Chapter 10: Construction

A. INTRODUCTION

As described in Chapter 1, "Project Description," the Proposed Project would facilitate the redevelopment of the approximately 2.4-acre Damrosch Park and replacement of the existing Guggenheim Bandshell with a newly improved and modernized outdoor performance venue. The Proposed Project would reconfigure the layout of the Park, moving the performance venue to the eastern portion of Damrosch Park, allowing for greater connectivity and flow throughout the open space and the broader Lincoln Center campus and surrounding neighborhood. In addition to the redesign of Damrosch Park and new performance venue, the Proposed Project would include sidewalk improvements on the east side of Amsterdam Avenue between West 62nd and West 65th Streets and the north side of West 62nd Street between Columbus Avenue and Amsterdam Avenue, new seating at the base of the staircase at West 65th Street, and improvements to the New York Public Library for the Performing Arts (NYPLPA) entrance at Amsterdam Avenue.

The Project Site includes Damrosch Park on a portion of the Lincoln Center campus, along with the sidewalks along the east side of Amsterdam Avenue between West 62nd Street and West 65th Street and the north side of West 62nd Street between Columbus Avenue and Amsterdam Avenue. The Project Site is bounded by West 65th Street to the north, Amsterdam Avenue to the west, West 62nd Street to the south, and the David H. Koch Theater to the east. The Amsterdam Avenue frontage along the Metropolitan Opera House and NYPLPA is also part of the Project Site. Construction of the Proposed Project is expected to occur in a single phase over an approximately 22-month period, starting in 2026 with completion and full operation in 2028.

This chapter summarizes the planned construction program for the Proposed Project and assesses the potential for significant adverse impacts during the construction period. The City, State, and federal regulations and policies that govern construction are described, followed by the anticipated construction schedule, types of activities likely to occur during construction, and the measures that would be implemented to minimize the effects of construction.

PRINCIPAL CONCLUSIONS

As is the case with most construction activity, construction of the Proposed Project may result in localized, temporary disruptions. However, construction of the Proposed Project would be considered "short-term" based on the guidance of the *CEQR Technical Manual*, and a variety of measures (e.g., noise control, air emissions control, traffic control plans, etc.) would be employed during construction to minimize the effects of building the project. With the implementation of these measures, and taking into consideration the short-term nature of the proposed work, construction of the Proposed Project would not result in significant adverse impacts.

B. GOVERNMENTAL COORDINATION AND OVERSIGHT

Construction oversight involves several City, State, and federal agencies. **Table 10-1** lists the primary involved agencies and their areas of responsibility.

Table 10-1
Construction Oversight in New York City

Agency	Areas of Responsibility
New York City	
Department of Buildings	Primary oversight for Building Code and site safety
Department of Parks and Recreation	Activities within Damrosch Park
Department of Environmental Protection	Noise, RAPs/CHASPs, water disposal
Department of Sanitation	Storage, transport, and disposal of asbestos waste
Fire Department	Compliance with Fire Code
Department of Transportation	Traffic lane and sidewalk closures
Landmarks Preservation Commission	Historic and archaeological resources
New York State	
Department of Labor	Asbestos Workers
Department of Environmental Conservation	Hazardous materials and fuel/chemical storage tanks
Office of Parks, Recreation and Historic Preservation	Historic and archaeological resources
Dormitory Authority of the State of New York	Letter of Resolution for HABS/HALS and interpretive display
Metropolitan Transportation Authority	Temporary bus stop relocation
United States	
Environmental Protection Agency	Air emissions, noise, hazardous materials, poisons
Occupational Safety and Health Administration	Worker safety

For projects in New York City, primary construction oversight lies with the New York City Department of Buildings (DOB), which ensures that construction projects meet the requirements of the New York City Building Code and that structures are physically, electrically, and mechanically safe. In addition, DOB enforces safety regulations to protect workers and the general public during construction. Construction activities within mapped parkland (e.g., Damrosch Park) fall under the jurisdiction of the New York City Department of Parks and Recreation (NYC Parks). The New York City Department of Environmental Protection (DEP) enforces the New York City Noise Code, reviews and approves any needed Remedial Action Plans (RAPs) and Construction Health and Safety Plans (CHASPs), and regulates water disposal into the sewer system. The New York City Department of Sanitation (DSNY) has regulatory and enforcement oversight of the storage, transport, and disposal of asbestos waste. The Fire Department of the City of New York (FDNY) has primary oversight of compliance with the New York City Fire Code. The New York City Department of Transportation (DOT) Office of Construction Mitigation and Coordination (OCMC) reviews and approves any traffic lane and sidewalk closures, though none are proposed by the Applicant. The New York City Landmarks Preservation Commission (LPC) reviews any archaeological testing or monitoring that may be required. LPC also reviews and approves construction protection plans (CPPs) and any monitoring measures necessary to prevent damage to historic structures.

