

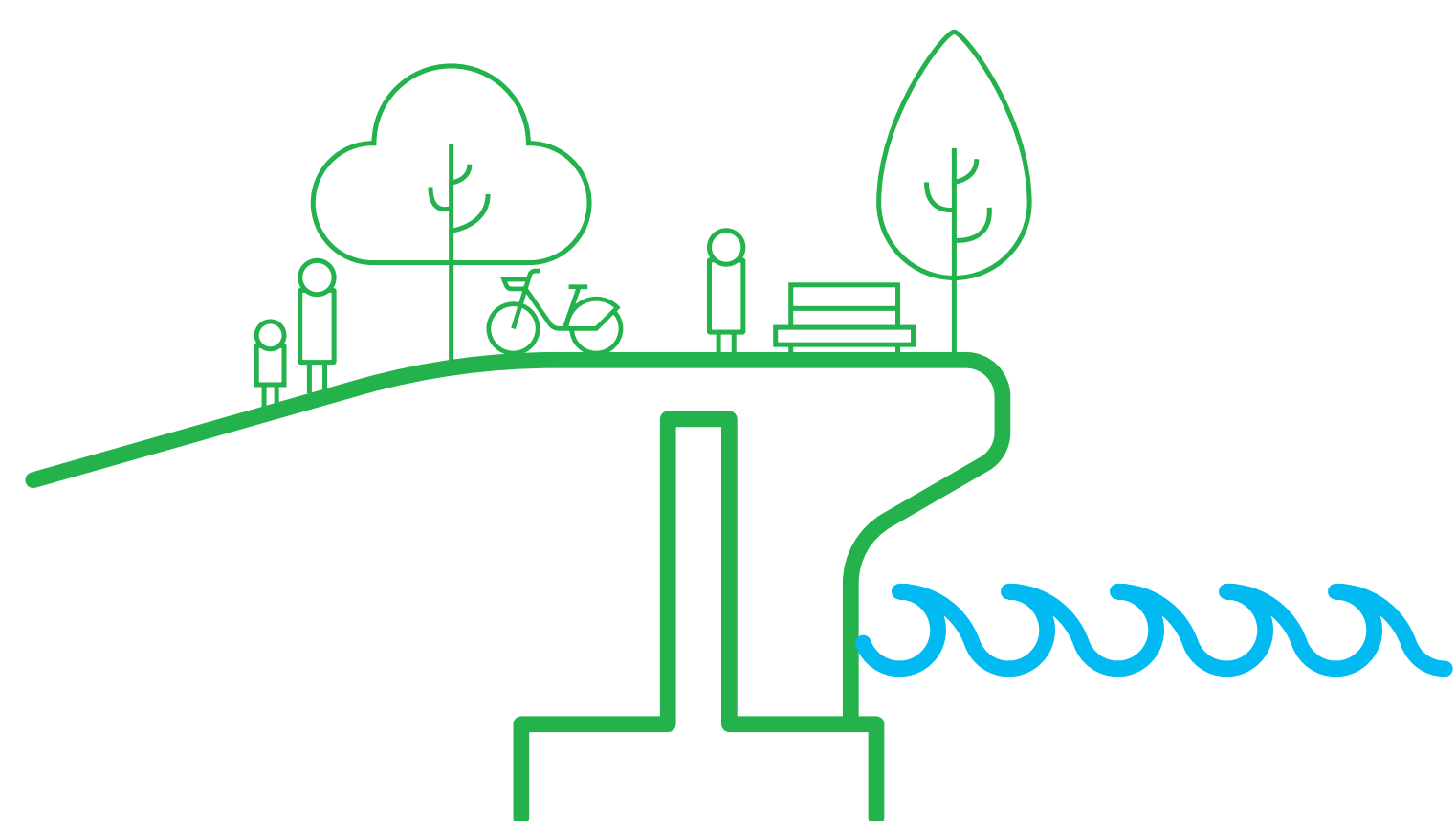
What is NEPA?

Financial District (FiDi) Fortifying Our Resilient Growth and Economy (FORGE) is subject to review in accordance with the National Environmental Policy Act (NEPA) of 1969. NEPA is a federal law that requires federal agencies to consider the effects of their policies, projects, or funding of projects on the built and natural environments. As part of the NEPA environmental review process, a range of reasonable alternatives must be evaluated.

In all proposed alternatives for FiDi FORGE, multiple measures will require in-water work, including fill and additional overwater coverage. Given the scale and anticipated scope of effects, FiDi FORGE will be reviewed under an Environmental Impact Statement (EIS).

The EIS analysis will be incorporated into an integrated report with the Section 203 feasibility study.

