

**DRAFT SCOPE OF WORK FOR  
A SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT  
FOR  
THE PHASED REDEVELOPMENT OF GOVERNORS ISLAND--  
NORTH ISLAND RE-TENANTING AND PARK AND PUBLIC SPACE MASTER PLAN**

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## **A. 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 is owned by the National Park Service and is a National Monument (see **Figure 1**).

The Island comprises a north section and a south section (see **Figure 2**). The north section of the Island (referred to here as the North Island) is the area north of the former Division Road, which includes, and is co-terminus with, the Governors Island Historic District. The south section of the Island (referred to here as the South Island) is the area south of the former Division Road, which includes an area created by excavation materials from the Lexington Avenue subway construction and more modern buildings. The entire island is zoned R3-2.

Access to the Island is provided by ferries that are operated by The Trust from slips at the Battery Maritime Building (BMB) in Lower Manhattan, which is the major access point for ferries traveling to the Island. Additional ferry service from Pier 6 in Brooklyn and Pier 11 in Manhattan is provided by The Trust and the East River Ferry, respectively, when the Island is open to the public.

Governors Island is currently occupied by several active uses, including the Urban Assembly New York Harbor School, a New York City public high school, which began operation in June 2010. Other uses include artists' studios, administrative offices, and a temporary entertainment facility. From May to September, the Island is open to the public on weekends and holiday Mondays and hosts various arts, cultural, and recreational programs, including food festivals, concerts, and performances. Visitors to the Island can rent bicycles and can also make use of a variety of open spaces and lawns.

Redevelopment of the Island was previously analyzed in the Final Generic Environmental Impact Statement for the Phased Redevelopment of Governors Island issued by the Office of the Deputy Mayor for Economic Development (ODMED) in December 2011 (the 2011 FGEIS). The 2011 FGEIS analyzed potential future development of the Island as follows: Phase 1 (2013), which consisted of park and open space development that was funded at that time. Construction of this park and open space development is underway. The 2011 FGEIS also analyzed Later Phases (through 2030), which consisted of Later Phases—Park and Public Space development and Later Phases—Island Redevelopment. The Later Phases—Park and Public Space development consisted of proposed open space development established in a Park and Public Space Master Plan (the Park Master Plan) developed by The Trust. The Later Phases—Island Redevelopment consisted of two components: redevelopment of the North Island Historic Structures and development within two areas called the South Island Future Development Zones. The 2011 FGEIS is discussed in detail in Section C, "Prior Environmental Reviews," of this Draft Scope of Work.





## Draft Scope of Work

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This document is a Draft Scope of Work for the preparation of a Supplemental Generic Environmental Impact Statement (SGEIS) which considers the current plans for North Island re-tenanting and completion of the Park Master Plan by 2022. The current proposal to be analyzed in the SGEIS is discussed in detail in Section D, “Project Description,” and consists of the following:

- Creation of the Special Governors Island District on the North Island, a new zoning district that would generally allow commercial uses compatible with the use of the Island as a recreational, cultural, and educational resource in the existing R3-2 district subject to review by Manhattan Community Board 1 and certification by the Chair of the City Planning Commission.
- The reuse and re-tenanting of approximately 1.2 million square feet (sf) of space on the North Island, in addition to the approximately 176,000 sf that has already been re-tenanted.<sup>1</sup> As part of the re-tenanting, it is expected that two non-historic building additions may be demolished and potentially replaced with new structures of the same floor area and similar bulk. In addition, a new structure would be constructed on the open area north of Building 110, immediately west of Soissons Landing (the “Soissons Concession Site”).
- The full development of the Park Master Plan for the entire Island.
- Ferry service seven days per week to support the uses in the re-tenanted buildings and the expanded Park and Public Space.

Similar to the 2011 FGEIS, the SGEIS will consider the impacts of the South Island Development Zones based on a generic development program since there are no specific development plans or proposals for those areas. Together, the components in the Project Description and the South Island Development Zones are referred to as the “Proposed Project.”

Overall, the SGEIS considers the potential cumulative impacts of the Proposed Project along with Phase 1 which was previously approved. This analysis assumes that renovation and re-tenanting of the North Island and full development of the Park Master Plan will be complete in 2022, while the completion of the South Island Development Zones is anticipated by 2030.

In addition to commitments made in the 2011 FGEIS to consider potential new impacts as development plans are advanced, the proposed rezoning of the North Island is subject to City Environmental Quality Review (CEQR) and the New York State Environmental Quality Review Act (SEQRA) and requires the preparation of an EIS. ODMED in the Office of the Mayor is the lead agency for the preparation of this SGEIS, with The Trust for Governors Island as the applicant.

In accordance with SEQRA/CEQR, ODMED initiated a process to define the scope of the Draft SGEIS (DSGEIS). As a first step in that process, The Trust prepared this Draft Scope of Work and made it available to agencies and the public for review and comment. A Final Scope of Work will be prepared after consideration of relevant public comments.

A public scoping meeting has been scheduled for January 8, 2013 to provide a forum for public comments on this Draft Scope of Work. The public meeting will be held at 6:00 P.M. at the New

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<sup>1</sup> The 2011 FGEIS assumed that approximately 1.35 million sf of potential development space was available for re-tenanting in the existing structures on the North Island. Building surveys conducted subsequent to the FGEIS identified a total of approximately 1.375 million sf of space in existing North Island structures, of which approximately 1.2 million sf is available for re-tenanting.

York City Department of City Planning's Spector Hall, 22 Reade Street, New York, New York, 10007. Written comments on the Draft Scope of Work will be accepted until 5:00 P.M. on **January 18, 2013**.

The Draft Scope of Work is organized as follows:

- Section B, "Background and Planning History." This section provides information on the history of Governors Island, the planning process that preceded the current plans for the Island, and recent efforts to open the Island for public access.
- Section C, "Prior Environmental Reviews." This section describes the environmental reviews undertaken for Governors Island previously. It summarizes the review undertaken in 2008 and provides details of the 2011 FGEIS.
- Section D, "Project Description." This section describes the Proposed Project.
- Section E, "Proposed Approvals." This section provides information on the approvals needed for the Proposed Project.
- Section F, "Purpose and Need for the Proposed Project." This section provides a statement of purpose and need for the Proposed Project.
- Section G, "Analytical Framework for the SGEIS." This section outlines the framework for how the Proposed Project will be analyzed in the DSGEIS.
- Section H, "Scope of Work." This section provides detail on the analysis areas that will be studied in the DSGEIS.

## **B. BACKGROUND AND PLANNING HISTORY**

In 1997, after about 200 hundred years of British and American military use and nearly 30 years as a U.S. Coast Guard base, the U.S. Coast Guard ceased operations on the Island, and all personnel were relocated. A 22-acre portion of the Island that includes two forts—Fort Jay and Castle Williams—was designated a National Monument in 2001, and in 2003, the Federal government deeded the 150-acre balance of the Island to the Governors Island Preservation and Education Corporation (GIPEC). GIPEC was established in 2002 as a subsidiary of the Empire State Development Corporation (ESDC) with responsibility for the Island. In July 2010, primary responsibility for the long-term ownership, development, funding, operation and governance of Governors Island was transferred to New York City and is now under the direction of The Trust. The Trust is the successor organization to GIPEC.

The Island is subject to deed restrictions that require and prohibit certain uses. The Federal transfer deed stipulated development of public benefit uses on the Island. The most significant requirements are that at least 40 acres of the Island be developed as public open space and that 20 acres must be set aside for educational uses. The deed also prohibits certain uses, such as gaming and electrical power generation for use off-island. The most significant restriction is the prohibition of residential uses, except for those residential uses associated with expressly permitted uses, such as education, hospitality, health care, and commercial uses. The residential restriction does not prohibit short-term or extended-stay accommodations.

Since 1996, there have been a number of ideas and overall studies for Governors Island proposing a wide range and mix of land uses: hotel and hospitality, gaming, retail, restaurant, recreational public park, university campus or other educational use, short-term or extended-stay

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residential, conference center, entertainment, family theme park, resort, marina, aquarium, concert venue, and cultural use. A public Request for Expressions of Interest in 2005 resulted in a similar range of ideas.

In 2006, GIPEC issued a Development Request for Proposals (RFP) for whole-island and component proposals. Although several developers and tenants from both commercial and not-for-profit sectors responded, no major proposals could be selected. The plans submitted either were vague, lacked financial viability, were based on questionable market assumptions, or contained unrealistic public subsidy expectations. The RFP did yield a sound proposal, which became the Urban Assembly New York Harbor School, a New York City public high school, which began operation in June of 2010 in an existing building.

To further The Trust's goals, a Park and Public Space Master Plan (the Park Master Plan) was developed in 2010 that establishes the fundamental concepts for the design of the Island's parks and public spaces. The Park Master Plan also sets aside two areas for future mixed-use development (the South Island Development Zones).

Since 2004, more of the Island has progressively been opened to the public, a greater variety of programming has been added, more frequent ferry service has been provided, and the hours of operation for the public spaces has been increased. In 2004, GIPEC opened a portion of the Historic District to the public and received 5,000 visitors. By 2007, the entire Historic District and a 1-mile loop (for bicycles and pedestrians) were open every Saturday and Sunday in the summer and the number of visitors rose to 55,000. In 2009, the entire 2.2 mile perimeter roadway was open, along with Picnic Point—a new 8-acre open space on the southern tip of the Island—and more than 275,000 people visited the Island. In 2010, more than 443,000 visitors used the Island to picnic, bike, walk, and participate in on-Island cultural and recreational programming. In 2011, attendance reached 448,000 visitors, prior to the start of construction and partial closure of the Island in 2012, when attendance was 345,000. The Trust has made the Island available as a venue for unique and diverse programming including field and lawn sports; boating; concerts; lectures; and cultural, food, and art festivals.

