Chapter 5.5: Urban Design and Visual Resources

A. INTRODUCTION

This chapter considers the potential of the proposed project to affect urban design and visual resources. It has been prepared in accordance with the 2014 *City Environmental Quality Review (CEQR) Technical Manual* methodologies that define urban design as the totality of components that may affect a pedestrian's experience of public space, and visual resources as the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, or otherwise distinct buildings, and natural resources. This chapter has also been prepared in compliance with the New York State Department of Environmental Conservation (NYSDEC) *Assessing and Mitigating Visual Impacts* policy memorandum (DEP-00-2, issued 7/31/00) on assessing and mitigating effects on visual and aesthetic resources.

B. PRINCIPAL CONCLUSIONS

NO ACTION ALTERNATIVE (ALTERNATIVE 1)

Under the No Action Alternative, the future condition without the proposed project assumes that no new comprehensive coastal protection system is installed in the project area. However, as described in Chapter 2.0, "Project Alternatives," there are a number of projects planned, projected, or under construction in the project area and 400-foot study area (see **Figure 5.5-1**) that are expected to be complete by 2025. Projects to be built by 2025 within the project area, including the proposed project, aim to enhance recreational resources and access to East River Park, Pier 42, and Stuyvesant Cove Park. Projects within the 400-foot study area include resiliency projects at New York City Housing Authority complexes. The resiliency projects are not likely to change the visual character of the area. Other expected development activity in the No Action condition includes the continuing redevelopment of the Lower East Side with mixed-used development, which is expected to change the visual character of the area by continuing an existing trend of new residential and mixed-use development adding to the area's mix of low and high-rise structures. The full range of planned and potential development projects and proposed actions are provided in **Appendix A1**.

PREFERRED ALTERNATIVE (ALTERNATIVE 4): FLOOD PROTECTION SYSTEM WITH A RAISED EAST RIVER PARK

URBAN DESIGN

It is not expected that the floodwalls and closure structures installed under Alternative 4 would have adverse urban design effects to the southern end of Project Area One, Project Area Two, or the surrounding portions of the 400-foot study area.

Source: View Corridors - AKRF

Project Area One

Project Area Two

Visual Resources Study Area (400-Foot Radius)

Photo View Direction and Reference Number

0 1,000 FEET

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

Urban Design and Visual Resources
Analysis Study Area

Figure 5.5-1

In general, the floodwalls, closure structures, and interceptor gate buildings would be new features to the public realm, but they would be installed in locations where there are existing fences and walls and where the Franklin Delano Roosevelt East River Drive (FDR Drive) runs on a viaduct.

Under this alternative, East River Park would be raised and completely reconstructed. While it would have a new design, the park would maintain the visual character of a landscaped, recreational waterfront park with paths, lawns, and athletic fields, and it would add improved entrances to the park from Corlears Hook Park and at Delancey Street, East Houston Street, and East 10th Street.

This alternative would result in a temporary adverse effect from the removal of existing trees in East River Park, and with this alternative 784 of the existing trees in the park would be removed. To lessen that adverse effect, the design of the alternative includes the planting of new trees and the potential transplantation of some existing trees into the raised and reconstructed park. Over time, the new tree canopy, comprised of diverse and resilient species, would fill in and would represent an improved habitat over the existing conditions.

Although Stuyvesant Cove Park would be reconstructed, which would involve the removal of 45 existing trees, the new design would reference the design of the existing park and would include new trees and multiple planting elements, and there would not be an adverse effect.

While the flyover bridge would be a new urban design feature, it would have beneficial urban design effects by elevating pedestrians and bicyclists above the Con Edison pier and the FDR Drive. In this area, pedestrians and bicyclists would no longer be immediately adjacent to vehicular traffic on the FDR Drive, but would be above it. Further, the flyover bridge would enhance pedestrian and bicyclist safety by bypassing the narrowed walkway.

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

The Preferred Alternative would maintain the visual connectivity between the waterfront and the adjacent upland neighborhoods. In Project Area One, the design of East River Park to slope down to the level of the FDR Drive would maintain views of East River Park from the adjacent neighborhoods. However, by raising East River Park, this alternative would potentially block some views of the East River. On Grand Street, views of the East River would be blocked, resulting in a significant adverse impact, but these eastward views would be of East River Park with Brooklyn in the distance. The raised park would block waterfront views in the East 6th Street and East 10th Street view corridors and from within the Bernard Baruch, Lillian Wald, and Jacob Riis Houses compared to existing views, but these views would be of a landscaped waterfront park and there would be no potential significant adverse effects to these views. At East 6th and East 10th Streets, views to the waterfront would continue to be of East River Park. From the portions of the FDR Drive and FDR Drive service road that run through Project Area One, views would be of East River Park, similar to existing views, although occasional views of the East River would no longer be available. There are no view corridors to the waterfront between East 13th and East 18th Streets and, therefore, the flyover bridge would not block any views from the study area.

OTHER ALTERNATIVE (ALTERNATIVE 2): FLOOD PROTECTION SYSTEM ON THE WEST SIDE OF EAST RIVER PARK – BASELINE

URBAN DESIGN

As under the Preferred Alternative, it is not expected that the flood protection components of Alternative 2 would have adverse urban design effects to the southern end of Project Area One and the surrounding portion of the 400-foot study area, or in Project Area Two and the surrounding portion of the study area.

Alternative 2 would maintain large portions of East River Park, as would the No Action Alternative, and would install a combination of floodwalls and levees generally along the west edge of the park, creating a hard, visually impermeable edge. However, these resiliency measures would not affect the experience of most users within the park, and it is not expected that this alternative would have overall adverse effects on the visual character of East River Park. Unlike under the Preferred Alternative, the existing Corlears Hook, Delancey Street, and East 10th Street bridges would remain in their existing condition under Alternative 2 and access to the park at those points would not be improved.

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

Overall, Alternative 2 would result in a lengthy and monolithic floodwall between the waterfront and the adjacent, upland neighborhoods, reducing the visual connectivity between those neighborhoods and the waterfront and diminishing visual quality. In comparison, the Preferred Alternative would maintain the visual connections between the upland neighborhoods and East River Park. In addition, the levees, floodwalls, and closure structures constructed under this alternative would likely block existing waterfront and East River views in the Cherry Street, Grand Street, East 6th Street, and East 10th Street view corridors and from within the Bernard Baruch, Lillian Wald, and Jacob Riis Houses, potentially resulting in significant adverse effects. This alternative would also potentially result in significant adverse effects to waterfront and river views seen from the portions of the FDR Drive and FDR Drive Service Road that run through Project Area One. As with the Preferred Alternative, the flood protection measures constructed in Project Area Two are not expected to result in significant adverse visual effects.

OTHER ALTERNATIVE (ALTERNATIVE 3): FLOOD PROTECTION SYSTEM ON THE WEST SIDE OF EAST RIVER PARK – ENHANCED PARK AND ACCESS

URBAN DESIGN

Under Alternative 3, the flood protection systems installed at the southern end of Project Area One and in Project Area Two would be similar to those that would be installed under the Preferred Alternative and Alternative 2, and it is not expected that the floodwalls and closure structures would have adverse urban design effects to the southern end of Project Area One, Project Area Two, or the surrounding portions of the 400-foot study area.

With the exception of the removal of 590 trees, it is not expected that Alternative 3 would have overall significant adverse effects on the visual character of East River Park, as the alternative would maintain the park's visual character as a landscaped, waterfront park with paths and recreational facilities, and it would add improved entrances to the park at Delancey, East Houston, and East 10th Streets.

Removal or alteration of certain existing park features would not result in adverse effects to its visual character. Throughout the park, where athletic fields would be moved and, reoriented, they would be replaced, with the exception of Ball Fields Nos. 7 and 8, which will be reoriented and transformed into one multi-use field. At Grand Street, the play area with the multiple seal statues would be replaced with a new water and nature exploration play area. At the northern end of the park, as under the Preferred Alternative, the existing barbecue and picnic area would be removed for the new park-side landing of the reconstructed East 10th Street Bridge and a grassed amphitheater, but a replacement barbecue and picnic area would be located in the immediate vicinity. More trees would be removed throughout East River Park under Alternative 3 than under Alternative 2, and this alternative, like the Preferred Alternative, would result in a temporary adverse effect, but the landscape plan for this alternative includes the planting of new trees to lessen this effect. Over time, the new tree canopy, comprised of diverse and resilient species, would fill in and would represent an improved habitat over the existing conditions. Views through the park would be altered by this alternative, but the park would retain its overall character of a recreational, waterfront park with paths, lawns, and athletic fields.

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

Views to the waterfront would be largely the same with this alternative as with Alternative 2, with reduced visual connectivity between the waterfront and the adjacent, upland neighborhoods, and there would potentially be significant adverse effects from blocked views of the East River on Cherry and Grand Streets; blocked waterfront views in the East 6th Street and East 10th Street view corridors; blocked waterfront views from within the Bernard Baruch, Lillian Wald, and Jacob Riis Houses; and blocked waterfront and river views seen from the portions of the FDR Drive and FDR Drive Service Road that run through Project Area One. On Grand Street, views to the river would be blocked; views would instead be of the redesigned park, which would lessen the impact on this view corridor. As with the Preferred Alternative and Alternative 2, the floodwalls and closure structures constructed in Project Area Two are not expected to result in significant adverse visual effects.

ALTERNATIVE 5 – FLOOD PROTECTION SYSTEM EAST OF FDR DRIVE

URBAN DESIGN

The flood protection measures provided in Project Area One under this alternative would be the same as provided under the Preferred Alternative. Therefore, this alternative would result in the same adverse urban design effects to East River Park as the Preferred Alternative and Alternative 3 from the removal of existing trees. Over time, the new tree canopy, comprised of diverse and resilient species, would fill in and would represent an improved habitat over the existing conditions.

In general, it is not expected that Alternative 5 would have adverse urban design effects in Project Area Two or on the surrounding portions of the 400-foot study area. The section of the northbound FDR that would be elevated is a short 6-block-long section primarily adjacent to the Consolidated Edison Company of New York (Con Edison) East River Generating Facility, a portion of the study area where pedestrians are confined to the existing walkway along the Con Edison pier and to Captain Patrick J. Brown Walk. The raised FDR Drive would not adversely affect the pedestrian experience of those users, because they would be elevated above it on the new flyover bridge between East River Park and East 16th Street. Between East 16th and East 18th Streets where users of Captain Patrick J. Brown walk would be adjacent to the elevated

northbound FDR Drive, the raised platform and floodwall would create a buffer between vehicular traffic on the FDR Drive and users of Captain Patrick J. Brown Walk, resulting in beneficial effects to the pedestrian experience. North of the proposed raised platform, the floodwalls and closure structures would be installed in locations where there are existing fences and walls, and where the FDR Drive is elevated on a viaduct.

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

In Project Area One, views to the waterfront would be the same with this alternative as with the Preferred Alternative. In Project Area Two, the proposed floodwall along the east side of the raised portion of the FDR Drive would obscure views of the waterfront as seen from the FDR Drive.

MITIGATION

As described above, the Preferred Alternative and Alternatives 2, 3, and 5 could potentially result in significant adverse visual effects by blocking views to the waterfront and East River from multiple locations within the study area. These potential significant adverse effects would not be visually mitigated, resulting in unavoidable significant adverse effects. Lowering the floodwalls, levees and/or vegetated slopes under Alternatives 2 and 3 or not raising East River Park under the Preferred Alternative and Alternative 5 to allow continued views to the waterfront and East River would impair the ability of the proposed project to provide adequate flood protection to the surrounding communities and would not meet the project goals. Although views to East River Park would be blocked under Alternatives 2 and 3, Alternative 3 would provide enhanced and more direct connections to the park, improving accessibility and the pedestrian experience. The Preferred Alternative and Alternative 5 would maintain views to East River Park, because the park would slope down to the grade of the FDR Drive and there would be no floodwalls along the park's western edge; these alternatives would also improve accessibility to the park. While the finishes of floodwalls would not mitigate the significant adverse effects of blocked views to the East River in Project Area One under Alternatives 2 and 3 or in Project Area Two under Alternative 5, the aesthetics of the finishes would affect the experience of pedestrians, residents, motorists, and bicyclists. Therefore, floodwalls are expected to be finished with board form concrete to create alternating smooth and textured surfaces to provide visual interest and relieve the monotony of an untextured blank wall. In addition, planting and landscape treatment can be used to mitigate the visual impact of floodwalls.

C. REGULATORY CONTEXT

The National Environmental Policy Act (NEPA) requires the consideration of visual resources when analyzing the potential effects of a proposed project. In response to NEPA, several Federal agencies have created guidelines for assessing visual resources specific to their projects. However, the U.S. Department of Housing and Urban Development (HUD) has not created specific visual assessment guidelines. Therefore, the NYSDEC guidelines, as detailed below, are being followed for this analysis of visual and aesthetic resources. In addition, the *CEQR Technical Manual* methodology for urban design and visual resources was followed. Therefore, this analysis has been prepared in accordance with NEPA and the State Environmental Quality Review Act (SEQRA), and in consideration of CEQR guidance.

CEQR TECHNICAL MANUAL GUIDELINES

As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. These components include the following:

- Streets—the arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements, including sidewalks, plantings, street lights, curb cuts, and street furniture, also contribute to an area's streetscape.
- Buildings—a building's size, shape, setbacks, pedestrian and vehicular entrances, lot coverage, and orientation to the street are important urban design components that define the appearance of the built environment.
- Visual Resources—visual resources include significant natural or built features, including important views corridors, public parks, landmarks structures or districts, or otherwise distinct buildings.
- Open Space—open space includes public and private areas that do not include structures, including parks and other landscaped areas, cemeteries, and parking lots.
- Natural Features—natural features include vegetation, and geologic and aquatic features that are natural to the area.

Wind conditions also affect the pedestrian experience of a given area. According to the *CEQR Technical Manual*, the construction of large buildings at locations that experience high wind conditions, such as along the waterfront, may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. Although the proposed project would be constructed along the East River waterfront, it would not involve the construction of tall buildings; therefore, an analysis of pedestrian wind conditions is not warranted.

The *CEQR Technical Manual* suggests that a preliminary assessment of urban design is needed when a project may have an effect on one or more of the elements that contribute to the pedestrian experience described above.

NYSDEC GUIDELINES

NYSDEC has developed a methodology for assessing and mitigating visual effects (DEP-00-2).[1] This policy was developed for NYSDEC review of actions and defines visual and aesthetic effects, describes when a visual assessment is necessary and how to review a visual effect assessment, differentiates state and local concerns, and defines avoidance, mitigation and offset measures that eliminate, reduce or compensate for negative visual effects. The methodology and effect assessment criteria established by the policy are comprehensive and can be used by other state and local agencies to assess potential effects.

According to DEP-00-2, certain variables can affect a viewer's perception of an object or project and the visibility of that object or project in the overall viewshed; these variables include the character of the landscape (existing vegetation, buildings, and topography), size perspective (reduction of apparent size of objects as distance increases), and atmospheric perspective.[2]

[1] DEP-00-2, "Assessing and Mitigating Visual Impacts," July 31, 2000. Accessible at www.dec.ny.gov/docs/permits_ej_operations_pdf/visual2000.pdf.

[2] DEP-00-2 describes atmospheric perspective as the "reduction in intensity of colors and the contrast between light and dark as the distance of the objects from the observer increases." This phenomenon is a

Consequently, according to the NYSDEC guidance, an "impact" would occur when there is a detrimental effect on an aesthetic resource that interferes with or reduces the public's enjoyment of a resource and when the mitigating[3] effects of perspective, such as vegetation, distance, and atmospheric perspective or other designed mitigation, do not reduce the visibility of a project to insignificant levels. However, it is also noted that visibility of a project, even startling visibility, would not necessarily result in a visual impact.

Therefore, while the construction of the proposed project may be visible, that alone is not a threshold of significance. A determination of significance depends on several factors: presence of designated historic or scenic resources within the viewshed of the project, distance, general characteristics of the surrounding landscape, and the extent to which the visibility of the project interferes with the public's enjoyment or appreciation of the resource. A significant adverse visual effect would only occur when the effects of design, distance, and intervening topography and vegetation do not minimize the visibility of an object and the visibility significantly detracts from the public's enjoyment of a resource (e.g., a cooling tower plume blocks a view from a State Park overlook, resulting in a diminishment of the public enjoyment and appreciation of the State Park or an impairment of the character or quality of such a place).[4]

AESTHETIC AND VISUAL RESOURCE INVENTORY

The NYSDEC guidance provides a list of 15 categories of state aesthetic and visual resources that should be evaluated. In addition, the guidance discusses evaluation of local resources. Following the NYSDEC guidance, an inventory of sensitive aesthetic and visual resources was prepared, and the following aesthetic and visual resources have been identified and analyzed to determine the potential effects of the proposed project:

State/National Register of Historic Places

Four properties listed on the State and/or National Register of Historic Places[5] and 13 properties determined eligible for such listing were identified in the study area. Chapter 5.4, "Historic and Cultural Resources," provides a description of these resources:

- FDR Drive, Battery Park underpass to East 125th Street;
- Williamsburg Bridge, across East River Park at Delancey Street;
- East River Bulkhead, Whitehall to Jackson Streets;
- Engine Co. 66 Fireboat House;
- Gouverneur Hospital, 621 Water Street;
- Gouverneur Hospital Dispensary, 2 Gouverneur Slip East;

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product of the natural particles within the atmosphere that scatter light and minimize the significance of the project in the overall viewshed as one moves further away from the project.

[3] DEP-00-2 uses the term "mitigating" or "mitigation" to refer to design parameters that avoid or reduce potential visibility of a project. This should not be confused with the use of the term "mitigation" with respect to mitigation of significant adverse environmental impacts as required by NEPA, SEQRA, and CEQR.

[4] DEP-00-2, "Assessing and Mitigating Visual Impacts," July 31, 2000, page 9. Accessible at http://www.dec.ny.gov/docs/permits_ej_operations_pdf/visual2000.pdf

[5] (S/NR)(16 USC § 470a et seq., Parks, Recreation and Historic Preservation Law § 14.07)

- Lower East Side Historic District, bounded by East Houston, Essex, Allen, and Division Streets, with blocks on East Broadway and Henry and Madison Streets;
- Henry Street Settlement, 263-267 Henry Street and 281 East Broadway;
- Baruch Houses, bounded by FDR Drive and East Houston, Delancey and Columbia Streets;
- Public School 97 (Bard High School Early College), 525 East Houston Street;
- Lavanburg Homes, 126 Baruch Place;
- East River Housing Cooperative, bounded by FDR Drive, and Delancey, Lewis, Jackson and Cherry Streets;
- Rivington Street Baths, located within the Baruch Houses;
- Jacob Riis Houses, bounded FDR Drive, Avenue D, and East 6th and East 14th Streets;
- Stuyvesant Town, bounded by First Avenue, East 14th and East 20th Streets, Avenue C, and FDR Drive;
- Peter Cooper Village, bounded by First Avenue, East 20th and East 23rd Streets, and FDR Drive; and
- Asser Levy Recreation Center (Asser Levy Public Baths), 384 Asser Levy Place.

Of these resources, the proposed project would have the potential to affect the viewshed of the FDR Drive, Fireboat House, Williamsburg Bridge, Gouverneur Hospital, Gouverneur Hospital Dispensary, Public School 97, East River Housing Cooperative, Baruch Houses, Jacob Riis Houses, Stuyvesant Town, Peter Cooper Village, and Asser Levy Recreation Center. There are no views of the State and National Register-eligible portion of the East River Bulkhead from within the study area, and it is not assessed as an aesthetic and visual resource.

New York State Parks

There are no State Parks as defined by New York State Parks, Recreation and Historic Preservation Law § 3.09 identified within the study area.

Heritage Areas

No Heritage Areas, as defined by Article 35, New York State Parks, Recreation and Historic Preservation Law, are located within the study area.

New York State Forest Preserve

All lands within the State Forest Preserve (New York State Constitution Article XIV) are located within the boundaries of the Adirondack and Catskill Parks. Thus, there are no State Forest Preserve lands within the study area.

National Wildlife Refuges

National Wildlife Refuges are defined by the National Wildlife Refuge System Administration Act 16 USC 668dd-668ee and amended by P.L. 105-57. There are no National Wildlife Refuges located within the study area.

State Game Refuges and State Wildlife Management Areas

State Game Refuges and State Wildlife Management Areas are defined by Environmental Conservation Law (ECL) § 11-2105. There are no State Game Refuges or Wildlife Management Areas within the study area.

National Natural Landmarks

There are no National Natural Landmarks (defined by 36 CFR Part 62) located within the study area.

National Park System Recreation Areas, Seashores, Forests

No National Parks (as defined by 16 USC § 1c) are located within the study area.

Rivers Designated as National or State Wild, Scenic, or Recreational

There are no National Wild, Scenic, or Recreational (16 USC Chapter 28) rivers within the study area. Rivers designated by New York State as Wild, Scenic, or Recreational are listed in ECL §§ 15-2713 through 15-2715. There are no State-designated Wild, Scenic, or Recreational rivers within the study area.

Sites, Areas, Lakes, Reservoirs, or Highways Designated or Eligible for Designation as Scenic

Resources identified in Article 49 of the ECL include Scenic Byways (under the purview of New York State Department of Transportation), parkways (designated by the New York Office of Parks, Recreation, and Historic Preservation), and other areas designated by NYSDEC. No designated scenic roads are location within the study area.

Scenic Areas of Statewide Significance

In July 1993, the New York State Department of State designated six Scenic Areas of Statewide Significance in the Hudson River Valley as part of its implementation of the State's Coastal Management Program. There are no Scenic Areas of Statewide Significance in the study area.

State or Federally Designated Trails

There are no state or federally designated trails (as defined by 16 USC Chapter 27) located within the study area.

State Nature and Historic Preservation Areas

There are no State Nature or Historic Preservation Areas (as designated by Section 4 of Article XIV of the New York State Constitution) located within the study area.

Palisades Park

Palisades Park in New Jersey is not located within the study area.

Bond Act Properties Purchased Under Exceptional Scenic Beauty or Open Space Category

No Bond Act properties purchased under the exceptional scenic beauty or open space category were identified in the study area.

Locally Significant Resources

The following resources within the study area have been identified as locally significant:

New York City Landmarks and New York City Landmark-Eligible Properties

- Henry Street Settlement, 263-267 Henry Street and 281 East Broadway
- Gouverneur Hospital Dispensary, 2 Gouverneur Slip East
- Asser Levy Recreation Center, 384 Asser Levy Place

Public Parks

- East River Park
- Stuyvesant Cove Park

D. METHODOLOGY

Based on *CEQR Technical Manual* guidance, the following analysis considers a 400-foot study area around the project area where the proposed project would be most likely to be visible and affect the pedestrian experience and the viewsheds of aesthetic and visual resources (see **Figure 5.5-1**). Due to the dense urban environment, the project area is generally not visible from longer distances. However, this analysis does consider longer views to the project area from within the surrounding inland neighborhoods, the Williamsburg Bridge, and three waterfront parks in Brooklyn—Grand Ferry Park, Bushwick Inlet Park, and WNYC Transmitter Park. This analysis addresses the urban design and visual resources of the study area for existing conditions, the future without the proposed project, and the future with the proposed project for the 2025 analysis year, when the proposed project is expected to be completed. To prepare this analysis, information was collected through field visits, visually sensitive locations and viewer groups were identified, and duration of views assessed to determine any potential effects.

