Chapter 8: Urban Design and Visual Resources

A. INTRODUCTION

This chapter considers the potential for the proposed actions—minor modifications to the Two Bridges Large Scale Residential Development (LSRD)—to result in significant adverse impacts to urban design and visual resources.

As defined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource can include views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings, and natural resources.

The proposed projects would make noticeable alterations to the project sites and the streetscape of the surrounding area by introducing three new tall mixed-use buildings within the existing Two Bridges LSRD, as compared to the No Action condition. Therefore, the following detailed urban design and visual resources analysis has been prepared in consideration of the characteristics identified above for the No Action and With Action conditions for the 2021 build year.

PRINCIPAL CONCLUSIONS

The proposed actions would not result in significant adverse impacts on urban design and visual resources.

The proposed actions would not result in significant adverse impacts to urban design. The proposed buildings would change the context of the study areas, particularly the primary study area, by replacing underdeveloped sites with structures that are taller than most buildings in the primary and secondary study areas; however, the proposed buildings but would be comparative in height, material, and form to~~consistent with new development projects in the primary and secondary study areas, including~~ the 80-story building under construction at One Manhattan Square directly west of Site 4 (4A/4B) and the multi-building, mixed-use Essex Crossing development currently under construction. With the proposed projects, all three proposed buildings would include ground floor design elements that would contribute active ground floor uses to the surrounding area that are intended to enliven the streetscape of the nearby study area. These project components are also intended to enhance the pedestrian experience of the urban design characteristics of the project sites and surrounding area.

The proposed actions would not result in significant adverse impacts on view corridors or visual resources in the study area. While the proposed projects would add three new tall buildings to the area, they would not eliminate any significant publicly accessible view corridors or completely block public views to any visual resources, result in any substantial changes to the built environment of a historic district, or result in an area-wide rezoning. Further, the proposed buildings would not obstruct any existing view corridors or views to visual resources in the primary or secondary study areas. Overall, the proposed projects would not result in any significant adverse impacts on urban design and visual resources.

PEDESTRIAN WIND CONDITIONS

A wind tunnel assessment was undertaken to evaluate pedestrian-level wind conditions at the project sites to determine whether pedestrian-level winds could potentially exceed the safety criterion in the With Action condition. The proposed projects would result in some elevated pedestrian-level wind conditions. All of the identified pedestrian-level wind exceedances were predicted to occur primarily or entirely during the winter months (November to April), when there is generally less pedestrian activity. However, these conditions would be similar to those at comparable locations in the City in close proximity to the waterfront. Potential measures to reduce or minimize the effects of winds at ground level with the proposed projects have been evaluated. These measures include planting marcescent tree species (deciduous trees that retain their leaves in the winter) at street locations on the east side of Sites 4 (4A/4B) and 6A and at two locations north of the proposed building on Site 5, and implementing architectural elements such as a ~~glass~~ parapet or a canopy, and a notched segment at the podium level on the north façade at the Site 6A building. The results of the pedestrian wind analysis demonstrate that with the implementation of certain measures on and adjacent to the project sites, no significant adverse urban design impacts would result from potential pedestrian wind conditions.[1]

Further consultation with the New York City Department of City Planning (DCP) and the New York City Economic Development Corporation (NYCEDC), ~~the New York City Department of Transportation (NYCDOT), and the New York State Department of Transportation (NYSDOT), as needed,~~ and the applicants ~~will~~ continued between the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS) regarding measures for reducing elevated wind conditions at the two locations below the FDR Drive. Through this consultation, NYCEDC determined that it does not support the installation of wind screens at these two locations because these locations conflict with the current use as a NYC Parks fitness equipment area and the City's Two Bridges Coastal Resilience project currently in design (which is part of the LMCR project). For these reasons, NYCEDC determined that it is not possible to commit to a wind screen at these locations at this time.

B. METHODOLOGY

In accordance with the *CEQR Technical Manual*, this analysis considers the effects of the proposed projects on the experience of a pedestrian in the primary and secondary study areas. The assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the project sites, which is collectively formed by the following components:

- *Streets*. For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, or newsstands are critical to making a successful streetscape.

[1] The Restrictive Declarations for each of the proposed projects also would contain provisions defining circumstances under which changes to the final building design or tree planting layout may be required to undergo wind tunnel analysis to confirm their effectiveness in addressing the potential for elevated pedestrian wind conditions.

- *Buildings*. Buildings support streets. A building's street walls form the most common backdrop in the city for public space. A building's size, shape, setbacks, lot coverage, and placement on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.
- *Open Space*. Open space includes public and private areas such as parks, yards, cemeteries, parking lots, and privately owned public spaces.
- *Natural Features*. Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- *View Corridors and Visual Resources*. A visual resource is the connection from the public realm to significant natural or built features, including important view corridors, views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
- *Wind*. Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety.

This analysis considers the urban design characteristics and visual resources of the project sites, primary study area, and secondary study area (see **Figure 8-1**). The primary study area is the area within a ¼-mile from the boundary of the Two Bridges LSRD, which is consistent with the study area for the analysis of land use, zoning, and public policy. The proposed projects would be most likely to influence land use patterns and the built environment within the primary study area, in consideration of proximity to the project sites. The secondary study area extends a ½-mile from the boundary of the Two Bridges LSRD and includes the Brooklyn waterfront. The project sites and primary study area are discussed in detail for the existing conditions, future without the proposed projects (the No Action condition), and the future with the proposed projects (the With Action Condition). Due to distance from the project sites, the secondary study area is described more generally, with a more detailed discussion of longer views to the project sites, including views from the Brooklyn waterfront. In addition, for visual resources and view corridors, views to the project sites from the Manhattan, Williamsburg, and Brooklyn Bridges, were also considered.

The following analysis addresses each of these characteristics for existing conditions and the future without and with the proposed projects for the 2021 build year.

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the No Action condition.

As described in detail in Chapter 1, "Project Description," the proposed projects would require minor modifications to the Two Bridges LSRD to enable the development of three new mixed-use buildings within the Two Bridges. While the proposed actions would not change the maximum allowable floor area ratio (FAR), floor area, or building envelopes permitted by the underlying C6-4 zoning district regulations, the requested minor modifications would permit larger developments than are permitted by the previously approved Two Bridges LSRD site plan by utilizing the unused existing floor area. Therefore, as the proposed projects would result in

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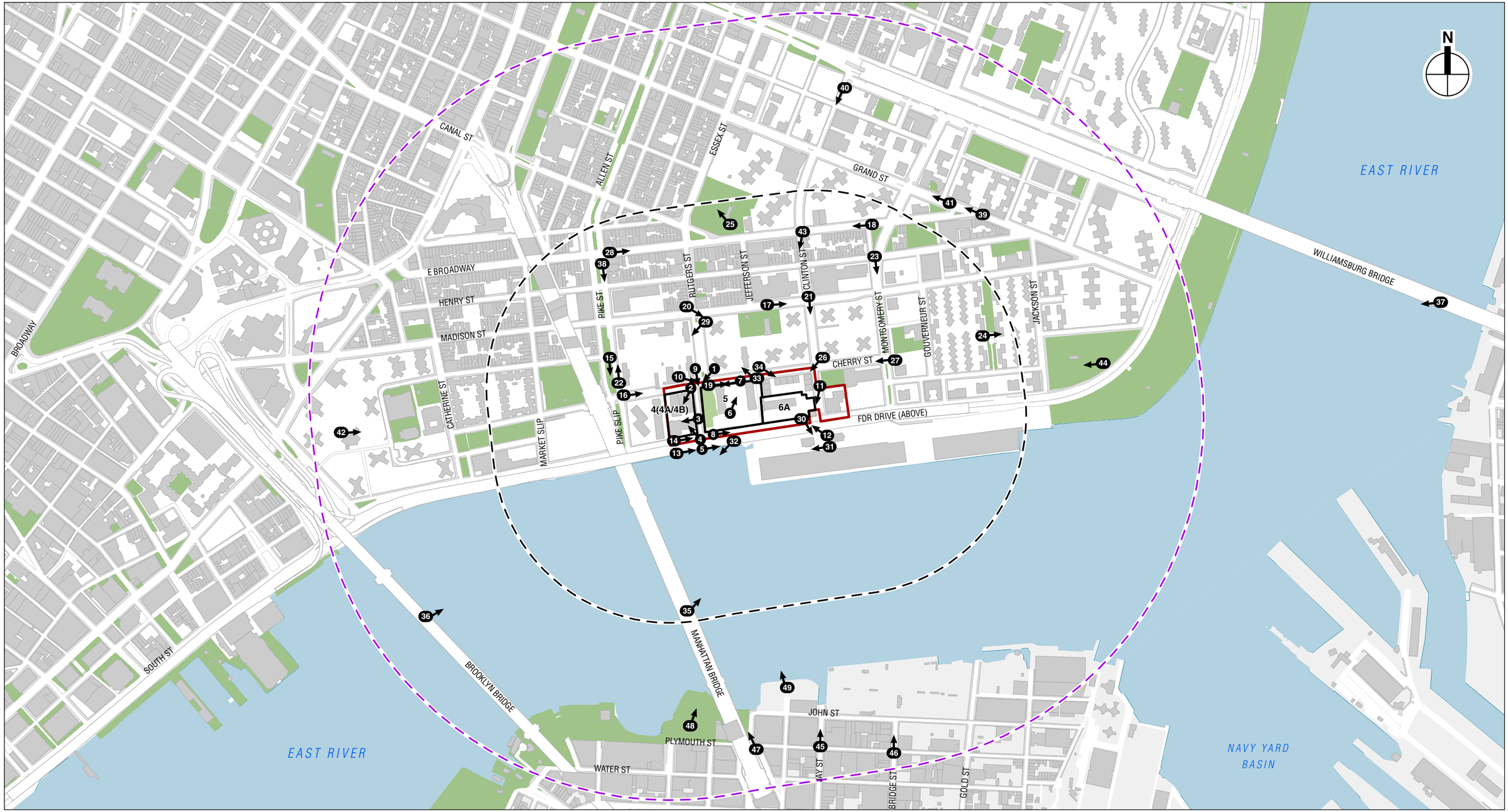


Project Sites

Boundary of Two Bridges LSRD

Primary Study Area (1/4-mile boundary)

Secondary Study Area (1/2-mile boundary)

Publicly Accessible Open Space

Photograph View Direction and Reference Number

TWO BRIDGES LSRD

Urban Design and Visual Resources
Reference Map

Figure 8-1

physical alterations beyond those allowed by existing zoning, the proposed projects would meet the threshold for a preliminary assessment of urban design and visual resources.

