Lower Manhattan Coastal Resiliency

October 20th, 2025

NYC Mayor's Office of Climate & Environmental Justice

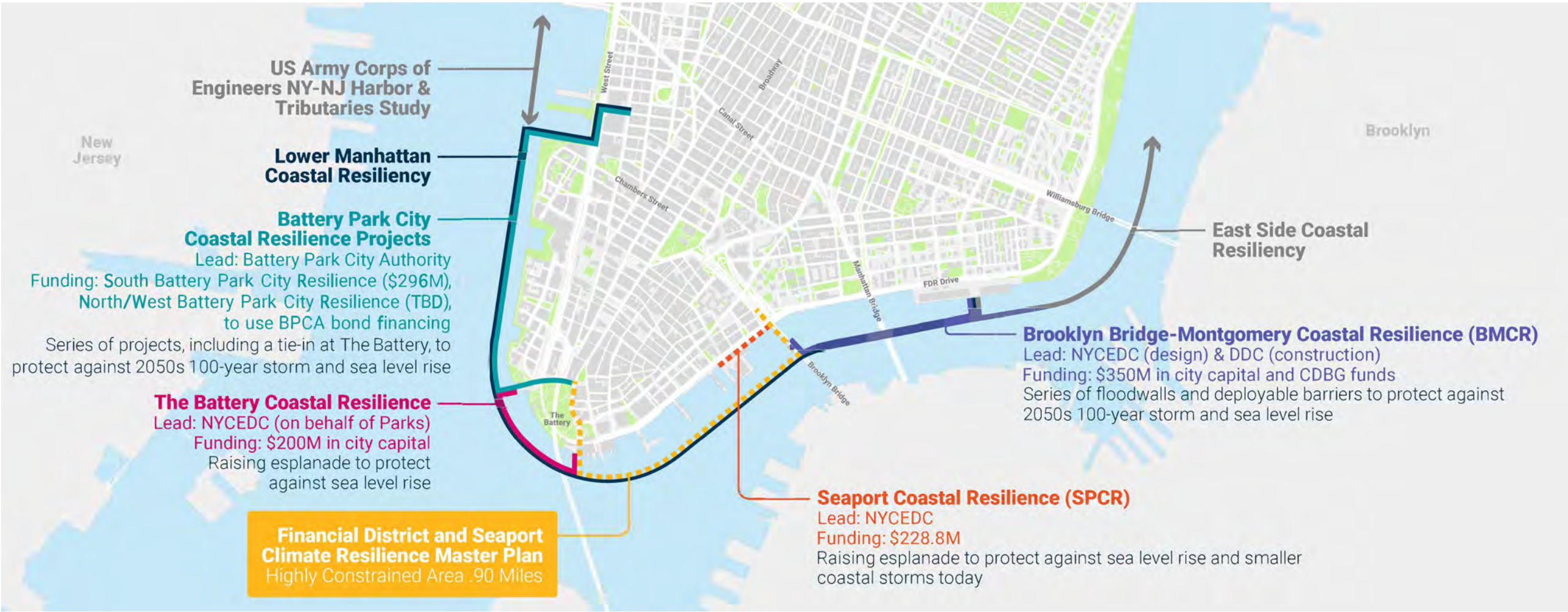
Battery Park City Authority

NYC Parks

NYC EDC

NYC DDC Department of Design and Construction

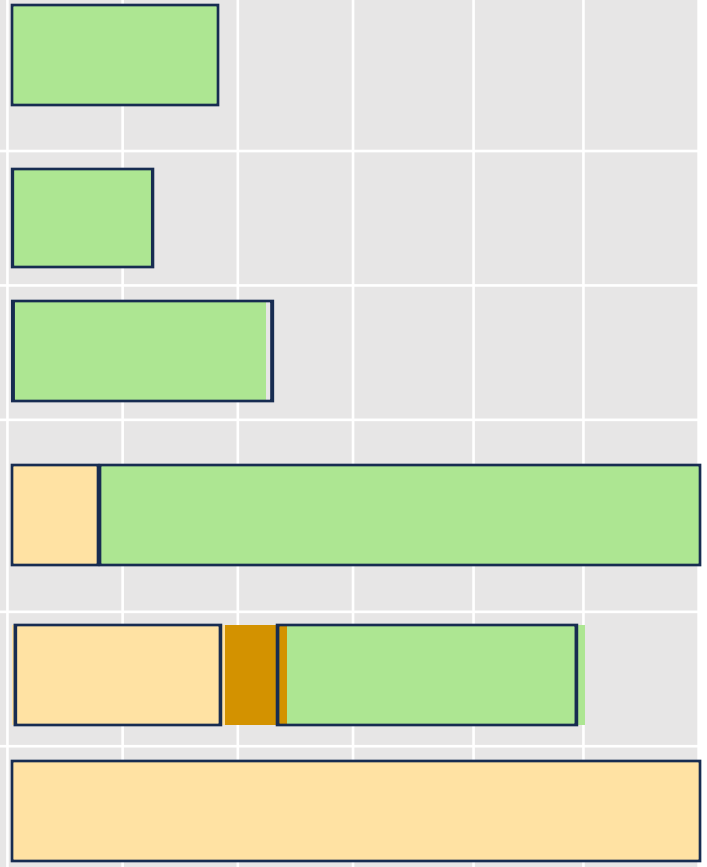
In Lower Manhattan, the City, State, and Federal governments have committed over $2.7B in capital investments for climate adaptation projects. The Financial District and Seaport Climate Resilience Master Plan will fill a missing link in Lower Manhattan's comprehensive flood defense infrastructure.



Project Timelines

(Est. Dates as of October 2025)

Project	100% Design	Procurement	Construction Start	Construction Complete	'25	'26	'27	'28	'29	'30
Brooklyn Bridge–Montgomery Coastal Resilience	Complete	Complete	Underway	Fall 2026						
South Battery Park City Resiliency	Complete	Complete	Underway	Early 2026						
The Battery Coastal Resilience	Complete	Complete	Underway	Summer 2027						
North/West Battery Park City Resiliency	Early 2025	Complete	Mid/Late 2025	Fall/Winter 2030						
Seaport Coastal Resilience	Late 2026	Early 2026	Mid 2027	End of 2029						
FiDi-Seaport Master Plan	Underway	TBD	TBD	TBD						



LMCR – Battery Coastal Resilience

CB1 – 10/20/2025

LMCR – Battery Coastal Resilience

EDC Managing Project on Behalf of NYC Parks

Design

- 100% Design complete – June 2023
- Verified Envision Platinum Award (program to lower carbon footprint for large infrastructure projects) - December 2023

Construction

- Phase 1 – Jan 2024 to October 2025
- Phase 2 – March 2026 to June 2027

Conceptual Rendering

Progress Aerial

Conceptual Rendering

Construction Updates

Phase 1 Completed Work

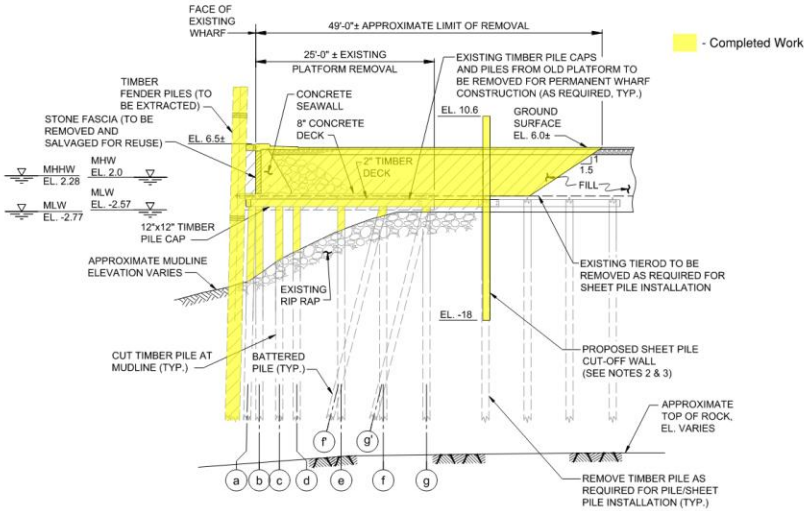
- Construction Kicked off – February 2024
- NPS West Security Tent Demolition – Complete March 2024
- Hardscape Salvage – Complete March 2024
- Sheet Pile Install – Complete May 2024
- Existing Wharf Demolition – Complete June 2024
- Test Piles – Complete June 2024
- Sitewide Mass Excavation – Complete November 2024
- Production Pile Installation – Complete March 2025
- Drainage Improvements – Complete March 2025
- Precast Fascial Panel Installation - Complete
- Wharf Topping Slab Concrete Placement - Complete
- Upland Lightweight Fill Program - Complete
- Upland Concrete Foundation Installation - Complete

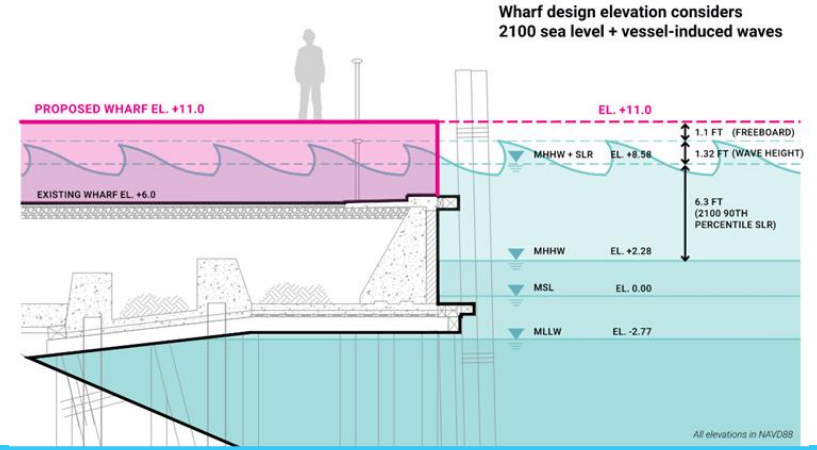
Phase 1 Ongoing Work

- Park Finishes and Paving

Phase 1 Upcoming Milestones

- Completion of Phase 1, Transition to Phase 2





Park Access: October 2025 – March 2026

LMCR Battery

LMCR - Battery Phase 1 Construction

January 2024 to October 2025 (21 Months)

OPEN TO THE PUBLIC

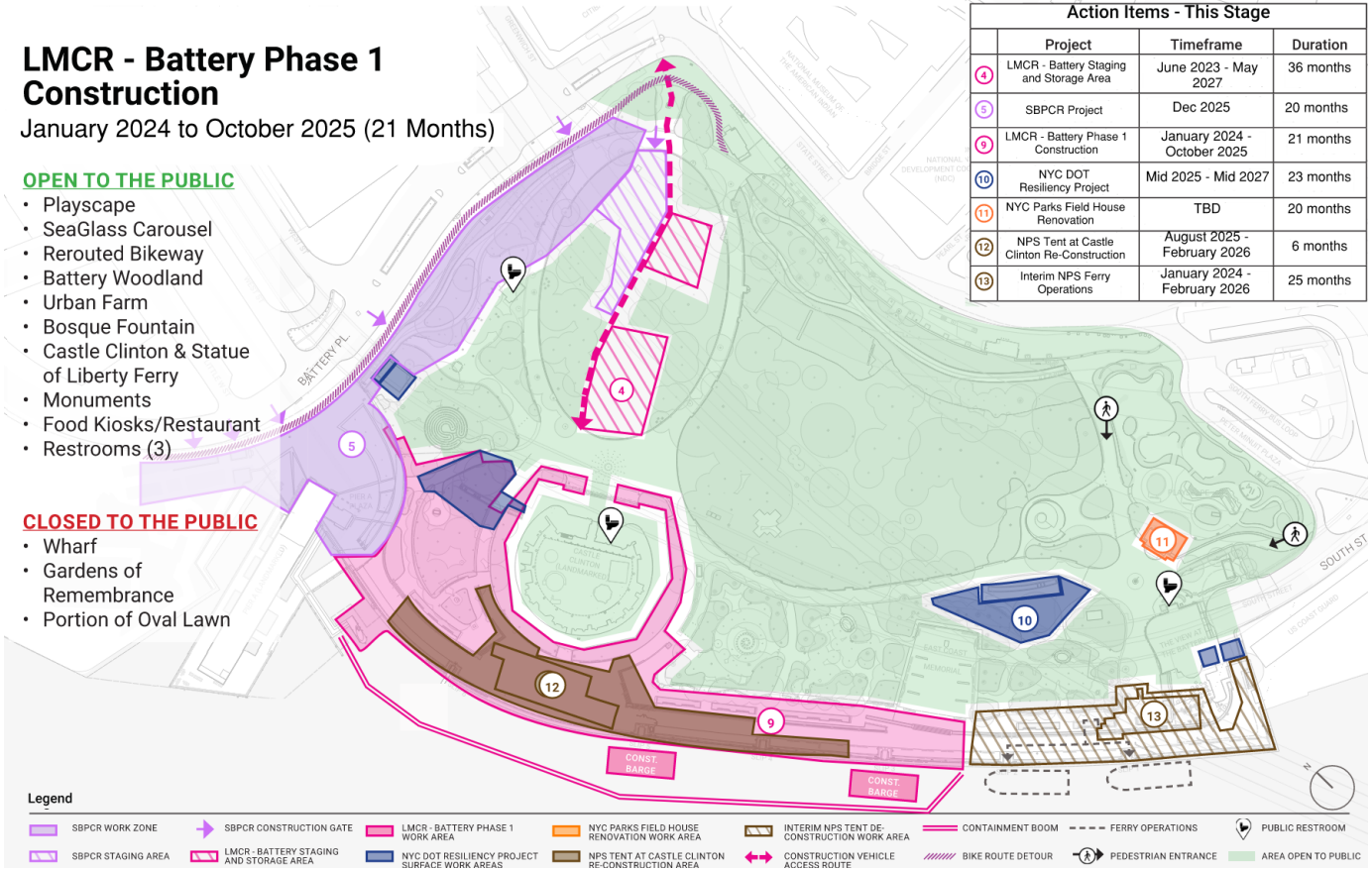
- Playscape
- SeaGlass Carousel
- Rerouted Bikeway
- Battery Woodland
- Urban Farm
- Bosque Fountain
- Castle Clinton & Statue of Liberty Ferry
- Monuments
- Food Kiosks/Restaurant
- Restrooms (3)

CLOSED TO THE PUBLIC

- Wharf
- Gardens of Remembrance
- Portion of Oval Lawn

Action Items - This Stage

	Project	Timeframe	Duration
4	LMCR - Battery Staging and Storage Area	June 2023 - May 2027	36 months
5	SBPCR Project	Dec 2025	20 months
9	LMCR - Battery Phase 1 Construction	January 2024 - October 2025	21 months
10	NYC DOT Resiliency Project	Mid 2025 - Mid 2027	23 months
11	NYC Parks Field House Renovation	TBD	20 months
12	NPS Tent at Castle Clinton Re-Construction	August 2025 - February 2026	6 months
13	Interim NPS Ferry Operations	January 2024 - February 2026	25 months



LMCR Battery

LMCR - Battery Phase 2 Construction

March 2026 to June 2027 (14 Months)

OPEN TO THE PUBLIC

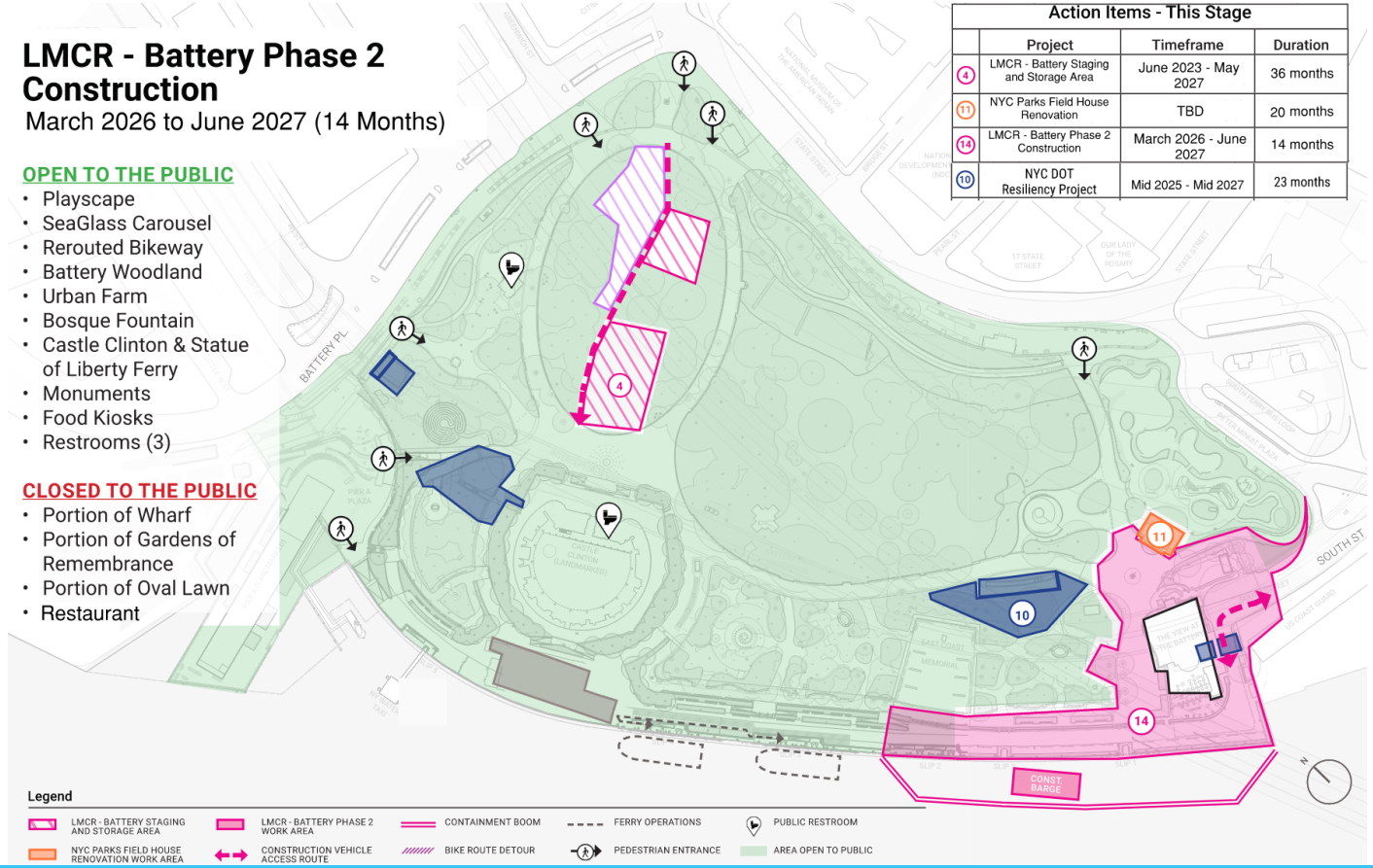
- Playscape
- SeaGlass Carousel
- Rerouted Bikeway
- Battery Woodland
- Urban Farm
- Bosque Fountain
- Castle Clinton & Statue of Liberty Ferry
- Monuments
- Food Kiosks
- Restrooms (3)

CLOSED TO THE PUBLIC

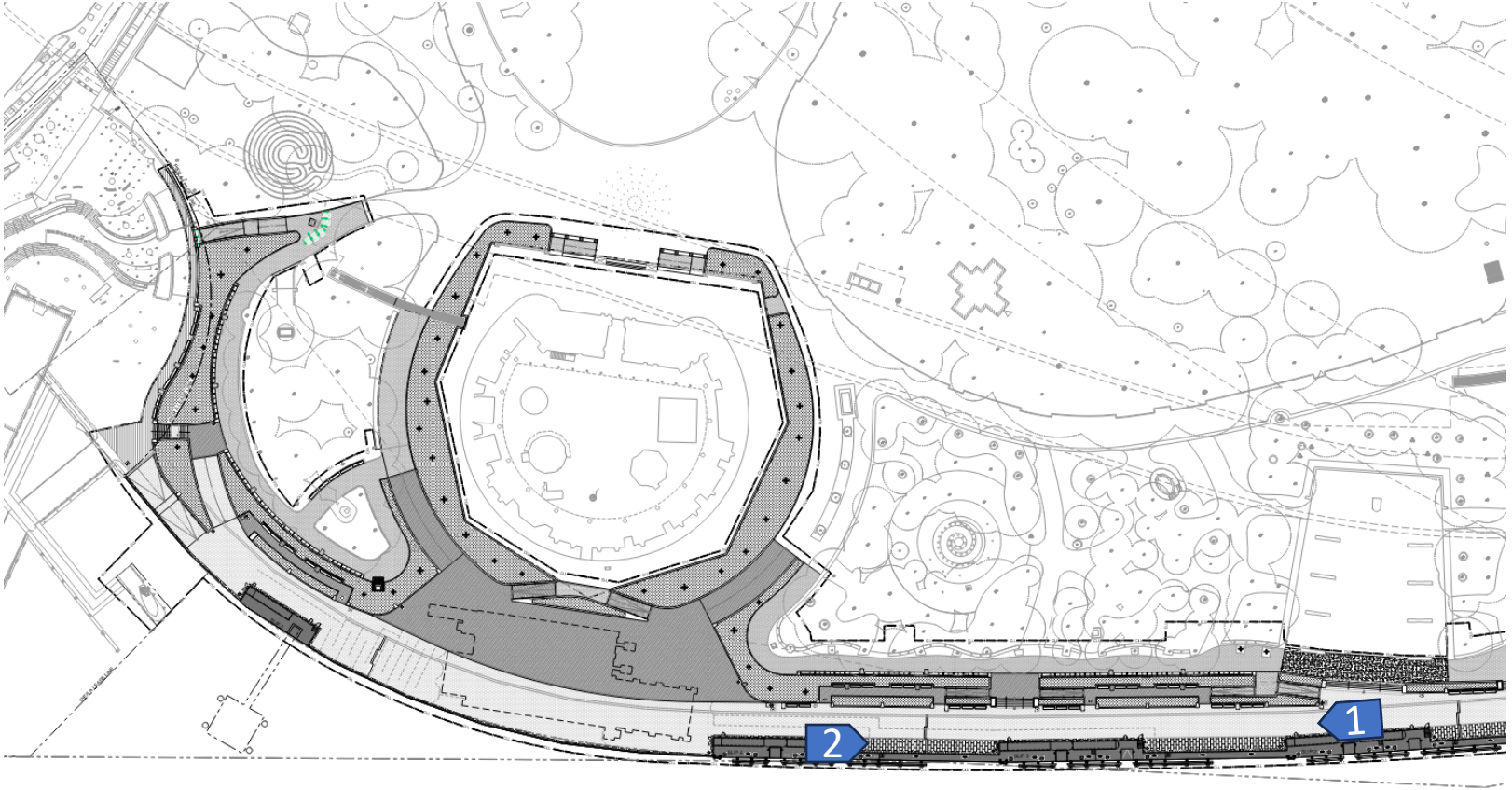
- Portion of Wharf
- Portion of Gardens of Remembrance
- Portion of Oval Lawn
- Restaurant

Action Items - This Stage

	Project	Timeframe	Duration
4	LMCR - Battery Staging and Storage Area	June 2023 - May 2027	36 months
11	NYC Parks Field House Renovation	TBD	20 months
14	LMCR - Battery Phase 2 Construction	March 2026 - June 2027	14 months
10	NYC DOT Resiliency Project	Mid 2025 - Mid 2027	23 months



Progress Photos: Photo Location Overview



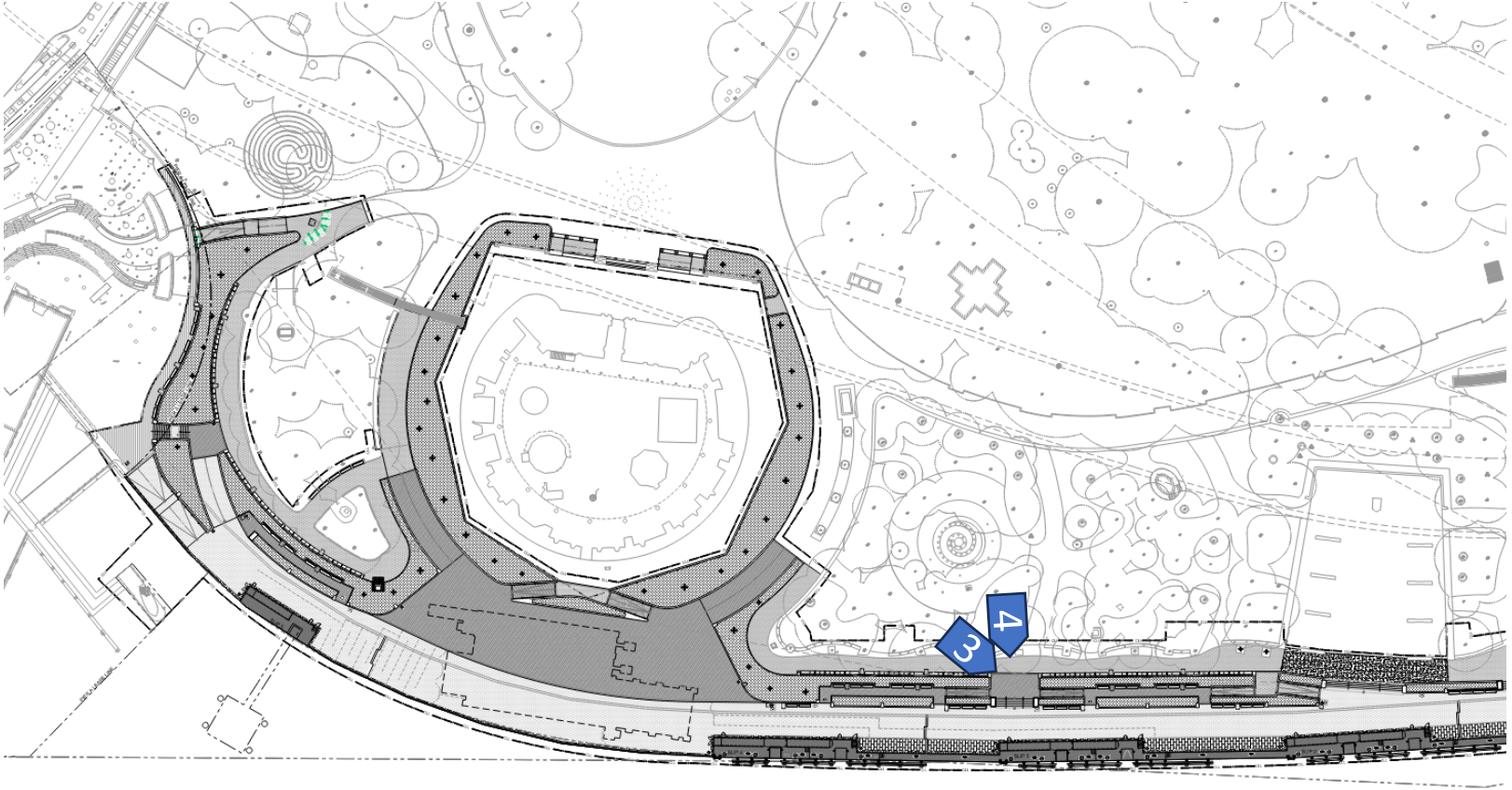
Progress Photos: Wharf Paving and Topside Finishes

1. Asphalt Base Placed for Concrete Paver Field

2. Granite Wharf Pavers between Slips 3 & 4 with Wopo Holup River That Flows Two Ways Engraved Paver

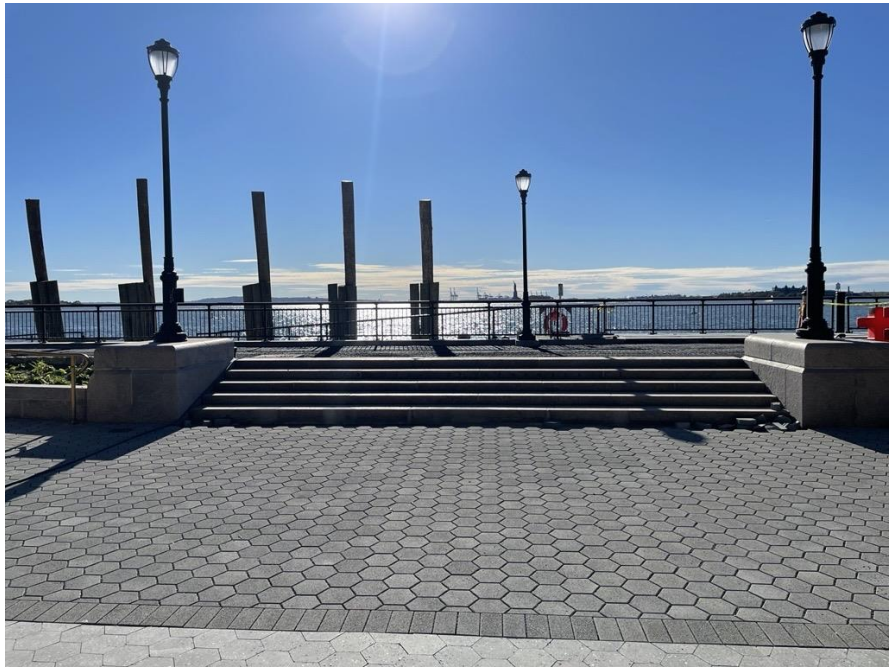
Progress Photos: Artwork

Progress Photos: Photo Location Overview



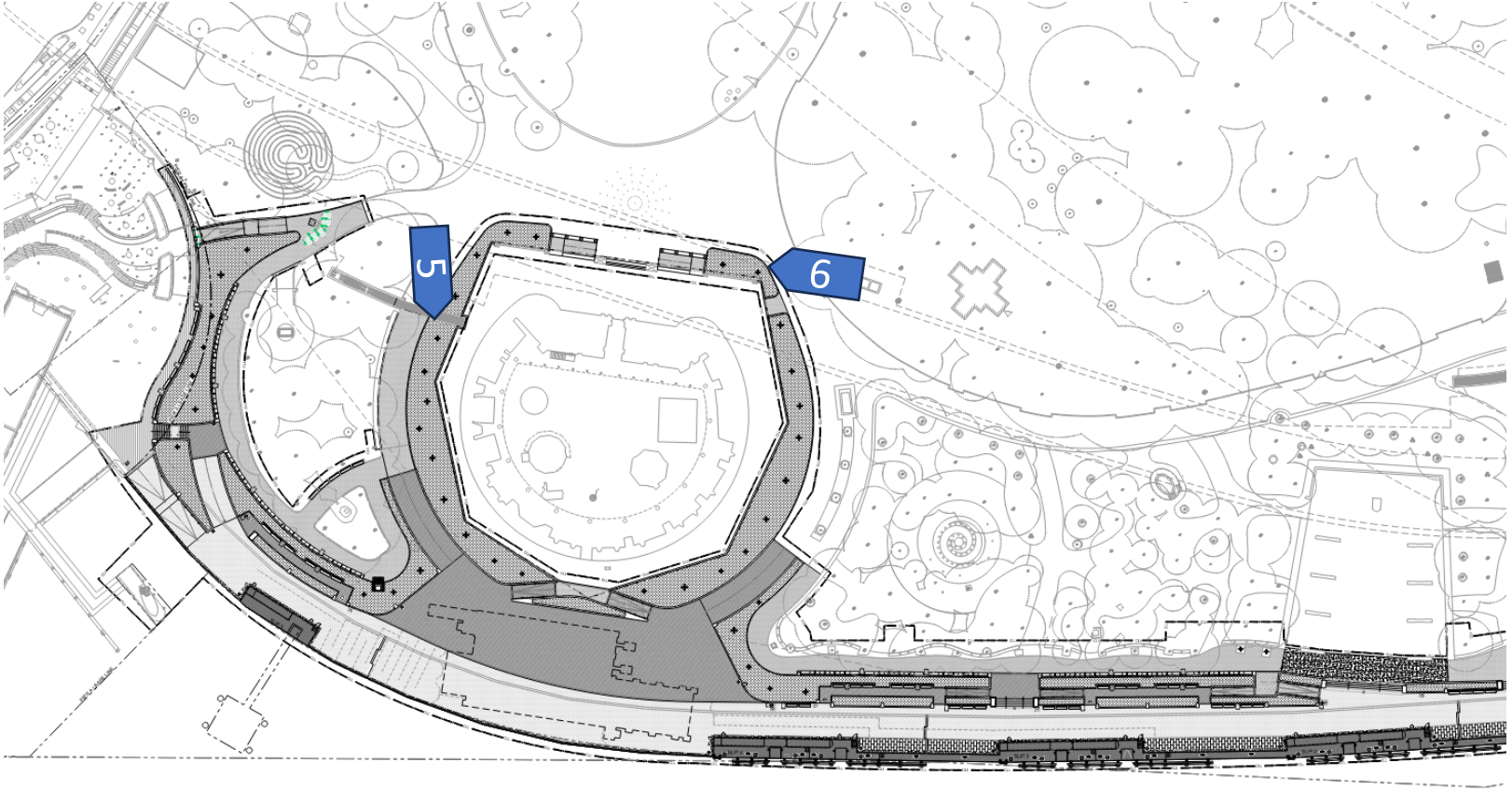
Progress Photos: Gardens of Remembrance (GoR)

3. View facing East towards GoR Planter Beds



4. View facing South towards NY Harbor
(Photo Taken at Eye Level 5’ 8”)

Progress Photos: Photo Location Overview



Progress Photos: Plantings

5. Herbaceous plantings, trees, and cobble curb surrounding Castle Clinton.

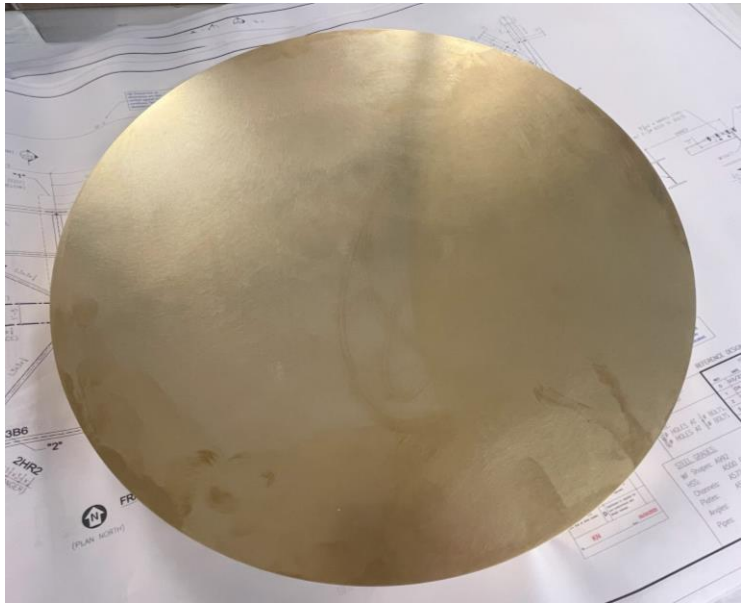
6. Herbaceous plantings and trees in bed in front of Castle Clinton.

