

18.1 INTRODUCTION

Portions of the Phase 2 alignment would be located in New York City's designated Coastal Zone and so the Project is subject to the New York City Waterfront Revitalization Program (WRP). The WRP is the City's primary coastal zone management tool and was developed in accordance with the Federal Coastal Zone Management Act of 1972 and New York State Executive Law Article 42, Waterfront Revitalization of Coastal Areas and Inland Waterway Act. The WRP is made up of 10 major policies focusing on the goals of improving public access to the waterfront; reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats like wetlands and the aquatic ecosystem; reusing abandoned waterfront structures; and promoting development with appropriate land uses. This chapter assesses consistency of the Phase 2 Modified Design with these coastal zone policies.

The 2004 FEIS identified that portions of the Phase 2 alignment would fall within the designated Coastal Zone and that therefore the Project is subject to the WRP, and included an assessment of consistency with coastal zone policies. This analysis updates that assessment using the current coastal zone policies. Overall, the Modified Design would not change the conclusion of the 2004 FEIS that the Project is consistent with the New York City and New York State coastal zone policies.

18.2 FEIS FINDINGS

The 2004 FEIS analyzed the Second Avenue Subway Project's consistency with the policies of the New York City WRP and New York State coastal zone management program in effect at that time, and concluded that once operational, the Second Avenue Subway Project would be consistent with all applicable state and local coastal zone policies. During construction, the 2004 FEIS contained the following measures to avoid and minimize impacts to the Coastal Zone:

- To employ mitigation measures so that subway construction activities have no significant adverse impact on wetlands or natural features that protect against flooding and erosion. Any impacts on primary producers, benthic organisms or water quality would be temporary.
- To employ best management practices and stormwater and erosion control measures to prevent pollution and contaminated materials from entering the waterways. These and other construction-period requirements were to be incorporated into a Construction Environmental Protection Plan (CEPP)—a document that assembles all project commitments and conditions. MTA/NYCT would incorporate the relevant portions of the CEPP into all construction contracts and contractors would be obligated to follow these provisions.
- To incorporate a construction protection plan to protect historic resources into the CEPP, so as to protect such resources from accidental damage during construction. Mitigation measures were expected to also be developed for adverse impacts to archaeological resources, however some adverse impacts to archaeological resources could potentially have occurred, owing to issues of safety, access, and research redundancy at some sites.

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- Although portions of the alignments and construction areas were located in the 100- and 500-year floodplain mapped by the Federal Emergency Management Agency (FEMA), the 2004 FEIS concluded that the Second Avenue Subway construction would not adversely affect the floodplain's ability to store flood waters, nor would it lead to additional or increased flooding.

18.3 UPDATE OF BACKGROUND CONDITIONS

In 2011, revisions to the City's WRP were made to reflect policy elements included in the New York City Department of City Planning's (NYCDCP) 2011 "Vision 2020 New York City Comprehensive Waterfront Plan," including incorporation of climate change and sea level rise considerations to increase the resiliency of the waterfront area, promotion of waterfront industrial development and both commercial and recreational water-borne activities, increased restoration of ecologically significant areas, and design of best practices for waterfront open spaces. In addition, updates to the WRP include adding consideration of climate change and sea level rise as a sub-policy to each of the 10 policies outlined in the WRP. The WRP was approved by the New York State Secretary of State for inclusion in the State's Coastal Management Program on February 3, 2016.

