Clinton PB Associates LLC Resolution

APPENDIX B

Historic Resources Assessment

Historic Resources Assessment
616-620 West 46th Street

November 12, 2025

Introduction

Clinton PB Associates LLC, is applying for a tax exemption from the New York City Industrial Development Agency (NYCIDA) to facilitate the construction and operation of an approximately 175,000 gross square feet (gsf) building (the "Proposed Project") at 613 Eleventh Avenue, New YorK, New York. Construction of the Proposed Project will require demolition of an existing historic building on the project site, the E. & J. Burke Company Warehouse. This report was prepared to provide a historic context for the E. & J. Burke Company Warehouse, including an overview of the building's history and a description of existing conditions.

The Proposed Project is located on Manhattan Block 1093, Lots 21, 28, 129, 31, 33, 36, 42, in the Hell's Kitchen neighborhood of Manhattan Community District 4 (the "Development Site"). The E. & J. Burke Co. warehouse is located within the Development Site on Lot 42.

The Proposed Project will be a 3,000-person theater/concert venue with ancillary front of house and back of house program. The Proposed Project will be wholly occupied by a third-party operator to deliver a technology-driven concert experience. This innovative entertainment venue would create new employment opportunities, attract visitors to the area, and stimulate economic activity by revitalizing currently underutilized lots. Increased foot traffic from visitors is also expected to support and stimulate nearby commercial activity.

Historic Context – E. & J. Burke Company Warehouse

The New York State Office of Parks, Recreation & Historic Preservation (OPRHP) issued a resource evaluation letter dated April 20, 2009 that states the E. & J. Burke Company Warehouse (06101.017173) appears to meet the criteria for listing on the State and National Registers of Historic Places (S/NR) within the context of the Industrial History of Hell's Kitchen. In its letter, OPRHP listed the following rationale for the building's eligibility:

> ***The six-story red brick warehouse was built in 1912-1913 for the E. & J. Burke Company, an importer and seller of beer and whiskey. It was designed by architect Thomas J. Duff who designed several Manhattan churches. The four-bay-wide façade has loading docks***

at the street level, end blocks that project slightly forward from the center section, and regular fenestration with historic two-over-two double-hung sash.

Historic Overview

The S/NR-eligible E. & J. Burke Co. Warehouse, located at 616-620 West 46th Street in Hell's Kitchen, Manhattan, was commissioned by Irish brothers Edward Frederick Burke and John Burke to be the headquarters of their alcohol distribution company, E. & J. Burke, Ltd. (See historic photos of the warehouse building below).

Edward Frederick Burke (1827-1889) and John Burke (1829-1892) were Irish brewers, bottlers, and distributers, who founded E. & J. Burke, Ltd. in 1849. In the early 1900s, the brothers were granted sole rights to distribute Guinness ale within the United States by their grandfather, brewer, and entrepreneur Arthur Guinness.

To formalize their operation in New York City, E. & J. Burke, Ltd. commissioned architect Thomas J. Duff to design a new, six-story, commercial warehouse building to store products and serve as the company's headquarters. The building was built between 1912 and 1913, and E. & J. Burke, Ltd. operated there until Prohibition made it illegal to do so.[1] In 1933, after Prohibition had ended, the brothers purchased a lot on Skillman Avenue in Long Island City, Queens, to expand their distribution operations into brewing and distilling. Their Long Island City facility became the first brewery to brew Guinness outside of Ireland and London.[2] In the company's early success, they expanded their operations and built out the entirety of the block – three industrial warehouse buildings built in 1933, and one built in 1940 – between Skillman Avenue and 47th Avenue to the north and south and 27th and 28th Streets to the east and west in Long Island City.

During World War II, E. & J. Burke, Ltd. encountered financial troubles, and the company was bought out by the larger Guinness operation, becoming Arthur Guinness Sons & Co.[3] Despite their extensive advertising campaigns, including painted murals around Long Island City, the company went out of business in the 1950s.[4] All four buildings on the Long Island City site remain but have been repurposed for distinct industrial uses.

As described above, the warehouse at 616-620 West 46th Street was only home to E. & J. Burke, Ltd. until Prohibition halted their operations. Although the records are not definitive, the building was home to a series of different commercial and industrial uses until the end of the 20th century. From around 2006 to 2016, the building was home to PACHA Nightclub, a well-known "superclub" in New York City's nightlife scene.[5] The building remained vacant until 2019, when it was briefly leased by an entity called Bane Haunted Hause, which operated an immersive haunted house entertainment experience, until it was forced to shutter during the Covid-19 Pandemic. In February of 2025, there was a fire on the third floor of the building, which over 100 firefighters and emergency personnel took over an hour to extinguish.[6]

[1] Walter Grutchfield (2013)

[2] *QUEENS SITE SOLD TO ALE IMPORTERS,* The New York Times (1933)

[3] *Arthur Guinness & Sons*, BeerandBrewing.com (undated)

[4] *The Brewery on 47th Avenue*, The Irish Echo (2019)

[5] *Pacha New York Closing Its Doors in January*, Billboard (2015)

[6] W42st.com (2025)

616-620 West 46th Street (1912)

Source: Museum of the City of New York

Roof of 616-620 West 46th Street (1912)

Source: Museum of the City of New York

616-620 West 46th Street (1939-1941)

Source: NYC Municipal Archives

Thomas J. Duff, Architect

Thomas J. Duff was an architect who practiced predominantly in New York City and Westchester County, New York around the turn of the 20th century. His most well-documented works are a series of religious buildings commissioned by the Roman Catholic Archdiocese during its proliferation in New York City in the early 1900s. These buildings include the Monastery building at the S/NR-eligible Church of St. Francis of Assisi Complex at 135 West 31st Street in Midtown Manhattan (see historic photo below), built in 1909 (USN 06101.013308).[7] The Monastery adjoins the original Gothic Revival church building which it references stylistically. The Parish is home to the oldest operating bread line in the United Sates, which became a feature in 1930 as the church's friars responded to the Great Depression.[8]

Duff is also responsible for the design of the Incarnation School – a Catholic elementary school built in 1909 to cater to the overcrowded St. Elizabeth's and St. Rose of Lima Parishes (see historic photo below). The Incarnation School is located at 570 West 175th Street in Washington Heights, Manhattan, where it remains a private Catholic elementary school. Although the building itself is not designated historic, it sits within the S/NR-listed Dominican Historic District (24NR00067).[9]

In addition to Duff's remaining buildings within New York City, Duff designed a commercial bank building (West Side Bank) which was constructed on the northwest corner of West 34th Street and Eighth Avenue in Midtown Manhattan around 1910 (see historic photos of the bank building below). The building's exterior was constructed in marble with an ornate bronze door atop five marble steps. The interior of the building had marble floors laid in oblong blocks and ornamental plaster work above marble wainscotting on the walls. Details included dark wood, bronze elements produced by The Tiffany Studios and copper elements produced by J.W. Rapp Co.[10] The building was demolished not long after it was built, and the 42-story New Yorker Hotel was built in its place in 1929.

[7] NYS Cultural Resource Information System

[8] St. Francis of Assisi Parish website (2018)

[9] Architects' and Builders' Magazine, Volume X (1909)

[10] Architecture and Building, Volume XLIII (1911)

The Monastery at the Church of St. Francis of Assisi (1939-1940)

Source: NYC Municipal Archives (1939-1940)

The Monastery at the Church of St. Francis of Assisi (2025)

Source: Cyclomedia (2025)

The Incarnation School (1939-1940)

Source: NYC Municipal Archives (1939-1940)

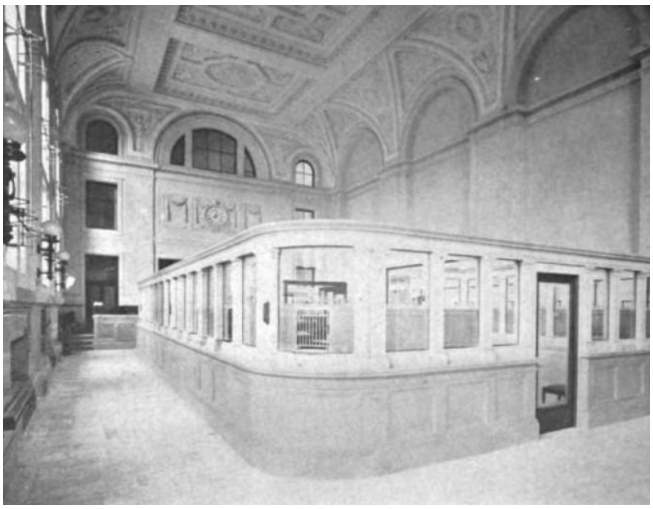
The Incarnation School (2025)

Source: Cyclomedia (2025)

The West Side Bank – New York (1911)

Source: Architecture and Building, Volume XLIII (1911)

Interior of West Side Bank (1911)



Source: Architecture and Building, Volume XLIII (1911)

Existing Conditions

Building Description

The building at 616-620 West 46th Street is a brick warehouse designed symmetrically with four bays of windows and "E. & J. Burke" written in stone above the second and third bays. The building is six stories tall but the first and fourth front bays rise an additional two stories. The center block of the building has a hipped roof that appears to have slate shingles and a copper gutter. An ornamental copper piece is located on this section of the roof but is difficult to see from street level. Many windows appear to be original and are predominantly two-over-two sash. Several windows have broken glass while some are enclosed with louvered vents or plywood panels. Windows have stone sills and lintels; windows at the upper stories have decorative arched brick surrounds with stone keystones. Although the exterior brickwork appears to be in good condition, there is visible smoke damage on the third and fourth floors from the February 2025 fire.

As described earlier, the interior of the building had been altered extensively to accommodate the nightclub and subsequent haunted house uses. The building has undergone extensive asbestos abatement and is boarded up with a plywood construction fence at the ground floor with scaffolding along the West 46th Street frontage.

Setting

Manhattan Block 1093 is improved with mostly vacant, one- to three-story industrial and commercial buildings built between 1900 and 1920, but with subsequent alterations. The western portion of the block is occupied by a parking lot with a snaking staircase and ramp leading to a pedestrian bridge that connects westward across Twelfth Avenue to the Intrepid Museum. There are through-lot parking lots on the blocks to the north and south of the Development Site. The general area surrounding the Development Site is zoned for medium-heavy industrial use to the west of Eleventh Avenue and high-density residential use with commercial overlays along the

Avenue frontages to the east of Eleventh Avenue. South of 43rd Street is a high-traffic commercial zoning district designated for areas serving wider regions. The land uses surrounding the Development site generally track with the existing zoning, as industrial and transportation/utility uses are interspersed with commercial and mixed-commercial and residential buildings. East of Eleventh Avenue, land uses are predominantly residential, with multi-family walk-up and elevator buildings dominating the streetscape.

The area surrounding the Development Site is transitional; much of the existing mid-density industrial and transportation uses are being replaced by modern tower-on-a-base or high lot-coverage residential developments with ground-floor commercial uses or glass-clad commercial towers, particularly east of the Development Site on Eleventh Avenue, following a trend that has been taking place over the last few decades. Evidence of this ongoing transition is visible in the immediate vicinity. Directly across the street from the Development Site at 609-615 West 46th Street, construction is underway on a new, 14-story self-storage facility, estimated to be completed in early 2026 (visible on the left of the image below).[11] On the block to the southwest of the Development Site across Eleventh Avenue is the mixed-use Gotham West development, which opens in 2013, with 1,240 residential units and 15,000 square feet (sf) of ground-floor retail space (visible on the right of the image below).[12]

As shown in **Figure 1,** there are very few designated historic resources in this section of Hell's Kitchen, either at the City or State/Federal level. There are no City or State/National Register landmarks within a 500-foot radius of the E. & J. Burke Company Warehouse. The few remaining industrial-era buildings exist as isolated examples separated by modern construction, without the contextual integrity that would support historic district designation. However, there are a few brick warehouse buildings of a similar typology to 616-620 West 46th Street in the general area surrounding the site. At 599 Eleventh Avenue, on the block south of the Development Site, is an eight-story, brick, industrial warehouse building constructed in 1922 which is currently being leased for commercial use. At 536 West 46th Street, one block to the east of the Development Site, is the S/NR-eligible Acker, Merrall & Condit Company Warehouse built ca. 1907 for Acker, Merrall & Condit Company, a former wholesale grocery business (USN 06101.017171). It is a five-story Romanesque Revival warehouse building that accommodates the Salvation Army. At 539 West 45th Street, one block east and one block south of the Development Site, is the S/NR-eligible Houbigant Company Building built in 1924 by Lockwood Greene & Company for the Houbigant Company, a French perfume and cosmetics company (USN 06101.017169). The building is eleven-stories tall, built of tan-brick building with a limestone base and copper spandrel panels below tripartite window bays.[13]

[11] New York Yimby (2025)

[12] Urban Land Institute, Gotham West

[13] New York State Office of Parks, Recreation, and Historic Preservation Resource Evaluation Form 09PR00143 (2009)

View of 616-620 West 46th Street facing west from Twelfth Avenue

Source: VHB 2025

Figure 1 Historic Buildings within 500-Foot Radius

Source: NYC DCP (2024); NYC Parks (2024); NYC LPC (2024)

599 Eleventh Avenue (1939-1940)

Source: NYC Municipal Archives (1939-1940)

599 Eleventh Avenue (2025)

Source: Cyclomedia

Acker, Merrall & Condit Company warehouse (1939-1940)

Source: NYC Municipal Archives (1939-1940)

Acker, Merrall & Condit Company warehouse (2025)

Source: Cyclomedia

Houbigant Company Building (1939-1940)

Source: NYC Municipal Archives (1939-1940)

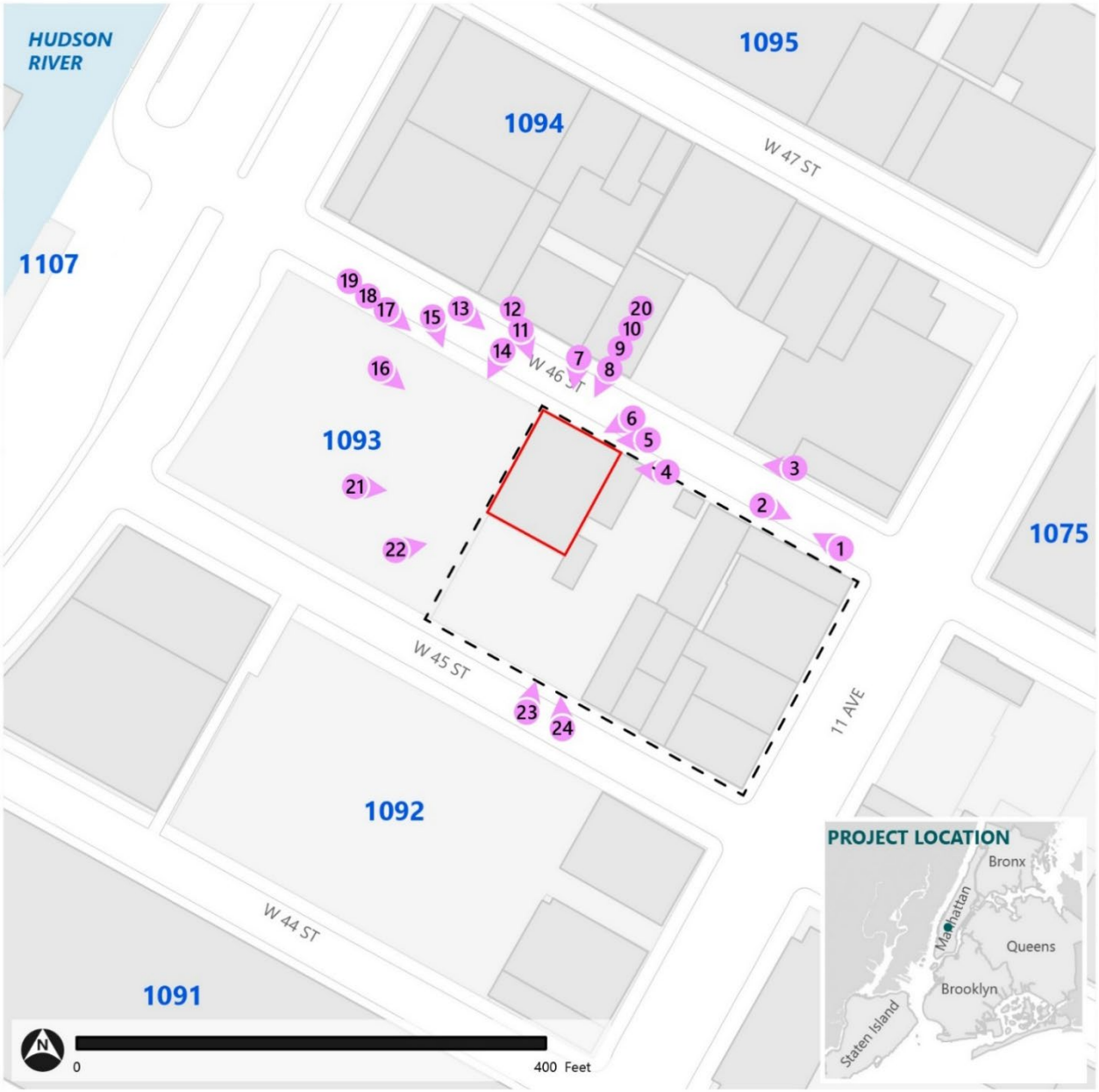
Houbigant Company Building (2025)

Source: Cyclomedia

Existing Conditions Photos

The following photographs were taken on September 29, 2025 and the locations are keyed to the map in **Figure 2**.

Figure 2 616 – 620 West 46th Street Photo Key Map



Source: NYC DCP (2024); NYC Parks (2024)

Photo 1: View west on West 46th Street with Development Site on the left

Source: VHB (2025)

Photo 2: View east on West 46th Street with Development Site on the right

Source: VHB (2025)

Photo 3: View west on West 46th Street with Development Site on the left

Source: VHB (2025)

Photo 4: View of 616-620 West 46th Street facing west

Source: VHB (2025)

Photo 5: View of 616-620 West 46th Street ground floor with construction barrier

Source: VHB (2025)

Photo 6: View of 616-620 West 46th Street above the ground floor

Source: VHB (2025)

Photo 7: View of 616-620 West 46th Street ground floor with construction barrier

Source: VHB (2025)

Photo 8: View of 616-620 West 46th Street above the ground floor with fire damage at right

Source: VHB (2025)

Photo 9: 616-620 West 46th Street window details

Source: VHB (2025)

Photo 10: 616-620 West 46th Street window details

Source: VHB (2025)

Photo 11: 616-620 West 46th Street facade details

Source: VHB (2025)

Photo 12: 616-620 West 46th Street facing southeast

Source: VHB (2025)

Photo 13: View facing east on West 46th Street with Development Site to the right

Source: VHB (2025)

Photo 14: View facing south midblock on West 46th Street with Development Site on the left

Source: VHB (2025)

Photo 15: 616-620 West 46th Street western facade details

Source: VHB (2025)

Photo 16: 616-620 West 46th Street facing east

Source: VHB (2025)

Photo 17: 616-620 West 46th Street northern façade details

Source: VHB (2025)

Photo 18: 616-620 West 46th Street northern façade details

Source: VHB (2025)

Photo 19: 616-620 West 46th Street western façade details

Source: VHB (2025)

Photo 20: 616-620 West 46th Street northern façade details

Source: VHB (2025)

Photo 21: 616-620 West 46th Street western façade

Source: VHB (2025)

Photo 22: 616-620 West 46th Street rear details

Source: VHB (2025)

Photo 23: View of 616-620 West 46th Street facing north from West 45th Street

Source: VHB (2025)

Photo 24: 616-620 West 46th Street eastern façade details

Source: VHB (2025)

Feasibility of Adaptive Reuse

In an October 24, 2025 consultation letter (see **Attachment A**), OPRHP recommended looking at alternatives to demolition of the existing warehouse, such as adaptive reuse through the Federal Commercial Historic Tax Credit program. Consideration was given to adaptive reuse of the existing warehouse, including the potential for expansion of the existing building with a large addition, to offer increased square footage needed to satisfy the purpose and need of the Proposed Project. As shown in **Figure 1** and **Figure 2**, the warehouse building is in the center of block, at the northwest corner of the Development Site. This location presents challenges for redevelopment as it lacks any valuable frontage on a retail corridor, like Eleventh Avenue. In addition, the warehouse building occupies 100 percent of the lot, meaning that there are no areas for yards to allow for light and air, effectively making an office use not feasible. The proposed 3,000-person theater and concert venue requires an auditorium with specific dimensions that replicate those of the operator's London location. As the Proposed Project must follow the design and specifications of the London location, there is limited flexibility in the programming and layout of the proposed auditorium. To accommodate the necessary pre-function space and ensure optimal functionality, the auditorium must be situated on the west side of the development site, which directly overlaps with the footprint of the existing warehouse (see **Figure 3**, below).