A variety of coastal storm risk management measures were evaluated for the study area to formulate distinct alternatives to evaluate:



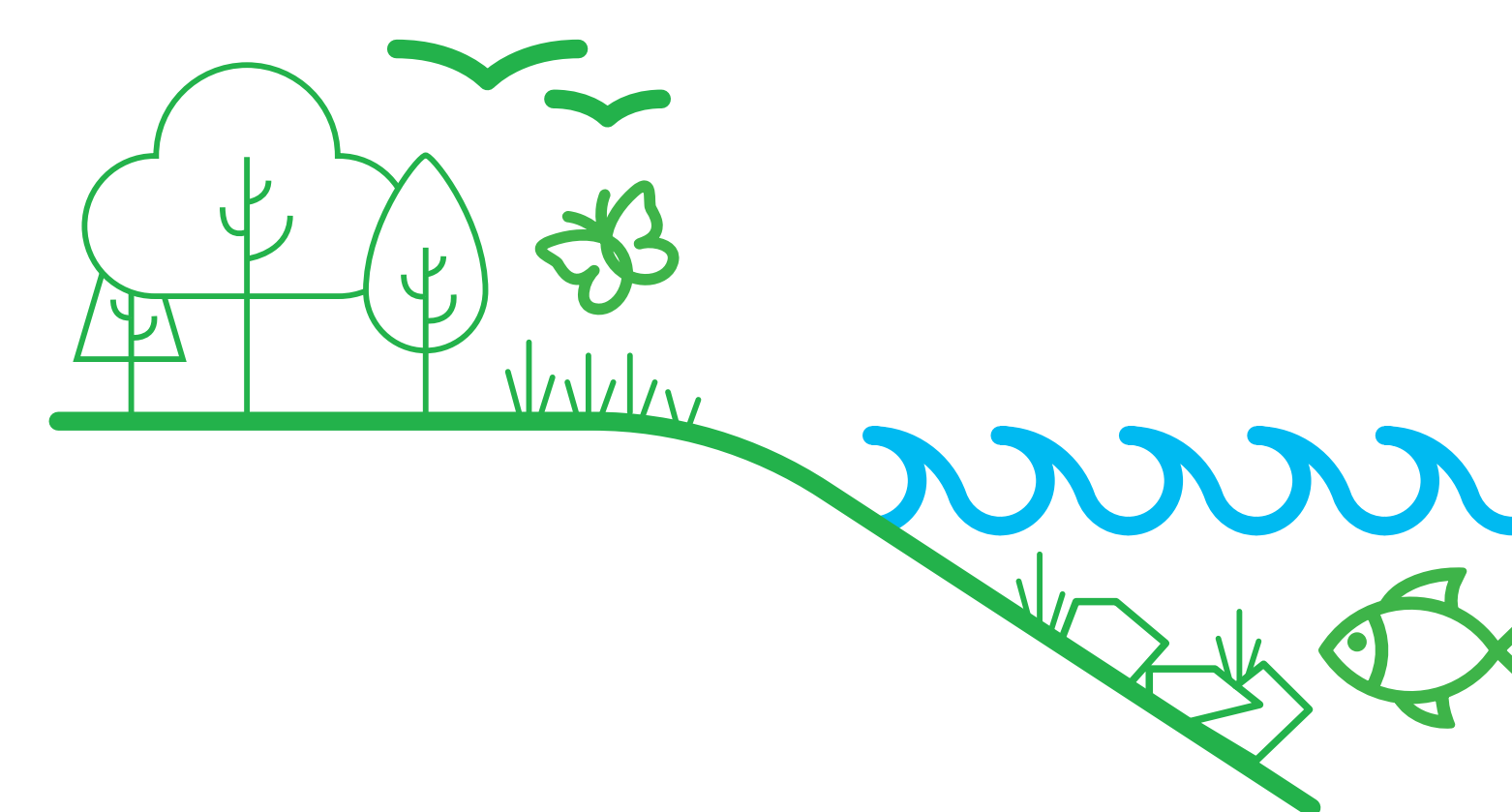
Structural Measures

Includes measures such as flood walls, berms, levees, and more.



Non-Structural Measures

Includes measures such as flood policies and programs, buyouts, education, and more.



Engineering with Nature & Nature-Based Features (NNBFs)

Includes landscape elements, such as reefs, dunes, and more.

The U.S. Army Corps of Engineers (USACE), as the lead federal agency, has invited federal, state, and other appropriate parties to participate in the environmental review process by serving as Cooperating or Participating Agencies.

