TECHNICAL MEMORANDUM 001
NORTH/WEST BATTERY PARK CITY RESILIENCY PROJECT
CEQR No. 22BPC001M
December 19, 2025

A. INTRODUCTION

The North/West Battery Park City Resiliency (NWBPCR) Project (the Proposed Project) is being undertaken by the Battery Park City Authority (BPCA) for the purposes of implementing flood protection for Battery Park City and the immediate upland against future severe coastal storms. It is the purpose of the Proposed Project to establish a flood protection system comprised of a combination of floodwalls and deployable gates, along with drainage infrastructure improvements, that are designed to Federal Emergency Management Agency (FEMA) standards for flood protection, taking into consideration projections of sea-level rise, while retaining community character and design features, minimizing community impacts, and, where possible, providing targeted urban design and open space enhancements. Drainage improvements also include a new pump station that is proposed for the purpose of addressing runoff and drainage management in the protected area during the design storm event.

On May 19, 2025, BPCA, as Lead Agency under the State Environmental Quality Review Act (SEQRA), issued a Final Environmental Impact Statement (FEIS) that was prepared under the requirements and guidance of both SEQRA and City Environmental Quality Review (CEQR). A SEQRA Findings Statement was subsequently issued on May 30, 2025.

Since the issuance of the FEIS there have been modifications to the project phasing, although the 2031 build year is unchanged. In addition, design refinements have resulted in additional tree removals (and associated tree replacements). Finally, the schedule for completion of the South Battery Park City Resiliency (SBPCR) Project has been extended and will now overlap with the early phases of the N/WBPCR Project. This Technical Memorandum (001) has been prepared to examine whether these modifications would result in any significant adverse environmental impacts not addressed or inadequately addressed in the FEIS.

PROPOSED PROJECT AREA

The Proposed Project involves the installation of a flood barrier system that is aligned along the north and west shorelines of Battery Park City and also includes a number of inland blocks east up to Greenwich Street to complete and enclose the protected area. The alignment includes the streets and open spaces between the intersection of North Moore Street/Greenwich Street on the north and 1st Place in Battery Park City on the south and includes a crossing of State Route 9A/West Street. On the south the proposed flood barrier system is designed to connect with the recently completed SBPCR Project infrastructure improvements.

The Project Area has been organized and was evaluated in the FEIS as seven reaches. Beginning at the north with an inland "tie-back" on North Moore Street just west of Greenwich Street in Tribeca (Reach 1) the proposed flood barrier system alignment extends along the south side of North Moore Street, turning south along the east side of State Route 9A/West Street with a southerly crossing at Harrison Street before then crossing State Route 9A/West Street and entering Battery Park City at the North Esplanade (Reach 2). The alignment then continues west along the

esplanade before connecting into high ground at the intersection of Chambers Street and River Terrace near the Hurricane Maria Memorial. From here the alignment continues south at the Pavilion by Demetri Porphyrios in Battery Park City North Neighborhood (Reach 3) and runs parallel to and along the west side of River Terrace. The alignment continues southward along the waterfront (Reach 4) heading toward North Cove where it extends east, south, and then west around North Cove (Reach 5). South of North Cove, the alignment runs parallel to and along the upper walkway of the Battery Park City Esplanade and perpendicular to street ends at Albany, Rector Place and West Thames Streets (Reach 6). The southern terminus of the system continues along the interior side of the South Cove (Reach 7) to complete the proposed flood barrier alignment and connect to the completed SBPCR Project at approximately 1st Place.

B. DESCRIPTION OF CHANGES CONSIDERED

1. N/WBPCR Project Phasing Modifications

A projected construction schedule was used in the FEIS as the basis for describing the project construction phasing and the timing of installation of various project components. That construction schedule was then used as the basis for the technical impact analyses presented in the FEIS, which identified the of potential significant adverse environmental impacts during construction. As described in the FEIS, construction of the Proposed Project was to begin in the 4th quarter of 2025 and be substantially completed in 2030, with the Proposed Project fully operational in 2031.

Subsequent to completion of the FEIS, the project moved forward through the final design process. As part of this design completion process, construction schedules for 6 of the 7 reaches were modified from that presented in the FEIS, which included extending the construction duration to address specific construction complexities in Reaches 2, 4 and 6 and reducing construction duration in Reaches 1, 5, 7 and for the pump station; the construction duration in Reach 3 remained unchanged. The overall net effect of these modifications of the schedule presented in the FEIS is a slight increase in the length of overlapping construction, though the same construction start (4th quarter of 2025) and the flood barrier system operational year (2031) are maintained. **Table 1** and **Figure 1** provide the FEIS construction schedule while the modified construction schedule is provided in **Table 2, Figure 2** and **Figure 3a-3h** (which update FEIS **Figures 3.11.1-3a** through **3f).** These construction schedule phasing changes are referred to herein as the "Phasing Modifications".

Table 1
Preliminary Construction Schedule Analyzed in FEIS

Reach	Start Month	End Month	FEIS Construction Duration (Months) [1]
Site Readiness Work	4th Quarter 2025	2nd Quarter 2026	7
Reach 1	1st Quarter 2026	2nd Quarter 2030	50
Reach 2	2nd Quarter 2026	1st Quarter 2029	36
Reach 3	2nd Quarter 2028	3rd Quarter 2030	28
Reach 4	1st Quarter 2028	3rd Quarter 2030	31
Reach 5	1st Quarter 2026	3rd Quarter 2030	55
Reach 6	1st Quarter 2027	3rd Quarter 2030	44
Reach 7	1st Quarter 2026	1st Quarter 2028	24
Pump Station	2nd Quarter 2026	3rd Quarter 2029	38
Source: [1] Turner-EE Cruz JV July 2024.			

Table 2
Proposed Modified Construction Schedule

Reach	Start Month	End Month	Approximate Duration (Months)	Net Change from FEIS Construction Duration (1)
Site Readiness Work	4th Quarter 2025	4th Quarter 2026	12	+5 months
Reach 1	3rd Quarter 2026	3rd Quarter 2030	48	-2 months
Reach 2	3rd Quarter 2026	1st Quarter 2030	43	+7 months
Reach 3	2nd Quarter 2028	3rd Quarter 2030	28	no change
Reach 4	1st Quarter 2027	3rd Quarter 2030	43	+12 months
Reach 5	1st Quarter 2026	3rd Quarter 2030	57	+2 month
Reach 6	1st Quarter 2026	2nd Quarter 2030	51	+7 months
Reach 7	1st Quarter 2026	2nd Quarter 2028	28	+4 months
Pump Station	1st Quarter 2028	1st Quarter 2031	36	-2 months

Note: Construction activities related to the infrastructure improvement elements would occur throughout the construction period.
Source: (1) Turner-EE Cruz JV July 2024; 2) Turner-EE Cruz JV November 2025.

2. Tree Removal/Replacement

The FEIS analyzed the impacts on trees and landscaping; however, as the design has progressed since the FEIS, the design team has determined that additional trees will need to be removed and replaced. Therefore, an additional 75 replacement trees have been incorporated into the proposed project to account for the proposed removal of 65 trees. **Table 4** provides the anticipated tree removals and replacement plantings by reach as presented in the FEIS and as updated to reflect the current tree replacement plan.

Table 3
Comparison of Tree Removals and Plantings: FEIS and Current Design

	FEIS (May 2025)		December 2025 Landscape		Increment	
Reach	**Trees Removed**	**Trees Planted**	**Trees Removed**	**Trees Planted**	**Trees Removed**	**Trees Planted**
1	65	40	115	80	50	40
2	30	50	30	50	0	0
3	35	65	40	65	5	0
4	25	40	25	40	0	0
5	120	80	120	85	0	5
6	125	135	140	155	15	20
7	35	40	30	40	-5	0
Additional Tree Plantings[1]	0	0	0	10	0	10
Total	**435**	**450**	**500**	**525**	**65**	**75**

Note: 1. Location of additional tree plantings to be determined.
Source: SCAPE Landscape Architecture DPC December 2025; BPCA December 2025.