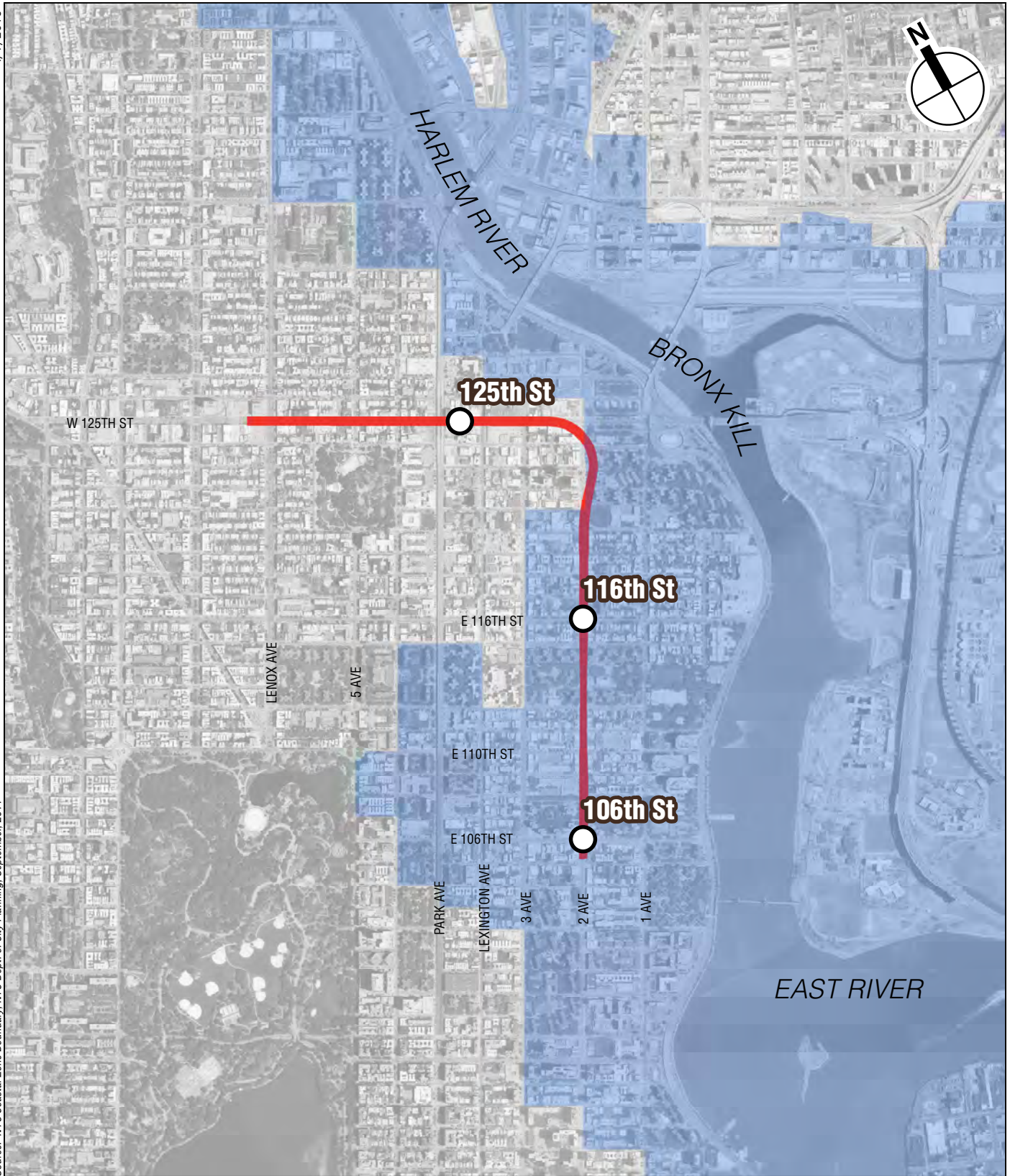
Since the 2004 FEIS, NYCDCP also issued new Coastal Zone Boundary Maps based on updated information on flooding, partly due to Hurricane Sandy. As shown in **Figure 18-1**, the Phase 2 alignment along Second Avenue is either within or adjacent to the New York City Coastal Zone, whereas the coastal zone boundary at the time of the 2004 FEIS generally did not extend west of First Avenue from the East River or south of 128th Street from the Harlem River in this area.

18.4 PHASE 2 MODIFIED DESIGN—CHANGES IN IMPACTS

A Coastal Assessment Form (CAF) has been completed for the Modified Design to assess its consistency with the revised WRP (see **Appendix D**). As required by the form, for any items marked as "promote" or "hinder" (the latter of which does not apply here), an expanded discussion of consistency with specific policies is provided. Consistency with state and federal coastal zone policies is also demonstrated in the state and federal CAFs provided in **Appendix D**.

With the Modified Design, the Phase 2 alignment is largely the same as presented in the 2004 FEIS; however, modifications to some planned entrance and ancillary facility locations have occurred because of current design standards, availability of previously identified sites, and constructability considerations (see further discussion in Chapter 2, "Description of Phase 2 Modified Design"). Additionally, tail tracks are proposed to extend farther west to the vicinity of Lenox Avenue to allow for greater train storage capacity. These changes have introduced no new coastal zone consistency impacts. Further, as described in Chapter 2, the Modified Design incorporates a new design flood elevation reflecting updated flood information and coastal zone mapping. Therefore, the Modified Design would be consistent with the new sub-policies as outlined in the WRP. Once operational, the Modified Design would be consistent with all applicable state and local coastal zone policies and would not alter conclusions of the 2004 FEIS.

The city, state, and federal CAFs were submitted to the New York State Department of State (NYS DOS), which administers the New York State Coastal Management Program. In a letter dated June 20, 2018 (see **Appendix D**), NYSDOS stated that "According to the information and plan drawings submitted, the proposed activity does not appear to require a federal permit, license, or other form of federal authorization. Therefore, further review of this project by the Department of State, and concurrence with your consistency certification, are not necessary. Additionally,



- Proposed SAS Phase 2 Alignment
- Proposed Station
- Coastal Zone Boundary



SECOND AVENUE SUBWAY PHASE 2

Coastal Zone Boundary
Figure 18-1

based on our review of the materials submitted, the Department of State has no objection to federal financial assistance in support of the proposed activities.”

18.5 CONCLUSIONS

While new WRP policies have been adopted, namely with respect to sea level rise and climate change, the Modified Design remains consistent with New York City and New York State coastal zone policies, as was the case with the 2004 FEIS Design. *