



Final

Environmental Assessment

Addressing Consolidation and
Renovation at Marine Corps
Reserve Center
Brooklyn, New York



September

2016





UNITED STATES MARINE CORPS
MARINE FORCES RESERVE
2000 OPELOUSAS AVENUE
NEW ORLEANS, LA 70114-1500

IN REPLY REFER TO

5090

FAC

30 Aug 16

From: Deputy, Assistant Chief of Staff, Facilities, Marine
Forces Reserve

To: Commander, Marine Forces Reserve

Subj: FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL
ASSESSMENT FOR THE CONSOLIDATION AND RENOVATION OF MARINE
CORPS RESERVE CENTER BROOKLYN NY.

Ref: (a) MCO P5090.2A "Environmental Compliance and Protection"

Introduction: Pursuant to the Council on Environmental Quality (CEQ)'s regulations (40 Code of Federal Regulations [CFR] §§ 1500-1508) implementing the National Environmental Policy Act (NEPA), and Marine Corps Order (MCO) 5090.2A (series), the Department of the Navy (Navy) gives notice that an environmental assessment (EA) has been prepared and an environmental impact statement (EIS) is not required for the consolidation and renovation of MCRC Brooklyn, New York.

Proposed Action: This EA evaluates the potential environmental impacts associated with the U.S. Marine Corps Forces Reserve (MARFORRES) proposal to consolidate approximately 55 full-time active duty and 549 reserve staff and their equipment from the Armed Forces Reserve Center (AFRC) Farmingdale and Marine Forces Reserve Center (MCRC) Garden City to MCRC Brooklyn. Additionally, MARFORRES would implement several associated facility and infrastructure improvements at MCRC Brooklyn, including a new utility corridor. This EA analyzes the potential for significant environmental impacts associated with the Proposed Action and alternatives, including the No Action Alternative.

Purpose and Need: The purpose of the Proposed Action is to consolidate existing MARFORRES facilities in the greater New York City metropolitan region to allow MARFORRES to optimize training through integrated unit training opportunities and reduce costs from the operation of underutilized reserve centers. The Proposed Action is needed to improve long-term sustainable unit readiness through coordinated training and preparation for future mission requirements. To complete training requirements, the buildings,

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE CONSOLIDATION AND RENOVATION OF MARINE CORPS RESERVE CENTER BROOKLYN NY.

utilities, and assets on MCRC Brooklyn require ongoing maintenance and utilities upgrades. Infrastructure on the installation is aging and requires capital investment to address deficiencies in the buildings to meet current and future mission requirements.

No Action Alternative: Under the No Action Alternative, full-time active duty and reserve personnel and their equipment from MCRC Garden City and AFRC Farmingdale would not relocate to MCRC Brooklyn, and MARFORRES would not complete associated facility and infrastructure improvements at MCRC Brooklyn. Facility and infrastructure improvements would be required at both MCRC Garden City and AFRC Farmingdale, but improvements could not resolve all issues at those locations. The ability of MARFORRES to meet mission requirements would be difficult and inefficient.

Environmental Effects of the Proposed Action: The following environmental resources, which could be impacted by the Proposed Action, were analyzed in this EA: land use, coastal zone management areas, infrastructure and transportation, noise, air quality, geology, water resources, biological resources, cultural resources, hazardous materials and wastes, socioeconomic and environmental justice, and human health and safety.

For each resource area analyzed, the environmental impacts of the Proposed Action are summarized as follows:

Land Use. The Proposed Action would not significantly impact land use. The construction of new buildings, renovation of existing buildings, improvements to infrastructure, and new and repaired fencing would make the installation more efficient and safer, reinforcing the viability and continued use of MCRC Brooklyn to train reservists.

Coastal Zone Management. Additional impervious surfaces would result in increased storm water runoff. However, all activities would be conducted in accordance with applicable laws, regulation, and policies regarding protection of coastal zone resources. No significant impacts would be expected.

Infrastructure and Transportation. Non-significant impacts on electrical supply, water supply, waste water, storm water drainage, and solid waste management would be expected from construction and demolition activities and the potential addition of personnel. Current traffic congestion on drill weekends would improve with the use of Runway 7.

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Noise. Temporary, non-significant noise impacts would be expected during construction.

Air Quality. Temporary impacts from construction and operations emissions would be expected but would not be considered significant.

Geology. Non-significant impacts would result from soil disturbance and compaction related to construction and demolition.

Water Resources. Non-significant impacts on water resources would be expected. No wetlands or surface waters would be impacted. Best management practices established in the installation Storm Water Pollution Prevention Plan would be implemented to reduce impacts from increased storm water runoff. Environmental Site Design would be used to maintain predevelopment runoff characteristics.

Biological Resources. Impacts on vegetation, wildlife, and rare, threatened, and endangered species would not be significant. Temporary disturbances of wildlife from construction noise would be expected. Permanent vegetation removal would occur. Habitat removal would be negligible. Vegetation clearing along the fence line should occur outside of the migratory bird nesting season.

Cultural Resources. Impacts on cultural resources would not be significant. MARFORRES would have a trained cultural resources person on-site to monitor the installation of the new utility corridor. Should archaeological deposits be discovered during ground-disturbing activities, construction would immediately be halted and the location will be immediately secured and protected from damage and/or disturbance.

Hazardous Materials and Wastes. No significant impacts would be expected from minor amounts of hazardous materials and wastes used or generated during construction and demolition. Long-term, beneficial impacts on the management of hazardous materials, hazardous wastes, and petroleum products are expected from the infrastructure improvements.

Socioeconomics and Environmental Justice. Minor beneficial impacts are expected from the retail sales would not be significant. Minority, low-income, and child populations would not be disproportionately impacted.

FINDING OF NO SIGNIFICANT IMPACT FOR THE ENVIRONMENTAL ASSESSMENT FOR THE CONSOLIDATION AND RENOVATION OF MARINE CORPS RESERVE CENTER BROOKLYN NY.

Human Health and Safety. No significant impacts on human health and safety would result from the Proposed Action.

Cumulative Impacts. No significant cumulative impacts would be expected from the Proposed Action when combined with other past, present, and reasonably foreseeable future actions at or near MCRC Brooklyn.

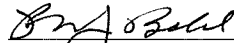
Finding: Although implementation of the Proposed Action would result in temporary and long-term, direct and indirect impacts on some environmental resources, they would not be significant. Therefore, it is determined that the analyses in this EA support a FONSI. Accordingly, the requirements of the NEPA (42 United States Code 4321 et seq.), the CEQ regulations for implementing the procedural provisions of the NEPA (40 CFR §§ 1500-1508), Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; U.S. Navy Regulations for Implementing NEPA (32 CFR § 775); U.S. Marine Corps (USMC) Environmental Compliance and Protection Manual (Marine Corps Order P5090.2A Change 3, dated August 26, 2013); and the USMC NEPA Manual have been fulfilled. Preparation of an EIS will not be necessary.

The EA addressing this action is on file and interested parties may obtain a copy from: Mr. Christopher Hurst, NEPA Project Manager U.S. Marine Corps Forces Reserve, 2000 Opelousas Avenue, New Orleans, LA 70114, or by email at Christopher.A.Hurst@usmc.mil

MARFORRES will make the Final EA and FONSI available for a limited time on the following web site:

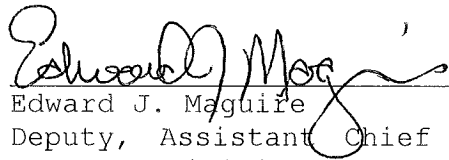
<http://www.marforres.marines.mil/GeneralSpecialStaff/Facilities.aspx>

6 SEPTEMBER 2016
Date



Ron Bald
Deputy, Counsel
US Marine Forces Reserve

6 September 2016
Date



Edward J. Maguire
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ABBREVIATIONS AND ACRONYMS

AADT	annual average daily traffic	ESA	Endangered Species Act
ACM	asbestos-containing material	FDNY	New York City Fire Department
AFRC	Armed Forces Reserve Center	FONSI	Finding of No Significant Impact
AST	aboveground storage tank	FHWA	Federal Highway Administration
AT/FP	Antiterrorism/Force Protection	ft ²	square foot/feet
BMP	best management practice	FY	fiscal year
CCD	Coastal Consistency Determination	GHG	greenhouse gas
CEQ	Council on Environmental Quality	HUD	U.S. Department of Housing and Urban Development
CFR	Code of Federal Regulations	HVAC	heating, ventilating, and air conditioning
CMP	Coastal Management Program	kW	kilowatt(s)
CO	carbon monoxide	LBP	lead-based paint
CO ₂ e	carbon dioxide equivalent	LIRR	Long Island Railroad
ConEd	Consolidated Edison	LWRP	Local Waterfront Revitalization Program
CWA	Clean Water Act	MARFORRES	U.S. Marine Corps Forces Reserve
CZMA	Coastal Zone Management Act	MBTA	Migratory Bird Treaty Act
dB	decibel(s)	MCD	Marine Corps District
dBA	A-weighted decibel(s)	MCO	Marine Corps Order
DC	direct current	MCRC	Marine Corps Reserve Center
DNL	Day-Night-Average A-weighted Noise Level	MS4	Municipal Separate Storm Sewer Systems
DoD	Department of Defense	NAAQS	National Ambient Air Quality Standards
EA	Environmental Assessment	NAC	noise ambient criteria
EIS	Environmental Impact Statement	NEPA	National Environmental Policy Act
EISA	Energy Independence and Security Act		
EO	Executive Order		

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NHPA	National Historic Preservation Act	PM ₁₀	particulate matter less than or equal to 10 microns in diameter
NO ₂	nitrogen dioxide	POV	privately owned vehicle
NO _x	nitrogen oxides	PPE	personal protective equipment
NOA	Notice of Availability	PV	photovoltaic
NPDES	National Pollutant Discharge Elimination System	ROI	region of influence
NPS	National Park Service	SHPO	State Historic Preservation Officer
NRA	National Recreation Area	SNWA	Special Natural Waterfront Area
NRCS	Natural Resources Conservation Service	SO ₂	sulfur dioxide
NVCS	National Vegetation Classification System	SPCC	Spill Prevention, Control, and Countermeasure
NYCDEP	New York City Department of Environmental Protection	SPDES	State Pollutant Discharge Elimination System
NYPD	New York City Police Department	SWPPP	Stormwater Pollution Prevention Plan
NYSDEC	New York State Department of Environmental Conservation	TMDLs	Total Maximum Daily Loads
NYSDOT	New York State Department of Transportation	tpy	tons per year
O ₃	ozone	UFC	Unified Facilities Criteria
OSHA	Occupational Safety and Health Administration	USACE	U.S. Army Corps of Engineers
Pb	lead	U.S.C.	U.S. Code
PCB	polychlorinated biphenyl	USEPA	U.S. Environmental Protection Agency
pCi/L	picoCuries per liter	USFWS	U.S. Fish and Wildlife Service
<i>percent g</i>	percentage of the force of gravity	USGS	U.S. Geological Survey
PM _{2.5}	particulate matter less than or equal to 2.5 microns in diameter	USMC	U.S. Marine Corps
		UST	underground storage tank
		VMF	vehicle maintenance facility
		VOC	volatile organic compounds

Cover Sheet

Final Environmental Assessment Addressing Consolidation and Renovation at Marine Corps Reserve Center Brooklyn, New York

Responsible Agency: U.S. Marine Corps Forces Reserve.

Affected Locations: Marine Corps Reserve Center (MCRC) Brooklyn, New York; Armed Forces Reserve Center Farmingdale, New York; MCRC Garden City, New York.

Report Designation: Final Environmental Assessment (EA).

Abstract: The Proposed Action includes the consolidation of approximately 55 full-time active duty and 549 reserve staff and their equipment from the Armed Forces Reserve Center Farmingdale and MCRC Garden City to MCRC Brooklyn. Additionally, the U.S. Marine Corps Forces Reserve would implement several associated facility and infrastructure improvements at MCRC Brooklyn, including a new utility corridor for a dedicated power line.

The analysis in the EA considers the Proposed Action and alternatives, including the No Action Alternative, and aids in determining whether a Finding of No Significant Impact can be prepared or an Environmental Impact Statement is required. Written comments regarding this document should be directed to Mr. Christopher Hurst, NEPA Project Manager, U.S. Marine Corps Forces Reserve, 2000 Opelousas Avenue, New Orleans, LA 70114, or by email to *Christopher.A.Hurst@usmc.mil*.

Privacy Notice

Comments on this document are requested. Letters or other written comments provided may be published in the EA. Comments will normally be addressed in the EA and made available to the public. Any personal information provided will be used only to identify the desire to make a statement during the public comment period or to fulfill requests for copies of the EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the EA. However, only the names of the individuals making comments and specific comments will be disclosed; personal home addresses and telephone numbers will not be published in the EA.

Final
ENVIRONMENTAL ASSESSMENT
Addressing Consolidation and Renovation
at
Marine Corps Reserve Center Brooklyn,
New York

U.S. MARINE CORPS FORCES RESERVE

New Orleans, Louisiana



SEPTEMBER 2016

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1. Purpose of and Need for the Proposed Action

1.1 Introduction

This Environmental Assessment (EA) addresses the proposed consolidation and renovation at Marine Corps Reserve Center (MCRC) Brooklyn, New York. The U.S. Marine Corps Forces Reserve (MARFORRES) proposes to relocate full-time active duty and reserve staff and their equipment from MCRC Garden City, New York, and Armed Forces Reserve Center (AFRC) Farmingdale, New York, to MCRC Brooklyn, New York. MARFORRES would hold drill training on two weekends per month to accommodate training for all reservists. MARFORRES would also implement associated facility and infrastructure improvements at MCRC Brooklyn, including a new utility corridor for a dedicated power line.

These actions are being analyzed in a single EA to facilitate the National Environmental Policy Act (NEPA) compliance and review process, expedite project execution, provide for cost savings from preparing separate NEPA documents, eliminate segmentation, comprehensively evaluate potential cumulative impacts, encourage agency consultation, and facilitate coordination between MARFORRES and the National Park Service (NPS).

This EA analyzes the potential for significant environmental impacts associated with the Proposed Action and alternatives, including the No Action Alternative. This EA has been developed in compliance with NEPA; Council of Environmental Quality (CEQ) regulations implementing NEPA (Title 40 Code of Federal Regulations [CFR] §§ 1500–1508), *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*, U.S. Navy Regulations for Implementing NEPA (32 CFR § 775); U.S. Marine Corps (USMC) Environmental Compliance and Protection Manual (Marine Corps Order P5090.2A Change 3, dated August 26, 2013); and the USMC NEPA Manual.

This EA is organized into five sections, plus appendices. **Section 1** provides location and background information, the purpose of and need for the Proposed Action, and a summary of the NEPA compliance requirements. **Section 2** contains a description of the Proposed Action and alternatives. **Section 3** provides the discussion on the existing conditions of the affected environment and the potential environmental consequences, including cumulative effects. **Section 4** lists the references used in the preparation of this document. **Section 5** provides the names of those individuals who prepared the document. **Appendix A** includes stakeholder and public involvement materials to date. The Coastal Zone Consistency Determination is in **Appendix B**. Air quality calculations are in **Appendix C**. **Appendix D** includes the bird species observed in the immediate area according to the New York State Breeding Bird Atlas.

1.2 Background

MCRC Brooklyn encompasses approximately 70 acres of the 19,000-acre Jamaica Bay Unit of the NPS Gateway National Recreation Area (NRA). It is on the southernmost end of Floyd Bennett Field (NPS 2014) (see **Figure 1-1**).



Data Source: ESRI Streetmap 2010

Figure 1-1. Location Map of MCRC Brooklyn, New York

Floyd Bennett Field was formerly U.S. Naval Air Station Brooklyn, New York, and was used from World War II until 1967, prior to its decommissioning in 1971. Subsequently, the majority of the 1,450-acre property was transferred from the Department of Defense (DoD) to the U.S. Coast Guard and the NPS, a bureau of the Department of the Interior. The Navy retained the southern portion of Floyd Bennett Field and a series of parcel transfers deeded the property to MARFORRES in 1998 for continued use as MCRC Brooklyn. The remainder of Floyd Bennett Field is owned and managed by NPS as part of the Gateway NRA. All utilities, roads, and other infrastructure necessary for the installation require crossing NPS lands; therefore, the Department of Navy executes, on behalf of MARFORRES, any necessary permits with NPS for rights-of-way on NPS lands.

Gateway NRA is the nation's first urban national recreation area. It was established in 1972, is twice the size of Manhattan, and is divided into three administrative units: Jamaica Bay, Sandy Hook, and Staten Island. Gateway NRA has 27,025 acres of open bays, ocean, marsh islands, shoreline, dunes, maritime and successional forests, grasslands, mudflats, and open spaces. It includes marinas, greenways, campgrounds, trails, beaches, picnic grounds within historic landscapes, the remains of coastal defense works, rare structures from aviation history, and the oldest continuously operating lighthouse in the United States (NPS 2014).

Due to an overall reduction in reserve forces, MARFORRES has examined options to consolidate training to optimize operational funds. MCRC Brooklyn is considered a highly valuable site by MARFORRES due to its potential for hosting additional units, centralized location, excess capacity, and size of its facilities. As such, MARFORRES continues to invest in modernization and renovation activities at MCRC Brooklyn. The environmental impacts from ongoing activities were analyzed in previous NEPA documents, and are therefore not part of the Proposed Action being addressed in this EA but are included in the cumulative effects analysis. Previously evaluated projects at MCRC Brooklyn include the following:

- Renovate the interior of the MCRC Brooklyn Administration Building, the original vehicle maintenance facility (VMF), and the existing Technical Storage Warehouse. Interior renovations include upgraded utilities and reconfiguration of offices (MARFORRES 2015).
- Construct a new VMF (currently under construction) (MARFORRES 2010).
- Install two temporary armories (440 square feet [ft²] each) in the tactical vehicle area and a covered weapons cleaning area (MARFORRES 2013a).
- Install a 100-kilowatt (kW) demand response metering system (MARFORRES 2013b). This system will help MARFORRES capture energy usage and savings for the installation.

1.3 Purpose and Need

The purpose of the Proposed Action is to consolidate existing MARFORRES facilities in the greater New York City metropolitan region to allow MARFORRES to optimize training through integrated unit training opportunities, and reduce costs from the operation of underutilized reserve centers. The Proposed Action is needed to improve long-term sustainable unit

readiness through coordinated training, and prepare for future mission requirements. To complete training requirements, the buildings, utilities, and assets on MCRC Brooklyn require ongoing maintenance and utilities upgrades. Infrastructure on the installation is aging and requires capital investment to address deficiencies in the buildings and meet current and future mission requirements.

1.4 Decision to be Made

Upon completion of the EA process, MARFORRES will determine whether or not the Proposed Action would result in significant impacts. If such impacts are predicted, then MARFORRES would decide whether to provide mitigation to reduce impacts below the level of significance, undertake preparation of an Environmental Impact Statement (EIS), or abandon the Proposed Action. The determination to implement the Proposed Action would be documented in a Finding of No Significant Impact (FONSI).

1.5 Scope of the Analysis

This EA describes and evaluates the potential environmental impacts that may result from the relocation of MARFORRES staff and equipment from AFRC Farmingdale and MCRC Garden City to MCRC Brooklyn as well as facility and infrastructure improvements at MCRC Brooklyn.

In accordance with CEQ, U.S. Navy, and USMC NEPA regulations and guidelines for implementing NEPA, evaluation of environmental impacts in this EA focuses primarily on those resources and conditions potentially subject to impacts, identifies potentially relevant environmental resource areas deserving of study, and de-emphasizes irrelevant resource areas. The environmental resource areas analyzed in the EA include: land use; coastal zone management; infrastructure and transportation; noise; air quality; geological resources; water resources; biological resources; cultural resources; hazardous materials and wastes; socioeconomics and environmental justice; and human health and safety.

1.6 Environmental Review Process

1.6.1 National Environmental Policy Act

NEPA of 1969 (42 United States Code [U.S.C.] §§ 4321–4307) is a federal statute requiring the identification and analysis of potential environmental impacts associated with proposed federal actions before those actions are taken. The intent of NEPA is to help decision makers make well-informed decisions based on an understanding of the potential environmental consequences, and take actions to protect, restore, or enhance the environment. Department of the Navy regulations for implementing NEPA, the USMC Environmental Compliance and Protection Manual, and the USMC NEPA Manual provide a framework for how to implement CEQ NEPA regulations and achieve the goals of NEPA.

To comply with NEPA, the planning and decision-making process for actions proposed by federal agencies involves a study of other relevant environmental statutes and regulations. The NEPA process does not, however, replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in an EA or EIS, which enables the decision maker to have a comprehensive view of major environmental issues and

requirements associated with a proposed action. According to CEQ regulations, the requirements of NEPA can be integrated “with other planning and environmental review procedures required by law or by agency practice so that all such procedures run concurrently rather than consecutively.”

1.6.2 Other Relevant Laws and Regulations

This EA examines several resource areas that have the potential to be affected by the Proposed Action and alternatives, and includes applicable elements of the human and natural environments required by specific laws, regulations, Executive Orders (EOs), and policies. Notable laws and regulations are listed below:

- Endangered Species Act (16 U.S.C. §§ 1531–1544)
- Migratory Bird Treaty Act (16 U.S.C. §§ 703–712)
- Bald and Golden Eagle Protection Act (16 U.S.C. §§ 668–668c)
- Sikes Act and Sikes Act Improvement Act (16 U.S.C. §§ 670a–670o), Conservation Programs on Government Lands
- Coastal Zone Management Act (16 U.S.C. §§ 1451–1466)
- Clean Air Act (42 U.S.C. §§ 7401–7671q)
- Clean Water Act, Sections 401, 402, and 404 (33 U.S.C. §§ 1251–1387)
- National Historic Preservation Act of 1966 (16 U.S.C. §§ 470–470x-6)
- Archaeological Resources Protection Act of 1979 (16 U.S.C. §§ 470aa–470mm)
- EO 11990, Protection of Wetlands
- EO 11988, Floodplain Management
- EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations
- EO 13045, Protection of Children from Environmental Health Risks and Safety Risks
- EO 13148, Greening the Government through Leadership in Environmental Management
- EO 13186, Responsibilities of Federal Agencies to Protect Migratory Birds
- EO 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input
- EO 13693, Planning for Federal Sustainability in the Next Decade

1.6.3 Permits and Consultations/Agency Coordination

MARFORRES notified relevant federal, state, and local agencies of the Proposed Action and alternatives and provided them with sufficient time to make known their environmental concerns specific to the action. This process also provided MARFORRES the opportunity to coordinate with agencies that manage resources with the potential for impacts and consider state and local

views in implementing the federal proposal. Interagency/intergovernmental coordination materials related to this action are included in **Appendix A**. MARFORRES has received comments from the United States Department of Interior, NPS and USFWS; United States Army Corps of Engineers; United States Environmental Protection Agency, Region 2; New York State Historic Preservation Officer; and New York State Department of State regarding the Proposed Action.

1.6.4 Public Involvement

NEPA requirements help ensure that environmental information is made available to the public during the decision-making process and prior to actions being taken. The premise of NEPA is that the quality of the federal decisions will be enhanced if proponents inform and involve the public in the planning process. Opportunities for public input were provided through the scoping process and again with the publication of a Notice of Availability (NOA) for the Draft EA and proposed [Finding of No Significant Impact \(FONSI\)](#). Public outreach materials related to this action are included in **Appendix B**.

The NOA was published in the Federal Register on June 29, 2016 announcing a public open house at Floyd Bennett Field for the Draft EA, and again on July 25, 2016 to extend the comment period for the Proposed Action until August 15, 2016. A NOA was also published in the Brooklyn Daily Eagle newspaper, and provided to the Brooklyn Community Board 18. MARFORRES also provided copies of the EA to the local library and posted the EA on the MARFORRES website. Comments from agencies were received as identified in **Section 1.6.3**; no public comments on the EA and proposed FONSI were received during the public comment period.

2. Description of the Proposed Action and Alternatives

This section provides detailed information on the Proposed Action and alternatives considered for the consolidation, and facility and infrastructure improvements, slated for MCRC Brooklyn. **Section 2.1** discusses the Proposed Action in detail, while **Section 2.2** provides a description of the No Action Alternative. Lastly, alternatives to the Proposed Action considered and eliminated from further study are described in **Section 2.3**.

2.1 Proposed Action

Under the Proposed Action, MARFORRES would consolidate 55 full-time active duty and 549 reserve staff and their equipment from MCRC Garden City and AFRC Farmingdale to MCRC Brooklyn in 2017, and MARFORRES would also complete facility and infrastructure improvements at MCRC Brooklyn related directly to the increase of these personnel. Projects would be implemented between 2016 and 2022 as project funding becomes available. **Figures 2-1** and **2-2** illustrate the locations of the components of the Proposed Action.



Source: ESRI Streetmap

Figure 2-1. Locations of MCRC Garden City and AFRC Farmingdale in Relation to MCRC Brooklyn

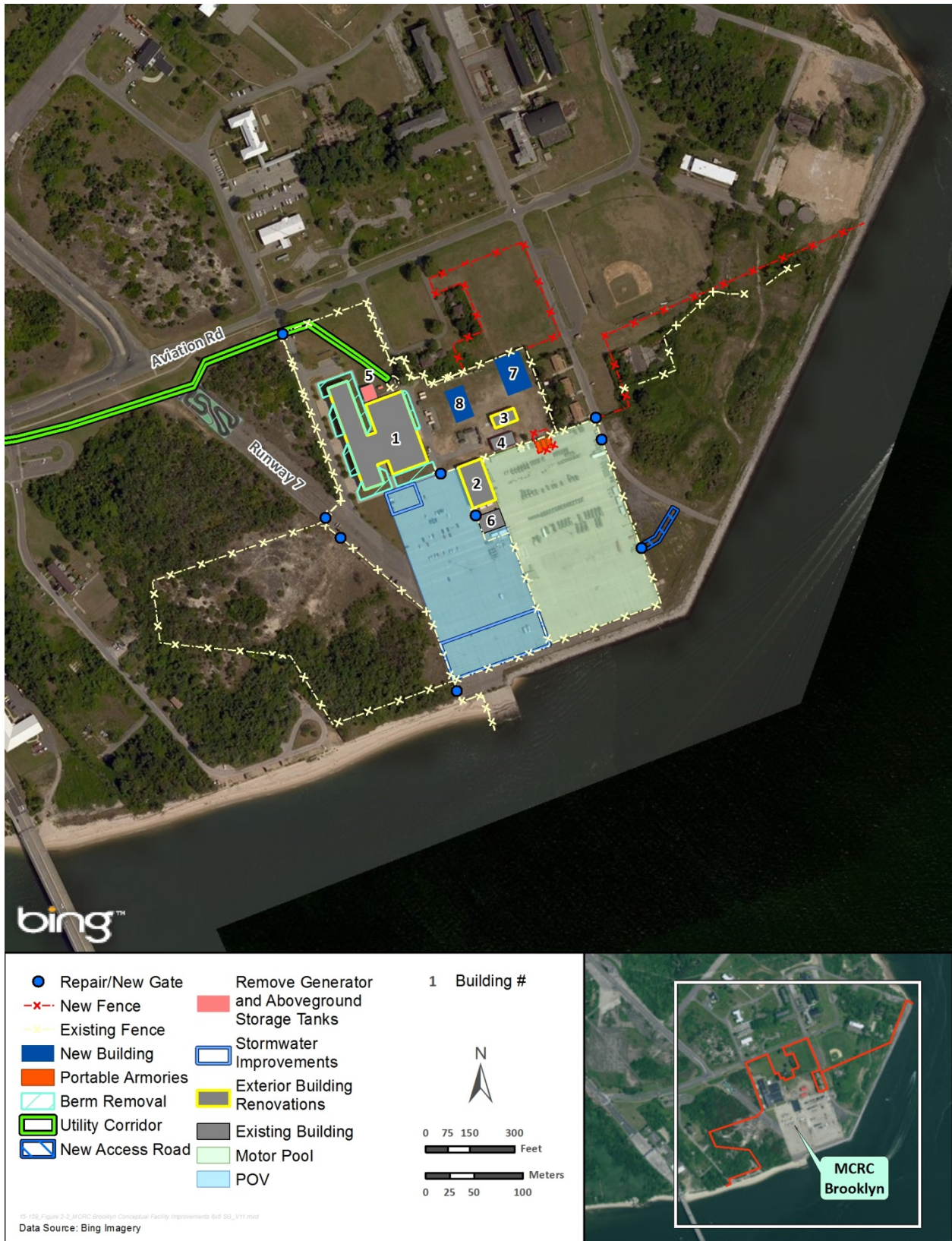


Figure 2-2. Proposed Project Locations under the Proposed Action at MCRC Brooklyn, New York

2.1.1 Consolidation of Personnel and Equipment

MARFORRES would consolidate staff and equipment from MCRC Garden City and AFRC Farmingdale to MCRC Brooklyn. MCRC Brooklyn facilities are currently underutilized, with many areas in the Administration Building unused.

MCRC GARDEN CITY

MCRC Garden City is operated by the 1st Marine Corps District (MCD), a recruiting headquarters. MARFORRES 2nd Battalion, 25th Marine Regiment, 4th Marine Division (2/25), which is a reserve unit, leases 32,254 ft² of the 173,583 ft² of facilities on this property including the VMF. The 1st MCD operates the remaining available space. The Marines have a long history in the area and are very active in the community. The 1st MCD has committed to staying in their current facility and in the Garden City community (Bitanga 2016).

The 6.86-acre property that currently houses MCRC Garden City was constructed in 1923 and served various industrial capacities before being leased by USMC in 1942. MCRC Garden City has received various interior improvements since its construction; however, recent evaluations show the facility cannot adequately accommodate utility upgrades to meet the functional requirements of the 2/25. Normal obsolescence, wear, and a lack of additional investment into function and aesthetic modernization have reduced the ability of the 1st MCD to fully improve the installation. In addition to interior issues, the VMF and motor pool are inadequate to meet the maintenance and storage needs of the 2/25. There is no additional land for expansion of the motor pool and the VMF. Therefore, the Garden City facility cannot meet current Antiterrorism/Force Protection (AT/FP) protocols for perimeter security because the properties surrounding MCRC Garden City are developed.

Mass transit to and from MCRC Garden City is also limited. Many of the full-time active duty personnel live within walking distance of the installation. Reservists must either take public transportation or drive personal vehicles. Public transportation is limited to the Long Island Railroad (LIRR), as there is no subway service outside the five boroughs. The closest LIRR station is 1.6 mile to the west. Parking at MCRC Garden City is inadequate to meet the needs of reservists, and many park along community roadways.

Under the Proposed Action, MARFORRES would transfer all of the 2/25, to include the Headquarters, Service Company, Weapons Company, and Site Support personnel for a total of 37 active duty staff and 363 reservists, to MCRC Brooklyn. Tactical equipment to be transferred from MCRC Garden City and stored at MCRC Brooklyn would include trailers, armored tactical vehicles, and stackable storage units (MARFORRES 2014a; MARFORRES 2014b). **Tables 2-1** and **2-2** provide a complete list of personnel and equipment to be transferred to MCRC Brooklyn respectively.

AFRC FARMINGDALE

The New York Army National Guard is the host of the property at AFRC Farmingdale. The MARFORRES 6th Communications Battalion Alpha Company is one of several tenants and leases approximately 16,000 ft² of the 213,000 ft² of facilities on the 14-acre lot. The facility has sufficient space and infrastructure for day-to-day operations and tactical equipment, but not enough space for physical training for reservists. Each month, the unit has to coordinate with other sites to de-conflict schedules for all physical training activities (MARFORRES 2014b).

Table 2-1. Full-Time Active Duty and Reserve Personnel

Installation	Active	Reserve	Total
MCRC Brooklyn	93	740	833
MCRC Garden City	37	363	400
AFRC Farmingdale	18	186	204
Total	148	1,289	1,437

Table 2-2. Tactical Equipment for Each unit to be stored at MCRC Brooklyn

Vehicle and Communication Equipment	Number of Units
MCRC Brooklyn	
Truck, forklift	4
Trailer, flatbed	1
Trailer, cargo	4
Storage containers	49
Armored 7-ton cargo truck	1
Truck, wrecker, armor	2
Tactical elevated antenna mast system on a trailer	4
Trailer, light tactical	1
Satellite communications w/D0022	4
Satellite communications w/D0017	2
Radio terminal set	23
Terminal satellite w/D0022	2
Truck, cargo	23
Trailer, tank	4
Logistics vehicle system replacement	2
Satellite communications	8
Communication system	6
Antenna communication	3
Container, 20 foot	14
Container, ISO, 40 foot	3
Truck, lift, wheel	1
Flatrack, palletized	1
MCRC Garden City	
Satellite communications w/D0022	5
Satellite communications w/D0017	8
Tactical elevated antenna mast system on a trailer	1
Truck, cargo, 7-ton	3
Truck, utility	31
Truck, utility, heavy variant	2
Truck, ambulance, 2-litter	2

Vehicle and Communication Equipment	Number of Units
MCRC Garden City (continued)	
Truck, ambulance, 4-litter	5
Trailer, cargo, 1 1/2-ton	1
Trailer, cargo, light tactical, cargo, heavy	7
Trailer, light tactical, USMC chassis	1
Water bull	1
Common 22 trailer	1
Storage containers	192
AFRC Farmingdale	
Satellite communications w/D0022	7
Satellite communications w/D0017	14
Tactical elevated antenna mast system on a trailer	4
Armored 7-ton cargo truck	4
Armored carrier Humvee	2
Carrier Humvee	1
Cargo trailer	2
Water bull	1
Common 22 trailer	1
Humvee	21
Trailer	4

Parking is limited at AFRC Farmingdale, and parking spaces for reservists are limited on drill weekends. Adjacent lands are developed and occupied resulting in no opportunity for further expansion for parking, or to meet current AT/FP perimeter security protocols. Public transportation is limited to the LIRR, which offers service from Manhattan to Long Island. The closest station is 1.7 miles north.

Under the Proposed Action, the 6th Communications Battalion Alpha Company, consisting of 18 active duty staff and 186 reservists, would transfer to MCRC Brooklyn. AFRC Farmingdale would also transfer 35 tactical vehicles and trailers to MCRC Brooklyn. **Tables 2-1** and **2-2** provide a complete list of staff and equipment to be transferred to MCRC Brooklyn, respectively.

Under the Proposed Action, 32,254 ft² of facility space at MCRC Garden City would become available for lease by the 1st MCD Headquarters, and the State of New York would have approximately 16,000 ft² of facility space at AFRC Farmingdale available for lease.

MCRC BROOKLYN

As shown in **Figure 2-1**, MCRC Brooklyn is located 37 miles from AFRC Farmingdale and 26 miles from MCRC Garden City in the Borough of Brooklyn. MCRC Brooklyn encompasses approximately 70 acres, and contains roughly 112,000 ft² of facilities. Currently MCRC Brooklyn houses three separate companies within the 6th Communications Battalion including Headquarters, General Support Communications, and Service companies, which includes 93 full-time active duty and 740 reservists. Reservists currently train one weekend per month. Both

the facility space and the land are underutilized by the 6th Communications Battalion companies working out of MCRC Brooklyn.

Under the Proposed Action, staff would transfer from MCRC Garden City and AFRC Farmingdale to MCRC Brooklyn. The active duty population at MCRC Brooklyn would increase by 60 percent or 55 staff, and the reserve population would increase 74 percent or by 549 (see **Table 2-1**). Daily operations at MCRC Brooklyn would not substantially change under the Proposed Action. Working hours for full-time active duty would continue Monday through Friday from 7 a.m. to 4 p.m. The majority of full-time active duty staff would drive to work or take public transportation via bus service along Flatbush Avenue.

Tactical equipment for each unit would be stored and maintained at MCRC Brooklyn. The motor pool at MCRC Brooklyn has approximately 270,000 ft² of space for tactical equipment, and the installation is currently using approximately 91,000 ft². The remaining available space would be more than adequate to accommodate the tactical equipment at MCRC Garden City and AFRC Farmingdale. **Table 2-2** provides a detailed list of tactical equipment for transfer and storage at MCRC Brooklyn.

MARFORRES intends to hold two drill weekends per month to accommodate training for the 6th Communications Battalion and the 2/25 reservists while minimizing impacts to the local community and infrastructure. The MCRC Brooklyn reservists would continue to drill one weekend per month. Staff from AFRC Farmingdale and MCRC Garden City would drill a second weekend per month. Reservists would be required to be onsite by 6:30 a.m. each morning on drill weekends. If reservists are not mobilized for offsite training for the entire weekend, they would return home each night between 5 p.m. and 7 p.m.

Reservists would travel either by personal vehicle or public transportation to MCRC Brooklyn. During each of the two separate drill weekends each month, MARFORRES would use an abandoned runway along the western side of the installation (Runway 7) to accommodate the arrival and departure of reservists. The portion of Runway 7 inside the installation would be used for parking during drill weekends. Reservists would queue along the runway from Aviation Road to the gate for the security screening process. The privately owned vehicle (POV) parking area and the portion of Runway 7 within installation boundaries would hold an estimated 560 parking spaces. In addition to the POV parking area, the lot for tactical vehicles would be used for overflow as necessary.

Physical fitness training would continue to occur each drill weekend from January to June and incorporate a 3-mile run, sit-ups, and pull-ups. Combat training would continue to occur from July to December and incorporate a 0.25-mile sprint, and combat maneuvers such as carrying a soldier on one's shoulders and crawling on elbows. Both the 3-mile run and the 0.25-mile sprint for reservists occur off of the MCRC Brooklyn installation along road shoulders on Floyd Bennett Field in Gateway NRA. Runners would continue to be divided into groups of approximately 10 to 100 persons to reduce congestion and to simplify timekeeping procedures. MARFORRES would coordinate run schedules and paths with the Jamaica Bay Unit Coordinator for Gateway NRA to avoid other planned recreational activities at Floyd Bennett Field. The NPS Park Police would continue to direct traffic and block off appropriate portions of roads for runners. Other than the

training runs, exercises and combat maneuvers would continue to be conducted within the MCRC Brooklyn installation.

Reservists would also continue to mobilize from MCRC Brooklyn to other training locations several times each year for specialized training per Marine Corps Order (MCO) 1500.6, *Off Site Training*. Specialized training includes annual training at Tobyhanna Army Depot, Pennsylvania, or at Camp Smith, New York; shooting range use at Quantico, Virginia; and several specialized weekend training events. MARFORRES conducts an environmental review for these actions as training requirements are identified by each unit.

2.1.2 Building Renovation and Construction

During building renovations, temporary armories and trailers would be placed on the installation to provide backup storage. Once the renovation work is complete, these structures would be removed.

ADMINISTRATION BUILDING RENOVATION (BUILDING 1)

The Administration Building at MCRC Brooklyn is a 90,000-ft², two-story building with a metal roof and siding (shown on the EA cover). Earthen berms constructed along the sides of the building have resulted in continual water damage to window flashings and the metal siding on the first floor. As a result, external renovations would include excavation of the existing earthen berms and replacement of any damaged exterior materials. Once the berms are removed, the land would be graded and stormwater controls would be installed. The Administration Building would also receive a new roof. This would require the removal and reinstallation of the existing photovoltaic (PV) array system. The existing 80-kW direct current PV array would be reinstalled using a new fully anchored racking system that would raise the roof profile between 1 and 4 feet above roof finish elevation. Inverters and combiner boxes would also be installed to tie-in the PV array to the point of connection on the Administration Building electrical distribution panel. Additionally, output from the PV array could be extended to the original VMF (Building 2) and the Technical Storage Warehouse (Building 3). Any excess PV panels placed on the original VMF or Technical Storage Warehouse would require the installation of additional inverter and combiner boxes.

ORIGINAL VMF RENOVATION (BUILDING 2)

The original VMF is an 11,000-ft², single-story building with a metal roof and siding. Exterior renovations would include repair and replacement of damaged metal siding and could include the installation of approximately 320 PV panels to generate up to 70.4 kW of direct current power. PV panel installation would require replacement of the roofing membrane and the installation of a new anchored racking system. The existing roofing membrane would be replaced or patched given the relatively new age of the roof (built in 2007). The new anchored racking system would be installed along with an inverter, and four combiner boxes would be relocated and tied-in to the point of connection on the existing electrical distribution panel (400-ampere, 480-volt service). The new fully anchored racking system would raise the system profile between 1 and 4 feet above roof finish elevation. This building would continue to be used as a VMF.

TECHNICAL STORAGE WAREHOUSE RENOVATION (BUILDING 3)

The 8,000-ft² single-story Technical Storage Warehouse is made of painted corrugated metal panels and is a shed design. Exterior renovations would be similar to the original VMF as described above. This building could also host a PV array for power generation similar to the original VMF.

INDIVIDUAL COMBAT EQUIPMENT WAREHOUSE CONSTRUCTION (BUILDING 7)

MARFORRES would construct a new 12,000-ft² storage warehouse containing individual lockers for reservists to store personal combat equipment. Each locker would be 3 cubic feet and have a personal lock. The building would be constructed on unimproved land and supplied with power. The exterior design would be similar to the existing Technical Storage Warehouse.

COMMUNICATIONS MAINTENANCE WAREHOUSE CONSTRUCTION (BUILDING 8)

MARFORRES would construct a new 8,000-ft² building with office space and a maintenance area. The building would be supplied with power, water, and communication service. The building would be constructed on unimproved land. The exterior design would be similar to the existing Technical Storage Warehouse.

