A. INTRODUCTION

In accordance with City Environmental Quality Review (CEQR), this chapter describes and considers alternatives to the previously proposed project.[1] Alternatives selected for consideration in an Environmental Impact Statement (EIS) are generally those that are feasible and have the potential to reduce, eliminate, or avoid adverse impacts of a proposed project while meeting some or all of the goals and objectives of the project.

In addition to a comparative impact analysis, the alternatives in this chapter are assessed to determine to what extent they would meet the goals and objectives ~~of the Proposed Project, as~~ intended by the Applicant, which are to facilitate the development of a new ~~680,500-gsf~~ mixed-use building with residential, office, retail, and community facility uses on the Development Site (Block 98, Lot 1), as well as to facilitate the restoration, reopening, and potential expansion of the South Street Seaport Museum (the Museum) on the Museum Site (Block 74, a portion of Lot 1). The ~~Proposed Project would activate the~~ currently underused Development Site would become active with a new mixed-use building containing ground-floor retail and community facility space~~s~~, while also introducing affordable housing to the area. The ~~Proposed Project~~South Street Seaport Museum—a key part of the neighborhood and draw for tourists since 1967—would also ~~result in the~~be restored~~ation~~, reopened~~ing~~, and potentially expanded ~~expansion of the Museum—a key part of the neighborhood and draw for tourists since 1967—~~on the Museum Site. ~~The Proposed Project would a~~Additionally, there would be ~~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 include~~potential streetscape, open space, or other improvements (e.g., planters) ~~under the Proposed Actions within the Project Area~~.

This chapter considers ~~two~~ three alternatives. The first is a No Action Alternative, which is required by CEQR and is intended to provide the lead and involved agencies with an assessment of the expected environmental impacts of no action on their part. Therefore, under the No Action Alternative there would be no discretionary actions requiring environmental review. The No Action Alternative would include development of an approximately 327,400-gsf mixed-use building with no affordable housing or office uses on the Development Site. The No Action Alternative also assumes that the Museum would permanently close ~~absent the Proposed Project~~, and no restoration, reopening, or potential expansion would occur.

A No Unmitigated Significant Adverse Impact Alternative is also considered. In order to identify the No Unmitigated Significant Adverse Impact Alternative, the full range of impacts identified for the previously proposed project is considered to determine what avoidance measures would be

[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 this chapter.

required for the different types of impacts. The previously proposed project would result in significant adverse impacts in the technical areas of open space, shadows, historic resources, transportation, and construction that could be mitigated, as a whole or in part, with the measures identified in Chapter 19, "Mitigation." However, some of the significant adverse impacts could not be fully mitigated. Therefore, an alternative was developed for analysis purposes to consider what level of development could be implemented such that there would be no unmitigated significant adverse impacts.

The third alternative is a Reduced Impact Alternative. 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 herein as the Reduced Impact Alternative. Compared to the previously proposed project, it would have less gross square feet (616,500 versus 680,500) and would have a lower height (up to 324 feet versus 395 feet). This alternative reflects the design approved by LPC following the preparation of the DEIS.[2] While there would be less office and more residential under this alternative, the mix of uses would be the same, with market-rate and affordable housing, retail, office, community facility spaces (including a theater, considered as an option under this alternative) and accessory parking. Other aspects of the previously proposed project (such as access changes at Pier 17) and conditions assumed for the purposes of environmental review (the restoration, expansion, and reopening of the South Street Seaport Museum) would be retained with the Reduced Impact Alternative.

PRINCIPAL CONCLUSIONS

NO ACTION ALTERNATIVE

The No Action Alternative assumes that in the future absent the approval of the Proposed Actions, the Development Site would be redeveloped with an approximately 327,400-gsf mixed-use building that would not involve any discretionary approvals requiring environmental review. The Museum is assumed to permanently close under the No Action Alternative, and no restoration, reopening, or potential expansion would occur. The significant adverse open space, shadows, historic, and transportation impacts identified that would be expected to occur with the previously proposed project, would be eliminated or reduced under the No Action Alternative, however, the identified construction noise impacts would remain under this alternative. As compared to the Proposed Actions, the intended goals and objectives ~~of the Proposed Project~~ —revitalization of the South Street Seaport area through the construction of a mixed-use building on an underutilized site and the facilitation of the restoration, reopening, and potential expansion of the Museum—would not occur in the No Action Alternative.

[2] Since the Project Area is located within the South Street Seaport Historic District, construction and design of buildings on the Development Site and Museum Site are subject to LPC review and approval. Public hearings were held on January 5, 2021 and April 6, 2021, and on May 4, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the building to be built on the Development Site (Docket #: LPC-21-3235; Document #: COFA-21-03235) and the potential expansion of the Museum (LPC Docket #: LPC-21-04480; Document #: SUL-21-04480). On May 13, 2021, LPC issued a Certificate of Appropriateness (Design Approval) with respect to the modified design of the building to be built on the Development Site.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACT ALTERNATIVE

The previously proposed project's potential unmitigated significant adverse impacts to open space, shadows, historic and cultural resources, and transportation could be eliminated by constructing only 30 percent of the previously proposed project in a building no more than 170 feet tall on the Development Site. For comparison, the previously proposed project on the Development Site would contain approximately 680,500 gsf in total, including 394 DUs (up to 99 of which would be affordable), 267,747 gsf of office uses, 13,353 gsf of retail uses, 5,000 gsf of community facility uses, and 108 parking spaces in a building up to 395 feet tall. As the Applicant does not control the restoration, reopening, and potential expansion of the Museum, the anticipated program on the Museum Site would remain unchanged compared to the previously proposed project. This alternative would be subject to approval by the Landmarks Preservation Commission and would utilize a combination of measures (potentially including, but not limited to, changes in height, proportion, or massing) to the extent that the potential contextual impact on the surrounding historic district would be eliminated. The significant adverse noise impact during construction could not be eliminated.

This reduction in the level of development would significantly compromise the ability ~~of the Proposed Project~~ to realize ~~its~~ the applicant's intended goals and objectives. The reduction in program would result in fewer DUs, including fewer affordable units. The reduction in the office, retail, and community facility uses would also lead to fewer employment opportunities and space for the community in the area. The smaller scale of this alternative's program would preclude the planned restoration, reopening, and potential expansion of the Museum. As a result, this No Unmitigated Significant Adverse Impact Alternative is unlikely to achieve any of the intended goals and objectives. ~~of the Proposed Project.~~

REDUCED IMPACT ALTERNATIVE

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 herein as the Reduced Impact Alternative. Since the Project Area is located within the South Street Seaport Historic District, construction and design of buildings on the Development Site and Museum Site are subject to LPC review and approval. Public hearings were held on January 5, 2021 and April 6, 2021, and on May 4, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the building to be built on the Development Site (Docket #: LPC-21-3235; Document #: COFA-21-03235) and the potential expansion of the Museum (LPC Docket #: LPC-21-04480; Document #: SUL-21-04480). On May 13, 2021, LPC issued a Certificate of Appropriateness (Design Approval) with respect to the modified design of the building to be built on the Development Site.

The Reduced Impact Alternative would include an approximately 616,483-gsf mixed-use building that could potentially include a community facility theater use. The Reduced Impact Alternative (without theater use) would include approximately 432,253 gsf of residential uses, 161,969 gsf of office uses, 17,261 gsf of retail uses, 5,000 gsf of community facility uses, and 108 parking spaces. It would include up to 432 DUs, of which approximately 25 percent (up to 108 DUs) would be affordable.

Compared to the previously proposed project, the Reduced Impact Alternative would have less gross square feet (616,500 gsf versus 680,500 gsf) and would have a lower height (up to 324 feet

versus 395 feet overall with streetwalls of approximately 75 feet versus 90 feet).[3] This alternative reflects the design approved by LPC following the publication of the DEIS and the modified application (or "A-Application") subsequently filed by the applicant. While there would be less office and more residential under this alternative, the mix of uses would be the same, with market-rate and affordable housing, retail, office, community facility spaces and accessory parking. Other aspects of the previously proposed project (such as access changes at Pier 17) and conditions assumed for the purposes of environmental review (e.g., the restoration, expansion and reopening of the South Street Seaport Museum) would be retained with the Reduced Impact Alternative.

Based on its reduced height and bulk and smaller amount of floor area, this alternative would have the same or less potential for environmental impacts than the previously proposed project. While most conclusions would remain the same as those for the previously proposed project, there would not be significant adverse impacts to open space or historic resources. Although there would be a shadow impact on the open space of the Southbridge Towers complex under either the previously proposed project or the Reduced Impact Alternative, the direct open space impact identified for the previously proposed project would be eliminated and there would be noticeably less shadow on that resource and other open spaces with this alternative. The significant adverse impacts with respect to shadows, traffic, and construction noise would remain unmitigated.

As with the previously proposed project, the project approvals for the Reduced Impact Alternative would include recordation of an (E) Designation (E-621) on the Development Site (Block 98, Lot 1), and an equivalent mechanism on the Museum Site (Block 74, Lot 1) for Hazardous Materials, Air Quality, and Noise, and a Restrictive Declaration to codify commitments made in the FEIS related to the environmental review.

In addition, if the Theater Option is advanced as the project is developed, the Applicant would undertake a post-approval monitoring plan. Prior to undertaking any monitoring, a scope of work would be submitted to DCP and DOT for review and approval. The monitoring would include original travel demand surveys for the theater use, new data collection, and analyses to study the actual effects associated with this development alternative for both weekdays and weekends. Where warranted, new or different improvement measures would be identified for consideration to address these specific effects. This commitment will be memorialized in the Restrictive Declaration. The Applicant would be responsible for all costs associated with the post-approval monitoring plan, analyses and the design and construction of any recommended improvement measures.

While smaller than the previously proposed project, this alternative would nonetheless realize the Applicant's intended goals and objectives, including revitalization of the Development Site, creation of new market rate and affordable housing, and the planned restoration, reopening, and potential expansion of the Museum.

[3] The proposed design considered under the Reduced Impact Alternative would be approximately 75 feet tall to the top of the base and 324 feet tall to the roof, however, for the purposes of environmental review, the maximum development envelope for this alternative studied for shadows effects includes an additional five feet beyond the base, roof, and structure heights to conservatively account for permitted obstructions.

B. NO ACTION ALTERNATIVE

ALTERNATIVE IDENTIFICATION

With the No Action Alternative, the Development Site would be redeveloped with a new building that would not involve any discretionary approvals requiring environmental review. Development under the No Action condition would be a 120-foot tall, approximately 327,400-gsf building containing approximately 302,670 gsf of residential uses (approximately 302 DU, all market-rate), 19,730 gsf of retail uses, 5,000 gsf of community facility uses, and 65 parking spaces. While the future of the Museum remains uncertain, for purposes of analysis, it is conservatively assumed that ~~absent the Proposed Project,~~ the Museum would be permanently closed under this alternative. As such, there would be no renovated spaces for the Museum, nor would there be a potential expansion of the Museum. The No Action condition also considers approved or planned development projects within the surrounding area that are likely to be completed by the analysis year.

LAND USE, ZONING, AND PUBLIC POLICY

Under the No Action Alternative, there would not be a special permit, modifications to a previously approved large-scale general development (LSGD), zoning text amendments, and authorizations~~, to facilitate the Proposed Project~~. The approximately 327,400-gsf No Action building would be constructed on the Development Site. The currently underused Development Site would be activated by this building, which would contain ground-floor retail and community facility spaces and potentially create a more pedestrian-friendly environment. However, the No Action building would not include office uses and the associated employment opportunities nor would it introduce affordable housing to the area. The Museum is assumed to permanently close in the No Action Alternative, and this key part of the neighborhood would be unable act as a draw for tourists or contribute to the revitalization of the neighborhood.

Outside of the Project Area, currently land use trends and development patterns would continue. Within the ¼-mile land use study area, nine background development projects are anticipated to be completed by 2026. These nine projects would introduce 590 dwelling units (DUs), none of which would be affordable, approximately 85,069 gsf of retail uses, and 529 hotel rooms to the study area, and would also rebuild portions of the East River waterfront (through the Brooklyn Bridge Esplanade and Brooklyn Bridge – Montgomery Coastal Resilience Project).

In summary, neither the No Action Alternative nor the previously proposed project would result in significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

Neither the No Action Alternative nor the previously proposed project would result in significant adverse impacts due to direct residential and business displacement, indirect residential and business displacement, or adverse effects on specific industries. Under the No Action Alternative, new development would occur on the Development Site, but it would not include office uses and the associated employment opportunities, nor would it include affordable housing. The assumed closure of the Museum under the No Action Alternative would also remove a draw for tourists who would otherwise make use of neighborhood retail and restaurant spaces if the Museum was open.

In summary, neither the No Action Alternative nor the previously proposed project would result in significant adverse impacts to socioeconomic conditions in the study.

COMMUNITY FACILITIES

Neither the No Action Alternative nor the previously proposed project would result in the introduction of a new residential population to the Project Area large enough to have a potential effect on public schools, libraries, or publicly funded child care centers under 2020 *CEQR Technical Manual* criteria. Therefore, delivery of these services would not noticeably change either with the previously proposed project or under the No Action Alternative. Coverage of the Project Area by the New York City Police Department and Fire Department of New York City would likewise not change either with the previously proposed project or under the No Action Alternative.

In summary, neither the No Action Alternative nor the previously proposed project would result in significant adverse impacts to community facilities and services.

OPEN SPACE

Neither the Proposed Actions nor the No Action Alternative would physically alter or displace publicly accessible open space resources. The previously proposed project would, however, result in incremental shadows on the Southbridge Towers complex open spaces compared to the No Action Alternative, and would cause a significant adverse open space impact from the direct effects of new shadow. The No Action building on the Development Site would also cast shadow on the Southbridge Towers complex open space, but the length and duration of new shadow would generally be reduced. At some times of the day, the No Action building would cast new shadow on the Southbridge Towers complex open spaces that would not occur under the previously proposed project due to difference in the design of each building.

The No Action Alternative would increase the residential and non-residential populations in the Project Area resulting in additional demand on area open space resources, but to a lesser extent than under the ~~Proposed Project~~previously proposed project. Total, active, and passive open space ratios for residents in the ½-mile study residential open space study area would be approximately 0.3 percent higher under the No Action Alternative compared to the ~~Proposed Project~~previously proposed project, and passive open space ratios for nonresidents in the ¼-mile nonresidential open space study area would be 1.2 percent higher. Under both the No Action Alternative and the ~~Proposed Project~~previously proposed project, passive residential open space ratios would continue to exceed the City's goal of 0.5 acres of passive open space per 1,000 residents, while the total and active open space ratios would not meet the City's goal of 2.5 acres of total space and 2.0 acres of active open space per 1,000 residents respectively. Passive nonresidential open space ratios would exceed the City's goal of 0.15 acres of passive open space per 1,000 nonresidents under both the No Action Alternative and the ~~Proposed Project~~previously proposed project.

In summary, neither the No Action Alternative nor the ~~Proposed Project~~previously proposed project would result in significant adverse indirect impacts to open space resources, however the ~~Proposed Project~~previously proposed project would result in a significant adverse impact from new shadow to the Southbridge Towers complex open spaces that would be avoided under the No Action Alternative.

SHADOWS

The ~~Proposed Project~~previously proposed project would cast incremental shadows on several sunlight-sensitive open spaces in one or more seasons compared to the No Action Alternative. The new shadows on these resources that would be created by the ~~Proposed Project~~previously proposed project were determined to be brief in duration and small in extent, with the exception of new shadows on the Southbridge Towers complex open spaces, to which the ~~Proposed Project~~previously proposed project would cause a significant adverse shadow impact. The No Action building on the Development Site would be more than 200 feet shorter than the ~~Proposed Project~~previously proposed project and therefore the effects on sunlight-sensitive open spaces would be reduced in length and duration or eliminated under the No Action Alternative. The No Action building on the Development Site would also cast shadow on the Southbridge Towers complex open space, but the length and duration of shadow would generally be reduced. In some instances, the No Action building would cast new shadow that would not occur under the ~~Proposed Project~~previously proposed project due to difference in the design of each building. In summary, the ~~Proposed Project~~previously proposed project would result in a significant adverse shadow impact to one sunlight-sensitive open space, whereas new shadow would be reduced under the No Action Alternative and the impact reduced or eliminated.

HISTORIC RESOURCES

The New York City Landmarks Preservation Commission (LPC) determined in comment letters that there are several locations within the Project Area that are potentially archaeologically significant. As detailed in Chapter 6, "Historic and Cultural Resources," a Topic Intensive Archaeological Documentary Study (the Study) has been prepared to identify areas of archaeological sensitivity and to refine sensitivity determinations that were made in previous archaeological investigations. The Development Site has been identified as archaeologically sensitive at depths greater than 8 feet below the ground surface. Therefore, future development under the No Action Alternative without archaeological review or oversight from LPC within the Project Area could disturb or destroy archaeological resources.

The Project Area is also located within the boundaries of the New York City Landmark (NYCL) South Street Seaport Historic District and Historic District Extension, which are also listed on the State and National Registers of Historic Places (S/NR). As it is located within the NYCL South Street Seaport Historic District, the No Action building will require LPC approval like the ~~Proposed Project~~previously proposed project. Historic district and district extension buildings within 90 feet of construction activities would be offered protection from accidental construction damage through DOB controls governing the protection of adjacent properties from construction activities.

Like the ~~Proposed Project~~previously proposed project, the development of the No Action building would change the context and visual setting of the area and eliminate some publicly accessible views. Like the ~~Proposed Project~~previously proposed project, the No Action building will block publicly accessible views from Pearl Street over the Development Site of the historic district buildings located along Water Street between Beekman Street and Peck Slip. There would be no restoration, reopening, and potential expansion of the Museum under the No Action Alternative, and the gap in Schermerhorn Row would remain at the corner of John Street and South Street. Neither the ~~Proposed Project~~previously proposed project or No Action Alternative would isolate an architectural resource from its setting or alter the relationship of any architectural resource to

the streetscape or introduce any incompatible visual, audible, or atmospheric elements to the setting of any architectural resource.

~~For the purposes of this Draft Environmental Impact Statement (DEIS), the maximum building envelope that could be developed on the Development Site under the Proposed Project's Reasonable Worst Case Development Scenario would have the potential to result in significant adverse contextual impacts to historic resources. The Applicant intends to submit a revised Land Use Application for the Proposed Project between the publication of this DEIS and the Final Environmental Impact Statement (FEIS), and the height, proportion, and massing of the Proposed Project building will therefore be refined between the publication of this DEIS and the FEIS to reflect a building massing consistent with the design approved by LPC on May 4, 2021 (Docket #: LPC 21-03235; Document #: COFA 21-03235), see Chapter 6, "Historic and Cultural Resources."~~ While the No Action building would also require LPC approval as noted above, the No Action design, ~~like the modified design approved by LPC on May 4th,~~ would be smaller than the RWCDS ~~analyzed in this DEIS~~for the previously proposed project and would reduce or potentially eliminate this identified impact to historic resources.

URBAN DESIGN AND VISUAL RESOURCES

Both the No Action Alternative and the ~~Proposed Project~~previously proposed project would result in new buildings on the Development Site, though the No Action Alternative would not include a potential Museum expansion on the Museum Site. The No Action building on the Development Site would comply with existing zoning and would not adversely affect urban design features in the study area or alter the context of a natural or significant built resource. As with the ~~Proposed Project~~previously proposed project, the No Action Alternative would have no significant adverse impacts on urban design or visual resources, or the pedestrian's experience of these characteristics of the built and natural environment. The No Action Alternative would not adversely impact the vitality, the walkability, or visual character of the area. The gap in the streetwall on the Schermerhorn Row block would remain under the No Action Alternative.

NATURAL RESOURCES

Construction of the No Action Alternative, like the ~~Proposed Project~~previously proposed project would comply with applicable New York City Building Code provisions and FEMA requirements regarding non-residential and residential structures within the floodplain. As noted in Chapter 8, "Natural Resources," coastal floodplains are influenced by astronomic tide and meteorological forces (e.g., nor'easters and hurricanes) rather than fluvial flooding, and are therefore not affected by the placement of obstructions (e.g., buildings) within the floodplain. Therefore, the No Action Alternative, like the ~~Proposed Project~~previously proposed project would not have a significant adverse impact on floodplains.

The Project Area is occupied by existing buildings and paved surfaces in a fully developed area of Manhattan. Similar to the ~~Proposed Project~~previously proposed project, the No Action Alternative would not displace any vegetated ecological communities or habitat, nor would its operation adversely affect existing or future ecological communities, habitat, or wildlife within the Study Area. Conditions for wildlife under the No Action Alternative would not differ from those under the ~~Proposed Project~~previously proposed project. Both the No Action Alternative and the ~~Proposed Project~~previously proposed project would be built in compliance with New York City building code requirements for the use "bird-friendly glass" for the portion of the exterior wall envelope, and any associated openings, up to 75 feet above grade and as such, would not

increase the potential for daytime bird collisions. Peregrine falcon nesting sites would also not be affected under the No Action Alternative, as with the ~~Proposed Project~~previously proposed project.

While it is assumed that development under the No Action Alternative would be conducted under the Brownfield Cleanup Program (BCP) described in Chapter 9, "Hazardous Materials," this is a voluntary program and under the No Action Alternative, the Applicant would not be obligated to perform this work. Regardless, should construction of the No Action Alternative require dewatering, groundwater testing would be performed to ensure that recovered groundwater would be treated, as necessary, in accordance with DEP requirements prior to discharge to the city sewer, similar to the ~~Proposed Project~~previously proposed project.

The No Action Alternative, like the ~~Proposed Project~~previously proposed project, would have the potential to affect aquatic resources through combined sewer outflows (CSO). The No Action Alternative would have a lower volume of CSOs, however neither would exceed the Newtown Creek Wastewater Treatment Plant's permitted capacity and sanitary stormwater and source control BMPs would be implemented as part of the DEP site approval connection process to reduce sanitary volumes and peak stormwater runoffs. Therefore, neither the No Action Alternative nor the ~~Proposed Project~~previously proposed project would result in any significant adverse impacts with respect to Natural Resources.

HAZARDOUS MATERIALS

It is assumed that development on the Development Site under the No Action Alternative would be conducted under the BCP described in Chapter 9, "Hazardous Materials," but this is a voluntary program and under the No Action Alternative, the Applicant would not be obligated to perform this work. Regardless of whether redevelopment was to be conducted under the BCP, applicable regulatory requirements would need to be followed including those relating to the reported petroleum spill, decommissioning and removal of all known and any unexpectedly encountered USTs (and associated piping) in accordance with New York State Department of Environmental Conservation (NYSDEC) requirements including those related to spill reporting and tank registration. If dewatering is required, groundwater testing would be performed to ensure that the discharge would meet the New York City Department of Environmental Protection (DEP) sewer discharge requirements. If necessary, pretreatment would be conducted prior to discharge to the City's sewer system, as required by DEP permit/approval requirements.

As it is assumed that the Museum would permanently close under the No Action Alternative, there would be no disturbance of the existing buildings on the Museum Site or excavation on the vacant John Street Lot at the corner of John Street and South Street where the potential Museum expansion would be located under the ~~Proposed Project~~previously proposed project. Without such excavation, the NYSDEC Spill listing at this location would remain open.

WATER AND SEWER INFRASTRUCTURE

While the ~~Proposed Project~~previously proposed project would result in an incremental water demand of approximately 137,952 gallons per day (gpd) as outlined in Chapter 10, "Water and Sewer Infrastructure," neither the ~~Proposed Project~~previously proposed project nor the No Action Alternative would result in any significant adverse impacts to the City's water supply.

The ~~Proposed Project~~previously proposed project would generate approximately 63,187 gpd of sanitary sewage (approximately 0.03 percent of the average daily flow at the Newton Creek Waste

Water Treatment Plant [WWTP]); however, this increase in volume would not exceed the capacity of the Newton Creek WWTP. Therefore, neither the ~~Proposed Project~~previously proposed project nor the No Action Alternative would result in a significant adverse impact on the City's sanitary sewage treatment system.

SOLID WASTE AND SANITATION SERVICES

Similar to the ~~Proposed Project~~previously proposed project, the No Action Alternative would not adversely affect solid waste and sanitation services or place a significant burden on the City's solid waste management system, and therefore similarly would not result in significant adverse impacts on Solid Waste and Sanitation Services. However, the No Action Alternative would generate less demand on New York City's solid waste services and sanitation services.

ENERGY

Similar to the ~~Proposed Project~~previously proposed project, the No Action Alternative would not result in significant adverse impacts with respect to the transmission or generation of energy. While the No Action Alternative would not generate the same level of demand on New York City's energy services, the ~~Proposed Project~~previously proposed project would generate an incremental increase in energy demand that would be negligible when compared to the overall demand within Consolidated Edison (Con Edison)'s New York City and Westchester County service area.

TRANSPORTATION

In the No Action Alternative, traffic, parking, transit, and pedestrian demand in the study area would increase as a result of background growth, development that could occur pursuant to existing zoning (i.e., as-of-right development), and other development projects planned or likely to occur in the vicinity of the Project Area. Demand would also increase as a result of the development No Action building on the Development Site under the No Action Alternative. Thus, the overall levels of service would be expected to deteriorate in the No Action Alternative as compared to existing conditions due to the increased transportation demands in the study area as result of background growth and incremental trips from other discrete developments that would advance absent the proposed project, as well as the due to increased demand from the No Action building.

The No Action Alternative would not result in any significant adverse impacts with respect to transportation. Unlike the ~~Proposed Project~~previously proposed project, the No Action Alternative would not result in significant adverse traffic impacts to 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. The No Action Alternative would not result a significant adverse impact to one pedestrian corner during the weekday, midday, and PM peak hours. Neither the No Action Alternative nor the ~~Proposed Project~~previously proposed project would result in any significant adverse impacts to transit or parking. There would be a parking shortfall of 56 spaces under the No Action Alternative compared to a shortfall of 158 spaces with the ~~Proposed Project~~previously proposed project, but neither shortfall would constitute a significant adverse impact due to the Project Area's location in Manhattan under *CEQR Technical Manual* criteria. There would be no operational changes at the Pier 17 access drive under the No Action Alternative.

AIR QUALITY

The No Action Alternative would result in fewer vehicle trips and less mobile source pollution than with the ~~Proposed Project~~previously proposed project. Since no significant mobile source air quality impacts are predicted due to the ~~Proposed Project~~previously proposed project, neither the ~~Proposed Project~~previously proposed project nor the No Action Alternative would result in a significant adverse air quality impact related to mobile sources.

Under the No Action Alternative, stationary sources of emissions would be lower than with the ~~Proposed Project~~previously proposed project. The restrictions on the type of fuel for heating and hot water systems, on the use of low NO_x burners, and the height~~s and placement~~ of heating and hot water system exhaust stacks that would be put in place on the Development Site through the mapping of an (E) Designation and on the type of fuel and exhaust stack height for the Museum Site through an equivalent mechanism for air quality would not be required with the No Action Alternative. Neither the No Action Alternative nor the ~~Proposed Project~~previously proposed project are anticipated to result in a significant adverse impact related to stationary sources.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

As compared to the ~~Proposed Project~~previously proposed project, the No Action Alternative would be smaller and have less floor area, and, therefore, would use less energy. However, the No Action Alternative would not require consideration of greenhouse gas emissions and climate change. While in general emissions associated with consumption of grid electricity is expected to decrease as New York State and New York City target 100 percent renewable electricity, the No Action Alternative would only be required to consider energy efficiency measures, the inclusion of renewable energy, and carbon emission reductions as required by the Building and Energy Codes. As a smaller structure than the ~~Proposed Project~~previously proposed project and without the restoration, reopening, and potential expansion of the Museum, total GHG emissions associated with the construction of the No Action Alternative, including direct emissions and upstream emissions associated with construction materials, would be expected to be less that for the ~~Proposed Project~~previously proposed project.

The *CEQR Technical Manual* defines five goals by which a project's consistency with the City's emission reduction goal is evaluated: (1) efficient buildings; (2) clean power; (3) sustainable transportation; (4) construction operation emissions; and (5) building materials carbon intensity.

The No Action Alternative would be required to achieve the energy efficiency requirements of the New York City Building Code and the 2020 Energy Conservation Code of New York State (2020 ECCNYS), which substantially increased the stringency of the building energy efficiency requirements and adopted the ASHRAE 90.1-2016 standard as a benchmark and aligns with NYStretch Energy Code 2020 developed by New York State Energy Research and Development Authority (NYSERDA).

The No Action Alternative would be required to meet the City's updated building code energy requirements as part of the City's GHG reduction goal. The No Action Alternative would align with other GHG goals by virtue of its proximity to public transportation.

NOISE

As with the ~~Proposed Project~~previously proposed project, there would be no significant adverse noise impacts with operation of the No Action Alternative, as neither would generate sufficient traffic to cause a significant mobile source noise impact. Further, both the No Action building and

the ~~Proposed Project~~previously proposed project buildings' mechanical systems (i.e., heating, venting, and air conditioning [HVAC] systems) would be designed to meet all applicable noise regulations and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, similar to the ~~Proposed Project~~previously proposed project, the No Action Alternative would not result in any significant adverse noise impacts related to building mechanical equipment.

The ~~Proposed Project~~previously proposed project, due to existing high levels of ambient noise in the area, would require a level of window-wall attenuation to ensure that interior noise levels meet CEQR criteria at all new construction. In the No Action Alternative, there would be no environmental review and, therefore, no mechanism to ensure the required levels of window/wall attenuation.

CONSTRUCTION

The overall construction duration for the No Action Alternative is anticipated to be 31 months, approximately five months shorter than the construction duration for the ~~Proposed Project~~previously proposed project. There would be no renovation of existing buildings or construction of a potential expansion to the Museum under the No Action Alternative on the Museum Site.

With the No Action Alternative, it is anticipated that construction would be smaller in scale and of a shorter duration than what would be undertaken for the ~~Proposed Project~~previously proposed project. However, the No Action Alternative would require a level of demolition, excavation, and foundation construction work at the Development Site comparable to that for the ~~Proposed Project~~previously proposed project, which would result in comparable maximum construction noise levels for a comparable duration at receptors near the Development Site. Consequently, maximum interior noise levels at these receptors would be comparable to those predicted for the ~~Proposed Project~~previously proposed project, i.e., noise increases of up to 17 dBA greater than the level considered acceptable according to *CEQR Technical Manual* noise exposure guidelines at certain receptors. Therefore, similar to the ~~Proposed Project~~previously proposed project, the No Action Alternative would have the potential to result in significant adverse impacts with respect to construction noise. As construction of the No Action Alternative can occur without any environmental review and associated discretionary approvals, the mitigation being considered in connection with the ~~Proposed Project~~previously proposed project would not be implemented and potential effects would remain unmitigated.

For all other technical areas, impacts due to construction activities for the No Action Alternative, similar to construction activities for the ~~Proposed Project~~previously proposed project, would not result in significant adverse impacts.

C. NO UNMITIGATED SIGNFICANT ADVERSE IMPACT ALTERNATIVE

ALTERNATIVE IDENTIFICATION

In order to identify a No Unmitigated Significant Adverse Impact Alternative, the full range of impacts identified for the ~~Proposed Project~~previously proposed project is considered to determine what avoidance measures would be required for the different type of impacts. The ~~Proposed Project~~previously proposed project's pedestrian impacts could be fully mitigated with the

measures identified in Chapter 19, "Mitigation." However, the ~~Proposed Project~~previously proposed project is anticipated to have significant adverse open space, shadows, historic, traffic, and construction noise impacts that could not be fully mitigated or have the potential to remain unmitigated. Therefore, shadows (resulting in a significant adverse open space impact from direct effects on one open space resource, the is discussed under shadows), historic and cultural resources, transportation, and construction noise are considered below.

The No Unmitigated Significant Adverse Impact Alternative would not eliminate the significant adverse noise impact during construction. Effects on other analysis areas such as indirect effects on open space, water and sewer infrastructure, and air quality would also be reduced; however, none are considered significant adverse impacts.

SHADOWS

The ~~Proposed Project~~previously proposed project is expected to result in a significant adverse shadows impact to the Southbridge Towers complex open spaces, which would also result in a significant adverse open space impact from direct effects. While this impact would be partially mitigated with the measures identified in Chapter 19, "Mitigation," avoiding the significant adverse shadows impact on the Southbridge Towers complex open spaces would require that a No Unmitigated Significant Adverse Impact Alternative be no more than approximately 170 feet tall (i.e., a reduction of more than half the height of the ~~Proposed Project~~previously proposed project). At this height, some incremental shadow would still be cast on the Southbridge Towers complex open spaces in the spring, summer, and fall, but substantially less than with the ~~Proposed Project~~previously proposed project. With this alternative, unlike with the ~~Proposed Project~~previously proposed project, incremental shadow would not eliminate all sunlit areas from certain sections of this open space for more than a minimal amount of time, and the time of greatest impact to the portion of the open space closest to the Development Site would be limited to early, rather than mid- to late morning.

This alternative would necessitate the removal of more than half of the ~~Proposed Project~~previously proposed project's residential floors at a minimum, and potentially a decrease in the program of other uses as well. It is the Applicant's position that the reduction in height to achieve this alternative would effectively eliminate both the feasibility of the project and its contribution to the revitalization of the South Street Seaport Area. The number of DUs, and consequently the amount of affordable housing, would be reduced and the associated reduction in the ~~Proposed Project~~previously proposed project's program would preclude the restoration, reopening, and potential expansion of the Museum.

A development program with these reductions would not provide the intended goals and objectives of the ~~Proposed Project~~previously proposed project, and therefore, would not be considered a reasonable alternative. Accordingly, no reasonable alternative could be developed to avoid the potential unmitigated significant adverse shadows, and by extension open space, impacts.

HISTORIC AND CULTURAL RESOURCES

Proposed buildings on the Development Site and Museum Site are subject to LPC review and approval. Public hearings were held on January 5, 2021 and April 6, 2021, and on May 4, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the proposed building on the Development Site (Docket #: LPC-21-03235; Document #: COFA-21-03235) and the potential expansion of the Museum (Docket #: LPC-21-04480; Document #: SUL-21-04480). On May 13, 2021, LPC issued a Certificate of Appropriateness (Design Approval) with respect to the

modified design of the proposed building on the Development Site. The program and bulk of the approved designs are within the Reasonable Worst Case Development Scenario that is analyzed in this ~~D~~FEIS for the proposed building on the Development Site and the potential expansion of the Museum. For the purposes of this ~~DEIS~~FEIS, a new building on the Development Site that would be developed to the maximum building envelope (e.g., up to a maximum height of 395 feet) established under the Reasonable Worst Case Development Scenario would have the potential to result in significant adverse contextual impacts to historic resources. ~~The Applicant intends to refine the height, proportion, and massing of the building on the Development Site between the publication of this DEIS and the Final Environmental Impact Statement (FEIS); the FEIS will identify changes to the maximum building envelope and reflect a building massing that is consistent with the LPC approved design. The incorporation of these changes is anticipated to eliminate potential contextual impacts on the surrounding historic district.~~

Like the ~~Proposed Project~~previously proposed project, the No Unmitigated Adverse Impact Alternative would require LPC approval. The No Unmitigated Adverse Impact Alternative with respect to historic resources would utilize a combination of measures, potentially including, but not limited to, changes in height, proportion, and massing, or other measures to the extent that the potential contextual impact from the RWCDS ~~evaluated in this DEIS~~of the previously proposed project on the surrounding historic district would be eliminated.

TRANSPORTATION

The ~~Proposed Project~~previously proposed project is expected to result in several unmitigated significant adverse traffic impacts. Assessments were prepared for the No Unmitigated Significant Adverse Impacts Alternative to determine the portion of the ~~Proposed Project~~previously proposed project that could be developed on the Development Site without incurring the potential for any unmitigated significant adverse traffic impacts. As the Applicant does not control the restoration, reopening, and potential expansion of the Museum, the anticipated program on the Museum Site would remain unchanged compared to the ~~Proposed Project~~previously proposed project.

Even though the significant adverse pedestrian impacts at the southeast corner of Pearl Street and Frankfort Street during the weekday midday and PM peak hours could be fully mitigated with a corner curb extension, the feasibility of this measure is subject to the approval of DOT prior to implementation. Should this mitigation measure be deemed infeasible by DOT and if no other practical mitigation measures are identified, the ~~Proposed Project~~previously proposed project would have the potential to incur unmitigated significant adverse pedestrian impacts at this location. As such, an assessment was prepared for pedestrians to determine the portion of the ~~Proposed Project~~previously proposed project that could be developed on the Development Site without incurring the potential for any unmitigated significant adverse pedestrian impacts.

TRAFFIC

With the ~~Proposed Project~~previously proposed project, there would be unmitigatable significant adverse traffic impacts at three intersections in at least one analysis peak hour. In order to eliminate all unmitigated significant adverse traffic impacts, this alternative would include no more than approximately 204,000 gsf in total that could be constructed on the Development Site, including 118 DUs (30 of which would be affordable), 80,000 gsf of office uses, 4,000 gsf of retail uses, and 1,500 gsf of community facility uses. This alternative would therefore reduce the size of the proposed building on the Development Site by approximately 70 percent, resulting in a program smaller than the No Action Alternative. For comparison, the previously proposed project on the

Development Site would contain approximately 680,500 gsf in total, including 394 DUs (up to 99 of which would be affordable), 267,747 gsf of office uses, 13,353 gsf of retail uses, 5,000 gsf of community facility uses, and 108 parking spaces.

This reduction in the level of development would significantly compromise the ability ~~of the Proposed Project~~ to realize ~~its~~ the intended goals and objectives. The reduction in program would result in fewer DUs, including fewer affordable units. The reduction in the office, retail, and community facility uses would also lead to fewer employment opportunities and space for the community in the area. The smaller scale of this alternative's program would preclude the planned restoration, reopening, and potential expansion of the Museum. As a result, this No Unmitigated Significant Adverse Impact Alternative is unlikely to achieve any of the intended goals and objectives ~~of the Proposed Project~~. A development program with these reductions would not be considered a reasonable alternative, and therefore, no reasonable alternative could be developed to avoid the potential unmitigated significant adverse traffic impacts.

PEDESTRIANS

In order to eliminate the potential for unmitigatable significant adverse pedestrian impacts at the northeast corner of Pearl Street and Frankfort Street, this alternative would include no more than approximately 545,000 gsf in total that could be constructed on the Development Site, including 315 DUs (79 of which would be affordable), 214,000 gsf of office uses, 10,500 gsf of retail uses, and 4,000 gsf of community facility uses. This alternative would therefore reduce the size of the proposed building on the Development Site by approximately 20 percent. Similar to the No Unmitigated Adverse Impact Alternative for traffic, this reduction in the level of development would compromise the ability ~~of the Proposed Project~~ to realize ~~its~~ the intended goals and objectives and is therefore not considered a reasonable alternative~~ to the Proposed Project~~.

CONSTRUCTION NOISE

At the Pearl Street Playground and at outdoor residential balconies of the Southbridge Towers buildings where impacts were predicted to occur (i.e., 100 Beekman Street, 299 Pearl Street, 333 Pearl Street), there are no feasible or practicable mitigation measures to avoid the significant adverse construction noise impacts identified in Chapter 17, "Construction." Therefore, at these receptors, the significant adverse construction noise would be unavoidable. However, as construction would not regularly occur during evening or weekend hours, the balconies would be free of construction noise during these times. The temporary unmitigated noise impacts at the Playground and residential balconies would be avoided if there were no construction on the Development Site. However, this would compromise the ability ~~of the Proposed Project~~ to realize ~~its~~ the intended goals and benefits and is therefore not considered a reasonable alternative to the ~~Proposed Project~~previously proposed project.

D. REDUCED IMPACT ALTERNATIVE

ALTERNATIVE IDENTIFICATION

The Reduced Impact Alternative would include an approximately 616,483-gsf mixed-use building that could potentially include a community facility theater use. As shown in **Table 18-1**, the Reduced Impact Alternative (without theater use) would include approximately 432,253 gsf of residential uses, 161,969 gsf of office uses, 17,261 gsf of retail uses, 5,000 gsf of community

facility uses, and 108 parking spaces. It would include up to 432 DUs, of which approximately 25 percent (up to 108 DUs) would be affordable.

Table 18-1 shows a comparison of the program elements for the previously proposed project and the Reduced Impact Alternative. Compared to the previously proposed project, the Reduced Impact Alternative would have somewhat more residential and retail space and less office space. Overall, this alternative would be approximately 64,000 gsf smaller than the previously proposed project.

Table 18-1
Reduced Impact Alternative
Development Site Program Comparison

Use	Previously Proposed Project	Reduced Impact Alternative (Difference)	Reduced Impact Alternative Theater Option (Difference)
Residential GSF	394,400	432,253 (+37,853)	460,580 (+66,180)
Dwelling Units	394	432 (+38)	461 (+67)
Office GSF	267,747	161,969 (-105,778)	0 (-267,747)
Retail GSF	13,353	17,261 (+3,908)	12,149 (-1,204)
Community Facility GSF	5,000	5,000 (No Change)	0 (-5,000)
Theater GSF	0	0	143,754 (+143,754)
Theater Seats	0	0 (No Change)	898 (+898)
Parking Spaces	108	108 (No Change)	58 (-50)
Development Site Total GSF	680,500	616,483 (-64,017)	616,483 (-64,017)

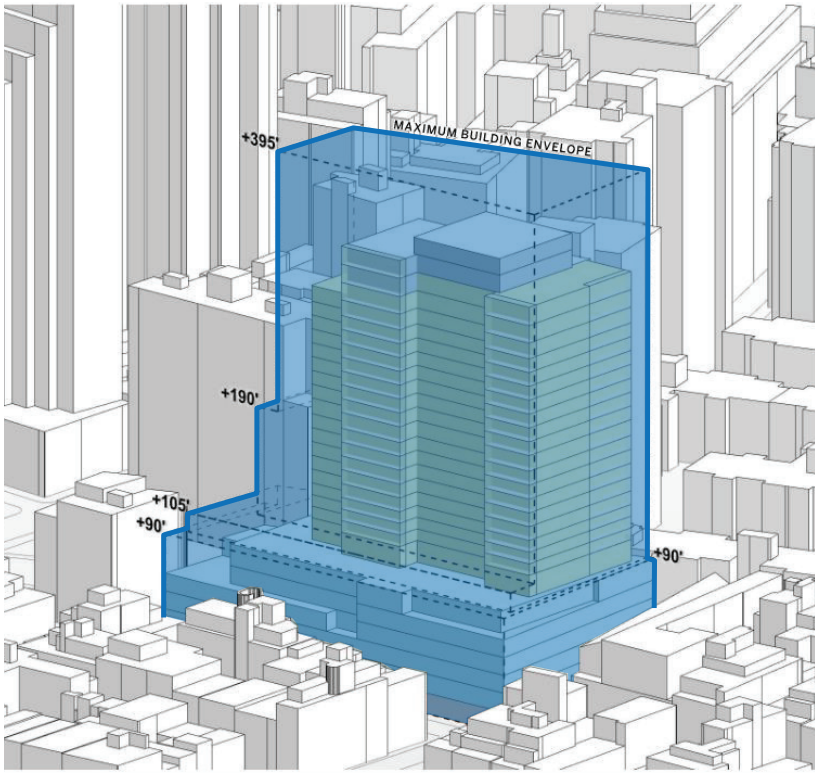
Note: There is no difference in potential development on the Museum Site.
Source: Skidmore, Owings & Merrill, HHC

The building would consist of a seven-story, full-block base occupying the entire Development Site with mixed uses (up to approximately 75 feet in height, 80 feet including permitted obstructions) on which a tower would be set. The tower, containing residential uses, would be shorter than that of the previously proposed project, rising from the base to a total height of up to approximately 324 feet (329 feet including permitted obstructions). **Figure 18-1** shows a comparison of the bulk assumed for the previously proposed project and the Reduced Impact Alternative.

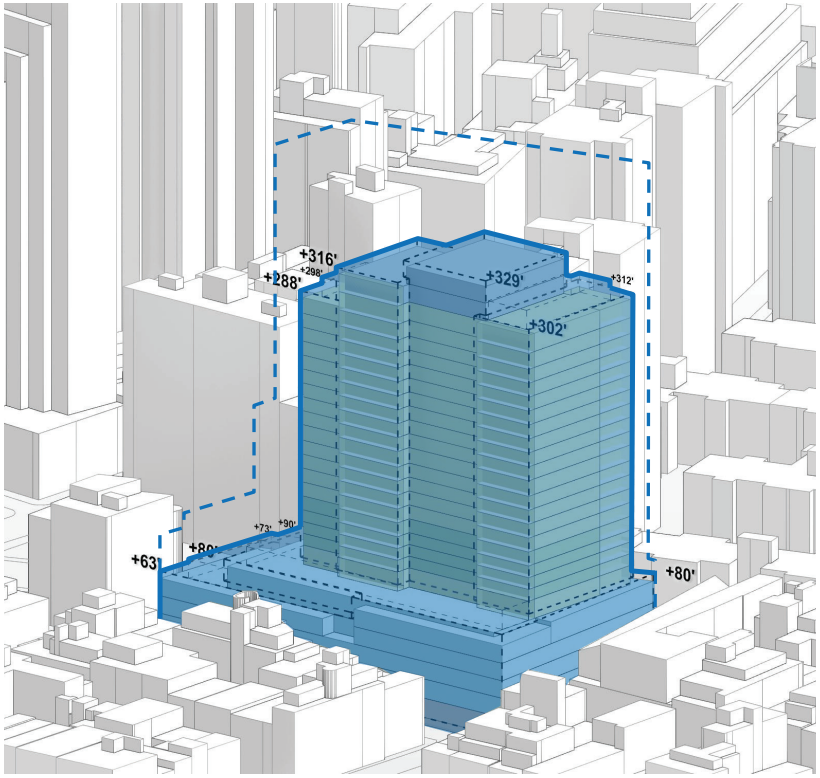
This alternative would have slightly different pedestrian access to the building on the Development Site than the previously proposed project (see **Figure 18-2**). With the Reduced Impact Alternative, entrances for the residential use would be provided along Pearl Street and Water Street (compared to Pearl Street, Water Street and Peck Slip with the previously proposed project), and entrances for the community facility use would be provided along Water Street (compared to Peck Slip with the previously proposed project).

