# Chapter 11: Transportation

## A. INTRODUCTION

This chapter examines the potential effects of the ~~Proposed Project~~previously proposed project on the study area's transportation systems, and compares the future with the ~~Proposed Project~~previously proposed project (With Action condition) with the future without the ~~Proposed Project~~previously proposed project (No Action condition).[1] The analyses consider the 2026 analysis year to identify potential impacts and, if warranted, determine feasible mitigation measures that would be appropriate to address those impacts (Chapter 19, "Mitigation," presents details on the proposed mitigation measures). The travel demand projections, trip assignments, and capacity analysis contained in this chapter were conducted pursuant to the methodologies outlined in the 2020 *City Environmental Quality Review (CEQR) Technical Manual*.

### PROJECT DESCRIPTION

As described in Chapter 1, "Project Description," a special permit, modifications to a previously approved large-scale general development (LSGD), zoning text amendments, and authorizations (the Proposed Actions) are required to facilitate the development of the ~~Proposed Project~~previously proposed project. The ~~Proposed Project~~previously proposed project includes the development of an up to approximately 680,500-gsf mixed-use building containing market-rate and affordable housing, retail, office, and community facility spaces as well as parking on the Development Site (Block 98, Lot 1; the Development Site), as well as the restoration, reopening, and potential expansion of the South Street Seaport Museum (the Museum) at 89-93 South Street, 2-4 Fulton Street, and 167-175 John Street (Block 74, a portion of Lot 1; the Museum Site). The ~~Proposed Project~~previously proposed project would additionally include operational changes to facilitate passenger drop off on the Pier 17 access drive as well as minor improvements to the Pier 17 access drive area and building, and may also include streetscape, open space, or other improvements (e.g., planters) under the Proposed Actions within the Project Area. An Assessment of the potential Pier 17 access drive modifications is provided at the end of this Chapter.

The Development Site is generally bounded by Pearl Street to the north, Water Street to the south, Peck Slip to the east, and Beekman Street to the west. The Museum Site occupies the southern portion of the block located between John Street, South Street, Front Street, and Fulton Street. In the No Action condition, an approximately 327,400 gsf mixed-use building would be constructed at the Development Site with 302 dwelling units (DUs), 19,730 gsf of local retail space, 5,000 gsf of community facility space, and 65 accessory parking spaces. The South Street Seaport Museum would be assumed to close permanently absent the ~~Proposed Project~~previously proposed project

[1] Since the publication of the DEIS, the Applicant has withdrawn the application for the previously proposed project and submitted a modified application (Application Number C 210438(A) ZSM; the "A-Application") with proposed changes to the project—this modified version of the project is described and considered in this FEIS as the Reduced Impact Alternative, as outlined in Chapter 18, "Alternatives."

and there would be no renovated spaces or potential expansion to the Museum. In the With Action condition, an approximately 680,500 gsf mixed-use building would be constructed at the Development Site with 394 DUs, 13,353 gsf of local retail space, 267,747 gsf of office space, 5,000 gsf of community facility space, and 108 accessory parking spaces. There would be approximately 86,691 gsf of community facility space on the Museum Site in the With Action condition, consisting of 32,383 gsf of potential expansion space, 27,996 gsf of renovated space, 26,312 gsf of "Collections" space that would not be renovated but would reopen with the ~~Proposed Project~~previously proposed project, and 32,383 gsf of potential expansion space. **Table 11-1** provides a comparison of the development programs between the No Action and With Action conditions.

**Table 11-1**
**Comparison of No Action and With Action Development Programs**

| Components | No Action | With Action | Increment |
|---|---|---|---|
| Residential (DUs) | 302 | 394 | 92 |
| Office (gsf) | 0 | 267,747 | 267,747 |
| Local Retail (gsf) | 19,730 | 13,353 | -6,377 |
| Museum (gsf)[1, 2] | 0 | 86,691 | 86,691 |
| Community Facility (gsf) | 5,000 | 5,000 | 0 |
| Accessory Parking (Spaces) | 65 | 108 | 43 |

**Note:**
[1] The South Street Seaport Museum is located on a separate site. All other uses would be located at the Development Site (250 Water Street).
[2] It is conservatively assumed that the Museum would close in the future without the ~~Proposed Project~~previously proposed project.

## PRINCIPAL CONCLUSIONS

*TRAFFIC*

Traffic conditions were evaluated at four intersections for the weekday AM, midday, and PM peak hours. In the 2026 With Action condition, significant adverse traffic impacts were identified at three intersections during the weekday AM peak hour, three intersections during the weekday midday peak hour, and three intersections during the weekday PM peak hour. **Table 11-2** summarizes the projected significant adverse traffic impacts for the 2026 With Action condition. Potential improvement measures that may be implemented to mitigate these impacts are discussed in Chapter 19, "Mitigation."

*TRANSIT*

Based on a detailed assignment of project-generated subway trips, it was determined that none of the four subway stations serving the study area would incur 200 or more peak hour subway trips. Therefore, a detailed subway analysis is not warranted and the ~~Proposed Project~~previously proposed project is not expected to result in any significant adverse subway impacts.

**Table 11-2**
**Summary of Significant Adverse Traffic Impacts**
**2026 With Action Condition**

| Intersection | | Weekday AM Peak Hour | Weekday Midday Peak Hour | Weekday PM Peak Hour |
|---|---|---|---|---|
| EB/WB Street | NB/SB Street | | | |
| Pearl Street | Beekman Street | NB-R | NB-R | NB-R |
| Pearl Street | Dover Street | | | EB-DefL |
| | | | EB-LTR | |
| | | EB-TR | | EB-TR |
| Pearl Street | Robert F. Wagner Sr. Place | WB-DefL | WB-DefL | |
| | | NB-L | | |
| | | SB-LTR | | SB-LTR |
| **Total Impacted Intersections/Lane Groups** | | **3/5** | **3/3** | **3/4** |

**Note:**
L = Left Turn, T = Through, R = Right Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound

The incremental railroad trips would also not exceed the *CEQR Technical Manual* analysis threshold of 200 or more peak hour trips per station and therefore, a detailed railroad analysis is also not warranted and the ~~Proposed Project~~previously proposed project is not expected to result in any significant adverse rail impacts. For buses, the projected bus trips would be dispersed to the various study area bus routes such that no single bus route is expected to incur incremental bus trips that would exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders on a bus route in a single direction. Therefore, a detailed bus line-haul analysis is not warranted and the ~~Proposed Project~~previously proposed project is not expected to result in any significant adverse bus line-haul impacts.

*PEDESTRIANS*

Weekday peak-period pedestrian conditions were evaluated at key area sidewalk, corner reservoir, and crosswalk locations. Pedestrian conditions were evaluated at eight sidewalks, 10 corners, and three crosswalks for the weekday AM, midday, and PM peak hours. In the 2026 With Action condition, significant adverse impacts were identified for one corner during the weekday midday and PM peak hours, as summarized in **Table 11-3**. Potential improvement measures that may be implemented to mitigate these impacts are discussed in Chapter 19, "Mitigation."

**Table 11-3**
**Summary of Significant Adverse Pedestrian Impacts**
**2026 With Action Condition**

| Intersection | Pedestrian Element | Weekday AM Peak Hour | Weekday Midday Peak Hour | Weekday PM Peak Hour |
|---|---|---|---|---|
| Pearl Street and Frankfort Street | Southeast Corner | | X | X |
| **Total Impacted Pedestrian Elements** | | **0** | **1** | **1** |

**Note:** X = Significant Adverse Pedestrian Impact

*VEHICULAR AND PEDESTRIAN SAFETY*

Crash data for the study area intersections were obtained from the New York City Department of Transportation (DOT) for the period between January 1, 2015 and December 31, 2017. During

this period, a total of 49 reportable and non-reportable crashes, zero fatalities, 31 injuries, and 12 pedestrian/bicyclist-related crashes occurred at the study area intersections. A rolling yearly total of crash data identifies no study area intersections as high crash locations.

*PARKING*

Under the 2026 With Action condition, a peak parking demand of 266 during the AM period is expected at the Development Site, resulting in an on-site shortfall of up to 158 spaces. The peak parking demand generated by the Museum Site would be 18 during the PM period. It is expected that the overflow parking demand at the Development Site and the parking demand associated with the Museum Site would be accommodated at the off-street facilities within ¼-mile such that the ~~Proposed Project~~previously proposed project would not result in a parking shortfall. Even if a parking shortfall is predicted to occur, per the *CEQR Technical Manual*, a parking shortfall in Manhattan would not constitute a significant adverse impact, due to the magnitude of available alternative modes of transportation.

## B. PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENT

The *CEQR Technical Manual* identifies procedures for evaluating a proposed project's potential impacts on traffic, transit, pedestrian, and parking conditions. This methodology begins with the preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the proposed project. The results are then compared with the *CEQR Technical Manual*-specified thresholds (Level 1 screening analysis) to determine whether a Level 2 screening analysis is warranted. If the proposed project would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (200 or more peak hour transit riders at any given subway station or 50 or more peak hour bus trips on a particularly route in one direction), and/or 200 or more peak hour pedestrian trips, a Level 2 screening analysis is undertaken. If the results of this analysis show that the proposed project would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, pedestrian, and parking impacts.

### TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the No Action and With Action program uses are based on information from the *CEQR Technical Manual*, the 2012 *Seward Park Mixed-Use Development Project FGEIS*, the 2003 *No. 7 Subway Extension FGEIS*, and U.S. Census Data. These assumptions are summarized in **Table 11-4**.

*RESIDENTIAL*

The daily person trip rate and temporal distributions are from the *CEQR Technical Manual*. The directional distributions and taxi vehicle occupancy are from the 2012 *Seward Park Mixed-Use Development Project FGEIS*. Modal splits and the auto vehicle occupancy are based on the Journey-to-Work (JTW) data from the 2015–2019 U.S. Census Bureau American Community Survey (ACS) for Manhattan Census Tracts 15.01, 15.02, 25, 29, and 31. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

## Table 11-4
## Travel Demand Assumptions

| Use | Office | | | Residential | | | Local Retail | | |
|---|---|---|---|---|---|---|---|---|---|
| **Total Daily Person Trip** | (1) Weekday 18.00 Trips / KSF | | | (1) Weekday 8.075 Trips / DU | | | (1) Weekday 205.00 Trips / KSF | | |
| **Trip Linkage** | 0% | | | 0% | | | 25% | | |
| **Net Daily Person Trip** | Weekday 18.00 Trips / KSF | | | Weekday 8.075 Trips / DU | | | Weekday 153.75 Trips / KSF | | |
| | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** |
| **Temporal** | (1) | | | (1) | | | (1) | | |
| | 12.0% | 15.0% | 14.0% | 10.0% | 5.0% | 11.0% | 3.0% | 19.0% | 10.0% |
| **Direction** | (2) | | | (2) | | | (2) | | |
| **In** | 96% | 48% | 5% | 15% | 50% | 70% | 50% | 50% | 50% |
| **Out** | 4% | 52% | 95% | 85% | 50% | 30% | 50% | 50% | 50% |
| **Total** | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| **Modal Split** | (2)(3) | | | (4) | | | (2) | | |
| | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** |
| Auto | 20.0% | 2.0% | 20.0% | 8.0% | 8.0% | 8.0% | 2.0% | 2.0% | 2.0% |
| Taxi | 1.0% | 3.0% | 1.0% | 2.0% | 2.0% | 2.0% | 3.0% | 3.0% | 3.0% |
| Subway | 49.0% | 6.0% | 49.0% | 51.0% | 51.0% | 51.0% | 6.0% | 6.0% | 6.0% |
| Railroad | 11.0% | 0.0% | 11.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Ferry | 1.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Bus | 11.0% | 6.0% | 11.0% | 2.0% | 2.0% | 2.0% | 6.0% | 6.0% | 6.0% |
| Walk | 7.0% | 83.0% | 7.0% | 37.0% | 37.0% | 37.0% | 83.0% | 83.0% | 83.0% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| **Vehicle Occupancy** | (2)(3) Weekday | | | (2)(4) Weekday | | | (2) Weekday | | |
| Auto | 1.10 | | | 1.16 | | | 1.65 | | |
| Taxi | 1.40 | | | 1.40 | | | 1.40 | | |
| **Daily Delivery Trip Generation Rate** | (1) Weekday 0.32 Delivery Trips / KSF | | | (1) Weekday 0.06 Delivery Trips / DU | | | (1) Weekday 0.35 Delivery Trips / KSF | | |
| **Delivery Temporal** | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** |
| | (1) | | | (1) | | | (1) | | |
| | 10.0% | 11.0% | 2.0% | 12.0% | 9.0% | 2.0% | 8.0% | 11.0% | 2.0% |
| **Delivery Direction** | (1) | | | (1) | | | (1) | | |
| In | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% |
| Out | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

**Table 11-4 (cont'd)**
**Travel Demand Assumptions**

| Use | Museum | | | Community Facility | | |
|---|---|---|---|---|---|---|
| **Total Daily Person Trip** | (1) Weekday 27.00 Trips / KSF | | | (1) Weekday 44.70 Trips / KSF | | |
| **Trip Linkage** | 0% | | | 0% | | |
| **Net Daily Person Trip** | Weekday 27.00 Trips / KSF | | | Weekday 44.70 Trips / KSF | | |
| | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** |
| **Temporal** | (1) | | | (1) | | |
| | 1.0% | 16.0% | 13.0% | 4.0% | 9.0% | 5.0% |
| **Direction** | (5) | | | (2) | | |
| In | 50% | 63% | 52% | 61% | 55% | 29% |
| Out | 50% | 37% | 48% | 39% | 45% | 71% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% |
| **Modal Split** | (5) | | | (2) | | |
| | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** |
| Auto | 12.0% | 12.0% | 12.0% | 5.0% | 5.0% | 5.0% |
| Taxi | 10.0% | 10.0% | 10.0% | 1.0% | 1.0% | 1.0% |
| Subway | 29.0% | 29.0% | 29.0% | 3.0% | 3.0% | 3.0% |
| Railroad | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Ferry | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Bus | 7.0% | 7.0% | 7.0% | 6.0% | 6.0% | 6.0% |
| Walk | 42.0% | 42.0% | 42.0% | 85.0% | 85.0% | 85.0% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% |
| **Vehicle Occupancy** | (5) Weekday | | | (2) Weekday | | |
| Auto | 2.34 | | | 1.65 | | |
| Taxi | 1.90 | | | 1.40 | | |
| **Daily Delivery Trip Generation Rate** | (5) Weekday 0.05 Delivery Trips / KSF | | | (2) Weekday 0.29 Delivery Trips / KSF | | |
| **Delivery Temporal** | **AM** | **MD** | **PM** | **AM** | **MD** | **PM** |
| | (5) | | | (2) | | |
| | 9.6% | 11.0% | 1.0% | 10.0% | 11.0% | 1.0% |
| **Delivery Direction** | (5) | | | (2) | | |
| In | 50% | 50% | 50% | 50% | 50% | 50% |
| Out | 50% | 50% | 50% | 50% | 50% | 50% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% |

**Sources:**
(1) 2020 *CEQR Technical Manual*
(2) *Seward Park Mixed-Use Development Project FGEIS* (2012)
(3) U.S. Census ACS 2012–2016 RJTW Data for Manhattan Census tracts 15.01, 15.02, 25, 29, and 31
(4) U.S. Census ACS 2015–2019 JTW Data for Manhattan Census tracts 15.01, 15.02, 25, 29, and 31
(5) *No. 7 Subway Extension FGEIS* (2003)

*OFFICE*

The daily person trip rate and temporal distributions are from the *CEQR Technical Manual*. Directional distributions are from the 2012 *Seward Park Mixed-Use Development Project FGEIS* and modal splits are based on Reverse Journey-to-Work (RJTW) data from the 2012–2016 U.S. Census Bureau ACS and 2012 *Seward Park Mixed-Use Development Project FGEIS*. The vehicle occupancies are from the 2012 *Seward Park Mixed-Use Development Project FGEIS* and the 2012–2016 U.S. Census ACS RJTW estimates. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

*LOCAL RETAIL*

The daily person trip rate and temporal distributions for the local neighborhood retail component are from the *CEQR Technical Manual*. In line with standard City practice, a 25-percent linked trip

credit (e.g., a trip with multiple purposes, such as stopping at a retail store while commuting to or from work, or at lunch time) has been applied to the local retail trip generation estimates. The directional distributions, modal splits, and vehicle occupancies are from the 2012 *Seward Park Mixed-Use Development Project FGEIS*. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

*MUSEUM*

The daily person trip rate and temporal distributions for the museum use are from the *CEQR Technical Manual*. The directional distributions, modal splits, and vehicle occupancies, as well as the delivery trip rate and delivery temporal and directional distributions are from the 2003 *No. 7 Subway Extension FGEIS*.

*COMMUNITY FACILITY*

The daily person trip rate and temporal distributions for the community facility use are from the *CEQR Technical Manual*. The directional distributions, modal splits, and vehicle occupancies, as well as the delivery trip rate and delivery temporal and directional distributions are from the 2012 *Seward Park Mixed-Use Development Project FGEIS*.

## LEVEL 1 SCREENING ASSESSMENT

*TRIP GENERATION SUMMARY*

As summarized in **Table 11-5**, under the No Action condition, the as-of-right redevelopment of the Development Site would generate 346, 718, and 583 person trips during the weekday AM, midday, and PM peak hours, respectively. Approximately 32, 39, and 38 vehicle trips would be generated during the corresponding peak hours. As stated above, the South Street Seaport Museum is assumed to be closed under the No Action condition, and therefore would not generate any trips.

**Table 11-5**
**Trip Generation Summary: No Action Condition**

| Peak Hour | In/Out | Person Trip | | | | | | | | Vehicle Trip | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Auto | Taxi | Subway | Railroad | Ferry | Bus | Walk | Total | Auto | Taxi | Delivery | Total |
| AM | In | 4 | 2 | 22 | 0 | 0 | 4 | 57 | 89 | 4 | 5 | 1 | 10 |
| | Out | 18 | 5 | 109 | 0 | 0 | 7 | 118 | 257 | 16 | 5 | 1 | 22 |
| | Total | 22 | 7 | 131 | 0 | 0 | 11 | 175 | 346 | 20 | 10 | 2 | 32 |
| Midday | In | 12 | 10 | 48 | 0 | 0 | 19 | 271 | 360 | 9 | 10 | 1 | 20 |
| | Out | 11 | 10 | 48 | 0 | 0 | 19 | 270 | 358 | 8 | 10 | 1 | 19 |
| | Total | 23 | 20 | 96 | 0 | 0 | 38 | 541 | 718 | 17 | 20 | 2 | 39 |
| PM | In | 18 | 9 | 105 | 0 | 0 | 13 | 198 | 343 | 15 | 8 | 0 | 23 |
| | Out | 9 | 7 | 50 | 0 | 0 | 11 | 163 | 240 | 7 | 8 | 0 | 15 |
| | Total | 27 | 16 | 155 | 0 | 0 | 24 | 361 | 583 | 22 | 16 | 0 | 38 |

As summarized in **Table 11-6**, under the With Action condition, the ~~Proposed Project~~previously proposed project, which includes new uses at both the Development and Museum Sites, would generate 992, 1,671, and 1,544 person trips during the weekday AM, midday, and PM peak hours, respectively. Approximately 158, 123, and 210 vehicle trips would be generated during the corresponding peak hours.

The net incremental peak hour person and vehicle trips resulting from the ~~Proposed Project~~previously proposed project are shown in **Table 11-7**.

**Table 11-6**
**Trip Generation Summary: With Action Condition**

| Peak Hour | In/Out | Person Trip | | | | | | | | Vehicle Trip | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Auto | Taxi | Subway | Railroad | Ferry | Bus | Walk | Total | Auto | Taxi | Delivery | Total |
| AM | In | 117 | 9 | 301 | 61 | 6 | 65 | 93 | 652 | 105 | 9 | 5 | 119 |
| | Out | 29 | 7 | 154 | 3 | 0 | 11 | 136 | 340 | 25 | 9 | 5 | 39 |
| | Total | 146 | 16 | 455 | 64 | 6 | 76 | 229 | 992 | 130 | 18 | 10 | 158 |
| Midday | In | 46 | 42 | 142 | 0 | 0 | 53 | 587 | 870 | 26 | 32 | 6 | 64 |
| | Out | 35 | 33 | 116 | 0 | 0 | 48 | 569 | 801 | 21 | 32 | 6 | 59 |
| | Total | 81 | 75 | 258 | 0 | 0 | 101 | 1,156 | 1,671 | 47 | 64 | 12 | 123 |
| PM | In | 48 | 24 | 194 | 4 | 0 | 26 | 247 | 543 | 32 | 22 | 1 | 55 |
| | Out | 156 | 26 | 416 | 71 | 6 | 89 | 237 | 1,001 | 132 | 22 | 1 | 155 |
| | Total | 204 | 50 | 610 | 75 | 6 | 115 | 484 | 1,544 | 164 | 44 | 2 | 210 |

**Table 11-7**
**Trip Generation Summary: Net Incremental Trips**

| Peak Hour | In/Out | Person Trip | | | | | | | | Vehicle Trip | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Auto | Taxi | Subway | Railroad | Ferry | Bus | Walk | Total | Auto | Taxi | Delivery | Total |
| AM | In | 113 | 7 | 279 | 61 | 6 | 61 | 36 | 563 | 101 | 4 | 4 | 109 |
| | Out | 11 | 2 | 45 | 3 | 0 | 4 | 18 | 83 | 9 | 4 | 4 | 17 |
| | Total | 124 | 9 | 324 | 64 | 6 | 65 | 54 | 646 | 110 | 8 | 8 | 126 |
| Midday | In | 34 | 32 | 94 | 0 | 0 | 34 | 316 | 510 | 17 | 22 | 5 | 44 |
| | Out | 24 | 23 | 68 | 0 | 0 | 29 | 299 | 443 | 13 | 22 | 5 | 40 |
| | Total | 58 | 55 | 162 | 0 | 0 | 63 | 615 | 953 | 30 | 44 | 10 | 84 |
| PM | In | 30 | 15 | 89 | 4 | 0 | 13 | 49 | 200 | 17 | 14 | 1 | 32 |
| | Out | 147 | 19 | 366 | 71 | 6 | 78 | 74 | 761 | 125 | 14 | 1 | 140 |
| | Total | 177 | 34 | 455 | 75 | 6 | 91 | 123 | 961 | 142 | 28 | 2 | 172 |

*TRAFFIC*

As shown in **Table 11-7**, the incremental trips generated by the ~~Proposed Project~~previously proposed project would be 126, 84, and 172 vehicle trips during the weekday AM, midday, and PM peak hours, respectively. Since these peak hour incremental vehicle trips are greater than 50 vehicles, a Level 2 screening assessment (presented in the section below) was conducted to determine if a quantified traffic analysis is warranted.

*TRANSIT*

Public transit options to and from the study area are shown in **Figure 11-1**. The Development Site and Museum Site are served by the New York City Transit (NYCT) Fulton Street (No. 2/3 trains) Station, Fulton Street (No. 4/5 trains) Station, Fulton Street (J/Z trains) Station, and Brooklyn Bridge–City Hall (No. 4/5/6 trains) Station. All of these subway lines operate in the north-south direction in the vicinity of the two sites. The A and C trains, which operate east-west in the area and cross under the above subway lines, are also accessible via connections to each of the above Fulton Street stations. Local NYCT bus service is provided by the M9, M15, M15 Select Bus Service (SBS), M22, M55, and M103 bus routes. Public transportation connections to New Jersey are also available via the Port Authority Trans-Hudson Corporation (PATH) World Trade Center Station. As detailed in **Table 11-7**, the incremental transit trips would be 324, 162, and 455 person trips by subway, 64, 0, and 75 person trips by railroad, and 65, 63, and 91 person trips by bus during the weekday AM, midday, and PM peak hours, respectively. The incremental railroad trips would not exceed the *CEQR Technical Manual* analysis threshold of 200 or more peak hour trips per station. For the projected subway trips, a Level 2 screening assessment was prepared, as


Study Area Transit

**250 WATER STREET**

**Figure 11-1**

presented below, to determine if a detailed analysis of subway facilities is warranted. The projected bus trips would be dispersed to the six bus routes described above, such that no single bus route is expected to incur incremental bus trips that would exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders on a bus route in a single direction. Therefore, a detailed bus line-haul analysis is not warranted and the ~~Proposed Project~~previously proposed project is not expected to result in any significant adverse bus line-haul impacts.

*PEDESTRIANS*

All incremental person trips generated by the ~~Proposed Project~~previously proposed project would traverse the pedestrian elements (i.e., sidewalks, corners, and crosswalks) surrounding the Development and Museum Sites, except for a percentage of residential auto trips that would connect directly from the on-site parking garage to the mixed-use building (in both the No Action and With Action conditions). As shown in **Table 11-7**, the net incremental pedestrian trips would be greater than 200 during each of the weekday AM, midday, and PM peak hours. A Level 2 screening assessment (presented below) was conducted to determine if there is a need for additional quantified pedestrian analyses.

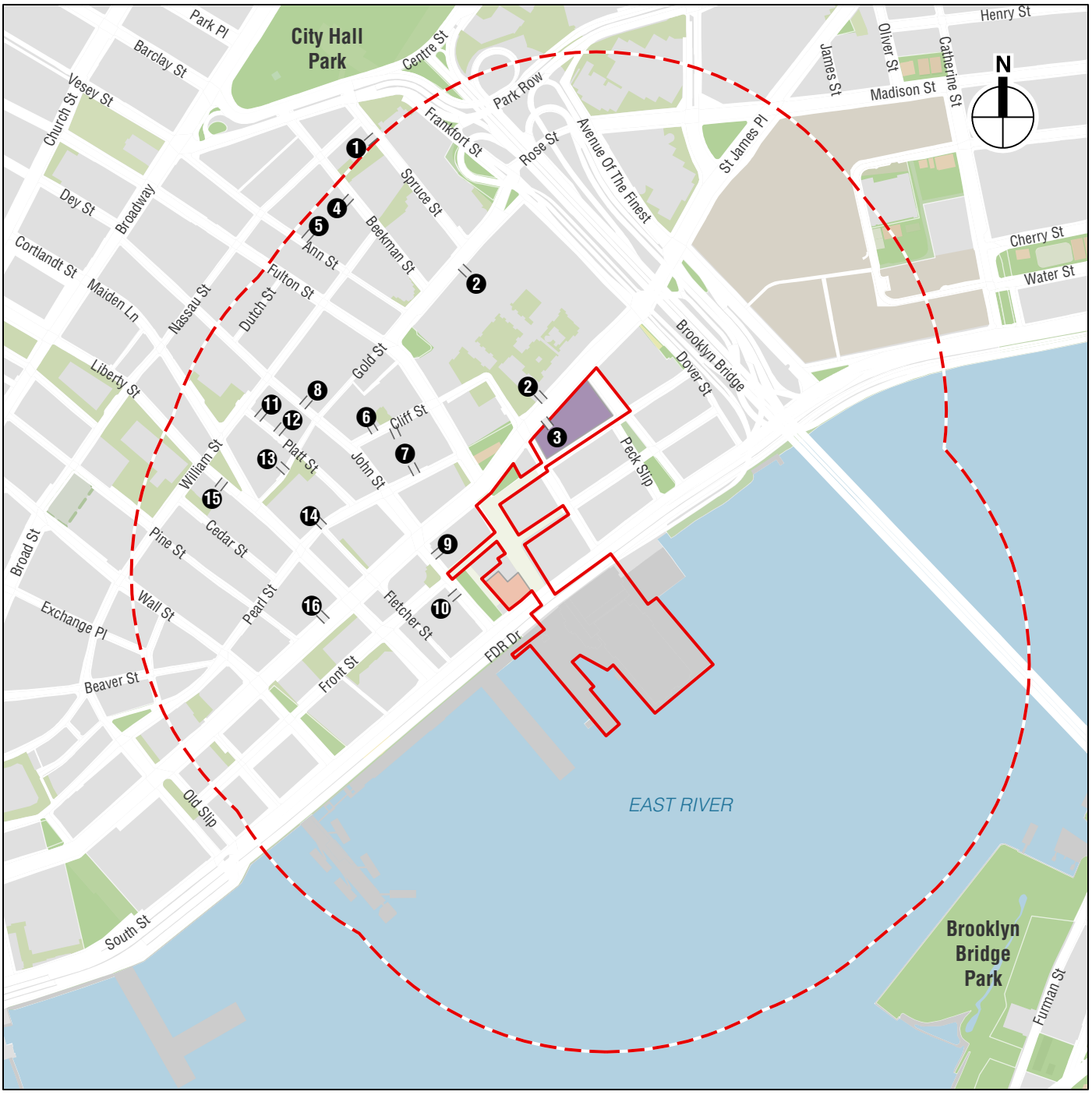
**LEVEL 2 SCREENING ASSESSMENT**

As part of the Level 2 screening assessment, project generated trips were assigned to specific intersections, subway lines/stations, and pedestrian elements near the Development and Museum Sites. Further quantified analyses to assess the potential impacts of the ~~Proposed Project~~previously proposed project on the transportation system would be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle trips, subway stations incurring 200 or more peak hour subway trips, or pedestrian elements incurring 200 or more peak hour pedestrian trips.

*SITE ACCESS AND EGRESS*

In the No Action condition, at the Development Site, entrances for the residential use would be provided along Pearl Street and Peck Slip, entrances for the retail use would be provided along Pearl Street and Water Street, and entrances for the community facility use would be provided along Peck Slip. In the With Action condition, entrances for the residential use would be provided along Pearl Street, Water Street, and Peck Slip, entrances for the office use would be provided along Pearl Street, entrances for the retail use would be provided along Pearl Street, Beekman Street, Peck Slip, and Water Street, and entrances for the community facility use would be provided along Peck Slip. There would be entrances to the Museum Site along Fulton Street, South Street, and John Street.

The mixed-used building at the Development Site under the No Action condition would provide accessory parking on-site with access/egress along Beekman Street. The mixed-use building at the Development Site under the With Action condition would provide accessory parking on-site with access along Pearl Street and egress along Beekman Street. Accordingly, project generated auto trips associated with the Development Site were assigned on-site for the No Action and With Action conditions. Overflow parking demand from the Development Site and auto trips associated with the Museum Site, would park at various off-street parking facilities within ¼-mile, summarized in **Table 11-8** and shown in **Figure 11-2**. It should be noted that there is an existing off-street parking facility (map number three) located on the Development Site. In the No Action and With Action conditions, this facility would be displaced, reducing the total off-street capacity




Off-Street Parking Facilities

**250 WATER STREET**

**Figure 11-2**

within ¼-mile by 120 spaces, from approximately 1,500 to 1,380. The effects of this displacement are discussed in greater detail below in Section G, "Parking Assessment."

**Table 11-8**
**Existing Off-Street Parking Capacity—Approximately ¼-Mile**

| Map # | Name/Address | License Number | Licensed Capacity |
|---|---|---|---|
| 1 | Imperial Parking LLC: 150 Nassau Street | 2058615 | 25 |
| 2 | Seaport Parking LLC: 80 Beekman Street | 1343881 | 661 |
| 3 | LAZ Parking LLC: 228 Water Street | 2014860 | 120 |
| 4 | Propark America New York LLC: 25 Beekman Street | 2050413 | 149 |
| 5 | Enterprise Ann Parking LLC: 57 Ann Street | 1379517 | 276 |
| 6 | Cliff Street Garage LLC: 99 John Street | 2090008 | 102 |
| 7 | Pearl Parking LLC: 18 Cliff Street | 1068098 | 150 |
| 8 | 85 John Street Garage LLC: 85 John Street | 1192299 | 32 |
| 9 | 199 Water Street Garage LLC: 199 Water Street | 2090765 | 99 |
| 10 | Edison NY Parking LLC: 167 Front Street | 0926763 | 72 |
| 11 | 100 William Garage Corp: 72 John Street | 1197266 | 43 |
| 12 | 80 John Garage Corp: 80 John Street | 1208122 | 29 |
| 13 | PPS Gold LLC: 13 Gold Street | 2086064 | 9 |
| 14 | 201 Pearl Parking Corp: 201 Pearl Street | 1320741 | 44 |
| 15 | Liberty Street Realty LLC: 10 Liberty Street | 1184438 | 200 |
| 16 | Pine-Water Garage LLC: 80 Pine Street | 0469882 | 178 |
| **Approximate ¼-Mile Area Totals** | | | **1,503** |

*TRAFFIC*

Vehicle trips were assigned to area intersections based on the most likely travel routes to and from the Development and Museum Sites, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, the configuration of the roadway network, the anticipated locations of site access and egress, and nearby land use and population characteristics. Auto trips at the Development Site in the No Action and With Actions conditions were assigned to the on-site parking garage. Taxi trips were distributed to the Development and Museum Sites' various frontages. Delivery trips were assigned to the Development Site and Museum Site via DOT-designated truck routes. Traffic assignments for autos, taxis, and deliveries for the various programmed uses are discussed below.

*Residential*

Auto trips generated by the residential use were assigned to the surrounding roadway network based on the 2012–2016 U.S. Census ACS JTW O-D estimates. Many of the residential trips would be traveling to work destinations within the local region of Manhattan (55 percent), with the remaining trips traveling to New Jersey (19 percent), Brooklyn (8 percent), Queens (8 percent), Upstate New York (6 percent), and Long Island (4 percent). Residential trips would originate from the on-site parking garage, and use the most direct routes for travel to their destinations. Taxi trips generated by the residential uses were assigned to the Pearl Street, Peck Slip, and Water Street frontages.

*Office*

Auto trips generated by the office use were assigned to the surrounding roadway network based on the 2012–2016 U.S. Census ACS RJTW O-D estimates. The office trips would originate from New Jersey (22 percent), Queens (22 percent), Long Island (14 percent), Brooklyn (14 percent),

Upstate New York (11 percent), Staten Island (5 percent), the Bronx (5 percent), Manhattan (4 percent), Connecticut (2 percent), and Pennsylvania (1 percent). Auto vehicle trips for the office use were assigned to the on-site parking garage~~,~~ and use the most direct routes to travel to their destinations. Taxi trips generated by the office use were assigned to the Pearl Street frontages.

*Local Retail*

The local retail auto trips were generally assigned from local origins within the neighborhood and adjacent residential areas. Approximately 50 percent of vehicle trips would originate from north of the Development Site (Hudson Square/Greenwich Village), 25 percent from east of the Development Site (Lower East Side/East Village), and 25 percent from west of the Development Site (Tribeca/Wall Street). The auto trips were assigned to the on-site parking garage. Taxi trips generated by the local retail use were assigned to the Pearl Street and Water Street frontages.