The existing building was designed as a warehouse—as the Proposed Project has a very precise design to accommodate the theater and concert venue, the floorplates and available square footage of the existing building do not allow for design flexibility. Given the programming and layout needed for the concert venue, an addition to the building with adaptive reuse of the existing building would still not provide the square footage, layout, and programming needed to accommodate the Proposed Project. Specifically, the design of the proposed venue would accommodate two loading berths and associated unloading space and storage, along with venue egress, mechanical space and a portion of the main stage and backstage areas; spaces that require unobstructed flow and clear sight lines. These spaces could not be accommodated within the existing building. Furthermore, the physical condition of the warehouse presents significant obstacles to its reuse. Years of neglect by previous owners, compounded by the fire in February 2025 that caused extensive damage to the third and fourth floors, have left the building in a compromised state.

As explained above, adaptive reuse of the E. & J. Burke Company Warehouse as part of the Proposed Project is not feasible due to a combination of spatial, structural, and contextual challenges. The size and layout of the existing warehouse building are incompatible with the requirements of a modern performance venue and could not be incorporated into the design specifications for the Proposed Project. Additionally, the building's floor plan is not compatible with the proposal. While the warehouse holds historical significance, the combination of these factors renders its adaptive reuse impractical for the Proposed Project, which aims to revitalize the area with a state-of-the-art entertainment facility that would help to stimulate economic activity in the surrounding neighborhood.

Conclusion

The demolition of the existing warehouse building at 616-620 West 46th Street is not anticipated to result in a significant adverse impact under SEQRA. This outlook is supported by several factors: the presence of numerous other examples of the architect's work across New York City,

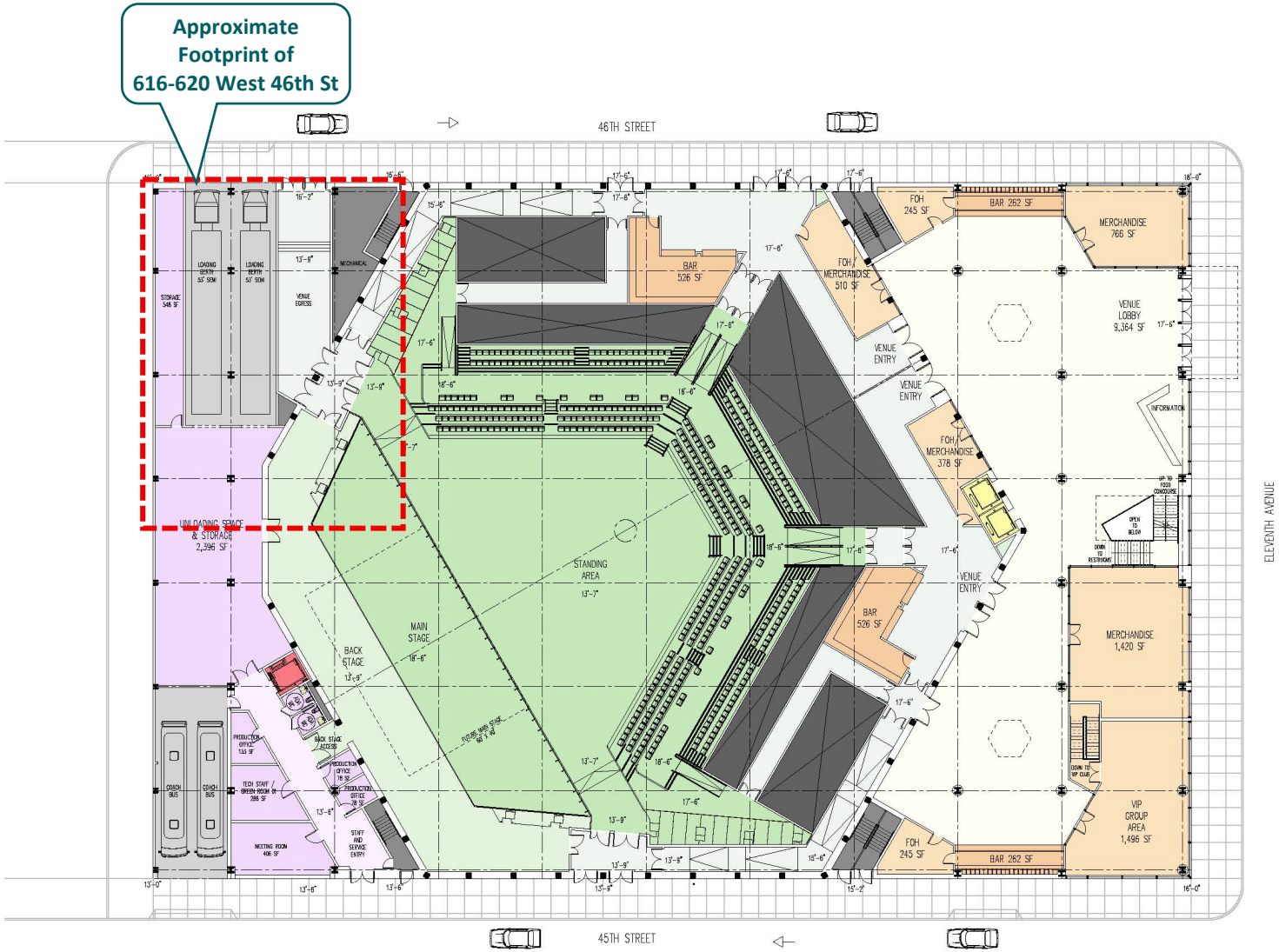
which offer alternative representations of similar architectural significance; the existence of other brick warehouse buildings with similar typological characteristics in the Hell's Kitchen area, which help maintain architectural continuity in the neighborhood; and the significantly altered context of the building's surroundings, which has likely changed the building's original landscape and diminished its integrity of setting.

The Applicant will commit to document the warehouse building located at 616-620 West 46th Street prior to demolition. The documentation will either be conducted pursuant to OPRHP's latest guidelines for property documentation with digital photography (see **Attachment B**) or to standards equivalent to a Historic American Buildings Survey (HABS) Level 2 documentation. The Applicant will engage an architectural historian that meets the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) to complete the documentation; submit a draft to NYCEDC for review and comment; and distribute copies of the final documentation to an appropriate local repository.

The Applicant will work with an architectural historian to determine the extent to which existing historic architectural elements from the existing building could be salvaged and reused in the Proposed Project, subject to technical, design, and economic feasibility. If it is determined that salvage and reuse is feasible, the Applicant will provide NYCEDC with a proposal documenting the materials to be reused and reinstallation locations and methods, for review and comment.

The Applicant will coordinate to develop an appropriate review schedule to ensure that the above commitments are met prior to demolition of the existing building.

Figure 3 613 Eleventh Avenue Proposed Ground Floor Plan



Attachment A: New York State Office of Parks, Recreation and Historic Preservation Response Letter

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor
KATHY MOSER
Acting Commissioner

October 24, 2025

Sam Justiniano
NYCIDA
1 Liberty Plaza
New York, NY 10006

Re: SEQRA
Extell ABBA
613 11 Ave, New York, NY 10036
25PR09651

Dear Sam Justiniano:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted documents under the State Environmental Quality Review Act (SEQRA) as requested. These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We note that the project area includes the E. & J. Burke Company Building located at 613 46th Street, which is eligible to be listed in the State and National Registers of Historic Places (S/NRHP). The other buildings located within the project area have been determined Not Eligible and are as follows: 612 West 46th Street, 614 West 46th Street, 604 West 46th Street, 632 11th Avenue, 6147 11th Avenue, 613 11th Avenue, 601 West 45th Street, 603 West 45th Street, 605 West 45th Street, and 607 West 45th Street. Therefore, under SEQRA, our office as subject matter experts have reviewed the proposed project, and offer the following comments regarding potential impacts to architectural or archaeological resources:

1. The proposed demolition of an eligible historic resource would trigger a finding of an adverse impact or effect under the state and federal preservation laws. Our office recommends looking at alternatives to demolition of 613 West 46th Street, such as adaptive reuse through the Federal Commercial Historic Tax Credit program.

Please be aware that if this project will involve state or federal permits, funding or licenses it will be subject to review under Section 14.09 of the NYS Parks, Recreation and Historic Preservation Law or Section 106 of the National Historic Preservation Act.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Sara McIvor
Historic Site Restoration Coordinator
518-268-2127 | sara.mcivor@parks.ny.gov

Attachment B: New York State Office of Parks, Recreation and Historic Preservation Property Documentation Requirements

New York State Office of Parks, Recreation and Historic Preservation

Property Documentation Requirements

Digital Photographs

- Photographs should be clear, well composed, and should provide an accurate visual representation of the property and its significant features. Submit as many photographs as needed to depict the current condition and character-defining features of the property.
- Digital photographs should be taken using a 15-megapixel or greater digital SLR camera.
- Images should be saved in TAG Image File Format (TIFF) or RAW format images. This allows for the best image resolution. RGB color digital TIFFs are preferred. TIFF image files should be numbered and should be accompanied by a Photo Log and Photo Key Plan.
- The Photo Log should contain the following: photograph number, name and address of the property, caption describing the view being shown, date photograph was taken, and the county the property is located in.
- In addition to single TIFF image files, photographs should be compiled into a single PDF for the final digital documentation report. For the final PDF report, photographs must be captioned with a description of the view being shown and numbered in accordance with the corresponding Photo Log and Photo Key Plan.
- Historic photos and archival images of the property should be included in the final documentation report, if available.

Historical Narrative

A narrative description should be prepared and should include the relevant historical context, a discussion of the development and construction history of the property, and a summary of the property's historical significance. Copies of primary source documentation (such as historic photographs, archival records, original architectural plans, and maps), if available, should be included, labeled, and referenced in the narrative text (e.g., Figure 1, Figure 2).

Final Report

One digital copy of the PDF report should be uploaded directly to CRIS (file size MAX 180 MB). Individual TIFF image files can be uploaded to CRIS in a zipped file folder, or via a file-sharing link. A copy of the digital report should be offered to an appropriate local repository.

Completed documentation reports are to be submitted prior to demolition.

Clinton PB Associates LLC Resolution

APPENDIX C

Transportation Assessment

Philip Habib & Associates, an AKRF Division
Engineers and Planners • 440 Park Avenue South • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

TRANSPORTATION ASSESSMENT
CONCERT VENUE AT 613 11TH AVENUE, NY
November 13, 2025

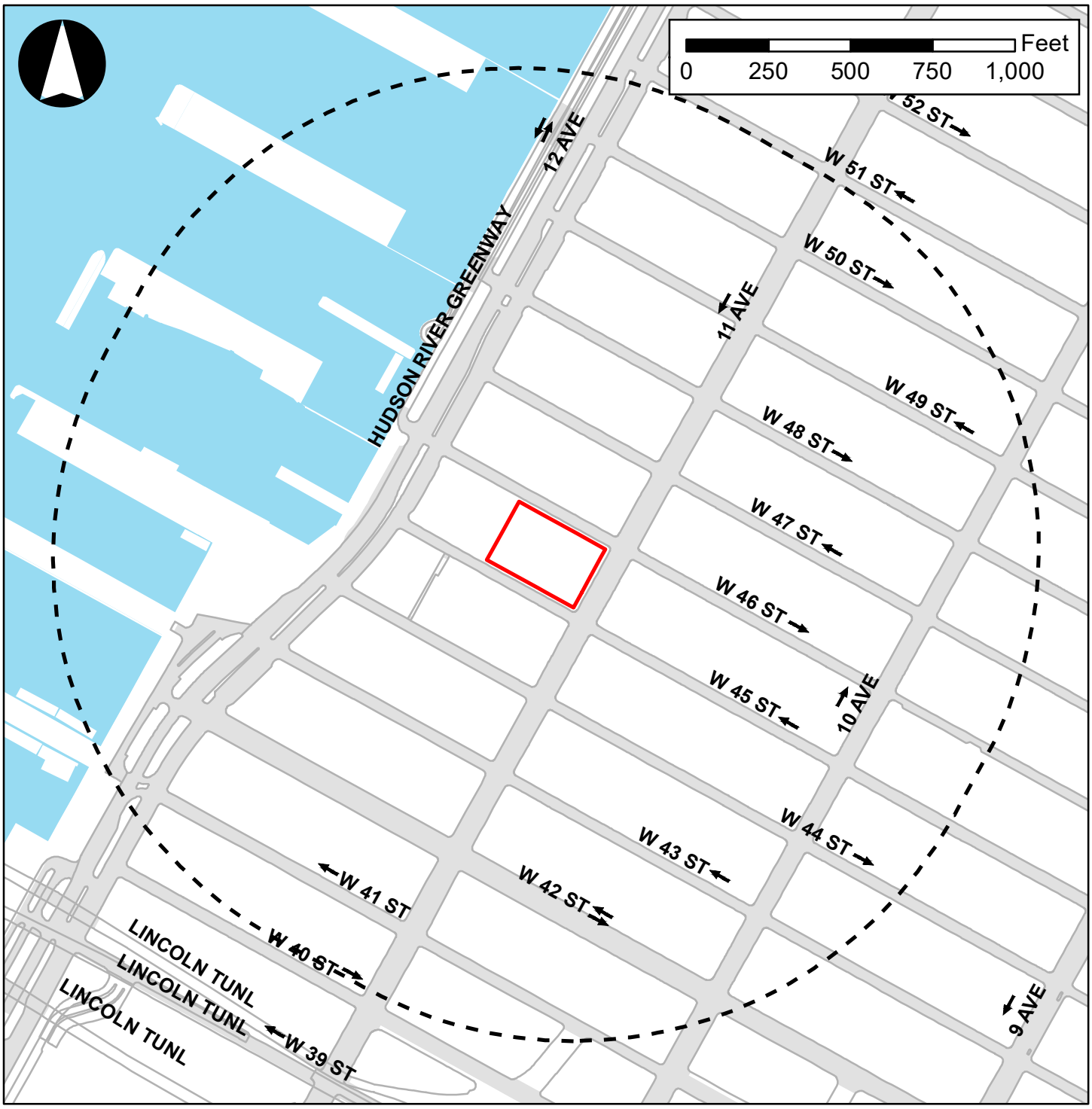
INTRODUCTION

This report provides a transportation assessment of a proposed event space located at 613 11th Avenue in the Midtown West neighborhood of Manhattan (the "Project Site") as shown in **Figure 1**. The purpose of this memorandum is to outline and assess the existing transportation network and forecast the future demand of the proposed event space.

The Project Site encompasses Manhattan Block 1093, Lots 21, 28, 31, 33, 36, 42 and 129 in the Midtown West neighborhood of Manhattan Community District (CD) 4. The existing buildings on these lots include a 185-space public parking lot, auto and truck repair facilities, mixed-use and commercial buildings, and a hardware/lumber facility; all buildings are vacant and the parking lot is currently non-operational. These buildings are anticipated to be demolished and facilitate the development of the venue (the "Proposed Project"). The venue will primarily be geared towards virtual concerts, offering a technology driven concert experience. The venue expects to host eight concerts per week, with two shows on Saturdays and Sundays and one show on each weekday from Tuesday to Friday. The target occupancy is approximately 3,000 attendees at capacity. On weekdays, events are expected to begin at approximately 7:00 PM and conclude around 8:30 PM, with doors opening to visitors at 5:30 PM and closing at 10:00 PM. In addition, it is anticipated that on Saturdays, the first show would begin at 2:00 PM and conclude at 3:30 PM, with doors opening at 12:30 PM and closing at 4:30 PM. The second show would begin at 7:30 PM and conclude at 9:00 PM, with doors opening at 6:00 PM until 10:30 PM. The first Sunday show will run from 1:00 PM to 2:30 PM with doors opening at 11:30 AM and closing at 4:00 PM; and the second Sunday show will run from 6:00 PM to 7:30 PM with doors opening at 4:30 PM and closing at 9:00 PM. The shows would conclude 90 minutes after the start time and doors would close 60 to 90 minutes after the show ends, depending on the day. However, attendees who wish to utilize the amenity spaces would be permitted to stay on-site after the show ends and after doors close. For the purposes of travel demand forecasting, the analysis will focus on the weekday evening and Saturday afternoon show. These periods are anticipated to represent the highest background traffic and pedestrian activity within the surrounding area. The weekday evening period would overlap with residual commuter traffic, while the Saturday afternoon period may coincide with peak commercial and retail traffic. Therefore, the Saturday afternoon period would reflect the most adverse conditions when compared to the Saturday evening and Sunday periods. The Proposed Project is anticipated to be built and operational by 2028.

As illustrated in **Figure 1**, the Project Site is fronted by West 46th Street to the north, 11th Avenue to the east, and West 45th Street to the south. The West Side Highway (12th Avenue) is located one-half a block

Figure 1
Project Location



Legend

- Project Site
- 1/4-Mile Radius

to the west. The 11th Avenue frontage will serve as the main pedestrian entrance and for taxi pickup/drop-off, while the West 46th Street frontage will be designated for truck loading and the West 45th Street frontage will be designated for the performer's coach buses, as well as the entrance to the venue's parking garage.

Figure 2 shows the ground floor plan at the proposed venue. As shown in **Figure 2**, the general admission entrance to the venue building will be located along 11th Avenue, closer to the southwest corner of 11th Avenue and West 46th Street. This entry opens to a large lobby/waiting area for the venue visitors. The lobby includes an information booth and access to the various merchandise room, VIP group area, and entry to the approximately 3,000 capacity viewing area. The viewing area would include seating for 1,650 attendees, a standing area at the center of the ground floor with a capacity for up to approximately 1,350 attendees, and a main stage across the standing area for performers. In addition, upon conclusion of an event, departing visitors would be able to exit the building at the front access point on 11th Avenue and secondary access points on West 45th and 46th Streets.

