. There is something dramatically wrong when development is taking place in our neighborhood, yet there seems to be very few people from the neighborhood who are being employed by these development and construction companies. The same is true for any business or government agency functioning in Harlem that does not reflect the demographics of the community it serves.

Submitted by:

Abdul Kareem Muhammad Harlem Resident

Attachment – Exhibit A

# Exhibit A – 125<sup>th</sup> Street Rezoning Plan - Written Testimony (CPC)

By Abdul Kareem Muhammad, Concerned Harlem resident

#### HARLEM AT THE CROSSROADS

Hurricane Katrina is hurtling toward Harlem and its most famous street – 125<sup>th</sup> Street. Like Katrina in New Orleans, this Katrina packs a punch which will devastate the current physical and social landscape of our beloved community. This storm, however, is not spawned by Mother Nature; this one is generated out of the minds and desires of Mayor Bloomberg's administration along with powerful business interest groups. The impact on this world-renowned community will be the same – it will rip out the heart of Harlem and replace it with a soulless, corporate driven Disneyland for the rich.

The New York City Department of City Planning has crafted a plan for the 125<sup>th</sup> Street Corridor between Broadway and Second Avenue. Their plan ushers in luxury high-rise condominiums, high-rise office buildings and over-sized retail space. It calls for an eight fold increase in residential units in this corridor. 80% of these residential units would be high priced, market rate units, while 20% would be so-called "affordable" units for households making up to \$56,000 annually. Meanwhile, the average household in today's Harlem earns less than \$25,000 annually! The City's Plan would change 125<sup>th</sup> Street from a commercial corridor that caters to the needs of its community into one which caters to the new, upscale tenants and owners. This would put further upward pressure on housing prices and commercial rates, further driving long-time Harlem tenants and businesses out of the community. In short, the impact on 125<sup>th</sup> Street and Harlem will be huge and devastating if this plan is approved.

We who live in Harlem and other communities throughout this City have seen and felt the impact of gentrification. One of the key questions here is why should long-time residents suffer the ill effects of the make over of their communities? Why aren't housing and tenant's rights of community residents protected? Do we want to live in a society that caters exclusively to the wealthy at the expense of poor and working families? Or do we want a community where people come first, where development is done to better the lives of individuals and families who have been its long-time residents?

HARLEM IS AT A CROSSROADS. This is a pivotal moment in the history of this venerable community. Will we allow this community to become a playground and paradise for the wealthy or will the long time residents in this community unite and reclaim Harlem and its future? Will we accept a death sentence imposed upon us by Mayor Bloomberg's administration and its real estate developer/landlord allies or will we stand up and say "no more business as usual"? Will we "go along to get along" or will we develop a plan and a vision which works in the best interest of the long-time residents of this community?

Any plan for the development of the Village of Harlem must be one which focuses on the needs of <u>all</u> of its residents. It must be one that calls for investment in its people and not in profit-centered motives of outside (or inside) interest groups.

# TESTIMONY OF THE REAL ESTATE BOARD OF NEW YORK, INC. BEFORE THE CITY PLANNING COMMISSION IN SUPPORT OF THE 125<sup>TH</sup> STREET CORRIDOR REZONING

January 30, 2007

The Real Estate Board of New York, Inc. is a broadly based trade association of 12,000 owners, developers, brokers and real estate professionals active throughout New York City. We support the proposed rezoning of the 125<sup>th</sup> Street corridor and the establishment of the Special 125<sup>th</sup> Street District. We also strongly prefer the "A" version which would create an Arts Bonus mechanism to provide a floor area bonus in exchange for the provision of visual or performing arts space within new development and would map a C4-4D district along an additional portion of the corridor.

This rezoning plan is an important and exciting one for the Harlem neighborhood, for the borough of Manhattan and for the entire city and region. This street functions as a regional business district, a popular tourist destination, a successful shopping area and a center of history and culture. We believe that the plan provides for appropriate new development including significant amounts of new retail, office, hotel and visual and performing arts space and over 2000 units of housing including affordable housing. These zoning changes reinforce the commercial and cultural character of the street and will bring new investment and new job opportunities into the neighborhood.

We support the zoning districts proposed along the corridor in the A version and believe that the FARs are sufficient to stimulate development. The plan to allow increases in both residential and commercial densities is a good one and will support mixed-use projects that will only add to the vibrancy and diversity of the street. We also agree with the ground-floor limits on the width of bank and residential frontages on 125<sup>th</sup> Street.

There are two aspects of the plan that deserve further study. We do not support height limits for commercial buildings in the C4-7 district. Given the practical needs of commercial buildings, we do not think that a rigid height limit is appropriate. The proposed 60 to 85 foot streetwall requirement should also be reviewed as this impedes efficient design of apartments and adds to costs.

REBNY has advocated for floor area bonuses for cultural uses for a long time and in various parts of the city. We recognize the difficulties that non-profit arts companies have in locating properly sized and designed spaces. We are very pleased that Harlem will be the first community to have this advantage and we commend City Planning for advancing this proposal. Having a well-known physical location will only increase the viability of non-profit cultural groups who will be able to attract new audiences and grow. The process spelled out in the text is a good way to ensure that the space continues to be occupied by an arts group. There has been experience with ongoing use requirements before, for example, the existing Theater Rehabilitation Bonus in Midtown.

We recommend that you take a look at a few modifications to this Bonus. For example, currently the plan does not allow basement space to be bonused. However, some uses like black box theatres, auditoriums, museums and rehearsal spaces can make good use of below-grade spaces. We also recommend consideration of the different space needs of different arts uses. Sound studios require double height column free space and dance studios also need high ceilings. Perhaps there could be different levels of bonus depending on the type of arts space provided. In addition, the amount of bonus per square foot of cultural space must be tested to ensure its economic viability.

We share the concerns of many about the vehicular traffic congestion along the street and problems of parking and loading. We encourage the interagency task force to keep working on solutions to these issues.

In conclusion, we commend City Planning for a very thoughtful and very much needed rezoning that's had an enormous amount of community consultation and input. We strongly support the 125<sup>th</sup> Street rezoning with the A text and map and urge you to adopt it.

One25street.doc

# **EVENT TITLE:**THE CITY PLANNING COMMISSION HEARING

**DATE: WEDNESDAY, JANUARY 30, 2008** 

# HOUSING TESTIMONY QUEEN MOTHER MOORE INTERNATIONAL HOUSE ALSO KNOWN AS 477 WEST 142<sup>ND</sup> STREET HDFC

- I, Queen Mother Dr. Delois Blakely, Community Mayor of Harlem, Founder/Chairwoman of Queen Mother Moore International House {QMMIH}, President/Treasurer of 477 West 142<sup>nd</sup> Street Housing Development Fund Corporation {HDFC}, CEO/Manager of New Future Foundation, Inc of said property {477 West 142<sup>nd</sup> Street HDFC} and Graduate of Columbia University, Harvard University and Massachusetts Institute Technology {MIT}, vow to God to keep this Sanctuary for the good of our seniors/elders, handicapped and those persons in dire need, NOT IN GREED
- I am here to testify in saving of this said property {477 West 142<sup>nd</sup> Street HDFC} when it was abandoned, a plight and blight to Harlem 30 years ago
- The **NO ONE NEVER** wanted it or had any interest in the said property, {477 West 142<sup>nd</sup> Street HDFC}, and with NO MONEY provided to us or assistance from ANY government agencies, in particular Housing Preservation Development {HPD}, we restored through our hard work and made it livable for nearly 30 years
- New Future Foundation, Inc, a 501 (c) 3 [not-for-profit organization] founded in 1969 is a forty {40} year-old organization that is the original Founder and Creator of said property {477 West 142<sup>nd</sup> Street HDFC}
- In 1979, New Future Foundation, Inc, a 501 (c) 3 [not-for-profit organization] took leadership in developing the First Tenant Association {477 West 142<sup>nd</sup> Street} and in 1982 created the HDFC {477 West 142<sup>nd</sup> Street HDFC}
- New Future Foundation, Inc, a 501 (c) 3 [not-for-profit organization] established offices/residency with the purpose of owning the property for low-income families which keeps in the mission of the organization in relation with children, youth and women, through educational, recreational and cultural programs

- New Future Foundation, Inc, a 501 (c) 3 [not-for-profit organization] was unanimously voted in by the majority of shareholders and tenants in November 2003 to facilitate and operate as management of the said property {477 West 142<sup>nd</sup> Street} in order to salvage and maintain the day-to-day operations when they received a letter from the City of New York regarding possible IN REM FORECLOSURE from HPD through the leadership of I, Queen Mother Dr. Delois Blakely
- Residents of the Queen Mother Moore International House aka said property {477 West 142<sup>nd</sup> Street HDFC} include impoverished and fixed income Senior Citizens as well as a physically and mentally challenged young adult
- Currently, New Future Foundation, Inc is the managing agent on the record of the City
  of New York working diligently on said property and corporation with extremely
  limited resources and support.
- No longer abandoned, a plight and blight to Harlem, the said property {477 West 142<sup>nd</sup> Street HDFC} aka Queen Mother Moore International House (QMMIH), is a diamond in the Rough and faced an **IN REM FORECLOSURE**. The City of New York claimed said property owed approximately \$600,000 in back taxes.

# Claim for Relief/Resolutions:

- 1. Currently, we have filed a complaint in the New York State Supreme Court in regards an unknown mortgage taken out on side property 477 West 142<sup>nd</sup> Street HDFC without the consent of its shareholders
- 2. We are asking for our said property 477 West 142<sup>nd</sup> Street HDFC to be a part of the "Special District" formed by Manhattan Borough President Scott Stringer and designate monetary funding to sustain the property as a low income, senior citizens and affordable housing as a model in Harlem
- 3. The property is located in the Historical Landmark Area of the Alexander Hamilton Grange. We want to keep this said property as a Legacy to Queen Mother Audley Moore and the Harlem Community
- 4. New Future Foundation, Inc, a 501 (c) 3 [not-for-profit organization] has submitted a 3 million dollar proposal; already written and submitted to Congressman Charles B. Rangel's office since 2004 for development, and renovation of said property {477 West 142<sup>nd</sup> Street HDFC}
- 5. Through SELF-RELIANCE AND PROPERTY OWNERSHIP, we continue to create viable economic avenues for restoration for the purpose of saving Queen Mother Moore International House also known as {477 West 142<sup>nd</sup> Street HDFC} through a Building Fund, Oueen Mother Coffee
- 6. Queen Mother Coffee is a healing coffee blended with Organic Cinnamon and Organic Cardamom from Ethiopia, East Africa
- 7. Queen Mother Dr. Blakely is seeking Pro Bono attorneys to assist with said property, 477 West 142<sup>nd</sup> Street HDFC legal issues.

# AFFORDABLE HOUSING IS A HUMAN RIGHTS' ISSUE AND **EVERYONE HAS A RIGHT TO A HOME!**

I Thank You, Queen Mother Dr. Delois Blakely

Community Mayor of Harlem

President/Treasurer of 477 West 142<sup>nd</sup> Street HDFC

Tel. (212) 368-3739

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prcity@nycmail.com

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#### Introduction

In urgent response to the 125<sup>th</sup> Street River to River Rezoning proposal initiated by the New York City Department of City Planning a Harlem wide Commission was formed – The Harlem United (Special Task Force) Commission (HUSTF). The HUSTF Commission consists of Harlem Community Board members, in their unofficial capacity; members of local civic groups; and Harlem residents. The following is a report by the Commission addressing the New York City Department of City Planning's (DCP) proposal to rezone portions of 125th Street in Manhattan Community Districts 9, 10 and 11. The area proposed to be rezoned is generally bounded by 124th Street, 126th Street, Broadway and Second Avenue. The DCP states in its Environmental Impact Statement (EIS) and Executive Summary that the proposed changes are part of a comprehensive City initiative to support the ongoing revitalization of 125th Street, Harlem's Main Street.

This report concludes otherwise and will demonstrate the flaws and defects in the DCP's proposed plan. However, this report will also render a direction that's more in harmony with the Harlem Community-at-large.

For the most part this report is a matrix of the EIS's Executive Summary found in 1.0 of the EIS and answers systematically the areas brought out in the ES. However, the EIS has been carefully studied and reference will be made to certain pages of the EIS elaborating on certain areas.

#### 1.0 Executive Summary

#### Introduction

The proposed action includes the disposition of City-owned property in the rezoning area. (The prelude to this introduction summarizes what is actually in the ES's introduction. For a more extensive review see page 1.0-1 of ES.)

The Harlem Community-at-large's demand with regard to City Owned Property:

Since it is the Harlem Community that will be affected by the proposed rezoning the disposition of City Owned properties should either be given to a developer from the Harlem community who lived in Harlem or had a business in Harlem on or before 9/11/01 for the purpose of building a project that will be a benefit to the community by 75% or allow the community to come up with a plan for its disposition and use. This is based on certain information and what the community-at-large would consider fair based on that information. This will be pointed out below.

#### Purpose And Need For Proposed Action

DCP alleges that its rezoning plan came about in response to recent and anticipated development in Harlem, specifically along the 125th Street corridor. In partnership with other city agencies DCP undertook in 2003 the 125th Street River-to-River Study. The purpose of this study was to propose a strategic planning and development framework for 125th Street from the Hudson River to the East River. The study focused on several key areas that include: Zoning, transportation, the arts, identity enhancement to promote and support increased visits to the corridor by local residents, as well as regional, national and international visitors, and public realm/street-scape improvements. The study also reviewed strategies to develop housing within the corridor, including affordable housing.

To achieve the study's overall objectives DCP convened an inter-agency working group and community-based Advisory Committee comprising more than 100 Harlem business and local civic representatives, community board members and elected officials. DCP alleges that the actions comprising the 125th Street Corridor Rezoning and Special District described in the EIS document constitute a key product of the study.

#### Point of Fact

- To many people's memories, as testified to in public forums, the community's involvement didn't happen until the end of 2006.
- The DCP in its Executive Summary admits that the partnership did not include any community or civic groups or community-based advisory committees.
- The DCP and its inter-agency partners came up with overall objectives before it got such groups involved.

This would appear to be a fatal flaw in the DCP's proposed plan because the plan is predicated on ideas that aren't community based or one that must be mitigated with an alternative plan based on a Harlem majority consensus. This report asserts that the EIS states this in so many words; and if we in the Harlem community fail to capitalize on DCP's suggestion it could be said, "You had the opportunity to do x y and z and you didn't do it."

#### Description of the Action

The EIS describes the current zoning and use of the corridor. The Second paragraph of the ES states that the proposed action would serve to enhance the 125th Street corridor through a balanced strategy which provides new opportunities to catalyze future mixed-use commercial and residential development, including affordable housing, while protecting the scale and character of predominantly residential portions of the corridor with a strong built context. "The Special 125th Street District boundaries coincide with the rezoning area boundaries, which is generally bounded by 124th and 126th Streets, Broadway and Second Avenue. 125th Street comprises the spine within the proposed rezoning area."

As will be pointed out later, residency along the 125th corridor and other rezoning areas will be greatly increased. The percentage of residency growth, including short term residency such as hotel stay, in a **reasonable worst case development scenario (RWCDS)** or in a more than likely **reasonable real case development scenario (RRCDS)**, depending on who's point of view you're looking at, that is expected to occur by 2017 as a result of the proposed action would be increased by 900%. Without hotel occupancy, residency would still increase by 750%.

The proposed Special District would contain the "Core Sub-district" but extends further. Many people desire the district to be turned into a Special Historic District as a way of preserving the remaining viable historical landscape of 125th Street often associated with the Harlem Renaissance and Harlem's Black political and religious leaders. In fact, this sentiment has been expressed from the community-at-large. As far as the corridor is concerned it was recommended that both sides of 125th Street from the east side of Malcolm X Blvd to the east side of St. Nicholas Avenue be a part of that special district.

#### Point of Argument:

- The reason the community at-large feels the "Core" should be extended is to have more buildings within Harlem's historic district that have interesting architectural and historical value.
- The more history and aesthetics in the district the better the chance of getting the district designated as a historic district.
- The buildings on the four corners of St. Nicholas Avenue and 125th Street are key buildings that could advance this cause and have such historical and architectural value.

The Description section has a sub-section - Support and enhance the ongoing economic revitalization of 125th Street and neighboring areas.

It states how 125th Street got in its present condition, which would include why we have quite a few "taxpayers" (one story commercial properties for the purpose of maintaining property taxes). The reasons aren't stated as "some of the reasons." It implies that the reasons stated are the reasons for 125th Street's erosion as a competitive functioning major retail corridor. This erosion occurred between the 1960-80's period and is alleged to be the result of population and housing decline, a lack of available public funds for new development and general private disinvestment.

#### Point of Fact

- What the ES leaves out is that erosion of the 125th Street Corridor from the way it used
  to be, let's say during the 30's and 40's, was primarily because of the *heroin* epidemic that literally
  destroyed 125th Street.
- The riots that occurred in the 60's as a result of civil rights injustices against Blacks added to 125th Street's decline. The deterioration of 125th Street due to the riots caused a population and housing decline. With the drug problem ongoing no new development or population spur was going to happen.

This is common sense based on facts that living witnesses can attest to, including the preparers of this report. Whoever put this part of the EIS together wasn't around either by birth or proximity.

#### Point of Argument/Fact/Logic

- It seems that when the City decided to get the drugs out of the Harlem community new development and new people started moving back in.
- Development and population cycles always work like this like a never ending revolving door without rezoning change or government interference.
- There are areas in Manhattan that have not undergone a major overhaul by way of rezoning that are flourishing just by the elimination of drugs in their neighborhoods, e.g., Lower East Side.

In DCP's section that pertains to what would happen if no action was taken one might assume that DCP's proposal is necessary and needed for revitalization of the area. But when you factor in the results a community could have with the removal of drugs, especially a drug that could make one kill (and did in fact made many kill), it seems that based on the above example and other areas as well revitalization would automatically happen in a city like New York.

Another sub-section of DCP's Description of Action is *Promote building forms that are compatible with existing neighborhood character.* 

DCP alleges that along most of 125th Street, mid-blocks and intersecting avenue frontages, current zoning regulations allow tower-in-the-park development that is inconsistent with the surrounding context of street wall buildings.

#### Point of Logic/Point of Fact:

This is not true. If this were allowed then why don't we see developers doing tower-in-the-park development now? It is true that there are some developments on 125th Street that are considered sky scrappers even in this day and time. But these buildings came about by way of superseding State and Federal laws or via the ULURP process (request to make a change in the zoning map) whereby the community had a say so in such application request for height and bulk increase. The truth of the matter is that while there may not be height limits there are bulk and density restrictions per floor area ratio.

If one were to give up some of his bulk per floor then he could go higher creating more floors. The more bulk that is sacrificed per floor area the higher the building can go using that bulk upward. But what purpose would it serve to build a sky scrapping pencil? Would it be feasible to build the size space of a closet per floor just to build 29 stories? Adding to that, once a building goes a certain height there are zoning rules requiring a certain amount of open space to surround the structure. That would also lead to the reduction of bulk. It may be that to meet the open space requirement surrounding a building on 125<sup>th</sup> Street one would have to build a structure like the Washington Monument, making floor space per floor inconceivable to rent or sell.

#### Foster new opportunities for mixed-use development

DCP alleges that neighboring blocks, located north and south of 125th Street, comprise a growing neighborhood that is undergoing significant redevelopment. Residential development is critical and valuable to the long term vitality of a mixed-use district; however, no new housing has been built along 125th Street in the past recent years. New mixed-use development that includes housing on 125th Street would add vitality to the street both at day and night times by increasing the residential population.

#### Point of Fact

- The initial problem with this mixed-use concept is the fact that it doesn't originate with the community's involvement from day one.
- The plan never took into consideration that most of the community does not want a plan that provokes increased residency along this district at least the residents in CB 10 doesn't want it along the CB 10 corridor, <u>especially one that could assist an increase of residency by 900%</u>.
- It is nice to have the area quiet during late night. People in the Harlem community do not want a Times Square on 125th Street, as evidenced by testimony before and during the present ULURP process.

# REASONABLE WORST CASE DEVELOPMENT SCENARIO

A Reasonable Worst Case Development Scenario (RWCDS) for both "future no-action" and "future with-action" conditions is provided by DCP and such conditions are analyzed or "will be analyzed" for an analysis year, build year, of 2017.

The structure of this analysis is as follows:

The future with-action scenario identifies the amount, type and location of development that is expected to occur by 2017 as a result of the proposed action. The future without the action scenario identifies similar development projections for 2017 absent the proposed action. The incremental difference between the build and no build scenarios serves as the basis for the impact analyses.

DCP alleges to use standard methodologies following CEQR Technical Manual guidelines to determine the scenarios.

#### Future No-Action Conditions (no-build Scenario)

DCP alleges that the future without the proposed action would mean that the existing zoning controls would remain in place with the exception of some growth. While it is not necessary to show at this juncture the differences between the two, the following is a correction of the DCP's misstated facts:

- Through a ULURP process (a zoning map change request) anything can be built without an advance zoning amendment.
- The fact that no development of dwelling units would occur in the "core sub-district" area without an advance zoning amendment is fine with most of the community.
- Affordable housing is already within the corridor without an advance zoning amendment.
- The future no-action conditions of the 125th Street corridor will improve and has improved with drugs being under control and greatly reduced from the neighborhood.
- A state or federally related development project could override any city zoning law, and such has been the case along 125th Street, i.e. Adam Clayton Powell State Office Building and Federal Office Building - 55 W. 125th Street.

# Future With-Action Conditions (Build Scenario)

DCP's analysis of what would happen to the corridor with an advance change to the zoning map does not have to be addressed fully at this juncture. But it is interesting to note that DCP does not demonstrate in the EIS any reasons why they feel such a change would happen by amending the zoning map in advance other than observing the current trend of development in Harlem.

#### Point of Argument

- Why wouldn't some change occur more than the DCP analyzes in its Future No-action scenario based on the same observation implied in its Future With-Action Condition scenario?
- An increase in residency by 750% (long-term) that could happen as a result of the proposed action is too aggressive and could only cause a situation under a RWCDS, but more than likely a Reasonable Real Case Development Scenario, that by such action would violate the Fair Housing Act, whereas such amendment to the zoning laws would allow for luxury condominiums that is most likely only affordable to white groups and will push the Black and Latino population out.

# Incremental Difference between With-Action and No-action

DCP provides a table showing a Summary of Land Uses on Projected Development Sites Under No Action, With Action and Action Increment.

An analysis of the table shows an Action Increment in the following land use areas:

- Residential 750%
- Affordable Dwelling Units 498 (However, DCP leaves out the fact that there is already affordable housing on 125th Street.)
- Commercial Retail 30%
- Commercial Office 90%
- Commercial Hotel -150%
- Storage/Manufacturing eliminated
- Parking/Auto- 90% reduced
- Community Facility 70% reduced
- Institutional conversion No plan

In viewing the DCP's ES it appears the outcome of DCP's urban plan for the area when considering all of the zoning changes is designed to be a living hub for the rich with large department stores/chain stores/ mall type stores within larger than now structures. Thus, in a RWCDS, but more than likely in a RRCDS based on business trends, all small businesses would be eliminated and under this plan no new small business would even be allowed to come on 125th Street or come back for that matter or at the least it would be very difficult for small businesses to do either. This deduction is reasonable because the proposed action fails to come up with a plan in its EIS that would demonstrate that the above RWCDS would not happen.

# FUTURE WITH THE PROPOSED ACTION

DCP alleges that in the future with the proposed action there would be no significant adverse impacts anticipated for the land use, zoning, or public policy in the primary or secondary study areas. Emphasis added.

#### Point of Argument

DCP states in its land use section, "By 2017, much of the rezoning area would be occupied by a diverse mix of commercial, institutional and residential buildings with retail generally located on the ground floor."?

As a notation - DCP's table, id., showed no increment for institutional growth.

However, more disturbing is the language in DCP's statement (ES, pg 1.0-8 @ Land Use), "The mapping of the proposed Special 125th Street District with its modifications to the existing C4-7, C4-4A and R7-2 districts within the rezoning area and the mapping of new C6-3, C4-4D and R6A districts, would enable existing commercial, residential, institutional and mixed uses to remain, but would encourage new mixed-use development that would be consistent with the existing and surrounding land uses."

The way that a hasty reader could interpret this paragraph is that the small commercial businesses and apartments that are currently in place can remain. The proposed action is simply allowing for an expansion on what's already in place. But the action talks about uses not the actual businesses or residency that's currently there. In a RWCDS, but more than likely in a RRCDS based on the development trends, those actual businesses and residencies will likely be gone and new business and residential spaces will take their place that are more expensive to lease or buy. This will result in significant adverse land use impacts in the rezoning area. How can the DCP honestly say that the proposed action would not result in significant adverse land use impacts by up zoning residency on 125th Street that allows its increase by 750%, which would result in high rise luxury condominiums based on the current development trends? In a RWCDS, but more than likely a RRCDS, most of the residents will be white. The proposed action's results will change the core of a Black city from Black to white. This impact will be significant and have adverse effects.

Also, what has been a cultural legacy of Black Harlem - The store front churches - under a RRCDS, will be eliminated.

We have many people in the community as evidenced by public testimony that have heard rumors that owners of buildings renting to churches are being approached by developers, speculators or others for the specific purpose to build housing structures, etc. These rumors stand to be credible because it is a fact based on first hand knowledge that of the numerous churches that have been approached two have already sold or leased their church property to developers, speculators, or others for the purpose of building a housing structure. One such church is Church of The Masters located on 122nd and Morningside Drive.

It also goes against public policy because the integration is not happening naturally. It is being forced and/or maneuvered by the City.

#### Zoning

The DCP alleges that the proposed action would serve to enhance the 125th Street corridor through a balanced strategy which provides new opportunities to catalyze future mixed-use commercial and residential development, including affordable housing, while protecting the scale and character of predominantly residential portions of the corridor with a strong built context.

It's hard to see how this statement can be made without some kind of virtual drawing because high rise condos don't seem to mix with low scale housing. But equally important is the fact that City Planning omits altogether that the scale and character of 125th's Street remaining viable historical landscape will not be protected if high rise condos are allowed to be on 125th Street. This is most obvious.

#### Socioeconomic Conditions

DCP alleges that the action is not expected to have a significant adverse impact on socioeconomic conditions related to direct or indirect residential displacement, to direct or indirect business and institutional displacement, or to specific industries.

#### Point of Fact/Logic:

While DCP can say that the displacement of the 71 businesses is not significant, the strong possibility under a RRCDS that the elimination of all the small Black owned businesses on 125th Street would be significant because it would have an adverse impact on Harlem's Black and Latino residents. The socioeconomic conditions that have been forced on Black people throughout this country's history, including in Harlem, is notoriously known and was no doubt unjust. To suggest a rezoning plan that under a RRCDS enables that policy to continue is equally unjust.

#### Residential Displacement

DCP alleges that the proposed action is not expected to result in significant adverse impacts as a result of direct displacement. The number of residential units that could potentially be displaced by development occurring on RWCDS or RRCDS sites is small in comparison to the number of units present in the rezoning area and primary study area.

(what is that number?)

Point of Logic:

Without a number this is generalizing.

#### Indirect Residential Displacement

#### (Point of Argument)

But using the number given by the DCP regarding the strong possibility of secondary displacement if rents rise as a result of the proposed action, 190 out of 500 families, which most if not all would be Black families - based on observation and the census, it is reasonable to say that a 38% displacement of those families already - which is a substantial percentage to bat - would suggest that the percentage of direct displaced families, which most if not all would be Black, would be higher. Couple that with the probability that the majority of the new residents, which under a RWCDS and RRCDS would increase the residency in the corridor and its North and South wing by 750%, will be white.

Arguably, if the displacement removes a group from a specific race - that group being of a percentage as stated - and replaces it with a group of another race, especially exceeding the percentage of displaced residents, such displacement, as implied, would have a significant impact on the socioeconomic conditions of Black people and result in a change to neighborhood character. In a RWCDS or RRCDS the Black neighborhood would be eliminated. A plan that reasonably could lead to such a result would also violate the Fair Housing Act.

<u>Fact</u> - There is no such thing as being individually Black in this country and being equal with whites. Black people have to have a sense of community - their community - if they are going to have a chance at socioeconomic conditions that parallel other ethnic communities.

Hence, the DCP's statement that the displaced units represent less than one percent of the study area population is meaningless in this context. But even if we examine the statement within the context that they assert - "[The] change would not affect neighborhood character in the study area as the vast majority of the study area population resides in protected units and would not be affected by rising rents...nor would the relatively small amount of potential secondary displacement accelerate existing trends as the study area has experienced the widespread renovation of thousands of unprotected units since 2000"- the neighborhood we're concerned with in this argument is the neighborhood of and around the 125th Street Corridor. This corridor is historic and unique and has a lot to do with its Black people who occupy or visit the neighborhood. To include greater Harlem or a portion of it for this argument is a red herring.

Furthermore, the renovation of thousands of unprotected units since 2000 were mostly done by a ULURP process or built as of right, which because such developments were individually evaluated, renovated or built as of right, over-development was/is controlled.

The DCP also states that there will be new opportunities for affordable housing as a result of the proposed action through inclusionary housing *bonuses*, which is expected to provide an additional 498 units of affordable housing in the study area. Therefore, the limited indirect displacement that might potentially occur as a result of the proposed action is not expected to result in significant adverse impacts from indirect residential displacement. Emphasis added.

However this is optimistic guessing or a misleading statement against realistic scenario examples. The examples of realistic scenarios provided below are highly logical and probable, not hypothetically unrealistic.

#### Point of Logic/Argument

- Developers may not think it is worth creating inclusionary housing in an unregulated fair housing market (market rates).
- What guarantees the secondary or primary displaced residents the right or opportunity to take residency in these hypothetical affordable apartments?
- The hypothetical affordable apartments in the study area may be smaller than what the secondary or primary displaced residents previously had?

If examples one and two were the reality then we are talking 100% adverse impact on such secondary displaced residents. Even if example three were the reality such a result would still have a significant adverse impact on such residents because under those circumstances they would be subjected to:

- 1. Getting storage space additional costs.
- The hassle of traveling back and forth out of the area due to having storage space because the DCP's proposed plan creates the very real possibility of the elimination of storage space in the study area altogether.
- 3. Living in cramped and uncomfortable quarters if examples one or two were not an option.

The above examples are under a RWCDS but more than likely a RRCDS, based on the housing development trends in the city.

#### Direct Business Displacement

DCP recognizes that the proposed action would potentially displace approximately 71 firms and 975 employees, with the largest displacement occurring in the retail sector. The preliminary assessment concludes that the proposed actions would not cause a significant adverse direct business displacement impact because the displaced businesses are not found to have substantial economic value to the City or region, are not subject to publicly adopted plans to preserve, enhance, or protect them, and do not, individually or collectively, contribute substantially to neighborhood character.

#### Point of Argument/Fact

While this statement is very subjective, insulting and is derived from outsiders of the Harlem community, Harlem is known as a village. These businesses, although they may be mor and pop, are very consistent with the Harlem Character. Harlem is unique and people travel from all over the world to see what's so special about Harlem and its people.

And if these businesses don't add any economic value to the region, how are many of the developers building in Harlem able to get some sort of City assistance, whether by receiving land for free or close to nothing, getting some sort of tax abatement or other? The City, as a business entity itself, needs to offset its giveaways in a particular area against the tax base of that area. If adequate taxes were not being generated in a particular area the City couldn't afford to give developers breaks of any kind. The City doesn't offset its giveaways against the Staten Island tax base for Harlem projects. By attending Community Board, City Planning Commission and City Council meetings many people on this Commission are a witness to the land giveaways, bonuses and tax abatements that developers get.

Moreover, the Black businesses are important to Black people in Harlem. A proposed action that in less than a RWCDS but more probably in a RRCDS can cause their elimination and replace them with businesses that are chain stores or big department stores and doesn't do anything to advance the Black economy.

#### Neighborhood Character

The neighborhood character of Harlem is its Blackness. People from all over the world come to Harlem to see and experience that Blackness:

- Black restaurants, i.e., Sylvia's, M&G's, MoBay's, Manna's and Wimps
- Black night spots, i.e., Showman's, MoBay's, Lenox Lounge, Window's Over Harlem
- African specialty clothing and art stores
- Black Storefront churches
- House of Prayer of All People church
- Harlem Studio Museum
- National Black Theater
- Harlem Lanes
- Street Vendors
- Marcus Garvey Park

These are some of the businesses, churches, organizations and happenings that are in the DCP's study area, mainly on and near the125th Street corridor. This is part of what tourists from around the world come to see and experience, as evidenced by people who walk the streets of Harlem at various hours of the day and frequents the same can tell you, e.g., testimony throughout this public process.

In addition to the other businesses that make up the thriving corridor that 125th Street is, 125th Street was recently named by the American Planning Association to be one of the most thriving and growing main streets in America.

Does this sound like these businesses don't contribute substantially to the Harlem neighborhood character? Anyone being honest couldn't say no.

#### Indirect Business Displacement

The DCP states that the proposed actions are expected to facilitate *new* economic growth and housing through mixed-use development along 125th Street, thereby creating a vibrant center of office, retail, entertainment and residential uses. (Emphasis added) While the changes in economic conditions could result in some limited indirect business displacement, the proposed actions would not result in significant adverse indirect business and institutional displacement impacts within the primary or secondary study areas.

#### Point of Argument

The key word in this subjective statement is *new*. The economic growth will be a different one, one that has not been seen in Harlem in over 100 years. The reality is that under the DCP's proposed plan the new economic growth in the study area under a less than RWCDS but more than likely under a RRCDS will largely come from an increased residency (temporary and permanent) of 900% - which will consist of mainly white residents. Commercial office development comes in at a distant 2<sup>nd</sup>, having a 90% increase - which will consist of mainly white commercial tenants and commercial retail comes in at a modest 3rd by 30% - which will consist mainly of white commercial tenants. One could suspect that with the new Second Avenue train line in the forecast, which will travel from 125th Street to Downtown Wall Street, the planners of Harlem have envisioned making 125th Street a smaller Wall Street type neighborhood. This no doubt will have significant adverse impact on Harlem as the Mecca of Black America.

However, all that said, would this translate to bringing more money to the region and City than the current scenario with a future no action condition?

The question to be asked is this one. Are the tax dollars that are gathered from practically everyone in the region, whether homeless or wealthy, more than what could be earned under a best case scenario (RWCDS) of the DCP's proposed action? Unequivocally the answer is no. The ones who stand to fair better in this plan are the wealthy – developers/land owners. But there are more poor and middle class than there are wealthy in this region as of this year (2007). It has been said by too many that Black people are the biggest consumer group. The question that should be asked is will the property taxes that will come from the proposed action out way the consumer taxes? The Commission has concluded that it wouldn't. There will be a tremendous reduction in general consumer spending under the DCP's plan.

#### Adverse Affects on Specific Industries

DCP asserts the same argument of displacement for Specific Industries, within or outside of the study area, alleging that its argument is supported by guidelines of the CEQR Technical Manual. It alleges that it was determined that there were no specific industries that are unique to the area and thus detailed analysis was not required to be performed.

#### Point of Argument

Most Black folk enjoy "Black" food. Restaurants that serve a menu common to folks of the African Diaspora are unique because one cannot get such food just anywhere in New York City, let alone Manhattan. In less than a RWCDS, but a more than likely in a RRCDS, the proposed action would indirectly and directly reduce employment or impair the economic viability of a specific business category because it would be assisting in the closing of Black restaurants – more common in Harlem (and other Black neighborhoods), which mostly have Black employees. Black food is not just Sylvia's Restaurant (mentioned because she owns her building). There is Mo-Bay's, Manna's and more.

This same argument can be used for specific industrial sectors. There are African clothing stores in Harlem, including on the main corridor. There are African art stores. These types of stores are not just anywhere in New York. They are typically found in Black neighborhoods. We could go on and on with various products that can only be found in neighborhoods like Harlem. The examples above used to counter the DCP's argument that the businesses in the study area were not found to have substantial economic value to the City or Region, etc., can be used to counter DCP's argument in this section. Again this analysis, of whatever degree, was done by someone out of touch with the Harlem community.

#### **Community Facilities**

#### Public Schools

Although, the determination made in the DCP's EIS concluded that public schools (includes elementary, intermediate and High Schools) would not be adversely impacted by the proposed action that assessment only dealt with how the increase in residency would affect a school's capacity overflow - concluding that the schools in the study area would not be operating above capacity - and not a qualitative issue, which people in the Harlem Community see as a difference.

The Department of City Planning failed to analyze *deficiencies* in the **QUALITY** of local schools and how they might be adversely impacted by the plan even more so by an increase in residential units as a result of the proposed action. However, the DCP's assessment on the capacity issue is even flawed because it did not factor in Charter Schools, which are also public schools. **See Chapter 3.3, Community Facilities, pages 3.3-23 - 3.3-29 of the EIS.** 

Notwithstanding the above the DCP did not offer any suggestions that could even allude to the following results, which is seen in the community as being important and of necessity:

- Increase in funding for a new library;
- Increase staff/personnel at all of CB10's libraries make all branches open 6 days a week from 9-7pm;
- If no funding for a new library, then more computers and research software at all branches;
- Onsite after school programs;

- Fund a pilot program that introduces healthy meals/nutrition into our schools;
- Increase funding for more dual language programs;
- Identify the schools with highest percentage of absenteeism due to chronic illness and implement onsite clinics (i.e. Thurgood Marshall);
- Create incentive programs to attract <u>motivated, creative and experienced</u> teachers to the inner cities schools; and
- incentivize programs to attract <u>experienced teachers to mentor new teachers.</u>

#### Open Space

The DCP alleges that the proposed action would not result in significant adverse impacts on open space. While the amount of total and active open space resources in the study area are not and would not continue to be deficient in comparison to DCP guidelines, the quality of park and recreational space in the study area, as well as the availability of high quality regional open space resources located just outside of the residential study area would help offset this.

The DCP speaks of open space that can be experienced by a person's physical body. But what about the open space that can be experienced by the eyes or ears? The DCP recognizes this use of open space in a not so obvious way because it states in its Executive Summary and EIS [Id] that the proposed action would result in significant shadow impacts, due to skyscrapers, to two open space resources, Dream Street Park and the public plaza at the Adam Clayton Powell Jr., State Office Building.

#### Point of Fact/Argument

Shadows affect the eyes and the degree of warmth of the sun on a person's body. Also hearing is affected by enclosure. Imagine sitting on a beach on the island of Jamaica West Indies or in a hotel room off the beach with no added sound. If one were to take a poll the majority would say that it is more pleasing to the ears sitting on the beach than in a hotel room.

In spite of the significant adverse shadow impacts that the proposed action would have on the two open spaces mentioned, DCP implies that that wouldn't be so bad because only passive open space resources would be affected.

DCP also alleges that there is already a shortage of active open space within the residential study area so the fact that in the proposed action it is projected that none will be given, should not affect anyone. Notwithstanding, because the demographic profile of the residential study area shows that 24.2 percent of all people within the residential study area are age 17 or younger, they are more apt to be users of active recreation amenities that are situated outside of the study area. The DCP names a few, i.e., Harlem River Ball fields and even includes Randall's Island Park. But didn't the City Lease a large percentage of the recreational space in Randall's Park for private use giving those users the more desired time slots?

Be that as it may, the DCP is extremely flawed in this area too because it fails to recognize the following:

- There is public open space on the ground and public open space in the sky. All of the open spaces are public spaces.
- The people in Harlem are accustomed and enjoy with their eyes, face and body the open space in the sky, which happens to be healthier than being shadowed in because the body needs to be exposed to the rays of sunlight to produce Vitamin D.
- Many African Americans are lactose intolerant and therefore have a Vitamin D deficiency. The use of the open space in the sky corridor is beneficial to many African Americans. With the median income in Harlem being less than 25K a strong argument can be made that the rays of the sun are healthy and necessary for African Americans who are lactose intolerant.
- The DCP passively speaks of the 75% or by omission- (older than 17 years of age) as if such number is insignificant.
- The older population are not as likely to be users of the active recreation amenities outside of the study area, especially as far off as Randall's Park.
- The older population would have more appreciation of the open space in the study area,
   as demonstrated by public testimony at public hearings/meetings.
- During Summer Stage (a weekly and more frequent event during the Summer held at the ACPSOB Plaza open space), the audience population is about 1500 people. Most of these people are above the age of 17. The fact is that most of the audience is above 30.
- People in the older age group are always sitting on the concrete and wooden benches inside and directly outside the Plaza open space when weather permits.
  - The majority within all ages of the Black population, especially the over 30 population, enjoy the open space in the sky of the 125th Street corridor and would enjoy it more so than a shadowy corridor, as demonstrated by public testimony at public hearings/meeting.
- The majority within all ages of the Black population enjoy the open space on the ground within the study area or 125th Street corridor, i.e., DSP, ACPSOB, especially the over 30 population, because it is more conducive for the older crowd, passive crowd or young and energized crowd simply resting from the active recreation amenities outside of the study area.
- Sidewalks are considered active open space to the majority of people in Harlem.
- Under the above examples, there is no such thing as passive open space in Harlem when it comes to "Black" folks. The DCP uses such term subjectively. The Harlem community's interpretation of open space is what counts.

However, what the DCP doesn't admit to is that the open space *uses* in the study area mentioned above are freedoms currently enjoyed by the Harlem public. They are protected rights under the Constitution. The DCP doesn't even show how it can justify taking away these rights and giving them to developers or land owners to convert to a different use. **Because so far, what is offered in the proposed action, is not a fair exchange**.

#### **Shadows**

The DCP's preliminary assessment of the projected and potential development sites, and the shadows they would cast, found that several cast shadows long enough to reach open spaces

and architectural resources. The proposed action could potentially cast shadows on 57 historic resources and 24 open space resources in the study area or near by.

Here the DCP acknowledges more open space resources. However, it is interesting to note that the DCP recognizes the adverse affect shadows would have on historic resources in the study area or near by, which is an acknowledgment that *seeing* is an important use of the mentioned resources.

While the DCP admits that the proposed action would result in significant adverse shadow impacts it offered no mitigating plan. Although the DCP offered to work with other City and State agencies to explore potential mitigation measures it concluded that if none manifested the adverse shadow impacts would remain unmitigated.

#### Point of Law

Under the 14th Amendment an abrogation of such rights, id., as prescribed by the DCP would be unconstitutional.

It is noted that the DCP subjectively concludes that there will be a certain number of hours where some open spaces, architectural resources, and historic resources will be free from the adverse impacts of the shadows therefore it is alright. These measurements of shadow time (See Chapters 3.5 and 3.6, pages 3.5.3 - 3.6-39 and following Figures in the EIS) cast on various resources did not factor in community input and what people in the Harlem community might think. This is a red herring. It really amounts to who is being affected and how might that impact affect such person or people.

It appears that the DCP wanted to end with making a positive statement that the "proposed action would not result on incremental shadows being cast on any other historic resources..." Yet in the preceding paragraph there was a significant adverse impact on every resource specifically mentioned because of shadows.

#### **Historic Resources**

The DCP alleges that the proposed action would not result in significant adverse impacts to archaeological resources; however, it has the potential to result in unmitigated significant adverse impacts to designated New York City Landmarks and S/NR-listed and eligible architectural resources due to demolition and/or construction related activity.

#### Point of Argument

The DCP implies that even if unmitigated significant adverse impacts to designated New York City landmarks and/or S/NR-listed and eligible architectural resources will result because no feasible or practicable mitigation measures are available these adverse impacts should still be allowed. But who has voted for this measure? Isn't the desire for these landmarks, potential landmarks and/or architectural resources to not be adversely impacted by any thing or act just as

important to the Harlem community? The testimony from the public at the public hearings in CB 10 regarding the proposed action overwhelming have demonstrated such desire.

(DCP alleges that the LPC reviewed sites in the proposed action area and have determined that the impact area is not archaeologically sensitive for prehistoric and historic archaeological resources. It has yet to be determined if there is such a report.)

#### Architectural Resources

The proposed action could result in significant adverse impacts due to potential demolition of four Register-eligible resources on potential development sites, including: The former Harlem Savings Bank (#2), the Marion Building (#3), the Bishop Building (#4) and the Amsterdam News Building (#5).

The DCP suggests that Mitigation could include calendaring these sites for consideration as New York City Landmarks by the NYCLPC then protection for the redevelopment of the sites would be afforded. If the resources were not found to meet the criteria to be designated as a New York City Landmark, then their demolition would not be a significant adverse impact.

#### Commentary

The DCP's suggestion is considerate in this area, however, what is not precious to one is precious to another. Many people in the Harlem community would find it hard to believe that the buildings mentioned above would not meet the criteria to be designated as a New York City Landmark. However, notwithstanding, anything is possible. Be that as it may that would not change the sentiment in the minds of many that even if the latter were the case demolition of these buildings would still have a significant adverse impact to resources on projected development sites. Moreover, it is possible that an amendment in certain City codes could grant protection for redevelopment of the mentioned sites or such protection could be granted on a state level. If the resources were deemed to be landmarks or protected under the historic preservation commission under the mentioned examples then protection for redevelopment of the sites would be afforded.

Since the certification of the DCP's Draft EIS, there has been an introduction of a bill to amend the Administrative Code of the City of New York to protect these resources and an application to the Historic Preservation Commission of the State of New York to do the same.

DCP asserts that inadvertent construction-related damage could potentially occur to eight eligible and potentially eligible resources including: the Metro-North 125th Street Station (#7); the Park Avenue Viaduct (#8); the former Twelfth Ward Bank (#11); Blumstein's Department Store (#12); 221 East 124th Street (#19), the Apartment Building at 2075-2087 Lexington Avenue (#20); the Lenox Avenue/West 125th Street Subway Station (#24) and the H.C.F. Koch Department Store (#25). For these eight non-designated resources, construction under the proposed action could potentially result in construction-related impacts to the resource, as the additional construction protections of TPPN 10/88 would not apply. If these eligible resources are designated in the

future prior to the initiation of construction, TPPN 10/88 would apply and indirect significant adverse impacts resulting from construction would be avoided.

#### Commentary

It seems that if the DCP finds it necessary to recognize the potential threat of inadvertent construction-related damage to the above mentioned resources it stands logical that a future without the proposed action approach or a separate opportunity to change the zoning map of related structures should be a well received wise alternative. A failure to do so could prove to be an irreparable mistake. As recently reported in an edition of AMNY.com/local, a free local newspaper (October 31, 2007, pg 3) - Lucky 7 added to landmark list - "But it is the very speed of development that may have sparked the current wave of land marking activity," 1,158 buildings received landmark protection, the highest number since 1990 compared to only 46 in 2005, which evidences that the trend to proceed cautiously in tearing down has been a recent practice in other areas of New York City.

In 2/22/07 the Harlem Platform Committee (a grassroots organization) responded to the DCP's draft scope of its EIS pertaining to River to River, filed with the DCP on 2/22/07, urged the Department of City Planning to adopt a sensitive approach to any rezoning efforts (more fitting to the needs and best interests of Black people or people of African descent) it may attempt to initiate because of the unique and unwarranted circumstances that have failen on Harlem's Black community since Blacks first settled in Harlem, circa 1630's - 1650's.

A summary of Harlem's history was provided. It should not be ignored, as it is well grounded in facts and common sense. This argument alone is enough to warrant rescinding the DCP's proposed action and start from the beginning with the Harlem Community at the table providing components of a rezoning structure more in line with long standing residents and small business owners' needs and best interests. It is not like this opportunity to rezone is the last chance.

#### Urban Design and Visual Resources

The DCP states that no significant adverse impacts on urban design would result from the proposed action. The proposed action is expected to result in positive changes and improvements to urban design conditions within the proposed rezoning area. Views to visual resources would be enhanced to the extent the surrounding setting is improved, and the opportunity to view and participate in the use of such resources as the Apollo Theater and other Harlem destinations through the creation of continuous retail and cultural environments would enhance Harlem's Main Street as a 24-hour destination.

#### Point of Argument/Fact/logic

The majority of the Harlem population does not want Harlem's Main Street to be a 24 hour destination. This has been said over and over at every public meeting on the matter. In fact,

there has been no testimony, or few to remember, wishing for Harlem's Main Street to be a 24 hour destination.

Furthermore, neither the Apollo Theater nor any other theater in New York nor any other retail or cultural environment shops or spots are continuous or 24 hour. So whose idea was it to make Harlem's Main Street that? It wasn't anybody in the Harlem community.

Moreover, the closest thing that comes to mind of a 24 hour continuous anything in Harlem is the African American Day Parade. Activity is in full swing up till 2 a.m. after the parade ends and NYPD's finest are busy to say the least.

The DCP did not explore reasonable worst case scenarios in this area. Such a reasonable worst case scenario is the equivalent to the hectic ness of the African American Day parade, which is not to say that the parade shouldn't take place, because believe it or not it is just as healthy for African Americans to have their end of summer event in Harlem as Spring Break is for college students going to Florida or Virginia, as evidenced by the fact that Spring Breaks are not banned.

Another example of a reasonable worst case scenario happened this year (2007) after the AADP. There were two homicides in the Community Board 10 area. Having continuous activity creates problems and is a breeding ground for crime. But if the DCP is suggesting that with the study area being densely populated this will produce more lights in the area, more people, more dogs and more police so crime will be under control, look back at Times Square during the 70's and 80's. It had all of the above, yet it was a breeding ground for all sorts of criminal activity. Furthermore, who will pay for the extra electricity usage and police wages? The tax payers. Therefore they should have a say in deciding if they want to incur that expense.

It is well with the majority in Harlem that a few days of long hours or the long days of summer are enough to deal with, as evidenced by testimony coming from the majority of the Harlem community.

#### Urban Design

The design of Harlem's main street was created without African American input. That mistake should not be repeated. Nevertheless, the history mostly associated with these buildings and/or remaining historical landscape is a Black history. Therefore, the design of Harlem's Main Street is a reminder of that history.

(This area in the EIS has to really be reviewed.)

However, there is a problem with consistency in this section. On the one hand the DCP states that higher density new development is expected as a result of the proposed action within the Mixed-Use Core and the Transit Hub sub areas. The new development at the center of the corridor would replace one and two-story retail structures and vacant lots with new mixed-use buildings. Building form regulations would require the new buildings to frame 125th Street with

street walls of consistent height on both sides of the street and would be substantially lower than the height possible through the existing zoning and building form regulations on the north side of 125th Street.

On the other hand, the DCP on another page states something different. "The context of the visual resources that define the 125th Street Corridor would not be significantly or substantially altered by the proposed action, given the bulk and massing of new construction which would be compatible with the study area's existing resources and built context." See Pg 1.0-18, Para 4 of ES.

#### Point of Fact

While it may be true that there are no height restrictions along 125th Street there are bulk and density restrictions that would prevent high rise buildings. Id.

#### Neighborhood Character

The DCP states that the proposed action would result in changes to the general neighborhood character of the rezoning area. The proposed action would result in an overall change in the character of the proposed rezoning area with respect to land use, socioeconomic conditions, historic resources, urban design and visual resources, traffic, and street-level pedestrian activity.

The DCP adds that the neighborhood character of the area would not be impacted by noise increases resulting from the proposed action. In addition, the proposed action would not affect historic resources in ways that would affect neighborhood character.

#### Point of Argument

When the DCP speaks of the general neighborhood character and states,

"the proposed action would result in an overall change...with respect to historic resources "doesn't that mean that the proposed action would affect historic resources in ways that would affect neighborhood character? Is this an inadvertent mistake made by the DCP or a double talking contradiction?

#### Point of Notation

As the DCP subtlly suggests the historic resources are a strong component to the study area's neighborhood character. This suggestion is not so subtle elsewhere in the DCP's EIS. Refer to Historic Resources. Id. However, if the DCP admits in the historic resources subcategory that the proposed action could result in significant adverse impacts due to potential demolition of four Register-eligible resources on potential development sites and even acknowledges that inadvertent construction-related damage could potentially occur to eight eligible and potentially eligible resources, Id, how then can it state here that the proposed action would not affect historic resources in ways that would affect neighborhood character?

Another notation of inconsistency is that in this subcategory the DCP acknowledges that the proposed action would result in changes to the general neighborhood character of the rezoning area. Yet, in various other places the DCP states that the neighborhood character won't really be altered but enhanced. Examples: See <a href="mailto:page 1.0-4">page 1.0-4</a>, last paragraph of ES, where the DCP states that the proposed action would, "Promote building forms that are compatible with existing neighborhood character" and <a href="page 1.0-9">page 1.0-9</a>, 3rd <a href="paragraph of ES">paragraph of ES</a>, "The proposed R6A zoning district, mapped on portions of 126th Street between Lenox and Park Avenues and on a portion of 124th Street between Lenox and Madison Avenues, <a href="would protect the existing residential and community facility uses in these areas">page 1.0-9</a>, and would allow for less density and no commercial uses. <a href="These new districts would preserve the existing residential character of 124th and 126th Streets">page 124th and 126th Streets</a>.

When carefully examining the total inconsistencies in the neighborhood character subcategory It's hard to accept that the DCP's inconsistencies were inadvertent.

#### Point of Argument

It's inconceivable that the DCP could state that the neighborhood character of the area would not be impacted by noise increases from the proposed action. Currently the neighborhood character of the 125th Street Corridor is commercial in the center and mixed use toward the ends. Wouldn't the neighborhood character of the area be significantly impacted by noise increases resulting from an increase of residency by 900%? Wouldn't the neighborhood character of the area also be significantly impacted by noise resulting from excessive construction for the next ten years? Or is the DCP referring to a new neighborhood character one that is overwhelmingly gentrified after 10 years? Although the DCP gives the impression that the neighborhood character it often refers to is the current one a deeper analysis of its EIS suggests it is referring to the latter one.

With regard to arts and culture, a large part of the community is interested in expanding its arts and cultural hub or adding more A&C districts. Yet the proposed action does no more than support the creation of arts and entertainment uses that would compliment existing cultural institutions.

With regard to the retail and commercial character of the 125th Street corridor the DCP asserts that there will be improvement in those areas. However, change is more like it. The present commercial character can be enhanced with the current zoning in both retail and office. However, the proposed action designs an increase of commercial retail by 30% and residential, long and short term, by 900%. This no doubt will change the feeling and look of the remaining historical landscape most often associated with the Harlem Renaissance and Harlem's Black political and religious leaders.

For the DCP to say that these changes to the neighborhood character of the 125th corridor are considered to be beneficial to the overall character of the corridor shows that the Black and Latino Harlem community has no right to self determination because throughout the scoping and reviewing process of this plan thus far the majority of the community is against the proposed

action. The DCP must mean that people other than those in Harlem/the majority consider the proposed action to be beneficial to them.

#### Hazardous Materials

The DCP states that the proposed action would not result in significant impacts related to hazardous materials. Here the DCP shows thoughtfulness and creates a plan that addresses environmental concerns. It is not necessary to go into the proposed action's avoidance scheme of potential dangers at this time. However, there will be development on 125th Street of some sort. This development may or may not be associated with the DCP's proposed action. However, the avoidance scheme of potential dangers associated with projected and potential development sites used in this section should be a standard one for all large development sites. And since there will be a vote of some kind regarding this proposed action, the part of the proposed action worth saving and making stronger would be this section.

Regarding property/sites under the control of the City, the DCP is correct in stating that the City is not subject to the regulations governing (E) designations (that which provides the NYCDEP the mechanism for addressing environmental conditions so that significant adverse impacts do not occur as a result of site development. Hence, the Harlem community accepts and agrees to the agencies that control these sites entering into a Memoranda of Understanding or other agreement with NYCDEP and the greater Harlem Community to ensure that any testing and remediation activities, as deemed necessary by NYCDEP and the Harlem community's representatives in accordance with NYCDEP requirements or other lawful allowance, are performed prior to and/or during development of or a change in use on these sites. (See Table 2 in Appendix D of the DEIS "City Owned Sites with Potential Hazardous Materials.")

It is important to note that most of us in the Harlem community believe and have attested to the fact that our government, locally or otherwise, is a government of, for and by the people. Therefore, we the people are the City. Agencies are basically City administrative entities and don't own City property. That's why in our book of statutes property owned by the people collectively is considered property owned by the City. Properties owned by the City are administrated under HPD.

Additionally, any agreement regarding rights and benefits, such as this one, must be made with the Harlem community as a party; and it would be proper for our local elected officials or Community Board representatives to sign off on such agreement on the greater Harlem community affected by the present proposed action's behalf.

#### **Natural Resources**

The DCP states that the 125th Street Rezoning and Related Actions study area is urbanized and densely developed. The study area does not include any of the following ecological resources: surface water bodies, wetlands, beaches, dunes, bluffs, thickets, significant grasslands, meadows, woodlands or forests. The CEQR Technical Manual lists a number of areas that contain natural resources designated by a government agency as significant, sensitive or worthy

of protection. The study area is not located within or immediately adjacent to any of those listed natural resource areas. The study area neither contains natural resources of significance, nor, with the exception of three parks located within or partly adjacent to the study area and the two rivers immediately adjacent to the study area, is located adjacent to natural resources of significance.

#### Point of Argument/Fact

The three parks the DCP is referring to that the majority of the Harlem community believes are within or partly adjacent to natural resources of significance are Marcus Garvey Park, Morningside Park and St. Nicholas Park. These parks are not the same as a Tompkins Square Park down in the Lower East Side. It can be argued that these parks have ecological value. Not only can these parks be considered woodlands and forest types, as they even have rock mountains, ponds, creeks, etc., the airborne creatures inhabiting these parks aren't what you would call *migratory birds* – except that when its real cold and ponds freeze up, some of them may go somewhere a little warmer, but always they return - but consists of geese, ducks, owls, Hawks, Falcons and other interesting birds. Their main home during most of the year are these parks. Therefore, it can be argued that the number of areas that contain natural resources designated by a governmental agency as significant, sensitive or worthy of protection would include the three mentioned parks, notwithstanding their omission in the CEQR Technical Manual.

But, if the DCP recognizes at the least the significance of the latter natural resources, as demonstrated by the statement, "The study area neither contains natural resources of significance, nor, with the exception of three parks located within or partly adjacent to the study area and the two rivers immediately adjacent to the study area, is located adjacent to natural resources of significance," it shows that this area was not thought through or studied carefully, as evidenced by the contradiction in this sentence - "There are no known state or federally listed or proposed endangered or threatened species in the development project area, except for occasional transient individuals." See ES, pg 1.0-20, last paragraph.

It is hard to swallow that there truly exists any belief, study or other expectation of genuine character out there asserting that with all the construction going on as a result of the proposed action neither the natural resources mentioned nor their inhabitants don't carry any significance and/or would not be significantly impacted by such construction.

Concerning the rivers east and west of the proposed action area, while the DCP can correctly state that there will be no construction activity in the Hudson or Harlem Rivers as a result of the proposed action, it cannot honestly state that there will be no significant impacts to surface water quality or impacts to threatened or endangered species within those rivers as a result of the proposed action. See <u>ES</u>, pg 1.0-20, last paragraph.

The reason is - because of the construction that is proposed by Columbia's Expansion Plan, including its underground facility that will go into the water, construction that will take place creating the 2nd Avenue Subway line - which will run from 125th Street to Wall Street, the

Mayor's East Side Development Plan, it is hard to make a case that all of the construction going on in between will not **contribute** to significant impacts to surface water quality or impacts to threatened or endangered species within those rivers as a result of such other proposed actions.

#### Waterfront Revitalization Program

The DCP states that proposed actions subject to CEQR that are situated within the designated boundaries of the NYC Coastal Zone must be assessed for their consistency with the city's Local Waterfront Revitalization Program (LWRP). There are, however, no portions of the project area that are located within the City's designated Coastal Zone. As such, the proposed action is not subject to review for consistency with the City's LWRP. Therefore the DCP made no further assessment of the proposed action's consistency with the City's LWRP.

#### Point of Argument

Because the DCP missed critical aspects within the Natural Resources area we challenge this.

#### infrastructure

The DCP states that the proposed action would not adversely impact the City's infrastructure. Here the DCP mainly talks about the City's wastewater treatment system, storm water management system and the further reduction of water demand should the projected developments include green buildings.

While most of this argument may be persuasive, it has been said that 125th Street is on a fault line. Then there is the reality that the A,C,B and D lines run across 125th Street at St. Nicholas Avenue and the 2 and 3 lines run across Malcolm X Blvd. The DCP offers no study in those infrastructure areas.

Throughout various River to River hearings involving the Harlem public the above has been a major concern. It is inconceivable that a plan/the proposed action can proceed without studies being done addressing these concerns.

# Solid Waste and Sanitation Services

The DCP states that the proposed action is not anticipated to result in significant adverse solid waste impacts.

The DCP justifies this by the fact that the projected development would occur in an area which is currently served by DSNY residential trash and recycling pick-ups. The proposed action would not affect the delivery of these services, or place a significant burden on the City's solid waste management system.

#### Point of Argument

When the DCP speaks of a solid waste management system one would assume that it includes the picking up of solid waste. There will be dump truck/excavation bins everywhere along the 125th Street corridor, including their deliveries and pick ups. One would find it hard to see how the DCP can state that the proposed action would not affect the delivery of services of any kind without clearly showing how it wouldn't.

The DCP gives the volume of various pickups to show that the increase is insignificant:

- Net increase in solid waste to be picked up by DSNY 7 tons p/day
- Residential and institutional refuse and recyclables 12,000 tons p/day
- Increase of Non-residential waste serviced by private carters 3 tons
- Commercial/industrial waste currently removed by private carters 13,000 tons per day

However, there is such a thing as the straw that breaks the camel's back. These insignificant increases in waste pick up of any kind mean nothing if said by the DCP. It only has meaning if it comes from the DSNY or private carters.

#### Energy

The DCP gives a similar argument pertaining to energy consumption, starting off with, "The proposed action is not anticipated to result in significant adverse energy impacts."

#### Point of Argument

Again, coming from the DCP such belief is meaningless. An energy expert would have to make such a statement. Notwithstanding, inarguably, more money would have to be spent on fuel energy during the cold months because the interior of buildings, especially apartment buildings, impacted by shadows would get much colder than buildings exposed to a lot of sun light, as testified to by many tenants during this process. Thus, under a RWCDS, but more than likely under a RRCDS, the proposed action would have a significant adverse impact on many, if not the majority, of property owners and/or tenants' - in the study area - energy costs because property owners or tenants would not be able to conserve fuel the way they could if their buildings or units were exposed to excessive sun light the way many, if not most, of the buildings in the study area are exposed to sun light now.

However, it is more than likely that building owners would eventually find ways to off set those costs. The more familiar scenario would be the tenants having to pay for this fuel increase some kind of way, i.e., Rent Guidelines Board increases, or just suffer, as many housing court cases attest to.

#### Traffic and Parking

The DCP alleges the following with regard to Traffic and Parking: The results of these analyses in Chapter 3.15, "Traffic and Parking" show that the additional traffic demand generated by the proposed action would generate significant adverse traffic impacts on 11 approaches at 10 intersections during the weekday AM peak hour, 13 approaches at 9 intersections during the weekday midday peak hour, 21 approaches at 17 intersections during the weekday PM peak hour, and 24 approaches at 14 intersections during the Saturday midday peak hour. The DCP alleges that the proposed mitigation measures described in Chapter 3.15 and Chapter 3.22, "Mitigation" would mitigate all of the operational impacts.

DCP further alleges that the proposed action would not substantially affect the number of onstreet parking spaces within the study area, and there would be sufficient off-street public parking capacity to accommodate all project-generated parking demand not otherwise accommodated in accessory parking facilities.

#### Point of Argument

Trying to separate parking from traffic is like trying to split the baby in two. While the proposed action may not create a reduction in on-street parking spaces in the long run it certainly will during the construction phase, which under a RWCDS will last for 10 years. The DCP alleges that such reduction could be eliminated because there would be sufficient off-street public parking facilities to accommodate all project-generated parking demand not otherwise accommodated in accessory parking facilities. See page 1.0-22 of Executive Summary Traffic and Parking section.

That sounds reasonable. But what is logically and a realistic scenario (RRCDS) is that the majority of people in Harlem aren't rich; therefore they will always try to get free or low cost parking. Under the DCP's proposed action that may change because the proposed action's results will bring in a wealthier class of people. But as deplorable as that may be, expect traffic chaos for the next five years with its unmitigated damages that will flow, i.e. asthma, air pollution, etc.

Once parking is correctly analyzed the traffic scenario can be correctly analyzed. More traffic will produce more parking. More attempts at on-street public parking will create more traffic tie-ups. The "Mitigation" the DCP offers is meaningless under these circumstances, since it is primarily designed to deal with traffic flow. However, even when reviewing such mitigation the re-allocation of traffic signal times that the DCP suggests for certain locations seems arbitrary. What RWCDS's were they calculated against? What are they based on? They DCP offers no answers to these pertinent questions.

The DCP's traffic and parking assessment is flawed and far from offering a balanced solution that would protect the community.

# Transit and Pedestrians

The DCP alleges that the results of the transit and pedestrian analyses show that this new demand would not result in any significant adverse impacts to analyzed stairways or fare arrays at the 125th Street IND (A,B,C,D), 125th Street IRT (2,3) and 125th Street IRT (4,5,6) subway stations. However, in the 2017 future with the proposed action, northbound M60, M100 and Bx15 bus services would be significantly adversely impacted in the PM peak hour.

The DCP shifts the handling or mitigation of this impact on the MTA, using the language, "As standard practice, MTA New York City Transit monitors bus ridership and increases service where operationally warranted and fiscally feasible. As such, the capacity shortfall on the M60, M100 and Bx15 would be addressed by NYCT..." See page 1.0-23 of the Executive Summary - Transit and Pedestrians section.

DCP therefore felt it was unnecessary to initiate a mitigation plan in this area of the proposed action.

# Point of Argument

What is mainly flawed in this studied area is the omission of how pedestrians' health would be affected by the excessive bus traffic due to the proposed action. The significant adverse impacts to analyzed stairways or fare arrays is red herring or not really important under the RWCDS dealing with pedestrian health issues that will arise under the proposed action.

Furthermore, it is very audacious to think that the MTA will fix the problem and therefore the DCP should offer nothing to the significant adverse impacts its proposed action will cause. Be that as it may, who winds up paying for all of this excess - the commuters.

# Air Quality

The DCP alleges that the proposed action would not cause or exacerbate an exceedance of an air quality standard nor cause the exceedance of a significant impact criterion.

# Point of Argument/Fact/Logic

Although the DCP tries to measure the impacts that the proposed action would create on air quality, See page 3.21-73 of EIS, this does not add up to what the reality is - Harlem has a very high asthma rate among children. There are 6 bus depots in Harlem already. And there is a lot of construction going on. The area of the proposed action is primarily in a valley or what is called a flat land. Air Pollution hovers above. There is no way that anyone can say with honesty that the already bad air quality in areas not enriched with trees will not be made worse by the proposed action under a RRCDS, notwithstanding a RWCDS. There are times that there aren't leaves on the trees, therefore the trees offer no protection during those seasons.

# Noise

The DCP alleges that the proposed action would not result in significant adverse impacts related to noise.

# Point of Argument

Not even factoring the (E) designations that would be placed on the zoning map for all of the projected and potential development sites to avoid the potential for significant adverse noise impacts, currently the study area and the 125th Street corridor is mostly quiet at night after 10 p.m. What about the significant adverse noise impacts the proposed action will have on various resources, including the most important resource of them all - human resources -after the development phase, as the DCP offers to make 125th Street a 24 hour destination?

Again, the DCP's EIS is flawed in this study area because it fails to address what on its face seems to be important.

# Point of Fact

There have been numerous testimonies coming from the community stating that a 24 hour destination district is not what's desired in Harlem, despite what some outside people think.

There have also been numerous testimonies coming from the Harlem community stating the appreciation of quietness after a certain hour. In short, the majority voice coming from the Harlem community is that it does not want Harlem to be another Times Square, 34th Street or 86th Street for that matter.

# Construction

The DCP alleges that construction-related activities resulting from the proposed action are not expected to have any significant adverse impacts on natural resources, traffic, air quality, noise, or hazardous materials conditions. Inadvertent construction-related damage could potentially occur to several eligible historic resources. The DCP states that those significant adverse impacts would be unmitigated because development activity on development sites nearby or adjacent to these eligible resources would occur as-of-right.

# Point of Argument

It has already been demonstrated under a RRCDS and RWCDS that construction-related activities resulting from the proposed action would have a significant adverse impact on natural resources, traffic, air quality and hazardous materials conditions. Id. However, it seems unbelievable that the DCP, or any agency from our local, state or federal government for that matter, would suggest that significant adverse impacts to historical resources as a result of the proposed action it offers has to be unmitigated because the development activity that will occur is as-of-right.

The kind of development we're talking about will be generated just because of the proposed action. The current zoning map does not allow that kind of development, which is the crust of the DCP's EIS. Therefore, at present there is no such thing as *any* developer having the kind of asof-right development rights asserted within the proposed action and its EIS. It would seem logical that the extra bulk and height a property owner would gain from this proposed action could have any type of condition the DCP or other government body imposed on him in order for him to gain the extra bulk, density or height. Case in point, Columbia University.

# Public Health

The DCP alleges that based on a preliminary screening analysis in accordance with the CEQR Technical Manual guidelines, it was determined that a full assessment of the proposed action's potential impacts on public health is not necessary and that no significant adverse impacts are expected as a result of the proposed action.

# Point of Argument

Based on this report it seems that the DCP's preliminary analysis has major short comings and if a proper screening analysis were done there would be an assessment of the proposed action's potential impacts on public health.

# **Alternatives**

The EIS considers five alternatives to the proposed action, to examine reasonable and practicable options that avoid or reduce action-related significant adverse impacts and may still allow for the achievement of the stated goals and objectives of the proposed action.

# Discussion

# No-Action Alternative

The DCP asserts that significant adverse action-generated impacts would not occur under the Asof-Right Alternative. However, the benefits expected from the proposed action on land use, socioeconomic conditions, urban design and neighborhood character would not be realized under this alternative. In addition, the No-Action Alternative would fall far short of the objectives of the proposed action in encouraging and guiding the development of the 125th Street, Harlem's "Main Street", as a dynamic, 24-hour mixed use neighborhood.

# Point of Argument

This grand plan for Harlem's Main Street does not incorporate most of the sentiment of the Harlem Majority, as pointed out in this report and other sources, therefore the realization and

objectives that the DCP outlines are not the same objectives and realization of the Harlem community at-large.

Furthermore, It is a fact that there has been a major reduction in drug trafficking in Harlem, especially drugs that could make people kill. If these kinds of drugs were still rampant in Harlem white folks could not walk through Harlem as freely as they walk now. You wouldn't see this kind of development (luxury condos, etc.,) taking place in Harlem. Much of the credit has to go to the United States Coast Guard and other Drug Enforcement agencies on the international front. It is more difficult for these kinds of drugs to enter into the country than in previous times.

# Conclusion

The present development that is going on in Harlem is manageable. It is feasible for 125th Street to grow much further than the DCP asserts with Harlem's former drug problem being much under control. But it will grow in a way that doesn't push Black and Latino people out. The **American Planning Association** chose 125th Street as one of the nation's greatest thoroughfares for bringing in "globalized" retailers, i.e., Old Navy and Starbucks, without driving out mom-and-pop businesses and cultural venues such as the fabled Apollo Theater.

The **No-Impact Alternative** that the DCP offers, which would avoid, without the need for mitigation, all significant environmental impacts of the proposed action is a scaling back on the total number of dwelling units within the proposed rezoning area by 98%. This is what has been asserted by the community at-large all along. This alternative is more desirable for the Harlem community, as stated consistently throughout the unofficial and official public process.

A major concern of the community, but not to over shadow the other mentioned areas of concern, was that the character of the community would change under the DCP's proposed action. The Harlem community does not want this kind of change.

There is no need to rush to try and get 125th Street to be something that won't make it 125th Street anymore. The DCP should rework its proposed action, this time involving the community from the very beginning and really listening to them.

Julius	Tajid	din	

Prepared by

# APPENDIX I: ALTERNATIVES TRIP GENERATION TABLES

Site #1

One #1	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribut	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 <sup>10</sup>	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						1	OTAL PER	SON TRIPS	158	486	340	483

Site

Site #2		1		1									
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Estimated Person-Trip Generation Characteristics			
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>5</sup>	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 <sup>2</sup>	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 4/1						•	TOTAL PER	SON TRIPS	99	562	638	718

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>8a</sup>	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 <sup>2</sup>	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 <sup>4</sup>	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)	77 A4A						1	TOTAL PER	SON TRIPS	156	479	310	551

Site	#4	

	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>5</sup>	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 <sup>10</sup>	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						1	TOTAL PER	SON TRIPS	172	529	370	526

Site #5

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	99	323	206	390

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 <sup>10</sup>	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						1	TOTAL PER	SON TRIPS	400	1,158	794	1,082

Site	#7	

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 <sup>6,7</sup>	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 <sup>10</sup>	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)	6/616							TOTAL PER	SON TRIPS	181	758	467	898

# Site #8

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	Hour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 <sup>10</sup>	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)								TOTAL PER	SON TRIPS	138	781	1,029	1,140

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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)	68 350						•	TOTAL PER	SON TRIPS	213	1,139	1,300	1,455

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>3</sup>	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 <sup>5</sup>	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 <sup>10</sup>	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 TRI			SON TRIPS	1,171	3,739	4,037	3,330

# Site #11

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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 <sup>10</sup>	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 TRI			SON TRIPS	202	868	562	1,108

# Site #12

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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)	12 88G					TOTAL PERSON TRIPS			136	716	818	914	

Land Use	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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

	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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)	2/1/6					TOTAL PERSON TRIPS		320	1,132	697	1,363		

Site #15

	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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)						TOTAL PERSON TRIPS			211	882	507	1,058	

Site #16

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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 <sup>10</sup>	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)	33 306					TOTAL PERSON TRI			SON TRIPS	242	1,044	675	1,333

	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	207	871	500	1,044

# Site #18

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 TI			SON TRIPS	84	316	189	371

# Site #19

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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						7	TOTAL PER	SON TRIPS	275	995	600	1,149

Site #20													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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)	1 4 289					TOTAL PERSON TRIPS			42	174	100	209	

Site #21

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>5</sup>	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 <sup>3</sup>	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						7	OTAL PER	SON TRIPS	937	2,817	2,799	2,249

Site #22

	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>3</sup>	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 <sup>2</sup>	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						٦	TOTAL PER	SON TRIPS	113	647	733	825

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>3</sup>	40,066	N/A	N/A	Person Trip Rate  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 <sup>2</sup>	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 <sup>10</sup>	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)	52 503						٦	TOTAL PER	SON TRIPS	133	672	905	993

# Site #24

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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)	15 608							TOTAL PER	SON TRIPS	206	664	425	802

### Site #25

JILE #ZJ													
	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	, ,	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 <sup>4</sup>	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 <sup>2</sup>	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)	X 150							TOTAL PER	SON TRIPS	107	345	221	416

# Site #26

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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)	4 31A							TOTAL PER	SON 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)