2.1.3 Infrastructure Improvements

NEW UTILITY CORRIDOR

MCRC Brooklyn currently gets power from shared electric lines with NPS and other tenants on Floyd Bennett Field. The Proposed Action would provide a dedicated underground power line to MCRC Brooklyn to upgrade the electrical infrastructure. The new utility corridor would be approximately 2,300 feet long and 15 feet wide, and would run underground from the existing ConEdison (ConEd) substation at the corner of Flatbush Avenue and Aviation Road to an existing transformer on MCRC Brooklyn. ConEd would maintain the corridor for the utility.

The dedicated power line for MCRC Brooklyn would use the installed demand response system, which would capture energy usage and savings for the installation. The demand response system would allow MARFORRES to better understand how they use electricity so they can take advantage of future energy saving projects. This would also reduce the burden on existing utility lines maintained by NPS. Upon the completion of the utility upgrades, the existing backup generator and the two associated diesel 15,000-gallon aboveground storage tanks (ASTs) (Building 5) would be removed, and there would be no further requirement for emergency back-up power. The ASTs are steel, set within concrete secondary containment basins, and have canopy structures above them. The existing backup generator is a Generac 600-kW, 480/277-volt, three-phase generator with a 350-gallon belly day-tank and has connections to the diesel ASTs. It provides emergency back-up power to the Administration Building (Building 1), the original VMF (Building 2), and the existing Technical Storage Warehouse (Building 3).

STORMWATER IMPROVEMENTS

Two areas of concrete would be removed from the POV parking area, graded, and replaced (see front cover and **Figure 2-2**). The concrete was originally installed in 1942 and used as a seaplane parking apron. The fill material under the concrete has shifted over the years, resulting in low spots in the parking area. In winter months, these areas collect water that freezes, resulting in hazardous driving and walking conditions. MARFORRES would regrade these areas

to improve and facilitate drainage of the parking area to the western portion of the installation. Stormwater controls would be implemented to further reduce potential impacts from runoff on water quality.

NEW ACCESS ROAD

MARFORRES would construct a new, two-lane access road from the east side of the tactical equipment parking lot to an existing roadway along the eastern perimeter of the installation. This new access would create travel lanes for the movement of tactical vehicles and trailers. Currently, travel lanes set aside for tactical equipment on the installation takes up space that could otherwise be used for POV parking. The installation of a separate gate and access road for tactical equipment would effectively increase available parking in the POV lot and allow for the safer movement of tactical equipment.

Changes in impervious surfaces based on renovation and construction are shown in **Table 2-3**.

Table 2-3. Net Increase in Impervious Surfaces at MCRC Brooklyn

Type of Action	Impervious Surfaces under Existing Conditions (ft ²)	Impervious Surface under the Proposed Action (ft ²)	Net Change in Impervious Surface (ft ²)
Generator and AST removal	2,126	0	-2,126
Concrete drainage replacement	52,532	52,532	0
New individual combat equipment warehouse	-	12,000	12,000
New communications maintenance warehouse	-	8,000	8,000
New access road	-	4,175	4,175
TOTAL			22,049

2.1.4 Site Security Measures

FENCING

MARFORRES would repair or install new chain-link fencing around the perimeter of the installation to meet AT/FP minimum security measures as outlined in the Unified Facilities Criteria (UFC) 4-010-01, *DoD Minimum Antiterrorism Standards for Buildings*. The fencing would be 8 feet tall, with 1 foot buried in the ground, topped with barbed wire, and would be located at least 82 feet from any building on the installation. To improve visual aesthetics and reduce any noise and dust impacts from MARFORRES operations, MARFORRES would install privacy fencing along the ranger housing. The fence line along Aviation Road would be set back 100 feet from the roadway to accommodate NPS requirements for recreational activities on adjacent lands.

SECURITY GATES

MARFORRES would install a new electronic sliding gate at the main entrance of the installation along Aviation Road to replace the existing gate. Power to the gate would be supplied from Building 1 and would be installed within the same trench as the proposed utility corridor (see

Figure 2-2). MARFORRES would also repair several existing internal manual gates that control access throughout the installation.

2.2 No Action Alternative

The No Action Alternative serves as a baseline for comparison with the Proposed Action. Under the No Action Alternative, full-time active duty and reserve personnel and their equipment from MCRC Garden City and AFRC Farmingdale would not relocate to MCRC Brooklyn, and MARFORRES would not complete associated facility and infrastructure improvements at MCRC Brooklyn. MCRC Brooklyn would continue to conduct construction and maintenance necessary to operate to meet current mission requirements including those actions discussed in **Section 1.2**. Facility and infrastructure improvements would be required at both MCRC Garden City and AFRC Farmingdale and, if proposed, would be analyzed separately from this EA. However, improvements could not resolve all issues at those locations.

2.3 Alternatives Considered but Eliminated from Detailed Analysis

Considering alternatives helps to avoid unnecessary impacts and allows for an analysis of reasonable ways to achieve the stated purpose. To warrant detailed evaluation, an alternative must be reasonable. To be considered reasonable, an alternative must be suitable for decision making, capable of implementation, and sufficiently satisfactory with respect to meeting the purpose of and need for the action. CEQ defines reasonable alternatives as those that are economically and technically feasible, and that show evidence of common sense (CEQ 1981).

Certain facility, operational, and mission requirements must be present or reasonably attainable to meet the purpose of and need for the Proposed Action. MARFORRES developed the following selection standards for potential consolidation location(s) based on operations and training requirements:

- The ability to become an enduring facility
- Facility optimization
- Equipment readiness
- Training area proximity
- Optimal location to recruit reservists.

Under NEPA, action proponents must consider and analyze reasonable alternatives to the Proposed Action. The following alternatives were considered, but eliminated from detailed analysis. These alternatives either do not meet the purpose of and need for the Proposed Action described in **Section 1.3**, or do not meet the selection standards.

2.3.1 Lease or buy a property and transfer the entire 6th Communications Battalion and the 2/25

Although MARFORRES could purchase or lease land that would meet facility, operational, and mission requirements, this alternative does not meet the selection standards for MARFORRES because it would not optimize the use of MCRC Brooklyn which is existing federal property.

2.3.2 Transfer the entire 6th Communications Battalion to MCRC Garden City

Under this alternative, MCRC Brooklyn and AFRC Farmingdale staff and reservists would transfer to MCRC Garden City. Although this alternative meets the requirement for facility optimization, MCRC Garden City does not meet selection standards related to equipment readiness or proximity to training areas.

2.3.3 Transfer entire 6th Communications Battalion to AFRC Farmingdale

Moving MCRC Brooklyn to AFRC Farmingdale would not meet the selection standards providing for facility optimization, equipment readiness, or proximity to training areas.

2.3.4 Transfer either the 2/25 or the 6th Communications Battalion Alpha Company to MCRC Brooklyn

Under this alternative, MARFORRES would still operate two facilities, resulting in the under utilization of MCRC Brooklyn. Furthermore, this alternative would not meet the selection standards for equipment readiness and proximity to training areas.

MCRC Brooklyn has the greatest potential for hosting additional unit capabilities within the New York City metropolitan region due to its centralized location, large footprint, and over 40,000 ft² of excess facilities for exclusive use.

2.4 Comparison of Alternatives

Table 2-4 summarizes the potential environmental consequences of the Proposed Action and the No Action Alternative, based on the impact analyses presented in **Section 3**.

Table 2-4. Summary of Potential Environmental Consequences

Resource	Proposed Action	No Action Alternative
Land Use	Land uses at MCRC Brooklyn would not change, although the Proposed Action would not preclude the viability or continued occupation of existing land uses.	No additional impacts on land use are expected.
Coastal Zone Management	No significant impacts on coastal resources would be expected from the increase in impervious surface area associated with the Proposed Action.	No impacts on coastal resources are expected.
Infrastructure and Transportation	Short-term impacts on utilities would be expected from disconnection and reconnection of utilities to new facilities. Long-term impacts would result from additional personnel accessing and utilizing MCRC Brooklyn. No significant impacts on infrastructure or transportation would be expected.	Short- and long-term adverse impacts on infrastructure and transportation from construction activities and additional impervious surfaces would be expected. Short-term impacts and long-term beneficial impacts would result from upgraded utilities and from the addition of the demand response system. No significant impacts would be expected.

Resource	Proposed Action	No Action Alternative
Noise	Short- and long-term impacts on the ambient noise environment of MCRC Brooklyn and sensitive receptors from demolition, construction, and renovation activities, and increased tactical vehicle traffic during operation would be expected.	No change to sensitive receptors would be expected from the ambient noise environment of MCRC Brooklyn.
Air Quality	Short and long-term impacts on air quality from construction and operation activities would be expected. Emissions from all years would be below air quality <i>de minimis</i> threshold limits.	Short and long-term impacts on air quality from current construction and operations. Installation of sustainable PV arrays or the removal of the emergency generators would not occur, resulting in no improvements to air quality.
Geological Resources	Short-term impacts from ground disturbance associated with construction and grading activities. Long-term impacts from additional impervious surfaces would occur. No significant impacts would be expected.	Short-and long-term impacts from construction activities and the increase in impervious surfaces, respectively. No significant impacts would be expected.
Water Resources	A net increase in impervious surfaces would occur. Short-term impacts on water resources from construction activities. Best management practices (BMPs) would be implemented to reduce impacts from post-construction runoff. No significant impacts on water resources would be expected.	Necessary improvements would still occur. Construction activities and the increase in impervious surfaces would lead to short- and long-term impacts. However, no significant impacts on water resources would occur.
Biological Resources	No significant impacts on biological resources would occur. Approximately 2,990 linear feet of fence and a 4,200-ft ² access road would be constructed within vegetative communities. Potential impacts on wildlife and sensitive species would be negligible and temporary.	Necessary improvements would still occur. Short- and long-term impacts on biological resources from construction and the increase in impervious surfaces, respectively. No significant impacts on biological resources would be expected.
Cultural Resources	Minor visual impacts resulting from construction and renovation activities may affect the Floyd Bennett Historic District and vacant Married Officers' Quarters (Buildings 157 and 158); however, these impacts would not rise to the level of an adverse effect under the Proposed Action.	No impacts on cultural resources would be expected.

Resource	Proposed Action	No Action Alternative
Hazardous Materials and Wastes	<p>Short-term impacts from hazardous materials, hazardous wastes, and petroleum products due to construction, demolition, and renovation activities. Long-term beneficial impacts on the management and storage of hazardous materials, hazardous wastes, and petroleum products due to infrastructure improvements and upgrades to the hazardous materials storage warehouse.</p> <p>No impacts would be expected from asbestos-containing materials (ACMs), lead-based paint (LBP), or polychlorinated biphenyls (PCBs).</p>	<p>No change to management, storage, or amounts of hazardous materials and wastes at MCRC Brooklyn.</p>
Socioeconomics and Environmental Justice	<p>Minor beneficial impacts would result from the additional retail trade and short-term construction jobs.</p>	<p>Minor beneficial impacts would be expected from short-term construction jobs.</p>
Human Health and Safety	<p>Short-term impacts on safety from the exposure of construction workers to the safety hazards associated with construction, demolition, and renovation activities would occur. Long-term beneficial impacts on safety from the removal or demolition of buildings containing hazardous materials, the repair and installation of fencing to meet AT/FP protocols, and the construction of the upgraded utility corridor would occur.</p> <p>Long-term, beneficial impacts on public safety would be expected from the improvement of site security measures at MCRC Brooklyn.</p>	<p>No impacts on human health and safety would be expected.</p>

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3. Affected Environment and Environmental Consequences

This section describes the existing environmental baseline conditions and the analysis of potential consequences of implementing the Proposed Action or the No Action Alternative, as described in **Section 2**. The term region of influence (ROI) used throughout **Section 3** refers to all areas of potential disturbance for each resource area, including the relocation of staff and reservists, establishment of rights-of-way, fencing and gates, new roads, drainage structures, and existing and temporary facilities.

The information and data presented in this section are commensurate with the importance of the potential impacts to provide the proper context for evaluating impacts. Both short- and long-term impacts are addressed where applicable.

3.1 Land Use

3.1.1 Definition of the Resource

The location and extent of a proposed action is evaluated to determine its potential impacts on a project site and adjacent land uses. A proposed action's land use is largely dictated by the requirement for compliance with any applicable land use or zoning regulations. Other relevant factors include the existing land use designations both on and adjacent to the project site, the proximity of adjacent land use parcels to the project site, the duration of the proposed activity, and its permanence.

3.1.2 Affected Environment

The components of the Proposed Action are spread out throughout MCRC Brooklyn, and would primarily occur in developed or previously disturbed areas (see **Figure 2-2**). Some portions of fence proposed for repair would occur in barren, grassy, and moderately forested areas in the southwestern portion of the installation.

MCRC Brooklyn is surrounded to the west, north, and east by Floyd Bennett Field, which is part of the Jamaica Bay Unit of Gateway NRA. Recreational uses, such as camping, fishing, biking, golf, archery, gardening, ice skating, and various indoor and outdoor sports, are permitted at Floyd Bennett Field (NYHP 2016). Specific land uses within Floyd Bennett Field near the Proposed Action include the following:

- Ranger station on Floyd Bennett Drive adjacent to and north of the proposed utility corridor
- Radio control car track west of MCRC Brooklyn on Runway 7, and adjacent to and south of the proposed utility corridor
- Three NPS park ranger residences directly adjacent to the north and east of MCRC Brooklyn, and adjacent to fence proposed for repair, and new perimeter fence.
- NPS Park Police facility north of MCRC Brooklyn

- 1 • Baseball field northeast of MCRC Brooklyn
- 2 • Publicly accessible shoreline to the west and east of MCRC Brooklyn where fishing is
- 3 permitted.

4 Floyd Bennett Field and MCRC Brooklyn are zoned M1-1 (Manufacturing District) within New
5 York City (New York City 2015). The M1 district typically includes light industrial uses. Nearly all
6 industrial uses are allowed in M1 districts if they meet the M1 performance standards for noise;
7 vibration; smoke and other particulate matter; odorous matter; toxic or noxious matter; radiation
8 hazards; fire and explosive hazards; and humidity, heat or glare (New York City 2016). Section
9 43-42 of New York City's Zoning Resolution permits obstructions, including solar energy
10 systems on the roofs of buildings to a maximum height of 15 feet and chain link fences.

11 The Gateway NRA General Management Plan identified management zones, which identify
12 desired conditions for park resources and visitor experience in different areas of the park.
13 Terrestrial areas of Floyd Bennett Field to the west and northeast of MCRC Brooklyn are in the
14 Recreation management zone, and an area to the north of the installation is in the Developed
15 management zone. Rockaway Inlet south of MCRC Brooklyn is in the marine management
16 zone. Each management zone is conceptualized as follows:

- 17 • **Recreation:** Active park areas that accommodate a variety of activities for learning and
18 fun physical activity. These areas offer a wide range of educational, interpretive, and
19 recreational opportunities to enjoy and appreciate the park's resources.
- 20 • **Developed:** Areas that support visitor, administrative, and maintenance functions of the
21 park and its partners. Infrastructure and facilities support maintenance, orientation,
22 education, interpretation, lodging, commercial uses, and transportation.
- 23 • **Marine:** Waters would be managed to protect and enhance the ocean and bay
24 environments and provide opportunities for water-based visitor use and recreation (NPS
25 2014).

26 3.1.3 Environmental Consequences

27 An action could have a significant effect on land use if it were to preclude the viability of a land
28 use or the continued use or occupation of the area, be incompatible with adjacent land use to
29 the extent that public health or safety is threatened, conflict with planning criteria established to
30 ensure the safety and protection of human life and property, or result in noncompliance with
31 laws, regulations, or orders applicable to land use.

32 3.1.3.1 PROPOSED ACTION

33 The Proposed Action would not introduce incompatible land uses at MCRC Brooklyn. It would
34 be a continuation of the existing training and operations mission of the installation. The
35 construction of new buildings, renovation of existing buildings, improvements to infrastructure,
36 and new and repaired fencing would make the installation more efficient and safer, thereby
37 reinforcing the viability and continued use of MCRC Brooklyn to train reservists.

38 Portions of the Proposed Action, including the construction of the proposed utility corridor and
39 continued physical fitness training, would occur outside of MCRC Brooklyn on Floyd Bennett

1 Field. The Proposed Action would be compatible with the surrounding land uses on Floyd
2 Bennett Field because it would consist of a continuation of the existing uses. In addition, NPS
3 has offered MARFORRES specific use of Runway 7 (see **Figure 2-2**). Runway 7 is a former
4 military runway, currently being used by radio car enthusiasts for their racetrack. The racetrack
5 is in the process of moving to a location outside of Floyd Bennett Field. Although this land will
6 remain in the custody of NPS, MARFORRES will have use of this space as an entrance to the
7 installation and for overflow parking.

8 Although MCRC Brooklyn is not required to comply with local planning and zoning for adjacent
9 non-DoD property, any conflicts with height, setback requirements, or other zoning requirement
10 would be considered during the design process. The proposed PV systems would meet the
11 height limitation zoning requirement of 15 feet for solar energy systems on roofs of buildings
12 greater than 4 feet in height. Chain link fencing is permitted in the M1-1 district. Operation of the
13 Proposed Action does not involve manufacturing and it would meet the M-1 performance
14 standards. Sound produced by the operation of motor vehicles is not included in the noise-
15 related M-1 performance standard. See **Sections 3.4** and **3.5** for more information concerning
16 impacts on noise and air quality, respectively.

17 Therefore, no significant adverse impacts on land use would be expected.

18 3.1.3.2 NO ACTION ALTERNATIVE

19 Under the No Action Alternative, the proposed consolidation and renovation at MCRC Brooklyn
20 would not be implemented. Separate ongoing actions identified in **Section 1.2** were previously
21 analyzed for environmental impacts. Therefore, no additional impacts under the No Action
22 Alternative would be expected.

23 3.2 Coastal Zone Management

24 3.2.1 Definition of the Resource

25 The Coastal Zone Management Act (CZMA), 16 U.S.C. § 1451 et seq., as amended, and 15
26 CFR §§ 921–930, provides assistance to states, in cooperation with federal and local agencies,
27 for developing land and water-use programs in coastal zones. When a state coastal
28 management plan is federally approved, federal agencies proposing actions with the potential to
29 affect the state’s coastal uses or resources are subject to review under the federal consistency
30 determination requirement in CZMA Section 307.

31 3.2.2 Affected Environment

32 The Proposed Action would occur within New York State’s coastal area boundary. Although the
33 CZMA excludes all federal facilities, including MCRC Brooklyn, from the legal definition of
34 coastal zone, federal actions undertaken at the installation that have reasonably foreseeable
35 effects on a coastal use or resource must be consistent with New York State’s enforceable
36 coastal policies to the maximum extent practicable.

37 In New York State, the enforceable coastal policies consist of the 44 policies in the New York
38 State Coastal Management Program (CMP) and the policies of Local Waterfront Revitalization
39 Programs (LWRPs). Sixteen of New York State’s 44 enforceable coastal policies might be

1 relevant to the Proposed Action. The relevant New York State polices include those related to
2 development (Policy 2), fish and wildlife (Policy 7), flooding and erosion hazards (Policies 11,
3 12, 14, and 17), recreation (Policies 21 and 22), historic and scenic resources (Policies 23 and
4 25), and water and air resources (Policies 33, 36, 37, 38, 39, and 41). The New York City
5 Waterfront Revitalization Program is New York City's LWRP. This program contains 10 policies,
6 and defines the boundaries of New York City's coastal zone and two types of coastal areas with
7 special characteristics. MCRC Brooklyn is within the city's coastal zone and a Special Natural
8 Waterfront Area (SNWA) (NYC Planning 2002). Six New York City policies might be relevant to
9 the Proposed Action, including Policies 4 (Coastal Ecological Systems), 5 (Water Quality), 6
10 (Flooding and Erosion), 7 (Solid Waste and Hazardous Substances), 8 (Public Access), and 10
11 (Historical and Cultural Resources).

12 3.2.3 Environmental Consequences

13 Demolition and construction that would substantially increase impervious surface area,
14 sedimentation, and stormwater runoff could significantly effect coastal uses or resources within
15 the ROI if no countermeasures are enforced to protect such resources.

16 3.2.3.1 PROPOSED ACTION

17 The Proposed Action would likely affect the coastal uses or resources of New York State
18 because it would involve demolition and construction and result in an increase in impervious
19 surface area; however, impacts would not be considered significant. The net change in
20 impervious surface is small (22,049 ft² [0.5 acre]) and an approved Stormwater Management
21 Plan and an Erosion-and-Sediment-Control Plan would each be obtained before starting
22 construction to minimize impacts on state coastal resources. MARFORRES would implement
23 the Proposed Action to be consistent to the maximum extent practicable with the applicable
24 New York State CMP and New York City LWEP enforceable policies. See **Section 3.7** and **4.7**
25 for further information on potential impacts on water quality and associated BMPs.

26 MARFORRES has developed a Coastal Consistency Determination (CCD) in accordance with
27 15 CFR § 930.39 under the CZMA, and submitted a Negative Determination to the New York
28 State Department of State. **Appendix B** contains the CCD for the Proposed Action and
29 associated materials provided to the New York State Department of State.

30 3.2.3.2 NO ACTION ALTERNATIVE

31 Under the No Action Alternative, the proposed consolidation and renovation would not result in
32 impacts on water use or natural resources of New York State's coastal zone. Capital
33 improvements, including those described in **Section 1.2**, would still be completed. These
34 projects were previously analyzed for environmental impacts. Therefore, no additional impacts
35 under the No Action Alternative would be expected.

36 3.3 Infrastructure and Transportation

37 3.3.1 Definition of the Resource

38 Infrastructure consists of the systems and physical structures that enable a population in a
39 specified area to function. Infrastructure is wholly man-made, with a high correlation between
40 the type and extent of infrastructure and the degree to which an area is characterized as "urban"

1 or developed. The availability of infrastructure and its capacity to support growth are generally
2 regarded as essential to the economic growth of an area. The components to be discussed in
3 this section include utilities (electricity, water supply, sanitary sewage, stormwater drainage,
4 natural gas, liquid fuel supply and communications), sustainability, and solid waste
5 management.

6 This section also covers the existing transportation systems, conditions, and travel patterns
7 within and in the vicinity of the Proposed Action. Transportation systems consist of the road and
8 pedestrian networks. Transportation infrastructure includes major and minor roadways that feed
9 into the installation, security gates, roadways, and parking areas on the installation. Available
10 capacity and performance of the transportation system indicate the conditions that commuters
11 and other travelers encounter. The traffic network, vehicular traffic, travel patterns, circulation,
12 and parking are described for the study area. The traffic study area includes the roadway
13 networks and intersections within and in the vicinity of MCRC Brooklyn.

14 Sustainability consists of the technologies, systems, physical structures, and management
15 strategies that, when incorporated into design and use of infrastructure and utilities, enable
16 resource use efficiency that supports operational readiness while maintaining balance with the
17 natural environment.

18 3.3.2 Affected Environment

19 **Electrical Supply.** A 1,500-kilovolt ampere, 480/277-volt, three-phase, four-wire pad mount
20 transformer serves MCRC Brooklyn and reduces incoming primary distribution voltage from
21 4,160 to 480 volts. The transformer was installed in 1999 and is in fair condition. The primary
22 electrical utility provider in the region is ConEd. The primary electrical distribution system at
23 Floyd Bennett Field is owned by NPS, who is responsible for maintenance of the electrical
24 system on MCRC Brooklyn. USMC is currently subject to charges for service and improvements
25 to the utility by NPS. Two substations, North and South, are the demarcation of where ConEd
26 terminates their supply services and NPS-owned equipment begins. The north substation is
27 located on the east side of Flatbush Avenue, and the south substation is located along Aviation
28 Road. Both the north and south ConEd substations are located outside of the MCRC Brooklyn
29 installation and are fed from a 4,160-volt underground circuit from ConEd (NAVFAC Mid-Atlantic
30 2012).

31 The Administration Building on MCRC Brooklyn currently uses a 10,000 ft² 80-kW PV solar
32 array system to offset electrical usage. Additionally, a Generac 600-kW, 480/277 volt, three-
33 phase generator with a 350-gallon day-tank provides emergency backup power to Buildings 1, 2
34 and 3 (Cromwell 2013). MCRC Brooklyn used approximately 1,219,509 kW-hours of electricity
35 in 2014 (NPS 2015).

36 **Water Supply.** Potable water service is provided to MCRC Brooklyn by the New York City
37 Department of Environmental Protection (NYCDEP). The conveyance of that water from
38 Flatbush Avenue to MCRC Brooklyn is through the NPS water system, which is part of the New
39 York City water supply system. USMC is subject to charges for service and improvements to the
40 utility by NPS. The New York City water supply system provides approximately one billion
41 gallons of drinking water daily to New York City and the surrounding area (NYCDEP 2014).

1 **Sewer and Wastewater System.** Wastewater at MCRC Brooklyn is discharged into a NPS-
2 owned sanitary sewer system serving Floyd Bennett Field. Sewage is ultimately collected from
3 the field and conveyed via a force main under Jamaica Bay to the Rockaways for treatment at
4 the NYCDEP Rockaway Wastewater Treatment Plant. USMC is subject to charges for service
5 by NPS. Wastewater services are provided by NYCDEP, Bureau of Wastewater Treatment,
6 which treats approximately 1.4 billion gallons of wastewater across 14 separate treatment plants
7 per day (NYCDEP undated).

8 **Stormwater Drainage.** Stormwater drainage on MCRC Brooklyn is managed primarily via
9 curbs, ditches, elevated land berms, and sloped areas. Stormwater in the northern portion of the
10 installation drains toward grassy areas along Aviation Road and various stormwater drains
11 around the Administration Building. Stormwater in the southern portion of the installation, and in
12 the POV parking area drains south to southwest toward Jamaica Bay. Stormwater discharge
13 from MCRC Brooklyn is monitored under a New York State Pollutant Discharge Elimination
14 System (SPDES) General Permit for Municipal Separate Storm Sewer Systems (MS4). MS4
15 permits regulate storm sewer systems including roads with drainage system, streets, catch
16 basins, curbs, gutters, ditches, man-made channels, or storm drains within the urbanized area
17 for a municipality. MCRC Brooklyn is regulated by federal and state stormwater management
18 regulations that apply to all federal non-industrial installations in New York State (MARFORRES
19 2012). Some portions of the installation (e.g., POV parking area) currently have inadequate
20 stormwater drainage on MCRC Brooklyn because water tends to pool in certain areas, creating
21 potentially hazardous conditions.

22 **Natural Gas Supply.** Buildings on MCRC Brooklyn are primarily heated by natural gas, which is
23 supplied to MCRC Brooklyn by KeySpan Energy (MARFORRES 2013c). MCRC Brooklyn used
24 approximately 14,652 therms of natural gas in FY15.

25 **Liquid Fuel Supply.** MCRC Brooklyn stores approximately 30,500 gallons of #2 fuel oil among
26 four ASTs (two 15,000-gallon ASTs and two 275-gallon ASTs) that are used as backup fuel to
27 power steam boilers to heat Buildings 1, 2, and 3 on MCRC Brooklyn. Additionally, MCRC
28 Brooklyn has a 1,000-gallon diesel AST used for fueling USMC vehicles (MARFORRES 2007a).

29 **Communications.** Communication systems (internet and telephone lines) at MCRC Brooklyn
30 are owned by Verizon Communications (MARFORRES 2013c).

31 **Solid Waste Management.** There are four dumpsters on MCRC Brooklyn, one 30-yard
32 dumpster and three 8-yard dumpsters. The 30-yard dumpster is disposed monthly and the three
33 8-yard dumpsters are disposed weekly by Action Environmental. Approximately 126 yards of
34 solid waste are removed from MCRC Brooklyn every month.

35 **Transportation.** Primary access to MCRC Brooklyn is via the Shore Parkway, which is a six-
36 lane highway that runs west to northeast through the southern portion of Brooklyn. The 2013
37 annual average daily traffic (AADT) for westbound Shore Parkway (starting at Rockaway
38 Parkway travelling southwest toward Flatbush Avenue) was 166,108 vehicles, and the
39 eastbound AADT (starting at Knapp Street travelling northeast toward Flatbush Avenue) was
40 157,851 vehicles. Flatbush Avenue provides primary north-south arterial access to MCRC
41 Brooklyn. The AADT of Flatbush Avenue up to the Marine Parkway Bridge was 24,116 vehicles.

1 Although less common, access to MCRC Brooklyn is also available from the south via Beach
2 Channel Drive, Rockaway Point Boulevard, and the Marine Parkway Bridge, which had AADTs
3 of 9,292, 7,681, and 20,656 vehicles, respectively (NYS 2016). The average travel time for
4 people commuting in New York City is 31.9 minutes while the average commuter in Kings
5 County drives approximately 41.4 minutes (USCB 2015).

6 Primary access to MCRC Brooklyn within Floyd Bennett Field is provided via Aviation Road,
7 which is a two-lane, paved road that provides immediate access to the installation. Various
8 other secondary roads provide access to other portions of Floyd Bennett Field and MCRC
9 Brooklyn. Parking on the installation is currently adequate for all personnel as the parking lot for
10 tactical vehicles can be used as overflow as necessary. Additionally, bus service via the Q35
11 bus route is available along Flatbush Avenue.

12 **Sustainability.** EO 13693, *Planning for Federal Sustainability in the Next Decade* instructs
13 federal agencies to conduct their environmental, transportation, and energy-related activities in
14 support of their respective missions in an environmentally, economically, fiscally sound,
15 integrated, continuously improving, efficient, and sustainable manner. Similarly, the DoD
16 *Strategic Sustainability Performance Plan* encourages DoD installations to incorporate
17 sustainability into planning, decision-making, and day-to-day operations (DoD 2014).

18 MCRC Brooklyn currently operates two solar array systems on the Administration Building and
19 original VMF. The existing PV system on the Administration Building is a 10,000 ft² 80-kW,
20 direct current (DC) array system. The VMF facility currently utilizes a 320-panel PV array to
21 generate 70.4 kW of power.

22 3.3.3 Environmental Consequences

23 For analyzing potential effects on infrastructure within the ROI, the evaluation criteria are based
24 on the capacity and compatibility of a proposed action with the existing infrastructure and utility
25 network. An action could have a significant impact on infrastructure if it were to substantially
26 disrupt utility supplies or cause an increase in demand that would adversely impact operational
27 capacity or normal community functions.

28 For analyzing potential effects on transportation within the ROI, the evaluation criteria are based
29 on existing transportation patterns and circulation. An action could have a significant impact with
30 respect to transportation if it were to substantially disrupt current traffic patterns or circulation by
31 disrupting access to routes or considerably increasing the volume of individuals using a route or
32 parking area.

33 3.3.3.1 PROPOSED ACTION

34 **Electrical Supply.** Short-term impacts in electricity availability at MCRC Brooklyn would occur
35 from temporary disruptions during construction and renovation activities, as power lines are
36 connected to the southern ConEd substation and from installation of PV systems on Buildings 1
37 and 2. The existing PV array system on the Administration Building would not be operable
38 during replacement of the roof. Long-term beneficial impacts from installation of the PV system
39 on the original VMF would be expected, as the PV panels would help offset electrical usage.
40 Similar impacts for the Technical Storage Warehouse would also be expected if a PV system is
41 installed.

1 The dedicated electrical power extension from the ConEd substation to the MCRC Brooklyn
2 transformer would result in an upgraded and more reliable source of electricity for the
3 installation and allow MARFORRES to capture energy usage and savings. Long-term increases
4 in electricity demand from the new buildings and the additional 55 active duty personnel and
5 549 weekend reservists utilizing MCRC Brooklyn would also be expected; however, the
6 increases from the weekend reservists would be temporary (one additional weekend per
7 month). The addition of the new technical storage and communications maintenance
8 warehouses would not be expected to significantly impact electricity consumption on MCRC
9 Brooklyn because these buildings would be constructed to be more energy efficient. Long-term
10 impacts on removal of the existing backup generator would be expected as MCRC Brooklyn
11 would no longer have a backup source of power on the installation. However, with the new
12 connection to the ConEd substation, backup power would no longer be required. Additionally,
13 removal of the tanks would reduce costs for maintenance of ASTs and reduce risks and
14 liabilities associated with environmental compliance. No significant impacts on electrical supply
15 at MCRC Brooklyn would be expected.

16 **Water Supply.** Short-term impacts on water supply at MCRC Brooklyn would be expected from
17 a temporary change in demand during construction and renovation. Long-term changes in water
18 demand for MCRC Brooklyn would be minimal as 55 active duty personnel would increase
19 water usage by approximately 4,400 gallons per day based on a consumption rate of 80 gallons
20 per day (USGS 2016). Similarly, long-term impacts from increased vehicle and equipment
21 maintenance, and weekend reservists would also be expected as water usage would increase.
22 On weekends, water usage would increase by approximately 43,920 gallons per day for 2
23 additional days per month (80 gallons of water per day per 549 reservists). However, the
24 change in water demand would be minimal and not significant as personnel would still be
25 utilizing the New York City water supply system, which has capacity to meet this demand.

26 **Sewer and Wastewater System.** Short-term impacts on the sewer and wastewater system
27 would be expected from a temporary change in demand during construction and renovation.
28 Long-term impacts on the sewer and wastewater system would be expected from the daily
29 increase in sanitary wastewater due to an increase of 55 active duty personnel and the 549
30 weekend reservists, which would generate approximately 4,400 and 43,920 gallons of
31 wastewater respectively, based on a consumption rate of 80 gallons per day (USGS 2016). The
32 projected increase of use on the sewer and wastewater system would not be expected to
33 significantly impact the current amount of wastewater treated by the Rockaway water pollution
34 control plant because the increase of full-time personnel would be negligible relative to the
35 capacity of the plant. Weekend reservists would only utilize MCRC Brooklyn an additional one
36 weekend per month and would therefore not be generating 43,920 gallons of wastewater per
37 day during the week.

38 **Stormwater Drainage.** Short-term impacts on stormwater drainage would result from soil
39 disturbances associated with construction activities. Construction would disrupt natural
40 stormwater drainage flows and temporarily increase soil erosion until the areas are constructed
41 or revegetated. A New York SPDES General Permit for Stormwater Discharges from
42 Construction Activity would be required.

1 There would be an increase of approximately 22,049 ft² of impervious surfaces at MCRC
2 Brooklyn, resulting in long-term impacts from increased stormwater runoff. Long-term beneficial
3 impacts would result from improvements to stormwater management in the POV parking area
4 and around Administration Building through implementation of better stormwater controls under
5 the Proposed Action. In compliance with Section 438 of the Energy Independence and Security
6 Act (EISA), MCRC Brooklyn would implement BMPs and low-impact development measures
7 such as bio-retention areas and permeable pavements at MCRC Brooklyn, which would
8 minimize impacts on stormwater drainage from the Proposed Action. No changes to the MS4
9 permit would be required under the Proposed Action. No significant impacts on stormwater
10 drainage would be expected.

11 **Natural Gas Supply.** Long-term increases in natural gas demand would be expected because
12 the new buildings at MCRC Brooklyn would be heated by natural gas. However, it would not be
13 expected to significantly exceed the amount of natural gas purchased in FY15 because the new
14 technical storage and communications maintenance warehouses would be more energy
15 efficient buildings. No significant impacts on the natural gas supply would be expected.

16 **Liquid Fuel Supply.** MCRC Brooklyn would no longer require its backup generator and the two
17 15,000-gallon ASTs associated with the generator would be removed under the Proposed
18 Action. Removal of the ASTs would reduce compliance risk and monitoring costs associated
19 with Spill Prevention, Control, and Countermeasure (SPCC) training and tank inspections. Long-
20 term impacts would be expected on the liquid fuel supply for USMC vehicles at MCRC Brooklyn
21 as there would be over 70 more military vehicles on the installation that would require fuel. No
22 significant impacts on liquid fuel supply would be expected.

23 **Communications.** Short-term impacts on communication systems at MCRC Brooklyn would be
24 expected due to connection and disconnection of communications infrastructure during
25 construction activities. Long-term impacts from the additional 55 active duty personnel and 549
26 weekend reservists utilizing communications systems at MCRC Brooklyn would be minimal in
27 nature. No significant impacts on communications would be expected.

28 **Solid Waste Management.** Short-term impacts on solid waste management at MCRC Brooklyn
29 would be expected from construction and renovation activities. Solid waste would be disposed
30 of in accordance with relevant federal, state, and local regulations. Materials would be recycled
31 or reused to the maximum extent possible. Long-term impacts would result from the additional
32 55 active duty personnel and 549 weekend reservists; however, personnel moving to MCRC
33 Brooklyn would be moving from two other installations in the New York City area, the total waste
34 generated would stay relatively the same, and waste removal would be handled by the same
35 contractor. Additionally, weekend reservists would only be at MCRC Brooklyn an additional one
36 weekend per month. No significant impacts on solid waste management would be expected.

37 **Transportation.** Short-term impacts on transportation would be expected from construction.
38 Delivery of construction and renovation materials, including removal of such materials, would be
39 required at MCRC Brooklyn. Construction traffic on MCRC Brooklyn would likely be minimal
40 because construction projects would be staggered. Heavy construction vehicles would be driven
41 to the installation and remain for the duration of construction and renovation. Short-term impacts
42 from loss of parking areas during construction and from stormwater improvements to the POV

1 parking lot would be expected, however, there are overflow parking areas on MCRC Brooklyn
2 that could accommodate parking for personnel temporarily displaced by construction activities.

3 Long-term impacts on transportation would be expected from 55 active duty personnel utilizing
4 MCRC Brooklyn. Because the annual average daily traffic for traffic accessing MCRC Brooklyn
5 is already high (166,108 vehicles for westbound on Shore Parkway and 157,851 vehicles for
6 eastbound on Shore Parkway), the additional 55 personnel that may utilize Shore Parkway
7 would represent a negligible impact on existing traffic conditions along Shore Parkway. The
8 average daily drive time to MCRC Brooklyn would not be expected to increase significantly from
9 the additional 55 active duty personnel. Additionally, weekend reservists would not impact the
10 normal weekday commuting times. Beach Channel Drive and the Marine Parkway Bridge would
11 remain viable options for accessing MCRC Brooklyn.

12 Training exercises would continue to take place throughout the year with coordination through
13 the Jamaica Bay Unit Coordinator for Gateway NRA. NPS Park Police would continue to direct
14 traffic and block off appropriate portions of roads on Floyd Bennett field during exercises. The
15 additional reservists at MCRC Brooklyn would drill on a separate weekend each month reducing
16 parking needed on the installation. There are approximately 560 parking spaces in the POV
17 parking area to accommodate weekend reservist parking. Additionally, when accessing MCRC
18 Brooklyn, reservists would also use public transportation like the New York City subway system
19 and the Q35 bus route. Overflow parking would also be available in the southern and
20 northeastern areas of the installation for reservists. Long-term impacts on transportation from
21 the additional reservists and additional drill weekend would not be expected to be significant.

22 Long-term impacts of the new access road constructed under the Proposed Action would be
23 expected as the new access road would provide safer ingress and egress for tactical equipment
24 onto the installation. The main gate would no longer have to be used for entry for all vehicles,
25 including tactical equipment. Available parking in the POV lot would also increase because
26 wider traffic lanes for tactical equipment would no longer be required. No significant impacts on
27 transportation would be expected.

28 **Sustainability.** Short-term impacts on sustainability would be expected from temporary removal
29 of the PV system on the Administration Building as the system would be inoperable during roof
30 renovation activities. Long-term beneficial impacts on sustainability would be expected at MCRC
31 Brooklyn as both the Administration Building and original VMF would utilize PV arrays to offset
32 electrical usage, supporting the DoD *Strategic Sustainability Performance Plan*. Similarly,
33 additional long-term beneficial impacts on sustainability could result from the future potential to
34 connect the Technical Storage Warehouse to the PV array system associated with the
35 Administration Building and original VMF. Long-term impacts on sustainability would also result
36 from the addition construction of the new utility corridor and application of the demand response
37 system at MCRC Brooklyn to the dedicated power line to the installation. This would allow
38 MCRC Brooklyn to continue to observe energy usage and capture savings. No significant
39 impacts on sustainability would be expected.

40 Therefore, no significant impacts on infrastructure and transportation would be expected.

1 **3.3.3.2 NO ACTION ALTERNATIVE**

2 Under the No Action Alternative, the proposed consolidation and renovation at MCRC Brooklyn
3 would not be implemented. Capital improvements, including those described in **Section 1.2**,
4 would still be completed. These projects were previously analyzed for environmental impacts.
5 Therefore, no additional impacts under the No Action Alternative would be expected.

6 **3.4 Noise**

7 **3.4.1 Definition of the Resource**

8 Noise is defined as any undesirable sound that interferes with communication, poses a threat to
9 human health, or is irritating. Human response to noise is dependent upon the source,
10 characteristics of the sound source, the distance between the source and the receptor,
11 sensitivity of the receptor, and the time of day. A sensitive receptor could be a specific location
12 (e.g., schools, churches, or hospitals) or an expansive area (e.g. nature preserves or
13 designated districts) in which occasional or persistent sensitivity to noise above ambient levels
14 exists. The ambient noise is defined as “the all-encompassing noise associated with a given
15 environment, being usually a composite of sounds from many sources near and far” by Section
16 24-203 of the Administrative Code of the City of New York.

