

Foreword

This document is the Final Environmental Impact Statement (FEIS) for the North/West Battery Park Resiliency (NWBPCR) Project (the Proposed Project). As described in greater detail in this FEIS, the Proposed Project has been developed by the Battery Park City Authority (BPCA) for the purposes of providing flood protection against severe coastal storms for both Battery Park City and the immediate upland areas. A Draft Environmental Impact Statement (DEIS) that examined the impacts of implementing and constructing the Proposed Project was accepted as complete by BPCA with a Notice of Acceptance issued on August 29, 2024. A public notice for the DEIS hearing was then published in the New York State Department of Environmental Conservation (NYSDEC) Environmental News Bulletin on August 28, 2024 and a local paper, the *Our Town Downtowner*, on August 28, 2024 and the BPCA held a DEIS public hearing on September 18, 2024 at Stuyvesant High School (399 Chambers Street) with a period for submitting written comments open through October 7, 2024. Those public hearing and written comments are addressed in this FEIS, as well as several written comments received after October 7, 2024. Additionally, consultation was conducted with involved and interested agencies for their review, comment and input to this FEIS.

Comments received on the DEIS are summarized and responded to in Chapter 10.0, “Response to Comments on the DEIS.” Modifications to reflect changes in text and graphics between the DEIS and this FEIS are identified herein through double underlining with the exception of this Foreword, Chapter 10.0, and Appendix I, which are entirely new to the FEIS.

The principal chapter modifications between the DEIS and FEIS include the following:

- Chapter 1.0, “Project Description,” was revised to reflect the design advancement of the project by BPCA and its design team since release of the DEIS in August 2024. As part of that advancement, designs in the Reach 1 along North Moore Street and the flood barrier systems gates across Harrison Street and State Route 9A/West Street have evolved based on stakeholder and agency feedback. Along North Moore Street, these updates include widening the sidewalk by approximately 9 feet and realigning the flood barrier system to allow additional operational space for pedestrians and Independence Plaza functions. This sidewalk widening would in turn narrow the roadway width of North Moore Street to 25 feet which allows for two travel lanes. The Reach 1 design was also modified to include a flip-up gate across Harrison Street and swing gates across State Route 9A (swing and flip up gates were presented in the DEIS, respectively). This FEIS also reflects design advancements related to the limit of work, refined construction phasing including the construction early works packages and Maintenance and Protection of Traffic (MPT) plans, updated tree clearing, landscaping and planting plans (including more advanced landscaping along the flood barrier system alignment) and updates on the pump station design as well as minor modifications in drainage improvements. Construction means and methods, including stormwater pollution runoff controls, have also been updated. In addition, the construction schedule was advanced and the project completion and operational (or build) year was modified from 2030 to 2031 (i.e., from late 2030 to early 2031).

- Chapter 2.0, “Analysis Framework,” was revised to include screening for environmental justice and an expanded discussion of the screening criteria for socioeconomic conditions.
- Chapter 3.1, “Land Use, Zoning, and Public Policy,” was revised to address the relevant project updates and the issuance of the New York City Department of City Planning (DCP) Coastal Zone Consistency determination, which is provided in updated **Appendix C**.
- Chapter 3.2, “Open Space,” was revised to reflect the relevant project updates.
- Chapter 3.3, “Historic & Cultural Resources,” was revised to address the relevant project updates and to acknowledge receipt of sign-off letters from the U.S. Army Corps of Engineers (USACE), the State Historic Preservation Office (SHPO) and the New York City Landmarks Preservation Commission (LPC), which are provided in updated **Appendix D**.
- Chapter 3.4, “Urban Design and Visual Resources,” was revised to address the relevant project updates and updated renderings and text modifications to reflect designs revisions along North Moore Street, the Harrison Street and Route 9A gate crossings, and updated landscaping and tree clearing.
- Chapter 3.5, “Natural Resources,” was revised to address the relevant project updates, with a focus on in-water impacts and updated landscaping and tree planting plans, as well as outfall designs and an assessment of pump station discharges during storm events.
- Chapter 3.6, “Hazardous Materials,” was updated to reference the New York City Department of Environmental Protection (NYCDEP) sign-off on the Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP), which is provided in updated **Appendix F**.
- Chapter 3.7, “Water and Sewer Infrastructure,” was revised to reflect the updates to the drainage system, as well as outfall designs and an assessment of pump station discharges during storm events.
- Chapter 3.8, “Transportation,” was updated to address the revised North Moore Street corridor design and the Harrison Street and State Route 9A/West Street gate crossings, as well as to include descriptions of the flood barrier system gate maintenance and deployment. The chapter has also been revised per comments from the New York State Department of Transportation (NYSDOT) and New York City Department of Transportation (NYCDOT). As was concluded for the design presented in the DEIS, the revised North Moore Street design would result in a significant adverse impact on traffic, which is mitigable through signal timing.
- Chapter 3.11.1, “Construction Overview,” has been revised to reflect the project updates and refined construction phasing schedule.
- Chapter 3.11.2, “Construction-Open Space,” was revised to reflect the relevant project updates and include further details on the mooring field closure during construction and the updated construction phasing schedule.
- Chapter 3.11.3, “Construction-Natural Resources,” was updated to reflect the relevant project updates, including the revised erosion and sediment control measures as well as other protection measures as outlined in the Proposed Project’s Stormwater Pollution Prevention Plan (SWPPP) and the Joint Permit Application. Additional information was added in response to comments about the in-water construction vessel activity planned within the Hudson River Park Estuarine Sanctuary.