Site #1							Entime	ted Mode Sp	S /AM DM	CATI						ntimeted Med	o Culis /MD							East	mated Vol	iele Trin C	onorotion :	Charaeterie	dian <sup>y</sup>			
1	Estim	ated Person-Trip G	eneration Charact	eristics			Estille	neu moue op	it (Am, Fit	ORIJ						stimated mod	e opiit (mio	,			Weekd	ay AM Pea	k Hour	Weekday	y Midday P	eak Hour	Week	day PM Pea	ak Hour	Saturday	Midday Pe	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 2 =																					0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					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 <sup>8</sup>	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
						l					l									Ī	23	21	2	17	8	10	33	7	26	17	9	7
Site #2	и.	I	II.		<u>,</u>		Estima	ted Mode Sp	it (AM, PM	, SAT)					E	stimated Mod	e Split (MD	1					'			nicle-Trip G	eneration	Characteris	tics <sup>2</sup>			
Land Use	Estim Weekday AM Peak	ated Person-Trip G Weekday Midday	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	ay AM Pea	k Hour	Weekday	y Midday P In <sup>10</sup>	eak Hour Out <sup>10</sup>	Week	day PM Pea	ok Hour	Saturday	Midday Pe	
Specialty Retail 3	Hour 0	Peak Hour 513	Peak Hour 529	Peak Hour 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	In 0	Out-	81	41	41	84	42	Out-	103	In." 56	Out <sup>10</sup>
Pass-by/Linked Trip Reduction 2 =		513	529	649	9.0%	14.5%	20.0%	1.0%	20.0%	35.0%	0.0%	100.0%	9.0%	14.0%	20.0%	1.0%	20.0%	35.0%	0.0%	100.0%	0	0	0	20	10	10	21	10	10	26	13	13
Net New Trips After Pass-by/Link Trip																					0	0	0	61	30	30	63	31	31	77	44	33
Reduction <sup>3</sup> = Office/Commercial <sup>5</sup>	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 <sup>2</sup>	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
	1			1				l				I			***						9	1	7	65	33	33	72	38	34	83	47	36
Site #3	JI	I	1	1			East	ted Mode Sp	S (AM P.	PATI		-			_	stimated Mod	a Calla (Isra	A .		Į.						nicle-Trip G		Chamata	aino <sup>y</sup>	لـــــــا		
one #5	Estim	ated Person-Trip G	eneration Charact	eristics			Estille	neu moue op	it (Am, Fit	ORIJ						stimated mod	e opiit (mio	,			Weekd	ay AM Pea	k Hour		y Midday P			day PM Pea	ak Hour	Saturday	Midday Pe	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Community Facility/Institutional <sup>8a</sup>	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 <sup>8b</sup>	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 <sup>4</sup>	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 2 =																					0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	10	5	5	5	3	3	12	7	5
Residential <sup>2</sup>	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	·u-						Estima	ted Mode Sp	it (AM, PM	SAT)					E	stimated Mod	e Split (MD	)						Esti	imated Veh	nicle-Trip G	eneration	Characteris	tics"	,		
Land Use		ated Person-Trip G		eristics	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	ay AM Pea	k Hour	Weekday	y Midday P	eak Hour	Week	day PM Pea	k Hour	Saturday	Midday Pe	eak Hour
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Iaxi	Subway	Kaliroad	Bus	walk	Otner	I Otal	Auto	Taxi	Subway	Kaliroad	Bus	waik	Otner	Iotai	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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
																					0	0	0	3							2	2
Pass-by/Linked Trip Reduction 2 =	1																					U	ŭ	3	2	2	2	1	1	4		
Pass-by/Linked Trip Reduction <sup>2</sup> =  Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =																					2	1	1	10	5	5	2	3	3	12	7	5
Net New Trips After Pass-by/Link Trip	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%											7	1
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =	108	135	126 45	12 45	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% 55.0%	0.0%	100.0%	2 23 0	1 22 0	1 1 0	10 9 0	5	5	5 27 4	3	3 26 0	12 3 4	2	1 2
Net New Trips After Pass-bylLink Trip Reduction <sup>3</sup> = Office/Commercial <sup>5</sup>																					2 23	1 22	1	10	5	5	5 27	3	3 26	12	2	1
Net New Trips After Pass-bylLink Trip Reduction <sup>3</sup> = Office/Commercial <sup>5</sup>	0	0	45	45																	2 23 0 25	1 22 0 23	1 0 2	10 9 0 19	5 3 0 8	5 0 10	5 27 4 36	3 1 4 8 Characterist	3 26 0 28	12 3 4 18	2 2 10	1 2 8
Net New Trips After Pass-by-Link Trip Reduction?*  Office/Commercial 5  Arts/Performance*  Site #5	0 Estim	0 ated Person-Trip G	45 deneration Charact	45 eristics	20.0%	5.0%		0.0%	10.0% lit (AM, PM	55.0% SAT)	0.0%	100.0%	20.0%	5.0%	10.0% E	0.0%	10.0% e Split (MD	55.0%	0.0%	100.0%	2 23 0 25	1 22 0	1 0 2	10 9 0 19	5 3 0	5 0 10	5 27 4 36	3 1 4	3 26 0 28	12 3 4 18	2	1 2 8
Net New Trips After Pass-byl Link Trip Reduction <sup>3</sup> = Office/Commercial <sup>5</sup> Arts/Performance <sup>8</sup>	0	0	45	45													10.0%				2 23 0 25	1 22 0 23	1 0 2	10 9 0 19	5 3 0 8	5 0 10	5 27 4 36	3 1 4 8 Characterist	3 26 0 28	12 3 4 18	2 2 10	1 2 8
Net New Trips After Pass-by-Link Trip Reduction?*  Office/Commercial 5  Arts/Performance*  Site #5	0 Estim	0 ated Person-Trip G	45 Seneration Charact Weekday PM	45 eristics Saturday Midday	20.0%	5.0%		0.0%	10.0% lit (AM, PM	55.0% SAT)	0.0%	100.0%	20.0%	5.0%	10.0% E	0.0%	10.0% e Split (MD	55.0%	0.0%	100.0%	2 23 0 25 Weekd	1 22 0 23 ay AM Pea	1 0 2 k Hour	10 9 0 19 Esti	5 3 0 8 imated Veh	5 0 10 nicle-Trip G	5 27 4 36 eneration	3 1 4 8 Characterist	3 26 0 28 ttics*	12 3 4 18	2 2 10 Midday Pe	1 2 8
Net New Yripa After Pass-byl, risk Trp Gffice/Commercial  Arts Performance*  Site #5  Land Use  Bouldque Retail   Pass-byl, Inked Trip Reduction   Pass-byl, Inked Trip Reduction   2	Estim Weekday AM Peak Hour	0 ated Person-Trip G Weekday Midday Peak Hour	45  Generation Charact  Weekday PM Peak Hour	45 eristics Saturday Midday Peak Hour	20.0% Auto	5.0%	10.0% Estima	0.0% tted Mode Sp Railroad	10.0% lit (AM, PM Bus	55.0% SAT) Walk	0.0% Other	100.0% Total	20.0% Auto	5.0%	10.0% E Subway	0.0% stimated Mod	10.0% e Split (MD Bus	55.0% ) Walk	0.0% Other	100.0%	2 23 0 25 Weekd	1 22 0 23 23 24 AM Pea	1 1 0 2 2 k Hour Out <sup>10</sup>	10 9 0 19 Esti Weekday	5 3 0 8 imated Veh y Midday P	5 0 10 sicle-Trip Greak Hour	5 27 4 36 eneration Week Total	3 1 4 8 Characterist	3 26 0 28 ttics*	12 3 4 18 Saturday	2 2 10 Midday Pe	1 2 8 8 Out <sup>10</sup>
Net New Yrips After Pass by Link Tro Reduction <sup>3</sup> - Office/Commercial <sup>3</sup> Ants Performance <sup>8</sup> Site #5 Land Use	Estim Weekday AM Peak Hour	0 ated Person-Trip G Weekday Midday Peak Hour	45  Generation Charact  Weekday PM Peak Hour	45 eristics Saturday Midday Peak Hour	20.0% Auto	5.0%	10.0% Estima	0.0% tted Mode Sp Railroad	10.0% lit (AM, PM Bus	55.0% SAT) Walk	0.0% Other	100.0% Total	20.0% Auto	5.0%	10.0% E Subway	0.0% stimated Mod	10.0% e Split (MD Bus	55.0% ) Walk	0.0% Other	100.0%	2 23 0 25 Weekd	1 22 0 23 Say AM Pea	1 0 2 k Hour Out <sup>50</sup> 1	10 9 0 19 Esti Weekday Total	5 3 0 8 simated Veh y Midday P In <sup>10</sup> 5	5 0 10 sicle-Trip Greak Hour	5 27 4 36 seneration week Total 5	3 1 4 8 Characterist day PM Pea In <sup>10</sup> 3	3 26 0 28 ttics* sk Hour Out*10 3	12 3 4 18 Saturday Total	2 2 10 Midday Pe	1 2 8 8 Out <sup>10</sup>
Net New Yrips After Pass-bylLnik Tro Reduction <sup>3</sup> - Office/Commercial <sup>5</sup> Arts:Performance <sup>8</sup> Site #5  Land Use  Boutique Retail <sup>4</sup> Pass-bylLniked Trip Reduction <sup>2</sup> Net New Yrips After Pass-bylLnik Tro Net New Yrips After Pass-b	Estim Weekday AM Peak Hour	0 ated Person-Trip G Weekday Midday Peak Hour	45  Generation Charact  Weekday PM Peak Hour	45 eristics Saturday Midday Peak Hour	20.0% Auto	5.0%	10.0% Estima	0.0% tted Mode Sp Railroad	10.0% lit (AM, PM Bus	55.0% SAT) Walk	0.0% Other	100.0% Total	20.0% Auto	5.0%	10.0% E Subway	0.0% stimated Mod	10.0% e Split (MD Bus	55.0% ) Walk	0.0% Other	100.0%	2 23 0 25 Weekd Total 2 0	1 22 0 23 ay AM Pea In <sup>10</sup> 1 0	1 1 0 2 2 k Hour Out 50 1 0	10 9 0 19 Esti Weekday Total 10 2	5 3 0 8 simated Veh y Midday P In <sup>10</sup> 5	5  0  10  sicle-Trip Greak Hour  Out <sup>10</sup> 5	5 27 4 36 seneration Week Total 5 1	3 1 4 8 Characterist day PM Pea In 10 3	3 26 0 28 tics state of the sta	12 3 4 18 Saturday Total 12 3	2 10 Midday Pe	1 2 8 8 Peak Hour Out <sup>10</sup> 5
Net New Trips After Pass-byLink Try Office/Commercial  Office/Commercial  Arts Performance*  Site #5  Land Use  Boulique Retail  Pass-byLinked Trip Reduction  Net New Trips After Pass-byLink Try Reduction  Reduction  Reduction  Production  Reduction  Reduction Reduction  Reduction  Reduction Reduction Reduction  Reduction R	Estim Weekday AM Peak Hour 49	0 ated Person-Trip G Weekday Midday Peak Hour 297	45 Seneration Charact Weekday PM Peak Hour 150	45 eristics Saturday Midday Peak Hour 354	20.0% Auto	5.0% Taxi	Estims Subway 6.0%	0.0% sted Mode Sp Railroad	10.0% lit (AM, PM Bus 6.0%	55.0% SAT) Walk	0.0% Other	Total	20.0% Auto	5.0% Taxi 3.0%	10.0% E: Subway 6.0%	0.0% stimated Mod Railroad	e Split (MD Bus 6.0%	55.0% Walk 83.0%	0.0% Other	Total 100.0%	2 23 0 25 Weekd Total 2 0 2	1 22 0 23 23 In <sup>10</sup> 1 0 1	1 1 0 2 2 K Hour Out 10 1 0 1 1	10 9 0 19 Esti Weekday Total 10 2 7	5 3 0 8 imated Veh y Midday P In <sup>10</sup> 5 f	5 5 0 10 sicle-Trip Greak Hour Out <sup>10</sup> 5 1	5 27 4 36 eneration ( Week Total 5 1 4	3 1 4 8 Characteristical PM Pea	3 26 0 28 ttics* ak Hour Out10 3 f	12 3 4 18 Saturday Total 12 3	2 2 10 Midday Pe In <sup>10</sup> 7 1 5	1 2 8 8 Peak Hour Out <sup>10</sup> 5 1
Net New Trips After Pass-byLink Try Office/Commercial  Office/Commercial  Arts Performance*  Site #5  Land Use  Boulique Retail  Pass-byLinked Trip Reduction  Net New Trips After Pass-byLink Try Reduction  Reduction  Reduction  Production  Reduction  Reduction Reduction  Reduction  Reduction Reduction Reduction  Reduction R	Estim Weekday AM Peak Hour 49	0  ated Person-Trip G  Weekday Midday Peak Hour 297	45 Seneration Charact Weekday PM Peak Hour 150 56	eristics Saturday Midday Peak Hour 354	20.0% Auto	5.0% Taxi	10.0%  Estims  Subway  6.0%	0.0% sted Mode Sp Railroad	10.0% Bus 6.0%	55.0% SAT) Walk 83.0%	0.0% Other	Total	20.0% Auto	5.0% Taxi 3.0%	10.0% E: Subway 6.0%	0.0% stimated Mod Railroad	10.0%  e Split (MD  Bus  6.0%	55.0% Walk 83.0%	0.0% Other	Total 100.0%	2 23 0 25 Weekd Total 2 0 2 4 6	1 22 0 23 23 In <sup>10</sup> 1 1 1 1	1	10 9 0 19 Esti Weekday Total 10 2 7 2 10	5 3 0 8 imated Veh y Midday P In <sup>10</sup> 5 1 4 1 5	5  0  10  sicle-Trip Greak Hour  Out*0  5  1  4  1  5  sicle-Trip Gr	5 27 4 36 eneration Week Total 5 1 4 5 9 eneration of the total state	3 1 4 8 Characterist day PM Pea In 10 3 1 2 3 5 Characterist	3 26 0 28 tics*  Note: The control of the control o	12 3 4 18 Saturday Total 12 3 9 3 12	2 2 10 Midday Pe In 10 5 2 7	1 2 8 8 Park Hour Out <sup>10</sup> 5 1 4 2 5
Net New Trips After Pass-byl, risk Try OfficerCommercial  OfficerCommercial  Site #5  Land Use  Boultque Retail  Pass-byl, Inked Trip Reduction	Estim Weekday AM Peak Hoter 49 51	0  ated Person-Trip G  Weekday Midday Peak Hour 297  25	45  Weekday PM Peak Hour 150  58	eristics Saturday Midday Peak Hour 354 36	20.0% Auto 2.0%	5.0% Taxi 3.0%	10.0%  Estima  Subway  6.0%  51.0%	0.0%  Railroad  0.0%  2.0%	10.0%  Bus  6.0%  11.0%	55.0%  SAT)  Walk  83.0%  18.0%	0.0% Other 0.0%	Total 100.0%	20.0% Auto 2.0%	5.0% Taxi 3.0%	10.0% E-Subway 6.0%	0.0% stimated Mod Railroad 0.0%	10.0%  e Split (MD  Bus  6.0%  11.0%	55.0%  Walk  83.0%	0.0% Other 0.0% 4.0%	Total 100.0%	2 23 0 25 Weekd Total 2 0 2 4 6	1 22 0 23 ay AM Pea In 10 1 1 1	1	10 9 0 119 Esti Weekday Total 10 2 7 2	5 3 0 8 8 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10	5  0  10  sicle-Trip Greak Hour  Out*0  5  1  4  1  5  sicle-Trip Gr	5 27 4 36 eneration Week Total 5 1 4 5 9 eneration of the total state	3 1 4 8 Characterisiday PM Pea In 10 3 1 2 3	3 26 0 28 tics*  Note: The control of the control o	12 3 4 18 Saturday Total 12 3 9 3 12	2 2 10 Midday Pe In <sup>10</sup> 7 1 5 2	1 2 8 8 Park Hour Out <sup>10</sup> 5 1 4 2 5
Net New Yripa After Pass-byLink Try Reduction <sup>2</sup> = OfficerCommercial <sup>2</sup> Arts Performance <sup>8</sup> Site #5 Land Use Boulique Retail <sup>4</sup> Pass-byLinked Trip Reduction <sup>2</sup> = Net New Yripa After Pass-byLink Try Reduction <sup>3</sup> = Residential <sup>2</sup>	Estim Weekday AM Peak Hour 49	0  ated Person-Trip G  Weekday Midday Peak Hour 297  25	45 Seneration Charact Weekday PM Peak Hour 150 56	eristics Saturday Midday Peak Hour 354	20.0% Auto	5.0% Taxi	10.0%  Estims  Subway  6.0%	0.0%  Railroad  0.0%	10.0% Bus 6.0%	55.0% SAT) Walk 83.0%	0.0% Other	Total	20.0% Auto	5.0% Taxi 3.0%	10.0% E: Subway 6.0%	0.0%  Railroad  0.0%	10.0%  e Split (MD  Bus  6.0%	55.0% Walk 83.0%	0.0% Other	Total 100.0%	2 23 0 25 Weekd Total 2 0 2 4 6	1 22 0 23 23 In <sup>10</sup> 1 1 1 1	1	10 9 0 19 Esti Weekday Total 10 2 7 2 10	5 3 0 8 imated Veh y Midday P In <sup>10</sup> 5 1 4 1 5	5  0  10  sicle-Trip Greak Hour  Out*0  5  1  4  1  5  sicle-Trip Gr	5 27 4 36 eneration Week Total 5 1 4 5 9 eneration of the total state	3 1 4 8 Characterist day PM Pea In 10 3 1 2 3 5 Characterist	3 26 0 28 tics*  Note: The control of the control o	12 3 4 18 Saturday Total 12 3 9 3 12	2 2 10 Midday Pe In 10 5 2 7	1 2 8 8 Park Hour Out <sup>10</sup> 5 1 4 2 5
Net New Trips After Pass-by Link Trip Getter Trips After Pass-by Link Trip Getter Trips After Pass-by Link Trip Boulique Retail *  Pass-by Linked Trip Reduction *  Reduction* =  Net New Trips After Pass-by Link Trip Reduction* =  Residential *	Eatim Weekday AM Peak Hour 49 51 51 Eatim Weekday AM Peak Weekday AM Peak AM P	0  ated Person-Trip G  Weekday Midday Peak Hour 297  25  25  Weekday Midday Weekday Midday Weekday Midday Widday Widday Widday Widday Widday Weekday Midday Widday Weekday Midday Widday Widd	45  Weekday PM Peak Hour 150  56  weekration Charact Weekday PM Weekday PM	d5  aristics  Saturday Midday  Peak Hour  354  36  aristics  Saturday Midday  Saturday Midday  Saturday Midday  Saturday Midday  Saturday Midday	20.0% Auto 2.0%	5.0% Taxi 3.0%	10.0%  Estima  Subway  6.0%  51.0%	0.0%  Railroad  0.0%  2.0%	10.0%  Bus  6.0%  11.0%	55.0%  SAT)  Walk  83.0%  18.0%	0.0% Other 0.0%	Total 100.0%	20.0% Auto 2.0%	5.0% Taxi 3.0%	10.0% E-Subway 6.0%	0.0% stimated Mod Railroad 0.0%	10.0%  e Split (MD  Bus  6.0%  11.0%	55.0%  Walk  83.0%	0.0% Other 0.0% 4.0%	Total 100.0%	2 23 0 25 Weekd Total 2 0 2 4 6 Weekd	1 22 0 23 23 In 10 1 1 1 1 1 2ay AM Pea	1 1 0 2 2 k Hour Out 50 1 0 1 4 5 5 k Hour	10 9 0 19 Esti Weekday 10 2 7 2 10 Esti Weekday	5 3 0 8 imated Vehy Midday P In 10 5 1 4 1 5 imated Vehy Midday P	5 5 0 10 10 sicle-Trip Greak Hour Out 6 5 1 4 1 5 sicle-Trip Greak Hour	5 27 4 36 week Total 5 1 4 5 9 weekeration Week	3 1 4 8 Characterist day PM Pea In 10 3 1 2 3 5 Characteristeday PM Pea	3 26 0 28 tics" sk Hour Out 10 2 1 1 3 tics" sk Hour	12 3 4 18 Saturday Total 12 3 9 3 12 Saturday	2 2 10 Midday Pe In 10 5 2 7 Midday Pe	1 2 8 8 Out 10 10 10 10 10 10 10 10 10 10 10 10 10
Net New Trips After Pass-byLink Trip Reduction* = OfficialCommercial ** Artis/Performance**  Site #5  Land Use  Boulique Retail **  Pass-byLinked Trip Reduction* = Net New Trips After Pass-byLink Trip Reduction* =  Site #6  Land Use  Boulique Retail **  Pass-byLinked Trip Reduction* =  Bet New Trips After Pass-byLink Trip Reduction* =  Bet Bet  Land Use  Boulique Retail **  Pass-byLinked Trip Reduction* =	Estim Weekday AM Peak Hour  49  51  Estim Weekday AM Peak Hour Hour Weekday AM Peak	0  Weekday Midday Midday 297  Peak Hour  297  25  Weekday Midday Widday Weekday Midday Prason-Trip G	eneration Charact Weekday PM Peak Hour 150 56 Weekday PM Peak Hour	eristics Saurday Midday Peak Hour 354 36 36 Saurday Midday Saurday Midday Peak Hour	20.0% Auto 2.0% 12.0%	5.0%  Taxi 3.0%  2.0%	Subway 6.0% 51.0% Estims	0.0%  Railroad  0.0%  2.0%  Railroad	10.0% Bus 6.0% 11.0% Bus	55.0%  SAT)  Walk  83.0%  18.0%  SAT)  Walk	0.0% Other 0.0%	Total 100.0% Total 100.0%	20.0% Auto 2.0%	5.0%  Taxi  3.0%  2.0%	10.0% E. Subway 6.0% 51.0%	0.0% stimated Mod Railroad 0.0% 2.0%	e Split (MD Bus 6.0%	55.0%  Walk  83.0%  18.0%	0.0% Other 0.0% 4.0% Other	Total 100.0%  Total 100.0%	2 23 0 25 Weekd 7 Total 2 2 4 4 6 Weekd Total 7 Total 7 Total 8 Total	1 22 0 23 In <sup>10</sup> 1 1 1 1 In <sup>10</sup> In <sup>10</sup>	1 1 0 2 k Hour Out 10 1 4 5 k Hour Out 10 0 1 1 4 1 5	10 9 0 19 Estitution 10 2 7 2 10 Estitution 10 Veekday Total	S  3  0  8  simated Veh  In <sup>10</sup> 5  1  5  imated Veh  In <sup>10</sup> In <sup>10</sup>	5 5 0 10 10 sicle-Trip Greak Hour Out <sup>10</sup> 5 1 4 1 5 sicle-Trip Greak Hour Out <sup>10</sup>	5 27 4 36 Week Total 5 9 Week Total Total	3 1 4 8 Characterist day PM Pea In 10 3 1 2 3 5 Characterist day PM Pea In 10	3 26 0 28 tics" sk Hour Out 10 2 1 1 3 tics" sk Hour	12 3 4 18 Saturday Total 12 3 9 3 12 Saturday Total	2 2 10 Midday Pe In <sup>10</sup> 5 2 7 Midday Pe In <sup>10</sup>	1 2 8 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Net New Trips After Pass-by/Link Trip Reduction* = OfficerCommercial ** Ants-Performance*  Site #5  Land Use  Boutique Retail ** Pass-by/Linke Trip Reduction* = Net New Trips After Pass-by/Link Trip Reduction* = Reduction* = Site #6  Land Use  Boutique Retail **	Estim Weekday AM Peak Hour  49  51  Estim Weekday AM Peak Hour Hour Weekday AM Peak	0  Weekday Midday Midday 297  Peak Hour  297  25  Weekday Midday Widday Weekday Midday Prason-Trip G	eneration Charact Weekday PM Peak Hour 150 56 Weekday PM Peak Hour	eristics Saurday Midday Peak Hour 354 36 36 Saurday Midday Saurday Midday Peak Hour	20.0% Auto 2.0% 12.0%	5.0%  Taxi 3.0%  2.0%	Subway 6.0% 51.0% Estims	0.0%  Railroad  0.0%  2.0%  Railroad	10.0% Bus 6.0% 11.0% Bus	55.0%  SAT)  Walk  83.0%  18.0%  SAT)  Walk	0.0% Other 0.0%	Total 100.0% Total 100.0%	20.0% Auto 2.0%	5.0%  Taxi  3.0%  2.0%	10.0% E. Subway 6.0% 51.0%	0.0% stimated Mod Railroad 0.0% 2.0%	e Split (MD Bus 6.0%	55.0%  Walk  83.0%  18.0%	0.0% Other 0.0% 4.0% Other	Total 100.0%  Total 100.0%	2 23 0 25 Weekd 2 2 4 4 6 6 Weekd 5 5	1 22 0 23 isiy AM Peas In 10 1 1 1 1 In 10 2 2	1 1 0 2 2 Nk Hour Out 10 1 1 4 5 5 Nk Hour Out 10 2 2	10 9 0 119 Estit 10 2 7 2 10 Estit Weekday Total Total 22 2	5 3 0 8 8 Info Info 1 5 1 4 1 5 Info Info Info Info Info Info Info Info	5  0  10  10  10  10  10  10  10  10  10	5 27 4 36 week Total 5 9 week Total 4 14	3 1 4 4 6 Characterist In 10 3 1 1 2 3 5 Characterist In 10 7	3 26 0 28 titics" hit Hour Out <sup>10</sup> 3 1 1 3 3 titics" hit Hour	12 3 4 18 Saturday Total 12 3 9 3 12 Saturday Total 33	2 2 10 Midday Pe In 10 5 2 7 Midday Pe In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 2 8 8 Out <sup>10</sup> 5 7 4 2 5 5 Out <sup>10</sup> 15 4 11
Net New Trips After Pass-by/Link Trip Reduction* Office/Commercial*  Site #5  Land Use  Boulique Retail*  Pass-by/Linked Trip Reduction* Reduction*  Site #6  Land Use  Boulique Retail*  Pass-by/Linked Trip Reduction* Reduction* Reduction*  Site #6  Land Use  Boulique Retail*  Site #6  Land Use  Route Trips After Pass-by/Linke Trip Reduction* Reduction*  Office Retail*  Pass-by/Linked Trip Reduction* Reduction*  Net New Trips After Pass-by/Linke Trip Reduction* Office Reduction*	Estima Veckday AM Peak Advantage AM Peak Advantage AM Peak Advantage AM Peak A	0  Weekday Midday Midday Midday Midday Midday Seak Hour 237  25  sated Person-Trip G Weekday Midday Midday Midday Midday Midday Midday Midday Seak Hour 828	45  weekday PM Peak Hour 150  56  weeration Charact Weekday PM Peak Hour 410  300	45 Sanutsy Midday Peak Hour 354 36 Saturday Midday Peak Hour DBS 29	20.0%  Auto 2.0%  Auto 2.0%  33.0%	5.0%  Taxi 3.0%  Taxi 3.0%	10.0%  Estima 6.0%  51.0%  Estima 6.0%  30.0%	0.0%  Railroad  0.0%  2.0%  ted Mode Sp Railroad  0.0%	10.0%  Iti (AM, PM  Bus  6.0%  11.0%  Bus  6.0%	55.0%  SATI  Walk  83.0%  18.0%  83.0%	0.0% Other 0.0% 4.0% Other	Total 100.0%  Total 100.0%	20.0% Auto 2.0% 12.0% Auto 5.0%	Taxi 3.0%  Taxi 3.0%  5.0%	10.0%  E Subway  6.0%  51.0%	0.0%  Railroad  0.0%  2.0%  stimated Mod  Railroad  0.0%  0.0%	10.0%  Bus  6.0%  11.0%  Bus  5.0%	55.0% Walk 83.0% Walk 83.0% 75.0%	0.0%  Other  0.0%  Other  0.0%	Total 100.0%	2 23 0 25 Weekd 25 2 4 4 6 6 Weekd 5 5 5 5 7	1 22 0 23 23 24 24 25 24 25 24 25 24 25 24 25 24 25 24 25 24 25 24 25 25 25 25 25 25 25 25 25 25 25 25 25	1 1 1 0 0 2 2 1 1 0 0 1 1 1 1 1 1 1 1 1	10 9 19 19 Estit Weekday 7 10 2 10 Estit Weekday 7 10 28 7 21 22	5 3 0 8 8 8 10 10 10 10 10 10 10 10 10 10 10 10 10	5  0  10  10  10  10  10  10  10  10  10	5 27 4 36 Week Total 5 7 4 5 9 Week Total 11 66	3 1 4 8 Characterist 1 1 4 8 Characterist 1 1 1 2 3 1 1 2 3 3 7 2 7 2 5 3 3 7 3 3 1 7 3 3 3 1 7 3 3 3 1 7 3 3 3 3	3 26 0 0 28 stice*	12 3 4 18 Saturday Total 12 3 9 12 Saturday Total 3 3 6 25 6	2 2 10 10 In 10 10 10 10 10 10 10 10 10 10 10 10 10	1 2 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
Net New Trips After Pass-bylLink Trip Office/Commercial  Site #5  Land Use  Boutique Retail  Pass-bylLinked Trip Reduction  Reductio	Weekday AM Poak Hour 49 51 51 Weekday AM Poak Hour 135	0  Weekday Midday Midday Midday Midday Midday Seak Hour 297  25  25  sated Person-Trip G  Weekday Midday Mi	45  Weekday PM Peak Hour 150  56  eneration Charact Weekday PM Peak Hour 418	aristics Saturday Midday Peak Hour 354 36  aristics Saturday Midday Peak Hour 965	20.0%  Auto 2.0%  12.0%  Auto 2.0%	5.0%  Taxi 3.0%  2.0%  Taxi 3.0%	10.0%  Estims Subway  6.0%  51.0%  Estims Subway  6.0%	0.0%  Railroad  0.0%  2.0%  Railroad  0.0%  0.0%	10.0%  It (AM, PM  Bus  6.0%  11.0%  Bus  6.0%	55.0% SAT) Walk 83.0% SAT) Walk 83.0%	0.0% Other 0.0% 4.0% Other	Total 100.0%  Total 100.0%	20.0% Auto 2.0% Auto	5.0%  Taxi 3.0%  Taxi 3.0%	10.0%  E Subway  6.0%  Subway  6.0%	0.0% stimated Mod Railroad 0.0% 2.0% Railroad Railroad 0.0%	10.0%  e Spit (MD  Bus  6.0%  11.0%  Bus  6.0%	55.0%  Walk  83.0%  18.0%	0.0%  Other  0.0%	Total 100.0%	2 23 0 25 Weekd 25 1	1 22 0 23 23 24 24 25 25 25 25 25 25 25 25 25 25 25 25 25	1 1 1 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10 9 19 Estitution 10 2 7 2 10 Estitution 10 Weekday Total 7 22 10 7 24 7 7 21	5 3 0 8 8 In 10 In 10 11 11 11 11 11 11 11 11 11 11 11 11 1	5 5 0 10 10 10 10 10 10 10 10 10 10 10 10 1	5 27 4 36 Week Total 5 7 4 5 9 Week Total 14 4 11	3 1 4 4 8 Characterist In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 26 0 28 28 28 28 28 28 28 28 28 28 28 28 28	12 3 4 18 Saturday Total 12 3 9 3 12 Saturday Total 33 8 25	2 2 10 1	1 2 8 8 Out <sup>10</sup> 5 7 4 2 5 5 Out <sup>10</sup> 15 4 11

												ACTION C	ONDITION	S - Arts Bo	ttan, New Yo nus																	
Site #7	Easi	mated Person-Trip G	Seneration Charact	tarietice			Estim	ated Mode Sp	lit (AM, PN	I, SAT)						Estimated Mod	de Split (M	D)			Weeks	lay AM Pea	k Hour	Esti	imated Vel	hicle-Trip	Seneration West	Characteris	stics <sup>9</sup>	Saturd	w Midday F	Deak Hour
Land Use	Weekday AM Pea		Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total						1	-	I	T	-	,, .	1
	Hour	Peak Hour	Peak Hour	Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 =							ļ														0	0	0	6	3	3	3	1	1	7	3	3
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup>																					4	2	2	17	8	8	8	4	4	20	11	9
Office/Commercial <sup>5</sup>	44	54	51	6	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 <sup>8</sup>	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
		Ĭ	Ï																		20	14	7	30	16	14	32	14	18	39	22	17
Site #8	N.				-		Estim	ated Mode Sp	lit (AM. PN	I. SAT)			1			Estimated Mod	de Split (M	D)						Fsti	imated Vel	hicle-Trin	Seneration	Characteris	stics <sup>3</sup>	"		
	Estin	mated Person-Trip G	Seneration Charact	teristics						.,											Weeko	day AM Pea	k Hour		y Midday P		Week	day PM Pe	ak Hour	Saturda	y Midday F	Peak Hour
Land Use	Weekday AM Pea	k Weekday Midday	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	Hour 0	Peak Hour 712	Peak Hour 734	Peak Hour 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
	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%						+						
Pass-by/Linked Trip Reduction <sup>3</sup> = Net New Trips After Pass-by/Link Trip					ļ																0	0	0	28	14	14	29	15	15	36	18	18
Reduction <sup>3</sup>																					0	0	0	84	42	42	87	44	44	107	60	46
Residential <sup>2</sup>	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 <sup>8</sup>	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	F-10	mated Person-Trip G					Estim	ated Mode Sp	lit (AM, PN	I, SAT)						Estimated Mod	de Split (M	D)	l		Monto	day AM Pea			imated Vel		Seneration	Characteris			y Midday F	
Land Use		k Weekday Midday	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total						1	1		1		1	1
	Hour	Peak Hour	Peak Hour	Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>3</sup>																					0	0	0	122	61	61	126	63	63	155	88	67
Residential <sup>2</sup>	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
						1		l			1					1		1			19	3	16	132	66	66	147	77	69	168	94	74
			1	l .																					l	1					1	
Site #10	1						Estim	ated Mode Sp	lit (AM, PN	I, SAT)	1	1				Estimated Mod	de Split (M	D)	1	1							Seneration			1		
		mated Person-Trip G			Auto	Taxi	Estim				Other	Total	Auto	Taxi	Subway	Estimated Mod			Other	Total	Weeko	day AM Pea	k Hour		imated Veh y Midday P			Characteris		Saturda	ny Midday F	Peak Hour
Site #10  Land Use	Estin Weekday AM Pea Hour		Generation Charact Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi		ated Mode Sp Railroad	lit (AM, PN	(, SAT) Walk	Other	Total	Auto	Taxi	Subway		de Split (Mi	D) Walk	Other	Total	Weeko	day AM Pea	k Hour Out <sup>10</sup>							Saturda	ny Midday F	Peak Hour Out <sup>10</sup>
					Auto 9.0%	Taxi					Other	Total	Auto 9.0%	Taxi 14.5%	Subway 20.0%				Other 0.0%	Total 100.0%				Weekday	y Midday P	Peak Hour	Week	day PM Pe	ak Hour		T	
Land Use	Weekday AM Pea Hour	k Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour			Subway	Railroad	Bus	Walk						Railroad	Bus	Walk			Total	In <sup>10</sup>	Out <sup>10</sup>	Weekda	y Midday P In <sup>10</sup>	Peak Hour Out <sup>10</sup>	Week	ln <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Land Use  Specialty Retail 3  Pass-bylLinked Trip Reduction 3   Net New Trips After Pass-bylLink Trip	Weekday AM Pea Hour	k Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour			Subway	Railroad	Bus	Walk						Railroad	Bus	Walk			Total 0	In <sup>10</sup>	Out <sup>10</sup>	Weekday Total 360	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total 455	In <sup>10</sup>	Out <sup>10</sup>
Land Use  Specialty Retail <sup>3</sup> Pass-byl-Linked Trip Reduction <sup>3</sup> Net New Trips After Pass-byl-Link Trip Reduction <sup>3</sup>	Weekday AM Pea Hour	k Weekday Midday Peak Hour 2,275	Weekday PM Peak Hour 2,347	Saturday Midday Peak Hour 2,877	9.0%	14.5%	Subway 20.0%	Railroad	Bus 20.0%	Walk 35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	Railroad	Bus 20.0%	Walk 35.0%	0.0%	100.0%	0 0 0	In <sup>10</sup> 0 0	Out**  0  0	Total 360 90 270	y Midday F In <sup>10</sup> 180 45	Out <sup>10</sup> 180 45 135	Total 371 93 278	In <sup>10</sup> 186 46	Out <sup>10</sup> 186 46	Total 455 114 341	In <sup>10</sup> 250 57	Out <sup>10</sup> 205 57
Land Use  Specialty Retail 3  Pass-byt-inked Trip Reduction 3  Net New Trips After Pass-byt-ink Trip Reduction 3  Office Commercial 5	Weekday AM Pea Hour 0	k Weekday Midday Peak Hour 2,275	Weekday PM Peak Hour 2,347	Saturday Midday Peak Hour 2,877	9.0%	14.5%	Subway 20.0% 30.0%	Railroad 1.5%	Bus 20.0%	Walk 35.0%	2.0%	100.0%	9.0%	14.5%	20.0%	Railroad 1.5% 0.0%	Bus 20.0%	Walk 35.0% 75.0%	0.0%	100.0%	Total 0 0 0 251	0 0 0 0	Out <sup>90</sup> 0 0 10	Weekday  Total  360  90  270  97	y Midday F In <sup>10</sup> 180 45 135 38	Out <sup>10</sup> 180 45 135	Total 371 93 278 293	In <sup>10</sup> 186 46 139	Out <sup>10</sup> 186 46 139 278	Total 455 114 341 28	In <sup>10</sup> 250 57 193	Out <sup>10</sup> 205 57 148
Land Use  Specialty Retail <sup>3</sup> Pass-byl-Linked Trip Reduction <sup>3</sup> Net New Trips After Pass-byl-Link Trip Reduction <sup>3</sup>	Weekday AM Pea Hour	k Weekday Midday Peak Hour 2,275	Weekday PM Peak Hour 2,347	Saturday Midday Peak Hour 2,877	9.0%	14.5%	Subway 20.0%	Railroad	Bus 20.0%	Walk 35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	Railroad	Bus 20.0%	Walk 35.0%	0.0%	100.0%	Total 0 0 0 251 0	0 0 0 241 0	Out <sup>10</sup> 0 0 10	Total 360 90 270 97	y Midday P In <sup>10</sup> 180 45 135 38	Out <sup>10</sup> 180  45  135  59	Week Total 371 93 278 293 28	In <sup>10</sup> 186 46 139 15 28	Out <sup>10</sup> 186 46 139 278	Total 455 114 341 28 28	In <sup>10</sup> 250 57 193 17 14	Out <sup>10</sup> 205 57 148 11 14
Land Use  Specialty Retail 3  Pass-byt-inked Trip Reduction 3  Net New Trips After Pass-byt-ink Trip Reduction 3  Office Commercial 5	Weekday AM Pea Hour 0	k Weekday Midday Peak Hour 2,275	Weekday PM Peak Hour 2,347	Saturday Midday Peak Hour 2,877	9.0%	14.5%	Subway 20.0% 30.0%	Railroad 1.5%	Bus 20.0%	Walk 35.0%	2.0%	100.0%	9.0%	14.5%	20.0%	Railroad 1.5% 0.0%	Bus 20.0%	Walk 35.0% 75.0%	0.0%	100.0%	Total 0 0 0 251	0 0 0 0	Out <sup>90</sup> 0 0 10	Weekday  Total  360  90  270  97	y Midday F In <sup>10</sup> 180 45 135 38	Out <sup>10</sup> 180 45 135	Total 371 93 278 293	In <sup>10</sup> 186 46 139	Out <sup>10</sup> 186 46 139 278	Total 455 114 341 28	In <sup>10</sup> 250 57 193	Out <sup>10</sup> 205 57 148
Land Use  Specialty Retail 3  Pass-byt-inked Trip Reduction 3  Net New Trips After Pass-byt-ink Trip Reduction 3  Office Commercial 5	Weekday AM Pea Hour 0	k Weekday Midday Peak Hour 2,275	Weekday PM Peak Hour 2,347	Saturday Midday Peak Hour 2,877	9.0%	14.5%	30.0% 10.0%	Railroad 1.5%	20.0% 20.0% 12.0%	Walk 35.0% 18.0% 55.0%	2.0%	100.0%	9.0%	14.5%	20.0%	Railroad 1.5% 0.0%	8us 20.0% 5.0% 10.0%	Walk 35.0% 75.0% 55.0%	0.0%	100.0%	Total 0 0 0 251 0	0 0 0 241 0	Out <sup>10</sup> 0 0 10	Total 360 90 270 97 0 366	y Midday P In <sup>10</sup> 180 45 135 38 0 173	Out <sup>10</sup> 180  45  135  59  0  194	Week Total 371 93 278 293 28	In <sup>10</sup> 186 46 139 15 28	Out <sup>10</sup> 186 46 139 278 0	Total 455 114 341 28 28	In <sup>10</sup> 250 57 193 17 14	Out <sup>10</sup> 205 57 148 11 14
Land Use  Specially Retal <sup>2</sup> Pass-byst-inked Trip Reduction <sup>2</sup> Net New Trips After Pass-byst-ink Trip Reduction <sup>3</sup> Office/Commercial <sup>5</sup> Atts/Performance <sup>8</sup>	Weekday AM Pea Hour 0	k Weekday Midday Peak Hour  2,275  1,464  0  mated Person-Trip Q	Weekday PM Peak Hour 2,347 1,367 323	Saturday Midday Peak Hour 2,877	9.0%	2.0%	30.0% 10.0%	Railroad  1.5%  3.0%  0.0%	Bus 20.0% 12.0% 10.0%	Walk 35.0% 18.0% 55.0%	2.0%	100.0%	9.0% 5.0% 20.0%	14.5% 5.0% 5.0%	20.0%	Railroad  1.5%  0.0%  0.0%	Bus 20.0% 5.0% 10.0% de Split (M	Walk 35.0% 75.0% 55.0%	0.0%	100.0%	Total 0 0 0 251 0 251	0 0 0 241 0	Out <sup>50</sup> 0 0 10 0	Total 360 90 270 97 0 366	y Midday P In <sup>10</sup> 180 45 135 38 0 173	Out <sup>10</sup>	Week   Total   371   93   278   293   28   599     Seneration	In <sup>10</sup> 186 46 139 15 28	Out <sup>10</sup> 186  46  139  278  0  417	Total 455 114 341 28 28 397	In <sup>10</sup> 250 57 193 17 14	Out <sup>10</sup> 205 57 148 11 14 173
Land Use  Specially Retail 3  Pass-byt-inked Trip Reduction 2  Net New Trips After Pass-byt-link Trip Reduction 3  Office/Commercial 3  Arts/Performance 4	Weekday AM Pea Hour 0 1,171 0 Estil	k Weekday Midday Peak Hour  2.275  1,464  0  mated Person-Trip Q k Weekday Midday	Weekday PM Peak Hour  2,347  1,367  323  Seneration Character Weekday PM	Saturday Midday Peak Hour  2,877  130  323  seristics Saturday Midday	9.0%	14.5%	30.0% 10.0%	Railroad  1.5%  3.0%  0.0%	20.0% 20.0% 12.0%	Walk 35.0% 18.0% 55.0%	2.0%	100.0%	9.0%	14.5%	20.0%	Railroad  1.5%  0.0%  0.0%	8us 20.0% 5.0% 10.0%	Walk 35.0% 75.0% 55.0%	0.0%	100.0%	Total 0 0 0 251 0 251	In <sup>10</sup> 0 0 0 241 0 241	Out <sup>50</sup> 0 0 10 0	Total 360 90 270 97 0 366	y Midday F In <sup>10</sup> 180 45 135 38 0 173	Out <sup>10</sup>	Week   Total   371   93   278   293   28   599     Seneration	In <sup>10</sup> 186  46  139  15  28  181	Out <sup>10</sup> 186  46  139  278  0  417	Total 455 114 341 28 28 397	In <sup>10</sup> 250 57 193 17 14 224	Out <sup>10</sup> 205 57 148 11 14 173
Land Use  Specially Retail <sup>3</sup> Pass-byrLinked Trip Reduction <sup>3</sup> Net New Trips After Pass-byrLink Trip Reduction <sup>4</sup> Office(Commercial <sup>5</sup> Arts/Performance <sup>8</sup> Sike #11  Land Use	Weekday AM Pea Hour 0	k Weekday Midday Peak Hour  2,275  1,464  0  mated Person-Trip Q	Weekday PM Peak Hour  2,347  1,367  323	Saturday Midday Peak Hour  2,877  130  323	9.0% 33.0% 20.0%	14.5% 2.0% 5.0%	30.0% 10.0%	Railroad  1.5%  3.0%  0.0%	20.0% 20.0% 12.0% 10.0% Bus	Walk 35.0% 18.0% 55.0% Walk	0.0% 2.0% 0.0%	100.0% 100.0% 100.0%	9.0% 5.0% 20.0%	14.5% 5.0% 5.0%	20.0% 10.0% 10.0% Subway	Railroad	20.0% 20.0% 5.0% 10.0% de Split (M	Walk 35.0% 75.0% 55.0% Walk	0.0% 0.0% 0.0%	100.0% 100.0% 100.0%	Total 0 0 0 251 0 251	0 0 241 0 241 In <sup>10</sup>	Out*0 0 0 10 10 10 k Hour	Weekday	y Midday P In <sup>10</sup> 180 45 135 38 0 173 imated Vet y Midday P In <sup>10</sup>	Peak Hour  Out*0  180  45  135  59  0  194  hicle-Trip t  Peak Hour  Out*0	Week   Total   371   93   278   293   28   599	In <sup>10</sup> 186  46  139  15  28  181  Characteriday PM Pe	Out <sup>10</sup> 186  46  139  278  0  417	Total 455 114 341 28 28 397 Saturd:	In <sup>10</sup> 250 57 193 17 14 224	Out <sup>10</sup> 205  57  148  11  14  173  Peak Hour  Out <sup>10</sup>
Land Use  Specially Retail <sup>2</sup> Pass-by-Linked Trip Reduction <sup>2</sup> Net New Trips After Pass-by-Link Trip Reduction <sup>3</sup> Office/Commercial <sup>5</sup> Arts/Performance <sup>8</sup> Site #11  Land Use  Boulique Retail <sup>4</sup>	Weekday AM Pea Hour  0  1,171  0  Estin  Weekday AM Pea Hour	k Weekday Midday Peak Hour  2.275  1,464  0  mated Person-Trip 0 k Weekday Midday Peak Hour	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact Weekday PM Peak Hour	Saturday Midday Peak Hour  2,877  130  323  teristics  Saturday Midday Peak Hour	9.0%	2.0%	30.0% 30.0% 10.0% Estim	Railroad  1.5%  3.0%  0.0%  ated Mode Sp	Bus 20.0% 12.0% 10.0%	Walk 35.0% 18.0% 55.0%	2.0%	100.0%	9.0% 5.0% 20.0%	14.5% 5.0% 5.0%	20.0%	Railroad  1.5%  0.0%  0.0%	Bus 20.0% 5.0% 10.0% de Split (M	Walk 35.0% 75.0% 55.0%	0.0%	100.0%	Total 0 0 0 251 0 251 Weekc Total 5	In <sup>10</sup> 0 0 241 0 241 say AM Pea	Out*0  0  0  10  0  10  the Hour  Out*0  2	Weekday   Total   360   90   270   97   0   366     Esti   Weekday   Total   28	y Midday P  In 10  180  45  135  38  0  173  imated Vet y Midday P  In 10  14	Out <sup>10</sup>	Week   Total   371   93   278   293   28   599	186 46 139 15 28 181 Characteriday PM Pe In <sup>10</sup> 7	Out <sup>10</sup> 186  46  139  278  0  417  stics <sup>3</sup> ak Hour  Out <sup>10</sup>	Total 455 114 341 28 28 397 Saturda 33	In <sup>10</sup> 250 57 193 17 14 224 In <sup>10</sup> In <sup>10</sup> 18	Out <sup>10</sup> 205 57 148 11 14 173 Peak Hour Out <sup>10</sup>
Land Use  Specially Retail <sup>3</sup> Pass-byrLinked Trip Reduction <sup>3</sup> Net New Trips After Pass-byrLink Trip Reduction <sup>4</sup> Office(Commercial <sup>5</sup> Arts/Performance <sup>8</sup> Sike #11  Land Use	Weekday AM Pea Hour  0  1,171  0  Estin  Weekday AM Pea Hour	k Weekday Midday Peak Hour  2.275  1,464  0  mated Person-Trip 0 k Weekday Midday Peak Hour	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact Weekday PM Peak Hour	Saturday Midday Peak Hour  2,877  130  323  teristics  Saturday Midday Peak Hour	9.0% 33.0% 20.0%	14.5% 2.0% 5.0%	30.0% 30.0% 10.0% Estim	Railroad  1.5%  3.0%  0.0%  ated Mode Sp	20.0% 20.0% 12.0% 10.0% Bus	Walk 35.0% 18.0% 55.0% Walk	0.0% 2.0% 0.0%	100.0% 100.0% 100.0%	9.0% 5.0% 20.0%	14.5% 5.0% 5.0%	20.0% 10.0% 10.0% Subway	Railroad	20.0% 20.0% 5.0% 10.0% de Split (M	Walk 35.0% 75.0% 55.0% Walk	0.0% 0.0% 0.0%	100.0% 100.0% 100.0%	Total 0 0 0 251 0 251 Weekc Total 5 0	In <sup>10</sup> 0 0 0 241 0 241 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out*9 0 0 10 10 V Hour Out*9 2 0	Weekday	y Midday F  In <sup>10</sup> 180  45  135  38  0  173  imated Vet y Midday F  In <sup>10</sup> 14	Out <sup>10</sup>	Week   Total   371   93   278   293   28   599     Week   Total   14   4	In <sup>10</sup> 186  46  139  15  28  181  Characterical PM Pe  In <sup>10</sup> 7	Out <sup>10</sup> 186  46  139  278  0  417  stics <sup>3</sup> ak Hour  Out <sup>10</sup> 7	Total 455 114 341 28 28 397 Saturd: Total 33 8	In <sup>10</sup> 250 57 193 17 14 224  by Midday F In <sup>10</sup> 18 4	Out <sup>10</sup> 205  57  148  11  14  173  Peak Hour  Out <sup>10</sup> 15
Land Use  Specially Retail 3  Pass ApyLinked Trip Reduction 2  Net New Trips After Pass ApyLink Trip Reduction 3  Office Commercial 5  Arts/Performance 9  Site #11  Land Use  Boulique Retail 4  Pass-byLinked Trip Reduction 2  Net New Trips After Pass-byLink Trip Reduction 7	Weekday AM Pea 0 1,171 0 Estition Hour	Weekday Midday Peak Hour  2.275  1.464  0  mated Person-Trip G Weekday Midday Peak Hour  855	Weekday PM Peak Hour 2.347  1.367 323  Seneration Charact Weekday PM Peak Hour 422	Saturday Midday Peak Hour  2,877  130  323  325  Saturday Midday Peak Hour  994	9.0% 33.0% 20.0%	14.5% 2.0% 5.0% Taxi 3.0%	20.0% 20.0% 30.0% 10.0% Estim Subway 6.0%	Railroad     1.5%	20.0% 20.0% 12.0% 10.0% Bus 6.0%	Walk 35.0% 18.0% 55.0% Walk 83.0%	0.0% 2.0% 0.0% Other	100.0% 100.0% 100.0% Total	9.0% 5.0% 20.0% Auto	14.5% 5.0% 5.0% Taxi	20.0% 10.0% 10.0% Subway	Railroad	Bus 20.0% 5.0% 10.0% be Split (M) Bus 6.0%	Walk 35.0% 75.0% 55.0% Walk 83.0%	0.0% 0.0% 0.0%	100.0% 100.0% 100.0%	Total 0 0 0 251 0 251 Weekc Total 5 0 5	In <sup>10</sup> 0 0 0 241 0 241 0 241 241 0 241 2 2	Out*9 0 0 10 10 10 Cut*9 2 0 2	Weekday	y Midday P  In 10  180  45  135  38  0  173  imated Vet y Midday P  In 10  14  4	Peak Hour  Out <sup>10</sup> 180  45  135  59  0  194  hicle-Trip I  Peak Hour  Out <sup>10</sup> 14  4	Week Total 371 93 278 293 28 599 Seneration I 4 4 11	In 10	Out <sup>10</sup> 186  46  139  278  0  417  stics <sup>3</sup> ak Hour  Out <sup>10</sup> 7  2  5	Total 455 114 341 28 28 397 Saturda 33 8 25	In <sup>10</sup> 250 57 193 17 14 224 by Midday F In <sup>10</sup> 18 4	Out <sup>10</sup> 205 57 148 11 14 173  Peak Hour Out <sup>10</sup> 15 4
Land Use  Specially Retail 3  Pass-byl Inked Trip Reduction 3  Net New Trips After Pass-byl.ink Trip Reduction 4  Office/Commercial 5  Arts/Performance 4  Site #11  Land Use  Boulique Retail 4  Pass-byl.Inked Trip Reduction 3  Net New Trips After Pass-byl.ink Trip Reduction 3  Residential 2	Weekday AM Paa  1,171  0  Estit Service AM Paa  Hour  136  65	Weekday Midday Peak Hour  2.275  1.464  0  mated Person-Trip G  Weekday Midday Peak Hour  635	Weekday PM Peak Hour 2,347  1,367 323  Seneration Character Weekday PM Peak Hour 422	Saturday Midday Peak Hour 2,877  130 323  seristics Saturday Midday Peak Hour 994 46	9.0%  33.0%  20.0%  Auto  12.0%	14.5% 2.0% 5.0% Taxi 3.0%	20.0% 20.0% 30.0% 10.0% Estim Subway 6.0%	3.0% 3.0% 0.0% Railroad 0.0%	Bus 20.0% 12.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 55.0% 18.0% 18.0%	0.0% 2.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total 100.0%	9.0% 5.0% 20.0% Auto 2.0%	14.5% 5.0% 5.0% Taxi 3.0%	20.0% 10.0% 10.0% Subway 6.0%	Railroad     1.5%	Bus 20.0% 5.0% 5.0% 6.0% Bus 6.0% 11.0%	Walk 35.0% 75.0% 75.0% Walk 83.0%	0.0% 0.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total	Total 0 0 0 251 0 251	In <sup>10</sup> 0 0 241 0 241 1 1 2 1 1	Out***  0  0  10  10  10  Cut***  0  10  2  0  5	Total 360 90 270 97 0 366  Estit Weekday 7 21 3	In <sup>10</sup> 180  45  135  38  0  173  173  In <sup>10</sup> 14  4  11	Out 10  Out 10  180  45  135  59  0  194  thicle-Trip preak Hour  Out 10  4  11  1	Week   Total   371   93   278   293   28   599     Week   Total   14   4   11   6	In <sup>10</sup>	Out <sup>10</sup> 186  46  139  278  0  417  strice <sup>2</sup> ak Hour  Out <sup>10</sup> 7  2  5	Total 455 114 28 28 397 Total 341 28 28 397 4 4	In <sup>10</sup> 250 57 193 17 14 224  In <sup>10</sup> 18 4 14 2	Out <sup>10</sup> 205  57  148  11  14  173  Peak Hour  Out <sup>10</sup> 15  4  11
Land Use  Specially Retail 3  Pass ApyLinked Trip Reduction 2  Net New Trips After Pass ApyLink Trip Reduction 3  Office Commercial 5  Arts/Performance 9  Site #11  Land Use  Boulique Retail 4  Pass-byLinked Trip Reduction 2  Net New Trips After Pass-byLink Trip Reduction 7	Weekday AM Pea 0 1,171 0 Estition Hour	Weekday Midday Peak Hour  2.275  1.464  0  mated Person-Trip G Weekday Midday Peak Hour  855	Weekday PM Peak Hour 2.347  1.367 323  Seneration Charact Weekday PM Peak Hour 422	Saturday Midday Peak Hour  2,877  130  323  325  Saturday Midday Peak Hour  994	9.0% 33.0% 20.0%	14.5% 2.0% 5.0% Taxi 3.0%	20.0% 20.0% 30.0% 10.0% Estim Subway 6.0%	Railroad     1.5%	20.0% 20.0% 12.0% 10.0% Bus 6.0%	Walk 35.0% 18.0% 55.0% Walk 83.0%	0.0% 2.0% 0.0% Other	100.0% 100.0% 100.0% Total	9.0% 5.0% 20.0% Auto	14.5% 5.0% 5.0% Taxi	20.0% 10.0% 10.0% Subway	Railroad	Bus 20.0% 5.0% 10.0% be Split (M) Bus 6.0%	Walk 35.0% 75.0% 55.0% Walk 83.0%	0.0% 0.0% 0.0%	100.0% 100.0% 100.0%	Total 0 0 0 251 0 251 Weekc Total 5 0 5	In <sup>10</sup> 0 0 0 241 0 241 0 241 241 0 241 2 2	Out*9 0 0 10 10 10 Cut*9 2 0 2	Weekday	y Midday P  In 10  180  45  135  38  0  173  imated Vet y Midday P  In 10  14  4	Peak Hour  Out <sup>10</sup> 180  45  135  59  0  194  hicle-Trip I  Peak Hour  Out <sup>10</sup> 14  4	Week Total 371 93 278 293 28 599 Seneration I 4 4 11	In 10	Out <sup>10</sup> 186  46  139  278  0  417  stics <sup>3</sup> ak Hour  Out <sup>10</sup> 7  2  5	Total 455 114 341 28 28 397 Saturda 33 8 25	In <sup>10</sup> 250 57 193 17 14 224 by Midday F In <sup>10</sup> 18 4	Out <sup>10</sup> 205 57 148 11 14 173  Peak Hour Out <sup>10</sup> 15 4
Land Use  Specially Retail 3  Pass-byl Inked Trip Reduction 3  Net New Trips After Pass-byl.ink Trip Reduction 4  Office/Commercial 5  Arts/Performance 4  Site #11  Land Use  Boulique Retail 4  Pass-byl.Inked Trip Reduction 3  Net New Trips After Pass-byl.ink Trip Reduction 3  Residential 2	Weekday AM Paa  1,171  0  Estit Service AM Paa  Hour  136  65	Weekday Midday Peak Hour  2.275  1.464  0  mated Person-Trip G  Weekday Midday Peak Hour  635	Weekday PM Peak Hour 2,347  1,367 323  Seneration Character Weekday PM Peak Hour 422	Saturday Midday Peak Hour 2,877  130 323  seristics Saturday Midday Peak Hour 994 46	9.0%  33.0%  20.0%  Auto  12.0%	14.5% 2.0% 5.0% Taxi 3.0%	20.0% 20.0% 30.0% 10.0% Estim Subway 6.0%	3.0% 3.0% 0.0% Railroad 0.0%	Bus 20.0% 12.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 55.0% 18.0% 18.0%	0.0% 2.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total 100.0%	9.0% 5.0% 20.0% Auto 2.0%	14.5% 5.0% 5.0% Taxi 3.0%	20.0% 10.0% 10.0% Subway 6.0%	Railroad   1.5%	Bus 20.0% 5.0% 5.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 75.0% 75.0% Walk 83.0%	0.0% 0.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total	Total 0 0 0 251 0 251	In <sup>10</sup> 0 0 241 0 241 1 1 2 1 1	Out***  0  0  10  10  10  Cut***  0  10  2  0  5	Total 360 90 270 97 0 366  Estit Weekday 7 21 3	In <sup>10</sup> 180  45  135  38  0  173  173  In <sup>10</sup> 14  4  11	Out 10  Out 10  180  45  135  59  0  194  thicle-Trip preak Hour  Out 10  4  11  1	Week   Total   371   93   278   293   28   599     Week   Total   14   4   11   6	In <sup>10</sup>	Out <sup>10</sup> 186  46  139  278  0  417  strice <sup>2</sup> ak Hour  Out <sup>10</sup> 7  2  5	Total 455 114 28 28 397 Total 341 28 28 397 4 4	In <sup>10</sup> 250 57 193 17 14 224  In <sup>10</sup> 18 4 14 2	Out <sup>10</sup> 205  57  148  11  14  173  Peak Hour  Out <sup>10</sup> 15  4  11
Land Use  Specially Retail 3  Pass-byl Inked Trip Reduction 3  Net New Trips After Pass-byl.ink Trip Reduction 4  Office/Commercial 5  Arts/Performance 4  Site #11  Land Use  Boulique Retail 4  Pass-byl.Inked Trip Reduction 3  Net New Trips After Pass-byl.ink Trip Reduction 3  Residential 2	Weekday AM Paa  1,171  0  Estit Service AM Paa  Hour  136  65	Weekday Midday Peak Hour  2.275  1.464  0  mated Person-Trip G  Weekday Midday Peak Hour  635	Weekday PM Peak Hour 2,347  1,367 323  Seneration Character Weekday PM Peak Hour 422	Saturday Midday Peak Hour 2,877  130 323  seristics Saturday Midday Peak Hour 994 46	9.0%  33.0%  20.0%  Auto  12.0%	14.5% 2.0% 5.0% Taxi 3.0%	Subway 20.0% 30.0% 30.0% 51.0% 51.0%	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  0.0%	Bus 20.0% 12.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 83.0% 83.0%	0.0% 2.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total 100.0%	9.0% 5.0% 20.0% Auto 2.0%	14.5% 5.0% 5.0% Taxi 3.0%	20.0% 10.0% 10.0% Subway 6.0%	Railroad   1.5%	Bus 20.0% 5.0% 5.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 75.0% 75.0% Walk 83.0%	0.0% 0.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total	Total	In <sup>10</sup> 0 0 0 241 0 241 0 241 1 0 2 1 0 0 2 1 0 0 0 0 0 0 0 0 0 0 0	Out <sup>19</sup> 0  0  10  10  10  Out <sup>19</sup> 2  5  0	Weekday	In <sup>10</sup> 180  45  135  38  0  173  173  In <sup>10</sup> 180  45  135  136  173  173	Out <sup>10</sup> 180 45 135 59 0 194 194 14 4 11 1	Week   Total   371   93   278   293   28   599     Total   14   4   11   16   6   6	In 10	Out <sup>10</sup>	Total 455 114 28 28 397 Saturdi Total 3 3 8 25 4 6	In <sup>10</sup>   250   57   193   17   14   224   In <sup>10</sup>   18   d   14   2   3   3	Out <sup>10</sup> 205 57 148 11 14 173 Out <sup>10</sup> 15 4 11 2
Land Use  Specially Retail 3  Pass-byl Inked Trip Reduction 3  Net New Trips After Pass-byl.ink Trip Reduction 4  Office/Commercial 5  Arts/Performance 4  Site #11  Land Use  Boulique Retail 4  Pass-byl.Inked Trip Reduction 3  Net New Trips After Pass-byl.ink Trip Reduction 3  Residential 2	Weekday AM Pea	Weekday Midday Peak Hour  2.275  1.464  0  maked Person-Trip 0  k Weekday Midday Peak Hour  835	Weekday PM   Peak Hour   2,347   1,367   323	Saturday Midday Peak Hour  2.877  130  323  Saturday Midday Peak Hour  684  686	9.0%  33.0%  20.0%  Auto  2.0%	14.5% 2.0% 5.0% Taxi 3.0%	Subway 20.0% 30.0% 30.0% 51.0% 51.0%	3.0% 3.0% 0.0% Railroad 0.0%	Bus 20.0% 12.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 83.0% 83.0%	0.0% 2.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total 100.0%	9.0% 5.0% 20.0% Auto 2.0%	14.5% 5.0% 5.0% Taxi 3.0%	20.0% 10.0% 10.0% Subway 6.0%	Railroad   1.5%	Bus 20.0% 5.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 75.0% 75.0% Walk 83.0%	0.0% 0.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total	Total 0 0 251 0 251 Weekc Total 5 0 10	In <sup>10</sup> 0 0 241 0 241 1 10 2 1 1 0 2 1 1 0 3	Out <sup>19</sup> 0 0 10 0 10 0 10 2 2 2 5 0 7	Weekday	In 10	Out	Week   Total	In to   In t	ak Hour  Out***  186  46  139  278  0  417  417  7  2  5  2  7	Total 455 114 28 28 397 Saturdi Total 3 3 8 25 4 6 6 35	In <sup>12</sup> 2550 57 193 17 14 224 by Midday F 18 4 14 2 3	Out <sup>10</sup> 205 57 148 11 14 173  Peak Hour 15 4 11 2 3
Land Use  Specially Retail 3  Pass-byl Inked Trip Reduction 3  Net New Trips After Pass-byl Ink Trip Reduction 4  Office(Commercial 5  Arts/Performance 3  Site #11  Land Use  Boulique Retail 4  Pass-byl-Linked Trip Reduction 3  Net New Trips After Pass-byl-rik Trip Reduction 4  Residential 2  Arts/Performance 3	Weekday AM Pea   Nour   Nour	Weekday Midday Peak Hour  2.275  1.464  0  1.464  0  835  33  0	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact  Weekday PM Peak Hour  422  72  68	Saturday Midday Peak Hour  2.877  130  323  Saturday Midday Peak Hour  994  46  68	9.0%  33.0%  20.0%  Auto  2.0%	14.5% 2.0% 5.0% Taxi 3.0%	Subway 20.0% 30.0% 30.0% 51.0% 51.0%	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  0.0%	Bus 20.0% 12.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 83.0% 83.0%	0.0% 2.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total 100.0%	9.0% 5.0% 20.0% Auto 2.0%	14.5% 5.0% 5.0% Taxi 3.0%	20.0% 10.0% 10.0% Subway 6.0%	Railroad   1.5%	Bus 20.0% 5.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 75.0% 75.0% Walk 83.0%	0.0% 0.0% 0.0% Other 0.0%	100.0% 100.0% 100.0% Total	Total 0 0 251 0 251 0 251 Total 5 0 10 10	In <sup>10</sup> 0 0 241 0 241 0 241 1 0 241 1 1 0 3 3	Out <sup>19</sup> 0 0 10 0 10 0 10 0 2 2 5 0 7	Weekday	In <sup>10</sup>	Out   0	Week   Total   371   93   278   293   28   599   293   14   4   4   111   6   6   2   2   2   2   2   2   2   2	186	Out	Total 455 114 28 397 Saturd: 5 4 6 Saturd: Saturd: 5 Sat	In <sup>10</sup>   2550   57   193   17   14   224   224   In <sup>10</sup>   18   4   14   2   3   19   In <sup>10</sup>   In <sup>10</sup>	Out* 205 57 148 11 14 173 Peak Hour  Out* 15 4 11 16 Peak Hour
Land Use  Specially Retail 3  Pass-byl Linked Trip Reduction 3  Net New Trips After Pass-byl Link Trip Reduction 4  Office(Commercial 5  Auts/Performance 3  Site #11  Land Use  Boutique Retail 4  Pass-byl Linked Trip Reduction 3  Net New Trips After Pass-byl Link Trip Reduction 4  Residential 3  Auts/Performance 3	Weekday AM Pea	Weekday Midday Peak Hour  2.275  1.464  0  1.464  0  835  33  0	Weekday PM   Peak Hour   2,347   1,367   323	Saturday Midday Peak Hour  2.877  130  323  Saturday Midday Peak Hour  684  686	9.0% 33.0% 20.0% Auto 2.0% 12.0%	14.5% 2.0% 5.0%	Subway 20.0% 20.0% 30.0% 10.0% Estim 51.0% 51.0% Estim 10.0%	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  0.0%	Bus 20.0% 12.0% 12.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 55.0% Walk 83.0% 55.0%	0.0% 2.0% 2.0% 0.0%	100.0% 100.0% 100.0% Total 100.0%	9.0% 5.0% 20.0% Auto 2.0% 12.0%	14.5% 5.0% 5.0% Taxi 3.0% 5.0%	20.0% 10.0% 10.0% Subway 6.0%	Railroad  1.5%  0.0%  0.0%  0.0%  0.0%  2.0%  0.0%	Bus 20.0% 5.0% 5.0% 6.0% 11.0% 11.0% 6.5piit (M.	Walk 35.0% 75.0% 75.0% Walk 83.0%	0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% 100.0%	Total 0 0 251 0 251 Weekc Total 5 0 10	In <sup>10</sup> 0 0 241 0 241 1 10 2 1 1 0 2 1 1 0 3	Out <sup>19</sup> 0 0 10 0 10 0 10 2 2 2 5 0 7	Weekday	In 10	Out	Week   Total	In to   In t	ak Hour  Out***  186  46  139  278  0  417  417  7  2  5  2  7	Total 455 114 28 28 397 Saturdi Total 3 3 8 25 4 6 6 35	In <sup>12</sup> 2550 57 193 17 14 224 by Midday F 18 4 14 2 3	Out <sup>10</sup> 205 57 148 11 14 173  Peak Hour 15 4 11 2 3
Land Use  Specially Retail 3  Pass-byl Linked Trip Reduction 3  Net New Trips After Pass-byl Link Trip Reduction 4  Office(Commercial 5  Auts/Performance 3  Site #11  Land Use  Boutique Retail 4  Pass-byl Linked Trip Reduction 3  Net New Trips After Pass-byl Link Trip Reduction 4  Residential 3  Auts/Performance 3	Weekday AM Pea   Nour   Nour	Weekday Midday Peak Hour  2.275  1.464  0  1.464  0  835  33  0	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact  Weekday PM Peak Hour  422  72  68	Saturday Midday Peak Hour  2,877  130  323  steristics Saturday Midday Peak Hour  694  46  68	9.0% 33.0% 20.0% Auto 2.0% 12.0%	14.5% 2.0% 5.0%	Subway 20.0% 20.0% 30.0% 10.0% Estim 51.0% 51.0% Estim 10.0%	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  0.0%	Bus 20.0% 12.0% 12.0% 10.0% Bus 6.0% 11.0%	Walk 35.0% 18.0% 55.0% Walk 83.0% 55.0%	0.0% 2.0% 2.0% 0.0%	100.0% 100.0% 100.0% Total 100.0%	9.0% 5.0% 20.0% Auto 2.0% 12.0%	14.5% 5.0% 5.0% Taxi 3.0% 5.0%	20.0% 10.0% 10.0% Subway 6.0%	Railroad  1.5%  0.0%  0.0%  0.0%  0.0%  2.0%  0.0%	Bus 20.0% 5.0% 5.0% 6.0% 11.0% 11.0% 6.5piit (M.	Walk 35.0% 75.0% 75.0% Walk 83.0%	0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% 100.0%	Total 0 0 251 0 251 0 251 Total 5 0 10 10	In <sup>10</sup> 0 0 241 0 241 0 241 1 0 241 1 1 0 3 3	Out <sup>19</sup> 0 0 10 0 10 0 10 0 2 2 5 0 7	Weekday	In <sup>10</sup>	Out   0	Week   Total   371   93   278   293   28   599   293   14   4   4   111   6   6   2   2   2   2   2   2   2   2	186	Out	Total 455 114 28 397 Saturd: 5 4 6 Saturd: Saturd: 5 Sat	In <sup>10</sup>   2550   57   193   17   14   224   224   In <sup>10</sup>   18   4   14   2   3   19   In <sup>10</sup>   In <sup>10</sup>	Out* 205 57 148 11 14 173 Peak Hour  Out* 15 4 11 16 Peak Hour
Land Use  Specially Retail 3  Pass-Byt-Inked Trip Reduction 2  Net New Trips After Pass-Byt link Trip Reduction3  Office/Commercial 3  Arts/Performance3  Site #11  Land Use  Boutique Retail 4  Pass-Byt-Inked Trip Reduction 2  Net New Trips After Pass-Byt-Ink Trip Reduction4  Residential 3  Arts/Performance3  Site #12  Land Use	Weekday AM Pea  Late of the Control	Weekday Midday Peak Hour  2,275  1,464  0  mated Person-Trip Q 335  33  0  Weekday Midday Weekday Midday  Weekday Midday	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact  Weekday PM Peak Hour  72  68  Generation Charact  Weekday PM Peak Hour	Saturday Midday Peak Hour  2.877  130  323  seristics Saturday Midday Peak Hour  094  46  68  seristics Saturday Midday Saturday Midday Peak Hour  994	9.0% 33.0% 20.0% 20.0%	14.5% 2.0% 5.0% Taxi 3.0% 5.0%	Subway 20.0% 30.0% 30.0% 10.0% Subway 6.0% 51.0% 51.0% Estim	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  Railroad  Railroad	Bus 20.0% 12.0% 10.0% Bus 6.0% 11.0% Bus 6.0%	Walk  35.0%  18.0%  55.0%  Walk  18.0%  55.0%	0.0% 2.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% 100.0%	9.0% 5.0% 20.0% Auto 12.0% 2.0%	14.5% 5.0% 5.0% Taxi 3.0% 2.0%	20.0% 10.0% 10.0% Subway 6.0% 51.0% 10.0%	Railroad   1.5%	Bus 20.0% 5.0% 10.0% Bus 6.0% 11.0% Bus 6.0% Bus 8 Spik (M. Bus	Walk  35.0%  75.0%  75.0%  Walk  18.0%  Walk	0.0% 0.0% 0.0% 0.0% 0.0% Other	100.0% 100.0% 100.0% 100.0% 100.0%	Total  0  0  251  0  251  Weekc  5  6  0  10	In <sup>10</sup> 0 0 241 0 241 1 0 241 1 1 0 3 3 3 In <sup>10</sup>	Out <sup>10</sup> 0  0  10  10  10  2  2  5  0  7	Weekday   Total	Midday F	Out	Week   Total	In to   In t	ak Hour  Out*0  186  46  139  278  0  417  cut*0  Cut*0  7  2  0  7  7  Cut*0  Out*0  Out*0	Total 455 114 28 28 397 Total 33 β 25 4 6 Saturd: Total Total	In <sup>12</sup>   250   57   193   17   14   224   18   18   4   14   2   3   19   19   In <sup>12</sup>   In <sup></sup>	Out <sup>10</sup> 205  57  148  11  14  173  Peak Hour  Out <sup>10</sup> 16  Peak Hour  Out <sup>10</sup> Out <sup>10</sup>
Land Use  Specially Retail 3  Pass ApyLinked Trip Reduction 2  Net New Trips After Pass ApyLink Trip Reduction3  Office Commercial 5  Arts/Performance8  Boutique Retail 4  Pass-ApyLinked Trip Reduction 2  Net New Trips After Pass-Byst, risk Trip Reduction4  Arts/Performance8  Stee #11  Land Use  Boutique Retail 4  Pass-ApyLinked Trip Reduction 2  Arts/Performance8  Stee #12  Land Use  Specially Retail 3  Pass-ApyLinked Trip Reduction 2  Pass-ApyLinked Trip Reduction 3  Net New Trips After Pass-ApyLinked Trip Reduction 3	Weekday AM Pea  Late of the Control	Weekday Midday Peak Hour  2,275  1,464  0  mated Person-Trip Q 335  33  0  Weekday Midday Weekday Midday  Weekday Midday	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact  Weekday PM Peak Hour  72  68  Generation Charact  Weekday PM Peak Hour	Saturday Midday Peak Hour  2.877  130  323  seristics Saturday Midday Peak Hour  094  46  68  seristics Saturday Midday Saturday Midday Peak Hour  994	9.0% 33.0% 20.0% 20.0%	14.5% 2.0% 5.0% Taxi 3.0% 5.0%	Subway 20.0% 30.0% 30.0% 10.0% Subway 6.0% 51.0% 51.0% Estim	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  Railroad  Railroad	Bus 20.0% 12.0% 10.0% Bus 6.0% 11.0% Bus 6.0%	Walk  35.0%  18.0%  55.0%  Walk  18.0%  55.0%	0.0% 2.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% 100.0%	9.0% 5.0% 20.0% Auto 12.0% 2.0%	14.5% 5.0% 5.0% Taxi 3.0% 2.0%	20.0% 10.0% 10.0% Subway 6.0% 51.0% 10.0%	Railroad   1.5%	Bus 20.0% 5.0% 10.0% Bus 6.0% 11.0% Bus 6.0% Bus 8 Spik (M. Bus	Walk  35.0%  75.0%  75.0%  Walk  18.0%  Walk	0.0% 0.0% 0.0% 0.0% 0.0% Other	100.0% 100.0% 100.0% 100.0% 100.0%	Total	In <sup>10</sup> 0 0 241 0 241 1 0 241 1 0 3 3 In <sup>10</sup> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>150</sup> 0  0  10  10  10  2  2  5  0  7  Out <sup>150</sup>	Total 380 90 270 97 0 366 Esti Weekday 7 21 3 0 24 Esti Weekday 7 10 10 10 10 10 10 10 10 10 10 10 10 10	Midday F   In 10   10   10   10   10   10   10   10	Peak Hour  Out <sup>10</sup> 180  45  135  59  0  194  194  114  4  111  1  0  12  hicle-Tipul  12  hicle-Tipul  Out <sup>10</sup> 12  hicle-Tipul  Out <sup>10</sup> 151	Week   Total	In the content of t	ak Hour  Out*0  186  46  139  278  0  417  Out*0  Cut*0  7  2  0  7  0  whites*	Total 455 114 28 28 397 Total 33 β 25 4 6 Saturd: Total 130	In <sup>12</sup>   250   57   193   17   14   224   18   4   14   2   3   19   In <sup>12</sup>   19   In <sup>12</sup>   71	Out <sup>10</sup> 205 57 148 11 14 173  Peak Hour 15 4 11 16 16 16 16 16 16 17 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18
Land Use  Specially Retail 3  Pass-byt-inked Trip Reduction 2  Net New Trips After Pass-byt-link Trip Reduction 3  Office Commercial 5  Arts/Performance 4  Site #11  Land Use  Boulique Retail 4  Pass-byt-linked Trip Reduction 2  Net New Trips After Pass-byt-link Trip Reduction 3  Residential 2  Arts/Performance 4  Site #12  Land Use  Specially Retail 3  Pass-byt-linked Trip Reduction 2  Net New Trips After Pass-byt-link Trip Reduction 3  Residential 7  Pass-byt-linked Trip Reduction 3  Net New Trips After Pass-byt-link Trip Residential 7  Residential 7  Pass-byt-linked Trip Reduction 7  Residential	Weekday AM Pea  1,171  0  Estit Weekday AM Pea  130  65  0  Weekday AM Pea  Weekday AM Pea  O	Weekday Midday Peak Hour  2,275  1,464  0  1,464  0  8 Weekday Midday  as a Sas Sas Sas Sas Sas Sas Sas Sas Sas	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact  422  72  68  Seneration Charact  Weekday PM Peak Hour  668	Saturday Midday Peak Nor  2,877  130  323  130  323  Saturday Midday Peak Nor  68  Saturday Midday Peak Nor  68  Saturday Midday Peak Nor  819	9.0% 33.0% 20.0% 2.0% 12.0% 20.0%	14.5% 2.0% 5.0% Taxi 3.0% 5.0% Taxi 14.5%	Subway 20.0% 30.0% 30.0% 10.0% Subway 6.0% 51.0% Estim 10.0% Subway 20.0%	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  0.0%  1.5%	Bus 20.0% 12.0% 10	Walk  35.0%  18.0%  55.0%  Walk  83.0%  18.0%  Walk  83.0%  35.0%	0.0% 2.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% 100.0% Total 100.0% 100.0%	9.0% 5.0% 20.0% Auto 12.0% 12.0% Auto 9.0%	14.5% 5.0% 5.0% 7axi 3.0% 5.0% 7axi 14.5%	20.0% 10.0% 10.0% 5ubway 6.0% 51.0% 51.0% Subway 20.0%	Railroad   1.5%	Bus 20.0% 20.0% 5.0% 10.0% Bus 6.0% 11.0% Bus 6.0% 20.0%	Walk 35.0% 75.0% 75.0% 95.0% Walk 83.0% 18.0% Walk 35.0%	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% Total 100.0%	Total   Weekc   Total	In <sup>10</sup> 0 0 0 241 0 241 241 1 1 0 3 3 3 in <sup>10</sup> 0 0 0 0 0 0 0 0 0 0 0	Out <sup>19</sup> 0  0  10  10  10  10  2  2  7  7	Weekday   Total   360   90   97   0   366	Midday F   In <sup>10</sup>   180   18	Peak Hour  Out*  180  45  135  59  0  194  hicle-Trip :  11  1  0  12  hicle-Trip :  Out*  Out*  3  A  A  A  A  A  A  A  A  A  A  A  A	Week   Total   371   93   278   293   28   599   28   599   14   4   4   11   6   6   6   7   6   6   7   7   6   7   7	180	ak Hour  Out**  186  46  139  278  0  417  417  Cut**  7  2  5  2  7  7  2  4  7  4  4  4  4  4  4  4  4  4  4  4	Total 455 714 455 397 Saturd: 130 22 97	In <sup>10</sup>   250   2	Out**  205  57  148  11  14  173  **Deak Hour  Out**  15  4  16  **Teak Hour  Out**  Out**  16  **Teak Hour  Out**  16  4  4  17  16  4  16  4  16  4  4  4  4  4  4  4  4  4  4  4  4  4
Land Use  Specially Retail 3  Pass ApyLinked Trip Reduction 2  Net New Trips After Pass ApyLink Trip Reduction3  Office Commercial 5  Arts/Performance8  Boutique Retail 4  Pass-ApyLinked Trip Reduction 2  Net New Trips After Pass-Byst, risk Trip Reduction4  Arts/Performance8  Stee #11  Land Use  Boutique Retail 4  Pass-ApyLinked Trip Reduction 2  Arts/Performance8  Stee #12  Land Use  Specially Retail 3  Pass-ApyLinked Trip Reduction 2  Pass-ApyLinked Trip Reduction 3  Net New Trips After Pass-ApyLinked Trip Reduction 3	Weekday AM Pea  Late of the Control	Weekday Midday Peak Hour  2,275  1,464  0  mated Person-Trip Q 335  33  0  Weekday Midday Weekday Midday  Weekday Midday	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact  Weekday PM Peak Hour  72  68  Generation Charact  Weekday PM Peak Hour	Saturday Midday Peak Hour  2.877  130  323  seristics Saturday Midday Peak Hour  094  46  68  seristics Saturday Midday Saturday Midday Peak Hour  994	9.0% 33.0% 20.0% 20.0%	14.5% 2.0% 5.0% Taxi 3.0% 5.0% Taxi 14.5%	Subway 20.0% 30.0% 30.0% 10.0% Subway 6.0% 51.0% Estim 10.0% Subway 20.0%	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  Railroad  Railroad	Bus 20.0% 12.0% 10.0% Bus 6.0% 11.0% Bus 6.0%	Walk  35.0%  18.0%  55.0%  Walk  18.0%  55.0%	0.0% 2.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% 100.0%	9.0% 5.0% 20.0% Auto 12.0% 2.0%	14.5% 5.0% 5.0% Taxi 3.0% 2.0%	20.0% 10.0% 10.0% Subway 6.0% 51.0% 10.0%	Railroad   1.5%	Bus 20.0% 5.0% 10.0% Bus 6.0% 11.0% Bus 6.0% Bus 8 Spik (M. Bus	Walk 35.0% 75.0% 75.0% 95.0% Walk 83.0% 18.0% Walk 35.0%	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% Total 100.0%	Total 0 0 0 251 0 251  Weekch 5 6 0 10  Weekch 7 7 10 10  Weekch 10  Total 0 0 11	In <sup>10</sup> 0 0 0 241 0 241 0 241 1 0 241 1 0 3 1 1 0 0 2 1 0 0 2 1 0 0 2 2 1 0 0 2 2 1 0 0 2 2 1 0 0 2 2 1 0 0 2 2 2 1 0 0 2 2 2 1 0 0 2 2 2 2	Out <sup>19</sup> 0  0  10  10  10  2  2  7  7  Out <sup>19</sup> 0  0  0  10  0  10  10  10  10  10  1	Weekday	Into	Peak Hour  Out*  190  45  135  59  0  194  Hicle-Trip in  14  4  11  1  0  12  Nicle-Trip in  Out*  Out*  12  Nicle-Trip in  Out*  Out*  38  38	Week   Total   371   93   278   293   288   293   288   293   288   294   288   294   29	186	ak Hour  Out*0  188  46  139  278  0  0  417  417  Out*0  Out*0  7  2  5  2  0  7  Cut*0  Cut*0  7	Total 33 3 6 5 5 Saturd. Total 130 22 97 8 8	In <sup>10</sup>   In <sup>10</sup>   250   57   193   17   14   224   18   18   4   14   2   3   19   In <sup>10</sup>	Out**  205  57  148  11  14  173  **Peak Hour  Out**  15  4  11  16  **Peak Hour  Out**  16  44  44  44  44
Land Use  Specially Retail 3  Pass-byt-inked Trip Reduction 2  Net New Trips After Pass-byt-link Trip Reduction 3  Office Commercial 5  Arts/Performance 4  Site #11  Land Use  Boulique Retail 4  Pass-byt-linked Trip Reduction 2  Net New Trips After Pass-byt-link Trip Reduction 3  Residential 2  Arts/Performance 4  Site #12  Land Use  Specially Retail 3  Pass-byt-linked Trip Reduction 2  Net New Trips After Pass-byt-link Trip Reduction 3  Residential 7  Pass-byt-linked Trip Reduction 3  Net New Trips After Pass-byt-link Trip Residential 7  Residential 7  Pass-byt-linked Trip Reduction 7  Residential	Weekday AM Pea  1,171  0  Estit Weekday AM Pea  130  65  0  Weekday AM Pea  Weekday AM Pea  O	Weekday Midday Peak Hour  2,275  1,464  0  1,464  0  8 Weekday Midday  as a Sas Sas Sas Sas Sas Sas Sas Sas Sas	Weekday PM Peak Hour  2,347  1,367  323  Seneration Charact  422  72  68  Seneration Charact  Weekday PM Peak Hour  668	Saturday Midday Peak Nor  2,877  130  323  130  323  Saturday Midday Peak Nor  68  Saturday Midday Peak Nor  68  Saturday Midday Peak Nor  819	9.0% 33.0% 20.0% 2.0% 12.0% 20.0%	14.5% 2.0% 5.0% Taxi 3.0% 5.0% Taxi 14.5%	Subway 20.0% 30.0% 30.0% 10.0% Subway 6.0% 51.0% Estim 10.0% Subway 20.0%	Railroad  1.5%  3.0%  0.0%  Railroad  0.0%  2.0%  0.0%  1.5%	Bus 20.0% 12.0% 10	Walk  35.0%  18.0%  55.0%  Walk  83.0%  18.0%  Walk  83.0%  35.0%	0.0% 2.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% 100.0% Total 100.0% 100.0%	9.0% 5.0% 20.0% Auto 12.0% 12.0% Auto 9.0%	14.5% 5.0% 5.0% 7axi 3.0% 5.0% 7axi 14.5%	20.0% 10.0% 10.0% 5ubway 6.0% 51.0% 51.0% Subway 20.0%	Railroad   1.5%	Bus 20.0% 20.0% 5.0% 10.0% Bus 6.0% 11.0% Bus 6.0% 20.0%	Walk 35.0% 75.0% 75.0% 95.0% Walk 83.0% 18.0% Walk 35.0%	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 100.0% 100.0% 100.0% Total 100.0%	Total   Weekc   Total	In <sup>10</sup> 0 0 0 241 0 241 241 1 1 0 3 3 3 in <sup>10</sup> 0 0 0 0 0 0 0 0 0 0 0	Out <sup>19</sup> 0  0  10  10  10  10  2  2  7  7	Weekday   Total   360   90   97   0   366	Midday F   In <sup>10</sup>   180   18	Peak Hour  Out*  180  45  135  59  0  194  hicle-Trip :  11  1  0  12  hicle-Trip :  Out*  Out*  3  A  A  A  A  A  A  A  A  A  A  A  A	Week   Total   371   93   278   293   28   599   28   599   14   4   4   11   6   6   6   7   6   6   7   7   6   7   7	180	ak Hour  Out**  186  46  139  278  0  417  417  Cut**  7  2  5  2  7  7  2  4  7  4  4  4  4  4  4  4  4  4  4  4	Total 455 714 455 397 Saturd: 130 22 97	In <sup>10</sup>   250   2	Out**  205  57  148  11  14  173  **Peak Hour  Out**  15  4  11  16  **Peak Hour  Out**  Out**  68  76  42