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses also are generally appropriate for general large-scale developments, or projects that would result in substantial changes to the built environment. Conditions that merit consideration for further analysis of visual resources include when the project partially or totally blocks a view corridor or a natural or built visual resource and that resource is rare in the area or considered a defining feature of the neighborhood; or when the project changes urban design features so that the context of a natural or built visual resource is altered.

The proposed minor modifications to the Two Bridges LSRD would facilitate the development of three new, tall mixed-use buildings within the Two Bridges LSRD, the addition of new ground floor retail, publicly accessible and private open space and landscaping changes, and additional resiliency measures at each project site. Therefore, the proposed projects would make noticeable changes to the project sites and the streetscape of the surrounding area as compared to the No Action condition. Therefore, the proposed projects would meet the threshold for a detailed assessment of urban design and visual resources. This analysis is provided below.

PEDESTRIAN WIND CONDITIONS

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions in the urban design and visual resources assessment, for projects that would result in the construction of large buildings at locations that experience high-wind conditions (such as along the waterfront, or other locations where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. Factors to be considered in determining whether such a study should be conducted include locations that could experience high-wind conditions, such as along the waterfront; size, and orientation of the proposed buildings; the number of proposed buildings to be constructed; and the site plan and surrounding pedestrian context of the proposed project. As the project sites are located near the East River waterfront, an analysis of wind conditions and their effect on pedestrian level safety is warranted under CEQR and is provided below.

The pedestrian wind analysis was undertaken by the firm Rowan Williams Davies & Irwin (RWDI) in Summer 2017 to determine whether the proposed projects might result in accelerated ground-level wind conditions at the project sites that could affect pedestrian safety. This testing was conducted in a wind tunnel using a scale model of the proposed buildings, proposed landscape elements, and buildings within an approximately 1,600-foot radius of the project site.[2] The analysis also included One Manhattan Square, a No Build development under construction immediately west of Site 4 (4A/4B) that will include an 80-story tower and a 13-story building.

[2] The Restrictive Declarations for each of the proposed projects also would contain provisions defining circumstances under which changes to the final building design or tree planting layout may be required to undergo wind tunnel analysis to confirm their effectiveness in addressing the potential for elevated pedestrian wind conditions.

Measurement locations were placed both on and off-site and in areas where pedestrian activity would be expected, including sidewalks adjacent to the project sites and nearby areas below the FDR Drive. In completing the assessment of potential wind effects, wind conditions at and around the project sites for the future with and without the proposed projects (future No Action and future With Action conditions) were compared to a wind speed criterion that is based on the measurement of a wind gust exceeding 56 miles per hour (mph) more than 0.1 percent of the time (i.e., nine hours per year or more), since wind gusts at that level have been shown to have the potential to affect a pedestrian's balance and footing.[3] For locations where an exceedance is identified—if wind gusts of this level could occur more than once per season and pedestrians would be expected to be present at the location—wind reduction measures should be considered, as per the *CEQR Technical Manual*.

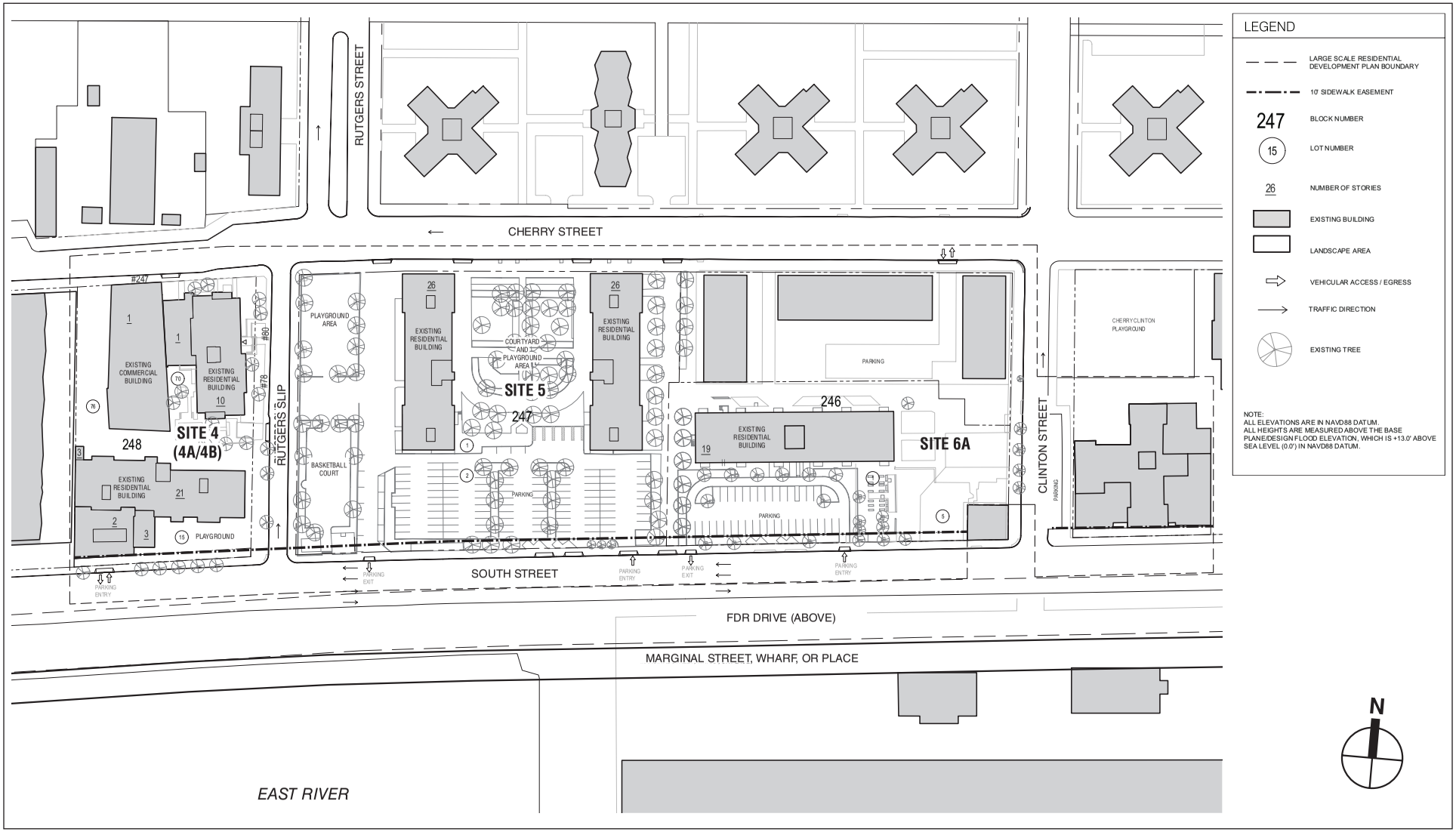
C. EXISTING CONDITIONS

PROJECT SITES

URBAN DESIGN

Site 4 (4A/4B) is located on the west side of Rutgers Slip within the western portion of the Two Bridges LSRD (see **Figure 8-2**). The site includes Block 248, Lots 15, 70, and 76 and and contains a total lot area of 69,210 sf, with approximately 335,434 of existing zoning square feet (zsf) for a built FAR of 4.85 FAR (if assumed as a single zoning lot). Site 4 (4A/4B) contains three buildings, landscaping, a private playground, and enclosed parking and surface parking (see **Figures 8-3 and 8-4**). Lot 15 contains the 21-story, approximately 200-foot-tall building at 82 Rutgers Slip. Completed in 1995, 82 Rutgers Slip contains approximately 255,447 gsf and has a roughly rectangular footprint and a slab form, which is oriented parallel to South Street (see **Figure 8-4**, photo 4). The building contains residential, community facility, and accessory parking uses. There are some projecting sections but no horizontal setbacks, and the use of different colored brick visually breaks up the building form. The primary entrance fronts on South Street and has a three-story brick and glass-projecting surround with a concrete overhang. The entrance is accessed by a central low stair and a ramp located east of the stair. A secondary building entrance is on the north façade, accessible from a paved areaway located off Rutgers Slip between the 82 Rutgers Slip building and the building at 80 Rutgers Slip (located on Lot 70) to the north. On South Street, the 82 Rutgers Slip building has two- and three-story sections, an entrance for the accessory parking facility, and a playground slightly elevated above the street and enclosed behind a metal fence (see **Figure 8-4**, photo 4). The 10-story (approximately 95-foot-tall) residential building on Lot 70 at 80 Rutgers Slip contains approximately 85,615 gsf of residential uses. The 80 Rutgers Slip building is set at a slight angle to the corner of the lot and is set back from Cherry and South Streets by a small grassy area with low plantings (see **Figure 8-3**, photo 1). Clad in brick and concrete, it has a generally rectangular footprint with some projecting sections but no horizontal setbacks. The building's primary entrance is on Rutgers Slip, set back from the street and accessed by stairs and a ramp. There are also four accessory parking spaces associated with this building, within a paved area off Rutgers Slip and is accessed by a mid-block curb cut. The 80 Rutgers Slip building has a small, one-story portion that connects to the 235 Cherry Street building to the east. This small portion of

[3] The RWDI pedestrian wind safety criterion and threshold used for the current analysis are based on research and observations of wind patterns conducted by RWDI since 1974 at development sites throughout North America. RWDI's pedestrian wind safety criterion has been widely accepted by municipal authorities, and the building design and urban planning community.