Progress Photos: Granite Backed Benchwalls - Benches

Benches Being Refurbished in Shop

Benches installed on Site

Progress Photos: Metal Finishes



Newly furnished bronze cap, to be installed in the tops of the granite piers

Newly furnished bronze cap installed ontop of salvaged granite pier

August 2025 Aerial

October 2025 Aerial

October 2025 Aerial

Community Outreach & Updates

Construction Notices

Lower Manhattan Coastal Resiliency

Battery Coastal Resilience

Construction Notification | Date Issued: 02/06/2025

Project Summary

The Battery Coastal Resilience Project will rebuild and elevate the Battery wharf to reduce risk from future tidal flooding and low level coastal storms, while maintaining the character and uses of the promenade and the rest of the park. The Battery Coastal Resilience Project is one of several projects, which together are known as the Lower Manhattan Coastal Resiliency (LMCR) Project.

Newsletters

Battery Coastal Resilience News

March 2025

Questions?

Kyle Beyer - Construction Community Liaison

info@batterycoastalresilience.com

https://www.nyc.gov/site/lmcr/progress/battery-coastal-resilience.page

Brooklyn Bridge-Montgomery Coastal Resilience Construction Update

CB1 Environmental Committee Meeting

1 Centre Street

October 20, 2025

NYC DDC

NYC EDC

NYC Mayor's Office of Climate & Environmental Justice

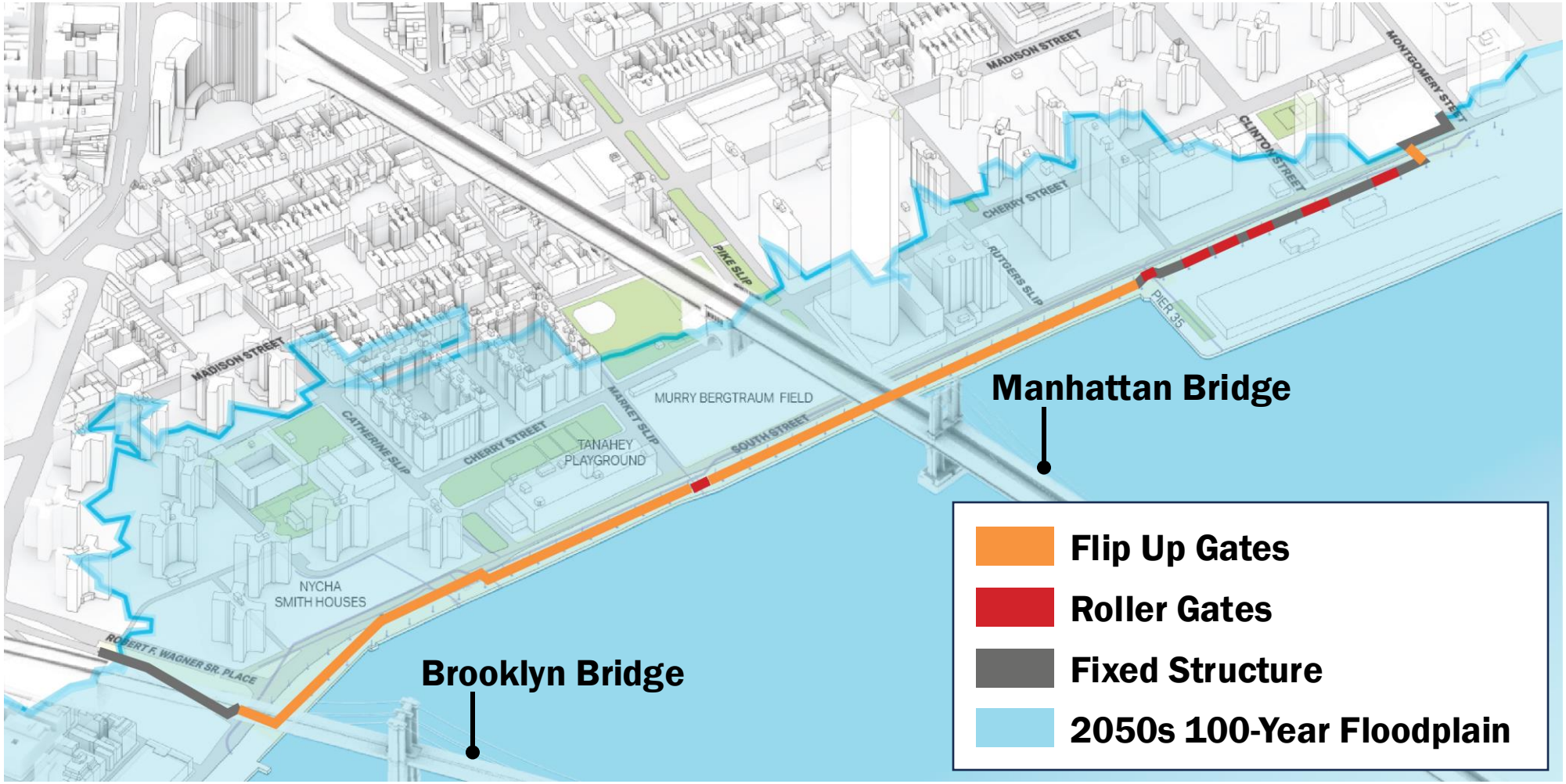
NYC Parks

NEW YORK CITY DOT

NYC Environmental Protection

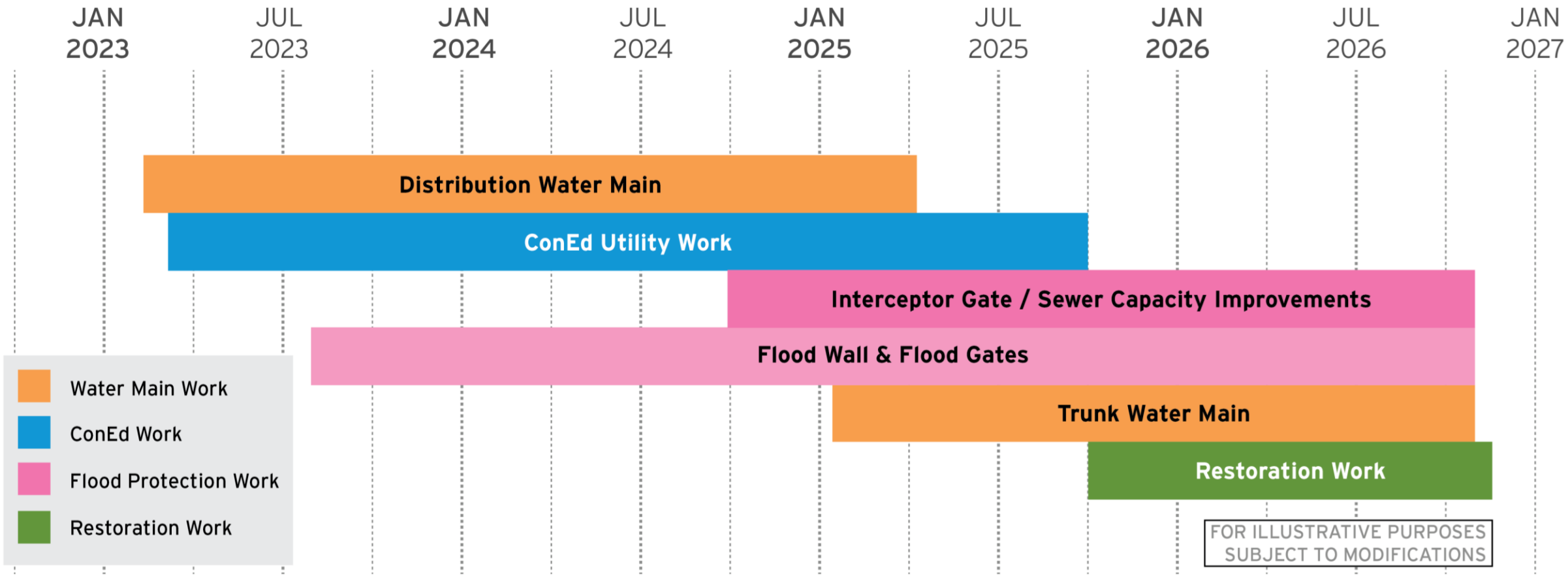
BMCR | Project Overview

ALL WORK IS SUBJECT TO CHANGE



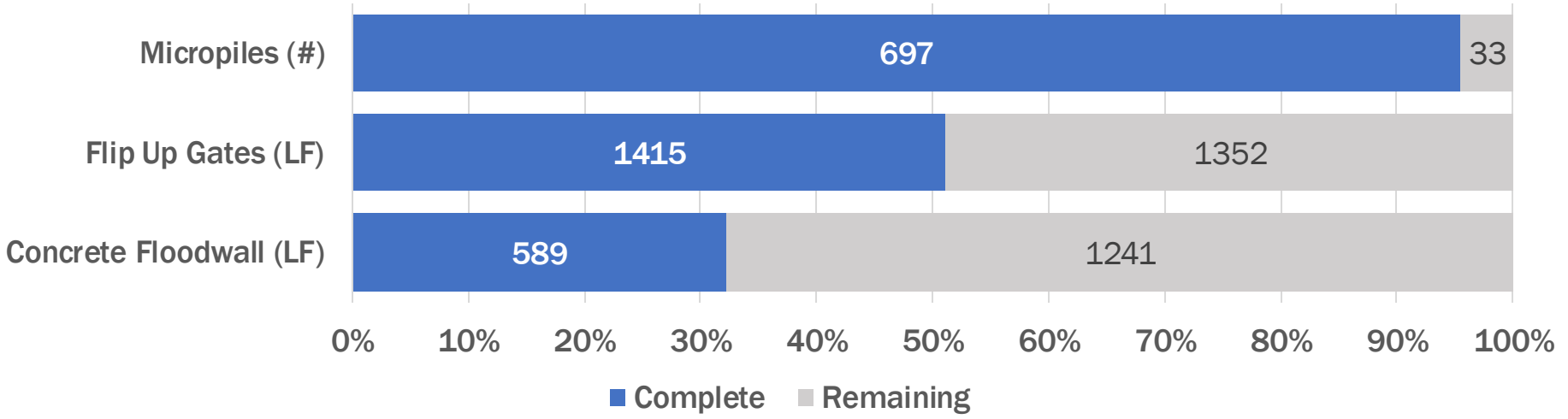
BMCR | Project Timeline

ALL WORK IS SUBJECT TO CHANGE



BMCR | Floodwall & Floodgate Progress

ALL WORK IS SUBJECT TO CHANGE



Flip up gate installation – September 2025

Flip up gate in closed position – March 2025

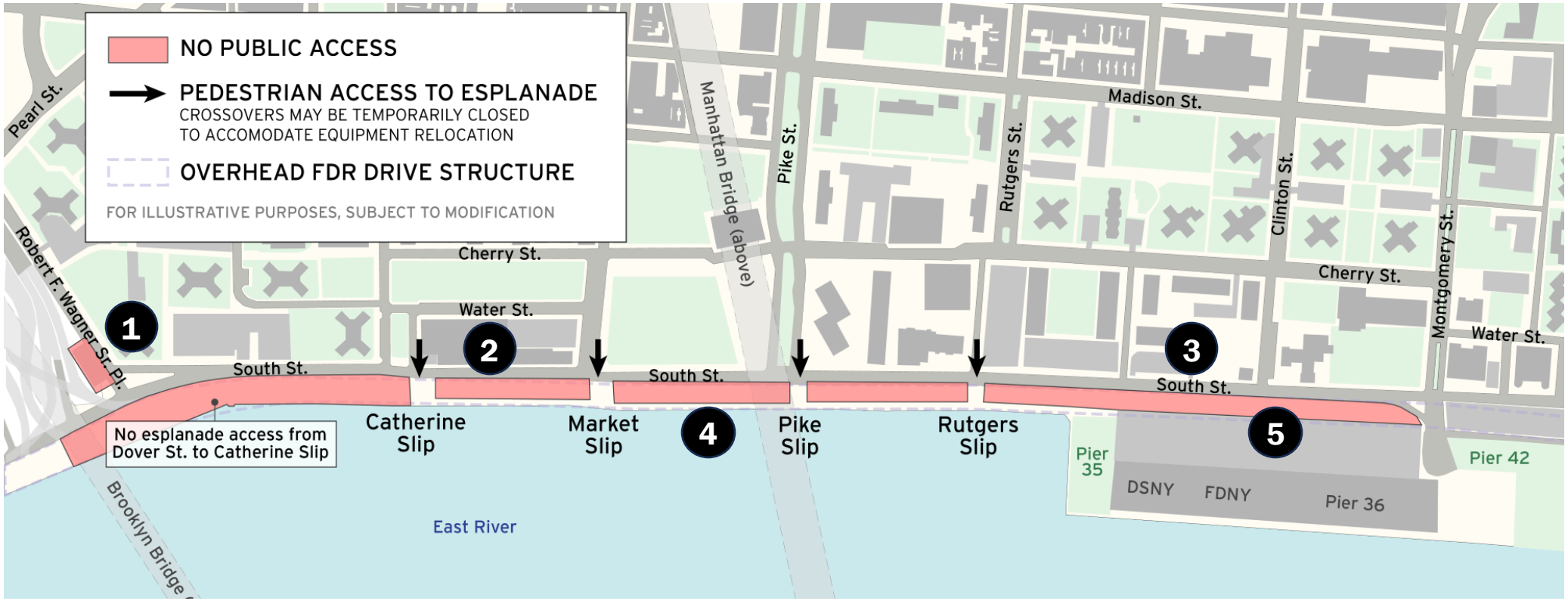
Flip up gate in open position – March 2025

BMCR | Project Status

ALL WORK IS SUBJECT TO CHANGE

1. **Robert F. Wagner Place:** Interceptor Gate Building construction, vehicle and pedestrian shift
2. **South Street (Brooklyn Bridge to Manhattan Bridge):** Trunk water main installation between Catherine Slip and Market Slip
3. **South Street (Manhattan Bridge to Montgomery St.):** Utility work at Montgomery Slip and South St.
4. **Esplanade:** Installation of flip up gates, floodgate drainage, micropiles, and landscaping foundations
5. **Pier 35 to Pier 36:** Micropiles, trunk water main installation *Pedestrian access via esplanade (closest entry from South Street is at Rutgers Slip)*

Weekly Bulletins & Advisories are issued with construction activities.
Saturday work and off-hour shifts are anticipated for some work operations.

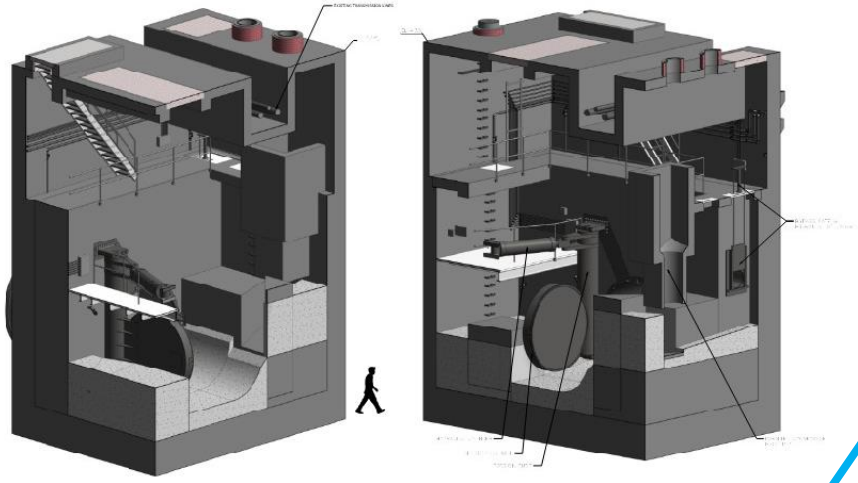


BMCR | Chamber Construction on South Street

ALL WORK IS SUBJECT TO CHANGE

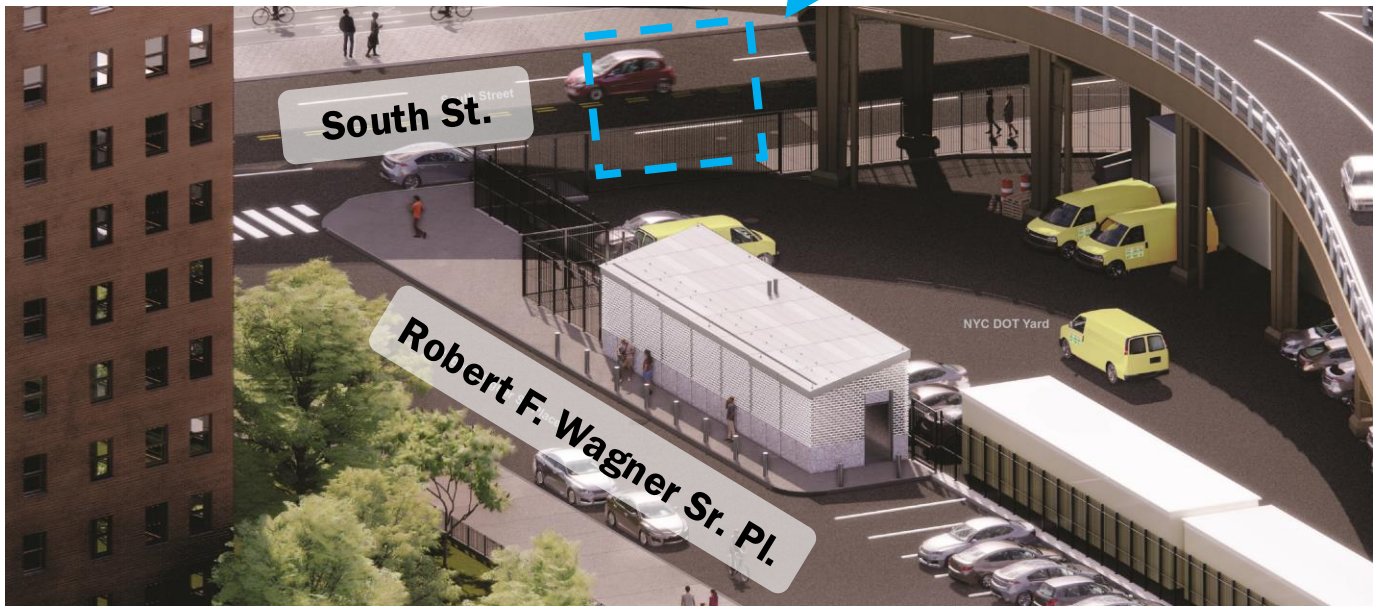
Pedestrian and traffic shift on South Street near Robert F. Wagner Sr. Place ongoing to accommodate construction of interceptor gate chamber

- Interceptor gate is used to redirect water flows to improve sewer system's drainage
- To be followed by construction of foundations for flip up gates crossing South Street



Interceptor gate chamber rendering

Approximate chamber location



BMCR | Construction Photos

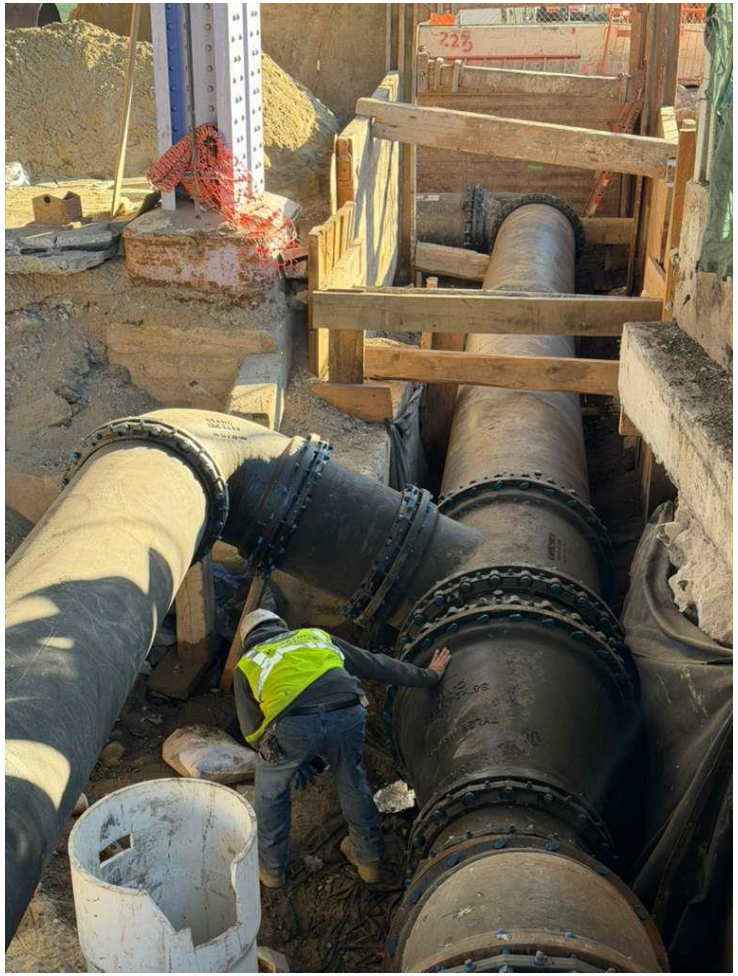
ALL WORK IS SUBJECT TO CHANGE

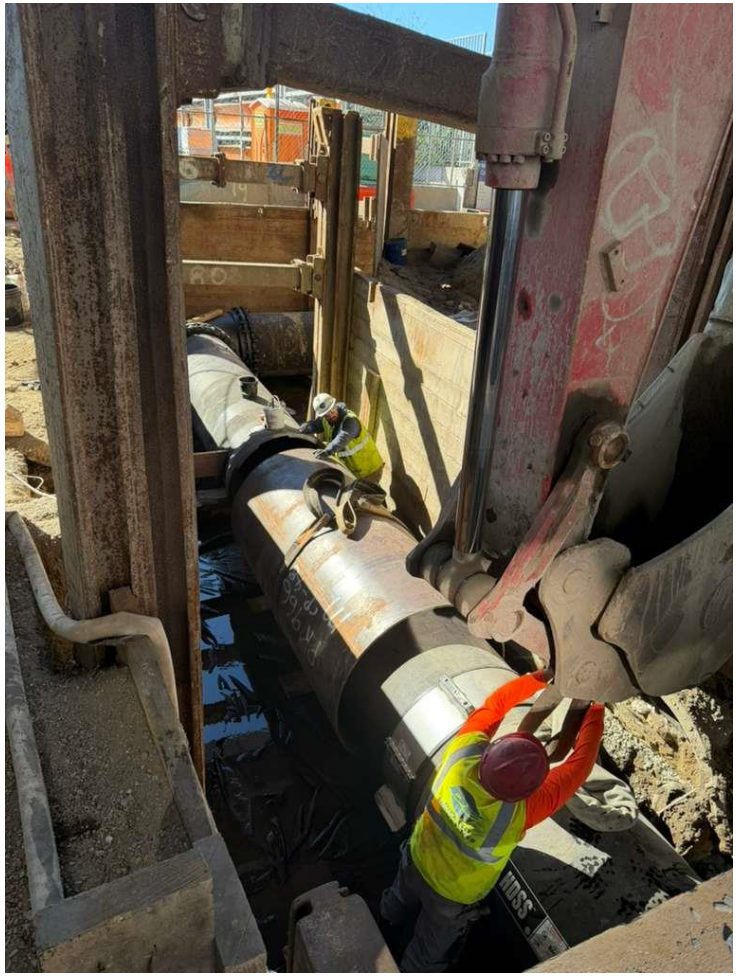
Interceptor gate chamber trench at Robert F. Wagner Sr. Place – October 2025

Construction of interceptor gate building – October 2025

BMCR | Construction Photos

ALL WORK IS SUBJECT TO CHANGE

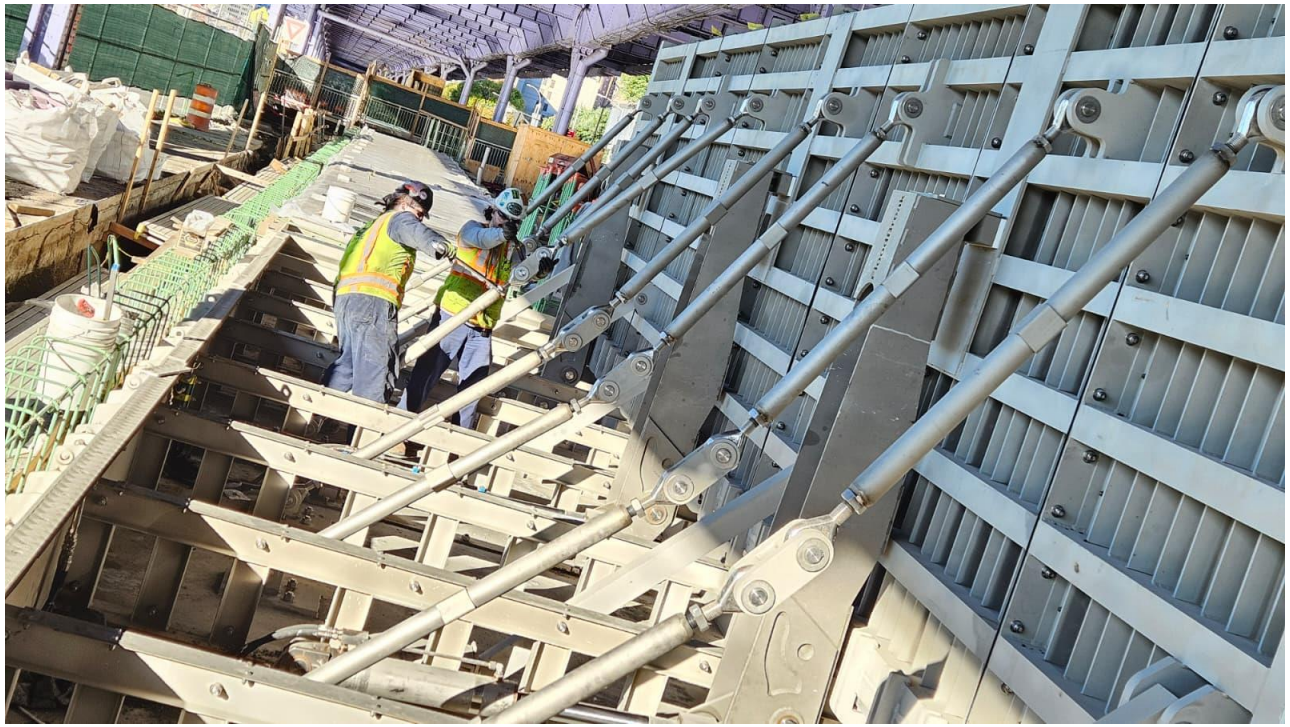




Trunk water main installation under FDR Drive – October 2025

BMCR | Construction Photos

ALL WORK IS SUBJECT TO CHANGE



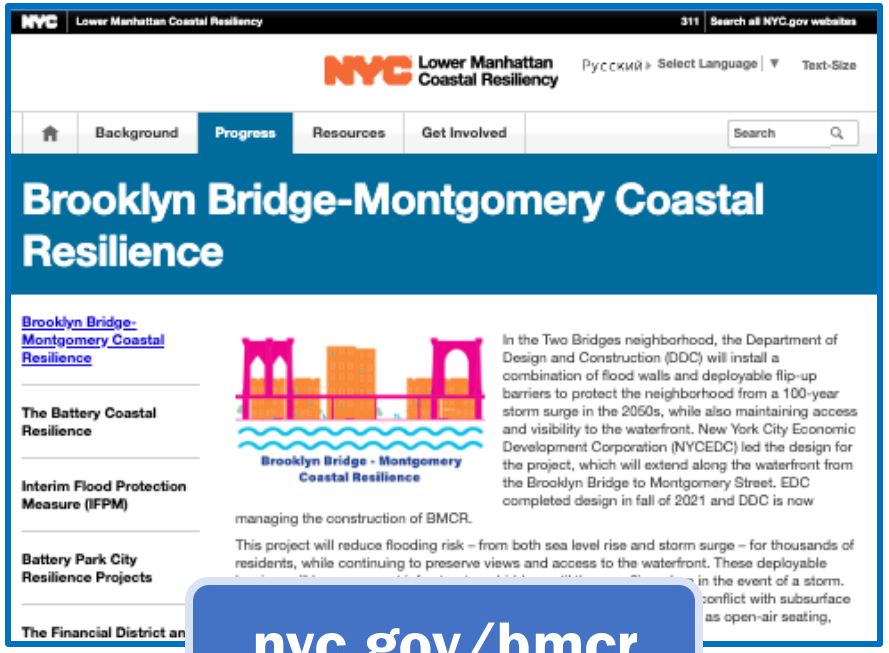
Flip up gate installation under FDR Drive – October 2025

BMCR | Resources

- Visit Us: nyc.gov/bmcr
- Community Construction Liaison:
  - Marsha Guido

    347-538-4266

    Email: bmcr.ccl@gmail.com
- Inquiry tool and email updates: nyc.gov/bmcr/contact
- In-person Community Engagement:



nyc.gov/bmcr


CB3 Parks

On-site signage

BMCR to Your School

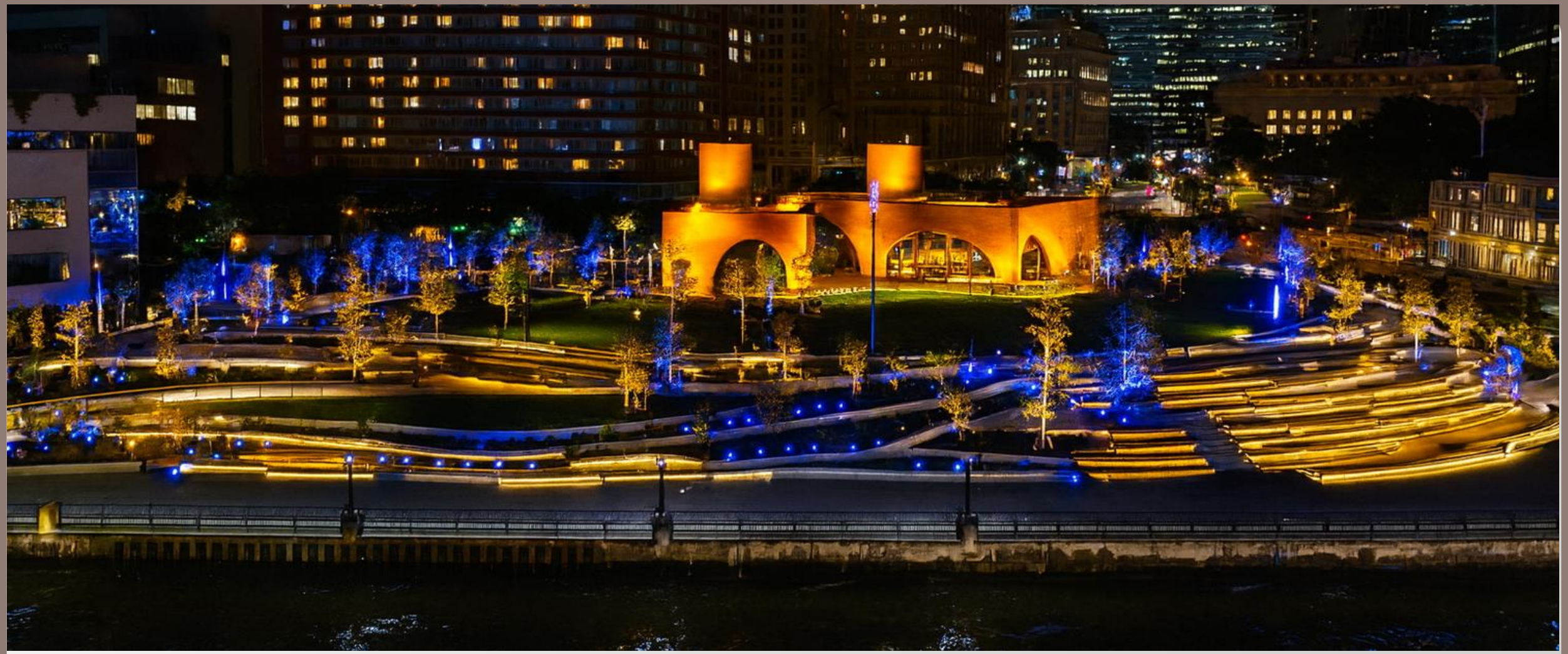

Community tabling

NEW YORK STATE | Battery Park City Authority

CB1 LMCR Quarterly Update:

BPCA Resiliency Projects

MANHATTAN COMMUNITY BOARD 1
ENVIRONMENTAL PROTECTION COMMITTEE
OCTOBER 20,2025



WAGNER PARK IS BACK!