											eak Hour V 125th St R	ver to Rive	er Re-Zonin	g - Manhati	an, New Yo	rk															
Site #13							Estim	ated Mode Sp	lit (AM, PN	, SAT)		ACTION C	ONDITIONS	- Arts Bor	ius E	stimated Mod	le Split (MI	0)								hicle-Trip G				ı	
Land Use	Estim Weekday AM Peak	ated Person-Trip G	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total		ay AM Pea			y Midday P	1		day PM Pea	1		Midday Peak I
	Hour	Peak Hour	Peak Hour	Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup> O
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
Pass-by/Linked Trip Reduction <sup>2</sup> =																					0	0	0	31	15	15	32	16	16	39	19
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	92	46	46	95	48	48	117	66
Residential <sup>2</sup>	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
																					14	2	12	99	50	50	111	58	52	126	71
Site #14							Estim	ated Mode Sp	lit (AM, PM	, SAT)			1		Е	stimated Mod	le Split (MI	0)						Esti	imated Vel	hicle-Trip G	eneration	Characteris	stics <sup>9</sup>	0	
Land Use		ated Person-Trip G			Auto	Taxi	Subway	Railroad	Rus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	ay AM Pea	k Hour	Weekday	y Midday P	Peak Hour	Week	day PM Pea	ak Hour	Saturday	Midday Peak I
Land Ose	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	laxi	Subway	Kaliload	bus	Walk	Other	Total	Auto	Taxi	Subway	Kaliload	bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup> O
Boutique Retail <sup>4</sup>	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
Pass-by/Linked Trip Reduction <sup>2</sup> =																					0	0	0	9	4	4	4	2	2	11	5
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					6	3	3	27	13	13	13	7	7	32	18
Residential <sup>2</sup>	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
																					19	5	14	33	17	17	28	17	11	41	22
Site #15	Estim	ated Person-Trip G	eneration Characte	eristics			Estim	ated Mode Sp	lit (AM, PM	, SAT)					E	stimated Mod	le Split (MI	0)			Weekd	ay AM Pea	k Hour		imated Vel y Midday P	hicle-Trip G Peak Hour		Characteris		Saturday	Midday Peak I
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup> O
	Hour 138	Peak Hour 846	Peak Hour 427	Peak Hour 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
Boutique Retail 4  Pass-bull inked Trip Reduction 2 =	138	840	421	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%	0	0	0	7	4	4	4	2	2	8	4
Net New Trips After Pass-by/Link Trip																					5	2	2	21	11	11	11	5	5	25	14
Reduction <sup>3</sup> =	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
Residential	,,,				12.070	2.0%	51.5%	2.070	11.0%	10.0%	4.070	100.030	12.0%	2.0%	51.576	2.0%	11.0%	10.0%	4.070	100.070	11	3	8	24	12	12	18	10	7	30	17
			1		ı																**	-	-								
Site #16	1						Estim	ated Mode Sp	lit (AM, PN	, SAT)					E	stimated Mod	le Split (MI	)								hicle-Trip G				ı	
Land Use	Estim Weekday AM Peak	ated Person-Trip G Weekday Midday	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	ay AM Pea	k Hour	Weekday	y Midday P	Peak Hour	Week	day PM Pea	ak Hour	Saturday	Midday Peak I
	Weekday AM Peak																				Total									Total	In <sup>10</sup> O
	Hour	Peak Hour	Peak Hour	Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup> O
Boutique Retail <sup>4</sup>	Hour 164	Peak Hour 1,005	Peak Hour 508		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	In <sup>10</sup>	Out <sup>10</sup>	Total 34	In <sup>10</sup>	Out <sup>10</sup>	Total 17	In <sup>10</sup>	Out**	40	22
Pass-by/Linked Trip Reduction 2 =	Hour	Peak Hour	Peak Hour	Peak Hour	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%											
Pass-by/Linked Trip Reduction <sup>3</sup> =  Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =	164	Peak Hour 1,005	Peak Hour 508	Peak Hour 1,196																	6	3 0	3 0 3	34 8 25	17 4 13	17 4 13	17 4 13	9 2 6	9 2 6	40 10 30	22 5 17
Pass-by/Linked Trip Reduction <sup>3</sup> =  Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =  Residential <sup>2</sup>	164 78	1,005 1,005	98 Peak Hour 508	1,196	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 0 6 7	3 0 3	3 0 3 6	34 8 25 3	17 4 13 2	17 4 13 2	17 4 13 7	9 2 6 5	9 2 6 2	40 10 30 5	22 5 17 2
Pass-by/Linked Trip Reduction <sup>3</sup> =  Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =	164	Peak Hour 1,005	Peak Hour 508	Peak Hour 1,196																	6	3 0	3 0 3	34 8 25	17 4 13	17 4 13	17 4 13	9 2 6	9 2 6	40 10 30	22 5 17
Pass-by/Linked Trip Reduction <sup>3</sup> =  Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =  Residential <sup>2</sup>	164 78	1,005 1,005	98 Peak Hour 508	1,196	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 0 6 7	3 0 3	3 0 3 6	34 8 25 3	17 4 13 2	17 4 13 2	17 4 13 7	9 2 6 5	9 2 6 2	40 10 30 5	22 5 17 2
Plass-bylLinked Trip Reduction <sup>2</sup> — Net New Trips After Plass-bylLink Trip Reduction <sup>2</sup> — Residential <sup>2</sup> Arts/Performance <sup>4</sup>	164 78	1,005 1,005	98 Peak Hour 508	1,196	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 0 6 7	3 0 3 1	3 0 3 6	34 8 25 3 0	17 4 13 2 0	17 4 13 2 0	17 4 13 7 7 27	9 2 6 5 7	9 2 6 2 0	40 10 30 5	22 5 17 2 3
Pass-by/Linked Trip Reduction <sup>3</sup> =  Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =  Residential <sup>2</sup>	78 0	1,005 1,005	Peak Hour 508 86 81	Peak Hour  1,196  55  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%	6 0 6 7 0 12	3 0 3 1	3 0 3 6 0	34 8 25 3 0	17 4 13 2 0	17 4 13 2 0 14 14 hicle-Trip G	17 4 13 7 7 27	9 2 6 5 7	9 2 6 6 2 0 9 9 stics*	40 10 30 5 7	22 5 17 2 3
Plass-bylLinked Trip Reduction <sup>2</sup> — Net New Trips After Plass-bylLink Trip Reduction <sup>2</sup> — Residential <sup>2</sup> Arts/Performance <sup>4</sup>	Hour 164 78 0 Estim	1,005  1,005  39  0  Weekday Midday	Peak Hour 508 86 81 81 Seneration Characte Weekday PM	Peak Hour  1,196  55  81  eristics  Saturday Midday	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 0 6 7 0 12	3 0 3 1 0	3 0 3 6 0	34 8 25 3 0	17 4 13 2 0 14	17 4 13 2 0 14 14 hicle-Trip G	17 4 13 7 7 27	9 2 6 5 7 19	9 2 6 6 2 0 9 9 stics*	40 10 30 5 7	22 5 17 2 3
Pass-bylLnied Trip Reduction <sup>9</sup> = Net New Trips After Pass-bylLnik Trip Reduction <sup>3</sup> = Reduction <sup>3</sup> = Residential <sup>9</sup> Ants/Performance <sup>6</sup> Site #17	78 0	1,005  1,005  39  0  Weekday Midday Pesk Hour	Peak Hour  508  86  81  Seneration Characte Weekday PM Peak Hour	Peak Hour  1,196  55  81  Saturday Midday Peak Hour	12.0% 20.0%	2.0% 5.0%	51.0% 10.0% Estim	2.0% 0.0%	11.0% 10.0% lit (AM, PM	18.0% 55.0%	4.0% 0.0% Other	100.0% 100.0%	12.0% 20.0%	2.0% 5.0%	51.0% 10.0%	2.0% 0.0% stimated Moc	11.0% 10.0%	18.0% 55.0% Walk	4.0% 0.0%	100.0% 100.0%	6 0 6 7 0 12 Weekd	3 0 3 1 0 4 4 asy AM Pea	3 0 3 6 0 9	34 8 25 3 0 29 Esti	17 4 13 2 0 14 imated Vely y Midday P	17 4 13 2 0 14 14  hicle-Trip G Peak Hour	17 4 13 7 7 27 eneration   Week	9 2 6 5 7 19 Characteris	9 2 6 2 0 9 9 stices sk Hour	40 10 30 5 7 42	22 5 17 2 3 3 23 Midday Peak I In <sup>10</sup> 0
Pass-bylt.nied Trip Reduction <sup>9</sup> = Net New Trips After Pass-bylt.nic Trip Reduction <sup>3</sup> Residential <sup>3</sup> Arts/Performance <sup>4</sup> Site #17  Land Use	Hour  164  78  0  Estim Weekday AM Peak	1,005  1,005  39  0  Weekday Midday	Peak Hour 508 86 81 81 Seneration Characte Weekday PM	Peak Hour  1,196  55  81  eristics  Saturday Midday	12.0%	2.0%	51.0% 10.0%	2.0% 0.0%	11.0% 10.0%	18.0% 55.0%	4.0%	100.0%	12.0%	2.0%	51.0% 10.0%	2.0% 0.0%	11.0% 10.0%	18.0%	4.0%	100.0%	6 0 6 7 0 12 Weekd	3 0 3 1 0 4 4 ay AM Pea	3 0 3 6 0 9 9 k Hour Out <sup>59</sup>	34  8  25  3  0  29  Esti Weekday	17 4 13 2 0 14 imated Vel y Midday F In <sup>10</sup>	17 4 13 2 0 14 14 hicle-Trip G Peak Hour Out <sup>10</sup>	17 4 13 7 7 27 eneration Week Total	9 2 6 5 7 19 Characteris day PM Pea	9 2 6 6 2 0 9 9 stices ak Hour Out 10	40 10 30 5 7 42 Saturday	22 5 17 2 3 3 23 Midday Peak I In <sup>10</sup> 0
Pass-bylt_rised Trip Reduction * = Net New Trips After Pass-bylt_risk Trip Reduction* = Reductio	Hour  164  78  0  Estim Weekday AM Peak	1,005  1,005  39  0  Weekday Midday Pesk Hour	Peak Hour  508  86  81  Seneration Characte Weekday PM Peak Hour	Peak Hour  1,196  55  81  Saturday Midday Peak Hour	12.0% 20.0%	2.0% 5.0%	51.0% 10.0% Estim	2.0% 0.0%	11.0% 10.0% lit (AM, PM	18.0% 55.0%	4.0% 0.0% Other	100.0% 100.0%	12.0% 20.0%	2.0% 5.0%	51.0% 10.0%	2.0% 0.0% stimated Moc	11.0% 10.0%	18.0% 55.0% Walk	4.0% 0.0%	100.0% 100.0%	6 0 6 7 0 12 Weekd	3 0 3 1 0 4 4 ay AM Pea	3 0 3 6 0 9 9 k Hour Out 50 2	34  8 25 3 0 29  Esti Weekday Total 28	17 4 13 2 0 14 14 imated Vel y Midday F In <sup>10</sup> 14	17 4 13 2 0 14 14  hicle-Trip G  Peak Hour Out <sup>10</sup> 14	17 4 13 7 7 27 eneration Week Total	9 2 6 5 7 19 Characteristical PM Pea In 10 7	9 2 6 2 0 9 9 stices sk Hour Out 10 7	40 10 30 5 7 42 Saturday Total	22 5 17 2 3 23 Midday Peak I In <sup>10</sup> 0 18
Pass-bylt_tried Trip Reduction 2 = Net New Trips After Pass-bylt_trik Trip Reduction2 = Residential 2 Ant.Performance4 Site #17 Land Use Boulique Retail 4 Pass-bylt_tried Trip Reduction 2 =	Hour  164  78  0  Estim Weekday AM Peak	1,005  1,005  39  0  Weekday Midday Pesk Hour	Peak Hour  508  86  81  Seneration Characte Weekday PM Peak Hour	Peak Hour  1,196  55  81  Saturday Midday Peak Hour	12.0% 20.0%	2.0% 5.0%	51.0% 10.0% Estim	2.0% 0.0%	11.0% 10.0% lit (AM, PM	18.0% 55.0%	4.0% 0.0% Other	100.0% 100.0%	12.0% 20.0%	2.0% 5.0%	51.0% 10.0%	2.0% 0.0% stimated Moc	11.0% 10.0%	18.0% 55.0% Walk	4.0% 0.0%	100.0% 100.0%	6 0 6 7 0 12 Weekd Total 5 0	3 0 3 1 0 4 4 asy AM Pea	3 0 3 6 0 9 9 k Hour Out <sup>19</sup> 2 0	34 8 25 3 0 29 Esti Weekday Total 28	17 4 13 2 0 14 imated Vel y Midday P In10 14 4	17 4 13 2 0 14 14 hicle-Trip G Peak Hour Out <sup>10</sup> 14	17 4 13 7 7 27 eneration (Week Total 14 4	9 2 6 5 7 19 Characteristay PM Pea	9 2 6 2 0 9 9 strics* ak Hour Out <sup>10</sup> 7 2	40 10 30 5 7 42 Saturday Total 33 8	22 5 17 2 3 23 Midday Peak I In <sup>10</sup> 0 18 4
Pass-bylLnied Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction* = Net New Trips After Pass-bylLnik Trip Reduction* =	Hour 164 78 0 Estimated Hour Hour 136	Peak Hour  1,005  39  0  Weekday Midday Peak Hour  835	Peak Hour 508 86 81 81 Weekday PM Peak Hour 422	Peak Hour  1.190  55  81  Saturday Midday Peak Hour  994	12.0% 20.0% Auto	2.0% 5.0% Taxi	51.0% 10.0% Estim Subway	2.0% 0.0% ated Mode Sp Railroad 0.0%	11.0% 10.0% Bus 6.0%	18.0% 55.0% SAT) Walk	4.0% 0.0% Other	100.0% 100.0% Total	12.0% 20.0% Auto	2.0% 5.0% Taxi	51.0% 10.0% Subway	2.0% 0.0% stimated Moc Railroad 0.0%	11.0% 10.0% le Spiit (MI Bus	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other	100.0% 100.0% Total	6 0 6 7 0 12 Weekd Total 5 0 5	3 0 3 1 0 4 4 ay AM Pea in to 2 0 2	3 0 3 6 0 9 9 k Hour Out <sup>49</sup> 2 0 2	34 8 25 3 0 0 29 Esti Weekday Total 28 7 21	17 4 13 2 0 14 imated Vet y Midday P In <sup>10</sup> 14 4 11	17 4 13 2 0 14 14 hicle-Trip G Peak Hour Out <sup>10</sup> 14 4 11	17 4 13 7 7 27 Week Total 14 4 11	9 2 6 5 7 19 Characteris day PM Pea In 10 7 2 5	9 2 6 2 0 9 stice* ak Hour Out <sup>10</sup> 7 2 5	40 10 30 5 7 42 Saturday Total 33 8 25	22 5 17 2 3 23 Midday Peak I In <sup>10</sup> O 18 4 14
Pass-bylLnied Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction* = Net New Trips After Pass-bylLnik Trip Reduction* =	Hour 164 78 0 Estimated Hour Hour 136	Peak Hour  1,005  39  0  Weekday Midday Peak Hour  835	Peak Hour 508 86 81 81 Weekday PM Peak Hour 422	Peak Hour  1.190  55  81  Saturday Midday Peak Hour  994	12.0% 20.0% Auto	2.0% 5.0% Taxi	51.0% 10.0% Estim Subway	2.0% 0.0% ated Mode Sp Railroad 0.0%	11.0% 10.0% Bus 6.0%	18.0% 55.0% SAT) Walk	4.0% 0.0% Other	100.0% 100.0% Total	12.0% 20.0% Auto	2.0% 5.0% Taxi	51.0% 10.0% Subway	2.0% 0.0% stimated Moc Railroad 0.0%	11.0% 10.0% le Spiit (MI Bus	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other	100.0% 100.0% Total	6 0 6 7 0 12 Weekd Total 5 0 5 6	3 0 3 1 0 0 4 4 ay AM Pea	3 6 0 9 9 k Hour Out <sup>19</sup> 2 0 2 5	34 8 25 3 0 29 Esti Weekday Total 28 7 21	17 4 13 2 0 14 14  Imated Vet y Midday P In 10 14 4 11 2	17  4  13  2  0  14  hicle-Trip G  Peak Hour  Out <sup>10</sup> 14  4  11  2	17 4 13 7 7 27 27 Week Total 14 4 11 7	9 2 6 5 7 19 19 Characteristary PM Pea In 10 7 2 5 5 5	9 2 6 2 0 9 9 strics 2 sk Hour Out 10 7 2 5 2	40 10 30 5 7 42 Saturday Total 33 8 25 4	22 5 17 2 3 3 23 Midday Peak in
Pass-bylLnied Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction* = Net New Trips After Pass-bylLnik Trip Reduction* =	Hour 164 78 0 Estir	Peak Hour  1,005  39  0  Weekday Midday Peak Hour  835	Peak Hour 508  86 81  81  Weekday PM Peak Hour 422  78	Peak Hour  1,190  55  81  Saturday Midday Peak Hour  994	12.0% 20.0% Auto	2.0% 5.0% Taxi	51.0% 10.0% Estim Subway 6.0%	2.0% 0.0% ated Mode Sp Railroad 0.0%	11.0% 10.0% Bus 6.0%	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other	100.0% 100.0% Total	12.0% 20.0% Auto	2.0% 5.0% Taxi	51.0% 10.0% E Subway 6.0%	2.0% 0.0% stimated Moc Railroad 0.0%	11.0% 10.0% te Split (MI Bus 6.0%	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other	100.0% 100.0% Total	6 0 0 6 7 0 12 Weekd 5 0 0 5 6 6 11	3 0 3 1 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	3 0 3 6 0 9 9  Cut <sup>49</sup> 2 0 2 5 8	34 8 25 3 0 29 Estitution Total 28 7 21 3 24	17 4 13 2 0 14 14 15 16 17 14 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17 4 13 2 0 14 14 14 15 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17 4 13 7 7 27 Week Total 14 4 11 7 17	9 2 6 5 7 19 19 Characteris 7 2 5 10 10 Characterister	9 2 6 2 0 9 9	40 10 30 5 7 42  Saturday Total 33 8 25 4 29	22 5 17 2 3 3 23 Midday Peak t In <sup>10</sup> O 18 4 14 2 16
Pass-bylLnked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction* = Residential * Arts-Performance*  Site #17  Land Use Boulique Retail * Pass-bylLniked Trip Reduction* = Net New Trips After Pass-bylLnik Trip Reduction* = Residential * Residential *	Hour 164 78 0 Estin Weekday AM Peak Hour 136 71	Peak Hour  1,005  39 0  Weekday Midday Peak Hour 835	Peak Hour 508 86 81 81 Weekday PM Peak Hour 422 78	Peak Hour  1,190  55  81  Saturday Midday Peak Hour  994  50	12.0% 20.0% Auto	2.0% 5.0% Taxi	51.0% 10.0% Estim Subway 6.0%	2.0% 0.0% atted Mode Sp Railroad 0.0%	11.0% 10.0% Bus 6.0%	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other	100.0% 100.0% Total	12.0% 20.0% Auto	2.0% 5.0% Taxi	51.0% 10.0% E Subway 6.0%	2.0% 0.0% stimated Moc Railroad 0.0%	11.0% 10.0% te Split (MI Bus 6.0%	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other	100.0% 100.0% Total	6 0 0 6 7 0 112 Weekd 5 5 6 6 111	3 0 3 1 1 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	3 0 0 0 9 9 9 0 0 0 0 0 0 0 0 0 0 0 0 0	34 8 25 3 0 29 Estitle Total 7 21 3 24 Estitle Weekday	17 4 13 2 0 14 14 imated Vet In 10 14 4 11 2 12 12 imated Vet Imated Vet In 10	17  d 13  2  0  14  hicle-Trip G  Deak Hour  14  4  11  2  12	17 4 13 7 7 27 Week Total 14 4 11 7 17	9 2 6 5 7 19 19 Lharacteris 10 10 7 2 5 10 Lharacteris 2 Lharacteris 10 2 5 10 10 10 10 10 10 10 10 10 10 10 10 10	9 2 6 6 2 0 9 9 sk Hour  Cut <sup>10</sup> 7 2 5 7 7	40 10 30 5 7 42 Ssturdaya 7 Total 33 8 25 4 29	22 5 17 2 3 23 23 23 Midday Peak i 10 10 0 18 4 14 2 16 Midday Peak i Midday Peak i 14 14 2 16 Midday Peak i 14 14 16 16 16 16 16 16 16 16 16 16 16 16 16
Pass-bylLniked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction* = Reduction*	Hour 164 78 78 0 Estir Weekday AM Peak Hour 136 71 Estir Weekday AM Peak	Peak Hour  1,005  39  0  Weekday Midday Peak Hour  835  36  Weekday Midday Peak Hour  835	Peak Hour 508  86 81  81  Weekday PM Paak Hour 422  78  Weekday PM Peak Hour Peak Hour	Peak Hour  1,190  55  81  Saturday Midday Peak Hour  994  50  Saturday Midday Peak Hour	12.0% 20.0% Auto 2.0%	2.0% 5.0% Taxi 3.0%	51.0% 10.0% Estim Subway 6.0% 51.0% Estim Subway	2.0% 0.0% ated Mode Sp Railroad 0.0% 2.0% Railroad	11.0% 10.0% 10.0% Bus 6.0%	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other 0.0%	100.0% 100.0% Total 100.0%	12.0% 20.0% Auto 12.0%	2.0% 5.0% Taxi 3.0%	51.0% 10.0% E Subway 6.0%	2.0% 0.0% stimated Moc Railroad 0.0%	11.0% to Split (ME Bus 6.0% to Split (ME Bus	18.0%   18.0%	4.0% 0.0% Other	100.0% 100.0% 100.0%	6 0 0 6 7 0 12 Weekd 5 5 6 6 11 Total	3 0 3 1 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	3 0 3 6 0 9 9  Cut <sup>49</sup> 2 0 2 5 8	34 8 25 3 0 29 Estit  Weekday 7 21 3 24  Estit  Weekday	17 4 13 2 0 14 14 15 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17 4 13 2 0 14 14 14 16 16 17 16 17 17 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17 4 13 7 7 27 Week Total 14 4 11 7 17 17 Total Total	9 2 6 5 7 19 19 2 haracterist 10 7 2 5 5 10 Characterist 10 In 10	9 2 6 6 2 9 9 whites' his Hour Out 10 7 2 5 7 7 Out 10 Out 10 Out 10	40 10 30 5 7 42  Saturday 33 8 25 4 29  Saturday	22 5 17 2 3 23 23 23 23 24 24 4 4 4 2 16 Midday Peak in
Pass-bylLniked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction* = Site #17  Land Use Boutique Retail * Pass-bylLniked Trip Reduction* = Reduct	Hour 164 78 0 Estin Hour 136 71 Estin Weekday AM Peak	Peak Hour  1,005  39  0  Weekday Midday Midday Peak Hour  835  36  Weekday Midday Weekday Midday  Weekday Widday  Weekday Widday  Weekday Widday	Peak Hour  508  86  81  81  Weekday PM Peak Hour  422  78  Weekday PM Weekday PM Weekday PM	Peak Hour  1,190  55  81  Saturday Midday  50  50  Saturday Midday  Saturday Midday  Saturday Midday  Saturday Midday  Saturday Midday  Saturday Midday  Saturday Midday	12.0% 20.0% Auto 2.0%	2.0% 5.0% Taxi 3.0%	51.0% 10.0% Estim	2.0% 0.0% ated Mode Sp Railroad 0.0%	11.0% 10.0% 10.0% Bus 6.0%	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other 0.0%	100.0% 100.0% Total	12.0% 20.0% Auto 2.0%	2.0% 5.0% Taxi 3.0%	51.0% 10.0% E Subway 6.0%	2.0% 0.0% stimated Moc Railroad 0.0%	11.0% 10.0% 10.0% Espir (MC 11.0%	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other	100.0% 100.0% Total 100.0%	6 0 0 6 7 0 12 Weekd 5 5 6 6 11 Total 2	3 3 1 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 8 25 3 0 29 Estition Total 28 7 21 3 24 Estition Weekday	17 4 13 2 0 14 14 15 16 16 17 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17 4 13 2 0 14 14 15 16le-Trip G Peak Hour 11 2 12 11 12 10 0 0 15 5	17 4 13 7 7 27 Week Total 14 4 11 7 17 Total Total 5	9 2 6 5 7 19 19 2 haracterist 10 5 5 10 Characterist 2 2 5 10 2 2	9 2 6 6 2 9 9 statics*  A k Hour  Out   7 2 5 2 7  Out   Out	40   10   30   5   7     42	22   5   17   2   3   23   23   23   24   24   24
Pass-bylLnked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction * = Residential * Residential * Arts-Performance*  Site #17  Land Use  Boutique Retail * Pass-bylLniked Trip Reduction * = Residential *  Site #18  Land Use  Boutique Retail * Dest Pass-bylLnik Trip Reduction * = Residential *  Site #18  Land Use  Boutique Retail *  Pass-bylLniked Trip Reduction * = Boutique Retail *	Hour 164 78 78 0 Estir Weekday AM Peak Hour 136 71 Estir Weekday AM Peak	Peak Hour  1,005  39  0  Weekday Midday Peak Hour  835  36  Weekday Midday Peak Hour  835	Peak Hour 508  86 81  81  Weekday PM Paak Hour 422  78  Weekday PM Peak Hour Peak Hour	Peak Hour  1,190  55  81  Saturday Midday Peak Hour  994  50  Saturday Midday Peak Hour	12.0% 20.0% Auto 2.0%	2.0% 5.0% Taxi 3.0%	51.0% 10.0% Estim Subway 6.0% 51.0% Estim Subway	2.0% 0.0% ated Mode Sp Railroad 0.0% 2.0% Railroad	11.0% 10.0% 10.0% Bus 6.0%	18.0% 55.0% Walk 83.0%	4.0% 0.0% Other 0.0%	100.0% 100.0% Total 100.0%	12.0% 20.0% Auto 12.0%	2.0% 5.0% Taxi 3.0%	51.0% 10.0% E Subway 6.0%	2.0% 0.0% stimated Moc Railroad 0.0%	11.0% to Split (ME Bus 6.0% to Split (ME Bus	18.0%   18.0%	4.0% 0.0% Other	100.0% 100.0% 100.0%	6 0 0 6 7 0 0 12 Weekd Total 5 5 6 6 11 Total 2 0 0	3 0 3 1 0 4 4 ay AM Peas 0 2 1 3 in <sup>10</sup> 1 0	3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	34 8 25 3 0 29 Estiti	17 4 13 2 0 14 14 15 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17 4 13 2 0 14 14 15 16 16 16 16 17 17 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17 4 13 7 7 27 Week Total 14 4 11 7 17 Total Total 5	9 2 6 5 7 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	9 2 6 2 0 9 statics* sh Hour 7 2 5 2 7 Cut* Out* Out* 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40   10   30   5   7     42	22   5   17   2   3   23   Midday Peak t   18   4   4   14   2   16   Midday Peak t   16   Midday
Pass-bylLnked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction * = Residential * * Residential * * Arts-Performance*  Site #17  Land Use  Bouldque Retail * * Pass-bylLniked Trip Reduction * = Residential *  Site #18  Land Use  Bouldque Retail * * Pass-bylLniked Trip Reduction * = Residential *  Site #18  Land Use  Residential * Pass-bylLniked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Net New Trips After Pass-bylLnik Trip Residential *  Pass-bylLniked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction * = Residential * Residential *  Pass-bylLniked Trip Reduction * = Residential * Residentia	Hour 164  78 0  Estin Weekday AM Peak Hour 136  71  Estin 47  Weekday AM Peak Hour 47	Peak Hour  1,005  39  0  Weekday Midday Peak Hour  291  Weekday Midday 291	Peak Hour 508 86 81 81 Weekday PM Peak Hour 422 78 Weekday PM Peak Hour 147	Peak Hour  1,190  55  81  Saturday Midday Peak Hour  50  50  50  50  50  50  50  50  50  5	12.0% 20.0% Auto 2.0% 12.0%	2.0% 5.0% Taxi 3.0%	51.0%  Estim Subway  6.0%  Estim Subway  6.0%	2.6% 0.0% Railroad Mode Sg 2.6% 2.6% Railroad Mode Sg 2.6% Railroad 0.0% 0.0%	11.0% 10.0% 10.0% 10.0% 10.0% 10.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0%	18.0% 55.0% SAT) Walk 83.0%	4.0%  Other  0.0%  Other	100.0%  Total  100.0%  Total  100.0%	12.0% 20.0% 20.0% 12.0%	2.0% 5.0% Taxi 3.0%	51.0%   E   E   E   Subway   6.0%   Subway   6.0%   E   E   E   E   E   E   E   E   E	2.0% 0.0% Railroad 0.0% 2.0% 2.0% 0.0%	11.0% 10.0% 10.0% 10.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0%	18.0% 55.0% Walk 83.0% 18.0%	4.0% 0.0% Other 0.0% Other	Total 100.0%	6 0 0 12 12 Weekd 5 5 6 6 11 Total 2 0 0 2 2	3 0 3 1 0 4 4 ay AM Peasa pin <sup>10</sup> 2 1 3 3 ay AM Peasa 1 1 0 1 0 1	3 0 0 3 3 6 6 0 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	34 8 25 3 0 29 Eatit Weekday 7 70tal 28 7 7 21 10 2 7	17 4 13 2 0 14 14 15 16 10 10 11 12 11 12 11 12 11 15 16 16 17 16 17 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	17	17 4 13 7 7 27 27 Week Total 11 7 17 17 Total 5 1 4 4 4 11 4 4 11 7 17 17	9 2 6 5 7 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	9 2 6 6 2 2 0 0 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40 10 30 5 7 42  Saturdaya 10 25 4 29  Saturday 11 12 3 9	22   5   17   2   3   23   23   23   3   24   3   4   4   16   4   16   16   16   16
Pass-bylt_rised Trip Reduction * = Net New Trips After Pass-bylt_rise Trip Reduction* = Reductio	Hour  164  78  0  Estim Hour  136  71  Estim Weekday AM Peak Hour  47	Peak Hour  1,005  39  0  Weekday Midday Midday Reak Hour  835  Weekday Midday Midday Peak Hour  835  Weekday Midday Peak Hour  836	Peak Hour  508  86  81  81  Weekday PM Peak Hour  422  78  Weekday PM Peak Hour  147	Peak Hour  1,190  55  81  81  Saturday Midday Peak Hour  994  50  Saturday Midday Peak Hour  340  55  56	12.0% 20.0% Auto 2.0% 12.0% Auto 4.0%	2.0% 5.0% Taxi 3.0% Taxi 3.0%	51.0%  Estim Subway  6.0%  Estim Subway  12.0%	2.0% 0.0% Railroad 0.0% 2.6% Railroad 0.0%	11.0% 10.0% 10.0% 10.0% 10.0% 10.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0%	18.0% 55.0% 18.0% 83.0% 83.0% 83.0% 70.0%	4.0%  Other  0.0%  Other  0.0%	Total 100.0%  Total 100.0%	12.0% 20.0% Auto 2.0% 12.0%	2.0% 5.0% 5.0% Taxi 3.0%	51.0% 10.0% Subway 6.0% 51.0%	2.0% 0.0% Railroad 0.0% 2.0% 0.0%	11.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 11.0% 10.0% 11.0% 10.0% 10.0% 11.0% 10.0% 10.0% 10.0% 10.0%	18.0% 55.0% Walk 83.0% Walk 83.0%	4.0%  Other  0.0%	Total 100.0%  Total 100.0%	6 0 0 12 Weekd 5 5 6 6 11 Weekd 2 2 0 0	3 0 3 1 0 4 4 2 4 1 0 2 1 1 3 3 3 AM Peas 1 1 0 1 0 1 0 0	3 0 0 3 3 6 0 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	34 8 25 3 0 29 Eati  Weekday  7 7 1 1	17 4 13 2 0 14 14 15 16 10 10 10 10 11 11 12 11 12 11 12 10 10 10 10 10 10 10 10 10 10 10 10 10	17	17 4 13 7 7 27 27 Week Total 11 7 17 17 17 17 17 17 17 17 17 17 17 1	9 2 6 5 7 19 19 2 Characteris In 10 7 2 5 10 10 Characteris 10 10 10 10 10 10 10 10 10 10 10 10 10	9 2 6 6 2 2 0 0 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40 10 30 5 7 42  Saturdaya 25 4 29  Saturday 3 3 8 25 4 29  Total 12 3 9 0	22   5   17   2   3   2   2   3   2   2   2   2   2
Pass-bylLnked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction* = Pass-bylLnked Trip Reduction* = Reduct	164	Peak Hour  1,006  39  0  Weekday Midday Peak Hour 835  36  Weekday Midday Peak Hour 835  46  Weekday Midday Peak Hour 835	Peak Hour  508  86  81  81  81  Weekday PM Peak Hour  422  78  Weekday PM Peak Hour  147	Peak Hour  1,190  55  81  Saturday Midday Peak Hour  994  50  Saturday Midday Peak Hour  944	12.0% 20.0% Auto 2.0% 4.0% 33.0%	2.0% 5.0% 5.0% Taxi 3.0% Taxi 3.0%	51.0% 10.0% Estim Subway 6.0%  Estim 12.0% 30.0%	2.0% 0.0% Railroad 0.0% 2.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	11.0% 10.0% 10.0% Bus 6.0% 11.0% 8.00%	18.0% 55.0% Walk 83.0% 18.0% 70.0%	4.0%  Other  0.0%  Other  0.0%	Total 100.0%  Total 100.0%  Total 100.0%	12.0% 20.0% Auto 2.0% 12.0%	2.0% 5.0% Taxi 3.0% Taxi 3.0%	51.0% 10.0% 10.0% Subway 6.0% 51.0% 51.0%	2.0% 0.0% 1.0% 2.0% 2.0% 2.0% 2.0% 2.0% 0.0% 0.0% 0	11.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 11.0% 10.0% 11.0% 10.0%	18.0%   S5.0%   Walk   S3.0%   S3.0%   T5.0%   S3.0%   S3.0%	4.0%  Other  0.0%  Other  0.0%	Total 100.0% 100.0%	6 0 0 12 Weekd 17 Total 5 0 6 6 11 Total 2 0 0 1 1	3 0 3 1 1 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	3 0 0 3 3 6 0 0 9 9 9 1 1 1 1 0 0 0 0 0 0 1 1 1 1 0 0 0 0	34 8 25 3 0 0 Estitute	17 17 4 13 2 0 14 14 15 16 16 17 16 17 17 17 18 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	17	17	9 2 6 5 7 19 19 19 2 Characteris In 10 7 2 5 10 10 Characteris 10 10 2 11 10 10 10 10 10 10 10 10 10 10 10 10	9 2 6 2 0 9 9 states* k Hour  2 7 7 2 1 k Hour  2 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40 10 30 5 7 42 42 Total 33 8 25 4 29 Total 112 3 9 0	22   S   177   2   3   22   2   2   2   2   2   2
Pass-bylLnked Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction * = Residential * * Residential * * Arts-Performance*  Site #17  Land Use  Boulique Retail * Pass-bylLniked Trip Reduction * = Residential *  Residential *  Site #18  Land Use  Boulique Retail * Pass-bylLniked Trip Reduction * = Residential *  Site #18  Land Use  Community Finds After Pass-bylLnik Trip Reduction * = Net New Trips After Pass-bylLnik Trip Reduction * = Net	Hour  164  78  0  Estim Hour  136  71  Estim Weekday AM Peak Hour  47	Peak Hour  1,005  39  0  Weekday Midday Midday Reak Hour  835  Weekday Midday Midday Peak Hour  835  Weekday Midday Peak Hour  836	Peak Hour  508  86  81  81  Weekday PM Peak Hour  422  78  Weekday PM Peak Hour  147	Peak Hour  1,190  55  81  81  Saturday Midday Peak Hour  994  50  Saturday Midday Peak Hour  340  55  56	12.0% 20.0% Auto 2.0% 12.0% Auto 4.0%	2.0% 5.0% Taxi 3.0% Taxi 3.0%	51.0%  Estim Subway  6.0%  Estim Subway  12.0%	2.0% 0.0% Railroad 0.0% 2.6% Railroad 0.0%	11.0% 10.0% 10.0% 10.0% 10.0% 10.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0% 11.0%	18.0% 55.0% 18.0% 83.0% 83.0% 83.0% 70.0%	4.0%  Other  0.0%  Other  0.0%	Total 100.0%  Total 100.0%	12.0% 20.0% Auto 2.0% 12.0%	2.0% 5.0% 5.0% Taxi 3.0%	51.0% 10.0% Subway 6.0% 51.0%	2.0% 0.0% Railroad 0.0% 2.0% 0.0%	11.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 11.0% 10.0% 11.0% 10.0% 10.0% 11.0% 10.0% 10.0% 10.0% 10.0%	18.0% 55.0% Walk 83.0% Walk 83.0%	4.0%  Other  0.0%	Total 100.0%  Total 100.0%	6 0 0 12 Weekd 5 5 6 6 11 Weekd 2 2 0 0	3 0 3 1 0 4 4 2 4 1 0 2 1 1 3 3 3 AM Peas 1 1 0 1 0 1 0 0	3 0 0 3 3 6 6 0 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	34 8 25 3 0 29 Eati  Weekday  7 7 1 1	17 4 13 2 0 14 14 15 16 10 10 10 10 11 11 12 11 12 11 12 10 10 10 10 10 10 10 10 10 10 10 10 10	17	17 4 13 7 7 27 27 Week Total 11 7 17 17 17 17 17 17 17 17 17 17 17 1	9 2 6 5 7 19 19 2 Characteris In 10 7 2 5 10 10 Characteris 10 10 10 10 10 10 10 10 10 10 10 10 10	9 2 6 6 2 2 0 0 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40 10 30 5 7 42  Saturdaya 25 4 29  Saturday 3 3 8 25 4 29  Total 12 3 9 0	22   5   17   2   3   2   2   3   2   2   2   2   2

# Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site

									E	stimated Pe	125th St R	iver to Rive	Generation er Re-Zonin	g - Manhat	tan, New Yo	evelopment Si ork	te															
Site #19	1						Estima	ted Mode Sp	lit (AM, PM	, SAT)		ACTION C	ONDITION	- Arts Boi	nus E	Estimated Mod	de Split (MI	D)										Characteris		_		=
Land Use		ated Person-Trip G			Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	ay AM Pea	ık Hour	Weekday	/ Midday P	Peak Hour	Week	day PM Pea	sk Hour	Saturda	y Midday Po	tak Hour
Euro Oso	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	1021	Gubinay	rtuiii oud	Sus	Huin	Other	1014	Auto	- Luxi	Cubway	rumoud	bus	- Truik	Culci	- Colui	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Community Facility/Institutional <sup>8a</sup>	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 <sup>8b</sup>	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 <sup>4</sup>	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 <sup>2</sup> =																					0	0	0	7	4	4	4	2	2	9	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					5	2	2	22	11	11	11	6	6	27	15	12
Residential <sup>2</sup>	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	Estim	ated Person-Trip G	Seneration Characte	eristics			Estima	ted Mode Sp	lit (AM, PN	, SAT)						stimated Mod	de Split (MI	D)			Weekd	ay AM Pea	ık Hour	Weekday	mated Veh Midday P	nicle-Trip G Peak Hour		Characteris day PM Pea	tics" sk Hour	Saturda	y Midday Pe	eak Hour
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
	Hour 27	Peak Hour	Peak Hour	Peak Hour	2.0%					83.0%		100.0%	2.0%							100.0%	1			6		3	3		1	7	4	
Boutique Retail <sup>4</sup>	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%	0	0	0		3	3	3	0	0	7	1	3
Pass-by/Linked Trip Reduction 2 = Net New Trips After Pass-by/Link Trip													ļ					ļ									<u> </u>	ļ		ļ		
Reduction <sup>3</sup> =	45	-	40	40	40.00/	0.004	F4 00V	0.00/	44.00	40.00	4.00/	400.00	40.00	0.004	54.00/	0.004	44.00	40.00	4.00	400.000	1	0	0	4	2	2	2	1	1	5	3	2
Residential <sup>2</sup>	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 2	1	1 2	5	0	0 2	1 4	2	0	6	3	3
	<u> </u>				J																2	1	2	5	2	2	_ 4	2	1	6	3	3
Site #21							Estima	ted Mode Sp	lit (AM, PM	, SAT)					-	Stimated Mod	de Split (MI	D)						Esti	mated Veh	nicle-Trip G	eneration	Characteris	tics"			
Land Use	Estin	ated Person-Trip G	Seneration Characte	eristics	J	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	ay AM Pea	ık Hour	Weekday	Midday P	Peak Hour	Week	day PM Pea	sk Hour	Saturda	y Midday Pe	ak Hour
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	iaxi	Subway	Kaliroad	Bus	waik	Otner	Iotai	Auto	Iaxi	Subway	Kaliroad	Bus	waik	Other	Iotai	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Community Facility/Institutional <sup>8a</sup>	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 <sup>8b</sup>	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 <sup>5</sup>	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 <sup>3</sup>	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 <sup>2</sup> =																					0	0	0	65	32	32	67	34	34	82	41	41
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup>																					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	Estim	ated Person-Trip G	Seneration Characte	eristics			Estima	ted Mode Sp	lit (AM, PN	, SAT)						Stimated Mod	de Split (MI	D)			Weekd	ay AM Pea	ık Hour		mated Veh Midday P			Characteris		Saturda	y Midday Pe	eak Hour
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail 3	Hour 0	Peak Hour 590	Peak Hour	Peak Hour 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	93	47	47	96	48	48	118	65	53
Pass-by/Linked Trip Reduction 2 =	0	590	609	740	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.0%	20.0%	35.0%	0.0%	100.0%	0		0	23	12	12	24	12	12	29	15	15
Net New Trips After Pass-by/Link Trip					-																	0	0	70	35	35	72	36	36	88	50	38
Reduction <sup>3</sup> =	440	57	124	70	40.00/	0.004	F4 00/	0.00/	44.00	40.00	4.00/	400.00	40.00	0.004	54.00/	0.001	44.00	40.00	4.000	400.000	-	1	8		2		11			-	_	3
Residential <sup>2</sup>	113	5/	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	75	37	37	83	8	3	7 95	3 54	42
					<u>]</u>																10		•	75	31	31	63		39	95	54	42
Site #23	nr.						Estima	ted Mode Sp	lit (AM, PN	, SAT)						Estimated Mod	de Split (MI	D)						Esti	mated Veh	nicle-Trip G	eneration	Characteris	tics <sup>9</sup>			=
Land Use		ated Person-Trip G			Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Rue	Walk	Other	Total	Weekd	ay AM Pea	ık Hour	Weekday	/ Midday P	Peak Hour	Week	day PM Pea	k Hour	Saturda	y Midday Pe	ak Hour
Euro Oso	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	1021	Gubinay	rtuiii oud	Sus	Huin	Other	1014	Auto	- Luxi	Cubway	rumoud	bus	- Truik	Culci	- Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 2 =																					0	0	0	24	12	12	25	12	12	30	15	15
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup>																					0	0	0	72	36	36	74	37	37	91	51	39
Residential <sup>2</sup>	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 <sup>8</sup>	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
	1		1									1			1	1	1	<u> </u>			12	2	10	78	39	39	98	57	41	110	61	49
	JL	I	1	1	1																					1			1	الـــــــــــــــــــــــــــــــــــــ	1	
Site #24	1						Estima	ted Mode Sp	lit (AM, PN	, SAT)	1		-			stimated Mod	de Split (MI	D)	1				-			nicle-Trip G	eneration	Characteris	tics"	_		=
Land Use		ated Person-Trip G			Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	ay AM Pea	ik Hour	Weekday	/ Midday P	Peak Hour	Week	day PM Pea	ik Hour	Saturda	y Midday Po	ak Hour
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>2</sup> =																					0	0	0	5	3	3	3	1	1	6	3	3
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup>																					3	2	2	15	8	8	8	4	4	18	10	8
Residential <sup>2</sup>	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							Estima	ted Mode Sp	lit (AM, PM	, SAT)					E	stimated Mod	de Split (M	D)						Est	imated Veh	icle-Trip Ge	eneration C	haracteris	tics <sup>9</sup>			
	Estim	ated Person-Trip G	eneration Characte	eristics																	Weekd	lay AM Pea	ak Hour	Weekda	y Midday P	eak Hour	Weekd	lay PM Pea	k Hour	Saturday	Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 2 =																					0	0	0	3	1	1	1	1	1	3	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	8	4	4	4	2	2	10	5	4
Residential <sup>2</sup>	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							Estima	ted Mode Sp	olit (AM, PM	I, SAT)					Е	stimated Mod	de Split (MI	D)						Esti	mated Veh	icle-Trip G	eneration (	Characteris	stics			
	Estima	ated Person-Trip Ge	eneration Charact	eristics																	Weekd	ay AM Pea	k Hour	Weekday	/ Midday P	eak Hour	Week	day PM Pe	ak Hour	Saturda	y Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 2 =																					0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	9	5	5	5	2	2	11	6	5
Residential <sup>2</sup>	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

801 594 207 1,622 790 832 2,146 864 1,282 1,912 1,071 840

TOTAL EXISTING VEHICLE TRIPS

- Footnotes:

  1 = Resident period and sight derived from Census 2000 Journey-to-Work data.

  2 = Specially related model sight derived from Census 2000 Journey-to-Work data.

  2 = Specially related model sight derived from Census 2000 Journey-to-Work data.

  4 = Bouldage related model sight assumptions from Census model related to the Special Sp

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

- 1	Site #1					NC	ACTION	VEHICLE T	RIPS									AC	CTION VEH	IICLE TRIF	S									INCREME	NTAL VEH	ICLE TRIP	S - ACTIO	N	ar.		
Mathematical Continuity		Weekd	lay AM Pea	k Hour	Weekday	y Midday P	Peak Hour	Week	day PM Pe	ak Hour	Saturday	Midday P	eak Hour	Weeko	iay AM Pea	ak Hour	Weekda	Midday Pe	ak Hour	Weekd	ay PM Pea	k Hour	Saturda	y Midday F	eak Hour	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	iay PM Pe	eak Hour	Saturday	Midday P	eak Hour
Part	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Continue c	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
This is not in this in the content of the content	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
Section   Part	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
This interest tens in the continue of the cont	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
Mathematical Registration	Site #2					NC	ACTION	VEHICLE T	RIPS									AC	CTION VE	IICLE TRIF	S									INCREME	NTAL VEH	ICLE TRIP	S - ACTIO	N	ı.		
Mathematical Contine		Weekd	lay AM Pea	k Hour	Weekday	y Midday F	Peak Hour	Week	day PM Pe	ak Hour	Saturday	Midday F	eak Hour	Weeko	iay AM Pea	ak Hour	Weekda	Midday Pe	ak Hour	Weekd	ay PM Pea	k Hour	Saturda	y Midday F	eak Hour	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	Jay PM Pe	eak Hour	Saturday	Midday P	eak Hour
Continent cont	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Part Content	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
The transmission of the control of t	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
Part	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
Procession of the continue o	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
Part	Site #3					NC	ACTION	VEHICLE T	RIPS									AC	CTION VE	IICLE TRIF	S									INCREME	NTAL VEH	ICLE TRIP	S - ACTIO	N	70		
		Weekd	lay AM Pea	k Hour	Weekday	y Midday F	Peak Hour	Week	day PM Pea	ak Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekda	Midday Pe	ak Hour	Weekd	ay PM Pea	k Hour	Saturda	y Midday F	eak Hour	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	lay PM Pe	ak Hour	Saturday	Midday P	eak Hour
Part	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Part   Column   Col	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
The Sile Velocie Type   4   3   1   3   1   5   2   3   2   1   5   5   7   10   1   5   2   3   2   1   5   5   7   10   1   5   5   7   10   10	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	<b>-</b>	0	0
Part	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
Column   C	Total Site Vehicle Trips	4	3	1	3	1	1	5	2	3	2	1	1	12	5	7	16		•	40			18	10	8	8	2	6	13	7	7	11	7	4	16	9	7
Table   1															_	-		۰	۰	10	۰	۰									<u> </u>		<u> —</u>		J		
Part	Site #4					NC	ACTION	VEHICLE T	RIPS		1											•						I		INCREME	NTAL VEH	ICLE TRIP	S - ACTION	N	1	I	
FETCH AMMAFACTURING 6 6 8 0 2 1 1 1 1 1 1 5 5 5 5 5 3 1 3 13 7 5 0 0 2 2 1 1 1 1 1 1 5 0 5 5 5 5 3 1 3 13 7 5 0 2 1 1 1 1 1 1 0 5 5 5 0 1 1 1 1 1 1 1 1 1		Weekd	lay AM Pea	ık Hour	Weekday					ak Hour	Saturday	/ Midday P	eak Hour					AC	CTION VEH	IICLE TRIF	s					Weeko	lay AM Pea	ak Hour							Saturday	Midday P	eak Hour
EFAL/COMFACE 2 1 1 1 1 1 5 5 5 5 5 3 3 3 13 7 5 5 2 1 1 1 1 1 5 5 5 5 5 3 3 3 13 7 5 5 2 1 1 1 1 1 5 5 5 5 0 5 0 5 0 5 0 5 0 5 0				l		y Midday F	Peak Hour	Week	day PM Pea					Weeko	day AM Pea	ak Hour	Weekda	A(	CTION VEH	IICLE TRIF	S ay PM Pea	k Hour	Saturda	y Midday F	eak Hour		l		Weekday	Midday P	eak Hour	Week	day PM Pe	eak Hour		Ι	
Total Site Vehicle Triple 7 8 8 1 13 8 6 7 911 33 8 7 911 33 8 15 8 18 18 18 18 18 18 18 18 18 18 18 18 1	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	y Midday F	Peak Hour Out <sup>10</sup>	Week	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Weeko	lay AM Pea	ak Hour Out <sup>10</sup>	Weekda	AC Midday Pe In <sup>10</sup>	CTION VEH	Weekd	PS lay PM Pea In <sup>10</sup>	k Hour	Saturda	y Midday F	eak Hour	Total	In <sup>10</sup>		Weekday	Midday P	Peak Hour	Week	day PM Pe	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Sile 95   Sile 95   Sile 96   Sile 96   Sile 96   Sile 96   Sile 96   Sile 97   Sile	Land Use RESIDENTIAL / HOTEL	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	y Midday F	Peak Hour Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Weeko Total	In 10	ak Hour Out <sup>10</sup>	Weekda Total	A(C) Midday Pe	Out <sup>10</sup>	Weekd Total	PS lay PM Pea In <sup>10</sup>	k Hour Out <sup>10</sup>	Saturda Total	y Midday F In <sup>10</sup>	eak Hour	Total 0	In <sup>to</sup>		Weekday	In <sup>10</sup>	Out <sup>10</sup>	Total 0	day PM Pe	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>
Mecklay Mile Peak Hour   Mecklay Mileday Peak Hour   Mec	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total 0 5	In <sup>10</sup> 0 5	Out <sup>10</sup> 0	Total 0 2	y Midday F In <sup>10</sup> 0	Out <sup>10</sup> 0	Total 0 6	In <sup>10</sup>	Out <sup>10</sup> 0 6	Total 0	In <sup>10</sup> 0	Out <sup>10</sup> 0	Weeko	In <sup>10</sup> 0 22	ak Hour Out <sup>10</sup>	Weekda Total 0	AC Midday Pe In <sup>10</sup> 0 3	Out <sup>10</sup>	Weekd Total 0 27	In <sup>10</sup>	k Hour Out <sup>10</sup> 0 26	Saturda Total 0 3	y Midday F In <sup>10</sup> 0	eak Hour Out <sup>10</sup> 0	0 18	In <sup>10</sup> 0 17	Out <sup>10</sup> 0	Total 0 7	Midday P In <sup>10</sup> 0 3	Out <sup>10</sup>	Total 0 21	In <sup>10</sup>	Out <sup>10</sup> 0 20	Total 0	In <sup>10</sup>	Out <sup>10</sup>
Parish   P	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Total 0 5	In <sup>10</sup> 0 5	Out <sup>10</sup> 0 0	0 2 11	y Midday F In <sup>10</sup> 0 1	Out <sup>10</sup> 0  1  5	Total  0  6 5	In <sup>10</sup> 0 0 3	Out <sup>10</sup> 0 6 3	0 1 13	0 0 7	Out <sup>10</sup> 0  0  5	Weeko Total 0 23	In 10 0 22 1	Out <sup>10</sup> 0  1	Weekday Total 0 9	In <sup>10</sup> 0  3	CTION VEH wak Hour Out <sup>10</sup> 0 5	Weekd Total 0 27	lay PM Pea	0 26 3	Saturda Total 0 3 16	y Midday F In <sup>10</sup> 0 2	eak Hour Out <sup>10</sup> 0 1	Total 0 18 0	0 17	Out <sup>10</sup> 0 1	Total 0 7 -1	Midday P In <sup>10</sup> 0 3	Out <sup>10</sup> 0 4 0	Total 0 21	In <sup>10</sup> 0 1	Out <sup>10</sup> 0  20  0	7otal 0 2 3	0 1	Out <sup>10</sup> 0 1
Total   In   No   Out   Total   In   Out   Total   Out	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total 0 5	In <sup>10</sup> 0 5	Out <sup>10</sup> 0 0	0 2 11	y Midday F In <sup>10</sup> 0 1 5	Peak Hour Out <sup>10</sup> 0 1 5	Total 0 6 5	In <sup>10</sup> 0 0 3	Out <sup>10</sup> 0 6 3	0 1 13	0 0 7	Out <sup>10</sup> 0  0  5	Weeko Total 0 23	In 10 0 22 1	Out <sup>10</sup> 0  1	Weekday Total 0 9	AC r Midday Pe In¹0 0 3 5	Out <sup>10</sup> 5  10	Weekd Total 0 27 9 36	PS lay PM Pea In 10 0 1 6	0 26 3	Saturda Total 0 3 16	y Midday F In <sup>10</sup> 0 2	eak Hour Out <sup>10</sup> 0 1	Total 0 18 0	0 17	Out <sup>10</sup> 0 1	Total 0 7 -1	Midday P In <sup>10</sup> 0 3 0	Out <sup>10</sup> 0 4 0	Total 0 21 3 25	In 10  0  1  4	Out <sup>10</sup> 0  20  0	7otal 0 2 3	0 1	Out <sup>10</sup> 0 1
OFFICE / MANUFACTURING 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total 0 5 2	In <sup>10</sup> 0 5 1	Out <sup>10</sup> 0 0 1	Total 0 2 11	y Midday P In <sup>10</sup> 0 1 5	Out <sup>10</sup> 0  1  5  ACTION 1	Total  0  6  5  11	In <sup>10</sup> 0  0  3  RRIPS	Out <sup>10</sup> 0 6 3	Total 0 1 13	In <sup>10</sup> 0 0 7	Out <sup>10</sup> 0  0  5	Weekd Total 0 23 2	In 10 0 22 1 1 23	Out <sup>10</sup> Ott  1  2	Weekdar Total 0 9 10	ACC  AMidday Pe  In 10  0  3  5	Out 10  5  10  CTION VEH	Weekd Total 0 27 9 36	In 10 0 1 6 8	0 Ut <sup>10</sup> 0 26 3	Saturda Total 0 3 16	y Midday F In 10 0 2 9	eak Hour Out 10 0 1 7	Total 0 18 0 18	In 10  0  17  0  17	Out <sup>10</sup> 0  1  0	Weekday  Total  0  7  -1	In <sup>10</sup> 0  3  0  2	Out <sup>10</sup> 0  4  0  4  NTAL VEH	Total  0 21 3 25	In 10  0  1  4  5  S - ACTION	Out <sup>10</sup> 0  20  20	7otal 0 2 3 5	In <sup>10</sup> 0 1 1	Out <sup>10</sup> 0  1  2
RETAIL /COMM FAC	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total 0 5 2 7	In <sup>10</sup> 0 5 1 6	Out <sup>10</sup> 0  0  1  1	Total 0 2 11 13 Weekday	y Midday P In 10  0  1  5  6  NC y Midday P	Out <sup>10</sup> Out <sup>10</sup> O  7  ACTION V	Weeks Total 0 6 5 11 WEHICLE TI Weeks	In 10 0 0 3 3 3 RIPS	Out <sup>10</sup> 0  6  3  8	Total 0 1 13 Saturday	In <sup>10</sup> 0 0 7 8	Out <sup>10</sup> 0  0  5  6	Weekd Total 0 23 2 Weekd	In 10 0 22 1 23	Out <sup>10</sup> 0  1  1  2  ak Hour	Weekday Total 0 9 10 19	Adday Pe In <sup>10</sup> 0 3 5 8 Adday Pe	Out to 0 5 5 10 CTION VEF	Weekd  Total  0  27  9  36  BICLE TRIF	lay PM Pea	0 26 3 28	Saturda Total 0 3 16 18	y Midday F In <sup>10</sup> 0 2 9 10	eak Hour Out <sup>10</sup> 0 1 7 8	Total 0 18 0 18 Weekc	0 17 0 17	Out <sup>10</sup> 0  1  0  1  sk Hour	Total 0 7 -1 6 Weekday	In <sup>10</sup> 0  3  0  2  INCREME	Out <sup>10</sup> 0  4  0  4  NTAL VEH	Total 0 21 3 25	In 10  0  1  4  5  S - ACTION day PM Per	Out <sup>10</sup> 0  20  20  N  pask Hour	Total 0 2 3 5	In <sup>10</sup> 0 1 1 3	Out 10  0  1  2  2  eak Hour
Total Site Vehicle Trips 3 1 2 1 1 1 1 3 2 1 1 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     Steeled Fig.   Steeled F	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use	Total 0 5 2 7 Weekd	In <sup>10</sup> 0 5 1 6 In <sup>10</sup>	Out <sup>10</sup> 0  0  1  1  Out <sup>10</sup> Out <sup>10</sup>	Total 0 2 11 13 Weekday	y Midday P In 10  0  1  5  6  NC y Midday P	Out <sup>10</sup> Out <sup>10</sup> O  7  ACTION V	Total  0  6  5  11  Weeke	In <sup>10</sup> 0  0  3  RIPS  day PM Pei	Out <sup>10</sup> 0  6  3  8	Total 0 1 13 13 Saturday Total	In <sup>10</sup> 0 0 7 8  Midday P In <sup>10</sup>	Out <sup>10</sup> 0  0  5  6	Weekc Total 0 23 2 25 Weekc Total	lay AM Pea	Out <sup>10</sup> 0  1  2  ak Hour  Out <sup>10</sup> Out <sup>10</sup>	Weekda Total 0 9 10 19 Weekda Total	Adday Pe In <sup>10</sup> 0 3 5 8 Adday Pe	Out <sup>10</sup> Out <sup>10</sup> 5  10  CTION VEF	Weekd Total 0 27 9 36  BICLE TRIF Weekd Total	In 10 0 8 8 Say PM Pea	0 26 3 28	Saturda Total 0 3 16 18 Saturda Total	y Midday F In¹0 0 2 9 10 thicketter of the second s	eak Hour Out <sup>10</sup> 0 7 8 eak Hour Out <sup>10</sup>	Total  0 18 0 18 Weekc	In 10  0  17  0  17  17	Out <sup>10</sup> 0  1  0  1  Out <sup>10</sup> Out <sup>10</sup>	Total 0 7 -1 6 Weekday	Midday P In <sup>10</sup> 0 3 0 2 INCREME Midday P In <sup>10</sup>	Out <sup>10</sup> 0  4  0  4  NTAL VEH	Total  0 21 3 25  ICLE TRIP: Weeke	ln <sup>10</sup> 0  1  4  5  S - ACTION day PM Pei	Out <sup>10</sup> 0  20  20  NN  Pask Hour  Out <sup>10</sup> Out <sup>10</sup>	Total  0 2 3 5 Saturday	In <sup>10</sup> 0 1 1 3 V Midday P	Out <sup>10</sup> 0  1  2  2  eak Hour  Out <sup>10</sup>
Site #6     Site #6     Site #6     Site #6	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total  0  5  2  7  Weekd  Total  2	In <sup>10</sup> 0  5  1  6  Iay AM Pea	Out <sup>10</sup> 0  1  1  Out <sup>10</sup> 2	Total 0 2 11 13 Weekday Total 1	y Midday F In 10 0 1 5 6 NC y Midday F In 10 1	Out <sup>10</sup> Out <sup>10</sup> O  7  ACTION  Out <sup>10</sup> Out <sup>10</sup> 1	Weeks Total 0 6 5 11 Weeks Total 2	In <sup>10</sup> 0  0  3  RIPS  day PM Per In <sup>10</sup> 2	Out <sup>10</sup> 0  6  3  8  ak Hour  Out <sup>10</sup>	Total 0 1 13 13 Saturday Total 2	In 10 0 0 7 8 8 In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 0  0  5  6  Peak Hour  Out <sup>10</sup>	Weeko Total 0 23 2 25 Weeko Total 4	lay AM Pea In 10 0 22 1 23 In 10 1 1 1 1	out <sup>10</sup> Out <sup>10</sup> 1  2  out <sup>10</sup> Out <sup>10</sup> 4	Weekday Total 0 9 10 19 Weekday Total 2	Midday Pe In <sup>10</sup> 0 3 5 8 AC Midday Pe In <sup>10</sup> 1	out to 0  5  10  CTION VEI  ak Hour  0  5  10  CTION VEI  ak Hour  Out to 1	Weekd Total 0 27 9 36 BICLE TRIF Weekd Total 5	ln 10 0 1 6 8 8 In 10 10 10 10 10 10 10 10 10 10 10 10 10	0 26 3 28 k Hour	Saturda  Total  0  3  16  18  Saturda  Total  3	y Midday F In¹0 0 2 9 10 In¹0	eak Hour Out <sup>10</sup> 0 1 7 8 eak Hour Out <sup>10</sup>	Total 0 18 0 18 Total 2	In 10  0  17  0  17  17  0  In 10  0  0  0	Out*0  0  1  0  1  0  1  0  1  0  1  2	Total 0 7 -1 6 Weekday Total 1	In <sup>10</sup> 0  3  0  2  INCREME Midday P  In <sup>10</sup> 1	Out <sup>10</sup> 0  4  0  4  NTAL VEH Peak Hour  Out <sup>10</sup> 1	Total  0 21 3 25  ICLE TRIP  Weeke Total 2	day PM Per In 10 0 1 4 5 S - ACTION day PM Per In 10 2 0	Out <sup>10</sup> 0  20  20  N  Out <sup>10</sup> 1  0  20  0  1  0  0  0  0  0  0  0  0  0  0  0	Total  0 2 3 5 Saturday Total 2	In <sup>10</sup> 0 1 1 3 V Midday P In <sup>10</sup>	Out 10  0  1  2  2  eak Hour  Out 10  1
Weekday M Peak Hour   Weekday Midday Peak Hour   Weekday Midday Peak Hour   Weekday PM Peak Hour   Weekday PM Peak Hour   Weekday M Peak Hour   Weekday	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total 0 5 2 7 Weekd Total 2 0	In <sup>10</sup> 0  5  1  6  In <sup>10</sup> 0  0  0	Out <sup>10</sup> 0  1  1  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Total  0 2 11 13 Weekday Total 1	y Midday F In <sup>10</sup> 0 1 5 6 NC y Midday F In <sup>10</sup> 1	Out <sup>10</sup> 0  1  5  7  OACTION 1  Out <sup>10</sup> Out <sup>10</sup> 1  0  Out <sup>10</sup> 1	Total  0 6 5 11  VEHICLE TI Weeks Total 2 0	day PM Per In 10  0  3  3  RIPS day PM Per In 10  2  0	Out <sup>10</sup> 0  6  3  8  sk Hour  Out <sup>10</sup> 1	Total 0 1 13 13 Saturday Total 2 0	In 10 0 0 7 8 8 In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 0  0  5  6  eak Hour  Out <sup>10</sup> 1	Weekc	in 10 0 22 1 1 23 isy AM Pea	out <sup>10</sup> Out <sup>10</sup> 1  2  out <sup>10</sup> Out <sup>10</sup> 4	Weekday Total 0 9 10 19 Weekday Total 2 0	Midday Pe In¹0 0 3 5 8 AC Midday Pe In¹0 0 1 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	Out 10  CTION VEH ak Hour  0  5  10  CTION VEH ak Hour  Out 10  1	Weekd Total 0 27 9 36 IICLE TRIF Weekd Total 5 0	In 10 0 1 6 8 8 In 10 3 0 0 3 0	k Hour  Out 10  26  3  28  k Hour  Out 10  1	Saturda Total 0 3 16 18 Saturda Total 3 0	y Midday F In 10 2 9 10 In 10 In 10 In 10 In 10 In 10	eak Hour  Out <sup>10</sup> 0  1  7  8  eak Hour  Out <sup>10</sup> 2	Total 0 18 0 18 18 Veekc Total 2 0	In 10  0  17  0  17  17  0  In 10  0  0  0	Out*0  0  1  0  1  0  Und*0  2  0  0  0  0  0  0  0  0  0  0  0  0	Total  0  7 -1  6  Weekday Total  1  0	In 10 0 3 0 2 INCREME In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out10  Out10  0  4  0  4  NTAL VEH Peak Hour  Out10  1  0	Weekd   Total     0   21   3     25	day PM Per In 10 0 1 4 5 S - ACTION day PM Per In 10 2 0	Out <sup>10</sup> 0  20  20  N  Out <sup>10</sup> 1  0  20  0  1  0  0  0  0  0  0  0  0  0  0  0	Total  0 2 3 5 Saturday Total 2 0	In <sup>10</sup> 0 1 1 3 In <sup>10</sup> 0 1 0 1 0 In <sup>10</sup>	Out 10  0  1  2  2  eak Hour  Out 10  1
Land Use  Total In	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Total 0 5 2 7 Weekd Total 2 0 1	In <sup>10</sup> 0 5 1 6 In <sup>10</sup> 0 0 0 0 0	Out <sup>10</sup> 0  1  1  1  Out <sup>10</sup> 2  0  0	Total 0 2 11 13 Weekday Total 1 0 0	y Midday F In 10 0 1 5 6 NC y Midday F In 10 0 0 1 1 0 0	Out <sup>10</sup>	Weeks   Total	day PM Period In 1º 0 0 0 3 3 3 RIPS day PM Period In 1º 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  6  3  8  8  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Total 0 1 13 13 Saturday Total 2 0 0	In 10 0 0 7 8 8 In 10 1 1 0 0 0 0	Out <sup>10</sup> 0  0  5  6  Peak Hour  Out <sup>10</sup> 1  0  0	Weekc   Total   0   23   2   25	In 10 0 22 1 1 23 In 10 1 1 0 1 1 0 1 1	out <sup>10</sup> Out <sup>10</sup> 1  2  sk Hour  Out <sup>10</sup> 4  Out <sup>10</sup>	Weekday Total 0 9 10 19 Weekday Total 2 0 7	ACC Midday Per In <sup>10</sup> 0 3 5 8 ACC Midday Per In <sup>10</sup> 1 0 4 5 5	CTION VEI- Bak Hour  Out to  5  10  CTION VEI- Bak Hour  Out to  4  5	Weekd Total 0 27 9 36 Total Weekd Total 4	PS	0 26 3 28 k Hour Out <sup>10</sup> Out <sup>10</sup> 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Saturda  Total  0  3 16  18  Saturda  Total  3  0  9	y Midday F In¹0 0 2 9 10  In¹0 2 0 5	eak Hour Out 10 0 1 7 8 eak Hour Out 10 2 0 4	Total 0 18 0 18 Weeko Total 2 0 1	In 10  0  17  0  17  17  In 10  0  0  0  0	Out*0  0  1  0  1  1  sk Hour  Out*0  2  0  0	Weekday Total 0 7 -1 6 Weekday Total 1 0 7	In <sup>10</sup> 0  3  0  2  INCREME  Midday P  In <sup>10</sup> 1  0  4	Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> A  O  A  NTAL VEH  Oeak Hour  Out <sup>10</sup> 1  0  4	Weeke Total 0 21 3 25 ICLE TRIP Weeke Total 2 0 3	day PM Per In 10 0 1 4 5 S - ACTION day PM Per In 10 2 0 2 3 3	Out <sup>10</sup> 20  20  N  Pask Hour  0 ut <sup>10</sup> 2 ut <sup>10</sup>	Total 0 2 3 5 Saturday Total 2 0 8	In <sup>10</sup> 0  1  1  3  Midday P  In <sup>10</sup> 1  0  5	Out 10  1  2  2  eak Hour  Out 10  1  0  4
RESIDENTIAL/HOTEL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total 0 5 2 7 Weekd Total 2 0 1 3	In <sup>10</sup> 0 5 1 6 Iay AM Pea In <sup>10</sup> 0 0 1	Out <sup>10</sup> 0  0  1  1  1  Out <sup>10</sup> 2  0  0  2	Total 0 2 11 13 Weekday Total 1 0 0 1 1	In <sup>10</sup>	Out 10	Weeks   Total	day PM Period In 10 0 0 0 3 3 3 RIPS day PM Period In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  6  3  8  8  Out <sup>10</sup> 1  0  1	Total 0 1 13 13 Saturday Total 2 0 0 2	In 10 0 0 7 8 8 In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 0  0  5  6  Peak Hour  Out <sup>10</sup> 1  0  1	Weekc   Total	lay AM Pec  0  22  1  23  23  In 10  1  1  1	bik Hour Out <sup>10</sup> 2  2  Out <sup>10</sup> 4  0  1	Weekda	ACC Midday Per Midday	CTION VEE	Weekd Total 0 27 9 36 WICLE TRIF Weekd Total 5 0 4	S In 19 PM Pea In	Out**  26 3 28  28  Out**  Out**  3  3  3	Saturda   Total   0   3   16   18   Saturda   Total   3   0   9   12   12	y Midday F In 19 0 2 9 10 In 1	eak Hour Out <sup>10</sup> 8  Cut <sup>10</sup> Out <sup>10</sup> 2  0  4	Total 0 18 0 18 Weekc Total 2 0 1	In 10  0  17  0  17  17  Isy AM Pec  0  0  0  1	Out*0  0  1  0  1  1  sk Hour  Out*0  2  0  0	Weekday Total  0  7  -1  6  Weekday Total  1  0  7	In <sup>10</sup> 0  3  0  2  INCREME Midday P	Peak Hour Out 10 0 4 0 4 NTAL VEH 0 1 0 4 NTAL VEH 4 NTAL VEH NTAL VEH	Weeks   Total	day PM Per In 10 0 1 4 5 S - ACTION	Out   Out	Total 0 2 3 5 5 Saturday Total 2 0 8 10	In <sup>10</sup> 0 1 1 3 r Midday P In <sup>10</sup> 1 0 5	Out 10  2  2  eak Hour  Out 10  1  0  4
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 2 8 14 16 10 10 10 10 10 10 10 10 10 10 10 11 5 31 17 14 5 2 2 2 11 10 10 10 16 11 5 31 17 14	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6	Total	In <sup>10</sup> 0  5  1  6  In <sup>10</sup> 0  0  1  1  1  1  1  1  1  1  1  1  1	Out <sup>10</sup> 0  0  1  1  1  2  0  0  2  2	Total 0 2 11 13 Weekday Total 1 0 0 1 1	In 10	Out <sup>10</sup>	Weeks Total  0 6 5 11 WEHICLE TI Weeks Total 2 0 1 3 WEHICLE TI Weeks	In 19	Out <sup>10</sup> 0  6  3  8  8  Out <sup>10</sup> 1  0  1  0  1	Total 0 1 13 Saturday Total 2 0 0 Saturday	In <sup>10</sup> 0 0 7 8 In <sup>10</sup> 1 1 0 0 1 1	Out <sup>10</sup> 0  0  5  6  Peak Hour  1  0  1	Weekc   Total	In 10 22 1 1 23 In 10 10 11 1 1 1 1 1 In 12 In 1	sk Hour  Out <sup>10</sup> 2  sk Hour  Out <sup>10</sup> 1  2  sk Hour	Weekda Total 0 9 10 19 Weekda Total 2 0 7	ACA CA	Out <sup>10</sup> 5  10  CITION VEET  4  CITION VEET  5  CITION VEET  5  CITION VEET  6  CITION VEET  6	Weekd Total 0 27 9 36 IICLE TRIF Weekd Total 5 0 4 9  IICLE TRIF Weekd Weekd	S   S   In   P   P   P   P   P   P   P   P   P	Out**  0 26 3 28 28 1k Hour  Out**  1 0 2 3 3 3 3 4k Hour	Saturda   Total   0   3   16   18     Saturda   Total   3   0   9   12     Saturda   Saturda	y Midday F  In 10  2  9  10  10  10  10  10  10  10  10  10	eak Hour Out <sup>10</sup> 0 1 7 8 eak Hour Out <sup>10</sup> 2 0 4	Total	In 10   O   17   O   17   O   O   O   O   O   O   O   O   O	Out*0  0  1  0  1  1  sk Hour  Out*0  2  0  1  2  k Hour	Weekday  Total  0  7  -1  6  Weekday  Total  1  0  7  Weekday	In <sup>10</sup> O  3  O  2  INCREME	Out 10  Out 10  Out 10  4  O  WHAT L VEH  Out 10  Out 10  4  4  A  Out 10  A  A  Out 10  A  A  Out 10  A  Out 10  A  Out 10  Out 10  A  Out 10  A  Out 10  Out	Total  0 21 3 25 ICLE TRIP  Week  Total  5 ICLE TRIP  Week	In 10   In 1	Out <sup>10</sup> 0 20  0  20  0  10  0  20  0  10  20  0  N  10  10  10  10  10  10  10  10	Total 0 2 3 5 Saturday Total 2 0 8 10	In <sup>10</sup> 0 1 1 3 Widday P In <sup>10</sup> 5	Out 10  1  2  eak Hour  Out 10  4  4
	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6  Land Use	Total	In <sup>10</sup> 0 5 1 6 6 In <sup>10</sup> 0 0 0 1 1 In <sup>10</sup>	Out <sup>10</sup> 0  1  1  1  1  2  0  0  1  Lik Hour  Out <sup>10</sup> 0  0  1  Lik Hour	Total 0 2 11 1 13 Weekday Total 1 0 0 1 1 Weekday Total 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	y Midday F  In 19  0  f  5  6  NC  Widday F  In 19  1  0  1  NC  y Midday F  In 19  In 19  In 19	Out <sup>10</sup>	Weeks   Total	In <sup>10</sup>	Out <sup>10</sup> 0  6  3  8  8  1  Out <sup>10</sup> 1  0  1  0  0  1  1  0  Out <sup>10</sup> Out <sup>10</sup>	Total 0 1 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3	In <sup>10</sup> 0 0 7 8 8 In <sup>10</sup> 1 0 0 1 1 In <sup>10</sup>	Out <sup>10</sup> 0  5  6  Cut <sup>10</sup> Out <sup>10</sup> 1  1  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Weekc   Total	In 10 0 22 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1	Out 10  1  2  3k Hour  Out 15  1  2  3k Hour  Out 15  5  5  6  7  1  1  0  1  1  0  1  0  1  0  1  0  0	Weekday Total 0 9 10 19 Weekday Total 2 0 7 10 Weekday Total	AAA Midday Pe In 10 S S AAA MIDDAY	Out <sup>10</sup> CTION VEI  To	HCLE TRIF Weekd Total 0 27 9 36 IICLE TRIF Weekd Total 5 0 4 9 9 IICLE TRIF Weekd Total Total Total	S	0ut** 0 26 3 28 28 0ut** 0ut** 0 27 3 3 3 4 10 4 10 7 10 7 10 7 10 7 10 7 10 7 10 7 10 7	Saturda	y Midday F  10  2  9  10  10  10  2  9  10  10  10  10  10  10  10  10  10	eak Hour  Out 10  0  f  7  8  8  eak Hour  Out 10  Qut 10  Qut 10  Qut 10  Qut 10  Qut 10	Total 0 18 0 18 18 Weekc Total 2 0 1 1 3 3 Weekc Total Total	In 10 0 17 0 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Out <sup>16</sup> 0  1  0  1  1  1  1  1  1  1  1  1  1	Weekday Total 0 7 -1 6 Weekday Total 1 0 7 Total 1 Total Total Total Total Total	Midday P In to	Out to Ou	Weeke Total  O 21  3 25  ICLE TRIP  Weeke Total  S 5  ICLE TRIP  Weeke Total	In 10   In 1	Out <sup>10</sup>	Total  0 2 3 5  Saturday Total 2 0 8 10	In <sup>10</sup> 0  f  1  3  Whidday P  In <sup>10</sup> 5  6	Out 10  0  1  2  eak Hour Out 10  4  4  aak Hour Out 10
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	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6  Land Use  RESIDENTIAL / HOTEL	Total	In <sup>10</sup> 0 5 1 6 6 In <sup>10</sup> 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 0  1  1  1  2  0  0  1  1  1  1  1  1  1  1  1  1  1	Total	y Midday F  In 19  O  f  S  RO  NC  Widday F  In 19  O  In 19	Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> 7  7  Out <sup>10</sup> Out <sup>10</sup> 1  Out <sup>10</sup>	Weeko	In <sup>10</sup>	Out <sup>10</sup> 0  6  3  8  8  Nout <sup>10</sup> 0  1  0  0  1  0  0  0  1  1	Total  O  f  13  13  Saturday  Total  2  O  Saturday  Total  0  O	In 10 0 0 7 7 8 8 In 10 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 0  5  6  Cut <sup>10</sup> Out <sup>10</sup> 1  1  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Weekc   Total	In 10 2 22 1 1 23 23 24 AM Pez In 10 10 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out 10  1  2  3k Hour  Out 15  1  2  3k Hour  Out 15  4  0  1  5  5  Out 10  Out 10  Out 10  Out 10	Weekday Total 0 9 10 19 Weekday Total 2 0 7 10  Weekday Total 0 0 0	A/A Midday Pe  In 10	CTION VEFE tak Hour  Out 10  5  10  CTION VEFE 1  Out 10  4  5  CTION VEFE tak Hour  Out 10  5  CTION VEFE tak Hour  Out 10  0	Weekd  Total  0  27  9  36  HICLE TRIFF  Weekd  Total  5  0  4  9  9  HICLE TRIFF  Weekd  Total  Total  O	S	0ut <sup>10</sup> 0 26 3 28 28 Out <sup>10</sup> 0 1 0 2 3 3 k Hour Out <sup>10</sup> 0 0 0 0 0	Saturda	In <sup>10</sup>	eak Hour  Out 10  0  f  7  8  eak Hour  Out 10  0  4  Cut 10  Cut 10	Total 0 18 0 18 Weekc Total 2 0 1 1 3 3 Weekc Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In 10 0 17 0 17 17 0 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Out <sup>18</sup> 0  1  0  1  1  1  Note the continue of the continue o	Weekday   Total	Midday P In to	Cout 10  Out 10	Weekd Total 0 21 3 25 GCLE TRIP Weekd 2 0 3 5 GCLE TRIP Weekd 1 0 0 1 1 1 0 0 0 0	In 10	Out <sup>10</sup>	Total  0 2 3  5  Saturday  Total  2 0 8  10  Saturday  Total	In 10  1  1  3  Whidday P  In 10  5  6	Out 19  2  2  2  1  Out 19  4  4  4  0  0  0  0  0  0  0  0  0  0
	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total	In <sup>10</sup>	Out <sup>10</sup> 0  1  1  1  2  0  0  2  0  1  1  1  1  1  1  1  1  1  1  1  1	Total	y Midday F  In 10  0  f  5  6  NCC  y Midday F  1  0  1  1  NCC  y Midday F  In 10  0  2	Out <sup>10</sup> Out <sup>10</sup> O  7  7  D ACTION 1  1  Out <sup>10</sup> Out <sup>10</sup> 1  Out <sup>10</sup>	Weeko   Total	In <sup>10</sup>	Out <sup>10</sup> 0  6  3  8  8  bk Hour  Out <sup>10</sup> 1  0  0  11  1  11  Out <sup>10</sup> 11  11  11  11  11  11  11  11  11	Total  O  f  13  13  Saturday  Total  2  O  Saturday  Total  O  2  2	In 10 0 0 7 7 8 8 In 10 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 0  5  6  Cut <sup>10</sup> Out <sup>10</sup> 1  1  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Weekc   Total   0   23   2   25     Weekc   Total   4   0   2   6     Weekc   Total   0   0   57	in 10 22 1 1 23 23 24 24 24 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26	out to ou	Weekday Total 0 9 10 19 Weekday Total 2 0 7 10 Weekday Total 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	A/A Midday Pe  In 10	CTION VEFE tak Hour Out 10 5 5 10 CTION VEFE tak Hour Out 10 4 5 5 CTION VEFE tak Hour Out 10 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7	Weekd Total 0 27 9 36 BICLE TRIE Weekd Total 5 0 4 9 9 BICLE TRIE Total 0 66	S	Out <sup>16</sup> 26  3  28  28  k Hour  Out <sup>16</sup> 1  0  2  Note the first of the first out the	Saturda   Total   0   16   18	In <sup>10</sup>	eak Hour Out 10  0  f  7  8  eak Hour Out 10  4  5  eak Hour Out 10  3	Total	In 10   0   17   0   17   17   17   17   1	Out <sup>10</sup> 0  1  1  1  bk Hour  Out <sup>10</sup> 2  2  2  1  1  1  1  1  2  2  2  2  2	Weekday   Total	Midday P  In **  0  3  0  2  INCREME Midday P  1  0  4  4  INCREME Midday P  In **  0  4  6	Out to 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Weeke Total  0 21 3 25 GCLE TRIP Weeke 2 0 3 5 GCLE TRIP Weeke 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	In   In   In   In   In   In   In   In	Out <sup>10</sup>	Total	In 10 0 1 1 1 3 3 In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out 10  1  2  2  2  1  0  1  0  4  4  4  0  1  0  1  0  2  2  2  2  2  2  2  2  2  2  2  2

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

														1:			Re-Zoning -			k																
Site #7					NC	O ACTION	VEHICLE TR	IPS								IIICOLL IIV		CTION VEH		es									INCREME	NTAL VEH	IICLE TRIP	S - ACTION	N			
	Weel	kday AM Pea	k Hour	Weekda	y Midday F	Peak Hour	Weekd	ay PM Pea	k Hour	Saturda	y Midday P	eak Hour	Week	lay AM Pe	ak Hour	Weekda	y Midday P	ak Hour	Weeko	lay PM Peak	Hour	Saturday	Midday P	eak Hour	Week	lay AM Pe	ak Hour	Weekday	Midday P	eak Hour	Week	day PM Pe	ak Hour	Saturda	ay Midday F	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	O ACTION	VEHICLE TR	IPS								0	A	CTION VEH	ICLE TRIF	rs									INCREME	NTAL VEH	IICLE TRIP	S - ACTION	N			
	Weel	kday AM Pea	k Hour	Weekda	y Midday F	Peak Hour	Weekd	ay PM Pea	k Hour	Saturda	y Midday P	eak Hour	Week	iay AM Pe	ak Hour	Weekda	y Midday P	ak Hour	Weeko	lay PM Peak	Hour	Saturday	Midday P	eak Hour	Week	day AM Pe	ak Hour	Weekday	Midday P	eak Hour	Week	day PM Pe	ak Hour	Saturda	ay Midday F	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	ACTION :	VEHICLE TR	IPS									Δ.	TION VEH	ICI E TRIE	99									INCREME	NTAI VEH	IICLE TRIP	S - ACTION				
Onc wa	Weel	kday AM Pea	ak Hour	Weekda	y Midday F		T	ay PM Pea	k Hour	Saturda	y Midday P	eak Hour	Week	iay AM Pe	ak Hour	Weekda	y Midday P			lay PM Peak	Hour	Saturday	Midday P	eak Hour	Week	day AM Pe	ak Hour		Midday P			day PM Per		Saturda	ay Midday F	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	O ACTION	VEHICLE TR	IPS					1				Α	CTION VEH	ICLE TRIE	PS .									INCREME	NTAL VEH	IICLE TRIP	S - ACTION	N			
	Weel	kday AM Pea	ak Hour	Weekda	y Midday F			ay PM Pea	k Hour	Saturda	y Midday P	eak Hour	Week	iay AM Pe	ak Hour	Weekda	y Midday P			lay PM Peak	Hour	Saturday	Midday P	eak Hour	Week	day AM Pe	ak Hour		Midday P			day PM Pe		Saturda	ay Midday F	eak Hour
Land Use		- 10	- 10	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	- 10	Total										- 10	**		In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>							_	1	
l	Total	In <sup>10</sup>	Out <sup>10</sup>	iotai		Out	· otal		Out <sup>10</sup>	Iotai	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total					Out	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
RESIDENTIAL / HOTEL	Total 0	0	Out o	0	0	0	0	0	Out.0	0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In " 0	Out"	Total 0	0	0	0	0	0	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>
RESIDENTIAL / HOTEL OFFICE / MANUFACTURING																-								0	0 251						-		-	-	-	
	0	0	0	0	0	0	0	0	0	0	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	0 251	0 241	0	97	0 38	0 59	0 293	0	0 278	0 28	0	11	251	0 241	0	97	0	0 59	0 293	0	0 278	0 28	0	0
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	0 0	0 0	0 0	0 0 68	0 0 34 34	0 0 34	0 0 70	0 0 35 35	0 0 35	0 0 86	0 0 49	0 0 37	0 251	0 241 0	0 10 0	97 270	0 38 135	0 59 135	0 293 306 599	0 15 167	0 278 139	0 28 369	0 17 207	11	251	0 241 0	0 10 0	0 97 202 0 298	0 38 101	0 59 101 160	0 293 236 529	0 15 132	0 278 104	0 28 283	0 17 158	0 11 124
OFFICE / MANUFACTURING RETAIL / COMM FAC	0 0 0	0 0	0 0	0 0 68 68	0 0 34 34	0 0 34 34	0 0 70 70 VEHICLE TR	0 0 35 35	0 0 35 35	0 0 86 86	0 0 49	0 0 37	0 251 0 251	0 241 0	0 10 0	97 270 366	0 38 135	0 59 135 194	0 293 306 599	0 15 167	0 278 139 417	0 28 369	0 17 207 224	11 162 173	251	0 241 0	0 10 0	97 202 298	0 38 101	0 59 101 160	293 236 529	0 15 132	0 278 104 0 382	0 28 283 0 311	0 17 158	0 11 124 0 136
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	0 0 0	0 0	0 0	0 0 68 68	0 0 34 34	0 0 34 34	0 0 70 70 VEHICLE TR	0 0 35 35	0 0 35 35	0 0 86 86	0 0 49 49	0 0 37	0 251 0 251	0 241 0 241	0 10 0	97 270 366	0 38 135	0 59 135 194	0 293 306 599	0 15 167 181	0 278 139 417	0 28 369 397	0 17 207 224	11 162 173	251	0 241 0 241	0 10 0	97 202 298	0 38 101 139	0 59 101 160	293 236 529	0 15 132 146 S - ACTION	0 278 104 0 382	0 28 283 0 311	0 17 158 0 175	0 11 124 0 136
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use	0 0 0 Weel	0 0 0 0	0 0 0 0 0 0 dk Hour	0 0 68 68 Weekday	0 0 34 34 NC y Midday F	0 0 34 34 34 DACTION	0 0 70 70 VEHICLE TR	0 0 35 35 35 IPS ay PM Pea	0 0 35 35	0 0 86 86 Saturda	0 0 49 49 y Midday P	0 0 37 37 37 eak Hour	0 251 0 251 Weeks	0 241 0 241	0 10 0 10 ak Hour	0 97 270 366	0 38 135 173 A y Midday Pe	0 59 135 194 ETION VEH	0 293 306 599	0 15 167 181 181 PS	0 278 139 417	0 28 369 397 Saturday	0 17 207 224 Midday P	11 162 173 eak Hour	251 0 251 Week	0 241 0 C 241	0 10 0 0 10 10 ak Hour	0 97 202 0 298	0 38 101 0 139	0 59 101 (160 NTAL VEHeak Hour	0 293 236 529	0 15 132 146 146 S - ACTION	0 278 104 0 382 N ak Hour	0 28 283 0 4 311 Saturda	0 17 158 0 (175 175 175 175 175 175 175 175 175 175	0 11 124 0 0 136
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips Site #11	0 0 0	0 0 0 0 0 kday AM Pea	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 68 68 Weekday	0 0 34 34 NC y Midday F	0 0 34 34 34 DACTION Out 10	0 0 70 70 VEHICLE TR Weekd	0 0 35 35 35 IPS ay PM Pea	0 0 35 35 35 Out 10 Out 10 Out 10	0 0 86 86 Saturda	0 0 49 49 49 In 10 In 10	0 0 37 37 37 eak Hour Out <sup>10</sup>	0 251 0 251 Weeks	0 241 0 241 ay AM Pe	0 10 0 10 0 10 ak Hour	0 97 270 366 Weekda	0 38 135 173 A y Midday Po	0 59 135 194 ETION VEH	0 293 306 599 ICLE TRIF Weeko	0 15 167 181 181 181 181 In 10	0 278 139 417 Hour	0 28 369 397 Saturday	0 17 207 224 Midday P	11 162 173 eak Hour	251 0 (251 Weeks	0 241 0 C 241 241 241 241 In 10	0 10 0 10 10 10 ak Hour	0 97 202 0 298 Weekday	0 38 101 139 INCREME Midday P	0 59 101 (160 NTAL VEHeak Hour	0 293 236 529 IICLE TRIP Week	0 15 132 (146 S - ACTION day PM Per In 10	0 278 104 0 382 N ak Hour	0 28 283 311 Saturda	0 17 158 0 (175 175 ay Midday F	0 11 124 136 136 136 Out 10 Out 10
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL	0 0 0 Weel Total	0 0 0 0 0 kday AM Pea	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 68 68 Weekday Total 0	0 0 34 34 34 NC y Midday F In 10 0	0 0 34 34 34 D ACTION Deak Hour Out <sup>10</sup> 0	0 0 70 70 70 VEHICLE TRIAL Weekd Total 0	0 0 35 35 35 IPS ay PM Pea	0 0 35 35 35 WHOUT Out10 0	0 0 86 86 Saturda Total 0	0 0 49 49 49 In 10 0	0 0 37 37 37 Seak Hour Out <sup>10</sup> 0	0 251 0 251 Weeks Total 6	0 241 0 241 ay AM Pe In 10 1	0 10 0 10 10 Ak Hour Out 10 5	0 97 270 366 Weekda Total 3	0 38 135 173 A A y Midday Po In 10 1	0 59 135 194 ETION VEH ak Hour Out 10 1	0 293 306 599 ICLE TRIF Weeko Total	0 15 167 181 181 181 In <sup>10</sup> 4	0 278 139 417 Hour Out <sup>10</sup>	0 28 369 397 Saturday Total	0 17 207 224 Midday P In <sup>10</sup>	11 162 173 eak Hour Out 10 2	251 0 251 Week Total 6	0 241 0 (241 241 241 241 241 241 241 241 241 241	0 10 0 0 110 110 110 110 110 110 110 11	0 97 202 0 298 Weekday	0 38 101 139 INCREME Midday P In <sup>10</sup>	0 59 101 (160 NTAL VEHeak Hour Out16 1	0 293 236 529 SICLE TRIP Week Total 6	0 15 132 (146 S - ACTION day PM Per In 10 4	0 278 104 104 382 N ak Hour 2	0 28 283 283 311 Saturda Total 4	0 17 158 0 175 175 175 184 184 184 184 184 184 184 184 184 184	0 11 124 0 0 136 Peak Hour Out 10 2
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	0 0 0 Weel Total 0 2	0 0 0 0 0 kday AM Pea	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 68 68 Weekday Total 0 1	0 0 0 34 34 34 NC y Midday F In 10 0 0 0	0 0 34 34 34 34 O ACTION Out 10 0 1	0 0 70 70 70 VEHICLE TR Weekd Total 0 3	0 0 35 35 35 IIPS ay PM Pea	0 0 35 35 35 k Hour Out <sup>10</sup> 0 3	0 0 86 86 86 Saturda Total 0 0	0 0 49 49 49 In 10 0 0	0 0 37 37 37 Seak Hour Out <sup>10</sup> 0	0 251 0 251 Weeks Total 6 0	0 241 0 241 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 10 0 10 10 ak Hour Out <sup>10</sup> 5	0 97 270 366 Weekda Total 3 0	0 38 135 173 A 4 Midday Po In 10 0	0 59 135 194 ETION VEH ak Hour Out 10 0	0 293 306 599 ICLE TRIF Weekc Total 6 0	0 15 167 181 181 PS 1 1010 1010 1010 1010 1010 1010 101	0 278 139 417 Hour Out <sup>10</sup> 2	0 28 369 397 Saturday Total 4 0	0 17 207 224 Midday P In <sup>10</sup> 2	11 162 173 eak Hour Out 10 2	251 0 251 Weeks Total 6 -2	0 241 0 C 241 day AM Per In 10 1 -2	0 10 0 10 10 ak Hour Out 10 5 0	0 97 202 0 298 Weekday Total 3	0 38 101 139 INCREME 7 Midday P In <sup>10</sup> 1	0 59 101 160 NTAL VEHeak Hour Out 10 1 -1	0 293 236 529 SICLE TRIP Week Total 6 -3	0 15 132 146 S - ACTION day PM Pei	0 278 104 104 382 N ak Hour 2 -3	0 28 283 283 311 Saturda 4 0	0 17 158 0 ( 175 175 175 175 175 175 175 175 175 175	0 11 124 136 136 136 136 136 136 136 136 136 136
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	0 0 0 Weel Total 0 2 4	0 0 0 0 0 In 10 0 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 68 68 68 Weekday Total 0 1	0 0 34 34 34 NC y Midday F In 10 0 0 9 9	0 0 34 34 34 34 Out <sup>10</sup> Out <sup>10</sup> 0 1 9	0 0 70 70 70 VEHICLE TR Weekd Total 0 3 9	0 0 35 35 35 38 39 PM Pea In <sup>10</sup> 0 0	0 0 35 35 35 k Hour Out <sup>10</sup> 0 3 4	0 0 86 86 86 Saturda Total 0 0 21	0 0 49 49 49 In 10 0 0 12	0 0 37 37 37 Ceak Hour Out <sup>10</sup> 0 9	0 251 0 251 Weeks Total 6 0 5	0 241 0 241 day AM Pe In 10 1 0 2	0 10 0 10 10 ak Hour Out <sup>10</sup> 5 0 2	0 97 270 366 Weekda Total 3 0	0 38 135 173 A y Midday Po 11 0 11 12	0 59 135 194 2TION VEH ak Hour Out 10 0 11 11 12	0 293 306 599 Veckor Total 6 0 16	0 15 167 181 181 181 181 19 16 16 16 16 16 16 16 16 16 16 16 16 16	0 278 139 417 Hour Out <sup>10</sup> 2 0 5	0 28 369 397 Saturday Total 4 0 31	0 17 207 224 Midday P In <sup>10</sup> 2 0	11 162 173 eak Hour Out <sup>10</sup> 2 0 14	251 0 251 Week Total 6 -2	0 241 0 241 day AM Per In 10 1 -2 0	0 10 0 10 10 10 10 10 10 10 10 10 10 10	0 97 202 0 298 Weekday Total 3 -1 4 6	0 38 101 139 INCREME Midday P In <sup>10</sup> 1 0	0 59 101 (160 NTAL VEHeak Hour Out 10 -1 -1 2 3	0 293 236 529 SICLE TRIP Week Total 6 -3 8	0 15 132 (146 146 146 146 146 146 146 146 146 146	0 278 104 0 382 N ak Hour Out 10 2 -3 1	0 28 283 311 311 Saturda 4 0 10	0 17 158 0 175 175 175 175 175 175 175 175 175 175	0 11 124 0 0 136 136 146 146 146 146 146 146 146 146 146 14
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	0 0 0 Weel Total 0 2 4	0 0 0 0 0 In 10 0 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 68 68 Weekday Total 0 1 17	0 0 34 34 34 NC y Midday F In 10 0 0 9 9	0 0 34 34 34 34 D ACTION Out <sup>10</sup> 0 1 9	0 0 70 70 70 VEHICLE TR Weekd Total 0 3 9 11	0 0 35 35 35 38 39 PM Pea In <sup>10</sup> 0 0	0 0 35 35 35 4 7	0 0 86 86 Saturda Total 0 0 21	0 0 49 49 49 In 10 0 0 12	0 0 37 37 37 Seak Hour Out <sup>10</sup> 0 9 9	0 251 0 251 Total 6 0 5 10	0 241 0 241 day AM Pe In 10 1 0 2	0 10 0 110 110 ak Hour Out 10 5 0 2 7	0 97 270 366 Weekda Total 3 0 21	0 38 135 173 A y Midday Po 11 0 11 12	0 59 135 194 ETION VEH ak Hour Out 10 11 12 ETION VEH	0 293 306 599 Veckor Total 6 0 16 23	0 15 167 181 181 181 181 19 16 16 16 16 16 16 16 16 16 16 16 16 16	0 278 139 417 Hour Out <sup>10</sup> 2 0 5	0 28 369 397 Saturday Total 4 0 31 35	0 17 207 224 Midday P In <sup>10</sup> 2 0	11 162 173 eak Hour Out <sup>10</sup> 2 0 14	251 0 251 Week Total 6 -2 1	0 241 0 241 day AM Per In 10 1 -2 0	0 10 0 10 10 10 10 10 10 10 10 10 10 10	0 97 202 0 298 Weekday Total 3 -1 4 6	0 38 101 139 INCREME Midday P In <sup>10</sup> 1 0	0 59 101 (160 NTAL VEHeak Hour 0 1 -1 2 3 NTAL VEH	0 293 236 529 SICLE TRIP Week Total 6 -3 8 11	0 15 132 (146 146 146 146 146 146 146 146 146 146	0 278 104 104 2 382 N ak Hour 2 -3 1 1	0 28 283 0 311 Saturda 4 0 10 10	0 17 158 0 175 175 175 175 175 175 175 175 175 175	0 111 124 0 136 136 136 136 136 136 136 136 136 136
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	0 0 0 Weel Total 0 2 4	0 0 0 0 0 kday AM Pea lin¹o 0 2 2 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 68 68 Weekday Total 0 1 17	0 0 34 34 34 NC y Midday F In 10 0 0 9 9 9	0 0 34 34 34 34 D ACTION Out <sup>10</sup> 0 1 9	0 0 70 70 70 VEHICLE TR Weekd Total 0 3 9 11	0 0 35 35 35 IIPS ay PM Pea In <sup>10</sup> 0 4 4	0 0 35 35 35 4 7	0 0 86 86 Saturda Total 0 0 21	0 0 49 49 49 In 10 0 0 12 12	0 0 37 37 37 Seak Hour Out <sup>10</sup> 0 9 9	0 251 0 251 Total 6 0 5 10	0 241 0 241 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 10 0 110 110 ak Hour Out 10 5 0 2 7	0 97 270 366 Weekda Total 3 0 21	0 38 135 173 A y Midday Po In <sup>10</sup> 1 0 11	0 59 135 194 ETION VEH ak Hour Out 10 11 12 ETION VEH	0 293 306 599 Veckor Total 6 0 16 23	0 15 167 181 181 181 181 181 181 181 181 181 18	0 278 139 417 Hour Out <sup>10</sup> 2 0 5	0 28 369 397 Saturday Total 4 0 31 35	0 17 207 224 Midday P In <sup>10</sup> 2 0 17	11 162 173 eak Hour Out <sup>10</sup> 2 0 14	251 0 251 Week Total 6 -2 1	0 241 0 (241 241 241 241 241 241 241 241 241 241	0 10 0 10 10 10 10 10 10 10 10 10 10 10	0 97 202 0 298 Weekday Total 3 -1 4 6	0 38 101 39 INCREME Midday P In 10 2 3	0 59 101 (160 NTAL VEHeak Hour 0 1 -1 2 3 NTAL VEH	0 293 236 529 SICLE TRIP Week Total 6 -3 8 11	0 15 132 146 S - ACTION day PM Per 4 0 7 11	0 278 104 104 2 382 N ak Hour 2 -3 1 1	0 28 283 0 311 Saturda 4 0 10 10	0 177 158 0 175 175 175 175 175 175 175 175 175 175	0 111 124 0 136 136 136 136 136 136 136 136 136 136
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	0 0 0 Weel Total 0 2 4 4 Weel	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1k Hour 0 0 0 2 2	0 0 68 68 Weekday 7 Otal 0 7 17	0 0 34 34 NNC Midday F In 10 0 9 9 NC Widday F W	0 0 34 34 34 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 70 70 70 VEHICLE TR Weekd Total 0 3 9 11	0 0 35 35 35 35 IIPS ay PM Pea 0 0 4 4 4 4 IIPS ay PM Pea 39 PM Pea 39 PM Pea 39 PM Pea 30 PM Pe	0 0 35 35 35 4 Hour Out 9 7 7	0 0 86 86 Saturda Total 0 21 21	0 0 49 49 49 In 10 0 0 12 12 12 y Midday P	0 0 0 37 37 37 37 Seak Hour 0 0 0 9 9 9 9	0 251 0 Weeks 0 5 10 Weeks 10 Weeks 10 10 Weeks 10 10 Weeks 10 10 Weeks 10 10 10 10 10 10 10 10 10 10 10 10 10	0 241 0 241 1 241 1 1 0 1 1 0 0 2 3 3	0 10 0 10 10 ak Hour Out 10 2 7	0 97 270 366  Weekda Total 3 0 21 24	0 38 135 173 173 4 Midday P. 10 10 11 12	0 59 135 194 194 115 115 115 115 115 115 115 115 115 11	0 293 306 599  ICLE TRII  0 16 23	0 15 167 181 181 181 181 198 19M Peak 19 11 15 18 18 18 18 18 18 18 18 18 18 18 18 18	0 278 139 417 Hour Out 55 7	0 28 369 397 Saturday Total 4 0 31 35 Saturday	0 17 207 224 Midday P In <sup>10</sup> 2 0 17	11 162 173 eak Hour Out <sup>10</sup> 2 0 14 16	251 0 (251 Weeke Total 6 -2 1 4 Weeke	0 241 0 241 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	0 10 0 10 10 10 10 10 10 10 10 10 10 10	0 97 202 0 298 Weekday Total 3 -1 4 6	0 38 101 139 INCREME Midday P 1 2 3 INCREME Midday P	0 59 101 160 NTAL VEHeak Hour 0ut <sup>10</sup> 2	0 293 236 529 SIBLE TRIPING TOTAL 11 11 11 11 11 11 11 11 11 11 11 11 11	0 15 132 146 S - ACTION In 10 7 7 111	0 278 104 104 105 105 105 105 105 105 105 105 105 105	0 28 283 0 311 Saturda Total 4 0 10 14	0 177 158 0 ( 175 175 175 175 175 175 175 175 175 175	0 11 124 124 136 136 136 136 136 136 136 136 136 136
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use	0 0 0 Weel Total 0 2 4 6 Weel Total	0 0 0 0 1 0 In 10 2 2 4 In 10	0 0 0 0 sk Hour Out <sup>10</sup> 2 2	0 0 68 68 Weekday 17 18 Weekday Total	0 0 34 34 NKC W Midday F In 10 0 0 9 9 NKC W Midday F In 10	0 0 34 34 34 0 ACTION 10 0 ut 10 9 9 0 D ACTION 10 0 ut 10 0 ut 10 0 ut 10 0 ut 10	0 0 70 70 70 VEHICLE TR Weekd Total 0 3 9 11 VEHICLE TR Weekd Total	0 0 35 35 35 1PS 0 0 4 4 4 In <sup>10</sup> 1n <sup>10</sup>	0 0 35 35 35 4 Hour 0 0 1 4 Hour Out 10 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 86 86 Saturda Total 0 0 21 Saturda Total	0 0 49 49 49 In 10 0 0 12 12 12	0 0 37 37 37  Out <sup>10</sup> 0 9 9	0 251 0 Weeks 10 10 Weeks Total	0 241 0 241 1 241 241 241 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 10 10 10 ak Hour Out¹o 5 0 2 7	0 97 270 366  Weekda Total 3 0 21 24  Weekda Total	0 38 135 173 173 In <sup>10</sup> 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 59 135 194 194 2TION VEH ak Hour 0ut <sup>10</sup> 1 1 2 11 12 Out <sup>10</sup> Out <sup>10</sup>	0 293 306 599  Weeke Total 6 0 16 23  Weeke Total Total	0 15 167 181 181 181 181 181 181 181 181 181 18	0 278 139 417 Hour Out*0 2 0 5 7	0 28 369 397  Saturday  Total 4 0 31 35  Saturday  Total	0 17 207 224 Midday P In <sup>10</sup> 2 0 17 19 In <sup>10</sup>	11 162 173 eak Hour Out 10 0 14 16 16 16 16 16 16 16 16 16 16 16 16 16	251  Weeks  Total  6  -2  1  Weeks  Total  Total	0 241 0 (241 141 141 141 141 141 141 141 141 141	ak Hour  Out <sup>10</sup> 5  0  0  10  10  10  10  10  10  10  1	0 97 202 0 1 298 Weekday 7 Total 4 Weekday Total Total 7 1 4 1 6 6	0 38 101 139 139 INCREME Midday P 0 2 3 3 INCREME Midday P	0 59 101 (160 NTAL VEHeak Hour 2 3 3 NTAL VEHeak Hour Out 10 Cut	0 293 236 529 10CLE TRIPI Week Total 6 -3 8 11 11 UCLE TRIPI Week Total	0 15 132 (146 S - ACTION In 10 10 10 10 10 10 10 10 10 10 10 10 10	0 278 104 0 382 N N N N N N N N N N N N N N N N N N N	0 28 283 283 311 Saturda 7 0 10 14 Saturda 7 0 10 14	0 175 158 158 175 175 175 175 175 175 175 175 175 175	0 11 124 124 136 136 136 136 136 136 136 136 136 136
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL	0 0 0 Weele Total 0 2 4 Fotal 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 In 10 2 2 2 4 4 In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 k Hour 0 2 2 2 k Hour	0 0 68 68 Weekda; Total 0 17 18 Weekda; Total 0 0 0	0 0 34 34 NKC Midday F In 10 0 9 9 NK Midday F In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 34 34 34 2 ACTION 11 0 Out 10 9 9 0 ACTION 10 0 Out 10	O O O O TO TO  VEHICLE TR Weekd Total O 3 9 11  VEHICLE TR Weekd Total O O O	0 0 35 35 35 35 35 35 35 37 37 37 37 37 37 37 37 37 37 37 37 37	0 0 35 35 35  k Hour 0ut <sup>10</sup> 0 3 4 7  Out <sup>10</sup> Out <sup>10</sup> 0	0 0 86 86 Saturda Total 0 21 21 Saturda Total 0 0	0 0 49 49 49 49 In 10 12 12 12 In 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 37 37 37 0ut <sup>10</sup> 0 9 9 0ut <sup>10</sup> 0ut <sup>10</sup> 0	0 251 0 251 Weeks Total 6 0 5 10 Weeks	0 2411 0 2411 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 10 10 ak Hour Out 10 7 7 10 10 10 10 10 10 10 10 10 10 10 10 10	0 97 270 366  Weekda Total 3 0 21 24  Weekda Total 6	0 38 135 173 173 A A 1 11 12 12 In 10 10 11 10 11 11 12 In 10 11 10 11 11 12 In 10 11 11 12 In 10 11 11 In 10 In 1	0 59 1335 194 174 175 175 175 175 175 175 175 175 175 175	0 293 306 599 Vecko Total 6 0 16 23 Total Total 13	0 15 167 181 181 1 1 15 1 15 1 15 1 16 1 17 1 15 1 15 1	0 278 139 417 Hour Out*  7 Cout* 4	0 28 369 397 Saturday Total 4 0 31 35 Saturday Total 8	0 17 207 224  Midday P 10 10 17 19  In 10 10 10 10 10 10 10 10 10 10 10 10 10	11 162 173 173 0ut <sup>10</sup> 0 14 16 16 0ut <sup>10</sup> 4	251  Week  Total  4  Week  Total  12	0 241 0 C 241 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 10 10 10 10 10 10 10 10 10 10 10 10 10	0 97 202 298 Weekday Total 3 -1 4 4 6 Weekday Total 6	0 38 101 139 INCREME Midday P In 10 2 3 INCREME Midday P In 10 2 3 INCREME Midday P In 10 3 3	0 59 101 ( 160 160 Out 10 1 2 3 NTAL VEHeak Hour Out 10 -1 -1 -2	0 293 236 529  ICLE TRIPI Week Total 6 -3 8 11  ICLE TRIPI Week Total 13	0 15 132 146 S - ACTION In 10 10 10 10 10 10 10 10 10 10 10 10 10	0 278 104 104 278 382 N ak Hour 2 2 3 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 28 283 311 Saturda 0 10 10 10 14 4	0 175 158 179 179 179 179 179 179 179 179 179 179	0 11 124 124 136 136 136 136 136 136 136 136 136 136