Source: SHoP Architects PC

Existing Conditions Site Plan
All Projects



1 View southwest to Site 4 (4A/4B) to the 10-story building at 80 Rutgers Slip in the foreground and the 21-story mixed-use residential building at 82 Rutgers Slip and one-story commercial building at 235 Cherry Street in the background. Also in the background, along Cherry Street, are the 13-story and 80-story One Manhattan Square buildings under construction.



2 View southwest on Cherry Street to the one-story metal and glass-clad portion of 80 Rutgers Slip that connects to the one-story brick-faced commercial building at 235 Cherry Street. The multi-colored brick-clad 21-story building at 82 Rutgers Slip is visible in the background, along with the under-construction One Manhattan Square building.

NOTE: One Manhattan Square is not part of the proposed projects

Photographs of Site 4 (4A/4B)



View west from Rutgers Slip to the area between the 80 and 82 Rutgers Slip buildings. **3**



View northwest from South Street and Rutgers Slip to the multi-colored brick-clad building at 82 Rutgers Slip and a fence-enclosed playground in the foreground. **4**

Photographs of Site 4 (4A/4B)

the 80 Rutgers Slip building has concrete, metal, and glass cladding. The one-story 235 Cherry Street building occupies Lot 76. It is an approximately 11,575-gsf rectangular brick building with its primary entrance on Cherry Street (see **Figure 8-3**, photo 2). This small retail building is partially vacant. Site 4 (4A/4B) has three existing curb cuts, one each on Cherry Street, Rutgers Slip, and South Street.

Site 5, the largest of the three project sites, includes Lots 1 and 2 of Block 247. It is located toward the middle of the Two Bridges LSRD with frontages on Cherry and South Streets and Rutgers Slip (see **Figure 8-2**). Site 5 contains two 26-story residential buildings; private playgrounds; landscaped seating areas between the two buildings; a paved area between the private Rutgers Slip Open Space and the west side of the 265 Cherry Street building; and a paved surface parking lot on South Street (see **Figure 8-5**). The paired 235-foot-tall buildings at 265 and 275 Cherry Street on Lot 1 (634,983 gsf in total) are large, brick-clad, narrow rectangular buildings (61 feet by 196 feet) oriented perpendicular to Cherry Street (see **Figure 8-5**, photo 5). The façades are simply articulated, with concrete bands marking the floor slabs and single and paired punched rectangular window openings. A large private courtyard is located between the two buildings and contains planting beds and trees with seating areas and two playgrounds for building residents (see **Figure 8-5**, photo 6). A low metal fence encloses the site along Cherry Street. The 265 Cherry Street building also includes retail use fronting on Cherry Street (the Stop 1 Food Market) (see **Figure 8-6**, photo 7). Immediately east of the 275 Cherry Street building is a paved service drive that extends between Cherry and South Streets, along the alignment of demapped Jefferson Street. There are curb cuts at each end of the service drive, and grassy planting beds with trees are located along the east façade of 275 Cherry Street. Lot 2 contains an approximately 31,341-sf, 103-space rectangular paved parking lot that fronts onto South Street. The perimeter of the parking lot has landscaped planting beds, trees, and raised concrete medians planted with grass and trees (see **Figure 8-5**, photo 5, and **Figure 8-6**, photo 8). Curb cuts at the eastern and western ends of the parking lot provide access to the parking lot from South Street. Site 5 has approximately 615,071 of existing zsf, for a built FAR of 4.24.

Site 5 also includes the private Rutgers Slip Open Space, which occupies the Rutgers Slip frontage of the site between Cherry and South Streets (see **Figures 8-2 and 8-7**). The private open space contains mature trees, playground equipment, benches, and a basketball court. It is surrounded by a tall, decorative metal fence with fencing further dividing each of the three uses within the park. The open space entrance is from a paved area west of the 265 Cherry Street building, which is also separated from the surface parking lot by a metal fence.

Site 6A is located on Block 246, Lots 1 and 5 within the eastern portion of the Two Bridges LSRD, with frontages on South and Clinton Streets (see **Figures 8-2 and 8-8**, photo 11). Lot 5 is a vacant lot containing paved and unpaved areas. Lot 1 is occupied by surface parking along South Street and the 19-story (approximately 175-foot-tall) residential building at 275 South Street. Two existing curb cuts provide access to this parking lot from South Street. The building at 275 South Street contains approximately 262,877 gsf and is located in the northern portion of the lot. The 275 South Street building was completed in 1978 and has a rectangular form that rises without setbacks. It has six bays of projecting balconies on the north and south façades (see **Figure 8-8**, photo 12). The east and west façades of the building are largely without windows or ornamentation. Site 6A contains a total lot area of 71,357 sf, with approximately 251,829 of existing zsf, for a built FAR of 3.53.



View northeast from South Street and Rutgers Slip to the two 26-story buildings at 265 and 275 Cherry Street located on Site 5, with Rutgers Park and a surface parking lot in the foreground. **5**



Northeast view across courtyard area between 265 and 275 Cherry Street, including landscaping, seating, and playground area. **6**

Photographs of Site 5



View west along Cherry Street adjacent to Stop 1 Food Market on Site 5 and the northern part of Site 4 (4A/4B) beyond, with limited views of the Manhattan Bridge pier and approach, and distant taller buildings in Lower Manhattan. **7**



View southeast across the northern portion of Rutgers Park from Rutgers Slip, with 265 Cherry Street in the background. **8**



View south on Rutgers Slip to Rutgers Park on Site 5 on the left and Site 4 (4A/4B) on the right, with the FDR Drive and the Manhattan Bridge in the background. **9**

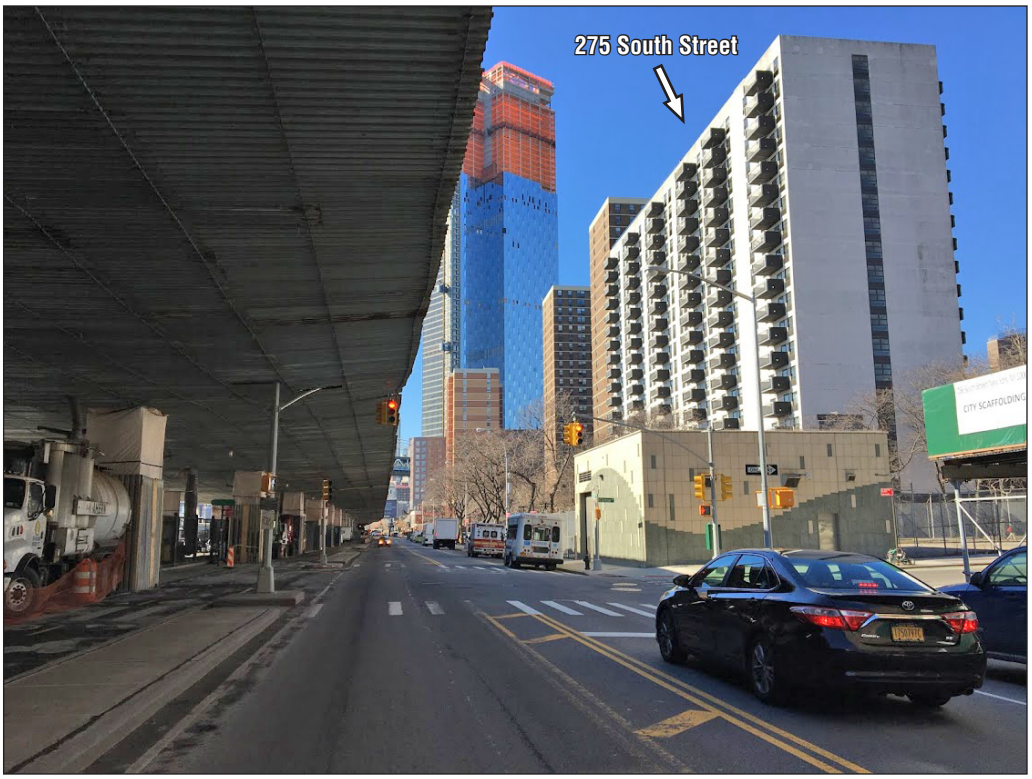


View southeast across the northern portion of Rutgers Park from Rutgers Slip, with 265 Cherry Street in the background. **10**

Photographs of Site 5



View southwest across Site 6A to the paved vacant lot, with 275 South Street in the background to the right **11**



View northwest on South Street to Site 6A, which has frontages on South and Clinton Streets. The 19-story building at 275 South Street occupies the western portion of Site 6A. A one-story DEP building occupies the corner of South and Clinton Street but is not on the Project Site. **12**

NOTE: One Manhattan Square is not part of the proposed projects

Photographs of Site 6A

The existing surface parking lots on Site 5 and Site 6A (Lot 1) adjacent to South Street and the vacant portion of Site 6A (Lot 5) fronting on both South and Clinton Streets (see **Figure 8-2**) do not enhance the pedestrian experience.