2025 OPENING SEASON UPDATE ON NYC'S HOTTEST NEW VENUE

WAGNER PARK REOPENED TO THE PUBLIC – JULY 29, 2025

JUL29

TAYLOR MAC

AUG07

BILAL

SEP18

FLOR DE TOLOACHE

PUBLIC ART & COMMUNITY PARTNERSHIPS

AUG 02
MAISON MILLEFLUERS

RESONATING BODIES & EYES RETURN

AUG 08
SUMMER NIGHTS WITH POETS HOUSE

SEPT 14
KLEZMATICS WITH MJH

SBPCR: Next Steps

- Wagner Park Pavilion Rooftop & Bathrooms – **October 29**
- Bi-monthly project update to CB1 – **November 6**

Rick Fogarty – Community Construction Liaison

(917) 624-5409

sbpcrinfo@bpca.ny.gov

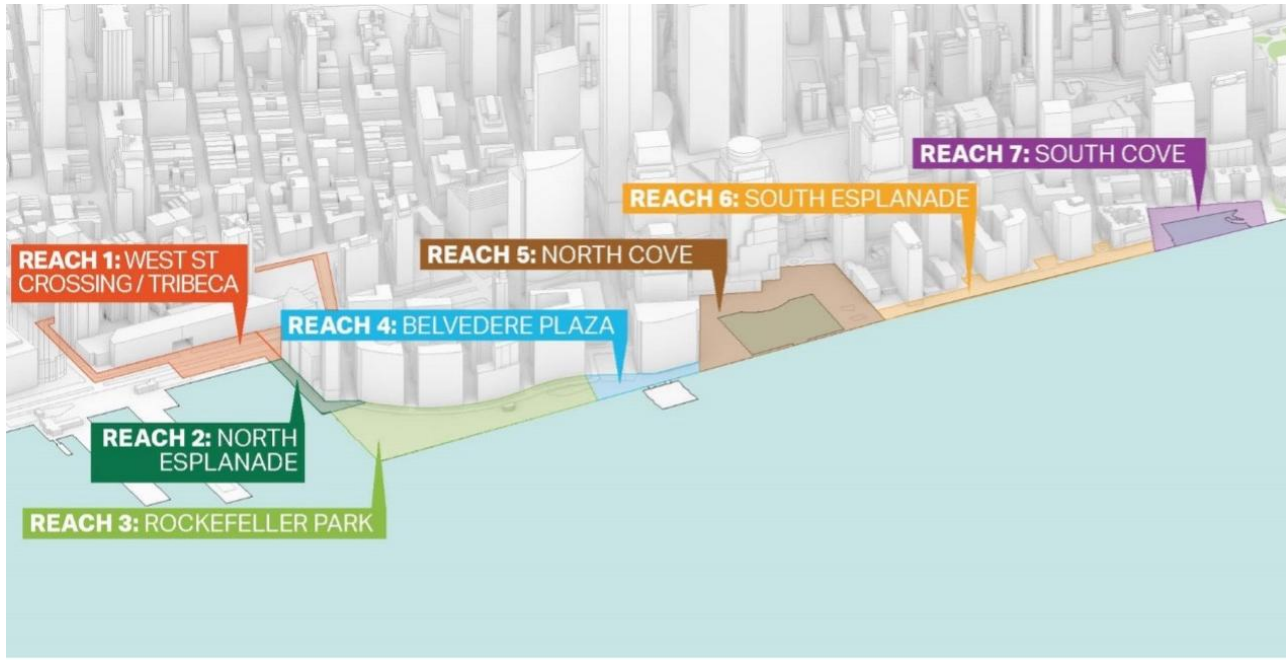
NWBPCR: Timeline

Construction anticipated to begin Fall 2025 and finish in Fall 2030

- This timeline depends on agency approvals and construction logistics (ongoing)

Approximate Start Dates and Durations

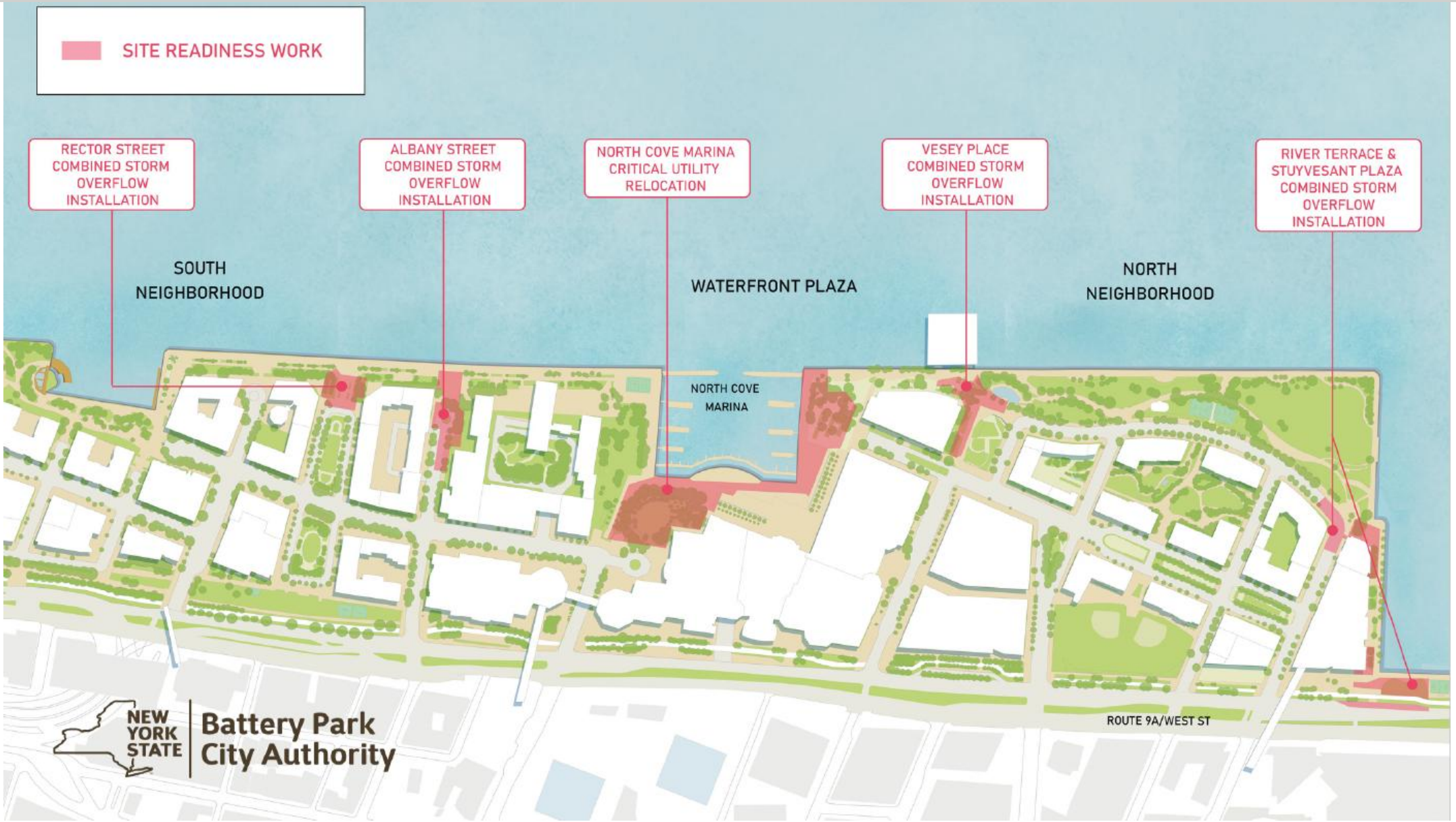
- Phase 1: Fall 2025 (6 months)
- West St Crossing/Tribeca: (Reach 1): Summer 2026 (47 months)
- North Esplanade (Reach 2): Summer 2026 (40 months)
- Rockefeller Park (Reach 3): Spring 2028 (26 months)
- Belvedere Plaza (Reach 4): Winter 2026 (42 months)
- North Cove (Reach 5): Spring 2026 (57 months)
- South Esplanade (Reach 6): Spring 2026 (50 months)
- South Cove (Reach 7): Spring 2026 (26 months)



Site Readiness Work

- **Beginning early November**, site readiness work is scheduled to proceed for the North/West Battery Park City Resiliency Project.
- What is “Site Readiness work?”
  - “Site Readiness work” is the **initial activity to proactively prepare a project site to reduce risk and accelerate timelines** prior to the main construction.
  - This work helps **prepares the site** with subsurface infrastructure **in advance of full-scale construction** to begin.
  - Activities include **utility relocation**, **underground assessments**, installation of **subsurface tide gate infrastructure**.

Site Readiness Work



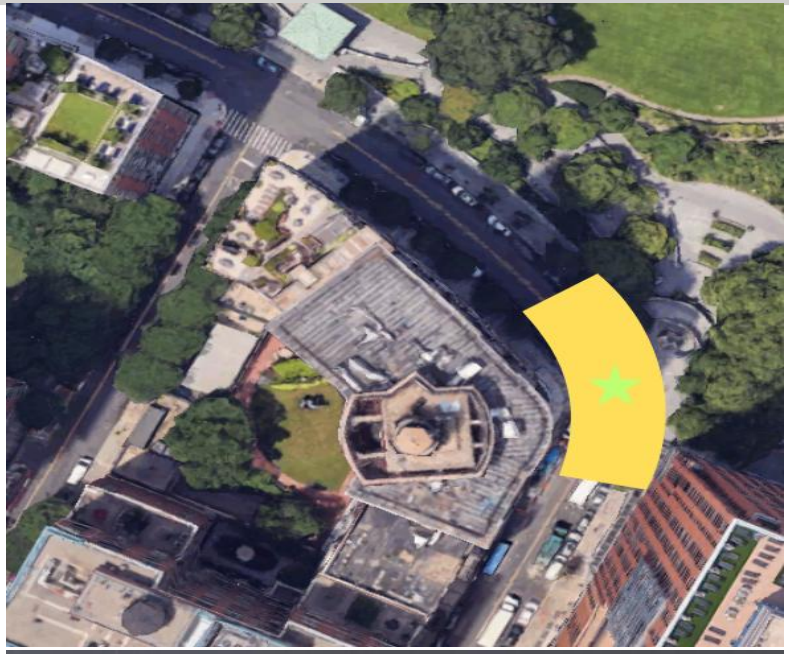
Site Readiness Work: Tide Gate Installation

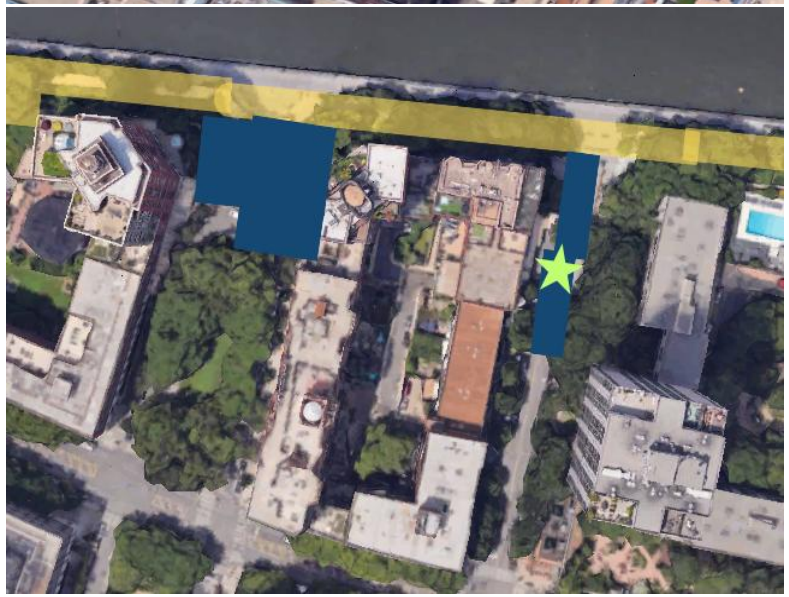
Chambers Street & River Terrace *(November 2025-April 2026, est.)*

- Chambers Street, west of North End Avenue, and River Terrace, north of Warren Street, will be closed to vehicular traffic
- Sidewalks will be open for pedestrian circulation
- Vehicle internal drive loop will remain open for Tribeca Park Apartments

Albany Street *(November 2025-March 2026, est.)*

- Pedestrian access to BPC Esplanade at Albany Street maintained
- Deaccessioning of Upper Room
- Traffic flow from the Upper Esplanade rerouted to the Lower esplanade
- Access to Hudson Tower (350 Albany) and internal drive lane between Hudson Tower and Hudson View West (aka “Ring Road”) is maintained





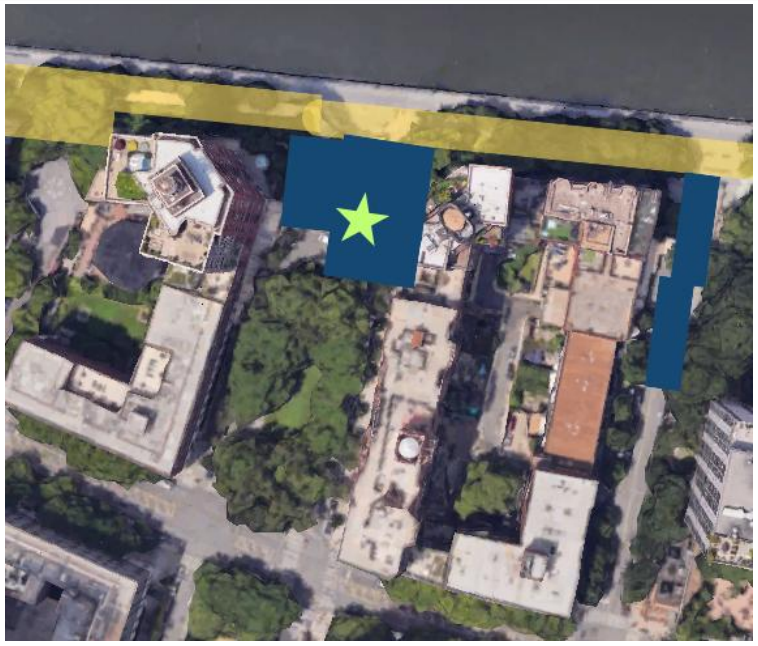
Site Readiness Work: Tide Gate Installation

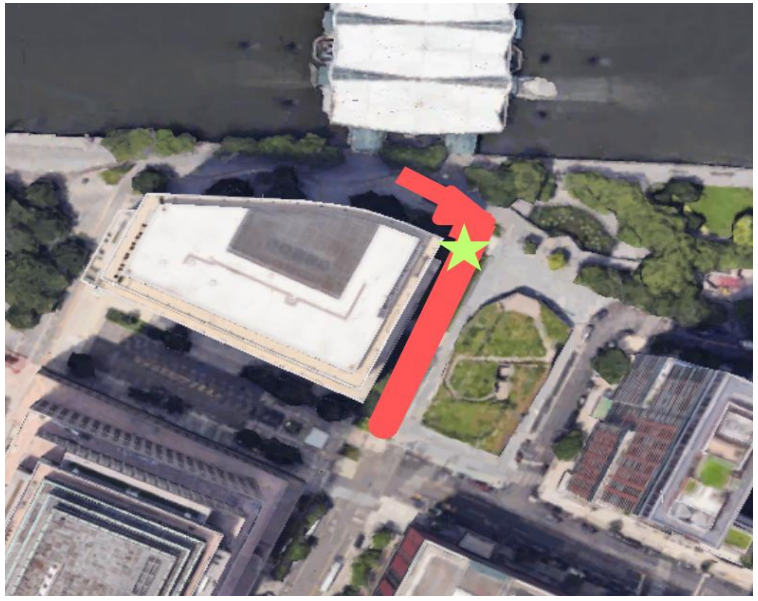
Rector Place *(March-August 2026, est.)*

- Pedestrian access to BPC Esplanade at Rector Place maintained.
- *Rector Gat*e to be protected in place.
- Some bench seating will be removed.
- Access and egress to Liberty House and Liberty Terrace (377 & 380 Rector Place, respectively) will be maintained.

Vesey Place *(April-October 2026, est.)*

- Access to ferry terminal and Irish Hunger Memorial to be maintained via south and north sidewalks along Vesey Place
- Vesey Place seating will be unavailable



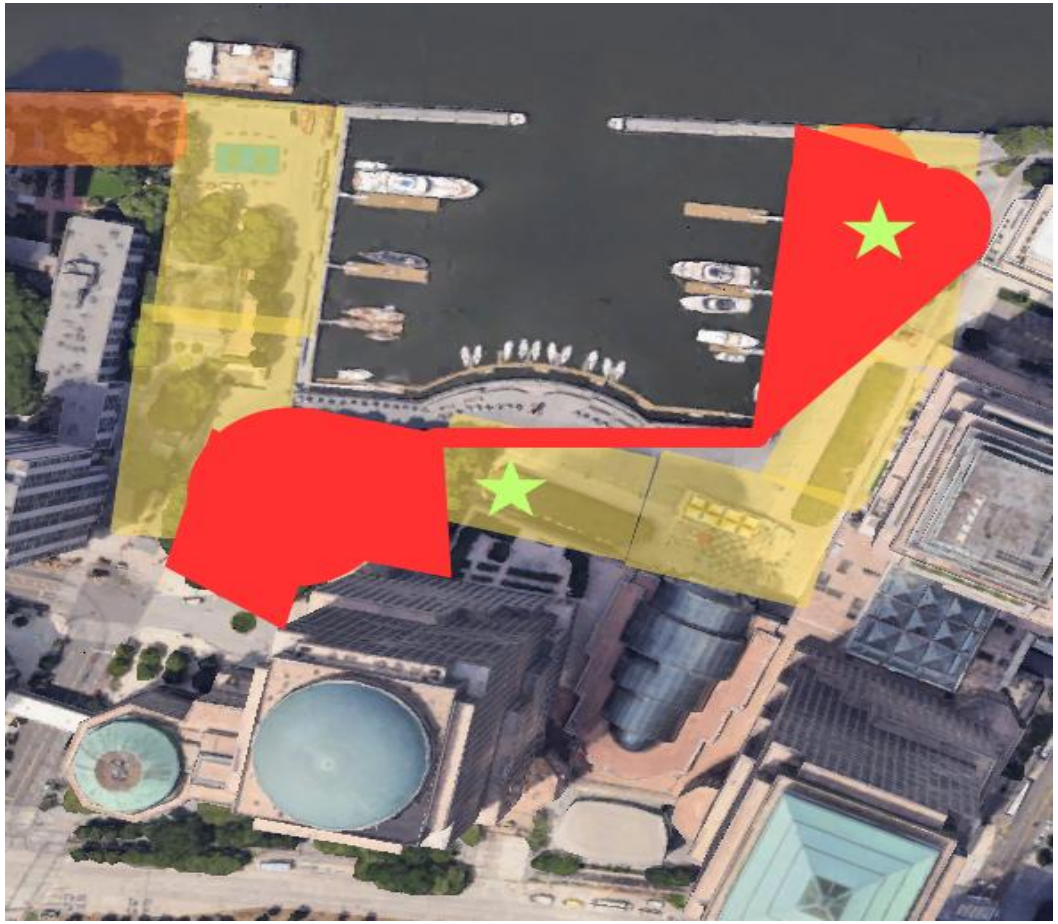


Site Readiness Work: North Cove Marina- Critical Utility Relocation

(October 2025 – March 2026, estimated)

WHAT YOU'LL SEE:

- Pumphouse Park, Belvedere Plaza, and part of the Lower Esplanade along Waterfront Plaza will be closed
- Marina access on the north and east sides will be impacted *(lower quay to remain open during utility relocation)*
- Winter Garden will be unaffected
- North and southbound pedestrian egress maintained alongside Brookfield Place



Site Readiness Work: Critical Utility Relocation & Tide Gate Installation

Critical Utility Relocation: North Esplanade & Stuyvesant Plaza *(October 2025-February 2026, est.)*

- Entrance to the North Esplanade will be narrowed; egress for Stuyvesant High School and Tribeca Pointe will be maintained

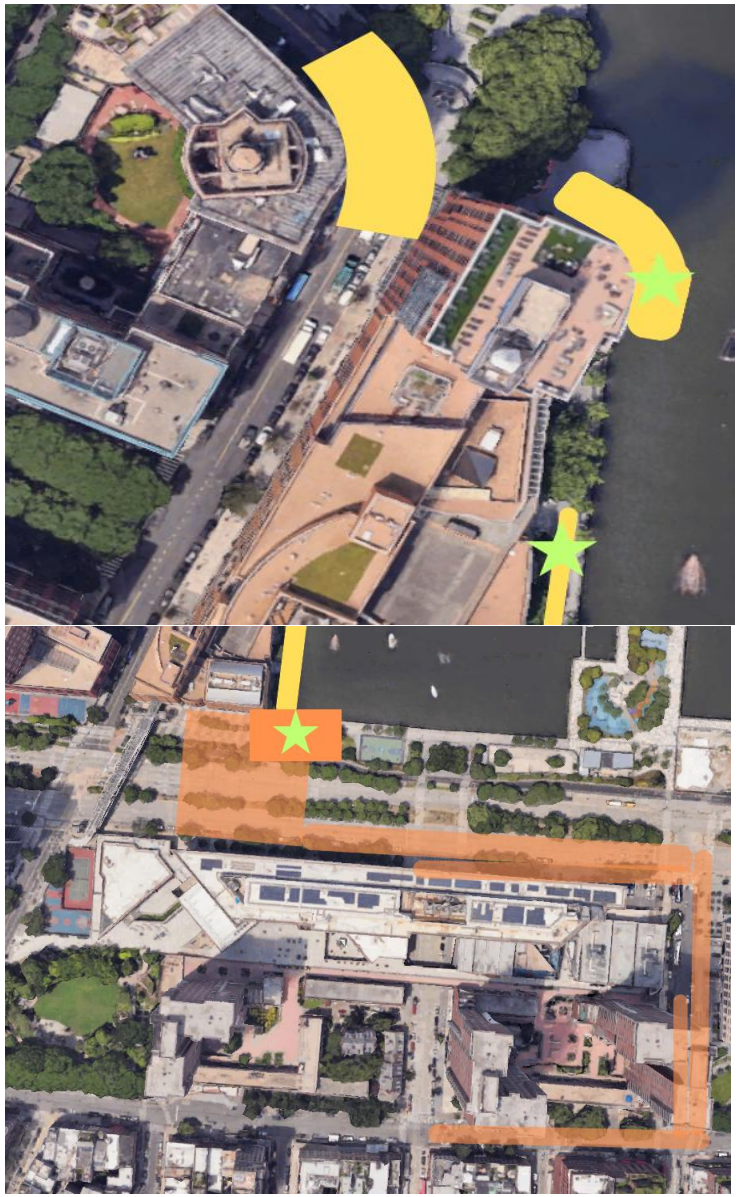
Tide Gate Installation: SHS Plaza / Hudson River Park (start date TBD)

- ***Nighttime only*** closure of southbound traffic lane and turning lane on Route 9A. The areas will be steel plated and opened to traffic during the day

- Citibike stations to be relocated

- North and southbound bike lanes will be rerouted inland

- Access to Tribeca Bridge, Stuyvesant High School, and Hudson River Park to remain



Site Readiness Work: Albany Street: Upper Room Deaccessioning
(Early November 2025)

A Community Farewell Celebration

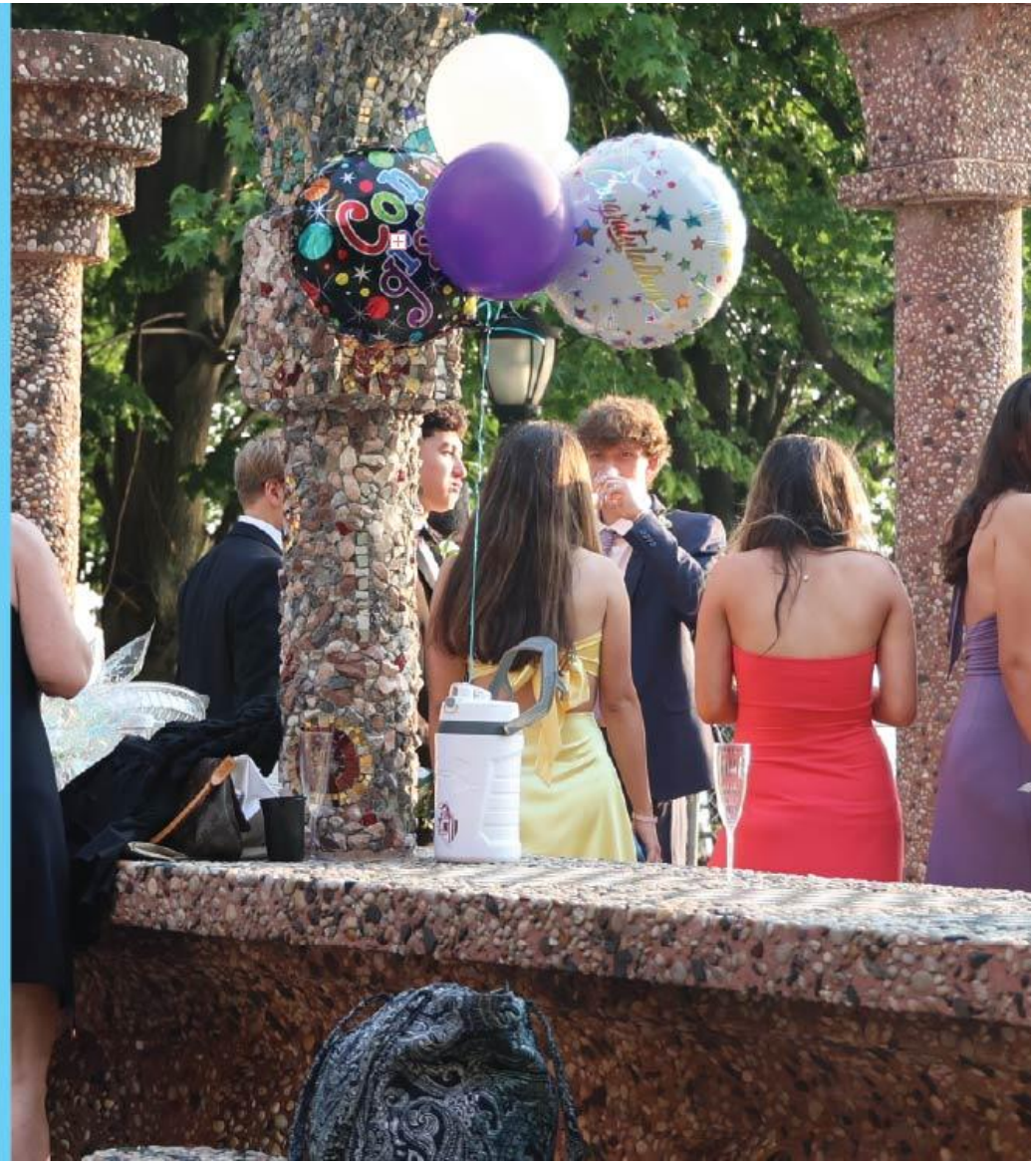
THURSDAY, OCT23
4-6PM, UPPER ROOM
Battery Park City Esplanade at Albany Street

This gathering brings neighbors, friends, and art lovers together to enjoy an afternoon of artmaking, music, chess, and connection.

Enjoy light refreshments and share reflections on the Upper Room, a sculptural environment designed by Ned Smyth, which will soon be removed to make way for flood mitigation that will protect the neighborhood.

Art projects are designed for ages 4 and up and all ages are welcome.

NEW YORK STATE | Battery Park City Authority



FiDi and Seaport

Climate Resilience Plan

Community Board 1
Environmental Protection Committee: LMCR Quarterly Update
October 10, 2025

NYC EDC | NYC Mayor's Office of Climate & Environmental Justice | ARCADIS

Today’s Agenda

- **Summer-Fall 2025 Outreach Updates**
  - *Summer 2025 Public Workshop*
  - *Fall 2025 Campaign and Pop-up Exhibit*

- **Southern Tie-In Update**

Summer-Fall 2025 Outreach Updates

FiDi and Seaport
Climate Resilience Plan

Southern Tie-In Public Workshop
July 2025

The Battery Workshop was a public event to share the Southern Tie-In alignment studies and an initial concept design with the community and gather feedback.

What were the goals of The Battery Workshop?

- Provide context on the overall FiDi-Seaport Climate Resilience project for a general public audience.
- Review technical information, alignment studies, and the recommended alignment through The Battery.
- Share initial concept designs with the public.
- Gather input on concept designs, existing conditions, and priorities for The Battery of the future.

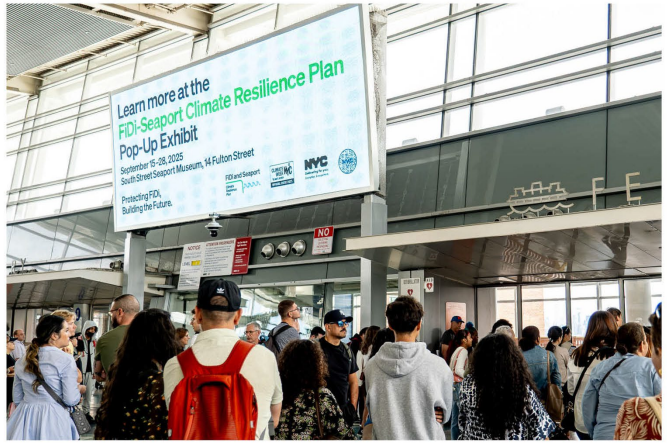
When and where did it take place?

This Workshop took place on July 22, 2025, at the Fraunces Tavern Museum. Approximately 85 people attended, from the general public, city agencies, and community organizations.

The Workshop followed a series of onsite tabling events in The Battery, where community members shared input on how they currently use the park.

Pop-Up Exhibit and Project Campaign Summer-Fall 2025

A summer-long campaign invited the public to participate through tabling, citywide ads, walks, partner events, and a pop-up exhibit.



Ads in the Whitehall Ferry Terminal

Site walk on City of Water Day

Tabling and kid-friendly activities at Seaport Kids events

Tabling in The Battery

Through tabling in the neighborhood, building partnerships, participating in local events, placing ads, and distributing newsletters to nearby businesses—culminating in a pop-up exhibit—the campaign advanced several key goals:

- Awareness of resiliency risks and the project overall
- Relationship building with collaborators, industry partners, and the general public
- Awareness of implementation complexity
- Documentation of design updates and project status

A balanced approach to the engagement tools allowed for both face-to-face interactions—through tabling and conversations with team members—and broad public awareness through ferry ads and other outreach efforts.

The campaign culminated in a pop-up exhibit at the South Street Seaport Museum. Over 1,500 people visited the Pop-Up!

By the numbers:

- On average, 66 people visited the Pop-Up each day, over three week, for a total of 1,390 Pop-Up visitors.
- 133 people attended the Flood Sensor Aunty Performance
- 65 people attended the funding panel
- 93 people attended site walks
- In all, we directly reached 1,543 people!

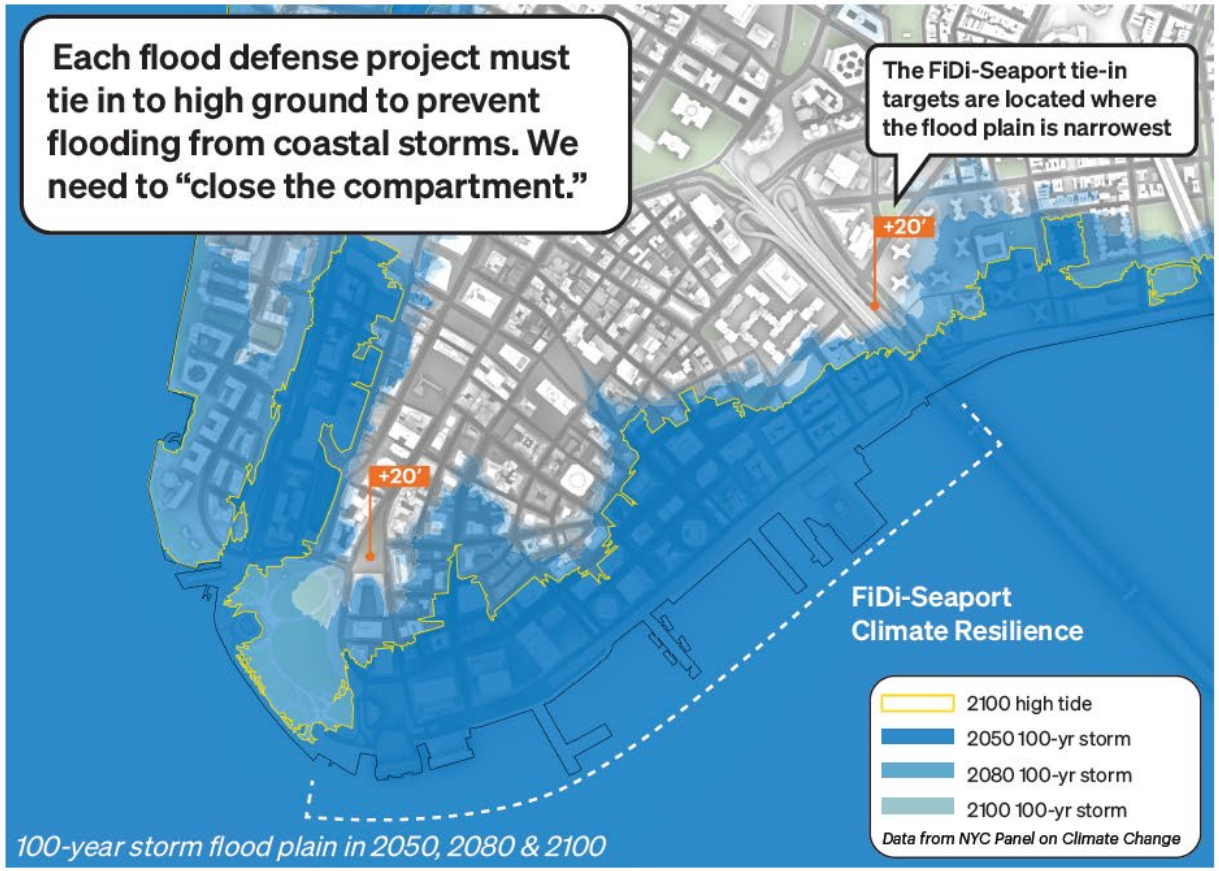
Who visited?

