

PUBLIC NOTICE

US Army Corps
of Engineers
New York District
Jacob K. Javits Federal Building
New York, N.Y. 10278-0090
ATTN: Regulatory Branch

In replying refer to:

Public Notice Number: NAN-2018-01090-EBR
Issue Date: August 30, 2018
Expiration Date: October 1, 2018

To Whom It May Concern:

The New York District, Corps of Engineers has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

APPLICANT: Metropolitan Transit Authority New York City Transit
2 Broadway
New York, NY 10004

WATERWAY: East River

LOCATION: Seaward of the existing Empire Pier, between North 5th and North 6th Streets, Borough of Brooklyn, Kings County, City of New York, New York

ACTIVITY: Installation of a temporary ferry landing

A detailed description and plans of the applicant's activity are enclosed to assist in your review.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

ALL COMMENTS REGARDING THE PERMIT APPLICATION MUST BE PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity.

Comments submitted in response to this notice will be fully considered during the public interest review for this permit application. Comments provided will become part of the public record for this

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permit application. All written comments, including contact information, will be made a part of the administrative record, available to the public under the Freedom of Information Act. The Administrative Record, or portions thereof, may also be posted on a Corps of Engineers internet web site. Due to resource limitations, this office will normally not acknowledge the receipt of comments or respond to individual letters of comment.

Any person may request, in writing, before this public notice expires, that a public hearing be held to collect information necessary to consider this application. Requests for public hearings shall state, with particularity, the reasons why a public hearing should be held. It should be noted that information submitted by mail is considered just as carefully in the permit decision process and bears the same weight as that furnished at a public hearing.

Our preliminary determination is that the activity for which authorization is sought herein is not likely to adversely affect any Federally endangered or threatened species or their critical habitat. However, pursuant to Section 7 of the Endangered Species Act (16 U.S.C. 1531), the applicant has completed consultation with the appropriate Federal agency to determine the presence of and potential impacts to listed species in the project area or their critical habitat and conservation recommendations have been provided to this office which will be considered as part of the final decision.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act (Public Law 104-267), requires all Federal agencies to consult with the National Oceanic and Atmospheric Administration Fisheries Service (NOAA/FS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed work, fully described in the attached work description, could cause the disruption of habitat for various lifestages of some EFH-designated species as a result of a temporary increase in turbidity, noise and vibrations during construction. New York District has made the preliminary determination that the site-specific adverse effects are not likely to be substantial because it is expected that fish populations would avoid the small area of disturbance. However, the applicant has completed consultation with NOAA/FS regarding EFH impacts and NOAA/FS has provided conservation recommendations to this office which will be considered as part of the final decision.

Based upon a review of the latest published version of the National Register of Historic Places, there are no known sites eligible for, or included in, the Register within the permit area. Presently unknown archeological, scientific, prehistorical, or historical data may be lost by work accomplished under the required permit.

Pursuant to Section 307 (c) of the Coastal Zone Management Act of 1972 as amended [16 U.S.C. 1456 (c)], for activities under consideration that are located within the coastal zone of a state which has a federally approved coastal zone management program, the applicant has certified in the permit application that the activity complies with, and will be conducted in a manner that is consistent with, the approved state coastal zone management program. By this public notice, we are requesting the state's concurrence with, objection to, or waiver of the applicant's certification. No permit decision will be made until one of these actions occur. For activities within the coastal zone of New York State, the applicant's certification and accompanying information is available from the Consistency Coordinator, New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, Coastal Zone Management Program, One Commerce Plaza, 99 Washington Avenue, Albany, New York 12231, Telephone (518) 474-6000. Comments regarding the applicant's certification, and copies of any letters to this office commenting upon this proposal, should be so addressed.

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In addition to any required water quality certificate and coastal zone management program concurrence, the applicant has obtained or requested the following governmental authorization for the activity under consideration:

- New York State Department of Environmental Conservation
- New York State Department of State

It is requested that you communicate the foregoing information concerning the activity to any persons known by you to be interested and who did not receive a copy of this notice. If you have any questions concerning this application, you may contact this office at (917) 790-8516 and ask for William Bruno.

In order for us to better serve you, please complete our Customer Service Survey located at <http://www.nan.usace.army.mil/Missions/Regulatory/CustomerSurvey.aspx>.

For more information on New York District Corps of Engineers programs, visit our website at <http://www.nan.usace.army.mil>.