VIEW CORRIDORS AND VISUAL RESOURCES

As defined in the *CEQR Technical Manual*, "a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources" (p. 10-1).

Views of the Project Sites from Immediately Adjacent Sidewalks

As detailed below, there are no view corridors on the project sites or from the sidewalks immediately adjacent to the project sites.

With street frontages on South Street, Cherry Street, and Rutgers Slip, pedestrian views of Site 4 (4A/4B) include the site's three buildings, small grassy areas with low plantings and trees, a private playground, a paved area way, enclosed parking and a small surface parking area (see **Figures 8-2 through 8-4**). From South Street, pedestrian views include the 21-story rectangular building at 82 Rutgers Slip. The building is oriented parallel to South Street with two- and three-story sections, including a residential entrance with stairs and a ramp, and a parking garage entrance that also opens onto South Street. A small, slightly elevated playground is located the corner of South Street and Rutgers Slip. It is enclosed by a metal fence but is visible from the adjacent sidewalks (see **Figure 8-4**, photo 4). Pedestrian views to the northern portion of Site 4 (4A/4B) include the rectangular 10-story 80 Rutgers Slip building, which is slightly recessed from the sidewalk by small grassy areas with low plantings. The building's primary entrance is set back from Rutgers Slip and accessed by stairs and a ramp (see **Figure 8-3**, photo 1). Pedestrian views include a paved area way with benches and a small paved parking area that are located between the 80 and 82 Rutgers Slip buildings (see **Figure 8-4**, photo 3). Pedestrian views on Cherry Street include the 80 Rutgers Slip building and its small, one-story portion to the west that is recessed from the street. It connects to the one-story rectangular brick building at 235 Cherry Street farther west. Pedestrian views of the upper floors of the 82 Rutgers Slip building are available from Cherry Street near Site 4 (4A/4B) (see **Figure 8-3**). Pedestrian views from the sidewalks adjacent to Site 4 (4A/4B) also include the Rutgers Slip Open Space on the east side of Rutgers Slip, the residential buildings at 265 and 275 Cherry, and the paved parking lot on Site 5, and the residential building at 275 South Street and paved parking lot on Site 6A in the distance.

With street frontages on South Street, Cherry Street, and Rutgers Slip, pedestrian views of Site 5 are broad and include the paired rectangular 26-story 265 and 275 Cherry Street residential buildings that are perpendicular to Cherry Street (see **Figure 8-5**, photo 5). Views from Cherry Street include the private playgrounds and landscaped seating areas between the two residential buildings (see **Figure 8-5**, photo 6). Pedestrian views from Rutgers Slip and South Street include grassy planting beds, trees, and raised concrete medians planted with grass and trees at the perimeter of the parking lot adjacent to South Street (see **Figure 8-6**, photo 8). Views of the two residential buildings are available from sidewalks adjacent to Site 5 as the paved parking lot on South Street and the playgrounds and landscaped seating areas allow for broad views across Site 5. Pedestrian views of Sites 5 and 6A also are also available from the north–south walkway east of the 275 Cherry Street building that has grassy planting beds with trees.

Pedestrian views to the private Rutgers Slip Open Space on the western portion of Site 5 are available from the sidewalks on South Street, Cherry Street, and Rutgers Slip (see **Figure 8-7**).

Views include the park's tall, decorative metal perimeter fence, mature trees, playground equipment, benches, and a basketball court. The park entrance is from a paved area west of the 265 Cherry Street building.

Site 6A has street frontages on South and Clinton Streets. From South Street broad pedestrian views to Site 6A are available due to the paved parking lots on the southern portions of Sites 5 and 6A (see **Figures 8-2 and 8-8**). Pedestrian views include trees, narrow grassy planting beds, a garbage collection area, a paved surface parking lot, and a paved and unpaved vacant lot that is enclosed by a chain link fence (see **Figure 8-8**, photo 11). Pedestrian views from South Street also include the rectangular 19-story residential building at 275 South Street. Pedestrian views from Clinton Street also include the vacant lot and part of the 275 South Street building. The small, one-story DEP building at the northwest corner of South and Clinton Streets is not on Site 6A but is included in pedestrian views from adjacent sidewalks. Pedestrian views from the sidewalks adjacent to Site 6A also include the residential buildings at 265 and 275 Cherry Street and the 80 and 82 Rutgers Slip buildings on Site 4 (4A/4B) in the distance (see **Figure 8-8**, photo 12).

Visual Resources

As described above, the project sites contain tall brick-clad residential buildings, private playgrounds, landscaped areas, mature trees, seating area, a basketball court, paved surface parking areas, and a vacant lot containing paved and unpaved areas. Therefore, there are no visual resources on the project sites.

PEDESTRIAN WIND CONDITIONS

Existing pedestrian-level wind conditions at the project sites were evaluated in Summer 2017 by RWDI and were based on wind conditions monitored at the United States National Weather Service meteorological stations at John F. Kennedy, Newark, and LaGuardia Airports for the period 1996 through 2015. Wind conditions were analyzed for all periods of the year. A review of these data indicated that pedestrian-level winds at the project sites during the summer period were predominantly from the south and southwest, while winds during the winter period were predominantly from the west and northwest (see **Appendix G**).

PRIMARY STUDY AREA

The ¼-mile study area generally has a typical urban grid pattern but includes merged superblocks closest to the project sites and smaller, generally rectangular bocks farther from the project sites (see **Figure 8-1**). The topography of the primary study area is relatively flat. The East River is a prominent natural resource that characterizes the southern part of the primary study area. The elevated Franklin Delano Roosevelt (FDR) Drive extends east–west through the primary study area, immediately south of the project sites, parallel to South Street and the East River. The paved East River Esplanade runs east–west along the East River waterfront below and adjacent to the FDR Drive, extending from Montgomery Street to the South Street Seaport (see **Figures 8-1 and 8-9**). The elevated FDR Drive and South Street, the East River Esplanade, and the East River create a physical and visual boundary within the southern portion of the primary study area. The elevated Manhattan Bridge approach in the western part of the primary study area—west of Pike Slip/Street—creates a physical and visual barrier separating the westernmost part of the primary study area from the remainder of the primary study area to the east (see **Figure 8-10**, photo 15). The superblocks located between Madison and Cherry Streets also establish physical and visual boundaries that divide the northern and southern parts of the primary study area (see **Figures 8-1 and 8-10**, photo 16).



The East River Esplanade runs below the elevated FDR Drive along the East River and includes biking and pedestrian paths, benches, ball courts, and exercise equipment. Note: portions of the esplanade are currently under construction or in use for construction staging. **13**



South Street is partially located under the elevated FDR Drive. Project Sites 5 and 6A are visible in the background. **14**

Photographs of Primary Study Area



The Manhattan Bridge approach just west of Pike Slip creates a physical and visual barrier in the study areas. **15**



View east on Cherry Street including the residential housing complexes on the north side of Cherry Street (left) and Site 4 (4A/4B) and Site 5 (right). **16**

Photographs of Primary Study Area

Figure 8-10

The discussion below focuses first on the area's urban design—its basic layout and structures—and then describes its visual resources.

URBAN DESIGN

Streets

As described above, the primary study area streets generally follow a grid pattern with rectangular blocks. Segments of several streets between Madison and South Streets and between Pike Street/Slip and Montgomery Street have been demapped, resulting in large, merged blocks that contain residential development complexes, as described below in "Buildings." The segment of the FDR Drive within the primary study area is elevated, and its viaduct spans above South Street and the East River Esplanade, with footings in both and a cantilevered roadway above. Wider streets in the primary study area tend to run east–west, with South Street, Madison Street, and East Broadway as the primary east–west thoroughfares in the primary study area that carry two-way traffic. Cherry, Henry, and Water Streets are narrower east–west streets that carry one-way traffic. The north–south streets within the primary study area tend to narrow or shift alignment south of Cherry Street (see **Figure 8-1**). Street furniture within the primary study area includes cobra-head street lamps, traffic lights, bus stop signs and shelters, fire hydrants, garbage cans and recycling bins, mailboxes, newsstands, benches, produce stands, parking meter kiosks, and pay telephones.

South Street, a 125-foot-wide thoroughfare, runs east–west through the primary study area with two westbound lanes and one eastbound lane. As noted above, it is located partially below the elevated FDR Drive (see **Figure 8-9**, photo 14). Madison Street carries two lanes of two-way traffic and has two dedicated bike lanes, one in each direction, and parking ribbons on both sides of the street (see **Figure 8-11**, photo 17). There are bus shelters on both sides of Madison Street. East Broadway, at the northern boundary of the primary study area, is a 78-foot-wide east–west street carrying two lanes of two-way traffic, dedicated bike lanes, and parking on both sides of the street (see **Figure 8-11**, photo 18).