*Community Facility*

Similar to the local retail auto trips, the community facility auto trips were assigned from local origins within the neighborhood and adjacent residential areas in the same manner described above. Auto trips were assigned to the on-site parking garage and taxi trips were assigned to the Peck Slip frontage.

*Museum*

The museum auto trips were assigned from regional origins, including the five boroughs, New Jersey, Upstate New York, Connecticut, and Pennsylvania. Approximately 25 percent of vehicle trips would originate from north of the Museum Site, 35 percent from east/south of the Museum Site, and 40 percent from west of the Museum Site. The auto trips were assigned to off-street parking facilities near the site and taxi trips were assigned to the South Street and John Street frontages.

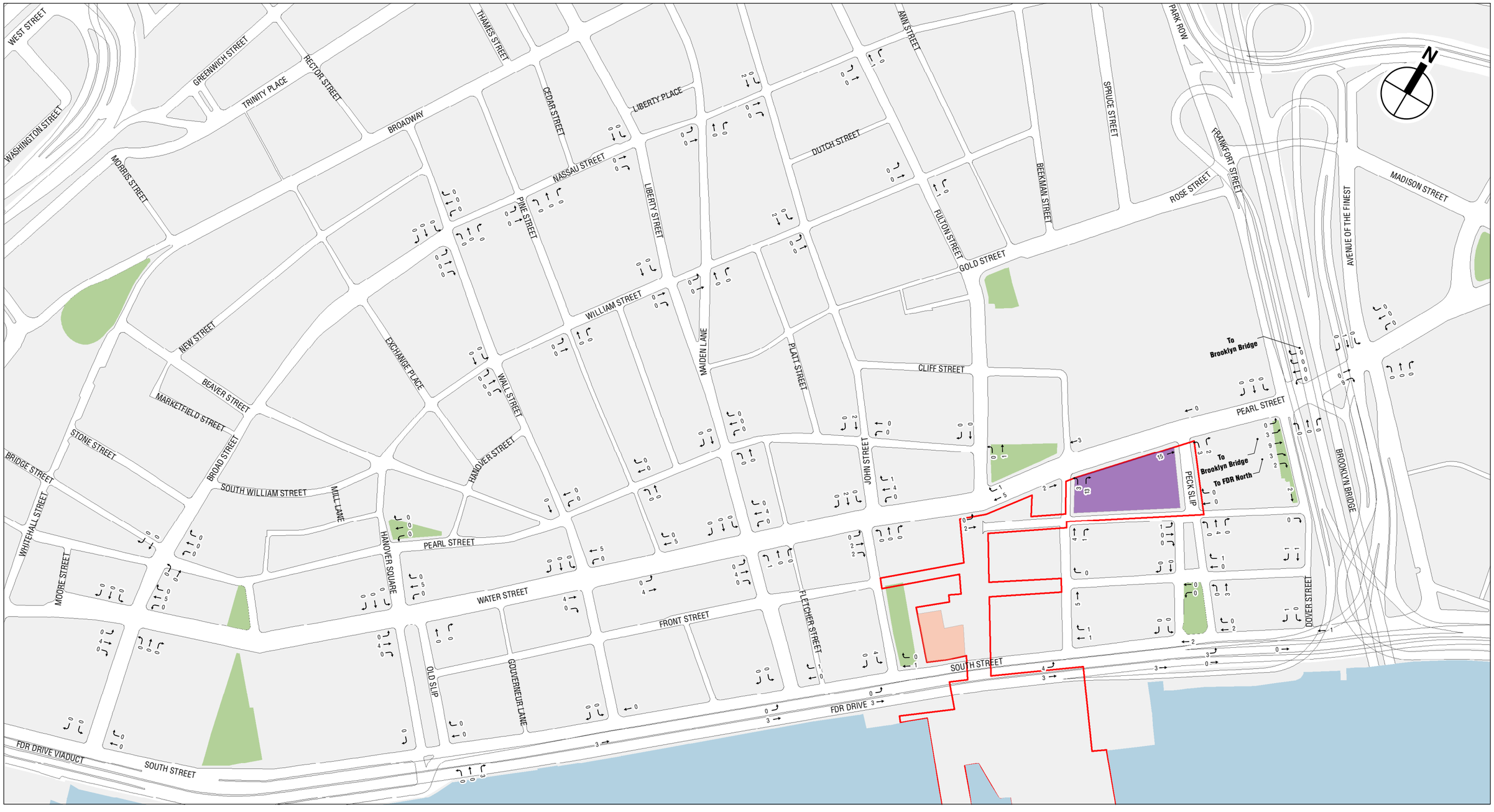
*Deliveries*

Truck delivery trips for all land uses were assigned to DOT-designated truck routes and assumed to stay on them as long as possible until reaching the area surrounding the Development and Museum Sites. Truck delivery trips at the Development Site in the No Action and With Action conditions were assigned to the on-site loading dock frontage along Pearl Street. Truck delivery trips to the Museum Site were assigned to the South Street curbside.

*Summary*

**Figures 11-3 through 11-5** show the No Action vehicle trips generated by the as-of-right redevelopment of the Development Site for the weekday AM, midday, and PM peak hours. The South Street Seaport Museum would be permanently closed and not generate any trips. **Figures 11-6 through 11-8** show the With Action project generated vehicle trips from the Development Site and the Museum Site for the weekday AM, midday, and PM peak hours. **Figures 11-9 through 11-11** show the With Action incremental vehicle trips for the weekday AM, midday, and PM peak hours. These incremental vehicle trips, as summarized in **Table 11-9**, would exceed the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips at four nearby intersections, all of which are located along Pearl Street and are selected for a detailed traffic analysis. The selected traffic analysis locations are depicted in **Figure 11-12**.

4.20.21




*Project Area*

*Development Site*

*Museum Site*

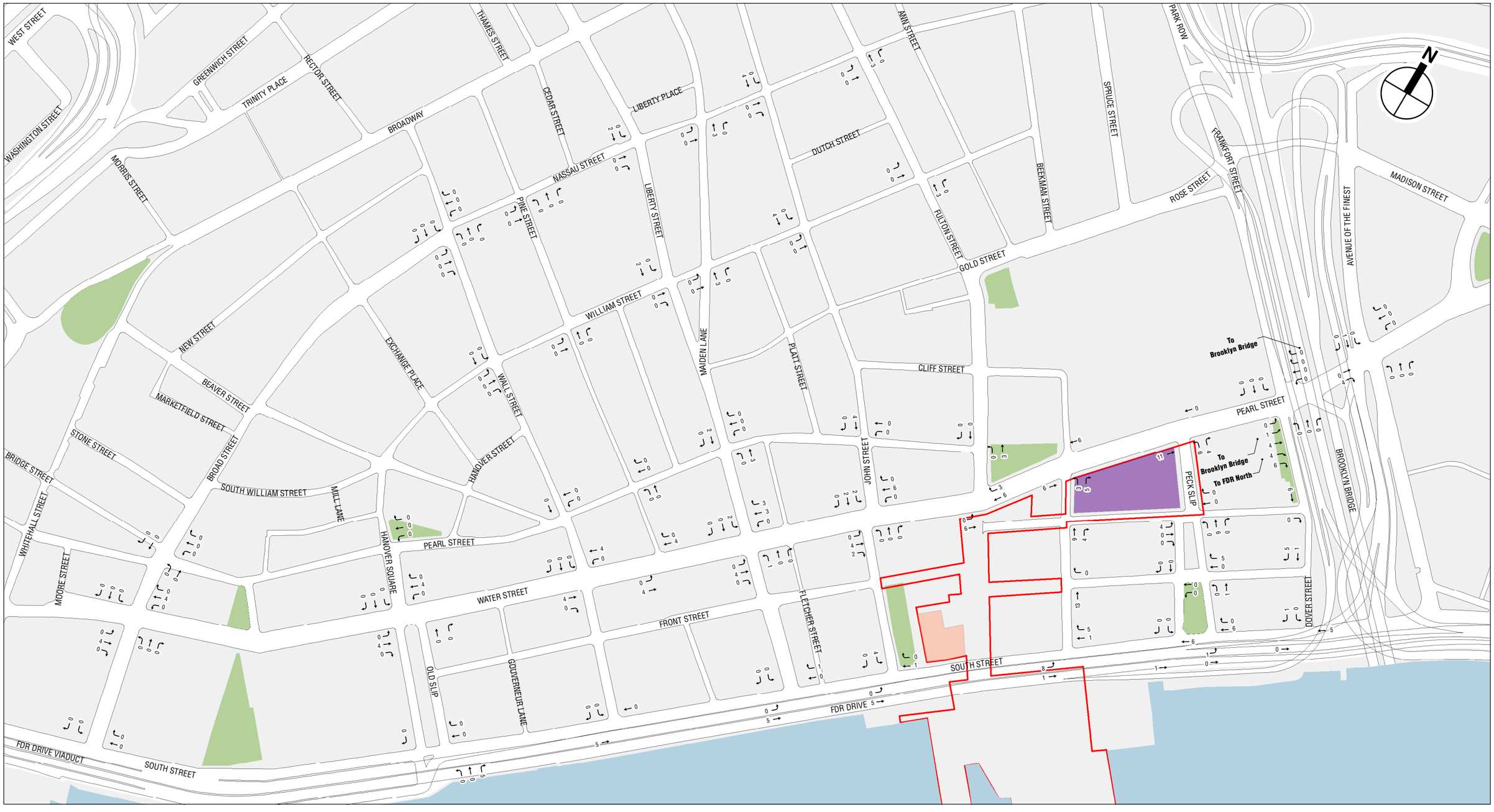
0 1,000 FEET

No Action Project Generated Vehicle Trips
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-3**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

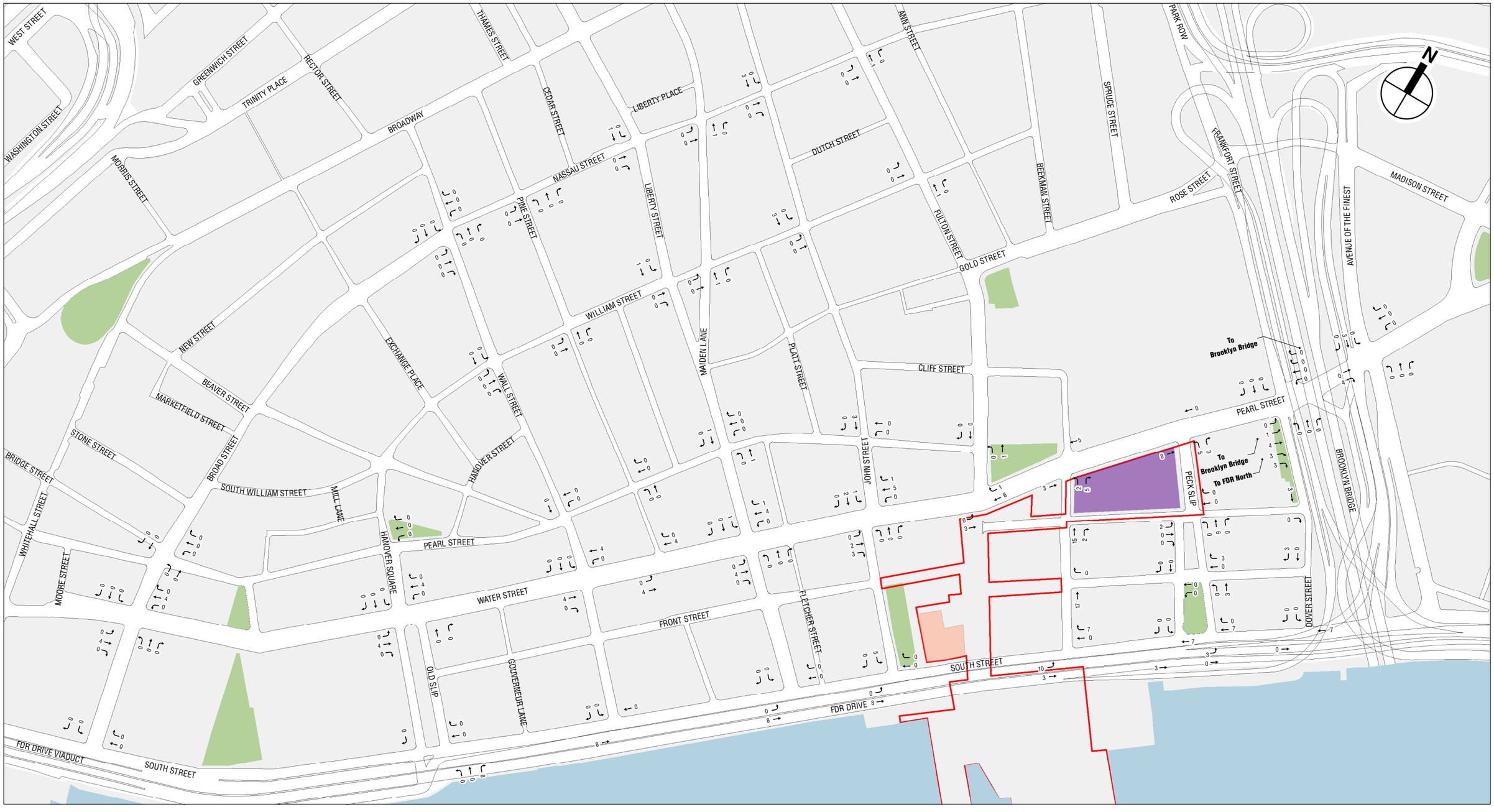
0 1,000 FEET

No Action Project Generated Vehicle Trips
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-4**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

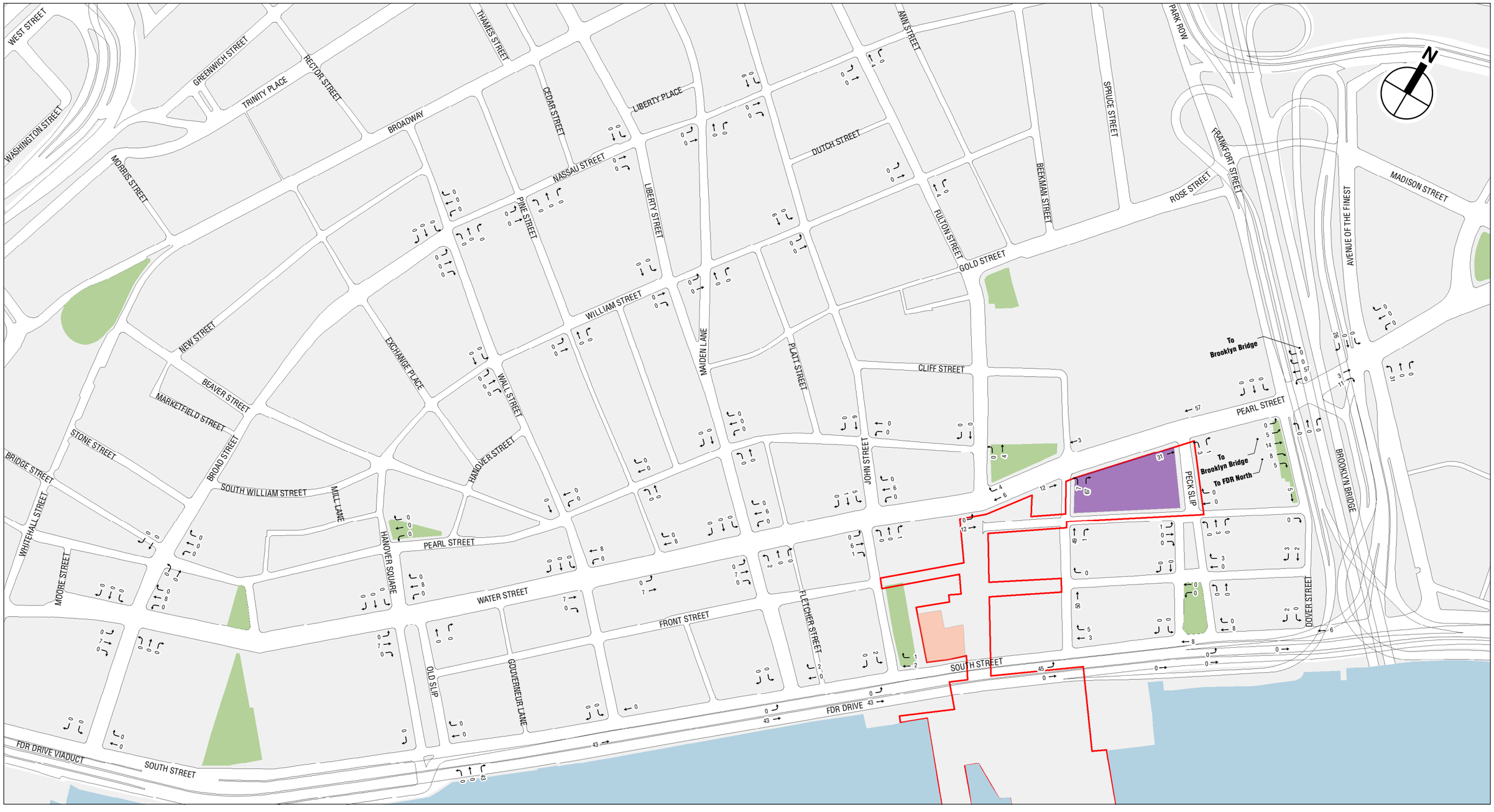
0 1,000 FEET

No Action Project Generated Vehicle Trips
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-5**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

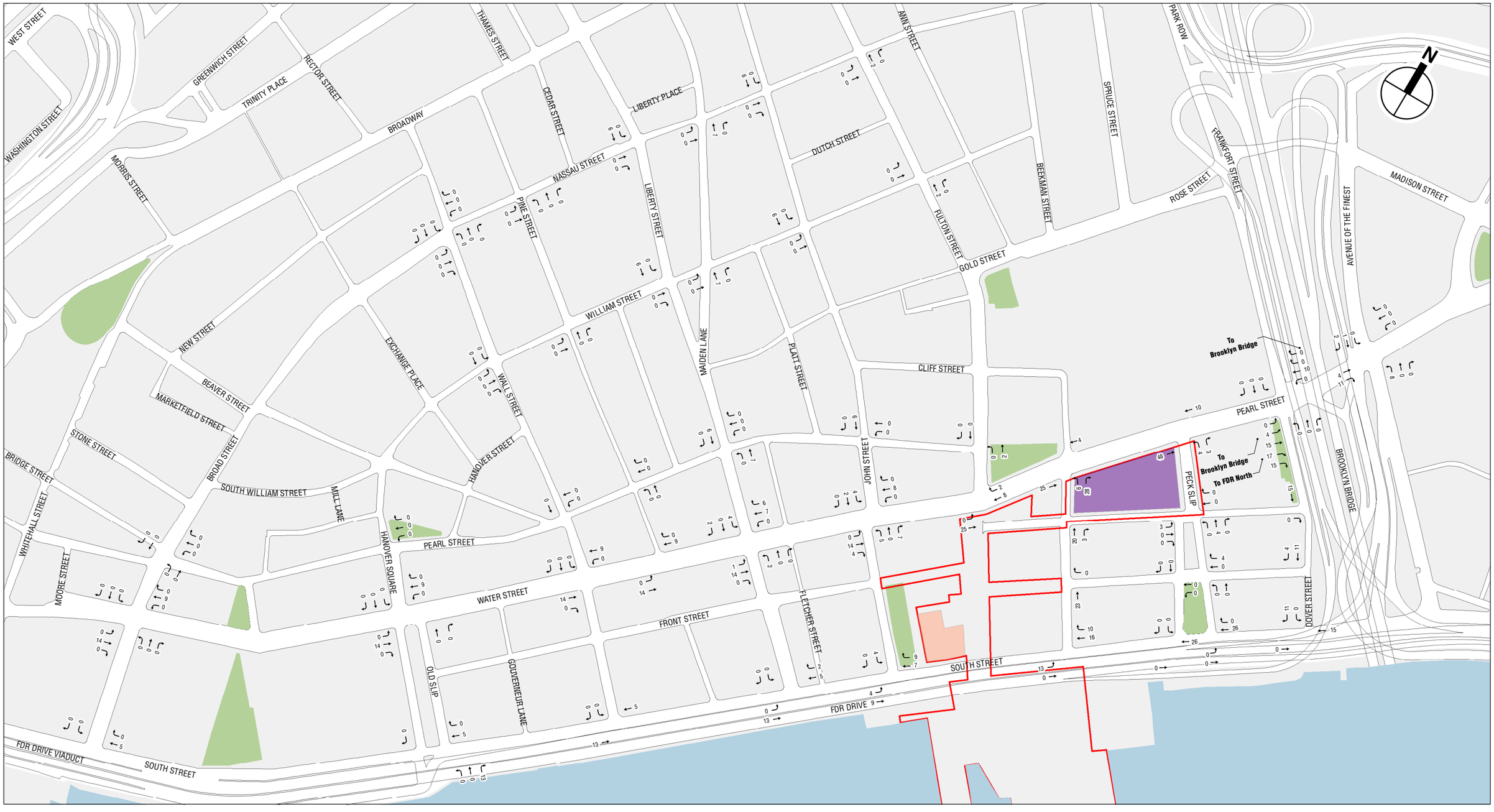
0 1,000 FEET

With Action Project Generated Vehicle Trips
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-6**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

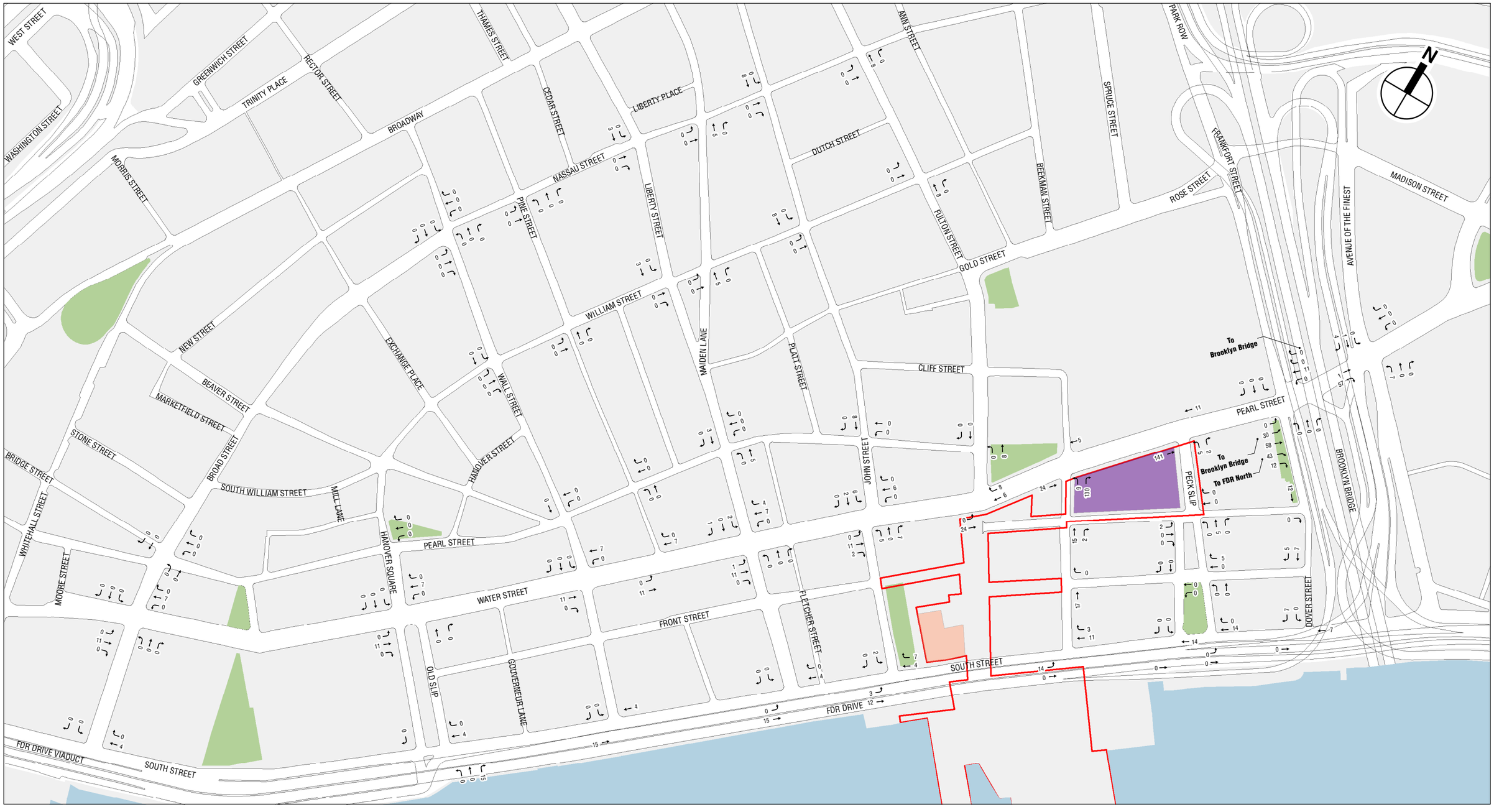
0 1,000 FEET

With Action Project Generated Vehicle Trips
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-7**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

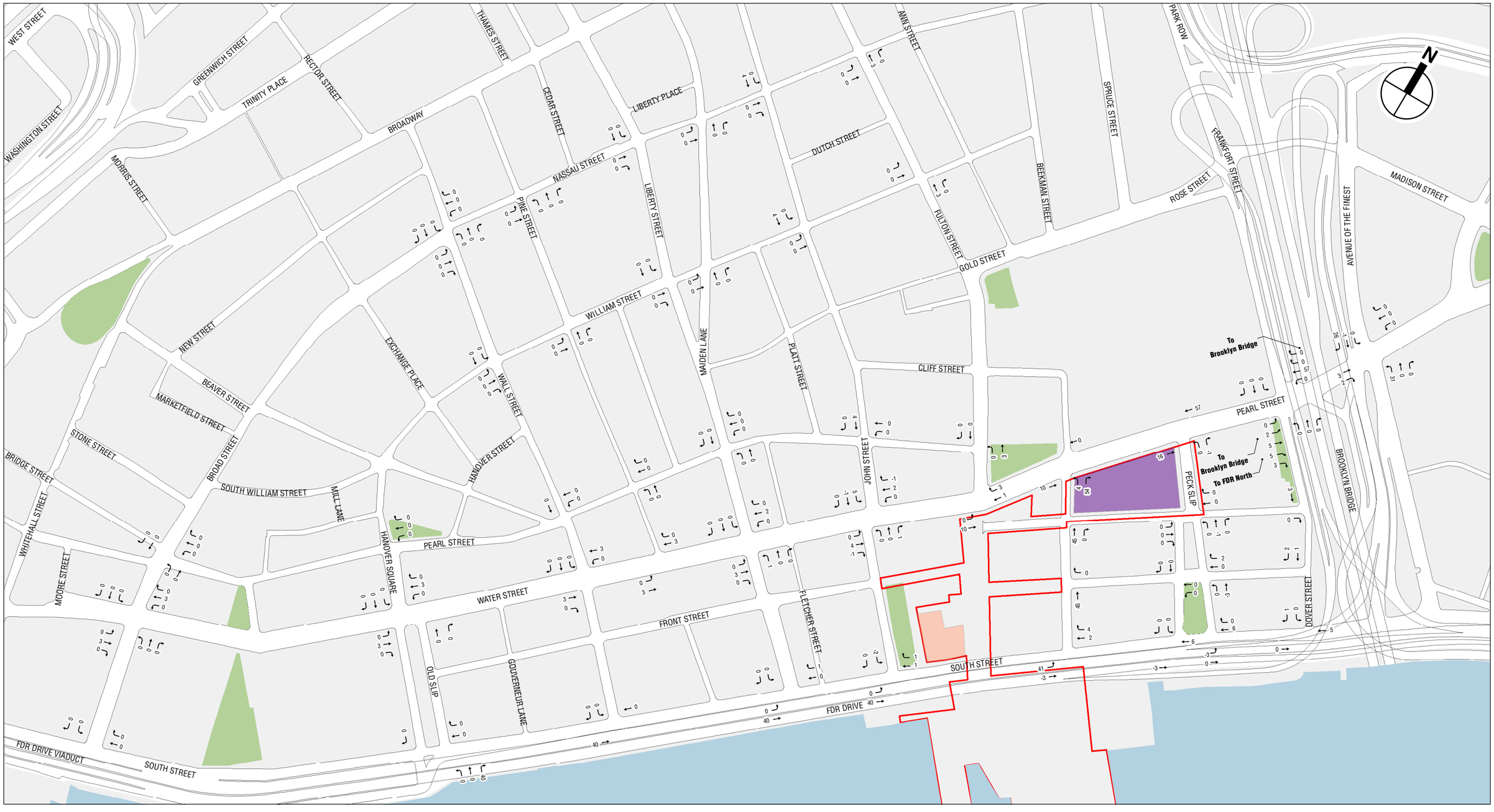
0 1,000 FEET

With Action Project Generated Vehicle Trips
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-8**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

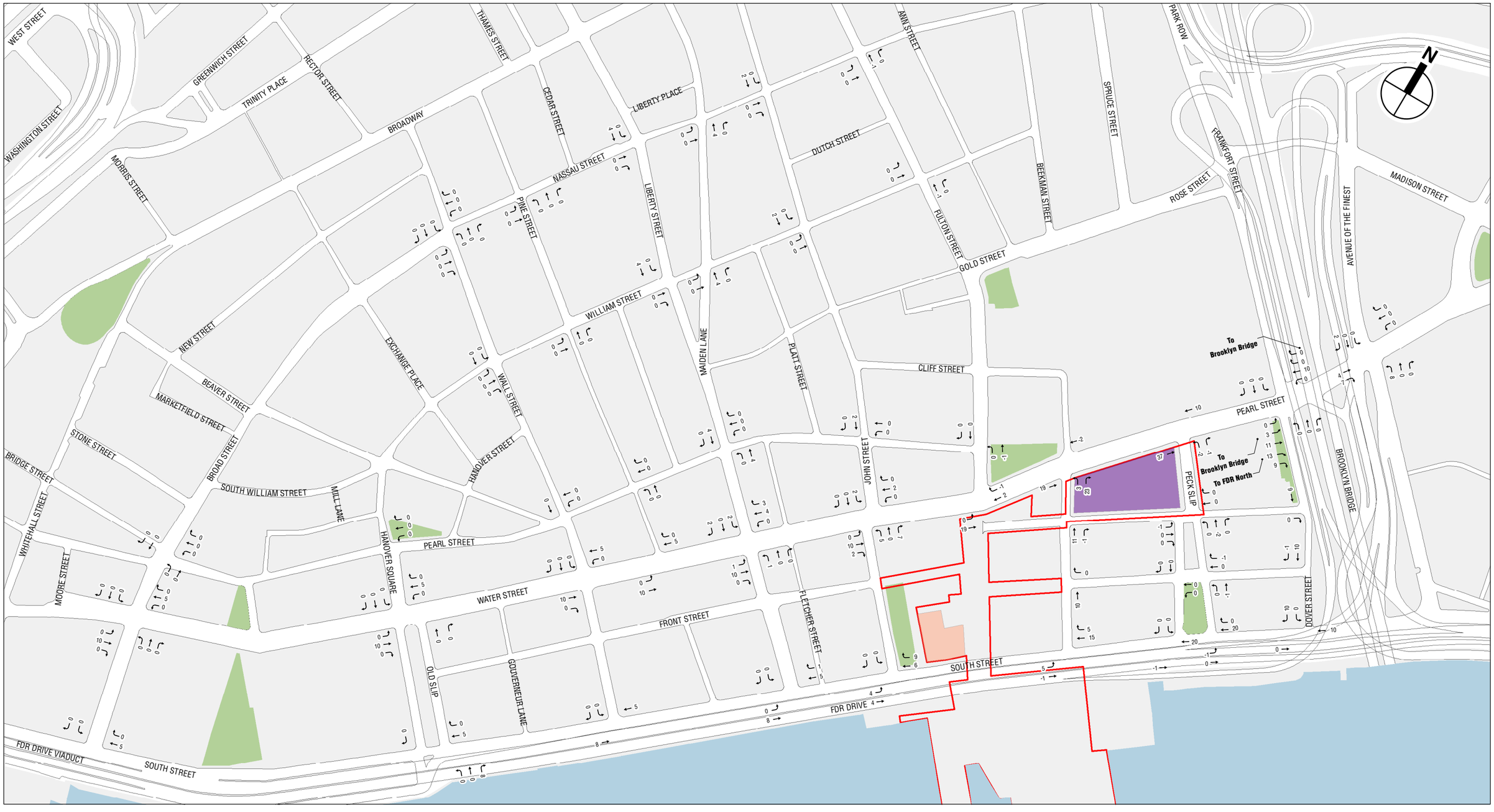
0 1,000 FEET

With Action Incremental Vehicle Trips
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-9**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

