



POLICE DEPARTMENT

**POSITIVE DECLARATION**  
**NOTICE OF INTENT TO PREPARE**  
**DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
**NOTICE OF PUBLIC SCOPING MEETING**

<b><u>PROJECT:</u></b> World Trade Center Campus Security Plan Borough of Manhattan CEQR No.: 12NYP001M	<b><u>LEAD AGENCY:</u></b> New York City Police Department (NYPD) One Police Plaza New York, NY 10038
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**DATE ISSUED:** February 8, 2012

**TYPE OF ACTION:** Unlisted

**NAME, LOCATION, AND DESCRIPTION OF PROPOSAL:**

World Trade Center Campus Security Plan  
The Campus Security Plan would be implemented in the area generally bounded by Barclay, West, Thames and Church streets.  
Community District #1, Borough of Manhattan

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

The Vehicular Security Center (VSC) planned in conjunction with the WTC development controls access to the WTC Site's underground traffic network, loading docks and parking areas. All vehicles parking (including those for tenants and visitors) or making deliveries at the Site would be processed and screened at the VSC. As it is anticipated that demand for on-site delivery, tour bus and private

occupancy vehicle parking will be considerable, it is expected that a management strategy including scheduling of tour buses and truck deliveries will be developed to ensure orderly and efficient operations.

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

The following describes the security infrastructure and traffic network changes that would be implemented under the Proposed Action.

#### *TRINITY PLACE/CHURCH STREET*

The Trinity Place/Church Street corridor<sup>1</sup> would be divided by a raised median with bollards, from Cedar Street to just north of Vesey Street. It is anticipated that to the east of the median the street would remain open to general traffic with two northbound moving lanes, while the two moving lanes to the west of the median would be located within the security perimeter and would be accessible only to screened vehicles. A security station with an entry-only sally port for tour buses en route to the 9/11 Memorial as well as private occupancy vehicles (POVs) and for-hire vehicles would be located on Trinity Place just north of Cedar Street. Credentialing zones for the sally port on Trinity Place would be delineated along the west curb south of Cedar and Thames Streets. A second sally port would be located on Church Street just north of Vesey Street to serve as an egress point for all vehicle types exiting onto northbound Church Street from the WTC Site.

#### *WEST BROADWAY/GREENWICH STREET*

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

#### *GREENWICH STREET*

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

#### *WASHINGTON STREET*

The security station at Washington Street between Barclay and Vesey streets would serve as an entrance and exit point for trucks en route to and from the Performing Arts Center's loading dock on

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<sup>1</sup> Trinity Place becomes Church Street north of Liberty Street.

Vesey Street, and as an entrance for POVs in the event of congestion at the security station at West Broadway. As daily PAC loading demand is anticipated to be minimal with most of the deliveries expected during off-peak periods, occasional use of this entry for POVs would not be problematic. Trucks would also use this sally port to access the adjacent 7 World Trade Center loading dock. A credentialing zone would be delineated along the south curb of Barclay Street east of Washington Street.

#### *VESEY STREET*

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

#### *FULTON STREET*

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

#### *LIBERTY STREET*

Under the Proposed Action two-way operation would continue on Liberty Street, and it would function as the primary point of access and egress for the VSC. Access to the VSC would be controlled by a security station and entry/exit sally port on Liberty Street east of West Street/Route 9A. Credentialing zones for this sally port would be delineated along the two easternmost lanes of southbound West Street/Route 9A north of Liberty Street, and along the northbound curb lane south of Liberty Street. Vehicles already within the secure perimeter (tour buses, for example) would also be able to enter the VSC from the east on Liberty Street, although access would be controlled by a retractable barrier located immediately to the east of the VSC entrance/exit. Most vehicles departing the VSC would exit onto westbound Liberty Street to reach West Street/Route 9A. (A secondary exit would be provided on Cedar Street west of Washington Street to be used primarily in the event that a vehicle was allowed to enter Liberty Street in error from the credentialing zone on West Street/Route 9A.) Another retractable barrier would be located on Liberty Street in-line with the Church Street median and would be used to facilitate access/egress by fire trucks stationed at the nearby Ten House.

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

### *CEDAR STREET*

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

### *BARCLAY STREET*

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

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

A build year of 2019 has been selected to coincide with the full build-out of the World Trade Center program, including the Performing Arts Center, 2 World Trade Center, and 3 World Trade Center. It is unlikely that the planned WTC street network would be completely open and accessible prior to the full build-out of these WTC Site components.

The Proposed Action will require approval because it is being directly undertaken by a City agency. As such, the review of the project must comply with CEQR procedures, as mandated under New York State environmental laws.