3. SBPCR Project Schedule Extension

At the time the FEIS was prepared, BPCA expected the SBPCR Project to be completed prior to commencement of the N/WBPCR Project. Currently, there is limited additional work required to complete the shoreline work in Pier A Inlet, as well as completion of the work within Pier A Plaza and The Battery. The installation of floodwalls at this SBPCR Project segment has already been completed with the balance of work being floodwall finishes, landscaping activities, and the installation of flip-up gates and project completion along the north side of The Battery parallel to Battery Place and extending east to State Street. All of this work is anticipated to be completed by Summer 2026.

C. ENVIRONMENTAL EFFECTS OF THE PHASING MODIFICATIONS

This section examines whether the Phasing Modifications described above would result in any significant adverse environmental impacts not addressed or inadequately addressed in the FEIS.

Since the Phasing Modifications would not affect the operational condition, conclusions in the FEIS with respect to operational impacts are unaffected. Similarly, because the only changes proposed are with respect to the construction schedule, which maintains the same overall duration, the Phasing Modifications would not result in any significant adverse construction impacts with respect to natural resources, greenhouse gas emissions, vibration, historic and cultural resources, and hazardous materials.

It was, however, determined that, given the additional overlap in construction activities, the **Proposed** Modifications could result in possible changes to the construction open space, transportation, air quality, noise, and neighborhood character analyses and impacts identified in the FEIS. An assessment of these potential impact categories is therefore provided below.

OPEN SPACE

As described above, the Phasing Modifications would increase the overlap of construction as compared to what was analyzed in the FEIS. Additional sections of the Project Area open space would therefore be inaccessible to the public at certain times during construction, and in some cases for longer durations than were previously analyzed in the FEIS. The FEIS identified a temporary significant impact on open space, specifically that "there would be a temporary significant adverse impact to open space resources in the Residential and Nonresidential Study Areas during the entire construction period due to the closure of open spaces during project construction."[1] Similarly, the Phasing Modifications would result in significant adverse impacts to open spaces throughout the entire duration of construction (see **Figures 3a** through **3h** for the construction phasing details under the Proposed Modifications).

Under the Phasing Modifications, construction of the full Project would be substantially complete in 2030, with the pump station in Reach 1 being completed and operational in the first quarter of 2031; however, the waterfront open spaces would be returned to use on a rolling basis, with Reach 7 reopening in 2028, Reach 2 reopening in the first quarter of 2030, Reach 6 in the second quarter 2030, and Reaches 1, 3, 4 and 5 in the third quarter. The FEIS also identified nearby open spaces

[1] Battery Park City Authority, 2025. North/West Battery Park City Resiliency Project: Final Environmental Impact Statement.

that would remain accessible to the public throughout construction, as well as proposed mitigation measures to account for the temporary significant adverse impacts to park users.

While the FEIS assumed the completion of the SBPCR Project prior to the Proposed Project, some areas remain under construction and will reopen in the middle of 2026. With the Phasing Modifications, Reaches 5, 6 and 7 of the Project Area will also be under construction in the first and second quarters of 2026, resulting in a slight adjustment to the 2026 analysis year in this assessment. However, the Phasing Modifications would not limit access to any open space resources outside of the Project Area. In addition, BPCA is advancing the mitigation measures presented in the FEIS to address the temporary construction period impact on open space.

While the Phasing Modifications would increase overlap of construction phases in different sections of the Project Area, it would not change the overall amount of public park open space available in the Project Area upon completion.

As presented in the FEIS, the open space ratio, which is a calculation based on the available public open space acreage per 1,000 people, experiences the largest percent change in 2028, which was identified as the peak impact analysis year. Although the ratios change in other years, the Phasing Modifications would result in the same percentage change in open space ratios in the peak construction year of 2028, over the course of which there would be construction activities and closures throughout all reaches, and none of the new ratios would exceed the peak identified in the FEIS.

Table 4 presents the percent change in Residential and Nonresidential Study Area open space ratios over the course of construction comparing the FEIS analysis with the Phasing Modifications. While there are relative increases in these deficiencies for some analysis years with the Phasing Modifications, the peak analysis year (2028) and subsequent year (2029) remained the same. The maximum increase as compared to what was presented in the FEIS occurs in year 2026, with a reduction in the Nonresidential ratio from -8.1 to -14.4 percent, while other years have a lesser change in the ratios (years 2027 and 2030). The change in the open space ratios for analysis year 2026 is due in part to the Proposed Modifications, as well as the ongoing construction activities for the SBPCR project, which has been slightly extended into the middle of 2026 and now overlaps with the beginning of construction of the N/WBPCR Project. The SBPCR project is assumed to be completed and all open spaces in that area open to the public in 2027 and thereafter.

While there is an additional 6 percent change in the Nonresidential open space ratio in 2026, under the Phasing Modifications, the percent change in open space ratio does not exceed the maximum percent change presented in the FEIS construction open space analysis (a reduction of 16.2 percent). Thus, it is concluded that there are no significant adverse open space impacts that were not addressed (or inadequately addressed) in the FEIS, as the Phasing Modifications would result in the same conclusion as was presented in the FEIS – that there would be a temporary significant adverse impact to open spaces in the Residential and Nonresidential Study Areas for all years of construction.

Table 4
Comparison of Construction Open Space: Indirect Impacts: FEIS and Proposed Phasing Modifications

Analysis Year	FEIS Analysis				Phasing Modifications Analysis			
	Percent Change in Open Space Ratio		Significant Adverse Impact		Percent Change in Open Space Ratio		Significant Adverse Impact	
	Residential	Nonresidential	Residential	Nonresidential	Residential	Nonresidential	Residential	Nonresidential
2026	-4.3%	-8.1%	Yes	Yes	-7.7%	-14.4%	Yes	Yes
2027	-6.5%	-12.3%	Yes	Yes	-7.2%	-13.5%	Yes	Yes
2028	-8.6%	-16.2%	Yes	Yes	-8.6%	-16.2%	Yes	Yes
2029	-7.8%	-14.6%	Yes	Yes	-7.8%	-14.6%	Yes	Yes
2030	-7.0%	-13.2%	Yes	Yes	-7.8%	-14.6%	Yes	Yes

TRANSPORTATION

As described above, the Phasing Modifications would overlap construction in additional reaches compared to what was analyzed in the FEIS. Although there would be more overlapping construction activity among reaches, there would be the same or fewer peak daily workers and trucks. As described in the FEIS, "The transportation analyses reflected in Chapter 3.11.4, "Construction Transportation," as well as the recommended mitigation measures in Chapter 4.0, "Mitigation," were based on the construction worker and truck activity by reach from the initial construction schedule of 66 months. That schedule assumed construction activities in Reaches 3, 5, 6 and 7, and drainage improvements in 2030, resulting in peak worker and truck activity. The DEIS identified a peak construction year of 2030; after publication of the DEIS, there were refinements to construction phasing, and the peak quarter for construction workers and trucks was updated to a peak quarter in 2028. Comparisons were then made between the construction schedule with a 2028 peak to the schedule with a 2030 peak considering peak quarter construction workers and trucks by reach. Based on these comparisons, the transportation analyses presented in the DEIS reflected a more conservative scenario for transportation significant adverse impact purposes than the latest schedule with a 2028 peak. The FEIS analysis of potential for significant adverse transportation impacts with the Proposed Project was based on analysis of 420 daily workers and 200 daily trucks during the peak construction period quarter. The Phasing Modifications would result in 405 daily workers and 200 daily trucks during the peak quarter. Thus, the slightly lower number of daily workers and same number of daily trucks would yield the same or reduced significant adverse transportation impacts than were disclosed in the FEIS. Therefore, it is concluded that the Proposed Modifications would not have the potential for any new significant adverse transportation impacts.

