

A. INTRODUCTION

The City of New York (the City) is proposing to enter into a grant agreement with the United States Department of Housing and Urban Development (HUD) to disburse Community Development Block Grant-Disaster Recovery (CDBG-DR) Funds for the reconstruction of the Rockaway Beach Boardwalk and related improvements in the borough of Queens, New York City, which Hurricane Sandy significantly damaged in October 2012 (See **Figure 1-1**). The City is the grantee of the CDBG-DR grant, and CDBG-DR funding will be provided to the Office of Management and Budget (OMB), which is the Responsible Entity (RE) for environmental reviews. It is expected that the New York City Department of Parks and Recreation (DPR) will administer this program, and the New York City Economic Development Corporation (NYCEDC) will be the funding subrecipient.

PROJECT OVERVIEW

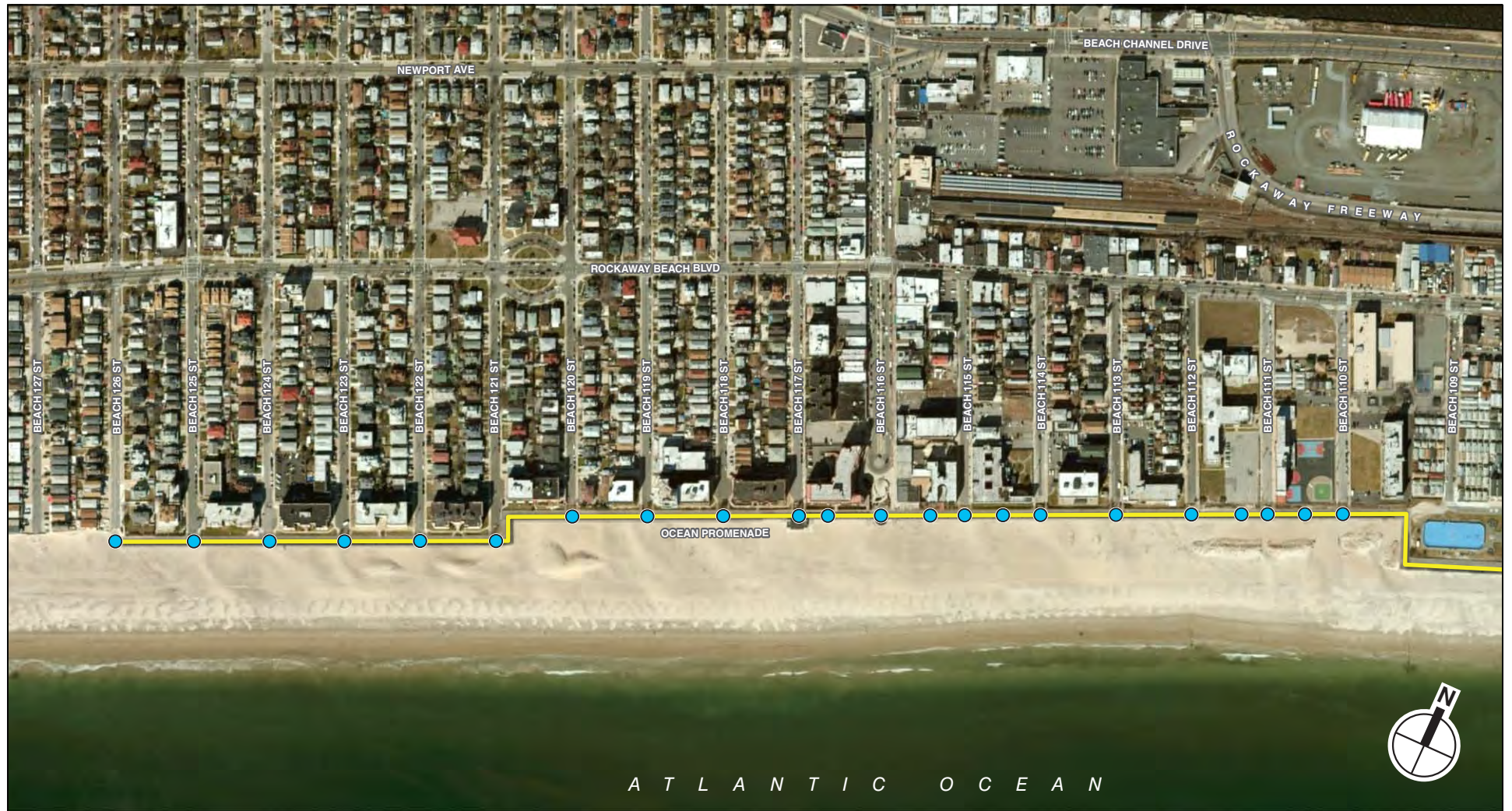
As described below, New York City Department of Parks and Recreation (DPR) would reconstruct the boardwalk between Beach 20th and Beach 126th Streets, would provide structured access to the beach between Beach 126th and Beach 149th Streets over new dunes currently being constructed by the United States Army Corps of Engineers (USACE)¹, and would maintain the existing at-grade crossings through the existing dunes between Beach 9th and Beach 20th Streets. **Figures 1-2 through 1-6** provide an overview of the project site. This Environmental Assessment (EA) describes the proposed project and assesses its potential environmental effects.

Over the course of the next few years, DPR will also be developing urban design and open space design concepts for existing parkland in the greater area of the Rockaway Peninsula to the east and west of the project area as well as north of the boardwalk as it connects to the local pedestrian, bicycle, and vehicular traffic network. The new boardwalk would be an integral part of the Rockaway Gateway Greenway, and this larger conceptual “Rockaway Peninsula Plan” will look at all lands north of the boardwalk to the DPR property line and craft a vision of a restored landscape and recreational facilities that are integrated with the raised and reconstructed boardwalk. The plan is intended to address knitting together various DPR open space parcels with each other, with adjacent streets, and with the boardwalk. The boardwalk reconstruction (the specific subject project of this EA) will inform and is intended to not preclude components that may be developed as part of a future plan for the larger Rockaway Peninsula.

¹ For the Environmental Assessment, the term “dune” is used to describe the 14 to 16 foot elevation sand fill that runs along the ocean-side edge of the boardwalk. This dune would not be considered as protected habitat, and the USACE defines this as “beach” with no restrictions on public access or use.