- Local residents, climate, design and engineering professionals, students, tourists
- Climate week brought professionals from around the world
- The outdoor signage attracted local residents
- Community partners helped spread the word to their constituencies

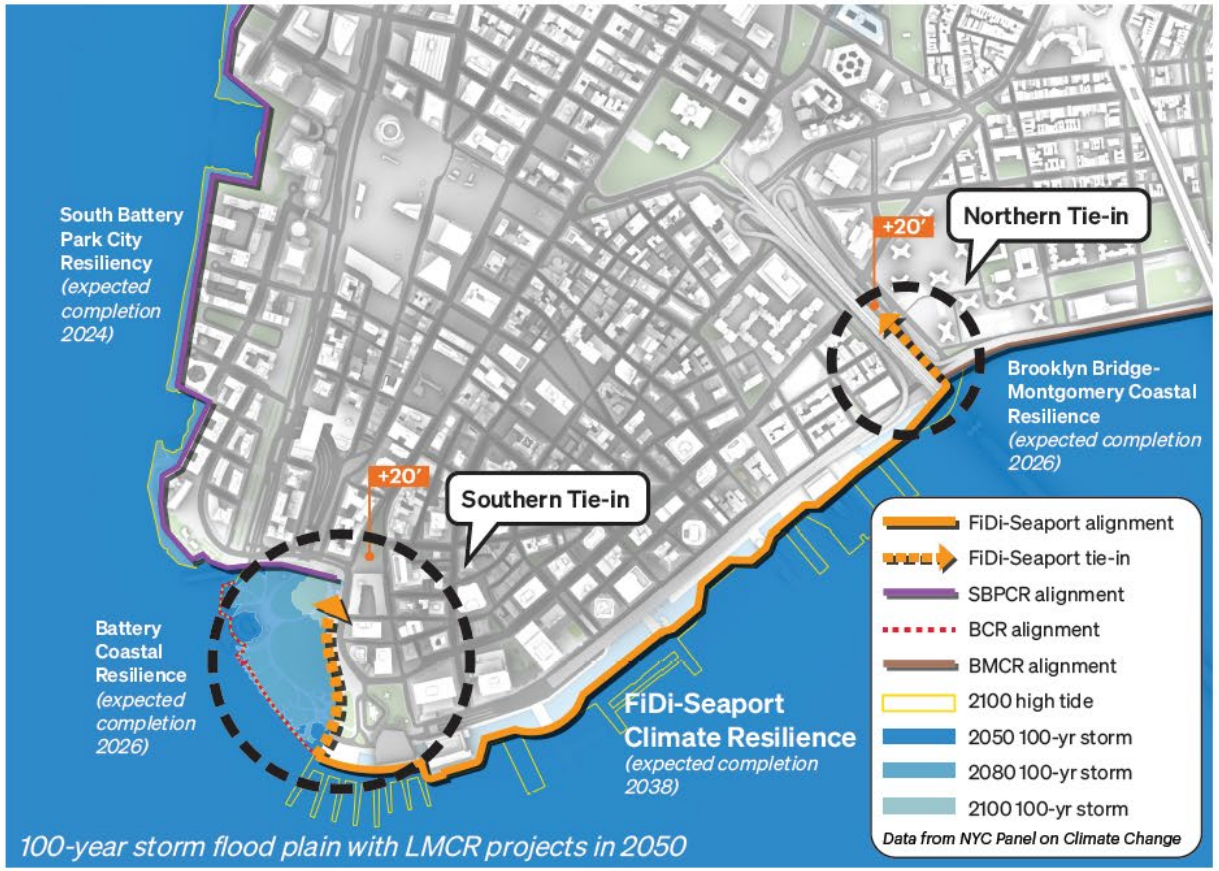
Southern Tie-In Update

What is the Southern Tie-In?

To protect Lower Manhattan, we must create a closed and connected flood protection system. Our flood protection alignment must tie in to high ground at either end of the project.



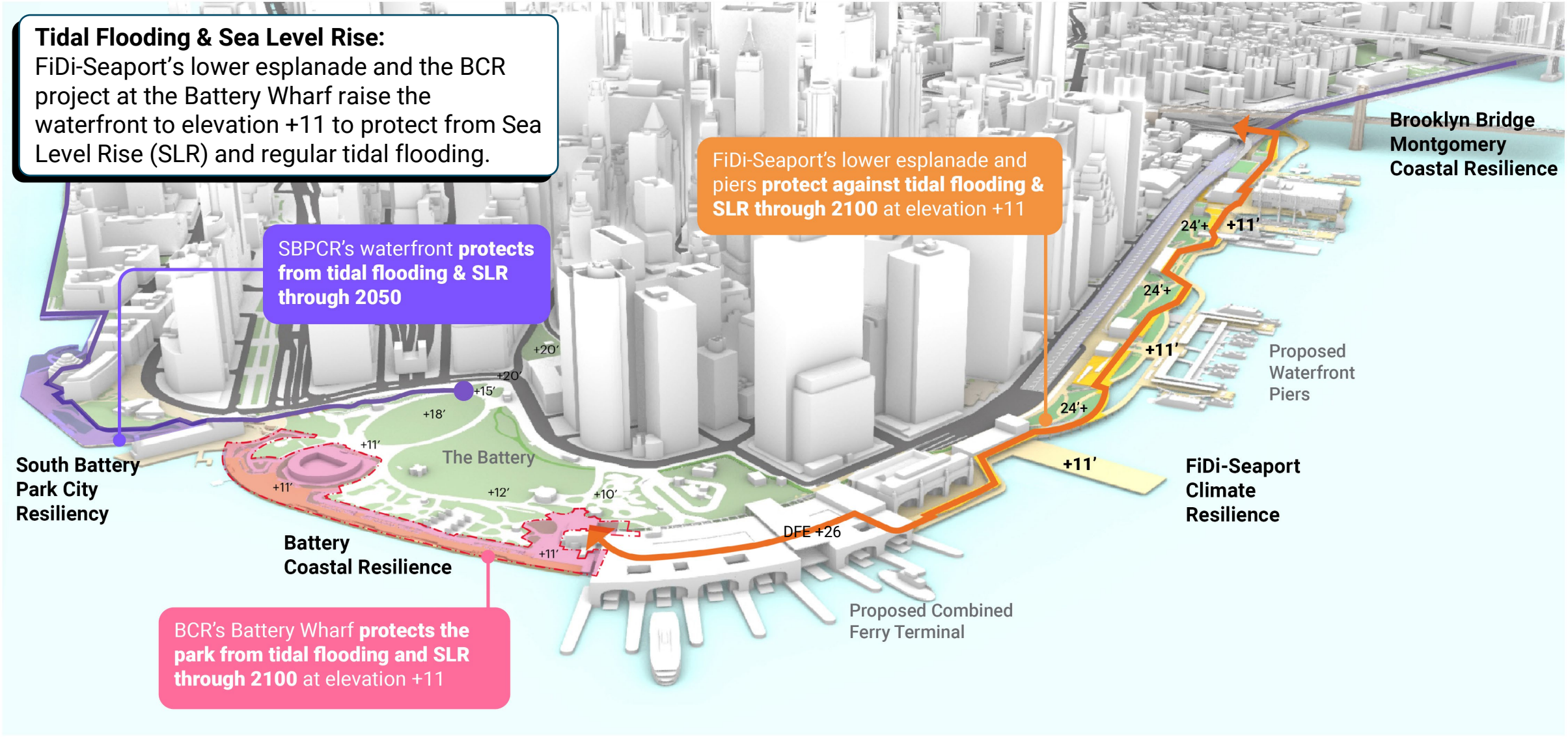
Without Lower Manhattan Coastal Resiliency (LMCR) projects, the neighborhood faces serious flooding during severe storm events, exacerbated by future sea level rise.



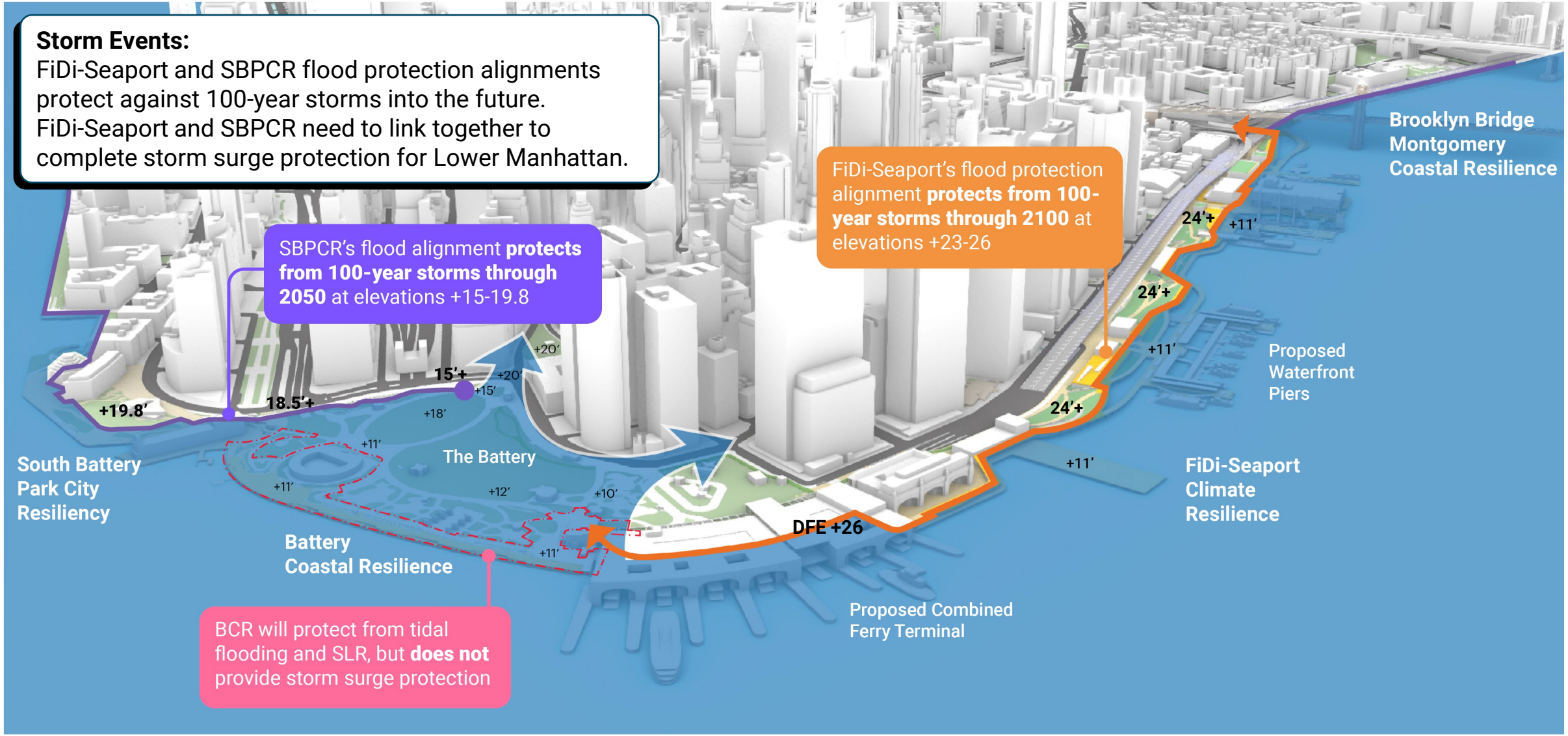
Closed and connected LMCR projects protect from storm surge flooding and sea level rise. The FiDi-Seaport project will protect through 2100.

Three resiliency projects come together at the tip of Manhattan. Each project protects from tidal flooding and sea level rise through 2050 or 2100.

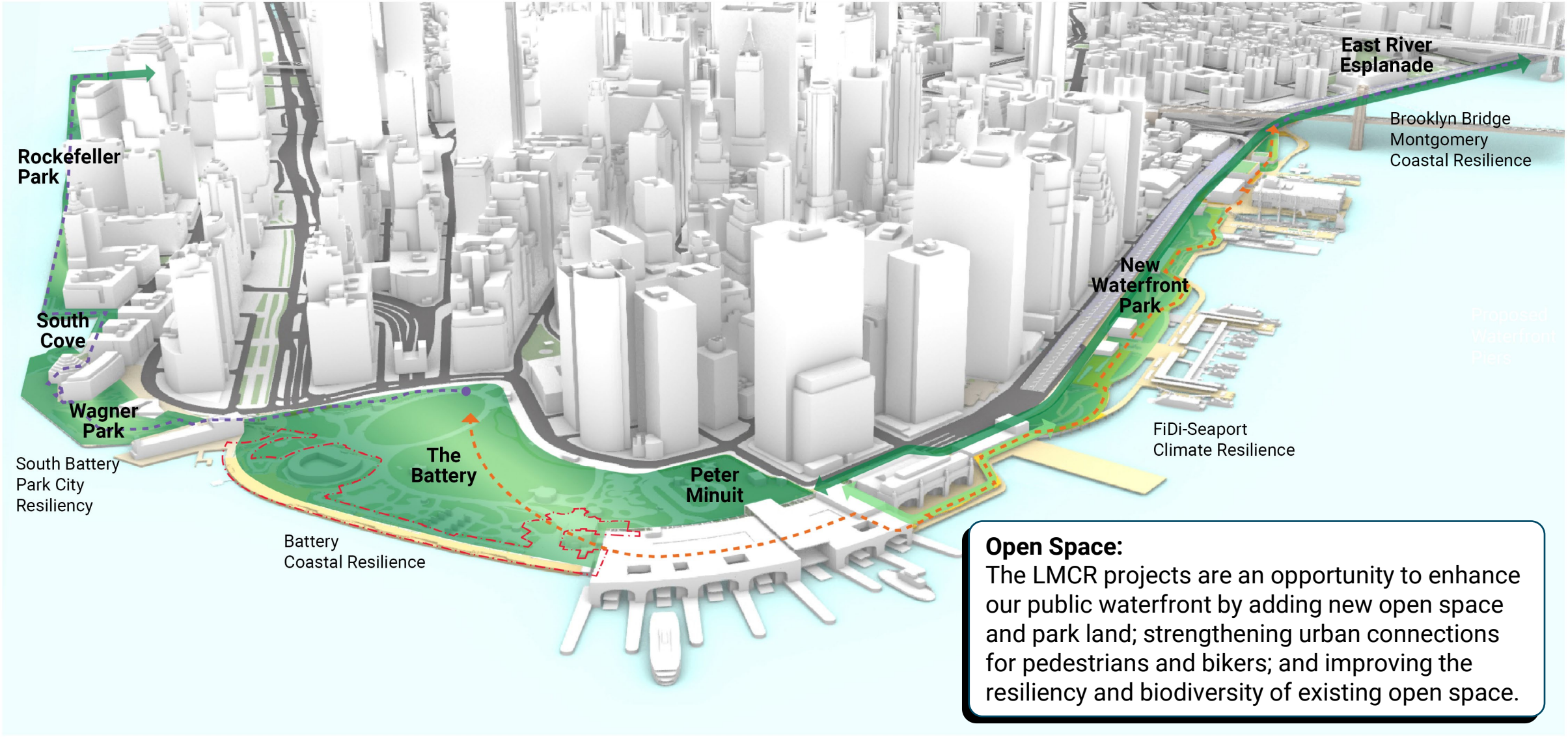
Tidal Flooding & Sea Level Rise:
FiDi-Seaport's lower esplanade and the BCR project at the Battery Wharf raise the waterfront to elevation +11 to protect from Sea Level Rise (SLR) and regular tidal flooding.



Three resiliency projects must link together at the tip of Manhattan to fully protect Lower Manhattan from coastal storms overtopping into the neighborhood.

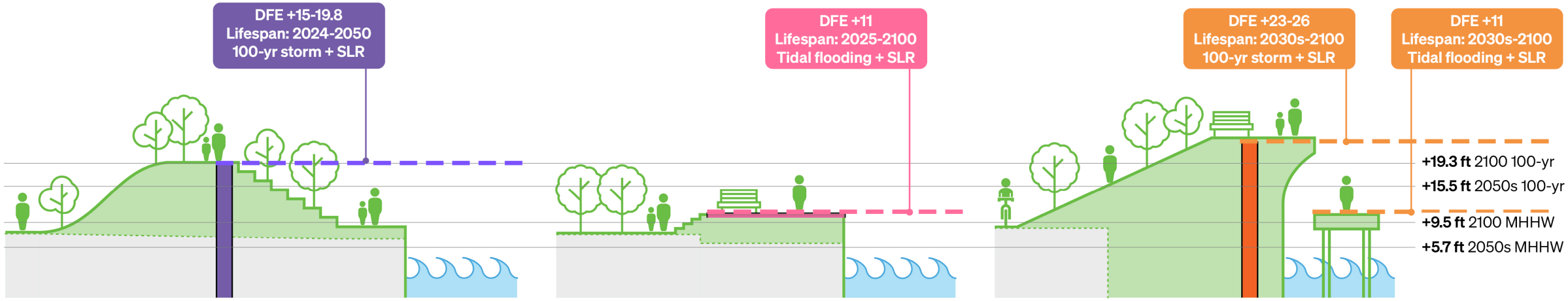


The goal is to integrate a closed flood protection system into a connected sequence of enhanced public waterfront open spaces wrapping the tip of Manhattan.



Open Space:
The LMCR projects are an opportunity to enhance our public waterfront by adding new open space and park land; strengthening urban connections for pedestrians and bikers; and improving the resiliency and biodiversity of existing open space.

Differences in Design Flood Elevations (DFEs) between adjacent projects are driven by the target lifespan of each. The FiDi-Seaport project has the highest DFE and the longest targeted lifespan.



South Battery Park City Resiliency

Battery Coastal Resilience

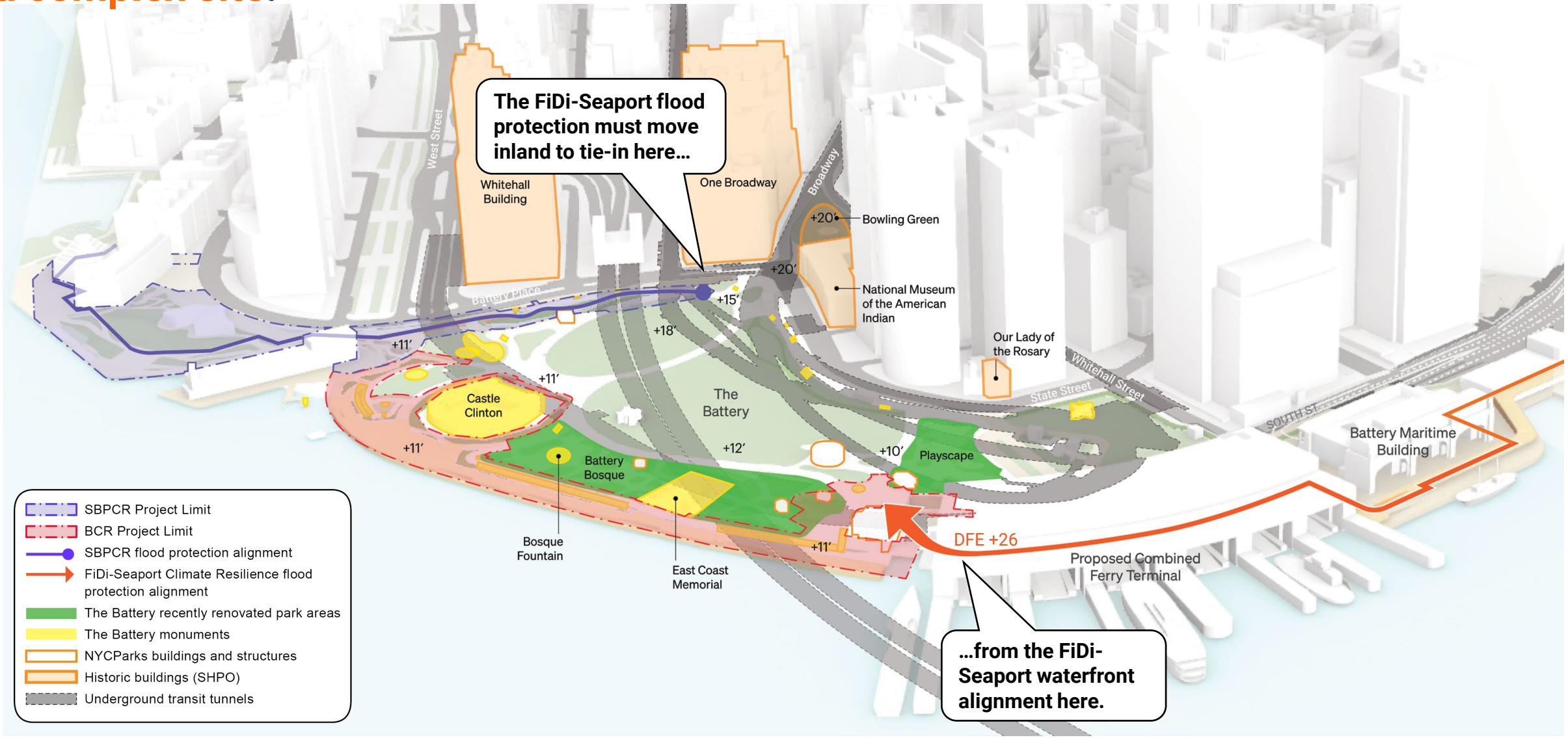
FiDi-Seaport Climate Resilience typical condition

These two adjacent projects are already underway, transforming our waterfront.

South Battery Park City Coastal Resilience (SBPCR)
Broke ground in 2023 - Expected completion in 2025

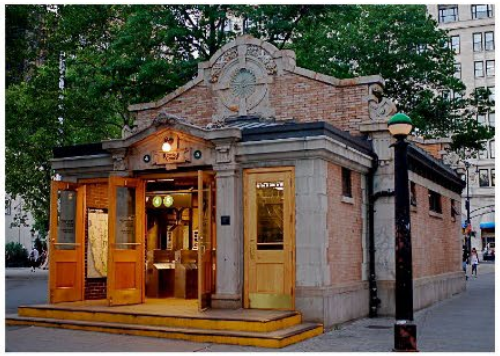
Battery Coastal Resilience (BCR)
Broke ground in 2024 - Expected completion in 2026

Closing the Southern Tie-In requires threading flood protection through a complex site.

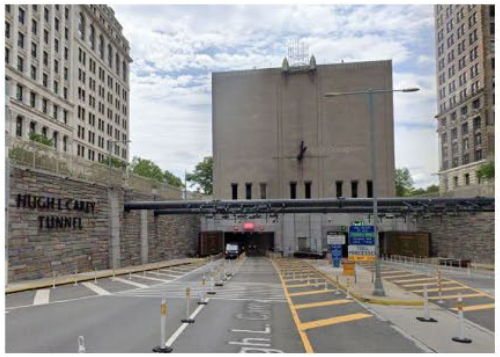


Below ground, a tangle of critical transit infrastructure creates significant technical challenges…

Subway tunnels run below the Battery upland, State Street, and Peter Minuit Plaza



Several subway entrances span along State Street between Bowling Green and Peter Minuit Plaza



Two vehicular tunnels cross under The Battery

Above-ground tunnel vents and access points dot the study area

…Above ground, the site holds many culturally significant monuments and open space assets.

Historically significant buildings

Busy public streetscapes and right of ways

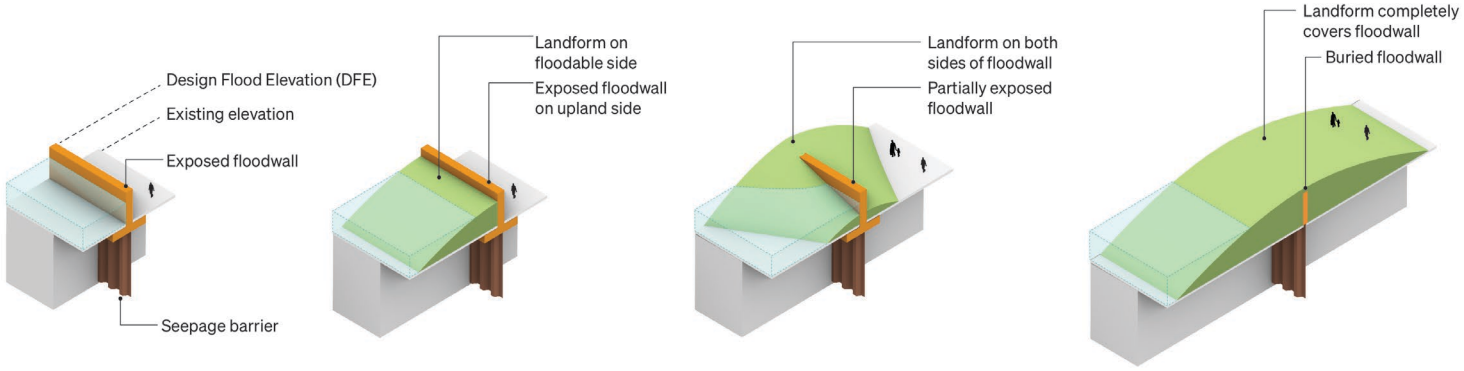
Adjacent resiliency projects

Waterfront open space, monuments and memorials

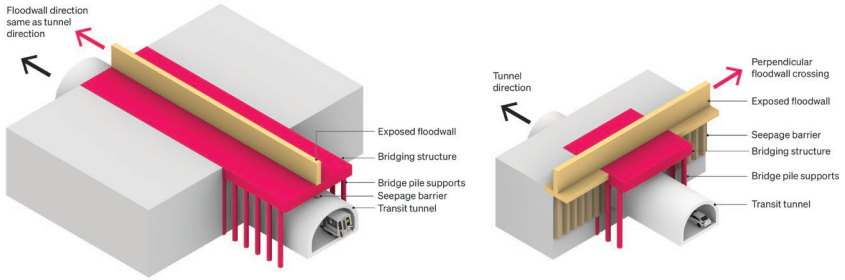
How do we create closed and connected flood protection?

The inland flood protection is made up of many infrastructure components. Some are visible above ground, while others are hidden below ground.

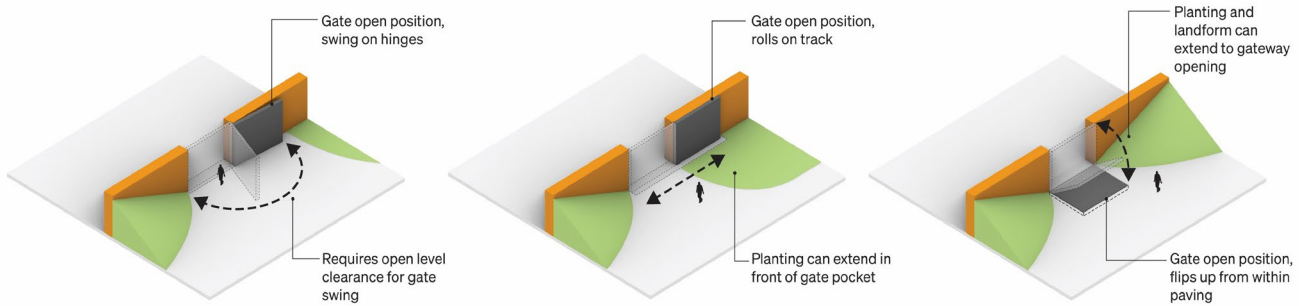
FLOOD WALLS
(above & below ground)



BRIDGING STRUCTURES
(below ground)

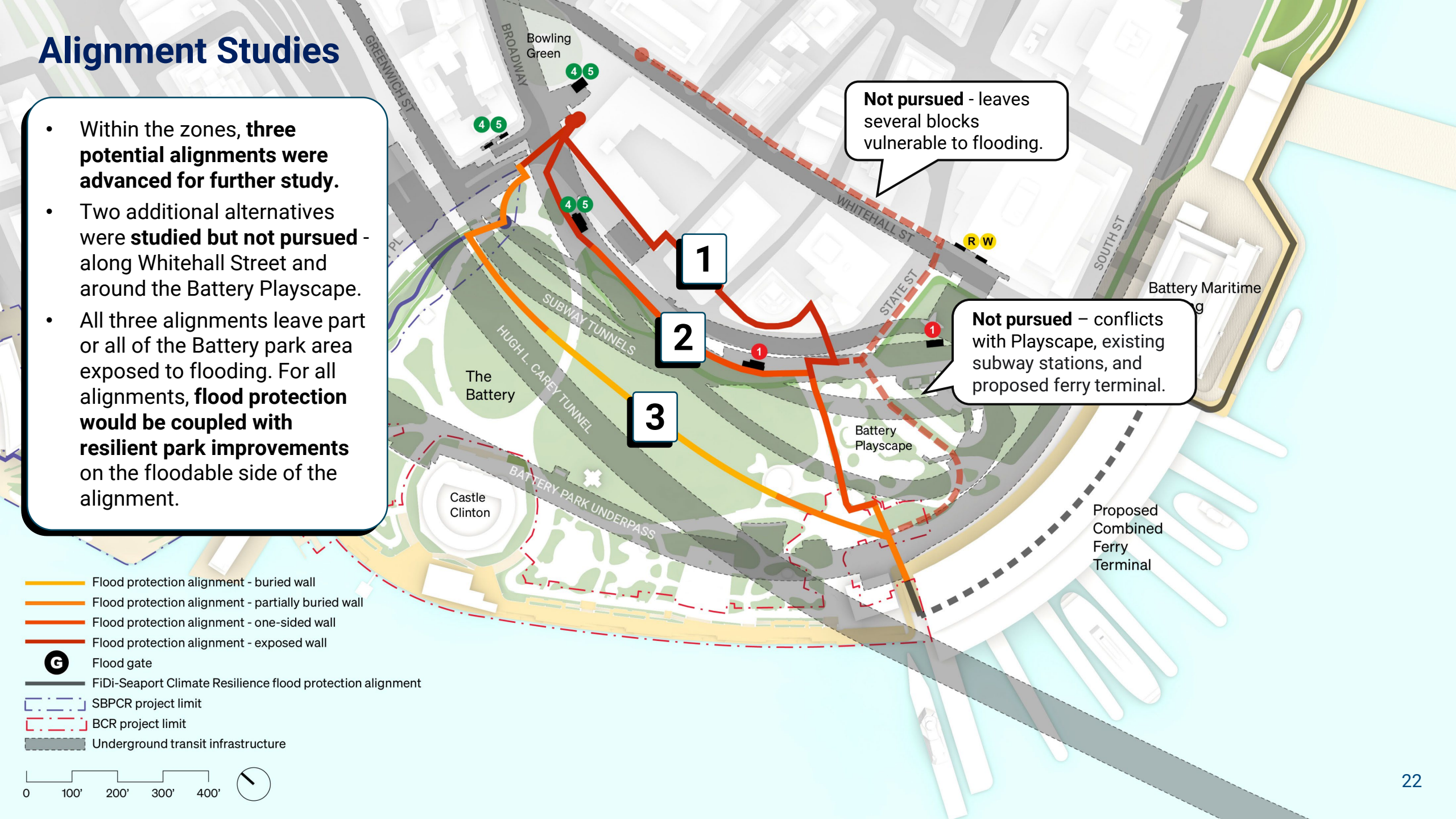


FLOOD GATES
(above & below ground)

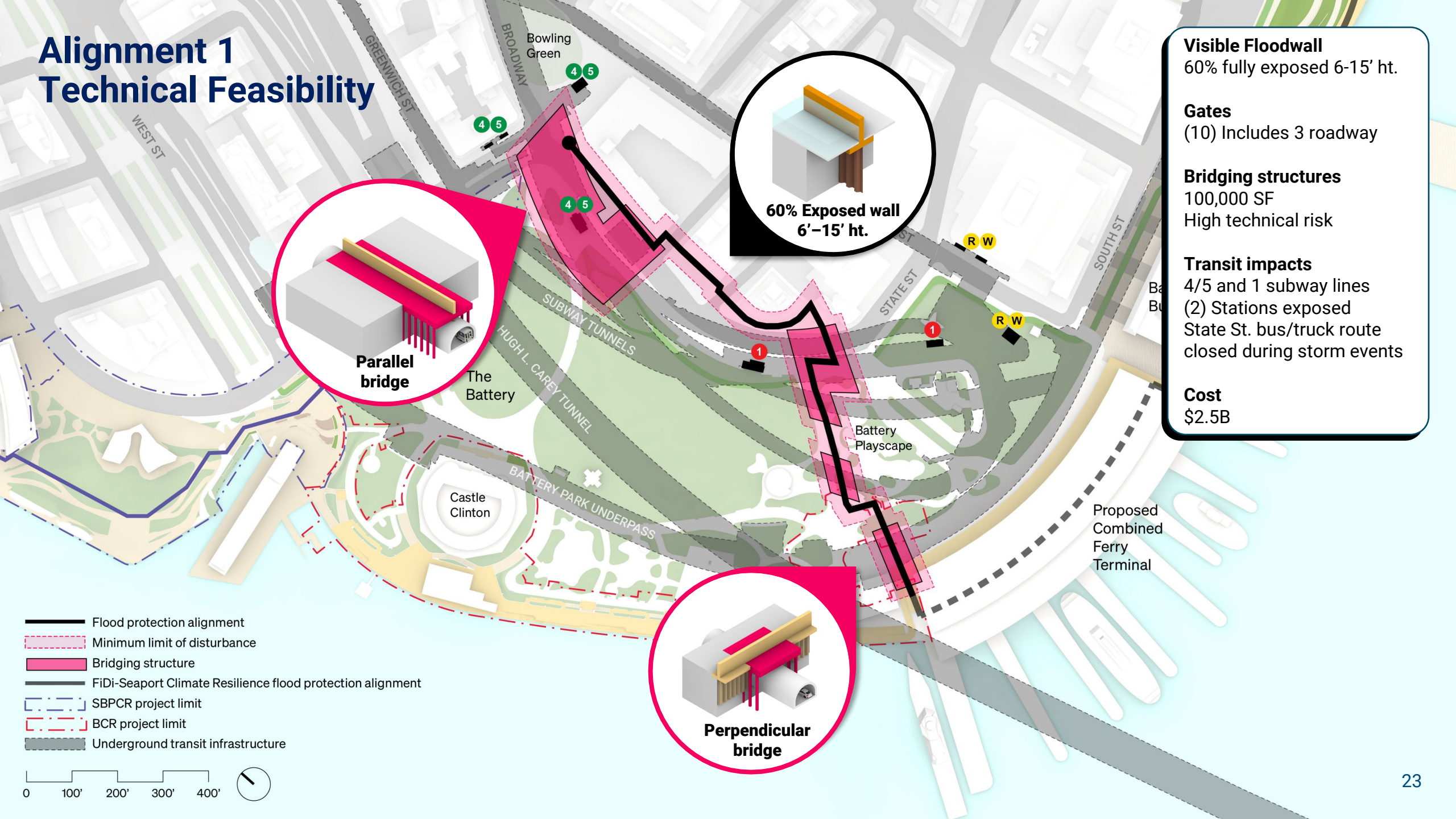


Alignment Studies

- Within the zones, **three potential alignments were advanced for further study.**
- Two additional alternatives were **studied but not pursued** - along Whitehall Street and around the Battery Playscape.
- All three alignments leave part or all of the Battery park area exposed to flooding. For all alignments, **flood protection would be coupled with resilient park improvements** on the floodable side of the alignment.