AIR QUALITY

A detailed modeling analysis was conducted to assess the construction air quality effects of the Phasing Modifications. As with the FEIS, this analysis included the project implementation of the same robust emissions reduction program identified in the FEIS, such as the use of ultra-low sulfur diesel (ULSD) fuel, dust suppression measures, idling restrictions, diesel equipment reduction, and best available tailpipe reduction technologies, as presented in **Table 5**, particulate matter ($PM_{2.5}$ and PM_{10}), annual average nitrogen dioxide (NO_2), and carbon monoxide (CO) concentrations would be below their corresponding *de minimis* thresholds or National Air Quality Ambient Standards (NAAQS). Based on the modeling that was performed, it is concluded that the

Phasing Modifications would not result in significant adverse construction air quality impacts, as had been concluded in the FEIS.

Table 5
Maximum Pollutant Concentrations – Phasing Modificaitons

Pollutant	Averaging Period	Units	Maximum Modeled Impact	Background Concentration[1]	Total Concentration	De minimis	NAAQS
NO_2	Annual	$\mu g/m^3$	35.4 (-2.6 from FEIS)	32.8	68.2	-	100
CO	1-hour	ppm	8.7 (+1.6 from FEIS)	2.52	11.3	-	35
	8-hour	ppm	2.8 (no change)	1.2	4.0	-	9
PM_{10}	24-hour	$\mu g/m^3$	5.4 (-0.6 from FEIS)	36	41.4	-	150
$PM_{2.5}$	24-hour	$\mu g/m^3$	5.1 (-0.4 from FEIS)	18.3	23.4	8.4[2]	35
	Annual—Local	$\mu g/m^3$	0.29 (-0.01 from FEIS)	7.6	7.9	0.3	9
	Annual—Neighborhood	$\mu g/m^3$	0.02 (no change)	7.6	7.6	0.1	

Notes: N/A—Not Applicable

[1] The background levels are based on the most representative concentrations monitored at NYSDEC ambient air monitoring stations (see Table 16-4).

[2] $PM_{2.5}$ *de minimis* criterion—24-hour average, not to exceed more than half the difference between the background concentration and the 24-hour standard of 35 $\mu g/m^3$.

NOISE

The FEIS construction noise analysis examined the intensity of expected increases in noise levels due to construction, the duration of such increases, and the areas where these construction noise increases would occur. Based on consideration of magnitude, duration, and area of effect, the FEIS concluded that construction noise impacts would potentially occur at residential, community facility, and open space receptors adjacent to construction work areas. The changes to construction phasing under the Phasing Modifications would not affect the magnitude of noise level increases, because the most noise-intensive construction activities would still occur at the same distance from receptors using the same types and quantities of equipment. Further, the FEIS construction noise analysis considered simultaneous construction in all reaches, except the simultaneous construction in now proposed in Reaches 3 and 7. While the Phasing Modifications would involve approximately six weeks of simultaneous construction in Reaches 3 and 7, there are no receptors with sufficient proximity and line of sight to both of these Reaches to experience cumulative noise effects from this simultaneous work. Additionally, the Phasing Modifications would not affect the total duration of the most noise-intensive activities, which represent the maximum duration of construction noise exposure at any individual receptor. Finally, the Phasing Modifications would not affect the location of construction work areas and resultant noise-affected areas. As a result,

the Phasing Modifications would not result in changes to the magnitude, duration, or area of construction noise effects disclosed in the FEIS.

NEIGHBORHOOD CHARACTER

As with the FEIS, since the Phasing Modifications would also result in temporary significant adverse open space, traffic, and noise impacts during construction, and these are defining features of neighborhood character, it was concluded that the Proposed Modifications would result in similar temporary significant adverse neighborhood character impacts during the construction period. Like the Phasing Project analyzed in the FEIS, the construction effects from the Phasing Modifications would be temporary and localized, confined largely to the buildings and streets surrounding the Project Area.

D. ENVIRONMENTAL EFFECTS OF ADDITIONAL TREE REMOVAL AND REPLACEMENT

As shown in **Table 4**, design refinements since the publication of the FEIS would result in the removal of an estimated 500 trees as compared to 435 trees identified in the FEIS. There would be 75 new replacement trees compared to those removed, raising the total replacement tree count from the approximately 450 identified in the FEIS to 525, and resulting in 25 more trees replanted than removed (as opposed to the incremental 15 analyzed in the FEIS), along with a landscape design that supports and enhances open space quality, biodiversity and habitat creation, and climate resilience. There would also be proposed tree protection measures during construction that include protection for both individual trees and groves, including trunk and root protection. All tree removals and protection measures and replacements are to be approved by BPCA as part of the final design. The FEIS acknowledged a temporary adverse effect on urban design as a result of the tree removal, but concluded there would be no permanent adverse impact because the trees would be replaced. Both the current design and the Proposed Project that was analyzed in the FEIS would introduce more trees to the Project Area than currently existing. In addition to trees, any planted areas affected by construction would be replaced in-kind and replanted with native or adaptive species with the ultimate goal of enhancing plant diversity and habitats in the Project Area. The current design would result in the same conclusions as were presented in the FEIS, and therefore there would be no significant adverse environmental impacts not addressed or inadequately addressed in the FEIS.

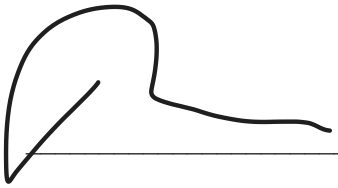
E. ENVIRONMENTAL EFFECTS OF SBPCR PROJECT SCHEDULE EXTENSION

As described above, SBPCR Project construction activities are anticipated to be completed in the summer of 2026 and would overlap with site readiness work for the Proposed Project that is to be underway in the 4th quarter of 2025 and initial construction activities for Reaches 5, 6, and 7 that are expected to commence in the 1st quarter of 2026, and initial construction activities for Reaches 1 and 2 that are expected to commence in the 3rd quarter of 2026. However, the remaining work required for the SBPCR Project is limited and involves primarily floodwall finishes, landscaping, and flip gate installation activities within Pier A Plaza and project completion along the north side of The Battery parallel to Battery Place and extending east to State Street. In addition, these limited activities for the SBPCR Project would not be underway during the peak construction transportation and air quality periods for the NWBPCR project which is anticipated to be in 2028. Furthermore, there are no receptor locations with line of sight to both the Proposed Project and

the remaining work areas for the SBPCR project such that there is the potential for cumulative noise impacts that would exceed what was already disclosed in the FEIS for the Proposed Project. Moreover, the open space analysis presented above under "Open Space," already accounted for the potential cumulative construction effects in 2026 between the Proposed Project and the SBPCR Project. Therefore, based on the above, it is concluded that the temporary and limited construction activities remaining in the SBPCR Project that overlaps with the early construction work for the NWBPCR would not result in any new significant adverse construction impacts beyond those that were already disclosed for the Proposed Project.

F. SUMMARY CONCLUSION

Based on the above, it is the summary conclusion of this Technical Memorandum that the project completion and phasing changes analyzed for the NWBPCR project would not result in any significant adverse impacts not addressed or inadequately addressed in the FEIS.



