Citywide Ferry Service
Coney Island Creek Landing

Permit Application

Prepared for:

NYC Economic Development Corporation
One Liberty Plaza
New York, NY 10006

McLaren #150898.18

December 2019

Prepared by:

McLaren ENGINEERING GROUP applied ingenuity

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Agency Submittals

Attention: Regional Permit Administrator
New York State Department of Environmental Conservation (NYSDEC)
NYS DEC Region 2
1 Hunter's Point Plaza
47-40 21st Street
Long Island City, NY 11101-5407
(718) 482-4997
(3 Copies)

Attention: Regulatory Branch
U.S. Army Corps of Engineers, New York District Office (USACE)
26 Federal Plaza, Room 1937
New York, NY 10278-0090
(917) 790-8511
(1 Copy)

Attention: Consistency Review Unit Division of Coastal Resources
New York State Department of State (NYSDOS)
One Commerce Plaza
99 Washington Ave, Suite 1010
Albany, NY 12231-00001
(518) 474-6000
(1 Copy)

Attention: Environmental Service Unit
New York State Office of General Services (NYSOGS)
39th Floor, Corning Tower
Empire State Plaza
Albany, NY 12232
(518) 408-1782
(1 Copy)

Attention: Director of Waterfront and Open Space
New York Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271
(212) 720-3626
(1 Copy)

Section I

Project Narrative

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December 2019

PROJECT PURPOSE:

The New York City Economic Development Corporation (NYCEDC) is proposing to further develop the Citywide Ferry Service (CFS) by expanding ferry service to Coney Island in Brooklyn. A new landing is proposed at the north shore of Coney Island in the Coney Island Creek. This landing will have the capacity to berth two (2) vessels. The CFS provides an affordable and convenient transportation system, connecting residential areas to business districts and employment centers. The proposed project would particularly promote the use of mass transit along an isolated waterfront area that is not well-served by the subway system.

EXISTING CONDITIONS & NEED FOR ACTION:

The location of the proposed Coney Island Ferry Landing is owned by the New York City Department of Parks and Recreation (NYCDPR) in Block 6965, Lot 100. A public recreational park space called Leon S. Kaiser Park surrounds the landing site. The park contains fields and courts for baseball, soccer, basketball, tennis, etc. as well as walking paths along the waterfront and throughout the park. The existing pedestrian infrastructure will help provide access to the landing. Additionally, a fishing pier exists along the waterfront at the site of the new landing.

Coney Island is comprised of mostly residential neighborhoods with many attractions that enliven the area especially in the summer months. From the beaches, to the amusement park, to the NYC Aquarium, Coney Island is an exciting entertainment hub that is unfortunately difficult to access. The subway ride from Manhattan to Coney Island is over an hour from most locations. Driving distance is similarly over an hour, especially with New York City traffic. The proposed ferry service will provide a convenient and affordable means of connecting the Island to the rest of the City, thus facilitating further development.

PROPOSED PLAN:

The project proposes to install a new ferry landing in Coney Island Creek. The proposed landing will feature a new barge (35′ x 90′) connected to the existing fishing pier, which is in good condition and will remain in place. The existing barge will have the capacity to berth two bowloaders. The fender rack will be designed to accommodate the largest bow radius at 28.5 feet and the bowloader ramp will need to accommodate a variety of vessel freeboard heights (4.5′ to 7.5′). A new 80′ x 10′ gangway will connect to a new pile supported 15′ x 3′ gangway landing. This gangway and landing will connect the barge to the existing fishing pier.

There will be two monopiles (36″ dia.) driven for the dolphins and six anchor piles (36″ dia.). Two gangway piles (16″ dia.) will support the new gangway landing.

In addition to the newly installed ferry landing, this project will also perform some upland work on the existing fishing pier. This work includes: installing protective pile wraps on the pier's timber pile foundation, replacing pile cross bracing, and replacing the piers existing concrete curb and handrail.

NYCEDC is seeking to proceed with permitting efforts necessary to acquire an acceptable plan for dredging in this area. This dredge effort would include the removal of the sediment above an elevation acceptable for safe navigational clearance of the NYC Ferry vessels (EL. -13.0' NAVD'88), plus a one-foot overdredge depth to encompass imprecisions in the dredging operations. The extents of this proposed dredge to EL. -14.0' NAVD'88 are shown in the drawings attached in Section VI.

Using the latest hydrographic survey of the site, it is determined that dredging a clear path for the vessels would constitute a total plan area of about 23,000 yd^2. As shown in the attached drawings in Section VI, two shallow areas near the landing site require dredging for safe vessel maneuvering. The first area has a dredge area of 9,000 square yards and a dredge volume of 5,000 cubic yards. The second dredge area has an area of 14,000 square yards and a dredge volume of 13,500 cubic yards. The second area would only require maintenance dredging in the event that it is silted in by a severe storm event. In accordance with DEC requirements environmental borings were collected from these dredge areas. Lab tests were run on the collected samples to determine the presence of hazardous materials within the proposed dredge material, the results of these tests are attached in appendix C of this application.

ALTERNATIVES ASSESSMENT:

Alternative 1 - No Action

The existing park would remain in its current condition with no ferry landing to service the residents and visitors of Coney Island. The Island will remain isolated from the rest of the city, causing stagnation in the social and economic development of the area.

Alternative 2 – Proposed Plan

As described above, the proposed plan would allow for the construction of a ferry landing along the north shore of Coney Island. A new barge and gangway would be installed at the site with anchor piles and monopoles installed to secure the landing and allow for the safe docking of ferries.

ENVIRONMENTAL SIGNIFICANCE:

Construction of the Coney Island Ferry Landing would not result in any significant adverse impacts to natural resources or the surrounding environment. Upland installation would be limited to the pier improvements along with the gangway landing and the shoreline connection, and would affect only a negligible portion of adjacent property. The project site is located on the shore of the Coney Island Creek and is in littoral zone tidal wetlands. The project site is not in a critical environmental area or on a nationally registered historical site. There are no threatened or endangered species located on the site.

Minor environmental impacts may occur during construction related activities. The principal potential impacts include noise intrusions on nearby residential areas which will be mitigated by adhering to New York City codes on noise levels and time frames. All construction vehicles and

materials will be staged and stored in a lot to the east of the project site, landside of the boardwalk. All debris generated during construction will be collected and disposed of in an approved landfill to prevent any potential water quality impacts.

Increases in suspended sediment during pile driving are anticipated to be minimal, to be concentrated within the vicinity of pile driving activity, and to dissipate quickly and without significant adverse impacts to water quality or aquatic biota. Underwater noise levels due to pile driving and other construction activities would not result in significant adverse impacts to aquatic biota of the Coney Island Creek, including threatened or endangered species such as Shortnose and Atlantic Sturgeon and sea turtles. Underwater noise levels during construction will be minimized by using a vibratory hammer to the extent possible and limiting use of an impact hammer. The minimal loss of bottom habitat and benthic macroinvertebrates within the footprint of the piles would not result in significant adverse impacts to these resources nor would it result in significant adverse impacts to fish due to loss of prey. Additionally, the diameter of the proposed piles is within the size range that the National Marine Fisheries Service considers posing little risk of noise impacts to fish.

The loss of New York State Department of Environmental Conservation (NYSDEC) littoral zone tidal wetlands within the footprint of the piles would be minimal and would not represent a significant adverse impact to littoral zone tidal wetlands. Shading of aquatic habitat due to overwater structures at each landing (e.g., barge, gangway, gangway landing, pier structure, dolphin with fendering) would be minimal because the proposed widths of these structures are narrow enough to allow light to reach the aquatic habitat beneath.

An operational ferry landing already exists at the site with vessels operating at the landing site. More vessels will be traveling to and from the site due to the expanded CFS, regardless of the proposed landing. Vessel traffic will not result in significant adverse impacts to natural resources, including threatened or endangered species. Resuspension of bottom sediment from ferry operations would be limited due to sufficient clearance between the vessel propellers and bottom sediment. Operational measures to minimize wakes will also be taken by ferry operations. The proposed project is designed to be resistant to 100-year floods and would not affect flood levels, flood risk, or the flow of flood waters within or around the project sites.

Because the proposed landing site is in a developed area with minimal natural habitat to support any wildlife other than highly urban-adapted, disturbance-tolerant generalists, operation of the proposed CFS and the associated incremental increase of human activity would not result in a significant adverse change in the wildlife community at each landing site.

Transportation and traffic impacts will be minimal since the majority of the material transport and staging will take place on barges. There will be no air quality effects from the operation of the ferry terminal, and any impacts from construction will be minimal and localized. Noise intrusions on nearby residential areas will be mitigated by adhering to New York City codes on noise levels and timeframes. All debris generated during construction will be collected and disposed of in an approved landfill to prevent any potential water quality impacts. The proposed project would not

result in an increased demand for water or generate new wastewater. Additionally, best management practices (BMPs) will be used to mitigate environmental impacts during construction.

CONSTRUCTION:

Construction would take approximately six (6) months to complete, starting at this site in December of 2020. Construction activities associated with the proposed project would not result in any significant adverse impacts, due to the limited timeframe and intensity of construction activities.

Construction staging and laydown of materials and equipment would take place primarily on barges, but upland staging areas may be needed at some potential landing sites. Consideration will be given to limiting the physical extent of each staging area and the duration of use. BMPs will be implemented to minimize environmental impacts during construction and are listed below:

- Dredging operations will utilize an environmental dredge bucket when dredging hazardous material and a clamshell bucket for the remainder of dredging operations;
- The use of turbidity curtains/floating booms to mitigate turbidity and floating debris;
- Construction will cease should a noticeable increase in turbidity occur until adequate BMPs are deployed to contain the work area;
- Construction debris will be collected and disposed of in approved off-site waste disposal areas;
- Barges and equipment will be protected against spills into the waterway;
- A spill kit will be on site should any spill occur;
- Shoreward erosion and sediment controls will be in place before the commencement of work;
- Work will adhere to all required environmental moratoriums;
- Work will be accomplished at low tide as much as practically possible.

The general construction sequence is described below:

1. Contractor to mobilize equipment to project site (including work cranes, barges, pile driving hammers, small power tools);
2. Appropriate BMPs are deployed;
3. Pre-construction dredge will be performed;
4. Upland pier improvements will be installed;
5. Contractor will drive gangway landing piles using vibratory methods as much as practical;
6. The barge will be floated into position, with the collars attached once final position is reached;
7. Contractor will drive anchor piles using vibratory methods as much as practical;
8. All remaining marine elements will be installed, including monopiles, gangway landing, and gangway;
9. Outfitting of the barge will commence (installation of canopies, benches, etc.)
10. Work completes;
11. BMPs are removed from site; Contractor demobilizes from project site.

Section II

New York District
United States Army Corps of Engineers

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December 2019

NEW YORK STATE | Department of Environmental Conservation | Office of General Services | Department of State

US Army Corps of Engineers

JOINT APPLICATION FORM

For Permits for activities activities affecting streams, waterways, waterbodies, wetlands, coastal areas, sources of water, and endangered and threatened species.

You must separately apply for and obtain Permits from each involved agency before starting work. Please read all instructions.

1. **Applications To:**

>NYS Department of Environmental Conservation ☑ Check here to confirm you sent this form to NYSDEC.

Check all permits that apply:

- ☐ Stream Disturbance
- ☑ Excavation and Fill in Navigable Waters
- ☑ Docks, Moorings or Platforms
- ☐ Dams and Impoundment Structures
- ☑ 401 Water Quality Certification
- ☐ Freshwater Wetlands
- ☑ Tidal Wetlands
- ☐ Wild, Scenic and Recreational Rivers
- ☐ Coastal Erosion Management
- ☐ Water Withdrawal
- ☐ Long Island Well
- ☐ Incidental Take of Endangered / Threatened Species

>US Army Corps of Engineers ☑ Check here to confirm you sent this form to USACE.

Check all permits that apply: ☑ Section 404 Clean Water Act ☑ Section 10 Rivers and Harbors Act

Is the project Federally funded? ☐ Yes ☑ No

If yes, name of Federal Agency:

General Permit Type(s), if known:

Preconstruction Notification: ☐ Yes ☑ No

>NYS Office of General Services ☑ Check here to confirm you sent this form to NYSOGS.

Check all permits that apply:

- ☑ State Owned Lands Under Water
- ☐ Utility Easement (pipelines, conduits, cables, etc.)
- ☑ Docks, Moorings or Platforms

>NYS Department of State ☑ Check here to confirm you sent this form to NYSDOS.

Check if this applies: ☑ Coastal Consistency Concurrence

2. **Name of Applicant**

New York City Economic Development Corporation

Taxpayer ID (if applicant is NOT an individual)

Mailing Address: One Liberty Plaza

Post Office / City: New York

State: NY

Zip: 10006

Telephone: 212-312-3800

Email: operations@edc.nyc

Applicant Must be (check all that apply): ☑ Owner ☑ Operator ☐ Lessee

3. **Name of Property Owner (if different than Applicant)**

Therese Braddick - NYCDPR

Mailing Address: 117-02 Roosevelt Avenue

Post Office / City: Flushing

State: NY

Zip: 11368

Telephone: (718) 760-6602

Email: therese.braddick@parks.nyc.gov

For Agency Use Only	Agency Application Number:

4. **Name of Contact / Agent**

Victoria Christini

Mailing Address	Post Office / City	State	Zip
530 Chestnut Ridge Road	Woodcliff Lake	NJ	07677

Telephone (201) 775-6000 Email permits@mgmclaren.com

5. **Project / Facility Name**

CFS Coney Island Ferry Landing

Property Tax Map Section / Block / Lot Number:

Brooklyn / Block: 6965/ Lot: 100

Project Street Address, if applicable	Post Office / City	State	Zip
Kaiser Park, 2529 Neptune Ave.	New York	NY	11224

Provide directions and distances to roads, intersections, bridges and bodies of water

The project location is located north of Neptune Ave adjacent to the water, in between W 29th Street and W 30th Street.

☐ Town ☐ Village ☑ City

County	Stream/Waterbody Name
Kings	Coney Island Creek

Brooklyn

Project Location Coordinates: Enter Latitude and Longitude in degrees, minutes, seconds:

Latitude: 40 ° 34 ' 49.68 " Longitude: 73 ° 59 ' 48.35 "

6. **Project Description:** Provide the following information about your project. Continue each response and provide any additional information on other pages. **Attach plans on separate pages.**

a. Purpose of the proposed project:

The New York City Economic Development Corporation (NYCEDC) is proposing to construct a new ferry landing on Coney Island.

b. Description of current site conditions:

There is currently no landing at the project site. A fishing pier exists along the shoreline in the proposed location of the landing.

c. Proposed site changes:

The proposed landing will feature a new barge (35' x 90'). A new 80' x 10' gangway will connect to a new pile supported 15' x 3' gangway landing. This gangway & landing will connect the barge to the existing fishing pier. There will be two monopiles (36" dia.) driven for the dolphins & six anchor piles (30" dia.). Two gangway piles (16" dia.) will support the new gangway landing.

d. Type of structures and fill materials to be installed, and quantity of materials to be used (e.g., square feet of coverage, cubic yards of fill material, structures below ordinary/mean high water, etc.):

Hollow steel pipe piles will be placed in the waterway, occupying a total of 40 CY of water space. The new barge, gangway & platform will result in 4100 SF of over water coverage.

e. Area of excavation or dredging, volume of material to be removed, location of dredged material placement:

The first area has a dredge area of 9,000 square yards & a dredge volume of 5,000 cubic yards. The second dredge area has an area of 14,000 square yards & a dredge volume of 13,500 cubic yards. The second area would only require maintenance dredging in the event that it is silted in by a severe storm event.

f. Is tree cutting or clearing proposed? ☐ Yes If Yes, explain below. ☑ No

Timing of the proposed cutting or clearing (month/year):

Number of trees to be cut: Acreage of trees to be cleared:

g. Work methods and type of equipment to be used:

Dredging operations will be performed using an environmental dredge bucket when excavating contaminated material & a clamshell dredge bucket for the remainder of the work. Piles will be driven using a vibratory hammer. Other equipment to be used includes work cranes, barges, & small power tools.

h. Describe the planned sequence of activities:

Contractor to mobilize equipment. Appropriate Best Management Practices (BMPs) are deployed. Pre-construction dredge will be performed. Pier improvements & gangway landing will be installed. The barge will be floated into position, with the collars attached once the barge is in position. The gangway will be installed & secured. Outfitting of the barge will commence (installation of canopies, benches, etc.). BMPs will be removed & work completes.

i. Pollution control methods and other actions proposed to mitigate environmental impacts:

An environmental dredge bucket will be used when handling contaminated dredge material. Turbidity curtains/ floating booms will also be used to mitigate turbidity & floating debris. Equipment will be protected against spills into the waterway. A spill kit will be on site should any spill occur. Construction will cease should a noticeable increase in turbidity occur until adequate best management practices are deployed to contain the work area.

j. Erosion and silt control methods that will be used to prevent water quality impacts:

Shoreward erosion & sediment controls, such as hay bales, will be in place before the commencement of work.

k. Alternatives considered to avoid regulated areas. If no feasible alternatives exist, explain how the project will minimize impacts:

The no action alternative was considered; however, this would continue to isolate the community from the rest of the city & still leave it under serviced by forms of public transit. The selected alternative will construct the barge in a sheltered location so that it can safely accommodate vessels. Best management practices will be implemented to minimize environmental impacts during construction.

l. Proposed use: ☐ Private ☑ Public ☐ Commercial

m. Proposed Start Date: December 2020 Estimated Completion Date: June 2021

n. Has work begun on project? ☐ Yes If Yes, explain below. ☑ No

o. Will project occupy Federal, State, or Municipal Land? ☑ Yes If Yes, explain below. ☐ No

The property is owned by New York City Department of Parks and Recreation

p. List any previous DEC, USACE, OGS or DOS Permit / Application numbers for activities at this location:

N/A

q. Will this project require additional Federal, State, or Local authorizations, including zoning changes?

☑ Yes If Yes, list below. ☐ No

The landing is located in a residential (R-5) zoning district and will require a Mayoral Zoning Override.

7. **Signatures.**

Applicant and Owner (If different) must sign the application.
Append additional pages of this Signature section if there are multiple Applicants, Owners or Contact/Agents.

I hereby affirm that information provided on this form and all attachments submitted herewith is true to the best of my knowledge and belief.

Permission to Inspect - I hereby consent to Agency inspection of the project site and adjacent property areas. Agency staff may enter the property without notice between 7:00 am and 7:00 pm, Monday - Friday. Inspection may occur without the owner, applicant or agent present. If the property is posted with "keep out" signs or fenced with an unlocked gate, Agency staff may still enter the property. Agency staff may take measurements, analyze site physical characteristics, take soil and vegetation samples, sketch and photograph the site. I understand that failure to give this consent may result in denial of the permit(s) sought by this application.

False statements made herein are punishable as a Class A misdemeanor pursuant to Section 210.45 of the NYS Penal Law. Further, the applicant accepts full responsibility for all damage, direct or indirect, of whatever nature, and by whomever suffered, arising out of the project described herein and agrees to indemnify and save harmless the State from suits, actions, damages and costs of every name and description resulting from said project. In addition, Federal Law, 18 U.S.C., Section 1001 provides for a fine of not more than $10,000 or imprisonment for not more than 5 years, or both where an applicant knowingly and willingly falsifies, conceals, or covers up a material fact; or knowingly makes or uses a false, fictitious or fraudulent statement.

Signature of Applicant | Date: 12.10.19

Applicant Must be (check all that apply): ☑ Owner ☑ Operator ☐ Lessee

Printed Name: Jhaelen Hernandez-Eli | Title: Senior Vice President

Signature of Owner (if different than Applicant) | Date:

Printed Name: | Title:

Signature of Contact / Agent | Date: 12-5-2019

Printed Name: Victoria Christini | Title: PE, Project Manager

For Agency Use Only **DETERMINATION OF NO PERMIT REQUIRED**

Agency Application Number:

_____ (Agency Name) has determined that No Permit is required from this Agency for the project described in this application.

Agency Representative:

Printed Name: | Title:

Signature: | Date:

ENVIRONMENTAL QUESTIONNAIRE

This is intended to supplement ENG Form 4345, Application for Department of the Army Permit, or the Joint Application for Permit used in the State of New York. Please provide complete answers to all questions below which are relevant to your project. Any answers may be continued on separate sheet(s) of paper to be attached to this form.