At the state level, the New York State Department of Labor (DOL) licenses asbestos workers. The New York State Department of Environmental Conservation (DEC) regulates disposal of hazardous materials, and construction and operation of bulk petroleum and chemical storage tanks. The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) reviews and approves CPPs and any monitoring measures necessary to prevent damage to historic structures. The Dormitory Authority of the State of New York (DASNY), along with OPRHP, NYC Parks, and Lincoln Center for the Performing Arts, Inc. (LCPA) ~~would~~ executed a Letter of Resolution (LOR) for the commitment to prepare the Historic American Buildings Survey (HABS)/Historic American Landscape Survey (HALS) and the interpretive display for the Proposed Project (see **Appendix A**). Coordinating with New York City Transit (NYCT), a

subsidiary of the Metropolitan Transportation Authority (MTA) which is a public benefit corporation in New York State, is required for any temporary bus stop relocation.

At the federal level, the U.S. Environmental Protection Agency (EPA) has wide-ranging authority over environmental matters, including air emissions, noise, hazardous materials, and the use of poisons, although much of the responsibility is delegated to the state level. The Occupational Safety and Health Administration (OSHA) sets standards for work site safety and construction equipment.

C. ANTICIPATED CONSTRUCTION SCHEDULE

Table 10-2 presents the anticipated construction schedule for the Proposed Project.

Table 10-2
Anticipated Construction Schedule—Proposed Project

Construction Stage	Start Month	Finish Month	Approximate Duration (months)
Demolition	Month 1	Month 6	6
Excavation and Foundations	Month 5	Month 8	4
Structural Construction	Month 7	Month 15	9
Fit-out	Month 10	Month 19	10
Sitework	Month 16	Month 22	7
Overall	Month 1	Month 22	22
Source: ForTheRecord Project Planners and Strategists, November 2024			

Construction of the Proposed Project is expected to occur in a single phase over an approximately 22-month period, starting in 2026 with completion and full operation in 2028. As shown in **Table 10-2**, construction activities would include the following components, some of which would overlap: demolition; excavation and foundations; structural construction; fit-out; and sitework. These stages are described in greater detail below.

D. DESCRIPTION OF CONSTRUCTION ACTIVITIES

Prior to the commencement of construction, the work area would typically be prepared for construction, including the installation of public safety measures such as barriers and signs. The construction areas would be fenced off, worker and truck access points would be established, and existing trees that are to be preserved would be protected.

DEMOLITION

The existing bandshell and the plaza within the Project Site would be demolished during this stage of construction. The existing wall surrounding Damrosch Park, including the wall along Amsterdam Avenue, would also be demolished for the incorporation of the landscaped steps from the street level to the plaza level. In addition, this stage of construction would involve the removal of trees from Damrosch Park to accommodate the Proposed Project. Any tree removals would comply with restitution in compliance with Chapter 5 of Title 56 of the Rules of New York (NYC Parks Rules) and Local Law 3 of 2010, and all tree removals and protection would be done in compliance with NYC Parks regulations. Demolition activities would also involve the use of excavators with hoe rams, loaders, compressors, and jackhammers. Demolition debris would typically be sorted prior to being disposed of at landfills to maximize recycling opportunities.

EXCAVATION AND FOUNDATIONS

Limited excavation would be performed within the lowest level of the subterranean parking garage to support construction of new foundation elements for the reconstructed parkland above. This stage would also include the construction of the foundation elements for the newly designed, world-class performance venue in the southeast corner of the Park. Piles would be installed with the use of drill rigs. Excavation and foundations activities may also involve the use of excavators, a mobile crane, concrete trowels, welders, and rebar benders.

