City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM

Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

PROJECT NAME World Trade Center Campus Security Plan

1. *Reference Numbers*

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
12NYP001M	
ULURP REFERENCE NUMBER (If Applicable))	**OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)**

2a. *Lead Agency Information*

NAME OF LEAD AGENCY: New York City Police Department

NAME OF LEAD AGENCY CONTACT PERSON: Lieutenant David Kelly

ADDRESS	One Police Plaza		
CITY	New York	STATE NY	ZIP 10038
TELEPHONE	646-610-4557	FAX	
EMAIL ADDRESS	WTCEIS@nypd.org		

2b. *Applicant Information*

NAME OF APPLICANT: New York City Police Department

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON: Lieutenant David Kelly

ADDRESS	One Police Plaza		
CITY	New York	STATE NY	ZIP 10038
TELEPHONE	646-610-4557	FAX	
EMAIL ADDRESS	WTCEIS@nypd.org		

3. *Action Classification and Type*

SEQRA Classification

☑ UNLISTED ☐ TYPE I; SPECIFY CATEGORY *(see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):*

Action Type *(refer to Chapter 2, "Establishing the Analysis Framework" for guidance)*

☑ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description:*

The Proposed Action is the implementation of a comprehensive perimeter vehicle security plan for the World Trade Center (WTC) Site (the "Security Plan") to protect against vehicle-borne explosive devices while ensuring an open environment that is hospitable to remembrance, culture, and commerce. The Security Plan bars unscreened vehicles from entering the Site and certain areas at the perimeter of the Site and creates stand-off distances to guard against the risk of progressive collapse of buildings and other catastrophic damage to persons and property. A vehicle seeking to enter restricted areas would be subject to credentialing to determine whether entry is authorized and screening to ensure that the vehicle does not contain dangerous material. The creation of a Trusted Access Program, in which tenants, car services, taxis and delivery vans could enroll, is envisioned to expedite vehicle entry. The Vehicular Security Center planned in conjunction with the WTC development will control access to the WTC site's underground traffic network, loading docks, and parking areas. All vehicles parking or making deliveries at the site would be processed and screened at the VSC. As it is anticipated that demand for on-site delivery, tour bus and private occupancy vehicle parking will be considerable, it is expected that a management strategy including scheduling of tour buses and truck deliveries will be developed to ensure orderly and efficient operations. Additional details are provided in the attached Project Description.

4a. *Project Location: Single Site* *(for a project at a single site, complete all the information below)*

ADDRESS	World Trade Center Campus	NEIGHBORHOOD NAME	Lower Manhattan / World Trade Center
TAX BLOCK AND LOT	In the vicinity of Block 58	BOROUGH Manhattan	COMMUNITY DISTRICT 1

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

This area is generally bounded by Barclay Street, West Street/Route 9A, Thames Street and Church Street.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:	C6-4, C5-3, LM	ZONING SECTIONAL MAP NO:	12b

4b. *Project Location: Multiple Sites* *(Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)*

N/A

5. *REQUIRED ACTIONS OR APPROVALS* *(check all that apply)*

City Planning Commission: YES ☐ NO ☑

- ☐ CITY MAP AMENDMENT
- ☐ ZONING MAP AMENDMENT
- ☐ ZONING TEXT AMENDMENT
- ☐ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ HOUSING PLAN & PROJECT
- ☐ SITE SELECTION — PUBLIC FACILITY
- ☐ FRANCHISE
- ☐ DISPOSITION — REAL PROPERTY

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
- ☐ RENEWAL OF
- ☐ OTHER

Board of Standards and Appeals: YES ☐ NO ☑

- ☐ SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

- ☐ VARIANCE (USE)
- ☐ VARIANCE (BULK)

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Department of Environmental Protection: YES ☐ NO ☑

Other City Approvals: YES ☑ NO ☐

- ☐ LEGISLATION
- ☑ FUNDING OF CONSTRUCTION; SPECIFY
- ☐ POLICY OR PLAN; SPECIFY
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL *(not subject to CEQR)*
- ☐ 384(b)(4) APPROVAL
- ☑ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) *(not subject to CEQR)*
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ FUNDING OF PROGRAMS; SPECIFY
- ☐ PERMITS; SPECIFY:
- ☐ OTHER; EXPLAIN

6. *State or Federal Actions/Approvals/Funding*: YES ☑ NO ☐ IF "YES," IDENTIFY

The Department of Homeland Security may provide funding for the proposed Security Plan.

7. *Site Description*: *Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.*

GRAPHICS *The following graphics must be attached and each box must be checked off before the EAS is complete.* ***Each map must clearly depict*** *the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11×17 inches in size and must be folded to 8.5 ×11 inches for submission.*

- ☑ Site location map
- ☑ Zoning map
- ☑ Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map
- ☑ Sanborn or other land use map
- ☑ Tax map
- ☐ For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING *(both developed and undeveloped areas)*

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
+/- 696,960	0	+/- 696,960

Other, describe (sq. ft.):

8. *Physical Dimensions and Scale of Project* *(if the project affects multiple sites, provide the total development below facilitated by the action)*

Size of project to be developed: The proposed security plan would include those streets in and immediately adjacent to the WTC site. (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES ☐ NO ☑

If 'Yes,' identify the total square feet owned or controlled by the applicant : Total square feet of non-applicant owned development:

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES ☑ NO ☐

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area: To be determined. Limited excavation is expected. sq. ft. (width × length) Volume: To be determined. cubic feet (width × length × depth)

Does the proposed project increase the population of residents and/or on-site workers? YES ☑ NO ☐ Number of additional residents? 0 Number of additional workers? +/-30

Provide a brief explanation of how these numbers were determined:

Assumes that two to three people could be stationed at each proposed security booth or credentialing area.

Does the project create new open space? YES ☐ NO ☑ If Yes: (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: N/A (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: N/A - no applicable rates given (annual BTUs)

9. *Analysis Year* *CEQR Technical Manual Chapter 2*

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):	ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:
2019	+/- 12

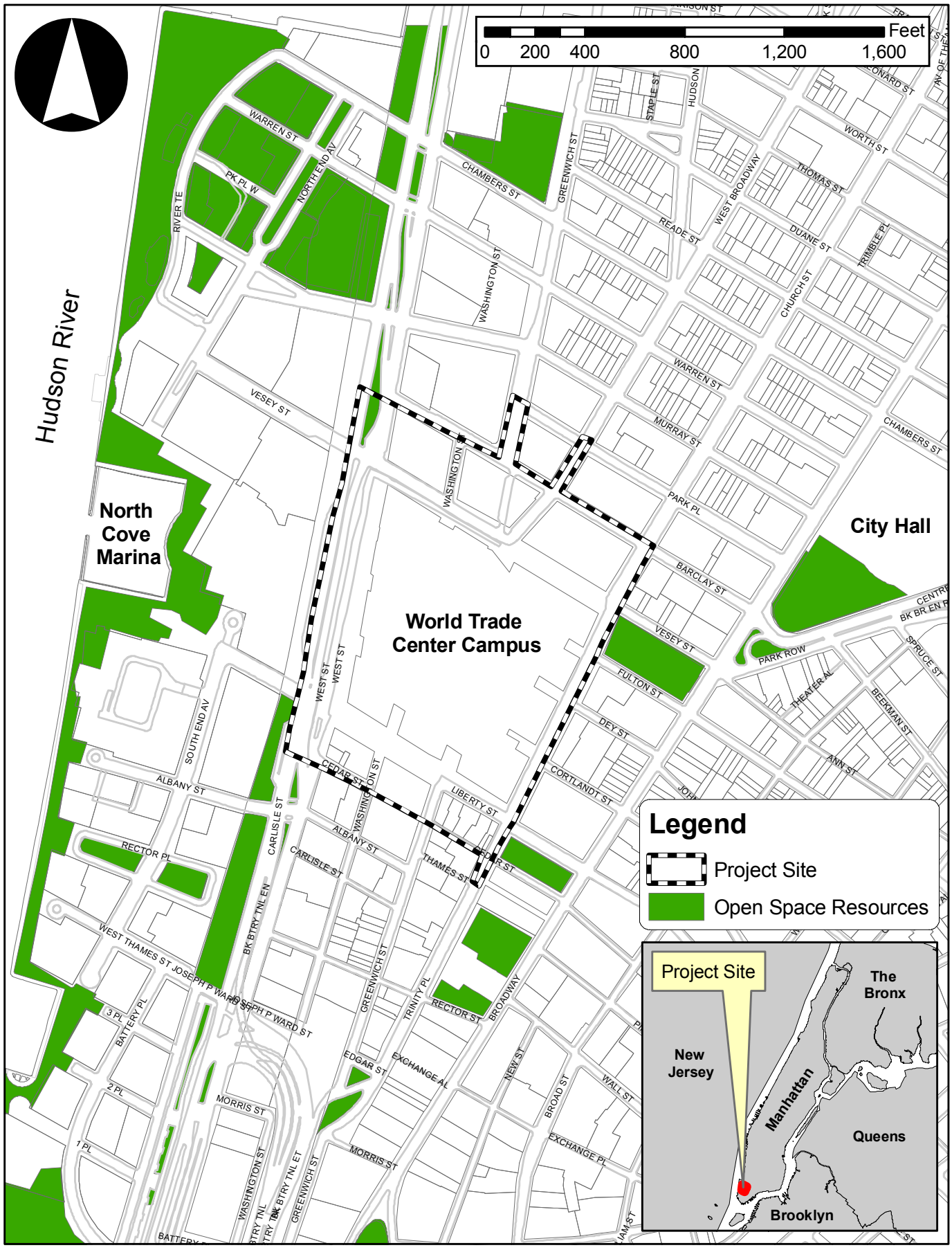
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ☐ NO ☑ IF MULTIPLE PHASES, HOW MANY PHASES: Consistent with WTC schedule.

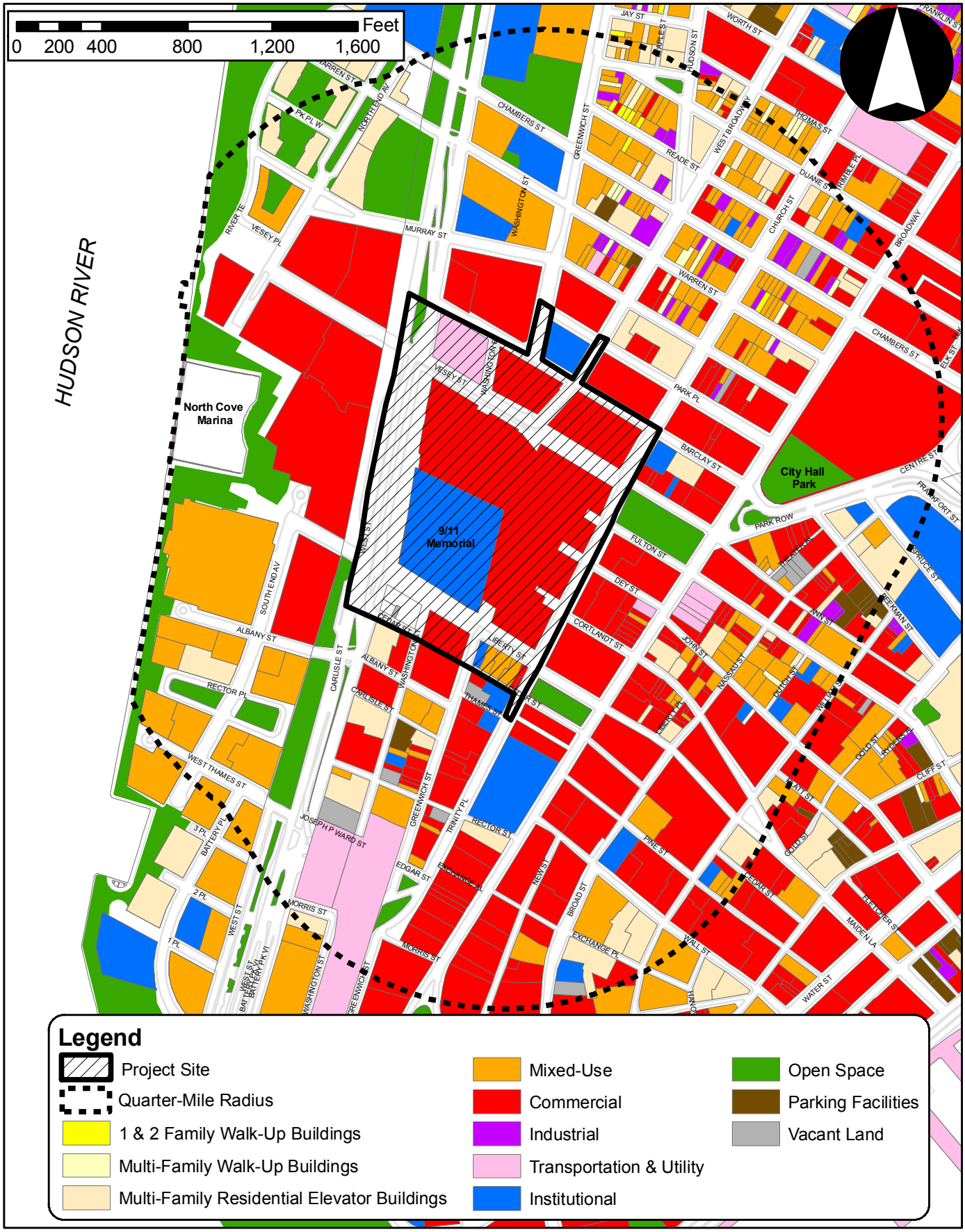
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: See attached project description for details.

