

Draft Integrated Interim Response
Feasibility Report and Environmental
Assessment for Actionable Elements

**NEW YORK-NEW JERSEY
HARBOR AND TRIBUTARIES
COASTAL STORM RISK MANAGEMENT
FEASIBILITY STUDY**

**APPENDIX A-2F
HARLEM RIVER
CLEAN AIR ACT GENERAL
CONFORMITY DETERMINATION**

July 2025

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**Record of Non-Applicability (RONA)
Clean Air Act General Conformity Determination**

**New York New Jersey Harbor and Tributaries (NYNJHAT) Integrated Interim
Response Feasibility Report and Environmental Assessment (EA)**

Harlem River Actionable Element Site

Record of Non-Applicability:

Project related emissions for Alternatives, including the No Action Alternative, were estimated to evaluate the applicability of General Conformity regulations (40 CFR 93 Subpart B).

Emissions associated with the construction of the landward alignment are accommodated within the New York State Implementation Plan, while the seaward alignment emissions estimates are not yet ripe for analyses since the equipment list, staging and schedules are not available for analyses. Based upon knowledge gained and established by New York District's chairmanship of the Regional Air Team (RAT) since 2000 and its record of Clean Air Act (CAA) compliance and mitigation needs applicable to our entire Civil Works Program, it is anticipated that emissions associated with the seaward alternative will not exceed regulated criteria pollutant thresholds as established under the General Conformity Rule for the New York-New Jersey-Long Island-Connecticut Non-Attainment Area (NTNJLIC NAA) and will, therefore, result in a Record of Non-Applicability (RONA) for this Actionable Element Site. Upon determination of the construction equipment required based upon further design elements of this alternative, an emission's analyses will be conducted to confirm the District's conclusion. If the General Conformity Rule is triggered, the District will execute compliance, including public notification and development of a mitigation plan, accordingly.

The project is presumed to conform with General Conformity requirements and is considered to be exempt from Subpart B under 40 CFR 93.153(c)(1).

23 July 25

Peter M. Weppler

Chief, Environmental Analyses Branch
USACE, New York District

DATE

1 ACTIONABLE ELEMENT SITE OVERVIEW

1.1 ACTIONABLE ELEMENT LOCATION

The Harlem River Actionable Element Site is located in and near the Harlem, New York County, Manhattan, New York, within the Lower Hudson/East River Planning Region of the NYNJHAT Study Area. The location is characterized by mixed residential/commercial uses and open space and includes Holcombe Rucker Park, Frederick Johnson Tennis Courts, Macomb's Bridge Library, Harlem Lane Playground NYCHA's Ralph J. Rangel Houses and Polo Grounds Towers, the Macombs Dam Bridge, and Harlem River Drive.

1.2 ACTIONABLE ELEMENT PROJECT DESCRIPTION

All NYNJHAT Study Alternatives contained primary structural features, such as floodwalls, seawalls, and storm surge barriers as well as secondary, complementary Nature-Based Solutions (NBS) and Non-Structural Measures. At the time of the release of the September 2022 Draft Integrated Feasibility Report and Tier 1 (Programmatic) EIS, only the structural measures had been included as those would provide the primary CSRM function, and complementary NBS and non-structural measures would be identified for inclusion into all Alternatives at a future date. Following substantial public review period of 175+ days, and approximately 2,700 comments received, many comments requested a need for, among other requests, more consideration for NBS to be incorporated into the Study. Following, Harlem River Actionable Element was identified to include NBS for consideration in the NYNJHAT Study.

The Harlem River Actionable Element is a Coastal Storm Risk Management (CSRM) structural measure with complementary nature-based solution (NBS) features to the NYNJHAT Study Overall Comprehensive Plan, providing high-frequency flood risk management, and serves as a multi-line of defense to the NYNJHAT Study, Harlem River section of Manhattan. This Site includes two separate alignments for public consideration: (1) a Seaward Alignment consisting of an in-water measure (combination seawall and tunnel span structure), shore-based tie-in measures (e.g. floodwall), deployable vehicular gates, and complementary NBS; and, (2) a Landward Alignment consisting of entirely on-land measures (e.g. floodwalls), several deployable vehicular gates, and invasive vegetation species management for replacement with native species and other potential complementary NBS to be identified.

No Action:

Under the No Action Alternative, the U.S. Army Corps of Engineers will not construct the CSRM project, therefore, the proposed Actionable Element Site would remain as is and would continue to be exposed to flood risks.