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

<b>F</b>															VE	HICULE IN	CREMENTS	- Arts Bon	us																	
Site #13	Weekr	day AM Pea	k Hour	Weekday	Midday F		VEHICLE TI	day PM Pe	ak Hour	Saturda	y Midday F	Peak Hour	Woo	ekday AM Pe	ak Hour	Weekda	y Midday Pe	OTION VEH		s av PM Peal	k Hour	Saturda	y Midday P	aak Hour	Weekd	av AM Pea	ık Hour	Weekday		NTAL VEH		day PM Pe		Saturday	/ Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	Ť	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	ACTION	VEHICLE TI	RIPS									AC	CTION VEH	ICLE TRIF	S									INCREME	NTAL VEH	ICLE TRIF	S - ACTION	N			
	Weeko	day AM Pea	ak Hour	Weekday	Midday F	Peak Hour	Week	day PM Pe	ak Hour	Saturda	y Midday F	Peak Hour	Weel	ekday AM Pe	ak Hour	Weekda	y Midday Pe	ak Hour	Weekd	ay PM Pea	k Hour	Saturday	y Midday P	eak Hour	Weekd	ay AM Pea	ık Hour	Weekday	Midday F	eak Hour	Week	day PM Pe	ak Hour	Saturday	Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	ACTION	VEHICLE TI	DIDE									A.C	TION VEH	ICI E TRIE	e									INCREME	NTAL VEH	ICI E TRIE	C - ACTION	N .			
Site #15	Weeko	day AM Pea	ak Hour	Weekday	/ Midday F			day PM Pe	ak Hour	Saturda	y Midday F	Peak Hour	Wee	ekday AM Pe	ak Hour	Weekda	y Midday Pe			ay PM Pea	k Hour	Saturday	y Midday P	eak Hour	Weekd	ay AM Pea	ık Hour	Weekday				day PM Pe		Saturday	Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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																																			
	31	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	37	24	13	42	l	1	1		30	40	22	18	11	3	8	24					7	30	17	13	-26	-21	-5			1				-10	-6	-5
Site #16		24 day AM Pea			l	ACTION	VEHICLE TI			1	22 y Midday F			3 ekday AM Pe		[		CTION VEH	ICLE TRIF			1	17 y Midday P			-21 ay AM Pea			INCREME	NTAL VEH	ICLE TRIF		N .		-6 v Midday P	
Site #16  Land Use					NC	ACTION	VEHICLE TI	RIPS		1				ekday AM Pe		[	AC	CTION VEH	ICLE TRIF	S		1							INCREME	NTAL VEH	ICLE TRIF	S - ACTION	N .			
	Weeko	day AM Pea	ak Hour	Weekday	NC / Midday F	O ACTION Peak Hour	VEHICLE TI	RIPS day PM Pea	ak Hour	Saturda	y Midday F	Peak Hour	Wee	ekday AM Pe	ak Hour	Weekda	AC y Midday Pe	CTION VEH	ICLE TRIF	S ay PM Pea	k Hour	Saturday	y Midday P	eak Hour	Weekd	ay AM Pea	ık Hour	Weekday	INCREME Midday F	NTAL VEH	ICLE TRIF	S - ACTION	N ak Hour	Saturday	/ Midday P	eak Hour
Land Use	Weeko	day AM Pea	ak Hour Out <sup>10</sup>	Weekday	NC y Midday F In <sup>10</sup>	O ACTION Peak Hour	VEHICLE TI Weeks	RIPS day PM Pea	ak Hour Out <sup>10</sup>	Saturda	y Midday F	Peak Hour	Wee	ekday AM Pe	ak Hour	Weekda	AC y Midday Pe In <sup>10</sup>	CTION VEH ak Hour Out <sup>10</sup>	ICLE TRIF Weekd	ay PM Peal	k Hour	Saturda	y Midday P	eak Hour Out <sup>10</sup>	Weekd	ay AM Pea In <sup>10</sup>	k Hour	Weekday	INCREME Midday F In <sup>10</sup>	NTAL VEH Peak Hour Out <sup>10</sup>	ICLE TRIF Week	S - ACTION day PM Pe	N ak Hour Out <sup>10</sup>	Saturday	Midday P	eak Hour Out <sup>10</sup>
Land Use RESIDENTIAL / HOTEL	Weeko	lay AM Pea	ok Hour Out <sup>10</sup>	Weekday Total	Midday F	O ACTION Peak Hour Out <sup>10</sup>	VEHICLE TI Weeks Total	RIPS day PM Per	Out <sup>10</sup>	Saturday Total	y Midday F In <sup>10</sup>	Out <sup>10</sup>	Weel Total	In <sup>10</sup>	ak Hour Out <sup>10</sup>	Weekda Total	AC y Midday Pe In <sup>10</sup> 2	Out <sup>10</sup>	ICLE TRIF Weekd Total	S ay PM Peal In <sup>10</sup>	k Hour Out <sup>10</sup>	Saturday Total	y Midday P	Out <sup>10</sup>	Weekd Total	ay AM Pea In <sup>10</sup>	out <sup>10</sup>	Weekday Total	INCREME Midday F In <sup>10</sup>	Peak Hour Out <sup>10</sup>	ICLE TRIF Week Total	S - ACTION day PM Pe In <sup>10</sup>	N ak Hour Out <sup>10</sup>	Saturday Total	n Midday P	eak Hour Out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Weeko	In <sup>10</sup> 0	Out <sup>10</sup>	Weekday Total 0	Midday F In <sup>10</sup> 0	O ACTION Deak Hour Out <sup>10</sup> 0	VEHICLE TI Weeks Total 0	RIPS day PM Per In <sup>10</sup> 0	Out <sup>10</sup>	Saturda: Total 0	y Midday F In <sup>10</sup> 0	Out <sup>10</sup>	Weel Total 7	In <sup>10</sup> 1  0 3	ak Hour Out <sup>10</sup> 6	Weekda Total 3	AC y Midday Pe In <sup>10</sup> 2	Out 10	Weekd Total 7	s ay PM Peal	Out <sup>10</sup>	Saturday Total 5	y Midday P In <sup>10</sup> 2 0	Out <sup>10</sup> 2 0	Weekd Total 7 -1	ay AM Pea In 10 1	Out <sup>10</sup>	Weekday Total 3 0	INCREME Midday F In <sup>10</sup>	Out <sup>10</sup>	Week Total 7 -1	S - ACTION day PM Pe In <sup>10</sup> 5	N ak Hour Out <sup>10</sup>	Saturday Total 5	Midday P	eak Hour Out <sup>10</sup> 2
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeko Total 0 1	In 10 0 1	Out <sup>10</sup> 0	Weekday Total 0 0 15	NC y Midday F In 10 0 0 8	O ACTION O Cut 10 0 0 8	VEHICLE TI Weeke Total 0 1 8	In to 0 0 4	Out <sup>10</sup> 0 1	Saturday Total 0 0 18	y Midday F In 10 0 0 10	Peak Hour Out <sup>10</sup> 0 0	Weel Total 7 0 6	In <sup>10</sup> 1  0 3	ak Hour Out <sup>10</sup> 6 0	Weekda Total 3 0 25	y Midday Pe In¹0 2 0 13	Out <sup>50</sup> 2 0 13	ICLE TRIF Weekd Total 7 0 20 27	S ay PM Peal In 10 5 0 13 19	Note to the second seco	Saturday Total 5 0 37	y Midday P In 10 2 0 21	Out <sup>10</sup> 2 0 17	Weekd Total 7 -1	ay AM Pea In <sup>10</sup> 1 -1	Out <sup>10</sup> 6 0	Weekday Total 3 0 10	INCREME Midday F In 10 2 0 5	Peak Hour Out 10 2 0 5	Total 7 -1 12	S - ACTION day PM Pe In 10 5 0 9	N ak Hour Out <sup>10</sup>	Saturday Total 5 0 19	In <sup>10</sup> 2 0 10	eak Hour Out <sup>10</sup> 2 0 9
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Weeko Total 0 1 3	In 10 0 1	out <sup>10</sup> Out <sup>10</sup> 0  2	Weekday  Total  0  0 15	NC y Midday F In 10 0 0 8	Out <sup>10</sup> Out <sup>10</sup> 8  8  ACTION 1	VEHICLE TI Weeke Total 0 1 8	In to 0 0 4	Out <sup>10</sup> 0  1  4	Saturday   Total	y Midday F In 10 0 0 10	Peak Hour Out <sup>10</sup> 0 0 8	Weel Total 7 0 6	In <sup>10</sup> 1  0 3	ak Hour  Out <sup>10</sup> 6  0  3	Weekda Total 3 0 25	y Midday Pe In¹0 2 0 13	Out to 2 0 13 14 ETION VEH	ICLE TRIF  Weekd  Total  7  0  20  27	S ay PM Peal In 10 5 0 13 19	k Hour Out <sup>10</sup> 2 0 6	Saturday   Total	y Midday P In 10 2 0 21	Out 10 2 0 17	Weekd Total 7 -1 2	ay AM Pea In <sup>10</sup> 1 -1	ok Hour  Out*0  6  0  1	Weekday Total 3 0 10	INCREME Midday F In 10 2 0 5	Out 10  2  0  5  6	Total 7 -1 12 19	S - ACTION day PM Pe In 10 5 0 9	N ak Hour Out <sup>10</sup> 2 -1 2	Saturday Total 5 0 19	In <sup>10</sup> 2 0 10	Out 10  2  0  9
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeko Total 0 1 3	In 10 0 1 2 2 2	out <sup>10</sup> Out <sup>10</sup> 0  2	Weekday  Total  0  0 15	NC Midday F In 10 0 0 8	Out <sup>10</sup> Out <sup>10</sup> 8  8  ACTION 1	VEHICLE TI Weeke Total 0 1 8	In <sup>10</sup> 0  4  RIPS	Out <sup>10</sup> 0  1  4	Saturday   Total	y Midday F In 10 0 0 10	Peak Hour Out <sup>10</sup> 0 0 8	Weel Total 7 0 6	In 10 3 3 4	ak Hour  Out <sup>10</sup> 6  0  3	Weekda Total 3 0 25	AC y Midday Pe In¹0 2 0 13	Out to 2 0 13 14 ETION VEH	ICLE TRIF  Weekd  Total  7  0  20  27	In 10 5 0 13 19 S	k Hour Out <sup>10</sup> 2 0 6	Saturday   Total	y Midday P In <sup>10</sup> 2 0 21 23	Out 10 2 0 17	Weekd Total 7 -1 2	ay AM Pea In 10 1 -1 1	ok Hour  Out*0  6  0  1	Weekday Total 3 0 10	INCREME Midday F In 10 2 0 5	Out 10  2  0  5  6	Total 7 -1 12 19	S - ACTION PM Pe In 10 5 0 9 15 S - ACTION	N ak Hour Out <sup>10</sup> 2 -1 2	Saturday Total 5 0 19	y Midday P In <sup>10</sup> 2 0 10	Out 10  2  0  9
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17	Weekc	lay AM Pea	out <sup>10</sup> Out <sup>10</sup> O  2	Weekday  Total  0  0  15  16	NC y Midday F  In 10  0  0  8  8	O ACTION O  Out 10  O  8  8  ACTION O  Peak Hour	VEHICLE TI  Weeke Total  0  1  8  WEHICLE TI  Weeke	In <sup>10</sup> 0  4  RIPS  day PM Pec	Out <sup>10</sup> 0 1 4 5	Saturday Total 0 0 18 18	y Midday F	Out <sup>10</sup> 0 0 8 8	Weel Total 7 0 6	In 10 0 3 4 4	Out <sup>10</sup> 6 0 3 9	Weekda Total 3 0 25 29	AC y Midday Pe In 10 2 0 13 14 AC y Midday Pe	Out to 2 0 13 14 ETION VEH	ICLE TRIF Weekd Total 7 0 20 27 ICLE TRIF Weekd	S ay PM Peal In <sup>10</sup> 5 0 13 19	k Hour Out <sup>10</sup> 2 0 6 9	Saturday Total 5 0 37 42	y Midday P In <sup>10</sup> 2 0 21 23	Out 10  2  0 17  19	Weekd Total 7 -1 2 8	ay AM Pea	Out <sup>10</sup> 6 0 1	Weekday  Total  3  0 10  13  Weekday	INCREME Midday F In 10 2 0 5 7 INCREME	Out <sup>10</sup> 2 0 5 6 ENTAL VEH	ICLE TRIF Week Total 7 -1 12 19 ICLE TRIF Week	S - ACTION day PM Pe In 10 5 0 9 15 S - ACTION day PM Pe	N ak Hour Out <sup>10</sup> 2 -1 2 4	Total  5 0 19 23	In <sup>10</sup> 2 0 10 12 r Midday P	eak Hour Out <sup>10</sup> 2 0 9 11
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use	Weekd Total 0 1 3 4 Weekd Total	In <sup>19</sup> 0 1 2 2 Say AM Pea	ok Hour  Out <sup>10</sup> 0  2  2  sk Hour  Out <sup>10</sup>	Weekday  Total  0  0  15  16	NC y Midday F In <sup>10</sup> 0 0 8 8 NC y Midday F In <sup>10</sup>	Out <sup>10</sup> Out <sup>10</sup> O 8 8 ACTION O Ceak Hour	VEHICLE TI Weeke Total 0 1 8 8 VEHICLE TI Weeke	RIPS day PM Per In 10 0 4 4 RIPS day PM Per In 10	ok Hour Out <sup>10</sup> 0 1 4 5	Saturday Total 0 0 18 18 Saturday Total	y Midday F In 10 0 0 10 10 y Midday F In 10	Peak Hour  Out <sup>10</sup> 0  8  8  8  Out <sup>10</sup> Out <sup>10</sup>	Weel Total 7 0 6 12 Weel Total	in 10 3 4 4 In 10	ak Hour Out <sup>10</sup> 6 0 3 9	Weekda Total 3 0 25 29 Weekda Total	AC y Midday Pe In <sup>10</sup> 2  0 13  14  AC y Midday Pe	Out 10 11 11 11 11 11 11 11 11 11 11 11 11	Total  7  0  20  27  ICLE TRIF  Weekd	In <sup>10</sup> 5 0 13 19 S say PM Peal	k Hour Out <sup>10</sup> 2 0 6 9	Saturday Total 5 0 37 42 Saturday Total	y Midday P In <sup>10</sup> 2 0 21 23 y Midday P In <sup>10</sup>	Out <sup>10</sup> 2 0 17 19 eak Hour Out <sup>10</sup>	Weekd Total 7 -1 2 8 Weekd Total	ay AM Pea In 10 1 -1 1 2 ay AM Pea	out <sup>10</sup> 6 0 1 7	Weekday Total 3 0 10 13 Weekday Total	INCREME Midday F In 10 2 0 5 7 INCREME Midday F In 10	Peak Hour  Out <sup>10</sup> 2  0  5  6  ENTAL VEH Peak Hour  Out <sup>10</sup>	ICLE TRIF Week Total 7 -1 12 19 ICLE TRIF Week Total	S - ACTION day PM Pe In 10 5 0 9 15 S - ACTION day PM Pe In 10	N ak Hour  Out <sup>10</sup> 2  -1  2  4  N  ak Hour  Out <sup>10</sup> Out <sup>10</sup>	Saturday Total 5 0 19 23 Saturday Total	r Midday P In <sup>10</sup> 2 0 10 12 r Midday P In <sup>10</sup>	eak Hour Out <sup>10</sup> 2 0 9 11
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL	Weekd Total 0 1 3 4 Weekd Total 2	lay AM Pea In 10  0  1  2  2  day AM Pea In 10  0  0  0  0  0  0  0  0  0  0  0  0	ak Hour Out <sup>10</sup> 0 2 2 2 ak Hour Out <sup>10</sup>	Weekday Total 0 0 15 16 Weekday Total 1	NC y Midday F In <sup>10</sup> 0 0 8 8 NC y Midday F In <sup>10</sup> In <sup>10</sup> 1	Out <sup>10</sup> Out <sup>10</sup> O 8 8  ACTION O O O O O O O O O O O O O O O O O O	VEHICLE TI Weeks Total 0 1 8 8 VEHICLE TI Weeks Total	RIPS day PM Per In 10 0 4 4 4 RIPS day PM Per In 10 2	ok Hour  Out <sup>10</sup> 0  1  4  5  ok Hour  Out <sup>10</sup> 1	Saturday Total 0 0 18 18 Saturday Total 1	y Midday F In 10  0  10  10  y Midday F In 10	Peak Hour Out <sup>10</sup> 0 8 8 8 Out <sup>10</sup> Out <sup>10</sup>	Weel Total 7 0 6 12 Weel Total 6	in 10 3 3 4 In 10	ak Hour Out <sup>10</sup> 6 0 3 9 ak Hour Out <sup>10</sup>	Weekda Total 3 0 25 29 Weekda Total 3	AG y Midday Pe In 10 2 0 13 14 AG y Midday Pe In 10 2 2 2 2 2 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4	CTION VEH alk Hour Out 10 2 0 13 14  CTION VEH alk Hour Out 10 2	ICLE TRIF Weekd Total 7 0 20 27 ICLE TRIF Weekd Total 7	In 10 S ay PM Peal In 10 S S S S S S S S S S S S S S S S S S	k Hour Out <sup>10</sup> 2 0 6 9 k Hour Out <sup>10</sup>	Saturday Total 5 0 37 42 Saturday Total 4	y Midday P In <sup>10</sup> 2 0 21 23 y Midday P In <sup>10</sup>	eak Hour Out <sup>10</sup> 2 0 17 19 eak Hour Out <sup>10</sup>	Weekd Total 7 -1 2 8 Weekd Total 4	In 10 1 2 2 ay AM Pea	out <sup>10</sup> 6 0 1 7 sk Hour Out <sup>10</sup> 4	Weekday Total 3 0 10 13 Weekday Total 2	INCREME Midday F In 10 2 0 5 7 INCREME Midday F In 10 1	Out <sup>10</sup> 2 0 5 6 ENTAL VEH Peak Hour Out <sup>10</sup> 1	ICLE TRIF Week Total 7 -1 12 19 IGLE TRIF Week Total 5	S - ACTION day PM Pe In 10 5 0 9 15 S - ACTION day PM Pe In 10 3	N ak Hour Out <sup>10</sup> 2 -1 2 4 N ak Hour Out <sup>10</sup> 1	Saturday Total 5 0 19 23 Saturday Total 3	r Midday P In <sup>10</sup> 2 0 10 12 r Midday P In <sup>10</sup> 1	eak Hour Out 10 9 11 eak Hour Out 10 1
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Weeko Total 0 1 3 4 Weeko Total 2 0	lay AM Peal In 10 0 7 2 2 lay AM Peal In 10 0 0 0 0 0 0	sk Hour Out <sup>10</sup> 0 2 2 2 sk Hour Out <sup>10</sup> 0	Weekday Total 0 0 15 16 Weekday Total 1 0	NC y Midday F In 10 0 0 8 8 NC y Midday F In 10 1 0	O ACTION Out 10  8  8  8  ACTION Out 10  0  ACTION Out 10  0  ACTION Out 10  11  0	VEHICLE TI Weeke Total 0 1 8  VEHICLE TI Weeke Total 2 0	RIPS day PM Per In 10 0 4 4 ARIPS day PM Per In 10 10 10 10 10 10 10 10 10 10 10 10 10 1	0 0 1 4 5 5 sk Hour Out <sup>10</sup> 1 1 0	Saturday Total 0 0 18 18 Saturday Total 1 0	y Midday F In 10  10  10  y Midday F In 10  10  10	Out <sup>10</sup> 0  8  8  Out <sup>10</sup> Out <sup>10</sup> 1  Out <sup>10</sup>	Weel	In 10 3 3 4 In 10	ak Hour Out¹º 6 0 3 9 ak Hour Out¹º 5 0	Weekda Total 3 0 25 29 Weekda Total 3 0	AC y Midday Pe In 10 2 0 13 14 AC y Midday Pe In 10 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CTION VEH alk Hour Out 10 2 0 13 14  CTION VEH alk Hour Out 10 2 0 0	Total 7 0 20 27 ICLE TRIF Weekd Total 7 0 0 0 0 0 7 Total 7 0 0 0	In <sup>10</sup> 5 0 13 19 In <sup>10</sup> 5 ay PM Peal In <sup>10</sup> 5 0	Out <sup>to</sup> 2 0 6 9 Out <sup>to</sup> 2 0 0 0	Saturday Total 5 0 37 42 Saturday Total 4 0	y Midday P In <sup>10</sup> 2 0 21 23 y Midday P In <sup>10</sup> 2 0	eak Hour  Out 10  2  0  17  19  eak Hour  Out 10  2	Weekd Total 7 -1 2 8 Weekd Total 4 0	ay AM Pea In 10 1 -1 1 2 ay AM Pea In 10	ik Hour Out <sup>10</sup> 6 0 1 7 ik Hour Out <sup>10</sup> 4 0	Weekday Total 3 0 10 13 Weekday Total 2 0	Interest in Intere	Peak Hour  Out <sup>10</sup> 2  0  5  6  ENTAL VEH  Peak Hour  Out <sup>10</sup> 1  0	Week Total 12 19 ICLE TRIF Week Total 5 0	s - ACTION day PM Pe In 10 9 15 S - ACTION day PM Pe In 10 3 0	N ak Hour Out <sup>10</sup> 2 -1 2 4 N ak Hour Out <sup>10</sup> 1 0	Saturday Total 5 0 19 23 Saturday Total 3 0	/ Midday P In <sup>10</sup> 2 0 10 12  / Midday P In <sup>10</sup> 12	eak Hour Out <sup>10</sup> 2 0 9 11 ceak Hour Out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Weekc   Total   0	lay AM Pea  In 10  0  1  2  Say AM Pea  In 10  0  0  1  1  1  1  1  1  1  1	ak Hour Out <sup>10</sup> 0 0 2 2 ak Hour Out <sup>10</sup> 2	Weekday Total 0 0 15 16 Weekday Total 1 0 11	NCC Midday F In 10 S S S S S S S S S S S S S S S S S S	Out <sup>10</sup> B ACTION 10  Out <sup>10</sup> B B B ACTION 11  Out <sup>10</sup> Out <sup>10</sup> B G ACTION 11  Out <sup>10</sup>	VEHICLE TI Weeke Total 0 1 8 8 VEHICLE TI Weeke Total 2 0 5	RIPS  day PM Per  In 12  0  0  4  4  4  In 14  2  10  10  10  10  10  10  10  10  10	Out <sup>10</sup> 0  1  4  5  ak Hour  Out <sup>10</sup> 1  3	Saturday Total 0 0 18 18 Saturday Total 1 0 13	y Midday F  In 10  0  10  10  10  10  10  7	Out <sup>10</sup> 0  8  8  Out <sup>10</sup> 1  0  5	Weel   Total	In 10  3  4  In 10  1  0  3  1  1  0  1  1  0  2  1  1  0  2	ak Hour Out <sup>10</sup> 6 0 3 9 ak Hour Out <sup>10</sup> 5 0 2	Weekda 3 0 25 29 Weekda Total 3 0 21	AC y Midday Pe In 10 2 0 13 14  AC y Midday Pe In 10 2 0 11 14  AC 11 11 12	Out <sup>10</sup> 2  0  13  14  Continue Air Hour  Cout <sup>10</sup> 2  0  13  14  14  14  15  16  17  17  18  18  19  19  10  11	Total 7 0 20 27 IGLE TRIF	S ay PM Peal In 10 13 13 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>to</sup> 2 0 6 9 Out <sup>to</sup> 2 0 5 5	Saturday Total 5 0 37 42 Saturday Total 4 0 25	y Midday P In <sup>16</sup> 2 0 21 23 V Midday P In <sup>10</sup> 0 114	Pak Hour  Out 10  2  0  17  19  Pak Hour  Out 10  2  0  11  11	Weekd Total 7 -1 2 8 Weekd Total 4 0 2	ay AM Pes In 10 1 1 2 2 In 10 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ik Hour Out <sup>10</sup> 6 0 1 7 ik Hour Out <sup>10</sup> 4 0	Weekday   Total   3	INCREME Midday F In 10 5 7 INCREME Midday F In 10 5 6	Out <sup>10</sup> 2 0 5 6 NTAL VEH Peak Hour Out <sup>10</sup> 1 0 5	Week Total 7 -1 12 19 CLE TRIFE Week Total 5 0 5	S - ACTION In 10 I	N N ak Hour Out <sup>10</sup> 2 2 -1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Saturday Total 5 0 19 23 Saturday Total 3 0 13	In 10 10 11 12 In 10 10 10 10 10 10 10 10 10 10 10 10 10	eak Hour  Out 10  2  0  9  11  eak Hour  Out 10  1  0  5
RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weekc   Total	lay AM Pea  In 10  0  1  2  Say AM Pea  In 10  0  0  1  1  1  1  1  1  1  1	out <sup>10</sup> Out <sup>10</sup> O  2  2  2  Out <sup>10</sup> Out <sup>10</sup> 1  3	Weekday   Total   0	NCC Midday F In 10 S S S S S S S S S S S S S S S S S S	D ACTION OUT TO DEATH	VEHICLE TI Week  Total  8  8  VEHICLE TI Week  Total  2  0  5  8	RIPS  day PM Per  In 12  0  0  4  4  4  In 14  2  10  10  10  10  10  10  10  10  10	Out <sup>10</sup> 0  f  4  5  Out <sup>10</sup> 0  1  3  3	Saturday   Total	y Midday F  In 10  0  10  10  10  10  10  7	Out   Out	Weei	In 10  3  4  In 10  1  0  3  1  1  0  1  1  0  2  1  1  0  2	ak Hour  Out <sup>10</sup> 6 0 3 9  ak Hour  Out <sup>10</sup> 5 0 2	Weekda	AC y Midday Pe In 10 2 0 13 14  AC y Midday Pe In 10 2 0 11 14  AC 11 11 12	CTION VEH ak Hour Out <sup>10</sup> 2 0 13 14 14 CTION VEH ak Hour 0 11 12	Total  7  0  20  27  IGLE TRIF  Weekd  7  0  11  17	S ay PM Peal In 10 13 13 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 2  0  6  9  Out <sup>10</sup> 2  7	Saturday   Total	y Midday P In <sup>16</sup> 2 0 21 23 V Midday P In <sup>10</sup> 0 114	Out <sup>19</sup> 2 0 17 19 19 2 0 17 19 19 11 13	Weekd Total 7 -1 2 8 Weekd Total 4 0 2 6	ay AM Pes In 10 1 1 2 2 In 10 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>19</sup> 6 0 1 7 Out <sup>19</sup> 4 0 1 1 5	Weekday   Total   3	INCREME Midday F In to 2 0 5 7 INCREME Midday F 1 0 5 6	DUITAL VEH Out 10  Out 10  5  6  NTAL VEH Out 10  Out 10  6  6  NTAL VEH 0  5  6  NTAL VEH 0  NTAL VEH	Total  7 -1 12 19 ICLE TRIFI Week Total 5 0 5	S - ACTION In 10 I	N ak Hour  Out <sup>10</sup> 2  -1  2  4  N ak Hour  Out <sup>10</sup> 3  4	Saturday   Total	In 10 10 11 12 In 10 10 10 10 10 10 10 10 10 10 10 10 10	0u   11
RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weekc   Total	In 10 C C C C C C C C C C C C C C C C C C	out <sup>10</sup> Out <sup>10</sup> O  2  2  2  Out <sup>10</sup> Out <sup>10</sup> 1  3	Weekday   Total   0	NCC Midday F In 10 O O O O O O O O O O O O O O O O O O	D ACTION OUT TO DEATH	VEHICLE TI Week  Total  8  8  VEHICLE TI Week  Total  2  0  5  8	day PM Per In 19 0 0 4 4 4 4 4 4 In 19 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 0  f  4  5  Out <sup>10</sup> 0  1  3  3	Saturday   Total	y Midday F In 10 0 0 0 10 10 10 10 10 10 10 10 10 10	Peak Hour  Out <sup>10</sup> 0  8  8  0  Out <sup>10</sup> Out <sup>10</sup> 5  6	Weei	In 10 O O O O O O O O O O O O O O O O O O	ak Hour  Out <sup>10</sup> 6 0 3 9  ak Hour  Out <sup>10</sup> 5 0 2	Weekda	ACC	CTION VEH ak Hour Out <sup>10</sup> 2 0 13 14 14 CTION VEH ak Hour 0 11 12	Total  7  0  20  27  IGLE TRIF  Weekd  7  0  11  17	s s ay PM Peal In 10 5 5 0 13 3 19 9 In 10 5 5 0 5 5 10 5 5 5 10 S S	Out <sup>10</sup> 2  0  6  9  Out <sup>10</sup> 2  7	Saturday   Total	y Midday P In 10 2 2 21 23 23 In 10 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>19</sup> 2 0 17 19 19 2 0 17 19 19 11 13	Weekd Total 7 -1 2 8 Weekd Total 4 0 2 6	ay AM Pec  In 10  1  -1  1  2  In 10  0  1  2	Out <sup>19</sup> 6 0 1 7 Out <sup>19</sup> 4 0 1 1 5	Total 3 0 10 13 Weekday Total 2 0 11 13	INCREME Midday F In to 2 0 5 7 INCREME Midday F 1 0 5 6	DUITAL VEH Out 10  Out 10  5  6  NTAL VEH Out 10  Out 10  6  6  NTAL VEH 0  5  6  NTAL VEH 0  NTAL VEH	Total  7 -1 12 19 ICLE TRIFI Week Total 5 0 5	S - ACTION   In 10	N ak Hour  Out <sup>10</sup> 2  -1  2  4  N ak Hour  Out <sup>10</sup> 3  4	Saturday   Total	In 10	0u   11
RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weekc Total 0 1 3 4 Weekc Total 2 0 4 Weekc	in to a say AM Pea in to a say A	Out to Ou	Weekday   Total	NCC Midday F	D ACTION Out 10	VEHICLE TI Weeke Total 0 1 8 8 VEHICLE TI Weeke Total 2 0 5 8	In 10 O O O O O O O O O O O O O O O O O O	Out <sup>10</sup> Sh Hour  Out <sup>10</sup> Sh Hour  Out <sup>10</sup> Sh Hour  Out <sup>10</sup> Sh Hour	Saturday   Total	y Midday F  In 10  O  O  10  10  10  10  T  N  N  N  N  N  N  N  N  N  N  N  N	Out   Out	Weei	bikday AM Pe	ak Hour  Out to 6  0  3  9  ak Hour  Out to 2  8  8	Weekda   Total   3	AC Midday Pe P In 10	Dut <sup>10</sup> Out <sup>10</sup> 2 0 13 14 14 CTION VEH ak Hour 12 0 11 12 12 12 12 12 14 14 15 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Weekd   Total	s s ay PM Peal in 10 5 5 0 13 19 19 5 5 10 5 5 10 5 5 2 3 3 4 9 PM Peal ay PM	Out <sup>10</sup> 2 0 6 9 9 Value of the Hour Cout <sup>10</sup> 7	Saturday   Total	y Midday P  10  10  10  10  10  10  10  10  10  1	Out 10  17  19  19  Out 10  17  19  11  13	Weekd Total 7 -1 2 8 Weekd Total 4 0 2 6	ay AM Pec In 10 1 1 2 2 ay AM Pec 1 1 0 1 2 ay AM Pec 2 ay AM Pec	Out*8 6 0 1 7 Nk Hour Out*8 4 0 1 5	Total 3 0 10 13 Weekday 101 13 Weekday 111 13	INCREME Midday F In 10 5 7 In 10 5 In 10 6 In 10 6 In 10 In	INTAL VEH Out 10  Cout 10  Cou	Veek  Total  7  -1  12  19  IGLE TRIF  Week  Total  10  IGLE TRIF  Week  Total  5  0  5  10  IGLE TRIF	S - ACTION   In   10   10   10   10   10   10   10   1	N ak Hour  Out <sup>10</sup> 2  -f  2  4  N  N  Ak Hour  N  N  Ak Hour	Saturday   Total	In 10	out to ou
RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18  Land Use	Weeko Total 0 1 3 4 Weeko Total 2 0 2 4 Weeko Total	isy AM Pea in 10 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Out <sup>16</sup> Out <sup>16</sup> Out <sup>18</sup> Out <sup>18</sup> Out <sup>18</sup> Out <sup>18</sup> Out <sup>19</sup> Out <sup>19</sup> Out <sup>19</sup> Out <sup>19</sup> Out <sup>19</sup> Out <sup>19</sup>	Weekday   Total	NCC Midday F  In 10  0  8  8  NCC Midday F  1  0  NCC Midday F  In 10  NCC Midday F  In 10	D ACTION Out 10	VEHICLE TI Weeke Total 0 f 8 8 VEHICLE TI Weeke Total 2 0 5 8 8 VEHICLE TI Weeke Total Total Total Total Total Total	RIPS  day PM Pei  11-12  0  4  4  4  RRIPS  day PM Per  2  0  3  4  4  RRIPS  10-12  10-12	sk Hour  Out <sup>10</sup> 5  sk Hour  Out <sup>10</sup> 1  0  3  3	Saturday   Total	y Midday F  In 10  10  10  y Midday F  10  7  8	Out   Out	Wee    Total	history AM Pe	ak Hour Out 6 0 3 9 9 ak Hour Out 6 0 2 8	Weekda   Total   3	AC Midday Pe P	DTION VEH ak Hour  Out 10  13  14  14  DUI 10  Out 10  13  14  14  DUI 10  Out	Weekd Total 7 0 20 27 Total 7 11 17 UEETRIF	S ay PM Peal In 10 S S S S S S S S S S S S S S S S S S	Out <sup>10</sup> 9  9  7  7  7  8  8  9  7  7  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Saturday   Total	y Midday P In 10 2 0 21 23  y Midday P In 10 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out 10  17  19  19  Out 10  17  19  11  13	Weekd Total 7 -1 2 8 Weekd Total 4 0 2 6	ay AM Pec  In 10  1  -7  1  2  ay AM Pec  In 10  0  1  2  ay AM Pec  in 10  2	Out**  6 0 1 7  Nk Hour  Out** 4 0 1 5  k Hour  Out**  Out**	Weekday Total 3 0 10 13 Weekday Total 2 0 11 13 Weekday Total	INCREME Midday F In 10 2 0 5 7 INCREME Midday F In 10 5 6 INCREME Midday F In 10 INCREME	NTAL VEH eak Hour Out <sup>10</sup> 5  6  NTAL VEH 0  0  1  0  0  1  0  1  0  1  0  1  0  1  0  1  0  1  0  0	Week Total 7 -1 12 19 Week Total 5 0 5 10  ICLE TRIF	In   In   In   In   In   In   In   In	N ak Hour  Out <sup>10</sup> 2  2  4  N  N  ak Hour  Out <sup>10</sup> 3  4  N  N  Ak Hour  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Saturday   Total	In 10 P P P P P P P P P P P P P P P P P P	eak Hour  Out*  2  0  9  11  11  Out*  7  reak Hour  Out*  Out*  Out*  Out*  Out*
RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18  Land Use  RESIDENTIAL / HOTEL	Weeko Total 0 1 3 4 Weeko Total 2 0 2 4 Weeko Total 3	isay AM Pea  In 10  0  1  2  2  in 10  0  1  1  1  1  In 10  O  O  In 10  O  O  In 10  O  O  O  In 10  O  O  O  O  O  O  O  O  O  O  O  O  O	out <sup>10</sup>	Weekday   Total	NC Midday F In 10 S S S S S S S S S S S S S S S S S S	D ACTION Out to	VEHICLE TI Weeke Total 0 1 8 8 VEHICLE TI Weeke Total 2 0 5 8 8 VEHICLE TI Weeke Total 3	RIPS  In 10   O  4  4  4  RRPS  O  O  3  4  4  RRPS  day PM Per  D  D  D  D  D  D  D  D  D  D  D  D  D	bik Hour  Out <sup>10</sup> 0  f  4  5  Ship Hour  Out <sup>10</sup> 0  1  Out <sup>10</sup> 1  Out <sup>10</sup> 1  Out <sup>10</sup> 1  Out <sup>10</sup> 1	Saturday   Total	y Midday F  In 10  10  10  10  10  7  8	Out   Out	Weel   Total	bikday AM Pe Pe III III III III III III III III I	ak Hour  Out <sup>10</sup> 6  0  3  9  ak Hour  Out <sup>10</sup> 5  0  2  ak Hour  Out <sup>10</sup>	Weekda Total 3 0 25 29 Weekda Total 3 0 21  4 Weekda Total 1	AC Midday Pe P	DTION VEH ak Hour  Out 10  2  0  13  14  14  DUI 10  DUI 10  11  12  DUI 10  D	Weekd Total 7 0 20 27 Total 7 11 17 Total 3	S   S   ay PM Peal   In 10   S   S   S   S   S   S   S   S   S	Out <sup>10</sup> 9  1  Out <sup>10</sup> 7  Out <sup>10</sup> 1	Saturday   Total	y Midday P  In 10  2  0  21  23  y Midday P  In 10  16  16  16  11	Out 10  17  19  19  Out 10  17  19  11  13	Weekd   Total	In 10	Out <sup>19</sup> 6 0 1 7 T bk Hour Out <sup>19</sup> 4 0 1 1 5 S k Hour	Weekday   Total   3	INCREME In 10  Control of the contro	NTAL VEH eak Hour  Out 10  6  6  NTAL VEH eak Hour  Out 10  5  6  NTAL VEH eak Hour  Out 10  5  6  Out 10	Week Total 7 -1 12 19 Week Total 5 0 10 IGLE TRIF	S - ACTION MP Pe  In 12  S - ACTION MP Pe  In 12  In 14  In 15  S - ACTION MP Pe  In 16  In 16  In 16  In 17  In 18  In 1	N ak Hour	Saturday   Total	In to   In t	eak Hour  Out 12  O g  11  11  Out 15  7

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

-															VE	HICULE IN	CREMENTS	- Arts Boni	IS																	
Site #19	Week	day AM Pea	k Hour	Weekday	Midday P		VEHICLE TE	RIPS day PM Pe	ak Hour	Saturda	y Midday	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday Pe	CTION VEH		S ay PM Peal	k Hour	Saturday	Midday P	ak Hour	Weekd	ay AM Pea	ık Hour		Midday F		1	S - ACTIO		Saturday	y Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION	VEHICLE TF	RIPS					1				A	CTION VEH	CLE TRIP	s									INCREME	NTAL VEH	IICLE TRI	PS - ACTIO	N			
	Week	day AM Pea	k Hour	Weekday	Midday P	eak Hour	Weeko	day PM Pe	ak Hour	Saturda	y Midday	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday Pe	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	ık Hour	Weekday	Midday F	eak Hour	Weel	day PM Pe	ak Hour	Saturday	y Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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	-4	-1	0	0	-2	-1	-1
Site #21					NO	ACTION	VEHICLE TE	RIPS					1				Δ.	CTION VEH	CLE TRIP	s									INCREME	NTAL VEH	IICLE TPI	PS - ACTIO	N			
	Week	day AM Pea	k Hour	Weekday	Midday P			day PM Pe	ak Hour	Saturda	y Midday	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday Pe			ay PM Peal	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	ık Hour		Midday F			day PM Pe		Saturday	y Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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
Total Site Vehicle Trips Site #22	192	180	11	274			426 VEHICLE TR		308	274	155	118	192	180	11	274		145			308	274	155	118	0	0	0					0 PS - ACTIO		0	0	0
Site #22		180		1		ACTION	VEHICLE TE			1	155 ry Midday			180		1		CTION VEH	CLE TRIP			I	155 Midday P			0 ay AM Pea				NTAL VEH	IICLE TRI		N	JI.	0 y Midday Pe	
				1	NO	ACTION	VEHICLE TE	RIPS		1						1	A	CTION VEH	CLE TRIP	s		I							INCREME	NTAL VEH	IICLE TRI	PS - ACTIO	N	JI.		
Site #22	Week	day AM Pea	ık Hour	Weekday	NO / Midday P	O ACTION Yeak Hour	VEHICLE TE	RIPS day PM Pe	ak Hour	Saturda	y Midday	Peak Hour	Week	day AM Pe	ak Hour	Weekda	Al y Midday Pe	CTION VEH	CLE TRIP Weekd	S ay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	ık Hour	Weekday	INCREME Midday F	NTAL VEH	IICLE TRI	PS - ACTIO	N eak Hour	Saturday	y Midday Pe	eak Hour
Site #22	Week	day AM Pea	k Hour Out <sup>10</sup>	Weekday	NO y Midday P	O ACTION Peak Hour	VEHICLE TF Weeko	RIPS day PM Pe	ak Hour	Saturda: Total	y Midday	Peak Hour	Week	day AM Pe	Out <sup>10</sup>	Weekda	All y Midday Pe	CTION VEH eak Hour Out <sup>10</sup>	CLE TRIP Weekd	S ay PM Pea In <sup>10</sup>	k Hour Out <sup>10</sup>	Saturday	Midday P	eak Hour Out <sup>10</sup>	Weekd	ay AM Pea In <sup>10</sup>	k Hour Out <sup>10</sup>	Weekday	INCREME Midday F	Peak Hour	Weel	PS - ACTION	N eak Hour Out <sup>10</sup>	Saturday	y Midday Pe	eak Hour Out <sup>10</sup>
Site #22  Land Use  RESIDENTIAL / HOTEL	Weeks	iay AM Pea	Out <sup>10</sup>	Weekday Total	Midday P	O ACTION 1 Peak Hour Out <sup>10</sup>	VEHICLE TE Weeks Total	RIPS day PM Pe	Out <sup>10</sup>	Saturda: Total	In <sup>10</sup>	Peak Hour	Week Total	day AM Pe	Out <sup>10</sup>	Weekda Total	All y Midday Pe	Out <sup>10</sup>	CLE TRIP Weekd	S ay PM Peal In <sup>10</sup> 8	k Hour Out <sup>10</sup>	Saturday Total 7	Midday Po	Out <sup>10</sup>	Weekd	ay AM Pea In <sup>10</sup>	out <sup>10</sup>	Weekday Total	Midday F	Out <sup>10</sup>	Weel Total	PS - ACTION cday PM Pe	N eak Hour Out <sup>10</sup>	Saturday Total	y Midday Pe	eak Hour Out <sup>10</sup>
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Weeking Total	In <sup>10</sup> 0	Out <sup>10</sup>	Weekday Total 0 5	NO y Midday P In <sup>10</sup> 0	O ACTION 1 Peak Hour Out <sup>10</sup> 0 3	VEHICLE TF Weeks Total 0 14	RIPS day PM Per In <sup>10</sup> 0	Out <sup>10</sup> 0 13	Saturda Total 0	In <sup>10</sup>	Peak Hour Out <sup>10</sup> 0	Week Total 10 0	In <sup>10</sup>	Out <sup>10</sup>	Weekda Total 5	And y Midday Pe	Out <sup>10</sup>	CLE TRIP Weekd	S ay PM Peal In <sup>10</sup> 8	Nut <sup>10</sup>	Saturday Total 7 0	Midday Po	Out <sup>10</sup> 3	Weekd Total 10 -12	ay AM Pea In <sup>10</sup> 1	Out <sup>10</sup>	Weekday Total 5	INCREME  Midday F  In <sup>10</sup> 2  -2	Out <sup>10</sup> 2 -3	Weel Total	PS - ACTION (day PM Per In 10 8	Out <sup>10</sup>	Saturday Total 7	y Midday Pe	Out <sup>10</sup>
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Weeking Total 0 12 0	In <sup>10</sup> 0 11	out <sup>10</sup>	Weekday Total 0 5	NO v Midday P In 10 0 0 2 47 49	O ACTION 10 Peak Hour Out <sup>10</sup> 0 3 47	VEHICLE TF Weekc Total 0 14 97	In 10 0 1 49	Out <sup>10</sup> 0 13	Saturda Total 0 1	y Midday In <sup>10</sup> 0 1 68	Out <sup>10</sup> 0  1  52	Week Total 10 0	In <sup>10</sup> 1  0	Out <sup>10</sup> 8  0	Weekda Total 5 0 70	y Midday Pe In <sup>10</sup> 2 0 35	Out <sup>10</sup> 2  0 35	CLE TRIP Weekd Total 11 0 72 83	S ay PM Peal In <sup>10</sup> 8 0 36	Out***  0 0 3 6	Saturday Total 7 0 88	Midday P. In <sup>10</sup> 3 0 50	Out <sup>10</sup> 3 0 38	Weekd Total 10 -12 0	ay AM Pea In <sup>10</sup> 1 -11	Out <sup>10</sup> 8  0	Weekday Total 5 -5 -24	INCREME  Midday F  In <sup>10</sup> 2  -2  -12	Out <sup>10</sup> 2 -3 -12	Total 11 -14 -25	PS - ACTIOI kday PM Pe In <sup>10</sup> 8 -1 -13	N Nak Hour Out <sup>10</sup> 3 -13 -13 -22	Saturday Total 7 -1 -31	y Midday Pe	eak Hour Out 10 3 -1 -13
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23	Weeks Total 0 12 0	In <sup>10</sup> 0 11	0 0 0 0	Weekday Total 0 5 94	NO v Midday P In 10 0 0 2 47 49	O ACTION 10  Out 10  0  3  47  50  ACTION 10	VEHICLE TF Weekc Total 0 14 97 111	In 10 0 1 49	Out <sup>10</sup> 0  13  49	Saturda   Total	y Midday In <sup>10</sup> 0 1 68	Peak Hour Out <sup>10</sup> 0 1 52 52	Week   Total   10   0   0   10	In <sup>10</sup> 1  0	Out <sup>10</sup> 8  0	Weekda   Total	y Midday Pe In <sup>10</sup> 2 0 35	Out 10 2 0 35 37 CTION VEH	CLE TRIP Weekd Total 11 0 72 83	S ay PM Peal In <sup>10</sup> 8 0 36	0ut <sup>10</sup> 3 0 36 39	Saturday Total 7 0 88	Midday P. In <sup>10</sup> 3 0 50	Out**0  3  0 38	Weekd Total 10 -12 0	ay AM Pea In <sup>10</sup> 1 -11	0ut <sup>10</sup> 8 0	Weekday Total 5 -5 -24 -24	INCREME  Midday F  In <sup>10</sup> 2  -2  -12	Out <sup>10</sup> 2  -3  -12  NTAL VEH	Total  11 -14 -25 -28	PS - ACTIOI cday PM Pe In 10 8 -1 -13	N Nak Hour Out <sup>10</sup> 3 -13 -13 -22	Saturday   Total	y Midday Pe	Out 10 3 -1 -13
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeks Total 0 12 0	10 0 11 11	0 0 0 0	Weekday Total 0 5 94	NO y Midday P In <sup>10</sup> 0 2 47 49	O ACTION 10  Out 10  0  3  47  50  ACTION 10	VEHICLE TF Weekc Total 0 14 97 111	In <sup>10</sup> 0  1  49	Out <sup>10</sup> 0  13  49	Saturda   Total	y Midday In 10 0 1 68	Peak Hour Out <sup>10</sup> 0 1 52 52	Week   Total   10   0   0   10	day AM Pe	Out <sup>10</sup> 8  0	Weekda   Total	Au y Midday Per In 10 2 0 35 37	Out 10 2 0 35 37 CTION VEH	CLE TRIP Weekd Total 11 0 72 83	S ay PM Peal In 10 8 0 36 44	0ut <sup>10</sup> 3 0 36 39	Saturday Total 7 0 88	Midday Po In <sup>10</sup> 3 0 50	Out**0  3  0 38	Weekd Total 10 -12 0	ay AM Pea In <sup>10</sup> 1 -11 0 -10	0ut <sup>10</sup> 8 0	Weekday Total 5 -5 -24 -24	INCREME In 10 2 -2 -12 -12 INCREME	Out <sup>10</sup> 2  -3  -12  NTAL VEH	Total  11 -14 -25 -28	PS - ACTION kday PM Pe In 10 8 -1 -13 -6	N Nak Hour Out <sup>10</sup> 3 -13 -13 -22	Saturday   Total	y Midday Pe In <sup>10</sup> 3 -1 -17	Out 10 3 -1 -13
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23	Weeks Total 0 12 0 12 Weeks Total 4	In 10 0 11 11 In 10 In 1	Out <sup>10</sup> 0 0 0	Weekday Total 0 5 94 99 Weekday Total 4	NO y Midday P In¹0 0 2 47 49 NO y Midday P	Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> ACTION V  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	VEHICLE TF Weekc Total 0 14 97 111 VEHICLE TF	RIPS In 10 I	Out <sup>10</sup> 0  13  49  62	Saturda  Total  0  1 119  121  Saturda	In <sup>10</sup> 0 1 68 68 In <sup>10</sup> 3	Out <sup>10</sup>   0   1   52   52   52     Out <sup>10</sup>   Out <sup>10</sup>   2   0   0   0   0   0   0   0   0   0	Week Total 10 0 10 Week Total 12	day AM Pe	Rak Hour Out <sup>10</sup> 8 0 0 8 8 Couter Cou	Weekda Total 5 0 70 75	y Midday Po In <sup>10</sup> 2 0 35 37 A y Midday Po In <sup>10</sup> 3	CTION VEH sak Hour  Out 10  2  0  35  37  CTION VEH sak Hour  Out 10  3	CLE TRIP Weekd  11 0 72 83  CLE TRIP Weekd  Total 13	S ay PM Peal In¹0 8 0 36 44 S ay PM Peal In¹0 9	Out 100 3 0 36 39	Saturday Total 7 0 88 95 Saturday Total 8	Midday Posts of State   Midday	Out <sup>10</sup> 3 0 38 42 Out <sup>10</sup> Out <sup>10</sup>	Weekd Total 10 -12 0 -2	ay AM Pea In <sup>10</sup> 1 -11 0 -10 ay AM Pea	out <sup>10</sup> 8  0  0  8  Coulting the second out to	Weekday Total 5 -5 -24 -24 Weekday Total 2	INCREME  In 10  2  -2  -12  -12  INCREME  I Midday F  In 10  I Midday F  In 10  I Midday F  In 10  I Midday F	Out <sup>10</sup> 2 -3 -12 -13  NTAL VEH	Total  11 -14 -25 -28  IICLE TRII  Weel Total	PS - ACTIOI cday PM Pe In 10 8 -1 -13 -6	N Out <sup>10</sup> 3 -13 -13 -22 N Out <sup>10</sup> Out <sup>10</sup>	Total 7 -1 -31 -25	y Midday Pe  In¹0  3  -1 -17  -15  y Midday Pe  In¹0  1	eak Hour Out 10 3 -1 -13 -10 eak Hour Out 10
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Weeks Total 0 12 0 12 Total 4 0	In 10 0 11 1 1 1 0 1 1 0 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1	out <sup>10</sup> Out <sup>10</sup> O  O  O  O  O  O  O  O  O  O  O  O  O	Weekday Total 0 5 94 99 Weekday Total 4 0	NO y Midday P In¹0 0 2 47 49 NO y Midday P In¹0 0 2 0	Out <sup>10</sup> Out <sup>10</sup> 0  3  47  50  ACTION 10  Out <sup>10</sup> 0  3  47  50  Out <sup>10</sup> 1  Out <sup>10</sup> 1	VEHICLE TF Weekc Total 0 14 97 111 Weekc Total 4 0	RIPS Jay PM Per Jin 10 J J J J J J J J J J J J J J J J J J J	ak Hour  Out <sup>10</sup> 0  13  49  62  ak Hour  Out <sup>10</sup> 2	Saturda Total 0 1 119 121 Saturda Total 6 0	y Midday In <sup>10</sup> 0 1 68 68 68 In <sup>10</sup> 3 0	Peak Hour  Out¹0  0  f  52  52  Peak Hour  Out¹0  0  0  0  0  0  0  0  0  0  0  0  0	Week   Total	day AM Pe In 10 0 0 1 1 1 day AM Pe In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 8 8 8 8 8 10 0 0 10 10 10 10 10 10 10 10 10 10 10	Weekda Total 5 0 70 75 Weekda Total 6 0	y Midday Pe In¹0 2 0 35 37 A y Midday Pe In¹0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out to Ou	Weekd  Total  11  0  72  83  CLE TRIP  Weekd  Total  13  0	S ay PM Peal In¹0 8 0 36 44  S S ay PM Peal In¹0 9 0	Out <sup>10</sup> 3  0  36  39  Out <sup>10</sup> 4  0	Saturday Total 7 0 88 95 Saturday Total 8 0	Midday P. In <sup>10</sup> 3 0 50 54  Midday P. In <sup>10</sup> 4 0	98k Hour Out <sup>10</sup> 3 0 38 42 98k Hour Out <sup>10</sup> 4	Weekd   Total   10   -12   0	ay AM Pea In 10 1 -11 0 -10 ay AM Pea In 10	out <sup>10</sup> 8  0  0  8  Note the second of the second out <sup>10</sup> 7  0	Weekday Total 5 -5 -24 -24 Weekday Total 2 0	INCREME Into Midday F Into Acceptation  2 -2 -12 -12 INCREME Midday F Into Acceptation  0 0	Peak Hour Out <sup>10</sup> 2 -3 -12 -13  NTAL VEH Peak Hour Out <sup>10</sup> 0 0		PS - ACTIOI   In 10	N N aak Hour Out 10 3 -13 -13 -22 N N Out 10 2 0	Saturday Total 7 -1 -31 -25  Saturday Total 3 0	y Midday Pe  In 10  3  -1  -17  -15  y Midday Pe  In 10  0	eak Hour Out <sup>10</sup> 3 -1 -13 -10  eak Hour Out <sup>10</sup> 0
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL	Weeks	In 10 0 11 11 In 10 In 1	out <sup>10</sup> Out <sup>10</sup> O  O  O  O  O  O  O  O  O  O  O  O  O	Weekday Total 0 5 94 99 Weekday Total 4 0 11	NO y Midday P In¹0 0 2 47 49 NO y Midday P In¹0 2	Out¹0  DACTION ¹  Out¹0  DACTION ¹  DO ACTION ¹  Out¹0  DO ACTION ¹  Out¹0  Out¹0	VEHICLE TF Weekc Total 0 14 97 111 Weekc Total 4	RIPS In 10 I	0ut <sup>10</sup> 0 13 49 62 ak Hour Out <sup>10</sup>	Saturda Total 0 1119 121 Saturda Total 6	ln 10 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup>   0   1   52   52   52     Out <sup>10</sup>   Out <sup>10</sup>   2   0   0   0   0   0   0   0   0   0	Week Total 10 0 10 Week Total 12	day AM Pe  In 10  0  1  day AM Pe  In 10  2	8 8 8 8 8 8 10 0 10 10 10 10 10 10 10 10 10 10 10 1	Weekda  Total  5  0  70  75  Weekda  Total  6	y Midday Po In <sup>10</sup> 2 0 35 37 A y Midday Po In <sup>10</sup> 3	CTION VEH sak Hour  Out 10  2  0  35  37  CTION VEH sak Hour  Out 10  3	CLE TRIP Weekd  11 0 72 83  CLE TRIP Weekd  Total 13	S ay PM Peal In 10 36 44 S S ay PM Peal In 10 9 9 0 49	Out*0 3 0 36 39 k Hour Out*0 4	Saturday Total 7 0 88 95 Saturday Total 8	Midday P.  In <sup>10</sup> 3  0  50  54  Midday P.  In <sup>10</sup> 4	Out <sup>10</sup> 3 0 38 42 Out <sup>10</sup> Out <sup>10</sup>	Weekd Total 10 -12 0 -2 Weekd Total 8	ay AM Person In 10	out <sup>10</sup> 8  0  0  8  Note the second of the second out <sup>10</sup> 7  0  -1	Weekday Total 5 -5 -24 -24 Weekday Total 2	INCREME In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> Peak Hour  Out <sup>10</sup> -3  -12  -13  NTAL VEH  Peak Hour  Out <sup>10</sup>	Total  11 -14 -25 -28  IICLE TRII  Weel Total	PS - ACTION In 10  8  -1  -13  -6  PS - ACTION Kday PM Pe  In 10  6  0  46	N Out <sup>10</sup> 3 -13 -13 -22 N Out <sup>10</sup> Out <sup>10</sup>	Saturday Total 7 -1 -31 -25  Saturday Total 3	y Midday Pe  In¹0  3  -1 -17  -15  y Midday Pe  In¹0  1	eak Hour  Out 10  3  -1  -13  -10  eak Hour  Out 10  2  0  39
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Weeks Total 0 12 0 12 Total 4 0	In 10 0 11 1 1 1 0 1 1 0 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1	out <sup>10</sup> Out <sup>10</sup> O  O  O  O  O  O  O  O  O  O  O  O  O	Weekday Total 0 5 94 99 Weekday Total 4 0	NO y Midday P In¹0 0 2 47 49 NO y Midday P In¹0 0 2 0	Out <sup>10</sup> Out <sup>10</sup> 0  3  47  50  ACTION 10  Out <sup>10</sup> 0  3  47  50  Out <sup>10</sup> 1  Out <sup>10</sup> 1	VEHICLE TF Weekc Total 0 14 97 111 Weekc Total 4 0	RIPS Jay PM Per Jin 10 J J J J J J J J J J J J J J J J J J J	ak Hour  Out <sup>10</sup> 0  13  49  62  ak Hour  Out <sup>10</sup> 2	Saturda Total 0 1 119 121 Saturda Total 6 0	y Midday In <sup>10</sup> 0 1 68 68 68 In <sup>10</sup> 3 0	Peak Hour  Out¹0  0  f  52  52  Peak Hour  Out¹0  0  0  0  0  0  0  0  0  0  0  0  0	Week   Total	day AM Pe In 10 0 0 1 1 1 day AM Pe In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 8 8 8 8 8 10 0 0 10 10 10 10 10 10 10 10 10 10 10	Weekda Total 5 0 70 75 Weekda Total 6 0	y Midday Pe In¹0 2 0 35 37 A y Midday Pe In¹0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out to Ou	Weekd  Total  11  0  72  83  CLE TRIP  Weekd  Total  13  0	S ay PM Peal In¹0 8 0 36 44  S S ay PM Peal In¹0 9 0	Out <sup>10</sup> 3  0  36  39  Out <sup>10</sup> 4  0	Saturday Total 7 0 88 95 Saturday Total 8 0	Midday P. In <sup>10</sup> 3 0 50 54  Midday P. In <sup>10</sup> 4 0	98k Hour Out <sup>10</sup> 3 0 38 42 98k Hour Out <sup>10</sup> 4	Weekd   Total   10   -12   0	ay AM Pea In 10 1 -11 0 -10 ay AM Pea In 10	out <sup>10</sup> 8  0  0  8  Note the second of the second out <sup>10</sup> 7  0	Weekday Total 5 -5 -24 -24 Weekday Total 2 0	INCREME Into Midday F Into Acceptation  2 -2 -12 -12 INCREME Midday F Into Acceptation  0 0	Peak Hour Out <sup>10</sup> 2 -3 -12 -13  NTAL VEH Peak Hour Out <sup>10</sup> 0 0		PS - ACTIOI   In 10	N N aak Hour Out 10 3 -13 -13 -22 N N Out 10 2 0	Saturday Total 7 -1 -31 -25  Saturday Total 3 0	y Midday Pe  In 10  3  -1  -17  -15  y Midday Pe  In 10  0	eak Hour Out <sup>10</sup> 3 -1 -13 -10  eak Hour Out <sup>10</sup> 0
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Weeks	In <sup>10</sup> 0  11  0  11  In <sup>10</sup> 11  In <sup>10</sup> 1  In <sup>10</sup> 1	lk Hour Out <sup>10</sup> 0 0 0 0 0 0 1 1 1	Weekday Total 0 5 94 99 Weekday Total 4 0 11	NOO	D ACTION 10 Out <sup>10</sup> 0 3 47 50 D ACTION 11 Out <sup>10</sup> 1 1 0 6	VEHICLE TF Weekc Total 0 14 97 111 VEHICLE TF Weekc Total 4 0 6	In 10 A 49 A 4	ak Hour  Out <sup>10</sup> 0  13  49  62  ak Hour  Out <sup>10</sup> 2  0  3	Saturda   Total     0	ln 10 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Peak Hour  Out <sup>10</sup> 0  1  52  52  Peak Hour  Out <sup>10</sup> 0  6	Week   Total   10   0     10	day AM Pro  In 10  0  1  1  day AM Pro  In 10  0  0  1  1  0  0  0  0  0  0  0  0	8 8 8 8 8 8 10 0 10 10 10 10 10 10 10 10 10 10 10 1	Weekd:   Total	AV Midday Pe  In 10  2  0  35  37  AV Midday Pe  In 10  3  0  3  3  3  3  3  3  3  3  3  3  3	CTION VEH eak Hour  Out 10  2  0  35  37  CTION VEH eak Hour  Out 10  3  0  36	CLE TRIPING   Weekd	S ay PM Peal In 10 36 44 4 3 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Out*9 36 39 Out*9 Out*9 36 39 37	Saturday   Total   7	In <sup>10</sup>   3   0   50     54     In <sup>10</sup>   4   0   57	Out <sup>10</sup> 3 3 0 38 42 Out <sup>10</sup> Out <sup>10</sup> 4 0 0 45	Weekd   Total   10   -12   0	ay AM Person In 10	out <sup>10</sup> 8  0  0  8  Note the second of the second out <sup>10</sup> 7  0  -1	Weekday   Total     5   -5   -24	INCREME Midday F In 10 2 -2 -12 -12 -12 INCREME Midday F In 10 0 0 30 31	PATAL VEH  Out 19  -3  -12  -13  NATAL VEH  Out 19  0  3  3  3  3  3  3  3  3  3  3  3  3	Weel	PS - ACTION In 10  8  -1  -13  -6  PS - ACTION Kday PM Pe  In 10  6  0  46	N wak Hour Out <sup>10</sup> 3 -13 -13 -22 -22 -22 -34 -34 -36	Saturday   Total   7   -1   -31   -25     Saturday   Total   3   0   89	y Midday Pe  In 10  3  -1  -17  -15  y Midday Pe  In 10  0  49	eak Hour  Out 10  3  -1  -13  -10  eak Hour  Out 10  2  0  39
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeke   Total	In <sup>10</sup> 0  11  0  11  In <sup>10</sup> 11  In <sup>10</sup> 1  In <sup>10</sup> 1	out <sup>10</sup> Out <sup>10</sup> O  O  O  O  O  In the Hour	Weekday   Total	NOO	D ACTION 1 Out 1 O	VEHICLE TF Weekc Total 0 14 97 111 VEHICLE TF Weekc Total 4 0 6	In 10 A 49 A 4	Out	Saturda   Total	ln 10 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>16</sup>   S2   S2   S2   Out <sup>16</sup>   Out <sup>16</sup>   S2   S2   S2   S2   S3   S4   S4   S5   S5   S5   S5   S5   S5	Week   Total   10	day AM Pro  In 10  0  1  1  day AM Pro  In 10  0  0  1  1  0  0  0  0  0  0  0  0	Nak Hour	Weekd:   Total     5	AV Midday Pe  In 10  2  0  35  37  AV Midday Pe  In 10  3  0  3  3  3  3  3  3  3  3  3  3  3	CTION VEH Out 19 2 0 35 37  CTION VEH Out 19 3 3 7  CTION VEH 3 0 3 6 3 9  ACTION VEH	CLE TRIPIED Weekd Total 11 0 72 83 Weekd Total 13 0 86 98	S ay PM Peal In 10 36 44 4 3 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Out <sup>10</sup> 3 0 36 39 0 0ut <sup>10</sup> 4 0 37	Saturday   Total	In <sup>10</sup>   3   0   50     54     In <sup>10</sup>   4   0   57	Out <sup>19</sup> 3  0  38  42  42  Out <sup>19</sup> 4  0  45	Weekd Total 10 -12 0 -2 Weekd Total 8 0 -2 5	ay AM Person In 10	No Hour  Out <sup>10</sup> 8  0  0  8  8  Mik Hour  Out <sup>10</sup> 7  0  -1	Total 5 -5 -24 -24 -24 -20 -60 -60	INCREME Midday F In 10 2 -2 -12 -12 -12 INCREME Midday F In 10 0 0 30 31	PATAL VEH FOR THE PATAL VEH FO		PS - ACTIOID In 10	N wak Hour Out 10	Saturday   Total   7   -1   -31   -25     Saturday   Total   3   0   99   91   91	y Midday Pe  In 10  3  -1  -17  -15  y Midday Pe  In 10  0  49	Out 19 3 3 -1 -13 -10  Out 19 2 0 39 41
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeke   Total	In 10 0 11 11 11 11 11 11 11 11 11 11 11 1	out <sup>10</sup> Out <sup>10</sup> O  O  O  O  O  In the Hour	Weekday   Total	NOO	D ACTION 1 Out 1 O	VEHICLE TF Weekc Total 0 14 97 111 VEHICLE TF Weekc Total 4 0 6	In <sup>10</sup>	Out	Saturda   Total	In 10 0 1 1 68 68 68 68 1 11 1 1 1 1 1	Out <sup>16</sup>   S2   S2   S2   Out <sup>16</sup>   Out <sup>16</sup>   S2   S2   S2   S2   S3   S4   S4   S5   S5   S5   S5   S5   S5	Week   Total   10	In <sup>10</sup>	Nak Hour	Weekd:   Total     5	Al Midday Pe    In 10   2   0   35   37     Al Midday Pe   10   10   10   10   10     Al Midday Pe   10   10   10   10   10     Al Midday Pe   10   10   10   10   10   10     Al Midday Pe   10   10   10   10   10   10     Al Midday Pe   10   10   10   10   10   10     Al Midday Pe   10     Al Midday	CTION VEH Out 19 2 0 35 37  CTION VEH Out 19 3 3 7  CTION VEH 3 0 3 6 3 9  ACTION VEH	CLE TRIPIED Weekd Total 11 0 72 83 Weekd Total 13 0 86 98	S 349 PM Peal In 10 8 8 0 36 1 44 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 3 0 36 39 0 0ut <sup>10</sup> 4 0 37	Saturday   Total	Midday P  In <sup>10</sup> 3  0  50  54  Midday P  1n <sup>10</sup> 4  0  57	Out <sup>19</sup> 3  0  38  42  42  Out <sup>19</sup> 4  0  45	Weekd Total 10 -12 0 -2 Weekd Total 8 0 -2 5	ay AM Pec In 10  -11  0  -10  In 10  -10  -10  -10  -11  -11  -11  -11	No Hour  Out <sup>10</sup> 8  0  0  8  8  Mik Hour  Out <sup>10</sup> 7  0  -1	Total 5 -5 -24 -24 -24 -20 Total 60 -60	INCREMENT MIDDLE MINISTRATION IN 19 10 10 10 10 10 10 10 10 10 10 10 10 10	PATAL VEH FOR THE PATAL VEH FO		PS - ACTIOID In 10	N wak Hour Out 10	Saturday   Total   7   -1   -31   -25     Saturday   Total   3   0   99   91   91	In 10	Out 19 3 3 -1 -13 -10  Out 19 2 0 39 41
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Week    Total	in 10 0 0 11 11 11 11 11 11 11 11 11 11 11	No Hour  Out <sup>10</sup> O  O  O  O  In the Hour  Out <sup>10</sup> A A A A A A A A A A A A A A A A A A A	Weekday   Total	NO   NO   NO   NO   NO   NO   NO   NO	D ACTION 1  Out 10  Out 10  3  47  50  ACTION 1  1  0  ACTION 1  7  ACTION 1  7  ACTION 1  ACTIO	VEHICLE TF   Weekc   Total	In 10 A 9 A 9 A 9 A 9 A 9 A 9 A 9 A 9 A 9 A	Out	Saturda   Total	y Midday In <sup>10</sup> 0 0 f 68 68  10 10 10 10 10 10 10 10 10 10 10 10 10	Out   0	Week   Total   10   0   10	In 10 0 0 In 10 In 10 0 In 10 In	aak Hour  Out <sup>10</sup> 8  8  0  0  Out <sup>10</sup> 10  10	Weekd:   Total	Al Al Midday Pe   In 10   In 1	CTION VEH Out 10	CLE TRIP   Weekd   Total   11	S S ay PM Peal In 10 8 0 0 36 1 44 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 3 3 0 36 39  Out <sup>10</sup> 4 0 37 41	Saturday   Total	In <sup>10</sup> 3 0 50 54 In <sup>10</sup> 4 0 57 61	Out <sup>19</sup> 3  0  38  42  42  Out <sup>19</sup> 44  0  45  49	Weekd   Total   10	ay AM Pee In 10 1 -11 0 -10 -10 -1 1 0 -1 1 0 -1 1 0 -1 1 0 -1 -1 -1	0ut**  8  0  0  0  8  8  1  1  1  1  1  1  1  1  1  1  1	Total 5 -5 -24 -24 -24 -26 -60 -62	INCREME In 10 10 10 10 10 10 10 10 10 10 10 10 10	PATAL VEH  Out 10  2  -12  -13  INTAL VEH  Out 10  Out 10  3  -12  -13  ANTAL VEH  Out 10  3  Out 10  ANTAL VEH  Out 10  ANTAL		PS - ACTIOI Of the last of the	N ak Hour Out¹0  -13  -22  N N  Out¹0  -34  -34  36  ON  ak Hour	Saturday   Total	Midday Pe   In <sup>10</sup>	Out 10 3 -1 -13 -10 Out 10 0 41 41
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeks   Week	in 10 0 11 11 11 11 11 11 11 11 11 11 11 1	Out <sup>10</sup>	Weekday   Total	NGC Midday P In 10 A S Midday P In 10 A Midday	D ACTION 1 Out*0 0 3 47 50 D ACTION 1 0 0 7 DO ACTION 1 1 0 6 7 D ACTION 1 Out*0 Out*0 Out*0 Out*0 Out*0	VEHICLE TY Weekc Total 0 14 97 111 Weekc Total 4 0 6 10 10 VEHICLE TY Weekc	In   10   In   In   In   In   In   In   In   I	ak Hour  Out <sup>10</sup> 0  13  40  62  Out <sup>10</sup> 0  3  5  S  AH Hour  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Saturda  Total  0  119  121  Saturda  Total  6  0  14  19  Saturda  Total	y Midday  In <sup>10</sup> 0  1  68  68  In <sup>10</sup> 3  0  11  11  11  11  11  11  11  11	Out <sup>10</sup>   S2	Week   Total	In 10 0 0 In 10 In 10 0 In 10 In		Weekd:   Total	Ai Midday Pe In 10 3 3 37  Ai Ai 7 3 4 10 10 10 10 10 10 10 10 10 10 10 10 10	CTION VEH Out to the control of the control veh CTION VE	CLE TRIP Weekd 11 0 72 83 CLE TRIP Weekd Total 13 0 86 98 Weekd Total Total Total Total	S   S   S   S   S   S   S   S   S   S	Out <sup>19</sup> 3  0  36  39  What Hour  Out <sup>19</sup> 4  0  37  41	Saturday   Total	In <sup>10</sup>	Out <sup>10</sup> 3  0  38  42  Dut <sup>10</sup> 4  0  45  49  Out <sup>10</sup>	Weekd Total 10 -12 0 -2 Weekd Total 8 0 -2 5	ay AM Pee In 10 1 -11 0 -10 -10 -1 1 0 -1 1 0 -1 1 0 -1 1 0 -1 -1 -1	No   No   No   No   No   No   No   No	Weekday   Total	INCREME In 10 10 10 10 10 10 10 10 10 10 10 10 10	UNTAL VEH eak Hour  Out 10  -13  -13  -13  NTAL VEH eak Hour  Out 10  30  32  MENTAL VI eak Hour  Out 10  Out	Total	PS - ACTIOI OF STATE	N ak Hour Out <sup>10</sup>	Saturday   Total	y Midday Pe In 10 3 -1 -17 -15  -15  y Midday Pe In 10 49  51	Out <sup>10</sup> 3  -1  -13  -10  -10  -110  -110  -110  -110  -110  -110  -110  -110  -110  -110  -110  -110  -110
Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site #24  Land Use  RESIDENTIAL / HOTEL  Site #24  Land Use  RESIDENTIAL / HOTEL	Weeks	Say AM Pez   In 10   Say AM	lik Hour  Out <sup>10</sup> 0  0  0  0  1  Lik Hour  Out <sup>10</sup> 3  0  1  4	Weekday   Total	NGC Midday P In 10 A S Midday P In 10 A Midday	D ACTION 1 Out*0 0 0 3 47 50 D ACTION 1 0 0 7 D ACTION 1 0 0 7 D ACTION 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Weekc   Total	In 10 A STATE OF THE ACT OF THE A	ak Hour  Out <sup>10</sup> 0  13  49  62  Out <sup>10</sup> 2  0  3  5  bullet Hour  Out <sup>10</sup> 0  0  0  0  0  0  0  0  0  0  0  0	Saturda   Total	ly Midday In ® 68 68 In ® 7 In ® 7 In ® 8 In ® 8 In ® 8 In ® 9 In	Out <sup>10</sup>   S2	Week   Total	In <sup>10</sup>   O	S	Weekd:   Total	Ai Midday Pe In 10	CTION VEH Out to the control of the control out to	CLE TRIP Weekd 11 0 72 83 CLE TRIP Weekd Total 13 0 86 98 Weekd Total Total Total Total	S S 3 y PM Peal In 10 S S S 3 S S S S S S S S S S S S S S S	Out*9 3 3 0 36 39 0 4 0 4 0 0 37 41	Saturday   Total	In <sup>10</sup> 3 0 50 54  Midday P In <sup>10</sup> 4 0 57 61  Midday P In <sup>10</sup> 3	Out <sup>10</sup> 3 3 42  Dut <sup>10</sup> 4 4 0 45 49  Out <sup>10</sup> 3	Weekd   Total   10   -12   0	In 10 -11 -11 -11 -11 -11 -11 -11 -11 -11	Bk Hour Out <sup>16</sup> 8  0  0  1  1  1  1  1  1  1  1  1  1  1	Total  5 -5 -24 -24  Weekday  Total  2 0 60  62  K Weekday  Total  5	INCREME In 10 2 -2 -12 -12 -12 -12 INCREME In 10 0 0 30 31 10 INCREME In 10 0 10 INCREME	UNTAL VEH Out 10  Out 10  -13  -13  -13  -14  Out 10  Out 10  2  0  30  32  MENTAL VII  Out 10  2  Out 10  30  32	Weel	PS - ACTION	N ak Hour Out <sup>10</sup> 3 -13 -22 -22 -23 -34 -34 -36 -36 -37 -37 -37 -38 -36 -37 -37 -37 -37 -37 -37 -37 -37 -37 -37	Saturday   Total	y Midday Pe In 10 3 -1 -17 -15  In 10 49  S1 y Midday Pe In 10 49  S1 y Midday Pe In 10 3	Out <sup>10</sup> 3  -1 -13  -10  -10  -110  -10  -110  -

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

-															VEI	HICULE IN		S - Arts Bor																		
Site #25					NC	ACTION Y	EHICLE TI	RIPS									NC	ACTION V	EHICLE TR	RIPS								N	O INCREM	MENTAL VE	HICLE TRIF	PS - ACTIO	N			
	Weekd	ay AM Pe	ak Hour	Weekda	Midday F	eak Hour	Week	day PM Pea	k Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weeko	lay PM Pea	ık Hour	Saturda	y Midday P	eak Hour	Weekd	lay AM Pea	ak Hour	Weekday	Midday P	Peak Hour	Weekd	lay PM Peal	k Hour	Saturday	y Midday F	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION	VEHICLE T	RIPS									NC	ACTION V	EHICLE TR	RIPS								N	IO INCREI	MENTAL V	EHICLE TR	IPS - ACTIO	ON			
	Week	day AM Pe	ak Hour	Weekda	y Midday I	Peak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday P	eak Hour	Weeko	lay AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday F	eak Hour	Week	day AM Pe	ak Hour	Weekday	y Midday F	Peak Hour	Week	day PM Pea	ak Hour	Saturda	ay Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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

ite	

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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)							٦	OTAL PER	SON TRIPS	167	497	308	443

Site #2

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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)	33 071							TOTAL PER	SON TRIPS	99	562	638	718

Site #3

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>2</sup>	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 <sup>4</sup>	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)							•	TOTAL PER	SON TRIPS	156	479	310	551

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 PER	SON TRIPS	181	541	336	482

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)						TOTAL PERSON TRIF				99	323	206	390

# Site #6

Oite #0													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)						TOTAL PERSON TRIF				206	863	496	1,035

# Site #7

One #1	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 <sup>6,7</sup>	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 TRI				174	750	414	840

Site #0													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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	47.110							TOTAL PER	SON TRIPS	149	786	898	1,004

Site #9

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Estir	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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)						TOTAL PERSON TRIPS			213	1,139	1,300	1,455	

Site #10

3116 #10													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>5</sup>	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

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	208	871	501	1,044

Site #12

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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)	47 XX4					TOTAL PERSON TRIP			SON TRIPS	136	716	818	914

Site #13

Site #13	Size 1	No. of	No. of			Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 TRIP				162	858	980	1,096

Site #14

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)							1	TOTAL PER	SON TRIPS	263	1,104	634	1,323

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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						1	TOTAL PER	SON TRIPS	211	882	507	1,058

# Site #16

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)							٦	OTAL PER	SON TRIPS	250	1,048	602	1,256

# Site #17

Site #17													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)								TOTAL PER	SON TRIPS	207	871	500	1,044

Site #10	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate		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 <sup>4</sup>	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 <sup>2</sup>	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)							٦	TOTAL PER	SON TRIPS	75	305	177	366

Site #19

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Esti	nated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>8a</sup>	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 <sup>8b</sup>	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 <sup>4</sup>	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 <sup>2</sup>	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)							1	OTAL PER	SON TRIPS	275	995	600	1,149

Site #20

31te #20													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	42	174	100	209

Site #21													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>5</sup>	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 <sup>3</sup>	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						1	TOTAL PER	SON TRIPS	937	2,817	2,799	2,249

Site #22

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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						1	TOTAL PER	SON TRIPS	113	647	733	825

Site #23

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 O66						-	TOTAL PER	SON TRIPS	145	677	783	866

Site #24

31le #24													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 69X						•	TOTAL PER	SON TRIPS	206	664	425	802

Site #25													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	107	345	221	416

#### Site #26

311E #20													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)							1	TOTAL PER	SON 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

Site #1							Estima	ted Mode S	plit (AM, P	M, SAT)					E:	stimated Mo	de Split (N	MD)						Est	imated Ve	hicle-Trip (	Seneration C	haracterist	ics <sup>9</sup>			
	Est	timated Person-Trip	Generation Characte	eristics																	Weeko	ay AM Pea	ık Hour	Weekda	y Midday F	Peak Hour	Weeko	lay PM Pea	k Hour	Saturda	y Midday Pea	ık Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	9	5	5	5	2	2	11	6	5
Office/Commercial <sup>5</sup>	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							Estima	ated Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Est	imated Vel	hicle-Trip C	eneration C	haracterist	ics <sup>9</sup>			
	Es	timated Person-Trip	Generation Characte	eristics																	Week	lay AM Pea	ak Hour	Weekda	y Midday F	eak Hour	Weeko	ay PM Peal	k Hour	Saturda	y Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	61	30	30	63	31	31	77	44	33
Residential <sup>2</sup>	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							Estim	ated Mode S	Split (AM, P	M, SAT)					Е	stimated Me	ode Split (N	ID)						Est	imated Vel	hicle-Trip G	eneration	Characterist	tics9			
	Es	timated Person-Trip	Generation Character	ristics																	Weeko	lay AM Pea	k Hour	Weekda	y Midday F	eak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday Pe	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>8b</sup>	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 <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	10	5	5	5	3	3	12	7	5
Residential <sup>2</sup>	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							Estim	ated Mode S	Split (AM, P	M, SAT)					E:	stimated Mo	de Split (M	D)						Est	imated Vel	nicle-Trip G	eneration C	haracteris	ics <sup>9</sup>			
	Es	timated Person-Trip (	Generation Characteri	istics																	Weekd	ay AM Peal	k Hour	Weekda	/ Midday P	eak Hour	Week	lay PM Pea	k Hour	Saturday	y Midday Pe	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	10	5	5	5	3	3	12	7	5
Office/Commercial <sup>5</sup>	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							Estima	ated Mode S	plit (AM. Pl	M. SAT)			1		E	stimated Mo	de Split (M	ID)						Fst	imated Veh	hicle-Trip G	eneration	Characteris	etics <sup>9</sup>			
	Es	timated Person-Trip (	Generation Characte	eristics					, , , , ,												Weekd	day AM Pea	ak Hour		y Midday P			day PM Pea		Saturda	ay Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	2	1	1	1	1	1	3	1	1
Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =																					2	1	1	7	4	4	4	2	2	9	5	4
Residential <sup>2</sup>	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
						<u> </u>	1		<u> </u>			<u> </u>		<u> </u>							6	1	5	10	5	5	9	5	3	12	7	5
Site #6				<u> </u>	]		Fstima	ated Mode S	nlit (AM. Pl	M. SAT)			1		F	stimated Mo	de Split (M	ID)						Fet	timated Vel	hicle-Trip G	eneration	Characteris	tice <sup>9</sup>	<u></u>		
Site #0	Es	timated Person-Trip (	Generation Characte	eristics				atou mouo o	J. (* 1.1.1, * 1	, 0,,							uo opiit (iii				Weekd	day AM Pea	ak Hour		y Midday P			day PM Pea		Saturda	ay Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	7	3	3	4	2	2	8	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					5	2	2	21	10	10	11	5	5	25	14	11
Residential <sup>2</sup>	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							Estima	ated Mode S	plit (AM, Pl	M, SAT)					E	stimated Mo	de Split (M	ID)						Est	imated Veh	hicle-Trip G	eneration	Characteris	tics <sup>9</sup>			
	Es	timated Person-Trip (	Generation Characte	eristics													,				Weekd	day AM Pea	ak Hour	Weekda	y Midday P	eak Hour	Week	day PM Pea	ık Hour	Saturda	ay Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	6	3	3	3	1	1	7	3	3
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					4	2	2	17	8	8	8	4	4	20	11	9
Office/Commercial <sup>5</sup>	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 <sup>6,7</sup>	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						1	Estima	ated Mode S	plit (AM, Pl	M, SAT)	<u> </u>	1		1	E	stimated Mo	de Split (M	ID)					1	Est	imated Veh	hicle-Trip G	eneration	Characteris	tics <sup>9</sup>			
Land Use		timated Person-Trip (	T	T	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	day AM Pea	ak Hour	Weekda	y Midday P	Peak Hour	Week	day PM Pea	ık Hour	Saturda	ay Midday Pe	ak Hour
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	28	14	14	29	15	15	36	18	18
Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =																					0	0	0	84	42	42	87	44	44	107	60	46
Residential <sup>2</sup>	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							Estima	ated Mode S	plit (AM, Pl	M, SAT)					Е	stimated Mo	de Split (M	ID)						Est	imated Vel	hicle-Trip G	eneration	Characteris	tics <sup>9</sup>			
Land Hea	Es	timated Person-Trip (	Generation Characte	eristics	A.14-	Taxi	Subway	Railroad	Duc	Walls	Other	Total	A 114-	Tavi	Subven	Railroad	Pue	Walls	Other	Total	Weekd	day AM Pea	ak Hour	Weekda	y Midday P	eak Hour	Week	day PM Pea	ık Hour	Saturda	ay Midday Pe	ak Hour
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	iaxi	Subway	Kalifoad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Kalifoad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	41	20	20	42	21	21	52	26	26
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	122	61	61	126	63	63	155	88	67
ii I		4	1	1		0.00/	51.0%	2.0%	11.0%	40.00/	4.00/	100.0%	40.00/	l			_	1	· -	1	, ,		1 40	9	5	5	20	14	6	13	6	6
Residential <sup>2</sup>	213	107	234	149	12.0%	2.0%	51.0%	2.076	11.076	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	3					13		·

Site #10							Estima	ted Mode S	Split (AM, P	M, SAT)					E	stimated Mo	de Split (N	MD)						Es	timated Ve	hicle-Trip	Generation (	Characteris	tics <sup>9</sup>			
	Est	imated Person-Trip 0	Generation Characte	ristics																	Weekd	ay AM Pea	ak Hour	Weekda	y Midday I	Peak Hour	Week	day PM Pea	ık Hour	Saturda	y Midday F	Peak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	61	31	31	63	32	32	77	39	39
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	183	92	92	189	95	95	232	131	101
Office/Commercial <sup>5</sup>	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
	Ï																				120	115	5	230	110	120	329	102	228	245	139	106

Site #11							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (M	ID)						Est	imated Vel	nicle-Trip G	eneration C	haracterist	tics <sup>9</sup>	0		
	Est	timated Person-Trip (	Generation Characte	eristics																	Weekd	ay AM Pea	ak Hour	Weekda	y Midday F	eak Hour	Weekd	ay PM Pea	k Hour	Saturda	y Midday Pea	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	7	4	4	4	2	2	8	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (M	1D)						Est	imated Vel	hicle-Trip G	eneration C	haracteristi	ics <sup>9</sup>			
	Est	timated Person-Trip (	Generation Characte	ristics																	Weekd	ay AM Pea	ak Hour	Weekda	y Midday F	eak Hour	Weekd	ay PM Peal	k Hour	Saturda	y Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	26	13	13	26	13	13	32	16	16
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	77	38	38	79	40	40	97	55	42
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Est	imated Ve	nicle-Trip G	eneration C	haracterist	ics <sup>9</sup>			
	Est	imated Person-Trip (	Generation Characte	eristics																	Weeko	ay AM Pea	ık Hour	Weekda	y Midday F	eak Hour	Weekd	ay PM Peal	k Hour	Saturda	y Midday Pea	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	31	15	15	32	16	16	39	19	19
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	92	46	46	95	48	48	117	66	51
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, PI	M, SAT)					E	stimated Mo	ode Split (M	1D)						Est	imated Vel	nicle-Trip G	eneration (	Characteris	tics <sup>9</sup>		
	Est	imated Person-Trip (	Generation Characte	ristics																	Weeko	lay AM Pea	ak Hour	Weekda	y Midday F	eak Hour	Week	day PM Pea	k Hour	Saturday	Midday Peak Ho
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup> Out
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	9	4	4	4	2	2	11	5 5
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					6	3	3	27	13	13	13	7	7	32	18 14
Residential <sup>2</sup>	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

Site #15							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	ID)						Est	timated Vel	nicle-Trip G	eneration C	haracterist	ics <sup>9</sup>			
	Est	timated Person-Trip (	Generation Characte	eristics																	Weekd	ay AM Pea	ık Hour	Weekda	y Midday F	eak Hour	Weekd	ay PM Peal	k Hour	Saturda	y Midday Pe	ık Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	7	4	4	4	2	2	8	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
Residential <sup>2</sup>	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							Estimat	ted Mode S	plit (AM, Pl	M, SAT)					Es	timated Mo	de Split (M	ID)						Es	timated Ve	hicle-Trip G	eneration C	haracterist	tics <sup>9</sup>			
	Est	imated Person-Trip (	Generation Characte	ristics																	Weekd	ay AM Pea	ak Hour	Weekda	y Midday I	Peak Hour	Weekd	lay PM Pea	k Hour	Saturda	y Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	8	4	4	4	2	2	10	5	5
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					6	3	3	25	13	13	13	6	6	30	17	13
Residential <sup>2</sup>	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							Estim	ated Mode S	plit (AM, PI	M, SAT)					E	stimated Mo	ode Split (M	MD)						Estir	mated Vel	nicle-Trip G	eneration (	Characteris	stics <sup>9</sup>			
	Est	imated Person-Trip (	Generation Characte	eristics																	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	7	4	4	4	2	2	8	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
Residential <sup>2</sup>	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							Estim	ated Mode S	Split (AM, P	M, SAT)					E	stimated Mo	de Split (M	ID)						Est	imated Vel	nicle-Trip G	eneration (	Characteris	tics <sup>9</sup>			
	Est																				Weekd	lay AM Pea	ık Hour	Weekda	y Midday P	eak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday Pe	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	2	1	1	1	1	1	3	1	1
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	7	4	4	4	2	2	9	5	4
Residential <sup>2</sup>	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

Site #19							Estim	ated Mode S	Split (AM, P	M, SAT)					Е	stimated Mo	de Split (M	ID)						Est	timated Vel	nicle-Trip G	eneration	Characteris	itics <sup>9</sup>			
																					Weekd	ay AM Pea	ak Hour	Weekda	y Midday F	eak Hour	Week	day PM Pe	ak Hour	Saturda	y Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Community Facility/Institutional <sup>8a</sup>	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 <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	7	4	4	4	2	2	9	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					5	2	2	22	11	11	11	6	6	27	15	12
Residential <sup>2</sup>	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							Estim	ated Mode S	plit (AM, P	M, SAT)					E	stimated Mo	de Split (N	MD)			,	•	,	Est	timated Ve	nicle-Trip (	Generation C	haracterist	tics <sup>9</sup>	0		
	Es	timated Person-Trip	Generation Characte	eristics																	Weekd	ay AM Pea	ık Hour	Weekda	y Midday F	eak Hour	Weeko	lay PM Peal	k Hour	Saturda	y Midday Pea	ık Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	1	1	1	1	0	0	2	1	1
Net New Trips After Pass-by/Link Trip  Reduction <sup>3</sup> =																					1	0	0	4	2	2	2	1	1	5	3	2
Residential <sup>2</sup>	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	11						Estima	ted Mode S	plit (AM, P	M, SAT)					E	stimated Mo	de Split (N	ID)				•	,	Est	timated Vel	hicle-Trip (	eneration C	haracterist	tics		•	
	Es	timated Person-Trip	Generation Characte	ristics																	Weeko	ay AM Pea	ak Hour	Weekda	y Midday F	eak Hour	Week	lay PM Pea	k Hour	Saturda	y Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>5</sup>	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 <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	65	32	32	67	34	34	82	41	41
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					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							Estim	ated Mode S	Split (AM, P	M, SAT)					E	stimated Mo	de Split (M	D)						Est	imated Vel	nicle-Trip G	eneration C	haracteris	tics <sup>9</sup>			
	Es	timated Person-Trip	Generation Character	ristics																	Weekd	ay AM Pea	k Hour	Weekday	/ Midday P	eak Hour	Week	lay PM Pea	ak Hour	Saturda	y Midday Pe	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	23	12	12	24	12	12	29	15	15
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	70	35	35	72	36	36	88	50	38
Residential <sup>2</sup>	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							Estimat	ted Mode S	plit (AM, Pl	M, SAT)					Es	timated Mo	de Split (M	ID)						Est	imated Ve	hicle-Trip C	eneration C	haracterist	ics <sup>9</sup>			
	Est	timated Person-Trip	Generation Characte	eristics																	Weekd	ay AM Pea	ak Hour	Weekda	y Midday F	Peak Hour	Weekd	ay PM Peal	k Hour	Saturda	y Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	24	12	12	25	12	12	30	15	15
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	72	36	36	74	37	37	91	51	39
Residential <sup>2</sup>	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							Estima	ated Mode S	olit (AM, PN	I, SAT)					E	stimated Mo	de Split (M	ID)						Esti	mated Vel	nicle-Trip G	eneration C	haracteris	tics <sup>9</sup>			
	Est	imated Person-Trip (	Generation Characte	eristics																	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	lay PM Pea	k Hour	Saturday	/ Midday Po	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					3	2	2	15	8	8	8	4	4	18	10	8
Residential <sup>2</sup>	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							Estim	ated Mode S	Split (AM, P	M, SAT)					Е	stimated Mo	de Split (M	ID)						Est	imated Ve	hicle-Trip G	eneration (	Characteris	tics <sup>9</sup>			
	Es	timated Person-Trip	Generation Character	ristics																	Weekd	lay AM Pea	k Hour	Weekda	y Midday F	eak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday Pe	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	3	1	1	1	1	1	3	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	8	4	4	4	2	2	10	5	4
Residential <sup>2</sup>	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							Estima	ited Mode S	plit (AM, P	M, SAT)					E:	stimated Mo	ode Split (N	MD)						Es	timated Ve	hicle-Trip	Generation	Characteris	tics			
	Es	timated Person-Trip	Generation Characte	eristics																	Weekd	ay AM Pea	ak Hour	Weekda	ıy Midday I	Peak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday P	'eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					2	1	1	9	5	5	5	2	2	11	6	5
Residential <sup>2</sup>	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
																								ı								
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 form Census 2000 Reverse Journey-to-Work data for AM, PM and Sat; MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.

