City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

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

Part I: GENERAL INFORMATION

PROJECT NAME Governors Island South Island Development Zones

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
11DME007M	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY Office of the Deputy Mayor for Housing and Economic Development			NAME OF APPLICANT The Trust for Governors Island (TGI)		
NAME OF LEAD AGENCY CONTACT PERSON Hilary Semel, Assistant to the Mayor			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Melanie Meyers, Fried, Frank, Harris, Shriver & Jacobson LLP		
ADDRESS 253 Broadway, 14th Floor			ADDRESS One New York Plaza		
CITY New York City	STATE NY	ZIP 10007	CITY New York City	STATE NY	ZIP 10004
TELEPHONE 212-676-3273	EMAIL hsemel@cityhall.nyc.gov		TELEPHONE 212-859-8785	EMAIL Melanie.Meyers@friedfrank.com	

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): 617.4(b)(6)

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 applicant, The Trust for Governors Island (TGI), proposes to develop approximately 4.5 million gross-square-feet (gsf) in the South Island Development Zones. This proposed development on the South Island is being considered in the context of the previously approved and developed Park on Governors Island, and in the context of the previously approved and currently underway renovation and re-tenanting of the existing North Island buildings. See Attachment A, "Project Description," for more information.

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 10 South Street
TAX BLOCK(S) AND LOT(S) Block 1, Lot 10		ZIP CODE 10005
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS New York Harbor		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R3-2, Special Govenors Island District		ZONING SECTIONAL MAP NUMBER 16a

5. *Required Actions or Approvals* (check all that apply)

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 134-00

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☒ FUNDING OF CONSTRUCTION, specify: Potential City funding
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☒ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☒ YES ☐ NO If "yes," specify: Approvals may include a Coastal Zone Consistency determination and SPDES permits from the New York State Department of Environmental Conservation (DEC) for wastewater and/or stormwater discharge issues; USACE permits for in-water work, and DEC air permits or approvals related to potential future research/academic laboratory uses, if required.

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

***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 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP
☒ ZONING MAP
☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP
☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): ±6,534,000
Waterbody area (sq. ft.) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 2,666,308
Other, describe (sq. ft.): 3,867,692 (open and undeveloped areas)

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): up to 4.5 million
NUMBER OF BUILDINGS: TBD
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): TBD
HEIGHT OF EACH BUILDING (ft.): up to 300 feet
NUMBER OF STORIES OF EACH BUILDING: TBD

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: ±6,534,000
The total square feet not owned or controlled by the applicant: ±958,320 (National Monument)

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 OF TEMPORARY DISTURBANCE: ±1,481,040 sq. ft. (width x length)
VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: ±1,481,040 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2030
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: TBD. The EIS will include an analysis of construction. See DSoW.
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO | IF MULTIPLE PHASES, HOW MANY? TBD
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: TBD

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☐ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: National Monument, Community Facilities

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:				
Describe type of residential structures				
No. of dwelling units				
No. of low- to moderate-income units				
Gross floor area (sq. ft.)				
Commercial	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)		Adaptive reuse of North Island buildings.	Adaptive reuse of North Island buildings; New mixed-use development on South Island (Hotel, Biotech/Research, Office, Service Retail/Restaurant, Conference Center).	
Gross floor area (sq. ft.)		±921,220 gsf (North Island)	±921,220 gsf (North Island); Up to 2,174,845 gsf (South Island University/Research Option) Up to 3,804,845 gsf (South Island Mixed-use Option)	0 gsf (North Island) + Up to 2,174,845 gsf (South Island University/Research Option) + Up to 3,804,845 gsf (South Island Mixed-use Option)
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	Trust offices, public high school, artist studios, public access programming	Trust offices, public high school, artist studios, public access programming	Trust offices, public high school, artist studios, public access programming (North Island); University, student housing, and cultural uses (South Island)	
Gross floor area (sq. ft.)	±428,780 gsf	±428,780 gsf	±428,780 gsf (North Island existing); Up to 2,185,180 gsf (South Island University/Research Option) Up to 555,180 gsf (South Island Mixed-use Option)	0 gsf (North Island) + Up to 2,185,180 gsf (South Island University/Research Option) + Up to 555,180 gsf (South Island Mixed-use Option)

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Vacant Land	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," describe:	±1,481,040 gsf (±34 acres) of vacant land.	±1,481,040 gsf (±34 acres) of vacant land.	0	-1,481,040 gsf
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):	±3,789,720 (87 acres) ±958,320 (22 acres of Federal parkland)	±3,789,720 (87 acres) ±958,320 (22 acres of Federal parkland)	±3,789,720 (87 acres) ±958,320 (22 acres of Federal parkland) Any additional open space to be created TBD	
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," describe:			Up to 140,000 gsf (South Island University/Research and Mixed-use Options) of Maintenance, Support, and other.	+ Up to 140,000 gsf (South Island University/Research and Mixed-use Options)
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				
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:				
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify number:			up to 1,390	+1390
Briefly explain how the number of residents was calculated:	Up to 1,390 dorm beds are assumed as part of the proposed project.			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	2	TBD	TBD	
No. and type of workers by business	TGI-Related: 75 School: 50	TGI-Related: 75 School: 50 North Island Re-tenanting: 3,685	TGI-Related: 75 School: 50 North Island Re-tenanting: 3,685 South Island: 18,000	+ 18,000 (South Island)
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	Existing employee numbers are from TGI. No Action employee number was based on re-tenanting of North Island Buildings with 4 employees per 1,000 gsf. South Island With Action employees: 4/1000 gsf.			
Other (students, visitors, concert-goers, *etc.*)	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If any, specify type and number:	785,467 (2017 Summer visitors to the island); ±432 Students (Public High School)	No Action Park Visitors ±900,000; ±432 Students (Public High School)	With Action Park Visitors ±900,000; ±432 Students (Public High School)	
Briefly explain how the number was	TGI provided 2017 Park visitor numbers. Park visitor numbers are expected to increase over the Existing Condition in both the No Action and With Action conditions, as additional new open spaces			

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
calculated:	and amenities are completed. Park visitorship is expected to level off upon completion of the Park.			
ZONING				
Zoning classification	R3-2, Special Governors Island District	R3-2, Special Governors Island District	R3-2, C4-5, Special Governors Island District	+ C4-5; Expansion of Special Governors Island District
Maximum amount of floor area that can be developed	±1.35 million sf (North Island); ±1,481,040 sf (South Island Buildings To Be Demolished)	±1.35 million sf (North Island); 0 sf (South Island)	±1.35 million sf (North Island); ±4.5 million sf (South Island)	+4.5 million sf
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Open space and community facilities.	Open space and community facilities.	Open space, community facilities, mixed-use development.	+ mixed-use development
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Project Location

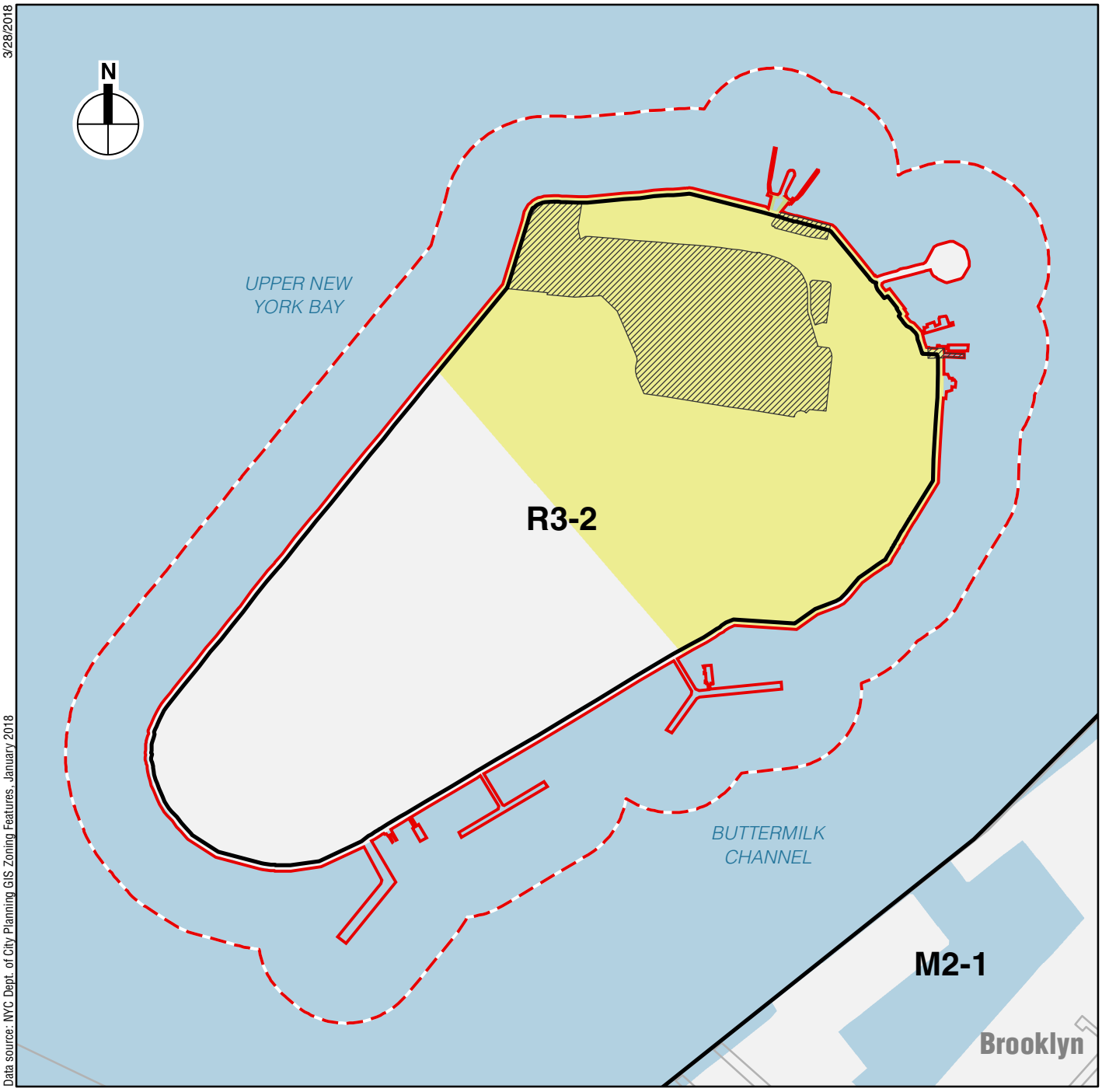
GOVERNORS ISLAND - SOUTH ISLAND

Figure 1

Tax Map

GOVERNORS ISLAND - SOUTH ISLAND

Figure 2



GOVERNORS ISLAND - SOUTH ISLAND

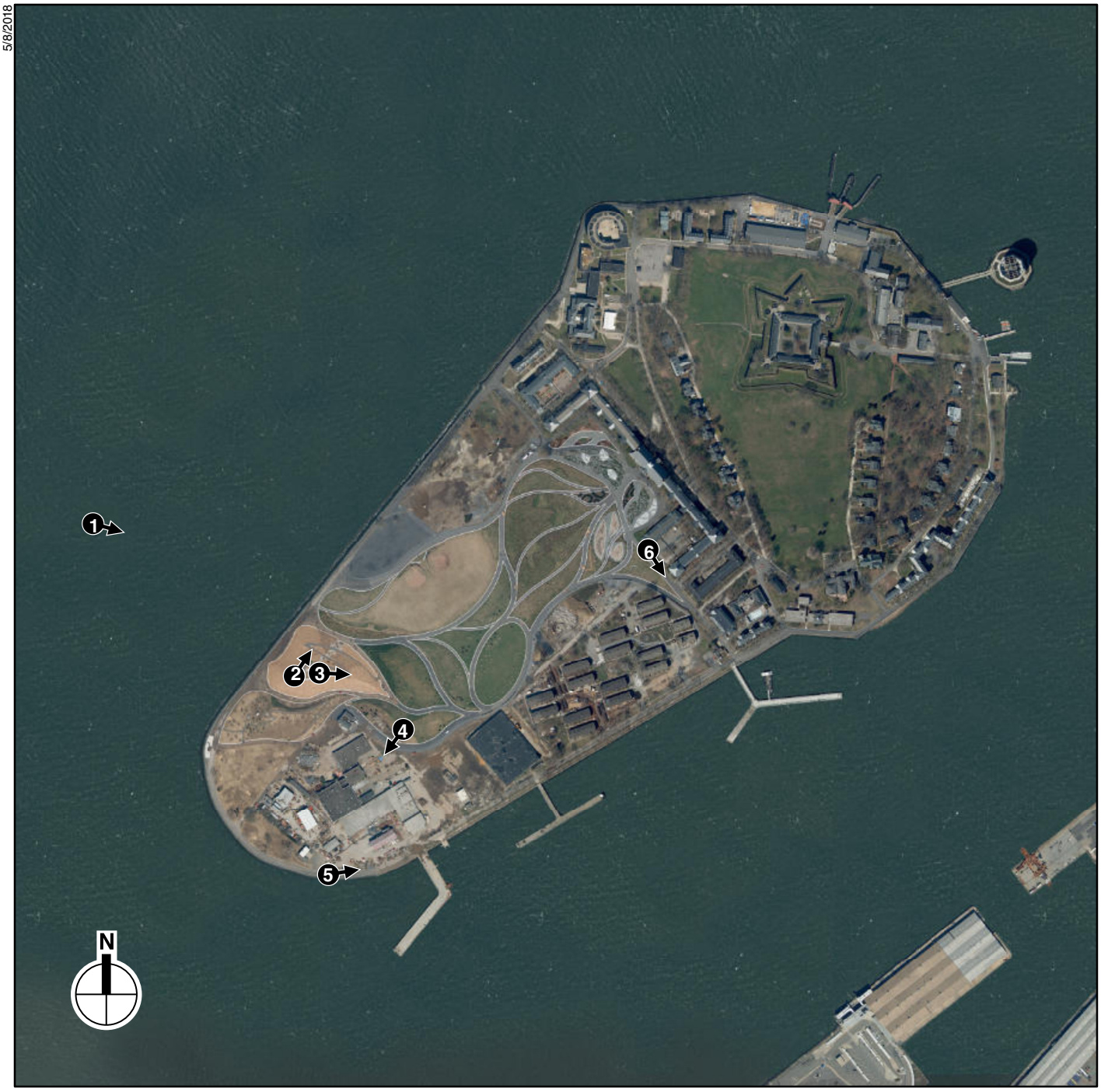
Zoning
Figure 3

Existing Land Use

GOVERNORS ISLAND - SOUTH ISLAND

Figure 4

5/8/2018



0 2,000 FEET

1 *Photograph View Direction and Reference Number*

Photograph Key

GOVERNORS ISLAND - SOUTH ISLAND

Figure 5

1

2

Photographs
Figure 6a

3

4

5

6

Part II: TECHNICAL ANALYSIS

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, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual 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 means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to 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 different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See DSoW		
(e) Is the project a large, publicly sponsored project?	☒	☐
o If "yes," complete a PlaNYC assessment and attach. See DSoW		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
o If "yes," complete the Consistency Assessment Form. See DSoW		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
o 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?	☐	☐
ii. Indirect Residential Displacement		
o Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☒
o If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☒
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☒
o If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☒
iii. Direct Business Displacement		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	☐	☐

