



**Battery Park
City Authority**

Final Environmental Impact Statement

Summary of Findings



North/West Battery Park City Resiliency Project

JUNE 16, 2025

AGENDA

- 1. SEQRA Process**
- 2. Project Objectives**
- 3. Purpose and Need**
- 4. Project Benefits**
- 5. FEIS – SEQRA / CEQR Technical Analyses**
- 6. Construction Impacts & Proposed Mitigation Measures**
 - i. Open Space
 - ii. Transportation (Traffic & Pedestrians)
 - iii. Noise
- 7. Board Approval of Statement of Findings**

HOW WE GOT HERE: SEQRA PROCESS

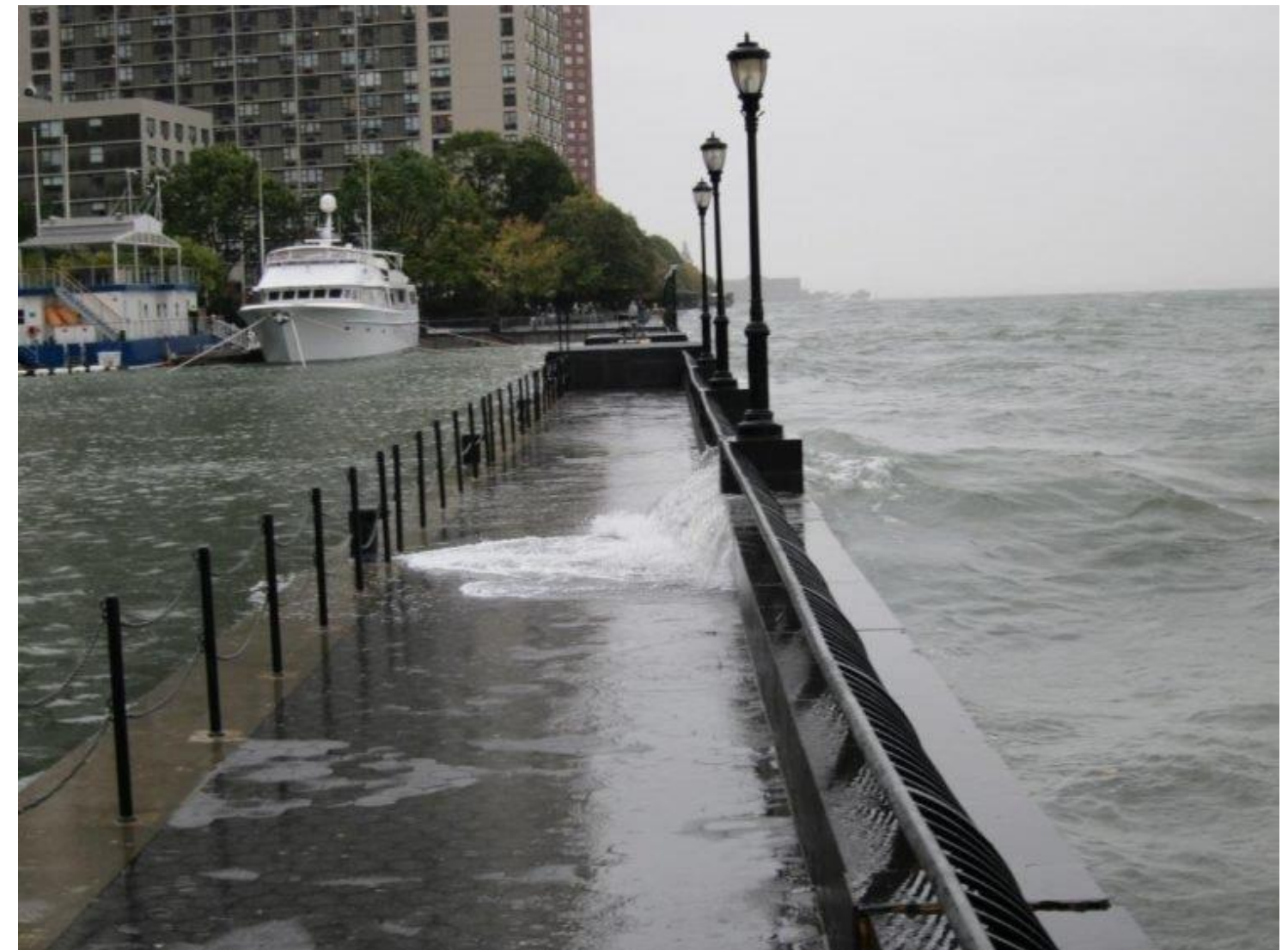
- **Environmental Assessment Form Submission:** October 2022
- **Draft Scope of Work Issued for EIS:** October 2022
- **Public Scoping Hearing and Comment Period:** November – December 2022
- **Issuance of Draft Environmental Impact Statement:** August 2024
- **Public Hearing on Draft Environmental Impact Statement:** September 2024
- **Draft Environmental Impact Statement Comment Period:** through October 7, 2024
- **Publication of Final Environmental Impact Statement:** May 19, 2025