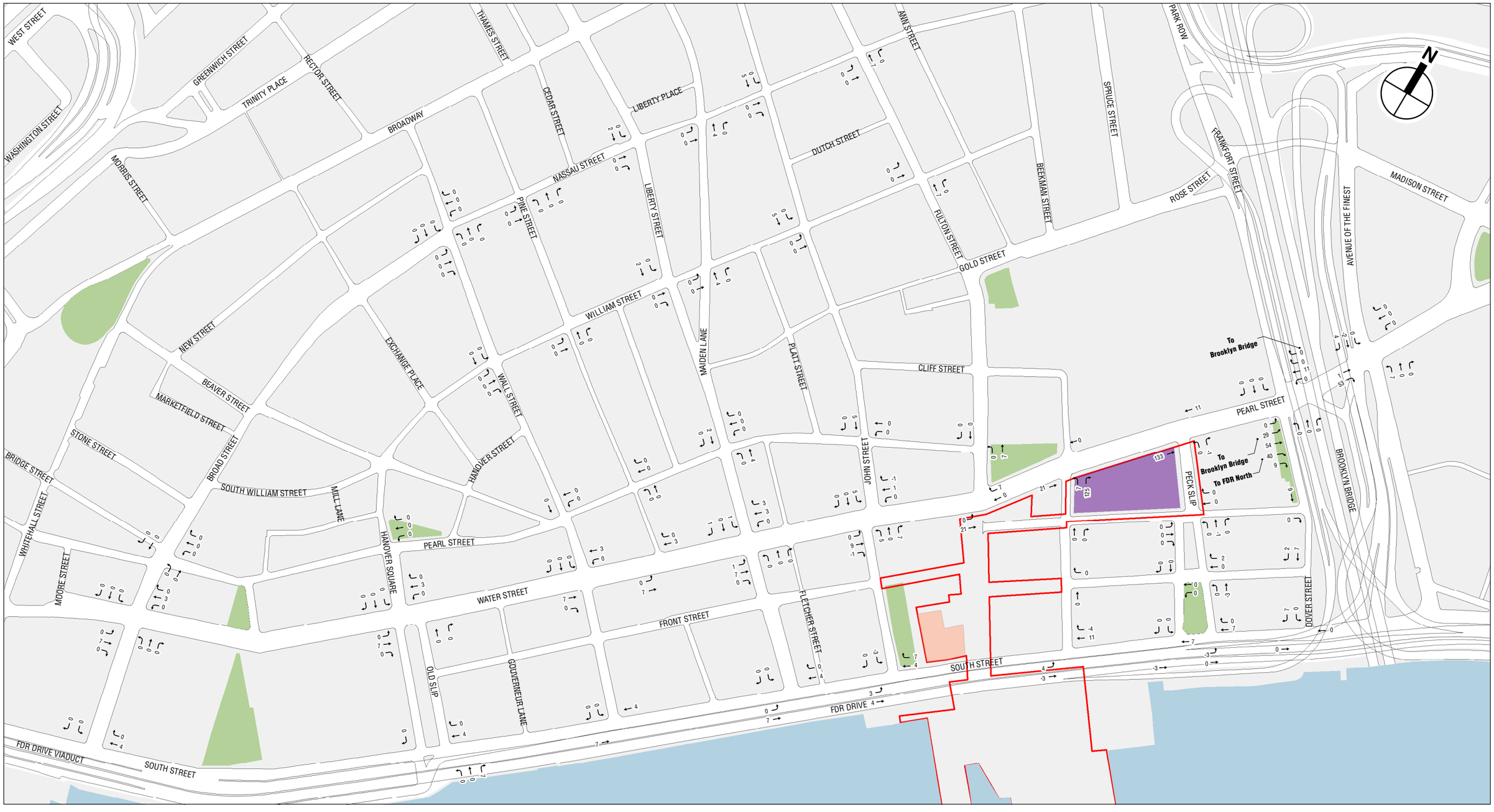
0 1,000 FEET

With Action Incremental Vehicle Trips
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-10**

4.20.21




*Project Area*

*Development Site*

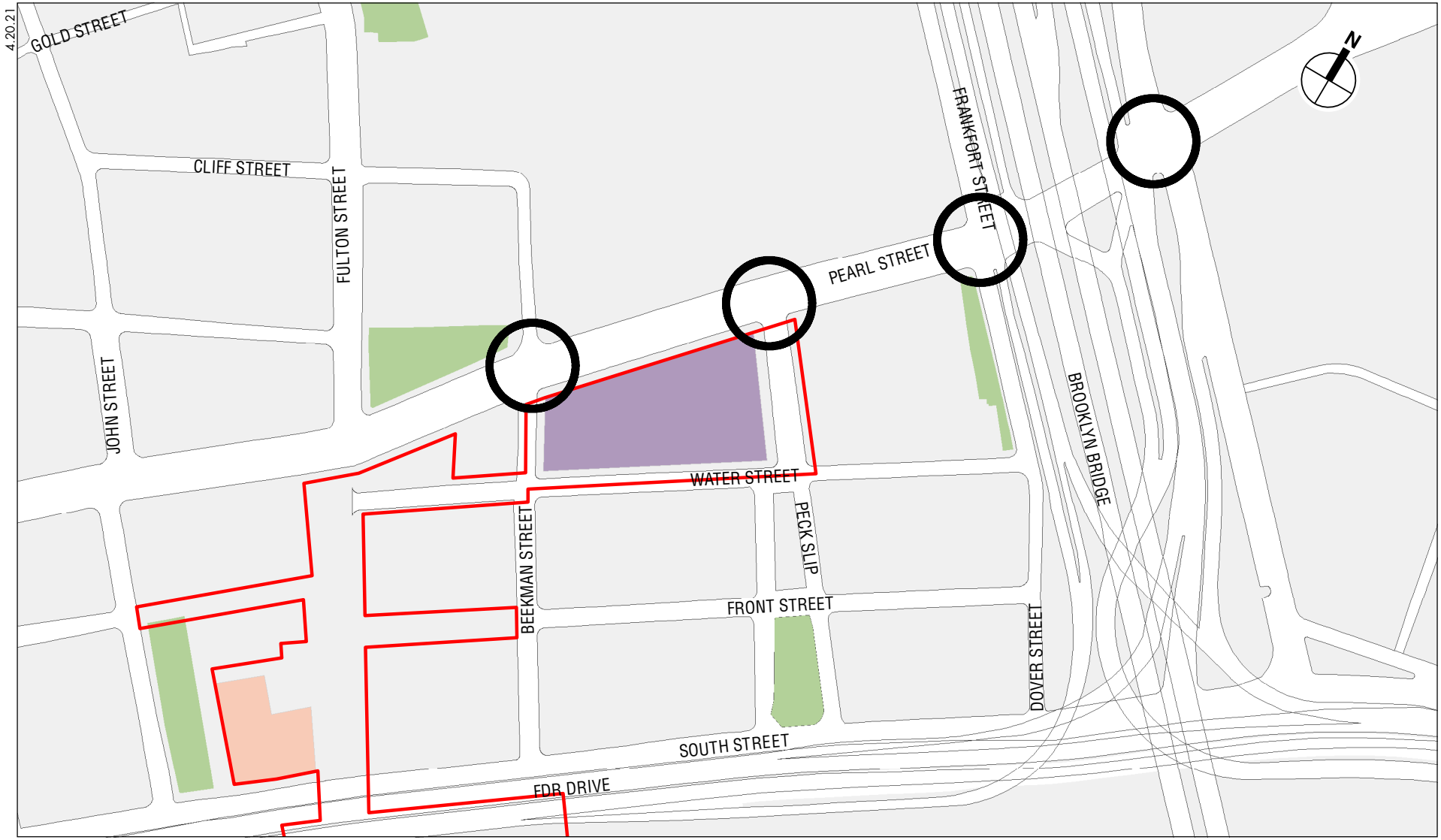
*Museum Site*

0 1,000 FEET

With Action Incremental Vehicle Trips
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-11**




**250 WATER STREET**

Traffic Analysis Locations
**Figure 11-12**

**Table 11-9**
**Traffic Level 2 Screening Analysis Results**

| Intersection | Incremental Vehicle Trips (Weekday) AM | MD | PM | Selected Analysis Location |
|---|---|---|---|---|
| Water Street and Broad Street | 6 | 15 | 10 | |
| Water Street and Old Slip | 6 | 15 | 10 | |
| South Street and Old Slip | 40 | 13 | 11 | |
| Water Street and Wall Street | 6 | 15 | 10 | |
| South Street and Wall Street | 40 | 13 | 11 | |
| Water Street and Pine Street | 6 | 15 | 10 | |
| Maiden Slip and Pearl Street | 0 | 8 | 6 | |
| Water Street and Maiden Lane | 6 | 23 | 16 | |
| South Street and Maiden Lane | 41 | 14 | 11 | |
| Water Street and John Street | 9 | 28 | 25 | |
| South Street and John Street | 40 | 23 | 15 | |
| Water Street and Fulton Street | 14 | 20 | 28 | |
| Water Street/Pearl Street and Beekman Street | **68** | 43 | **153** | ✓ |
| Beekman Street and Water Street | 45 | 10 | 0 | |
| Beekman Street and Front Street | 45 | 10 | 0 | |
| South Street and Beekman Street | 44 | 24 | 8 | |
| Pearl Street and Peck Slip | **72** | 44 | **143** | ✓ |
| South Street and Peck Slip Southbound | 3 | 19 | 4 | |
| South Street and Peck Slip Northbound | 3 | 19 | 4 | |
| Pearl Street and Frankfort Street/Dover Street | **72** | 46 | **143** | ✓ |
| Pearl Street and Avenue of the Finest | **61** | 21 | **63** | ✓ |
| Water Street and Dover Street | 3 | 9 | 9 | |
| Front Street and Dover Street | 3 | 9 | 9 | |
| South Street and Dover Street | 6 | 20 | 7 | |

**Note:** ✓ Denotes intersections selected for detailed analysis.

*TRANSIT*

As described above, the Development and Museum Sites are served by four NYCT subway stations: the Fulton Street (No. 2/3 trains) Station, Fulton Street (No. 4/5 trains) Station, Fulton Street (J/Z trains) Station, and Brooklyn Bridge–City Hall (No. 4/5/6 trains) Station. All of these subway lines operate in the north-south direction in the vicinity of the two sites. The A and C trains, which operate east-west in the area and cross under the above subway lines, are also accessible via connections to each of the above Fulton Street stations. The assignment of the up to 455 incremental peak hour subway trips is based on current ridership levels per train line, commuter O-D summaries from the census data, and the distances between the nearest entrances to each station and the Development and Museum Sites. Correspondingly, the subway trips were assigned in the following manner: 42 percent to the Fulton Street (No. 2/3 trains) Station, 17 percent to the Fulton Street (No. 4/5 trains) Station, 17 percent to the Fulton Street (J/Z trains) Station, and 24 percent to the Brooklyn Bridge-City Hall (No. 4/5/6 trains) Station. This distribution pattern would yield no more than 191 incremental peak hour subway trips at any of the nearby subway stations. Since the incremental subway trips per station would not exceed the *CEQR Technical Manual* analysis threshold of 200 or more peak hour trips, a detailed subway analysis is not warranted and the ~~Proposed Project~~previously proposed project would not result in any significant adverse subway impacts.

*PEDESTRIANS*

Level 2 pedestrian trip assignments were individually developed by peak hour for the No Action and With Action conditions. These trip assignments are shown in **Figures 11-13 through 11-18** and discussed below. The With Action peak hour pedestrian increments are presented in **Figures 11-19 through 11-21**.

- Auto Trips: Trips made by auto to the Development Site for the No Action and With Action conditions were assigned to the on-site accessory parking garage. Residential trips would connect directly to the mixed-use building without traversing any pedestrian elements, while all other auto trips to the Development Site would walk from the on-site garage to the various frontages along the adjacent sidewalks. For the With Action museum use, trips made by auto were assigned to walk to/from nearby off-street parking facilities via area sidewalks, corners, and crosswalks.
- Taxi Trips: Trips made by taxis trips were assigned to the Pearl Street, Peck Slip, Beekman Street, and Water Street frontages of the Development Site and to the Fulton Street, South Street, and John Street frontages of the Museum Site.
- City Bus Trips: City bus riders would use buses stopping on Pearl Street, Park Row, and Chambers Street, at bus stops nearest to the Development and Museum Sites.
- Subway Trips: Subway riders assigned to the above subway stations would walk to/from the Development and Museum Sites via the shortest paths, which are primarily along Fulton Street and Park Row.
- Walk-Only Trips: Walk-only trips were distributed to the surrounding pedestrian facilities (i.e., sidewalks, corners, and crosswalks) based on population density data, U.S. Census JTW O-D and RJTW O-D data, as well as the land use characteristics of the surrounding neighborhood.

Based on the incremental pedestrian trips illustrated in **Figures 11-19 through 11-21**, eight sidewalk segments, 10 corners, and three crosswalks are selected for a detailed pedestrian analysis, as summarized in **Table 11-10**. The selected pedestrian analysis elements are shown in **Figure 11-22**.

## C. TRANSPORTATION ANALYSIS METHODOLOGIES

### TRAFFIC OPERATIONS

The operations of all of the signalized intersections in the study area were assessed using methodologies presented in the 2000 *Highway Capacity Manual (HCM)* using the *Highway Capacity Software (HCS+ 5.5)*. The *HCM* procedure evaluates the level of service (LOS) for signalized intersections using average stop control delay, in seconds per vehicle, as described below.

*SIGNALIZED INTERSECTIONS*

The average control delay per vehicle is the basis for LOS determination for individual lane groups (grouping of movements in one or more travel lanes), the approaches, and the overall intersection. The LOS criteria are defined in **Table 11-11.**

4.23.21

*Project Area*

*Development Site*

*Museum Site*

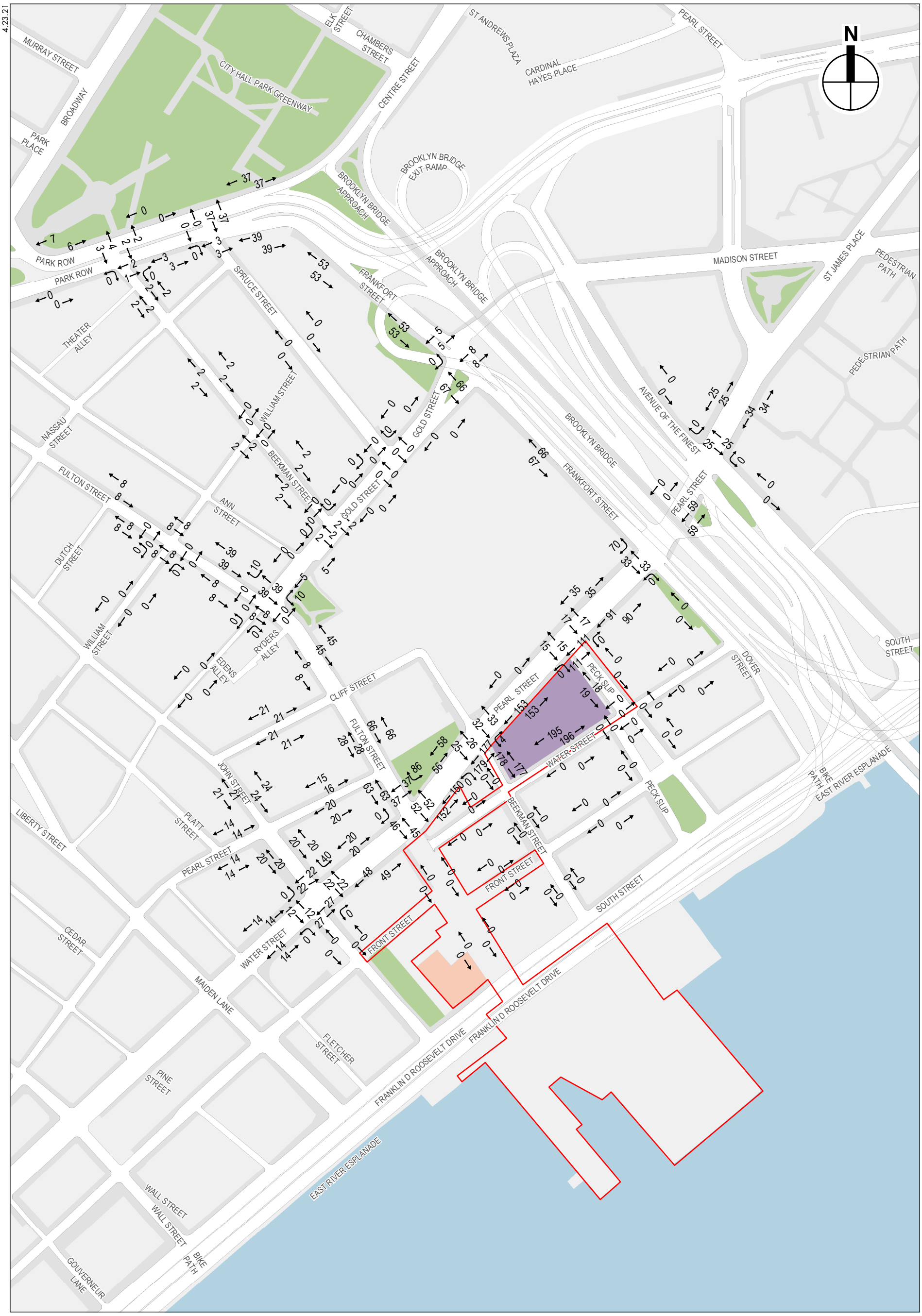
0 400 FEET

No Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-13**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

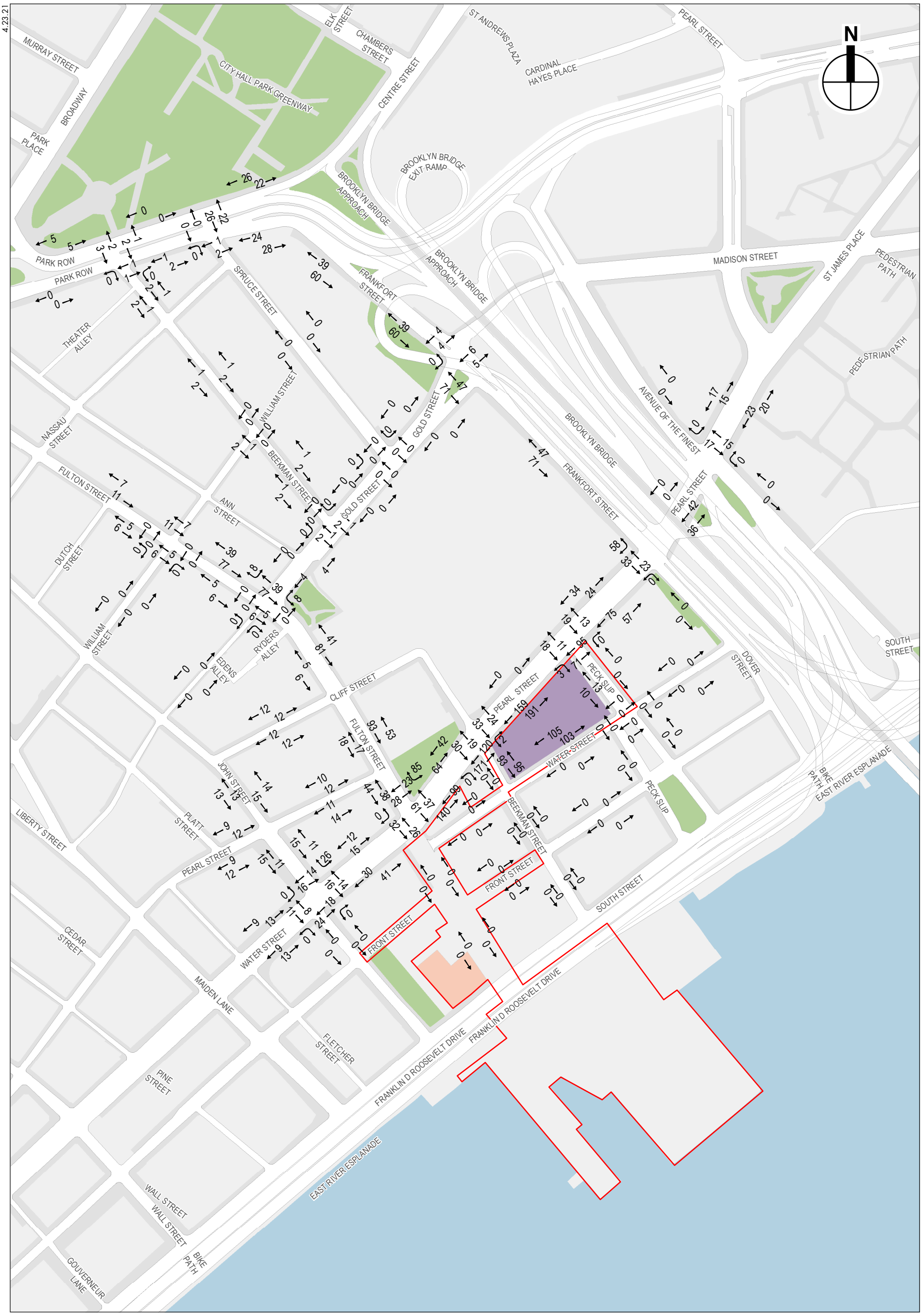
0 400 FEET

No Action Project Generated Pedestrian Trips
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-14**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

0 400 FEET

No Action Project Generated Pedestrian Trips
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-15**

4.23.21

*Project Area*

*Development Site*

*Museum Site*

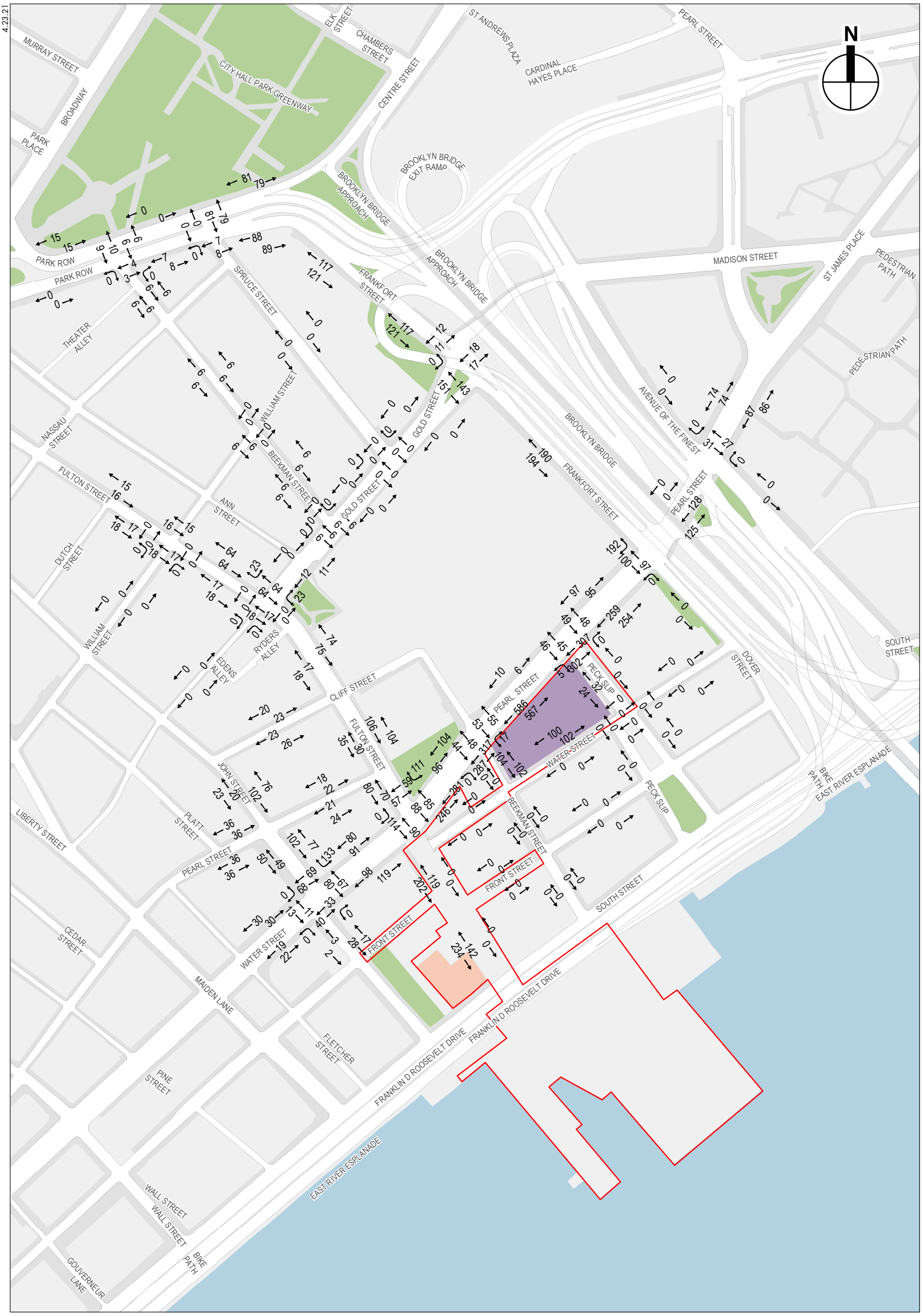
0 400 FEET

With Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-16**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

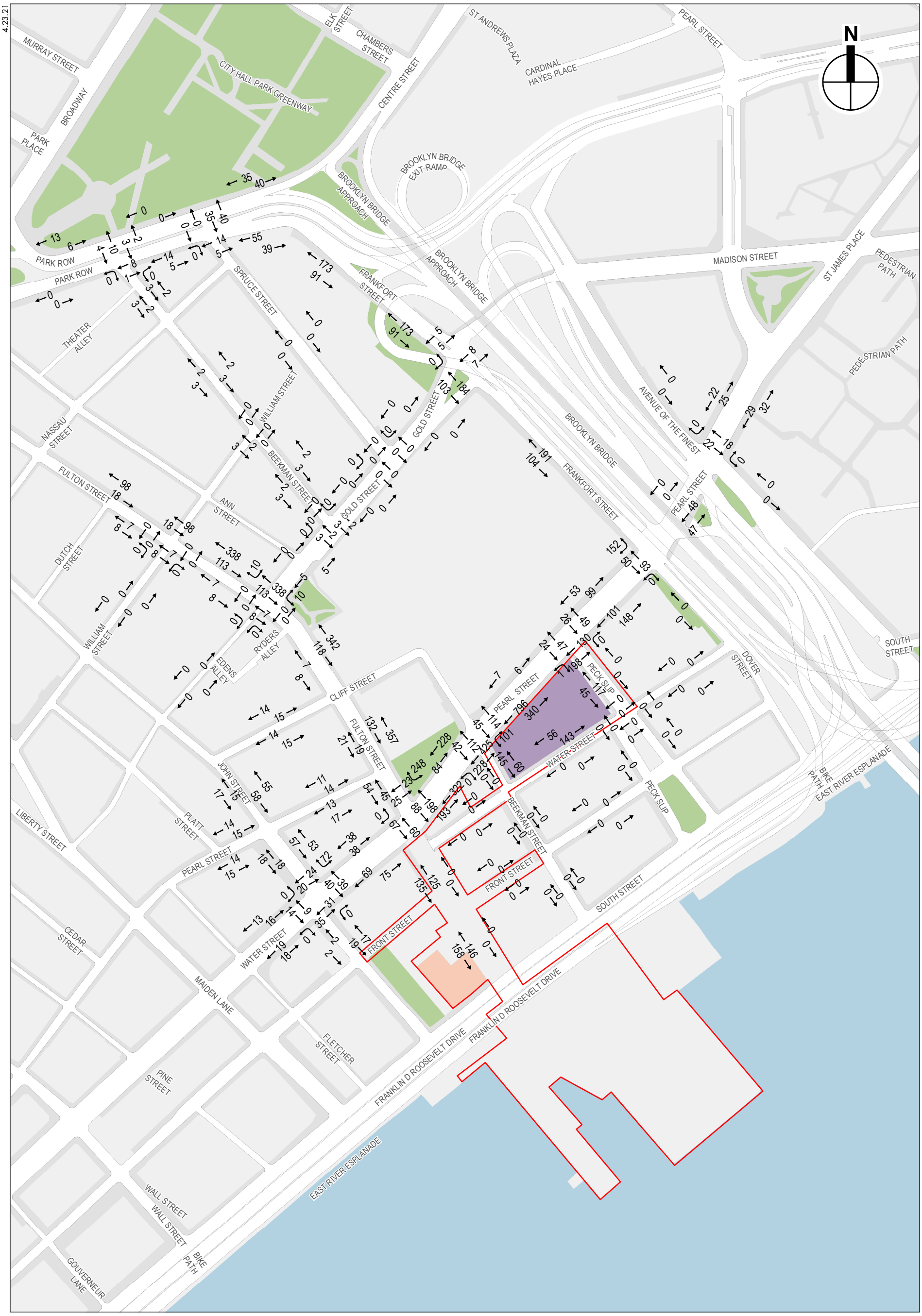
0 400 FEET

With Action Project Generated Pedestrian Trips
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-17**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

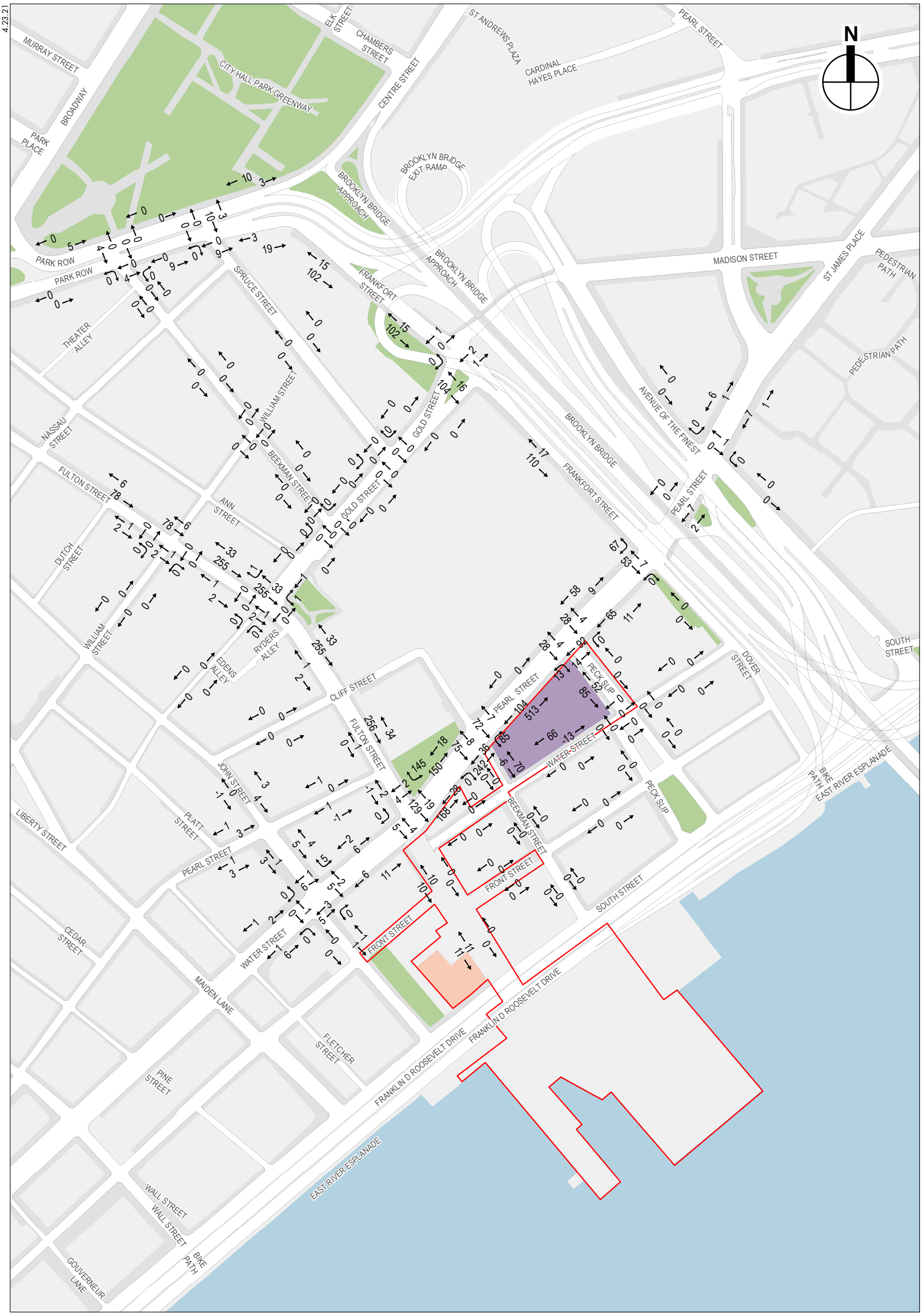
0 400 FEET

With Action Project Generated Pedestrian Trips
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-18**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

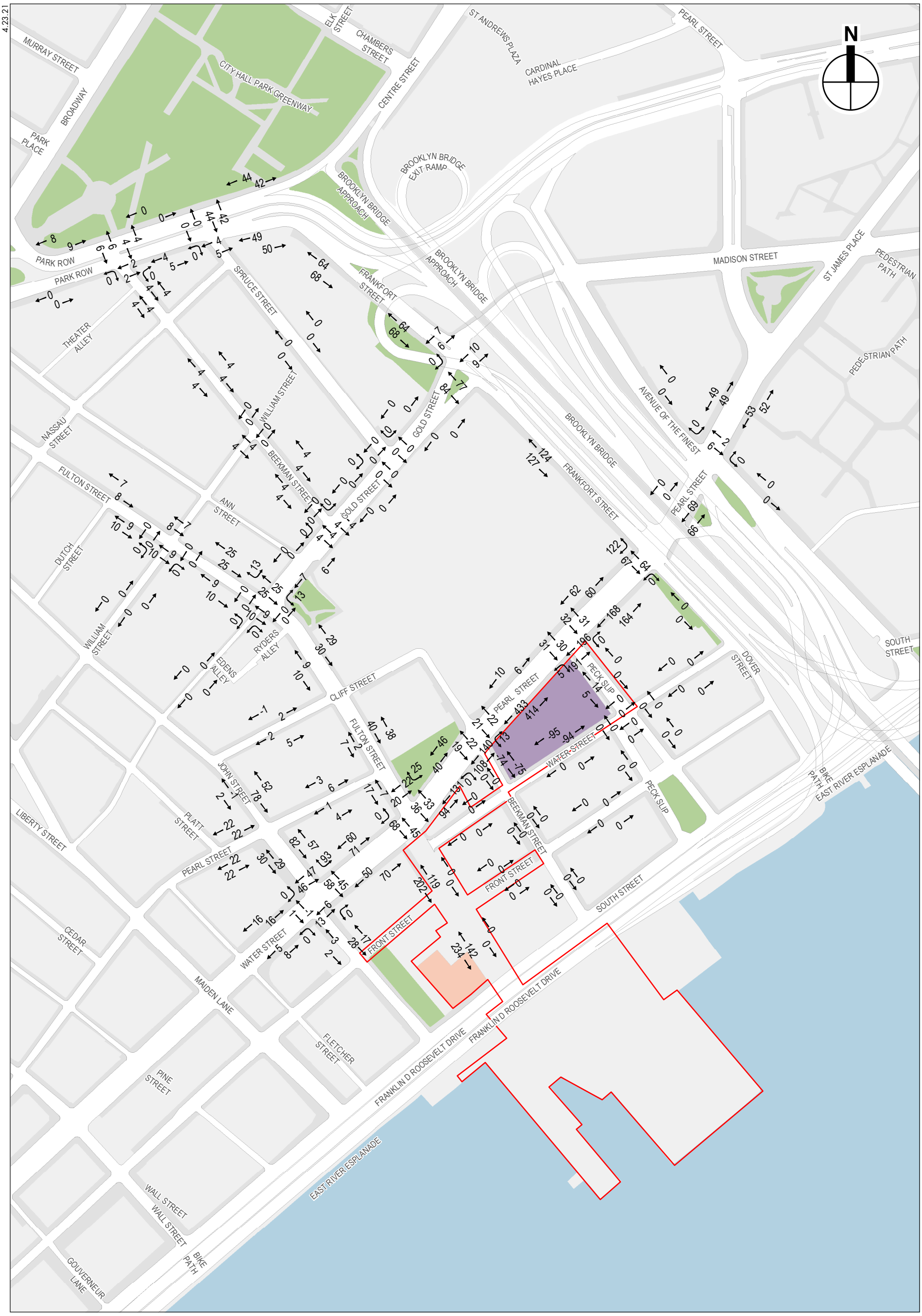
0 400 FEET

With Action Incremental Pedestrian Trips
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-19**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