10. *What is the Predominant Land Use in Vicinity of Project?* *(Check all that apply)*

- ☑ RESIDENTIAL
- ☐ MANUFACTURING
- ☑ COMMERCIAL
- ☐ PARK/FOREST/OPEN SPACE
- ☑ OTHER, Describe: retail, institutional, cultural

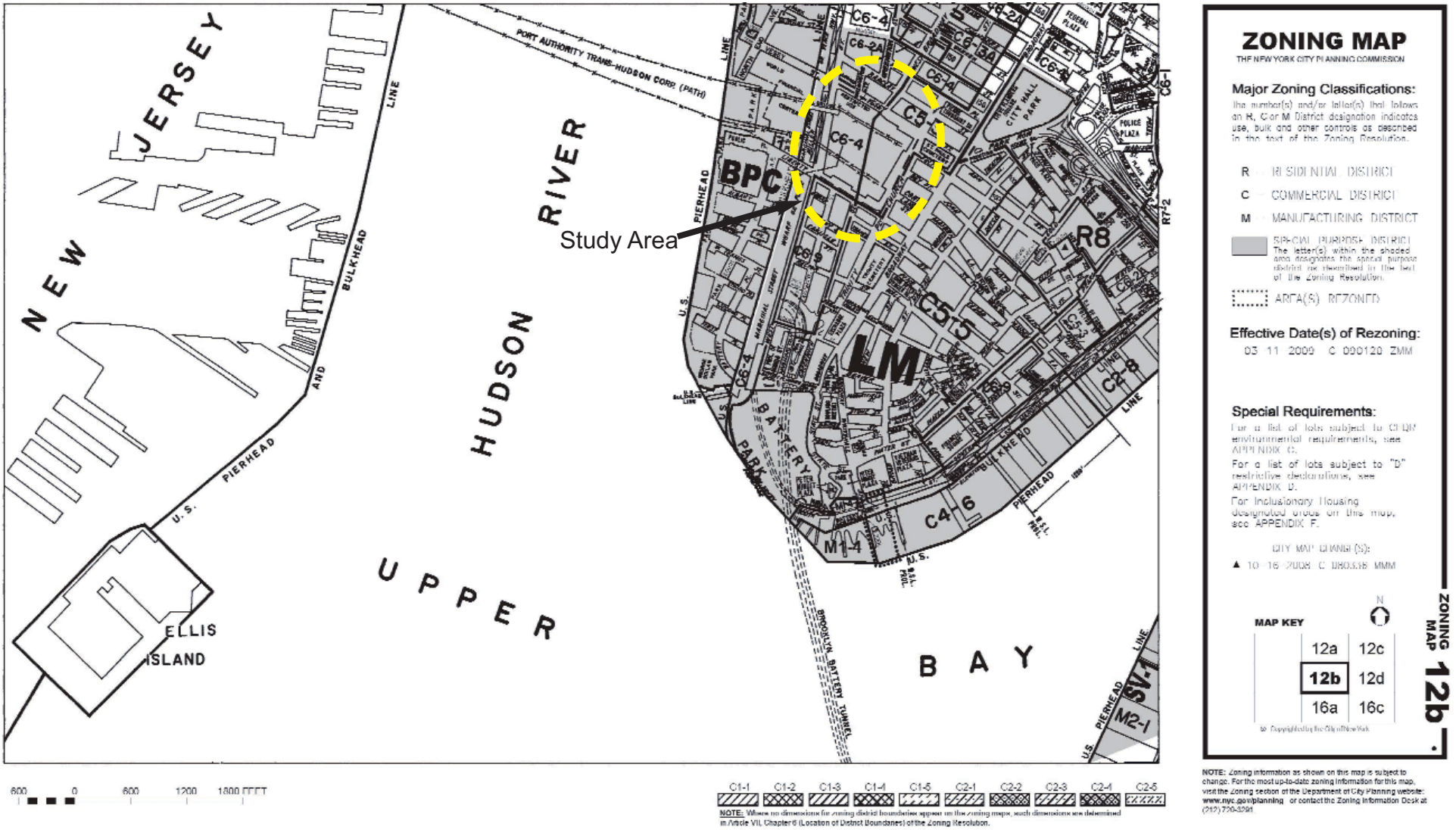
Figure 1
Site Location Map

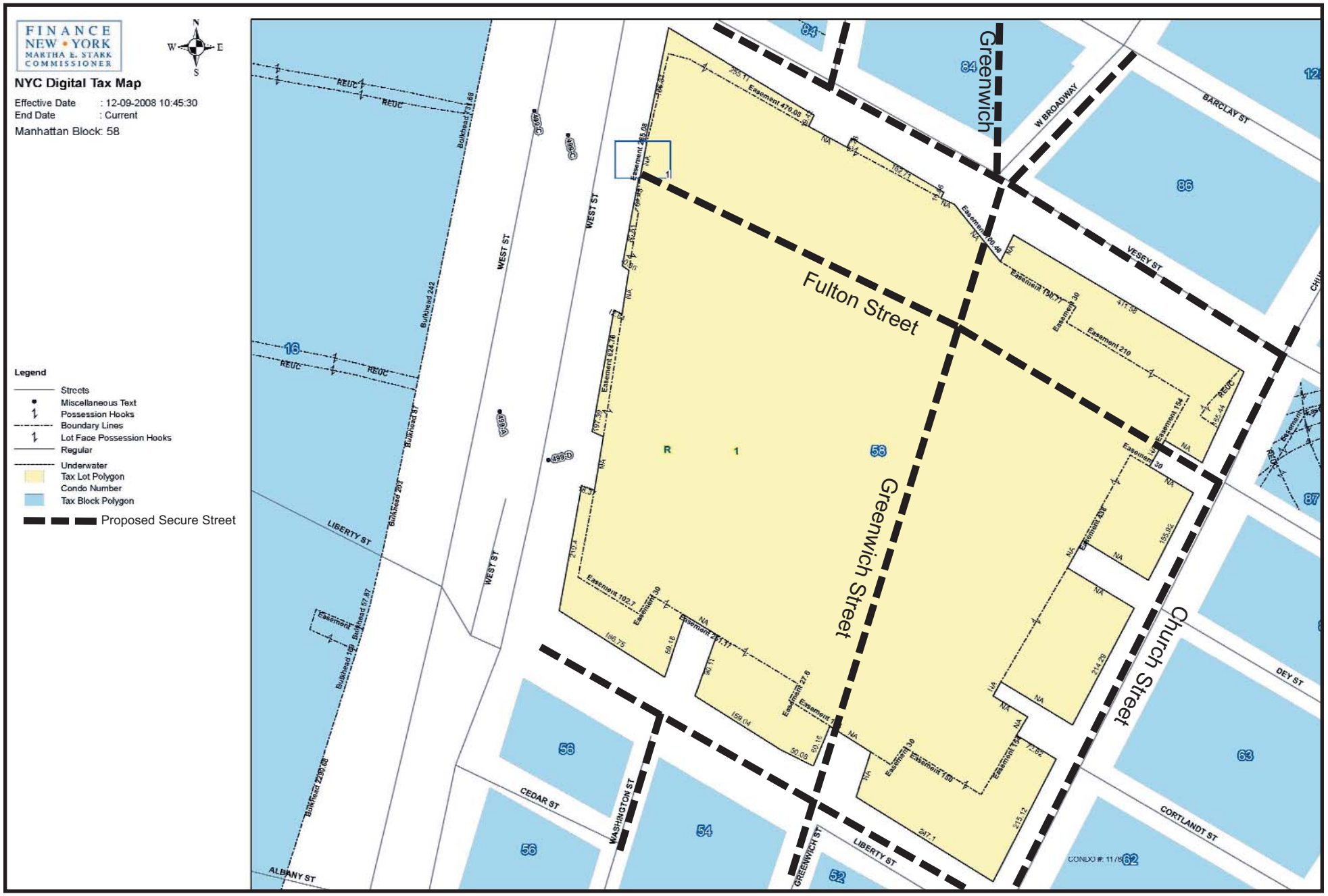




World Trade Center Campus Security Plan EAS **Figure 2**

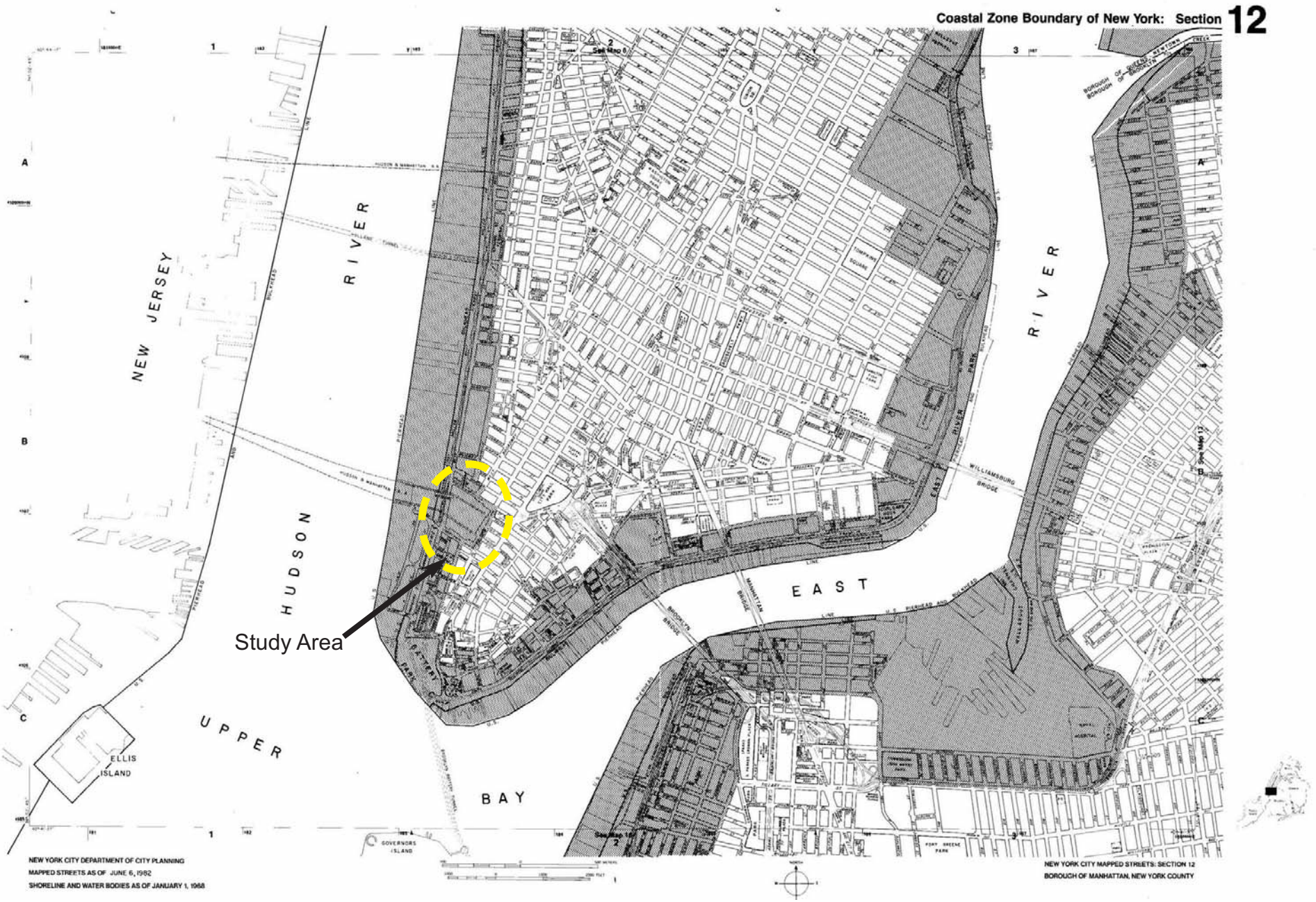
Land Use Map


Study Area
NEW JERSEY
HUDSON RIVER
UPPER BAY
ELLIS ISLAND
PORT AUTHORITY TRANS-HUDSON CORP. (PATH)
BULKHEAD LINE
PIERHEAD AND BULKHEAD LINE
PIERHEAD
U.S. PIERHEAD
BATTERY PARK
BROOKLYN BATTERY TUNNEL
BPC
LM
C6-4
C6-2A
C6-3A
C6-1
C5-3
C5-5
C5-2
C6-2
C6-9
C4-6
M1-4
R8
R7-2
SV-1
M2-1
ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R — RESIDENTIAL DISTRICT
C — COMMERCIAL DISTRICT
M — MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
03 11 2009 C 090120 ZMM
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.
CITY MAP CHANGE(S):
▲ 10 16 2008 C 080538 MMM
MAP KEY
12a 12c
12b 12d
16a 16c
ZONING MAP 12b
600 0 600 1200 1800 FEET
C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.