  9 = Vehicle occupancy rates (AutoTxax): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility Office (see note 7b) (1.65/1.4), Community Fa

Site #1					NC	ACTION V	EHICLE TR	RIPS		ı.						v-	A	CTION VE	IICLE TRIF	rs									INCREME	NTAL VEHI	ICLE TRIP	S - ACTION		ı.		
Land Use	Weekd	lay AM Pea	k Hour	Weekday	y Midday F	Peak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday P	eak Hour	Weeko	ay AM Pea	k Hour	Weekda	y Midday Pe	eak Hour	Weeko	lay PM Pea	k Hour	Saturda	Midday P	eak Hour	Weekd	ay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	iay PM Pea	k Hour	Saturday	Midday P	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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				1	NO	ACTION V	/EHICLE TR	RIPS		ır						ır	A	CTION VE	ICLE TRIF	PS									INCREME	NTAL VEH	ICLE TRIP	S - ACTION		1		
Land Use	Weekd	ay AM Pea	ak Hour	Weekday	y Midday F	Peak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday P	eak Hour	Weeko	ay AM Pea	k Hour	Weekda	y Midday Pe	eak Hour	Weeko	lay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	lay PM Pea	k Hour	Saturday	Midday P	Peak Hour
	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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				1			/EHICLE TR			1						1		CTION VE														6 - ACTION		1		
Land Use	Weekd	ay AM Pea	ak Hour	Weekday	y Midday F	Peak Hour	Weeko	day PM Pea	ak Hour	Saturda	y Midday P	eak Hour	Weeko	ay AM Pea	k Hour	Weekda	y Midday Pe	eak Hour	Weeko	lay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	iay PM Pea	k Hour	Saturday	Midday P	Peak Hour
	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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				ı			/EHICLE TR			ı						1		CTION VE				1					1					S - ACTION		ı		
	Weekd	lay AM Pea	ak Hour	Weekday	NC y Midday F			RIPS day PM Pea	ak Hour	Saturda	y Midday P	eak Hour	Weeko	ay AM Pea	ık Hour	Weekda	Ai y Midday Pe			S lay PM Pea	k Hour	Saturday	/ Midday P	eak Hour	Weekd	ay AM Pea	ak Hour	Weekday				S - ACTION day PM Pea	k Hour	Saturday	Midday P	Peak Hour
Site #4  Land Use	Weekd	lay AM Pea	ok Hour Out <sup>10</sup>	Weekday					ak Hour Out <sup>10</sup>	Saturda	y Midday P In <sup>10</sup>	eak Hour Out <sup>10</sup>	Weekd	ay AM Pea	k Hour Out <sup>10</sup>	Weekda					k Hour Out <sup>10</sup>	Saturda <sub>y</sub> Total	/ Midday Po	eak Hour Out <sup>10</sup>	Weekd	ay AM Pea	ak Hour Out <sup>10</sup>						k Hour Out <sup>10</sup>	Saturday Total	Midday P	Peak Hour Out <sup>10</sup>
Land Use RESIDENTIAL / HOTEL					y Midday F	Peak Hour	Weeko	day PM Pea								Total 0	y Midday Pe	eak Hour	Total 0	lay PM Pea			In <sup>10</sup>		Total 0			Weekday	Midday P	eak Hour	Total 0	iay PM Pea	Out <sup>10</sup>			Out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total 0 5	In <sup>10</sup>	Out <sup>10</sup>	Total 0 2	y Midday F In <sup>10</sup> 0	Out <sup>10</sup>	Total 0 6	In <sup>10</sup>	Out <sup>10</sup> 0 6	Total 0	In <sup>10</sup> 0	Out <sup>10</sup>	0 25	In <sup>10</sup>	Out <sup>10</sup>	0 10	y Midday Pe	Out <sup>10</sup> 0	Total 0 29	lay PM Pea	Out <sup>10</sup> 0 28	Total 0 3	In <sup>10</sup>	Out <sup>10</sup>	0 20	In <sup>10</sup> 0	Out <sup>10</sup> 0	Total 0 8	In <sup>10</sup> 0 3	Out <sup>10</sup> 0	Total 0 23	lay PM Pea	Out <sup>10</sup> 0	Total 0 2	In <sup>10</sup>	Out <sup>10</sup> 0
Land Use RESIDENTIAL / HOTEL	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	y Midday F In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	y Midday Pe	Out <sup>10</sup>	Total 0	lay PM Pea	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Weekday Total	Midday P	Out <sup>10</sup>	Total 0	lay PM Pea	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total 0 5 2	In <sup>10</sup> 0 5	Out <sup>10</sup> 0	Total 0 2	y Midday F In <sup>10</sup> 0	Out <sup>10</sup>	Total 0 6	In <sup>10</sup>	Out <sup>10</sup> 0 6	Total 0	In <sup>10</sup> 0	Out <sup>10</sup> 0	0 25	In <sup>10</sup>	Out <sup>10</sup>	0 10	y Midday Pe	Out <sup>10</sup> 0	Total 0 29	In <sup>10</sup> 0	Out <sup>10</sup> 0 28	Total 0 3	In <sup>10</sup>	Out <sup>10</sup>	0 20	In <sup>10</sup> 0	Out <sup>10</sup> 0	Total 0 8	In <sup>10</sup> 0 3	Out <sup>10</sup> 0	Total 0 23	In <sup>10</sup>	Out <sup>10</sup> 0	Total 0 2	In <sup>10</sup>	Out <sup>10</sup> 0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Total 0 5 2	In <sup>10</sup> 0 5	Out <sup>10</sup> 0  0 1	0 2 11	y Midday F In <sup>10</sup> 0 1 5	Out <sup>10</sup> 0  1  5	Total  0  6 5	In <sup>10</sup> 0  0  3	Out <sup>10</sup> 0 6 3	0 1 13	In <sup>10</sup> 0 0 7	Out <sup>10</sup> 0 0 5	Total 0 25 2	In <sup>10</sup> 0 24	Out <sup>10</sup> 0 1	0 10 10	y Midday Pe	Out <sup>10</sup> 0  6	Total 0 29 5	In 10 0 1 3 3 4	Out <sup>10</sup> 0 28	Total 0 3 12	In <sup>10</sup> 0 2 7	Out <sup>10</sup> 0 1 5	Total 0 20 0	In <sup>10</sup> 0 19	Out <sup>10</sup> 0  1	Total  0 8 -1	In <sup>10</sup> 0  3  0	Out <sup>10</sup> 0  5  0	Total 0 23 0	In <sup>10</sup> 0 1	Out <sup>10</sup> 0 22 0	0 2 -1	0 1	Out <sup>10</sup> 0 1
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5	Total 0 5 2	In <sup>10</sup> 0 5	Out <sup>10</sup> 0 0 1	Total 0 2 11 13	y Midday F In <sup>10</sup> 0 1 5	Out <sup>10</sup> 0  1  5  ACTION V	Total  0  6  5  11	In <sup>10</sup> 0  0  3	Out <sup>10</sup> 0  6  3	Total 0 1 13	In <sup>10</sup> 0 0 7	Out <sup>10</sup> 0 0 5	Total 0 25 2 27	In <sup>10</sup> 0 24	Out*0 0 1 1	Total 0 10 10 20	y Midday Pe	Out <sup>10</sup> 0  6  5  11	Total  0 29 5 34	In 10 0 1 3 3 4	Out <sup>10</sup> 0 28 3	Total 0 3 12	In <sup>10</sup> 0 2 7	Out*0 0 1 5	Total 0 20 0 20	In <sup>10</sup> 0 19	Out <sup>10</sup> 0  1  0	Total 0 8 -1	In <sup>10</sup> 0  3  0	Out <sup>10</sup> 0  5  0  4	Total  0 23 0 23 CLE TRIP	In <sup>10</sup> 0  1  1	Out <sup>10</sup> 0 22 0	Total 0 2 -1 1	0 1	Out <sup>10</sup> 0  1  0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total 0 5 2	In <sup>10</sup> 0 5 1	Out <sup>10</sup> 0 0 1	Total 0 2 11 13	y Midday F In 10  0  1  5	Out <sup>10</sup> 0  1  5  ACTION V	Total  0  6  5  11	In to  O  3  RIPS	Out <sup>10</sup> 0  6  3	Total 0 1 13	In <sup>10</sup> 0 0 7	Out <sup>10</sup> 0 0 5	Total 0 25 2 27	In <sup>10</sup> 0 24 1 25	Out*0 0 1 1	Total 0 10 10 20	y Midday Pe	Out <sup>10</sup> 0  6  5  11	Total  0 29 5 34	In 10 0 1 3 4	Out <sup>10</sup> 0 28 3	Total 0 3 12	In <sup>10</sup> 0 2 7	Out*0 0 1 5	Total 0 20 0 20	In <sup>10</sup> 0 19 0 19	Out <sup>10</sup> 0  1  0	Total 0 8 -1	In <sup>10</sup> 0  3  0  3	Out <sup>10</sup> 0  5  0  4	Total  0 23 0 23 CLE TRIP	In 10 0 1 1 S - ACTION	Out <sup>10</sup> 0 22 0	Total 0 2 -1 1	0 1 0 1	Out <sup>10</sup> 0  1  0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5	Total 0 5 2 7	In <sup>10</sup> 0 5 1	Out <sup>10</sup> 0  0  1  1	Total 0 2 11 13 Weekday	y Midday F In <sup>10</sup> 0 1 5 6 NO y Midday F	Out <sup>10</sup> Out <sup>10</sup> O  1  5  ACTION V	Total  0  6  5  11  VEHICLE TR  Weeks	In 10 0 0 3 3 SRIPS	Out <sup>10</sup> 0  6  3  8	Total 0 1 13 Saturda	In <sup>10</sup> 0 0 7 8	Out <sup>10</sup> 0  0  5  6	Total 0 25 2 27 Weekc	In <sup>10</sup> 0 24 1 25	Out*0 0 1 1 2	Total 0 10 10 20 Weekda	y Midday Pe	eak Hour Out <sup>10</sup> 0 6 5 11 CTION VEH	Total  0 29 5 34  Weekc	In 10 0 1 3 3 4 4 PS	Out <sup>10</sup> 0  28  3  30	Total 0 3 12 15 Saturda	In <sup>10</sup> 0 2 7 8	Out*0  0  1  5  6  eak Hour	Total 0 20 0 Weekd	0 19 0 19	Out <sup>10</sup> 0  1  0  1	Total  0  8 -1  7  Weekday	Midday P  In <sup>10</sup> 0  3  0  3  Midday P  Midday P	Out <sup>10</sup> 0 5 0 4 NTAL VEHI	Total  0 23 0 23 Weeks	In 10 0 1 1 0 S - ACTION day PM Pea	Out <sup>10</sup> 0 22 0 22	Total  0  2  -1  1  Saturday	0 1 0 1 Midday P	Out <sup>10</sup> 0 1 0
RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #5 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING	Total 0 5 2 7 Weekd	In <sup>10</sup> 0  5  1  6  In <sup>10</sup> 0  0  0	Out <sup>10</sup> 0  1  1  1  Out <sup>10</sup> 2  0	Total	y Midday F  In 10  0  1  5  6  NO  y Midday F  In 10  1	Out <sup>10</sup> 0  1  5  7  ACTION V  Peak Hour  Out <sup>10</sup> 1  0	Total  O  6  5  11  VEHICLE TF  Weekc	In 10  O  3  SIPS  In 10  O  2  In 10  O  3  In 10  O  O  O  O  O  O  O  O  O  O  O  O  O	Out <sup>10</sup> 0  6 3  8  8  Out <sup>10</sup> 1  0	Total  0 1 13 13  Saturday  Total 2 0	In <sup>10</sup> 0  7  8  In <sup>10</sup> In <sup>10</sup> 1	Out*0  0  5  6  eak Hour  Out*0  1	Total 0 25 2 27 Weekc Total 4 0	In <sup>10</sup> 0 24 1 25 lay AM Pea	Out <sup>10</sup> 0 1 1 2 ak Hour	Total  0 10 10 20  Weekda	y Midday Pe  In 10  0  4  5  9  Any Midday Pe  In 10  0  1	eak Hour  Out <sup>10</sup> 0  6  5  11  CCTION VEHeak Hour  Out <sup>10</sup> 1	Weekc Total 0 29 5 34 Weekc Total 5 0	In 10 0 1 3 4 4 PS In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 0  28  3  30  k Hour  Out <sup>10</sup> 1	Total  0  3  12  15  Saturday  Total	In <sup>10</sup> 0 2 7 8 In <sup>10</sup> 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  1  5  6  eak Hour Out <sup>10</sup>	Total 0 20 0 20 Weekd	In <sup>10</sup> 0  19  0  19  19  0  19  0  0  0  0	0ut <sup>10</sup> 0  1  0  1  0  1  0  1  0  1  0  1  0  1	Total  0  8 -1  7  Weekday  Total	Midday Policy In 10 0 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  5  0  4  NITAL VEHI Bak Hour  Out <sup>10</sup> 1	Total  0 23 0 23 GLE TRIP: Weeks Total 2	In 10 0 1 1 S - ACTION day PM Pea	Out <sup>10</sup> 0  22  0  22  k Hour  Out <sup>10</sup> 1	Total  0  2  -1  1  Saturday  Total  2  0	In <sup>10</sup> 0 1 0 1 Midday P In <sup>10</sup> 1	Out*0  0  1  0  1  0  2eak Hour  Out*0  1
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL	Total 0 5 2 7 Weekd Total 2	In <sup>10</sup> 0 5 1 6 In <sup>10</sup> 0 0 0 0	Out <sup>10</sup> 0  0  1  1  1  Out <sup>10</sup> 2	Total  0  2  11  13  Weekday Total	y Midday F In 10 0 1 5 6 NO y Midday F In 10 1	Out <sup>10</sup> Out <sup>10</sup> O  ACTION V  Peak Hour  Out <sup>10</sup> 1	Weekd Total 0 6 5 11 VEHICLE TR Weekd Total 2	In 10  O  3  SRIPS  day PM Pec  In 10  2	Out <sup>10</sup> 0  6  3  8  8  Out <sup>10</sup> 1	Total  0 1 13 13 Saturdat Total 2	In <sup>10</sup> 0 0 7 8 8 y Midday P In <sup>10</sup> 1	Out <sup>10</sup> 0  0  5  6  Peak Hour  Out <sup>10</sup>	Total 0 25 2 27 Weeko Total 4	In <sup>10</sup> 0 24 1 25 In <sup>10</sup> 1	Out <sup>10</sup> 0  1  1  2  sik Hour  Out <sup>10</sup>	Total 0 10 10 20 Weekda Total 2	y Midday Pe In 10  0  4  5  9  Att y Midday Pe In 10  1	eak Hour Out <sup>10</sup> 0 6 5 11 CCTION VEHeak Hour Out <sup>10</sup>	Total 0 29 5 34  IICLE TRIF Week Total 5	In 10 0 1 3 4 4 PS Say PM Pea	Out <sup>10</sup> 0  28  3  30  k Hour  Out <sup>10</sup> 1	Total  0  3  12  15  Saturdat Total  3	In <sup>10</sup> 0 2 7 8 under Midday Po	Out <sup>10</sup> 0 1 5 6 eak Hour Out <sup>10</sup>	Total 0 20 0 20 Weekd Total 2	In <sup>10</sup> 0 19 0 19 19 0 In <sup>10</sup> 0	Out <sup>10</sup> 0  1  0  1  0  Cut <sup>10</sup> 0  1	Total  0  8 -1  7  Weekday  Total  1	Midday Policy In 10 0 3 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	out <sup>10</sup> 0 5 0 4  NTAL VEHI eak Hour Out <sup>10</sup>	Total  0 23 0 23 CLE TRIP: Week Total 2	In 10  0  1  0  1  1  S-ACTION day PM Pea	Out <sup>10</sup> 0 22 0 22 k Hour Out <sup>10</sup>	Total  0 2 -1  1 Saturday Total 2	In <sup>10</sup> 0 1 0 1 Midday P In <sup>10</sup>	Out <sup>10</sup> 0  1  0  1  Out <sup>10</sup> 1
RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #5 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING	Total 0 5 2 7 Weekd Total 2 0 1	In <sup>10</sup> 0  5  1  6  In <sup>10</sup> 0  0  0	Out <sup>10</sup> 0  1  1  1  Out <sup>10</sup> 2  0	Total	y Midday F In10 0 1 5  6  NO y Midday F In10 0 1 1 0 0	Out <sup>10</sup> 0  1  5  ACTION V  Peak Hour  0  1  0  1  1  0  1  1  0  1	Weeke Total  0  6  5  11  Weeke Total  2  0  1  1  3	In 10 0 0 3 3 3 3 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 0  6 3  8  8  Out <sup>10</sup> 1  0	Total  0 1 13 13  Saturday  Total 2 0	In <sup>10</sup> 0  7  8  In <sup>10</sup> In <sup>10</sup> 1	Out*0  0  5  6  eak Hour  Out*0  1	Total 0 25 2 27 Weekc Total 4 0	In <sup>10</sup> 0 24 1 25 In <sup>10</sup> 1	Out <sup>10</sup> 0  1  1  2  sik Hour  Out <sup>10</sup>	Total 0 10 10 20 Weekda Total 2	y Midday Pe  In 10  0  4  5  9  Midday Pe  In 10  1  0  4  5  5  5  1  0  4	eak Hour  Out <sup>10</sup> 0  6  5  11  CTION VEReak Hour  Out <sup>10</sup> 1  0  4	Weekc   Total	In 10 0 1 3 4 4 PS In 10 3 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 0  28  3  30  k Hour  Out <sup>10</sup> 1	Total 0 3 12 15 Saturday Total 3 0	In <sup>10</sup> 0 2 7 8 In <sup>10</sup> 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  1  5  6  eak Hour  Out <sup>10</sup> 2	Total 0 20 0 20 Weekd Total 2	In <sup>10</sup> 0  19  0  19  19  0  19  0  0  0  0	0ut <sup>10</sup> 0  1  0  1  0  1  0  1  0  1  0  1  0  1	Weekday   Total	In <sup>10</sup> 0 3 0 3 In <sup>10</sup> 1 1 0 4	Out <sup>10</sup> 0  5  0  4  NTAL VEHI Beak Hour  Out <sup>10</sup> 1  0  4	Weeks Total 0 23 0 23 CLE TRIP: Weeks Total 2 0 3	lay PM Pea  In 10  0  1  0  1  S - ACTION May PM Pea  In 10  2  0  2	Out <sup>10</sup> 0  22  0  22  k Hour  Out <sup>10</sup> 1  0  2	Total  0  2  -1  1  Saturday  Total  2  0	In <sup>10</sup> 0 1 0 1 Midday P In <sup>10</sup> 1	Out*0  0  1  0  1  0  2eak Hour  Out*0  1
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Total 0 5 2 7 Weekd Total 2 0 1 3	In <sup>10</sup> 0 5 1 6 In <sup>10</sup> 0 0 0 1 1	Out <sup>10</sup> 0  0  1  1  1  0  0  0  1  1  2  0  0  2	Total	In 10	Out <sup>10</sup>	Weekc   Total	In <sup>10</sup>	Out <sup>10</sup> 0  6  3  8  8  Ak Hour  Out <sup>10</sup> 1  0  1	Total 0 1 13 13 Saturda Total 2 0 0	In <sup>10</sup> 0  0  7  8  V Midday P  In <sup>10</sup> 1  0  1	Out*0  0  0  5  6  Peak Hour  Out*0  1  0  1	Total 0 25 2 27 Weekc Total 4 0 2 6 6	In <sup>10</sup> 0 24 1 25 In <sup>10</sup> 0 1 1 1	Out*0  0  1  1  2  kk Hour  Out*0  4  0  1	Total 0 10 10 20 Weekda Total 2 0 7	y Midday Per In 10 9 9 9 1 1 0 1 1 0 4 1 5 5 1 5 5 1 5 5 1 5 5 1 1 1 1 1 1 1	eak Hour  Out¹0  6  5  11  CTION VET  4  5  CTION VET	Veekco Total 0 29 5 34 NICLE TRIF 0 4 9	In <sup>10</sup> 0  1  3  4  FS  In <sup>10</sup> 3  4  1  5  1  1  2  5  5  5  5  5  6  7  7  7  7  7  7  7  7  7  7  7  7	Out*0 0 28 3 30 30 Ut*0 Out*0 0 1 0 2 3 3	Total 0 3 12 15 Saturdat Total 3 0 9	In <sup>10</sup> 0 2 7 8 8 In <sup>10</sup> 0 2 7 7 7 7	Out*0  0  1  5  6  eak Hour  Out*0  2  0  4	Total 0 20 0 Weekd Total 2 0 1 3	In <sup>10</sup> 0 19 0 19 In <sup>10</sup> 0 0 19 11 11 11 11 11 11 11 11 11 11 11 11	Out**  0  1  1  ak Hour  Out**  0  2  0  0	Weekday Total  0 8 -1 7 Weekday Total 1 0 7	Midday P.  0 3 0 3 NNCREME! 1 0 4 4 NCREME!	Out <sup>10</sup> 0  5  0  4  NTAL VEHI  0  1  0  4  4	Weeks   Total	In 10  In	Out <sup>10</sup> 0 22 0 22 k Hour Out <sup>10</sup> 1 0 2	Total	In <sup>10</sup>	Out <sup>10</sup> 0  7  0  1  2  2  2  4  4
RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #5 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips	Total 0 5 2 7 Weekd Total 2 0 1 3	In <sup>10</sup> 0 5 1 6 In <sup>10</sup> 0 0 0 0 0 0	Out <sup>10</sup> 0  0  1  1  1  0  0  0  1  1  2  0  0  2	Total	y Midday F In10 0 1 5  6  NO y Midday F In10 0 1 1 0 0	Out <sup>10</sup>	Weekc   Total	In 10 0 0 3 3 3 3 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 0  6  3  8  8  Ak Hour  Out <sup>10</sup> 1  0  1	Total 0 1 13 13 Saturda Total 2 0 0	In <sup>10</sup> 0  7  8  In <sup>10</sup> 1  0  0  7	Out*0  0  0  5  6  Peak Hour  Out*0  1  0  1	Total 0 25 2 27 Weekc Total 4 0 2 6 6	In <sup>10</sup> 0 24 1 25 In <sup>10</sup> 1 0 1	Out*0  0  1  1  2  kk Hour  Out*0  4  0  1	Total 0 10 10 20 Weekda Total 2 0 7	y Midday Pe  In 10  0  4  5  9  Midday Pe  In 10  1  0  4  5  5  5  1  0  4	eak Hour  Out¹0  6  5  11  CTION VET  4  5  CTION VET	Veekco Total 0 29 5 34 NICLE TRIF 0 4 9	In 10 0 1 3 4 4 PS In 10 3 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out*0 0 28 3 30 30 Ut*0 Out*0 0 1 0 2 3 3	Total 0 3 12 15 Saturdat Total 3 0 9	In <sup>10</sup> 0 2 7 8 V Midday Po In <sup>10</sup> 2 0 5	Out*0  0  1  5  6  eak Hour  Out*0  2  0  4	Total 0 20 0 Weekd Total 2 0 1 3	In <sup>10</sup> 0 19 0 19 0 19 0 In <sup>10</sup> 0 0 0	Out**  0  1  1  ak Hour  Out**  0  2  0  0	Weekday Total  0 8 -1 7 Weekday Total 1 0 7	In <sup>10</sup> 0 3 0 3 In <sup>10</sup> 1 1 0 4	Out <sup>10</sup> 0  5  0  4  NTAL VEHI  0  1  0  4  4	Weeks	lay PM Pea  In 10  0  1  0  1  S - ACTION May PM Pea  In 10  2  0  2	Out <sup>10</sup> 0 22 0 22 k Hour Out <sup>10</sup> 1 0 2	Total	In <sup>10</sup> 0  1  0  1  Midday P  In <sup>10</sup> 1	Out <sup>10</sup> 0  7  0  1  2  2  2  4  4
RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #5 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #6	Total	In <sup>10</sup> 0 5 1 6 6 In <sup>10</sup> 0 0 1 1	Out*0 0 0 1 1 1 0 0 0 2 0 0 1 2 2 2	Total	y Midday F  In 10  0  1  5  NC  Wilday F  In 10  0  1  1  NC  NC  NC  NC  NC  NC  NC  NC	Out*0	Weekc   Total	In 10 O O O O O O O O O O O O O O O O O O	Out <sup>10</sup> 0  6  3  8  8  Ak Hour  Out <sup>10</sup> 1  0  1	Total	In <sup>10</sup> 0 0 7 8 8 In <sup>10</sup> 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out*0  0  0  5  6  Peak Hour  1  0  1	Total 0 25 2 27 Weekc 4 4 0 2 4 6 6	In <sup>10</sup> 0 24 1 25 25 In <sup>10</sup> 0 1 1	Out <sup>10</sup> 0  1  2  2  White Hour  Out <sup>10</sup> 1  5	Total	y Midday Pe	eak Hour  Out <sup>19</sup> 0  6  5  11  CTION VEP  0  4  5  CTION VEP  CTION VEP  CTION VEP  CTION VEP  CTION VEP	Weekc  Total  0  29  5  34  Weekc  Total  9  9  IICLE TRIF	In <sup>10</sup> 0  1 3  4  1  1  1  1  1  1  1  1  1  1  1  1	Out*0 0 28 3 30 30 Ut*0 0 1 0 0 1 1 0 2 3	Total 0 3 12 15 Saturda; Total 3 0 9 12 Saturda;	In <sup>10</sup>	Out <sup>10</sup> 0 1 5 6 6 Out <sup>10</sup> 2 Out <sup>10</sup> 2 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 7 7 8 7 8 8 8 8 8 8 8	Total	In <sup>10</sup> 0 19 0 19 0 19 0 19 10 11	Out <sup>10</sup> 0  1  0  1  1  sk Hour  Out <sup>10</sup> 2  0  2	Weekday  Total  0  8 -1  7  Weekday  Total  1  0  7  Weekday	Midday P  In <sup>10</sup> 0  3  0  3  NNCREME!  1  0  4  In <sup>10</sup> 4  In <sup>10</sup> A  In <sup>10</sup>	out o	Weeks  Total  0  23  0  23  CLE TRIP!  Weeks	in 10	Out <sup>10</sup> 0  22  0  22  1  1  0  2  2  1  1  2  2	Total	In <sup>10</sup> 0 1 0 1 1 Midday P In <sup>10</sup> 5	Out <sup>10</sup> 0  1  0  1  Out <sup>10</sup> 4  Peak Hour  4
RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6  Land Use	Total	In <sup>10</sup> 0  5  1  6  In <sup>10</sup> 0  0  1  1  1  In <sup>10</sup> In <sup>10</sup>	Out <sup>10</sup> 0  0  1  1  1  sk Hour  Out <sup>10</sup> 2  2  which is the control of the contr	Total  0  2  11  13  Weekday  Total  1  0  Under the control of th	y Midday F  10 10 10 10 10 10 10 10 10 10 10 10 10 1	Peak Hour  Out*0  0  f  7  D ACTION V  Peak Hour  Out*0  0  1  0  ACTION V  Peak Hour  Out*0  Out*0	Weekc Total 0 6 5 11 VEHICLE TR Weekc 2 0 1 1 3 VEHICLE TR Weekc Total Total Total Total Total	In 10 O O O O O O O O O O O O O O O O O O	Out <sup>10</sup> 0  6  3  8  8  Out <sup>10</sup> Out <sup>10</sup> 1  0  1  1  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Total	In 10 0 0 7 7 8 8 In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out*9 0 0 5 6 6 1 1 0 0 1 1 1 Out*8	Total	In <sup>10</sup> 0 24 1 1 25 25 In <sup>10</sup> 1 1 1 1 In <sup>10</sup>	Out <sup>10</sup> 0 1 1 2 2 Out <sup>10</sup> 4 0 1 5 5	Total	y Midday Pt	eak Hour  Out <sup>19</sup> 0  6  5  11  CTION VEE  ak Hour  0  4  5  CTION VES  1  0  4  CTION VES  1  Out <sup>19</sup> A  Dut <sup>19</sup> The control out to the control	Weekc Total  0 29 5 34 Weekc Total  9 9 IIILE TRIF	In   In   In   In   In   In   In   In	Out*0 0 28 3 30 30 k Hour 0 1 0 2 3 k Hour Out*0 Out*0	Total	In <sup>10</sup> 0 2 7 8 8 In <sup>10</sup> 0 2 7 7 7 Nidday Pr In <sup>10</sup> 5 7 In <sup>10</sup>	Out*8 0 1 5 6 6 Out*8 0 4 5 5 5 6 Out*8 0 0 4 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total	In <sup>10</sup> 0  19  0  19  0  19  10  11  10  10  1	Out*9 0 1 0 1 1 1 0	Weekday Total 0 8 -1 7 Weekday Total 1 0 7 Weekday Total Total Weekday	Midday P. In <sup>10</sup> 0 3 0 3 NCREME! Midday P. In <sup>10</sup> 4 NCREME! Midday P. In <sup>10</sup>	out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> O  4  A  NYTAL VEHI  O  4  4  A  NYTAL VEHI  Out <sup>10</sup> Out <sup>10</sup>	Weeks Total  0 23 0 23 23 Total  Total  2  CLE TRIP: Weeks Total  5  CLE TRIP: Weeks Total	In <sup>10</sup>	Out <sup>10</sup> 0  22  0  22  1  0  1  2  2  2  2  0  0  1  0  0  1  0  2  0  0  0  0  0  0  0  0  0  0  0	Total  0 2 -1 1 Saturday Total 2 0 8 10 Saturday	In <sup>10</sup> 0  1  1  In <sup>10</sup> 0  5  Midday P  1  0  5  6	Out <sup>10</sup> 0  1  1  Out <sup>10</sup> 0  4  Peak Hour  0  4  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>
RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6  Land Use  RESIDENTIAL / HOTEL	Total	In <sup>10</sup> 0 5 1 6 6 In <sup>10</sup> 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  1  1  1  Out <sup>10</sup> 2  2  2  Dut <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Total	y Midday F  10 10 10 10 10 10 10 10 10 10 10 10 10 1	Peak Hour  Out <sup>10</sup> 0  7  7  D ACTION V  Out <sup>10</sup> 1  0  Out <sup>10</sup> D ACTION V  Peak Hour  Out <sup>10</sup> Out <sup>10</sup> 0  Out <sup>10</sup> 1	Weekc Total  0 6 5 11 11 VEHICLE TR Weekc 2 0 1 3 3 VEHICLE TR Weekc 1 1 0 1 1 0 1 0	In   10   10   10   10   10   10   10   1	Out <sup>10</sup> 0  6  3  8  8  1  Out <sup>10</sup> 1  1  Out <sup>10</sup> 1  1  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Total  O  f  13  Saturda  Total  O  2  2  Saturda  Total	In 10	Out*9 0 0 5 6 6 1 1 0 0 1 1 1 Out*8	Total	In <sup>10</sup> 0 24 1 25 In <sup>10</sup> 0 1 1 1 1 1 1 1 1 1 1 1 1 1	Out*9 0 1 1 2 2 0 th Hour Out*9 5 5	Total	y Midday Pt  In 10  0  4  5  9  In 10  A A  In 10  A A  In 10  In 10  A A  In 10  In 1	out <sup>19</sup> 0 6 5 11 11 Out <sup>19</sup> 0 4 5 5 CTION VEF 5 CTION VEF 2 2	Weekc Total 0 29 5 34 Weekc Total 5 0 4 9 SILICLE TRIF Weekc Total 7	In 10 0 0 7 3 3 4 4 4 5 5 5 5 5 5 S S 1 10 10 10 10 10 10 10 10 10 10 10 10 1	Out*0  0  28  3  30  Ik Hour  0  2  0  1  0  0  1  0  2  2  2	Total	In <sup>10</sup> 0 2 7 8 8 In <sup>10</sup> 0 2 7 7  8 In <sup>10</sup> 0 7 In <sup>10</sup> 2 2 2 2 7 2 In <sup>10</sup> 2	Out*8  0  1  5  6  6  Out*8  0  1  5  5  Cut to the seak Hour  Out*8  5  Cut to the seak Hour  Out*8  2  Out*8  2  Out*8  2  Out*8  2	Total	In <sup>10</sup> 0 19 0 19 In <sup>10</sup> 0 0 11 1 1 1	Out <sup>19</sup> 0  1  1  1  1  1  1  1  1  1  1  1  1	Weekday Total 0 8 -1 7 Weekday Total 1 0 7 Weekday Total 1 0 7 Ueekday Total 3	Midday P  In 10  3  0  3  NOREMEI  In 10  4  4  NOREMEMORY  In 10  4  In 10  In	out	Weeks Total  0 23 0 23 CLE TRIPP Weeks Total 2 0 3 5 CLE TRIPP Weeks Total 7	In <sup>10</sup>	Out <sup>10</sup> 0 22 0 22 22 22 22 22 24 4 Hour Out <sup>10</sup> 0 2 2	Total	In <sup>10</sup>	Out <sup>19</sup> 0  1  1  Out <sup>19</sup> 1  0  4  4  4
RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #5  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total	In <sup>10</sup> 0 5 1 6 6 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out <sup>10</sup> 0  1  1  1  2  0  0  2  0  1  1  1  0  0  1  1  1  1  1  1  1	Total	y Midday F  10	Out   0	Weekc   Total	In <sup>10</sup>	Out <sup>10</sup> 0  6  3  8  8  Note the series of t	Total  0  1  13  13  Saturda  2  0  0  2  Saturda  0  2  2	In 10   0   7   8   8   1   1   1   1   1   1   1   1	Out*9  0  0  5  6  6  1  0  1  0  1  1  1	Total	In <sup>10</sup> 0 24 1 25 25 In <sup>10</sup> 0 1 1 0 1 1 0 1 0 In <sup>10</sup> 0 0 0	Out*9 0 1 1 2 2 Nk Hour Out*9 4 0 1 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total	y Midday Pe  A  A  A  Midday Pe  A  A  Midday Pe  A  B  A  A  A  A  A  A  A  A  A  A  A	eak Hour Out® 0 6 5 111 CTION VER eak Hour Out® 5 CTION VER cholored CTION VER 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Weekc Total 0 29 5 34 Weekc Total 5 0 4 9 9 IIICLE TRIF Weekc Total 7 0	In 10 0 0 7 3 3 4 4 5 5 5 5 5 5 5 5 5 6 0 0 0 0 0 0 0 0 0 0	Out**  0 28 3 30  10 0 11 0 2 3 3  k Hour Out** Out* Out	Total	In <sup>10</sup>	Out*9 0 1 5 6 6 6 0 ut*9 2 0 4 5 5 5 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 20 0 20 Total 2 0 1 1 3 Weeke Total 6 6	In <sup>10</sup> 0 19 0 19 0 19 0 11 10 0 0 1 1 1 1 1 -15	Out <sup>19</sup> 0  1  1  1  bk Hour  Out <sup>19</sup> 2  0  0  1  1  1  1  1  1  1  1  1  1  1	Weekday	Midday P  In 10  3  0  3  NOREMENT  In 10  4  4  NOREMENT  In 10  In 10  2  -2	Out <sup>10</sup> 0  5  0  4  WITAL VEH  1  0  4  4  4  4  Cut <sup>10</sup> 0  1  0  4  4  4  4  4  4  4  4  4  4  4  4	Weeks Total  0 23 0 23 Total  7 Total  1 Total	In <sup>10</sup>	Out <sup>10</sup> 0 22 0 22 22 22 22 22 22 24 26 1 0 2 2 2 2 2 -17	Total 0 2 -1 1 1 Saturday Total 2 0 8 8 10 Saturday 4 4 -2	In <sup>10</sup>	Out <sup>18</sup> 0  1  1  Peak Hour Out <sup>18</sup> 4  4  Out <sup>18</sup> 2  -f

Site #7					NO	ACTION V	EHICLE TR	RIPS								VEHICULE IN	ACTIO	S C6-3 ON VEHICLE	TRIPS					l				NCREME	NTAL VEHI	CLE TRIP	- ACTION				-
	Week	day AM Pea	k Hour	Weekday	y Midday F	Peak Hour	Weeko	day PM Pea	ak Hour	Saturday	y Midday I	Peak Hour	Weekd	ay AM Pea	k Hour	Weekday Mi	iday Peak	Hour W	ekday PM Pea	ak Hour	Saturda	y Midday F	eak Hour	Weeko	lay AM Pe	ak Hour	Weekday				lay PM Pea		Saturday	Midday Pe	ak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	n <sup>10</sup> C	Out <sup>10</sup> Tot	al In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 1	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					NC	ACTION V	EHICLE TR	RIPS		ı							ACTIO	ON VEHICLE	TRIPS							1		NCREME	NTAL VEHI	CLE TRIP	- ACTION		1		
Land Use	Week	day AM Pea	k Hour	Weekday	y Midday F	Peak Hour	Weeko	day PM Pea	ak Hour	Saturday	y Midday I	Peak Hour	Weekd	ay AM Pea	k Hour	Weekday Mi	iday Peak	Hour W	ekday PM Pea	ak Hour	Saturda	y Midday F	eak Hour	Weeko	lay AM Pe	ak Hour	Weekday	Midday P	eak Hour	Week	lay PM Pea	k Hour	Saturday	Midday Pe	ak Hour
Land Ose	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	n <sup>10</sup> C	Out <sup>10</sup> Tot	al In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 10	54	48	116	65	51	1	-7	8	63	32	31	81	47	35	84	47	37
Site #9					NC	ACTION V	EHICLE TR	RIPS									ACTIO	ON VEHICLE	TRIPS									NCREME	NTAL VEHI	CLE TRIP	- ACTION				
Land Use	Week	day AM Pea	k Hour	Weekday	y Midday F	Peak Hour	Weeko	day PM Pea	ak Hour	Saturday	y Midday I	Peak Hour	Weekd	ay AM Pea	k Hour	Weekday Mi	iday Peak	Hour W	ekday PM Pea	ak Hour	Saturday	y Midday F	eak Hour	Weeko	lay AM Pe	ak Hour	Weekday	Midday P	eak Hour	Week	lay PM Pea	k Hour	Saturday	Midday Pe	ak Hour
Land Ose	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	n <sup>10</sup> C	Out <sup>10</sup> Tot	al In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 12	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		19	3	16		66	66 14	77	69	168	94	74	19	3	16	-53	-26	-26	-44	-18	-26	-65	-38	-27
ļ		·	ŭ	104	92	32	150	55	33	200	132	101	19	<u> </u>	16	132	ьь	66 14			100										-10				-21
Site #10					NC	ACTION V	EHICLE TR		55								ACTIO	ON VEHICLE										NCREME	NTAL VEH		- ACTION				
	Week	day AM Pea				ACTION V	EHICLE TR					101 Peak Hour		ay AM Pea		Weekday Mi	ACTIO	ON VEHICLE				y Midday F		Weeko	lay AM Pe	ak Hour	Weekday	NCREME	NTAL VEH	CLE TRIP			Saturday	Midday Pe	
Site #10	Week				NC	ACTION V	EHICLE TR	RIPS								Weekday Mi	ACTIO	ON VEHICLE	TRIPS eekday PM Pea			y Midday F In <sup>10</sup>		Weeko	lay AM Pe	ak Hour		NCREME	NTAL VEH	CLE TRIP	- ACTION		Saturday		
		day AM Pea	k Hour	Weekday	NO y Midday F	Peak Hour	VEHICLE TR	RIPS day PM Pea	ak Hour	Saturday	y Midday I	Peak Hour	Weekd	ay AM Pea	ık Hour	Weekday Mi	ACTIO	ON VEHICLE Hour W	TRIPS eekday PM Pea	ak Hour	Saturda		eak Hour				Weekday	NCREME Midday P	NTAL VEHI	CLE TRIP:	S - ACTION lay PM Pea	k Hour		Midday Pe	ak Hour
Land Use	Total	day AM Pea	k Hour	Weekday	y Midday F	Peak Hour	Weeko	RIPS day PM Pea In <sup>10</sup>	ak Hour	Saturday	y Midday I	Peak Hour	Weekd	ay AM Pea	k Hour	Weekday Mi Total	ACTIO	ON VEHICLE Hour W Out <sup>10</sup> Tot	rRIPS eekday PM Pea	ak Hour	Saturda	In <sup>10</sup>	eak Hour	Total	In <sup>10</sup>		Weekday	NCREME Midday P	NTAL VEHI eak Hour Out <sup>10</sup>	CLE TRIP: Week	S - ACTION lay PM Pea In <sup>10</sup>	k Hour Out <sup>10</sup>	Total	Midday Pe	eak Hour
Land Use	Total 0	day AM Pea	k Hour Out <sup>10</sup>	Weekday Total	y Midday F In <sup>10</sup>	O ACTION V	/EHICLE TR Weeks Total	RIPS day PM Pea	Out <sup>10</sup>	Saturday Total	y Midday I	Peak Hour Out <sup>10</sup>	Weekd Total	ay AM Pea In <sup>10</sup>	Out <sup>10</sup>	Weekday Mi Total 0 46	ACTIO	ON VEHICLE Hour W  Dut <sup>10</sup> Tot	rRIPS sekday PM Pea al In <sup>10</sup> 0 7	Out <sup>10</sup>	Saturda: Total	In <sup>10</sup>	eak Hour Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Weekday Total	Midday P	Out <sup>10</sup>	Weeks Total	In <sup>10</sup>	k Hour Out <sup>10</sup>	Total 0	Midday Pe	oak Hour Out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	0 0	In <sup>10</sup> 0	k Hour Out <sup>10</sup> 0	Weekday Total 0	Midday F In <sup>10</sup> 0	O ACTION V Deak Hour Out <sup>10</sup> 0	VEHICLE TR Weeko	RIPS  day PM Pea  In 10  0	Out <sup>10</sup> 0	Saturday Total 0	y Midday I	Peak Hour Out <sup>10</sup> 0	Weekd Total 0 120	ay AM Pea In <sup>10</sup> 0 115	National Control of the Control of t	Weekday Mi Total 0 46 183	ACTIO	ON VEHICLE Hour W  Dut <sup>10</sup> Tot  0 0  28 14	IRIPS seekday PM Pea al In <sup>10</sup> 0 7 95	Out <sup>10</sup> 0 133	Saturdar Total 0	In <sup>10</sup>	eak Hour Out <sup>10</sup> 0	0 120	In <sup>10</sup> 0 115	Out <sup>10</sup> 0 5	Total 0 46	NCREME Midday P In <sup>10</sup> 0	Out <sup>10</sup>	CLE TRIP: Week Total 0 140	S - ACTION lay PM Pea In <sup>10</sup> 0	k Hour Out <sup>10</sup> 0 133	<b>Total</b> 0 13	Midday Pe	out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	0 0 0	In <sup>19</sup> 0  0	k Hour Out <sup>10</sup> 0 0	Weekday Total 0 0 68	NO y Midday F In 10 0 0 34	Out <sup>10</sup> Out <sup>10</sup> 0  34	/EHICLE TR Weekc Total 0 0 70	In 10 0 0 35	Out <sup>10</sup> 0  0  35	Total  0 0 86	y Midday I In <sup>10</sup> 0 0 49	Peak Hour Out <sup>10</sup> 0 0 37	Weekd Total 0 120	ay AM Pea In <sup>10</sup> 0 115	Out <sup>10</sup> 0  5	Weekday Mi Total 0 46 183	ACTIC dday Peak n <sup>10</sup> C 0 118 92	ON VEHICLE Hour W Dut <sup>10</sup> Tol 0 0 28 14 92 18	FRIPS  Dekday PM Per	Out <sup>10</sup> 0  133	Saturda: Total  0 13 232	In <sup>10</sup> 0 8 131	Out <sup>10</sup> 0  5	7otal 0 120 0	In <sup>10</sup> 0 115 0	Out <sup>10</sup> 0  5  0	Total 0 46 115 0 162	NCREME Midday P In <sup>10</sup> 0 18 58	NTAL VEHI eak Hour Out <sup>10</sup> 0 28 58	CLE TRIP: Weeks Total 0 140 119 0 259	0 7 60 67	0 133 60 0	Total 0 13 146 0	Midday Pe In <sup>10</sup> 0 8 83	Out <sup>10</sup> 0  5  63
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11	Total 0 0 0 0	In <sup>19</sup> 0  0	k Hour Out <sup>10</sup> 0 0 0	Weekday Total 0 0 68	NO y Midday F In 10 0 0 34	O ACTION V	Vehicle TR  Weekc  Total  0  0  70  70	In 10 0 0 35	Out <sup>10</sup> 0  0  35	Saturday Total 0 0 86	y Midday I In <sup>10</sup> 0 0 49	Peak Hour Out <sup>10</sup> 0 0 37	Weekd Total 0 120 0	ay AM Pea In <sup>10</sup> 0 115	Out <sup>10</sup> 0  5  0	Weekday Mi Total 0 46 183	ACTIC dday Peak n <sup>10</sup> C 0 118 92 ACTIC	ON VEHICLE	FRIPS  Dekday PM Per	Out <sup>10</sup> 0  133  95	Saturday   Total	In <sup>10</sup> 0 8 131	0 0 5 101 106	Total  0 120 0 120 120	In <sup>10</sup> 0 115 0	Out <sup>10</sup> 0  5  0  5  5	Total 0 46 115 0 162	NCREME Midday P In <sup>10</sup> 0 18 58 0 76	Out <sup>10</sup> 28  58  0  86	CLE TRIP: Weeks Total 0 140 119 0 259	0 7 60 67	Out <sup>10</sup> 0  133  60  192	Total 0 13 146 0	Midday Pe In <sup>10</sup> 0 8 83	0 5 63 0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total 0 0 0 0	day AM Pea	k Hour Out <sup>10</sup> 0 0 0	Weekday Total 0 0 68	NO y Midday F In 10 0 0 34 NO	O ACTION V	Vehicle TR  Weekc  Total  0  0  70  70	RIPS  day PM Pea  In <sup>10</sup> 0  0  35	Out <sup>10</sup> 0  0  35	Saturday Total 0 0 86	y Midday I In <sup>10</sup> 0 0 49	Peak Hour Out <sup>10</sup> 0 0 37	Weekd Total 0 120 0	In <sup>10</sup> 0 115 0	Out <sup>10</sup> 0  5  0	Weekday Mi Total 0 46 183 230	ACTIC dday Peak n¹0 C 0 18 92 ACTIC dday Peak	ON VEHICLE	IRIPS  bekday PM Per  lal In 10  7  95  102  FRIPS  bekday PM Per  celebrater American Service American Serv	Out <sup>10</sup> 0  133  95	Saturday   Total	In <sup>10</sup> 0 8 131	0 0 5 101 106	Total  0 120 0 120 120	In <sup>10</sup> 0 115 0 115	Out <sup>10</sup> 0  5  0  5  5	Total 0 46 115 0 162	NCREME Midday P In <sup>10</sup> 0 18 58 0 76	Out <sup>10</sup> 28  58  0  86	CLE TRIP: Weeks Total 0 140 119 0 259	S - ACTION	Out <sup>10</sup> 0  133  60  192	Total  0 13 146 0 159	Midday Pe In <sup>10</sup> 0 8 83	0 5 63 0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11	Total 0 0 0 0 Weeks	day AM Pea	k Hour Out <sup>10</sup> 0 0 0 0	Total  0  0 68  Weekday	NO y Midday F  In 10  0  0  34  34  NO y Midday F	Out <sup>10</sup> Out <sup>10</sup> Out <sup>20</sup>	Total  0  70  70  CHICLE TR Week  Week  Week	In 10 0 0 35 35 35 35 35 35 35 Alay PM Pea	Out <sup>10</sup> Out <sup>10</sup> O  35  35	Saturday Total 0 0 86 86 Saturday	y Midday I	Peak Hour Out <sup>10</sup> 0 0 37 37	Weekd Total 0 120 0 120 Weekd	ay AM Pea In <sup>10</sup> 0 115 0	Out <sup>10</sup> 0 5 0	Weekday Mi Total 0 46 183 230 Weekday Mi	ACTIC  AC		IRIPS  PRINCE  IN 10  IN 10  O  7  O  95  IN 102  IRIPS	Out <sup>10</sup> 0  133  95  228	Total  0 13 232 245 Saturday	In <sup>10</sup> 0 8 131 139	0 5 101 106	Total 0 120 0 120 Weeko	0 115 0 115	Out <sup>10</sup> 0  5  0  5  4  A Hour	Total  0  46  115  0 162  Weekday	NCREME Midday P In <sup>10</sup> 0 18 58 0 76 NCREME	Out <sup>10</sup> 0 28 58 0 86  NTAL VEHI	CLE TRIP: Week  Total  0  140  119  C19  CLE TRIP: Week	In 10 0 7 60 0 67 ACTION Iay PM Pea	0 133 60 192 k Hour	Total  0 13 146 0 159 Saturday	Midday Pe In <sup>10</sup> 0 8 83 0 91	Out <sup>10</sup> 0 5 63 0 69
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use	Total  0  0  0  Weeks	day AM Pea	k Hour Out <sup>10</sup> 0 0 0 0 k Hour Out <sup>10</sup>	Weekday Total 0 0 68 68 Weekday	NO y Midday F In 10 0 0 34 34 NO y Midday F In 10	Out <sup>10</sup>	/EHICLE TR Weekc Total 0 70 70  FHICLE TR Weekc Total	In 10 0 35 35 35 35 In 10 PM Per In 10 PM Pe	Out <sup>10</sup> 0  35  35  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Saturday Total 0 0 86 86 Saturday	y Midday I In <sup>10</sup> 0 0 49 49 y Midday I	Peak Hour  Out <sup>10</sup> 0  37  37  Peak Hour  Out <sup>10</sup>	Weekd Total 0 120 0 120 Weekd Total	ay AM Pea In <sup>10</sup> 0 115 0 115	Out <sup>10</sup> 0  5  0  5  Outlik Hour	Weekday Mi Total 0 46 183 230 Weekday Mi Total 3	ACTIC dday Peak n¹0 C 0 18 92 ACTIC dday Peak n¹0 C 2	ON VEHICLE   Hour	IRIPS  IRIPS  O 7  O 95  IRIPS  TRIPS  TRIPS  TRIPS	0 133 95 228 ak Hour	Total  0  13  232  245  Saturday Total	In <sup>10</sup> 0 8 131 139 y Midday F	0 0 5 101 106 eak Hour Out <sup>10</sup> Out <sup>10</sup>	Total 0 120 0 120 Weeko	In <sup>10</sup> 0  115  0  115  In <sup>10</sup> In <sup>10</sup>	Out <sup>10</sup> 0  5  0  5  0  5  Out <sup>10</sup>	Total  0  46 115  0 162  Weekday	NCREME Midday P In <sup>10</sup> 0 18 58 0 76  NCREME	Out <sup>10</sup> 28  58  0  86  NTAL VEHI eak Hour  Out <sup>10</sup>	CLE TRIP: Weeki Total 0 140 119 0 259 CLE TRIP: Weeki Total	in 10 0 7 60 67 67 67 68 - ACTION	0 133 60 192 k Hour	Total 0 13 146 0 159 Saturday Total	Midday Pe  In 10  0  8  83  91  Midday Pe  In 10	0 5 63 0 69 lak Hour
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL	Total  0  0  0  Weeke Total	day AM Pea	k Hour Out <sup>10</sup> 0 0 0 k Hour Out <sup>10</sup>	Weekday Total 0 0 68 68 Weekday	NC y Midday F In 10 0 0 34 34 NC y Midday F	0 ACTION V	VEHICLE TR  Weekc Total  0  70  70  VEHICLE TR  Weekc Total  0  0	In 10 0 35 35 SRIPS day PM Pea	0 0 0 35 35 35 35 Out 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Saturday Total 0 0 86 86 Saturday Total 0	y Midday I In <sup>10</sup> 0 0 49 49 In <sup>10</sup> 0 0 0	Peak Hour  0 0 0 37  37  Peak Hour  Out <sup>10</sup> Out <sup>10</sup>	Weekd Total 0 120 0 120 Weekd Total 6	ay AM Pea In <sup>10</sup> 0 115 0 115 ay AM Pea In <sup>10</sup>	Out <sup>10</sup> 0  5  0  5  ck Hour  Out <sup>10</sup>	Weekday Mi  Total  0  46  183  230  Weekday Mi  Total  3  0	ACTIC Iday Peak  n¹0 C  0  18  92  ACTIC Iday Peak  n¹0 C  2  0	ON VEHICLE		0ut <sup>10</sup> 0 133 95 228 ak Hour Out <sup>10</sup> 2	Saturday Total 0 13 232 245 Saturday Total 4	In <sup>10</sup> 0 8 131 139  y Midday F In <sup>10</sup> 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total  0 120 0 120 Weekc	In <sup>10</sup> 0  115  0  115  In <sup>10</sup> 115	Out <sup>10</sup> 0  5  0  5  0  0  0  5  0  5  0  5  0  5  0  5  0  5  0  5  0  5  0  5  0  5  0  5  0  0	Total  0 46 115 0 162  Weekday Total 3	NCREME Midday P In <sup>10</sup> 0 18 58 76 NCREME Midday P In <sup>10</sup> 2	Out <sup>10</sup> 28  58  0  86  NTAL VEHI eak Hour  Out <sup>10</sup>	CLE TRIP: Weeke Total 0 140 119 259 CLE TRIP: Weeke Total 7	In 10 0 7 60 0 67 67 67 67 67 68 67 67 67 68 67 67 67 68 67 67 67 67 67 67 67 67 67 67 67 67 67	0 192 k Hour Out <sup>10</sup> 0 0 192	Total 0 13 146 0 159 Saturday Total 4	Midday Pe In 10 0 8 83 0 91  Midday Pe In 10 2	0 5 63 0 69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total 0 0 0 Weeks Total 0 2	day AM Pea	k Hour  Out <sup>10</sup> 0  0  0  k Hour  Out <sup>10</sup> 0	Weekday Total 0 0 68 68 Weekday Total 0 1	NO y Midday F  In 10  0  34  34  NO y Midday F  In 10  0  0  0  0  0  0  0  0  0  0  0  0	Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> O O O O O O O O O O O O O O O O O O O	VEHICLE TR  Weekc  Total  0  70  70  VEHICLE TR  Weekc  Total  0  3	RIPS day PM Pea In 10 0 0 35 35 RIPS day PM Pea In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  0  35  35  36  Hour  Out <sup>10</sup> 0  3	Saturday Total 0 0 86 86 Saturday Total 0 0	y Midday I  In 10  0  49  49  y Midday I  In 10  0	Peak Hour  0 ut10 0 0 37 37  Peak Hour  Out10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Weekd   Total	ay AM Pea In <sup>10</sup> 0 115 0 115 ay AM Pea In <sup>10</sup>	Out <sup>10</sup> 0 5 0 5 sik Hour Out <sup>10</sup>	Weekday Mi Total 0 46 183 230 Weekday Mi Total 3 0 21	ACTIVITY OF C C C C C C C C C C C C C C C C C C	100 VEHICLE		Out <sup>10</sup> 0  133  95  228  Ak Hour  Out <sup>10</sup> 2  0	Saturday   Total   0   13   232   245     Saturday   Total   4   0	In <sup>10</sup> 0 8 131 139  y Midday F In <sup>10</sup> 2	0 0 5 101 106 eak Hour Out 10 2 0	Total 0 120 0 120 120 Veeko Total 6 -2	In <sup>10</sup> 0  115  0  115  115  In <sup>10</sup> 115	Out <sup>10</sup> 0  5  0  5  0  0  5  Ak Hour  Out <sup>10</sup>	Weekday  Total  0  46  115  0  162  Weekday  Total  3  -1	NCREME Midday P In <sup>10</sup> 0 18 58 0 76 NCREME Midday P In <sup>10</sup> 2	Out <sup>10</sup> 0  28  58  0  86  NTAL VEHI eak Hour Out <sup>10</sup> 2  -1	CLE TRIP: Week  Total  0 140 119 259  CLE TRIP: Week  Total  7 -3	s - ACTION lay PM Pea In 10  7  60  67  S - ACTION lay PM Pea In 10  5  0	k Hour  Out <sup>10</sup> 0  133  60  0  192  k Hour  Out <sup>10</sup> 2  -3	Total 0 13 146 0 159 Saturday Total 4 0	Midday Pe  In 10  8  83  91  Midday Pe  In 10  2  0	0 0 5 63 0 69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Total 0 0 0 Weeks 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>19</sup> 0  0  0  0  0  0  2	Weekday Total 0 0 68 68 Weekday Total 0 1 17	NG N	Out 10	VEHICLE TR Weeke Total 0 70 70 70  Total 0 3 9 11	INTERPRETARION OF THE PROPERTY	Out <sup>to</sup> 35  36  37  37  38  38  38  38  38  38  38  38	Saturday Total 0 0 86 86 Saturday Total 0 0 21	v Midday I In 19 0 0 49 49 In 19 0 0 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup>	Weekd   Total   0   120   0   120	In <sup>10</sup> 0 115 0 115 115 0 2 2	out 10 S S S S S S S S S S S S S S S S S S	Weekday Mi Total 0 46 183 230 Weekday Mi Total 3 0 21	ACTIN   ACTI	ON VEHICLE	Inio	0 133 95 228 228 0 0 10 10 10 10 10 10 10 10 10 10 10 10	Saturday   Total	In <sup>10</sup> 0  8  131  139  y Midday F  In <sup>10</sup> 2  0  14	Out <sup>10</sup> 0  5  101  106  Out <sup>10</sup> 2  0  11	Total  0 120 0 120 Weeko Total 6 -2	In <sup>10</sup> 0  115  0  115  115  In <sup>10</sup> 1  1  -2	Out*0  0  5  0  5  Cut*0  0  0  0  0  0  0  0  0  0  0  0  0	Weekday  Total  0  46  115  0  162  Weekday  Total  3  -1  4	NCREME In <sup>10</sup> 0 18 58 0 76 NCREME In <sup>10</sup> 2 0 2	Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Z8  S8  S6  R6  NTAL VEHI Out <sup>10</sup> 2	CLE TRIPP Weeke Total 0 140 1119 259 Weeke Total 7 -3 2	5 - ACTION In 10 0 7 60 0 67 5 - ACTION In 10 60 1 1 6 6	k Hour  Out <sup>10</sup> 0  133  60  192  k Hour  Out <sup>10</sup> 2  -3  1	Total 0 13 146 159 Saturday Total 4 0 4	Midday Pe In 10 0 8 83 0 91  Midday Pe In 10 2 0 3	sak Hour Out <sup>10</sup> 63  69  sak Hour Out <sup>10</sup> 2
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12	Total 0 0 0 Weeks 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	day AM Pea  In 19  0  0  0  1  1  1  1  1  1  1  1  1  1	Out <sup>19</sup> 0  0  0  0  0  0  2	Total 0 0 68 68 Weekday Total 17	NG N	DACTION V  Out	VEHICLE TR Weeke Total 0 70 70 70  Total 0 3 9 11	In to O O O O O O O O O O O O O O O O O O	Out <sup>to</sup> 35  36  37  37  38  38  38  38  38  38  38  38	Saturday   Total   0	v Midday I In 19 0 0 49 49 In 19 0 0 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup>	Weekd  0 120 0 120 120 Total 6 0 5	In <sup>10</sup> 0 115 0 115 115 0 2 2	Out **  S  S  S  S  S  S  S  S  S  S  S  S	Weekday Mi Total 0 46 183 230 Weekday Mi Total 3 0 21	ACTIN   ACTI	ON VEHICLE	Inio	Out <sup>16</sup> 0  133  95  228  Out <sup>16</sup> Out <sup>16</sup> 0  7	Saturda;   Total	In <sup>10</sup> 0  8  131  139  y Midday F  In <sup>10</sup> 2  0  14	Out 10  5  101  106  Out 10  0  0  111  13	Total  0 120 0 120 120  Weekc Total 6 -2 1	In <sup>10</sup> 0  115  0  115  115  In <sup>10</sup> 1  1  -2	Out*0  0  5  0  5  0  0  5  0  0  0  6	Weekday  Total  0  46  115  0  162  Weekday  Total  3  -1  4	NCREME In10 0 18 58 0 76 To 1n10 1n10 2 0 2 3 3 NCREME	Out <sup>10</sup> 28  58  0  86  NTAL VEH  Out <sup>10</sup> 2  3  3  NTAL VEH  3  3	Total  140  119  259  Total  Total  7  Total  7  -3  2  6	5 - ACTION In 10 0 7 60 0 67 5 - ACTION In 10 60 1 1 6 6	Out <sup>te</sup> 0 133 60 0 192 2 2 -3 1	Total 0 13 146 159 Saturday Total 4 0 4 9	Midday Pe In 10 0 8 83 0 91  Midday Pe In 10 2 0 3	out to 0 69 0 69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total 0 0 0 Weeks 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>19</sup> 0  0  0  0  0  0  2	Total 0 0 68 68 Weekday Total 17	NG N	DACTION V  Out	VEHICLE TR Weeke Total 0 70 70 70  Total 0 3 9 11	INTERPRETARION OF THE PROPERTY	Out <sup>to</sup> 35  36  37  37  38  38  38  38  38  38  38  38	Saturday   Total   0	In 10 0 0 49 49 49 In 10 0 0 0 12 12	Out <sup>10</sup>	Weekd  0 120 0 120 120 Total 6 0 5	In <sup>10</sup> 0 1175 0 1115 1115 110 2 3	Out **  S  S  S  S  S  S  S  S  S  S  S  S	Weekday Mi	### ACTIVITY   ACTIVIT	ON VEHICLE	FRIPS	Out <sup>16</sup> 0  133  95  228  Out <sup>16</sup> Out <sup>16</sup> 0  7	Saturda;   Total	In <sup>10</sup> 0 8 131 139 In <sup>10</sup> 0 0 0 131 139 In <sup>10</sup> 0 14	Out 10  5  101  106  Out 10  0  0  111  13	Total  0 120 0 120 120  Weekc Total 6 -2 1	In <sup>16</sup> 0 115 0 (115 115 115 115 11 -2 0	Out*0  0  5  0  5  0  0  5  0  0  0  6	Weekday   Total	NCREME In10 0 18 58 0 76 To 1n10 1n10 2 0 2 3 3 NCREME	Out <sup>10</sup> 28  58  0  86  NTAL VEH  Out <sup>10</sup> 2  3  3  NTAL VEH  3  3	Total  140  119  259  Total  Total  7  Total  7  -3  2  6	5 - ACTION  1 1 6  1 1 6  1 1 6	Out <sup>te</sup> 0 133 60 0 192 2 2 -3 1	Total 0 13 146 159 Saturday Total 4 0 4 9	Midday Pee   In   0	out to 0 69 0 69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12	Total	In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  0  0  0  1  0  2  2  2	Weekday   Total	NC   NC   NC   NC   NC   NC   NC   NC	DACTION V  Out 10  Out	PEHICLE TR  Weekc Total  0  70  70  FEHICLE TR  Weekc Total  0  3  9  11  VEHICLE TR  Weekc	INIPS  In 10  O  O  35  35  In 10  O  O  4  4  4  ARRIPS	Out 10  0  35  35  18 Hour  Out 10  0  37  4  7	Saturday   Total	y Midday I  10  0  0  49  49  49  10  0  0  11  12  12	Out   0	Weekd   Week	In 10 0 115 0 115 115 115 115 115 115 115	Out*9  5  Out*9  5  Out*9  5  8  8	Weekday Mi	ACTINI   A	Non-vehicle	FRIPS	0ut <sup>10</sup> 0 133 95 228 228 7	Saturda;   Total   0   13   232   245     Saturda;   Total   4   0   25   29     Saturda;   Satur	In <sup>10</sup> 0 8 131 139 V Midday F F 0 14 16	0ut <sup>10</sup> 106  106  0ut <sup>10</sup> 2  0  111  13	Total	In <sup>10</sup> 0 115 0 115 115 115 116 117 117 117 117 117 117 117 117 117	Out <sup>10</sup> 0  5  0  5  0  0  5  0  0  6  0  0  0  6	Weekday   Total	NCREME Midday P In10 0 18 58 0 76 NCREME Midday P 2 0 2 3 NCREME Midday P	NYAL VEHI Out 10 28 58 0 86 NYAL VEHI Balk Hour Out 10 2 3 3 NYAL VEHI Balk Hour	Weeks	5 - ACTION   1   1   1   1   1   1   1   1   1	Out <sup>10</sup> 0  133  60  192  14  Cout <sup>10</sup> 2  -3  1  0	Total 0 13 146 0 159 Saturday Total 4 0 4 9 Saturday	Midday Pe  In 10  0  8  83  0  91  Midday Pe  2  0  3  5	Out <sup>®</sup> Out <sup>®</sup> G  G  G  A  A  A  A  A  A  A  A  A  A
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use	Total  0  0  0  Weeke  Total  4  6	In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Weekday   Total	NCC  NCd Midday F  In 10  O  34  34  NCC  In 10  O  9  9  NCC  NCC  NCC  NCC  NCC  NCC	Out to Ou	VEHICLE TR  Week  Total  0  70  70  Total  O  Total  11  Week  Total  Total  Total  Total	In To LIPS  LIPS  A 35  B 35	Out <sup>19</sup> 0  0  35  35  35  4  7	Saturday  Total  0  86  86  Saturday  Total  0  21  21  Saturday	Nidday I	Out <sup>10</sup>	Weekd   Total	In 10 0 115 0 115 115 115 115 115 115 115	Out <sup>19</sup> 5  5  5  Cout <sup>19</sup> S  S  S  S  S  S  S  S  S  S  S  S  S	Weekday Mi	ACTIVITION   ACTIVITION	ON VEHICLE	IRIPS	0ut <sup>10</sup> 0 133 95 228 228 7	Saturday   Total	In <sup>10</sup> 0 8 131 139 V Midday F F 0 14 16	eak Hour  Out <sup>10</sup> 106  106  Out <sup>10</sup> 111  13	Total	In <sup>10</sup> 0  115  0  115  115  110  1  -2  0  -1	Out**  0  5  0  5  0  5  0  1  6  4  Hour  Out**  0  6  A  Hour  Out**  Out**	Weekday	NCREME Midday P  In 10  18  58  76  NCREME Lin 10  2  0  2  3  NCREME Midday P  In 10  Lin 10	NTAL VEH out to the control of the c	CLE TRIPP Weeks Total 0 140 259 CLE TRIPP Weeks Total 7 -3 2 6 Total Total Total Total	5 - ACTION   10   10   10   10   10   10   10   1	Out <sup>10</sup> 0  133  60  192  14  Cout <sup>10</sup> 2  -3  1  0	Total 0 13 146 0 159 Saturday Total 4 0 4 9 Saturday	Midday Pe	out of ou
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #11  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL	Total  0  0  0  Weeke  Total  0  2  4  6  Weeke  Total  0	in <sup>10</sup> O  O  O  In <sup>10</sup> O  O  O  In <sup>10</sup> O  O  In <sup>10</sup> O  O  O  O  O  O  O  O  O  O  O  O  O	Out <sup>19</sup> 0  0  0  0  0  2  2  2	Weekday	NCC  NCd  NCd  NCd  NCd  NCd  NCd  NCd	Out <sup>10</sup>	TOTAL  TOTAL	New York	Out <sup>19</sup> 0  35  35  35  4  7	Saturday   Total	y Midday I In 10 0 0 49 49 49 10 10 10 10 10 10 10 10 10 10 10 10 10	Out   Out	Weekd   Total   0   120   0   120	In 10 0 115 0 115 115 115 115 115 115 115	Out <sup>19</sup> 0  5  0  5  0  2  8  8  10	Weekday Mi	ACTIFICATION ACTION ACT	ON VEHICLE	FRIPS	Out   Out	Saturda;   Total	In <sup>10</sup> 0 8 131 139 In <sup>10</sup> 0 1131 139 In <sup>10</sup> 0 14 16	Out*0  0  5  101  106  eak Hour  Out*0  110  106  2  0  11  13	Total	In <sup>10</sup> 0  115  0  115  115  11  -2  0  -1  11  2  2	Out*  0  5  0  6  0  4  4  4  4  4  4  6  6  6  6  10  10  10	Weekday   Total	NCREME In <sup>10</sup> 0 18 58 76 NCREME In <sup>10</sup> 2 0 2 3 NCREME Midday P In <sup>10</sup> 3	NTAL VEH  Out <sup>19</sup> 0  28  58  0  0  0  0  10  10  10  10  10  10  1	CLE TRIPPI Week Total 0 140 259 CLE TRIPPI Week Total 7 -3 2 6 CLE TRIPPI Week Total 13	S - ACTION	Out <sup>19</sup> 0  133  60  0  192  192  1  0  0  0  104  100  100  100  100	Total	Midday Pe In 10 8 83 0 91 Midday Pe 2 0 3 5 In 10 4	out of ou