In compliance with NYSDEC guidelines, aesthetic resources were identified and a visual assessment conducted. Utilizing visual modeling techniques, the conditions that would be present for the proposed project were assessed as to their relative visual effects from specific viewpoints and distances. This modeling was conducted to provide some indication as to whether any specific viewpoint might be associated with obvious positive or negative visual effects.

Viewer groups are defined as viewers from the project area (e.g., users of East River Park, Captain Patrick J. Brown Walk, and Stuyvesant Cove Park and motorists on the FDR Drive) or viewers of the project area (e.g., residents, pedestrians and bicyclists on local streets, motorists on local streets, and boaters on the East River). Viewers are considered in terms of their sensitivity and view duration, with residents considered among the most sensitive viewers, because they may view the proposed visual change from a stationary viewpoint for the most prolonged periods of time. Motorists on the FDR Drive and local streets, on the other hand, could be less sensitive because they may only experience the proposed visual change for a short duration. Also considered in the analysis is the distance of the observer from the visual change; as the distance increases, the ability of the viewer to see the details of an object decreases. This analysis provides the following:

- A description of the visual character of the project area and study area;
- Identification of key views for the visual assessment;
- Identification of aesthetic/visual resources and viewer groups;
- Evaluation of the visibility of the project area in the study area;
- A description of visible components of the proposed project; and
- Assessment of the visual effects of the proposed project.

Following the methodology of the *CEQR Technical Manual*, urban design impacts are determined "by considering the degree to which a project would result in a change to a built environment's arrangement, appearance, or functionality such that the change would negatively affect a pedestrian's experience of the area." In assessing the significance of a visual resource

impact, key considerations include "whether the project obstructs important visual resources and whether such obstruction would be permanent, seasonal, or temporary; how many viewers would be affected; whether the view is unique or do similar views exist; or whether it can be seen from many other locations."

E. AFFECTED ENVIRONMENT

URBAN DESIGN

The urban design of the project area and study area is described in detail below.

PROJECT AREA

As described in further detail in Chapter 2.0, "Project Alternatives," the proposed project area was divided into two project areas and 16 design reaches (see Figure 2.0-1). Project Area One comprises 10 design reaches and extends from Montgomery Street on the south to the north end of East River Park (or about East 13th Street). The southerly reaches include City streets such as Montgomery and South Streets, as well as a segment under the elevated FDR Drive; however, the majority of Project Area One is within East River Park. Project Area One also includes four existing pedestrian bridges across the FDR Drive to East River Park (the Corlears Hook, Delancey Street, East 6th Street, and East 10th Street Bridges) and the East Houston Street overpass. Project Area Two comprises seven design reaches (Reach J spans both Project Areas One and Two) and extends north and east from Project Area One, from East 13th Street to East 25th Street. In addition to the FDR Drive right-of-way, Project Area Two includes the Con Edison East 13th Street Substation and the East River Generating Station. Murphy Brothers Playground, Stuyvesant Cove Park, street segments along and under the FDR Drive, Asser Levy Playground, Captain Patrick J. Brown Walk, and in-street segments along East 25th Street (see **Figure 5.5-1** for the urban design analysis study area that extends 400 feet from the project area).

RESOURCES WITHIN PROJECT AREA ONE

FDR Drive

The FDR Drive, a multi-lane highway, traverses the full extent of Project Area One through its western edge. South of the project area, the FDR Drive runs on an elevated viaduct. The structure's footings extend down as two rows of regularly spaced columns, and its underside is characterized by steel beams and columns with heavily riveted joints. There is vehicle storage beneath the viaduct. Within Project Area One, the FDR Drive crosses above Montgomery Street, (this provides access to Pier 42 and the southern end of East River Park), and then returns to grade at approximately Gouverneur Slip East. The FDR Drive is then at grade from Gouverneur Slip East through the remainder of Project Area One. Cobrahead lampposts illuminate the roadway, concrete walls and jersey barriers enclose the roadway, and a concrete median with a steel railing divides the north- and south-bound lanes (see **Figure 5.5-2** for photographs of the FDR Drive).

Within Project Area One, there is an overpass and four pedestrian bridges over the FDR Drive, all of which provide access to East River Park from the inland neighborhoods. At Cherry Street, a wide bridge designed to accommodate vehicles connects Corlears Hook Park to East River Park. This bridge does not use any stairs for access; it instead connects to the two parks as a

FDR Drive. View east adjacent to Pier 42 **1**

FDR Drive. View northeast to Corlears Hook Park bridge **2**

ramp over the FDR Drive. Three concrete columns support the bridge from the center median in the FDR Drive, and there are brick piers and abutments within the two parks (see view 2 of **Figure 5.5-2** and view 3 of **Figure 5.5-3** for photographs of the Corlears Hook Park pedestrian bridge). Moving northward, the next pedestrian crossing is at Delancey Street. This narrow, concrete and steel bridge connects to the Delancey Street sidewalk on the west side of the FDR Drive with a long ramp and to East River Park with a ramp that doubles back on itself, as well as with a steep stairway (see view 4 of **Figure 5.5-3**). At East Houston Street, there is a vehicular overpass and interchange between the FDR Drive entrance and exit ramps and East Houston Street. Columns in the FDR median support the wide overpass; inclined, concrete retaining walls frame the entrance and exit ramps. Pedestrians access East River Park via crosswalks on the overpass and ramps down to East River Park (see view 5 of **Figure 5.5-4**). Concrete bulb-outs and a traffic island are located on the overpass. The remaining two pedestrian access points to East River Park are bridges over the FDR Drive at East 6th Street and East 10th Street. These two bridges are similar to the one at Delancey Street. They are narrow, concrete and steel bridges with long ramps to sidewalk grade (see view 6 of **Figure 5.5-4** and view 7 of **Figure 5.5-5**).

Montgomery Street and Pier 42

The section of Montgomery Street between Cherry Street and Pier 42 is located within Project Area One. Montgomery Street runs north-south between Henry Street and South Street. South Street runs east-west parallel to and underneath the FDR Drive from the Battery (beyond the project area) to around Gouverneur Slip East. Montgomery Street has wide sidewalks and a central, landscaped median, and it passes under the FDR Drive to intersect with South Street, entrance and exit ramps to the FDR Drive, and the entrance to Pier 42 (see view 8 of **Figure 5.5-5**). At this location, there are pedestrian crosswalks to Pier 42 and the East River Park service road. Adjacent to Project Area One, two 21-story towers of the Gouverneur Gardens residential complex are located on the east side of Montgomery Street. These brick towers have square footprints and are set back from the street within landscaped grounds. They are ornamented, but some façades have recessed areas that contain balconies. The four-story brick, modernist P.S. 184M Shuang Wen school is located on the west side of Montgomery Street at Cherry Street. The school's paved playground and recreation area lies between the school and South Street. The large outdoor area is enclosed with a tall chain-link fence set on a low concrete wall.

Pier 42 is a former industrial pier abutting the southern end of East River Park that formerly contained a pier shed over the water (see view 9 of **Figure 5.5-6**). The paved upland area north of the former pier shed site is currently under construction for the build-out of Phase One of Pier 42 park. The site is currently surrounded by a chain-link fence.

Also in this portion of Project Area One is the East River Bikeway, which runs along the waterfront between Pier 42 and the FDR Drive. Adjacent to Pier 42, the bikeway is a paved road that continues as a service road into East River Park. South of Project Area One, the bikeway is a striped path beneath the FDR Drive.

East River Park

East River Park is a 45.88-acre park on the east side of the FDR Drive between Jackson Street and East 13th Street. Beginning alongside Pier 42, a service road (that is also the East River Bikeway) runs the full length of East River Park along its western edge adjacent to the FDR Drive. The road is paved and varies in width between 18 and 22 feet. It is edged with concrete

Corlears Hook Park bridge. View northwest to Corlears Hook Park **3**

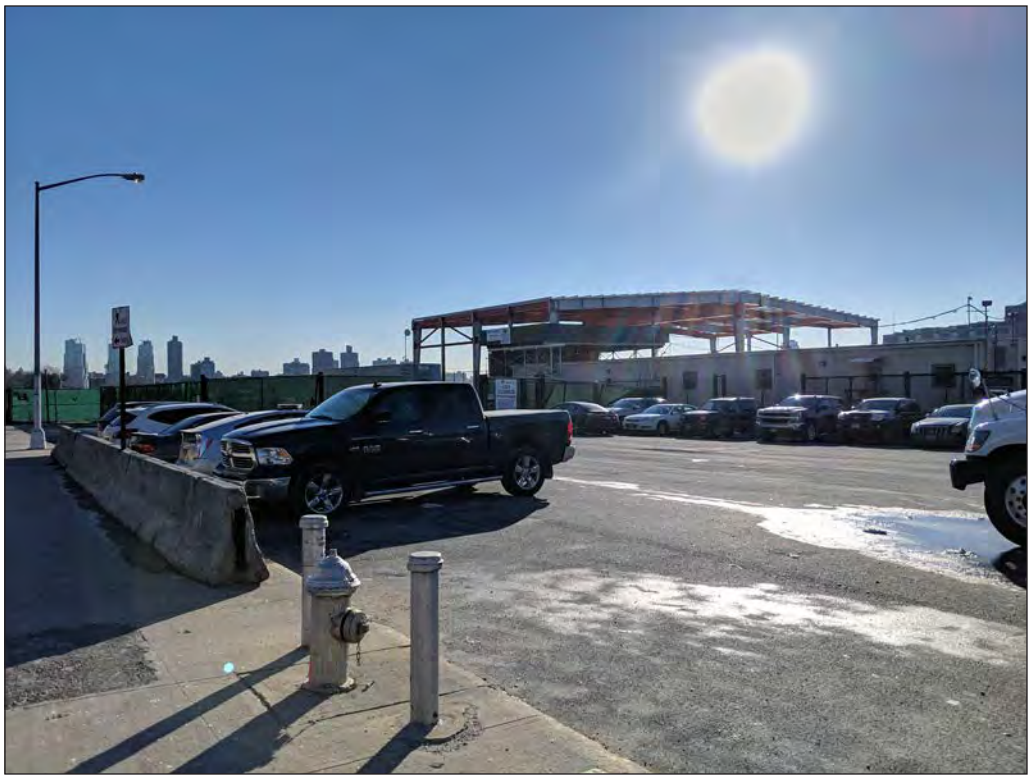
Delancey Street pedestrian bridge, view north **4**

East Houston Street overpass, view north **5**

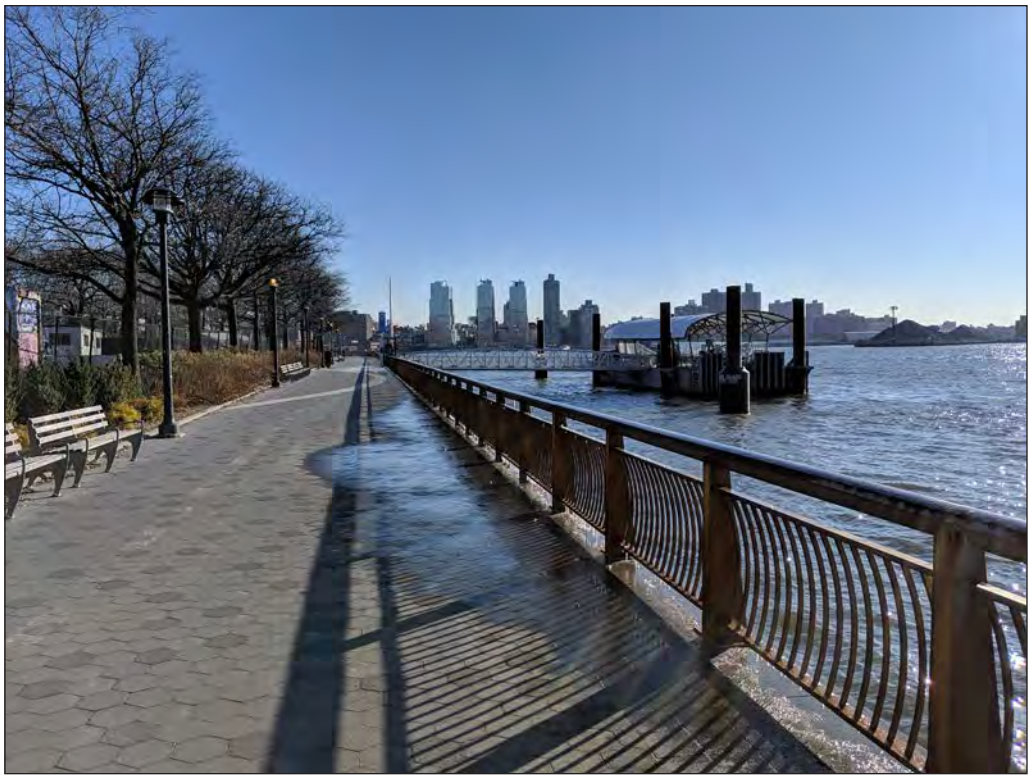
East 6th Street pedestrian bridge, view north **6**

East 10th Street pedestrian bridge, view north **7**

View south on Montgomery Street to Pier 42 **8**



Pier 42, view east **9**



View northeast along esplanade from east of Pier 42 **10**

curbs, and a mix of paved and grassy areas—some containing trees—line the west side of the service road creating a buffer against the FDR Drive. A low concrete wall capped with a decorative metal fence ornamented with the silhouettes of marine animals encloses East River Park along its frontage with the FDR Drive (for photographs of the service road, see view 4 of **Figures 5.5-3 and 5.5-4**).

A wide esplanade with decorative pavers, benches, and fixed tables and chairs runs along the eastern edge of East River Park for its full extent (see view 10 of **Figure 5.5-6** for a photograph of the esplanade at the southernmost end of East River Park). At approximately Rivington Street and at approximately East 5th Street, the esplanade runs inland around small embayments, which are crossed by bridges with grated surfaces. Throughout East River Park, the esplanade provides expansive views north and south on the East River and across to the Brooklyn and Queens waterfronts.

Between the service road and the esplanade, East River Park is laid out with athletic fields and tennis courts, paths with hard and soft surfaces, ornamental lampposts, water fountains, play areas, lawns and flower beds, and picnic areas. Though some trees damaged by Hurricane Sandy have been removed, the park retains extensive tree coverage and mature canopy. Additional built features in the park include an amphitheater and bandshell in the vicinity of Cherry Street, a former Fireboat House at Grand Street (now a comfort station and space occupied by the Lower East Side Ecology Center), comfort stations, and the landings for the pedestrian bridges over the FDR Drive.

The southernmost end of East River Park adjacent to the Pier 42 site is largely paved and currently used for New York City Department of Parks and Recreation (NYC Parks) vehicle storage and staging for park maintenance. It is surrounded by a chain-link fence. The area adjacent to the north is largely surfaced in dirt and used as a composting facility by the Lower East Side Ecology Center; this area contains compost bins and large dirt piles. It is also surrounded by a chain-link fence (see view 11 of **Figure 5.5-7**). On the East River Park esplanade adjacent to the site of the composting facility is a new Citywide Ferry Service ferry landing. The landing design features a barge, barge mooring piles, shelter structure, and gangway. The landing includes a canopy that rises approximately 12 to 15 feet above the barge platform to provide shelter for ferry riders waiting on the barge. The ferry landing infrastructure obstructs the views from East River Park of the Manhattan and Brooklyn Bridges and the Statue of Liberty that are only obtainable within the park from the immediate vicinity of the proposed ferry landing—the portion of the esplanade south of the amphitheater and just north of Pier 42.

Immediately to the north is the East River Park amphitheater. A pedestrian bridge connects the amphitheater to Corlears Hook Park on the west side of the FDR Drive. The amphitheater is built into a slope and is designed with concrete risers and walls and wooden benches (see view 12 of **Figure 5.5-7**). At the performance level, there is a raised stage and concrete bandshell (see view 13 of **Figure 5.5-8**). Paths and grassy lawns with mature trees surround the amphitheater.

A large soccer field and two baseball fields are located between the amphitheater and Grand Street to the north. These athletic fields are enclosed with tall chain-link fences and surrounded by planted areas (see view 14 of **Figure 5.5-8**). Trees border the athletic fields along the service road (see view 15 of **Figure 5.5-9**). At Grand Street, on the north side of the athletic fields, is a water play area and the former Fireboat House occupied by the Lower East Side ecology center (see view 16 of **Figure 5.5-9**). Paved promenades with benches flank the play area and connect the service road with the esplanade. Located on the waterfront in the alignment of Grand Street, the former Fireboat House is a two-story brick Moderne-style building. A metal fence encloses

Lower East Side Ecology Center site, view southwest **11**

Amphitheater, view north **12**

Amphitheater bandshell **13**

Athletic fields north of amphitheater, view north **14**

View north on service road adjacent to athletic fields **15**

Former fireboat house, view east **16**

the Fireboat House, and the grounds contain planted areas and picnic tables at the water's edge. The wide, paved play area contains multiple sprinkler jets set in the ground, rocks that create pool areas, and multiple bronze sculptures of seals at play, crabs, and turtles. The benches have the form of nautical cleats. The westernmost seal, which is freestanding in a small lawn, is visible from Grand Street, as is the water spray from the sprinklers in season (see view 17 of **Figure 5.5-10**). There are also landscaped areas and trees in this location.

Immediately to the north of the water play area are a large lawn encircled with soft-surfaced paths (see view 18 of **Figure 5.5-10**) and a soccer field with artificial turf. Enclosed with a tall chain-link fence, the soccer field is located along the service road (see view 19 of **Figure 5.5-11**). In the vicinity of the Delancey Street pedestrian bridge, an east-west promenade on the north side of the lawn and soccer field connects the service road with the esplanade. There is a decorative metal gate at the entrance to the promenade, which is surfaced with decorative pavers and lined with picnic benches and flower beds (see view 20 of **Figure 5.5-11**). Hurricane Sandy damaged and killed numerous trees in this location that were subsequently removed. Paved basketball courts enclosed with a tall chain-link fence and additional lawns are located between the promenade and the Williamsburg Bridge (see view 21 of **Figure 5.5-12**).

The Williamsburg Bridge is a steel suspension bridge that traverses East River Park at Delancey Street and spans the East River, connecting Delancey Street on the Lower East Side of Manhattan to Marcy Avenue in Williamsburg, Brooklyn. The bridge is designed with two towers located within the East River close to the Manhattan and Brooklyn shorelines, and the span is suspended from four steel cables. On land, metal piers and granite abutments further support the span. Three metal, arched piers are located within Project Area One. The two legs of each arched pier have an open framing system and sit on tall granite-faced footings capped by concrete. A perimeter ring of security bollards encloses the piers within East River Park. The piers of the Manhattan-side tower sit on granite-faced footings within the river. On the west side of the FDR Drive, a granite abutment supports the span as it transitions to a viaduct that meets grade at Clinton Street to the west (for photographs of the Williamsburg Bridge see **Figure 5.5-12**, view 4 of **Figure 5.5-3**, and view 14 of **Figure 5.5-8**).

A tennis center with 12 tennis courts enclosed with a tall chain-link fence is on the north side of the Williamsburg Bride (see **Figure 5.5-13**). Benches and fixed tables are located on the esplanade (east) side of the tennis center, and a one-story Moderne-style comfort station is located on the north side. Two lawns flank the comfort station, and two circular, paved plazas are located to the north (see **Figure 5.5-14**). Benches and trees are found around the plazas. The larger of the two plazas is sunken and painted with a labyrinth, and there is a lawn and rose garden on the plaza's north side. One of the two embayments discussed above is located on the east side of the larger plaza (see view 27 of **Figure 5.5-15**).

Between the embayment located in the vicinity of Rivington Street and the embayment located in the vicinity of East 5th Street are four baseball fields and a soccer field (see view 28 of **Figure 5.5-15** and view 29 of **Figure 5.5-16**). A tall chain-link fence encloses the athletic fields. The East Houston Street overpass connects to East River Park adjacent to this complex. Trees border the athletic fields along the service road. Located to the northeast, the embayment in the vicinity of East 5th Street is similar to the southern one (see view 30 of **Figure 5.5-16**), and it is linked to the service road by a paved promenade (see view 31 of **Figure 5.5-17**). This promenade contains benches and lawns and has dense tree coverage. A small adult fitness yard with fixed equipment is on the north side at the service road.

Grand Street water play area, view west **17**

Lawn adjacent to water play area, view north **18**

Soccer field on south side of promenade, view north **19**

Promenade and picnic area near Delancey Street, view east **20**

Basketball court at Delancey Street, view north **21**

Williamsburg Bridge footings, view northwest from esplanade **22**

Tennis courts, view northwest from esplanade **23**

Tennis courts, view south on park service road **24**

Lawn north of tennis courts, view north on park service road **25**

Labyrinth plaza, view east from park service road **26**

Cove and bridge adjacent to labyrinth plaza, view north **27**

Baseball field at East Houston Street, view northeast from park service road **28**

Ballfield south of East Houston Street, view northwest from esplanade **29**

Cove and bridge in vicinity of East 6th Street pedestrian bridge, view north **30**

Promenade, seating areas, and exercise yard near East 6th Street bridge, view west **31**

Athletic fields at East 6th Street, view west from esplanade **32**

A soccer field and running track enclosed by a tall chain-link fence is to the north between approximately East 5th and East 8th Streets (see view 32 of **Figure 5.5-17**). There is a grove of trees on the south side of the soccer field (see view 33 of **Figure 5.5-18**), and a Moderne-style maintenance building and comfort station fronts on the service road near the landing of the East 6th Street pedestrian bridge over the FDR Drive (see view 34 of **Figure 5.5-18**). In this area, there are numerous trees along the service road, continuing to the East 10th Street pedestrian bridge (see view 35 of **Figure 5.5-19**).

In the vicinity of the East 10th Street pedestrian bridge, there are two baseball fields, lawns, and a paved promenade between the service road and the esplanade. Tall chain-link fences enclose the baseball fields; concrete bleachers site outside the fences (see view 36 of **Figure 5.5-19** and view 37 of **Figure 5.5-20**). The promenade and lawns have dense tree coverage and contain benches and fixed tables (see view 38 of **Figure 5.5-20**). In contrast, the esplanade adjacent to the baseball fields has little vegetation (see view 39 of **Figure 5.5-21**).

The northernmost end of East River Park between approximately East 10th and East 13th Streets contains a comfort station, playground, a barbecue and picnic area, a basketball court, and a seating area. Metal fences enclose the paved playground, which contains play equipment, a sprinkler, and benches (see view 40 of **Figure 5.5-21**). The area immediately to the north contains fixed barbecues, picnic tables, landscaped beds and trees, and a basketball court (see view 41 of **Figure 5.5-22**). At the northern end of the park, where the esplanade transitions to a narrow path alongside the Con Edison East River Generating Facility, there are trees and a grassy area with benches and fixed tables (see view 42 of **Figure 5.5-22 and Figure 5.5-23**).