- U.S. Army Corps of Engineers
- New York City Economic Development Corporation
- U.S. Environmental Protection Agency
- U.S. Department of the Interior, Fish and Wildlife Service
- U.S. Coast Guard
- National Oceanic and Atmospheric Administration - Fisheries, Habitat and Ecosystem Services Division
- National Oceanic and Atmospheric Administration - Fisheries, Protected Resources Division
- Federal Emergency Management Agency
- Federal Aviation Administration
- National Park Service
- New York State Department of Environmental Conservation
- New York State Department of State

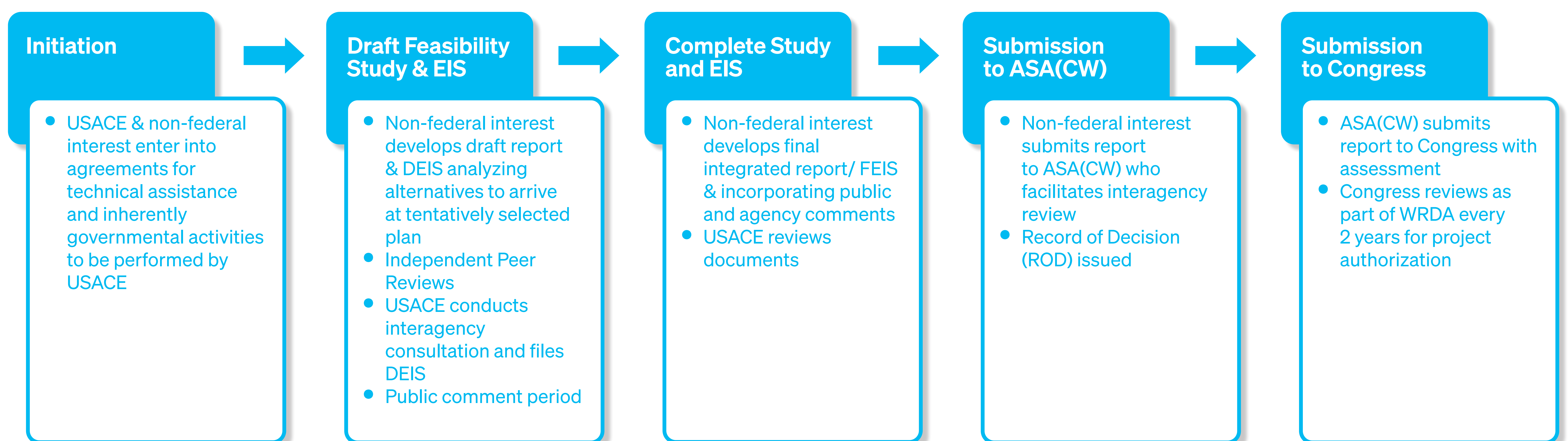


What is Section 203?

Section 203 of the Water Resources Development Act (WRDA) of 1986, as amended, authorizes a non-federal interest to undertake feasibility studies of proposed water resource development projects for submission directly to the Secretary of the Army (Civil Works) for Federal participation and cost share. For FiDi FORGE, the non-federal interest is NYCEDC on behalf of the City of New York.

This means that the City can conduct its own feasibility study that follows U.S. Army Corps of Engineers (USACE) procedures and, if approved, could result in a federal funding match.

Section 203 Feasibility Study Process



The City will be conducting this study with defined support from the U.S. Army Corps of Engineers in the form of technical assistance and governmental activities.