PRIVACY ACT STATEMENT

The purpose of this form is to provide the Corps of Engineers with basic information regarding your project. This information will be used to facilitate evaluation of your permit application and for public dissemination as required by regulation. Failure to provide complete information may result in your application being declared incomplete for processing, thereby delaying processing of your application.

GENERAL--APPLICABLE TO ALL PROJECTS

1. Explain the need for, and purpose of, the proposed work.

The New York City Economic Development Corporation (NYCEDC) is proposing to further develop the Citywide Ferry Service (CFS) by expanding ferry service to Coney Island in Brooklyn. A new landing is proposed at the north shore of Coney Island in Coney Island Creek. This landing will have the capacity to berth two (2) vessels. The CFS provides an affordable and convenient transportation system, connecting residential areas to business districts and employment centers. The proposed project would particularly promote the use of mass transit along an isolated waterfront area that is not well-served by the subway system.

2. Provide the names and addresses of property owners adjacent to your work site (if not shown on the application form or project drawings).

Please reference the attached list of adjacent property owners.

(Please note that depending upon the nature and extent of your project, you may be requested to provide the names and addresses of additional property owners proximate to your project site to ensure proper coordination.)

3. Photographs of the project site should be submitted. For projects in tidal areas, photographs of the waterway vicinity should be taken at low tide. Using a separate copy of your plan view, indicate the location and direction of each photograph as well as the date and time at which the photograph was taken. Provide a sufficient number of photographs so as to provide a clear understanding of conditions on and proximate to your project site.

Please refer to Section V for site photos.

4. Provide a copy of any environmental impact statement, or any other environmental report which was prepared for your project.

An environmental impact statement has been prepared for the Citywide Ferry Service project on July 28th, 2016. The final EIS is available on the New York City Mayor's Office of Sustainability website: http://www.nyc.gov/oec. Requests for copies of the FEIS should be forwarded to the contact office, Mayor's Office of Sustainability, 253 Broadway—14th Floor, New York, NY 10007, or by email to dpisani@cityhall.nyc.gov or telephone to (212) 676-3290.

5. Provide a thorough discussion of alternatives to your proposal. This discussion should include, but not necessarily be limited to, the "no action" alternative and alternative(s) resulting in less disturbance to waters of the United States. For filling projects in waters of the United States, including wetlands, your alternatives discussion should demonstrate that there are no practicable alternatives to your proposed filling and that your project meets with current mitigation policy (i.e. avoidance, minimization and compensation).

Please refer to Section I – Project Narrative, for an explanation of possible alternatives considered. The result of the alternatives analysis shows that the current proposed plan is the best available option.

DREDGING PROJECTS

Answer the following if your project involves dredging.

1. Indicate the estimated volume of material to be dredged and the depth (below mean low water) to which dredging would occur. Would there be overdepth dredging?

This dredge effort would include the removal of the sediment above an elevation acceptable for safe navigational clearance of the NYC Ferry vessels (EL. -13.0′ NAVD′88), plus a one-foot overdredge depth to encompass imprecisions in the dredging operations. The extents of this proposed dredge to EL. -14.0′ NAVD′88 are shown in the drawings attached in Section VI.

Using the latest hydrographic survey of the site, it is determined that dredging a clear path for the vessels would constitute a total plan area of about 23,000 yd2. As shown in the attached drawings in Section VI, two shallow areas near the landing site require dredging for safe vessel maneuvering. The first area has a dredge area of 9,000 square yards and a dredge volume of 5,000 cubic yards. The second dredge area has an area of 14,000 square yards and a dredge volume of 13,500 cubic yards. The second area would only require maintenance dredging in the event that it is silted in by a severe storm event.

2. You can apply for a ten-year permit for maintenance dredging. If you wish to apply for a ten-year permit, please provide the number of additional dredging events during the ten-year life of the permit and the amount of material to be removed during future events.

N/A

3. Indicate of your drawings the dewatering area (if applicable) and disposal site for the dredged material (except landfill sites). Submit a sufficient number of photographs of the dewatering and disposal sites as applicable so as to provide a clear indication of existing conditions. For ten-year maintenance dredging permits, indicate the dewatering/disposal sites for future dredging events, if known.

N/A

4. Describe the method of dredging (i.e. clamshell, dragline, etc.) and the expected duration of dredging.

N/A

5. Indicate the physical nature of the material to be dredged (i.e. sand, silt, clay, etc.) and provide estimated percentages of the various constituents if available. For beach nourishment projects, grain size analysis data is required.

N/A

6. Describe the method of dredged material containment (i.e. hay bales, embankment, bulkhead, etc.) and whether return flow from the dewatering/disposal

site would reenter any waterway. Also indicate if there would be any barge overflow.

N/A

MOORING FACILITIES

Answer the following if your project includes the construction or rehabilitation of recreational mooring facilities.

The proposed project involves reconstruction of an existing ferry landing for vessels to temporarily moor, allowing passengers to embark and disembark the ferries.

1. It is generally recommended that any fixed piers and walk ramps be limited to four feet in width, and that floats be limited to eight feet in width and rest at least two feet above the waterway bottom at mean low water. Terminal floats at private, non-commercial facilities should be limited to 20 feet in length. If you do not believe your proposal can meet with these recommendations, please provide the reason(s).

The proposed project involves constructing and installing a new barge at this site in order to accommodate the Citywide Ferry Service. This barge will have a total surface area of 3150 ft2. The proposed ferry landing will become part of the Citywide Ferry Service, which is an expansion of the East River Ferry service that now serves parts of Manhattan, Brooklyn and Queens. The barge is required in order to accommodate a range of vessels, meet stability requirements and achieve passenger safety, comfort and access.

2. Using your plan view, show to scale the location(s), position(s) and size(s) (including length, beam and draft) of vessel(s) to be moored at the proposed facility, including those of transient vessel(s) if known.

Please see attached drawing set in Section VI.

3. For commercial mooring sites such as marinas, indicate the capacity of the facility and indicate on the plan view the location(s) of any proposed fueling and/or sewage pumpout facilities. If pumpout facilities are not planned, please discuss the rationale below and indicate the distance to the nearest available pumpout station.

The facility will not have a fueling or pumpout facility. The ferry landing will provide access for The Citywide Ferry Service, which is an expansion of The East River Ferry Service that has pre-established fueling and pumpout facilities.

4. Indicate on your plan view the distance to adjacent marine structures, if any are proximate and show the locations and dimensions of such structures.

Please see attached drawing set in Section VI.

5. Discuss the need for wave protection at the proposed facility. Please be advised that if a permit is issued, you would be required to recognize that the mooring facility may be subject to wave action from wakes of passing vessels, whose operations would not be required to be modified. Issuance of a permit would not relieve you of ensuring the integrity of the authorized structure(s) and the United States would not be held responsible for damages to the structure(s) and vessel(s) moored thereto from wakes from passing vessels.

The existing barges were designed to withstand the possible wave loading on the structure and any upgrades to the ferry landing will be done in accordance with this design. The designs include monopiles, specialized collars and donut fenders to stabilize the ferry landing. The use of bow loader fender as well as the 8 foot wide and 25 foot long bow-loader gangway will provide stability for the passengers boarding or leaving the ferry.

BULKHEADING/BANK STABILIZATION/FILLING ACTIVITIES

Answer the following if your project includes construction of bulkheading (also retaining walls and seawalls) with backfill, filling of waters/wetlands, or any other bank stabilization fills such as riprap, revetments, gabions, etc.

1. Indicate the total volume of fill (including backfill behind a structure such as a bulkhead) as well as the volume of fill to be placed into waters of the United States. The amount of fill in waters of the United States can be determined by calculating the amount of fill to be placed below the plane of spring high tide in tidal areas and below ordinary high water in non-tidal areas.

The only fill being placed at this site will be steel pipe piles that occupy 40 cubic yards of water space. This number was calculated by multiplying the number of piles by their cross sectional area and height from the mudline to the Mean High Waterline.

2. Indicate the source(s) and type(s) of fill material.

The fill material will consist of hollow and concrete filled steel pipe piles.

3. Indicate the method of fill placement (i.e. by hand, bulldozer, crane, etc.). Would any temporary fills be required in waterways or wetlands to provide access for construction equipment? If so, please indicate the area of such waters and/or wetlands to be filled, and show on the plan and sectional views.

The piles will be driven into the mudline utilizing a vibratory hammer as much as practically possible.

The foregoing requests basic information on the most common types of projects requiring Department of the Army permits. It is intended to obviate or reduce the need for requesting additional information; however, additional information may be requested above and beyond what is requested in this form.

Please feel free to add any additional information regarding your project which you believe may facilitate our review.

Environmental Questionnaire Supplement: Adjacent Properties

The following properties are located north of project site:

Coney Island Creek

The following properties are located east of project site:

DCAS/Department of Education
2423 Neptune Avenue
Brooklyn, NY 11224

DCAS
2327 Neptune Avenue
Brooklyn, NY 11224

The following properties are located south of project site:

Leon S. Kaiser Park
2529 Neptune Avenue
Brooklyn, NY 11224

The following properties are located west of project site:

NYC Housing Authority
2719 West 33rd Street
Brooklyn, NY 11224

Section III

New York State
Department of Environmental Conservation

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December 2019

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information

Name of Action or Project:

CFS Coney Island Ferry Landing

Project Location (describe, and attach a location map):

Kaiser Park, 2529 Neptune Ave., New York, NY 11224

Brief Description of Proposed Action:

The New York City Economic Development Corporation (NYCEDC) is proposing to further develop the Citywide Ferry Service (CFS) by expanding ferry service to Coney Island in Brooklyn. A new landing is proposed at the north shore of Coney Island in the Coney Island Creek. This landing will have the capacity to berth two (2) vessels. The CFS provides an affordable and convenient transportation system, connecting residential areas to business districts and employment centers. The proposed project would particularly promote the use of mass transit along an isolated waterfront area that is not well-served by the subway system.

Name of Applicant or Sponsor:	Telephone: 212-312-3800
New York City Economic Development Corporation	E-Mail: operations@edc.nyc

Address:

One Liberty Plaza

City/PO:	State:	Zip Code:
New York	NY	10006

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: USACE, DOS, OGS, DCP	☐	☑

3. a. Total acreage of the site of the proposed action? 16.41 acres
   b. Total acreage to be physically disturbed? 4.85 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 16.41 acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☑ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☐ Residential (suburban)
   ☐ Forest ☐ Agriculture ☑ Aquatic ☐ Other(Specify):
   ☑ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☑	☐
b. Consistent with the adopted comprehensive plan?	☐	☑	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☑

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☑	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☑	☐
b. Are public transportation services available at or near the site of the proposed action?	☐	☑
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☐	☑

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies:	☐	☑

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: No water supply is needed for the proposed ferry landing.	☑	☐

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: No wastewater treatment is needed for the proposed ferry landing.	☑	☐

	NO	YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	☑	☐
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	☑	☐

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	☐	☑
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☐	☑
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: Coney Island Creek; 4.85 acres		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☑ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☑ Wetland ☑ Urban ☐ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	✓	
16. Is the project site located in the 100-year flood plan?		✓
17. Will the proposed action create storm water discharge, either from point or non-point sources?	✓	
If Yes,		
a. Will storm water discharges flow to adjacent properties?		
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?		
If Yes, briefly describe:		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	✓	
If Yes, explain the purpose and size of the impoundment:		
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	✓	
If Yes, describe:		
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?		✓
If Yes, describe: Remedial investigations were done in December of 2014 and 2016 for the following contaminants: tetrachloroethene, naphthalene, and trichloroethene. The investigations were performed at 3375-3377 Neptune Ave, approx. 1,750' SW of the site of proposed action.		

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: Jhaelen Hernandez-Eli Date: 12.10.17

Signature: _____ Title: Senior Vice President

PRINT FORM

EAF Mapper Summary Report

Tuesday, September 24, 2019 2:49 PM

Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	Yes
Part 1 / Question 20 [Remediation Site]	Yes

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Administrative Information

Site Name: Former Gateway French Dry Cleaners
Site Code: C224151
Program: Brownfield Cleanup Program
Classification: C
EPA ID Number:

Location

DEC Region: 2
Address: 3375-3377 Neptune Avenue
City: Brooklyn Zip: 11224
County: Kings
Latitude: 40.577380556
Longitude: -74.0014
Site Type:
Estimated Size: 0.04 Acres

Institutional And Engineering Controls

Control Type:
Environmental Easement

Control Elements:
Ground Water Use Restriction
Vapor Mitigation
Soil Management Plan
Cover System
Landuse Restriction
Site Management Plan
O&M Plan

Site Owner(s) and Operator(s)

Current Owner Name: Bay Park one-A LLC (c/o Bay park One MM LLC)
Current Owner(s) Address: 70 East 55th Street, 7th Flooor
New York,NY, 10022

Site Document Repository

Name: Coney Island Library

Address: 1901 Mermaid Avenue (Near W. 19th Street)
Brooklyn,NY 11224
Name: brooklyn community Board 13
Address: 1201 surf Avenue 3rd Floor
Brooklyn,NY 11224

Site Description

Location: The site is located at 3375-3377 Neptune Avenue, in the borough of Brooklyn, City of New York, and is identified on the local tax maps as Block 6979, portion of Lot 100. Site Features: The site is about 0.04 acres in size and is located within a one story commercial strip which is set back from Neptune Avenue. The site is bordered to the south by Neptune Avenue, to the east by commercial space, to the west by a Key Food Supermarket and residential building, and to the north by a residential building. There is an occupied multi-story residential apartment building which is part of the same structure attached to the rear of the commercial strip. Current Zoning and Land Use: The current site zoning is R6 residential. The site is part of a mixed use development with residential apartments and commercial/retail space. The current land use category is ¿mixed use¿ (commercial/residential) and the site is currently occupied by a dental office. Surrounding parcels are single family homes and apartment buildings. Past Use of the Site: From about 1975 to 1996, the site was occupied by the Gateway French Dry Cleaner, which utilized tetrachloroethylene (PCE or ¿perc¿) as a cleaning solvent. After 1996, the retail space was occupied by Neptune Dental and AFAM Medical until approximately 2009. Currently the site is being used as a dental office. A sub-slab depressurization system (SSDS) was installed and is operating on the residential building located immediately north of the site, which is owned by the Applicant. This SSDS system was installed by the Applicant in January 2013, and has been operating since April 2013. Site Geology and Hydrogeology: The stratigraphy of the site consists of an asphalt or concrete cover, followed by a layer of urban fill to approximately 6 feet, and native unconsolidated sediments consisting of fine to coarse sand with silts. Groundwater is approximately 9 to 10 feet below grade surface at the site and generally flows toward the southeast.

Summary of Project Completion Dates

Projects associated with this site are listed in the Project Completion Dates table and are grouped by Operable Unit (OU). A site can be divided into a number of operable units depending on the complexity of the site and the number of issues associated with a site. Sites are often divided into operable units based on the media to be addressed (such as groundwater or contaminated soil), geographic area, or other factors.

Project Completion Dates

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

naphthalene
trichloroethene (TCE)
tetrachloroethene (PCE)

Site Environmental Assessment

Nature and Extent of Contamination: Prior to Remediation: Based on the investigations conducted to date, the primary contaminant of concern at the site is tetrachloroethylene (PCE) and its breakdown product trichloroethylene (TCE). Chlorinated solvents, included PCE, were detected in soil, groundwater and soil vapor above applicable standards and guidance values. Soil - PCE was detected in on-site soil at concentrations exceeding the Part 375 Unrestricted Use Soil Cleanup Objectives (UUSCOs) of 1.3 parts per million (ppm), with a maximum PCE concentration of 2.9 ppm. Available soil sample results indicated no other VOCs, metals, SVOCs, pesticides or PCBs were detected above restricted residential SCOs. Site-related soil contamination is not expect to extend off-site base on the available data. Groundwater - PCE was detected in groundwater at concentrations exceeding the applicable groundwater (GW) standards of 5 part per billion (ppb), with a maximum concentration of 5.8 ppb. Several naturally occurring metals were detected in GW at concentration exceeding the applicable standards. Naphthalene was detected above GW standard with concentration of 63.8 ppb. No pesticides or PCBs were detected above groundwater standards. Groundwater contamination does not extend off-site. Soil Vapor - PCE and TCE were detected in sub-slab soil vapor samples both on and off-site with concentrations up to 68,000 ug/m3 and 730 ug/m3 respectively; PCE and TCE were detected in on-site and off-site soil vapor samples with maximum concentrations of 6920 ug/m3, and 29.3 ug/m3 respectively; PCE was detected in indoor air at maximum concentrations of 1.38 ug/m3 while TCE was not detected in indoor air. Post-Remediation: Remediation at the site is complete. Prior to remediation, the primary contaminants of concern were PCE and TCE in soil, groundwater and soil vapor. Remedial actions have successfully achieved soil cleanup objectives for restricted residential, commercial, and industrial uses. Residual contamination in soil vapor is being managed under a Site Management Plan.

Site Health Assessment

Remedial actions are complete and measures are in place to control the potential for coming in contact with residual contamination remaining at the site.

For more Information: E-mail Us

Return To Results

Refine This Search

Section IV

New York State Department of State
Coastal Management Program

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December 2019

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Federal Consistency Assessment Form

An applicant, seeking a permit, license, waiver, certification or similar type of approval from a federal agency which is subject to the New York State Coastal Management Program (CMP), shall complete this assessment form for any proposed activity that will occur within and/or directly affect the State's Coastal Area. This form is intended to assist an applicant in certifying that the proposed activity is consistent with New York State's CMP as required by U.S. Department of Commerce regulations (15 CFR 930.57). It should be completed at the time when the federal application is prepared. The Department of State will use the completed form and accompanying information in its review of the applicant's certification of consistency.

A. **APPLICANT** (please print)

1. Name: New York City Economic Development Corporation
2. Address: One Liberty Plaza, New York, NY 10006
3. Telephone: 212-312-3800

B. **PROPOSED ACTIVITY:**

1. Brief description of activity:

The proposed landing will utilize the minimum required barge size to accommodate the expected ferry traffic. The design incorporates a resilient, reliable floating system in accordance with New York City, New York State, and Federal building codes and will accommodate the expected public transportation needs of the area in accordance with the upcoming final Environmental Impact Statement Please refer to Section 1 – Project Narrative for a detailed discussion of the project site.

2. Purpose of activity:

The New York City Economic Development Corporation (NYCEDC) is proposing to implement a Citywide Ferry Service (CFS) that would provide an affordable and convenient transit option to residents in otherwise transit-isolated neighborhoods. The expansion required for the proposed CFS would include five new routes and fifteen new or upgraded landings. This proposed ferry terminal would serve as one of the new ferry landings for the planned 2019 routes. Please refer to Section 1 – Project Narrative for a detailed discussion of the project site.

3. Location of activity:

Kings	Brooklyn	Kaiser Park Fishing Pi
County	City, Town, or Village	Street or Site Description

4. Type of federal permit/license required: USACE: 404 CWA, 10 Rivers & Harbors Act

5. Federal application number, if known: _____

6. If a state permit/license was issued or is required for the proposed activity, identify the state agency and provide the application or permit number, if known:

NYSDEC: Excavation & Fill, Docks & Platforms, Water Quality, Tidal Wetlands

C. **COASTAL ASSESSMENT** Check either "YES" or "NO" for each of these questions. The numbers following each question refer to the policies described in the CMP document (see footnote on page 2) which may be affected by the proposed activity.