## **C. PRIOR ENVIRONMENTAL REVIEWS**

### **2008 ENVIRONMENTAL REVIEW**

In 2008, an Environmental Assessment Form was prepared and a Negative Declaration was issued for GIPEC's Enhanced Public Access program, which included demolition of the South Island buildings and some North Island buildings that do not contribute to the historic district; the relocation of the Harbor School from Brooklyn to Buildings 550 and 134; enhanced public access to portions of the South Island; a temporary food and entertainment facility; and conversion of Building 110 to artists' studios. The project was approved and has been implemented.

### **2011 FGEIS**

As discussed above, ODMED issued the FGEIS for the Phased Redevelopment of Governors Island in 2011. Because a number of aspects of the plan were yet to be determined at that time, their potential impacts were studied generically with the commitment to further analysis when more details were determined.

The 2011 FGEIS analyzed in detail an initial phase—Phase 1—that consisted of park and public space development and infrastructure improvements. Funding approval was the primary discretionary action needed for Phase 1 of the Proposed Project. Subsequent to the completion of the environmental review, Phase 1 was funded and other necessary approvals were obtained and the improvements are now under construction with an expected completion date in 2013. The 2011 FGEIS also analyzed, generically, the “Later Phases,” which included additional open space improvements identified in the Park Master Plan but that were not funded at the time (Later Phases—Park and Public Spaces), as well as mixed-use development on the Island, specifically, the re-tenanting of the North Island and development in the South Island Development Zones (Later Phases—Island Redevelopment).

The phases are described in detail, below.

#### *PHASE 1*

Phase 1 involves the implementation of approximately \$78.5 million of park and public space enhancements that would improve the Historic District, including Soissons Landing, the South Battery, and Liggett Terrace and would result in the construction of approximately 23 acres of new open space in the center of the South Island, creating Hammock Grove and the Play Lawn. The Phase 1 components are described below.

- Soissons Landing. The area upland of Soissons Dock, the arrival point for ferries from Manhattan to the North Island, is being regraded and repaved to enhance accessibility and to create a series of public plazas. The area will also include additional landscaping and orientation signing.
- South Battery. The 10,100-square-foot asphalt surface that surrounds the historic fort is being replaced with lawn, trees, shrubs, and seating areas. This will create a new resting place along the future Great Promenade, providing seating and amenities in a location that will showcase the historic fort.
- Parade Ground. The Parade Ground is a 12-acre lawn located between Nolan Park and Colonels Row. This large open space has been used for concerts, picnics, and recreational activities. This area is being improved to support both active and passive recreation. A portion of the lawn is being regraded and improved to make a flat field that will be large enough to allow soccer and other field sports.
- Colonels Row. Colonels Row includes a line of historic houses that look out onto a flat, triangular open space surrounded by tall trees. This area will have limited improvements to support ongoing uses as a festival grounds and concert venue.
- Nolan Park. Nolan Park is a four-acre lawn with mature trees, surrounded by wooden houses that date back to 1810. This area is being enhanced by resetting and reconstructing existing brick paths to improve accessibility.
- Liggett Terrace. From Colonels Row, visitors would walk through an arch to Liggett Terrace, a six-acre area south of Liggett Hall, the Island’s largest building. The existing parking lot and lawn areas are being replaced with a public plaza with flower beds, labyrinthine hedges, fountains, public art, seating areas, concession carts, and children’s play areas.
- Hammock Grove. South of Liggett Terrace, Hammock Grove is being created by regrading to introduce a rolling terrain, tree planting to create dense groves, and laying paved paths to provide access and circulation.

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- **Play Lawn.** The 14-acre Play Lawn will become the largest multi-purpose open space on the Island. Two regulation-sized ballfields for active recreation like Little League baseball, adult softball and soccer are being created as well as smaller open spaces with rolling topography.

In addition, Phase 1 includes upgrades and stabilization of existing infrastructure to support the Phased Redevelopment of Governors Island, specifically: (1) the replacement, reconstruction, rehabilitation, or repair of the seawall, as appropriate, and the reconstruction and consolidation of a number of stormwater outfalls, and (2) the construction of two 12-inch water mains from Brooklyn to provide potable water to the Island. The water mains will connect from existing New York City Department of Environmental Protection (DEP) water supply lines in Brooklyn and run under Buttermilk Channel to the existing island water infrastructure in the vicinity of Building 85 on the North Island and near Half Moon Road on the South Island.

### *LATER PHASES*

As detailed in the 2011 FGEIS, the Later Phases were expected to include the following: (i) Park and Public Space development, consisting of the completion of the park and public spaces on the Island (Later Phases-Park and Public Spaces), and (ii) Island Redevelopment, consisting of the reuse of more than 1.35 million square feet in existing historic buildings on the North Island and development and construction of new buildings in two future development zones on the South Island (Later Phases-Island Redevelopment). The 2011 FGEIS expected that these Later Phases of the project would occur over time and be complete by 2030.

#### *Park and Public Spaces*

The Later Phases-Park and Public Spaces were to provide 32 acres of newly designed open space through the center and perimeter of the South Island (9 acres of which would be newly opened to the public). These open spaces would include the Great Promenade at the perimeter of the Island, Liberty Terrace including the Shell, Yankee Landing, the Hills, and the South Prow. These open spaces are described in more detail, below, under Section D, “Project Description,” since the cumulative impact of these spaces will be accounted for in the SGEIS.

#### *Island Redevelopment*

The Later Phases-Island Redevelopment consisted of two components: the North Island Historic Structures and the South Island Future Development Zones.

For the North Island Historic Structures, the 2011 FGEIS assumed that the approximately 1.35 million sf of potential development space available in existing historic structures on the North Island would be re-tenanted.<sup>1</sup> As part of the proposed reuse, it was assumed that the historic buildings would be restored. For the South Island Future Development Zones, the 2011 FGEIS assumed that two future development zones—the South Island Development Zones—which total 33 acres, would be developed. These zones consist of 6.5 acres located on the west side of the Island facing New York Harbor and another 26.5 acres facing Buttermilk Channel and Brooklyn.

The 2011 FGEIS examined two development scenarios for the 3 million square feet of space available between the North Island historic structures and the South Island Development Zones.

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<sup>1</sup> As noted above, building surveys conducted subsequent to the FGEIS identified a total of approximately 1.375 million sf of space in existing North Island structures, of which approximately 1.2 million sf is available for re-tenanting, rather than the 1.35 million identified in the 2011 FGEIS.



The first was a primarily University/Research option and the second was a primarily Mixed-Use option. These options did not represent any existing plans or proposals for the Island; rather, they were a generalized estimate based on the type and configurations of existing buildings, the underlying conditions of the Island itself, uses required and permitted under the deed, and the general level of inquiries received by The Trust for various uses on the Island. The range of uses studied in the 2011 FGEIS are presented in **Table 1**.

**Table 1**

**2011 FGEIS Later Phases-Island Redevelopment Potential Development  
Scenarios (North Island Historic Structures and South Island Future  
Development Zones)**

Uses	University/Research Option (sf)	Mixed-Use Option (sf)
<b>University</b>		
Research	400,000	0
Academic	450,000	0
Housing - Faculty Housing <sup>1</sup> (assumed as apartments, not dorms)	200,000	1,650,000
Housing - Student Dorms <sup>1</sup>	850,000	450,000
<b>Conference Center/Hotel</b>	500,000	350,000
<b>Office</b>	175,000	60,000
<b>Service Retail/Restaurant</b> (Not destination, accessory to other uses)	75,000	75,000
<b>Cultural</b> (Gallery, small museum)	60,000	125,000
<b>Public School (K-12)</b>	150,000	150,000
<b>Maintenance, Support, Other</b>	140,000	140,000
<b>TOTAL</b>	<b>3,000,000</b>	<b>3,000,000</b>
<b>Notes:</b> Does not include Park and Public Spaces (For Phase 1 and Later Phases open spaces, see above). <sup>1</sup> All academic housing: contemplated to be residential uses ancillary to educational uses on- and/or off-island.		

#### *DEVELOPMENT PURSUANT TO 2011 FGEIS*

As noted above, Phase 1 park and public space improvements are now under construction with an expected completion date in 2013. Water main and seawall improvements are expected to be completed by 2014.

## **D. PROJECT DESCRIPTION**

### **INTRODUCTION**

Changes to the project analyzed in the 2011 FGEIS that now require analysis in an SGEIS consist of the following:

- Creation of the Special Governors Island District on the North Island, a new zoning district that would generally allow commercial uses compatible with use of the Island as a recreational, cultural, and educational resource in the existing R3-2 district subject to review by Manhattan Community Board 1 and certification by the Chair of the City Planning Commission.
- The reuse and re-tenanting of approximately 1.2 million sf of space on the North Island, in addition to the approximately 176,000 sf that has already been re-tenanting. As part of the re-

tenanting, it is expected that two non-historic building additions may be demolished and potentially replaced with new structures of the same floor area. In addition, a new structure would be constructed on the open area north of Building 110, immediately west of Soissons Landing.

- Ferry service seven days per week to support the uses in the re-tenanting buildings.

Similar to the 2011 FGEIS, the SGEIS will consider the impacts from the full development of the Park Master Plan for the entire Island. In addition, the SGEIS will consider the impacts of the South Island Development Zones based on a generic development program since there are no specific development plans or proposals for those areas.

Together, the proposed Special District, the Island Redevelopment-North Island Historic Structures re-tenanting, the additional ferry service, the full development of the Park Master Plan, and the Island Redevelopment-South Island Development Zones are referred to as the “Proposed Project.”

## SPECIAL GOVERNORS ISLAND DISTRICT

### *EXISTING ZONING AND DEED RESTRICTIONS*

As stated above, Governor’s Island is zoned R3-2 (see **Figure 3**); in addition, the Island is subject to deed restrictions that require and prohibit certain uses.

