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Noise

The goal of this chapter is to determine whether the proposed project may increase noise exposure at existing sensitive receptors and whether new receptors would be introduced into an acceptable ambient noise environment.

Introduction

Noise in an urban area comes from many sources. Some sources are activities essential to the health, safety, and welfare of a city's inhabitants, such as noise from emergency vehicle sirens, sanitation trucks, and construction and maintenance equipment. Other sources, such as train and traffic noise, are essential by products of maintaining the viability of a city as a place to live and do business. With respect to noise, the goal of CEQR is to determine both (1) a proposed project's potential effects on sensitive noise receptors and (2) the effects of ambient noise levels on new sensitive uses introduced by the proposed project.

The introduction of a CPC special permit for new hotels in M1 districts could result in shifting hotel development from M1 districts to other locations where they will continue to be permitted as-of-right, but it would not otherwise change any rules regulating development in these locations. Thus, the possible effects of a shift in some hotel development from M1 districts in the future No-Action and With-Action

conditions will be considered by means of a prototypical analysis. The noise assessment was performed for each of the seven prototypical sites, as defined and described in **Chapter 1, "Project Description,"** to identify the possible effects of shifting from one use (such as a residential or different commercial use) in the No-Action condition to a commercial hotel use in the With-Action condition.

Principal Conclusions

A noise assessment was conducted on the prototypical sites as it pertains to the shift from non-hotel use (i.e., residential or different commercial use) in the No-Action condition to commercial hotel use in the With-Action condition. Increased traffic volumes would be generated at several of the prototypical development sites in the With-Action condition (see **Chapter 14, "Transportation"**), however the increase would not be sufficient to double the existing passenger car equivalent values. Both the No-Action and With-Action conditions have the potential to introduce new source receptors near existing sensitive receptors.

Conclusion

While increased traffic volumes would be generated at several of the prototypical development sites in the With-Action condition (see **Chapter 14, "Transportation"**), the increase would not be sufficient to double the existing passenger car equivalent values, and both the No-Action and With-Action conditions have the potential to introduce new source receptors near sensitive receptors. Therefore, the proposed action would not have significant adverse impacts on noise, and no further analysis is warranted.