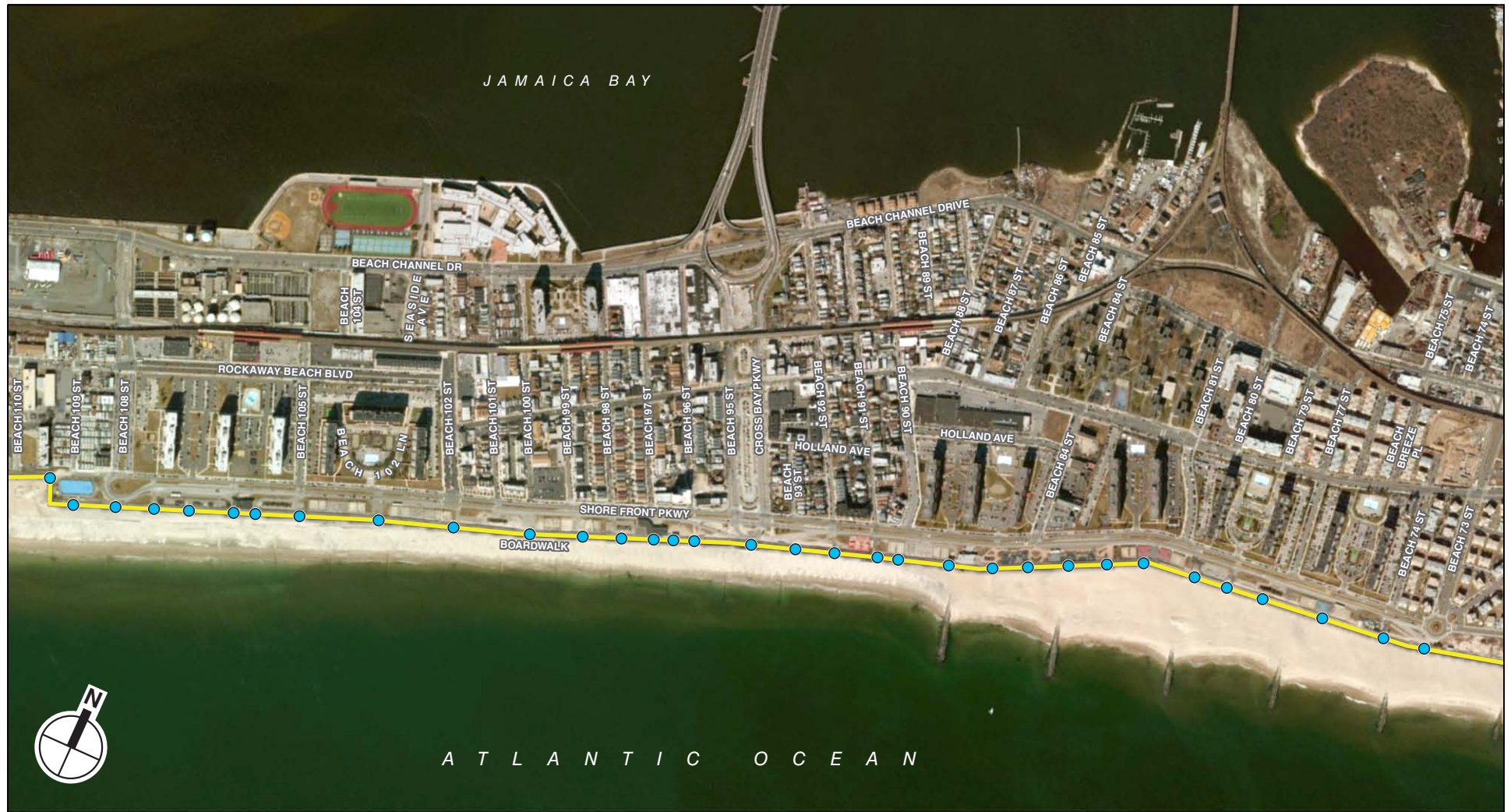


USGS Topographic Map –
 Far Rockaway Quadrangle
 Figure 1-1



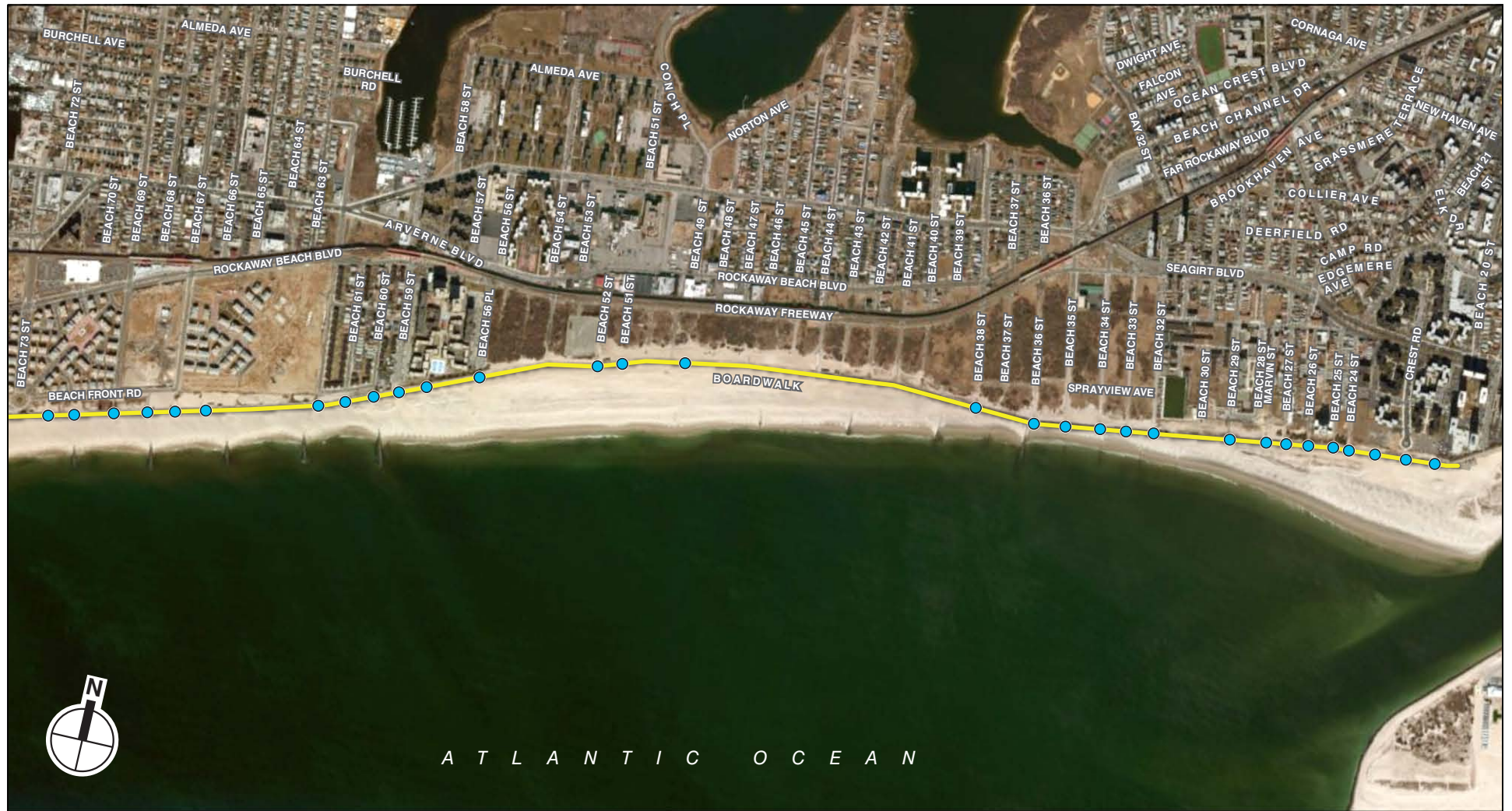
- Boardwalk
- Boardwalk Access

0 200 500 FEET
SCALE



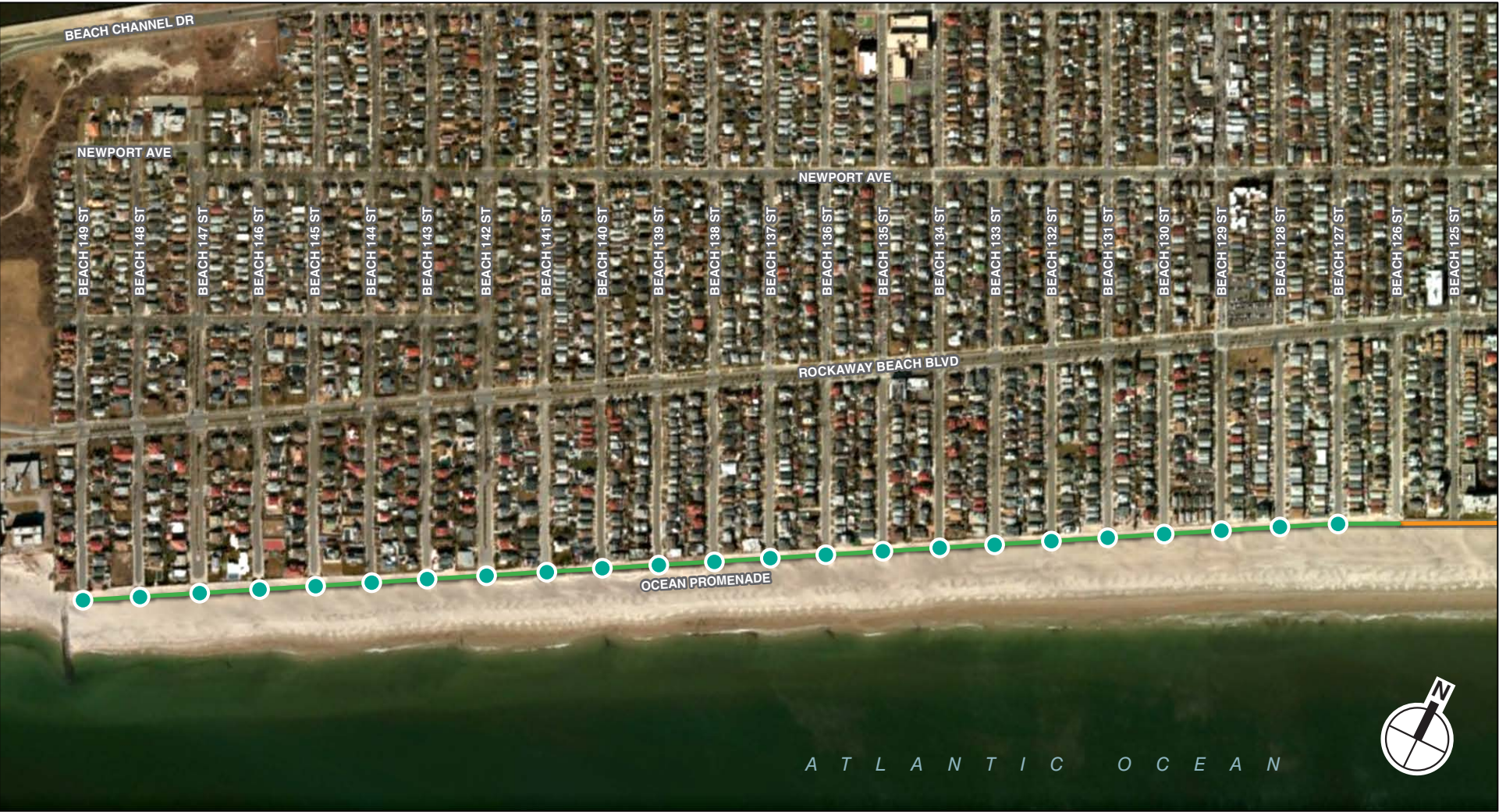
- Boardwalk
- Boardwalk Access

0 400 1000 FEET
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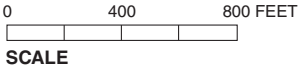


- Boardwalk
- Boardwalk Access

0 800 1600 FEET
SCALE



- Boardwalk
- USACE Dune
- Crossing Structure





- Existing Dunes
- USACE Dune
- Proposed (No-Action) Sand Fencing
- Access Locations

ROCKAWAY BOARDWALK RECONSTRUCTION

Existing Dunes and Proposed (No-Action) Sand Fencing
Figure 1-6

B. PURPOSE AND NEED

Hurricane Sandy damaged neighborhoods, beaches, and DPR facilities in many locations. In the Rockaways, the hurricane damaged most of the approximately 4.7-mile length of the Rockaway Boardwalk. Except for sections that were reconstructed prior to the summer of 2013, as well as short sections of the boardwalk that survived the storm, the boardwalk remains damaged, unusable, and dangerous. The proposed project would restore a damaged recreational resource while increasing the resiliency of the boardwalk against future storms. As described below, the reconstructed boardwalk would be designed to be above the 100-year Federal Emergency Management Administration (FEMA) storm surge levels.