1. Will the proposed activity result in any of the following:	YES	NO
a. Large physical change to a site within the coastal area which will require the preparation of an environmental impact statement? (11, 22, 25, 32, 37, 38, 41, 43)	☑	☐
b. Physical alteration of more than two acres of land along the shoreline, land under water or coastal waters? (2, 11, 12, 20, 28, 35, 44)	☑	☐
c. Revitalization/redevelopment of a deteriorated or underutilized waterfront site? (1)	☐	☑
d. Reduction of existing or potential public access to or along coastal waters? (19, 20)	☐	☑
e. Adverse effect upon the commercial or recreational use of coastal fish resources? (9,10)	☐	☑
f. Siting of a facility essential to the exploration, development and production of energy resources in coastal waters or on the Outer Continental Shelf? (29)	☐	☑
g. Siting of a facility essential to the generation or transmission of energy? (27)	☐	☑
h. Mining, excavation, or dredging activities, or the placement of dredged or fill material in coastal waters? (15, 35)	☑	☐
i. Discharge of toxics, hazardous substances or other pollutants into coastal waters? (8, 15, 35)	☐	☑
j. Draining of stormwater runoff or sewer overflows into coastal waters? (33)	☐	☑
k. Transport, storage, treatment, or disposal of solid wastes or hazardous materials? (36, 39)	☐	☑
l. Adverse effect upon land or water uses within the State's small harbors? (4)	☐	☑

2. Will the proposed activity affect or be located in, on, or adjacent to any of the following:	YES	NO
a. State designated freshwater or tidal wetland? (44)	☑	☐
b. Federally designated flood and/or state designated erosion hazard area? (11, 12, 17)	☑	☐
c. State designated significant fish and/or wildlife habitat? (7)	☐	☑
d. State designated significant scenic resource or area? (24)	☐	☑
e. State designated important agricultural lands? (26)	☐	☑
f. Beach, dune or Barrier Island? (12)	☑	☐
g. Major ports of Albany, Buffalo, Ogdensburg, Oswego or New York? (3)	☐	☑
h. State, county, or local park? (19, 20)	☑	☐
i. Historic resource listed on the National or State Register of Historic Places? (23)	☑	☐

3. Will the proposed activity require any of the following:	YES	NO
a. Waterfront site? (2, 21, 22)	☑	☐
b. Provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (5)	☐	☑
c. Construction or reconstruction of a flood or erosion control structure? (13, 14, 16)	☐	☑
d. State water quality permit or certification? (30, 38, 40)	☑	☐
e. State air quality permit or certification? (41, 43)	☐	☑

4. Will the proposed activity occur within and/or affect an area covered by a State-approved local waterfront revitalization program, or State-approved regional coastal management program? (see policies in program document*)	YES	NO
	☑	☐

D. **ADDITIONAL STEPS**

1. If all of the questions in Section C are answered "NO", then the applicant or agency shall complete Section E and submit the documentation required by Section F.

2. If any of the questions in Section C are answered "YES", then the applicant or agent is advised to consult the CMP, or where appropriate, the local waterfront revitalization program document*. The proposed activity must be analyzed in more detail with respect to the applicable state or local coastal policies. On a separate page(s), the applicant or agent shall: (a) identify, by their policy numbers, which coastal policies are affected by the activity, (b) briefly assess the effects of the activity upon the policy; and, (c) state how the activity is consistent with each policy. Following the completion of this written assessment, the applicant or agency shall complete Section E and submit the documentation required by Section F.

E. **CERTIFICATION**

The applicant or agent must certify that the proposed activity is consistent with the State's CMP or the approved local waterfront revitalization program, as appropriate. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program, or with the applicable approved local waterfront revitalization program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Victoria Christini

Address: 530 Chestnut Ridge Road, Woodcliff Lake, NJ 07677

Telephone: Area Code (201) 775-6000

Applicant/Agent's Signature: Victor Christi Date: 12-16-2019

F. **SUBMISSION REQUIREMENTS**

1. The applicant or agent shall submit the following documents to the **New York State Department of State, Office of Planning and Development, Attn: Consistency Review Unit, One Commerce Plaza-Suite 1010, 99 Washington Avenue, Albany, New York 12231.**

a. Copy of original signed form.
b. Copy of the completed federal agency application.
c. Other available information which would support the certification of consistency.

2. The applicant or agent shall also submit a copy of this completed form along with his/her application to the federal agency.

3. If there are any questions regarding the submission of this form, contact the Department of State at (518) 474-6000.

*These state and local documents are available for inspection at the offices of many federal agencies, Department of environmental Conservation and Department of State regional offices, and the appropriate regional and county planning agencies. Local program documents are also available for inspection at the offices of the appropriate local government.

Addendum to
New York State Department of State
Coastal Management Program
Federal Consistency Assessment Form

Applicant: Jhaelen Hernandez-Eli
NYC Economic Development Corporation
One Liberty Plaza
New York, New York 10006

Agent: Victoria Christini
M.G. McLaren Engineering Group, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, NJ 07677

Coastal Assessment C.1.h.:

Policy 15: Mining, excavation or dredging in coastal waters shall not significantly interfere with the natural coastal processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.

The proposed project will only dredge the minimum amount of material necessary to maintain a safe depth for ferry operations. Piles of excess sediment that have deposited in this area will be removed to flatten the mudline surface, rather than digging a void in the channel. As such, dredging this area will not increase erosion of neighboring land.

Policy 35: Dredging and filling in coastal waters and disposal of dredged material will be undertaken in a manner that meets existing State permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.

This dredge effort would include the removal of the sediment above an elevation acceptable for safe navigational clearance of the NYC Ferry vessels (EL. -13.0' NAVD'88), plus a one-foot over dredge depth to encompass imprecisions in the dredging operations. The extents of this proposed dredge to EL. -14.0' NAVD'88 are shown in the drawings attached in Section VI.

Using the latest hydrographic survey of the site, it is determined that dredging a clear path for the vessels would constitute a total plan area of about 23,000 yd2. As shown in the attached drawings in Section VI, two shallow areas near the landing site require dredging for safe vessel maneuvering.

The first area has a dredge area of 9,000 square yards and a dredge volume of 5,000 cubic yards. The second dredge area has an area of 14,000 square yards and a dredge volume of 13,500 cubic yards. The second area would only require maintenance dredging in the event that it is silted in by a severe storm event.

Coastal Assessment C.2.a.:

Policy 44: Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.

All appropriate best management practices will be implemented to protect wetlands during dredging operations and construction. The lost habitat and sediment from within the pile footprints would be limited and would not represent a significant adverse impact to littoral zone tidal wetlands. Shading from overwater structures can inhibit natural habitats, however, NYSDEC usually considers aquatic habitat under an overwater structure to be shade-impacted beyond 15 feet inward from the structure's edges. The proposed barge, gangway, and gangway landing have been designed so there would be minimal space underneath the structures that would have the potential to be adversely impacted by shading.

Coastal Assessment C.2.b.:

Policy 11: Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.

The project is being designed in accordance with New York City Building Code (2014), Appendix G – Flood Resistant Construction and the Federal Emergency Management Agency (FEMA) 100-year flood standards. These standards include climate change and sea level rise policies in accordance with CMP Policy 11. Installation of a new floating landing would promote the use of the city's most resilient transit option, as ferries are capable of supporting emergency response and disaster recovery efforts in the event of a storm or flood.

Policy 12: Activities or development in the coastal area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs.

The proposed project is limited to the construction of a ferry landing in an area that features an existing engineered shoreline (i.e., a bulkhead). Beaches, dunes, barrier islands and bluffs are not located on the proposed site. Additionally, neither construction nor operation of the project are anticipated to adversely affect natural resources in the area, including water quality and habitat

conditions. Best management practices will be implemented to minimize environmental impacts during construction.

As part of this project dredging will occur adjacent to a natural shoreline but only the minimum amount of material necessary to maintain a safe depth for ferry operations. Piles of excess sediment that have deposited in this area will be removed to flatten the mudline surface, rather than digging a void in the channel. Dredging operations will also be done utilizing a clamshell and environmental bucket to reduce any adverse impacts to the surrounding environment. As such, dredging this area will not increase erosion of neighboring land.

Policy 17: Non-structural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible.

The proposed project is limited to the installation of a new ferry landing in an area that features an existing engineered shoreline (i.e., a bulkhead) and would not introduce any substantial changes on the shore. The landing has been designed in accordance with New York City Building Code (2014), Appendix G – Flood Resistant Construction and the Federal Emergency Management Agency (FEMA) 100-year flood standards. The landings are anticipated to utilize mooring piles extending to an elevation of approximately 26 feet NAVD88, approximately 13 to 16 feet above the current (2015) 100-year flood elevation at the landings, to account for storm surge and to prevent the barges from detaching from the piles during a storm event. This pile elevation was designed taking into account a worst-case scenario of sea level rise, 100-year flood event, barge freeboard, and design wave heights, allowing for a 3 to 6 foot of pile to remain above the pile collars to prevent the barge from slipping its moorings. Emergency plans would be developed for each landing to ensure that landing infrastructure (such as gangways) and amenities would be secured prior to a storm event. These and similar measures would allow the ferry service to resume operations immediately following any event that interrupts other transit service, which would provide a particular resiliency benefit to isolated waterfront communities.

Coastal Assessment C.2.h.:

Policy 19: Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities.

The implementation of the proposed project would increase and diversify the level of public water-related recreation and facilities. The public would have access to the ferry and its infrastructure for transportation and recreational purposes. Additionally, the project site is adjacent to several waterfront open spaces which feature facilities for recreational fishing or other waterfront access. The CFS would employ design and operational measures to ensure navigational safety and to minimize conflicts between ferries and human-powered recreational boaters.

Policy 20: Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly-owned shall be provided and it shall be provided in a manner compatible with adjoining uses.

The land on the water's edge of the proposed site will be publicly accessible to allow for boarding and debarking of the ferry.

Coastal Assessment C.3.a.:

Policy 2: Facilitate the siting of water-dependent uses and facilities on or adjacent to coastal waters.

The proposed project is water-dependent and is located in an appropriate area to support and improve public transportation around New York City. The new and upgraded landings are located at waterfront locations where bathymetry is suitable for ferry vessels and does not require dredging. Additionally, the landing is located adjacent to established and emerging waterfront residential and commercial areas, supporting the project's overall goal of connecting residential areas with business districts and employment centers.

Policy 21: Water-dependent and water-enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related used along the coast.

This proposed development will encourage and facilitate water-dependent recreation by increasing access and use of the waterway.

Policy 22: Development, when located adjacent to the shore, will provide for water-related recreation, whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.

The primary purpose of this development is to provide an additional mode of transportation for under-served areas of New York City. This mode of transportation will be used by both commuters and tourists. Constructing the proposed ferry landing would increase recreational use of the waterway by providing a new point of access and an additional activity to perform on the water.

Coastal Assessment C.3.d.:

Policy 30: Municipal, industrial, and commercial discharge of pollutants, including but not limited to, toxic and hazardous substances, into coastal waters will conform to state and national water quality standards.

Toxic and hazardous substances will not be discharged into coastal waters as a result of the proposed project. Best Management Practices will be utilized to ensure that all construction debris will be collected and disposed of in approved off-site waste disposal areas. Barges and equipment will be protected from spills into the waterway.

Policy 38: The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.

The surface and groundwater supplies in this area will not experience significant impacts from the construction or operation of this project, and additionally are not the primary or sole source of water supply. Implementation of erosion and sediment controls for the limited upland soil disturbance associated with the landing would minimize potential for any discharge of sediment to adjacent surface waters and impacts to surface water quality. BMPs, such as filter fabric and turbidity curtains, will be utilized during the construction phase to ensure that the quality and quantity of surface water and groundwater in the area will not be impacted.

Policy 40: Effluent discharged from major steam electric generating and industrial facilities into coastal waters will not be unduly injurious to fish and wildlife and shall conform to state water quality standards.

There will not be any major steam electric generating and industrial facilities involved in this project, so no effluent will be discharged into coastal waters.

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

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

A. APPLICANT INFORMATION

Name of Applicant: NYC Economic Development Corporation

Name of Applicant Representative: Jhaelen Hernandez-Eli

Address: One Liberty Plaza, New York, New York 10006

Telephone: 212-312-3800 Email: operations@edc.nyc

Project site owner (if different than above): New York City Department of Small Business Services

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The proposed project will construct a Coney Island Creek ferry landing so that it can accommodate the vessel travel associated with the expanded CFS. The design incorporates a resilient, reliable floating system in accordance with New York City, New York State, and Federal building codes, and will accommodate the expected public transportation needs of the area. Please refer to Section I – Project Narrative for a detailed discussion of the proposed project.

2. Purpose of activity

The New York City Economic Development Corporation (NYCEDC) is proposing to further develop the Citywide Ferry Service (CFS) by expanding ferry service to Coney Island in Brooklyn. A new landing is proposed at the north shore of Coney Island in the Coney Island Creek. This landing will have the capacity to berth two (2) vessels. The CFS provides an affordable and convenient transportation system, connecting residential areas to business districts and employment centers. The proposed project would particularly promote the use of mass transit along an isolated waterfront area that is not well-served by the subway system. Please refer to Section I – Project Narrative for a detailed discussion of the project site.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 6965/ Lot 100

Street Address: 2529 Neptune Avenue, Brooklyn, NY

Name of water body (if located on the waterfront): Coney Island Creek

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☐ Yes ☑ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☐ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☑ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☑ Funding for Construction, specify: Refer to CEQR
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☑ State permit or license, specify Agency: Refer to JPA Permit type and number: Refer to JPA
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☑ Federal permit or license, specify Agency: Refer to JPA Permit type and number: Refer to JPA
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☑ Yes ☐ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☑ Yes ☐ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☑ Yes ☐ No
3. Is the project located on publicly owned land or receiving public assistance? ☑ Yes ☐ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☑ Yes ☐ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
   ☐ Priority Martine Activity Zone (PMAZ) (*3.5*)
   ☑ Recognized Ecological Complex (REC) (*4.4*)
   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☑	☐	☐
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☐	☐	☑
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☑

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☑	☐	☐
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☑	☐	☐
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☑	☐	☐
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☑	☐	☐
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☑	☐	☐
3.1.	Support and encourage in-water recreational activities in suitable locations.	☑	☐	☐
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☑	☐	☐
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☑	☐	☐
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☑	☐	☐
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☑	☐	☐
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☑
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☑
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☑	☐	☐
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☑	☐	☐
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☑	☐	☐
8.3	Provide visual access to the waterfront where physically practical.	☑	☐	☐
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☑	☐	☐

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☑	☐	☐
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☑	☐	☐
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☑	☐	☐
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☑	☐	☐
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

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

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

Applicant/Agent's Name: Victoria Christini

Address: 530 Chestnut Ridge Road, Woodcliff Lake, NJ 07677

Telephone: (201) 775-6000 Email: permits@mgmclaren.com

Applicant/Agent's Signature: Victoria Christini

Date: 12-16-2019

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3525
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
(518) 474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☑ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☑ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.

Addendum to
New York City Waterfront Revitalization Program
Consistency Assessment Form

Applicant: Jhaelen Hernandez-Eli
NYC Economic Development Corporation
One Liberty Plaza
New York, New York 10006

Agent: Victoria Christini
M.G. McLaren Engineering Group, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, NJ 07677

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

The New York City Economic Development Corporation (NYCEDC) is proposing to further develop the Citywide Ferry Service (CFS) by expanding ferry service to Coney Island in Brooklyn. People depend on this ferry service for commuting and recreational purposes. The proposed project will construct a ferry landing so that it can better accommodate the growing needs of the residential and commercial development upland. The CFS provides an affordable and convenient transportation system, connecting residential areas to business districts and employment centers. The proposed project would particularly promote the use of mass transit along an isolated waterfront area that is not well-served by the subway system.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

The proposed project will introduce the Citywide Ferry Service to Coney Island an area of NYC that is significantly underserviced by the city's current forms of public transportation. The installation of the new landing will thus improve access to the commercial and residential development upland as well as connection to other areas of the city.

Policy 1.2: Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.

The existing use of the site as a publicly accessed fishing pier will not change as a result of the proposed project. The ferry landing enlivens the waterfront by creating an additional mode of transportation for residents and visitors alike.

Policy 2: Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.

A ferry landing does not exist at the proposed site. Due to the site's location, a facility is proposed to facilitate smooth operations as new Citywide Ferry Service routes are implemented. The project will improve water-based public transportation around New York City and this location is well-suited to continue to accommodate commuter traffic based on its current use patterns and proximity to residential and commercial zones.

Policy 2.3: Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.

The proposed project will install a ferry landing in an area outside of an SMIA. The WRP considers working waterfront uses such as passenger transportation to be appropriate for sites outside of SMIAs when those sites feature suitable hydrologic and site conditions and provide suitable access to markets, customers and delivery networks. In addition, the landing is located adjacent to an established waterfront residential and commercial area, in keeping with the Citywide Ferry Service project's goal of connecting residential areas with business districts and employment centers as a mass transit resource for commuters. Therefore, the proposed project includes features that are appropriate for working waterfront uses outside of SMIAs.

Policy 2.4: Provide infrastructure improvements necessary to support working waterfront uses.

Construction of the Coney Island ferry landing will allow for the continued use of the fishing pier as the Citywide Ferry Service expands its routes and vessel fleet.

Policy 2.5: Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.

The proposed project is intended rehabilitate and expand a resilient transit alternative in consideration of climate change and sea level rise. The design of the landing includes measures to protect the landing from major storm surge or tidal events, and is in accordance with New York City Building Code: Flood Resistant Construction and the Federal Emergency Management Agency 100-year flood standards (Appendix G). For example, mooring piles for the barge would extend to an elevation of approximately 26 feet NAVD88, approximately 13 to 16 feet above the current (2015) 100-year flood elevation at the landings, to account for storm surge and to prevent the barges from detaching from the piles during a storm event. Emergency plans would be developed

to ensure that landing infrastructure (such as gangways) and amenities would be secured prior to a storm event. These and similar measures would allow the ferry service to resume operations immediately following a storm event that might interrupt other transit service, which would provide a particular resiliency benefit the waterfront community. Therefore, the proposed project would be consistent with Policy 2.5.

Policy 3: Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.

The proposed project would promote the use of NYC's waterways for water-dependent transportation by adding a ferry landing.

Policy 3.1: Support and encourage in-water recreational activities in suitable locations.

This project will encourage use of the Citywide Ferry Service for recreational purposes by creating a new ferry landing. Likewise, the Citywide Ferry Service has implemented design measures and operating procedures to ensure safe operation of recreational boats in the water adjacent to the project site. The proposed project would not result in a significant adverse impact to recreational boating; therefore, the proposed project would be consistent with Policy 3.1.

Policy 3.3: Minimize conflicts between recreational boating and commercial ship operations.

There are no recreation vessel launch locations near the site. The Citywide Ferry Service has employed design and operational measures to ensure navigational safety and to minimize conflicts between ferries and human-powered recreational boaters. This includes utilizing vessel hull designs that minimize wake energy (e.g., low-wake design vessels such as catamarans which are able to achieve efficient planning angles at sufficient speeds).

In addition, NYCEDC and the ferry operator have worked with the local maritime community to develop specific standard operating procedures (SOPs) at landings in the vicinity of recreational boating. SOPs may include measures such as reducing approach speeds within a certain distance of each landing to minimize wakes, requiring a stern look-out or camera surveillance as the ferry vessels pull out of docking to ensure that no recreational boats are within the path of the ferry, incorporating visual signals into ferry operations to allow recreational boaters to anticipate ferry movements, and using a communications channel designated for specifically for ferry service. In addition, NYCEDC would establish a central point of contact to allow recreational boaters to report incidents where ferry operators do not follow set procedures.

Policy 3.4: Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.

In-water construction activities required for the proposed project would result in minimal resuspension of bottom sediment. Sediment resuspension and increases in turbidity due to pile driving would be temporary, intermittent, and highly localized and confined to the immediate vicinity of the pile being driven. Suspended sediment would be anticipated to dissipate shortly after each pile was installed. A turbidity curtain may be used during pile installation to minimize increases in suspended sediment during pile driving as required by regulatory agencies.

Other methods to reduce vessel impacts on the surrounding environment are using hull designs and engine configuration options to minimize wake energy, optimizing vessel course and speed to minimize wakes at sensitive points along routes, and operating ferries at reduced and/or low speeds while entering and exiting dock spaces.

Policy 4: **Protect and restore the quality and function of ecological systems within the New York City coastal area.**

Water quality will not be adversely impacted by the proposed project. Best Management Practices will be utilized to ensure protection of the coastal area and its associated habitats.

Policy 4.7: Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.

Neither construction nor operation of the proposed project would adversely affect water quality or habitat conditions in the Coney Island Creek. In-water construction would not be anticipated to generate harmful underwater noise levels that could potentially impact vulnerable species. Therefore, construction and operation of the reconstructed landing would have no direct or indirect effects on federally-listed species potentially occurring in the Coney Island Creek.