1. EXISTING CONDITIONS

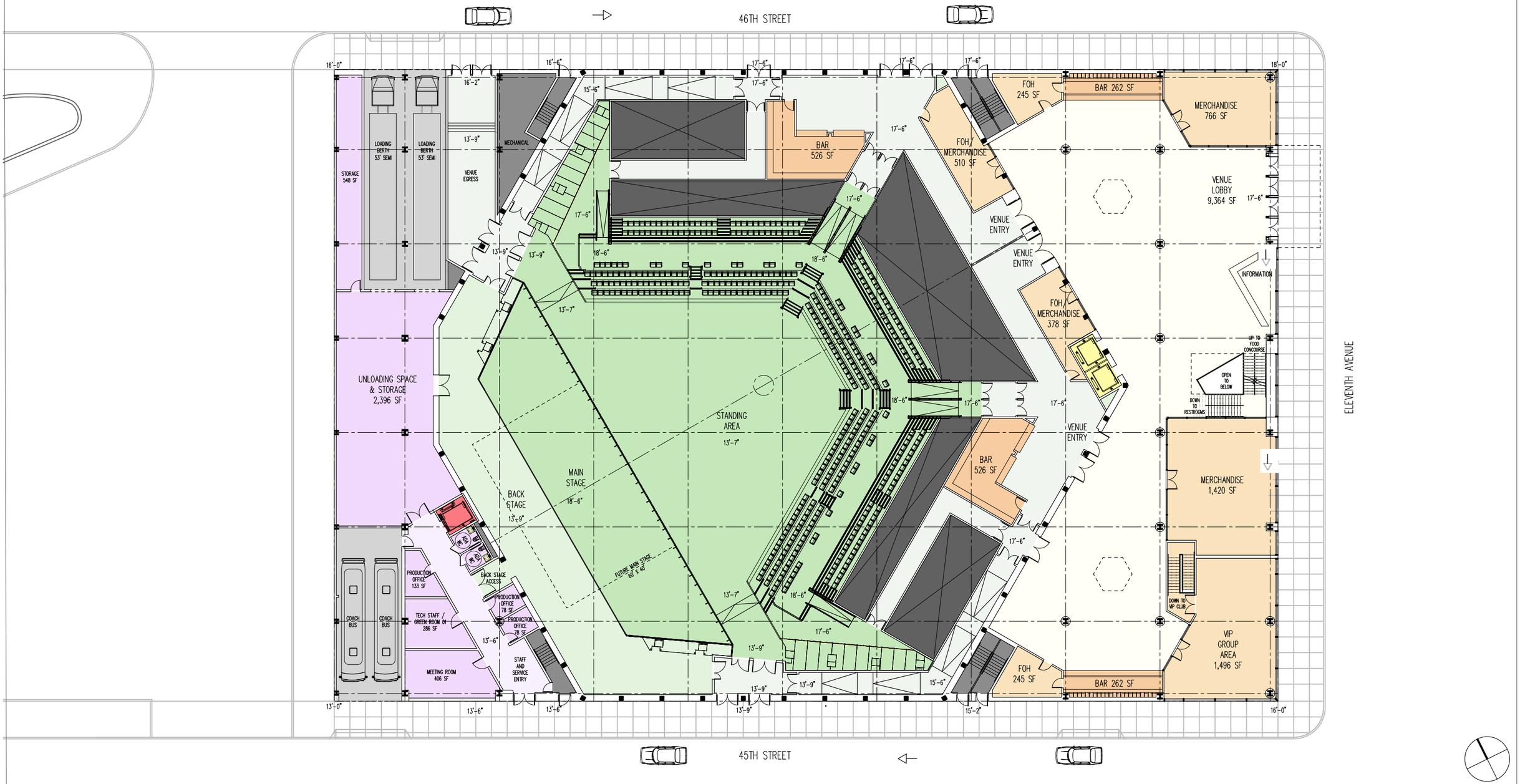
Street Network

Local Street Network

The street network surrounding the Project Site follows the typical Manhattan grid pattern, with streets running east-west and avenues running north-south. As previously noted, 11th Avenue serves as the primary access corridor to the Project Site with the main entrance to the venue along this corridor. Within the vicinity of the Project Site, the 11th Avenue corridor is a southbound arterial that typically consists of four southbound travel lanes, parking on both sides, and a protected southbound bike lane along the western curb with raised medians at the end of each block. 12th Avenue, located west of the Project Site, operates as a two-way north-south principal arterial. The multi-lane 12th Avenue corridor runs through several neighborhoods connecting lower Manhattan to the Henry Hudson Parkway and is also part of NY State Route 9A, which extends from lower Manhattan to Peekskill in Westchester County. West 46th Street, located north of the Project Site, operates as a one-way eastbound major collector typically with one moving lane and parking along both curbs. West 45th Street, located south of the Project Site, operates as a one-way westbound major collector typically with one moving lane and parking along both curbs. Other key corridors within the vicinity of the Project Site include 10th and 9th Avenues. 10th Avenue operates as a northbound principal arterial typically consisting of three travel lanes, parking on both sides, and a protected bike lane along the western curb, while 9th Avenue operates as a southbound principal arterial typically consisting of four travel lanes, parking on both sides, and a protected bike lane along the eastern curb.

Regional and Major Connectors

Midtown West is served by several major vehicular connectors that link the Midtown West area to the rest of Manhattan, the outer boroughs and the wider New York City metropolitan region. As previously noted, NY State Route 9A is a principal arterial on the west side of Manhattan along the Hudson River. The roadway, located about one-half a block to the west of the Project Site, begins at the southern tip of the Franklin Delano Roosevelt (FDR) Drive and travels north to West 72nd Street where it continues north as the Henry Hudson Parkway.



***Note*: Plan Provided by EXTELL**

613 11th Avenue

Figure 2

Ground Floor Plan

There are two river crossings in and out of West Midtown and Midtown. The Lincoln Tunnel is a toll-operated tunnel that runs under the Hudson River and connects West Midtown Manhattan to Union City in New Jersey. The tunnel is part of NY/NJ Route 495 and is operated by the Port Authority of New York and New Jersey. The Queens-Midtown Tunnel is a toll-operated tunnel that runs under the East River and connects Midtown Manhattan to Long Island City in Queens. The tunnel is part of Interstate-495 that links Midtown Manhattan to Long Island and is operated by the Metropolitan Transit Authority (MTA).

Truck Route Network

The City has established local and through truck routes to manage the flow of trucks and improve the quality of neighborhoods. The City defines a truck as "a vehicle which is designed for transportation of property, which has either of the following characteristics: two axles and six tires or three or more axles." Trucks must generally travel on local truck routes to reach the intersection nearest their destinations.

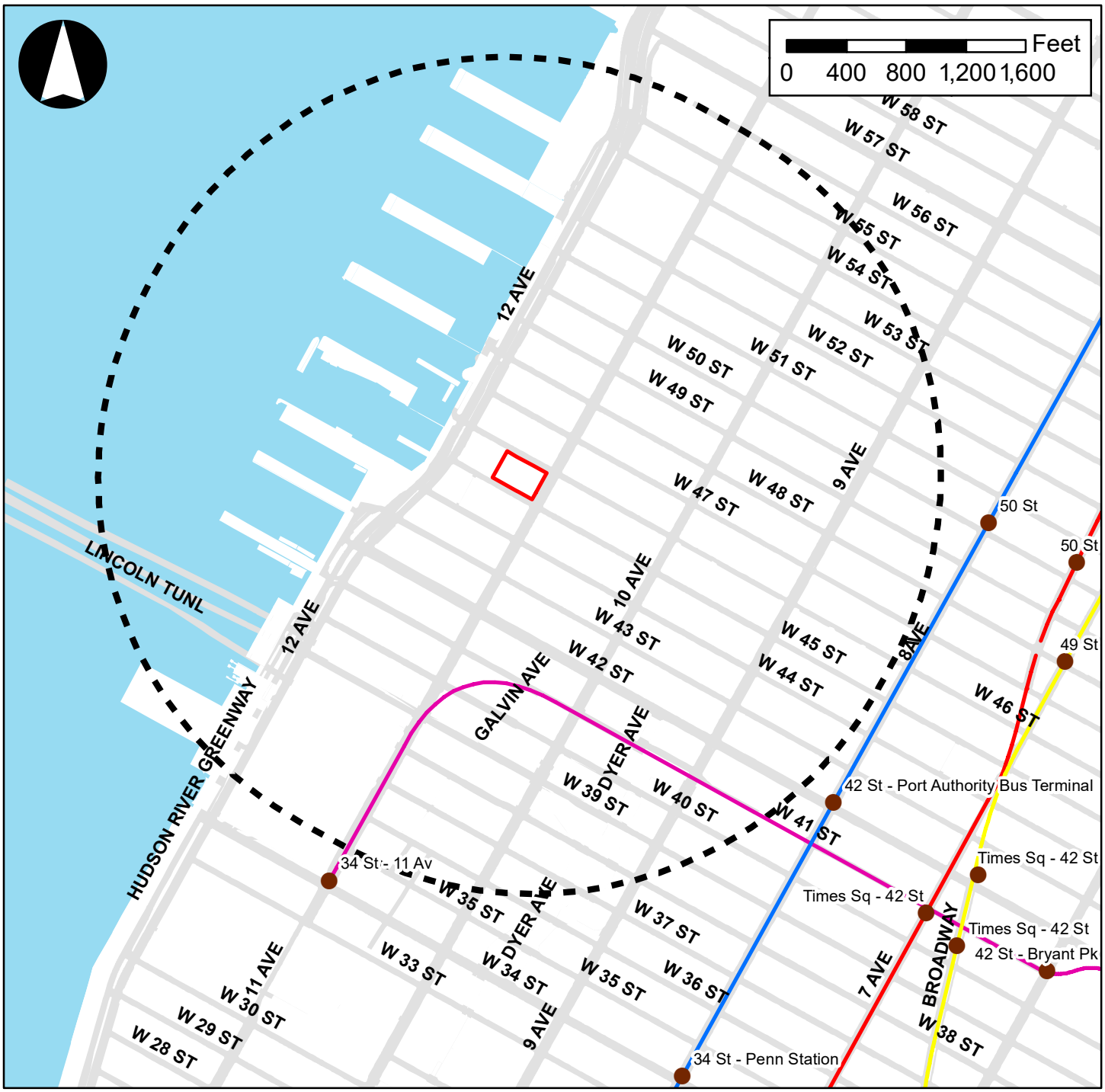
In proximity to the Project Site, local truck routes have been designated along 9th, 10th, and 11th Avenue. 12th Avenue has also been designated a local truck route between West 34th Street and West 59th Street and a through truck route south of West 34th Street. North of West 59th Street, commercial vehicles are prohibited on 12th Avenue. The Lincoln tunnel operates as a through truck route with a posted height limit of 10 feet.

Transit

Subway

As shown in **Figure 3**, there are several subway stations located near the edge of the half-mile radius from the Project Site (an approximately 12 to 20-minute walk to/from the Project Site). These stations include the 34th Street - Hudson Yards (7), 42nd Street - Port Authority Bus Terminal (A/C/E), Times Square - 42nd Street (1/2/3/N/Q/R/W/7), and 42nd Street - Bryant Park station (B/D/F/M). The 34th Street - Hudson Yards (7) station is located approximately 0.6 miles south of the Project Site and is an approximately 15-minute walk from the Project Site. The 42nd Street - Port Authority Bus Terminal station (A/C/E) is located 0.6 miles southeast of the Project Site and is an approximately 12-minute walk from the site. The Times Square - 42nd Street station (1/2/3/N/Q/R/W/7) is located 0.8 miles southeast of the Project Site and is an approximately 15-minute walk from the site. The 42nd Street – Bryant Park station (B/D/F/M) is located approximately one mile southeast of the site and is an approximately 20-minute walk from the site.

The No. 1 Subway Line provides local service between the Bronx and Lower Manhattan. The No. 2 Subway Line provides local and express service between the Bronx, Manhattan, and Brooklyn, while the No. 3 Subway Line provides local and express service between Upper Manhattan and Brooklyn. The No. 7 Subway Line provides local and express service between Hudson Yards in Manhattan and Flushing in Queens. The N Subway Line provides local and express service between Astoria in Queens, Manhattan, and Coney Island in Brooklyn. The Q Subway Line provides local and express service between Upper Manhattan and Coney Island in Brooklyn. The R Subway Line provides local service between Forest Hills in Queens, Manhattan, and Bay Ridge in Brooklyn. The W Subway Line provides local service between Lower Manhattan and Queens. The A and C Subway Line provides service between Manhattan and Brooklyn, with the A extending further out into Queens towards Rockaway Beach. The A Subway Line also provides express service, while the C Subway Line provides local service. The E Subway Line provides local service between Lower Manhattan and Jamaica in Queens. The B Subway line provides local and express service between the Bronx, Manhattan, and Brighton Beach in Brooklyn. The D Subway line provides local



Legend

- Project_Site
- 1/2 Mile Radius
- Subway Stations

Subway Routes

- N/Q/R/W
- A/C/E
- 7
- 1/2/3

and express service between the Bronx, Manhattan, and Coney Island in Brooklyn. The F Subway line provides local and express service between Jamaica in Queens, Manhattan, and Coney Island in Brooklyn. The M Subway line provides local service between Forest Hills in Queens, Manhattan, and Middle Village in Queens.

Rail

Commuter rail service at Grand Central Terminal is provided by the Metro-North Railroad (MNR) and the Long Island Railroad (LIRR). The MNR service is heavily frequented by commuters travelling between New York City, upstate New York and Connecticut. It operates on three main lines; the Hudson line runs along the Hudson River and reaches the city of Poughkeepsie, the Harlem line runs north towards the town of Wassaic, and the New Haven line travels through the Bronx and reaches the city of New Haven in Connecticut. The LIRR provides service to various destinations throughout Long Island and has connections in Manhattan, Queens, and Brooklyn. Rail users would likely get off at Grand Central Terminal and then take the M42 bus line westbound towards the Project Site.

Local Bus

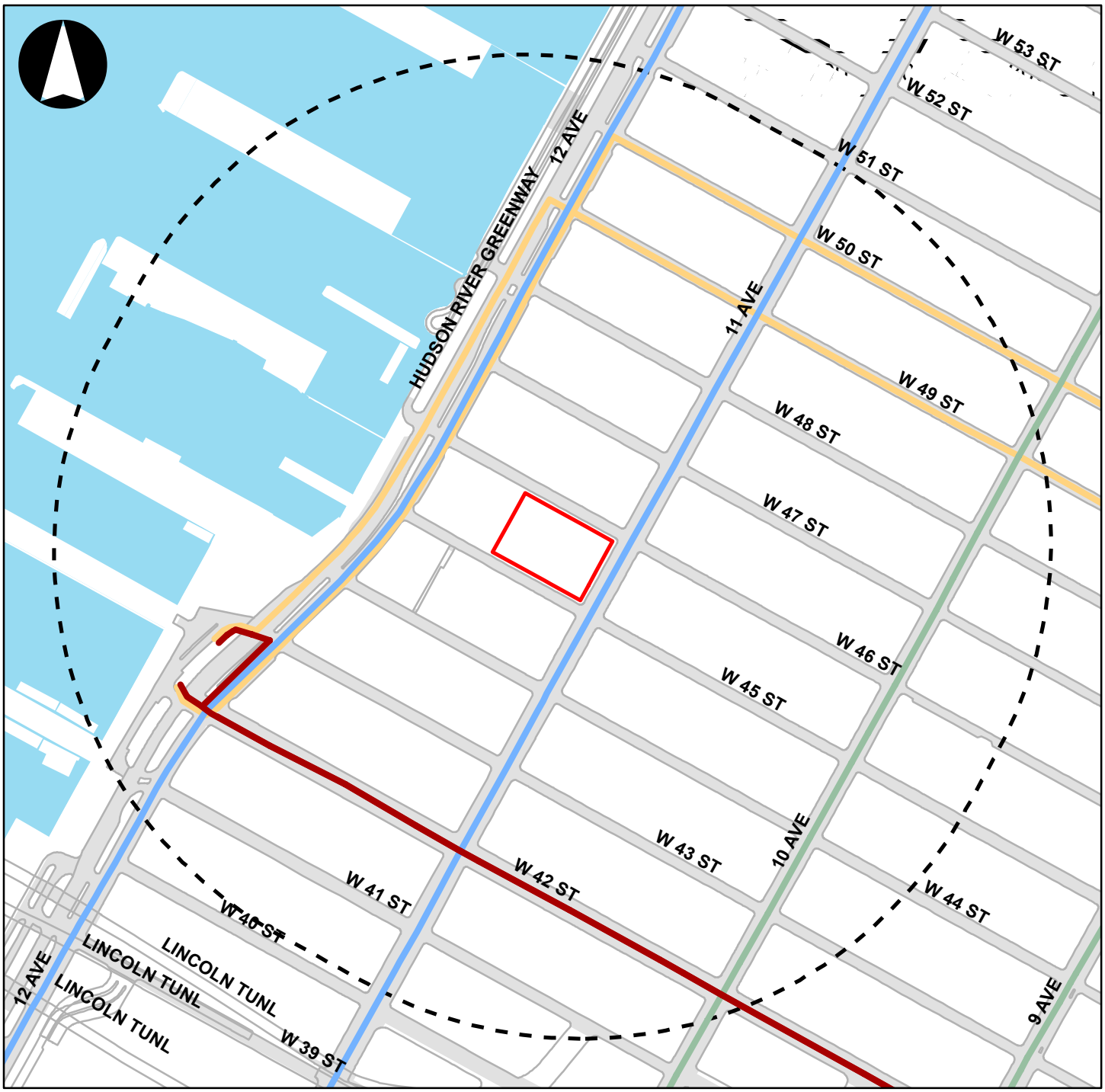
As shown in **Figure 4** and **Table 1**, four local bus routes – the M11, M12, M42, and M50 (all operated by the New York City Transit (NYCT)) – are located within a quarter-mile radius of the project site. The M12 and M50 routes have bus stops within a block of the Project Site. The M11 route has stops two blocks east of the Project Site along 9th and 10th Avenue, and the M42 route has stops three blocks south of the Project Site along West 42nd Street. These four local bus routes provide weekday and weekend (Saturday and Sunday) service to a substantial portion of the midtown west area of Manhattan.

The M12 is a Manhattan local bus route that serves customers in West Village, Chelsea, Midtown West, Lincoln Square, and Midtown. The northbound bus route primarily operates along 12th Avenue, while the southbound bus route primarily operates along 11th Avenue, adjacent to the Project Site. The northbound bus stop located closest to the Project Site is 12th Avenue/West 46th Street, which is located 0.2 miles to the north-west of the Project Site along 12th Avenue and is an approximately four-minute walk from the Project Site. The southbound bus stop located closest to the Project Site is 11th Avenue/West 44th Street, which is located less than 0.1 miles to the south of the site along 11th Avenue and is an approximately two-minute walk from the Project Site.

The M11 is a Manhattan local bus route that also serves customers in West Village, Chelsea, Midtown West, Lincoln Square, Upper West Side, Morningside Heights, and West Harlem. The northbound bus route primarily operates along 10th Avenue, while the southbound bus route primarily operates along 9th Avenue. The northbound bus stop located closest to the Project Site is 10th Avenue/West 45th Street, which is located approximately 0.2 miles to the east of the Project Site along 10th Avenue and is an approximately five-minute walk from the Project Site. The southbound bus stop located closest to the Project Site is 9th Avenue/West 46th Street, which is located approximately 0.4 miles east of the Project Site along 9th Avenue and is an approximately eight-minute walk from the Project Site.

The M42 is a Manhattan local bus route that extends along West 42nd Street between 1st Avenue and 12th Avenue serving customers in Midtown, Time Square, Turtle Bay, and Murray Hill. The bus stop located closest to the project site is West 42nd Street/11th Avenue, which is located approximately 0.2 miles south of the Project Site along West 42nd Street and is an approximately five-minute walk from the Project Site. The M42 provides connections to the 42 Street – Port Authority Bus Terminal (A/C/E/7), 42

Figure 4
Transit Map - Buses



Legend

- Project_Site
- 1/4 Mile Radius

Bus Routes

- M11
- M12
- M42
- M50

Street – Times Square (1/2/3/N/Q/R/W/7), and 42 Street – Bryant Park (B/D/F/M/7) subway stations as well as Grand Terminal.

The M50 is a Manhattan local bus route that serves customers in Midtown, Time Square, and Turtle Bay. The eastbound bus route primarily operates along West 50th Street, while the westbound bus route primarily operates along West 49th Street. The bus stop located closest to the Project Site is 12th Avenue/West 46th Street, which is located approximately 0.2 miles north-west of the Project Site along 12th Avenue and is an approximately four-minute walk from the Project Site.