Rockaway Beach and Boardwalk is a vital community and City-wide recreational resource. It is used by millions of visitors annually and defines the character of the Rockaway communities that are adjacent to the approximately six miles of beach from Beach 9th Street to Beach 149th Street. The City's ability to rebuild key gateways prior to the 2013 beach season—referred to as “islands” of rebuilt sections of the boardwalk that include concessions, comfort stations, restroom facilities, DPR offices, and life-guard stations—was a critical step in ensuring continued access and enjoyment of Rockaway Beach. The re-opening of a continuous boardwalk will fully enhance and restore a unique resource of Rockaway Beach. West of Beach 126th, the provision of structures to cross new USACE dunes (including Americans with Disabilities Act [ADA] accessible locations) will also enhance beach access while helping to protect the newly created dune.

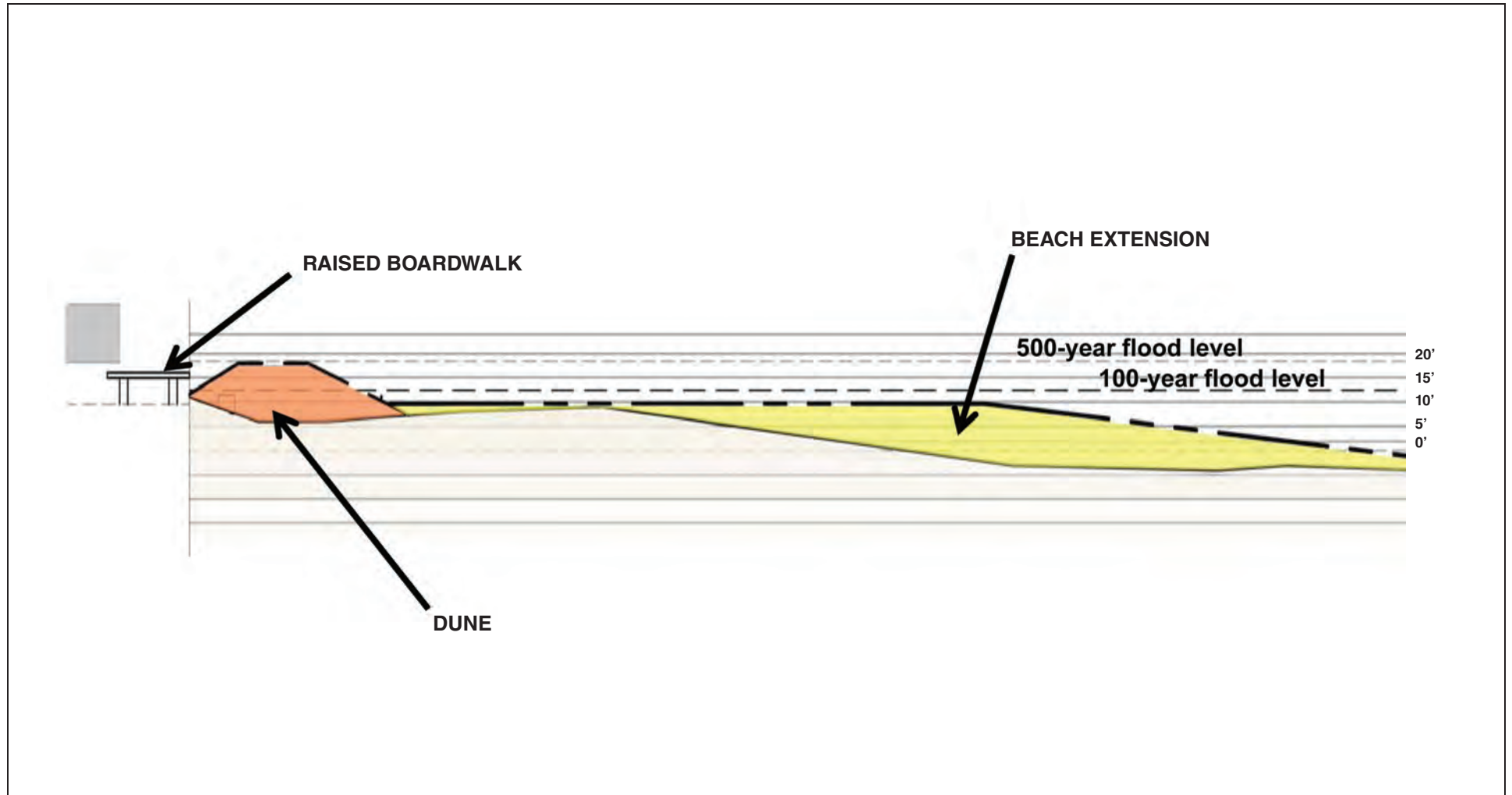
As the grantee of the funds, the City will not be limited to returning to pre-disaster conditions as HUD encourages the use of CDBG-DR Funds to carry out activities that not only address disaster-related impacts, but leave communities more sustainably positioned to meet the needs of their post-disaster populations and to further prospects for growth. The proposed project is being designed to address these broader goals for the Rockaway Peninsula.

C. COORDINATION OF PROPOSED PROJECT WITH USACE BEACH RENOURISHMENT

The proposed reconstruction of the Rockaway Boardwalk is being developed in close collaboration and coordination with USACE regarding current and future beach renourishment and flood control projects.

