

**A. INTRODUCTION**

The proposed 53 West 53rd Street project's potential impacts on traffic conditions and parking resources are evaluated in this chapter. As demonstrated below, the projected vehicle trip increments would not warrant a detailed traffic analysis or result in a potential for significant adverse traffic impacts. There would also be adequate parking supply near the development site to accommodate the projected parking demand, such that it would not result in a potential for significant adverse parking impacts. The proposed project's potential impacts on transit and pedestrian facilities are described in Chapter 15, "Transit and Pedestrians."

**B. METHODOLOGY**

The transportation impact study for the proposed project analyzes travel characteristics associated with the project components, the study area roadway network, and the regional transportation systems. Depending on the magnitude of the anticipated trips generated by the proposed project, various transportation elements may be evaluated both qualitatively and quantitatively. The determination of analysis needs for projects in New York City is based on guidance outlined in the 2001 *City Environmental Quality Review (CEQR)*, which states that if a proposed project would result in fewer than 50 peak hour vehicle trips, it would not be likely to result in significant adverse traffic impacts and a need for further quantitative traffic analysis would be unwarranted.

**C. PROBABLE IMPACTS OF THE PROPOSED PROJECT****EVALUATION PARAMETERS**

As described in Chapter 1, "Project Description," absent the proposed project, the development site will be developed with one of two scenarios—the Previously Approved Project or the Expanded Development Scenario. Also as described in Chapter 1, "Project Description," in order to present a reasonable worst-case development scenario for analysis, it is assumed that the proposed project would include 68,097 gross square feet of museum space, and up to 300 residential units and 167 hotel units. The applicant will enter into a Restrictive Declaration which limits the number of units on the development site to no more than 300 residential units and 167 hotel rooms.

The comparison of the proposed project to the Previously Approved Project would result in net development increments of 167 hotel rooms and 300 residential dwelling units, and net development reductions of 180,000 square feet of commercial office space and 10,000 square feet of retail space. The comparison of the proposed project to the Expanded Development Scenario would result in a net development increment of 62 hotel rooms. Since both the development scenarios in the future without the proposed project, as well as the proposed project

include approximately 68,000 square feet of museum expansion, there would not be a net increment for this use. Furthermore, as detailed in the 2007 *Museum of Modern Art Technical Memorandum* (CEQR No. 00DCP007M), this museum expansion is expected alleviate the current overcrowded conditions but would not affect base attendance levels or generate any new visitations.

**TRAVEL DEMAND ESTIMATES AND ANALYSIS SCREENING**

A trip generation analysis, which summarizes incremental trips anticipated from the proposed project during the typical weekday AM, midday, and PM peak hours, was prepared to determine if a quantitative traffic analysis is warranted. Travel demand assumptions, as shown in **Table 14-1**, are based on the *CEQR Technical Manual*, U.S. Census, and previously approved studies. The additional museum space, approximately 68,000 square feet, which would be common to the Previously Approved Project, the Expanded Development Scenario, and the proposed project, would not affect base attendance levels and thus was not addressed in the trip generation analysis.