Policy 6: **Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resiliency to future conditions created by climate change.**

The proposed landing is located in-water with an upland connection in the 100-year floodplain. Under Policy 6, the primary goal for projects in coastal areas is to reduce risks posed by current and future coastal hazards, particularly major storms that are likely to increase in frequency and intensity due to climate change and sea level rise. The goal of the proposed project is to expand one of the city's most resilient transit alternatives, as additional ferry service capabilities would support emergency response and disaster recovery efforts in the event of a future storm or flooding episode. The barge is a resilient floating structure and as such it is designed to withstand a 100-year flood event in addition to the climate change requirements listed in Policies 1.5, 2.5, 6 and 6.2.

Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

Under Policy 6.1, hard structural measures are considered appropriate to support the maintenance and development of infrastructure for water-dependent uses, such as this landing expansion. As part of normal design practices for ferry landings, the proposed project would include structural hardening measures to protect the landings from wind, waves, and other elements of storm events. In particular, the landing will utilize mooring piles extending to an elevation of approximately 26 feet NAVD88, approximately 13 to 16 feet above the current (2015) 100-year flood elevation at the landings, to account for storm surge and to prevent the barges from detaching from the piles during a storm event. Emergency plans would be developed to ensure that landing infrastructure (such as gangways) and amenities would be secured prior to a storm event. These and similar measures would allow the ferry service to resume operations immediately following a storm event that interrupts other transit service, which would provide a particular resiliency benefit to isolated waterfront communities. Since the proposed project would not introduce any substantial changes on the shore other than to accommodate the new landing infrastructure, other provisions of Policy 6.1 regarding shoreline protection are not applicable. The barge is a resilient floating structure and as such it is designed to withstand a 100-year flood event in addition to the climate change requirements listed in Policies 6 and 6.2.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise into the planning and design of projects in the city's Coastal Zone.

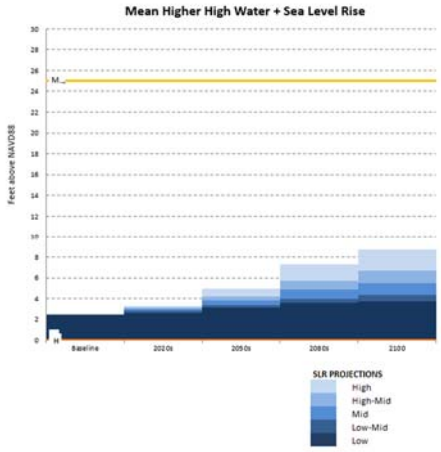
The project is being planned in accordance with New York City Building Code: Flood Resistant Construction (Appendix G) and FEMA 100-year flood standards. These standards include climate change and sea level rise policies in accordance with Policies 1.5, 2.5, 6 and 6.2.

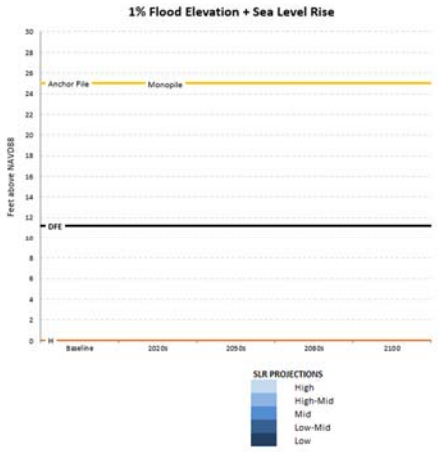
1a. Please see attached flood elevation worksheet.

1b. Both the Anchor Piles and Monopiles are above the 1% floodplain under all sea level rise scenarios. In the cause of a flood, the piles are high enough to keep both the barge and gangway in place as they rise to the flood elevation.

1c. None of the fixed features are located are below the elevation of Mean Higher High Water during their lifetime.

1d. The Site is located within a VE zone, which has a BFE of 11.4 feet for a 100-year return period. The structures are designed to withstand the impacts of a marine environment. If impacted by wind, water or debris, none of the structures would result in a threat to public health or the environment.





2a. The features listed in 1b are not additionally protected by another project feature. However, both the anchor piles and monopiles are designed to withstand flooding and are made of materials designed for marine environments. Although the piles can't move, they are tall enough (+25 ft NAVD88) to allow space for the landing to safely rise with the water in a flood without being detached.

2b. No features were identified in step 1c.

2c. In addition to the high elevations of the anchor pile, the rest of the landing is designed to survive in a marine environment to the best ability of a ferry landing.

2d. The project will not have any impact on the flooding of neighboring sites or conflict with adjacent flood protection projects.

Guidance provided by DCP recommends a 10-step process to determine a project's consistency with Policy 6.2. A summary of this process is included below.

1. Assess if site is within area vulnerable to current or future flood risk over the project's lifespan.

The proposed CFS landing is located along the shoreline and is within the current and future 100-year floodplain, and therefore vulnerable to flood risk. According to FEMA preliminary Flood Insurance Rate Maps (FIRMs) from January 2015, the landing is located within AE flood zones. The proposed CFS landings are located adjacent to areas along the shoreline that are vulnerable to projected sea level rise: the New York City Panel on Climate Change (NPCC) projects that there will be between 8 and 30 inches (roughly 1 to 3 feet) of sea level rise by 2050. The proposed ferry landing infrastructure is primarily a floating barge connected to the shoreline by a gangway. As described below, the landing

infrastructure would be designed to account for future sea level rise at both the Mean Higher High Water (MHHW) and 100-year flood elevation levels. Sea level rise would also affect upland areas near the proposed landing sites. According to projections provided by the National Oceanic and Atmospheric Administration (NOAA), with 1 foot of sea level rise, small portions of the area along the shoreline would be flooded at Mean Higher High Water (MHHW). With 3 feet of sea level rise, slightly larger areas along the shoreline would be flooded at MHHW at all sites.

2. Identify elevation of major physical features that are vulnerable, critical, or potentially hazardous.

The infrastructure for the proposed ferry landings—which are vulnerable and potentially hazardous features of critical transportation facilities—would be located in-water and would generally be located at the MHHW elevation, described below.

3. Identify current elevation and geographic extent of: Mean Higher High Water (MHHW), 1 percent ["100-year"] Annual Chance Storm, and 0.2 ["500-year"] percent Annual Chance Storm.

The proposed ferry landings are located at MHHW elevations of between 2.1 feet and 3.6 feet NAVD88. The FEMA current (2015) 100-year flood elevation for the landing (preliminary FIRM) is 10 feet NAVD88 and the current FEMA 500-year flood elevation (elevation at which a flood is projected to occur with a probability of 0.2 percent in any given year under current sea level conditions) is 14.0 feet NAVD88.

4. Identify project completion date and lifespan of features identified in (2).

Construction of the ferry landing infrastructure that would be introduced by the proposed project would be completed by 2020. The majority of the infrastructure, including mooring piles, barges, and gangways, is anticipated to have a lifespan of approximately 30 years with regular inspection and maintenance.

5. Identify range of projected future elevations of heights in (3) given sea level rise projections, using range of projections available.

The proposed project has adopted a 32-inch sea level rise projection for design purposes, which is two (2) inches above the New York City Panel on Climate Change (NPCC) sea level rise projection (high estimate) for 2050, consistent with the approximate 30-year lifespan of the landing infrastructure. With a 32-inch sea level rise, MHHW elevations at the landing sites for 2050 would be between 4.8 feet and 6.3 feet NAVD88, and the flood

elevations for 2050 would be a 100-year flood elevation ranging from 12.4 feet to 15.7 feet NAVD88 and a 500-year flood elevation ranging from 14.7 feet to 17.7 feet NAVD88.

6. Identify flood damage reduction elements that are part of the project as proposed.

The primary component of the landing infrastructure would be a floating barge, connected to the mooring piles by pile collars which float roughly five to seven feet above the water. The barge and the pile collars rise and fall along the mooring piles with changing tide levels. The proposed project is designed to accommodate the projected 100-year flood at least to 2050 (and possibly beyond, depending on the actual future sea level rise rate), ranging from 12.4 feet to 15.7 feet NAVD88 (varies by location). The mooring piles would extend to an elevation of 26.0 feet NAVD88 at all sites to prevent the barges from detaching from the piles during a severe storm event, allowing for 16.0 feet NAVD88 storm flood levels with an additional three feet for motion of the barge in storm waves and vessel wakes (i.e., if the storm elevation is 16.0 feet NAVD88, 3-foot waves would be up to 19.0 feet, and the pile collars would then be at 24.0 to 26.0 feet, five to seven feet above the water). At an elevation of 26.0 feet NAVD88, the mooring piles would also accommodate higher MHHW elevations resulting from projected sea level rise (roughly between 4.8 feet and 6.3 feet NAVD88). The electrical components of each landing would be designed to withstand damage from floodwaters to the extent practicable.

7. Identify features and time periods where features in (2) would be unprotected from future flood elevations in (5) over lifespan, and the consequences of those features being flooded.

The design would accommodate flood elevations up to 16.0 feet NAVD88, which is above the 2050 100-year flood level. In the current (2015) condition, this would also protect the system in the event of an even more rare and severe storm such as a 500-year event (0.2 percent probability in a given year), but by 2050 the system may be vulnerable to a storm more severe than a 100-year flood event. While the design of the landings includes measures to prevent the barges from detaching from the piles, some landing infrastructure would potentially remain vulnerable to a severe storm or flooding event. In particular, the piers and gangway landside connections would not be raised above the 100-year flood elevation, as this would potentially interfere with ADA accessibility requirements. Since the ferries would not be in use during a severe storm, the system would be operable prior to and following the storm as soon as floodwaters recede. However, if unsecured during a storm or flooding event, the piers and gangway may be damaged or detach from their shoreline and barge connections (see adaptive measures, below).

8. Identify potential adaptive actions that are likely to be taken in the future.

Additional adaptive measures can be taken to prevent damage to other landing infrastructure: in particular, emergency plans would be developed for each landing to

ensure that landing infrastructure (such as gangways) and amenities would be secured or temporarily removed prior to a storm event. The emergency plans would be developed and maintained by the chosen CFS operator in accordance with all U.S. Coast Guard requirements. In addition, any emergency plan elements that require security or evacuations would be coordinated with the responsible local authorities, in particular the Office of Emergency Management (OEM). These and similar measures would allow the ferry service to resume operations immediately following a storm. The emergency plans would also include measures to maintain access to ferries and accommodate potential high passenger loads during emergency situations such as major power outages or security events and prior to severe storms. As noted above, shoreline areas near the proposed landing sites are vulnerable to projected sea level rise, with some areas particularly vulnerable to flooding at MHHW at the higher level of projected sea level rise (3 feet). Where necessary, landing infrastructure would be upgraded in response to shoreline flooding due to sea level rise. To maintain access, landings may be redesigned, e.g. by extending or reconfiguring the gangways.

9. Identify which flood damage reduction elements and adaptive actions are required to be implemented.

Flood damage reduction elements and adaptive actions are generally required by law or regulation (such as the Building Code); however, there are no laws or regulations applicable to ferry landing infrastructure. The adaptive measures to be incorporated for the CFS are consistent with the approach for hardening of maritime infrastructure outlined in the WRP and in *A Stronger, More Resilient New York*.

10. Describe how the project hinders, advances, or is neutral to the achievement of Policy 6.2.

The proposed project would expand one of the city's most resilient transit alternatives, as additional ferry service capabilities would support emergency response and disaster recovery efforts in the event of a future storm or flooding event. The proposed landings are designed with measures that would allow ferry service to resume operations immediately following a storm event that interrupts other transit service, as described above. In addition, emergency plans would be developed for each landing to ensure that landing infrastructure (such as gangways) and amenities would be secured prior to a storm event. Therefore, the proposed project would advance the goals of Policy 6.2 by being resilient to current and future severe storms and providing a resilient transit alternative following a severe storm.

Policy 8: Provide public access to, from, and along New York City's coastal waters.

The proposed project would be used for public water transportation, and as such will provide public access along New York City's waters.

Policy 8.1: Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.

The proposed project would construct a ferry landing along the waterfront. The physical and visual access to the waterfront will not be altered by the reinstallation and reorientation of the existing landing in nearly the same location.

Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

Due to operational and security concerns associated with ferry service, access to the barge and gangway would be limited to passengers during the hours of operation, as is the case with the landing. Public access will not change as a result of the proposed project.

Policy 8.3: Provide visual access to the waterfront where physically practical.

The landing would be located within a publicly accessible open space that currently provides visual access to the waterfront. Mooring piles are the primary elements within a pedestrian's view, with a ferry vessel also obstructing views during the limited periods when the vessel is docked at the landing. However, by moving along the esplanade, pedestrians would have waterfront views that are unobstructed by the new landing. Therefore, the proposed project would not affect visual corridors from extended portions of waterfront open spaces.

Policy 8.4: Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.

The landing would be located within a publicly accessible open space and would not result in the development of new open space. Adjacent amenities within each open space, including waterfront esplanades, would remain accessible and would not be altered by the construction of gangway infrastructure. The proposed project would improve access to Leon S. Kaiser Park, a pubic open space, and provide enhanced connections between open spaces and other waterfront areas.

Policy 8.5: Preserve the public interest in and use of lands and waters held in public trust by the state and city.

The proposed project would maintain the public interest in the site by improving and enhancing the waterborne transportation available at the site, and it would not require the disposition of any public lands to accommodate ferry landing construction or ferry operations. Therefore, the

proposed project would avoid the loss of public interest in public trust lands and would be consistent with Policy 8.5.

Policy 8.6: Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.

The proposed project would create an active ferry landing reflecting the waterway's significance in the city as a transportation resource. The barges are designed to be attractive and comfortable for ferry riders in order to enhance the public connection to the waterway. All landing infrastructure would comply with ADA and Local Law 68 accessibility requirements. In addition, the landing barge would include an information kiosk and static or digital signage which, where relevant, would provide wayfinding information to upland paths and other waterfront amenities.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

The landing site does not feature unique views of significant resources (such as monuments or notable buildings) that are obstructed or would be obstructed by the landing infrastructure. While the landing may partially block views in the immediate surrounding areas, the landing is located along extended esplanades which provide numerous points with similar views that would not be obstructed. The scenic resources will not be impacted by the proposed reinstallation of an existing ferry landing.

Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

The visual quality of the waterfront will not be impacted by the proposed construction of a ferry landing. The view of the waterfront and from the waterfront will be consistent with the existing character.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	Coney Island Landing
Location	Coney Island Creek, Brooklyn NY
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☑ Shoreline Structures ☑ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The New York City Economic Development Corporation (NYCEDC) is proposing to further develop the Citywide Ferry Service (CFS) by expanding ferry service to Coney Island in Brooklyn. A new landing is proposed at the north shore of Coney Island in the Coney Island Creek. This landing will have the capacity to berth two (2) vessels. The CFS provides an affordable and convenient transportation system, connecting residential areas to business districts and employment centers. The proposed project would particularly promote the use of mass transit along an isolated waterfront area that is not well-served by the subway system.
Planned Completion Date	Aug-21
Expected Project Lifespan	2046

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.48	**2.48**	**NAVD88**	*Site Survey*
1% flood height	#REF!	**11.20**	**NAVD88**	
Design flood elevation	11.20	**11.20**	**NAVD88**	
As relevant:				
0.2% flood height	14.50	14.50	**NAVD88**	

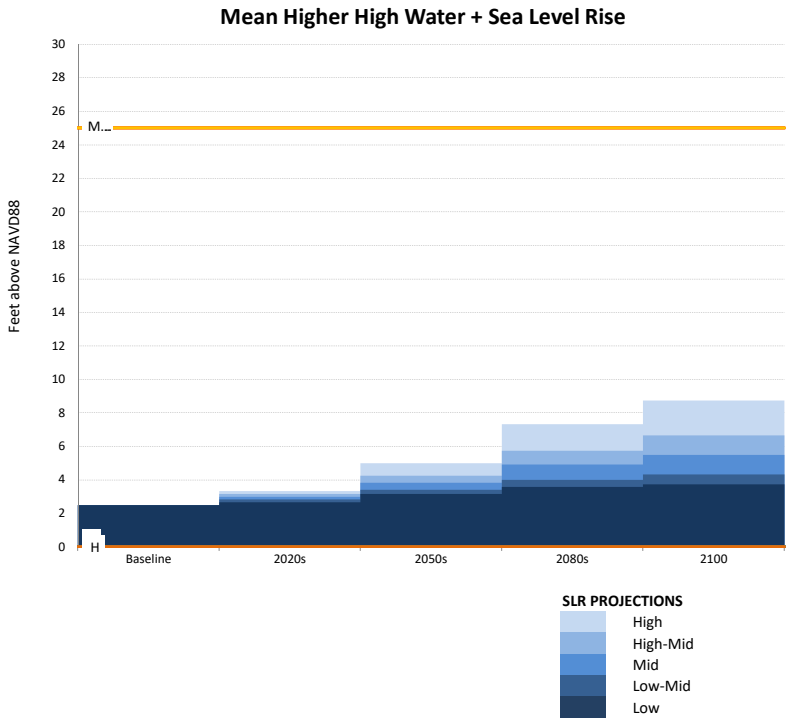
Data will be converted based on the following datums:

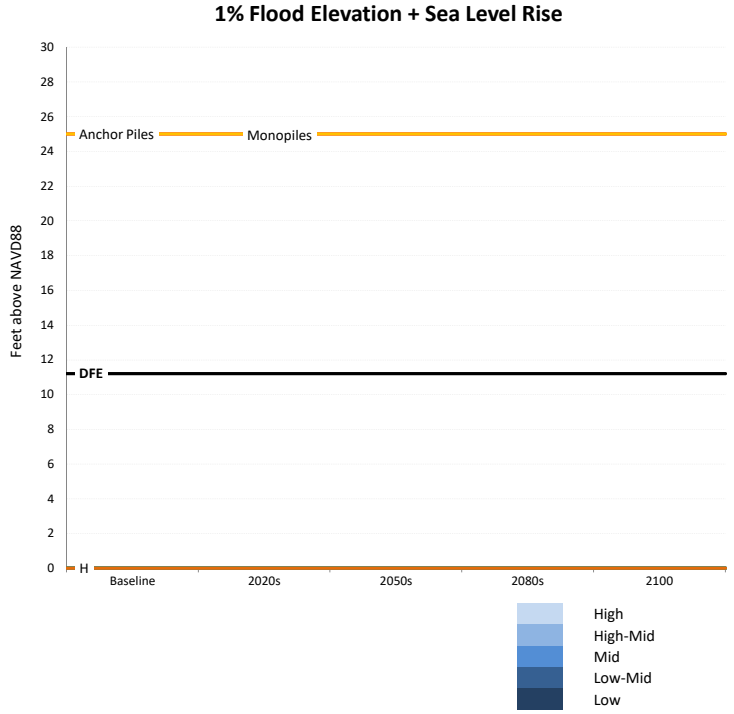
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

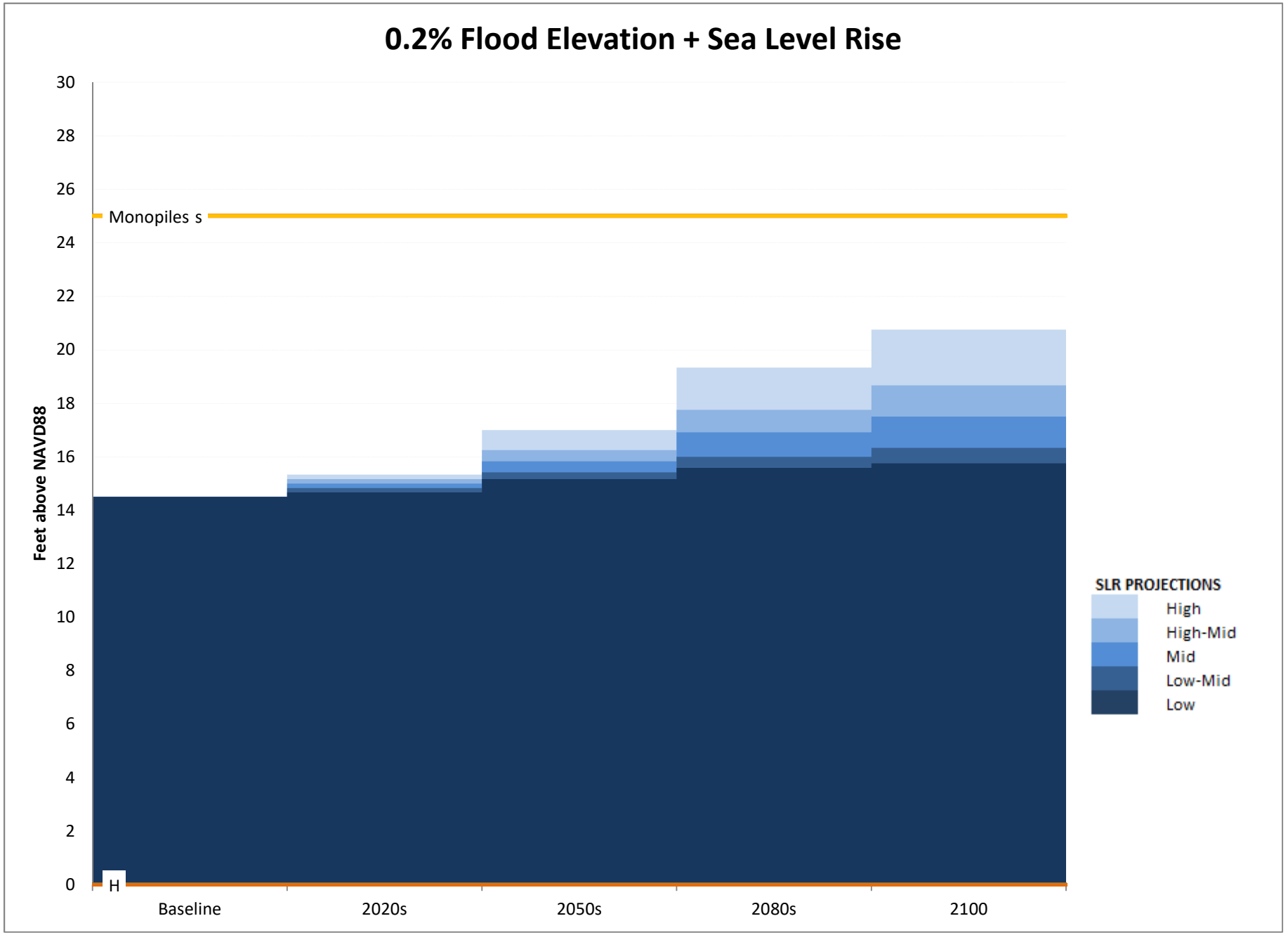
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
Anchor Piles	☑ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2045	25.0	Feet	NAVD88	*25.0*	*25.0*	*22.5*	*10.5*
Six 36" Diameter Steel Pipe Piles to anchor the barge									
Monopiles	☑ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2045	25.0	Feet	NAVD88	*25.0*	*25.0*	*22.5*	*10.5*
Two 36" diameter steel pipe piles sitted with donut fenders to help guide ferry vessels while berthing and protect from incidental collisions with other vessels in adjacent slips									
C	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.






