Chapter 19: Mitigation

A. INTRODUCTION

This chapter considers mitigation measures to address significant adverse impacts generated by the previously proposed project.[1] As described in Chapter 1, "Project Description," the ~~Proposed Project~~previously proposed project would result in the development of an up to approximately 680,500-gross square foot (gsf) mixed-use building containing market-rate and affordable housing, retail, office, community facility and parking on the Development Site, as well as the restoration, reopening, and potential expansion of the South Street Seaport Museum (the Museum) at 89-93 South Street, 2-4 Fulton Street, and 167-175 John Street (the Museum Site). The ~~Proposed Project~~previously proposed project would additionally include operational changes to facilitate passenger drop off on the Pier 17 access drive as well as minor improvements to the Pier 17 access drive area and building, and may also include streetscape, open space, or other improvements (e.g., planters) under the Proposed Actions within the Project Area.

The ~~Proposed Project~~previously proposed project has the potential to result in significant adverse impacts in the areas of open space, shadows, historic resources, transportation, and construction (traffic and noise). Potential mitigation measures for each of these technical areas are discussed below. As the open space impact would be as the result of the shadows impact, mitigation for the open space impact is discussed under shadows. Identified mitigation measures will be codified in a Restrictive Declaration that would be executed upon approval of the Proposed Actions.

B. PRINCIPAL CONCLUSIONS

SHADOWS

As detailed in Chapter 4, "Open Space," and Chapter 5, "Shadows," the ~~Proposed Project~~previously proposed project has the potential to result in significant adverse shadow impacts to the Southbridge Towers complex open spaces. The effects of the shadows would also result in a significant adverse open space impact from direct effects on that resource.

Incremental shadow from the Development Site would pass across portions of the Southbridge Tower open spaces from early to late morning in the spring, summer, and fall, covering large areas at times, and significantly altering the use of the spaces for users seeking sun, and potentially impacting the health of the trees and plantings in one limited area.

~~Potential mitigation measures are being explored by the Applicant in consultation with the Department of City Planning (DCP) and NYC Parks, and will be refined between the DEIS and~~

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

~~the Final Environmental Impact Statement (FEIS). These measures may include replacing vegetation, additional maintenance of the open space features, or other measures.~~ Mitigation measures to partially offset the significant adverse impact to the Southbridge Towers complex open spaces' users and vegetation have been developed. The Applicant will monitor the open spaces' vegetation and replace vegetation with more shade-tolerant species, as necessary.

HISTORIC RESOURCES

Since the Project Area is located within the New York City Landmark (NYCL) South Street Seaport Historic District, construction and design of the previously proposed buildings on the Development Site and the potential expansion on the Museum Site are subject to New York City Landmarks Preservation Commission (LPC) review and approval. LPC is in the process of considering the proposed designs for both the Development Site and Museum Site for Certificates of Appropriateness. Public hearings were held on January 5 and April 6, 2021, and on May 4, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the previously 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 previously proposed building on the Development Site. The program and bulk of the approved designs are within the Reasonable Worst Case Development Scenario (RWCDS) that is analyzed in ~~this~~ the DEIS and this FEIS for the previously 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 as represented by 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 ~~applicant intends to refine the height, proportion, and massing of the building between the publication of this DEIS and FEIS consistent with a revised Land Use Application the~~ Applicant has withdrawn the application for the previously proposed building and ~~intends to~~ submitted a revised Land Use Application (Application Number C 210438(A) ZSM; the "A-Application") consistent with the LPC-approved designs between the publication of the DEIS and this FEIS, which is considered in this FEIS as the Reduced Impact Alternative, as described in Chapter 18, "Alternatives."~~; the FEIS will identify changes to the maximum building envelope and reflect a building massing that is consistent with the LPC-approved design. It is anticipated that the incorporation of these changes would eliminate potential contextual impacts on the surrounding historic district.~~