### **STATEMENT OF SIGNIFICANT EFFECT:**

In accordance with Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the rules of the City of New York (CEQR), the NYPD, lead agency for the referenced project, has determined that the Proposed Action may have a significant impact on the quality of the human environment. Accordingly, an Environmental Impact Statement is required to evaluate and disclose the extent to which impacts may occur. Aspects that may require evaluation of potential environmental impacts include:

- 1). The potential for substantial impacts related to land use, zoning and public policy;
- 2). The potential for substantial impacts related to socioeconomic conditions;
- 3). The potential for substantial impacts related to community facilities;
- 4). The potential for substantial impacts related to historic and cultural resources;
- 5). The potential for substantial urban design/visual resources impacts;
- 6). The potential for substantial impacts related to hazardous materials;
- 7). The potential for substantial impacts related to transportation;
- 8). The potential for substantial impacts related to air quality;
- 9). The potential for substantial impacts related to greenhouse gas emissions;
- 10). The potential for substantial impacts related to noise;
- 11). The potential for substantial public health impacts.
- 12). The potential for substantial impacts related to neighborhood character; and

- 13). The potential for substantial construction impacts.

The Environmental Assessment Statement (EAS) prepared for the project has demonstrated that there is no potential for significant adverse open space, shadows, natural resources, water and sewer infrastructure, solid waste and sanitation services and energy impacts.

**Statement in Support of Determination:**

The above determination is based on a review of the EAS and related materials prepared for the Proposed Action, which finds that:

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

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

- 2). The WTC Campus Security Plan involves installation of security infrastructure which would eliminate non-screened, public vehicular traffic from the roadways adjacent to and within the WTC site. The effects of this screening process on existing businesses, including the planned WTC businesses will be considered. Therefore, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of socioeconomic conditions is warranted, and will be provided in the EIS.
- 3). The Proposed Action would not result in the direct displacement of any existing community facilities or services. However, it is anticipated that the new security infrastructure that would be installed as a result of the Proposed Action may affect access to and from Engine Company 10, Ladder 10 ("Ten House") and ambulance access to the site and within close proximity to the site. As such, an evaluation of FDNY and ambulance response times is warranted, and will be provided in the EIS in order to identify any potential service impacts. An analysis of the Proposed Action's potential to result in significant adverse impacts on existing community facilities or services will therefore be included in the EIS.
- 4). The project site includes security checkpoints located within and adjacent to the approximately 16-acre WTC Site, a National Register-eligible architectural resource. In addition, the area surrounding the project site encompasses several architectural resources, including, but not limited to, the Barclay-Vesey (Verizon) Building at 140 West Street (S/NR, NYCL), St. Paul's Chapel and Graveyard at Broadway and Fulton Street (NHL, S/NR,

NYCL), and 90 West Street (S/NR, NYCL). Therefore, it is necessary to analyze the potential impacts of the Proposed Action on historic architectural resources, and an assessment of historic architectural resources will be provided in the EIS.

Additionally, the Proposed Action would entail some in-ground disturbance, and therefore warrants an assessment for potential adverse impacts on archaeological resources. Therefore, a discussion of the Project's effect on historic resources is warranted.

- 5). The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. As the Proposed Action would introduce new security elements (including bollards, security booths, and related security devices) within the public right-of-way, a preliminary assessment of urban design and visual resources is warranted.
- 6). According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. As the Proposed Action would entail some in-ground disturbance, an assessment of hazardous materials is warranted.
- 7). The Proposed Action would divert traffic (automobiles and trucks) from streets within and near the WTC Site to other area roadways. Additionally, the project may result in congestion along bus routes in the area. Further, pedestrian elements within the study area may become congested as a result of the Proposed Action. Finally, while no significant increase in parking demand is anticipated as a result of the Proposed Action, some on-street parking spaces may be eliminated. Therefore, detailed traffic, parking, transit and pedestrian analyses are warranted.
- 8). The Proposed Action would divert traffic (automobiles and trucks) from streets within and near the WTC Site to other area roadways. Furthermore, screening procedures may result in idling at locations where vehicle checks would be undertaken. Therefore, analysis of mobile source emissions at affected intersections is warranted, and will be provided in the EIS.
- 9). While the proposed Campus Security Plan would not result in any new development in excess of the above CEQR threshold, the potential diversion of automobile and truck trips from potential street closures to through traffic in Lower Manhattan may result in a modest increase in vehicle miles of travel in the New York Region. As such, a qualitative discussion of the impacts of the Proposed Action on energy consumption and greenhouse gas emissions will be presented in the EIS, relying on recent guidance from the 2010 *CEQR Technical Manual*. The assessment will examine the consistency of the project with the PlaNYC greenhouse gas emission reduction goal.
- 10). The Proposed Action would divert traffic (automobiles and trucks) from streets within and near the WTC Site to other area roadways. The diversion of vehicle volumes to alternative streets has the potential to result in perceptible increases in noise. As such, a detailed noise analysis is warranted, and will be included in the EIS.
- 11). If an unmitigated significant adverse impact is identified in CEQR analysis areas such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area. As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus

potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS as part of the mitigation task, as discussed in the Draft Scope of Work.

- 12). As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements include land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise. The Proposed Action is expected to affect one or more of the constituent elements of the affected area's neighborhood character, including socioeconomic conditions, urban design, and levels of traffic and noise. Therefore, the EIS will analyze the Proposed Action's impact on neighborhood character.
- 13). Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions. As the Proposed Action has the potential to affect one or more of these areas, the EIS will evaluate the potential for construction impacts, following the guidelines in the *CEQR Technical Manual*.