12/19/25

Raju Mann
President & CEO
Battery Park City Authority

Date

Attachments

Figure 1: FEIS Preliminary Construction Schedule

Figure 2: Construction Schedule Modification (November 2025)

Figure 3: Construction Phasing Details

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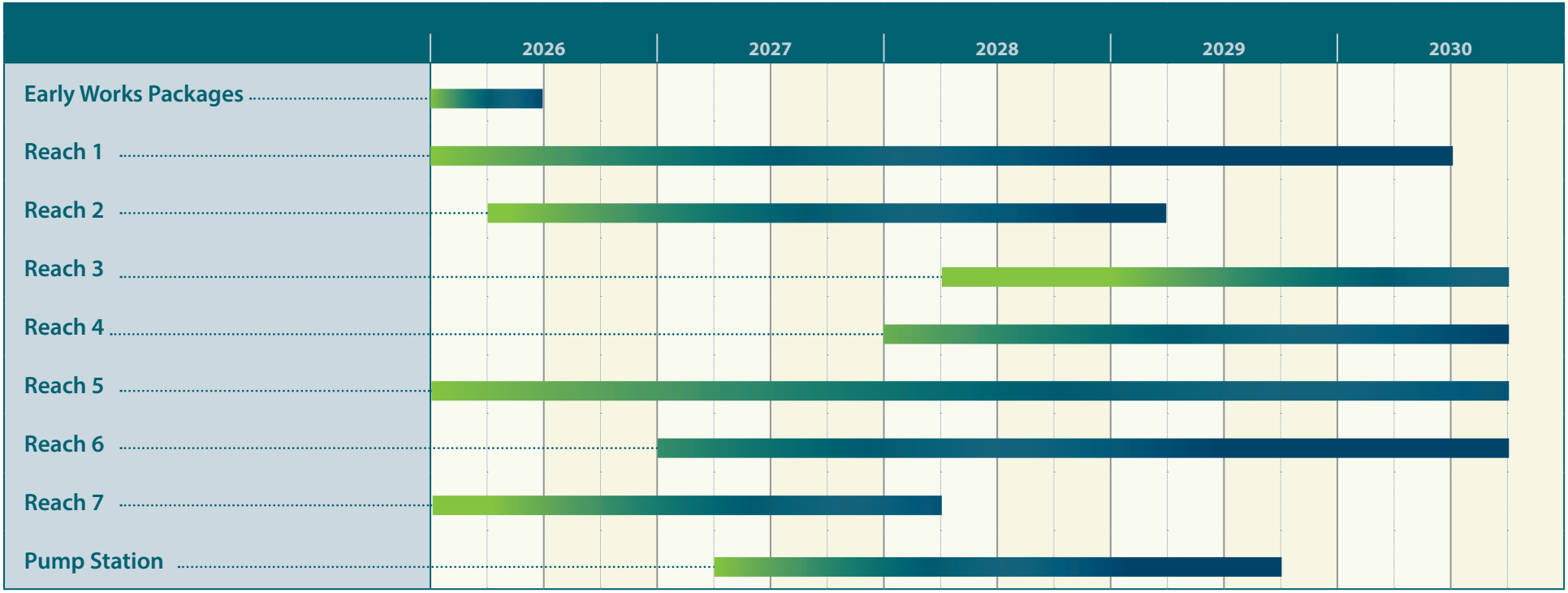
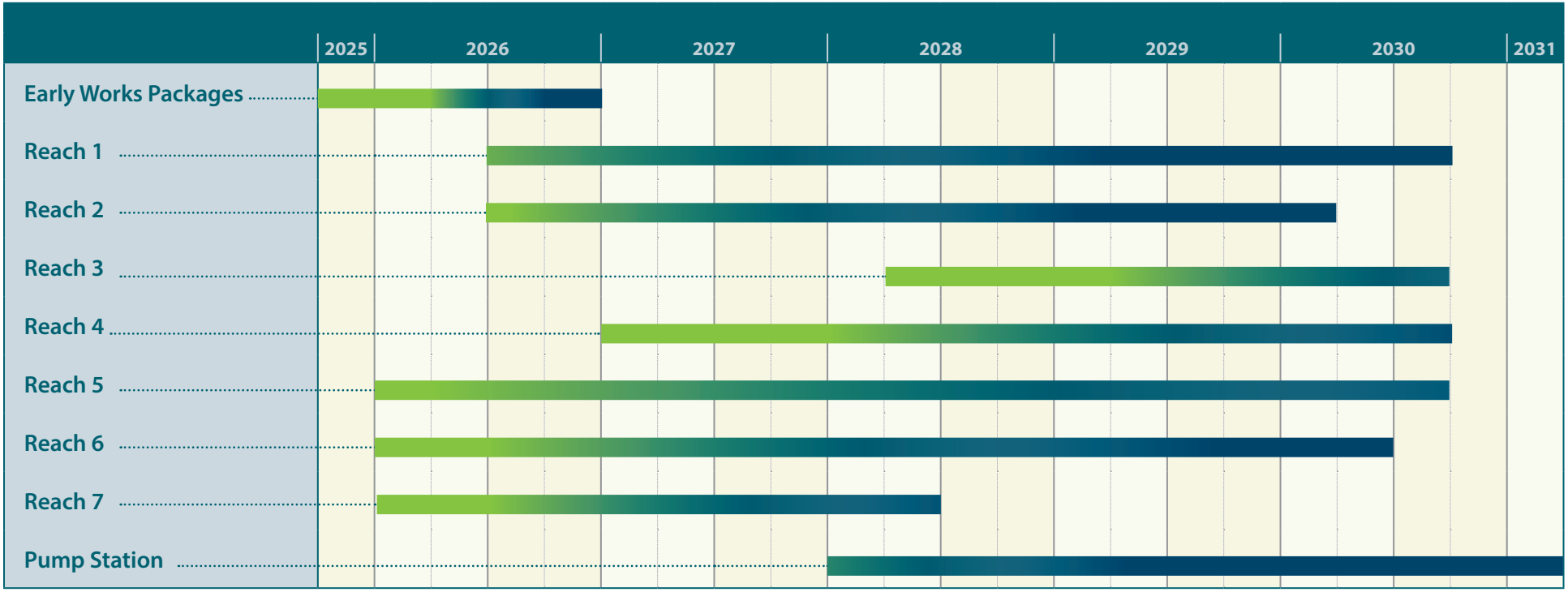


NOTE: Construction activities related to the infrastructure improvement elements would occur throughout the construction period.
Source: Turner-EE Cruz JV, February 2025