World Trade Center Campus Security Plan EAS

Figure 4
Tax Map

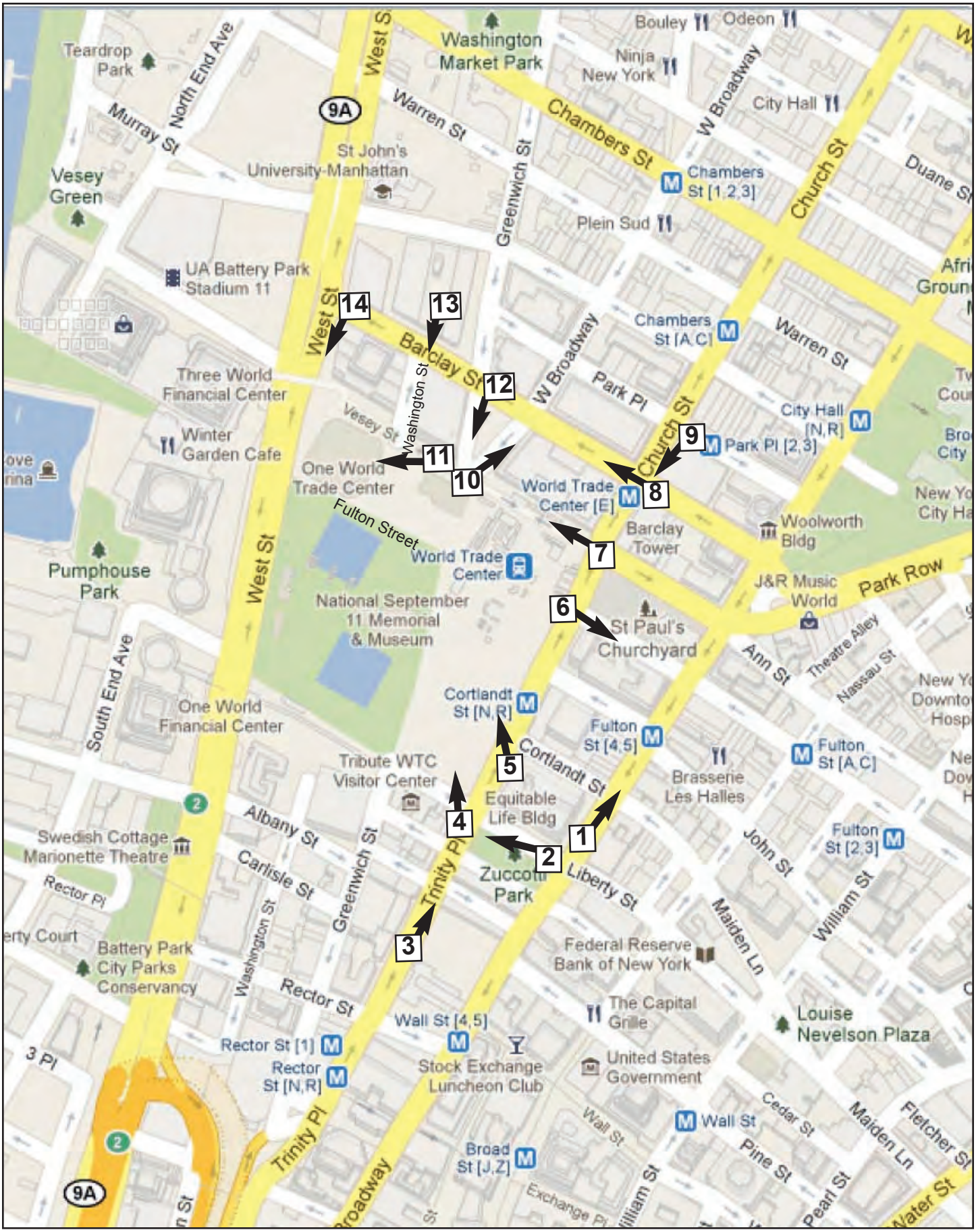


World Trade Center Campus Security Plan EAS

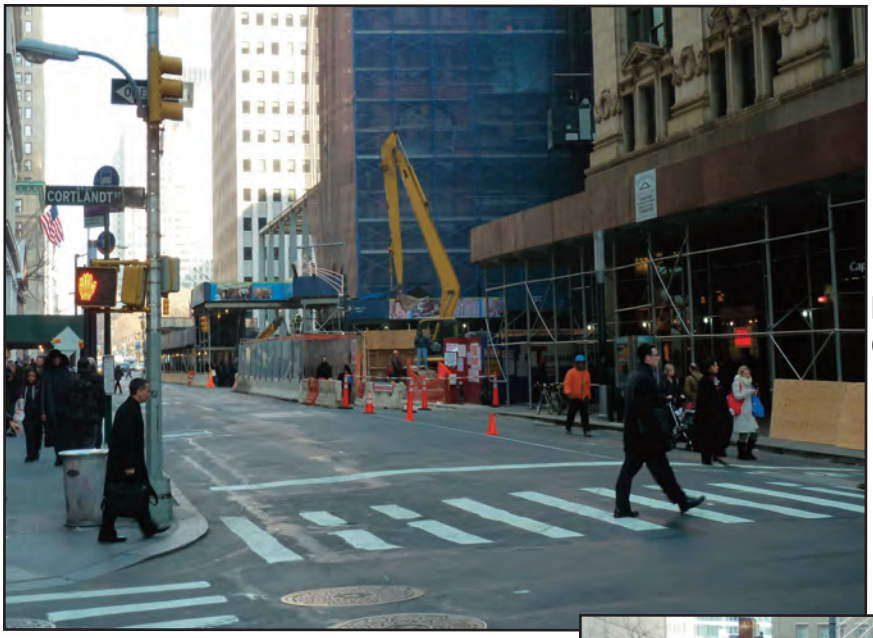
Figure 5

Coastal Zone Boundary Map

Photo Location Map

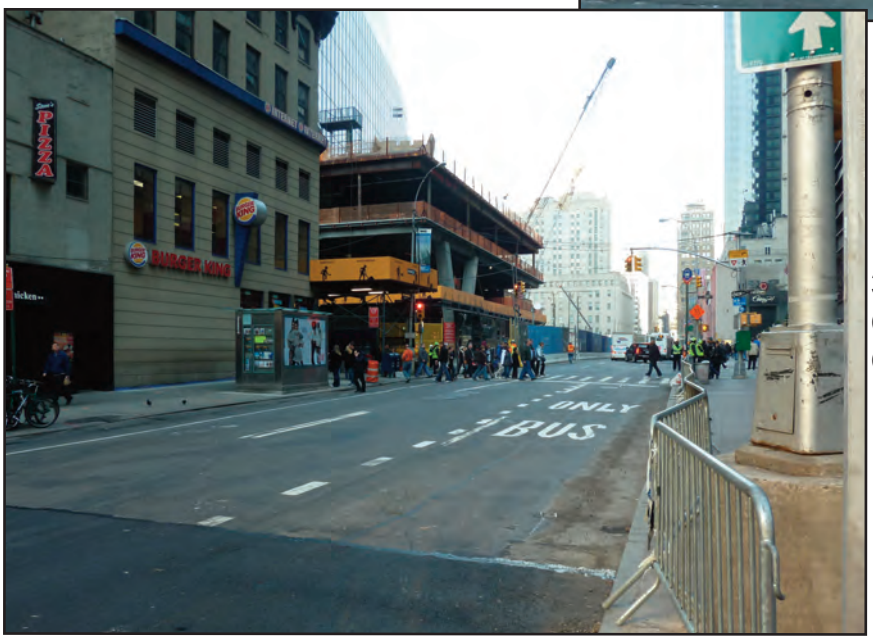


Context Photos



1. View north along Broadway from Cortlandt Street.

2. View east along Liberty Street from Broadway.



3. View north along Church Street from Cedar Street.

4. View west across Church Street from Liberty Street.

5. View northwest across Church Street from Liberty Street.

6. View east along Fulton Street from Church Street.

7. View west along Vesey Street from Church Street.


8. View west along Barclay Street from Church Street.


9. View south along Church Street from Barclay Street.


10. View north along West Broadway from Vesey Street.

11. View southwest along Vesey Street from Greenwich Street.

12. View south along Greenwich Street from Barclay Street.

13. View south along Washington Street from Barclay Street.

14. View south along West Street/Route 9A from Barclay Street.

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following				
No. of dwelling units				
No. of low- to moderate income units				
No. of stories				
Gross Floor Area (sq.ft.)				
Describe Type of Residential Structures				
Commercial	YES ☐ NO ☑	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Describe type (retail, office, other)				
No. of bldgs				
GFA of each bldg (sq.ft.)				
Manufacturing/Industrial	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type of use				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
Community Facility	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Vacant Land	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe:				
Publicly Accessible Open Space	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
Other Land Use	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe				
Parking				
Garages	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking *(continued)*				
Lots	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe				
Storage Tanks				
Storage Tanks	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Gas/Service stations	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
Oil storage facility	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
Other, identify:	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes to any of the above, describe:				
Number of tanks				
Size of tanks				
Location of tanks				
Depth of tanks				
Most recent FDNY inspection date				
Population				
Residents	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If any, specify number				
Briefly explain how the number of residents was calculated:				
Businesses	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If any, specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Zoning*				
Zoning classification	C6-4, C5-3, LM	C6-4, C5-3, LM	C6-4, C5-3, LM	
Maximum amount of floor area that can be developed (in terms of bulk)	N/A	N/A	N/A	
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project	C5-3, C6-2A, C6-3, C6-3A	C5-3, C6-2A, C6-3, C6-3A	C5-3, C6-2A, C6-3, C6-3A	
Attach any additional information as may be needed to describe the project. If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

**This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.*

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the '**NO**' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the '**YES**' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING AND PUBLIC POLICY*: *CEQR Technical Manual Chapter 4*		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✓	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✓
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form.	✓	
2. *SOCIOECONOMIC CONDITIONS*: *CEQR Technical Manual Chapter 5*		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		✓
• Generate a net increase of 200,000 or more square feet of commercial space?		✓
• Directly displace more than 500 residents?		✓
• Directly displace more than 100 employees?		✓
• Affect conditions in a specific industry?		✓
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
(1) *Direct Residential Displacement*		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		✓
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		✓
(2) *Indirect Residential Displacement*		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		✓
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		✓
• If 'Yes,' would the study area have a significant number of unprotected rental units?		✓
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		✓
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		✓

	YES	NO
(3) *Direct Business Displacement*		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✓
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✓
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		✓
(4) *Indirect Business Displacement*		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	✓	
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?		✓
(5) *Affects on Industry*		
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		✓
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		✓
3. *COMMUNITY FACILITIES*: *CEQR Technical Manual Chapter 6*		
(a) Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		✓
(b) Would the project exceed any of the thresholds outlined in Table 6-1 in Chapter 6?		✓
(c) If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
(1) *Child Care Centers*		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		✓
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		
(2) *Libraries*		
• Would the project increase the study area population by 5 percent from the No-Action levels?		✓
• If Yes, would the additional population impair the delivery of library services in the study area?		
(3) *Public Schools*		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?		✓
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?		
(4) *Health Care Facilities*		
• Would the project affect the operation of health care facilities in the area?		✓
(5) *Fire and Police Protection*		
• Would the project affect the operation of fire or police protection in the area?	✓	
4. *OPEN SPACE*: *CEQR Technical Manual Chapter 7*		
(a) Would the project change or eliminate existing open space?		✓
(b) Is the project located within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?		✓
(c) If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?		✓
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?		✓
(e) If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?		✓
(f) If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?		✓
(g) If 'Yes' to any of the above questions, attach supporting information to answer the following: • Does the project result in a decrease in the open space ratio of more then 5%?		✓
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?		✓
• If 'Yes," are there qualitative considerations, such as the quality of open space, that need to be considered?		

	YES	NO
5. *SHADOWS:* *CEQR Technical Manual Chapter 8*		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		✓
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?		✓
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		
6. *HISTORIC AND CULTURAL RESOURCES*: *CEQR Technical Manual Chapter 9*		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.	✓	
7. *URBAN DESIGN AND VISUAL RESOURCES*: *CEQR Technical Manual Chapter 10*		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?		✓
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✓
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: *CEQR Technical Manual Chapter 11*		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form.		✓
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.		✓
9. *HAZARDOUS MATERIALS*: *CEQR Technical Manual Chapter 12*		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?		✓
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✓
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?		✓
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?		✓
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?		✓
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		✓
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✓
(h) Has a Phase I Environmental Site Assessment been performed for the site? If 'Yes," were RECs identified? Briefly identify:		✓
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		✓
10. *WATER AND SEWER INFRASTRUCTURE*: *CEQR Technical Manual Chapter 13*		
(a) Would the project result in water demand of more than one million gallons per day?		✓
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		✓
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13?		✓
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		✓
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the Jamaica Bay Watershed or in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		✓
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?		✓
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		✓
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		✓
(i) If "Yes" to any of the above, conduct the appopriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES*: *CEQR Technical Manual Chapter 14*		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		✓
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		✓

	YES	NO
12. *ENERGY*: *CEQR Technical Manual Chapter 15*		
(a) Would the proposed project affect the transmission or generation of energy?		✓
13. *TRANSPORTATION*: *CEQR Technical Manual Chapter 16*		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	✓	
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peakhour. See Subsection 313 in Chapter 16 for more information.*	✓	
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		✓
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?		✓
14. *AIR QUALITY*: *CEQR Technical Manual Chapter 17*		
(a) *Mobile Sources:* Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	✓	
(b) *Stationary Sources:* Would the proposed project result in the conditions outlined in Section 220 in Chapter 17? If 'Yes,' would the proposed project exceed the thresholds in the Figure 17-3, Stationary Source Screen Graph? (attach graph as needed)		✓
(c) Does the proposed project involve multiple buildings on the project site?		✓
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✓
(e) Does the proposed project site have existing institutional controls (*e.g.* E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		✓
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: *CEQR Technical Manual Chapter 18*		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		✓
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?		✓
(c) If "Yes," attach supporting documentation to answer the following; Would the project be consistent with the City's GHG reduction goal? The project's consistency with the GHG reduction goal will be examined.		
16. *NOISE*: *CEQR Technical Manual Chapter 19*		
(a) Would the proposed project generate or reroute vehicular traffic?	✓	
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?		✓
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		✓
(d) Does the proposed project site have existing institutional controls (*e.g.* E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		✓
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: *CEQR Technical Manual Chapter 20*		✓
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20?		
18. *NEIGHBORHOOD CHARACTER*: *CEQR Technical Manual Chapter 21*		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise.	✓	
(b) If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
An assessment of neighborhood character will be provided because the proposed project has the potential to have moderate effects on several of the elements that define a neighborhood's character, including land use, zoning, and public policy, socioeconomic conditions, historic and cultural resources, urban design and visual resources, and transportation.		