RESOURCES WITHIN PROJECT AREA TWO

The FDR Drive continues through Project Area Two. It runs at grade to east of Avenue C where it rises to run on a viaduct (see **Figure 5.5-24**). It then declines to East 25th Street where it runs at grade to the north. Entrance and exit ramps to the FDR Drive are located at Avenue C and at East 23rd Street. Both the at-grade and elevated portions of the FDR Drive are similar to the at-grade and elevated portions in Project Area One described above. East of Avenue C, a tall chain-link fence with solid netting encloses the space beneath the FDR Drive viaduct. Between approximately East 13th and East 15th Streets, Project Area Two also contains a Con Edison pier that is part of the East River Generating Facility located on the west side of the FDR Drive and a narrow walkway and combined East River Bikeway sandwiched between the Con Edison pier and the FDR Drive. The walkway is widest at its southern end but is bordered on the east by a tall metal fence that encloses the Con Edison pier (see view 44 of **Figure 5.5-24**). As the walkway runs northward past Con Edison buildings and equipment, it narrows substantially (see **Figure 5.5-25**).

To the north of the Con Edison pier, the walkway opens up to become the Captain Patrick J. Brown Walk (see view 48 of **Figure 5.5-26**). This esplanade along the shoreline, which also serves as the East River Bikeway, has a surface of decorative pavers and contains benches and an ornamental fence along the FDR Drive (see view 49 of **Figure 5.5-26**). The concrete wall supporting the fence is decorated with a band of colorful tiles. The Captain Patrick J. Brown Walk provides expansive river views that include the Queens waterfront, Roosevelt Island and the Ed Koch Queensboro Bridge, and Midtown Manhattan, including views of the United Nations Secretariat and the Empire State Building. The Captain Patrick J. Brown Walk ends around East 20th Street at Stuyvesant Cove Park (see view 50 of **Figure 5.5-27**).

Athletic fields at East 6th Street, view north from adjacent promenade **33**

View north on park service road at East 6th Street pedestrian bridge **34**

View north on park service road to East 10th Street pedestrian bridge **35**

Ballfields south of East 10th Street, view north **36**

Ballfields south of East 10th Street, view northeast **37**

Seating area adjacent to the south of the ballfields, view west from esplanade **38**

View north on esplanade adjacent to ballfields south of East 10th Street **39**

Playground at East 10th Street, view north **40**

Grill and picnic area at East 10th Street, view north on esplanade **41**

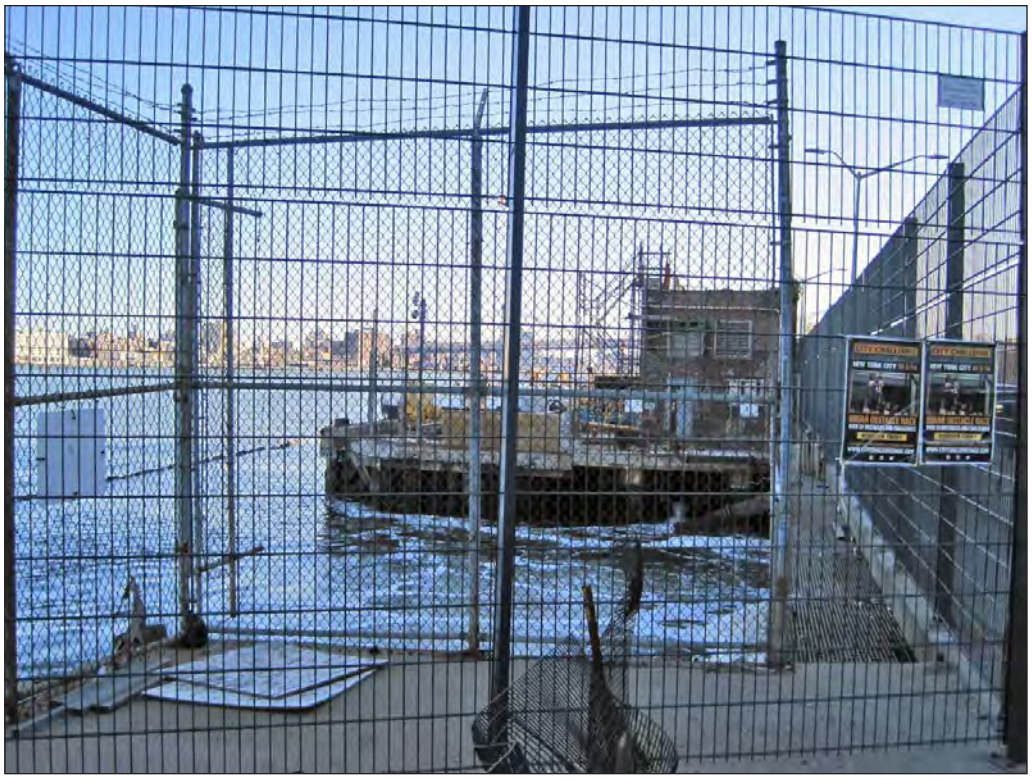
Northern end of East River Park, view north on esplanade **42**

Northern end of East River Park, view south on park service road **43**

Walkway adjacent to Con Ed facility, view north **44**

FDR Drive, view north at Avenue C **45**

Walkway adjacent to Con Ed facility and pier, view north **46**



Con Ed pier near East 14th Street **47**

Captain Patrick J. Brown walk, view north near East 15th Street **48**

Captain Patrick J. Brown walk, view northwest **49**

Southern end of Stuyvesant Cove Park, view north **50**

Entrance to southern end of Stuyvesant Cove Park at Avenue C **51**

Stuyvesant Cove Park is a small and narrow waterfront park located on the east side of the elevated FDR Drive between East 20th and East 23rd Streets. Pedestrian entrances to the park from inland are via crosswalks at East 20th and East 23rd Streets across Avenue C and underneath the elevated FDR Drive (see view 51 of **Figure 5.5-27**). There is public vehicular parking under the viaduct (see view 52 of **Figure 5.5-28**). The East River Bikeway runs along the western side of Stuyvesant Cove Park, where it becomes a dedicated, striped path (see view 53 of **Figure 5.5-28**). Stuyvesant Cove Park is designed with a waterfront esplanade and a landscaped interior section with winding, soft-surfaced paths (see view 50 of **Figure 5.5-27 and Figure 5.5-29**). The park contains benches and fixed tables, vegetation, trees, and pergolas adjacent to the bikeway. The northern end of the park consists of a large paved area with a small building used by Solar One (an environmental education group) for performances and educational programs (see view 56 of **Figure 5.5-30**). Stuyvesant Cove Park includes a recently constructed Citywide Ferry Service landing that features a barge, barge mooring piles, shelter structure with canopy, gangway, and a docked boat. From the immediate vicinity on the esplanade, the ferry landing obscures some views across the East River.

The northern end of Project Area Two also includes the segment of East 23rd Street between the FDR Drive and First Avenue. At the waterfront, a gas station is located adjacent to the north of Stuyvesant Cove Park (see view 57 of **Figure 5.5-30**). On the west side of the FDR Drive at East 23rd Street, there is a Greenstreets median landscaped with boulders, shrubs, and trees (see view 58 of **Figure 5.5-31**). Beneath the FDR Drive viaduct, there is public vehicular parking (see view 59 of **Figure 5.5-31**).

At the foot of East 23rd Street, adjacent to Project Area Two, is the Marine and Aviation Building. This concrete and metal-clad pier structure contains a four-level parking garage, a landing base for seaplanes, and berthing spots for pleasure boats (see view 60 of **Figure 5.5-32**). On the west façade, "Department of Marine and Aviation City of New York" is written in neon signage. Large boulders are set in the paved area in front of the building and the adjacent gas station.

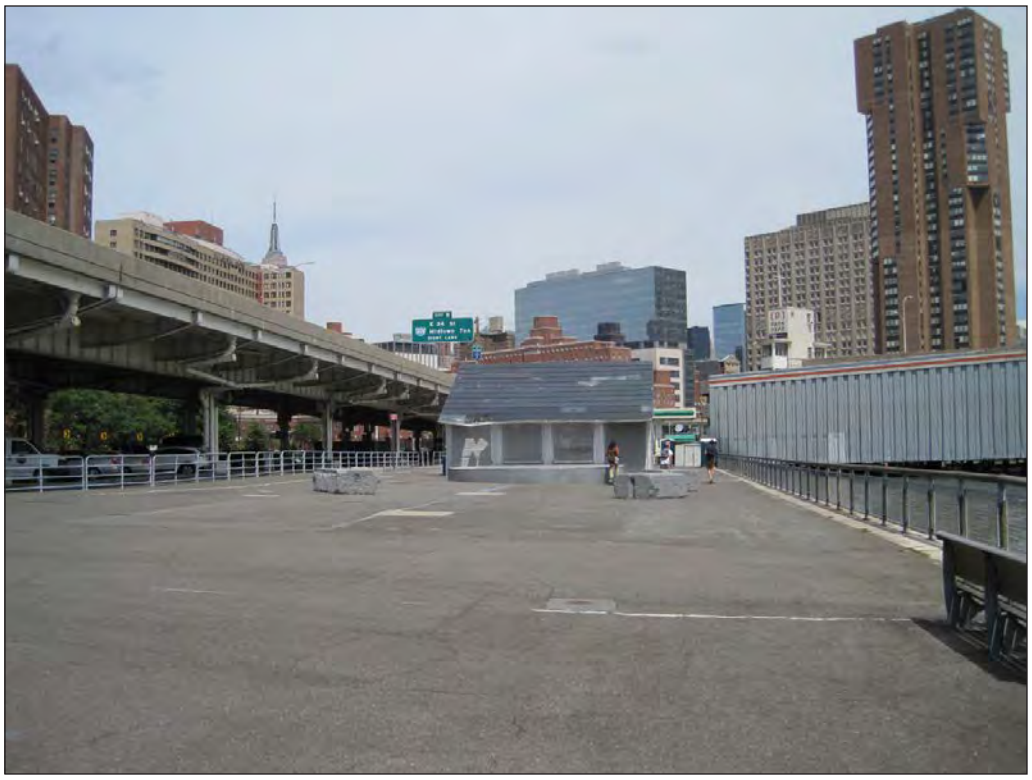
Between the FDR Drive and First Avenue, East 23rd Street is lined on the north by the Asser Levy Playground and the VA Medical Center New York and on the south by the Peter Cooper Village residential complex (see view 61 of **Figure 5.5-32**). Asser Levy Playground contains the Asser Levy Recreation Center (the Asser Levy Public Baths), an outdoor intermediate pool, an outdoor wading pool, and a playground. Although it is a small one-story building with a cruciform footprint, the main (west) façade of the Asser Levy Recreation Center has the monumental façade of a Roman Bath—raised above the street with two flights of stairs, the façade has three arched openings, paired stone columns supporting a heavy stone entablature and cornice, and a balustraded parapet with massive stone urns. The south façade on East 23rd Street is primarily faced in brick with stone trim. There is a tall brick stack above the building's eastern end. The building is set back from East 23rd Street behind a planted area enclosed by a metal fence. The outdoor swimming pool is located at the southeast corner of the building. An approximately 5- to 6-foot-tall plain brick wall capped with a metal fence encloses the pool (see **Figure 5.5-33** for photographs of the Asser Levy Recreation Center). The wall and fence have a total height of approximately 8 feet. The former Asser Levy Place portion of the park includes trees, a concrete ping-pong table, a water fountain, benches and picnic tables, a track, and a playing field at the north end. The playground is located on the north side of the recreation building. It contains play equipment, benches, and trees, and it is enclosed by a tall metal fence. The FDR Drive viaduct, which declines on a ramp between East 23rd and East 25th Streets, blocks views to the waterfront from within the playground. From the outdoor pool, there are

View north under FDR Drive adjacent to Stuyvesant Cove Park **52**

Stuyvesant Cove Park bikeway. View north **53**

Stuyvesant Cove Park esplanade, view north **54**

Stuyvesant Core Park landscaped path, view north **55**



Northern end of Stuyvesant Cove Park, view north **56**

Northern end of Stuyvesant Cove Park and adjacent gas station, view north **57**

Greenstreets adjacent to northern end of Stuyvesant Cove Park, view south **58**

FDR Drive at East 23rd Street, view east **59**

Department of Marine and Aviation Pier, view east **60**

View east on East 23rd Street from First Avenue **61**

Asser Levy Public Baths, view west at FDR Drive and East 23rd Street **62**

Asser Levy Public Baths, view northeast at Asser Levy Place **63**

limited views to the waterfront beyond the gas station at East 23rd Street and the paved northern end of Stuyvesant Cove Park.

The VA Medical Center New York occupies a large site between the former Asser Levy Place, First Avenue, East 23rd Street, and East 25th Street. Set back from the street behind a series of fences and walls, the medical center consists of several freestanding and connected buildings that range in height from 2 to 19 stories. The medical center is faced in brick and terra cotta. The central portion of the medical center has a V-shaped footprint and is set back from and above the street behind a raised sloping lawn and a vehicular drop-off. The bordering wall in this location is a tall brick floodwall with concrete coping. The tall floodwall continues along the medical center's eastern perimeter. The openings in the floodwall are protected by crest gates.

As described in more detail below, Peter Cooper Village consists of 21 buildings ranging in height from 12 to 15 stories on a superblock bounded by East 20th and East 23rd Streets, the FDR Drive, and First Avenue. Along East 23rd Street, the buildings are set back from, and angled to, the street, affording views into the complex. Lining the wide sidewalk along East 23rd Street are narrow strips paved with stone blocks and planted with trees. Metal fences border the Peter Cooper Village complex.

RESOURCES WITHIN 400-FOOT STUDY AREA

In general, the 400-foot study area is defined by the East River, a natural feature that forms the project area's eastern boundary, and by large mid-20th century residential developments. These residential developments create a wall of tall brick, modernist buildings along the FDR Drive between Cherry and East 13th Streets. The FDR Drive, which runs throughout the project area, creates a physical, and in some cases visual, barrier between the waterfront and the bordering residential developments and surrounding inland neighborhoods. The Williamsburg Bridge and the Con Edison East River Generating Facility are also defining features of the study area. Due to the residential developments and the Con Edison facility, many of east-west streets do not run through the study area. The topography of the study area is relatively flat, although the southern portion of the study area is at a higher elevation than the FDR Drive and East River waterfront; both Grand and Jackson Streets slope down to the FDR Drive. The study area is described below in detail from south to north.

The southernmost portion of the study area includes Montgomery Street north to Henry Street. Like the segment within Project Area One, this segment of Montgomery Street has wide sidewalks and a central, planted median (see view 64 of **Figure 5.5-34**). Between Cherry Street and Henry Street are two more towers of Gouverneur Gardens. They, like the two towers to the south on Montgomery Street, are 21-story brick towers with square footprints, little ornamentation, and recessed balconies on some façades. To the east of Gouverneur Gardens is University Neighborhood High School, located at the southwest corner of Monroe and Gouverneur Streets. It is five stories in height, rectangular in form, and designed in a Renaissance Revival style. On the west side of Montgomery Street between Cherry and Madison Streets is the eastern portion of the LaGuardia Houses. Only the eastern block, which contains 4 of 10 buildings, is located within the study area. Laid out in a "tower-in-a-park" plan common to mid-20th century public housing developments, the freestanding brick buildings have unornamented façades and X-shaped footprints surrounded by landscaped grounds. The four buildings on the eastern block are 20 stories. The four-story, brick-clad New York City Center for Space Science Education is located on the west side of Montgomery Street between Madison

View south on Montgomery Street from Madison Street **64**

View east on South Street from Gouverneur Slip East **65**

and Henry Streets. A paved outdoor recreation area enclosed by a tall chain-link fence is located on the south side of the school.

Within the study area, South Street between Clinton and Jackson Streets is lined on the north by two more Gouverneur Gardens towers and three community facility buildings. Of those buildings, two are architecturally notable—the former Gouverneur Hospital and Gouverneur Hospital Dispensary (see view 65 of **Figure 5.5-34**). The former Gouverneur Hospital is a brick, five-story Renaissance Revival-style structure occupying the full block between Water and South Streets and Gouverneur Slips East and West. Its U-shaped design is composed of a central section on Water Street and two projecting wings that terminate in curved ends with bracketed metal balconies on South Street. The former Gouverneur Hospital Dispensary is located at the northeast corner of Gouverneur Slips East and South Street. The seven-story building is rectangular in form and clad in brick with stone ornamentation. The two Gouverneur Gardens towers are located to the east of the former hospital and dispensary and are identical to the Gouverneur Gardens towers described above; they are set back from South Street behind grassy strips, and a paved plaza with benches and playground equipment is located between the two buildings. Chain-link fencing surrounds the Gouverneur Gardens property. At the northwest corner of South Street and Jackson Street is the six-story St. Rose's Home nursing facility. This modernist building is clad in brick and terra cotta and has a painting of St. Rose on its south façade. A tall brick wall and a chain-link fence enclose a parking lot and rear yard between St. Rose's Home and the easternmost of the two Gouverneur Gardens towers.

North of Water Street, which runs parallel to South Street between Montgomery and Jackson Streets, is a portion of the Vladeck Houses. Occupying an approximately 15-acre site bounded by Henry, Madison, Jackson, Cherry, Water, and Gouverneur Streets, the Vladeck Houses consist of 24 six-story buildings arranged in a zig-zag pattern set at 45 degree angles to the street. Linear parks and playgrounds occupy more than half of the grounds (see **Figure 5.5-35**). Numerous trees are located throughout the Vladeck Houses.

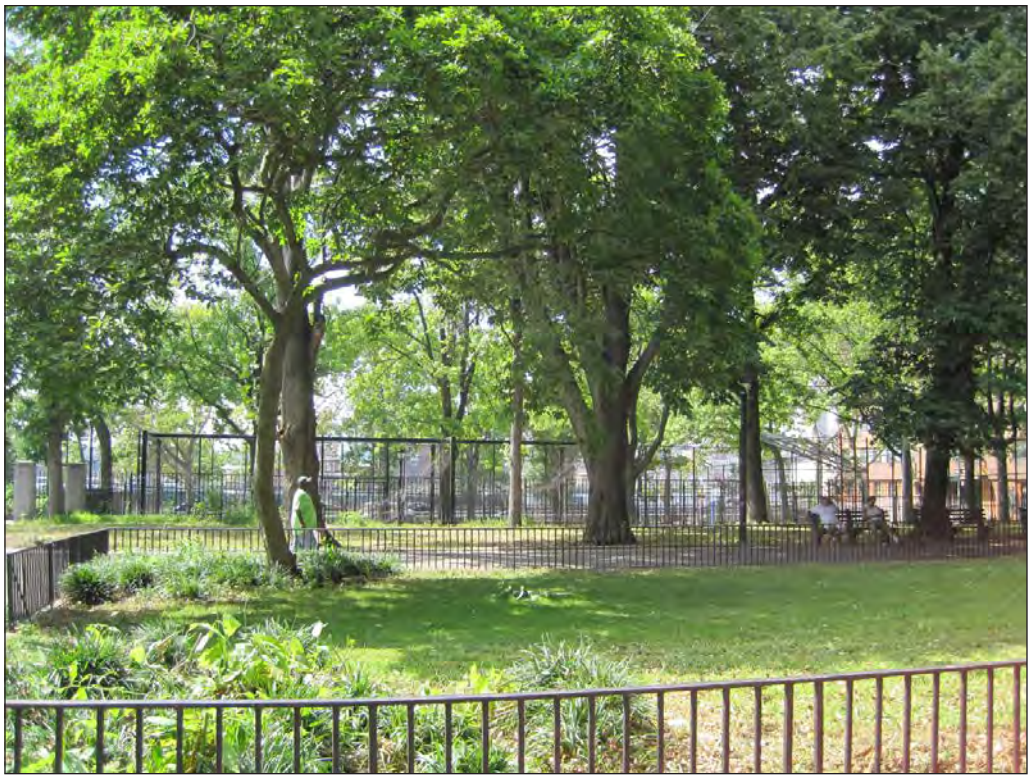
East of Jackson Street and across the FDR Drive from the East River Park amphitheater is Corlears Hook Park. Cherry Street forms the park's northern boundary. As described above, a wide pedestrian bridge connects the two parks. Corlears Hook Park is wedge shaped, and its topography slopes upward from the FDR Drive. Along the FDR Drive frontage are a path lined by trees, athletic fields enclosed by a tall metal fence, a paved playground enclosed by a lower chain-link fence, and sloping lawns. The portion of the park at grade with Cherry Street contains two wide promenades lined by trees and benches, lawns, a small comfort station, a dog run, and a circular flower bed with a tall flagpole (see **Figure 5.5-36**). Low metal fences surround the park along Jackson and Cherry Streets. Although Corlears Hook Park contains many mature trees, it lost a number of trees from Hurricane Sandy. The sidewalk along the south side of Cherry Street is lined by tall trees.

Between Corlears Hook Park and the Williamsburg Bridge at Delancey Street is the East River Housing Cooperative. This residential development consists of four tall residential buildings and one low-rise commercial building on a 12-acre site bounded by Delancey Street, the FDR Drive, and Cherry, Lewis, and Jackson Streets (see view 70 of **Figure 5.5-37**). Grand Street—a wide two-way street with striped bicycle paths and wide sidewalks—bisects the complex. At the eastern end of Grand Street, there are bus shelters on both the north and south sides of Grand Street. The two-story commercial building of the East River Housing Cooperative occupies a triangular parcel occupied by Grand, Madison, and Jackson Streets. The complex also includes two parking lots (one on Delancey Street and one on Cherry Street) and a power plant at the

Vladeck Houses, view southwest on Jackson Street **66**

View south from within Vladeck Houses **67**

View east along Cherry Street adjacent to Corlears Hook Park **68**



View south from within Corlears Hook Park **69**

East River Housing Cooperative, view southwest from East River Park **70**

Baruch Houses, view west from East River Park near tennis courts **71**

corner of Lewis and Delancey Streets. The four residential buildings are nearly identical in footprint and massing, although two are 20 stories and two are 21 stories. Each brick building is arranged into three parallel apartment blocks connected by a central, perpendicular core that contains apartments and the elevators for each section; this massing creates eight bays and four large light courts. The corner apartments of each bay have recessed balconies, and there are larger balconies on the top three floors. Landscaped lawns with mature trees and playgrounds surround the residential buildings. Each parcel of two buildings has a front lawn facing the FDR Drive. Bordered by low metal fences and hedgerows, these lawns contain flower beds and mature trees. The building entrances are set well back behind the lawns and the FDR Drive service road that borders the complex.

The southbound FDR Drive service road runs along the west side of the FDR Drive between Cherry and East 10th Streets. At East Houston Street and at Grand Street, it provides access to and from the FDR Drive. A concrete wall of Jersey barriers separates the service road from the FDR Drive proper, and the service road has a sidewalk along its western edge. On the north side of the East River Park Housing Cooperative is the Delancey Street pedestrian bridge to East River Park. The western landing is in the sidewalk adjacent to the housing complex's Delancey Street parking lot, which is surrounded by a tall chain-link fence.

As described above, the Williamsburg Bridge connects Delancey Street to Brooklyn. Delancey Street is divided into a one-way eastbound section on the south side of the bridge and a one-way westbound section on the north side of the bridge. Sidewalks line both sections. At the base of the massive, granite bridge abutment on the west side of the FDR Drive, there is some street parking and a small remnant of Mangin Street, which used to run north-south through the study area. To the west of the abutment, the bridge roadway is supported by groups of tall columns, the outermost of which are located in the sidewalk on the north side of the section of Delancey Street that runs on the south side of the bridge and in the sidewalk on the south side of the section of Delancey Street that runs on the north side of the bridge. Beneath the bridge between the two sections of Delancey Street are municipal parking and storage areas. Tall chain-link fences capped by barbed wire enclose these large parking lots.

