



**Battery Park
City Authority**

DRAFT ENVIRONMENTAL IMPACT STATEMENT HEARING



North/West Battery Park City Resiliency Project

SEPTEMBER 18, 2024

AGENDA

- 1. Welcome**
- 2. Purpose and Need**
- 3. Project Benefits**
- 4. Construction Objectives and Phasing**
- 5. DEIS – SEQRA / CEQR Technical Analyses**
- 6. Construction Impacts & Proposed Mitigation Measures**
 - i. Open Space
 - ii. Transportation (Traffic & Pedestrians)
 - iii. Noise
- 7. Next Steps**

HOW TO COMMENT

Comments are welcome until October 7, 2024. To submit comments after this Public Hearing, send a written comment by email or mail:

- **Email: nwbpcrinfo@bpca.ny.gov**
- **Mail: Battery Park City Authority, ATTN: North/West Battery Park City Resiliency Project, 200 Liberty Street, 24th Floor, New York, NY 10281**

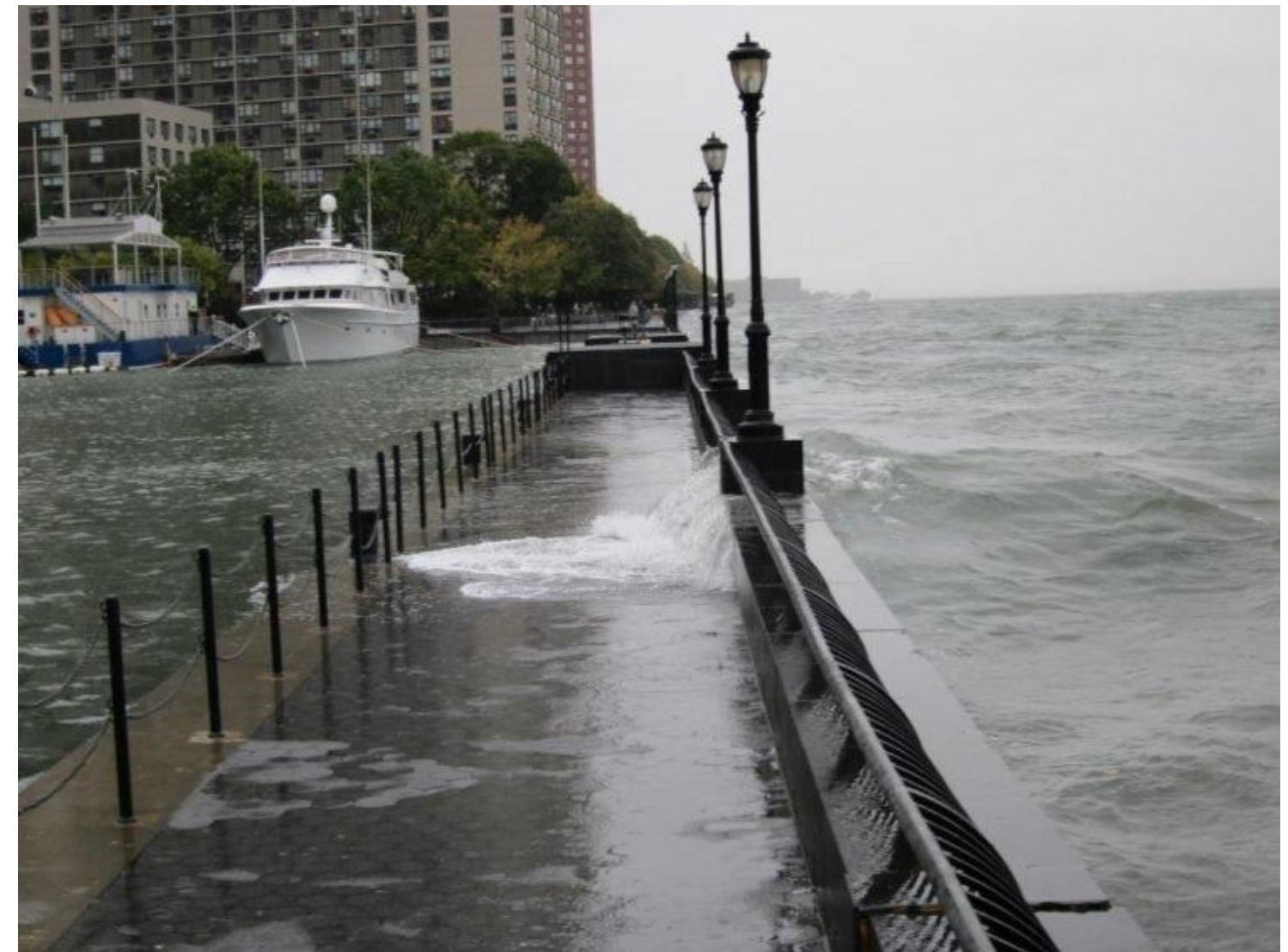
All comments will be part of the official Public Hearing Record. They will be addressed in a Final Environmental Impact Statement, which will be posted on the BPCA website.