STRUCTURAL CONSTRUCTION

After foundations activities are substantially completed, structural construction activities would begin. This stage would include the construction of: the main stage; a flat plaza and tiered seating area in front of the stage that would provide space for approximately 2,000 seats during events and would also serve as a public open space during non-performance times; the Overlook which is an elevated section behind the plaza serve to provide shaded seating and space for bars, refreshments, and casual seating during performances; the Deck and Artists' Grove to the east of the Stage, which would provide temporary food and beverage facilities and movable seating; a Lifted Terrace cantilevered over the garage that would provide additional seating; and roofing and waterproofing work. Structural construction activities would involve the use of a mobile crane concrete trowels, welders, and rebar benders.

FIT-OUT

This stage would include the fit-out of the accessible back-of-house support spaces (e.g., artist dressing rooms, storage, audiovisuals, etc.) that would be used to accommodate year-round performances as well as the installation of mechanical, electrical, and plumbing (MEP) systems. In addition, lighting and audio systems would be installed. Fit-out activities would typically involve the use of a mobile crane and handtools.

SITEWORK

As part of the Proposed Project, access points to Damrosch Park would be improved, with new entrances along Amsterdam Avenue and West 62nd Street constructed during this stage of construction. Along Amsterdam Avenue, three gardens would create a path from street level to plaza level and allow for the public to enter Damrosch Park from Amsterdam Avenue. In addition to the changes made within Damrosch Park, this stage of construction would include streetscape and façade improvements along Amsterdam Avenue. Tree planting activities would also occur during this stage of construction. Equipment used during sitework would include excavators, loaders, dozers, pavers, and rollers.

E. GENERAL CONSTRUCTION PRACTICES

This section describes the construction practices that are likely to be employed during construction of the Proposed Project, including hours of work, access, deliveries, and staging areas, public safety, and pest control.

HOURS OF WORK

Construction work is expected to typically begin at 7:00 AM on weekdays, with most workers arriving between 6:00 AM and 7:00 AM. Normally work would end at 3:30 PM, but it can be expected that in order to complete certain critical tasks (e.g., finishing concrete placement for a floor deck), the workday may be extended beyond normal work hours. Extended workdays would

generally last until approximately 6:00 PM and would not include all construction workers on-site, but only those involved in the specific task requiring additional work time.

In addition, weekend or night work may also be required for certain construction activities (e.g., tree planting) and/or to meet project construction schedule due to weather delays or other circumstances. Appropriate work permits would be obtained for any necessary work outside of the permissible construction hours (7:00 AM to 6:00 PM on weekdays) for weekend or night work.

ACCESS, DELIVERIES, AND STAGING AREAS

During construction, access to the construction site would be fully controlled. Work areas would be fenced off and limited access points for workers and trucks would be provided. Material deliveries to the construction areas would be controlled and scheduled. As is typical with New York City construction in a confined urban environment, parking lanes and/or sidewalks immediately adjacent to the construction areas may need to be closed during the construction period. Although no sidewalk or travel lane closures are proposed by the Applicant, Maintenance and Protection of Traffic (MPT) plans would be developed for any required temporary sidewalk and lane narrowing and/or closures to protect the safety of the construction workers and the public passing through the area. Approval of these plans and implementing the closures would be coordinated with DOT's OCMC. MPT measures typically would include parking lane closures, safety signs, safety barriers, and construction fencing. Construction staging of materials and equipment would primarily occur within the construction site and, where applicable, the adjacent parking lane.

PUBLIC SAFETY

A variety of measures would be employed to protect public safety during the construction. Public safety measures would include: safety signs to alert the public about active construction work; safety barriers to protect the safety of the public passing by construction areas; and flag persons to control trucks entering and exiting the construction areas and/or to provide guidance for pedestrians and bicyclists safety. All DOB safety requirements would be followed to ensure the safety of the community and the construction workers.

PEST CONTROL

Construction contracts would include provisions for a rodent (i.e., mouse and rat) control program. Before the start of construction, the contractor would survey and bait the appropriate areas and provide for proper site sanitation. During construction, the contractor would carry out a maintenance program, as necessary. Signage would be posted, and coordination would be conducted with the appropriate agencies.

F. CONSTRUCTION EFFECTS OF THE PROPOSED ACTIONS

Construction can be disruptive to the surrounding area for periods of time. The following analyses describe the potential impacts that could result from construction of the Proposed Project with respect to transportation, air quality, and noise and vibration as well as land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, hazardous materials, and water and sewer infrastructure.