For and In behalf of

Stephan A. Ryba
Chief, Regulatory Branch

Enclosures

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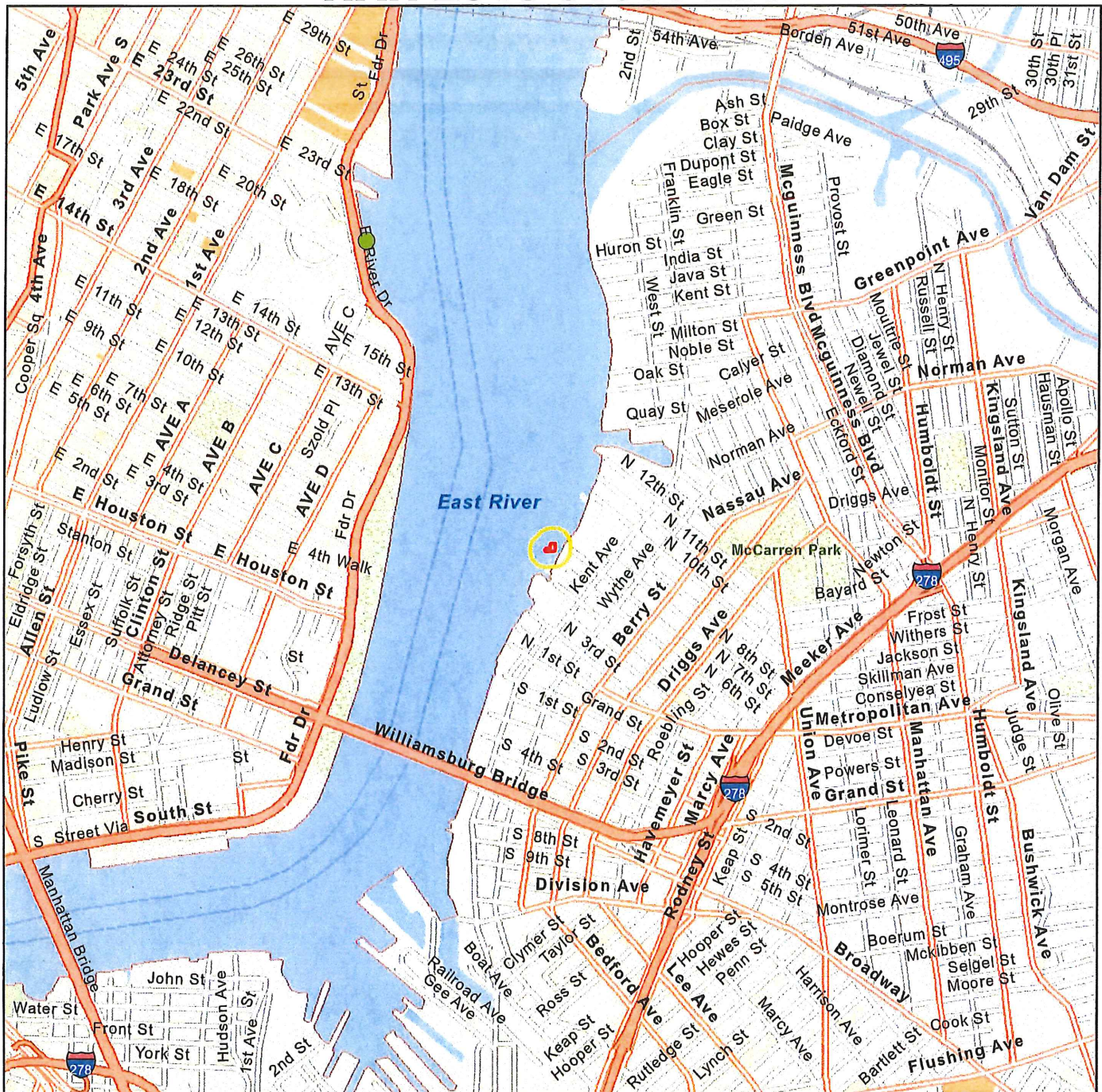
WORK DESCRIPTION

The applicant, Metropolitan Transit Authority New York City Transit, has requested Department of the Army authorization to install a temporary ferry landing. The project is located in the East River seaward of the existing Empire Pier, between North 5th and North 6th Streets, Borough of Brooklyn, Kings County, City of New York, New York.

The applicant proposes, approximately 57 feet from the terminus of the north side of the existing Empire Pier, the installation of a trapezoid-shaped fixed access platform, 18-foot-wide by 6-foot-long on the south side of the fixed access platform and 17-foot-long on the north side fixed access platform, supported by four (4) 16-inch-diameter steel piles leading to a 10-foot-wide by 80-foot-long gangway and a 35-foot-wide by 120-foot-long floating ferry landing, supported by six (6) 36-inch-diameter steel anchor piles. Also proposed are four (4) 36-inch-diameter steel donut fender piles.

The proposed ferry landing is to be installed between January 1, 2019 and February 28, 2019 and removed by July 31, 2020.

The stated purpose of this project is to provide an alternative public transit option for commuters between the Boroughs of Brooklyn and Manhattan during the proposed shutdown of the Canarsie Tunnels which the L-subway line runs through.



Legend

- Proposed Temporary Ferry Landing
- Project Action Area
- Stuyvesant Cove, Manhattan - Service Connection