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☒
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
v. Effects on Industry		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
o 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) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Child Care Centers		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," 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?	☐	☐
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
o If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," 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 100 percent?	☐	☐
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	☒	☐
o If "yes," would the project affect the operation of health care facilities in the area?	☐	☒
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	☒	☐
o If "yes," 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 under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(c) If "yes," would the 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 located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☒	☐
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	☐	☐
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	☒	☐

	YES	NO
percent?		
o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify: TBD	☒	☐
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 would reach any sunlight-sensitive resource at any time of the year. See DSoW		
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; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See DSoW		
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 not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. See DSoW		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☒	☐
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources. See DSoW		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses 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) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would 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) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☒	☐
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Buildings may contain asbestos, lead-based paint, PCB-containing hydraulic fluid, mercury-containing components; USTs and ASTs on the Island; past fuel oil, diesel, and petroleum spills on the Island; historical filling station, railyard, incinerator, dry cleaner and various maintenance uses; hazardous waste storage areas; demolition debris used as fill; unexploded ordnance.	☒	☐
(i) Based on the Phase I Assessment, is a Phase II Investigation needed? See DSoW	☐	☒
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?	☒	☐

	YES	NO
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☒	☐
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☒	☐
(e) If the project 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, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(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 Wastewater Treatment Plant and/or contribute contaminated stormwater to 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 appropriate preliminary analyses and attach supporting documentation. See DSoW		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): ~234,000		
o Would the proposed project have the potential to generate 100,000 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?	☐	☒
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): ~973,350,000		
(b) 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 appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o 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 peak hour. See Subsection 313 of Chapter 16 for more information.*	☒	☐
o 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/rail trips per station or line?	☒	☐
o 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?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See DSoW	☒	☐
(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) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See DSoW		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☒	☐
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐

	YES	NO
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☒	☐
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☒
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) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See DSoW		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. See DSoW		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require 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 why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. See DSoW		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☒	☐
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☒	☐
o The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☒	☐
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☒	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance 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. See DSoW		

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 the 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 applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Alexis Offen, The Trust for Governors Island		August 20, 2018

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.

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 or 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 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	Potentially 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	☒	☐

2. Are there any aspects of the project relevant to the determination of 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? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☒ **Positive Declaration**: 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* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

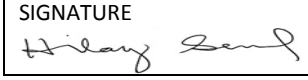
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result.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

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Assistant to the Mayor	Office of the Deputy Mayor for Housing and Economic Development
NAME	DATE
Hilary Semel	8/23/18

SIGNATURE



Attachment A: Project Description

INTRODUCTION

Governors Island Corporation, doing business as the Trust for Governors Island (the Trust), is a not-for-profit corporation and instrumentality of the City of New York. The Trust holds title to 150 acres of the 172-acre island (the Island) located in New York Harbor; the remaining 22 acres are a National Monument owned by the National Park Service (see Figure 1 of the EAS Form).

The Island comprises a north section and a south section. The north section of the Island (referred to here as North Island) is the area north of Division Road, which is co-terminus with the New York City Landmarks Preservation Commission's designated Governors Island Historic District. The south section of the Island (referred to as the South Island) is the area south of Division Road, which includes newly designed open space and two development parcels (the Development Zones). The 150-acre Trust parcel includes all of the South Island as well as the portion of the North Island that is not owned by the National Park Service. The Trust also uses the slips at the Battery Maritime Building (BMB) in Lower Manhattan and Pier 6 in Brooklyn for ferries traveling to the Island. The Island is a single zoning lot (Block 1, Lot 10) located in Manhattan Community District 1 (see Figure 2 of the EAS Form).

To create the vibrant, mixed-use destination that is envisioned for the region, The Trust for Governors Island undertook a planning effort that would be executed over a number of years, with development and tenancy of the Island proceeding in multiple phases. The Proposed Actions for this Environmental Assessment Statement intend to facilitate the development of the two Development Zones on the South Island portion of Governors Island. The West Development Zone (approximately 6.5 acres) faces New York Harbor. The East Development Zone (approximately 26.5 acres) faces Buttermilk Channel.

Although the two Development Zones have been anticipated development sites since 2010 and were previously considered in both the 2011 Final Generic Environmental Impact Statement (FGEIS) and 2013 Final Supplemental Generic Environmental Impact Statement (FSGEIS), future uses in these two areas were not specifically proposed, determined, or defined; therefore, it was assumed that new buildings on the South Island could be designed for academic, research, office, cultural, entertainment, and/or a conference center/hotel uses.

The Trust is currently proposing to enable up to 4.5 million square feet of development on the South Island (the "Proposed Project"). The proposed development on the South Island would exceed the previously anticipated development, which totaled approximately 3 million square feet, including approximately 1.375 million square feet on the North Island and approximately 1.625 million square feet on the South Island, and would require zoning changes as well as infrastructure and transportation improvements to support the occupants and uses.

The Proposed Project would continue to include university, dormitories, hotels, biotech/research laboratories, office space, cultural and accessory service retail, restaurant, and conference center uses. Consistent with the previous environmental reviews, two scenarios for the land use programs have been identified for analysis purposes (see **Table A-1**). One is a University/Research Option

in which a majority of the development area would be dedicated to university and dormitory land uses. There would also be an approximately 410,000 square foot hotel (1,363 rooms), 1.5 million square feet of biotech/research space, approximately 459,000 square feet of cultural uses, service retail, a conference center, and maintenance and support facilities. The second is a Mixed-use Option, which would dedicate approximately 1.705 million square feet to office use. This option would also have an approximately 409,000 square foot hotel (1,363 rooms), 1.5 million square feet of biotech/research space, service retail and a conference center, 140,000 sf of maintenance and support facilities, while the cultural use area would be reduced to approximately 59,000 square feet. The development program for each scenario was developed to generate the maximum amount of patrons to Governors Island without exceeding the maximum passenger throughput of the BMB (approximately 9,000 passengers per hour) if vehicles and delivery trucks were no longer processed at the BMB.

Table A-1
South Island Proposed Development Options

Land Use	University/Research Option	Mixed-use Option
University	1,170,000 gsf	360,000 gsf
Housing – Student dorms	556,079 gsf (1,390 beds)	136,079 gsf (340 beds)
Hotel	408,832 gsf (1,363 rooms)	408,832 gsf (1,363 rooms)
BioTech/Research	1,500,000 gsf	1,500,000 gsf
Office	75,223 gsf	1,705,223 gsf
Cultural	459,101 gsf	59,101 gsf
Service Retail/Restaurant (Not destination, accessory to Island)	147,208 gsf	147,208 gsf
Conference Center (Not destination, accessory to Island)	43,582 gsf	43,582 gsf
Maintenance, Support, Other	140,000 gsf	140,000 gsf
Total South Island Development	**4,500,025 gsf**	**4,500,025 gsf**

The proposed density of development is needed to create a critical mass of active uses that would enliven the Island for year round, 24/7 usage, supporting the maintenance of the Island open space and landscapes as well as the historic buildings on the North Island.

The Proposed Actions include zoning text and map amendments. Specifically the Special Governors Island Special District would be expanded to cover the entire Island. The underlying zoning for the South Island would be changed to a mid-density commercial district such as C4-5, while the zoning for the North Island would remain R3-2. No modifications of the deed restrictions are proposed and the Special Governors Island District controls applicable to the North Island would remain unchanged. New zoning text applicable to the South Island would define parcels for development, provide design controls for open spaces within and adjacent to the development parcels, specify permitted uses, restrict base height and overall building height and length, require setbacks, provide streetwall and articulation requirements, restrict lot coverage, govern the distribution of floor area, and provide a design controls pertaining to upper portions of buildings. Additionally, new zoning text would include provisions requiring preservation of recreational open space.

To support the South Island Development, new infrastructure and services would be required. This will include increased ferry service and potentially the installation of an additional water main if it is determined necessary based on the use identified in the RFP and the capacity of the existing service.

To accommodate the additional population on the South Island, use of the BMB would be limited to passengers. Therefore, it is anticipated that freight transfer activities would move to the Brooklyn waterfront and may be at multiple locations. For analysis purposes, locations considered may include the Brooklyn Navy Yard, Atlantic Basin, the South Brooklyn Marine Terminal (39th Street), and the 52nd Street Pier. While specific plans for freight deliveries would be developed in connection with the selection of future occupants of the South Island, potential locations will be identified for study in the EIS to consider potential environmental impacts of the freight transfer operations under a reasonable worse-case development scenario. Potential location for freight handling would be identified in coordination with the New York City Economic Development Corporation (EDC) and relevant agencies, and additional land use actions may be required.

EXISTING CONDITIONS AND DESIGN CONSIDERATIONS

ISLAND DEVELOPMENT SINCE THE 2013 FSGEIS

A number of developments on Governors Island have been completed since the 2013 FSGEIS (see Figure 4 of the EAS Form). The first 30 acres of the park opened to the public in 2014. The first phase included a sunny six-acre plaza, undulating pathways that cut through a 10-acre grove of hammocks and trees, and a 14-acre play lawn with two ballfields. The Hills on Governors Island opened in 2016. Rising up to 70 feet above sea level, the Hills are the culmination of the park and are New York's newest landmark in the Harbor. They offer lush rolling landscapes, grassy overlooks, exhilarating slides, and unforgettable views. The Parade Ground Athletic Field, a roughly 7.5-acre site located in the heart of Governors Island's Historic District, was regraded in 2017 to create a level turf (grass) field large enough to host soccer, football, rugby, lacrosse, and other sports matches and practices. A food waste composting partnership with the Department of Sanitation operates on a portion of the site. When funding becomes available, the Trust will complete the Park and Public Space Master Plan with further improvements to the areas referred to as the Great Promenade, South prow, Yankee Landing, and Liberty Terrace.

DESIGN CONSIDERATIONS

Because the two South Island Development Zones were not previously programmed or designed, studies were undertaken to establish design guidelines for zoning controls based on the following Guiding Principles:

1. Complement and enhance the park and public spaces and respond to environmental conditions.
2. Connect and establish a harmonious relationship with the park, esplanade, and Historic District.
3. Retain and frame views within the Island, and towards New York Harbor, Lower Manhattan, and the Brooklyn waterfront.
4. Activate building edges along public spaces.
5. Promote innovative design approaches to achieve a high level of resiliency and environmental sustainability.
6. Encourage flexibility to accommodate a wide range of building types and mix of uses.

The design guidelines are as follows:

Provide Access to the Island and Circulation on the Island

As noted above, the main access to the Island is provided from the BMB to Soissons Landing by ferries operated by the Trust. NYC Ferries operate to Pier 102, and ferries from Brooklyn Pier 6

bring visitors to Yankee Pier. Currently both of these ferry services only operate on weekends. Freight deliveries and refuse/recyclables collection come from the BMB to Lima Pier. The Proposed Project would increase the number and frequency of ferries for pedestrians and bring more ferries from the BMB to Yankee Pier for easier access to the eastern of the two South Island Development Zones. With the increased ferries to Yankee Pier, the direct connection from Yankee Pier to Division Road would be an important access corridor to both Development Zones, as well as the southern parts of the North Island. There would be access to the western Development Zone from Soissons Landing along the west side of the Island.

Respect Context

Respect for the context, including both the North Island historic buildings and landscapes and the existing park and open spaces in the middle of the South Island, is a key consideration for the Development Zones. It is expected that current views on the South Island will change as the recently planted trees and other landscaping materials grow, mature and become taller. Views from the park to the two Development Zones are important as are the views from Liggett Terrace and the Hills. The proposed buildings would be respectful of the existing historic district and stepped down in height when located near the existing historic buildings.

Establish Hierarchy of Paths and Nodes

Key paths would include the Great Promenade and Division Road. Another path would run parallel to the Great Promenade from the east side of Liggett Hall south to the south end of the East Development Zone and two paths would run perpendicular to the Great Promenade at the eastern edge of the Island to the park in the center of the Island. Secondary paths would run through the Eastern Development Zone to provide additional pedestrian connections between the Park and Great Promenade. Key nodes would include the junction of Yankee Pier and Division Road and the Oval Lawn adjacent to the East Development Zone.

Promote Density Adjacent to Transportation

Since the ferries to the South Island Development Zones would operate from Yankee Pier, the greatest density of development would likely be located in the area near Yankee Pier.

Elevate Development Parcels and Establish Split-Level Promenade

This principle responds to resiliency concerns and is intended to protect contemplated development from future sea level rise and storm surges. With both Development Zones being located on the waterfront on the portion of Governors Island that was created with fill material and has no natural variation in its topography, resiliency is a key consideration and involves elevating the grade. Most of the South Island, as well as the waterfront areas of the North Island, are located within the 1 percent annual chance flood plain (100-year floodplain). Portions of the remaining Island, particularly around Liggett Hall, are located within the 0.2 percent annual chance annual flood plain (500-year floodplain). The central portion of the North Island is not located in a flood hazard area. The Park has already been elevated above the 100-year floodplain, and the Development Zones would be raised to approximately 5–8 feet above the Great Promenade to match the Park elevation. As a result, a split promenade would run along portions of the waterfront edges of both Development Zones.

Connect Park through Development Zones

The paths identified above as perpendicular to the Great Promenade would create new pedestrian connections and view corridors from the park to the Promenade and from the Promenade to the Park in the center of the Island.

Transition from the North Island

The base height of buildings facing Division Road would transition to the heights of Liggett Hall and other historic buildings that they face on the North Site of Division Road.

As the densest development is intended to be close to the ferry landing at Yankee Pier, where most South Island tenants are expected to arrive, Yankee Plaza would be created to accommodate the ferry passengers and the movement of pedestrians toward various sections of the Island.

Rationalize Development Zones through Parcelization

The paths through the East Development Zone would create regular and more feasible development parcels, which nevertheless allow for a variety of potential building shapes and arrangements.

PROPOSED ACTIONS

Various discretionary approvals would be required for the Proposed Project, as follows:

- Zoning Map and Text Amendments to
  - Expand the Special Governors Island District to the South Island and create new controls pertaining to the South Island, and
  - Change the underlying zoning on the South Island from R3-2 to a mid-density commercial district, such as C4-5.
- Approval of capital funding. The source has yet to be identified.

These actions are described in more detail below.

SPECIAL GOVERNORS ISLAND DISTRICT EXPANSION

The Special Governors Island District would be expanded to cover the entire Island as part of the proposed zoning map amendment. No modifications of the deed restrictions are proposed, and the Special Governors Island District controls applicable to the North Island would remain unchanged. New zoning text applicable to the South Island would define parcels for development, provide design controls for open spaces within and adjacent to the development parcels, specify permitted uses, restrict base height and overall building height and length, require setbacks, provide streetwall and articulation requirements, restrict lot coverage, govern the distribution of floor area, and provide design controls pertaining to upper portions of buildings. Additionally, new zoning text would include provisions requiring preservation of recreational open space.