Figures 18-3 through 18-5 show additional illustrations of the Reduced Impact Alternative, **Figure 18-6** shows the ground floor plan with the Theater Option (see below), and **Figures 18-7 through 18-11** show street views of the Reduced Impact Alternative compared to the previously proposed project.

This figure is new for the FEIS.



Previously Proposed Project



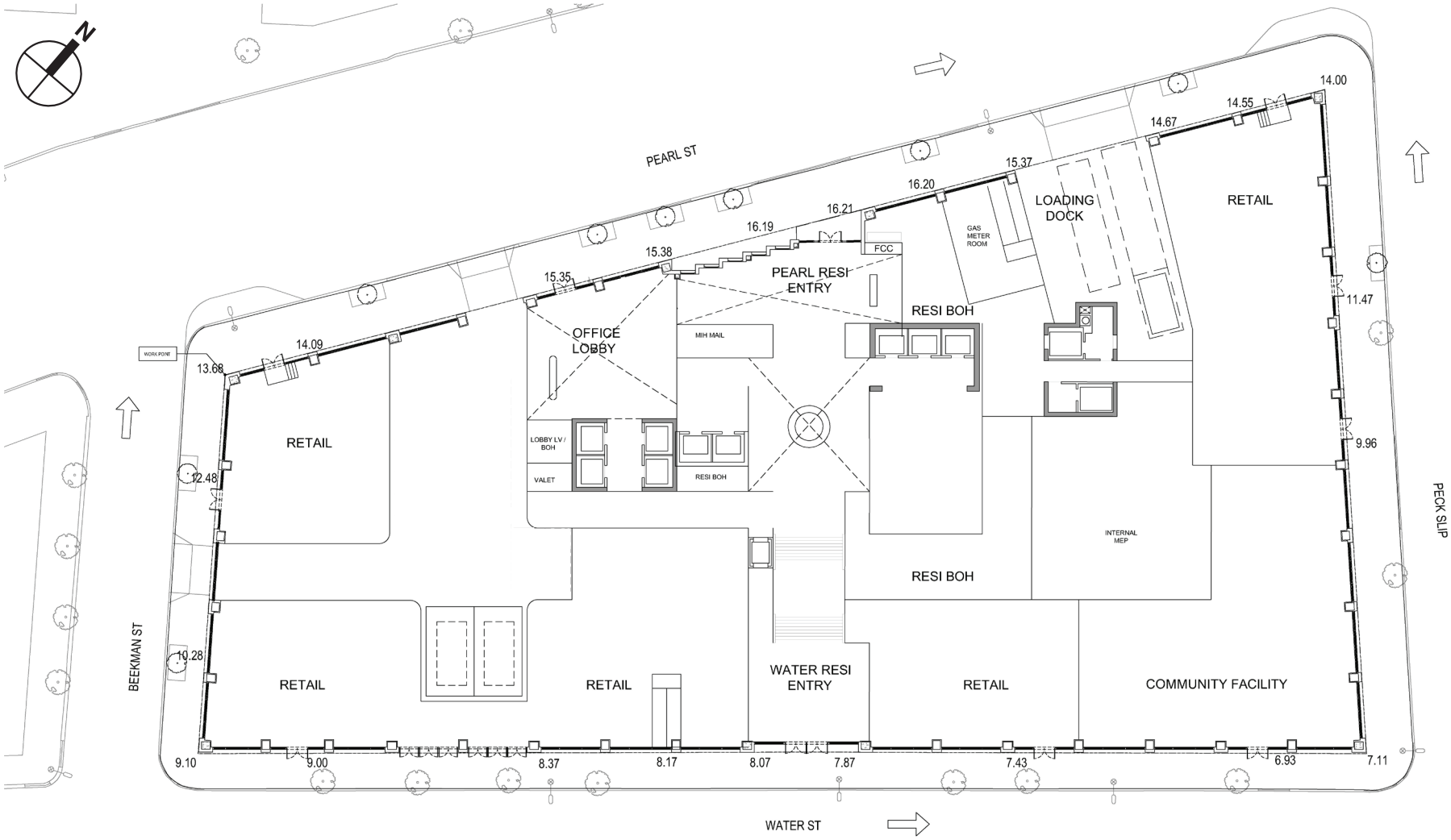
Reduced Impact Alternative Project

Source: SKIDMORE, OWINGS & MERRILL (SOM)

NOTES:
- FOR ILLUSTRATIVE PURPOSES ONLY
- The Maximum Building Envelope under the Reduced Impact Alternative includes an additional five feet beyond the base and roof heights to conservatively account for permitted obstructions.

Comparison of Maximum Building Envelopes

This figure is new for the FEIS.



Source: SKIDMORE, OWINGS & MERRILL (SOM)

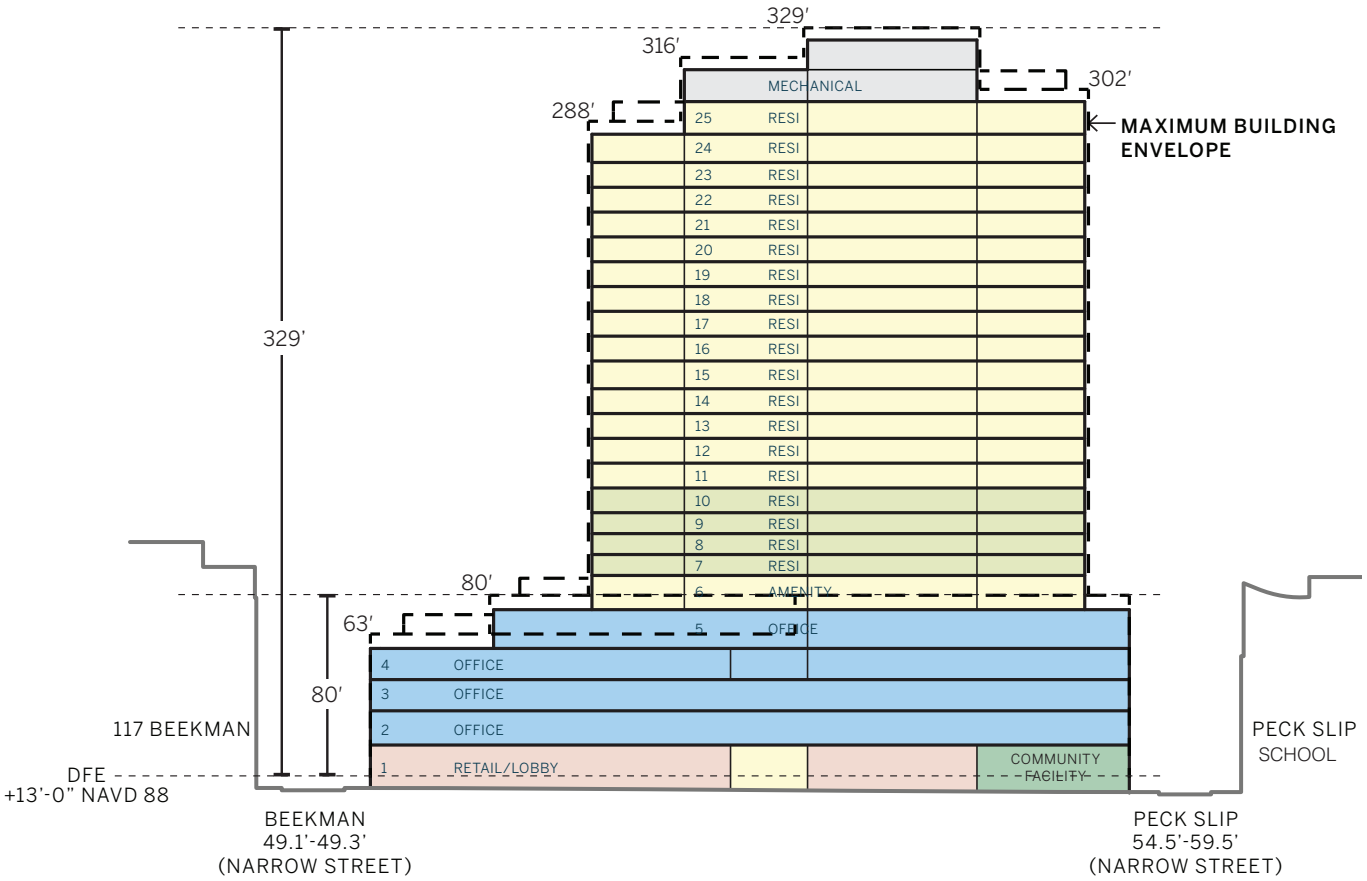
NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Reduced Impact Alternative Ground Floor Plan

250 WATER STREET

Figure 18-2

10.6.21

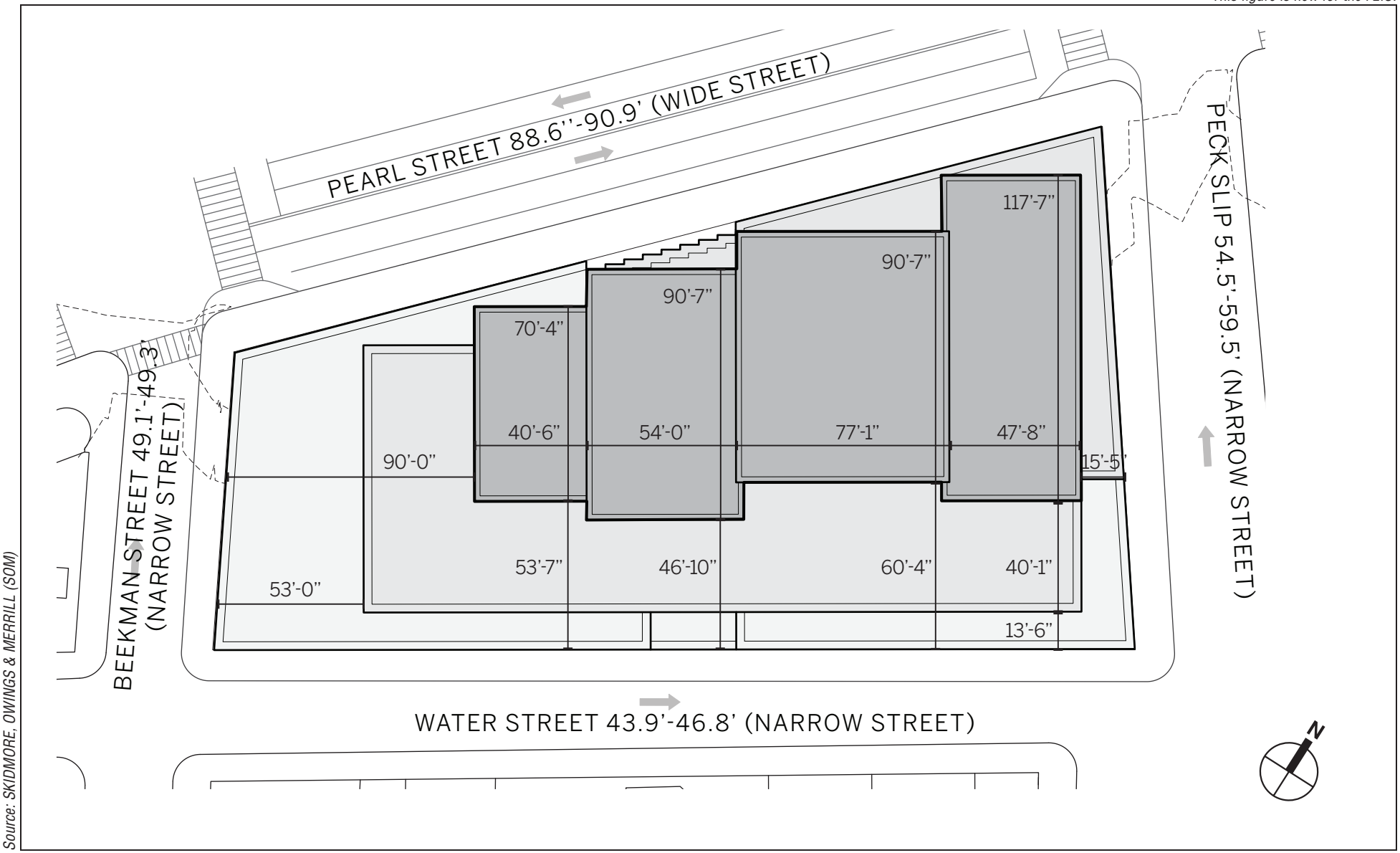


Source: SKIDMORE, OWINGS & MERRILL (SOM)

NOTES:
- FOR ILLUSTRATIVE PURPOSES ONLY
- The Maximum Building Envelope under the Reduced Impact Alternative includes an additional five feet beyond the base and roof heights to conservatively account for permitted obstructions.

Reduced Impact Alternative
Section

This figure is new for the FEIS.

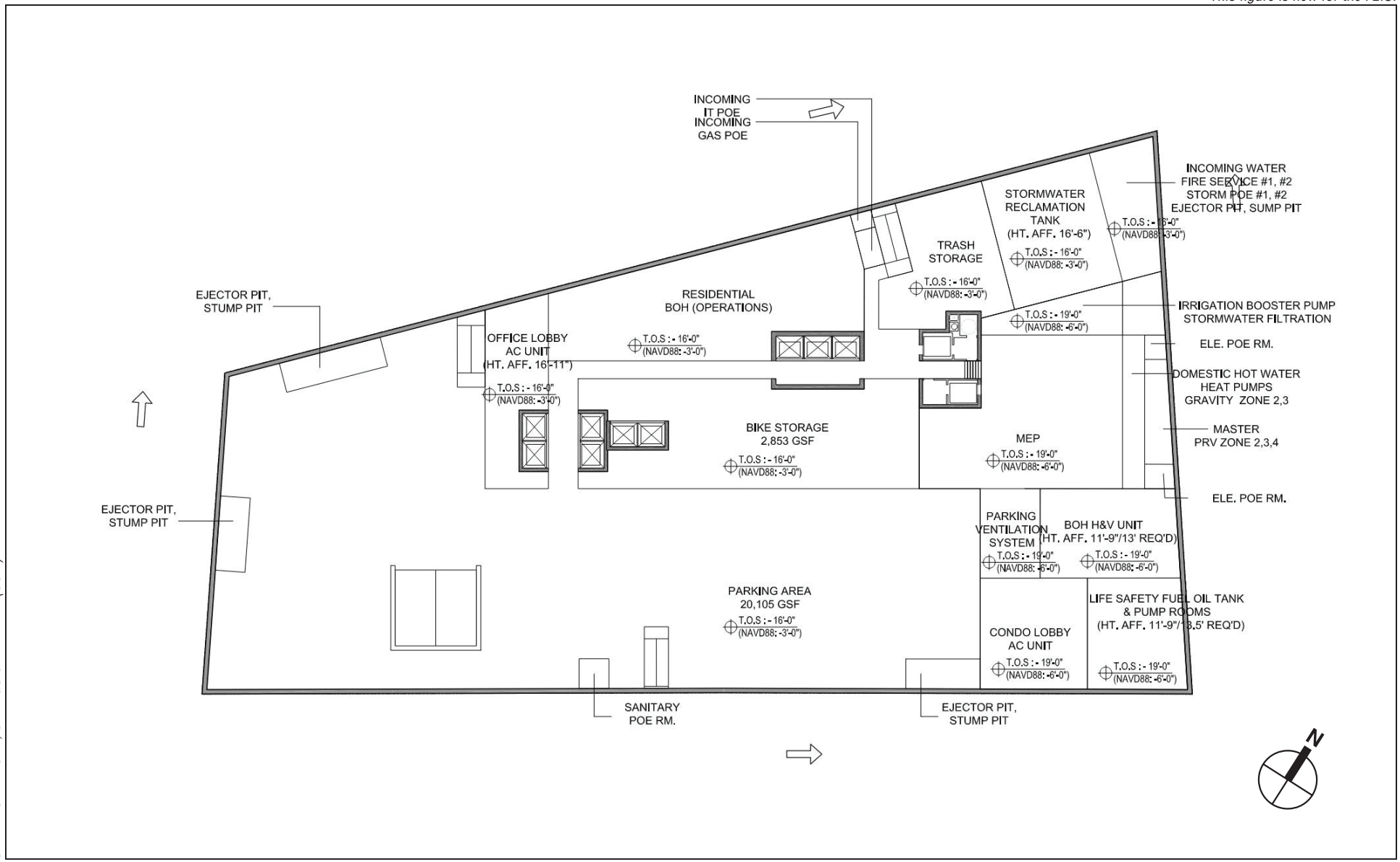


Source: SKIDMORE, OWINGS & MERRILL (SOM)

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Reduced Impact Alternative
Site Plan

This figure is new for the FEIS.



Source: SKIDMORE, OWINGS & MERRILL (SOM)

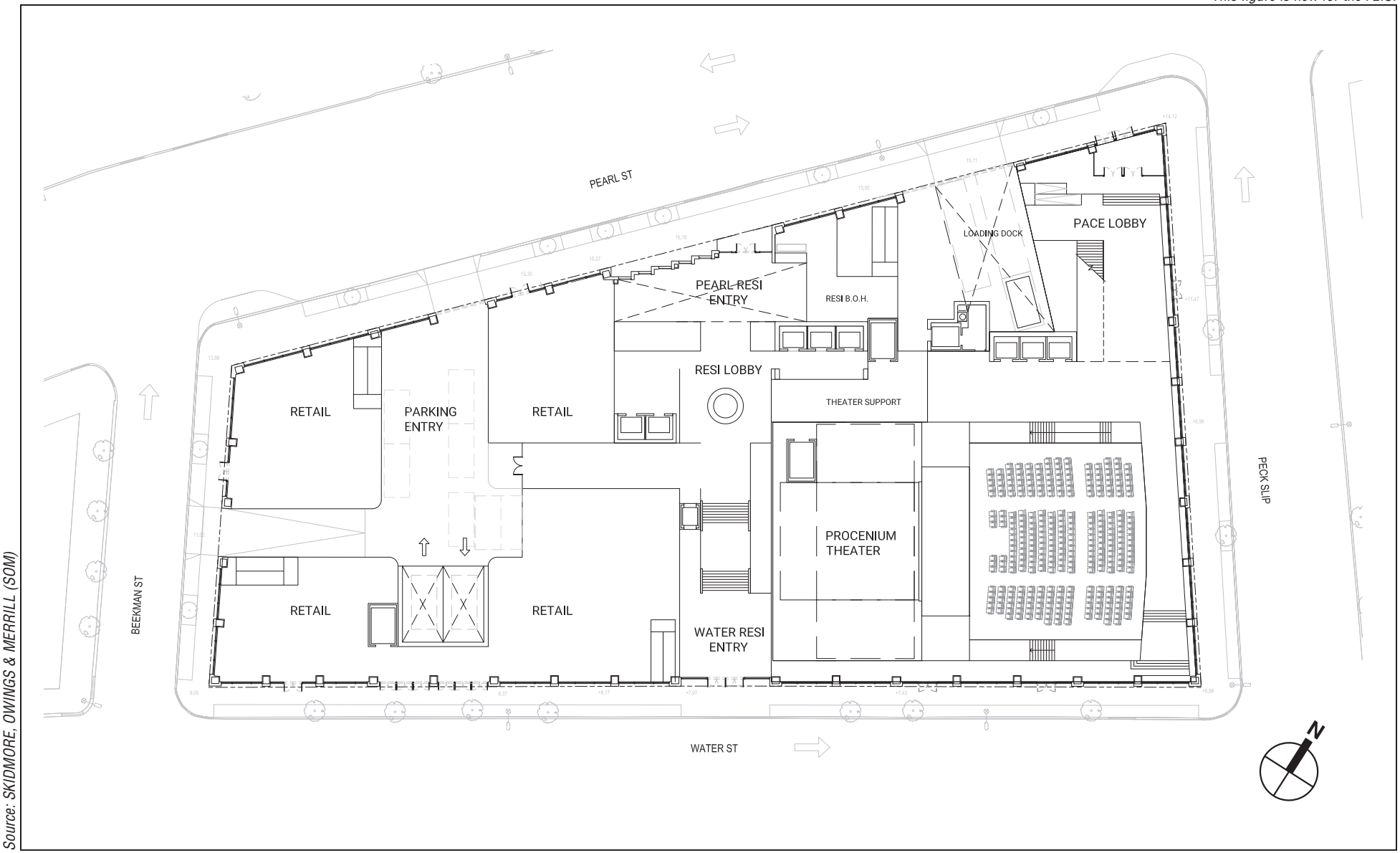
NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Reduced Impact Alternative
Cellar Plan

250 WATER STREET

Figure 18-5

This figure is new for the FEIS.



Source: SKIDMORE, OWINGS & MERRILL (SOM)

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Reduced Impact Alternative
Theater Option Ground Floor Plan

This figure is new for the FEIS.

Previously Proposed Project

Reduced Impact Alternative Project

Source: SKIDMORE, OWINGS & MERRILL (SOM)

NOTES:
- FOR ILLUSTRATIVE PURPOSES ONLY
- The Maximum Building Envelope under the Reduced Impact Alternative includes an additional five feet beyond the base and roof heights to conservatively account for permitted obstructions.

Reduced Impact Alternative
Development Site — View South From Pearl Street Looking South

This figure is new for the FEIS.

Previously Proposed Project

Reduced Impact Alternative Project

Source: SKIDMORE, OWINGS & MERRILL (SOM)

NOTES:
- FOR ILLUSTRATIVE PURPOSES ONLY
- The Maximum Building Envelope under the Reduced Impact Alternative includes an additional five feet beyond the base and roof heights to conservatively account for permitted obstructions.

Reduced Impact Alternative
Development Site — Water Street Looking North

This figure is new for the FEIS.

Previously Proposed Project

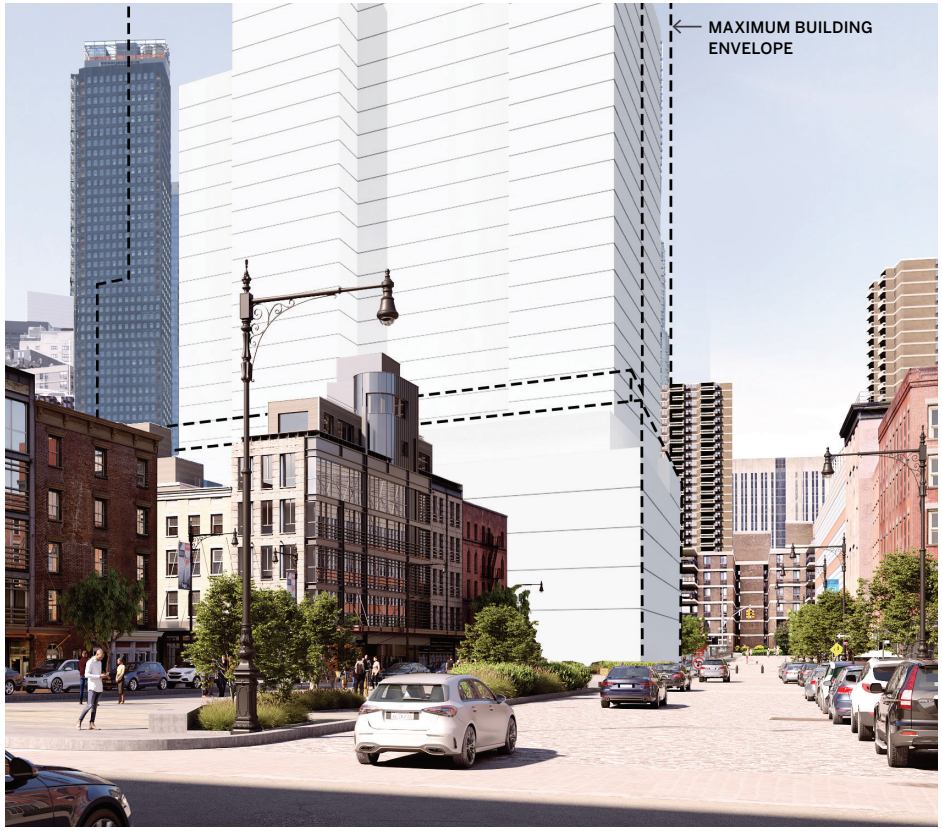
Reduced Impact Alternative Project

Source: SKIDMORE, OWINGS & MERRILL (SOM)

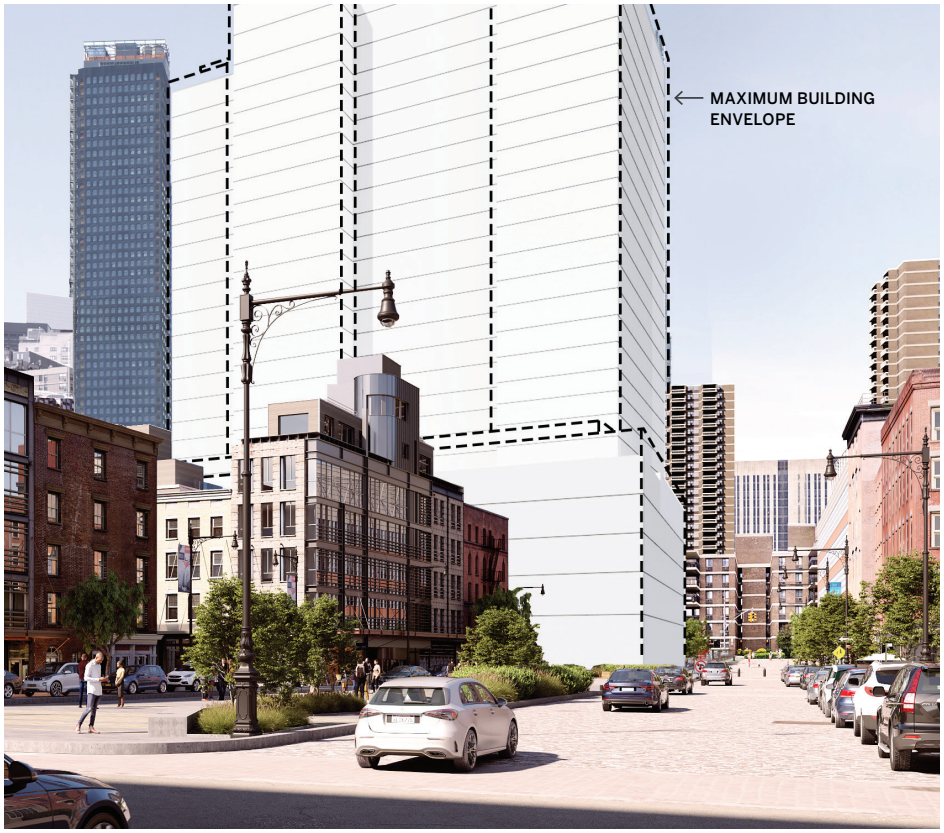
NOTES:
- FOR ILLUSTRATIVE PURPOSES ONLY
- The Maximum Building Envelope under the Reduced Impact Alternative includes an additional five feet beyond the base and roof heights to conservatively account for permitted obstructions.

Reduced Impact Alternative
Development Site — View From Beekman Street Looking West

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

Source: SKIDMORE, OWINGS & MERRILL (SOM)

NOTES:
- FOR ILLUSTRATIVE PURPOSES ONLY
- The Maximum Building Envelope under the Reduced Impact Alternative includes an additional five feet beyond the base and roof heights to conservatively account for permitted obstructions.

Reduced Impact Alternative
Development Site — View From Peck Slip Looking West

This figure is new for the FEIS.

Previously Proposed Project

Reduced Impact Alternative Project

Source: SKIDMORE, OWINGS & MERRILL (SOM)

NOTES:
- FOR ILLUSTRATIVE PURPOSES ONLY
- The Maximum Building Envelope under the Reduced Impact Alternative includes an additional five feet beyond the base and roof heights to conservatively account for permitted obstructions.

Reduced Impact Alternative
Development Site — View From Brooklyn Bridge

As with the previously proposed project, this alternative would also facilitate the restoration, reopening, and potential expansion of the existing Museum on the Museum Site. Funding provided to the Museum would stabilize and strengthen its finances, setting the stage for its potential expansion. The restoration and reopening of the Museum would include approximately 27,996 gsf of renovated space for the Museum in several of the Schermerhorn Row Buildings at the corner of Fulton Street and South Street (91-93 South Street and 2-4 Fulton Street). The potential expansion of the Museum would result in a seven-story (approximately 62 feet in height), 32,383-gsf building to be constructed on the vacant John Street Lot at the corner of John Street and South Street (89 South Street/175 John Street). The expansion would contain additional exhibit and back office spaces for the Museum. The Museum's existing 26,312-gsf "Collections" building (167-171 John Street) would be reopened.

Consistent with the previously proposed project, this alternative would include modifications to the previously approved South Street Seaport/Pier 17 LSGD site plan, with three new guard booths, security bollards along South Street, a slight realignment of the Pier 17 access drive, a new skylight on top of the Pier 17 building, and may include streetscape, open space, or other improvements (e.g., planters) within the Project Area.

REDUCED IMPACT ALTERNATIVE – THEATER OPTION

The Theater Option under the Reduced Impact Alternative would replace commercial office and community facility space with a performing arts theater use. Under the Theater Option, there would be approximately 460,580 gsf of residential uses, no office, 12,149 gsf of retail uses, up to 898 theater seats for university programs, and 58 parking spaces (see **Table 18-1**). It would include up to 461 DUs, of which approximately 25 percent (up to 115 DUs) would be affordable. Compared to the previously proposed project, the Reduced Impact Alternative with Theater Option would have more residential units, no office space, slightly less retail space, and fewer parking spaces. Most notably, the Theater Option would include the 898 theater seats for university programs which is not part of the previously proposed project. Overall, this alternative would be approximately 64,000 gsf smaller than the previously proposed project. Under the Theater Option, entrances to the theater would be located midblock on Pearl Street and at the corner of Pearl Street and Peck Slip, see **Figure 18-6**. Otherwise, the overall massing of the building would remain the same.

The modified program under the Theater Option would not have the potential to affect the technical areas of shadows, historic resources, urban design and visual resources, natural resources, hazardous materials, public health, neighborhood character, or construction. Effects of the modified program on the remaining technical areas are discussed below.

ACTIONS NECESSARY FOR THE REDUCED IMPACT ALTERNATIVE

The land use actions needed for the Reduced Impact Alternative are the same as those for the previously proposed project.

The discretionary land use actions include:

- A special permit pursuant to ZR Section 74-743(a) for bulk modifications within a LSGD to allow (i) the distribution of total allowable floor area without regard to zoning lot lines or district boundaries, and (ii), the location of buildings without regard to applicable height, setback or streetwall regulations; and related adjustments to the boundaries of the South Street Seaport/Pier 17 LSGD;

- Modifications to the South Street Seaport/Pier 17 LSGD site plan, zoning calculations, and boundaries;
- Text amendments to the South Street Seaport Subdistrict regulations (ZR Article IX, Chapter 1); and
- Authorizations to allow: (i) a curb cut accessing an accessory off-street parking facility to be located on Pearl Street (ZR Section 13-441); and (ii) security bollards to be located within a pedestrian circulation path of a waterfront public access area (ZR Section 62-811) that exceed the maximum permitted height and provide less than the required minimum clearance between bollards.

Under the Reduced Impact Alternative, the certification pursuant to ZR Section 91-65 to transfer development rights would not be required. However, other actions would remain the same, including the certifications pursuant to ZR Section 62-12(c) for design changes to the previously approved Pier 17 waterfront site plan. In conjunction with either the previously proposed project or with this alternative, there would be a modification to the LSGD restrictive declaration to update the previously approved site plan and zoning calculations and to modify the Pier 17 Traffic Management Plan. Finally, the SBS is filing an application seeking approval of the disposition of leasehold and easement interests with respect to various city-owned properties located within the South Street Seaport area, which would allow for the renewal and extension of the term of an existing lease for 99 years, until 2120. In addition, other actions may include, as necessary, disposition actions, funding decisions, and the grant of an Article XI Tax Incentive by the Department of Housing Preservation and Development.

Both the previously proposed project and the Reduced Impact Alternative would be located within the City's Coastal Zone and require review by the CPC, in its capacity as the City Coastal Commission, to determine consistency with the relevant WRP policies.

The project approvals would also include recordation of an (E) Designation (E-621) on the Development Site (Block 98, Lot 1), and an equivalent mechanism on the Museum Site (Block 74, Lot 1) for Hazardous Materials, Air Quality, and Noise, as well as a Restrictive Declaration to codify commitments made in the FEIS related to the environmental review.

LAND USE, ZONING, AND PUBLIC POLICY

Like the previously proposed project, the Reduced Impact Alternative would not result in significant adverse impacts on land use, zoning, or public policy. Either would be compatible with existing land uses in the surrounding area and would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with surrounding land uses, zoning, or public policies. As discussed above, this alternative would introduce market rate and affordable residential units, neighborhood retail space, accessory parking, and office or theater uses. It would also facilitate the restoration, reopening, and potential expansion of the Museum.

The new uses introduced by either the previously proposed project or the Reduced Impact Alternative would be compatible with and enhance the surrounding area, which already includes similar uses. While either would be of a comparable scale to other buildings in the study area and respectful of smaller-scale buildings nearby, the Reduced Impact Alternative would be somewhat shorter and less bulky than the previously proposed project. The continued operation and potential expansion of the Museum in the With Action condition would benefit the neighborhood, City, and region. Overall, neither the previously proposed project nor the Reduced Impact Alternative would result in any significant adverse land use impacts.

As with the previously proposed project, the Reduced Impact Alternative would distribute unused floor area from the waterfront, helping to preserve and maintain its low-scale character, and facilitate development on the currently underutilized Development Site, introducing new mixed uses and affordable housing on a previously contaminated site that is undergoing remediation. The Proposed Actions would only modify the zoning regulations applicable to the Development Site and Project Area and would not affect zoning regulations applicable to the remainder of the study area. Neither the previously proposed project nor the Reduced Impact Alternative would adversely affect zoning policies or regulations in the study area and would be consistent with the residential and commercial zoning districts in the study area. Overall, neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse zoning impacts.

Either the previously proposed project or the Reduced Impact Alternative would be consistent with, and supportive of, the public policies applicable to the Project Area and the study area including *Housing New York* and *Housing New York 2.0*, OneNYC/PlaNYC, New York Works, Vision Zero, the New York City Landmarks Law, and the Waterfront Revitalization Program. Overall, neither the previously proposed project nor the Reduced Impact Alternative would result in any significant adverse impacts to public policy.

In summary, neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse impacts to land use, zoning, or public policy.

SOCIOECONOMIC CONDITIONS

Neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse impacts due to direct residential and business displacement, indirect residential and business displacement, or adverse effects on specific industries. Neither the previously proposed project nor the Reduced Impact Alternative would result in direct residential or business displacement; the existing surface parking use on the Development Site would be directly displaced irrespective of the project. The following describes the potential indirect socioeconomic effects of the Reduced Impact Alternative.

INDIRECT RESIDENTIAL DISPLACEMENT

Neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse impacts due to indirect residential displacement. While the Reduced Impact Alternative would introduce more DUs than the previously proposed project, neither option under this alternative would introduce a population that could substantively alter local real estate market conditions. The new population would represent an approximately one percent increase in the existing study area population, and incomes would be similar to and less than the study area's existing average household income. The average household income in the study area is very high ($182,313 in 2018); market rate units would rent to households whose incomes are similar to this study area average. Either the previously proposed project or the Reduced Impact Alternative would introduce affordable units that would be available to families with incomes well below the study area average.[4] In the aggregate, either the previously proposed project or the Reduced Impact Alternative would introduce an average household income below the average for the study area,

[4] For purposes of this socioeconomic assessment, it is assumed that 75 DUs would be affordable with incomes averaging 80 percent AMI. Assuming this lower amount of affordable housing and higher average incomes than other potential affordable schemes is more conservative for the purposes of the socioeconomic assessment.

and in providing permanently affordable housing, would serve to maintain a broader demographic in an area that has experienced increasing incomes and rents over time.

INDIRECT BUSINESS DISPLACEMENT

Neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse impacts due to indirect business displacement. As compared with the previously proposed project, the Reduced Impact Alternative would introduce less commercial office space, and a comparable amount of retail space. The study area already has well-established residential and commercial office markets, and commercial rents (retail and office) are already influenced by the presence of the existing South Street Seaport Museum and other study area attractions. While the Theater Option would introduce a new performance space, the study area already contains venues and other destinations that attract visitors to the study area. Therefore, neither the previously proposed project nor the Reduced Impact Alternative would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend or to alter existing patterns and would not directly or indirectly displace residents or businesses that directly support businesses in the study area or bring people to the area that form a customer base for local businesses. Rather, either the previously proposed project or the Reduced Impact Alternative would introduce new residents, workers, and visitors who would grow the customer base for local businesses and would maintain and grow the existing South Street Seaport Museum use, which attracts visitors to the study area who form a customer base for local businesses.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Neither the previously proposed project nor the Reduced Impact Alternative would adversely affect any specific industries. They would not directly displace any businesses and would not indirectly substantially reduce employment or have an impact on the economic viability in any specific industry or category of business.

COMMUNITY FACILITIES

Neither the previously proposed project nor the Reduced Impact Alternative would result in the introduction of a new residential population to the Project Area large enough to have a potential effect on public schools, libraries, or publicly funded child care centers under *CEQR Technical Manual* criteria. Therefore, delivery of these services would not noticeably change. Coverage of the Project Area by the New York City Police Department and Fire Department of New York City would likewise not change. In summary, neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse impacts to community facilities and services.

OPEN SPACE

Neither the previously proposed project nor the Reduced Impact Alternative would physically alter or displace publicly accessible open space resources.

The previously proposed project would result in incremental shadows on the Southbridge Towers complex open spaces and would cause a significant adverse open space impact from the direct effects of new shadow. The Reduced Impact Alternative would reduce the area of and duration of new shadow cast on this resource compared to the previously proposed project and would no longer result in a significant adverse direct impact to open space. Under both the previously

proposed project and the Reduced Impact Alternative, shadows from a new building on the Development Site would pass across portions of the Southbridge Towers complex open spaces from early to late morning in the spring, summer, and fall, however, these shadows would be reduced with the Reduced Impact Alternative. As noted below under "Shadows," the previously proposed project would also cast shadows in December, whereas the Reduced Impact Alternative would not.

The Southbridge Towers complex open spaces, while publicly accessible, is composed of the grounds of a private residential development. It is not a public open space resource operated by NYC Parks or another governmental entity, nor is it listed as a privately owned public space. Furthermore, during the time periods in which the Southbridge Towers complex open spaces are cast in incremental shadows, many other existing and planned plazas, gardens, and parks with passive open space features are located within the study area would continue to provide passive open space amenities for residents and workers.

During construction of either the previously proposed project or the Reduced Impact Alternative, two open space resources, the Pearl Street Playground and the Imagination Playground, located near the Development Site and Museum Site respectively, would also experience temporary disruptions from construction noise, constituting a significant adverse impact under either scenario.

Neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse indirect impacts to open space resources due to new user populations.

With the Reduced Impact Alternative, the total open space ratios in the residential study area would be 0.870 acres per 1,000 residents compared to 0.871 with the previously proposed project); the active open space ratio would be 0.219 acres per 1,000 residents (the same as with the previously proposed project); and the passive open space ratio would be 0.651 acres per 1,000 residents (compared to 0.652 with the previously proposed project). Compared to the No Action condition, the total, active and passive open space ratios would decrease by 0.46 percent (versus with 0.32 with the previously proposed project). In the nonresidential study area, the passive open space ratio would be 0.176 (compared to 0.175 with the previously proposed project), a decrease of 0.79 percent (versus 1.19 percent with the previously proposed project).

With the Theater Option the total open space ratio in the residential study area would be 0.869 acres per 1,000 residents (compared to 0.871 with the previously proposed project); the active open space ratio would be 0.218 acres per 1,000 residents (compared to 0.219 with the previously proposed project); and the passive open space ratio would be 0.651 acres per 1,000 residents (compared to 0.652 with the previously proposed project). Compared to the No Action condition, the total open space ratio would decrease by 0.56 percent (versus a decrease of 0.32 percent with the previously proposed project), the active open space ratio would decrease by 0.59 percent (versus a decrease of 0.32 percent with the previously proposed project), and the passive open space ratio would decrease by 0.57 percent (versus a decrease of 0.32 percent with the previously proposed project). In the nonresidential study area, the passive open space ratio would be 0.177 (compared to 0.175 with the previously proposed project), a decrease of 0.23 percent (versus 1.19 percent with the previously proposed project).

In all cases, there would be a less than 5 percent decrease in the open space ratios compared to those of the No Action condition. Therefore, based on the *CEQR Technical Manual* guidelines, like the previously proposed project, this alternative would not result in a significant adverse impact to open space.

SHADOWS

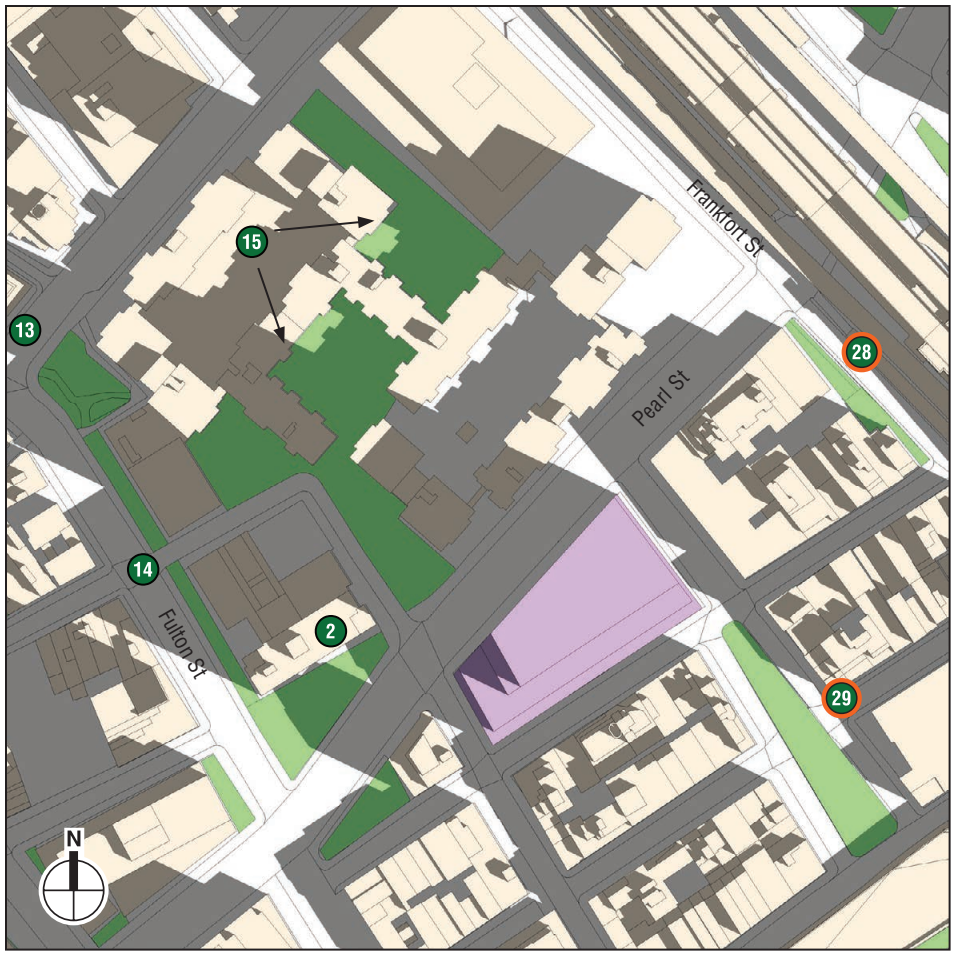
The Reduced Impact Alternative building on the Development Site would be shorter than the previously proposed project and therefore the effects on sunlight-sensitive open spaces would be reduced in length and duration. Under this alternative, unlike the previously proposed project, there would be no incremental shadows falling on Drumgoole Plaza, James Madison Plaza, or the East River Esplanade.

Table 18-2 shows the duration of incremental shadows for all resources evaluated.

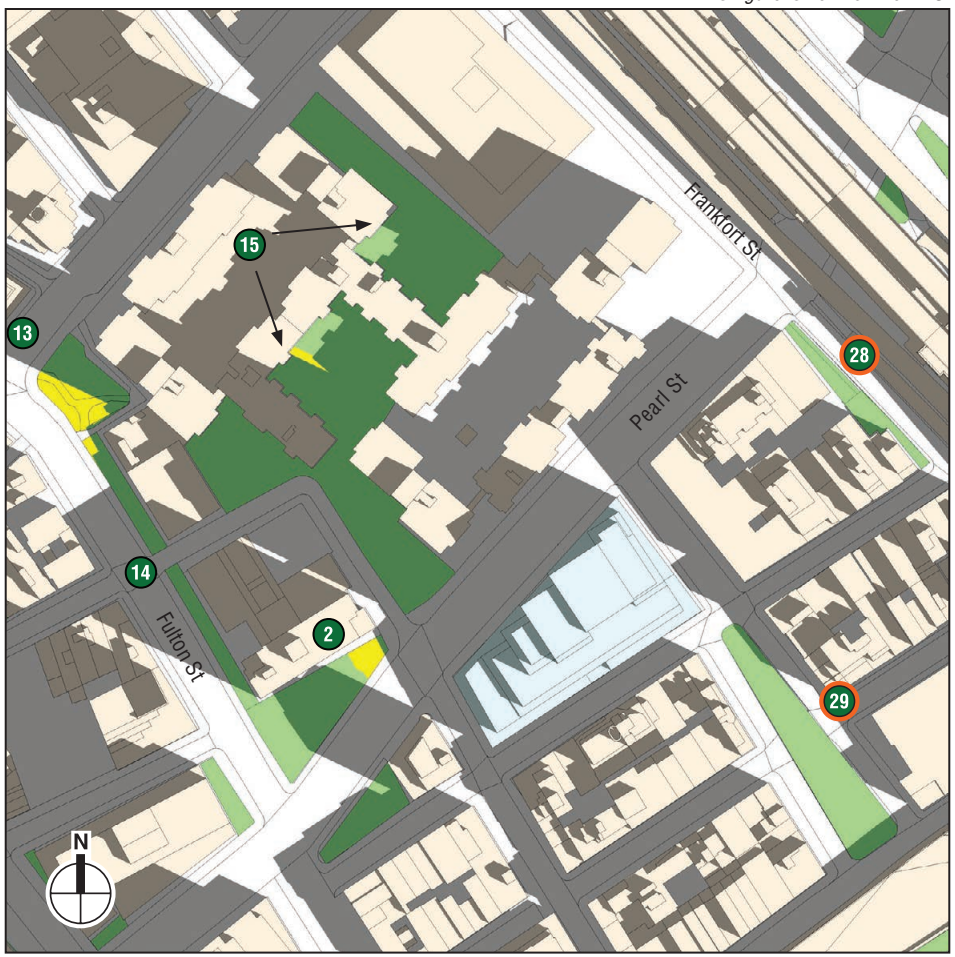
Same with the previously proposed project, new incremental shadows under the Reduced Impact Alternative would be brief in duration and small in extent, with the exception of incremental shadows on the Southbridge Towers complex open spaces. The Reduced Impact Alternative would cast less incremental shadow on the Southbridge Towers complex open space but would nonetheless result in a significant adverse shadows impact on that resource.