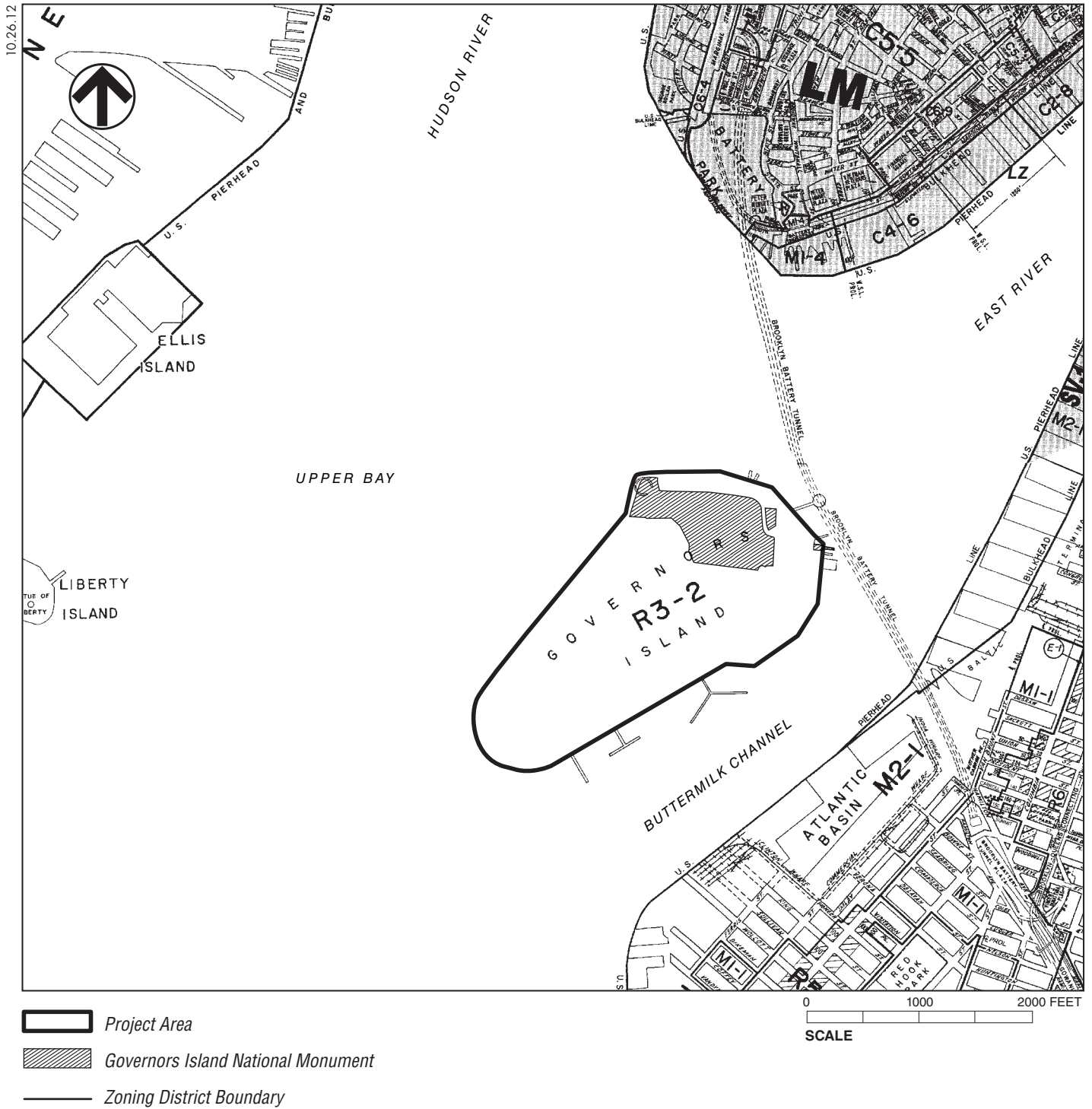
Typically, R3-2 districts are general residence districts that allow a variety of housing types ranging from detached and semi-detached one and two-family residences, to low-rise attached houses, to small multi-family apartment houses. Uses in R3-2 districts are restricted to residential uses and community facility uses (use groups 1, 2, 3, and 4, which allow single-family detached residential development, all other types of residential development for permanent occupancy; schools, libraries, museums, dormitories, etc., and houses of worship, community centers, hospitals, etc., respectively). Commercial uses, semi-industrial uses, and manufacturing uses are not permitted. As the Island is a single zoning lot and constitutes a waterfront block, any developments or enlargements may also be subject to the special waterfront zoning regulations affecting bulk, public access, visual corridors, and waterfront access.

When control of the Island was transferred from the State to the City, the City approved a zoning override to allow existing interim uses that support the public’s use and enjoyment of the park to continue.

The deed restrictions specify that at least 40 acres be developed as public open space and 20 acres be used for educational purposes, the Federal transfer deed prohibits certain uses, such as gaming, electrical power generation for use off-island, and residential uses—except for those residential uses associated with expressly permitted uses, such as education, hospitality, health care, and commercial uses. The residential restriction does not prohibit short-term or extended-stay accommodations.

### *PROPOSED ZONING*

The Proposed Project would create the Special Governors Island District on the North Island (see **Figure 4**) to facilitate the development of commercial uses including, but not limited to hotels, offices, restaurants, retail, arts and crafts galleries, entertainment events and uses, and related uses that are compatible with the educational, cultural and recreational uses of the Island. The Special District text and mapping are intended to serve as a catalyst for re-tenanting and reuse of the North Island’s historic structures. Within the Special Governors Island District,





commercial uses that promote the goals of the Special District, complement existing uses within the district, and are compatible with the nature, scale and character of other uses within the district will be permitted. The Special District text would include provisions for a process of public review of any proposed commercial uses (see the proposed text of the Special District in **Appendix A**). The Special District text would also include special bulk regulations.

The Proposed Project would not modify the deed restrictions, and all uses contemplated would comply with such restrictions.

## RE-TENANTING OF THE NORTH ISLAND HISTORIC STRUCTURES (2022)

Approximately 1.375 million square feet of space exists in historic structures of which approximately 1.2 million is available for reuse and re-tenanting. The remainder of the space is being used for the Harbor School, artists' studios, administrative offices, and maintenance.

Although the future uses have not been specifically determined or defined, The Trust has developed two scenarios for analysis purposes (see **Table 2**, below); these two scenarios are based on the characteristics of the historic buildings. Potential uses include university, student dormitory, hotel, movie theater, office, service retail/restaurant, artists' studio, cultural uses, and public school. As part of the re-tenanting, it is required that historic buildings are restored according to the *Governors Island Historic District Preservation and Design Manual* developed in connection with the disposition of the Island to GIPEC. The *Governors Island Historic District Preservation and Design Manual* was developed to help guide the reuse of the Historic District portion of the Island, while ensuring preservation of the historic and architectural resources that contribute to the Island's importance.

**Table 2**  
**North Island Redevelopment Options**

Land Use	Existing Re-Tenanted Space <sup>2</sup>	North Island Redevelopment Options (2022)	
		University/Research Option	Mixed-Use Option
University			
Campus	0 sf	422,000 sf	0 sf
Research	0 sf	0 sf	0 sf
Academic	0 sf	0 sf	0 sf
Housing – Faculty Housing	0 sf	0 sf	0 sf
Housing - Dormitories	0 sf	262,000 sf (873 beds)	262,000 sf (873 beds)
Conference Center/Hotel	0 sf	256,250 sf (120 rooms)	256,250 sf (120 rooms)
Office	48,450 sf	7,000 sf	300,300 sf
Service Retail/Restaurant <sup>1</sup> (Not destination, accessory to Island)	0 sf	37,800 sf	37,800 sf
Cultural			
General (Gallery, small museum, etc.)	0 sf	0 sf	128,700 sf
Artist Studio	47,700 sf	57,000 sf	57,000 sf
Movie Theater	0 sf	9,200 sf (700 seats)	9,200 sf (700 seats)
Public School (6-12)	79,700 sf	148,000 sf (1,184 students)	148,000 sf (1,184 students)
Maintenance, Support, Other	0 sf	0 sf	0 sf
Total	175,850 sf	1,199,250 sf	1,199,250 sf
Total North Island Development in 2022 (Existing and Proposed)		1,375,100 sf	1,375,10 sf
Notes:			
1. Includes 8,000 square feet of redevelopment of the Soissons Concession Site.			
2. The existing re-tenanted North Island uses will not be assessed in the SGEIS analyses.			

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A non-historic addition to Liggett Hall as well as a non-historic addition to the Dispensary building (or Post Hospital) could be renovated or could each be demolished and replaced with new structures of the same floor area. In addition, a new structure would be constructed on the Soissons Concession Site, the open area north of Building 110, immediately west of Soissons Landing; this structure would provide restaurant and support space for the adjacent event space. Similar to renovation of historic structures, design and construction of new structures on the North Island is subject to the requirements of the *Governors Island Historic District Preservation and Design Manual*.

### PARK AND PUBLIC SPACES (2022)

The Proposed Project would include the open space improvements identified in the 2011 FGEIS as the “Later Phases-Park and Public Spaces.”<sup>1</sup> These open space improvements consists of 32 acres of newly designed open space through the center and perimeter of the South Island (9 acres of which would be newly opened to the public). These open spaces would include the creation of the Great Promenade along the perimeter of the Island, construction of Liberty Terrace including the Shell, Yankee Landing, the Hills, and the South Prow.

#### THE GREAT PROMENADE

The Great Promenade, a 2.2-mile path around the perimeter of the Island, would be designed for walkers, bikers, runners, and limited vehicular traffic. New paving elements, lighting, way-finding, and balustrade would be consistent along the Promenade, integrating the Island’s northern and southern portions. The Promenade would provide unparalleled views of the area around Governors Island, directing views across the Harbor, East River and Buttermilk Channel towards the Lower Manhattan skyline, the East River bridges, Brooklyn Bridge Park, Brooklyn’s working waterfront, Red Hook, Staten Island, the Statue of Liberty, Ellis Island, and New Jersey.