PROPOSED REZONING

The underlying zoning on the South Island would be changed from the existing R3-2 to a mid-density commercial district such as C4-5, while the underlying zoning district on the North Island is expected to remain R3-2. R3-2 districts are intended for low-density residential development from single-family houses to small apartment buildings and allow a floor area ratio (FAR) of 0.5, while C4-5 districts allow 3.4 FAR. Typically C4-5 is mapped in regional commercial centers and allows a variety of uses including dormitories, hotels, academic buildings, office buildings, research buildings and cultural institutions. The permitted uses and densities, however, would be specified by the Special Governors Island District text and limited by the Island's deed restrictions.

OTHER APPROVALS

For the South Island Development Zones, it is expected that New York City Department of Buildings (DOB) building permits would be required for any new structures and public open spaces. In addition, there would be New York City Fire Department approvals for emergency and fire access and fire hydrants.

Other approvals may include a Coastal Zone Consistency determination and State Pollutant Discharge Elimination System (SPDES) permits from the New York State Department of Environmental Conservation (DEC) for wastewater and/or stormwater discharge issues; DEC and USACE permits for in-water work, and DEC air permits or approvals related to potential future research/academic laboratory uses, if required. There may also be additional approvals required for the use of freight handling sites in Brooklyn.

Renovation of any historic structures on the North Island as part of the retenanting process analyzed in the 2013 SSGEIS will be subject to the

Preservation and Design Manual and will require review and approval by the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP).

PURPOSE AND NEED FOR THE PROPOSED PROJECT

The purpose and need for the overall Phased Redevelopment of Governors Island is to bring the Island back to life for the people of the City and State of New York, after centuries of use as a military base. The creation of new public open space is not only an important public benefit, but it is also a catalyst for Island redevelopment.

Redevelopment of the two South Island Development Zones would allow The Trust to increase transportation options and would provide revenue to support year-round public access. Rent revenues will help increase the financial resources and staff to support 24 hour/7 day a week activity on the Island. The on-going effort to activate and invest in the historic buildings on the North Island would allow further investment in preservation and maintenance. Ultimately, the Proposed Project would fulfill The Trust's mission to transform Governors Island into a vibrant resource for New York City, making the Island a destination with extraordinary public open spaces, as well as educational, not-for-profit, and commercial facilities while helping to ensure the Island's financial sustainability and meet the transfer deed requirements.

✷

APPENDIX 1
DRAFT TRAVEL DEMAND FACTORS MEMORANDUM

Environmental, Planning, and Engineering Consultants
440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

DRAFT Travel Demand Factors Memorandum

To:	Michele Samuelsen and Shakil Ahmed; NYCDOT
From:	Michael Beattie, PE, PTOE
Date:	August 20, 2018
Re:	Governors Island – Updated South Island Redevelopment Travel Demand Factors
	Michael Samuelian and PJ Berg; Trust for Governors Island
cc:	Wesley O'Brien; Fried Frank
	Anne Locke and Charlie Fields; AKRF

A. INTRODUCTION

The Trust for Governors Island (The Trust) is preparing to enter the next phase of the Island's redevelopment. The proposed effort will focus on the two designated "development parcels" on the south end of the Island. These include a roughly 7-acre parcel on the west side of the Island and an approximately 27-acre parcel on the east side of the Island. These development parcels were considered and generically analyzed in both the Generic Environmental Impact Statement (GEIS) in 2011 and the Supplemental GEIS (SGEIS) in 2013.

The Trust is proposing to develop approximately 4.5 million square feet of development on the two parcels. The potential land uses include university, dormitories, hotels, BioTech/research laboratories, office space, cultural, and accessory service retail, restaurant, and conference center spaces.

This memorandum describes the travel demand characteristics associated with buildout of the South Island development zones, the results of a Level 1 and Level 2 Screening Assessments pursuant to the methodologies outlined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, and the proposed transportation study areas.

B. PRELIMINARY ANALYSIS METHODOLOGY

The *CEQR Technical Manual* recommends a two-tier screening procedure for the preparation of a "preliminary analysis" to determine if quantified analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation analysis (Level 1) to estimate the volume of person and vehicle trips attributable to the proposed project. If the proposed project is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trips at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the proposed project would result

in 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station or on a line, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a pedestrian element, then further quantified analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, parking, and vehicular and pedestrian safety.

C. LEVEL 1 SCREENING ASSESSMENT

A Level 1 trip generation screening assessment was conducted to estimate the numbers of person and vehicle trips by mode expected to be generated by the proposed project during the weekday AM, midday, and PM peak hours. These estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

SOUTH ISLAND LAND USE PROGRAM

Table 1 presents two options for the land use programs for the South Island. Option A (Academic Scenario) dedicates a majority of the development area for university and dormitory land uses while Option B (Office Scenario) dedicates a majority of the development area to office space.

Table 1
South Island Proposed Development Options

Land Use	Option A – Academic Scenario	Option B – Office Scenario
University	1,170,000 sf	360,000 sf
Housing - Student dorms	556,079 sf (1,390 beds)	136,079 sf (340 beds)
Hotel	408,832 sf (1,363 rooms)	408,832 sf (1,363 rooms)
BioTech/Research	1,500,000 sf	1,500,000 sf
Office	75,223 sf	1,705,223 sf
Cultural	459,101 sf	59,101 sf
Service Retail/Restaurant (Not destination, accessory to Island)	147,208 sf	147,208 sf
Conference Center (Not destination, accessory to Island)	43,582 sf	43,582 sf
Maintenance, Support, Other (Not destination, accessory to Island)	140,000 sf	140, 000 sf
Total South Island Development	**4,500,025 sf**	**4,500,025 sf**

TRAVEL DEMAND FACTORS

Table 2 presents the travel demand factors and assumptions used for each of the proposed land uses described in **Table 1**. Sources used include the 2014 *CEQR Technical Manual*, 2010 Census, the *Phased Redevelopment of Governors Island North Island Re-Tenanting and Park and Public Space Master Plan FSGEIS (2013),* and the *New York City Department of Sanitation Proposed Manhattan Districts 6/6A/8 Preliminary Transportation Demand Factors & Screening Assessment Memorandum (2015) - Scientific Research Laboratory Use*.

The following notable assumptions were also applied to develop the trip generation factors:

- Ferry portal splits – The *Phased Redevelopment of Governors Island North Island Re-Tenanting and Park and Public Space Master Plan FSGEIS (2013)* assumed a 90 percent/10 percent visitation split between the Battery Maritime Building (BMB) ferry portal in Manhattan and the Pier 6 ferry portal in Brooklyn, respectively. This ferry portal split assumption was applied to this study as well.
- University – Since there is not a university currently associated with this land use, there is no breakdown of the university components (i.e. under-graduate versus graduate programs, faculty housing, etc.). Therefore, trips generation estimates were developed for a generic university campus based on trip factors provided by the CEQR Technical Manual and other approved studies.

Table 2

Governors Island - South Island Travel Demand Factors

Program	University						Service Retail/Restaurant						Student Dorm					
Daily Person	Weekday					Saturday	Weekday					Saturday	Weekday					Saturday
Trip Generation	(2)					(2)	(2)					(2)	(1)					
Rate	26.6					13.5	205.0					240.0	4.75					5.6
	Person Trips / KSF					Person Trips / KSF	Person Trips / KSF					Person Trips / KSF	Person Trips / Bed					Person Trips / Bed
Portal Split	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
		Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan		
	10%	10%	10%	90%	90%	90%	10%	10%	10%	90%	90%	90%	10%	10%	10%	90%	90%	90%
	AM	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**
Temporal	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Distribution	16%	8%	7%	16%	8%	7%	8%	8%	3%	19%	10%	3%	19%	10%	10%	10%	4%	6%	11%	4%	6%	11%	8%	8%	8%	14%	13%	8%	14%	13%	9%	9%	13%	10%	10%	13%	10%	10%	17%	17%	12%	15%	14%	12%	15%	14%	17%	17%	1%	16%	13%	1%	16%	13%	17%	17%
Directional Distribution	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(3)	(3)	(3)	(4)	(4)	(4)	(3)	(4)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(5)	(5)	(5)	(5)	(5)	(5)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
In	94%	45%	13%	94%	45%	13%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	36%	51%	53%	36%	51%	53%	50%	50%	39%	54%	65%	39%	54%	65%	35%	56%	89%	49%	23%	89%	49%	23%	58%	57%	96%	39%	5%	96%	55%	5%	58%	57%	94%	45%	42%	94%	45%	42%	45%	45%
Out	6%	55%	87%	6%	55%	87%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	64%	49%	47%	64%	49%	47%	50%	50%	61%	46%	35%	61%	46%	35%	65%	44%	11%	51%	77%	11%	51%	77%	42%	43%	4%	61%	95%	4%	45%	95%	42%	43%	6%	55%	58%	6%	55%	58%	55%	55%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(1)(9)	(1)	(1)(9)	(1)(9)	(1)	(1)(9)	(1)(9)	(1)(9)	(3)(4)	(3)(4)	(3)(4)	(3)(4)	(3)(4)	(3)(4)	(3)(4)	(3)(4)	(10) (11)	(10)(11)	(10)(11)	(10)(11)	(10)(11)	(10)(11)	(10)(11)	(10)(11)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(6)	(8)(1)	(6)	(12)	(8)(1)	(12)	(6)	(12)	(6)	(8)(1)	(6)	(12)	(8)(1)	(12)	(6)	(12)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Auto (Drive)	6%	2%	6%	6%	5%	6%	6%	6%	2%	0%	2%	1%	0%	1%	2%	1%	4%	4%	4%	2%	2%	2%	6%	3%	15%	15%	15%	5%	5%	5%	23%	3%	37%	2%	37%	7%	2%	7%	37%	7%	37%	2%	37%	7%	2%	7%	37%	7%	12%	12%	12%	3%	3%	3%	12%	3%
Taxi	3%	2%	3%	3%	2%	3%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%	2%	1%	5%	5%	5%	9%	9%	9%	8%	5%	1%	1%	1%	5%	2%	5%	1%	5%	1%	1%	1%	5%	2%	5%	1%	5%	0%	0%	0%	5%	5%	5%	0%	5%
Subway	76%	5%	64%	74%	5%	62%	66%	66%	2%	0%	2%	3%	0%	3%	2%	3%	37%	37%	37%	32%	32%	32%	56%	48%	5%	5%	5%	12%	12%	12%	8%	16%	32%	7%	32%	62%	7%	62%	32%	62%	32%	7%	32%	62%	7%	62%	32%	62%	9%	9%	9%	11%	11%	11%	10%	11%
Bus	10%	1%	10%	9%	1%	9%	10%	9%	1%	0%	1%	1%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	5%	5%	5%	2%	2%	2%	8%	8%	13%	7%	13%	3%	2%	3%	13%	3%	4%	4%	4%	3%	3%	3%	4%	3%	4%	4%	4%	3%	3%	3%	4%	3%
School Bus	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Ferry (Staten Island)	0%	0%	0%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	0%	0%	0%	10%	1%	10%	0%	10%	0%	0%	0%	10%	1%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%
Walk (External to Island)	3%	5%	3%	2%	5%	2%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%	8%	15%	15%	15%	11%	23%	20%	20%	20%	23%	23%	23%	30%	43%	17%	5%	17%	13%	5%	13%	17%	13%	17%	5%	17%	13%	5%	13%	17%	13%	25%	25%	25%	29%	29%	29%	25%	29%
Walk (Internal to Island)	2%	82%	14%	3%	82%	15%	12%	11%	95%	100%	95%	95%	100%	95%	95%	95%	50%	50%	50%	50%	50%	50%	25%	25%	50%	50%	50%	50%	50%	50%	25%	25%	0%	78%	0%	0%	82%	0%	0%	0%	0%	78%	0%	0%	82%	0%	0%	0%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Auto (Drive)	1.42	1.42	1.42	1.60	1.60	1.60	1.42	1.60	1.42	1.42	1.42	1.60	1.60	1.60	1.42	1.60	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.37	1.37	1.37	1.40	1.40	1.40	1.37	1.40	1.10	1.10	1.10	1.13	1.13	1.13	1.10	1.13	1.10	1.10	1.10	1.13	1.13	1.13	1.10	1.13	2.90	2.90	2.90	2.80	2.80	2.80	2.90	2.80
Auto (Pick-up/Drop-off)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Taxi	1.42	1.42	1.42	1.40	1.40	1.40	1.42	1.40	1.42	1.42	1.42	1.40	1.40	1.40	1.42	1.40	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.15	1.15	1.15	1.40	1.40	1.40	1.15	1.40	1.15	1.15	1.15	1.40	1.40	1.40	1.15	1.40	3.00	3.00	3.00	2.80	2.80	2.80	3.00	2.80
School Bus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daily Delivery	(1)					(1)	(2)					(2)	(1)					(1)	(3)					(3)	(2)					(2)	(2)					(2)	(1)					(1)
Trip Generation	0.06					0.03	0.35					0.04	0.03					0.00	0.12					0.12	0.32					0.01	0.32					0.01	0.10					0.10
Rate	Delivery Trips/ KSF					Delivery Trips/ KSF	Delivery Trips/ KSF					Delivery Trips/KSF	Delivery Trips/ Bed					Delivery Trips/ Bed	Delivery Trips/ Room					Delivery Trips/ Room	Delivery Trips/ KSF					Delivery Trips/ KSF	Delivery Trips/ KSF					Delivery Trips/ KSF	Delivery Trips/ KSF					Delivery Trips/ KSF
Portal Split	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
		Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan		
	100%	100%	100%	0%	0%	0%	100%	0%	100%	100%	100%	0%	0%	0%	100%	0%	100%	100%	100%	0%	0%	0%	100%	0%	100%	100%	100%	0%	0%	0%	100%	0%	100%	100%	100%	0%	0%	0%	100%	0%	100%	100%	100%	0%	0%	0%	100%	0%	100%	100%	100%	0%	0%	0%	100%	0%
	AM	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**
Temporal	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Distribution	10%	9%	5%	10%	9%	5%	10%	10%	8%	11%	2%	8%	11%	2%	11%	11%	10%	8%	5%	10%	8%	5%	9%	9%	12%	9%	0%	12%	9%	0%	0%	0%	10%	11%	2%	10%	11%	2%	11%	11%	10%	11%	2%	10%	11%	2%	11%	11%	6%	11%	1%	6%	11%	1%	1%	1%
Directional Distribution	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Program	Student Dorm						Hotel						Biotech/Research						Office						Cultural					
Daily Person	Weekday					Saturday	Weekday					Saturday	Weekday					Saturday	Weekday					Saturday	Weekday					Saturday
Trip Generation	(1)						(2)					(2)	(5)					(7)	(2)					(2)	(2)					(2)
Rate	4.75					5.6	9.4					9.4	6.98					1.5	18.0					3.9	27.0					20.6
	Person Trips / Bed					Person Trips / Bed	Person Trips / Room					Person Trips / Room	Person Trips / KSF					Person Trips / KSF	Person Trips / KSF					Person Trips / KSF	Person Trips / KSF					Person Trips / KSF
Portal Split	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
		Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan				Brooklyn		Manhattan		
	10%	10%	10%	90%	90%	90%	10%	10%	10%	90%	90%	90%	10%	10%	10%	90%	90%	90%	10%	10%	10%	90%	90%	90%	10%	10%	10%	90%	90%	90%
	AM	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**SAT**	**SAT**
Temporal	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Distribution	1%	16%	13%	1%	16%	13%	17%	17%	9%	9%	0%	0%	0%	0%	0%	0%	10%	11%	2%	10%	11%	2%	11%	11%	10%	11%	2%	10%	11%	2%	11%	11%	6%	11%	1%	6%	11%	1%	1%	1%
Directional Distribution	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source