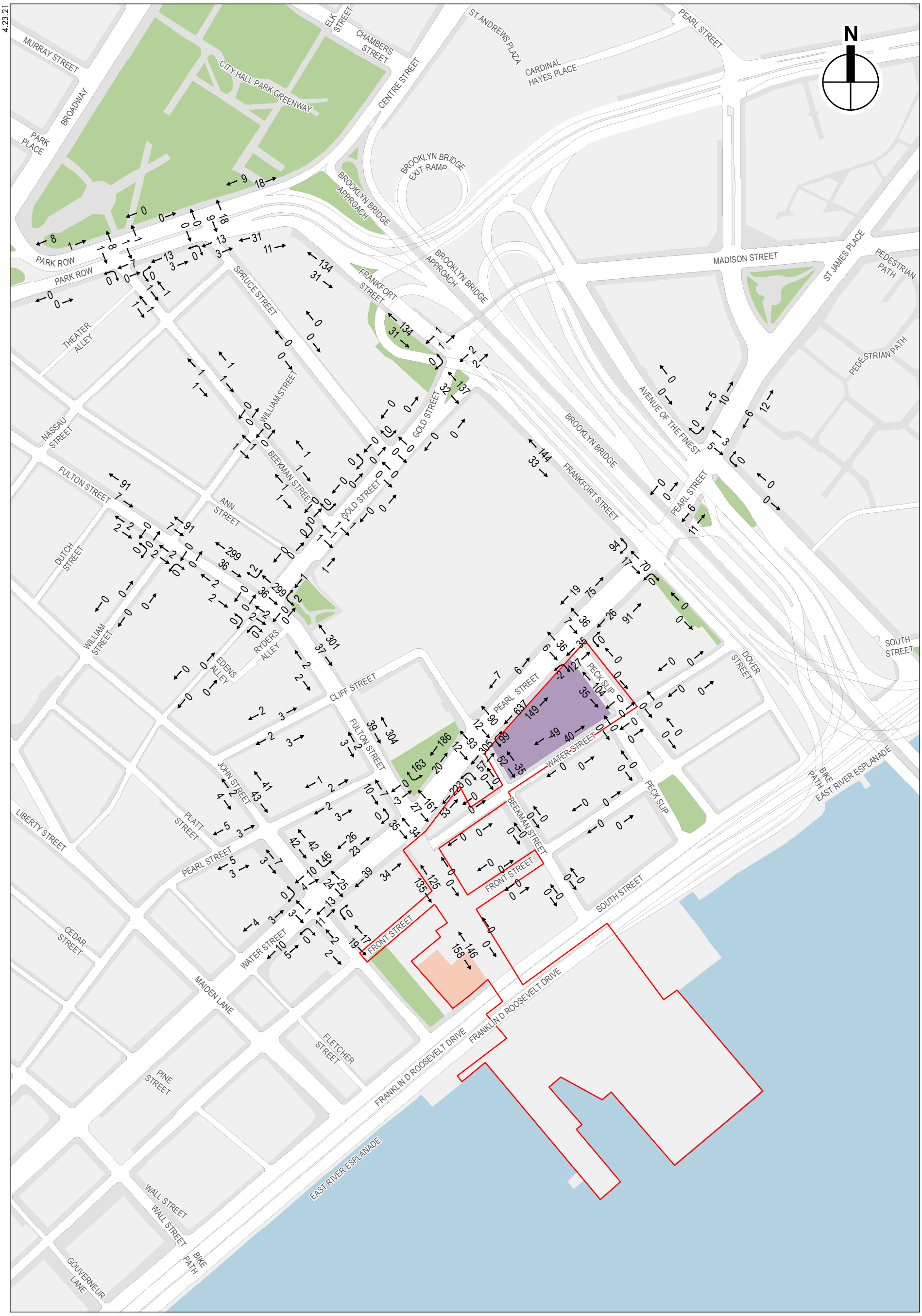
0 400 FEET

With Action Incremental Pedestrian Trips
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-20**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

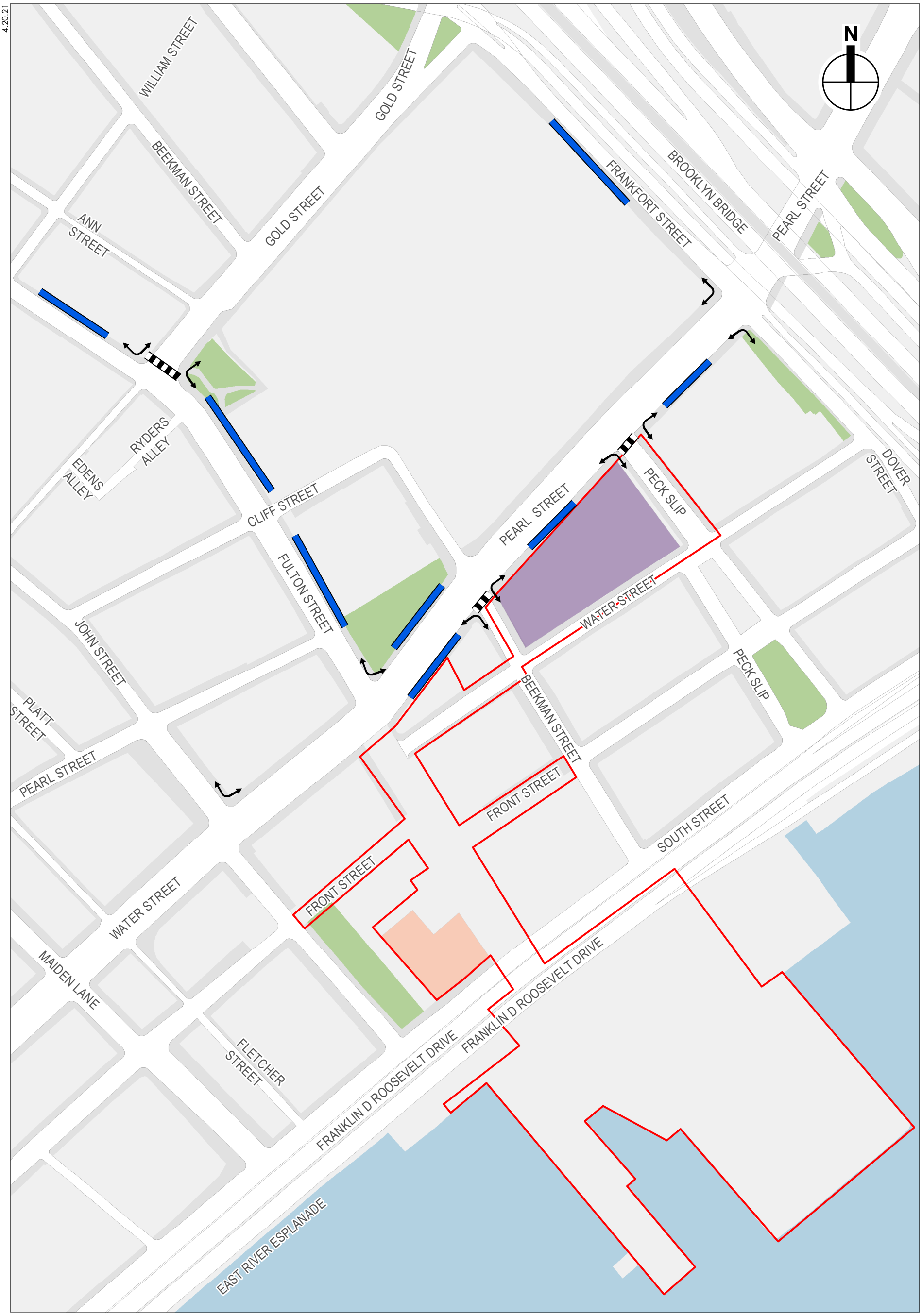
0 400 FEET

With Action Incremental Pedestrian Trips
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-21**

4.20.21




**250 WATER STREET**

Pedestrian Analysis Locations

**Figure 11-22**

## Table 11-10
## Pedestrian Level 2 Screening Analysis Results

| Pedestrian Elements | Incremental Pedestrian Trips | | | Selected Analysis Location |
|---|---|---|---|---|
| | AM | Midday | PM | |
| **Pearl Street and Robert F. Wagner Sr. Place / Avenue of the Finest** | | | | |
| North crosswalk | 1 | 8 | 8 | |
| East crosswalk | 9 | 135 | 17 | |
| Northeast corner | 10 | 143 | 25 | |
| **Pearl Street and Frankfort Street** | | | | |
| East crosswalk | 9 | 135 | 17 | |
| West crosswalk | 0 | 0 | 0 | |
| South crosswalk | 60 | 131 | 87 | |
| Southeast corner | 69 | 266 | 104 | ✓ |
| Southwest corner | 127 | 253 | 181 | ✓ |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | 76 | 332 | 117 | ✓ |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | 127 | 251 | 177 | ✓ |
| **Pearl Street and Peck Slip** | | | | |
| North crosswalk | 32 | 63 | 43 | |
| East crosswalk | 106 | 387 | 162 | ✓ |
| South crosswalk | 32 | 61 | 42 | |
| Northeast corner | 138 | 450 | 205 | ✓ |
| Southeast corner | 151 | 453 | 202 | ✓ |
| South sidewalk along Peck Slip between Pearl Street and Water Street | 137 | 19 | 139 | |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | 617 | 847 | 786 | ✓ |
| **Pearl Street and Beekman Street** | | | | |
| North crosswalk | 79 | 43 | 102 | |
| East crosswalk | 278 | 248 | 362 | ✓ |
| South crosswalk | 83 | 41 | 105 | |
| Northeast corner | 442 | 304 | 563 | ✓ |
| Southeast corner | 361 | 289 | 467 | ✓ |
| North sidewalk along Beekman Street between Pearl Street and Water Street | 64 | -149 | 17 | |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | 196 | 225 | 276 | ✓ |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | 168 | 86 | 206 | ✓ |
| **Fulton Street and William Street** | | | | |
| North sidewalk along Fulton Street between William Street and Gold Street | 288 | 50 | 335 | ✓ |
| **Fulton Street and Gold Street** | | | | |
| North crosswalk | 288 | 50 | 335 | ✓ |
| East crosswalk | 0 | 0 | 0 | |
| West crosswalk | 0 | 0 | 0 | |
| Northeast corner | 289 | 63 | 337 | ✓ |
| Northwest corner | 289 | 63 | 337 | ✓ |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | 288 | 59 | 338 | ✓ |
| **Fulton Street and Cliff Street** | | | | |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | 290 | 78 | 343 | ✓ |
| **Pearl Street / Water Street and Fulton Street** | | | | |
| North Crosswalk | 148 | 69 | 188 | |
| South Crosswalk | 9 | 113 | 69 | |
| West Crosswalk | 6 | 42 | -3 | |
| Northwest Corner | 299 | 136 | 348 | ✓ |
| Southwest Corner | 15 | 155 | 66 | |
| **Water Street and John Street** | | | | |
| North crosswalk | 7 | 103 | 49 | |
| West crosswalk | 7 | 93 | 14 | |
| Northwest corner | 19 | 289 | 109 | ✓ |

**Note**: ✓ denotes pedestrian elements selected for detailed analysis.

**Table 11-11**
**Level of Service Criteria for Signalized Intersections**

| LOS | Average Control Delay |
|---|---|
| A | ≤ 10.0 seconds |
| B | >10.0 and ≤ 20.0 seconds |
| C | >20.0 and ≤ 35.0 seconds |
| D | >35.0 and ≤ 55.0 seconds |
| E | >55.0 and ≤ 80.0 seconds |
| F | >80.0 seconds |

**Source:** Transportation Research Board. *Highway Capacity Manual*, 2000

Although the *HCM* methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the *HCM*. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay actually represents the most efficient condition in terms of traffic engineering standards, where an approach or the whole intersection processes traffic close to its theoretical maximum capacity with minimal delay. However, very high v/c ratios—especially those approaching or greater than 1.0—are often correlated with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still fairly light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle breakdowns are frequent. The *HCM* methodology also provides for a summary of the total intersection operating conditions. The analysis chooses the two critical movements (the worst case from each roadway) and calculates a summary critical v/c ratio. The overall intersection delay, which determines the intersection's LOS, is based on a weighted average of control delays of the individual lane groups. Within New York City, the midpoint of LOS D (45 seconds of delay) is generally considered as the threshold between acceptable and unacceptable operations.

*Significant Impact Criteria*

According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant and require examination of mitigation if they result in an increase in the With Action Condition of five or more seconds of delay in a lane group over No Action levels beyond mid-LOS D. For No Action LOS E, a four-second increase in delay is considered significant. For No Action LOS F, a three-second increase in delay is considered significant. In addition, impacts are considered significant if LOS deteriorate from acceptable A, B, or C in the No Action Condition to marginally unacceptable LOS D (a delay in excess of 45 seconds, the midpoint of LOS D), or unacceptable LOS E or F in the With Action Condition.

## PEDESTRIAN OPERATIONS

The adequacy of the study area's sidewalk, crosswalk, and corner reservoir capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 *HCM*, pursuant to procedures detailed in the *CEQR Technical Manual*.

The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet per pedestrian (SFP), which is an indicator of the quality of pedestrian movement and

comfort. The calculation of the sidewalk SFP is based on the pedestrian volumes by direction, the effective sidewalk or walkway width, and average walking speed. The SFP forms the basis for a sidewalk LOS analysis. The determination of sidewalk LOS is also dependent on whether the pedestrian flow being analyzed is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform, whereas, platoon flow occurs when pedestrian volumes vary significantly with the peak 15-minute period. Such variation typically occurs near bus stops, subway stations, and/or where adjacent crosswalks account for much of the walkway's pedestrian volume.

Street corners and crosswalks are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The *HCM* methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians.

The total "time-space" available for these activities, expressed in square feet-second, is calculated by multiplying the net area of the corner (in square feet) by the signal's cycle length. The analysis then determines the total circulation time for all pedestrian movements at the corner per signal cycle (expressed as pedestrians per second). The ratio of net time-space divided by the total pedestrian circulation volume per signal cycle provides the LOS measurement of available SFP.

Crosswalk LOS is also a function of time and space. Similar to the street corner analysis, crosswalk conditions are first expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time. This measure is expressed in square feet-second. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the total crosswalk pedestrian occupancy time is the LOS measurement of available square feet per pedestrian. The LOS analysis also accounts for vehicular turning movements that traverse the crosswalk.

The LOS standards for sidewalks, corner reservoirs, and crosswalks are summarized in **Table 11-12**. The *CEQR Technical Manual* specifies acceptable mid-LOS D or better (minimum of 31.5 SFP platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks) in CBD settings, which include the project study area.

**Table 11-12**
**Level of Service Criteria for Pedestrian Elements**

| LOS | Sidewalks | | Corner Reservoirs and Crosswalks |
|---|---|---|---|
| | Non-Platoon Flow | Platoon Flow | |
| A | > 60 SFP | > 530 SFP | > 60 SFP |
| B | > 40 and ≤ 60 SFP | > 90 and ≤ 530 SFP | > 40 and ≤ 60 SFP |
| C | > 24 and ≤ 40 SFP | > 40 and ≤ 90 SFP | > 24 and ≤ 40 SFP |
| D | > 15 and ≤ 24 SFP | > 23 and ≤ 40 SFP | > 15 and ≤ 24 SFP |
| E | > 8 and ≤ 15 SFP | > 11 and ≤ 23 SFP | > 8 and ≤ 15 SFP |
| F | ≤ 8 SFP | ≤ 11 SFP | ≤ 8 SFP |

**Note:** SFP = square feet per pedestrian.
**Sources:** New York City Mayor's Office of Environmental Coordination, 2020 *CEQR Technical Manual*

*SIGNIFICANT IMPACT CRITERIA*

The determination of significant pedestrian impacts considers the level of predicted decrease in pedestrian space between the No Action and With Action Conditions. For different pedestrian elements, flow conditions, and area types, the *CEQR Technical Manual* procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

*Sidewalks*

The CBD sliding-scale formula for determining significant sidewalk impacts for platoon flow is $Y \geq X/(9.5–0.321)$. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian space falls short of mid-LOS D. **Table 11-13** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

**Table 11-13**
**Significant Impact Guidance for Sidewalks**

| **CBD Platoon Flow Sliding Scale Formula: *Y ≥ X/(9.5—0.321)*** | |
|---|---|
| **No Action Pedestrian Space (X, SFP)** | **With Action Pedestrian Space Reduction (Y, SFP)** |
| No Action Pedestrian Space > 34.8 | With Action Pedestrian Space < 31.5 |
| 34.0 to 34.8 | ≥ 3.3 |
| 33.0 to 33.9 | ≥ 3.2 |
| 32.1 to 32.9 | ≥ 3.1 |
| 31.1 to 32.0 | ≥ 3.0 |
| 30.2 to 31.0 | ≥ 2.9 |
| 29.2 to 30.1 | ≥ 2.8 |
| 28.3 to 29.1 | ≥ 2.7 |
| 27.3 to 28.2 | ≥ 2.6 |
| 26.4 to 27.2 | ≥ 2.5 |
| 25.4 to 26.3 | ≥ 2.4 |
| 24.5 to 25.3 | ≥ 2.3 |
| 23.5 to 24.4 | ≥ 2.2 |
| 22.6 to 23.4 | ≥ 2.1 |
| 21.6 to 22.5 | ≥ 2.0 |
| 20.7 to 21.5 | ≥ 1.9 |
| 19.7 to 20.6 | ≥ 1.8 |
| 18.8 to 19.6 | ≥ 1.7 |
| 17.8 to 18.7 | ≥ 1.6 |
| 16.9 to 17.7 | ≥ 1.5 |
| 15.9 to 16.8 | ≥ 1.4 |
| 15.0 to 15.8 | ≥ 1.3 |
| 14.0 to 14.9 | ≥ 1.2 |
| 13.1 to 13.9 | ≥ 1.1 |
| 12.1 to 13.0 | ≥ 1.0 |
| 11.2 to 12.0 | ≥ 0.9 |
| 10.2 to 11.1 | ≥ 0.8 |
| 9.3 to 10.1 | ≥ 0.7 |
| 8.3 to 9.2 | ≥ 0.6 |
| 7.4 to 8.2 | ≥ 0.5 |
| 6.4 to 7.3 | ≥ 0.4 |
| < 6.4 | ≥ 0.3 |

**Notes:** SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
**Sources:** New York City Mayor's Office of Environmental Coordination, 2020 *CEQR Technical Manual*

*Corner Reservoirs and Crosswalks*

The determination of significant corner and crosswalk impacts in the CBD is also based on a sliding scale using the following formula: Y ≥ X/9.0–0.31, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, this formula would apply only if the With Action pedestrian space falls short of mid-LOS D. **Table 11-14** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant corner and crosswalk impacts.

**Table 11-14**
**Significant Impact Guidance for Corners and Crosswalks**

| **CBD Sliding Scale Formula: *Y ≥ X/9.0–0.31*** | |
|---|---|
| **No Action Pedestrian Space (X, SFP)** | **With Action Pedestrian Space Reduction (Y, SFP)** |
| No Action Pedestrian Space > 21.5 | With Action Pedestrian Space < 19.5 |
| 21.3 to 21.5 | ≥ 2.1 |
| 20.4 to 21.2 | ≥ 2.0 |
| 19.5 to 20.3 | ≥ 1.9 |
| 18.6 to 19.4 | ≥ 1.8 |
| 17.7 to 18.5 | ≥ 1.7 |
| 16.8 to 17.6 | ≥ 1.6 |
| 15.9 to 16.7 | ≥ 1.5 |
| 15.0 to 15.8 | ≥ 1.4 |
| 14.1 to 14.9 | ≥ 1.3 |
| 13.2 to 14.0 | ≥ 1.2 |
| 12.3 to 13.1 | ≥ 1.1 |
| 11.4 to 12.2 | ≥ 1.0 |
| 10.5 to 11.3 | ≥ 0.9 |
| 9.6 to 10.4 | ≥ 0.8 |
| 8.7 to 9.5 | ≥ 0.7 |
| 7.8 to 8.6 | ≥ 0.6 |
| 6.9 to 7.7 | ≥ 0.5 |
| 6.0 to 6.8 | ≥ 0.4 |
| 5.1 to 5.9 | ≥ 0.3 |
| < 5.1 | ≥ 0.2 |

**Notes:** SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
**Sources:** New York City Mayor's Office of Environmental Coordination, 2020 *CEQR Technical Manual*

## VEHICULAR AND PEDESTRIAN SAFETY EVALUATION

An evaluation of vehicular and pedestrian safety is necessary for locations within the traffic and pedestrian study areas that have been identified as high crash locations, where 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, accident trends are identified to determine whether projected vehicular and pedestrian traffic would further impact safety at these locations. The determination of potential significant safety impacts depends on the type of area where the project area is located, traffic volumes, accident types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety are identified and coordinated with DOT for its approval.

### PARKING CONDITIONS ASSESSMENT

The parking analysis identifies the extent to which off-street parking is available and utilized under existing and future conditions. It takes into consideration anticipated changes in area parking supply and provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from parking displacement attributable to or additional demand generated by a proposed project. Typically, this analysis encompasses a study area within a ¼-mile of the project area. If the analysis concludes a shortfall in parking within the ¼-mile study area, the study area could sometimes be extended to a ½-mile to identify additional parking supply.

Under the *CEQR Technical Manual*'s guidance, for proposed projects located in Manhattan or other areas near CBDs, the inability of the proposed project or the surrounding area to accommodate the project's future parking demand is considered a parking shortfall, but is generally not considered significant due to the magnitude of available alternative modes of transportation. For other areas in New York City, a parking shortfall that exceeds more than half the available on-street and off-street parking spaces within a ¼-mile of the project area may be considered significant. Additional factors, such as the availability and extent of transit in the area, proximity of the project to such transit, and patterns of automobile usage by area residents, could be considered to determine the significance of the identified parking shortfall. In some cases, if there is adequate parking supply within ½-mile of the project area, the projected parking shortfall may also not necessarily be considered significant.

## D. DETAILED TRAFFIC ANALYSIS

As described above in Section B, "Preliminary Analysis Methodology and Screening Assessment," four traffic analysis locations have been selected for detailed analysis during the weekday AM, midday, and PM peak periods.

### EXISTING CONDITIONS

*ROADWAY NETWORK AND TRAFFIC STUDY AREA*

The key roadways in the study area include Pearl Street, Beekman Street, Peck Slip, Frankfort Street, and Avenue of the Finest. The physical and operational characteristics of the study area roadways are described below.

- Pearl Street is a two-way eastbound-westbound roadway that operates east of Fulton Street. West of Fulton Street, Pearl Street operates as Water Street. Pearl Street has a curb-to-curb width of approximately 60 feet. The M15 and M15 SBS bus routes operate along Pearl Street and curbside parking is available along both sides of the street. Water Street operates between Fulton Street and Dover Street approximately 150 feet to the south of Pearl Street with a curb-to-curb width of approximately 25 to 30 feet. Water Street between Peck Slip and Beekman Street is a designated School Play Street.
- Beekman Street is a local roadway that operates one-way northbound between South Street and Pearl Street with a curb-to-curb width of approximately 30 feet. Curbside parking is available along both sides of the street.
- Peck Slip is a local roadway that operates one-way northbound to the north of Water Street with a curb-to-curb width of approximately 35 feet. South of Water Street, Peck Slip operates two-way northbound-southbound with a curb-to-curb width of approximately 100 feet, with the northbound/southbound approaches separated by a pedestrian island which includes Citi

Bike storage. Curbside parking is available along both sides of the street to the south of Water Street and the east side of the street only to the north of Water Street. Peck Slip between Pearl Street and Water Street is a designated School Play Street.

- Frankfort Street is a two-way northbound-southbound roadway that operates to the north of Pearl Street. South of Pearl Street, Frankfort Street operates one-way southbound as Dover Street. Frankfort Street has a curb-to-curb width of approximately 24 feet to 35 feet and curbside parking is available along the west side of the street.
- Avenue of the Finest is a two-way northbound-southbound roadway that provides connections to/from the Franklin Delano Roosevelt East River Drive (FDR Drive) and the Brooklyn Bridge to Pearl Street.

*TRAFFIC CONDITIONS*

Traffic data were collected in March 2021 for the weekday AM, midday, and PM peak periods via a combination of video intersection counts and 24-hour Automatic Traffic Recorder (ATR) counts. Due to current COVID-19 pandemic conditions and based on the data collection guidance issued by DOT in October 2020, the collected traffic data were compared and calibrated against historical data to arrive at appropriate baseline volumes for analysis.

The 2018 and 2019 historical count data from the DOT Traffic Information Management System (TIMS) database and the *Governors Island FSSGEIS* were summarized and compared to the March 2021 data to determine the growth adjustments needed to arrive at representative pre-COVID volume levels for use in the analysis. The following steps were taken to adjust the traffic volumes:

- The 2018 and 2019 historical data were grown to 2021 levels by applying the CEQR background growth rate of 0.25 percent per year for years 2019 through 2021.
- The cumulative intersection volumes across all locations with data in common were calculated for the March 2021 data and grown 2021 historical data by peak period. These data sets were compared and the growth adjustments needed to arrive at representative pre-COVID volume levels were calculated.
- The calculated growth adjustments for each peak period were applied uniformly across all movements and intersections to determine the representative pre-COVID volumes for use in the analysis.

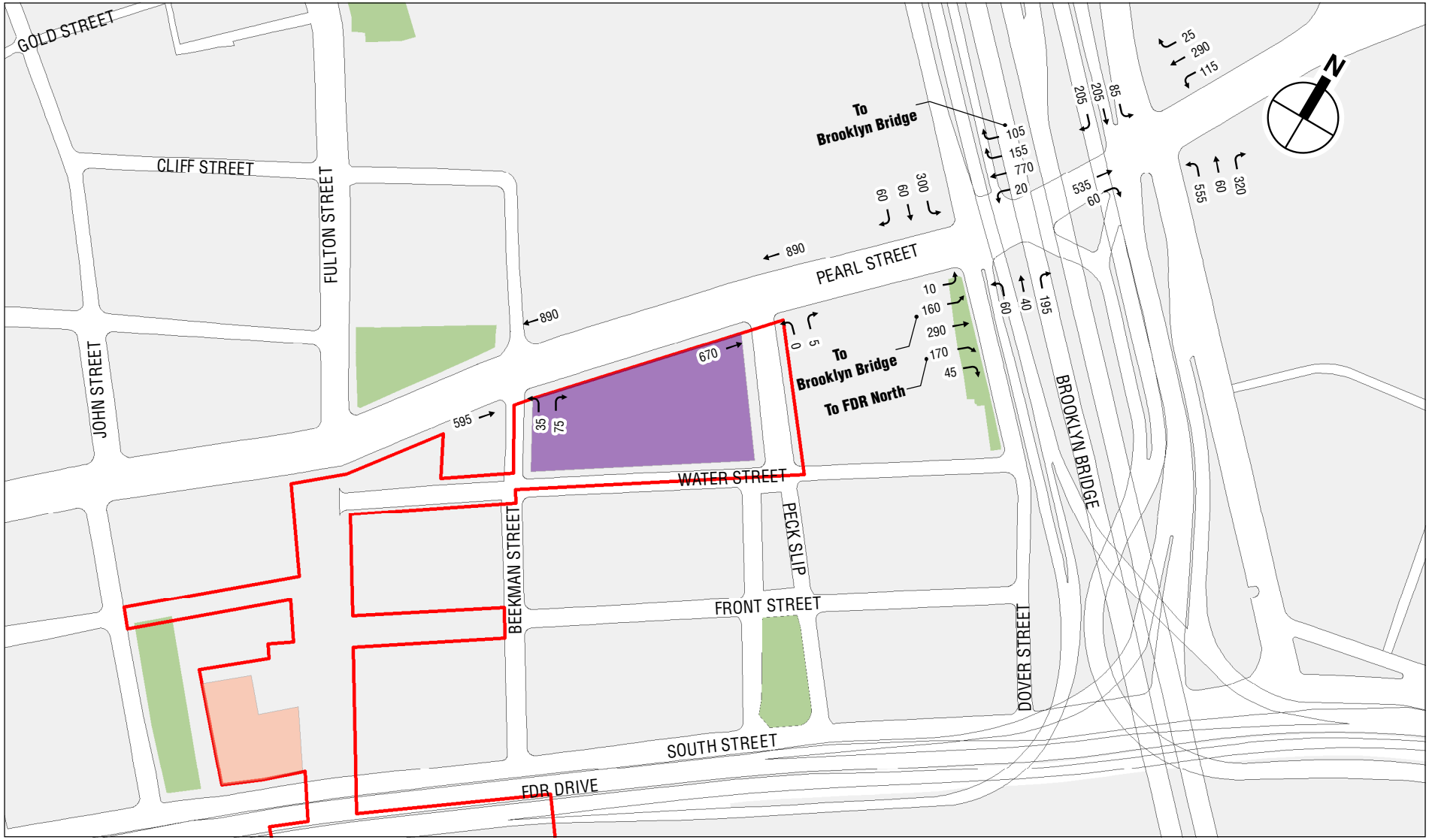
The existing traffic volumes for the weekday AM, midday, and PM peak hours are shown in **Figures 11-23 through 11-25**. Inventories of roadway geometry, traffic controls, bus stops, and parking regulations/activities were recorded to provide appropriate inputs for the operational analyses. Official signal timings were also obtained from DOT for use in the analysis of the study area signalized intersections.

*LEVELS OF SERVICE*

A summary of the existing conditions traffic analysis results by lane group is presented in **Table 11-15**. Details on LOS, v/c ratios, and average delays are presented in **Table 11-16**.

The capacity analysis indicates that most of the study area's intersection approaches/lane groups operate acceptably—at mid-LOS D or better (delays of 45 seconds or less per vehicle for signalized intersections)—during all analysis peak hours. Approaches/lane groups operating beyond mid-LOS D and those with v/c ratios of 0.90 or greater are listed below.