Immediately north of the project sites is Cherry Street, a one-way, 80-foot-wide westbound street with a parallel parking ribbon on the south side and angled parking along the north side adjacent to the LaGuardia Houses (see **Figure 8-12**, photo 19). Narrower streets in the primary study area include Henry and Water Streets, which are between 50 to 60 feet wide with one-way traffic and parking ribbons.

Rutgers Street is 50 feet wide north of Madison Street with one lane of northbound traffic; between Madison and Cherry Streets, Rutgers Street is 100 feet wide and has north- and southbound lanes separated by parking areas and planted medians (see **Figure 8-12**, photo 20). Rutgers Slip is a narrow 55-foot-wide northbound street that runs between South and Cherry Street. It is off-set from the street grid. Clinton Street is a northbound street with parking on one side and a dedicated bike lane on the other (see **Figure 8-13**, photo 21). North of Cherry Street it is 80 feet wide, but narrows to 59 feet south of Cherry Street. Gouverneur Street is a 70-foot-wide northbound street with parallel parking along its western edge and angled parking along its eastern edge adjacent to the Vladeck Houses. North of Madison Street, Gouverneur Street is a pedestrian-only street; south of Water Street it divides into Gouverneur Slip East and West—each a 55-foot-wide one-way street with parking on one side.

Pike Street—which becomes Allen Street north of East Broadway—Rutgers Street, and Montgomery Street all contain center malls. As described above, the private Rutgers Slip Open Space on Site 5 is located in the alignment of Rutgers Slip between Cherry and South Streets. The portion of Pike Slip south of Cherry Street is a 128-foot-wide two-way street with parking on both



View east on Madison Street, a major east-west thoroughfare in the primary study area, including the LaGuardia Houses on the south side of the street and the Williamsburg Bridge tower in the distance. **17**



View west on East Broadway, which establishes the northern boundary of the primary study area. Views west include One World Trade Center and the Woolworth Building in the distance. **18**

Photographs of Primary Study Area



View east on Cherry Street, a wide street with parking on both sides, the LaGuardia Houses to the north and Site 5 to the south. The Williamsburg Bridge tower is visible is in the distance. **19**



View southeast on Rutgers Street from Madison Street, including planted medians and street parking on Rutgers Street. The LaGuardia Houses are in the foreground and the existing 26-story buildings on Site 5 (265 and 275 Cherry Street) are visible in the background. The elevated FDR Drive obscures southward views to the East River in the background. **20**

Photographs of Primary Study Area



21 View south on Clinton Street from Madison Street, which has angled parking on the east side and a dedicated bike lane on the west side. One of the three-story residential buildings on Site 6B and the 27-story residential building on Site 7 of the Two Bridges LSRD are visible in the background on the west and east sides of the street, with the elevated FDR Drive beyond.



22 View north on Pike Street, including a raised median with bike and pedestrian lanes, seating, and landscaping that separate the northbound and southbound lanes. The raised Manhattan Bridge approach is visible to the west.

Photographs of Primary Study Area

sides (see **Figure 8-13**, photo 22). The north- and southbound lanes are divided by a wide, raised median that contains landscaping, bike and pedestrian lanes, seating, and lighting. The malls continue north on Allen Street, extending beyond the primary study area, and provide a connection between the East River Esplanade and the Williamsburg Bridge. Montgomery Street is a 90-foot-wide two-way street with bike lanes and parking on both sides of the street (see **Figure 8-14**, photo 23). South of Madison Street, the traffic lanes are separated by a raised, landscaped median. The medians do not have any pedestrian access, but have decorative planting beds.

The streets in the primary study area do not generally have a lot of pedestrian or vehicular activity, as most buildings are set back from the street beyond grassy fenced in areas. There are few active ground floor uses in the primary study area, though there are a few ground floor retail uses on parts of Madison and Henry Streets, and along East Broadway. There are no bus routes through the southern portion of the primary study area; the M22 bus route runs along Madison Street. The B, D, N, and Q trains run along the Manhattan Bridge, and the closest subway station to the project sites is the F train station at East Broadway.

Natural Features and Open Space

As described below, the primary study area includes three New York City Housing Authority (NYCHA) developments—LaGuardia Houses, Rutgers Houses, and Vladeck Houses, each of which comprises multiple freestanding apartment buildings set within landscaped grounds. These properties have grassy areas with trees enclosed by fences, landscaped pedestrian walkways that extend through the complexes, sidewalk seating areas near building entrances, and playgrounds (see **Figure 8-14**, photo 24). Located within the LaGuardia Houses grounds is the Little Flower Playground, a publicly accessible NYC Parks playground with swings, playground equipment, and a small comfort station.

Other than these developments and the private open space on Site 5, the primary open space in the primary study area is the East River Esplanade (see **Figures 8-1 and 8-9**, photo 13). The segment of the East River Esplanade within the primary study area is a paved area, including some decorative pavers. The esplanade includes a waterfront bikeway/walkway, seating areas, and recreational spaces including a basketball court, metal exercise equipment, bocce courts, and bike racks. The esplanade occupies the space directly below the elevated FDR Drive and extends slightly to the south (see **Figure 8-9**, photo 13). The East River Esplanade extends to the east and west outside the primary study area boundaries.

Several additional parks and playgrounds are located in the primary study area and generally contain athletic fields and paved play spaces with bench seating along the perimeters (see **Figure 8-1**). The Cherry Clinton Playground is located across Clinton Street from Site 6A. It contains basketball courts, metal fitness equipment, benches, planting beds, and decorative pavers. The entire playground is enclosed by a decorative metal fence. William H. Seward Park at East Broadway and Rutgers Street is a large park that contains a comfort station, benches, playground equipment, water-feature play areas, and mature trees (see **Figure 8-15**, photo 25). West of the Manhattan Bridge approach there are three large open spaces—Coleman Square Playground, Murry Bergtraum Softball Field, and Martin F. Tanahey Playground. The Coleman Square Playground contains an athletic field, a paved play area, and chess tables with benches. The area is set back from the sidewalk behind mature trees. Also west of the bridge approach between Cherry and South Streets, the Murry Bergtraum Softball Field is a large athletic field with a baseball diamond, soccer field, and a track enclosed within a tall chain-linked fence. The ball field is for the use of Murry Bergtraum High School, located outside of the primary study area adjacent to the base of the Brooklyn Bridge, and is not accessible to the public. The portion of the Martin



View south on Montgomery Street from Henry Street, a two-way street with bike lanes and curbside parking. A raised, landscaped median divides the lanes south of Madison Street. **23**



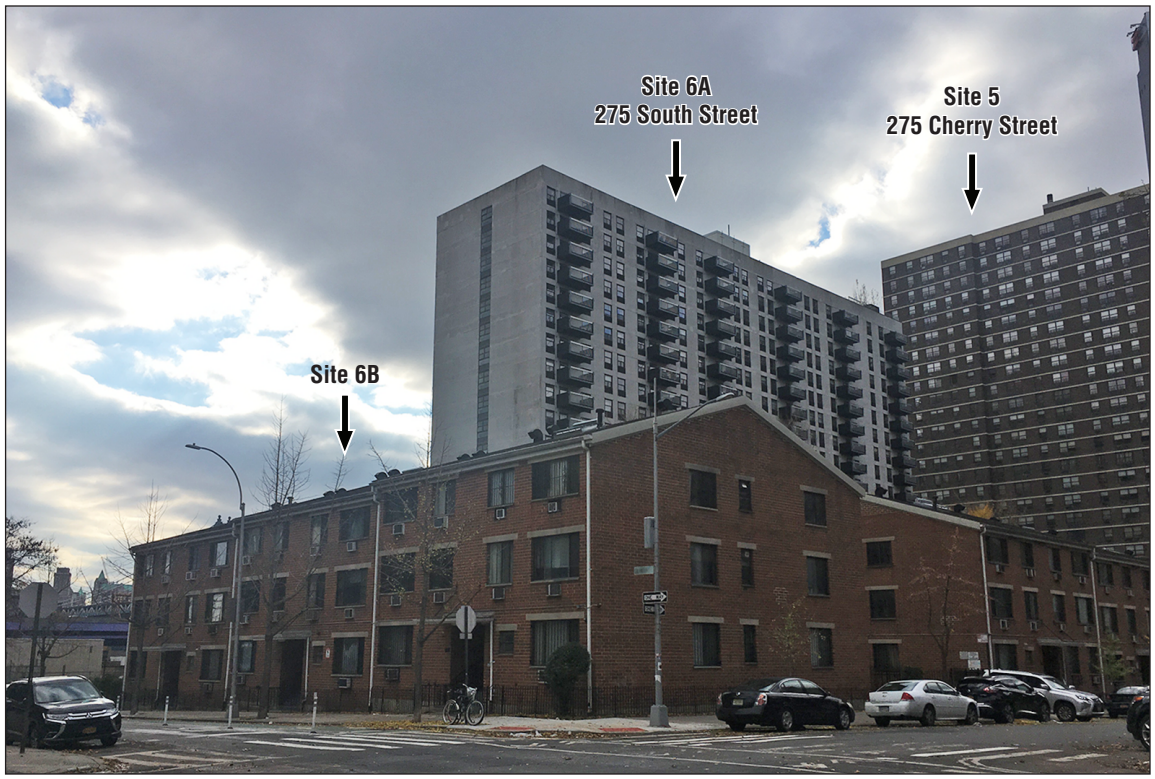
The NYCHA residential complexes within the primary study area, including the Vladeck Houses, contain walkways, landscaping, and playgrounds. **24**

NOTE: One Manhattan Square is not part of the proposed projects

Photographs of Primary Study Area



Seward Park is a large park that contains playgrounds, benches, walkways, and mature trees. **25**



View southwest from Clinton and Cherry Streets to one of the three-story residential buildings on Site 6B of the Two Bridges LSRD. The buildings are set back from the street by small grassy yards. The taller towers on Site 5 and Site 6A are visible in the background. **26**

Photographs of Primary Study Area

F. Tanahey Playground within the primary study area consists of an open space with decorative pavers, mature trees, and benches. Enclosed by a tall chain-link fence are basketball courts and a roller hockey rink. Other open space elements include the four publicly accessible benches that are located along the Rutgers Slip sidewalk between South and Cherry Streets adjacent to the private Rutgers Slip Open Space.