17 **Noise Metrics.** A decibel (dB) is a measure of sound pressure level and the decibel scale is
18 used to measure sound intensity (PSU 2000). Within the range of human hearing, a sound may
19 vary in intensity by more than one million units. A logarithmic scale is used to compress the
20 range of audible decibels into a more manageable form so that noise can be quantified. The
21 A-weighted decibel (dBA) is used to characterize sound levels that can be sensed by the human
22 ear. The threshold of audibility is generally within the range of 10 to 25 dBA for normal hearing.
23 The upper boundary of audibility is 135 dBA and can be painfully loud (USEPA 1981). To
24 provide context, some common noise sources and outdoor acoustic environments are
25 presented in **Table 3-1**.

26 Day-Night-Average A-weighted Noise Level (DNL) is a cumulative exposure metric that
27 describes noise over a 24-hour period that adds an additional artificial 10-dBA to nighttime (10
28 p.m. to 7 a.m.) noise events occurring due to the drop in community background noise during
29 this time frame. Use of DNL is helpful because it measures ongoing but random noise, the
30 total sound energy for a 24-hour period, and correlates well with levels of community annoyance
31 (HMMH 2009). Sound levels can be measured, modeled, and presented in various formats. A
32 sound metric also discussed in this analysis is L_{eq} , which is the time energy averaged sound
33 level representing a steady, continuous sound level over a specified time.

34 **Regulatory Setting.** The Noise Control Act of 1972 serves “to promote an environment for all
35 Americans free from noise that jeopardizes their public health and welfare” (USEPA 1974).
36 Noise can have adverse effects on physical (hearing loss and other physiological responses),
37 psychological (sleep disturbance and performance interference), and social (communication
38 interference) relationships (USEPA 1981).

1 **Table 3-1. Sound Pressure Levels and Relative Loudness of Common Noise Sources and**
 2 **Soundscapes**

Noise Source or Activity	Sound Level (dBA)	Subjective Impression	Relative Loudness (perception of different sound levels)
Threshold of hearing	0	No sound	No sound
High-quality recording studio	20	Extremely quiet	1/64 as loud
Quiet library, soft whisper (15 ft)	30	Very quiet	1/32 as loud
Typical Wilderness Area	35	Faint	
Bird calls	40	Faint	1/16 as loud
Quiet rural residential area with no activity	45	Quiet	
Light auto traffic (100 ft)	50	Quiet	1/8 as loud
Large store air-conditioning unit (20 ft)	60	Moderate	1/4 as loud
Passenger car at 65 mph (25 ft)	65	Moderate	
Vacuum cleaner (10 ft)	70	Moderate	1/2 as loud
Helicopter in flight (500 ft)	80	Loud	Reference loudness
Heavy truck or motorcycle (25 ft)	90		
Jet takeoff (2,000 ft)	100	Very loud	
Float plane takeoff (100 ft)	110		8 times as loud
Loud rock concert near stage	120	Uncomfortably loud	16 times as loud
Jet takeoff (200 ft)			
50-horsepower siren (100 ft)	130		32 times as loud
Jet aircraft takeoff from carrier (50 ft)	140	Threshold of pain	64 times as loud

3 According to the Federal Aviation Administration and the U.S. Department of Housing and
 4 Urban Development criteria, residential units and other noise-sensitive land uses are “clearly
 5 unacceptable” in areas where the DNL noise exposure exceeds 75 dBA, and “normally
 6 acceptable” in areas exposed to noise of 65 dBA or less (24 CFR § 51). Areas that experience
 7 noise above 65 dBA and below 75 dBA are identified as “normally unacceptable.”

8 The NPS *Director’s Order #47: Soundscape Preservation and Noise Management* states that
 9 park superintendents must work “constructively and cooperatively” with parties responsible for
 10 inappropriate noise levels in parks. The order also states that the vital mission requirements of
 11 military services will be given appropriate consideration during the establishment of noise
 12 management goals and objectives (NPS 2014).

13 Estimated noise levels from construction, demolition, and operational activities associated with
 14 the Proposed Action were compared to both the maximum allowable noise levels for
 15 construction equipment in New York City and guidelines developed by NYSDOT to identify
 16 potential impacts in support of this EA.

17 The State of New York has transferred authority over noise regulations to local jurisdictions. The
 18 New York City Noise Code (Section 2-219 of the Administrative Code of the City of New York)
 19 outlines the noise mitigation requirements for construction projects and sets the allowable noise
 20 levels. The maximum allowable noise levels for construction equipment are included in **Table 3-**
 21 **3**. All contractors must develop a Construction Noise Mitigation Plan before a project can begin.
 22 Demolition and construction are permitted between 7 a.m. and 6 p.m. on weekdays.

1 NYSDOT provides noise limit levels for roadway traffic noise that are based on Federal Highway
2 Administration (FHWA) noise abatement criteria (NAC) described in 23 CFR § 772. The state's
3 traffic noise limits differ from FWHA's in that they are 1 dBA less than the federal NAC. For
4 example, the hourly L_{eq} provided in for residential areas (Activity Category B) are adjusted
5 downward by 1 dBA per NYSDOT guidelines; therefore, an impact would occur if traffic noise is
6 66 dBA L_{eq} or greater at a given residence, school, or other sensitive noise receptor.
7 Additionally, NYSDOT identifies a 6 dBA increase over existing noise levels as an impact
8 (NYSDOT 1998). For this analysis, an impact would occur if traffic noise resulting from the
9 implementation of the Proposed Action meets or exceeds the NYSDOT NAC or exceeds the 6
10 dBA increase over existing noise levels.

11 **Construction Sound Levels.** The noise levels caused by construction have the potential to
12 quickly surpass ambient sound levels. The type and intensity of the sound is dependent upon
13 the type of construction or demolition activity taking place. The predicted noise levels for various
14 construction equipment that may be used to meet the goals of the Proposed Action are stated in
15 **Table 3-2** below.

16 **Table 3-2. Predicted Noise Levels for Construction Equipment**

Construction Equipment	Predicted Noise Level at 50 feet (dBA)	Maximum allowable noise level in New York City at 50 feet (dBA)
Clearing and Grading		
Bulldozer	80	85
Grader	80–93	85
Truck	83–94	84 ^a
Roller	73–75	85
Excavation		
Backhoe	72–93	80
Jackhammer	81–98	85
Building Construction		
Concrete mixer	74–88	85
Welding generator	71–82	73
Pile driver	91–105	95
Crane	75–87	85
Paver	86–88	85

Source: USEPA 1971 and Section 2-219 of the Administrative Code of the City of New York

^a Flat bed and dump trucks

17 **3.4.2 Affected Environment**

18 The existing noise sources that affect MCRC Brooklyn, the Gateway NRA at Floyd Bennett
19 Field, and the NPS park ranger housing units adjacent to the installation include traffic,
20 operational and training activities, and aircraft noise. Three park ranger housing units are
21 located outside of and adjacent to the MCRC Brooklyn installation boundary would be
22 considered sensitive noise receptors near the Proposed Action. The housing unit that is closest
23 to the Project area is approximately 14 feet from the perimeter fence that would be repaired
24 under the Proposed Action. This fence line separates the southern-most housing unit from the
25 installation.

1 The New York Police Department (NYPD)-operated helipad operated about one half mile from
 2 MCRC Brooklyn, and John F. Kennedy International Airport 4 miles to the northeast are the
 3 sources of the aircraft noise that regularly contribute to the ambient noise environments of
 4 MCRC Brooklyn, the Gateway NRA at Floyd Bennett Field, and the park ranger housing units
 5 (NPS 2014). Therefore, MCRC Brooklyn and the noise receptors have been acclimated to
 6 noise associated with Floyd Bennett Field and urban environments (NPS 2014). Additional
 7 operational activities elsewhere on Floyd Bennett Field that contribute to the ambient noise
 8 environment of the Gateway NRA include landscaping activities, and ongoing natural resource
 9 restoration projects that may require the use of construction equipment or heavy machinery.

10 **3.4.3 Environmental Consequences**

11 The impacts associated with noise were evaluated based on the changes to the ambient noise
 12 environment caused by the implementation of the Proposed Action. An action could have a
 13 significant impact with respect to noise if sensitive noise receptors were exposed to noise in
 14 excess of applicable standards, or create appreciable areas of incompatible land use outside of
 15 the MCRC Brooklyn boundary due to noise.

16 **3.4.3.1 PROPOSED ACTION**

17 Short-term impacts on the ambient noise environments of MCRC Brooklyn and the noise
 18 receptors from demolition, construction, and renovation activities would be expected. Projected
 19 operational noise effects and construction noise were evaluated semi-quantitatively. To predict
 20 how these activities would impact the adjacent sensitive noise receptors (i.e., the park ranger
 21 housing units), noise from the probable construction equipment to be used was estimated. For
 22 example, construction usually involves several pieces of equipment (e.g., bulldozers and trucks)
 23 that could be used simultaneously. The additive noise from the equipment was estimated to
 24 determine the total impact of noise from construction activities. Examples of expected
 25 cumulative construction noise are shown in **Table 3-3**.

26 **Table 3-3. Estimated Noise Levels from Construction Activities**

Project Component	² Predicted Noise Level at 50 feet (dBA)
Berm Removal and Grading	91
Stormwater control installation	90
PV system removal and reinstallation	89
New roof installation	89
Repair and replace metal siding	89
Replace roof membrane	89
Building Construction	92
Installation of power, communication, and water lines	91
New utility conduit	88
AST and generator removal	93
Concrete removal	93
New access road construction	91
Fence repair and installation	91
Security gate installation	91

Source: USEPA 1971, Sengpiel audio undated a

¹HDR Estimation

²Calculations reflect construction noise prior to implementation of noise mitigation practices required by the City of New York

1 The proposed demolition, construction, and renovation activities would likely be staggered over
2 a period of several years. Activities associated with the Proposed Action would only occur
3 between 7 a.m. and 6 p.m. on weekdays, in accordance with the New York City Noise Code.
4 The closest activities to the sensitive receptors include fence repair and construction of the
5 access road along the eastern side of MARFORRES property. Fence repair and installation
6 would occur within approximately 14 of the closest park ranger housing unit. Building
7 construction and fence repair would potentially increase in noise levels up to 91 dBA in
8 intermittent spurts. Other construction, demolition, and renovation equipment could produce
9 noise levels up to 85 dBA during concrete removal activities (Sengpielaudio undated b). If these
10 additional disturbing noises were to occur simultaneously, the dBA of the ambient noise
11 environment outside of the housing units would increase 86 dBA (Sengpielaudio undated a).
12 While the occurrence of all noise disturbances at once may not occur, any one of the noise
13 disturbances could temporarily increase noise levels in the vicinity of the housing units.

14 Noise from heavy construction trucks passing on a service road within 30 feet of the housing
15 units to access the installation could produce noise levels as high as approximately 93 dBA
16 (Sengpielaudio, undated b). When comparing the predicted construction truck noise levels of
17 the Proposed Action (93 dBA) to the ambient noise environment plus the construction activity
18 noise levels (86 dBA), the higher dBA would establish the noise level that the sensitive noise
19 receptors could experience during the construction and renovation activities. While the
20 NYSDOT NAC are not directly applicable to the noise sensitive land uses near the project area
21 (does not require FHWA approval and there is no federal-aid highway funding for project), these
22 regulations provide context for evaluating impact conditions. The noise environment of the
23 sensitive receptors and MCRC Brooklyn could increase by up to 6 dBA, equal to but not
24 exceeding the 6 dBA increase threshold for impacts established by NYSDOT NAC.

25 Although the additive construction noise exceeds maximum allowable noise levels in New York
26 City, individual equipment noise would be less than the allowable levels, and heavy equipment
27 use would occur for a few minutes at a time between 7 a.m. and 6 p.m. on weekdays in
28 accordance with the noise code. Additionally, all applicable noise laws and guidelines would be
29 followed to reduce impacts from noise produced by demolition, construction, and renovation
30 activities. Construction workers, and particularly equipment operators, would use adequate
31 personal hearing protection to limit exposure and would use the appropriate noise attenuation
32 equipment. Despite the possible temporary exceedance of the NYSDOT regulatory threshold,
33 significant impacts to the sensitive noise receptors would not be expected.

34 Operational impacts from the Proposed Actions would result in negligible noise impacts
35 associated with reservist vehicular traffic and training activities. The resulting volume of
36 vehicular traffic and corresponding impact to recreational users of Floyd Bennett Field would not
37 be expected to increase noise levels from the existing level of 50 dBA over the impact threshold
38 to 66 dBA. In order for there to be even a 3 dBA increase in roadway traffic noise, a doubling in
39 traffic volumes would have to occur. Weekday traffic to MCRC Brooklyn would increase by less
40 than 1 percent if all 55 additional full-time active duty staff were to drive. The weekend
41 reservists would be divided into two groups, resulting in no increase in vehicular traffic over any
42 one weekend.

1 Therefore, the Proposed Action would have no significant impacts on the ambient noise
2 environments of MCRC Brooklyn or the sensitive receptors. However, to reduce potential
3 impacts to sensitive receptors, MARFORRES would notify the Jamaica Bay coordinator the
4 timeline of construction activities nearest to park ranger housing units. Additionally,
5 MARFORRES would install privacy fencing along the fence line by the housing units to help
6 mitigate noise and dust from both construction and operation activities.

7 3.4.3.2 NO ACTION ALTERNATIVE

8 Under the No Action Alternative, proposed consolidation and renovation activities would not
9 occur. Capital improvements, including those discussed in **Section 1.2**, would still be
10 completed. These projects were previously analyzed for environmental impacts. Therefore, no
11 additional impacts under the No Action Alternative would be expected.

12 3.5 Air Quality

13 3.5.1 Definition of the Resource

14 Air quality in a given location is defined by the concentration of various pollutants in the
15 atmosphere. A region's air quality is influenced by many factors including the type and amount
16 of pollutants emitted into the atmosphere, the size and topography of the air basin, and the
17 prevailing meteorological conditions.

18 Most air pollutants originate from human-made sources, including mobile sources (e.g., cars,
19 trucks, buses) and stationary sources (e.g., factories, refineries, power plants), as well as indoor
20 sources (e.g., some building materials and cleaning solvents). Air pollutants are also released
21 from natural sources such as volcanic eruptions and forest fires.

22 **Regulatory Setting.** The six principal pollutants defining air quality, called "criteria pollutants,"
23 include carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), ozone (O₃),
24 suspended particulate matter (measured less than or equal to 10 microns in diameter [PM₁₀]
25 and less than or equal to 2.5 microns in diameter [PM_{2.5}]), and lead (Pb). CO, SO₂, Pb, and
26 some particulates are emitted directly into the atmosphere from emissions sources. O₃, NO₂,
27 and some particulates are formed through atmospheric chemical reactions that are influenced
28 by weather, ultraviolet light, and other atmospheric processes. Volatile Organic Compounds
29 (VOC) and nitrogen oxide (NO_x) emissions are used to represent O₃ generation because they
30 are precursors of O₃.

31 Under the Clean Air Act, the U.S. Environmental Protection Agency (USEPA) has established
32 National Ambient Air Quality Standards (NAAQS) (40 CFR § 50) for the criteria pollutants.
33 NAAQS are classified as primary or secondary. Primary standards protect against adverse
34 health effects; secondary standards protect against welfare effects, such as damage to farm
35 crops and vegetation and damage to buildings. Some pollutants have short-term and long-term
36 standards. Short-term standards are designed to protect against acute, or short-term, health
37 effects, while long-term standards were established to protect against chronic health effects.

38 Areas that are and have historically been in compliance with the NAAQS are designated as
39 attainment areas. Areas that violate a federal air quality standard are designated as
40 nonattainment areas. Areas that have transitioned from nonattainment to attainment are

1 designated as maintenance areas and are required to adhere to maintenance plans to ensure
2 continued attainment.

3 The Clean Air Act requires states to develop a general plan to attain and maintain the NAAQS in
4 all areas of the country and a specific plan to attain the standards for each area designated
5 nonattainment for a NAAQS. These plans, known as State Implementation Plans, are
6 developed by state and local air quality management agencies and submitted to USEPA for
7 approval.

8 **General Conformity.** USEPA General Conformity Rule applies to federal actions occurring in
9 nonattainment or maintenance areas when the total direct and indirect emissions of
10 nonattainment pollutants (or their precursors) exceed specified thresholds. The emissions
11 thresholds that trigger requirements for a conformity analysis are called *de minimis* levels. *De*
12 *minimis* levels (in tons per year [tpy]) vary by pollutant and also depend on the severity of the
13 nonattainment status for the air quality management area in question.

14 A conformity applicability analysis is the first step of a conformity evaluation and assesses if a
15 federal action must be supported by a conformity determination. This is typically done by
16 quantifying air emissions that are projected to result due to implementation of the federal action.
17 If the results of the applicability analysis indicate that the total emissions would not exceed the
18 *de minimis* emissions thresholds, then the conformity evaluation process is completed. *De*
19 *minimis* threshold emissions are presented in **Table 3-4**.

20 **Table 3-4. General Conformity *De minimis* Levels**

Pollutant	Area Type	tpy
O ₃ (VOC or NO _x)	Serious nonattainment	50
	Severe nonattainment	25
	Extreme nonattainment	10
	Other areas outside an O ₃ transport region	100
O ₃ (NO _x)	Marginal and moderate nonattainment inside an O ₃ transport region	100
	Maintenance	100
O ₃ (VOC)	Marginal and moderate nonattainment inside an O ₃ transport region	50
	Maintenance within an O ₃ transport region	50
	Maintenance outside an O ₃ transport region	100
CO, SO ₂ and NO ₂	All nonattainment and maintenance	100
PM ₁₀	Serious nonattainment	70
	Moderate nonattainment and maintenance	100
PM _{2.5} Direct emissions, SO ₂ , NO _x (unless determined not to be a significant precursor), VOC or ammonia (if determined to be significant precursors)	All nonattainment and maintenance	100
Pb	All nonattainment and maintenance	25

Source: HDR (see Appendix C)

1 **Greenhouse Gases and Climate Change.** Greenhouse gases (GHGs) are gas emissions that
2 trap heat in the atmosphere. These emissions occur from natural processes and human
3 activities. Scientific evidence indicates a trend of increasing global temperature over the past
4 century due to an increase in GHG emissions from human activities. The climate change
5 associated with this global warming is predicted to produce negative economic and social
6 consequences across the globe.

7 Revised draft guidance from CEQ, dated December 18, 2014, recommends that agencies
8 consider both the potential effects of a proposed action on climate change, as indicated by its
9 estimated GHG emissions, and the implications of climate change for the environmental effects
10 of a proposed action. The guidance also emphasizes that agency analyses should be
11 commensurate with projected GHG emissions and climate impacts, and should employ
12 appropriate quantitative or qualitative analytical methods to ensure useful information is
13 available to inform the public and the decision-making process in distinguishing between
14 alternatives and mitigations.

15 **3.5.2 Affected Environment**

16 MCRC Brooklyn is in Kings County, New York, which is part of the New Jersey-New York-
17 Connecticut Interstate Air Quality Control Region. Kings County is designated by USEPA as
18 *nonattainment* for 8-hour O₃ with a classification of Moderate under the 1997 standard. Kings
19 County also is designated as maintenance for CO and PM_{2.5} and unclassified/attainment for all
20 other criteria pollutants (USEPA 2015a). As such, a General Conformity evaluation is required
21 for O₃, CO, and PM_{2.5}. The state of New York is within an O₃ transport region.

22 MCRC Brooklyn uses a Generac 600-kW, 480/277-volt, three-phase generator to provide an
23 emergency source of electrical power. The installation also operates two Cleaver-Brooks Series
24 100 Model boilers in cold weather months. The generator is connected to two 15,000-gallon
25 ASTs and a 350-gallon belly AST. These ASTs produce air emissions from fuel losses during
26 storage and transfer. Air emissions are produced from the operation of the boilers but fall below
27 the threshold for requiring air permits.

28 **3.5.3 Environmental Consequences**

29 Effects on air quality are based on estimated direct and indirect emissions associated with the
30 action alternatives. Estimated emissions from a proposed federal action are typically compared
31 with the relevant national and state standards to assess the potential for increases in pollutant
32 concentrations.

33 The ROI for assessing air quality impacts from criteria pollutants is the air basin in which the
34 project is located (i.e., New Jersey-New York-Connecticut Interstate Air Quality Control Region).

35 **3.5.3.1 PROPOSED ACTION**

36 Adverse effects on air quality would result from the generation of air emissions during
37 implementation and operational activities. Implementation air emissions would be produced
38 from construction and renovation and the transportation of equipment from MCRC Garden City
39 and AFRC Farmingdale to MCRC Brooklyn. These air emissions would be temporary and
40 assumed to occur during one year (e.g., 2017). Operational air emissions would be produced
41 from the added commuting distance of active duty and reservist personnel transferring to MCRC

1 Brooklyn and the addition of approximately 20,000 square feet of additional warehouse space to
2 heat. Beneficial effects on air quality would result from the slight reduction in current operational
3 air emissions due to the removal of the existing Generac 600-kW emergency generator and
4 associated ASTs. Changes to operational air emissions would be permanent and would occur
5 annually in the years following construction (e.g., 2018 and later). Additional details on
6 implementation and operational air emissions are provided in the following subsections.

7 **Implementation Air Emissions.** Construction and renovation activities would produce criteria
8 pollutant air emissions from the combustion of fuels in heavy equipment. Particulate matter air
9 emissions, such as fugitive dust, would be produced from ground-disturbing activities and from
10 the combustion of fuels in heavy equipment. Fugitive dust air emissions would be greatest
11 during the initial site preparation and would vary from day to day depending on the work phase,
12 level of activity, and prevailing weather conditions. The quantity of uncontrolled fugitive dust
13 emissions from a construction site is proportional to the area of land being worked and the level
14 of activity. Construction would incorporate BMPs and environmental control measures to
15 minimize fugitive particulate matter air emissions. Additionally, the work vehicles are assumed
16 to be well maintained and should use diesel particulate filters to reduce particulate matter air
17 emissions. Construction workers commuting daily to and from the job sites in their personal
18 vehicles and heavy duty diesel vehicles hauling construction materials and debris to and from
19 the job sites would also result in criteria pollutant air emissions.

20 The transportation of equipment from MCRC Garden City and AFRC Farmingdale to MCRC
21 Brooklyn would produce criteria pollutant air emissions from the combustion of fuels in heavy
22 vehicles. All trailers, tactical vehicles, and stackable storage units are assumed to be
23 transported individually using heavy duty diesel vehicles. This equates to a conservative
24 estimate of 300 and 35 round trips from MCRC Garden City and AFRC Farmingdale,
25 respectively resulting in negligible effects on air quality.

26 **Operational Air Emissions.** The added commuting distance for personnel transferring from
27 MCRC Garden City and AFRC Farmingdale to MCRC Brooklyn would produce criteria pollutant
28 air emissions from the combustion of additional quantities of fuel in personal vehicles. It is
29 conservatively assumed that all active duty and reserve personnel would drive the round-trip
30 distance between MCRC Brooklyn and MCRC Garden City or AFRC Farmingdale, as
31 applicable, 264 and 48 times each year, respectively resulting in negligible effects on air quality.

32 Stationary source air emissions would be produced from heating the 20,000 ft² of new
33 warehouse space. It is assumed that these air emissions would be produced from burning
34 natural gas in new boilers or furnaces. These air emissions would be expected in cold weather
35 months when equipment is operational once the proposed warehouses are functional. Air
36 emissions are not anticipated to exceed the threshold requiring air permits for operation.

37 Removing the existing 600-kW emergency generator and associated ASTs would result in a
38 slight reduction of the current operational air emissions produced annually at MCRC Brooklyn.
39 Although an accurate quantitative estimate for the reduction in operational air emissions is not
40 available, given the size of the generator and its sporadic use, the reduction in air emissions is
41 anticipated to be minor.

1 **Summary of Air Emissions.** The estimated air emissions from the Proposed Action are
 2 summarized in **Table 3-5** by year. The actual increase in operational air emissions is likely to be
 3 less than that summarized in **Table 3-5** because a quantitative estimate for the reduction in
 4 operational air emissions from the removal of the 600-kW emergency generator and associated
 5 ASTs is not included. Air emissions estimation documentation and a summary of the methods
 6 used in this air quality analysis are included in **Appendix C**.

7 **Table 3-5. Estimated Air Emissions from the Proposed Action**

Emissions Source	NO _x (tpy)	VOC (tpy)	CO (tpy)	SO ₂ (tpy)	PM ₁₀ (tpy)	PM _{2.5} (tpy)	CO _{2e} (tpy)
Construction Air Emissions							
Combustion	4.294	0.728	2.571	0.008	0.217	0.217	664.582
Fugitive Dust	NA	NA	NA	NA	9.180	0.918	NA
Haul Truck On-Road	0.016	0.003	0.005	<0.001	0.001	0.001	14.026
Construction Commuter	0.199	0.230	3.704	0.003	0.007	0.003	160.344
Transporting Equipment to MCRC Brooklyn	0.018	0.003	0.006	<0.001	0.001	0.001	15.762
Total (2017)	4.526	0.964	6.286	0.011	9.405	1.139	854.714
Operational Air Emissions							
Active Duty and Reserve Commuter	1.104	1.424	33.200	0.022	0.079	0.035	1,166.930
New Warehouse Heating	0.136	0.007	0.114	0.001	0.010	0.010	162.804
Total (2018 and later)	1.239	1.431	33.314	0.023	0.090	0.045	1,329.734
General Conformity <i>de minimis</i> threshold	100	50	100	100	NA	100	NA

Key: NA = Not Applicable; tpy = tons per year

8 **General Conformity.** As stated in **Section 3.5.2**, Kings County is designated as nonattainment
 9 for 8-hour O₃ and maintenance for CO and PM_{2.5}. **Table 3-5** includes a comparison of the
 10 maximum estimated annual air emissions from the Proposed Action to the applicable *de minimis*
 11 threshold limits. Air emissions from all years for the Proposed Action would be below *de minimis*
 12 threshold limits; therefore, a General Conformity determination is not required. A General
 13 Conformity Record of Non-Applicability is included in **Appendix C**. This general conformity
 14 evaluation does not consider the reduction in baseline air emissions from the removal of the
 15 existing 600-kW emergency generator and associated ASTs; therefore, the actual increase in
 16 2017 and later air emissions is likely to be slightly less than that estimated in **Table 3-5**.

17 **Greenhouse Gases and Climate Change.** The Proposed Action would contribute directly to
 18 emissions of GHGs from the combustion of fossil fuels. Construction and renovation activities
 19 and the transportation of equipment to MCRC Brooklyn would generate approximately 855 tons
 20 (775 metric tons) of CO_{2e} in 2017. The added commuting distance and the new boilers or
 21 furnaces would generate approximately 1,330 tons (1,206 metric tons) of CO_{2e} in 2018 and
 22 subsequent years. These limited annual emissions of GHGs would not likely contribute to global
 23 warming to any discernible extent.

24 Therefore, the Proposed Action would not result in significant impacts to air quality.

1 **3.5.3.2 NO ACTION ALTERNATIVE**

2 Under the No Action Alternative, the proposed consolidation and renovation activities would not
3 occur and there would be no changes to baseline air quality. No air emissions from construction
4 and renovation, transportation of equipment, added commuting distance, or added warehouse
5 space identified to occur under the Proposed Action would be produced. Air emissions from the
6 existing 600-kW emergency generator would continue to be sporadically produced. Capital
7 improvements, including those described in **Section 1.2**, would still be completed. These
8 projects were previously analyzed for environmental impacts. Therefore, no additional impacts
9 under the No Action Alternative would be expected.

10 **3.6 Geological Resources**

11 **3.6.1 Definition of the Resource**

12 Geological resources consist of the Earth's surface and subsurface materials. Within a given
13 physiographic province, these resources typically are described in terms of topography and
14 physiography, geology, soils, and, where applicable, geologic hazards.

15 **Geology.** Geology is the study of the Earth's physical components and provides information on
16 the structure and arrangement of surface and subsurface features. Such information derives
17 from field analysis based on observations of the surface and borings to identify subsurface
18 composition.

19 **Topography.** Topography and physiography pertain to the configuration of physical features
20 and surfaces that comprise a land surface, including its height and the position of its natural
21 features and human-made alterations of landforms.

22 **Soils.** Soils are a matrix of mineral and organic matter overlying bedrock or other parent
23 material. Soils typically are described in terms of their complex type, slope, and physical
24 characteristics. Differences among soil types in terms of their structure, elasticity, strength,
25 shrink-swell potential, and erosion potential affect their abilities to support certain applications or
26 uses. In appropriate cases, soil properties must be examined for their compatibility with
27 particular construction activities or types of land use.

28 **Prime Farmland.** Prime farmland is protected under the Farmland Protection Policy Act of
29 1981. Prime farmland is defined as land that has the best combination of physical and chemical
30 characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for
31 these uses. The land could be cropland, pasture, rangeland, or other land, but not urban built-up
32 land or water. The Farmland Protection Policy Act exists to minimize Federal programs'
33 contributions to the unnecessary conversion of farmland to nonagricultural uses.

34 **Geologic Hazards.** Geologic hazards are defined as natural geologic events that can endanger
35 human lives and threaten property. Examples of geologic hazards at MCRC Brooklyn include
36 earthquakes.

1 **3.6.2 Affected Environment**

2 **Geology.** MCRC Brooklyn lies within the Atlantic Coastal Plain physiographic province, which is
3 characteristic of poorly consolidated sedimentary formations of Cretaceous, Tertiary, and
4 Quaternary age that generally slope toward the waterline (ERM 2007). The Coastal Plain was
5 formed through multiple increases and decreases in ocean level during the past 150 million
6 years. The source of much of the sediments found in the Atlantic Coastal Plain was from the
7 eroding Appalachian Mountains (NPS 2016a).

8 The Borough of Brooklyn is generally underlain by Cretaceous clay, sand, and gravel of the
9 Coastal Plain. However, Floyd Bennett Field is directly underlain by dredged fill and
10 miscellaneous dredged fill/urban rubble extending to a depth of approximately 20 feet.
11 Underlying the various fill materials are natural deposits which were formed in tidal marshes and
12 consist of organic silt or marsh layer. Below the organic layer and extending 200 feet beneath
13 MCRC Brooklyn and the Project area are Pleistocene glacial outwash deposits composed of
14 porous and highly permeable sand and gravel (ERM 2007).

15 **Topography.** The topography of MCRC Brooklyn is relatively flat. Elevations at the Project area
16 occur at mean sea level along the waterfront up to approximately 10 feet above mean sea level
17 more inland (USGS 2013).

18 **Soils.** Five soil types make up the Project area at MCRC Brooklyn, two of which make up
19 approximately 99.5 percent of the soils identified by the Natural Resources Conservation
20 Service (NRCS). These two soils are Hooksan-Verrazan-Urban land complex, 0 to 8 percent
21 slopes and Urban land, sandy substratum, 0 to 3 percent slopes. Additional soils that occur
22 within the utility corridor or areas proposed for fencing repair or installation includes Hooksan
23 fine sand, 0 to 3 percent slopes and Bigapple fine sand, 0 to 3 percent slopes. Hooksan-
24 Verrazano-Urban land complex, 0 to 8 percent slopes is characteristic of portions of developed
25 land. This soil type is excessively drained with no frequency of ponding or flooding. Similarly,
26 Urban land complex, 0 to 8 percent slopes is also characteristic of developed land. The parent
27 material for this soil type is comprised of asphalt over human-transported material and has a
28 very high runoff class. Hooksan fine sand, 0 to 3 percent slopes and Bigapple fine sand 0 to 3
29 percent slopes are excessively and well drained, respectively and neither has a frequency to
30 pond or flood (NRCS 2016).

31 **Prime Farmland.** NRCS has not identified any soils considered prime farmland that occur
32 within the Project area; therefore, it is removed from further analysis.

33 **Geologic Hazards.** The U.S. Geological Survey (USGS) has produced seismic hazard maps
34 that identify the rate at which earthquakes in different areas and on how far strong shaking
35 extends from the earthquake source. The hazard maps show the levels of horizontal shaking
36 that have a 2 in 100 chance of being exceeded in a 50-year period. Shaking is expressed as a
37 percentage of the force of gravity (percent g) and is proportional to the hazard faced by a
38 particular type of building. In general, little or no damage is expected at values less than 10
39 percent g, moderate damage could occur at 10 to 20 percent g, and major damage could occur
40 at values greater than 20 percent g. The New York seismic hazard map indicates that the area
41 of the Proposed Action has a hazard rating of 14-20 percent g, which could result in moderate

1 damage should a seismic activity occur. No other geologic hazards are identified for MCRC
2 Brooklyn (USGS 2014).

3 **3.6.3 Environmental Consequences**

4 For analyzing potential effects on geological resources within the ROI, evaluation criteria are
5 based on the protection of unique geological features, minimization of soil erosion, the siting of
6 facilities in relation to potential geologic hazards, and associated regulations. An action could
7 have a significant effect with respect to geological resources if it were to substantially disturb
8 and compact soil, threaten unique geological features, place a facility in proximity to a
9 substantial geologic hazard, or result in noncompliance with laws, regulations, or orders
10 protecting geological resources.

11 **3.6.3.1 PROPOSED ACTION**

12 Under the Proposed Action, short-term impacts on geological resources would result from
13 temporary disturbance of ground surfaces, ground moving activities, and limited grading during
14 construction and renovation activities. These activities would excavate soils and expose rock
15 materials, temporarily removing vegetation in some areas, and exposing soils to erosion.
16 Specific construction limitations and considerations would depend on the type of construction
17 and subsurface materials encountered. Long-term impacts from the additional 22,046 ft² of net
18 impervious surfaces at MCRC Brooklyn would also be expected. Reduced soil infiltration and
19 soil productivity and increased runoff from additional impervious surfaces would occur. See
20 **Section 3.7** for more discussion on impacts from an increase in impervious surfaces at MCRC
21 Brooklyn.

22 Short-term impacts on topography would be expected during construction or replacement of
23 fencing. Although a majority of the Project area is already flat, minor grading and clearing may
24 be necessary during fence installation as some areas proposed for fencing are currently
25 undeveloped. Short-term impacts on topography would also be expected from the berm
26 removable around Building 1 as the areas around Building 1 would be graded to a similar level
27 as the surrounding area. No impacts from proposed projects on the topography of already
28 developed areas would be expected. No long-term impacts would be expected on topography.

29 Construction associated with the Proposed Action would occur in various soil types. Short-term
30 impacts on soils in the immediate area of the proposed fencing construction and repair, utility
31 corridor, new storage facilities, stormwater improvements, and areas proposed for grading
32 would be expected. Soils around project areas could become compacted by construction
33 vehicle traffic. Most soil disturbance associated with the Proposed Action would occur in the
34 Hooksan fine sand, 0 to 3 percent slopes and Urban land, sandy substratum.

35 In general, accelerated erosion of soils would be short-term during construction activities and
36 minimized by appropriately siting and designing facilities to take into account soil limitations,
37 employing construction and stabilization techniques appropriate for the soil and climate, and
38 implementing BMPs and temporary and permanent erosion control measures. Soil compaction
39 would be minimized by planning construction activities and restricting construction traffic to
40 specific areas and routes of travel. Because MCRC Brooklyn has a hazard rating of 14-20

1 percent g, moderate damage from a geologic event could be expected. However, these types of
2 geologic events are uncommon.

3 Therefore, no significant impacts on geological resources would be expected.

4 3.6.3.2 NO ACTION ALTERNATIVE

5 Under the No Action Alternative, the proposed consolidation and renovation activities would not
6 occur. Capital improvements, including those described in **Section 1.2**, would be completed.
7 These projects were previously analyzed for environmental impacts. Impacts from these
8 improvements would be expected to have short- and long-term impacts on geological resources
9 from construction impacts and additional impervious surfaces, respectively. Therefore, no
10 additional impacts under the No Action Alternative would be expected.

11 3.7 Water Resources

12 3.7.1 Definition of the Resource

13 Water resources are natural and man-made sources of water that are available for use by and
14 for the benefit of humans and the environment. Hydrology concerns the distribution of water
15 resources through the processes of evapotranspiration, atmospheric transport, precipitation,
16 surface runoff and flow, and subsurface flow. Hydrology is affected by climatic factors such as
17 temperature, wind direction and speed, topography, and soil and geologic properties.

18 **Groundwater.** Groundwater is water that flows or seeps downward and saturates soil or rock,
19 supplying springs and wells. Groundwater quality and quantity are regulated under several
20 statutes and regulations, including the Safe Drinking Water Act.

21 **Surface Water.** Surface water resources consist of wetlands, lakes, rivers, and streams. The
22 ecological, economical, and recreational services that these resources provide make them
23 critical to both human and environmental health. Waters of the United States are defined under
24 Section 404 of the Clean Water Act (CWA), as amended, as (1) traditional navigable waters, (2)
25 wetlands adjacent to navigable waters, (3) nonnavigable tributaries of traditional navigable
26 waters that are relatively permanent where the tributaries typically flow perennially or have
27 continuous flow at least seasonally (e.g., typically 3 months), and (4) wetlands that directly abut
28 such tributaries. USEPA and the U.S. Army Corps of Engineers (USACE) regulate waters of the
29 United States. Section 303(d) of the CWA requires that New York establish a list to identify
30 impaired waters and establish Total Maximum Daily Loads (TMDLs) for the sources causing the
31 impairment. A TMDL is the maximum amount of a substance that can be assimilated by a water
32 body without causing impairment. A water body can be deemed impaired if water quality
33 analyses conclude that the water quality standards established by the CWA are not met.

34 The CWA (33 U.S.C. § 1251 et. seq., as amended) establishes Federal limits, through the
35 National Pollutant Discharge Elimination System (NPDES) program, on the amounts of specific
36 pollutants that can be discharged into surface waters to restore and maintain the chemical,
37 physical, and biological integrity of the water. The New York SPDES stormwater program
38 requires construction site operators engaged in clearing, grading, and excavating activities that
39 disturb 1 acre or more to obtain coverage under a SPDES General Permit for Stormwater
40 Discharges from Construction Activity. Construction or demolition that necessitates a permit

1 also requires preparation of a Notice of Intent to discharge stormwater and a Stormwater
2 Pollution Prevention Plan (SWPPP) that would be implemented during construction (NYSDEC
3 2016a).

4 In 2014, USEPA issued a Final Rule for the CWA concerning technology-based Effluent
5 Limitations Guidelines and New Source Performance Standards for the Construction and
6 Development point source category. All NPDES stormwater permits issued by USEPA or states
7 must incorporate requirements established in the Final Rule. In addition, in 2014 USEPA
8 Construction and Development Effluent Guidelines and Standards covering effluent regulations
9 for point source construction and demolition operations disturbing 1 or more acres of land were
10 amended. Sites are required to meet the non-numeric effluent limitations and effective erosion
11 and sedimentation controls must be designed, installed, and maintained (40 CFR § 450.21).

12 To prevent adverse impacts from stormwater runoff, the State of New York has developed a
13 Stormwater Management Design Manual that provides designers with the information needed to
14 comply with State stormwater performance standards. The manual is a critical element of the
15 *Phase II SPDES General Permit for Stormwater Runoff from Construction Sites* and is applied
16 to all sizes of disturbance associated with construction (NYSDEC 2015). In addition, Section
17 438 of the EISA (42 U.S.C. § 17094) establishes stormwater design requirements for Federal
18 development and redevelopment projects. Under these requirements, Federal facility projects
19 larger than 5,000 ft² must “maintain or restore, to the maximum extent technically feasible, the
20 predevelopment hydrology of the property with regard to the temperature, rate, volume, and
21 duration of flow.”

22 **Wetlands and Floodplains.** USACE defines wetlands as “those areas that are inundated or
23 saturated by surface or ground water at a frequency and duration sufficient to support, and that
24 under normal circumstances do support, a prevalence of vegetation typically adapted for life in
25 saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar
26 areas” (USACE, 1987). Wetlands are currently regulated by the USACE under Section 404 of
27 the CWA as a subset of all “waters of the United States.” The term “waters of the United States”
28 has a broad meaning under the CWA and incorporates deepwater aquatic habitats and special
29 aquatic habitats, including wetlands.

30 Section 404 of the CWA authorizes the Secretary of the Army, acting through the Chief of
31 Engineers, to issue permits for the discharge of dredge or fill into wetlands and other waters of
32 the United States. Any discharge into waters of the United States requires a permit from the
33 local District of the USACE (New York City). In the State of New York, the USACE issues
34 permits for Section 404 activities and a corresponding Watery Quality Certification from the New
35 York State Department of Environmental Conservation (NYSDEC) is required (NYSDEC
36 2016b).

37 Floodplains are areas of low-level ground present along rivers, stream channels, large wetlands,
38 or coastal waters. Floodplains also help to maintain water quality and are often home to a
39 diverse array of plants and animals. In their natural vegetated state, floodplains slow the rate at
40 which the incoming overland flow reaches the main water body.

1 Floodplains are protected under EO 11988, Floodplain Management and EO 13690,
2 Establishing a Federal Flood Risk Management Standard. Flood potential is evaluated by the
3 Federal Emergency Management Agency, which defines the 100-year floodplain as the area
4 that has a one percent chance of inundation by a flood event in a given year. Federal, state, and
5 local regulations often limit floodplain development to passive uses, such as recreational and
6 preservation activities, to reduce the risks to human health and safety.