As part of an initial beach replenishment effort authorized by Congress, USACE placed approximately 6.3 million cubic yards of sand between Beach 19th and Beach 149th Streets in the 1970s to construct a 100-foot-wide beach at an elevation of 10 feet above mean sea level. This project also included construction of one groin/jetty at Beach 149th Street. USACE conducted beach renourishments to maintain the beach in 1980, 1982, 1984, 1986, and 1988. Several subsequent storms seriously eroded the shoreline, and a second major beach fill renourishment was undertaken between 1995 and 2004.

After Hurricane Sandy in October 2012 and other recent severe storms, USACE is currently conducting—on an emergency basis—beach fill renourishment along Rockaway Beach to generally restore the project area to its original design profile from Beach 19th Street to Beach 149th Street (see **Figure 1-7**). In addition, a new dune constructed at an elevation of 14 to 16 feet will be constructed along the north edge of the beach, adjacent to the existing boardwalk right-of-way. Approximately 3.5 million cubic yards of sand dredged from East Rockaway Inlet



and an offshore borrow area will be placed along the beach within the project area. The USACE beach fill renourishment is ongoing and is expected to be completed by summer 2014. It is expected that the current renourishment program will be amended by a “betterment” that would utilize the project’s volume of sand in a manner to raise the level of the USACE dune from 14 to 16 feet in height (with a 25 foot crest), cover over existing trap bags, and provide for additional fine grading to allow for vehicular and pedestrian access. The proposed betterment agreement would be implemented between Beach 19th and Beach 149th Streets and is being developed in coordination with DPR, USACE, and the New York State Department of Environmental Conservation (NYSDEC). USACE intends to maintain the dune and renourish it as necessary. In addition, DPR, in the future with or without the proposed project, would plant cape beach grass on the top of the USACE dune from Beach 20th Street to approximately Beach 73rd Street and on the top and seaward side of the dune from Beach 73rd Street to approximately Beach 149th Street. Planted areas would be protected by sand fencing until the vegetation becomes established.

USACE is also undertaking a long-term reformulation study that will look at beach renourishment and flood protection for the entire Rockaway Peninsula. That study is expected to begin a public review and planning process in 2014 that will identify and select a long-term plan. USACE is expected to issue final flood protection recommendations in 2015 with implementation thereafter.

While the proposed boardwalk reconstruction project is independent of these USACE initiatives, the City is coordinating its efforts with USACE to maximize compatibility and to ensure that the boardwalk, along with current USACE beach renourishment and long term reformulation programs that are implemented in the future, will provide resiliency and protection for the new boardwalk itself as well as the adjacent community.

D. DESCRIPTION OF THE PROPOSED PROJECT

The proposed project would complete the reconstruction of the boardwalk and would increase the resiliency of the boardwalk from Beach 20th Street to Beach 126th Street. In addition, between Beach 126th and Beach 149th Streets, the proposed project includes providing new access to the beach with stairs and ramps across the new dunes currently being constructed by USACE. It is expected that the new structures would be located at each street end and that up to four locations would also have access ramps that are ADA compliant. From Beach 9th to Beach 20th Streets, the proposed project will maintain the five existing at-grade crossings through the existing dunes (see **Figure 1-6**).

PHASE I TARGETED REPAIRS

In the first part of 2013, targeted repairs were made to sections of the boardwalk to allow their limited use during the summer. Located at Beach 117th, Beach 106th Street, Beach 97th Street, and Beach 86th Street, these repaired sections (or “islands”) include beach access, lifeguard stations, restroom facilities, and DPR offices. The construction of replacement restroom facilities at Beach 67th Street is forthcoming. In addition, concrete baffle-walls were installed along the beach between Beach 126th and Beach 149th Streets to replace the walls that were lost in the storm, and trapbags were installed as a temporary protective measure between approximately Beach 55th and Beach 149th Streets. The completed and ongoing work associated with the Phase I Targeted Repairs are considered a separate action that have and will occur with or without the proposed project.

INTERIM CONNECTION BETWEEN BEACH 35TH AND BEACH 39TH STREETS

There are currently several sections of boardwalk surface that are completely absent due to storm damage. One of these gaps currently exists between Beach 35th and Beach 39th Streets. Because the initial phase of boardwalk reconstruction is proposed to begin at Beach 86th Street and move west toward Beach 126th Street, reconstruction on the eastern end of the peninsula (including this stretch in the 30's) is not immediate. Therefore, the City is proposing to close this gap with an interim connection. The proposed temporary structure will use salvaged *ipe* stringers that were recovered from the damaged boardwalk. These stringers will be placed on and anchored to the existing concrete piles, with timber decking placed on the stringers. The width of the deck will be approximately 12 feet and will be connected to the existing boardwalk at Beach 35th and Beach 39th Streets.

The approximate linear footage of the gap in the boardwalk between Beach 35th and Beach 39th Streets is 1,075 linear feet. The labor force will be provided in-house by DPR and Agency expense funds will be used for the project—CDBG-DR funds will not be requested for this interim connection. Once this section is complete, the entire stretch of boardwalk between Beach 9th and Beach 60th Streets will be usable for the 2014 beach season and beyond.

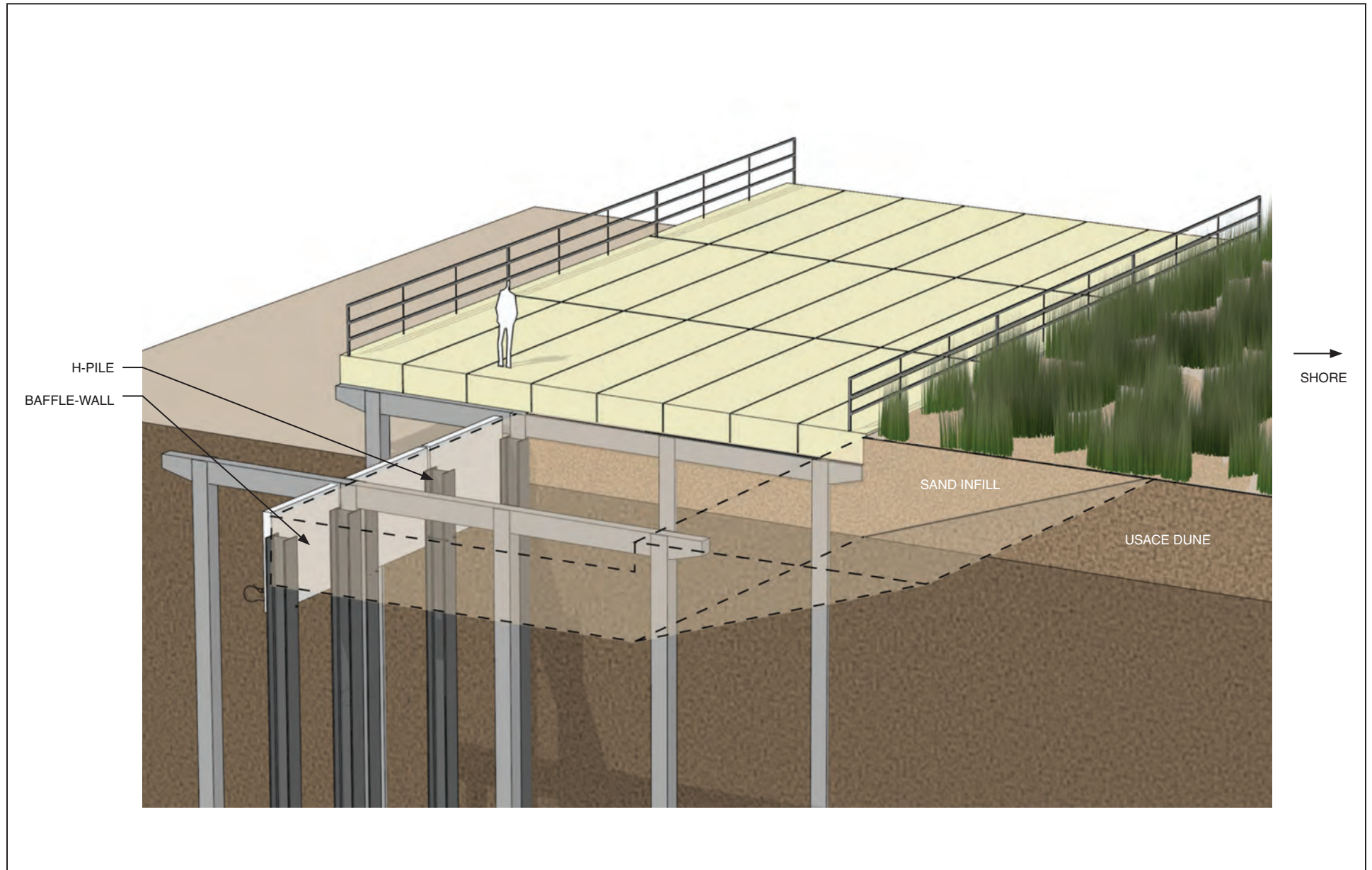
SAND FENCING BETWEEN BEACH 9TH AND BEACH 20TH STREETS