Action (two alternative alignments):

Seaward Alignment:

This alternative proposes approximately 320 linear feet (LF) of floodwall, two 40 LF each deployable flood barriers – vehicle gates, 3,636 LF anchored combi wall, and 155 LF tunnel span. The top of the CSRM line of protection is approximately 17 ft NAVD88 which corresponds to approximately 6 ft higher than the existing barrier along the north bound section of the Harlem River Dr. The CSRM protection is approximately 25 feet in water (seaward) from the existing Harlem River Drive barrier and 5 feet wide. Backfill will fill in the space between the roadway barrier and the seawall, and will include NBSs such as oyster reefs, tidal wetlands, tide pools, and seawall panels, armor blocks, and or pile encapsulations that support aquatic marine organism growth for wave attenuation. This alignment also includes some invasive vegetation species management and replacement for the tie-ins.

Landward Alignment:

This alternative proposes approximately 2,700 LF of floodwall and five 40 LF each deployable flood barriers. approximately 17 ft NAVD88 which corresponds to 0 - 12 ft above ground. The floodwalls and barriers will be approximately 5 ft wide. Also included is approximately 1+ acre (AC) of invasive vegetation species

management and replacement with native species.

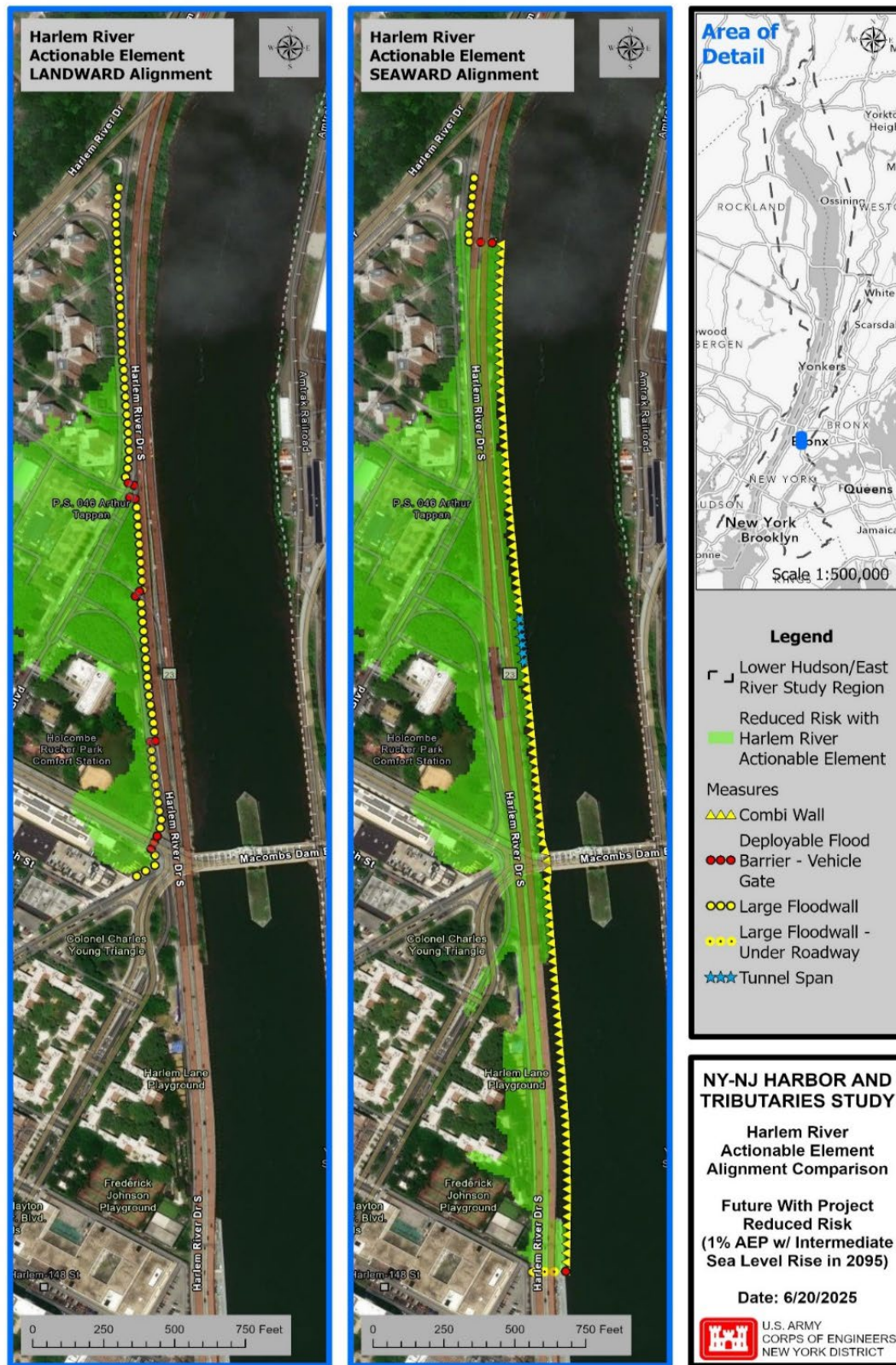


Figure 1-1 Harlem River Alignment Comparison