North of the Williamsburg Bridge, there are three large public housing complexes between Delancey Street and East 13th Street. Immediately to the north, the Bernard Baruch Houses are bounded by Delancey Street, the FDR Drive, East Houston Street, and Columbia Street. Baruch Drive runs north-south through the complex, and the eastern end of Rivington Street extends partially into the complex. The Bernard Baruch Houses occupy 27 acres and consist of 17 residential towers of heights between 7 and 14 stories set within landscaped grounds (see view 71 of **Figure 5.5-37**). The free-standing brick buildings have unornamented zig-zagged façades, and they are set back from the surrounding streets and at varying angles to each other. The complex also includes a 23-story senior center and a modernist church at the northeast corner of Columbia and Rivington Streets. In addition, there is an athletic field complex, a vacant former public bath building, and Bard High School Early College, a five-story brick, Collegiate Gothic building, located within the grounds of the Bernard Baruch Houses. The high school and the vacant Renaissance Revival-style public bath building are visible from the FDR Drive service road. Along the complex's FDR Drive service road frontage, there are landscaped lawns surrounded by low metal fences, a playground, and a vehicular drive and pedestrian paths that lead into the complex.

Continuing the wall of tall residential buildings along the FDR Drive between Cherry and East 13th Streets are the Lillian Wald Houses. This development consists of sixteen 14-story

residential buildings on a site bounded by East Houston Street, the FDR Drive, East 6th Street, and Avenue D. The brick buildings have irregular footprints of five bays, and the façades rise without setbacks and with unornamented façades (see view 72 of **Figure 5.5-38**). The freestanding buildings are set within landscaped grounds. Along the FDR Drive service road frontage, there are landscaped lawns surrounded by low metal fences and pedestrian paths, and the easternmost buildings of the complex are located relatively close to the road, more so than the buildings of the Bernard Baruch Houses. The East 6th Street pedestrian bridge to East River Park is located adjacent to the northeast corner of the Lillian Wald Houses. This bridge is accessed by a long ramp within the sidewalk of the FDR Drive service road.

Located across East 6th Street—a narrow, two-way street lined by wide sidewalks—from the Lillian Wald Houses, the Jacob Riis Houses consist of nineteen buildings, ranging in height from six to 14 stories, on a site bounded by East 6th Street, the FDR Drive, East 14th Street, and Avenue D. The brick buildings have either modified H-plans or X-plans, and the façades rise without setbacks and with unornamented façades (see view 73 of **Figure 5.5-38**). The freestanding buildings are set within landscaped grounds. These buildings are set close to the FDR Drive service road, and along that frontage there are landscaped lawns surrounded by low metal fences and pedestrian paths and paved plazas. East 10th Street bisects the complex; a landscaped traffic circle is located in the middle of the street. The East 10th Street pedestrian bridge is located on the north side of the street, and it is accessed by a ramp within the sidewalk of the FDR Drive service road. The north and south sections of the Jacob Riis Houses each have a landscaped mall oriented north-south. The Avenue D Pump Station (a New York City Department of Environmental Protection facility) is located is adjacent to the Jacob Riis Houses at the southeast corner of Avenue D and East 13th Street. It is a large, brick-clad building with a sloping roofline; a concrete silo-shaped structure is located at the building's southeast corner.

The Con Edison East River Generating facility is a large complex on a site bounded by East 13th and East 16th Streets, the FDR Drive, and Avenue C. As described above, the facility also includes a pier on the east side of the FDR Drive. Facing the FDR Drive on East 14th Street are two approximately seven-story brick buildings connected by skybridges (see view 74 of **Figure 5.5-39**). Three tall stacks rise above the northern building. A tall brick wall lines the facility along the FDR Drive between East 13th and East 14th Streets, but the building north of East 14th Street directly abuts the FDR Drive. The eastern end of East 14th Street is enclosed by a chain-link fence capped by razor wire. In the vicinity of East 15th Street at the FDR Drive are a parking lot enclosed by chain-link fence capped by razor wire and a curved glass office building set back from the FDR Drive behind Jersey barriers and fencing. A large, paved parking lot enclosed by tall fencing occupies the northern portion of the facility site between the FDR Drive and Avenue C. Additional buildings and parking lots and equipment sealed off with tall brick walls and fences line Avenue C between East 13th and East 15th Streets. The western end of East 14th Street is enclosed by a tall fence and gate. Con Ed recently implemented resiliency measures at the East River Generating facility that included walls along East 13th and East 14th Streets, raised critical electrical equipment, and increased storm surge and drainage capacities.

Where Avenue C intersects with the FDR Drive, there is a park on the north side of the Con Edison East River Generating facility—Murphy Brothers Playground. Enclosed by a tall, metal fence, this park contains paved areas with seating and playground equipment, trees, and a small athletic field surfaced in grass. The FDR Drive again becomes elevated adjacent to this park. In addition, there is an access ramp to the southbound FDR Drive from Avenue C. Running along the north side of Murphy Brothers Playground, it has solid concrete walls that border the north

Lillian Wald Houses, view northwest from East River Park **72**

Jacob Riis Houses, view northwest from East River Park **73**

Con Ed facility, view north from East River Park **74**

Stuyvesant Town, view west from Captain Patrick J. Brown walk **75**

side of the park. There are no views to the waterfront from within Murphy Brothers Playground, because of the ramp and the fenced area beneath the FDR Drive viaduct at Avenue C.

Stuyvesant Town and Peter Cooper Village dominate the northernmost portion of the study area (see view 75 of **Figure 5.5-39**). Stuyvesant Town occupies a superblock bounded by East 14th and East 20th Streets, the FDR Drive, Avenue C, and First Avenue. The development consists of 35 freestanding, brick buildings of 13 and 14 stories arranged around a central oval. The residential buildings have rectilinear footprints of multiple bays and unornamented façades. Playgrounds and lawns are interspersed throughout the development. On the perimeter, the buildings are set to the street grid, and commercial spaces are located along portions of the First Avenue and East 14th and East 20th Street frontages. On Avenue C, which runs along the west side of the FDR Drive between approximately East 18th and East 23rd Streets, Stuyvesant Town presents a mostly continuous brick wall to the street, except at East 16th and East 18th Streets where there is a U-shaped street with sidewalks that loops through the complex. At the intersections of this street with Avenue C, there are fenced, corner grassy areas with trees and guard kiosks at East 14th and East 18th Streets. Along most of Stuyvesant Town's frontage on Avenue C, there are loading docks and entrances to below-grade parking garages (see view 76 of **Figure 5.5-40**). At this location, Avenue C has a central paved median and a sidewalk with street trees along the frontage with Stuyvesant Town and Peter Cooper Village. Peter Cooper Village consists of 21 buildings ranging in height from 12 to 15 stories on a superblock bounded by East 20th and East 23rd Streets, the FDR Drive, and First Avenue. The buildings of Peter Cooper Village have slab forms and are set at an angle to the street grid, with some buildings set at opposing diagonals to each other. Lawns and recreation areas are located throughout the grounds (see view 77 of **Figure 5.5-40**).

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

The section below first describes views to the waterfront and project area from within the study area and then discusses the study area's aesthetic and visual resources and viewer groups.

VIEWS TO THE WATERFRONT

Following CEQR criteria, views to the waterfront are considered visual resources. In the study area, views to the waterfront and East River Park are variable due to distance and to intervening buildings, the elevated portions of the FDR Drive, and the pedestrian bridges over the FDR Drive to East River Park that screen views. In the southern portion of the study area, views toward the waterfront from Montgomery Street, South Street, Gouverneur Slips East and West, and through the linear parks of the Vladeck Houses are screened by the FDR Drive. In the remainder of the study area, there are no waterfront views on Delancey Street, East Houston Street, East 14th Street, and Avenue C from south of East 18th Street. Views east on Delancey Street are primarily of the Williamsburg Bridge abutment and piers and the Delancey Street pedestrian bridge. East Houston Street does not provide waterfront views, because it slopes upward toward the waterfront to form an overpass and interchange with the at-grade FDR Drive. The Con Edison East River Generating Facility blocks eastward views on East 14th Street, and the elevated FDR Drive blocks northward views on Avenue C from south of approximately East 18th Street, although the Queensboro Bridge is visible in the distance beyond the elevated FDR Drive. The locations within the study area that provide waterfront views are described below.

The best views of the East River and the waterfront are found in the southeastern portion of the study area around Corlears Hook Park and on Grand Street, because this area is slightly elevated

Stuyvesant Town, view northwest on Avenue C **76**

Peter Cooper Village, view northwest at FDR Drive and East 20th Street **77**

compared with the FDR Drive and the waterfront. In the Jackson Street view corridor, there are clear views of the East River and of Brooklyn in the distance (see **Figure 5.5-41**). Cherry Street, adjacent to Corlears Hook Park, provides views across East River Park to the river, Brooklyn, and the Williamsburg Bridge (see view 80 of **Figure 5.5-42** and view 68 of **Figure 5.5-36**). The East River is visible in multiple directions from Corlears Hook Park, a large part of which has a higher elevation than East River Park (see view 81 of **Figure 5.5-42** and view 69 of **Figure 5.5-36**).

From as far west as Henry Street, the wide Grand Street view corridor provides views to the East River. From Henry Street, these views are predominantly of East River Park and Brooklyn, but they also include glimpses of water (see view 82 of **Figure 5.5-43**). Views of the river expand as the viewer moves east along Grand Street and closer to the waterfront (see view 83 of **Figure 5.5-43** and view 84 of **Figure 5.5-44**). At the FDR Drive, views from the foot of Grand Street are expansive, taking in the fireboat house in East River Park, the river, Brooklyn, and the Williamsburg Bridge (see view 85 of **Figure 5.5-44**).

There are some limited ground-level views to the waterfront through and from within the Bernard Baruch, Lillian Wald, and Jacob Riis Houses. From Columbia Street, there are no views to the waterfront through the Bernard Baruch Houses, but the segment of Mangin Street that connects to East Houston Street (on which Bard High School Early College is located) provides views of East River Park and the Williamsburg Bridge. From Avenue D, East 6th Street and the approximate alignments of East 5th and East 8th Streets provide view corridors to the waterfront through the Lillian Wald and Jacob Riis Houses. The narrow alignment of East 5th Street, which follows a paved drive and parking lot through the Lillian Wald Houses, provides limited views of East River Park (see view 86 of **Figure 5.5-45**). East 6th Street, which runs between the Lillian Wald and Jacob Riis Houses as a mapped street, provides better views that include the river, and the foot of East 6th Street where the pedestrian bridge is located provides more expansive views of East River Park and of Brooklyn (see view 87 of **Figure 5.5-45** and view 88 of **Figure 5.5-46**). The alignment of East 8th Street follows a wide paved path through the Jacob Riis Houses and provides limited East River Park and river views (see view 89 of **Figure 5.5-46**).

East 10th Street, which runs through the Jacob Riis Houses as a mapped street, provides waterfront and Brooklyn views from Avenue D (see view 90 of **Figure 5.5-47**). These views become more expansive closer to the FDR Drive where the pedestrian bridge is located (see view 91 of **Figure 5.5-47**). Views of the river itself, however, are limited in the East 10th Street view corridor. From Avenue D, the alignment of East 12th Street provides narrow, limited views of East River Park (see view 92 of **Figure 5.5-48**).

At the northern end of the study area, the wide view corridors along East 20th and East 23rd Streets provide views of Stuyvesant Cove Park and Brooklyn, but these views are partially obscured by the elevated FDR Drive and only East 20th Street provides limited views of the East River (see view 93 of **Figure 5.5-48, Figure 5.5-49**, and view 96 of **Figure 5.5-50**). Further, the view east on East 23rd Street is of the paved northern end of Stuyvesant Cove Park and includes the adjacent gas station. The FDR Drive and Avenue C between East 18th and East 23rd Streets provide views of Stuyvesant Cove Park. There are no views to the waterfront from Murphy Brothers Playground. From Asser Levy Playground, there are only limited views to the waterfront from the outdoor pool.

The FDR Drive provides expansive views of East River Park, the East River, the Williamsburg Bridge, and the Brooklyn and Queens waterfronts, but these views are limited to motorists, whose views are passing and of short duration. As it runs alongside the at-grade portion of the

View south on Jackson Street from Madison Street **78**

View south on Jackson Street from Cherry Street **79**

View east on Cherry Street from Jackson Street **80**

View southeast from Corlears Hook Park near pedestrian bridge **81**

View east on Grand Street from Henry Street **82**

View east on Grand Street from Jackson Street **83**

View east on Grand Street from Lewis Street **84**

View east at Grand Street and FDR Drive **85**

View east on East 5th Street from Avenue D **86**

View east on East 6th Street from east of Avenue D **87**

View east on East 6th Street near FDR Drive **88**

View east on East 8th Street from Avenue D **89**

View east on East 10th Street from Avenue D **90**

View east on East 10th Street near FDR Drive **91**

View east on East 12th Street from Avenue D **92**

View east on East 20th Street from First Avenue **93**

View east on East 20th Street from near FDR Drive **94**

View east on East 23rd Street adjacent to VA Medical Center **95**

View east on East 23rd Street from near FDR Drive **96**

View south from Williamsburg Bridge **97**

FDR Drive, the FDR Drive service road between Cherry Street and East 10th Street provides expansive views to pedestrians of East River Park, the East River, the Williamsburg Bridge, and the Brooklyn and Queens waterfronts. Avenue C between East 18th and East 23rd Streets, which also runs alongside the FDR Drive, provides views to pedestrians of the East River, but these views are partially obscured by the elevated FDR Drive viaduct.

Additional Views of the Project Area

The Williamsburg Bridge and three waterfront parks in Brooklyn provide public views to the project area. Views of East River Park are expansive from the Williamsburg Bridge, which traverses the park as described above, but they are from a high vantage point (see view 97 of **Figure 5.5-50**, and view 98 of **Figure 5.5-51**). Motorists and bicyclists on the bridge would have brief, passing views; pedestrians would have more focused and prolonged views from the bridge.

Grand Ferry Park and Bushwick Inlet Park in Williamsburg, Brooklyn provide long views to East River Park. Due to distance, the park appears as a ribbon of trees in the foreground of all of the tall, brick residential developments on the west side of the FDR Drive (see view 99 of **Figure 5.5-51**, and view 100 of **Figure 5.5-52**). Individual features of the park are not clearly visible. WNYC Transmitter Park in Greenpoint, Brooklyn provides long views of Project Area Two—Captain Patrick J. Brown Walk and Stuyvesant Cove Park (see view 101 of **Figure 5.5-52**). However, these urban design features are not clearly distinguishable due to distance and only appear as the edge of Manhattan in the foreground of Stuyvesant Town and Peter Cooper Village.

AESTHETIC AND VISUAL RESOURCES

Following the regulatory guidance above, the primary aesthetic and visual resource in the study area is the East River and the East River vista as seen from within the project area. As described above, views of the waterfront and East River are limited from within the study area due to distance and intervening structures. From within East River Park, along Captain Patrick J. Brown Walk, and within Stuyvesant Cove Park, views north and south and across the East River are expansive. From most locations within East River Park, views are of the Brooklyn and Queens waterfronts (see view 10 of **Figure 5.5-6**, view 13 of **Figure 5.5-8**, view 26 of **Figure 5.5-14**, view 27 of **Figure 5.5-15**, and view 30 of **Figure 5.5-16**). East River Park also affords views of the United Nations Secretariat in Midtown Manhattan, the Ed Koch Queensboro Bridge, and Roosevelt Island (see view 39 of **Figure 5.5-21** and view 42 of **Figure 5.5-22**). At the southern end of East River Park in the vicinity of the amphitheater, the curve in the shoreline provides expansive views south into the harbor that include the Brooklyn and Manhattan Bridges, the Lower Manhattan skyline, and the Statue of Liberty (see view 102 of **Figure 5.5-53**). The new ferry landing partially obscures these views. In Project Area Two, there are expansive northward views from Captain Patrick J. Brown Walk of the Queens waterfront, the Ed Koch Queensboro Bridge and Roosevelt Island, and the Midtown Manhattan skyline that includes the United Nations Secretariat and the Empire State Building (see view 103 of **Figure 5.5-53 and Figure 5.5-26**). Stuyvesant Cove Park provides similar views (see view 54 of **Figure 5.5-29**). As described above, the FDR Drive, FDR Drive service road, and a small segment of Avenue C provide similar views of the East River vista.

In accordance with DEP-00-2, the following architectural resources are considered aesthetic and visual resources: the FDR Drive, Williamsburg Bridge, Fireboat House, Gouverneur Hospital, Gouverneur Hospital Dispensary, Lower East Side Historic District, Henry Street Settlement, Public School 97 (Bard High School Early College), Lavanburg Homes, East River Housing

View north from Williamsburg Bridge **98**

View from Grand Ferry Park in Williamsburg, Brooklyn **99**

View from Bushwick Inlet Park in Williamsburg, Brooklyn **100**

View from WNYC Transmitter Park in Greenpoint, Brooklyn **101**

View south from East River Park from south of amphitheater **102**

View north from Captain Patrick J. Brown Walk **103**

Cooperative, Baruch Houses, Jacob Riis Houses, Rivington Street Baths, Stuyvesant Town, Peter Cooper Village, and Asser Levy Recreation Center. The East River Housing Cooperative, Baruch Houses, and Jacob Riis Houses are visible from within the nearby sections of East River Park, but some of these views are screened by trees within the park. The East River Housing Cooperative, Baruch Houses, Jacob Riis Houses, Stuyvesant Town, and Peter Cooper Village are also visible from the adjacent segments of the FDR Drive and FDR Drive service road. The primary architectural resource in the study area of which there are clear views from multiple locations is the Williamsburg Bridge. The bridge is prominently visible for long distances from within the project area and along the FDR Drive and FDR Drive service road. It is also visible from additional locations, such as from Cherry Street and from within the Bernard Baruch Houses. Other architectural resources, like the Asser Levy Recreation Center and the Gouverneur Hospital and Dispensary, are only visible from within their immediate vicinities due to intervening buildings.

In accordance with DEP-00-2, East River Park and Stuyvesant Cove Park are considered aesthetic and visual resources. Views of these resources, which are described above, are variable throughout the study area due to intervening buildings and structures and to distance.

VIEWER GROUPS

Viewers from the Project Area

Within the project area, viewer groups include motorists on the FDR Drive and users of East River Park, Captain Patrick J. Brown Walk, Stuyvesant Cove Park, and Asser Levy Playground.

Motorists on the FDR Drive have views of East River Park, Stuyvesant Cove Park, the East River and East River vista, the Williamsburg Bridge, Fireboat House, Gouverneur Hospital, Gouverneur Hospital Dispensary, East River Housing Cooperative, Baruch Houses, Jacob Riis Houses, Stuyvesant Town, and Peter Cooper Village. Views of these aesthetic and visual resources are passing and of short duration.

Users of East River Park, Captain Patrick J. Brown Walk, and Stuyvesant Cove Park include pedestrians, bicyclists, fishermen, people engaged in active recreation on the athletic fields and tennis courts, and people engaged in passive recreation like sitting, sunbathing, and picnicking. These viewer groups have expansive views of the East River and East River vista and of the Williamsburg Bridge. They also have views of the FDR Drive, East River Housing Cooperative, Stuyvesant Town, and Peter Cooper Village. From Asser Levy Playground, only users of the outdoor pool have views of the waterfront, but those views are limited and include the FDR Drive viaduct and the gas station at East 23rd Street. Further, views from the outdoor pool are only available during the summer pool season.

Viewers of the Project Area

Viewers of the project area include residents, pedestrians, motorists, bicyclists, and boaters.

In general, residents within view of the project area have stationary, prolonged views of the project area. However, residential viewers would be limited to those living in the large multi-building developments bordering the FDR Drive with apartments facing the waterfront. Residents on the lower floors of buildings facing the waterfront would have close views of the project area and likely of the East River. Residents on higher floors would have more expansive views of the project area and East River vista.

Within the study area, pedestrians on the local streets have variable views of the project area, as described in detail above. In summary, the best views of the waterfront are from the southern portion of the study area. At the northern end of the study area, pedestrians do have views of Stuyvesant Cove Park and Brooklyn, but these views tend to be screened by the elevated FDR Drive and do not include the East River. Users of Grand Ferry Park, Bushwick Inlet Park, and WNYC Transmitter Park on the Brooklyn waterfront have views of the project area, but these views are from far away with the result that East River Park, Captain Patrick J. Brown Walk, and Stuyvesant Cove Park are not seen in great detail.

Motorists on the local streets have similar views to pedestrians but they are passing views of shorter duration. Boaters on the East River have clear views of the project area, but these views can be from a distance, depending on the location of the viewer on the wide East River. In addition, like motorists, boaters would have passing views of short duration.

F. ENVIRONMENTAL EFFECTS

The alternatives described below and analyzed in this chapter are described in greater detail in Chapter 2.0, "Project Alternatives."

NO ACTION ALTERNATIVE (ALTERNATIVE 1)

The No Action Alternative assumes that projects planned or currently under construction in the project area are completed by the 2025 analysis year (i.e., No Action projects). Planned projects that may affect urban design, views, aesthetic and visual resources, and viewer groups are described below.

URBAN DESIGN, VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

Project Area

Project Area One

At the southern end of Project Area One, NYC Parks is proposing to construct Pier 42 as a public waterfront open space. Under the proposed design, some remaining steel frames from the former pier shed will be reinforced with bracings and painted in red; the pier deck will be fenced off and inaccessible to the public. An upland park area will be constructed with a series of programming elements crisscrossed by walkways. An entry plaza will occupy the western section of the open space on the east part of the Pier 36 apron. Moving eastward through the park, the plaza will be followed by a comfort station, playground, and seating areas nestled within native plantings. The eastern portion of the new open space within East River Park will feature lawns with approximately 7 feet of fill to create a grassy knoll. Solar powered lighting is proposed throughout the park. Access will be provided from the shared-use pathway along the FDR Drive or from Montgomery Street under the elevated FDR Drive on the west and from East River Park on the east. The western entrance at Montgomery Street will be reconfigured to be more accessible and inviting to park users. This project will enhance the pedestrian experience by activating the site with new, public uses, and reestablishing public access to the waterfront at this location. It will have beneficial urban design effects by having removed a derelict pier shed that blocked river views and by removing a surface parking lot and a maintenance yard and replacing them with a landscaped public open space from where there will be new viewpoints for the East River and New York Harbor vistas. Linking East River Park to the East River Esplanade, which is in construction to the south, the Pier 42 project will provide an important

connection for all the communities along this stretch of the East River, and creating a landscaped open space in the place of parked vehicles and a wide expanse of pavement will represent a substantial improvement to the visual character of this portion of Project Area One. The removal of most of the Pier 42 pier shed has opened up views from the study area to surrounding visual resources—the East River, portions of the Esplanade along the river, the Brooklyn and Manhattan Bridges, and the Lower Manhattan skyline.

At the southern end of East River Park adjacent to Pier 42, NYC Parks plans to reconstruct the East River Park composting facility on the approximately one-acre site immediately south of the amphitheater. In conjunction with the Pier 42 project, it is expected that this project will further improve the urban design and pedestrian experience of the southern portion of East River Park by formalizing and containing existing composting components and provide educational and public access opportunities.

The East Houston Street overpass over the FDR Drive is a heavily used bridge that provides pedestrian and bicycle access to East River Park, as described above. It also provides vehicular access between the FDR Drive and East Houston Street. The New York City Department of Transportation recently replaced the bridge deck over the FDR Drive with an improved more pedestrian friendly design.