The Promenade would have two levels on the western side of the Island and at the southern end. At both of these locations, the lower levels of the Promenade would allow for biking or walking near the water’s edge. The upper level on the west side of the Island would have trees and benches, and would terminate on the viewing roof of the Shell at Liberty Terrace (see Liberty Terrace description below). The upper level on the southern end would provide another resting area with benches and other seating (see South Prow description below).

#### LIBERTY TERRACE

Adjacent to the Great Promenade would be Liberty Terrace, a gathering area on the west side of the Island. A new structure, The Shell, would provide protected outdoor seating and space for a food concession. A new public restroom building would be located nearby. Other amenities at Liberty Terrace would include movable tables and chairs and benches.

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<sup>1</sup> As discussed later in this Draft Scope of Work (see Section G, “Analytical Framework for the SGEIS”), these park and public space improvements have been analyzed in the 2011 FGEIS and approved.

### *YANKEE LANDING*

Improvements to Yankee Landing, which is on the east side of the Island, would welcome future tenants and visitors using the ferry to Yankee Pier. A sheltered but unenclosed ferry waiting area would also be provided at this location.

### *THE HILLS*

The Park Master Plan envisions four hills rising between 28 feet and 82 feet in height above the Great Promenade, transforming the topography of the Island. The Hills would be planted with ground cover, shrubs, plants, and trees. In addition, there would be several pathways to explore the Hills. From the tops of the Hills, broader views of the surrounding area would be available, with views of the entire New York Harbor from the Verrazano to the Statue of Liberty, Ellis Island, the Hudson River, New Jersey, Lower Manhattan, Brooklyn, and Staten Island.

### *SOUTH PROW*

At the southern end of the Island, the Great Promenade would split into two levels. The lower level pathway would follow the edge of the Island and would be at grade with the eastern Promenade. This pathway would surround Wetland Gardens, a three-acre area with a variety of wetland plants. A picnic area would be adjacent to Wetland Gardens. Next to the upper level pathway would be the South Prow Overlook. This area, which would have benches and other seating, would be seven feet above Wetland Gardens.

### **ADDITIONAL FERRY SERVICE (2022)**

To support the uses in the re-tenanted buildings, additional ferry service would be provided. It is anticipated that ferry service would be provided 7 days per week between Governors Island and the Battery Maritime Building in Manhattan and between Governors Island and Pier 6 in Brooklyn. In addition, late night ferry service would be provided (24 hours per day); at this time, it is anticipated that the late night ferry service would operate between Governors Island and Pier 11 in Manhattan.

### **SOUTH ISLAND DEVELOPMENT ZONES (2030)**

As discussed above, the Island contains two future development zones on the South Island which together total 33 acres.

Similar to the 2011 FGEIS, future uses in these two areas have not yet been specifically proposed, determined, or defined; therefore, the SGEIS provides an analysis of two generic development programs for the South Island Development Zones. It is assumed that new buildings on the South Island could be designed to provide highly flexible academic (including dorms and faculty housing) and/or research institution space, lab space, or similar uses, and could become the academic and/or research institution heart of a university program or think tank. A second major use could be a conference center/hotel with hotel rooms, meeting rooms, and recreation facilities. It is anticipated that Yankee Pier would be an additional point of access.

The remainder of the South Island Development Zones are expected to be used for some combination of not-for-profit offices, such as think-tanks or small organizations affiliated with academic and/or research institution uses; for-profit commercial office uses; offices for The Trust and Island contractors; maintenance and service space for Trust and Island operations; water transportation support uses; cultural uses including small galleries or museums;

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entertainment uses; other commercial uses; associated retail; and educational uses similar to the Urban Assembly New York Harbor School located in the Historic District.

In total, approximately 1.625 million sf are expected to be developed in the South Island Development Zones.

### **E. APPROVALS**

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

- Zoning map and text amendments to create and map the Special Governors Island District over the North Island, as shown on **Figure 4** (the “rezoning area”).
- Review of project actions within the Governors Island Historic District per the guidelines of the *Governors Island Historic District Preservation and Design Manual*.
- Approval of capital funding. The source has yet to be identified.

Other approvals are expected to include a Coastal Zone Consistency determination and may include SPDES permits from the New York State Department of Environmental Conservation (NYSDEC) for wastewater and/or stormwater discharge issues.

It is anticipated that the future development proposed for the South Island Development Zones may require additional land use approvals, including rezoning, special permits, modifications, and/or other authorizations. Similar to the Special District for the North Island, any rezoning will be subject to CEQR, and the level of environmental review required will be determined at the time such actions are sought. Other potential future actions and approvals for the South Island Development Zones could include a Coastal Zone Consistency determination, SPDES permits from NYSDEC, USACE permits for in-water work, and NYSDEC air permits or approvals related to potential future research/academic laboratory uses, if required.

For both the Proposed Project and the South Island Development Zones, it is expected that New York City Department of Buildings (DOB) building permits would be required for public open space and structures and that DOB would review proposed construction within the 100-year flood plain. In addition, there would be New York City Fire Department approvals for emergency and fire access and fire hydrants.

### **F. 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 great new public open space is not only an important public benefit resource on its own, but it is also a catalyst for Island redevelopment.

With construction of the Phase 1 Park Master Plan underway, re-tenanting of the North Island’s historic buildings and completion of the Park Master Plan are the next steps in the development process. There is new interest in development on the Island. New opportunities for tenancy are now being pursued for the North Island, with the creation of new Special District zoning text, issuance of a Request for Proposals for re-tenanting of the historic buildings, and plans to complete the Park Master Plan by 2022.

Along with future development on the South Island, the Phased Redevelopment of Governors Island would fulfill The Trust’s mission while ensuring the Island’s financial sustainability and meeting the transfer deed requirements.



## **G. FRAMEWORK FOR ENVIRONMENTAL REVIEW**

SEQRA requires a lead agency to take a “hard look” at potential environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts on the environment, consistent with social, economic, and other essential considerations. An EIS is a comprehensive document used to systematically consider environmental effects, evaluate reasonable alternatives, and identify and mitigate, to the maximum extent practicable, any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making processes related to a proposed action.

### **SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT**

A GEIS is a broader, more general EIS that analyzes the impacts of a concept or overall plan rather than those of a specific project plan. A GEIS is useful when the details of a specific impact cannot be accurately identified, since no site-specific project has been proposed, but a broad set of further projects is likely to result from the agency’s action. A GEIS follows the same format as an EIS for a more specific project, but its content is necessarily broader.

Subsequent discretionary actions under the program studied in a GEIS may require further review under CEQR. According to 6 NYCRR Section 617.10, “GEISs and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance.” Therefore, like with the 2011 FGEIS, the Supplemental GEIS will, where appropriate, discuss possible conditions under which further environmental review would be required (e.g., changes in the mix of uses or increases in the size of the development program). Often, a GEIS is used as the foundation for the subsequent environmental review for a site-specific project, since it would have established the analysis framework. Therefore, the subsequent supplemental environmental review need only target the specific narrow impacts associated with the subsequent action.

In particular, the reasons for preparing a Supplemental GEIS under the requirements of SEQRA and CEQR guidelines are that the zoning actions are now defined, there is more known about likely re-tenanting, and full development of the Park Master Plan is expected to be complete earlier than was previously contemplated, and that these would require expanded ferry service. The document remains generic in that the program associated with North Island re-tenanting is not specifically proposed, and that the two South Island Development Zones are not yet specifically proposed, defined, or designed. Therefore, the studies contained in this Supplemental GEIS will necessarily be less detailed than if more specific details were available and will focus on identifying potential associated environmental concerns. To the extent required under CEQR/SEQRA, it is possible that further environmental review may be necessary when certain, as yet undefined components of the South Island Development Zones are considered.

### **METHODOLOGY**

In the Future Without the Proposed Project (No Action scenario), Governors Island is assumed to continue to operate as it does today. Visitation is dependent on certain factors that can be controlled, such as the ability to access the Island (number of operating days and hours, ferry capacity, and frequency). Public outreach and enhancements in recent years have made Governors Island a highly visited summer weekend destination, and at peak times, ferries already operate at capacity.

## Draft Scope of Work

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As noted above, there will be two analysis years: 2022 and 2030. The 2022 analysis will consider the full proposed Park and Public Spaces (including Phase 1 elements) as well as 1.2 million square feet of newly re-tenanted space in the North Island historic structures (as laid out in Table 2, above). The 2030 analysis will consider full development of the Island, including 1.625 million square feet in new buildings and uses in the development zones on the South Island.

### *2022 ANALYSIS YEAR*

The 2022 analysis year will consider the potential for impacts from the following Proposed Project components:

- Creation of the Special Governors Island District on the North Island.
- The reuse and re-tenanting of approximately 1.2 million sf of space on the North Island along with the potential demolition and replacement of two non-historic building additions with new structures of the same floor area and the construction of a new structure on the open area north of Building 110, immediately west of Soissons Landing.
- The full development of the Park Master Plan for the entire Island.
- Ferry service seven days per week to support the uses in the re-tenanted buildings.

Potential impacts for the 2022 analysis year will be examined cumulatively by including the impacts identified for Phase 1 of the Park Master Plan.

### *2030 ANALYSIS YEAR*

Similar to the 2011 FGEIS, the SGEIS will consider the impacts of the South Island Development Zones based on a generic development program since there are no specific development plans or proposals for those areas. The analysis of their potential impacts will be examined qualitatively or generally be less detailed than those provided for development through 2022. Potential impacts will be considered cumulatively by assessing the full development of Governors Island, including those project components that would be complete by the 2022 analysis year and the completion of the South Island Development Zones by 2030.