		YES	NO
19.	***CONSTRUCTION IMPACTS:*** *CEQR Technical Manual Chapter 22* Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;		✓
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;	✓	
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);	✓	
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		✓
	• The operation of several pieces of diesel equipment in a single location at peak construction;		✓
	• Closure of community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or	✓	
	• Disturbance of a site containing natural resources.		✓

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

An assessment of construction impacts will be provided because the proposed project has the potential to affect traffic conditions in a Central Business District, and may result in activities adjacent to a historic or cultural resource. However, Best Management Practices and the Best Available Technology will be utilized to reduce or eliminate the potential for construction-related impacts.

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Sponsor — APPLICANT/SPONSOR

of New York City Police Department — NAME THE ENTITY OR OWNER

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: ☐ APPLICANT/REPRESENTATIVE or ☑ LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

APPLICANT/SPONSOR NAME:	Lieutenant David Kelly LEAD AGENCY REPRESENTATIVE NAME:
SIGNATURE:	February 2, 2012 DATE:

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Additional Technical Information for EAS Part II

A. Land Use, Zoning and Public Policy

Under New York City Environmental Quality Review (CEQR), a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if the action would result in a significant change in land use or would substantially affect regulation or policies governing land use.

As shown in Figure 5, the area affected by the Proposed Action is located in the New York City Coastal Zone as delineated in the Coastal Zone Boundary maps published by the New York City Department of City Planning (DCP). In accordance with the guidelines of the 2010 *CEQR Technical Manual*, a preliminary evaluation of the project's potential for inconsistency with the WRP policies was undertaken. This preliminary evaluation requires completion of the Consistency Assessment Form, which was developed by the Department of City Planning to help applicants identify which Waterfront Revitalization Program policies apply to a specific action. The questions in the Consistency Assessment Form (CAF) are designed to screen out those policies that would have no bearing on a consistency determination for a proposed action. For any questions that warrant a "yes" answer or for which an answer is ambiguous, an explanation should be prepared to assess the consistency of the proposed action with the noted policy or policies. A CAF was prepared for the Proposed Action, and is included as Appendix A to this document. As indicated in the form, the Proposed Action was deemed to require further assessment of WRP policies 1.1, 1.2, 8, and 10. Therefore, an assessment of the Proposed Action's consistency with the city's applicable WRP is warranted, and will be provided in the EIS.

In addition, a number of public policies are applicable to the area affected by the Proposed Action (e.g., historic resources). Therefore, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of land use, zoning and public policy is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

B. Socioeconomic Conditions

According to the *CEQR Technical Manual,* the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. According to the *CEQR Technical Manual,* a socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

While the Proposed Action is not a typical action that could result in indirect displacement, an assessment of the proposed security measures' potential to decrease accessibility or potentially create other hardships for adjacent businesses is warranted. As detailed in the Draft Scope of Work, the EIS will examine the effects of the project on socioeconomic conditions in the study area, focusing on: 1) existing businesses that may be indirectly affected by the implementation of the security plan; and 2) potential effects on conditions in the real estate market in the area.

The WTC Security Plan involves installation of security infrastructure which would eliminate non-screened, public vehicular traffic from the roadways adjacent to and within the WTC site. Most of these roadways are closed under existing conditions due to construction work at the WTC site. Potential effects of the street closure on existing businesses along these roadways will be evaluated. The analysis will also consider the effects that the presence of security screening infrastructure such as operable barriers and pre-screening areas may have upon

businesses in the surrounding area, including along Church Street adjacent to and south of the WTC site, as well as along West Broadway and Washington Street north of the WTC site. In addition, vehicles traveling to businesses near and within the secure zone (for example, delivery trucks, limousines, private autos, or access-a-ride vans) would be subject to screening. The effects of this screening process on existing businesses, including the planned WTC businesses will be considered.

C. Community Facilities and Services

As defined for CEQR analysis, community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Action would not result in the direct displacement of any existing community facilities or services. However, it is anticipated that the Proposed Action would affect access to and from Engine Company 10, Ladder 10 ("Ten House") and ambulance access to the WTC site. As such, an evaluation of FDNY and ambulance response times is warranted, and will be provided in the EIS in order to identify any potential service impacts. An analysis of the Proposed Action's potential to result in significant adverse impacts on existing community facilities or services will therefore be included in the EIS, as described in the Draft Scope of Work.

D. Open Space

Based on the *CEQR Technical Manual*, an open space assessment is typically warranted if an action would directly affect an open space or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as "well-served areas;"
- 25 residents or 125 workers in areas classified as "underserved areas;"
- 200 residents or 500 workers in areas that are not within well-served or "underserved areas."

Maps in the Open Space appendix of the *2010 CEQR Technical Manual* do not identify the project area as either underserved or well-served. A detailed assessment of the Proposed Action's effect on open space is not warranted in the EIS as the Proposed Action would not result in any direct or indirect effects to open spaces. The proposed WTC Campus Security Plan would not encroach on, or cause loss of open space, nor would it limit public access to any existing or planned open spaces. No significant new sources of noise, air pollutant emissions, odors, or shadows are anticipated as a result of the Proposed Action. Finally, the Proposed Action would not result in a significant new residential or worker population that could create potential new indirect effects. As such, no detailed open space analysis is warranted and none will be provided in the EIS.

E. Shadows

The *CEQR Technical Manual* requires a shadow assessment for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s), which are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource.

A detailed assessment of the Proposed Action's effect on shadows is not warranted in the EIS as the proposed WTC Security Plan would not cast shadows on any sunlight sensitive publicly-accessible resources or other resources of concern such as natural resources. As the Proposed Action would not result in new shadows on sensitive resources no shadows assessment is warranted and none will be provided in the EIS.

F. Historic and Cultural Resources

According to the *CEQR Technical Manual*, a historic resources assessment is required if there is the potential to affect either archaeological or architectural resources. According to *2010 CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the Proposed Action and in the area surrounding identified development sites.

The project site includes security checkpoints located within and adjacent to the approximately 16-acre WTC Site, a National Register-eligible architectural resource. In addition, the area surrounding the project site

encompasses several architectural resources, including, but not limited to, the Barclay-Vesey (Verizon) Building at 140 West Street (S/NR, NYCL), St. Paul's Chapel and Graveyard at Broadway and Fulton Street (NHL, S/NR, NYCL), and 90 West Street (S/NR, NYCL). Therefore, it is necessary to analyze the potential impacts of the Proposed Action on historic architectural resources, and an assessment of historic architectural resources will be provided in the EIS, as described in the Draft Scope of Work.

The Proposed Action would entail some in-ground disturbance, and therefore warrants an assessment for potential adverse impacts on archaeological resources. As described in the Draft Scope of Work, the archaeological resources study areas for the proposed project will be the areas of planned construction and disturbance—each security checkpoint location.

G. Urban Design

The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. According to the *CEQR Technical Manual*, a preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action. CEQR stipulates a detailed analysis for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

As the Proposed Action would introduce new security elements (including bollards, security booths, and related security devices) within the public right-of-way, a preliminary assessment of urban design and visual resources is warranted, and will be provided in the EIS as described in the Draft Scope of Work.

H. Hazardous Materials

According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. As the Proposed Action would entail some in-ground disturbance, the EIS will include an assessment of hazardous materials (refer to Draft Scope of Work).

I. Water and Sewer Infrastructure

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than 1 million gallons per day), or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the Proposed Action, an analysis of water supply is not warranted because the project would not result in a demand of more than 1 million gallons per day, nor is it located in an area that experiences low water pressure.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or, (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island or Queens. As the Proposed Action is the implementation of a security plan, it would not exceed any of these thresholds. Therefore, an assessment of water and sewer infrastructure is not warranted, and will not be provided in the EIS.

J. Solid Waste and Sanitation Services

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. As the Proposed Action is the implementation of a security plan, it would not result in any solid waste generation or increased demand for sanitation services. Therefore, an analysis of solid waste and sanitation services is not warranted in the EIS.

K. Energy

According to the *CEQR Technical Manual,* a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). As the Proposed Action is the implementation of a security plan, it would not be expected to significantly affect the transmission or generation of energy, and therefore an energy assessment is not warranted in the EIS.

L. Transportation

In the 2019 future, a comprehensive perimeter vehicle security plan would be implemented for the WTC Site (the "Campus Security Plan") to protect against vehicle-borne explosive devices while ensuring an open environment that is hospitable to remembrance, culture, and commerce. The Security Plan bars unscreened vehicles from entering the Site and certain areas at the perimeter of the Site and creates stand-off distances to guard against the risk of progressive collapse of buildings and other catastrophic damage to persons and property. A vehicle seeking to enter restricted areas would be subject to credentialing to determine whether entry is authorized and screening to ensure that the vehicle does not contain dangerous material. The creation of a Trusted Access Program (TAP), in which tenants, car services, taxis and delivery vans could enroll, is envisioned to expedited vehicle entry.

The perimeter of the WTC campus would be secured through the installation of various types of vehicle interdiction devices under the control of the NYPD. These include bollards and traffic lane delineators, as well as a system of retractable vehicle barriers. Screening of all vehicles entering the WTC campus would utilize both electronic and manual processes, and would be facilitated through the use of sally ports consisting of a guard booth controlling a set of two retractable barriers with sufficient space between them to accommodate a motor vehicle undergoing screening.

Under the Proposed Action, the current WTC development program would remain unchanged with implementation of the Campus Security Plan, and no new land uses or new travel demand would be introduced at the WTC Campus as a result of the Proposed Action. However, the security measures associated with the Proposed Action would result in the diversion and redistribution of trips en route to and from the WTC site as well as general background traffic on the surrounding street network. As discussed in more detail in the Draft Scope of Work, a number of intersections and roadway links are expected to experience a net increase of 50 or more vehicle trips in one or more peak hours. Therefore, a traffic assessment will be provided in the EIS, consistent with the guidelines of the 2010 *CEQR Technical Manual.*

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a Proposed Action is projected to result in fewer than 200 peak hour rail or bus transit trips. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. As noted above, no new land uses or new travel demand would be introduced at the WTC Campus as a result of the Proposed Action. Therefore, detailed transit analyses are not warranted. However, some of the street network changes associated with the Proposed Action may potentially affect transit bus services, such as NYC Transit's M5 local bus service, approximately 13 MTA express bus routes and a number of other bus

services operated by Academy, Suburban Transit and NJ Transit that all operate along portions of Church Street in the vicinity of the project site. The effects of the proposed street network changes on bus service operations will therefore be assessed in the EIS.

According to 2010 *CEQR Technical Manual* criteria, projected pedestrian volume increases of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas and crosswalks) would not typically be considered a significant impact, since that level of increase would not generally be noticeable and therefore would not require further analysis. Although the Proposed Action would not directly generate new peak period pedestrian trips nor result in substantial diversions of pedestrian flows, it would alter the available pedestrian space at a number of locations as a result of the installation of guard booths, equipment booths, bollards, and sidewalk extensions. The EIS will therefore include a quantitative pedestrian impact analysis focusing on affected sidewalks, corner areas and crosswalks, as well as locations where increased vehicular traffic (primarily turning movements) may potentially affect pedestrian flow conditions.

As the Proposed Action would not generate new parking demand nor directly affect the supply of off-street public parking, a quantitative analysis of off-street public parking conditions is not warranted. The location, capacity and weekday AM and midday peak period utilization of off-street public parking facilities within one quarter-mile of the WTC site will, however, be documented to facilitate the assignment of auto trips to the study area street network for the No-Action and With-Action conditions.

Implementation of the Proposed Action would likely affect access to curbside space along streets where credentialing/authorization zones, sally ports and other security measures are proposed. Existing curbside parking regulations will therefore be documented along streets within one quarter-mile of the WTC site to the extent practicable given construction activity and street closures in the area, and the Proposed Action's potential effects to curbside access and the supply of on-street parking will be assessed.

M. Air Quality

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses.

The Proposed Action would divert traffic (automobiles and trucks) from streets within and near the WTC Site to other area roadways. Furthermore, screening procedures may result in idling at locations where vehicle checks would be undertaken. While this would be expected to benefit air quality for receptors within the WTC Site, it may increase emissions in other areas of Lower Manhattan. The number of project diverted vehicles will likely exceed the *CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in the peak hour at a number of locations within the area. In addition, the projected number of diverted heavy-duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter (PM2.5) screening thresholds in the 2010 *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at affected intersections is warranted, and will be provided in the EIS, as described in the draft scope of work.

N. Greenhouse Gas Emissions

The 2010 *CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 square feet or greater (or smaller projects that would result in the construction of a building that is particularly energy-intense, such as a data processing center or health care facility).

While the proposed security plan would not result in any new development in excess of the above CEQR threshold, the potential diversion of automobile and truck trips from potential street closures to through traffic in Lower Manhattan may result in a modest increase in vehicle miles of travel in the New York Region. As such, a qualitative discussion of the impacts of the Proposed Action on energy consumption and greenhouse gas emissions will be presented in the EIS, relying on recent guidance from the 2010 CEQR Technical Manual. The

assessment will examine the consistency of the project with the PlaNYC greenhouse gas emission reduction goal.