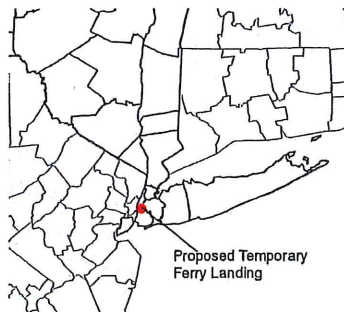


Figure
Site Location Map

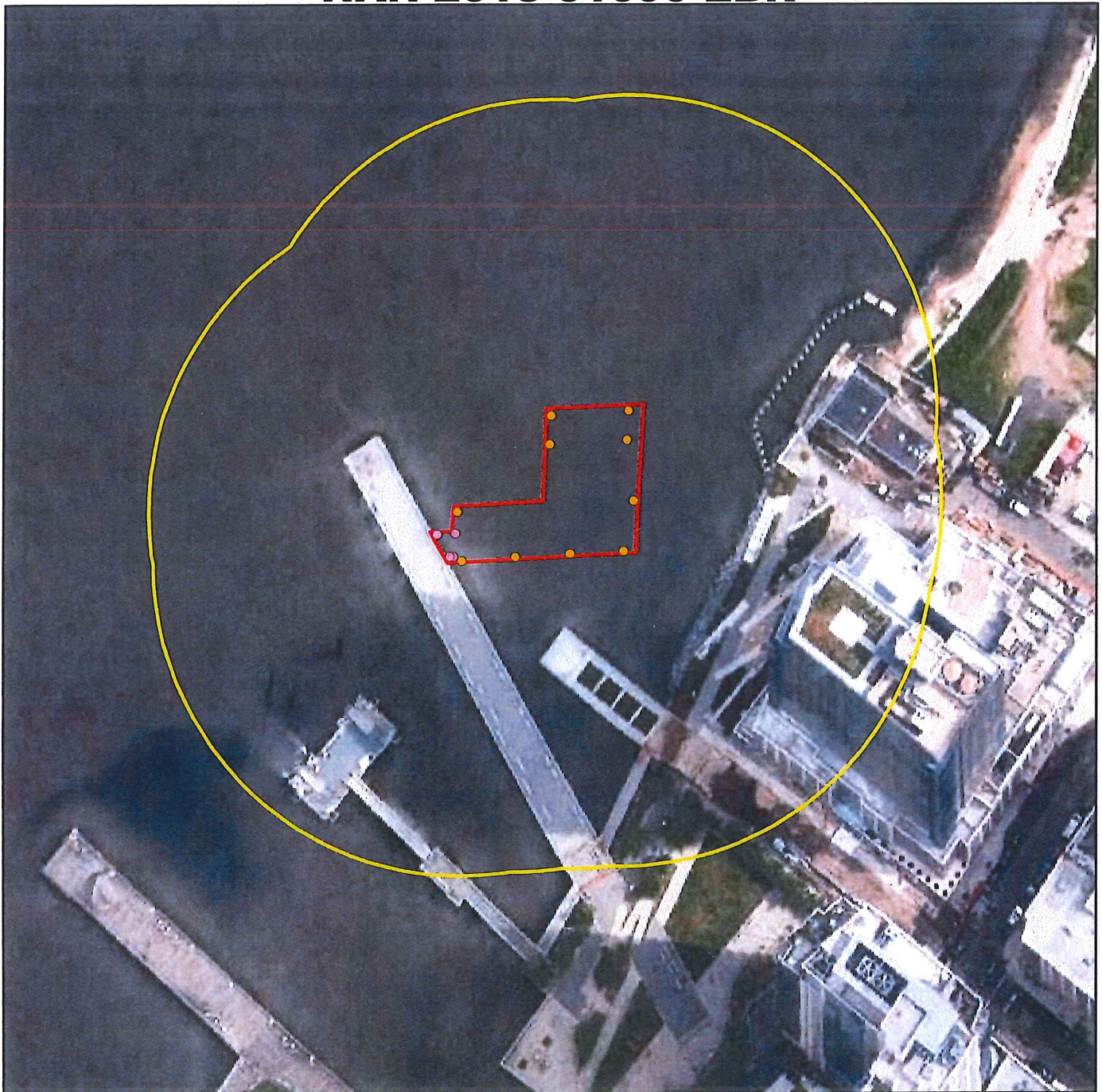
MTA New York City Transit
Canarsie Tunnel Rehabilitation Project
North Williamsburg Temporary Ferry Landing
North Williamsburg, Brooklyn
Kings County, New York

ASGECI Project # 4303

Sources:
Proposed Temporary Ferry Landing provided by New York City Transit Authority,
Preliminary Proposed Ferry Landing Plan, Sheet FL-2 (Figure 2 Plan), April 13, 2018.
ESRI Street Map North America, Tele Atlas North America, Inc.,
published by ESRI® Data & Maps, Redlands, California, 2010.

2,000
Feet

AMY S. GREENE
ENVIRONMENTAL
CONSULTANTS



Legend

- Proposed Temporary Ferry Landing
- Proposed 16" Piles
- Proposed 36" Piles
- Project Action Area

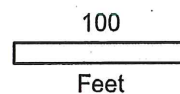


Sources:
 Proposed Temporary Ferry Landing and Proposed Piles provided by New York City Transit Authority, Preliminary Proposed Ferry Landing Plan, Sheet FL-2 (Figure 2 Plan), April 13, 2018.
 2016 Imagery in Kings County, NY Statewide Digital Orthoimagery Program (NYSDOP) Imagery Coverage, Statewide Web Map Service Regional Coverage from 2000 to 2016, NYS Division of Homeland Security and Emergency Services (DHSES), NYS Cyber Security, distributed 2017.