As in the 2011 FGEIS, total development would remain at 3 million sf. However, based on program and phasing refinements since the 2011 FGEIS, the anticipated program for the full development of the Island is somewhat different from that contemplated in the 2011 FGEIS. **Table 3** shows the existing re-tenanted space on the North Island and the anticipated development program for the North Island Redevelopment in 2022 and the South Island Development Zones by 2030 for both the University/Research Option and the Mixed-Use Option. **Table 4** provides a compares the 2011 FGEIS program to the SGEIS program for the University/Research Option and the Mixed-Use Option to illustrate how the programs have changed since the 2011 FGEIS.

When the South Island Development Zones have been planned and designed, it is anticipated that any land use actions would be subject to CEQR.

**Table 3**  
**Total Governors Island Development (Existing and Proposed) -2030**

Land Use	Existing Re-Tenanted Space (sf) <sup>1</sup>	University Research Option			Mixed-Use Option		
		North Island Redevelopment (sf)	South Island Development Zones (sf)	Total (sf)	North Island Redevelopment (sf)	South Island Development Zones (sf)	Total (sf)
University							
Campus	0	422,000	0	422,000	0	0	0
Research	0	0	188,650	188,650	0	0	0
Academic	0	0	213,450	213,450	0	0	0
Housing – Faculty Housing <sup>2</sup>	0	0	94,300	94,300	0	1,120,950	1,120,950
Housing - Dormitories <sup>2</sup>	0	262,000	588,000	850,000	262,000	188,000	450,000
Conference Center/Hotel	0	256,250	243,750	500,000	256,250	93,750	350,000
Office	48,450	7,000	119,550	175,000	300,325	0	348,750
Service Retail/Restaurant <sup>3</sup> (Not destination, accessory to Island)	0	37,800	37,200	75,000	37,800	37,200	75,000
Cultural							
General (Gallery, small museum, etc.)	0	0	0	0	128,700	0	128,700
Artist Studio	47,700	57,000	0	104,700	57,000	0	104,700
Movie Theater	0	9,200	0	9,200	9,200	0	9,200
Public School <sup>4</sup>	79,700	148,000	0	227,700	148,000	45,000	272,700
Maintenance, Support, Other	0	0	140,000	140,000	0	140,000	140,000
TOTAL	175,850	1,199,250	1,624,900	3,000,000	1,199,250	1,624,900	3,000,000

**Notes:**

1. The existing re-tenanted North Island uses will not be assessed in the SGEIS analyses.
2. All academic housing: contemplated to be residential uses ancillary to educational uses on- and/or off-island.
3. Includes 8,000 square feet of redevelopment of the Soissons Concession Site.
4. In the University/Research option, a public school for grades 6-12 would be provided. In the Mixed-Use option, a 45,000-gsf elementary school would be provided in addition to the 6-12 school.

Table 4

**Comparison of Total Island Development: 2011 FGEIS and SGEIS**

Uses	University/Research Option (sf)			Mixed-Use Option (sf)		
	2011 FGEIS	SGEIS	Difference	2011 FGEIS	SGEIS	Difference
<b>University</b>						
Campus	0	422,000	422,000	0	0	0
Research	400,000	188,650	-211,350	0	0	0
Academic	450,000	213,450	-236,550	0	0	0
Housing - Faculty Housing <sup>1</sup> (assumed as apartments, not dorms)	200,000	94,300	-105,700	1,650,000	1,120,950	-529,050
Housing - Student Dorms <sup>1</sup>	850,000	850,000	0	450,000	450,000	0
<b>Conference Center/Hotel</b>	500,000	500,000	0	350,000	350,000	0
<b>Office</b>	175,000	175,000	0	60,000	348,750	288,750
<b>Service Retail/Restaurant</b> (Not destination, accessory to other uses)	75,000	75,000	0	75,000	75,000	0
<b>Cultural</b> (Gallery, artist studios, movie theater)	60,000	113,900	53,900	125,000	242,600	117,600
<b>Public School</b>	150,000	227,700	77,700	150,000	272,700	122,700
<b>Maintenance, Support, Other</b>	140,000	140,000	0	140,000	140,000	0
<b>TOTAL</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>0</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>0</b>
<b>Notes:</b>						
Total development includes existing re-tenanted space on the North Island.						
<sup>1</sup> All academic housing: contemplated to be residential uses ancillary to educational uses on- and/or off-island.						

**REASONABLE WORST CASE DEVELOPMENT SCENARIO**

The land uses identified for the North Island re-tenanting as well as the South Island Development Zones have different population characteristics. For example, university housing uses would generate on-site residents whereas office uses would not. Other uses, including the park and open spaces, would generate workers and visitors that would access the island from the off-site ferry locations. Each analysis in the SGEIS will identify a “reasonable worst-case development scenario” that could result in the worst environmental effect for that technical area.

The analyses will focus on identifying potential environmental concerns associated with the potential uses identified in Table 2 to the extent required under CEQR/SEQRA; further environmental review may be necessary for as yet undefined components of the Later Phases.

The analyses will assume that in the future without the Proposed Project (No Action condition), no portion of the Proposed Project would be implemented and the Island would continue in its current use and configuration.

**STUDY AREAS**

In general, the study areas for the SGEIS analyses will include the entire Island, including that portion of Governors Island owned by the National Park Service and not belonging to The Trust, and depending on the specific analysis, may also include the area within 400 feet of the ferry landing at Pier 6 in Brooklyn Bridge Park and the area within 400 feet of the Battery Maritime Building.

### *SCREENING ANALYSES*

In some technical areas the changes examined for 2022 will make no significant difference to the conclusions of the 2011 FGEIS for 2030. For these technical areas—socioeconomics, community facilities, open space, natural resources, hazardous materials, infrastructure, solid waste and energy—detailed screening assessments have been provided in the Positive Declaration and will be summarized in the SGEIS to confirm the previous conclusions.

## **H. SCOPE OF WORK**

As described earlier, the SGEIS will be prepared pursuant to SEQRA and CEQR. The environmental review provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts.

The SGEIS will contain:

- A. A description of the Proposed Project and the environmental setting;
- B. A statement of the environmental impacts of the Proposed Project, including its short- and long-term effects and typical associated environmental effects;
- C. An identification of any adverse environmental effects that cannot be avoided if the project is implemented;
- D. A discussion of reasonable alternatives to the Proposed Project;
- E. An identification of irreversible and irretrievable commitments of resources that would be involved if the Proposed Project is built; and
- F. A description of measures proposed to minimize or fully mitigate any significant adverse environmental impacts.

The first step in preparing the SGEIS document is public scoping, which is the process of focusing the environmental impact analysis on the key issues that are to be studied in the SGEIS. The proposed scope of work for each technical area to be analyzed is set forth below. The scope of work and the proposed impact assessment criteria are based on the methodologies and guidance set forth in the 2012 *CEQR Technical Manual*.

### **TASK 1: PROJECT DESCRIPTION**

As the first chapter of the SGEIS, the Project Description will introduce the reader to the Proposed Project and set the context in which to assess impacts. The chapter will describe the Proposed Project (brief description and location of the Proposed Project) and provide the following:

- The background and/or history of the Proposed Project, including prior approvals and the 2011 FGEIS;
- A statement of the public purpose and need for the Proposed Project;
- A detailed description of the Proposed Project and key planning considerations that have helped refine the proposed development program;

- A discussion of the approvals required, procedures to be followed, the role of the SGEIS in the process, and its relationship to any other approvals.

### **TASK 2: ANALYTICAL FRAMEWORK**

This chapter will discuss the framework for the analyses for the SGEIS. It will identify the analysis year, describe the No Build scenario, and explain how the Proposed Project will be assessed in the SGEIS, focusing on comparison to the conclusions of the 2011 FGEIS. It will describe how the SGEIS will consider reuse of the North Island historic buildings, new development on the Soissons Concession Site, and the future construction within the two South Island Development Zones, which will be subject to future environmental review.

This chapter will also identify changes that have taken place on the Island since the 2011 FGEIS, discuss relevant changes in methodologies in the *CEQR Technical Manual*, and update existing and no build conditions as warranted.

### **TASK 3: LAND USE, ZONING, AND PUBLIC POLICY**

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the zoning and public policies that guide development, and determines whether a proposed project is compatible with those conditions and policies or whether it may affect them.

The 2011 FGEIS concluded that neither Phase 1 nor full completion of the Proposed Project would result in any significant adverse impacts to land use, zoning, and public policy. The 2011 FGEIS also noted that full development of the Proposed Project would result in changes to land uses and may require future changes to zoning on Governors Island. Since new Special District text for the North Island is now proposed, an assessment of potential impacts to land use, zoning and public policy will be prepared for the SGEIS, consistent with the guidelines of the *CEQR Technical Manual*.

The existing conditions section of this assessment will describe the existing uses and the existing R3-2 zoning. The public policies that pertain to Governors Island will also be summarized, including the City's Waterfront Revitalization Program and PlaNYC. Conditions in the future without the Proposed Project will be described, and the effects of the Proposed Project will be assessed for compatibility in terms of land use, zoning and public policy. The conclusions of the SGEIS will be compared to those of the 2011 FGEIS. The study area for the land use, zoning, and public policy analysis will comprise the Island itself.

The SGEIS will consider whether the changes in the overall development scenarios would alter the conclusions of the FGEIS with regard to the South Island Development Zones.

### **TASK 4: SHADOWS**

The *CEQR Technical Manual* requires a shadow assessment for proposed actions that would result in new structures or additions to existing structures greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. Such resources include publicly-accessible open spaces, important natural features, or historic resources with sun-sensitive features. Under CEQR, an adverse shadow impact may occur if a project's shadow adversely affects the use and/or important landscaping and vegetation of a publicly-accessible open space or obscures details that make a historic resource significant. For these reasons, shadow analyses are coordinated with the open space and historic resources analyses.