TRANSPORTATION

The ~~Proposed Project~~previously proposed project could result in potential significant adverse traffic impacts at three intersections during the weekday AM peak hour, three intersections during the weekday midday peak hour, and three intersections during the weekday PM peak hour. The affected intersections are Pearl Street and Beekman Street, Pearl Street and Dover Street, and Pearl Street and Robert F. Wagner Sr. Place. With the implementation of standard traffic mitigation measures (signal timing changes), which are subject to review and approval by the New York City Department of Transportation (DOT), th~~se~~ significant adverse traffic impacts~~ could be fully mitigated~~ at Pearl Street and Beekman Street during the weekday midday peak hour ~~only~~could be fully mitigated. The remaining significant adverse traffic impacts at these three intersections would remain unmitigated.

For pedestrian conditions, the ~~Proposed Project~~previously proposed project has the potential to result in significant adverse impacts at the southeast corner of Pearl Street and Frankfort Street during the weekday midday and PM peak hours. These significant adverse pedestrian impacts could be fully mitigated with a six-foot corner curb extension, which is subject to the approval of DOT prior to implementation. As part of the curb extension, a "No Standing Anytime" parking regulation would need to be installed along the north curb of the eastbound receiving side of Dover Street for approximately 40 feet, which would remove two on-street parking spaces dedicated to the Human Resources Administration. ~~The feasibility of these measures will be investigated by DOT between the DEIS and FEIS, and should they be deemed infeasible and no other practical mitigation measures can be identified, the predicted significant adverse pedestrian impacts at this location would be unmitigated.~~ Based on a review of nearby curbside regulations, the two displaced Human Resources Administration parking spaces could be readily relocated to the east or west sides of Pearl Street between Peck Slip and Dover Street, the north side of Beekman Street between Pearl Street and Water Street, or the south side of Dover Street between Water Street and Front Street. These locations currently have two hour metered parking along Pearl Street and street cleaning regulations along Beekman Street and Dover Street, which can be converted at DOT discretion to accommodate the subject parking spaces.

CONSTRUCTION

Construction associated with the ~~Proposed Project~~previously proposed project would result in temporary disruptions in the surrounding area. As described in Chapter 17, "Construction," the ~~Proposed Project~~previously proposed project's construction activities could result in significant adverse noise and traffic impacts. For all other technical areas, construction activities associated with the ~~Proposed Project~~previously proposed project would not result in significant adverse impacts.

TRAFFIC

~~It is expected that any~~A detailed construction traffic analysis was prepared to identify specific temporary impacts that may occur during construction. 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 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), which are subject to review and approval by DOT, this significant adverse traffic impact could be fully mitigated.~~s associated with the construction of the Proposed Project would be of equal or lesser magnitude than those disclosed for the operational analyses. As such, the same or similar operational mitigation measures could be imposed to address construction-related traffic impacts. However, similar to the operational conditions, the Proposed Project could potentially result in unmitigatable significant adverse traffic impacts at the Pearl Street and Beekman Street and Pearl Street and Frankfort Street/Dover Street intersections during the construction AM peak hour.~~

NOISE

As discussed in Chapter 17, "Construction," the ~~Proposed Project~~previously proposed project's construction activities 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 ~~127 John Street,~~ 100 Beekman Street, 299 Pearl Street, 333 Pearl Street, 49 Fulton Street, 117 Beekman Street, and at 23-33 Peck Slip). Construction of the ~~Proposed Project~~previously proposed project 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. ~~Additional mitigation measures to control noise at these sensitive receptor locations will be further explored between the DEIS and FEIS.~~ Significant adverse impacts that cannot be fully mitigated through reasonably practicable measures would be considered unavoidable.

C. SHADOWS

As detailed in Chapter 4, "Open Space," and Chapter 5, "Shadows," the ~~Proposed Project~~previously proposed project has the potential to result in significant adverse shadow impacts to the Southbridge Towers complex open spaces. The effects of the shadows would also result in a significant adverse open space impact from direct effects on that resource.