As shown in **Table 18-3**, compared to the previously proposed project, the Reduced Impact Alternative would reduce the duration of shadows on Southbridge Towers open spaces by approximately 45 minutes on the March 21/September 21 and June 21 analysis days. Incremental shadow durations would be approximately the same on the winter and the May 6/August 6 analysis days. With regard to the size (coverage area) of incremental shadow, as shown in **Figures 18-12 to 18-22**, the size of the incremental shadow on Southbridge Towers complex open spaces would be reduced for much of the duration on the spring, summer, and fall analysis dates. The Reduced Impact Alternative would reduce the extent and duration of incremental shadows on DeLury Square from an hour to 25 minutes and would also reduce incremental shadows on Pearl Street Playground, Fishbridge Park, and other open spaces in the study area, as shown in **Figures 18-12 to 18-22** and in **Table 18-2**.

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

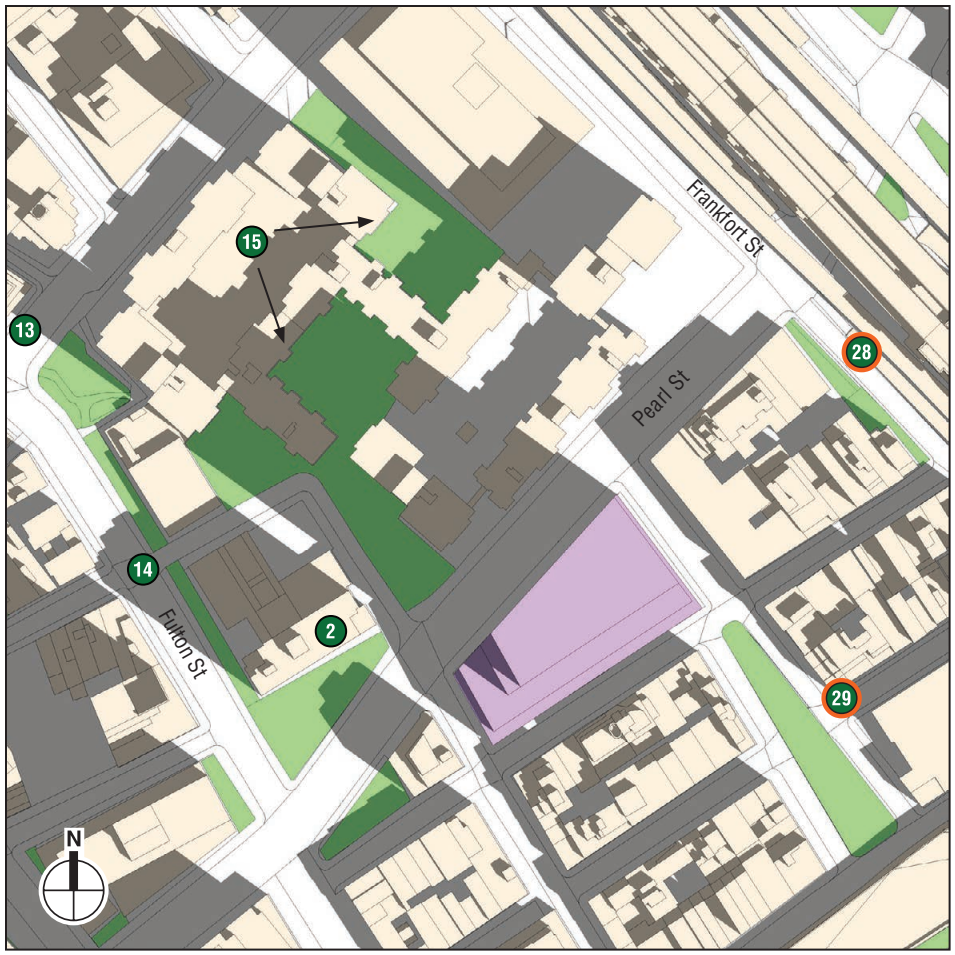
*Reduced Shadow**

NOTES:

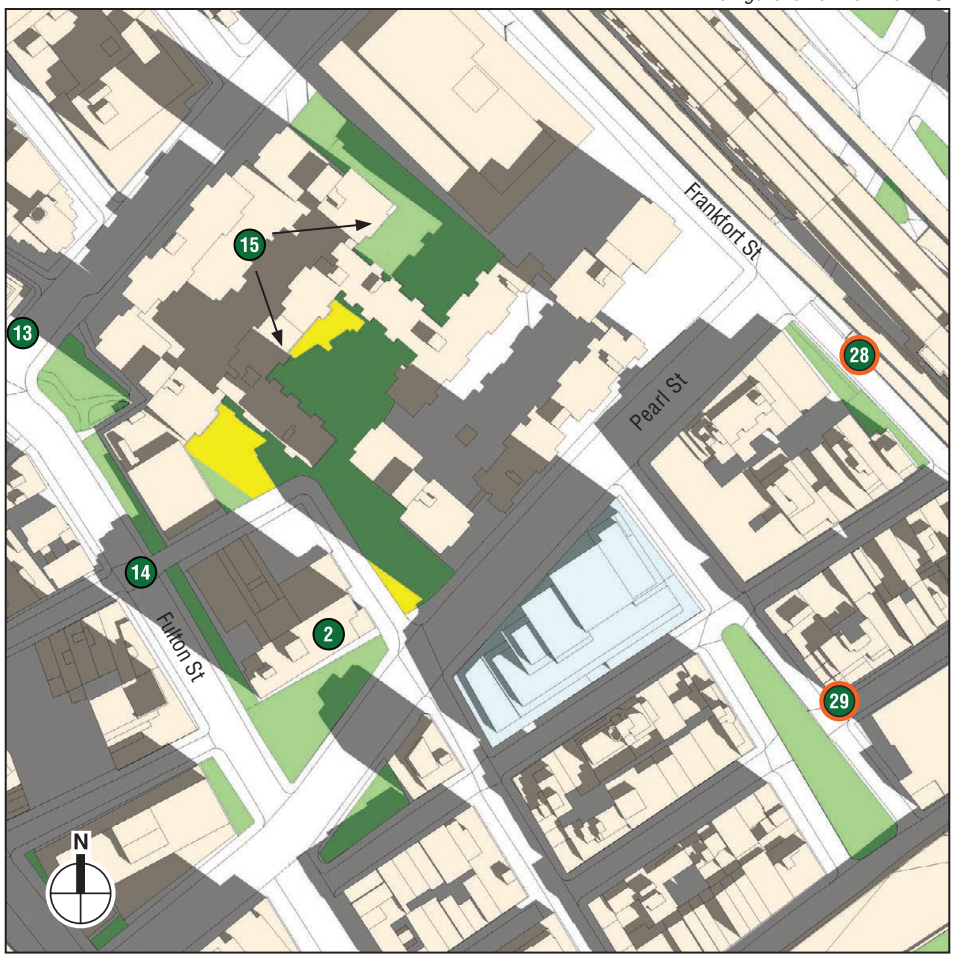
- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
March 21 / September 21
8:30 AM

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

NOTES:

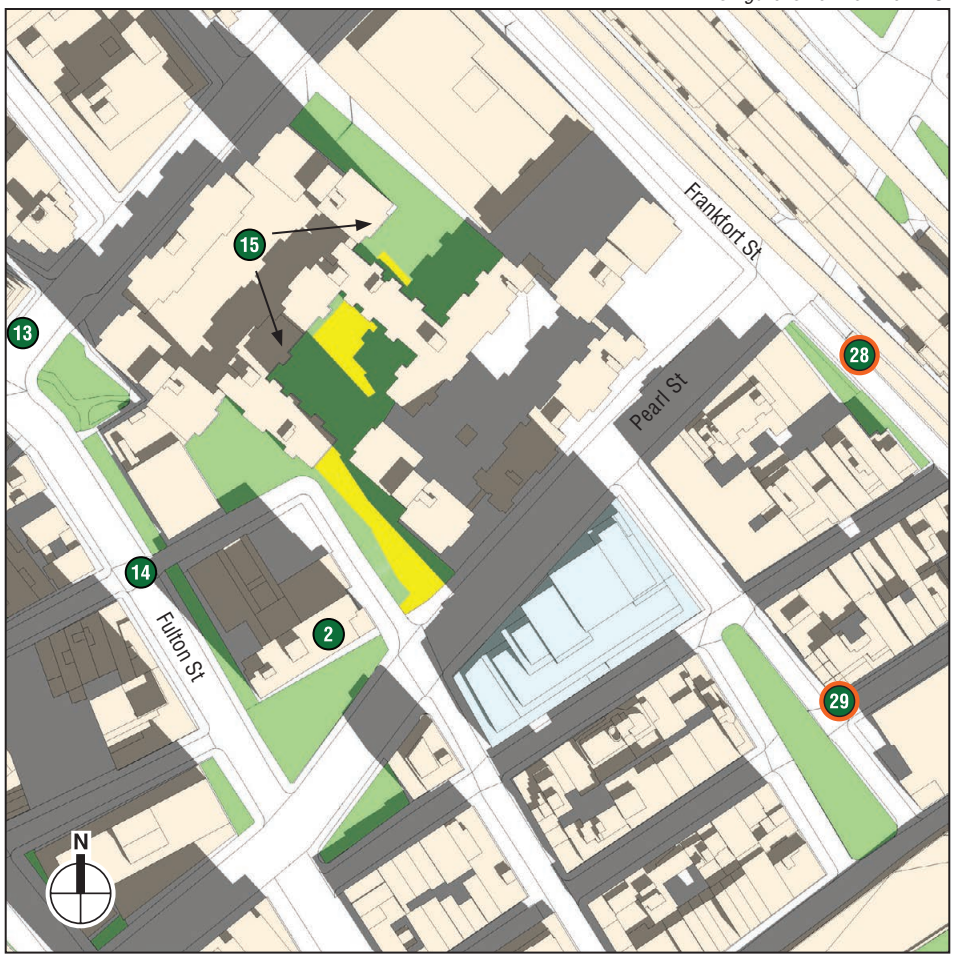
- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
March 21 / September 21
9:15 AM

Figure 18-13

This figure is new for the FEIS.

Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

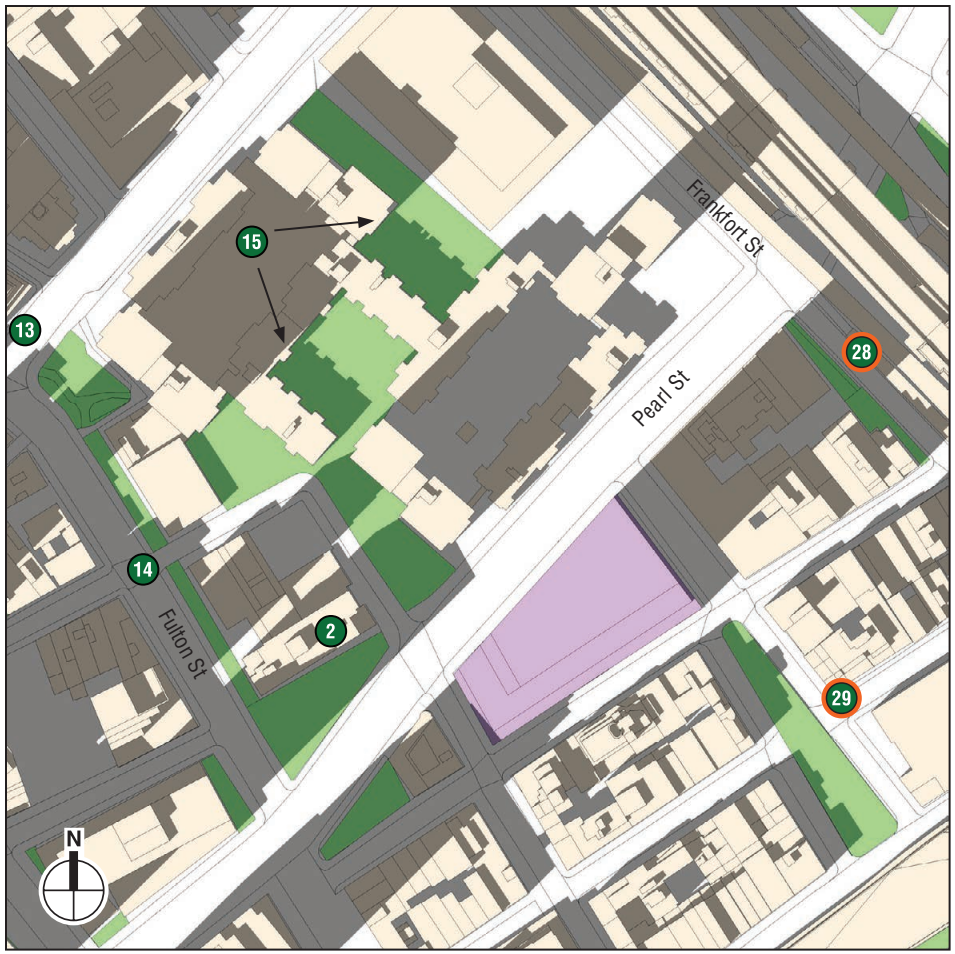
NOTES:

- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
March 21 / September 21
10:00 AM

Figure 18-14

This figure is new for the FEIS.



Previously Proposed Project

Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

NOTES:

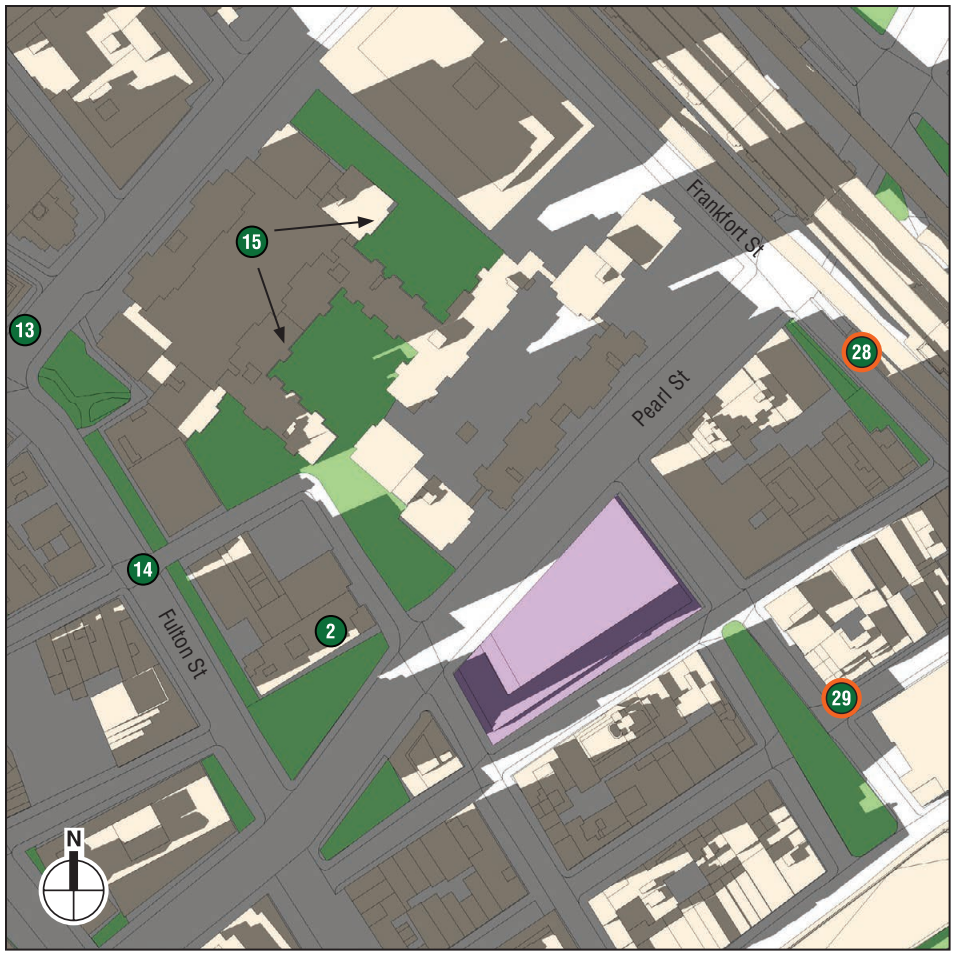
- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
March 21 / September 21
2:15 PM

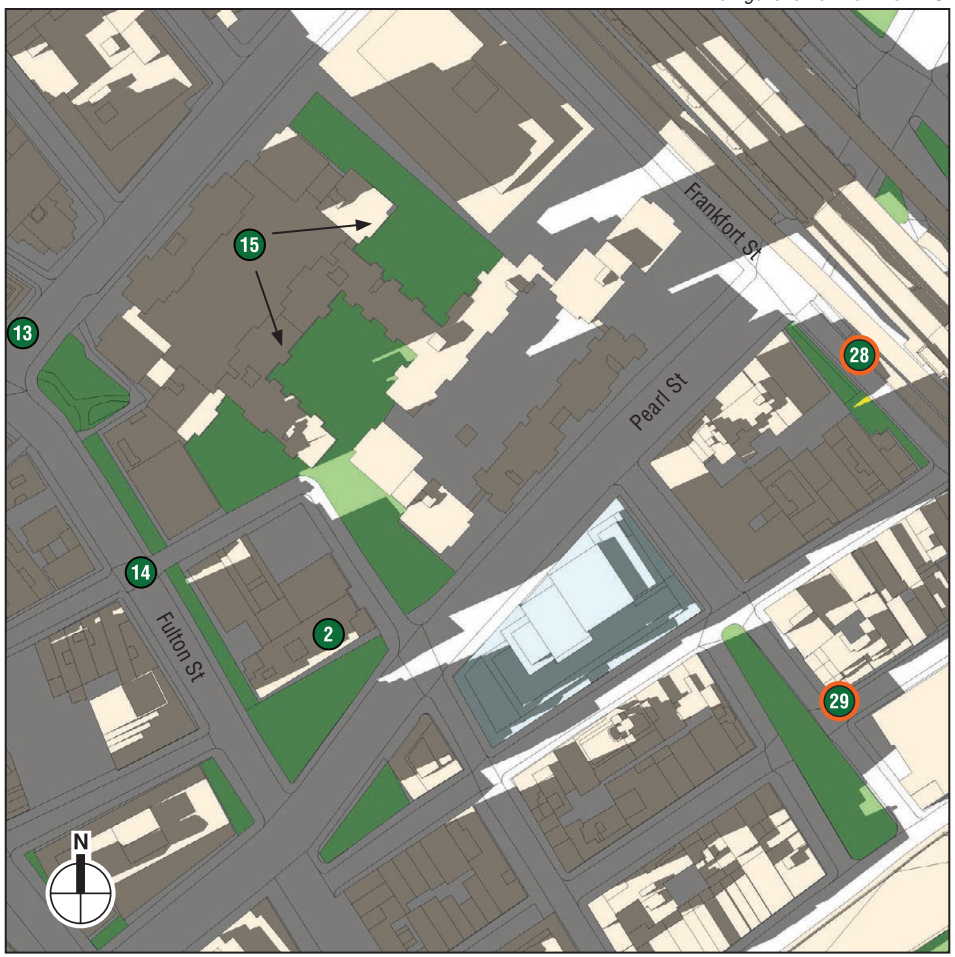
250 WATER STREET

Figure 18-15

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

NOTES:

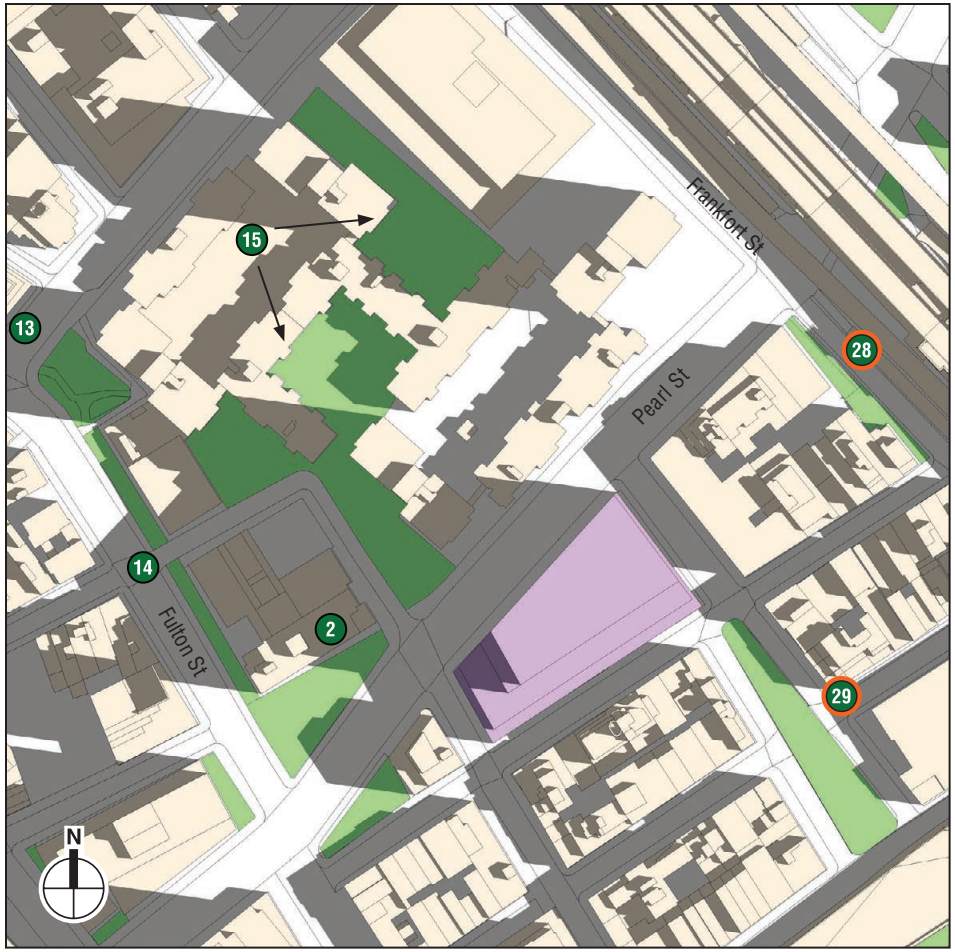
- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
March 21 / September 21
3:45 PM

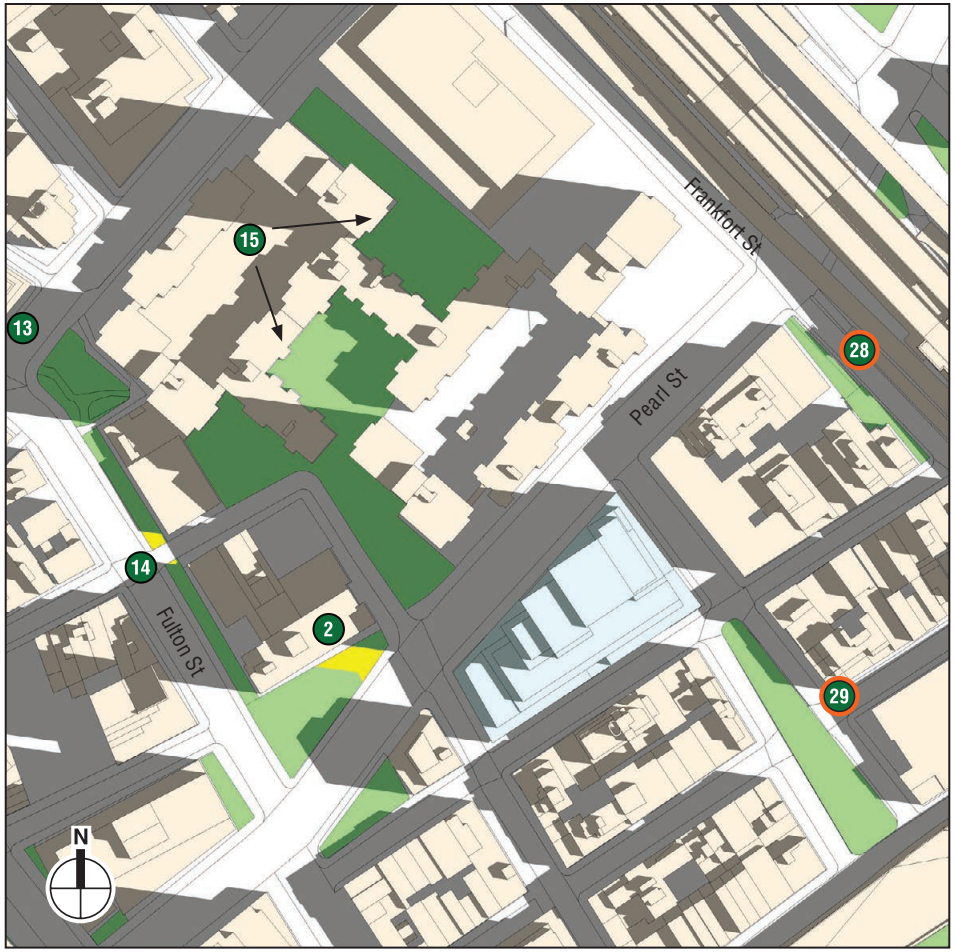
250 WATER STREET

Figure 18-16

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

NOTES:

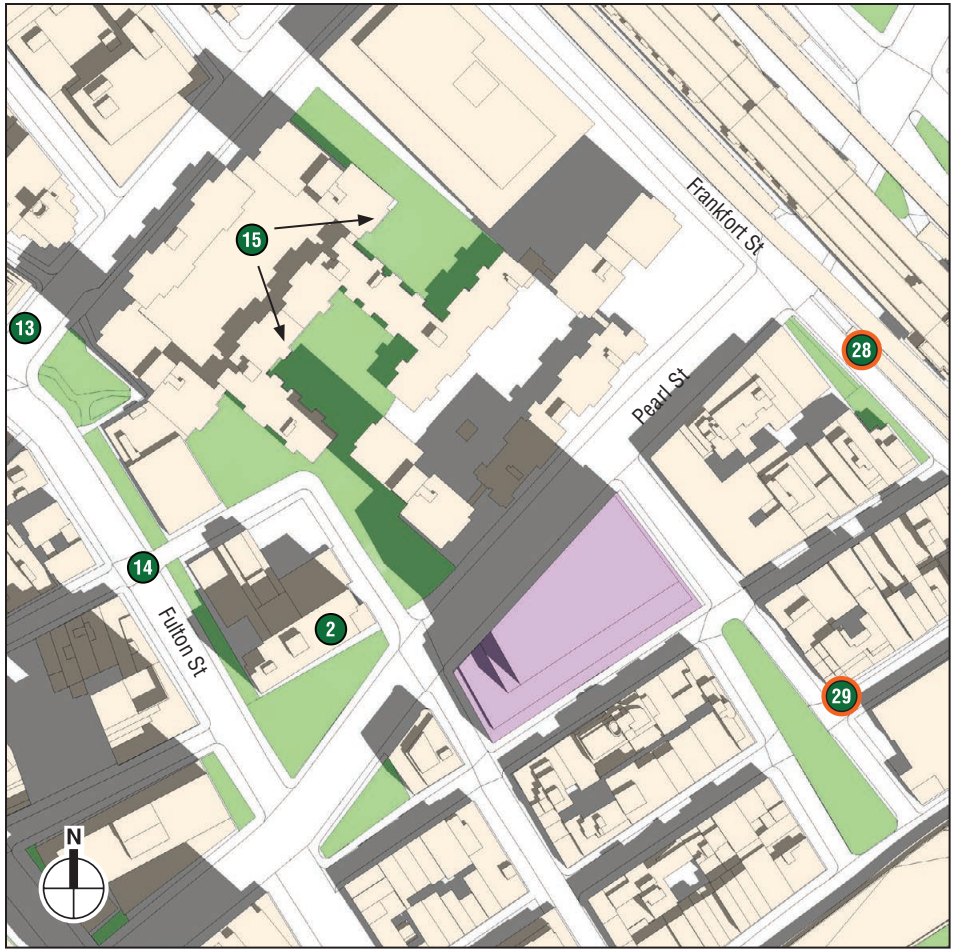
- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
May 6 / August 6
8:00 AM

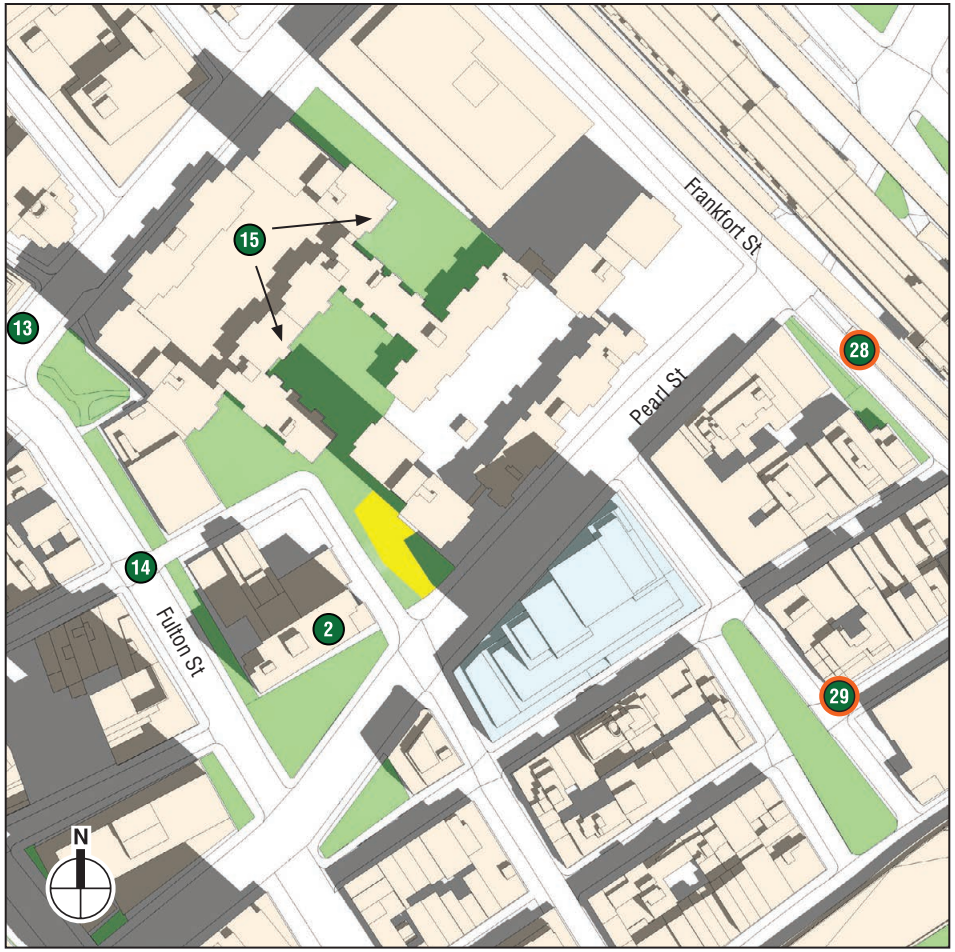
250 WATER STREET

Figure 18-17

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

NOTES:

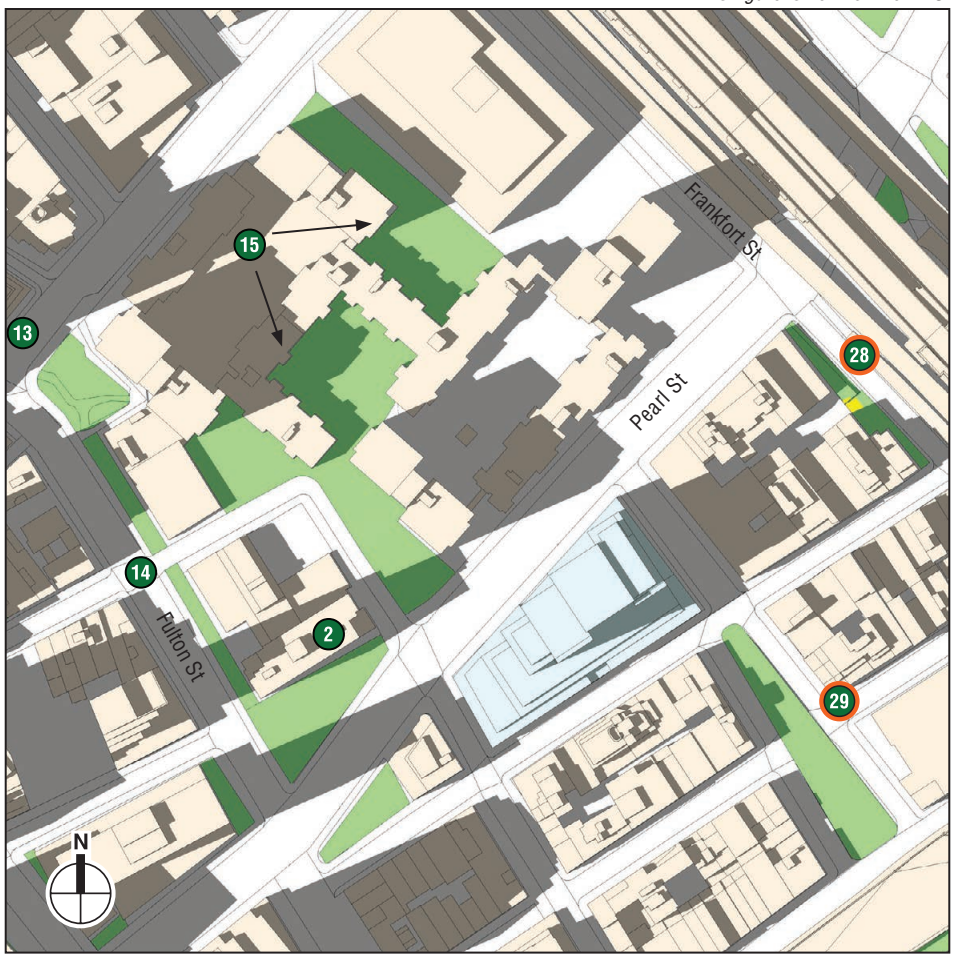
- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
May 6 / August 6
10:15 AM

Figure 18-18

This figure is new for the FEIS.

Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

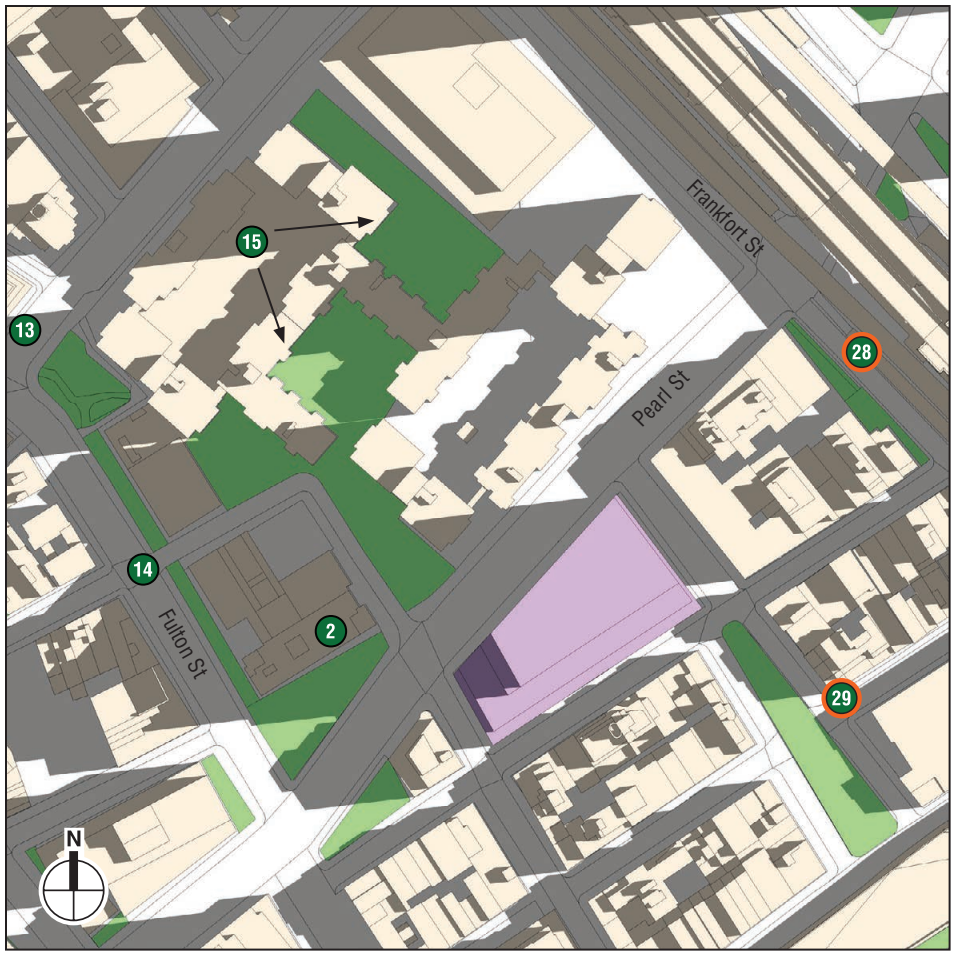
NOTES:

- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

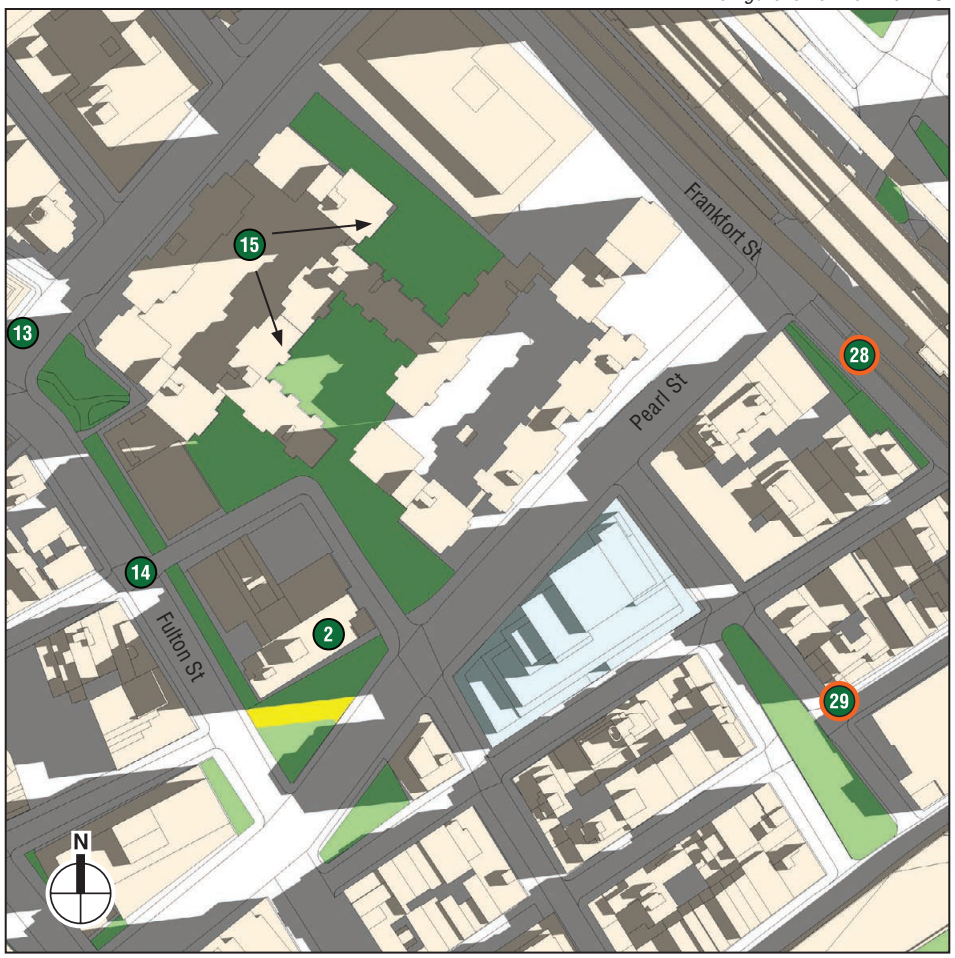
Shadows - Reduced Impact Alternative
May 6 / August 6
2:30 PM

Figure 18-19

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

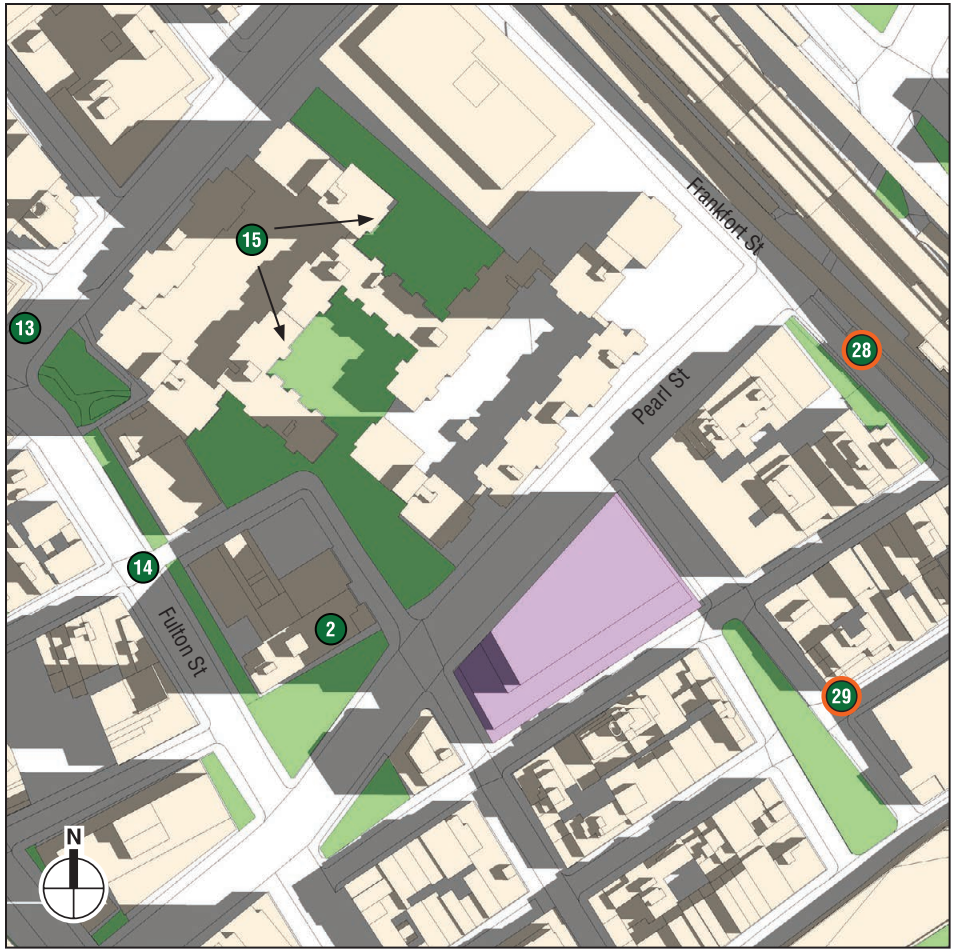
NOTES:

- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

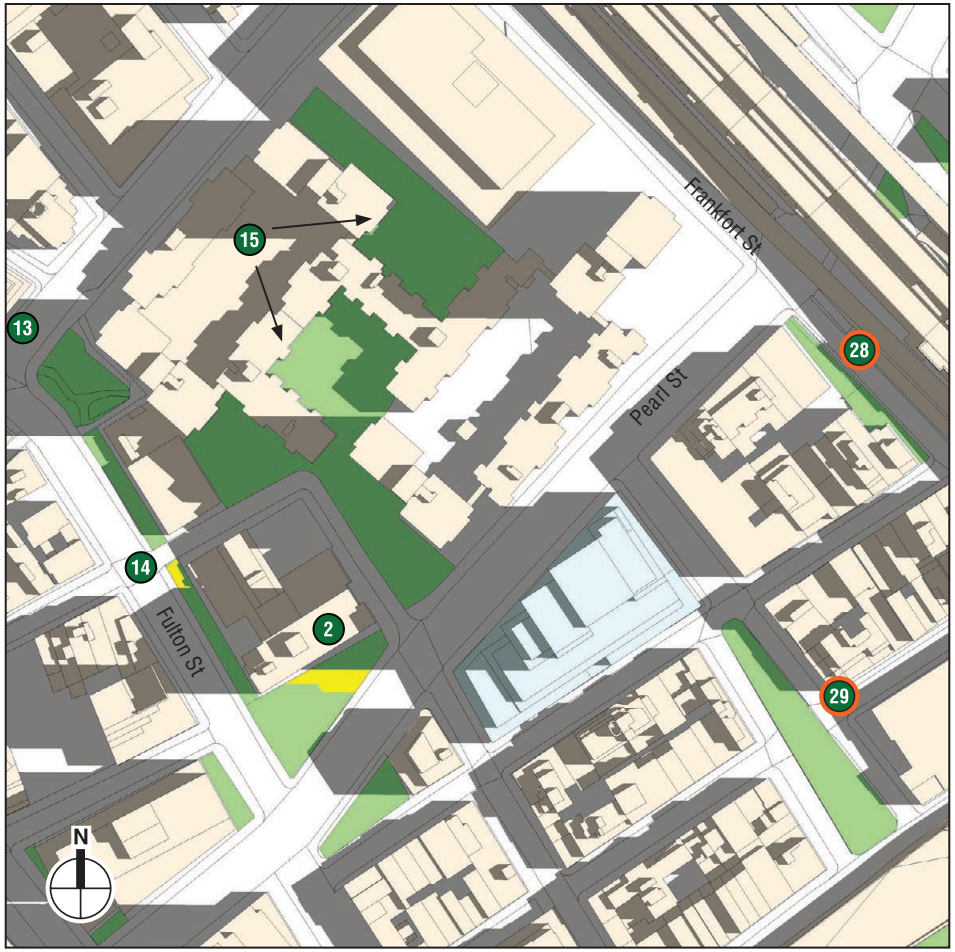
Shadows - Reduced Impact Alternative
June 21
7:15 AM