In the future with or without the proposed project, DPR intends to install sand fencing that would aid in the gradual formation of a sand dune beyond the eastern end of the USACE dune in order to provide flood protection to communities between Beach 9th and Beach 20th Streets (see **Figure 1-6**). The sand fencing would be placed in two parallel rows approximately 20 feet apart, adjacent to and in approximate alignment with the eastern terminus of the USACE dune and landward of the existing natural dunes that occur in this area. Pedestrian access would be maintained through five at-grade openings in the sand fencing, where pedestrian access is now in the vicinity of Beach 19th, Beach 16th and Beach 9th Streets. As described in Chapter 3, Section E, "Natural Resources," existing pedestrian access at Beach 19th Street will be maintained outside of the piping plover nesting season, and restricted by DPR as necessary during the nesting season if there is nesting activity in the area, as recommended by the U.S. Fish and Wildlife Service (USFWS). As within the interim connection, CDBG-DR funds will not be requested for the construction of the sand fencing.

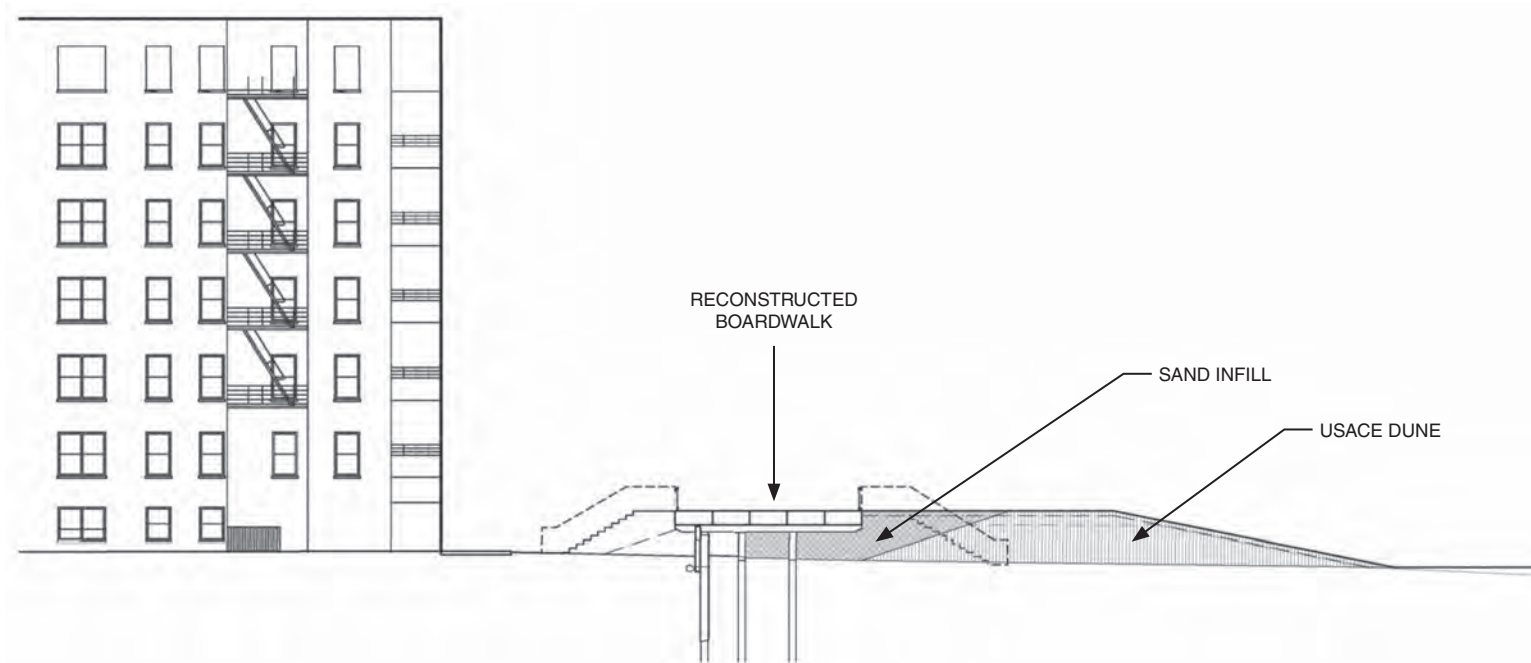
BOARDWALK RECONSTRUCTION PROJECT ELEMENTS

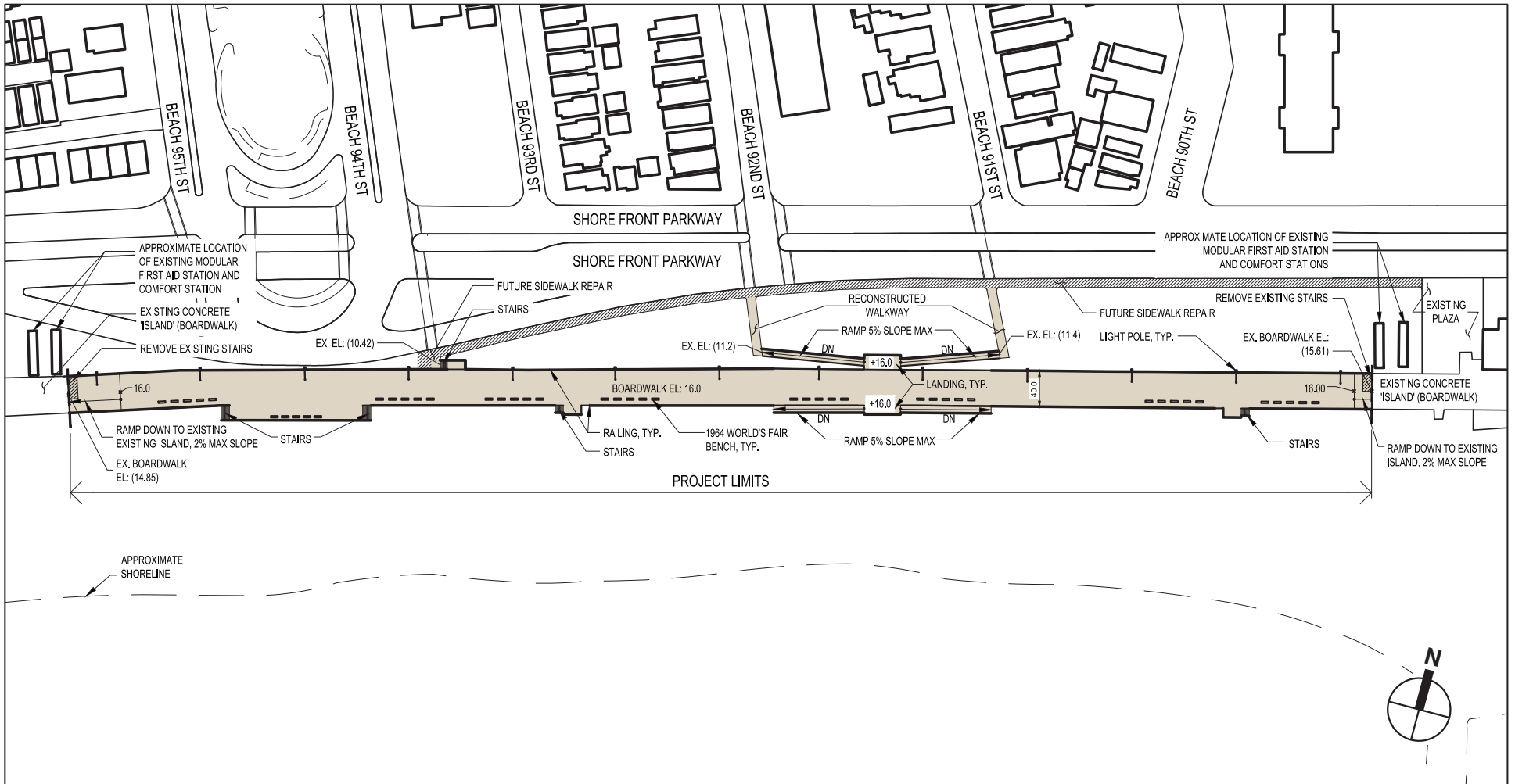
The basic elements of the boardwalk reconstruction include new foundations and pilings with the removal of the existing foundations, a sand-retaining wall, the boardwalk surface and structural elements, and the filling in with sand of the area under the boardwalk and the area between the boardwalk and the USACE dune (see **Figures 1-8 through 1-9**). In addition, all public stairs and ramps connecting local streets with the boardwalk that were in use before Hurricane Sandy will be rebuilt, although some design modifications are required to accommodate additional elevation of the boardwalk such as longer ramps and stairways.