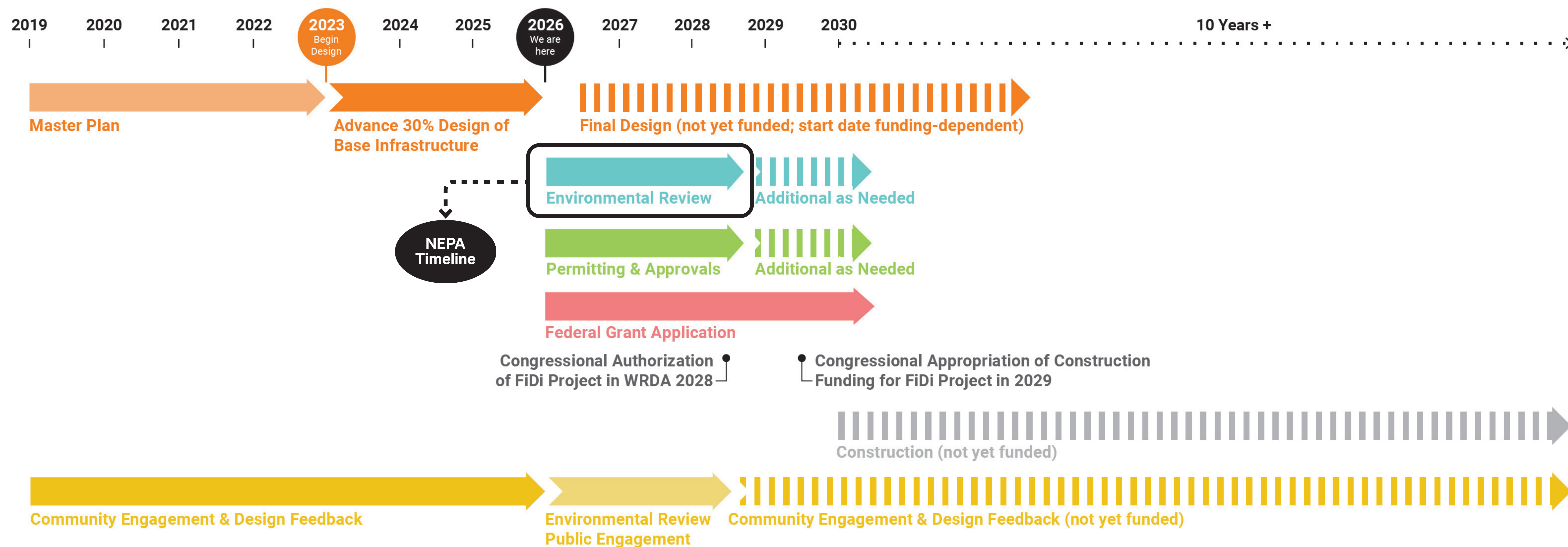
Once the plan is finalized, the Assistant Secretary of the Army (Civil Works), known as the ASA(CW), evaluates the plan and reports whether the project is feasible, providing any recommendations concerning project planning, design, or conditions for construction to Congressional committees for inclusion and authorization in a Water Resources Development Act, which is passed by Congress every two years.



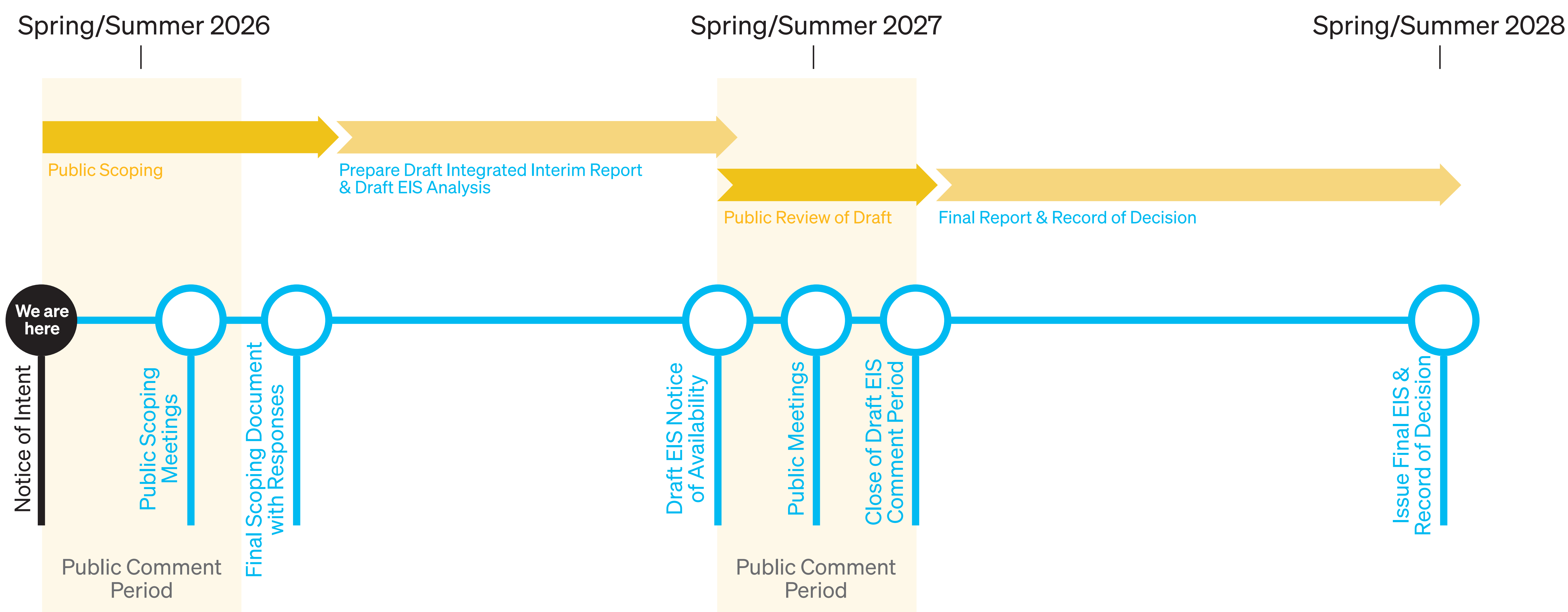
Scheduling & Timing

The preparation of an Environmental Impact Statement (EIS) officially begins with a public notice. Throughout the process, there are multiple opportunities for agency, public, and stakeholder coordination, highlighted in the schedule below!