Project Area Two

At the northern end of Stuyvesant Cove Park, Solar One plans to replace their small facility with an arts and energy education center, referred to as the Solar One Environmental Education Center. By replacing a small, non-descript building set in a large, paved area with a new, green building that incorporates vegetation, the Solar One Environmental Education Center project will have beneficial effects on urban design and the pedestrian experience.

400-Foot Study Area

Pier 35, located at the southwestern boundary of the 400-foot-study area, is currently being reconstructed as a public waterfront open space. The reconstruction is being undertaken as part of NYCEDC's broader East River Waterfront Esplanade Project, which has been enhancing the East River waterfront from Pier 35 to Wall Street. (The first phase—Pier 15—opened in 2011.) A portion of Pier 35 opened in the fall of 2018, and the full Pier 35 project will include picnic tables, outdoor barbecues, an eco-habitat restoration, and possibly a boat launch. Like the Pier 42 project, the Pier 35 project will improve the visual character of its site and immediate area and will enhance the pedestrian experience by activating the site with new, public uses and reestablishing public access to the waterfront at this location.

Hurricane Sandy damaged the three New York City Housing Authority (NYCHA) complexes that border Project Area One—the Bernard Baruch, Lillian Wald, and Jacob Riis Houses as well as Campos Plaza II. To prevent any further damages to these complexes from flooding, NYCHA is proposing resiliency measures for them. At the Bernard Baruch Houses, NYCHA proposes to install a floodwall along the west side of Baruch Drive, individually floodproof the buildings east of Baruch Drive, construct an electrical annex to each building east of Baruch Drive, and construct a new boiler plant in the center of the housing complex. At the Lillian Wald and Jacob Riis Houses, NYCHA is finalizing the floodproofing of each building and constructing an electrical annex to each building. At Campos Plaza II, NYCHA is floodproofing the building and installing stand-by generators. Site restoration is also being undertaken at each housing complex. These projects are undergoing environmental review pursuant to NEPA, and NYCHA is consulting with the New York State Historic Preservation Office (SHPO) regarding the

potential for these resiliency projects to result in adverse effects to the Bernard Baruch, Lillian Wald, and Jacob Riis Houses. Designed as a bench, the 3.5-foot-high floodwall within the Bernard Baruch houses will have beneficial effects on the visual character and pedestrian experience of the housing complex, but will have no effects on the area's urban design and visual resources. The boiler plant will be a new built feature of the Bernard Baruch Houses, but will not have effects on the urban design and visual features of the study area. Likewise, the electrical annexes in each housing complex will have no effects on the area's urban design and visual resources, although they will alter the site plans of the Bernard Baruch, Lillian Wald, and Jacob Riis Houses.

The City of New York proposes to redevelop the block generally bounded by First Avenue, East 25th Street, the FDR Drive, and a private drive (formerly East 26th Street). The Brookdale Campus of Hunter College of the City University of New York is currently vacating the property, and the New York City Department of Sanitation (DSNY) proposes to use the central portion of the block to construct a 4-story garage complex to store equipment and provide personnel support services and operational space. The remainder of the block would be redeveloped pursuant to a request for proposals managed by NYCEDC. This project is undergoing City environmental review, and two development scenarios are proposed for a reasonable worst-case development scenario analysis: a commercial scenario consisting of 82,980 square feet of retail, 82,980 square feet of community facility space, 1,175,640 square feet of office, and 450,000 square feet of manufacturing space; and a mixed-use scenario consisting of 1,176 dwelling units, 82,980 square feet of retail, 82,980 square feet of community facility space, and 450,000 square feet of manufacturing space. This project will transform this block by replacing several, older low- and mid-rise brick buildings arranged around a central open area with a new DSNY garage and operations building in the center of the block and commercial, community facility, manufacturing, and/or residential development at the First Avenue and FDR Drive ends of the block. It will also increase the density of the surrounding neighborhood and add to its mix of uses.

There are a number of projects outside the 400-foot study that will affect the visual character of the larger, surrounding area. NYC Parks is planning improvements to multiple small parks and playgrounds that will have beneficial effects on urban design, views, aesthetic and visual resources, and viewer groups. There are numerous, small residential with ground-retail developments planned or projected in the East Village. Many of these projects are projected developments identified in the 2008 *East Village/Lower East Side Rezoning Final Environmental Impact Statement,* as described in Chapter 2.0, "Project Alternatives," and **Appendix A1**. Finally, there are two large projects that together will add 2,000 new residential units to the area. The One Manhattan Square project currently under construction at 250 South Street, on the east side of the Manhattan Bridge, will consist of two buildings currently under construction—an 80-story building with 800 market-rate apartments and a 13-story building with approximately 200 affordable apartments. Also currently under construction, the proposed Essex Crossing project will introduce an approximately 1.98 million-square-foot mixed-use development on nine sites located along Essex, Grand, and Delancey Streets. Uses will include residential, retail, public market, office, gym, a bowling alley, a movie theater, and community facility. The nine buildings will range in height (to the roof) from 80 feet to 285 feet. There will also be a 15,000-sf publicly accessible open space on Broome Street between Suffolk and Clinton Streets. Overall, these development projects will change the visual character of the area by continuing an existing trend of new residential and mixed-use development and adding to the

area's mix of low-rise and high-rise structures, making the neighborhood more densely developed.

PREFERRED ALTERNATIVE (ALTERNATIVE 4): FLOOD PROTECTION SYSTEM WITH A RAISED EAST RIVER PARK

URBAN DESIGN

Illustrative visual simulations of the Preferred Alternative are shown on **Figures 5.5-55 through 5.5-97** (see **Figure 5.5-54** for a key map to these visual simulations). See **Appendix C1** for the preliminary plans of this alternative.

Project Area One

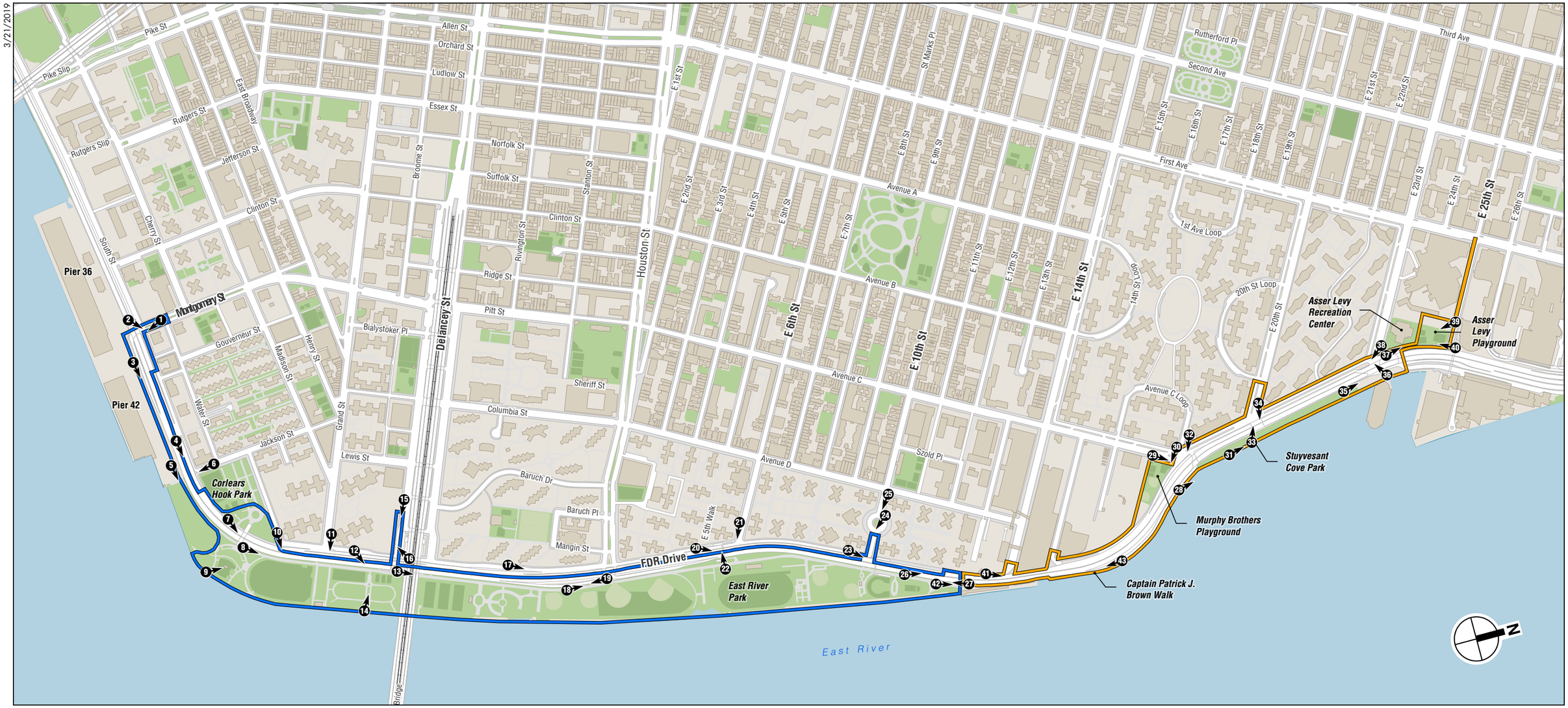
Illustrative visual renderings of this alternative in Project Area One comparing it to Alternatives 2 and 3 are shown on **Figures 5.5-55 through 5.5-81** (see **Figure 5.5-54** for a key map to these simulations). Additional illustrative renderings of this alternative are shown on **Figures 5.5-98 through 5.5-106**.

FDR Drive, Montgomery Street, and Pier 42

A system of floodwalls and closure structures would be constructed at the southern end of Project Area One. On the north side of Montgomery Street, a floodwall would be located in the sidewalk along the property line of the Gouverneur Gardens residential building at 605 Water Street. This floodwall would be a low, concrete capped I-wall. Toward Water Street, the floodwall would start at grade and would then rise in height to approximately 5 feet above grade at the intersection of Montgomery and South Streets where it would turn the corner onto South Street. On South Street, the floodwall would only be located in front of the southwest corner of the Gouverneur Gardens residential building; it would run in front of less than half of the building's southern façade. To lessen the effect of this floodwall on Gouverneur Gardens and the pedestrian experience, this floodwall could have a curved corner and a planter incorporated into the sidewalk. In addition, the adjacent area within the Gouverneur Gardens property could be graded upward to lessen the height of the floodwall in relation to the ground level. After turning the corner onto South Street, the floodwall would connect to a closure structure across South Street and underneath the FDR Drive viaduct. A floodwall would then run beneath the FDR Drive viaduct along the south side of a paved parking area that is currently enclosed by a chain-link fence. This floodwall would be between approximately 5 and 8 feet tall above grade. Between Gouverneur Slips East and West, a closure structure would be located across the entrance ramp to the FDR Drive, near to where the FDR Drive transitions to grade; from this closure structure, a low concrete capped I-wall would run north along Pier 42 to East River Park. The floodwall along the Pier 42 frontage would be approximately 6 to 8.5 feet above grade. In this area, the existing bikeway/walkway would be reconstructed, and the area between the floodwall and bikeway/walkway would be landscaped with grasses.

It is not expected that the floodwalls and closure structures would have adverse urban design effects to the southern end of Project Area One or the surrounding portion of the 400-foot study area. In general, the floodwalls would be new features to the public realm, but would be located in an area where surrounding residential and institutional properties (including Gouverneur Gardens, the former Gouverneur Hospital, and St. Rose's Home) are enclosed by fences or walls and where the FDR Drive runs on a viaduct. While chain-link fences permit views through them (in contrast to walls), they are enclosures and can be unsightly elements of the streetscape. Therefore, the floodwalls would not have adverse effects on the pedestrian experience. Although

3/21/2019



Project Area One

Project Area Two

Photograph View Direction and Reference Number

0 1,000 FEET

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

Visual Simulations Key Map

Figure 5.5-54

View 1 — No Action Alternative

View 1 — Alternative 2

View 1 — Alternative 3

View 1 — Preferred Alternative

View south on Montgomery Street from Water Street

Figure 5.5-55

View 2 — No Action Alternative

View 2 — Alternative 2

View 2 — Alternative 3

View 2 — Preferred Alternative

View northeast at Montgomery and South Streets

Figure 5.5-56

3.26.19

View 3 — No Action Alternative

View 3 — Alternative 2

View 3 — Alternative 3

View 3 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View east within East River Park from Gouverneur Slip West

Figure 5.5-57

View 4 — No Action Alternative

View 4 — Alternative 2

View 4 — Alternative 3

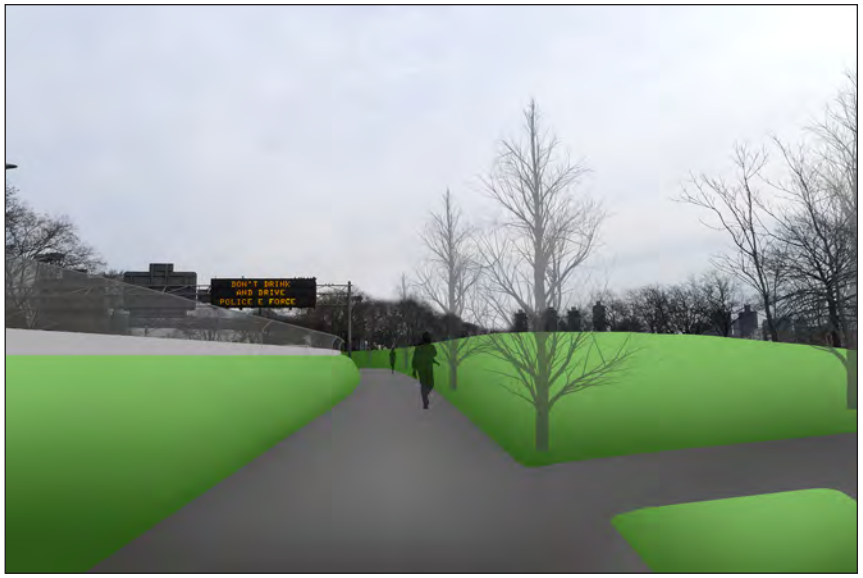
View 4 — Preferred Alternative

View east on FDR Drive west of Jackson Street

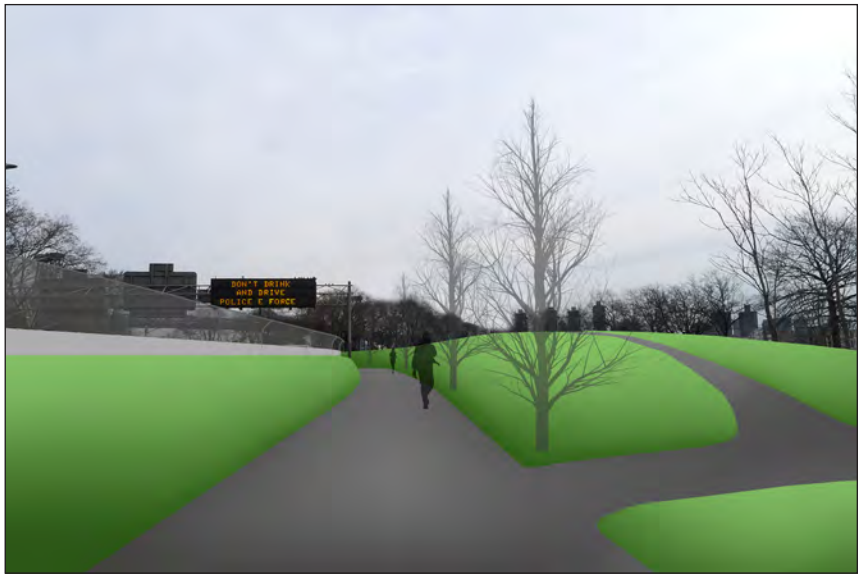
Figure 5.5-58

3.26.19

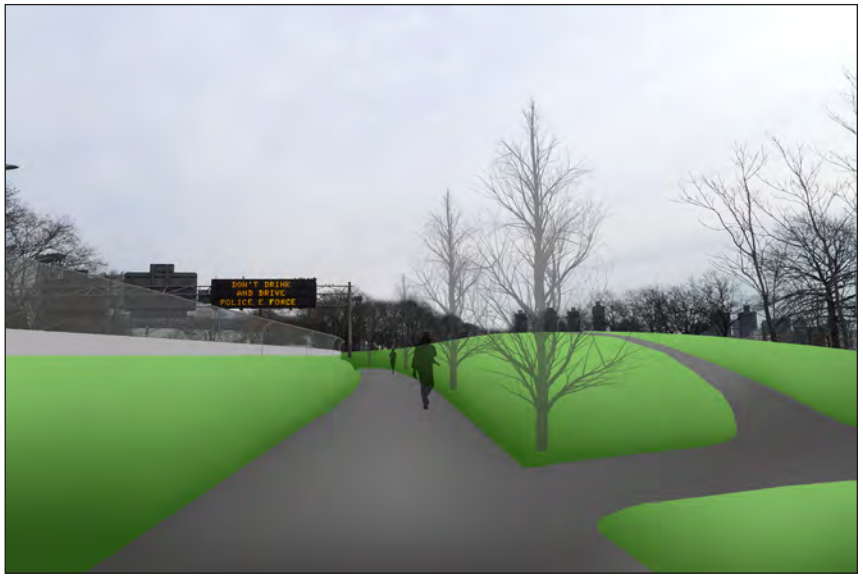
View 5 — No Action Alternative



View 5 — Alternative 2



View 5 — Alternative 3



View 5 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View east within East River Park near Jackson Street

Figure 5.5-59

3.26.19

View 6 — No Action Alternative

View 6 — Alternative 2

View 6 — Alternative 3

View 6 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View south on Jackson Street from Water Street

Figure 5.5-60

3.26.19

View 7 — No Action Alternative

View 7 — Alternative 2

View 7 — Alternative 3

View 7 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View north on FDR Drive to Corlears Hook Park pedestrian bridge

Figure 5.5-61

View 8 — No Action Alternative

View 8 — Alternative 2

View 8 — Alternative 3

View 8 — Preferred Alternative

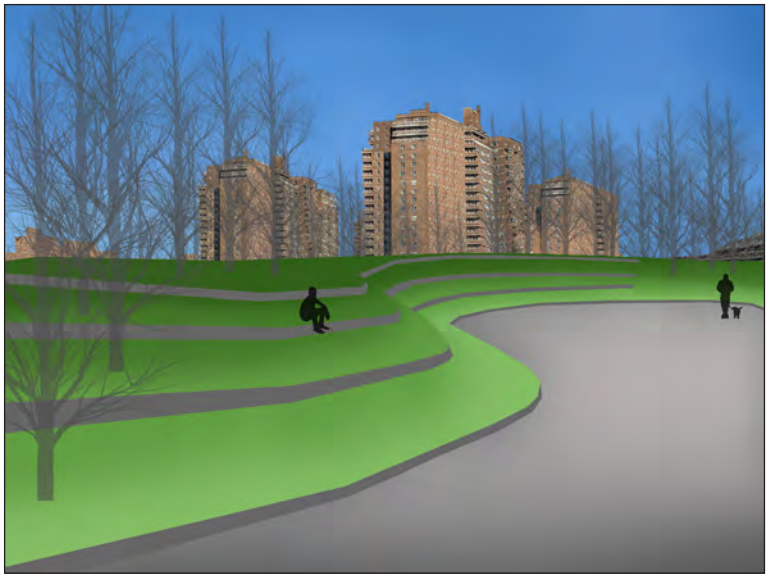
View north within East River Park from Corlears Hook Park pedestrian bridge park-side landing

Figure 5.5-62

View 9 — No Action Alternative

View 9 — Alternative 2

View 9 — Alternative 3



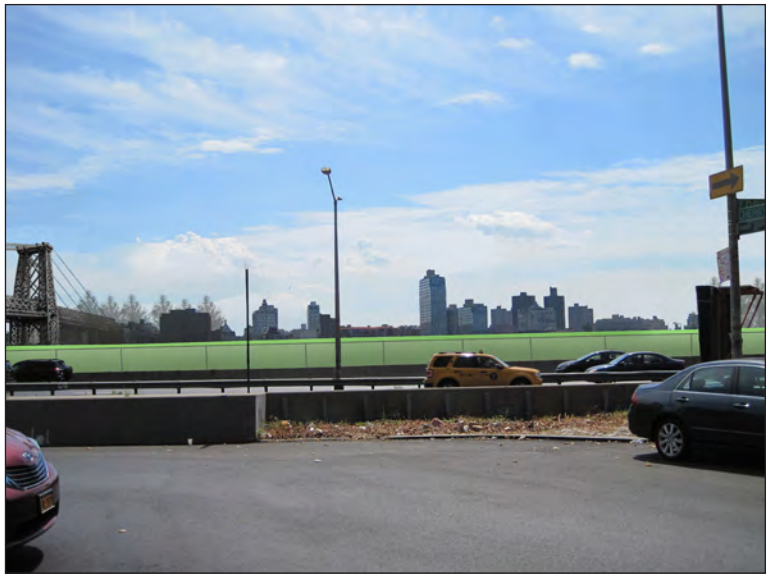
View 9 — Preferred Alternative

View north toward amphitheater from East River Park esplanade

Figure 5.5-63

View 10 — No Action Alternative

View 10 — Alternative 2



View 10 — Alternative 3

View 10 — Preferred Alternative

View east on Cherry Street near FDR Drive service road

Figure 5.5-64

View 11 — No Action Alternative

View 11 — Alternative 2

View 11 — Alternative 3

View 11 — Preferred Alternative

View east on Grand Street near FDR Drive service road

Figure 5.5-65

3.26.19

View 12 — No Action Alternative

View 12 — Alternative 2

View 12 — Alternative 3

View 12 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View north on FDR Drive to Delancey Street pedestrian bridge

Figure 5.5-66

View 13 — No Action Alternative

View 13 — Alternative 2

View 13 — Alternative 3

View 13 — Preferred Alternative

View north within East River Park at Delancey Street pedestrian bridge park-side landing

Figure 5.5-67

View 14 — No Action Alternative

View 14 — Alternative 2

View 14 — Alternative 3

View 14 — Preferred Alternative

View west from East River Park esplanade to Delancey Street pedestrian bridge

View 15 — No Action Alternative

View 15 — Alternative 2

View 15 — Alternative 3

View 15 — Preferred Alternative

View east on Delancey Street to new pedestrian bridge street landing

Figure 5.5-69

3.26.19

View 16 — No Action Alternative

View 16 — Alternative 2

View 16 — Alternative 3

View 16 — Preferred Alternative

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

View southwest on Delancey Street of new pedestrian bridge stair landing
Figure 5.5-70