HOW TO PARTICIPATE TONIGHT

- **Both in-person and virtual participants** will have opportunities to comment.
- Each person will receive up to **3 minutes to share testimony**.
 - **Elected officials** (or their representatives) and individuals representing an **organization** will receive up to **5 minutes**
- Any questions included as part of testimony will not be addressed during the hearing; **questions will be addressed as part of the Final Environmental Impact Statement (FEIS)**.

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)

PROJECT BENEFITS

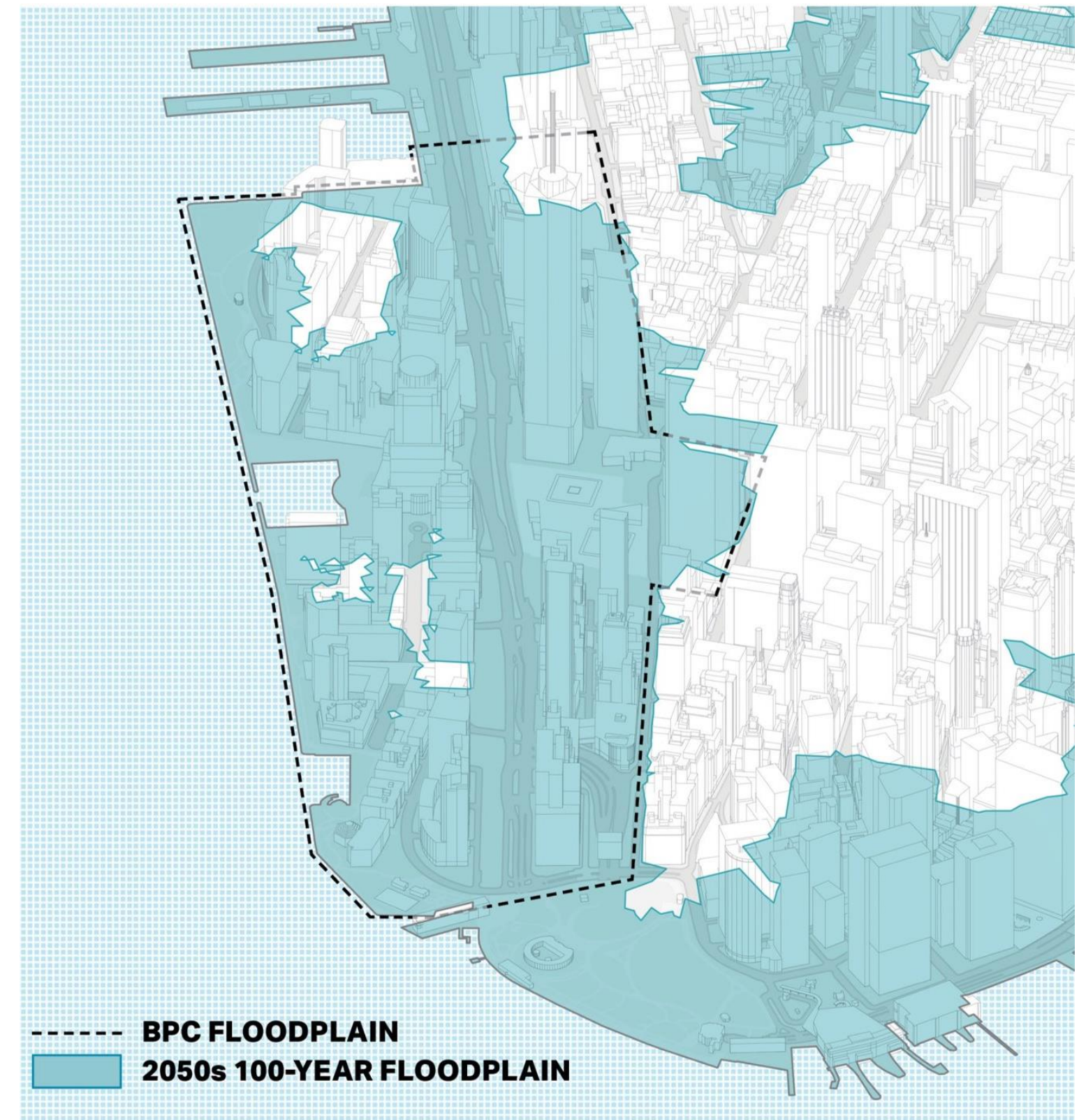
- **Flood Risk Reduction** responsive to 2050s 100-year storm, including 2.5 feet of projected sea level rise and **prevention of ponding** of more than 1' depth during rain events.
- **Enhance Public Spaces** with universal accessibility, remediated circulation pinch points, and increased and improved seating.
- **Increase Landscaping:** Over 30% increase in total planting coverage within the project area, including 2x near the Ferry Terminal.
- **Diversify Plantings** to better support birds and pollinators with new planted areas that shorten existing gaps in habitat corridors.
- **Improve In-Water Habitats:** Approximately 1,200 linear feet of reconstructed bulkhead designed to provide environments that support marine life.
- **Potential Homeownership Cost Savings:** FEMA's removal of BPC from the current flood zone is expected to eliminate the requirement for flood insurance for holders of federally-backed mortgages.