4.20.21




*Project Area*

*Development Site*

*Museum Site*

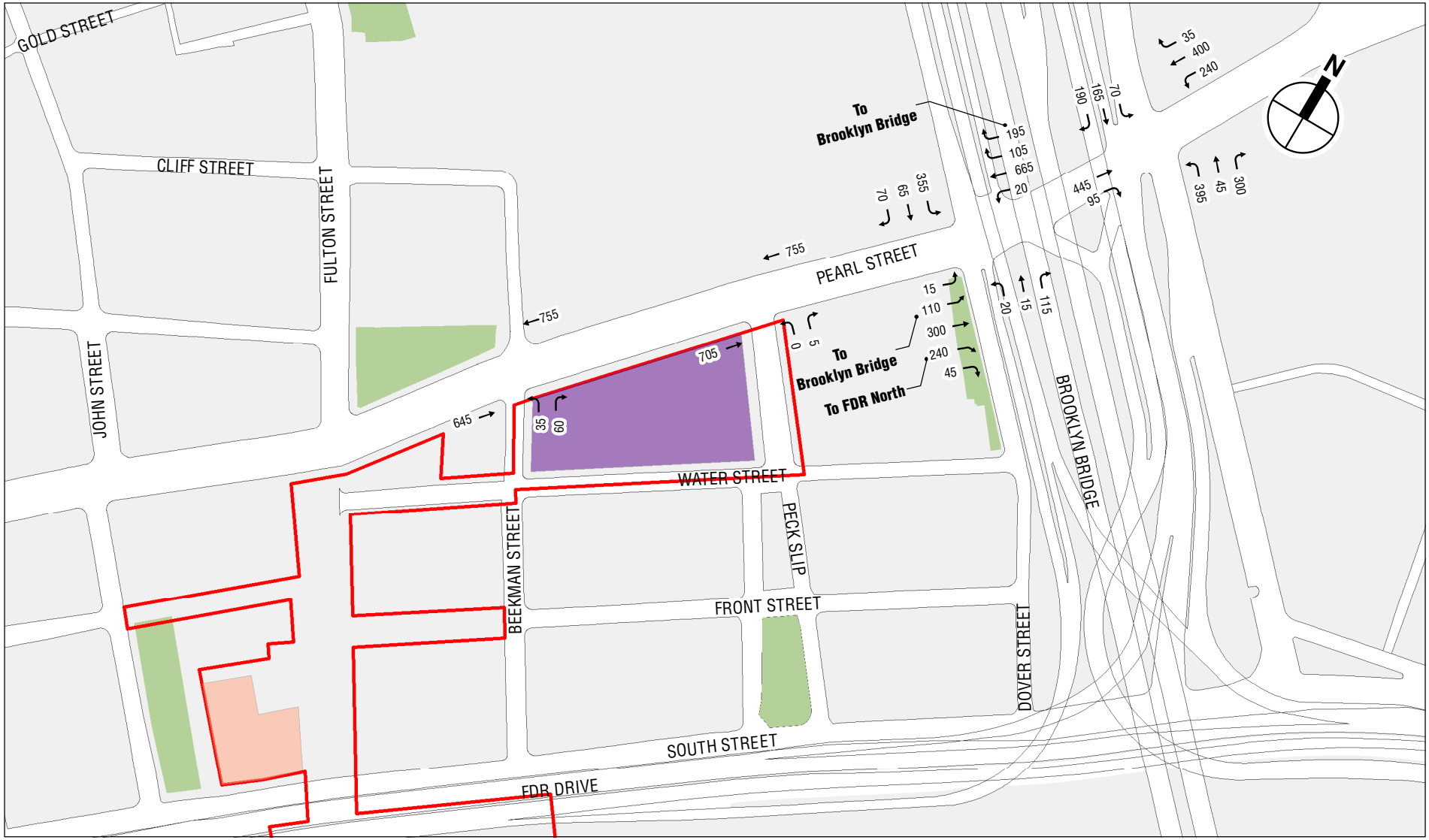
0 400 FEET

2021 Existing Traffic Volumes
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-23**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

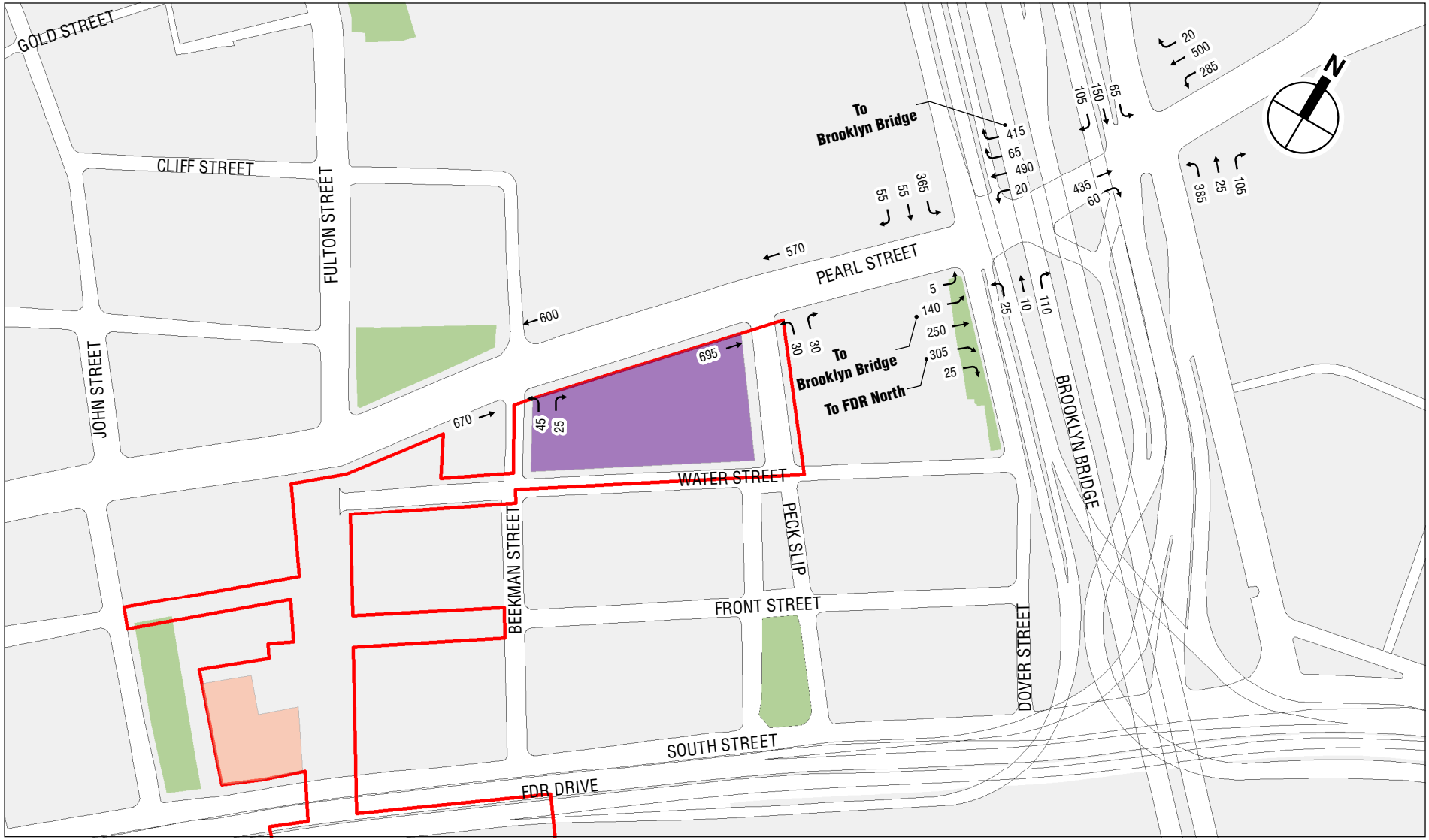
0 400 FEET

2021 Existing Traffic Volumes
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-24**

4.20.21




2021 Existing Traffic Volumes
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-25**

**Table 11-15**
**Existing Conditions Traffic Analysis Results**

| Level of Service | Analysis Peak Hours | | |
|---|---|---|---|
| | Weekday AM | Weekday Midday | Weekday PM |
| ***Signalized Intersections*** | | | |
| Lane Groups at LOS A/B/C | 13 | 11 | 13 |
| Lane Groups at LOS D | 2 | 2 | 3 |
| Lane Groups at LOS E | 1 | 2 | 1 |
| Lane Groups at LOS F | 5 | 5 | 3 |
| Total | 21 | 20 | 20 |
| Lane Groups with v/c ≥ 0.90 | 6 | 7 | 5 |

**Notes:** LOS = Level of service; v/c = volume-to-capacity ratio.

**Table 11-16**
**Existing Conditions Level of Service Analysis**

| | Weekday AM | | | | Weekday Midday | | | | Weekday PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int. | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS |
| **Pearl Street and Beekman Street** | | | | | | | | | | | | |
| EB | T | 0.45 | 12.3 | B | T | 0.45 | 12.3 | B | T | 0.46 | 12.4 | B |
| WB | T | 0.69 | 16.9 | B | T | 0.58 | 14.2 | B | T | 0.50 | 13.2 | B |
| NB | L | 0.14 | 27.6 | C | L | 0.18 | 28.4 | C | L | 0.18 | 28.2 | C |
| | R | 0.45 | 36.7 | D | R | 0.44 | 36.7 | D | R | 0.14 | 28.1 | C |
| **Pearl Street and Peck Slip** | | | | | | | | | | | | |
| EB | T | 0.55 | 13.2 | B | T | 0.50 | 12.5 | B | T | 0.49 | 12.3 | B |
| WB | T | 0.66 | 15.5 | B | T | 0.53 | 13.0 | B | T | 0.46 | 12.1 | B |
| NB | L | 0.00 | 26.5 | C | L | 0.00 | 26.5 | C | L | 0.11 | 27.8 | C |
| | R | 0.02 | 26.8 | C | R | 0.02 | 26.7 | C | R | 0.13 | 28.2 | C |
| **Pearl Street and Dover Street** | | | | | | | | | | | | |
| EB | DefL | 1.05 | 103.5 | F | - | - | - | - | - | - | - | - |
| | - | - | - | - | LTR | 1.05 | 65.2 | E | LTR | 0.97 | 44.9 | D |
| | TR | 0.84 | 28.8 | C | - | - | - | - | - | - | - | - |
| WB | LTR | 0.76 | 19.1 | B | LTR | 0.81 | 21.9 | C | LTR | 0.84 | 23.9 | C |
| NB | LTR | 0.70 | 34.7 | C | LTR | 0.32 | 24.2 | C | LTR | 0.33 | 24.5 | C |
| SB | L | 1.05 | 95.9 | F | L | 1.05 | 90.0 | F | L | 1.05 | 89.8 | F |
| | TR | 0.39 | 26.3 | C | TR | 0.37 | 25.3 | C | TR | 0.31 | 24.3 | C |
| **Pearl Street and Robert F. Wagner Sr. Place** | | | | | | | | | | | | |
| EB | TR | 0.65 | 26.3 | C | TR | 0.55 | 22.2 | C | TR | 0.48 | 22.2 | C |
| WB | DefL | 0.89 | 73.8 | E | DefL | 1.05 | 98.6 | F | DefL | 1.05 | 95.7 | F |
| | TR | 0.74 | 34.0 | C | TR | 0.98 | 60.6 | E | TR | 1.05 | 80.6 | F |
| NB | L | 0.91 | 52.0 | D | L | 0.68 | 37.7 | D | L | 0.68 | 37.7 | D |
| | TR | 0.98 | 85.6 | F | TR | 0.99 | 95.7 | F | TR | 0.33 | 33.0 | C |
| | R | 1.05 | 111.4 | F | R | 1.05 | 117.9 | F | R | 0.39 | 35.4 | D |
| SB | LTR | 1.05 | 88.0 | F | LTR | 1.05 | 93.3 | F | LTR | 0.98 | 75.1 | E |

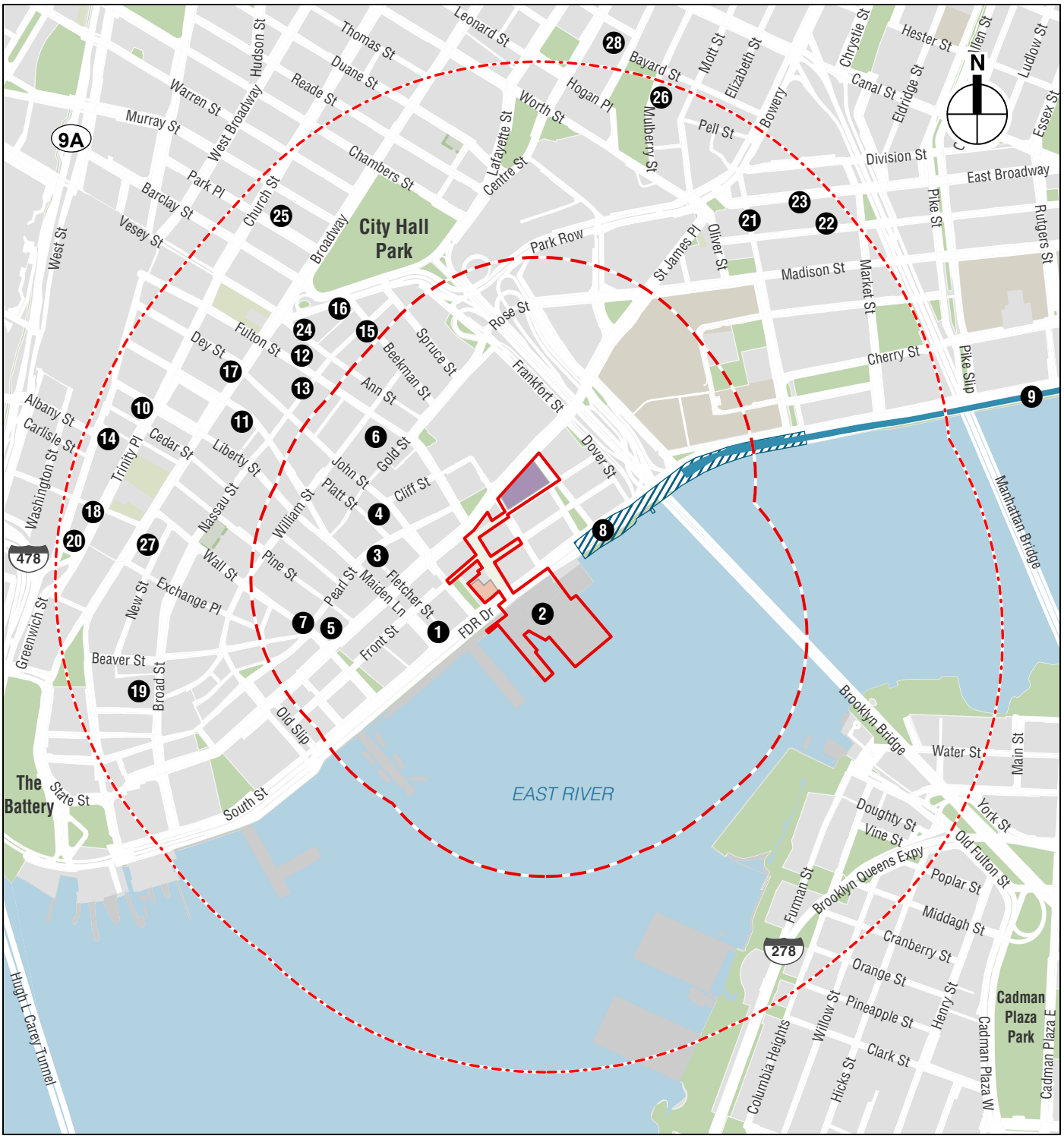
**Notes:** EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Int = Intersection, L = Left Turn, T = Through, R = Right Turn, DefL = De facto Left Turn, LOS = Level of Service

- Eastbound ~~defacto~~de facto left-turn at the Pearl Street and Dover Street intersection (LOS F with a v/c ratio of 1.05 and a delay of 103.5 seconds per vehicle [spv] during the weekday AM peak hour);

- Eastbound approach at the Pearl Street and Dover Street intersection (LOS E with a v/c ratio of 1.05 and a delay of 65.2 spv during the weekday midday peak hour, LOS D with a v/c ratio of 0.97 and a delay of 44.9 spv during the weekday PM peak hour);
- Southbound left-turn at the Pearl Street and Dover Street intersection (LOS F with a v/c ratio of 1.05 and a delay of 95.9 spv during the weekday AM peak hour, LOS F with a v/c ratio of 1.05 and a delay of 90.0 spv during the weekday midday, LOS F with a v/c ratio of 1.05 and a delay of 89.8 spv during the weekday PM peak hour);
- Westbound de facto ~~defacto~~ left-turn at the Pearl Street and Robert F. Wagner Sr. Place intersection (LOS E with a v/c ratio of 0.89 and a delay of 73.8 spv during the weekday AM peak hour, LOS F with a v/c ratio of 1.05 and a delay of 98.6 spv during the weekday midday peak hour, LOS F with a v/c ratio of 1.05 and a delay of 95.7 spv during the weekday PM peak hour);
- Westbound shared lane at the Pearl Street and Robert F. Wagner Sr. Place intersection (LOS E with a v/c ratio of 0.98 and a delay of 60.6 spv during the weekday midday peak hour, LOS E with a v/c ratio of 1.05 and a delay of 80.6 spv during the weekday PM peak hour);
- Northbound left-turn at the Pearl Street and Robert F. Wagner Sr. Place intersection (LOS D with a v/c ratio of 0.91 and a delay of 52.0 spv during the weekday AM peak hour);
- Northbound shared lane at the Pearl Street and Robert F. Wagner Sr. Place intersection (LOS F with a v/c ratio of 0.98 and a delay of 85.6 spv during the weekday AM peak hour, LOS F with a v/c ratio of 0.99 and a delay of 95.7 spv during the weekday midday peak hour);
- Northbound right-turn at the Pearl Street and Robert F. Wagner Sr. Place intersection (LOS F with a v/c ratio of 1.05 and a delay of 111.4 spv during the weekday AM peak hour, LOS F with a v/c ratio of 1.05 and a delay of 117.9 spv during the weekday midday peak hour); and
- Southbound approach at the Pearl Street and Robert F. Wagner Sr. Place intersection (LOS F with a v/c ratio of 1.05 and a delay of 88.0 spv during the weekday AM peak hour, LOS F with a v/c 1.05 and a delay of 93.3 spv during the weekday midday peak hour, LOS E with a v/c ratio of 0.98 and a delay of 75.1 spv during the weekday PM peak hour).

## THE FUTURE WITHOUT THE PREVIOUSLY PROPOSED PROJECT

The No Action condition was developed by increasing existing (2021) traffic levels by the expected growth in overall travel through and within the study area and accounting for the incremental trips generated by the as-of-right development on the Development Site under the No Action condition. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent is applied to grow traffic to the ~~Proposed Project~~previously proposed project's anticipated build year of 2026. A total of 27 future development projects expected to occur in the No Action condition (No Build projects) were identified as being planned for the ½-mile study area (see **Figure 11-26** and **Table 11-17**). However, some of these planned projects are modest in size and would be very modest traffic generators, and others are expected to generate negligible traffic at the analysis locations based on their locations relative to the Development Site and the roadway network. Based on the above, it was determined that background growth will address the increase in traffic levels for 21 of the No Build projects and the increase in pedestrian levels for 14 of the No Build projects in the study area. For the remaining No Build projects, person and vehicle trips were estimated and incorporated into the No Action analyses.




*Project Area*

*Study Area Boundary (1/2-mile perimeter)*

*Study Area Boundary (1/4-mile perimeter)*

*Development Site*

*Museum Site*

1 *No Build Project*

No Build Projects

**250 WATER STREET**

**Figure 11-26**

*TRAFFIC OPERATIONS*

The 2026 No Action traffic volumes for the weekday AM, midday, and PM peak hours are shown in **Figures 11-27 through 11-29**. The No Action condition traffic volumes are projected by layering the background growth, trips generated by discrete No Build projects in the area, and the incremental trips generated by the as-of-right development, on top of the existing traffic volumes.

**Table 11-17**
**No Build Projects Expected to be Complete by 2026**

| Map ID No.[1] | Project Name / Address | Development Program | Transportation Assumptions | Build Year |
|---|---|---|---|---|
| 1 | 161 Maiden Lane | 98 DUs | Included in background growth | 2021 |
| 2 | 96 South Street | 67,428 gsf of retail/entertainment uses | Transportation assumptions from 2020 *CEQR Technical Manual* and *Seward Park Mixed-Use Development Project FGEIS* (2012) | 2021 |
| 3 | 212 Pearl Street | 48 room hotel | Transportation assumptions from 2020 *CEQR Technical Manual* and *M1 Hotel Text Amendment FEIS* (2018) | 2026[2] |
| 4 | 7 Platt Street | 250 DUs and 172 room hotel | Transportation assumptions from 2020 *CEQR Technical Manual, U.S. Census Bureau, Seward Park Mixed-Use Development Project FGEIS* (2012), and *M1 Hotel Text Amendment FEIS* (2018) | 2026[2] |
| 5 | 120 Water Street | 128 room hotel | See No Build project site 3, above | 2021 |
| 6 | 130 William Street | 242 DUs and 17,641 gsf of retail uses | Transportation assumptions from 2020 *CEQR Technical Manual, U.S. Census Bureau,* and *Seward Park Mixed-Use Development Project FGEIS* (2012) | 2021 |
| 7 | 88 Wall Street | 181 room hotel | See No Build project site 3, above | 2021 |
| 8 | Brooklyn Bridge Esplanade | Reconstruction of waterfront open space on the East River between Peck Slip and Catherine Slip | Included in background growth | 2021 |
| 9 | Brooklyn Bridge – Montgomery Coastal Resilience Project | Project introducing resiliency measures on the East River Waterfront between Montgomery Street and the Brooklyn Bridge | Included in background growth | 2022 |
| 10 | 112 Liberty Street | 230 room hotel | Included in background growth | 2026[2] |
| 11[3] | 8 Maiden Lane | 198 room hotel | See No Build project site 3, above | 2026[2] |
| 12[3] | 140 Fulton Street | 299 room hotel | See No Build project site 3, above | 2026[2] |
| 13[3] | 83 Nassau Street | 229 DUs; 24,056 gsf of retail uses; and 24,056 gsf of office use | See No Build project site 6, above | 2022 |
| 14 | 22 Thames Street | 273 DUs and 10,027 gsf of retail uses | Included in background growth | 2021 |
| 15[3] | 15 Beekman Street | 205,044 gsf of community facility use | Transportation assumptions from 2020 *CEQR Technical Manual* and *Governors Island FSSGEIS* (2021) | 2026[2] |

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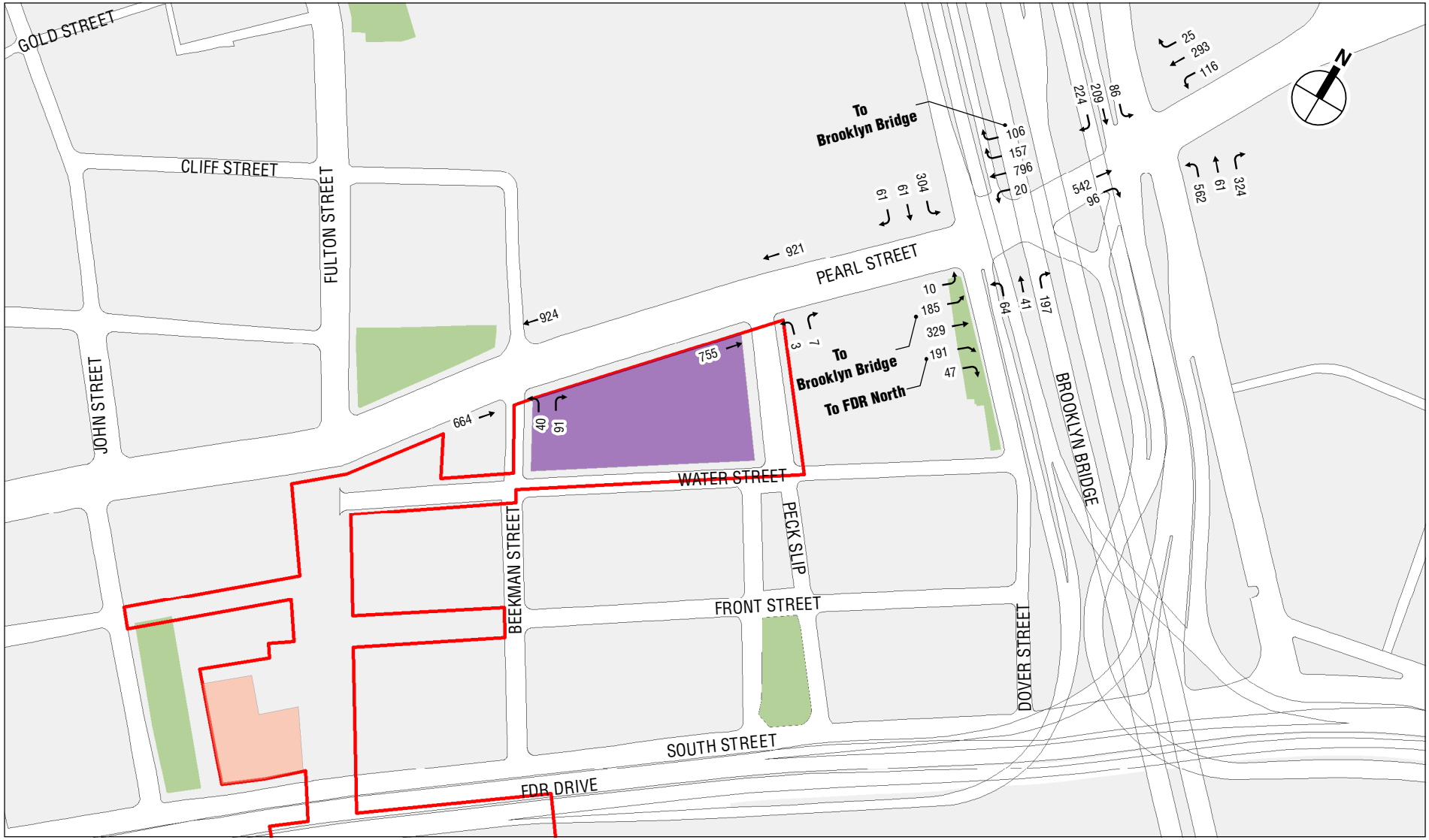



*Project Area*

*Development Site*

*Museum Site*

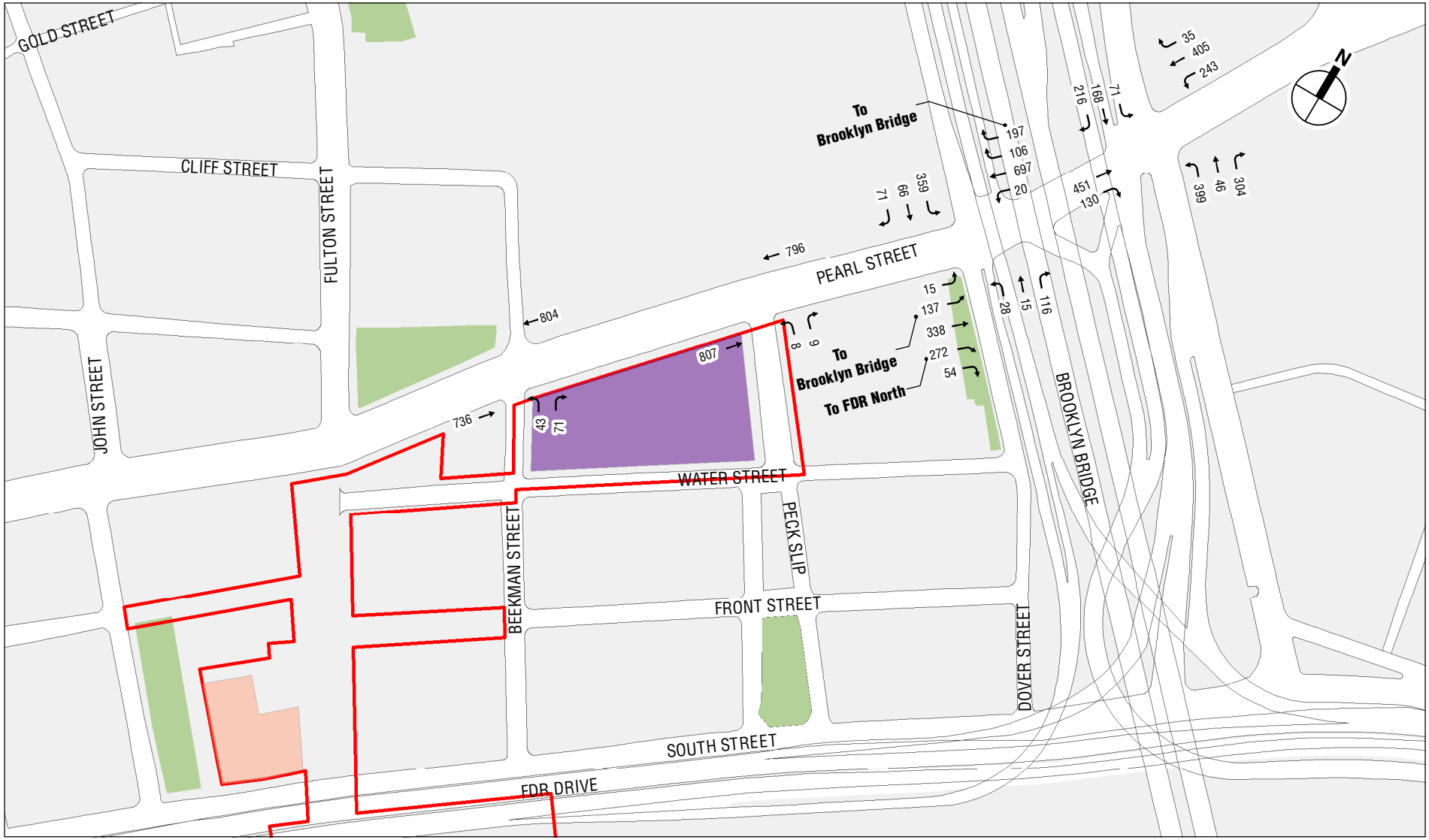
0 400 FEET

2026 No Action Traffic Volumes
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-27**

4.20.21




2026 No Action Traffic Volumes
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-28**

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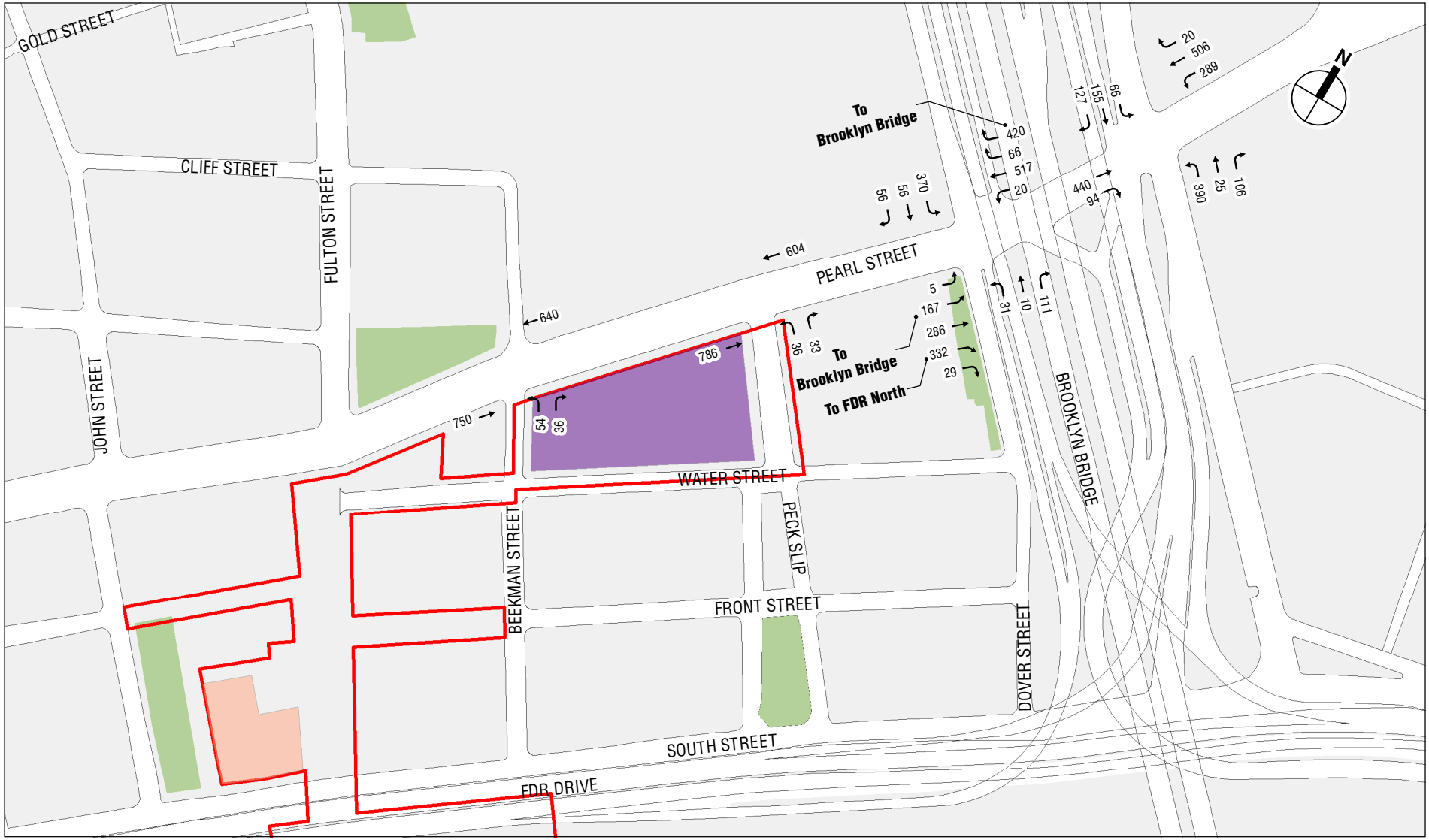


2026 No Action Traffic Volumes
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-29**

**Table 11-17 (cont'd)**
**No Build Projects Expected to be Complete by 2026**

| Map ID No.[1] | Project Name / Address | Development Program | Transportation Assumptions | Build Year |
|---|---|---|---|---|
| 16[3] | 1 Beekman Street | 31 DUs and 16,923 gsf of retail uses | See No Build project site 6, above | 2021 |
| 17[3] | 185 Broadway | 209 DUs; 15,409 gsf of retail uses; and 27,261 gsf of office use | See No Build project site 6, above | 2021 |
| 18 | 50 Trinity Place | 3,986 gsf of retail uses and 180 room hotel | Included in background growth | 2021 |
| 19 | 11 Stone Street | 130 room hotel | Included in background growth | 2026[2] |
| 20 | 42 Trinity Place | 90 DUs and 5,449 gsf of retail uses | Included in background growth | 2021 |
| 21 | 15 Catherine Street | 20,694 gsf of office use and 1,630 gsf of community facility use | Included in background growth | 2026[2] |
| 22 | 59 Henry Street | 80 DUs and 46,351 gsf of community facility use | Included in background growth | 2026[2] |
| 23 | 43 East Broadway | 34 room hotel | Included in background growth | 2026[2] |
| 24[3] | 1 Park Row | 19 DUs and 54,062 gsf of retail uses | See No Build project site 6, above | 2026[2] |
| 25 | 21 Park Place | 11 room hotel | Included in background growth | 2026[2] |
| 26 | 62 Mulberry Street | 119 room hotel | Included in background growth | 2026[2] |
| 27 | 1 Wall Street | 566 DUs and 121,654 gsf of retail uses | Included in background growth | 2021 |

**Notes:**
[1] See **Figure 11-26**.
[2] Projects for which the build year is unknown are assumed to be completed by the ~~Proposed Project~~previously proposed project's analysis year of 2026.
[3] Included for pedestrians only.
**Sources:**
DCP, DOB, CEQR Access, ZAP Search, Field Checks Oct 2020, https://newyorkyimby/com

In addition to the above, the City is undertaking a streetscape improvement project along Water Street between Whitehall Street and Maiden Lane. The resulting changes, which would take place entirely outside of the traffic study area, are not expected to have any effects on the analyses presented below. A summary of the 2026 No Action condition traffic analysis results is presented in **Table 11-18**.

**Table 11-18**
**2026 No Action Condition Traffic Analysis Results**

| Level of Service | Analysis Peak Hours | | |
|---|---|---|---|
| | Weekday AM | Weekday Midday | Weekday PM |
| ***Signalized Intersections*** | | | |
| Lane Groups at LOS A/B/C | 11 | 11 | 13 |
| Lane Groups at LOS D | 4 | 2 | 3 |
| Lane Groups at LOS E | 0 | 1 | 0 |
| Lane Groups at LOS F | 6 | 6 | 5 |
| Total | 21 | 20 | 21 |
| Lane Groups with v/c ≥ 0.90 | 8 | 7 | 7 |

**Notes:** LOS = Level of service; v/c = volume-to-capacity ratio.

Details on LOS, v/c ratios, and average delays are presented in **Table 11-19**. As discussed above, the existing off-street parking facility on the Development Site would be displaced in the No Action and With Action conditions.