Figure 18-20

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

NOTES:

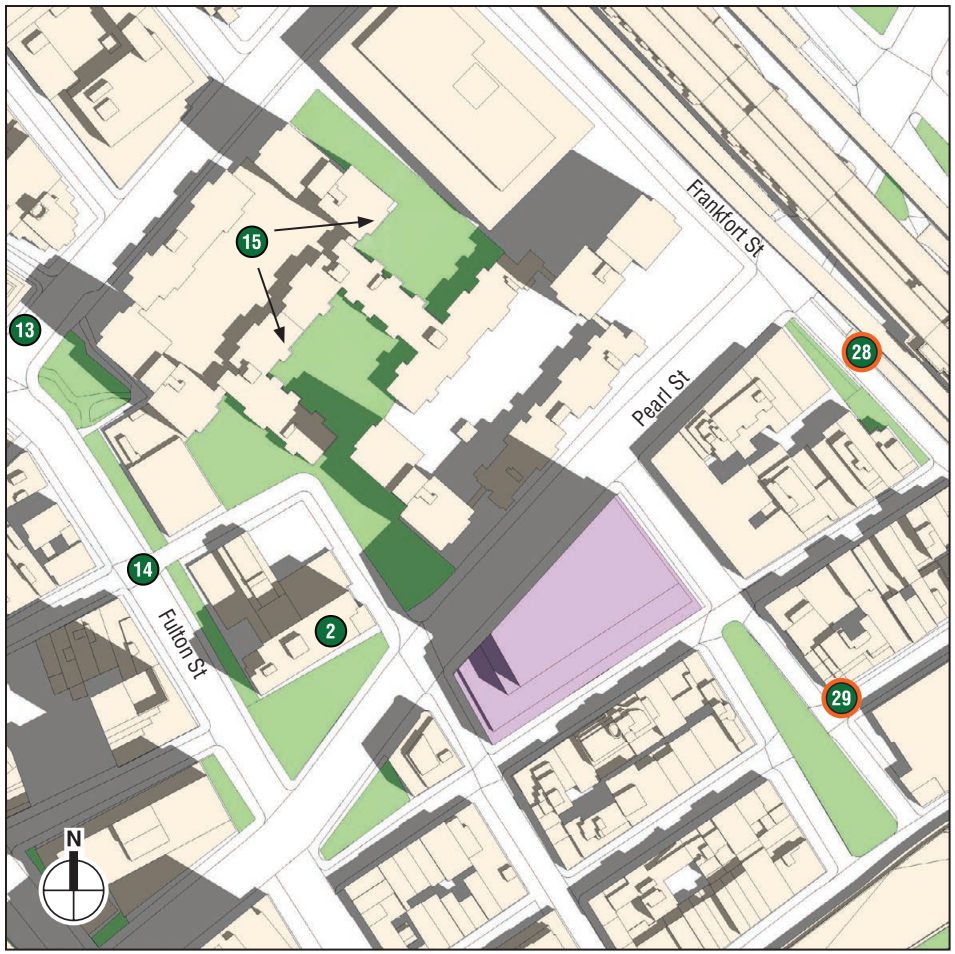
- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
June 21
8:00 AM

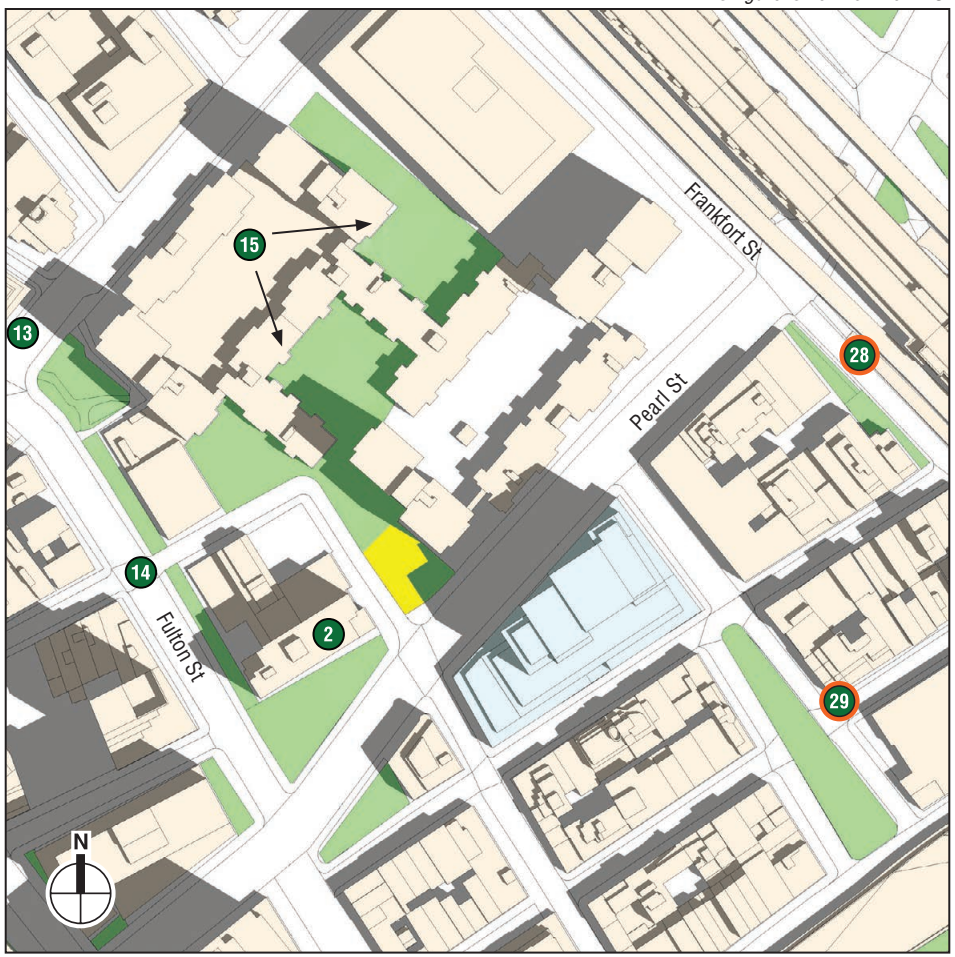
250 WATER STREET

Figure 18-21

This figure is new for the FEIS.



Previously Proposed Project



Reduced Impact Alternative Project

(#) *Publicly Accessible Open Space (see Table 5-5)*

(#) *Public Open Space with Historic Status or in Historic District (see Table 5-5)*

Publicly Accessible Open Space

*Reduced Shadow**

NOTES:
- "Reduced shadow" refers to shadow that would be cast in the Previously Approved Project, but would not be cast in the Reduced Impact Alternative."
- Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.

Shadows - Reduced Impact Alternative
June 21
10:15 AM

250 WATER STREET

Figure 18-22

Table 18-2
Reduced Impact Alternative: Incremental Shadow Durations

Resource	December 21	March 21/September 21	May 6/August 6	June 21
Pearl Street Playground	=	=	8:15am to 8:40am; total 25 min*	6:30am to 9:15am; total 2 hr 45 min†
200 Water Street	=	=	=	6:16am to 6:22am; total 6 min*
15 Cliff Street	=	=	6:27am to 7:00am; total 33 min	=
DeLury Square	=	8:00am to 8:25am; total 25 min	=	=
St. Margaret's House	=	8:00am to 8:20am; total 20 min	7:30am to 7:50am; total 20 min	6:20am to 7:25am; total 1 hr 5 min
Southbridge Towers complex open spaces	8:55am to 11:20am; total 2 hr 25 min—	7:36am to 10:20am; total 2 hr 44 min	7:25am to 10:40am; total 3 hr 15 min	6:25am to 11:00am; total 4 hr 35 min
33 Beekman Street	8:51am to 8:52am; total 1 min	=	=	=
375 Pearl Street	1:50pm to 1:55pm; total 5 min	=	=	=
Greenstreets (Pearl Street and Brooklyn Bridge)	1:50pm to 2:05pm; 2:20pm to 2:45pm; total 40 min	=	=	=
Fishbridge Park Garden	=	2:10pm to 3:45pm; total 1 hr 35 min	=	=
Peck Slip	=	=	3:20pm to 4:40pm; total 1 hr 20 min	2:50pm to 5:05pm; total 2 hr 15 min
Imagination Playground	=	7:36am to 8:55am; total 1 hr 19 min	6:27am to 8:50am; total 2 hr 23 min	5:57am to 9:00am; total 3 hr 3 min
East River	=	=	5:10pm to 5:18pm; total 8 min	5:25pm to 6:01pm; total 36 min

Notes:
Table indicates entry and exit times and total duration of incremental shadow for each sunlight-sensitive resource.
Daylight saving time is not used—times are Eastern Standard Time, per CEQR Technical Manual guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine the actual clock time.
* Reflects period when shadow would fall on an area that would be in sun in the No Action condition; however, overall there would be less shadow on the resources under this alternative than in the No Action condition.
† Reflects period when shadow from this alternative would fall on an area that would be in sun in the No Action condition; however, from 5:57am to approximately 7:00am there would be less shadow on the Pearl Street Playground under this alternative than in the No Action condition. From approximately 7:00am to 8:30am there would continue to be a portion of the Pearl Street Playground that would be in sun under this alternative but in shadow in the No Action condition, but it would be smaller than the area of incremental shadow.

Table 18-3
Comparison of Incremental Shadow Durations on Southbridge Towers Complex Open Spaces

Analysis Day	Duration	Total	Duration	Total
	Previously Proposed Project		Reduced Impact Alternative	
December 21	8:55am to 11:25am	2 hr 30 min	8:55am to 11:20am	2 hr 25 min
March 21/ September 21	7:36am to 11:05am	3 hr 29 min	7:36am to 10:20am	2 hr 44 min
May 6/August 6	7:36am to 10:50am	3 hr 14 min	7:25am to 10:40am	3 hr 15 min
June 21	5:57am to 11:10am	5 hr 13 min	6:25am to 11:00am	4 hr 35 min

In summary, like the previously proposed project, this alternative would result in a significant adverse shadow impact to one sunlight-sensitive resource, the open space area of the Southbridge

Towers complex. However, the periods when incremental shadow would affect this, and other resource would be noticeably less than with the previously proposed project.

HISTORIC RESOURCES

As described in Chapter 6, Historic and Cultural Resources," the previously proposed project would be expected to result in significant adverse impacts in the context of the surrounding South Street Seaport Historic District. With the previously proposed project, a new building on the Development Site that would be developed to the maximum building envelope (e.g., up to a maximum height of 395 feet) would have the potential to result in significant adverse contextual impacts to historic resources.

Construction and design of the Reduced Impact Alternative was subject to LPC review and approval. Public hearings were held on January 5, 2021 and April 6, 2021, and on May 4, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the proposed building on the Development Site (Docket #: LPC-21-3235; Document #: COFA-21-03235) and the potential expansion of the Museum (LPC Docket #: LPC-21-04480; Document #: SUL-21-04480). On May 13, 2021, LPC issued a Certificate of Appropriateness (Design Approval, the "COFA") with respect to the modified design of the proposed building on the Development Site. The program and bulk of the LPC-approved design correspond to this Reduced Impact Alternative.

The height, proportion, and massing of the building on the Development Site under this alternative have been determined appropriate by LPC, whereas those of previously proposed project were not. The maximum building envelope for the purposes of analysis is significantly smaller compared to that of the previously proposed project (see **Figure 18-1**) and would not have the same significant impacts on the surrounding area. Overall, unlike the previously proposed project, the Reduced Impact Alternative would not result in adverse impacts on the historic character of the South Street Seaport Historic District.

Because the areas of potential ground disturbance would be the same under either the previously proposed project or the Reduced Impact Alternative, there exists the same potential for impacts to archaeological resources and the same measures would be required to avoid or minimize impacts (see Chapter 6, "Historic and Cultural Resources," and Chapter 19, Mitigation"). Similarly, in either case construction-related impacts on historic district buildings within 90 feet would be protected from inadvertent damage during construction through a Construction Protection Plan (CPP) prepared and implemented in consultation with LPC (also described in greater detail in Chapter 6, "Historic and Cultural Resources," and Chapter 19, "Mitigation."

URBAN DESIGN AND VISUAL RESOURCES

Either the previously proposed project or the Reduced Impact Alternative would result in new buildings on the Development Site and potential Museum expansion on the Museum Site.

As noted above, this alternative would be smaller than the previously proposed project, both in terms of square footage and massing. The building under this alternative would consist of a seven-story, full-block base occupying the entire Development Site with mixed uses (up to approximately 75 feet in height, 80 feet including permitted obstructions) on which a tower would be set. The tower, containing residential uses, would be shorter than that of the previously proposed project, rising from the base to a total height of up to approximately 324 feet (329 feet including permitted obstructions). **Figure 18-1** shows a comparison of the bulk assumed for the previously proposed project and the Reduced Impact Alternative. **Figures 18-7 through 18-11**

show illustrative views of the Reduced Impact Alternative compared to those of the Previously Approved Project.

Neither the previously proposed project or the Reduced Impact Alternative would result in any significant adverse impacts to the urban design of the study area, but rather would improve the pedestrian experience by redeveloping the large parking lot on the site with a new building that includes active ground floor retail, community facility, and residential uses. In addition, either the previously proposed project or the Reduced Impact Alternative would enhance the pedestrian experience and urban design of the study area by restoring existing buildings on the Museum Site for continued Museum use, and by potentially redeveloping the vacant lot at the corner of John Street and South Street with an expansion to the Museum.

The previously proposed project and the Reduced Impact Alternative would also not be expected to result in significant adverse impacts to visual resources of the study area. The restoration of the buildings on the Museum Site and the potential expansion would enhance the visual character of the Schermerhorn Row block, which is a visual resource, and study area views on Fulton, South, and John Streets around the Museum Site. A new building on the Development Site under either scenario would not block the view corridors along Pearl Street, Water Street, Beekman Street, or Pike Slip or block views toward the waterfront, of the lighthouse in Titanic Park, or of the Brooklyn Bridge. Although a new building on the Development Site would be visible from Pier 17 and the Brooklyn Bridge, it would not result in adverse effects on those views. From both locations, it would be seen in the background of the low-rise buildings comprising the South Street Seaport neighborhood, and it would fit in with the surrounding context of tall buildings in the Financial District and Civic Center.

Overall, as with the previously proposed project, the Reduced Impact Alternative would have no significant adverse impacts on urban design or visual resources, or on the pedestrian's experience of these characteristics of the built and natural environment.

NATURAL RESOURCES

Either the previously proposed project or the Reduced Impact Alternative would comply with applicable New York City Building Code provisions and FEMA requirements regarding non-residential and residential structures within the floodplain. As noted in Chapter 8, "Natural Resources," coastal floodplains are influenced by astronomic tide and meteorological forces (e.g., nor'easters and hurricanes) rather than fluvial flooding, and are therefore not affected by the placement of obstructions (e.g., buildings) within the floodplain. Therefore, neither the previously proposed project nor the Reduced Impact Alternative would have a significant adverse impact on floodplains.

The Project Area is occupied by existing buildings and paved surfaces in a fully developed area of Manhattan. As with the previously proposed project, the Reduced Impact Alternative would not displace any vegetated ecological communities or habitat, nor would its operation adversely affect existing or future ecological communities, habitat, or wildlife within the Study Area.

Like the previously proposed project, development under this alternative is expected to be conducted under the BCP described in Chapter 9, "Hazardous Materials." Dewatering and groundwater testing would be performed to ensure that recovered groundwater would be treated, as necessary, in accordance with DEP requirements prior to discharge to the city sewer, similar to the previously proposed project.

The Reduced Impact Alternative, like the previously proposed project, would have the potential to affect aquatic resources through CSO. However, neither would exceed the Newtown Creek Wastewater Treatment Plant's permitted capacity and sanitary stormwater and source control BMPs would be implemented as part of the DEP site approval connection process to reduce sanitary volumes and peak stormwater runoffs. Therefore, neither the previously proposed project nor the Reduced Impact Alternative would result in any significant adverse impacts with respect to Natural Resources.

HAZARDOUS MATERIALS

Hazardous materials conditions and processes would be the same with either the previously proposed project or the Reduced Impact Alternative. Under either the previously proposed project or the Reduced Impact Alternative, it is assumed that development on the Development Site would be conducted under the BCP described in Chapter 9, "Hazardous Materials." Regardless of whether redevelopment was to be conducted under the BCP, applicable regulatory requirements would need to be followed including those relating to the reported petroleum spill, decommissioning and removal of all known and any unexpectedly encountered USTs (and associated piping) in accordance with NYSDEC requirements including those related to spill reporting and tank registration. An (E) Designation (E-621) for hazardous materials would be placed on the Development Site (Block 98, Lot 1) to ensure that before issuance of a permit for construction involving subsurface disturbance, a RAWP and CHASP would need to be approved in conformance with requirements of the NYC Office of Environmental Remediation. If dewatering is required, groundwater testing would be performed to ensure that the discharge would meet the DEP sewer discharge requirements. If necessary, pretreatment would be conducted prior to discharge to the City's sewer system, as required by DEP permit/approval requirements.

For the Museum Site, under either the previously proposed project or the Reduced Impact Alternative, a subsurface investigation (Phase II) would need to be conducted in advance of any new construction on the existing vacant lot (the John Street Lot) and a Remediation Plan to address residual contamination would need to be prepared and submitted to NYSDEC for approval for implementation during construction. Similar to the Development Site, a mechanism equivalent to an (E) Designation for hazardous materials would be placed on the Museum Site (Block 74, Lot 1) to ensure conformance with requirements of the NYC Office of Environmental Remediation. Additional investigations of non-petroleum-related contamination would also be needed and a RAWP to address both petroleum and non-petroleum contamination would be subject to NYSDEC and NYCDEP review and approval.

WATER AND SEWER INFRASTRUCTURE

The Reduced Impact Alternative would generate slightly less demand for water and sanitary sewer services than the previously proposed project. The Reduced Impact Alternative would generate an incremental water demand of 125,110 gpd while the Theater Option would generate an incremental water demand of 146,487 gpd, compared to 138,463 gpd with the previously proposed project. With this small demand on the New York City water supply system, neither this alternative nor the previously proposed project would result in any significant adverse impacts to the City's water supply.

The Reduced Impact Alternative would generate an incremental 61,228 gpd of sewage while the Theater Option would generate an incremental 82,605 gpd of sewage, compared to 63,698 with the previously proposed project. This incremental volume in sanitary flow to the combined sewer

systems would not result in an exceedance of the Newtown Creek WWTP's capacity and is not anticipated to create a significant adverse impact on the City's sanitary sewage treatment system Therefore, neither the previously proposed project nor this alternative would result in a significant adverse impact on the City's sanitary sewage treatment system.

SOLID WASTE AND SANITATION SERVICES

Similar to the previously proposed project, the Reduced Impact Alternative would not adversely affect solid waste and sanitation services or place a significant burden on the City's solid waste management system, and therefore similarly would not result in significant adverse impacts on Solid Waste and Sanitation Services.

ENERGY

Neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse impacts with respect to the transmission or generation of energy. Either scenario would generate an incremental increase in energy demand that would be negligible when compared to the overall demand within Con Edison's New York City and Westchester County service area.

TRANSPORTATION

The Reduced Impact Alternative would represent an overall decrease of approximately 64,000 gross square feet (gsf) of development compared to the previously proposed project. While there would be modest increases in the number of dwelling units (38) and local retail space (less than 4,000 gsf) there would be a substantial decrease in office space (more than 105,000 gsf). Applying the travel demand assumptions detailed in Chapter 11, "Transportation," these changes would result in net incremental person and vehicle trip reductions of approximately 20 to 30 percent, or decreases of up to 185 person trips and 45 vehicle trips, as compared to the previously proposed project. As such, the Reduced Impact Alternative would have the same or less transportation impacts as the previously proposed project.

This alternative would have slightly different pedestrian access to the building on the Development Site (see **Figure 18-2**). With this alternative, entrances for the residential use would be provided along Pearl Street and Water Street (compared to Pearl Street, Water Street and Peck Slip with the previously proposed project), and entrances for the community facility use would be provided along Water Street (compared to Peck Slip with the previously proposed project).

To account for this difference, pedestrian increments and analyses were updated to account for changes to the site plan for the residential and community facility uses. The sidewalks of Pearl Street and Peck Slip are the only analyzed elements that would experience any change— with the Reduced Impact Alternative incremental pedestrian trips on the south sidewalk along Peck Slip between Pearl Street and Water Street would be 199, 13 and 120 in the weekday AM, Midday and PM peaks compared to 137, 19, and 139 with the previously proposed project. The east sidewalk along Pearl Street between Peck Slip and Beekman Street would have 632, 859, and 804 incremental pedestrian trips in the weekday AM, Midday and PM peaks compared to 617, 847, and 786 with the previously proposed project.

All sidewalks would operate at the same LOS with either the Reduced Impact Alternative or the previously proposed project. The east sidewalk along Pearl Street between Peck Slip and Beekman Street would operate at LOS D with two-way peak hour volumes of 1,177 in the AM and 31.5

square feet per pedestrian (SFP), compared to 1,162 and 31.9 SFP with the previously proposed project. In the midday, the same sidewalk would operate at LOS C with two-way peak hour volumes of 1,713 in the AM and 65.6 SFP, compared to 1,701 and 66.1 SFP with the previously proposed project. In the PM, the sidewalk would operate at LOS C with two-way peak hour volumes of 1,610 in the AM and 74.2 SFP, compared to 1,592 and 75.04 SFP with the previously proposed project.

These changes would not result in any difference to pedestrian impact conclusions or mitigation: either the previously proposed project or the Reduced Impact Alternative would result in a significant adverse impact at the southeast corner of Pearl Street and Frankfort Street during the weekday midday and PM peak hours. This potential impact could be fully mitigated with a six-foot curb extension on the Frankfort (Dover) Street side of the corner, along with the implementation of accompanying street signage—a "No Standing Anytime" parking regulation would need to be installed along the north curb of the eastbound receiving side of Dover Street.

Additionally, as discussed in Chapter 11, "Transportation," 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.

REDUCED IMPACT ALTERNATIVE – THEATER OPTION

As discussed above, the Theater Option (performance theater) would remove the commercial office and community facility spaces completely and include modest decreases to the local retail space (1,204 gsf) and a larger increase to the number of dwelling units (67 units). The Theater Option would also reduce the on-site parking capacity by 50, from 108 to 58. **Table 18-4** provides a comparison of the development programs between the With Action conditions of the Proposed Project and the Theater Option. The No Action development program would remain unchanged under the Theater Option.

Table 18-4
Comparison of With Action Development Programs

Components	Previously Proposed Project	Reduced Impact Alternative Theater Option	Increment
Residential (DUs)	394	461	67
Office (gsf)	267,747	0	-267,747
Performance Theater (Seats)	0	898	898
Local Retail (gsf)	13,353	12,149	-1,204
Museum (gsf)[1,2]	86,691	86,691	0
Community Facility (gsf)	5,000	0	-5,000
Accessory Parking (Spaces)	108	58	-50

Notes:
[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 previously proposed project.

An assessment of the potential significant adverse impacts for the Theater Option was prepared using the same screening criteria and methodologies as those described for the Proposed Project in Chapter 11, "Transportation."

Transportation Planning Assumptions

Even though it is likely that the proposed theater would operate as an accessory theater practice space for the majority of the time, commercial theater event space was assumed in order to present a conservative analysis. Since the theater would generate negligible trips during the weekday AM and midday commuter peak hours and less trips during the weekday PM commuter peak hour, as compared to the office use, the Reduced Impact Alternative would generate fewer person and vehicle trips overall with the theater than without the theater during these previously analyzed peak hours. Accordingly, the potential transportation impacts under the Theater Option during these peak hours are expected to be comparable or less than those identified for the Reduced Impact Alternative without the theater and the previously proposed project. Hence, the screening assessments and analyses for the Theater Option were only prepared for the Saturday event conditions (midday event arrival, midday event departure, and evening event arrival). The peak hours of 1:00 PM to 2:00 PM, 4:00 PM to 5:00 PM and 7:00 PM to 8:00 PM correspond with the Saturday midday event arrival, midday event departure, and evening event arrival peak hours, respectively. Even though the estimated trips for the weekday PM commuter peak hour would be lower with the Theater Option as compared to the previously proposed project, a trip comparison is provided as part of the screening assessments presented below. The trip generation factors for the theater use are based on information from the 2011 *Kings Theater FEIS* and the 2013 *Victoria Theater Redevelopment Project FEIS*. Trip generation factors for the residential, local retail, community facility, and museum uses were developed using the same sources described in Chapter 11, "Transportation," with adjustments made to the temporal and directional distributions based on the corresponding 24-hour parking accumulation profile for each land use. The Saturday travel demand factors for all land uses are summarized in **Table 18-5** and those associated with the theater use are described below.

Table 18-5
Travel Demand Assumptions—Saturday

Use	Performance Theater			Residential			Local Retail		
Total Daily Person Trip	(5) Saturday 1.00 Trips / Seat			(1) Saturday 9.600 Trips / DU			(1) Saturday 240.00 Trips / KSF		
Trip Linkage	0%			0%			25%		
Net Daily Person Trip	Saturday 1.00 Trips / Seat			Saturday 9.600 Trips / DU			Saturday 180.00 Trips / KSF		
	Midday Arrival	**Midday Departure**	**Evening Arrival**	**Midday Arrival**	**Midday Departure**	**Evening Arrival**	**Midday Arrival**	**Midday Departure**	**Evening Arrival**
Temporal	(5)			(1)(2)			(1)(2)		
	84.4%	100.0%	84.4%	8.0%	7.0%	7.0%	10.0%	9.0%	7.5%
Direction	(5)			(2)			(2)		
In	100%	0%	100%	50%	58.5%	75%	50%	47.9%	45%
Out	0%	100%	0%	50%	41.5%	25%	50%	52.1%	55%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(6)			(3)			(2)		
	Midday Arrival	**Midday Departure**	**Evening Arrival**	**Midday Arrival**	**Midday Departure**	**Evening Arrival**	**Midday Arrival**	**Midday Departure**	**Evening Arrival**
Auto	19.5%	19.5%	19.5%	8.0%	8.0%	8.0%	2.0%	2.0%	2.0%
Taxi	10.0%	10.0%	10.0%	2.0%	2.0%	2.0%	3.0%	3.0%	3.0%
Subway	20.0%	20.0%	20.0%	51.0%	51.0%	51.0%	6.0%	6.0%	6.0%
Railroad	0.0%	0.0%	0.0%	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%	0.0%	0.0%	0.0%
Bus	20.0%	20.0%	20.0%	2.0%	2.0%	2.0%	6.0%	6.0%	6.0%
Walk	30.5%	30.5%	30.5%	37.0%	37.0%	37.0%	83.0%	83.0%	83.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(6) Saturday			(2)(3) Saturday			(2) Saturday		
Auto	2.90			1.16			1.65		
Taxi	2.30			1.40			1.40		
Daily Delivery Trip Generation Rate	(5) Saturday 0.00 Delivery Trips / KSF			(1) Saturday 0.02 Delivery Trips / DU			(1) Saturday 0.04 Delivery Trips / KSF		
	Midday Arrival	**Midday Departure**	**Evening Arrival**	**Midday Arrival**	**Midday Departure**	**Evening Arrival**	**Midday Arrival**	**Midday Departure**	**Evening Arrival**
Delivery Temporal	(5)			(1)(2)			(1)(2)		
	0.0%	0.0%	0.0%	9.0%	0.0%	0.0%	11.0%	0.0%	11.0%
Delivery Direction	(5)			(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 18-5 (cont'd)
Travel Demand Assumptions—Saturday

Use	Museum			Community Facility		
Total Daily Person Trip	(1) Saturday 20.60 Trips / KSF			(1) Saturday 26.10 Trips / KSF		
Trip Linkage	0%			0%		
Net Daily Person Trip	Saturday 20.60 Trips / KSF			Saturday 26.10 Trips / KSF		
	Midday Arrival	Midday Departure	Evening Arrival	Midday Arrival	Midday Departure	Evening Arrival
Temporal	(1)(4)			(1)(2)		
	17.0%	13.1%	4.9%	9.0%	14.1%	4.9%
Direction	(4)			(2)		
In	36%	48%	28.8%	49%	48%	30%
Out	64%	52%	71.2%	51%	52%	70%
Total	100%	100%	100%	100%	100%	100%
Modal Split	(4)			(2)		
	Midday Arrival	Midday Departure	Evening Arrival	Midday Arrival	Midday Departure	Evening Arrival
Auto	14.0%	14.0%	14.0%	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	40.0%	40.0%	40.0%	85.0%	85.0%	85.0%
Total	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(4) Saturday			(2) Saturday		
Auto	2.34			1.65		
Taxi	1.90			1.40		
Daily Delivery Trip Generation Rate	(4) Saturday 0.00 Delivery Trips / KSF			(2) Saturday 0.04 Delivery Trips / KSF		
Delivery Temporal	Midday Arrival	Midday Departure	Evening Arrival	Midday Arrival	Midday Departure	Evening Arrival
	(4)			(2)		
	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Delivery Direction	(4)			(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 2015–2019 JTW Data for Manhattan Census tracts 15.01, 15.02, 25, 29, and 31
(4) *No. 7 Subway Extension FGEIS* (2003)
(5) *Kings Theater FEIS* (2011)
(6) *Victoria Theater Redevelopment Project FEIS* (2013)

Performance Theater

The daily person trip rate and temporal distributions, the directional distributions, and the daily delivery trip rate and temporal and directional distributions are from the 2011 *Kings Theater FEIS*. Modal splits and vehicle occupancies are from the 2013 *Victoria Theater Redevelopment Project FEIS*.

Level 1 Screening Assessment

Trip Generation Summary

As summarized in **Table 18-6**, under the No Action condition, the as-of-right redevelopment of the Development Site would generate 596, 540, and 475 person trips during the Saturday midday arrival, midday departure, and evening arrival peak hours, respectively. Approximately 34, 32, and 28 vehicle trips would be generated during the corresponding peak hours.

Table 18-6
Trip Generation Summary: No Action Condition—Saturday

Peak Hour	In/Out	Person Trip								Vehicle Trip			
		Auto	Taxi	Subway	Railroad	Ferry	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Midday Arrival	In	13	7	70	0	0	13	195	298	10	7	0	17
	Out	13	7	70	0	0	13	195	298	10	7	0	17
	Total	26	14	140	0	0	26	390	596	20	14	0	34
Midday Departure	In	12	7	70	0	0	12	179	280	10	7	0	17
	Out	10	7	53	0	0	13	177	260	8	7	0	15
	Total	22	14	123	0	0	25	356	540	18	14	0	32
Evening Arrival	In	14	7	85	0	0	10	157	273	11	6	0	17
	Out	7	5	35	0	0	10	145	202	5	6	0	11
	Total	21	12	120	0	0	20	302	475	16	12	0	28

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.

As summarized in **Table 18-7**, under the With Action condition, the Theater Option, would generate 1,637, 1,642, and 1,320 person trips during the Saturday midday arrival, midday departure, and evening arrival peak hours, respectively. Approximately 183, 205, and 160 vehicle trips would be generated during the corresponding peak hours.

Table 18-7
Trip Generation Summary: With Action Condition—Saturday

Peak Hour	In/Out	Person Trip								Vehicle Trip			
		Auto	Taxi	Subway	Railroad	Ferry	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Midday Arrival	In	179	94	281	0	0	171	431	1,156	70	44	0	114
	Out	43	26	153	0	0	25	234	481	25	44	0	69
	Total	222	120	434	0	0	196	665	1,637	95	88	0	183
Midday Departure	In	32	18	131	0	0	18	190	389	20	54	0	74
	Out	204	108	287	0	0	198	456	1,253	77	54	0	131
	Total	236	126	418	0	0	216	646	1,642	97	108	0	205
Evening Arrival	In	172	86	281	0	0	163	388	1,090	70	40	0	110
	Out	17	11	62	0	0	11	129	230	10	40	0	50
	Total	189	97	343	0	0	174	517	1,320	80	80	0	160

The net incremental peak hour person and vehicle trips resulting from the Theater Option are shown in **Table 18-8**.

Table 18-8
Trip Generation Summary: Net Incremental Trips—Saturday

Peak Hour	In/Out	Person Trip								Vehicle Trip			
		Auto	Taxi	Subway	Railroad	Ferry	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Midday Arrival	In	166	87	211	0	0	158	236	858	60	37	0	97
	Out	30	19	83	0	0	12	39	183	15	37	0	52
	Total	196	106	294	0	0	170	275	1,041	75	74	0	149
Midday Departure	In	20	11	61	0	0	6	11	109	10	47	0	57
	Out	194	101	234	0	0	185	279	993	69	47	0	116
	Total	214	112	295	0	0	191	290	1,102	79	94	0	173
Evening Arrival	In	158	79	196	0	0	153	231	817	59	34	0	93
	Out	10	6	27	0	0	1	-16	28	5	34	0	39
	Total	168	85	223	0	0	154	215	845	64	68	0	132

To estimate the PM peak hour trip generation with the Theater Option, metrics from the 2011 Kings Theater FEIS were used. That project, however, only studied Saturday conditions and

assumed an arrival temporal distribution of 84.4 percent. For weekday evenings, there could be a spreading of the peak due to attendees who may already be in the area after work. For purposes of a conservative assessment, it is assumed that the peak theater arrival (i.e., 84.4 percent) would overlap with the weekday PM peak hour. Even with this conservative assumption, the Theater Option would generate only slightly more total person trips (118) and still fewer vehicle trips (18) during the weekday PM commuter peak hour (961 vs. 1,102 person trips and 172 vs. 154 vehicle trips), as compared to the previously proposed project. Hence, the potential transportation impacts under the Theater Option during the PM peak hour would be comparable or less than those identified for the Reduced Impact Alternative without the theater and the previously proposed project.

Traffic

As shown in **Table 18-8**, the incremental trips generated by the Theater Option would be 149, 173, and 132 vehicle trips during the Saturday midday arrival, midday departure, and evening arrival 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

As detailed in **Table 18-8**, the incremental transit trips would be 294, 295, and 223 person trips by subway and 170, 191, and 154 person trips by bus during the Saturday midday arrival, midday departure, and evening arrival peak hours, respectively. As discussed in Chapter 11, "Transportation," these trips would be dispersed among four NYCT stations, with a maximum of 42 percent of the subway trips assigned to the Fulton Street (No. 2/3 trains) Station. This distribution pattern would yield no more than 124 subway trips at any of the nearby 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 Theater Option would not result in any significant adverse subway impacts. The projected bus trips would be dispersed to six nearby 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 Theater Option is not expected to result in any significant adverse bus line-haul impacts.

Pedestrians

All incremental person trips generated by the Theater Option 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). Accordingly, the net incremental pedestrian trips would be greater than 200 during each of the Saturday midday arrival, midday departure, and evening arrival 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 in the same manner as what was described for the previously proposed project. Further quantified analyses to assess the potential impacts of the Theater Option on the transportation system would be warranted if the trip assignments were to identify key intersections incurring 50

or more peak hour vehicle trips or pedestrian elements incurring 200 or more peak hour pedestrian trips.

Site Access and Egress

In the No Action condition, pedestrian entrances and vehicle access/egress at the on-site parking garage would remain the same as the previously proposed project and the Reduced Impact Alternative without the Theater. Similarly, in the With Action condition, pedestrian entrances and vehicle access/egress for the residential, local retail, and museum uses would remain the same as the Reduced Impact Alternative without the Theater, with the exception of the removal of pedestrian entrances for the local retail land use along the Peck Slip frontage. Entrances for the theater use would be provided along Pearl Street, Peck Slip, and Water Street.

Traffic

Vehicle trips were assigned to area intersections in the same manner as done in Chapter 11, "Transportation," for the previously proposed project. 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 assignment patterns for autos, taxis, and deliveries for the residential, local retail, community facility, and museum uses are unchanged from those developed for the previously proposed project. The traffic assignments for the theater use followed the museum use assignment patterns and were assigned to the on-site parking garage.

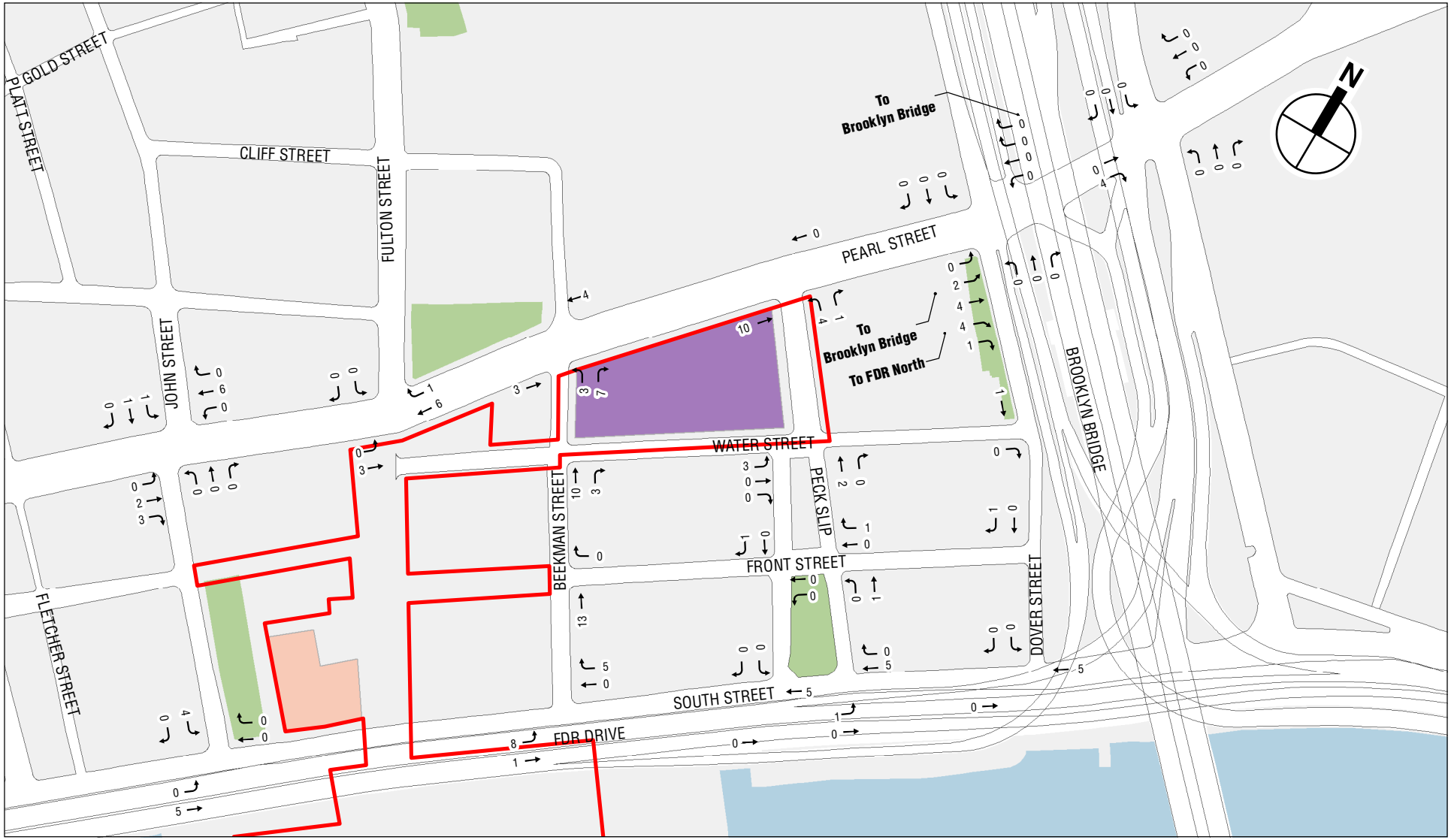
Deliveries

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. Similar to the previously proposed project, 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 and truck delivery trips to the Museum Site were assigned to the South Street curbside.

Summary

Figures 18-23 through 18-25 show the No Action vehicle trips generated by the as-of-right redevelopment of the Development Site for the Saturday midday arrival, midday departure, and evening arrival peak hours. **Figures 18-26 through 18-28** show the With Action project generated vehicle trips from the Development Site and the Museum Site for the Saturday midday arrival, midday departure, and evening arrival peak hours. **Figures 18-29 through 18-31** show the With Action incremental vehicle trips for the Saturday midday arrival, midday departure, and evening arrival peak hours. These incremental vehicle trips, as summarized in **Table 18-9**, would exceed the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips at five nearby intersections. Three of these intersections were previously studied for the previously proposed project. These three intersections and two additional intersections, Water Street and Fulton Street and Water Street and John Street, were selected for analysis for the Theater Option.

