

APPENDIX F

SUMMARY OF COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT

APPENDIX F

COMMENT	DATE	RESPONSE (Provided either directly or via changes to the Environmental Assessment, or both.)
<p>“Hello, Please send a copy of the proposed Environmental Assessment for the U.S. Coast Guard Base located on Staten Island, New York. Please send to Raymond P. of Staten Island, New York, 10301.”</p>	<p>2/18/2014</p>	<p>I am attaching the hyperlink through which you can directly access the draft Environmental Assessment electronically.</p> <p>http://www.uscg.mil/hq/cg4/cg47/docs/STA%20NY%20EA%20DRAFT.pdf</p> <p>However, since your e-mail requested a "copy" I will assume that you would prefer a printed paper copy which we will send out today.</p> <p>Thank you for your interest in this project</p>
<p>“For comments, can we email them to this email address? If yes, to whose attention?”</p> <p>Steven S. of Staten Island, New York</p>	<p>02/18/204</p>	<p>Yes, you may certainly e-mail comments to this address. It is not necessary to put them to anyone's attention, but if you wish you can direct them to Mr. Luke Dishopolsky, USCG CEU Providence Environmental Branch.</p>
<p>“.....my name is Latiff D.....I live in Staten Island NY. I am emailing you today b/c i was reading the newspaper on "silive.com" and it said that I could send a(n) email to request a(n) application to become a U.S Coast Guard. So if it is possible can you send it to my home address? I have had this dream for a long time. Thank you, hope to hear from someone soon.</p>	<p>02/18/204</p>	<p>The article in the Staten Island Advance concerned an Environmental Assessment of work being proposed at Coast Guard Station New York. This assessment does not talk about joining the Coast Guard. However, there is a separate recruiting office that would handle requests for information concerning joining the U.S. Coast Guard military organization. You can find the nearest recruiting office to where you live by checking the web site:</p> <p>http://www.gocoastguard.com/get-the-answers/find-a-recruiter</p> <p>I hope this information is helpful to you, and thank you for your interest in the U.S. Coast Guard.</p>
<p>Telephone call from Greg G.</p>	<p>02/18/204</p>	<p>Good speaking with you today Greg. I attached the list of National Multiple Award Construction Contractors that was provided by our Facilities Design and Construction Center (FDCC) in Norfolk, VA this morning. The FDCC Contracting Office will select from this list to make the actual contract award. Additional information may be available on the web site www.fbo.gov in regard to government contracting procedures.</p> <p>If you have additional questions about the Station New York project, please e-mail them to me and I will relay any I am not able to answer to the FDCC office for the information, or request that they reply directly to you. There is also an e-mail address (in the EA) for the person in Norfolk connected with the contracting office there.</p>

<p>Per the (EA) section, 7.6 Transportation and Circulation, I have the following comments...</p> <p>"Introduction of a few contractor vehicles and construction vehicles, including those that may haul dredge spoils under Alternative Three would be expected to blend in with the multitude of vehicles already using these roadways, with little noticeable effects."</p> <p>Please specify the actual hour-by-hour project-generated traffic volumes on a typical weekday, and on a peak day.</p> <p>From your text above, no level-of-service analyses were conducted, yet the document describes "Bay Street which is a busy two lane roadway..." I am very familiar with Bay Street, as a Staten Islander having lived on the north shore. Bay Street congestion can be intolerable, especially given it has only one travel lane in each direction. It is possible that even the addition of a few vehicles during peak travel hours could generate a significant traffic impact, per the NYC CEQR Technical Manual.</p> <p>Have actual traffic counts been conducted during projected peak project hours and if different, during the typical weekday peak travel hours of, say, 8-9 AM and 4-5 PM?</p> <p>Overall, I think the section is lacking in sufficient detail to allow one to determine whether or not significant traffic-related impacts would occur during the conduct of the project.</p> <p>Please respond.</p> <p>Sincerely, Steven S., P.E.</p>	<p>02/19/14</p>	<p>Response to this comment was incorporated into the referenced section in the Final EA as suggested by the commenter.</p> <p>The City of New York manages development impacts, including those on transportation systems through application of the NY City Environmental Quality Review (CEQR) Technical Manual. While the CEQR process is not directly applicable to a project on federal property, the Technical Manual was referred to as a point of reference while analyzing construction impacts on local roadway traffic.</p> <p>Project impacts on local traffic conditions can be broken down into two components; the post construction impacts from ongoing function of the constructed facility, and impacts during construction.</p> <p>POST CONSTRUCTION: The activities at the Coast Guard Station after construction is completed will return for the most part to their pre-construction levels. The finished project itself is not expected to result in an increase in personnel staffing with a concomitant increase in passenger vehicles that could affect local traffic conditions over the long term.</p> <p>DURING CONSTRUCTION: The "construction" phase of the project at USCG Station New York is further divided into a demolition phase followed by a construction phase wherein a new building will be constructed on the site of existing Building 2 in addition to the planned waterfront structure improvements. Impacts on local traffic to and from the Station are expected to be substantially different in these two phases of the project.</p> <p>The Coast Guard duration analysis indicates the overall project will take about 27 months to complete. It is estimated that the majority of traffic associated with the project will occur during the demolition and removal of debris. However, the level of trucking activity associated with the demolition phase will occur within the first four to six months of the project. Truck transits are expected to become much more intermittent during the construction phase. Other than for the transportation of debris from the Station and incoming building materials, all on-site work related to this project is confined to the inside the Station property boundaries with no impact on Bay Street.</p>
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Sea Cliff Towers (Telecom) posing three questions: (1) What would the hours of operation be for the demolition work? (2) What would the hours of operation be for the construction work on the new multipurpose building? (3) Where would the new multipurpose building be constructed.	03/11/2014	<p>These questions were submitted in the context of noise concerns from the perspective of residents whose apartments face the Station property.</p> <p>Both demolition and construction phases of the project will comply with the local New York City Noise Control Code applicable to construction sites. This code limits construction related noise to week days between the hours of 7 AM and 6 PM.</p> <p>The new multipurpose building will be constructed on the Station's property where Building 2 currently stands, which will place it above the 100 and 500 year flood plains.</p>
Mr. Brian M. (Cashman Dredging) expressed interest in the government contracts for the waterfront portions of the Station New York project.	04/03/2014	Similar to the response to commenter Greg G. above, the list of National Multiple Award Construction Contractors was provided by our Facilities Design and Construction Center (FDCC) in Norfolk, VA. The FDCC Contracting Office will select from this list to make the actual contract award. Additional information may be available on the web site www.fbo.gov in regard to government contracting procedures.