O. Noise

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high ambient noise levels resulting from stationary sources.

The Proposed Action would divert traffic (automobiles and trucks) from streets within and near the WTC Site to other area roadways. The diversion of vehicle volumes to alternative streets has the potential to result in perceptible increases in noise. As such, a detailed noise analysis is warranted, and will be included in the EIS.

P. Public Health

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. The *CEQR Technical Manual* indicates that for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS.

Q. Neighborhood Character

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements include land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise. The Proposed Action is expected to affect one or more of the constituent elements of the affected area's neighborhood character, including socioeconomic conditions, urban design, and levels of traffic and noise. Therefore, as described in the Draft Scope of Work, the EIS will analyze the Proposed Action's impact on neighborhood character.

R. Construction Impacts

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

According to the *CEQR Technical Manual*, multi-sited projects with overall construction periods lasting longer than two years and which are near to sensitive receptors should undergo a preliminary impact assessment.

Therefore, this will be undertaken in the EIS, following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments indicate the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines contained in the *CEQR Technical Manual*.

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)

INSTRUCTIONS:
In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potential Significant Adverse Impact: YES	NO
Land Use, Zoning, and Public Policy	✓	
Socioeconomic Conditions	✓	
Community Facilities and Services	✓	
Open Space		✓
Shadows		✓
Historic and Cultural Resources	✓	
Urban Design/Visual Resources	✓	
Natural Resources		✓
Hazardous Materials	✓	
Water and Sewer Infrastructure		✓
Solid Waste and Sanitation Services		✓
Energy		✓
Transportation	✓	
Air Quality	✓	
Greenhouse Gas Emissions	✓	
Noise	✓	
Public Health	✓	
Neighborhood Character	✓	
Construction Impacts	✓	

2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment. ✓

3. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Lieutenant David Kelly	New York City Police Department
NAME	SIGNATURE

☑ **Check this box if the lead agency has identified one or more potentially significant adverse impacts that MAY occur.**

☐ Issue ***Conditional Negative Declaration***

A ***Conditional Negative Declaration*** **(CND)** may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements in 6 NYCRR Part 617.

☑ Issue ***Positive Declaration*** and proceed to a draft scope of work for the Environmental Impact Statement.

If the lead agency has determined that the project may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency issues a ***Positive Declaration***.

NEGATIVE DECLARATION (To Be Completed By Lead Agency)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6NYCRR, Part 617, State Environmental Quality Review, the [ ] assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the [ ] has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS that finds, because the proposed project:

No other signficant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE

LEAD AGENCY

NAME

SIGNATURE

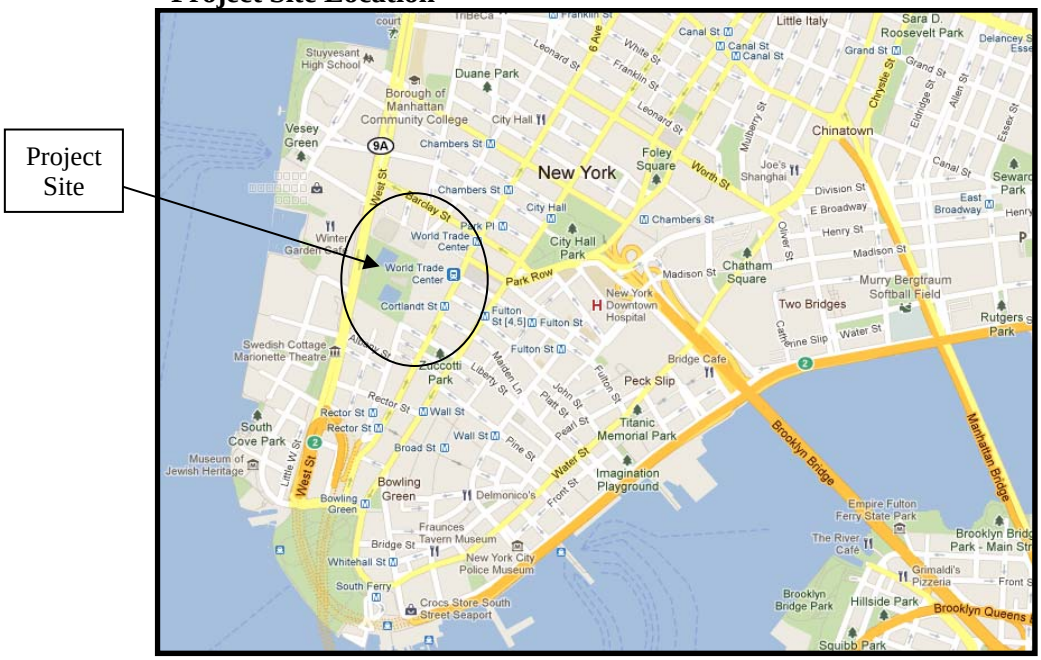
ATTACHMENT A

PROJECT DESCRIPTION

A. INTRODUCTION

The New York City Police Department (NYPD) proposes to implement a comprehensive Campus Security Plan for the 16-acre World Trade Center (WTC) Site in Manhattan Community District 1 (the "Proposed Action") in collaboration with other New York City agencies, the Port Authority of New York and New Jersey (PANYNJ) and other WTC stakeholders. Figure A-1 shows the site location.

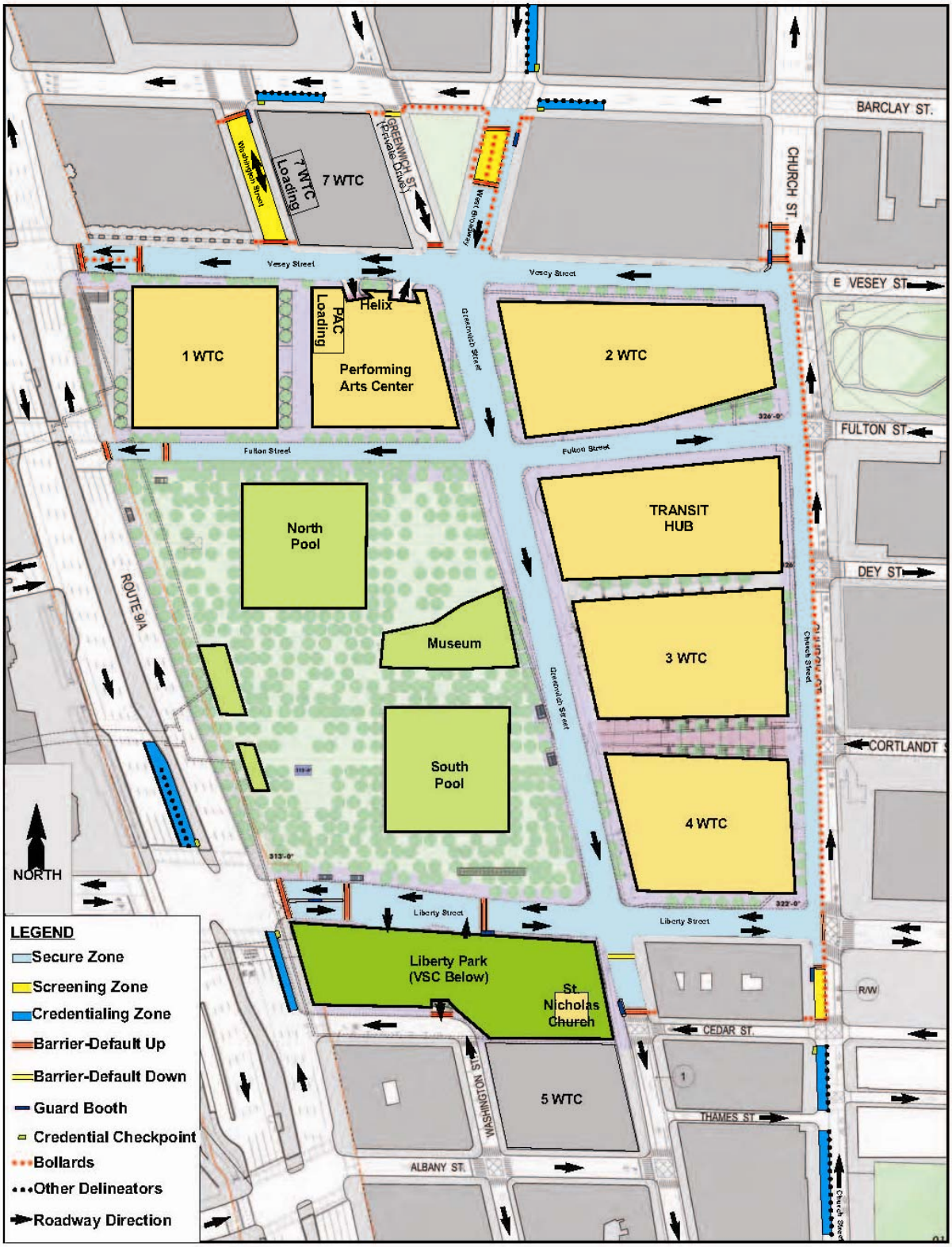
Figure A-1:
Project Site Location



As shown in Figure A-2, the Proposed Action is the implementation of a comprehensive perimeter vehicle security plan for the WTC Site (the "Campus Security Plan") to protect against vehicle-borne explosive devices while ensuring an open environment that is hospitable to remembrance, culture, and commerce. The Campus Security Plan bars unscreened vehicles from entering the Site and certain areas at the perimeter of the Site and creates stand-off distances to guard against the risk of progressive collapse of buildings and other catastrophic damage to persons and property. A vehicle seeking to enter restricted areas would be subject to credentialing to determine whether entry is authorized and screening to ensure that the vehicle does not contain dangerous material. The creation of a Trusted Access Program (TAP), in which tenants, car services, taxis and delivery vans could enroll, is envisioned to expedite vehicle entry.

The Vehicular Security Center (VSC) planned in conjunction with the World Trade Center development controls access to the WTC Site's underground traffic network, loading docks and parking areas. All vehicles parking (including those for tenants or visitors) or making deliveries at the site would be processed and screened at the VSC. As it is anticipated that demand for on-site delivery, tour bus and private occupancy vehicle (POV) parking will be considerable, it is expected that a management strategy including scheduling of tour buses and truck deliveries will be developed to ensure orderly and efficient operations.

Figure A-2:
Proposed Campus Security Plan



Source: NYPD

The Project Area includes all streets, sidewalks and buildings that would be directly affected by the installation of the Site's security infrastructure. This area is generally bounded by Barclay, West, Thames and Church streets. Under the proposed Campus Security Plan four vehicular access points are located at: Washington Street/Barclay Street; West Broadway/Barclay Street; Church Street/Liberty Street; and Liberty Street/West Street/Route 9A. The secure perimeter would consist of various types of vehicle interdiction devices, which would include static barriers (such as bollards or walls) and operable barriers to allow vehicle access, all under NYPD control. The NYPD has created conceptual plans for the design and location of the proposed security infrastructure, which is discussed in more detail in Section C, below.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Action is subject to review under the City Environmental Quality Review (CEQR) process because it has the potential to result in adverse environmental impacts, and NYPD will be the lead agency. Additionally, the Proposed Action may require or involve, among others, the following agency notifications, actions, permits and/or approvals or expertise:

Federal

- Department of Homeland Security (DHS) / Federal Emergency Management Agency (FEMA) – possible funding for all or a portion of the proposed Campus Security Plan
- Advisory Council on Historic Preservation (ACHP) – review under Section 106 of the National Historic Preservation Act
- Federal Highway Administration (FHWA) – review of proposed changes within the West Street/Route 9A right of way
- Federal Transit Administration (FTA) – review of proposed changes within the West Street/Route 9A right of way

Bi-State

- Port Authority of New York and New Jersey (PANYNJ) – possible plan funding and implementation

State

- New York State Department of State (NYSDOS) – Coastal Zone Consistency determination for certain federal activities
- New York State Historic Preservation Office (SHPO)
- New York State Department of Transportation (SDOT)
- New York State Metropolitan Transportation Authority (MTA)

New York City

- New York City Mayor's Office of Environmental Coordination
- New York City Department of Transportation (NYCDOT) – review of proposed geometric changes, street direction changes, and security elements, as well as construction permits
- New York City Planning Commission acting as the New York City Coastal Commission – Coastal Zone Consistency review
- New York City Department of Environmental Protection

C. DESCRIPTION OF PROPOSED ACTION

Background and Existing Conditions

The Lower Manhattan Development Corporation (LMDC) issued a Master Plan for the redevelopment of the WTC Site (LMDC Master Plan) in September 2003 which included the September 11th Memorial, the PATH HUB, the Performing Arts Center (PAC), and commercial office towers. As the Lead Agency and responsible entity for the U.S. Department of Housing and Urban Development (HUD) and in cooperation with the PANYNJ, the LMDC prepared a Generic Environmental Impact Statement (GEIS) under the National Environmental Policy Act (NEPA), the New York State Environmental Quality Review Act (SEQRA), and CEQR to examine a range of potential impacts stemming from the LMDC Master Plan. A Record of Decision and Findings Statement was adopted by LMDC in June, 2004.

As shown in Table A-1, the development program contemplated under the LMDC Master Plan provided for the construction of a Memorial and a 50,000 square-foot Memorial Center, up to 10 million square feet of office space in five towers, up to 1.03 million square feet of retail space (including 30,000 sf of restaurant/café uses), a hotel with up to 800 rooms and up to 150,000 square feet of conference space, a 2,200-seat performance space, up to 240,000 square feet of cultural facilities, and an underground parking garage for office tenants with 1,200 to 1,400 parking spaces. Also present on the project site (but not included as part of the proposed project) would be a permanent WTC terminal for Port Authority Trans-Hudson (PATH) trains to New Jersey (the "Transit Hub").