Alignment 1
Technical Feasibility



Visible Floodwall
60% fully exposed 6-15' ht.

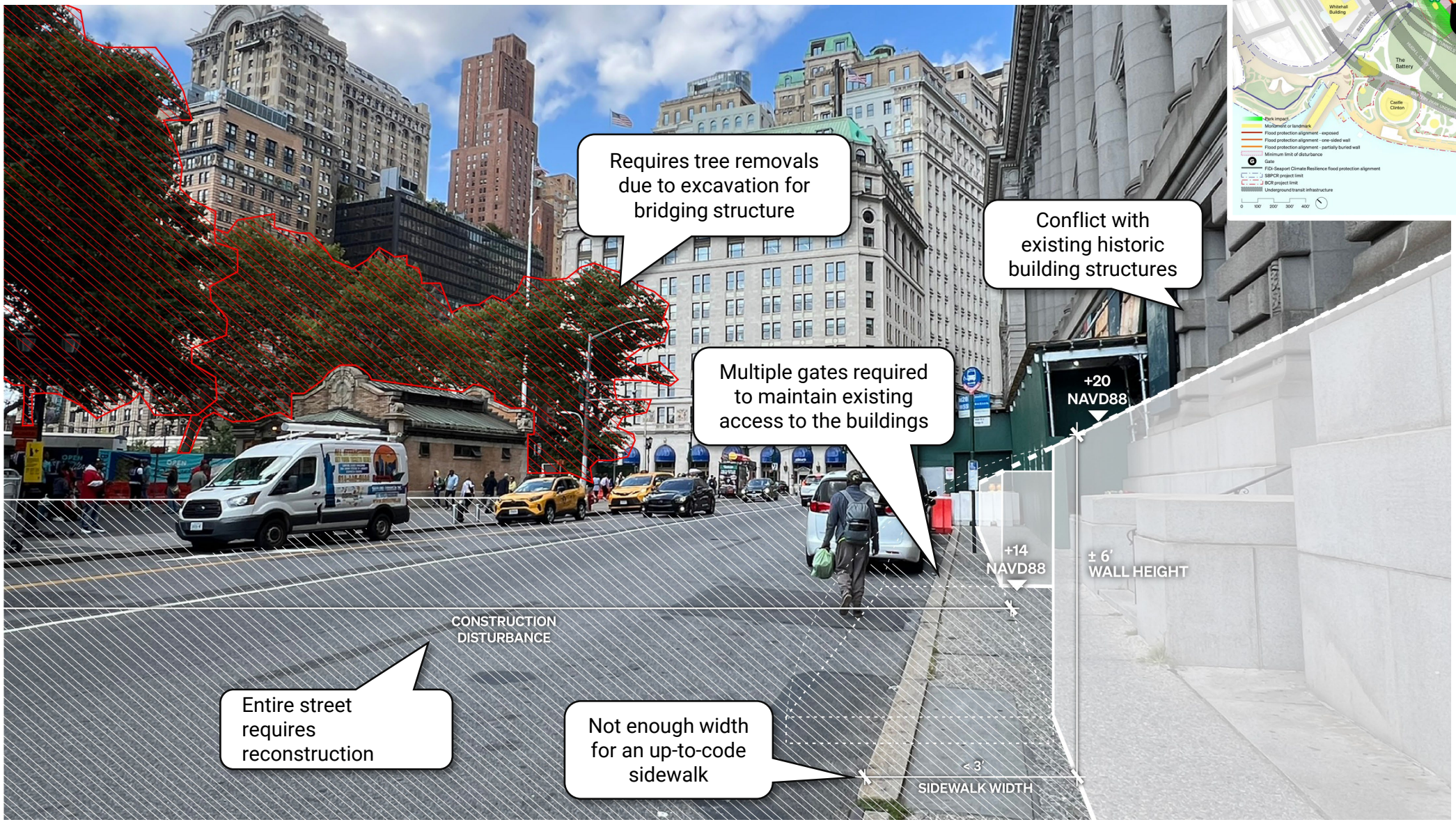
Gates
(10) Includes 3 roadway

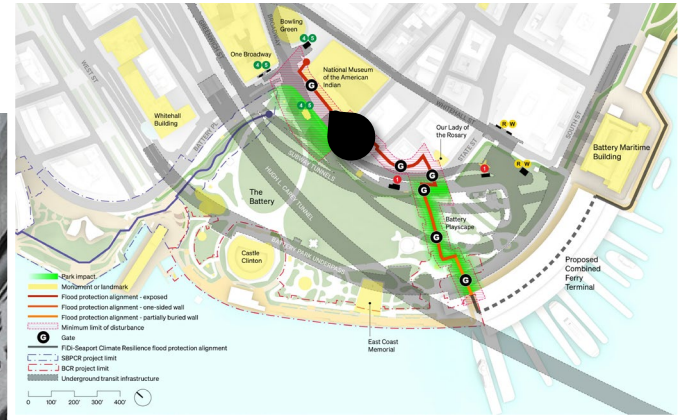
Bridging structures
100,000 SF
High technical risk

Transit impacts
4/5 and 1 subway lines
(2) Stations exposed
State St. bus/truck route closed during storm events

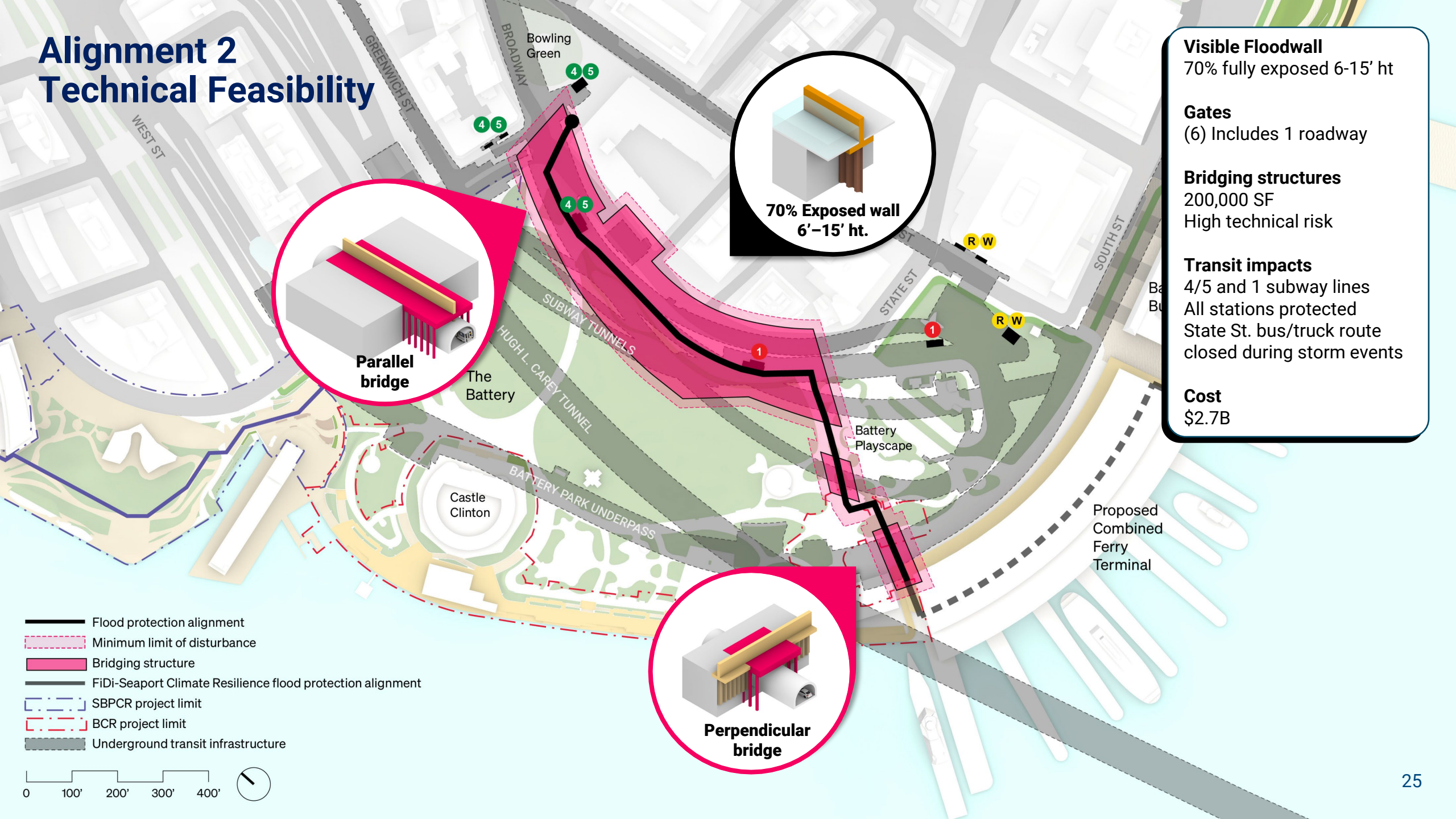
Cost
$2.5B

Location A - After





Alignment 2
Technical Feasibility



Visible Floodwall
70% fully exposed 6-15' ht

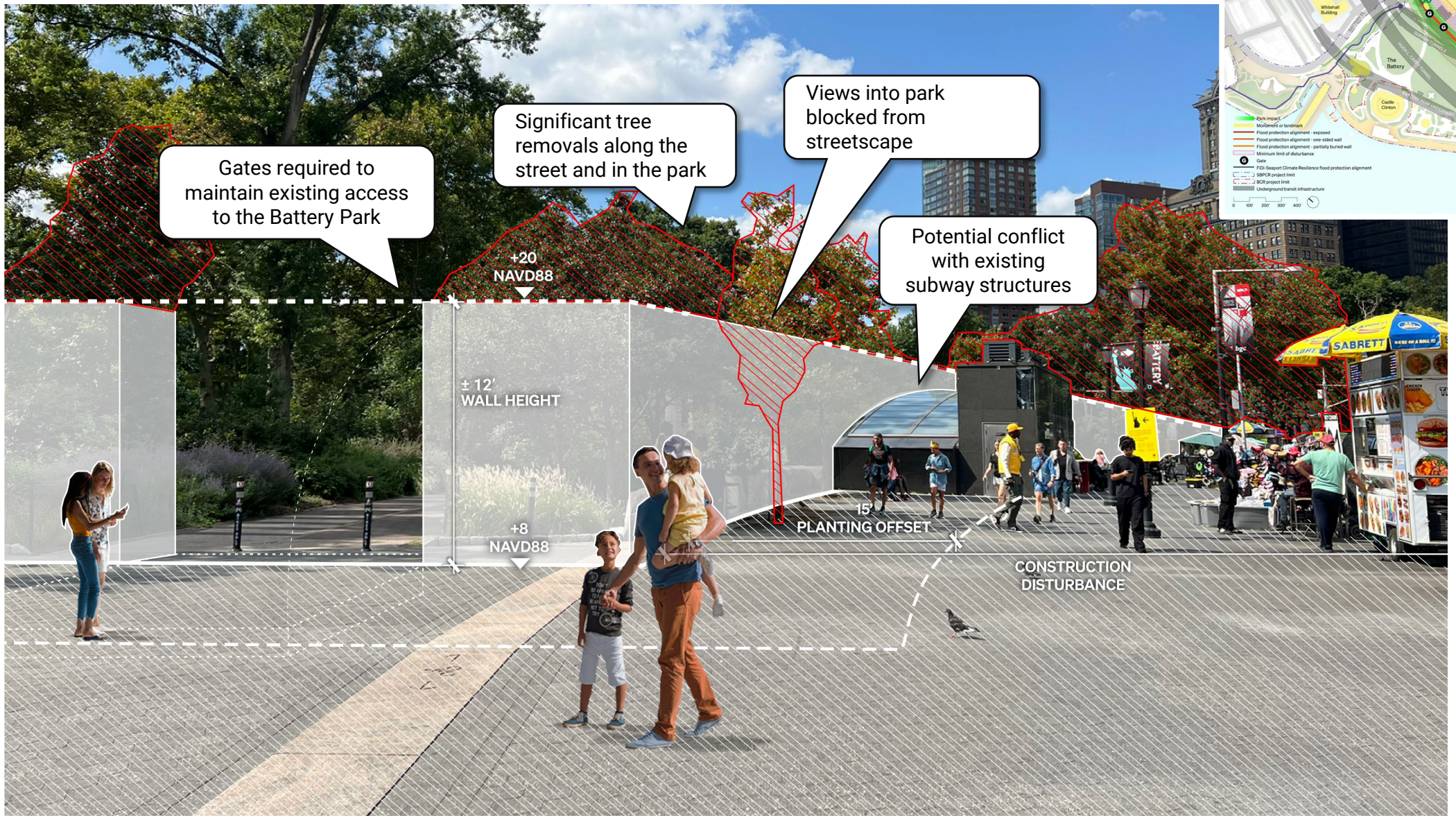
Gates
(6) Includes 1 roadway

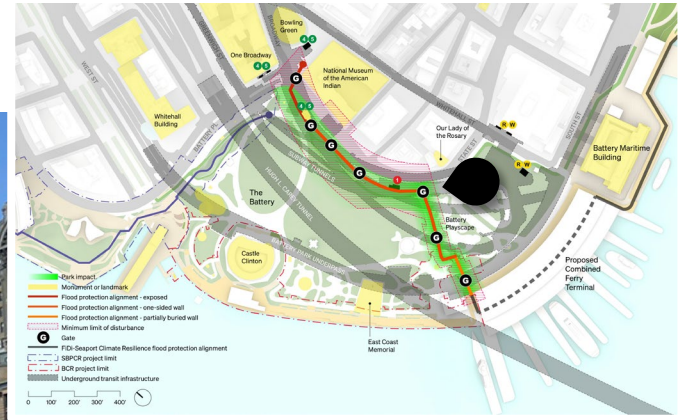
Bridging structures
200,000 SF
High technical risk

Transit impacts
4/5 and 1 subway lines
All stations protected
State St. bus/truck route closed during storm events

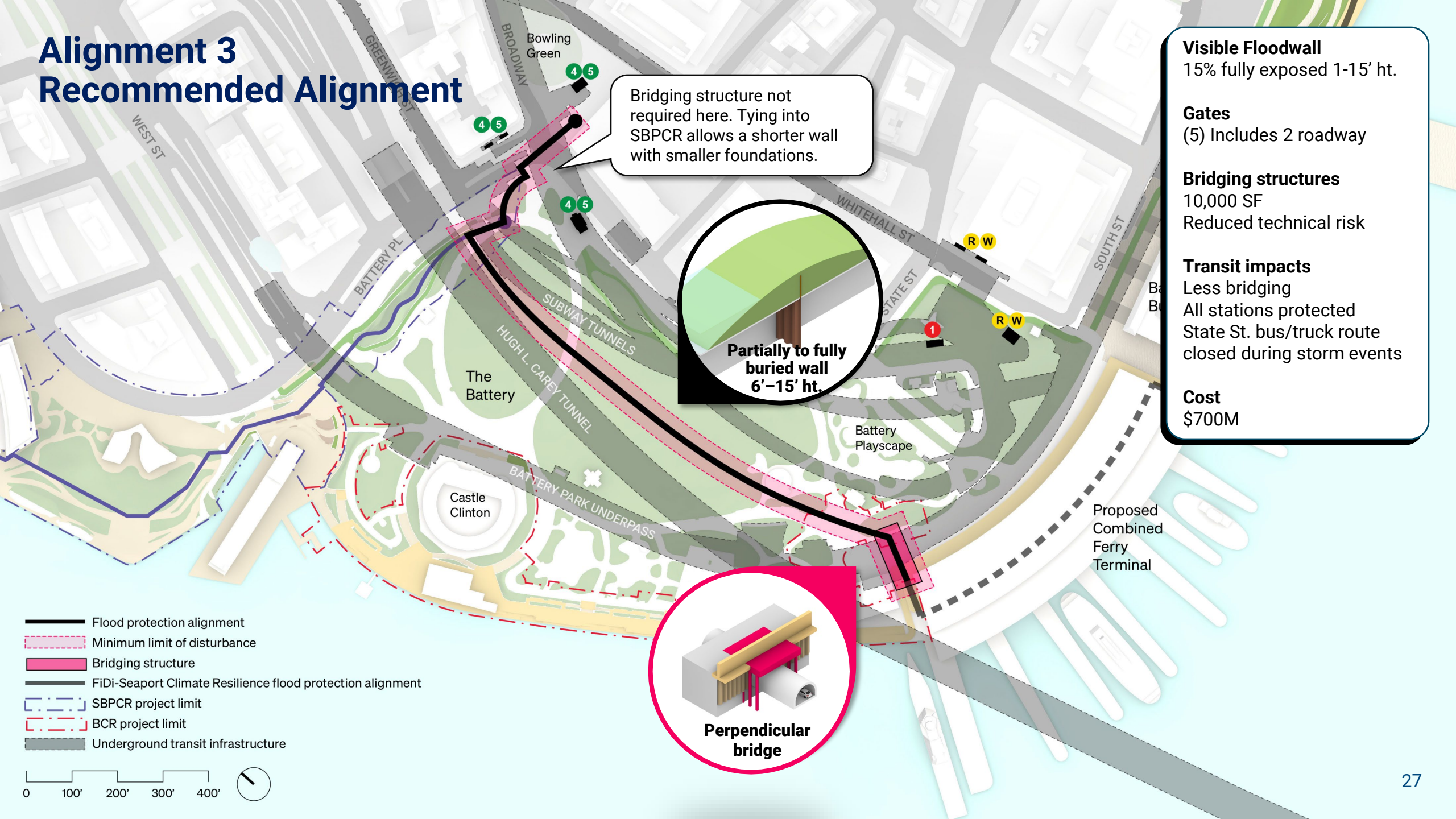
Cost
$2.7B

Location B - After





Alignment 3
Recommended Alignment



Visible Floodwall
15% fully exposed 1-15' ht.

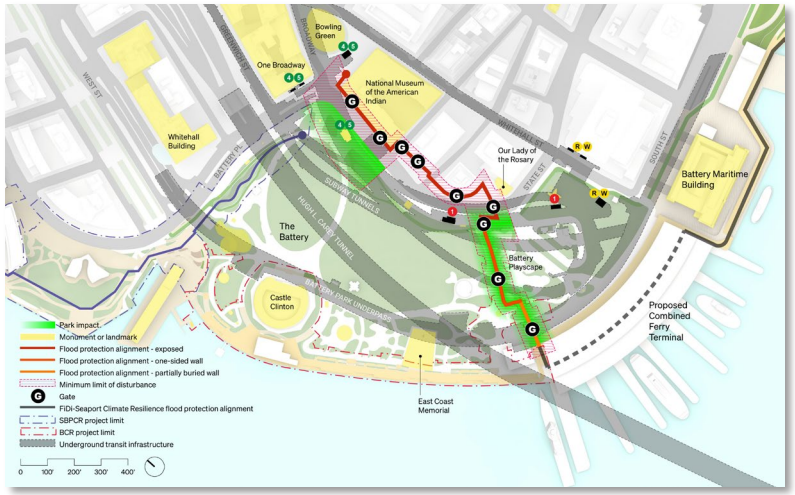
Gates
(5) Includes 2 roadway

Bridging structures
10,000 SF
Reduced technical risk

Transit impacts
Less bridging
All stations protected
State St. bus/truck route closed during storm events

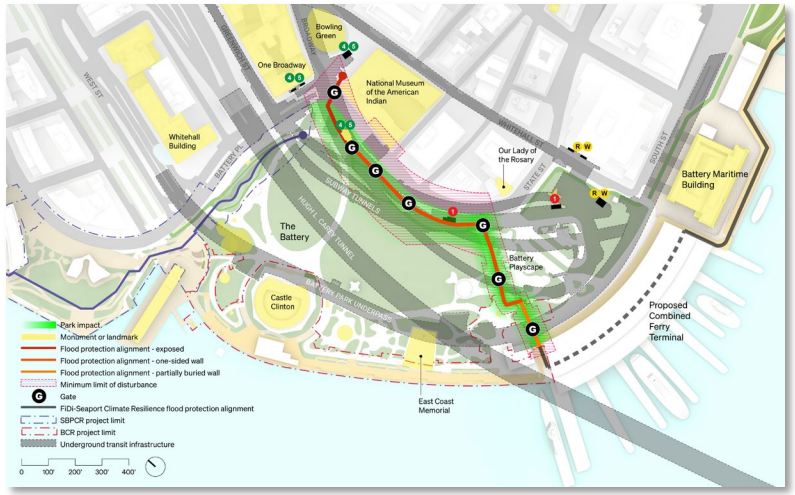
Cost
$700M

Alignment Summary



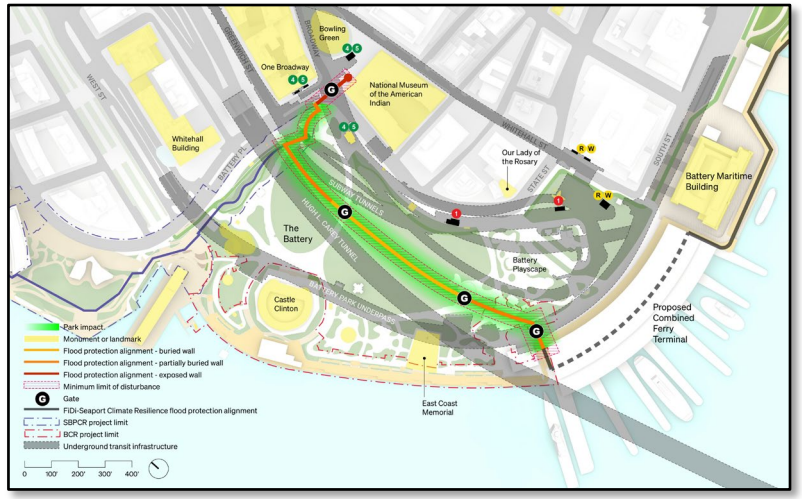
Alignment 1
State Street – Building Adjacent

- Challenges include technical feasibility, public realm impacts, building impacts, limited integration opportunities, and cost



Alignment 2
State Street – Park Adjacent

- Challenges include technical feasibility, park impacts, public realm impacts, limited integration opportunities, and cost



Alignment 3
Park – Battery Upland

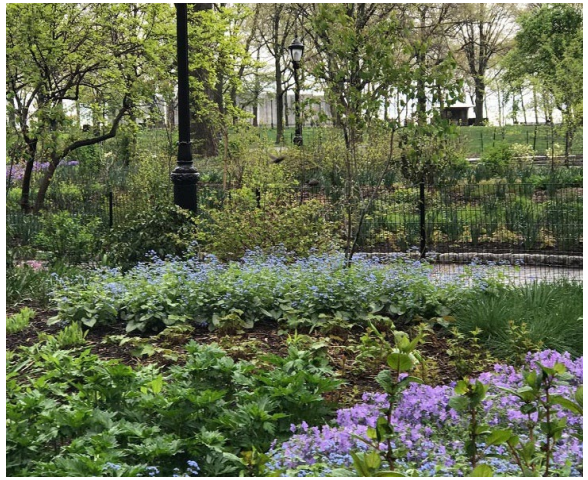
- More technically feasible, less impact to critical infrastructure, transit, and buildings, and lowest cost

How does the Battery work today?

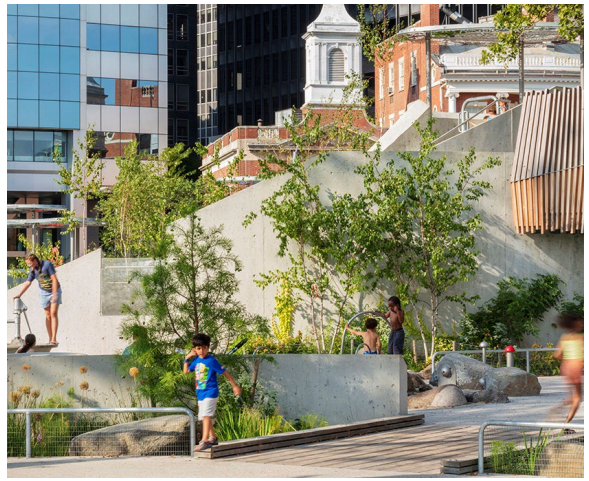
The Battery is a significant public waterfront, both locally and nationally.

The Battery is a significant public waterfront and a gateway to harbor destinations, attracting visitors near and far.

The Battery holds a collection of important monuments and historic narratives.



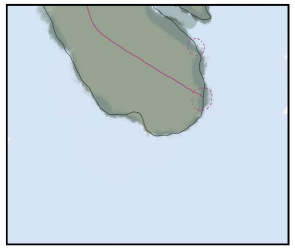
The Battery is a green oasis of horticulturally rich gardens and mature trees.

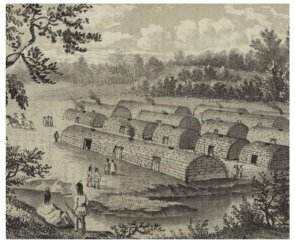


The Battery is an urban neighborhood park serving diverse needs and users.

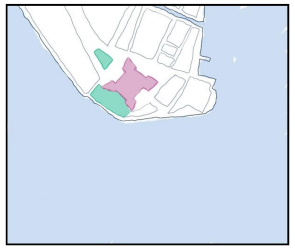
Like the rest of the city's waterfront, The Battery has continuously evolved in every phase of its history. How can we best serve the park into the future?

Pre-1600s

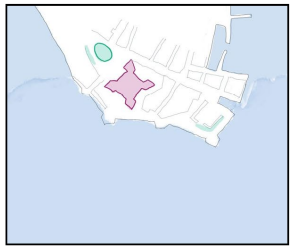


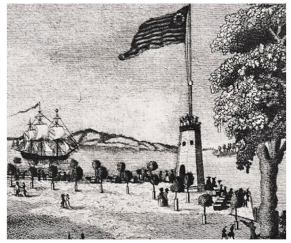


ca. 1620

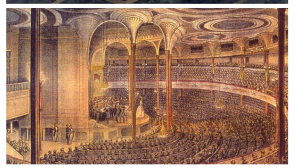


ca. 1780





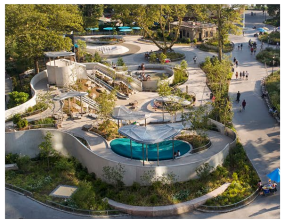
ca. 1855



ca. 1870

1940s-50s

early 2000s



2030s-2100

?

Some things we've heard from you so far…

(From stakeholder & public outreach events Winter-Fall 2025)

Keep and create **open sightlines** to the waterfront and through The Battery.

Create **safer and more clear multi-modal pathways** for bikers and pedestrians.

Maintain or relocate **existing assets and land uses** in the park, including the **Urban Farm**.

Create **space for crowds and events** while protecting the lawns and trees.

Design new topography with **gentle slopes and lookouts.**

We love the gardens!!

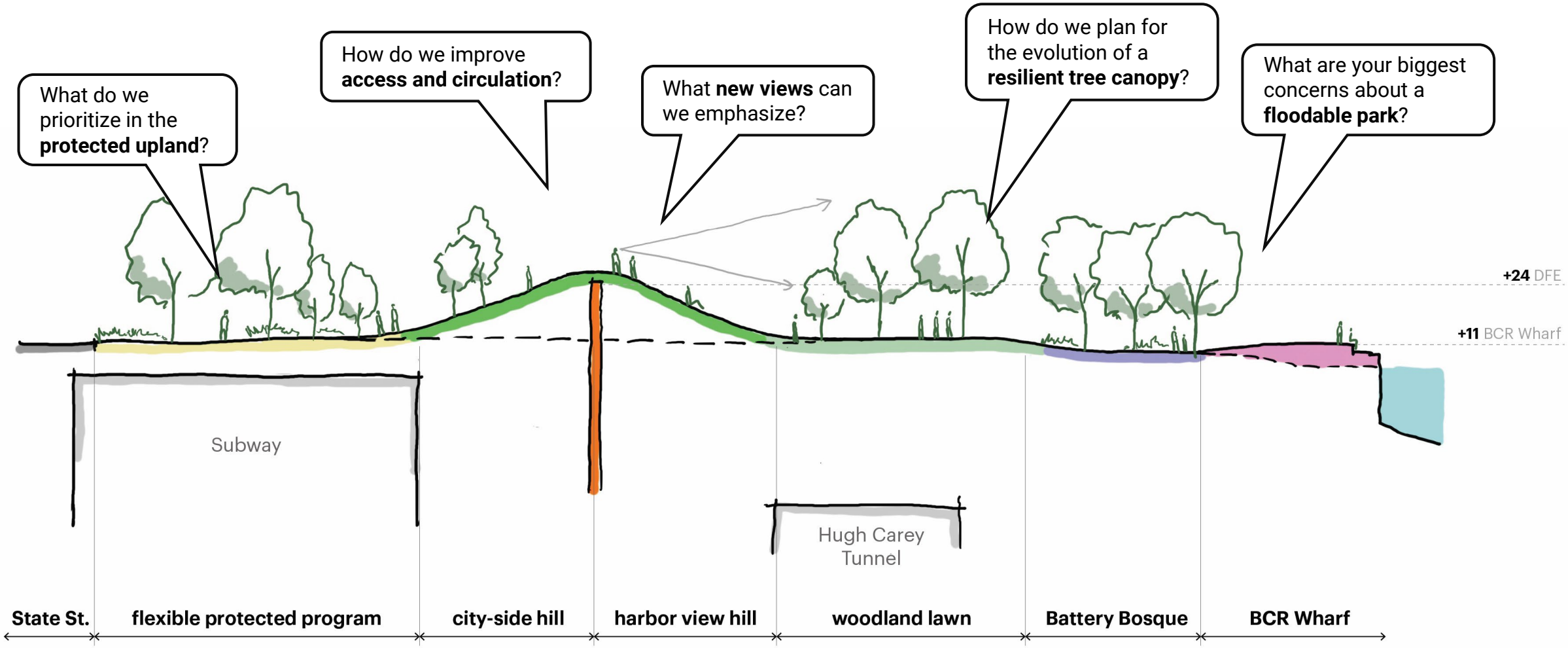
Support **park users and workers** during **construction** so people can continue to enjoy the park.

Keep lawns **open and usable.**

Expand biodiversity, pollinator and habitat gardens and education.

Preserve the existing **historic narrative** + share new or **missing stories.**

We spoke with stakeholders about what site considerations should guide the design strategy for flood protection integration within the existing park.



What can we expect in this phase of design vs. future phases of design?

This phase of design (through fall 2025) will establish:

10-15% Concept Design

- **Conceptual alignment for the flood protection infrastructure** so that engineering design can proceed.
- **Technical constraints and feasibility criteria;** assess design alternatives and impacts.
- **Open space goals and priorities** for integration of flood protection infrastructure.
- **Conceptual footprint** for new landforms and earthwork.
- **Conceptual circulation and programming** ideas.
- **Conceptual-level costing and implementation** analysis.

Future phases of design will develop:

15-100% Schematic - Final Design phases

- **Engineering design** for the flood protection infrastructure.
- Study and development of design details, **materials and finish selections** for exposed flood protection components.
- Refinement of open space design for **site grading, landform, and site circulation.**
- Open space design for site programming and character – including **materials selections, furnishings, lighting, and site elements.**
- **Resilient planting approach** and plant species selections.
- **Ongoing costing, implementation, and impacts** analysis.

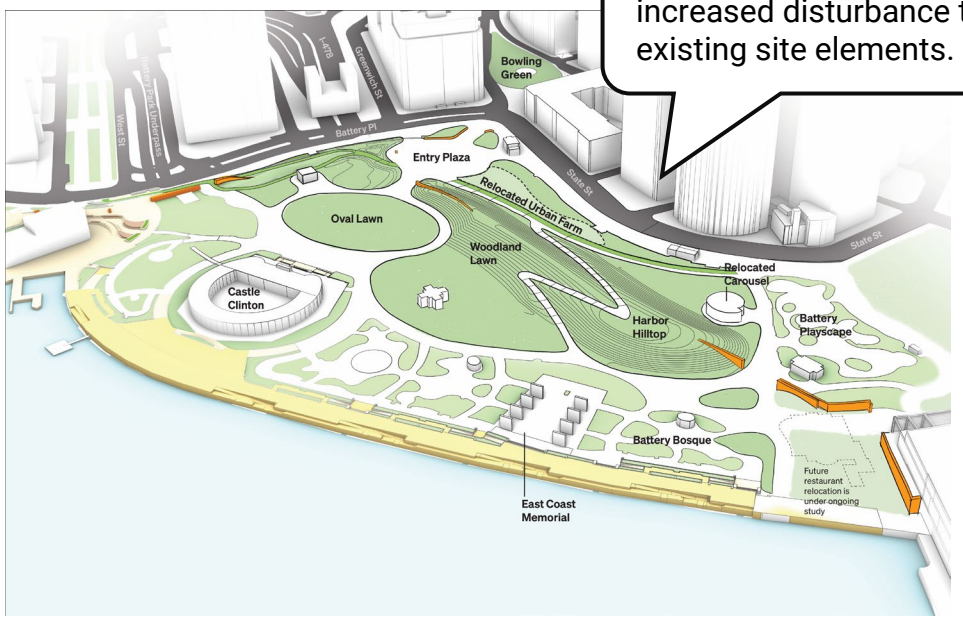
Proposed Concept Design

Today we will be sharing a proposed concept design that addresses the technical criteria, project goals, and input received so far. This concept will continue to evolve with stakeholder input. We will also give a brief overview of an alternative study.