NORTH/WEST RESILIENCY ALIGNMENT



PROJECT OBJECTIVES

- **Provide a reliable coastal flood barrier system** that addresses the potential flooding impacts of the design storm event and reduces flood risk to residents, property, and assets within BPC
- Preserve, enhance, and protect to the maximum extent practicable the **open spaces and waterfront cultural resources of BPC**
- Preserve and enhance to the greatest extent possible the **character, accessibility, including universal access, and design aesthetic of the neighborhood** and its interface with the waterfront with access to coastal view sheds, particularly views of the Hudson River, New York Harbor, and the Statue of Liberty
- **Avoid or minimize disruption to existing below and above-ground infrastructure** from both construction impacts and flood events.

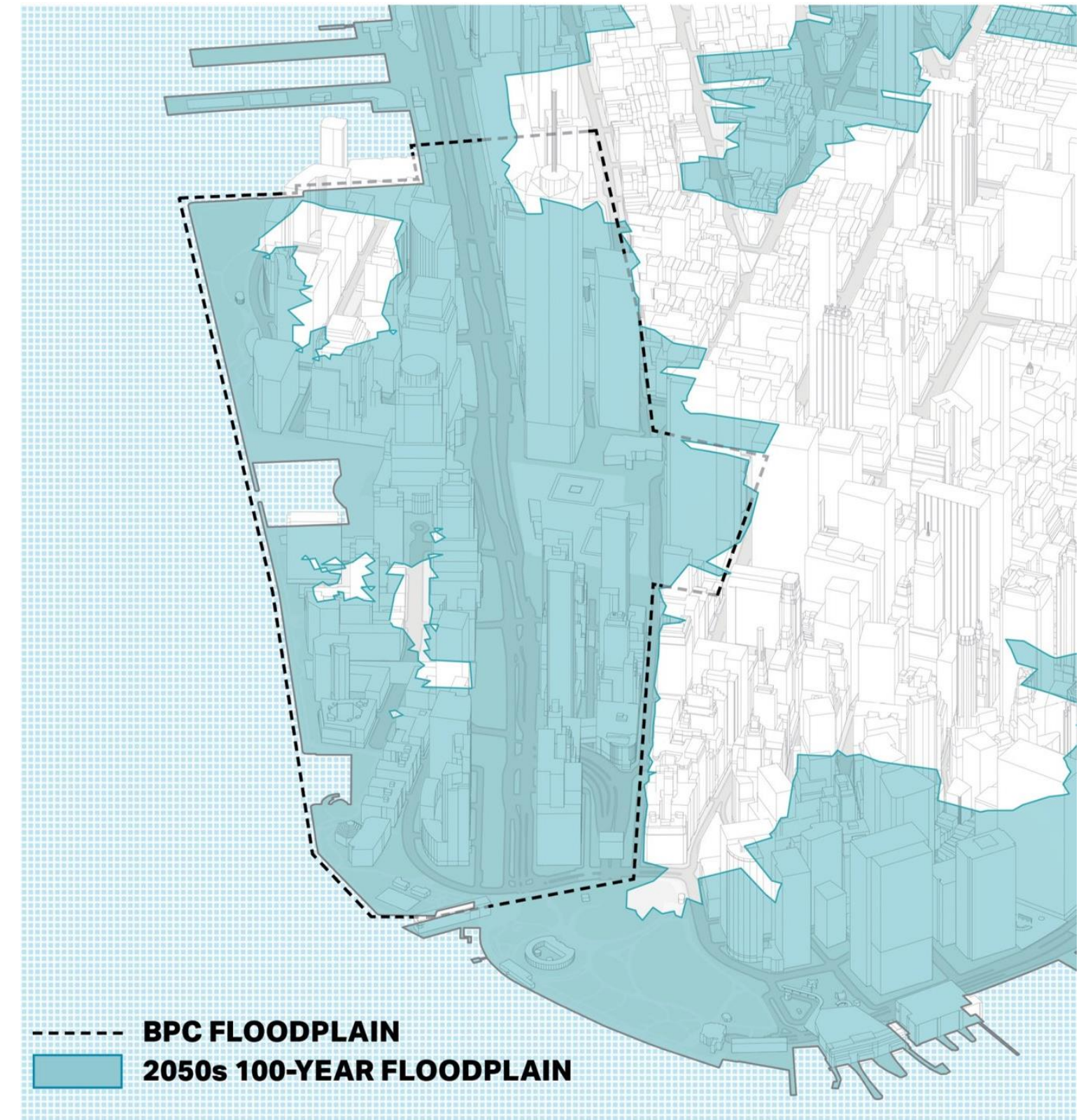


Data Source: Lower Manhattan Climate Resilience Study (2019)

WHAT WE ARE PROTECTING

The floodplain protected by Battery Park City's proposed resiliency projects contains:

- **105 buildings**
 - 63 Residential
 - 22 Commercial
 - 20 Public
- **25,000 Residents**
- 61,000 Jobs
- **\$15.96B in property value**
- WTC transit hub and key regional infrastructure
- Borough of Manhattan Community College
- Museum of Jewish Heritage, WTC Memorial and Museum, and other cultural institutions



SEQRA/CEQR – Proposed Action's Purpose & Need

PURPOSE AND NEED FOR PUBLICLY SPONSORED ACTIONS

“The purpose of and need allows the decision-makers to balance the goals of the project with environmental concerns, if any, in determining whether the project should be approved.

For public funded projects, this statement of objectives or purpose should be framed in terms of how the project meets public needs and responds to public policies, such as the provision of affordable housing, siting of a new school in an underserved area, or promotion of environmental sustainability”