There are few street trees in the primary study area, and those that are present are generally smaller and younger specimens. Large, mature trees are located throughout the grounds of the NYCHA developments, and within the Rutgers Slip Open Space and Seward Park. These trees tend to be in clusters and are set back from streets (see **Figures 8-12 through 8-15**).

Buildings

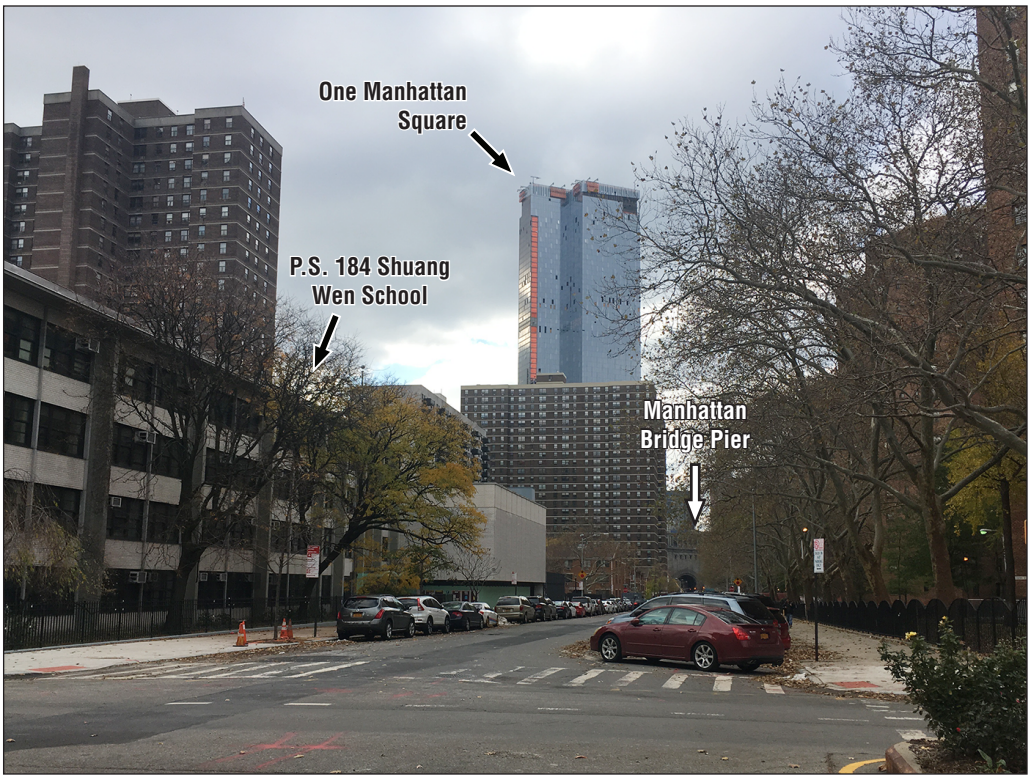
The built environment within the primary study area is varied, with buildings ranging from tall tower-in-the-park residential buildings to three- and four-story rowhouses and tenements.

There are two other sites within the Two Bridges LSRD, which would not be affected by the proposed actions: Site 6B on Block 246, Lots 1101-1057 and Site 7 on Block 245, Lot 1. Site 6B is occupied by three three-story residential buildings completed in 1986 that contain a total of 57 residential units (approximately 538,210 zsf in total for the site). The buildings face the former Jefferson Street to the west, Cherry Street to the north, and Clinton Street to the east. The buildings have low lot coverage and small building footprints. Each building is set back from the street, and the buildings are separated by courtyards that lead to a rear yard and parking lot. The buildings have low gabled roofs and are minimally detailed with stone window lintels (see **Figure 8-15**, photo 26). Located across Clinton Street from Site 6A is Site 7, which is occupied by a 27-story building at 286 South Street (see **Figures 8-1 and 8-13**, photo 21). Completed in 1975, this building contains 250 residential units (approximately 316,570 zsf) and has 30 parking spaces. The building has a large footprint (approximately 10,500 sf) and occupies most of Block 245, Lot 1, with minimal setbacks along Clinton and South Streets.

Located on the same block as Site 7, Public School (P.S.) ~~104~~ 184 Shuang Wen School occupies the eastern portion of the block (see **Figures 8-1 and 8-16**, photo 27). The four-story (approximately 50-foot-tall) brick and concrete school is roughly T-shaped, with windows separated by vertical piers along the longer part of the T set back from the sidewalk by approximately 30 feet beyond landscaping and mature trees. The school building has a large approximately 22,800-sf footprint and low lot coverage, as it occupies only the northern portion of the lot. A large paved play yard with playground equipment and basketball courts occupies the southern portion of the lot and is enclosed by tall chain-link fencing along Montgomery and South Streets.

North of Madison Street, the urban design character of the area changes. The Lower East Side Historic District, which is listed on the State and National Registers of Historic Places (S/NR) is within the northern boundary of the primary study area. The portion of the primary study area within this historic district is generally characterized by five- and six-story tenement buildings and three- and four-story, late-19th and early-20th century residential buildings (see **Figure 8-16**, photo 28). These buildings tend to have small footprints (generally less than 2,500 sf), high lot coverage, and are built out to the sidewalk.

The LaGuardia Houses, as noted above, are located across Cherry Street from Sites 5 and 6A, between Montgomery and Rutgers Streets. The building complex comprises ten residential buildings set within landscaped grounds. Nine of the buildings have X-shaped footprints. These buildings rise 16 stories (approximately 140 feet) without setbacks and are clad in red brick (see



View southwest on Cherry Street from Montgomery Street includes the P.S. 184 Shuang Wen School and portion of the Manhattan Bridge Pier. **27**



View east on East Broadway at Pike Street includes the Lower East Side Historic District, which is located on both sides of East Broadway and is generally characterized by five- and six-story buildings. **28**

NOTE: One Manhattan Square is not part of the proposed projects

Photographs of Primary Study Area

Figures 8-1, 8-2, and 8-12 through 8-14). The 10th building is the LaGuardia Houses Addition, which is located across Cherry Street from Site 5. This 16-story (145-foot-tall) rectangular building has angled multi-colored brick façades. The buildings have low lot coverage and are set within large (approximately 11 acres) landscaped grounds.

The Rutgers Houses, located on the superblock bounded by Cherry, Madison, Pike, and Rutgers Streets, are located across Cherry Street from Site 4 (4A/4B). The five 20-story (approximately 177-foot-tall) brick buildings within this development have a roughly rectangular footprint (approximately 6,500 sf) and a slab form (see **Figures 8-1, 8-2, and 8-17**, photo 29). The buildings rise without setbacks and are unadorned. Each building has a central primary entrance with a modest projecting concrete canopy, accessed by low concrete stairs and ramps. The five buildings occupy just over five acres and have a narrow setback from the street.

Immediately west of Site 4 (4A/4B) is the One Manhattan Square (250 South Street) development (see **Figure 8-3**, photos 1 and 2; **Figure 8-8**, photo 12; and **Figure 8-16**, photo 27). Currently under construction, this building will consist of two residential towers on a shared base, which will be built out to the lot line along South Street. The taller of the two towers will be an 80-story (approximately 819-foot-tall) glass-clad building anticipated to have approximately 800 dwelling units. The shorter tower will rise 13 stories and will also have a glass curtain wall. The shared base of the two towers will contain ground floor retail.

The Vladeck Houses are located at the eastern boundary of the primary study area on a superblock bounded by Water, Jackson, Madison, and Gouverneur Streets (see **Figures 8-1 and 8-14**, photo 24). The complex consists of 20 six-story (approximately 58-foot-tall) brick buildings organized in a north–south alignment set within approximately 13 acres of landscaped grounds. Most buildings have a long saw-tooth building footprint while the smaller buildings have a C-clamp footprint. The buildings are arranged in rows with less open space between them than the buildings of the LaGuardia and Rutgers Houses.

The southeast portion of the primary study area includes the areas beyond the FDR Drive and the East River Esplanade, which contains Piers 35, 36, and 42 (see **Figure 8-17**, photo 30; and **Figure 8-18**, photo 31). Pier 35 is under construction with new recreational uses. Pier 36 contains a large one-story brick building, large shed structures, and a paved surface parking lot. These structures are occupied by a New York City Department of Sanitation (DSNY) facility, a Fire Department of New York (FDNY)/Emergency Medical Services (EMS) facility, and Basketball City. Tour boats also dock at Pier 36, and tourist limousines and buses use the Pier 36 parking area. East of Piers 35 and 36 is Pier 42, which is also located along the waterfront. Pier 42 contains a large one-story metal building, surface parking, and temporary structures. The entire pier is enclosed by a chain-link fence and is under construction for new open space amenities that will connect to East River Park. The Manhattan Bridge approach (see Chapter 7, "Historic and Cultural Resource) extends through the western portion of the primary study area (see **Figure 8-18**, photo 32). The bridge's stone-clad anchorage and piers and raised metal decking visually and physically divide the western portion of the primary study area so that there is no connection between the primary study area to the west and the primary study area closer to the project sites. The Manhattan Bridge spans over the East River, connecting Manhattan to Brooklyn.

