



**Battery Park
City Authority**

DRAFT ENVIRONMENTAL IMPACT STATEMENT OVERVIEW



North/West Battery Park City Resiliency Project

SEPTEMBER 10, 2024

CONSTRUCTION OBJECTIVES

- 1. Complete the project as quickly as possible with as limited disruption as possible**
 - Avoid delay in achieving flood protection
 - Shorten the overall duration of construction impacts to the community
 - Contain project costs by minimizing escalation costs
- 2. Begin construction of NWBPC after Wagner Park has reopened**
- 3. Provide meaningful open spaces** throughout construction.
- 4. Sequence construction** to advance protection of highest risk areas and continuous stretches of space that can be reopened soonest.
- 5. Communicate** consistently with the community throughout construction.

SEQRA/CEQR TECHNICAL ANALYSES: No Significant Findings

SEQRA/CEQR Thresholds: Screened, No Impacts

- **Socioeconomics**
- **Community Facilities**
- **Shadows**
- **Solid Waste and Sanitation**
- **Energy (Operational)**
- **Air Quality (Operational)**
- **Noise and Vibration (Operational)**
- **Public Health (Operational)**

SEQRA/CEQR TECHNICAL ANALYSES: No Significant Findings

Detailed DEIS Analyses, No Impacts

- **Land Use and Public Policy:** No change, consistent with Waterfront Revitalization Program
- **Open Space (operational):** 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

SEQRA/CEQR TECHNICAL ANALYSES: No Significant Findings

No Significant Impacts to Historic Resources/ Urban Design based on:

- Conducted **Phase 1A Archeological Study** per LPC and SHPO standards (i.e., impacts on ground disturbance)
- Assessment of potential effects related to **visual compatibility and construction vibration**
- 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: No Significant Findings

No Significant Impacts to Natural Resources based on:

- Assessment of potential impacts on primary resource of concern, 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 findings of **USACE and DEC Permits** (Joint Permit Application)
- Proposal of **wetland mitigation credits** purchase at Saw Mill Creek

SEQRA/CEQR TECHNICAL ANALYSES for CONSTRUCTION

DEIS 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
2. **Transportation** – Traffic and pedestrian diversions
3. **Air Quality** – No Significant Impact related to emissions from multiple overlapping construction equipment over multiple years
4. **Noise** – Increased noise levels due to construction equipment operation over multiple years

CONSTRUCTION – AIR QUALITY

No Significant Adverse Impact

- **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)
- 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 Adverse Impact

Impact

- Open spaces across the project area experience some construction impact
- Temporary closure of multiple open spaces
- Unavoidable temporary significant adverse impact to open space resources (peak year 2028)

Potential Mitigation

- Extensive construction phasing/coordination between BPCA, Design and Environmental Teams to minimize impacts to the extent feasible
- Additional BPC Mitigation measures to be examined between DEIS and FEIS:
 - Additional Play areas
 - Parklets and street seats
 - Pop-up parks
 - Expanded Seating
 - Street Closures/Open Streets



CONSTRUCTION – OPEN SPACE

* Numerous public green spaces nearby will remain open throughout construction.

- Wagner Park – OPEN
- BPC Ball Fields – OPEN
- Rector Park – OPEN
- Teardrop Park – OPEN
- West Thames Park – OPEN
- Rockefeller Park North Lawn – OPEN

ALSO:

- The Battery – OPEN
- Hudson River Park – OPEN
- Washington Market Park – OPEN
- Liberty Park – OPEN



CONSTRUCTION – TRANSPORTATION

Temporary Adverse Impact

Impact

Temporary Significant Traffic Flow Impacts at:

- 2 of 14 intersections (weekday AM peak*)
- 4 of 14 intersections (weekday PM peak**)

Mitigation

- **Construction Traffic**
 - Signal timing changes at 3 of 5 intersections.
- **Maintenance and Protection of Traffic Plan**
 - Significant impacts at 2 intersections (9A/West Street at Harrison Street [AM peak] and N. Moore Street [midday, PM, construction PM, and Saturday peak]. Standard traffic mitigation measures (signal timing changes).
- **Pedestrian Diversions**
 - Greenwich Street (between North Moore and Franklin Streets) is mitigated through temporary removal of decorative elements/street furniture.
- **Un-mitigatable Impacts**
 - Traffic. Route 9A/West Street with Murray Street and Liberty Street (Night Closures in right of way).
 - Pedestrians. Mostly temporary impacts (4/5) cannot be mitigated.

Temporary Significant Pedestrian Flow Impacts at:

- 5 of 14 elements (AM peak)
- 2 of 14 elements (midday peak)
- 5 of 14 elements (PM peak)
- 2 of 14 elements (Saturday peak)

*6a – 7a

**3p – 4p



CONSTRUCTION – NOISE

Temporary Adverse Impact

- "Significant impact" (for EIS) is a noise level increase of 10dBA
- Impacts for some residential along the waterfront
- Analysis examined the reasonable worst-case peak hourly noise levels by reach and is considered conservative in predicting increases
- Construction noise levels will vary by reach and typically fluctuate throughout a construction day and phase
- Noise regulated by DOB/DEP and staying within legal requirements

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

BPCA is continuing to explore other mitigation strategies.



EIS SCHEDULE – MILESTONE DATES