Site #13					NO	ACTION V	EHICLE TR	IPS								VEHICULE	INCREME	NTS C6-3 CTION VEH	ICLE TRIP	S					ı				NCREME	NTAL VEHI	CLE TRIP	- ACTION	N .			$\overline{}$
	Week	day AM Pea	ak Hour	Weekday	y Midday P		1	lay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	lay AM Pea	k Hour	Weekda	y Midday P			ay PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	lay AM Peak	k Hour	Weekday				lay PM Pea		Saturday	/ Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION V	EHICLE TR	IPS									A	CTION VEH	ICLE TRIP	S									NCREME	NTAL VEHI	CLE TRIP	- ACTION	N .	10		
Land Use	Week	day AM Pea	ak Hour	Weekday	y Midday P	Peak Hour	Weekd	lay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	lay AM Pea	k Hour	Weekda	y Midday P	eak Hour	Weekda	y PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	lay AM Peak	k Hour	Weekday	Midday P	eak Hour	Week	lay PM Pea	ak Hour	Saturday	Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION V	EHICLE TR	IPS									A	CTION VEH	ICLE TRIP	S								ı	NCREME	NTAL VEHI	CLE TRIP	- ACTION	N			
	Week	day AM Pea	ak Hour	Weekday	y Midday P	Peak Hour	Weekd	lay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	lay AM Pea	k Hour	Weekda	y Midday P	eak Hour	Weekda	ay PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	lay AM Peak	k Hour	Weekday	Midday P	eak Hour	Week	lay PM Pea	ak Hour	Saturday	/ Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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
							I																													
Site #16					NO	ACTION V	EHICLE TR	IPS										CTION VEH											NCREME	NTAL VEHI	CLE TRIP	- ACTION	N	1		
	Week	day AM Pea	ak Hour	Weekday	NO y Midday P			IPS lay PM Pea	k Hour	Saturday	Midday P			lay AM Pea	k Hour			CTION VEH	ICLE TRIP		Hour	Saturday	Midday Pe	eak Hour	Weekd	lay AM Peak	k Hour	Weekday				S - ACTION		Saturday	/ Midday P	eak Hour
Site #16  Land Use	Week	day AM Pea	ak Hour	Weekday					k Hour	Saturday	Midday P				k Hour		A	CTION VEH	ICLE TRIP	S ay PM Peak	Hour Out <sup>10</sup>	Saturday	Midday Pe	eak Hour Out <sup>10</sup>	Weekd	lay AM Peak	k Hour							Saturday	/ Midday P	eak Hour
					y Midday P	Peak Hour	Weekd	lay PM Pea				eak Hour	Weekd	lay AM Pea		Weekda	A y Midday Pe	CTION VEH	ICLE TRIP	S ay PM Peak								Weekday	Midday P	eak Hour	Week	lay PM Pea	ak Hour			
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total 0	In <sup>10</sup> 0	Out <sup>10</sup> 0	0 0	y Midday P	Out <sup>10</sup>	Weekd	In <sup>10</sup> 0	Out <sup>10</sup>	0 0	In <sup>10</sup> 0	Peak Hour Out <sup>10</sup>	Weekd	In <sup>10</sup> 1	Out <sup>10</sup>	Weekdar Total 4	y Midday Po	CTION VEH eak Hour Out <sup>10</sup> 2	Weekda Total 8	S ay PM Peak In <sup>10</sup> 6	Out <sup>10</sup>	Total 5	In <sup>10</sup> 3	Out <sup>10</sup> 3 0	7 -1	In <sup>10</sup>	Out <sup>10</sup>	Total 4	Midday P	Out <sup>10</sup> 2 0	Week	In <sup>10</sup> 6	Out <sup>10</sup>	Total 5	In <sup>10</sup>	Out <sup>10</sup> 3
Land Use RESIDENTIAL / HOTEL	Total	In <sup>10</sup>	Out <sup>10</sup>	Total 0	y Midday P	Out <sup>10</sup>	Weekd	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Peak Hour Out <sup>10</sup>	Weekd Total	In 10	Out <sup>10</sup>	Weekda Total	A y Midday Po	CTION VEH eak Hour Out <sup>10</sup>	Weekda Total	S In 10 6	Out <sup>10</sup>	Total 5	In <sup>10</sup>	Out <sup>10</sup>	Total 7	In <sup>10</sup>	Out <sup>10</sup>	Weekday Total	Midday P	Out <sup>10</sup>	Weeks Total 8	In <sup>10</sup>	Out <sup>10</sup>	Total 5	In <sup>10</sup>	Out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	0 1 3	In <sup>10</sup> 0	Out <sup>10</sup> 0	0 0	y Midday P In <sup>10</sup> 0	Out <sup>10</sup>	Total 0	In <sup>10</sup> 0	Out <sup>10</sup>	0 0	In <sup>10</sup> 0	Peak Hour Out <sup>10</sup> 0	Weekd Total 7	In <sup>10</sup> 1	Out <sup>10</sup> 6	Weekdar Total 4	y Midday Po	CTION VEH eak Hour Out <sup>10</sup> 2	Weekda Total 8	S ay PM Peak In <sup>10</sup> 6	Out <sup>10</sup> 2 0	Total 5	In <sup>10</sup> 3	Out <sup>10</sup> 3 0	7 -1	In <sup>10</sup>	Out <sup>10</sup> 6	Total 4	In <sup>10</sup> 2 0	Out <sup>10</sup> 2 0	Weeks Total  8 -1	In <sup>10</sup> 6	Out <sup>10</sup>	Total 5	In <sup>10</sup>	Out <sup>10</sup> 3
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	0 1 3	In <sup>10</sup> 0 1	Out <sup>10</sup> 0  0  2	0 0 0	y Midday P In 10 0 0 8	Out <sup>10</sup> 0  0  8	Total 0	In 10 0 0 4 4	Out <sup>10</sup> 0 1	0 0 18	In <sup>10</sup> 0 0 10	Peak Hour Out <sup>10</sup> 0 0	Weekd Total 7 0 6	In 10 0 3	Out <sup>10</sup> 6 0 3	Weekdar Total 4 0 25	A y Midday Po In 10 2 0 13	CTION VEH eak Hour Out <sup>10</sup> 2 0 13	Weekd: Total  8 0 13	S In 10 6 0 6 12	Out <sup>10</sup> 2  0 6	Total 5 0 30	In <sup>10</sup> 3 0 17	Out <sup>10</sup> 3 0 13	7 -1 2	In <sup>10</sup> 1  -1  1	Out <sup>10</sup> 6 0	Total  4  0 10	In <sup>10</sup> 2 0 5	Out <sup>10</sup> 2 0 5	Weeks	In 10 6 0 2 8	Out <sup>10</sup> 2  -1  2  4	Total 5 0 12	In <sup>10</sup> 3 0 7	Out <sup>10</sup> 3  0 5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17	1 3 4	In <sup>10</sup> 0 1	Out <sup>10</sup> 0  0  2	Total 0 0 15	y Midday P In 10 0 0 8	Out <sup>10</sup> 0  0  8  8  ACTION V	Total  0  1  8  8	In 10 0 0 4 4	Out <sup>10</sup> 0 1 4	Total 0 0 18 18	In <sup>10</sup> 0 0 10	Peak Hour Out 10 0 0 8	Weekd Total 7 0 6	In 10 0 3	Out*0 6 0 3	Weekda Total 4 0 25	A y Midday Po In 10 2 0 13	CTION VEH	Weekd: Total  8 0 13 21	S In 10 6 0 6 12	Out <sup>10</sup> 2  0 6	Total 5 0 30	In <sup>10</sup> 3 0 17 20	Out**  3  0  13	Total 7 -1 2 9	In <sup>10</sup> 1  -1  1	Out <sup>10</sup> 6 0 1	Total  4  0 10	In <sup>10</sup> 2 0 5 7	Out <sup>10</sup> 2 0 5 7	Weeking Total  8 -1 5 12 CLE TRIP	In 10 6 0 2 8	Out <sup>10</sup> 2 -1 2	Total 5 0 12 17	In <sup>10</sup> 3 0 7	Out <sup>10</sup> 3  0  5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	1 3 4	In <sup>10</sup> 0 1 2	Out <sup>10</sup> 0  0  2	Total 0 0 15	y Midday P In 10  0  0  8  8	Out <sup>10</sup> 0  0  8  8  ACTION V	Total  0  1  8  8	In 10 0 0 4 4 IPS	Out <sup>10</sup> 0 1 4	Total 0 0 18 18	In <sup>10</sup> 0 0 10	Peak Hour Out 10 0 0 8	Weekd Total 7 0 6	In <sup>10</sup> 1  0  3	Out*0 6 0 3	Weekda Total 4 0 25	A y Midday Po In 10 2 0 13 15 A	CTION VEH	Weekd: Total  8 0 13 21	In 10 6 0 6 12 S	Out <sup>10</sup> 2  0 6	Total 5 0 30 35	In <sup>10</sup> 3 0 17 20	Out**  3  0  13	Total 7 -1 2 9	In <sup>10</sup> 1  -1  1  2	Out <sup>10</sup> 6 0 1	Total  4  0 10  13	In <sup>10</sup> 2 0 5 7	Out <sup>10</sup> 2 0 5 7	Weeking Total  8 -1 5 12 CLE TRIP	In <sup>10</sup> 6 0 2 8 S - ACTION	Out <sup>10</sup> 2 -1 2	Total 5 0 12 17	In <sup>10</sup> 3 0 7	Out <sup>10</sup> 3  0  5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17	Total  0  1 3  4  Week	In <sup>10</sup> 0  1  2  2  day AM Pea	Out10  0  0  2  2	Total 0 0 15 16 Weekday	y Midday P In 10 0 0 8 8 NO y Midday P	Out <sup>10</sup> Out <sup>10</sup> O 8  ACTION V	Total  O  1  8  8  Weekd	In 10 0 0 4 4 4 IPS	Out <sup>10</sup> 0  1  4  5	Total 0 0 18 18 Saturday	In <sup>10</sup> 0 0 10 10	Peak Hour Out 10 0 0 8 8	Weekd Total 7 0 6 13	In 10 1 0 3 4	Out <sup>10</sup> 6 0 3 9	Weekda  Total  4  0  25  29	A y Midday Po	CTION VEH eak Hour Out 10 2 0 13 15 CTION VEH eak Hour	Weekdi Total  8  0  13  21  ICLE TRIP:	In 10 6 0 6 12 S	Out <sup>10</sup> 2  0 6  9  Hour	Total 5 0 30 35 Saturday	In <sup>10</sup> 3  0 17  20	Out <sup>10</sup> 3  0 13  16  eak Hour	7 -1 -2 9 Weekd	In <sup>10</sup> 1  -1  1  2	Out <sup>10</sup> 6 0 1 7	Total 4 0 10 13 Weekday	In <sup>10</sup> 2 0 5 7 NCREME	Out <sup>10</sup> 2 0 5 7 NTAL VEHI	Weeki Total  8 -1 5 12 CLE TRIP:	In 10  6  0  2  8  S - ACTION Lay PM Ped	Out <sup>10</sup> 2  -1  2  4	Total 5 0 12 17 Saturday	In <sup>10</sup> 3  0  7  9	Out <sup>10</sup> 3 0 5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total  0  1 3  4  Week Total  2	In <sup>10</sup> 0  1  2  2  day AM Pea	Out <sup>10</sup> 0  2  2  ak Hour  Out <sup>10</sup>	Total	y Midday P In 10 0 0 8 8 8 NO y Midday P In 10 1 0	Out10  Out10  O  8  8  ACTION V  Peak Hour  Out10  Out10  Out10  Out10	Total  O  1  8  8  VEHICLE TR  Weekd  Total	In 10 0 4 4 4 IIPS IIPS IIn 10 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  1  4  5  k Hour  Out <sup>10</sup> 1	Total 0 0 18 18 18 Saturday Total 1 0	In <sup>10</sup> 0 0 10 10 In <sup>10</sup> In <sup>10</sup> 1	Peak Hour Out 10 0 8 8 Peak Hour Out 10 1 1	Weekd Total 7 0 6 13 Weekd Total 6 0	In 10	Out*0 6 0 3 9 k Hour Out*0 5	Weekda Total 4 0 25 29 Weekda Total 3 0	A y Midday Po	CTION VEH eak Hour  Out 10  2  0  13  15  CTION VEH eak Hour  Out 10  2  0  0  0  0	Weekd: Total  8  0 13  21  ICLE TRIP: Weekd: Total  7  0	S  In 10  6  0  6  12  S  S  S  S  S  S  S  S  S  S  S  S  S	Out <sup>10</sup> 2  0  6  9  Hour  Out <sup>10</sup> 2	Total 5 0 30 35 Saturday Total 4 0	In <sup>10</sup> 3 0 17 20  Midday Pe In <sup>10</sup> 2 0	Out*0  3  0 13  16  Pak Hour  Out*0  2	7 -1 2 9 Weekd Total 4 0	In <sup>10</sup> 1  -1  1  2  Iay AM Peak  In <sup>10</sup> 1	Out <sup>10</sup> 6 0 1 7 k Hour Out <sup>10</sup>	Total  4  0 10  13  Weekday  Total  2  0	In <sup>10</sup> 2 0 5 7 VCREME Midday P In <sup>10</sup> 1	Out¹0  2  0  5  7  NTAL VEHI Peak Hour  Out¹0  1  0	Total  8 -1 5 12  CLE TRIP: Weeks Total 5	In 10  6  0  2  8  S-ACTION lay PM Pec In 10  3	0ut <sup>10</sup> 2 -1 2 4 N ak Hour Out <sup>10</sup> 1 0	Total	In <sup>10</sup> 3  0  7  9  In <sup>10</sup> In <sup>10</sup> 1  0	Out <sup>10</sup> 3  0  5  8  eak Hour  Out <sup>10</sup> 1
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL	Total  0  1 3  4  Week Total 2	In <sup>10</sup> 0  1  2  2  day AM Pee	Out <sup>10</sup> 0  2  2  2  ak Hour  Out <sup>10</sup>	Total  0  0 15  16  Weekday  Total	y Midday P In <sup>10</sup> 0 0 8 8 NO y Midday P In <sup>10</sup> 1	Out <sup>10</sup> Out <sup>10</sup> O  8  8  ACTION V  Peak Hour  Out <sup>10</sup> 1	Weekd Total 0 1 8 8 VEHICLE TR Weekd Total 2	In 10 0 0 4 4 4 4 IPS	Out <sup>10</sup> 0  1  4  5  k Hour  Out <sup>10</sup>	Total  0  0 18  18  Saturday  Total  1	In <sup>10</sup> 0 0 10 10 10 In <sup>10</sup> 1	Peak Hour Out <sup>10</sup> 0 0 8 8 8 Peak Hour Out <sup>10</sup>	Weekd Total 7 0 6 13 Weekd Total 6	Iay AM Pea  In 10  3  4  In 10	Out <sup>10</sup> 6 0 3 9 sik Hour Out <sup>10</sup>	Weekda Total 4 0 25 29 Weekda Total	A y Midday Po	CTION VEH eak Hour  Out 10  2  0  13  15  CTION VEH eak Hour  Out 10  2	Weekdi Total  8 0 13 21  ICLE TRIP: Weekdi Total 7	In <sup>10</sup> 6 0 6 12 S say PM Peak in 10 6 12 5 5	Out <sup>10</sup> 2  0 6  9  Hour Out <sup>10</sup>	Total 5 0 30 35 Saturday Total 4	In <sup>10</sup> 3 0 17 20 Midday Pe	Out <sup>10</sup> 3  0  13  16  eak Hour  Out <sup>10</sup>	Total 7 -1 2 9 Weekd Total 4	In <sup>10</sup> 1  -1  1  2  Iay AM Peak  In <sup>10</sup>	Out <sup>10</sup> 6 0 1 7 k Hour Out <sup>10</sup>	Total  4  0 10  13  Weekday  Total  2	In <sup>10</sup> 2 0 5 7 NCREME Midday P	Peak Hour Out <sup>10</sup> 2 0 5 7 NTAL VEHI Peak Hour Out <sup>10</sup>	Total  8 -1 5 12 CLE TRIP: Weeks	In 10 6 0 2 8 8 S - ACTION lay PM Per In 10 3	ak Hour  Out <sup>10</sup> 2  -1  2  4  N  ak Hour  Out <sup>10</sup>	Total  5  0 12  17  Saturday  Total  3	In <sup>10</sup> 3  0  7  9  In <sup>10</sup> In <sup>10</sup>	Out <sup>10</sup> 3  0  5  8  eak Hour  Out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total  0  1 3  4  Week Total  2	In <sup>10</sup> 0  1  2  2  day AM Pea	Out <sup>10</sup> 0  2  2  2  ak Hour  Out <sup>10</sup>	Total	y Midday P In 10 0 0 8 8 8 NO y Midday P In 10 1 0	Out10  Out10  O  8  8  ACTION V  Peak Hour  Out10  Out10  Out10  Out10	Weekd Total 0 1 8 8 VEHICLE TR Weekd Total 2	In 10 0 4 4 4 IIPS IIPS IIn 10 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  1  4  5  k Hour  Out <sup>10</sup> 1	Total 0 0 18 18 18 Saturday Total 1 0	In <sup>10</sup> 0 0 10 10 In <sup>10</sup> In <sup>10</sup> 1	Peak Hour Out 10 0 8 8 Peak Hour Out 10 1 1	Weekd Total 7 0 6 13 Weekd Total 6 0	In 10	Out*0 6 0 3 9 k Hour Out*0 5	Weekda Total 4 0 25 29 Weekda Total 3 0	A y Midday Po	CTION VEH eak Hour  Out 10  2  0  13  15  CTION VEH eak Hour  Out 10  2  0  0  0  0	Weekd: Total  8  0 13  21  ICLE TRIP: Weekd: Total  7  0	S  In 10  6  0  6  12  S  S  S  S  S  S  S  S  S  S  S  S  S	Out <sup>10</sup> 2  0  6  9  Hour  Out <sup>10</sup> 2	Total 5 0 30 35 Saturday Total 4 0	In <sup>10</sup> 3 0 17 20  Midday Pe In <sup>10</sup> 2 0	Out*0  3  0 13  16  Pak Hour  Out*0  2	7 -1 2 9 Weekd Total 4 0	In <sup>10</sup> 1  -1  1  2  Iay AM Peak  In <sup>10</sup> 1	Out <sup>10</sup> 6 0 1 7 k Hour Out <sup>10</sup>	Total  4  0 10  13  Weekday  Total  2  0	In <sup>10</sup> 2 0 5 7 VCREME Midday P In <sup>10</sup> 1	Out¹0  2  0  5  7  NTAL VEHI Peak Hour  Out¹0  1  0	Total  8 -1 5 12  CLE TRIP: Weeks Total 5	In 10  6  0  2  8  S-ACTION lay PM Pec In 10  3	0ut <sup>10</sup> 2 -1 2 4 N ak Hour Out <sup>10</sup> 1 0	Total	In <sup>10</sup> 3  0  7  9  In <sup>10</sup> In <sup>10</sup> 1  0	Out <sup>10</sup> 3  0  5  8  eak Hour  Out <sup>10</sup> 1
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Total  0  1 3  4  Week Total  2  0 2	In 10  0  1  2  2  day AM Pea	Out <sup>10</sup> 0  2  2  ak Hour  Out <sup>10</sup> 2  1	Total 0 0 15 16 Weekday Total 1 0 11	y Midday P  In 10  0  0  8  8  NO y Midday P  In 10  1  0  5  6	Out <sup>10</sup> 0  0  8  8  ACTION V  Out <sup>10</sup> 1  0  6  6	Weekd Total 0 1 8 8  **EHICLE TR** Weekd Total 2 0 5	In 10 0 0 0 4 4 4 4 IPS In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  1  4  5  k Hour  Out <sup>10</sup> 1  0  3	Total 0 0 18 18 18 Saturday Total 1 0 13	In <sup>10</sup> 0 0 10 10 10 10 10 10 7	Peak Hour  Out 10  0  8  8  Peak Hour  Out 10  1  0  5	Weekd	Iay AM Pea	Out*0 6 0 3 9 k Hour Out*0 5 0 2	Weekda  Total  4  0  25  29  Weekda  Total  3  0  21	A Midday Pr In 10	CTION VEH eak Hour Out <sup>19</sup> 2 0 13 15 CTION VEH eak Hour Out <sup>10</sup> 2 7 11	Weekdis 8 0 13 13 21 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	S any PM Peak In 10 6 0 6 12 S S any PM Peak In 10 5 0 5 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 2  0 6  9  Hour Out <sup>10</sup> 2  0 5	Total 5 0 30 35 Saturday Total 4 0 25	In <sup>10</sup> 3  0 17  20  Midday Pe In <sup>10</sup> 2  0 14	Out*0  3  0 13  16  Peak Hour  Out*0  2  0 11	Total 7 -1 2 9 Weekd Total 4 0 2	In <sup>10</sup> 1  -7  1  2  In <sup>10</sup> 1  0  1	Out <sup>10</sup> 6  0  1  7  k Hour  Out <sup>10</sup> 4  0  1	Total  4 0 10 13 Weekday Total 2 0 11 13	In¹0  2  0  5  7  VCREME In¹0  1  0  5  6	Peak Hour Out <sup>10</sup> 2 0 5 7 NTAL VEHI Peak Hour Out <sup>10</sup> 1 0 5	Total  8 -1 5 12 CLE TRIPP Week Total 5 0 5	in 10 6 0 2 2 8 8 S - ACTION In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup>   2   -1   2   4     Out <sup>10</sup>   1     Out <sup>10</sup>   3   4   4     Out <sup>10</sup>   3   4     Out <sup>10</sup>   4     Out <sup>10</sup>   3     Out <sup>10</sup>   Out	Total 5 0 12 17 Total 3 0 13	In <sup>10</sup> 3  0  7  9  In <sup>10</sup> 1  0  7	Out <sup>10</sup> 3  0  5  8  eak Hour  Out <sup>10</sup> 1  0  5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total	In 10  0  1  2  2  day AM Pea	Out <sup>10</sup> 0  2  2  ak Hour  Out <sup>10</sup> 2  1  3	Total 0 0 15 16 Weekday Total 1 0 11 12	y Midday P  In 10  0  0  8  8  NO y Midday P  In 10  1  0  5  6	Out <sup>10</sup> Out <sup>10</sup> O  8  8  ACTION V  Out <sup>10</sup> O  ACTION V	Weekd Total 0 1 8 8  VEHICLE TR Weekd Total 2 0 5 8	In 10 0 0 0 4 4 4 4 IPS In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0  1  4  5  k Hour  Out <sup>10</sup> 1  0  3	Total 0 0 0 18 18 18 Saturday Total 1 0 13 14	In <sup>10</sup> 0 0 10 10 10 10 10 10 7	Out <sup>10</sup> 8  8  1  Out <sup>10</sup> 0  6  6	Weekd   Total	Iay AM Pea	Out*0 6 0 3 9 kk Hour Out*0 5 0 2	Weekda   Total   4   0   25   29     Weekda   Total   3   0   21   24	A Midday Pr In 10	CTION VEH  Out 10  13  15  CTION VEH  2  0  13  15  15  15  15  17  17  18  19  19  10  10  11  12	Weekdis Service Trotal  8 0 13 21 Total	S any PM Peak In 10 6 0 6 12 S S any PM Peak In 10 5 0 5 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 2  0  6  9  Hour  Out <sup>10</sup> 2  7	Total 5 0 30 35 Saturday Total 4 0 25	In <sup>10</sup> 3 0 17 20 In <sup>10</sup> 20 In <sup>10</sup> 2 11 11 16	Out <sup>10</sup> 3  0  13  16  16  Out <sup>10</sup> 2  0  11  13	Total 7 -1 2 9 9 Weekd Total 4 0 2 6 6	In <sup>10</sup> 1  -7  1  2  In <sup>10</sup> 1  0  1	Out <sup>10</sup> 6 0 1 7 k Hour Out <sup>10</sup> 4 0 1	Total  4 0 10 13 Weekday Total 2 0 11 13	In¹º  2  0  5  7  VCREME In¹º  1  0  5  6	Peak Hour Out <sup>10</sup> 2 0 5 7 NTAL VEHI Out <sup>10</sup> 1 0 5 NTAL VEHI	Weeks	in 10 6 0 2 2 8 8 S - ACTION In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 2  -1  2  4  N  ak Hour  Out <sup>10</sup> 1  0  3	Total 5 0 12 17 Saturday Total 3 0 13 15	In <sup>10</sup> 3  0  7  9  In <sup>10</sup> 1  0  7	Out <sup>10</sup> 3  0  5  8  eak Hour  Out <sup>10</sup> 1  0  5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Total	In <sup>10</sup> 0  1  2  2  day AM Pes  In <sup>10</sup> 0  1	Out <sup>10</sup> 0  2  2  ak Hour  Out <sup>10</sup> 2  1  3	Total 0 0 15 16 Weekday Total 1 0 11 12	y Midday P In 10 0 8 8 NO y Midday P In 10 1 0 5 6	Out <sup>10</sup> Out <sup>10</sup> O  8  8  ACTION V  Out <sup>10</sup> O  ACTION V	Weekd Total 0 1 8 8  VEHICLE TR Weekd Total 2 0 5 8	in 100 in	Out <sup>10</sup> 0  1  4  5  k Hour  Out <sup>10</sup> 1  0  3	Total 0 0 0 18 18 18 Saturday Total 1 0 13 14	In <sup>10</sup> 0 0 10 10 10 10 7 8	Out <sup>10</sup> 8  8  1  Out <sup>10</sup> 0  6  6	Weekd   Total	In 10 3 3 4 4 In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out*0 6 0 3 9 kk Hour Out*0 5 0 2	Weekda   Total   4   0   25   29     Weekda   Total   3   0   21   24	A A P III III III III III III III III II	CTION VEH  Out 10  13  15  CTION VEH  2  0  13  15  15  15  15  17  17  18  19  19  10  10  11  12	Weekdis Service Trotal  8 0 13 21 Total	s say PM Peak in 10 6 0 6 12 S say PM Peak in 10 5 0 5 10 5 5 10 S S	Out <sup>10</sup> 2  0  6  9  Hour  Out <sup>10</sup> 2  7	Total 5 0 30 35 Saturday Total 4 0 25 29	In <sup>10</sup> 3 0 17 20 In <sup>10</sup> 20 In <sup>10</sup> 2 11 11 16	Out <sup>10</sup> 3  0  13  16  16  Out <sup>10</sup> 2  0  11  13	Total 7 -1 2 9 9 Weekd Total 4 0 2 6 6	In <sup>10</sup> 1  -7  1  2  Iay AM Peak In <sup>10</sup> 1  0  1	Out <sup>10</sup> 6 0 1 7 k Hour Out <sup>10</sup> 4 0 1	Total  4  0 10  13  Weekday  Total  2  0 11  13	In¹º  2  0  5  7  VCREME In¹º  1  0  5  6	Peak Hour Out <sup>10</sup> 2 0 5 7 NTAL VEHI Out <sup>10</sup> 1 0 5 NTAL VEHI	Weeks	In   10   In   In   In   In   In   In   In   I	Out <sup>10</sup> 2  -1  2  4  N  ak Hour  Out <sup>10</sup> 1  0  3	Total 5 0 12 17 Saturday Total 3 0 13 15	In <sup>10</sup>   3   0   7   7   9   1   1   0   7   7   9   9   1   1   0   7   7   9   9   1   1   1   1   1   1   1   1	Out <sup>10</sup> 3  0  5  8  eak Hour  Out <sup>10</sup> 1  0  5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18	Total  0  1 3  4  Week  Total  2  0  4	In 10  0  1  2  2  day AM Pea	Out <sup>10</sup> 0  2  2  ak Hour  Out <sup>10</sup> 1  3	Total 0 0 0 115 116 Weekday 111 11 112 Weekday 112 11	y Midday P  In 10  O  8  8  NO  In 10  In 10  O  In 10  NO  In 10  In 10	Peak Hour  Out <sup>10</sup> 0  8  8  8  ACTION V  Out <sup>10</sup> 1  0  ACTION V  ACTION V  ACTION V  ACTION V  ACTION V  ACTION V	Weekd Veekd	In 10 O O O O O O O O O O O O O O O O O O	Out <sup>10</sup> 0  1  4  5  5  1  0  0  3  3	Total 0 0 18 18 18 Saturday Total 1 0 13 14 Saturday	In <sup>10</sup> 0 0 10 10 10 10 7 Midday P 8	Peak Hour  Out 10  0  8  8  Peak Hour	Weekd   Total	In 10 3 4 4 In 10 2 2 3 3 Iay AM Pea	0ut*8 6 0 3 9 9  tk Hour  cut*8 6 2 8	Weekda Total 4 0 25 29 Weekda 3 0 21	A A N Midday P. In <sup>10</sup> 2 0 13 13 15 15 17 17 18 17 18 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	CONTROL VEHENANCE OF THE CONTROL OF	Weekd	S S 1019 PM Peak 1	Out <sup>10</sup> 2 0 6 9 9 Hour Out <sup>10</sup> 2 7	Total 5 0 30 35 Saturday Total 4 0 25 29 Saturday	In <sup>10</sup> 3 0 17 20 In <sup>10</sup> 20 In <sup>10</sup> 2 16 16 16 16	Out <sup>19</sup> 3 0 13 16 16 2 0 111 13	Total	In <sup>10</sup> 1  -1  1  2  Iay AM Peak  In <sup>10</sup> 1  2  Iay AM Peak	Out <sup>10</sup> 6  0  1  7  k Hour  Out <sup>10</sup> 1  5	Weekday  Total  4  0  110  113  Weekday  Total  13  Weekday  Weekday	In <sup>10</sup> 2 0 5 7 VCREME In <sup>10</sup> 1 0 5	Peak Hour  Out <sup>10</sup> 2  0  5  7  NYAL VEHI  0  1  0  5  6  NYAL VEHI  NYAL VEHI  NYAL VEHI  Out <sup>10</sup> 1	Weeke Total  8 -1 5 12 12 CLE TRIPP Weeke 5 10 10 USE TRIPP Weeke	In 10	ak Hour  Out <sup>10</sup> 2  -1  2  4  N  ak Hour  Out <sup>10</sup> 1  0  3	Total 5 0 12 17 Saturday Total 3 0 13 15 Saturday	In <sup>10</sup>   3   0   7   7   9	Out <sup>10</sup> 3  0 5  8  eak Hour  1  0 5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total  0  1 3  4  Week Total  2  0 2  4  Total  0 7	In 10   In 1	Out <sup>10</sup> 0  0  2  2  2  3ak Hour  Out <sup>10</sup> 1  3  3	Total 0 0 15 16 16 Weekday Total 1 1 12 Weekday Total 0 3 3	y Midday P In 10 0 0 8 8 NO In 10 10 10 10 10 10 10 10 10 10 10 10 10 1	Out   Out	Weekd Total  0  1  8  8  8  7  Total  Total  Total  2  0  5  8  FEHICLE TR  Weekd  Total  Total  O  S  R  R  R  R  R  R  R  R  R  R  R  R	In 10 O O O O O O O O O O O O O O O O O O	Out <sup>10</sup> 0  1  4  5  5  1  0  3  3  3  When the control out <sup>10</sup> 0  8	Total	In <sup>10</sup>	Peak Hour  Out 9  0  0  8  8  8  Peak Hour  Out 9  6  6  Cut 9  C	Weekd   Total	Iay AM Pea  In 10  3  4  In 10  3  4  In 10  3  3  In 10  In 10  2  In 10  In 1	Out 19 6 0 3 9 9 1 1 5 0 2 8 8 1 Out 19 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	Weekda  Total  4  0  25  29  Weekda  Total  3  0  21  24  Weekda  Total  1  0	A A V Midday Pr 13 Midday Pr 14 Midday Pr 15 Midday Pr 15 Midday Pr 15 Midday Pr 16	CTION VEH eak Hour  0 ut <sup>19</sup> 2  0  13  15  CTION VEH eak Hour  0 ut <sup>19</sup> 12  CTION VEH eak Hour  11  12  CTION VEH eak Hour  11  0 ut <sup>19</sup> 1  0 ut <sup>19</sup> 1  0 ut <sup>19</sup>	Veekdi Total 8 0 13 21 Veekdi Total 7 0 11 17 17 Veekdi Total 17 17 17 Veekdi Total 3 0	S suy PM Peak In 10 S S S S S PM Peak In 10 S S S S S S S S S S S S S S S S S S	Out <sup>10</sup> 2 0 6 9 Hour Out <sup>10</sup> 2 7 T Out <sup>10</sup> 1 0	Total 5 0 30 35 Saturday Total 4 0 25 Saturday Total 7 Total 2 9	In <sup>10</sup> 3  0  17  20  Midday Po 14  16  In <sup>10</sup> 1  0	Out 10  3  0  13  16  16  2  0  11  13  10  11  10  11  10  11  10  11  10	Total 7 -1 2 9 9 Weekd 4 0 2 6 6 Weekd Total 2 -7	In   10   1   1   1   1   1   1   1   1	Out <sup>10</sup> 6 0 1 7 7 8 K Hour Out <sup>10</sup> 1 5 1 2 0 0 1 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0	Weekday   Total	In 10 2 0 5 7 TOTAL MINISTRATE OF THE PROPERTY	Peak Hour  Out <sup>9</sup> 2  0  5  T  NTAL VEH  0  5  6  NNAL VEH  0  0  1  1  0  1  1  0  1  1  0  1  1	Week  Total  8 -1 5  12  CLETRIP  Week  Total  5  10  CLETRIP  Week  Total  3 -8	In   10   10   10   10   10   10   10   1	ak Hour  Out <sup>10</sup> 2  -f  2  wak Hour  Out <sup>10</sup> 1  0  3  N  N  N  N  Out <sup>10</sup> 1  -8	Total 5 0 12 17 Total 3 0 13 15 Saturday Total 21	In <sup>10</sup> 3  0  7  9  In <sup>10</sup> 1  0  7  9  In <sup>10</sup> 1  0  1  1  0  7	Out <sup>10</sup> 3  0 5  8  eak Hour  1  0 5
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18  Land Use  RESIDENTIAL / HOTEL	Total  0  f 3  4  Week Total  2  0 2	In 13	Out <sup>19</sup> 0  0  2  2  2  3  Hour for the first state of the first state	Total	y Midday P  In 10  0  8  8  NO  y Midday P  1  1  0  5  6  NO  NO  NO  NO  NO  NO  NO  NO  NO	Out   Out	Weekd Total  O  1  8  8  Weekd Total  Total  O  5  8  Total  O  Total  O  Total  O  O  O  O  O  O  O  O  O  O  O  O  O	In 10 O O O O O O O O O O O O O O O O O O	Out 10  0  1  4  5  1  0  0  3  3  3	Total	In <sup>10</sup> 0 0 10 10 10 10 7 Midday P 1 0 7 8	Peak Hour  Out 9  0  0  8  8  8  1  0  Out 9  6  6  Cut 9  Out 9	Weekd   Total   7	Iay AM Pea  In 10  3  4  Iay AM Pea  In 10  2  3  3  In 10  2  In 10  0  0  0  0  0  In 10  0  0  0  In 10  0  0  0  In 10  0  0  In 10  0	Out 10 6 0 3 9 9 15 0 2 8 8 16 16 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	Weekda Total 4 0 25 29 Weekda 3 0 21 24 Weekda Total 1	A A V Midday Pr 13 Midday Pr 14 Midday Pr 15 Midday Pr 15 Midday Pr 15 Midday Pr 16	CTION VEH eask Hour  Out <sup>19</sup> 2  0  13  15  CTION VEH eask Hour  Out <sup>19</sup> 1  12  CTION VEH control  11  12  11  11  11  11  11  11  11  1	Total	S supy PM Peak In 10 S S S S S S S S S S S S S S S S S S	Out <sup>10</sup> 2 0 6 9 Hour Out <sup>10</sup> 2 7 1	Total 5 0 30 35 Saturday 4 0 25 Saturday Total 7 Total 2 Saturday 2 Saturday	In <sup>10</sup> 3  0  17  20  Midday Pe  16  In <sup>10</sup> 1	Out 10  3  0  13  16  10  11  11  12  0  11  13	Total 7 -1 2 9 Weekc Total 4 0 2  Weekc Total 2	In <sup>10</sup>	Out <sup>10</sup> 6 7 1 7  7  1 1 5  K Hour Out <sup>10</sup> 2	Weekday Total 4 0 10 13 Weekday Total 2 0 11 13  Weekday Total 13 13	In 10  2  0  5  7  NCREME In 10  5  6  NCREME In 10  1  1  1  1  1  1  1  1  1  1  1  1	Peak Hour  Out <sup>10</sup> 2  0  5  7  NTAL VEH  1  0  5  6  NTAL VEH  Out <sup>10</sup> 6  NTAL VEH  1  1  1  1  1  1  1  1  1  1  1  1  1	Weeke Total  8 -1 5  12  CCLE TRIPP Weeke Total  5  10  CCLE TRIPP Weeke Total  3	In <sup>10</sup>	ak Hour  Out <sup>10</sup> 2  -7  2  4  N  N  ak Hour  0ut <sup>10</sup> 1  0  0ut <sup>10</sup> 1  1  1  1  1  1  1  1  1  1  1  1  1	Total 5 0 12 17 Total 13 3 0 13 15 Saturday Total 2 2	In <sup>10</sup> 3  0  7  9  In <sup>10</sup> 1  0  7  9  In <sup>10</sup> 1  1  1  1  1  1  1  1  1  1  1  1  1	0ut <sup>10</sup> 3 0 5 8 8 1 0ut <sup>10</sup> 1 0ut <sup>10</sup> 7

Harmonia substitution 1. The content of the conten	Site #19					NO.	ACTION V	EHICLE TR	IIPS					1			VEHICULI	INCREME	NTS C6-3 CTION VEH	ICLE TRIP	s									INCREME	NTAL VEHI	ICLE TRIP	- ACTION	4			
Mathematical Control Contro		Week	day AM Pea	ık Hour	Weekday	Midday Pe	eak Hour	Weeko	day PM Pea	k Hour	Saturda	y Midday I	Peak Hour	Weeko	day AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weekd	ay PM Peak	Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	Peak Hour	Week	lay PM Pe	ak Hour	Saturday	y Midday P	eak Hour
Secretary and the contribute of the contribute o	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
<table-container>From time series in the contract of the contr</table-container>	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
Negligible legel 1 1 2 1 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3	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
No. 1. N	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
1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	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
Part	Site #20					NO.	ACTION V	EHICLE TR	tiPS									A	CTION VEH	ICLE TRIP	S									INCREME	NTAL VEH	ICLE TRIP	- ACTION		1		
Mathematic		Week	day AM Pea	ık Hour	Weekday	Midday Pe	eak Hour	Weeko	day PM Pea	k Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weekd	ay PM Peal	Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	Peak Hour	Week	lay PM Pe	ak Hour	Saturday	y Midday P	eak Hour
<table-container>Segregation of the contine of the c</table-container>	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
<table-container>Tringle series of the length of the length</table-container>	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
This implication of the content of	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
Process   1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	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
<table-container>Harmonic substitution of the continuit of the continuit</table-container>	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
+ 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Site #21					NO.	ACTION V	EHICLE TR	tiPS					ı				A	CTION VEH	ICLE TRIP	S									INCREME	NTAL VEHI	ICLE TRIP	- ACTION				
Section   Sec		Week	day AM Pea	ık Hour	Weekday	Midday Pe	eak Hour	Weeko	day PM Pea	k Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weekd	ay PM Peak	Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	Peak Hour	Week	lay PM Pe	ak Hour	Saturday	y Midday P	eak Hour
STATION STAT	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
The contribute of the contri	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
The Series in Table 1 and 1 an	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
Part	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
Part   Line	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
Column   C	Site #22					NO.	ACTION V	EHICLE TR	tiPS		)C							A	CTION VEH	ICLE TRIP	S									INCREME	NTAL VEH	ICLE TRIP	- ACTION		10		
Trial   Internation   Intern	Landlies	Week	day AM Pea	ık Hour	Weekday	Midday Pe	eak Hour	Weeko	lay PM Pea	k Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weekd	ay PM Peal	Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	Peak Hour	Week	lay PM Pe	ak Hour	Saturday	y Midday P	eak Hour
FIETRIAN PLATERING 02 91 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Land OSE	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
ETALL/COMM FAC	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
Total Sike Vehicle Topic 12 3 8 9 96 49 59 111 49 02 12 10 10 10 10 10 10 10 10 10 10 10 10 10	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
Single P23     Single P23     Single P23     Single P23     Single P23   Single P	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
Marked   M	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
Land Use    Land Use   Total   In <sup>10</sup>   Out <sup>10</sup>   Total   In <sup>10</sup>   Out <sup>10</sup>	Site #23					NO.	ACTION V	EHICLE TR	tIPS		н							A	CTION VEH	ICLE TRIP	S							11		INCREME	NTAL VEH	ICLE TRIP	- ACTION		10		
Total   Na	I and Use	Week	day AM Pea	ik Hour	Weekday	Midday Pe	eak Hour	Weeko	day PM Pea	k Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weekd	ay PM Peal	Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekday	Midday P	Peak Hour	Week	lay PM Pe	ak Hour	Saturday	y Midday P	eak Hour
September   Communication		Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
EFAIL/COMM FAC 2 1 1 1 6 6 6 6 3 3 3 14 8 6 0 0 0 0 72 36 36 74 37 37 91 51 39 2 1 1 1 60 30 30 68 34 34 77 44 33  Total Site Vehicle Trips 6 2 1 1 1 6 6 6 6 3 3 3 14 8 8 6 0 0 0 0 72 36 36 36 74 1 10 5 6 44 6 1 7 63 31 32 78 41 37 80 45 35  Site #24  Weekday M Peak Hour Weekday M Peak Hour Weekday Midday Peak Hour Weekday M Peak Hour Weekday M Peak Hour Saturday Midday Peak Hour Weekday M Peak Hour Saturday Midday Peak Hour Weekday M Peak Hour Weekday M Peak Hour Neekday M Peak Ho			-																								1			1						1	
Total Site Vehicle Trips    Total   In				0																																	
Site #24    Stee #24	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
Marchand	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
Land Use  Total In 0 Out 0 0																1							1					11				HICLE TRI	PS - ACTIO	ON	1		
RESIDENTIAL / HOTEL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Site #24																			Weekd	ay PM Peak	Hour	Saturday														
OFFICE / MANUFACTURING 3 2 0 1 0 0 3 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0			1		I	Midday Pe	eak Hour	Weeko	day PM Pea			_			1						In <sup>10</sup>	Out <sup>10</sup>	1														
RETAIL/COMM FAC 1 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 1 10 5 5 5 3 3 12 7 5	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	Midday Pe	eak Hour Out <sup>10</sup>	Weeko	ln <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	1		Total	In <sup>10</sup>	Out <sup>10</sup>	Total			Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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	Land Use	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 9	In <sup>10</sup>	Out <sup>10</sup>	Total 5	In <sup>10</sup>	Out <sup>10</sup>	Total	7	3	Total 6	In <sup>10</sup>	Out <sup>10</sup>	Total 9	In <sup>10</sup>	Out <sup>10</sup>	Total 5	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total 6	In <sup>10</sup>	Out <sup>10</sup>
	Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Total 0 3	In <sup>10</sup> 0	Out <sup>10</sup> 0	Total 0	In <sup>10</sup> 0	Out <sup>10</sup> 0	Total 0 3	In <sup>10</sup> 0	Out <sup>10</sup> 0 3	Total 0	In <sup>10</sup> 0	Out <sup>10</sup> 0	Total 9	In <sup>10</sup> 1	Out <sup>10</sup> 8 0	Total 5	In <sup>10</sup> 2	Out <sup>10</sup> 2 0	Total 10	7	3	Total 6	In <sup>10</sup> 3	Out <sup>10</sup> 3 0	Total 9 -3	In <sup>10</sup> 1 -2	Out <sup>10</sup> 8	Total 5	In <sup>10</sup> 2	Out <sup>10</sup> 2 0	10 -3	In <sup>10</sup> 7	Out <sup>10</sup> 3 -3	Total 6	In <sup>10</sup> 3 0	Out <sup>10</sup> 3

Site #25					NO	ACTION V	EHICLE TR	IPS								VEHICULI		ACTION VE	HICLE TR	IPS					1			NC	INCREM	ENTAL VE	HICLE TRI	PS - ACTIC	N		
	Weeko	ay AM Pea	k Hour	Weekday	y Midday F	eak Hour	Week	day PM Pea	ık Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Peak	k Hour	Weekda	Midday P	ak Hour	Weekd	lay PM Peal	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	day PM Pea	ak Hour	Saturda	Midday Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup> Out <sup>10</sup>
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					NC	ACTION V	/EHICLE TR	tiPS									NO	ACTION VE	HICLE TR	IPS								NC	INCREM	IENTAL VE	HICLE TRI	PS - ACTIO	ON		
	Weekr	av AM Pea	k Hour	Weekday	Midday F	eak Hour	Week	day PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Peak							k Hour	Saturday	Midden D											Catuada	Midday Peak Hour
		uy A cu	ii iioui	recendu	, illiaday .								Weeka	ay Am i can	k nour	Weekda	Midday P	ak Hour	Weekd	lay PM Peal	x rioui	Saturday	midday P	eak Hour	Weekd	ay AM Pea	ak Hour	weekday	Midday P	eak Hour	Week	day PM Pea	ak Hour	Saturda	widday reak nour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	/ Midday Po	Out <sup>10</sup>	Weekd	lay PM Peal	Out <sup>10</sup>	Total	In <sup>10</sup>	eak Hour Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	eak Hour Out <sup>10</sup>	Total	lay PM Pea	Out <sup>10</sup>	Total	In <sup>10</sup> Out <sup>10</sup>
Land Use RESIDENTIAL / HOTEL							Total	In <sup>10</sup>	Out <sup>10</sup>	Total 5	In <sup>10</sup>	Out <sup>10</sup>		_						_		i											1		
							Total 7	In <sup>10</sup> 5	Out <sup>10</sup> 2 0	Total 5		Out <sup>10</sup> 2 0	Total	_	Out <sup>10</sup>				Total	In <sup>10</sup>		i											1		In <sup>10</sup> Out <sup>10</sup>
RESIDENTIAL / HOTEL	Total 7	In <sup>10</sup>				Out <sup>10</sup>	7	5	2	5	2	Out <sup>10</sup> 2 0 5	Total	_	Out <sup>10</sup>				Total	In <sup>10</sup>		i	In <sup>10</sup>	Out <sup>10</sup>		In <sup>10</sup>	Out <sup>10</sup>	Total 3					1		In <sup>10</sup> Out <sup>10</sup>

Site #1

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 PER	SON TRIPS	167	497	308	443

Site #2

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>5</sup>	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 <sup>2</sup>	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)							1	TOTAL PER	SON TRIPS	99	562	638	718

Site #0	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	nated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>8a</sup>	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 <sup>2</sup>	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 <sup>4</sup>	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 PER	SON TRIPS	156	479	310	551

	ite	

GRO II-4	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Units Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 TRI			SON TRIPS	181	541	336	482

#### Site #5

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 TRIP			SON TRIPS	99	323	206	390

#### Site #6

Site #0													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	S Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 TR				251	885	545	1,066

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	nated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 <sup>6,7</sup>	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					12.0%   15.0%   14.0%   15.0%			SON TRIPS	174	750	414	840

Site #8

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 TRI				149	786	898	1,004

Site #9

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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)	68 350					TOTAL PERSON TRI				213	1,139	1,300	1,455

Site #10

Site #10													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>5</sup>	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 TR			SON TRIPS	976	3,495	3,486	2,985

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Units Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 TRI				208	871	501	1,044

Site #12

Site #12	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Units Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 TRI			SON TRIPS	136	716	818	914

Site #13

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Units Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 TR				162	858	980	1,096

Site #14

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 T				320	1,132	697	1,363

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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./19						٦	TOTAL PER	SON TRIPS	211	882	507	1,058

Site #16

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	Hour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	250	1,048	602	1,256

Site #17													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)								TOTAL PER	SON TRIPS	207	871	500	1,044

	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Spaces Po	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>8a</sup>	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 <sup>8b</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	223	939	537	1,116

Site #19

Site #19													
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>8a</sup>	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 <sup>4</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	275	995	600	1,149

	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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						1	TOTAL PER	SON TRIPS	196	583	362	520

Site #21

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>8a</sup>	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 <sup>5</sup>	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 <sup>3</sup>	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 QNN						•	TOTAL PER	SON TRIPS	937	2,817	2,799	2,249

Site #22

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak I	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	113	647	733	825

Site #23				1						ı			
	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	oral Distribu	tion (Peak I	Hour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	145	677	783	866

#### Site #24

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	206	664	425	802

#### Site #25

	Size 1	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	etics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 15N						1	TOTAL PER	SON TRIPS	107	345	221	416

#### Site #26

	Size <sup>1</sup>	No. of	No. of	Weekday Daily	Saturday Daily	Tempo	ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Person Trip Rate	Person Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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						1	TOTAL PER	SON TRIPS	210	438	349	538

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

*** *** *** *** *** *** *** *** *** **	Site #1							Estima	ed Mode S	plit (AM, Pl	M, SAT)					Es	timated Mo	de Split (N	ID)						Estin	nated Veh	nicle-Trip G	eneration (	Characteris	tics <sup>9</sup>			
Mathematical part		Esti	mated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Peal	k Hour	Weekday	Midday F	Peak Hour	Weeko	day PM Pea	k Hour	Saturday	Midday Pe	eak Hour
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<table-container>image ligate light light</table-container>	Boutique Retail <sup>4</sup>	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
Taking triangle should be taking triangle	Pass-by/Linked Trip Reduction 3 =																					0	0	0	3	2	2	2	1	1	4	2	2
Negligible 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1																						2	1	1	9	5	5	5	2	2	11	6	5
Name and the series of the se	Office/Commercial <sup>5</sup>	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
+ 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1																						25	23	2	18	8	10	31	4	28	13	8	6
<table-container>The conting the conting and t</table-container>	Site #2							Estima	ed Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	ID)														=
	Land Use					Auto	Tavi	Subway	Pailroad	Rus	Walk	Other	Total	Auto	Tavi	Subway	Railroad	Rus	Walk	Other	Total	Weekd	ay AM Peal	k Hour	Weekday	Midday F	Peak Hour	Weeko	day PM Pea	k Hour	Saturday	Midday Pe	ak Hour
	Edite Ooc		Weekday Midday Peak Hour			Auto	TUXI	oubmuy	rtuiii ouu	Dus	· · ·	Other	Total	Auto	Tuxi	Gubinay	rtuiii ouu	Duo	- Tunk	Ounci	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
$\begin{tabular}{ l } Simple fragment $		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%						ļ	ļ					
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Proof-books	Residential *	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%												
The contact of the						]																9	1	7	65	33	33	72	38	34	83	47	36
Mathematical Continue of Con	Site #3							Estima	ed Mode S	plit (AM, P	M, SAT)	1				Es	timated Mo	de Split (N	ID)														
Mathematical part of the content o	Land Use			1	1	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	% 83.0% 0 % 75.0% 0  HI (MD) % 35.0% 0 % 75.0% 0 % 75.0% 0 % 83.0% 0  HI (MD) S Walk O  % 75.0% 0 % 75.0% 0 % 75.0% 0 % 83.0% 0		Total	Weekd	ay AM Peal	k Hour	Weekday	Midday F	Peak Hour	Weeko	day PM Pea	k Hour	Saturday	Midday Pe	ak Hour
*** *** *** *** *** *** *** *** *** **																						Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Part	Community Facility/Institutional 8s	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
Part	Boutique Retail <sup>4</sup>	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
A   A   A   A   A   A   A   A   A																						0	0	0	3	2	2	2	1	1	4	2	2
Coloradia	Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																						1		10		5						
Substitute   Sub	Residential <sup>2</sup>	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
Hand the interpretation of the control of the contr																						12	5	7	16	8	8	16	8	8	18	10	8
Hand the lease of	Site #4							Estima	ed Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	ID)						Estin	nated Veh	nicle-Trip G	eneration (	Characteris	tics <sup>2</sup>			
Medicity Alfayor   Medicity Al		Esti	mated Person-Trip G	Seneration Characteri	stics																	Weekd	ay AM Peal	k Hour	Weekday	Midday F	Peak Hour	Weeko	day PM Pea	k Hour	Saturday	Midday Pe	ak Hour
Passylinked Typ Reduction 2 and 1 an	Land Use	Weekday AM Peak Hour				Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Net New Yings Affein Pass-bytink Top Reduction* Reducti	Boutique Retail <sup>4</sup>	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
Reduction   117																						0	0	0	3	2	2	2	1	1	4	2	2
State   Stat																						2	1	1	10	5	5	5	3	3	12	7	5
Sing Sign Sign Sign Sign Sign Sign Sign	Office/Commercial <sup>5</sup>	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
Land Use         Weekday AM Peak Hour         Weekday Mad Peak Hour         Weekday Mad Peak Hour         Austral Medium         Austral Medium         Submey Rallows         Austral Medium         Control Medium         Austral Medium         Submey Rallows         Austral Medium	Site #5							Estima	ed Mode S	plit (AM, P	M, SAT)	1			1	Es	timated Mo	de Split (M	ID)		1										_		=
Substitution   Weekled Mideral   Weekled Mider	Land Use					Auto	Tavi	Subwey	Pailroad	Rus	Walk	Other	Total	Auto	Tavi	Subwey	Pailroad	Rus	Walk	Other	Total	Weekd	ay AM Peal	k Hour	Weekday	Midday F	Peak Hour	Weeko	day PM Pea	k Hour	Saturday	Midday Pe	ak Hour
Pass-byLink Trip Reduction * 2	Land Use					Auto	Idai	Subway	Kalii oau	Dus	Walk	Other	Total	Auto	Idai	Subway	Kalii Gau	bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Net New Trips After Pass-by/Link Trip Reduction* = 51 25 56 36 120% 2.0% 51.0% 2.0% 11.0% 18.0% 4.0% 100.0% 12.0% 51.0% 2.0% 51.0% 2.0% 11.0% 18.0% 4.0% 100.0% 12.0% 10.0% 18.0% 10.0% 18.0% 10.0% 18.0% 10	Boutique Retail <sup>4</sup>	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
Residential 2 5 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% 12.0% 12.0% 10.0% 4.0% 10.0% 4.0% 10.0% 4.0% 10.0% 4.0% 10.0% 4.0% 10.0%																						0	0	0	2	1	1	1	1	1	3	1	1
																						2	1	1	7	4	4	4	2	2	9	5	
6 1 5 10 5 5 9 5 3 12 7 5	Residential <sup>2</sup>	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

												CTION CO	ONDITIONS	6 - C4-4D	,	•																
Site #6							Estima	ated Mode S	plit (AM, P	M, SAT)			1		Es	stimated M	ode Split (I	MD)						Esti	mated Vel	icle-Trip G	eneration (	Characteris	tics <sup>9</sup>	_		_
	Esti	mated Person-Trip G	Generation Character	ristics																	Weekda	ay AM Pea	k Hour	Weekda	y Midday F	eak Hour	Weeko	day PM Pea	k Hour	Saturda	y Midday I	Peak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					5	2	2	21	10	10	11	5	5	25	14	11
Residential <sup>2</sup>	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					- [		Estima	ated Mode S	plit (AM. P	M. SAT)			ı		Es	stimated M	ode Split (	MD)						Esti	mated Vel	icle-Trip G	eneration (	Characteris	tics <sup>9</sup>			
	Esti	mated Person-Trip G	Seneration Character	ristics																	Weekda	ay AM Pea	k Hour	Weekda	y Midday F	eak Hour	Weeko	day PM Pea	k Hour	Saturda	y Midday I	Peak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					4	2	2	17	8	8	8	4	4	20	11	9
Office/Commercial <sup>5</sup>	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							Estima	ated Mode S	plit (AM. P	M. SAT)			1		Es	stimated M	ode Split (I	MD)						Esti	mated Vel	icle-Trip G	eneration (	Characteris	tics <sup>9</sup>			
	Esti	mated Person-Trip G	Generation Character	ristics																	Weekda	ay AM Pea	k Hour	Weekda	y Midday F	eak Hour	Weeko	day PM Pea	ık Hour	Saturda	y Midday I	Peak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	84	42	42	87	44	44	107	60	46
Residential <sup>2</sup>	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	Esti	mated Person-Trip G	Seneration Character	ristics			Estima	ated Mode S	plit (AM, P	M, SAT)					Es	stimated M	ode Split (I	MD)			Weekda	ay AM Pea	ak Hour		mated Vel y Midday F	icle-Trip Go eak Hour		Characteris day PM Pea		Saturda	y Midday I	Peak Hour
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	41	20	20	42	21	21	52	26	26
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	122	61	61	126	63	63	155	88	67
			+	+																					1						1	+

Site #10							Estima	ted Mode S	plit (AM, P	M, SAT)					Est	timated Mo	ode Split (M	ID)						Estir	nated Veh	icle-Trip G	eneration C	haracteris	tics <sup>9</sup>			
	Estin	nated Person-Trip G	eneration Characteri	stics																	Weekd	lay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	y Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>3</sup> =																					0	0	0	270	135	135	278	139	139	341	193	148
Office/Commercial <sup>5</sup>	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
i																				[	209	201	8	350	166	184	522	151	371	364	207	157

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

5 20 14

19 3 16 132 66 66 147 77

6 13 6 6 69 168 94 74

213

107

234

Site #11							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (N	ID)						Estin	nated Veh	icle-Trip G	eneration C	haracteris	tics <sup>3</sup>			$\neg$
	Estir	nated Person-Trip G	eneration Characteri	istics																	Weekd	ay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	lay PM Pea	k Hour	Saturday	Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
Residential <sup>2</sup>	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							Estimat	ed Mode S	plit (AM, PI	M, SAT)					Es	timated Mo	de Split (N	MD)						Estir	nated Veh	icle-Trip G	eneration C	haracteris	tics <sup>9</sup>			=
	Estin	nated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday Pe	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	77	38	38	79	40	40	97	55	42
Residential <sup>2</sup>	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
																							ı	1 1			1 1					$\overline{}$
																					12	2	10	83	41	41	92	49	44	105	59	46

Site #13							Estimat	ed Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Esti	mated Veh	icle-Trip G	eneration (	haracteris	tics <sup>2</sup>			
	Estir	mated Person-Trip G	eneration Characteri	stics																	Weekd	lay AM Pea	ak Hour	Weekda	Midday F	eak Hour	Weeko	lay PM Pea	k Hour	Saturda	y Midday Pea	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	31	15	15	32	16	16	39	19	19
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	92	46	46	95	48	48	117	66	51
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (M	1D)						Esti	nated Veh	icle-Trip G	eneration C	haracteris	tics <sup>2</sup>			
	Estin	nated Person-Trip G	Seneration Characteri	stics																	Weekd	lay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	lay PM Pea	k Hour	Saturda	Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					6	3	3	27	13	13	13	7	7	32	18	14
Residential <sup>2</sup>	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							Estima	ted Mode S	Split (AM, P	M. SAT)					Es	timated Me	ode Split (N	MD)						Esti	mated Veh	icle-Trip G	eneration (	Characteris	tics <sup>2</sup>			
	Estir	nated Person-Trip G	eneration Characteris	stics																	Weekd	ay AM Pea	k Hour		Midday P			lay PM Pea		Saturday	Midday Pe	aak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
Residential <sup>2</sup>	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							Estimat	ed Mode S	plit (AM, PI	M, SAT)					Es	timated Mo	de Split (N	MD)						Esti	nated Veh	nicle-Trip G	eneration (	Characteris	tics <sup>2</sup>			$\neg$
	Estin	mated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Pea	ak Hour	Weekday	Midday F	eak Hour	Week	lay PM Pea	ık Hour	Saturda	y Midday Peak H	lour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup> Or	ut <sup>10</sup>
Boutique Retail <sup>4</sup>	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%	9	3	3	34	17	17	17	9	9	40	22 1	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 <sup>3</sup> =																					6	3	3	25	13	13	13	6	6	30	17 1	13
Residential <sup>2</sup>	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 1	16

Site #17							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (I	MD)						Esti	imated Ve	hicle-Trip G	eneration (	haracteris	stics <sup>9</sup>			
	Esti	mated Person-Trip G	Seneration Character	istics																	Weekd	ay AM Pe	ak Hour	Weekda	y Midday	Peak Hour	Weeko	lay PM Pea	ak Hour	Saturda	y Midday Peak	k Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
Residential <sup>2</sup>	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					_		Estima	ted Mode S	olit (AM. P	M. SAT)					Es	stimated Mo	ode Split (f	MD)						Esti	imated Ve	hicle-Trip G	eneration (	haracteris	stics <sup>9</sup>			
	Esti	mated Person-Trip G	Seneration Character	istics																	Weekd	ay AM Pe	ak Hour	1	y Midday			lay PM Pea		Saturda	y Midday Peak	k Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	6	3	3	3	2	2	8	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					4	2	2	19	9	9	10	5	5	23	13	10
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Me	ode Split (N	MD)						Esti	mated Vel	nicle-Trip G	eneration (	haracteris	tics <sup>9</sup>			
	Estin	nated Person-Trip G	eneration Characteri	stics																	Weeko	ay AM Pea	k Hour	Weekday	Midday F	Peak Hour	Weeko	lay PM Pea	k Hour	Saturday	y Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					5	2	2	22	11	11	11	6	6	27	15	12
Community Facility/Institutional 8s	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 85	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 <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Esti	mated Veh	icle-Trip G	eneration C	haracterist	tics <sup>9</sup>			
	Estir	mated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Pea	k Hour	Weekda	y Midday F	eak Hour	Weekd	ay PM Peal	k Hour	Saturday	Midday Pe	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 86	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 <sup>4</sup>	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 <sup>3</sup> =																					5	2	2	22	11	11	11	6	6	27	15	12
Residential <sup>2</sup>	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							Estimat	ed Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (N	MD)						Estir	mated Veh	icle-Trip G	eneration C	haracteris	tics <sup>2</sup>			
	Estin	mated Person-Trip G	Seneration Characteri	stics																	Weekd	ay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					2	1	1	11	5	5	5	3	3	13	7	6
Office/Commercial <sup>5</sup>	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

Site #21							Estimat	ed Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	ID)						Estin	nated Veh	icle-Trip G	eneration C	haracteris	tics <sup>9</sup>			
	Estin	nated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Peal	Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 86	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 <sup>5</sup>	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 <sup>3</sup> =																					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							Estimal	ted Mode S	Split (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Esti	mated Veh	icle-Trip G	eneration C	haracterist	ics <sup>9</sup>			
	Estin	mated Person-Trip Ge	eneration Characteris	stics																	Weekd	lay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	lay PM Peak	k Hour	Saturday	Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	70	35	35	72	36	36	88	50	38
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (N	MD)						Estir	mated Vel	icle-Trip G	eneration C	Characteris	tics <sup>2</sup>			=
	Estir	mated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Pea	k Hour	Weekday	Midday F	eak Hour	Weekd	lay PM Pea	k Hour	Saturda	Midday Peal	k Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	72	36	36	74	37	37	91	51	39
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Esti	mated Veh	icle-Trip G	eneration C	haracterist	tics <sup>2</sup>			
	Estir	mated Person-Trip Ge	eneration Characteri	stics																	Weekd	ay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	lay PM Peak	k Hour	Saturday	Midday F	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					3	2	2	15	8	8	8	4	4	18	10	8
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Esti	imated Vel	nicle-Trip (	eneration	Characteris	itics2		
	Estir	mated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Pea	k Hour	Weekda	y Midday I	Peak Hour	Week	day PM Pea	ık Hour	Saturda	y Midday Peak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup> Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					2	1	1	8	4	4	4	2	2	10	5 4
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	stimated Mo	ode Split (N	MD)						Esti	imated Veh	nicle-Trip (	eneration (	Characteris	stics <sup>9</sup>			
	Esti	mated Person-Trip G	eneration Characteri	istics																	Weekd	ay AM Pea	k Hour	Weekda	y Midday F	Peak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					2	1	1	9	5	5	5	2	2	11	6	5
Residential <sup>2</sup>	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					-															1	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 = Specially retail modal split assumptions from Collearum Redivelopment EIS, (1997); Railread usage rate based on UAI assumption.

  2 = Specially retail modal split assumptions from Collearum Redivelopment EIS, (1997); Railread usage rate based on UAI assumption.

  4 = Bostrique retail modal split assumptions from Hurters Point Subdistrict Rezoning Environmental Assessment Statement (2004).

  5 = Office-Commencial modal split assumptions from Hurters Point Subdistrict Rezoning Environmental Assessment Statement (2004).

  5 = Office-Commencial modal split assed on Census 2000 Reverse Journey-VerVork data for AMP, PM and Stat and not Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.

  6 = Hotel modal split based on Attentit Variat Avera EIS (2006).

  7 = A spe DCP, 1/2 total Community Facility floor rate assumed to be similar to recreation center.

  7 = A spe DCP, 1/2 total Community Facility floor rate assumed to be similar to office. Modal split toom Census 2000 Reverse Journey-VerVork data for AM, PM and Stat RD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.

  9 = Veribide Conceptory-Verdor Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.

  9 = Veribide Conceptory-Verdor Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.

  9 = Veribide Conceptory-Verdor Manhattanville in West Harlem Rezoning in Academic Mixed-Use Development for MD.

  9 = Veribide Conceptory-Verdor Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.

  10 = Directional Split (In/WOut's): Residential (1865), MD (5050), PM (7030) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1976), Saturday (5050) Atlantic Yards Arena EIS (2006), Specialty Retail AM (5050), MD (5050), PM (7030) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1976), Saturday (5050) Atlantic Yards Arena EIS

Site #1					No	O ACTION	VEHICLE TE	RIPS									Α	CTION VE	HICLE TRIF	PS					ı				INCREME	NTAL VEHI	CLE TRIPS	- ACTION				
	Week	ay AM Pe	k Hour	Weekd	lay Midday I			day PM Pe	ak Hour	Saturda	y Midday P	eak Hour	Weekd	ay AM Pea	k Hour	Weekda	y Midday P				ak Hour	Saturday	Midday Pe	eak Hour	Weekd	lay AM Pea	ık Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	y Midday Pr	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					N	O ACTION	VEHICLE TF	RIPS									A	CTION VE	HICLE TRIF	PS									INCREME	NTAL VEHI	CLE TRIPS	- ACTION				
	Week	ay AM Pe	ak Hour	Weekd	lay Midday I	Peak Hour	Weeko	day PM Pe	ak Hour	Saturda	y Midday P	eak Hour	Weekd	ay AM Pea	k Hour	Weekda	y Midday P	eak Hour	Weeko	lay PM Pea	ak Hour	Saturday	Midday Pe	eak Hour	Weekd	lay AM Pea	ık Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	y Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					N	O ACTION	VEHICLE TF	RIPS									A	CTION VE	HICLE TRIF	PS									INCREME	NTAL VEHI	CLE TRIPS	- ACTION				
Land He-	Week	ay AM Pe	k Hour	Weekd	lay Midday I	Peak Hour	Weeko	day PM Pe	ak Hour	Saturda	y Midday P	eak Hour	Weekd	ay AM Pea	k Hour	Weekda	y Midday P	eak Hour	Weeko	day PM Pea	ak Hour	Saturday	Midday Pe	eak Hour	Weekd	lay AM Pea	ık Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	y Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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										1								Configura   Total   In Pro																		
Land Use	Week	ay AM Pe	k Hour	Weekd	lay Midday I	Peak Hour	Weeko	day PM Pe	ak Hour	Saturda	y Midday P	eak Hour	Weekd	ay AM Pea	k Hour	Weekda	y Midday P	eak Hour	Weeko	iay PM Pea	ak Hour	Saturday	Midday Pe	eak Hour	Weekd	lay AM Pea	ik Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Peal	k Hour	Saturday	y Midday Pe	eak Hour
	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					-									_					
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				1						1												l														
Land Use	Week	lay AM Pe	Out <sup>10</sup>	Weekd	lay Midday I	Peak Hour Out <sup>10</sup>	Total	In <sup>10</sup>		Saturda	y Midday P In <sup>10</sup>		Weekd	ay AM Pea		Weekda	y Midday Pe						-									<u> </u>			1 1	I
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	0		1	1	1	2	2	1	2	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					NO	O ACTION	VEHICLE TE	RIPS	<u>'</u>								A	CTION VE	HICLE TRIF	PS									INCREME	NTAL VEHI	CLE TRIPS	- ACTION				
	Week	ay AM Pe	ık Hour	Weekd	lay Midday I	Peak Hour	Weeko	day PM Pe	ak Hour	Saturda	y Midday P	eak Hour	Weekd	ay AM Pea	k Hour	Weekda	y Midday P	eak Hour	Weeko	day PM Pea	ak Hour	Saturday	Midday Pe	eak Hour	Weekd	lay AM Pea	ık Hour	Weekday	Midday P	eak Hour	Weeko	ay PM Pea	k Hour	Saturday	y Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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				1																																
Land Use					i i				T											1	1		-			_			-							1
	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>		In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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																	1		
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
							<u> </u>																													
Total Site Vehicle Trips	2	The content with the																																		

Cir. #0					NO.	ACTION	VEHICLE TE	ine										CTION VEH	ICI E TDID					-					INCREME	NTAL VEHI	CI E TDIO	- ACTION				
Site #8	Weekr	day AM Pea	k Hour	Weekday	Midday P			lay PM Pea	k Hour	Saturda	/ Midday F	eak Hour	Weekd	ay AM Pea	k Hour	Weekday	/ Midday P			y PM Peak	Hour	Saturday I	Middav Pe	ak Hour	Weekda	ay AM Pea	k Hour		Midday P			lay PM Pea		Saturda	y Midday	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	ACTION	VEHICLE TE	IIPS									A	CTION VEH	ICLE TRIP	S									INCREME	NTAL VEHI	CLE TRIP	S - ACTION	ı			
Land Use	Week	day AM Pea	k Hour	Weekday	Midday P	Peak Hour	Weeko	ay PM Pea	k Hour	Saturda	Midday F	eak Hour	Weekd	ay AM Pea	k Hour	Weekday	/ Midday P	ak Hour	Weekda	y PM Peak	Hour	Saturday I	Midday Pe	ak Hour	Weekda	ay AM Pea	k Hour	Weekday	Midday P	Peak Hour	Weeko	lay PM Pea	ak Hour	Saturda	y Midday	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION	VEHICLE TF	tIPS									A	CTION VEH	ICLE TRIP	S				1					INCREME	NTAL VEHI	CLE TRIPS	S - ACTION				
	Week	iay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weeko	lay PM Pea	k Hour	Saturday	Midday F	eak Hour	Weekd	ay AM Pea	k Hour	Weekday	/ Midday P	ak Hour	Weekda	y PM Peak	Hour	Saturday I	Midday Pe	ak Hour	Weekda	ay AM Pea	k Hour	Weekday	Midday P	Peak Hour	Weeko	lay PM Pea	ak Hour	Saturda	y Midday	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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
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					NO	ACTION	VEHICLE TF	tIPS									A	CTION VEH	ICLE TRIP	S				1					INCREME	NTAL VEHI	CLE TRIPS	S - ACTION				
	Week	day AM Pea	k Hour	Weekday	Midday P	Peak Hour	Weeko	lay PM Pea	k Hour	Saturda	Midday F	eak Hour	Weekd	ay AM Pea	k Hour	Weekday	/ Midday Po	ak Hour	Weekda	y PM Peak	Hour	Saturday I	Midday Pe	ak Hour	Weekda	ay AM Pea	k Hour	Weekday	Midday P	Peak Hour	Weeko	lay PM Pea	ak Hour	Saturda	y Midday	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
RESIDENTIAL / HOTEL			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
	0	0								0										-	0	0	0	0	-2	-2	0	-1	0	-1					0	0
OFFICE / MANUFACTURING	2	2	0	1	0	1	3	0	3	U	0	0	0	0	0	0	0	0	0	0						0					-3	0	-3	0		
OFFICE / MANUFACTURING RETAIL / COMM FAC		-	0	1	9	9	9	4	4	21	12	9	<i>0</i> 5	2	2	0 21	11	11	11	5	5	25	14	11	1	0	0	4	2	2	-3	1	-3 1	4	3	2
	2	2		1 17			ļ														7	25 29	14	11	5	-1	6	6	3	2				_	-	4
RETAIL / COMM FAC  Total Site Vehicle Trips	2	2	2		9	9	9	4	4	21	12	9	5	2	2	21	11	11	11	5								6	3	3	2	6	0	4	3	
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12	4	2	2	18	9	9 9 D ACTION	9 11	4	7	21	12	9	5	2	8	21	11	11 12 CTION VEH	11 17 ICLE TRIP	5	7		16	13	5		6	6	3	3 ENTAL VEHI	6 CLE TRIPS	6	0	9	3	4
RETAIL / COMM FAC  Total Site Vehicle Trips	4	2 2	2	18	9 9 NO	9 9 D ACTION	9 11	4 4 RIPS	7	21	12	9	5	3	8	21	11 12 A	11 12 CTION VEH	11 17 ICLE TRIP	5 10	7	29	16	13	5	-1	6	6	3 INCREME	3 ENTAL VEHI	6 CLE TRIPS	1 6 S - ACTION	0	9	3	4
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12	2 4 6	2 2 4	2 2 k Hour	18 Weekday	9 9 NO Midday P	9 9 ACTION 1	9 11 VEHICLE TF	4  4  tiPS  ay PM Pea	4 7 k Hour	21 21 Saturda	12 12 / Midday F	9 9 Peak Hour	5 11 Weekd	2 3 ay AM Pea	8 k Hour	24 Weekday	11 12 A / Midday Po	11 12 CTION VEH	11 17 ICLE TRIP	5 10 S sy PM Peak	7 Hour	29 Saturday I	16 Midday Pe	13 ak Hour	5 Weekda	-1 ay AM Pea	6 k Hour	6 Weekday	3 INCREME Midday P	3 ENTAL VEHI	6 CLE TRIP	6 6 - ACTION	0 ak Hour	9 Saturda	3 5 sy Midday	4 Peak Hour
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use	2 4 6 Weeko	2 2 4 4 In 10	2 2 k Hour	18 Weekday Total	9 9 NO Midday P	9 9 O ACTION 1 Peak Hour Out <sup>10</sup>	9 11 VEHICLE TF Weekc	4 4 tiPS lay PM Pea	4 7 sk Hour Out <sup>10</sup>	21 21 Saturday	12 12 r Midday F	9 9 Peak Hour Out <sup>10</sup>	5 11 Weekd	3 3 ay AM Pea	8 k Hour Out <sup>10</sup>	24  Weekday Total	11  12  A Midday Political Initial	11  12  CTION VEH ak Hour  Out <sup>10</sup>	11 17 ICLE TRIP Weekda	5 10 S suy PM Peak	7 Hour	29 Saturday I	16 Midday Pe In <sup>10</sup>	13 ak Hour	5 Weekda	-1 ay AM Pea In <sup>10</sup>	6 k Hour	6 Weekday Total	3 INCREME Midday P	3 Peak Hour Out <sup>10</sup>	2 6 CLE TRIP: Weeko	6 6 - ACTION lay PM Pea	0 Out <sup>10</sup>	9 Saturda Total	5 Say Midday	4 Peak Hour
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL	2 4 6 Weeko	2 2 4 day AM Pea	2 2 k Hour Out <sup>10</sup> 0	18 Weekday Total	9 9 NC Midday P In 10	9 9 ACTION Peak Hour Out <sup>10</sup> 0	9 11 VEHICLE TF Weeko Total 0	4 4 4 AttiPS lay PM Pea	4 7 sk Hour Out <sup>10</sup> 0	21 21 Saturday Total 0	12 12 12 11 12 11 11 11 11 11 10 11	9 9 Peak Hour Out <sup>10</sup> 0	5 11 Weekd: Total 12	3  ay AM Pea	8 k Hour Out <sup>10</sup>	24  Weekday  Total  6	11  12  A  / Midday Po	11  12  CTION VEH ak Hour  Out 10	11 17 ICLE TRIP Weekda Total 13	5  10  S  S  In <sup>10</sup> 9	7 Hour Out <sup>10</sup>	29 Saturday I Total 8	16 Midday Pe In <sup>10</sup> 4	13 ak Hour Out <sup>10</sup> 4	5 Weekda Total	-1 In <sup>10</sup>	6 k Hour Out <sup>10</sup>	6 Weekday Total	3 INCREME  Midday P In <sup>10</sup> 3	3 Peak Hour Out <sup>10</sup> 3	2 6 CLE TRIPS Weeko Total 13	6 6 - ACTION lay PM Pea	0 0 dak Hour Out <sup>10</sup> 4	9 Saturda Total 8	5 sy Midday In <sup>10</sup> 4	4 Peak Hour Out <sup>10</sup> 4
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	2 4 6 Weeko Total 0	2 2 4 4 siay AM Pea	2  k Hour  Out <sup>10</sup> 0	Weekday Total 0	9  NO Midday P  In 10  0	9 9 9 O ACTION 1 Out <sup>10</sup> 0	9 11 WEHICLE TF Weekc Total 0 0	4  4  4  RIPS  lay PM Pea  In 10  0	4 7 8k Hour Out <sup>10</sup> 0	21 21 Saturday Total 0	12 12 10 11 11 11 12 11 10 10 10 10 10	9 Peak Hour Out <sup>10</sup> 0	5 11 Weekd: Total 12 0	3  3  In <sup>10</sup> 2  0	8 k Hour Out <sup>10</sup> 10	24  Weekday  Total  6  0	11  12  A  Midday Pr  In <sup>10</sup> 3  0	11  12  ETION VEH ak Hour  Out 10  3	11 17 ICLE TRIP Weekda Total 13 0	5  10  S  sy PM Peak In <sup>10</sup> 9	7 Hour Out <sup>10</sup> 4	Saturday I Total 8	Midday Pe	13  ak Hour  Out <sup>10</sup> 4	5 Weekda	-1 In 10 2	6 k Hour Out <sup>10</sup> 10	Weekday Total 6	3 INCREME  Midday P In <sup>10</sup> 3 0	3  ENTAL VEHI Peak Hour Out <sup>10</sup> 3	2 6 CLE TRIP! Weeko Total 13	6 S - ACTION lay PM Pea In 10 9 0	0 Out 10 Out 10 O	9 Saturda Total 8 0	5  y Midday  In <sup>10</sup> 4  0	4  Out 10  4  0
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	2 4 6 Weeko	2 2 4 4 In 10 0 0 0 3	2  k Hour  Out 10  0  3	Weekday Total 0 0 27	9  NO  Midday P  In 10  0  0  14	9 9 9 O ACTION 1 Out 10 0 14	9 11 WEHICLE TF Weekc Total 0 0 14	4 4 4 4 In 10 0 0 7	4 7 k Hour Out 10 0 7	21  21  Saturday  Total  0  0  33	12 12 12 10 11 11 12 11 11 11 11 11 11 11 11 11 11	9 9 Peak Hour Out <sup>10</sup> 0 14	5 11 Weekd: Total 12 0 0	2 3 ay AM Pea in <sup>10</sup> 2 0	8 k Hour Out**0 10 0	24  Weekday  Total  6  0  77	11 12 A Midday Po In 10 3 0 38 41	11  12  CTION VEH ak Hour  Out 10  3  0  38	11 17 IGLE TRIP Weekda Total 13 0 79 92	5 10 SS sy PM Peaks In 10 9 0 40 49	7 Hour Out <sup>10</sup> 4 0 40	29 Saturday I Total 8 0 97	16 Midday Pe In <sup>10</sup> 4 0 55	13 ak Hour Out <sup>10</sup> 4 0 42	5 Weekd: Total 12 0 -6	-1 In <sup>10</sup> 2 0 -3	6 k Hour Out <sup>10</sup> 10 0 -3	Weekday Total 6 0 49	3 INCREME Midday P In <sup>10</sup> 3 0 25	3 ENTAL VEHI Peak Hour Out <sup>10</sup> 3 0 25	2 6 CLE TRIP: Weeko Total 13 0 65	1 6 S - ACTION lay PM Pea In 10 9 0 33	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Saturda Total 8 0 65	3 5 y Midday In <sup>10</sup> 4 0 37	Peak Hour Out 100 4 0 28
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #13	2 4 6 Weeke Total 0 0 6 6	2 2 4 4 In 10 0 0 0 3	2  k Hour  Out 10  0  3  3	Weekday Total 0 0 27	9  NO  Midday P  In 10  0  0  14	9 9 9 O ACTION 1 Out 10 0 0 14 14	9 11 VEHICLE TF Weekc Total 0 0 14 14	4 4 4 4 In 10 0 0 7	4 7 7 8k Hour Out 10 0 0 7 7 7	21  21  Saturday  Total  0  0  33  33	12 12 12 10 11 11 12 11 11 11 11 11 11 11 11 11 11	9 9 9 Veak Hour Out <sup>10</sup> 0 0 14	5 11 Weekd: Total 12 0 0 12	2 3 ay AM Pea in <sup>10</sup> 2 0	2 8 k Hour Out*0 10 0	21  24  Weekday  Total  6  0  77	11 12 A Midday Po In 10 3 0 38 41	11 12 ETION VEH ak Hour Out 10 3 0 38 41	11 17 Weekda Total 13 0 79 92	5 10 SS sy PM Peaks In 10 9 0 40 49	7 Hour Out <sup>10</sup> 4 0 40 44	29 Saturday I Total 8 0 97	16 Midday Pe In <sup>10</sup> 4 0 55 59	13 ak Hour Out <sup>10</sup> 4 0 42	5 Weekd: Total 12 0 -6 6	-1 In <sup>10</sup> 2 0 -3	6 k Hour Out <sup>10</sup> 10 0 -3	Weekday Total 6 0 49	3 INCREME Midday P In <sup>10</sup> 3 0 25	3  Pental VEHI  Out 10  3  0  25  28	2 6 CLE TRIP: Weekc Total 13 0 65 78	1 6 S - ACTION lay PM Pea In 10 9 0 33	1 0 0 ak Hour Out 10 0 33 37	9 Saturda Total 8 0 65	3 5 y Midday In <sup>10</sup> 4 0 37	4  Peak Hour  Out **  4  0  28
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	2 4 6 Weeke Total 0 0 6 6	2 2 4 4 In 10 0 0 3 3 3	2  k Hour  Out 10  0  3  3	Weekday Total 0 0 27	9 9 NG Midday P In 10 0 0 14 14	9 9 9 O ACTION 1 Out 10 0 0 14 14	9 11 VEHICLE TF Weekc Total 0 0 14 14	4 4 4 4 In 19 0 0 7 7	4 7 7 8k Hour Out 10 0 0 7 7 7	21  21  Saturday  Total  0  0  33  33	12 12 12 10 11 10 10 10 10 18 18	9 9 9 Veak Hour Out <sup>10</sup> 0 0 14	5 11 Weekd: Total 12 0 0 12	2 3 ay AM Pea In <sup>10</sup> 2 0 0	2 8 k Hour Out*0 10 0	21  24  Weekday  Total  6  0  77	11 12 A A / Midday Po In 10 3 0 38 41	11 12 ETION VEH ak Hour Out 10 3 0 38 41	11 17 Weekda Total 13 0 79 92	5 10 S S In 10 9 0 40 49	7 Hour Out <sup>10</sup> 4 0 40 44	29 Saturday I Total 8 0 97 105	16 Midday Pe In <sup>10</sup> 4 0 55 59	13 ak Hour Out <sup>10</sup> 4 0 42	5 Weekd: Total 12 0 -6 6	-1 In 10 2 0 -3	6 k Hour Out <sup>10</sup> 10 0 -3	Weekday Total 6 0 49	3 INCREME Midday P In <sup>10</sup> 3 0 25 28	3  Pental VEHI  Out 10  3  0  25  28	2 6 CLE TRIP: Weekc Total 13 0 65 78	1 6 S - ACTION lay PM Pec In 10 9 0 33 42	1 0 0 ak Hour Out 10 0 33 37	9 Saturda Total 8 0 65	3 5 5 19 Midday In 10 0 37 41	4  Peak Hour  Out **  4  0  28
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #13	2 4 6 Weeko 0 6 6 Weeko	2 2 4 4 In 10 0 0 3 3	2  k Hour  Out 10  0  3  3  k Hour	Weekday Total 0 0 27 27	9 9 9 NC Midday P In <sup>10</sup> 0 0 14 14 NC NC Midday P	9 9 9 ACTION 1 Peak Hour 0 0 14 14 14 20 ACTION 0	9 11 VEHICLE TF Weekc Total 0 0 14 14 VEHICLE TF Weekc	4  4  4  4  Info  0  7  7  tilps  lay PM Pea	7  ik Hour  Out¹0  0  7  7	21  21  Saturday  Total  0  0  33  33	12 12 12 11 12 11 10 10 10 11 18 18	9 9 Peak Hour Out <sup>10</sup> 0 0 14 14	5 11 Weekd: Total 12 0 12 Weekd:	3 In 10 2 0 0 2	2 8 k Hour Out*0 0 0 10 k Hour	24  Weekday Total 6 0 77 83	11 12 12 AA / Midday Po 10 3 0 38 41 AA / Midday Po 10 10 10 10 10 10 10 10 10 10 10 10 10	11 12 2 TION VEH ak Hour Out 10 3 8 41 2 TION VEH ak Hour	11 17 IGLE TRIP Weekd: Total 13 0 79 92 IGLE TRIP Weekd:	5  10  S  S  In 10  9  0  40  49  S  S  S  S  S  S  S  S  S  S  S  S  S	7 Hour Out <sup>10</sup> 4 0 40 44 Hour	Saturday I  Total  8  0  97  105	Midday Pe In <sup>10</sup> 4 0 55 59	ak Hour Out <sup>10</sup> 4 0 42 46	Weekda Total 12 0 -6 6	-1 In 10 2 0 -3 -1	6 k Hour Out 10 0 -3 7	Weekday Total 6 0 49 55	3 INCREME Midday P In 10 3 0 25 28 INCREME Midday P	3 Pental vehi Peak Hour Out <sup>10</sup> 3 0 25 28 Pental vehi	2 6 CLE TRIP: Weekc Total 13 0 65 78 CLE TRIP: Weekc	1 6 S - ACTION lay PM Pec In 10 9 0 33 42 S - ACTION lay PM Pec	1 0 0 ak Hour Out 10 4 0 33 37	Saturda	5  Sy Midday  In 10  4  0  37  41	4 Out 10 28 32
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #13  Land Use	2 4 6 Weeke Total 0 6 Weeke Total Total	2 2 4 4 In 19 0 0 3 3 In 19	2 2 2 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Weekday Total 0 0 27 27	9  NC  Midday P  In 10  0  14  14  NO  Midday P	9 9 O ACTION V Peak Hour Out 10 0 14 14 O ACTION V Peak Hour Out 10 Out 10	9 11 WEHICLE TF Weekc Total 0 0 14 14 14 VEHICLE TF Weekc	4  4  4  In 10  7  7  tips  lay PM Pea	4 7 7 1k Hour Out <sup>10</sup> 0 7 7 1k Hour Out <sup>10</sup>	21 21 Saturda: Total 0 0 33 33 Saturda: Total	12 12 12 11 12 11 12 11 11 11 11 11 11 1	9 9 Peak Hour Out <sup>10</sup> 0 14 14 Peak Hour Out <sup>10</sup>	5 11 Weekd: Total 12 0 0 12 Weekd: Total	2 3 3 In <sup>10</sup> 2 0 0 2 In <sup>10</sup> 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 8 k Hour Out <sup>10</sup> 10 0 10 k Hour Out <sup>10</sup>	24  Weekday Total 6 0 77 83  Weekday	11 12 A A r Midday Pr 13 3 0 38 41 A A r Midday Pr 15 16 17 17 17 17 17 17 17 17 17 17 17 17 17	111  12  CTION VEH ak Hour  Out 10  3  0  38  41  CTION VEH ak Hour  Out 10  Out 10  Out 10	11 17 17 Weekd: Total 13 0 79 92 ICLE TRIP Weekd: Total Total Total 17 17 17 17 17 17 17 17 17 17 17 17 17	5 10 S S sy PM Peak In 10 40 49 S S sy PM Peak In 10 10 10 10 10 10 10 10 10 10 10 10 10	7  Hour Out <sup>10</sup> 4 0 40 44  Hour Out <sup>10</sup>	Saturday I Total  8 0 97 105 Saturday I Total	16 Midday Pe In <sup>10</sup> 4 0 55 59 Midday Pe In <sup>10</sup>	13  ak Hour  Out <sup>10</sup> 4  0  42  46  ak Hour  Out <sup>10</sup>	Weekdi Total 12 0 -6 6 Weekdi Total	-1 In <sup>10</sup> 2 0 -3 -1 In <sup>10</sup>	k Hour Out <sup>10</sup> 10 0 -3 7 k Hour Out <sup>10</sup>	6 Weekday Total 6 0 49 55 Weekday Total	3 INCREME Midday P In <sup>10</sup> 3 0 25 28 INCREME Midday P	3  Pental VEHI  Out <sup>10</sup> 3  0  25  28  ENTAL VEHI  Peak Hour  Out <sup>10</sup>	2 6 CLE TRIP! Weeke Total 13 0 65 78 CLE TRIP! Weeke Total	1 6 S - ACTION Pec	1 0 0 4 4 4 4 0 3 3 3 3 3 7 4 4 4 4 O Ut 10 0	4   9	3 5 19 Midday 1n <sup>10</sup> 4 0 37 41 11 11 11 11 11 11 11 11 11 11 11 11	Peak Hour Out <sup>10</sup> 4 0 28 32 Peak Hour Out <sup>10</sup>
RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #13  Land Use  RESIDENTIAL / HOTEL	2 4 6 Weeko Total 0 0 6 Weeko Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2 2 2 Out <sup>10</sup> 0 3 3 3 Out <sup>10</sup> Out <sup>10</sup>	Weekday Total 0 0 27 27 Weekday Total 0 0	9  NOMidday P  In 10  0  0  14  14  NOM Midday P  In 10  NOM Midday P  In 10  In 10  In 10  In 10  In 10	9 9 0 ACTION 10 0 0 14 14 14 Out 10	9 11 WEHICLE TF Weekc Total 0 0 14 14 VEHICLE TF Weekc Total 0 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4  4  4  4  In 10  0  7  7  7  In 10  0  0  7  0  0  0  0  0  0  0  0  0  0	7 Out <sup>10</sup> 0 7 7 7 Out <sup>10</sup> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 21 Saturday Total 0 0 33 33 Saturday Total 0	12 12 12 17 Midday F 10 0 0 18 18 18 18	9 9 Peak Hour Out <sup>10</sup> 0 14 14  Peak Hour Out <sup>10</sup> 0	5 11 Weekd: Total 12 0 0 12 Weekd: Total 14 14	2 3 3 ay AM Pea In 10 2 0 0 2 2 In 10 2 2 2	2 8 8 10 10 10 10 10 10 10 10 10 10 10 10 10	21  24  Weekday  Total  6  0  77  83  Weekday  Total  7	11 12 A A Midday Po 13 3 38 41 A A Midday Po 15 15 15 15 15 15 15 15 15 15 15 15 15	11 12 12 12 12 12 12 12 12 12 12 12 12 1	11	5 10 S S S S S S S S S S S S S S S S S S	7  Hour  Out <sup>10</sup> 4  0  40  44  Hour  Out <sup>10</sup> 5	Saturday I Total  8 0 97 105  Saturday I Total 10	16 In¹0 In¹0 In¹0 SS In In¹0 In¹0 In¹0 In¹0 In In¹0 In In¹0 In	13  ak Hour  Out 10  4  0  42  46  ak Hour  Out 10  5	Weekdi 12 0 -6 6 Weekdi Total 14	-1 In 10 2 0 -3 -1 In 10 2 In 10 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	6 k Hour Out <sup>10</sup> 10 0 -3 7 k Hour Out <sup>10</sup> 12	6 Weekday Total 6 0 49 55 Weekday Total 7	3 INCREME Midday P In 10 25 28 INCREME MIDDREME In 10 4	3  Pental VEHI Out <sup>10</sup> 3 0 25 28  Pental VEHI Out <sup>10</sup> 4	2  6  CLE TRIP!  Weekc  Total  13  0  65  78  CLE TRIP!  Weekc  Total  15	1 6 6 S - ACTION PM Per	1 0 0 4 4 4 0 0 33 3 37 4 4 4 Hour Out 10 5 5	Saturda	3 5 sy Midday In <sup>10</sup> 4 0 37 41 In <sup>10</sup> In <sup>10</sup> 5	Peak Hour Out 10 28 32 Peak Hour Out 10 5