Table 1: Bus Routes Serving Project Site

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Project Site
M11	NYCT	Riverbank Park & Harlem – West Village	10th Ave/9th Ave
M12	NYCT	Midtown West – West Village	11th Ave/12th Ave
M42	NYCT	United Nations – West 42nd Street Pier	W 42nd St
M50	NYCT	West 42nd Street Pier – East Side	W 49th St/ W 50th St/ 12th Ave

Ferry

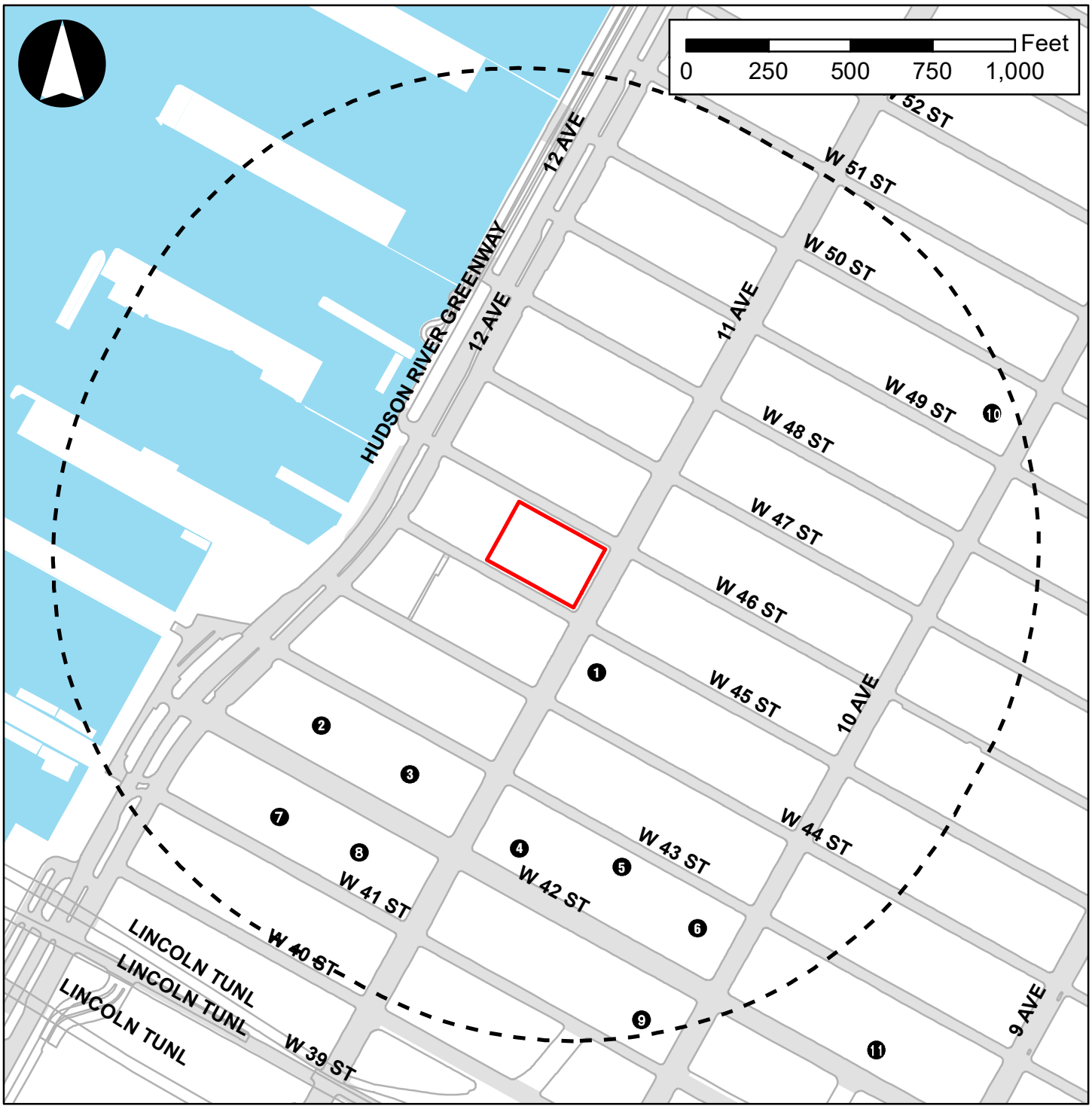
Three ferry terminals are located approximately 0.5 miles southwest of the Project Site and are an approximately 11-minute walk from the Project Site. These include the Midtown/West 39th Street Ferry Terminal, the West 39th Street Ferry Terminal, and the Ferry NY Waterway Terminal. The terminals provide service to multiple destinations including Hoboken, Union City, and Jersey City in New Jersey; Saint George in Staten Island; and lower Manhattan.

Parking

Off-Street Parking

A preliminary inventory of the surrounding area identified 11 off-street licensed parking facilities located within approximately a quarter-mile radius (walking distance) from the Project Site. **Figure 5** shows the locations of these parking facilities and **Table 2** provides a summary of their names, addresses, license numbers, and capacities. A majority of the parking facilities are located south of the Project Site. The 11 active parking facilities have a combined licensed capacity of 2,404 spaces. The largest facility is a garage (#11 in **Figure 5**) that is an approximately nine-minute walk from the Project Site that is located at the north end of Dyer Avenue just outside of the quarter-mile radius from the Project Site, with approximately 998 public parking spaces. It should be noted that there is also currently a 185-space parking lot located on the Project Site that is anticipated to be removed with the implementation of the Proposed Project.

Figure 5
Off-Street Parking Facilities



Legend

- Project Site
- 1/4 Mile Radius
- ⑩ Off-Street Parking Facilities

Table 2 – Off-Street Parking Facilities

Map #	Address #	Address Street	Facility Type	Entity Name	License #	Capacity	Weekday Evening Utilization	Saturday Evening Utilization
1	550	W 45th St	Garage	Gotham Parking	1474295	205	25%	40%
2	670	W 43rd St	Garage	Park Right	2008790	100	10%	40%
3	624	W 43rd St	Garage	City Parking	2081158	203	25%	40%
4	560	W 43rd St	Garage	560 W 43rd St Garage	2055914	84	15%	30%
5	520	W 43rd St	Garage	Landon Parking / NYC Parking 520 West Parking Corp.	0984363	75	25%	40%
6	500	W 43rd St	Garage	GMC Parking- 500 W 43rd Street	2117239	99	25%	40%
7	641	W 41st St	Garage	River Place	2101332	194	25%	40%
8	600	W 42nd St	Garage	600 W42nd Street Garage	2101322	194	25%	40%
9	501	W 41st St	Garage	JDS Parking	2119518	71	10%	10%
10	721	10th Ave	Garage	Primary Parking LLC	0780839	181	25%	40%
11	401-471	W 42nd St	Garage	MPG: Manhattan Plaza Parking	2110677	998	20%	50%
Total	-	-	-	-	-	2,404	21%	37%

An inventory of the off-street parking utilization was conducted in February 2025. Approximately between 21 and 37 percent of spaces in facilities within an approximately quarter-mile radius from the Project Site were utilized during the weekday evening and Saturday evening periods. During the same periods, the largest garage was observed at approximately 20 and 50 percent utilization of its total capacity during weekday evening and Saturday evening periods, respectively.

On-Street Parking

North of the Project Site, West 46th Street operates as a one-way eastbound street. Current regulations along West 46th Street's north and south curbs include No Standing Anytime and Truck Loading Only regulations. In addition, current regulations along the north curb also include a Truck Loading Only (in effect 6:00 AM to 6:00 PM) regulation.

East of the Project Site, 11th Avenue operates as a one-way southbound street. Current regulations along the east curb include Taxi/FHV Relief Stand (1 hour limit) and Truck Loading Only (in effect 7:00 AM to 7:00 PM) regulations. Current regulations along the west curb (Project Site frontage) include No Stopping Anytime and Truck Loading Only (in effect 8:00 AM to 7:00 PM) regulations.

South of the Project Site, West 45th Street operates as a one-way westbound street. Current regulations along Project Site's West 45th Street (the north curb) include No Standing (in effect 4:00 PM to 7:00 PM, Monday to Friday), Truck Loading Only, and Non-MTA Bus Layover Only regulations. Current regulations along the south curb include Truck Loading Only (in effect 6:00 AM to 6:00 PM, all days) and Non-MTA Bus Layover Only regulations.

West of the Project Site, 12th Avenue currently operates as a two-way major north-south arterial. Current regulations along 12th Avenue's east curb include No Standing Anytime regulations.

A review of on-street parking regulations for the quarter-mile study area indicates that, as with most commercial areas in Manhattan, there is typically a limited resource of on-street parking that is reserved

for loading/unloading or high-turnover parking needs. Therefore, it was conservatively assumed that limited on-street parking resources would not be unoccupied or available in the study area to accommodate the parking demand generated by the Proposed Project.

2. PROPOSED VENUE INCREMENTAL TRIP GENERATION

Reasonable Worst Case Development Scenario (RWCDS)

In order to assess the potential effects of the Proposed Project and calculate the incremental trip generation, a RWCDS for both the "future without the Proposed Project" (No-Action condition) and the "future with the Proposed Project" (With-Action condition) are analyzed for the 2028 build year. As shown in **Table 3**, under the No-Action conditions, the existing lots would be converted into a mixed-use building with approximately 302,580 gsf of office space, 25,000 gsf of local retail space, and 30,000 gsf of supermarket space. Under the With-Action condition, the Proposed Project of a concert venue with a capacity of approximately 3,000 attendees would be constructed. As shown in **Table 3**, the incremental (net) change that would result from the Proposed Project would be the net increase of an event venue with approximately 3,000 attendees and the net decrease of approximately 302,580 gsf of office space, 25,000 gsf of local retail space, and 30,000 gsf of supermarket space.

Table 3 – 2028 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Scenario	With-Action Scenario	Net Increment
Office	302,580 gsf	0 gsf	***-302,580 gsf***
Local Retail	25,000 gsf	0 gsf	**-25,000 gsf**
Supermarket	30,000 gsf	0 gsf	***-30,000 gsf***
Concert Venue	0 attendees	3,000 attendees	***+3,000 attendees***

Methodology

A preliminary trip generation assessment was conducted to estimate the incremental numbers of person and vehicle trips by mode expected to be generated at the Project Site (613 11th Avenue) during the weekday and Saturday pre-event and post-event peak hours with implementation of the Proposed Project. The weekday pre-event peak hour is expected to occur between 6:00 to 7:00 PM and the post-event peak hour to occur between 8:30 to 9:30 PM. The Saturday pre-event peak hour is expected to occur between 1:00 to 2:00 PM and the post-event peak hour to occur between 3:30 to 4:30 PM. Using the methodology outlined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, planning factors were used to calculate the travel demand of the net increment land use shown in **Table 3**. The proposed venue is expected to reach approximately 95 percent occupancy, consistent with its sister location in London. However, for the purposes of travel demand forecasting, the proposed 3,000-attendee venue would conservatively be assumed at 100 percent occupancy. The planning factors and travel demand assumptions used for the study are described in the following sections along with a summary of the travel demand that would be generated at the venue by the Proposed Project.

Transportation Planning Factors

The transportation planning factors used to forecast project-generated travel demand at the venue are summarized in **Table 4**. Factors are shown for the weekday and Saturday pre-event and post-event peak

hours. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2021 *City Environmental Quality Review* (CEQR) *Technical Manual,* AASHTO CTPP reverse journey-to-work 5-year data for Manhattan census tracts in proximity to the Project Site, factors from previously approved environmental assessments, and data provided by the New York City Department of Transportation (NYCDOT).

Office

The trip generation and truck factors are based on data from the *CEQR Technical Manual*. The temporal distribution and directional splits are based on 24-hour parking distribution data from NYCDOT. The modal split for the weekday pre- and post-event peak hours, the Saturday post-event peak hour, and the auto occupancy is based on the 2012-2016 AASHTO CTPP reverse journey-to-work 5-year data for Manhattan census tracts 117, 121.02, 127, 129.01, and 129.02. The modal split for the Saturday pre-event peak hour and the taxi occupancy is based on the 2018 *Inwood Rezoning FEIS*.

Local Retail

The trip generation and truck factors are based on data from the *CEQR Technical Manual*. The temporal distribution and directional splits are based on 24-hour parking distribution data from NYCDOT. The modal split is based on NYCDOT survey data. The vehicle and taxi occupancy is based on the 2018 *Inwood Rezoning FEIS*.

Supermarket

The trip generation is based on data from the *CEQR Technical Manual*. The temporal distribution and directional splits are based on 24-hour parking distribution data from NYCDOT. The modal split, vehicle occupancy, and truck trip factors are based on the 2018 *Inwood Rezoning FEIS*.

Event Space

The trip generation, temporal distribution, and directional splits for the preliminary assessment of the venue was based off the 2017 *South Street Seaport-Pier 17-Technical Memorandum 004 (CEQR No. 12DME007M)*, which included a similar event space (3,925 capacity) in Lower Manhattan. The modal split was based on a 2019 modal split survey conducted at a concert venue in Midtown, Manhattan. Vehicle Occupancy was based on the 2013 *Pier 57 Redevelopment Project FEIS*.

Travel Demand Forecast

The net incremental change in person and vehicle trips expected to result from the Proposed Project by 2028 was derived based on the net change in land use shown in **Table 3** and the transportation planning factors shown in **Table 4. Table 5** shows the net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2028 with the construction of the Proposed Project**.** As shown in **Table 5**, the Proposed Project would generate a net increase of approximately 508, 1,685, 1,028, and 891 person trips for the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively.

Peak hour vehicle trips (autos plus taxis) would be approximately 98, 176, 144, and 146 in the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. Automobile users from the Proposed Project are expected to park at the designated on-site parking garage along West 45th Street as well as nearby off-street parking facilities within the study area. Taxis approaching the Project Site will likely make drop-offs along the Project Site's 11th Avenue frontage.

Subway trips would be approximately 1,157, 1,331, 1,354, and 1,319 during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. Rail trips would be approximately 354, 381, 389, and 382 during these same periods, respectively. The Proposed Project is expected to generate an incremental decrease of 46, seven, and 12 bus trips during the weekday pre-event, Saturday pre-event, and Saturday post-event peak hours, respectively, and an incremental increase of seven bus trips during the weekday post-event peak hour. Given the area's transit accessibility, it is anticipated that some of the venue-goers may transfer to the M42 bus, 42nd Street Shuttle on the S line, or the No.7 line from subway stations within a one-mile radius from the Project Site to access the Project Site. There would be a net decrease of two ferry trips in the weekday pre-event peak hour and no net change for all other evaluated peak hours. There would also be a net decrease of nine, four, eight, and eight bicycle trips during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively.

Lastly, for trips made entirely on foot (walk-only trips from work, area restaurants, nearby attractions, etc.) there would be a net decrease of approximately 1,171, 339, 974, and 1,054 during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively, as a result of the Proposed Project. Total pedestrian trips (including trips via bus, subway, rail, ferry, to/from nearby parking garages, and bicycle trips) generated by the Proposed Project would be approximately 426, 1,519, 897, and 770 during these same periods, respectively.

Table 4 - Transportation Planning Factors

Land Use:	**Office**		**Local Retail**		**Supermarket**		**Event Space**	
Trip Generation:	(1)		(1)		(1)		(7)	
Weekday	18.0		329.0		256.0		2.68	
Saturday	3.90		358.0		300.0		2.68	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per attendee	
Temporal Distribution:	(4)		(4)		(4)		(7)	
Weekday Pre-Event (6:00-7:00 PM)	6.5%		10.9%		10.6%		32.0%	
Weekday Post-Event (8:30-9:30 PM)	1.5%		4.2%		6.0%		32.0%	
Saturday Pre Event (1:00-2:00 PM)	8.5%		8.1%		8.0%		32.0%	
Saturday Post Event (3:30-4:30 PM)	5.7%		9.5%		8.5%		32.0%	
Modal Splits:	(2)	(5)	(3)		(5)		(9)	
	Weekday/SAT Post Event	SAT Pre-Event	All Periods		All Periods		All Periods	
Auto	11.5%	2.0%	4.0%		4.0%		6.7%	
Taxi	0.5%	3.0%	1.0%		3.0%		7.6%	
Subway	56.1%	6.0%	1.0%		5.0%		54.6%	
Rail	10.1%	0.0%	0.0%		0.0%		15.1%	
Bus	11.4%	6.0%	1.0%		5.0%		1.7%	
Ferry	0.5%	0.0%	0.0%		0.0%		0.0%	
Bicycle	0.4%	0.0%	1.0%		0.0%		0.0%	
Walk/Other	9.5%	83.0%	92.0%		83.0%		14.3%	
	100.0%	100.0%	100.0%		100.0%		100.0%	
In/Out Splits:	(4)		(4)		(4)		(7)(8)	
	In	Out	In	Out	In	Out	In	Out
Weekday Pre-Event (6:00-7:00 PM)	12%	88%	50%	50%	50%	50%	90%	10%
Weekday Post-Event (8:30-9:30 PM)	26%	74%	46%	54%	47%	53%	10%	90%
Saturday Pre Event (1:00-2:00 PM)	45%	55%	50%	50%	49%	51%	90%	10%
Saturday Post Event (3:30-4:30 PM)	40%	60%	50%	50%	49%	51%	10%	90%
Vehicle Occupancy:	(2,5)		(5)		(5)		(6)	
	All Periods		All Periods		All Periods		All Periods	
Auto	1.07		2.00		1.65		2.90	
Taxi	1.40		2.00		1.40		2.30	
Truck Trip Generation:	(1)		(1)		(6)		(8)	
Weekday	0.32		0.35		0.35		0.01	
Saturday	0.01		0.04		0.04		0.01	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(5)		(7)	
Weekday Pre-Event (6:00-7:00 PM)	2.0%		2.0%		5.0%		0.0%	
Weekday Post-Event (8:30-9:30 PM)	0.0%		0.0%		0.0%		0.0%	
Saturday Pre Event (1:00-2:00 PM)	11.0%		11.0%		10.0%		0.0%	
Saturday Post Event (3:30-4:30 PM)	0.0%		0.0%		0.0%		0.0%	
Truck Directional Distribution:	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

(1) 2021 City Environmental Quality Review (CEQR) Technical Manual.

(2) Based on AASHTO CTPP reverse journey-to-work 5-year (2012-2016) data for Manhattan Census Tracts 117,121.02,127,129.01,129.02

(3) Based on data provided by DOT.

(4) Based on DOT 24-hr Parking Disitribution. For the weekday post-event the average distribution between 8-9 PM and 9-10 PM was utilized. For the Saturday post-event the average distribution between 3-4 PM and 4-5 PM was utilzied.

(5) *Inwood Rezoning FEIS*, 2018.

(6) *Pier 57 Redevelopment FEIS*, 2013

(7) Based on 2017 *South Street Seaport- Pier 17- Technical Memorandum 004* (12DME007M).

(8) Assumptions based on typical concert distribution patterns.

(9) Based on modal split survey conducted at a concert venue in Midtown, Manhattan in 2019.

Table 5 – Travel Demand Forecast – Person Trips

Land Use:	**Office**		**Local Retail**		**Supermarket**		**Event Space**		
Size/Units:	-302,580 gsf		-25,000 gsf		-30,000 gsf		3,000 attendees		
Peak Hour Trips:									**Total Trips**
Weekday Pre-Event (6:00-:7:00 PM)	-354		-897		-814		2,573		508
Weekday Post-Event (8:30-9:30 PM)	-82		-345		-461		2,573		1,685
Saturday Pre Event (1:00-2:00 PM)	-100		-725		-720		2,573		1,028
Saturday Post Event (3:30-4:30 PM)	-67		-850		-765		2,573		891
Person Trips:									
Weekday Pre-Event (6:00-7:00 PM)	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-36	-18	-18	-16	-16	155	17	116	-53
Taxi	0	-2	-4	-4	-12	-12	176	20	160	2
Subway	-24	-175	-4	-4	-20	-20	1,264	140	1,216	-59
Rail	-4	-31	0	0	0	0	350	39	346	8
Bus	-5	-36	-4	-4	-20	-20	39	4	10	-56
Ferry	0	-2	0	0	0	0	0	0	0	-2
Bicycle	0	-1	-4	-4	0	0	0	0	-4	-5
Walk/Other	-4	-29	-414	-415	-339	-339	332	37	-425	-746
Total	-42	-312	-448	-449	-407	-407	2,316	257	1,419	-911
Weekday Post-Event (8:30-9:30 PM)	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-7	-6	-7	-9	-10	17	155	0	131
Taxi	0	0	-2	-2	-7	-7	20	176	11	167
Subway	-12	-34	-2	-2	-11	-12	140	1,264	115	1,216
Rail	-2	-6	0	0	0	0	39	350	37	344
Bus	-2	-7	-2	-2	-11	-12	4	39	-11	18
Ferry	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	-2	-2	0	0	0	0	-2	-2
Walk/Other	-3	-7	-146	-170	-180	-202	37	332	-292	-47
Total	-21	-61	-160	-185	-218	-243	257	2316	-142	1,827
Saturday Pre Event (1:00-2:00 PM)	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	-15	-15	-14	-15	155	17	125	-14
Taxi	-1	-2	-4	-4	-11	-11	176	20	160	3
Subway	-3	-3	-4	-4	-18	-18	1,264	140	1,239	115
Rail	0	0	0	0	0	0	350	39	350	39
Bus	-3	-3	-4	-4	-18	-18	39	4	14	-21
Ferry	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	-4	-4	0	0	0	0	-4	-4
Walk/Other	-37	-46	-332	-331	-292	-305	332	37	-329	-645
Total	-45	-55	-363	-362	-353	-367	2316	257	1,555	-527
Saturday Post Event (3:30-4:30 PM)	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-5	-17	-17	-15	-16	17	155	-18	117
Taxi	0	0	-4	-4	-11	-12	20	176	5	160
Subway	-15	-23	-4	-4	-19	-20	140	1,264	102	1,217
Rail	-3	-4	0	0	0	0	39	350	36	346
Bus	-3	-5	-4	-4	-19	-20	4	39	-22	10
Ferry	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	-4	-4	0	0	0	0	-4	-4
Walk/Other	-3	-3	-392	-392	-310	-323	37	332	-668	-386
Total	-27	-40	-425	-425	-374	-391	257	2316	-569	1,460

Notes:
50 percent of taxis inbound with passengers are assumed to depart with outbound passengers.
Assumes 100 percent attendance for the event space.