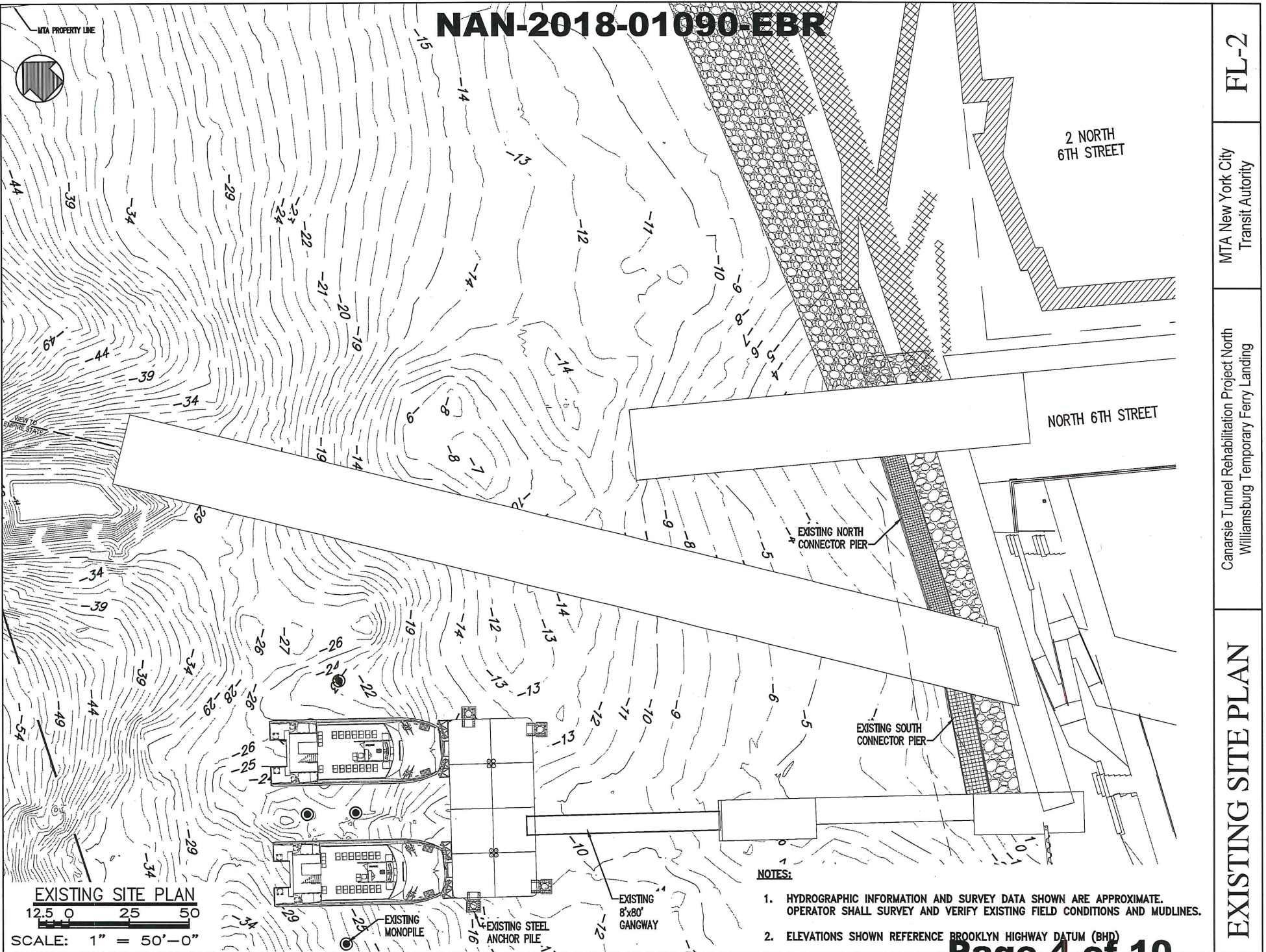
Figure
Aerial Map

MTA New York City Transit
 Canarsie Tunnel Rehabilitation Project
 North Williamsburg Temporary Ferry Landing
 North Williamsburg, Brooklyn
 Kings County, New York

ASGECI Project # 4303



AMY S. GREENE
ENVIRONMENTAL
CONSULTANTS.



NOTES:

1. TEMPORARY BARGE AND PILE FOUNDATIONS SHOWN ARE PRELIMINARY FOR PERMITTING PURPOSES.
2. THE OPERATOR SHALL BE RESPONSIBLE FOR FINAL SELECTION OF THE TEMPORARY BARGE SIZE, LOCATION, AND SHALL DESIGN PILE FOUNDATIONS ACCORDINGLY.
3. SEE FL-7 FOR MINIMUM DISTANCE TO MTA PROPERTY LINE.