FEIS Preliminary Construction Schedule

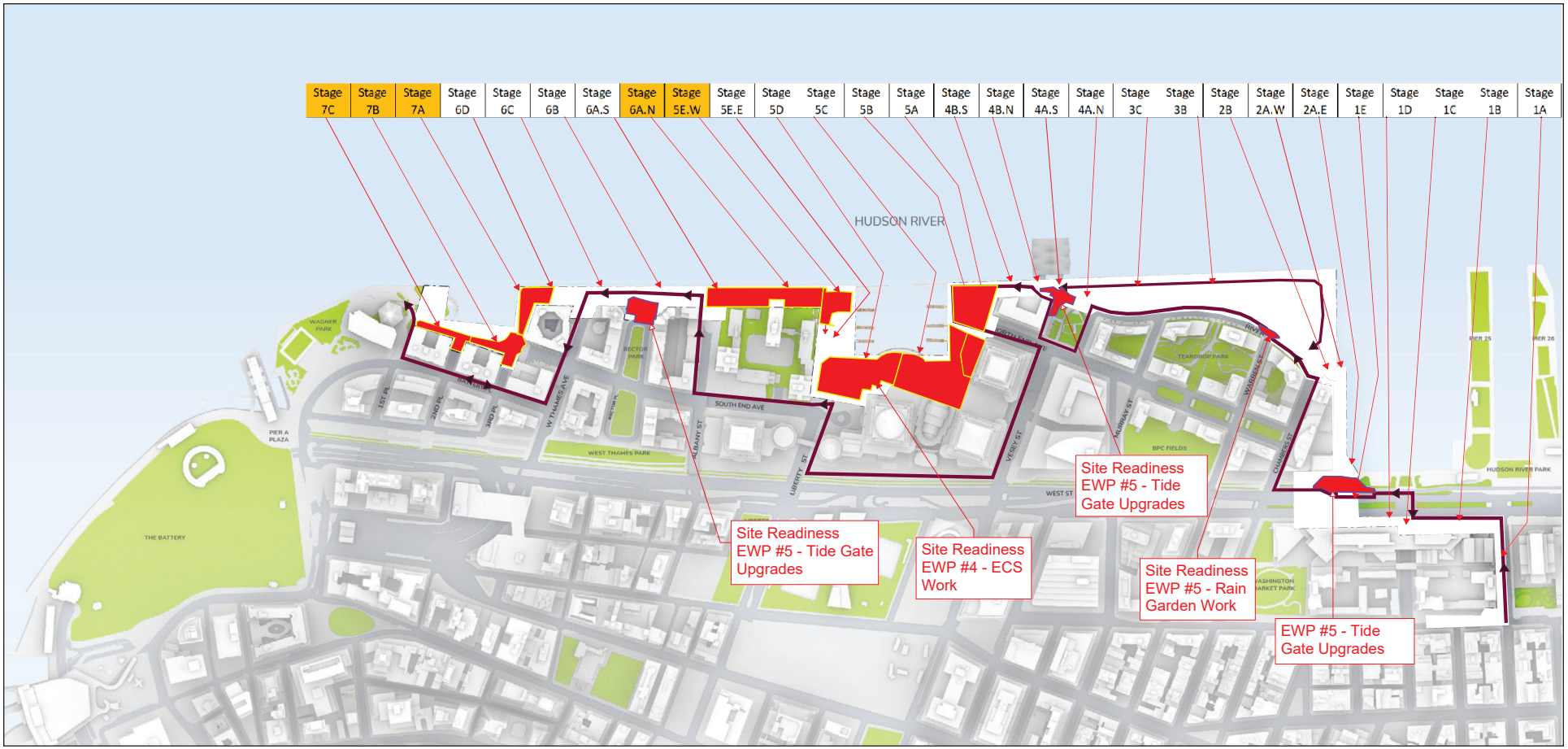
Figure 1



NOTE: Construction activities related to the infrastructure improvement elements would occur throughout the construction period.
Source: Turner-EE Cruz JV, November 2025

Construction Schedule Modification (November 2025)

11.20.25



Pedestrian Access Route to Esplanades

Area Closed to Public

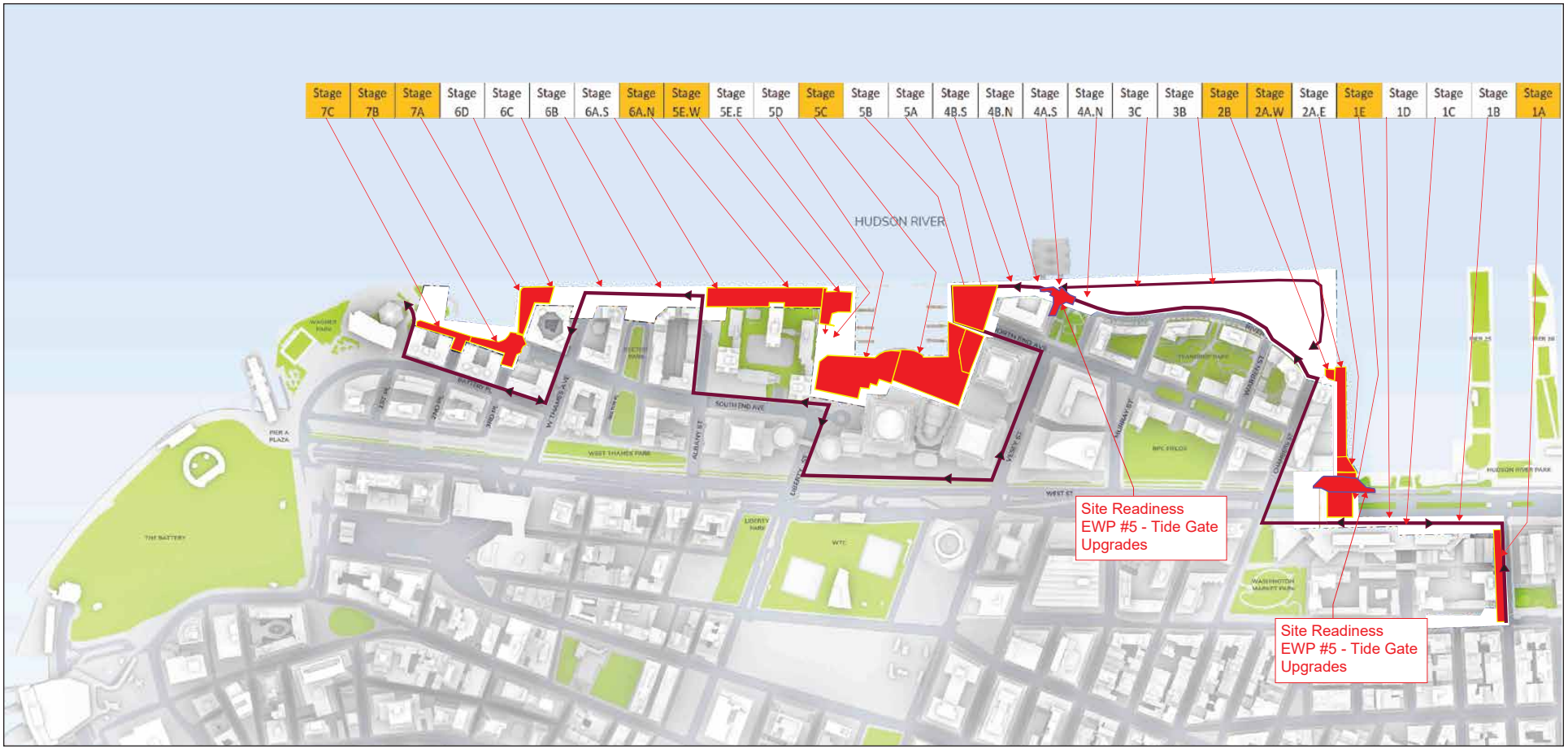
Area Completed

0' 175' 350' 700' 1,050' N

Construction Phasing Details Proposed Modifications
Month 1 - Stages Under Construction