Table 5 (cont'd) – Travel Demand Forecast – Vehicle Trips

Land Use:	**Office**		**Local Retail**		**Supermarket**		**Event Space**		
Size/Units:	-302,580 gsf		-25,000 gsf		-30,000 gsf		3,000 attendees		
Peak Hour Trips:									**Total Trips**
Weekday Pre-Event (6:00-:7:00 PM)	-354		-897		-814		2,573		508
Weekday Post-Event (8:30-9:30 PM)	-82		-345		-461		2,573		1,685
Saturday Pre Event (1:00-2:00 PM)	-100		-725		-720		2,573		1,028
Saturday Post Event (3:30-4:30 PM)	-67		-850		-765		2,573		891
Vehicle Trips :									
Weekday Pre-Event (6:00-7:00 PM)	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-34	-9	-9	-10	-10	53	6	29	-47
Taxi	0	-1	-2	-2	-9	-9	77	9	66	-3
Taxi (Balanced)	-1	-1	-3	-3	-14	-14	77	77	59	59
Truck	-1	-1	0	0	0	0	0	0	-1	-1
Total	-7	-36	-12	-12	-24	-24	130	83	87	11
Weekday Post-Event (8:30-9:30 PM)	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-7	-3	-4	-5	-6	6	53	-4	36
Taxi	0	0	-1	-1	-5	-5	9	77	3	71
Taxi (Balanced)	0	0	-2	-2	-8	-8	82	82	72	72
Truck	0	0	0	0	0	0	0	0	0	0
Total	-2	-7	-5	-6	-13	-14	88	135	68	108
Saturday Pre Event (1:00-2:00 PM)	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	-8	-8	-8	-9	53	6	36	-12
Taxi	-1	-1	-2	-2	-8	-8	77	9	66	-2
Taxi (Balanced)	-2	-2	-3	-3	-12	-12	77	77	60	60
Truck	0	0	0	0	0	0	0	0	0	0
Total	-3	-3	-11	-11	-20	-21	130	83	96	48
Saturday Post Event (3:30-4:30 PM)	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-5	-9	-9	-9	-10	6	53	-15	29
Taxi	0	0	-2	-2	-8	-9	9	77	-1	66
Taxi (Balanced)	0	0	-3	-3	-13	-13	82	82	66	66
Truck	0	0	0	0	0	0	0	0	0	0
Total	-3	-5	-12	-12	-22	-23	88	135	51	95

Notes:
50 percent of taxis inbound with passengers are assumed to depart with outbound passengers.
Assumes 100 percent attendance for the event space.

Parking

The Proposed Project would include a parking garage with a capacity of approximately 75 spaces, accessed via an entrance along West 45th Street per preliminary designs of the site. It is anticipated that the proposed venue's parking garage would accommodate for back-of-house functions, staff, and approximately up to ten VIP attendees. As the on-site parking garage cannot accommodate all remaining attendees traveling by automobile, these vehicles are assumed to utilize nearby off-street parking facilities. Note that back-of-house functions and staff arrival/departure travel patterns would be expected to occur outside of pre- and post-event peak hours, following a staggered arrival and departure schedule. Assuming that approximately 6.7 percent of person trips will be by personal automobiles and an auto vehicle occupancy of 2.9, a venue at capacity would generate approximately 69 vehicles of which approximately 59 vehicles are expected to park on-street or at off-street garages. This parking demand would be readily accommodated by a few of the many off-street parking facilities located within a quarter-mile of the Project Site. As shown in **Table 2**, per the off-street parking inventory, only approximately 21 and 37 percent of off-street spaces are utilized within a quarter-mile radius during the weekday and Saturday evening peak hours, respectively, leaving approximately 79 and 63 percent of 2,404 spaces available for vehicle's generated by the Proposed Project during these same periods, respectively. During the weekday pre-event peak hour, on average, approximately 80 percent of the spaces in the largest garage in the vicinity of the Project Site (Garage #11 in **Table 2**) are available, which translates to approximately 798 spaces. As such, this garage will likely be used by many of the Proposed Project's attendees that arrive to the Project Site via autos.

Loading

During the pre-event and post-event peak hours, no trucks are forecasted to be generated by the proposed event space. Staging, loading, and unloading of trucks are anticipated to occur on West 46th Street before and after the event (likely early morning into the mid-morning and midnight into early morning). Trucks are expected to load and unload in the on-site loading dock accessory the building, which is located on the Project Site's West 46th Street frontage (south curb) and can accommodate semi-trailers up to 53 feet long. Inbound trucks would need to use 12th Avenue (the Westside Highway) to be staged for pre-event unloading and post-event loading. It should be noted that the truck staging and traffic flow would not affect the typical vehicle traffic in the area or traffic generated by the venue, as much of the unloading and loading would occur in the late night and early morning when there are large events.

3. Trip Assignment

Traffic

As shown in **Table 5**, the Proposed Project is anticipated to generate 98, 176, 144, and 146 project incremental vehicle trips during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. As these volumes exceed 50 vehicle trips in each peak hour, the 2021 *CEQR Technical Manual* Level 1 screening threshold for further analysis, a preliminary assignment of these traffic volumes was prepared for each of the evaluated peak hours to determine whether the analysis threshold would be exceeded at any individual intersection.

The assignments of concert auto trips for the event space use were assumed to originate from within Manhattan, neighboring boroughs within New York City, and the greater New York City area. Approximately 40 percent of vehicle trips would originate from the north, 15 percent from the west, 20

percent from the south, and 25 percent from the east of the Project Site. Automobile were primarily assigned to the nearby off-street parking garages shown in **Figure 5** and **Table 2**. Taxis (approximately 70 percent of total vehicle trips) were assigned primarily to/from the Project Site's 11th Avenue frontage where passengers would likely be dropped off and picked up in front of the main entrance.

The assignments of auto trips for the office use were assumed to originate from within Manhattan, neighboring boroughs within New York City, and the Tri-State area. Approximately 35 percent of vehicle trips would originate from New Jersey and Pennsylvania, 15 percent from upstate New York and Connecticut, 45 percent from Queens, Brooklyn, Staten Island, Long Island, and Manhattan (east of the Project Site), 4 percent from Manhattan (north of the Project Site), and 1 percent from Manhattan (south of the Project Site). The assignments of auto trips for the local retail and supermarket uses are mostly local in nature and were based on population density in neighborhoods within a one-mile radius of the Project Site. Approximately 35 percent of vehicle trips would originate from the north, 31 percent from the south, and 34 percent from the east of the Project Site. Automobile users were assigned directly to/from the Project Site's 11th Avenue and West 45th Street frontage.

The preliminary assignment of peak hour project incremental vehicle trips in proximity to the Project Site is shown in **Figures 6a through 6d**. As shown in **Figures 6a through 6d**, it is estimated that incremental traffic demand would exceed the 50-trip 2021 *CEQR Technical Manual* threshold for a more detailed evaluation at four intersections (all signalized) in one or more peak hours. As shown in **Figures 6a through 6d,** these intersections are concentrated along the 10th and 11th Avenue corridors and are listed below:

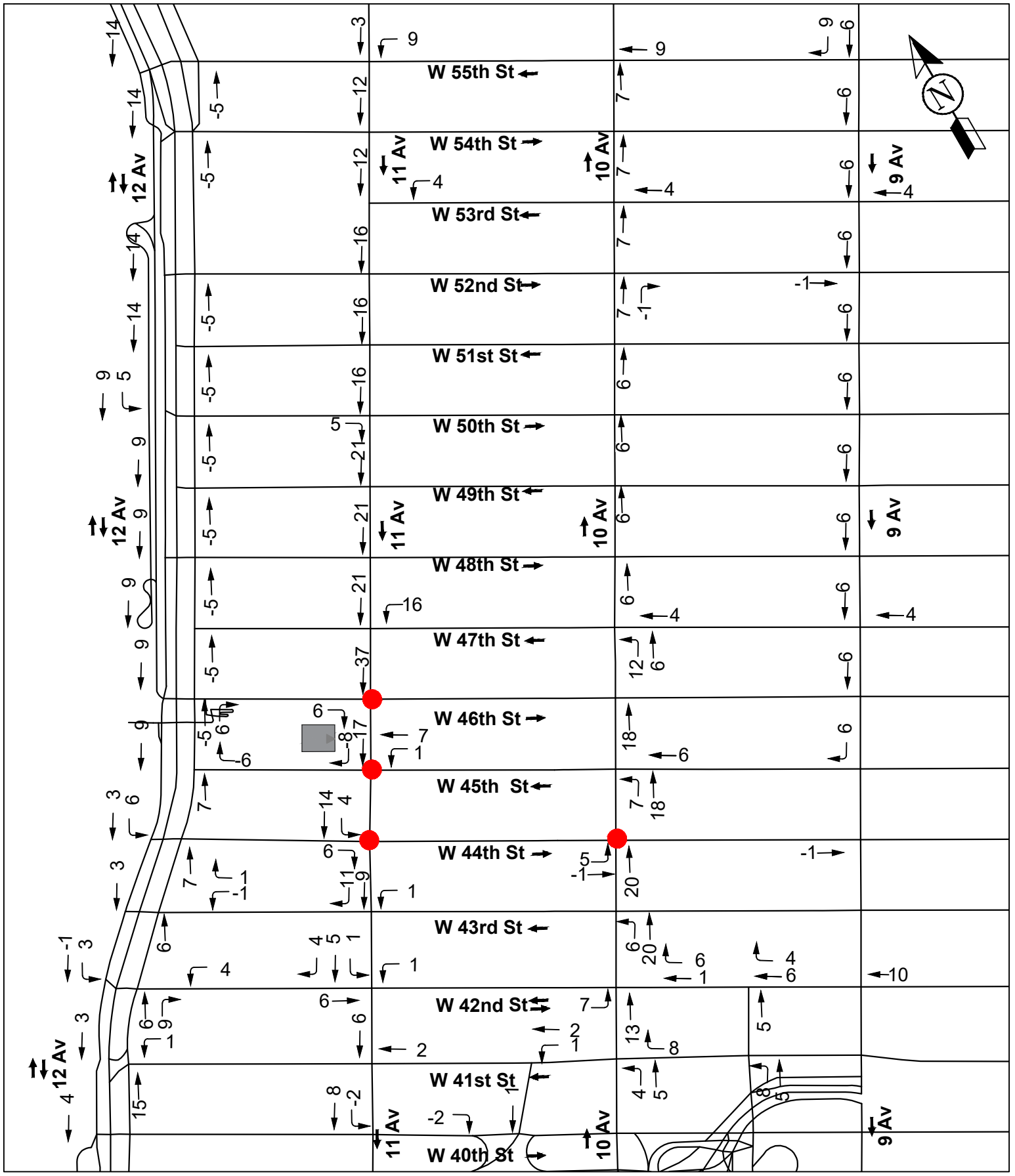
1. 10th Avenue and West 44th Street
2. 11th Avenue and West 44th Street
3. 11th Avenue and West 45th Street
4. 11th Avenue and West 46th Street

As shown in **Figures 6a through 6d**, the intersection of 11th Avenue and West 45th Street is anticipated to generate the highest amount of project vehicle trips, which would experience approximately incremental 17, 68, 56, and 53 trips in the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. This intersection, located at the southeast corner of the Project Site, connects the drop-off/pick-up frontage for attendees departing the proposed event space and leads to the entrance of the proposed parking garage.

Table 6 shows the preliminary estimates of the volume to capacity (v/c) ratio by approach for the intersection of 11th Avenue and West 45th Street (southeast corner of the Project Site), which utilizes October 2025 automatic traffic recorder (ATR) count data. The v/c ratio calculation is based on the latest Highway Capacity Manual (HCM) standards. If capacity is below 100 percent, it is assumed that there is available capacity on the roadway network. As shown in **Table 6**, the 2025 existing v/c ratio at the westbound approach is estimated to be 0.56, 0.70, 0.60, and 0.40 during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. The 2025 existing v/c ratio at the southbound approach is estimated to be 0.46, 0.41, 0.40, and 0.25 during the same periods, respectively. With the addition of the incremental project generated vehicle trips for the Proposed Project, the 2028 build condition v/c ratio at the westbound approach would be 0.66, 0.82, 0.70, and 0.50 during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. The 2028 build condition v/c ratio at the southbound approach would be 0.54, 0.48, 0.47, and 0.31 during the same periods, respectively. As shown in **Table 6**, the intersection with the