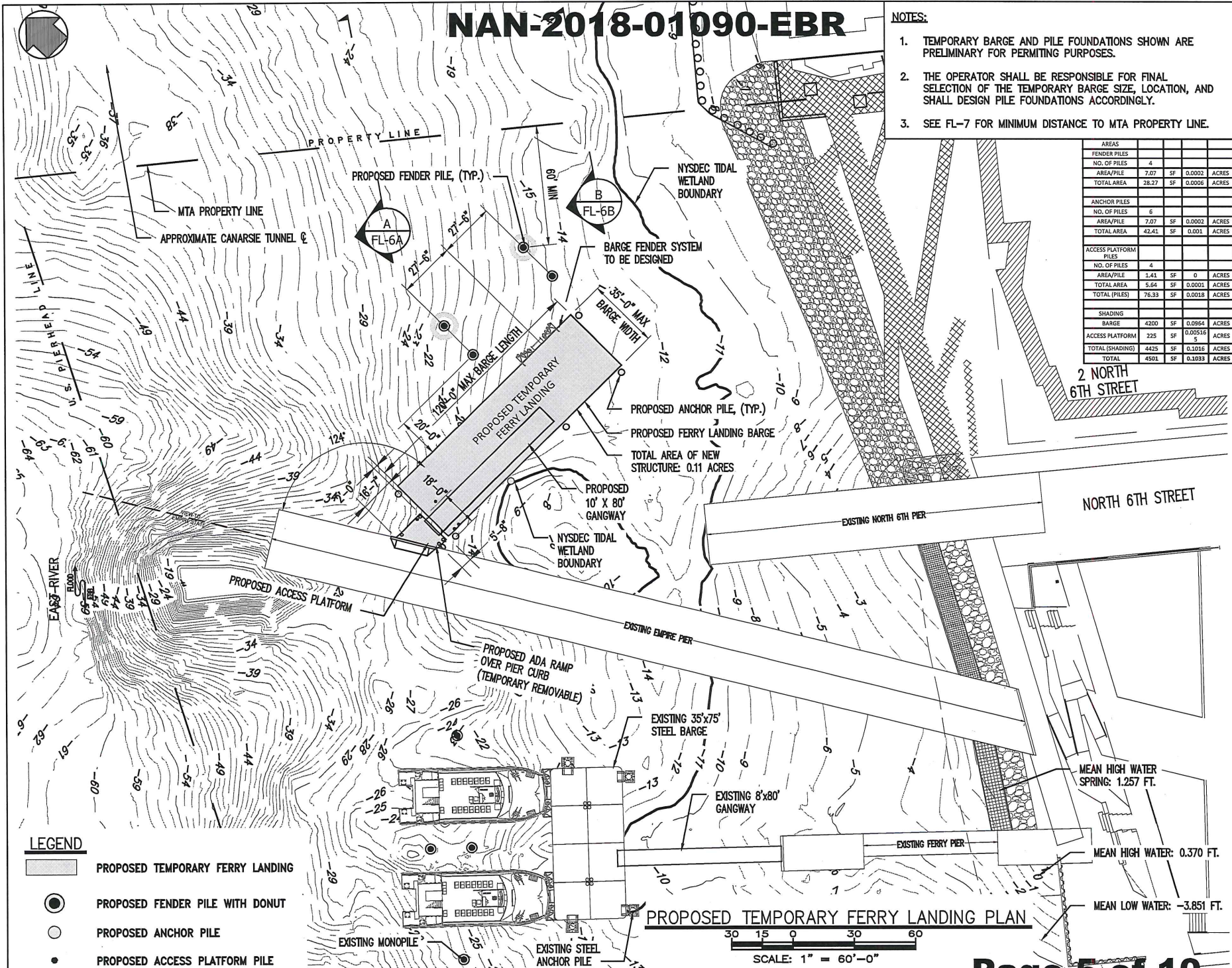
AREAS			
FENDER PILES			
NO. OF PILES	4		
AREA/PILE	7.07	SF	0.0002 ACRES
TOTAL AREA	28.27	SF	0.0006 ACRES
ANCHOR PILES			
NO. OF PILES	6		
AREA/PILE	7.07	SF	0.0002 ACRES
TOTAL AREA	42.41	SF	0.001 ACRES
ACCESS PLATFORM PILES			
NO. OF PILES	4		
AREA/PILE	1.41	SF	0 ACRES
TOTAL AREA	5.64	SF	0.0001 ACRES
TOTAL (PILES)	76.33	SF	0.0018 ACRES
SHADING			
BARGE	4200	SF	0.0954 ACRES
ACCESS PLATFORM	225	SF	0.00516 ACRES
TOTAL (SHADING)	4425	SF	0.1016 ACRES
TOTAL	4501	SF	0.1033 ACRES

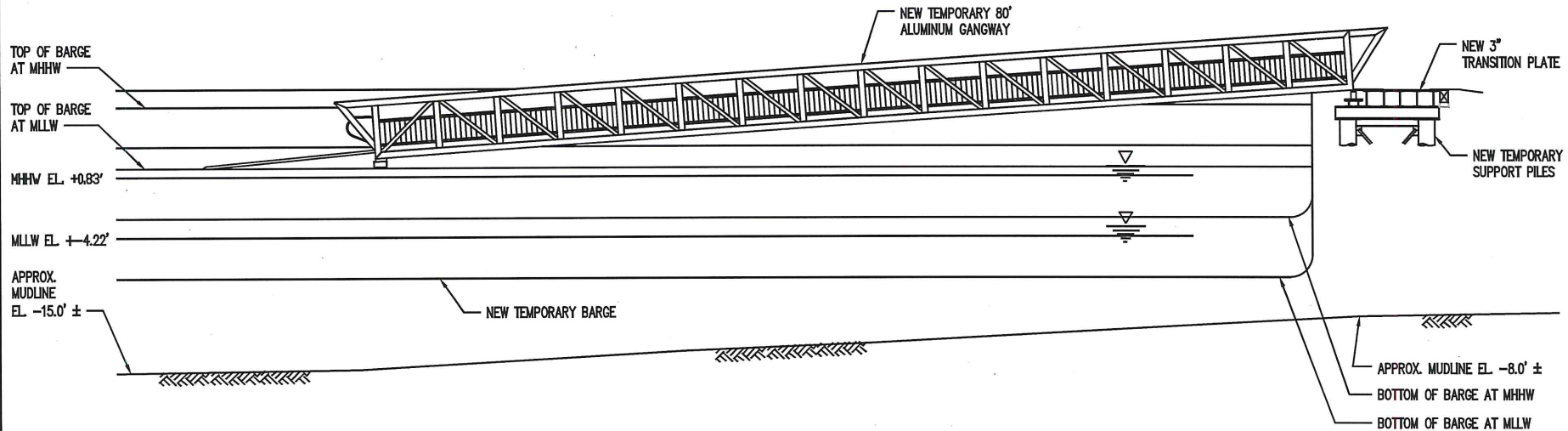
FL-3

MTA New York City
Transit Authority

Canarsie Tunnel Rehabilitation Project North
Williamsburg Temporary Ferry Landing