0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
Monopiles s
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

Section V

Site Photos

PHOTO 1: View of the proposed location for the Coney Island Ferry looking east.

PHOTO 2: View of the proposed location for the Coney Island Ferry looking north.

PHOTO 3: View of the existing pier at the location of the proposed landing, looking east.

PHOTO 4: View of the existing pier at the location of the proposed landing, looking north.

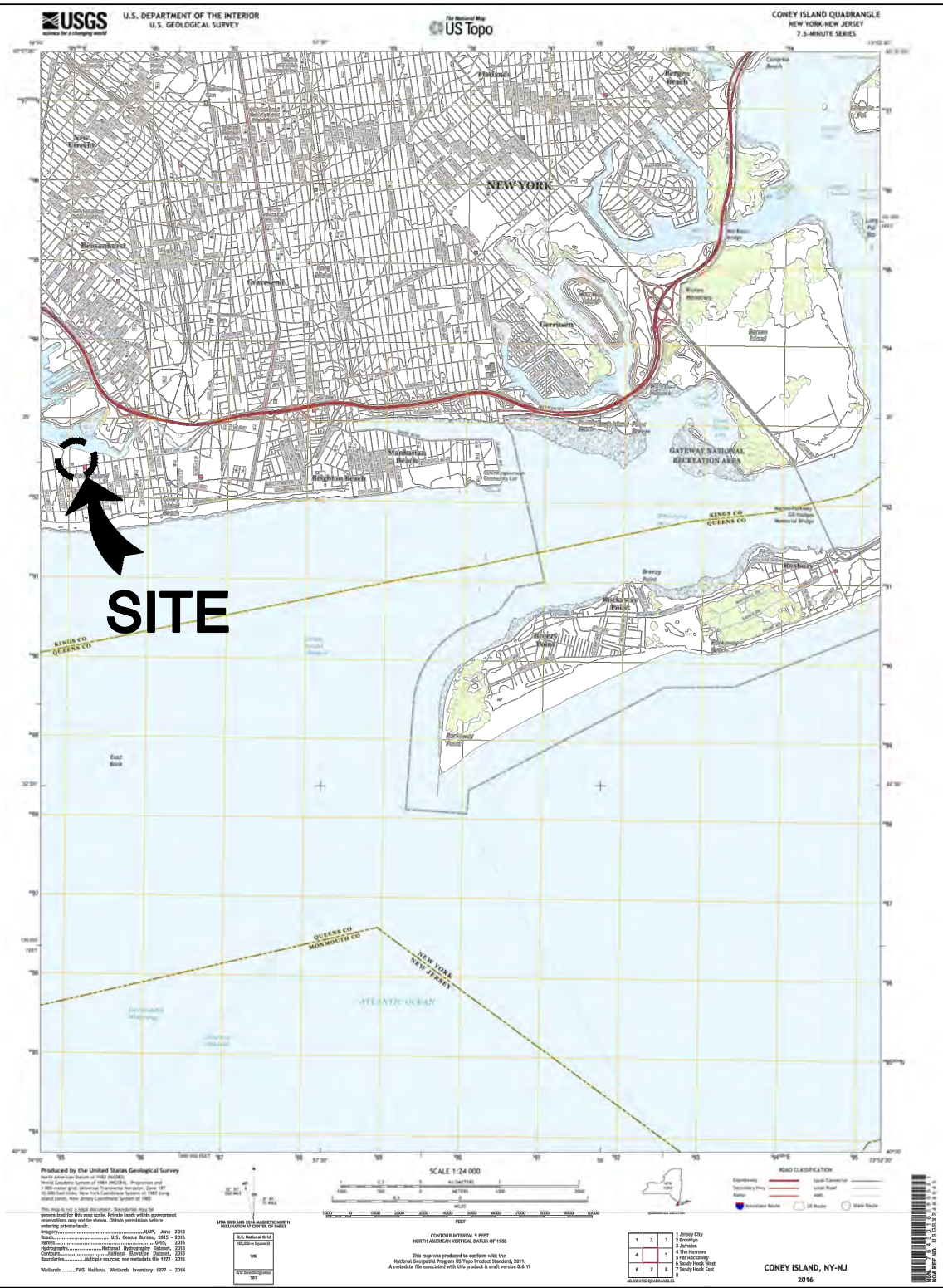
PHOTO 5: View of the proposed location for the Coney Island Ferry looking west.

Section VI

Drawings

McLaren ENGINEERING GROUP applied ingenuity

December 2019



PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

1.0 USGS MAP

IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

SHT 1 OF 9 12/04/19

FILE NAME: P:\Proj150\150898.18\10_Dwgs\CADD\02_Coney Island Creek_ACOE Permit\1.0 USGS Map.dwg PLOT TIME: Wed, 04 Dec 2019 - 9:52am LAST SAVE: Sat, 03 Aug 2019 - 11:50am BY: BMarquez

PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

2.0 LOCATION MAP

IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

SHT 2 OF 9 12/04/19

FILE NAME: P:\Proj150\150898.18\10_Dwgs\CADD\02_Coney Island Creek_ACOE Permit\2.0 Location Map.dwg PLOT TIME: Wed, 04 Dec 2019 – 9:52am LAST SAVE: Tue, 20 Aug 2019 – 12:23pm BY: BMarquez

TIDAL DATUM CHART

	NAVD88 (ft)
500-YR RETURN PERIOD	14.5
100-YR RETURN PERIOD	11.2
50-YR RETURN PERIOD	9.8
10-YR RETURN PERIOD	7.0
SPRING HIGH TIDE (SHT)	2.65
MEAN HIGHER-HIGH WATER (MHHW)	2.48
MEAN HIGH WATER (MHW)	2.15
NAVD88	0.00
LOCAL MEAN SEA LEVEL (LMSL)	-0.21
MEAN TIDE LEVEL (MTL)	-0.21
MEAN LOW WATER (MLW)	-2.57
MEAN LOWER-LOW WATER (MLLW)	-2.79
TIDAL WETLANDS LINE	-8.57

NOTE(S):

1. WATER ELEVATIONS SHOWN FOR PROJECT SITE BASED ON NOAA VDATUM V. 3.7 "NEW JERSEY/NEW YORK/ CONNECTICUT-NORTHERN NJ, NY HARBOR, WESTERN LONG ISLAND SOUND, V. 3.7".
2. RETURN PERIOD STILLWATERS ARE EXTRACTED FROM FEMA'S CITY OF NEW YORK PRELIMINARY FLOOD INSURANCE STUDY DATED 12/05/13.

PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

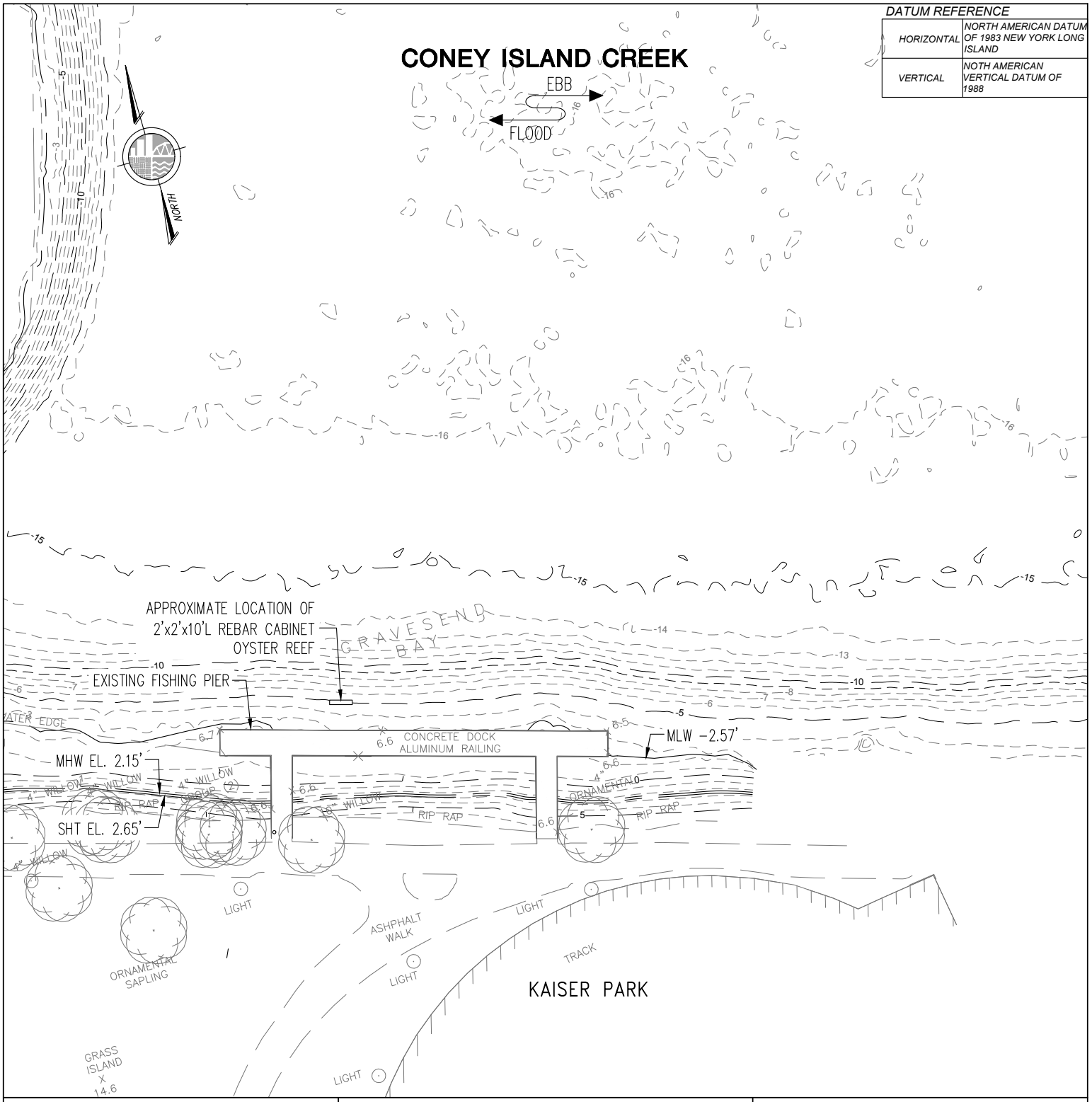
APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

3.0 TIDAL DATA

IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

SHT 3 OF 9 12/04/19



PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

4.0 EXISTING SITE PLAN

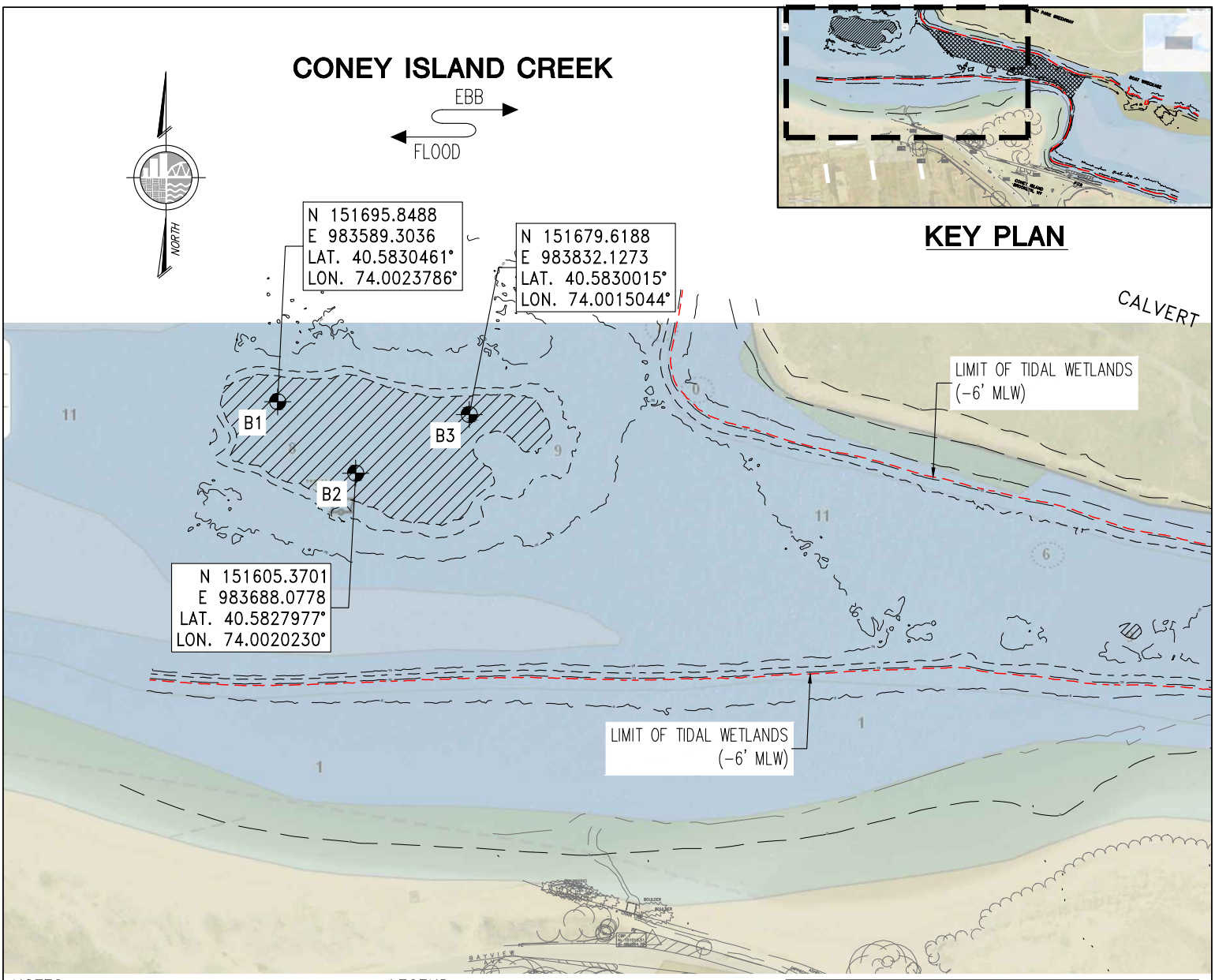
IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

0 60' 120'
1"=60'

SHT 4 OF 9 12/04/19

FILE NAME: P:\Proj150\150898.18\10_Dwgs\CADD\02_Coney Island Creek_ACOE Permit\7.0 Proposed Site Plan.dwg PLOT TIME: Wed, 04 Dec 2019 - 9:53am LAST SAVE: Wed, 04 Dec 2019 - 9:50am BY: BMarquez

CONEY ISLAND CREEK



KEY PLAN

NOTES:
1. RIGHTS OF FIRST REFUSAL FOR THE DREDGED MATERIAL WILL BE GRANTED TO NYSDEC.

LEGEND:

PROPOSED AREA TO BE DREDGED TO EL. -13.0' NAVD88.

B6 — SEDIMENT SAMPLE LOCATION (SAMPLE CORES SHALL EXTEND 5 INCHES BELOW PROPOSED DREDGE DEPTH)

N (NYS PLANE, FT)
E (NYS PLANE, FT)
LAT. (LATITUDE)
LON. (LONGITUDE)

PROPOSED DREDGE QUANTITIES	
TOTAL DREDGE AREA	9,000 SY
DESIGN DREDGE VOLUME	3,000 CY
OVERDREDGE VOLUME	2,000 CY
TOTAL VOLUME	5,000 CY

NOTE: OVERDREDGE DEPTH SHALL NOT EXCEED 1 FOOT.

PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

5.0 PROPOSED CONSTRUCTION DREDGING PLAN

IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

0 16' 32'
1/16"=1'-0"

SHT 5 OF 9 12/04/19

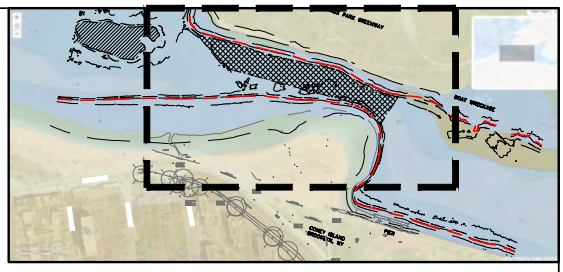
FILE NAME: P:\Proj150\150898.18\10_Dwgs\CADD\02_Coney Island Creek_ACOE Permit\5.0 Dredging Plan.dwg PLOT TIME: Wed, 04 Dec 2019 - 9:54am LAST SAVE: Wed, 04 Dec 2019 - 9:51am BY: BMarquez

CONEY ISLAND CREEK

EBB

FLOOD

NORTH



KEY PLAN

CALVERT VAUX PARK GREENWAY

N 151617.3332
E 984194.0217
LAT. 40.5828306°
LON. 74.0002015°

LIMIT OF TIDAL WETLANDS
(-6' MLW)

N 151405.8518
E 984671.3340
LAT. 40.5822501°
LON. 73.9984832°

N 151372.8395
E 984964.8202
LAT. 40.5821595°
LON. 73.9974266°

B4

B5

B6

B7

B8

LIMIT OF TIDAL WETLANDS
(-6' MLW)

N 151445.2433
E 984817.2251
LAT. 40.5823582°
LON. 73.9979579°

N 151485.2965
E 984471.3212
LAT. 40.5824682°
LON. 73.9992032°

NOTES:

1. DRAWING BASED ON HYPOTHETICAL STORM DEPOSITING SOIL TO AN ELEVATION OF -11'.
2. RIGHTS OF FIRST REFUSAL FOR THE DREDGED MATERIAL WILL BE GRANTED TO NYSDEC.