**Table 11-19**
**2021 Existing and 2026 No Action Conditions Level of Service Analysis**

| | Weekday AM | | | | | | | | Weekday Midday | | | | | | | | Weekday PM | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Existing | | | | No Action | | | | Existing | | | | No Action | | | | Existing | | | | No Action | | | |
| Int. | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS |
| **Pearl Street and Beekman Street** | | | | | | | | | | | | | | | | | | | | | | | | |
| EB | T | 0.45 | 12.3 | B | T | 0.50 | 13.0 | B | T | 0.45 | 12.3 | B | T | 0.52 | 13.1 | B | T | 0.46 | 12.4 | B | T | 0.52 | 13.1 | B |
| WB | T | 0.69 | 16.9 | B | T | 0.72 | 17.6 | B | T | 0.58 | 14.2 | B | T | 0.62 | 14.9 | B | T | 0.50 | 13.2 | B | T | 0.54 | 13.7 | B |
| NB | L | 0.14 | 27.6 | C | L | 0.17 | 28.1 | C | L | 0.18 | 28.4 | C | L | 0.23 | 29.7 | C | L | 0.18 | 28.2 | C | L | 0.24 | 29.2 | C |
| | R | 0.45 | 36.7 | D | R | 0.56 | 41.5 | D | R | 0.44 | 36.7 | D | R | 0.53 | 41.1 | D | R | 0.14 | 28.1 | C | R | 0.23 | 30.1 | C |
| **Pearl Street and Peck Slip** | | | | | | | | | | | | | | | | | | | | | | | | |
| EB | T | 0.55 | 13.2 | B | T | 0.62 | 14.4 | B | T | 0.50 | 12.5 | B | T | 0.58 | 13.6 | B | T | 0.49 | 12.3 | B | T | 0.55 | 13.2 | B |
| WB | T | 0.66 | 15.5 | B | T | 0.69 | 16.0 | B | T | 0.53 | 13.0 | B | T | 0.56 | 13.4 | B | T | 0.46 | 12.1 | B | T | 0.49 | 12.5 | B |
| NB | L | 0.00 | 26.5 | C | L | 0.02 | 26.6 | C | L | 0.00 | 26.5 | C | L | 0.03 | 26.9 | C | L | 0.11 | 27.8 | C | L | 0.15 | 28.4 | C |
| | R | 0.02 | 26.8 | C | R | 0.04 | 27.0 | C | R | 0.02 | 26.7 | C | R | 0.05 | 27.1 | C | R | 0.13 | 28.2 | C | R | 0.17 | 29.0 | C |
| **Pearl Street and Dover Street** | | | | | | | | | | | | | | | | | | | | | | | | |
| EB | DefL | 1.05 | 103.5 | F | DefL | 1.22 | 162.1 | F | - | - | - | - | - | - | - | - | - | - | - | - | DefL | 1.26 | 181.4 | F |
| | - | - | - | - | - | - | - | - | LTR | 1.05 | 65.2 | E | LTR | 1.26 | 149.4 | F | LTR | 0.97 | 44.9 | D | - | - | - | - |
| | TR | 0.84 | 28.8 | C | TR | 0.95 | 43.8 | D | - | - | - | - | - | - | - | - | - | - | - | - | TR | 0.97 | 46.0 | D |
| WB | LTR | 0.76 | 19.1 | B | LTR | 0.80 | 20.6 | C | LTR | 0.81 | 21.9 | C | LTR | 0.85 | 24.1 | C | LTR | 0.84 | 23.9 | C | LTR | 0.93 | 32.9 | C |
| NB | LTR | 0.70 | 34.7 | C | LTR | 0.75 | 38.0 | D | LTR | 0.32 | 24.2 | C | LTR | 0.36 | 24.9 | C | LTR | 0.33 | 24.5 | C | LTR | 0.37 | 25.2 | C |
| SB | L | 1.05 | 95.9 | F | L | 1.07 | 100.1 | F | L | 1.05 | 90.0 | F | L | 1.06 | 93.4 | F | L | 1.05 | 89.8 | F | L | 1.06 | 95.0 | F |
| | TR | 0.39 | 26.3 | C | TR | 0.42 | 27.2 | C | TR | 0.37 | 25.3 | C | TR | 0.41 | 26.4 | C | TR | 0.31 | 24.3 | C | TR | 0.34 | 25.0 | C |
| **Pearl Street and Robert F. Wagner Sr. Place** | | | | | | | | | | | | | | | | | | | | | | | | |
| EB | TR | 0.65 | 26.3 | C | TR | 0.73 | 28.8 | C | TR | 0.55 | 22.2 | C | TR | 0.63 | 24.0 | C | TR | 0.48 | 22.2 | C | TR | 0.55 | 23.6 | C |
| WB | DefL | 0.89 | 73.8 | E | DefL | 1.07 | 124.8 | F | DefL | 1.05 | 98.6 | F | DefL | 1.14 | 128.5 | F | DefL | 1.05 | 95.7 | F | DefL | 1.16 | 131.9 | F |
| | TR | 0.74 | 34.0 | C | TR | 0.75 | 34.8 | C | TR | 0.98 | 60.6 | E | TR | 1.00 | 64.3 | E | TR | 1.05 | 80.6 | F | TR | 1.07 | 84.6 | F |
| NB | L | 0.91 | 52.0 | D | L | 0.92 | 53.5 | D | L | 0.68 | 37.7 | D | L | 0.69 | 37.9 | D | L | 0.68 | 37.7 | D | L | 0.69 | 38.0 | D |
| | TR | 0.98 | 85.6 | F | TR | 1.02 | 98.1 | F | TR | 0.99 | 95.7 | F | TR | 1.03 | 107.5 | F | TR | 0.33 | 33.0 | C | TR | 0.36 | 33.8 | C |
| | R | 1.05 | 111.4 | F | R | 1.12 | 136.2 | F | R | 1.05 | 117.9 | F | R | 1.12 | 142.0 | F | R | 0.39 | 35.4 | D | R | 0.44 | 37.7 | D |
| SB | LTR | 1.05 | 88.0 | F | LTR | 1.10 | 104.9 | F | LTR | 1.05 | 93.3 | F | LTR | 1.13 | 118.5 | F | LTR | 0.98 | 75.1 | E | LTR | 1.07 | 100.0 | F |

**Notes:** EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Int = Intersection, L = Left Turn, T = Through, R = Right Turn, DefL = De facto Left Turn, LOS = Level of Service

Although the existing parking demand would be redistributed to the surrounding areas off-street facilities, the background traffic volumes at the analysis locations were conservatively left unchanged in the No Action and With Action traffic analyses. As discussed in greater detail below in Section G, "Parking Assessment," the parking demand generated by the as-of-right development would exceed the on-site capacity, and the overflow parking demand is expected to be accommodated at off-street facilities within ¼-mile of the Development Site.

Based on the analysis results presented in **Table 11-19**, the majority of the approaches / lane groups in the No Action condition would operate at the same LOS as in the existing conditions or within acceptable mid-LOS D or better (delays of 45 seconds or less per vehicle for signalized intersections) for all analysis peak hours. The following approaches / lane groups in the No Action condition are expected to operate at deteriorated LOS when compared to the existing conditions:

- Eastbound ~~defacto~~de facto left-turn at the Pearl Street and Dover Street intersection will deteriorate to LOS F with a v/c ratio of 1.26 and a delay of 181.4 spv during the weekday PM peak hour;
- Eastbound approach at the Pearl Street and Dover Street intersection will deteriorate to LOS F with a v/c ratio of 1.26 and a delay of 149.4 spv during the weekday midday peak hour;
- Westbound ~~defacto~~de facto left-turn at the Pearl Street and Robert F. Wagner Sr. Place intersection will deteriorate to LOS F with a v/c ratio of 1.07 and a delay of 124.8 spv during the weekday AM peak hour;
- Westbound shared lane at the Pearl Street and Robert F. Wagner Sr. Place intersection will deteriorate to LOS F with a v/c ratio of 1.07 and a delay of 84.6 spv during the weekday PM peak hour; and

- Southbound approach at the Pearl Street and Robert F. Wagner Sr. Place intersection will deteriorate to LOS F with a v/c ratio of 1.07 and a delay of 100.0 spv during the weekday PM peak hour.

## THE FUTURE WITH THE PREVIOUSLY PROPOSED PROJECT

As noted above, in the With Action condition the Development Site would be developed with an approximately 680,500 gsf mixed-use building with 394 DUs, 13,353 gsf of local retail space, 267,747 gsf of office space, 5,000 gsf of community facility space, and 108 accessory parking spaces. In the With Action condition the Museum Site would contain approximately 86,691 gsf of museum space, consisting of 27,996 gsf of renovated space, and 26,312 gsf of "Collection" space that would not be renovated but would reopen with the ~~Proposed Project~~previously proposed project, and 32,383 gsf of potential expansion space. The ~~Proposed Project~~previously proposed project would result in approximately 126, 84, and 172 incremental vehicle trips during the weekday AM, midday, and PM peak hours respectively. Auto trips to the Development Site are assigned to the on-site parking garage. Auto trips to the Museum Site are assigned to the various off-street parking facilities identified in the approximately ¼-mile study area. Taxi trips have been distributed to the Development and Museum Sites' various frontages. Delivery trips are assigned to the Development and Museum Sites via DOT-designated truck routes.

*TRAFFIC OPERATIONS*

The 2026 With Action condition traffic volumes are shown in **Figures 11-30 through 11-32** for the weekday AM, midday, and PM peak hours. The 2026 With Action traffic volumes are constructed by layering on top of the No Action condition traffic volumes the incremental vehicle trips shown in **Figures 11-10 through 11-12**. A summary of the 2026 With Action condition traffic analysis results is presented in **Table 11-20**.

**Table 11-20**
**2026 With Action Condition Traffic Analysis Results**

| Level of Service | Analysis Peak Hours | | |
|---|---|---|---|
| | Weekday AM | Weekday Midday | Weekday PM |
| ***Signalized Intersections*** | | | |
| Lane Groups at LOS A/B/C | 11 | 11 | 12 |
| Lane Groups at LOS D | 2 | 2 | 2 |
| Lane Groups at LOS E | 1 | 1 | 0 |
| Lane Groups at LOS F | 7 | 6 | 7 |
| Total | 21 | 20 | 21 |
| Lane Groups with v/c ≥ 0.90 | 9 | 7 | 8 |
| **Notes:** LOS = Level of service; v/c = volume-to-capacity ratio. | | | |

Details on LOS, v/c ratios, and average delays are presented in **Table 11-21**. As discussed above, the existing off-street parking facility on the Development Site would be displaced in the No Action and With Action conditions. Although the existing parking demand would be redistributed to the surrounding areas off-street facilities, the background traffic volumes at the analysis locations were conservatively left unchanged in the No Action and With Action traffic analyses. As discussed in greater detail below in Section G, "Parking Assessment," the parking demand generated by the ~~Proposed Project~~previously proposed project would exceed the on-site capacity, and the overflow parking demand is expected to be accommodated at off-street facilities within ¼-mile of the Development Site. Based on impact criteria prescribed by the *CEQR Technical Manual*, the With Action condition would result in significant adverse traffic impacts at three

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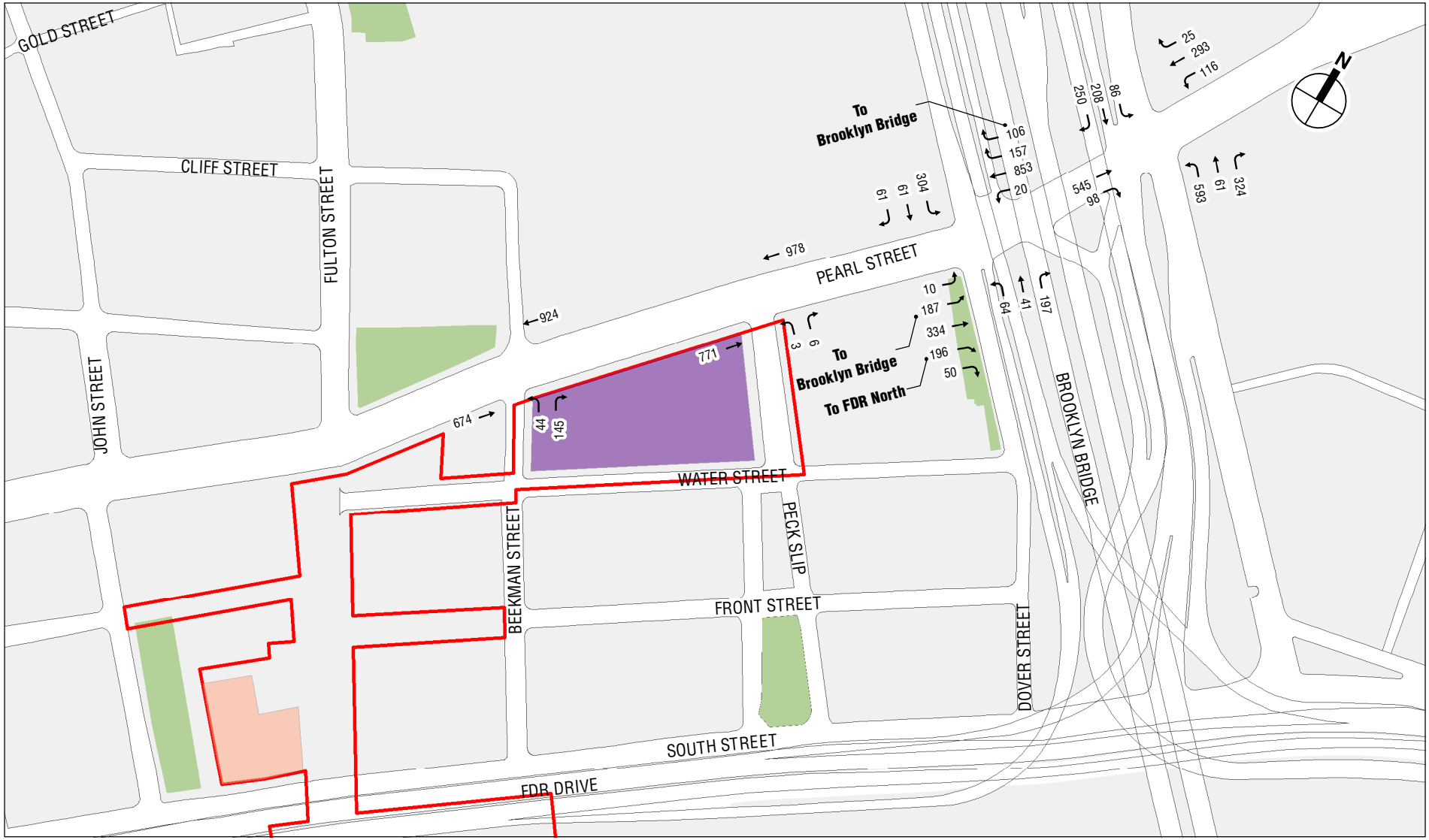



*Project Area*

*Development Site*

*Museum Site*

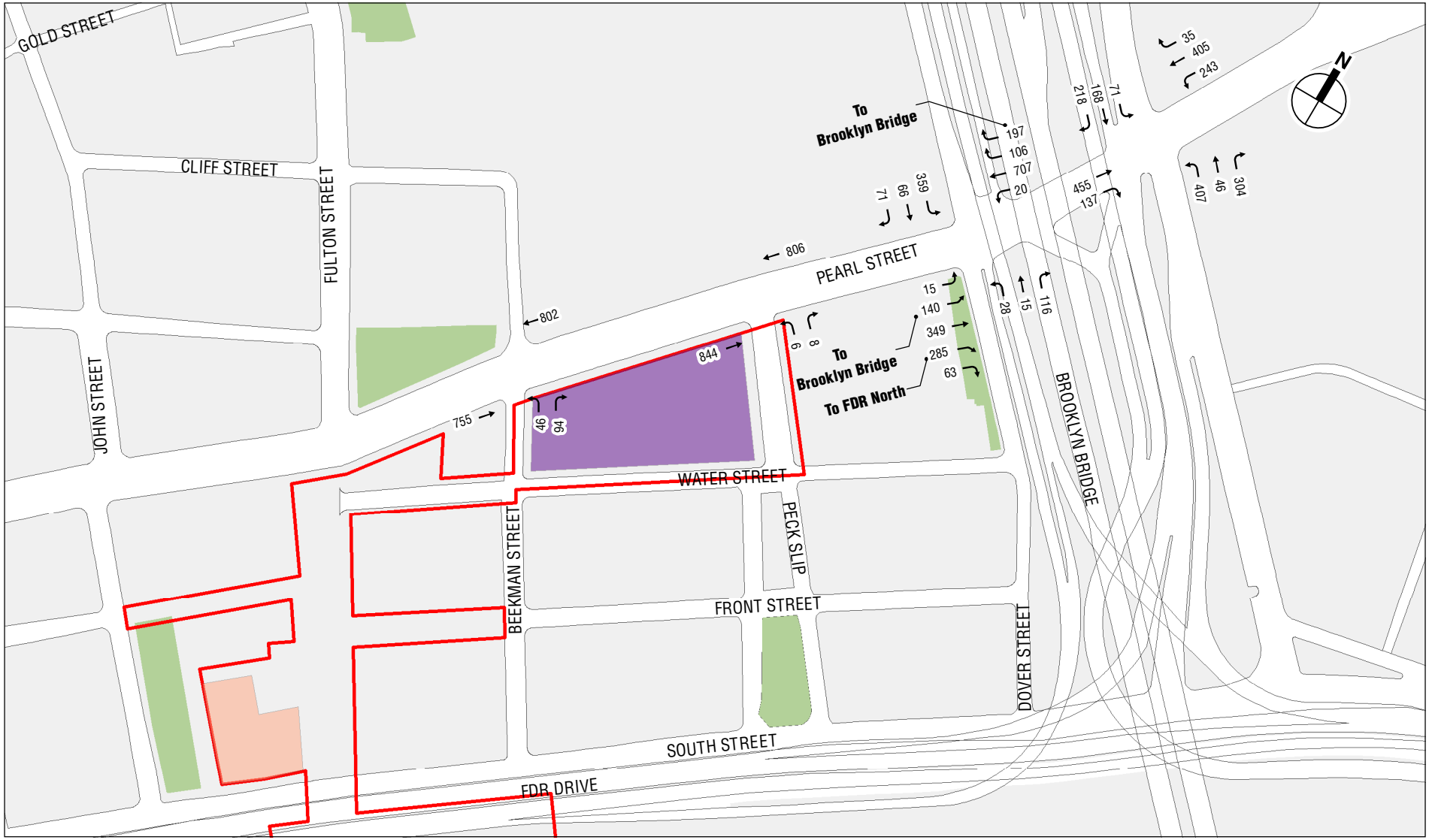
0 400 FEET

2026 With Action Traffic Volumes
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-30**

4.20.21

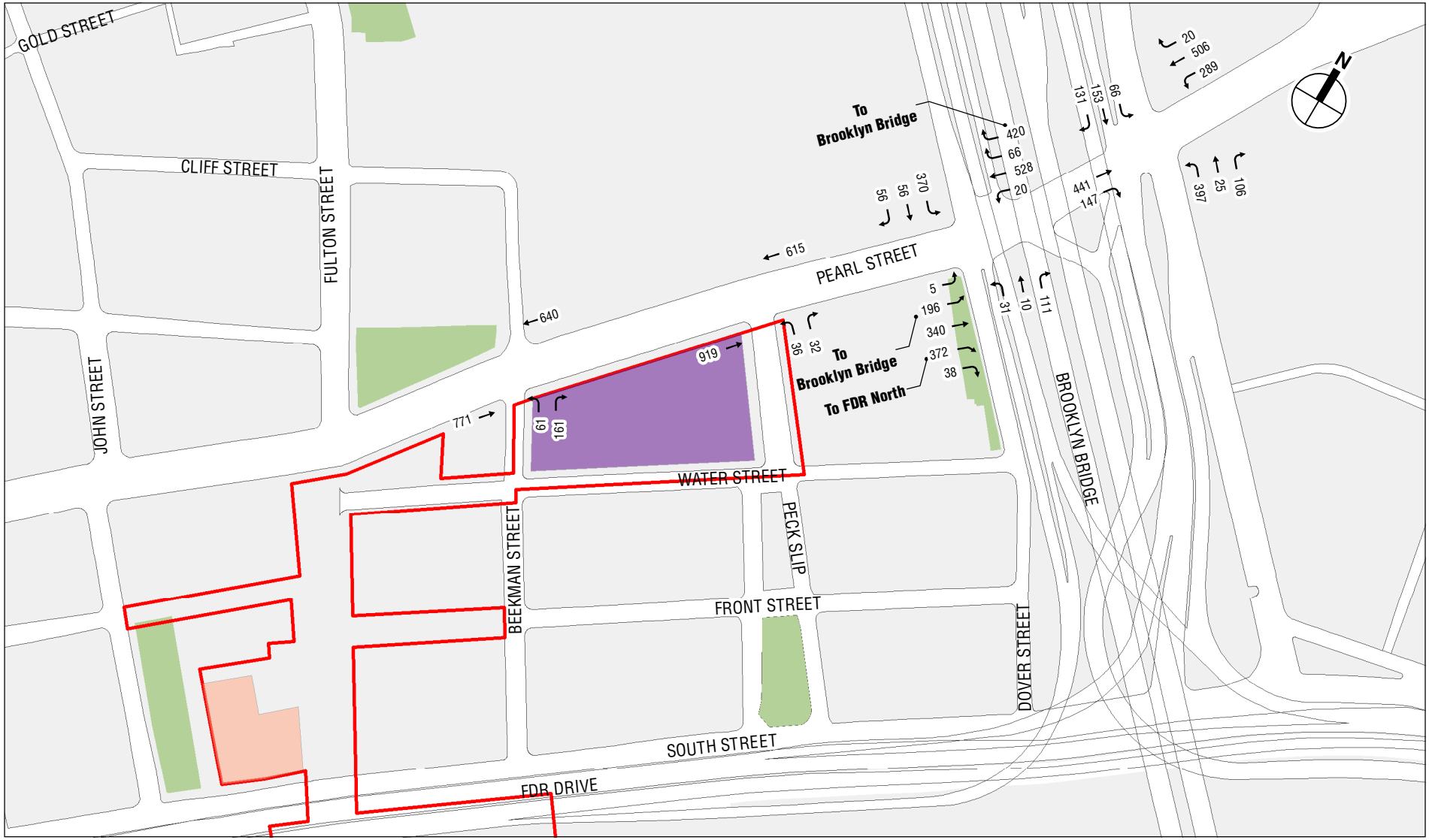



2026 With Action Traffic Volumes
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-31**

4.20.21




*Project Area*

*Development Site*

*Museum Site*

0 400 FEET

2026 With Action Traffic Volumes
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-32**

intersections during the weekday AM peak hour, three intersections during the weekday midday peak hour, and three intersections during the weekday PM peak hour. The specific details are provided below. Potential measures to mitigate these significant adverse traffic impacts are discussed in Chapter 19, "Mitigation."

**Table 11-21**
**2026 No Action and With Action Conditions Level of Service Analysis**

| | Weekday AM | | | | | | | | Weekday Midday | | | | | | | | Weekday PM | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Action | | | | With Action | | | | No Action | | | | With Action | | | | No Action | | | | With Action | | | |
| Int. | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS |
| **Pearl Street and Beekman Street** | | | | | | | | | | | | | | | | | | | | | | | | |
| EB | T | 0.50 | 13.0 | B | T | 0.51 | 13.1 | B | T | 0.52 | 13.1 | B | T | 0.53 | 13.3 | B | T | 0.52 | 13.1 | B | T | 0.53 | 13.3 | B |
| WB | T | 0.72 | 17.6 | B | T | 0.72 | 17.6 | B | T | 0.62 | 14.9 | B | T | 0.61 | 14.9 | B | T | 0.54 | 13.7 | B | T | 0.54 | 13.7 | B |
| NB | L | 0.17 | 28.1 | C | L | 0.21 | 29.0 | C | L | 0.23 | 29.7 | C | L | 0.26 | 30.3 | C | L | 0.24 | 29.2 | C | L | 0.31 | 31.0 | C |
| | R | 0.56 | 41.5 | D | R | 0.92 | 82.5 | F + | R | 0.53 | 41.1 | D | R | 0.71 | 54.2 | D + | R | 0.23 | 30.1 | C | R | 1.09 | 125.1 | F + |
| **Pearl Street and Peck Slip** | | | | | | | | | | | | | | | | | | | | | | | | |
| EB | T | 0.62 | 14.4 | B | T | 0.63 | 14.7 | B | T | 0.58 | 13.6 | B | T | 0.60 | 14.1 | B | T | 0.55 | 13.2 | B | T | 0.64 | 14.8 | B |
| WB | T | 0.69 | 16.0 | B | T | 0.73 | 17.2 | B | T | 0.56 | 13.4 | B | T | 0.57 | 13.6 | B | T | 0.49 | 12.5 | B | T | 0.50 | 12.6 | B |
| NB | L | 0.02 | 26.6 | C | L | 0.02 | 26.7 | C | L | 0.03 | 26.9 | C | L | 0.03 | 26.8 | C | L | 0.15 | 28.4 | C | L | 0.16 | 28.7 | C |
| | R | 0.04 | 27.0 | C | R | 0.03 | 26.9 | C | R | 0.05 | 27.1 | C | R | 0.04 | 27.1 | C | R | 0.17 | 29.0 | C | R | 0.17 | 29.2 | C |
| **Pearl Street and Dover Street** | | | | | | | | | | | | | | | | | | | | | | | | |
| EB | DefL | 1.22 | 162.1 | F | DefL | 1.23 | 163.7 | F | - | - | - | - | - | - | - | - | DefL | 1.26 | 181.4 | F | DefL | 1.49 | 274.5 | F + |
| | - | - | - | - | - | - | - | - | LTR | 1.26 | 149.4 | F | LTR | 1.33 | 177.9 | F + | - | - | - | - | - | - | - | - |
| | TR | 0.95 | 43.8 | D | TR | 0.98 | 49.4 | D + | - | - | - | - | - | - | - | - | TR | 0.97 | 46.0 | D | TR | 1.13 | 93.8 | F + |
| WB | LTR | 0.80 | 20.6 | C | LTR | 0.83 | 22.3 | C | LTR | 0.85 | 24.1 | C | LTR | 0.86 | 24.6 | C | LTR | 0.93 | 32.9 | C | LTR | 0.94 | 34.4 | C |
| NB | LTR | 0.75 | 38.0 | D | LTR | 0.76 | 38.7 | D | LTR | 0.36 | 24.9 | C | LTR | 0.37 | 25.0 | C | LTR | 0.37 | 25.2 | C | LTR | 0.37 | 25.2 | C |
| SB | L | 1.07 | 100.1 | F | L | 1.07 | 100.1 | F | L | 1.06 | 93.4 | F | L | 1.06 | 93.4 | F | L | 1.06 | 95.0 | F | L | 1.06 | 95.0 | F |
| | TR | 0.42 | 27.2 | C | TR | 0.43 | 27.6 | C | TR | 0.41 | 26.4 | C | TR | 0.42 | 26.6 | C | TR | 0.34 | 25.0 | C | TR | 0.34 | 25.1 | C |
| **Pearl Street and Robert F. Wagner Sr. Place** | | | | | | | | | | | | | | | | | | | | | | | | |
| EB | TR | 0.73 | 28.8 | C | TR | 0.73 | 29.1 | C | TR | 0.63 | 24.0 | C | TR | 0.65 | 24.5 | C | TR | 0.55 | 23.6 | C | TR | 0.64 | 25.7 | C |
| WB | DefL | 1.07 | 124.8 | F | DefL | 1.08 | 130.4 | F + | DefL | 1.14 | 128.5 | F | DefL | 1.15 | 132.4 | F + | DefL | 1.16 | 131.9 | F | DefL | 1.13 | 120.3 | F |
| | TR | 0.75 | 34.8 | C | TR | 0.75 | 34.8 | C | TR | 1.00 | 64.3 | E | TR | 1.00 | 64.3 | E | TR | 1.07 | 84.6 | F | TR | 1.07 | 84.6 | F |
| NB | L | 0.92 | 53.5 | D | L | 0.97 | 62.6 | E + | L | 0.69 | 37.9 | D | L | 0.70 | 38.4 | D | L | 0.69 | 38.0 | D | L | 0.70 | 38.4 | D |
| | TR | 1.02 | 98.1 | F | TR | 1.03 | 99.4 | F | TR | 1.03 | 107.5 | F | TR | 1.03 | 107.5 | F | TR | 0.36 | 33.8 | C | TR | 0.36 | 34.0 | C |
| | R | 1.12 | 136.2 | F | R | 1.13 | 138.4 | F | R | 1.12 | 142.0 | F | R | 1.13 | 144.6 | F | R | 0.44 | 37.7 | D | R | 0.45 | 38.4 | D |
| SB | LTR | 1.10 | 104.9 | F | LTR | 1.15 | 122.8 | F + | LTR | 1.13 | 118.5 | F | LTR | 1.13 | 121.3 | F | LTR | 1.07 | 100.0 | F | LTR | 1.08 | 103.4 | F + |

**Notes:** EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Int = Intersection, L = Left Turn, T = Through, R = Right Turn, DefL = De_facto Left Turn, LOS = Level of Service, + Denotes a significant adverse traffic impact

- Northbound left-turn at the Pearl Street and Beekman Street intersection would deteriorate from LOS D (v/c ratio of 0.56 and 41.5 spv of delay) to LOS F (v/c ratio of 0.92 and 82.5 spv of delay), within LOS D (from a v/c ratio of 0.53 and 41.1 spv of delay to a v/c ratio of 0.71 and 54.2 spv of delay), and from LOS C (v/c ratio of 0.23 and 30.1 spv of delay) to LOS F (v/c ratio of 1.09 and 125.1 spv of delay), increases in delay of more than 5 seconds during the weekday AM, midday, and PM peak hours. These projected increases in delay constitute significant adverse impacts;
- Eastbound ~~defacto~~de facto left-turn at the Pearl Street and Dover Street intersection would deteriorate within LOS F (from a v/c ratio of 1.26 and 181.4 spv of delay to a v/c ratio of 1.49 and 274.5 spv of delay), an increase in delay of more than 3 seconds during the weekday PM peak hour. This projected increase in delay constitutes a significant adverse impact;
- Eastbound approach at the Pearl Street and Dover Street intersection would deteriorate within LOS F (from a v/c ratio of 1.26 and 149.4 spv to a v/c ratio of 1.33 and 177.9 spv), an increase in delay of more than 3 seconds during the weekday midday peak hour. This projected increase in delay constitutes a significant adverse impact;
- Eastbound shared lane at the Pearl Street and Dover Street intersection would deteriorate from LOS D (v/c ratio of 0.95 and 43.8 spv of delay) to LOS E (v/c ratio of 0.98 and 49.4 spv of delay), and LOS D (v/c ratio of 0.97 and 46.0 spv of delay) to LOS F (v/c ratio of 1.13 and

93.8 spv of delay), increases in delay of more than 5 seconds during the weekday AM and PM peak hours. These projected increases in delay constitute significant adverse impacts;

- Westbound ~~defacto~~de facto left-turn at the Pearl Street and Robert F. Wagner Sr. Place intersection would deteriorate within LOS F (from a v/c ratio of 1.07 and 124.8 spv of delay to a v/c ratio of 1.08 and 130.4 spv of delay), and within LOS F (from a v/c ratio of 1.14 and 128.5 spv of delay to a v/c ratio of 1.15 and 132.4 spv of delay), increases in delay of more than 3 seconds during the weekday AM and midday peak hours. These projected increases in delay constitute significant adverse impacts;
- Northbound left-turn at the Pearl Street and Robert F. Wagner Sr. Place intersection would deteriorate from LOS D (v/c ratio of 0.92 and 53.5 spv of delay) to LOS E (v/c ratio of 0.97 and 62.6 spv of delay), an increase in delay of more than 5 seconds during the weekday AM peak hour. This projected increase in delay constitutes a significant adverse impact; and
- Southbound approach at the Pearl Street and Robert F. Wagner Sr. Place intersection would deteriorate within LOS F (from a v/c ratio of 1.10 and 104.9 spv of delay to a v/c ratio of 1.15 and 122.8 spv of delay), and within LOS F (from a v/c ratio of 1.07 and 100.0 spv of delay to a v/c ratio of 1.08 and 103.4 spv of delay), increases of more than 3 seconds during the weekday AM and PM peak hours. These projected increases in delay constitute significant adverse impacts.

## E. DETAILED PEDESTRIAN ANALYSIS

As described above in Section B, "Preliminary Analysis Methodology and Screening Assessment," Level 1 and Level 2 screening analyses are prepared to identify the pedestrian elements that warranted a detailed analysis. Based on the assignment of pedestrian trips, eight sidewalks, 10 corners, and three crosswalks have been selected for analysis for the weekday AM, midday, and PM peak hours.

### EXISTING CONDITIONS

Pedestrian data was collected in March 2021 in accordance with procedures outlined in the *CEQR Technical Manual* during the weekday hours of 7:00 AM to 10:00 AM, 11:00 AM to 2:00 PM, and 4:00 PM to 7:00 PM. As with traffic, the collected pedestrian data were compared and calibrated against historic data to develop appropriate 2021 baseline volumes for use in the analysis.

During data collection, construction activities were observed at the northwest corner of Fulton Street and Gold Street. The construction-related physical conditions of this location were noted and have been incorporated into the existing condition pedestrian analyses. As detailed below, the physical conditions for this location is modified in the No Action and With Action condition analyses to reflect the assumption that the existing condition construction activities would be concluded before the ~~Proposed Project~~previously proposed project's build year. In addition, elements that are prevalent currently, such as outdoor dining, were accounted for in the existing pedestrian space calculations detailed below. There is an existing Citi Bike station located along the east side of Pearl Street between Beekman Street and Peck Slip, adjacent to the Pearl Street frontage of the Development Site. It is anticipated that this Citi Bike station would be relocated as part of the as-of-right redevelopment or the ~~Proposed Project~~previously proposed project, resulting in an increased effective sidewalk width in the No Action and With Action conditions compared

to the existing conditions. The applicant will coordinate with DOT during project development to seek an alternative location for this displaced Citi Bike station.

*STREET-LEVEL PEDESTRIAN OPERATIONS*

The existing peak hour pedestrian volumes are shown in **Figures 11-33 through 11-35**. A summary of the existing conditions pedestrian analysis results is presented in **Table 11-22**.

**Table 11-22**
**Existing Conditions Pedestrian Analysis Results**

| Level of Service | Analysis Peak Hours | | |
|---|---|---|---|
| | Weekday AM | Weekday Midday | Weekday PM |
| **Sidewalks** | | | |
| Sidewalks at LOS A/B/C | 8 | 8 | 8 |
| Sidewalks at LOS D | 0 | 0 | 0 |
| Sidewalks at LOS E | 0 | 0 | 0 |
| Sidewalks at LOS F | 0 | 0 | 0 |
| Total | 8 | 8 | 8 |
| **Corner Reservoirs** | | | |
| Corners at LOS A/B/C | 10 | 10 | 10 |
| Corners at LOS D | 0 | 0 | 0 |
| Corners at LOS E | 0 | 0 | 0 |
| Corners at LOS F | 0 | 0 | 0 |
| Total | 10 | 10 | 10 |
| **Crosswalks** | | | |
| Crosswalks at LOS A/B/C | 3 | 3 | 3 |
| Crosswalks at LOS D | 0 | 0 | 0 |
| Crosswalks at LOS E | 0 | 0 | 0 |
| Crosswalks at LOS F | 0 | 0 | 0 |
| Total | 3 | 3 | 3 |

**Note:** LOS = Level of service

The detailed sidewalk, corner reservoir, and crosswalk analysis summary tables are presented in **Tables 11-23 through 11-25**. All sidewalk, corner reservoir, and crosswalk analysis locations currently operate at LOS C or better.