Figure 1-10 represents a typical length of the boardwalk that has been advanced through preliminary design in order to expedite the proposed first project phase between Beach 87th and Beach 97th Streets. The site plan shows the basic layout of the boardwalk (i.e., location of stairs, streetlights, benches, railings). Key elements of the boardwalk reconstruction are described in more detail below.



NOTE: This is an in-progress drawing and does not reflect final design.





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Reconstructed Boardwalk Typical Plan:
Beach 87th to Beach 97th Streets
Figure 1-10

BOARDWALK FOUNDATION AND PILINGS

The boardwalk will largely be reconstructed in its pre-existing alignment with a new foundation system. The original concrete foundations (also referred to as “bents”) consist of three to four concrete piles attached by a concrete pile cap. The bents are spaced at approximately 19 feet along the site for a total of approximately 1,306 pile bents. Testing and evaluation of the original concrete bents has indicated chloride contamination that may limit the life of the existing piles. Therefore, new steel bents would be installed, and all of the original concrete bents in the way of new construction will be removed. It is currently envisioned that these new bents would be based on two new piles and would be spaced approximately 30 feet apart. All the new pile caps would extend approximately two feet beyond the northern edge of the boardwalk so that new light fixtures or other “bump-outs” can be located in some places without limiting the usable width of the boardwalk. All bump-outs that existed prior to storm damage (which could be on either the north or south sides of the boardwalk) would be rebuilt as they previously existed and would not require any new pilings to support. New bump-outs could be located about every half mile along the reconstructed boardwalk and could be based on three new piles.

SAND-RETAINING WALL AND SAND INFILL

The proposed reconstruction will incorporate a sand-retaining wall underneath the boardwalk that would prevent sand migration and help to protect the adjacent community. The sand-retaining wall would span the length of the boardwalk and would retain the volume of sand extending from the USACE dune under the boardwalk to the sand-retaining wall. The wall would also restrict blowing sand from passing under the boardwalk from the beach to the inland area. Similar to the baffle-walls that have been rebuilt between Beach 126th and Beach 149th Streets, the sand-retaining wall underneath the boardwalk would likely be attached to H-piles and would be composed of concrete panels between the flanges. The panels would be attached to the piles so that the bottom of the slab is two feet above the calculated erosion depth of +5 feet North American Vertical Datum of 1988 (NAVD 88). During an extreme storm event, the scour would open a gap beneath the wall, allowing some water to pass under the wall. The sand-retaining wall is being designed to retain the force of saturated sand fill behind it and, therefore, the static pressure of water. It is not being designed to withstand the dynamic energy of waves, since the wall would be protected by the USACE dune, the sand between the dune and the wall, and the renourished beach that will extend 200 feet seaward from the dune.

As shown in **Figure 1-8** the project would infill sand between the sand-retaining wall and the top of the adjacent USACE dune. The approximately 475,000 cubic yards of sand fill would result in additional sand under the boardwalk, and with no gap between the elevation of the new boardwalk height and the adjacent USACE dune there would be a relatively flat crossing of the dune before dropping down to the main beach area. Following USFWS recommendations, the sand fill would be generally consistent with the grain size of the naturally occurring beach sand.

The sand-retaining wall and infill sand are not considered flood or erosion control features but the additional sand volume would enhance resiliency by providing an extended period of controlled erosion (particularly if combined with future renourishment) before the sand-retaining wall or inland areas are directly affected.

BOARDWALK SURFACE, FURNITURE, AND ACCESS

The boardwalk surface would be constructed of large, concrete planks and, unlike the pre-Storm wooden boardwalk decking, the concrete planks will be secured to their foundations and cannot

Rockaway Boardwalk Reconstruction

float. The boardwalk reconstruction project would include lights, benches, drinking fountains, bike racks and other amenities that may be identified in the design process. It is currently expected that light poles would be located along the northern side of the boardwalk, outside of the railing on pile caps that extend beyond the boardwalk surface by approximately two feet. The light poles are currently planned to be spaced 120 feet apart, and they would be positioned to shine southward, away from any adjacent buildings along the north side of the boardwalk. Solar-powered lighting was investigated as a means of reducing energy consumption by using a renewable resource, but because the New York City Department of Transportation (NYCDOT) will maintain the lighting, a NYCDOT-approved fixture will be required, and no such solar-powered lighting fixture could be identified. However, it could be possible to select an approved fixture that uses LED's rather than incandescent bulbs, which would result in less energy demand. Consideration will still be given to using solar-powered accent lighting at special areas such as boardwalk entrances and plazas. Groups of benches would be located along the southern side of the boardwalk.

New ADA-compliant public access ramps would be provided to replace those damaged in the storm. There are approximately 125 access points to the boardwalk that existed prior to the storm and that generally correspond to public streets (see **Figures 1-2 through 1-5** for the locations of existing and historic public access points). The work proposed for these existing and future access points would include redesign to meet the new boardwalk elevation. There will be no direct private connections to the rebuilt boardwalk, including from properties that were connected prior to the storm. No new public access points are currently envisioned and all access points would take place within the boardwalk right-of-way and on previously disturbed areas.

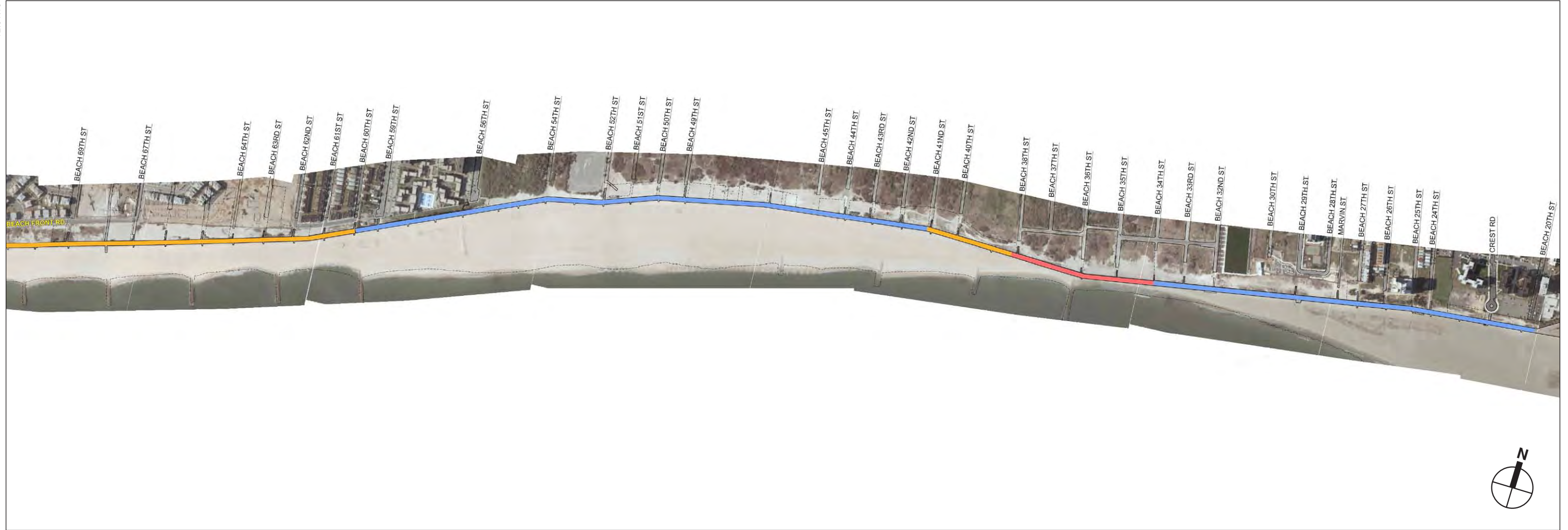
The boardwalk foundation, the boardwalk planks, stairs and ramps, lights, benches, railings and other finishing items have been designed in accordance with American Society of Civil Engineers standards for Flood Resistant Design and Construction (Standard 24-05). Therefore, elements of the reconstructed boardwalk would not be expected to break apart and become hazards during future storm events.