TRANSPORTATION

As described in the *CEQR Technical Manual*, construction activities may affect several elements of the transportation system, including traffic, transit, pedestrians, and parking. A transportation

analysis of construction activities is predicated upon the duration, intensity, complexity and/or location of construction activity.

Construction-related closures are anticipated to be the type of routine closure typically addressed by MPT plans required by DOT's OCMC at the time of closure(s), i.e., parking lane closures for construction staging of materials and equipment. Approval of these plans and implementation of the closures would be coordinated with DOT's OCMC.

During construction, there would be temporary increases in vehicular trips associated with workers and equipment. Construction would be conducted in accordance with New York City laws and regulations, which allow construction activities between 7:00 AM and 6:00 PM on weekdays. Typically, construction activities are anticipated to occur Monday through Friday from 7:00 AM to 3:30 PM with personnel vehicle trips assumed to occur prior to the start and at the end of each workday (before 6:00 AM and after 3:30 PM), but it can be expected that the workday may occasionally be extended beyond normal work hours until approximately 6:00 PM for critical tasks such as limited concrete pours required for the Proposed Project. Appropriate work permits and authorization would be obtained for any necessary work outside of normal construction hours (e.g., weekend or nighttime hours). If after-hour construction work is necessary, this work would be performed in accordance with the conditions and restrictions of the New York City Noise Code.

The current construction plan assumes no moving lanes would be closed to vehicular traffic for reconstruction of Damrosch Park. It is not yet known if sidewalks or temporary walkways, which would reduce the effective sidewalk widths compared to existing conditions, would be necessary, and, if so, what widths would be maintained for the phases involving reconstruction of sidewalks and catch basins, reconfiguration of curb cuts, and reconfiguration of park access points within the project limits. However, these phases would be short-lived, and pedestrian paths would be maintained.

The number of construction workers and deliveries would vary depending on the type of construction activity at the time. However, based on the short duration of construction, and that construction worker commuting trips and construction truck deliveries primarily occur outside of commuter peak hours (e.g., 8-9 AM and 5-6 PM), construction activities related to the Proposed Project would not be expected to result in significant adverse transportation impacts. Furthermore, as described above, MPT plans would be developed to ensure the safety of the construction workers and the public passing through the area during construction of the Proposed Project.

AIR QUALITY

As described under "Transportation," temporary increases of vehicle trips may be generated. The implementation of DOT's MPT plans would minimize traffic disruptions. The relatively modest increase in vehicular trips due to construction activities is not anticipated to cause a significant mobile source air quality impact during construction. Potential impacts would be short-term and temporary.

As appropriate, all necessary measures would be implemented during construction to ensure adherence to the New York City Air Pollution Control Code provisions relating to construction-related dust emissions to prevent dust from becoming airborne from any construction activities. In addition, measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These measures include:

- **Clean Fuel.** Ultra-low-sulfur diesel (ULSD) fuel would be used exclusively for all diesel engines throughout the Project Site.
- **Idling Restriction.** In accordance with Section 24-163 of the NYC Administrative Code, the local law restricting unnecessary idling on roadways, truck idling time would be restricted to 3 minutes except for vehicles that are using their engines to operate a loading, unloading, or

processing device (e.g., concrete mixing trucks) or are otherwise required for the proper operation of the engine.

Furthermore, the following measures would be implemented to the extent practicable to further reduce air pollutant emissions during construction:

- **Best Available Technology (BAT).** The Proposed Project would utilize BAT for reducing air pollutant emissions. All diesel-powered non-road construction equipment with a power rating of 50 horsepower (hp) or greater would meet EPA's Tier 4 emissions standard (EPA's Tier 1 through 4 standards for non-road diesel engines regulate the emission of criteria pollutants from new engines, including PM, CO, NOx, and hydrocarbons). Construction trucks would be required to be equipped with diesel particulate filters (DPFs) to reduce pollutant emissions.

Overall, the emissions control measures identified above are expected to substantially reduce air pollutant emissions from construction equipment and minimize potential effects of construction on air quality. Therefore, construction activities associated with the Proposed Project would not result in significant adverse construction air quality impacts, and no further analysis is required.