**Table 14-1  
Travel Demand Assumptions**

Use	Hotel			Residential			Commercial Office			Retail		
<b>Person Trip Rate<sup>1</sup></b>	9.4 (Trips/Hotel Room)			8.075 (Trips/Dwelling Unit)			18.0 (Trips/1,000 SF)			153.8* (Trips/1,000 SF)		
<b>Temporal<sup>1</sup> Distribution</b>	AM	Midday	PM	AM	Midday	PM	AM	Midday	PM	AM	Midday	PM
	7.5%	14.4%	12.8%	9.1%	4.7%	10.7%	11.8%	15.0%	13.7%	1.0%	21.6%	9.6%
<b>Direction</b>	AM <sup>2</sup>	Midday <sup>2</sup>	PM <sup>2</sup>	AM <sup>3</sup>	Midday <sup>3</sup>	PM <sup>3</sup>	AM <sup>4</sup>	Midday <sup>4</sup>	PM <sup>4</sup>	AM <sup>5</sup>	Midday <sup>5</sup>	PM <sup>5</sup>
In	38.7%	53.5%	64.8%	15.0%	50.0%	70.0%	96.0%	48.0%	5.0%	50.0%	50.0%	50.0%
Out	61.3%	46.5%	35.2%	85.0%	50.0%	30.0%	4.0%	52.0%	95.0%	50.0%	50.0%	50.0%
<b>Modal Split</b>	AM <sup>2</sup>	Midday <sup>2</sup>	PM <sup>2</sup>	AM <sup>6</sup>	Midday <sup>6</sup>	PM <sup>6</sup>	AM <sup>6</sup>	Midday <sup>5</sup>	PM <sup>6</sup>	AM <sup>5</sup>	Midday <sup>5</sup>	PM <sup>5</sup>
Auto	9.1%	8.1%	9.1%	7.4%	7.4%	7.4%	12.3%	2.0%	12.3%	2.0%	2.0%	2.0%
Taxi	17.5%	14.9%	17.5%	7.2%	7.2%	7.2%	2.8%	3.0%	2.8%	3.0%	3.0%	3.0%
Subway	15.9%	9.5%	15.9%	27.5%	27.5%	27.5%	47.1%	6.0%	47.1%	6.0%	6.0%	6.0%
Bus	3.1%	3.2%	3.1%	5.4%	5.4%	5.4%	14.7%	6.0%	14.7%	6.0%	6.0%	6.0%
Railroad	8.3%	3.3%	8.3%	2.0%	2.0%	2.0%	16.5%	0.0%	16.5%	0.0%	0.0%	0.0%
Walk	46.1%	61.0%	46.1%	50.5%	50.5%	50.5%	6.6%	83.0%	6.6%	83.0%	83.0%	83.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Vehicle Occupancy</b>	AM <sup>2</sup>	Midday <sup>2</sup>	PM <sup>2</sup>	AM	Midday	PM	AM	Midday	PM	AM <sup>5</sup>	Midday <sup>5</sup>	PM <sup>5</sup>
Auto	1.50	1.50	1.50	1.23 <sup>6</sup>	1.23 <sup>6</sup>	1.23 <sup>6</sup>	1.19 <sup>6</sup>	1.19 <sup>6</sup>	1.19 <sup>6</sup>	1.65	1.65	1.65
Taxi	1.50	1.50	1.50	1.40 <sup>3</sup>	1.40 <sup>3</sup>	1.40 <sup>3</sup>	1.40 <sup>5</sup>	1.40 <sup>5</sup>	1.40 <sup>5</sup>	1.40	1.40	1.40
<b>Delivery Trip Rate</b>	0.12 <sup>2</sup> (Trips/Hotel Room)			0.03 <sup>3</sup> (Trips/Dwelling Unit)			0.20 <sup>5</sup> (Trips/1,000 SF)			0.35 <sup>5</sup> (Trips/1,000 SF)		
<b>Temporal Distribution</b>	AM <sup>3</sup>	Midday <sup>3</sup>	PM <sup>3</sup>	AM <sup>3</sup>	Midday <sup>3</sup>	PM <sup>3</sup>	AM <sup>7</sup>	Midday <sup>7</sup>	PM <sup>7</sup>	AM <sup>5</sup>	Midday <sup>5</sup>	PM <sup>5</sup>
	12.2%	8.7%	1.0%	12.2%	8.7%	1.0%	9.7%	7.8%	5.1%	6.0%	11.0%	1.0%

**Notes:** \* 25% trip linkage credit applied.  
**Sources:** 1. *CEQR Technical Manual*  
 2. *42nd Street Development Project General Plan FEIS* (1994)  
 3. *No 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS* (2004)  
 4. *Urban Space For Pedestrians*, Pushkarev & Zupan, 1975  
 5. *One Bryant Park FEIS* (2003)  
 6. U.S. Census 2000  
 7. *Characteristics of Urban Transportation Demand*, Wilbur Smith & Associates, 1978

*THE PREVIOUSLY APPROVED PROJECT*

The Previously Approved Project would include approximately 68,000 square feet of museum expansion, 180,000 square feet of commercial office space, and 10,000 square feet of retail space. As shown in **Table 14-2**, the Previously Approved Project would generate a total of 394, 819, and 589 person trips and 60, 44, and 74 vehicle trips during the weekday AM, midday, and PM peak hours, respectively.

**Table 14-2  
Trip Generation: The Previously Approved Project**

Peak Hour Person Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	45	2	47	8	8	16	4	53	57
Taxi	10	0	10	12	13	25	3	14	17
Subway	173	7	180	24	25	49	14	203	217
Bus	54	2	56	24	25	49	7	66	73
Railroad	61	3	64	0	0	0	4	70	74
Walk	30	7	37	332	348	680	62	89	151
Total	373	21	394	400	419	819	94	495	589
Peak Hour Vehicle Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	38	2	40	6	6	12	3	45	48
Taxi	7	7	14	13	13	26	11	11	22
Delivery	3	3	6	3	3	6	2	2	4
Total	48	12	60	22	22	44	16	58	74

*THE EXPANDED DEVELOPMENT SCENARIO*

The Expanded Development Scenario would include approximately 68,000 square feet of museum expansion, 105 hotel rooms, and 300 residential dwelling units. As shown in **Table 14-3**, the Expanded Development Scenario would generate a total of 295, 254, and 386 person trips and 58, 48, and 62 vehicle trips during the weekday AM, midday, and PM peak hours, respectively.