(1) Phased Development of Governors Island North Island Re-Tenanting and Park and Public Space Master Plan FSGEIS (2013)
(2) 2014 CEQR Technical Manual
(3) All deliveries processed through multiple ports in NJ, Brooklyn, and Staten Island
(4) Service retail/restaurant are accessory to the Island thus all trips are internal from other uses on the Island except for employees
(5) New York City Department of Sanitation Proposed Manhattan Districts 6/6A/8 Preliminary Transportation Demand Factors & Screening Assessment Memorandum (2015) - Scientific Research Laboratory Use
(6) 2010 Census Reverse Journey To Work Data
(7) Applied office weekday to Saturday ratio
(8) During the midday peak hour five percent of the walk trips occur off island, while the remaining walk trips occur on island between other land uses
(9) Modal splits adjusted to capture internal walking from Dorm
(10) Assumes during 50 percent of weekday trips and 25 percent of weekend trips occurr on the Island between other land uses. The remaining percent was allocated based on model splits from source material.
(11) ACS 5-Year Journey-to-Work Estimates 2011-2014
(12) Based on existing Governors Island employees travel mode survey

- Service Retail/Restaurants – According to the Trust, service retail and restaurant land uses will be accessory to the Island. Therefore, a majority of the trips generated for these land uses were assumed to occur internally to the Island.
- Conference Centers – According to the Trust, the conference center land uses will be comprised of multiple, smaller spaces that would be accessory to the other proposed land uses on the Island and are not anticipated to independently generate trips.
- Internal Walk Trips – Internal walk modal split percentages capture visitors that would visit multiple land uses on one trip to the Island. The percent of internal walk trips from the *Phased Redevelopment of Governors Island North Island Re-Tenanting and Park and Public Space Master Plan FSGEIS (2013)* were applied in this study. The internal walk split for dormitories presented in the FSGEIS represent students walking to the University and an internal walking credit should be developed for the University land use. Therefore, an internal walking split was developed for the University land use during the AM and PM peak hours to match the number of students walking internal to the Island generated from the dormitories.
- Delivery Trucks – The Trust intends to shift all delivery operations away from the BMB and distributed to the following locations along the Brooklyn waterfront: Brooklyn Navy Yard, Atlantic Basin, South Brooklyn Marine Terminal, and the 52nd Street Pier. .

Travel demand factors presented in **Table 2** were applied to proposed land use totals to develop peak hour trip estimates. **Tables 3** and **4** summarize the weekday AM, midday, PM, and Saturday trip projections for the Option A and Option B land use programs, respectively.

OPTION A – ACADEMIC SCENARIO

At Pier 6, Option A would generate approximately 725, 284, 523, and 383 external person trips during the AM, midday, PM, and Saturday peak hours, respectively. At the BMB, approximately 6,370, 2,481, 4,706 and 3,474 external person trips during the AM, midday, PM, and Saturday peak hours, respectively, were projected. Total vehicle-trip generation was projected to range from 58 to 106 vehicle trips at Pier 6 and 243 to 570 vehicle trips at the BMB during peak hours.

Table 3
Option A - Academic Scenario Trip Generation Summary

Peak Hour	In / Out	Person Trip									Vehicle Trips		
							Walk						
		Auto	Taxi	Subway	Bus	Staten Island Ferry	External	Internal	Total Trips	Total External Trips[1]	Auto	Taxi	Total
Pier 6 Brooklyn													
AM	In	88	15	417	68	0	50	84	**722**	**638**	71	10	**81**
	Out	19	4	38	8	0	18	83	**170**	**87**	15	10	**25**
	Total	**107**	**19**	**455**	**76**	**0**	**68**	**167**	**892**	**725**	**86**	**20**	**106**
MD	In	34	8	31	15	0	52	528	**668**	**140**	21	8	**29**
	Out	34	8	33	14	0	55	557	**701**	**144**	21	8	**29**
	Total	**68**	**16**	**64**	**29**	**0**	**107**	**1,085**	**1,369**	**284**	**42**	**16**	**58**
PM	In	40	6	54	15	0	47	254	**416**	**162**	27	8	**35**
	Out	72	9	180	39	0	61	263	**624**	**361**	54	8	**62**
	Total	**112**	**15**	**234**	**54**	**0**	**108**	**517**	**1,040**	**523**	**81**	**16**	**97**
Sat	In	36	5	81	16	0	39	230	**407**	**177**	26	6	**32**
	Out	44	8	83	19	0	52	247	**453**	**206**	29	6	**35**
	Total	**80**	**13**	**164**	**35**	**0**	**91**	**477**	**860**	**383**	**55**	**12**	**67**
Battery Maritime Building													
AM	In	363	204	3,973	426	251	372	788	**6,377**	**5,589**	251	139	**390**
	Out	56	66	416	39	25	179	755	**1,536**	**781**	41	139	**180**
	Total	**419**	**270**	**4,389**	**465**	**276**	**551**	**1,543**	**7,913**	**6,370**	**292**	**278**	**570**
MD	In	124	150	329	55	9	540	4,797	**6,004**	**1,207**	80	102	**182**
	Out	135	154	342	61	8	574	5,001	**6,275**	**1,274**	85	102	**187**
	Total	**259**	**304**	**671**	**116**	**17**	**1,114**	**9,798**	**12,279**	**2,481**	**165**	**204**	**369**
PM	In	108	138	629	69	38	491	2,293	**3,766**	**1,473**	73	124	**197**
	Out	226	179	1,899	219	145	565	2,383	**5,616**	**3,233**	156	124	**280**
	Total	**334**	**317**	**2,528**	**288**	**183**	**1,056**	**4,676**	**9,382**	**4,706**	**229**	**248**	**477**
Sat	In	104	88	861	129	46	547	2,114	**3,889**	**1,775**	68	56	**124**
	Out	100	87	823	121	39	529	2,155	**3,854**	**1,699**	63	56	**119**
	Total	**204**	**175**	**1,684**	**250**	**85**	**1,076**	**4,269**	**7,743**	**3,474**	**131**	**112**	**243**

Notes:
1. Total External Trips = Total Trips – Internal Walk Trips

OPTION B – OFFICE SCENARIO

At Pier 6, Option B would generate approximately 718, 250, 706, and 309 external person trips during the AM, midday, PM, and Saturday peak hours, respectively. At the BMB, approximately 6,405, 2,002, 6,377 and 2,804 external person trips during the AM, midday, PM, and Saturday peak hours, respectively, were projected. Total vehicle-trip generation was projected to range from 51 to 205 vehicle trips at Pier 6 and 242 to 756 vehicle trips at the BMB during peak hours.

Table 4
Option B – Office Scenario Trip Generation Summary

Peak Hour	In / Out	Person Trip									Vehicle Trips		
						Staten Island	Walk			Total External			
		Auto	Taxi	Subway	Bus	Ferry	External	Internal	Total Trips	Trips[1]	Auto	Taxi	Total
Pier 6 Brooklyn													
AM	In	192	11	268	79	0	93	68	**711**	**643**	171	8	**179**
	Out	22	3	23	8	0	19	76	**151**	**75**	18	8	**26**
	Total	**214**	**14**	**291**	**87**	**0**	**112**	**144**	**862**	**718**	**189**	**16**	**205**
MD	In	23	9	27	22	0	36	551	**668**	**117**	16	9	**25**
	Out	23	9	33	29	0	39	633	**766**	**133**	17	9	**26**
	Total	**46**	**18**	**60**	**51**	**0**	**75**	**1,184**	**1,434**	**250**	**33**	**18**	**51**
PM	In	38	5	33	13	0	33	207	**329**	**122**	29	10	**39**
	Out	197	9	204	73	0	101	190	**774**	**584**	174	10	**184**
	Total	**235**	**14**	**237**	**86**	**0**	**134**	**397**	**1,103**	**706**	**203**	**20**	**223**
Sat	In	47	4	53	18	0	31	187	**340**	**153**	40	5	**45**
	Out	47	6	48	17	0	38	197	**353**	**156**	36	5	**41**
	Total	**94**	**10**	**101**	**35**	**0**	**69**	**384**	**693**	**309**	**76**	**10**	**86**
Battery Maritime Building													
AM	In	396	279	3,671	252	468	673	623	**6,362**	**5,739**	328	194	**522**
	Out	52	67	318	25	31	173	689	**1,355**	**666**	40	194	**234**
	Total	**448**	**346**	**3,989**	**277**	**499**	**846**	**1,312**	**7,717**	**6,405**	**368**	**388**	**756**
MD	In	114	144	319	74	17	390	5,592	**6,650**	**1,058**	88	100	**188**
	Out	103	128	283	65	15	350	5,269	**6,213**	**944**	80	100	**180**
	Total	**217**	**272**	**602**	**139**	**32**	**740**	**10,861**	**12,863**	**2,002**	**168**	**200**	**368**
PM	In	93	116	495	44	48	318	1,870	**2,984**	**1,114**	68	212	**280**
	Out	379	286	3,193	197	459	749	1,723	**6,986**	**5,263**	319	212	**531**
	Total	**472**	**402**	**3,688**	**241**	**507**	**1,067**	**3,593**	**9,970**	**6,377**	**387**	**424**	**811**
Sat	In	99	76	785	95	87	398	1,733	**3,273**	**1,540**	78	50	**128**
	Out	83	62	648	80	67	324	1,711	**2,975**	**1,264**	64	50	**114**
	Total	**182**	**138**	**1,433**	**175**	**154**	**722**	**3,444**	**6,248**	**2,804**	**142**	**100**	**242**

Notes:
1. Total External Trips = Total Trips – Internal Walk Trips

DELIVERY TRUCKS

Table 5 presents the delivery truck trip generation estimates. Option A would generate between 4 and 42 delivery truck trips while Option B would generate between 4 and 86 delivery truck trips. As part of the project, the Trust intends to shift all delivery operations away from the BMB. It is anticipated that the trips could be distributed to the following locations along the Brooklyn waterfront: Brooklyn Navy Yard, Atlantic Basin, South Brooklyn Marine Terminal, and the 52nd Street Pier. A separate memorandum provides the screening assessment for delivery trucks

Table 5
Delivery Trucks

Peak Hour	In / Out	Delivery Vehicles	
		Option A – Academic Scenario	Option B – Office Scenario
AM	In	20	42
	Out	20	42
	Total	**40**	**84**
MD	In	21	43
	Out	21	43
	Total	**42**	**86**
PM	In	4	7
	Out	4	7
	Total	**8**	**14**
Sat	In	2	2
	Out	2	2
	Total	**4**	**4**

LEVEL 1 SCREENING ANALYSIS RESULTS

Traffic

As summarized in **Tables 3 and 4**, the vehicle trip estimates for the proposed land use programs at Pier 6 exceed the 50 vehicle-trip analysis threshold during the weekday midday and PM peak hours. At the BMB ferry portal, the weekday AM, midday, PM, and Saturday peak hour incremental vehicle trips would exceed the 50 vehicle-trip analysis threshold. Thus a Level 2 trip distribution and assignment screening analysis at both ferry portals is required.

Pedestrians

The 2014 *CEQR Technical Manual* states that if a proposed land use program results in 200 or more peak hour pedestrian trips, a Level 2 screening assessment should be conducted before undertaking a detailed pedestrian analysis. As summarized in **Tables 3 and 4**, the projected trips for the proposed land use programs would exceed the 200 peak hour pedestrian-trip threshold during all peak periods at both portal locations. Hence, a Level 2 screening assessment, involving the distribution and assignment of the projected trips to various pedestrian elements, is required

Transit

The 2014 *CEQR Technical Manual* states that if a proposed project is expected to generate fewer than 200 peak hour subway trips at a station or on a line or fewer than 50 peak hour bus trips in one direction along a bus route, it is unlikely to result in significant adverse transit impacts and further analyses would not be warranted. Both land use options would generate over 200 subway trips for visitors accessing Governors Island via Pier 6 and for visitors accessing Governors Island via the BMB. Bus trips are also anticipated to exceed the 50 peak hour trip threshold for visitors accessing Governors Island via the BMB under both land use options. At Pier 6, the 50 peak hour trip threshold would not be exceeded; however, visitors traveling via the subway may transfer to a bus to travel from Court Street to Pier 6. Therefore, a Level 2 screening analysis is required for transit trips in both Manhattan and Brooklyn.

D. LEVEL 2 SCREENING ANALYSIS RESULTS

TRAFFIC

The incremental vehicle trips from the proposed project would exceed the *CEQR* Level 1 screening threshold during all peak hours in both Manhattan and Brooklyn. Project-generated traffic was assigned to the study area network based on the local travel patterns and the most likely approach paths to and from the ferry portals. Although the ¼-mile radius, off-street parking inventories for the BMB and Pier 6 portals

identified multiple parking facilities, the project-generated trips were assigned to the nearest parking location for a conservative traffic analysis.