a: F					N/C	ACTION	VEHICLE TR	NIDC .										CTION VEH	ICI E TOID										INCREM	ENTAL VEH	ICI E TRID	C ACTIO				
Site #14	Wookr	dav AM Pea	ak Hour	Weekday	v Middav P			lav PM Pea	k Hour	Saturda	/ Midday F	Peak Hour	Weekd	ay AM Pea	k Hour	Weekday	/ Midday P			v PM Peak	Hour	Saturday	Midday Pa	ak Hour	Wookd	av AM Pea	ık Hour		v Middav I		1	dav PM Pe		Saturd	av Middav	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	ACTION \	VEHICLE TR	RIPS									A	CTION VEH	ICLE TRIP	S									INCREM	ENTAL VEH	ICLE TRIP	S - ACTIO	N			
Land Use	Weeko	day AM Pea	ak Hour	Weekday	y Midday F	Peak Hour	Weekd	lay PM Pea	k Hour	Saturday	Midday F	Peak Hour	Weekd	ay AM Pea	k Hour	Weekday	/ Midday P	ak Hour	Weekda	y PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ik Hour	Weekday	y Midday I	Peak Hour	Week	day PM Pe	ak Hour	Saturd	ay Midday	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	ACTION \	VEHICLE TR	RIPS									A	CTION VEH	ICLE TRIP	S									INCREM	ENTAL VEH	ICLE TRIP	S - ACTIO	N			
Land Use	Weeko	day AM Pea	ak Hour	Weekday	y Midday F			lay PM Pea	k Hour	Saturda	Midday F	Peak Hour	Weekd	ay AM Pea	ık Hour	Weekday	/ Midday Po			y PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ık Hour			Peak Hour		day PM Pe		Saturd	ay Midday	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	ACTION \	VEHICLE TR	RIPS									A	CTION VEH	ICLE TRIP	S									INCREM	ENTAL VEH	ICLE TRIP	S - ACTIO	N			
	Weeko	day AM Pea	ak Hour	Weekday	y Midday F	Peak Hour	Weekd	lay PM Pea	k Hour	Saturda	Midday F	Peak Hour	Weekd	ay AM Pea	k Hour	Weekday	/ Midday P	eak Hour	Weekda	y PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ık Hour	Weekday	y Midday I	Peak Hour	Week	day PM Pe	ak Hour	Saturd	ay Midday	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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RESIDENTIAL / HOTEL	2	0	2	1	1	1	2	2	1	1	1	1	6	1	5	3	2	2	7	3									'		5	3	1			
OFFICE / MANUFACTURING	0	0	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
h				0 11								-									<i>0</i>	0 25	0	11	2	1	0	0								<i>0</i>
OFFICE / MANUFACTURING	0	0	0	<u> </u>	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 RETAIL / COMM FAC	2	0	0	11	0 5	0 5	5	3	3	0	7	0	<i>0</i>	0	0	0 21	0 11 12	0	0 11	0 5	5	25	14	11	2	1	1	11	0 5	0 5	0 5	0 3 6	3	0	7	5
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #18a	2	0	0 1	11 12	0 5	0 5 6 ACTION V	0 5 8	3	0 3 3	0 13	7	<i>0</i> 5	o 5	0	0 2 8	0 21 <b>24</b>	0 11 12	0 11 12 CTION VEH	0 11 17	0 5	7	25	14	11	6	1	5	11	0 5	0 5 6	0 5 10	0 3 6	0 3 4	0 13	7	7
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips	2	0 1	0 1	11 12	0 5 6	0 5 6 ACTION V	0 5 8	0 3 4	0 3 3	0 13	0 7 8	<i>0</i> 5	o 5	0 2 3	0 2 8	0 21 <b>24</b>	0 11 12	0 11 12 CTION VEH	0 11 17	0 5 10	7	25 29	14	11	6	2	5	11	0 5 6	0 5 6	0 5 10	0 3 6 S - ACTIO	0 3 4	0 13	0 7 9	7
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #18a	0 2 4 Weekc	0 1 1	0 1 3	11 12 Weekday	0 5 6 NC	6 ACTION V	0 5 8 VEHICLE TR	0 3 4 RIPS	0 3 3	0 13 14 Saturday	0 7 8	0 5 6	0 5 11 Weekd	0 2 3	0 2 8	0 21 24 Weekday	0 11 12 A Midday Pe	0 11 12 CTION VEH	0 11 17 ICLE TRIP Weekda	0 5 10 S	7 Hour	25 29 Saturday	14 16 Midday Pe	11 13 eak Hour	6 Weekd	2 ay AM Pea	5 sk Hour	11 13 Weekday	0 5 6 INCREMI	0 5 6 ENTAL VEH	0 5 10 ICLE TRIP Week	0 3 6 S - ACTIOI	0 3 4 4 N ak Hour	0 13 15	0 7 9 9	7 Peak Hour
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use	0 2 4 Weekc	0 1 1 1 day AM Pec	0 1 3 3 sk Hour	11 12 Weekday	0 5 6 NC y Midday F	0 5 6 ACTION VOCask Hour Out 10	0 5 8 VEHICLE TR Weekd	0 3 4 RIPS lay PM Pea	0 3 3 k Hour	0 13 14 Saturday	0 7 8 8 In 10	0 5 6 6 Out 10 Out 10	0 5 11 Weekd	0 2 3 ay AM Pea	0 2 8 8 Ik Hour Out 10	0 21 24 Weekday	0 11 12 A A Midday Po	0 11 12 CTION VEH eak Hour Out <sup>10</sup>	0 11 17 ICLE TRIP Weekda	0 5 10 S suy PM Peak	7 Hour Out <sup>10</sup>	25 29 Saturday Total	14 16 Midday Pe	11 13 eak Hour	6 Weekd	2 ay AM Pea	5 Sak Hour	11 13 Weekday	0 5 6 INCREMI	0 5 6 ENTAL VEH	0 5 10 ICLE TRIP Week	0 3 6 S - ACTIOI day PM Pe	0 3 4 N ak Hour	0 13 15 Saturd	0 7 9 9 In 10	7 Peak Hour
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL	0 2 4 Weeko	0 1 1 1 day AM Pec	0 1 1 3 ak Hour Out 10 0	11 12 Weekday Total 0	0 5 6 NC y Midday F In 10 0	6  O ACTION V  Peak Hour  Out <sup>10</sup>	0 5 8 8 VEHICLE TR Weekd Total 0	0 3 4 RIPS lay PM Pea	0 3 3 k Hour Out <sup>10</sup>	0 13 14 Saturda: Total 0	0 7 8 8 r Midday F In <sup>10</sup> 0	0 5 6 6 Peak Hour Out 10 0	0 5 11 Weekd Total 5	0 2 3 ay AM Pea	0 2 8 8 sk Hour Out 10 4	0 21 24 Weekdag	0 11 12 A A v Midday Po In 10 1	0 11 12 CTION VEH eak Hour Out 10	0 11 17 IGLE TRIP Weekda Total 5	0 5 10 S suy PM Peak In 10 4	7  Hour Out <sup>10</sup>	25 29 Saturday Total 3	14 16 Midday Pe	11  13  Pak Hour  Out <sup>10</sup>	2 6 Weekd Total 5	2  ay AM Pea  In <sup>10</sup>	1 5 ik Hour Out 10 4	11 13 Weekday Total 2	0 5 6 INCREMI y Midday I In 10 1	0 5 6 6 ENTAL VEH Peak Hour Out 10 1	0 5 10 CLE TRIP Week Total 5	0 3 6 S - ACTIOI day PM Pe In <sup>10</sup> 4	0 3 4 N ak Hour Out 10	0 13 15 Saturd Total 3	9 9 In <sup>10</sup> 2	7 Peak Hour Out <sup>10</sup>
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #18a Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING	0 2 4 Weekc	0 1 1 1 day AM Pec In 10 0 7	0 1 3 ak Hour Out <sup>10</sup> 0	11 12 Weekday Total 0	0 5 6 NCC y Midday P In 10 0 1	0 5 6 ACTION Veak Hour Out 10 0 2	0 5 8 8 VEHICLE TF Weekd Total 0 8	0 3 4 RIPS lay PM Pea	0 3 3 k Hour Out <sup>10</sup>	0 13 14 Saturday Total 0 1	0 7 8 8 In 10 0 0	0 5 6 Peak Hour Out <sup>10</sup> 0	0 5 11 Weekd Total 5 0	0 2 3 3 ay AM Pea	0 2 8 8 k Hour Out <sup>10</sup> 4 0	0 21 24 Weekday Total 2 0	0 11 12 A A 7 Midday Po In 10 1 0	0 11 12 CTION VEH sak Hour Out 10 1	0 11 17 ICLE TRIP Weekda Total 5	0 5 10 SS In 10 4 0	7 Hour Out <sup>10</sup> 2 0	25 29 Saturday Total 3 0	14  16  Midday Pe In <sup>10</sup> 2 0	11  13  Pak Hour  Out <sup>10</sup> 2	2  6  Weekd  Total  5  -7	1 2 ay AM Pea In <sup>10</sup> 1 -7	1 5 ik Hour Out 10 4	11 13 Weekday Total 2 -3	0 5 SINCREMITY Midday I	6  ENTAL VEH Peak Hour  Out <sup>10</sup> 1  -2	0 5 10 CLE TRIP Week Total 5	0 3 6 S - ACTION day PM Pe In <sup>10</sup> 4 0	0 3 4 4 N N ak Hour Out 10 2 -8	0 13 15 Saturd Total 3 -1	9  say Midday  In <sup>10</sup> 2 0	7 Peak Hour Out <sup>10</sup> 2 0
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	0 2 4 Weeko Total 0 7 1	0 1 1 1 day AM Pec In 10 0 7 1	0 1 3 3 sk Hour Out 10 0 0 1 1	Weekday Total 0 3 5	0 5 6 NCC y Midday F In 10 0 1 3 4	0 5 6 PACTION V Out 10 0 2 3 4	0 5 8 8 VEHICLE TF Weekd Total 0 8 3	0 3 4 4 RIPS lay PM Pea In 10 0 0 1 1 2	0 3 3 k Hour Out <sup>10</sup> 0 8	0 13 14 Saturday Total 0 1	0 7 8 8 In 10 0 0 4	0 5 6 Peak Hour Out 10 0 0 3	0 5 11 Weekd Total 5 0 4	0 2 3 ay AM Pec	0 2 8 8 sk Hour Out 10 4 0 2	0 21 24 Weekdar Total 2 0 19	0 11 12 A Midday Pr In <sup>10</sup> 1 0 9	0 11 12 CTION VEH sak Hour Out <sup>19</sup> 1 0 9	0 11 17 Weekda Total 5 0 10	0 5 10 S say PM Peak In 10 4 0 5 9	5  7  Hour  Out 10  2  0  5	25 29 Saturday Total 3 0 23	14 16 Midday Pe In <sup>10</sup> 2 0 13	11 13 eak Hour Out 10 2 0 10	2  6  Weekd  Total  5  -7  3	1 2 ay AM Pea In 10 1 -7 1	1 5 sk Hour Out 10 4 0 1	11 13 Weekday Total 2 -3 14 13	0 5 6 INCREMI y Midday I In 10 1 1 1 1 7 7	0 5 6 ENTAL VEH Peak Hour Out10 1 -2 7	0 5 10 ICLE TRIP Week Total 5 -8 7	0 3 6 S - ACTION day PM Pe In 10 4 0 3	0 3 4 N ak Hour Out 10 2 -8 3	0 13 15 Saturd Total 3 -1	9 9 In <sup>10</sup> 2 0 9	7  Peak Hour Out <sup>10</sup> 2 0 7
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips	0 2 4 Weekc Total 0 7 1 8	0 1 1 1 day AM Pec In 10 0 7 1	0 1 3 3 sk Hour Out 10 0 0 1 1	11 12 Weekday Total 0 3 5 8	0 5 6 NCC y Midday F In 10 0 1 3 4	0 5 6 6 O ACTION V Out 10 0 2 3 4 4 O ACTION V	0 5 8 8 VEHICLE TF Weekd Total 0 8 3 11	0 3 4 4 RIPS lay PM Pea In 10 0 0 1 1 2	0 3 3 4 Hour Out 10 0 8 1 9	0 13 14 Saturda; Total 0 1 6	0 7 8 8 In 10 0 0 4	0 5 6 6 Peak Hour Out 10 0 0 3 3 3	0 5 11 Weekd Total 5 0 4	0 2 3 ay AM Pec	0 2 8 8 sk Hour Out to 4 0 2	0 21 24 Weekdan Total 2 0 19 21	0 11 12 A Midday Pr In <sup>10</sup> 1 0 9	0 11 12 CTION VEH Pak Hour Out 10 9 11	0 11 17 ICLE TRIP Weekd: Total 5 0 10 15	0 5 10 S say PM Peak In 10 4 0 5 9	5 7 Hour Out 10 2 0 5 6	25 29 Saturday Total 3 0 23	14 16 Midday Pe In <sup>10</sup> 2 0 13	11 13 2ak Hour Out 10 2 0 10 11	2	1 2 ay AM Pea In 10 1 -7 1	1 5 5 k Hour Out 10 4 0 1 5 5	11 13 Weekday Total 2 -3 14 13	0 5 INCREMI In 10 7 7 INCREMI	0 5 6 ENTAL VEH Peak Hour Out <sup>10</sup> 1 -2 7	0 5 10 ICLE TRIP Week Total 5 -8 7 4	0 3 6 S - ACTION day PM Pe In 10 4 0 3	0 3 4 N ak Hour Out 10 2 -8 3 -3	0 13 15 Saturd Total 3 -1 16 19	9 9 In <sup>10</sup> 2 0 9	7  Peak Hour  Out 10  2  0  7
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	0 2 4 Weekc Total 0 7 1 8	0 1 1 1 day AM Pec In 10 0 7 1 1 7	0 1 3 3 sk Hour Out 10 0 0 1 1	11 12 Weekday Total 0 3 5 8	O 5 NC y Midday F In 10 0 1 3	0 5 6 6 O ACTION V Out 10 0 2 3 4 4 O ACTION V	0 5 8 8 VEHICLE TF Weekd Total 0 8 3 11	0 3 4 4 RIPS 10 10 10 10 10 10 10 10 10 10 10 10 10	0 3 3 4 Hour Out 10 0 8 1	0 13 14 Saturda; Total 0 1 6	0 7 8 8 v Midday F In 10 0 0 4 4	0 5 6 6 Peak Hour Out 10 0 0 3 3 3	0 5 11 Weekd Total 5 0 4	0 2 3 ay AM Pec In 10 0 2 3	0 2 8 8 sk Hour Out to 4 0 2	0 21 24 Weekdan Total 2 0 19 21	0 11 12 A Midday Pr In <sup>10</sup> 1 0 9	0 11 12 CTION VEH Pak Hour Out 10 9 11	0 11 17 ICLE TRIP Weekd: Total 5 0 10 15	0 5 10 S say PM Peak In 10 4 0 5 9	5 7 Hour Out 10 2 0 5 6	25 29 Saturday Total 3 0 23 26	14 16 Midday Pe In <sup>10</sup> 2 0 13	11 13 2ak Hour Out 10 2 0 10 11	2	1 2 ay AM Pea In 10 1 -7 1 -4	1 5 5 k Hour Out 10 4 0 1 5 5	11 13 Weekday Total 2 -3 14 13	0 5 INCREMI In 10 7 7 INCREMI	0 5 6 EENTAL VEH Out 10 7 7 6 EENTAL VEH	0 5 10 ICLE TRIP Week Total 5 -8 7 4	0 3 6 S - ACTION In 10 4 0 3 7	0 3 4 N ak Hour Out 10 2 -8 3 -3	0 13 15 Saturd Total 3 -1 16 19	0 7 9 9 In <sup>10</sup> 2 0 9 10	7  Peak Hour  Out 10  2  0  7
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips	0 2 4 Weeko Total 0 7 1 8	O 1 1 1 1 1 1 1 1 1 1 1 7	0 1 3 3 sk Hour Out 10 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Total  0 3 5 8	O  5  6  NC y Midday F  In 10  0  1  3  4  NC y Midday F	0 5 6 0 ACTION V Peak Hour Out <sup>10</sup> 0 2 3 4 0 ACTION V Peak Hour	0 5 8 8 VEHICLE TF Weekd Total 0 8 3 11	0 3 4 4 RIPS lay PM Pea In 10 0 1 2 RIPS lay PM Pea	0 3 3 k Hour Out <sup>10</sup> 0 8 1 9	0 13 14 Saturday Total 0 1 6 7	0 7 8 8 In 10 0 0 4 4	0 5 6 6 Peak Hour Out 10 0 3 3	0 5 11 Weekd Total 5 0 4 9 Weekd	0 2 3 ay AM Pea	0 2 8 8 8 4 Hour Out 10 4 0 2 6 6	0 21 24 24 Weekday Total 2 0 19 21	0 11 12 A / Midday Po In 10 9 11 A / Midday Po In 10 9 11	O 11 12 CTION VEH 20 24 HOUT 9 11 1 CTION VEH 20 24 HOUT 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 11 17 ICLE TRIP Weekda Total 5 0 10 15 ICLE TRIP	0 5 10 S say PM Peak 10 5 9 9 S say PM Peak 10 9 PM Peak 10 9 9 S say PM Peak 10 9	5 7 Hour Out 10 2 0 5 6	25 29 Saturday Total 3 0 23 26 Saturday	14  16  Midday Pe  In 10  2  0  13  14	11  13  Pak Hour  Out 10  2  0  10  11	2	1 2 2 In <sup>10</sup> 1 -7 1 -4	1 5 sik Hour Out 10 4 0 1 5 5 sik Hour	11  13  Weekday  Total  2  -3  14  13	O S INCREMI y Midday I In 10 1 7 INCREMI y Midday I y Midday I	0 5 6 ENTAL VEH Peak Hour 1 -2 7 6 ENTAL VEH Peak Hour	O 5 10 ICLE TRIP Week Total 5 -8 7 4 ICLE TRIP	0 3 6 S - ACTIOI day PM Pe In 10 3 7 S - ACTIOI day PM Pe	0 3 4 4	0 13 15 Saturd Total 3 -1 16 19 Saturd	9  10  10  10  10  10  10  10  10  10  1	Peak Hour Out 10 0 7 8
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18b  Land Use	0 2 4 Weekc Total 0 7 1 8 Weekc	O 1 1 1 1 day AM Pec In <sup>10</sup> 7 1 7	0 1 3 sk Hour Out <sup>10</sup> 0 1 1 1 Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Weekday Total 0 3 5 8 Weekday	0 5 5 NCC NCC NCC NCC NCC NCC NCC NCC NCC	0 5 6 0 ACTION 1 Out 10 0 2 3 4 DACTION 2 Out 10 Out 10 Out 10 Out 10 Out 10	0 5 8 VEHICLE TF Weekd Total 0 8 3 11 VEHICLE TF Weekd Total	0 3 4 4 SRIPS In 10 0 0 1 1 2 In 10	0 3 3 3 3 3 4 Hour Out 10 9	0 13 14 Saturday Total 0 1 6 7 Saturday Total	0 7 8 8 In 10 0 0 4 4	0 5 6  Peak Hour Out <sup>10</sup> 0 3 3	0 5 11 Weekd Total 5 0 4 Weekd Total	0 2 3 3 av AM Pec In 10 2 2 3 3 In 10 10 10 10 10 10 10 10 10 10 10 10 10	0 2 8 8 k Hour Out 10 4 0 2 6 6 k Hour Out 10	21  24  Weekday  Total  2  0  19  21	0 11 12 A A / Midday Po In 10 9 11 1 A A / Midday Po In 10 9 In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	O 11 12 12 CTION VEH sak Hour Out 19 9 11 1 CTION VEH sak Hour Out 10 9 11 11 CTION VEH sak Hour Out 10 Out	0 11 17 ICLE TRIP Weekda Total 5 0 10 15 ICLE TRIP	0 5 10 S In 10 5 9 9 S S In 10 10 S S In 10 5 S S In 10 S S S S In 10 S S S S S S S S S S S S S S S S S S	7  Hour Out <sup>10</sup> 2 0 5 6  Hour Out <sup>10</sup>	25 29 Saturday Total 3 0 23 26 Saturday	14  16  In 10  2  0  13  14	111 13 Pak Hour Out <sup>10</sup> 2 0 10 11 Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	2  6  Weekd Total 5 -7 3 1  Weekd Total	1 2 2 In 10 1 1 -4 In 10	1 5 sik Hour Out <sup>10</sup> 4 0 1 5 sik Hour Out <sup>10</sup> Out <sup>10</sup>	11  13  Weekday  Total  2  -3  14  13	0 5 6 INCREMI Midday I In 10 7 7 INCREMI In 10 I	0 5 6 ENTAL VEH Peak Hour 1 -2 7 6 ENTAL VEH Peak Hour	0 5 10 10 Week Total 5 -8 7 4 ULLE TRIP	0 3 6 S-ACTIOI In 19 4 0 3 7 S-ACTIOI In 19 In 1	0 3 4 N N N N N N N N N N N N N N N N N N	0 13 15 Saturd Total 3 -1 16 Saturd Total Total	0 7 9 9 In 10 10 In 10 In 10	7 Peak Hour Out 10 2 0 7 8 Peak Hour Out 10
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18b  Land Use  RESIDENTIAL / HOTEL	Veekco Total  Weekco Total  1  Weekco Total 3	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 3 3 sk Hour Out <sup>10</sup> 0 1 1 1 1 Out <sup>10</sup> 3	Total  Weekday  Total  S  Weekday  Total  Total  Total  Total  Total	O S S S S S S S S S S S S S S S S S S S	0 5 6 0 ACTION V eak Hour Out <sup>10</sup> 2 3 4 0 ACTION V Out <sup>10</sup> 1	0 5 8 VEHICLE TF Weekd Total 0 8 3 11 VEHICLE TF Weekd Total 3	0 3 4 4 SUPS In 10 0 0 1 1 2 In 10 2	0 3 3 3 3 6 6 6 7 7 8 7 9 9 1 1 1	0 13 14 Saturday Total 0 7 6 7 Saturday Total 2	0 7 8 8 8 In Midday F 10 0 0 0 4 4 4 4 In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> 1	0 5 11 Weekd Total 5 0 4 Weekd Total 6	0 2 3 3 ay AM Peze 1 1 0 2 3 3 ay AM Peze 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2 8 8 bk Hour Out <sup>to</sup> 4 0 2 6 6  kk Hour	0 21 24 Weekday Total 2 0 19 21 Weekday Total 3	0 11 12 12 12 10 10 10 10 10 10 10 10 10 10 10 10 10	0 11 12 12 10 11 11 10 11 10 11 11 11 11 11 11 11	0 11 17 17 Weekdi 5 0 10 15 ULLE TRIP Weekdi 5 ULLE TRIP Weekdi 5 0 10 15	0 5 10 10 In 10 In 10 S S In 10 In 10 S S S S S S S S S S S S S S S S S S	7  Hour  Out <sup>10</sup> 2  0  5  6  Hour  Out <sup>10</sup> 2	25 29 Saturday Total 3 0 23 26 Saturday Total 4	14 16 Midday Pt 1n <sup>16</sup> 2 0 13 14 In <sup>16</sup> 2 0 2 0 2 17 18 19 19 10 10 10 10 10 10 10 10 10 10 10 10 10	11 13 13 Out to Control to Contro	2 6 Weekd Total 5 -7 3 1 Weekd Total 3	1 2 In 10 1 1 -7 1 1 -4 In 10 0 0	1 5 sik Hour Out 10 1 1 5 5 sik Hour Out 10 2	11 13 Weekday Total 2 -3 14 13 Weekday Total 1 1	0 5 6 INCREMINA In 10 7 7 INCREMINA In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 5 6 ENTAL VEH Peak Hour Out <sup>10</sup> 1 -2 7 6 ENTAL VEH Peak Hour Out <sup>10</sup> 1 1	0 5 10 Veek Total 5 -8 7 4 Veek Total 3	0 3 6 S-ACTIOI 1n <sup>10</sup> 7 1n <sup>10</sup> 2	0 3 4 4 V Out **  Out	0 13 15 Saturd 7 Total 2 Saturd 7 Total 2	0 7 9 9 say Midday In <sup>10</sup> 2 0 9 10 10 In <sup>10</sup> 1	Peak Hour Out <sup>10</sup> 2 0 7 8 8 Peak Hour

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Site #19	E				I			VEHICLE TR			1						T		CTION VEH		-						av AM Pea						S - ACTION		1		
Land Use	-	Weekday	y AM Peak	Hour	Weekday	/ Midday F	eak Hour	Weekd	lay PM Pe	k Hour	Saturda	y Midday	Peak Hour	Week	lay AM Pe	ak Hour	Weekda	/ Midday P	eak Hour	Weekd	ay PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ak Hour	Weekday	/ Midday F	eak Hour	Week	day PM Pea	ak Hour	Saturda	ay Midday F	Peak Hour
	Т	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 / MANUFACTURIN	4G	0	0	0	0	0	0	0	0	0	0	0	0	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
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Site #20		Weekday	y AM Peak	Hour	Weekday	Midday F		VEHICLE TR	RIPS lay PM Pe	ak Hour	Saturda	v Midday	Peak Hour	Week	lay AM Pe	ak Hour	Weekda	/ Midday P	CTION VEH		ay PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ak Hour			Peak Hour		S - ACTION		Saturda	ay Midday F	Peak Hour
Land Use						In <sup>10</sup>		1	Ι			T											1										1			1	
		Total	In <sup>10</sup>	Out <sup>10</sup>	Total		Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total		Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 / MANUFACTURIN	-	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	_							VEHICLE TR						II.					CTION VEH													01 = 7010	S - ACTION				
Site #21		Weekday	y AM Peak	Hour	Weekday	Midday F			lay PM Pe	ık Hour	Saturda	y Midday	Peak Hour	Week	lay AM Pe	ak Hour	Weekda	/ Midday P			ay PM Peak	Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ak Hour			eak Hour		day PM Pea		Saturda	ay Midday F	Peak Hour
Land Use	1	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 / MANUFACTURIN	4G	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	Trins	192	180	11	274	130	145	T			274	155		192										155	118	0	0	0	0	0			=		0	0	0
I Ottal One Verilon																				426	118	308															
			.00	-"-	2/4	130	145	426	118	308	2/4	155	118	192	180	11	274	130	145	426	118	308	274	155	118	_		U	U	U	0	0	0	0		0	U
Site #22			100		274			VEHICLE TR		308	2/4	155	118	192	180	11	274		145			308	274	155	118			U					0 S - ACTION				0
		Weekda	y AM Peak		1		ACTION	VEHICLE TR					Peak Hour		180		1		CTION VEH	CLE TRIP				155 Midday Pe			ay AM Pea				NTAL VEH	ICLE TRIP		4	1	ay Midday F	
Site #22 Land Use		Weekday			1	NC	ACTION	VEHICLE TR	RIPS								1	A	CTION VEH	CLE TRIP	S ay PM Peak									INCREME	NTAL VEH	ICLE TRIP	S - ACTION	4	1		
	1		y AM Peak	Hour	Weekday	NC / Midday F	O ACTION	VEHICLE TR	RIPS lay PM Pe	ak Hour	Saturda	y Midday	Peak Hour	Week	iay AM Pe	ak Hour	Weekda	A Midday P	CTION VEH	CLE TRIP Weekd	S ay PM Peak	Hour	Saturday	Midday Pe	eak Hour	Weekd	ay AM Pea	ak Hour	Weekday	INCREME / Midday F	NTAL VEH	CLE TRIP Week	S - ACTION	N ak Hour	Saturda	ay Midday F	Peak Hour
Land Use	1	Total	y AM Peak In <sup>10</sup>	Hour Out <sup>10</sup>	Weekday	Midday F	O ACTION Peak Hour	VEHICLE TR Weekd	RIPS lay PM Pe	ak Hour Out <sup>10</sup>	Saturda Total	ny Midday	Peak Hour	Week	lay AM Pe	ak Hour	Weekda	A Midday P	CTION VEH eak Hour Out <sup>10</sup>	CLE TRIP Weekd	ay PM Peak	Hour Out <sup>10</sup>	Saturday	Midday Pe	eak Hour	Weekd	ay AM Pea	ak Hour	Weekday	INCREME / Midday F In <sup>10</sup>	NTAL VEH	CLE TRIP Week	S - ACTION day PM Pea	N ak Hour Out <sup>10</sup>	Saturda	ay Midday F	Peak Hour
Land Use RESIDENTIAL / HOTEL	II NG	Total 0	y AM Peak	Hour Out <sup>10</sup>	Weekday Total	Midday F In <sup>10</sup>	Out <sup>10</sup>	VEHICLE TR Weekd Total	RIPS lay PM Per In <sup>10</sup>	Out <sup>10</sup>	Saturda Total	In <sup>10</sup>	Peak Hour Out <sup>10</sup>	Weeks	lay AM Pe	Out <sup>10</sup>	Weekda Total	Midday P	CTION VEH eak Hour Out <sup>10</sup>	CLE TRIP Weekd Total	ay PM Peak	Hour Out <sup>10</sup>	Saturday Total 7	Midday Pe	Out <sup>10</sup>	Weekd Total	ay AM Pea In <sup>10</sup>	Out <sup>10</sup>	Weekday Total	INCREME / Midday F In <sup>10</sup>	Peak Hour Out <sup>10</sup>	CLE TRIP Week Total	S - ACTION day PM Pea In <sup>10</sup>	Out <sup>10</sup>	Saturda Total	In <sup>10</sup>	Peak Hour Out <sup>10</sup>
Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURIN	NG T	0 12	y AM Peak In <sup>10</sup> 0	Hour Out <sup>10</sup> 0	Weekday Total 0 5	NC Midday F In <sup>10</sup> 0	Out <sup>10</sup> 0  3	VEHICLE TR Weekd Total 0	In <sup>10</sup>	Out <sup>10</sup> 0 13	Saturda Total 0	In <sup>10</sup>	Peak Hour Out <sup>10</sup> 0	Weeks	In <sup>10</sup> 1	Out <sup>10</sup>	Weekda Total 5	A Midday P	CTION VEH eak Hour Out <sup>10</sup> 2	CLE TRIP Weekd	ay PM Peak In <sup>10</sup> 8	Hour Out <sup>10</sup> 3	Saturday Total 7 0	Midday Pe	Out <sup>10</sup> 3	Weekd Total 10 -12	ay AM Pea In <sup>10</sup>	Out <sup>10</sup>	Weekday Total 5	INCREME / Midday F In <sup>10</sup> 2	Out <sup>10</sup>	Week Total 11 -14	S - ACTION day PM Pea In <sup>10</sup> 8	Out <sup>10</sup>	Saturda Total 7 -1	In <sup>10</sup> 3 -1	Peak Hour Out <sup>10</sup> 3 -1
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle	NG T	0 12 0	y AM Peak In <sup>10</sup> 0 11	Out 10 0 0	Weekday Total 0 5	NC y Midday P In 10 0 2 47 49	O ACTION Peak Hour Out 10 0 3 47	VEHICLE TR Weekd Total 0 14 97	In 10 0 1 49 49	Out <sup>10</sup> 0 13	Saturda  Total  0  1 119	In <sup>10</sup> 0 1 68	Peak Hour Out <sup>10</sup> 0 1 52	Weeks Total 10 0	In 10 0 0	Out 10 8 0 0	Weekda Total 5 0 70	A / Midday P In <sup>10</sup> 2 0 35 37	CTION VEH eak Hour  Out 10  2  0  35	CLE TRIP Weekd Total 11 0 72 83	ss ay PM Peak In <sup>10</sup> 8 0 36	Hour Out <sup>10</sup> 3 0 36	Saturday Total 7 0 88	Midday Po	Out <sup>10</sup> 3 0 38	Weekd Total 10 -12 0	In 10 1 -11 0	Out <sup>10</sup> 8  0	Weekday Total 5 -5 -24	INCREME  In 10  2  -2  -12	Peak Hour Out <sup>10</sup> 2 -3 -12	CLE TRIP  Week  Total  11  -14  -25	S - ACTION day PM Pec In <sup>10</sup> 8 -1 -13	Out 10 3 -13 -13	Saturda Total 7 -1 -31	In <sup>10</sup> 3 -1 -17	Peak Hour Out 10 3 -1 -13
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC	T Trips	0 12 0 12	y AM Peak In <sup>10</sup> 0 11 0	Hour Out <sup>10</sup> 0 0 0	Weekday Total 0 5 94	NG v Midday F In 10 0 2 47 49	O ACTION O Out 10 Out 1	VEHICLE TF Weekd Total 0 14 97 111	In <sup>10</sup> 0  1 49  49	Out <sup>10</sup> 0 13 49	Saturda	In <sup>10</sup> 0 1 68	Out <sup>10</sup> 0 1 52 52	Weeks   Total   10   0   0   10	In 10 0 0 1	0ut 10 8 0 0 0 8 8	Weekda   Total     5	A / Midday P In <sup>10</sup> 2 0 35 37	CTION VEH eak Hour Out 10 2 0 35 37	CLE TRIP Weekd: Total 11 0 72 83	In <sup>10</sup> 8  0  36	Hour Out <sup>10</sup> 3 0 36 39	Saturday Total 7 0 88	Midday Pr In <sup>10</sup> 3 0 50	Out <sup>10</sup> 3  0  38	Weekd Total 10 -12 0	ay AM Pec In <sup>10</sup> 1 -11 0 -10	Out <sup>10</sup> 8  0 0	Weekday  Total  5  -5  -24	INCREME  / Midday F  In 10  2  -2  -12  -12  INCREME	Out 10  2  -3  -12  -13	CLE TRIP Weeke Total 11 -14 -25 -28	S - ACTION day PM Pec In¹0  8  -1  -13  -6	Out <sup>10</sup> 3 -13 -13 -22	Saturda   Total   7   -1   -31   -25	In <sup>10</sup> 3 -1 -17	Out 50 3 -1 -13 -10
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle	I I I I I I I I I I I I I I I I I I I	Total  0 12 0 12 Weekda	y AM Peak	Hour Out <sup>10</sup> 0 0 0 Hour	Weekday  Total  0  5  94  99	NC y Midday F  In 10 0 2 47 49  NC y Midday F	O ACTION O Out 10 O O ACTION O O O ACTION O O O O O O O O O O O O O O O O O O	VEHICLE TR Weekd Total 0 14 97 111  VEHICLE TR Weekd	In 10 0 1 49 49 APPERING	Out <sup>10</sup> 0 13 49 62	Saturda  Total  0  1 119  121	In <sup>10</sup> 0 1 68 68	Peak Hour	Weeks	In <sup>10</sup> 1  0  1	Out 10  8  0  0  8	Weekda Total 5 0 70 75	A Midday P In <sup>10</sup> 2 0 35 37	Out to Ou	CLE TRIP Weekd  Total  11  0  72  83  CLE TRIP Weekd	In <sup>10</sup> 8  0  36  44	Hour Out 10 3 0 36 39	Total 7 0 88 95	Midday Po	Out <sup>10</sup> 3 0 38 42	Weekd Total 10 -12 0 -2	ay AM Pec	Out 10  8  0  0  8	Weekday Total 5 -5 -24 -24 Weekday	INCREME  In 10  2  -2  -12  INCREME  IN	Out <sup>10</sup> 2 -3 -12 -13  NTAL VEH Peak Hour	CLE TRIP Week Total 11 -14 -25 -28 CLE TRIP Week	S - ACTION day PM Pee In¹0  8  -1  -13  -6  S - ACTION day PM Pee	Out**  3  -13  -13  -22	Saturda	In <sup>10</sup> 3 -1 -17 -15	Peak Hour  Out 10  3  -1  -13  -10
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use	Trips	Total  0  12  0  12  Weekda	y AM Peak In <sup>10</sup> 0 11 0 11 y AM Peak In <sup>10</sup>	Hour Out <sup>10</sup> 0 0 0 Hour Out <sup>10</sup>	Weekday Total 0 5 94 99 Weekday Total	NC Midday F In to 2 47 49 NC Midday F In to 10 10 10 10 10 10 10 10 10 10 10 10 10	O ACTION Out 10  Out 10  O 3  47  50  ACTION Out 10  O ACTION Out 10  Out 10	VEHICLE TR Weekd Total 0 14 97 111  WEHICLE TR Weekd Total	RIPS In 10  In 10  In 10  49  49  RIPS In 10	Out <sup>10</sup> 0  13  49  62  ak Hour  Out <sup>10</sup>	Saturda  Total  0  f 119  121  Saturda  Total	In 10 0 1 68 68 68 In 10 Midday	Peak Hour  Out <sup>10</sup> 0  1  52  52  Peak Hour  Out <sup>10</sup>	Weeks Total 10 0 10 Weeks Total	In 10 0 0 1 1 In 10 In 1	ak Hour Out <sup>10</sup> 8 0 0 8 8 Out <sup>10</sup> Out <sup>10</sup>	Weekda Total 5 0 70 75 Weekda Total	A Midday P In <sup>19</sup> 2 0 35 37 A Midday P In <sup>19</sup> In <sup>19</sup>	CTION VEH eak Hour  Out 10  2  0  35  37  CTION VEH eak Hour  Out 10  Out 10	CLE TRIP Weekd.  Total  11  0  72  83  CLE TRIP Weekd.  Total	ay PM Peak In¹0  8  0  36  44  In¹0  In¹0  In¹0  In¹0  In¹0  In¹0  In¹0  In¹0	Hour Out <sup>10</sup> 3 0 36 39  Hour Out <sup>10</sup>	Saturday Total 7 0 88 95 Saturday Total	Midday Po In <sup>10</sup> 3 0 50 54 Midday Po In <sup>10</sup>	Out <sup>10</sup> 3 0 38 42 Pak Hour Out <sup>10</sup>	Weekd Total 10 -12 0 -2 Weekd Total	ay AM Pec In <sup>10</sup> 1 -11 0 -10 ay AM Pec In <sup>10</sup>	ok Hour Out <sup>10</sup> 8  0  0  8  k Hour Out <sup>10</sup>	Weekday Total 5 -5 -24 -24 Weekday Total	INCREME  ( Midday F  In 10  2  -2  -12  -12  INCREME ( Midday F  In 10	Out <sup>10</sup> -3 -12 -13 -NTAL VEH Peak Hour	CLE TRIP Week Total 11 -14 -25 -28 CLE TRIP Week Total	S - ACTION day PM Pes In 10 8 -1 -13 -6 S - ACTION day PM Pes	Out 10 3 -13 -13 -22 N ak Hour Out 10	Saturda Total 7 -1 -31 -25 Saturda Total	In <sup>10</sup> 3  -f  -17  -15  In <sup>10</sup>	Peak Hour Out <sup>10</sup> 3 -1 -13 -10 Peak Hour Out <sup>10</sup>
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL	T Trips	Total  0  12  0  12  Weekda: Total  4	y AM Peak In <sup>10</sup> 0 11 0 11 y AM Peak In <sup>10</sup>	Out***  Out***  O  O  O  O  O  O  O  O  O  O  O  O	Weekday Total 0 5 94 99 Weekday Total 4	NC y Midday F In 10 2 47 49 NC y Midday F In 10 2	Out <sup>10</sup>	VEHICLE TF Weekd Total 0 14 97 111 WEHICLE TF Weekd Total	RIPS In 10  0  1  49  49  RIPS In 10  3	0ut <sup>10</sup> 0 13 49 62 0ut <sup>10</sup> 0 2	Saturda Total 0 f 119 121 Saturda Total 6	In <sup>10</sup> 0 1 68 68 In <sup>10</sup> 1 68	Peak Hour  Out <sup>10</sup> 0  1  52  52  Peak Hour  Out <sup>10</sup>	Weeke Total  10 0 10 Weeke Total  13	lay AM Per In 10 0 0 1 1 In 10 0 In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 0 0 8 8 Ak Hour Out 10 Out 10 11	Weekda Total 5 0 70 75  Weekda Total 6	A Midday P In <sup>10</sup> 2 0 35 37 Ar Midday P In <sup>10</sup> 10 3	CTION VEH pak Hour Out <sup>10</sup> 2 0 35 37  CTION VEH pak Hour Out <sup>10</sup> 0	CLE TRIP Weekd  Total  11  0  72  83  CLE TRIP Weekd  Total  14	ss ay PM Peak In¹º 8 0 36 44 Issay PM Peak In¹º 10	Hour Out <sup>10</sup> 3 0 36 39 Hour Out <sup>10</sup>	Saturday Total 7 0 88 95 Saturday Total 9	Midday Po In <sup>10</sup> 3 0 50 54 Midday Po In <sup>10</sup> 4	oak Hour Out <sup>10</sup> 3 0 38 42 eak Hour Out <sup>10</sup>	Weekd Total 10 -12 0 -2 Weekd Total 9	In 10 1 -11 0 -10 ay AM Pec	out 10  Out 10  8  O  0  8  sk Hour  Out 10  8	Weekday Total 5 -5 -24 -24 Weekday Total 3	INCREME / Midday F In 10 2 -2 -12 -12 INCREME / Midday F In 10 1	Out <sup>10</sup> 2 -3 -12 -13  ENTAL VEH Peak Hour Out <sup>10</sup> 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CLE TRIP Week Total 11 -14 -25 -28 GLE TRIP Week Total 9	S - ACTION day PM Per In¹0  8  -1  -13  -6  S - ACTION day PM Per In¹0  7	Out <sup>10</sup> 3  -13  -13  -22  N  ak Hour  Out <sup>10</sup> 3  -3  -3  -3  -3  -3  -3  -3  -3  -3	Saturda Total 7 -1 -31 -25 Saturda Total 3	ay Midday F In <sup>10</sup> 3 -1 -17 -15  In <sup>10</sup> 1 1	Peak Hour Out 10 3 -1 -13 -10 Peak Hour Out 10 2
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN	T Trips	Total  0  12  0  12  Weekda: Total  4  0	y AM Peak In <sup>10</sup> 0 11 0 11 11 11 0 10 11 0	Hour Out <sup>10</sup> 0 0 0 0 Uutuuuuuuuuuuuuuuuuuuuuuuuuuuuu	Weekday Total 0 5 94 99 Weekday Total 4 0	NC y Midday F In 10 0 2 47 49 NC y Midday F In 10 0 0 2 0	O ACTION Out 10 0 3 47 50 O ACTION Out 10 Ou	VEHICLE TF Weekd Total 0 14 97 111  VEHICLE TF Weekd Total 4 0	RIPS In 10  0  1  49  49  RIPS In 10  In 10  3  0	0ut <sup>10</sup> 0 13 49 62 sk Hour Out <sup>10</sup> 2	Saturda  Total  0  1119  121  Saturda  Total  6  0	In <sup>10</sup>	Peak Hour  Out¹e  0  1  52  52  Peak Hour  Out¹e  0  0  0  0  0  0  0  0  0  0  0  0  0	Weeks   Total   10   0   10	lay AM Per In 10  0  1  1  0  1  In 10  0  1  1  1  0  0  1  1  1  1  1  1	8 8 0 0 0 8 8 ak Hour Out 10 11 0	Weekda Total 5 0 70 75 Weekda Total 6 0	A Midday P In <sup>10</sup> 2 0 35 37 A Midday P In <sup>10</sup> In <sup>10</sup> 0 35	Out to Ou	Weekd Total 11 0 72 83 CLE TRIP Weekd Total 14 0	ss ay PM Peak In¹º 8 0 36 44  44  In¹º 10 0 10 0	Hour Out <sup>10</sup> 3 0 36 39  Hour Out <sup>10</sup> 4 0	Saturday Total 7 0 88 95 Saturday Total 9 0	In <sup>10</sup> 3 0 50 54  Midday Pr 1n <sup>10</sup> 4 0	Pak Hour Out <sup>10</sup> 3 0 38 42 Pak Hour Out <sup>10</sup> 4 0	Weekd   Total	ay AM Pec In 10 1 -11 0 -10 ay AM Pec In 10 1	ak Hour Out <sup>10</sup> 8  0  8  Sak Hour Out <sup>10</sup> 8	Weekday Total 5 -5 -24 -24 Weekday Total 3 0	INCREME  / Midday F  In to 2  -12  -12  INCREME / Midday F  In to 1  0	Peak Hour  Out <sup>10</sup> 2  -3  -12  -13  ENTAL VEH  Peak Hour  Out <sup>10</sup> 2  0  0	GLE TRIP Week Total 11 -14 -25 -28 CLE TRIP Week Total 9	In¹0  8  -1  -13  -6  S - ACTION day PM Pec In¹0  7  0	Out 10 3 3 -13 -22 Nak Hour Out 10 3 3 0	Saturda   Total   7   -1   -31   -25     Saturda   Total   3   0	ay Midday F In <sup>10</sup> 3 -1 -17 -15 In <sup>10</sup> In <sup>10</sup> 0	Peak Hour  Out **  3  -1  -13  -10  Peak Hour  Out **  Out **
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL	T Trips	Total  0  12  0  12  Weekda: Total  4	y AM Peak In <sup>10</sup> 0 11 0 11 y AM Peak In <sup>10</sup>	Out***  Out***  O  O  O  O  O  O  O  O  O  O  O  O	Weekday Total 0 5 94 99 Weekday Total 4	NC y Midday F In 10 2 47 49 NC y Midday F In 10 2	Out <sup>10</sup>	VEHICLE TF Weekd Total 0 14 97 111 WEHICLE TF Weekd Total	RIPS In 10  0  1  49  49  RIPS In 10  3	0ut <sup>10</sup> 0 13 49 62 0ut <sup>10</sup> 0 2	Saturda  Total  0  f 119  121  Saturda  Total  6	In <sup>10</sup> 0 1 68 68 In <sup>10</sup> 1 68	Peak Hour  Out <sup>10</sup> 0  1  52  52  Peak Hour  Out <sup>10</sup>	Weeke Total  10 0 10 Weeke Total  13	lay AM Per In 10 0 0 1 1 In 10 0 In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 0 0 8 8 Ak Hour Out 10 Out 10 11	Weekda Total 5 0 70 75  Weekda Total 6	A Midday P In <sup>10</sup> 2 0 35 37 Ar Midday P In <sup>10</sup> In <sup>10</sup> 3	CTION VEH pak Hour Out <sup>10</sup> 2 0 35 37  CTION VEH pak Hour Out <sup>10</sup> 0	CLE TRIP Weekd  Total  11  0  72  83  CLE TRIP Weekd  Total  14	ss ay PM Peak In¹º 8 0 36 44 Issay PM Peak In¹º 10	Hour Out <sup>10</sup> 3 0 36 39 Hour Out <sup>10</sup>	Saturday Total 7 0 88 95 Saturday Total 9	Midday Po In <sup>10</sup> 3 0 50 54 Midday Po In <sup>10</sup> 4	oak Hour Out <sup>10</sup> 3 0 38 42 eak Hour Out <sup>10</sup>	Weekd Total 10 -12 0 -2 Weekd Total 9	In 10 1 -11 0 -10 ay AM Pec	out 10  Out 10  8  O  0  8  sk Hour  Out 10  8	Weekday Total 5 -5 -24 -24 Weekday Total 3	INCREME / Midday F In 10 2 -2 -12 -12 INCREME / Midday F In 10 1	Out <sup>10</sup> 2 -3 -12 -13  ENTAL VEH Peak Hour Out <sup>10</sup> 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CLE TRIP Week Total 11 -14 -25 -28 GLE TRIP Week Total 9	S - ACTION day PM Per In¹0  8  -1  -13  -6  S - ACTION day PM Per In¹0  7	Out <sup>10</sup> 3  -13  -13  -22  N  ak Hour  Out <sup>10</sup> 3  -3  -3  -3  -3  -3  -3  -3  -3  -3	Saturda Total 7 -1 -31 -25 Saturda Total 3	ay Midday F In <sup>10</sup> 3 -1 -17 -15  In <sup>10</sup> 1 1	Peak Hour Out 10 3 -1 -13 -10 Peak Hour Out 10 2
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN	T Trips	Total  0  12  0  12  Weekda: Total  4  0	y AM Peak In <sup>10</sup> 0 11 0 11 11 11 0 10 11 0	Hour Out <sup>10</sup> 0 0 0 0 Uutuuuuuuuuuuuuuuuuuuuuuuuuuuuu	Weekday Total 0 5 94 99 Weekday Total 4 0	NC y Midday F In 10 0 2 47 49 NC y Midday F In 10 0 0 2 0	O ACTION Out 10 0 3 47 50 O ACTION Out 10 Ou	VEHICLE TF Weekd Total 0 14 97 111  VEHICLE TF Weekd Total 4 0	RIPS In 10  0  1  49  49  RIPS In 10  In 10  3  0	0ut <sup>10</sup> 0 13 49 62 sk Hour Out <sup>10</sup> 2	Saturda  Total  0  1119  121  Saturda  Total  6  0	In <sup>10</sup>	Peak Hour  Out¹e  0  1  52  52  Peak Hour  Out¹e  0  0  0  0  0  0  0  0  0  0  0  0  0	Weeks   Total   10   0   10	lay AM Per In 10  0  1  1  0  1  In 10  0  1  1  1  0  0  1  1  1  1  1  1	8 8 0 0 0 8 8 ak Hour Out 10 11 0	Weekda Total 5 0 70 75 Weekda Total 6 0	A Midday P In <sup>10</sup> 2 0 35 37 A Midday P In <sup>10</sup> In <sup>10</sup> 0 35	Out to Ou	Weekd Total 11 0 72 83 CLE TRIP Weekd Total 14 0	ss ay PM Peak In¹º 8 0 36 44  44  In¹º 10 0 10 0	Hour Out <sup>10</sup> 3 0 36 39  Hour Out <sup>10</sup> 4 0	Saturday Total 7 0 88 95 Saturday Total 9 0	In <sup>10</sup> 3 0 50 54  Midday Pr 1n <sup>10</sup> 4 0	Pak Hour Out <sup>10</sup> 3 0 38 42 Pak Hour Out <sup>10</sup> 4 0	Weekd   Total	ay AM Pec In 10 1 -11 0 -10 ay AM Pec In 10 1	ak Hour Out <sup>10</sup> 8  0  8  Sak Hour Out <sup>10</sup> 8	Weekday Total 5 -5 -24 -24 Weekday Total 3 0	INCREME  / Midday F  In to 2  -12  -12  INCREME / Midday F  In to 1  0	Peak Hour  Out <sup>10</sup> 2  -3  -12  -13  ENTAL VEH  Peak Hour  Out <sup>10</sup> 2  0  0	GLE TRIP Week Total 11 -14 -25 -28 CLE TRIP Week Total 9	In¹0  8  -1  -13  -6  S - ACTION day PM Pec In¹0  7  0	Out 10 3 3 -13 -22 Nak Hour Out 10 3 3 0	Saturda   Total   7   -1   -31   -25     Saturda   Total   3   0	ay Midday F In <sup>10</sup> 3 -1 -17 -15 In <sup>10</sup> In <sup>10</sup> 0	Peak Hour  Out **  3  -1  -13  -10  Peak Hour  Out **  Out **
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC	T Trips	Total  0 12 0 12 Weekda: Total 4 0 2	y AM Peak In <sup>10</sup> 0 11 11 11 11 11 11 0 1 1	Out <sup>10</sup> 0  0  0  1  1  1	Weekday Total 0 5 94 99 Weekday Total 4 0 11	NC Midday F In 10 A A A A A A A A A A A A A A A A A A	D ACTION 10 Out	VEHICLE TF Weekd Total 0 14 97 111  VEHICLE TF Weekd Total 4 0 6	In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out 10  0  13  49  62  Out 10  0  3  3	Saturda   Total   0	iy Midday In 10 0 0 1 68 68 68 19 Midday In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak Hour	Weeks   Total   10   0   10	In 10	8 0 0 8 8 Ak Hour Out 10 11 11 0 0 0	Weekda   Total	A A Midday P In 10 3 3 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	CTION VEH eak Hour  Out 19  2  0  35  37  CTION VEH eak Hour  Out 19  3  0  36	Weekd   Total	s ay PM Peak In 19 8 0 36 44 44 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	Hour Out <sup>10</sup> 3 0 36 39 Hour Out <sup>10</sup> 4 0 37	Saturday Total 7 0 88 95 Saturday Total 9 0 91	In <sup>10</sup> 3 0 50 54  In <sup>10</sup> 4 0 51	Out <sup>10</sup> 3 0 38 42 Out <sup>10</sup> 0 4 0 39	Weekd   Total   10   -12   0	In <sup>10</sup> 1  -11  0  -10  In <sup>10</sup> 1  -11  0  -10	Out <sup>10</sup> 8  0  0  8  Note the control of the contro	Total 5 -5 -2-24 -2-24 Weekday Total 3 0 60	INCREME In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out to Ou	Week   Total	S - ACTION day PM Pec In¹0  8  -1  -13  -6  S - ACTION day PM Pec In¹0  7  0  34	Out 10 A A A A A A A A A A A A A A A A A A	Saturda	ay Midday F  In 10  3  -1  -17  -15  In 10  In 10  44	Peak Hour  Out 10  3  -1  -13  -10  Peak Hour  Out 10  Out 10  3  3  3  3 3
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #24	1 Trips	0 12 0 12 WeekdaarTotal 4 0 2 6	10	Out***  Out***  Out***  Out**  Out**  Out**  Out**  A	Weekday   Total	NC Midday F In 10 A A A A A A A A A A A A A A A A A A	D ACTION 10 Out	VEHICLE TR Weekd  Total  0  14  97  111  VEHICLE TR Weekd  4  0  6  10	In 10 10 10 10 10 10 10 10 10 10 10 10 10	Out <sup>10</sup> 0  13  49  62  Out <sup>10</sup> 0  3  5  5	Saturda   Total	17 Midday  In 10  0  1  68  68  68  In 10  0  0  1  68  68  11	Peak Hour	Weeks   Total	In 10	Out 10  8  0  0  0  11  11	Weekda   Total	A A Midday P In 10 3 3 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	CTION VEH aak Hour  2  0 35  37  CTION VEH abak Hour  0ut <sup>10</sup> 3  0 36  39  ACTION VEH	CLE TRIP Weekd Total 11 0 72 83 CLE TRIP Weekd Total 14 0 74 88	s ay PM Peak In 19 8 0 36 44 44 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	Out <sup>10</sup> 3 0 36 39  Hour Out <sup>10</sup> 4 0 37	Saturday Total 7 0 88 95 Saturday Total 9 0 91	In <sup>10</sup> 3 0 50 54 Midday Pr 1n <sup>10</sup> 4 0 51	Out <sup>10</sup> 3 0 38 42 42 Out <sup>10</sup> 4 0 39 44	Weekd Total 10 -12 0 -2 -2 Weekd Total 9 -2 -6 6	In <sup>10</sup> 1  -11  0  -10  In <sup>10</sup> 1  -11  0  -10	Out to S S S S S S S S S S S S S S S S S S	Total 5 -5 -24 -24 Weekday Total 3 0 60	INCREME In 10 10 10 10 10 10 10 10 10 10 10 10 10	NTAL VEH	UCLE TRIP Week Total 11 -14 -25 -28 UCLE TRIP Week Total 9 0 68 78	S - ACTION   In 19	N ak Hour Out 10 13 13 14 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	Saturda   Total   7   -1   -31   -25     Saturda   3   0   77     80	ay Midday F  In 10  3  -1  -17  -15  In 10  In 10  44	Out 10  -10  -10  -10  -10  -10  -10  -10
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle	1 Trips	0 12 0 12 WeekdaarTotal 4 0 2 6	y AM Peak in <sup>10</sup> 0 11 11 11 0 11 0 1 1 1 0 1	Out***  Out***  Out***  Out**  Out**  Out**  Out**  A	Weekday   Total	NC   Midday F   In 10	D ACTION 10 Out	VEHICLE TR Weekd  Total  0  14  97  111  VEHICLE TR Weekd  4  0  6  10	In 10 A STATE OF THE STATE OF T	Out <sup>10</sup> 0  13  49  62  Out <sup>10</sup> 0  3  5  5	Saturda   Total	17 Midday  In 10  0  1  68  68  68  In 10  0  0  1  68  68  11	Out <sup>10</sup>	Weeks   Total	In <sup>10</sup> 1  0  1  1  1  0  0  1  1  1  0  0  1  1	Out 10  8  0  0  0  11  11	Weekda   Total	A A A A A A A A A A A A A A A A A A A	CTION VEH aak Hour  2  0 35  37  CTION VEH abak Hour  0ut <sup>10</sup> 3  0 36  39  ACTION VEH	CLE TRIP Weekd Total 11 0 72 83 CLE TRIP Weekd Total 14 0 74 88	S S S S S S S S S S S S S S S S S S S	Out <sup>10</sup> 3 0 36 39  Hour Out <sup>10</sup> 4 0 37		In <sup>10</sup> 3 0 50 54 Midday Pr 1n <sup>10</sup> 4 0 51	Out <sup>10</sup> 3 0 38 42 42 Out <sup>10</sup> 4 0 39 44	Weekd Total 10 -12 0 -2 -2 Weekd Total 9 -2 -6 6	ay AM Per 1 1 -110 -110 -110 -11 -11 -11 -11 -11	Out to S S S S S S S S S S S S S S S S S S	Total 5 -5 -24 -24 Weekday Total 3 0 60	INCREMENT IN INCRE	NTAL VEH	UCLE TRIP Week Total 11 -14 -25 -28 UCLE TRIP Week Total 9 0 68 78	S - ACTION   In   10   10   10   10   10   10   10   1	N ak Hour Out 10 13 13 14 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	Saturda   Total   7   -1   -31   -25     Saturda   3   0   77     80	In '10	Out 10  -10  -10  -10  -10  -10  -10  -10
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #24	1 Trips	0 12 0 12 0 142 0 142 142 142 142 142 142 142 142 142 142	y AM Peak In <sup>10</sup> 0 11 11 11 2 y AM Peak y AM Peak	Out <sup>10</sup> 0 0 0 0 1 Hour Out <sup>10</sup> 3 0 1	Weekday   Total	NCV Midday F In 10 0 2 47 49 NCV Midday F In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	D ACTION 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	VEHICLE TR  Weekd  Total  0  14  97  1111  Weekd  Total  4  0  6  10	RIPS  In 10  O  49  49  In 10  T  APP  APP  In 10  APP  APP  In 10  APP  In 10  APP  APP  In 10  APP  APP  APP  APP  APP  APP  APP  A	Out 10  13  49  62  0  0  0  13  55	Saturda   Total	sy Midday In 10 0 1 68 68 19 Midday In 10 0 8 11 11	Out   Out	Weeks	In 10 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out 10  8  8  0  0  0  11  11  11	Weekda   Total	A A Midday P In 10 2 2 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	CTION VEH Out 10 35 37 CTION VEH Out 10 35 37 37 CTION VEH Out 10 36 39 ACCTION VEH ACCTIO	Weekd   Total	S S S S S S S S S S S S S S S S S S S	Hour Out <sup>10</sup> 3 0 36 39 Hour Out <sup>10</sup> 4 0 37		In <sup>10</sup> 3 0 50 54 In <sup>10</sup> 4 0 51 56	Out <sup>19</sup> 3 0 38 42 42 0ut <sup>19</sup> 4 0 39 44	Weekd   Total   10	ay AM Pec  In 10  -11  -11  0  -10  -10  -1  1  0  -1  -1	Out to S S S S S S S S S S S S S S S S S S	Weekday   Total	INCREME In 10 In In 10 In In 10 In	INTAL VEH Out 10  2  -3  -12  -13  INTAL VEH Out 10  0  3  3  3  3  3  3  4  4  4  4  4  4  4	Veek Total 11 -14 -25 -28 CLE TRIP Week Total 9 0 68 78	S - ACTION   In 10   In 10	N ak Hour  Out 10  3 -13 -13 -22  N ak Hour  Out 10  3 -73 -13 -34  37	Saturda	ny Midday F	Out   0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #24  Land Use	1 Trips	Veekdaal 4 0 2 4 Weekdaal 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In 10  y AM Peak  y AM Peak  11  y AM Peak  1  2	Out <sup>10</sup> 0 0 0 0 Hour 0 1 1 4 Hour Out <sup>10</sup>	Weekday   Total	NCC V Midday F In 19 A	O ACTION Out 10	VEHICLE TR Weekd Total 0 14 97 111 Weekd Total 4 0 6 10 VEHICLE TR Weekd Total 7 Total	RIPS In 19 A9 A9 A9 A9 A9 A9 A9 In 19 A9 A9 In 19 A9	Out 19  62  0ut 19  62  0ut 19  63  649  652  0ut 19  0ut 19  0ut 19  0ut 19  0ut 19  0ut 19	Saturda   Total	sy Midday In 10 0 1 68 68 68 11 11 11 11 11 11 11 11 11 11 11 11 11	Peak Hour	Weekd   Total   10   0   110     110	In <sup>10</sup> 1  0  1  1  1  1  0  1  1  1  2  0  1  1  1  1  1  1  1  1  1  1  1  1	ak Hour Out <sup>10</sup> 8  0  0  0  11  0  11  0  ut <sup>10</sup> 11  Out <sup>10</sup> 11  Out <sup>10</sup>	Weekda Total 5 0 70 75  Weekda Total 6 0 72  78	A Midday P In 10 2 0 35 37  A A A A A A A A A A A A A A A A A A A	CTION VEH Out 19  2  0  35  37  TOTION VEH Out 19  3  0  36  39  ACCTION VE ACCTION VEH Out 19  ACCTION VEH Out 19  COUT	Weekd	S S S S S S S S S S S S S S S S S S S	Out <sup>10</sup> 3 0 36 39 Hour Out <sup>10</sup> 4 0 37 41 Hour Out <sup>10</sup>	Total 7 0 88 95 Saturday Total 9 100 Saturday Total 100 Saturday	In <sup>10</sup> 3 0 50 54 Midday Pr 1n <sup>10</sup> 4 0 51 56	Out <sup>10</sup> 3  0  38  42  Out <sup>10</sup> 4  0  39  44  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Weekd Total 10 -12 0 -2 Weekd Total 9 0 -2 6	In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out 10  8  0  0  1  8  0  0  1  7	Weekday   Total	INCREME In 10 In 1	NTAL VEH cask Hour Out 10 2 -3 -12 -13  NTAL VEH cask Hour Out 10 30 32  MENTAL VEH Count 10 30 32  MENTAL VEH Count 10 30 30 30 30 30 30 30 30 30 30 30 30 30	Week   Total	S - ACTION		Saturds	In   In   In   In   In   In   In   In	Out   0
Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURIN  RETAIL / COMM FAC  Total Site Vehicle  Site #24  Land Use  RESIDENTIAL / HOTEL	1 Trips  1 Trips  1 Trips	0	y AM Peak in'0 0 11 11 11 2 1 2 y AM Peak in'0 0 0 1 10 0 1 0 1 0 0 0 0 0 0 0 0 0 0	Out <sup>10</sup> 0 0 0 0 0 Hour 3 0 1 4 Hour	Weekday   Total	NC   Midday F   In 10   2   47   49	D ACTION 0  Peak Hour  Out 10  0  3  47  50  DACTION 1  1  0  0  7  DACTION 1  0  0  0  0  0  0  0  0  0  0  0  0  0	VEHICLE TF   Weekd	INPS In 19 A 49  49  In 19 A 49  A 49  In 19 A 49  In	Out 10  0 13  49  62  Out 10  0 3  5 5	Saturda   Total	in i	Out   0	Weeks   Total   10   0   10	In 10 0 0 In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ak Hour  Out *0  8  0  0  0  111  111  ak Hour  Out *0  8	Weekda Total 5 0 70 75  Weekda Total 6 0 72  78	A A P In 10 P	CTION VEH  Out <sup>19</sup> 2  0  35  37  37  CTION VEH  Out <sup>19</sup> 3  0  36  39  ACTION VE  ACTION VEH  Out <sup>19</sup> 2  2  2  2  4  COUt <sup>19</sup> 3  4  COUt <sup>19</sup> 2	Weekd	S S S S S S S S S S S S S S S S S S S	Out <sup>10</sup> 3 0 36 39 Hour Out <sup>10</sup> 4 0 37 41 Hour Out <sup>10</sup>	Total	In <sup>10</sup> 3 0 50 54 Midday Pr 1n <sup>10</sup> 4 0 51 56	Out <sup>10</sup> 3 0 38 42  Out <sup>10</sup> 4 0 39 44 Out <sup>10</sup> 39	Weekd   Total   10   -12   2	In 10 -11 -11 -11 -11 -11 -11 -11 -11 -11	Bik Hour Out <sup>19</sup> 8  0  0  1  8  0  7  This is the Hour Out <sup>19</sup> 8  0  -1  7	Weekday   Total	INCREME In 19 2 2 -12 -12 -11 INCREME IN Midday F In 19 30 31 10 IN O INCREME IN Midday F In 19 11 12 13 14 15 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	NTAL VEH Pack Hour Out 10  - 3  - 12  - 13  NTAL VEH Pack Hour  - 3  - 12  - 13  NTAL VEH Pack Hour  - 3  - 12  - 13  NTAL VEH Pack Hour  - 0  - 3  - 3  - 12  - 13  - 12  - 13  - 14  - 14  - 14  - 15  - 15  - 16  - 1	CLE TRIP Week Total  11 -14 -25 -28  CLE TRIP Week Total 9 0 68 78  Week Total 10	S - ACTION   In   10		Saturds	In   In   In   In   In   In   In   In	Out   0

Site #25					N	ACTION	EHICLE TE	RIPS									NO	ACTION V	EHICLE TI	RIPS									O INCRE	MENTAL V	EHICLE TRI	IPS - ACT	ION			
	Weekd	ay AM Pe	k Hour	Weekda	y Midday I	Peak Hour	Weeko	lay PM Pea	k Hour	Saturday	y Midday F	eak Hour	Weekd	ay AM Pea	ak Hour	Weekda	y Midday F	Peak Hour	Week	day PM Pea	ak Hour	Saturda	y Midday F	eak Hour	Weekd	lay AM Pea	ak Hour	Weekda	y Midday I	Peak Hour	Week	day PM Pe	eak Hour	Saturda	y Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					No	ACTION	EHICLE TE	RIPS									NO	O ACTION Y	EHICLE TI	RIPS									O INCRE	MENTAL V	EHICLE TR	IPS - ACT	ION			
		AM D	de Maria	Weeks	Milatalana I	Same Harry	Waste	DM D							ale Uassa			Name I I I I I I I I I I I I I I I I I I I									de Maria			Same I I accom		den DM De			Midden D	

Site #26					NO	ACTION V	EHICLE TI	RIPS									NO	ACTION V	EHICLE TR	RIPS								- 1	O INCREM	MENTAL VE	HICLE TR	PS - ACTIO	ON			
	Week	day AM Pe	ak Hour	Weekday	y Midday F	eak Hour	Week	day PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	ık Hour	Weekda	y Midday P	eak Hour	Week	day PM Pea	k Hour	Saturda	y Midday F	eak Hour	Weeko	lay AM Pea	ak Hour	Weekda	y Midday F	eak Hour	Week	lay PM Pea	ık Hour	Saturda	y Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>to</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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
		_	_		_	_	_		_			_			_					_	_	_	_	_			_	_	_	_		_		ir -		
Total Site Vehicle Trip	s 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

Site #1

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	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 <sup>5</sup>	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 <sup>10</sup>	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 PER	SON TRIPS	158	486	340	483

Site #2

5	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units		Trip Rate	Trip Rate	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 <sup>3</sup>	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 <sup>5</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	99	562	638	718

Site #3

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units		Trip Rate	Trip Rate	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 <sup>8a</sup>	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 <sup>2</sup>	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 <sup>4</sup>	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)								TOTAL PER	SON TRIPS	156	479	310	551

Site #4													
	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		oral Distribu	ition (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	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 <sup>5</sup>	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 <sup>10</sup>	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)								TOTAL PER	SON TRIPS	172	529	370	526

Site #5

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	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 <sup>2</sup>	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)								TOTAL PER	SON TRIPS	99	323	206	390

Site #6

one #0	Size <sup>1</sup>	No. of	No. of	Weekday Daily Person	Saturday Daily Person		oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	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 <sup>5</sup>	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 <sup>2</sup>	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 <sup>10</sup>	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 PER	SON TRIPS	400	1,158	794	1,082

Site #7

Site #1	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units		Trip Rate	Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 <sup>6,7</sup>	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 <sup>10</sup>	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)								TOTAL PER	SON TRIPS	181	758	467	898

	Size 1	No. of	No. of	Wookday Daily Borson	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail <sup>3</sup>	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 <sup>2</sup>	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 <sup>10</sup>	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)								TOTAL PER	SON TRIPS	138	781	1,029	1,140

Site #9

5.00	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail <sup>3</sup>	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 <sup>2</sup>	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 35Q							TOTAL PER	SON TRIPS	213	1,139	1,300	1,455

Site #10

Site #10													
	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units		Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail <sup>3</sup>	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 <sup>5</sup>	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 <sup>10</sup>	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						1	TOTAL PER	SON TRIPS	1,171	3,739	4,037	3,330

Site #11

Site #11	Size 1	No. of	No. of	Washdan Balla Barran	Ostandar Deila Deserva		oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	No. of Dwelling Units		Weekday Daily Person Trip Rate	Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 <sup>10</sup>	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)								TOTAL PER	SON TRIPS	202	868	562	1,108

Site #12	Size 1		No. of				oral Distribu	tion (Peak I	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	No. of Dwelling Units	Parking Spaces	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	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 <sup>3</sup>	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 <sup>2</sup>	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 PER	SON TRIPS	136	716	818	914

Site #13

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Specialty Retail <sup>3</sup>	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 <sup>2</sup>	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)								TOTAL PER	SON TRIPS	162	858	980	1,096

Site #14

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	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 <sup>2</sup>	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						1	TOTAL PER	SON TRIPS	320	1,132	697	1,363

Site #15

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	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 <sup>2</sup>	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)								TOTAL PER	SON TRIPS	211	882	507	1,058

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	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 <sup>2</sup>	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 <sup>10</sup>	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 PER	SON TRIPS	242	1,044	675	1,333

Site #17

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units		Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	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 <sup>2</sup>	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)								TOTAL PER	SON TRIPS	207	871	500	1,044

Site #18a

	Size <sup>1</sup>	No. of	No. of	Weekday Daily Person	Saturday Daily Person		oral Distribu	tion (Peak H	lour %)	Esti	imated Person-Trip G	eneration Characteris	stics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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 #18h

Site #18b						1							ı
	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak F	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units		Trip Rate	Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)								TOTAL PER	SON TRIPS	223	939	537	1,116

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate	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 <sup>4</sup>	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 <sup>2</sup>	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)								TOTAL PER	SON TRIPS	275	995	600	1,149

Site #20

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate	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 <sup>4</sup>	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 <sup>5</sup>	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 <sup>10</sup>	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 PER	SON TRIPS	183	568	410	581

Site #21

Site #21	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units		Trip Rate	Trip Rate	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 <sup>5</sup>	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 <sup>3</sup>	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)								TOTAL PER	SON TRIPS	937	2,817	2,799	2,249

Site #22

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)		Parking Spaces	Trip Rate	Trip Rate	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 <sup>3</sup>	(sq. ft.) Dwelling Units Spaces Trip Rate  Parking Spaces Trip Rate  N/A N/A 159 trips per 1,000 11		191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	590	609	746		
Residential <sup>2</sup>	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)							1	TOTAL PER	SON TRIPS	113	647	733	825

JILE #23													
	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		oral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units	Parking Spaces	Trip Rate	Trip Rate	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 <sup>3</sup>	40,066	N/A	Spaces :		191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%	0	605	624	765
Residential <sup>2</sup>	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 <sup>10</sup>	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)								TOTAL PER	SON TRIPS	133	672	905	993

Site #24

	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)			Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	15,698	Dwelling Units Spaces Trip Rate  FOR N/A N/A 205 trips per 1,000 4		488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	100	611	309	728	
Residential <sup>2</sup>	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)							-	TOTAL PER	SON TRIPS	206	664	425	802

Site #25

31le #23													
	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	itics
Land Use	(sq. ft.)			Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	(sq. ft.)		488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	52	317	160	378		
Residential <sup>2</sup>	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)	1 8150						1	TOTAL PER	SON TRIPS	107	345	221	416

Site #26

31le #20													
	Size 1	No. of	No. of	Weekday Daily Person	Saturday Daily Person		ral Distribu	tion (Peak H	lour %)	Esti	mated Person-Trip G	eneration Characteris	tics
Land Use	(sq. ft.)	Dwelling Units		Trip Rate	Trip Rate		Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Boutique Retail <sup>4</sup>	9,314	N/A	N/A	Trip Rate Trip R		3.1%	19.0%	9.6%	9.5%	59	363	183	432
Residential <sup>2</sup>	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)								TOTAL PER	SON 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

					ACTION CONDITIONS - Expanded Arts Bonus  Estimated Mode Split (AM, PM, SAT)  Estimated Mode Split (MD)																											
Site #1	F-si-		eneration Character	lata -			Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (I	MD)			Weeks	ay AM Pe	alı Hava		imated Vel y Midday F			Characteris day PM Pea		Catuadau	Midday Pe	and Harris
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total			T		T	1	1					
	Hour	Peak Hour	Hour	Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					2	1	1	9	5	5	5	2	2	11	6	5
Office/Commercial <sup>5</sup>	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 <sup>8</sup>	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
			l																		23	21	_		۰	10	33		20	.,	9	
Site #2	Feti	mated Person-Trin G	eneration Character	istics			Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (I	MD)			Weekr	av AM Pe	ak Hour		imated Vel v Middav F			Characteris dav PM Pea		Saturday	Midday Pe	aak Hour
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total							1					
	Hour	Peak Hour	Hour	Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>3</sup> =																					0	0	0	20	10	10	21	10	10	26	13	13
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					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 <sup>2</sup>	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	Esti	mated Person-Trip G	eneration Character	istics			Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (I	MD)			Weeko	ay AM Pe	ak Hour		y Midday F			Characteris day PM Pea		Saturday	Midday Pe	eak Hour
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total		. 10	- 10		Т		1					
	Hour	Peak Hour	Hour	Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Community Facility/Institutional 8s	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 86	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 <sup>4</sup>	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 <sup>3</sup> =																					2	1	1	10	5	5	5	3	3	12	7	5
Residential <sup>2</sup>	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	U	U.	u .	u .			Fetima	ted Mode S	nlit (AM P	M SAT)					Fe	timated Mo	nde Snlit (	MD)						Feti	imated Vel	nicle-Trin (	Seneration (	Characteris	tics <sup>9</sup>			
One ar	Esti	mated Person-Trip G	eneration Character	istics				lea mode e	pint (Print, 1	, 0,7.17						Timated in	Jue Opini (i				Weeko	ay AM Pe	ak Hour		y Midday F			day PM Pea		Saturday	Midday Pe	ak Hour
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
	Hour	Peak Hour	Hour	Peak Hour																												
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =  Net New Trips After Pass-by/Link Trip																					0	0	0	3	2	2	2	1	1	4	2	2
Reduction <sup>3</sup> =																					2	1	1	10	5	5	5	3	3	12	7	5
Office/Commercial <sup>5</sup>	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 <sup>8</sup>	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							Estima	ted Mode S	nlit (AM D	M. SATI			1		E	timated Mo	ode Solit /	MD)					•	Erel	imated V-1	iclo-Trie 1	Seneration	Characteris	tics <sup>2</sup>			
51.0 FJ	Esti	mated Person-Trip G	eneration Character	istics			countd	a mode s	em (em, P	, 541)							Jo opiit (i	,			Weeko	ay AM Pe	ak Hour		y Midday F			day PM Pea		Saturday	Midday Pe	ak Hour
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
0.00	Hour	Peak Hour	Hour	Peak Hour	0.00/	0.00/		0.001	0.00/		0.00/	400.07	0.00/	0.00:	0.004	0.00/	0.00	00.00	0.00:	100.0::			-									
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =  Net New Trips After Pass-by/Link Trip																					0	0	0	2	1	1	1	1	1	3	1	1
Reduction <sup>3</sup> =																					2	1	1	7	4	4	4	2	2	9	5	4
Residential <sup>2</sup>	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
		l	1	1	J																		1	<u> </u>			1	ь—				

				ACTION CONDITIONS - Expanded Arts Bonus  Estimated Mode Split (AM, PM, SAT)  Estimated Mode Split (MD)																												
Site #6	Feti	mated Person-Trin G	eneration Characteri	istics			Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (I	MD)			Weekr	lav AM Pea	ık Hour		mated Veh		eneration C	haracteris ay PM Pea		Saturday	Midday Pe	aak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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																					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 <sup>8</sup>	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
																		1			61	57	5	43	19	24	82	14	68	37	21	16
Site #7	1				-		Fatima	ted Mode S	-lia (AM. D	M CAT					-	timated Mo	-d- C-lit /	MD)											. 9			
Site #/	Esti	mated Person-Trip G	eneration Characteri	istics			Estima	tea mode s	piit (AM, P	M, SAI)					ES	timated wic	ode Split (i	MD)			Weeko	lay AM Pea	k Hour		Midday F		eneration C Weekd	naracterisi ay PM Pea		Saturday	Midday Pe	ak Hour
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
	Hour	Peak Hour	Hour	Peak Hour																								***				
Boutique Retail <sup>4</sup>	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 = Net New Trips After Pass-by/Link Trip																					0	0	0	6	3	3	3	1	1	7	3	3
Reduction <sup>3</sup> =																					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 <sup>6,7</sup>	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 <sup>8</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (I	MD)						Estir	mated Veh	nicle-Trip G	eneration C	haracteris	tics <sup>9</sup>			
	Esti	mated Person-Trip G	eneration Characteri	istics			xxi Subway Railroad Bus Walk Other Total Auto Taxi Subway Railroad Bus Walk Other Total											Weeko	lay AM Pea	k Hour	Weekday	Midday F	Peak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday Pe	ak Hour			
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>3</sup> =																					0	0	0	84	42	42	87	44	44	107	60	46
Residential <sup>2</sup>	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 <sup>8</sup>	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
												ı					ı	1			12	2	10	90	45	45	113	65	47	127	71	57
					ļ																	_		50							•••	
Site #9			eneration Characteri				Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (I	MD)				lav AM Pea			mated Veh		eneration C	haracteris			Midday Pe	=
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	weeko		K Hour	weekday			weekd	-	K HOUT	Saturday	- 1	ak Hour
	Hour	Peak Hour	Hour	Peak Hour																	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>3</sup> =																					0	0	0	122	61	61	126	63	63	155	88	67
Residential <sup>2</sup>	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
														-				1			19	3	16	132	66	66	147	77	69	168	94	74
Site #10									P. /444 B																							
Site #10	Esti	mated Person-Trip G	eneration Characteri	istics		Estimated Mode Split (AM, PM, SAT) Estimated Mode Split (MD)										MD)			Weeko	lay AM Pea	k Hour		mated Veh / Midday F		eneration C Weekd	haracterisi ay PM Pea		Saturday	Midday Pe	eak Hour		
Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
	Hour	Peak Hour	Hour	Peak Hour																												
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	90	45	45	93	46	46	114	57	57
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	270	135	135	278	139	139	341	193	148
Office/Commercial <sup>5</sup>	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 <sup>8</sup>	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
	1					1					1							1	1	1	251	241	10	366	173	194	599	181	417	397	224	173
<u> </u>	I	l	1	1																				<u> </u>	<u> </u>	1	<u> </u>					-

*** *** *** *** *** *** *** *** *** **	Site #11							Estima	lad Mada S	nlit /AM D	M CAT)					Er	timated Me	do Split (1	4D)			Т			Fatia		iala Taia C	ti C	hl	19			1
Mathematics	Site #11	Esti	mated Person-Trip G	eneration Characteri	stics			Louina	teu moue c	piit (Am, F	m, SAI)						dinated wit	de Spiit (ii				Weekda	ay AM Pea	k Hour							Saturday	Midday Pe	ak Hour
March   Marc	Land Use	Weekday AM Peak	Weekday Midday	Weekday PM Peak	Saturday Midday	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>		l					П		
Part	Boutique Retail <sup>4</sup>					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 <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
<table-container>The color of the color of the</table-container>	Residential <sup>2</sup>	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
Part	Arts/Performance <sup>8</sup>	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
This shows the contine shows t																						10	3	7	24	12	12	23	15	7	35	19	16
This shows the contine shows t	Site #12	•		•				Estima	ted Mode S	olit (AM. P	M. SAT)					Es	timated Mo	de Split (N	MD)						Estir	mated Veh	icle-Trin G	neration C	haracteris	tics <sup>9</sup>		•	
		Esti	mated Person-Trip G	eneration Characteri	stics																	Weekda	ay AM Pea	k Hour							Saturday	Midday Pe	ak Hour
1 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	Land Use					Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>to</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Specialty Retail <sup>3</sup>	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
Parish   P	Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	77	38	38	79	40	40	97	55	42
Parish   P	Residential <sup>2</sup>	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
+ 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1																						12	2	10	83	41	41	92	49	44	105	59	46
+ 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Site #13					j T		Fetima	ted Mode S	inlit (AM P	M SAT)			ı		Fe	timated Mo	rde Snlit (N	MD)			<u> </u>			Fetir	mated Veh	icle-Trin G	neration C	haracterie	tics <sup>3</sup>			
	Site #15	Esti	mated Person-Trip G	eneration Characteri	stics			Louino	ica mode c	piit (riii, i	iii, 07(1)						amated me	de opiit (ii				Weekda	ay AM Pea	k Hour							Saturday	Midday Pe	ak Hour
*** *** *** *** *** *** *** *** *** **	Land Use					Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
*** *** *** *** *** *** *** *** *** **	Specialty Retail <sup>3</sup>	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
Paris   Pari	Pass-by/Linked Trip Reduction <sup>3</sup> =																					0	0	0	31	15	15	32	16	16	39	19	19
This color   Thi	Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					0	0	0	92	46	46	95	48	48	117	66	51
Start   Star	Residential <sup>2</sup>	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
Methody All Peak   Methody All																			•			14	2	12	99	50	50	111	58	52	126	71	55
Methody All Peak   Methody All	Site #14					1		Estima	ted Mode S	plit (AM, P	M, SAT)			1		Es	timated Mo	de Split (N	MD)						Estir	mated Veh	icle-Trip G	eneration C	haracteris	tics <sup>2</sup>			
Note		Esti	mated Person-Trip G	eneration Characteri	stics																	Weekda	ay AM Pea	ık Hour							Saturday	Midday Pe	ak Hour
Pass-by-Linked Tip Reduction 3 = 148	Land Use					Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
The New Tips After Pass-by-Link Tip Reduction	Boutique Retail <sup>4</sup>	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
Reduction   148   74   163   103   12.0   2.0   51.0   2.0   1.0   18.0   1.0   18.0   1.0   18.0   1.	Pass-by/Linked Trip Reduction 3 =																					0	0	0	9	4	4	4	2	2	11	5	5
Sike #15	Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					6	3	3	27	13	13	13	7	7	32	18	14
Sike #15	Residential <sup>2</sup>	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
$\frac{1}{1} + \frac{1}{1} + \frac{1}$																						19	5	14	33	17	17	28	17	11	41	22	18
Land Use Weekday AM Peak Hour Peak Hour Peak Hour Peak Hour 138 846 427 1,007 201 101 101 201 101 101 101 101 101 101	Site #15							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Estir	mated Veh	icle-Trip G	neration C	haracteris	tics <sup>9</sup>			
Weekday Midday   Weekday Midday Midday   Weekday Midday		Esti	mated Person-Trip G	eneration Characteri	stics																	Weekda	ay AM Pea	ık Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday Pe	ak Hour
Pass-by/Linked Trip Reduction =	Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour		Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
The New Trips After Pass-byLink Trip Reduction 2	Boutique Retail <sup>4</sup>	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
Reduction 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	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 <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
11 3 8 24 12 12 18 10 7 30 17 13	Residential <sup>2</sup>	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	
						]																11	3	8	24	12	12	18	10	7	30	17	13

Site #16							Estimat	ed Mode S	plit (AM, PI	M, SAT)					Es	timated Mo	ode Split (N	MD)						Estir	mated Veh	icle-Trip G	eneration (	Characteris	tics <sup>9</sup>			
	Estin	nated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Pea	k Hour	Weekday	y Midday F	eak Hour	Weeko	lay PM Pea	k Hour	Saturday	Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					6	3	3	25	13	13	13	6	6	30	17	13
Residential <sup>2</sup>	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 <sup>8</sup>	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							Estimat	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Esti	mated Veh	icle-Trip G	eneration (	haracterist	tics <sup>9</sup>			
	Estin	nated Person-Trip Ge	eneration Characteris	stics																	Weekd	lay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weeko	lay PM Peal	k Hour	Saturday	Midday P	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	7	4	4	4	2	2	8	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					5	2	2	21	11	11	11	5	5	25	14	11
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	ode Split (N	MD)						Estir	nated Veh	icle-Trip G	eneration C	haracteris	tics <sup>9</sup>			
	Estin	nated Person-Trip G	eneration Characteri	stics																	Weekd	lay AM Pea	k Hour	Weekday	Midday F	eak Hour	Weekd	lay PM Pea	k Hour	Saturda	Midday Peak	Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	6	3	3	3	2	2	8	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					4	2	2	19	9	9	10	5	5	23	13	10
Residential <sup>2</sup>	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							Estimat	ed Mode S	plit (AM, P	M, SAT)					Es	stimated Me	ode Split (f	MD)						Esti	mated Veh	icle-Trip G	eneration C	haracteris	tics <sup>2</sup>			
	Estir	nated Person-Trip G	eneration Characteris	tics						Walk	Other							Walk			Weekd	ay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	lay PM Pea	k Hour	Saturday	Midday Pe	ak Hour
Land Use	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Auto	Taxi	Subway	Railroad	Bus	waik	Other	Total	Auto	Taxi	Subway	Railroad	Bus	waik	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					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 85	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 <sup>2</sup>	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							Estima	ted Mode	Split (AM, P	M, SAT)					Es	timated Mo	ode Split (f	MD)						Esti	mated Vel	nicle-Trip G	eneration C	haracteris	tics <sup>9</sup>			
	Estin	nated Person-Trip G	eneration Characteris	stics																	Weeko	lay AM Pe	ak Hour	Weekda	y Midday I	Peak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>4</sup>	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 <sup>3</sup> =																					0	0	0	7	4	4	4	2	2	9	4	4
Net New Trips After Pass-by/Link Trip Reduction <sup>3</sup> =																					5	2	2	22	11	11	11	6	6	27	15	12
Residential <sup>2</sup>	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							Estimat	ted Mode S	iplit (AM, P	M, SAT)					Es	timated Mo	ode Split (f	MD)						Estir	mated Veh	icle-Trip G	eneration C	haracteris	tics <sup>9</sup>			
Weekday MAP Peak   Weekday MI Peak Hour   Peak Hour	Land Hea	Estin	nated Person-Trip G	eneration Characteris	stics	Auto	Tavi	Cubway	Pailroad	Pus	Walk	Othor	Total	Auto	Tavi	Cuburay	Pailroad	Pur	Walk	Othor	Total	Weekd	ay AM Pea	k Hour	Weekday	Midday F	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	ak Hour
Plass-by/Linked Trip Reduction 3 = 0 0 0 0 4 2 2 2 1 1 4 2 2 1 1 4 2 2 1 1 1 1 1 5 5 5 3 3 3 13 7 C Reduction 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Land Use					Auto	Idai	Subway	Kalli Oau	bus	Walk	Otilei	Total	Auto	Idai	Subway	Kalii oau	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Net New Trips After Pass-byLink Trip Reduction* =	Boutique Retail <sup>4</sup>	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
Configuration 1	Pass-by/Linked Trip Reduction <sup>3</sup> =																					0	0	0	4	2	2	2	1	1	4	2	2
Unicol/Lommercial 114 142 153 13 33.0% 2/0% 3/0% 12/0% 10/0% 2/0% 3/0% 10/0% 3/0% 3/0% 3/0% 3/0% 3/0% 3/0% 3/0%																						2	1	1	11	5	5	5	3	3	13	7	6
ArtsPerformance* 0 0 62 62 20.0% 5.0% 10.0% 0.0% 10.0% 55.0% 0.0% 10.0% 55.0% 10.0% 55.0% 10.0% 0.0% 10.0% 55.0% 0.0% 10.0% 0.0% 0.0% 0.0% 0.0% 0.0%	Office/Commercial <sup>5</sup>	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 <sup>8</sup>	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																						27	25	2	20	9	11	39	9	30	21	12	9

Site #21							Estima	ted Mode S	plit (AM. P	M. SAT)					Es	timated Mo	ode Split (f	MD)						Esti	imated Veh	nicle-Trip G	eneration (	haracteris	tics <sup>9</sup>			
	Estir	nated Person-Trip C	Seneration Characteri	stics		1												r e			Weekd	ay AM Pea	ak Hour	Weekda	y Midday F	Peak Hour	Weeko	ay PM Pea	k Hour	Saturday	Midday P	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 85	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 <sup>5</sup>	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 <sup>3</sup>	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																					192	180	11	195 274	130	97 145	201 426	101 118	101 308	247 274	140 155	118

Site #22							Fetimal	ted Mode S	Split (AM, F	M SAT)			·		Fo	timated Me	nde Snlit (I	MD)						Feti	mated Veh	icle-Trin G	neration (	haracteris	tics <sup>9</sup>			
ONO WIL	Esti	mated Person-Trip G	Seneration Characteri	stics			Lound	lea mode c	Joint (Ami, 1	III, OZCI J							Jue Opiit (i				Weekd	ay AM Pea	k Hour		Midday P			lay PM Pea		Saturday	Midday P	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Specialty Retail <sup>3</sup>	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 <sup>3</sup> =																					0	0	0	70	35	35	72	36	36	88	50	38
Residential <sup>2</sup>	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							Estima	ted Mode S	Split (AM, P	M, SAT)					Es	timated Mo	ode Split (I	MD)						Esti	mated Veh	icle-Trip G	eneration (	haracterist	tics <sup>9</sup>			
	Estin	mated Person-Trip G	eneration Characteris	stics																	Weekd	ay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weeko	lay PM Peal	k Hour	Saturday	Midday P	ak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 <sup>3</sup> =																					0	0	0	72	36	36	74	37	37	91	51	39
Residential <sup>2</sup>	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 <sup>8</sup>	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							Estima	ted Mode	Split (AM, P	M, SAT)					Es	timated Mo	ode Split (N	MD)						Esti	mated Veh	icle-Trip G	eneration (	Characteris	itics <sup>9</sup>			
	Estir	nated Person-Trip G	eneration Characteri	stics																	Weekd	ay AM Pea	ık Hour	Weekda	y Midday F	eak Hour	Weeko	day PM Pea	ık Hour	Saturday	Midday P	eak Hour
Land Use	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 <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					3	2	2	15	8	8	8	4	4	18	10	8
Residential <sup>2</sup>	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							Estima	ted Mode S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	MD)						Estir	mated Veh	icle-Trip G	eneration	Characteris	tics <sup>2</sup>			
Land Use	Estin	nated Person-Trip G	Seneration Characteri	stics	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Weekd	ay AM Pea	k Hour	Weekday	Midday F	eak Hour	Week	lay PM Pea	k Hour	Saturday	Midday P	eak Hour
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour			,								,						Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Boutique Retail <sup>4</sup>	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 <sup>3</sup> =																					2	1	1	8	4	4	4	2	2	10	5	4
Residential <sup>2</sup>	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

						Estima	tea moae S	plit (AM, P	M, SAT)					Es	timated Mo	de Split (N	ID)						Estir	mated Veh	icle-Trip G	eneration (	Characteris	tics <sup>9</sup>			
Estima	ated Person-Trip Ge	eneration Characteris	stics																	Weekda	y AM Peal	Hour	Weekday	Midday P	eak Hour	Week	day PM Pea	k Hour	Saturday	Midday P	Peak Hour
day AM Peak \				Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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
																				0	0	0	3	2	2	2	1	1	4	2	2
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TOTAL EXISTING VEHICLE TRIPS	841	623	218	1,675	815	860	2,208	887	1,321 1,9	73 1,106	868

- Footnotes:

  1 = Residential modal split derived from Census 2000 Journey-to-Work data.