**Table 14-3  
Trip Generation: The Expanded Development Scenario**

Peak Hour Person Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	5	18	23	10	9	19	20	10	30
Taxi	7	21	28	15	14	29	27	14	41
Subway	14	59	73	23	22	45	63	28	91
Bus	3	11	14	5	5	10	13	5	18
Railroad	3	8	11	4	3	7	11	6	17
Walk	30	116	146	75	69	144	130	59	189
Total	62	233	295	132	122	254	264	122	386
Peak Hour Vehicle Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	4	14	18	7	7	14	16	8	24
Taxi	17	17	34	15	15	30	19	19	38
Delivery	3	3	6	2	2	4	0	0	0
Total	24	34	58	24	24	48	35	27	62

*THE REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)*

The proposed project (RWCDS) would include approximately 68,000 square feet of museum expansion, up to 167 hotel rooms, and up to 300 residential dwelling units. As shown in **Table 14-4**, the proposed project would generate a total of 338, 340, and 461 person trips and 68, 65, and 76 vehicle trips during the weekday AM, midday, and PM peak hours, respectively.

**Table 14-4**  
**Trip Generation: The Proposed Project (RWCDS)**

Peak Hour Person Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	6	21	27	14	13	27	25	12	37
Taxi	10	26	36	22	20	42	36	18	54
Subway	16	63	79	27	26	53	71	32	103
Bus	3	12	15	7	6	13	14	6	20
Railroad	5	10	15	5	4	9	15	8	23
Walk	38	128	166	103	93	196	152	72	224
<b>Total</b>	<b>78</b>	<b>260</b>	<b>338</b>	<b>178</b>	<b>162</b>	<b>340</b>	<b>313</b>	<b>148</b>	<b>461</b>
Peak Hour Vehicle Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	5	15	20	10	9	19	19	9	28
Taxi	21	21	42	20	20	40	24	24	48
Delivery	3	3	6	3	3	6	0	0	0
<b>Total</b>	<b>29</b>	<b>39</b>	<b>68</b>	<b>33</b>	<b>32</b>	<b>65</b>	<b>43</b>	<b>33</b>	<b>76</b>

*COMPARISON OF THE PROPOSED PROJECT TO THE PREVIOUSLY APPROVED PROJECT*

As shown in **Table 14-5**, comparing to the Previously Approved Project, the proposed project would result in net increments of 8, 21, and 2 vehicle trips during the weekday AM, midday, and PM peak hours, respectively. Since these incremental trips are below the *CEQR Technical Manual* threshold of 50 peak hour vehicle trips, a detailed quantitative traffic analysis is not warranted, and the proposed project, therefore, would not result in any significant adverse traffic impacts.

**Table 14-5**  
**Trip Generation Summary:**  
**Net Project Increments as Compared to the Previously Approved Project**

Peak Hour Person Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	-39	19	-20	6	5	11	21	-41	-20
Taxi	0	26	26	10	7	17	33	4	37
Subway	-157	56	-101	3	1	4	57	-171	-114
Bus	-51	10	-41	-17	-19	-36	7	-60	-53
Railroad	-56	7	-49	5	4	9	11	-62	-51
Walk	8	121	129	-229	-255	-484	90	-17	73
<b>Total</b>	<b>-295</b>	<b>239</b>	<b>-56</b>	<b>-222</b>	<b>-257</b>	<b>-479</b>	<b>219</b>	<b>-347</b>	<b>-128</b>
Peak Hour Vehicle Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	-33	13	-20	4	3	7	16	-36	-20
Taxi	14	14	28	7	7	14	13	13	26
Delivery	0	0	0	0	0	0	-2	-2	-4
<b>Total</b>	<b>-19</b>	<b>27</b>	<b>8</b>	<b>11</b>	<b>10</b>	<b>21</b>	<b>27</b>	<b>-25</b>	<b>2</b>

*COMPARISON OF THE PROPOSED PROJECT TO THE EXPANDED DEVELOPMENT SCENARIO*

As shown in **Table 14-6**, comparing to the Expanded Development Scenario, the proposed project would generate net increments of 10, 17, and 14 vehicle trips during the weekday AM, midday, and PM peak hours, respectively. Since these incremental trips are below the *CEQR Technical Manual* threshold of 50 peak hour vehicle trips, a detailed quantitative traffic analysis is not warranted, and the proposed project, therefore, would not result in any significant adverse traffic impacts.

**Table 14-6**  
**Trip Generation Summary:**  
**Net Project Increments as Compared to the Expanded Development Scenario**

Peak Hour Person Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	3	4	4	4	8	5	2	7
Taxi	3	5	8	7	6	13	9	4	13
Subway	2	4	6	4	4	8	8	4	12
Bus	0	1	1	2	1	3	1	1	2
Railroad	2	2	4	1	1	2	4	2	6
Walk	8	12	20	28	24	52	22	13	35
Total	16	27	43	46	40	86	49	26	75
Peak Hour Vehicle Trip	AM			Midday			PM		
	In	Out	Total	In	Out	Total	In	Out	Total
Auto	1	1	2	3	2	5	3	1	4
Taxi	4	4	8	5	5	10	5	5	10
Delivery	0	0	0	1	1	2	0	0	0
Total	5	5	10	9	8	17	8	6	14

**DELIVERIES AND LOADING DOCK**

The loading dock is required by zoning and the evaluation of loading dock operations is part of the building design process. Analysis of delivery operations is not required under CEQR unless a detailed traffic analysis is needed. However, a general description of the proposed actions’ projected deliveries is provided. The loading dock would be required under zoning for both the Previously Approved Project and the Expanded Development Scenario, as well as for the proposed project. The proposed project’s loading dock would be located at the eastern portion of the project site, and would serve the project’s residential, hotel, and accessory uses only. Deliveries for the proposed 68,097 square feet of museum-related space would not occur through the project site’s loading dock; such deliveries would take place at the existing MoMA loading docks, east of the project site. To the extent practicable, deliveries would be coordinated to avoid conflicts. The adequacy of the loading dock design to handle deliveries will be reviewed as part of the ULURP application.