PROPOSED TEMP. FERRY LANDING PLAN





RANGE OF MOTION

SCALE: $\frac{3}{32}'' = 1'-0''$

GANGWAY SLOPE	
MHHW	0.0178 FT/FT
MLLW	0.0754 FT/FT

TIDAL DATA				
	MLLW	NGVD29	NAVD88	BHD
HIGHEST OBSERVED-HURRICANCE SANDY (10/30/2012, LOCAL TIME 21:24)	14.04	12.37	11.27	9.82
MHHW	5.05	3.38	2.28	0.83
MHW	4.73	3.06	1.96	0.51
BHD, BROOKLYN HIGHWAY DATUM	4.22	2.547	1.45	0
NAVD88	2.77	1.10	0	-1.45
MSL	2.57	0.90	-0.20	-1.65
DTL	2.53	0.86	-0.24	-1.69
MTL	2.47	0.80	-0.30	-1.75
NGVD29	1.67	0	-1.10	-2.55
MLW	0.20	-1.47	-2.57	-4.02
MLLW	0	-1.67	-2.77	-4.22
LOWEST OBSERVED (2/2/76)	-4.29	-5.96	-7.06	-8.51

NOTES:

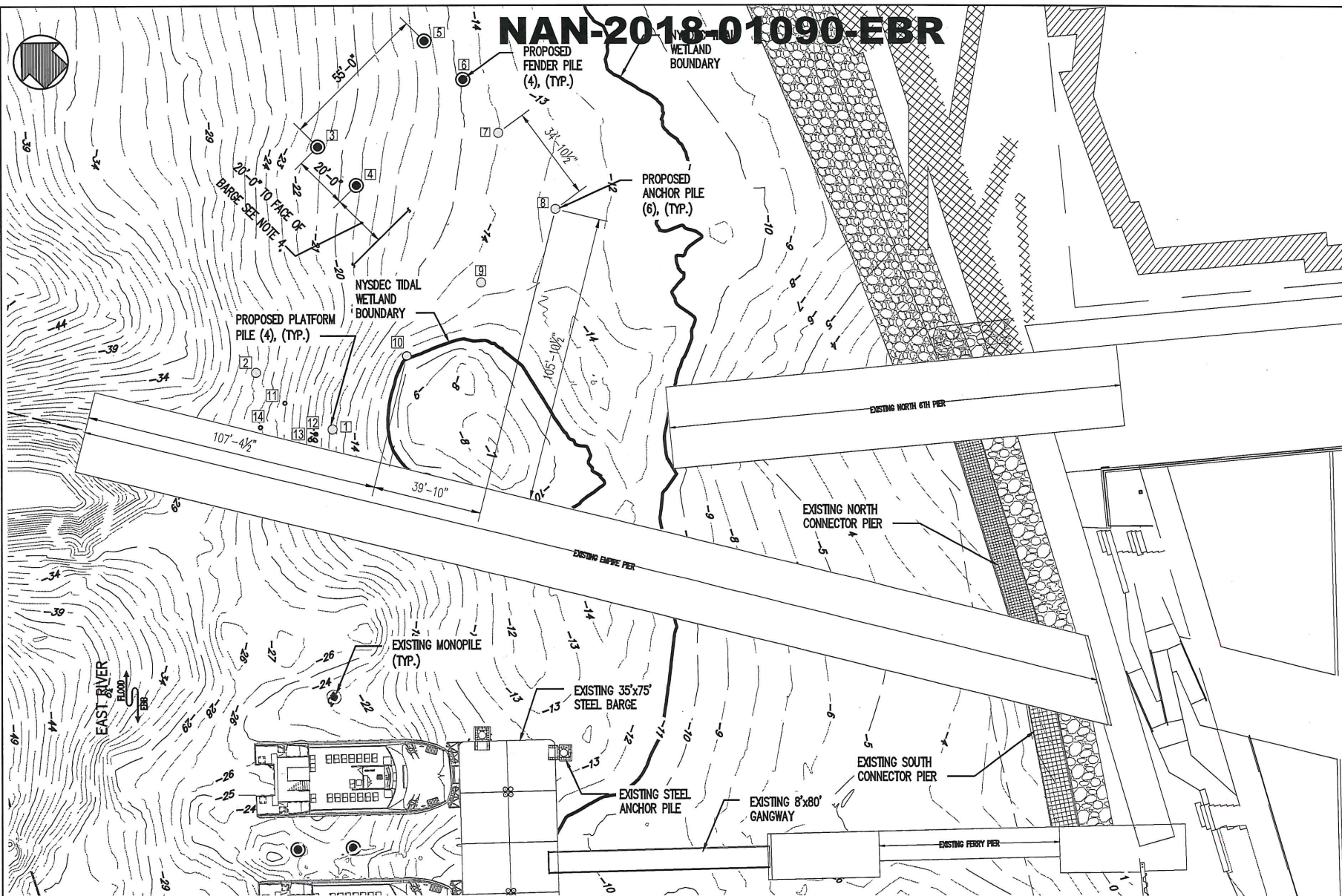
1. TIDAL DATA TAKEN FROM NOAA TIDAL LEVEL BENCHMARKS AT THE BATTERY, NY - STATION B518750 (PRESENT EPOCH 1983-2001).

2. ELEVATIONS SHOWN IN FEET.

NOTES:

- ELEVATIONS SHOWN REFER TO BHD.
- BARGE DECK ELEMENTS AND ANCHOR PILES NOT SHOWN FOR CLARITY
- THE OPERATOR SHALL BE RESPONSIBLE FOR SELECTION OF TEMPORARY BARGE AND PROVIDE DESIGN ACCORDINGLY.