Selected proposal due to reduced impacts on existing site elements.

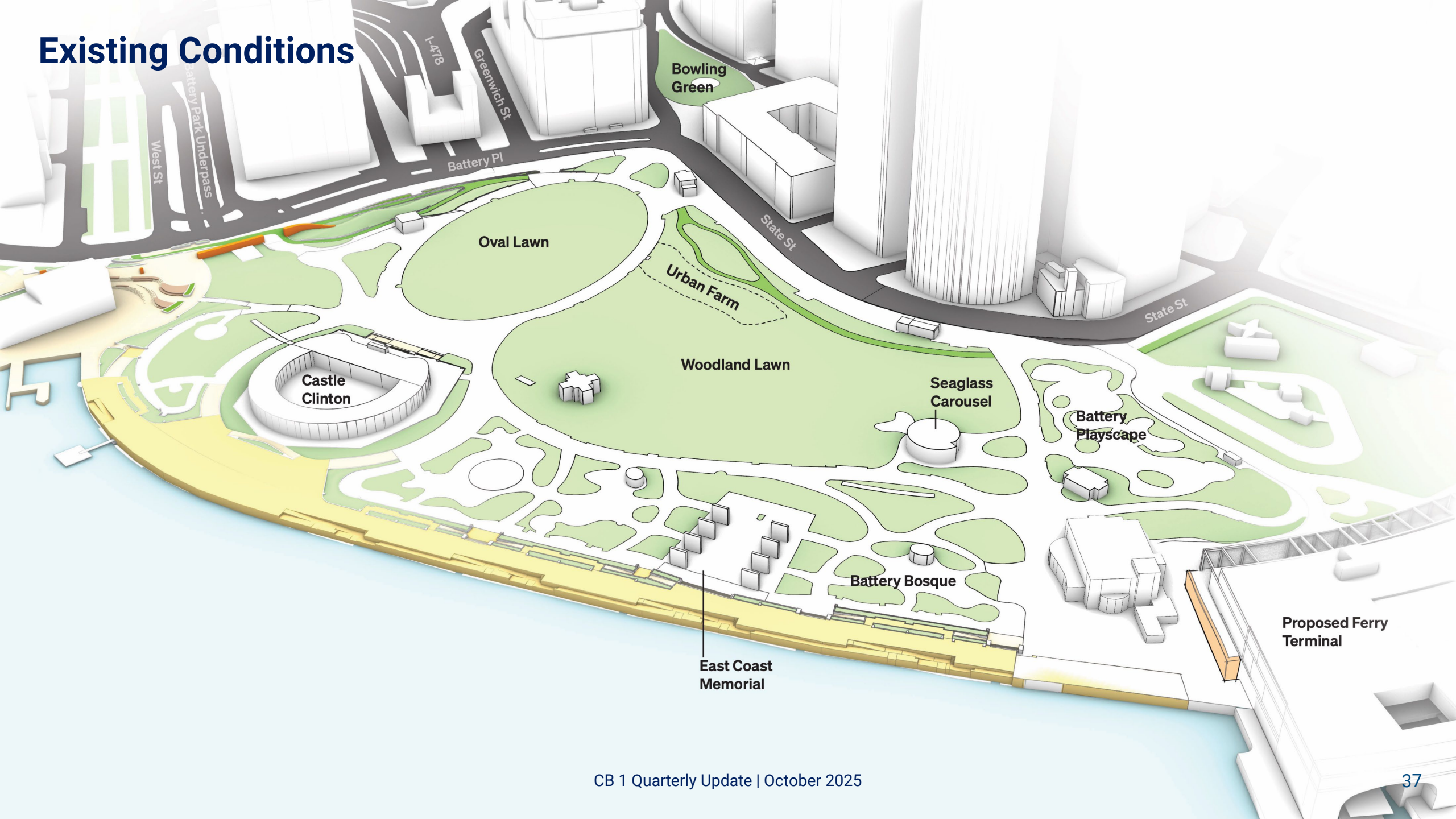
Proposed Concept Design

Not pursued due to increased disturbance to existing site elements.

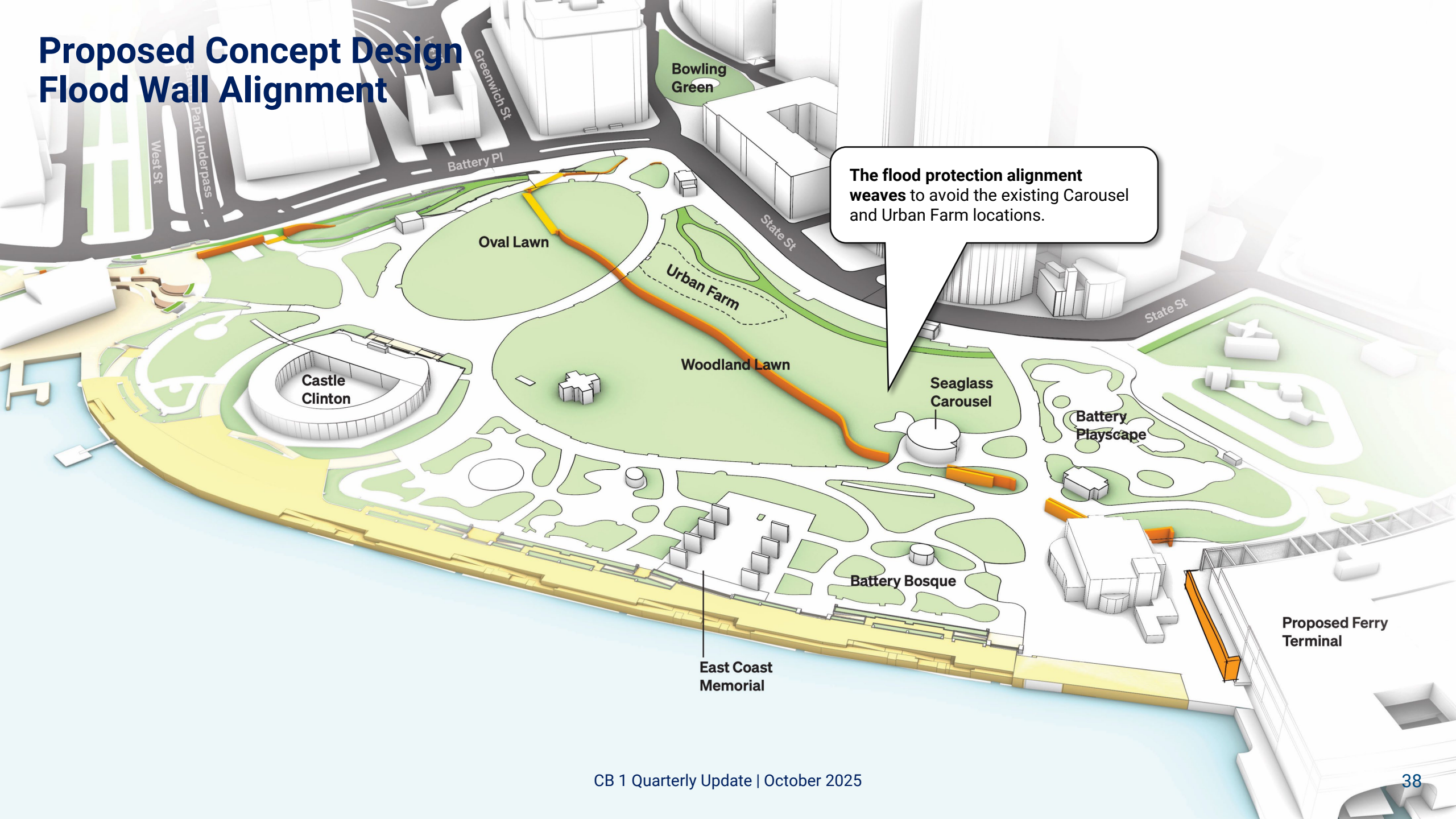


Alternative Study (not pursued)

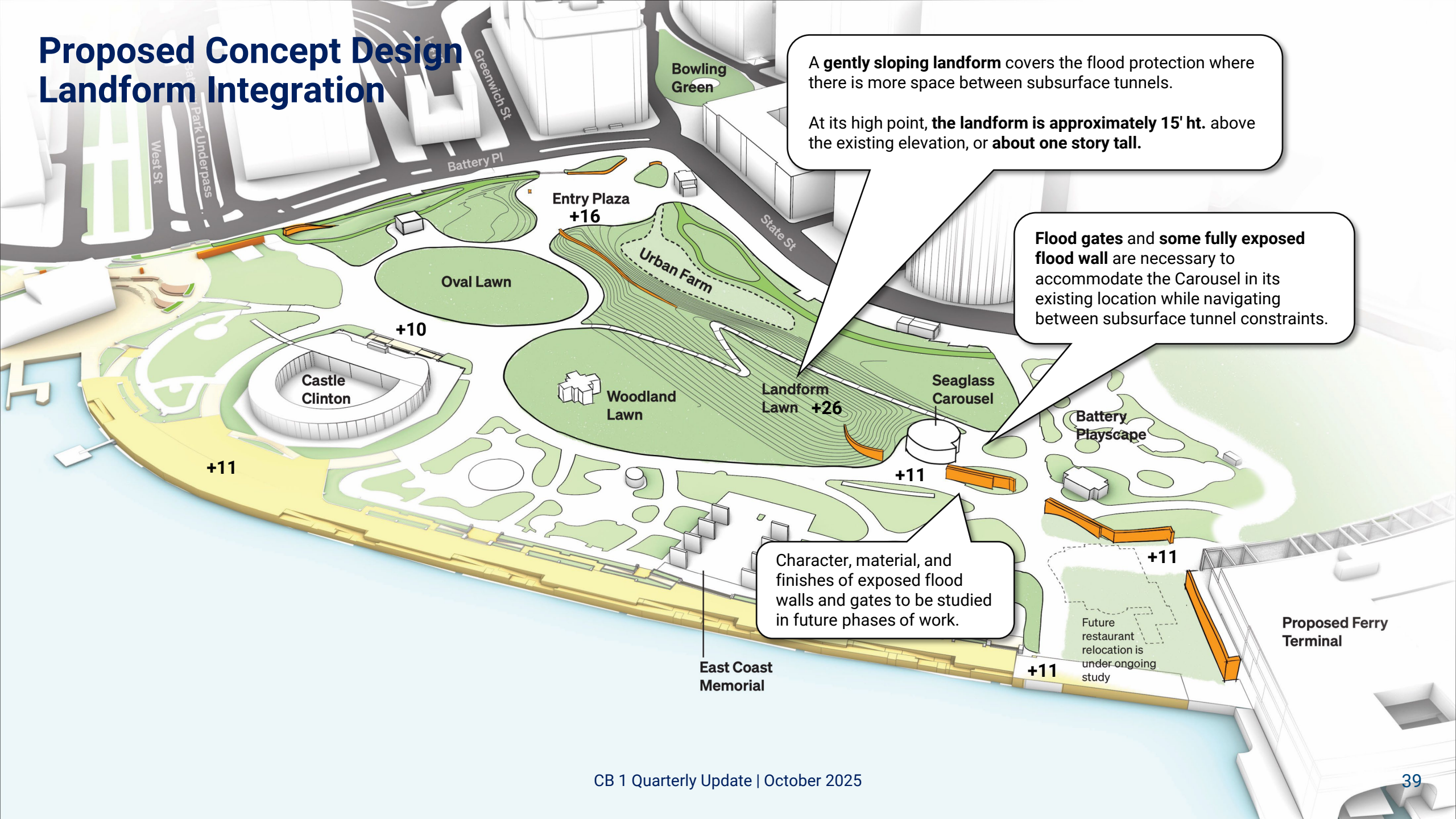
Existing Conditions



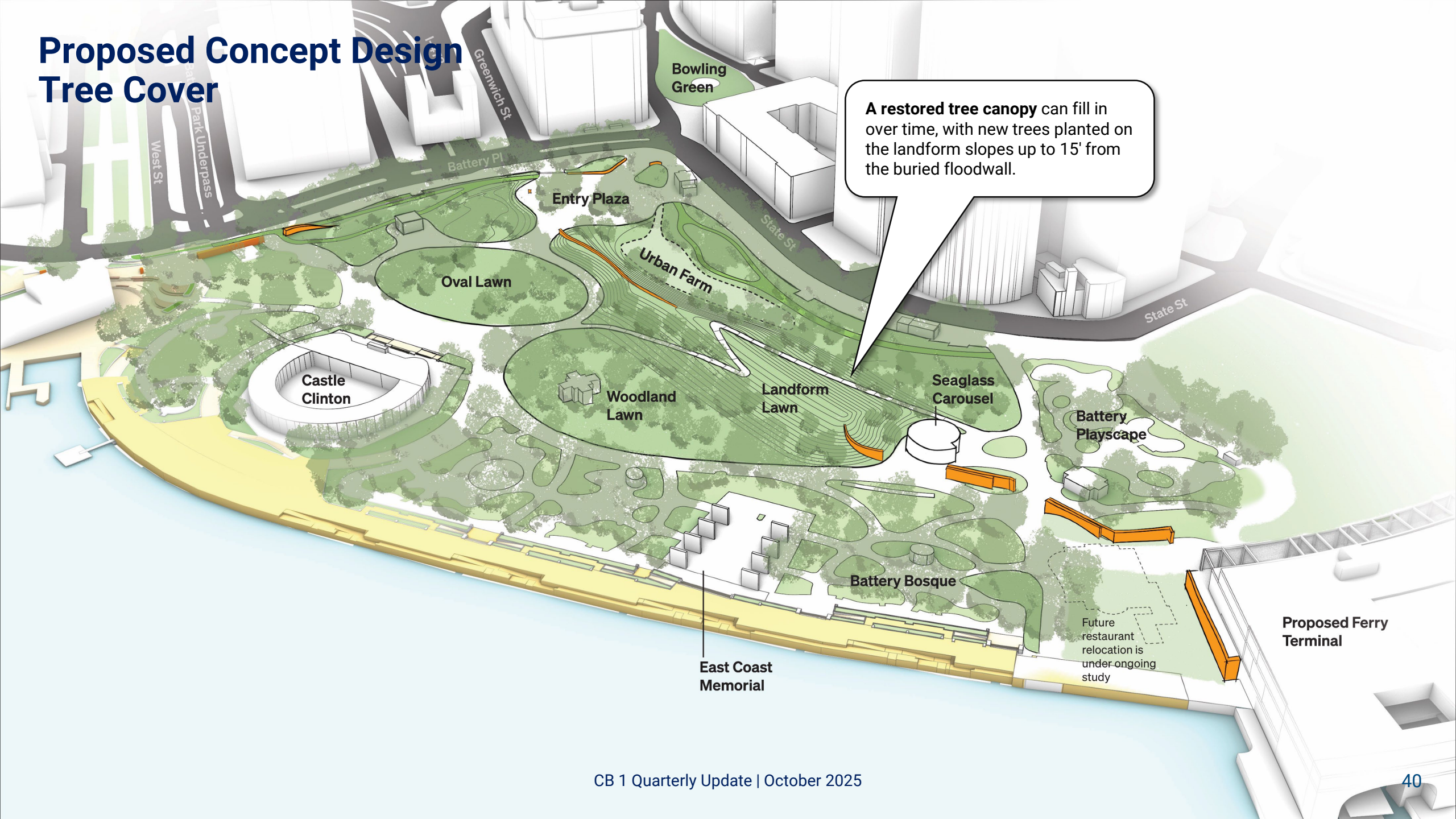
Proposed Concept Design
Flood Wall Alignment



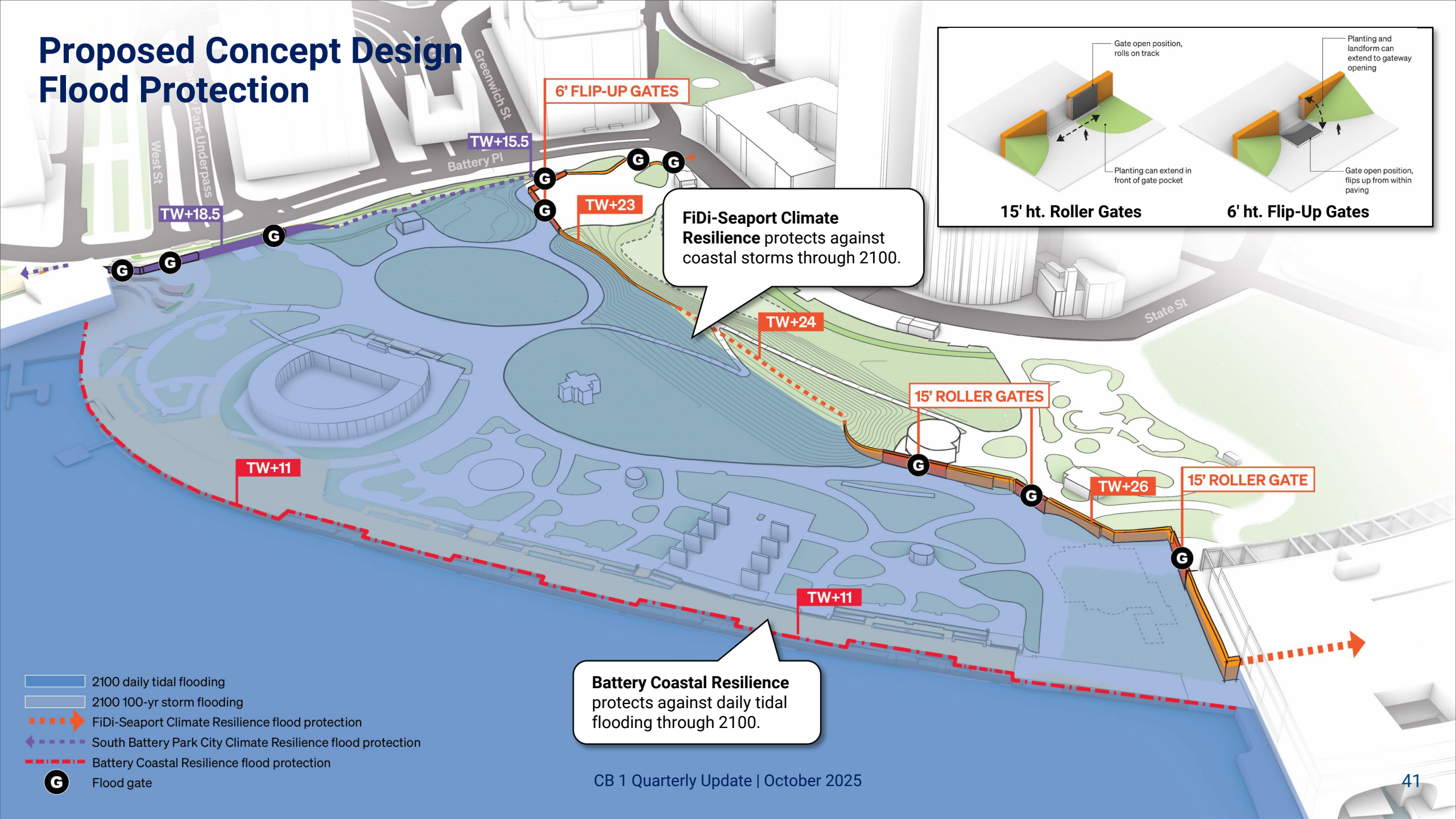
Proposed Concept Design
Landform Integration



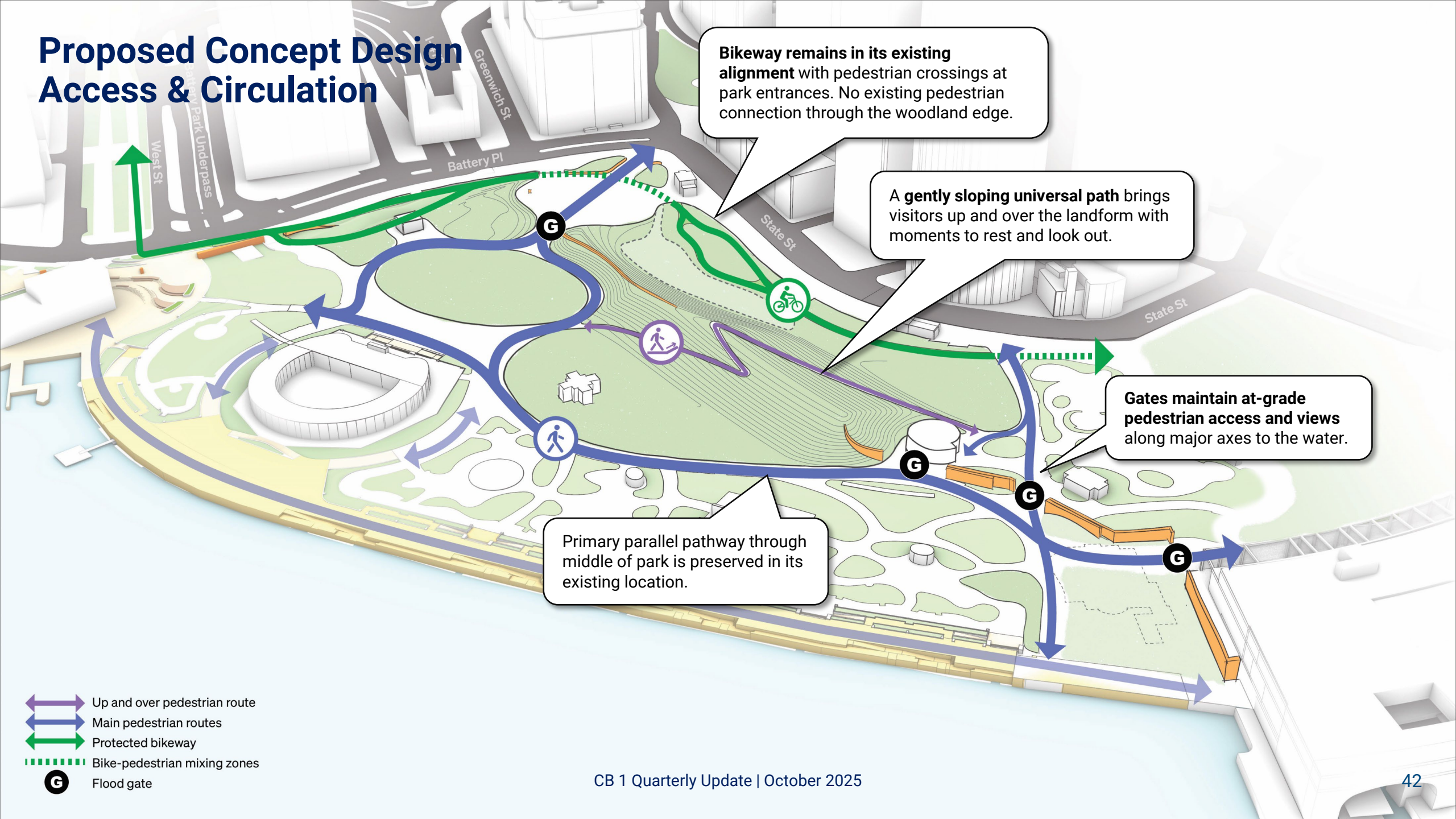
Proposed Concept Design
Tree Cover



Proposed Concept Design
Flood Protection



Proposed Concept Design
Access & Circulation



Proposed Concept Design
New Experiences

A **reconfigured oval lawn** allows clear views to Castle Clinton and a passive gathering space.

An expanded, tree-shaded plaza welcomes visitors at the main entrance and can be used for flexible events.

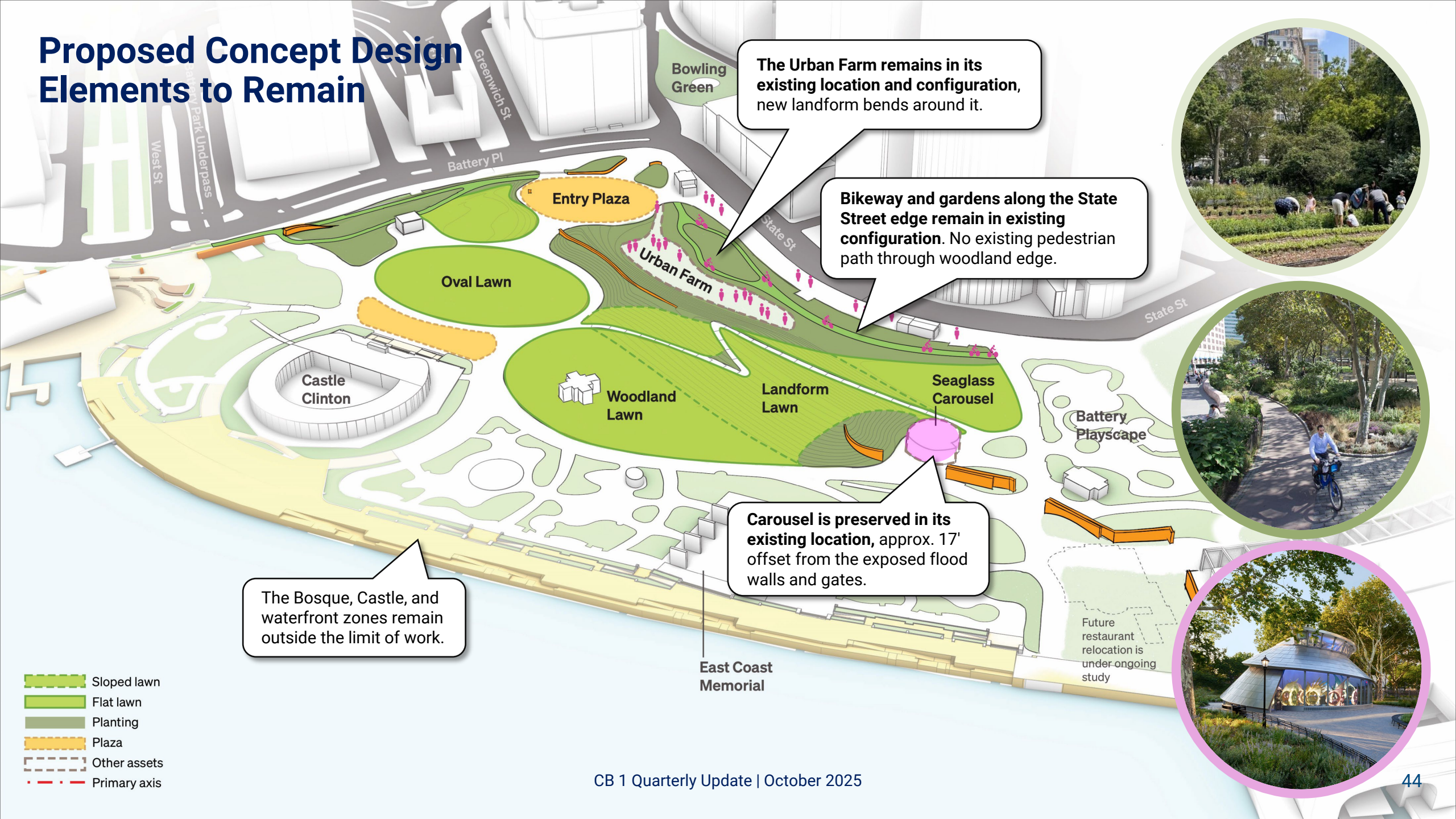
An accessible path runs through **large, gently sloping lawns** for flexible gathering.

A hilltop ridge offers new harbor views.

Bowling Green
Greenwich St
Battery Pl
State St
Entry Plaza
Urban Farm
Oval Lawn
Castle Clinton
Woodland Lawn
Landform Lawn
Seaglass Carousel
Battery Playscape
East Coast Memorial
Future restaurant relocation is under ongoing study

- Sloped lawn
- Flat lawn
- Planting
- Plaza
- Other assets
- Primary axis

Proposed Concept Design Elements to Remain



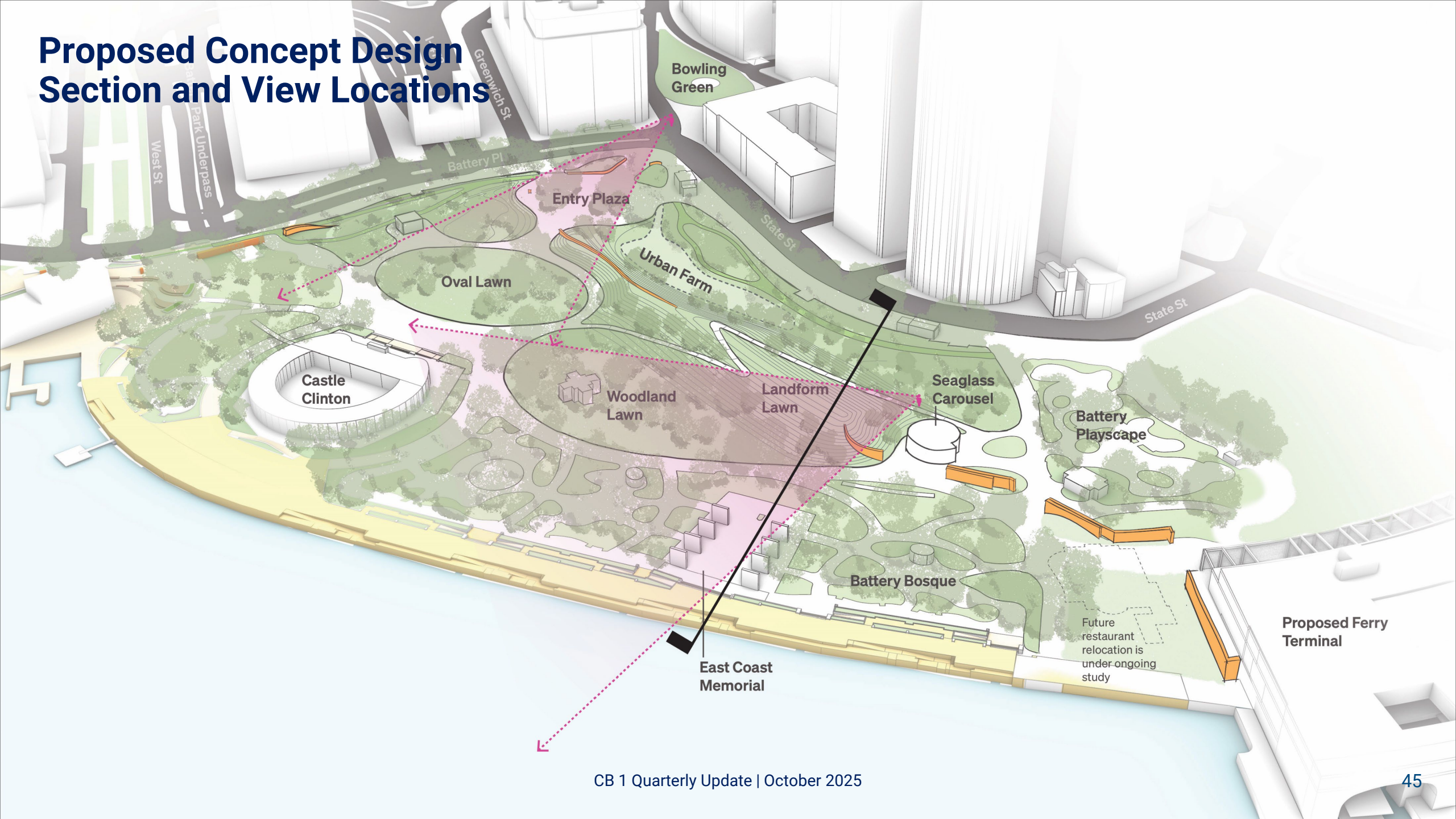
The Urban Farm remains in its existing location and configuration, new landform bends around it.

Bikeway and gardens along the State Street edge remain in existing configuration. No existing pedestrian path through woodland edge.

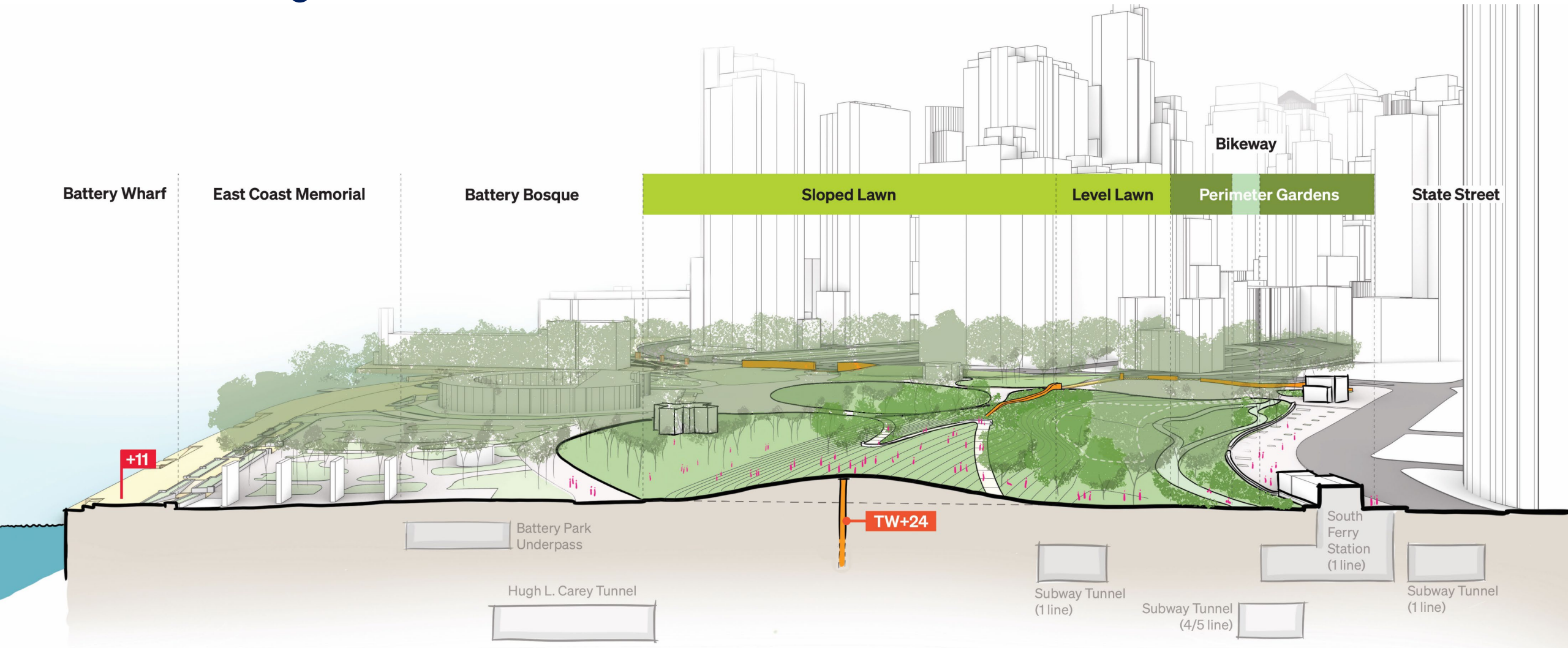
Carousel is preserved in its existing location, approx. 17' offset from the exposed flood walls and gates.