This figure is new for the FEIS



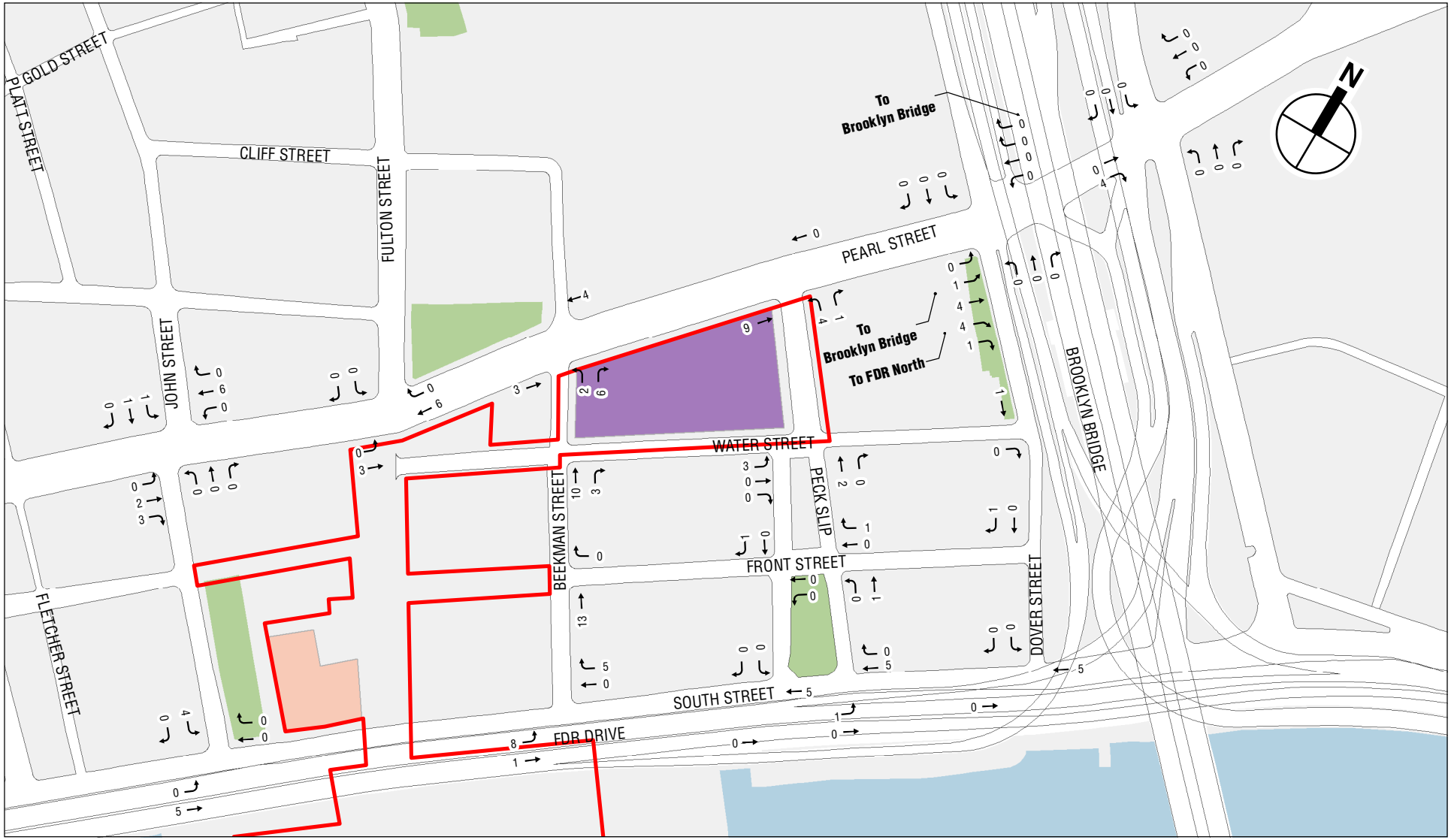
Project Area

Development Site

Museum Site

No Action Project Generated Vehicle Trips
Saturday Midday Arrival Peak Hour

This figure is new for the FEIS



Project Area

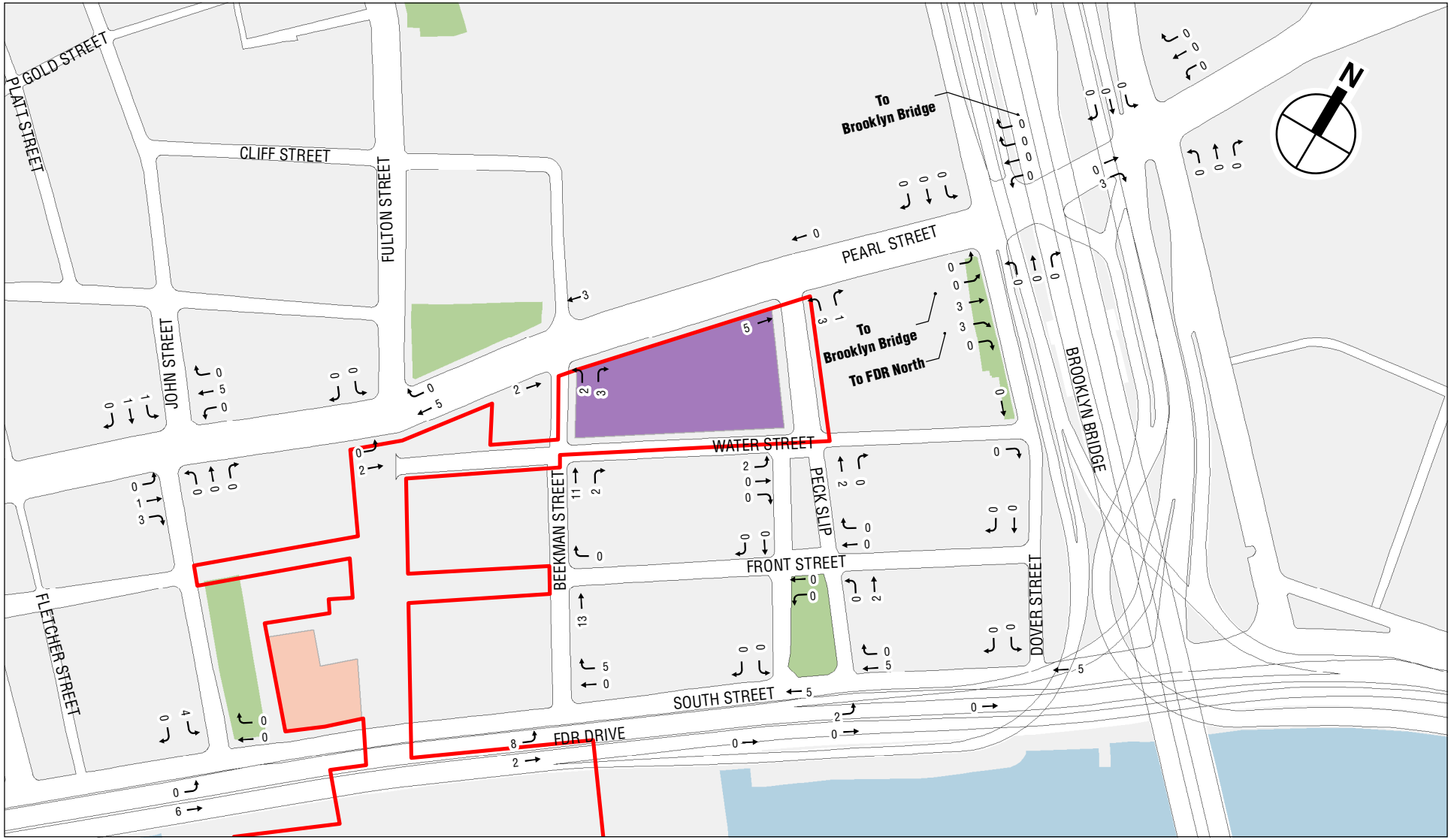
Development Site

Museum Site

0 400 FEET

No Action Project Generated Vehicle Trips
Saturday Midday Departure Peak Hour

This figure is new for the FEIS



Project Area

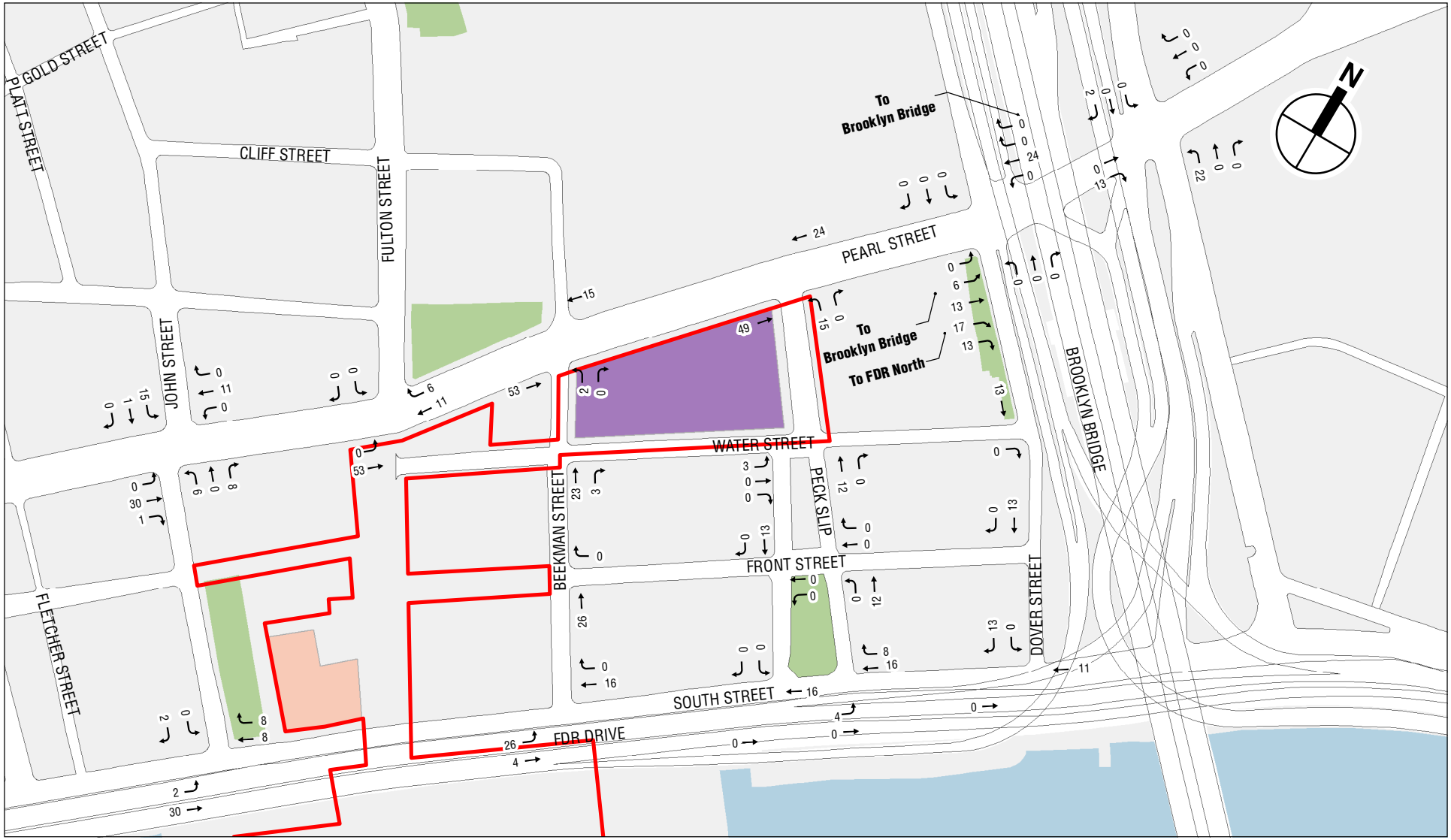
Development Site

Museum Site

0 400 FEET

No Action Project Generated Vehicle Trips
Saturday Evening Arrival Peak Hour

This figure is new for the FEIS



Project Area

Development Site

Museum Site

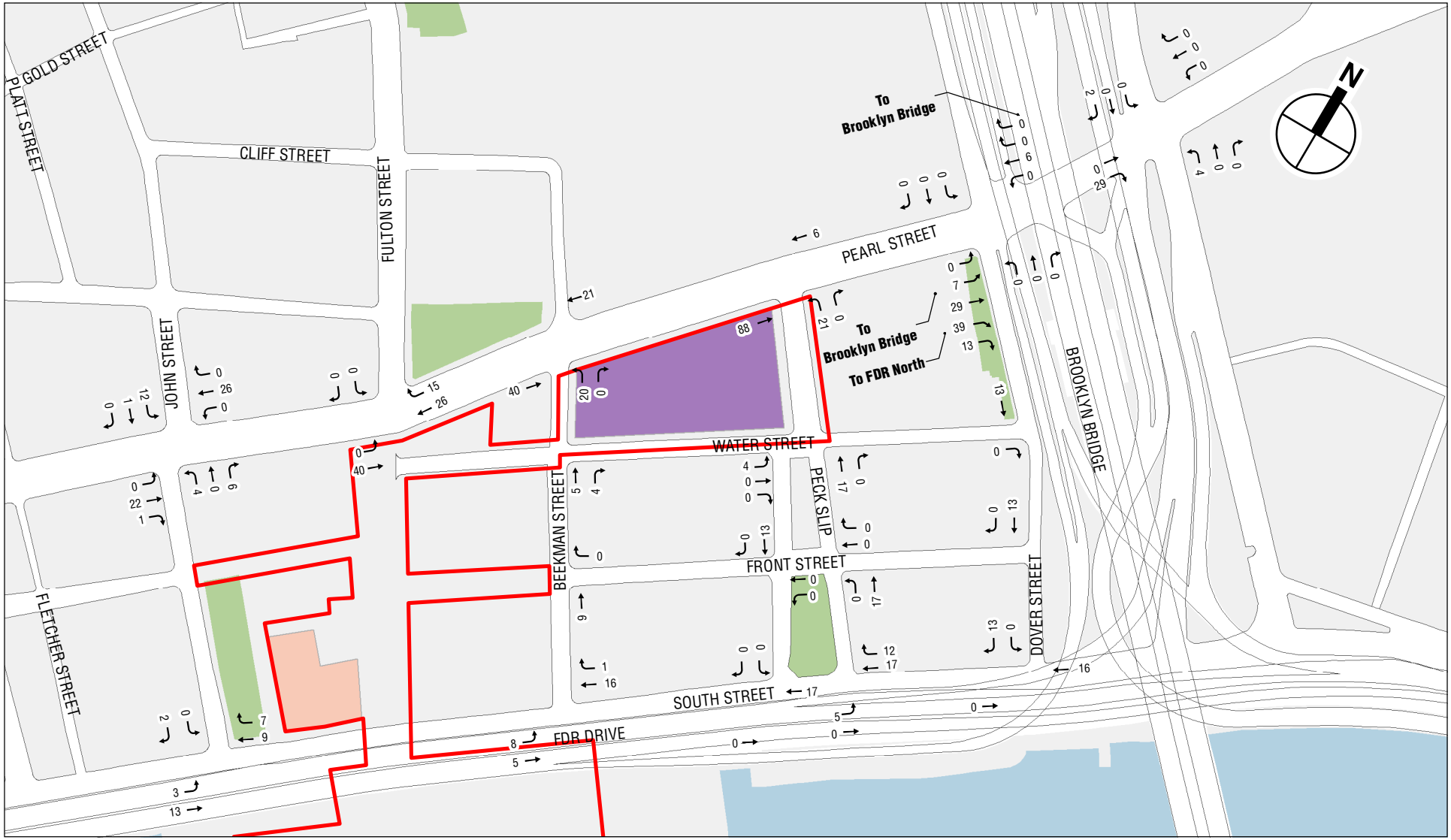
0 400 FEET

With Action Project Generated Vehicle Trips
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-26

This figure is new for the FEIS



Project Area

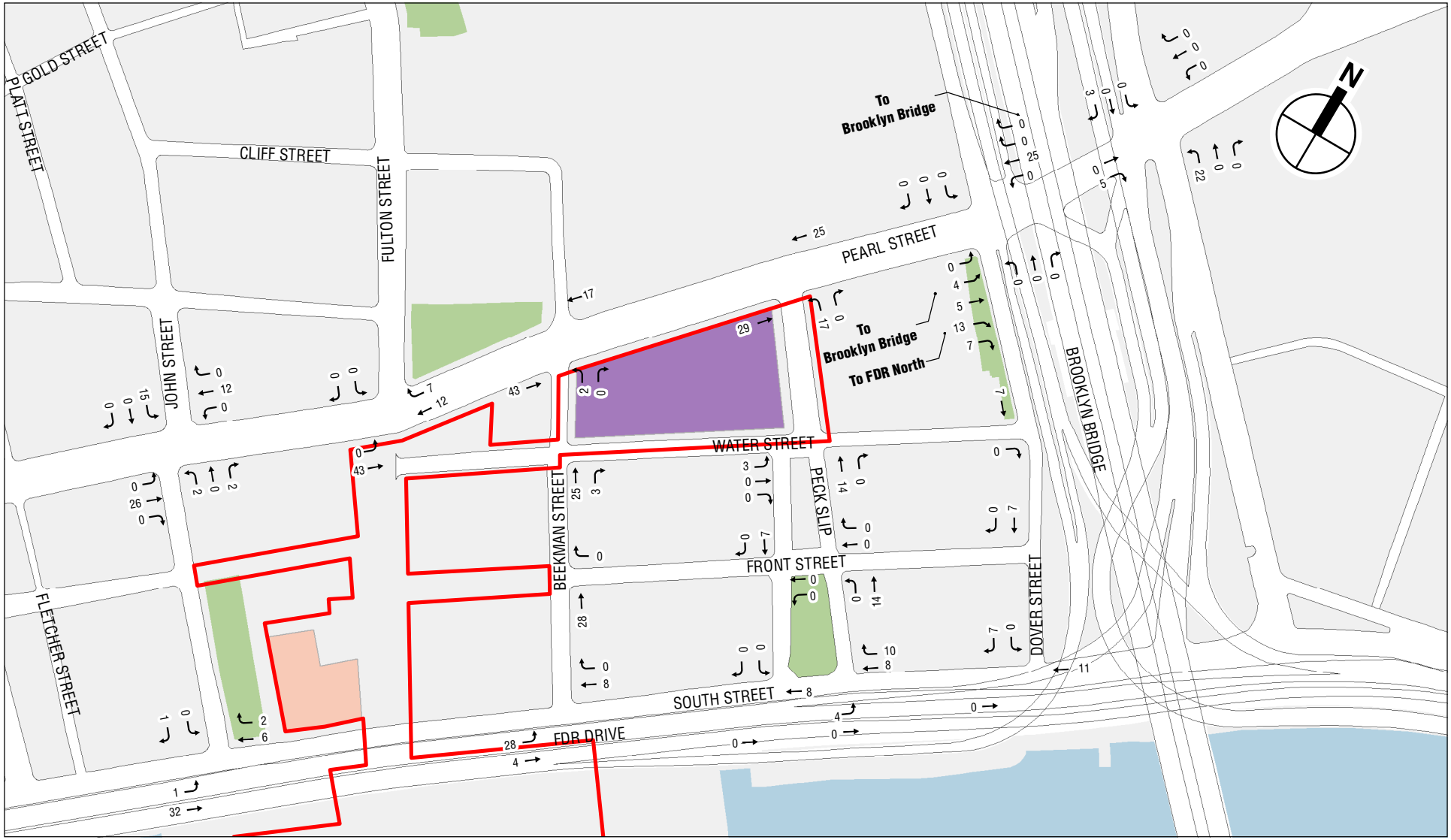
Development Site

Museum Site

0 400 FEET

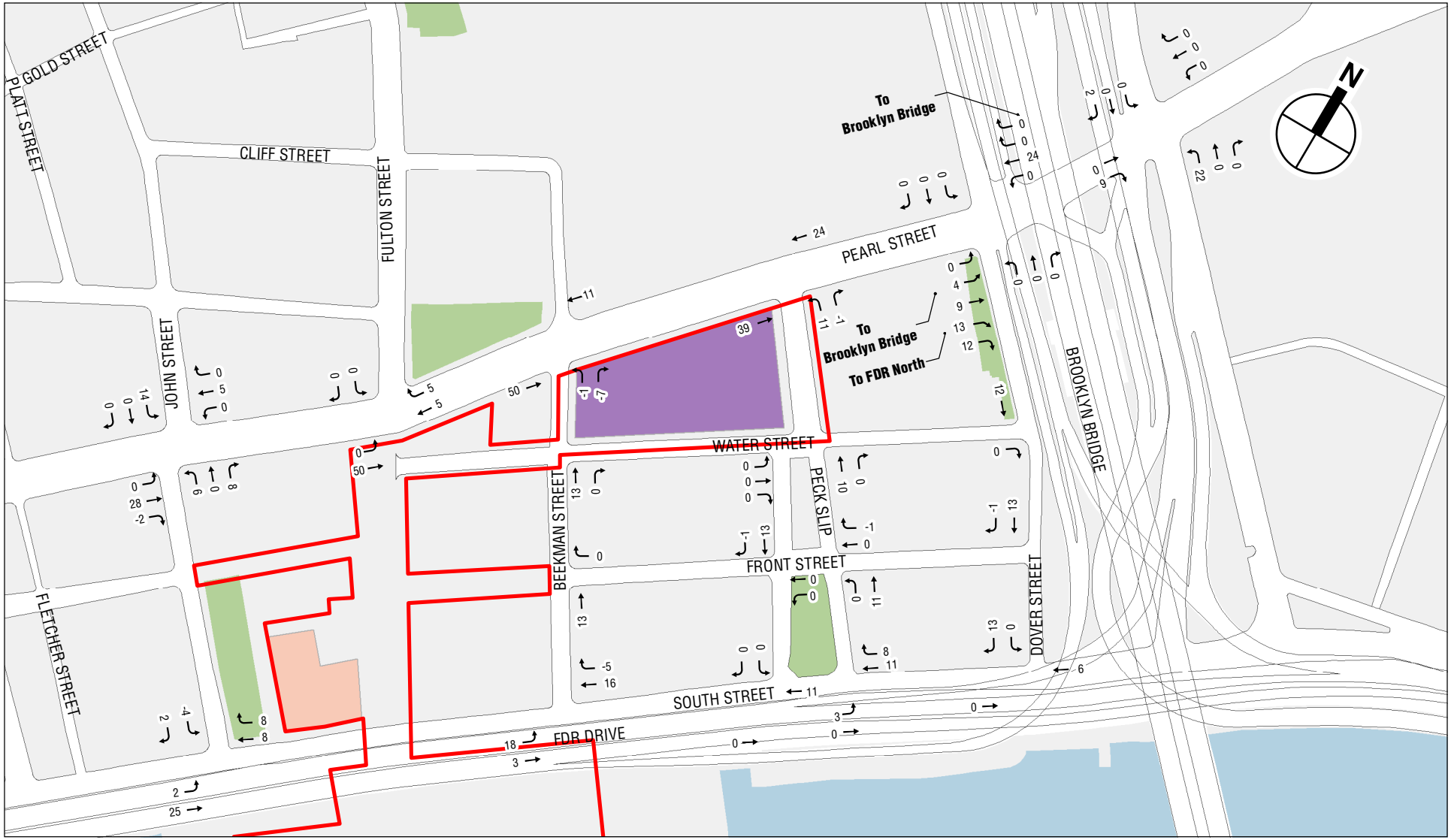
With Action Project Generated Vehicle Trips
Saturday Midday Departure Peak Hour

This figure is new for the FEIS



With Action Project Generated Vehicle Trips
Saturday Evening Arrival Peak Hour

This figure is new for the FEIS



Project Area

Development Site

Museum Site

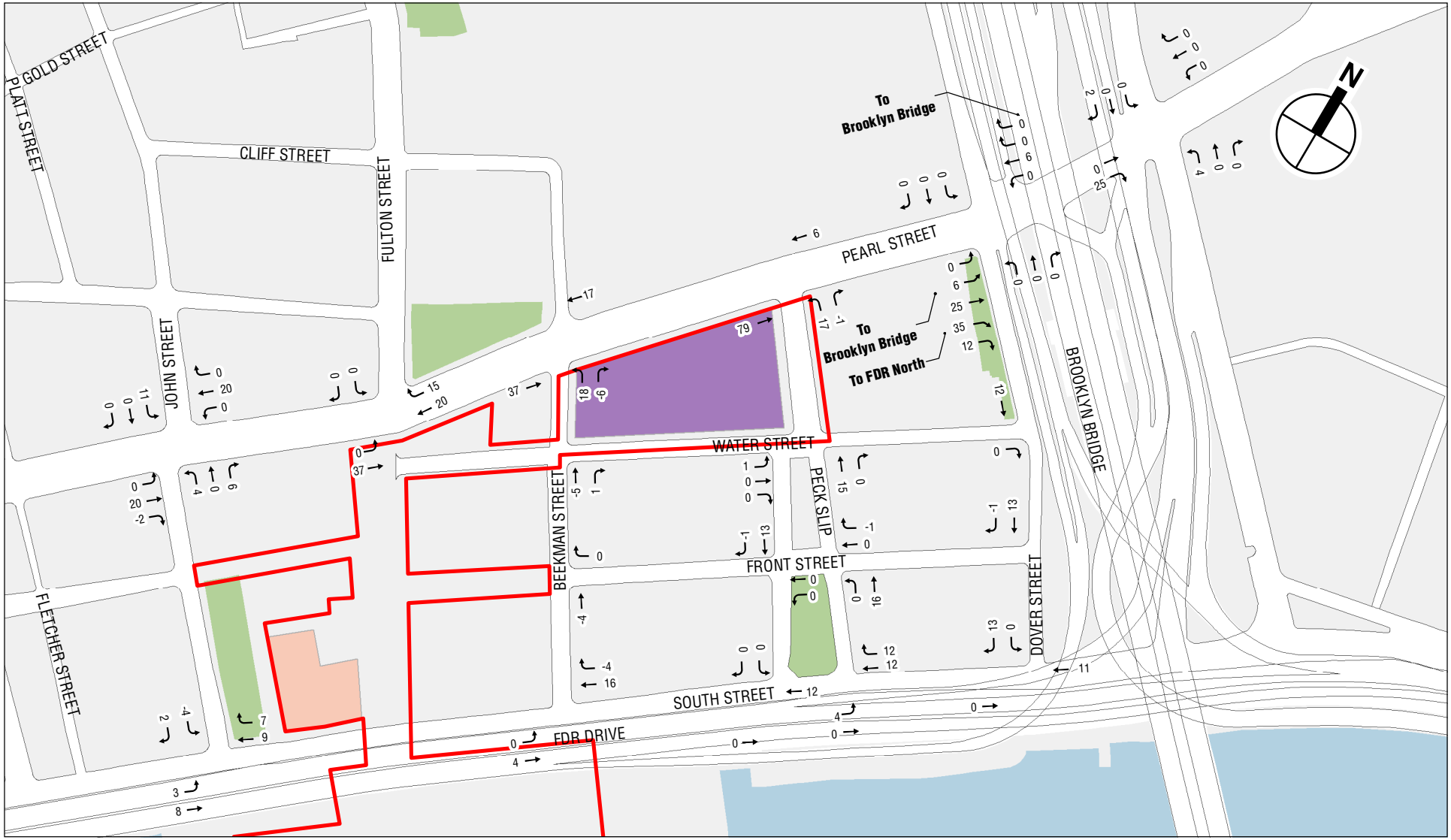
0 400 FEET

With Action Incremental Vehicle Trips
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-29

This figure is new for the FEIS



Project Area

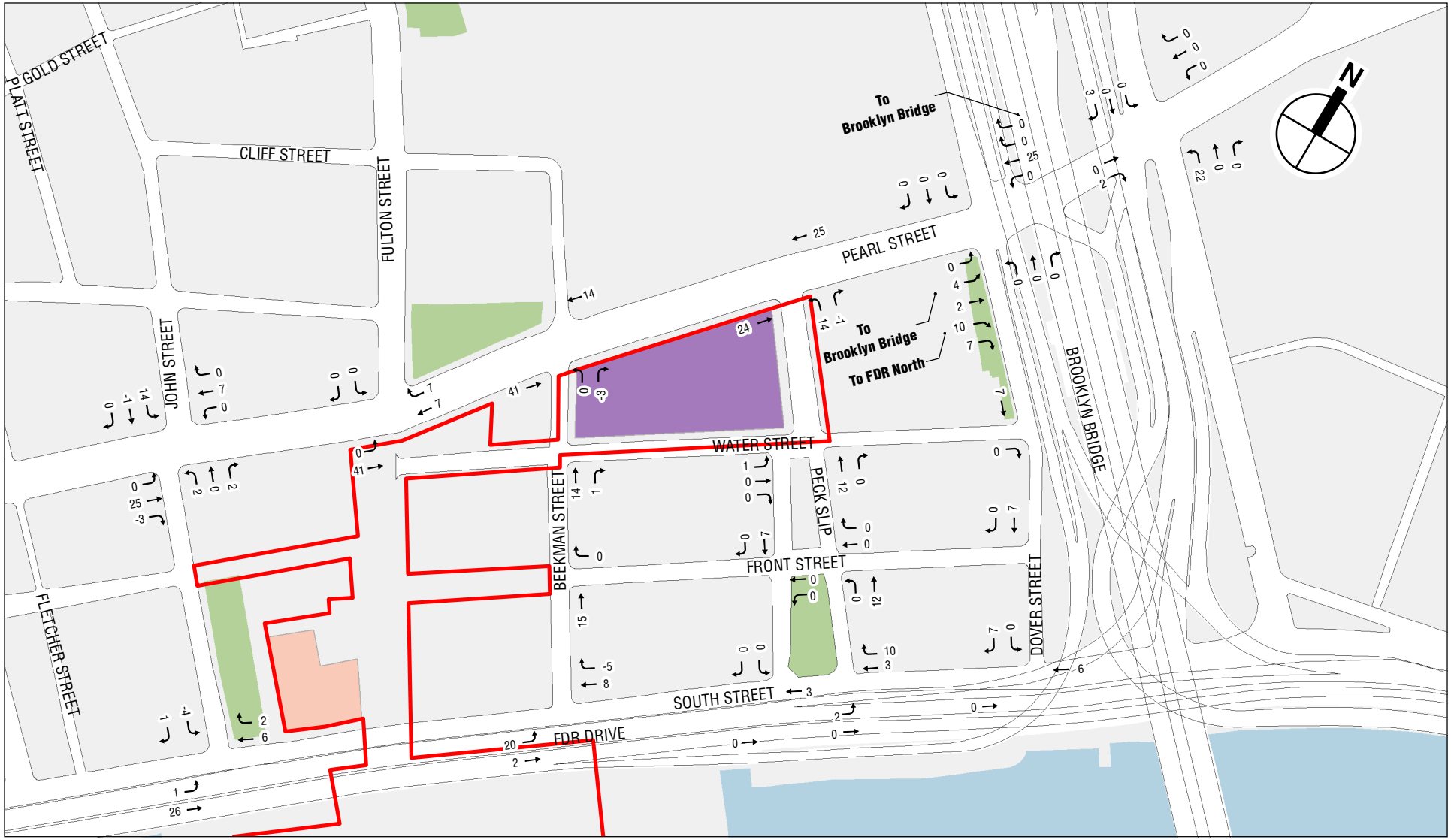
Development Site

Museum Site

0 400 FEET

With Action Incremental Vehicle Trips
Saturday Midday Departure Peak Hour

This figure is new for the FEIS



Project Area

Development Site

Museum Site

0 400 FEET

With Action Incremental Vehicle Trips
Saturday Evening Arrival Peak Hour

250 WATER STREET

Figure 18-31

Table 18-9
Traffic Level 2 Screening Analysis Results—Saturday

Intersection	Incremental Vehicle Trips (Saturday)			Selected Analysis Location
	Midday Arrival	Midday Departure	Evening Arrival	
Water Street and John Street	59	59	46	✓
Water Street and Fulton Street	60	72	55	✓
Pearl Street and Beekman Street	53	66	52	✓
Pearl Street and Peck Slip	73	101	62	✓
Pearl Street and Dover Street	62	84	48	✓
Brooklyn Bridge Ramp	33	31	27	
Pearl Street and Avenue of the Finest	33	31	27	
Water Street and Beekman Street	13	-4	15	
Water Street and Peck Slip	10	16	13	
Water Street and Dover Street	12	12	7	
Front Street and John Street	10	8	0	
Front Street and Beekman Street	13	-4	15	
Front Street and Peck Slip	10	15	12	
Front Street and Dover Street	12	12	7	
South Street and John Street	41	25	32	
South Street and Fulton Street	37	20	30	
South Street and Beekman Street	32	16	25	
South Street and Peck Slip	22	28	15	
South Street and Dover Street	19	24	13	
South Street and Avenue of the Finest	6	11	6	

Note: ✓ Denotes intersections selected for detailed analysis.

Pedestrians

Level 2 pedestrian trip assignments were individually developed by peak hour for the No Action and With Action conditions in the same manner as what was done for the previously proposed project. These trip assignments are shown in **Figures 18-32 through 18-34** and discussed below. The With Action peak hour pedestrian increments for the Theater Option are presented in **Figures 18-35 through 18-37**.

Based on the incremental pedestrian trips illustrated in **Figures 18-38 through 18-40**, two sidewalk segments, five corners, and one crosswalk that were all previously analyzed for the Proposed Project were selected for a detailed pedestrian analysis, as summarized in **Table 18-10**.

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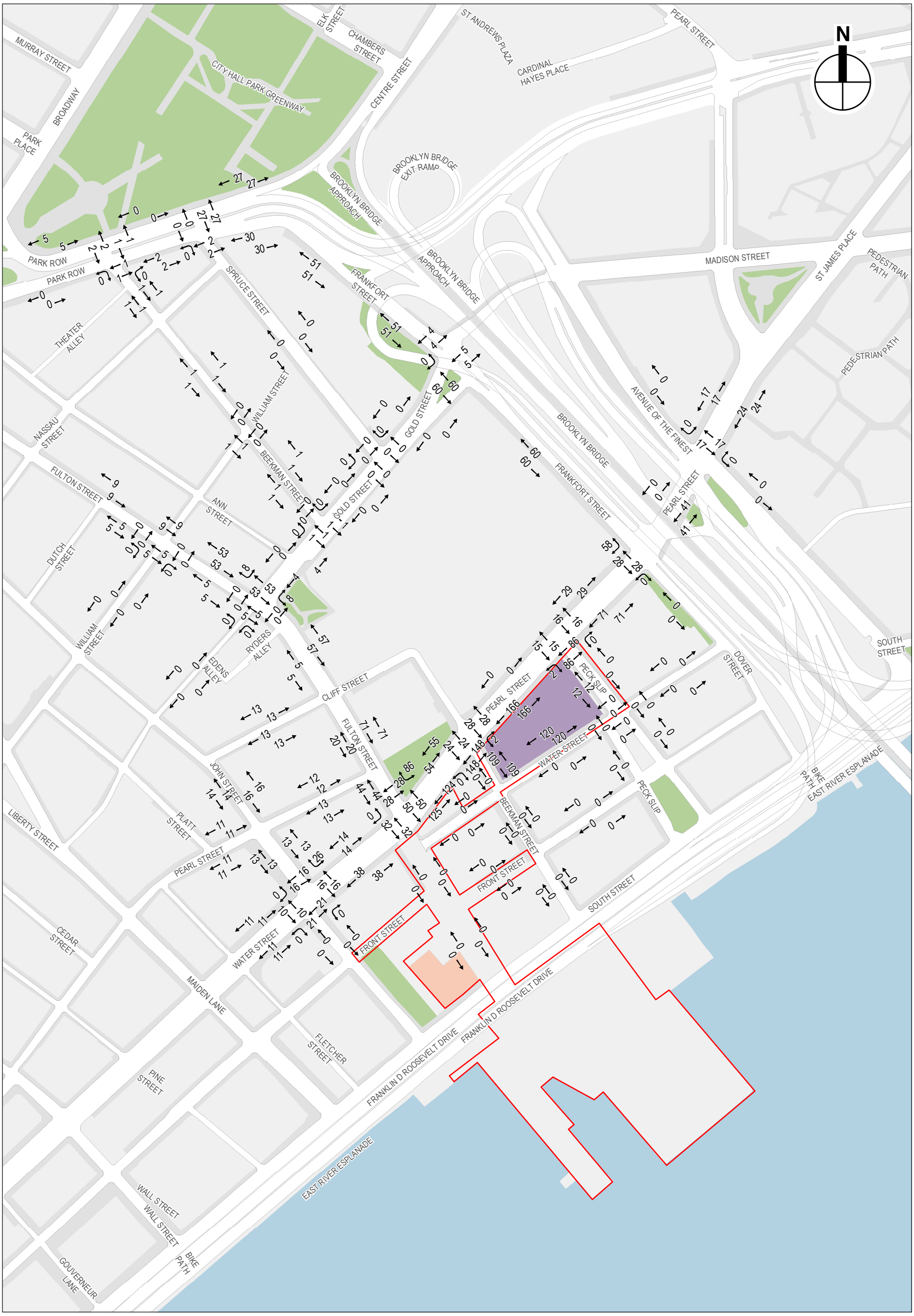


Project Area

Development Site

Museum Site

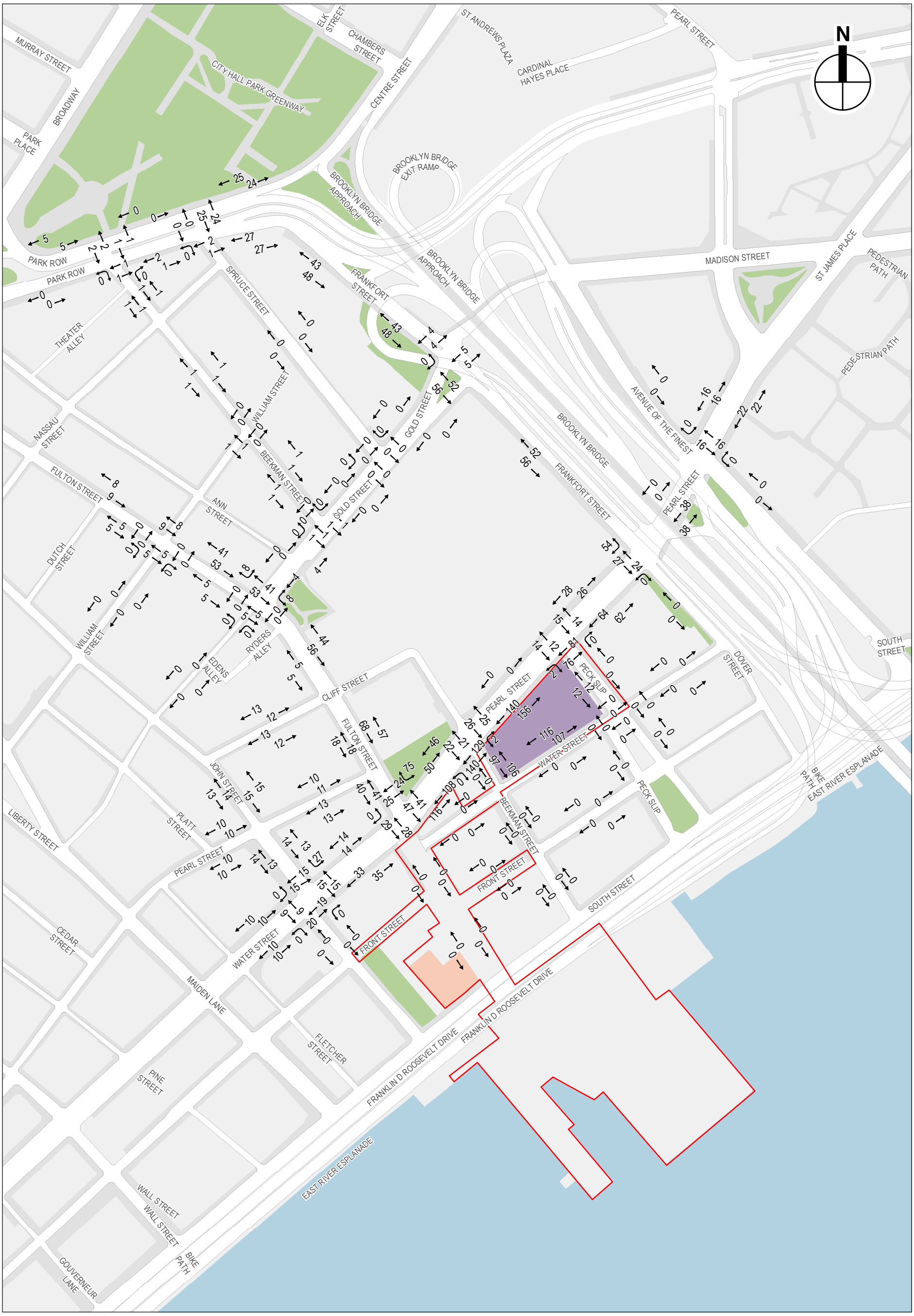
0 400 FEET

No Action Project Generated Pedestrian Trips
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-32

This figure is new for the FEIS



Project Area

Development Site

Museum Site

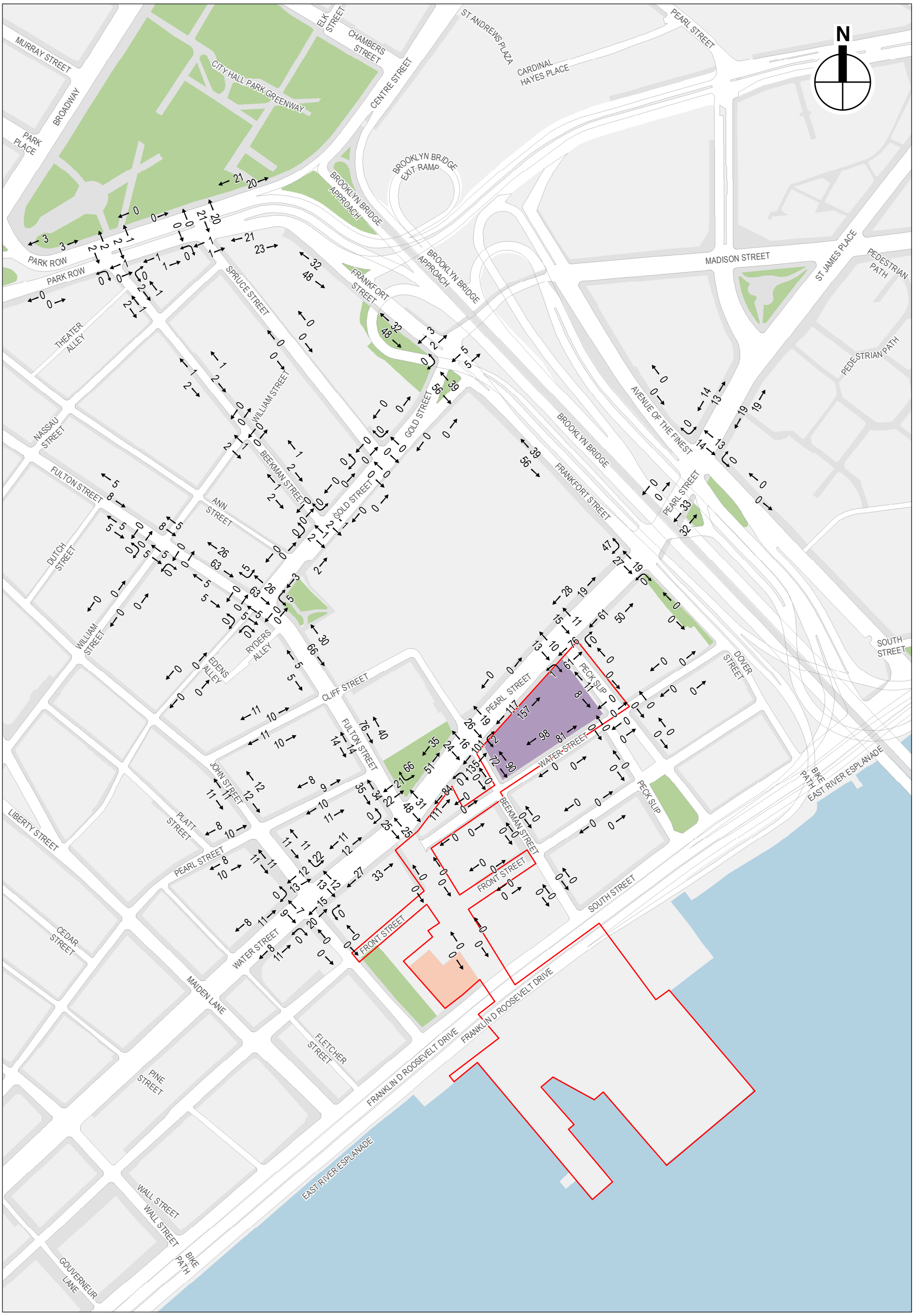
0 400 FEET

No Action Project Generated Pedestrian Trips
Saturday Midday Departure Peak Hour

250 WATER STREET

Figure 18-33

This figure is new for the FEIS



Project Area

Development Site

Museum Site

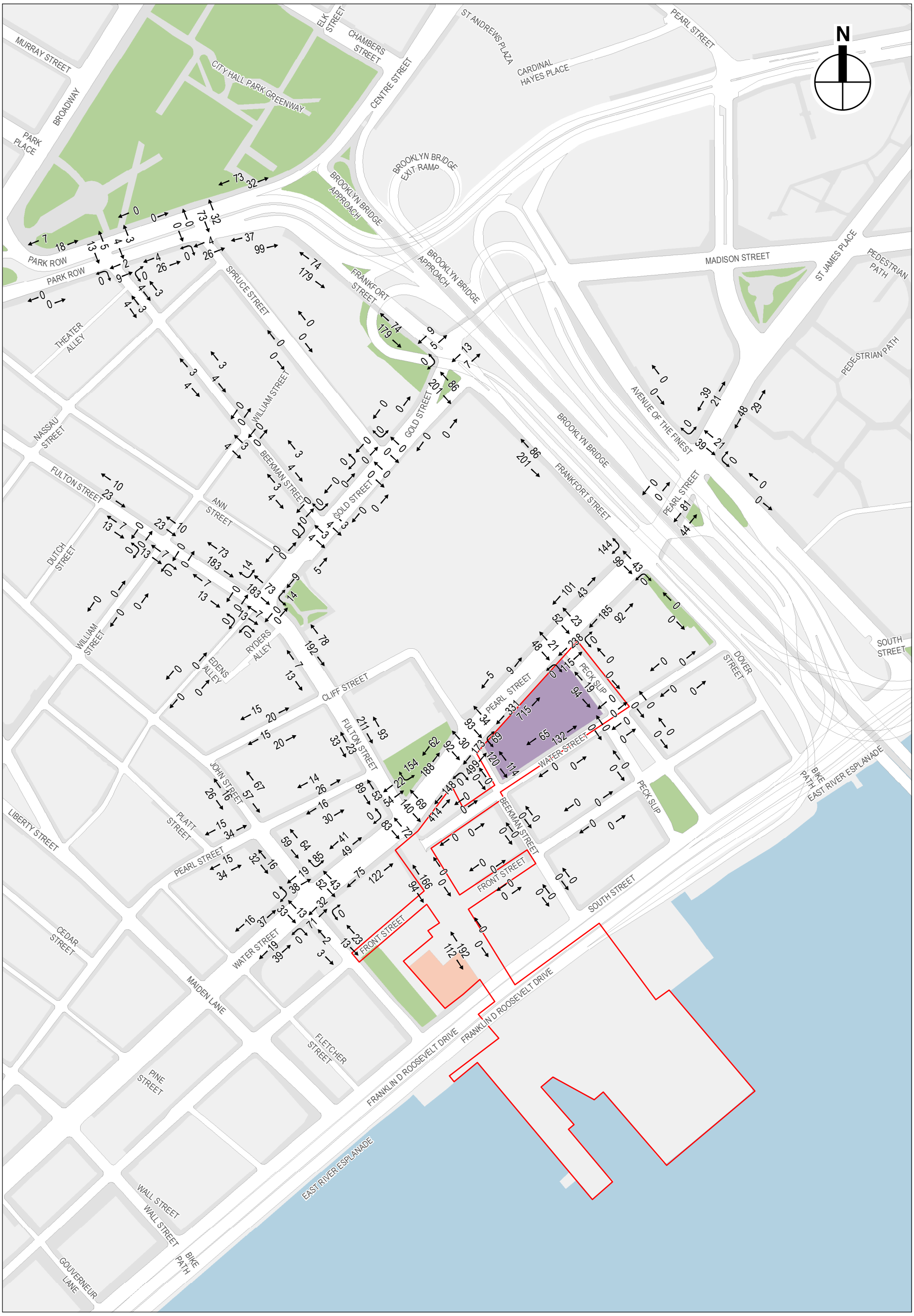
0 400 FEET

No Action Project Generated Pedestrian Trips
Saturday Evening Arrival Peak Hour

250 WATER STREET

Figure 18-34

This figure is new for the FEIS



Project Area

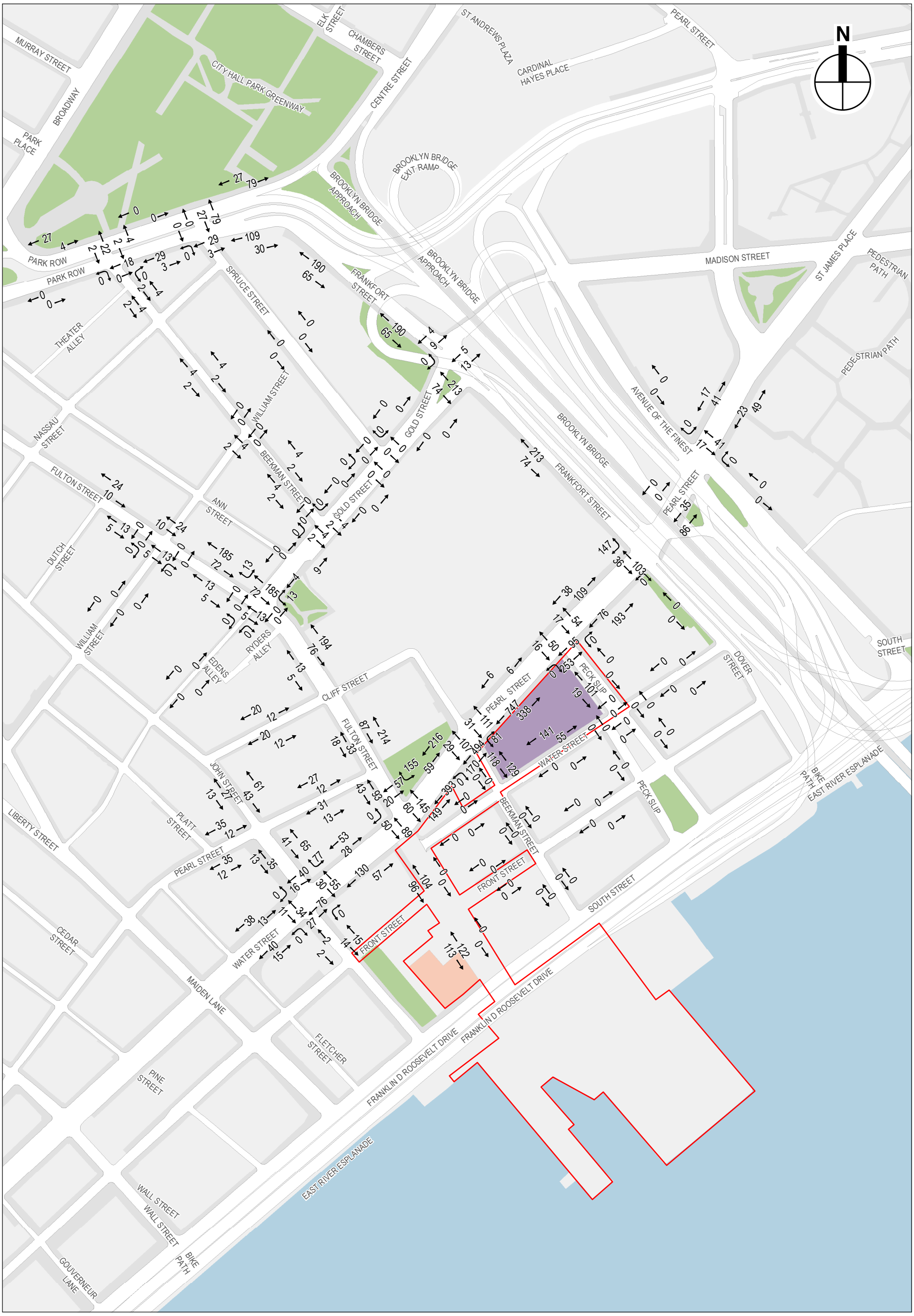
Development Site

Museum Site

0 400 FEET

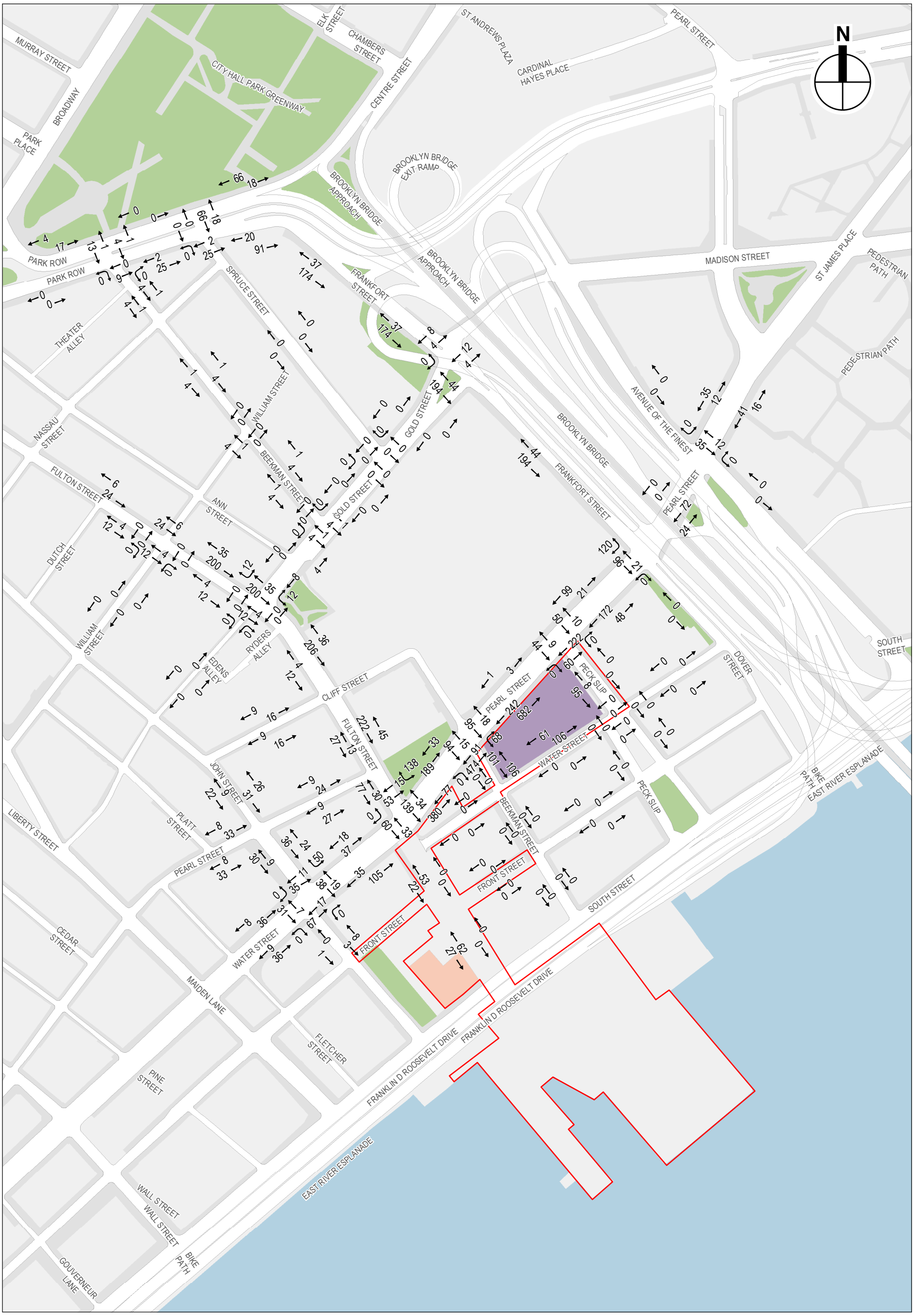
With Action Project Generated Pedestrian Trips
Saturday Midday Arrival Peak Hour