7 3.7.2 Affected Environment

8 **Groundwater.** The Jamaica Bay Unit of the Gateway NRA is situated over the Brooklyn-
9 Queens Aquifer System, which is composed of the Upper Glacial, Jameco, Magothy, and Lloyd
10 aquifers. The Upper Glacial aquifer, composed of glacial moraine deposits up to 300 feet thick,
11 is exposed at the surface throughout Kings County and overlies the three lower aquifers, which
12 are generally composed of sands and gravels (NPS 2014). The Upper Glacial Aquifer
13 groundwater flow direction in the vicinity of MCRC Brooklyn is generally towards Jamaica Bay;
14 however, localized groundwater flow direction is tidally influenced closer to the shoreline (ERM
15 2007).

16 Natural recharge to the aquifer system primarily occurs through precipitation that percolates
17 through soils. The surrounding urban environment heavily influences surface discharge within
18 the Brooklyn-Queens Aquifer System. Much of the surface water in the Brooklyn area that would
19 normally recharge the aquifers is intercepted by the impervious surfaces of the highly urbanized
20 watershed or channeled into storm sewers and combined sewer overflows that flow to the bays
21 before they have an opportunity to percolate. As a result, the open spaces, natural habitats, and
22 soils within the Gateway NRA are particularly important sources of groundwater recharge (NPS
23 2014).

24 Depth to groundwater at Floyd Bennett Field generally ranges from 2 to 20 feet below the
25 ground surface. The groundwater system at the installation is bounded on the top by the water
26 table, on the bottom by impermeable crystalline bedrock, and on the sides by contact with salty
27 groundwater. Large quantities of fresh water are generally obtainable below the Gardiners clay
28 at depths of 200 to 500 feet below ground surface (ERM 2007).

29 **Surface Water.** Floyd Bennett Field borders MCRC Brooklyn to the north and the west.
30 Rockaway Inlet is south and Jamaica Bay is east of the installation, which directly opens to the
31 Lower New York Bay and Atlantic Ocean via Rockaway Inlet. Salinity in Jamaica Bay is 20 to 26
32 parts per thousand. It is adjacent to the confluence of the New York Bight and New York Bay
33 where the right angle between the New Jersey and Long Island coasts intersect (NPS 2014). No
34 surface water occurs on the installation. Stormwater discharge from MCRC Brooklyn is
35 monitored under SPDES MS4 General Permit GP-0-15-003 MS4s. MCRC Brooklyn is regulated
36 by federal and state stormwater management regulations that apply to all federal non-industrial
37 installations in New York State. Curbs, ditches, elevated land berms and sloped earth are used
38 to facilitate stormwater runoff on the installation (MARFORRES 2012).

39 All waters in New York State are assigned a letter classification that denotes their best uses.
40 Letter classes such as A, B, C, and D are assigned to fresh surface waters, and SA, SB, SC, I,
41 and SD to saline (marine) surface waters. Best uses include source of drinking water,

1 swimming, boating, fishing, and shellfishing. The waters of Jamaica Bay are designated as
2 Class SB saline surface waters under 6 CRR-NY 701.11 (NYSDEC 2016c). The best use for
3 Class SB waters are primary and secondary contact recreation and fishing. The western portion
4 of Jamaica Bay and its tributaries within the Southern Long Island Watershed are not included
5 in New York State's 2016 Section 303(d) Draft List of Impaired Waters (NYSDEC 2016d);
6 however, the waterbody has been recommended for consideration on this list as an impaired
7 waterbody for which TMDL development could be deferred (NYSDEC 2016c). Pollutants within
8 the waterbody are primarily influenced by combined sewer overflows. Known pollutants include
9 floatables and nitrogen. Suspected impairments include polychlorinated biphenyls (PCBs),
10 oxygen depletion, pathogens, and oil and grease. As a result, public bathing, recreation, and
11 hydrology are considered impaired in western Jamaica Bay, while fish consumption, aquatic life,
12 and aesthetics have been classified as stressed (NYSDEC 2016c).

13 **Wetlands and Floodplains.** There are no wetlands within the project area; however,
14 approximately 3 acres of intertidal estuarine wetlands occur outside the southwestern corner of
15 the fence line (see **Figure 3-1**). The 100-year floodplain on MCRC Brooklyn is associated with
16 the Jamaica Bay waterbody and occurs in the southern portion of the installation, and widens
17 through the southwest portion of the POV lot, and extends to the western boundary of the
18 installation. The base floodplain on the installation is designated as Zone AE, where base flood
19 elevations are considered high risk to an elevation of 10 feet above sea level. This area
20 transitions into Zone VE along the installation shoreline. Zone VE represents high risk coastal
21 areas within the 100-year floodplain that have an additional hazard associated with storm waves
22 and defined base flood elevations similar to Zone AE. Development within the 100-year
23 floodplain is considered high risk and federal floodplain management regulations apply.
24 Mandatory flood insurance purchase requirements apply to zones AE and VE (FEMA 2016).

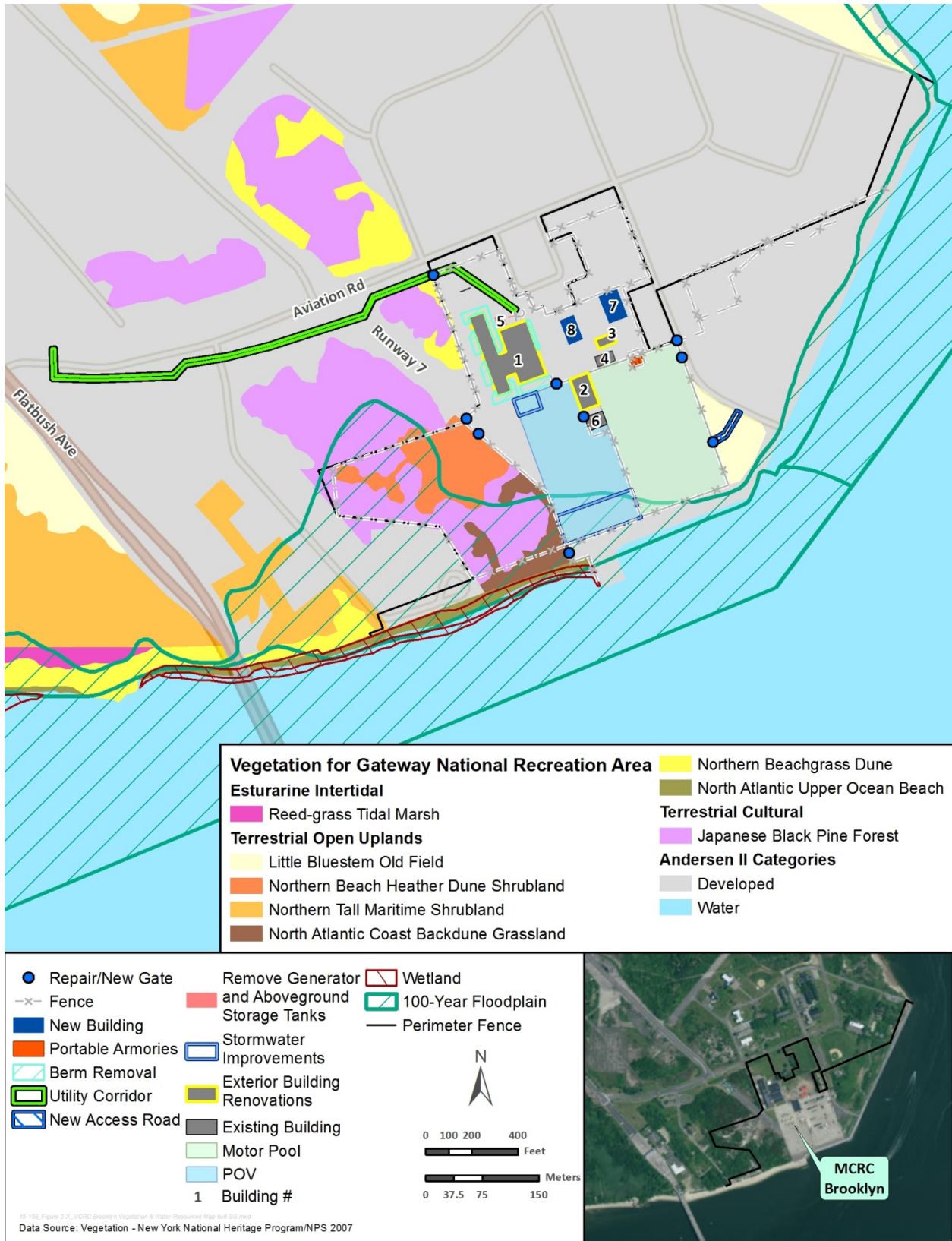
25 The 500-year floodplain could be flooded by severe, concentrated rainfall coupled with poor
26 drainage systems but is considered a low risk area that does not require insurance. A portion of
27 the installation occurs between the 100- and 500-year floodplain north of Zone AE and covers a
28 larger portion of the installation POV lot. This area is considered a moderate flood hazard, but
29 does not require flood insurance (FEMA 2016).

30 **3.7.3 Environmental Consequences**

31 For analyzing potential effects on water resources within the project area, the evaluation criteria
32 are based on water availability, quality, hydrology, and use; and associated regulations. An
33 action could have a significant effect with respect to water resources if it were to substantially
34 reduce water availability or affect water quality adversely; threaten or damage unique hydrologic
35 characteristics; or result in noncompliance with laws, regulations, or orders protecting water
36 resources.

37 **3.7.3.1 PROPOSED ACTION**

38 **Groundwater.** The Proposed Action would result in a net increase in impervious surfaces from
39 the construction of warehouses and the proposed access road. BMPs established in the project
40 SWPPP would be implemented to maintain the average annual predevelopment groundwater
41 recharge volume for the sites, as required by the SWPPP permit (NYSDEC 2016a). This could
42 be accomplished by infiltrating runoff from impervious surfaces back into the groundwater



1
 2 **Figure 3-1. Vegetative Communities and Water Resources Associated with the Proposed**
 3 **Activities in the Project Area**

1 through the use of nonstructural (e.g., filter strips, vegetative swales, tree planting, and
2 minimization of impervious surfaces) and structural (e.g., green roofs, stormwater planters, and
3 porous pavement) methods, if necessary. These changes in drainage would be highly localized,
4 site-specific, and negligible.

5 A spill or leak of fuel or other construction-related products could impact groundwater quality.
6 Construction equipment would be maintained according to the manufacturer's specifications and
7 fuels and other potentially hazardous materials would be contained and stored appropriately.
8 Construction and demolition personnel would follow appropriate BMPs to protect against
9 potential petroleum or hazardous material spills. Good housekeeping, maintenance of
10 equipment, and containment of fuels and other potentially hazardous materials would be
11 conducted to minimize the potential for a release of these fluids into groundwater. No significant
12 impacts on groundwater would be expected under the Proposed Action.

13 **Surface Water.** There are no surface waterbodies within the project area; however, Jamaica
14 Bay surrounds the eastern and southern portions of the installation. Under the Proposed Action,
15 a net increase in approximately 22,000 ft² of impervious surface would occur from the
16 construction of the proposed warehouses and the new access road. The removal of berms
17 along the sides of Building 1 is necessary to prevent water damage to the building. Stormwater
18 improvements along Building 1 and in the POV lot would be implemented to improve the natural
19 drainage on the installation.

20 MCRC Brooklyn would adhere to the stormwater sizing criteria outlined in the *New York State*
21 *Stormwater Management Design Manual* to reduce potential runoff and erosion, prevent
22 overbank flooding, and help control extreme floods. The proposed construction would plan to
23 preserve natural features and reduce impervious cover to the extent practicable. Post-
24 construction runoff reduction would be achieved by infiltration, groundwater recharge, reuse,
25 recycle, evaporation/evapotranspiration of 100 percent of the post-development water quality
26 volume to replicate pre-development hydrology by maintaining pre-construction infiltration, peak
27 runoff flow, discharge volume, and minimizing concentrated flow by using runoff control
28 techniques to provide treatment in a distributed manner before runoff reaches the collection
29 system, as practicable. BMPs that are outlined in the installation SWPPP would be used to
30 ensure that soils disturbed during construction activities do not pollute nearby water bodies.

31 Redevelopment of the POV lot (concrete drainage replacement) would improve stormwater
32 runoff by reducing existing stormwater ponding on the lot. Alternative stormwater management
33 practices for redevelopment would only be implemented during concrete drainage replacement
34 based on stormwater criteria in the *New York State Stormwater Management Design Manual*,
35 as applicable.

36 Construction personnel would follow appropriate BMPs, such as secondary containment for bulk
37 storage containers and the use of spill berms, to protect against potential petroleum or
38 hazardous material spills. In the event of a spill or leak of fuel or other construction-related
39 products, there could be adverse impacts on surface water quality. Construction and demolition
40 equipment would be maintained according to the manufacturer's specifications and fuels and
41 other potentially hazardous materials would be contained and stored appropriately. As outlined
42 in the SPCC, all bulk storage containers meet general secondary containment requirements and

1 are located at least 300 feet away from stormwater drains with spill kits located nearby.
2 Appendix C of the SPCC contains a specific drainage drawing for the facility and depicts the
3 lines of natural drainage indicating potential spill pathways, which can be useful in preventing
4 the spread of a release should one occur. If a spill or leak were to occur, BMPs would be
5 implemented to contain the spill and minimize the potential for, and extent of, associated
6 contamination. Any discharge would be immediately reported to MARFORRES headquarters.

7 **Wetlands and Floodplains.** There are no wetlands within the project area; however
8 approximately 3 acres of estuarine wetlands occur adjacent to the southwest corner of the
9 installation. Impacts on wetlands and other waters of the U.S. would be avoided.
10 Implementation and proper maintenance of an erosion and sediment control plan and
11 stormwater management would minimize the potential for indirect impacts. Therefore, no
12 significant impacts on wetlands are expected.

13 Portions of the fence and gate repair at MCRC Brooklyn are functionally dependent on their
14 location and must occur within the area also covered by the 100-year floodplain, which is
15 considered a high risk flood area. However, disturbance within the floodplain associated with
16 this project would be negligible, highly localized, and temporary, and no long-term impacts on
17 the floodplain would be expected. Stormwater improvements associated with the concrete
18 drainage replacement project in the POV parking lot would also be within the 100-year
19 floodplain, but would result in beneficial impacts by reducing ponding on impervious surfaces,
20 and would be implemented based on alternative stormwater management practices for
21 redevelopment outlined in the *New York State Stormwater Management Design Manual*. All
22 other projects associated with the Proposed Action are in areas designated as minor or
23 moderate risk. No significant impacts on floodplains would be expected.

24 3.7.3.2 NO ACTION ALTERNATIVE

25 Under the No Action Alternative, the proposed consolidation and renovation activities would not
26 occur. Capital improvements, including those described in **Section 1.2** would still be completed.
27 These projects were previously analyzed for environmental impacts. Construction activities and
28 the addition of impervious surfaces from these improvements would be expected to have short-
29 and long-term impacts on water resources, respectively, but appropriate BMPs are being
30 implemented to minimize or avoid impacts. Therefore, no additional impacts under the No
31 Action Alternative would be expected.

32 3.8 Biological Resources

33 3.8.1 Definition of the Resource

34 Biological resources include living, native, or naturalized plants and animals and the habitats in
35 which they are found. Plant associations are referred to as vegetation and animal species are
36 referred to as wildlife. Special status species are those listed as threatened or endangered
37 under the Endangered Species Act (ESA), and species afforded federal protection under the
38 Migratory Bird Treaty Act (MBTA).

39 The ESA's purpose is to conserve the ecosystems that threatened and endangered species
40 require for survival as well as to conserve and recover listed species. Under the ESA (16 U.S.C.

1 § 1536), an “endangered species” is defined as any species in danger of extinction throughout
2 all or a significant portion of its range. A “threatened” species is defined as any species likely to
3 become an endangered species in the foreseeable future. Section 7 of the ESA requires action
4 proponents to consult with the U.S. Fish and Wildlife Service (USFWS) to ensure that their
5 actions are not likely to jeopardize the continued existence of federally listed threatened and
6 endangered species, or result in the destruction or adverse modification of designated critical
7 habitat.

8 Sensitive habitats include those areas designated by USFWS as critical habitat protected by the
9 ESA and sensitive ecological areas as designated by state or Federal rulings. Federal agencies
10 are required to ensure that their activities do not adversely modify or destroy critical habitat to
11 the point that it will no longer aid in the species’ recovery. Sensitive habitats also include
12 wetlands, plant communities that are unusual or of limited distribution, and important seasonal
13 use areas for wildlife (e.g., migration routes, breeding areas, crucial summer and winter
14 habitats).

15 The MBTA protects both migratory and most native-resident bird species. Conservation of birds
16 listed under the MBTA by federal agencies is mandated by EO 13186 (Migratory Bird
17 Conservation). Under the MBTA it is unlawful by any means or in any manner, to pursue, hunt,
18 take, capture, kill, attempt to take, capture, or kill, [or] possess migratory birds or their nests or
19 eggs at any time, unless permitted by regulation. The 2003 National Defense Authorization Act
20 gave the Secretary of the Interior authority to prescribe regulations to exempt the Armed Forces
21 from the incidental taking of migratory birds during authorized military readiness activities. The
22 final rule authorizing DoD to take migratory birds in such cases include a requirement that the
23 Armed Forces must confer with USFWS to develop and implement appropriate conservation
24 measures to minimize or mitigate adverse effects of the proposed action if the action will have a
25 significant negative effect on the sustainability of a population of a migratory bird species.

26 3.8.2 Affected Environment

27 **Vegetation.** Floyd Bennett Field was once a shallow embayment that now consists of filled
28 saltmarshes between former Jamaica Bay islands. Planted lawns in the center and southeast of
29 the field are reverting to grasslands. Nonnative plants are common throughout the park,
30 composing from one-third to nearly all species at some park sites. On Floyd Bennett Field,
31 grasslands to the southeast are dominated by an invasive geonotype of *Phragmites* (NPS
32 2014). After the airfield was decommissioned in 1950, grasslands at Floyd Bennett Field
33 became habitat for certain open-country bird species; however, over the last few decades, open
34 areas began to transition into shrub and forest. In 1985, the National Park Service and New
35 York City Audubon initiated the conversion of approximately 130 acres of woody vegetation on
36 Floyd Bennett Field to grasslands. The area is actively managed to support nesting grassland
37 bird species and a highly diverse community of butterfly species (NPS 2014; MARFORRES
38 2013c).

39 The National Vegetation Classification System (NVCS) is a systematic approach to classifying
40 existing natural vegetation using physical features and floristics (i.e., geographic distribution of
41 plant species) across the United States. Although the majority of the project area is heavily
42 developed, six vegetative communities identified in the NVCS are present within or immediately

1 adjacent to the project area. These vegetative communities include Japanese Black Pine
2 Forest, Little Bluestem Old Field, Northern Beach Heather Dune Shrubland, North Atlantic
3 Coast Backdune Grassland, Northern Beachgrass Dune, and North Atlantic Upper Ocean
4 Beach (see **Figure 3-1**) (NPS 2008). General descriptions for each of these communities are
5 provided below:

- 6 • Japanese Black Pine Forest is a woodland community dominated by the needle-leaved,
7 invasive Japanese black pine (*Pinus thunbergiana*). Shrub cover is generally sparse,
8 with the most consistent shrub species including black cherry (*Prunus serotina*), northern
9 bayberry (*Morella pensylvanica*), and southern arrowwood (*Viburnum dentatum*). Vine
10 cover generally comprises around 10 percent of vegetation within this community and
11 most commonly includes eastern poison ivy (*Toxicodendron radicans*) and Virginia
12 creeper (*Parthenocissus quinquefolia*) (NPS 2008).
- 13 • Little Bluestem Old Field is a successional old field community characterized by little
14 blue stem (*Schizachyrium scoparium*). Associated species vary widely based on land
15 use and adjacent vegetation; however, the most abundant secondary species include
16 black cherry, flameleaf sumac (*Rhus copallinum*), and Virginia creeper (NPS 2008).
- 17 • Northern Beach Heather Dune Shrubland is dominated by dwarf-shrubs (less than
18 0.25m tall) and is characterized by woolly beach heather (*Hudsonia tomentosa*)
19 occurring with other low-growing shrubs, including eastern red cedar (*Juniperus*
20 *virginiana*) and beach plum (*Prunus maritima*), (NPS 2008).
- 21 • North Atlantic Coast Backdune Grassland is a sparse shrubland dominated by graminoid
22 species. This community occurs on level stabilized areas of interdunes or in disturbed
23 settings on sandy dredge spoil. It is dominated by gray clubawn grass (*Corynephorus*
24 *canescens*) in more disturbed settings and by little bluestem in more natural habitats. t
25 (NPS 2008).
- 26 • Northern Beachgrass Dune occurs on active maritime dunes and is dominated by
27 American beachgrass (*Ammophila breviligulata*), especially on foredunes. The most
28 common associated herbaceous species include seaside goldenrod (*Solidago*
29 *sempervirens*), little blue stem, saltmeadow cordgrass (*Spartina patens*), and
30 camphorweed (*Heterotheca subaxillaris*).
- 31 • North Atlantic Upper Ocean Beach is sparsely vegetated characterized by American
32 searocket (*Cakile edentula*). Other typically associated (but sparsely populated) species
33 include seaside sandmat (*Chamaesyce polygonifolia*) and Russian thistle (*Salsola kali*),
34 an invasive species (NPS 2008).

35 The New York Natural Heritage Program recognizes 174 distinct natural community types
36 including identifying where rare, or significant, community types occur throughout the state.
37 These significant natural communities are rare or high-quality examples of habitat including
38 wetlands, forests, grasslands, ponds, streams and other types of habitats, ecosystems, and
39 ecological areas. The only significant natural community on Floyd Bennett Field is a low salt
40 marsh approximately 0.8 mile northeast of the project area (NYSDEC 2016e).

1 **Wildlife.** The most common mammals likely to occur near the installation include opossum
2 (*Didelphis virginiana*), raccoon (*Procyon lotor*), eastern cottontail (*Sylvilagus floridanus*), eastern
3 gray squirrel (*Sciurus carolinensis*), white-tailed deer (*Odocoileus virginianus*), red fox (*Vulpes*
4 *vulpes*), and a variety of rats, mice, and voles. Migratory bats found throughout Gateway NRA
5 include little brown myotis (*Myotis lucifugus*), silver-haired bat (*Lasionycteris noctivagans*), red
6 bat (*Lasiurus borealis*), and hoary bat (*Lasiurus cinereus*) (NPS 2014).

7 Open areas of grassland or meadows offer habitat for birds, small mammals and their
8 predators, and deer. Grasslands could also be used by butterflies, bluebirds, and other
9 grassland or meadow species. Overwintering grassland birds at Floyd Bennett Field include
10 raptor species such as northern harrier (*Circus cyaneus*) and short-eared owl (*Asio flammeus*),
11 and grassland species including savannah sparrow (*Passerculus sandwichensis*) (NPS 2014).
12 Bobolinks (*Dolichonyx oryzivorus*) have also been seen during migration at Floyd Bennett Field.
13 Several of these species also use grasslands along the runways at John F. Kennedy
14 International Airport adjacent to Jamaica Bay. Several species of bird use the grassland habitat
15 on Floyd Bennett Field for nesting, savannah sparrow, northern harrier, and common barn owl
16 (*Tyto alba*) (NPS 2014).

17 Common reptiles and amphibians in the area include the reintroduced spring peeper
18 (*Pseudacris crucifer*), Fowler's toad (*Bufo woodhousii fowleri*), gray treefrog (*Hyla versicolor*),
19 green frog (*Rana clamitans*), spotted salamander (*Ambystoma maculatum*), redback
20 salamander (*Plethodon cinereus*), northern brown snake (*Storeria dekayi dekayi*), smooth green
21 snake (*Opheodrys vernalis*), eastern milk snake (*Lampropeltis triangulum triangulum*), northern
22 black racer (*Coluber constrictor constrictor*), snapping turtle (*Chelydra serpentina*), eastern
23 painted turtle (*Chrysemys picta picta*), and eastern box turtle (*Terrapene carolina carolina*).

24 **Rare, Threatened, and Endangered Species.** A list of federally- and state-listed threatened
25 and endangered species that are noted as occurring within Kings County, New York is provided
26 in **Table 3-6**. Historical reports indicate that the federally threatened piping plover (*Charadrius*
27 *melodus*) and federally endangered roseate tern (*Sterna dougallii dougallii*) could occur near the
28 project area, but have not been recently documented on Floyd Bennett Field (MARFORRES
29 2016c). Additionally, the project area does not provide suitable breeding habitat for these
30 species (small islands or sand dunes at ends of barrier islands).

31 Two recently listed species that occur in Kings County include the federally threatened red knot
32 (*Calidris canutus rufa*) and northern long-eared bat (*Myotis septentrionalis*) (USFWS 2016b).
33 Red knots are considered transients to the New York area and would likely only occur within or
34 near the project area during their seasonal migrations, which peak in May (NYSDEC 2008;
35 USFWS 2016b). Red knots have been observed at Floyd Bennett Field outside of the project
36 area (MARFORRES 2014c).

37 Northern long-eared bats roost singly or in colonies underneath bark, in cavities, or in crevices
38 of both live and dead trees in summer and spend winter hibernating in large caves or mines.
39 Suitable habitat for this species includes trees with trunk diameters at or greater than three
40 inches with shag bark and crevices. Although rare, they may also roost in structures like building
41 or roof overhangs, old bridges, sheds, and barns with cavities or crevices. The pup rearing
42 season typically last from June 1 through July 31 (USFWS 2016a).

1 Table 3-6. Federal- and State-Listed Threatened and Endangered Species that could occur within
2 the Project Area

Common Name	Scientific Name	Federal Status	State Status	Habitat
Birds				
Piping plover	<i>Charadrius melodus</i>	T	E	Wide, flat, open sandy beaches
Red knot	<i>Calidris canutus rufa</i>	T	T	Intertidal marine habitats near coastal inlets
Roseate tern	<i>Sterna dougallii dougallii</i>	E	E	Rocky offshore islands, barrier beaches, and salt marsh islands
Least tern	<i>Sternula antillarum</i>	–	T	Estuaries, lagoons, sandy or gravelly beaches, and banks of rivers or lakes
Common tern	<i>Sterna hirundo</i>	–	T	Sand and shell beaches, grassy uplands and rocky inland shores
Northern harrier*	<i>Circus cyaneus</i>	–	T	Freshwater and brackish marshes, tundra, fallow grasslands, meadows and cultivated fields
Peregrine falcon*	<i>Falco peregrinus</i>	–	E	Open country from tundra, savannah and sea coasts, to high mountains, and open forests and tall buildings
Short-eared owl	<i>Asio flammeus</i>	–	E	Open prairie, meadows, marshes, and open woodland
Least bittern	<i>Ixobrychus exilis</i>	–	T	Freshwater and brackish marshes with tall, dense emergent vegetation
Pied-billed grebe	<i>Podilymbus podiceps</i>	–	T	Marshes, dense stands of deep water emergent vegetation close to open water
Mammals				
Northern long-eared bat	<i>Myotis septentrionalis</i>	T	T	Caves and mines in winter; Cavities or crevices of trees in old growth forests during the summer.
Plants				
Seabeach amaranth	<i>Amaranthus pumilus</i>	T	T	Barrier islands on coastal overwash flats at the ends of island and lower foredunes. Lower foredunes on ocean beaches above high tide.
Dune sandspur	<i>Cenchrus tribuloides</i>	–	T	Maritime sand dunes and beaches
Minute duckweed	<i>Lemna perpusilla</i>	–	E	Kettlehole ponds, the surface of rivers, in ponds, springs, rivers and lakes, particularly quiet waters
Retorse flatsedge	<i>Cyperus retrorsus</i> var. <i>retrorsus</i>	–	E	Sandy coastal habitats including maritime dunes and the upper edges of a salt marsh
Roland's sea-blite	<i>Suaeda rolandii</i>	–	E	Open, salt-influenced wetlands, including the upper portions of high salt marshes, in salt pannes or swales within brackish tidal marsh
Willow oak	<i>Quercus phellos</i>	–	E	Floodplain forests, maritime grasslands, and roadside forests and woodlands
Yellow flatsedge	<i>Cyperus flavescens</i>	–	E	Salt marshes, coastal plain pond shores, wet, sandy, weedy roadsides

Sources: NPS 2014, NYSDEC 2008, USFWS 2016a, NPS 2008, NYSDEC 2016e, NYSDEC 2016f, USFWS 2016b

* Recorded in the New York State Breeding Bird Atlas surrounding the project area

Key: E = Endangered; T = Threatened

1 Seabeach amaranth is a federally threatened plant species that occurs in King County;
2 however, its closest occurrences are documented at Breezy Point Tip, Fort Tilden, and Jacob
3 Riis Park, which are all at least one mile outside of the project area (NPS 2014).

4 There are 13 state-listed threatened and endangered species that have been recently recorded
5 in Kings County (see **Table 3-6**). One state-listed endangered species, peregrine falcon (*Falco*
6 *peregrinus*) and two state-listed threatened species, northern harrier and common tern (*Sterna*
7 *hirundo*), were detected in the avian point count surveys conducted in 2011 at MCRC Brooklyn
8 (MARFORRES 2013c).

9 The New York State Ornithological Association and the NYSDEC have sponsored the Breeding
10 Bird Atlas, which acts as a comprehensive, statewide survey designed to reveal the distribution
11 of breeding birds in New York. The proposed project area is within New York State Breeding
12 Bird Atlas Block 5849D. Fifty NYS Breeding Bird Atlas Species have been observed breeding in
13 this area (see **Appendix D, Table D-1** for a complete list) (NYSDEC 2008). Northern harrier
14 and peregrine falcon are the only listed species identified within this block; however, all of these
15 species are protected under the MBTA.

16 **3.8.3 Environmental Consequences**

17 For analyzing potential effects on biological resources within the project area, evaluation criteria
18 used are based on disturbance, injury, or mortality of individual plants or animals; habitat
19 removal, damage, or degradation; and associated regulations. An action could have a
20 significant effect with respect to biological resources if it were to substantially reduce available
21 suitable habitat, affect a species or population adversely, or result in noncompliance with laws,
22 regulations, or orders protecting biological resources.

23 **3.8.3.1 PROPOSED ACTION**

24 **Vegetation.** No significant impacts on vegetation would be expected from the temporary
25 disturbances during construction and demolition activities (e.g., trampling, crushing, and
26 removal) and from the permanent removal of vegetation from the construction of new facilities);
27 however, vegetation removal within NVCS communities would be limited to approximately 2,990
28 linear feet of disturbance associated with fence installation or repair. Trenching for the utility
29 corridor would primarily occur along Aviation Road. Portions of northern beachgrass dune and
30 Japanese black pine forest would occur along the corridor; however, trenching would be limited
31 to the corridor. Any clearing around the fence on NPS property would be coordinated through
32 the Jamaica Bay Unit Coordinator for Gateway NRA.

33 **Table 3-7** lists the vegetation communities and approximated linear feet of proposed fence
34 repair or construction.

35 Additionally, approximately 4,200 ft² of Little Bluestem Old Field would be cleared to construct
36 the access road on the southeastern side of the installation (see **Figure 3-1**); however, the
37 majority of habitat would remain intact. The construction of the proposed warehouses and the
38 proposed berm removal would not occur within any significant vegetative communities.

1 **Table 3-7. Linear feet of Fence Line along Vegetation Classifications**

Action	NVCS Type	Linear Feet of Fence Line
Fence Repair	North Atlantic Coast Backdune Grassland	700
Fence Repair	Japanese Black Pine Forest	1,400
Fence Repair	Northern Beach Heather Dune Shrubland	240
Fence Repair	North Atlantic Upper Ocean Beach	150
Fence Repair	Little Bluestep Old Field	500
Fence Repair	Northern Beach Heather Dune Shrubland	400
Total		2,990 ft*

Source: NPS 2008

*400 feet of fence repair would occur on the border between the North Atlantic Coast Backdune Grassland and the North Atlantic Upper Ocean Beach and is therefore only counted once.

2 A variety of nonnative and invasive vegetation occurs throughout Floyd Bennett Field, which is
 3 partially due to prior human disturbance. Fence construction, repair, and replacement would
 4 occur primarily in the nonnative Japanese Black Pine Forest. Construction would follow BMPs to
 5 prevent changes in vegetative community types, including:

- 6 • Inspecting and cleaning construction equipment to remove soil, plants, and seeds
- 7 • Staging equipment in areas free of nonnative plant species
- 8 • Using certified weed-free materials (e.g., grass seed, mulch, gravel, sand).

9 As a result, no impacts on sensitive natural vegetative communities would be expected under
 10 the Proposed Action.

11 **Wildlife.** Temporary impacts on wildlife would be expected due to noise disturbances from
 12 construction and demolition, which include heavy equipment use. Loud noise events could
 13 cause wildlife to engage in escape or avoidance behaviors; however, these effects would be
 14 temporary. Increases in ambient noise can reduce communication, inhibit predator detection,
 15 and increase energy expenditures in wildlife species. Noise can also distort or mask bird
 16 communications signals (e.g., songs, warning calls, and fledgling begging calls) and their ability
 17 to find prey. If noise persists in a particular area, animals could leave their habitat and avoid it
 18 permanently; however, noises associated with construction and demolition would only be
 19 expected to affect individual animals within close proximity to the noise sources. Most wildlife
 20 species would be expected to recover quickly from noise disturbance once the construction
 21 activities have ceased for the day and after the construction and demolition period is complete.
 22 Because most of the proposed projects occur in developed areas, most noise impacts resulting
 23 in scattering as well as potential injury or mortality of smaller, less mobile wildlife that cannot
 24 avoid construction equipment would be limited to projects along the installation perimeter,
 25 including the fence installation and repair and the new access road. As a result, the scale of
 26 construction would not be expected to result in population-level impacts.

27 Habitat removed under the Proposed Action would be negligible. The vast majority of
 28 construction activities would occur on previously disturbed areas with no discernable habitat.
 29 Installation of the proposed warehouses and berm removal would occur on previously disturbed

1 habitat. The vast majority of available habitat within the project area would remain intact and
2 displaced wildlife would be expected to move to adjacent habitat.

3 Approximately 2,990 linear feet of NVCS habitat would be disturbed to accommodate new
4 fencing or existing fence repair. Reestablishment of native habitat would be expected once
5 construction activities were completed. Therefore, no significant impacts on wildlife habitat
6 would be expected.

7 **Rare, Threatened, and Endangered Species.** Several federally listed species are known to
8 occur in Kings County. These species have not been identified within the project area, but could
9 occasionally be found in habitat associated with the project area.

10 If bats were located near the proposed project area, temporary impacts from construction and
11 demolition noise would be possible. However, no northern long-eared bats have been observed
12 or reported as occurring on the installation. In addition, the habitat on the installation is not
13 conducive to harboring the bats, which typically roost and forage in hardwood forest with loose
14 bark species. Therefore, implementation of the Proposed Action would not be expected to
15 impact the species. Additionally, and in accordance with the Final 4(d) Rule for the northern
16 long-eared bat published on January 14, 2016, the Proposed Action would fall under the
17 incidental take exception as the proposed activities would not involve tree removal within 0.25
18 mile of a known hibernaculum and there are no known roosting sites on the installation.

19 Several rare, threatened, and endangered state-listed species have the potential to occur within
20 the project area. Temporary impacts on state-listed species could occur from noise and ground
21 disturbing activities associated with construction and repair activities. The contribution of noise
22 disturbances from construction activities to the ambient noise environment would be negligible
23 and temporary. Habitat removal would be negligible and would not preclude the use of habitat
24 by any rare, threatened or endangered species. Although unlikely, if a population of state-listed
25 species were discovered within the project area, it would be protected from disturbance to the
26 greatest extent practicable. Therefore, no significant impacts on rare, threatened, and
27 endangered species would be expected under Alternative 1.

28 It is anticipated that the Proposed Action would not result in a take under the MBTA or have any
29 measureable negative impacts on migratory birds (e.g., decrease in population size, decrease in
30 fitness, repetitive nest failure). Nesting migratory birds have been documented on Floyd Bennett
31 Field (see **Appendix D, Table D-1**). However, impacts on migratory birds from long-term habitat
32 removal would be similar to those previously discussed for wildlife (e.g., 4,200 ft² of grasslands
33 would be removed). BMPs would be implemented to avoid impacts on migratory bird species
34 within the project area, particularly within the Little Bluestem Old Field where the proposed
35 access road would be constructed.

36 3.8.3.2 NO ACTION ALTERNATIVE

37 Under the No Action Alternative, the proposed consolidation and renovation activities would not
38 occur. Capital improvements, including those described in **Section 1.2**, would still be
39 completed. These projects have been previously analyzed for environmental impacts.
40 Construction improvements would be expected to have short- and long-term impacts on
41 biological resources from construction impacts and the increase in impervious surfaces,

1 respectively, but appropriate BMPs are being implemented to minimize or avoid impacts.
2 Therefore, no additional impacts under the No Action Alternative would be expected.

3 **3.9 Cultural Resources**

4 **3.9.1 Definition of the Resource**

5 Cultural resources include heritage-related resources such as prehistoric and historic sites,
6 buildings, structures, districts, objects, or any other physical evidence of human activity
7 considered important to a culture, a subculture or a community. Cultural resources that meet
8 certain criteria are protected by several Federal laws and regulations, including the National
9 Historic Preservation Act (NHPA), the American Indian Religious Freedom Act, the
10 Archaeological Resources Protection Act, and the Native American Graves Protection and
11 Repatriation Act.

12 The NHPA focuses on cultural resources such as prehistoric and historic sites, buildings and
13 structures, districts, or other physical evidence of human activity considered important to a
14 culture, a subculture, or a community for scientific, traditional, religious, or other reason. Such
15 resources might provide insight into the cultural practices of previous civilizations or they might
16 retain cultural and religious significance to modern groups. Resources found significant under
17 criteria established in the NHPA are considered eligible for listing in the National Register of
18 Historic Places (NRHP). These are termed “historic properties” and are protected under the
19 NHPA. The Native American Graves Protection and Repatriation Act requires consultation with
20 culturally affiliated Native American tribes for the disposition of Native American human
21 remains, burial goods, and cultural items recovered from federally owned or controlled lands.

22 Typically, cultural resources are subdivided into archeological resources (prehistoric or historic
23 resources containing physical evidence of human activity but no structures remain standing);
24 architectural sites (buildings or other structures or groups of structures, or designed landscapes
25 that are of historic or aesthetic significance); and resources of traditional, cultural, or religious
26 significance.

27 Archeological resources comprise areas where human activity has measurably altered the earth
28 or deposits of physical remains are found (e.g., projectile points and bottles).

29 Architectural resources include standing buildings, bridges, dams, and other structures of
30 historic or aesthetic significance. Generally, architectural resources must be more than 50 years
31 old to warrant consideration for the NRHP. More recent structures might warrant protection if
32 they are of exceptional importance or if they have the potential to gain significance in the future.

33 Resources of traditional, religious, or cultural significance can include archeological resources,
34 sacred sites, structures, neighborhoods, prominent topographic features, habitat, plants,
35 animals, and minerals considered essential for the preservation of traditional culture.

36 Under Section 106 of the NHPA, federal agencies must take into account the effect of their
37 undertakings on historic properties and afford the Advisory Council on Historic Preservation a
38 reasonable opportunity to comment. Under this process, the Federal agency determines the
39 NRHP eligibility of resources within the proposed undertaking’s Area of Potential Effect and

1 assesses the possible effects of the proposed undertaking on historic properties in consultation
2 with the State Historic Preservation Officer (SHPO) and other parties. The Area of Potential
3 Effect is defined as the geographic area(s) “within which an undertaking may directly or
4 indirectly cause alterations in the character or use of historic properties, if any such properties
5 exist.”

6 The USMC’s cultural resources policy guidance is found in MCO P5090.2A, Chapter 2. This
7 policy was developed based on the cultural resources management practices outlined in DoD
8 Instruction 4715.16, *Cultural Resources Management*, and Secretary of the Navy Instruction
9 4000.35A, *Department of the Navy Cultural Resources Program*. Specifically, MCO P5090.2A,
10 Chapter 2, states that the Marine Corps is “responsible for managing and maintaining cultural
11 resources under its control through a comprehensive program that considers the preservation of
12 their historic, archeological, architectural, and cultural values, is mission-supporting, and results
13 in sound and responsible stewardship” (USMC 2009).

14 **3.9.2 Affected Environment**

15 MCRC Brooklyn is located immediately south and east of the Floyd Bennett Field Historic
16 District, which encompasses the area of the former Floyd Bennett Field municipal airport and
17 civilian airfield and Naval Air Station New York, and was determined eligible for listing in the
18 National Register of Historic Places. Although MCRC Brooklyn is not within the historic district,
19 the adjacent vacant Married Officers’ Quarters (Buildings 157 and 158) are within the historic
20 district boundaries. Floyd Bennett field was originally established in 1931 as New York City’s
21 first municipal airport. It was also operated as a civilian airfield until 1938. The Navy took
22 possession of the airfield in 1941 to create the Naval Air Station New York, which functioned as
23 one of the largest defense installations on the east coast during World War II. In 1972, the Navy
24 transferred most of the Floyd Bennett Field Naval Air Station to the NPS where it became part of
25 the larger Jamaica Bay Unit of Gateway NRA, the first large-scale urban park within the National
26 Park system (Olmstead Center 2009).