- Chapter 3.11.4, “Construction-Transportation,” was revised to address relevant project updates, including the revised construction schedule, and NYSDOT and NYCDOT comments, as well as updates to reflect the implementation of the construction early works packages and Construction Maintenance and Protection of Traffic (MPT) plans. The FEIS includes an updated North Moore Street construction MPT plan and conclusions that project construction would not result in significant adverse traffic impacts at North Moore Street and State Route 9A/West Street and no mitigation is required. Refinements in MPT plans for the Harrison Street and State Route 9A/West Street gate crossing construction to narrow travel lanes on Harrison Street and reduce the number of northbound State Route 9A/West Street from four to three for up to 36 months have been analyzed in the FEIS. This results in significant adverse traffic impacts at State Route 9A/West Street and Murray Street, Warren Street, and Chambers Street that have been identified as unmitigable in the FEIS. A Traffic Management Plan to be developed by BPCA and its contractors and with the review and approval of NYCDOT and NYSDOT would be implemented to lessen project construction traffic impacts during the State Route 9A/West Street gate crossing construction.
- Chapter 3.11.5, “Construction-Air Quality,” was revised to address the relevant project updates and the updated construction phasing schedule.
- Chapter 3.11.7, “Construction-Noise,” was revised to address the relevant project updates and the updated construction phasing schedule and includes an analysis of ground-borne noise from construction.
- Chapter 4.0 “Mitigation,” was revised to include new and/or modified mitigation measures (i.e., operational and construction traffic, construction open space and construction noise).
- Chapter 5.0 “Alternatives,” was revised to include the previously considered design options for State Route 9A/West Street, Harrison Street Gate Crossing, and North Moore Street that were analyzed in the DEIS.
- Chapter 6.0, “Unavoidable Adverse Impacts,” was revised to address updates to significant adverse impacts, described above.
- **Appendix B**, “Coastal Modeling Report,” was updated with the January 2025 Coastal Modeling Report, which incorporates the 90 percent project design.
- **Appendix C**, “Waterfront Revitalization Program & Smart Growth,” was updated to address comments by DCP and the issuance of the local Coastal Zone Consistency determination.
- **Appendix D**, “Historic and Cultural Resources,” was updated to include the USACE, SHPO and LPC sign-off letters, the Supplemental Phase 1A Archaeological Documentary Study, and the memorandum summarizing additional supplemental analysis.
- **Appendix E**, “Natural Resources,” was updated to address the updated tree impact analysis and a summary of the technical memorandum analyzing the potential for water quality impacts in response to comments regarding storm events and combined sewer overflow discharges from the proposed pump station.
- **Appendix F**, “Hazardous Materials,” was updated to include the final, NYCDEP-approved RAP and CHASP.

- **Appendix G**, “Infrastructure,” was updated to include the March 2025 Interior Drainage Report.
- **Appendix H**, “Construction,” was updated to include revised MPT plans, revised pedestrian volume figures, and back-up for the GHG emissions calculations.
- **Appendix I**, “Comments Received on the DEIS,” is new to this FEIS, and provides the written comments submitted and a transcript of the DEIS public hearing.