This figure is new for the FEIS



With Action Project Generated Pedestrian Trips
Saturday Midday Departure Peak Hour

This figure is new for the FEIS



Project Area

Development Site

Museum Site

0 400 FEET

With Action Project Generated Pedestrian Trips
Saturday Evening Arrival Peak Hour

250 WATER STREET

Figure 18-37

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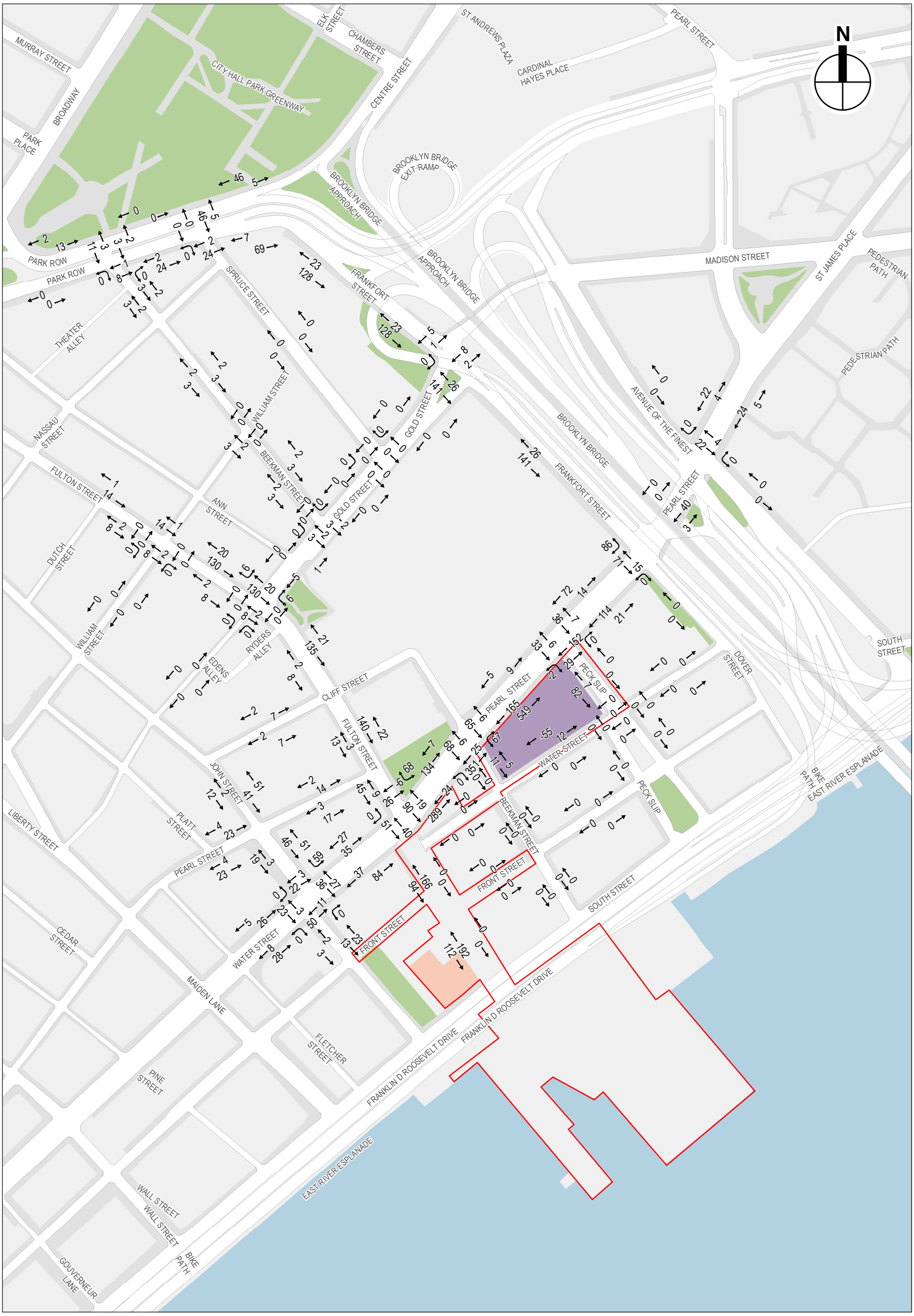


Project Area

Development Site

Museum Site

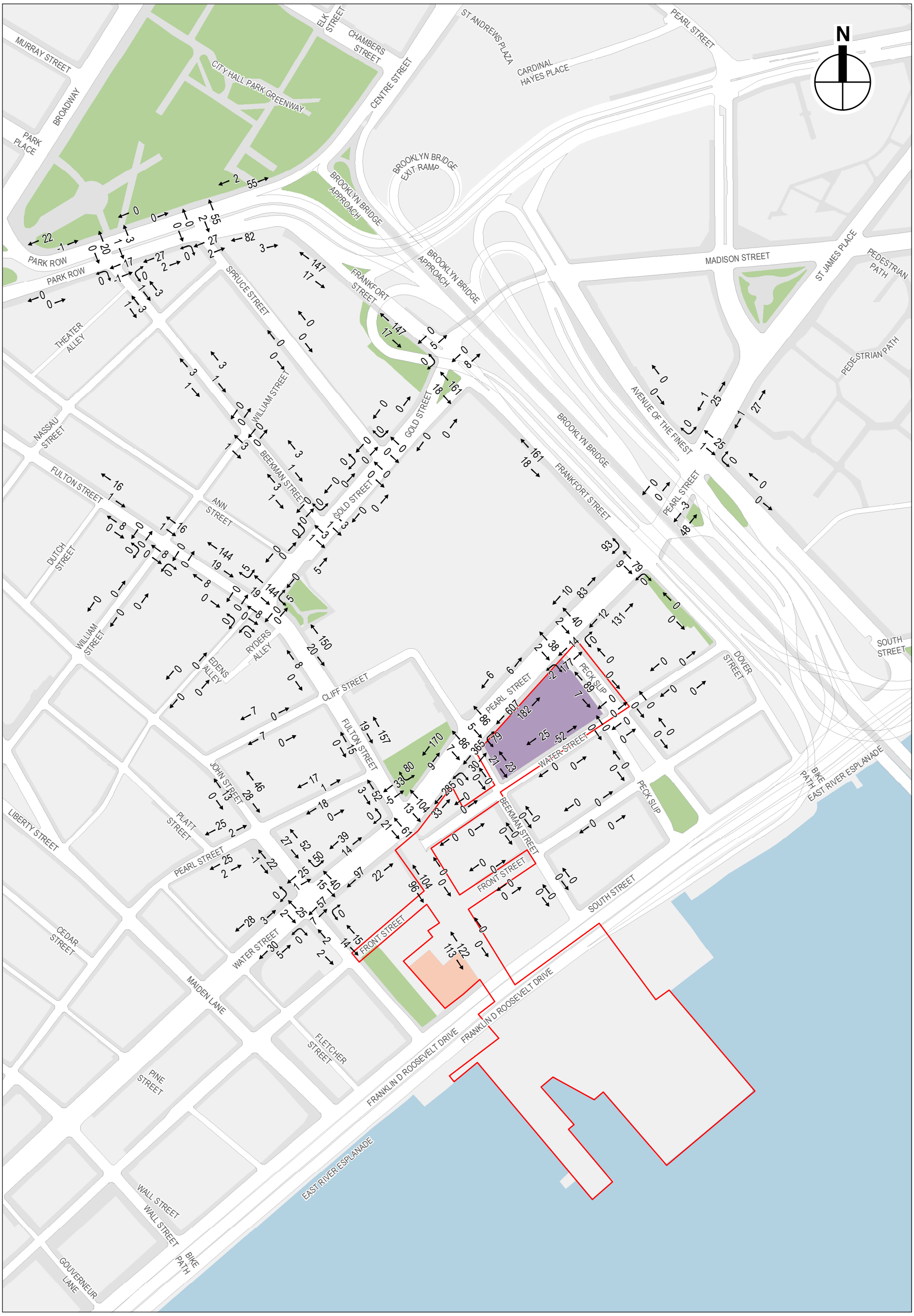
0 400 FEET

With Action Project Incremental Pedestrian Trips
Saturday Midday Arrival Peak Hour

250 WATER STREET

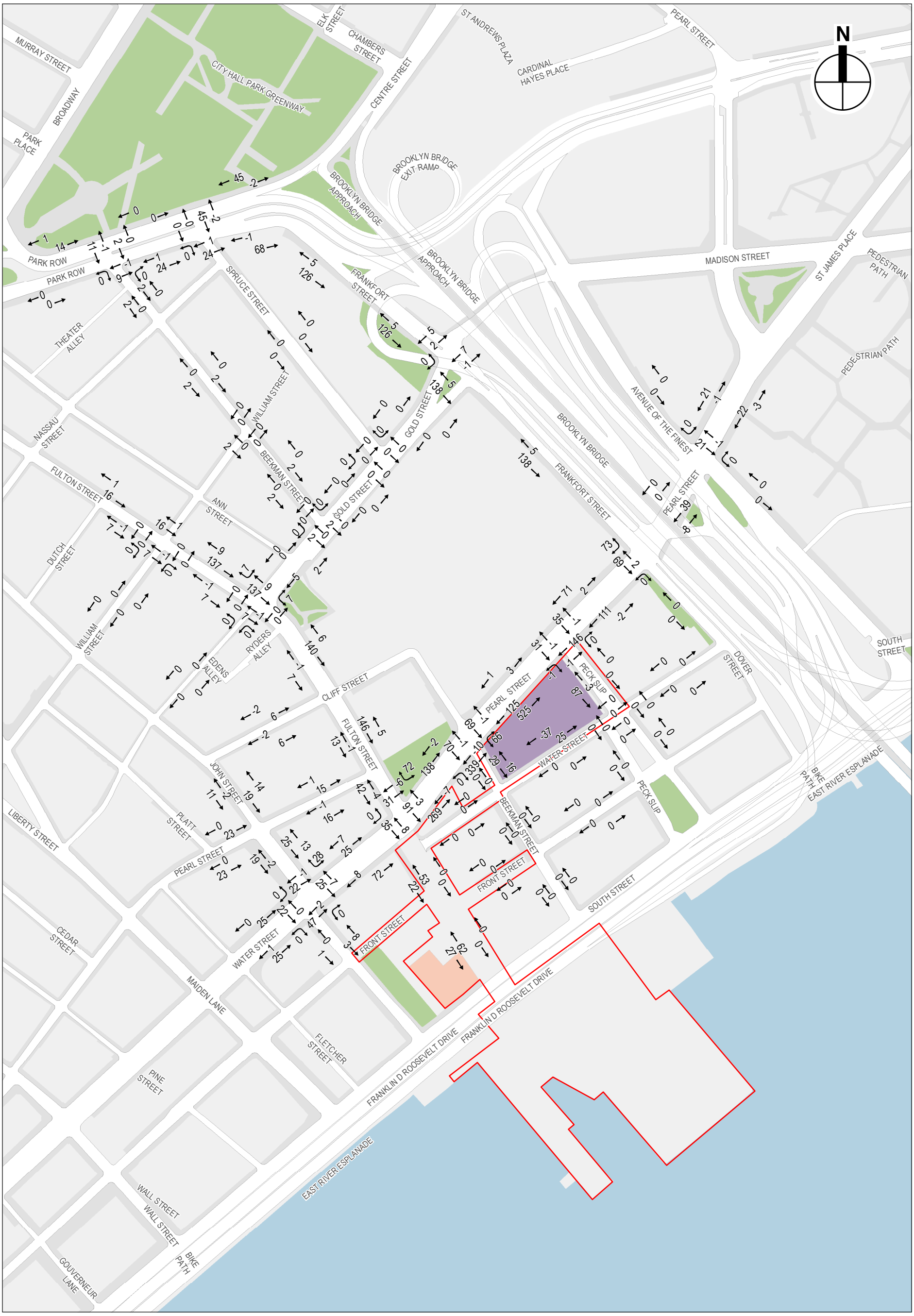
Figure 18-38

This figure is new for the FEIS



With Action Project Incremental Pedestrian Trips
Saturday Midday Departure Peak Hour

This figure is new for the FEIS



Project Area

Development Site

Museum Site

0 400 FEET

With Action Project Incremental Pedestrian Trips
Saturday Evening Arrival Peak Hour

Table 18-10
Pedestrian Level 2 Screening Analysis Results—Saturday

Pedestrian Elements	Incremental Pedestrian Trips			Selected Analysis Location
	Midday Arrival	Midday Departure	Evening Arrival	
Pearl Street and Robert F. Wagner Sr. Place / Avenue of the Finest				
North crosswalk	26	26	20	
East crosswalk	43	45	31	
Northeast corner	69	71	51	
Pearl Street and Frankfort Street				
East crosswalk	43	45	31	
West crosswalk	0	0	0	
South crosswalk	86	88	71	
Southeast corner	129	133	102	
Southwest corner	172	181	144	
East sidewalk along Pearl Street between Frankfort Street and Peck Slip	135	143	109	
South sidewalk along Frankfort Street between Pearl Street and Gold Street	167	179	143	
Pearl Street and Peck Slip				
North crosswalk	43	42	34	
East crosswalk	181	191	145	
South crosswalk	39	40	30	
Northeast corner	224	233	179	✓
Southeast corner	218	229	174	✓
South sidewalk along Peck Slip between Pearl Street and Water Street	89	96	84	
East sidewalk along Pearl Street between Peck Slip and Beekman Street	714	789	650	✓
Pearl Street and Beekman Street				
North crosswalk	71	91	68	
East crosswalk	376	395	329	✓
South crosswalk	74	93	69	
Northeast corner	514	565	463	✓
Southeast corner	450	488	398	✓
North sidewalk along Beekman Street between Pearl Street and Water Street	16	44	45	
East sidewalk along Pearl Street between Beekman Street and Fulton Street	313	318	262	✓
West sidewalk along Pearl Street between Beekman Street and Fulton Street	141	179	136	
Fulton Street and William Street				
North sidewalk along Fulton Street between William Street and Gold Street	150	163	146	
Fulton Street and Gold Street				
North crosswalk	150	163	146	
East crosswalk	0	0	0	
West crosswalk	0	0	0	
Northeast corner	156	168	153	
Northwest corner	156	168	153	
North sidewalk along Fulton Street between Gold Street and Cliff Street	156	170	146	
Fulton Street and Cliff Street				
North sidewalk along Fulton Street between Cliff Street and Pearl Street	162	176	151	
Pearl Street / Water Street and Fulton Street				
North crosswalk	109	117	94	
South crosswalk	91	82	43	
West crosswalk	20	28	25	
Northwest corner	197	225	191	✓
Southwest corner	111	110	68	
Water Street and John Street				
North crosswalk	63	55	32	
West crosswalk	25	26	21	
Northwest corner	147	131	81	

Note: ✓ denotes pedestrian elements selected for detailed analysis.

Detailed Traffic Analysis

Existing Conditions

Traffic data were collected in June 2021 for the Saturday midday arrival (12:00 PM to 3:00 PM), midday departure (3:00 PM to 6:00 PM), and evening arrival (6:00 PM to 9:00 PM) peak periods via a combination of video intersection counts and 24-hour Automatic Traffic Recorder (ATR) counts. The collected traffic data were compared and calibrated against historical data to arrive at

appropriate baseline volumes for analysis using the same methodology described for the previously proposed project in Chapter 11, "Transportation."

The existing traffic volumes for the Saturday midday arrival, midday departure, and evening arrival peak hours are shown in **Figures 18-41 through 18-43**. 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.

Traffic Operations

A summary of the existing conditions traffic analysis results by lane group is presented in **Table 18-11**. Details on LOS, v/c ratios, and average delays are presented in **Table 18-12**.

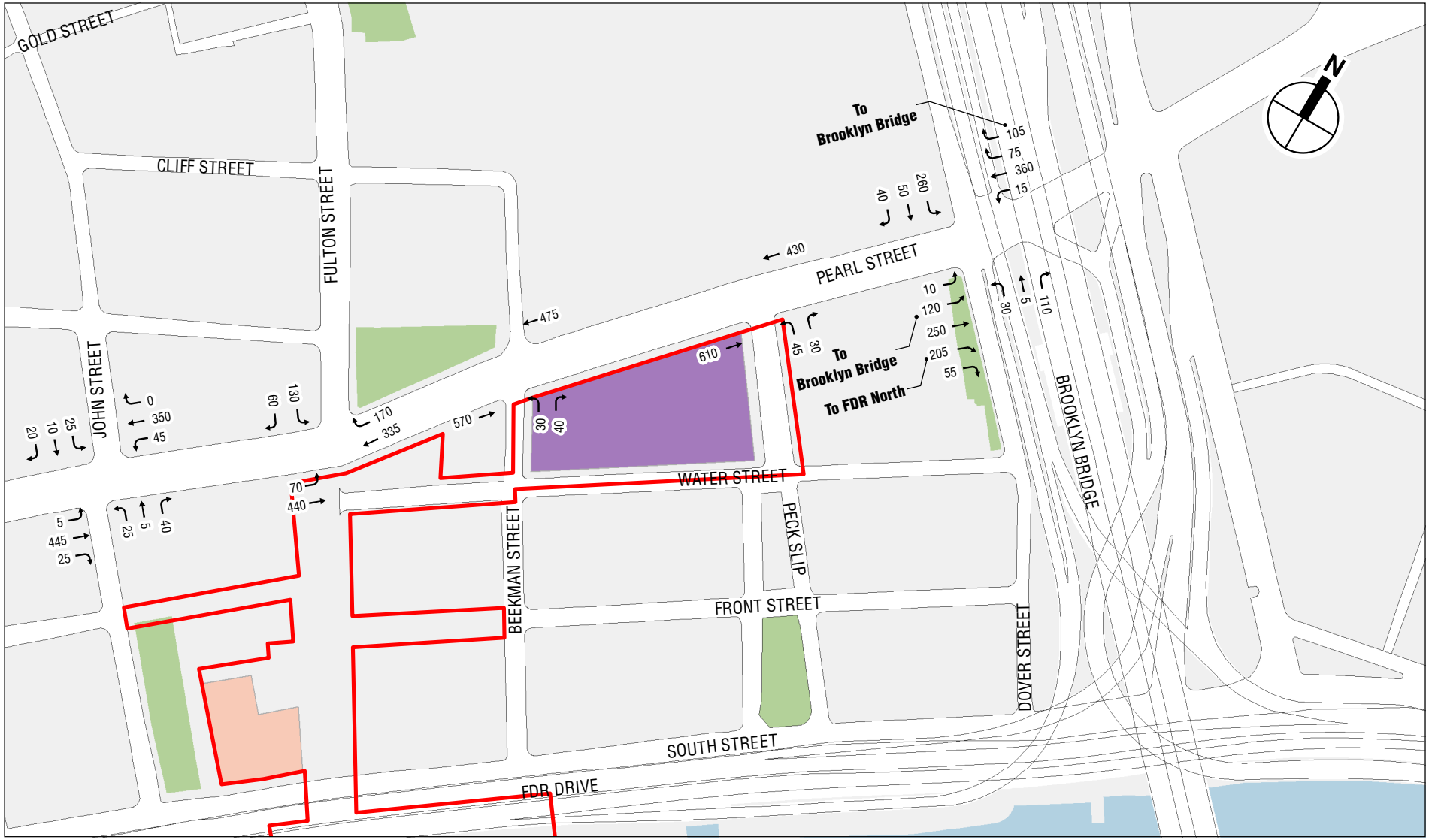
The capacity analysis indicates that most of the study area's intersection approaches/lane groups operate acceptably—at mid-LOS D or better (delays of 45 seconds or less per vehicle for signalized intersections)—during all analysis peak hours. Approaches/lane groups operating beyond mid-LOS D and those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

- 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 100.0 seconds per vehicle [spv] during the midday arrival peak hour; LOS F with a v/c ratio of 1.05 and a delay of 91.7 spv during the midday departure peak hour, and LOS E with a v/c ratio of 0.97 and a delay of 77.8 spv during the evening arrival peak hour; and
- Eastbound approach at the Pearl Street and Dover Street intersection (LOS C with a v/c ratio of 0,92 and a delay of 30.5) spv during the midday departure peak hour.

Table 18-11
Existing Conditions Traffic Analysis Results—Saturday

Level of Service	Analysis Peak Hours		
	Midday Arrival	Midday Departure	Evening Arrival
Signalized Intersections			
Lane Groups at LOS A/B/C	17	17	18
Lane Groups at LOS D	1	1	0
Lane Groups at LOS E	0	0	1
Lane Groups at LOS F	1	1	0
Total	19	19	19
Lane Groups with v/c > 0.90	1	2	1
Note: LOS = Level of service; v/c = volume-to-capacity ratio.			

This figure is new for the FEIS

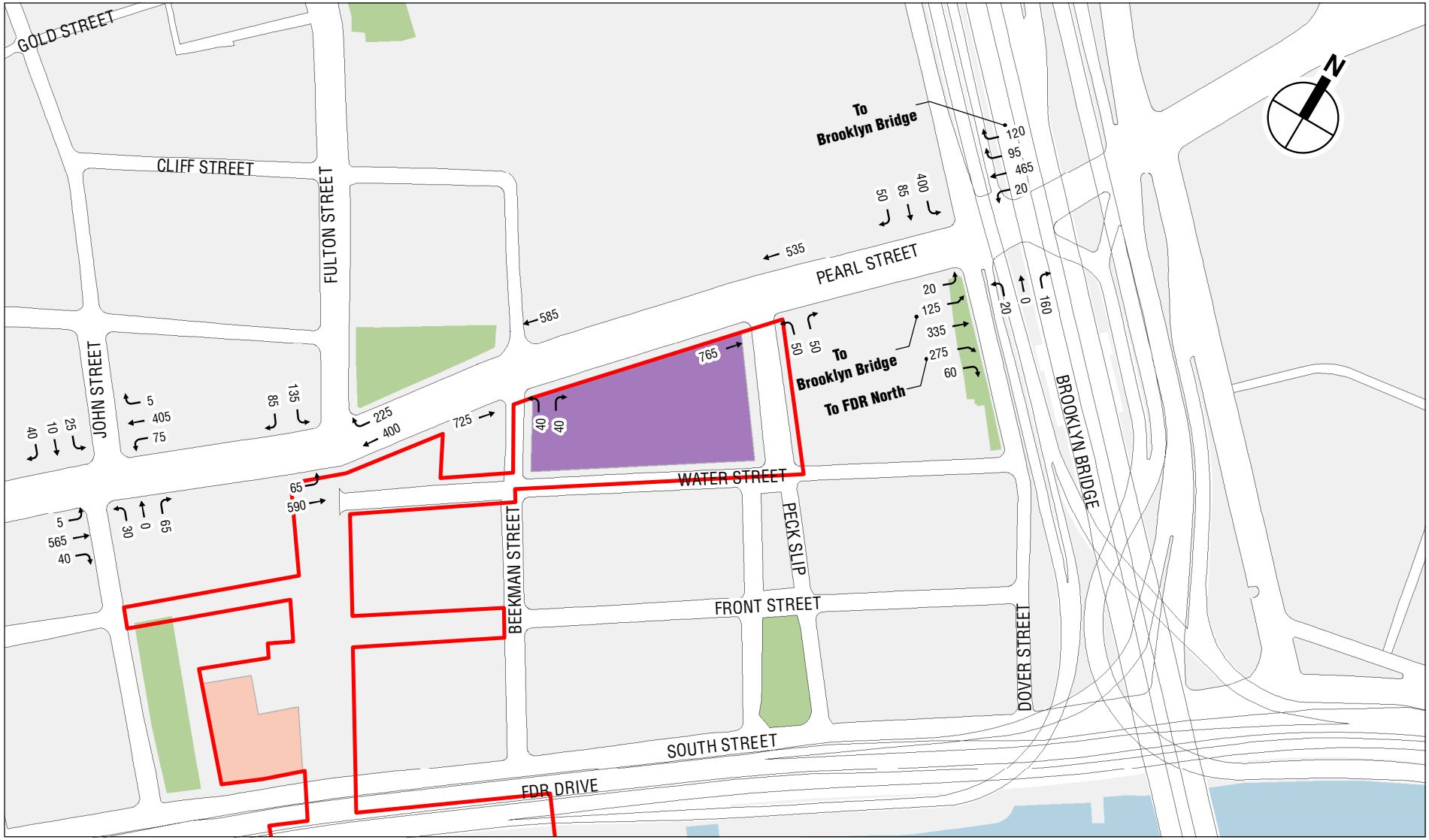


2021 Existing Traffic Volumes
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-41

This figure is new for the FEIS



Project Area

Development Site

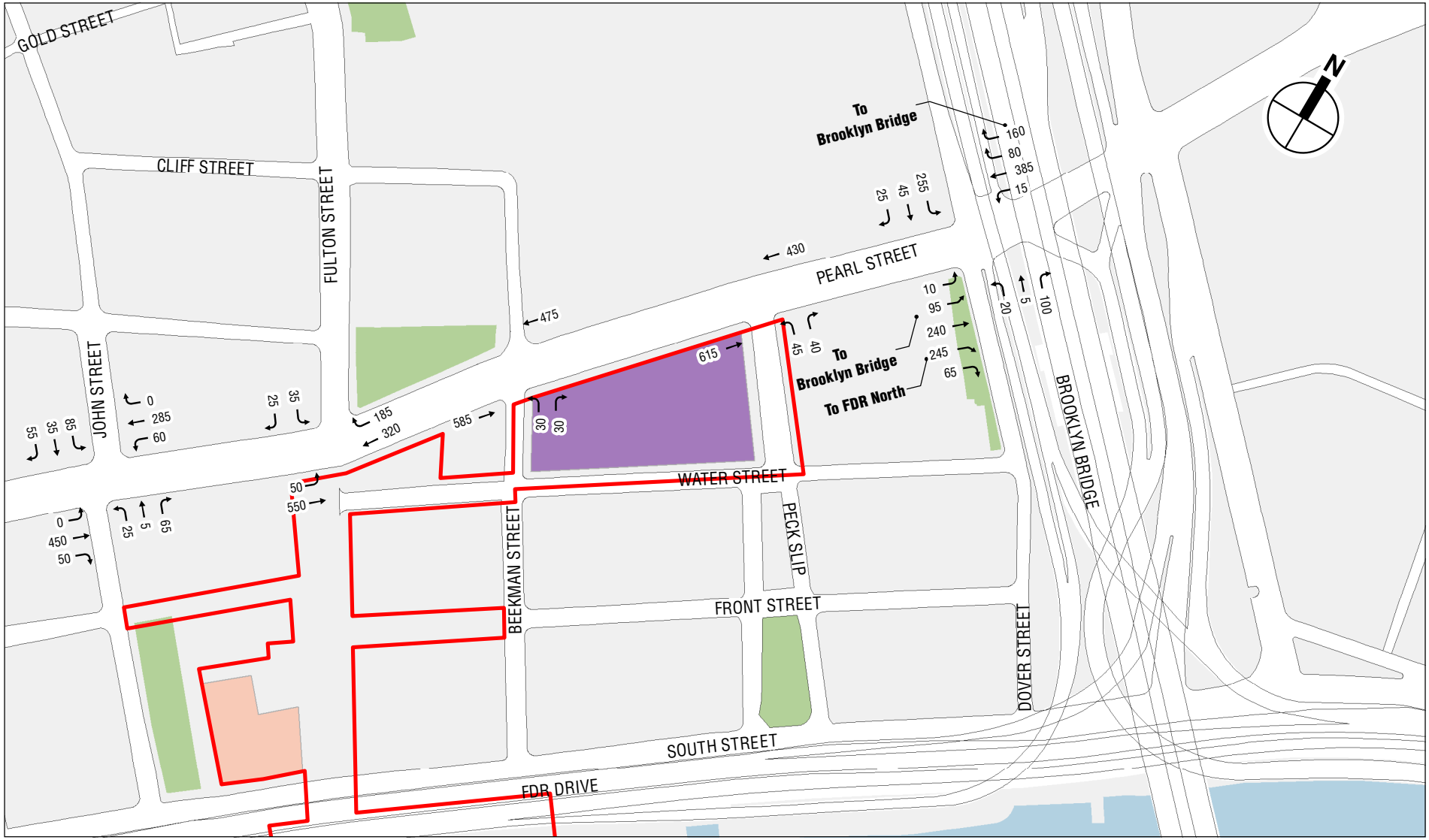
Museum Site

2021 Existing Traffic Volumes
Saturday Midday Departure Peak Hour

250 WATER STREET

Figure 18-42

This figure is new for the FEIS



2021 Existing Traffic Volumes
Saturday Evening Arrival Peak Hour

250 WATER STREET

Figure 18-43

Table 18-12
Existing Conditions Level of Service Analysis

Int.	Midday Arrival				Midday Departure				Evening Arrival			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Water Street and John Street												
EB	LTR	0.39	12.7	B	LTR	0.50	14.1	B	LTR	0.41	12.9	B
WB	LTR	0.35	12.3	B	LTR	0.49	14.2	B	LTR	0.33	12.1	B
NB	LTR	0.24	22.7	C	LTR	0.32	24.1	C	LTR	0.32	24.1	C
SB	LTR	0.20	22.1	C	LTR	0.27	23.3	C	LTR	0.61	32.6	C
Water Street and Fulton Street												
EB	LT	0.59	18.4	B	LT	0.68	20.7	C	LT	0.61	18.6	B
WB	TR	0.52	16.8	B	TR	0.65	19.4	B	TR	0.45	15.7	B
SB	LR	0.64	37.7	D	LR	0.76	44.9	D	LR	0.22	27.1	C
Pearl Street and Beekman Street												
EB	T	0.39	11.5	B	T	0.49	12.7	B	T	0.41	11.7	B
WB	T	0.35	11.2	B	T	0.40	11.7	B	T	0.33	10.9	B
NB	LR	0.37	32.7	C	LR	0.39	33.0	C	LR	0.26	29.7	C
Pearl Street and Peck Slip												
EB	T	0.44	12.7	B	T	0.53	14.0	B	T	0.45	12.9	B
WB	T	0.31	11.2	B	T	0.37	11.9	B	T	0.30	11.2	B
NB	L	0.20	27.8	C	L	0.21	28.0	C	L	0.14	26.6	C
	R	0.15	27.2	C	R	0.19	27.7	C	R	0.15	27.0	C
Pearl Street and Dover Street												
EB	LTR	0.75	18.2	B	LTR	0.92	30.5	C	LTR	0.71	16.5	B
WB	LTR	0.40	10.3	B	LTR	0.54	12.2	B	LTR	0.50	11.5	B
NB	LTR	0.42	29.1	C	LTR	0.48	30.3	C	LTR	0.34	27.4	C
SB	L	1.05	100.0	F	L	1.05	91.7	F	L	0.97	77.8	E
	TR	0.30	27.0	C	TR	0.39	28.4	C	TR	0.22	25.5	C

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

No Action Conditions

The No Action condition was developed by increasing existing 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. Similar to the Proposed Project, an annual background growth rate of 0.25 percent per year was assumed until 2026 and trips generated by six of the discrete No Build projects for traffic (and 13 of the discrete No Build projects for pedestrians) were included.

Traffic Operations

The 2026 No Action traffic volumes for the Saturday midday arrival, midday departure, and evening arrival peak hours are shown in **Figures 18-44 through 18-46**. 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.

A summary of the 2026 No Action condition traffic analysis results is presented in **Table 18-13**.

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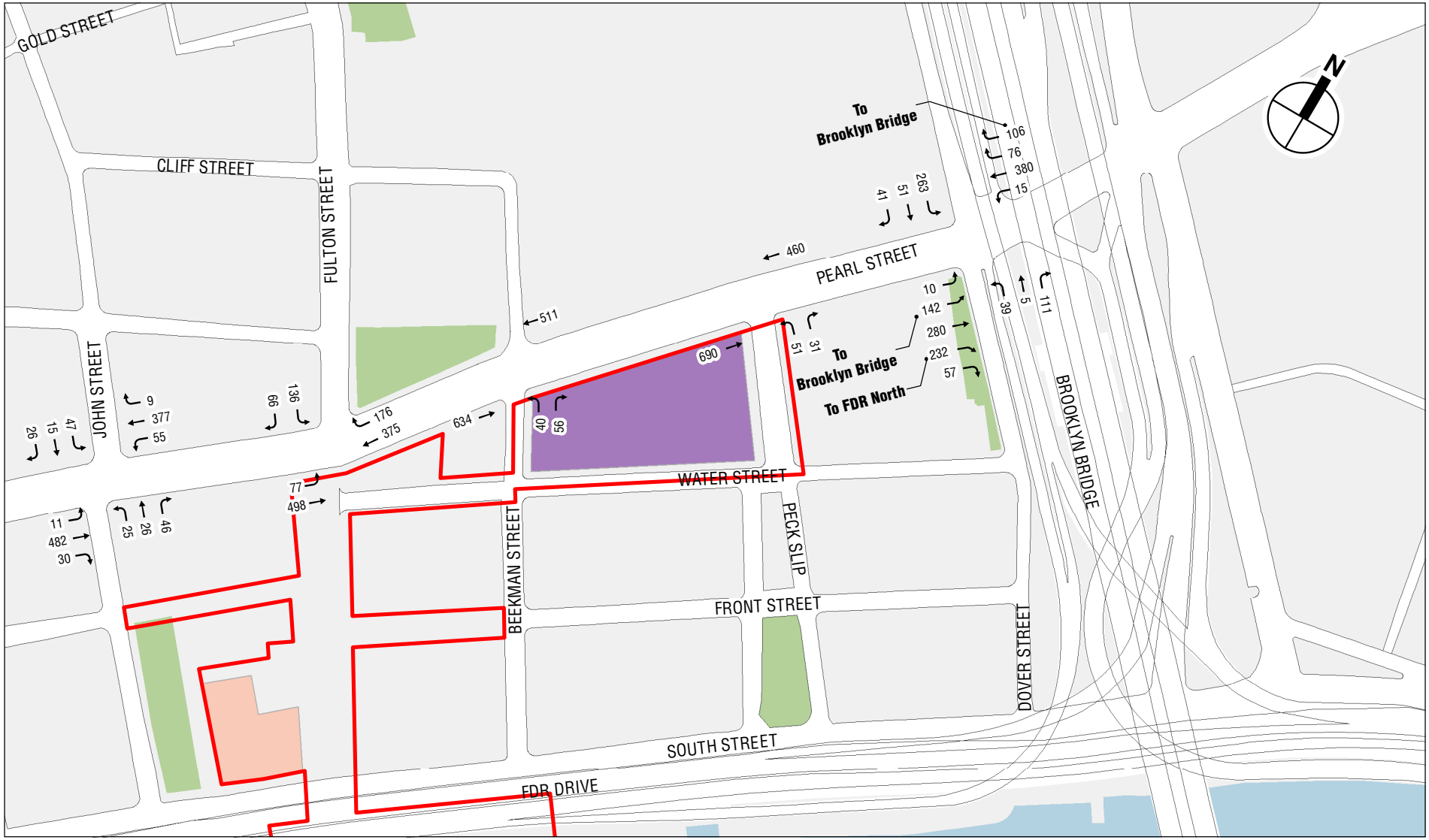


Project Area

Development Site

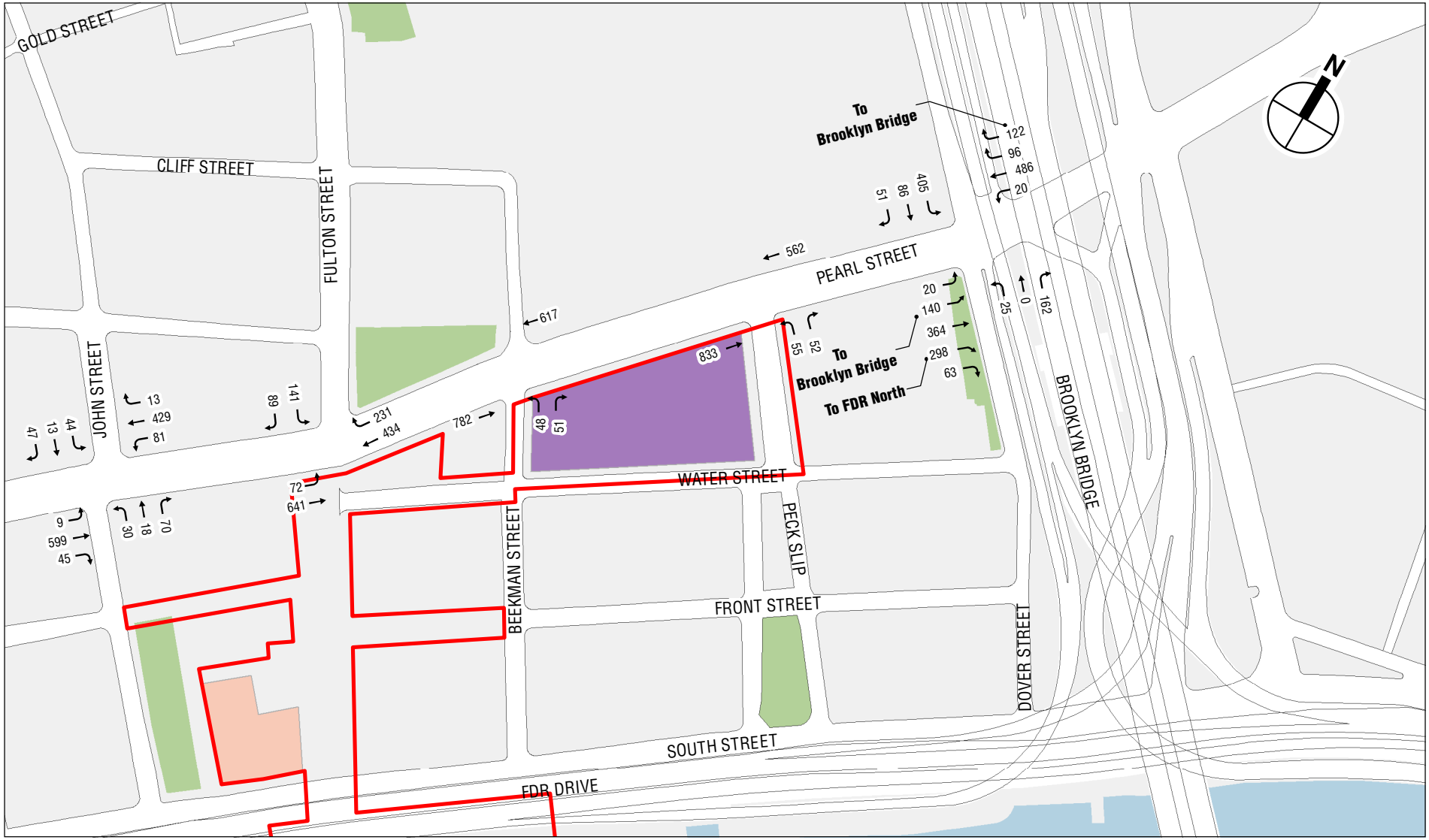
Museum Site

2026 No Action Traffic Volumes
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-44

This figure is new for the FEIS

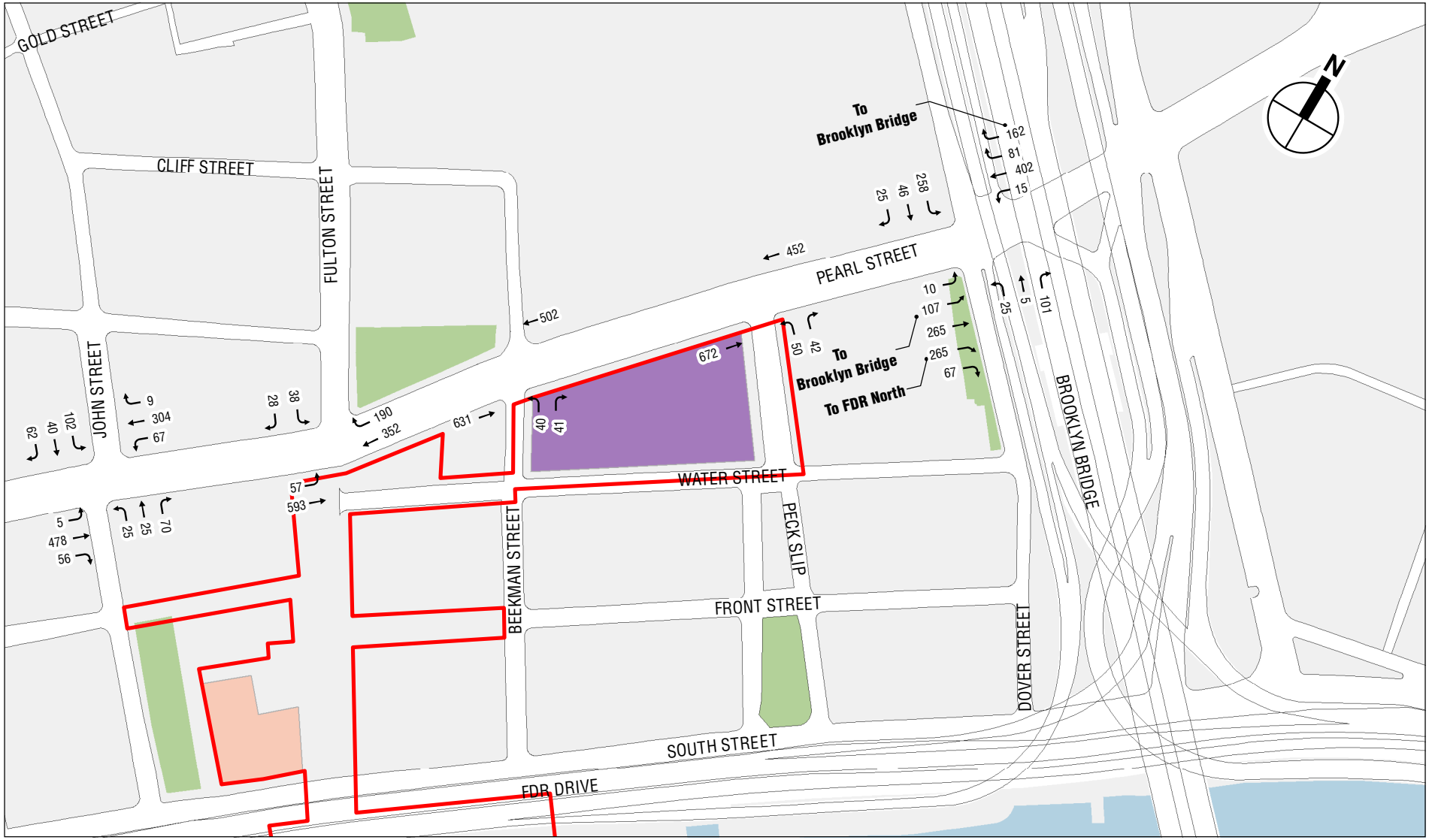


2026 No Action Traffic Volumes
Saturday Midday Departure Peak Hour

250 WATER STREET

Figure 18-45

This figure is new for the FEIS



Project Area

Development Site

Museum Site

0 400 FEET

2026 No Action Traffic Volumes
Saturday Evening Arrival Peak Hour

250 WATER STREET

Figure 18-46

Table 18-13
2026 No Action Condition Traffic Analysis Results—Saturday

Level of Service	Analysis Peak Hours		
	Midday Arrival	Midday Departure	Evening Arrival
Signalized Intersections			
Lane Groups at LOS A/B/C	16	15	17
Lane Groups at LOS D	2	2	1
Lane Groups at LOS E	0	1	0
Lane Groups at LOS F	1	1	1
Total	19	19	19
Lane Groups with v/c > 0.90	1	2	1
Notes: LOS = Level of service; v/c = volume-to-capacity ratio.			