Although most of the proposed North Island development would consist of reuse of existing historic structures, one new structure is proposed (at the Soissons Concession Site) that will require an assessment of shadows due to its proximity to open space uses. Further, two non-historic additions to historic buildings are expected to be demolished and replaced with new structures. Therefore, an analysis of the Proposed Project's potential for shadow impacts will be included in the SGEIS. The shadows analysis will identify and map sensitive receptors that could be affected by the Proposed Project, including open spaces, historic structures, and important natural features, and evaluate the potential for the Proposed Project to result in significant adverse shadow impacts on these sensitive receptors.

Since the 2011 FGEIS, no additional design information regarding structures for the South Island Development Zones has been advanced. Therefore, the SGEIS will summarize the findings of the 2011 FGEIS pertaining to the South Island Development Zones.

## **TASK 5: HISTORIC AND CULTURAL RESOURCES**

Under CEQR, the analysis of historic and cultural resources must consider whether a project could have the potential to affect archaeological and/or architectural resources, either directly through construction activities, or more indirectly through alteration of the context or visual environment of the resources.

Governors Island's potential archaeological sensitivity and significant historic structures have already been well documented in the 2011 FGEIS as well as other previous planning studies, environmental impact studies, and designation reports for the historic district.

Based on previous studies, the concession area north of Building 110 is not sensitive for archaeology. Therefore, new construction in this area would not have the potential to result in archaeological impacts. The remainder of proposed work would consist of renovation and reuse of existing structures and is not expected to include subsurface disturbance for foundations, footings, etc. Therefore, the SGEIS will present a summary of these conditions.

For the architectural resources assessment, the architectural resources of the Island will be identified and described. Consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources include: New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, New York City Historic Districts; resources calendared for consideration as one of the above by the Landmarks Preservation Commission (LPC); resources listed on or formally determined eligible for inclusion on the State and/or National Registers of Historic Places, or contained within a district listed on or formally determined eligible for listing on the Registers; resources recommended by the New York State Board for listing on the Registers; and National Historic Landmarks. Given the Island's physical isolation, the areas to be considered for historic resources will be defined as the Island itself.

The potential effects of the Proposed Project on archaeological and architectural resources will be compared to those disclosed in the 2011 FGEIS, including visual and contextual changes as well as any direct physical impacts. The applicability of policies and procedures already in place, including coordination with and oversight by LPC and the New York State Historic Preservation Office (SHPO) (as appropriate) will be discussed. If the Proposed Project would result in any significant adverse impacts, mitigation measures for such impacts will be identified.

The SGEIS will consider whether the changes in the overall development scenarios would alter the conclusions of the FGEIS with regard to the South Island Development Zones.

### **TASK 6: URBAN DESIGN AND VISUAL RESOURCES**

Under CEQR, urban design is defined as the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. An urban design assessment under CEQR must consider whether and how a project may change the experience of a pedestrian in a project area. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources, followed by a detailed analysis, if warranted based on the conclusions of the preliminary assessment.

The SGEIS will focus on how the proposed renovation of historic structures and new construction on the North Island would change the Island's urban design and visual character and the degree to which significant views would be affected.

Following the guidelines of the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources will be prepared to determine whether the Proposed Project would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. Since the Proposed Project does not include any tall new structures beyond what was considered in the 2011 FGEIS, the analysis of urban design and visual resources will focus on the new low-rise construction proposed for the Soissons Concession Site. Restoration of existing buildings, which was considered in the 2011 FGEIS, will be summarized. To the degree that any selective demolition is necessary for the Proposed Project, it will also be considered in the SGEIS.

For visual resources, important publicly-accessible views and view corridors will be identified and the potential for the Proposed Project to affect those elements will be discussed and compared to the conclusions of the 2011 FGEIS. If necessary, mitigation measures to avoid or reduce potential significant impacts will be identified. The SGEIS will consider whether the changes in the overall development scenarios would alter the conclusions of the FGEIS with regard to the South Island Development Zones.

### **TASK 7: TRANSPORTATION**

The *CEQR Technical Manual* states that if a Proposed Project is expected to generate fewer than 50 peak hour vehicle trips at an intersection, 200 peak hour subway, bus, or railroad riders on a transit facility, and 200 peak hour person trips on a pedestrian element, it is unlikely to result in significant adverse impacts and further analyses would not be warranted. As described above, the Proposed Project includes both the redevelopment on the North Island and completion of the Park and Public Space plan. Trips generated by these two components are expected to result in changes in transportation operations and the attraction of new trips to the Island beyond the *CEQR Technical Manual* thresholds, thus detailed analyses are warranted. The tasks outlined below describe how transportation-related issues will be addressed in this SGEIS, with a quantitative analysis conducted for the North Island redevelopment and full Park and Public Space plan in 2022, and a qualitative discussion for the full development of the Island including the South Island Development Zones expected to be complete in 2030.

#### **TRAVEL DEMAND AND SCREENING ASSESSMENTS**

- Prepare travel demand estimates for the proposed development components based on trip-making assumptions from the *CEQR Technical Manual*, standard references, approved



studies (including the 2011 FGEIS), and trip-making and travel demand assumptions provided by The Trust.

- Perform transportation screening analyses and determine detailed analysis needs. Based on the above travel demand estimates, it is expected that the need for detailed transportation analyses would be required for the Proposed Project. The results of the travel demand estimates will be summarized in a Travel Demand Factors memo. For traffic, a detailed vehicle trip assignment will be prepared to determine the appropriate intersections for analysis of potential traffic impacts. The trip estimates also will identify the numbers of peak hour person trips made by transit and the numbers of pedestrian trips traversing the portal locations' sidewalks, corner reservoirs, and crosswalks. As recommended by the *CEQR Technical Manual*, the appropriate transit and pedestrian elements will be selected for analysis.

#### TRAFFIC

- Define the study areas for the Proposed Project. The traffic study areas will include intersections surrounding the two ferry portals in Lower Manhattan and Brooklyn. The selection of analysis locations will be based on the detailed assignments of projected vehicle trips associated with the Proposed Project. Detailed traffic analyses will be undertaken for the weekday AM, midday, PM, and Saturday peak hours at up to fourteen intersections near the BMB ferry portal. Detailed traffic analyses will be undertaken for the weekday AM, midday, and PM peak hours at up to seven intersections near the Pier 6 ferry portal.
- Perform traffic data collection. Traffic volumes and relevant data at the study area intersections will be collected as per *CEQR Technical Manual* guidelines via a combination of manual and machine counts. Information pertaining to street widths, traffic flow directions, lane markings, parking regulations, and bus stop locations at study area intersections will be inventoried. Travel time and delay surveys will be conducted to gather speed data for input to air quality and mobile source analyses. In addition, traffic operations (double parked vehicles, queuing, parking maneuvers, etc.) will be observed and recorded. Where feasible, data collected in April 2011 for the 2011 FGEIS will be used. Traffic control devices (including signal timings) in the study area will be recorded and verified with official signal timing data from the New York City Department of Transportation (NYCDOT).
- Conduct existing conditions analysis. This analysis will be conducted using the *2000 Highway Capacity Manual (HCM)* methodology with the latest approved *Highway Capacity Software (HCS)*. The existing volume-to-capacity (v/c) ratios, delays, and levels of service (LOS) for the study peak hours will be determined.
- Develop the future baseline and Build conditions and analyze study area intersections. Future traffic volumes will be estimated by adding background growth, in accordance with *CEQR Technical Manual* guidelines, to existing traffic volumes, and incorporating incremental changes in traffic resulting from other projects in the area. Where applicable, future baseline traffic volumes developed as part of the 2011 FGEIS will be used as the baseline traffic volumes for this SGEIS. Analysis results of the study area intersections will be evaluated to identify potential significant adverse traffic impacts. Where these impacts are identified, feasible measures, such as signal retiming, phasing modifications, roadway restriping, addition of turn lanes, revision of curbside regulations, turn prohibitions, and street direction changes, etc., will be explored to mitigate the traffic impacts.

## Draft Scope of Work

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### *PARKING*

Analyze current and future parking conditions. A parking survey will be performed to gather curbside regulations and record off-street parking supply and utilization within ¼-mile of the two ferry portals. Future parking demand projections will be compared to the available supply to determine whether project-generated demand could be accommodated and if there is a potential for a parking shortfall.

### *TRANSIT*

Conduct transit analyses. The BMB portal is served by the No. 1, 4, 5, and R subway lines and the M5, M15, and M20 bus routes, whereas, the Pier 6 portal is served by the B61 and B63 bus routes, both connecting to various subway stations in downtown Brooklyn. A transit trip assignment of the projected demand will be performed for the weekday AM and PM peak commuter hours to determine if and what transit elements would warrant a detailed analysis. For the BMB portal, it is expected that a detailed analysis will be required for key elements of the Whitehall/South Ferry (No. 1 and R trains) and Bowling Green (No. 4 and 5 trains) stations. For the Pier 6 portal, it is likely that subway trips would be adequately dispersed to the numerous downtown Brooklyn subway stations, such that a detailed analysis of these stations would not be warranted. However, to remain consistent with the 2011 FGEIS, an analysis at the Borough Hall station stairway at the southwest corner of Court Street and Joralemon Street will be conducted.

Existing data will be collected at the affected subway station stairways and control area elements. Detailed bus-line haul analyses are not expected to be warranted near either ferry portal. The analysis of existing, No Build, and Build weekday AM and PM peak hour conditions will be conducted following the procedure outlined in the *CEQR Technical Manual*. Where appropriate, feasible mitigation measures will be explored to alleviate any potential significant adverse transit impacts.