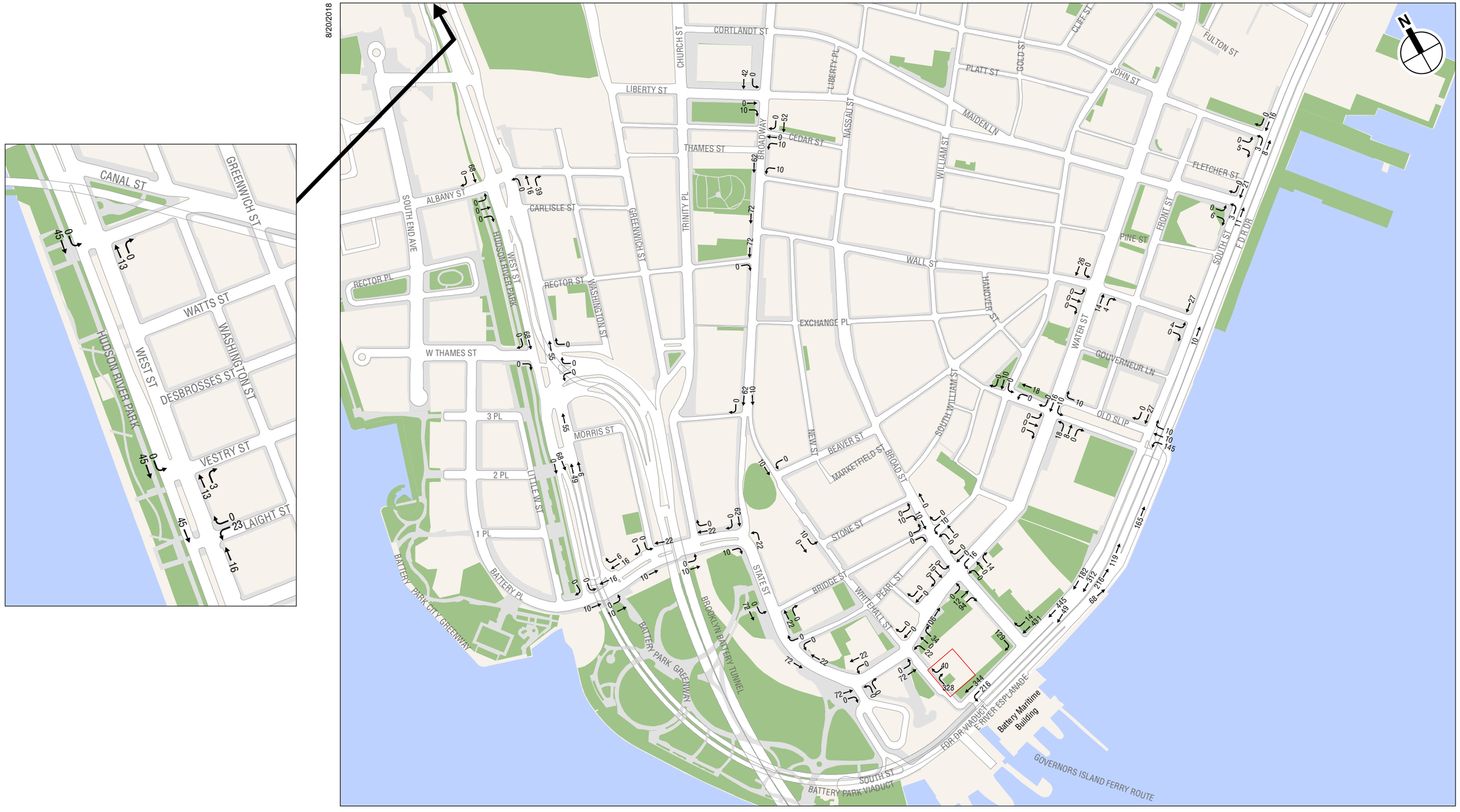
MANHATTAN

In Manhattan, all auto trips traveling to the BMB was assigned to the Quik Park parking garage located on Whitehall Street between South Street and Water Street while all taxi trips were assigned to drop off in-front of the BMB building.

Figures 1 through 4 present the incremental traffic assignment in Manhattan. Based on the trip assignments, 32 study intersections were identified for detailed analysis:

1. Route 9A / Canal Street
2. Route 9A / Vestry Street
3. Route 9A / Laight Street
4. Route 9A / Albany Street
5. Route 9A / West Thames
6. Route 9A / Hugh Carey Tunnel
7. Route 9A / Battery Park Underpass
8. Battery Place / West Street (E)
9. Battery Place / Washington Street
10. Battery Place / Greenwich Street
11. Battery Place / Broadway / State Street
12. Broadway / Liberty Street
13. Broadway / Cedar Street
14. Broadway / Pine Street
15. Broadway / Wall Street
16. Broadway / Rector Street
17. Broadway Split near Morris Street
18. State Street / Bridge Street
19. State Street / Pearl Street
20. State Street / Water Street / Peter Minuit Plaza
21. Whitehall Street / Water Street
22. Whitehall Street / South Street
23. Moore Street / Water Street
24. Broad Street / Water Street
25. Broad Street / South Street
26. Hanover Square / Old Slip / Water Street
27. Old Slip / South Street
28. Hanover Street / Pearl Street
29. Wall Street / Water Street

8/20/2018



Parking Garage

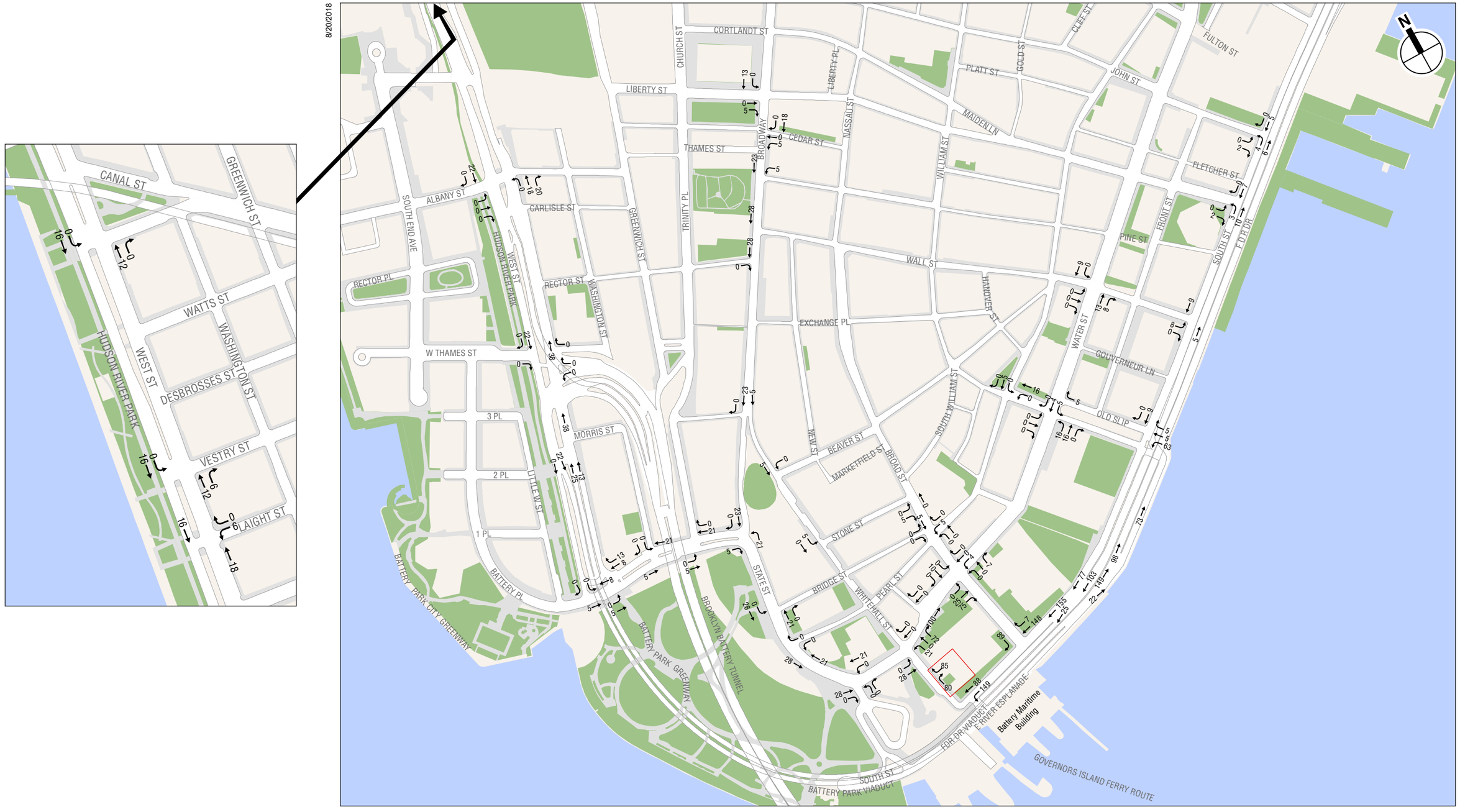
0 500 FEET

With Action Project Generated Vehicle Trips
Weekday AM Peak Hour

Governors Island - South Island

Figure 1

8/20/2018



Parking Garage

0 500 FEET

With Action Project Generated Vehicle Trips
Weekday Midday Peak Hour

Figure 2

Governors Island - South Island

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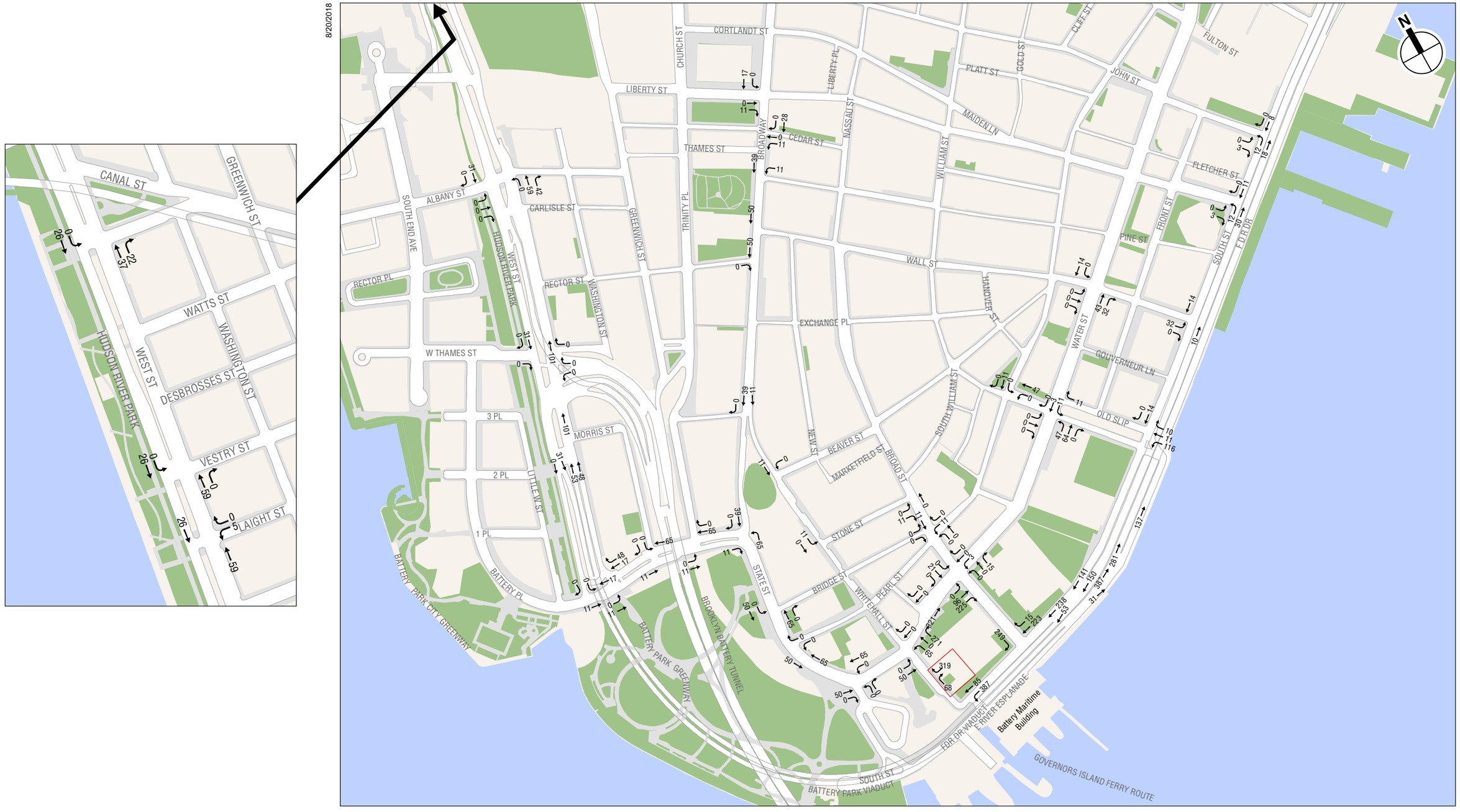


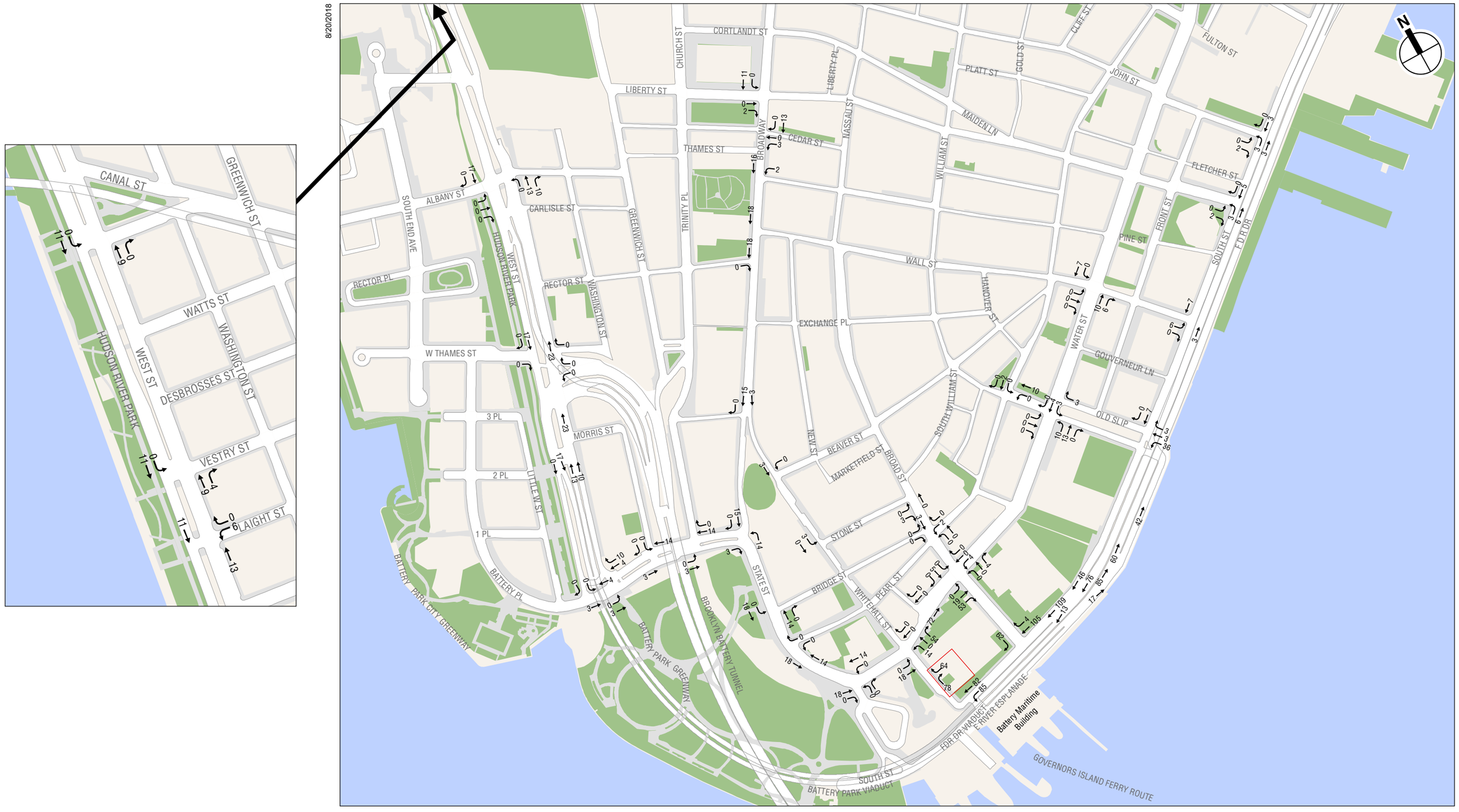
Parking Garage

With Action Project Generated Vehicle Trips
Weekday PM Peak Hour

Governors Island - South Island

Figure 3

8/20/2018



Parking Garage

With Action Project Generated Vehicle Trips
Saturday Peak Hour
Figure 4

Governors Island - South Island

30. Wall Street / South Street
31. Maiden Lane / South Street
32. John Street / South Street

BROOKLYN

In Brooklyn, all auto trips traveling to Pier 6 were assigned to the Quik Park parking garage located on Joralemon Street while all taxi trips were assigned to drop off at the Pier 6 entrance.