Table A-1
Comparison of Current WTC Development Program with 2004 FGEIS

Project Component	2004 FGEIS Program (2015 Build Year)	Current Estimated Program (As of November 2011)	Net Change
Office	10 million sf	8.5 million sf	(1.5 million sf)
Retail (including restaurant/café uses)	1.03 million sf	622,000 sf	(408,000 sf)
Hotel/Conference Space	800 rooms/150,000 sf	0 rooms/0 sf	(800 rooms/150,000 sf)
Memorial Center	50,000 sf	50,000 sf	0 sf
Performing Arts Center	2,200 seats	1,000 seats	(1,200 seats)
Cultural Facilities	240,000 sf	0 sf	(240,000 sf)
Parking Spaces	1,200-1,400 spaces	approx. 400	(approx. 800 – 1,000)

Notes:
1. Memorial included in both programs.
2. The total office square footage under the Current WTC Program heading reflects the removal of Tower 5 from the total. As described below, it is expected that Tower 5 would be developed after the 2019 analysis year for this project.

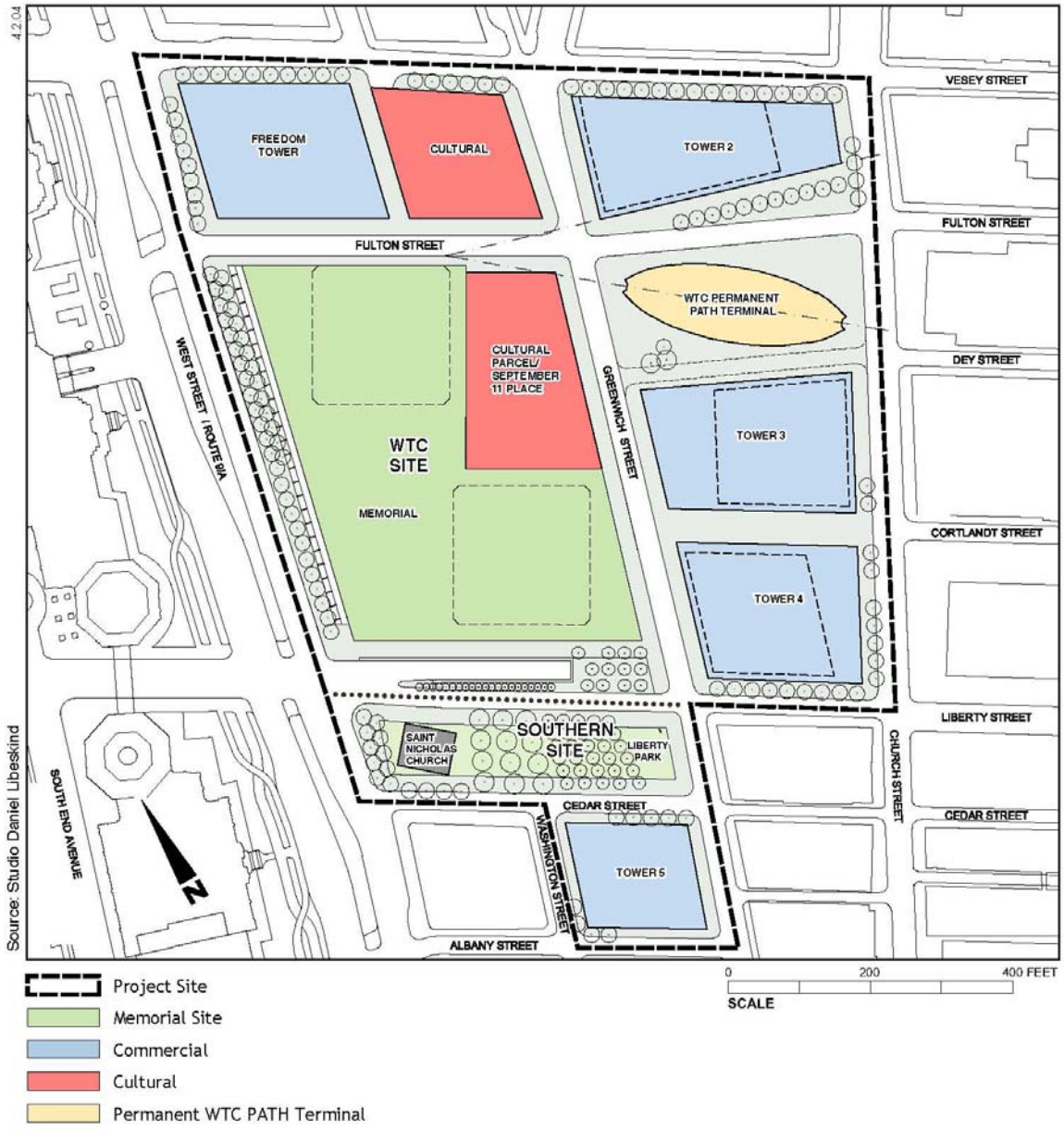
As shown in Table A-1, a somewhat smaller development program is now contemplated for the WTC Site than was assessed in the 2004 FGEIS. This smaller program still includes the construction of a Memorial and a 50,000 square-foot Memorial Center, but the amount of office space has been reduced to 8.5 million square feet, retail space (including restaurant/café uses) has been reduced to 622,000 square feet, the performance space has been reduced to a 1,000-seat performing arts center, and there are expected to be up to 400 underground parking spaces for office-tenant autos and 80 for tour buses compared to 1,200 to 1,400 parking spaces under the original program. The program no longer includes a hotel component and 240,000 square feet of additional cultural facilities.

LMDC Master Plan and Envisioned Vehicular Circulation
The proposed street configuration under the LMDC Master Plan included extending Fulton Street east-west through the site and Greenwich Street north-south through the site. Within the site, Fulton Street

would operate one-way westbound and Greenwich Street would operate one-way southbound, and it was stated in the FEIS that both streets might be restricted or closed to traffic from time to time. The Southern Site (the area that currently includes the planned VSC and WTC 5) would be reconfigured to open Cedar Street between Washington Street and West Street/Route 9A and close Washington Street between Liberty and Cedar Streets. Cedar Street would operate one-way westbound, with all traffic northbound on Washington Street turning left onto Cedar Street to West Street/Route 9A.

As shown in Figure A-3, the new sections of Fulton and Greenwich Streets would divide the project site into four quadrants. The Memorial, Visitor Center and Museum would occupy the southwest quadrant, while the tallest of five proposed towers (Tower 1) and the PAC would occupy the northwest quadrant. Three additional towers and the PATH HUB Terminal would occupy the two eastern quadrants while the fifth tower and the VSC would be located at the south end of the site.

Figure A-3: WTC Site Plan



Source: LMDC.
Available online: *http://www.renewnyc.com/content/pdfs/eis/04-12-2004/vol1/01%20Project%20Description.pdf*

Under the LMDC Master Plan, it was assumed that tour buses would stop to discharge and pick up passengers along the west side of Greenwich Street, and that these buses would park in a below-grade parking area which they would enter at the VSC via a ramp on Liberty Street east of West Street/Route 9A. Trucks en route to below-grade service levels on the WTC Site were also assumed to enter at the VSC via this ramp, while autos belonging to building tenants would be allowed to enter and exit the 1,200-space below-grade parking areas via a ramp on the south side of Vesey Street at Washington Street. All vehicle types could exit the on-site service and parking areas via the Liberty Street or Vesey Street ramps, or via an exit ramp onto the northbound West Street/Route 9A median.

Subsequent planning actions on the site have resulted in updates to the building program and site plan. The most relevant and notable change for the purposes of the Proposed Action is the evolution of the plans for the VSC and on-site circulation. The amended plan relocated the entrance ramp to the VSC from the north side of Liberty Street to the south side of Liberty Street. Operation of Liberty Street was also modified from the originally proposed one-way eastbound flow to two-way operation between West Street/Route 9A and Church Street.

Current World Trade Center Site Development Program

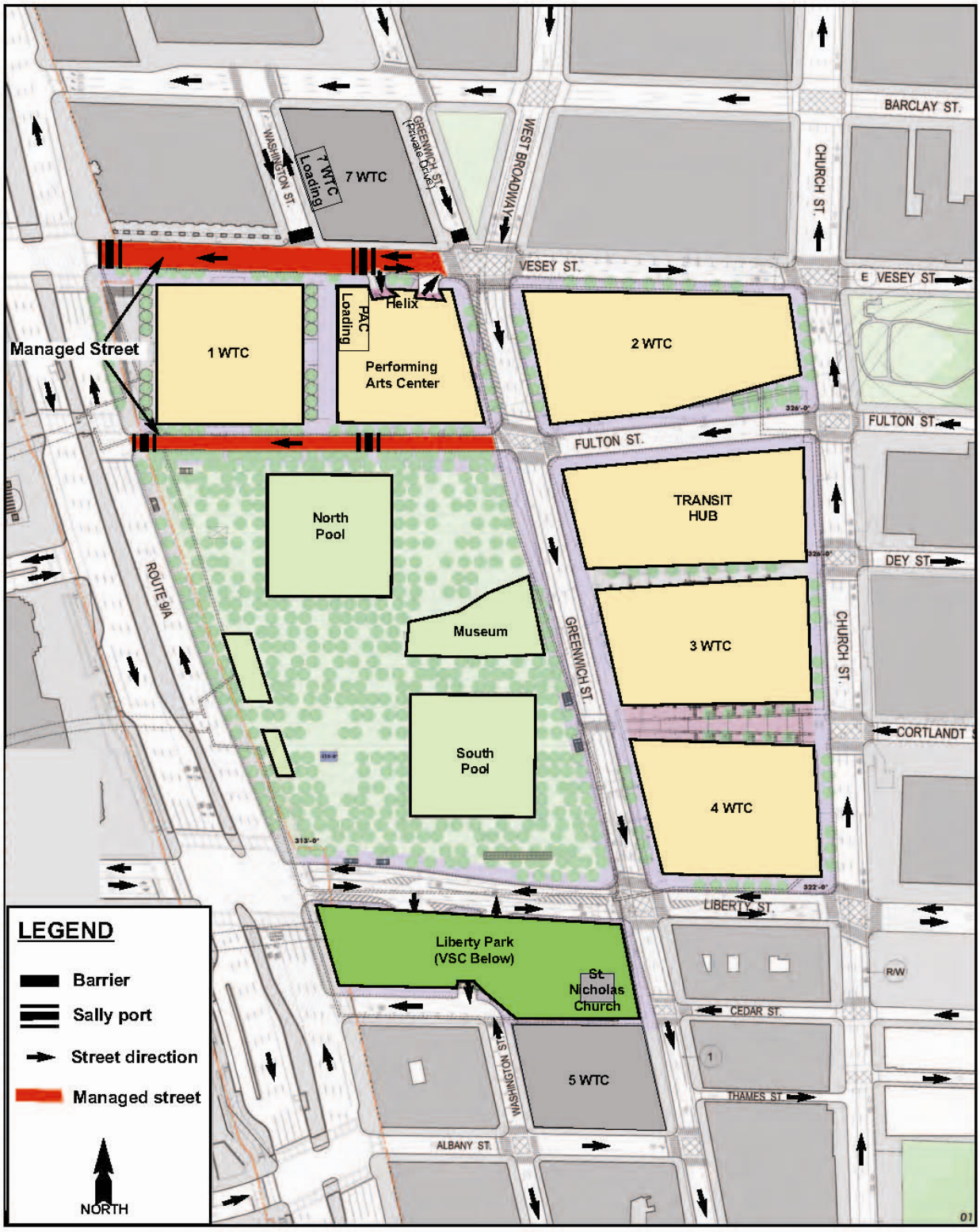
As described above, the development program for the WTC Site has evolved since the 2004 FGEIS was released. As the Port Authority of New York and New Jersey (PANYNJ) and the City of New York worked with stakeholders and lessees to implement the approved plan for the WTC Site, certain adjustments and refinements were made based on aesthetics, commercial viability, cost, technical, security, and practical considerations.

Construction continues throughout the WTC Site and in the immediate vicinity of the Site. Construction of 7 World Trade Center (7 WTC) has been completed and the building is now fully leased. The National September 11th Memorial Plaza opened to the public in September 2011. The National September 11th Museum is expected to open in early 2013. Towers 1 and 4 are expected to be completed in 2013, with occupancy anticipated in 2014. At this time, no completion date has been established for Towers 2 and 3. Tower 2 is expected to be constructed to grade in 2012, with no current plans to continue the above-grade construction. Tower 3 is expected to be completed to the podium level in 2015 and would then be occupied by retail tenants. The PAC is expected to be completed and operational in 2019, and the PATH HUB is expected to be opened for use in 2015. For the purposes of this EIS, it is assumed that all on-site building programs (along with required infrastructure, including streets) will be completed and fully occupied by 2019.

As no building program or schedule has been established for Tower 5, this site will not be included in the analysis as a No-Action development. Tower 5 would likely be developed at an indefinite time in the future only after Tower 2 and Tower 3 are fully constructed, with substantial tenant occupancy or commitments.

Vehicular circulation studied under the 2004 FGEIS assumed free flow traffic throughout the entire WTC Site. However, current plans (as shown on the most recent version of the PANYNJ Master Plan (Version 10.0) include a secure zone around Tower 1, with controlled access along Fulton Street and Vesey Street west of Greenwich Street and at the intersection of Washington Street and Vesey Street. Additionally, as Greenwich Street from Barclay Street to Vesey Street is a privately owned street and not a mapped City street, it is expected that vehicular access will be limited for use by 7 World Trade Center tenant and visitor vehicles.