As shown in Tables 14-5 and 14-6, estimates of delivery trips were based on a comparison of the proposed project to the Previously Approved Project (a net increase of 167 hotel rooms and 300 residential dwelling units, compared with a net decrease of 180,000 square feet of commercial office space and 10,000 square feet of retail space), and on a comparison of the proposed project to the Expanded Development Scenario (a net increase of 62 hotel rooms). Compared with either the Previously Approved Project or the Expanded Development Scenario, the proposed project would result in the same amount of museum-related use (approximately 68,000 square feet);

therefore, there would not be a net increment for this use. As summarized above, the proposed project would result in 0, 0, and -4 delivery trips during the AM, midday, and PM peak periods, respectively, compared to the Previously Approved Project, and in 0, 2, and 0 delivery trips during the AM, midday, and PM peak periods, respectively, compared to the Expanded Development Scenario. It is expected that trucks would take two maneuvers to back-in and one maneuver to head-out from the loading dock. Based on field observations of existing activities at other loading docks on the project block, truck maneuvers in and out of the loading docks take one minute or less.

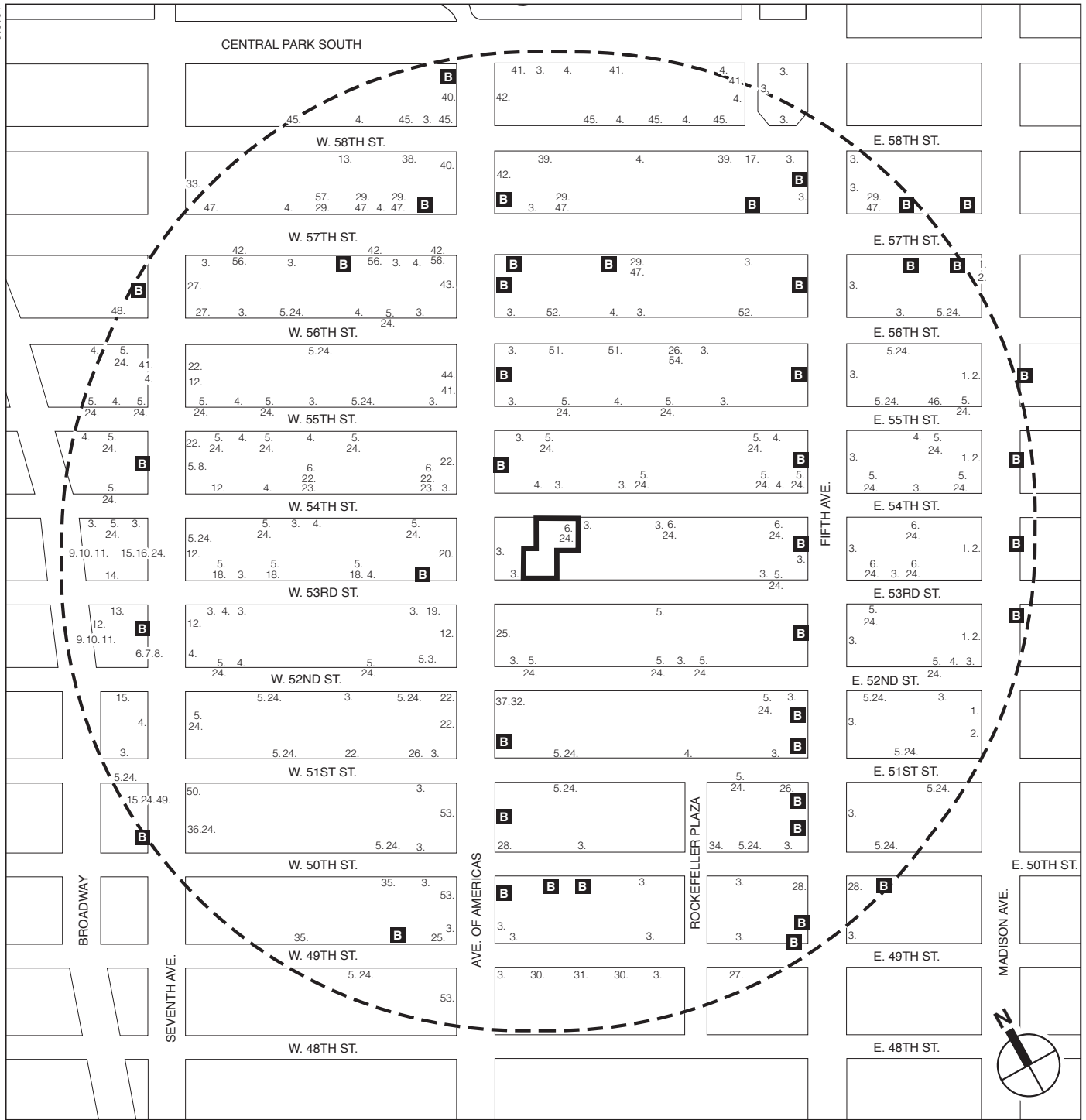
Based on the type of uses in the proposed building, the majority of deliveries and/or pick-ups would be expected to be made by small vehicles such as vans or single-unit panel trucks, and the dwell times would be short. For the hotel use, as with other similar New York City hotels, the limited number of deliveries and/or pick-ups that would be made by larger trucks would be scheduled at off-peak times so as to not affect regular hotel operations. Given the small number of total trips and the typical patterns of delivery vehicles' arrival and departure outside of the network peak hours, it is not anticipated that multiple deliveries and/or pick-ups would occur at the project site at the same time, and hotel personnel would assist in the scheduling and receipt of deliveries and pick-ups.