Details on LOS, v/c ratios, and average delays are presented in **Table 18-14**.

Table 18-14
2021 Existing and 2026 No Action Conditions LOS—Saturday

	Midday Arrival								Midday Departure								Evening Arrival							
	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
Water Street and John Street																								
EB	LTR	0.39	12.7	B	LTR	0.44	13.3	B	LTR	0.50	14.1	B	LTR	0.54	14.8	B	LTR	0.41	12.9	B	LTR	0.47	13.7	B
WB	LTR	0.35	12.3	B	LTR	0.41	13.0	B	LTR	0.49	14.2	B	LTR	0.55	15.3	B	LTR	0.33	12.1	B	LTR	0.37	12.6	B
NB	LTR	0.24	22.7	C	LTR	0.29	23.4	C	LTR	0.32	24.1	C	LTR	0.38	25.2	C	LTR	0.32	24.1	C	LTR	0.39	25.4	C
SB	LTR	0.20	22.1	C	LTR	0.33	24.6	C	LTR	0.27	23.3	C	LTR	0.41	26.3	C	LTR	0.61	32.6	C	LTR	0.74	39.7	D
Water Street and Fulton Street																								
EB	LT	0.59	18.4	B	LT	0.69	21.0	C	LT	0.68	20.7	C	LT	0.78	24.5	C	LT	0.61	18.6	B	LT	0.68	20.3	C
WB	TR	0.52	16.8	B	TR	0.55	17.5	B	TR	0.65	19.4	B	TR	0.72	21.6	C	TR	0.45	15.7	B	TR	0.51	16.7	B
SB	LR	0.64	37.7	D	LR	0.68	39.3	D	LR	0.76	44.9	D	LR	0.81	49.9	D	LR	0.22	27.1	C	LR	0.25	27.7	C
Pearl Street and Beekman Street																								
EB	T	0.39	11.5	B	T	0.43	12.0	B	T	0.49	12.7	B	T	0.53	13.3	B	T	0.41	11.7	B	T	0.44	12.1	B
WB	T	0.35	11.2	B	T	0.38	11.5	B	T	0.40	11.7	B	T	0.42	12.0	B	T	0.33	10.9	B	T	0.35	11.1	B
NB	LR	0.37	32.7	C	LR	0.48	35.7	D	LR	0.39	33.0	C	LR	0.51	37.1	D	LR	0.26	29.7	C	LR	0.38	32.4	C
Pearl Street and Peck Slip																								
EB	T	0.44	12.7	B	T	0.50	13.5	B	T	0.53	14.0	B	T	0.58	14.8	B	T	0.45	12.9	B	T	0.50	13.4	B
WB	T	0.31	11.2	B	T	0.33	11.4	B	T	0.37	11.9	B	T	0.39	12.1	B	T	0.30	11.2	B	T	0.31	11.3	B
NB	L	0.20	27.8	C	L	0.22	28.1	C	L	0.21	28.0	C	L	0.24	28.5	C	L	0.14	26.6	C	L	0.17	27.2	C
	R	0.15	27.2	C	R	0.15	27.1	C	R	0.19	27.7	C	R	0.23	28.7	C	R	0.15	27.0	C	R	0.18	27.5	C
Pearl Street and Dover Street																								
EB	LTR	0.75	18.2	B	LTR	0.86	24.1	C	LTR	0.92	30.5	C	LTR	1.04	57.0	E	LTR	0.71	16.5	B	LTR	0.82	21.7	C
WB	LTR	0.40	10.3	B	LTR	0.42	10.4	B	LTR	0.54	12.2	B	LTR	0.57	12.7	B	LTR	0.50	11.5	B	LTR	0.55	12.2	B
NB	LTR	0.42	29.1	C	LTR	0.46	30.2	C	LTR	0.48	30.3	C	LTR	0.51	31.2	C	LTR	0.34	27.4	C	LTR	0.37	28.1	C
SB	L	1.05	100.0	F	L	1.09	110.9	F	L	1.05	91.7	F	L	1.07	95.7	F	L	0.97	77.8	E	L	0.99	84.3	F
	TR	0.30	27.0	C	TR	0.30	27.1	C	TR	0.39	28.4	C	TR	0.41	29.1	C	TR	0.22	25.5	C	TR	0.23	25.7	C

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

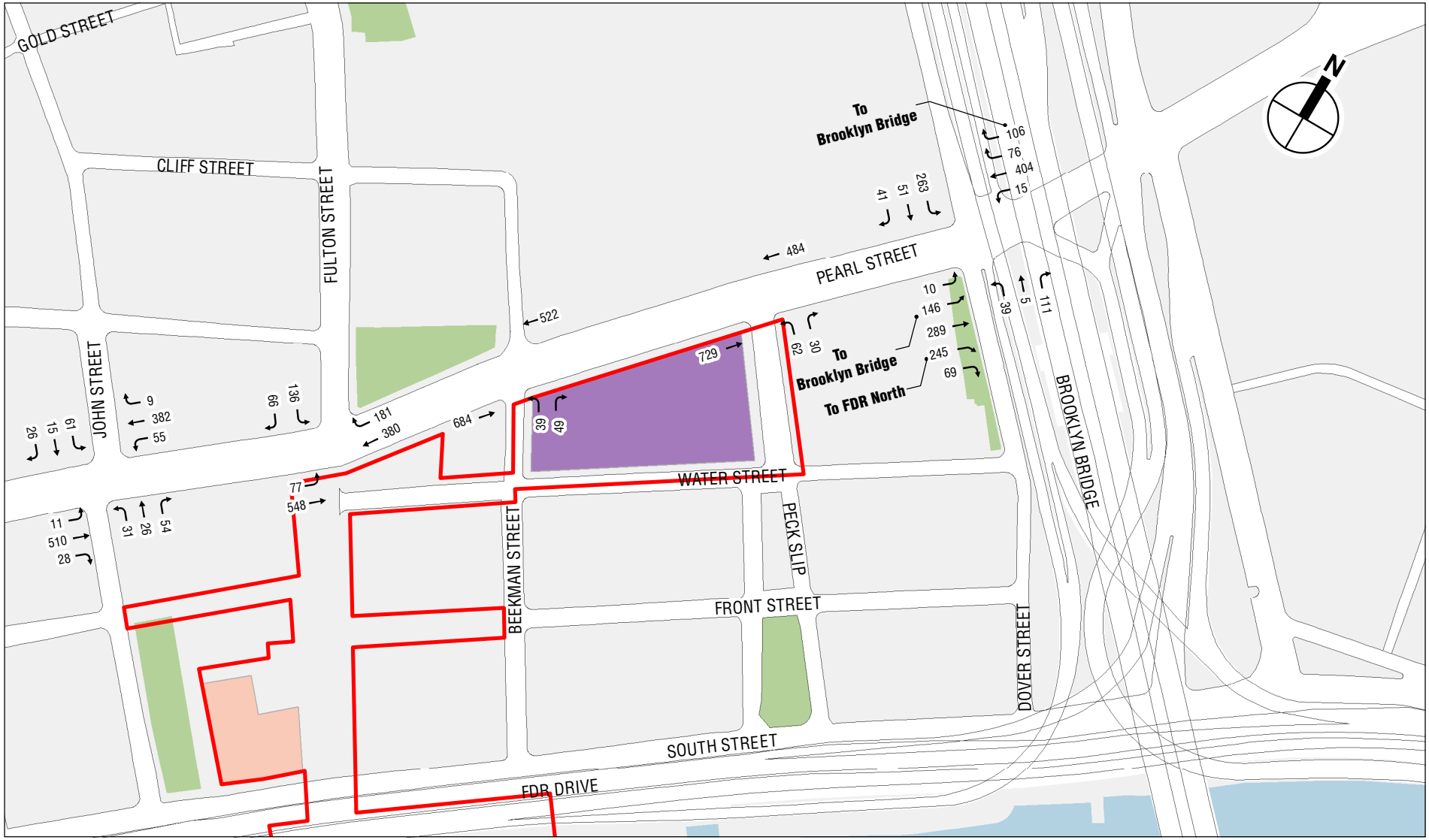
Based on the analysis results presented in **Table 18-14**, the majority of the approaches / lane groups in the No Action condition would operate at the same LOS as in the existing conditions or within acceptable mid-LOS D or better (delays of 45 seconds or less per vehicle for signalized intersections) 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 approach at the Pearl Street and Dover Street intersection would deteriorate to LOS E with a v/c ratio of 1.04 and a delay of 57.0 spv during the midday departure peak hour; and
- Southbound left-turn at the Pearl Street and Dover Street intersection would deteriorate to LOS F with a v/c ratio of 0.99 and a delay of 84.3 spv during the evening arrival park hour.

With Action Conditions

The 2026 With Action condition traffic volumes are shown in **Figures 18-47 through 18-49** for the Saturday midday arrival, midday departure, and evening arrival peak hours. The 2026 With

This figure is new for the FEIS



Project Area

Development Site

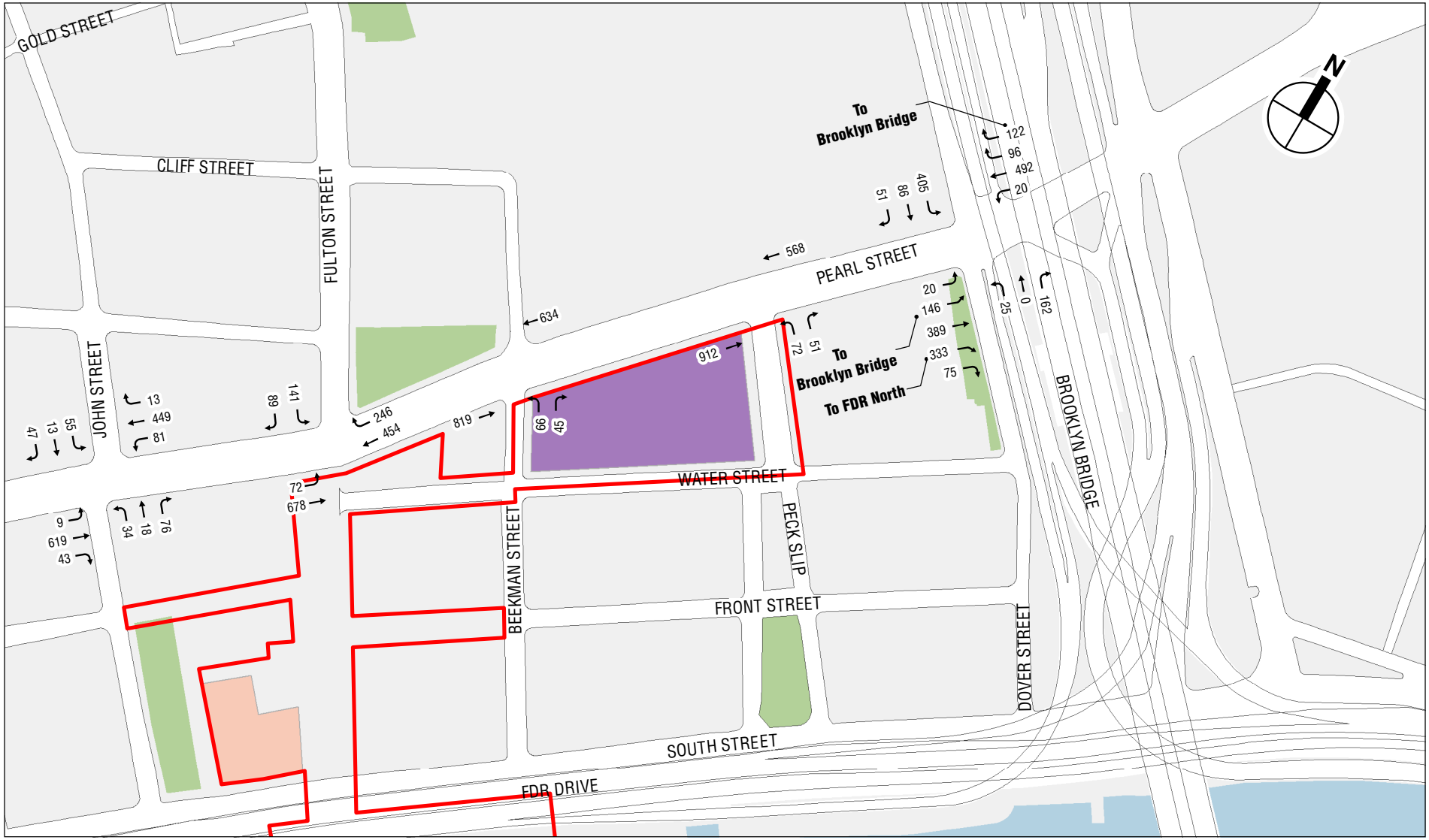
Museum Site

2026 With Action Traffic Volumes
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-47

This figure is new for the FEIS



Project Area

Development Site

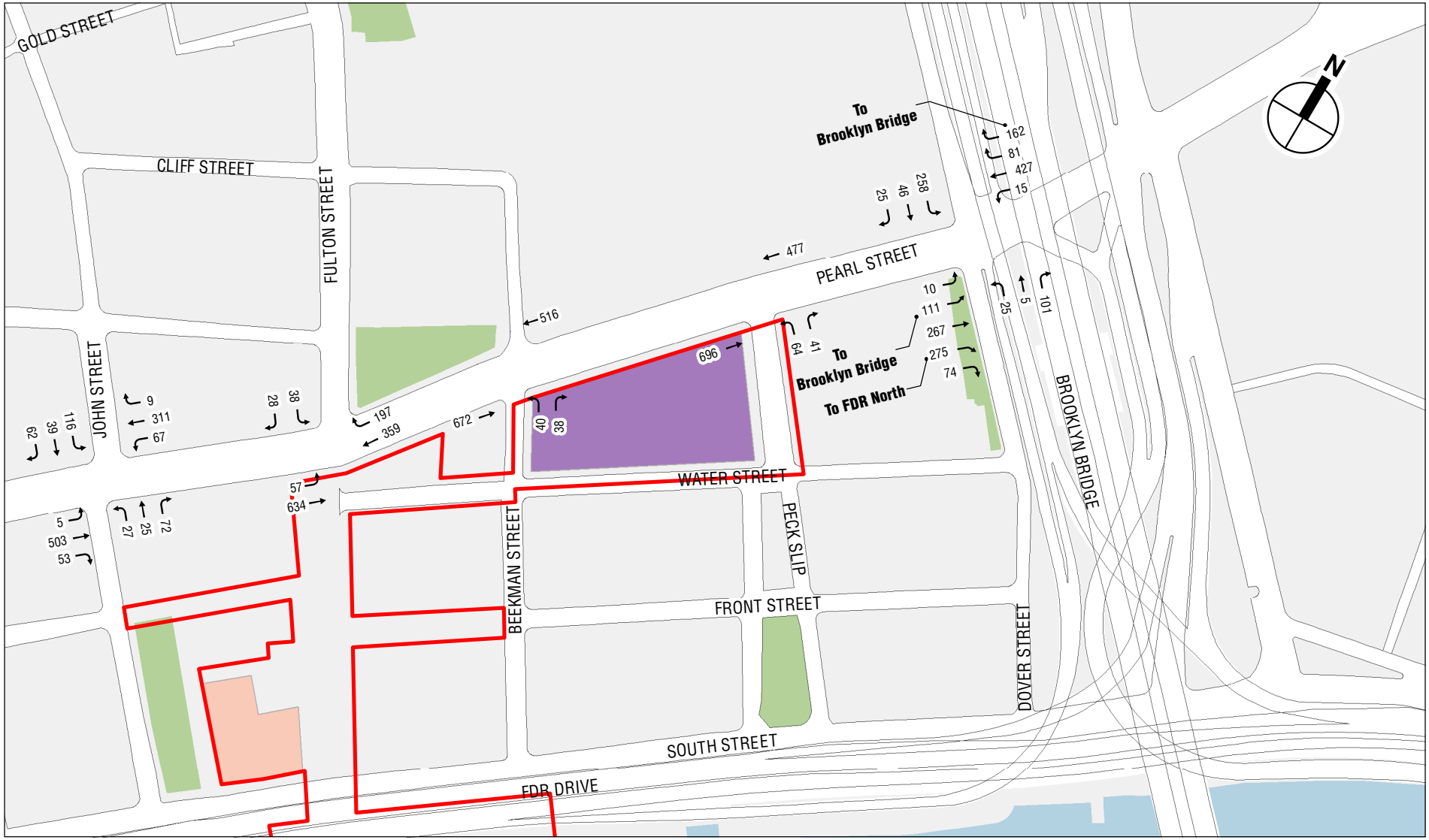
Museum Site

2026 With Action Traffic Volumes
Saturday Midday Departure Peak Hour

250 WATER STREET

Figure 18-48

This figure is new for the FEIS



Project Area

Development Site

Museum Site

2026 With Action Traffic Volumes
Saturday Evening Arrival Peak Hour

250 WATER STREET

Figure 18-49

Action traffic volumes are constructed by layering on top of the No Action condition traffic volumes the incremental vehicle trips shown in **Figures 18-29 through 18-31**. A summary of the 2026 With Action condition traffic analysis results is presented in **Table 18-15**.

Table 18-15
2026 With Action Condition Traffic Analysis Results—Saturday

Level of Service	Analysis Peak Hours		
	Midday Arrival	Midday Departure	Evening Arrival
Signalized Intersections			
Lane Groups at LOS A/B/C	16	15	17
Lane Groups at LOS D	2	2	1
Lane Groups at LOS E	0	0	0
Lane Groups at LOS F	1	2	1
Total	19	19	19
Lane Groups with v/c > 0.90	2	2	1

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

Details on LOS, v/c ratios, and average delays are presented in **Table 18-16**. Based on impact criteria prescribed by the *CEQR Technical Manual*, the With Action condition would not result in any significant adverse traffic impacts during the Saturday midday arrival peak hour and would result in significant adverse traffic impacts at one intersection during the Saturday midday departure and evening arrival peak hours. The specific details and potential measures to mitigate these significant adverse traffic impacts are discussed below.

Table 18-16
2026 No Action and With Action Conditions LOS Analysis—Saturday

	Midday Arrival								Midday Departure								Evening Arrival							
	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
Water Street and John Street																								
EB	LTR	0.44	13.3	B	LTR	0.46	13.6	B	LTR	0.54	14.8	B	LTR	0.55	15.0	B	LTR	0.47	13.7	B	LTR	0.48	13.9	B
WB	LTR	0.41	13.0	B	LTR	0.42	13.1	B	LTR	0.55	15.3	B	LTR	0.57	15.7	B	LTR	0.37	12.6	B	LTR	0.38	12.7	B
NB	LTR	0.29	23.4	C	LTR	0.36	24.7	C	LTR	0.38	25.2	C	LTR	0.43	26.5	C	LTR	0.39	25.4	C	LTR	0.42	26.0	C
SB	LTR	0.33	24.6	C	LTR	0.41	26.4	C	LTR	0.41	26.3	C	LTR	0.48	28.5	C	LTR	0.74	39.7	D	LTR	0.82	48.2	D+
Water Street and Fulton Street																								
EB	LT	0.69	21.0	C	LT	0.74	22.7	C	LT	0.78	24.5	C	LT	0.83	27.3	C	LT	0.68	20.3	C	LT	0.72	21.5	C
WB	TR	0.55	17.5	B	TR	0.57	17.8	B	TR	0.72	21.6	C	TR	0.76	23.2	C	TR	0.51	16.7	B	TR	0.53	17.0	B
SB	LR	0.68	39.3	D	LR	0.68	39.8	D	LR	0.81	49.9	D	LR	0.82	51.1	D	LR	0.25	27.7	C	LR	0.25	27.7	C
Pearl Street and Beekman Street																								
EB	T	0.43	12.0	B	T	0.47	12.4	B	T	0.53	13.3	B	T	0.55	13.7	B	T	0.44	12.1	B	T	0.47	12.5	B
WB	T	0.38	11.5	B	T	0.39	11.6	B	T	0.42	12.0	B	T	0.43	12.1	B	T	0.35	11.1	B	T	0.36	11.2	B
NB	LR	0.48	35.7	D	LR	0.46	35.3	D	LR	0.51	37.1	D	LR	0.59	40.6	D	LR	0.38	32.4	C	LR	0.39	32.8	C
Pearl Street and Peck Slip																								
EB	T	0.50	13.5	B	T	0.53	13.9	B	T	0.58	14.8	B	T	0.64	15.8	B	T	0.50	13.4	B	T	0.51	13.7	B
WB	T	0.33	11.4	B	T	0.34	11.6	B	T	0.39	12.1	B	T	0.40	12.2	B	T	0.31	11.3	B	T	0.33	11.5	B
NB	L	0.22	28.1	C	L	0.27	29.1	C	L	0.24	28.5	C	L	0.31	30.0	C	L	0.17	27.2	C	L	0.23	28.1	C
	R	0.15	27.1	C	R	0.15	27.2	C	R	0.23	28.7	C	R	0.23	28.8	C	R	0.18	27.5	C	R	0.19	27.7	C
Pearl Street and Dover Street																								
EB	LTR	0.86	24.1	C	LTR	0.92	30.2	C	LTR	1.04	57.0	E	LTR	1.13	88.4	F+	LTR	0.82	21.7	C	LTR	0.87	25.4	C
WB	LTR	0.42	10.4	B	LTR	0.43	10.6	B	LTR	0.57	12.7	B	LTR	0.58	12.8	B	LTR	0.55	12.2	B	LTR	0.56	12.4	B
NB	LTR	0.46	30.2	C	LTR	0.47	30.3	C	LTR	0.51	31.2	C	LTR	0.51	31.2	C	LTR	0.37	28.1	C	LTR	0.37	28.1	C
SB	L	1.09	110.9	F	L	1.09	110.9	F	L	1.07	95.7	F	L	1.07	95.7	F	L	0.99	84.3	F	L	0.99	84.3	F
	TR	0.30	27.1	C	TR	0.31	27.1	C	TR	0.41	29.1	C	TR	0.41	29.1	C	TR	0.23	25.7	C	TR	0.23	25.7	C

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

- Eastbound approach at the Pearl Street and Dover Street intersection would deteriorate from LOS E (v/c ratio of 1.04 and 57.0 spv of delay) to LOS F (v/c ratio of 1.13 and 88.4 spv of delay), an increase in delay of more than 4 seconds during the midday departure peak hour. This projected increase in delay constitutes a significant adverse impact; and

- Southbound approach at the Water Street and John Street intersection would deteriorate within LOS D (from a v/c ratio of 0.74 and 39.7 spv of delay to a v/c ratio of 0.82 and 48.2 spv of delay), an increase in delay of more than 5 seconds during the evening arrival peak hour. This projected increase in delay constitutes a significant adverse impact.

The projected significant adverse traffic impacts are summarized in **Table 18-17**.

Table 18-17
Summary of Significant Adverse Traffic Impacts
2026 With Action Condition—Saturday

Intersection		Midday Arrival Peak Hour	Midday Departure Peak Hour	Evening Arrival Peak Hour
EB/WB Street	NB/SB Street			
Water Street	John Street			SB-LTR
Pearl Street	Dover Street		EB-LTR	
Total Impacted Intersections/Lane Groups		**0/0**	**1/1**	**1/1**

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

Detailed Pedestrian Analysis

Existing Conditions

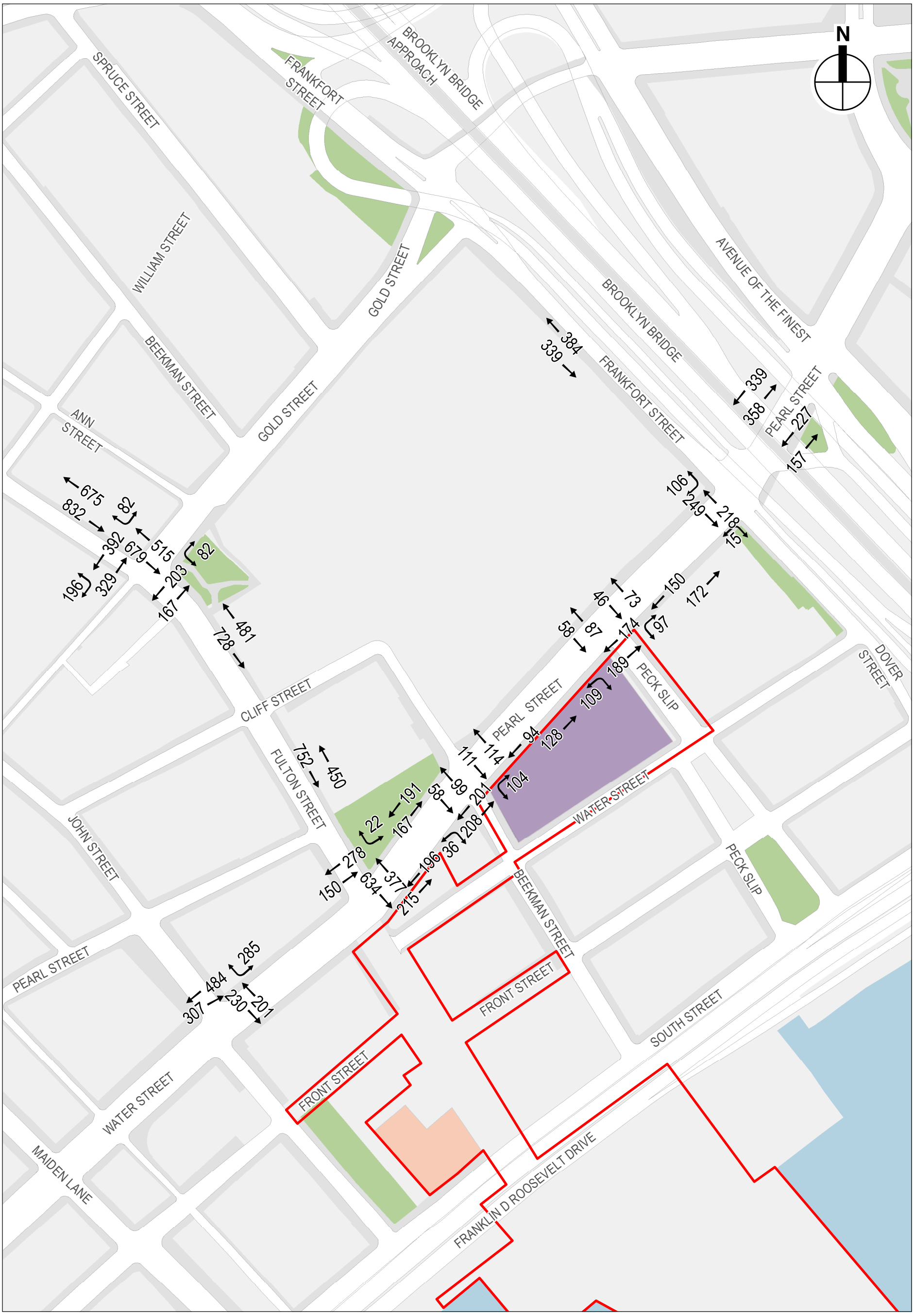
Pedestrian data were collected in June 2021 in accordance with procedures outlined in the *CEQR Technical Manual* during the same Saturday hours as for traffic. As with traffic, the collected pedestrian data were compared and calibrated against historical data to develop appropriate 2021 baseline volumes for use in the analysis.

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, 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 18-50 through 18-52**. A summary of the existing conditions pedestrian analysis results is presented in **Table 18-18**.

This figure is new for the FEIS

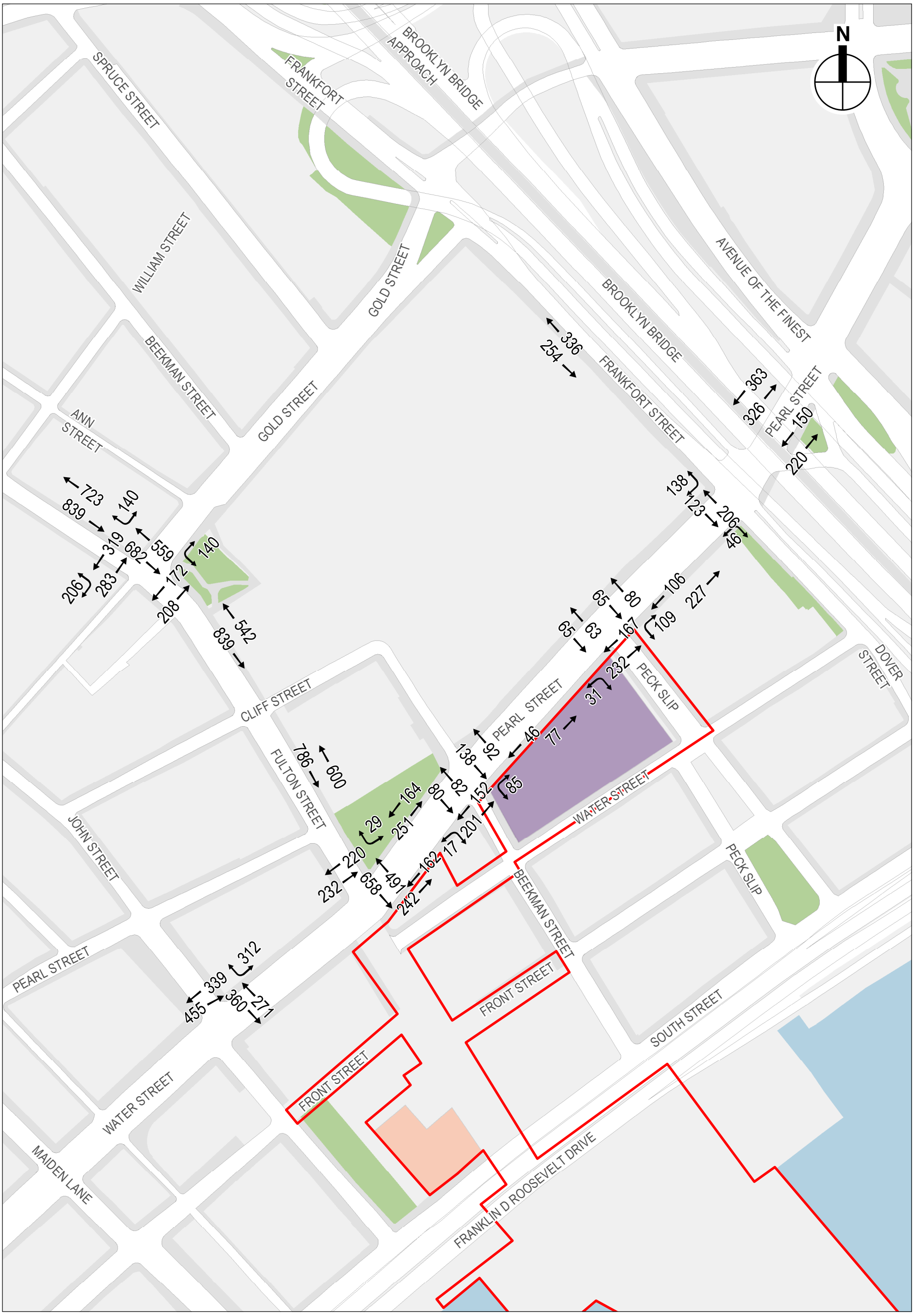


2021 Existing Pedestrian Volumes
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-50

This figure is new for the FEIS



Project Area

Development Site

Museum Site

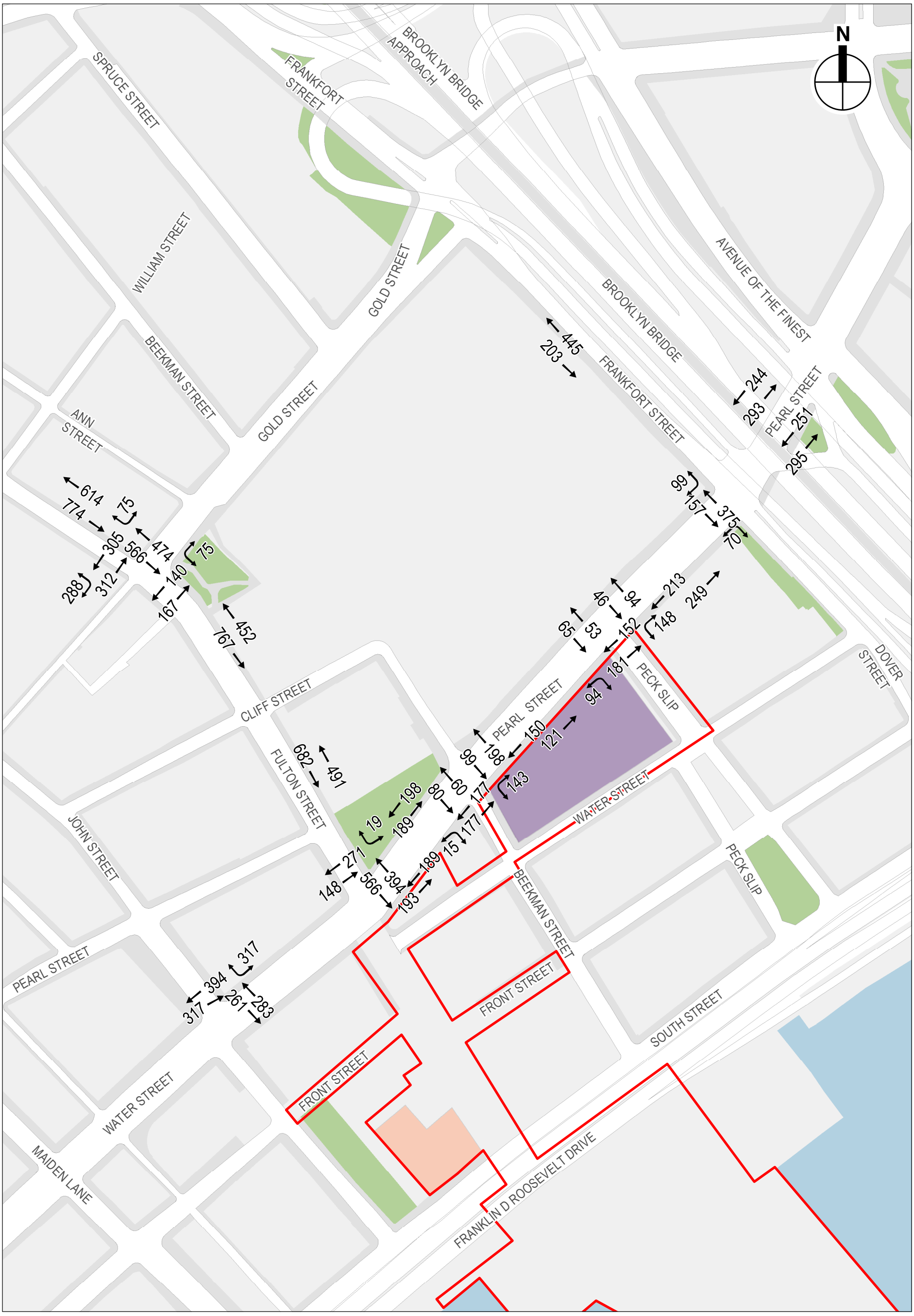
0 400 FEET

2021 Existing Pedestrian Volumes
Saturday Midday Departure Peak Hour

250 WATER STREET

Figure 18-51

10.5.21



Project Area

Development Site

Museum Site

0 400 FEET

2021 Existing Pedestrian Volumes
Saturday Evening Arrival Peak Hour

Table 18-18
Existing Conditions Pedestrian Analysis Results—Saturday

Level of Service	Analysis Peak Hours		
	Midday Arrival	Midday Departure	Evening Arrival
Sidewalks			
Sidewalks at LOS A/B/C	2	2	2
Sidewalks at LOS D	0	0	0
Sidewalks at LOS E	0	0	0
Sidewalks at LOS F	0	0	0
Total	2	2	2
Corner Reservoirs			
Corners at LOS A/B/C	5	5	5
Corners at LOS D	0	0	0
Corners at LOS E	0	0	0
Corners at LOS F	0	0	0
Total	5	5	5
Crosswalks			
Crosswalks at LOS A/B/C	1	1	1
Crosswalks at LOS D	0	0	0
Crosswalks at LOS E	0	0	0
Crosswalks at LOS F	0	0	0
Total	1	1	1

Note: LOS = Level of service

The detailed sidewalk, corner reservoir, and crosswalk analysis summary tables are presented in **Tables 18-19 through 18-21**. All sidewalk, corner reservoir, and crosswalk analysis locations currently operate at LOS B or better.

Table 18-19
Existing Conditions: Sidewalk Analysis—Saturday

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Midday Arrival Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	4.5	222	0.79	231.3	B
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	411	0.77	121.5	B
Midday Departure Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	4.5	123	0.80	419.7	B
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	404	0.84	133.6	B
Evening Arrival Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	4.5	271	0.70	167.1	B
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	382	0.79	133.7	B

Note:
SFP = square feet per pedestrian

Table 18-20
Existing Conditions: Corner Analysis—Saturday

Location	Corner	Midday Arrival Peak Hour		Midday Departure Peak Hour		Evening Arrival Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS
Pearl Street and Peck Slip	Northeast	233.7	A	248.7	A	235.4	A
	Southeast	156.4	A	197.6	A	168.9	A
Pearl Street and Beekman Street	Northeast	219.4	A	240.5	A	181.1	A
	Southeast	212.8	A	244.6	A	245.1	A
Pearl Street / Water Street and Fulton Street	Northwest	51.2	B	46.6	B	61.6	A

Note: SFP = square feet per pedestrian

Table 18-21
Existing Conditions: Crosswalk Analysis—Saturday

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	Two-way Peak Hour Volume	SFP	LOS
Midday Arrival Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	409	112.1	A
Midday Departure Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	353	122.1	A
Evening Arrival Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	354	121.9	A

Note: SFP = square feet per pedestrian

No Action Conditions

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 same 13 No Build projects as the Proposed Project and the incremental trips generated by the as-of-right development on the Development Site (see **Figures 18-32 through 18-34**) have also been added to determine the No Action condition pedestrian volumes. The total No Action peak hour pedestrian volumes for the Saturday midday arrival, midday departure, and evening arrival peak periods are presented in **Figures 18-53 through 18-55**.

Street-Level Pedestrian Operations

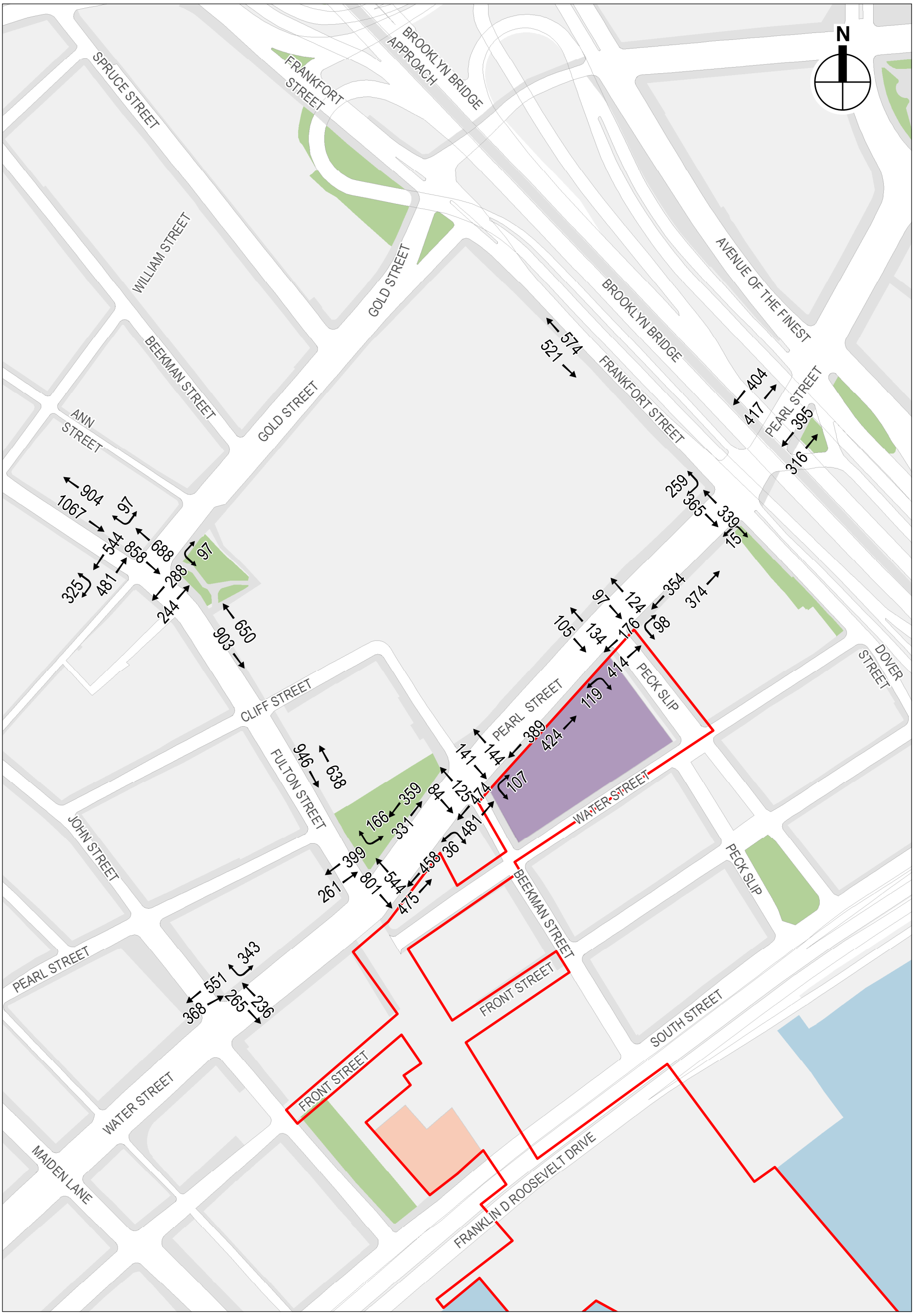
A summary of the 2026 No Action condition pedestrian analysis results is presented in **Table 18-22**.