27 The historic district was listed in the NRHP in 1980 and originally included 329 acres that
28 encompassed the Floyd Bennett Field municipal airport and civilian airfield. Several resources
29 associated with the Naval Air Station located within the boundaries of the historic district were
30 considered non-contributing resources that did not reflect the same period of development (NPS
31 2002). In 2010, a NRHP nomination was prepared to expand the boundaries of the historic
32 district to encompass more than 1,121 acres of the World War II Naval Air Station. The
33 expanded 2010 historic district boundaries were determined eligible for listing in the NRHP
34 (MARFORRES 2013c).

35 The expanded historic district boundaries are located immediately adjacent to MCRC Brooklyn
36 on the north and west. MCRC Brooklyn was excluded from the historic district. However, the
37 adjacent vacant Married Officers’ Quarters (Buildings 157 and 158) associated with the Naval
38 Air were included within the revised historic district boundaries.

39 MCRC Brooklyn was intensively surveyed (Phase 1) in 2003 for archaeological resources as
40 part of compliance with Section 110 of the NHPA. The survey indicated extensive surface and
41 subsurface disturbance, likely due to the extensive infilling of the marshes in the late nineteenth

1 and early twentieth century and the subsequent construction of Floyd Bennett Field in the 1920s
2 and 1930s. The report determined that the potential for intact archaeological deposits was very
3 low and additional archaeological investigations at MCRC Brooklyn were not recommended
4 (MARFORRES 2013c).

5 MCRC Brooklyn was also surveyed in 2003 for architectural resources under Section 110 of the
6 NHPA. The report determined all six buildings and structures surveyed were constructed
7 between 1977 and 2000 and were not eligible for listing in the NRHP. The surveyed resources
8 did not meet the 50-year threshold typically required for listing in the NRHP, nor did they meet
9 any of the NRHP criteria. The resources were also evaluated under Criteria Consideration G for
10 their potential association with the Cold War era; however, they were found to lack the
11 exceptional significance required under that criteria (HHM 2004).

12 There are no traditional cultural properties or areas of Native American concern at MCRC
13 Brooklyn or in the surrounding area.

14 **3.9.3 Environmental Consequences**

15 Adverse impacts on cultural resources can include physically altering, damaging, or destroying
16 all or part of a resource; altering characteristics of the surrounding environment that contribute
17 to the resource's significance; introducing visual or audible elements that are out of character
18 with the property or that alter its setting; neglecting the resource to the extent that it deteriorates
19 or is destroyed; or the sale, transfer, or lease of the property out of agency ownership (or
20 control) without adequate legally enforceable restrictions or conditions to ensure preservation of
21 the property's historic significance.

22 **3.9.3.1 PROPOSED ACTION (C&R ACTIVITIES)**

23 Interior and exterior renovations of the Administration Building (Building 1) and the original VMF
24 (Building 2) and exterior renovations to the Technical Storage Facility (Building 3) would have
25 no adverse effects on historic properties. The proposed renovations do not dramatically change
26 the physical appearance of the exterior, nor would they increase the height or footprint of the
27 buildings. Therefore, no adverse effect on Buildings 157 and 158 or the Floyd Bennett Field
28 Historic District would be expected.

29 Construction of a new technical storage warehouse (Building 7) and new communications
30 maintenance warehouse (Building 8) would likely be visible from historic properties and would
31 thus have minor, indirect visual impacts on Buildings 157 and 158 and the Floyd Bennett Field
32 Historic District.

33 Infrastructure improvements, construction of a new access road, and site security measures
34 would have minor, indirect impacts on Buildings 157 and 158 and the historic district as a whole
35 resulting from construction noise, vibration, and changing traffic patterns, but these effects
36 would be temporary and not exist after construction. Minor, indirect visual impacts on cultural
37 resources would result from the installation of new fencing and gates. MARFORRES would
38 have a trained cultural resources person on-site to monitor the installation of the new utility
39 corridor. Should archaeological deposits be discovered during ground-disturbing activities,
40 construction would immediately be halted and the location will be immediately secured and
41 protected from damage and/or disturbance. MARFORRES would immediately contact the New

1 York SHPO (New York State Office of Parks, Recreation, and Historic Preservation) for further
2 guidance. Materials would be left in place and not removed until appropriate consultation has
3 occurred and an action plan has been developed.

4 The Proposed Action would have no significant impacts on cultural resources.

5 3.9.3.2 NO ACTION ALTERNATIVE

6 The proposed consolidation and renovation activities would not occur under the No Action
7 Alternative. Capital improvements, including those discussed in **Section 1.2**, would still be
8 completed. These projects were previously analyzed for environmental impacts on cultural
9 resources. Therefore, no additional impacts under the No Action Alternative would be expected.

10 3.10 Hazardous Materials and Wastes

11 3.10.1 Definition of the Resource

12 **Hazardous Materials, Hazardous Wastes, and Petroleum Products.** Hazardous materials
13 are defined by 49 CFR 171.8 as “hazardous substances, hazardous wastes, marine pollutants,
14 elevated temperature materials, materials designated as hazardous in the Hazardous Materials
15 Table (49 CFR § 172.101), and materials that meet the defining criteria for hazard classes and
16 divisions” in 49 CFR § 173. The transportation of hazardous materials is regulated by the
17 U.S. Department of Transportation regulations in 49 CFR §§ 105–108.

18 Hazardous wastes are defined by the Resource Conservation and Recovery Act at 42 U.S.C. §
19 6903(5), as amended by the Hazardous and Solid Waste Amendments, as: “a solid waste, or
20 combination of solid wastes, which because of its quantity, concentration, or physical, chemical,
21 or infectious characteristics may a.) cause, or significantly contribute to an increase in mortality
22 or an increase in serious irreversible, or incapacitating reversible, illness; or b.) pose a
23 substantial present or potential hazard to human health or the environment when improperly
24 treated, stored, transported, or disposed of, or otherwise managed.” Certain types of hazardous
25 wastes are subject to special management provisions intended to streamline the management
26 and facilitate the recycling of such materials. These types of hazardous wastes are referred to
27 as universal wastes and their associated regulatory requirements are specified in 40 CFR §
28 273. Four types of waste are currently covered under the universal wastes regulations:
29 hazardous waste batteries, hazardous waste pesticides that are either recalled or collected in
30 waste pesticide collection programs, hazardous waste thermostats, and hazardous waste
31 lamps.

32 **Asbestos-Containing Materials.** Asbestos is the term used to describe a group of naturally
33 occurring silicate minerals that have the ability to separate into small, fine fibers. Asbestos has
34 been used in building materials due to its high tensile strength, flexibility, and resistance to heat,
35 chemicals, and electricity (OSHA 2002). Asbestos is commonly found in buildings constructed
36 prior to 1980 in roofing materials, joint compound, wallboard, thermal system insulation, and
37 boiler gaskets. Asbestos is regulated by USEPA. ACM at USMC installations is managed in
38 accordance with NAVMC DIR 5100.8, *Marine Corps Occupational Safety and Health (OSH)*
39 *Program Manual*.

1 **Lead-Based Paint.** Lead is a heavy, ductile metal commonly found as metallic lead or in
2 association with organic compounds, oxides, and salts. Lead can be found in paint, dust, soil,
3 water, and air. The federal government banned the use of most LBP in 1978. Therefore, all
4 buildings constructed prior to 1978 are assumed to contain LBP. The Residential LBP Hazard
5 Reduction Act of 1992, Subtitle B, Section 308 (Title X), requires federal agencies to comply
6 with applicable federal, state, and local laws relating to LBP activities and hazards. USEPA
7 administers the laws that regulate lead.

8 **Polychlorinated Biphenyls.** PCBs are man-made organic chemicals that were widely used in
9 construction materials and electrical products prior to 1978 due to their non-flammability,
10 chemical stability, high boiling point, and electrical insulating properties. Congress banned the
11 manufacture and use of PCBs in 1976, and PCBs were generally phased out by 1978 (USEPA
12 2013, USEPA 2015b). PCBs are managed and regulated in accordance with USEPA's Toxic
13 Substances Control Act of 1976.

14 **Radon.** Radon is a naturally occurring radioactive gas found in soils and rocks. It is an odorless,
15 colorless gas that can lead to the development of lung cancer. Radon has the tendency to
16 accumulate in enclosed spaces, usually those that are below ground and poorly ventilated
17 (e.g., basements). In general, the risk increases as the level of radon and length of exposure
18 increases.

19 **3.10.2 Affected Environment**

20 **Hazardous Materials, Hazardous Wastes, and Petroleum Products.** Daily activities at
21 MCRC Brooklyn require the use, handling, and storage of hazardous materials and petroleum
22 products, including oils, lubricants, coolants, batteries, cleaners, hydraulic fluids, pesticides, and
23 liquid fuels (i.e., gasoline and diesel). The installation contains a primary hazardous materials
24 storage facility and secondary storage is located in various buildings. The original VMF houses
25 various drums of petroleum products (i.e., lubricating oil, antifreeze, and automatic transmission
26 fluid) inside of the designated hazardous materials metal cage area. Also in the VMF are 55-
27 gallon drums of used petroleum, oils, and lubricants within the maintenance bay area where
28 minor vehicle maintenance is performed. These 55-gallon drums are stored in the maintenance
29 bay area while they await pick-up by a licensed handler or for day-to-day usage. The VMF may
30 also be used as a temporary storage of up to fifteen used drums to be disposed from reservist
31 activities (MARFORRES 2012).

32 There are two 15,000-gallon ASTs (ASTs #1 and #2) and a 350-gallon GENERAC Power
33 Systems emergency generator holding tank at MCRC Brooklyn, all holding #2 fuel oil, which
34 would be removed under the Proposed Action. The generator receives fuel from ASTs #1 and
35 #2 (MARFORRES 2012). ASTs #1 and #2 are surrounded by individual containment basins with
36 locked drain valves. These ASTs provide fuel to the boiler in Building 1 and are equipped with
37 high/low level alarms and an overflow collection box. There are also three 1,000-gallon capacity
38 portable tanks that are used during field training and to fuel vehicles. One of the 1,000-gallon
39 portable tanks stores diesel fuel during reservist activities, and is accompanied by a maintained
40 spill kit kept nearby during drill use as outlined in the SPCC plan and per Emergency Planning
41 and Community Right-to-Know Act reporting requirements (MARFORRES 2012).

1 MCRC Brooklyn was previously occupied by various DoD tenants and used for numerous
 2 purposes over several decades. Due to the previous uses and age of the site, the definitive
 3 number and locations of underground storage tanks (USTs) that have not yet been removed is
 4 unknown. The possible existence of USTs within the Project area has been determined from
 5 records (including Installation Remediation Program and Formerly Used Defense Sites
 6 documents) documenting their existence or removal.

7 There is a 4,200-gallon water UST located east of Building 1 that is within the Project area
 8 (ERM 2007). A UST Survey Request from October 16, 2007, stated that two 210,000-gallon and
 9 two 105,000-gallon USTs as well as six refueling points on the parking area are suspected to
 10 exist (MARFORRES 2007b). However, the more recent Final Environmental Condition of
 11 Property Report stated that two former 210,000-gallon jet fuel ASTs and two former 105,000-
 12 gallon fuel ASTs and their associated pipelines have been removed. These ASTs and
 13 associated pipelines only posed potential off-site contamination risks. This report did not
 14 mention the suspected USTs. Additionally, the report included that four fuel pits exist within the
 15 project area underneath the parking area. Each fuel pit is made up of two concrete vaults with a
 16 3-cubic foot steel box (ERM 2007). **Table 3-8** outlines the ASTs and USTs believed to remain
 17 at MCRC Brooklyn.

18 **Table 3-8. Underground Storage Tanks**

Type	Description and Location	Source
4,200-gallon UST	Water Tank located east of Building 1	ERM 2007
3-cubic foot steel box	Four fuel pits under parking apron	ERM 2007

19 **ACMs, LBP, and PCBs.** The Administration Building (Building 1), original VMF (Building 2), and
 20 Technical Storage Facility (Building 3) were all constructed in 1977 before ACMs, LBP, and
 21 PCBs were phased out in construction materials. Therefore, it is expected that these buildings
 22 contain these materials. A Facility Condition Assessment conducted in November 2013 found
 23 that domestic water plumbing lines and HVAC in Building 1 may still contain insulation with
 24 asbestos and that the exterior paint of Building 1 may contain LBP (Cromwell 2013). A soil
 25 sampling analysis conducted for Floyd Bennett Field in March 2012 determined that the lead
 26 concentrations in the soil exceeded the maximum allowable concentration set by the NYSDEC
 27 for unrestricted land use (IO 2012).

28 **Radon.** USEPA has established a guidance radon level of 4 picocuries per liter (pCi/L) in indoor
 29 air for residences. Radon gas accumulations that exceed 4 pCi/L are considered to represent a
 30 health risk to occupants. Kings County, New York is designated by USEPA as Radon Zone 3,
 31 which has predicted indoor radon screening levels of less than 2 pCi/L (USEPA 2015c).
 32 Additionally, MARFORRES would develop a radon baseline for facilities following construction.
 33 Therefore, the probability of radon levels exceeding USEPA guidance level is low and radon is
 34 not discussed further.

1 **3.10.3 Environmental Consequences**

2 An action could have a significant effect with respect to hazardous materials and wastes if it
3 were to increase the amount of hazardous materials and wastes beyond MCRC Brooklyn's
4 waste management procedures, and capacities; disturb or create a contamination site; or result
5 in noncompliance with laws, regulations, or orders associated with hazardous materials and
6 wastes.

7 **3.10.3.1 PROPOSED ACTION**

8 **Hazardous Materials, Hazardous Wastes, and Petroleum Products.** Under the Proposed
9 Action, short-term impacts from hazardous materials, hazardous wastes, and petroleum
10 products due to construction, demolition, and renovation activities would be expected. These
11 activities generate various quantities of hazardous and petroleum wastes, such as used oils,
12 waste fuels, lubricants, hydraulic fluids, paint, paint thinners, cleaners, degreasers, solvents,
13 and batteries that could potentially leak or spill into the surrounding environment. MARFORRES
14 has developed and implemented a hazardous materials and waste program that outlines the
15 appropriate procedures for the handling, storage, and disposal of hazardous materials wastes.
16 This program would be implemented to comply with the Resource Conservation and Recovery
17 Act for all demolition, construction, and renovation activities.

18 Additionally, the consolidation of MCRC Garden City and AFRC Farmingdale to MCRC Brooklyn
19 would result in MCRC Brooklyn acquiring 75 additional tactical vehicles. This addition would
20 require an increase in available storage for the hazardous materials associated with vehicle
21 maintenance and would increase the potential for leaks and spills in parking areas where the
22 vehicles would be stored. However, previously approved plans to renovate the interior of the
23 VMF would accommodate the increased storage needs and improve the effectiveness of the
24 existing storage. No changes in RCRA permitting are anticipated. The procedures that would
25 be followed to properly contain a leak or spill are outlined in MCRC Brooklyn's SPCC Plan
26 (MARFORRES 2012). In order to minimize impacts of demolition and construction, it is
27 recommended that all known fuel lines in the project area are traced to the potential USTs and
28 fuel pit sites described in **Section 3.11.2** and investigated further prior to construction to avoid
29 soil contamination.

30 Long-term, beneficial impacts on the management of hazardous materials, hazardous wastes,
31 and petroleum products due to infrastructure improvements would be expected. Upon the
32 completion of the proposed utility corridor, the emergency generator and ASTs #1 and #2 would
33 be removed, which would decrease the potential for a future fuel oil spill or leak caused by
34 overfilling, corrosion, or piping failure (USEPA 2001). The proposed upgrades to the hazardous
35 waste storage facility, including the addition of an electrical connection, would also have long-
36 term, beneficial impacts on the storage of hazardous materials, hazardous wastes, and
37 petroleum products at MCRC Brooklyn.

38 **ACMs, LBP, and PCBs.** No impacts from ACMs, LBP, or PCBs would be expected.
39 Appropriate precautions and surveys would be taken prior to demolition and renovation
40 activities. All projects must be evaluated for asbestos, lead, and other hazards (such as PCBs)
41 that require specific abatement procedures before starting (NAVMC DIR 5100.8), and known or
42 suspected hazards would be removed as appropriate in accordance with all laws and

1 regulations. Any waste generated from demolition or renovation containing ACMs, LBP, and/or
2 PCBs would be disposed of at a USEPA-approved landfill.

3 Therefore, the Proposed Action would have no significant impacts on hazardous materials and
4 wastes.

5 3.10.3.2 NO ACTION ALTERNATIVE

6 The proposed consolidation and renovation activities would not occur under the No Action
7 Alternative. Capital improvements, including those discussed in **Section 1.2**, would still be
8 completed. These projects were previously analyzed for environmental impacts. Therefore, no
9 additional impacts on hazardous materials and wastes would be expected under the No Action
10 Alternative.

11 3.11 Socioeconomics and Environmental Justice

12 3.11.1 Definition of the Resource

13 **Socioeconomics.** Socioeconomics is comprised of the basic attributes and resources
14 associated with the human environment of a geographic area, such as population and economic
15 activity. Demographics and employment characteristics provide key insights into socioeconomic
16 conditions that might be affected by a proposed action.

17 **Environmental Justice.** EO 12898, Federal Actions to Address Environmental Justice in
18 Minority Populations and Low-Income Populations, requires that Federal agencies' actions
19 substantially affecting human health or the environment do not exclude persons, deny persons
20 benefits, or subject persons to discrimination because of their race, color, or national origin. EO
21 13045, Protection of Children from Environmental Health Risks and Safety Risks, states that
22 each Federal agency "(a) shall make it a high priority to identify and assess environmental
23 health risks and safety risks that may disproportionately affect children; and (b) shall ensure that
24 its policies, programs, activities, and standards address disproportionate risks to children that
25 result from environmental health risks or safety risks."

26 Consideration of environmental justice concerns includes race, ethnicity, and the poverty status
27 of populations in the vicinity of a proposed action. This information helps to determine whether a
28 proposed action would adversely affect any of the groups targeted for protection in the EOs.

29 3.11.2 Affected Environment

30 For the purpose of this analysis, the ROI consists of Kings and Nassau counties where MCRC
31 Brooklyn, AFRC Farmingdale, and MCRC Garden City are located in New York (see
32 **Figure 2-1**).

33 Kings County, home to MCRC Brooklyn, has a population of 2.6 million, double that of Nassau
34 County based on the 2014 U.S. Census Bureau estimates (USCB 2015). Approximately 51
35 percent of the population of Kings County is composed of a diverse minority population
36 compared to 24 percent in Nassau County, and 30 percent for the state of New York. The racial
37 classification making up the largest percentage of the populations in each county as well as the
38 state is white. Hispanic or Latino populations made up 20 percent, 16 percent, and 19 percent of
39 the total population in Kings County, Nassau County, and the state, respectively.

1 The median household income in Kings County between 2010 and 2014 was \$46,958,
2 compared with \$98,401 in Nassau County, and \$58,687 for the state. The population of Kings
3 County living below the poverty line in 2014 was 23.4 percent. This is approximately four times
4 higher than that of Nassau County (6.7 percent), and higher than the overall state population
5 below the poverty line (15.9 percent) (USCB 2015). Unemployment rates within the ROI are at
6 an all time low as of November 2015 at 4.8 percent, which is lower than the national average
7 (NYSDL 2015a, NYSDL 2015b).

8 **3.11.3 Environmental Consequences**

9 An action could have a significant effect with respect to socioeconomic and environmental
10 justice if it were to change the local business volume, employment, or personal income, or if the
11 population change exceeds the ability of public services to provide adequate service or results
12 in disproportionate effects on minority and low-income populations.

13 **3.11.3.1 PROPOSED ACTION**

14 During construction and renovation, the Proposed Action would generate short-term local
15 construction jobs that would be met with local construction workers available throughout the
16 New York City metropolitan region. No change in population would be anticipated from
17 construction activities. Indirect effects during construction and renovation would benefit the local
18 economy through increased retail sales and increased sales for businesses that support the
19 construction industry.

20 The relocation of staff would not result in a change in the number of jobs, only location of work.
21 MARFORRES does not anticipate that full-time active duty staff and reservists would relocate
22 under the Proposed Action. There would be no anticipated changes to public services
23 (e.g., schools) or county expenditures. Indirect effects during operation of MCRC Brooklyn
24 would benefit the local retail economy through an increase in retail sales for small items, such
25 as food and gasoline. No significant adverse impacts to the socioeconomic of the ROI are
26 expected.

27 The Proposed Action would not substantially affect human health or the environment, and no
28 environmental justice populations have been identified in the vicinity of MCRC Brooklyn;
29 therefore, the impact of the proposed project would not result in disproportionately high and
30 adverse impacts on minority and low-income populations. Furthermore, children visiting the
31 recreational area are not likely to be effected, as MCRC Brooklyn is a secure facility.
32 Consequently, significant impacts on socioeconomic and environmental justice would not be
33 expected.

34 **3.11.3.2 NO ACTION ALTERNATIVE**

35 Under the No Action Alternative, the proposed consolidation and renovation activities would not
36 occur. Capital improvements, including those discussed in **Section 1.2**, would be completed.
37 These projects were previously analyzed for environmental impacts. Short-term economic
38 benefits to the local economy would be expected. Therefore, no significant impacts on
39 socioeconomic or environmental justice would be expected under the No Action Alternative.

1 3.12 Human Health and Safety

2 3.12.1 Definition of the Resource

3 **Construction Safety.** Construction site safety regulatory requirements must be followed to
4 ensure the safety of the workers. These requirements implement the operational practices
5 necessary to anticipate and prevent an employee's risks of illness, injury, and death. Regulatory
6 requirements also implement practices to avoid property damage. Industrial hygiene programs
7 address exposure to hazardous materials, use of personal protective equipment (PPE), and
8 availability of safety data sheets. DoD and USMC protect their military and civilian on-site
9 workers through various regulations that were developed to comply with the federal health and
10 safety requirements of the Occupational Safety and Health Administration (OSHA), USEPA, and
11 state occupational safety and health agencies. The standards set by both the federal and state
12 governments specify health and safety requirements, the amount and type of required training
13 for industrial workers, the use of PPE, the allowable exposure limits for workplace stressors
14 such as hazardous materials, as well as administrative and engineering controls.

15 MCO 5100.8, *Marine Corps Occupational Safety and Health (OSH) Policy Order*, was enacted
16 to “eliminate or minimize the probability of mishaps occurring in training, industrial, U.S.
17 Government and tactical vehicle, other operational, and off-duty environments” and meets the
18 requirements listed in the USMC, U.S. Navy, and DoD orders pertaining to occupational health
19 and safety that preceded it as well as the OSH Act. USEPA outlines health and safety
20 regulatory information relevant to the construction sector. The outline consists of five major
21 categories: air, general, lead, waste, and water (USEPA 2016).

22 **Public Safety.** Public safety refers to the protection of the surrounding community and the
23 general public. Protection of the public and military installations is of the utmost importance
24 because it not only protects military personnel and equipment, but also prevents the exposure of
25 the public to potentially unsafe conditions.

26 **Antiterrorism and Force Protection (AT/FP).** Antiterrorism is defined as a defensive measure
27 used to reduce the vulnerability of individuals and property to terrorist acts. Force protection is
28 defined as the actions that are taken to prevent or mitigate hostile actions taken against DoD
29 personnel (including family members), resources, facilities, and critical information (MCO
30 3302.1D). UFC 4-010-01, *DoD Minimum Antiterrorism Standards for Buildings*, and UFC 4-022-
31 03, *Security Fences and Gates*, outline the requirements of DoD to ensure AT/FP compliance is
32 met.

33 3.12.2 Affected Environment

34 **Construction Safety.** Personnel and contractors working on MCRC Brooklyn continuously
35 review potentially hazardous workplace operations, monitor exposure to potentially hazardous
36 materials during demolition activities (e.g., asbestos, lead, PCBs), physical hazards (e.g., noise
37 propagation, falls), and biological agents (e.g., infectious wastes, wildlife, poisonous plants);
38 recommend and evaluate controls (e.g., prevention, administrative, engineering) to ensure
39 personnel are properly protected or not exposed; and ensure a medical surveillance program to
40 perform occupational health physicals for workers subject to accidental chemical exposures.

1 **Public Safety.** The Gateway NRA at Floyd Bennett Field is available for public access and is
2 used for recreational activities such as camping, hiking, biking, fishing, kayaking, archery, and
3 swimming (NPS 2016b). On MCRC Brooklyn, a guard is stationed at the main gate, road access
4 is restricted, and certain areas and facilities are enclosed by security fences to prevent public
5 trespassing. The fencing that exists at MCRC Brooklyn is partially damaged and does not
6 extend to the shoreline. The only resident population proximate to MCRC Brooklyn consists of
7 three park ranger housing units located directly outside of the installation boundary.

8 The New York City Fire Department Engine 329 is the first firefighting agency to respond to
9 MCRC Brooklyn and the surrounding area. The New York City Fire Department provides
10 structural and wildfire management services to the Gateway NRA at Floyd Bennett Field (NPS
11 2014). The Gateway NRA-owned land surrounding the installation is under the jurisdiction of the
12 United States Park Police. The NYPD 61st Precinct is the closest municipal police station to the
13 project area. The closest hospitals to the project area are the New York Methodist Hospital
14 (approximately 4.5 miles from MCRC Brooklyn) and the New York Community Hospital
15 (approximately 5 miles from MCRC Brooklyn).

16 **Antiterrorism and Force Protection.** The existing perimeter fencing that surrounds the
17 installation is in disrepair and does not currently meet DoD AT/FP standards.

18 3.12.3 Environmental Consequences

19 An action could have a significant effect with respect to human health and safety if it were to
20 substantially increase risks associated with the safety of contractors, installation personnel, or
21 the local community; does not have adequate management and response plans in place; or if
22 activities associated with a proposed action result in noncompliance with laws, regulations, or
23 orders protecting human health and safety or addressing AT/FP.

24 3.12.3.1 PROPOSED ACTION

25 **Construction Activities.** Short-term impacts on human health and safety on construction
26 workers could occur during construction, demolition, and renovation activities associated with
27 the Proposed Action. Impacts could result from the exposure of construction workers to the
28 safety hazards associated with such activities. Examples of such safety hazards could include
29 slips, trips, and falls; exposure to the heat, cold, and wet conditions; and fire, mechanical,
30 electrical, vision, noise, and respiratory hazards. Contractors working on MCRC Brooklyn would
31 follow applicable federal and state regulatory requirements during all phases of construction,
32 demolition, and renovation. Workers would also be required to wear appropriate PPE including
33 ear protection, steel-toed boots, hard hats and gloves.

34 Long-term beneficial impacts would be expected from the removal or demolition of buildings
35 containing contaminated materials by reducing potential personnel exposure. ACMs, LBPs, and
36 PCBs assumed to be present in Buildings 1, 2, and 3 and the hazardous materials, hazardous
37 wastes, and petroleum products present on MCRC Brooklyn would be handled in accordance
38 with applicable policies and procedures (discussed further in **Section 3.10.3.1**) to reduce
39 potential for personnel exposure. Construction and demolition contractors would be required to
40 adhere to federal and state regulations during the handling of potentially contaminated
41 materials.

1 **Public Safety.** Long-term beneficial impacts on public safety would be expected from the
2 improvement of site security measures at MCRC Brooklyn. The improvement of site security
3 measures would include the repair and installation of fencing and the installation of a new
4 electronic sliding gate at the main entrance of MCRC Brooklyn. These measures would prevent
5 civilians from trespassing onto MCRC Brooklyn, thereby protecting the visitors of Gateway NRA
6 and the general public from exposure to activities that could potentially endanger them, such as
7 construction and reservist training. The proposed perimeter fence and repairs to the existing
8 fencing would meet DoD AT/FP standards as well as provide better security for the installation
9 and its active duty and reservist personnel.

10 Therefore, no significant impacts on human health and safety would be expected from the
11 implementation of the Proposed Action.

12 3.12.3.2 NO ACTION ALTERNATIVE

13 Under the No Action Alternative, the proposed consolidation and renovation activities would not
14 occur. Capital improvements, including those discussed in **Section 1.2**, would still be
15 completed. These projects were previously analyzed for environmental impacts. Therefore, no
16 additional impacts on human health and safety would be expected under the No Action
17 Alternative.

18 3.13 Cumulative Effects

19 Cumulative impacts are the incremental impacts of a proposed action when added to the
20 aggregate impacts of other past, present, and reasonably foreseeable future actions. The
21 Proposed Action would optimize the usage of land and facilities at MCRC Brooklyn and improve
22 training for reservists in the New York City metropolitan region through combined exercises.
23 Additional infrastructure improvements and construction would ensure MCRC Brooklyn meets
24 current and future mission requirements. The ROI for cumulative effects is Floyd Bennett Field,
25 although a larger area has been considered for some resources.

26 Identification of projects occurring at the installation and the surrounding areas during the same
27 time as the Proposed Action would ensure that all present and reasonably foreseeable future
28 activities that have the potential to result in cumulative effects are taken into account. For most
29 resource areas, the present effects of past actions are now part of the existing environment
30 described in the previous sub-sections. Current and future projects are identified in **Table 3-9**.

31 As determined through the analyses provided in the resource areas above, the Proposed Action
32 would result in no or negligible impacts on land use, cultural resources, hazardous materials
33 and wastes, socioeconomics, and human health and safety. Therefore, these resources were
34 not evaluated for potential cumulative effects and it is reasonably concluded that they would not
35 contribute to or result in any significant, cumulative effects.

36 Resources that have the potential to be cumulatively affected by the Proposed Action, when
37 combined with other past, present, and reasonable foreseeable future projects at the installation
38 include coastal zone management, noise, air quality, geological resources, infrastructure and
39 transportation, water resources, and biological resources.

1 Table 3-9. Current and Future Projects at or Near MCRC Brooklyn

Type of Action	Description of Action	Distance from Proposed Action	Impact area
Construction	MARFORRES is currently constructing an additional VMF.	0	4,500 ft ²
Renovation	MARFORRES is currently renovating the interiors of Buildings 1, 2, and 3.	0	0 ft ²
Construction	MARFORRES will install two temporary armory trailers (440 ft ² each) in the tactical vehicle parking lot area and a covered weapons cleaning area in 2016 or 2017.	0	0 ft ² (placement on existing impervious surface)
Utility	MARFORRES has installed a demand response system on Building 1. This system would connect to the new utility line once constructed.	0	0 ft ² (placement on building)
Restoration	NPS plans to restore wetlands at Floyd Bennett Field (next 5 years)	Approximately 1.5 miles north	100 acres
Transportation	NPS plans to develop a transportation hub to connect the park sites, or connect park sites and local communities in Floyd Bennett Field. This would likely occur near Gateway NRA Marina. NPS also plans to modernize their vehicle fleet.	Approximately 1 mile northwest.	unknown
Construction	NPS plans to construct the following at Floyd Bennett Field: <ul style="list-style-type: none"> • Jamaica Bay Science and Resilience Institute; • Additional visitor facilities, to include as an education center, • trails and boardwalks, outdoor classrooms, observation facilities, and • a wide range of accommodations 	Approximately 1.5 miles north	20 acres
Improvement	NPS plans improvement activities for Floyd Bennett Field to include: <ul style="list-style-type: none"> • Removal of some paved areas and “greening” of runways • Conversion of former roads into trails • Improve biking and walking infrastructure and circulation • Improve access and linkages to Jamaica Bay Greenway 	As near as immediately adjacent to the installation.	unknown
Demolition	NPS plans for the demolition of buildings for Floyd Bennett Field to include: <ul style="list-style-type: none"> • Buildings 129-132. Korean war-era barracks complex • Building 86. Former power plant • Building 110. Former fuse building. 	As near as immediately adjacent to the installation.	unknown

Type of Action	Description of Action	Distance from Proposed Action	Impact area
Helicopter operations	NYPD manages helicopter operations from Floyd Bennett Field.	Approximately 0.25 mile away	Nearest common receptors

Source: NPS 2014

1 The following analysis examines the cumulative effects on the environment that would result
 2 from the incremental impacts of the Proposed Action, in addition to other past, present, and
 3 reasonably foreseeable future actions. This analysis assesses the potential for an overlap of
 4 impacts with respect to project schedules or affected areas. Under the No Action Alternative,
 5 there would be no change in the baseline conditions for any resource areas. Therefore, the No
 6 Action Alternative would not contribute to cumulative effects.

7 Impacts associated with the Proposed Action would be relatively minor, and would be further
 8 mitigated by BMPs and other measures to reduce the environmental impacts. A majority of the
 9 cumulative impacts would be from other construction projects or activities in the ROI and would
 10 also be temporary and minor. Short-term cumulative benefits would be realized through the
 11 creation of jobs and purchase of local goods and services from projects. However, no significant
 12 cumulative effects would be expected. Analyses of specific resource topics are as follows:

13 **Coastal Zone Management.** A Coastal Consistency Determination (CCD) has been developed
 14 for the Proposed Action in accordance with 15 CFR 930.39 under the CZMA, and the New York
 15 State and New York City enforceable coastal policies. No significant cumulative effects on the
 16 coastal zone are expected from the Proposed Action or the additional projects.

17 **Noise.** Operation of tactical vehicles would cumulatively affect sensitive noise receptors when
 18 combined with the helicopter operations and construction projects in the area. These noise
 19 impacts would be sporadic, localized and short-term. Noise from construction would be limited
 20 to particular work days and work hours. Helicopter noise would be limited to take off and landing
 21 operations near receptors. Vehicle traffic would be concentrated on weekend days due to the
 22 presence of reservists two weekends per month, and would not overlap construction activities.
 23 Tactical equipment would be maintained on-site during regular business hours Monday through
 24 Friday, and used for off-site convoys during weekend training activities. Due to the short-term
 25 nature of exposure, it is unlikely that a helicopter from NYPD, a plane from JFK, high volumes of
 26 vehicle traffic, and heavy construction equipment would all occur at the same time for an
 27 extended timeframe. Therefore, no significant impacts on personnel at MCRC Brooklyn or the
 28 sensitive noise receptors would be expected. No significant cumulative effects on sensitive
 29 noise receptors are expected from the Proposed Action or the additional projects.

30 **Air Quality.** Project construction when combined with other construction or demolition actions
 31 would generate emissions of air contaminants and fugitive dust from the use of heavy
 32 equipment, and travel to and from the installation, which would be localized and temporary in
 33 nature. The Proposed Action and other actions would employ BMPs to reduce fugitive dust at
 34 construction sites. Additionally, long-term benefits to regional air quality would be expected from
 35 improvements at the Gateway NRA, and through more efficient utilities on the installation. No

1 significant cumulative effects on the air quality are expected from the Proposed Action or the
2 additional projects.

3 **Geological Resources.** The increase of impervious surfaces would result in cumulative effects
4 on geological resources from grading, excavating, and trenching when combined with other
5 construction actions. Implementation of BMPs and standard erosion-control measures along
6 with appropriate SWPPPs would limit the environmental consequences resulting from ground-
7 disturbing activities. Additionally, demolition of older building by NPS would reduce the net
8 footprint of impervious surfaces on Floyd Bennett Field. No significant cumulative effects on the
9 geological resources are expected from the Proposed Action or the additional projects.

10 3.13.1 Unavoidable Adverse Effects

11 **Infrastructure and Transportation.** Solid waste generation would be an unavoidable, but
12 minor, adverse effect that could be mitigated, to a certain extent, by incorporating recycling
13 practices, energy conservation efforts, and sustainable principles such as life-cycle, cost-
14 effective practices and Energy Policy Act of 2005 features. Transportation actions would benefit
15 the region of influence in the long-term, although short-term construction impacts would
16 exacerbate current transportation issues on Floyd Bennett Field. No significant cumulative
17 effects would occur.

18 **Water Resources.** The increase of impervious surfaces would result in an unavoidable, but
19 minor adverse impacts on water quality through runoff. Sedimentation and erosion from runoff
20 would be mitigated with continued maintenance and repair of current stormwater management
21 structures resulting in long-term cumulative benefits for the area. No significant cumulative
22 effects would occur.

23 **Biological Resources.** The net increase of impervious surface would result in unavoidable,
24 loss of vegetation and decrease the overall percentage of vegetative cover for the installation.
25 Combined with beneficial actions by NPS to develop a transportation hub and walking paths, a
26 net benefit to vegetation on Floyd Bennett Field would be anticipated. No significant cumulative
27 effects would occur.

28 3.13.2 Compatibility of the Proposed Action and Alternatives with the Objectives of 29 Federal, Regional, State, and Local Land Use Plans, Policies, and Controls

30 Consolidation of training units, along with associated facilities improvements would be
31 consistent with existing and foreseeable future uses within MCRC Brooklyn. There would be no
32 change to current land use practices on the installation as a result of the Proposed Action.

33 3.13.3 Relationship between the Short-term Uses of the Environment and Long-term 34 Productivity

35 Potential short-term, adverse impacts of the Proposed Action include noise generation, air
36 emissions, solid waste generation, soil erosion, storm water runoff, and a temporary increase in
37 demand for water for dust suppression. However, the Proposed Action would help meet long-
38 term, mission-related needs of the installation. Overall consolidation of the three units from
39 several locations would result in the net reduction of impacts associated with mission
40 operations.

1 **3.13.4 Irreversible and Irretrievable Commitment of Resources**

2 **Construction Materials.** Material resources irretrievably used would include steel, concrete,
3 and other construction materials. Such materials are not presently in short supply and would not
4 be expected to limit other unrelated construction activities. The irretrievable use of material
5 resources would not be considered significant.

6 **Hazardous Materials and Wastes.** The use of hazardous materials, generation of hazardous
7 wastes, and potential for releases of these materials is unavoidable. The quantities of
8 hazardous materials and wastes associated with operation of the Proposed Action would be
9 minimal.

10 **Energy Resources.** The Proposed Action would require the use of fossil fuels, a nonrenewable
11 natural resource. Relatively small amounts of energy resources would be committed to the
12 construction and operation of the Proposed Action and are not considered significant. Energy
13 resources including natural gas, petroleum-based products (e.g., gasoline, diesel, lubricants),
14 and electricity would be irretrievably lost. Gasoline, diesel, and lubricants would be used for the
15 operation of construction vehicles and aircraft maintenance operations. Consumption of these
16 energy resources would not place a significant demand on their availability in the region.
17 Therefore, no significant impacts would be expected.

18 **Human Resources.** The use of human resources for construction is considered an irretrievable
19 loss only in that it would preclude such personnel from engaging in other work activities.
20 However, the use of temporary construction workers for the Proposed Action would represent
21 employment opportunities, and is considered beneficial but not significant.

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5. List of Preparers

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A

Agency Coordination



Appendix A: Agency Coordination

MARFORRES Outreach

- Stakeholder and Government Distribution List
- Scoping Letter to the National Park Service
- Scoping Letter for Interested Parties
- Letter to State Historic Preservation Officer
- Letter to New York Department of State
- MARFORRES Response to SHPO Letter
- MARFORRES Draft EA Transmittal Letter

Stakeholder and Government Distribution List

Federal Agency Contacts

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USEPA Region 2
290 Broadway
New York, NY 10007-1866

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U.S. Fish and Wildlife Service
Long Island Field Office
340 Smith Road
Shirley, NY 11967

U.S. Army Corps of Engineers, NY District
Attn: Regulatory Branch, Room 1937
26 Federal Plaza
New York, NY 10278-0090

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Mitigation Division,
Federal Emergency Management Agency,
Region II
26 Federal Plaza
New York, NY 10278-0002

Ms. Jennifer Nersesion, Superintendent
National Park Service
Department of the Interior
Gateway National Recreation Area
210 New York Avenue
Staten Island, NY 10305

Captain Greg Norman
United States Park Police
Floyd Bennett Field
Building #275
Brooklyn, NY 11234

Federally Recognized Tribal Contacts

Tribal consultation included in the e-filing
system used by the NY SHPO

State Agency Contacts

Ms. Ruth L. Pierpont, Deputy SHPO
New York State Division for Historic
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Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

NYSDEC
Division of Environmental Permits
4th Floor (CZMA office)
625 Broadway
Albany, NY 12233-1750

Mr. Stephen Watts, Acting RPA
NYSDEC
One Hunters Point Plaza
47-40 21st Street
Long Island City, NY 11101-5401

Local Agency Contacts

P.O. Maudfley or D.I. Coan
NYPD Air Unit
50 Aviation Road
Brooklyn, NY 11234

Private/Community/Special Interest Groups Newspaper/Notices/e-Bulletin Boards

Mr. Saul Needle, Chair
Brooklyn Community Board 18
1097 Bergen Avenue
Brooklyn, NY 11234-4841

Central Library
Attn: Science, Society and Technology
10 Grand Army Plaza
Brooklyn, NY 11238

Scoping Letter to the National Park Service

5090
FAC
January 4, 2016

Jennifer Nersesian
Superintendent
Gateway National Recreation Area
210 New York Avenue
Staten Island, New York 10305

Dear Ms. Nersesian:

**SUBJECT: PROPOSED CONSOLIDATION AND RENOVATION AT MARINE CORPS
RESERVE CENTER (MCRC) BROOKLYN, NEW YORK**

The U.S. Marine Corps Forces Reserve (MARFORRES) is developing an Environmental Assessment (EA) under the National Environmental Policy Act of 1969, as amended (NEPA). The EA will evaluate the potential environmental effects associated with the proposed consolidation of reserve forces to the Marine Corps Reserve Center (MCRC) Brooklyn located at National Park Service (NPS) Gateway National Recreation Area (GATE) at Floyd Bennett Field, and associated facility upgrades to support future mission requirements. We invite you and your staff to participate in the development of our EA.