#### **PARKING SUPPLY AND DEMAND**

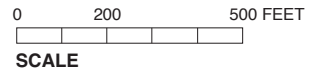
An inventory of on-street parking regulations within ¼-mile of the project site was prepared as part of the parking analysis. As summarized in **Table 14-7** and illustrated in **Figure 14-1**, daytime parking in the area is generally prohibited or limited to commercial deliveries. Along the project blocks (West 53rd and West 54th Streets between Fifth and Sixth Avenues), there is a mix of no standing and daytime commercial meter parking regulations.

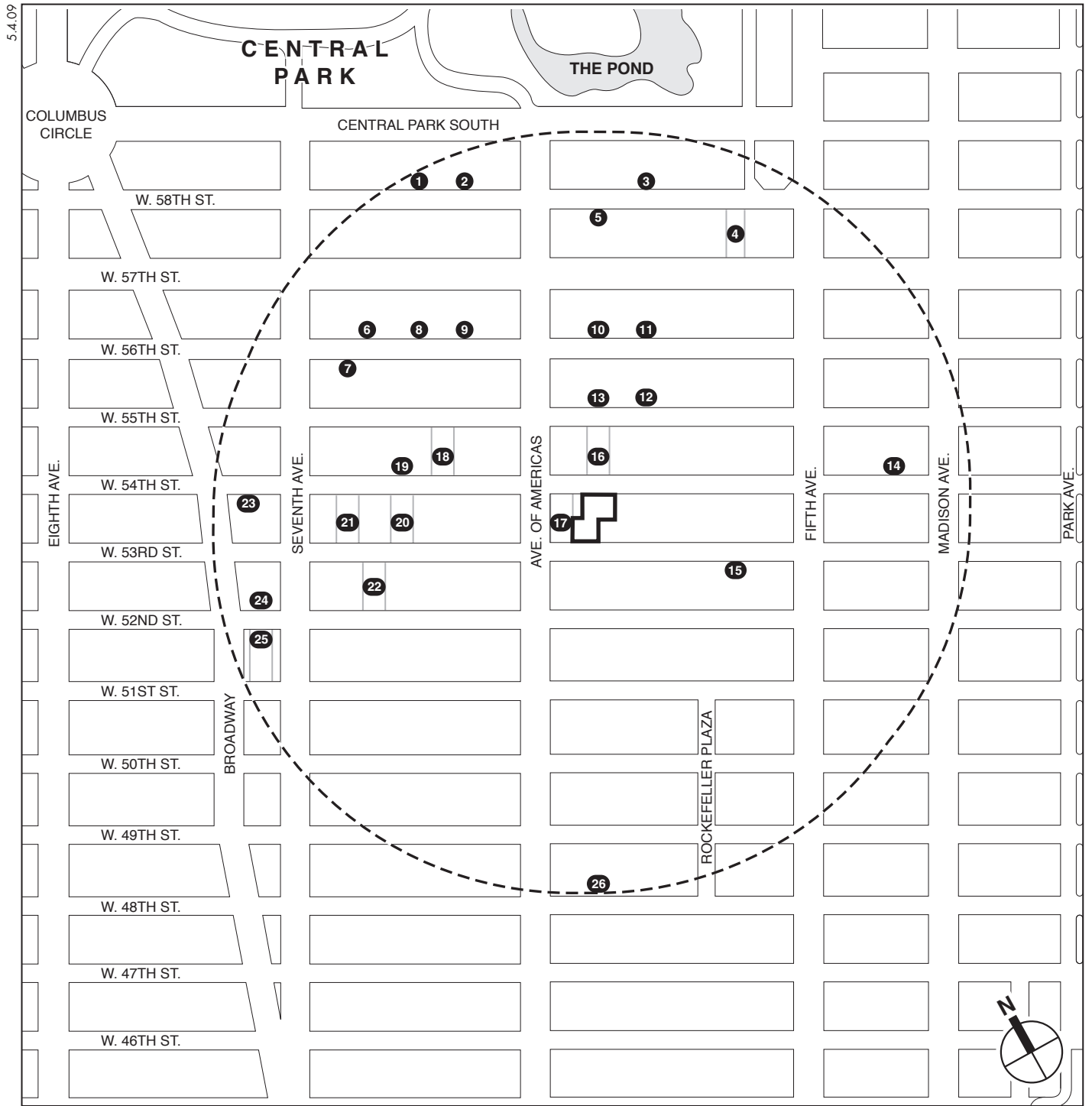
Surveys of off-street public parking facilities within a ¼-mile radius of the development site were conducted in April and September 2008 to assess their capacities and approximate utilization levels. The locations of these off-street parking facilities are shown in **Figure 14-2**. Based on the survey information, there are 26 off-street public parking facilities within the parking study area. As presented in **Table 14-8**, the combined capacity of these parking facilities totals 4,527 spaces, with utilization rates of 74, 81, 65, and 37 percent during the AM, midday, PM, and overnight time periods, respectively.