Figures 5 through 8 present the incremental traffic assignment in Brooklyn. Based on the trip assignments, 10 study intersections were identified for detailed analysis:

1. Old Fulton Street / Furman Street
2. Joralemon Street / Furman Street
3. Atlantic Avenue / Furman Street
4. Atlantic Avenue / Columbia Street
5. Atlantic Avenue / BQE Ramps
6. Atlantic Avenue / Hicks Street
7. Atlantic Avenue / Henry Street
8. Atlantic Avenue / Clinton Street
9. Atlantic Avenue / Court Street
10. BQE Ramps / Columbia Street

TRANSIT

MANHATTAN

The Battery Maritime Building is near four NYCT subway stations: the Bowling Green Station (No. 4 and 5 trains), the Whitehall Street-South Ferry Station (No. 1, R, and W trains), the Wall Street Station (No. 2 and 3 trains), and the Broad Street Station (J and Z trains). The proposed project is assumed to generate subway trips to and from all the above stations. The proposed project is expected to generate a maximum of 4,389, 671, 3,688, and 1,684 incremental subway trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Based on assignments presented in the *Phased Redevelopment of Governors Island FGEIS*, it is expected that approximately 45 percent of the project-generated subway trips would be distributed to the Bowling Green Station (No. 4 and 5 trains), 50 percent to the Whitehall Street-South Ferry Station (R and No. 1 train), 3 percent to the Wall Street Station (No. 2 and 3 trains), and 2 percent to the Broad Street Station (J and Z trains). Therefore, quantified analyses of affected elements at the Bowling Green Station and the Whitehall Street-South Ferry Station train Station for the weekday AM and PM peak hours would be warranted. Line-haul analyses for all subway lines serving these two stations will also be conducted.

There are numerous bus routes with stops adjacent to or near the Manhattan ferry terminal that will provide access to the proposed project, including the M15, M15 Select Bus Service, M20, and M55 bus routes. The proposed project is expected to generate a maximum of 465, 139, 288, and 250 incremental bus trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Based on a distribution of the projected bus trips, including transfers, it was determined that quantified bus line-haul analyses would be warranted for all the above bus routes.

BROOKLYN

Pier 6 is located near four NYCT subway stations: the Court Street-Borough Hall Station (R and No. 2, 3, 4 and 5 trains), the Bergen Street Station (F and G trains), the Jay Street - Metrotech Station (A, C, F, and

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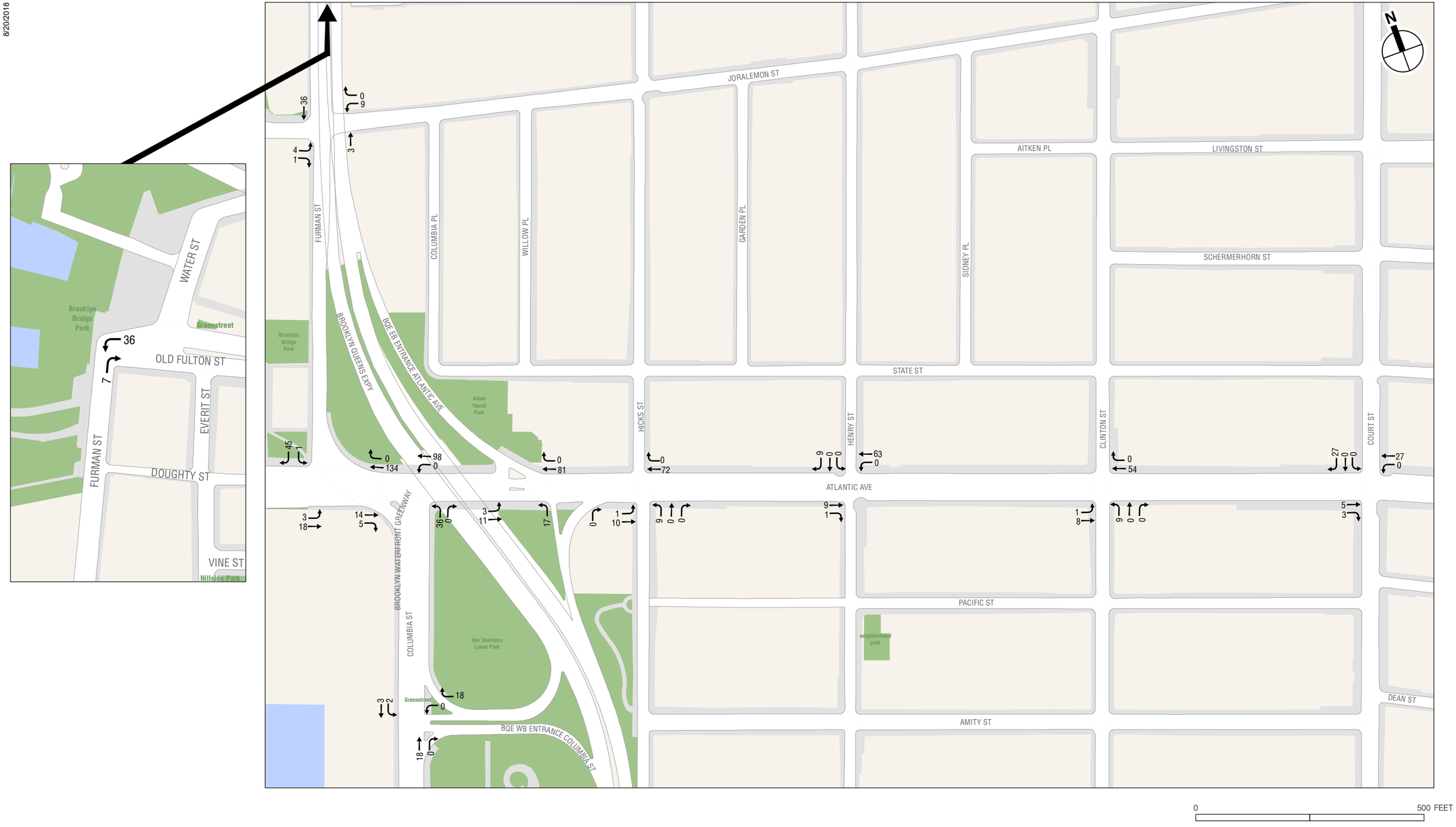
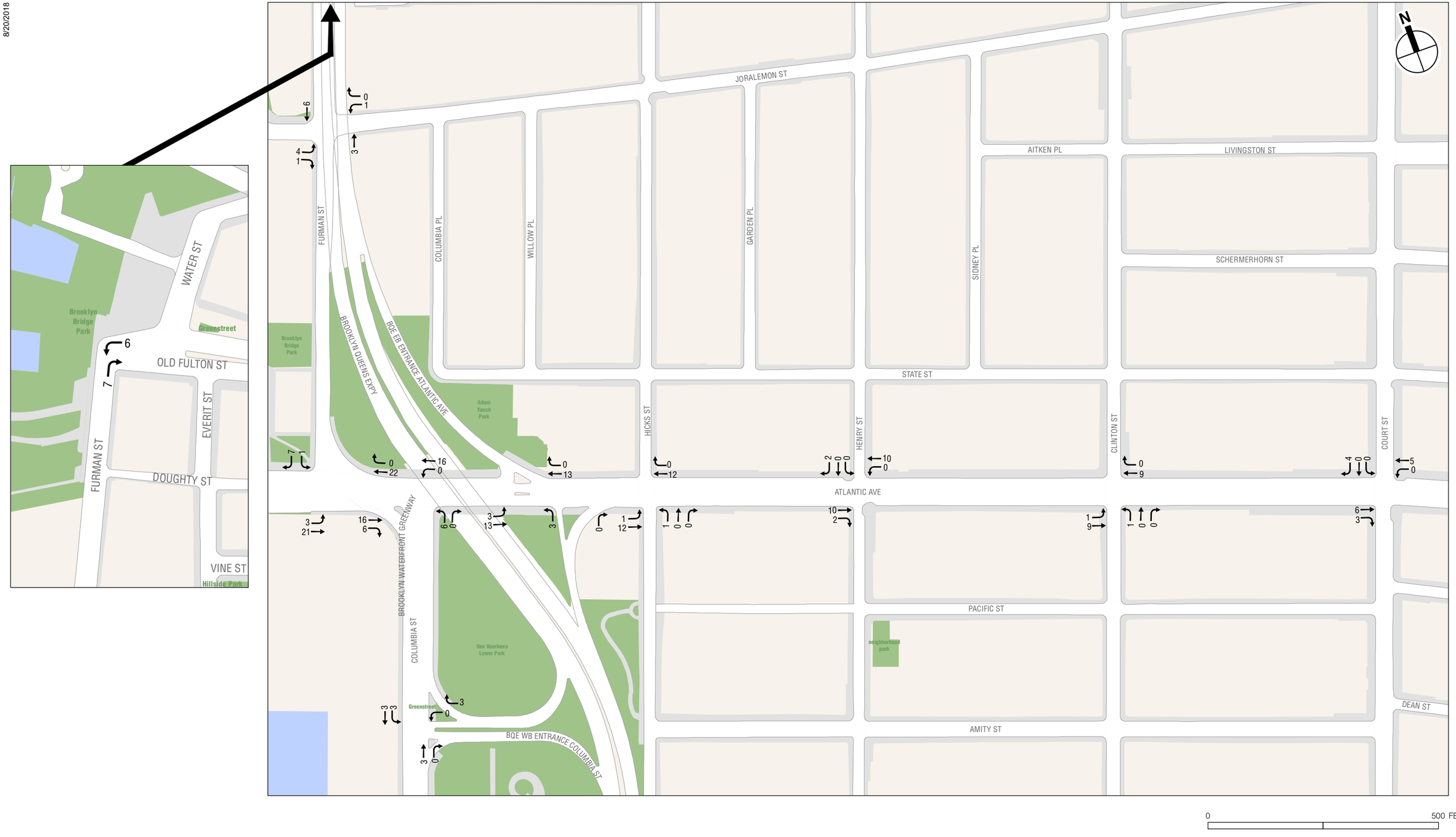