- excerpt from CEQR Technical Manual

NWBPCR's Purpose & Need

- Provide a reliable coastal flood barrier system that addresses the potential flooding impacts of the design storm event and reduces flood risk to residents, property, and assets within Battery Park City;
- Preserve, enhance, and protect to the maximum extent practicable the open spaces and waterfront cultural resources of Battery Park City;
- Preserve and enhance to the greatest extent possible the character, accessibility, including universal access, and design aesthetic of the neighborhood and its interface with the Battery Park City waterfront with access to coastal view sheds, particularly views of the Hudson River, New York Harbor, and the Statue of Liberty; and
- Avoid or minimize disruption to existing below and above-ground infrastructure (i.e., water and sewer infrastructure, tunnels, utilities, etc.) from both construction impacts and flood events.

FEIS IMPACT ANALYSES SUMMARY

Post-Construction (Operational, Screened)

- ✔ Socioeconomics
- ✔ Community Facilities
- ✔ Shadows
- ✔ Solid Waste and Sanitation Services
- ✔ Energy
- ✔ Air Quality
- ✔ Noise and Vibration
- ✔ Public Health

Post-Construction (Operational, Detailed Analysis)

- ✔ Land Use and Public Policy
- ✔ Open Space
- ✔ Hazardous and Contaminated Materials
- ✔ Water and Sewer Infrastructure
- ✘ Transportation
- ✔ Greenhouse Gas Emissions (GHG) and Climate Change
- ✔ Historic and Archaeological Resources
- ✔ Urban Design and Visual Resources
- ✔ Natural Resources
- ✔ Neighborhood Character

During Construction

- Ⓣ Open Space closures
- Ⓣ Transportation (traffic and pedestrians)
- ✔ Air Quality emissions
- Ⓣ Noise emissions
- ✔ Natural Resources
- Ⓣ Neighborhood Character