Based on the travel demand assumptions shown in **Table 14-1**, information presented in standard references, and trip characteristics presented in other approved studies, the overall proposed project, without netting out the demand from the Previously Approved Project or the Expanded Development Scenario, both of which contain the same amount of museum expansion space as the proposed project, would generate a daily parking demand of up to 150 spaces, as summarized in **Table 14-9**. Since there is currently an abundance of available parking capacity (863 to 2,818 spaces as shown in **Table 14-8**) within ¼-mile of the development site, it is expected that once the proposed project is completed, there would be an adequate amount of off-street parking spaces to accommodate the projected parking demand. Therefore, the proposed project would not result in a significant adverse parking impact to the area's parking resources.



-  Development Site Boundary
-  1/4-Mile Perimeter
-  Parking Facility
-  Bus Stop

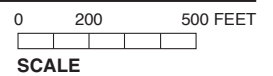




— Development Site Boundary

- - - 1/4-Mile Perimeter

① Parking Facility





**Table 14-7  
Summary of On-Street Parking Regulations**

No	Parking Regulation	No	Parking Regulation
1	No Standing 1PM-7PM Except Sunday	20	No Standing 1PM-3PM Except Sunday, Other Times No Standing Anytime Taxi Stand
2	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit 7AM-1PM Except Sunday	21	Buses Only 4PM-7PM Monday-Friday
3	No Standing Anytime	22	No Standing Anytime Except Vehicles with NYP License Plates
4	No Standing Hotel Loading Zone	23	6PM-Midnight Monday-Friday, 8PM-Midnight Saturday
5	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit 7AM-6PM Monday-Friday	24	6 Hour Limit 6PM-Midnight Monday-Friday Metered Parking, 8AM-Midnight Saturday
6	No Standing 7AM-6PM Monday-Friday	25	No Standing Anytime - Temporary Construction Regulation
7	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit 10AM-6PM Monday-Saturday	26	No Standing Except Consulate/Diplomat Plates
8	6 Hour Parking 6PM-Midnight Monday-Saturday, 8AM-Midnight Sunday	27	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit Including Sunday
9	No Parking 8AM-10AM Except Sunday	28	No Stopping Anytime
10	1 Hour Parking 10AM-6PM Except Sunday	29	No Standing - 7AM-10AM, 4PM-7PM Monday-Friday
11	6 Hour Parking 6PM-Midnight Except Sunday	30	No Standing 11AM-2PM Monday-Friday Other Times No Standing Except Commercial Vehicles 3 Hour Limit
12	No Standing Anytime Taxi Stand	31	No Standing 11AM-2PM Monday-Friday Other Times No Standing Except Taxis
13	No Standing 7AM-7PM Except Sunday	32	No Standing Except Trucks Loading/Unloading 7AM-4PM Monday-Friday
14	Bus Layover Area - No Standing	33	No Parking 7AM-10AM Except Sunday 1 Hour Metered Parking; 10AM-10PM Except Sunday
15	No Standing 7AM-10AM Monday-Friday	34	No Standing Except Authorized Vehicles [Post Office] 7AM-2PM Monday-Friday
16	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit 10AM-6PM Monday-Friday		
17	6 Hour Parking 6PM-Midnight Monday-Friday, 8AM-Midnight Saturday		
18	No Parking 2AM-6AM Monday, Wednesday, Friday		
19	No Standing Except Horse Drawn Cabs		