West of the Manhattan Bridge approach is Knickerbocker Village which consists of two roughly O-shaped brick buildings that rise 12 stories (approximately 121 feet) without setbacks and occupy the full block bounded by Cherry, Market, Monroe, and Catherine Streets (see **Figure 8-1**). The buildings are built to the sidewalk and open onto large central courtyards. While the buildings have large (approximately 58,000 sf) footprints, they have low lot coverage as a result of their



View southwest on Rutgers Street to the 20-story rectangular Rutgers Houses. **29**



View southeast across South Street from Site 6A to large buildings on piers. **30**

Photographs from Primary Study Area

Figure 8-17



View southwest across the paved surface parking lot toward the large shed structures on Pier 36, with the Manhattan Bridge in the background. **31**



Southwest view from the East River Esplanade toward Brooklyn, including expansive views of the East River, with the Manhattan Bridge in the foreground and the Brooklyn Bridge in the background. **32**

Photographs from Primary Study Area

courtyard design. However, from a pedestrian perspective, the buildings appear monolithic. The two buildings are separated by a paved area enclosed by a one-story brick wall.

In general, within the primary study area, the streetscape includes large stretches without active ground floors or with large, fenced off open spaces that do not engage the pedestrian (see **Figure 8-1**). Particularly in the area immediately adjacent to the project sites, the streetwall is inconsistent or non-existent and the pedestrian experience is limited. Along South Street, the raised FDR Drive substantially limits views, and access points to the East River Esplanade are limited, further constraining the pedestrian experience of the East River waterfront and East River Esplanade. Along Cherry Street, there are long, continuous stretches without any active ground floor uses or pedestrian amenities which limit pedestrian foot traffic.

VIEW CORRIDORS AND VISUAL RESOURCES

Views of the Project Sites from Immediately Adjacent Streets in the Primary Study Area

Pedestrian views from the streets immediately adjacent to the project sites include long east–west views on Cherry and South Streets (see **Figure 8-19**). Views on Cherry Street include the northern portions of Sites 4 (4A/4B) and 5 (see **Figure 8-3**, photo 1). Cherry Street views also include free-standing tall residential buildings across Cherry Street to the north that are set back from the street within grassy lawn areas with trees, including mature London Plane trees near the sidewalks; paved walkways; and small paved parking areas. Pedestrian views on Cherry Street from near Sites 5 and 6A include the three-story townhouse groupings north of Site 6A that are set back from the sidewalk by small grassy areas, and other taller residential buildings beyond, including the 275 South Street building on Site 6A to the south (see **Figure 8-19**). From South Street, pedestrian views include the existing residential buildings on each of the project sites, with broad views of the Rutgers Slip Open Space and the paved surface parking lots on the southern portions of Sites 5 and 6A. Pedestrian views from South and Cherry Streets near Sites 4 (4A/4B) and 5, and more limited views from Site 6A, also include the under construction One Manhattan Square development in the distance (see **Figures 8-5 through 8-10**).

Pedestrian views near the project sites from South and Cherry Streets also include limited views of the Manhattan Bridge approach, the towers of the Manhattan Bridge, and the East River. These views are partially obscured by the existing buildings on Site 4 (4A/4B) and Site 5 (see **Figures 8-6 and 8-7**). No views of the East River are available from locations immediately north of Site 4 (4A/4B) on Cherry Street; however, certain limited views of the East River are available immediately adjacent to Site 4 (4A/4B) on Rutgers Slip and South Street. Views along South Street adjacent to the project sites are obscured by the elevated FDR Drive and waterfront pier structures. Views south on Rutgers Slip include partial views of the Manhattan Bridge and close, but obscured, views of the East River (see **Figure 8-7**). These views are substantially constrained and do not provide expansive views to any visual resource. Views from Clinton Street adjacent to Site 6A terminate at the pier structures and are further restricted by the FDR Drive. Therefore, the portions of Cherry, South, and Clinton Streets, and Rutgers Slip adjacent to the project sites are not considered view corridors.

Views from within the Primary Study Area

Views from within the primary study area are longest along east–west Madison Street, Henry Street, and East Broadway. Views along these wide east–west streets include the elevated Manhattan Bridge approach and distant views to One World Trade Center and the Woolworth Building to the west and southwest (see **Figure 8-11**). These views are considered view corridors.



View northwest on Cherry Street toward the LaGuardia Houses on the north side of Cherry Street across from Site 5. **33**



View southeast on Cherry Street, including the three-story residential buildings on Site 6B of the Two Bridges LSRD in the foreground, the Site 6A residential building at 275 South Street beyond to the south, and the 27-story residential building on Site 7 of the Two Bridges LSRD beyond to the southeast. **34**

Photographs of Primary Study Area

The upper portion of the Williamsburg Bridge's Manhattan-side tower is visible in the distance from certain eastward views from these streets (see **Figure 8-9**, photo 19).

In general, views along these east–west streets do not include the project sites to the south due to distance and intervening tall buildings. However, obscured views to portions of the existing buildings on Site 4 (4A/4B) and Site 5 that are located closest to Rutgers Slip are available in southward views from the intersections of Madison and Henry Streets and Rutgers Street, with more limited views from the intersection of East Broadway and Rutgers Street (see **Figure 8-12**, photo 20). Limited views of the 275 South Street building on Site 6A are also available from certain southward views on Madison Street between the existing LaGuardia Houses residential housing complex. Views along the north–south streets in the primary study area are further limited by the groupings of tall residential buildings located between Madison and Cherry Streets, the narrowing and irregular streets south of Cherry Street, and the elevated FDR Drive to the south (see **Figure 8-12**, photo 20; and **Figure 8-14**, photo 23). Therefore, views along these streets are not considered view corridors.

Visual Resources

Visual resources in the primary study area include the Manhattan Bridge and the East River, as described below. Although the Williamsburg and Brooklyn Bridges are visual resources located outside the primary study area, because of their scale and location, they are visible from many vantage points within the primary study area. These visual resources are also described below.

Although the East River occupies almost the entire southern portion of the primary study area, the elevated FDR Drive and the large one-story structures on Piers 35, 36, and 42 are visual barriers that substantially limit views to the East River from vantage points to the north (see **Figure 8-7**, photo 9; **Figure 8-13**, photo 21; and **Figure 8-17**, photo 30). Even with these physical and visual barriers, limited views of the East River are available from certain nearby vantage points near the southern ends of Pike and Rutgers Slips, and from Rutgers, Cherry, Jefferson, and South Streets. Along the East River Esplanade, views of the East River are expansive and uninterrupted (see **Figure 8-18**, photo 32).

The Manhattan Bridge (S/NR, New York City Landmark [NYCL]-eligible)[4] is a prominent visual resource in the primary study area. The bridge and towers are visible from vantage points throughout the primary study area. The bridge's two tall towers have open, X-shaped metal supports, each with a tall center gothic arch, and are topped with four round finials (see **Figure 8-18**, photo 32). Rutgers Street/Slip and Pike Street/Slip provide the longest, uninterrupted views of the bridge, including views from Canal Street and East Broadway, respectively. The bridge approach, roadway deck, towers, and piers are visible in east–west views along Cherry Street (see **Figure 8-8**, photo 9; **Figure 8-6**, photo 7; **Figure 8-10**, photo 15; **Figure 8-17**, photo 29; and **Figure 8-16**, photo 27). Uninterrupted views of the Manhattan Bridge are available from the East River Esplanade (see **Figure 8-18**, photo 32).

The Manhattan Bridge itself affords views of both the project sites and the primary study area, in addition to broader views of Manhattan. Views from the Manhattan side of the bridge are more focused, with wider vistas from more distant vantage points on the bridge span, which include distant views to the Empire State Building, the MetLife Building, the Chrysler Building, and the

[4] The entire Manhattan Bridge, including the Arch and Colonnade, are included in the S/NR designation. Only the Arch and Colonnade are included in the NYCL designation; however, the bridge itself has been determined NYCL-eligible by LPC.

Citigroup Center (see **Figure 8-20**, photo 35). Pedestrian views from the Manhattan Bridge are from the west side of the bridge where the only pedestrian walkways are located. Pedestrian views, therefore, are extremely limited by the intervening structure of the Manhattan Bridge, four tracks of frequently passing trains, and distance. Views of the project sites from the east side of the Manhattan Bridge are limited to transitory views of bicyclists on the bike lanes and subway passengers. These views are further limited by the large one-story intervening large one-story structures on Piers 35, 36, and 42 and the elevated FDR Drive in the foreground, the 21-story building on the southern portion of Site 4 (4A/4B), and the underdeveloped character of the surface parking lot on Site 5 and the vacant Site 6A. Therefore, existing views from the east side of the Manhattan Bridge are not pedestrian views, but are transitory views of bicyclists and subway passengers.