✔ ***No Significant Adverse Impact***

✘ ***Operational Significant Adverse Impact***

Ⓣ ***Temporary Significant Adverse Impact***

SEQRA/CEQR TECHNICAL ANALYSES

Detailed FEIS Analyses – Future Built Condition, **No Unmitigated Significant Adverse Impacts**

- ✔ **Land Use and Public Policy:** No change, consistent with Waterfront Revitalization Program
 - ✔ **Open Space:** Does not reduce the size of BPC open spaces or recreational facilities
 - ✔ **Hazardous or Contaminated Materials:** Site investigations with soil testing and handling and disposal recommendations
 - ✔ **Water and Sewer Infrastructure:** Analyzed new infrastructure systems including pump station
 - ✔ **Transportation:** Assessed any impacts of flood barrier on streets and sidewalks
 - ✔ **Greenhouse Gas Emissions (GHG) and Climate Change:** Reviewed project for consistency with the City's GHG reduction goals
 - ✔ **Neighborhood Character:** Assessed the potential for a combination of factors to impact the character of the neighborhood
- ✔ *No Significant Adverse Impact*
- ✔ *Operational Significant Adverse Impact (fully mitigated)*

SEQRA/CEQR TECHNICAL ANALYSES

No Significant Adverse Impacts to Historic and Cultural Resources or Visual Resources/Urban Design based on:

- **Phase 1A Archeological Study conducted per LPC and SHPO standards (i.e., impacts on ground disturbance)**
- **Assessment of potential effects related to demolition/alteration, construction vibration, and visual compatibility of proposed structures**
- **Review of Historic Resources Issue: A limited area of the below-grade Hudson River Bulkhead will be modified for gate structure (under review consultation with LPC and SHPO)**
- **Assessment of effects related to view corridors and visual compatibility using DEC methodologies**

SEQRA/CEQR TECHNICAL ANALYSES

✔ Open Space – No Significant Adverse Impacts in the Operation Condition / Post Construction

Based on:

- The project is not increasing population density or increasing the use of the open spaces through programming
- No permanent reduction in open space acreage and no indirect impacts, such as shadowing



SEQRA/CEQR TECHNICAL ANALYSES

No Significant Adverse Impacts to Natural Resources based on:

Analysis of planned tree removal and replacement

- Approximately 435 trees would be removed in the Project Area, of which:
 - Approximately 6 trees are street trees under NYC Parks jurisdiction
 - 42 would be removed due to condition, not the project design
- Approximately 17 trees have been identified as potential candidates for transplant within the Study Area.
- Approximately 450 trees planted within the Project Area, 8 of those trees would be under NYC Parks jurisdiction.
- BPCA is committed to preserving healthy trees where possible and is considering whether additional tree replacement is feasible, even beyond the Project Area; if additional opportunities for tree preservation or replacement are identified, they will be disclosed in the FEIS.

Assessment of potential impacts on the **Hudson River**

- Examination of new **in-water structure (piles) and over-water structure (decking)**
- Assessment of potential for impacts on **river water quality and biota**
- Summary of **USACE and DEC Joint Permit Application** analyses
- Proposal of **wetland mitigation credits** purchase at Saw Mill Creek



No Significant Adverse Impact

SEQRA/CEQR TECHNICAL ANALYSES

✔ Neighborhood Character – No Significant Adverse Impact in Built Condition

Based on:

- No impacts to the Urban Design and Visual Resources of the area through integration of flood wall into an enhanced landscape design of the BPC waterfront
- Defining feature of the neighborhood is not being significantly impacted once the project is fully operational
- Only operational impact is Transportation which can be fully mitigated through signal timing and there is not the potential for a combination of moderate effects to significantly impact the neighborhood character long-term



✔ ***No Significant Adverse Impact***

SEQRA/CEQR TECHNICAL ANALYSES FOR CONSTRUCTION

FEIS analyzed construction impacts in the Project Area, ¼-mile Study Area, and ½-mile Study Area

Potential Quality of Life Impacts Assessed for 5-Year Construction Duration:

1. **Open Space** – Temporary loss of use results in temporary significant adverse impacts
2. **Transportation** – Temporary significant adverse impacts to traffic, pedestrians and cyclists
3. **Neighborhood Character** – Combined open space, traffic, and noise construction impacts result in temporary significant adverse impacts to neighborhood character
4. **Air Quality** – No significant adverse impacts related to emissions from multiple overlapping construction equipment over multiple years
5. **Greenhouse Gas Emissions** – No significant adverse impacts from construction related activities
6. **Noise** – Increased noise levels due to construction equipment operation over multiple years result in temporary significant adverse impacts

CONSTRUCTION – AIR QUALITY

✓ No Significant Adverse Impacts

- No significant adverse air quality impacts per National Ambient Air Quality Standard for particulate matter (PM2.5 and PM10), annual average nitrogen dioxide (NO2), and carbon monoxide (CO) concentrations model.
- Extensive air quality dispersion modeling analysis (5,200 modeling points) with robust air emission controls
- Examined both off-road (generators) and on-road (truck) sources
- Multiple model runs to refine/confirm results
- Publish monthly community air monitoring reports



Platform Replacement along the North and South Esplanades will be assisted by equipment on barges

CONSTRUCTION – OPEN SPACE

Ⓣ Temporary Significant Adverse Impacts

Impacts

- Despite extensive construction phasing/coordination between BPCA, Design and Environmental Teams to minimize impacts to the extent feasible, open spaces across the project area experience some type of construction impacts (closures, noise impacts, etc.)
- Temporary closure of multiple open spaces, though Rockefeller North Lawn will remain open throughout construction
- Unavoidable temporary significant adverse impacts to open space resources (peak year 2028)

Potential Mitigation

- HRPT's new 10,000 sf Estuarium – BPCA to contribute funds
- Masterplanning effort with Arup/Scape to determine:
 - Wayfinding
 - Additional Play areas
 - Parklets and street seats
 - Pop-up parks
 - Expanded Seating
 - Street Closures/Open Streets



CONSTRUCTION – NOISE

T Temporary Significant Adverse Impact

- Analysis examined the reasonable worst-case peak hourly noise levels by geographic segment and is considered conservative in predicting increases
- Temporary significant adverse noise impacts of varying intensity and duration at the following locations:

Location	Associated Construction Noise Receptor Site(s)	Land Use(s)
Esplanade	58, 59	Open Space
North Park	60	Open Space
345 and 399 Chambers Street	30, 37	School, Residential
West of North End Avenue, between Chambers Street and River Terrace	10 ,17, 38, 39, 40	Residential
102 North End Avenue	5	Hotel
2 River Terrace	8	Residential
320 Albany Street	27, 28, 29	Residential
377 Rector Place	34	Residential
380 Rector Place	35	Residential
200 Rector Place	22	Residential
21 South End Avenue	15	School, Residential
2 South End Avenue	9	Residential
70 Battery Place	45, 46	Residential
50 Battery Place, 36 Battery Place	42, 43	Residential, Museum

- Construction noise levels will vary by location and typically fluctuate throughout a construction day and phase, but no significant adverse impacts are predicted for nighttime work
- Project needs to comply with City's noise code
- Additional measures have been proposed to limit the level, extent and duration of construction noise impacts

CEQR Impacts Triggered:

- dBA – over 45 residential, community facility (L10)
- dBA – over 50 for commercial (L10)

CONSTRUCTION – NOISE MITIGATION

- Limit equipment and motor vehicle operations to the specified noise emission standards of the City
- Weekend or after-hour work (e.g., deliveries, weather catch-up) requires permits
- Construction materials must be handled and transported in a manner that doesn't create unnecessary noise
- Replacing diesel with electrically powered equipment, where appropriate and available
- Use of enclosures to limit noise dispersion where feasible
- Minimize backup alarm noise
- Proper maintenance of equipment and mufflers
- Construction Fence Noise Attenuation (minimum of 8 feet)
- Draping Sound Blankets from Buildings
- Construction Noise Curtain (20-foot-high mobile systems)



CONSTRUCTION – NEIGHBORHOOD CHARACTER

Construction Neighborhood Character –*Temporary Significant Adverse Impact During Construction*