We truly appreciate our strong, positive working relationship with our neighbor, GATE. MARFORRES is certainly aware that the NPS staff at the Floyd Bennett Field faces considerable challenges managing the park, coordinating activities with multiple tenant operations, and maintaining an aging infrastructure while promoting the park for the enjoyment, education and inspiration of the citizenry. We desire your input and viewpoint as we develop this EA.

MARFORRES is planning to relocate active duty and reserve personnel from MCRC Garden City, NY and Armed Forces Reserve Center Farmingdale, NY to MCRC Brooklyn, NY. This consolidation would result in an increase of 120 full-time staff and an additional 700 reservists placed at MCRC Brooklyn. MARFORRES intends to hold two drill training weekends per month to accommodate training for all reservists in order to minimize impacts to the local community and infrastructure. The additional drill weekend will keep the number of drilling reservists at any given time to a level at or below the current state. By doing so, MARFORRES believes it would not further stress the existing recreation area and reserve center infrastructures.

MARFORRES would renovate the exterior of the existing buildings, including the reserve training center, the vehicle maintenance facility, and the existing storage buildings. New construction would include two warehouses (approximately 8,000 and 12,000 square feet, respectively), new fencing, a new sliding gate and asphalt driveway, and an electronic security and access control system. MARFORRES also plans to repair and upgrade existing security

SUBJECT: PROPOSED CONSOLIDATION AND RENOVATION AT MARINE CORPS
RESERVE CENTER (MCRC) BROOKLYN, NEW YORK

fencing and gates, improve storm water controls, and update the reserve center's hazardous materials storage. All improvements would be within the existing MARFORRES land hold.

The installation of new fencing must comply with minimum setback standards from DoD Unified Facilities Criteria for Anti-Terrorism/Force Protection (ATFP). In order to comply with ATFP, fencing would need to be extended to the west of the installation on NPS property. Because it will also serve to protect endangered plant species identified by the NPS, this area would not be accessed by MCRC Brooklyn personnel. Additionally, MARFORRES plans to establish a 100-foot fence setback from Aviation Boulevard to meet setback requirements suggested by the NPS. A proposed project site map is enclosed to facilitate your review.

MARFORRES would upgrade the reserve center's utility infrastructure. Improvements include a new external electrical line dedicated to provide direct and improved service to the reserve center, adding a new electrical conduit for the guard post at the main gate, extending a utility easement to the northern fence line. The current solar photovoltaic system on the roof of the administrative building would be redistributed along the roofs of existing facilities to maximize energy savings on the installation. The dedicated external electrical line would require a land easement between the Marine Corps and NPS. Once the utility upgrades are complete, the backup generator and the two associated 15,000 gallon aboveground storage tanks would be removed. The infrastructure upgrades would reduce the burden on the existing utility lines maintained by the NPS and eliminate potential environmental risks from the existing aboveground fuel storage tanks and associated distribution pipes.

MARFORRES will be fully transparent in the consolidation and renovation process. NEPA provides a strong vehicle that will allow stakeholders including the GATE staff to participate in the evaluation of the proposed consolidation and renovation. MARFORRES looks forward to working with your staff throughout the development of the EA to insure preservation of the park's historic integrity.

We have hired HDR, Inc. to conduct the EA. The project manager is Ms. Andrea Poole. She and her staff will be contacting appropriate members of the GATE staff through the EA process to seek input on the scope of our environmental review and the current list of additional interested parties. I have enclosed the current list of additional interested parties. Please provide your written questions or comments at your earliest convenience. MARFORRES anticipates publishing a Draft EA in spring of 2016.

My point of contact for all MCRC Brooklyn matters is Mr. Nam Tran, the MARFORRES Facilities Real Property Manager. Mr. Tran may be reached by email at nam.h.tran@usmc.mil or by phone at (504) 697-9804.

SUBJECT: PROPOSED CONSOLIDATION AND RENOVATION AT MARINE CORPS
RESERVE CENTER (MCRC) BROOKLYN, NEW YORK

Sincerely,

Col Brandon W. Shearer
Assistant Chief of Staff, Facilities
US Marine Forces Reserve

Enclosures: 1. Conceptual site map of showing MCRC Brooklyn Projects, New York
2. Project list with proposed construction dates
3. Distribution List

Scoping Letter for Interested Parties

5090
FAC
January 4, 2016

Judith A. Enck, Administrator
USEPA Region 2
290 Broadway
New York, New York 10007-1866

Dear /Ms. Judith A. Enck:

**SUBJECT: PROPOSED CONSOLIDATION AND RENOVATION AT MARINE CORPS
RESERVE CENTER (MCRC) BROOKLYN, NEW YORK**

The U.S. Marine Corps Forces Reserve (MARFORRES) is developing an Environmental Assessment (EA) under the National Environmental Policy Act of 1969, as amended (NEPA). The EA will evaluate the potential environmental effects associated with the proposed consolidation of reserve forces to the Marine Corps Reserve Center (MCRC) Brooklyn, New York and associated facility upgrades to support future mission requirements. MCRC Brooklyn is located at the National Park Service Gateway National Recreation Area at Floyd Bennett Field.

MARFORRES is planning to relocate active duty and reserve personnel from MCRC Garden City, New York and Armed Forces Reserve Center Farmingdale, New York to MCRC Brooklyn. This consolidation would result in an increase of 120 full-time staff and an additional 700 reservists placed at MCRC Brooklyn. MARFORRES intends to hold two drill training weekends per month to accommodate training for all reservists while minimizing impacts to the local community and infrastructure.

MARFORRES would renovate the exterior of existing buildings, including the reserve training center, the vehicle maintenance facility, and the existing storage buildings. New construction would include two warehouses (approximately 8,000 and 12,000 square feet, respectively), new fencing, a new sliding gate and asphalt driveway, and an electronic security and access control system. MARFORRES also plans to repair and upgrade existing security fencing and gates, improve storm water controls, and update the reserve center's hazardous materials storage. All improvements would be within the existing MARFORRES land hold. A proposed project site map is enclosed for your review.

The installation of new fencing must comply with minimum setback standards from DoD Unified Facilities Criteria for Anti-Terrorism/Force Protection (ATFP). In order to comply with ATFP, fencing would need to be extended to the west of the installation on NPS property.

1 ATFP, fencing would need to be extended to the west of the installation on NPS property.
2 Because it will also serve to protect endangered plant species identified by the NPS, this area
3 would not be accessed by MCRC Brooklyn personnel. Additionally, MARFORRES plans to
4 establish a 100-foot fence setback from Aviation Boulevard.
5

6 MARFORRES would upgrade the reserve center's utility infrastructure. Improvements
7 include a new external electrical line dedicated to provide direct and improved service to the
8 reserve center, adding a new electrical conduit for the guard post at the main gate, extending a
9 utility easement to the northern fence line. The current solar photovoltaic system on the roof of
10 the administrative building would be redistributed along the roofs of existing facilities to
11 maximize energy savings on the installation. The dedicated external electrical line would require
12 a land easement between the Marine Corps and NPS. Once the utility upgrades are complete, the
13 backup generator and the two associated 15,000 gallon aboveground storage tanks would be
14 removed. The infrastructure upgrades would reduce the burden on the existing utility lines
15 maintained by the NPS and eliminate potential environmental risks from the existing
16 aboveground fuel storage tanks and associated distribution pipes.
17

18 We respectfully request your comments to help us develop the scope of our
19 environmental review and ensure all additional interested parties have awareness of the EA. A
20 distribution list has been enclosed. MARFORRES anticipates publishing a Draft EA in the
21 spring of 2016.
22

23 Please provide your written questions or comments at your earliest convenience, but no
24 later than 30 days from the date of this correspondence. Address all questions and comments to
25 Mr. Christopher Hurst, MARFORRES Environmental proponent, by email to
26 christopher.a.hurst@usmc.mil. For further information, please call Mr. Hurst at (504) 697-9892.
27

28 Sincerely,
29
30

31
32 RICHARD GODCHAUX
33 Environmental Program Manager

34
35 Enclosures: 1. Proposed Projects at MCRC Brooklyn, New York
36 2. Distribution List
37

Letter to State Historic Preservation Officer



UNITED STATES MARINE CORPS
MARINE FORCES RESERVE
2000 OPELOUSAS AVENUE
NEW ORLEANS, LA 70114-5400

IN REPLY REFER TO
1000
FAC
27 APR 16

Beth A. Cumming
Senior Historic Site Restoration Coordinator
Division for Historic Preservation
PO Box 189
Waterford, NY 12188-0189
beth.cumming@parks.ny.gov

RE: Consolidation, Renovations, and Site Improvements at Marine
Corps Reserve Center Brooklyn
1 Aviation Road, Brooklyn, NY 11234
Project Number 15PR02769

Dear Ms. Cumming,

This letter is to inform you of proposed changes to and project updates for Project Number 15PR02769 at the Marine Corps Reserve Center (MCRC) Brooklyn under Section 106 of the National Historic Preservation Act of 1966 and the National Environmental Policy Act of 1969.

Since initially consulting with your office and submitting the request for review and concurrence in June 2015, there have been several changes to the proposed projects and an *Environmental Assessment Addressing Consolidation and Renovation at Marine Corps Reserve Center Brooklyn, NY* has been prepared to address the proposed action. Detailed below is an update on the previously submitted projects, as well as additional project information, and new project components not presented in the June 2015 consultation.

Project Descriptions:

Project components being carried forward from June 2015 consultation:

- 1) Consolidation and relocation of two (2) Reserve Units from Garden City and Farmingdale MCRCs to MCRC Brooklyn.
 - a. The U.S. Marine Corps Forces Reserve (MARFORRES) would consolidate 55 full-time active duty and 549 reserve staff and their equipment from MCRC Garden City and AFRC Farmingdale to MCRC Brooklyn in 2017. The active duty population at MCRC Brooklyn would increase by 60 percent or 55 staff, and the reserve population would increase 74 percent or by 549. Tactical equipment for each unit would be stored and maintained at MCRC Brooklyn. The motor pool

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MARINE CORPS RESERVE CENTER BROOKLYN.

at MCRC Brooklyn has approximately 270,000 ft² of space for tactical equipment, and the installation is currently using approximately 91,000 ft². The remaining available space would be more than adequate to accommodate the tactical equipment at MCRC Garden City and AFRC Farmingdale.

2) Building Renovation and Construction at MCRC Brooklyn.

MARFORRES would also complete facility and infrastructure improvements at MCRC Brooklyn related directly to the increase of personnel from MCRCs Garden City and Farmingdale. Projects would be implemented between 2016 and 2022 as project funding becomes available.

- a. Administration Building Renovation (Building 1). The Administration Building at MCRC Brooklyn is a 90,000-ft², two-story building with a metal roof and siding constructed in 1977; it is not eligible for listing in the National Register of Historic Places (NRHP). Earthen berms constructed along the sides of the building have resulted in continual water damage to window flashings and the metal siding on the first floor. As a result, external renovations would include excavation of the existing earthen berms and replacement of any damaged exterior materials. Once the berms are removed, the land would be graded and stormwater controls would be installed. The Administration Building would also receive a new roof. This would require the removal and reinstallation of the existing photovoltaic (PV) array system. The existing 80-kW direct current PV array would be reinstalled using a new fully anchored racking system that would raise the roof profile between 1 and 4 feet above roof finish elevation. Inverters and combiner boxes would also be installed to tie-in the PV array to the point of connection on the Administration Building electrical distribution panel. Additionally, output from the PV array could be extended to the original VMF (Building 2) and the Technical Storage Warehouse (Building 3). Any excess PV panels placed on the original VMF or Technical Storage Warehouse would require the installation of additional inverter and combiner boxes.
- b. Original VMF Renovation (Building 2). The original VMF is an 11,000-ft², single-story building with a metal roof and siding constructed in 1977; it is not eligible for listing in the NRHP. Exterior renovations would include repair and replacement of damaged metal siding and could include the

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installation of approximately 320 PV panels to generate up to 70.4 kW of direct current power. PV panel installation would require replacement of the roofing membrane and the installation of a new anchored racking system. The existing roofing membrane would be replaced or patched given the relatively new age of the roof (added in 2007). The new anchored racking system would be installed along with an inverter, and four combiner boxes would be relocated and tied-in to the point of connection on the existing electrical distribution panel (400-ampere, 480-volt service). The new fully anchored racking system would raise the system profile between 1 and 4 feet above roof finish elevation. This building would continue to be used as a VMF.

- c. Technical Storage Warehouse (formerly USMC Communications Building) Renovation (Building 3). The 8,000-ft² single-story Technical Storage Warehouse was constructed in 1982 and is made of painted corrugated metal panels with a shed roof; it is not eligible for listing in the NRHP. Exterior renovations would be similar to the original VMF as described above. This building could also host a PV array for power generation similar to the original VMF.
 - d. Construction of New Communications Maintenance Warehouse (Building 8). MARFORRES would construct a new 8,000-ft² building with office space and a maintenance area. The building would be supplied with power, water, and communication service. The building would be constructed on unimproved land. The exterior design would be similar to the existing Technical Storage Warehouse. *This proposed building's location has shifted since the 2015 submittal.
- 3) Infrastructure Improvements.
- e. New Utility Corridor. MCRC Brooklyn currently gets power from shared electric lines with NPS and other tenants on Floyd Bennett Field. The Proposed Action would provide a dedicated underground power line to MCRC Brooklyn to upgrade the electrical infrastructure. The new utility corridor would be approximately 2,300 feet long and 15 feet wide, and would run underground from the existing ConEdison (ConEd) substation at the corner of Flatbush Avenue and Aviation Road to an existing transformer on MCRC Brooklyn. ConEd would maintain the corridor for the utility. The dedicated power line for MCRC Brooklyn would use the

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installed demand response system, which would capture energy usage and savings for the installation. The demand response system would allow MARFORRES to better understand how they use electricity so they can take advantage of future energy saving projects. This would also reduce the burden on existing utility lines maintained by NPS. Upon the completion of the utility upgrades, the existing backup generator and the two associated diesel 15,000-gallon aboveground storage tanks (ASTs) (Building 5) would be removed, and there would be no further requirement for emergency back-up power. The ASTs are steel, set within concrete secondary containment basins, and have canopy structures above them. The existing backup generator is a Generac 600-kW, 480/277-volt, three-phase generator with a 350-gallon belly day-tank and has connections to the diesel ASTs. It provides emergency back-up power to the Administration Building (Building 1), the original VMF (Building 2), and the existing Technical Storage Warehouse (Building 3).

- f. Stormwater Improvements. Two areas of concrete would be removed from the POV parking area, graded, and replaced. The concrete was originally installed in 1942 as a parking apron for sea planes. The fill material under the concrete has shifted over the years, resulting in low spots in the parking area. In winter months, these areas collect water that freezes, resulting in hazardous driving and walking conditions. MARFORRES would regrade these areas to improve and facilitate drainage of the parking area to the western portion of the installation. Stormwater controls would be implemented to further reduce potential impacts from runoff on water quality.

New project components not presented in June 2015 consultation:

- 1) Construction of New Individual Combat Equipment Warehouse (Building 7). MARFORRES would construct a new 12,000-ft² storage warehouse containing individual lockers for reservists to store personal combat equipment. Each locker would be 3 cubic feet and have a personal lock. The building would be constructed on unimproved land and supplied with power. The exterior design would be similar to the existing Technical Storage Warehouse.

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MARINE CORPS RESERVE CENTER BROOKLYN.

- 2) New Access Road. MARFORRES would construct a new, two-lane access road from the east side of the tactical equipment parking lot to an existing roadway along the eastern perimeter of the installation. This new access would create travel lanes for the movement of tactical vehicles and trailers. Currently, travel lanes set aside for tactical equipment on the installation takes up space that could otherwise be used for POV parking. The installation of a separate gate and access road for tactical equipment would effectively increase available parking in the POV lot and allow for the safer movement of tactical equipment.

Project component no longer moving forward from June 2015 consultation:

- 1) Removal of former Sea Plane ramp (now used as a boat ramp); under the proposed action, no work will be performed at the former Sea Plane Ramp.

Area of Potential Effect

MARFORRES defined the Area of Potential Effect (APE) for the proposed project to include all areas where there may be direct and/or indirect effects. The APE includes the entire MCRC Brooklyn installation on the southeast end of Floyd Bennett Field, areas where proposed construction may be visible outside the MCRC Brooklyn installation, and areas where the proposed new access road and utility corridor extend outside of the MCRC Brooklyn installation (see Enclosure 1).

Identification and Evaluation of Historic Properties

MCRC Brooklyn is located immediately south and east of the Floyd Bennett Field Historic District, which encompasses the area of the former Floyd Bennett Field municipal airport and civilian airfield and Naval Air Station New York. The historic district was listed in the NRHP in 1980 and originally included 329 acres that encompassed the Floyd Bennett Field municipal airport and civilian airfield. In 2010, a NRHP nomination was prepared to expand the boundaries of the historic district to encompass more than 1,121 acres of the World War II-era Naval Air Station. The expanded 2010 historic district boundaries were determined eligible for listing in the NRHP. The expanded historic district boundaries are located immediately adjacent to MCRC Brooklyn on the north and west. MCRC Brooklyn was excluded from the historic district. However, the adjacent vacant Married Officers' Quarters (Buildings 157 and 158) associated with the Naval Air were included within the revised historic district boundaries.

SUBJ: CONSOLIDATION, RENOVATIONS, AND SITE IMPROVEMENTS AT
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MCRC Brooklyn was intensively surveyed (Phase 1) in 2003 for archaeological resources as part of compliance with Section 110 of the NHPA. The survey indicated extensive surface and subsurface disturbance, likely due to the extensive infilling of the marshes in the late nineteenth and early twentieth century and the subsequent construction of Floyd Bennett Field in the 1920s and 1930s. The report determined that the potential for intact archaeological deposits was very low and additional archaeological investigations at MCRC Brooklyn were not recommended (MARFORRES 2013).

MCRC Brooklyn was also surveyed in 2003 for architectural resources under Section 110 of the NHPA. The report determined all six buildings and structures surveyed were constructed between 1977 and 2000 and were not eligible for listing in the NRHP (

Table 1). The surveyed resources did not meet the 50-year threshold typically required for listing in the NRHP, nor did they meet any of the NRHP criteria. The resources were also evaluated under Criteria Consideration G for their potential association with the Cold War era; however, they were found to lack the exceptional significance required under that criteria (HHM 2004). There are no traditional cultural properties or areas of Native American concern at MCRC Brooklyn or in the surrounding area.

Table 1. NRHP Status of Buildings at MCRC Brooklyn

Building No.	Name	Date of Construction	NRHP Eligibility
1	Administration/Reserve Training Building	1977	Not Eligible
2	Vehicle Maintenance Building	1977	Not Eligible
3	Technical Storage Facility	1982	Not Eligible
--	Storage (Butler Building)	--	Not Eligible
--	Oil Tank Shelter	2000	Not Eligible
--	Flagpole	1977	Not Eligible

Effect Determinations

Interior and exterior renovations of the Administration Building (Building 1) and the original VMF (Building 2) and exterior renovations to the Technical Storage Facility (Building 3) would have no adverse effects on historic properties. The proposed renovations do not dramatically change the physical appearance of the exterior, nor would they increase the height or footprint of the buildings. Therefore, no adverse effect on Buildings 157 and 158 or the Floyd Bennett Field Historic District would be expected.

SUBJ: CONSOLIDATION, RENOVATIONS, AND SITE IMPROVEMENTS AT
MARINE CORPS RESERVE CENTER BROOKLYN.


Construction of a new technical storage warehouse (Building 7) and new communications maintenance warehouse (Building 8) would likely be visible from historic properties and would thus have minor, indirect visual impacts on Buildings 157 and 158 and the Floyd Bennett Field Historic District. However, the proposed construction of the new warehouses will not compromise the integrity of the historic properties and therefore, no adverse effect on Buildings 157 and 158 or the Floyd Bennett Field Historic District would be expected.

Infrastructure improvements, construction of a new access road, and site security measures would have minor, indirect impacts on Buildings 157 and 158 and the historic district as a whole resulting from construction noise, vibration, and changing traffic patterns, but these effects would be temporary and not exist after construction. Minor, indirect visual impacts on cultural resources would result from the installation of new fencing and gates. MARFORRES would have a Secretary of the Interior-Qualified archaeologist on-site to monitor the trenching and installation of the new utility corridor. Should archaeological deposits be discovered during ground-disturbing activities, construction would immediately be halted and the location will be immediately secured and protected from damage and/or disturbance. MARFORRES would immediately contact the New York SHPO and the Superintendent of Gateway National Recreation Area for further guidance. Materials would be left in place and not removed until appropriate consultation has occurred and an action plan has been developed.

After considering the entirety of the potential project effects, MARFORRES has determined that there will be no adverse effect to historic properties.

Should you need additional information or clarification regarding the proposed projects, please contact Mr. Christopher Hurst, NEPA Project Manager for MARFORRES at (504)697-9892 or via email at Christopher.A.Hurst@usmc.mil. We have also provided you with a copy of the *Draft Environmental Assessment Addressing Consolidation and Renovation at Marine Corps Reserve Center Brooklyn, New York*. MARFORRES invites your comments and seeks your concurrence on the finding of no adverse effect. We appreciate your attention to this matter and look forward to your response.

Sincerely,



Mr. Richard Godchaux
Environmental and Energy
Program Manager

SUBJ: CONSOLIDATION, RENOVATIONS, AND SITE IMPROVEMENTS AT
MARINE CORPS RESERVE CENTER BROOKLYN.

Enclosures:

- 1) Proposed Project Locations and Area of Potential Effect
- 2) Site Location and Photographs
- 3) *Draft EA Addressing Consolidation and Renovation at Marine Corps Reserve Center Brooklyn, New York*

CC:

Ms. Jennifer Nersessian, Superintendent
Gateway NRA
National Park Service
210 New York Avenue
Staten Island, NY 10305

References:

- HMM 2004 HMM Inc. 2004. *Final Marine Forces Reserve Historic Resources Survey of the Armed Forces Reserve Center Brooklyn, New York*. Prepared for the Department of the Navy, NAVFAC Engineering Field Division South, Charleston, SC.
- MARFORRES 2013 MARFORRES. 2013. *Draft Tiered Environmental Assessment United States Marine Corps Forces Reserve Wind Energy Program Site: Marine Forces Reserve Center, Brooklyn, New York*. February 2013.

Enclosure 1 - Proposed Project Locations and Area of Potential Effect



bing™

- | | | |
|---------------------|--|--------------------|
| ● Repair/New Gate | Remove Generator and Aboveground Storage Tanks | 1 Building # |
| -x- New Fence | Stormwater Improvements | N |
| -*- Existing Fence | Exterior Building Renovations | 0 75 150 300 Feet |
| ■ New Building | Existing Building | 0 25 50 100 Meters |
| ■ Portable Armories | Motor Pool | |
| ■ Berm Removal | POV | |
| ■ Utility Corridor | | |
| ■ New Access Road | | |



16-1195_Figure 3-2_MCRB Brooklyn Conceptual Facility Improvements 648 50_111.mxd
Data Source: Bing Imagery

Enclosure 2 - Site Location and Photographs

Figure 1. Location of MCRC Brooklyn and Surrounding Areas



Photos of Building Improvement Project Sites at MCRC Brooklyn

Buildings Proposed for Exterior Renovations (Buildings 2 and 3)



Administration Building Proposed for Exterior Renovation (Building 1)



Proposed Site for New Warehouses (Buildings 7 and 8)



Photos of Infrastructure Improvement Project Sites at MCRC Brooklyn

Proposed Site for New Access Road



Proposed Site for New AT/FP Fence, Repair of Fence and Gate, and New Utility Corridor



Proposed Site of Stormwater Improvements



Photos of Other Existing Conditions at MCRC Brooklyn

Training Area in the Eastern Portion of MCRC Brooklyn



Training Area in the Western Portion of MCRC Brooklyn



NPS Public Access to Beach Southwest of MCRC Brooklyn



Letter to New York Department of State



UNITED STATES MARINE CORPS
MARINE FORCES RESERVE
2000 OPELOUSAS AVENUE
NEW ORLEANS, LA 70114-5400

IN REPLY REFER TO
1000
FAC
21 APR 16

New York State Department of Environmental Conservation
Office of Planning and Development
Attn: Consistency Review Unit
One Commerce Plaza-Suite 1010,
99 Washington Avenue
Albany, New York 12231

SUBJECT: FEDERAL COASTAL CONSISTENCY NEGATIVE DETERMINATION - FOR
CONSOLIDATION AND RENOVATION AT MARINE CORPS RESERVE CENTER
(MCRC) BROOKLYN, NEW YORK

Dear Sir/Madam,

In accordance with the Federal Coastal Zone Management Act (CZMA) of 1972, as amended, U.S. Marine Corps Forces Reserve (MARFORRES) requests concurrence with the Negative Determination addressing consolidation and renovation at Marine Corps Reserve Center (MCRC) Brooklyn, New York.

Enclosures (1) through (3) provide the proposed project description, site location, and the basis for this Negative Determination in relation to the New York State and New York City enforceable coastal policies, respectively. Enclosure (4) is a CD containing the Draft Environmental Assessment (EA) Addressing Consolidation and Renovation at MCRC Brooklyn, New York, which includes an electronic version of this determination as Appendix B.

MARFORRES requests New York State Department of State's concurrence with its Negative Determination for activities associated with consolidation and renovation at MCRC Brooklyn.

Please direct all written correspondence to:

Mr. Christopher Hurst
NEPA Project Manager U.S. Marine Corps Forces Reserve
2000 Opelousas Avenue
New Orleans, LA 70114
Christopher.A.Hurst@usmc.mil

If you have any questions, please contact Mr. Hurst at (504)697-9892.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. Godchaux".

Mr. Richard Godchaux
Environmental and Energy Program
Manager

Enclosures:

- (1) Proposed Project Description
- (2) Site Location and Photographs
- (3) Basis of Determination
- (4) Draft EA Addressing Consolidation and Renovation at Marine Corps Reserve Center Brooklyn, New York

Courtesy copies:

Ms. Jennifer Nersessian, Superintendent, Gateway NRA

Enclosure 1 - Proposed Project Description

a) PROJECT LOCATION - Marine Corps Reserve Center (MCRC) Brooklyn occupies 70 acres (28 hectares [ha]) and is in the New York City Borough of Brooklyn (Kings County), New York, on Rockaway Inlet, which connects the Atlantic Ocean and Jamaica Bay (Figure 1). MCRC Brooklyn is located within the Jamaica Bay Unit of the Gateway National Recreation Area on the southernmost end of the former U.S. Naval Air Station Brooklyn, New York, now known as Floyd Bennett Field. Currently, MCRC Brooklyn houses three separate Marine Forces Reserve (MARFORRES) companies within the 6th Communications Battalion, including Headquarters, General Support Communications, and Service companies.

b) PROJECT DESCRIPTION - MARFORRES proposes to relocate active duty and reserve personnel from MCRC Garden City, New York, and Armed Forces Reserves Center (AFRC) Farmingdale, New York, to MCRC Brooklyn, New York. MARFORRES would hold drill training on two weekends per month at MCRC Brooklyn to accommodate training for all reservists. MARFORRES would also implement several capital improvements at MCRC Brooklyn, including the renovation of several existing buildings and the construction of two warehouses (Figures 2 and 3). Non-building improvements would include a new access road and an electronic security and access control system. MARFORRES would also repair and upgrade security fencing and gates, improve stormwater management, and upgrade the reserve center's hazardous materials storage facility (Figure 4).

To complete training requirements, the buildings, utilities, and assets on MCRC Brooklyn require ongoing maintenance and utility upgrades. Infrastructure on the installation is aging and requires capital investment to address deficiencies in the buildings to meet current and future mission requirements. The Proposed Action will allow MARFORRES to reduce costs from the operation of several under utilized training facilities, improve long-term sustainable unit readiness through coordinated training, and better prepare for future mission requirements.

c) PUBLIC PARTICIPATION - The Draft EA will be released for a 30-day public review and comment period beginning on 15 June 2016. The notification of availability of the Draft EA was published in the Brooklyn Daily Eagle and the Draft EA will be available through Community Board #18, the Brooklyn Public Library, 2115 Ocean Avenue, Brooklyn, NY, and will be posted on the MARFORRES website at:

<http://www.marforres.marines.mil/GeneralSpecialStaff/Facilities.aspx>.

d) OTHER CONSULTATIONS - Consultations with the New York SHPO, Historical Trust, New York State DEC, and other appropriate entities are currently ongoing.

Enclosure 2 - Site Location and Photographs



Figure 1. Location of MCRC Brooklyn and Surrounding Areas

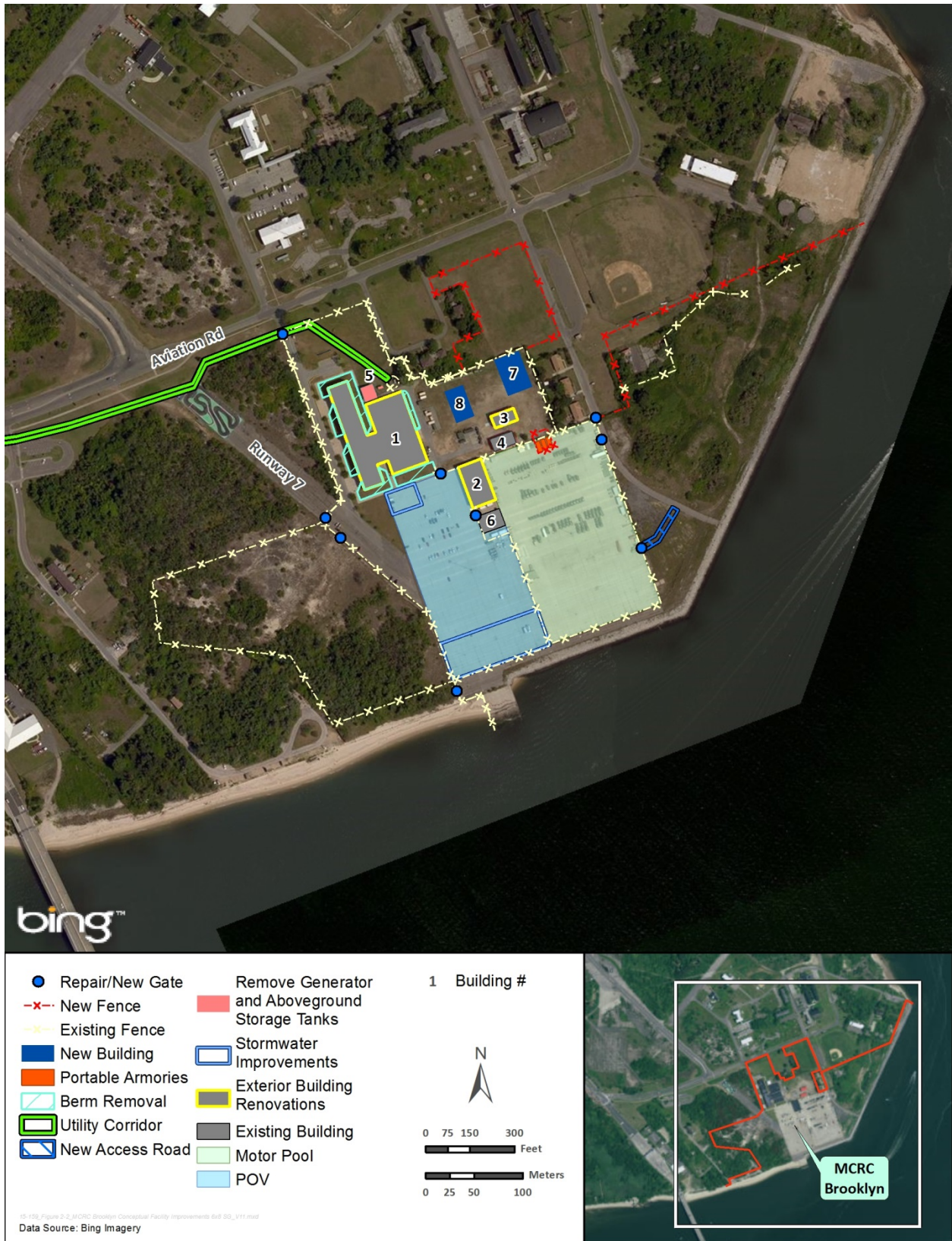


Figure 2. Map of Proposed Action



Proposed Site for New Warehouses



Buildings Proposed for Exterior Renovations



Administration Building Proposed for Exterior Renovation

Figure 3. Photos of Building Improvement Sites at MCRC Brooklyn



Proposed Site for New Access Road



Proposed Site for New AT/FP Fence, Repair of Fence and Gate, and New Utility Corridor



Proposed Site of Stormwater Improvements

Figure 4. Photos of Non-Building Improvement Sites at MCRC Brooklyn



Traning Area in the Eastern Portion of MCRC Brooklyn



Traning Area in the Western Portion of MCRC Brooklyn



NPS Public Access to Beach Southwest of MCRC Brooklyn

Figure 5. Photos of Other Existing Conditions at MCRC Brooklyn

Enclosure 3 - Basis of Determination

New York State Policies (New York State Coastal Management Program)

Policy #	Enforceable Policy	Relevant to Project (Yes/No)	Consistency with Policy
1	Revitalize underutilized waterfronts	No	
2	Facilitate water dependent uses	Yes	Water dependent uses and facilities (including recreation uses) would not be constructed. MCRC Brooklyn is an existing long-term military facility that does not include water dependent uses. The installation and its shoreline are not currently available for water dependent uses, including recreation, nor are they suitable for or compatible with these uses due to the existing activities that occur at the installation.
3	Expand State's major ports	No	
4	Strengthen economic base of smaller harbor areas	No	
5	Encourage development in areas with adequate public services and facilities	No	
6	Expedite permitting procedures	No	
7	Protect significant fish and wildlife habitats	Yes	Jamaica Bay, which is west of MCRC Brooklyn, is a Significant Fish and Wildlife Habitat. Consolidation and capital improvement activities at MCRC Brooklyn would have no effects on the long-term viability of coastal fish and wildlife habitats. None of the proposed construction, renovation, or operations activities would occur in areas designated as significant fish and wildlife habitat.
8	Protect fish and wildlife resources from hazardous wastes and other pollutants	No	
9	Expand recreational use of fish and wildlife resources	No	
10	Expand the State's commercial fishing industry	No	
Flooding and Erosion Hazards			
11	Site structures to minimize flooding and erosion	Yes	MCRC Brooklyn is not in a Coastal Erosion Hazard Area; however, portions of the installation are within the 100-year and 500-year floodplains. No new buildings or impervious surfaces would be constructed in the floodplains, but fence repair, a new/repared gate, and stormwater improvements would occur within the 100-year floodplain, and new/repared gates would occur within the 500-year floodplain.

Policy #	Enforceable Policy	Relevant to Project (Yes/No)	Consistency with Policy
			Stormwater and site drainage improvements would be implemented at MCRC Brooklyn in accordance with alternative stormwater management practices for redevelopment outlined in the <i>New York State Stormwater Management Design Manual</i> . Stormwater controls would be installed as part of the renovation of the Administration Building (Building 1) and regrading/replacement of a portion of the privately owned vehicle parking area that commonly floods. Implementation of these controls would further reduce potential impacts from runoff. An approved stormwater management/erosion and sediment control plan would be obtained before starting demolition and construction to minimize impacts to state coastal resources.
12	Protect dunes, beaches, barrier islands and other natural protective features	Yes	No natural protective features, including beaches, dunes, barrier islands, and bluffs would be affected.
13	Construction or reconstruction of erosion protection structures	No	
14	No measurable increase in erosion or flooding	Yes	See response to Policy 11.
15	Mining, excavation or dredging in coastal waters	No	
16	Public funds for erosion protective structures	No	
17	Non-structural measures to minimize damage from flooding and erosion	Yes	Alternative stormwater management practices for redevelopment would be implemented during concrete drainage replacement at the privately owned vehicle parking area based on stormwater criteria in the <i>New York State Stormwater Management Design Manual</i> , as applicable. Also, see response to Policy 11.
General			
18	Adequate consideration of State and public interests for all major coastal activities	No	
Public Access			
19	Access to public water related recreation resources and facilities	No	
20	Access to publicly-owned foreshore and immediately adjacent lands	Yes	The Proposed Action would not impede beach access immediately adjacent to the west of the facility.
Recreation			
21	Encourage water dependent and water enhanced recreation	Yes	See response to Policy 2. Additionally, Floyd Bennett Field, which is part of Gateway National Recreation Area, surrounds MCRC Brooklyn and provides varied water dependent and water enhanced

Policy #	Enforceable Policy	Relevant to Project (Yes/No)	Consistency with Policy
			recreation opportunities.
22	Provide compatible water-related recreation	Yes	See response to Policy 2.
Historic and Scenic Resources			
23	Protect historic and cultural resources	Yes	<p>MCRC Brooklyn is located immediately south and east of the Floyd Bennett Field Historic District, which encompasses the area of the former Floyd Bennett Field municipal airport and civilian airfield and Naval Air Station New York, and was determined eligible for listing in the National Register of Historic Places. Although MCRC Brooklyn is not within the historic district, the vacant Married Officers' Quarters (Buildings 157 and 158) are within the historic district boundaries and would be part of the Proposed Action.</p> <p>Construction of new warehouses (Buildings 7 and 8) and installation of new fencing and gates would have indirect visual impacts on these historic properties and the Floyd Bennett Field Historic District. Other proposed construction activities, including infrastructure and stormwater improvements, new access road, and site security measures would have indirect impacts on Buildings 157 and 158 and the historic district resulting from construction noise, vibration, and changing traffic patterns, but these effects would only be temporary during construction.</p>
24	Prevent impairment of State significant scenic areas	No	
25	Protect non-State significant scenic areas	Yes	<p>Although MCRC Brooklyn is not within a Scenic Area of Statewide Significance, it is located on shore in the coastal area. The proposed consolidation and capital improvement activities at MCRC Brooklyn would not impair or further degrade scenic quality of the area. Most construction activities and the resulting new structures would be obscured from public view. Additionally, all new structures would be consistent with the existing visual setting at MCRC Brooklyn.</p>
Agricultural Lands			
25	Conserve agricultural land	No	
Energy and Ice Management			
27	Siting major energy facilities	No	
28	Ice management practices	No	
29	Siting development of energy resources on the Outer Continental Shelf and coastal waters	No	

Policy #	Enforceable Policy	Relevant to Project (Yes/No)	Consistency with Policy
Water and Air Resources			
30	Municipal, industrial, and commercial discharge of pollutants	No	
31	Consider LWRPs when reviewing coastal water classification and modifying water quality standards	No	
32	Encourage use of alternative sanitary waste systems in small communities	No	
33	Use BMPs to control of stormwater runoff and combined sewer overflows	Yes	The Proposed Action would result in a net increase in impervious surfaces of 22,049 ft ² at MCRC Brooklyn. An approved stormwater management/ erosion and sediment control plan would be obtained before starting construction to minimize impacts to state coastal resources. This plan would include appropriate best management practices (BMPs) and stormwater management practices to minimize runoff. Additionally, environmental site design would be implemented to maintain the predevelopment runoff characteristics after development has occurred and to reduce stream channel erosion, pollution, siltation and sedimentation, and flooding. MARFORRES would obtain and comply with all relevant permits required under the Clean Water Act and by New York State and New York City.
34	Limit discharge of waste materials into coastal waters from vessels subject to State jurisdiction	No	
35	Dredging and filling in coastal waters and disposal of dredged material	No	
36	Shipment and storage of petroleum and other hazardous materials	Yes	Proposed construction and renovation activities and operations at MCRC Brooklyn would require the delivery, use, and storage of minimal amounts of petroleum products and certain hazardous materials. Contractors would be responsible for managing petroleum products and hazardous materials during construction and renovation activities in accordance with federal, state, and local regulations. Additionally, the backup generator (with 350-gallon diesel belly day-tank) and two 15,000-gallon diesel aboveground storage tanks (Building 5) would be removed; thereby decreasing the presence of petroleum products at MCRC Brooklyn.