Incremental shadow from 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, covering large areas at times, and significantly altering the use of the spaces for users seeking sun, and potentially impacting the health of the trees and plantings in one limited area.

~~Potential mitigation measures are being explored by the Applicant in consultation with DCP and NYC Parks, and will be refined between the DEIS and FEIS. These measures may include replacing vegetation, additional maintenance of the open space features, or other measures.~~ Mitigation measures to partially offset the significant adverse impact to the Southbridge Towers complex open spaces' users and vegetation ~~was~~were developed. The Applicant will monitor the open spaces' vegetation and replace vegetation with more shade-tolerant species, as necessary. If the measures ~~cannot be~~ identified do not ~~to~~ fully mitigate the impact, then ~~it would~~ the impact would be unavoidable as discussed in Chapter 20, "Unavoidable Adverse Impacts."

D. HISTORIC RESOURCES

The Project Area is located within the NYCL South Street Seaport Historic District, and therefore construction and design of the previously proposed building~~s~~ on ~~both~~ the Development Site and the potential expansion on the Museum Site are subject to LPC review and approval. LPC is in the process of considering the proposed designs for both the Development Site and Museum Site for Certificates of Appropriateness. Public hearings were held on January 5 and April 6, 2021, and on May 4, 2021, LPC voted to issue Certificates of Appropriateness for a modified design of the previously 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 previously proposed building on the Development Site. The program and bulk of the approved designs are within the Reasonable Worst Case Development Scenario (RWCDS) that is analyzed in ~~this~~ the DEIS and this FEIS for the previously proposed building on the Development Site and the potential expansion of the Museum.

For the purposes of this ~~DEIS~~FEIS, the ~~Proposed Project~~previously proposed project as represented by 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 Applicant has withdrawn the application for the previously proposed building and submitted a revised Land Use Application consistent with the LPC-approved designs between the publication of the DEIS and this FEIS, which is considered in this FEIS as the Reduced Impact Alternative as described in Chapter 18, "Alternatives."~~intends to refine the height, proportion, and massing of the building between the publication of this DEIS and FEIS; the FEIS will identify changes to the maximum building envelope and reflect a building massing that is consistent with the LPC-approved design. it is anticipated that the incorporation of these changes is anticipated eliminate potential contextual impacts on the surrounding historic district.~~

E. TRANSPORTATION

The ~~Proposed Project~~previously proposed project could result in significant adverse impacts to traffic and pedestrians. Potential measures to mitigate these impacts to the extent practicable are presented below. ~~Subject to public comments and continuing review by DCP and DOT, some of the analyses and mitigation conclusions presented in this DEIS may be refined, as needed, for the FEIS. These refinements could encompass the identification of additional measures to further mitigate projected significant adverse impacts or the determination of certain mitigation measures as infeasible, thereby yielding additional partially mitigated or unmitigated impacts.~~

TRAFFIC

As detailed in Chapter 11, "Transportation," traffic conditions were evaluated at four intersections for the weekday AM, midday, and PM peak hours. In the 2026 With Action condition, there would be the potential for significant adverse traffic impacts at three intersections during the weekday AM peak hour, three intersections during the weekday midday peak hour, and three intersections during the weekday PM peak hour. The projected significant adverse traffic impacts are summarized in **Table 19-1**. One mitigation measure, as shown in **Table 19-2**, is recommended for DOT consideration. If these measures are deemed infeasible and no alternative mitigation measure can be identified, then the identified significant adverse traffic impact would be unmitigated, as discussed in Chapter 20, "Unavoidable Adverse Impacts."