With Action Project Generated Vehicle Trips
Weekday AM Peak Hour

Governors Island - South Island

Figure 5

8/20/2018

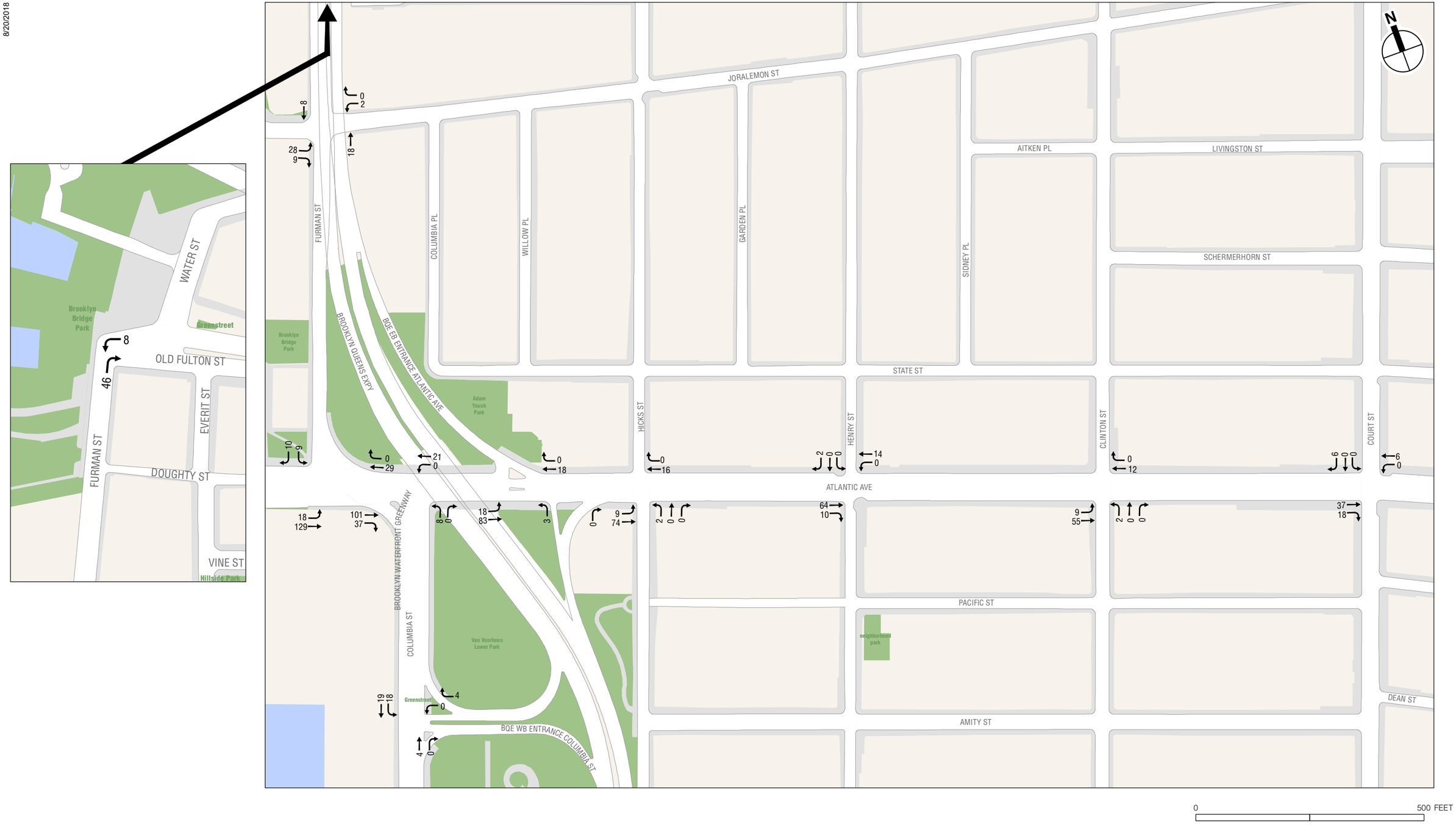


With Action Project Generated Vehicle Trips
Weekday Midday Peak Hour

Governors Island - South Island

Figure 6

8/20/2018

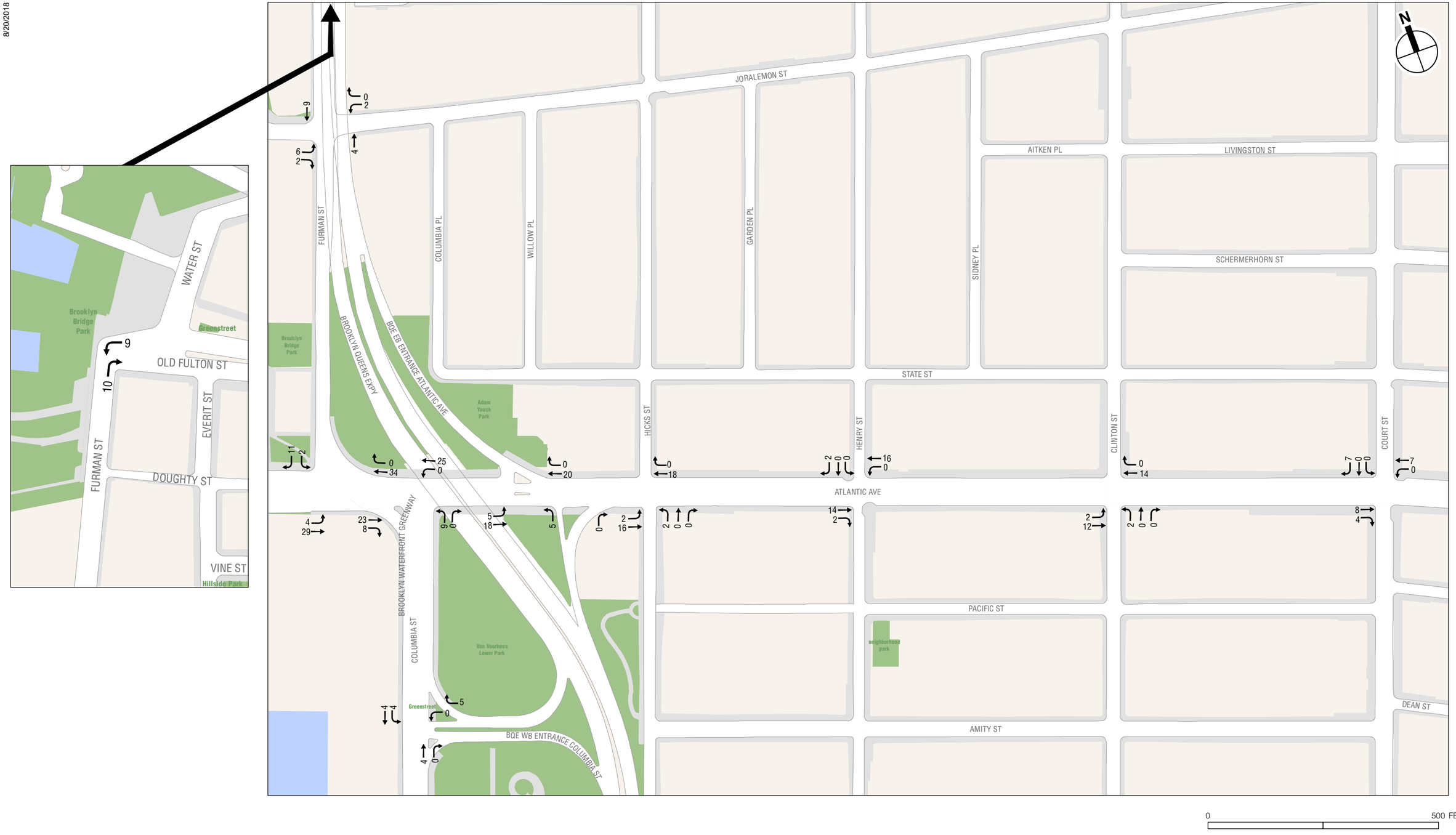


With Action Project Generated Vehicle Trips
Weekday PM Peak Hour

Governors Island - South Island

Figure 7

8/20/2018



Saturday Peak Hour

Governors Island - South Island

Figure 8

R trains), and the Dekalb Avenue Station (B, Q, and R trains). The proposed project is assumed to generate subway trips to and from all the above stations. The proposed project is expected to generate a maximum of 455, 64, 237, and 164 incremental subway trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Based on assignments presented in the *Phased Redevelopment of Governors Island FGEIS*, it is expected that approximately 59 percent of the project-generated subway trips would be distributed to the Court Street-Borough Hall Station (R and No. 2, 3, 4 and 5 trains), 10 percent to the Bergen Street Station (F and G trains), 30 percent to the Jay Street - Metrotech Station (A, C, F, and R trains), and 1 percent to the Dekalb Avenue Station (B, Q, and R trains). Therefore, quantified analyses of affected elements at the Court Street-Borough Hall Station for the weekday AM and PM peak hours would be warranted. Considering the project generated subway trips would be distributed to several subway lines, as outlined above, subway line-haul analyses would not be warranted.

There are numerous bus routes with stops adjacent to or near the Brooklyn ferry terminal that will provide access to the proposed project, including the B41, B45, B57, B61, B63, and B103 bus routes. The proposed project is expected to generate a maximum of 87, 51, 86, and 35 incremental bus trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Based on a distribution of the projected bus trips over several bus routes, including transfers, it was determined that quantified bus line-haul analyses would not be warranted.

PEDESTRIANS

MANHATTAN

Based on the detailed assignment of pedestrian trips, 25 sidewalks, 19 corner reservoirs, and 12 crosswalks were selected in Manhattan for detailed analysis of weekday and Saturday peak hour conditions, as summarized in **Table 7** and depicted in **Figures 9 through 12**.

8/20/2018

0 500 FEET

Project Generated Pedestrian Trips
Weekday AM Peak Hour

Governors Island - South Island

Figure 9

8/20/2018

0 500 FEET

Project Generated Pedestrian Trips
Weekday Midday Peak Hour

Governors Island - South Island

Figure 10

8/20/2018

Project Generated Pedestrian Trips
Weekday PM Peak Hour

Governors Island - South Island

Figure 11

8/20/2018

0 500 FEET

Project Generated Pedestrian Trips
Saturday Peak Hour
Figure 12

Governors Island - South Island

Table 7
Pedestrian Level 2 Screening Analysis Results—Recommended Analysis Locations
Manhattan

Pedestrian Elements	Incremental Pedestrian Trips				Recommended Analysis Locations
	Weekday				
	AM	Midday	PM	Saturday	
State Street and Pearl Street					
West Sidewalk along State Street between Pearl Street and Bridge Street	1,007	313	922	523	✓
Whitehall Street and Pearl Street					
East Sidewalk along Whitehall Street between Pearl Street and Bridge Street	686	156	606	307	✓
West Sidewalk along Whitehall Street between Pearl Street and Bridge Street	490	129	435	235	✓
East Sidewalk along Whitehall Street between Pearl Street and State Street / Water Street	686	156	606	307	✓
West Sidewalk along Whitehall Street between Pearl Street and State Street / Water Street	490	129	435	235	✓
Broad Street and Pearl Street					
North Crosswalk	39	78	74	75	
East Crosswalk	71	145	138	140	
South Crosswalk	39	78	53	75	
West Crosswalk	285	167	313	214	✓
Northeast Corner	110	223	212	215	✓
Southeast Corner	110	223	191	215	✓
Southwest Corner	324	245	366	289	✓
Northwest Corner	324	245	387	289	✓
West Sidewalk along Broad Street between Pearl Street and Bridge Street	247	89	238	138	✓
Whitehall Street and State Street / Water Street					
North Crosswalk	0	0	0	0	
East Crosswalk	686	156	606	307	✓
South Crosswalk	0	0	0	0	
West Crosswalk	501	147	494	271	✓
Southeast Corner	1,199	540	1,123	753	✓
Southwest Corner	501	147	494	271	✓
Northwest Corner	501	147	494	271	✓
East Sidewalk along Whitehall Street between State Street / Water Street and South Street – North Segment	1,199	540	1,125	752	✓
East Sidewalk along Whitehall Street between State Street / Water Street and South Street – South Segment	2,495	934	2,334	1,293	✓
West Sidewalk along Whitehall Street between State Street / Water Street and South Street	664	355	748	412	✓
South Sidewalk along Water Street between Whitehall Street and Broad Street – West Segment	513	384	517	446	✓
South Sidewalk along Water Street between Whitehall Street and Broad Street – East Segment	385	367	504	407	✓
Broad Street and Water Street					
North Crosswalk	16	33	53	32	
East Crosswalk	71	145	138	140	
South Crosswalk	86	173	165	167	
West Crosswalk	340	278	419	321	✓
Northeast Corner	87	178	191	172	
Southeast Corner	170	346	330	334	✓
Southwest Corner	426	451	584	488	✓
Northwest Corner	356	311	472	353	✓
West Sidewalk along Broad Street between Water Street and Pearl Street	324	245	366	289	✓
Whitehall Street and South Street					
North Crosswalk	0	0	0	0	
East Crosswalk	2,722	1,186	2,607	1,570	✓
Northeast Corner	2,722	1,186	2,607	1,570	✓
North Sidewalk along South Street between Whitehall Street and Broad Street – West Segment	227	252	274	278	✓
North Sidewalk along South Street between Whitehall Street and Broad Street – East Segment	157	235	238	240	✓
South Sidewalk along South Street between Whitehall Street and Broad Street	6,296	2,414	6,300	3,395	✓
State Street and Peter Minuit Plaza					
South Crosswalk	1,113	486	1,094	697	✓
West Sidewalk along State Street between Peter Minuit Plaza and Pearl Street – North Segment	1,007	313	922	523	✓
West Sidewalk along State Street between Peter Minuit Plaza and Pearl Street – South Segment	1,007	313	922	523	✓
State Street and Bridge Street					
West Sidewalk along State Street between Bridge Street and Bowling Green	960	302	898	498	✓
Whitehall Street and Bridge Street					
East Sidewalk along Whitehall Street between Bridge Street and Stone Street	686	156	606	307	✓
West Sidewalk along Whitehall Street between Bridge Street and Stone Street	467	123	422	222	✓
Whitehall Street and Stone Street					
North Crosswalk	220	33	185	84	✓
East Crosswalk	247	89	238	138	✓
South Crosswalk	439	67	369	168	✓
Northeast Corner	467	122	423	222	✓
Southeast Corner	686	156	607	306	✓
West Sidewalk along Whitehall Street between Stone Street and Bowling Green	1,125	223	976	475	✓

Table 7 (Cont'd.)
Pedestrian Level 2 Screening Analysis Results—Recommended Analysis Locations
Manhattan

Pedestrian Elements	Incremental Pedestrian Trips				Recommended Analysis Locations
	Weekday			Saturday	
	AM	Midday	PM		
Broad Street and Bridge Street					
North Crosswalk	11	6	19	5	
West Crosswalk	247	89	238	138	✓
Southwest Corner	247	89	238	138	✓
Northwest Corner	247	89	238	138	✓
Broad Street and Stone Street					
North Crosswalk	40	19	67	17	
South Crosswalk	23	11	38	10	
West Crosswalk	247	89	238	138	✓
Southwest Corner	247	89	238	138	✓
Northwest Corner	247	89	238	138	✓
West Sidewalk along Broad Street between Stone Street and South William Street	247	89	238	138	✓
Broad Street and South William Street					
West Sidewalk along Broad Street between South William Street and Marketfield Street	247	89	238	138	✓
Broad Street and Marketfield Street					
West Sidewalk along Broad Street between Marketfield Street and Beaver Street	247	89	238	138	✓
Broad Street and Beaver Street					
North Crosswalk	0	0	0	0	
East Crosswalk	71	62	53	71	
South Crosswalk	44	6	0	17	
West Crosswalk	291	96	238	155	✓
Northeast Corner	71	62	53	71	
Southeast Corner	115	68	53	88	
Southwest Corner	335	102	238	172	✓
Northwest Corner	291	96	238	155	✓
West Sidewalk along Broad Street between Beaver Street and Exchange Place	204	82	238	121	✓
Broad Street and Exchange Place					
North Crosswalk	44	6	37	17	
East Crosswalk	87	14	37	33	
South Crosswalk	44	6	37	17	
West Crosswalk	71	62	90	71	
Northeast Corner	131	20	74	50	
Southeast Corner	159	76	127	103	
Southwest Corner	115	68	127	88	
Northwest Corner	115	68	127	88	
West Sidewalk along Broad Street between Exchange Place and Wall Street	28	56	90	53	
Broad Street and Wall Street					
South Sidewalk along Wall Street between Broad Street and William Street	159	76	164	104	

Notes: ✓ denotes pedestrian elements selected for detailed analysis.

BROOKLYN

Based on the detailed assignment of pedestrian trips, 9 sidewalks, 7 corner reservoirs, and 4 crosswalks were selected in Brooklyn for detailed analysis of weekday and Saturday peak hour conditions, as summarized in **Table 8** and depicted in **Figures 13 through 16**.