3.26.19

View 17 — No Action Alternative

View 17 — Alternative 2

View 17 — Alternative 3

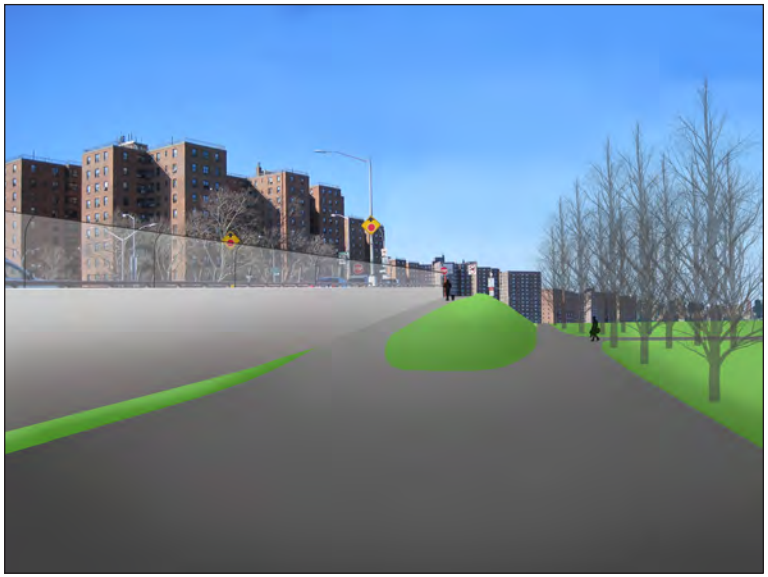
View 17 — Preferred Alternative

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

View north on FDR Drive between Rivington and Stanton Streets
Figure 5.5-71

View 18 — No Action Alternative

View 18 — Alternative 2



View 18 — Alternative 3

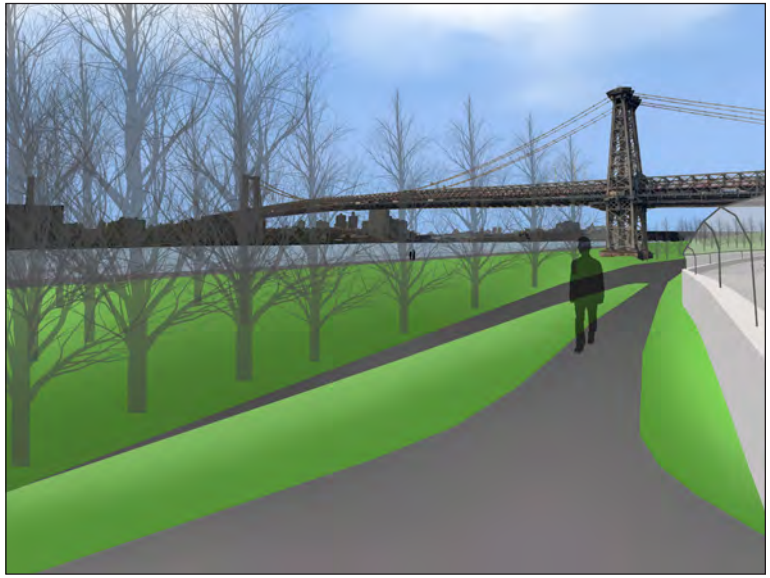
View 18 — Preferred Alternative

View north to East Houston Street within East River Park near Stanton Street

Figure 5.5-72

View 19 — No Action Alternative

View 19 — Alternative 2



View 19 — Alternative 3

View 19 — Preferred Alternative

View south within East River Park at East Houston Street

Figure 5.5-73

View 20 — No Action Alternative

View 20 — Alternative 2

View 20 — Alternative 3

View 20 — Preferred Alternative

View north on FDR Drive to East 6th Street pedestrian bridge

Figure 5.5-74

View 21 — No Action Alternative

View 21 — Alternative 2

View 21 — Alternative 3

View 21 — Preferred Alternative

View east on East 6th Street near FDR Drive

Figure 5.5-75

3.26.19

View 22 — No Action Alternative

View 22 — Alternative 2

View 22 — Alternative 3

View 22 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View west within East River Park to East 6th Street pedestrian bridge

Figure 5.5-76

View 23 — No Action Alternative

View 23 — Alternative 2

View 23 — Alternative 3

View 23 — Preferred Alternative

View north on FDR Drive to East 10th Street pedestrian bridge

Figure 5.5-77

3.26.19

View 24 — No Action Alternative

View 24 — Alternative 2

View 24 — Alternative 3

View 24 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View southeast on East 10th Street at traffic circle

Figure 5.5-78

View 25 — No Action Alternative

View 25 — Alternative 2

View 25 — Alternative 3

View 25 — Preferred Alternative

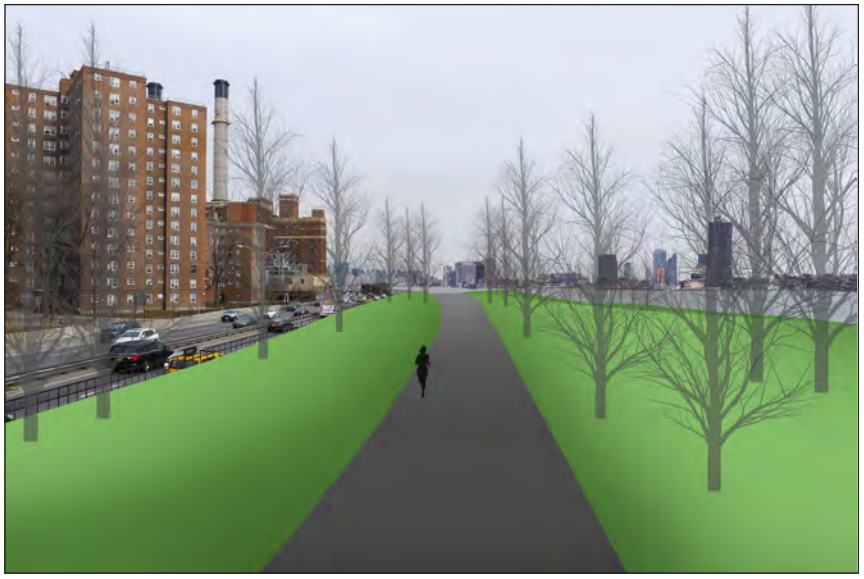
View east on East 10th Street to new pedestrian bridge

Figure 5.5-79

View 26 — No Action Alternative

View 26 — Alternative 2

View 26 — Alternative 3



View 26 — Preferred Alternative

View north within East River Park from East 10th Street pedestrian bridge park-side landing

Figure 5.5-80

3.26.19

View 27 — No Action Alternative

View 27 — Alternative 2

View 27 — Alternative 3

View 27 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View south at entrance to East River Park near East 13th Street

Figure 5.5-81

3.26.19

View 28 — No Action Alternative

View 28 — Alternative 2

View 28 — Alternative 3

View 28 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View north on Captain Patrick J. Brown Walk to Stuyvesant Cove Park

Figure 5.5-82

View 29 — No Action Alternative

View 29 — Alternative 2

View 29 — Alternative 3

View 29 — Preferred Alternative

View north on Avenue C at Murphy Brothers Playground
Figure 5.5-83

View 30 — No Action Alternative

View 30 — Alternative 2

View 30 — Alternative 3

View 30 — Preferred Alternative

View east on Avenue C of Murphy Brothers Playground

Figure 5.5-84

3.26.19

View 31 — No Action Alternative

View 31 — Alternative 2

View 31 — Alternative 3

View 31 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View north on Captain Patrick J. Brown Walk East of Avenue C

Figure 5.5-85

3.26.19

View 32 — No Action Alternative

View 32 — Alternative 2

View 32 — Alternative 3

View 32 — Preferred Alternative

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

View east on Avenue C Loop
Figure 5.5-86

3.26.19

View 33 — No Action Alternative

View 33 — Alternative 2

View 33 — Alternative 3

View 33 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View west in Stuyvesant Cove Park at East 20th Street

Figure 5.5-87

View 34 — No Action Alternative

View 34 — Alternative 2

View 34 — Alternative 3

View 34 — Preferred Alternative

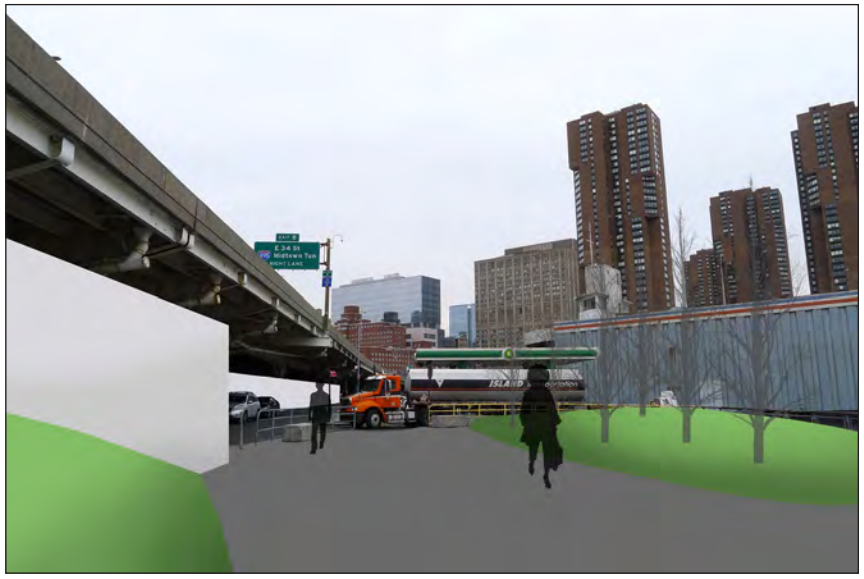
View east on East 20th Street near FDR Drive

Figure 5.5-88

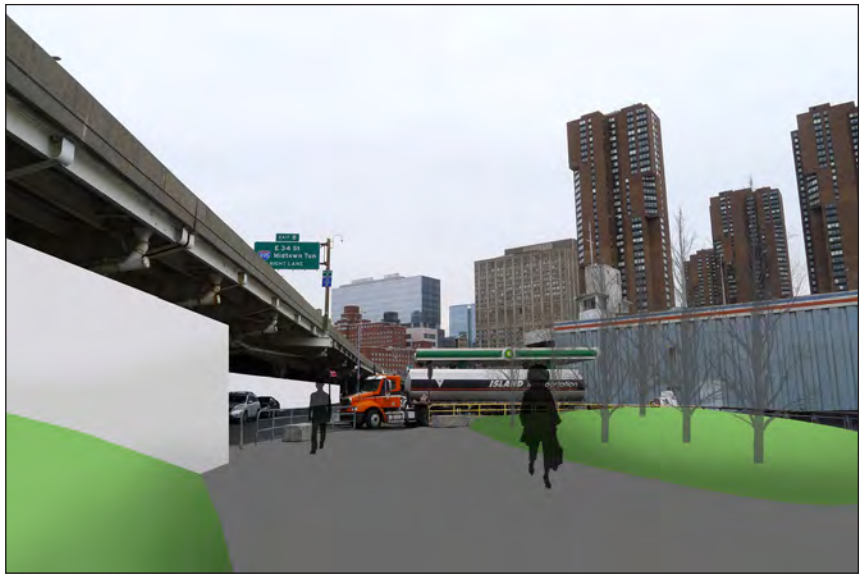
3.26.19

View 35 — No Action Alternative

View 35 — Alternative 2



View 35 — Alternative 3



View 35 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View north in Stuyvesant Cove Park from south of East 23rd Street

Figure 5.5-89

View 36 — No Action Alternative

View 36 — Alternative 2

View 36 — Alternative 3

View 36 — Preferred Alternative

View southwest in Stuyvesant Cove Park at East 23rd Street

Figure 5.5-90

3.26.19

View 37 — No Action Alternative

View 37 — Alternative 2

View 37 — Alternative 3

View 37 — Preferred Alternative

Capital Project SANDRESM1

EAST SIDE COASTAL RESILIENCY

View north on Avenue C at East 23rd Street

Figure 5.5-91

View 38 — No Action Alternative

View 38 — Alternative 2

View 38 — Alternative 3

View 38 — Preferred Alternative

View east on East 23rd Street adjacent to Asser Levy Recreation Center

Figure 5.5-92

View 39 — No Action Alternative

View 39 — Alternative 2

View 39 — Alternative 3

View 39 — Preferred Alternative

View south from East 25th Street at Asser Levy Place

Figure 5.5-93

View 40 — No Action Alternative

View 40 — Alternative 2

View 40 — Alternative 3

View 40 — Preferred Alternative

View south on FDR Drive at East 25th Street

Figure 5.5-94

View 41 — No Action Alternative

View 41 — Preferred Alternative

View 41 — Alternative 5

View north on FDR Drive at East 13th Street
Figure 5.5-95

View 42 — No Action Alternative

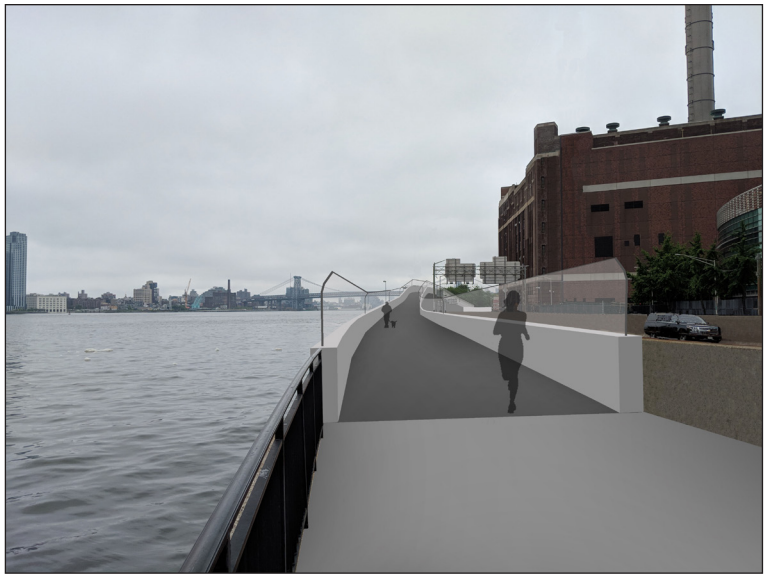
View 42 — Preferred Alternative

View 42 — Alternative 5

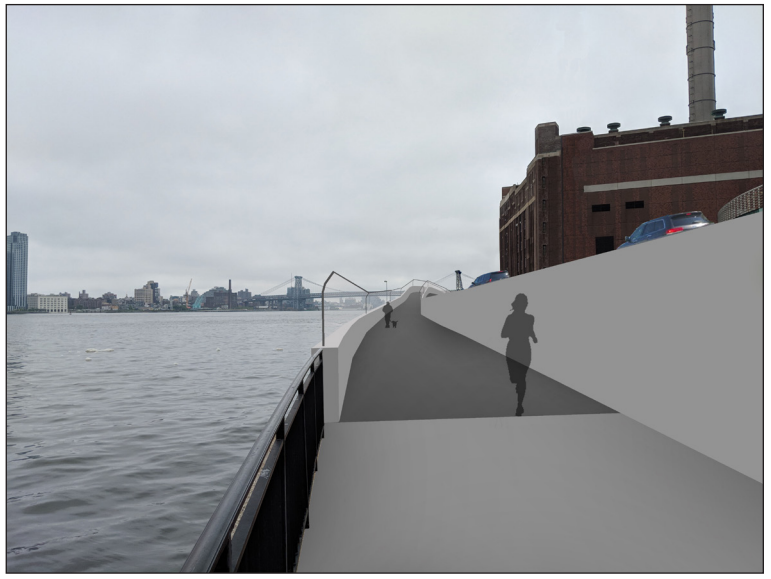
View north within East River Park at East 13th Street

Figure 5.5-96

View 43 — No Action Alternative



View 43 — Preferred Alternative



View 43 — Alternative 5

View south on Captain Patrick J. Brown Walk at East 16th Street

Figure 5.5-97

3.26.19

For Illustrative Purposes Only

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

Preferred Alternative:
Proposed Delancey Street Pedestrian Bridge
Figure 5.5-98

3.26.19

For Illustrative Purposes Only

Preferred Alternative:
Reach E at Delancey Street
Conceptual Design
Figure 5.5-99

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

3.26.19

For Illustrative Purposes Only

Preferred Alternative:
Delancey Street Bridge Landing View South
Conceptual Design
Figure 5.5-100

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

For Illustrative Purposes Only

Preferred Alternative:
East River Park Bikeway/Walkway Conceptual Design
View North to Grand Street
Figure 5.5-101

3.26.19

For Illustrative Purposes Only

Preferred Alternative:
Reach G at East Houston Street
Conceptual Design
Figure 5.5-102

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

3.26.19

For Illustrative Purposes Only

Preferred Alternative:
East Houston Street Entry
Conceptual Design
Figure 5.5-103

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

3.26.19

For Illustrative Purposes Only

Preferred Alternative:
Reach H near East 8th Street
Conceptual Design

Figure 5.5-104

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

3.26.19

For Illustrative Purposes Only

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

Preferred Alternative:
Proposed East 10th Street Pedestrian Bridge
Figure 5.5-105

3.26.19

For Illustrative Purposes Only

Preferred Alternative:
Reaches I and J near East 12th Street
Conceptual Design
Figure 5.5-106

Capital Project SANDRESM1
EAST SIDE COASTAL RESILIENCY

the floodwall adjacent to the Gouverneur Gardens building would create a solid barrier along the adjacent building's Montgomery Street frontage and a short portion of its South Street frontage (replacing an existing chain-link fence), this floodwall would be low in height, rising from grade to approximately 5 feet at its tallest point. The floodwall would not create a visual obstruction or walled off spaces. In addition, the Gouverneur Gardens building is currently surrounded by a chain-link fence of similar height, and the floodwall would not be located in front of the main building entrance, which is on Water Street. It would also not be located in front of the secondary building entrance on South Street. The floodwall under the FDR Drive viaduct would be taller, but there is an existing chain-link fence in this location that secures the paved parking area under the FDR Drive. The floodwall along the Pier 42 frontage would be a low wall that would create a barrier between the new park and the FDR Drive. Landscaping and the reconstructed bikeway/walkway would soften the relationship between the park and the new floodwall. Further, the eastern portion of Pier 42 will be a grassy knoll that rises about 7 feet.

As part of the drainage management improvements, an interceptor gate would be constructed on the southern edge of Corlears Hook Park, adjacent to ballfields and the FDR Drive. The interceptor gate would include an above-grade building, which would be approximately 10 feet tall, 50 feet long, and 10 feet wide and would be located adjacent to the park's little-used perimeter path that fronts the FDR Drive. In addition, the building would be built into the existing slope along the park's southern edge, which would minimize its visibility from within Corlears Hook Park. Therefore, this relatively small structure would not have adverse effects on the uses of the park or on the pedestrian experience.

East River Park

The Preferred Alternative would raise and completely reconstruct East River Park. The bulkhead and esplanade would be raised and the park would slope down to the FDR Drive. The bikeway/walkway would continue to be located along the park's western edge fronting the FDR Drive, although the alignment would be less linear than that of the existing bikeway/walkway. The design of this alternative would create a soft, green edge to the park, and the existing decorative fence along the park's western frontage would remain or be replaced with a similar type fence to maintain a visually porous edge to the park. While having a completely new design, East River Park would maintain the character of a landscaped, recreational waterfront park with paths, lawns, and athletic fields. New tennis courts, fields, a track, and lawns would be located in the approximate locations of those existing facilities. The proposed design would also include embayments like the existing park. The Preferred Alternative would replace the existing fixed-seating amphitheater and bandshell with a multi-use amphitheater lawn with stepped seating and stage (see **Figure 5.5-63**). This multi-use lawn would continue to provide a facility for performances, while adding greenery to the park. The existing water play area in front of the fireboat house would be replaced with a new water play area and nature play area. The fireboat house would be retained, and low raised landscape features would be constructed around its west frontage. Along the esplanade, there would be stepped seating areas to provide additional locations for passive recreation and waterfront views, and the new comfort station for the tennis courts would be designed with amphitheater-style seating facing the East River.

At East Houston Street, there would be the creation of a park-side plaza landing at the East Houston Street overpass, where the raised park would meet the elevation of the overpass. Pedestrians and bicyclists would have improved access to the park, as they would no longer have to go down ramps, but would simply walk or bike into the park. This new park feature would create a welcoming, green entrance to the park where there are currently fenced ballfields.

To further improve access to the park, the Preferred Alternative would replace the Corlears Hook, Delancey Street, and East 10th Street bridges. All three bridges would have simple structures with arched top chords and integrated fencing. The Corlears Hook Bridge would be located in the same location as the existing bridge, but it would have a more gentle and curved access approach within Corlears Hook Park. At Delancey Street, the new pedestrian bridge span over the FDR Drive would be located approximately 150 feet south of the existing span, and the park-side landing would gently connect to the raised park and transition to the pathways that lead to the reconstructed bikeway/walkway. On the west side of the FDR Drive, the reconstructed Delancey Street pedestrian bridge would have, like the existing bridge, a ramp along Delancey Street, but it would be wider, have a more gentle slope, and would run further down Delancey Street (see **Figure 5.5-69**). In addition, there would be a separate set of stairs down to the FDR Drive service road on the south side of Delancey Street (see **Figure 5.5-70**).

The new pedestrian bridge at East 10th Street would be located approximately 50 feet south of the existing span, and it would be wider. On East 10th Street, the bridge landing would be a switchback ramp (see **Figures 5.5-78 and 5.5-79**). The ramp and stairs down to East 10th Street at the existing traffic circle would be planted, and there would be stepped seating. The park would be raised to meet the elevation of the bridge, which would be approximately 18 feet above grade. At the park-side landing, the raised park would be designed with a lawn, and to accommodate the new bridge landing, lawn, and paths into the park, the existing comfort station and barbecue and picnic area would be removed, but they would be replaced. The existing basketball court would be removed, and a new playground would be constructed. There would also be new lawns in this area. North of the new East 10th Street pedestrian bridge, a combination of floodwall and raised park would transition to a floodwall (see **Figures 5.5-80 and 5.5-81**).

Overall, the Preferred Alternative would not result in a significant adverse impact to East River Park. However, the Preferred Alternative would result in a temporary adverse impact from the removal of existing trees throughout the entirety of East River Park (see Table 5.6-13 in Chapter 5.6, "Natural Resources," for a summary of tree effects under the Preferred Alternative). To lessen that adverse effect, the design of the alternative includes the planting of new trees and the potential transplantation of some existing trees into the raised and reconstructed park.

Project Area Two

At the southern end of Project Area Two, closure structures would be placed across the FDR Drive to connect the floodwall at the northern end of East River Park to a new floodwall on the west side of the FDR Drive between approximately East 12th and East 13th Streets. This floodwall would be a concrete capped I-wall in the sidewalk adjacent to the northeast corner of the Jacob Riis Houses. It would be approximately 8-feet-tall above grade and would connect to the floodwalls that will be constructed independently around the East River Generating Facility. Further, closure structures would be installed across the eastern end of East 14th Street as a connection between the floodwalls that will be constructed independently to protect the East River Generating Facility. The Preferred alternative includes a bikeway and pedestrian flyover bridge over the existing narrowed walkway adjacent to the Con Edison pier (see **Figures 5.5-95 through 5.5-97**). The flyover bridge would connect East River Park to Captain Patrick J. Brown Walk. As currently contemplated, the proposed flyover bridge would be a steel thru-truss superstructure supported on footings placed adjacent to the eastern edge of the northbound FDR Drive lanes, within the limits of the existing East River Bikeway. The proposed flyover bridge would be cantilevered over the northbound FDR Drive. The thru truss bridge would be

approximately 1,000 feet long and 15 feet wide and approximately 19 feet tall from the surface of the bridge deck to the top of the truss. The bridge would have a 16-foot minimum clearance above the elevated roadway between East 13th and East 15th Streets adjacent to the Con Edison pier. The total height of the flyover bridge would be approximately 40 feet above grade. The flyover bridge would slope down to connect to East River Park on the south and to Captain Patrick J. Brown Walk around East 16th Street on the north.