LEGEND:

PROPOSED AREA TO BE DREDGED TO EL. -13.0' NAVD88.

B1 SEDIMENT SAMPLE LOCATION (SAMPLE CORES SHALL EXTEND 5 INCHES BELOW PROPOSED DREDGE DEPTH)

N (NYS PLANE, FT)
E (NYS PLANE, FT)
LAT. (LATITUDE)
LON. (LONGITUDE)

PROPOSED DREDGE QUANTITIES	
TOTAL DREDGE AREA	14,000 SY
DESIGN DREDGE VOLUME	9,000 CY
OVERDREDGE VOLUME	4,500 CY
TOTAL VOLUME	13,500 CY

NOTE: OVERDREDGE DEPTH SHALL NOT EXCEED 1 FOOT.

PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

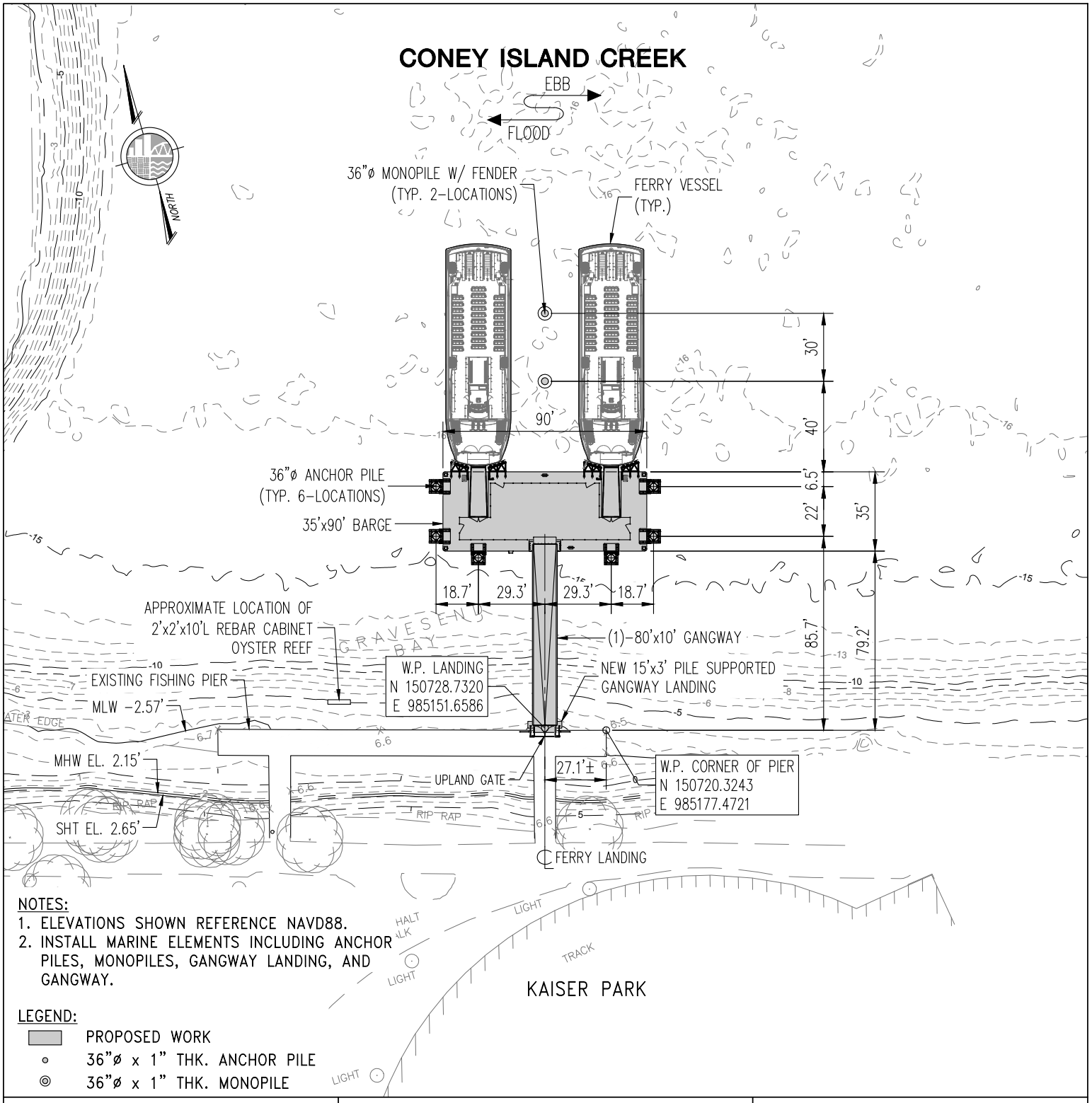
6.0 PROPOSED MAINTENANCE DREDGING PLAN

IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

0 16' 32'
1/16"=1'-0"

SHT 6 OF 9 12/04/19

FILE NAME: P:\Proj150\150898.18\10_Dwgs\CADD\02_Coney Island Creek_ACOE Permit\5.0 Dredging Plan.dwg PLOT TIME: Wed, 04 Dec 2019 - 9:54am LAST SAVE: Wed, 04 Dec 2019 - 9:51am BY: BMarquez



NOTES:
1. ELEVATIONS SHOWN REFERENCE NAVD88.
2. INSTALL MARINE ELEMENTS INCLUDING ANCHOR PILES, MONOPILES, GANGWAY LANDING, AND GANGWAY.

LEGEND:
- PROPOSED WORK
- 36"ø x 1" THK. ANCHOR PILE
- 36"ø x 1" THK. MONOPILE

PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

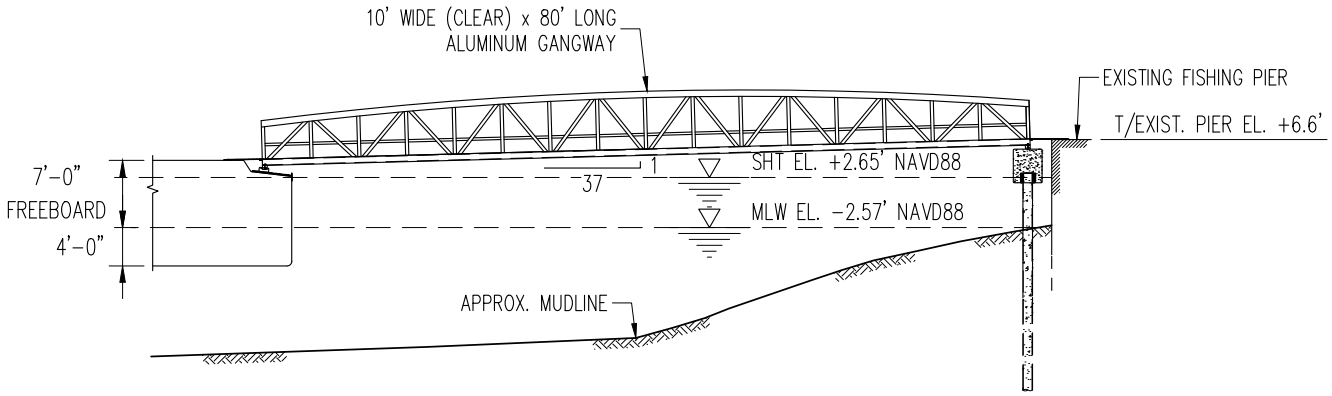
7.0 PROPOSED SITE PLAN

IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

0 60' 120'
1"=60'

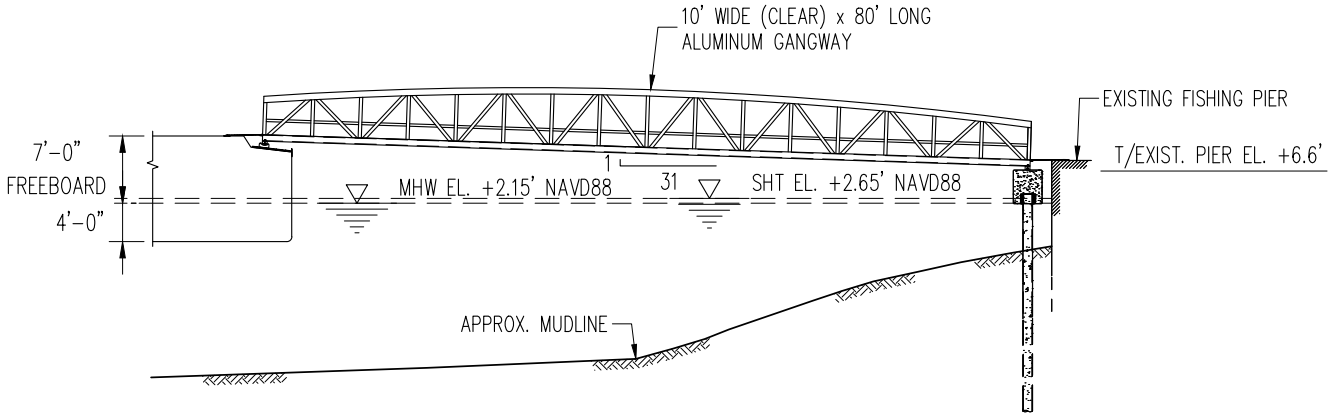
SHT 7 OF 9 12/04/19

FILE NAME: P:\Proj150\150898.18\10_Dwgs\CADD\02_Coney Island Creek_ACOE Permit\7.0 Proposed Site Plan.dwg PLOT TIME: Wed, 04 Dec 2019 - 9:55am LAST SAVE: Wed, 04 Dec 2019 - 9:50am BY: BMarquez



A 8.0 PROPOSED ELEVATION @ MEAN LOW WATER

NOTE: ELEVATIONS SHOWN REFERENCE NAVD88.



B 8.0 PROPOSED ELEVATION @ MEAN HIGH WATER

NOTE: ELEVATIONS SHOWN REFERENCE NAVD88.

PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

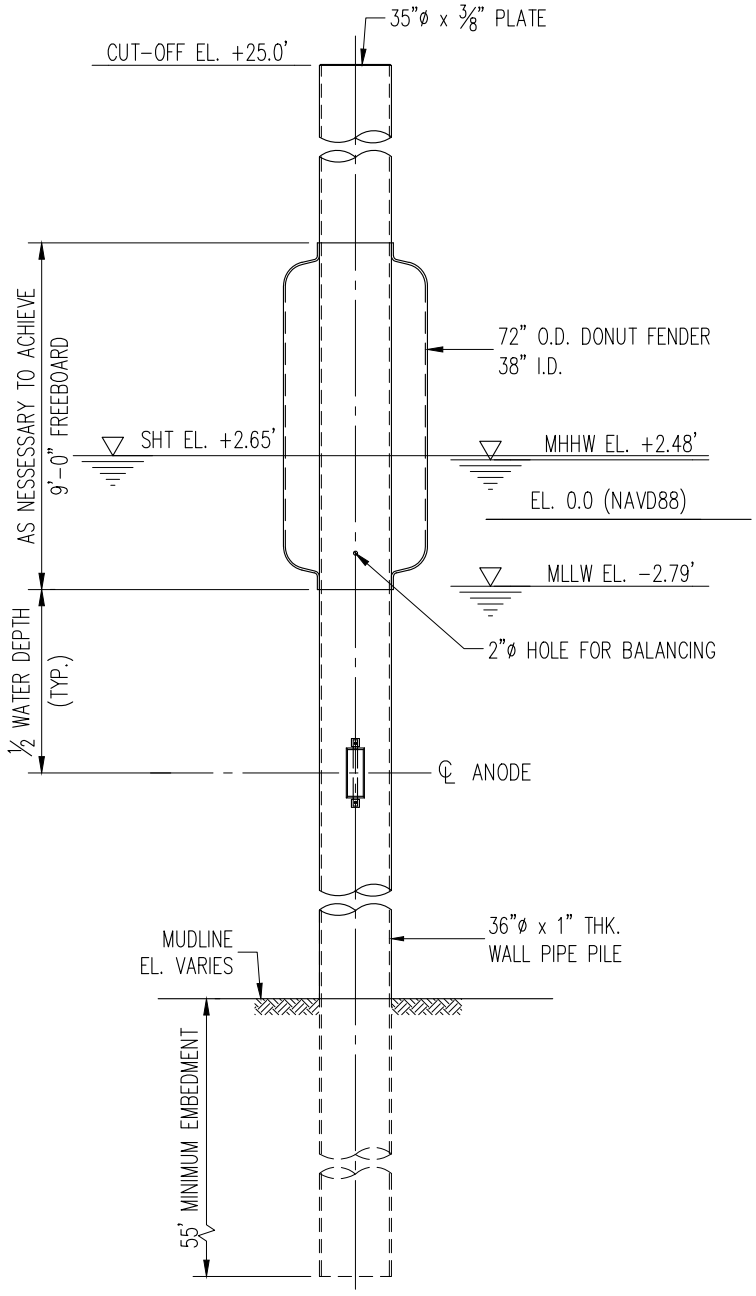
8.0 PROPOSED ELEVATIONS

IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

0 20' 40'
1"=20'

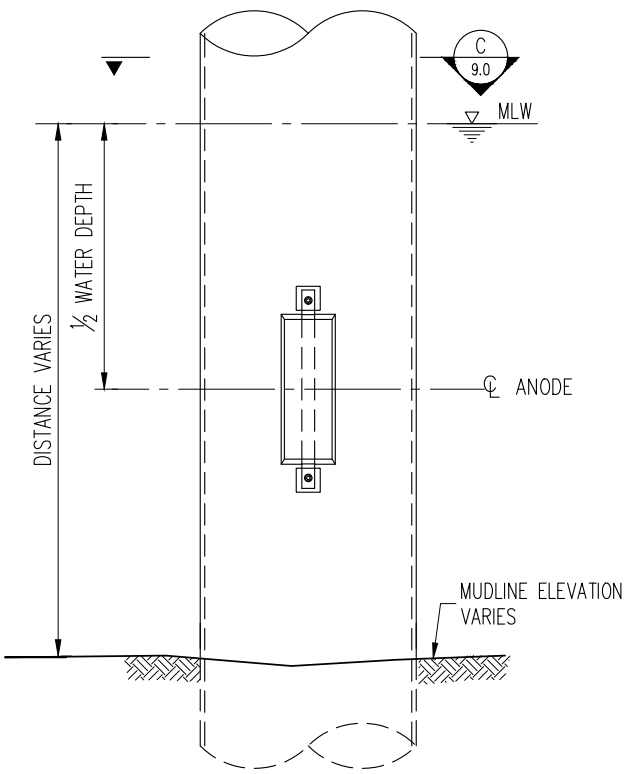
SHT 8 OF 9 12/04/19

FILE NAME: P:\Proj150\150898.18\10_Dwgs\CADD\02_Coney Island Creek_ACOE Permit\8.0 Elevation.dwg PLOT TIME: Wed, 04 Dec 2019 - 9:55am LAST SAVE: Wed, 04 Dec 2019 - 9:31am BY: BMarquez



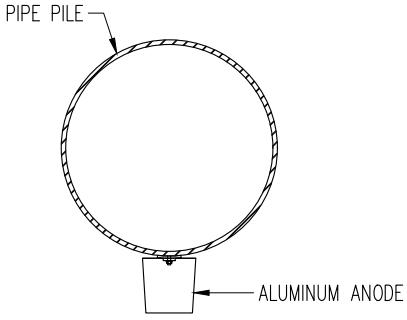
A 9.0 MONOPILE ELEVATION 1/8" = 1'-0"

NOTE(S):
1. MONOPILES TO BE COATED AS PER SPEC 02361 TO MIN. 10' BELOW MUDLINE.



B 9.0 PILE ANODE LOCATION 3/8"=1-0"

NOTE(S): ALL ANCHOR PILES SHALL RECEIVE ANODES.



C 9.0 SECTION 3/8"=1-0"

PURPOSE: CITYWIDE FERRY SERVICE

DATUM: NAVD88

ADJACENT OWNERS:
1. SEE ATTACHED

CONEY ISLAND CREEK
CITYWIDE FERRY SERVICE
BROOKLYN, NEW YORK

APPLICANT: NEW YORK ECONOMIC DEVELOPMENT CORPORATION
1 LIBERTY PLAZA
NEW YORK, N.Y. 10006

AGENT: M.G. McLaren Engineering & Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, N.J. 07677

9.0 MONOPILE DETAILS

IN: CONEY ISLAND CREEK
AT: BROOKLYN
COUNTY OF: KINGS STATE: N.Y.

0 8' 16'
1/8"=1'-0"

SHT 9 OF 9 12/04/19

FILE NAME: P:\Proj150\150898.18\10_Dwgs\CADD\02_Coney Island Creek_ACOE Permit\9.0 Monopile Details.dwg PLOT TIME: Wed, 04 Dec 2019 - 9:55am LAST SAVE: Tue, 03 Dec 2019 - 1:36pm BY: BMarquez

Appendix A

EFH Assessment Worksheet

McLaren ENGINEERING GROUP applied ingenuity

December 2019

NOAA FISHERIES
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
Essential Fish Habitat (EFH) Consultation Guidance
EFH ASSESSMENT WORKSHEET

Introduction:

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) mandates that federal agencies conduct an essential fish habitat (EFH) consultation with NOAA Fisheries regarding any of their actions authorized, funded, or undertaken that may adversely affect EFH. An adverse effect means any impact that reduces the quality and/or quantity of EFH. Adverse effects may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat, and other ecosystem components. Adverse effects to EFH may result from actions occurring within EFH or outside of EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions.

This worksheet has been designed to assist in determining whether a consultation is necessary and in preparing EFH assessments. This worksheet should be used as your EFH assessment or as a guideline for the development of your EFH assessment. At a minimum, all the information required to complete this worksheet should be included in your EFH assessment. If the answers in the worksheet do not fully evaluate the adverse effects to EFH, we may request additional information in order to complete the consultation.

An expanded EFH assessment may be required for more complex projects in order to fully characterize the effects of the project and the avoidance and minimization of impacts to EFH. While the EFH worksheet may be used for larger projects, the format may not be sufficient to incorporate the extent of detail required, and a separate EFH assessment may be developed. However, regardless of format, the analysis outlined in this worksheet should be included for an expanded EFH assessment, along with additional information that may be necessary. This additional information includes:

- the results of on-site inspections to evaluate the habitat and site-specific effects
- the views of recognized experts on the habitat or the species that may be affected
- a review of pertinent literature and related information
- an analysis of alternatives to the action that could avoid or minimize the adverse effects on EFH.

Your analysis of adverse effects to EFH under the MSA should focus on impacts to the habitat for all life stages of species with designated EFH, rather than individual responses of fish species. Fish habitat includes the substrate and benthic resources (e.g., submerged aquatic vegetation, shellfish beds, salt marsh wetlands), as well as the water column and prey species.

Consultation with us may also be necessary if a proposed action results in adverse impacts to other NOAA-trust resources. Part 6 of the worksheet is designed to help assess the effects of the action on other NOAA-trust resources. This helps maintain efficiency in our interagency coordination process. In addition, further consultation may be required if a proposed action impacts marine mammals or threatened and endangered species for which we are responsible. Staff from our Greater Atlantic Regional Fisheries Office, Protected Resources Division should be contacted regarding potential impacts to marine mammals or threatened and endangered species.

Instructions for Use:

Federal agencies must submit an EFH assessment to NOAA Fisheries as part of the EFH consultation. Your EFH assessment must include:

1) A description of the proposed action.
2) An analysis of the potential adverse effects of the action on EFH, and the managed species.
3) The federal agency's conclusions regarding the effects of the action on EFH.
4) Proposed mitigation if applicable.

In order for this worksheet to be considered as your EFH assessment, you must answer the questions in this worksheet fully and with as much detail as available. Give brief explanations for each answer.