Based on:

- Significant adverse construction-related open space, traffic, and noise impacts during construction
- Open Space is one of the defining features of the neighborhood and is integrally related to the reduced traffic and noise within Battery Park City as compared to the rest of the City
- These impacts would be temporary, phased and localized, confined largely to the buildings and streets along the Proposed Project corridor

 *Temporary Significant Adverse Impact During Construction*

MITIGATION – CONSTRUCTION NEIGHBORHOOD CHARACTER

Mitigation - Construction Neighborhood Character

All construction-related impacts have mitigation, but these measures would only partially mitigate the impacts therefore the neighborhood character during construction would be only partially mitigated

Traffic: While mitigation measures are identified for some of the traffic and pedestrian impacts, there are traffic and pedestrian impacts that would remain unmitigated.

Open Space: temporary construction open space impact through relocation of open space programming during the construction period, increasing temporary open space opportunities such as creating pop-up parks, and funding the estuarium will be partial mitigation

Noise: Mitigation measures have been identified for the construction noise, however as described above, these measures would not fully reduce the noise levels and there would be unavoidable adverse impacts during the construction period.

CONSTRUCTION – TRANSPORTATION MITIGATION

Traffic Mitigation for Construction Worker and Truck Activity at:

- 9A/West Street and Laight Street, 9A/West Street and Liberty Street (6-7 AM construction peak)
- North End Avenue and Vesey Street, 9A/West Street and Albany Street (3-4 PM construction peak)

Mitigation: Signal Timing Changes

Traffic Mitigation for Maintenance and Protection of Traffic (MPT) at:

- 9A/West Street and Harrison Street (AM peak)
- 9A/West Street and N. Moore Street (weekday midday peak, 3-4 PM construction peak, PM peak, Saturday peak)

Mitigation: Signal Timing Changes

Pedestrian Mitigation for Maintenance and Protection of Traffic (MPT) at:

- East sidewalk of Greenwich Street between N. Moore and Franklin Streets (AM peak, PM peak)

Mitigation: temporary removal of decorative elements/street furniture

Unmitigated Significant Impacts:

- **Traffic:** 9A/West Street and Murray Street, and 9A/West Street and Liberty Street (3-4 PM construction peak)
- **Pedestrians:** West walkway along 9A/West Street between Harrison and Chambers Street, Greenwich and North Moore Street South crosswalk, Greenwich and Franklin Street North crosswalk, Greenwich and Franklin Street Northeast corner (for two or four peaks of AM peak, weekday midday peak, PM peak, Saturday peak)
- **Pedestrians and Bicyclists:** Throughout the duration of construction from diversions from closed open spaces



SEQRA/CEQR – Alternatives Considered

PROJECT OBJECTIVES AND THEIR ROLES IN DEFINING ALTERNATIVES

“Defining the project’s objectives is also important because it may help define the range of alternatives analyzed in the EIS.

The EIS considers a range of reasonable alternatives to the project that have the potential to reduce or eliminate a proposed project’s impacts and that are feasible, considering the objectives and capabilities of the project sponsor.

Reasonable and feasible alternatives should not automatically be excluded from consideration simply because the applicant has not proposed to pursue them.”