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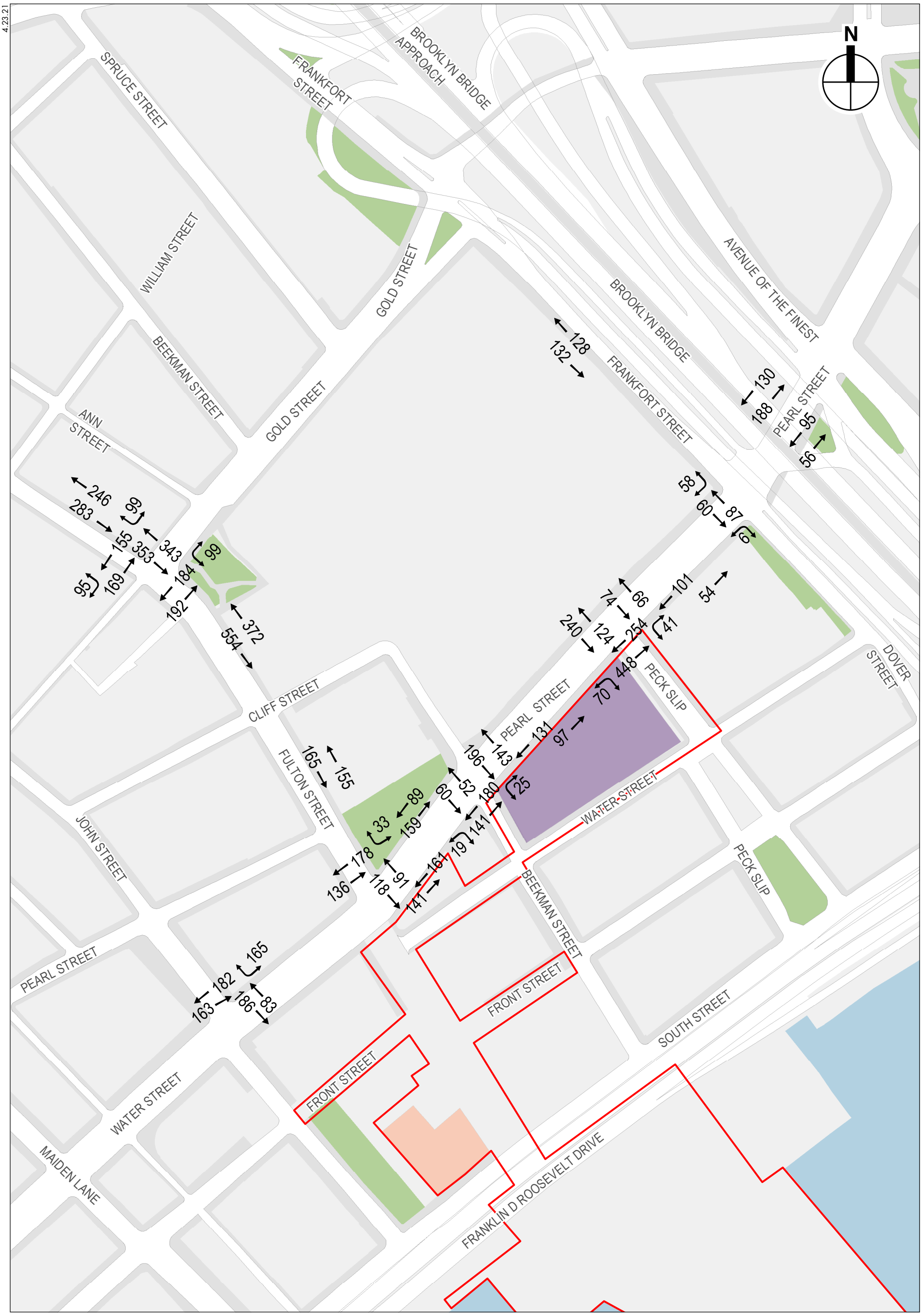
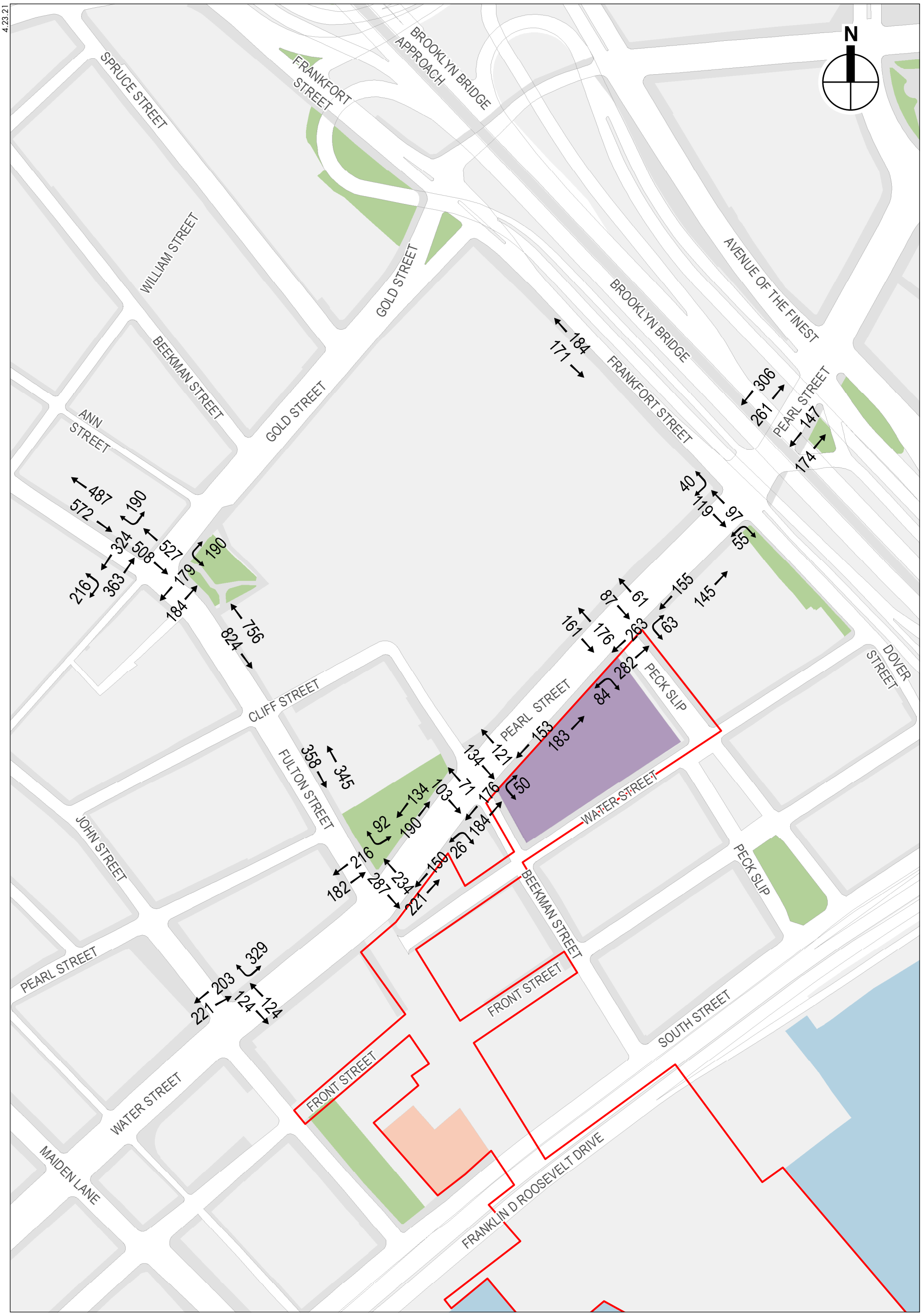



Existing Pedestrian Volumes
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-33**

4.23.21

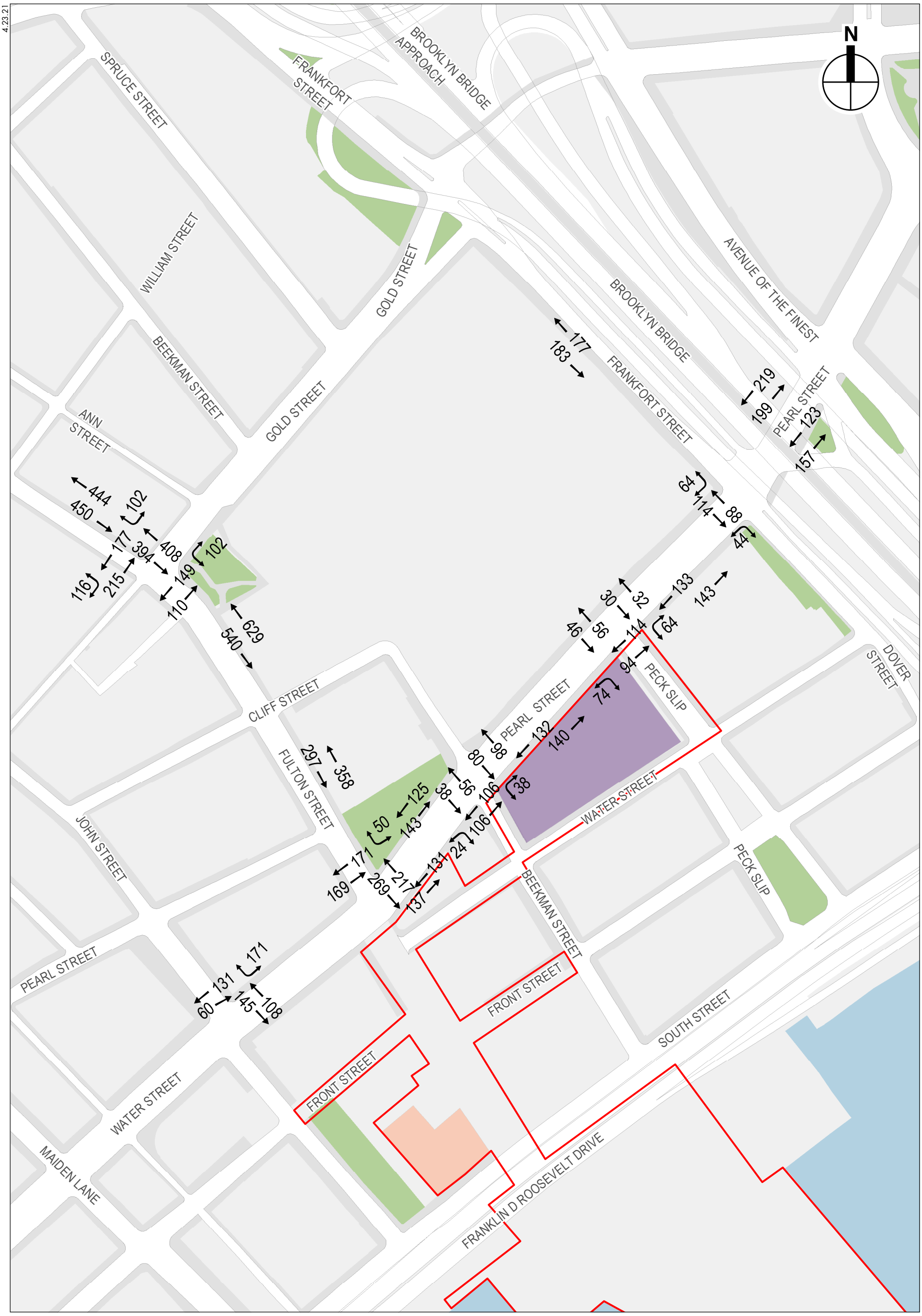



Existing Pedestrian Volumes
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-34**

4.23.21




Existing Pedestrian Volumes
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-35**

## Table 11-23
## Existing Conditions: Sidewalk Analysis

| Location | Sidewalk | Effective Width (ft) | Two-way Peak Hour Volume | PHF | SFP | Platoon LOS |
|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 155 | 0.67 | 373.2 | B |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 260 | 0.70 | 251.8 | B |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 4.5 | 228 | 0.28 | 79.7 | C |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 302 | 0.57 | 122.0 | B |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 248 | 0.70 | 141.5 | B |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 529 | 0.74 | 151.6 | B |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 926 | 0.86 | 93.1 | B |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 320 | 0.82 | 296.7 | B |
| **Weekday Midday Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 300 | 0.77 | 221.6 | B |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 355 | 0.69 | 181.4 | B |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 4.5 | 336 | 0.83 | 159.8 | B |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 371 | 0.73 | 127.9 | B |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 324 | 0.73 | 113.5 | B |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 1059 | 0.92 | 93.6 | B |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 1580 | 0.95 | 59.9 | C |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 703 | 0.93 | 151.6 | B |
| **Weekday PM Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 276 | 0.93 | 289.6 | B |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 360 | 0.75 | 193.7 | B |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 4.5 | 272 | 0.88 | 209.4 | B |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 268 | 0.83 | 200.8 | B |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 268 | 0.88 | 164.3 | B |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 894 | 0.82 | 99.1 | B |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 1169 | 0.87 | 74.4 | C |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 655 | 0.82 | 143.0 | B |

**Note:**
SFP = square feet per pedestrian

## Table 11-24
## Existing Conditions: Corner Analysis

| Location | Corner | Weekday AM Peak Hour | | Weekday Midday Peak Hour | | Weekday PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | | SFP | LOS | SFP | LOS | SFP | LOS |
| Pearl Street and Frankfort Street | Southeast | 112.7 | A | 53.8 | B | 55.8 | B |
| | Southwest | 518.9 | A | 354.9 | A | 409.8 | A |
| Pearl Street and Peck Slip | Northeast | 81.0 | A | 107.7 | A | 381.2 | A |
| | Southeast | 32.7 | C | 45.4 | B | 237.8 | A |
| Pearl Street and Beekman Street | Northeast | 185.2 | A | 194.2 | A | 362.8 | A |
| | Southeast | 201.9 | A | 185.5 | A | 366.1 | A |
| Fulton Street and Gold Street | Northeast | 99.1 | A | 73.0 | A | 104.1 | A |
| | Northwest | 142.0 | A | 82.5 | A | 131.9 | A |
| Pearl Street / Water Street and Fulton Street | Northwest | 173.1 | A | 89.8 | A | 105.9 | A |
| Water Street and John Street | Northwest | 447.5 | A | 336.3 | A | 553.0 | A |

**Note:** SFP = square feet per pedestrian

**Table 11-25**
**Existing Conditions: Crosswalk Analysis**

| Location | Crosswalk | Crosswalk Length (ft) | Crosswalk Width (ft) | Two-way Peak Hour Volume | SFP | LOS |
|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 702 | 32.2 | C |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 321 | 88.2 | A |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 696 | 90.9 | A |
| **Weekday Midday Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 545 | 52.7 | B |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 360 | 89.7 | A |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 1035 | 62.2 | A |
| **Weekday PM Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 208 | 297.9 | A |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 212 | 201.7 | A |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 802 | 87.0 | A |

**Note:** SFP = square feet per pedestrian

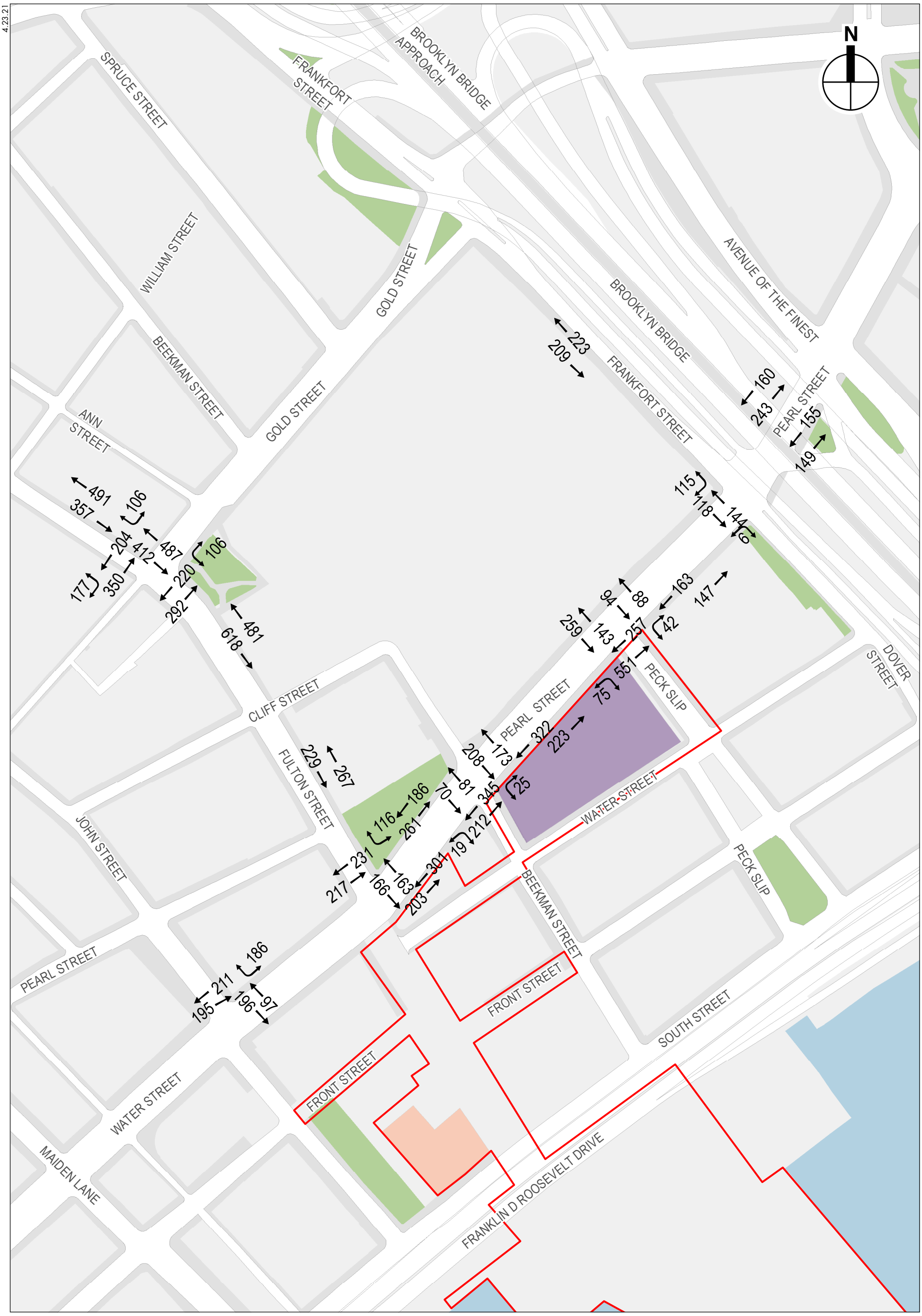
## THE FUTURE WITHOUT THE PREVIOUSLY PROPOSED PROJECT

Future 2026 No Action condition pedestrian volumes were developed by increasing existing pedestrian levels to reflect expected growth in overall travel through and within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent is assumed for the years 2022 to 2026. Pedestrian volumes from the ~~12~~ 13 No Build projects detailed above and the incremental trips generated by the as-of-right development on the Development Site (**Figures 11-14 through 11-16**) have also been added to determine the No Action condition pedestrian volumes. The total No Action peak hour pedestrian volumes for the weekday AM, midday, and PM peak periods are presented in **Figures 11-36 through 11-38**. As noted above under existing conditions, construction activities were observed at the northwest corner of Fulton Street and Gold Street. The construction-related physical conditions of this location were noted and incorporated into the existing condition pedestrian analyses, and were modified in the No Action and With Action condition analyses to reflect the assumption that the construction activities would be concluded before the ~~Proposed Project~~previously proposed project's build year. Additionally, it is assumed that the existing CitiBike Station on the east sidewalk of Pearl Street between Peck Slip and Beekman Street will be relocated under the No Action and With Action conditions to facilitate future development at the Development Site. The Applicant will coordinate with DOT regarding the relocation of this public resource to a suitable location, following the procedures and outreach guidance provided by DOT. This stipulation will be included in the Restrictive Declaration.

*STREET-LEVEL PEDESTRIAN OPERATIONS*

A summary of the 2026 No Action condition pedestrian analysis results is presented in **Table 11-26**.

4.23.21




*Project Area*

*Development Site*

*Museum Site*

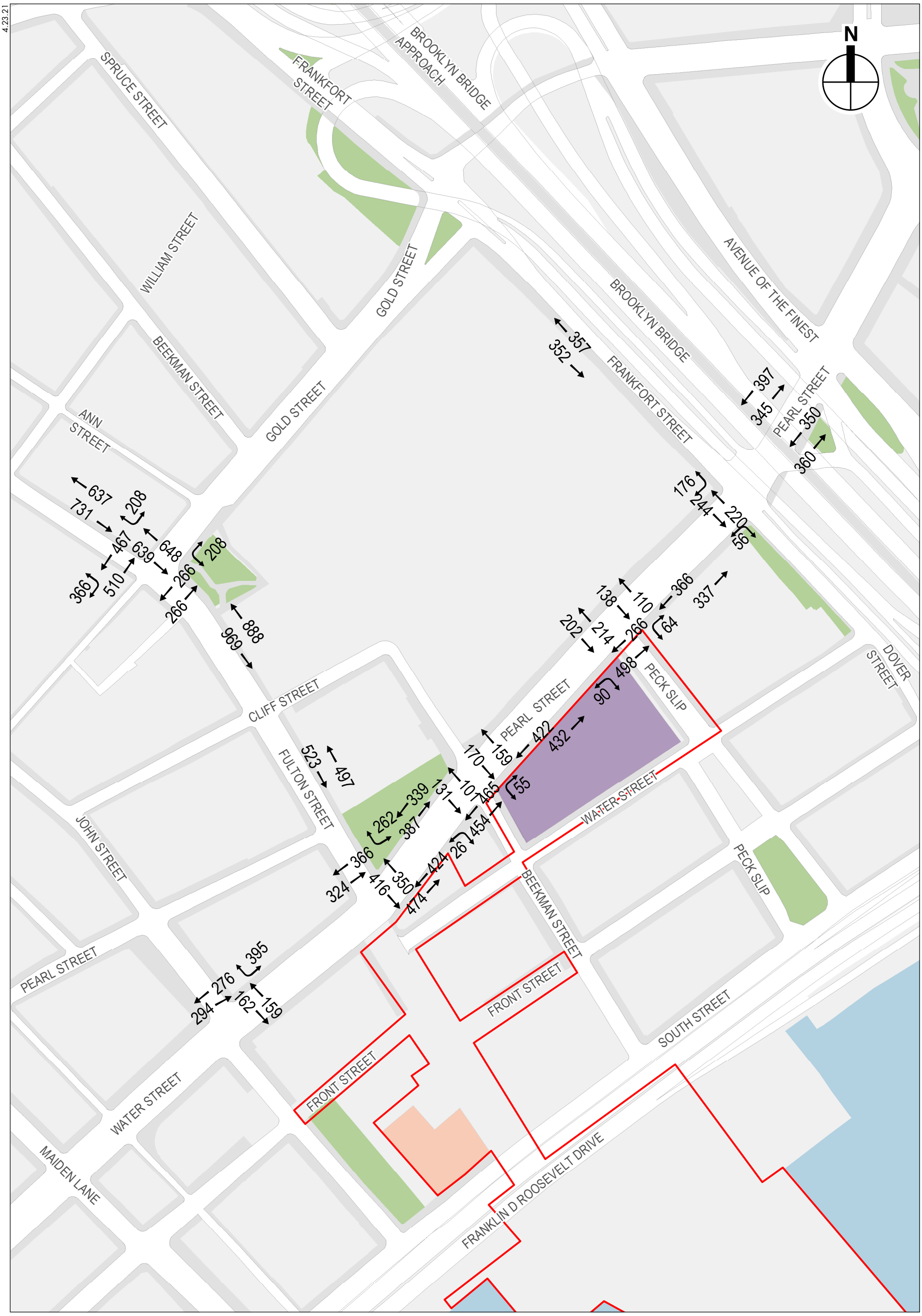
0 400 FEET

2026 No Action Pedestrian Volumes
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-36**

4.23.21

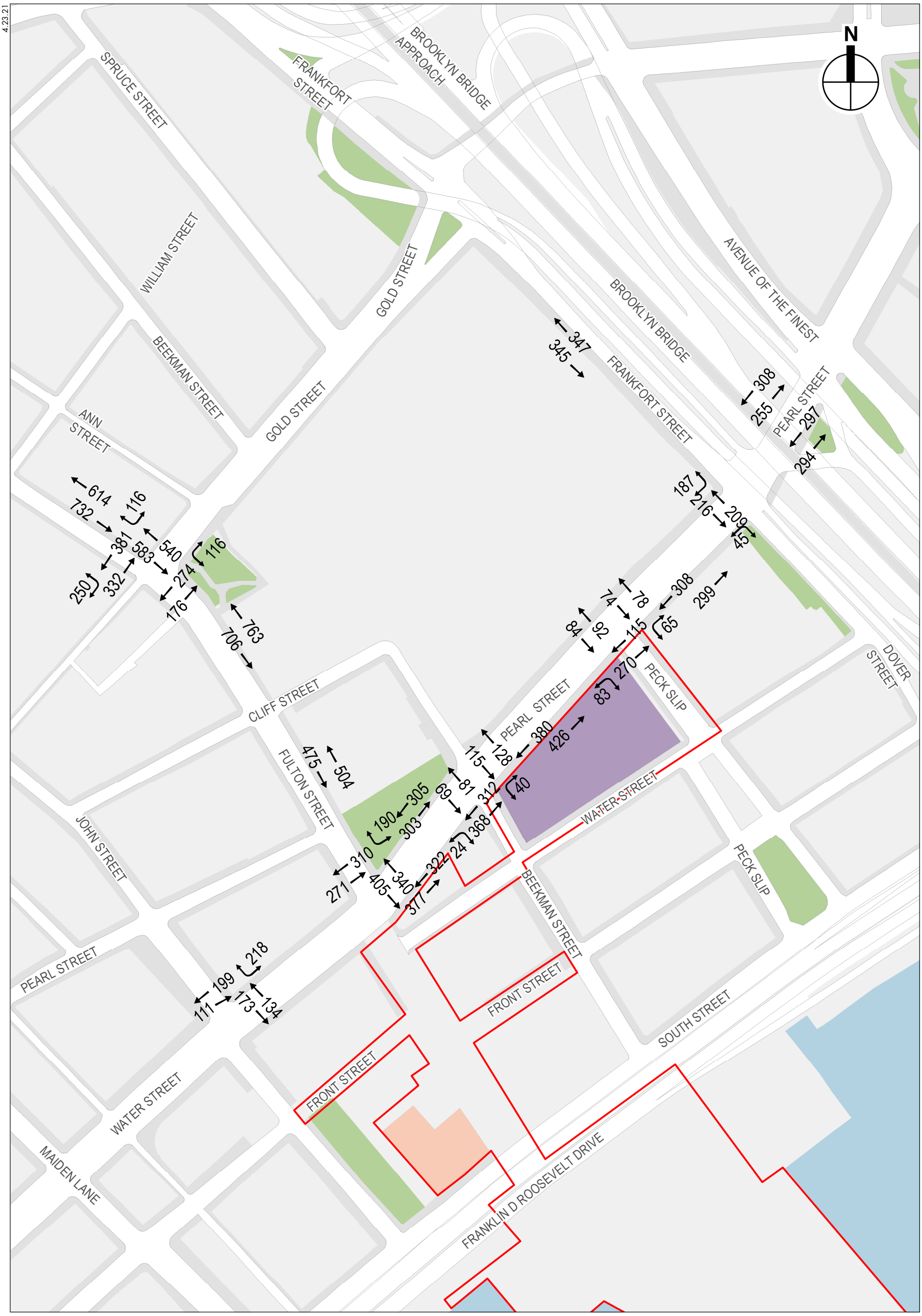



2026 No Action Pedestrian Volumes
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-37**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

2026 No Action Pedestrian Volumes
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-38**

**Table 11-26**
**2026 No Action Condition Pedestrian Analysis Results**

| Level of Service | Analysis Peak Hours | | |
|---|---|---|---|
| | Weekday AM | Weekday Midday | Weekday PM |
| ***Sidewalks*** | | | |
| Sidewalks at LOS A/B/C | 8 | 8 | 8 |
| Sidewalks at LOS D | 0 | 0 | 0 |
| Sidewalks at LOS E | 0 | 0 | 0 |
| Sidewalks at LOS F | 0 | 0 | 0 |
| Total | 8 | 8 | 8 |
| ***Corner Reservoirs*** | | | |
| Corners at LOS A/B/C | 10 | 9 | 9 |
| Corners at LOS D | 0 | 1 | 1 |
| Corners at LOS E | 0 | 0 | 0 |
| Corners at LOS F | 0 | 0 | 0 |
| Total | 10 | 10 | 10 |
| ***Crosswalks*** | | | |
| Crosswalks at LOS A/B/C | 3 | 3 | 3 |
| Crosswalks at LOS D | 0 | 0 | 0 |
| Crosswalks at LOS E | 0 | 0 | 0 |
| Crosswalks at LOS F | 0 | 0 | 0 |
| Total | 3 | 3 | 3 |

**Note:** LOS = Level of service

As shown in **Tables 11-27 to 11-29**, all sidewalk, corner reservoir, and crosswalk analysis locations will operate at acceptable LOS D or better service levels (31.5 SFP platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks).

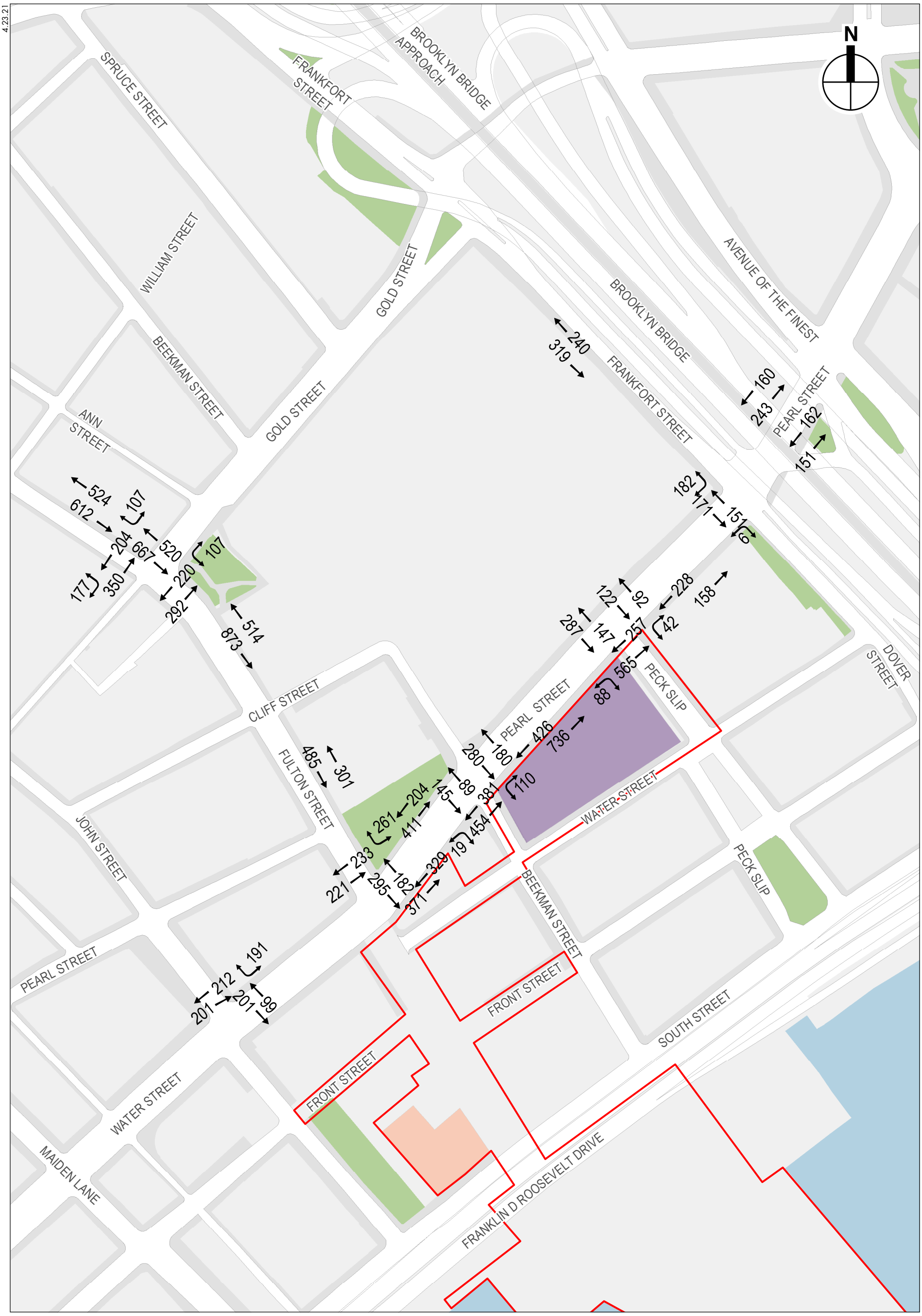
## THE FUTURE WITH THE PREVIOUSLY PROPOSED PROJECT

Project-generated pedestrian volumes are assigned to the pedestrian network considering current land uses in the area, population distribution, nearby parking locations, available transit services, and surrounding pedestrian facilities. The hourly incremental pedestrian volumes, presented above in **Figures 11-19 through 11-21**, were added to the projected 2026 No Action volumes to generate the 2026 With Action pedestrian volumes for analysis (see **Figures 11-39 through 11-41**).

*STREET-LEVEL PEDESTRIAN OPERATIONS AND SIGNIFICANT ADVERSE IMPACTS*

A summary of the 2026 With Action condition pedestrian analysis results is presented in **Table 11-30**. Details on SFP and level-of-service are presented in **Tables 11-31 to 11-33**.