NOISE

Construction activities may generate temporary increases in noise levels at receptors near the Project Site. In order to minimize construction noise, the Contractor would comply with the *New York City Noise Control Code* (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113), and the DEP Notice of Adoption of Rules for Citywide Construction Noise Mitigation (also known as Chapter 28). These local requirements mandate that certain types of construction equipment meet specific noise emission standards and that construction material be managed and transported in such a manner as not to create unnecessary noise. Where required, noise attenuation/precautions may include but are not limited to the following:

- Source controls (i.e., reducing noise levels at the source and/or during sensitive time periods); and
- Path controls (e.g., strategically placing equipment on the construction site to block noise and/or constructing noise barriers between the equipment and sensitive receptors).

Weekend or after-hour construction work could occur by permit. Construction of the Proposed Project is anticipated to take approximately 22 months to complete and is considered short-term. Noise levels caused by construction vary widely over this 22-month period, depending on the stage and location of construction.

In accordance with City regulations, a noise control plan would be developed by the contractor and implemented to minimize intrusive noise impacts on sensitive receptors near the Project Site. This noise control plan is expected to include such measures as restrictions on the locations of generators and avoiding unnecessary evening construction and truck idling. A copy of the noise mitigation plan would also be kept at the construction site for compliance review by DEP and DOB.

Throughout the construction period, vehicles, including construction-related trucks and vehicles driven by workers, would travel near the Project Site. As described above in "Transportation," the amount of traffic generated by the construction of the Proposed Project is not expected to be substantial. Based on the short-term duration of construction and the implementation of a noise mitigation plan, the Proposed Project would not result in any significant adverse construction noise impacts, and no further analysis is required.

VIBRATION

Construction activities have the potential to result in vibration levels that may in turn result in structural or architectural damage, and/or annoyance or interference with vibration-sensitive

resources. In general, vibratory levels at a receiver are a function of the source strength (which in turn is dependent upon the construction equipment and methods utilized), distance between the equipment and the receiver, characteristics of the transmitting medium, and receiver building construction. Construction equipment operation causes ground vibrations, which spread through the ground and decrease in strength with distance. Vehicular traffic, even in locations close to major roadways, typically does not result in perceptible vibration levels unless there are discontinuities in the roadway surface. With the exception of the case of fragile and possibly historically significant structures or buildings, generally construction activities do not reach the levels that can cause architectural or structural damage, but can rise to levels that may be perceptible and annoying in buildings or structures (e.g., elevated subway structures) close to a construction site. Localized increases in vibration associated with construction of the Proposed Project would be of short duration. To avoid any inadvertent construction-related impacts from construction of the Proposed Project, the adjacent Metropolitan Opera House and David H. Koch Theater within the State/National Register of Historic Places (S/NR-eligible) Lincoln Center for the Performing Arts Historic District would be included in a CPP to be developed and implemented by LCPA during construction. The CPP would include a requirement that vibration levels at the adjacent historic structures be monitored during construction and that constructions means/methods be altered if vibration levels reach or exceed the threshold that could potentially result in damage.

For these reasons, the Proposed Project would not result in any potential significant adverse vibration impacts during construction.

OTHER TECHNICAL AREAS

LAND USE AND NEIGHBORHOOD CHARACTER

Construction activities would affect land use on the Project Site, but would not affect land use conditions and patterns outside of the Project Site. As is typical with construction projects, during periods of peak activity, there would be some disruption to nearby areas. There would be construction trucks and construction workers coming to the Project Site as well as trucks and other vehicles backing up, loading, and unloading. These disruptions would have limited effects on land uses in the larger study area, as most construction would take place within the Project Site and the parking lane immediately adjacent to these sites. Overall, the temporary and localized nature of construction would not result in any significant adverse impacts on local land use patterns of the nearby area.