WHAT WE ARE PROTECTING

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

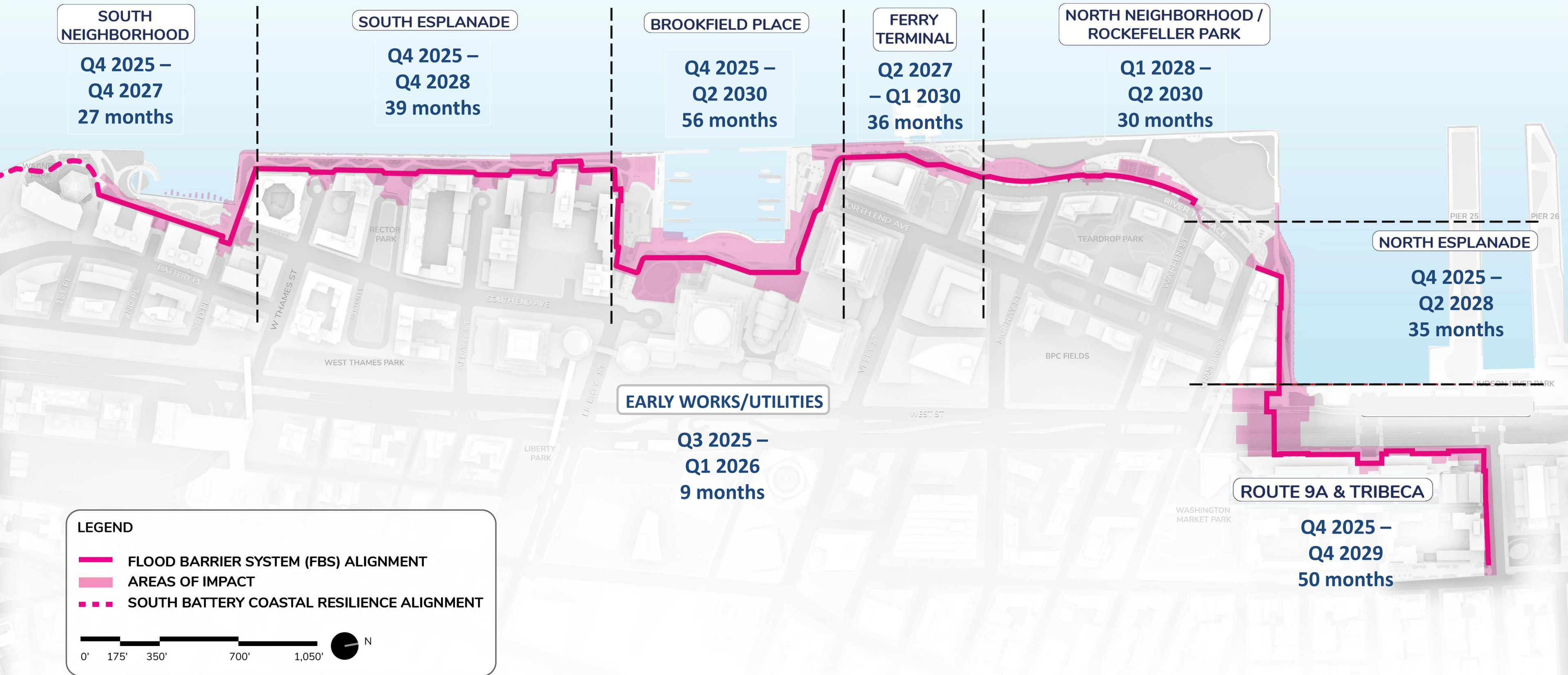
- **105 buildings**
 - 63 Residential
 - 22 Commercial
 - 20 Public
- **25,000 Residents**
- **61,000 Jobs**
- **\$16.4B in property value**
- WTC transit hub and key regional infrastructure
- Borough of Manhattan Community College
- Museum of Jewish Heritage, WTC Memorial and Museum, and other cultural institutions