5/11/2018

Brooklyn Heights Promenade Feature

Brooklyn Bridge Park

REMSEN ST

GRACE CT

GRACE CT ALLEY

HUNTS LN

JORALEMON ST

AITKEN PL

LIVINGSTON ST

SCHERMERHORN ST

STATE ST

ATLANTIC AVE

FURMAN ST

COLUMBIA PL

WILLOW PL

HICKS ST

GARDEN PL

HENRY ST

SIDNEY PL

CLINTON ST

COURT ST

COLUMBIA ST

BROOKLYN QUEENS EXPY

BQE EB ENTRANCE: ATLANTIC AVE

Columbus Park

Adam Yauch Park

Van Voorhees Lower Park

Greenstreet

N

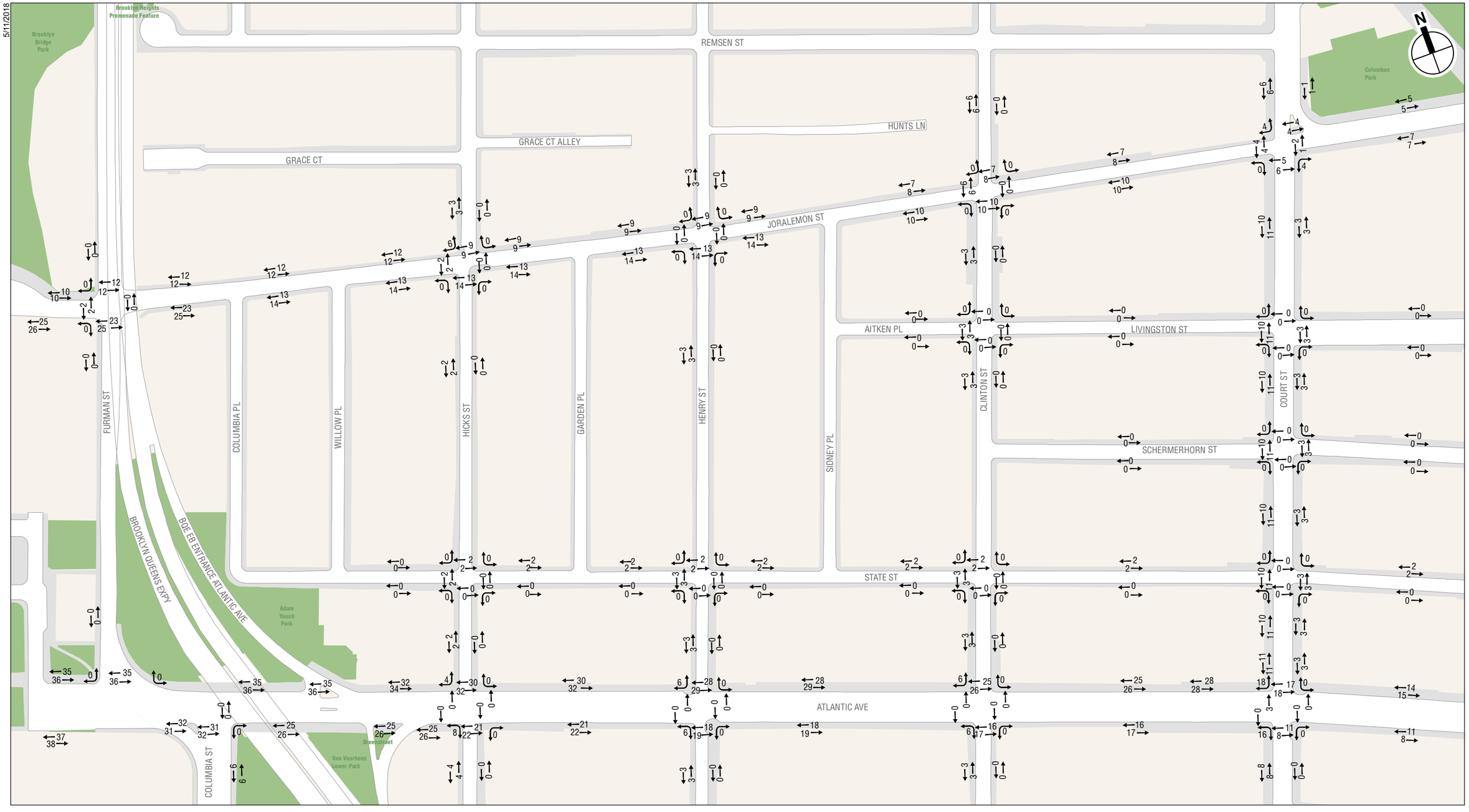
0 500 FEET

With Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

Governors Island - South Island

Figure 13

5/11/2018

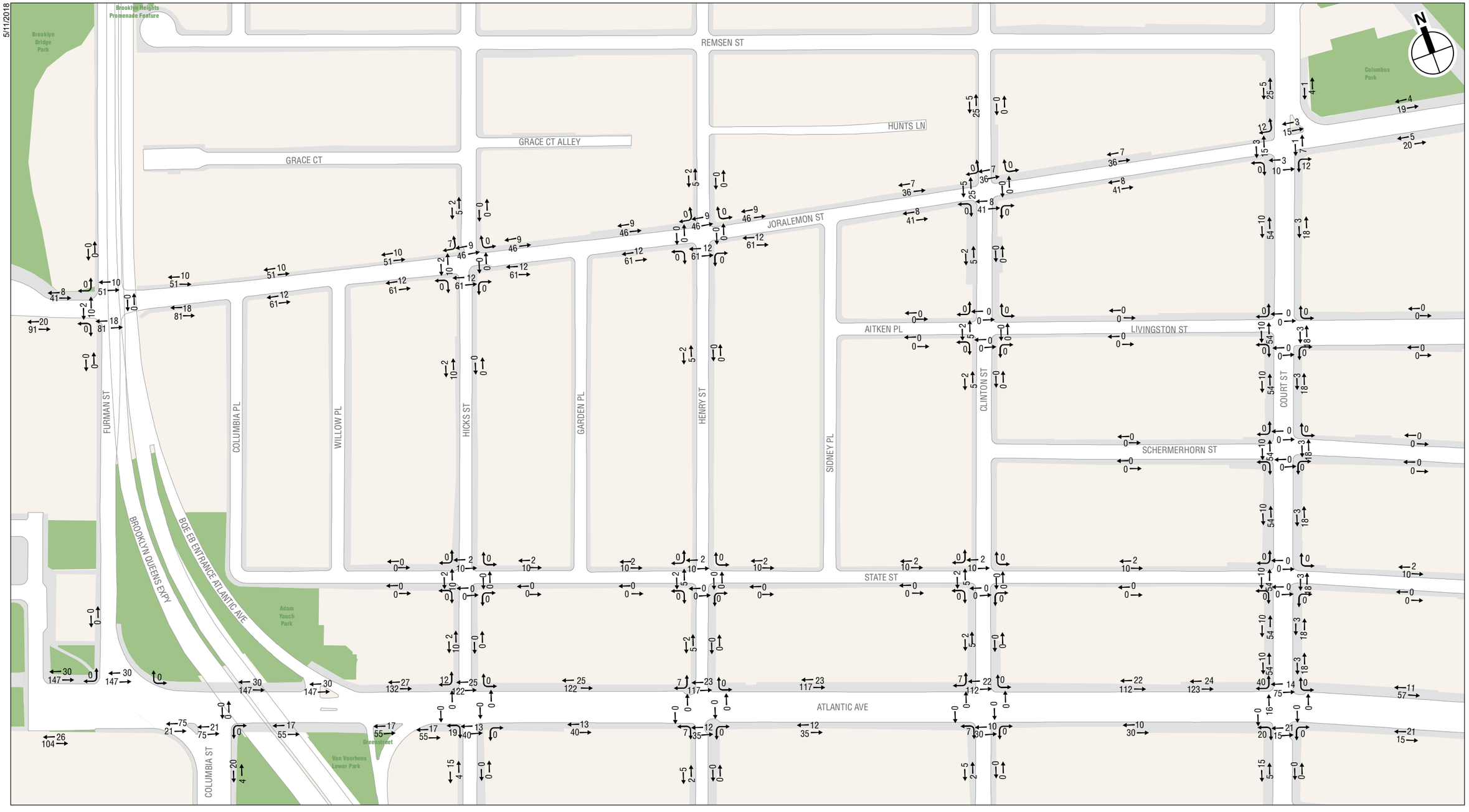


With Action Project Generated Pedestrian Trips
Weekday Midday Peak Hour

Governors Island - South Island

Figure 14

5/11/2018

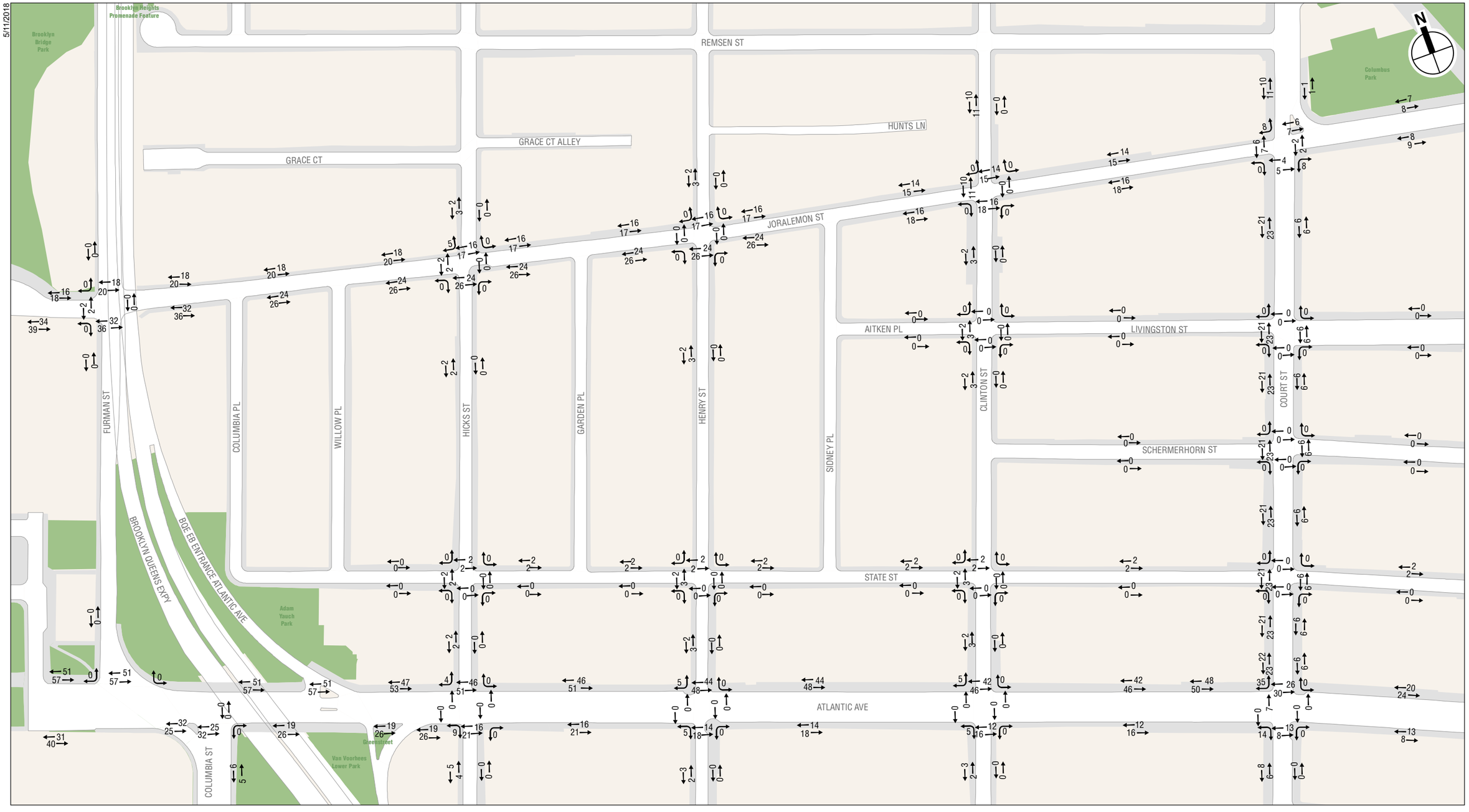


With Action Project Generated Pedestrian Trips
Weekday PM Peak Hour

Governors Island - South Island

Figure 15

5/11/2018



With Action Project Generated Pedestrian Trips
Saturday Peak Hour

Governors Island - South Island

Figure 16

Table 8
Pedestrian Level 2 Screening Analysis Results—Recommended Analysis Locations
Brooklyn

Pedestrian Elements	Incremental Pedestrian Trips				Recommended Analysis Locations
	Weekday			Saturday	
	AM	Midday	PM		
Court Street and Joralemon Street					
North Crosswalk	26	8	18	13	
East Crosswalk	8	3	8	4	
South Crosswalk	7	11	13	9	
West Crosswalk	26	8	18	13	
Northeast Corner	34	11	26	17	
Southeast Corner	38	18	33	21	
Southwest Corner	33	19	31	22	
Northwest Corner	75	20	48	34	
East Sidewalk along Court Street between Joralemon Street and Remsen Street	3	2	5	2	
West Sidewalk along Court Street between Joralemon Street and Remsen Street	49	12	30	21	
East Sidewalk along Court Street between Joralemon Street and Livingston Street	31	6	21	12	
West Sidewalk along Court Street between Joralemon Street and Livingston Street	113	21	64	44	
North Sidewalk along Joralemon Street between Court Street and Adams Street / Boerum Place	30	10	23	15	
South Sidewalk along Joralemon Street between Court Street and Adams Street / Boerum Place	30	14	25	17	
North Sidewalk along Joralemon Street between Court Street and Clinton Street	72	15	43	29	
South Sidewalk along Joralemon Street between Court Street and Clinton Street	76	20	49	34	
Atlantic Avenue and Furman Street					
North Crosswalk	229	71	177	108	✓
East Crosswalk	0	0	0	0	
South Crosswalk	55	63	96	57	
Northeast Corner	229	71	177	108	✓
North Sidewalk along Atlantic Avenue between Furman Street and BQE Off-Ramp	229	71	177	108	✓
North Sidewalk along Atlantic Avenue between Furman Street and Brooklyn Bridge Park	229	71	177	108	✓
Atlantic Avenue and BQE On-Ramp					
North Sidewalk along Atlantic Avenue between BQE Off-Ramp and BQE On-Ramp	229	71	177	108	✓
Atlantic Avenue and Hicks Street					
North Crosswalk	208	62	147	97	✓
East Crosswalk	0	0	0	0	
South Crosswalk	27	43	53	37	
West Crosswalk	0	0	0	0	
Northeast Corner	208	62	147	97	✓
Southeast Corner	27	43	53	37	
Southwest Corner	36	51	72	46	
Northwest Corner	213	66	159	101	✓
North Sidewalk along Atlantic Avenue between Hicks Street and Henry Street	208	62	147	97	✓
North Sidewalk along Atlantic Avenue between Hicks Street and BQE On-Ramp	213	66	159	100	✓
Atlantic Avenue and Henry Street					
North Crosswalk	206	57	140	92	✓
East Crosswalk	0	0	0	0	
South Crosswalk	24	37	47	32	
West Crosswalk	0	0	0	0	
Northeast Corner	206	57	140	92	✓
Southeast Corner	24	37	47	32	
Southwest Corner	28	43	54	37	
Northwest Corner	210	63	147	97	✓
Atlantic Avenue and Clinton Street					
North Crosswalk	202	51	134	88	✓
East Crosswalk	0	0	0	0	
South Crosswalk	20	33	40	28	
West Crosswalk	0	0	0	0	
Northeast Corner	202	51	134	88	✓
Southeast Corner	20	33	40	28	
Southwest Corner	24	39	47	33	
Northwest Corner	206	57	141	93	✓
North Sidewalk along Atlantic Avenue between Clinton Street and Court Street	202	51	134	88	✓
North Sidewalk along Atlantic Avenue between Henry Street and Clinton Street	206	57	140	92	✓

Table 8 (Cont'd.)
Pedestrian Level 2 Screening Analysis Results—Recommended Analysis Locations
Brooklyn

Pedestrian Elements	Incremental Pedestrian Trips				Recommended Analysis Locations
	Weekday			Saturday	
	AM	Midday	PM		
Atlantic Avenue and Court Street					
North Crosswalk	122	35	89	56	
East Crosswalk	0	0	0	0	
South Crosswalk	14	19	36	21	
West Crosswalk	3	3	16	7	
Northeast Corner	122	35	89	56	
Southeast Corner	14	19	36	21	
Southwest Corner	28	38	72	42	
Northwest Corner	236	56	145	98	✓
East Sidewalk along Court Street between Atlantic Avenue and State Street	31	6	21	12	
West Sidewalk along Court Street between Atlantic Avenue and State Street	116	22	64	45	
North Sidewalk along Atlantic Avenue between Court Street and Boerum Place	92	29	68	44	
South Sidewalk along Atlantic Avenue between Court Street and Boerum Place	14	19	36	21	
North Sidewalk along Atlantic Avenue between Court Street and Clinton Street	237	56	147	98	✓
South Sidewalk along Atlantic Avenue between Court Street and Clinton Street	20	33	40	28	
Notes: ✓ denotes pedestrian elements selected for detailed analysis.					

PARKING

A ¼-mile off-street parking study at each ferry portal will be prepared to address parking needs resulting from the proposed land uses