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3a



Pedestrian Access Route to Esplanades

Area Closed to Public

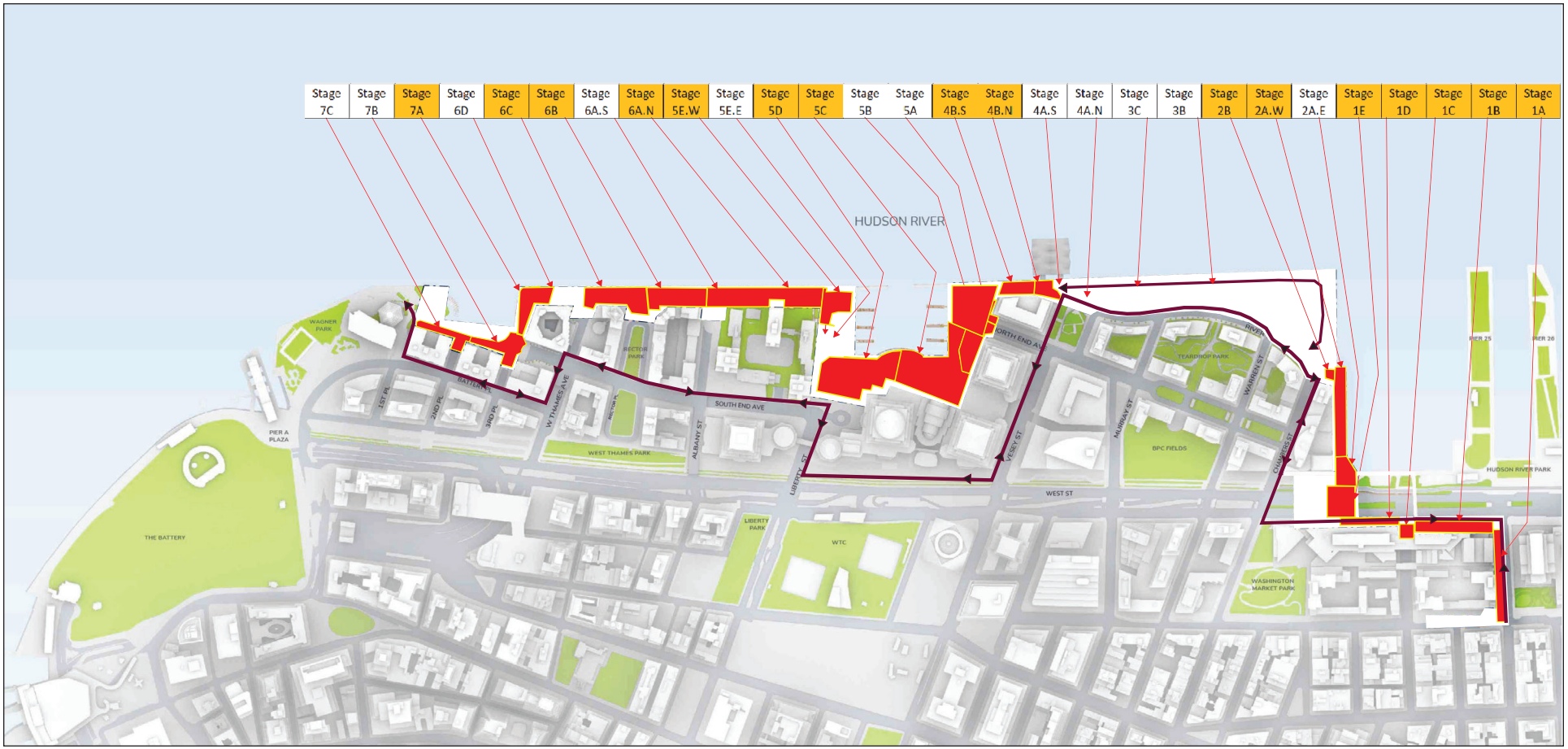
Area Completed

0' 175' 350' 700' 1,050' N

Construction Phasing Details Proposed Modifications
Month 7 - Stages Under Construction

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3b



Pedestrian Access Route to Esplanades

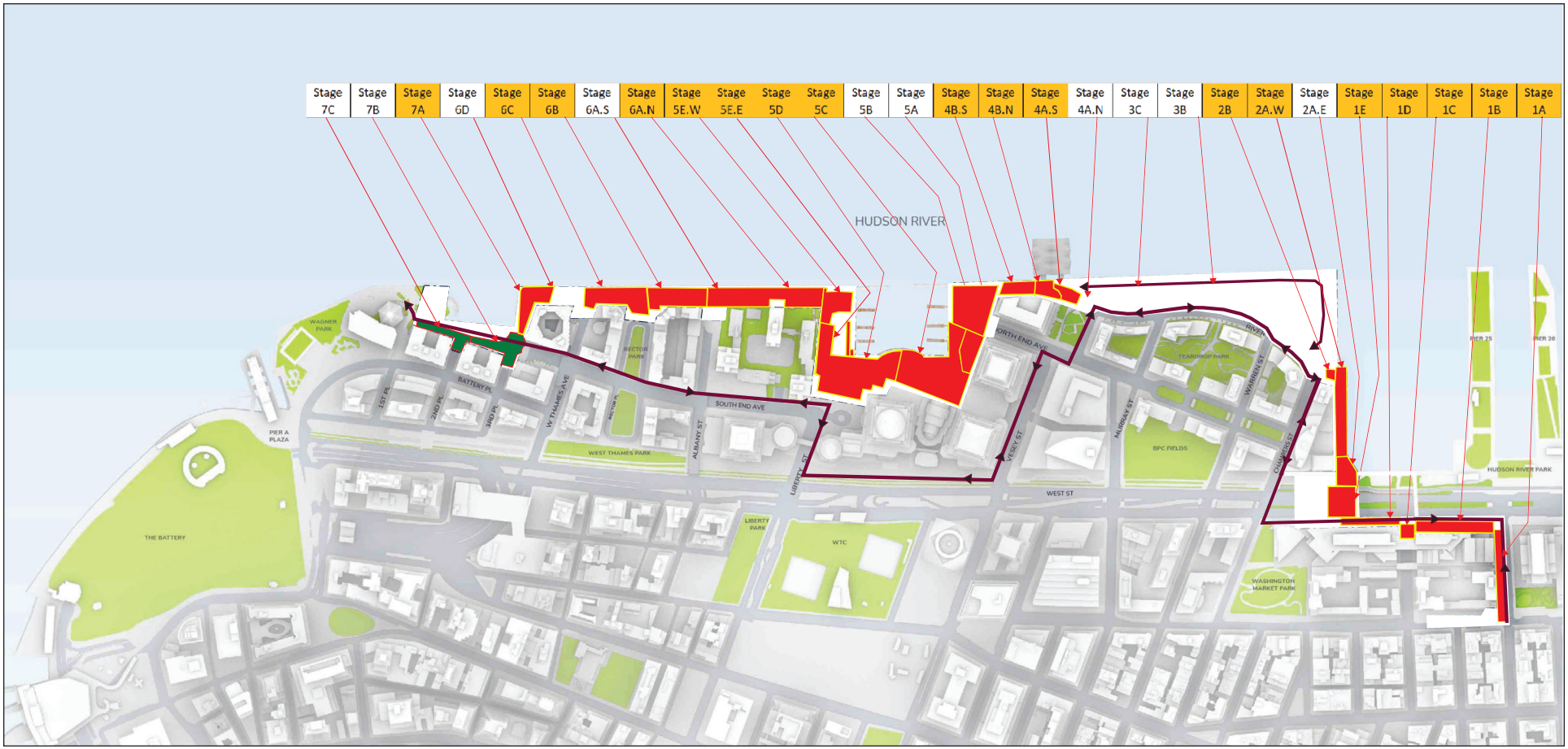
Area Closed to Public

Area Completed

Construction Phasing Details Proposed Modifications
Month 25 - Stages Under Construction