Table 19-1
Summary of Significant Adverse Traffic Impacts
2026 With Action Condition

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

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

Table 19-2
Recommended Mitigation Measures
Weekday Midday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Pearl Street and Beekman Street	EB/WB: Green = 51 s LPI: Green = 7 s NB/SB: Green = 22 s	Shift 3 seconds of green time from the EB/WB phase to the NB phase.	EB/WB: Green = 48 s LPI: Green = 7 s NB/SB: Green = 25 s
Pearl Street and Dover Street	EB/WB: Green = 50 s NB/SB: Green = 30 s	Unmitigated	No change from No Action
Pearl Street and Robert F. Wagner Sr. Place	EB/WB: Green = 37 s SB: Green = 18 s NB: Green = 20 s	Unmitigated	No change from No Action

Notes: 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 impacts identified above could be fully mitigated at Pearl Street and Beekman Street during the weekday midday peak hour. The remaining significant adverse traffic impacts at these three intersections would remain unmitigated.

A discussion of the recommended mitigation measure is provided below. **Table 19-3** compares the levels of service (LOS) and lane group delays for the impacted intersections under the 2026 No Action, With Action, and Mitigation conditions for the weekday midday analysis peak hour. No feasible mitigation measures were identified for the weekday AM and PM peak hours; hence, the impacts for these analysis periods would all be unmitigated.

Table 19-3
2026 No Action, With Action, and Mitigation Conditions Level of Service Analysis
Weekday Midday Peak Hour

	Weekday Midday											
	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
Pearl Street and Beekman Street												
EB	T	0.52	13.1	B	T	0.53	13.3	B	T	0.56	15.7	B
WB	T	0.62	14.9	B	T	0.61	14.9	B	T	0.65	17.4	B
NB	L	0.23	29.7	C	L	0.26	30.3	C	L	0.22	27.1	C
	R	0.53	41.1	D	R	0.71	54.2	D +	R	0.62	42.6	D
Pearl Street and Dover Street												
EB	LTR	1.26	149.4	F	LTR	1.33	177.9	F +				
WB	LTR	0.85	24.1	C	LTR	0.86	24.6	C				
NB	LTR	0.36	24.9	C	LTR	0.37	25.0	C	Unmitigated			
SB	L	1.06	93.4	F	L	1.06	93.4	F				
	TR	0,41	26.4	C	TR	0.42	26.6	C				
Pearl Street and Robert F. Wagner Sr. Place												
EB	TR	0.63	24.0	C	TR	0.65	24.5	C				
WB	DefL	1.14	128.5	F	DefL	1.15	132.4	F +				
	TR	1.00	64.3	E	TR	1.00	64.3	E				
NB	L	0.69	37.9	D	L	0.70	38.4	D	Unmitigated			
	TR	1.03	107.5	F	TR	1.03	107.5	F				
	R	1.12	142.0	F	R	1.13	144.6	F				
SB	LTR	1.13	118.5	F	LTR	1.13	121.3	F				

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

PEARL STREET AND BEEKMAN STREET

The significant adverse impact at the northbound right-turn of this intersection during the weekday midday peak hour could be fully mitigated by shifting three seconds of green time from the eastbound/westbound phase to the northbound phase. The significant adverse impacts at the northbound right-turn of this intersection during the weekday AM and PM peaks hours could not be mitigated.

PEARL STREET AND DOVER STREET

The significant adverse impacts at the eastbound shared lane of this intersection during the weekday AM and PM peak hours could not be mitigated. The significant adverse impacts at the eastbound approach during the weekday midday peak hour and the eastbound de facto left-turn during the weekday PM peak hour also could not be mitigated.

PEARL STREET AND ROBERT F. WAGNER SR. PLACE

The significant adverse impacts at the westbound de facto left-turn, northbound left-turn, and southbound approach of this intersection during the weekday AM peak hour could not be mitigated. Likewise, the significant adverse impact at the westbound de facto left-turn during the weekday midday peak hour could not be mitigated. The significant adverse impact at the southbound approach of this intersection during the weekday PM peak hour also could not be mitigated.

EFFECTS OF TRAFFIC MITIGATION ON PEDESTRIAN OPERATIONS

As described above, intersection operations at the Pearl Street and Beekman Street intersection during the weekday midday 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.