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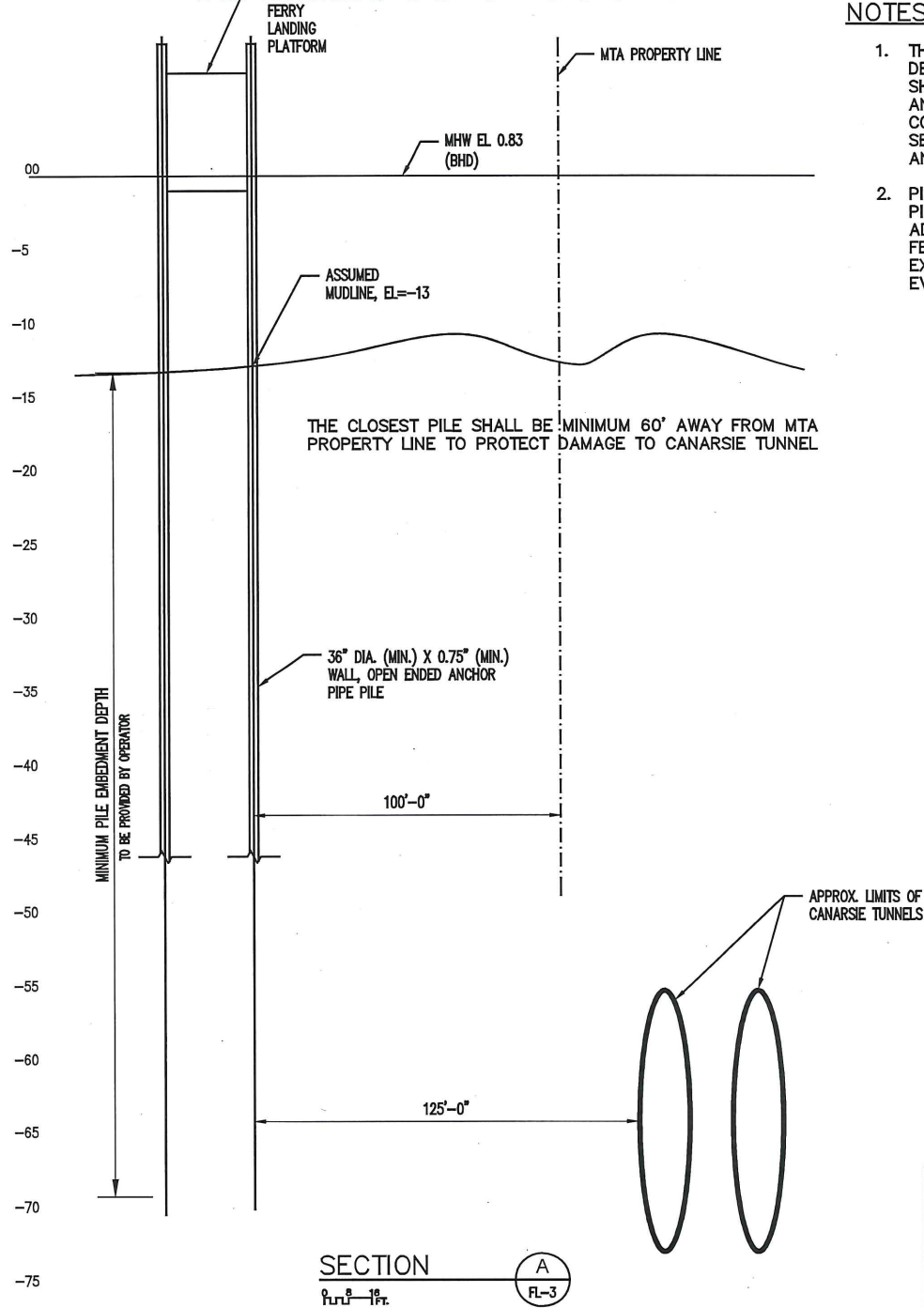
LEGEND

- 1 PILE NUMBER
- PROPOSED 36" (MIN.) x 3/4" (MIN.) WALL STEEL PIPE PILE WITH DONUT FENDER
- PROPOSED 36" (MIN.) x 3/4" (MIN.) WALL STEEL PIPE ANCHOR PILE
- PROPOSED 16" (MIN.) x 1/2" (MIN.) WALL STEEL PIPE ACCESS PLATFORM PILE

PROPOSED PILE PLAN
12.5 0 25 50
SCALE: 1" = 50'-0"

NOTES:

1. ELEVATIONS SHOWN REFERENCE BROOKLYN HIGHWAY DATUM (BHD)
2. HYDROGRAPHIC INFORMATION AND SURVEY DATA SHOWN ARE APPROXIMATE. THE OPERATOR SHALL SURVEY AND VERIFY EXISTING CONDITIONS.
3. PILE CONFIGURATION SHOWN ON THIS DRAWING IS BASED ON A 120' X 35' BARGE WITH 4FT DRAFT AND 7FT FACEBOARD FOR PERMITTING PURPOSE.
4. LENGTH OF BARGE SELECTED WILL DETERMINE DIMENSION BETWEEN PILES. INSTALL PILES WITH 3 EQUAL SPACES FROM PILE C TO PILE E.
5. THE OPERATOR SHALL PERFORM SUBSURFACE INVESTIGATION AND SURVEY, NECESSARY FOR DESIGN OF PILE FOUNDATIONS.