EXTELL 11 Ave Concert Venue Figure 6A

Weekday Pre-event Incremental Project Traffic Volumes



LEGEND

Projected Development Site

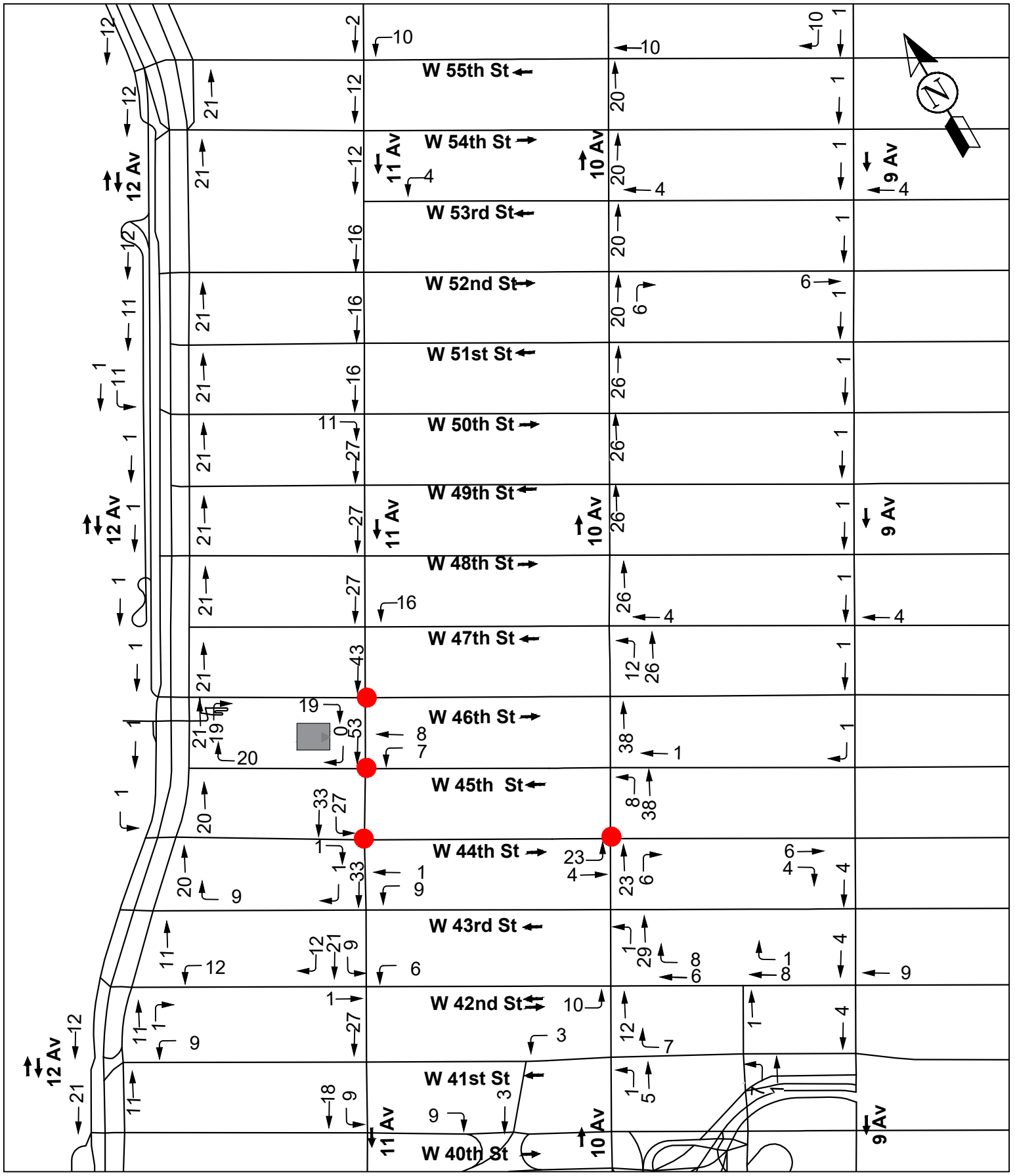
Site Entrance

Locations that generate 50+ vehicle trips in one or more peak hours

2 = Post-event Incremental Project Traffic Volume

EXTELL 11 Ave Concert Venue Figure 6B

Weekday Post-event Incremental Project Traffic Volumes



LEGEND

Projected Development Site

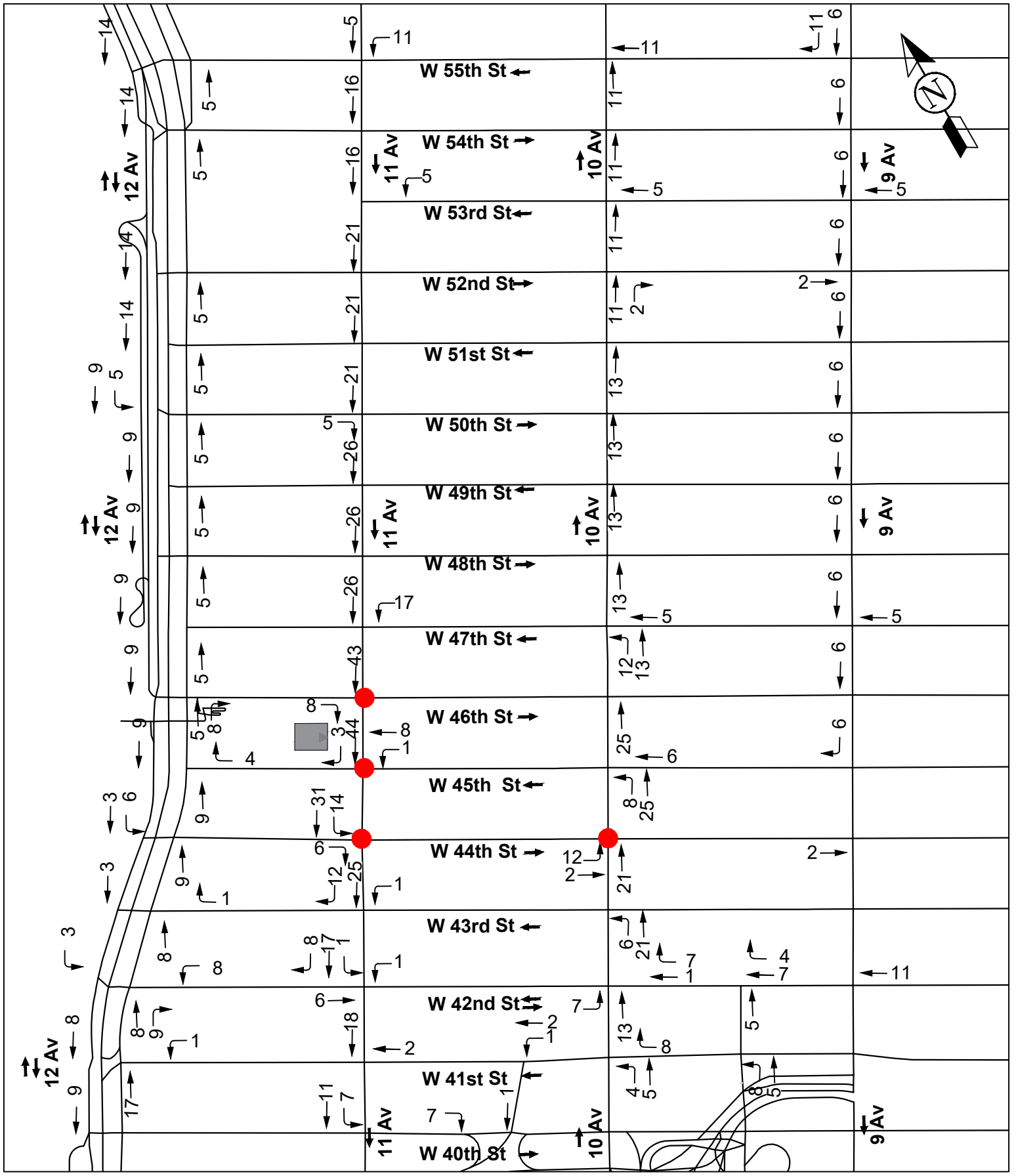
Site Entrance

Locations that generate 50+ vehicle trips in one or more peak hours

2 = Post-event Incremental Project Traffic Volume

EXTELL 11 Ave Concert Venue Figure 6C

Saturday Pre-event Incremental Project Traffic Volumes



LEGEND

Projected Development Site

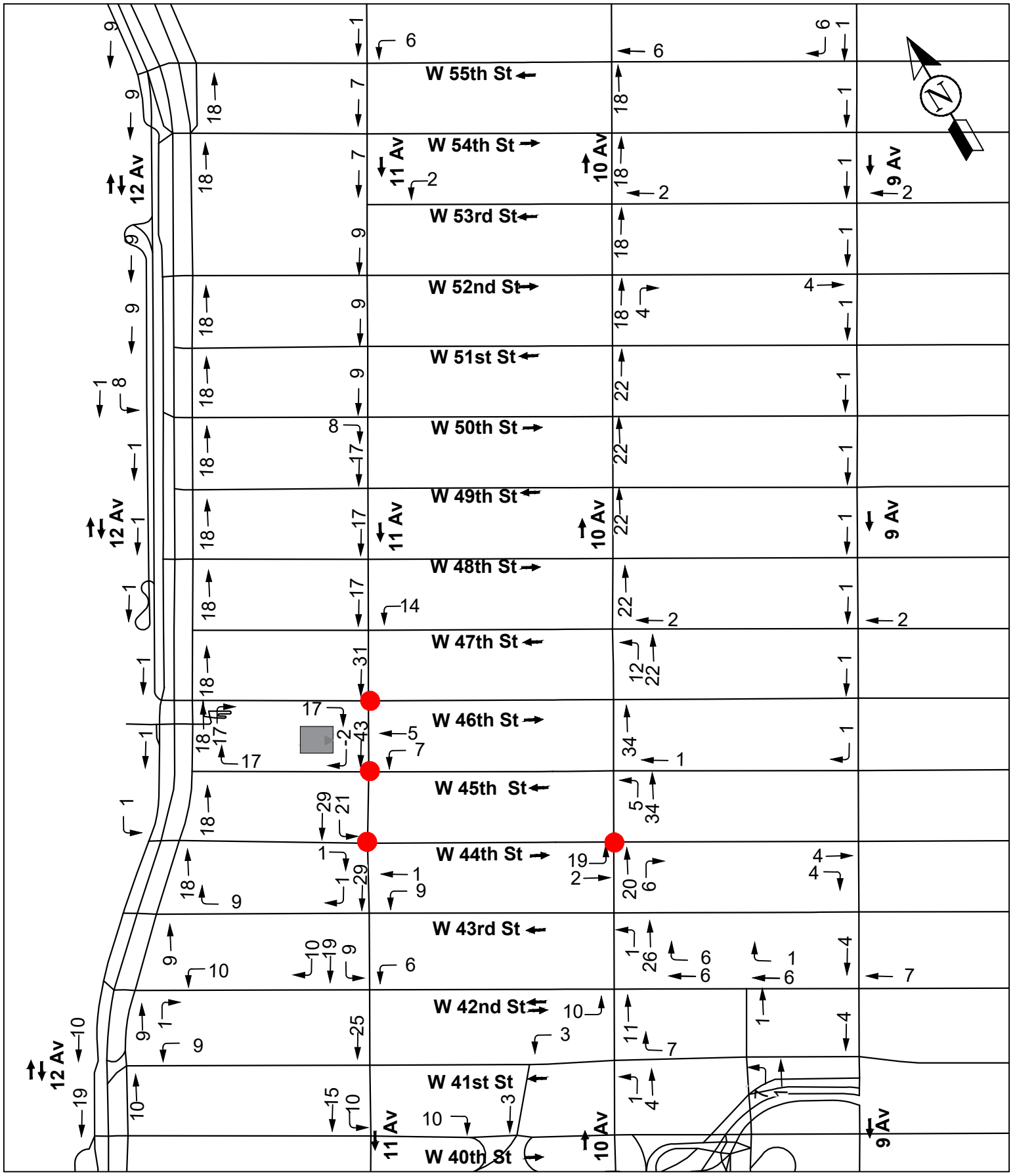
Site Entrance

Locations that generate 50+ vehicle trips in one or more peak hours

2 = Post-event Incremental Project Traffic Volume

EXTELL 11 Ave Concert Venue Figure 6D

Saturday Post-event Incremental Project Traffic Volumes



LEGEND

Projected Development Site

Site Entrance

Locations that generate 50+ vehicle trips in one or more peak hours

2 = Post-event Incremental Project Traffic Volume

highest number of incremental project generated vehicle trips is estimated to have approximately 50 to 82 percent of the estimated capacity utilized at the westbound approach and 31 to 54 percent utilization at the southbound approach in the 2028 With-Action condition during the evaluated peak periods. These results indicate that there is available capacity on the roadway network. In addition, when comparing the existing to the With-Action conditions, the estimated capacity is only modestly decreasing.

Table 6 – Preliminary Estimates of V/C Ratios at 11th Avenue and West 45th Street by Approach

11th Ave at W. 45th St		2025 Existing Volume[1] (VPH)	Adjusted Existing Capacity (VPH)[2]	Existing V/C Ratio	Incremental Project Generated Trips (VPH)	2028 With-Action Volume[3]	With-Action V/C Ratio	% of Estimated Approach Capacity
Weekday Pre-Event 6:00-7:00 PM	W. 45th St WB Approach	173	308	0.56	8	190	0.66	66.2%
	11th Ave SB Approach	1,204	2,599	0.46	9	1,291	0.54	53.9%
Weekday Post-Event 8:30-9:30 PM	W. 45th St WB Approach	216	309	0.70	15	237	0.82	82.3%
	11th Ave SB Approach	1,035	2,540	0.41	53	1,121	0.48	48.2%
Saturday Pre-Event 1:00-2:00 PM	W. 45th St WB Approach	178	299	0.60	9	195	0.70	70.1%
	11th Ave SB Approach	993	2,499	0.40	47	1,078	0.47	46.5%
Saturday Post-Event 3:30-4:30 PM	W. 45th St WB Approach	119	298	0.40	12	139	0.50	50.2%
	11th Ave SB Approach	614	2,421	0.25	41	697	0.31	31.3%

Notes:
SB = southbound; WB = westbound
[1] October 2025 Count Data
[2] Existing capacity adjusted based on heavy vehicle percentage, peak hour factor, parking maneuvers, lane width, lane utilization, and area type
[3] 2028 With-Action Volumes includes 2025 existing volumes multiplied by background growth and incremental project-generated volumes.

Based on the preliminary estimates of v/c ratios provided above, the v/c ratio analysis shows that the intersection of 11th Avenue and West 45th Street, under the With-Action conditions, is expected to have available capacity on the westbound and southbound approaches during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, with v/c ratios remaining below 1.0 without exceeding capacity. Similarly, the intersections at 11th Avenue and West 44th Street and 11th Avenue and West 46th Street (adjacent to 11th Avenue and West 45th Street) also operate with four travel lanes along the 11th Avenue major corridor and a single one-way lane along the minor cross street/corridor. Likewise, the intersection of 10th Avenue and West 44th Street, located at the adjacent corridor, operates with four travel lanes along the 10th Avenue major corridor and a single one-way lane along the minor cross street/corridor. Based on these similar geometric characteristics and proximity to the evaluated intersection, it is reasonable to assume that the existing available capacity at these locations would be comparable to that observed at 11th Avenue and West 45th Street. It should also be noted that 11th Avenue and West 45th Street is anticipated to experience the highest volume of project generated vehicle trips relative to the other intersections. Therefore, under the With-Action conditions, the available capacity at the other three intersections would likely be comparable to or below the v/c ratios analyzed for 11th Avenue and West 45th Street.

In addition, the Midtown West neighborhood is a central business district that is predominantly frequented by commuters during the weekdays. These commuters' temporal and directional patterns reflect typical office patterns. The weekday PM commuting peak period usually extends from 4:00 PM to 6:00 PM outbound from the central business district. The Proposed Project's transportation inbound demand for the pre-event period would likely occur between 6:00 PM to 7:00 PM and would therefore not coincide within the typical commuter peak hour. As the commuter PM peak period ends, the traffic volumes along 11th Avenue would likely begin to decrease.

Transit

As shown in **Table 5**, the Proposed Project is anticipated to generate approximately 1,463, 1,719, 1,736, and 1,689 total transit trips (subway, rail, bus-only, and ferry trips combined) during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively (off-peak commuter period). The area has adequate transit access with four bus lines within a quarter mile of the Project Site – M11, M12, M42, and M50. In addition, the 34th Street – Hudson Yards (7), 42 Street – Port Authority Bus Terminal (A/C/E), 42 Street – Times Square (1/2/3/N/Q/R/W/7), and 42 Street – Bryant Park (B/D/F/M/7) subway stations are all an approximately 12 to 20 minute walk from the Project Site with the closest station being only three avenues away from the Project Site. The M42 bus route provides a connection for subway users between the Project Site and the 42nd Street – Port Authority Bus Terminal, the 42nd Street – Times Square, and the 42nd Street – Bryant Park subway stations, as well as Grand Central Terminal for rail users. Although event attendees have the option of transferring to the M42 bus route to access the Project Site, it is more likely that most of the event attendees would walk to/from the Project Site from the subway station instead of transferring buses given the demographics of the event attendees. Subway users coming from those stations and rail users could also transfer to 42nd Street Shuttle on the S line during the pre-event peak hour at the Times Square – 42nd Street (1/2/3/7/N/Q/R/W) subway station or the No. 7 line at the 34th Street – Hudson Yards (7) subway station during both peak hours. Given the Proposed Project generated incremental demand, some of the aforementioned subway and rail stations are likely to exceed the 200 subway/rail trips at a station for a more detailed evaluation. However, the Proposed Project generated incremental demand would occur outside of the weekday peak PM commuter period when area transit facilities and services typically experience their greatest commuter demand. In addition, rail trips would be distributed across several rail lines (LIRR, New Jersey Transit, Metro North, PATH, and Amtrak) located at Grand Central Terminal, Penn Station – 34th Street, and 33rd Street-Herald Square, which would generate fewer than 200 rail trips at a station and rail line.

The Proposed Project is expected to generate approximately 1,157, 1,331, 1,354, and 1,319 incremental subway trips during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively (refer to **Table 5**). **Table 7** shows the estimated incremental subway trips generated by the Proposed Project during the evaluated peak hours at each of the subway stations serving the Project Site. Although three stations would generate more than 200 trips, the generated incremental peak subway trips for the Proposed Project would occur outside the weekday peak PM commuter period when area transit facilities and services typically experience their greatest commuter demand. **Figure 7a and Figure 7b** show the hourly turnstile entry volume for the combined entries at the 42nd Street-Port Authority Bus Terminal (A/C/E) subway station and the Times Square-42nd Street (N/Q/R/W/S/1/2/3/7) subway station and the 42nd Street-Bryant Park/5th Avenue (B/D/F/M/7) subway station, respectively. The hourly turnstile data of MTA subway hourly ridership from October 18 to October 24 of 2025 was obtained from NYC Open Data. As shown in **Figures 7a and 7b**, both station complexes exhibit peak turnstile entries from 5:00 PM – 6:00 PM, which corresponds to the typical weekday commuter peak hour range (4:00 PM – 6:00 PM). The turnstile entry volumes substantially decline after the commuter PM peak hour, when the project-generated demand would begin to materialize.

As shown in **Figures 7a and 7b,** the turnstile entries during commuter PM peak period are higher during the mid-weekday (Tuesday to Thursday) with substantially fewer turnstile entries on Friday and Saturday, reflecting reduced commuter activity and ridership patterns. Subway ridership at the 42nd Street-Port Authority Bus Terminal, Times Square-42nd Street, and 42nd Street-Bryant Park/5th Avenue subway

stations during the weekday and Saturday pre-event and post-event peak hours would be substantially lower than the commuter PM peak hour.

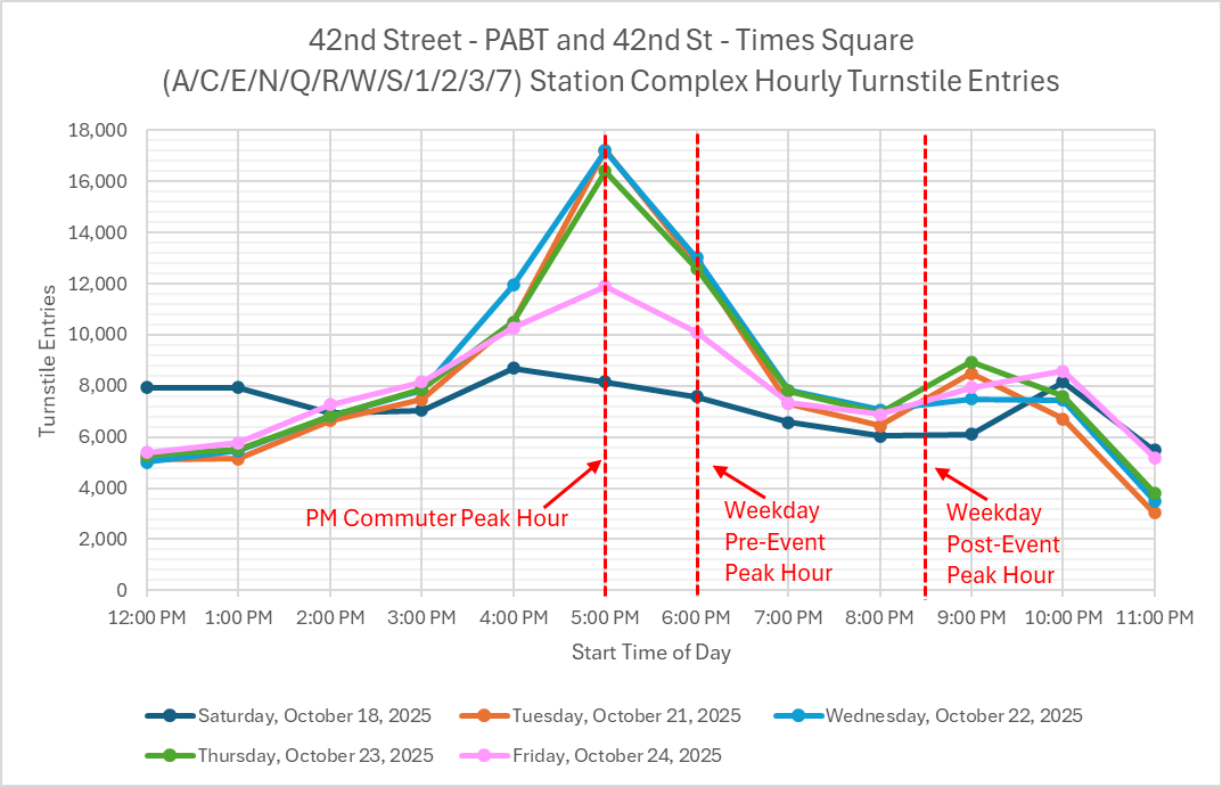


Figure 7a – Combined 42nd St-Port Authority Bus Terminal (A/C/E) and 42nd Street-Times Square (N/Q/R/W/S/1/2/3/7) Subway Station Complex Hourly Turnstile Entries

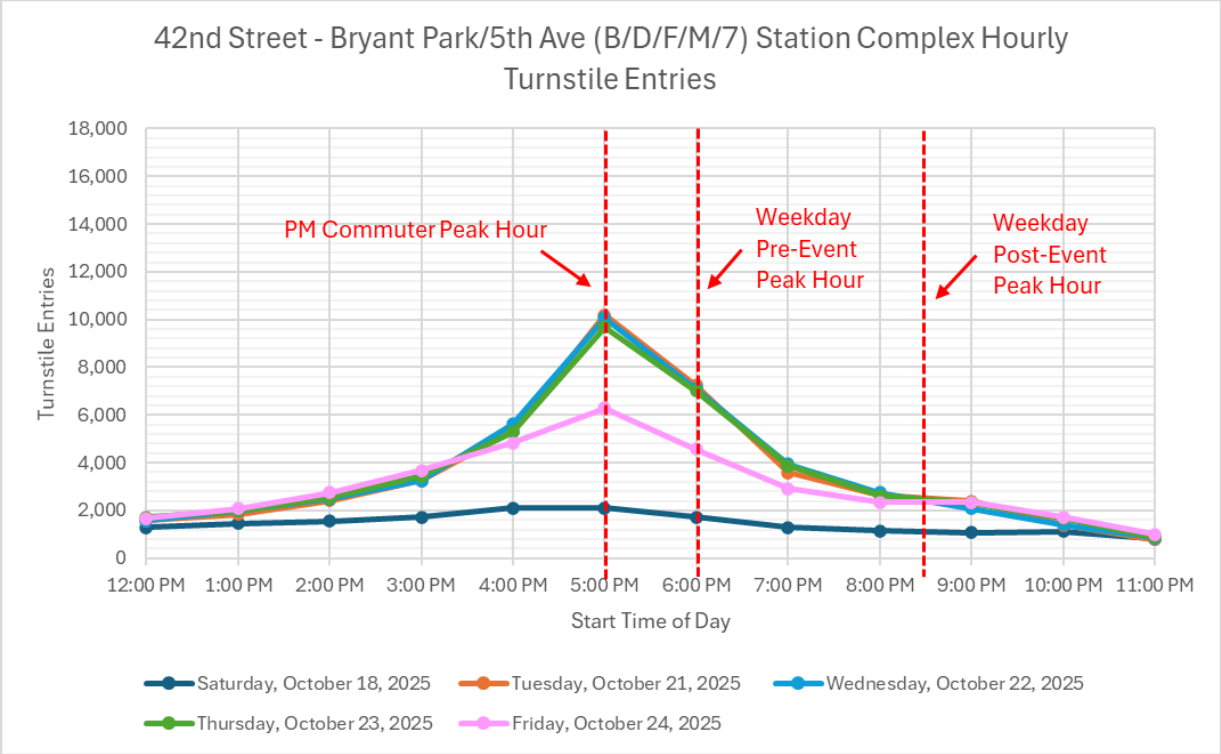


Figure 7b – 42nd St-Bryant Park/5th Avenue (B/D/F/M/7) Subway Station Complex Hourly Turnstile Entries

For the purposes of transit assignment, incremental subway trips generated by the Proposed Project were assigned to the aforementioned stations serving the Project Site based on each station's proximity to the Project Site. As shown in **Table 7**, the highest number of incremental subway trips is expected to occur at Time Square-42nd Street (N/Q/R/W/S/1/2/3/7) subway station, which would experience 577, 660, 671, and 656 incremental subway trips during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. The second highest number of trips would occur at the 42nd Street – Port Authority Bus Terminal (A/C/E) subway station, which would experience 261, 300, 306, and 297 incremental subway trips during the same periods respectively. The next highest number of trips would occur at the 42nd Street – Bryant Park/5th Avenue (B/D/F/M/7) subway station, which would experience 205, 240, 243, and 235 incremental subway trips during the same periods respectively.