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 N/WBPCR 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.

CONSTRUCTION PHASING



DEIS 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***

Ⓣ ***Temporary Significant Adverse Impact***

SEQRA/CEQR TECHNICAL ANALYSES

Detailed DEIS Post-Construction Analyses, No 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*

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**

 ***No Significant Adverse Impact***

SEQRA/CEQR TECHNICAL ANALYSES

No Significant Adverse Impacts to Natural Resources based on:

Analysis of planned tree removal and replacement

- Approximately 420 trees would be removed in the Project Area, of which:
 - Approximately 21 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 390 trees planted within the Project Area, 15 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 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 results in temporary significant adverse impacts
2. **Transportation** – Temporary significant adverse impacts to traffic, pedestrians and cyclists
3. **Air Quality** – No significant adverse impacts related to emissions from multiple overlapping construction equipment over multiple years
4. **Greenhouse Gas Emissions** – No significant adverse impacts from construction related activities
5. **Noise** – Increased noise levels due to construction equipment operation over multiple years result in temporary significant adverse impacts
6. **Neighborhood Character** – Combined significant adverse open space, traffic, and noise construction impacts result in temporary significant adverse impacts to neighborhood character

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

- 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 Significant Adverse Impacts

Traffic Impacts from Construction Worker and Truck Activity at:

- 2 of 14 intersections (6-7 AM construction peak)
- 4 of 14 intersections (3-4 PM construction peak)

Traffic Impacts from Maintenance and Protection of Traffic (MPT) at:

- 1 of 2 intersections (AM peak)
- 1 of 2 intersections (weekday midday peak, 3-4 PM construction peak, PM peak, Saturday peak)

Pedestrian Impacts from Maintenance and Protection of Traffic (MPT) at:

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



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



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
- In addition to compliance with the City’s Noise Code and the requirements of DOB/DEP, measures have been proposed to limit the level, extent and duration of construction noise impacts

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 will continue to explore additional mitigation; if additional measures are identified, they will be described in the FEIS.



NEXT STEPS

- **Comment Period Closes October 7, 2024**
- **Final EIS completed December 2024**
- **SEQRA Findings Statement anticipated in December 2024**
- **DEIS can be found here under "Environmental Review"**

<https://bpca.ny.gov/nwbpcr/>

An aerial photograph of Lower Manhattan, New York City, taken during the "golden hour" of sunset. The Freedom Tower stands prominently in the center, its spire reaching towards the sky. The city's dense grid of skyscrapers and buildings is visible, with some reflecting the warm orange and yellow light of the setting sun. To the right, the Hudson River flows, with several sailboats and a larger ship visible. The overall atmosphere is serene and majestic.

THANK YOU
For participating in the
North/West Battery Park City
Resiliency Project
DEIS Public Hearing

An aerial photograph of Lower Manhattan, New York City, taken from a high vantage point. The Freedom Tower stands prominently in the center, its spire reaching towards the sky. The city's dense grid of skyscrapers and buildings is visible, with the Hudson River to the left and the East River to the right. The water is a deep blue, and several sailboats are visible in the harbor. The sky is a mix of orange, yellow, and blue, indicating the time is either sunrise or sunset. The overall scene is a vibrant and detailed representation of the city's skyline.

If you have just joined the North/West
Battery Park City Resiliency
Project Virtual Public Hearing
and have not provided
testimony, please complete the
registration form in the Chat.

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