### *PEDESTRIANS*

Conduct pedestrian analyses. A pedestrian trip assignment will be performed to determine the pedestrian elements that would warrant a detailed analysis. For the two portal locations, it is assumed that a detailed analysis will be prepared for a variety of pedestrian elements. In Brooklyn, it is expected up to thirteen sidewalks, nine crosswalks, and six corner reservoirs will be analyzed. In Manhattan, it is expected up to thirteen sidewalks, nine crosswalks, and 10 corner reservoirs will be analyzed. This analysis will include quantitative studies of the existing, No Build, and Build conditions following the procedure outlined in the *CEQR Technical Manual*. Where appropriate, feasible mitigation measures will be explored to alleviate any potential significant adverse pedestrian impacts.

### *VEHICULAR AND PEDESTRIAN SAFETY*

Examine vehicular and pedestrian safety issues. Crash data for the traffic study area intersections and other nearby sensitive locations from the most recent three-year period will be obtained from the New York State Department of Transportation. These data will be analyzed to determine if any of the studied locations may be classified per CEQR criteria as high vehicle crash or high pedestrian/bike crash locations and whether trips and changes resulting from the Proposed Project would adversely affect vehicular and pedestrian safety at the study area locations. If high crash locations are identified, feasible improvement measures would be recommended to alleviate potential safety impacts.

### *FULL DEVELOPMENT QUALITATIVE DISCUSSION*

The future uses associated with the South Island Development Zones have not yet been specifically proposed, defined, or designed and their operations have not yet been planned. Therefore, a qualitative discussion only of the full development (North Island redevelopment, Later Phases – Park and Public Spaces, and the South Island development) components will be provided.

### **TASK 8: AIR QUALITY**

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

In terms of mobile sources, the vehicle trips and increased ferry service associated with the proposed project would be assessed for mobile source air quality impacts. The vehicle trips generated by the proposed project would likely exceed the *CEQR Technical Manual* carbon monoxide (CO) screening threshold of 170 vehicle trips in a peak hour at one or more intersections near the Battery Maritime Building ferry terminal. In addition, the particulate matter (PM) emissions from project-generated vehicle trips, including trucks, would likely exceed the PM<sub>2.5</sub> screening thresholds specified in the *CEQR Technical Manual*. Therefore, it is expected that an analysis of mobile source (vehicle) emissions of CO and PM<sub>2.5</sub> would be required. The effect of emissions from increased ferry service on the publicly accessible areas near the ferry terminals in Manhattan and Brooklyn will also be analyzed.

In terms of stationary sources, emissions from fossil-fuel fired mechanical systems (such as heating and hot water boilers) for the proposed project buildings (both existing buildings to be re-tenanted and the proposed new building) will be assessed.

### *MOBILE SOURCE ANALYSES*

The analysis of potential impacts from mobile source emissions would consider locations where the incremental increase of project-generated traffic is greatest and the potential for impact is greatest. The mobile source analyses will consist of the following:

- A. *Collection and summary of existing ambient air quality data for the study area.* Specifically, ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of existing conditions. Appropriate background levels will be selected.
- B. *Selection of analysis and receptor locations.* The critical intersections in the study area will be selected based on the traffic analysis. CO and PM<sub>2.5</sub> levels at multiple receptor locations sites will be analyzed in accordance with *CEQR Technical Manual* guidelines.
- C. *Selection of the dispersion model.* The U.S. Environmental Protection Agency (EPA)'s CAL3QHC model would be used for CO analysis and the refined CAL3QHCR intersection model will be used for the PM<sub>2.5</sub> analysis. For the PM<sub>2.5</sub> analysis, five recent years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be considered.
- D. *Selection of emission calculation methodology and “worst-case” meteorological conditions.* Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOBILE6.2 model, assuming a temperature of 50°F.

## Draft Scope of Work

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- E. *Calculation of PM levels.* At each mobile source receptor site, maximum PM<sub>2.5</sub> 24-hour and annual concentration increments will be determined for the future conditions without the proposed project and the future conditions with the proposed project.
- F. *Comparison of modeled CO and PM<sub>2.5</sub> levels with guidance criteria.* PM<sub>2.5</sub> increments will be compared to the City's PM<sub>2.5</sub> interim guidance criteria thresholds. Future pollutant levels with and without the proposed project will be compared with the National Ambient Air Quality Standards (NAAQS) to determine compliance with standards, while pollutant level increments would be compared to the City's CO *de minimis* criteria and the PM<sub>2.5</sub> interim guidance criteria, to determine the potential mobile source impacts of the proposed project.
- G. *Analysis of emissions at ferry terminals:* Emissions from the additional ferry boat activity that would result from the proposed project would be analyzed. Emissions of NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would be calculated using information on existing ferries and the anticipated ferry schedules. Dispersion modeling would be performed using the EPA AERMOD Model, with five years of recent meteorological data.
- H. *Mesoscale Analysis.* If based on the number and length of project generated trips, an analysis of mesoscale or regional emissions is warranted, the emissions would be assessed with respect to the applicable State Implementation Plan.
- I. *Mitigation.* Examine mitigation measures, as necessary.

### STATIONARY SOURCE ANALYSIS

A detailed stationary source analysis will be performed to determine whether emissions from any on-site fossil fuel-fired heating and hot water systems (for example, boilers or hot water heaters) in the buildings to be re-tenanted and the proposed new building would be significant. The analysis will be performed using EPA's AERMOD dispersion model, available project information, projected fuel use, and five years of meteorological data. For heating and hot water systems operating on natural gas, emissions of nitrogen oxides (NO<sub>x</sub>) would be analyzed. The predicted levels would be added to background concentrations and compared with the 1-hour and annual National Ambient Air Quality Standards (NAAQS) for NO<sub>2</sub>. If any fuel oil burning systems are anticipated, emissions of NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> would be considered. The resulting pollutant levels at sensitive locations (such as neighboring building windows and balconies) would be compared to the applicable air quality standards and thresholds. If required, measures to reduce the potential for impacts on air quality would be proposed.

### TASK 9: GREENHOUSE GAS EMISSIONS

The total GHG emissions from the proposed project were disclosed in the 2011 FGEIS. However, because the project components associated with the Later Phases—Island Redevelopment were not designed in detail, the 2011 FGEIS stated that specific measures to reduce GHG emissions would be analyzed and reviewed in subsequent environment reviews.

Therefore, the SGEIS will summarize and reevaluate the conclusions of the previous GHG emissions analysis and will focus on providing more specific information regarding the elements of the project associated with the re-tenanting of the North Island that would reduce GHG emissions and make the project more resilient to the potential effects of climate change. Features of the proposed project that reduce energy use and GHG emissions will be quantified to the extent that information is available. Consistency with the City's GHG reduction goal will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005

level by 2030, individual project consistency is evaluated based on proximity to transit, incentives for sustainable transportation, building energy efficiency, on-site production of renewable or clean energy, efforts to reduce carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project's carbon footprint.

#### **TASK 10: NOISE**

The noise analysis in the 2011 FGEIS found that the project would have the potential to result in significant noise level increases at open space areas immediately adjacent to a school playground that may be included in the project, and it also prescribed 31 dBA of building attenuation for project buildings adjacent to the school playground to meet CEQR interior noise level requirements. In addition, open space areas associated with the project were predicted to experience noise levels greater than those recommended by CEQR for open space areas requiring serenity and quiet. The 2011 FGEIS also stated that noise associated with vehicular traffic and ferry service to and from the Island would have to be examined once specifics of future development are known.

For the SGEIS, a quantified analysis of noise generated by vehicular traffic and ferry service associated with the Proposed Project will be conducted. Each analysis is described below.

##### ***VEHICULAR TRAFFIC NOISE ANALYSIS***

A screening analysis will be undertaken to determine whether development of the Proposed Project in 2022 would have the potential to result in a doubling of Noise Passenger Car Equivalents (Noise PCEs), and thus would be sufficiently large to result a 3 dBA increase in noise levels, requiring further analysis.

##### ***FERRY SERVICE NOISE ANALYSIS***

A quantified analysis will be undertaken to determine whether noise generated by ferry operations associated with the Proposed Project would have the potential to result in potential significant adverse noise impacts. A detailed analysis consisting of the following tasks will be performed in compliance with guidelines contained in the *CEQR Technical Manual*:

- Selection of noise receptor locations. Selected sites will be representative of existing sensitive uses near ferry landings off the Island and/or future sensitive uses near ferry landings on the Island.
- Noise monitoring and data collection. At the identified locations, existing noise readings will be determined by performing 20-minute noise measurements (representative of one-hour equivalent continuous noise levels as per *CEQR Technical Manual* guidelines). The noise levels will be measured in units of "A" weighted decibels (dBA) as well as one-third octave bands. Noise monitoring will be performed during the time of expected peak weekday and weekend ferry service.
- Perform sound level measurements of existing ferry operations. Measurements will be performed during existing ferry operations near ferry landings on and/or off the Island to determine the noise levels associated with ferry service. The level generated by existing ferry operations will be determined by performing 20-minute continuous noise measurements and simultaneously noting the number and type of ferry operations during the measurement. The noise levels will be measured in units of "A" weighted decibels (dBA) as well as one-third octave bands.

## Draft Scope of Work

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- Determine future noise levels. Following procedures outlined in the *CEQR Technical Manual*, Future No Build and Build noise levels will be estimated at the noise receptor locations. Existing noise levels, measured noise levels associated with existing ferry operations, proposed future ferry schedules, and mathematical models based on acoustic fundamentals will be used to determine Future No Build and Future Build noise levels.
- Determine noise impacts. Noise impacts will be determined by comparing future project noise levels with future No Build noise levels following methodology in the 2012 *CEQR Technical Manual*.