PEDESTRIANS

As discussed in Chapter 11, "Transportation," detailed analyses of pedestrian conditions were prepared for a study area consisting of 21 pedestrian elements (eight sidewalks, 10 corners, and three crosswalks) for the weekday AM, midday, and PM peak hours. In the 2026 With Action condition, significant adverse impacts were identified at the southeast corner of Pearl Street and Frankfort Street during the weekday midday and PM peak hours. As indicated in **Table 19-4**, these significant adverse pedestrian impacts could be fully mitigated with a six-foot curb extension on the Frankfort (Dover) Street side of the corner. As part of the curb extension, a "No Standing Anytime" parking regulation would need to be installed along the north curb of the eastbound receiving side of Dover Street for approximately 40 feet, which would remove two on-street parking spaces dedicated to the Human Resources Administration. Based on a review of nearby curbside regulations, the two displaced Human Resources Administration parking spaces could be readily relocated to the east or west sides of Pearl Street between Peck Slip and Dover Street, the north side of Beekman Street between Pearl Street and Water Street, or the south side of Dover Street between Water Street and Front Street. These locations currently have two hour metered parking along Pearl Street and street cleaning regulations along Beekman Street and Dover Street, which can be converted at DOT discretion to accommodate the subject parking spaces.

With the implementation of the proposed corner curb extension and "No Standing Anytime" regulation, which is subject to the approval of DOT prior to implementation, the identified corner impacts during the weekday midday and PM peak hours at the southeast corner of Pearl Street and Frankfort Street could be fully mitigated. A detailed comparison of the LOS and SFPs for this impacted corner under the 2026 No Action, With Action, and Mitigation conditions is presented in **Table 19-4**. ~~The feasibility of these measures will be investigated by DOT between the DEIS and FEIS, and should they be deemed infeasible and no other practical mitigation measures can be identified, the predicted significant adverse pedestrian impacts at this location could potentially be unmitigated, as discussed in Chapter 20, "Unavoidable Adverse Impacts."~~

Table 19-4
2026 No Action, With Action, and Mitigation Conditions
Pedestrian Level of Service Analysis

Location	Mitigation Measures	2026 No Action		2026 With Action		2026 Mitigation	
		SFP	LOS	SFP	LOS	SFP	LOS
Weekday Midday Peak Hour							
Pearl Street and Frankfort Street / Dover Street: Southeast Corner	Add 6 feet of corner reservoir space via a curb extension along Dover Street. Install "No Standing Anytime" regulation along the north curb of the eastbound receiving side of Dover Street for approximately 40 feet.	19.8	D	14.0	E	45.8	B
Weekday PM Peak Hour							
Pearl Street and Frankfort Street / Dover Street: Southeast Corner	Add 6 feet of corner reservoir space via a curb extension along Dover Street. Install "No Standing Anytime" regulation along the north curb of the eastbound receiving side of Dover Street for approximately 40 feet.	20.9	D	16.2	D	53.0	B

F. CONSTRUCTION

TRAFFIC

~~It is expected that any~~As detailed in Chapter 17, "Construction," traffic conditions were evaluated at three intersections for the construction AM peak hour (6:00 to 7:00 AM). In the 2023 construction With Action condition, there would be the potential for a significant adverse traffic impact at the intersection of Pearl Street and Dover Street, as summarized in **Table 19-5**. As shown in **Table 19-6**, this impact could be fully mitigated with the implementation of standard traffic mitigation measures (signal timing changes), which are subject to review and approval by DOT prior to implementation.