From the East River Generating Facility to Avenue C, including alongside Murphy Brothers Playground, a floodwall would be installed along the west side of the FDR Drive. This floodwall would be a concrete capped I-wall, approximately 8-feet-tall above grade. At Avenue C, a floodwall and closure structures would be constructed under the FDR Drive, which becomes elevated adjacent to Murphy Brothers Playground, to Stuyvesant Cove Park. The floodwall underneath the FDR Drive would have a height of 10 feet above grade. The Preferred Alternative also includes the redesign of Murphy Brothers Playground to provide more greenery and to lessen the impact of the adjacent floodwall as experienced within the park.

Stuyvesant Cove Park would be reconstructed as a raised landscape. The bikeway along the western side of the park beneath the FDR Drive viaduct would remain, as would the esplanade along the bulkhead. The crest of the raised landscape would be 8.5 feet above grade and 12 feet wide. From the crest, the raised landscape would slope down to the bikeway and to the esplanade. The raised landscape would be designed to reference the existing park plan with a winding path along the crest, seating areas, a plaza area, and varied landscaping. Numerous existing trees would be removed, but the landscaping plan includes the planting of new trees (see Table 5.6-6 in Chapter 5.6, "Natural Resources," for additional detail on tree effects in Project Area Two). The design of Stuyvesant Cove Park accommodates the Solar One Environmental Education Center project; the raised landscape would taper off around the west side of that new facility, which would front directly on the esplanade.

At the northern end of Stuyvesant Cove Park, there would be a combination of closure structures and floodwalls in front of the adjacent gas station and Marine and Aviation Building. There would continue to be vehicular access to these facilities. Floodwalls and closure structures would be installed underneath the FDR Drive to the Asser Levy Playground. A floodwall would then be installed along the east side of the Asser Levy Playground, turning inland just north of Asser Levy Recreation Center where a closure structure would span the former Asser Levy Place, tying into the VA Medical Center. The floodwalls would be adjacent to the outdoor swimming pools, which is currently enclosed by a plain brick wall and metal fence, and the playground, which is enclosed by a tall metal fence.

On East 20th Street near Avenue C, an interceptor gate would be constructed as part of the drainage management improvements. The interceptor gate would include an above-grade building located in the median of East 20th Street near the building at the northeast corner of Stuyvesant Town. The interceptor gate building would be approximately 10 feet tall, 50 feet long, and 10 feet wide.

In general, it is not expected that the Preferred Alternative would have adverse urban design effects in Project Area Two or on the surrounding portions of the 400-foot study area. The floodwalls and closure structures alongside, across, and under the FDR Drive would be installed in locations where there are existing fences, railings, jersey barriers, or walls and where the FDR Drive is elevated on a viaduct. Further, the floodwalls would not create enclosed, completely walled off areas, corners, or other dead-end areas. The floodwalls would block views, but only in one direction, e.g., park users on the east side of the floodwall at the northern end of Stuyvesant

Cove Park would have blocked views west to the FDR Drive and Peter Cooper Village, but they would have unobstructed views to the north, east, and south. Therefore, they would not have adverse effects on the pedestrian experience. The floodwall adjacent to the northeast corner of the Jacob Riis Houses would be located in front of the residential building at 152 Avenue D, but would not block an entrance into the complex and the sidewalk in this location ends at the Con Edison East River Generating Station. While the flyover bridge would be a new urban design feature, it would have beneficial urban design effects by elevating pedestrians and bicyclists above the Con Edison pier and the FDR Drive. In this area, pedestrians and bicyclists would no longer be immediately adjacent to vehicular traffic on the FDR Drive, but would be above it. Further, the flyover bridge would enhance pedestrian and bicyclist safety by bypassing the narrowed walkway. Between the East River Generating Station and Avenue C, there is no sidewalk on the west side of the FDR Drive, where there would be a long stretch of floodwall. Although a floodwall would be located along the north side of Murphy Brothers Playground, the park is currently enclosed by tall, metal post and chain-link fences on its eastern edge, and there is an existing FDR Drive entrance ramp with solid walls that abuts this park frontage, blocking most views to the east from within the park. Further, Murphy Brothers Playground would be redesigned, and views into and out of the park along Avenue C would be unaffected. At Avenue C and East 23rd Street, the floodwalls and closure structures would be located under the FDR Drive viaduct where there are paved parking areas. As described above, the parking area under the FDR Drive at Avenue C is enclosed with a tall chain-link fence and solid netting that prevents views into or through the space. In addition, the floodwall along the east side of Asser Levy Playground would replace a section of the brick wall and fence (which have a total height of approximately 8 feet) that encloses the outdoor swimming pool of the Asser Levy Recreation Center. As the proposed floodwall would start north of the main pool and would only be approximately 1 to 2 feet taller than the existing wall and fence that encloses the pool, views into and out of the pool area would be similar, although more obstructed. The small interceptor gate building located in the median of East 20th Street near the large Stuyvesant Town complex would not result in adverse effects to the pedestrian experience. Although Stuyvesant Cove Park would be reconstructed, which would involve the removal of numerous existing trees, the new design would reference the design of the existing park and would include new trees and multiple planting elements.

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

Views to the Waterfront

The Preferred Alternative would maintain the visual connectivity between the waterfront and the adjacent upland neighborhoods. In Project Area One, the design of East River Park to slope down to the level of the FDR Drive would maintain views of East River Park from the adjacent neighborhoods. However, by raising East River Park, this alternative would potentially block some views of the East River. On Grand Street, views of the East River would be blocked, resulting in a significant adverse impact in accordance with CEQR criteria, but these eastward views would be of East River Park with Brooklyn in the distance (see **Figure 5.5-65**). The maintenance facility near Grand Street would, however, somewhat detract from waterfront views in this area. The raised park would alter waterfront views in the East 6th Street and East 10th Street view corridors and from within the Bernard Baruch, Lillian Wald, and Jacob Riis Houses compared to existing views, but these views would continue to be of a landscaped waterfront park and there would be no potential significant adverse effects to these views. At East 6th and East 10th Streets, views to the waterfront would continue to be of East River Park (see **Figures**

5.5-75 and 5.5-77). From the portions of the FDR Drive and FDR Drive service road that run through Project Area One, views would be of East River Park, similar to existing views, although occasional views of the East River would no longer be available.

The floodwalls, raised landscape, and flyover bridge constructed in Project Area Two would not result in significant adverse visual effects. There are no view corridors to the waterfront between East 13th and East 18th Streets and, therefore, the flyover bridge would not block any views from the study area. The elevated FDR Drive viaduct would continue to dominate views to the waterfront on Avenue C, East 20th Street, and East 23rd Street. With the Preferred Alternative, views on Avenue C and East 20th Street would continue to be of Stuyvesant Cove Park in the background of the FDR Drive viaduct but with sections of visible floodwalls. On East 23rd Street and from the outdoor pool at Asser Levy Playground, the proposed floodwalls would obscure views of the existing gas station and the northernmost tip of Stuyvesant Cove Park.

Additional Views of the Project Area

From the Williamsburg Bridge, which provides expansive views of East River Park, the reconstructed park would not be particularly distinguishable to pedestrians, bicyclists, and motorists compared to the existing park. Overall views of the park from the height of the bridge would not be affected. From Grand Ferry Park and Bushwick Inlet Park in Williamsburg, Brooklyn and from WNYC Transmitter Park in Greenpoint, Brooklyn, distance would diminish the visibility of the Preferred Alternative components to park users. While the flyover bridge would be visible, it would not be prominent due to distance and would be seen in the foreground of the large Con Edison East River Generating Facility. The existing views shown on **Figures 5.5-51 and 5.5-52** illustrate how distance diminishes the visibility of the project area from these locations.

Aesthetic and Visual Resources

The primary aesthetic and visual resource in the study area is the East River vista. While the Preferred Alternative would block some views of the East River itself from within the 400-foot study area, this alternative would preserve views of the East River vista and views from the study area would continue to be of East River Park.

From within East River Park, along Captain Patrick J. Brown Walk, and within Stuyvesant Cove Park, the expansive views north and south across the East River would not be affected. From within the raised East River Park, views would be the same or similar. Along Captain Patrick J. Brown Walk, the floodwalls would be located on the west side of the FDR Drive and views would be unaffected. In addition, the proposed flyover bridge would provide new elevated vantage points for viewing the East River vista. In Stuyvesant Cove Park, views from the esplanade would be unaffected, and the raised landscape would provide new, elevated vantage points for viewing the East River vista.

The Preferred Alternative would also not result in adverse visual effects to any architectural resources, as more fully described in Chapter 5.4, “Historic and Cultural Resources.” There would be no visual relationship between components of the Preferred Alternative and the following aesthetic and visual resources, defined in accordance with DEP-00-2: the Lower East Side Historic District and Henry Street Settlement.

The Preferred Alternative would, for the most part, have limited visual effects on views of the East River Housing Cooperative, Baruch Houses, Jacob Riis Houses, Stuyvesant Town, Peter Cooper Village, and Public School 97. From within East River Park, these aesthetic and visual resources would still be prominently visible from within the park, and they would continue to be

visible from other locations within the study area. The Preferred Alternative would have no visual effects on the Williamsburg Bridge.

At the northern end of the Project Area, floodwalls and closure structures would be constructed adjacent to the Asser Levy Recreation Center, which is an aesthetic and visual resource. The floodwalls would be adjacent to the outdoor swimming pool from the 1960s and the playground, which are currently enclosed by plain brick walls and metal fences. Closure structures would be located adjacent to the historic Asser Levy Recreation Center. Therefore, primary views of the Asser Levy Recreation Center from East 23rd Street and Asser Levy Place would not be affected.

As described above, the Preferred Alternative would result in a temporary adverse effect to the visual character of East River Park (which is considered an aesthetic and visual resource) from the removal of existing trees, although this effect would be lessened by the planting of new trees and the potential transplantation of some existing trees into the raised and reconstructed park. However, East River Park would be reconstructed as a landscaped, waterfront park to maintain the visual character of an aesthetic and visual resource. In addition, views of East River Park from within the study area would be maintained. The Preferred Alternative would not result in significant adverse effects on Stuyvesant Cove Park, which is also considered an aesthetic and visual resource.

Viewer Groups

Viewers from the Project Area

Within the project area, viewer groups include motorists on the FDR Drive and users of East River Park, Captain Patrick J. Brown Walk, Stuyvesant Cove Park, and Asser Levy Playground.

Motorists on the FDR Drive have views of East River Park, Stuyvesant Cove Park, the East River and East River vista, the Williamsburg Bridge, Fireboat House, Gouverneur Hospital, Gouverneur Hospital Dispensary, East River Housing Cooperative, Baruch Houses, Jacob Riis Houses, Stuyvesant Town, and Peter Cooper Village. Passing motorists' views of East River Park and the East River vista would be similar to those views under existing conditions, although occasional views of the water would no longer be available. Views of the other aesthetic and visual resources from the FDR Drive would be unaffected.

Users of East River Park, Captain Patrick J. Brown Walk, and Stuyvesant Cove Park include pedestrians, bicyclists, fishermen, people engaged in active recreation on the athletic fields and tennis courts, and people engaged in passive recreation like sitting, sunbathing, and picnicking. These viewer groups have expansive views of the East River and East River vista and of the Williamsburg Bridge, views that would be unaffected by the Preferred Alternative. In addition, the proposed flyover bridge would provide new, elevated vantage points for viewing the East River and East River vista. From Asser Levy Playground, only users of the outdoor pool have views toward the waterfront; while those views from within the pool would be more obscured, those views are limited and seasonal and largely of the FDR Drive viaduct.

Viewers of the Project Area

Viewers of the project area include residents, pedestrians, motorists, bicyclists, and boaters.

In general, residents within view of the project area have stationary, prolonged views of the project area. However, residential viewers would be limited to those living in the large multi-building developments bordering the FDR Drive with apartments facing the waterfront. Residents above the first floor of buildings facing the waterfront would mostly have unaffected

views of the waterfront and East River, and residents on higher floors would have more expansive views of the East River vista that would be unaffected by the Preferred Alternative. Residents on the ground floors of buildings facing the waterfront in the Bernard Baruch, Lillian Wald, and Jacob Riis Houses would continue to have waterfront views of East River Park. There are no ground floor apartments in the East River Housing Cooperative.

Within the study area, pedestrians on the local streets have variable views of the waterfront and, pedestrians would continue to have views of the waterfront, although there would be no occasional views of the East River itself. Motorists on the local streets have similar views to pedestrians, but they are passing views of shorter duration. Boaters on the East River have clear views of the project area, but these views can be from a distance, depending on the location of the viewer on the wide East River. In addition, like motorists, boaters would have passing views of short duration. As seen from the river, the raised East River Park and the reconstructed Stuyvesant Cove Park would appear much the same as in existing conditions.

Users of Grand Ferry Park, Bushwick Inlet Park, and WNYC Transmitter Park on the Brooklyn waterfront have views of the project area, but these views are from far away (from over 2,000 feet), and it is not expected that the elements of the Preferred Alternative would be clearly visible. The flyover bridge would be visible, but it would not be prominent due to distance and would be seen in the foreground of the large Con Edison East River Generating Facility.

STORM CONDITIONS

In a storm condition, all of the closure structures would be in operation. These closure structures would not block any significant views, and their use would be temporary.

OTHER ALTERNATIVE (ALTERNATIVE 2): FLOOD PROTECTION SYSTEM ON THE WEST SIDE OF EAST RIVER PARK – BASELINE

URBAN DESIGN

Illustrative visual simulations of Alternative 2 are shown on **Figures 5.5-55 through 5.5-94** (see **Figure 5.5-54** for a key map to these visual simulations). See **Appendix C2** for the conceptual plans of this alternative.

Project Area One

FDR Drive, Montgomery Street, and Pier 42

As with the Preferred Alternative, it is not expected that the floodwalls and closure structures installed under Alternative 2 would have adverse urban design effects to the southern end of Project Area One or the surrounding portion of the 400-foot study area.

East River Park

Alternative 2 would maintain large portions of East River Park and would install a combination of floodwalls and levees generally along the west edge of the park, creating a hard, visually impermeable edge. Unlike under the Preferred Alternative, the existing Corlears Hook, Delancey Street, and East 10th Street bridges would remain under Alternative 2 and access to the park at those points would not be improved. The concrete capped I-wall that would border Pier 42 would run along the western edge of East River Park from the southern end at Jackson Street to the amphitheater. This floodwall would have a height of 6 feet above grade and would replace the existing decorative fence between the park and the FDR Drive. That fence would be removed from the park's entire boundary. The bikeway/walkway would be reconstructed in this

portion of the park, and the existing pathway that runs around the southern side of the amphitheater between the Corlears Hook Park pedestrian bridge and the esplanade would be reconstructed with new paving. A sheet pile wall would be installed below the walkway. Some existing trees along the bikeway/walkway would be removed in this portion of the park, but new trees would be planted and there would be new landscaping on the south side of the amphitheater and the east side of the bikeway/walkway.

On the north side of the existing amphitheater, which would be retained, a floodwall would curve around the southwest side of the closest ballfield and the east side of the reconstructed bikeway/walkway. It would be a 7.5-foot-tall concrete I-wall. The reconstructed bikeway/walkway would be elevated in this area and shifted eastward to accommodate a levee. Landscaped as a lawn, the levee would be located along the park's western edge between the southernmost ballfield and the Delancey Street pedestrian bridge. This levee would be approximately 8.5 feet above grade at its crest, which would be 10 feet wide. From the crest, the levee would slope down to the FDR Drive and down into the park. Adjacent to the ballfield closest to the amphitheater, the reconstructed bikeway/walkway would be elevated above the southern end of the levee. In the vicinity of Grand and Delancey Streets, the bikeway/walkway would be a lower elevation than the crest of the levee. Existing trees would be removed to construct the levee, but new trees would be planted along the east side of the bikeway/walkway (see Table 5.6-5 in Chapter 5.6, "Natural Resources," for additional detail on tree effects in Project Area One). Creation of the levee and realignment of the bikeway/walkway would alter and remove several features of East River Park between Grand and Delancey Streets. The northern ballfield would be shifted eastward to accommodate the realigned bikeway/walkway. At Grand Street, the western portion of the water play area would be removed, but the main portion of the water play area would remain. At Delancey Street, the entrance to the promenade—including the decorative gate and picnic area—would be removed, as would the adjacent soccer field and basketball courts. However, the basketball courts would be relocated eastward, replacing part of an existing lawn.

The levee would end on the north side of the Delancey Street pedestrian bridge, where the bikeway/walkway would resume its existing alignment adjacent to the FDR Drive. From where the levee ends to the north side of the tennis courts, flood protection would be provided by a floodwall along the edge of the park. This floodwall would be an approximately 7.5-foot-tall concrete L-wall. Underneath the Williamsburg Bridge, there would be no new landscaping, but adjacent to the tennis courts there would be landscaping at the base of the floodwall and on the east side of the bikeway/walkway. Existing trees would be removed, but new trees would be planted adjacent to the tennis courts.

In the vicinity of the plazas located at Rivington and Stanton Streets, there would be a levee adjacent to the FDR Drive. Like the levee to the south, this levee would have an elevation of approximately 8.5 feet above grade at its crest, which would be 10 feet wide. Landscaped as a lawn, the levee would slope down from the crest to the FDR Drive and down to the reconstructed bikeway/walkway, which would be realigned to the east and located at or close to grade. The bikeway/walkway would abut the large sunken plaza and adjacent lawn and rose garden. The ballfield located closest to the rose garden would be shifted eastward. Numerous trees would be removed from this portion of the park and some lawn areas around the plazas would be lost. However, the levee would be landscaped.

From the northern end of the levee to just south of the East 6th Street pedestrian bridge, the flood protection system would consist of a floodwall along the edge of the park. This floodwall

would be an approximately 7.5-foot-tall concrete L-wall. At East Houston Street, the existing concrete wall and pedestrian ramps at the overpass would remain.

At East 6th Street, there would be a combination floodwall and levee. Located along the FDR Drive, the floodwall would be an approximately 7.5-foot-tall concrete L-wall. The levee would be narrow and would slope down from the floodwall to the reconstructed bikeway/walkway. Some trees would be removed in the location of the levee, but the large grove of trees in this area would remain. From this levee to the northern end of East River Park, flood protection would be provided by a floodwall along the park's edge. This floodwall would be a concrete capped I-wall, with a height of 8 feet above grade. There would be some landscaping at the base.

In general, it is not expected that this alternative would have adverse effects on the visual character of East River Park as much of the existing park would remain unaltered as the flood protection measures would be located along the park's western edge bordering the FDR Drive. To soften the presence of the floodwalls, landscaping would be located at the base in most locations. Users of the reconstructed bikeway/walkway may have blocked upland views, but the floodwalls would act as a visual and acoustical buffer between park users and vehicles on the FDR Drive. Adjacent to the segments of levee, the buffers would be more naturalistic. Whether adjacent to floodwalls, levees, levee, or closure structures, users on the reconstructed bikeway/walkway would continue to have open views through the park and to the river. The new levee would provide landscaping and areas for passive recreation along the park's western edge, which is primarily occupied by the existing bikeway/walkway. At Grand Street, a portion of the existing water play area would be removed. At Delancey Street, a picnic area, soccer field with artificial turf, and basketball courts would be removed. In place of these features, the levee in this location would provide a place for passive recreation, such as picnicking, and the basketball courts would be relocated to an existing lawn area. With the exception of views west into Manhattan, views within the park would be largely unaltered by this alternative for park users.

Project Area Two

Illustrative visual renderings of this alternative in Project Area Two are shown on **Figures 5.5-82 through 5.5-94** (see **Figure 5.5-54** for a key map to these simulations). The flood protection measures provided in Project Area Two under this alternative would be largely the same as provided under the Preferred Alternative. Therefore, this alternative would also not result in any adverse urban design effects in Project Area Two or on the surrounding portions of the 400-foot study area.

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

While Alternative 2 would not result in adverse urban design effects, it could potentially result in some significant adverse visual effects. By constructing levees and floodwalls along the entire western edge of East River Park that would range in height from 6 feet to 8.5 feet above grade, this alternative would block or obscure existing views to the East River from within the surrounding 400-foot study area.

Views to the Waterfront

Overall, Alternative 2 would result in a lengthy and monolithic floodwall between the waterfront and the adjacent, upland neighborhoods, reducing the visual connectivity between those neighborhoods and the waterfront and diminishing visual quality. In comparison, the Preferred

Alternative would maintain the visual connections between the upland neighborhoods and East River Park. As described above, the best views of the waterfront are found in the southeast portion of the study area around Corlears Hook Park and on Grand Street, because this area is slightly elevated compared with the FDR Drive and the waterfront. In the Jackson Street view corridor, Pier 42 will likely remove or obscure views of the East River, because the elevated picnic knoll will be located in the vicinity of Jackson Street. Therefore, the floodwall constructed under Alternative 2 would not block or obscure views of the East River, although it would be in the foreground of views to the new Pier 42 open space. From within Corlears Hook Park and on Cherry Street, the approximately 6-foot-tall floodwall would obscure views to the East River; however, because the park and adjacent section of Cherry Street are at a higher elevation than East River Park, the East River and Brooklyn in the distance could still be somewhat visible from these locations. Closer to the FDR Drive, views on Cherry Street would be blocked. In the Grand Street view corridor, the approximately 8.5-foot-tall levee would likely block views of the East River from points close to the FDR Drive, thereby potentially resulting in a significant adverse effect. However, from farther west on Grand Street, which has a higher elevation relative to the FDR Drive and East River Park, there would likely continue to be partial views of the East River over the levee. Although the view on Grand Street would be of a levee, this would not mitigate the loss of East River views.

Similarly, levees and floodwalls would likely block existing waterfront views in the East 6th Street and East 10th Street view corridors, potentially resulting in significant adverse effects. Views on East 10th Street would be of a floodwall, and views would be blocked. Views on East 6th Street would be of a combination floodwall and levee, but views of the East River would be blocked, and there would be a significant adverse effect. From within the Bernard Baruch, Lillian Wald, and Jacob Riis Houses, limited views of East River Park would also likely be blocked, potentially resulting in significant adverse effects.

Alternative 2 would also potentially result in significant adverse effects to waterfront and river views seen from the portions of the FDR Drive and FDR Drive Service Road that run through Project Area One. This street and highway currently provide expansive views of East River Park, the East River, the Williamsburg Bridge, and the Brooklyn and Queens waterfronts, views that would be completely blocked by the floodwalls and levees that would border the east side of the FDR Drive.

As with the Preferred Alternative, the floodwalls and raised landscape constructed in Project Area Two would not result in significant adverse visual effects.

Additional Views of the Project Area

From the Williamsburg Bridge, which provides expansive views of East River Park, the levees and floodwalls of Alternative 2 would not be particularly distinguishable to pedestrians, bicyclists, and motorists. Overall views of the park from the height of the bridge would not be affected. From Grand Ferry Park and Bushwick Inlet Park in Williamsburg, Brooklyn and from WNYC Transmitter Park in Greenpoint, Brooklyn, distance would diminish the visibility of the Alternative 2 components to park users. The existing views shown on **Figures 5.5-51 and 5.5-52** illustrate how distance diminishes the visibility of the project area from these locations.