Construction would adhere to the provisions of the New York City Building Code and other applicable regulations. In addition, throughout the construction period, measures would be implemented to control air quality, noise, and vibration within the construction areas. During construction, the Project Site and the immediately surrounding area would be subject to additional traffic from construction trucks and worker vehicles and partial sidewalk and lane closures, although no sidewalk or travel lane closures are proposed by the Applicant. In addition, staging activities, temporary sidewalks, construction fencing, and construction equipment and building superstructure would be visible to pedestrians in the immediate vicinity of the Project Site. However, the effects would be localized, confined largely to streets surrounding the Project Site, and no immediate area would experience the effects of the Proposed Actions' construction activities for the full project construction duration. Although no sidewalk or travel lane closures are proposed by the Applicant, MPT plans would be developed for any temporary sidewalk, lane, and/or street closures. Fencing would be erected to reduce potentially undesirable views of construction areas, to buffer noise emitted from construction activities, and to protect the safety of pedestrians during construction. Access to surrounding businesses would be maintained throughout the duration of the construction period. Therefore, these effects would be temporary and localized and would not result in significant impacts to neighborhood character.

SOCIOECONOMIC CONDITIONS

Construction of the Proposed Project is not expected to obstruct entrances to any existing businesses, and businesses are not expected to be significantly affected by any temporary reductions in the amount of pedestrian foot traffic or vehicular delays that could occur as a result of construction activities. MPT plans would be developed and implemented to ensure that access to existing businesses near Project Site would be maintained throughout the construction period.

Construction would create direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits near the Project Site created by expenditures by material suppliers, construction workers, and other employees involved in the construction activity. Construction also would contribute to increased tax revenues for the City and state, including those from personal income taxes. Therefore, construction activities associated with the Proposed Actions would not result in any significant adverse impacts on socioeconomic conditions.

COMMUNITY FACILITIES

While construction of the Proposed Project would result in temporary increases in traffic during the construction period, access to and from any community facilities in the area would be maintained. In addition, the Project Site would be surrounded by construction fencing and barriers that would limit the effects of construction on nearby facilities. Construction workers would not place any burden on public schools and would have minimal, if any, demands on libraries, childcare facilities, and health care. In addition, construction of the Proposed Project would not materially affect emergency response times. Therefore, construction activities associated with the Proposed Project would not result in any significant adverse impacts on community facilities.

OPEN SPACE

This section assesses the availability and adequacy of open space resources during construction of the Proposed Project, including consideration of the potential direct and indirect effects. The assessment of direct effects includes estimates of the extent and timing of open space displacement during construction and consideration of construction-related noise and air pollutant emissions on the quality of the open space resources.

Although Damrosch Park would be closed for approximately 22 months in order to accommodate the construction of the Proposed Project, there are numerous nearby open space resources (see Figure 3-1) to accommodate any passive recreation activities displaced from the affected area, including Hearst Plaza and Josie Robertson Plaza within the same superblock of the Proposed Project, Dante Park to the east of the Project Site across Columbus Avenue, and Samuel N. Bennerson 2nd Playground the west of the Project Site. Therefore, the temporary reduction in the use of Damrosch Park during the construction period would not be considered a significant adverse impact. Upon completion of construction activities, Damrosch Park would be improved with a newly improved and modernized outdoor performance venue with additional seating areas and usable green space. The Proposed Project would also reconfigure the layout of the Park, moving the performance venue to the eastern portion of Damrosch Park, allowing for greater connectivity and flow throughout the open space and the broader Lincoln Center campus and surrounding neighborhood.

An emissions reduction program would be implemented for the Proposed Project to minimize the air quality effects of construction on the surrounding open space areas. Measures would include dust suppression (e.g., a watering program), idling restrictions, use of ULSD fuel for construction vehicles, and use of newer equipment. While the noise from construction would be noticeable at the nearby open space areas at times and could impair the enjoyment of nearby open space users, the duration of construction noise at any given area would be temporary and limited to the project construction period. Construction of the Proposed Project would follow the requirements

of the NYC Noise Control Code to minimize the effects of the proposed project's construction activities on the surrounding community.

HISTORIC AND CULTURAL RESOURCES

A detailed assessment of potential impacts on historic and cultural resources is described in Chapter 4, "Historic and Cultural Resources.**"**

Archaeological Resources

The Project Site has been determined to have no potential archaeological sensitivity. Therefore, the Proposed Project would not result in adverse impacts on archaeological resources.