Full Project Schedule



NEPA Timeline



Note: State and City Environmental Quality Review and permitting approvals will be sought in the future.



Work to Date

Community Engagement

From public workshops to site tours, community input was critical to all phases of design and development of Financial District (FiDi) Fortifying Our Resilient Growth and Economy (FORGE), also known as the FiDi-Seaport Climate Resilience Plan.

As we move forward with the Section 203 feasibility study, we will continue to engage with the community and incorporate your feedback. Check out our project schedule to learn more about opportunities to engage.

26 Tabling events engaged community members in busy public places.



Resilience+ Expo



FiDi FORGE tabling event

19 Public workshops and stakeholder presentations gathered design feedback and shared information about the project.



FiDi FORGE community workshop



FiDi FORGE community workshop

13 Walking tours helped the public envision a resilient future for Lower Manhattan.



FiDi FORGE community walking tour



FiDi FORGE community walking tour

Understanding and Supporting East River Ecology

Understanding the East River's ecology and finding ways to actively support its ecosystems, rather than merely minimizing impact, has been core to studying coastal storm risk management options for FiDi-Seaport. To support this effort, an Aquatic Resources Advisory Council (ARAC) was assembled and met nine times to date.

The project team conducted two years (2021 and 2022) of biological and habitat sampling and testing to assess habitat conditions and marine life in the area. A third year is currently underway.

Over 1,500 samples have been collected from the Lower East River, and a third year of sampling and testing is currently underway!

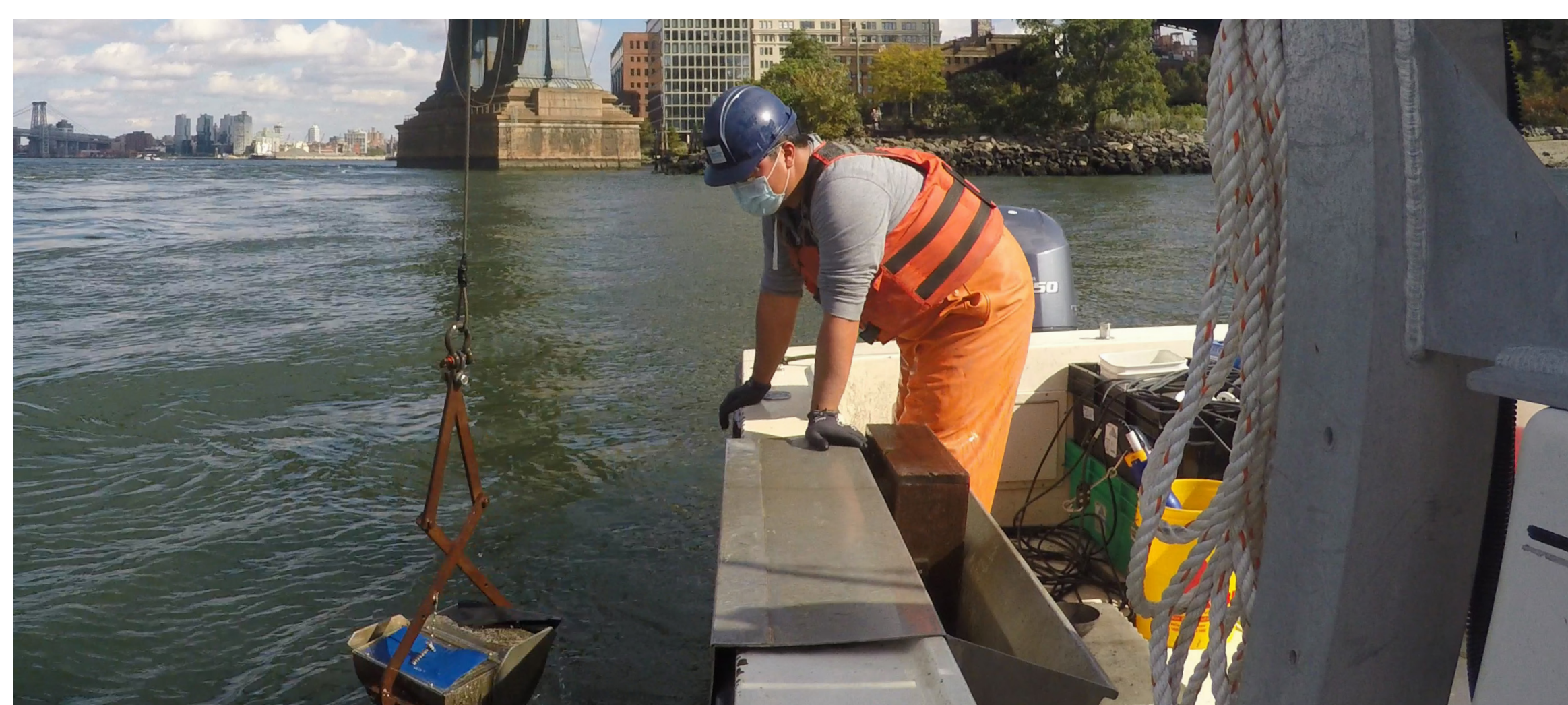
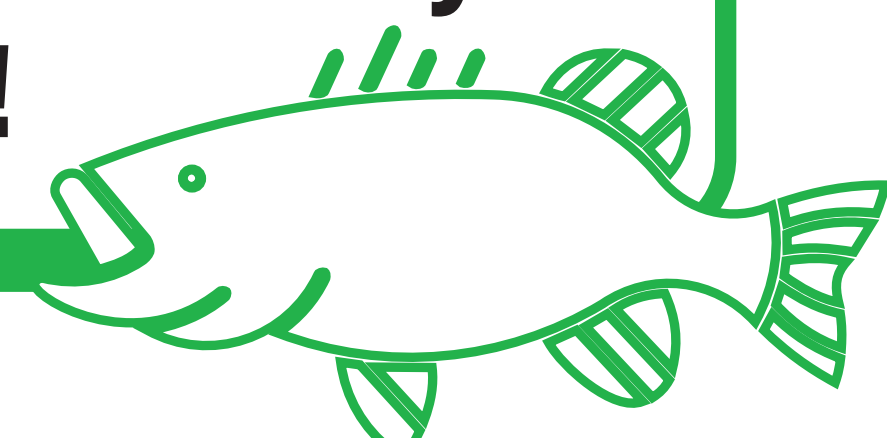