The Bosque, Castle, and waterfront zones remain outside the limit of work.

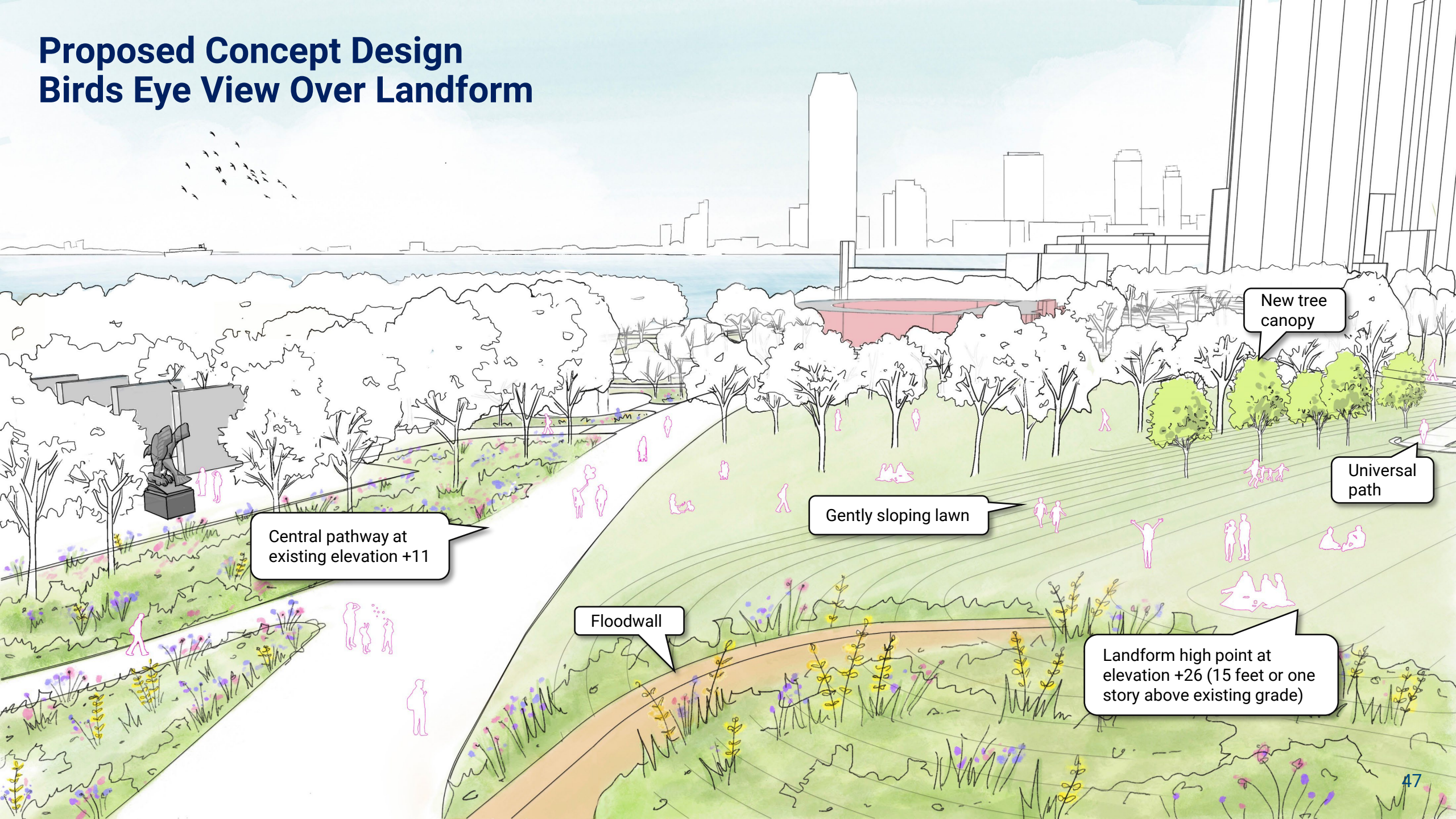
Proposed Concept Design
Section and View Locations



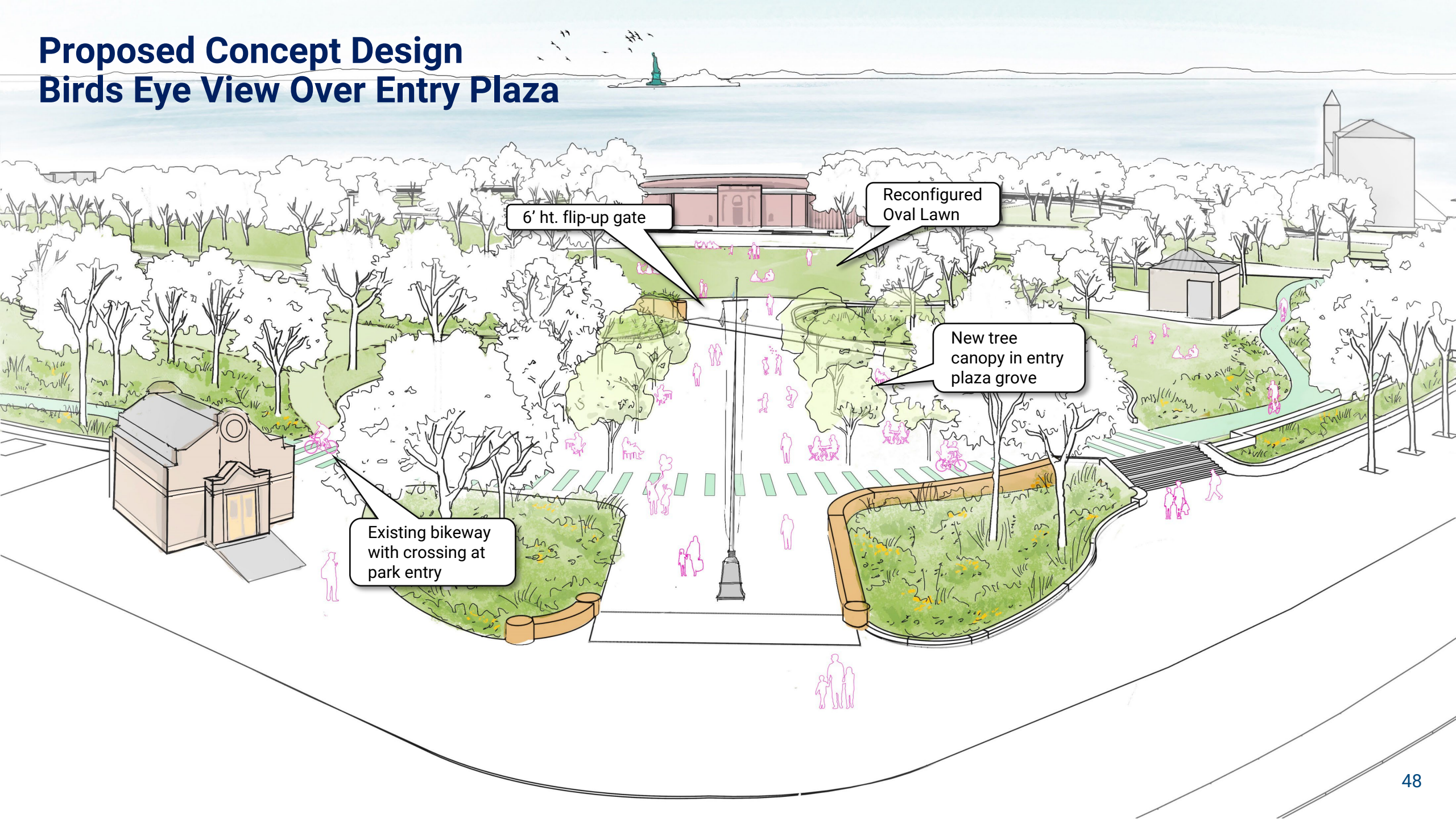
Proposed Concept Design
Section Through Landform



Proposed Concept Design
Birds Eye View Over Landform



Proposed Concept Design
Birds Eye View Over Entry Plaza



Assessment of the Proposed Concept Design and the Alternative Study concluded that the benefits of integrating more flood protection within a larger landform did not outweigh the additional impacts to existing park amenities.

Selected proposal due to reduced impacts on existing site elements.

Proposed Concept Design

- Flood protection integrated into gently sloping landform
- Universally accessible up-and-over landform pathway
- New entry plaza and modified Oval Lawn
- Carousel, Urban Farm, and bikeway preserved in place

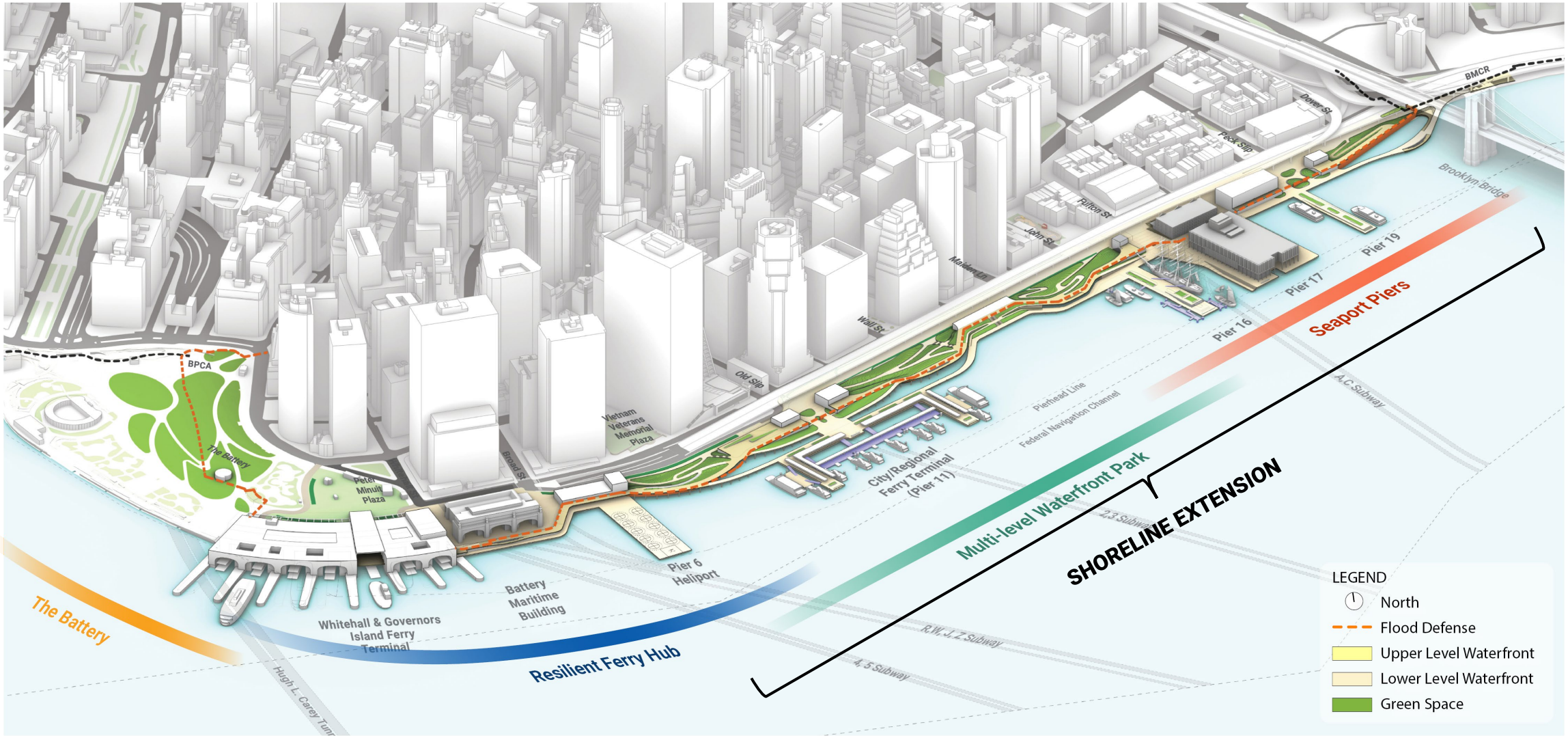
Not pursued due to increased disturbance to existing site elements.

Alternative Study (not pursued)

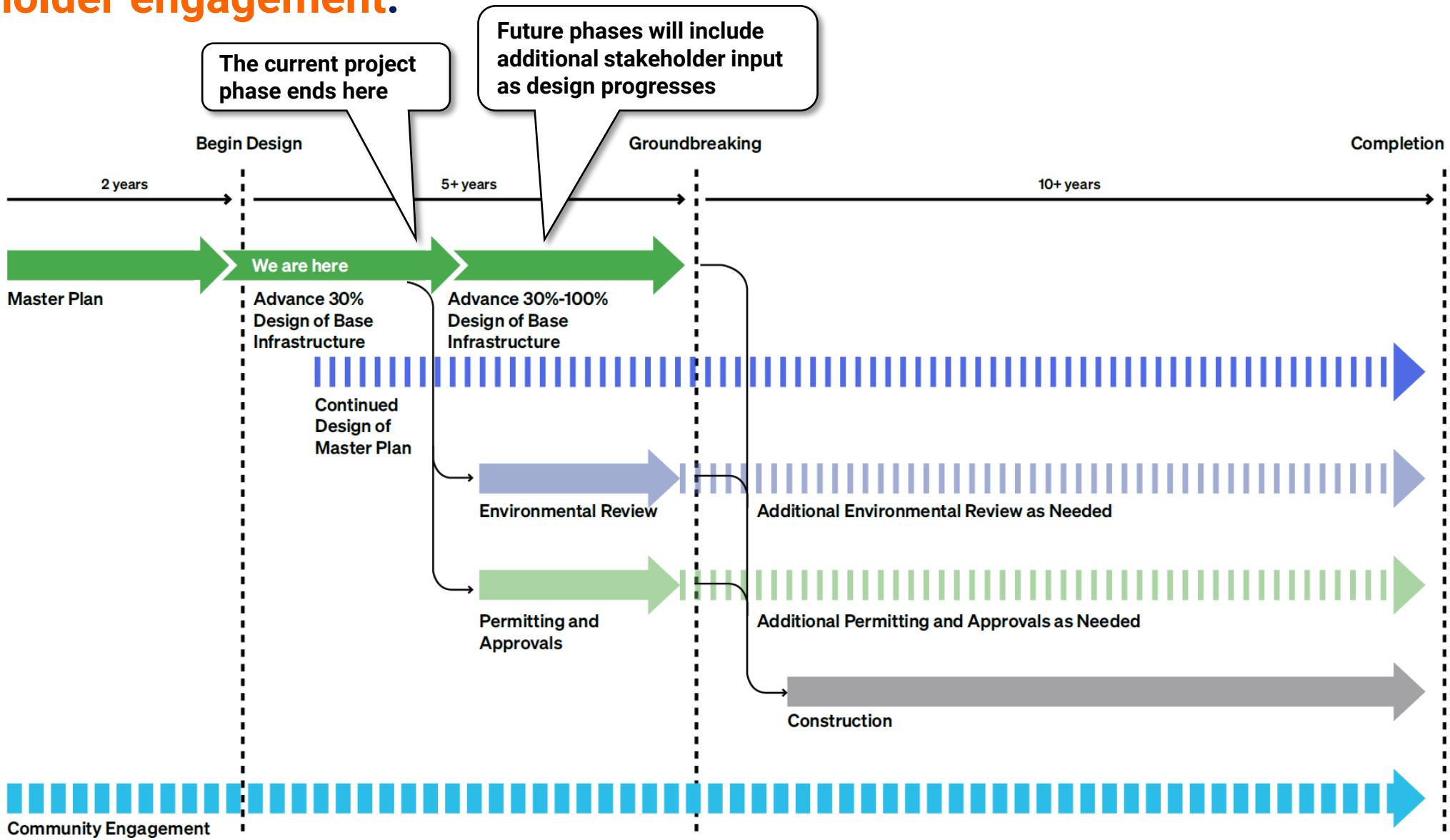
- Larger landform footprint with expanded hilltop
- Reduced length of visible exposed flood wall and eliminates 1 flood gate
- Requires relocating the Carousel, and impacts the Urban Farm, bikeway, and central pathway alignments

Next Steps

The current design is at 30% completion for the flood alignment and shoreline extension; other elements are at 10% and will be refined in future phases of work.



Future phases of the FiDi-Seaport Project will include continued public and stakeholder engagement.



Questions & Answers

Please reach out to the FiDi-Seaport Climate Resilience team with additional questions & comments at **FiDiSeaportClimate@edc.nyc**.

FiDi and Seaport
Climate Resilience Plan

Thank you!

Appendix

What trade-offs were assessed with the alternative study?

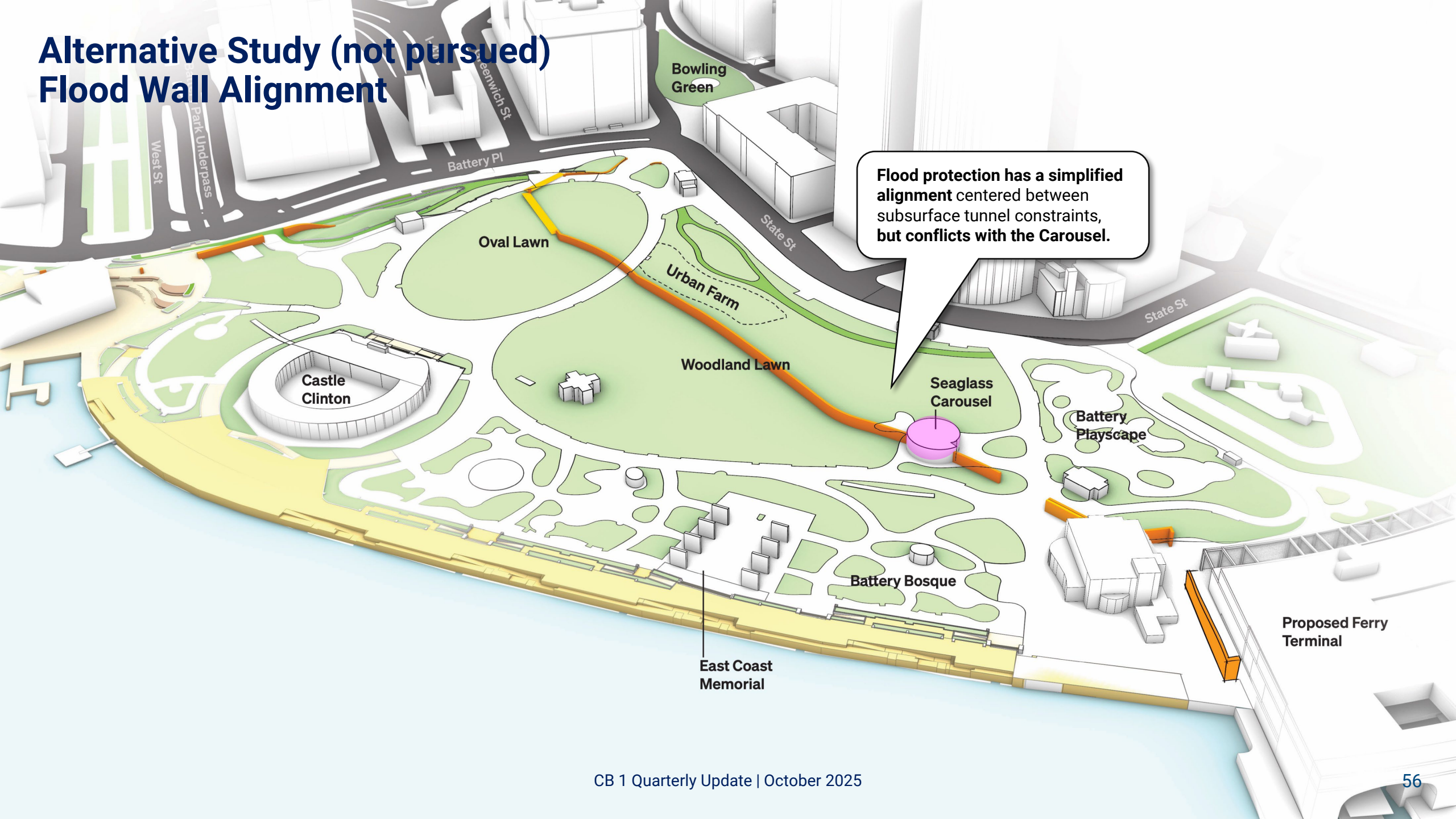
Selected proposal due to reduced impacts on existing site elements.

Proposed Concept Design

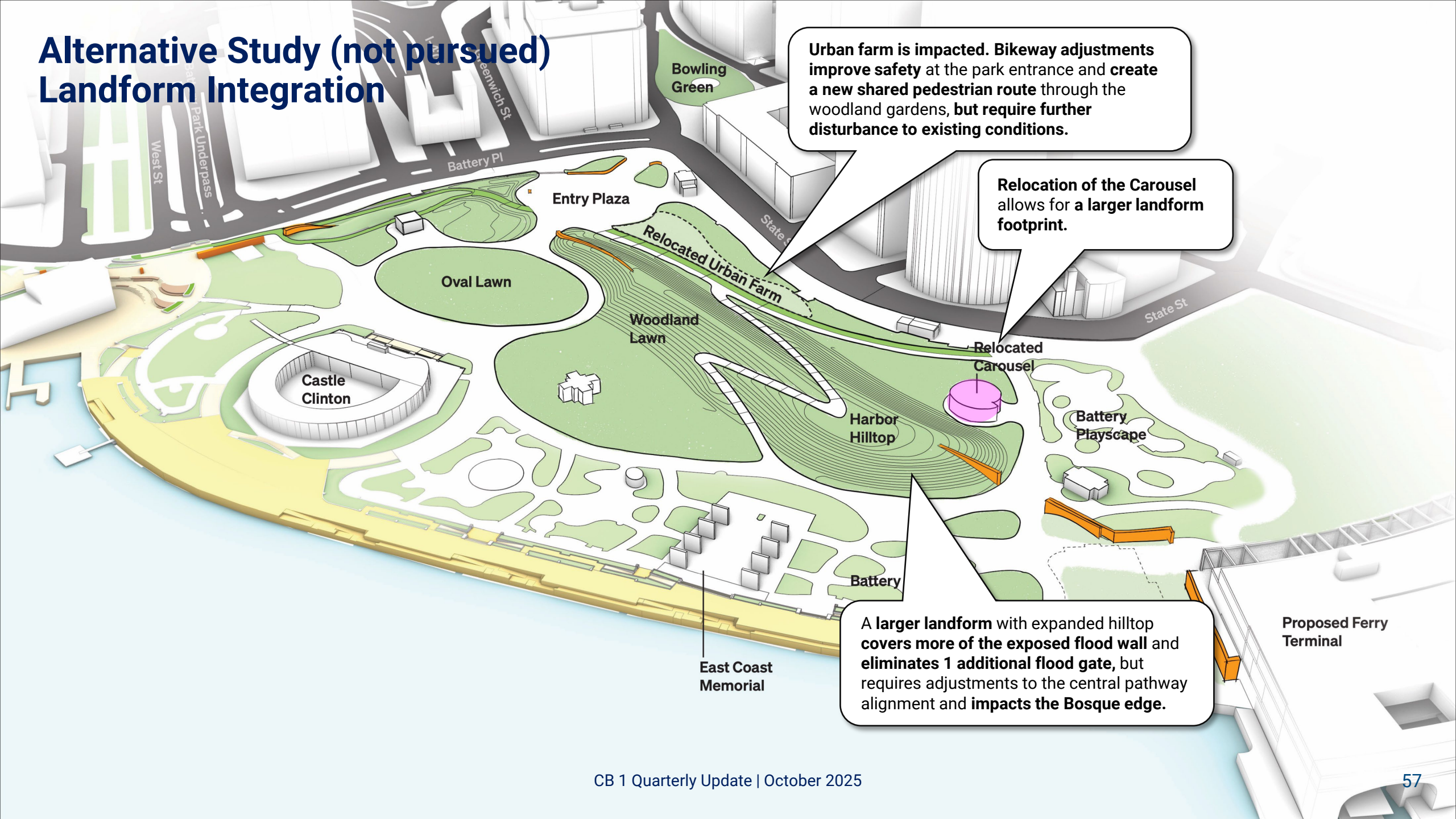
Not pursued due to increased disturbance to existing site elements.

Alternative Study (not pursued)

Alternative Study (not pursued)
Flood Wall Alignment

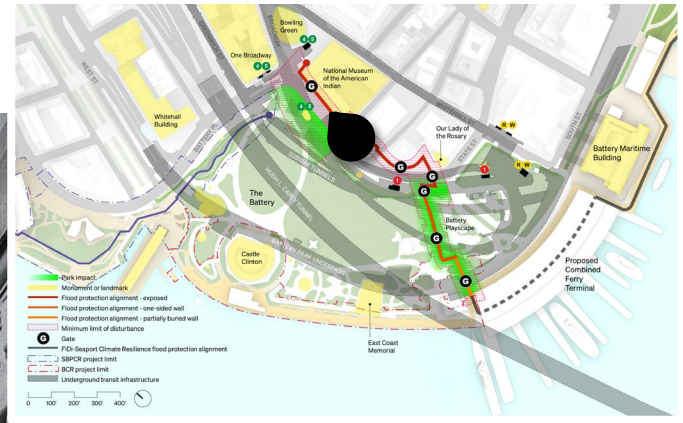


Alternative Study (not pursued)
Landform Integration

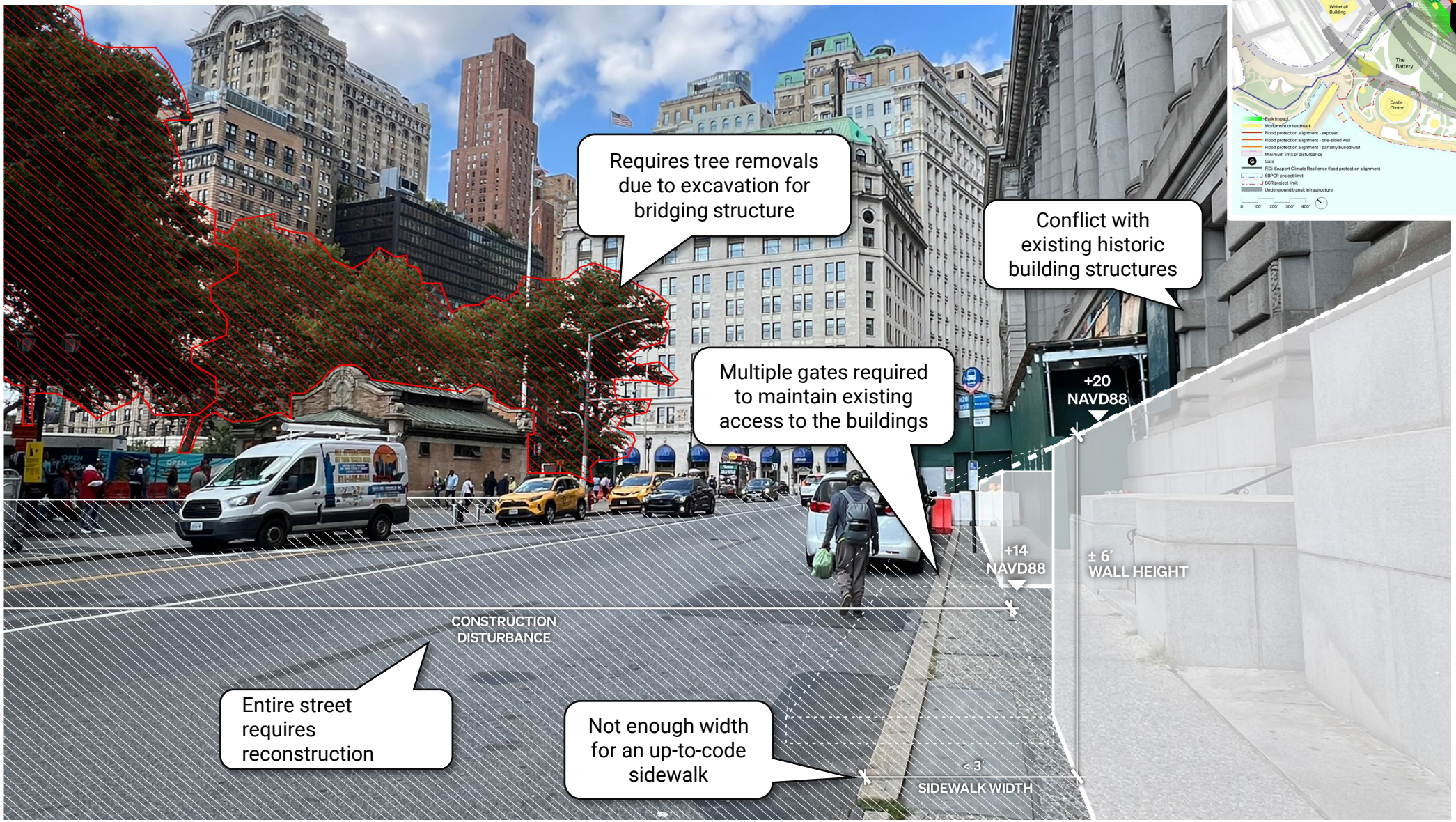


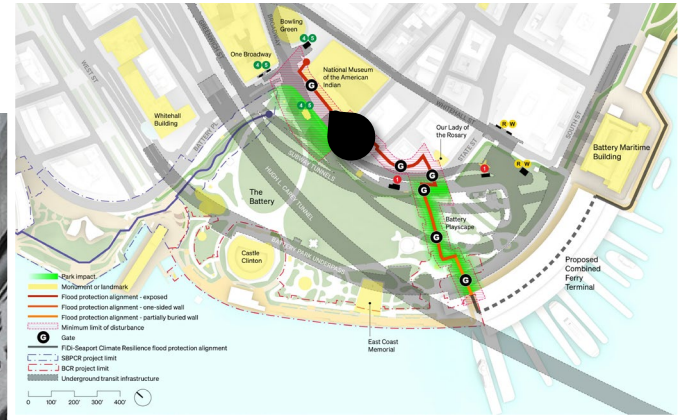
Alignment 1
State Street – Building Adjacent