Federal action agencies or the non-federal designated lead agency should submit the completed worksheet to NOAA Fisheries Greater Atlantic Regional Fisheries Office, Habitat Conservation Division (HCD) with the public notice or project application. Include project plans showing existing and proposed conditions, all waters of the U.S. on the project site, with mean low water (MLW), mean high water (MHW), high tide line (HTL), and water depths clearly marked and sensitive habitats mapped, including special aquatic sites (submerged aquatic vegetation, saltmarsh, mudflats, riffles and pools, coral reefs, and sanctuaries and refuges), hard bottom habitat areas and shellfish beds, as well as any available site photographs.

For most consultations, NOAA Fisheries has 30 days to provide EFH conservation recommendations once we receive a complete EFH assessment. Submitting all necessary information at once minimizes delays in review and keeps review timelines consistent. Delays in providing a complete EFH assessment can result in our consultation review period extending beyond the public comment period for a particular project.

The information contained on the HCD Consultation website and NOAA's EFH Mapper will assist you in completing this worksheet. Please note that the Mapper is currently being up-dated with new designations and EFH maps and text descriptions for many species are temporarily missing. When you open the Mapper, read the WARNING that pops up when you click on the Greater Atlantic Region. It will direct you to a document with maps and text descriptions for each of the missing New England Species and to the Mapper's Data Inventory where a data layer for all the missing species is available for downloading into GIS software. Once the Mapper is up-dated, you can do a Location Query for your project location, but until then, the only way to easily generate a list of the missing species and life stages is to use your own GIS software. Before you fill out the worksheet, we recommend that you check with the appropriate HCD staff member to ensure that your list is complete and accurate. They will be able to answer any questions that you have.

Also note that a number of new Habitat Areas of Particular Concern (HAPCs) have been designated in the Greater Atlantic Region. HAPC maps will also be added to the Mapper the next time it is up-dated. Currently, they can be viewed by following the instructions on the warning page for the region. We expect the Mapper to be fully up-dated and functional later this spring.

EFH ASSESSMENT WORKSHEET FOR FEDERAL AGENCIES (modified 3/2016)

PROJECT NAME: Citywide Ferry Service - Coney Island Creek Ferry Landing

DATE: 12/05/2019

PROJECT NO.: McLaren Project Number: 150898.18

LOCATION (Water body, county, physical address):
Water Body: Coney Island Creek; County: New York County; Physical Address: Kaiser Park, 2529 Neptune Ave., Coney Island, NY 11224

PREPARER: McLaren Engineering Group

Step 1: Use NOAA's EFH Mapper to generate the list of designated EFH for federally-managed species and life stages for the geographic area of interest. Use this list as part of the initial screening process to determine if EFH for those species occurs in the vicinity of the proposed action. The list can be included as an attachment to the worksheet. Make a preliminary determination on the need to conduct an EFH consultation.

1. INITIAL CONSIDERATIONS

EFH Designations	Yes	No
Is the action located in or adjacent to EFH designated for eggs? **List the species:** Longfin Inshore Squid, Winter Flounder, Red Hake, Silver Hake, Windowpane Flounder	✔	
Is the action located in or adjacent to EFH designated for larvae? **List the species:** Winter Flounder, Atlantic Herring, Red Hake, Silver Hake, Windowpane Flounder, Atlantic Butterfish, Summer Flounder	✔	
Is the action located in or adjacent to EFH designated for juveniles? **List the species:** Bluefish, Summer Flounder, Winter Flounder, Little Skate, Atlantic Herring, Red Hake, Yellowtail Flounder, Windowpane Flounder, Winter Skate, Clearnose Skate	✔	

Is the action located in or adjacent to EFH designated for adults or spawning adults? List the species: Bluefish, Summer Flounder, Winter Flounder, Little Skate, Atlantic Herring, Red Hake, Windowpane Flounder, Winter Skate, Clearnose Skate	✔	

If you answered 'no' to all questions above, then an EFH consultation is not required - go to Section 5.

If you answered 'yes' to any of the above questions, proceed to Section 2 and complete the remainder of the worksheet.

Step 2: In order to assess impacts, it is critical to know the habitat characteristics of the site before the activity is undertaken. Use existing information, to the extent possible, in answering these questions. Identify the sources of the information provided and provide as much description as available. These should not be yes or no answers. Please note that there may be circumstances in which new information must be collected to appropriately characterize the site and assess impacts. Project plans that show the location and extent of sensitive habitats, as well as water depths, the HTL, MHW and MLW should be provided.

2. SITE CHARACTERISTICS

Site Characteristics	Description
Is the site intertidal, sub-tidal, or water column?	Sub-tidal, Water Column
What are the sediment characteristics?	The sediment at this location consists of mostly sand with mixes of organic silt, which is very soft to firm, dark gray, and contains sand, trace gravel and organics, as the soil depth increases.
Is there submerged aquatic vegetation (SAV) at or adjacent to project site? If so describe the SAV species and spatial extent.	No
Are there wetlands present on or adjacent to the site? If so, describe the spatial extent and vegetation types.	Two estuarine and marine wetland habitats are present adjacent to the project location, they are classified as E2US2M and E2US2N and are located directly west of the proposed project location. The extent of the wetland includes a sandbar in the intertidal zone that is considered an unconsolidated shoreline due to its limited aerial coverage of vegetation (<30%).

Is there shellfish present at or adjacent to the project site? If so, please describe the spatial extent and species present.	No
Are there mudflats present at or adjacent to the project site? If so please describe the spatial extent.	Yes approximately 77,275 sqft between MHW and MLW
Is there rocky or cobble bottom habitat present at or adjacent to the project site? If so, please describe the spatial extent.	No
Is Habitat Area of Particular Concern (HAPC) designated at or near the site? If so for which species, what type habitat type, size, characteristics?	No
What is the typical salinity, depth and water temperature regime/range?	Salinity varies with tidal, seasonal, and precipitation influences, but according to sampling done by Stevens Institute of Technology, salinity levels typically range from 16 - 20 psu. and water temperatures near the project site range seasonally from 36 – 78 degrees Fahrenheit.
What is the normal frequency of site disturbance, both natural and man-made?	The site has occasional disturbance from vessels passing through the entrance of Coney Island Creek. The project site is in a sheltered area not exposed to long fetch distances so wave disturbance is not regular.
What is the area of proposed impact (work footprint & far afield)?	The ferry landing installation work will take place within 4,000 square feet in the vicinity of the project site. Work will include driving piles for the gangway landing, barge, and berthing dolphins with the remainder of the work including outfitting the barge, installing concrete pile caps, and and rehabbing the concrete main deck and handrail on the existing pier. Additionally, approximately 9,000 cubic yards of material will be dredged prior to the landing opening to ensure the path to the landing is deep enough for CFS vessels to travel.

Step 3: This section is used to describe the anticipated impacts from the proposed action on the physical/chemical/biological environment at the project site and areas adjacent to the site that may be affected.

3. DESCRIPTION OF IMPACTS

Impacts	Y	N	Description
Nature and duration of activity(s). Clearly describe the activities proposed and the duration of any disturbances.			The proposed project will involve construction of a new ferry landing at Coney Island Creek. New piles will anchor the pier and barge. Dredging will be required to ensure sufficient depth for the vessels. Construction will take place over the course of approximately four months.
Will the benthic community be disturbed? If no, why not? If yes, describe in detail how the benthos will be impacted.	✔		The project has the potential to disturb the benthic community. Loss and alteration of benthic habitat will occur within the footprints of the in-water elements (piles) of the proposed landing, and shading effects from permanent over-water structures (gangway landing, barge, gangways).
Will SAV be impacted? If no, why not? If yes, describe in detail how the SAV will be impacted. Consider both direct and indirect impacts. Provide details of any SAV survey conducted at the site.		✔	There is no SAV on site.
Will salt marsh habitat be impacted? If no, why not? If yes, describe in detail how wetlands will be impacted. What is the aerial extent of the impacts? Are the effects temporary or permanent?		✔	There is no salt marsh habitat on site.

Will mudflat habitat be impacted? If no, why not? If yes, describe in detail how mudflats will be impacted. What is the aerial extent of the impacts? Are the effects temporary or permanent?	✔		There is mudflat habitat on site however significant impacts are not expected from the proposed project.
Will shellfish habitat be impacted? If so, provide in detail how the shellfish habitat will be impacted. What is the aerial extent of the impact? Provide details of any shellfish survey conducted at the site.		✔	There is no shellfish habitat on site.
Will hard bottom (rocky, cobble, gravel) habitat be impacted at the site? If so, provide in detail how the hard bottom will be impacted. What is the aerial extent of the impact?		✔	There is no hard bottom habitat on site.
Will sediments be altered and/or sedimentation rates change? If no, why not? If yes, describe how.	✔		No major alteration to sedimentation rates will occur as a result of this project. Any increase in sedimentation due to these piles will be negligible as well due to the piles rounded shape and low friction surface. Pre construction dredging will need to be performed to deepen certain areas to allow for vessels to use the landing. In total 9,000 cubic yards of material will be dredged prior to construction.
Will turbidity increase? If no, why not? If yes, describe the causes, the extent of the effects, and the duration.	✔		Turbidity may increase as a result of pile driving and dredging; however the impacts will be temporary during construction and dissipate shortly after construction is complete. A turbidity curtain will surround the work area to ensure suspended sediment does not move beyond the immediate work area. Construction will take place over the course of approximately four months.

Will water depth change? What are the current and proposed depths?	✔		The water depth will change from dredging activities. The water depth is now as shallow as -10 feet NAVD 88. The proposed depth of dredging is -14 feet NAVD 88.
Will contaminants be released into sediments or water column? If yes, describe the nature of the contaminants and the extent of the effects.		✔	No
Will tidal flow, currents, or wave patterns be altered? If no, why not? If yes, describe in detail how.	✔		Incoming and departing vessels will cause wake introducing waves to the environment that were not regularly experienced before.
Will water quality be altered? If no, why not? If yes, describe in detail how. If the effects are temporary, describe the duration of the impact.		✔	Best management practices will be used to protect water quality from construction related impacts. All construction impacts will be temporary. Construction will take place over the course of approximately four months.
Will ambient noise levels change? If no, why not? If yes, describe in detail how. If the effects are temporary, describe the duration and degree of impact.	✔		Noise levels will increase during construction; however this is only temporary. All local noise ordnances will be adhered to. Construction will take place over the course of approximately four months.
Does the action have the potential to impact prey species of federally managed fish with EFH designations?		✔	All impacts will be temporary and best management practices will be used to protect the water quality during the four months that construction will take place.

Step 4: This section is used to evaluate the consequences of the proposed action on the functions and values of EFH as well as the vulnerability of the EFH species and their life stages. Identify which species (from the list generated in Step 1) will be adversely impacted from the action. Assessment of EFH impacts should be based upon the site characteristics identified in Step 2 and the nature of the impacts described within Step 3. NOAA's EFH Mapper should be used during this assessment to determine the ecological parameters/ preferences associated with each species listed and the potential impact to those parameters.

4. EFH ASSESSMENT

Functions and Values	Y	N	Describe habitat type, species and life stages to be adversely impacted
Will functions and values of EFH be impacted for:			
Spawning **If yes, describe in detail how, and for which species. Describe how adverse effects will be avoided and minimized.**		✔	The proposed action may alter spawning habitats; however, the temporary nature of the proposed construction is unlikely to cause any lasting adverse impacts.
Nursery **If yes, describe in detail how and for which species. Describe how adverse effects will be avoided and minimized.**		✔	The proposed action may alter nursery habitats; however, the temporary nature of the proposed construction is unlikely to cause any lasting adverse impacts.
Forage **If yes, describe in detail how and for which species. Describe how adverse effects will be avoided and minimized.**		✔	The proposed action may alter foraging habitats; however, the temporary nature of the proposed construction is unlikely to cause any lasting adverse impacts.
Shelter **If yes, describe in detail how and for which species. Describe how adverse effects will be avoided and minimized.**		✔	The proposed action may alter shelter habitats; however, the temporary nature of the proposed construction is unlikely to cause any lasting adverse impacts.

Will impacts be temporary or permanent? Please indicate in description box and describe the duration of the impacts.			All impacts will be temporary and cease after construction is complete. Construction will last for approximately four months. Turbidity is expected to increase from in water work; however the site will be surrounded by a turbidity curtain to protect the surrounding water quality. Noise levels are expected to increase from construction, All local noise ordinances will be adhered to.
Will compensatory mitigation be used? If no, why not? Describe plans for mitigation and how this will offset impacts to EFH. Include a conceptual compensatory mitigation plan, if applicable.		✔	Impacts are minor and temporary. No mitigation is necessary.

<u>Step 5</u>: This section provides the federal agency's determination on the degree of impact to EFH from the proposed action. The EFH determination also dictates the type of EFH consultation that will be required with NOAA Fisheries.

Please note: if information provided in the worksheet is insufficient to allow NOAA Fisheries to complete the EFH consultation additional information will be requested.

5. DETERMINATION OF IMPACT

Federal Agency's EFH Determination		
Overall degree of adverse effects on EFH (not including compensatory mitigation) will be: **(check the appropriate statement)**		**There is no adverse effect on EFH or no EFH is designated at the project site.** **EFH Consultation is not required.**
	✔	**The adverse effect on EFH is not substantial. This means that the adverse effects are either no more than minimal, temporary, or that they can be alleviated with minor project modifications or conservation recommendations.** **This is a request for an abbreviated EFH consultation.**
		The adverse effect on EFH is substantial. **This is a request for an expanded EFH consultation.**

Step 6: Consultation with NOAA Fisheries may also be required if the proposed action results in adverse impacts to other NOAA-trust resources, such as anadromous fish, shellfish, crustaceans, or their habitats as part of the Fish and Wildlife Coordination Act Some examples of other NOAA-trust resources are listed below. Inquiries regarding potential impacts to marine mammals or threatened/endangered species should be directed to NOAA Fisheries' Protected Resources Division.

6. OTHER NOAA-TRUST RESOURCES IMPACT ASSESSMENT	
Species known to occur at site (list others that may apply)	**Describe habitat impact type (i.e., physical, chemical, or biological disruption of spawning and/or egg development habitat, juvenile nursery and/or adult feeding or migration habitat). Please note, impacts to federally listed species of fish, sea turtles, and marine mammals must be coordinated with the GARFO Protected Resources Division.**
alewife	
American eel	
American shad	
Atlantic menhaden	
blue crab	
blue mussel	
blueback herring	

Eastern oyster	
horseshoe crab	
quahog	
soft-shell clams	
striped bass	
other species:	

Useful Links

National Wetland Inventory Maps

EPA's National Estuaries Program

Northeast Regional Ocean Council (NROC) Data

Mid-Atlantic Regional Council on the Ocean (MARCO) Data

Resources by State:

Maine

Eelgrass maps

Maine Office of GIS Data Catalog

Casco Bay Estuary Partnership

Maine GIS Stream Habitat Viewer

New Hampshire

New Hampshire's Statewide GIS Clearinghouse, NH GRANIT

New Hampshire Coastal Viewer

Massachusetts

Eelgrass maps

MADMF Recommended Time of Year Restrictions Document

Massachusetts Bays National Estuary Program

Buzzards Bay National Estuary Program

Massachusetts Division of Marine Fisheries

Massachusetts Office of Coastal Zone Management

Rhode Island

Eelgrass maps

Narragansett Bay Estuary Program

Rhode Island Division of Marine Fisheries

Rhode Island Coastal Resources Management Council

Connecticut

Eelgrass Maps

Long Island Sound Study

CT GIS Resources

CT DEEP Office of Long Island Sound Programs and Fisheries

CT Bureau of Aquaculture Shellfish

Maps CT River Watershed Council

New York

Eelgrass report

Peconic Estuary Program

NY/NJ Harbor Estuary

New Jersey

Submerged Aquatic Vegetation mapping

Barnegat Bay Partnership

Delaware

Partnership for the Delaware Estuary

Center for Delaware Inland Bays

Maryland

Submerged Aquatic Vegetation mapping

MERLIN

Maryland Coastal Bays Program

Virginia

Submerged Aquatic Vegetation mapping

Appendix B

EFH Consultation Letter

McLaren ENGINEERING GROUP applied ingenuity

December 2019

Arts, Entertainment & Exhibits
Ports, Coastal & Waterfront
Real Estate Development
Public Infrastructure
Transportation
Government
Healthcare
Education
Industrial
Energy

NOAA'S National Marine Fisheries Service
Protected Resources Division
55 Great Republic Drive
Gloucester, MA 01930

Attn: Mrs. Kimberly Damon-Randall
Re: Citywide Ferry Service – Coney Island Creek Landing

Dear Mrs. Damon-Randall,

New York City Economic Development Corporation (NYCEDC) is seeking regulatory approval for the proposed project as described below. This letter is to request Endangered Species Act (ESA) concurrence from your office for the Citywide Ferry Service – Coney Island Creek Landing. It has been determined that the proposed activity may affect, but is not likely to adversely affect, any species listed as threatened or endangered by National Marine Fisheries Service (NMFS) under the ESA of 1973, as amended. Our supporting analysis is provided below.

PROJECT PURPOSE

The New York City Economic Development Corporation (NYCEDC) is proposing to further develop the Citywide Ferry Service (CFS) by expanding the service to Coney Island. The overall purpose of the project is to expand and improve the NYC Ferry in order to provide affordable and convenient transit options for residents living in neighborhoods with limited transit options and to increase the public-transit network throughout New York City. The new landing will be located along Coney Island Creek.

DESCRIPTION OF THE ACTION AREA

The action area is defined as "all areas to be affected directly or indirectly by the action and not merely the immediate area involved in the action" (50CFR§402.02). For this project, the action area includes the Coney Island Creek in Brooklyn, New York (latitude 40° 34' 52'' N and longitude 73° 59' 55'' W). The action area includes approximate 13,000 square feet of work space including the landing site and dredge areas.

The action area is located in Coney Island Creek, which is known to support marine fish, estuarine fish, anadromous fish, and catadromous. Despite the relatively low value Coney Island Creek for fish propagation, the waterway does serve as a major migratory route between the Hudson River/New York Harbor and Long Island Sound. Harsh conditions in the East River, including its swift current, lack of shoal and protected habitat, and possibly a lack of prey, are likely explanations as to why the East River experiences only limited utilization by fish at various times of the year. The swift currents act to scour the river bottom and prevent accumulation of sediment. Consequently, the benthic community in deeper channel areas is characterized by attached rather than in faunal species. During

M.G. McLaren Engineering and Land Surveying, P.C.
530 Chestnut Ridge Road
Woodcliff Lake, NJ 07677
Phone (201) 775-6000

e-mail: mgmclaren@mgmclaren.com
On the web: www.mgmclaren.com

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Alabama•Alaska•Arizona•Arkansas•California•Colorado•Connecticut• Delaware• District of Columbia• Florida• Georgia• Hawaii• Idaho• Illinois
Indiana•Iowa•Kansas•Kentucky•Louisiana•Maine•Maryland•Massachusetts•Michigan•Minnesota•Mississippi•Missouri•Montana•Nebraska
Nevada•NewHampshire•New Jersey•New Mexico•New York•North Carolina•Ohio•Oklahoma•Oregon•Pennsylvania•Puerto Rico•Rhode Island
So.Carolina•So.Dakota•Tennessee•Texas•Trinidad & Tobago•Utah• USVI• Vermont• Virginia• Washington• West Virginia• Wisconsin• Wyoming

the summer months, impaired water quality—particularly episodic low levels of dissolved oxygen—can also limit fish populations.

Depth of the waterway at the site ranges from -5′ to -16′ NAVD88. No SAV or shellfish beds are located at the site. Salinity varies with tidal, seasonal, and precipitation influences, but according to sampling done by Stevens Institute of Technology, salinity levels typically range from 16 - 20 psu and water temperatures near the project site range seasonally from 36 – 78 degrees Fahrenheit. The sediment at this location consists of mostly sand with mixes of organic silt, which is very soft to firm, dark gray, and contains sand, trace gravel and organics, as the soil depth increases.

Existing Conditions & Site Characteristics

The Coney Island Creek Ferry Landing site, controlled by the New York City Department of Parks and Recreation (NYCDPR), is located on the north shore off the fishing pier in Leon S. Kaiser Park on Coney Island. The area along the waterfront near the landing is public park space adjacent to residential areas. The park development is relatively new and has ample upland pedestrian pathways to allow for easy access to the new landing.