Image of sampling in the East River



Image of sampling in the East River



Final Array of Alternatives

After screening a number of different alignments and alternatives against U.S. Army Corps of Engineers (USACE) Principles & Guidelines and the project objectives, three alternatives were selected for further study and evaluation in the feasibility study, in addition to the No Action Alternative.

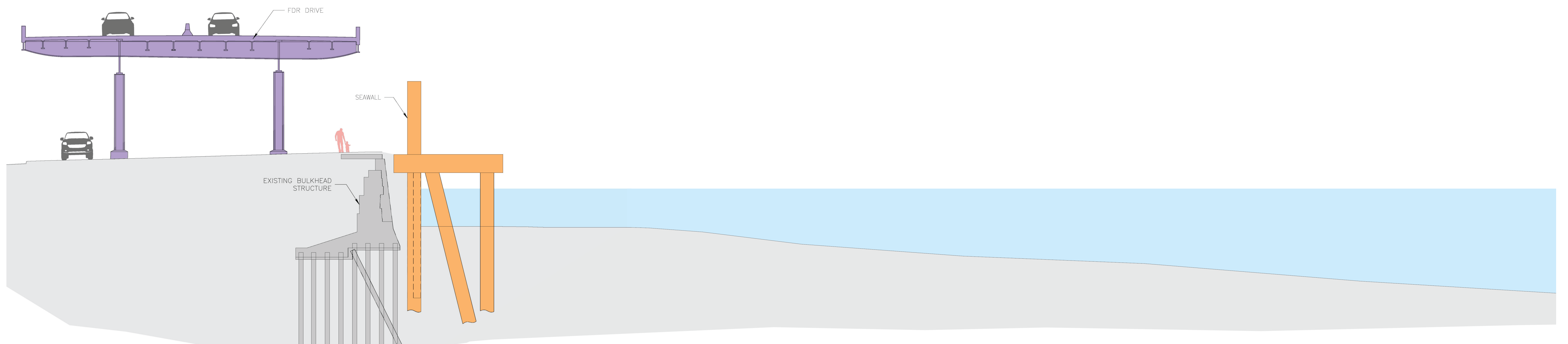


Alternative 3: Bulkhead

Alternative 3 proposes an exposed floodwall constructed along the existing bulkhead, maintaining at least a five-foot clearance from the elevated FDR Drive, as required by New York State Department of Transportation.

Ring walls would be installed around the base of each pier with floodgates set above the tidal flooding elevation to enable pedestrian, vehicle, and emergency access during non-flood conditions.