Accordingly, the New York City Police Department directs that a Draft Environmental Impact Statement be prepared in accordance with 6 NYCRR 617.9(b) and Sections 6-08 and 6-09 of Executive Order 91 of 1977, as amended.

### **Public Scoping:**

Public Scoping is a process whereby the public is invited to comment on the proposed scope of analysis planned for the Draft EIS. A Scoping Document has been prepared outlining the proposed content of the Draft EIS.

The Public Scoping meeting will be held on **Wednesday, March 14, 2012 from 4:00 PM to 8:00 PM** at:

#### **The New York City Department of City Planning in Spector Hall**

22 Reade Street, New York, NY

Pedestrian access to the Spector Hall is available from Reade Street.

A sign language interpreter is available upon request. If sign language services are required, please call 646-610-4557 or email [WTCEIS@nypd.org](mailto:WTCEIS@nypd.org) to request these services.

Spector Hall is easily accessible by the following subway and bus lines:

#### **BY SUBWAY**

Not all trains run at all times and subway schedules are subject to change. For current schedules, weekly service advisories, and maps, visit the subway section of the MTA Web site.

- **4, 5 (express) and 6 (local)** trains to the Brooklyn Bridge–City Hall Station.
- **J and Z** trains to the Chambers Street Station.
- **R** train to the City Hall Station.

**BY BUS**

Buses running in lower Manhattan are subject to change. For up-to-date scheduling and maps, please visit the bus service section of the MTA Web site.

- **M5** – Broadway/Reade Street stop (southbound) and Church Street/Duane Street stop (northbound).
- **M9** – Park Row stop.
- **M22** – Centre Street/Chambers Street stop.
- **M103** – Park Row stop.

A copy of the Scoping Document may be obtained by any member of the public from the Lead Agency:

Lieutenant David Kelly  
New York City Police Department  
One Police Plaza  
New York, NY 10038  
Telephone: 646-610-4557

The documents are also available on the NYPD's website at the following web address:  
**[www.nyc.gov/html/nypd/html/crime\\_prevention/counterterrorism.shtml](http://www.nyc.gov/html/nypd/html/crime_prevention/counterterrorism.shtml)**

Written comments will be accepted until **5:00 PM on March 26, 2012** and may be submitted at the public scoping meeting or to Lieutenant David Kelly at the above address.

The Positive Declaration has been prepared in accordance with Article 8 of the Environmental Conservation Law.



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Lieutenant David Kelly  
For the New York City Police Department

## NOTICE OF PUBLIC SCOPING MEETING

<b><u>PROJECT:</u></b> World Trade Center Campus Security Plan Borough of Manhattan CEQR No.: 12NYP001M	<b><u>LEAD AGENCY:</u></b> New York City Police Department (NYPD) One Police Plaza New York, NY 10038
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Notice is hereby given pursuant to Section 5-07(b) of the Rules of Procedure for City Environmental Quality Review (CEQR) that a public scoping meeting will be held to hear comments from the public regarding the proposed scope of work for the Environmental Impact Statement (EIS) for the World Trade Center Campus Security Plan project. The public scoping meeting will be held on **Wednesday March 14, 2012** from **4:00 PM to 8:00 PM** at:

**The New York City Department of City Planning in Spector Hall**

22 Reade Street, New York, NY

Pedestrian access to the Spector Hall is available from Reade Street.

A sign language interpreter is available upon request. If sign language services are required, please call 646-610-4557 or email WTCEIS@nypd.org to request these services.

The purpose of the scoping meeting is to provide the public with the opportunity to comment on the scope of analysis proposed to be included in the EIS for the referenced project. A copy of the Scoping Document and the Environmental Assessment Statement for the project may be obtained by any member of the public from:

Lieutenant David Kelly  
New York City Police Department  
One Police Plaza  
New York, NY 10038  
Telephone: 646-610-4557

or

NYC Mayor's Office of Environmental Coordination  
253 Broadway, 14<sup>th</sup> Floor  
New York, NY 10007

Copies of the EAS and Scoping Document will be available for reference at the following locations:

Battery Park City Public Library  
175 North End Avenue (at Murray Street)  
New York, NY 10282

Community Board 2  
3 Washington Square Village, #1A  
New York, NY 10012

Community Board 1  
49-51 Chambers Street, Suite 715  
New York, NY 10007

The EAS and Scoping Document may also be downloaded online from:  
**[www.nyc.gov/html/nypd/html/crime\\_prevention/counterterrorism.shtml](http://www.nyc.gov/html/nypd/html/crime_prevention/counterterrorism.shtml)**

Following the public hearing, the public comment period on the Draft Scoping Document will remain open for written comments for a minimum of ten days following the scoping meeting (through **Monday, March 26, 2012**). Comments received by NYPD after 5 PM on March 26, 2012 will not be considered. Comments should be sent to Lieutenant David Kelly at the address listed above.

Comments on the Draft Scoping Document can also be submitted to NYPD until 5 PM on March 26, 2012 via email: **[WTCEIS@nypd.org](mailto:WTCEIS@nypd.org)**