Table 18-22
2026 No Action Condition Pedestrian Analysis Results—Saturday

Level of Service	Analysis Peak Hours		
	Midday Arrival	Midday Departure	Evening Arrival
Sidewalks			
Sidewalks at LOS A/B/C	2	2	2
Sidewalks at LOS D	0	0	0
Sidewalks at LOS E	0	0	0
Sidewalks at LOS F	0	0	0
Total	2	2	2
Corner Reservoirs			
Corners at LOS A/B/C	5	5	5
Corners at LOS D	0	0	0
Corners at LOS E	0	0	0
Corners at LOS F	0	0	0
Total	5	5	5
Crosswalks			
Crosswalks at LOS A/B/C	1	1	1
Crosswalks at LOS D	0	0	0
Crosswalks at LOS E	0	0	0
Crosswalks at LOS F	0	0	0
Total	1	1	1

Note: LOS = Level of service

This figure is new for the FEIS

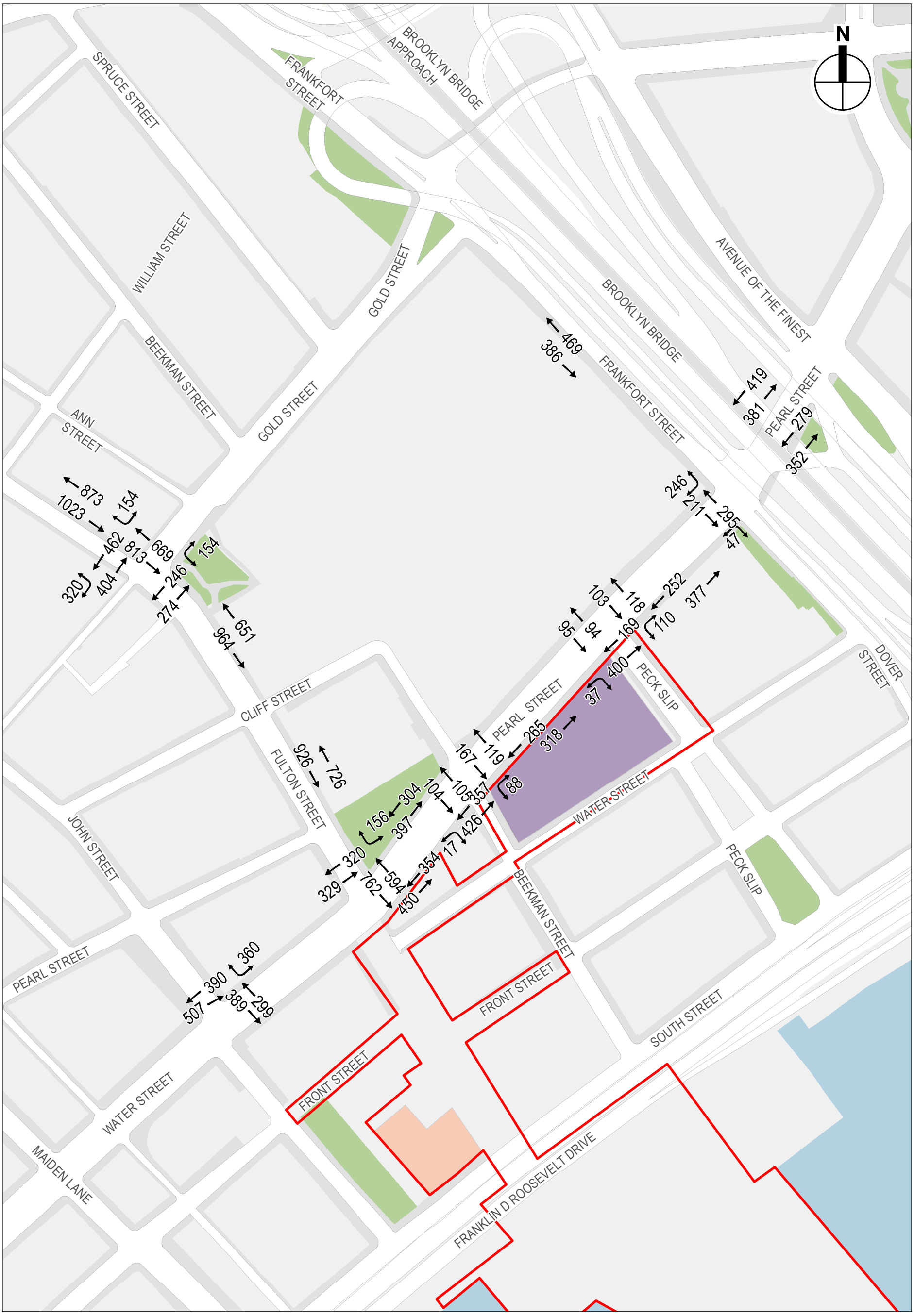


2026 No Action Pedestrian Volumes
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-53

This figure is new for the FEIS

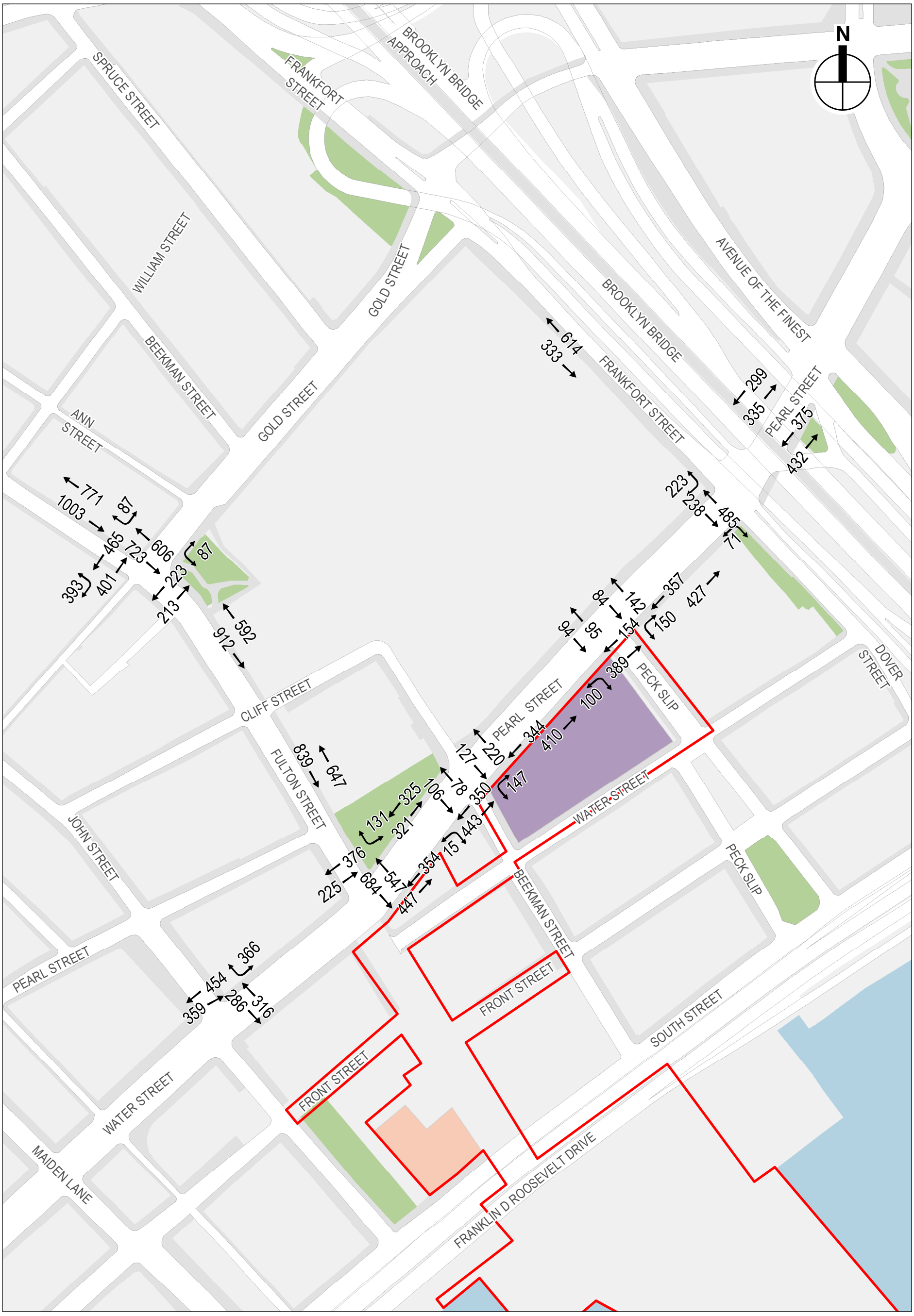


2026 No Action Pedestrian Volumes
Saturday Midday Departure Peak Hour

250 WATER STREET

Figure 18-54

This figure is new for the FEIS



Project Area

Development Site

Museum Site

0 400 FEET

2026 No Action Pedestrian Volumes
Saturday Evening Arrival Peak Hour

250 WATER STREET

Figure 18-55

As shown in **Tables 18-23 to 18-25**, all sidewalk, corner reservoir, and crosswalk analysis locations will operate at LOS C or better.

Table 18-23
No Action Conditions: Sidewalk Analysis—Saturday

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Midday Arrival Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	9.5	624	0.79	173.6	B
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	617	0.77	80.6	C
Midday Departure Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	9.5	583	0.80	186.7	B
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	804	0.84	66.6	C
Evening Arrival Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	9.5	730	0.70	130.8	B
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	655	0.79	77.6	C
Note: SFP = square feet per pedestrian						

Table 18-24
No Action Conditions: Corner Analysis—Saturday

Location	Corner	Midday Arrival Peak Hour		Midday Departure Peak Hour		Evening Arrival Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS
Pearl Street and Peck Slip	Northeast	129.3	A	181.4	A	260.9	A
	Southeast	66.7	A	135.8	A	145.3	A
Pearl Street and Beekman Street	Northeast	147.9	A	136.7	A	172.2	A
	Southeast	154.3	A	125.5	A	154.9	A
Pearl Street / Water Street and Fulton Street	Northwest	88.2	A	32.4	C	57.6	B
Note: SFP = square feet per pedestrian							

Table 18-25
No Action Conditions: Crosswalk Analysis—Saturday

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	Two-way Peak Hour Volume	SFP	LOS
Midday Arrival Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	678	65.6	A
Midday Departure Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	783	51.4	B
Evening Arrival Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	625	65.8	A
Note: SFP = square feet per pedestrian						

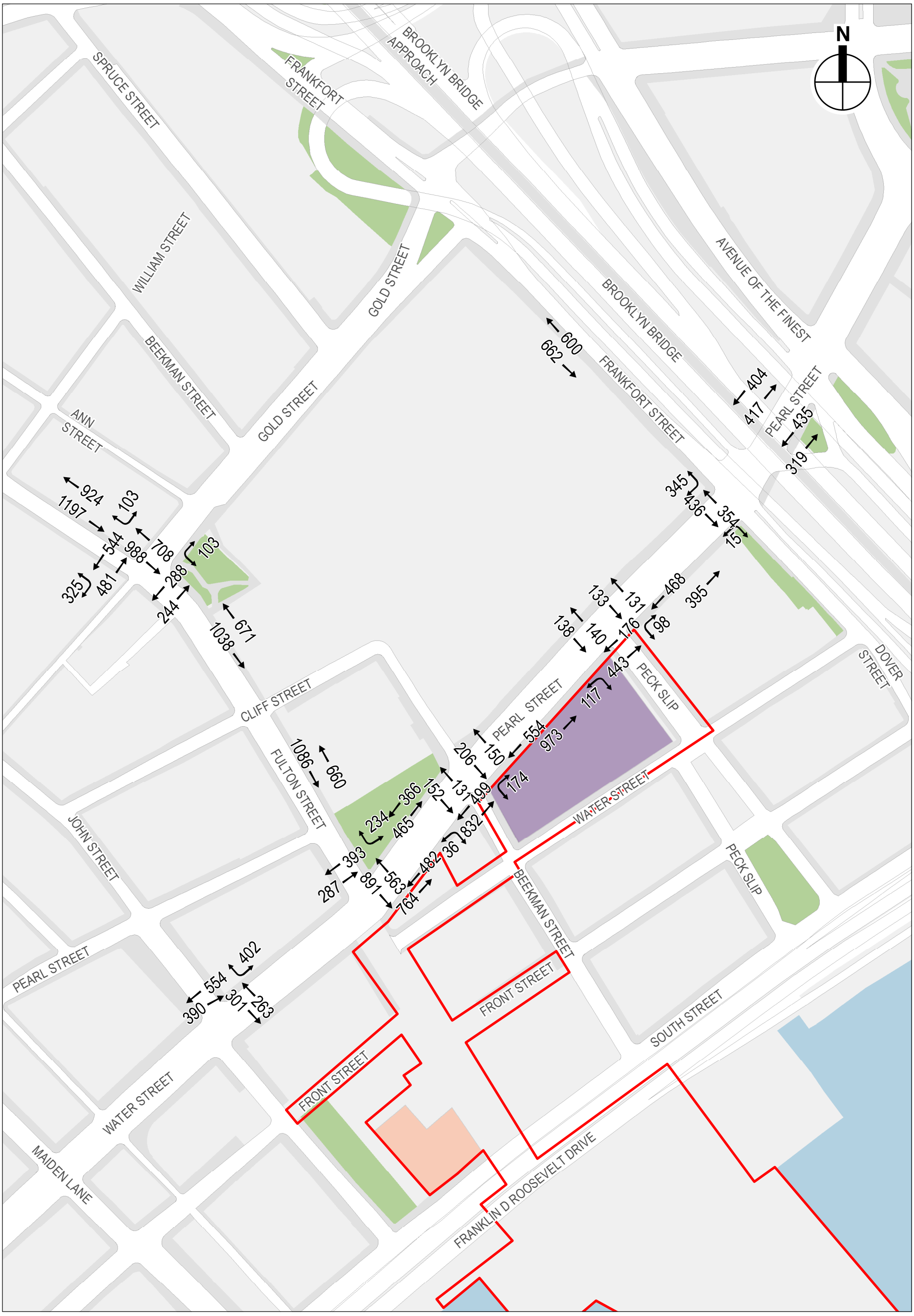
With Action Conditions

The hourly incremental pedestrian volumes, presented above in **Figures 18-38 through 18-40**, were added to the projected 2026 No Action volumes to generate the 2026 With Action pedestrian volumes for analysis (see **Figures 18-56 through 18-58**).

Street-Level Pedestrian Operations

A summary of the 2026 With Action condition pedestrian analysis results is presented in **Table 18-26**. Details on SFP and level-of-service are presented in **Tables 18-27 to 18-29**.

This figure is new for the FEIS

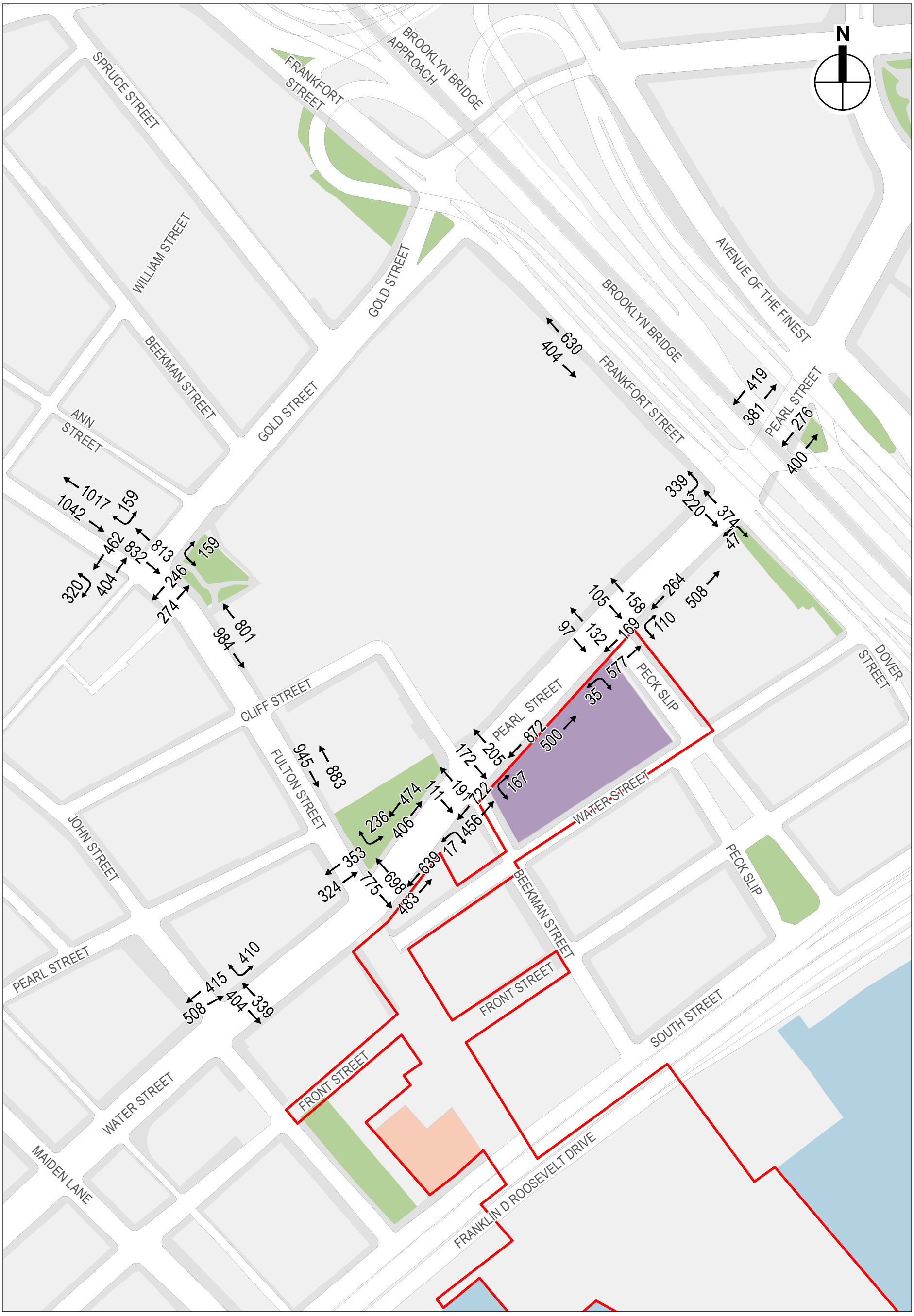


2026 With Action Pedestrian Volumes
Saturday Midday Arrival Peak Hour

250 WATER STREET

Figure 18-56

This figure is new for the FEIS

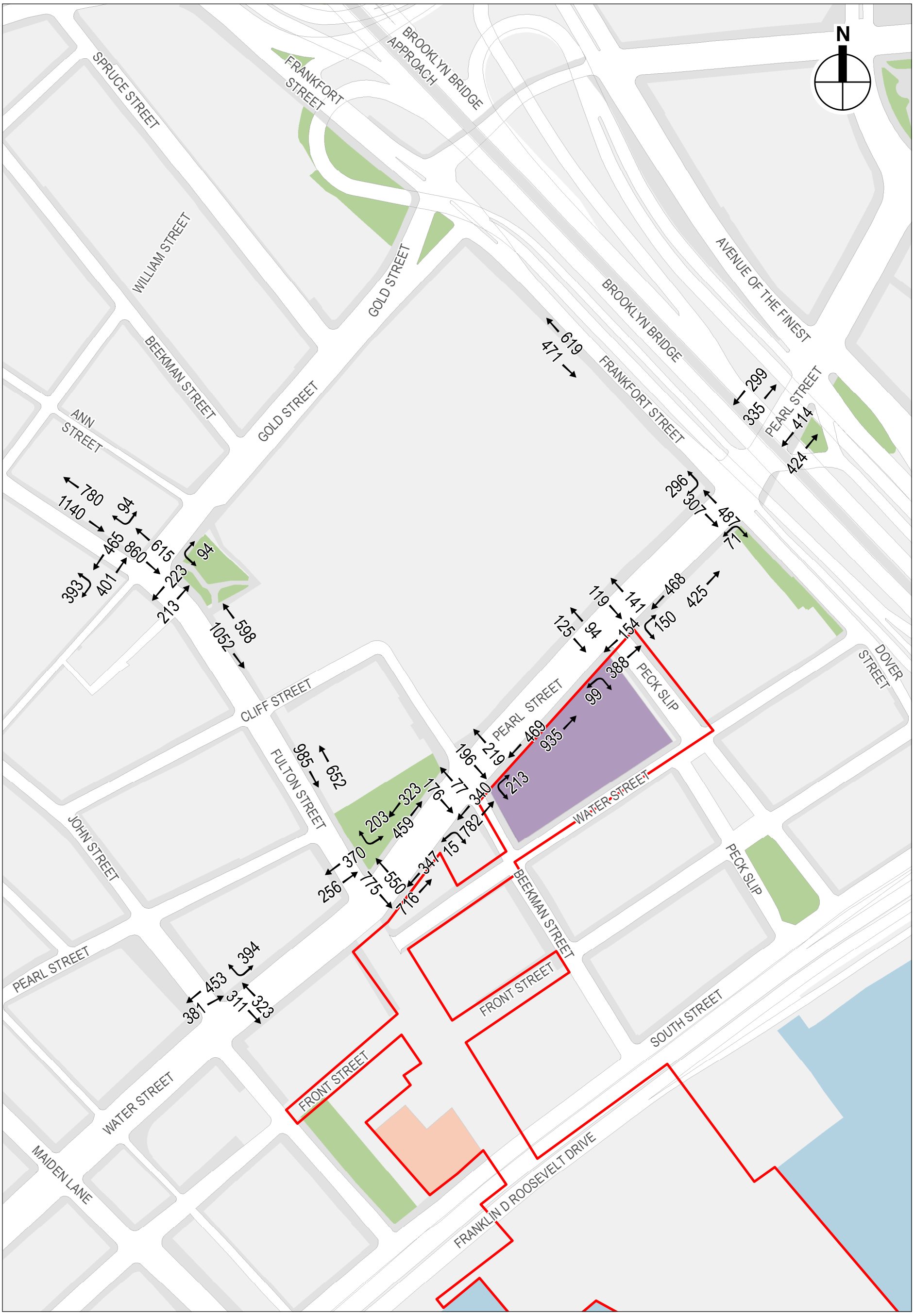


2026 With Action Pedestrian Volumes
Saturday Midday Departure Peak Hour

250 WATER STREET

Figure 18-57

This figure is new for the FEIS



Project Area

Development Site

Museum Site

0 400 FEET

2026 With Action Pedestrian Volumes
Saturday Evening Arrival Peak Hour

250 WATER STREET

Figure 18-58

Table 18-26
2026 With Action Condition Pedestrian Analysis Results—Saturday

Level of Service	Analysis Peak Hours		
	Midday Arrival	Midday Departure	Evening Arrival
Sidewalks			
Sidewalks at LOS A/B/C	1	2	2
Sidewalks at LOS D	1	0	0
Sidewalks at LOS E	0	0	0
Sidewalks at LOS F	0	0	0
Total	2	2	2
Corner Reservoirs			
Corners at LOS A/B/C	5	5	5
Corners at LOS D	0	0	0
Corners at LOS E	0	0	0
Corners at LOS F	0	0	0
Total	5	5	5
Crosswalks			
Crosswalks at LOS A/B/C	1	1	1
Crosswalks at LOS D	0	0	0
Crosswalks at LOS E	0	0	0
Crosswalks at LOS F	0	0	0
Total	1	1	1

Note: LOS = Level of service

Table 18-27
With Action Conditions: Sidewalk Analysis—Saturday

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Midday Arrival Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	9.5	1527	0.79	70.4	C
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	1246	0.77	39.1	D
Midday Departure Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	9.5	1372	0.80	78.9	C
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	1122	0.84	47.3	C
Evening Arrival Peak Hour						
East sidewalk along Pearl Street between Peck Slip and Beekman Street	**East**	9.5	1380	0.70	68.7	C
East sidewalk along Pearl Street between Beekman Street and Fulton Street	**East**	4.5	1063	0.79	47.2	C

Note:
SFP = square feet per pedestrian

Table 18-28
With Action Conditions: Corner Analysis—Saturday

Location	Corner	Midday Arrival Peak Hour		Midday Departure Peak Hour		Evening Arrival Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS
Pearl Street and Peck Slip	Northeast	129.3	A	145.6	A	155.4	A
	Southeast	66.7	A	104.3	A	106.2	A
Pearl Street and Beekman Street	Northeast	147.9	A	86.7	A	82.9	A
	Southeast	154.3	A	82.7	A	84.9	A
Pearl Street / Water Street and Fulton Street	Northwest	88.2	A	28.9	C	33.7	C

Note: SFP = square feet per pedestrian

Table 18-29
With Action Conditions: Crosswalk Analysis—Saturday

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	Two-way Peak Hour Volume	SFP	LOS
Midday Arrival Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	1331	28.7	C
Midday Departure Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	1178	32.3	C
Evening Arrival Peak Hour						
Pearl Street and Beekman Street	East	26.0	11.5	1122	32.4	C

Note: SFP = square feet per pedestrian

Based on the *CEQR Technical Manual* sliding scale impact thresholds, the Theater Option would not result in any significant adverse pedestrian impacts.

Vehicular and Pedestrian Safety Assessment

As discussed above, two additional intersections, Water Street and Fulton Street and Water Street and John Street, were selected for quantified analysis for the Theater Option. Similar to the assessment previously prepared for the Proposed Project, crash data for these two 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 17 reportable and non-reportable crashes, zero fatalities, 19 injuries, and 10 pedestrian/bicyclist-related crashes occurred at the two intersections. A rolling yearly total of crash data identifies neither of these intersections as high crash locations. **Table 18-30** 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 18-30
Crash Data Summary

Intersection		Study Period						Crashes by Year						
		All Crashes by Year			All Crashes Highest 12-Month Rolling	Total Fatalities	Total Injuries	Pedestrian			Bicycle			Pedestrian + Bicycle 12-Month Rolling Maximum
North–South Roadway	East–West Roadway	2015	2016	2017				2015	2016	2017	2015	2016	2017	
Fulton Street	Water Street	4	2	2	4	0	11	1	0	0	0	1	1	2
John Street	Water Street	3	3	3	5	0	8	2	1	2	0	1	1	4

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

Parking Assessment

As discussed in Chapter 11, "Transportation," there are 16 off-street facilities with a total capacity of approximately 1,500 spaces within ¼-mile radius of the Development and Museum Sites and on-street parking is historically at or near full utilization in the area. As discussed above, the Theater Option would reduce the on-site parking capacity by 50 spaces, as compared to the

previously proposed project. An assessment of the parking supply for the No Action and With Action conditions for Saturday were prepared to inform on the magnitude of the on-site shortfall.

No Action Condition

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. As with the previously proposed project, 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 18-31**, 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 18-31
Saturday Parking Demand – 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	120
07 AM–08 AM	0	0	116	117
08 AM–09 AM	0	0	104	113
09 AM–10 AM	0	0	97	108
10 AM–11 AM	2	0	93	102
11 AM–12 PM	2	0	92	95
12 PM–01 PM	2	0	92	88
01 PM–02 PM	2	0	92	88
02 PM–03 PM	2	0	92	91
03 PM–04 PM	2	0	93	95
04 PM–05 PM	2	0	95	97
05 PM–06 PM	2	0	103	99
06 PM–07 PM	2	0	108	103
07 PM–08 PM	1	0	114	110
08 PM–09 PM	0	0	116	116
09 PM–10 PM	0	0	118	121
10 PM–11 PM	0	0	120	121
11 PM–12 AM	0	0	121	121

With Action Condition

The Theater Option would include 58 accessory parking spaces on the Development Site. As shown in **Table 18-32**, the parking demand generated by the Theater Option at the Development Site would exceed the on-site capacity throughout the entire day, with a peak parking demand of 220 during the nighttime hours, resulting in an on-site shortfall of up to 162 spaces. The peak parking demand generated by the Museum Site would be nine during the midday period. Similar to the Proposed Project, 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 Theater Option 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.

Table 18-32
Saturday Parking Demand – With Action Condition

Hour	Local Retail	Theater	Residential	Total On-Site Demand (Development Site)	Museum (Off-Site)
12 AM–01 AM	0	0	161	161	0
01 AM–02 AM	0	0	161	161	0
02 AM–03 AM	0	0	161	161	0
03 AM–04 AM	0	0	161	161	0
04 AM–05 AM	0	0	161	161	0
05 AM–06 AM	0	0	161	161	0
06 AM–07 AM	0	0	160	160	0
07 AM–08 AM	0	0	155	155	0
08 AM–09 AM	0	0	149	149	0
09 AM–10 AM	0	0	142	142	3
10 AM–11 AM	1	0	133	134	6
11 AM–12 PM	1	0	123	124	7
12 PM–01 PM	1	9	112	122	9
01 PM–02 PM	1	60	112	173	3
02 PM–03 PM	1	60	116	177	4
03 PM–04 PM	1	60	119	180	5
04 PM–05 PM	1	0	122	123	5
05 PM–06 PM	1	0	126	127	4
06 PM–07 PM	1	9	133	143	2
07 PM–08 PM	1	60	144	205	0
08 PM–09 PM	1	60	153	214	0
09 PM–10 PM	0	60	160	220	0
10 PM–11 PM	0	0	161	161	0
11 PM–12 AM	0	0	161	161	0

AIR QUALITY

Neither the Reduced Impact Alternative nor the previously proposed project would result in significant adverse air quality impacts.

In either case, the maximum hourly incremental traffic volumes generated would not exceed the *CEQR Technical Manual* thresholds for carbon monoxide (CO) or particulate matter (PM). Either the Reduced Impact Alternative or the previously proposed project would have an approximately 108-space accessory parking garage, and in either case the emissions from vehicles using the parking facility would not result in any significant adverse air quality impacts.

No potential significant adverse air quality impacts would result from the heating and hot water systems on either the Development Site or the Museum Site. For either the Reduced Impact Alternative or the previously proposed project, an (E) Designation (E-621) would be applied to the Development Site (Block 98, Lot 1), and an equivalent mechanism would be placed on the Museum Site (Block 74, Lot 1) to ensure that there would be no significant adverse air quality impacts from fossil fuel-fired heat and hot water systems emissions. Based on further analysis, it was confirmed that the minimum stack height for the Reduced Impact Alternative would be 327 feet. With the Theater Option, the total size of the development would be the same, and while there would be a slightly different mix of uses, emissions would be very similar, therefore concentrations would be very similar to those predicted for the Reduced Impact Alternative without the Theater Option.

Other conditions related to air quality would be the same for either the Reduced Impact Alternative or the previously proposed project, and there would be no significant adverse air quality impacts in either case.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Because the Reduced Impact Alternative would be somewhat smaller than the previously proposed project, building energy use and vehicle miles traveled would also be lower, with approximately eight thousand metric tons of carbon dioxide equivalent (CO_2e) emissions per year in 2026 compared to approximately ten thousand with the previously proposed project. Total GHG emissions associated with construction, including direct emissions and upstream emissions associated with construction materials, would be about the same at approximately 23 thousand metric tons. While the mix of uses under the Theater Option would be slightly different, the total level of development would remain the same and therefore emissions are expected to be similar.

Both the previously proposed project and the Reduced Impact Alternative would target energy efficiency measures, the inclusion of renewable energy, and carbon emission reductions in line with the City's goals.

New construction on the Development and Museum Sites with either the Reduced Impact Alternative or the previously proposed project would be designed to provide flood resilience and the designs would be adaptive such that enhancements could be implemented in the future to further protect uses.

Overall, either the Reduced Impact Alternative or the previously proposed project would be consistent with the City's emissions reduction goals; would incorporate flood resilience measures to address flood risk through the 2050s and, as necessary, any adaptations for end-or-century potential flood elevations; and would not have the potential to increase flood risk to of adjacent properties.

NOISE

As with the previously proposed project, there would be no significant adverse noise impacts with operation of the Reduced Impact Alternative, as neither would generate sufficient traffic to cause a significant mobile source noise impact. The volume of vehicular traffic traveling to and from the Reduced Impact Alternative, including with the theater, would be lower than the project-generated traffic volumes used for the analysis of noise from mobile sources as described in Chapter 14, "Noise," and would also not increase the total maximum volume of vehicular traffic traveling to and from the project site during any peak period. Consequently, the Reduced Impact Alternative, including the proposed theater, would not generate traffic volumes that have the potential to cause a significant noise impact (i.e., it would not result in a doubling of noise passenger car equivalents [Noise PCEs], which is necessary to cause a perceptible increase in noise levels).

All buildings mechanical systems (i.e., HVAC systems) would be designed to meet all applicable noise regulations and to avoid producing levels that would result in any significant increase in ambient noise levels. Similarly, a potential theater would be designed to meet all applicable noise regulations for commercial music (i.e., Subchapter 5, §24-231 of the New York City Noise Control Code) and mechanical equipment (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the Reduced Impact

Alternative, including the proposed Theater Option, would not result in any significant adverse noise impacts associated with stationary sources of noise.

Due to existing high levels of ambient noise in the area, either the Reduced Impact Alternative or the previously proposed project would require a level of window-wall attenuation to ensure that interior noise levels meet CEQR criteria at all new construction. For either the Reduced Impact Alternative or the previously proposed project, an (E) Designation (E-621) would be applied to the Development Site (Block 98, Lot 1), and an equivalent mechanism would be placed on the Museum Site (Block 74, Lot 1) to require appropriate window/wall attenuation and ensure that there would be no significant adverse noise impacts.

PUBLIC HEALTH

Neither the Reduced Impact Alternative nor the previously proposed project would result in significant adverse impacts to public health. The respective analyses show that there would not be significant unmitigated adverse impacts in any of the relevant technical such as air quality, water quality, hazardous materials, and operational noise.

NEIGHBORHOOD CHARACTER

Overall, neither the Reduced Impact Alternative nor the previously proposed project would result in a significant adverse impact to neighborhood character.

Unlike the previously proposed project, the Reduced Impact Alternative would not result in a significant adverse impact to one of the area's defining characteristics—historic resources. As noted above and described in Chapter 6, "Historic and Cultural Resources," the previously proposed project would be expected to result in significant adverse impacts in the context of the surrounding South Street Seaport Historic District. With the previously proposed project, a new building on the Development Site developed to the maximum building envelope (e.g., up to a maximum height of 395 feet) would have the potential to result in significant adverse contextual impacts to historic resources. The reduced height, proportion, and massing of the building on the Development Site under this alternative have been determined appropriate by LPC, whereas those of previously proposed project were not. The maximum building envelope assumed for this alternative would be significantly smaller compared to that of the previously proposed project and would not have the same significant impacts on the surrounding area.

However, in either case there is not expected to be a significant adverse impact on neighborhood character. Neither the Reduced Impact Alternative nor the previously proposed project are expected to substantially alter the character of the neighborhood but would likely have beneficial effects on a number of the defining features of the neighborhood. While either the Reduced Impact Alternative or the previously proposed project would result in significant adverse impacts to open space, shadows, and transportation, these effects would not be of such a degree that they would result in significant adverse impacts to neighborhood character. Similarly, neither is expected to result in a combination of moderate effects to several elements that could cumulatively impact neighborhood character.

Either the Reduced Impact Alternative or the previously proposed project would support ongoing efforts to revitalize and activate the South Street Seaport neighborhood, with a new mixed-use building on the currently underused Development Site and the restoration, reopening, and potential expansion of the Museum.

Either the Reduced Impact Alternative or the previously proposed project would be expected to sustain and enhance the South Street Seaport neighborhood as a major destination for New Yorkers and visitors to the region alike and would not result in any significant adverse impacts to neighborhood character.

CONSTRUCTION

As described above, the approximately 680,500 gsf and 395-foot-tall development for the previously proposed project would be reduced to approximately 616,500 gsf and 324-foot tall under the Reduced Impact Alternative. Neither the previously proposed project nor the Reduced Impact Alternative would result in significant adverse construction impacts with respect to land use and neighborhood character, socioeconomic conditions, community facilities, historic and cultural resources, hazardous materials, water and sewer infrastructure, air quality, or vibration.

With regards to transportation, since the Reduced Impact Alternative would result in the construction of a smaller development as compared to the previously proposed project, the potential construction transportation impact under the Reduced Impact Alternative is expected to be comparable to or less than that identified for the previously proposed project, where one intersection (Pearl Street and Dover Street), was identified to have the potential for significant adverse traffic impacts during construction.

The most noise-intensive construction activity (i.e., impact pile driving) would occur with either the previously proposed project or the Reduced Impact Alternative. Additionally, the duration of below-grade and at-grade construction activity under this alternative would be comparable to or minimally shorter than that with the previously proposed project. Therefore, the potential significant adverse construction noise impacts identified with the previously proposed project would also be expected to occur under the Reduced Impact Alternative, including those at the South Street Seaport Museum, 1 Peck Slip (P.S. 343), the Pearl Street Playground, the north-facing residential and school receptors along Water Street between Beekman Street and Peck Slip, the residential receptors at 100 Beekman Street (Southbridge Towers), 299 Pearl Street (Southbridge Towers), 333 Pearl Street (Southbridge Towers), 49 Fulton Street, 117 Beekman Street, and at 23-33 Peck Slip.

The potential mitigation measures identified for the previously proposed project that are described in Chapter 22, "Mitigation," would also be applicable to the Reduced Impact Alternative.

MITIGATION

SHADOWS

While the Reduced Impact Alternative would reduce the extent and duration of new shadow on the Southbridge Towers complex open spaces, eliminating the significant adverse direct impact to open space identified for the previously proposed project, a significant adverse shadows impact would remain. Mitigation measures to partially offset the significant adverse impact to the Southbridge Towers complex open spaces' users and vegetation from the Reduced Impact Alternative would be the same as under the previously proposed project. The Applicant will monitor the open spaces' vegetation and replace vegetation with more shade-tolerant species, as necessary.

TRANSPORTATION

As discussed above, under the Reduced Impact Alternative, there would be no changes to the significant adverse traffic and pedestrian impacts identified for the previously proposed project. As such, the mitigation measures identified in Chapter 19, "Mitigation," would also apply to the Reduced Impact Alternative.

Reduced Impact Alternative – Theater Option

Compared to the previously proposed project and the Reduced Impact Alternative, the Theater Option would not result in any significant adverse pedestrian impacts and would result in two significant adverse traffic impacts. The projected significant adverse traffic impacts are summarized in **Table 18-33**. One mitigation measure, as shown in **Table 18-34**, is recommended for DOT consideration. If this measure is deemed infeasible and no alternative mitigation measure can be identified, then the identified significant adverse traffic impact would be unmitigated.

Table 18-33
Summary of Significant Adverse Traffic Impacts
2026 With Action Condition—Saturday

Intersection		Midday Arrival Peak Hour	Midday Departure Peak Hour	Evening Arrival Peak Hour
EB/WB Street	NB/SB Street			
Water Street	John Street			SB-LTR
Pearl Street	Dover Street		EB-LTR	
Total Impacted Intersections/Lane Groups		**0/0**	**1/1**	**1/1**
Note: L = Left Turn, T = Through, R = Right Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound				

Table 18-34
Recommended Mitigation Measures
Saturday Evening Arrival Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Water Street and John Street	EB/WB: Green = 49 s NB/SB: Green = 31 s	Shift 1 second of green time from the EB/WB phase to the NB/SB phase.	EB/WB: Green = 48 s NB/SB: Green = 32 s
Note: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Lead Pedestrian Interval			

With the implementation of the above standard traffic mitigation measure (signal timing change), which is subject to review and approval by DOT, the significant adverse traffic impact identified above could be fully mitigated at Water Street and John Street during the Saturday evening arrival peak hour. The remaining significant adverse traffic impact at Pearl Street and Dover Street during the midday departure peak hour would remain unmitigated.

A discussion of the recommended mitigation measure is provided below. **Table 18-35** compares the LOS and lane group delays for the impacted intersection under the 2026 No Action, With Action, and Mitigation conditions for the Saturday evening arrival analysis peak hour. No feasible mitigation measures were identified for the Saturday midday departure; hence, the impact for this analysis period would be unmitigated.

Water Street and John Street

The significant adverse impact at the southbound approach of this intersection during the evening arrival peak hour could be fully mitigated by shifting one second of green time from the eastbound/westbound phase to the northbound/southbound phase.

Pearl Street and Dover Street

The significant adverse impact at the eastbound approach of this intersection during the midday departure peak hour could not be mitigated.

Table 18-35
2026 No Action, With Action, and Mitigation Conditions LOS Analysis
Saturday Evening Arrival Peak Hour

	Evening Arrival											
	No Action				With Action				Mitigation			
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
Water Street and John Street												
EB	LTR	0.47	13.7	B	LTR	0.48	13.9	B	LTR	0.49	14.6	B
WB	LTR	0.37	12.6	B	LTR	0.38	12.7	B	LTR	0.39	13.4	B
NB	LTR	0.39	25.4	C	LTR	0.42	26.0	C	LTR	0.40	24.9	C
SB	LTR	0.74	39.7	D	LTR	0.82	48.2	D+	LTR	0.79	43.6	D

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

Effects of Traffic Mitigation on Pedestrian Operations

As described above, intersection operations at the Water Street and John Street intersection during the Saturday evening arrival peak hour would improve with the implementation of the recommended signal timing adjustment. A review of the effects of this change on pedestrian circulation and service levels at the intersection corners and crosswalks showed that it would not alter the conclusions made for the pedestrian impact analyses, nor would it result in the potential for any additional significant adverse pedestrian impacts.

Traffic Monitoring Plan

If the Theater Option is advanced as the project is developed, the Applicant would undertake a post-approval monitoring plan. Prior to undertaking any monitoring, a scope of work would be submitted to DCP and DOT for review and approval. The monitoring would include original travel demand surveys for the theater use, new data collection, and analyses to study the actual effects associated with this development alternative for both weekdays and weekends. Where warranted, new or different improvement measures would be identified for consideration to address these specific effects. This commitment will be memorialized in the Restrictive Declaration. The Applicant would be responsible for all costs associated with the post-approval monitoring plan, analyses, and the design and construction of any recommended improvement measures.

CONSTRUCTION

The Reduced Impact Alternative is anticipated to result in the same significant adverse impacts from construction traffic and construction noise as identified for the previously proposed project.

Construction Traffic

During peak construction, project-generated vehicle trips would be less than what would be realized upon completion of the previously proposed project. However, a temporary significant adverse traffic impact is expected to occur under both the previously proposed project and the Reduced Impact Alternative at the intersection of Pearl Street and Dover Street during the early morning construction peak hour. With the implementation of standard traffic mitigation measures (signal timing changes) discussed in Chapter 19, "Mitigation," which are subject to review and approval by DOT, this significant adverse traffic impact could be fully mitigated.

Construction Noise

As discussed in above and Chapter 17, "Construction," construction activities under both the previously proposed project and the Reduced Impact Alternative would result in significant adverse impacts related to noise at multiple sensitive locations (i.e., the South Street Seaport Museum, the school receptors at 1 Peck Slip, the Pearl Street Playground, the north-facing residential and school receptors along Water Street between Beekman Street and Peck Slip, and the residential receptors at 100 Beekman Street, 299 Pearl Street, 333 Pearl Street, 49 Fulton Street, 117 Beekman Street, and at 23-33 Peck Slip). Construction of the Reduced Impact Alternative would follow the construction noise control requirements of the New York City Noise Control Code and would commit to measures to control construction noise that go beyond those required by Code. However, the most noise-intensive construction activity nearest the receptors experiencing significant adverse impacts would only be partially mitigated. Significant adverse impacts that cannot be fully mitigated through reasonably practicable measures would be considered unavoidable.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

As discussed above, the Reduced Impact Alternative would result in significant adverse impacts with respect to shadows, traffic, pedestrians, and construction traffic and noise.

SHADOWS

While the Reduced Impact Alternative would reduce the extent and duration of new shadow, it would have the potential to result in a significant adverse shadow impact to the Southbridge Towers complex open spaces. The Applicant has stated that, at this time, there is no massing alternative to remove the significant adverse shadow impact and the significant adverse open space impact from direct effects on the Southbridge Towers complex open spaces and feasibly meet the goals and objectives of the previously proposed project. Mitigation measures to partially offset the significant adverse impact to the Southbridge Towers complex open spaces' users and vegetation were developed and are discussed above. The Applicant will monitor the open spaces' vegetation and replace vegetation with more shade-tolerant species, as necessary. However, for the purposes of the FEIS, this impact would remain unmitigated.

TRASPORTAITON

As discussed in Chapter 19, "Mitigation," the intersections of Pearl Street and Beekman Street, Pearl Street and Dover Street, and Pearl Street and Robert F. Wagner Sr. Place could not be fully mitigated during one of more analysis peak hours; therefore, these unmitigated impacts would constitute unavoidable significant adverse impacts under the Reduced Impact Alternative.

Measures to address the identified significant adverse pedestrian impact were identified in Chapter 19, "Mitigation," which would be applicable under the Reduced Impact Alternative. The feasibility of these measures would be subject to approval by DOT prior to implementation, and should they be deemed infeasible and no alternative mitigation measures can be identified, then the identified significant adverse pedestrian impacts would constitute unavoidable significant adverse impacts under the Reduced Impact Alternative.

Reduced Impact Alternative – Theater Option

The significant adverse impact identified at Pearl and Dover Street under the Theater Option could not be mitigated, and therefore this unmitigated impact would constitute an unavoidable significant adverse impact under the Theater Option.

CONSTRUCTION

Like the previously proposed project, the Reduced Impact Alternative would have the potential for unmitigated significant adverse impacts with regard to construction noise. While the Reduced Impact Alternative, like the previously proposed project, is committed to implementation of additional control measures beyond those required by Code as discussed in Chapter 19, "Mitigation," no practical and feasible mitigation measures have been identified that could be implemented to reduce noise levels below threshold. Consequently, construction activities would result in noise levels at the Pearl Street Playground and outdoor residential balconies identified in Chapter 17, "Construction," that would constitute a significant adverse noise impact. Therefore, at these receptors, the significant adverse construction noise impacts would be unavoidable. However, as construction would not regularly occur during evening or weekend hours, the playground and balconies would be free of construction noise during these times.

At building façades that are predicted to experience impact, the Applicant would offer to make available at no cost the installation of storm windows for façades that do not already have insulated glass windows and/or one window air conditioner per bedroom, living room, or classroom on impacted façades that do not already have alternative means of ventilation. As discussed in Chapter 19, "Mitigation," and Chapter 20, "Unavoidable Significant Adverse Impacts," these measures would only partially mitigate the identified impacts. In addition, some building owners may not accept the offer of storm windows and/or alternative means of ventilation; at these locations, the significant adverse construction-period noise impacts would be unmitigated. Because these impacts cannot be fully mitigated, the construction noise impacts would constitute an unavoidable adverse impact under the Reduced Impact Alternative. ✶