NOTES:

1. THE PILE FOUNDATIONS SHOWN SHALL BE DESIGNED BY OPERATOR. THE OPERATOR SHALL PERFORM SUBSURFACE INVESTIGATION AND HYDROGRAPHIC SURVEY TO CONFIRM ACTUAL CONDITION BASED ON HIS SELECTION OF TEMPORARY BARGE LOCATION AND DIMENSIONS.
2. PILE CUTOFF ELEVATIONS FOR THE ANCHOR PILES AND MONOPILES SHALL PROVIDE FOR ADEQUATE CLEARANCE FOR THE BARGE AND FENDERS TO REMAIN IN PLACE DURING EXTREME STORM SURGES AND WEATHER EVENTS.

FL-6A

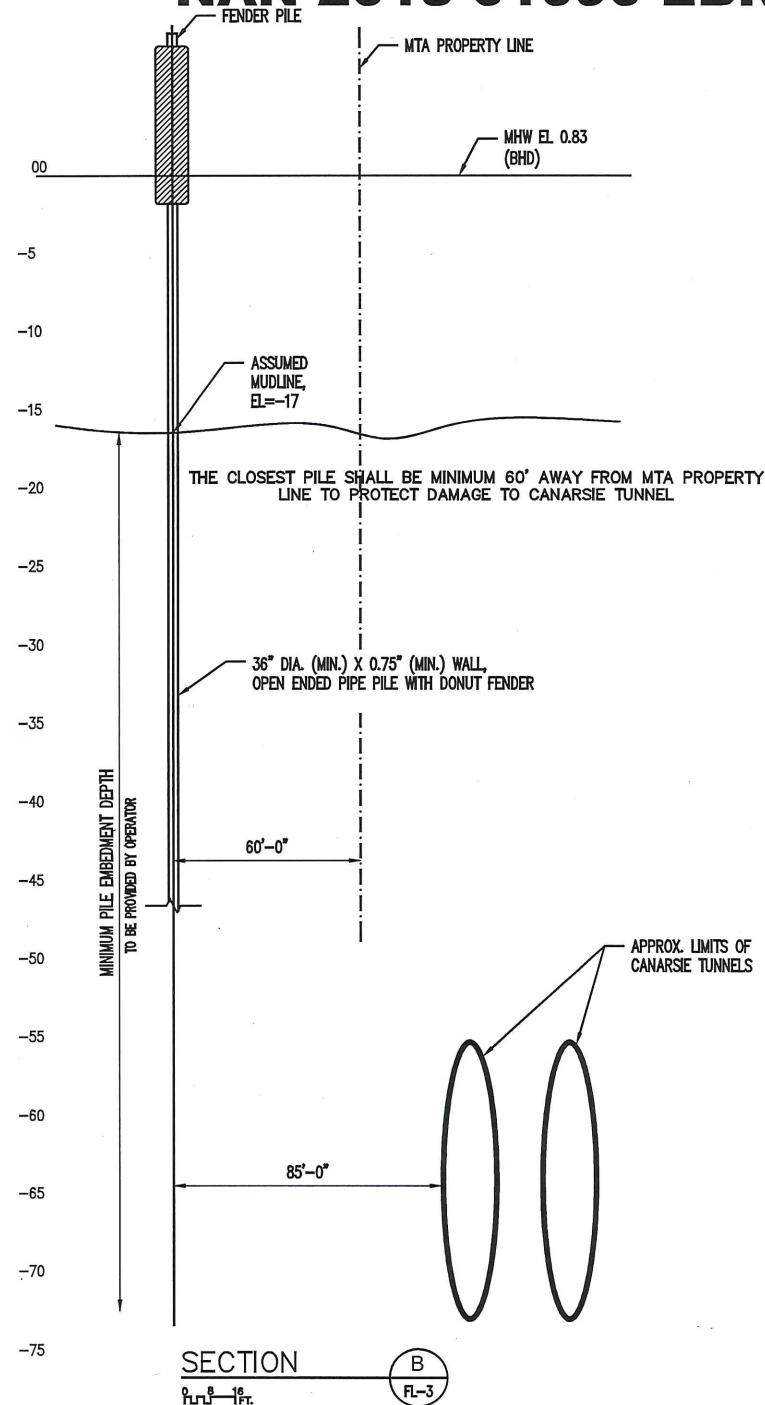
MTA New York City
Transit Authority

Canarsie Tunnel Rehabilitation Project North
Williamsburg Temporary Ferry Landing

PILE FOUNDATION SECTIONS

MTA New York Transit Authority		
Canarsie Tunnel Rehabilitation Project North Williamsburg Temporary Ferry Landing		
Fig. No. 1	Location Map	7/2018

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NOTES:

1. THE PILE FOUNDATIONS SHOWN SHALL BE DESIGNED BY OPERATOR. THE OPERATOR SHALL PERFORM SUBSURFACE INVESTIGATION AND HYDROGRAPHIC SURVEY TO CONFIRM ACTUAL CONDITION BASED ON HIS SELECTION OF TEMPORARY BARGE LOCATION AND DIMENSIONS.
2. PILE CUTOFF ELEVATIONS FOR THE ANCHOR PILES AND MONOPILES SHALL PROVIDE FOR ADEQUATE CLEARANCE FOR THE BARGE AND FENDERS TO REMAIN IN PLACE DURING EXTREME STORM SURGES AND WEATHER EVENTS.

FL-6B

MTA New York City
Transit Authority

Canarsie Tunnel Rehabilitation Project North
Williamsburg Temporary Ferry Landing

PILE FOUNDATION SECTIONS



Legend:



-  Ferry Landings
-  Proposed Route

Figure D-12

PROJECT TITLE:
CANARSIE FERRY
PROPOSED FERRY ROUTE
LOCATION MAP