Table 7 – Net Incremental Peak Hour Subway Trips by Subway Station

Station	Weekday Pre-Event (6:00 - 7:00 PM)			Weekday Post-Event (8:30 - 9:30 PM)			Saturday Pre-Event (1:00 - 2:00 PM)			Saturday Post-Event (3:30 - 4:30 PM)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
34 St-Hudson Yards (7)	120	-6	114	11	120	131	123	11	134	10	121	131
Times Sq-42 St (N/Q/R/W/S/1/2/3/7)	605	-28	577	55	605	660	616	55	671	51	605	656
42 St - Port Authority Bus Terminal (A/C/E)	274	-13	261	26	274	300	280	26	306	23	274	297
42 St - Bryant Park/5 Av (B/D/F/M/7)	217	-12	205	23	217	240	220	23	243	18	217	235
Total	1,216	-59	1,157	115	1,216	1,331	1,239	115	1,354	102	1,217	1,319

As discussed above, the Project Site is served by a total of 15 NYCT subway routes – A, B, C, D, E, F, M, N, Q, R, W, and Nos. 1, 2, 3, and 7. **Table 8** shows the assignment of net incremental subway trips generated by the Proposed Project to the 15 subway routes by direction during the weekday and Saturday pre-event and post-event peak hours. Incremental subway trips generated by the Proposed Project were assumed a relatively even distribution between the 15 subway routes with fewer people using the local lines at the 42nd Street – Port Authority Bus Terminal (A/C/E) and Times Square – 42nd Street (N/Q/R/W/S/1/2/3/7) subway stations and using the lines at 42nd Street – Bryant Park/5th Avenue (B/D/F/M/7) subway station. As shown in **Table 8**, the Proposed Project is not expected to exceed the *CEQR* threshold of 200 trips along any route during any of the evaluated peak hours as the highest number of trips would occur on the 7 train during the Saturday pre-event peak hour, which would experience 191 trips. Trips for all other routes would generate even fewer than 191 subway trips in each direction as the subway trips would be distributed throughout the subway network. Furthermore, based on the data shown in **Figures 7a** and **7b**, demand on the subway network during all-event peak hours would be lower than the commuter PM peak hour, especially the weekday and Saturday post-event peak hours. Due to the substantial number of available subway routes, no single route would be expected to exceed the CEQR threshold of 200 trips, and therefore, subway impacts would not be likely to occur, especially outside of the commuter PM peak hour.

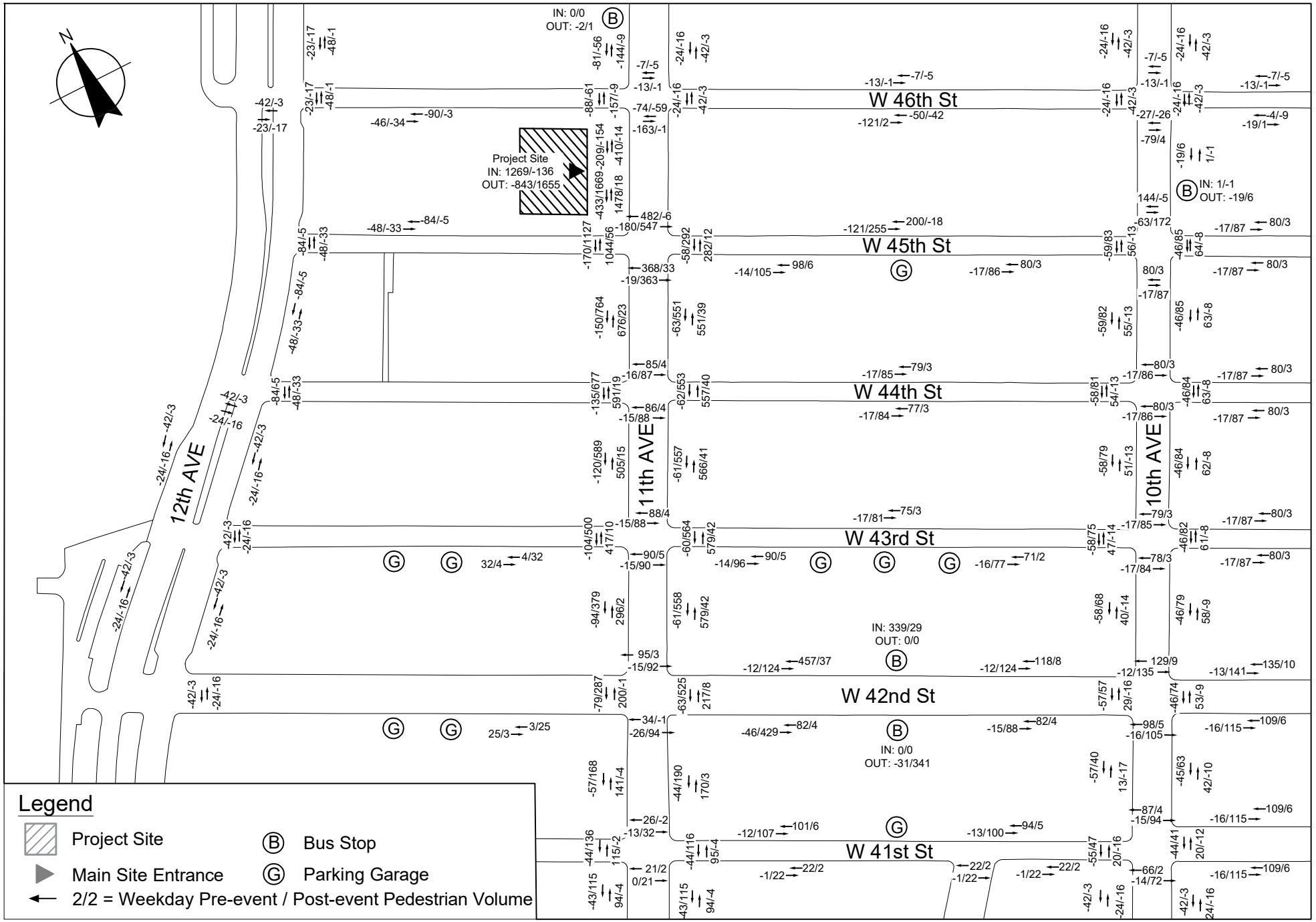
Table 8 – Net Incremental Peak Hour Subway Trips by Route

	Weekday Pre-Event (6:00 - 7:00 PM)			Weekday Post-Event (8:30 - 9:30 PM)			Saturday Pre-Event (1:00 - 2:00 PM)			Saturday Post-Event (3:30 - 4:30 PM)		
Lines	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
1	55	-3	52	5	55	60	56	5	61	5	55	60
2	110	-5	105	10	110	120	112	10	122	9	110	119
3	110	-5	105	10	110	120	112	10	122	9	110	119
7	171	-7	164	16	171	187	175	16	191	12	172	184
A	110	-5	105	10	110	120	112	10	122	9	110	119
C	55	-3	52	5	55	60	56	5	61	5	55	60
E	55	-3	52	5	55	60	56	5	61	5	55	60
B	55	-3	52	6	55	61	56	6	62	5	55	60
D	55	-3	52	6	55	61	56	6	62	5	55	60
F	55	-3	52	6	55	61	56	6	62	5	55	60
M	55	-3	52	6	55	61	56	6	62	5	55	60
N	110	-5	105	10	110	120	112	10	122	9	110	119
Q	110	-5	105	10	110	120	112	10	122	9	110	119
R	55	-3	52	5	55	60	56	5	61	5	55	60
W	55	-3	52	5	55	60	56	5	61	5	55	60
Total	**1,216**	**-59**	**1,157**	**115**	**1,216**	**1,331**	**1,239**	**115**	**1,354**	**102**	**1,217**	**1,319**

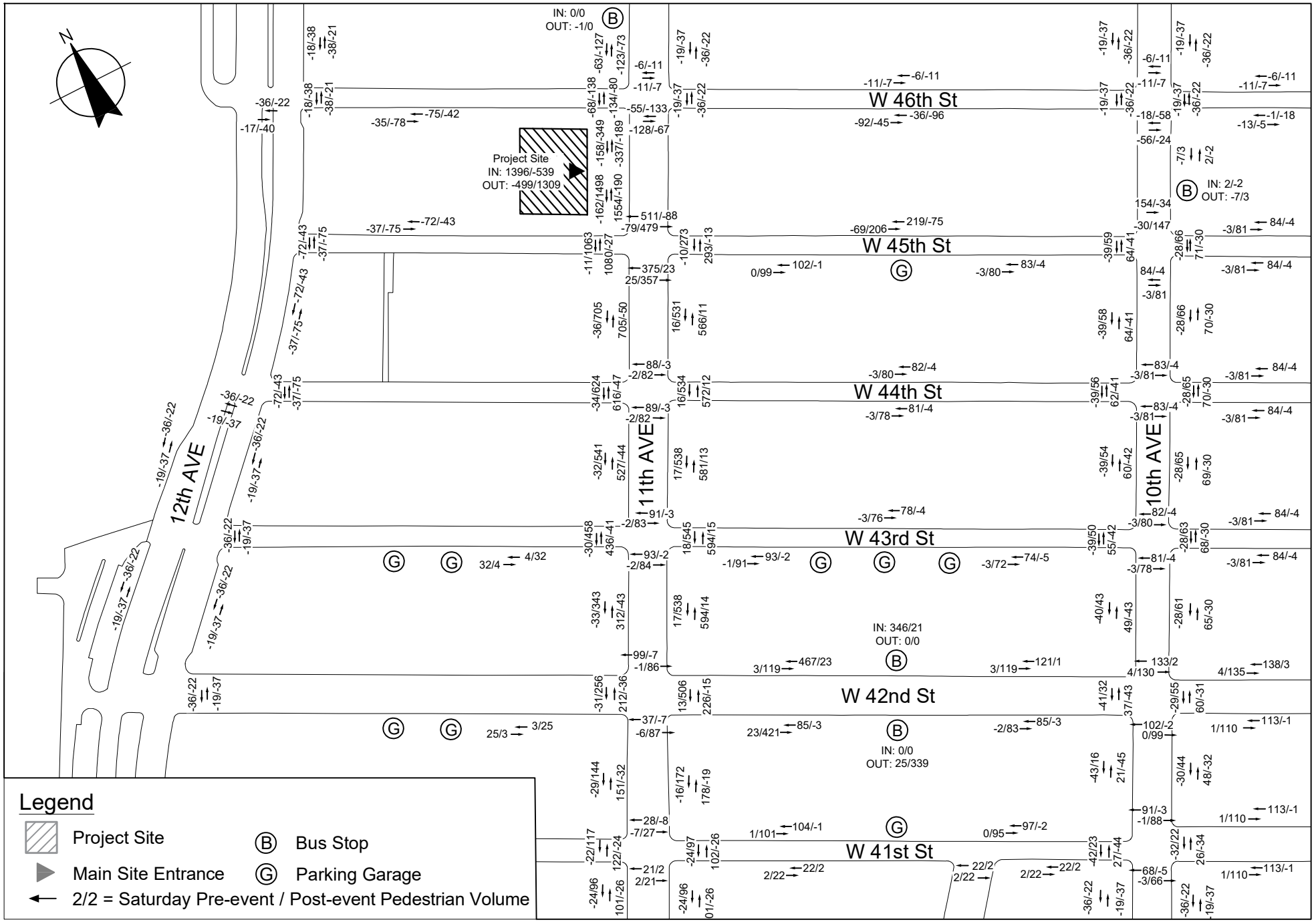
Pedestrians

As shown in **Table 5,** the Proposed Project is anticipated to generate approximately 426, 1,519, 897, and 770 incremental pedestrian trips (including walk-only trips, bicycle trips, auto person trips to/from nearby parking garages, and trips via bus, subway, rail, ferry) during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. These trips to/from the Project Site would be concentrated along sidewalks, corners and crosswalks along corridors providing access to the Proposed Project entrance along 11th Avenue. It is assumed that a portion of the subway and rail trips would transfer to the M42 bus. It is anticipated that pedestrian trips en route to/from the M42 bus stops nearest to the Project Site would be concentrated on sidewalks, corners, and crosswalks along 11th Avenue, between West 46th Street and West 41st Street. The preliminary assignment of peak hour pedestrian trips in proximity to the Project Site is shown in **Figure 8a and 8b**. It should be noted that a

Weekday Incremental Pedestrian Volumes



Saturday Incremental Pedestrian Volumes



majority of the pedestrian trips were conservatively concentrated along 11th Avenue, however these trips are likely to be more dispersed along the minor streets. As shown in **Figure 8a and 8b**, pedestrian demand is expected to be most concentrated near the Project Site during the peak hours at the following locations:

- West Sidewalk along 11th Avenue between West 45th Street and West 46th Street
- West Crosswalk at the intersection of 11th Avenue and West 45th Street
- Northwest Corner at the intersection of 11th Avenue and West 45th Street

These three elements are evaluated under the existing, No-Action, With-Action conditions to assess the average pedestrian space and LOS, as well as to identify any potential improvement measures.

Existing Condition

To establish the existing condition, pedestrian volume data for the evaluated locations was collected in October 2025 for the weekday and Saturday periods. Physical inventory data needed for operational analysis including sidewalk, crosswalk, and corner dimensions was also collected in October 2025. Signal timing plans for the 11th Avenue and West 45th Street intersection was obtained from NYCDOT.

The effective width (i.e., accounting for shy distance from fixed objects) along the analyzed sidewalk ranges from 6.5 to 11.5 feet in width. For a conservative analysis, the minimum effective width of 6.5 feet, representing the chokepoint, is used to determine the pedestrian Level of Service (LOS). This chokepoint is approximately six feet in width of the approximately 200-foot-long sidewalk and is located at the tree pit on the west sidewalk between West 45th and West 46th Streets. **Table 9** shows the existing peak hour pedestrian volumes, average pedestrian space in square feet per pedestrian (sf/ped), and platoon-adjusted levels of service at the west sidewalk of 11th Avenue between West 45th Street and West 46th Street. As shown in **Table 9**, the chokepoint on this sidewalk currently operates at an acceptable LOS B or better during all peak hours. The effective width in other portions of the 200-foot-long sidewalk is greater, which would correspond to a better LOS and higher average pedestrian space.

Table 9 – Analysis of Existing Sidewalk Condition at the Chokepoint

Location	Effective Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday	
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event
West Sidewalk along 11th Avenue between West 45th Street and West 46th Street	6.5	155	82	139	150	318.7	743.9	377.7	411.8	B	A	B	B

Note: The average pedestrian space and LOS reflect conditions at the chokepoint area. All other sections of the sidewalk offer greater effective width, resulting in higher pedestrian space and improved LOS.

Table 10 shows the existing peak hour volumes, average pedestrian space (in sf/ped), and levels of service at the west crosswalk of 11th Avenue and West 45th Street. This crosswalk is an approximately 14.5 feet wide high visibility crosswalk that is located at a signalized intersection with a pedestrian signal. As shown in **Table 10**, the crosswalk would currently operate at an acceptable LOS A during all peak hours.

Table 10 – Analysis of Existing Crosswalk Condition

Location	Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday	
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event
West Crosswalk at 11th Avenue and West 45th Street	14.5	151	83	121	146	224.7	430.1	260.2	279.4	A	A	A	A

Table 11 shows the existing average pedestrian space (in sf/ped) and levels of service at the northwest corner of 11th Avenue and West 46th Street. As shown in **Table 11**, this corner would currently operate at an acceptable LOS A during all peak hours.

Table 11 – Analysis of Existing Corner Condition

Location	Average Conditions							
	Weekday				Saturday			
	Pre-Event		Post-Event		Pre-Event		Post-Event	
	SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS
Northwest Corner at 11th Avenue and West 45th Street	480.5	A	876.8	A	395.6	A	471.6	A

The Future without the Proposed Venue (No-Action Condition)

As previously mentioned, the No-Action development would include approximately 302,580 gsf of office space, 25,000 gsf of local retail space, and 30,000 gsf of supermarket space. To determine future pedestrian volumes in the No-Action condition, increased pedestrian demand resulting from background growth and trips generated from the No-Action development were added to existing volumes. An annual compounded background growth rate of 0.25 percent was applied to the existing 2025 volumes for three years to determine the 2028 volumes, pursuant to *CEQR Technical Manual* criteria.

Table 12 shows the estimated No-Action peak hour pedestrian volumes, average pedestrian space in square feet per pedestrian (sf/ped), and platoon-adjusted levels of service at the west sidewalk of 11th Avenue between West 45th Street and West 46th Street. As shown in **Table 12**, the chokepoint on this sidewalk would operate at a LOS C or better during the weekday post-event, Saturday pre-event, and Saturday post-event peak hours and at a LOS D during the weekday pre-event peak hour. The effective width in other portions of the 200-foot-long sidewalk is greater, which would correspond to a better LOS and higher average pedestrian space.

Table 12 – Analysis of No-Action Sidewalk Condition at the Chokepoint

Location	Effective Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday	
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event
West Sidewalk along 11th Avenue between West 45th Street and West 46th Street	6.5	1,249	535	887	982	38.8	113.8	58.7	62.4	D	B	C	C

Note: The average pedestrian space and LOS reflect conditions at the chokepoint area. All other sections of the sidewalk offer greater effective width, resulting in higher pedestrian space and improved LOS.

Table 13 shows the estimated No-Action peak hour volumes, average pedestrian space (in sf/ped), and levels of service at the west crosswalk of 11th Avenue and West 45th Street. As shown in **Table 13**, this crosswalk would operate at an acceptable LOS B or better during all peak hours.

Table 13 – Analysis of No-Action Crosswalk Condition

Location	Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday	
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event
West Crosswalk at 11th Avenue and West 45th Street	14.5	646	279	423	490	48.6	121.0	70.7	80.2	B	A	A	A

Table 14 shows the estimated No-Action average pedestrian space (in sf/ped) and levels of service at the northwest corner of 11th Avenue and West 46th Street. As shown in **Table 14**, this corner would operate at an acceptable LOS A during all peak hours.

Table 14 – Analysis of No-Action Corner Condition

Location	Average Conditions							
	Weekday				Saturday			
	Pre-Event		Post-Event		Pre-Event		Post-Event	
	SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS
Northwest Corner at 11th Avenue and West 45th Street	53.2	B	172.0	A	79.8	A	76.2	A

The Future with the Proposed Venue (With-Action Condition)

As discussed previously, the Proposed Project is expected to generate a net total of approximately 426, 1,519, 897, and 770 pedestrian trips during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event, respectively (refer to **Table 5**). These pedestrian volumes were added to the projected No-Action condition volumes to estimate the With-Action condition pedestrian volumes for analysis.

Table 15 shows the estimated With-Action peak hour pedestrian volumes, average pedestrian space in square feet per pedestrian (sf/ped), and platoon-adjusted levels of service at the west sidewalk of 11th Avenue between West 45th Street and West 46th Street. As shown in **Table 15**, the chokepoint on this sidewalk would operate at a LOS E during the weekday and Saturday pre-event peak hours and at a LOS D during the weekday and Saturday post-event peak hours under the With-Action condition. It should be noted that the calculated LOS is based on the minimum effective width and would affect the chokepoint area, which represents approximately six feet of the 200-foot sidewalk. The effective width in other portions of the sidewalk is greater, which would correspond to a better LOS and higher average pedestrian space.

Table 15 – Analysis of With-Action Sidewalk Condition at the Chokepoint

Location	Effective Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday	
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event
West Sidewalk along 11th Avenue between West 45th Street and West 46th Street	6.5	2,294	2,222	2,279	2,290	20.1	26.3	21.7	25.8	E	D	E	D

Note: The average pedestrian space and LOS reflect conditions at the chokepoint area. All other sections of the sidewalk offer greater effective width, resulting in higher pedestrian space and improved LOS.

Table 16 shows the estimated With-Action peak hour volumes, average pedestrian space (in sf/ped), and levels of service at the west crosswalk of 11th Avenue and West 45th Street. As shown in **Table 16**, this crosswalk would operate at LOS D during all peak hours under the With-Action condition.

Table 16 – Analysis of With-Action Crosswalk Condition

Location	Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday	
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event
West Crosswalk at 11th Avenue and West 45th Street	14.5	1,520	1,462	1,492	1,526	16.4	23.5	16.5	20.0	D	D	D	D

Table 17 shows the estimated With-Action average pedestrian space (in sf/ped) and levels of service at the northwest corner of 11th Avenue and West 46th Street. As shown in **Table 17**, this corner would operate at LOS C during the weekday pre-event, weekday post-event, and Saturday pre-event peak hours and at LOS D during the Saturday post-event peak hour under the With-Action condition.

Table 17 – Analysis of With-Action Corner Condition

Location	Average Conditions							
	Weekday				Saturday			
	Pre-Event		Post-Event		Pre-Event		Post-Event	
	SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS
Northwest Corner at 11th Avenue and West 45th Street	37.5	C	33.0	C	34.6	C	21.3	D

With-Action Improvement Condition

The proposed improvement measures outlined below are anticipated to improve the average pedestrian space for the west sidewalk along 11th Avenue between West 45th Street and West 46th Street and the west crosswalk of 11th Avenue and West 45th Street. These measures are routinely identified by the City and considered feasible for implementation.