BOARDWALK ELEVATION

As shown in **Figures 1-11a to 1-11c**, an overall goal of the project is to raise the new boardwalk to an elevation up to three feet above the 100-year FEMA storm surge levels that vary along the site from +13 feet to +17 feet North American Vertical Datum of 1988 (NAVD 88). The existing elevations of the tops of the pile caps vary from +10.4 feet to +14.56 feet NAVD 88. This new elevation would result in raising the new boardwalk sections from approximately 1.4 feet at the eastern portion of the site to approximately 8.0 feet to the west. These elevations would vary to accommodate existing structures and to minimize changes in boardwalk elevations. Raising the boardwalk serves two purposes. First, the reconstructed boardwalk would be above the 100-year design flood elevations that would help guard against catastrophic destruction in the event of a future super storm. Second, the boardwalk would be designed to allow users to continue to view and access the beach in the event that dune structures or other protective measures under consideration by USACE are constructed under a separate project.

BOARDWALK WIDTH

The typical boardwalk section is 40 feet wide, and the project proposes to rebuild all boardwalk areas generally to that width. However, the alignment of the boardwalk may be straightened out



LEGEND

- BOARDWALK ELEVATION TO REMAIN UNCHANGED
- BOARDWALK ELEVATION TO INCREASE 0FT - 2FT
- BOARDWALK ELEVATION TO INCREASE 2FT - 4FT
- BOARDWALK ELEVATION TO INCREASE 4FT - 7FT



LEGEND

- BOARDWALK ELEVATION TO REMAIN UNCHANGED
- BOARDWALK ELEVATION TO INCREASE 0FT - 2FT
- BOARDWALK ELEVATION TO INCREASE 2FT - 4FT
- BOARDWALK ELEVATION TO INCREASE 4FT - 7FT



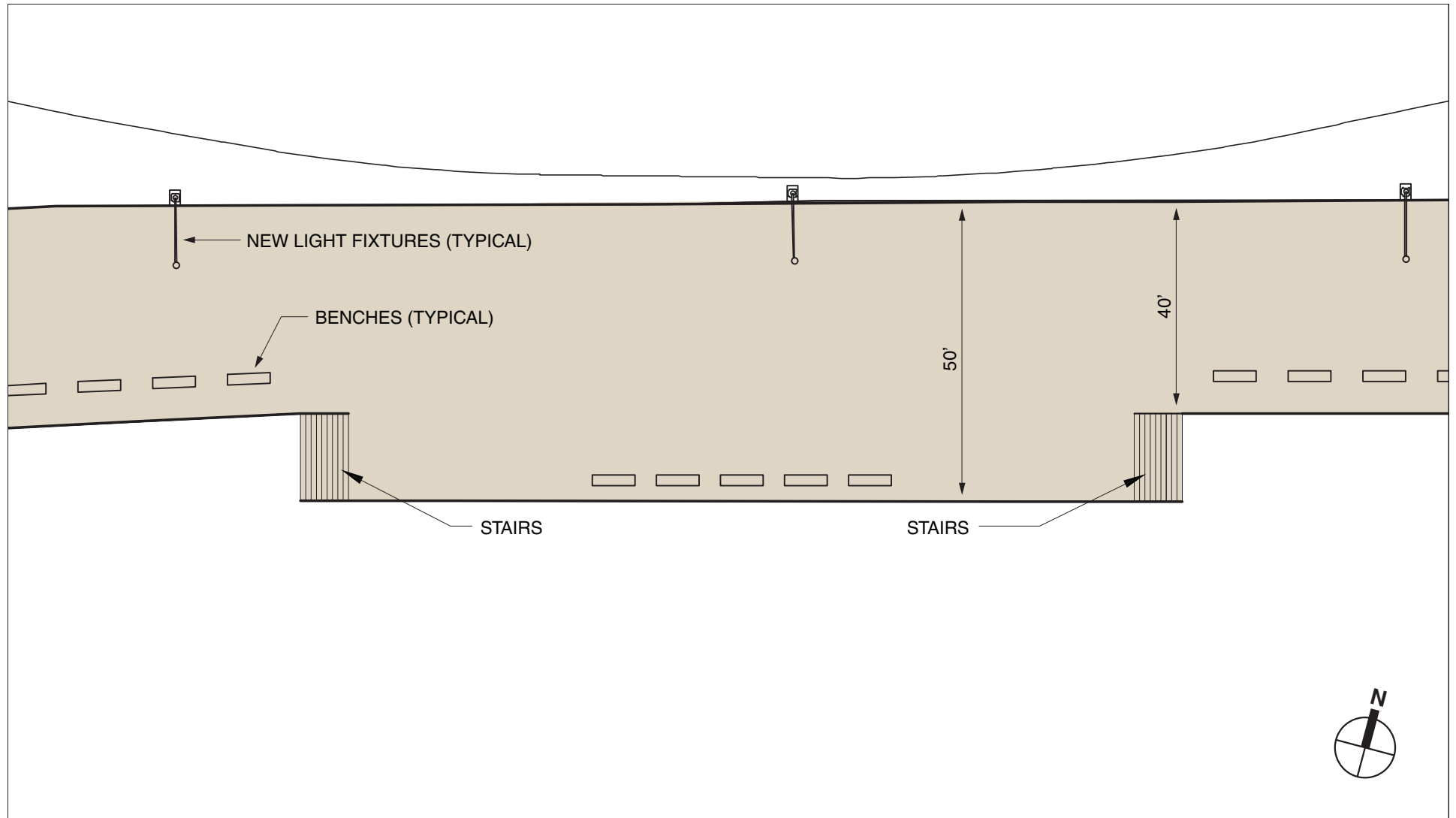
in certain sections and the boardwalk footprint may be shifted in the north or south direction between approximately 5 to 10 feet to provide a more continuous boardwalk length. In addition, consistent with the existing footprint of the boardwalk, certain locations may have a “bump-out” to accommodate stair and ramp landing areas (particularly in creating ADA-compliant access points to the new boardwalk height) and other facilities such as locations for benches and other amenities. These bump-outs may extend from approximately 5 to 15 feet for a total width of approximately 55 feet. For example, **Figure 1-12** shows a detail for a beach-side landing area that existed prior to the storm and will be rebuilt as part of the project. New bump-outs of up to five feet do not require any additional piles or foundation support, and it is expected that one new bump out every half mile could be implemented. Any new and existing and rebuilt bump-outs that extend up to 10 feet based on the pre-storm footprint could have bents comprised of three piles. Nowhere will the reconstructed boardwalk intrude seaward of the mean high water spring elevation.

The structural design would support concrete planks of textured pre-cast concrete panels. The supports and the boardwalk surface would be designed for buoyancy and wave forces. (See Chapter 3, Section F, “Construction” for more detail on the design and structural system of the reconstructed boardwalk.)