- *excerpt from CEQR Technical Manual*

ALTERNATIVES

Project Description Design Alternatives

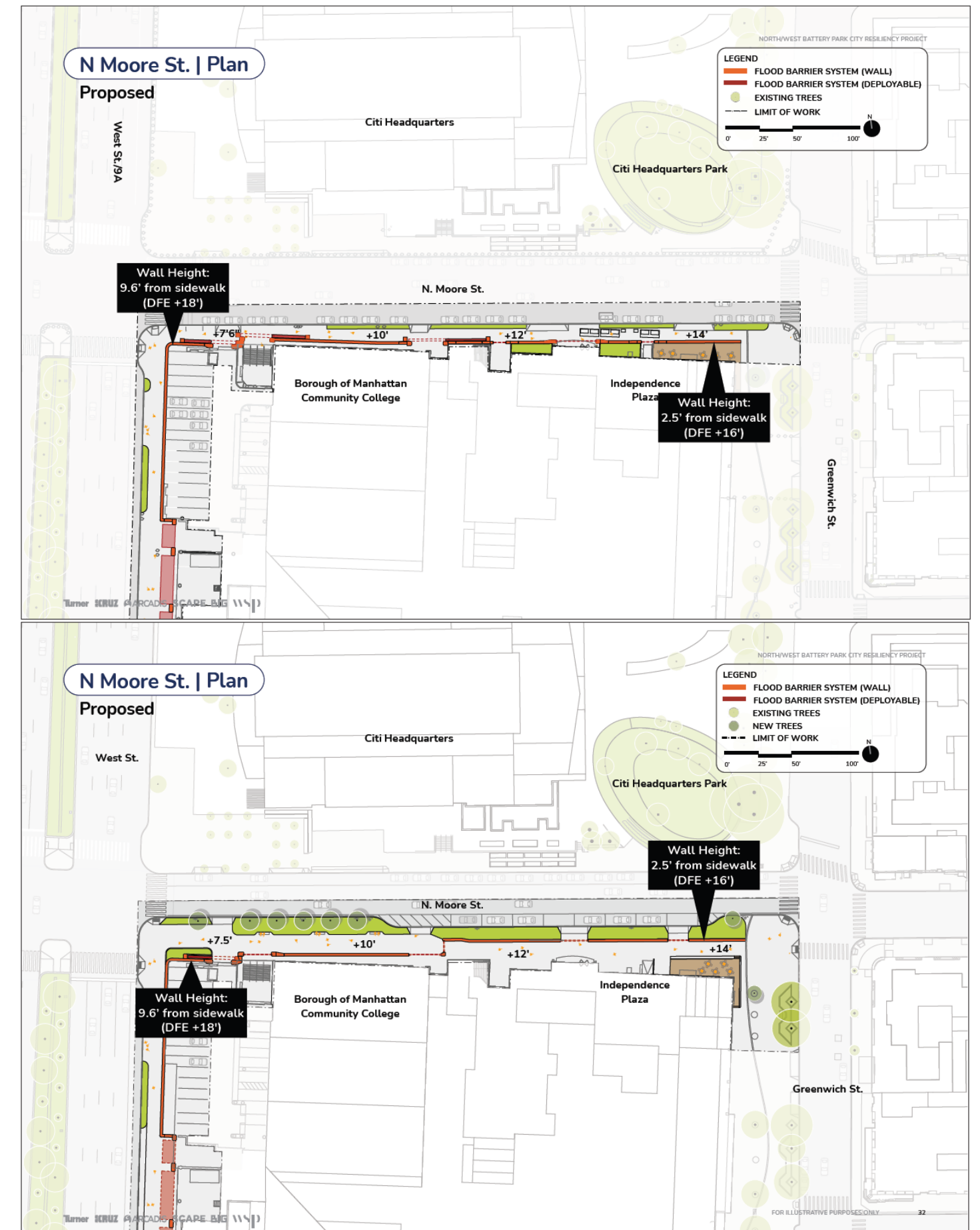
- Inboard Alignment
- Outboard Alignment

Developed by the design team as part of the design review process

CEQR EIS Alternatives

Developed through EIS process – including the standard ‘No Action’ Alternative and the No Unmitigated Impact SEQRA Alternative

- A No Action Alternative (required by SEQRA/CEQR)
- Design Alternatives, including
 - State Route 9A/West Street Gate Options
 - Harrison Street Gate Crossing Option
 - North Moore Alternative Design Option
 - Pump Station Location Alternatives
- A No Unmitigated Significant Adverse Impact Alternative



UNAVOIDABLE ADVERSE IMPACTS

Construction Phase *Only*:

- Open space
- Transportation
- Noise
- Neighborhood Character



KEY COMMENTS ON THE DEIS

Design & Operational Impacts

- Impacts on Trees, Landscapes and Views
- Water Quality Impacts on Hudson River Estuary
- Floodgate Designs and Operations

Construction Impacts

- Construction Phasing & Activities – Noise, Air Quality
- Closure of Open Spaces
- Operations of Community Facilities and Businesses
- Transportation – street & sidewalk closures