Figure A-4:
PANYNJ Master Plan (Version 10.0)



Source: PANYNJ

Traffic flow pursuant to the current PANYNJ Master Plan (Version 10.0) will be as shown in Figure A-4 and as described below:

1. Washington Street from Barclay Street to Vesey Street would operate with two-way flow. Access control is proposed at the intersection with Vesey Street. Use of this street is expected to remain primarily for loading activities related to 7 WTC.

2. Greenwich Street from Barclay Street to Vesey Street would operate with flow one-way southbound. As indicated above, this section of Greenwich Street is not a mapped City street. Therefore, this segment of Greenwich Street is expected to operate as a private driveway for 7 WTC, primarily serving livery vehicles.

3. Greenwich Street from Vesey Street to Albany Street would operate with one-way southbound traffic flow. Tour bus loading and unloading could occur adjacent to the Memorial on the west side of Greenwich Street. No security controls are proposed for this section of Greenwich Street.

4. West Broadway south of Barclay Street would continue to operate with one-way southbound traffic flow.

5. Vesey Street from Church Street to Greenwich Street would accommodate one-way eastbound traffic flow and would operate with no security controls. Between Greenwich and Washington Streets, Vesey Street would operate as a two-way corridor. From Washington Street to West Street/Route 9A, Vesey Street would operate as a one-way westbound corridor. The PANYNJ Master Plan proposes to introduce a secure zone with controlled vehicle access along Vesey Street (Greenwich Street to West Street/Route 9A) and Washington Street (at Vesey Street).

6. Fulton Street within the WTC Site would operate as a one-way westbound street. From Church Street to Greenwich Street, the traffic flow would operate without any security controls. West of Greenwich Street, the PANYNJ Master Plan proposes to introduce a secure zone with controlled vehicle access.

7. Liberty Street from Church Street to West Street/Route 9A would accommodate two-way traffic flow. Primary vehicular access to and from the VSC would be on Liberty Street.

Purpose and Need for the Proposed Action

On February 26, 1993 an explosive device was detonated in the underground public parking garage beneath the WTC. The attack resulted in several deaths and more than 1,000 injuries, along with hundreds of millions of dollars of damage. PANYNJ subsequently implemented an extensive upgrade plan, with a focus on life safety and security. Less than a decade later, on September 11, 2001, the WTC was again attacked, resulting in the loss of nearly 2,800 lives and the destruction of the entire WTC complex.

Now that the WTC Site is being rebuilt, new consideration is being given to increase on-site security. The Campus Security Plan is intended to protect against vehicle-borne explosive devices while ensuring an open environment that is hospitable to remembrance, culture, and commerce. The Campus Security Plan bars unscreened vehicles from entering the Site and certain areas at the perimeter of the Site and creates stand-off distances to guard against the risk of progressive collapse of buildings and other catastrophic damage to persons and property. A vehicle seeking to enter restricted areas would be subject to credentialing to determine whether entry is authorized and screening to ensure that the vehicle does not contain dangerous material. The creation of a TAP, in which tenants, car services, taxis and delivery vans could enroll, is envisioned to expedited vehicle entry.

The Proposed Action was developed after careful consideration of the LMDC Master Plan and the subsequent design of the commercial towers planned for the WTC Site. The LMDC Master Plan included the National September 11th Memorial, the PATH HUB, the Performing Arts Center (PAC), and commercial office towers (WTC towers 1 through 5).

The Proposed Action

The Proposed Action is a physical and operations security infrastructure overlay that would be incorporated into the WTC District streetscapes that are currently under construction. Primary features of the Proposed Action include entry/exit security checkpoints and a secure lane on Church Street between Cedar Street and Vesey Street.

As it is unlikely that the planned WTC street network would be completely open and accessible prior to the full build-out of the PAC, 2 World Trade Center and 3 World Trade Center, it is expected that the proposed Campus Security Plan could not be fully implemented prior to 2019. As such, 2019 has been selected as the analysis year for the environmental analyses in the EIS.

The Proposed Action would not alter the building program that is currently planned for the site. Instead, the intent of the Proposed Action is to manage vehicular traffic to and through the site. The proposed Campus Security Plan would create a secure perimeter around the WTC Site through a combination of security measures, including bollards and similar static barriers, as well as a system of operable vehicle barriers. NYPD personnel would screen all vehicles entering the site in sally ports (secure, controlled entryways) using mechanical and manual inspection processes.

The Proposed Action would modify the vehicular access and traffic flow patterns considered in the 2004 WTC Memorial and Redevelopment Plan FGEIS. As shown in Figure A-2, a secure zone is proposed to provide limited vehicular access on the following streets:

- Greenwich Street from Vesey Street to Cedar Street;
- West Broadway from Barclay Street to Vesey Street;
- Washington Street from Barclay Street to Vesey Street;
- Vesey Street from Church Street to West Street/Route 9A;
- Fulton Street from Church Street to West Street/Route 9A; and
- Liberty Street from Church Street to West Street/Route 9A.

Additionally, the Trinity Place/Church Street corridor[1] would be divided by a raised median with bollards, from Cedar Street to just north of Vesey Street. It is anticipated that to the east of the median the street would remain open to general traffic with two northbound moving lanes, while two additional moving lanes to the west of the median would be located within the security perimeter and would be accessible only to screened vehicles.

As indicated above, the most recent PANYNJ Master Plan intends to create a secure zone around 1 WTC by securing and restricting access to Vesey Street and Fulton Street between Greenwich Street and West Street/Route 9A. As such, these street segments would be managed streets irrespective of the Proposed Action. Additionally, it is expected that Greenwich Street from Barclay Street to Vesey Street would be limited for use by 7 WTC tenants only under No-Action conditions; therefore, this section of Greenwich Street would be a controlled access street irrespective of the Proposed Action.

[1] Trinity Place becomes Church Street north of Liberty Street.

All vehicles seeking access to the WTC Site would be subject to screening and vehicle operators would be required to provide credentials prior to being granted access to the interior of the WTC Site. Credentialing zones are proposed at the following locations:

- On West Broadway between Barclay Street and Park Place;
- On Barclay Street in the southern-most lane at the westbound approach to West Broadway;
- On Barclay Street in the southern-most lane at the westbound approach to Washington Street;
- On Church Street in the western-most lane at the northbound approach to Thames Street and Cedar Street;
- On West Street/Route 9A in the eastern-most lane at the northbound approach to Liberty Street; and
- On West Street/Route 9A in the two southbound left turn lanes at the southbound approach to Liberty Street.

The proposed security sequence for entries consists of three zones: approach zones, credentialing and authorization zones, and screening zones. Approach areas would vary in size, detail and security elements installed depending on the anticipated vehicle volumes and the roadway geometry leading to the security station. The main function of these areas would be to alert vehicles that they are approaching a secure zone and, where possible, to re-direct traffic that does not need to be credentialed.

Credentialing and authorization zones would vary in size by location. The primary function of these zones is to check credentials before allowing vehicles to enter the screening area.

Screening areas would include the visual and physical inspection of vehicles. The physical design of screening areas would vary slightly, depending on the anticipated primary users of each specific screening zone. For example, screening areas that would be expected to have high bus or delivery vehicle volumes would be sized to fit these vehicle types, with larger sally ports. Security booths at each sally port would house barrier controls, data systems and other equipment. They will be designed to meet these operational requirements while having the smallest possible footprint to minimize potential pedestrian conflicts.

Exit security stations would manage all traffic exiting the WTC Site. The dimensions of sally ports at exits would vary in size based on their location and the size of the primary vehicle type expected to use them.

Credentialed vehicles, including tour buses, black cars, and delivery vehicles, would be permitted access into the Site. All private vehicles with prior authorization to park on-site would access the VSC from the east or west via Liberty Street. It is anticipated that tour buses with passengers en route to the 9/11 Memorial would unload along the north curb of Liberty Street west of Greenwich Street, as well as along the west curb of Greenwich Street adjacent to the Memorial Center. There are likely to be several locations designated for loading tour buses, possibly including the east curb of West Street/Route 9A immediately north of Liberty Street. Parking is provided for buses below-grade on-site with access through the VSC. It is anticipated that all deliveries would be scheduled. Incoming delivery vehicles would be directed to the dedicated loading area for the appropriate building – through the VSC and below-grade road network, following additional screening.

For preliminary planning purposes it is assumed that 25 percent of for-hire vehicles (mostly black cars) would enter the WTC Site, while the remainder (mostly yellow cabs) would drop-off/pick-up on the periphery streets outside the security perimeter.

Construction of the Proposed Action may require the relocation of utilities in some areas. The appropriate agencies or utility companies would be contacted prior to construction. Areas of potential utility conflicts

will be identified. Utilities in these areas would either be relocated or alternate designs would be proposed to avoid conflicts.

With or without the Proposed Action, it is unlikely that the planned WTC street network would be completely constructed and accessible prior to 2019. As such, 2019 has been selected as the analysis year for the environmental analyses in the EIS. It is anticipated that the security measures associated with the Proposed Action would be implemented in phases through 2019, based on the need to accommodate construction activities at the WTC Site, the progress of development and the security needs of the tenants as new buildings are completed and occupied. Prior to the installation of the permanent security measures, it is likely that some interim measures would be installed to provide security while construction of adjacent WTC buildings and on-site streets and infrastructure is on-going. The specific phasing of the proposed security measures would be determined once the future construction schedule for development at the WTC Site becomes more defined.

D. ANALYSIS FRAMEWORK

The Future Without the Proposed Action (No-Action Condition)

In the 2019 scenario without the Proposed Action (No-Action), it is anticipated that the WTC Site would be fully developed. As described above, Tower 5 is not expected to be developed during this timeframe. At this time Towers 2 and 3 are anticipated to be fully constructed and occupied before construction of Tower 5 commences. Further, no building program has been established for the Tower 5 site.

As shown in Figure A-4, the current No-Action site plan for the WTC Site includes the development of a VSC on the south side of Liberty Street east of West Street/Route 9A. All autos and tour buses en route to below-grade parking at the WTC Site would undergo screening at this facility, as would trucks en route to below-grade loading areas for Towers 1 through 4. The entrance to the VSC would be located on the south side of Liberty Street, whereas the LMDC FGEIS contemplated an entrance to below-grade parking located on the north side of Liberty Street. All vehicles would exit onto Liberty Street, primarily westbound to West Street/Route 9A. While there would continue to be an entrance/exit ramp on Vesey Street (referred to as the "Helix"), current plans call for it to be used primarily for emergency access. There are expected to be a total of up to 400 parking spaces for autos and 80 spaces for tour buses located in below-grade facilities on the WTC Site.

As shown in Figure A-4, under the current No-Action site plan, Greenwich Street would operate one-way southbound and Fulton Street would operate one-way westbound through the project site. Vesey Street would be reopened to traffic from Greenwich Street to Church Street; however, the section of Vesey Street from Greenwich Street to West Street/Route 9A would be a managed street. Vesey Street would operate one-way eastbound to the east of Greenwich Street, two-way between Greenwich and Washington Streets, and one-way westbound to the west of Washington Street. West Broadway between Barclay and Vesey Streets would remain open to southbound through-traffic, providing access to Greenwich Street through the project site. However, it is anticipated that the segment of Greenwich Street between Barclay and Vesey Streets, which is a privately-owned street, would be closed to through traffic and would primarily serve as access to the adjacent 7 World Trade Center building as at present. The parallel segment of Washington Street would operate two-way.

At the south end of the WTC Site, Liberty Street would be reopened to traffic between Church Street and West Street/Route 9A, and would operate two-way. Unlike the street configuration analyzed in the LMDC FGEIS, current plans now call for Cedar Street to remain closed between Greenwich and Washington Streets. Washington Street would remain closed between Cedar and Liberty Streets, and all

traffic northbound on Washington Street would turn westbound onto Cedar Street to reach West Street/Route 9A. As shown in Figure A-4, an exit from the VSC onto Cedar Street would be provided for those vehicles rejected for entry into the below-grade parking or loading areas.

The current No-Action site plan and vehicle circulation system also incorporates limited security measures identified by PANYNJ subsequent to publication of the LMDC FGEIS in 2004. Under these measures, which were identified as the design of the 1 World Trade Center tower became more defined, both Vesey Street and Fulton Street would function as "managed streets" west of Greenwich Street. This would be achieved through the installation of retractable barriers and sally ports on Vesey, Fulton and Washington Streets to restrict vehicular access. Each sally port would consist of a guard booth controlling a set of two retractable barriers with sufficient space between them to accommodate a motor vehicle. In operation, the first barrier would be lowered to permit a single vehicle to enter, and then raised to prevent entry by following vehicles. After completing a screening process, the second barrier would be lowered to allow the vehicle to exit. As shown in Figure A-4, two sally ports would be located on Fulton Street, one immediately east of West Street/Route 9A and the second west of Greenwich Street. Two sally ports would also be located on Vesey Street, one immediately to the east of West Street/Route 9A and a second west of Greenwich Street. An additional retractable barrier would be installed on the Washington Street approach to Vesey Street that would be raised in the default condition, and lowered only as needed to permit entry by authorized vehicles.