4.23.21




*Project Area*

*Development Site*

*Museum Site*

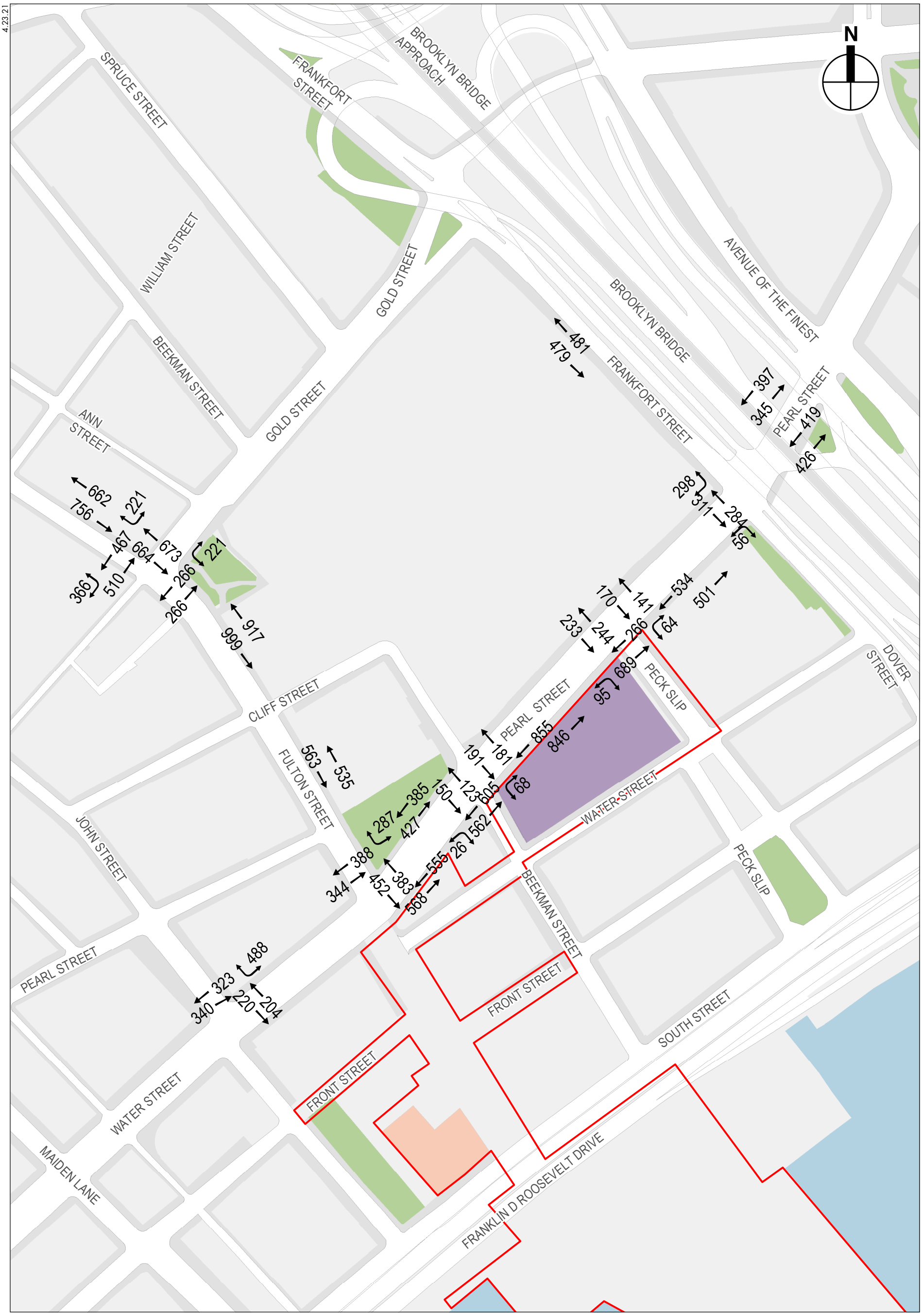
0 400 FEET

2026 With Action Pedestrian Volumes
Weekday AM Peak Hour

**250 WATER STREET**

**Figure 11-39**

4.23.21




*Project Area*

*Development Site*

*Museum Site*

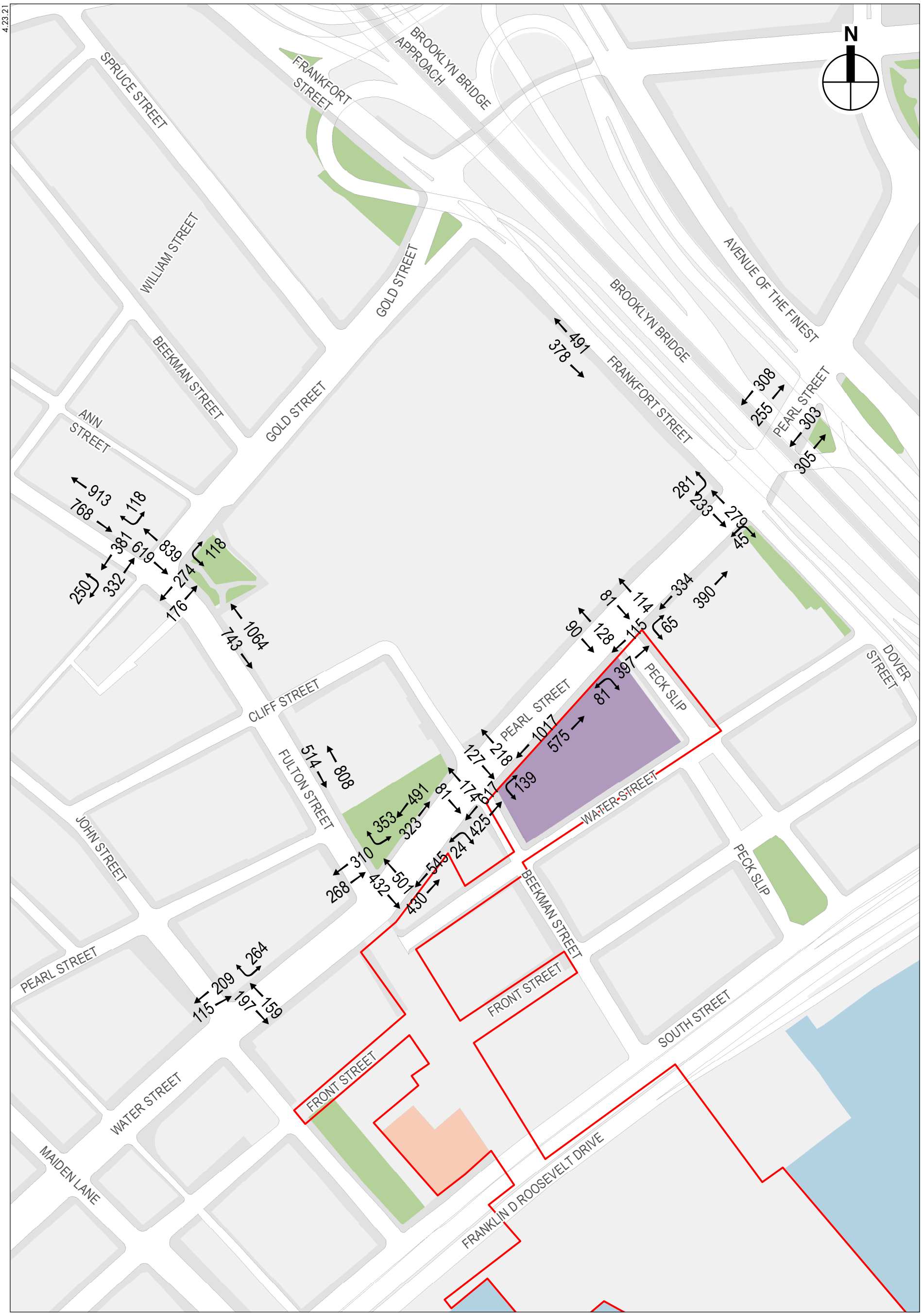
0 400 FEET

2026 With Action Pedestrian Volumes
Weekday Midday Peak Hour

**250 WATER STREET**

**Figure 11-40**

4.23.21




2026 With Action Pedestrian Volumes
Weekday PM Peak Hour

**250 WATER STREET**

**Figure 11-41**

## Table 11-27
## 2026 No Action Condition: Sidewalk Analysis

| Location | Sidewalk | Effective Width (ft) | Two-way Peak Hour Volume | PHF | SFP | Platoon LOS |
|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 310 | 0.67 | 186.4 | B |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 432 | 0.70 | 151.4 | B |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 9.5 | 545 | 0.28 | 70.3 | C |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 504 | 0.57 | 72.7 | C |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 447 | 0.70 | 78.1 | C |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 848 | 0.74 | 94.3 | B |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 1099 | 0.86 | 78.3 | C |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 496 | 0.82 | 191.3 | B |
| **Weekday Midday Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 703 | 0.77 | 94.2 | B |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 709 | 0.69 | 90.4 | B |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 9.5 | 854 | 0.83 | 132.6 | B |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 898 | 0.73 | 52.1 | C |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 726 | 0.73 | 49.9 | C |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 1368 | 0.92 | 72.2 | C |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 1857 | 0.95 | 50.7 | C |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 1020 | 0.93 | 104.3 | B |
| **Weekday PM Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 607 | 0.93 | 131.4 | B |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 692 | 0.75 | 100.4 | B |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 9.5 | 806 | 0.88 | 149.1 | B |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 699 | 0.83 | 76.5 | C |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 608 | 0.88 | 71.9 | C |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 1346 | 0.82 | 65.4 | C |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 1469 | 0.87 | 58.9 | C |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 979 | 0.82 | 95.4 | B |

**Note:** SFP = square feet per pedestrian

## Table 11-28
## 2026 No Action Condition: Corner Analysis

| Location | Corner | Weekday AM Peak Hour | | Weekday Midday Peak Hour | | Weekday PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | | SFP | LOS | SFP | LOS | SFP | LOS |
| Pearl Street and Frankfort Street | Southeast | 54.9 | B | 19.8 | D | 20.9 | D |
| | Southwest | 334.7 | A | 199.0 | A | 222.4 | A |
| Pearl Street and Peck Slip | Northeast | 70.9 | A | 85.8 | A | 270.8 | A |
| | Southeast | 27.9 | C | 33.5 | C | 159.2 | A |
| Pearl Street and Beekman Street | Northeast | 127.2 | A | 93.1 | A | 159.7 | A |
| | Southeast | 124.6 | A | 82.7 | A | 139.2 | A |
| Fulton Street and Gold Street | Northeast | 69.5 | A | 51.9 | B | 63.5 | A |
| | Northwest | 106.0 | A | 64.1 | A | 86.3 | A |
| Pearl Street / Water Street and Fulton Street | Northwest | 104.4 | A | 47.9 | B | 55.1 | B |
| Water Street and John Street | Northwest | 392.2 | A | 258.7 | A | 399.1 | A |

**Note:** SFP = square feet per pedestrian

**Table 11-29**
**2026 No Action Condition: Crosswalk Analysis**

| Location | Crosswalk | Crosswalk Length (ft) | Crosswalk Width (ft) | Two-way Peak Hour Volume | SFP | LOS |
|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 808 | 26.6 | C |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 557 | 49.4 | B |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 899 | 69.7 | A |
| **Weekday Midday Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 764 | 36.6 | C |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 919 | 31.2 | C |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 1287 | 49.1 | B |
| **Weekday PM Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 385 | 159.2 | A |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 680 | 57.6 | B |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 1123 | 60.8 | A |

**Note:** SFP = square feet per pedestrian

**Table 11-30**
**2026 With Action Condition Pedestrian Analysis Results**

| Level of Service | Analysis Peak Hours | | |
|---|---|---|---|
| | Weekday AM | Weekday Midday | Weekday PM |
| ***Sidewalks*** | | | |
| Sidewalks at LOS A/B/C | 7 | 8 | 8 |
| Sidewalks at LOS D | 1 | 0 | 0 |
| Sidewalks at LOS E | 0 | 0 | 0 |
| Sidewalks at LOS F | 0 | 0 | 0 |
| Total | 8 | 8 | 8 |
| ***Corner Reservoirs*** | | | |
| Corners at LOS A/B/C | 10 | 9 | 9 |
| Corners at LOS D | 0 | 0 | 1 |
| Corners at LOS E | 0 | 1 | 0 |
| Corners at LOS F | 0 | 0 | 0 |
| Total | 10 | 10 | 10 |
| ***Crosswalks*** | | | |
| Crosswalks at LOS A/B/C | 3 | 2 | 3 |
| Crosswalks at LOS D | 0 | 1 | 0 |
| Crosswalks at LOS E | 0 | 0 | 0 |
| Crosswalks at LOS F | 0 | 0 | 0 |
| Total | 3 | 3 | 3 |

**Note:** LOS = Level of service

## Table 11-31
## 2026 With Action Condition: Sidewalk Analysis

| Location | Sidewalk | Effective Width (ft) | Two-way Peak Hour Volume | PHF | SFP | Platoon LOS |
|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 386 | 0.67 | 149.6 | B |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 559 | 0.70 | 116.8 | B |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 9.5 | 1162 | 0.28 | 31.9 | D |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 700 | 0.57 | 51.9 | C |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 615 | 0.70 | 56.4 | C |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 1136 | 0.74 | 70.1 | C |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 1387 | 0.86 | 61.8 | C |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 786 | 0.82 | 120.5 | B |
| **Weekday Midday Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 1035 | 0.77 | 63.6 | C |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 960 | 0.69 | 66.5 | C |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 9.5 | 1701 | 0.83 | 66.1 | C |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 1123 | 0.73 | 41.3 | C |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 812 | 0.73 | 44.5 | C |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 1418 | 0.92 | 69.6 | C |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 1916 | 0.95 | 49.1 | C |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 1098 | 0.93 | 96.8 | B |
| **Weekday PM Peak Hour** | | | | | | |
| East sidewalk along Pearl Street between Frankfort Street and Peck Slip | **East** | 6.0 | 724 | 0.93 | 110.1 | B |
| South sidewalk along Frankfort Street between Pearl Street and Gold Street | **South** | 6.5 | 869 | 0.75 | 79.8 | C |
| East sidewalk along Pearl Street between Peck Slip and Beekman Street | **East** | 9.5 | 1592 | 0.88 | 75.0 | C |
| East sidewalk along Pearl Street between Beekman Street and Fulton Street | **East** | 4.5 | 975 | 0.83 | 54.4 | C |
| West sidewalk along Pearl Street between Beekman Street and Fulton Street | **West** | 3.5 | 814 | 0.88 | 53.3 | C |
| North sidewalk along Fulton Street between William Street and Gold Street | **North** | 7.5 | 1681 | 0.82 | 52.1 | C |
| North sidewalk along Fulton Street between Gold Street and Cliff Street | **North** | 7.0 | 1807 | 0.87 | 47.6 | C |
| North sidewalk along Fulton Street between Cliff Street and Pearl Street | **North** | 8.0 | 1322 | 0.82 | 70.4 | C |

**Note:** SFP = square feet per pedestrian

## Table 11-32
## 2026 With Action Condition: Corner Analysis

| Location | Corner | Weekday AM Peak Hour | | Weekday Midday Peak Hour | | Weekday PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | | SFP | LOS | SFP | LOS | SFP | LOS |
| Pearl Street and Frankfort Street | Southeast | 47.0 | B | 14.0 | E | 16.2 | D |
| | Southwest | 277.4 | A | 163.2 | A | 188.2 | A |
| Pearl Street and Peck Slip | Northeast | 68.0 | A | 69.4 | A | 211.4 | A |
| | Southeast | 26.5 | C | 25.7 | C | 124.0 | A |
| Pearl Street and Beekman Street | Northeast | 81.7 | A | 73.5 | A | 95.7 | A |
| | Southeast | 75.5 | A | 64.7 | A | 88.0 | A |
| Fulton Street and Gold Street | Northeast | 58.3 | B | 50.5 | B | 50.3 | B |
| | Northwest | 84.3 | A | 62.3 | A | 73.0 | A |
| Pearl Street / Water Street and Fulton Street | Northwest | 76.4 | A | 43.5 | B | 44.0 | B |
| Water Street and John Street | Northwest | 383.7 | A | 210.0 | A | 353.8 | A |

**Note:** SFP = square feet per pedestrian

**Table 11-33**
**2026 With Action Condition: Crosswalk Analysis**

| Location | Crosswalk | Crosswalk Length (ft) | Crosswalk Width (ft) | Two-way Peak Hour Volume | SFP | LOS |
|---|---|---|---|---|---|---|
| **Weekday AM Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 822 | 25.9 | C |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 835 | 28.2 | C |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 1187 | 50.7 | B |
| **Weekday Midday Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 955 | 28.1 | C |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 1167 | 23.4 | D |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 1337 | 47.0 | B |
| **Weekday PM Peak Hour** | | | | | | |
| Pearl Street and Peck Slip | East | 35.0 | 14.5 | 512 | 117.5 | A |
| Pearl Street and Beekman Street | East | 26.0 | 11.5 | 1042 | 36.0 | C |
| Fulton Street and Gold Street | North | 40.0 | 25.0 | 1458 | 45.3 | B |

**Note:** SFP = square feet per pedestrian

Based on the *CEQR Technical Manual* sliding scale impact thresholds, significant adverse pedestrian impacts, as detailed below, are identified for one corner during the weekday midday and PM peak hours. Potential measures that can be implemented to mitigate these significant adverse pedestrian impacts are discussed in Chapter 19, "Mitigation."

*Corner Reservoirs*

- The southeast corner of Pearl Street and Frankfort Street would deteriorate from LOS D with 19.8 SFP and LOS D with 20.9 SFP to LOS E with 14.0 SFP and LOS D with 16.2 SFP during the weekday midday and PM peak hours, respectively.

## VEHICULAR AND PEDESTRIAN SAFETY ASSESSMENT

Crash data for the study area intersections were obtained from DOT for the period between January 1, 2015 and December 31, 2017. The data obtained quantify the total number of reportable crashes (involving fatality, injury, or more than $1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of vehicular crashes with pedestrians and bicycles at each location.

During the January 1, 2015 to December 31, 2017 three-year period, a total of 49 reportable and non-reportable crashes, zero fatalities, 31 injuries, and 12 pedestrian/bicyclist-related crashes occurred at the study area intersections. A rolling yearly total of crash data identifies no study area intersections as high crash locations. **Table 11-34** depicts total crash characteristics by intersection during the study period, as well as a breakdown of pedestrian and bicycle crashes by year and location.

**Table 11-34**
**Crash Data Summary**

| Intersection | | Study Period | | | | | | Crashes by Year | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| North–South Roadway | East–West Roadway | All Crashes by Year | | | All Crashes Highest 12- Month Rolling | Total Fatalities | Total Injuries | Pedestrian | | | Bicycle | | | Pedestrian + Bicycle 12-Month Rolling Maximum |
| | | 2015 | 2016 | 2017 | | | | 2015 | 2016 | 2017 | 2015 | 2016 | 2017 | |
| Beekman Street | Pearl Street | 2 | 2 | 0 | 4 | 0 | 5 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| Peck Slip | Pearl Street | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Frankfort/Dover Street | Pearl Street | 3 | 5 | 11 | 11 | 0 | 7 | 0 | 1 | 2 | 0 | 1 | 1 | 4 |
| Avenue of the Finest | Pearl Street | 13 | 4 | 6 | 13 | 0 | 18 | 1 | 0 | 2 | 0 | 0 | 0 | 2 |
| Fulton Street | Gold Street | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Source:** DOT January 1, 2015 to December 31, 2017 crash data.

### HIGH PRIORITY INTERSECTIONS AND CORRIDORS

Other study area analysis locations that are not high crash locations per *CEQR Technical Manual* criteria were reviewed to determine whether they are Vision Zero high priority intersections or part of high priority corridors. This review did not identify any other study area analysis intersections that are either Vision Zero high priority intersections or part of high priority corridors. Therefore, no additional safety assessment is warranted.

## F. PARKING ASSESSMENT

Due to COVID-19 conditions, a survey of nearby on-street and off-street parking supply and utilization within ¼-mile of the ~~Proposed Project~~previously proposed project is not feasible. However, an inventory of these resources was prepared to qualitatively assess the extent of how they are expected to accommodate the overflow parking demand from the Development Site and parking demand associated with the Museum Site.

### EXISTING CONDITIONS

Off-street publicly accessible parking lots and garages in the approximately ¼-mile radius of the Development and Museum Sites are summarized in **Table 11-8** and shown in **Figure 11-2**. As shown, there are 16 off-street facilities with a total capacity of approximately 1,500 spaces.

There is limited on-street parking capacity available within ¼-mile of the Development and Museum Sites, primarily along Pearl Street, Beekman Street, Fulton Street, Water Street, Peck Slip, John Street, and Frankfort/Dover Street. The curbside regulations in the area generally include limited one-hour metered parking, no standing or no parking anytime except authorized vehicles, and alternate-side parking to accommodate street cleaning. On-street parking in this area is historically at or near full utilization during weekday hours.

### THE FUTURE WITHOUT THE PREVIOUSLY PROPOSED PROJECT

Overall public parking demand is expected to experience the same growth as projected for traffic. Many of the No Build projects are expected to provide parking facilities to accommodate some or all of the projected demand from their respective projects. In the No Action and With Action

conditions, the existing off-street parking facility on the Development Site would be displaced, reducing the total capacity within ¼-mile by 120 spaces, from approximately 1,500 to 1,380. The as-of-right development would include 63 accessory parking spaces on the Development Site. As presented in **Table 11-35**, the parking demand generated by the as-of-right development would exceed the on-site capacity throughout the entire day, with a peak parking demand of 121 during the overnight period, resulting in an on-site shortfall of up to 56 spaces. It is expected that the overflow parking demand would be accommodated at the off-street facilities within ¼-mile of the Development Site for all peak periods.

**Table 11-35**
**Weekday Parking Demand from the Previously Proposed Project**
**No Action Condition**

| Hour | Local Retail | Community Facility | Residential | Total |
|---|---|---|---|---|
| 12 AM–01 AM | 0 | 0 | 121 | 121 |
| 01 AM–02 AM | 0 | 0 | 121 | 121 |
| 02 AM–03 AM | 0 | 0 | 121 | 121 |
| 03 AM–04 AM | 0 | 0 | 121 | 121 |
| 04 AM–05 AM | 0 | 0 | 121 | 121 |
| 05 AM–06 AM | 0 | 0 | 121 | 121 |
| 06 AM–07 AM | 0 | 0 | 121 | 121 |
| 07 AM–08 AM | 0 | 0 | 116 | 116 |
| 08 AM–09 AM | 0 | 0 | 104 | 104 |
| 09 AM–10 AM | 0 | 0 | 97 | 97 |
| 10 AM–11 AM | 0 | 0 | 93 | 93 |
| 11 AM–12 PM | 0 | 0 | 92 | 92 |
| 12 PM–01 PM | 0 | 1 | 92 | 93 |
| 01 PM–02 PM | 0 | 1 | 92 | 93 |
| 02 PM–03 PM | 0 | 1 | 92 | 93 |
| 03 PM–04 PM | 0 | 1 | 93 | 94 |
| 04 PM–05 PM | 0 | 1 | 95 | 96 |
| 05 PM–06 PM | 0 | 1 | 103 | 104 |
| 06 PM–07 PM | 0 | 1 | 108 | 109 |
| 07 PM–08 PM | 0 | 1 | 114 | 115 |
| 08 PM–09 PM | 0 | 0 | 116 | 116 |
| 09 PM–10 PM | 0 | 0 | 118 | 118 |
| 10 PM–11 PM | 0 | 0 | 120 | 120 |
| 11 PM–12 AM | 0 | 0 | 121 | 121 |

## THE FUTURE WITH THE PREVIOUSLY PROPOSED PROJECT

The ~~Proposed Project~~previously proposed project would include 108[2] accessory parking spaces on the Development Site. As shown in **Table 11-36**, the parking demand generated by the ~~Proposed Project~~previously proposed project at the Development Site would exceed the on-site capacity for the majority of hours throughout the day, with a peak parking demand of 266 during the AM period, resulting in an on-site shortfall of up to 158 spaces. The peak parking demand generated by the Museum Site would be 18 during the PM period. With an abundance of other nearby off-street parking facilities, these overflows in parking demand, at the Development Site and associated with the Museum Site, are expected to be accommodated at the off-street facilities within ¼-mile such that the ~~Proposed Project~~previously proposed project would not result in a parking shortfall. Even if a parking shortfall is predicted to occur, per the *CEQR Technical*

[2] Any increase to the on-site parking capacity would result in a corresponding decrease to the anticipated parking shortfall.

*Manual*, a parking shortfall in Manhattan would not constitute a significant adverse impact, due to the magnitude of available alternative modes of transportation.

**Table 11-36**
**Weekday Parking Demand from the Previously Proposed Project**
**With Action Condition**

| Hour | Local Retail | Office | Community Facility | Residential | Total On-Site Demand (Development Site) | Museum (Off-Site) |
|---|---|---|---|---|---|---|
| 12 AM–01 AM | 0 | 0 | 0 | 138 | 138 | 0 |
| 01 AM–02 AM | 0 | 0 | 0 | 138 | 138 | 0 |
| 02 AM–03 AM | 0 | 0 | 0 | 138 | 138 | 0 |
| 03 AM–04 AM | 0 | 0 | 0 | 138 | 138 | 0 |
| 04 AM–05 AM | 0 | 0 | 0 | 138 | 138 | 0 |
| 05 AM–06 AM | 0 | 0 | 0 | 138 | 138 | 0 |
| 06 AM–07 AM | 0 | 0 | 0 | 138 | 138 | 0 |
| 07 AM–08 AM | 0 | 8 | 0 | 131 | 139 | 0 |
| 08 AM–09 AM | 0 | 104 | 0 | 115 | 219 | 0 |
| 09 AM–10 AM | 0 | 160 | 0 | 106 | 266 | 1 |
| 10 AM–11 AM | 0 | 156 | 0 | 101 | 257 | 3 |
| 11 AM–12 PM | 0 | 155 | 0 | 99 | 254 | 5 |
| 12 PM–01 PM | 0 | 154 | 1 | 99 | 254 | 10 |
| 01 PM–02 PM | 0 | 160 | 1 | 99 | 260 | 12 |
| 02 PM–03 PM | 0 | 164 | 1 | 99 | 264 | 15 |
| 03 PM–04 PM | 0 | 164 | 1 | 99 | 264 | 17 |
| 04 PM–05 PM | 0 | 124 | 1 | 102 | 227 | 18 |
| 05 PM–06 PM | 0 | 14 | 1 | 112 | 127 | 18 |
| 06 PM–07 PM | 0 | 4 | 1 | 120 | 125 | 13 |
| 07 PM–08 PM | 0 | 0 | 1 | 128 | 129 | 8 |
| 08 PM–09 PM | 0 | 0 | 0 | 132 | 132 | 2 |
| 09 PM–10 PM | 0 | 0 | 0 | 134 | 134 | 0 |
| 10 PM–11 PM | 0 | 0 | 0 | 136 | 136 | 0 |
| 11 PM–12 AM | 0 | 0 | 0 | 138 | 138 | 0 |

## G. PIER 17 ACCESS ROAD TRAFFIC MANAGEMENT PLAN MODIFICATIONS

The proposed changes to serve the tenants of the Pier 17 and Tin Buildings include operational changes to the Pier 17 access road. Under the currently approved Traffic Management Plan (TMP), the access road is limited to delivery trucks, is open to traffic from 10 AM to 4 PM daily, and when fully completed would be one-way with vehicles entering at Fulton Street and exiting at Beekman Street with traffic signals controlling all movements at both intersections on South Street. The proposed operational changes would facilitate passenger pickup and drop-off by taxis and livery vehicles by reducing applicable vehicle use restrictions. Physical changes, to the extent they are required, would be limited to modified signage, lane markings, installation of bollards along south street, traffic calming, etc, as well as the addition of three guard booths in the area a minor realignment of the Pier 17 access drive. These modifications are anticipated to be in place upon completion of the Pier 17 and Tin Building construction in 2022. The potential for the proposed operational changes to the Pier 17 access road to result in significant adverse transportation impacts is assessed in this section.

According to the Modified TMP Memorandum dated April 12, 2021, there would be an additional 1, 19, and 9 taxi or for-hire vehicles using the access road during the weekday AM, midday, and PM peak hours, respectively. There would also be an additional 15 and 39 vehicles using the access road during the weekday evening and Saturday midday peak hours, respectively, during pre-event conditions. Event conditions would be carefully monitored. According to the Modified

TMP Memorandum, "subsequent to the full opening of both the Pier 17 Building and the Tin Building, the project sponsor would monitor the effectiveness of the proposed TMP and would be responsible for identifying any problems or issues related to operation of the service drive. If any problems or issues do arise, the project sponsor would investigate and develop measures to address them in consultation with DOT. In the event of a serious safety issue, DOT would have the ability to temporarily impose additional restrictions on vehicular use of the service drive beyond those included in the TMP." Therefore, weekday evening and Saturday midday conditions for special events would not be characteristic of typical conditions and the effects of the proposed changes to the weekday AM, midday, and PM peak hour traffic operations and safety of the access road entrance and exit points on South Street have been analyzed.

*TRAFFIC OPERATIONS*

The proposed changes to the TMP would not induce additional traffic and would only divert a portion of taxi and for-hire vehicle trips from through movements on South Street in or out of the access road at the intersections of Fulton Street and Beekman Street (up to 19 taxi and for-hire vehicles during the weekday AM, midday, and PM peak hours according to the Modified TMP Memorandum). Therefore, traffic effects would only occur at South Street and Fulton Street and South Street and Beekman Street, which have been analyzed for future conditions in 2022 when these modifications are anticipated to be in place, upon completion of the Pier 17 and Tin Building construction.

Existing traffic was counted and adjusted as described in Section D, "Detailed Traffic Analysis," and analyzed for existing conditions for traffic capacity analysis calibration purposes. South Street is a north-south, two-way, two-lane street which, upon completion of reconstruction, would have a taxi lay-by lane on the east side of the street between Fulton and Beekman Streets. The Fulton Street intersection is currently under signalized control, and Beekman Street would be signalized under future conditions without or with modifications to the TMP. Existing traffic was increased according to the assumptions presented above in the "Future Conditions Without the Previously Proposed Project" subsection of Section D, "Detailed Traffic Analysis," and adjusted for 2022 conditions and to reflect the buildout of Pier 17 and the Tin Building per travel demand assumptions presented in the Modified TMP Memorandum.

A summary of the traffic analysis results by lane group comparing future conditions without modifications to the TMP (2022 No Action) to future conditions with modifications to the TMP (2022 With Action) is presented in **Table 11-37**. The capacity analysis indicates that all of the approaches/lane groups would operate acceptably—at mid-LOS D or better (delays of 45 seconds or less per vehicle for signalized intersections)—during all analysis peak hours without or with modifications to the TMP.

**Table 11-37**
**2022 No Action and With Action Conditions Level of Service Analysis**

| | Weekday AM | | | | | | | | Weekday Midday | | | | | | | | Weekday PM | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Action | | | | With Action | | | | No Action | | | | With Action | | | | No Action | | | | With Action | | | |
| Int. | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS | Lane Group | v/c Ratio | Delay (sec) | LOS |
| **South Street and Fulton Street** | | | | | | | | | | | | | | | | | | | | | | | | |
| NB | TR | 0.38 | 13.1 | B | TR | 0.38 | 13.1 | B | TR | 0.39 | 13.2 | B | TR | 0.39 | 13.3 | B | TR | 0.37 | 12.8 | B | TR | 0.37 | 12.9 | B |
| SB | LT | 0.33 | 12.5 | B | LT | 0.33 | 12.5 | B | LT | 0.34 | 12.7 | B | LT | 0.35 | 12.8 | B | LT | 0.40 | 13.3 | B | LT | 0.40 | 13.4 | B |
| **South Street and Beekman Street** | | | | | | | | | | | | | | | | | | | | | | | | |
| WB | LTR | 0.06 | 20.3 | C | LTR | 0.06 | 20.3 | C | LTR | 0.10 | 21.3 | C | LTR | 0.13 | 21.2 | C | LTR | 0.00 | 19.3 | B | LTR | 0.02 | 19.6 | B |
| NB | LT | 0.55 | 16.9 | B | LT | 0.54 | 16.8 | B | LT | 0.60 | 18.8 | B | LT | 0.55 | 17.1 | B | LT | 0.60 | 18.6 | B | LT | 0.57 | 17.6 | B |
| SB | TR | 0.50 | 15.3 | B | TR | 0.50 | 15.3 | B | TR | 0.49 | 15.0 | B | TR | 0.49 | 15.0 | B | TR | 0.53 | 15.6 | B | TR | 0.53 | 15.6 | B |

**Notes:** EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Int = Intersection, L = Left Turn, T = Through, R = Right Turn, DefL = De facto Left Turn, LOS = Level of Service, + Denotes a significant adverse traffic impact

The incremental diversion of trips from through movements to turning movements in or out of the access road would be 1 inbound at Fulton Street/1 outbound at Beekman Street during the AM peak hour, 19 in/out during the midday peak hour, and 9 in/out during the PM peak hour. All other taxi and for-hire vehicle trips are assumed to drop off/pick up passengers on South Street. According to **Table 11-37**, the proposed changes to the TMP would not have the potential for significant adverse traffic impacts.

*VEHICULAR AND PEDESTRIAN SAFETY*

Crash histories for the Fulton Street and Beekman Street intersections on South Street were evaluated as part of the assessment presented in Section F, "Vehicular and Pedestrian Safety." This review concluded that these two South Street intersections are not high crash locations. During the January 1, 2015 to December 31, 2017 three-year period, there were zero crashes at Fulton Street, and two crashes at Beekman Street, one involving a cyclist being struck by a motorist at approximately 11 PM due to driver inattention, and the other involving two vehicles with no further details given. The proposed changes to the TMP would not induce additional traffic and would only divert a portion of taxi and for-hire vehicle trips from through movements on South Street in or out of the access road. Since neither intersections with the access road are high crash locations, there would be no additional trips resulting from the TMP modifications, and no more than 19 vehicle trips would be diverted from one movement to another during the weekday AM, midday, and PM peak hours, the proposed changes to the TMP would not have noticeable effects on safety at the intersections of Fulton Street and Beekman Street at South Street, and there would not be a potential for significant adverse safety impacts.

Parallel to South Street and crossing the entrance and exit of the access road is the East River Greenway, which consists of a two-way bike path and pedestrian walkway. According to the Modified TMP Memorandum, there would be multiple safety treatments and personnel to manage the access road at its crossings with the East River Greenway. First, at all times, the access road would be under continuous monitoring by South Street Seaport security staff via closed circuit television (CCTV), as well as periodic patrol. A guard booth would be located along the access road adjacent to the Pier 17 Building and would be staffed by security personnel tasked with enhancing pedestrian safety and managing traffic movements associated with passenger drop-off/pickup activity. At the entrance to the access road, signs would be installed directing vehicles turning from South Street to yield to northbound and southbound pedestrians and cyclists. There would be moveable bollards operated by staff to control vehicular access at the entrance and exit to the access road. A flagger certified by the American Traffic Safety Services Association would be stationed at the access road entrance daily from 7 AM to 4 PM to escort trucks and large service vehicles to enhance pedestrian and cyclist safety. During special events, the flagger may be replaced with personnel from the NYPD Paid Detail Unit. In advance of the traffic signal at South Street and Beekman Street, there would be a warning sign and stop bar at the access road exit to control vehicles crossing the East River Greenway. The stop bar on the access road approach to South Street would be accompanied by a "Stop Here on Red" sign, subject to approval by the DOT Borough Engineer. Bicycle signals and stop bars would also be installed on the bike path to stop cyclists when exiting (westbound) vehicles receive a green indication at the traffic signal on South Street. Therefore, considering there would be no more than 19 additional vehicle trips during the weekday AM, midday, and PM peak hours along with the above-described safety improvements plus additional personnel during special events, the proposed changes to the TMP would not have noticeable effects on safety at the crossings of the East River Greenway, and there would not be a potential for significant adverse safety impacts. ✷