Policy #	Enforceable Policy	Relevant to Project (Yes/No)	Consistency with Policy
37	Use BMPs to minimize non-point discharges	Yes	BMPs and other measures would be implemented during construction and renovation activities to provide erosion and sediment control and stormwater management on the active work sites. Impacts from construction activities would be minimized to the greatest extent practicable through implementation of these BMPs. The contractor would obtain all necessary construction permits and comply with the requirements and guidelines set forth in those permits to minimize the potential for adverse impacts on coastal water resources. The stormwater management/erosion and sediment control plan would identify the BMPs and other measures that would be implemented to minimize or prevent soil erosion during construction by stormwater runoff, and to prevent sedimentation of storm sewers or receiving streams. Additionally, the contractor would develop a site-specific stormwater pollution prevention plan prior to construction.
38	Surface water and groundwater quality and quantity	Yes	The proposed construction and operational activities would not affect surface water or groundwater quantity. BMPs in the MCRC Brooklyn Stormwater Pollution Prevention Plan (SWPPP) would be implemented to maintain the average annual predevelopment infiltration/groundwater recharge volume, and minimize erosion and sedimentation to ensure that soils disturbed during construction activities do not pollute nearby water bodies. Good housekeeping, maintenance of equipment, and containment of fuels and other potentially hazardous materials would be conducted to minimize the potential for releases to surface water and groundwater. If a spill or leak were to occur, BMPs identified in the SWPPP would be implemented to contain the spill and minimize the potential for, and extent of, associated contamination.
39	Managing solid wastes	Yes	Solid waste, mainly of building materials would be generated during proposed capital improvements. Contractors would be required to recycle debris to the greatest extent possible. Any solid hazardous wastes generated during the construction and renovation activities would be disposed of in accordance with Federal and state laws and regulations.
40	Effluent from major steam electric generating and industrial facilities	No	

Policy #	Enforceable Policy	Relevant to Project (Yes/No)	Consistency with Policy
41	Air quality standards	Yes	The Proposed Action would obtain all applicable air quality permits; therefore, no violations of national or state air quality standards during its construction or operation stages.
42	State re-classification of prevention of significant deterioration land areas	No	
43	Acid rain precursors	No	
Wetlands			
44	Tidal and freshwater wetlands	Yes	There are no wetlands within the project area; however approximately 3 acres of estuarine wetlands occur southwest of MCRC Brooklyn. Impacts on wetlands would be avoided. Implementation and proper maintenance of an erosion and sediment control plan, stormwater management practices, and SWPPP BMPs along with strict adherence to Federal and state permit requirements would minimize the potential for indirect impacts on wetlands.

New York City Policies (The New Waterfront Revitalization Program)

	Enforceable Policy	Relevant to Project (Yes/No)	Impacts to Resource
1	Residential and Commercial Redevelopment	No	
2	Water-dependent and Industrial Uses	Yes	Water dependent uses and facilities (including recreation uses) would not be constructed. MCRC Brooklyn is an existing long-term military facility that does not include water dependent uses. The installation and its shoreline are not currently available for water dependent uses, including recreation, nor are they suitable for or compatible with these uses due to the existing activities at occur on the installation.
3	Commercial and Recreational Boating	No	
4	Coastal Ecological Systems	Yes	Jamaica Bay, which is west of MCRC Brooklyn, is a Significant Fish and Wildlife Habitat. Consolidation and capital improvement activities at MCRC Brooklyn would have no effects on the long-term viability of coastal fish and wildlife habitats. None of the proposed construction, renovation, or operations activities would occur in areas designated as significant fish and wildlife habitat. Operation of the Proposed Action is not expected to result in any impacts to the Jamaica Bay Significant Fish and Wildlife Habitat or other coastal ecological systems. There are no wetlands within the project area; however approximately 3 acres of estuarine wetlands occur southwest of MCRC Brooklyn. Impacts on wetlands would be avoided. Implementation and proper maintenance of an erosion and sediment control plan, stormwater management practices, and SWPPP BMPs along with strict adherence to Federal and state permit requirements would minimize the potential for indirect impacts on wetlands. No significant impacts on rare, threatened, and endangered species would be expected. Several federally listed species are known to occur in Kings County. These species have not been identified within the project area, but could occasionally be found in habitat associated with the project area. Temporary impacts on state-listed species could occur from noise and ground disturbing activities associated with construction activities.
5	Water Quality	Yes	An approved stormwater management/erosion and sediment control plan would be obtained before starting construction to prevent erosion and sedimentation, and minimize impacts to state coastal resources. This plan would include appropriate BMPs and stormwater management practices to minimize runoff. Additionally, environmental site design would be implemented to maintain the predevelopment runoff

	Enforceable Policy	Relevant to Project (Yes/No)	Impacts to Resource
			<p>characteristics after development has occurred and to reduce stream channel erosion, pollution, siltation and sedimentation, and flooding. Stormwater controls would be implemented to further reduce potential impacts from runoff on water quality. MARFORRES would obtain and comply with all relevant permits required under the Clean Water Act and by New York State and New York City.</p>
6	Flooding and Erosion	Yes	<p>See response to Policy 5. MCRC Brooklyn is within the 100-year floodplain and 500-year floodplain boundaries. No new impervious surfaces would be constructed in the floodplains, but fence repair, and stormwater improvements would occur within the 100-year floodplain, and new/repaired gates would occur within the 500-year floodplain. The new buildings (storage warehouse [Building 7] and locker warehouse [Building 8]) would be constructed outside of the floodplains. The Proposed Action would not affect any erosion control structures, including barrier landforms or natural shoreline features. Stormwater improvements would be implemented in a parking area to improve and facilitate drainage to the western portion of the installation.</p>
7	Solid Waste and Hazardous Substances	Yes	<p>The Proposed Action would require the delivery, use, and storage of minimal amounts of petroleum products and certain hazardous materials. Contractors would be responsible for managing petroleum products and hazardous materials during construction and renovation activities in accordance with federal, state, and local regulations. Additionally, the backup generator (with 350-gallon diesel belly day-tank) and two 15,000-gallon diesel aboveground storage tanks (Building 5) would be removed; thereby decreasing the presence of petroleum products at MCRC Brooklyn. MCRC Brooklyn was previously occupied by various Department of Defense tenants and used for numerous purposes over several decades. Industrial operations such as vehicle fueling and maintenance activities still occur today. There is no known contamination at the proposed work sites; however, there are former and existing aboveground and underground storage tanks, and fuel pits at MCRC Brooklyn. To avoid soil contamination, prior to construction it is recommended that all known fuel lines in the project area are traced to potential USTs, fuel pit sites. Solid waste, mainly of building materials, soil piles, and yard debris, would be generated during proposed capital improvements. Contractors would be required to recycle debris to the greatest extent possible. Any solid hazardous wastes generated during the construction and</p>

Enforceable Policy		Relevant to Project (Yes/No)	Impacts to Resource
			renovation activities would be disposed of in accordance with Federal and state laws and regulations.
8	Public Access	Yes	The Proposed Action would occur on the shoreline, but would not include new water-enhanced or water-dependent recreational space. Public access to and public water-dependent uses (including recreation uses) would not be constructed; however, MCRC Brooklyn is an existing long-term military facility. MCRC Brooklyn and the adjacent shoreline are not currently publicly accessible or available for public uses, nor are they suitable for or compatible with these uses due to the existing activities that occur at the installation. Floyd Bennett Field surrounds MCRC Brooklyn and is publicly accessible for various uses. The Proposed Action would not affect public access to Floyd Bennett Field or New York City's coastal waters.
9	Scenic Resources	No	
10	Historical and Cultural Resources	Yes	MCRC Brooklyn is located immediately south and east of the Floyd Bennett Field Historic District, which encompasses the area of the former Floyd Bennett Field municipal airport and civilian airfield and Naval Air Station New York, and was determined eligible for listing in the National Register of Historic Places. Although MCRC Brooklyn is not within the historic district, the vacant Married Officers' Quarters (Buildings 157 and 158) are within the historic district boundaries and would be part of the Proposed Action. Construction of new warehouses (Buildings 7 and 8) and installation of new fencing and gates would have indirect visual impacts on these historic properties and the Floyd Bennett Field Historic District. Other proposed construction activities, including infrastructure and stormwater improvements, new access road, and site security measures would have indirect impacts on Buildings 157 and 158 and the historic district resulting from construction noise, vibration, and changing traffic patterns, but these effects would only be temporary during construction.

Enclosure 4 - Draft EA

This Enclosure is provided on the enclosed CD.

MARFORRES Draft EA Transmittal Letter



UNITED STATES MARINE CORPS
MARINE FORCES RESERVE
2000 OPELOUSAS AVENUE
NEW ORLEANS, LA 70114-1500

IN REPLY REFER TO
5090
FAC/ENV
6 Jun 16

SUBJECT: PROPOSED CONSOLIDATION AND RENOVATION AT MARINE CORPS
RESERVE CENTER (MCRC) BROOKLYN, NEW YORK

Marine Forces Reserve (MARFORRES) has developed an Environmental Assessment under the National Environmental Policy Act of 1969, as amended (NEPA). The assessment evaluates the potential environmental effects associated with the proposed consolidation of reserve forces to the Marine Corps Reserve Center (MCRC) Brooklyn, New York and associated facility upgrades to support future mission requirements. MCRC Brooklyn is located at the National Park Service Gateway National Recreation Area at Floyd Bennett Field.

This assessment looks at the Proposed Action and the No Action Alternative. Under the Proposed Action, MARFORRES is planning to relocate active duty and reserve personnel from MCRC Garden City, New York and Armed Forces Reserve Center Farmingdale, New York to MCRC Brooklyn. This consolidation would result in an increase of full-time staff and reservists placed at MCRC Brooklyn. MARFORRES would renovate the exterior of existing buildings and construct two warehouses. MARFORRES would also upgrade the reserve center's utility infrastructure to include a new external, electrical line dedicated to provide direct and improved service to the reserve center. The dedicated external, electrical line would require a land easement between the Marine Corps and National Park Service. Environmental impacts resulting from the Proposed Action and the No Action Alternative are discussed in the Draft EA.

MARFORRES will hold an open house for the public to learn about the project and ask questions on Wednesday, June 29, 2016 from 6:00pm to 9:00pm at the Aviator Sports Club on Floyd Bennett Field. Please check the web site below for more information regarding the open house and to view the EA:

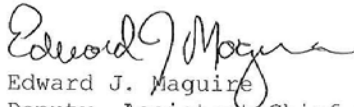
<http://www.marforres.marines.mil/GeneralSpecialStaff/Facilities.aspx>

MARFORRES respectfully requests any comments or concerns on the Draft EA. Please provide your written questions or comments at your earliest convenience, but no later than the end of the official review period. Address all questions and comments to:

Mr. Christopher Hurst
NEPA Project Manager
U.S. Marine Corps Forces Reserve
2000 Opelousas Avenue, New Orleans, LA 70114
Email: Christopher.A.Hurst@usmc.mil.

If you have any questions, please contact Mr. Hurst at (504) 697-9892.

Sincerely,



Edward J. Maguire
Deputy, Assistant Chief of Staff
Facilities Division

Agency Responses

- **U.S. Army Corps of Engineers Project Authorization**
- **U.S. Environmental Protection Agency Draft EA Review**
- **State Historic Preservation Office Consultation**
- **National Park Service Response**
- **New York State Department of State Negative CZMA Determination**
- **U.S. Fish and Wildlife Service Consultation**

U.S Army Corps of Engineers Project Authorization



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
JACOB K. JAVITS FEDERAL BUILDING
26 FEDERAL PLAZA
NEW YORK NY 10278-0090

JAN 05 2016

Regulatory Branch

SUBJECT: Submittal of Proposed Consolidation and Renovation at Marine Corps Reserve Center (MCRC) in the Borough of Brooklyn, Kings County, New York

United States Marine Corps
Marine Forces Reserve
Attn: E. J. Maguire
Deputy, Assistant Chief of Staff
2000 Opelousas Avenue
New Orleans, Louisiana 70114-1500

Dear Mr. Maguire:

On January 5, 2015, the New York District, U.S. Army Corps of Engineers received a request for Department of the Army authorization to conduct maintenance and infrastructure upgrades to the existing Marine Reserve Center adjacent to Jamaica Bay in the Borough of Brooklyn, Kings County, New York.

Our review indicates that, since the proposed work does not appear to include dredging or construction activities in or over any navigable waters of the United States, the placement of any dredged or fill material in any waters of the United States (including coastal or inland wetlands), or the accomplishment of any work affecting the course, location, condition or capacity of such areas, a Department of the Army permit, in accordance with 33 CFR 320-330, will not be required, provided the proposed work is executed in accordance with the referenced materials.

Care should be taken so that any fill or construction materials, including debris, do not enter the waterway to become a drift or pollution hazard. You are to contact appropriate state and local government officials to ensure that the subject work is performed in compliance with their requirements.

If any questions should arise concerning this matter, please contact Amanda M. Switzer, of my staff, at (917) 790-8618.

Sincerely,

A handwritten signature in cursive script that reads "Stephan A. Ryba".

Stephan A. Ryba
Chief, Eastern Section

U.S. Environmental Protection Agency Draft EA Review



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 2
290 BROADWAY
NEW YORK, NY 10007-1866

JUL - 7 2016

Mr. Christopher Hurst
NEPA Project Manager
U.S. Marine Corps Forces Reserve
2000 Opelousas Avenue
New Orleans, LA 70114

Dear Mr. Hurst:

The U.S. Environmental Protection Agency (EPA) has reviewed the U.S. Marine Corps Forces Reserve (MARFORRES) Draft Environmental Assessment (DEA) addressing consolidation and renovation at Marine Corps Reserve Center (MCRC) Brooklyn, New York.

The MARFORRES proposes to relocate full-time active duty and reserve staff and their equipment from MCRC Garden City, NY, and Armed Forces Reserve Center (AFRC) Farmingdale, NY, to MCRC Brooklyn. MARFORRES would hold drill training on two weekends per month to accommodate training for all reservists. MARFORRES would also implement associated facility and infrastructure improvements at MCRC Brooklyn, including a new utility corridor for a dedicated power line.

As part of this proposed action, MARFORRES proposes to consolidate the Farmingdale facility, however there is no discussion of future use of the facility; if it will be reused, demolished, or other. There is discussion of the Garden City facility and its future use. Please provide a discussion of the future use for the Farmingdale facility as it relates to this proposed action.

Additionally, demolition may comprise a portion of the project. Recycling and/or reuse of construction and demolition (C&D) material can lessen the impacts of increasing disposal at solid waste facilities. The project should incorporate recycling, reuse and disposal options for C&D waste associated with bridge demolition as appropriate. You may find more detailed information about recycling of C&D waste at: <http://www.epa.gov/osw/conservation/imr/cdm/recycle.htm>. We have attached our Green Recommendation guidelines as a reference for ways that this and future projects can be enhanced to reduce their environmental footprint and increase sustainability. If possible, please include these sustainability recommendations as part of your sustainability sections where appropriate.

Internet Address (URL) • <http://www.epa.gov>

Recycled/Recyclable • Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 50% Postconsumer content)

Thank you for the opportunity to comment on the DEA for this project. Our comments on the DEA contained in this letter are intended to help provide useful information that will ultimately inform local, state and federal decision-making and review related to land and water resource use and impacts. Should you have any questions regarding the comments and concerns detailed in this letter, please feel free to contact Michael Poetzsch of my staff at 212-637-4147.

Sincerely,

A handwritten signature in cursive script, appearing to read "Grace Musumeci".

Grace Musumeci, Chief
Environmental Review Section

Enclosure

EPA Region 2 Green Recommendations

To the maximum extent possible, project managers are encouraged to utilize local and recycled materials; to recycle materials generated onsite; and to utilize technologies and fuels that minimize greenhouse gas emissions.

Further, to the extent feasible, renewable energy (including, but not limited to solar, wind, geothermal, biogas, and biomass) and energy-efficient technologies should be incorporated into the design, construction, and operation of all types of projects.

To that end, the following information and internet hyperlinks are provided for your consideration and use:

- **Multi-media green building and land design practices**

Utilize green building practices which have multi-media benefits, including energy efficiency, water conservation (see WaterSense below), and healthy indoor air quality. Apply building rating systems and no-cost online tools and guides, such as ENERGY STAR, Portfolio Manager, Target Finder, Indoor Air Quality Package, and WaterSense for building construction. The ENERGY STAR website (see below) includes, among other things, information on new single-family homes, multi-family homes, commercial and other buildings, and schools. The website also provides an ENERGY STAR "Training Center" free of charge.

U.S. Green Building Council (USGBC) LEED Programs and Guides: <http://www.usgbc.org/>

ENERGY STAR home page: <http://www.energystar.gov>

ENERGY STAR Target Finder (no-cost online tool to set energy performance targets):
<http://www.energystar.gov/targetfinder>

Indoor Air Quality: <http://www.epa.gov/iaq>

- **Water conservation and efficiency in building construction**

Promote water conservation and efficiency through the use of water efficient products (e.g., toilets, faucets, showerheads) and practices. For new building construction and restoration projects, we recommend considering the use of products with the WaterSense label where appropriate. Devices receiving the EPA WaterSense label must be at least 20% more water efficient than (and must meet or exceed the performance standards of) non-labeled devices of the same type. Additionally, when possible, consider the use of WaterSense Certified Professional Irrigation Partners and WaterSense Builder Partners. These professionals use WaterSense labeled devices where appropriate, are trained in the latest water conservation practices, and use the latest water efficiency tools and technologies, including irrigation equipment and xeriscaping for landscaping and best management practices for construction in the WaterSense New Home Specifications. Visit the WaterSense website for tips on water efficiency, a WaterSense labeled product search tool, a list of WaterSense Partners, access to the Water Budget Tool at:
<http://www.epa.gov/watersense/>

In addition to using WaterSense labeled products and certified professionals, there are many water conservation strategies and best management practices that can be used in new construction and/or restoration. Here are some useful links to water conservation information:



- Whole Building Design Guide:
http://www.wbdg.org/resources/water_conservation.php
- Alliance for Water Efficiency:
<http://www.allianceforwaterefficiency.org/>
- Water Use It Wisely – 100 Ways to Conserve:
<http://www.wateruseitwisely.com/100-ways-to-conserve/index.php>
- Determining Energy Usage
http://water.epa.gov/infrastructure/sustain/energy_use.cfm
- **Green Building in Federal Agency Projects**
The *Federal Green Construction Guide for Specifiers* includes helpful information for procuring green building products and construction/renovation services within the Federal government:
<http://www.wbdg.org/design/greenspec.php>
- **Use Environmentally Preferable Purchasing**
Promote markets for environmentally preferable products by referencing EPA's multi-attribute Environmentally Preferable Purchasing guidance. Products and services include: Building and Construction, Carpets, Cleaning, Electronics, Fleets, Food Services, Landscaping, Meetings and Conferences, Office Supplies, and Paper.
<http://www.epa.gov/epp>
- **Purchase 'green' electronics, and measure their benefits**
Require the purchase of desktop computers, monitors, and laptops that are registered as Silver or Gold products with EPEAT, the Electronics Product Environmental Assessment Tool at www.epeat.net. Products registered with EPEAT use less energy, are easier to recycle, and can be more easily upgraded than non-registered products. Energy savings, CO₂ emission reductions, and other environmental benefits achieved by the purchase, use and recycling of EPEAT-registered products can be quantified using the Electronics Environmental Benefits Calculator:
<http://eerc.ra.utk.edu/ccpct/eebc/eebc.html>

http://www.energystar.gov/index.cfm?c=products.pr_find_es_products
- **Consider Low Impact Development to help manage storm water**
Low Impact Development (LID) is an approach to land development (or re-development) that works with nature to manage storm water as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat storm water as a resource rather than a waste product.

Implement site planning, design, construction, and maintenance strategies to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the building site with regard to the temperature, rate, volume, and duration of flow.

Additional information: <http://water.epa.gov/polwaste/green/>
<http://water.epa.gov/infrastructure/greeninfrastructure/>
<http://www.epa.gov/nrmrl/wswrd/wq/models/swc/>
- **Evaluate sustainable storm water management at brownfield sites**



Consider designs for storm water management on compacted, contaminated soils in dense urban areas:

Additional information: <http://www.epa.gov/brownfields/tools/swdp0408.pdf>

- **Alternative and Renewable Energy**

The Department of Energy's "Green Power Network" (GPN) provides information and markets that can be used to supply alternative generated electricity. The following link identifies several suppliers of renewable energy:

Additional information:

http://apps3.eere.energy.gov/greenpower/buying/buying_power.shtml?

- **Clean Diesel**

For new equipment utilize contract specifications requiring advanced pollution controls and clean fuels: <http://www.northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf> and <http://www.epa.gov/cleandiesel/technologies/index.htm>

Implement diesel controls, cleaner fuel, and cleaner construction practices for on-road and off-road equipment used for transportation, soil movement, or other construction activities, including:

- Strategies and technologies that reduce unnecessary idling, including auxiliary power units, the use of electric equipment, and strict enforcement of idling limits; and
- Use of clean diesel through add-on control technologies like diesel particulate filters and diesel oxidation catalysts, repowers, or newer, cleaner equipment.

For more information on diesel emission controls in construction projects, please see:

<http://www.northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf>

- **Utilizing recycled materials in construction projects**

Many industrial and construction byproducts are available for use in road, building or infrastructure construction. Use of these materials can save money and reduce environmental impacts. The Recycled Materials Resource Center has developed user guidelines for many recycled materials and compiled existing national specifications.

Additional information: <http://rmrc.wisc.edu>

<http://www.epa.gov/osw/conserves/imr/index.htm>

<http://www.epa.gov/epawaste/conserves/tools/cpg/products/index.htm>

<http://www.fhwa.dot.gov/pavement/recycling/retools.cfm>

- **Greening demolition projects**

<http://detroitworkspoint.com/2013/11/11/dfc-and-partners-launch-pilot-deconstruction-project/>

- **Encourage cost-efficient, environmentally friendly landscaping**

EPA's GreenScapes program provides cost-efficient and environmentally friendly solutions for landscaping. For additional information, please see:

<http://www.epa.gov/wastes/conserves/tools/greenscapes/index.htm>

- **Incorporate on-site energy generation and energy efficient equipment upgrades into projects at drinking water and wastewater treatment facilities**

Consider using captured biogases in combined heat and power systems, and renewable energy (wind, solar, etc.) to generate energy for use on-site. Evaluate the potential energy savings associated with upgrading to more energy efficient equipment (pumps, motors, lighting, etc.).



Additional information: <http://water.epa.gov/infrastructure/sustain/goinggreen.cfm>
<http://www.epa.gov/region9/waterinfrastructure/howto.html>

- **Incorporate green practices into remediation of contaminated sites**
Encourage or incentivize the use of green remediation practices, including designing treatment systems with optimum energy efficiency; use of passive energy technologies such as bio-remediation and phyto-remediation; use of renewable energy to meet power demands of energy-intensive treatment systems or auxiliary equipment; use of cleaner fuels, machinery, and vehicles; use of native plant species; and minimizing waste and water use.

Additional information: <http://clu.in.org/greenremediation/index.cfm>

- **Encourage development in brownfield sites**
Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. These sites are often "infrastructure-ready," eliminating the need to build new roads and utility lines which are necessary in undeveloped land.

Additional information: <http://www.epa.gov/brownfields/>

- **Encourage use of Smart Growth and transit-oriented development principles**
Smart Growth and transit oriented development (TOD) principles help preserve natural lands and critical environmental areas, and protect water and air quality by encouraging developments that are mixed-use, walkable and located near public transit. Encourage use of bicycling with bike commuter parking, storage, and changing facilities. Facilitate increased carpooling or alternative vehicles with preferable parking spaces and/or electric vehicle plug in spots.

Additional information: <http://www.epa.gov/smartgrowth>

- **Integrated Design Process**
The Integrated Design Process calls for the active and continuing engagement of all stakeholders throughout the building design, development, construction, and post-construction phases including the owners, architects, engineers, building department officials, and others. This process creates a higher-performing building at lower cost, allows various building systems to work together to eliminate redundant and unnecessary capacity, and minimizes change order costs.

Additional information: http://www.wbdg.org/design/engage_process.php



State Historic Preservation Office Consultation



**Parks, Recreation,
and Historic Preservation**

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

July 25, 2016

Mr. Chris Hurst
Marine Forces Reserve HQ
Marine Corps Support Facility
2000 Opelousas Avenue
New Orleans, LA 70114

Re: USMC
Renovations and Site Improvements, Marine Reserve Center Brooklyn
1 Aviation Road, Brooklyn, NY 11234
15PR02769
MARFORRES 2015 Brooklyn NY 01

Dear Mr. Hurst:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

We note once again that the Facility Building 1 located at 1 Aviation Road is not eligible for listing on the National Register of Historic Places. We have reviewed your memorandum dated April 27th, 2016, as well as the supporting documentation outlining the revisions to the previously approved project entailing renovations and site improvements at the Marine Reserve Center in Brooklyn, which is located within the National Register-listed Floyd Bennett Field Historic District (Boundary Increase). Based upon our review, we have no concerns with the proposed revisions and it continues to be our opinion that the proposed work will have No Adverse Effect upon historic resources.

If substantial changes are proposed to the current scope of work, consultation with our office should resume.

If you have any questions, I can be reached at (518) 268-2182.

Sincerely,

Olivia Brazee
Historic Preservation Technical Specialist
olivia.brazee@parks.ny.gov

via e-mail only

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

Draft EA Comments from the National Park Service



United States Department of the Interior

NATIONAL PARK SERVICE
Gateway National Recreation Area
210 New York Ave., Staten Island, N.Y. 10305

IN REPLY REFER TO:

July 15, 2016

Mr. Christopher Hurst,
NEPA Project Manager
U.S. Marine Corps Forces Reserve
2000 Opelousas Avenue
New Orleans, LA 70114

Dear Mr. Hurst:

Thank you for meeting with the National Park Service (NPS) on June 29, 2016 to discuss the U.S. Marine Corps Forces Reserve Draft Environmental Assessment (EA) Addressing Consolidation and Renovation at Marine Corps Reserve Center Brooklyn, New York. I greatly appreciate the coordination with and consideration of NPS that you have demonstrated throughout the planning for this project. We look forward to continuing to work with you as this project moves forward to maintain and modernize the Reserve installation's infrastructure at Floyd Bennett Field to meet your agency's evolving operational and base support requirements.

Attached are comments on the draft EA. If you have any questions, please contact Patti Rafferty (patricia_rafferty@nps.gov, 718-354-4625).

Sincerely,

Jennifer T. Nersesian
Superintendent, Gateway National Recreation Area

Attachment

cc:

Minka Sendich, Deputy Superintendent, GATE
Dave Taft, Coordinator, Jamaica Bay Unit, GATE
Pam McLay, Business Services, GATE
James Grant, Facility Management, GATE
Patti Rafferty, Resource Stewardship, GATE
Marilou Erhler, Cultural Resource Stewardship, GATE
Doug Adamo, Natural Resource Stewardship, GATE
Diane Lazinsky, Office of Environmental Policy and Compliance, DOI

Attachment: Gateway National Recreation Area comments on U.S. Marine Corps Forces Reserve Draft Environmental Assessment (EA) Addressing Consolidation and Renovation at Marine Corps Reserve Center Brooklyn, July 15, 2016, page 1 of 2

Page 1.3. Background - Recommend that the National Register information is added to the paragraph on Floyd Bennett Field

Page 2.2. Plan - The site plan submitted in August 2015 identified the potential for one building (8,000 ft² warehouse) to be constructed near the boundary with NPS. EA indicates new two new buildings to be constructed close to the boundary. NPS requests that the two new buildings indicated in the EA plan as 7 and 8 are moved away from the NPS boundary into the interior of the Marine compound. If the buildings cannot be moved then the buildings should be compatible with the historic district.

Page 2.6 – 2.7 – The EA does not sufficiently address the extensive planning and coordination with NPS that will be required to support the physical training schedule described in the EA. Generally communications have been extraordinarily poor in this regard, and military exercises have had a history of interfering with other events at the park. In addition, USPP does not regularly direct traffic to support drill training.

Page 2-9, 2.1.3 - New Access Road - The new access road will lead to an expanded use of an existing gate to NPS owned roadway (aka Enterprise Avenue). This will create additional traffic to this NPS owned roadway (Enterprise Avenue), which also fronts NPS housing. NPS does not support the increased use of this gate and access to NPS property at this location.

Pages 2-11 to 2-13 and Chapter 3 - EA does not adequately evaluate the impacts of this project to the park visitor experience and general public. This includes but is not limited to: impact to park visitors from the increased traffic through the main entrance of the field (Flat Bush Avenue and within park boundaries) to support the increase in numbers of reservists and staff at FBF and impact to visitor experience from increased physical training schedule.

P3.11 Noise – As a National Park, noise impacts include the visitor experience as well as public health and hearing. NPS is concerned about any proposals or projects that increase noise within park boundaries. While helicopter in flight is a noise threshold that is periodically encountered within the park, it is not an acceptable reference standard for the visitor experience at Floyd Bennett Field.

Page 3-5, 3.3.2 - Electric System - USMC is subject to charges for service and improvements to the utility by NPS.

Page 3-5, 3.3.2 - Water Supply - The site is supplied water via a NPS owned and operated water distribution system on Floyd Bennett Field. Water is purchased from NYCDEP however the conveyance of that water from Flatbush Avenue to the site is via NPS water system. USMC is subject to charges for service and improvements to the utility by NPS.

Page 3-5, 3.3.2 - Sewer and Wastewater System - Wastewater is discharged into a NPS owned and operated sanitary sewer system serving Floyd Bennett Field. Sewage is ultimately collected

Attachment: Gateway National Recreation Area comments on U.S. Marine Corps Forces Reserve Draft Environmental Assessment (EA) Addressing Consolidation and Renovation at Marine Corps Reserve Center Brooklyn, July 15, 2016 – page 2 of 2

from the field and conveyed via a force main under Jamaica Bay to the Rockaways for treatment at the NYCDEP Rockaway WWTP. USMC is subject to charges for service by NPS. USMC is subject to charges for service and improvements to the utility by NPS. References to Coney Island WWTP should be corrected throughout report.

Page 3-10, 3.3.3.1 - Transportation – Impact analysis fails to account for impacts related to expansion of the access point at Enterprise Avenue, use of NPS owned and operated Enterprise Avenue for this purpose, and existing residential units in the vicinity of the new gate and Enterprise Avenue.

Page 3-31 Biological Resources – EA does not address impacts that increased training activity will have on biological resources (disturbance to nesting grassland bird species, trampling of vegetation along roadways, etc.).

Page 3-39 Section 3.9.2 Cultural Resources Affected Environment. EA does not identify the sea ramp on Marine property to be historic. Our understanding is that correspondence from NY SHPO to the Marine's identified the sea plane ramp as historic.

Page 3-40 3.9.3.1 Proposed Action. Given the proximity of the new buildings 7 and 8 to the boundary with NPS, EA should state that buildings will be designed to be compatible with the historic district and as such will meet the Secretary of Interior Standards.

Page 3-49 3.13 Cumulative impacts do not include NPS and USACE projects, including but not limited to the following:

- USACE Demolition of 86 and 101 (demolition of contributing resources to the district - MOA w/ NY SHPO)
- NPS demolition of non-contributing buildings 129- 132 (Line Item project previously submitted to NY SHPO)
- Aviation Road bulkhead

Appendix A-1. Tribal consultation section indicates that the tribal consultation will be included in the NY SHPO on-line system. It does not specify tribe with which the Marines have or will consult.

New York State Department of State Negative CZMA Determination

STATE OF NEW YORK
DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001
WWW.DOS.NY.GOV

ANDREW M. CUOMO
GOVERNOR
ROSSANA ROSADO
SECRETARY OF STATE

July 11, 2016

Mr. Christopher Hurst
NEPA Project Manager
United States Marine Corps
Marine Forces Reserves
2000 Opelousas Avenue
New Orleans, Louisiana 70114

Re: F-2016-0595(DA)
United States Marine Corps
Consolidation and Renovation of Marine Corps
Reserve Center
Borough of Brooklyn, Kings County
Negative Determination

Dear Mr. Hurst:

On July 1, 2016, the Department of State received the United States Marine Corps negative determination and supporting information for the above referenced activity. Based on the information provided, the Department concurs with your determination that the consolidation and renovation of Marine Corps Reserve Center will not result in any reasonably foreseeable effects to land and water uses or natural resources of the coastal area. Further review of this activity by the Department of State is not necessary.

Thank you for providing this information to the Department of State. If you have any questions regarding this matter, please contact us at (518) 474-6000 and refer to our file # F-2016-0595(DA).

Sincerely,



Jeffrey Zappieri
Supervisor, Consistency Review Unit
Office of Planning and Development

JZ/MM/dc



Department
of State

U.S. Fish and Wildlife Service Consultation



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Long Island Field Office
340 Smith Road
Shirley, NY 11967

Phone: (631) 286-0485 Fax: (631) 286-4003
<http://www.fws.gov/northeast/nyfo>



To: Christopher Hurst

Date: August 19, 2016

USFWS File No:

Regarding your: letter FAX E-mail dated: June 7, 2016

For project: Proposed Consolidation and Renovation Marine Corps Res Center, Brooklyn, New York

Located: GNRA at Floyd Bennett Field

In Town/County: Kings

Pursuant to the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the U.S. Fish and Wildlife Service:

- Acknowledges receipt of your "no effect" determination. No further ESA coordination or consultation is required.
- Acknowledges receipt of your determination. Please provide copy of your determination and supporting materials to any involved Federal agency for their final ESA determination.
- Is taking no action pursuant to ESA or any other legislation at this time but would like to be kept informed of project developments.

As a reminder, until the proposed project is complete, we recommend that you check our website (<http://www.fws.gov/northeast/nyfo/es/section7.htm>) every 90 days from the date of this letter to ensure that listed species presence/absence information for the proposed project area is current. Should project plans change or additional information on listed or proposed species or critical habitat become available, this determination may be reconsidered.

Pursuant to the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*),

- | | |
|---|--|
| <input type="checkbox"/> Requests additional time for review. | <input type="checkbox"/> Is taking no action pursuant to FWCA due to lack of funding. |
| <input type="checkbox"/> Is providing FWCA comments (see attached). | <input type="checkbox"/> Has no objection pursuant to the FWCA. |
| <input type="checkbox"/> Will provide FWCA comments separately. | <input type="checkbox"/> Is taking no action pursuant to the FWCA at this time but would like to be kept informed of project developments. |

USFWS Contact(s):

Date

8/19/2016

Supervisor:

Date



B

Public Outreach

June 29, 2016 Federal Register Notice
July 25, 2016 Federal Register Notice
Brooklyn Daily Eagle NOA Publication



Appendix B: Public Outreach

June 29, 2016 Federal Register Notice



42338

Federal Register / Vol. 81, No. 125 / Wednesday, June 29, 2016 / Notices

shoulder of Rich Inlet. Its total length would be approximately 1,500 feet, which approximately 505 feet would project seaward of the 2007 mean high water shoreline. The landward 995-foot anchor section would extend across the island and terminate near the Nixon Channel Shoreline. This section would be constructed of 14,000 to 18,000 square feet of sheet pile with the last approximate 100 feet of the anchor portion wrapped with rock. Although engineering design plans are not finalized, basic construction design of the seaward 505-foot part of the structure will be in the form of a typical rubble (rock) mound feature supported by a 1.5-foot thick stone foundation blanket. Crest height or elevation of this section is estimated to be +6.0 feet NAVD for the first 400 feet and would slope to a top elevation of +3.0 feet NAVD on the seaward end. Approximately 16,000 tons of stone would be used to construct the terminal groin. The concept design of the structure is intended to allow littoral sand transport to move over, around, and through the groin once the accretion fillet has completely filled in.

Construction of the terminal groin would be kept within a corridor varying in width from 50 feet to 200 feet. Within this corridor, a 40–70 foot wide trench would be excavated to a depth of –2.5 feet NAVD in order to construct the foundation of the landward section. The approximate 6,000 cubic yards of excavated material would be replaced on and around the structure once it's in place. Material used to build the groin would be barged down the Atlantic Intracoastal Waterway (AIWW), through Nixon Channel, and either offloaded onto a temporary loading dock or directly onto shore. It would then be transported, via dump trucks, within the designated corridor to the construction site.

Material used for nourishment would be dredged, using a hydraulic cutterhead plant, from a designated borrow site within Nixon Channel, which has been previously used for beach fill needs. The proposed dredging footprint in the channel area is approximately 30 acres in size and the target depth of dredging is –11.4 feet NAVD. Approximately 294,500 cubic yards would be required for both the oceanfront (237,500 cubic yards) and the Nixon Channel shoreline (57,000 cubic yards) fill areas under the 2006 and 2012 shoreline study conditions. Beach compatible material from (3) upland disposal islands would serve as a contingency sediment source.

Engineer modeling results have shown that periodic nourishment would

be required approximately once every five years to maintain the beach and Nixon Channel shorelines. The combined 5-year estimated maintenance needs for both areas are 320,000 cubic yards of material under the 2006 condition and 255,000 cubic yards of material under 2012 condition, equivalent to approximately 58,000 and 45,000 cubic yards per year respectively. This material would come from the designated Nixon Channel borrow site and the (3) upland disposal areas.

3. *Alternatives.* Several alternatives have been identified and evaluated through the scoping process, and further detailed description of all alternatives is disclosed in Section 3.0 of the FEIS.

4. *Scoping Process.* To date, a public scoping meeting was held on March 1, 2007; several Project Delivery Team (PDT) meetings have been held, which were comprised of local, state, and federal government officials, local residents and nonprofit organizations; the Draft EIS was released for public comments on May 18, 2012; a Public Hearing was conducted on June 7, 2012; a Supplemental EIS was released for public comments on July 10, 2015; and a second Public Hearing was held on September 2, 2015.

The COE is currently consulting with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service Protected Resources Division under the Endangered Species Act; with U.S. Fish and Wildlife under the Fish and Wildlife Coordination Act, and have concluded consultation with the National Marine Fisheries Service Habitat Conservation Division under the Magnuson-Stevens Act. Additionally, the FEIS assesses the potential water quality impacts pursuant to Section 401 of the Clean Water Act, and is coordinated with the North Carolina Division of Coastal Management (DCM) to insure consistency with the Coastal Zone Management Act. The COE has coordinated closely with DCM in the development of the FEIS to ensure the process complies with the requirements of the State Environmental Policy Act (SEPA), as well as the National Environmental Policy Act (NEPA). The FEIS has been designed to consolidate both NEPA and SEPA processes to eliminate duplications.

Dated: June 22, 2016.

Scott McLendon,

Regulatory Division Chief, Wilmington District.

[FR Doc. 2016–15310 Filed 6–28–16; 8:45 am]

BILLING CODE 3720–58–P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Public Meeting on the Environmental Assessment Addressing the Consolidation and Renovation at Marine Corps Forces Reserve Center Brooklyn, New York

AGENCY: Department of the Navy, Department of Defense.

ACTION: Notice.

SUMMARY: Pursuant to the National Environmental Policy Act of 1969 (NEPA) (42 United States Code [U.S.C.] Sections 4321–4370h); the Council on Environmental Quality (CEQ) regulations for implementing the procedural provisions of NEPA (Title 40 Code of Federal Regulations (CFR) parts 1500–1508); Department of the Navy (DoN) Procedures for Implementing NEPA (32 CFR part 775); and Marine Corps Order P5090.2A, the United States Marine Corps Forces Reserve (MARFORRES) has prepared an Environmental Assessment (EA) assessing the potential environmental impacts from the consolidation of approximately 55 full-time active duty and 549 reserve staff and their equipment from the Armed Forces Reserve Center Farmingdale and Marine Corps Reserve Center Garden City to Marine Corps Reserve Center Brooklyn. Additionally, MARFORRES would implement several associated facility and infrastructure improvements at MCRC Brooklyn, including a new utility corridor. Based on the EA analysis we are proposing to issue a Finding of No Significant Impact (FONSI) determining that an Environmental Impact Statement (EIS) is not required.

With the filing of the EA, the DON is initiating a 30-day public comment period and has scheduled a public open house to receive written comments on the EA. Federal, state, and local agencies and interested individuals are invited to attend the open house. This notice announces the date and location of the open house, and supplementary information about the environmental planning effort.

DATES: The EA public 30-day review period begins June 20, 2016. MARFORRES will hold an open house for the public to learn about the project and ask questions on Wednesday, June 29, 2016 from 6:00 p.m. to 9:00 p.m. at the Aviator Sports Club on Floyd Bennett Field.

The DON will consider all comments received on the EA when preparing the Final EA. The DON expects to issue the Final EA in August 2016, at which time

a Notice of Availability will be published in the **Federal Register**.

Availability: The EA has been distributed to Federal and local agencies, elected officials, and the interested public. The EA can be viewed at the following Web site: <http://www.marforres.marines.mil/GeneralSpecialStaff/Facilities.aspx>.

Copies are available at the Brooklyn Public Library, 2115 Ocean Avenue, Brooklyn, NY. Requests for copies of the EA can be submitted to Mr. Christopher Hurst, NEPA Project Manager U.S. Marine Corps Forces Reserve, 2000 Opelousas Avenue, New Orleans, LA 70114, or by email at Christopher.A.Hurst@usmc.mil.

Comments: Attendees will be able to submit written comments at the open house. Comments may be submitted anytime during the 30-day public review period, and must be postmarked or electronically dated on or before July 15, 2016, to ensure they become part of the public record. All comments submitted during the official public review period will become part of the public record on the EA and will be responded to in the Final EA.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Hurst, NEPA Project Manager U.S. Marine Corps Forces Reserve, 2000 Opelousas Avenue, New Orleans, LA 70114, or by email at Christopher.A.Hurst@usmc.mil. Please submit requests for special assistance to Mr. Hurst by June 22, 2016.

SUPPLEMENTARY INFORMATION: MCRC Brooklyn encompasses approximately 70 acres of the 19,000-acre Jamaica Bay Unit of the National Park Service (NPS) Gateway National Recreation Area (NRA). MCRC Brooklyn is on the southernmost end of Floyd Bennett Field. Floyd Bennett Field was formerly U.S. Naval Air Station Brooklyn, New York, and was used from World War II until 1967, prior to its decommissioning in 1971.

Subsequently, the majority of the 1,450-acre property was transferred from the Department of Defense (DoD) to the U.S. Coast Guard and the NPS, a bureau of the Department of the Interior. The Navy retained the southern portion of Floyd Bennett Field and a series of parcel transfers deeded the property to MARFORRES in 1998 for continued use as MCRC Brooklyn. The remainder of Floyd Bennett Field is owned and managed by NPS as part of the Gateway NRA. All utilities, roads, and other infrastructure necessary for the installation require crossing NPS lands; therefore, the Department of Navy executes, on behalf of MARFORRES,

any necessary permits with NPS for rights-of-way on NPS lands.