  2 = Specialty retail modal split derived from Colleuum Redevelopment EliS, (1987); Relitroid usage rate based on UAI assumption.

  2 = Specialty retail modal split assumptions from Colleuum Redevelopment EliS, (1987); Relitroid usage rate based on UAI assumption.

  4 = Boutipue retail modal split assumptions from Four Subdition Recording Plant and Selection of Proposed Manhatemylle in West Harlem Recording and Academic Missed-Use Development for MD.

  5 = Hotel modal split based on Atlantic Yards Avera EliS (2006).

  8 = A per DCP, 172 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, 172 total Community Facility floor area assumed to be similar to office. Modal split from Census 2000 Reveras Journey-Pol-Work data for AM, PMI and Sat (MD from Proposed Manhatemylle in West Harlem Recording and Academic Missed-Use Development for MD.

  5 Strange/Bindenduruming modal split based on Census 2000 Reveras Journey-Pol-Work data for AM, PMI and Sat (MD from Proposed Manhatemylle in West Harlem Recording and Academic Missed-Use Development for MD.

  5 Strange/Bindenduruming modal split based on Census 2000 Reveras Journey-Pol-Work data for AM, PMI and Sat (MD from Proposed Manhatemylle in West Harlem Recording and Academic Missed-Use Development for MD.

  5 Strange/Bindenduruming modal split based on Census 2000 Reveras Journey-Pol-Work data for AM, PMI and Sat (MD from Proposed Manhatemylle in West Harlem Recording and Academic Missed-Use Development for MD.

  6 Strange/Bindenduruming modal split based on Census 2000 Reveras Journey-Pol-Work data for AM, PMI and Sat (MD from Proposed Manhatemylle in West Harlem Recording and Academic Missed-Use Development for MD.

  6 Strange/Bindenduruming modal split based on Census 2000 Reveras Journey-Pol-Work data for AM, PMI and Sat

The contribute of the contribu	Site #1					NO	ACTION V	EHICLE TF	RIPS									A	CTION VEH	IICLE TRIP	S									INCREME	NTAL VEHI	CLE TRIPS	- ACTION	١			
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The continuate of the continua	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
Tringle 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	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
Part	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
Negrotion 1. Province 1. Prov	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
<table-container>Harmonia superior s</table-container>	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
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The continuation of the co	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
	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
Tringe field field 1 1 2 1 2 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1	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
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	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
Parish	Site #3					NO	ACTION V	EHICLE TE	RIPS									A	CTION VE	IICLE TRIP	S									INCREME	NTAL VEH	CLE TRIPS	- ACTION	١ .			
Final and transfer contribute	Landlies	Weekd	lay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weeko	day PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	k Hour	Weekday	Midday Pe	ak Hour	Weekd	ay PM Pea	k Hour	Saturda	y Midday P	eak Hour	Weekd	ay AM Pea	ık Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	ak Hour	Saturday	Midday P	eak Hour
Fig. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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The distal which less than 1	OFFICE / MANUFACTURING			0		0	0	<u> </u>	0				0									0		0	0			0		0		0		-			
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Fig. 1. The proper like of the p	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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Size 5    Size 5    Size 6    Size	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
Macha   Mach	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
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FIGE MANUFACTURING 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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Weekday MM Peak Hour   Weekday MM Peak Hour   Weekday MM Midday Peak Hour   Weekday MM Midday Peak Hour   Saturday MM Midday Peak Hour   Weekday MM Peak Hour   Weekday PM Peak Hour   Saturday Midday Peak Hour   Weekday PM Peak Hour   Weekday MM Peak	OFFICE / MANUFACTURING RETAIL / COMM FAC							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
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	RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6  Land Use	2 4 Weekd	1  1  lay AM Pea  In <sup>10</sup> 0	3 k Hour Out <sup>10</sup>	7 9 Weekday Total 0	4  4  NO Midday P  In <sup>10</sup> 0	4  4  ACTION V eak Hour  Out <sup>10</sup>	6 //EHICLE TF Weeko Total 0	4 RIPS day PM Pea	3 k Hour Out <sup>10</sup>	10 Saturday Total	6 Midday P	5 Peak Hour	6 Weekd Total	1 ay AM Pea	k Hour Out <sup>10</sup>	Total	5 Add Midday Pe	5 CTION VEH eak Hour Out <sup>10</sup>	9 Weekd Total	5 lay PM Pea In <sup>10</sup>	3 k Hour Out <sup>10</sup>	12 Saturda: Total 0	y Midday P	5 Dut <sup>10</sup>	2 Weekd Total	0 lay AM Pea In <sup>10</sup>	2 Out <sup>10</sup>	1 Weekday Total	1 INCREME r Midday P In <sup>10</sup>	1 Peak Hour Out <sup>10</sup>	2  CLE TRIPS  Weekd  Total	2 S - ACTION day PM Pea In <sup>10</sup>	1 A A A A A A A A A A A A A A A A A A A	2 Saturday Total 0	1 Midday P	1 eak Hour
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	RETAIL / COMM FAC  Total Site Vehicle Trips  Site #6  Land Use  RESIDENTIAL / HOTEL	2  4  Weekd  Total  0  16	1 1 1   1   1   1   1   1   1   1   1	1 3 k Hour Out <sup>10</sup> 0	7  9  Weekday  Total  0  6	4  NO Midday P  In <sup>10</sup> 0	4  4  ACTION V eak Hour  Out <sup>10</sup> 0  4	6  /EHICLE THE Weeks  Total  0  18	4  RIPS  day PM Pea  In <sup>10</sup> 0	3 k Hour Out <sup>10</sup> 0	Total  0 2	6 Midday F	5 Peak Hour	6 Weekd Total 0 57	1 In 10 0 54	k Hour Out <sup>10</sup> 0	Total  0 22	5  All Midday Pe In <sup>10</sup> 0 9	5 ETION VEH eak Hour Out 10 0	9 Weekd Total 0	5 lay PM Pea	3 k Hour Out 10 0 63	Saturda: Total 0 6	y Midday Po	5 Seak Hour Out 10 0	2 Weekd Total 0 41	0 lay AM Pea	2 lk Hour Out <sup>10</sup> 0	1 Weekday Total 0 16	1 INCREME Midday P In <sup>10</sup> 0 6	1 Peak Hour Out <sup>10</sup> 0	2  CLE TRIPS  Weekd  Total  0  48	2 S-ACTION day PM Pea In <sup>10</sup> 0	1 Out <sup>10</sup> O 46	2 Saturday Total 0 5	1 Midday P	1 eak Hour Out 10

Site #7					NO	ACTION V	/EHICLE TR	RIPS				-					A	CTION VEH	ICLE TRIP	s									INCREME	NTAL VEHI	CLE TRIPS	- ACTION				
	Weekd	ay AM Pea	k Hour	Weekday	Midday P			day PM Peak	k Hour	Saturday	Midday P	eak Hour	Weekda	y AM Pea	k Hour	Weekday	Midday Pe			ay PM Peal	k Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	k Hour	Weekday				ay PM Pea	k Hour	Saturday	Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In¹º	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>to</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION V	EHICLE TR	RIPS									A	TION VEH	ICLE TRIP	S									INCREME	NTAL VEHI	CLE TRIPS	- ACTION				
	Weekd	ay AM Pea	k Hour	Weekday	Midday P	eak Hour	Weekd	day PM Peak	k Hour	Saturday	Midday P	eak Hour	Weekda	y AM Pea	k Hour	Weekday	Midday Pe	ak Hour	Weekd	ay PM Peal	k Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ık Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION V	/EHICLE TR	RIPS									Δι	TION VEH	ICLE TPIP	s				-					INCREME	NTAL VEHI	CLE TRIPS	- ACTION				
One wo	Weekd	ay AM Pea	k Hour	Weekday	Midday P			day PM Peak	k Hour	Saturday	Midday P	eak Hour	Weekda	y AM Pea	k Hour	Weekday	Midday Pe			ay PM Peal	k Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ık Hour	Weekday				ay PM Pea	k Hour	Saturday	Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION V	/EHICLE TR	RIPS									A	TION VEH	ICLE TRIP	s				ı					INCREME	NTAL VEHI	CLE TRIPS	- ACTION				
	Weekd	ay AM Pea	k Hour	Weekday	Midday P		1	day PM Peal	k Hour	Saturday	Midday P	eak Hour	Weekda	y AM Pea	k Hour	Weekday	Midday Pe			ay PM Peal	k Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ık Hour	Weekday				ay PM Pea		Saturday	Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION V	EHICLE TR	PS									Δ(	TION VEH	CI E TRIP	9									INCREME	NTAL VEHI	CI E TRIPS	- ACTION				
	Weekd	ay AM Pea	k Hour	Weekday	Midday P			day PM Peak	k Hour	Saturday	Midday P	eak Hour	Weekda	y AM Pea	k Hour	Weekday	Midday Pe			ay PM Peal	k Hour	Saturday	Midday Pe	ak Hour	Weekd	ay AM Pea	ık Hour		Midday P			ay PM Pea		Saturday	Midday Pe	eak Hour
Land Use														In <sup>10</sup>							Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>to</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
1	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In "	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>			III .													
RESIDENTIAL / HOTEL	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 0	In <sup>10</sup>	Out <sup>10</sup>	Total 6	In"	Out <sup>10</sup>	Total 3	In <sup>10</sup>	Out <sup>10</sup>	Total 6	In <sup>10</sup>	2	4	2	2	6	1	5	3	1	1	6	4	2	4	2	2
RESIDENTIAL / HOTEL OFFICE / MANUFACTURING																								2	6 -2	1 -2	5	3 -1	0	-1	-3	0	-3	0	0	0
	0	0	0		0	0	0	0	0	0	0	0	6	1	5	3	1	1	6	4	2	4	2													
OFFICE / MANUFACTURING RETAIL / COMM FAC	0 2 4	0 2	0	0	0	0	0	0	0	0	0	0	6	1	5	3	1 0	1 0	6	4	2	4 0	2	0	-2	-2	0	-1	0	-1	-3	0	-3	0	0	0
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips	0 2 4	0 2 2	0 0 2	0 1 17	0 0 9	0 1 9	0 3 9	0 0 4	3	0 0 21	0 0 12	0 0 9	6 0 5	0 2	5 0 2	3 0 21	1 0 11	1 0	6 0 16	4 0 11	2 0 5	4 0 31	2 0 17	0	-2 1	-2 0	0	-1 4	2	-1	-3 8	7	-3 1	0	<i>0</i>	0
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12	0 2 4	0 2 2	0 0 2	0 1 17 18	0 0 9	0 1 9 9	0 3 9 11	0 0 4	0 3 4	0 0 21 21	0 0 12	0 0 9	6 0 5	0 2	5 0 2	3 0 21 24	1 0 11	1 0 11 12 ETION VEH	6 0 16 23	4 0 11	2 0 5	4 0 31 35	2 0 17	0 14 16	-2 1	-2 0	0 0	-1 4	0 2 3	-1 2 3	-3 8 11	7	-3 1	0 10 14	<i>0</i>	0 5 7
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips	0 2 4	2 2	0 0 2	0 1 17 18	0 0 9 9	0 1 9 9	0 3 9 11	0 0 4 4	0 3 4	0 0 21 21	0 0 12 12	0 0 9	6 0 5	0 2	5 0 2	3 0 21 24	1 0 11 12 Ac	1 0 11 12 ETION VEH	6 0 16 23	4 0 11 15	2 0 5	4 0 31 35	2 0 17	0 14 16	-2 1	-2 0 -1	0 0	-1 4	0 2 3	-1 2 3	-3 8 11	0 7 11	-3 1	0 10 14	o 5	0 5 7
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #12	0 2 4 6 Weekd	0 2 2 4	0 0 2 2 2 k Hour	0 1 17 18 Weekday	0 9 9 NO	9 9 ACTION Veak Hour	0 3 9 11 VEHICLE TRI Weekd	0 0 4 4 4 RIPS	0 3 4 7	0 0 21 21 21 Saturday	0 0 12 12	9 9	6 0 5 10 Weekda	1 0 2 3 3 AM Pea	5 0 2 7	3 0 21 24 Weekday	1 0 11 12 At	1 0 11 12 CTION VEH	6 0 16 23 ICLE TRIP	4 0 11 15 15 S	2 0 5 7	4 0 31 35 Saturday	2 0 17 19 Midday Per	0 14 16	-2 1 4	-2 0 -1	0 0 5	-1 4 6 Weekday	0 2 3 INCREME	-1 2 3 NTAL VEHI	-3 8 11 CLE TRIPS Weekd	0 7 11 - ACTION ay PM Pea	-3 1 0	0 10 14 Saturday	0 5 7 Midday Pe	0 5 7
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #12 Land Use	0 2 4 6 Weekd	0 2 2 4 4 In 10 10 10 10 10 10 10 10 10 10 10 10 10	0 0 2 2 2 k Hour	0 1 17 18 Weekday	0 9 9 NO Midday Po	0 1 9 9 ACTION Veak Hour	0 3 9 11 Weekd	0 0 4 4 4 A RIPS Jay PM Peak In 10	0 3 4 7 k Hour	0 0 21 21 21 Saturday	0 0 12 12 12 Midday P	0 9 9 Out <sup>10</sup>	6 0 5 10 Weekda	1 0 2 3 3 ay AM Pea	5 0 2 7 7 k Hour Out <sup>10</sup>	3 0 21 24 Weekday	1 0 11 12 12 A4	1 0 11 12 TION VEH	6 0 16 23 ICLE TRIP Weekd	4 0 11 15 15 S	2 0 5 7	4 0 31 35 Saturday	2 0 17 19 Midday Per	0 14 16 16 Ak Hour Out 10	-2 1 Weekd	-2 0 -1 ay AM Pea	0 0 5	-1 4 6 Weekday	0 2 3 INCREME Midday P	-1 2 3 3 NTAL VEHI Out 10 Out 10	-3  8  11  CLE TRIPS  Weekd	0 7 11 1- ACTION ay PM Pea	-3 1 0 k Hour Out <sup>10</sup>	0 10 14 Saturday	0 5 7 Midday Pe	0 5 7 Peak Hour
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #12  Land Use  RESIDENTIAL / HOTEL	0 2 4 6 Weekd	0 2 2 4 4 In <sup>10</sup> 0	0 0 2 2 2 ik Hour Out <sup>10</sup>	0 1 17 18 Weekday Total 0	0	0 1 9 9 ACTION V eak Hour Out <sup>10</sup> 0	0 3 9 111 VEHICLE TR Weekd Total 0	0 0 4 4 4 A A A A A A A A A A A A A A A	0 3 4 7 k Hour Out <sup>10</sup> 0	0 0 21 21 Saturday Total 0	0 0 12 12 12 Midday P In <sup>10</sup> 0	0 9 9 9 Out <sup>10</sup>	6 0 5 10 Weekda Total 12	1 0 2 3 3 ay AM Pea	5 0 2 7 7 kk Hour Out <sup>10</sup> 10	3 0 21 24 Weekday Total 6	1 0 11 12 At Midday Per In 10 3	1 0 11 12 2 CTION VEH ak Hour Out 10 3	6 0 16 23 ICLE TRIP Weekd Total	4 0 11 15 Say PM Peal In 10 9	2 0 5 7 x Hour Out <sup>10</sup>	4 0 31 35 Saturday Total 8	2 0 17 19 Midday Per In <sup>10</sup>	0 14 16 16 A Hour Out 10 4	-2 1 Weekd Total	-2 0 -1 ay AM Pea	0 0 5 5 k Hour Out <sup>10</sup> 10	-1 4 6 Weekday	0 2 3 INCREME Midday P In <sup>10</sup> 3	3  SNTAL VEHI Peak Hour Out <sup>10</sup> 3	-3  8  11  CLE TRIPS  Weekd  Total	7 11	-3 1 0 k Hour Out <sup>10</sup> 4	0 10 14 Saturday Total 8	0 5 7 Midday Po	0 5 7 Peak Hour Out <sup>10</sup> 4

Site #13					NO	ACTION V	VEHICLE TR	RIPS									A	CTION VEH	ICLE TRIP	S									INCREME	NTAL VEH	IICLE TRIF	S - ACTION	١			
	Week	day AM Pea	ak Hour	Weekday	y Midday P	eak Hour	Weeko	day PM Pe	ak Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday P	ak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	ak Hour	Weekd	ay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	day PM Pe	ak Hour	Saturday	Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION \	VEHICLE TR	RIPS									A	CTION VEH	ICLE TRIP	S									INCREME	NTAL VEH	IICLE TRIF	PS - ACTION	1			
	Week	day AM Pea	ak Hour	Weekday	y Midday P	Peak Hour	Weeko	day PM Pe	ak Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	ak Hour	Weekd	ay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Week	day PM Pe	ak Hour	Saturday	Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION V	VEHICLE TF	RIPS									Δ	CTION VEH	ICLE TRIP	s					1				INCREME	NTAL VEH	IICLE TRIE	PS - ACTION				
Olio #10	Week	day AM Pea	ak Hour	Weekday	y Midday P			day PM Pe	ak Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	y Midday P			ay PM Peal	k Hour	Saturday	Midday P	ak Hour	Weekd	ay AM Pea	ak Hour		Midday P			day PM Per		Saturday	Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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
																																			-6	
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
<u> </u>	37	24	13	42			1		30	40	22	18	11	3	8	24					7	30	17	13	-26	-21	-5							-10	-6	-5
Total Site Vehicle Trips Site #16		24 day AM Pea		I.		ACTION \	VEHICLE TF			1		18 Peak Hour		3 day AM Pe				CTION VEH	ICLE TRIP			1	17 Midday P			-21 ay AM Pea				NTAL VEH	IICLE TRIF	-9 PS - ACTION	N .	1	-6 Midday Po	
<u> </u>				I.	NO	ACTION \	VEHICLE TF	RIPS		1							A	CTION VEH	ICLE TRIP	S		1							INCREME	NTAL VEH	IICLE TRIF	PS - ACTION	N .	1		
Site #16	Week	day AM Pea	ak Hour	Weekday	NO y Midday P	O ACTION \	VEHICLE TF	RIPS day PM Pe	ak Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	A y Midday Pe	CTION VEH	IICLE TRIP Weekd	S ay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pea	ak Hour	Weekday	INCREME Midday P	NTAL VEH	IICLE TRIF	PS - ACTION	N ak Hour	Saturday	Midday P	eak Hour
Site #16 Land Use	Week	day AM Pea	ak Hour	Weekday	NO y Midday P In <sup>10</sup>	O ACTION \ Peak Hour Out <sup>10</sup>	VEHICLE TF Weeks	RIPS day PM Pe	ak Hour	Saturda	y Midday I	Peak Hour	Week	day AM Pe	ak Hour	Weekda	A ny Midday Po In <sup>10</sup>	CTION VEH eak Hour Out <sup>10</sup>	IICLE TRIP Weekd	S ay PM Pea In <sup>10</sup>	k Hour Out <sup>10</sup>	Saturday	Midday P	eak Hour Out <sup>10</sup>	Weekd	ay AM Pea In <sup>10</sup>	ak Hour Out <sup>10</sup>	Weekday	INCREME Midday P	NTAL VEH	IICLE TRIF	PS - ACTION kday PM Per	N ak Hour Out <sup>10</sup>	Saturday	Midday Po	eak Hour
Site #16  Land Use  RESIDENTIAL / HOTEL	Weeks	day AM Pea	Out <sup>10</sup>	Weekday Total	NO y Midday P In <sup>10</sup>	O ACTION \ Peak Hour Out <sup>10</sup>	VEHICLE TF Weeks Total	day PM Pe	ak Hour Out <sup>10</sup>	Saturday Total	y Midday I	Peak Hour Out <sup>10</sup>	Week Total	day AM Pe	ak Hour Out <sup>10</sup>	Weekda Total	Any Midday Po	CTION VEH	Weekd Total	S ay PM Peal In <sup>10</sup>	k Hour Out <sup>10</sup>	Saturday Total	Midday Po	out <sup>10</sup>	Weekd Total	ay AM Pea In <sup>10</sup>	Out <sup>10</sup>	Weekday Total	Midday P	Peak Hour Out <sup>10</sup>	Week Total	PS - ACTION cday PM Per In <sup>10</sup>	ak Hour Out <sup>10</sup>	Saturday Total 5	Midday Po	eak Hour Out <sup>10</sup>
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Weeking Total	In <sup>10</sup> 0	Out <sup>10</sup>	Weekday Total 0	NO y Midday P In <sup>10</sup>	Out <sup>10</sup> 0	VEHICLE TF Weekc Total 0	RIPS day PM Pe	Out <sup>10</sup>	Saturda: Total 0	y Midday I	Peak Hour Out <sup>10</sup>	Week Total 7	In <sup>10</sup> 1  0	ak Hour Out <sup>10</sup> 6	Weekda Total 3	Any Midday Po	Out <sup>10</sup>	Weekd Total 7	S ay PM Peal In <sup>10</sup> 5	k Hour Out <sup>10</sup> 2	Saturday Total 5	Midday Po	Out <sup>10</sup> 2 0	Weekd Total 7 -1	ay AM Pea In <sup>10</sup>	Out <sup>10</sup>	Weekday Total 3	INCREME  Midday P  In <sup>10</sup> 2  0	Peak Hour Out <sup>10</sup>	Week Total 7	PS - ACTION kday PM Per In 10	Out <sup>10</sup>	Saturday Total 5	Midday Po	eak Hour Out <sup>10</sup> 2
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Weeking Total 0 1 3	In <sup>10</sup> 0 1	Out <sup>10</sup> 0 0	Weekday Total 0 0 15	NO y Midday P In 10 0 0 8	Out <sup>10</sup> 0  8	WEHICLE TF Weeko Total 0 1	In <sup>10</sup> 0  4	0 0 1 4	Saturday Total 0 0 18	y Midday I In <sup>10</sup> 0 0 10	Peak Hour Out <sup>10</sup> 0	Weeks Total 7 0 6	In 10 1 0 3	Out <sup>10</sup> 6 0	Weekda Total 3 0 25	A y Midday Pr In 10 2 0 13	CTION VEH Dak Hour  Out 100  2  0 13	Weekd Total 7 0 20	\$ In <sup>10</sup> 5 0 13	Out <sup>10</sup> 2 0 6	Saturday Total 5 0 37	Midday P	Out <sup>10</sup> 2 0 17	Weekd Total 7 -1	ay AM Pea In <sup>10</sup> 1 -1	Out <sup>10</sup> 6 0	Total 3 0 10	INCREME Midday P In 10 2 0 5	Out <sup>10</sup> 2 0 5	Total 7 -1 12	PS - ACTION kday PM Per In 10 5 0	Out <sup>10</sup> 2  -1  2	Saturday Total 5 0 19	In <sup>10</sup> 2 0 10	Out <sup>10</sup> 2 0 9
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeks Total 0 1 3	In <sup>10</sup> 0 1	Out <sup>10</sup> 0 0 2	Weekday Total 0 0 15	NO y Midday P In 10 0 0 8	O ACTION \ Out 10  0  8  8  ACTION \ Out 10  ACTION \ Out	VEHICLE TF Weekc Total 0 1 8	In <sup>10</sup> 0  4	Out <sup>10</sup> 0 1 4	Total 0 0 18	y Midday I In <sup>10</sup> 0 0 10	Peak Hour Out <sup>10</sup> 0	Week   Total	In 10 1 0 3	Out <sup>10</sup> 6 0 3	Weekda Total 3 0 25	A y Midday Pr In 10 2 0 13	Out 10  2  0  13  14	Weekd Total 7 0 20 27	\$ In <sup>10</sup> 5 0 13	k Hour  Out 10  2  0  6	Saturday Total 5 0 37	Midday P	Out 10  2  0 17	Weekd Total 7 -1 2	ay AM Pea In <sup>10</sup> 1 -1	Out <sup>10</sup> 6 0 1	Weekday Total 3 0 10	INCREME Midday P In 10 2 0 5	Out <sup>10</sup> 2 0 5	Total 7 -1 12 19	PS - ACTION Aday PM Per In 10 5 0 9 15	Out <sup>10</sup> 2 -1 2	Saturday Total 5 0 19 23	In <sup>10</sup> 2 0 10	eak Hour Out <sup>10</sup> 2 0 9
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17	Weeks Total 0 1 3	In <sup>10</sup> 0 1 2	Out <sup>10</sup> 0 0 2	Weekday Total 0 0 15	NO y Midday P In <sup>10</sup> 0 0 8	O ACTION \ Out 10  0  8  8  ACTION \ Out 10  ACTION \ Out	VEHICLE TF Weekc Total 0 1 8	In 10 0 4 4 4 ARIPS	Out <sup>10</sup> 0 1 4	Total 0 0 18	y Midday I In <sup>10</sup> 0 0 10	Peak Hour Out <sup>10</sup> 0 0 8	Week   Total	day AM Pe In 10  1  0  3	Out <sup>10</sup> 6 0 3	Weekda Total 3 0 25	A y Midday Po In 10 2 0 13 14	Out 10  2  0  13  14	Weekd Total 7 0 20 27	S In 10 5 0 13 19 S	k Hour  Out 10  2  0  6	Saturday Total 5 0 37	Midday P. In <sup>10</sup> 2 0 21	Out 10  2  0 17	Weekd Total 7 -1 2	ay AM Pea In <sup>10</sup> 1 -1 1	Out <sup>10</sup> 6 0 1	Weekday Total 3 0 10	INCREME  Midday P  In 10  2  0  5  7	Out <sup>10</sup> 2 0 5	Total 7 -1 12 19	In <sup>10</sup> 5 0 9 15	Out <sup>10</sup> 2 -1 2	Saturday Total 5 0 19 23	Midday Pri	eak Hour Out <sup>10</sup> 2 0 9
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17	Weeki	In 10 0 1 2 2 day AM Pea	Out <sup>10</sup> Out <sup>10</sup> O  2  2	Weekday  Total  0  0  15  16	NO y Midday P In 10 0 0 8 8 NO y Midday P	O ACTION V Out 10 O 8 8 ACTION V Peak Hour	VEHICLE TF Weekc Total 0 1 8 8 VEHICLE TF	In <sup>10</sup> 0  4  4  RIPS  day PM Pec	Out <sup>10</sup> 0 1 4 5	Saturdat  Total  0  0  18  18	y Midday I	Peak Hour Out¹0 0 0 8 8	Weeks Total 7 0 6	In 10 1 0 3 4	ak Hour Out¹o 6 0 3 9	Weekda Total 3 0 25 29	A y Midday Po	Out to  2  0 13  14  CITION VEH	Weekd.  Total  7  0  20  27	S ay PM Peal In <sup>10</sup> 5 0 13 19 S say PM Peal	k Hour Out <sup>10</sup> 2 0 6 9	Saturday  Total  5  0  37  42	Midday P.  In <sup>10</sup> 2 0 21 23	Out <sup>10</sup> 2 0 17 19	Weekd Total 7 -1 2 8	ay AM Pea	Out <sup>10</sup> 6 0 1 7	Weekday  Total  3  0 10  13	INCREME Midday P In 10 2 0 5 7 INCREME	Out 10  2  0  5  6  NTAL VEH Peak Hour	Total 7 -1 12 19 IICLE TRIF	PS - ACTION  kday PM Per  In 10  9  15  PS - ACTION  9  15	Out <sup>10</sup> 2  -1  2  4	Saturday Total 5 0 19 23	In <sup>10</sup> 2 0 10 12 Midday Pe	eak Hour Out*6 2 0 9 11
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use	Weeks Total 0 1 3 4 Weeks Total	day AM Pea In <sup>10</sup> 0 1 2 2 day AM Pea	out <sup>10</sup> Out <sup>10</sup> O  2  2  ak Hour  Out <sup>10</sup> Out <sup>10</sup>	Weekday  Total  0  0  15  16	NO y Midday P In 10 0 0 8 8 NO y Midday P	O ACTION V Out 10 O 8 8 ACTION V Peak Hour	VEHICLE TF Weekc Total 0 1 8 8 VEHICLE TF Weekc	RIPS  day PM Pec  In 10  0  4  4  RIPS  day PM Pec  In 10	Out <sup>10</sup> 0 1 4 5	Saturdat  Total  0  0  18  18	y Midday I	Peak Hour Out¹0 0 0 8 8	Week Total 7 0 6 12 Week Total	In 10 1 0 3 4	ak Hour Out <sup>10</sup> 6 0 3 9 ak Hour Out <sup>10</sup>	Weekda Total 3 0 25 29 Weekda Total	A y Midday Po In 10 2 0 13 14 A y Midday Po In 10 In 1	CTION VEH sak Hour  Out 10  2  0  13  14  CTION VEH sak Hour  Out 10	Weekd.  Total  7  0  20  27	S In 10 13 19 S ay PM Peal In 10	k Hour Out <sup>10</sup> 2 0 6 9 k Hour Out <sup>10</sup>	Saturday Total 5 0 37 42 Saturday	Midday P. In <sup>10</sup> 2 0 21 23 Midday P. In <sup>10</sup>	Out 10  2  0  17  19  eak Hour  Out 10	Weekd Total 7 -1 2 8 Weekd Total	ay AM Pea	Out <sup>10</sup> 6 0 1 7	Weekday Total 3 0 10 13 Weekday Total	INCREME Midday P In 10 2 0 5 7 INCREME	Out 10  2  0  5  6  NTAL VEH Peak Hour	Total 7 -1 12 19 IICLE TRIF	PS - ACTION cday PM Per In 10 5 0 9 15 15 PS - ACTION cday PM Per In 10	Out <sup>10</sup> 2  -1  2  4	Saturday Total 5 0 19 23 Saturday Total	In <sup>10</sup> 2 0 10 12 Midday Pe	eak Hour Out*6 2 0 9 11
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL	Weeks Total 0 1 3 4 Weeks Total 2	day AM Pea In <sup>10</sup> 0 1 2 2 day AM Pea In <sup>10</sup> 0	ak Hour Out <sup>10</sup> 0 2 2 2 ak Hour Out <sup>10</sup>	Weekday Total 0 15 16 Weekday Total 1	NO y Midday P In <sup>10</sup> 0 8 8 NO y Midday P In <sup>10</sup> 1	O ACTION V Ocak Hour Out <sup>10</sup> 0 8 8 O ACTION V Ocak Hour Out <sup>10</sup> 1	WEHICLE TF Weekc Total 0 1 8 8 WEHICLE TF Weekc Total	RIPS  day PM Pec  In 10  0  4  4  RIPS  day PM Pec  In 10  2	ak Hour  Out <sup>10</sup> 0  1  4  5  ak Hour  Out <sup>10</sup>	Total  O  18  18  Saturday  Total  1	y Midday I In <sup>10</sup> 0 10 10 10 In <sup>10</sup> 11	Peak Hour  Out¹0  0  8  8  Peak Hour  Out¹0  1	Week Total 7 0 6 12 Week Total 6	day AM Pe In <sup>10</sup> 1  0  3  4  day AM Pe In <sup>10</sup> 1	ak Hour Out¹0 6 0 3 9 ak Hour Out¹0	Weekda Total 3 0 25 29 Weekda Total 3	y Midday Po	CTION VEH sak Hour Out 10 2 0 13 14 CTION VEH sak Hour Out 10 2	Weekd Total 7 0 20 27  IICLE TRIP Weekd Total 7 7	S In 10 5 0 13 19 S say PM Peal	k Hour Out <sup>10</sup> 2 0 6 9 k Hour Out <sup>10</sup>	Saturday Total 5 0 37 42 Saturday Total 4	Midday P. In <sup>10</sup> 2 0 21 23 Midday P. In <sup>10</sup> 2	out 10  2  0  17  19  eak Hour  Out 10  2	Weekd Total 7 -1 2 8 Weekd Total 4	ay AM Pea In 10 1 -1 1 2 ay AM Pea In 10 1 1 1	ok Hour Out <sup>10</sup> 6 0 1 7 sk Hour Out <sup>10</sup>	Weekday Total 3 0 10 13 Weekday Total 2	INCREME  Midday P  In 10  2  0  5  7  INCREME  Midday P  In 10  I	Peak Hour Out <sup>10</sup> 2 0 5 6 ENTAL VEH Deak Hour Out <sup>10</sup> 1	ICLE TRIF Week Total 7 -1 12 19 ICLE TRIF Week Total 5	PS - ACTION In 10  15  9  15  15  15  16  10  10  10  10  10  10  10  10  10	Out <sup>10</sup> 2  -1  2  4  N  ak Hour	Saturday Total 5 0 19 23 Saturday Total 3	Midday Po In <sup>10</sup> 2 0 10 12 Midday Po	eak Hour Out*0  2  0  9  11  eak Hour Out*0  1
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Weeks Total 0 1 3 4 Weeks Total 2 0	In <sup>10</sup> 0  1  2  day AM Pea	ak Hour Out <sup>10</sup> 0 0 2 2 ak Hour Out <sup>10</sup> 2	Weekday Total 0 0 15 16 Weekday Total 1 0	NO y Midday P In 10 0 8 8 NO y Midday P In 10 1 1 0	Peak Hour  Out <sup>10</sup> 8  8  ACTION V  Peak Hour  Out <sup>10</sup> 1  Out <sup>10</sup> 1	WEHICLE TF Weekc Total 0 1 8 8 WEHICLE TF Weekc Total 2 0	RIPS day PM Pec In 10  0  4  4  RIPS day PM Pec In 10  2  0  10  10  10  10  10  10  10  10	ak Hour  Out <sup>10</sup> 0  1  4  5  ak Hour  Out <sup>10</sup> 1  0	Saturda: Total 0 0 18 18 Saturda: Total 1 0	y Midday In 10 0 10 In 1	Peak Hour  Out <sup>10</sup> 0  8  8  Peak Hour  Out <sup>10</sup>	Weeks Total 7 0 6 12 Weeks Total 6	day AM Pe In 10 3 4 day AM Pe In 10 1 0 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 0	ak Hour Out <sup>10</sup> 6 0 3 9 ak Hour Out <sup>10</sup> 5	Weekda Total 3 0 25 29 Weekda Total 3 0	A My Midday Professional Profes	Out to Ou	Weekd Total 7 0 20 27 BICLE TRIP Weekd Total 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S In 10 5 0 13 19 S say PM Peal In 10 5 0 0 13 0 5 0 10 10 10 10 10 10 10 10 10 10 10 10 1	k Hour Out <sup>10</sup> 2 0 6 9 k Hour Out <sup>10</sup> 2	Saturday Total 5 0 37 42 Saturday Total 4 0	Midday P. In <sup>10</sup> 2 0 21 23 Midday P. In <sup>10</sup> 2 0	Pak Hour  Out 10  2  0  17  19  Pak Hour  Out 10  2  0  0  0  0  0  0  0  0  0  0  0  0	Weekd Total 7 -1 2 8 Weekd Total 4 0	ay AM Pea In 10 1 -7 1 2 ay AM Pea In 10 1 0	ok Hour Out <sup>10</sup> 6 0 1 7 ok Hour Out <sup>10</sup> 4 0	Weekday Total 3 0 10 13 Weekday Total 2 0	INCREME  In 10  2  0  5  7  INCREME  Midday P  In 10  1  0	Peak Hour Out <sup>10</sup> 2 0 5 6 ENTAL VEH Peak Hour Out <sup>10</sup> 1 0	ICLE TRIF Week Total 7 -1 12 19 ICLE TRIF Week Total 5 0	PS - ACTION In 10  5  0  9  15  PS - ACTION Kday PM Per In 10  3  0	Out <sup>10</sup> 2  -1  2  4  Nak Hour  Out <sup>10</sup> 1  0	Saturday Total 5 0 19 23 Saturday Total 3 0	In <sup>10</sup> 2 0 10 12 In <sup>10</sup> 12 In <sup>10</sup> 10 10 10 10 10 10 10 10 10 10 10 10 10	eak Hour Out*0 2 0 9 11  ceak Hour Out*0 1 0
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	Weeks Total 0 1 3 4 Weeks Total 2 0 2	day AM Pec  In <sup>10</sup> 0  1  2  day AM Pec  In <sup>10</sup> 0  1  1  1  1  1  1  1  1  1  1	ak Hour Out <sup>10</sup> 0 0 2 2 2 ak Hour Out <sup>10</sup> 0 1 1	Weekday   Total	NOO Midday P In 10 0 0 8 NOO Midday P In 10 0 1 1 0 0 5 6	D ACTION 1  Out 10  0  8  8  ACTION 1  Out 10	WEHICLE TF Week Total 0 1 8 8 WEHICLE TF Week Total 2 0 5	RIPS  In 10  0  4  4  4  RIPS  day PM Per  In 10  0  4  4  4  In 10  10  10  10  10  10  10  10  10  10	ak Hour  Out <sup>10</sup> 0  1  4  5  ak Hour  Out <sup>10</sup> 1  0  3	Saturday   Total	y Midday In 10  0  0  10  10  10  17  17	Peak Hour  Out <sup>10</sup> 0  8  8  Peak Hour  Out <sup>10</sup> 1  0  5	Week   Total	In 10 0 3 3 4 4 4 In 10 0 1 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1	ak Hour Out <sup>10</sup> 6 0 3 9 ak Hour Out <sup>10</sup> 5 0	Weekda  Total  3  0  25  29  Weekda  Total  3  0  21	A y Midday Po	CTION VEH pak Hour  Out 10  2  0  13  14  CTION VEH pak Hour  Out 10  2  0  11  11	Total  Total  7  0 20  27  IIILE TRIPI Weekd Total 7  0 11 17	S ay PM Peal In 10 13 13 19 15 10 16 16 16 16 16 16 16 16 16 16 16 16 16	Out <sup>10</sup> 9  0 the Hour  Out <sup>10</sup> 7	Saturday Total 5 0 37 42 Saturday Total 4 0 25	In <sup>16</sup> 2 0 21 23 In <sup>10</sup> 22 0 114	Out <sup>10</sup> 2 0 17 19 2 0 ut <sup>10</sup> 2 17 19 19 11	Weekd Total 7 -1 2 8 Weekd Total 4 0 2	ay AM Pea  In 10  1  2  In 10  1  1  1  1  1  1  1  1  1  1  1  1	ok Hour Out <sup>10</sup> 6 0 1 7 ok Hour Out <sup>10</sup> 4 0	Weekday   Total   3	INCREME Midday P In 10 2 0 5 7 INCREME Midday P In 10 0 1 0 5	PATAL VEH HOUT OUT OUT OUT OUT OUT OUT OUT OUT OUT	Week Total 7 -1 12 19 Week Total 5 0 5	In 10 9 15 PS - ACTION OF THE IN 10 10 10 10 10 10 10 10 10 10 10 10 10	ak Hour Out <sup>10</sup> 2 -f 2 4 ak Hour Out <sup>10</sup> 1 0 1 1 0 1 1 0 3	Saturday Total 5 0 19 23 Saturday Total 3 0 13	In <sup>10</sup> 2 0 10 12 In <sup>10</sup> 12 7	eak Hour Out 10 9 11 eak Hour Out 10 1 0 5
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeks Total  0 1 3 4 Weeks Total 2 0 2	day AM Pec  In <sup>10</sup> 0  1  2  day AM Pec  In <sup>10</sup> 0  1  1  1  1  1  1  1  1  1  1	Out <sup>19</sup> 2  2  Ak Hour  Out <sup>19</sup> 1  1  3	Weekday   Total	NOO Midday P In 10 0 0 8 NOO Midday P In 10 0 1 1 0 0 5 6	D ACTION V Peak Hour  Out <sup>10</sup> 8  8  ACTION V  Out <sup>10</sup> 1  O  ACTION V  1  O  D  ACTION V  ACTION V  D  ACTION V  ACTION V  D  ACTION V  A	VEHICLE TI  Weeke  Total  8  8  VEHICLE TO  Total  2  0  Total  2  8  VEHICLE TO  S  S  S  S  S  S  S  S  S  S  S  S  S	RIPS  In 10  0  4  4  4  RIPS  day PM Per  In 10  0  4  4  4  In 10  10  10  10  10  10  10  10  10  10	Out <sup>10</sup> 0  f  4  5  ak Hour  Out <sup>10</sup> 3  3	Saturda	y Midday In 10  0  0  10  10  10  17  17	Peak Hour	Week   Total	In 10 0 3 3 4 4 4 In 10 0 1 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1	ak Hour  Out <sup>10</sup> 6  0  3  9  ak Hour  Out <sup>10</sup> 2  8	Weekda 3 0 25 29 Weekda Total 3 0 21	A y Midday Po	CTION VEH  Out <sup>10</sup> 2  0  13  14  CTION VEH  Out <sup>10</sup> 2  0  11  12	Total  Total  7  0 20  27  IIILE TRIPI Weekd Total 7  0 11 17	S ay PM Peal In 10 13 13 19 15 10 16 16 16 16 16 16 16 16 16 16 16 16 16	Out <sup>10</sup> 9  0 the Hour  Out <sup>10</sup> 7	Saturday   Total	In <sup>16</sup> 2 0 21 23 In <sup>10</sup> 22 0 114	Out 10  17  19  Out 10  2  0  17  19  11  13	Weekd 7 Total 7 -1 2 8 Weekd 4 0 2	ay AM Pea  In 10  1  2  In 10  1  1  1  1  1  1  1  1  1  1  1  1	Out <sup>10</sup> 6 7 7  bk Hour 7  bk Hour 1 1 5	Total 3 0 10 13 Weekday 7 Total 2 0 11 13	INCREME Midday P In 10 2 0 5 7 INCREME Midday P In 10 0 1 0 5	PATAL VEH Out 10  Out 10  O  5  6  ENTAL VEH Out 10  O  0  1  0  1  0  1  0  5  6	Week Total 7 -1 12 19 HIGLE TRIB Week Total 5 0 5 10	PS - ACTION Rday PM Per In 10 5 0 9 15 15 PS - ACTION Rday PM Per In 10 3 0 3	A   A   A   A   A   A   A   A   A   A	Saturday   Total	In <sup>10</sup> 2 0 10 12 In <sup>10</sup> 12 7	out <sup>18</sup> 2 0 9 111 Out <sup>18</sup> 1 0 0 7
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	Weeks Total  0 1 3 4 Weeks Total 2 0 2	In 16   In 1	Out <sup>19</sup> 2  2  Ak Hour  Out <sup>19</sup> 1  1  3	Weekday   Total	NOO Midday P In 19 0 0 8 8 NOO Midday P In 19 1 1 0 1 NOO Midday P	D ACTION V Peak Hour  Out <sup>10</sup> 8  8  ACTION V  Out <sup>10</sup> 1  O  ACTION V  1  O  D  ACTION V  ACTION V  D  ACTION V  ACTION V  D  ACTION V  A	VEHICLE TI  Weeke  Total  8  8  VEHICLE TO  Total  2  0  Total  2  8  VEHICLE TO  S  S  S  S  S  S  S  S  S  S  S  S  S	RIPS  In 10  0  4  4  4  RIPS  Jay PM Pet PM	Out <sup>10</sup> 0  f  4  5  ak Hour  Out <sup>10</sup> 3  3	Saturda	y Midday In 10  0  0  10  10  10  11  10  7	Peak Hour	Week   Total	in 10 0 3 4 4 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ak Hour  Out <sup>10</sup> 6  0  3  9  ak Hour  Out <sup>10</sup> 2  8	Weekda 3 0 25 29 Weekda Total 3 0 21	A A In 10 In	CTION VEH  Out <sup>10</sup> 2  0  13  14  CTION VEH  Out <sup>10</sup> 2  0  11  12	Total  Total  7  0 20  27  IIILE TRIPI Weekd Total 7  0 11 17	S ay PM Peal In 10 13 13 19 15 10 16 16 16 16 16 16 16 16 16 16 16 16 16	Out <sup>10</sup> 9  0 the Hour  Out <sup>10</sup> 7	Saturday   Total	Midday P.  2  0  21  23  Midday P.  In <sup>10</sup> 2  0  14	Out 10  17  19  Out 10  2  0  17  19  11  13	Weekd 7 Total 7 -1 2 8 Weekd 4 0 2	In 10 1 2 2 3 AM Pear In 10 0 1 1 2 2 3 2 4 3 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Out <sup>10</sup> 6 7 7  bk Hour 7  bk Hour 1 1 5	Total 3 0 10 13 Weekday 7 Total 2 0 11 13	INCREME Midday P In 10 2 0 5 7 INCREME Midday P In 10 0 5 6 INCREME	PATAL VEH Out 10  Out 10  O  5  6  ENTAL VEH Out 10  O  0  1  0  1  0  1  0  5  6	Week Total 7 -1 12 19 HIGLE TRIB Week Total 5 0 5 10	PS - ACTION   In   15	A   A   A   A   A   A   A   A   A   A	Saturday   Total	In <sup>10</sup>   2   0   10   11   12   10   10   10	out <sup>18</sup> 2 0 9 111 Out <sup>18</sup> 1 0 0 7
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL	Weeks Total 0 1 3 4 Weeks Total 2 4 Weeks Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In 10 C C C C C C C C C C C C C C C C C C	ask Hour  Out <sup>10</sup> 2  2  2  1  3  4  Out <sup>10</sup>	Weekday   Total	NOO Midday P In 10 0 8 8 NOO In 10 10 10 10 10 10 10 10 10 10 10 10 10 1	D ACTION V Peak Hour  Out <sup>10</sup> 8  8  BACTION V Out <sup>10</sup> 1  0  Cut <sup>10</sup> 5  6  D ACTION V Out <sup>10</sup> 0  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	VEHICLE TI Weekc Total 0 f 8 8 VEHICLE TI Weekc Total 7 Total 8 8 VEHICLE TI Weekc Total 0 5 8 8 VEHICLE TI O O O O O O O O O O O O O O O O O O O	RIPS  In 19  O  O  4  4  A  RIPS  In 19  O  A  A  A  RIPS  A  O  A  O  O  O  O  O  O  O  O  O  O	ak Hour  Out <sup>10</sup> 0  1  5  S  Ak Hour  Out <sup>10</sup> 3  3  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Saturday	y Midday I In 10 0 0 10 10 10 17 1 10 1 10 1 10 1 10	Peak Hour	Week   Total	In 10   10   10   10   10   10   10   10	ak Hour  Out 10  6  0  3  9  ak Hour  Out 10  5  0  2  8  Ak Hour  Out 10  4	Weekda Total 3 0 25 29 Weekda Total 3 0 21 24 Weekda Total 21	A A I I I I I I I I I I I I I I I I I I	CTION VEH Out 10  13  14  15  17  17  18  19  10  11  11  12  12  13  14  15  16  17  17  17  18  18  18  18  18  18  18	Weekd Total 7 0 20 27 Total 7 10 11 17 URLE TRIP Weekd Total 7 0 11 17	S S In 10 S S S S S S S S S S S S S S S S S S	Out**  9  7  7  7  8  9  7  7  7  7  8  8  8  8  8  9  9  9  9  9  9  9  9	Saturday   Total     5	In 10 2 2 0 21 23 Midday P In 10 2 2 0 1 1 4 1 6 Midday P In 10 2 2 0 1 1 4 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out*9 2 0 17 19 2 0 17 19 11 13 13 Out*8 2	Weekd Total 7 -1 2 8 Weekd Total 4 0 2 6 Weekd Total 5	In 10	Out <sup>10</sup> 6  0  1  7  bik Hour  0  1  5  bik Hour  0  1  4  0  1  5  bik Hour  0  4  4	Weekday   Total   3	INCREME  In 10  2  0  5  7  INCREME  In 10  6  INCREME  In 10  5  6  INCREME  In 10  1  In 10	INTAL VEH  Out 10  0  1  0  NTAL VEH  Cout 10  0  1  0  0  1  0  1  0  1  0  1  0  1  1	ICLE TRIF Week Total 7 -1 12 19 19 ICLE TRIF Week Total 5 10 ICLE TRIF Week Total 5 5 5	PS - ACTION M	ak Hour  Out <sup>10</sup> 2  -f  2  4  N  ak Hour  Out <sup>10</sup> 3  4  N  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Saturday   Total	In <sup>10</sup> 2 0 10 12 In <sup>10</sup> 12 Midday Pr 1 0 7 9 Midday Pr In <sup>10</sup> 1 2	eak Hour Out® 2 0 9 11 11 10 Out® 7 7
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	Weeks Total 0 1 3 4 Weeks Total 2 0 4 Weeks Total 0 7	day AM Pezer In 11	ask Hour  Out <sup>10</sup> 2  2  2  1  3  4  Out <sup>10</sup>	Weekday   Total	NCO	D ACTION V Peak Hour  Out <sup>10</sup> B  B  ACTION V  Out <sup>10</sup> Out <sup>10</sup> 1  Out <sup>10</sup> 5  6  ACTION V  Out <sup>10</sup>	VEHICLE TI Weekc Total 0 f 8 8 VEHICLE TI 0 f 8 8 VEHICLE TI Weekc Total 2 0 5 8 8 VEHICLE TI O S 8 8 8 VEHICLE TI O S 8 8 8 VEHICLE TI O S 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	In 10 0 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	ak Hour Out <sup>10</sup> 0  1  5  5  1  0  0  1  1  0  3  3	Saturda;   Total	y Midday In 10  10  10  10  10  10  10  7  8  Widday In 10  10  0  7  0  0  0  0  0  0  0  0  0  0  0	Peak Hour	Week   Total	1	ak Hour  Out <sup>10</sup> 6  0  3  9  ak Hour  Out <sup>10</sup> 5  2  8  8  Out <sup>10</sup> 0  4	Weekda	A A I II I	CTION VEH Out 10  13  14  14  15  CTION VEH 0  11  12  CTION VEH 11  12  CTION VEH 0  11  0  11	Weekd Total 7 0 20 27 Total 7 0 11 17 Total 7 0 11 17 0 11 17 0 11 17 0 11 17 0 10 11 17	S S In 10 S S S S S S S S S S S S S S S S S S	Out to Control of Cont	Saturday   Total	In <sup>10</sup> 2 0 21 23 Midday P. 1n <sup>10</sup> 2 0 11 16 Midday P. 1n <sup>10</sup> 2 0 11 16	Out*0  2  0  17  19  19  2  0  117  19  113	Weekds	In 10 1 2 2 3 3 3 4 M Pea 2 4	Out <sup>18</sup> 6  0  1  7  Sk Hour  0  1  5  Sk Hour  Out <sup>18</sup> 4  O  1  5  Sk Hour  Out <sup>18</sup> Out <sup>18</sup>	Weekday   Total   3	INCREME Midday P In to	INTAL VEH  Out 10  0  1  0  NTAL VEH  Cout 10  0  1  0  1  0  0  1  0  1  0  1  0  1  0  1  1	ICLE TRIF  Week  Total  7  -f  12  19  ICLE TRIF  Week  Total  5  0  ICLE TRIF  Week  Total  5  -7  -7  -7  -7  -7  -7  -7  -7  -7	PS - ACTION   PM Pee   PM Pe	ak Hour  Out <sup>10</sup> 2  -f  2  4  4  Ak Hour  Out <sup>10</sup> 1  1  0  0ut <sup>10</sup> 1  1  0  0  1  0  0  0  0  0  0  0  0	Saturday   Total	In <sup>10</sup> 2 0 10 12 In <sup>10</sup> 12 In <sup>10</sup> 17 In <sup>10</sup> 10 12 In <sup>10</sup> 1 1 0 7 9 In <sup>10</sup> In <sup>10</sup> 2	eak Hour Out® 2 0 9 11 11  The teak Hour Out® 7 7  Cout® Cou
Site #16  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #17  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #18a  Land Use  RESIDENTIAL / HOTEL	Weeks Total 0 1 3 4 Weeks Total 2 4 Weeks Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In 10 C C C C C C C C C C C C C C C C C C	ask Hour  Out <sup>10</sup> 2  2  2  1  3  4  Out <sup>10</sup>	Weekday   Total	NCO	D ACTION V Peak Hour  Out <sup>10</sup> 8  8  BACTION V Out <sup>10</sup> 1  0  Cut <sup>10</sup> 5  6  D ACTION V Out <sup>10</sup> 0  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	VEHICLE TI Weekc Total 0 f 8 8 VEHICLE TI Weekc Total 7 Total 8 8 VEHICLE TI Weekc Total 0 5 8 8 VEHICLE TI O O O O O O O O O O O O O O O O O O O	RIPS  In 19  O  O  4  4  A  RIPS  In 19  O  A  A  A  RIPS  In 19  A  In 19  O  O  O  O  O  O  O  O  O  O  O  O  O	ak Hour  Out <sup>10</sup> 0  1  5  S  Ak Hour  Out <sup>10</sup> 3  3  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Saturday   Total	y Midday I In 10 0 0 10 10 10 17 1 10 1 10 1 10 1 10	Peak Hour	Week   Total	In 10   10   10   10   10   10   10   10	ak Hour  Out 10  6  0  3  9  ak Hour  Out 10  5  0  2  8  Ak Hour  Out 10  4	Weekda Total 3 0 25 29 Weekda Total 3 0 21 24 Weekda Total 21	A A I I I I I I I I I I I I I I I I I I	CTION VEH Out 10  13  14  15  17  17  18  19  10  11  11  12  12  13  14  15  16  17  17  17  18  18  18  18  18  18  18	Weekd Total 7 0 20 27 Total 7 10 11 17 URLE TRIP Weekd Total 7 0 11 17	S S In 10 S S S S S S S S S S S S S S S S S S	Out**  9  7  7  7  8  9  7  7  7  7  8  8  8  8  8  9  9  9  9  9  9  9  9	Saturday   Total     5	In 10 2 2 0 21 23 Midday P In 10 2 2 0 1 1 4 1 6 Midday P In 10 2 2 0 1 1 4 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Out*9 2 0 17 19 2 0 17 19 11 13 13 Out*8 2	Weekd Total 7 -1 2 8 Weekd Total 4 0 2 6 Weekd Total 5	In 10	Out <sup>10</sup> 6  0  1  7  bik Hour  0  1  5  bik Hour  0  1  4  0  1  5  bik Hour  0  4  4	Weekday   Total   3	INCREME  In 10  2  0  5  7  INCREME  In 10  6  INCREME  In 10  5  6  INCREME  In 10  1  In 10	INTAL VEH  Out 10  0  1  0  NTAL VEH  Cout 10  0  1  0  0  1  0  1  0  1  0  1  0  1  1	ICLE TRIF Week Total 7 -1 12 19 19 ICLE TRIF Week Total 5 10 ICLE TRIF Week Total 5 5 5	PS - ACTION M	ak Hour  Out <sup>10</sup> 2  -f  2  4  N  ak Hour  Out <sup>10</sup> 3  4  N  Out <sup>10</sup> Out <sup>10</sup> Out <sup>10</sup>	Saturday   Total	In <sup>10</sup> 2 0 10 12 In <sup>10</sup> 12 Midday Pr 1 0 7 9 Midday Pr In <sup>10</sup> 1 2	eak Hour Out® 2 0 9 11 11 10 Out® 7 7

Site #18b					NC	ACTION	VEHICLE T	RIPS									A	CTION VEHI	ICLE TRIP	s					1				INCREME	NTAL VEH	ICLE TRIF	S - ACTION	١			
	Week	day AM Pea	ak Hour	Weekda	y Midday F	eak Hour	Week	day PM Pe	ak Hour	Saturda	y Midday F	Peak Hour	Weekd	lay AM Pe	ak Hour	Weekda	Midday Pe	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekda	y Midday P	eak Hour	Week	day PM Pea	ak Hour	Saturday	Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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
		,				,		,							, ,									,	,	,					,		,	11		
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					NC	ACTION '	VEHICLE T	PIPS									Δι	CTION VEHI	ICI E TRIP	·s									INCREME	NTAL VEH	ICI E TRIE	S - ACTION				
ONG #10	Week	day AM Pea	ak Hour	Weekda	y Midday F			day PM Pe	ak Hour	Saturda	y Midday F	Peak Hour	Weeko	iay AM Pe	ak Hour	Weekda	Midday Pe			ay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekda	y Midday P			day PM Pea		Saturday	Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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		2	5	2	3	9	3	6	3	2	1	19	9	10	31	45	15	28	14	14	25	19	15	12	3	8	26	13	42	19		8	32	40	
Total Site Venicle frips	′	6	Z	,	2	3	9	3		3	2	1	19	9	10	37	15	13	26	14	14	35	19	15	12	3	6	26	13	13	19	11	8	32	18	14
Site #20					NC	ACTION	VEHICLE T	RIPS									A	CTION VEHI	ICLE TRIP	S									INCREME	NTAL VEH	ICLE TRIF	S - ACTION	١	TI.		
Land Use	Week	day AM Pea	ak Hour	Weekda	y Midday F	Peak Hour	Week	day PM Pe	ak Hour	Saturda	y Midday F	Peak Hour	Weekd	iay AM Pe	ak Hour	Weekda	Midday Pe	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekda	y Midday P	eak Hour	Week	day PM Pea	ak Hour	Saturday	Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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
1							1																											Л		
Site #21	Week	dav AM Pea	ak Hour	Weekda	NC v Middav F		VEHICLE T	RIPS dav PM Pe	ak Hour	Saturda	v Midday F	Peak Hour	Weekr	iav AM Pe	ak Hour	Weekda	Midday Pe	CTION VEHI		S av PM Pea	k Hour	Saturday	Midday P	eak Hour	Week	lav AM Pea	ak Hour	Weekda	INCREME			S - ACTION		Saturday	/ Midday Pe	eak Hour
Land Use	Total	T		Total	In <sup>10</sup>		Total	In <sup>10</sup>		Total	,, .	1	Total	In <sup>10</sup>			In <sup>10</sup>		Total			Total			Total			Total			Total	In <sup>10</sup>		Total	In <sup>10</sup>	
l l	Iotai	In <sup>10</sup>	Out <sup>10</sup>			Out <sup>10</sup>		In	Out <sup>10</sup>		In <sup>10</sup>	Out <sup>10</sup>	Iotai		Out <sup>10</sup>	Total	In."	Out <sup>10</sup>		In <sup>10</sup>	Out <sup>10</sup>	0 O	In <sup>10</sup>	Out <sup>10</sup>	1 otal	In <sup>10</sup>	Out <sup>10</sup>		In <sup>10</sup>	Out <sup>10</sup>	Iotai	-	Out <sup>10</sup>			Out <sup>10</sup>
																				0	0	0	0	0	0	0	0	0								0
RESIDENTIAL / HOTEL	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	- 40				_			_	_	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
OFFICE / MANUFACTURING RETAIL / COMM FAC	172	165	7	66	26 104	40 104	201	10	191	19 255	11	8	172	165 15	7	66	26 104	40 104	201	108	117	255	144	111	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							-	-		0	0	0	0	0	0	0	
OFFICE / MANUFACTURING RETAIL / COMM FAC	172	165	7	66	26 104 130	40 104 145	201 225 426	10 108	191	19 255	11	8	172	165 15	7	66	26 104	104	201 225 <b>426</b>	108	117	255	144	111	0	0	0	0	0	0	0	0	0	0	0	0
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #22	172 19 192	165	7 4	66 208 274	26 104 130	40 104 145	201 225 426 VEHICLE TI	10 108	191 117 308	19 255 274	11	8 1111	172 19 192	165 15	7 4	66 208 274	26 104	40 104 145	201 225 426	108	117	255 274	144	111	0	0	0	0	0	0 0 0	0 0	0	0 0	0 0	0	0
OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	172 19 192	165 15 180	7 4	66 208 274	26 104 130	40 104 145	201 225 426 VEHICLE TI	10 108 118 RIPS	191 117 308	19 255 274	11 144 155	8 1111	172 19 192	165 15 180	7 4	66 208 274	26 104 130	40 104 145	201 225 426	108 118	117	255 274	144	111	0	0	0	0	0 0	0 0 0	0 0	0 0 0	0 0	0 0	0	0
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #22	172 19 192 Week	165 15 180 xday AM Pea	7 4 11	66 208 274 Weekda	26 104 130 NC y Midday F	104 145 D ACTION	201 225 426 VEHICLE TI	10 108 118 RIPS day PM Pe	191 117 308	19 255 274 Saturda	11 144 155 y Midday B	8 1111 118 118 Peak Hour	172 19 192 Weekd	165 15 180	7 4 11	66 208 274 Weekda	26 104 130 AG r Midday Pe	40 104 145 CTION VEHI	201 225 426 ICLE TRIPE	108 118 S ay PM Pea	117 308 k Hour	255 274 Saturday	144 155 Midday P	111 118 eak Hour	0 0 Weeko	0 0 day AM Pea	0 0	0 0 Weekda	0 0 INCREME	0 0 0 NTAL VEH	0 0 0 ICLE TRIF	0 0 0 PS - ACTION	0 0 0	0 0	0 0 0	0 0 eak Hour
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #22 Land Use	172 19 192 Week	165 15 180 180 In <sup>10</sup>	7 4 11 11 Out <sup>10</sup>	66 208 274 Weekda	26 104 130 NC y Midday F	40 104 145 DACTION Out 10	201 225 426 VEHICLE TI Week	10 108 118 118 RIPS day PM Pe	191 117 308 ak Hour Out <sup>10</sup>	19 255 274 Saturda	11 144 155 y Midday F	8 111 118 118 Peak Hour Out <sup>10</sup>	172 19 192 Weekd	165 15 180 180	7 4 11 ak Hour Out <sup>10</sup>	66 208 274 Weekda	26 104 130 At r Midday Pe	104  145  CTION VEHI eak Hour Out 10	201 225 426 ICLE TRIP Weekd	108 118 S ay PM Pea	308 k Hour	255 274 Saturday Total	144 155 Midday P	111 118 eak Hour Out <sup>10</sup>	0  Weeko	0 0 lay AM Pea	0 0 ak Hour	0 0 Weekda	0 0 INCREME! y Midday Po	0 0 0 NTAL VEH Deak Hour Out <sup>10</sup>	0 0 CLE TRIF Week	0 0 0 0 0 ss-ACTION day PM Pea	0 0 0 N ak Hour	0 0 0 Saturday	0 0 0 v Midday Pe	0 0 eak Hour
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #22  Land Use  RESIDENTIAL / HOTEL	172 19 192 Week Total 0	165 15 180 180 In <sup>10</sup> 0	7 4 11 11 Out 10 0	66 208 274 Weekdat Total 0	26 104 130 NC y Midday F In <sup>10</sup> 0	104 145 2 ACTION 2 Peak Hour Out 10	201 225 426 VEHICLE TI Weeks Total 0	10 108 118 RIPS day PM Pe In <sup>10</sup> 0	191 117 308 ak Hour Out <sup>10</sup> 0	19 255 274 Saturda Total 0	11 144 155 y Midday I	8 111 118 118 Peak Hour Out <sup>10</sup>	172 19 192 Weekd Total 10	165 15 180 180 In 10	7 4 11 11 ak Hour Out <sup>10</sup> 8	66 208 274 Weekda	26 104 130 A0 Midday Pe In <sup>10</sup> 2	104  145  CTION VEH eak Hour  Out 10	201 225 426 426 Weekd Total	108  118  SS  ay PM Pea  In <sup>10</sup> 8	308 k Hour Out <sup>10</sup>	255 274 Saturday Total 7	144 155 Midday P. In <sup>10</sup>	111  118  eak Hour  Out <sup>10</sup> 3	0 Weekd	0 0 lay AM Pea	0 0 sk Hour Out <sup>10</sup> 8	0  Weekdag  Total	0 0 INCREME! y Midday P. In 10	0 0 0 NTAL VEH Peak Hour Out <sup>10</sup> 2	0 0 0 ICLE TRIF Week Total	0 0 0 0 PS - ACTION day PM Pec	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 Saturday Total 7	0 0 0 v Midday Pe	0 0 eak Hour Out <sup>10</sup>
OFFICE / MANUFACTURING RETAIL / COMM FAC Total Site Vehicle Trips Site #22 Land Use RESIDENTIAL / HOTEL OFFICE / MANUFACTURING	172 19 192 Week Total 0 12	165 15 180 180 In <sup>10</sup> 0	7 4 11 11 Out <sup>10</sup> 0	66 208 274 Weekday Total 0 5	26 104 130 NC y Midday F In <sup>10</sup> 0	104 145 D ACTION Out 10 Out 10 O 3	201 225 426 VEHICLE TI Week Total 0 14	10 108 118 RIPS day PM Pe In 10 0 1	191 117 308 ak Hour Out <sup>10</sup> 0 13	19 255 274 Saturda Total 0 1	11 144 155  y Midday F In 10 0	8 111 118 118 Out 10 0 1	172 19 192 Weekd Total 10 0	165 15 180 180 In 10 1	7 4 111 ak Hour Out <sup>10</sup> 8 0	66 208 274 Weekdar Total 5 0	26 104 130 Add Midday Pe	104 145 CTION VEHI Bak Hour Out 10 2	201 225 426 ICLE TRIP Weekd Total 11 0	108  118  S  ay PM Pea  In <sup>10</sup> 8	308 k Hour Out <sup>10</sup> 3	255 274 Saturday Total 7 0	144 155 Midday P. In <sup>10</sup> 3 0	111  118  eak Hour  Out <sup>10</sup> 3	0 Weekc Total 10 -12	0 0 lay AM Pea	0 0 sk Hour Out <sup>10</sup> 8	0  Weekda	0 0 INCREME! y Midday P. In 10 2 -2	0 0 0 ENTAL VEHI Peak Hour Out <sup>10</sup> 2 -3	0 0 0 ICLE TRIF Week Total 11 -14	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 Nak Hour Out <sup>10</sup> 3 -13	0 0 Saturday Total 7 -1	0 0 0 midday Pe	0 0 eak Hour Out <sup>10</sup> 3 -1
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	172 19 192 Week Total 0 12 0	165 15 180 180 In <sup>10</sup> 0 11	7 4 11 11 Out <sup>10</sup> 0 0	66 208 274 Weekday Total 0 5 94	26 104 130 NC y Midday F In <sup>10</sup> 0 2 47	104 1145 2 ACTION 10 2 Peak Hour Out 10 0 3 47	201 225 426 VEHICLE TI Weeks Total 0 14 97	10 108 118 118 RIPS day PM Pe In 10 0 1 49	191 117 308 ak Hour Out <sup>10</sup> 0 13 49	19 255 274 Saturda Total 0 1 119	11 144 155  y Midday F In 10 0 1 68	8 111 118 118 Out 10 0 1 1 52	172 19 192 Weekd Total 10 0	165 15 180 180 181 180 180 181 180 180 180 180	7 4 11 11 Out'0 8 0 0	66 208 274 Weekdar Total 5 0 70	26 104 130 AA Midday Pe In <sup>10</sup> 2 0 35	40 104 145 CTION VEHI Bak Hour Out 100 2 0 35	201 225 426  ICLE TRIP Weekd Total 11 0 72	108 118 S ay PM Pea In <sup>10</sup> 8 0 36	308 k Hour Out <sup>10</sup> 3 0 36	255 274  Saturday  Total  7 0 88	144 155 Midday P. In <sup>10</sup> 3 0 50	111 118 eak Hour Out 10 3 0 38	0 Weekc Total 10 -12 0	0 0 lay AM Pec in 10 1 -11 0	0 0 sk Hour Out <sup>10</sup> 8 0	0 Weekdar Total 5 -5 -24	0 0 INCREME! y Midday P In 10 2 -2 -12	0 0 0 eNTAL VEHI Peak Hour Out <sup>10</sup> 2 -3 -12	0 0 O ICLE TRIF Week Total 11 -14 -25	0 0 0 0 0 PS - ACTION day PM Pec	0 0 0 Nak Hour Out 10 3 -13 -13	O O O Saturday Total 7 -1 -31	0 0 0 midday Pec In 10 3 - 1 - 17	0 0 0 0 0 0 0 0 0 1 0 1 0 1 1 1 1 1 1 1
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC	172 19 192 Week Total 0 12 0	165 15 180 180 180 180 181 180 181 181 181 181	7 4 11 11 Out 10 0 0 0 0 0	66 208 274 Weekdat Total 0 5 94	26 104 130 NC y Midday F In 10 0 2 47 49	40 104 145 2 ACTION 2 Out 10 0 3 47 50 ACTION 3	201 225 426  VEHICLE TI Weeks Total 0 14 97 111	10 108 118 118 118 119 119 119 119 119 119 11	191 117 308 ak Hour Out <sup>10</sup> 0 13 49	19 255 274 Saturda Total 0 1119 121	11 144 155 y Midday I In <sup>10</sup> 0 1 68	8 111 118 118 Out 10 0 1 1 52 52	172 19 192 Weekd Total 10 0	165 15 180 180 180 1010 100 0	7 4 11 11 ak Hour Out <sup>10</sup> 8 0 0	66 208 274 Weekda Total 5 0 70	26 104 130 AAA Midday Pe 10 10 10 10 10 10 10 10 10 10 10 10 10	104 145 CTION VEH aak Hour Out 10 2 0 35 37	201 225 426 CLE TRIP Weekd Total 11 0 72 83	108 118 S ay PM Pea In <sup>10</sup> 8 0 36 44	117 308 k Hour Out <sup>10</sup> 3 0 36	255  274  Saturday  Total  7  0  88	144 155 Midday P. In <sup>10</sup> 3 0 50	111  118  eak Hour  Out 10  3  0  38	0	0 0 lay AM Pea In 10 1 -111 0 -110	0 0 sk Hour Out 10 8 0 0 0 0 8	0 Weekdag Total 5 -5 -24 -24	0 0 INCREME! y Midday P. In to 2 -12 -12 INCREME!	0 0 0 NTAL VEH Peak Hour Out 10 2 -3 -12 -13	0 0 0 ICLE TRIF Week Total 11 -14 -25 -28	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 N ak Hour Out 10 3 -13 -13 -22	0 0 Saturday Total 7 -1 -31 -25	0 0 0 0 In 10 3 -1 -17 -15	0 0 0 0 0ut <sup>10</sup> 3 -1 -13
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site vehicle Trips  Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips	172 19 192 Week Total 0 12 0 12	165 15 180 180 180 181 180 181 181 181 181 181	7 4 11 11 Out 10 0 0 0	66 208 274 Weekday Total 0 5 94 99	26 104 130 NC y Midday F In <sup>10</sup> 0 2 47 49 NC y Midday F	40 104 145 2 ACTION 2 Peak Hour 0 ut 10 3 47 50 2 ACTION 2 Peak Hour	201 225 426 VEHICLE TI Week Total 0 14 97 111 VEHICLE TI Weeke	10 108 118 118 RIPS day PM Pe In 10 1 49 49 49 RIPS day PM Pe	191 117 308 ak Hour Out <sup>10</sup> 0 13 49 62	19 255 274  Saturda; Total 0 1 119 121	11 144 155 y Midday I In 10 68 68 y Midday I	8 111 118 118 0eak Hour 0ut <sup>10</sup> 0 1 52 52	172 19 192 Weekd Total 10 0 10	165 15 180 180 180 181 180 181 181 181 181 181	7 4 111 ak Hour Out 10 8 0 0 0 8 8	66 208 274  Weekda; Total 5 0 70 75	26 104 130 At Midday Pe In <sup>10</sup> 2 0 35 37 At Midday Pe	104 145 CTION VEHI Bak Hour Out 10 2 0 35 37 CTION VEHI Bak Hour	201 225 426 Veekd Total 11 0 72 83 Weekd Weekd	108  118  S ay PM Pea In <sup>10</sup> 8  0  36  44	117 308  k Hour  Out 10 3 0 36 39	255  274  Saturday  Total  7  0  88  95  Saturday	144 155 Midday P. In <sup>10</sup> 3 0 50 54	111  118  eak Hour  Out 10  3  0  38  42	0	0 0 Iay AM Pea	0 0 sk Hour Out 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 Weekda; Total 552424	0 0 INCREME! y Midday P. In 19 2 -12 -12 INCREME! y Midday P.	0 0 0 NTAL VEH Peak Hour Out <sup>10</sup> 2 -3 -12 -13 NTAL VEH Peak Hour	0 0 0 0 Week Total 11 -14 -25 -28	0 0 0 S-ACTION day PM Pec In 10 8 -1 -13 -6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 Saturday Total 7 -1 -31 -25	0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0ut <sup>10</sup> 3 -1 -13
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site Vehicle Trips  Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23	172 19 192 Week Total 0 12 0	165 15 180 180 180 180 181 180 181 181 181 181	7 4 11 11 Out 10 0 0 0 0 0	66 208 274 Weekdat Total 0 5 94	26 104 130 NC y Midday F In 10 0 2 47 49	40 104 145 2 ACTION 2 Out 10 0 3 47 50 ACTION 3	201 225 426  VEHICLE TI Weeks Total 0 14 97 111	10 108 118 118 118 119 119 119 119 119 119 11	191 117 308 ak Hour Out <sup>10</sup> 0 13 49	19 255 274 Saturda Total 0 1119 121	11 144 155 y Midday I In <sup>10</sup> 0 1 68	8 111 118 118 Out 10 0 1 1 52 52	172 19 192 Weekd Total 10 0	165 15 180 180 180 1010 100 0	7 4 11 11 ak Hour Out 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	66 208 274 Weekda Total 5 0 70	26 104 130 AAA Midday Pe 10 10 10 10 10 10 10 10 10 10 10 10 10	104 145 CTION VEH aak Hour Out 10 2 0 35 37	201 225 426 CLE TRIP Weekd Total 11 0 72 83	108 118 S ay PM Pea In <sup>10</sup> 8 0 36 44	117 308 k Hour Out <sup>10</sup> 3 0 36	255  274  Saturday  Total  7  0  88	144 155 Midday P. In <sup>10</sup> 3 0 50	111  118  eak Hour  Out 10  3  0  38	0	0 0 lay AM Pea In 10 1 -111 0 -110	0 0 sk Hour Out 10 8 0 0 0 0 8	0 Weekdag Total 5 -5 -24 -24	0 0 INCREME! y Midday P. In to 2 -12 -12 INCREME!	0 0 0 NTAL VEH Peak Hour Out 10 2 -3 -12 -13	0 0 0 ICLE TRIF Week Total 11 -14 -25 -28	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 N ak Hour Out 10 3 -13 -13 -22	0 0 Saturday Total 7 -1 -31 -25	0 0 0 0 In 10 3 -1 -17 -15	0 0 0 0 0ut <sup>10</sup> 3 -1 -13
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site vehicle Trips  Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL	172 19 192 Week Total 0 12 0 12 Week Total 4	165 15 180 180 180 181 180 181 180 181 180 181 180 180	7 4 11 11 0ut <sup>10</sup> 0 0 0 0 0 0 10 10 10 10 10 10 10 10 10	66 208 274 Weekday Total 0 5 94  99  Weekday Total 4	26 104 130 NC NC W Midday F In 18 2 47 49 NC W Midday F In 19 2 2 2 2 47 49	40 104 145 2 ACTION 1 0 Qut 10 3 47 50 2 ACTION 1 0 Ut 10 0 Ut 10 1 Ut	201 225 426 VEHICLE TI Week Total 0 14 97 111 VEHICLE TI Week Total 4	108 118 118 118 118 118 119 119 119 119 11	191 117 308 ak Hour Out <sup>10</sup> 0 13 49 62 ak Hour Out <sup>10</sup>	19 255 274  Saturda Total 0 1 119 121  Saturda Total 6	11 144 155 155 168 168 168 168 168 168 168 168 168 168	8 1111 118 118 0ut <sup>10</sup> 0 1 52 52 52 0ut <sup>10</sup> 0 0 2	172 19 192 Weeko Total 10 0 10 Weeko Total 11	165 15 180 180 180 180 110 0 0 1 1 1 0 0 2	7 4 111  ak Hour  Out <sup>10</sup> 8 0  0  0  8 Hour  Out <sup>10</sup> 10	66   208   274   Weekda   Total   5   0   70     75     Weekda   Total   6   6	26 104 130 At Midday Pe in¹0 2 0 35 37 At Midday Pe in¹0 35 37	40 104 145  CTION VEH pak Hour Out 10 35 37  CTION VEH pak Hour Out 10 35 37	201 225 426 426 Weekd Total 11 0 72 83 Total Total 13	108 118 118 118 118 118 118 119 119 119 11	308  k Hour  Out <sup>10</sup> 3  0  36  39  Out <sup>10</sup> 4	255 274 Saturday Total 7 0 88 95 Saturday Total 8	144 155 Midday P. In <sup>10</sup> 3 0 50 54 Midday P. In <sup>10</sup>	1111  118  118  118  0ut <sup>10</sup> 3  0  38  42  Out <sup>10</sup> 4	0 Weekc Total 10 2 Weekc Total 8	0 0 In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0  Weekday  Total  5  -5  -24  Weekday  Total  2	0 0 INCREME! Info  2 -12 -12 INCREME! INCREME! Info  0 0	0 0 0 INTAL VEH eak Hour Out <sup>19</sup> -3 -12 -13 INTAL VEH eak Hour Out <sup>19</sup> 2 2	0 0 0 Veek Total 11 -14 -25 -28 Total Week Total 8	0 0 0 0 1s-ACTION day PM Pec In 10 -1 -1 -1 -6 In 10 -6 -6 -6	0 0 0 1 ak Hour Out <sup>10</sup> -13 -22 N ak Hour Out <sup>10</sup> 2	O O O O O O O O O O O O O O O O O O O	0 0 0 In 10 13 3 - 1 17 - 115 In 10 10 In 10 11 11 11 11 11 11 11 11 11 11 11 11	0 0 0 ut <sup>10</sup> 3 -1 -10 -10 Out <sup>19</sup>
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site vehicle Trips  Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING	172 19 192 Week Total 0 12 0 12 Total 4 0	165 15 180 180 180 180 180 181 191 191 191 191 191 191 191 191 191	7 4 11 11 0ut <sup>10</sup> 0 0 0 0 0 0 0 10 10 10 10 10 10 10 10 1	66 208 274 Weekday Total 0 5 94 99 Weekday Total 4 0	26 104 130 NCC NC Midday F In 10 2 47 49 NC Midday F In 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	40 104 145 2 ACTION 1 2 eak Hour 0 ut 10 3 47 50 2 ACTION 1 50 2 ACTION 1 1 0 ut 10 1	201 225 426 426 VEHICLE Ti Week Total 97 111 111 VEHICLE Ti Week Total 4	108 118 118 118 119 119 119 119 119 119 11	191 117 308 ak Hour Out <sup>10</sup> 0 13 49 62	19 255 274  Saturda  Total 0 1119 121  Total 6 0	11 144 155 168 168 168 168 168 168 168 168 168 168	8 1111 118 Peak Hour Out <sup>10</sup> 0 52 52  Cut <sup>10</sup> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	172 19 192 Weeko Total 10 0 10 Weeko Total 12 0	165 15 180 180 180 180 1 180 1 190 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 4 111 111 ak Hour Out 16 8 0 0 0 0 8 8 110 110 110 110 110 110 1	### ##################################	26 104 130  At At Midday Pe 0 2 0 35 37  At Midday Pe 1 1010 3 0	40 104 145 145 145 0ut <sup>19</sup> 2 0 35 37 37 CTION VEH 0ut <sup>19</sup> 3 0	201 225 426 426 Weekd Total 11 0 72 83 Total 13 0	108 118 118 118 118 118 118 118 119 119 11	308  Note: 117  308  Note: 128  N	255  274  Saturday  Total  7  0  88  95  Saturday  Total  6  8  0	144 155 Midday P. 1010 50 54 Midday P. 1010 4 0	111 118 118 118 118 118 118 118 118 118	0  Weekc Total  10  -12  0  Weekc Total  8  0	0 0 In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0  Weekday  Total  5  -5  -24  Weekday  Total  2  0	O O INCREME In 10 O In 10 In 1	0 0 0 INTAL VEH	0 0 0 CLE TRIE Week Total 11 -14 -25 -28 Total Week Total 0 0	0 0 0 0 In 19 19 19 19 19 19 19 19 19 19 19 19 19	0 0 0 0 1 ak Hour Out <sup>10</sup> 3 -13 -22 4 ak Hour Out <sup>10</sup> 0 0	O O Saturday Total 7 1 25 Saturday Total 3 O	0 0 0 In 10 10 17 17 17 17 17 17 17 17 17 17 17 17 17	0 0 0 ut <sup>10</sup> 3 -1 -13 -10  Out <sup>19</sup> 2 0
OFFICE / MANUFACTURING RETAIL / COMM FAC  Total Site vehicle Trips  Site #22  Land Use  RESIDENTIAL / HOTEL  OFFICE / MANUFACTURING  RETAIL / COMM FAC  Total Site Vehicle Trips  Site #23  Land Use  RESIDENTIAL / HOTEL	172 19 192 Week Total 0 12 0 12 Week Total 4	165 15 180 180 180 181 180 181 180 181 180 181 180 180	7 4 11 11 0ut <sup>10</sup> 0 0 0 0 0 0 10 10 10 10 10 10 10 10 10	66 208 274 Weekday Total 0 5 94  99  Weekday Total 4	26 104 130 NC W Midday F In 18 2 47 49 NC W Midday F In 19 2 2 2 2 47 49	40 104 145 2 ACTION 1 0 Qut 10 3 47 50 2 ACTION 1 0 Ut 10 0 Ut 10 1 Ut	201 225 426 VEHICLE TI Week Total 0 14 97 111 VEHICLE TI Week Total 4	108 118 118 118 118 118 119 119 119 119 11	191 117 308 ak Hour Out <sup>10</sup> 0 13 49 62 ak Hour Out <sup>10</sup>	19 255 274  Saturda Total 0 1 119 121  Saturda Total 6	11 144 155 155 168 168 168 168 168 168 168 168 168 168	8 1111 118 118 0ut <sup>10</sup> 0 1 52 52 52 0ut <sup>10</sup> 0 0 2	172 19 192 Weeko Total 10 0 10 Weeko Total 11	165 15 180 180 180 180 110 0 0 1 1 1 0 0 2	7 4 111  ak Hour Out <sup>10</sup> 8 0 0 8 8  ak Hour Out <sup>10</sup> 10	66   208   274   Weekda   Total   5   0   70     75     Weekda   Total   6   6	26 104 130 At Midday Pe in¹0 2 0 35 37 At Midday Pe in¹0 3 3 37	40 104 145  CTION VEH pak Hour Out 10 35 37  CTION VEH pak Hour Out 10 35 37	201 225 426 426 Weekd Total 11 0 72 83 Total Total 13	108 118 118 118 118 118 118 119 119 119 11	308  k Hour  Out <sup>10</sup> 3  0  36  39  Out <sup>10</sup> 4	255 274 Saturday Total 7 0 88 95 Saturday Total 8	144 155 Midday P. In <sup>10</sup> 3 0 50 54 Midday P. In <sup>10</sup>	1111  118  118  118  0ut <sup>10</sup> 3  0  38  42  Out <sup>10</sup> 4	0 Weekc Total 10 2 Weekc Total 8	0 0 In 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0  Weekday  Total  5  -5  -24  Weekday  Total  2	0 0 INCREME! Info  2 -12 -12 INCREME! INCREME! Info  0 0	0 0 0 INTAL VEH eak Hour Out <sup>19</sup> -3 -12 -13 INTAL VEH eak Hour Out <sup>19</sup> 2 2	0 0 0 Veek Total 11 -14 -25 -28 Total Week Total 8	0 0 0 0 1s-ACTION day PM Pec In 10 -1 -1 -1 -6 In 10 -6 -6 -6	0 0 0 1 ak Hour Out <sup>10</sup> -13 -22 N ak Hour Out <sup>10</sup> 2	O O O O O O O O O O O O O O O O O O O	0 0 0 In 10 13 3 - 1 17 - 115 In 10 10 In 10 11 11 11 11 11 11 11 11 11 11 11 11	0 0 0 ut <sup>10</sup> 3 -1 -10 -10 Out <sup>19</sup>

Site #24					NC	ACTION	EHICLE TI	RIPS									А	CTION VE	HICLE TRIE	PS								- 1	O INCRE	MENTAL VE	HICLE TRI	PS - ACTI	ON			
	Weekd	ay AM Pea	k Hour	Weekda	y Midday F	eak Hour	Week	lay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	ay AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weeko	day PM Pea	ık Hour	Saturda	y Midday P	eak Hour	Weeko	lay AM Pe	ak Hour	Weekda	y Midday I	Peak Hour	Weeko	iay PM Pe	ak Hour	Saturda	Midday F	Peak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NC	ACTION	VEHICLE T	RIPS									-	CTION VE	IICLE TRIF	s									NO INCRE	MENTAL V	HICLE TR	PS - ACTIO	ON		_	
	Weeko	ay AM Pea	k Hour	Weekda	y Midday F	eak Hour	Week	day PM Pea	ık Hour	Saturda	Midday P	eak Hour	Weekd	lay AM Pea	ık Hour	Weekda	y Midday P	eak Hour	Weeko	ay PM Pea	k Hour	Saturday	Midday P	eak Hour	Weekd	lay AM Pe	ak Hour	Weekda	y Midday I	Peak Hour	Week	day PM Pea	ak Hour	Saturday	Midday Pe	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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					NO	ACTION V	EHICLE TF	RIPS									A	CTION VEH	IICLE TRIF	s								N	O INCREM	IENTAL VE	HICLE TRI	PS - ACTIO	N			
	Wee	kday AM Pe	ak Hour	Weekda	y Midday P	eak Hour	Weeko	day PM Pea	k Hour	Saturday	Midday P	eak Hour	Weeko	lay AM Pea	ak Hour	Weekda	/ Midday P	eak Hour	Weekd	ay PM Pea	ak Hour	Saturday	Midday P	eak Hour	Weekd	lay AM Pea	ak Hour	Weekday	Midday P	eak Hour	Weekd	ay PM Pea	k Hour	Saturday	Midday P	eak Hour
Land Use	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>to</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>	Total	In <sup>10</sup>	Out <sup>10</sup>
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 Tri			T _	12			12	T .	Π.	15		T _	15		12	16			19	12	T _	20	11		_				_		_	-				
Total Site Venicle Tri	s 9	2	′	12	ь	6	12	,	4	15	8	′	15	3	12	16	8	8	19	12	- /	20	11	9	,	1	ь	3	2	2	,	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: 125<sup>th</sup> Rezoning Summary

CM07-1608A

Date: February 21, 2008

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

- The proposed left turn phase at Lenox Avenue and West 126<sup>th</sup> 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 125<sup>th</sup> Street is not feasible. It may impact the southbound approach.
- The proposed to prohibit left turn movements on 125<sup>th</sup> Street from Amsterdam Avenue to 3<sup>rd</sup> 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

# 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: 125<sup>th</sup> 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 125<sup>th</sup> 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 126<sup>th</sup> 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 125<sup>th</sup> 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 125<sup>th</sup>
 Street is not feasible. It may impact the southbound approach.

The mitigation measures proposed for the study intersection of East 125<sup>th</sup> 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 125<sup>th</sup> Street from Amsterdam Avenue to 3<sup>rd</sup> 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

Urbitran Associates, Inc. New York, New York

### 125th Street and 2nd Avenue

## **Proposed Action**

			No A	ction			Act	tion			Mitig	ation			Mitigatio	on Measures	
		AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Approach	Mov	Delay	Sec	Sec	Sec	Sec											
ЕВ	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.	
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	The intersection is	+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	unmitigable	-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

			No A	ction			Act	tion			Mitig	ation			Mitigatio	on Measures	
		AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Approach	Mov	Delay	Sec	Sec	Sec	Sec											
																Impacts in all	
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			movements.	
wв																The	
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	intersection is	+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	unmitigable	-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 *

<sup>\*</sup> Remains as unmitigated impact

## **ARTS BONUS**

			No A	ction			Act	tion			Mitig	ation			Mitigati	on Measures	
		AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Approach	Mov	Delay	Sec	Sec	Sec	Sec											
ЕВ	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.	
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	The	+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	intersection is unmitigable	-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

<sup>\*</sup> Remains as unmitigated impact

### **EXPANDED ARTS BONUS**

			No A	ction			Act	tion			Mitig	ation			Mitigatio	on Measures	
		AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT
Approach	Mov	Delay	Sec	Sec	Sec	Sec											
ЕВ	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.	
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	The	+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	intersection is unmitigable	-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

<sup>\*</sup> Remains as unmitigated impact