Table 19-5
2023 Construction With Action Condition
Summary of Significant Adverse Traffic Impacts

Intersection		Weekday AM Construction Peak Hour
EB/WB Street	NB/SB Street	
Pearl Street	Beekman Street	No Significant Impact
Pearl Street	Peck Slip	No Significant Impact
Pearl Street	Dover Street	SB-L
Total Impacted Intersections/Lane Groups		**1/1**

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

Table 19-6
Recommended Construction Mitigation Measures
Weekday 6-7 AM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Pearl Street and Dover Street	EB/WB: Green = 54 s NB/SB: Green = 26 s	Shift 1 second of green time from the EB/WB phase to the NB/SB phase.	EB/WB: Green = 53 s NB/SB: Green = 27 s

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Lead Pedestrian Interval

A discussion of the recommended mitigation measure is provided below. **Table 19-7** compares the LOS and lane group delays for the impacted intersection under the 2023 construction No Action, With Action, and Mitigation conditions for the AM analysis peak hour.

Table 19-7
Construction No Action, With Action, and Mitigation Conditions LOS Analysis
Weekday 6-7 AM Peak Hour

	Weekday 6–7 AM											
	2023 No Action				2023 With Action				2023 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
Pearl Street and Beekman Street												
EB	T	0.24	10.2	B	T	0.25	10.2	B				
WB	T	0.50	13.1	B	T	0.52	13.3	B				
NB	LR	0.10	27.0	C	LR	0.23	29.1	C				
Pearl Street and Peck Slip												
EB	T	0.28	11.1	B	T	0.29	11.1	B				
WB	T	0.51	13.7	B	T	0.55	14.4	B				
NB	L	0.02	25.1	C	L	0.02	25.1	C				
	R	0.09	26.2	C	R	0.09	26.2	C				
Pearl Street and Dover Street												
EB	DefL	0.51	18.0	B	DefL	0.53	19.2	B	DefL	0.55	20.6	C
	TR	0.41	11.3	B	TR	0.42	11.5	B	TR	0.43	12.1	B
WB	LTR	0.52	11.6	B	LTR	0.53	11.8	B	LTR	0.54	12.5	B
NB	LTR	0.42	28.7	C	LTR	0.50	30.7	C	LTR	0.48	29.5	C
SB	L	0.98	86.3	F	L	1.02	98.1	F+	L	0.97	83.4	F
	TR	0.13	24.4	C	TR	0.14	24.4	C	TR	0.13	23.6	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

PEARL STREET AND DOVER STREET

The significant adverse impact at the southbound left-turn of this intersection during the construction AM peak hour could be fully mitigated by shifting one second of green time from the eastbound/westbound phase to the northbound/southbound phase.

~~s associated with the construction of the Proposed Project would be of equal or lesser magnitude than those disclosed for the operational analyses. Accordingly, similar to the operational conditions, the Proposed Project could potentially result in unmitigatable significant adverse traffic impacts at the Pearl Street and Beekman Street and Pearl Street and Frankfort Street/Dover Street intersections during the construction AM peak hour, as discussed in Chapter 20, "Unavoidable Adverse Impacts."~~

NOISE

The ~~Proposed Project~~previously proposed project would result in significant adverse impacts related to construction noise. Mitigation measures have been identified to address the significant adverse impacts where feasible and practicable. As discussed below in more detail, partial mitigation is proposed for some of the significant adverse impacts of the ~~Proposed Project~~previously proposed project. Significant adverse impacts that cannot be fully mitigated through reasonably practicable measures are also identified and discussed in Chapter 20, "Unavoidable Adverse Impacts."

As discussed in Chapter 17, "Construction," the ~~Proposed Project~~previously proposed project's construction activities would result in significant adverse impacts related to noise. At some receptors, construction of the ~~Proposed Project~~previously proposed project would result in

increments that would exceed the City Environmental Quality Review (CEQR) construction noise screening thresholds and/or that would be considered objectionable (i.e., 15 dBA or greater) or very objectionable (i.e., 20 dBA or greater). The potential for significant adverse impacts at these receptors was determined by evaluating the duration of these increments.

Significant adverse noise impacts are predicted to occur at multiple sensitive locations. These locations are 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, the residential receptors at ~~127 John Street,~~ 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) as a result of construction of the ~~Proposed Project~~previously proposed project, as discussed in Chapter 17, "Construction."