No landing currently exists at the site; however, the recreational fishing pier is just offshore of the Park and runs parallel to the shoreline. The pier is accessed by two (2) pile supported paths that run perpendicular to the shoreline. The pier is structurally in good condition and only requires minor concrete crack and spall repairs. The existing railing on the pier will also be demoed and replaced.

There are a couple shallow areas around the water site that pose a threat to safe navigation of the NYC Ferry vessels. These areas require dredging to ensure proper depth of the channel is maintained.

PROPOSED PROJECT

Proposed Plan

The project proposes to install a new ferry landing at Coney Island Creek to provide much needed public transportation to connect the area to the rest of New York City. The new landing will have the capacity to berth two (2) bowloading vessels.

The proposed landing will feature a new barge (35′ x 90′) connected to the existing pier by means of an 80′ x 10′ gangway. Minor concrete crack and spall repairs will be performed on the pier.

There will be two monopiles (36″ dia.) driven as fenders, two gangway piles (16″ dia.) and six anchor piles (36″ dia.). The existing pier connecting the barge to shore will continue to allow for ticketing, queuing, and other related activities. No modifications to upland pedestrian elements are anticipated to be needed for the terminal.

Construction

Construction would take approximately four (4) months to complete, starting at this site in summer of 2021. Construction activities associated with the proposed project would not result in significant adverse impacts, due to the limited time frame and intensity of construction activities.
Construction staging and laydown of materials and equipment would take place primarily on barges, but upland staging areas may be needed at some potential landing sites. Consideration will be given to limiting the physical extent of each staging area and the duration of use. BMPs will be implemented to minimize environmental impacts during construction and are listed below:

- The use of turbidity curtains/floating booms to mitigate turbidity and floating debris;
- Construction will cease should a noticeable increase in turbidity occur until adequate BMPs are deployed to contain the work area;

- Construction debris will be collected and disposed of in approved off-site waste disposal areas;
- Barges and equipment will be protected against spills into the waterway;
- A spill kit will be on site should any spill occur;
- Shoreward erosion and sediment controls will be in place before the commencement of work;
- Work will adhere to all required environmental moratoriums;
- Work will be accomplished at low tide as much as practically possible.

The general construction sequence is described below:

1. Contractor to mobilize equipment to project site (including work cranes, barges, pile driving hammers, small power tools);
2. Appropriate BMPs are deployed;
3. Select areas will be dredged to allow for safe vessel maneuvering;
4. All marine elements will be installed, including anchor piles, monopiles, gangway landing, pier substructure, and gangway;
5. Contractor will drive piles using vibratory methods as much as practical;
6. The pier deck will be installed;
7. The barge will be floated into position, with the collars attached once final position is reached;
8. Gangway will be installed and secured;
9. Outfitting of the barge will commence (installation of canopies, benches, etc.)
10. Work completes;
11. BMPs are removed from site;
12. Contractor demobilizes from project site.

Landing and Vessel Design

The NYC Ferry fleet utilizes vessel hull designs that minimize wake energy (e.g., low wake design vessels such as catamarans which are able to achieve efficient planning angles at sufficient speeds). The largest CFS vessels are approximately 97 feet in length with a water line length of approximately 92 feet. Each vessel will have approximately 162 internal seats and 182 external seats with a total approximate passenger capacity of 354 passengers.

Hours of Operations & Route

Ferries will operate daily, generally between 6:30AM and 10:00PM, with frequent and consistent service during weekday peak periods, and varied service during off-peak and weekend periods. The vessels utilizing this site will make stops at Bay Ridge and Wall St/Pier 11. The approximate total time for this route is 37 minutes.

NMFS Listed Species (and Critical Habitat) in the Action Area

Atlantic Sturgeon (*Acipenser oxyrinchus oxyrinchus*)

The Atlantic waters off the south shore of Rockaway Peninsula are a significant concentration area of Atlantic Sturgeon (Dunton et al. 2010) and transients moving between Hudson River spawning grounds and this overwintering area may at times enter Jamaica Bay. Any such occurrences are likely brief, as non-spawning Atlantic Sturgeons are generally found in more open, marine waters and at greater depths (Hatin et al. 2002, 2007a; Savoy and Pacileo 2003, Dunton et al. 2010) than those of Jamaica Bay. Subadults and adults have been documented in the East River, however only using this

waterbody to move between the Hudson River and western Long Island Sound (Savoy and Pacileo 2003).

Atlantic sturgeon belonging to the New York Bight population spawn in freshwater sections of the Hudson River and overwinter throughout the Bight, off the south shore of Long Island, and throughout Long Island Sound (Bain 1997, Savoy and Pacileo 2003). Atlantic Sturgeon is most abundant in these waters from late September to late March (Dunton et al. 2010). The Atlantic waters off of Rockaway Peninsula and Sandy Hook are a significant concentration areas of wintering Atlantic sturgeon (Dunton et al. 2010), and transients moving between Hudson River spawning grounds and these overwintering areas must pass through Upper Bay and may pass through the East River. Telemetry receivers in the lower East River, and on the east and west sides of Roosevelt Island, have recently detected tagged Atlantic Sturgeon moving through this area (Verdant Power 2015). Occurrences of Atlantic Sturgeons in the East River and Upper Bay are likely brief, as these individuals are strictly transients.

Atlantic Sturgeons prefer open, marine waters and greater water depths than those of the East River and Upper Bay for overwintering (Hatin et al. 2002, 2007; Savoy and Pacileo 2003, Dunton et al. 2010).

Shortnose Sturgeon (*Acipenser brevirostrum*)

The Shortnose Sturgeon is an anadromous fish that spawns, develops, and usually overwinters in the upper Hudson River. Transient Shortnose Sturgeon (*Acipenser brevirostrum*) also have the potential to briefly occur in the East River and Upper Bay on occasion (Bain 1997). The Upper East River is at the extreme southern limit of this population's overwintering range due to the intolerance of Shortnose Sturgeon to high salinity levels this close to the Atlantic Ocean (Dadswell et al. 1984, Jenkins et al. 1993). Waters anywhere below the Tappan Zee region of the river are suboptimal due to their high salinities (Bain 1997). Shortnose Sturgeon, therefore, have limited potential to occur in the East River and Upper Bay, and only on rare and brief occasions as transients emigrating from the Hudson River to more southerly populations (Waldman et al. 1996, Kynard 1997).

Loggerhead Sea turtle (*Caretta caretta*; threatened), Green Sea Turtle (*Chelonia mydas*; threatened), Kemp's ridley Sea Turtle (*Lepidochelys kempi*; endangered)

Leatherback, Green, Loggerhead, and Kemp's Ridley Sea Turtles have the potential to occur in Jamaica Bay during the warmer months of summer and fall. However, these species prefer bays and other sheltered areas off of Long Island's north and south shores (e.g., Great South Bay) and eastern end (e.g., Peconic Bay), and seldom occur west of central Long Island (Standora et al. 1989, Morreale and Standora 1998). Sea turtles neither nest in Jamaica Bay nor reside there year-round. Sea turtles leaving Long Island Sound for the Atlantic Ocean for winter usually do so by heading east (Standora et al. 1990) rather than traveling west into the East River, and then south through New York Harbor and past Rockaway Inlet. Occurrences of sea turtles in Jamaica Bay are likely limited to rare and brief explorations by transient juveniles, rather than long-term occupation of the area for growth and development. Jamaica Bay is considered of marginal quality or less as sea turtle habitat (Ruben and Morreale 1999, USACE 2001).

Although Jamaica Bay is an embayment that appears to offer the shallow, sheltered waters that are preferred by non-nesting loggerhead, green, and Kemp's Ridley sea turtles, sea turtles in New York waters show a clear and distinct concentration towards Long Island's east end. Markrecapture and satellite tracking studies have documented extensive usage of eastern Long Island's north and south shore and Peconic Bay (Morreale and Standora 1994), while observations of sea turtles in the New York Harbor Complex remain scarce despite extensive monitoring and sampling efforts (Ruben and

Morreale 1999, USACE 2001). Sea turtles are only anticipated to occur in these waters, including Jamaica Bay, for brief periods and as transients on rare occasions (USFWS 1997).

EFFECTS DETERMINATION

Pile Driving

There will be up to two monopiles (36″ dia.) driven for the dolphins, six anchor piles (36″ dia.) driven for the barge itself, and two steel pipe piles (16″ dia.) to support the gangway landing.

Increases in suspended sediment during pile driving are anticipated to be minimal, to be concentrated within the vicinity of pile driving activity, and to dissipate quickly and without significant adverse impacts to water quality or aquatic biota. Underwater noise levels due to pile driving and other construction activities would not result in significant adverse impacts to aquatic biota of Coney Island Creek. Underwater noise levels during construction will be minimized by using a vibratory hammer to the maximum extent practicable and limiting use of an impact hammer. The minimal loss of bottom habitat and benthic macroinvertebrates within the footprint of the piles would not result in significant adverse impacts to these resources nor would it result in significant adverse impacts to fish due to loss of prey.

Habitat Loss

Approximately 40 CY of fill will be occupied by the new piles for the barge and associated pier. Shading of aquatic habitat due to overwater structures including the barge, gangway, and pier could also result in a loss of habitat beneath the structures due to limited sunlight. Structures have been designed to the minimum width possible to allow light to reach below the structures as much as practically possible. The landing will shade approximately 4,100 sf of the waterway.

Natural Resources

Resuspension of bottom sediment from ferry operations would be limited due to sufficient clearance between the vessel propellers and bottom sediment. Operational measures to minimize wakes will also be taken by ferry operations. The impact from nighttime lighting at the proposed landing site would be minimal due to the use of down-shielded lights and limited quantity and wattage of lights necessary. The proposed project is designed to be resistant to 100-year floods and would not affect flood levels, flood risk, or the flow of flood waters within or around the project sites.

Endangered Species

Impacts will be minimal, temporary and confined to the immediate work area. Best management practices will be used to ensure that endanger species are not impacted.

Vessel Traffic

Because the site is not located in an urban waterway, levels of vessel activity are currently not high. A minimal increase in daily vessel traffic is anticipated to result from the proposed project.

Air Quality

There will be no significant adverse air quality effects to endangered or threatened species from the operation of the ferry landing, and any impacts from construction will be minimal and localized.

Noise

Noise intrusions on nearby residential areas will be mitigated by adhering to New York City codes on noise levels, and time frames.

Water Quality

All debris generated during construction will be collected and disposed of in an approved landfill to prevent any potential water quality impacts. The proposed project would not result in an increased demand for water or generate new wastewater. Additionally, best management practices BMPs will be used to mitigate environmental impacts during construction.

CONCLUSIONS

Based on the analysis that all effects of the proposed action will be insignificant and/or discountable, we have determined that Citywide Ferry Service – Coney Island Creek Landing is not likely to adversely affect any listed species or critical habitat under NMFS' jurisdiction. We certify that we have used the best scientific and commercial data available to complete this analysis. We request your concurrence with this determination.

Very Truly Yours,

The office of,
M.G. McLaren Engineering and Land Surveying, P.C.
McLaren Engineering Group

Victoria Christini
Project Manager

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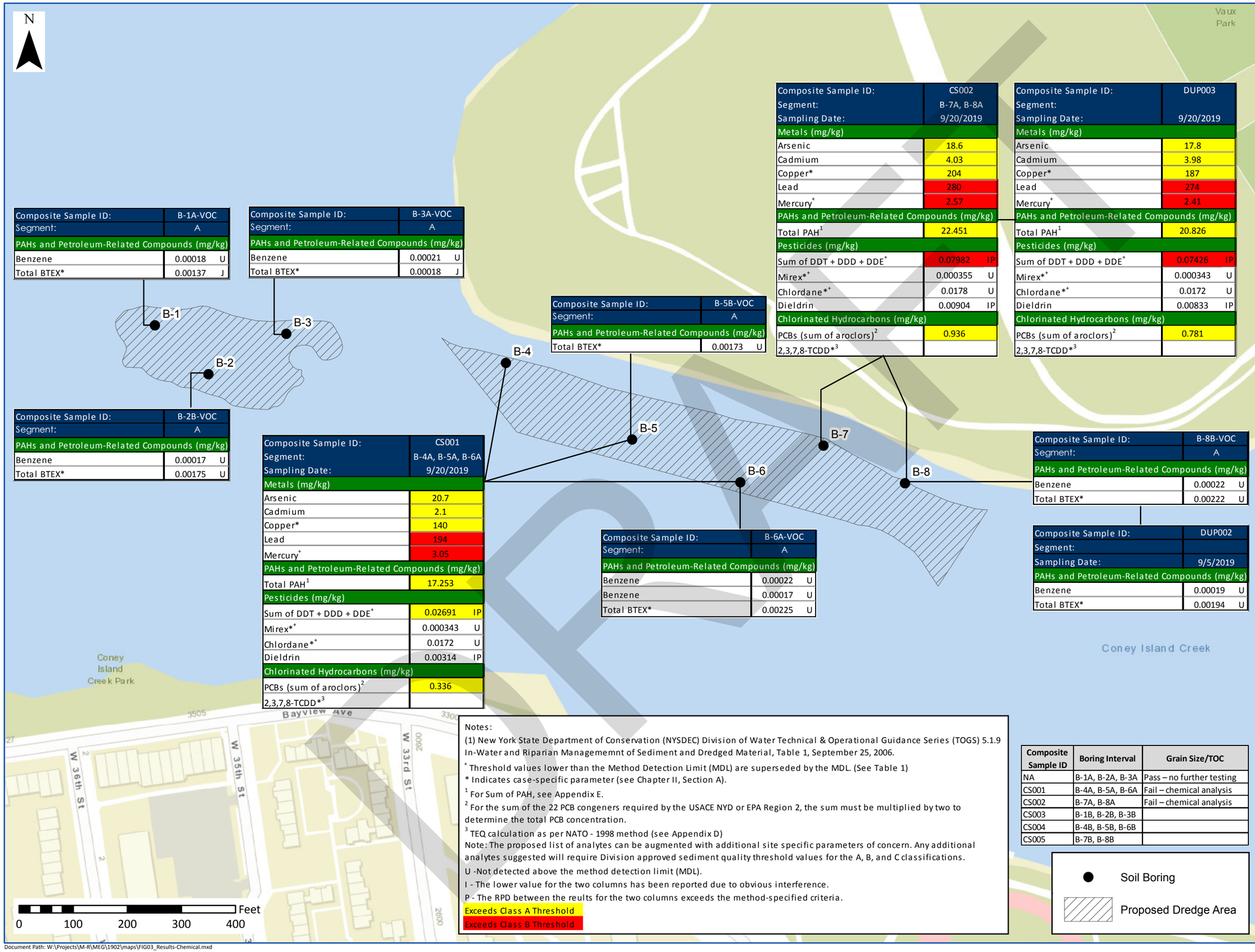
Appendix C

Sediment Sampling Results

McLaren ENGINEERING GROUP applied ingenuity

December 2019



Composite Sample ID:	B-1A-VOC	
Segment:	A	
PAHs and Petroleum-Related Compounds (mg/kg)		
Benzene	0.00018	U
Total BTEX*	0.00137	J

Composite Sample ID:	B-3A-VOC	
Segment:	A	
PAHs and Petroleum-Related Compounds (mg/kg)		
Benzene	0.00021	U
Total BTEX*	0.00018	J

Composite Sample ID:	B-2B-VOC	
Segment:	A	
PAHs and Petroleum-Related Compounds (mg/kg)		
Benzene	0.00017	U
Total BTEX*	0.00175	U

Composite Sample ID:	CS001	
Segment:	B-4A, B-5A, B-6A	
Sampling Date:	9/20/2019	
Metals (mg/kg)		
Arsenic	20.7	
Cadmium	2.1	
Copper*	140	
Lead	194	
Mercury[+]	3.05	
PAHs and Petroleum-Related Compounds (mg/kg)		
Total PAH[1]	17.253	
Pesticides (mg/kg)		
Sum of DDT + DDD + DDE[+]	0.02691	IP
Mirex*[+]	0.000343	U
Chlordane*[+]	0.0172	U
Dieldrin	0.00314	IP
Chlorinated Hydrocarbons (mg/kg)		
PCBs (sum of aroclors)[2]	0.336	
2,3,7,8-TCDD*[3]		

Composite Sample ID:	B-5B-VOC	
Segment:	A	
PAHs and Petroleum-Related Compounds (mg/kg)		
Total BTEX*	0.00173	U

Composite Sample ID:	B-6A-VOC	
Segment:	A	
PAHs and Petroleum-Related Compounds (mg/kg)		
Benzene	0.00022	U
Benzene	0.00017	U
Total BTEX*	0.00225	U

Composite Sample ID:	CS002	
Segment:	B-7A, B-8A	
Sampling Date:	9/20/2019	
Metals (mg/kg)		
Arsenic	18.6	
Cadmium	4.03	
Copper*	204	
Lead	280	
Mercury[+]	2.57	
PAHs and Petroleum-Related Compounds (mg/kg)		
Total PAH[1]	22.451	
Pesticides (mg/kg)		
Sum of DDT + DDD + DDE[+]	0.07982	IP
Mirex*[+]	0.000355	U
Chlordane*[+]	0.0178	U
Dieldrin	0.00904	IP
Chlorinated Hydrocarbons (mg/kg)		
PCBs (sum of aroclors)[2]	0.936	
2,3,7,8-TCDD*[3]		

Composite Sample ID:	DUP003	
Segment:		
Sampling Date:	9/20/2019	
Metals (mg/kg)		
Arsenic	17.8	
Cadmium	3.98	
Copper*	187	
Lead	274	
Mercury[+]	2.41	
PAHs and Petroleum-Related Compounds (mg/kg)		
Total PAH[1]	20.826	
Pesticides (mg/kg)		
Sum of DDT + DDD + DDE[+]	0.07426	IP
Mirex*[+]	0.000343	U
Chlordane*[+]	0.0172	U
Dieldrin	0.00833	IP
Chlorinated Hydrocarbons (mg/kg)		
PCBs (sum of aroclors)[2]	0.781	
2,3,7,8-TCDD*[3]		

Composite Sample ID:	B-8B-VOC	
Segment:	A	
PAHs and Petroleum-Related Compounds (mg/kg)		
Benzene	0.00022	U
Total BTEX*	0.00222	U

Composite Sample ID:	DUP002	
Segment:		
Sampling Date:	9/5/2019	
PAHs and Petroleum-Related Compounds (mg/kg)		
Benzene	0.00019	U
Total BTEX*	0.00194	U

Notes:
(1) New York State Department of Conservation (NYSDEC) Division of Water Technical & Operational Guidance Series (TOGS) 5.1.9 In-Water and Riparian Managememnt of Sediment and Dredged Material, Table 1, September 25, 2006.

[+] Threshold values lower than the Method Detection Limit (MDL) are superseded by the MDL. (See Table 1)

* Indicates case-specific parameter (see Chapter II, Section A).

[1] For Sum of PAH, see Appendix E.

[2] For the sum of the 22 PCB congeners required by the USACE NYD or EPA Region 2, the sum must be multiplied by two to determine the total PCB concentration.

[3] TEQ calculation as per NATO - 1998 method (see Appendix D)

Note: The proposed list of analytes can be augmented with additional site specific parameters of concern. Any additional analytes suggested will require Division approved sediment quality threshold values for the A, B, and C classifications.

U -Not detected above the method detection limit (MDL).

I - The lower value for the two columns has been reported due to obvious interference.

P - The RPD between the reults for the two columns exceeds the method-specified criteria.

Exceeds Class A Threshold

Exceeds Class B Threshold

Composite Sample ID	Boring Interval	Grain Size/TOC
NA	B-1A, B-2A, B-3A	Pass – no further testing
CS001	B-4A, B-5A, B-6A	Fail – chemical analysis
CS002	B-7A, B-8A	Fail – chemical analysis
CS003	B-1B, B-2B, B-3B	
CS004	B-4B, B-5B, B-6B	
CS005	B-7B, B-8B	

Soil Boring

Proposed Dredge Area

PWGC
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REVISION	DATE	INITIAL	COMMENTS

DRAWING INFORMATION:

Project:	MEG1901	Designed by:	KA
Date:	10/16/2019	Drawn by:	TS
Scale:	AS SHOWN	Approved by:	KA

Soil Boring Physical Results

155 Water St
New York, NY

FIGURE NO:

1

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