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3c



Pedestrian Access Route to Esplanades

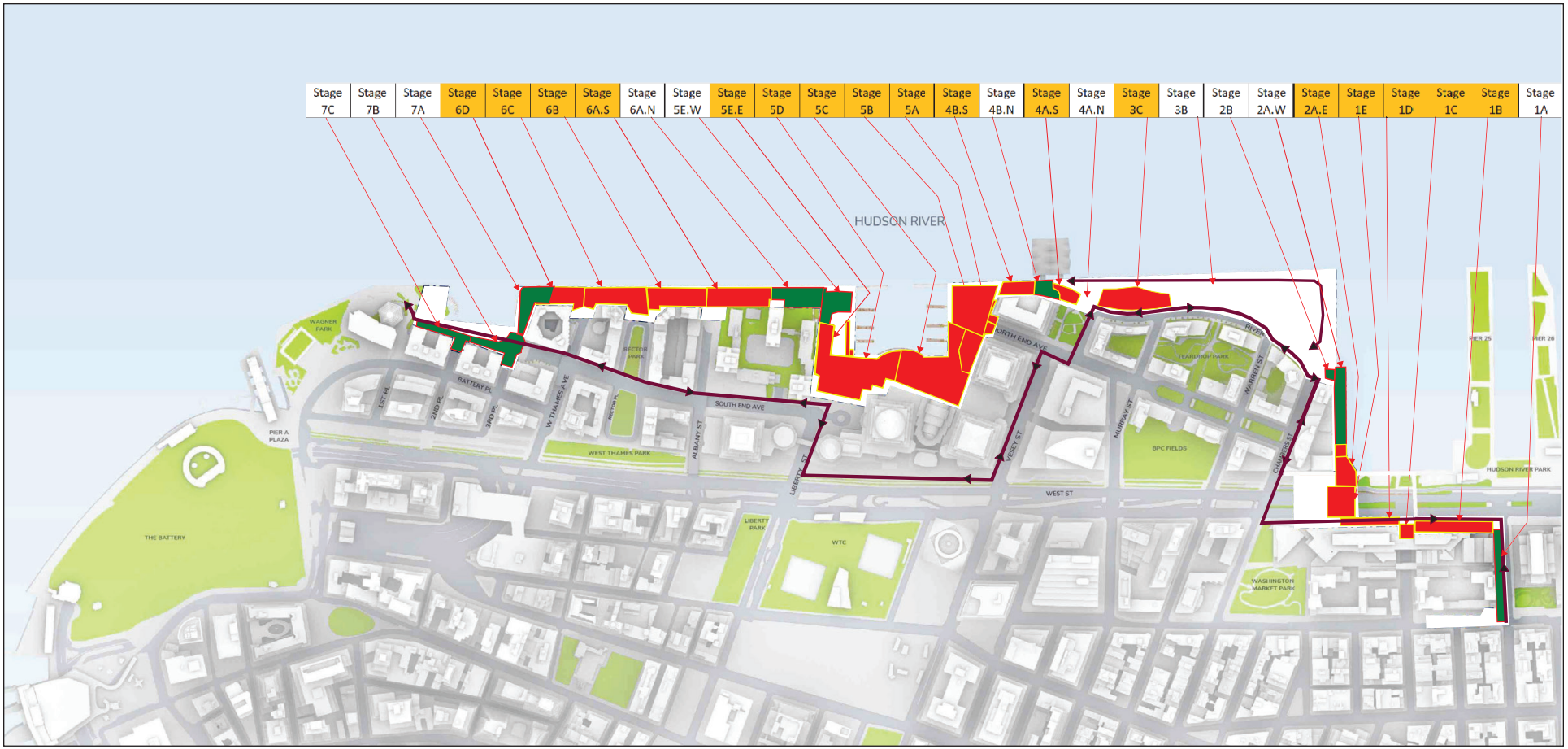
Area Closed to Public

Area Completed

Construction Phasing Details Proposed Modifications
Month 31 - Stages Under Construction

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3d



Pedestrian Access Route to Esplanades

Area Closed to Public

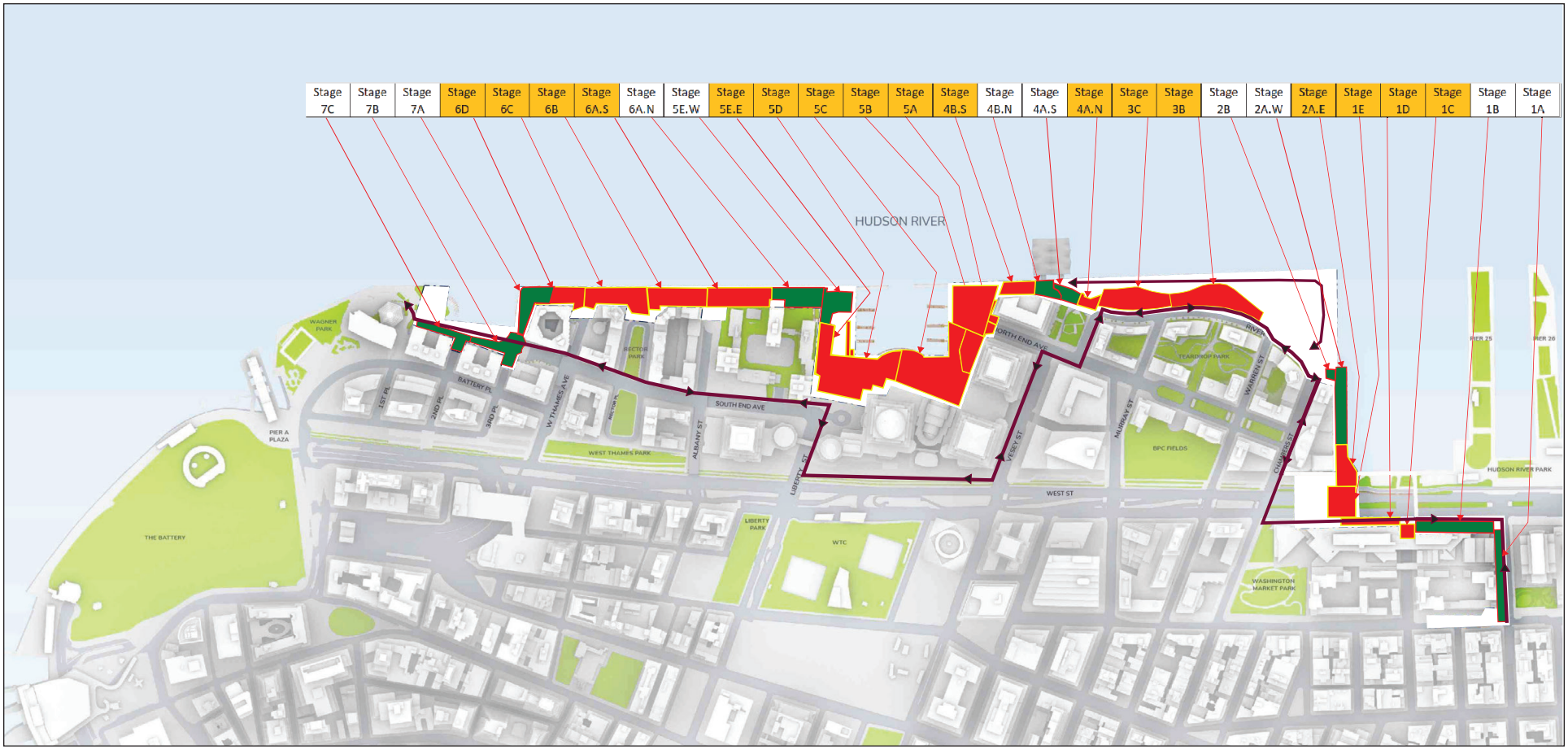
Area Completed

0' 175' 350' 700' 1,050' N

Construction Phasing Details Proposed Modifications
Month 37 - Stages Under Construction