Under the current No-Action circulation plan, there would be unrestricted vehicular access along Greenwich Street through the WTC Site. Autos and trucks destined for the below-grade parking or loading docks at the WTC would have unrestricted access to the Vehicular Security Center via Liberty Street, while trucks en route to the loading docks at the Performing Arts Center would likely have to pass through the barriers on Washington Street and/or Vesey Street. Tour buses are expected to drop off passengers destined for the 9/11 Memorial on the west side of Greenwich Street or on Liberty Street west of Greenwich Street before proceeding to the VSC via Liberty Street. They would then be expected to exit the VSC onto eastbound Liberty Street, northbound Church Street and westbound Fulton Street to return to Greenwich Street to retrieve their passengers. Taxi and black (livery) car pick-up/drop-off activity would likely occur along both curbs of Greenwich Street as well as along both sides of Church Street. While black cars would also be expected to traverse the sally ports along Fulton and Vesey Streets to access 1 World Trade Center, taxis would be unlikely to do so, and would be expected to pick-up/drop-off along nearby unrestricted streets such as Greenwich Street and West Street/Route 9A (if permitted by the prevailing curbside regulations).

As noted above, there are now expected to be up to approximately 400 underground parking spaces for office-tenant autos and 80 for tour buses at the WTC Site compared to 1,200 to 1,400 parking spaces under the original program analyzed in the LMDC FGEIS. It is therefore anticipated that under the current development program, some of the parking demand generated by WTC office tenants as well as all of the parking demand generated by other uses at the WTC Site would be distributed among off-street public parking facilities on the periphery. Many of these autos would therefore not actually enter the WTC Site nor traverse intersections within its boundaries.

In addition to the planned WTC build-out, Lower Manhattan is expected to experience moderate growth in commercial office, retail, residential, hotel and community facility uses by 2019. The EIS will document the developments that are planned within the area and include these in the analysis of the No-Action condition.

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

As described above, the Proposed Action would control vehicular access to and traffic movement to and within the WTC Site. This would be accomplished through the creation of a secure perimeter around the

WTC Site that is intended to prevent unscreened vehicles from driving within close proximity to the 9/11 Memorial Plaza and Museum building, commercial towers, and transportation facilities on the WTC Site. Therefore, selected portions of streets in and around the WTC Site are proposed to be restricted access streets that would be closed to general vehicular traffic. Implementation of the Proposed Action would involve installation and utilization of security infrastructure in the immediate vicinity of the WTC Site. Vehicles destined for the WTC seeking entry onto these streets would be subject to credentialing to determine whether entry to the campus should be permitted, and then screening to confirm that these vehicles pose no threat.

Figure A-2 shows a conceptual plan developed by the NYPD for the design and location of the security infrastructure that would be installed under the Proposed Action. The Project Area includes all streets and sidewalks that would be directly affected by the installation of this security infrastructure. As shown in Figure A-2, the Project Area is generally bounded by Barclay Street and Park Place on the north, Albany Street on the south, Trinity Place/Church Street on the east and West Street/Route 9A on the west. The perimeter of the WTC Site would be secured through the installation of various types of vehicle interdiction devices under the control of the NYPD. These could include bollards and traffic lane delineators, as well as a system of retractable vehicle barriers. Screening of all vehicles entering the WTC Site would utilize both mechanical and manual processes, and would be facilitated through the use of sally ports which, as described previously, would consist of a guard booth controlling a set of two retractable barriers with sufficient space between them to accommodate a motor vehicle undergoing screening. An additional booth would be installed at each credentialing location. It is anticipated that the sizes of the booths and any ancillary structures will be developed as project design advances.

Overall, as shown in Figure A-2, it is anticipated that sally ports would be installed at a total of eight locations on the perimeter of the Site to provide entry and/or egress. Two would function as entry sally ports, four as exit sally ports and two would be used by both entering and exiting vehicles. The following describes the security infrastructure and traffic changes that would be implemented under the Proposed Action.

TRINITY PLACE/CHURCH STREET

As shown in Figure A- 2, the Trinity Place/Church Street corridor[2] would be divided by a raised median with bollards, from Cedar Street to just north of Vesey Street. It is anticipated that to the east of the median the street would remain open to general traffic with two northbound moving lanes, while the two moving lanes to the west of the median would be located within the security perimeter and would be accessible only to screened vehicles. A security station with an entry-only sally port for tour buses en route to the Memorial as well as private occupancy vehicles (POVs) and for-hire vehicles would be located on Trinity Place just north of Cedar Street. Credentialing zones for the sally port on Trinity Place would be delineated along the west curb south of Cedar and Thames Streets. A second sally port would be located on Church Street just north of Vesey Street to serve as an egress point for all vehicle types exiting onto northbound Church Street from the WTC Site.

WEST BROADWAY/GREENWICH STREET

Southbound West Broadway would function as an entrance to the WTC Site for for-hire vehicles and POVs arriving from the north. As shown in Figure A-2, a security station with an entry sally port would be installed on West Broadway between Barclay and Vesey Streets, and credentialing zones would be located along the east curb of West Broadway north of Barclay Street, and along the south curb of Barclay Street east of West Broadway. Bollards would be used to delineate a single travel lane along the east curb adjacent to the sally port but outside of the secure perimeter in order to maintain access to the adjacent U.S. Post Office building. (Postal vehicles would enter the building at the south end of the block and utilize an internal roadway to exit the facility onto West Broadway near Barclay Street.)

[2] Trinity Place becomes Church Street north of Liberty Street.

GREENWICH STREET
Greenwich Street between Barclay and Vesey Streets is a private street and is expected to remain closed to through traffic. Retractable barriers at the north end of the block (default down) and the south end of the block (default up) would allow vehicular access to the adjacent 7 World Trade Center building, but not into the secure zone. (As noted above, West Broadway would provide the primary access to the segment of southbound Greenwich Street traversing the WTC Site.) At the south end of the WTC Site, a sally port would be located on Greenwich Street approaching Cedar Street to provide egress for fire trucks stationed at an adjacent fire station for Engine Company 10 and Ladder Company 10 ("Ten House") as well as for POVs and for-hire vehicles.

WASHINGTON STREET
The security station at Washington Street between Barclay and Vesey streets would serve as an entrance and exit point for trucks en route to and from the Performing Arts Center's loading dock on Vesey Street, and as an entrance for POVs and for-hire vehicles in the event of congestion at the security station at West Broadway. Trucks would also use this sally port to access the adjacent 7 World Trade Center loading dock. As daily PAC loading demand is anticipated to be minimal with most of the deliveries expected during off-peak periods, occasional use of this entry for POVs and for-hire vehicles is not expected to be problematic. A credentialing zone would be delineated along the south curb of Barclay Street east of Washington Street.

VESEY STREET
As shown in Figure A-2, under the Proposed Action the block of Vesey Street from Church Street to West Broadway would be converted from eastbound to westbound operation. Vesey Street would continue to operate two-way between Greenwich and Washington Streets and one-way westbound between Washington Street and West Street/Route 9A. Vesey Street would remain one-way eastbound east of Church Street and vehicles would not be able to travel from the managed corridor on the west side of Church Street onto eastbound Vesey Street. Pedestrian access across Church Street at Vesey Street would be maintained. A security station with a two-lane exit-only sally port would be installed on Vesey Street approaching West Street/Route 9A. A sidewalk extension along the north side of the roadway would likely be installed to accommodate the security booth at this location.

FULTON STREET
Under the Proposed Action, the block of Fulton Street between Greenwich and Church Streets would be converted from one-way westbound to one-way eastbound operation to facilitate drop-off and pick-up activity at the adjacent 2 World Trade Center and the Transit Hub. The segment of Fulton Street west of Greenwich Street would remain one-way westbound as would Fulton Street east of Church Street. There would be no vehicular access on Fulton Street across the raised median and bollards along Church Street, although pedestrian access would be maintained. A security station with a one-lane exit sally port would be installed on Fulton Street approaching West Street/Route 9A, and a sidewalk extension would likely be installed along the north side of the roadway to accommodate the security booth at this location.

LIBERTY STREET
As shown in Figure A-2, under the Proposed Action two-way operation would continue on Liberty Street, and it would function as the primary point of access and egress for the Vehicular Security Center. Access to the VSC would be controlled by a security station and entry/exit sally port on Liberty Street east of West Street/Route 9A. Credentialing zones for this sally port would be delineated along the two easternmost lanes of southbound West Street/Route 9A north of Liberty Street, and along the northbound curb lane south of Liberty Street. Vehicles already within the secure perimeter (tour buses, for example) would also be able to enter the VSC from the east on Liberty Street, although access would be controlled by a retractable barrier located immediately to the east of the VSC entrance/exit. Most vehicles departing the VSC would exit onto westbound Liberty Street to reach West Street/Route 9A. (A secondary exit

would be provided on Cedar Street west of Washington Street to be used primarily in the event that a vehicle was allowed to enter Liberty Street in error from the credentialing zone on West Street/Route 9A.) Another retractable barrier would be located on Liberty Street in-line with the Church Street median and would be used to facilitate access/egress by fire trucks stationed at the nearby Ten House.

Under the Proposed Action, it is anticipated that tour buses with passengers en route to the 9/11 Memorial may unload along the north curb of Liberty Street west of Greenwich Street, and/or along the west curb of Greenwich Street adjacent to the Memorial Center. As is the case under the current circulation plan, it is also likely that there would continue to be several locations designated for loading tour buses, possibly including the east curb of West Street/Route 9A immediately north of Liberty Street.

CEDAR STREET
Under both the No-Action and With-Action conditions, Cedar Street would be eliminated between Greenwich and Washington Streets, with the segment to the west operating one-way westbound as an outlet to West Street/Route 9A for northbound Washington Street. As noted above, a secondary exit from the VSC would be provided on Cedar Street west of Washington Street to be used primarily in the event that a vehicle was allowed to enter Liberty Street in error from the credentialing zone on West Street/Route 9A. The segment of Cedar Street between Greenwich Street and Church Street would also continue to operate one-way westbound under the Proposed Action.

BARCLAY STREET
As noted above, under the Proposed Action two credentialing zones would be established along the south curb of Barclay Street. One would be located immediately to the east of the security station on West Broadway, and the second would be located immediately to the east of the security station on Washington Street.

Operational controls such as bus reservations and the scheduling of deliveries are expected to be implemented under both the No-Action and With-Action conditions. As the No-Action condition includes the full development of the WTC Site, no new buildings are associated with the Campus Security Plan. Only security-related elements and the proposed modifications to the street network are considered as part of the Proposed Action.

APPENDIX A

Waterfront Revitalization Program

Consistency Assessment Form

For Internal Use Only:
Date Received: _____

WRP no._____
DOS no._____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: New York City Police Department
2. Address: One Police Plaza, New York, NY 10038
3. Telephone: 646-610-4557 Fax:_____ E-mail: WTCEIS@nypd.org
4. Project site owner: City of New York

B. PROPOSED ACTIVITY

1. Brief description of activity:

The Proposed Action is the implementation of a comprehensive perimeter vehicle security plan for the World Trade Center (WTC) Site (the "Security Plan"). The Security Plan bars unscreened vehicles from entering the Site and certain areas at the perimeter of the Site and creates stand-off distances to guard against the risk of progressive collapse of buildings and other catastrophic damage to persons and property. A vehicle seeking to enter restricted areas would be subject to credentialing to determine whether entry is authorized and screening to ensure that the vehicle does not contain dangerous material. The creation of a Trusted Access Program, in which tenants, car services, taxis and delivery vans could enroll, is envisioned to expedite vehicle entry. The Vehicular Security Center planned in conjunction with the WTC development will control access to the WTC site's underground traffic network, loading docks, and parking areas. All vehicles parking or making deliveries at the site would be processed and screened at the VSC. As it is anticipated that demand for on-site delivery, tour bus and private occupancy vehicle parking will be considerable, it is expected that a management strategy including scheduling of tour buses and truck deliveries will be developed to ensure orderly and efficient operations.

2. Purpose of activity:

Now that the WTC Site is being rebuilt, new consideration is being given to increase on-site security. The Campus Security Plan is intended to protect against vehicle-borne explosive devices while ensuring an open environment that is hospitable to remembrance, culture, and commerce.

3. Location of activity: (street address/borough or site description):

The Proposed Action would be implemented in Lower Manhattan in the vicinity of the WTC Site. The Project Area includes all streets, sidewalks and buildings that would be directly affected by the installation of the Site's security infrastructure. This area is generally bounded by Barclay, West, Thames and Church streets.

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

   N/A

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

   Department of Homeland Security (DHS)/FEMA – possible funding source.
   Port Authority of New York and New Jersey (PANYNJ) – possible funding source.

6. Will the proposed project require the preparation of an environmental impact statement?
   Yes _____✓_____ No _____ If yes, identify Lead Agency:

   New York City Police Department

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

   Direct undertaking by the NYPD.

C. COASTAL ASSESSMENT

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?		✓
2. Does the proposed project require a waterfront site?		✓
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?		✓

Policy Questions	**Yes**	**No**
The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations. Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.		
4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)		✓
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	✓	
6. Will the action result in a change in scale or character of a neighborhood? (1.2)	✓	

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✓
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✓
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✓
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✓
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✓
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✓
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✓
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✓
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✓
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✓
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✓
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✓
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✓
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✓
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✓
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✓
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✓
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✓
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✓
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✓
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✓
28. Would the action cause violations of the National or State air quality standards? (5.2)		✓

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✓
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)		✓
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✓
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)		✓
33. Would the action result in any construction activities that would lead to erosion? (6)		✓
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✓
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)		✓
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✓
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✓
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✓
39. Would the action affect any sites that have been used as landfills? (7.1)		✓
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✓
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✓
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	✓	
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	✓	
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✓
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✓
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✓
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✓
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)		✓
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✓
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✓

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✓
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)	✓	

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: Lieutenant David Kelly

Address: One Police Plaza, New York, NY 10038

Telephone 646-610-4557

Applicant/Agent Signature: _____ Date: February 2, 2012