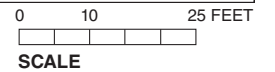
TYPICAL BOARDWALK CONDITIONS

There are four typical boardwalk conditions that need to be addressed in the boardwalk reconstruction effort. The existing impairments and likely treatments are described below:

- No boardwalk surfaces. In areas where no boardwalk structure remains other than the existing piles and caps, these structures would be removed and replaced where they are in the way of new construction. All new bents would be installed as described above. H piles for the sand-retaining wall would be installed concurrently with the new boardwalk bents.
- Damaged or obsolete wood and concrete boardwalks. All wood and appurtenances would likely need to be removed, and all concrete foundations would be removed where they are in the way of new construction. The new boardwalks would then be built at a higher elevation on new bents as described above.
- Intact concrete boardwalks. Several concrete sections survived the storm intact. However, because they are below the new expected boardwalk heights developed in consideration of new 100-year storm surge levels and future sea rise considerations, the reconstruction would dismantle the concrete boardwalk topping, install new steel bents, and then reuse, where applicable, the concrete boardwalk sections that are in good condition.
- Rebuilt “islands.” The islands are the boardwalk areas that that were rebuilt since the storm in cast-in-place concrete and provided important beach amenities and service in time for the 2013 beach season. They are focal points of activity, generally in line with surface transportation, and include amenities such as washrooms and lifeguard stations. Because of the high level of design, the relationships to existing buildings, and the disruption that the reconstruction of these structures would entail, it is anticipated that these islands would be left in place. The islands at Beach 86th and Beach 97th Streets are already above the 100-year flood elevation. For the Beach 106th and Beach 117th Street islands, which are below the elevations of the new boardwalk, additional flood control measures would be incorporated at these locations including solutions such as trapbags that can be put in place when a major storm event is forecast.



NOTE: This is an in-progress drawing and does not reflect final design.



DUNE CROSSING STRUCTURES

Between Beach 9th and Beach 20th Streets, five existing at-grade crossings would be maintained to facilitate pedestrian access through the existing dunes and help protect the dunes by controlling and limiting flow through them (see **Figure 1-6**). Between Beach 126th Street and Beach 149th Street, dune crossing structures would similarly be located at each street end. Up to four crossings in this 23 block area would also include ADA-compliant ramp access.

Figure 1-13 presents typical dune crossing structures for both regular and ADA-compliant applications. It is assumed that the structures would be made from recycled high-density polyethylene planks, often referred to as “plastic wood.” **Figure 1-14** shows the location of the at-grade crossings through the dunes between Beach 20th and Beach 9th Streets.

PROJECT PHASING

The reconstruction of the Rockaway Boardwalk between Beach 20th and Beach 126th Streets would take place in sections of approximately 10 to 20 blocks. As currently envisioned, construction would begin with the installation of the sand-retaining wall in sections of the boardwalk. The first phase of the reconstruction project would take place between Beach 86th and Beach 96th Street, with the subsequent phase taking place between Beach 98th and Beach 108th Street. See Chapter 3, Section F: “Construction Impacts” for a description of the remaining phases. As described above, sand fencing between Beach 9th and Beach 20th Streets and an interim connection between Beach 35th and Beach 39th Streets will be constructed independently of the proposed project, and it is expected that these improvements will be completed in early 2014. The proposed project would also provide access to the beach between Beach 126th and Beach 149th Streets over new dunes currently being constructed by USACE. It is expected that the construction of the proposed project would require approximately three years, accounting for seasonal restrictions. Based on current plans, construction would begin in early 2014 and be completed at some time in 2017.

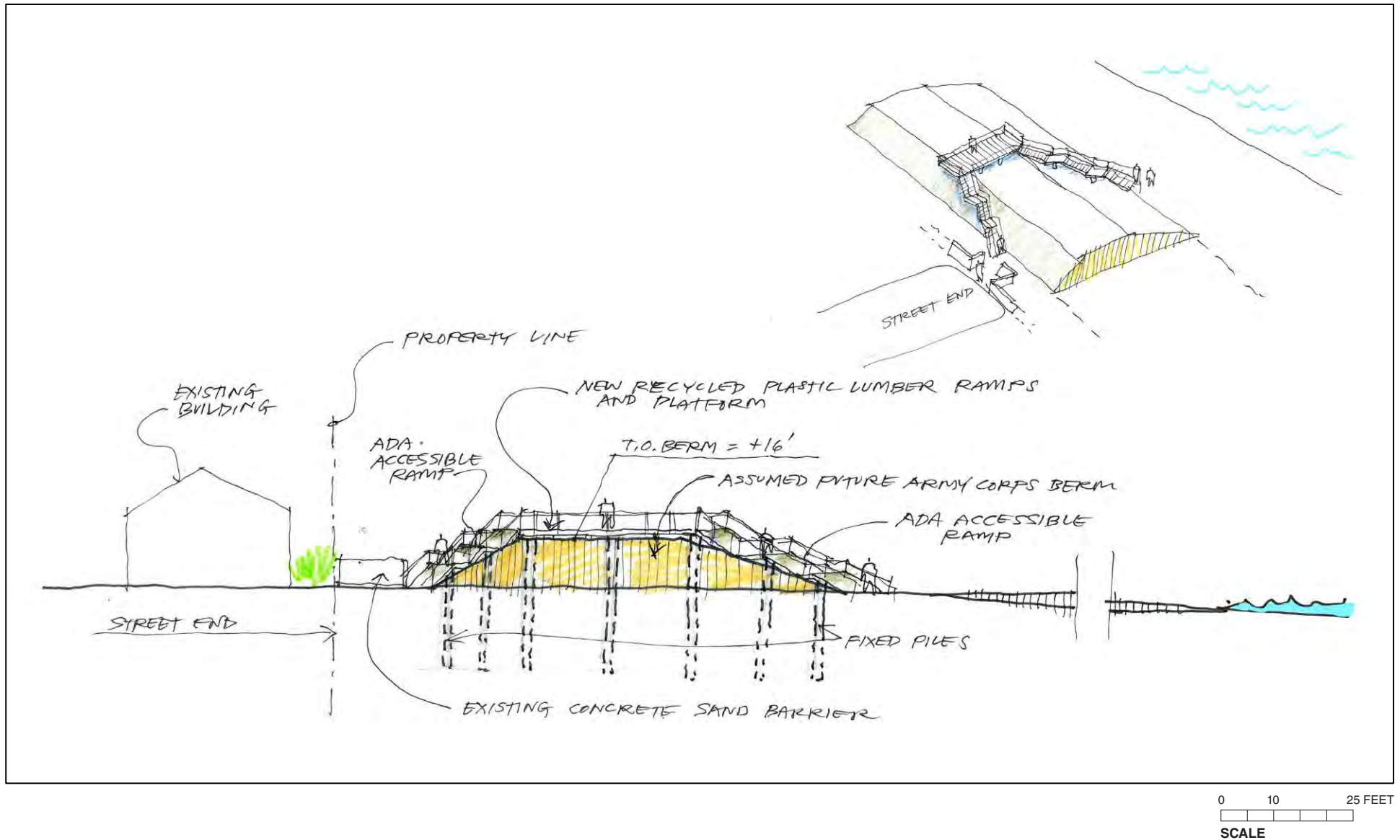
E. REQUIRED APPROVALS

The proposed project requires certain public approvals and permits to be implemented. These are summarized below:

- HUD CDBG-DR Funding. The primacy of the HUD funding approval is the basis for completing the NEPA EA with HUD assuming the lead agency role.
- NYSDEC Tidal Wetland and Coastal Erosion Hazard Area (CEHA) Permits. The proposed project, including the reconstructed boardwalk, new dune crossing structures, and dune enhancements are generally located within the jurisdiction of the NYSDEC as structures and construction activity within the regulated Tidal Wetland Adjacent Area and the CEHA.

F. ENVIRONMENTAL REVIEW

OMB is responsible, pursuant to federal statute 42 U.S.C. § 5304(g) as the recipient of HUD CDBG-DR funds, for conducting environmental reviews of projects receiving HUD funds in accordance with 24 Code of Federal Regulations (CFR) Part 58, as well as other laws and regulations. Because the proposed project is located in New York City and will involve actions by both the State and the City, the *CEQR Technical Manual* generally serves as a guide with respect to methodologies and impact criteria for evaluating the proposed project. Accordingly,



Street End Beach Access 126th to 149th Streets
 Option 3: Recycled Plastic Lumber Platform & ADA Ramps
 Figure 1-13



- USACE Dune
- Proposed (No-Action) Sand Fencing
- Access Locations

this environmental review is being prepared in accordance with NEPA, the State Environmental Quality Review Act (SEQRA), and City Environmental Quality Review (CEQR). In addition, the review of the Proposed Project has been coordinated with review pursuant to other applicable laws and regulations, such as Section 106 of the National Historic Preservation Act of 1966 (NHPA) and Section 2(a)(4) of Executive Order (EO) 11988 for Floodplain Management. *