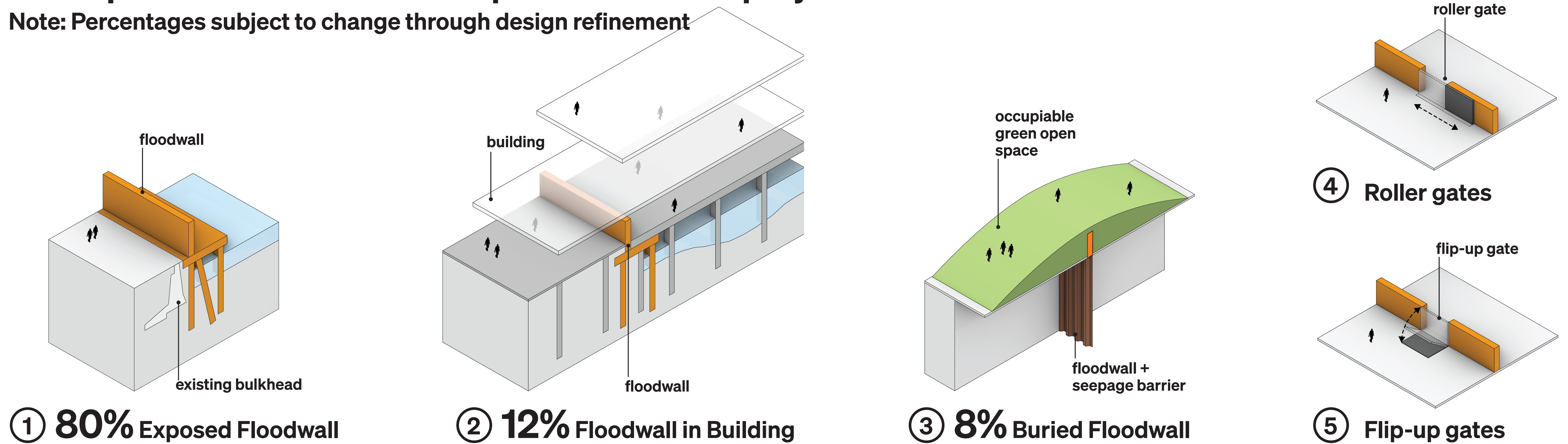
This alternative would not construct a waterfront esplanade on the outboard, or “wet” side, of the floodwall.



Section A Illustrative section cut of Alternative 3

Flood protection features as a percent of total project area

Note: Percentages subject to change through design refinement

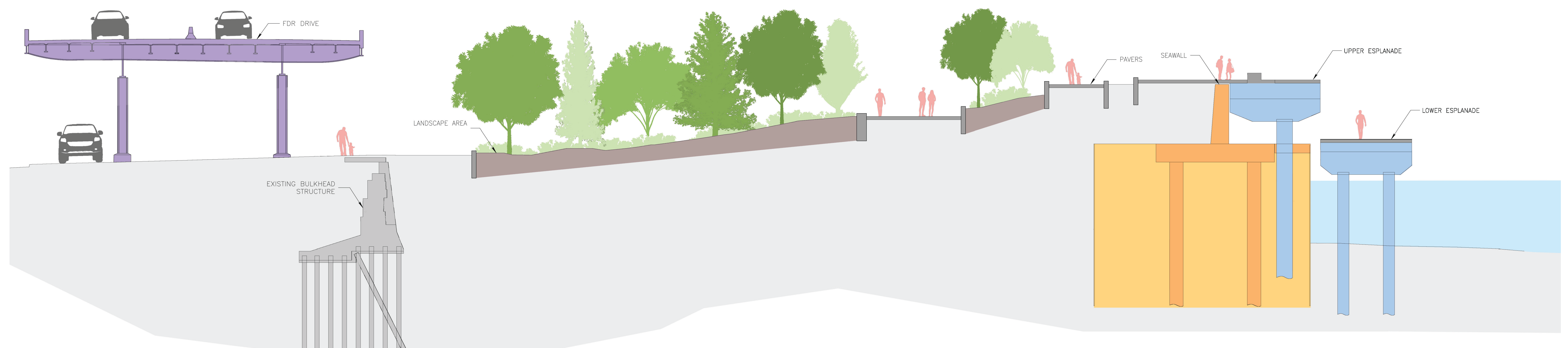


Alternative 4: Medium Extension

Alternative 4 involves a medium-scale extension of the shoreline into the East River in a portion of the study area, and elevating the waterfront.

This alternative buries the proposed floodwall under publicly accessible green open space.