Aesthetic and Visual Resources

The primary aesthetic and visual resource in the study area is the East River vista. and, as described above Alternative 2 would likely block views of this vista from multiple locations within the 400-foot study area, potentially resulting in significant adverse effects.

From within East River Park, along Captain Patrick J. Brown Walk, and within Stuyvesant Cove Park, the expansive views north and south across the East River would not be affected. In East River Park, the levees and floodwalls would be located along the park's FDR Drive frontage away from the esplanade. In addition, the levees would provide new, elevated vantage points for viewing the East River vista. Along Captain Patrick J. Brown Walk, the floodwalls would be located on the west side of the FDR Drive and views would be unaffected. In addition, the proposed flyover bridge would provide new elevated vantage points for viewing the East River vista. In Stuyvesant Cove Park, views from the esplanade would be unaffected, and the raised landscape would provide new, elevated vantage points for viewing the East River vista.

Alternative 2 would also not result in adverse visual effects to any architectural resources, as more fully described in Chapter 5.4, "Historic and Cultural Resources." There would be no visual relationship between Alternative 2 components and the following aesthetic and visual resources, defined in accordance with DEP-00-2: the Lower East Side Historic District and Henry Street Settlement.

Alternative 2 would, for the most part, have limited visual effects on views of the East River Housing Cooperative, Baruch Houses, Jacob Riis Houses, Stuyvesant Town, Peter Cooper Village, and Public School 97. From within East River Park, the proposed floodwalls and levees would partially obstruct views of the lower floors of these aesthetic and visual resources, but they would still be prominently visible from within the park, and they would continue to be visible from other locations within the study area. Alternative 2 would have no visual effects on the Williamsburg Bridge.

At the northern end of the Project Area, floodwalls and closure structures would be constructed adjacent to the Asser Levy Recreation Center, which is an aesthetic and visual resource. The floodwalls would be adjacent to the outdoor swimming pool from the 1960s and the playground, which are currently enclosed by plain brick walls and metal fences. Closure structures would be located adjacent to the historic Asser Levy Recreation Center. Therefore, primary views of the Asser Levy Recreation Center from East 23rd Street and Asser Levy Place would not be affected.

As described above, Alternative 2 would not result in adverse effects to the visual characters of East River Park and Stuyvesant Cove Park, which are considered aesthetic and visual resources. However, sections of floodwalls would block views of East River Park from multiple locations within the study area, resulting in adverse effects.

Viewer Groups

Viewers from the Project Area

Within the project area, viewer groups include motorists on the FDR Drive and users of East River Park, Captain Patrick J. Brown Walk, Stuyvesant Cove Park, and Asser Levy Playground.

Although views of East River Park and the East River and East River vista are passing and of short duration, they would be completely blocked to motorists on the FDR Drive as described above. Views of the other aesthetic and visual resources from the FDR would be unaffected by Alternative 2.

Users of East River Park, Captain Patrick J. Brown Walk, and Stuyvesant Cove Park include pedestrians, bicyclists, fishermen, people engaged in active recreation on the athletic fields and tennis courts, and people engaged in passive recreation like sitting, sunbathing, and picnicking. These viewer groups have expansive views of the East River and East River vista and of the

Williamsburg Bridge, views that would be unaffected by Alternative 2. In addition, the proposed flyover bridge would provide new, elevated vantage points for viewing the East River and East River vista. Along the western edge of East River Park, views west into Manhattan would be blocked by the floodwalls and levees. From locations farther removed from the flood protection measures, park users would continue to have views into Manhattan. From Asser Levy Playground, only users of the outdoor pool have views toward the waterfront; while those views from within the pool would be more obscured, those views are limited and seasonal and largely of the FDR Drive viaduct.

Viewers of the Project Area

Viewers of the project area include residents, pedestrians, motorists, bicyclists, and boaters.

In general, residents within view of the project area have stationary, prolonged views of the project area. However, residential viewers would be limited to those living in the large multi-building developments bordering the FDR Drive with apartments facing the waterfront. As the floodwalls and levees would be no taller than approximately 8.5 feet above grade, residents above the first floor of buildings facing the waterfront would mostly have unaffected views of the waterfront and East River. Residents on higher floors would have more expansive views of the East River vista that would be unaffected by Alternative 2. Residents on the ground floors of buildings facing the waterfront in the Bernard Baruch, Lillian Wald, and Jacob Riis Houses would have blocked waterfront views, and this would result in a significant adverse effect. There are no ground floor apartments in the East River Housing Cooperative.

Within the study area, pedestrians on the local streets have variable views of the waterfront and, as described above, some of these views would likely be blocked, potentially resulting in significant adverse effects. Motorists on the local streets have similar views to pedestrians, but they are passing views of shorter duration. Boaters on the East River have clear views of the project area, but these views can be from a distance, depending on the location of the viewer on the wide East River. In addition, like motorists, boaters would have passing views of short duration. As seen from the river, the floodwalls, levees, and raised landscape of Alternative 2, when visible, would be seen as general elements of East River Park and Stuyvesant Cove Park.

Users of Grand Ferry Park, Bushwick Inlet Park, and WNYC Transmitter Park on the Brooklyn waterfront have views of the project area, but these views are from far away (from over 2,000 feet), and it is not expected that the elements of Alternative 2 would be clearly visible. The flyover bridge would be visible, but it would not be prominent due to distance and would be seen in the foreground of the large Con Edison East River Generating Facility.

STORM CONDITIONS

In a storm condition, all of the closure structures would be in operation. These closure structures would not block any significant views, and their use would be temporary.

OTHER ALTERNATIVE (ALTERNATIVE 3): FLOOD PROTECTION SYSTEM ON THE WEST SIDE OF EAST RIVER PARK – ENHANCED PARK AND ACCESS

URBAN DESIGN

Illustrative visual simulations of Alternative 3 are shown on **Figures 5.5-55 through 5.5-94** (see **Figure 5.5-54** for a key map to these visual simulations). See **Appendix C3** for the preliminary plans of this alternative.

Project Area One

Illustrative visual renderings of this alternative in Project Area One are shown on **Figures 5.5-55** through **5.5-81**.

FDR Drive, Montgomery Street, and Pier 42

Under Alternative 3, the flood protection systems installed at the southern end of Project Area One would be the same as those that would be installed under the Preferred Alternative and Alternative 2, and it is not expected that the floodwalls, closure structures, and interceptor gate building would have adverse urban design effects to the southern end of Project Area One or the surrounding portion of the 400-foot study area (see **Figures 5.5-55 and 5.5-57**).

East River Park

Compared to Alternative 2, Alternative 3 would employ a more extensive use of vegetated slopes, include re-landscaping of additional passive recreation areas, and relocate more active recreation areas, but it would still install some floodwalls along the western edge of East River Park. As described above, the Preferred Alternative would provide a soft, green and visually porous edge to East River Park. Alternative 3, like the Preferred Alternative, would improve the park entrance at East Houston Street by the raising the park at that location and completely reconstruct the pedestrian bridges at Delancey and East 10th Streets, but it would not reconstruct the bridge at Corlears Hook Park. In general, this alternative would provide more enhancements to East River Park than would Alternative 2. As under the Preferred Alternative and Alternative 2, East River Park under Alternative 3 would retain the visual character of a recreational, waterfront park with paths, lawns, and athletic fields.

Removal or alteration of certain existing park features under Alternative 3 would not result in adverse effects to the visual character of East River Park. Throughout the park, where athletic fields would be moved and reoriented, they would be replaced, with the exception of ballfields 7 and 8, which will be reoriented and reconstructed as a one combined multi-use field. At Grand Street, the main play area with the multiple seal statues would be replaced with a new water play area and nature exploration play area as under the Preferred Alternative. At Delancey Street, a picnic area, soccer field with artificial turf, and basketball courts would be removed, as they would under Alternative 2. To compensate for these changes, the vegetated slope in this location would be designed as a sloped lawn and grassed amphitheater to provide a place for passive recreation, such as picnicking, and the soccer field and basketball courts would be relocated to an adjacent lawn. Under this alternative, the 12 tennis courts would remain but in a shifted location, and the relocation of the courts would be made to accommodate a vegetated slope that would not be provided under Alternative 2. North of the tennis courts, the paved plazas, lawns, and rose garden would be removed to accommodate the vegetated slope and the realigned bikeway/walkway. Further, this area of the park would include a new resiliently designed landscape plan. At the northern end of the park, as under the Preferred Alternative, the existing barbecue and picnic area would be removed for the new park-side landing of the reconstructed East 10th Street Bridge and a grassed amphitheater, but a replacement barbecue and picnic area would be located in the immediate vicinity. More trees would be removed throughout East River Park under this alternative than under Alternative 2, resulting in a temporary adverse effect, but the landscape plan for this alternative includes lawns, vegetated slopes, and the planting of new trees to lessen this effect. Views through the park would be altered by this alternative, but the park would retain its overall character of a recreational, waterfront park with paths, lawns, and athletic fields.

Project Area Two

Illustrative visual renderings of this alternative in Project Area Two are shown on **Figures 5.5-82 through 5.5-94** (see **Figure 5.5-54** for a key map to these simulations).

From the southern end of Project Area Two to Stuyvesant Cove Park, the flood protection systems installed under Alternative 3 would be the same as installed under the Preferred Alternative. Like the Preferred Alternative, Alternative 3 would also redesign Murphy Brothers Playground to provide more greenery and to lessen the impact of the adjacent floodwall as experienced within the park. At the northern end of Project Area Two, the system of floodwalls and closure structures installed on the east side and under the FDR Drive in front of the gas station and Marine and Aviation Building would also be the same as under the Preferred Alternative. Therefore, it is not expected that the floodwalls, closure structures, and flyover bridge of Alternative 3, like those of the Preferred Alternative and Alternative 2, would have adverse urban design effects in Project Area Two or on the surrounding portions of the 400-foot study area.

As under the Preferred Alternative and Alternative 2, Stuyvesant Cove Park would be reconstructed as a raised landscape under this alternative, which would not result in an adverse urban design effect.

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

While Alternative 3 would not result in an overall significant adverse effect, because East River Park would retain the visual character of a recreational waterfront park with paths, lawns, and athletic fields, this alternative, like the Preferred Alternative, would result in a temporary adverse effect from the removal of existing trees throughout the park. The latter adverse effect would be lessened by the planting of new trees. By constructing vegetated slopes and floodwalls along the entire western edge of East River Park that would range in height from 6 feet to 18.5 feet above grade, this alternative would block or obscure existing views to the East River from within the surrounding 400-foot study area, as well as views out of the park into Manhattan for park users in certain locations (e.g., along the bikeway).

Views to the Waterfront

Although Alternative 3 would employ a more extensive use of vegetated slopes compared to Alternative 2, it would still result in lengthy sections of floodwall that would reduce the visual connectivity between the waterfront and the adjacent, upland neighborhoods. In comparison, the Preferred Alternative would maintain those visual connections. Views to the waterfront would be largely the same with Alternative 3 as with Alternative 2, and there would potentially be significant adverse effects from blocked views of the East River on Cherry and Grand Streets (see **Figures 5.5-64 and 5.5-65)**; blocked waterfront views in the East 6th Street and East 10th Street view corridors (see **Figures 5.5-75 and 5.5-79**); blocked waterfront views from within the Bernard Baruch, Lillian Wald, and Jacob Riis Houses; and blocked waterfront and river views seen from the portions of the FDR Drive and FDR Drive Service Road that run through Project Area One. On Grand Street, while river views would be blocked, views would be of the redesigned park, which would lessen the impact on this view corridor. From farther west on Grand Street, which has a higher elevation relative to the FDR Drive and East River Park, there could continue to be views of the East River over the vegetated slopes.

As with the Preferred Alternative and Alternative 2, the floodwalls, raised landscape, and the flyover bridge constructed in Project Area Two would not result in significant adverse visual

effects. The elevated FDR Drive viaduct would continue to dominate views to the waterfront on Avenue C, East 20th Street, and East 23rd Street (see **Figures 5.5-83, 5.5-86, 5.5-88, and 5.5-92**). Views on Avenue C and East 20th Street would continue to be of Stuyvesant Cove Park in the background of the FDR Drive viaduct, although the floodwalls would partially obscure Stuyvesant Cove Park. On East 23rd Street and from the outdoor pool at Asser Levy Playground, the proposed floodwalls would partially obscure views of the existing gas station and the northernmost tip of Stuyvesant Cove Park.

Additional Views of the Project Area

As seen from the Williamsburg Bridge, Grand Ferry Park, Bushwick Inlet Park, and WNYC Transmitter Park, views of the components of Alternative 3 would largely be the same as those of the components of the Preferred Alternative and Alternative 2.

Aesthetic and Visual Resources

The primary aesthetic and visual resource in the study area is the East River vista and, as described above, Alternative 3, like Alternative 2, would likely block views of this vista from multiple locations within the 400-foot study area, potentially resulting in significant adverse effects.

Alternative 3, like the Preferred Alternative and Alternative 2, would not affect the expansive views north and south across the East River from within East River Park, along Captain Patrick J. Brown Walk, and within Stuyvesant Cove Park. In addition, as with Alternative 2, the flyover bridge would provide new, elevated vantage points for viewing the East River and the East River vista.

Alternative 3, like the Preferred Alternative and Alternative 2, would also not result in adverse visual effects to any architectural resources, as more fully described in Chapter 5.4, "Historic and Cultural Resources."

As described above, Alternative 3, like the Preferred Alternative, would result in a temporary adverse effect to the visual character of East River Park (which is considered an aesthetic and visual resource) from the removal of existing trees, although this effect would be lessened by the planting of new trees. In addition, sections of floodwalls would block views of and out from East River Park from multiple locations within the study area, potentially resulting in adverse effects. Alternative 3, like the Preferred Alternative and Alternative 2, would not result in significant adverse effects on Stuyvesant Cove Park, which is also considered an aesthetic and visual resource.

Viewer Groups

Viewers from the Project Area

Within the project area, viewer groups include motorists on the FDR Drive and users of East River Park, Captain Patrick J. Brown Walk, Stuyvesant Cove Park, and Asser Levy Playground.

Passing motorists' views of East River Park and the East River vista would be similar to those views under existing conditions, although floodwalls would obscure some views into the park and occasional views of the water would no longer be available. Views of the other aesthetic and visual resources from the FDR Drive would be unaffected.

Users of East River Park, Captain Patrick J. Brown Walk, and Stuyvesant Cove Park have expansive views of the East River and East River vista and of the Williamsburg Bridge, views that would be unaffected by Alternative 3. Further, the proposed flyover bridge would provide

new, elevated vantage points for viewing the East River and East River vista. From Asser Levy Playground, only users of the outdoor pool have views of the waterfront, but those views are limited and seasonal.

Viewers of the Project Area

Viewers of the project area include residents, pedestrians, motorists, bicyclists, and boaters.

Compared to the Preferred Alternative, residents on the ground floors of buildings facing the waterfront in the Bernard Baruch, Lillian Wald, and Jacob Riis Houses would have partially blocked waterfront views, and this could result in a significant adverse effect. There are no ground floor apartments in the East River Housing Cooperative.

Within the study area, pedestrians on the local streets have variable views of the waterfront and, as described above, some of these views would likely be blocked, potentially resulting in significant adverse effects. Motorists on the local streets have similar views to pedestrians, but they are passing views of shorter duration. Boaters on the East River have clear views of the project area, but these views can be from a distance, depending on the location of the viewer on the wide East River. In addition, like motorists, boaters would have passing views of short duration. As seen from the river, the floodwalls, levees, and raised landscapes of Alternative 3, when visible, would be seen as general elements of East River Park and Stuyvesant Cove Park.

Users of Grand Ferry Park, Bushwick Inlet Park, and WNYC Transmitter Park on the Brooklyn waterfront have views of the project area, but these views are from far away, and it is not expected that the majority of elements of Alternative 3 would be clearly visible. The flyover bridge would be visible, but it would not be prominent due to distance and would be seen in the foreground of the large Con Edison East River Generating Facility.

STORM CONDITIONS

In a storm condition, all of the closure structures would be in operation. These closure structures would not block any significant views, and their use would be temporary.

OTHER ALTERNATIVE (ALTERNATIVE 5): FLOOD PROTECTION EAST OF FDR DRIVE

URBAN DESIGN

Project Area One

The flood protection measures provided in Project Area One under this alternative would be the same as provided under the Preferred Alternative. Therefore, this alternative would result in the same temporary adverse effect to East River Park as the Preferred Alternative and Alternative 3 from the removal of existing trees.

Project Area Two

Under this alternative, a raised platform would be constructed over the northbound FDR Drive running from about East 13th Street (connecting with the proposed flood protection system in East River Park) to the northbound ramp to the elevated FDR Drive near East 18th Street. Along this approximately 6-block length, the northbound FDR Drive would be raised approximately 6 feet above existing grade. A 9.5-foot-tall floodwall (3.5 feet tall above the raised roadbed) would be installed along the river side of the raised platform. The southbound FDR Drive would

remain as it currently exists. Three types of flood protection designs are currently under consideration for the segment of Project Area Two north of the proposed raised platform to Stuyvesant Cove Park—a floodwall that is affixed to the existing south abutment of the Avenue C viaduct where the northbound FDR Drive lanes become raised; if feasible, a floodwall underneath the elevated FDR Drive that would rest on or penetrate the concrete deck of the existing relieving platform; and a closure structure at the existing ramp. This proposed system would connect with the flood protection system that begins in Stuyvesant Cove Park. This alternative, likes Alternatives 2 and 3, also includes the flyover bridge between East 13th and East 18th Streets.

In general, it is not expected that Alternative 5 would have adverse urban design effects in Project Area Two or on the surrounding portions of the 400-foot study area. The FDR Drive is already elevated north of approximately East 18th Street, and there are ramps to and from the FDR Drive at Avenue C. The section of the northbound FDR that would be elevated is a short 6-block-long section primarily adjacent to the Con Edison East River Generating Facility, a portion of the study area where pedestrians are confined to the existing walkway along the Con Edison pier and to Captain Patrick J. Brown Walk. The raised FDR Drive would not adversely affect the pedestrian experience of those users, because they would be elevated above it on the new flyover bridge between East River Park and East 16th Street. Between East 16th and East 18th Streets where users of Captain Patrick J. Brown Walk would be adjacent to the elevated northbound FDR Drive, the raised platform and floodwall would create a buffer between vehicular traffic on the FDR Drive and users of Captain Patrick J. Brown Walk, resulting in beneficial effects to the pedestrian experience. While the flyover bridge would be a new urban design feature, it would have beneficial urban design effects by elevating pedestrians and bicyclists above the Con Edison pier and the FDR Drive. In this area, pedestrians and bicyclists would no longer be immediately adjacent to vehicular traffic on the FDR Drive, but would be above it. Further, the flyover bridge would enhance pedestrian and bicyclist safety by bypassing the narrowed walkway. North of the proposed raised platform, the floodwalls and closure structures would be installed in locations where there are existing fences and walls and where the FDR Drive is elevated on a viaduct.

VIEWS, AESTHETIC AND VISUAL RESOURCES, AND VIEWER GROUPS

Views to the Waterfront

In Project Area One, views to the waterfront would be the same with this alternative as with the Preferred Alternative. In Project Area Two, the proposed floodwall along the east side of the raised portion of the FDR Drive would potentially result in obscured views of the waterfront as seen from the FDR Drive that would not occur with the Preferred Alternative and Alternatives 2 and 3. There are no view corridors to the waterfront between East 13th and East 18th Streets and, therefore, the elevated northbound FDR Drive and the flyover bridge would not block any views from the study area.

Additional Views of the Project Area

As seen from the Williamsburg Bridge, Grand Ferry Park, Bushwick Inlet Park, and WNYC Transmitter Park, views of this alternative would be largely the same as with the Preferred Alternative and Alternatives 2and 3.

Aesthetic and Visual Resources

Like the Preferred Alternative, this alternative would block some views of the East River itself from within the 400-foot study area, but it would preserve views of the East River vista and views from the study area would be of East River Park.

Alternative 5, like the Preferred Alternative and Alternatives 2 and 3, would not affect the expansive views north and south across the East River from within East River Park, along Captain Patrick J. Brown Walk, and within Stuyvesant Cove Park. The proposed flyover bridge would provide new elevated vantage points for viewing the East River vista. This alternative would also not result in adverse visual effects to any architectural resources.

As described above, Alternative 5, like the Preferred Alternative and Alternative 3 would result in a temporary adverse effect to the visual character of East River Park (which is considered an aesthetic and visual resources) from the removal of trees. Alternative 5, like the Preferred Alternative and Alternatives 2 and 3 would not result in significant adverse effects on Stuyvesant Cove Park, which is also considered an aesthetic and visual resource.

Viewer Groups

Viewers from the Project Area

Passing motorists' views of East River Park and the East River vista would be maintained in Project Area One on the FDR Drive as under the Preferred Alternative, but these views would be obscured in Project Area Two under this alternative. Views of the other aesthetic and visual resources from the FDR Drive would be unaffected.

Users of East River Park, Captain Patrick J. Brown Walk, and Stuyvesant Cove Park have expansive views of the East River and East River vista and of the Williamsburg Bridge that would be unaffected by Alternative 5. In addition, the proposed flyover bridge would provide new, elevated vantage points for viewing the East River and East River vista.

Viewers of the Project Area

Residents above the first floor of buildings facing the waterfront would mostly have unaffected views of the waterfront and East River, and residents on higher floors would have more expansive views of the East River vista that would be unaffected by Alternative 5. Residents on the ground floors of buildings facing the waterfront in the Bernard Baruch, Lillian Wald, and Jacob Riis Houses would continue to have waterfront views of East River Park under this alternative (as under the Preferred Alternative), views that would be blocked by floodwalls under Alternatives 2 and 3.

Within the study area, pedestrians would continue to have views of the waterfront, although there would be no occasional views of the East River itself.

STORM CONDITIONS

In a storm condition, all of the closure structures would be in operation. These closure structures would not block any significant views, and their use would be temporary.

MITIGATION

As described above, the Preferred Alternative and Alternatives 2, 3, and 5 could potentially result in significant adverse visual effects by blocking views to the waterfront and East River from multiple locations within the study area. These potential significant adverse effects would

not be visually mitigated, resulting in unavoidable significant adverse effects. Lowering the floodwalls, levees and/or raised landscape under Alternatives 2 and 3 or not raising East River Park under the Preferred Alternative and Alternative 5 to allow continued views to the waterfront and East River would impair the ability of the proposed project to provide adequate flood protection to the surrounding communities and would not meet the project goals. Although views to East River Park would be blocked under Alternatives 2 and 3, Alternative 3 would provide enhanced and more direct connections to the park, improving accessibility and the pedestrian experience. The Preferred Alternative and Alternative 5 would maintain views to East River Park, because the park would slope down to the grade of the FDR Drive and there would be no floodwalls along the park's western edge; these alternatives would also improve accessibility to the park. While the finishes of floodwalls would not mitigate the significant adverse effects of blocked views to the East River in Project Area One under Alternatives 2 and 3 or in Project Area Two under Alternative 5, the aesthetics of the finishes would affect the experience of pedestrians, residents, motorists, and bicyclists. Therefore, the floodwalls are expected to be finished with board form concrete to create alternating smooth and textured surfaces to provide visual interest and relieve the monotony of an untextured blank wall. In addition, planting and landscape treatment can be used to mitigate the visual impact of floodwalls. ✷