**Table 14-7 (cont'd)**  
**Summary of On-Street Parking Regulations**

<b>No</b>	<b>Parking Regulation</b>	<b>No</b>	<b>Parking Regulation</b>
35	No Standing 7AM-Midnight Including Sunday	47	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit 10AM-4PM Except Sunday
36	No Standing Except City Owned Vehicles 6AM-6PM Monday-Friday	48	No Standing Except Commercial Vehicles Metered Parking 7AM-6PM Monday-Friday; 6PM-Midnight Monday-Friday Metered Parking; 8AM-Midnight Saturday Metered Parking
37	No Standing 4PM-7PM Monday-Friday	49	No Standing Except Commercial Vehicles Metered Parking 10AM-6PM Monday-Friday
38	No Parking 7AM-7PM Except Sunday	50	No Standing Anytime Except Taxis
39	No Standing 8AM-7PM Except Sunday	51	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit 7AM-6PM Monday-Friday; 6PM-Midnight Monday-Friday Metered Parking 6 Hour Limit; 8AM-Midnight Saturday Metered Parking 6 Hour Limit; Alternate Side Cleaning Rules 3AM-6AM Tuesday & Friday
40	No Standing Except Commercial Vehicles 3 Hour Metered Parking 8AM-7PM Mon - Fri	52	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit 7AM-6PM Monday-Friday; 6PM-Midnight Monday-Friday Metered Parking 6 Hour Limit; 8AM-Midnight Saturday Metered Parking 6 Hour Limit; Alternate Side Cleaning Rules 3AM-6AM Monday & Thursday
41	No Standing 1AM-3AM Except Sunday Other Times No Standing Anytime - Taxi Stand	53	No Standing Anytime Except Vehicles With NYP License Plates - 3 Hour Limit
42	No Standing 7AM-4PM Monday-Friday Except Commercial Vehicles Metered Parking 3 Hour Limit; No Standing 4PM-7PM	54	No Parking 3AM-6AM Tue & Fri
43	No Standing 8AM-4PM Except Commercial Vehicles 3 Hour Metered Parking; No Standing 4PM-7PM Mon - Fri	55	No Parking 3AM-6AM Mon & Thur
44	No Standing 8AM-7PM Monday-Friday Except Commercial Vehicles 3 Hour Metered Parking	56	No Standing 4PM-7PM Except Sunday
45	No Standing Except Commercial Vehicles 7AM-7PM Metered Parking 3 Hour Limit Except Sunday	57	No Standing Loading Zone
46	No Standing Except Commercial Vehicles Metered Parking 3 Hour Limit 7AM-6PM Monday-Friday; 6PM-Midnight Monday-Friday Metered Parking 6 Hour Limit; 8AM-Midnight Saturday Metered Parking 6 Hour Limit; No Parking Midnight-6AM Including Sunday	58	No Standing Except Commercial Vehicles 3 Hour Limit 8AM-7PM Except Sunday

**Table 14-8  
2008 Existing Off-Street Parking Supply and Utilization**

Map No.	Company Name	Address	License No.	Cap.	Utilization Rate (%)				Utilized Spaces				Available Spaces			
					AM	MD	PM	ON	AM	MD	PM	ON	AM	MD	PM	ON
1	Quik Park LLC	125-131 W 58th St	1275681	58	50%	65%	20%	5%	29	38	12	3	29	20	46	55
2	58th East LLC	105 W 58th St	1185862	107	80%	70%	70%	50%	86	75	75	54	21	32	32	53
3	Champion 58 LLC	33 W 58th St	1059262	108	90%	95%	70%	50%	97	103	76	54	11	5	32	54
4	Central Parking Sys Inc	9 W 57th St	1097620	218	85%	90%	65%	50%	185	196	142	109	33	22	76	109
5	Kinney Parking Sys Inc	58 W 58th St	1202746	160	85%	90%	75%	50%	136	144	120	80	24	16	40	80
6	Kinney Parking Sys Inc	146 W 57th St	1199957	89	80%	80%	80%	10%	71	71	71	9	18	18	18	80
7	GMC	132 W 56th St	851982	105	75%	80%	25%	5%	79	84	26	5	26	21	79	100
8	Kinney Parking Sys Inc	109-123 W 56th St	1196436	87	50%	35%	20%	10%	44	30	17	9	43	57	70	78
9	Central Parking Sys Inc	1381-83 Sixth Ave	1155355	225	80%	85%	60%	50%	180	191	135	113	45	34	90	112
10	NY Parking 56th St Corp	65 W 56th St	368238	80	90%	90%	70%	40%	72	72	56	32	8	8	24	48
11	Direct Parking LLC	51 W 56th St	697253	140	90%	95%	85%	45%	126	133	119	63	14	7	21	77
12	Bracin Parking Corp	65 W 55th St	368410	24	100%	100%	65%	30%	24	24	16	7	0	0	8	17
13	Quik Park W 55th St LLC	73-77 W 55th St	1271791	61	100%	100%	80%	75%	61	61	49	46	0	0	12	15
14	Ampco Sys Parking	13-17 E 54th St	1288781	95	95%	95%	75%	65%	90	90	71	62	5	5	24	33
15	Modern Parking LLC	666 Five Ave	1166505	90	75%	100%	90%	50%	68	90	81	45	22	0	9	45
16	1350 Sixth Parking LLC	1350 Sixth Ave	1127872	99	90%	95%	80%	65%	89	94	79	64	10	5	20	35
17	1330 Sixth Parking LLC	1330 Sixth Ave/58 W 53rd St	1127867	90	90%	90%	70%	60%	81	81	63	54	9	9	27	36
18	1345 Garage	1345 Sixth Ave	369939	341	80%	80%	75%	20%	273	273	256	68	68	68	85	273
19	Imperial Parking Sys	129-133 W 54th St	1077575	44	75%	100%	20%	CLD	33	44	9	0	11	0	35	0
20	Central Parking Sys Inc	101-39 W 53rd St	1137049	475	50%	50%	40%	50%	238	238	190	238	237	237	285	237
21	Champion 53 LLC	159 W 53rd St	1187066	147	80%	90%	75%	20%	118	132	110	29	29	15	37	118
22	Park Serv LLC	140-166 W 53rd St	367816	260	60%	75%	50%	40%	156	195	130	104	104	65	130	156
23	Command Parking LLC	1700 Broadway	369777	122	90%	90%	70%	50%	110	110	85	61	12	12	37	61
24	Central Parking Sys Inc	810 Seventh Ave	962008	210	80%	90%	80%	50%	168	189	168	105	42	21	42	105
25	Circle Parking LLC	200-206 W 52nd St	368219	440	70%	80%	80%	20%	308	352	352	88	132	88	88	352
26	Central Parking Sys Inc	25-43 W 48th St	962865	652	65%	85%	70%	25%	424	554	456	163	228	98	196	489
<b>Total</b>				<b>4527</b>	<b>74%</b>	<b>81%</b>	<b>65%</b>	<b>37%</b>	<b>3346</b>	<b>3664</b>	<b>2964</b>	<b>1665</b>	<b>1181</b>	<b>863</b>	<b>1563</b>	<b>2818</b>