Construction of the ~~Proposed Project~~previously proposed project would be required to follow the New York City Noise Control Code for construction noise control measures. Additionally, the Applicant would incorporate measures to control construction noise that go beyond those required by Code. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the New York City Noise Code, including a variety of source and path controls.

In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods) and path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures would be implemented in accordance with the New York City Noise Code:

- Equipment that meets the sound level standards specified in Subchapter 5 of the New York City Noise Control Code would be utilized from the start of construction. Chapter 17, "Construction," shows the noise levels for typical construction equipment and the mandated noise levels for the equipment that would be used for construction of the ~~Proposed Project~~previously proposed project (see Table 17-15~~3~~);
- As early in the construction period as logistics would allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable. Where electrical equipment cannot be used, diesel or gas-powered generators and pumps would be located within buildings to the extent feasible and practicable;
- Where feasible and practicable, the construction site would be configured to minimize back-up alarm noise (i.e., the site will be configured to the extent feasible and practicable to allow trucks to pull through without needing to turn around). In addition, no trucks would be allowed to idle more than three minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the New York City Administrative Code;
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers;
- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations;
- Noise barriers at least 8 feet tall with a cantilever toward the work area would be erected around the Development Site to provide shielding;
- Noise barriers would be erected around the Museum Site to provide shielding, which would be 12 feet tall along the edge of the site facing the Imagination Playground, and 8 feet tall along the remaining perimeter;

- The barriers would be constructed from plywood or other materials consistent with the noise barrier requirements set forth in the New York City Department of Environmental Protection (DEP)'s "Rules for Citywide Construction Noise Mitigation;"
- Concrete trucks would be required to be located inside site-perimeter noise barriers while pouring or being washed out; and
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents) for certain dominant noise equipment to the extent feasible and practical based on the results of the construction noise calculations. The details to construct portable noise barriers, enclosures, tents, etc. are shown in DEP's *Rules for Citywide Construction Noise Mitigation*.

Mitigation measures to control noise at the receptors predicted to experience impacts would be considered prior to construction of the ~~Proposed Project~~previously proposed project. ~~, and would further explored between the DEIS and FEIS.~~ While some of the buildings where impacts have been identified feature modern façade construction, including insulated glass windows and an alternative means of ventilation that would allow for the maintenance of a closed-window condition, it is not possible to definitively determine the presence of these features at all receptors that would have the potential to experience construction noise impact. At building façades that are predicted to experience impact, ~~potential mitigation measures may include the~~ 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 living room, ~~and~~ bedroom, or classroom on impacted facades ~~of residences~~ that do not already have alternative means of ventilation. Any mitigation measures identified would be implemented prior to the start of construction. Building façades with insulated glass windows or storm windows and alternative ventilation would provide sound attenuation such that even during warm weather conditions, interior noise levels would be approximately 25 dBA less than exterior noise levels. However, the most noise-intensive construction activity nearest the receptors experiencing significant adverse impacts would result in interior noise levels up to 62 dBA L_{10}, which is 17 dBA greater than the level considered acceptable according to 2020 *CEQR Technical Manual* noise exposure guidelines. Consequently, significant adverse noise impacts predicted to occur at the above-mentioned receptors would be only partially mitigated and thus unavoidable as discussed in Chapter 20, "Unavoidable Adverse Impacts."

For Pearl Street Playground and outdoor residential balconies of the Southbridge Towers buildings (i.e., 100 Beekman Street, 299 Pearl Street, 333 Pearl Street), noise levels near where construction activities are taking place would increase above the construction noise impact criteria and would result in significant adverse noise impacts on these locations. Noise levels at the Pearl Street Playground and outdoor residential balconies are currently above the recommended *CEQR Technical Manual* noise level for outdoor areas and proposed construction activities would exacerbate these exceedances of the recommended level. 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 above that would constitute a significant adverse noise impact. 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 playground and balconies would be free of construction noise during these times. ✷