Architectural Resources

OPRHP determined in a letter dated May 23, 2025 that the proposed demolition of Damrosch Park to install a newly designed park and performance venue, and in consideration of prior alterations made to the Lincoln Center campus, would have an adverse impact on the Lincoln Center for the Performing Arts Historic District. To partially mitigate the significant adverse impact, archival recordation would be undertaken through HABS/HALS Level II documentation which would be completed per the ~~forthcoming Letter of Resolution (~~LOR~~) to be~~ executed among LCPA, OPRHP, DASNY, and NYC Parks~~and involved agencies~~ pursuant to Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law. In addition, an interpretive display would be developed regarding the history of Damrosch Park and the Guggenheim Bandshell which ~~would~~ is also ~~be included as~~ a commitment in the LOR. To avoid any inadvertent construction-related impacts from construction of the Proposed Project, the adjacent Metropolitan Opera House and David H. Koch Theater within the S/NR-eligible Lincoln Center for the Performing Arts Historic District would be included in a Construction Protection Plan to be developed and implemented by LCPA during construction.

HAZARDOUS MATERIALS

A detailed assessment of potential impacts on hazardous materials is described in Chapter 6, "Hazardous Materials."

In the future with the Proposed Project, reconstruction of Damrosch Park would occur within its existing footprint. Limited excavation would be performed within the lowest level of the subterranean parking garage to support construction of new foundation elements for the reconstructed parkland above. The Proposed Project would entail excavation of subsurface materials at select locations within the parking garage to a maximum of 5 feet below existing foundation grade. Although these activities could temporarily increase pathways for human exposure to any contaminated materials present in the existing structure or the subsurface by on-site workers, exposure to the surrounding community would be limited by the location of the proposed excavation areas within the existing structure, and impacts would be avoided by incorporating the following into the Proposed Project:

- Based on the findings of the Phase I ESA performed at the Project Site, a~~A~~ limited subsurface investigation ~~would be~~was performed in accordance with a DEP-approved sampling protocol within the lowest level of the garage at locations where excavation is proposed.
- ~~If DEP determines that a~~A site-specific RAP and CHASP ~~is warranted based on the results of the limited subsurface investigation, a RAP and CHASP would be~~was prepared for implementation during construction (see **Appendix B**). The Phase II investigation report, RAP and ~~the~~ CHASP ~~(if required) would be~~were submitted to DEP for review and approval prior to soil disturbance. The RAP ~~would~~ addresses requirements for items such as soil stockpiling, soil disposal and transportation; dust and odor control; quality assurance; and contingency

measures should petroleum storage tanks or contamination be unexpectedly encountered. The CHASP ~~would~~ includes measures for worker and community protection, including personal protective equipment, dust control, and air monitoring. DEP ~~approval of~~approved the RAP and CHASP ~~would be required prior to soil disturbance~~in a letter dated February 9, 2026.

- ~~If a RAP and a CHASP were prepared for soil disturbance activities, submission of a~~A Remedial Closure Report (RCR) will be submitted to DEP for review ~~would be required for approval to ensure~~following soil disturbing activities to demonstrate that the scope of work was performed in accordance with the requirements of the RAP and CHASP. ~~were implemented during soil disturbing activities. The RCR will also include a Site Management Plan (SMP) which would detail post-construction maintenance and reporting of engineering controls. The commitment to implement the post-construction maintenance and reporting of engineering controls described in the RCR would be memorialized in a Memorandum of Understanding (MOU) between DEP and NYC Parks~~.

Applicable regulatory requirements would be followed during implementation of the Proposed Project, e.g., for properly disposing of any trash, excess chemicals and soil, lead-based paint (LBP), asbestos containing materials (ACMs), polychlorinated biphenyls (PCBs), and for following NYCDEP sewer discharge requirements if dewatering is required. With these measures included as part of the Proposed Project, no significant adverse impacts related to hazardous materials would occur during construction at the Project Site.

WATER AND SEWER INFRASTRUCTURE

Infrastructure activities at the Project Site would include utility connections to existing water, sewer, electric, gas, and telecommunications. These activities would be coordinated with DEP, Con Edison, or the appropriate private utility company to ensure that service to customers in nearby areas is not disrupted. All utility lines would be located either in the street bed or within the below-grade space. Residents and workers in nearby buildings are not expected to experience substantial disruptions to water supply or wastewater removal. Any disruption to service that may occur when new equipment (e.g., a transformer, or a sewer or water line) is put into operation is expected to be very short-term (i.e., hours). Therefore, the construction of the Proposed Project would not cause any significant adverse impacts to nearby users of these services. ✷