Location A - Before

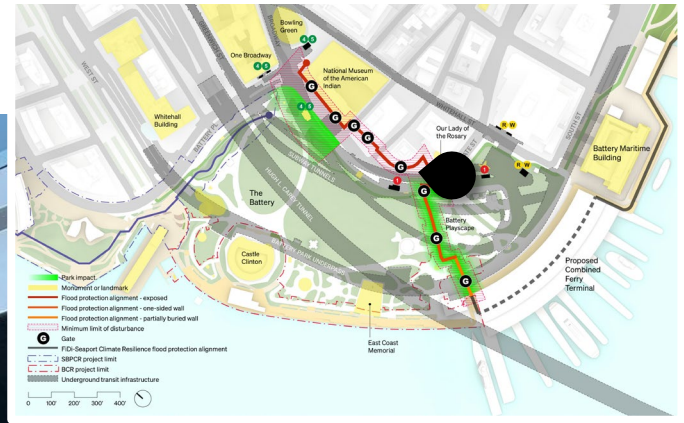


Location A - After

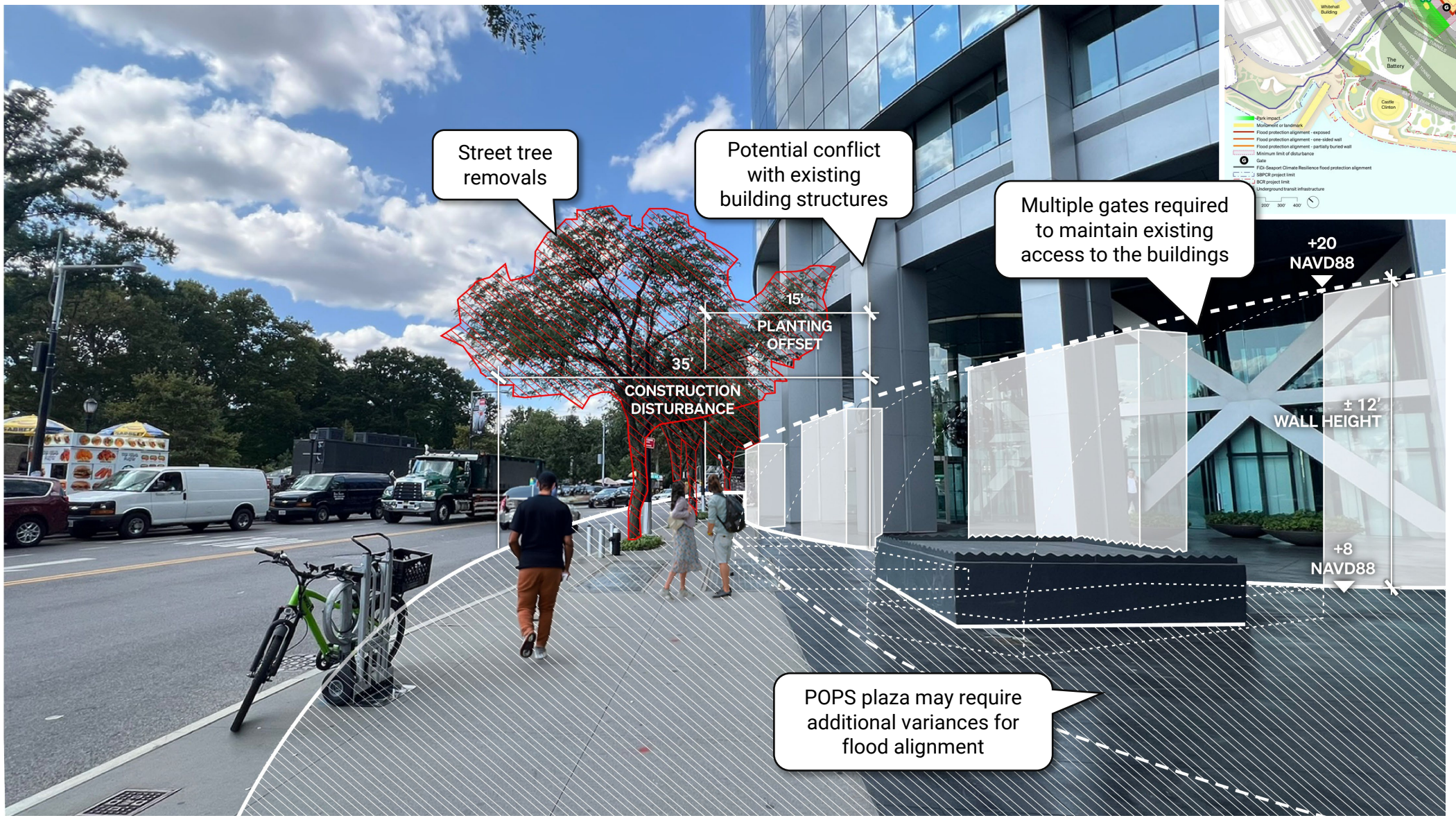


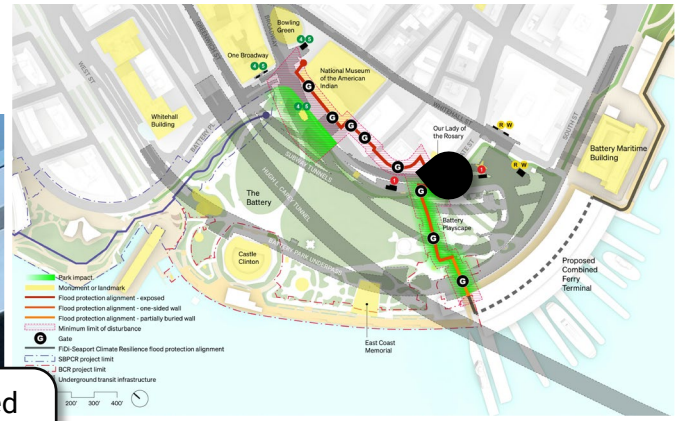


Location B - Before

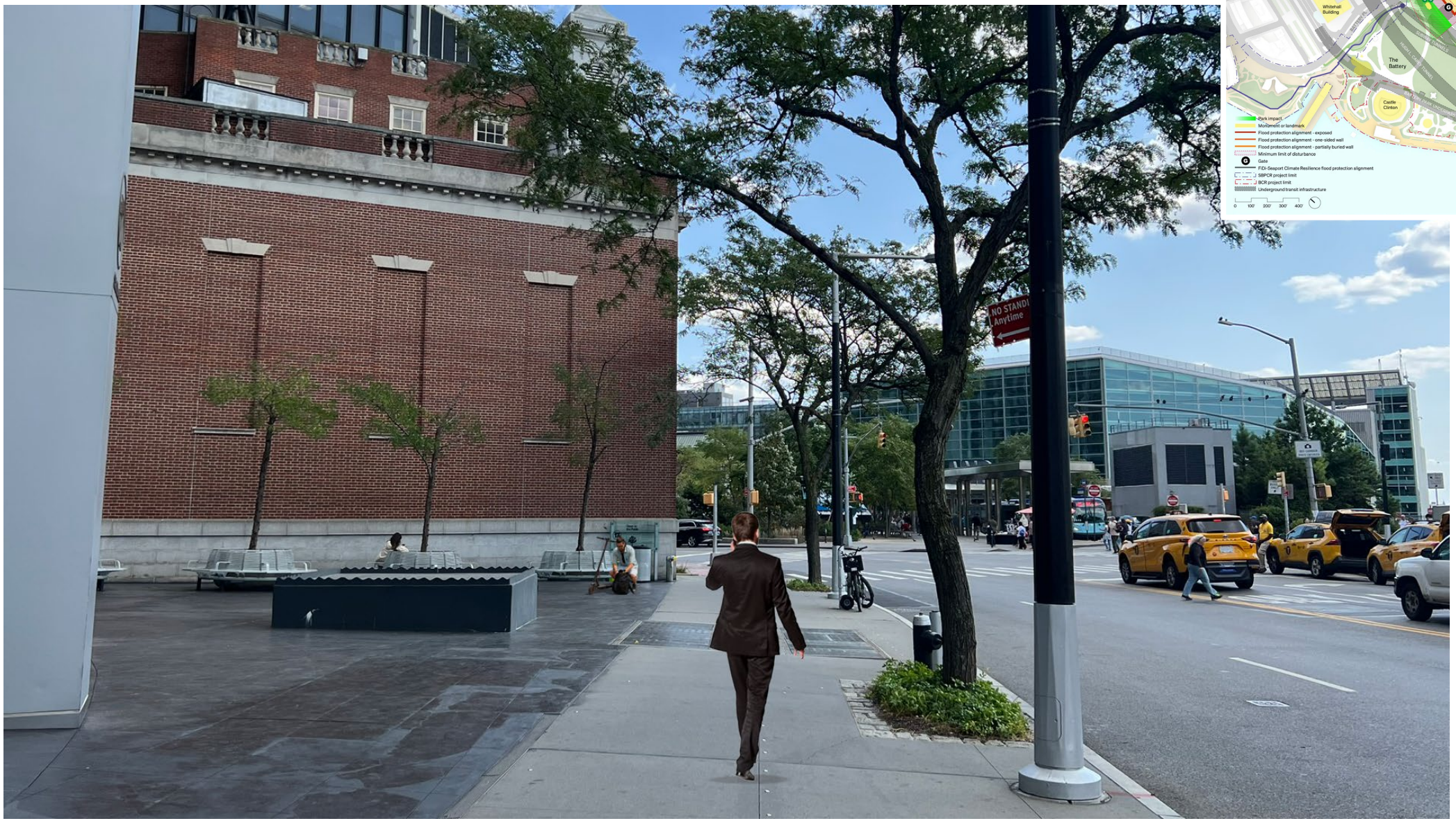


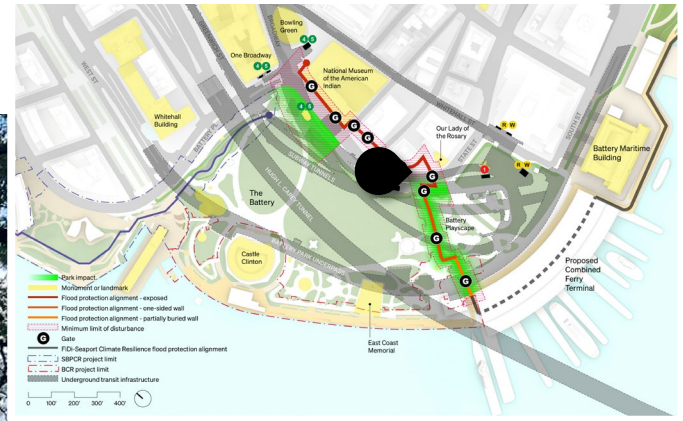
Location B - After



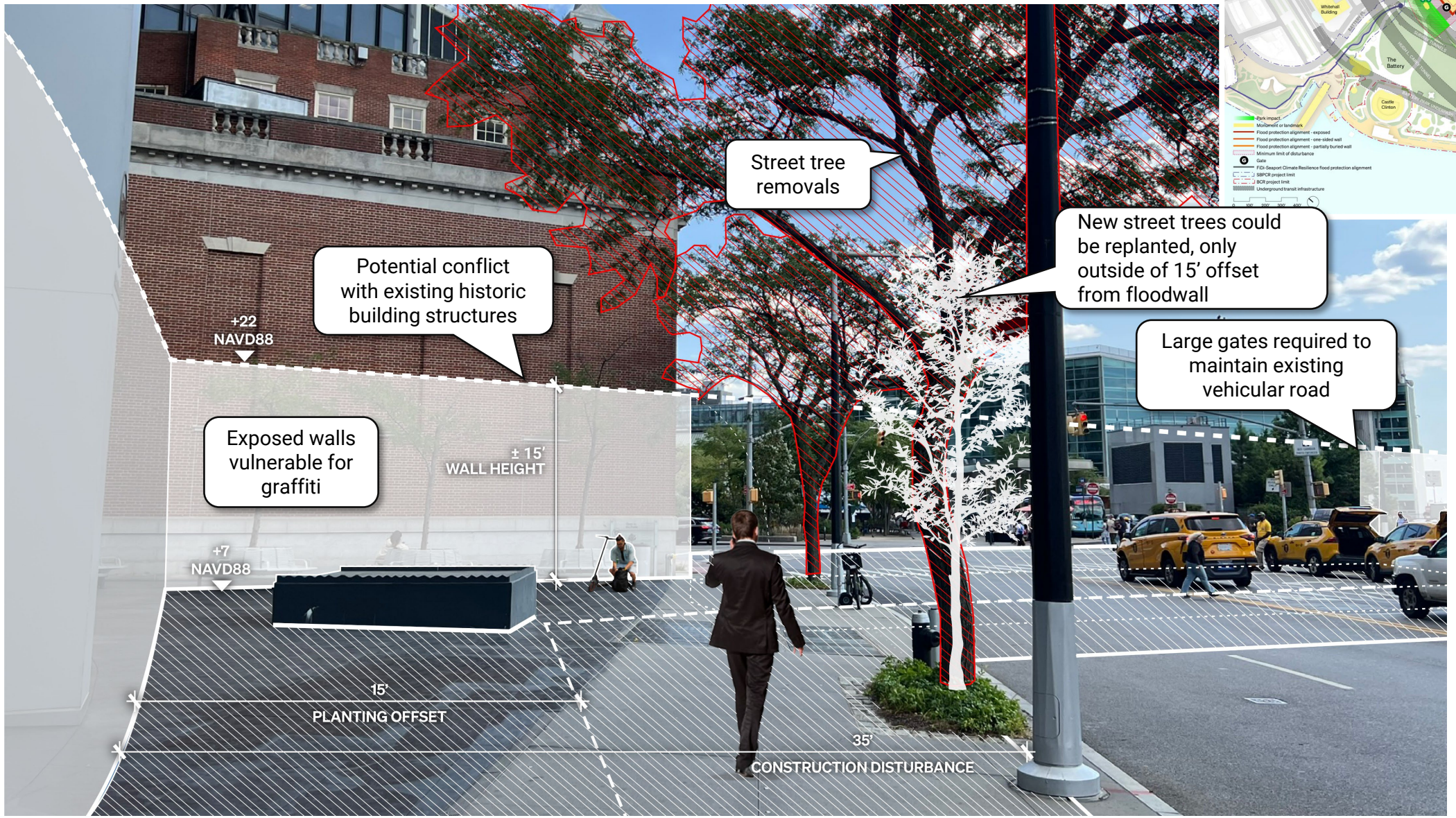


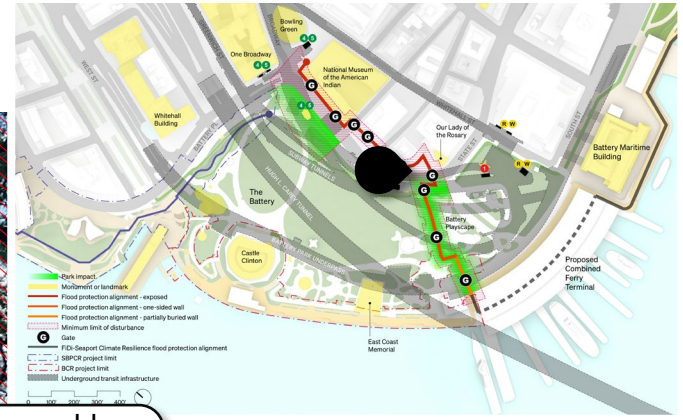
Location C - Before





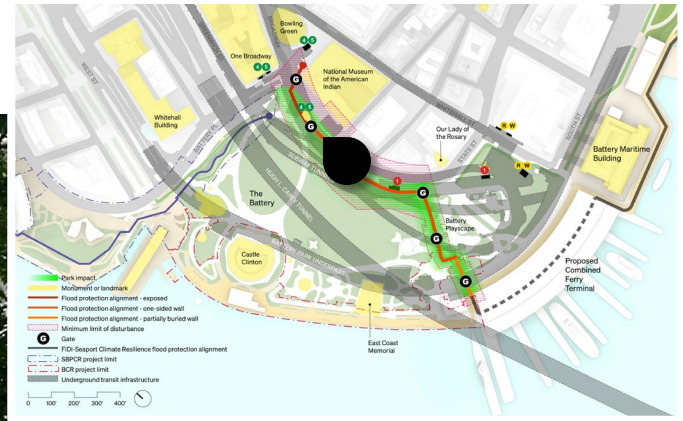
Location C - After



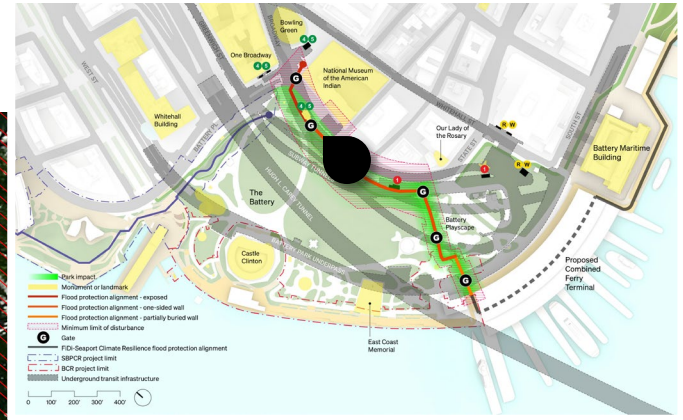


Alignment 2
State Street – Park Adjacent

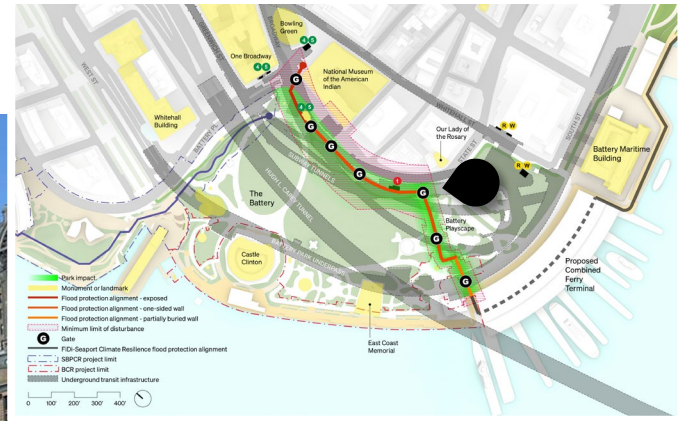
Location A - Before



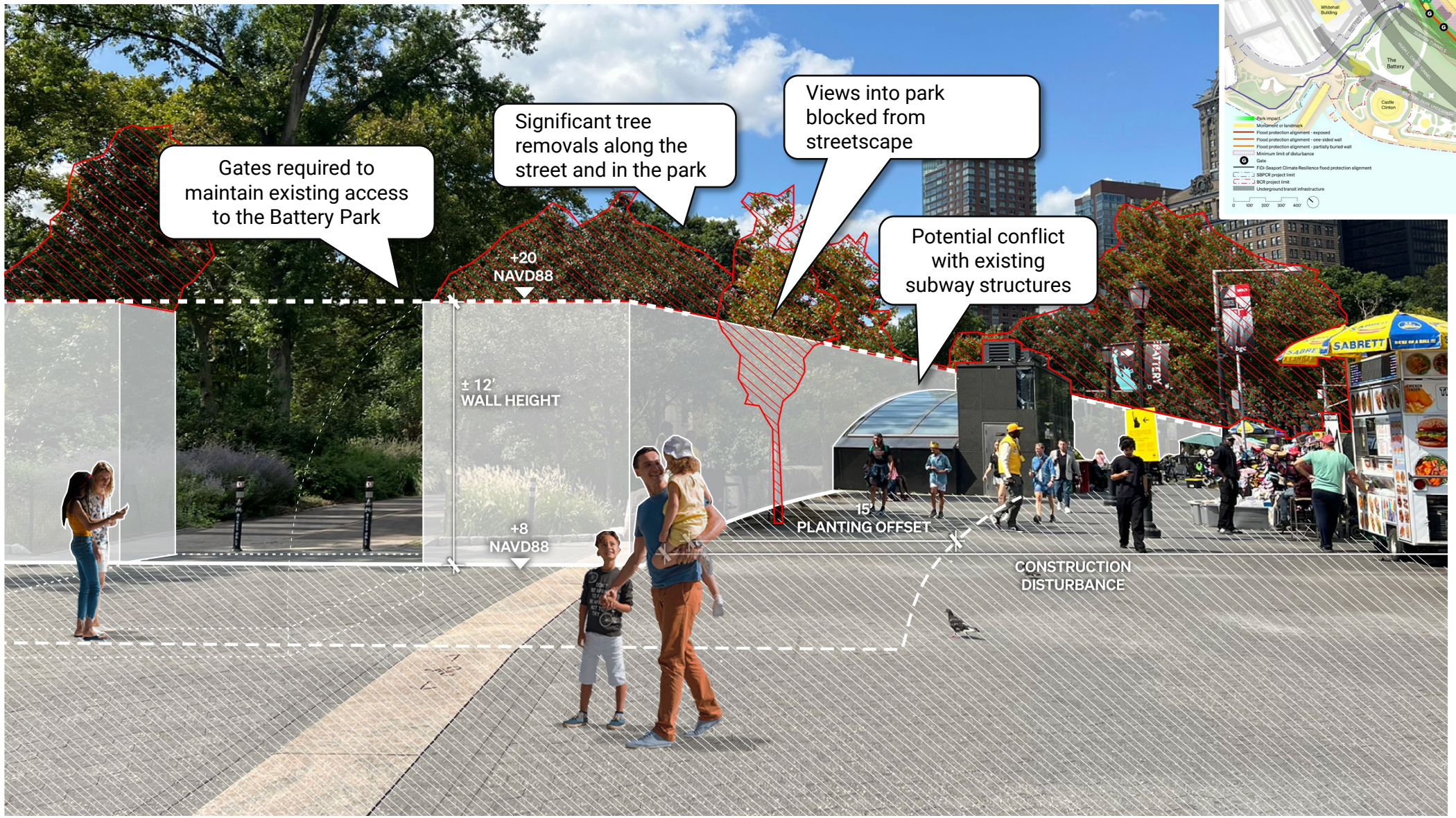
Location A - After

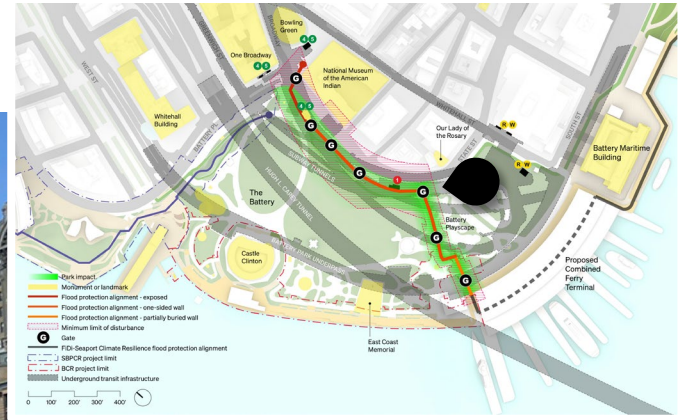


Location B - Before



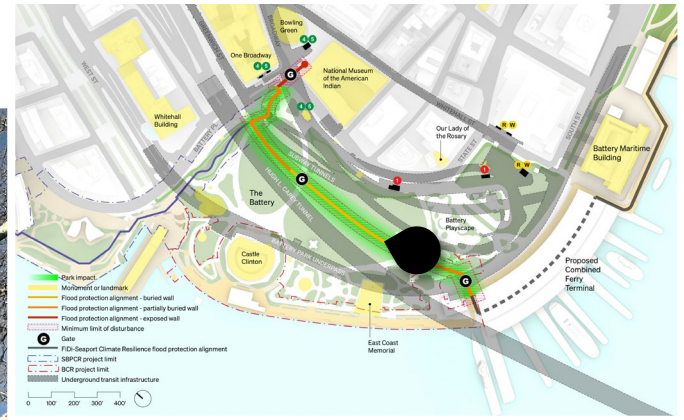
Location B - After



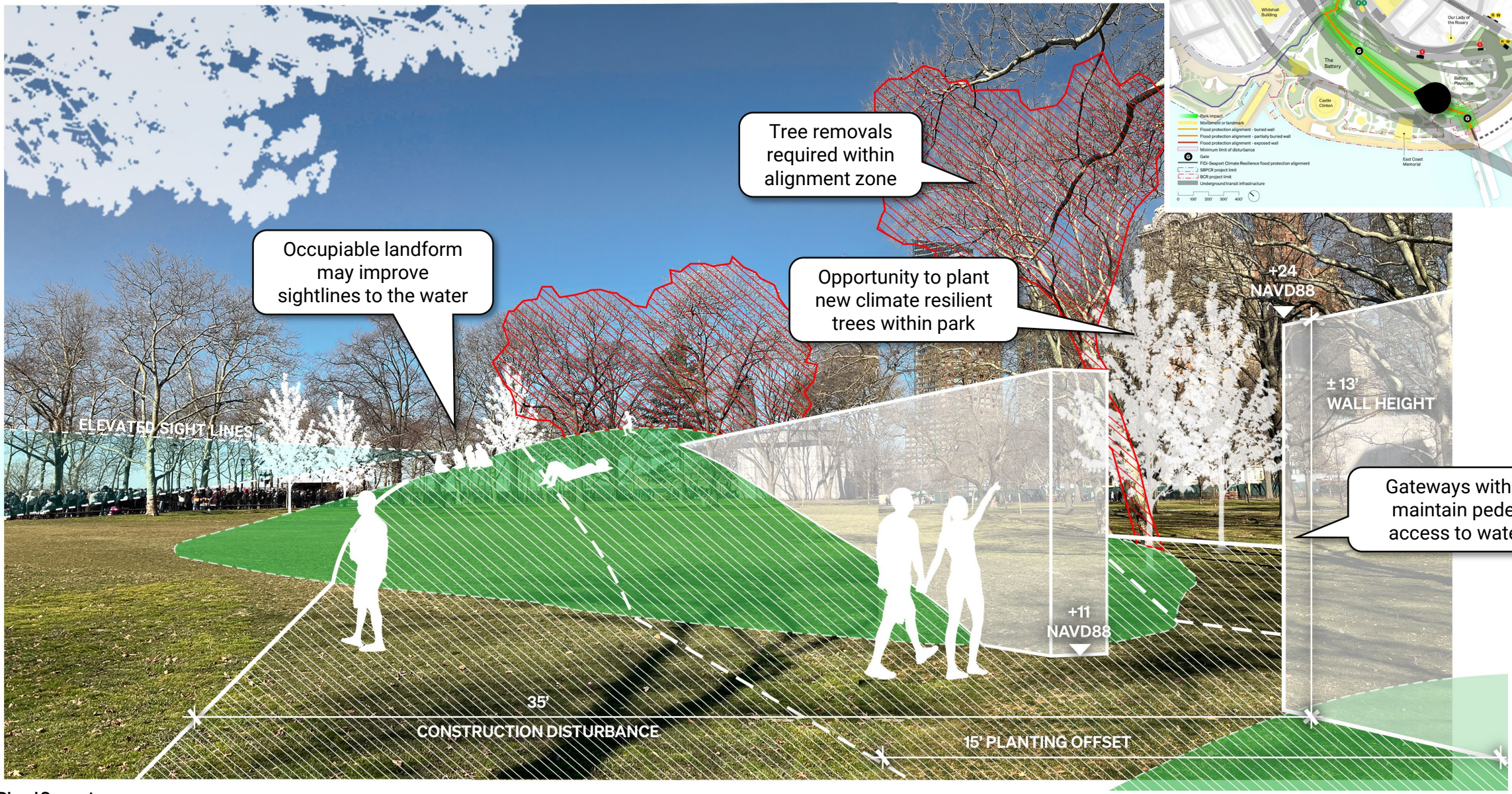


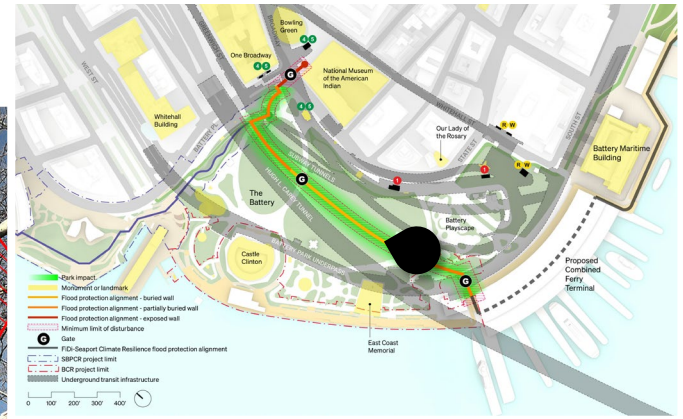
Alignment 3
In Park - The Battery Upland

Location D - Before

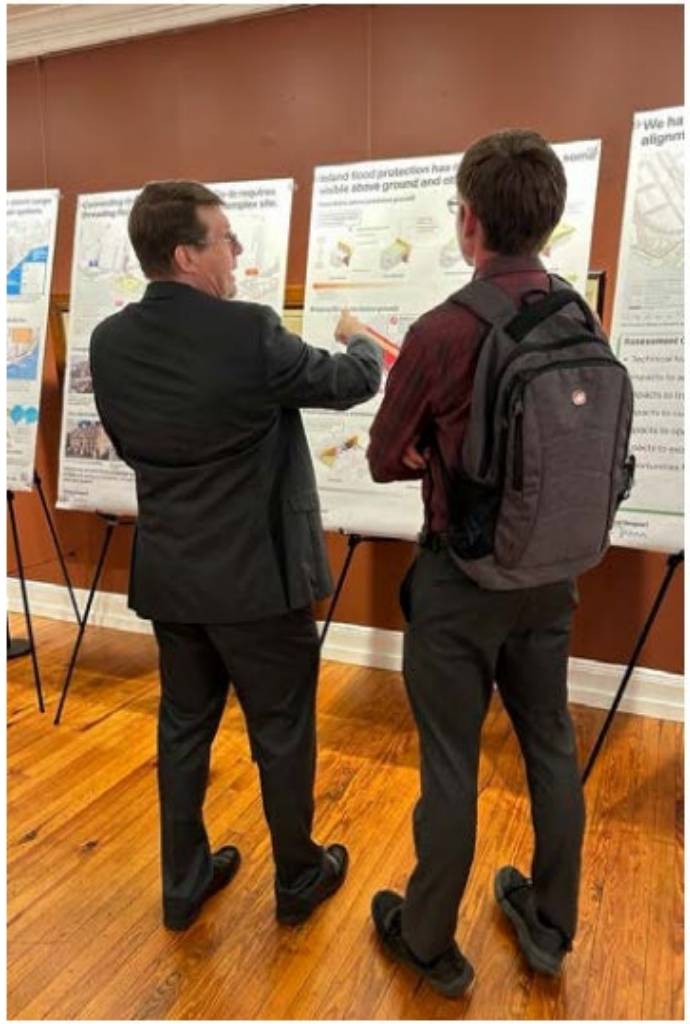


Location D - After





After the initial presentation, attendees talked with the project team and shared input via interactive boards and a map.



We heard what is most important to stakeholders about The Battery today.

Total number of comments:
44 responses on current use board
11 responses on table map
Source:
Board stickers and notes + notes recorded from conversations

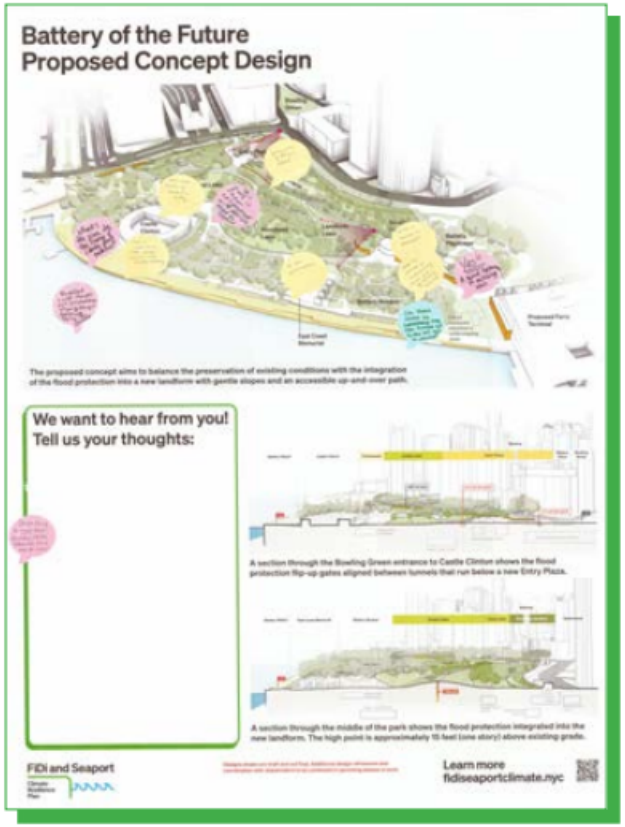
Most popular current activities

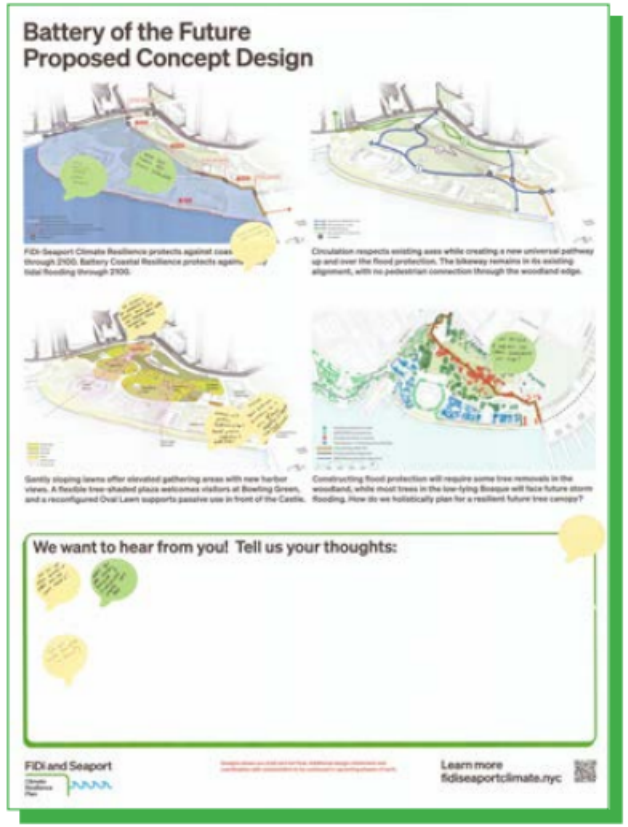
- Enjoying harbor views
- Strolling through the gardens
- Riding a bike
- Learning about history

Common themes from written and verbal feedback

- Keep spaces and views open
- Maintain and improve pedestrian connectivity
- Protect bike lanes and reduce crossing conflicts
- Create unique programs along shoreline extension

We heard attendees' thoughts on the initial concept design.





Total number of comments:
28 responses
(12 on birdseye, 10 on diagrams, 2 on views, 2 on technical introduction)

Source:
Board stickers and notes + notes recorded from conversations

Common themes + examples from written and verbal feedback

- Create **large, continuous open space**
  - Expand the lawn and emphasize waterfront open space.
  - People expressed different preferences for plaza vs. lawn at the park entry.
- Improve **pedestrian access**
  - Expand primary path to reduce congestion.
  - Consider school access at Greenwich St.
  - Improve waterfront access.
- Embrace the opportunity for **new views**
  - People appreciated the elevated view from the landform.
  - Some emphasized making the design transformative; others prefered a lighter touch.
- Protect and expand on **existing assets**
  - People appreciated leaving existing assets (Playscape, Carousel, Urban Farm, Castle Clinton) in place, but also offered suggestions on relocating or renovating.
- Innovate with **planting**
  - Use climate resilient plants, transplant trees where possible, and consider alternatives to grass lawn.

We are embarking upon an implementation pathway called Section 203 with the US Army Corps of Engineers (USACE)

- Under Section 203 of Water Resources Development Act (WRDA), a **non-federal interest** (like NYC) can undertake a USACE feasibility study
- NYC completes **the feasibility study** and submits the report to Assistant Secretary of the Army (Civil Works) for review and approval
- Upon approval of feasibility study and completion of environmental review, Assistant Secretary of the Army (Civil Works) will **submit to Congress** an assessment of the feasibility study, including any recommendations or conditions for construction
- After approval, the project can then be awarded **congressional appropriations** for construction.