Sources: Surveys conducted in April and September 2008 by AKRF, Inc.

**Table 14-9**  
**Parking Demand from the Proposed Project**

Hour	Hotel			Residential			Museum*			Total		
	In	Out	Demand	In	Out	Demand	In	Out	Demand	In	Out	Demand
12AM - 1AM	0	0	50	1	1	100	0	0	0	1	1	150
1AM - 2AM	0	0	50	1	1	100	0	0	0	1	1	150
2AM - 3AM	0	0	50	0	0	100	0	0	0	0	0	150
3AM - 4AM	0	0	50	0	0	100	0	0	0	0	0	150
4AM - 5AM	0	0	50	0	0	100	0	0	0	0	0	150
5AM - 6AM	0	0	50	0	0	100	0	0	0	0	0	150
6AM - 7AM	0	1	49	0	0	100	0	0	0	0	1	149
7AM - 8AM	0	1	48	1	5	96	0	0	0	1	6	144
8AM - 9AM	3	4	47	2	11	87	0	0	0	5	15	134
9AM - 10AM	2	3	46	2	8	81	0	0	0	4	11	127
10AM - 11AM	3	3	46	2	5	78	0	0	0	5	8	124
11AM - 12PM	3	2	47	3	4	77	0	0	0	6	6	124
12PM - 1PM	7	6	48	3	3	77	0	0	0	10	9	125
1PM - 2PM	2	3	47	3	3	77	0	0	0	5	6	124
2PM - 3PM	1	2	46	3	3	77	0	0	0	4	5	123
3PM - 4PM	2	4	44	4	4	77	0	0	0	6	8	121
4PM - 5PM	3	5	42	6	4	79	0	0	0	9	9	121
5PM - 6PM	8	4	46	11	5	85	0	0	0	19	9	131
6PM - 7PM	4	4	46	9	5	89	0	0	0	13	9	135
7PM - 8PM	3	2	47	8	4	93	0	0	0	11	6	140
8PM - 9PM	2	2	47	4	2	95	0	0	0	6	4	142
9PM - 10PM	2	1	48	3	1	97	0	0	0	5	2	145
10PM - 11PM	1	0	49	3	1	99	0	0	0	4	1	148
11PM - 12AM	1	0	50	2	1	100	0	0	0	3	1	150

**Note:** \*The expansion of museum space would not generate additional visitors and parking demand.  
**Sources:**  
 42nd Street Development Project General Plan FEIS (1994)  
 Urban Space For Pedestrians by Pushkarev & Zupan (1975)

**D. PEDESTRIAN SAFETY**

As shown in Table 14-5 and 14-6, the incremental trips associated with proposed project would not exceed the CEQR analysis thresholds of 50 peak hour vehicle trips or 200 peak hour person trips. These nominal increases in vehicular and pedestrian activities are not expected to result in perceptible effects on pedestrian-automobile conflicts. Therefore, a more detailed analysis of reportable accident records identifying those with bicycle/pedestrian-related injuries is not warranted. \*