Gateway NRA is the nation's first urban national recreation area. It was established in 1972, is twice the size of Manhattan, and is divided into three administrative units: Jamaica Bay, Sandy Hook, and Staten Island. Gateway NRA has 27,025 acres of open bays, ocean, marsh islands, shoreline, dunes, maritime and successional forests, grasslands, mudflats, and open spaces. It includes marinas, greenways, campgrounds, trails, beaches, picnic grounds within historic landscapes, the remains of coastal defense works, rare structures from aviation history, and the oldest continuously operating lighthouse in the United States.

Due to an overall reduction in reserve forces, MARFORRES has examined options to consolidate training to optimize operational funds. MCRC Brooklyn is considered a highly valuable site by MARFORRES due to its potential for hosting additional units, centralized location, excess capacity, and size of its facilities. As such, MARFORRES continues to invest in modernization and renovation activities at MCRC Brooklyn. The environmental impacts from ongoing activities were analyzed in previous NEPA documents, and are therefore not part of the Proposed Action being addressed in this EA but are included in the cumulative effects analysis. Previously evaluated projects at MCRC Brooklyn include the following:

- Renovate the interior of the MCRC Brooklyn Administration Building, the original vehicle maintenance facility (VMF), and the existing Technical Storage Warehouse. Interior renovations include upgraded utilities and reconfiguration of offices.
- Construct a new VMF (currently under construction).
- Install two temporary armories (440 square feet each) in the tactical vehicle area and a covered weapons cleaning area.
- Install a 100-kilowatt (kW) demand response metering system. This system will help MARFORRES capture energy usage and savings for the installation.

Purpose And Need: The purpose of the Proposed Action is to consolidate existing MARFORRES facilities in the greater New York City metropolitan region to allow MARFORRES to optimize training through integrated unit training opportunities, and reduce costs from the operation of underutilized reserve centers. The Proposed Action is needed to improve long-term sustainable unit readiness through coordinated training, and prepare for future mission requirements.

To complete training requirements, the buildings, utilities, and assets on MCRC Brooklyn require ongoing maintenance and utilities upgrades. Infrastructure on the installation is aging and requires capital investment to address deficiencies in the buildings and meet current and future mission requirements.

Dated: June 23, 2016.

N.A. Hagerty-Ford,
Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2016-15358 Filed 6-28-16; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF EDUCATION

[Docket No.: ED-2016-ICCD-0078]

Agency Information Collection Activities; Comment Request; Educational Opportunity Centers Program (EOC) Annual Performance Report

AGENCY: Office of Postsecondary Education (OPE), Department of Education (ED).

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 3501 *et seq.*), ED is proposing a reinstatement of a previously approved information collection.

DATES: Interested persons are invited to submit comments on or before August 29, 2016.

ADDRESSES: To access and review all the documents related to the information collection listed in this notice, please use <http://www.regulations.gov> by searching the Docket ID number ED-2016-ICCD-0078. Comments submitted in response to this notice should be submitted electronically through the Federal eRulemaking Portal at <http://www.regulations.gov> by selecting the Docket ID number or via postal mail, commercial delivery, or hand delivery. *Please note that comments submitted by fax or email and those submitted after the comment period will not be accepted.* Written requests for information or comments submitted by postal mail or delivery should be addressed to the Director of the Information Collection Clearance Division, U.S. Department of Education, 400 Maryland Avenue SW, LBJ, Room 2E-347, Washington, DC 20202-4537.

FOR FURTHER INFORMATION CONTACT: For specific questions related to collection activities, please contact Rachael Couch, 202-453-6078.



48408

Mailbox #24, Alexandria, VA 22350-1700.

Instructions: All submissions received must include the agency name, docket number and title for this **Federal Register** document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing on the Internet at <http://www.regulations.gov> as they are received without change, including any personal identifiers or contact information.

Any associated form(s) for this collection may be located within this same electronic docket and downloaded for review/testing. Follow the instructions at <http://www.regulations.gov> for submitting comments. Please submit comments on any given form identified by docket number, form number, and title.

FOR FURTHER INFORMATION CONTACT: To request more information on this proposed information collection or to obtain a copy of the proposal and associated collection instruments, please write to the Defense Logistics Agency Headquarters, ATTN: Mr. Robert Bednarcik, J33, 8725 John J. Kingman Rd., Ft. Belvoir, VA 22060-6221; or call (703)767-1178.

SUPPLEMENTARY INFORMATION:

Title; Associated Form; and OMB Number: End-Use Certificate, DLA Form 1822, OMB No. 0704-0382.

Needs and Uses: All individuals wishing to acquire DOD/Government property identified as U.S. Munitions List Items (MLI) or Commerce Control List Item (CCLI) must complete this form each time they enter into a transaction. It is used to clear recipients to ensure their eligibility to conduct business with the government. That they are not debarred bidders; Specially Designated Nationals (SDN) or Blocked Persons; have not violated U.S. export laws; will not divert the property to denied/sanctioned countries, unauthorized destinations or sell to debarred/Bidder Experience List firms or individuals. The EUC informs the recipients that when this property is to be exported, they must comply with the International Traffic in Arms Regulation (ITAR), 22 CFR 120 *et seq.*; Export Administration Regulations (EAR), 15 CFR 730 *et seq.*; Office of Foreign Asset Controls (OFAC), 31 CFR 500 *et seq.*; and the United States Customs Service rules and regulations.

Affected Public: Individuals or households; business or other for-profit; not-for-profit institutions.

Annual Burden Hours: 14,000.

Number of Respondents: 42,000.

Responses per Respondent: 1.

Annual Responses: 42,000.

Average Burden per Response: .33 hours (20 minutes).

Frequency: On occasion.

Respondents are individuals/businesses/contractors who receive defense property identified as U.S. Munitions List Items and Commerce Control List Items through: Purchase, exchange/trade sale, authorized transfer or donation. They are checked to determine if they are responsible, not debarred bidders, Specially Designated Nationals or Blocked Persons, or have not violated U.S. export laws.

The form is available on the DOD DEMIL/Trade Security Controls Web page, DLA Disposition Services usable property sales Web page, General Services Administration (GSA) auction Web page, and Defense Contract Management Agency offices, FormFlow and ProForm.

Dated: July 20, 2016.

Aaron Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2016-17456 Filed 7-22-16; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Department of the Navy

[Docket ID: USN-2013-0032]

Submission for OMB Review; Comment Request

ACTION: Notice.

SUMMARY: The Department of Defense has submitted to OMB for clearance, the following proposal for collection of information under the provisions of the Paperwork Reduction Act.

DATES: Consideration will be given to all comments received by August 24, 2016.

FOR FURTHER INFORMATION CONTACT: Fred Licari, 571-372-0493.

SUPPLEMENTARY INFORMATION:

Title, Associated Form And OMB Number: United States Naval Academy Sponsor Application; OMB Control Number 0703-0054.

Type Of Request: Reinstatement, with change, of a previously approved collection for which approval has expired.

Number of Respondents: 800.

Responses per Respondent: 1.

Annual Responses: 800.

Average Burden per Response: 1 hour.

Annual Burden Hours: 800.

Needs And Uses: This collection of information is necessary to determine the eligibility and overall compatibility

between sponsor applicants and Fourth Class Midshipmen at the United States Naval Academy. An analysis of the information collection is made by the Sponsor Program Director during the process in order to best match sponsors with Midshipmen.

Affected Public: Individuals or households.

Frequency: Annually.

Respondent's Obligation: Voluntary.

OMB Desk Officer: Ms. Jasmeet Seehra.

Comments and recommendations on the proposed information collection should be emailed to Ms. Jasmeet Seehra, DoD Desk Officer, at Oira_submission@omb.eop.gov. Please identify the proposed information collection by DoD Desk Officer and the Docket ID number and title of the information collection.

You may also submit comments and recommendations, identified by Docket ID number and title, by the following method:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

Instructions: All submissions received must include the agency name, Docket ID number and title for this **Federal Register** document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing on the Internet at <http://www.regulations.gov> as they are received without change, including any personal identifiers or contact information.

DOD Clearance Officer: Mr. Frederick Licari.

Written requests for copies of the information collection proposal should be sent to Mr. Licari at WHS/ESD Directives Division, 4800 Mark Center Drive, East Tower, Suite 02G09, Alexandria, VA 22350-3100.

Dated: July 20, 2016.

Aaron Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2016-17487 Filed 7-22-16; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Department of the Navy

Extension of Public Comment Period on the Environmental Assessment Addressing the Consolidation and Renovation at Marine Corps Forces Reserve Center Brooklyn, New York

AGENCY: Department of the Navy, Department of Defense.

ACTION: Notice.

SUMMARY: The Department of the Navy (DoN) is extending the public comment period for the Environmental Assessment (EA) assessing the potential environmental impacts from the consolidation of approximately 55 full-time active duty and 549 reserve staff and their equipment from the Armed Forces Reserve Center Farmingdale and Marine Forces Reserve Center Garden City to Marine Corps Reserve Center Brooklyn published on June 29, 2016 (81 FR 42338). The comment period scheduled to end July 15, 2016 is extended to August 15, 2016. This action will allow interested persons additional time to analyze the issues and prepare their comments. The EA can be viewed at:

www.marforres.marines.mil/GeneralSpecialStaff/Facilities.aspx.

DATES: The EA public review period is extended to August 15, 2016.

FURTHER INFORMATION: Mr. Christopher Hurst, NEPA Project Manager, U.S. Marine Corps Forces Reserve, 2000 Opelousas Avenue, New Orleans, LA 70114, or by email at Christopher.A.Hurst@usmc.mil.

Dated: July 19, 2016.

N. A. Hagerly-Ford,

Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2016-17537 Filed 7-22-16; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF EDUCATION

Applications for New Awards; Training of Interpreters for Individuals Who Are Deaf or Hard of Hearing and Individuals Who Are Deaf-Blind Program

AGENCY: Office of Special Education and Rehabilitative Services, Department of Education.

ACTION: Notice.

Overview Information: Training of Interpreters for Individuals Who Are Deaf or Hard of Hearing and Individuals Who Are Deaf-Blind Program Notice inviting applications for new awards for fiscal year (FY) 2016.

Catalog of Federal Domestic Assistance (CFDA) Number: 84.160C.

DATES:

Applications Available: July 25, 2016.

Deadline for Transmittal of Applications: August 24, 2016.

Full Text of Announcement**I. Funding Opportunity Description**

Purpose of Program: Under the Rehabilitation Act of 1973 (Rehabilitation Act), as amended by the Workforce Innovation and Opportunity Act, the Rehabilitation Services Administration (RSA) makes grants to public and private nonprofit agencies and organizations, including institutions of higher education, to establish interpreter training programs or to provide financial assistance for ongoing interpreter training programs to train a sufficient number of qualified interpreters throughout the country. The grants are designed to train interpreters to effectively interpret and transliterate using spoken, visual, and tactile modes of communication; ensure the maintenance of the interpreting skills of qualified interpreters; and provide opportunities for interpreters to improve their skills in order to meet both the highest standards approved by certifying associations and the communication needs of individuals who are deaf or hard of hearing and individuals who are deaf-blind.

Priority: This priority is from the notice of final priority for this program published elsewhere in this issue of the **Federal Register** (NFP).

Absolute Priority: For FY 2016, this priority is an absolute priority. Under 34 CFR 75.105(c)(3), we consider only applications that meet this priority.

This priority is:
Experiential Learning Model Demonstration Center for Novice Interpreters and Baccalaureate Degree ASL-English Interpretation Programs.

Program Authority: 29 U.S.C. 772(f).
Applicable Regulations: (a) The Education Department General Administrative Regulations (EDGAR) in 34 CFR parts 75, 77, 79, 81, 82, 84, 86, and 99. (b) The Office of Management and Budget (OMB) Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement) in 2 CFR part 180, as adopted and amended as regulations of the Department in 2 CFR part 3485. (c) The Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards in 2 CFR part 200, as adopted and amended as regulations of the Department in 2 CFR part 3474. (d) The regulations for this program in 34 CFR part 396. (e) The NFP.

II. Award Information

Type of Award: Cooperative agreement.

Estimated Available Funds: \$800,000.
Estimated Number of Awards: 1.

Note: The Department is not bound by any estimates in this notice.

Note: Under 34 CFR 75.562(c), an indirect cost reimbursement on a training grant is limited to the recipient's actual indirect costs, as determined by its negotiated indirect cost rate agreement, or eight percent of a modified total direct cost base, whichever amount is less. Indirect costs in excess of the limit may not be charged directly, used to satisfy matching or cost-sharing requirements, or charged to another Federal award.

Project Period: Up to 60 months.
Continuing the Fourth and Fifth Years of the Project: In deciding whether to continue funding the Training of Interpreters for Individuals Who Are Deaf or Hard of Hearing and Individuals Who Are Deaf-Blind program for the fourth and fifth years, the Department will conduct a one-day intensive review meeting during the third quarter of the third year of the project period. Specific details of this review and evaluation criteria will be established in the cooperative agreement.

III. Eligibility Information

1. Eligible Applicants: Baccalaureate degree ASL-English interpretation programs that are recognized and accredited by the Commission on Collegiate Interpreter Education (CCIE) are eligible to apply as lead applicants in the consortium. States and public or nonprofit agencies and organizations, including institutions of higher education, such as baccalaureate degree ASL-English interpretation programs that are not CCIE accredited, are not eligible to be lead applicants but are eligible to be members of the consortium.

2. Cost Sharing or Matching: The Commissioner may award grants to public or private nonprofit agencies or organizations to pay part of the costs for interpreter training programs (section 302(f)(1)(A) of the Rehabilitation Act of 1973). Therefore, in order to be considered for funding, applicants must identify in the application budget and budget narrative a 10 percent match towards the total cost of the project. In order to calculate match, applicants may use the match-calculator available at: <https://rsa.ed.gov/match-calculator.cfm>.

IV. Application and Submission Information

1. Address To Request Application Package: You can obtain an application package via the Internet or from the Education Publications Center (ED Pubs). To obtain a copy via the Internet, use the following address: www.ed.gov/fund/grant/apply/grantapps/index.html.

Treyger Lauds Post-Sandy Shoreline Restoration, but Says More Needs to Be Done

By Paula Katinas
Brooklyn Daily Eagle

The completion of a major project by the U.S. Army Corps of Engineers to strengthen the Coney Island shoreline against future natural disasters like Superstorm Sandy is a great step, but more work needs to be done, according to Councilmember Mark Treyger.

Treyger (D-Coney Island-Gavesend-parts of Bensonhurst) was among several

elected officials who attended a ceremony at Coney Island held by U.S. Sen. Chuck Schumer (D-New York) on Monday to mark the finish line for a \$25 million federally funded resiliency project at the shoreline.

As part of the project, the U.S. Army Corps of Engineers installed four T groin/rock jetties and replenished the sand at the beach, officials said.

"While this is certainly

welcome news, this is just another piece of what must be a larger comprehensive plan to protect all of Southern Brooklyn's vulnerable coastal communities," Treyger wrote in a Facebook post.

"This sand replenishment and protection project will help control erosion, but more is needed to protect this area from future weather-related storms, as well as from the financial storm to be caused by future flood in-

surance adjustments," Treyger wrote, calling for a regional plan to protect the entire Southern Brooklyn waterfront.

Treyger is the chairman of the City Council's Committee on Recovery and Resiliency. The committee was created by Council Speaker Melissa Mark-Viverito in the wake of Superstorm Sandy at the request of Treyger and Councilmember Carlos Menchaca (D-Red Hook-Sunset Park).



U.S. Sen. Chuck Schumer says the completion of the project will help provide security against future storms. AP Photo/Jacquelyn Martin

Still, Treyger admitted that there was much to celebrate with the completion of the shoreline project.

On Monday, Schumer was joined by Treyger, U.S. Rep. Jerrold Nadler, U.S. Rep. Hakeem Jeffries and other officials at the announcement.

Col. David Caldwell, commander of the U.S. Army Corps of Engineers New York District said the project was aimed at increasing the resiliency of the Coney Island shoreline and preventing sand erosion at the beach.

"The Coney Island community, like so many others, experienced major devastation, flooding and beach erosion during Hurricane Sandy. This project strengthens Coney Island's resiliency, makes it more sustainable and reduces risks associated with severe storm events," Caldwell said.

To reinforce the shoreline, 30,000 cubic yards of sand will be placed on the beach every 10 years, officials said.

Schumer called the project's completion great news.

"The completion of the Coney Island coastal protection project is great news and will provide desperately needed security against future storms and floods for the people of Coney Island and Sea Gate. We worked long and hard to secure the federal funding for this essential effort with Congressman Nadler leading the charge and Congressman Jeffries helping to bring it across the finish line," Schumer said.

The project was funded through the Disaster Relief Appropriations Act of 2013, a Sandy relief bill approved by Congress.

The U.S. Army Corps of Engineers placed 70,000 cu-



Councilmember Mark Treyger, pictured on the Coney Island Boardwalk, says the completion the project to strengthen the Coney Island shoreline is a great step, but more work needs to be done. Eagle file photo by Paula Katinas

Abrielle Moore of Canarsie Wins \$5K Scholarship from MCU

Abrielle Moore of Canarsie has been named the recipient of the 2016 Willie Julian I. Garfield Scholarship awarded by Municipal Credit Union (MCU). Abrielle, who graduates from Brooklyn Friends School this month and plans to attend Brown University in the fall to study business, entrepreneurship and organizations, was awarded her scholarship by MCU President/CEO Kam Wong at a special ceremony held at MCU's headquarters on June 9.

Abrielle is one of eight recipients of MCU's 2016 memorial scholarships.

This year, MCU awarded \$66,000 in scholarships to college-bound graduating high school seniors: eight memorial scholarships of \$5,000 each and 13 grants of \$2,000 each. Eligibility for the MCU scholarship was open to MCU members, a child or a grandchild of a member in good standing. Selection was based on academic performance, extracurricular activities, demonstrated community service, letters of recommendation and an essay expressing personal goals. The scholarships are part of MCU's long-standing, larger corporate com-

mitment to youth education across the greater New York City area.

This year is Municipal Credit Union's Centennial Celebration year. Called the Credit Union of Employees Conference Committee when it first opened its doors on Oct. 15, 1916 in Manhattan's Municipal Building, MCU has been growing strong ever since. Today, MCU serves more than 400,000 members. MCU is celebrating its 100th anniversary all during 2016 through various programs to give back to the communities it serves.



Brooklyn Friends School senior Abrielle Moore was recognized for receiving Municipal Credit Union's Julian I. Garfield Memorial Scholarship. Presenting the award to Abrielle (center) were (from left): MCU First Vice Chair James Durrah, Director Beryl Durrah, President/CEO Kam Wong and Assistant Treasurer Mario Matos Jr. Photo courtesy of MCU

NOTICE OF AVAILABILITY

FOR THE DRAFT ENVIRONMENTAL ASSESSMENT AND DRAFT FINDING OF NO SIGNIFICANT IMPACT ADDRESSING THE CONSOLIDATION AND RENOVATION AT MARINE CORPS RESERVE CENTER BROOKLYN, NEW YORK

Pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. 4321 et seq., the U.S. Marine Corps Forces Reserve has prepared a Draft Environmental Assessment (EA) assessing the potential environmental impacts from the consolidation of approximately 55 full-time active duty and 549 reserve staff and their equipment from the Armed Forces Reserve Center Farmingdale and Marine Forces Reserve Center Garden City to Marine Corps Reserve Center Brooklyn. Additionally, the U.S. Marine Corps Forces Reserve (MARFORRES) would implement several associated facility and infrastructure improvements at MCRC Brooklyn, including a new utility corridor. Based on the EA, a Finding of No Significant Impact (FONSI) has been prepared and a determination made that an Environmental Impact Statement (EIS) is not required.

The Draft EA will be available at the Brooklyn Public Library 2115 Ocean Avenue, Brooklyn, NY. The Final EA and FONSI are also available online:

<http://www.marforres.marines.mil/GeneralSpecialStaff/Facilities.aspx>

MARFORRES will hold an open house for the public to learn about the project and ask questions on Wednesday, June 29, 2016 from 6:00pm to 9:00pm at the Aviator Sports Club on Floyd Bennett Field.

Requests for copies of the EA and other information can be submitted to Mr. Christopher Hurst, NEPA Project Manager U.S. Marine Corps Forces Reserve, 2000 Opelousas Avenue, New Orleans, LA 70114, or by email at Christopher.A.Hurst@usmc.mil.

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C

Air Quality Calculations



Appendix C: Air Quality Calculations

Combustion Emissions

Combustion Emissions of VOC, NO_x, SO₂, CO, PM_{2.5}, PM₁₀, and CO₂ due to Construction and Demolition

Construction and Demolition Activities	Area Disturbed	Source and Assumptions
1.) Excavation for Berm Removal	24,801 ft ²	GIS estimate
2.) Trenching for Utility Easement	6,945 ft ²	GIS estimate for length. Trench assumed to be 3 feet wide.
3.) Repair of Existing and Construction of New Fences	40,083 ft ²	GIS estimate for length. A continuous, 3-foot-wide trench is needed for all fences.
4.) Construct Storage Warehouse	8,000 ft ²	Section 2.1 of EA
5.) Construct Locker Warehouse	12,000 ft ²	Section 2.1 of EA
6.) Replace Concrete from Parking Area	52,532 ft ²	Section 2.1 of EA
7.) Construct Access Road	4,175 ft ²	Section 2.1 of EA
8.) Remove Generator and ASTs	2,126 ft ²	Section 2.1 of EA
9.) Install One Sliding Gate and Three Manual Gates	800 ft ²	200 square feet of disturbance per gate
Total Building Construction Area:	20,000 ft ²	
	0.459 acres	
Total Building Demolition Area:	0 ft ²	
	0.000 acres	
Total Pavement Demolition Area:	54,658 ft ²	
	1.255 acres	
New Roadway Construction Area	56,707 ft ²	Includes gravel and pavement surfaces
	1.302 acres	
Total Disturbed Area:	151,462 ft ²	
	3.477 acres	
Construction Duration:	12 months	
Annual Construction Activity:	264 days	Assumes 22 days per month.

Emission Factors Used for Construction Equipment

All emission factors are from the Air Emissions Guide for Air Force Transitory Sources, October 2014, Table 4-4. These are valid for Calendar Year 2016. Assumptions regarding the type and number of equipment are from Guide to Air Quality Assessment, SMAQMD, 2004 Table 3-1 unless otherwise noted.

Grading

Equipment	No. Reqd. ^a per 10 acres	NO _x (lb/hr)	VOC (lb/hr)	CO (lb/hr)	SO _x (lb/hr)	PM ₁₀ (lb/hr)	PM _{2.5} (lb/hr)	CO ₂ e (lb/hr)
Bulldozer	1	2.089	0.259	0.983	0.002	0.086	0.086	239.675
Motor Grader	1	0.887	0.120	0.588	0.001	0.044	0.044	133.013
Water Truck	1	1.332	0.182	0.583	0.003	0.046	0.046	260.461
Total per 10 acres of activity per 8-hour day	3	34.464	4.488	17.232	0.048	1.408	1.408	5,065.192

Paving

Equipment	No. Reqd. ^a per 10 acres	NO _x (lb/hr)	VOC (lb/hr)	CO (lb/hr)	SO _x (lb/hr)	PM ₁₀ (lb/hr)	PM _{2.5} (lb/hr)	CO ₂ e (lb/hr)
Paver	1	0.713	0.127	0.513	0.001	0.049	0.049	78.220
Roller	1	0.527	0.079	0.394	0.001	0.035	0.035	67.227
Truck	2	1.332	0.182	0.583	0.003	0.046	0.046	260.461
Total per 10 acres of activity per 8-hour day	4	31.232	4.560	16.584	0.064	1.408	1.408	5,330.952

Demolition

Equipment	No. Reqd. ^a per 10 acres	NO _x (lb/hr)	VOC (lb/hr)	CO (lb/hr)	SO _x (lb/hr)	PM ₁₀ (lb/hr)	PM _{2.5} (lb/hr)	CO ₂ e (lb/hr)
Loader	1	0.711	0.098	0.456	0.001	0.037	0.037	108.833
Haul Truck	1	1.332	0.182	0.583	0.003	0.046	0.046	260.461
Total per 10 acres of activity per 8-hour day	2	16.344	2.240	8.312	0.032	0.664	0.664	2,954.352

Building Construction

Equipment ^b	No. Reqd. ^a per 10 acres	NO _x (lb/hr)	VOC (lb/hr)	CO (lb/hr)	SO _x (lb/hr)	PM ₁₀ (lb/hr)	PM _{2.5} (lb/hr)	CO ₂ e (lb/hr)
Stationary								
Generator Set	1	0.437	0.058	0.286	0.001	0.024	0.024	61.124
Industrial Saw	1	0.459	0.076	0.394	0.001	0.034	0.034	58.634
Welder	1	0.217	0.048	0.195	0.000	0.017	0.017	25.711
Mobile (non-road)								
Truck	1	1.332	0.182	0.583	0.003	0.046	0.046	260.461
Forklift	1	0.510	0.078	0.455	0.001	0.037	0.037	67.227
Crane	1	0.939	0.114	0.426	0.001	0.039	0.039	128.886
Total per 10 acres of activity per 8-hour day	6	31.152	4.448	18.712	0.056	1.576	1.576	4,816.344

Note: Footnotes for tables are on following page

Architectural Coatings

Equipment	No. Req ^d . ^a per 10 acres	NO _x (lb/hr)	VOC (lb/hr)	CO (lb/hr)	SO _x (lb/hr)	PM ₁₀ (lb/hr)	PM _{2.5} (lb/hr)	CO _{2e} (lb/hr)
Air Compressor	1	0.473	0.070	0.321	0.001	0.032	0.032	63.766
Total per 10 acres of activity per 8-hour day	1	3.784	0.560	2.568	0.008	0.256	0.256	510.128

- a) The SMAQMD 2004 guidance suggests a default equipment fleet for each activity, assuming 10 acres of that activity, (e.g., 10 acres of grading, 10 acres of paving, etc.). The default equipment fleet is increased for each 10 acre increment in the size of the construction project. That is, a 26 acre project would round to 30 acres and the fleet size would be three times the default fleet for a 10 acre project.
- b) Typical equipment fleet for building construction was not itemized in SMAQMD 2004 guidance. The equipment list above was assumed based on SMAQMD 1994 guidance.

PROJECT-SPECIFIC EMISSION FACTOR SUMMARY

Source	Equipment Multiplier*	Project-Specific Emission Factors (lb/day)						
		NO _x	VOC	CO	SO ₂ **	PM ₁₀	PM _{2.5}	CO ₂
Grading Equipment	1	34.464	4.488	17.232	0.048	1.408	1.408	5,065.192
Paving Equipment	1	31.232	4.560	16.584	0.064	1.408	1.408	5,330.952
Demolition Equipment	1	16.344	2.240	8.312	0.032	0.664	0.664	2,954.352
Building Construction	1	31.152	4.448	18.712	0.056	1.576	1.576	4,816.344
Air Compressor for Architectural Coating	1	3.784	0.560	2.568	0.008	0.256	0.256	510.128
Architectural Coating**			11.526					

*The equipment multiplier is an integer that represents units of 10 acres for purposes of estimating the number of equipment required for the project.

**Emission factor is from the evaporation of solvents during painting, per "Air Quality Thresholds of Significance", SMAQMD, 1994

Summary of Input Parameters

	Total Area (ft ²)	Total Area (acres)	Total Days	
Grading:	151,462	3.477	2	(from "Grading" worksheet)
Paving:	56,707	1.302	7	
Demolition:	0	0.000	0	
Building Construction:	20,000	0.459	264	
Architectural Coating	20,000	0.459	20	(per SMAQMD "Air Quality of Thresholds of Significance", 1994)

Total Project Emissions by Activity (lbs)

	NO _x	VOC	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂
Grading Equipment	68.928	8.976	34.464	0.096	2.816	2.816	10,130.384
Paving	218.624	31.920	116.088	0.448	9.856	9.856	37,316.664
Demolition	-	-	-	-	-	-	-
Building Construction	8,224.128	1,174.272	4,939.968	14.784	416.064	416.064	1,271,514.816
Architectural Coatings	75.680	241.717	51.360	0.160	5.120	5.120	10,202.560
Total Emissions (lbs):	8,587.360	1,456.885	5,141.880	15.488	433.856	433.856	1,329,164.424

Results: Total Project Annual Emission Rates

	NO _x	VOC	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂
Total Project Emissions (lbs)	8,587.360	1,456.885	5,141.880	15.488	433.856	433.856	1,329,164.424
Total Project Emissions (tons)	4.294	0.728	2.571	0.008	0.217	0.217	664.582

Record of Non-Applicability (RONA) For Clean Air Act Conformity



UNITED STATES MARINE CORPS
MARINE FORCES RESERVE
2000 OPELOUSAS AVENUE
NEW ORLEANS, LA 70114-5400

IN REPLY REFER TO
1000
FAC
21 Jun 16

From: Deputy, Assistant Chief of Staff, Facilities Division
MARFORRES

SUBJ: RECORD OF NON-APPLICABILITY (RONA) FOR CLEAN AIR ACT
CONFORMITY MARINE CORPS RESERVE CENTER (MCRC) BROOKLYN
CONSOLIDATION AND RENOVATION, BROOKLYN, KINGS COUNTY, NEW
YORK

INTRODUCTION

The U.S. Environmental Protection Agency published Determining Conformity of General Federal Actions to State or Federal Implementation Plans; Final Rule, in the 30 November 1993, Federal Register (40 CFR §§ 6, 51, and 93). The U.S. Navy published Interim Guidance on Compliance with the Clean Air Act General Conformity Rule in Appendix F, OPNAVINST 5090.1C, dated 30 October 2007. These publications provide implementing guidance to document Clean Air Act Conformity Determination requirements.

Federal regulations state that no department, agency, or instrumentality of the federal government shall engage in, support in any way or provide financial assistance for, license to permit, or approve any activity that does not conform to an applicable implementation plan. It is the responsibility of the federal agency to determine whether a federal action conforms to the applicable implementation plan, before the action is taken (40 CFR § 1, Section 51.850[a]).

The general conformity rule applies to federal actions proposed within areas designated as either nonattainment or maintenance for a National Ambient Air Quality Standard (NAAQS) for any of the criteria pollutants. The general conformity rule also applies to former nonattainment areas that have attained a NAAQS designation as maintenance areas. Emissions of pollutants for which an area is in attainment are exempt from conformity analyses.

The Proposed Action would occur at MCRC Brooklyn, which is located in Kings County, New York. Kings County is designated as a nonattainment area for 8-hour ozone (O₃) with a classification of Moderate under the 1997 standard. Kings County also is designated as maintenance for carbon monoxide (CO) and particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}). Therefore, project emissions of O₃ (or its

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 YORK

precursors, volatile organic compounds [VOCs] and oxides of nitrogen [NOx]), CO, and PM2.5 (and its precursor, sulfur dioxide [SO2]) are analyzed for conformity rule applicability. The annual de-minimis levels for this region are listed in Table 1. Federal actions may be exempt from conformity determinations if they do not exceed designated de-minimis levels (40 CFR § 1, Section 51.853[b]).

Table 1. De minimis Levels for Criteria Pollutants in the Project Area

Criteria Pollutant	De minimis level (tons per year)
VOCs	50*
NO _x	100
CO	100
PM _{2.5}	100
SO ₂	100

Note: *New York is within an ozone transport region.

PROPOSED ACTION

Action Proponent: U.S. Marine Corps Forces Reserve
 Locations: MCRC Brooklyn, Kings County, New York
 Proposed Action Name: MCRC Brooklyn Consolidation and
 Renovation

Proposed Action Summary: The Proposed Action includes the consolidation of approximately 55 active duty and 549 reservist personnel and 335 trailers, tactical vehicles, and stackable storage units from Armed Forces Reserve Command (AFRC) Farmingdale and MCRC Garden City to MCRC Brooklyn.

Additionally, facility and infrastructure improvements would be implemented at MCRC Brooklyn to resolve current deficiencies in the buildings and meet current and future mission requirements. Improvements include exterior renovations to several existing buildings; the construction of two new storage structures; repair and construction of fencing inside and along the perimeter of the facility; replacement of concrete in parking areas; construction of an access road; installation of four gates; and utility improvements, which including constructing an underground utility conduit and installing photovoltaic cells onto existing structures. The utility improvements would allow the existing Generac 600-kW emergency electrical generator and associated fuel storage tanks to be removed.

Air Emissions Summary: Air emissions associated with the Proposed Action would be from implementation and operational

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activities. Implementation air emissions would be produced from construction and renovation activities. These emissions would include those from the combustion of fuel in heavy equipment, personal vehicles used by construction workers commuting daily, and heavy duty diesel vehicles hauling construction materials and debris to and from the job site. Particulate matter air emissions, such as fugitive dust, would be produced from ground-disturbing activities and from the combustion of fuels in heavy equipment. Implementation air emissions also would be produced from the transportation of equipment from MCRC Garden City and AFRC Farmingdale to MCRC Brooklyn. All implementation air emissions would be temporary and would occur during one year (e.g., 2017).

Operational air emissions would be produced from the added commuting distance of active duty and reservist personnel transferring to MCRC Brooklyn and the addition of approximately 20,000 square feet of additional warehouse space to heat. The removal of the existing Generac 600-kW emergency generator and associated fuel storage tanks would result in a slight reduction of current annual operational air emissions. Changes to operational air emissions would be permanent and would occur annually in the years following construction (e.g., 2018 and later).

Air emissions from the Proposed Action are presented in Table 2. Based on the air quality analysis, the estimated emissions would be below de-minimis levels. The actual increase in operational air emissions is likely to be less than that summarized in Table 2 because a quantitative estimate for the reduction in operational air emissions from the removal of the 600-kW emergency generator and associated ASTs is not included.

Table 2. Estimated Air Emissions from the Proposed Action

Emissions Source	NO _x (tpy)	VOC (tpy)	CO (tpy)	SO ₂ (tpy)	PM ₁₀ (tpy)	PM _{2.5} (tpy)	CO _{2e} (tpy)
Implementation Air Emissions							
Combustion	4.294	0.728	2.571	0.008	0.217	0.217	664.582
Fugitive Dust	NA	NA	NA	NA	9.180	0.918	NA
Haul Truck On-Road	0.016	0.003	0.005	<0.001	0.001	0.001	14.026
Construction Commuter	0.199	0.230	3.704	0.003	0.007	0.003	160.344
Transporting Equipment to MCRC Brooklyn	0.018	0.003	0.006	<0.001	0.001	0.001	15.762
Total (2016)	4.526	0.964	6.286	0.011	9.405	1.139	854.714
Operational Air Emissions							

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Active Duty and Reserve Commuter	1.104	1.424	33.200	0.022	0.079	0.035	1,166.930
New Warehouse Heating	0.136	0.007	0.114	0.001	0.010	0.010	162.804
Total (2017 and later)	1.239	1.431	33.314	0.023	0.090	0.045	1,329.734
General Conformity <i>de minimis</i> Thresholds	100	50	100	100	NA*	100	NA

Note: * = This attainment pollutant does not have regulatory requirements for General Conformity.

Key: NA = not applicable; tpy = tons per year; NO_x = oxides of nitrogen; VOC = volatile organic compounds; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = suspended particulate matter measured less than or equal to 10 microns in diameter; PM_{2.5} = suspended particulate matter measured less than or equal to 2.5 microns in diameter; CO_{2e} = carbon dioxide equivalents.

Affected Air Basin: New Jersey-New York-Connecticut
 Interstate Air Quality Control Region
 Date RONA prepared: 29 January 2016
 RONA Prepared By: MARFORRES with direct support from HDR
 Inc.

ATTAINMENT AREA STATUS AND EMISSIONS EVALUATION CONCLUSION

The project area is a nonattainment area for the 8-hour O₃ NAAQS and a maintenance area for the CO and PM_{2.5} NAAQSs. Emissions associated with the Proposed Action were calculated based on standardized methodologies. Emissions were then compared with de-minimis thresholds for the New Jersey-New York-Connecticut Interstate Air Quality Control Region, which includes Kings County, New York.

MARFORRES concludes that de-minimis thresholds for applicable criteria pollutants would not be exceeded as a result of implementation of the Proposed Action. The emissions data supporting this conclusion is shown in Table 2. Therefore, MARFORRES concludes that further formal Conformity Determination procedures are not required, resulting in this RONA.

RONA APPROVAL

To the best of my knowledge, the information presented in this RONA is correct and accurate, and I concur in the finding that the Proposed Action does not require a formal Clean Air Act Conformity Determination.


 E. J. MAGUIRE



D

New York State Breeding
Bird Atlas Species
Observed in Block 5849D



Appendix D: New York State Breeding Bird Atlas Species Observed in Block 5849D

Table D-1. New York State Breeding Bird Atlas Species Observed in Block 5849D.

Breeding Bird Species Recorded in Block 5849D
Swans, Geese, & Ducks (<i>Anatidae</i>)
American Black Duck (<i>Anas rubripes</i>)
Mallard (<i>Anas platyrhynchos</i>)
Partridges, Grouse, & Turkeys (<i>Phasianidae</i>)
Ring-necked Pheasant (<i>Phasianus colchicus</i>)
Kites, Eagles, Hawks, & Allies (<i>Accipitridae</i>)
Northern Harrier (<i>Circus cyaneus</i>)*
Caracaras & Falcons (<i>Falconidae</i>)
Peregrine Falcon (<i>Falco peregrinus</i>)
Rails, Gallinules, & Coots (<i>Rallidae</i>)
Clapper Rail (<i>Rallus longirostris</i>)
Plovers & Lapwings (<i>Charadriidae</i>)
Killdeer (<i>Charadrius vociferus</i>)
Oystercatchers (<i>Haematopodidae</i>)
American Oystercatcher (<i>Haematopus palliatus</i>)
Sandpipers, Phalaropes, & Allies (<i>Scolopacidae</i>)
Willet (<i>Tringa semipalmata</i>)
Spotted Sandpiper (<i>Actitis macularius</i>)
American Woodcock (<i>Scolopax minor</i>)
Pigeons & Doves (<i>Columbidae</i>)
Rock Pigeon (<i>Columba livia</i>)
Mourning Dove (<i>Zenaida macroura</i>)
Woodpeckers & Allies (<i>Picidae</i>)
Downy Woodpecker (<i>Picoides pubescens</i>)
Northern Flicker (<i>Colaptes auratus</i>)
Tyrant Flycatchers (<i>Tyrannidae</i>)
Willow Flycatcher (<i>Empidonax traillii</i>)
Eastern Kingbird (<i>Tyrannus tyrannus</i>)
Vireos (<i>Vireonidae</i>)
White-eyed Vireo (<i>Vireo griseus</i>)
Jays, Magpies, & Crows (<i>Corvidae</i>)
Blue Jay (<i>Cyanocitta cristata</i>)
American Crow (<i>Corvus brachyrhynchos</i>)
Fish Crow (<i>Corvus ossifragus</i>)

Breeding Bird Species Recorded in Block 5849D

Swallows (*Hirundinidae*)Tree Swallow (*Tachycineta bicolor*)Barn Swallow (*Hirundo rustica*)**Chickadees & Titmice (*Paridae*)**Black-capped Chickadee (*Poecile atricapillus*)**Wrens (*Troglodytidae*)**Carolina Wren (*Thryothorus ludovicianus*)House Wren (*Troglodytes aedon*)Marsh Wren (*Cistothorus palustris*)**Thrushes (*Turdidae*)**American Robin (*Turdus migratorius*)**Mockingbirds, Thrashers, & Allies (*Mimidae*)**Gray Catbird (*Dumetella carolinensis*)Northern Mockingbird (*Mimus polyglottos*)Brown Thrasher (*Toxostoma rufum*)**Starlings & Allies (*Sturnidae*)**European Starling (*Sturnus vulgaris*)**Waxwings (*Bombycillidae*)**Cedar Waxwing (*Bombycilla cedrorum*)**Wood Warblers (*Parulidae*)**Yellow Warbler (*Dendroica petechia*)American Redstart (*Setophaga ruticilla*)Common Yellowthroat (*Geothlypis trichas*)**Towhees, Buntings, Sparrows, & Allies (*Emberizidae*)**Eastern Towhee (*Pipilo erythrophthalmus*)Field Sparrow (*Spizella pusilla*)Savannah Sparrow (*Passerculus sandwichensis*)Saltmarsh Sharp-tailed Sparrow (*Ammodramus caudacutus*)Seaside Sparrow (*Ammodramus maritimus*)Song Sparrow (*Melospiza melodia*)Swamp Sparrow (*Melospiza georgiana*)**Grosbeaks & Buntings (*Cardinalidae*)**Northern Cardinal (*Cardinalis cardinalis*)**Blackbirds (*Icteridae*)**Red-winged Blackbird (*Agelaius phoeniceus*)Common Grackle (*Quiscalus quiscula*)Boat-tailed Grackle (*Quiscalus major*)Brown-headed Cowbird (*Molothrus ater*)**Finches (*Fringillidae*)**American Goldfinch (*Carduelis tristis*)**Old World Sparrows (*Passeridae*)**House Sparrow (*Passer domesticus*)