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3e



Pedestrian Access Route to Esplanades

Area Closed to Public

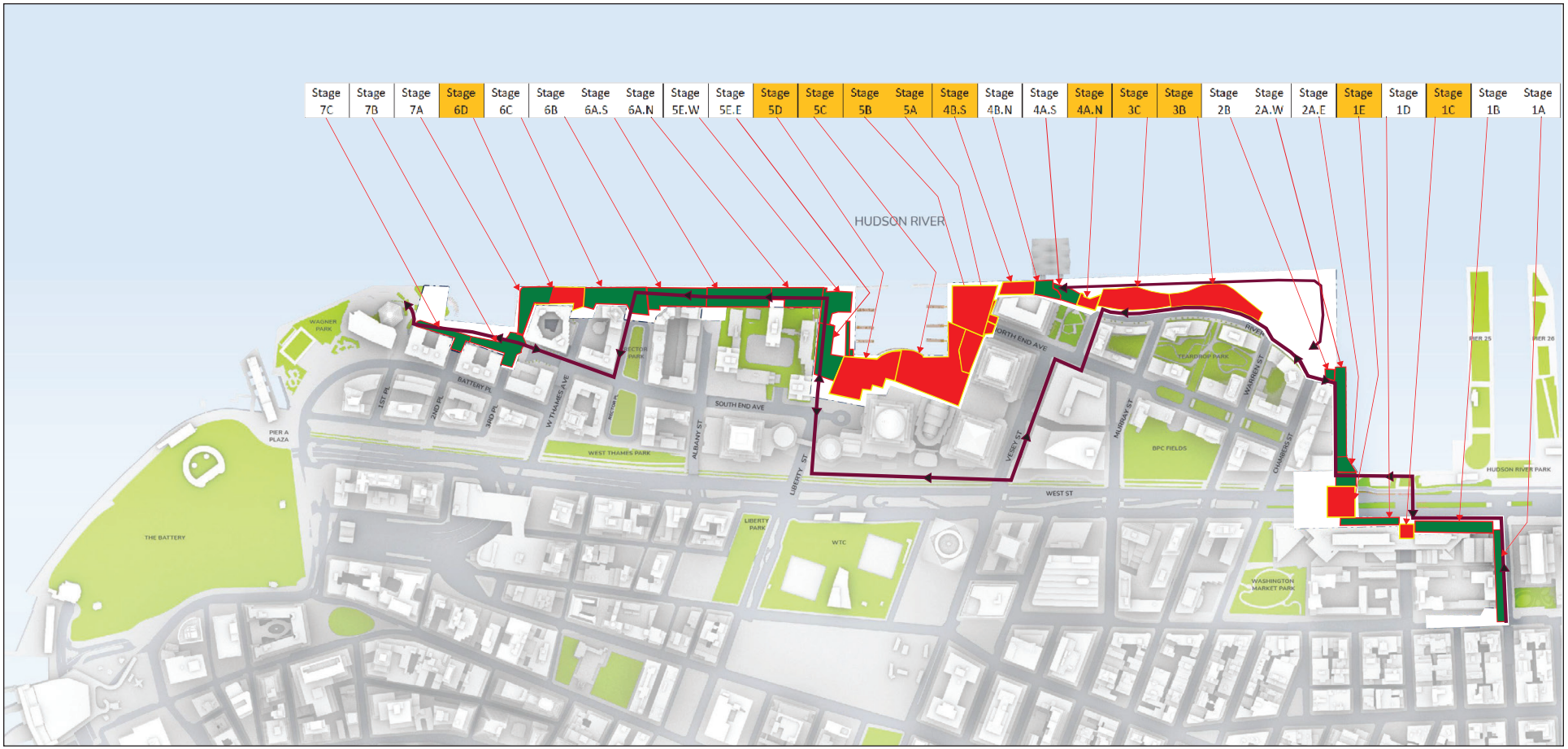
Area Completed

0' 175' 350' 700' 1,050' N

Construction Phasing Details Proposed Modifications
Month 43 - Stages Under Construction Area

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3f



Pedestrian Access Route to Esplanades

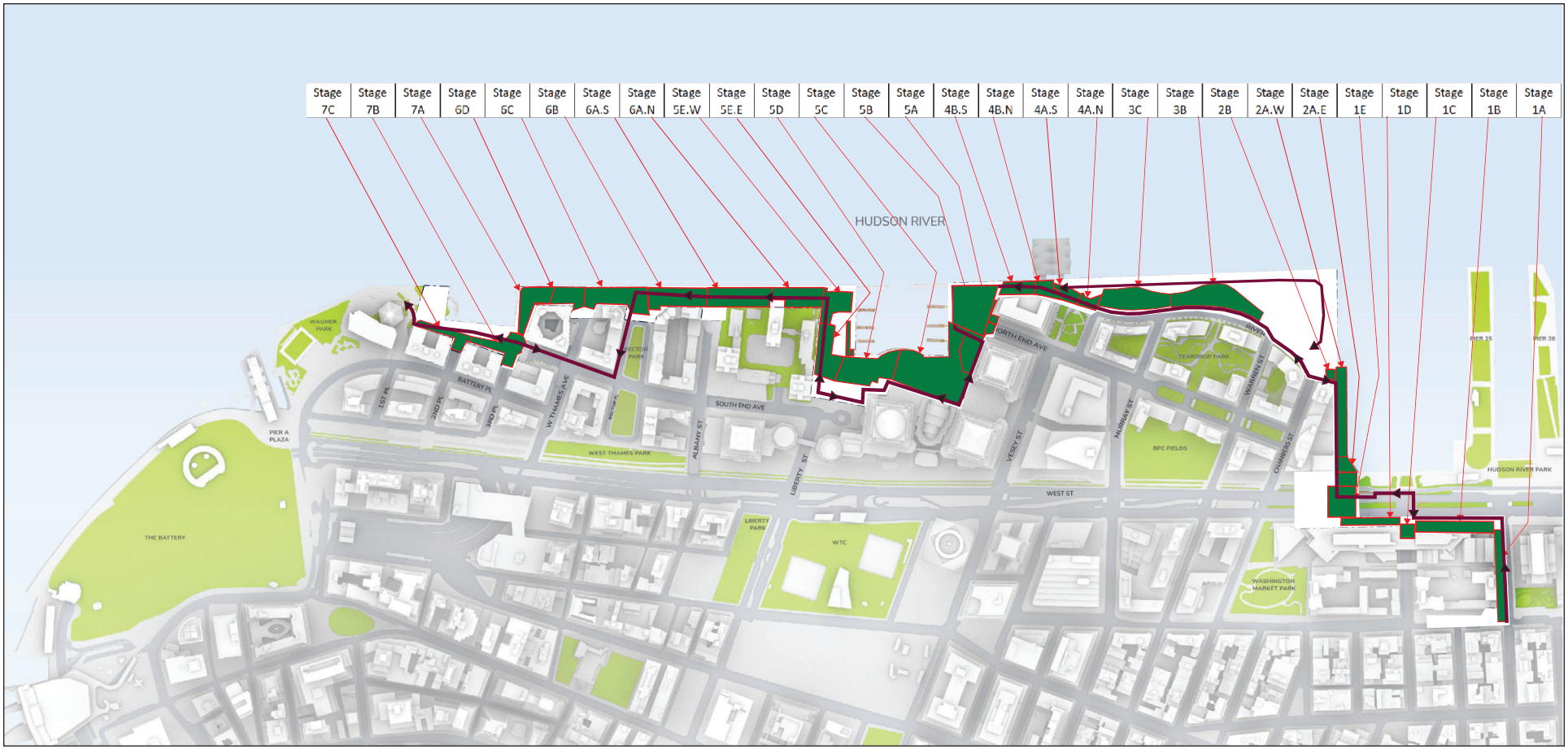
Area Closed to Public

Area Completed

Construction Phasing Details Proposed Modifications
Month 55 - Stages Under Construction

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3g



Pedestrian Access Route to Esplanades

Area Closed to Public

Area Completed

0' 175' 350' 700' 1,050' N

Construction Phasing Details Proposed Modifications
Month 63 - Construction Complete

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3h