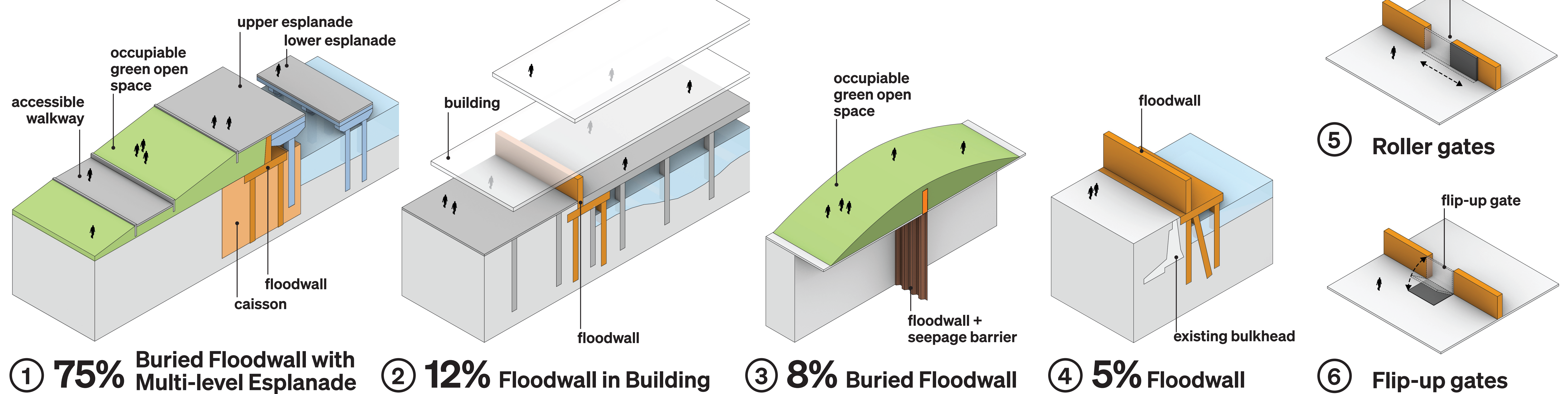
This alternative expands to the waterfront by introducing a new waterfront esplanade built on the outboard, or “wet” side, of the floodwall and includes provisions for public access to both the top of the line of defense (via up and over walking paths) and the lower waterfront through a series of floodgates (elevated above the tidal flooding elevation).



Section B Illustrative section cut of Alternative 4

Flood protection features as a percent of total project area

Note: Percentages subject to change through design refinement

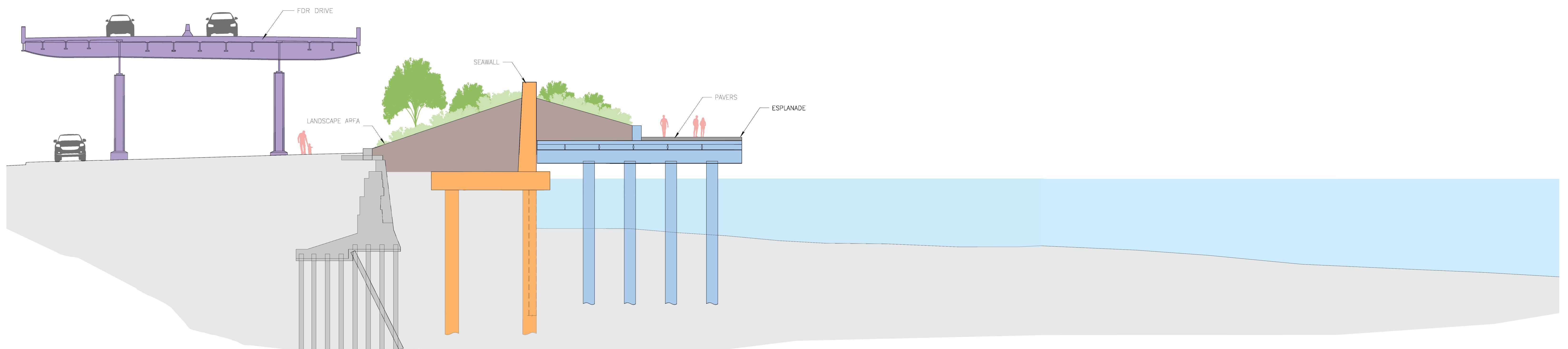


Alternative 4A: Narrow Extension

Alternative 4A proposes a narrow shoreline extension into the East River, designed to elevate the shoreline to a passive level of protection for future tidal flooding.

The extension would incorporate a partially buried floodwall with inaccessible green space on both sides of the floodwall, and a new waterfront esplanade built on the outboard, or “wet” side, of the floodwall.

Connectivity to the waterfront would be maintained at priority street corridors where floodgates provide direct access to the new esplanade and reconstructed piers.



Section C Illustrative section cut of Alternative 4A

Flood protection features as a percent of total project area

Note: Percentages subject to change through design refinement