Typical sidewalk improvement measures include the relocation or removal of street furniture or other impediments to pedestrian flow. For the analyzed sidewalk the primary obstruction resulting in the chokepoint is the existing tree pit. The proposed improvement measure, subject to final review and approval by NYCDOT, involves relocating the tree pit to an adjacent sidewalk on the project site's frontage, resulting in an increase in effective width. **Table 18** shows the estimated With-Action peak hour pedestrian volumes, average pedestrian space in square feet per pedestrian (sf/ped), and platoon-adjusted levels of service at the analyzed sidewalk with the proposed improvement. As shown in **Table 18**, with the project improvement, the west sidewalk of 11th Avenue between West 45th Street and West 46th Street would operate at a LOS D, compared to LOS E in the With-Action, during the weekday and Saturday pre-event peak hours. The west sidewalk would also operate at a LOS C during the weekday and Saturday post-event peak hours compared to LOS D in the With-Action condition.

Table 18 – Analysis of With-Action Sidewalk Condition with Improvement

Location	Effective Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday	
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event
West Sidewalk along 11th Avenue between West 45th Street and West 46th Street	10.0	2,294	2,222	2,279	2,290	32.2	41.5	34.6	40.8	D	C	D	C

Note: The improvement is the relocation of the tree pit to an adjacent sidewalk and a new chokepoint on 11th Avenue is assessed.

Typical crosswalk improvement measures include the widening of crosswalks and providing additional signal green time or new signal phases. For the west crosswalk of 11th Avenue and West 45th Street, the proposed improvement, subject to final review and approval by NYCDOT, includes increasing the crosswalk width by 2.5 foot, from 14.5 feet to 17 feet. As shown in **Table 19**, with the project improvement, the analyzed crosswalk would continue to operate at a LOS D during the weekday and Saturday pre-event peak hours, but with a higher average pedestrian space. During the weekday and Saturday post-event peak hour, the LOS would improve from LOS D to LOS C with the proposed widening.

Table 19 – Analysis of With-Action Crosswalk Condition with Improvement

Location	Width (ft)	Peak Hour Volumes				Average Pedestrian Space (ft^2/ped)				Platoon-Adjusted Level of Service			
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday	
		Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event	Pre-Event	Post-Event
West Crosswalk at 11th Avenue and West 45th Street	17	1,520	1,462	1,492	1,526	19.9	28.3	20.1	24.2	D	C	D	C

Note: The proposed improvement consists of widening the crosswalk width by 2.5 feet.

4. RECOMMENDATIONS

The following recommendations are proposed to potentially improve the transportation conditions in the vicinity of the Project Site with the implementation of the Proposed Project:

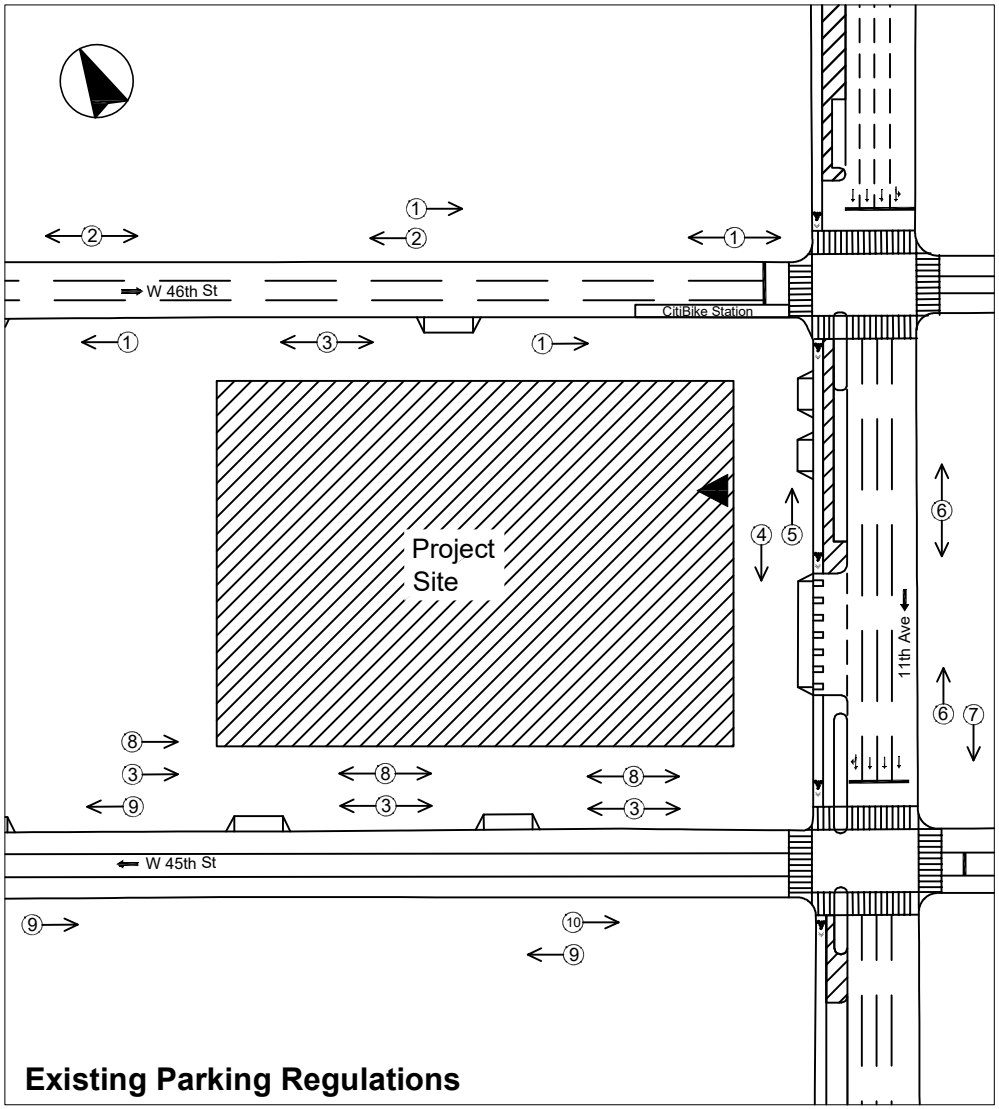
Taxi Drop-off and Pick-up Zone Implementation

The Project Site's 11th Avenue frontage (west curb between West 45th and 46th Streets) currently has an approximately 64 feet long truck loading zone that is in effect every day from 8 AM to 7 PM except Sundays and four curb cuts. The Proposed Project is anticipated to generate a net increment of approximately 59, 72, 60, and 66 taxis during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event peak hours, respectively. It is anticipated that the curb cuts would be removed, and curb reveal will be raised to match that of the existing curb. Therefore, the implementation of an approximately 132 feet long designated taxi drop-off and pick-up zone is recommended during the pre- and post-event peak hours. This recommendation is subject to final review and approval by the NYCDOT. The recommended taxi drop-off and pick-up zone would span the distance between the northernmost existing curb cut along the west curb and the southernmost existing cut along the west curb of 11th Avenue between West 45th and 46th Streets (refer to **Figure 9**). As such, the recommended taxi drop-off and pick-up zone would effectively handle approximately six vehicles at a time. Assuming a four-minute dwell time per taxi to drop off/pick up the event attendee and assuming conservatively all taxis only utilize the 11th Avenue frontage, the recommended taxi drop-off and pick-up zone would provide 90 turnovers of the available space each hour, which would be sufficient to accommodate the anticipated demand of the taxi trips. The existing bike lane along the west curb of 11th Avenue would remain and a painted buffer space would be introduced between the existing bike lane and the proposed lane for taxi drop-off and pick- zone. The current regulations for the truck loading zone would need to be modified (subject to final review and approval by the NYCDOT) to accommodate the taxi trips during the pre-event peak hour and the proposed "Taxi/FHV Pick-up/Drop-off Only" regulations. This would allow for improved accessibility, enhanced pedestrian safety, and potentially reduce congestion from double parking. The existing and recommended parking regulations are shown in **Figure 9**.

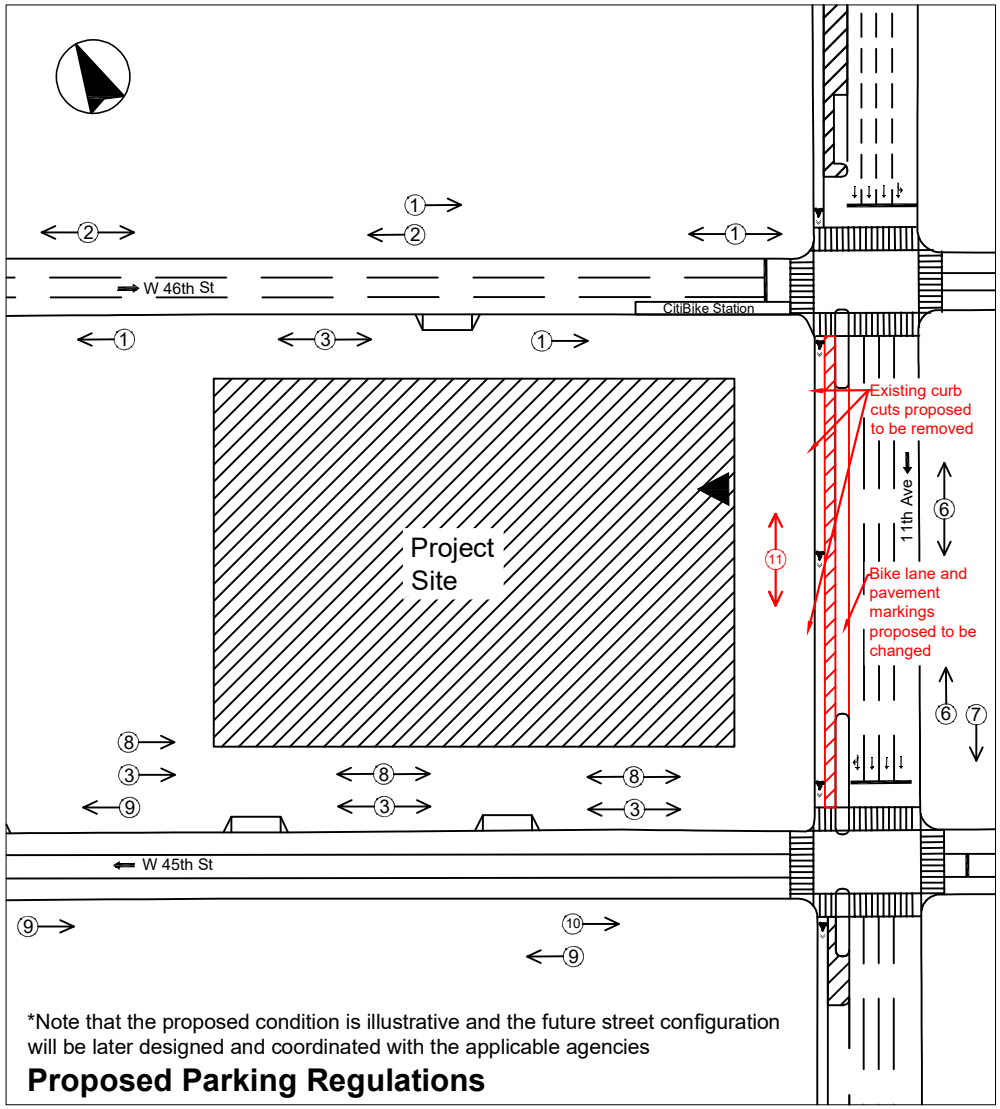
Pedestrian Improvements

As discussed above in **Table 18**, the relocation of the tree pit to an adjacent sidewalk is recommended to increase the effective width of the sidewalk along the Project Site's 11th Avenue frontage (west sidewalk of 11th Avenue between West 45th Street and West 46th Street). In addition, as discussed in **Table 19**, the west crosswalk of 11th Avenue and West 45th Street is recommended to be widened by 2.5 foot, from

Existing and Proposed Parking Regulations



Existing Parking Regulations



*Note that the proposed condition is illustrative and the future street configuration will be later designed and coordinated with the applicable agencies

Proposed Parking Regulations

N.T.S.

Legend

- Project Site
- Main Entrance
- Curb cut

① No Standing Anytime
② Truck Loading Only, 6AM-6PM, All Days
③ Truck Loading Only
④ No Stopping Anytime
⑤ Truck Loading Only, 8AM-7PM, Except Sunday
⑥ Truck Loading Only, 7AM-7PM, Except Sunday
⑦ Taxi/FHV Relief Stand, 1-Hour Limit
⑧ No Standing, Monday-Friday, 4PM-7PM
⑨ Non-MTA Bus Layover Only
⑩ Truck Loading Only, 5AM-4PM, All Days
⑪ Proposed Taxi/FHV Pick-up/Drop-off Only

14.5 feet to 17 feet, to provide adequate pedestrian space. These measures would help improve the pedestrian conditions immediately adjacent to the Project Site. These pedestrian measures are also subject to final review and approval by the NYCDOT.

Monitoring Plan

Once the Proposed Project opens, the study recommends monitoring traffic and pedestrian conditions at key locations that are expected to be concentrated by the project generated trips or where potential conflicts may occur. Key locations include the 11th Avenue corridor between West 42nd Street and West 47th Street. The monitoring plan would help assess if taxi drop-off and pick-up zone would need to be implemented as well as assess any safety or operational issues that may need to be addressed. The monitoring plan would include conducting traffic and pedestrian counts and videos at select key locations near the Project Site during the pre-event and post-event peak hours.

5. SUMMARY OF FINDINGS

The Proposed Project is an event space venue located at 613 11th Avenue, estimated to have eight concerts per week. The target maximum occupancy is approximately 3,000 attendees at capacity (seating for 1,650 attendees and a standing area for 1,350 attendees). On weekdays, events are expected to begin at approximately 7:00 PM and conclude around 8:30 PM. On Saturday, the first show will run from 2:00 PM to 3:30 PM and the second show would run from 7:30 PM to 9:00 PM. On Sundays, the shows will run from 1:00 PM to 2:30 PM and from 6:00 PM to 7:30 PM. The shows would conclude 90 minutes after the start time and doors would close 60 to 90 minutes after the show ends, depending on the day. However, attendees who wish to utilize the amenity spaces would be permitted to stay on-site after the show ends and after doors close. For the purposes of travel demand forecasting, the weekday evening and Saturday afternoon periods, considered the most critical due to surrounding activity and traffic, were evaluated.

The weekday pre-event peak hour is expected to occur between 6:00 to 7:00 PM and the post-event peak hour to occur between 8:30 to 9:30 PM. The Saturday pre-event peak hour is expected to occur between 1:00 to 2:00 PM and the post-event peak hour to occur between 3:30 to 4:30 PM. Therefore, the pre-event and post-event periods are outside the typical weekday commuter periods (4:00 PM to 6:00 PM for weekday PM commuter period). In addition, loading operations at the Project Site are anticipated to occur before and after the event at the loading berth along West 46th Street.

Incremental demand would exceed the 2021 *CEQR Technical Manual* threshold for a more detailed evaluation on the traffic, transit, and pedestrian conditions. At full occupancy, the Proposed Project is expected to generate approximately 98, 176, 144, and 146 vehicle trips in the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event periods, respectively, where it is estimated that four signalized traffic intersections are expected to experience a net increase of 50 or more vehicle trips along the 10th Avenue and 11th Avenue corridors. The intersection of 11th Avenue and West 45th Street was identified as the location with the highest concentration of project-generated vehicle trips. Based on the preliminary estimates of v/c ratios the intersection is expected to continue operating with available capacity under With-Action conditions, with all approach v/c ratios remaining below 1.0 during all event peak hours. Notably, as shown in the assessment, the highest v/c ratio would occur at the westbound approach, with up to approximately 82 percent of capacity used under the With-Action condition, leaving additional capacity available. Along 11th Avenue, the highest v/c ratio would have up to 54 percent of capacity used under the With-Action condition, also leaving additional capacity available. Given that the adjacent intersections along 11th Avenue and 10th Avenue, including 11th Avenue and

West 44th Street, 11th Avenue and West 46th Street, and 10th Avenue and West 44th Street, feature similar geometric configurations and are expected to experience lower incremental traffic volumes compared to 11th Avenue and West 45th Street, conditions at those locations would likewise remain well within available capacity. Accordingly, significant traffic impacts are not anticipated and are considered unlikely at the assessed intersection or the three nearby intersections under the With-Action condition.

The Project Site has adequate transit accessibility and is served by four bus routes (M11, M12, M42, and M50) within a quarter mile that can provide connections to subway/rail stations outside the half-mile radius of the Project Site. Although there may potentially be subway and rail stations that are likely to exceed the 200 subway/rail trips at a station for a more detailed evaluation of transit conditions, peak demand generated by the Proposed Project would occur outside of the peak PM commuter period when area transit facilities and services typically experience their greatest demand. Based on MTA data from October 2025, the weekday pre-event and post-event peak hours currently experience lower entry volumes compared to the peak commuter peak hour. Additionally, entry volumes on Friday and Saturday are generally lower than the typical mid-weekday volume, reflecting reduced commuter activity and ridership patterns. The Project Site is also served by a total of 15 subway routes which would not exceed the CEQR threshold of 200 trips on a single route during any of the evaluated periods and therefore impacts on any route are unlikely to occur, especially outside of the commuter PM peak hour.

At full occupancy, the Proposed Project is expected to generate a net incremental demand of 426, 1,519, 897, and 770 total pedestrian trips (including walk-only trips, bicycle trips, and trips via bus, subway, rail, ferry and to/from nearby parking garages) during the weekday pre-event, weekday post-event, Saturday pre-event, and Saturday post-event periods, respectively. These trips are expected to concentrate primarily along the 10th and 11th Avenue corridors between West 46th Street and West 41st Street. The pedestrian demand is expected to be most concentrated near the Project Site on the west sidewalk along 11th Avenue between West 45th Street and West 46th Street, the west crosswalk at the intersection of 11th Avenue and West 45th Street, and the northwest corner at the intersection of 11th Avenue and West 45th Street. Under the With-Action condition, the chokepoint on the west sidewalk along 11th Avenue between West 45th Street and West 46th Street is expected to operate at a LOS E during the weekday and Saturday pre-event peak hours and LOS D during the weekday and Saturday post event peak hours. The improvement proposed and subject to final review and approval by the NYCDOT is to relocate the tree pit at the chokepoint area to an adjacent sidewalk, resulting in an increase in average pedestrian space. The improvement would result in the sidewalk operating at a LOS D (compared to LOS E in the With-Action condition) during the weekday and Saturday pre-event peak hours and at LOS C (compared to LOS D in the With-Action condition) during the weekday and Saturday post-event peak hours.

Under the With-Action condition, the west crosswalk at the intersection of 11th Avenue and West 45th Street is expected to operate at LOS D during the evaluated peak hours. The improvement proposed and subject to final review and approval by the NYCDOT is to widen the crosswalk by 2.5 foot to provide adequate pedestrian space. Although the crosswalk with the widening would continue to operate at a LOS D during the weekday and Saturday pre-event peak hours, there would be an increase in average pedestrian space. The crosswalk would improve from LOS D to LOS C during the weekday and Saturday post-event peak hours with the improvement. Under the With-Action condition, the northeast corner at the intersection of 11th Avenue and West 45th Street would operate at LOS C or better during the weekday pre-event, weekday post-event, and Saturday pre-event peak hours and at LOS D during the Saturday post-event peak hour.

Based on the preliminary site plans, the Proposed Project would include a parking garage accessed from West 45th Street, with approximately up to 75 spaces designated for back-of-house functions, staff, and approximately up to ten VIP attendees. Back-of-house functions and staff are expected to arrive and depart outside of the pre-event and post-event peak hours, following a staggered arrival and departure schedule. At full capacity, the Proposed Project would generate a parking demand of approximately 69 vehicles of which 59 vehicles are expected to utilize on-street or at off-street parking facilities during the event peak hours. This visitor parking demand would be readily accommodated by a few of the many off-street parking facilities located within a quarter-mile of the Project Site.

Recommendations to potentially improve the transportation conditions in the vicinity of the Project Site include the implementation of a taxi drop-off and pick-up zone on the Project Site's 11th Avenue frontage, the aforementioned sidewalk and crosswalk improvements, and a transportation monitoring plan.