### *BUILDING ATTENUATION ANALYSIS*

If future noise levels at any project buildings calculated as part of the ferry service noise analysis would be greater than those expected based on the 2011 FGEIS noise analysis, such that more attenuation would be required to ensure acceptable interior  $L_{10(1)}$  noise levels to comply with CEQR criteria, the building attenuation analysis would be updated to reflect the calculated future noise levels.

### *SCHOOL PLAYGROUND ANALYSIS*

Since the development of the proposed project in 2022 could include a public school, the SGEIS will consider the noise generated by any potential school playground and will reevaluate the 2011 FGEIS conclusions with respect to playground noise levels. The 2011 FGEIS conclusions with respect to the attenuation required by buildings in proximity to the school playground will also be confirmed.

## **TASK 11: PUBLIC HEALTH**

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. As stated in the Positive Declaration for the project, the Proposed Project would not result in significant adverse impacts to water quality or hazardous materials. If unmitigated significant adverse impacts are identified in any one of these remaining technical areas (i.e., air quality or noise) and the lead agency determines that a public health assessment is warranted, an analysis will be provided for that specific technical area.

## **TASK 12: NEIGHBORHOOD CHARACTER**

Neighborhood character is determined by a number of factors, including land use, socioeconomic conditions, open space, historic and cultural resources, urban design, visual resources, shadows, transportation, and noise. According to the guidelines of the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a Proposed Project has the potential to result in significant adverse impacts in one of the technical areas presented above, or when a project may have moderate effects on several of the elements that define a neighborhood's character. The development of the Proposed Project in 2022, which would include the re-tenanting of the North Island buildings, changes to the Island's zoning, a new structure in the historic district, and increased traffic off-island, may require analysis of neighborhood character. If warranted based on an evaluation of the Proposed Project's impacts, an assessment of neighborhood character would be prepared following the methodologies outlined in the *CEQR Technical Manual*. The analysis would begin with a preliminary

assessment, which would involve identifying the defining features of the area. If the preliminary assessment establishes that the Proposed Project would affect a contributing element of neighborhood character, a detailed assessment will be prepared to examine the potential neighborhood character-related effects of the project through a comparison of future conditions both with and without the Proposed Project.

The SGEIS will consider whether the changes in the overall development scenarios would alter the conclusions of the FGEIS with regard to the South Island Development Zones.

### **TASK 13: CONSTRUCTION**

Construction activities, although temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area, and can result in significant adverse impacts. Construction impacts are usually important when construction activity could affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials.

The 2011 FGEIS fully analyzed the potential construction impacts of the development of Phase 1 and the Later Phases-Park and Public Spaces. However, because the Later Phases-Island Redevelopment had not yet been specifically proposed, defined, or designed, construction analyses for that component of the Proposed Project were deferred for future environmental review. Because the re-tenanting of the North Island buildings would involve primarily interior work with limited demolition, excavation, and foundation work, a qualitative discussion of the potential impacts associated with the construction of this project component will be provided. This discussion will provide updated information on construction phases and activities to the extent that they are known or are anticipated to be different from that presented in the 2011 FGEIS, a description of typical construction practices, and identification of methods that may be employed to minimize potential construction impacts on park uses, socioeconomic conditions, cultural resources, hazardous materials, transportation, air quality, noise and vibration, water quality and natural resources, and rodent control.

As in the 2011 FGEIS, the development of the South Island Development Zones in the Later Phases-Island Redevelopment has not yet been specifically proposed, defined, or designed, and thus it is not possible to perform construction analyses for this component of the Proposed Project. When the South Island Development Zones have been planned and designed, it is anticipated that it would require land use actions that would be subject to CEQR. The associated future environmental review would analyze the potential for construction impacts from the full development of the Proposed Project.

### **TASK 14: MITIGATION**

Where significant adverse environmental impacts have been identified for the Proposed Project, measures to mitigate those impacts will be identified and described. The mitigation chapter will address the anticipated impacts requiring mitigation, likely mitigation measures, and the timing of the mitigation measures. Where impacts cannot be practicably mitigated, they will be disclosed as unavoidable adverse impacts. Mitigation for the 2022 and 2030 analysis years would be implemented as development of the Island proceeds, subject to revision and adjustment pursuant to any further environmental review that may be necessary.

### **TASK 15: ALTERNATIVES**

The purpose of an alternatives analysis is to examine reasonable and feasible options that avoid or reduce project-related significant adverse impacts and achieve the stated goals and objectives of the proposed actions. As noted above, Governors Island has been the subject of an extended public planning process that has identified and considered many alternatives for the redevelopment of the island. In addition, the SGEIS will include an analysis of the following alternatives:

- A No Action Alternative, which is analyzed through the SGEIS as the No Action condition;
- An alternative that avoids any unmitigated significant adverse impacts; and
- Other possible alternatives that may be developed during the SGEIS preparation process.

The specifics of these alternatives will be finalized as project impacts become clarified. The description and evaluation of each alternative will be provided at a level of detail sufficient to permit a comparative assessment of each alternative discussed.

### **TASK 16: EIS SUMMARY CHAPTERS**

In accordance with *CEQR Technical Manual* guidelines, the SGEIS will include the following three summary chapters, where appropriate to the Proposed Project:

- A. Unavoidable Adverse Impacts—which summarizes any significant adverse impacts that are unavoidable if the Proposed Project is implemented regardless of the mitigation employed (or if mitigation is impossible);
- B. Growth-Inducing Aspects of the Proposed Project—which generally refers to “secondary” impacts of a Proposed Project that trigger further development; and
- C. Irreversible and Irretrievable Commitments of Resources—which summarizes the Proposed Project and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

### **TASK 17: EXECUTIVE SUMMARY**

The executive summary will utilize relevant material from the body of the SGEIS to describe the Proposed Project, its significant and adverse environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Project. \*



**Appendix A**

**Draft Zoning Text**  
**for**  
**Special Governors Island District**

# Special Governors Island District

D R A F T

12/4/2012

Matter in underline is new, to be added;

Matter in ~~strikeout~~ is old, to be deleted;

Matter within # # is defined in Section 12-10;

\* \* \* indicates where unchanged text appears in the Zoning Resolution

## Article 1

### Chapter 2

12-10

#### DEFINITIONS

\* \* \*

#### Special Governors Island District

The “Special Governors Island District” is a Special Purpose District designated by the letters “GI” in which the special regulations set forth in Article XIII, Chapter 4, apply.

\* \* \*

## Article XIII – Special Purpose Districts

### Chapter 4

#### Special Governors Island District

134-00

#### GENERAL PURPOSES

The #Special Governors Island District# established in this Resolution is designed to promote and protect public health, safety and general welfare. These goals include, among others, the following specific purposes:

- (a) promote public use and enjoyment of the Island as a recreational destination that draws upon its location in New York Harbor with singular views and natural beauty;
- (b) encourage educational and cultural uses such as the arts, music and dance. which bring the public to the Island to enjoy cultural events in a unique setting of historic buildings and green spaces;

- (c) promote public use of the Island for water-related recreational and educational activities that benefit from its unique Island setting;
- (d) preserve historic buildings in the historic district and encourage their renovation and redevelopment for appropriate educational, cultural, and commercial uses;
- (e) facilitate commercial uses including, but not limited to hotels, restaurants, retail, arts and crafts galleries and related uses that are compatible with the educational, cultural and recreational uses of the Island and with the primary use of the Island by the public as a recreational resource; and
- (f) promote the most desirable use of land and thus conserve the value of land and buildings, and thereby protect the City's tax revenues.

### **134-01**

#### **General Provisions**

For the purposes of this Chapter, the area within the boundaries of the #Special Governors Island District# shall be considered a single #zoning lot#.

Development rights may not be transferred across the boundary of the #Special Governors Island District#.

### **134-02**

#### **Applicability of Parking and Loading Regulations**

The off-street parking and loading regulations of the underlying district, shall not apply. In lieu thereof, off-street parking and loading berths #accessory# to any #use# permitted within the #Special Governors Island District# shall be allowed.

### **134-03**

#### **Applicability of Special Regulations Applying in the Waterfront Area**

The provisions of Article VI, Chapter 2 (Special Regulations Applying in the Waterfront Area) shall not apply, except as set forth in Section 134-22 (Special Height and Setback Regulations).

### **134-10**

#### **SPECIAL USE REGULATIONS**

### **134-11**

#### **Commercial Use**

#Commercial uses# shall be permitted, provided that, prior to the establishment of any #commercial use#, the applicant shall submit a written description of such #use# to the local community board, together with information to demonstrate that such #use# will promote the goals of the Special Governor's Island District, complement existing #uses# within the special district, and be compatible with the nature, scale and character of other #uses# within the special district.

The local community board shall have the opportunity to respond to such submission with written comments within forty-five (45) days of receipt and the applicant shall thereafter provide the local community board with a written response to such comments, including a description of any modifications to the proposal, or, if a recommendation of the local community board has not been adopted, the reasons such modification has not been made.

The applicant shall certify to the Chairperson of the City Planning Commission, with supporting documentation, that the design for any #development# or #enlargement# for #commercial use# within the Governors Island Historic District is in compliance with the standards set forth in the United States General Services Administration's Governors Island Historic District Preservation and Design Manual. No building permit shall be issued with respect to a #commercial use# unless the Chairperson of the City Planning Commission shall have certified to the Department of Buildings that the applicant has complied with the provisions of this Section.

#### **134-12**

##### **Signs**

For #commercial uses#, the #sign# regulations of a C1 District mapped within an R3-2 District shall apply.

#### **134-20**

##### **SPECIAL BULK REGULATIONS**

#### **134-21**

##### **Special Regulations for Commercial Uses**

For #commercial uses#, the #floor area# regulations of a C1 District mapped within an R3-2 District shall apply.

#### **134-22**

##### **Special Height and Setback Regulations**

The provisions of Section 62-341 (Developments on land and platforms) shall apply to all #buildings# in the #Special Governors Island District#.

End text