The Brooklyn Bridge (National Historic Landmark [NHL], S/NR, NYCL) is a suspension bridge that has masonry towers with two gothic arches over the outer vehicular lanes (see **Figure 8-18**, photo 32). Although the Brooklyn Bridge is located outside the primary study area, there are uninterrupted views of the Brooklyn Bridge from vantage points in the primary study area along the East River Esplanade. Additionally, expansive views of the primary study area and limited views of the project sites are available from the bridge itself (see **Figure 8-20**, photo 36). From the Brooklyn Bridge's central pedestrian lane, views of the project sites include the 21-story building at 82 Rutgers Slip on Site 4 (4A/4B) and the 26-story buildings at 265 and 275 Cherry Street on Site 5. However, views of the project sites are limited due to the underdeveloped character of the parking lot on Site 5, the vacant Site 6A, and the bridge's metal truss structure that extends over the bridge's Manhattan-bound traffic lanes. Additionally, views are further limited by the under-construction One Manhattan Square building immediately west of the project sites.

The Williamsburg Bridge (S/NR-eligible) was designed by Lefferts L. Buck and constructed between 1895 and 1903. The long-span steel bridge has two metal support towers with open, X-shaped supports and double-X deck girders. Views in the primary study area that include the Williamsburg Bridge are generally limited to eastward views of the Manhattan-side bridge tower from vantage points along Madison Street west of Gouverneur Street and eastward views along Water Street. Views from the bridge include long views of the primary study area, and limited views of the project sites (see **Figure 8-21**, photo 37).

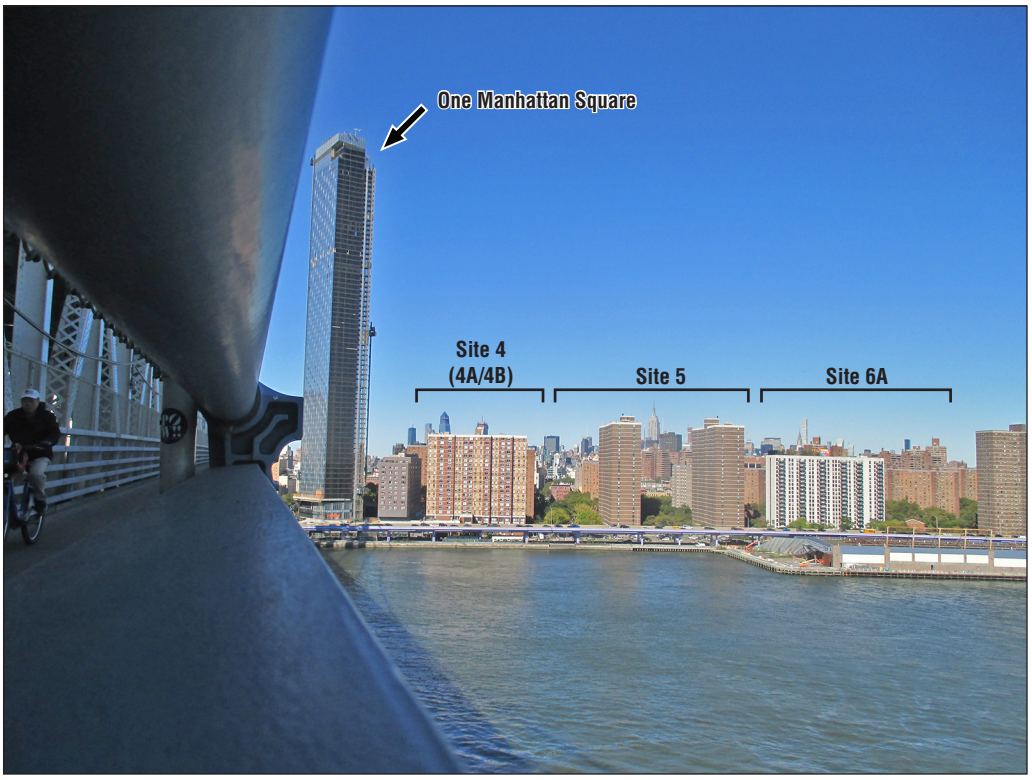
SECONDARY STUDY AREA

URBAN DESIGN

Manhattan

The streets within the secondary study area in Manhattan form an irregular grid, with streets in the north and east extending at angles and streets in the west terminating at large blocks and bridge piers and structures (see **Figure 8-1**). A center mall is located within the median of Allen Street contains and is developed with mature street trees, landscaping, seating, and dedicated bike paths (see **Figure 8-21**, photo 38). Street furniture includes cobra-head street lamps, bishop-hook lamps, traffic lights, bus stop signs and shelters, fire hydrants, garbage cans and recycling bins, mailboxes, newsstands, benches, produce stands, Citi Bike racks, parking meter kiosks, and pay telephones.

Large residential housing complexes on the superblocks define much of the secondary study area in Manhattan (see **Figures 8-1, 8-22**, **and 8-23**). The Seward Park Cooperative consists of four 20-story (approximately 188-foot-tall) brick buildings set within landscaped grounds on two irregularly shaped blocks bounded by Grand, Essex, and Montgomery Streets, and East Broadway



Northeast view from the Manhattan Bridge's eastern bike lane includes the Empire State Building, the MetLife Building, the Chrysler Building, and the Citicorp Center in the distance. **35**



Northeast view from the Brooklyn Bridge's pedestrian path includes expansive views of the study area and limited views of the project sites. **36**

NOTE: One Manhattan Square is not part of the proposed projects

Views from the Manhattan and Brooklyn Bridges



Northwest view from the Williamsburg Bridge's western pedestrian path includes limited views of One Manhattan Square, the project sites, and One World Trade Center in the distance. **37**



View south on Allen Street, a two-way street with a center mall with mature trees, landscaping, seating, and bike and pedestrian pathways. **38**

NOTE: One Manhattan Square is not part of the proposed projects

Photographs from Secondary Study Area



View west from East Broadway and Grand Street, which includes the large housing complexes of the secondary study area and One World Trade Center and the Woolworth Building in the far distance. **39**



View south on Clinton Street north of Grand Street is limited by a slight rise in topography, large buildings, and trees within the Seward Park Cooperative complex. **40**

Photographs from Secondary Study Area



View west on Grand Street includes the mature trees located within the Hillman Houses Cooperative complex. A 26-story hotel at 9 Crosby Street is visible in the distance. **41**



View east from the Alfred E. Smith Houses, a NYCHA complex of 12 17-story buildings. One Manhattan Square is visible in the background. **42**

NOTE: One Manhattan Square is not part of the proposed projects

Photographs of Secondary Study Area

(see **Figures 8-1 and 8-22**, photo 40). Hillman Housing comprises three 13-story (approximately 122-foot-tall) brick residential buildings set within landscaped grounds on two blocks north of Grand Street (see **Figures 8-1 and 8-23**, photo 41). In the western portion of the secondary study area in Manhattan, the Alfred E. Smith houses comprise 12 17-story (approximately 147-foot-tall) brick-clad residential buildings located on an approximately 18-acre site (see **Figures 8-1 and 8-23**, photo 42). Smaller buildings in the secondary Manhattan study area are generally older masonry building that rise three to six stories and have ground-floor retail (see **Figure 8-24**, photo 43).

In addition to the Allen Street malls and landscaped grounds of the housing complexes in the secondary study area in Manhattan, open spaces also include Corlears Hook Park and a portion of Sara D. Roosevelt Park. The landscaped grounds of the housing complexes contain mature trees, grassy areas enclosed by low fences, landscaped pedestrian walkways that extend through the complexes, sidewalk seating areas, and playgrounds. Corlears Hook Park is divided into two sections north and south of the at-grade FDR Drive with a raised pedestrian bridge connecting the two sections. The park contains a soccer field, dog run, amphitheater, walkways, comfort station, and landscaping including planting beds and mature trees (see **Figure 8-24**, photo 44). The southern portion of the park contains a portion of the East River Esplanade, which extends beyond the boundaries of the secondary study area and is adjacent to the East River. Within the secondary study area, the Sara D. Roosevelt Park consists of a playground, basketball courts, handball courts, seating, walking paths, and mature trees. The park is located between Chrystie and Forsyth Streets and extends north outside of the secondary study area.

Brooklyn Waterfront

The streets within the Brooklyn portion of the secondary study area are narrow, and many are partially paved in Belgian block. The streets tend to be in disrepair with broken or partial pavement, and asphalt repairs (see **Figures 8-25 and 8-26**, photo 47). Railroad tracks, partially embedded in the streets, are located along portions of Jay, Plymouth, and John Streets (see **Figure 8-25**, photo 45). Jay Street between Bridge and Gold Streets is not publically accessible. Most streets terminate one block before the waterfront, with only John Street extending to the East River (see **Figure 8-1**). There are no street trees. Street furniture within the secondary study area in Brooklyn includes cobra-head street lamps, stop signs and street signs, fire hydrants, garbage cans, and pay telephones.

The buildings in the secondary study area in Brooklyn range from one-story (approximately 12-foot-tall) old brick garages and warehouses to 17-story (approximately 172-foot-tall) recently constructed glass-clad residential buildings, and 16-story (approximately 151-foot-tall) older masonry commercial buildings. Most buildings generally have a large footprint (over 4,000 sf), are built out to the sidewalk, and rise without setbacks. Many of the older buildings were manufacturing or industrial buildings that have been converted to commercial or mixed-use buildings with ground-floor retail. A large Con Edison power substation is located between Jay and Gold Streets, north of John Street (see **Figure 8-25**, photo 46). The site contains several one-story structures, power generating equipment, and surface parking. The entire site is enclosed by a chain-linked fence with concrete barricades along John Street between Jay and Bridge Streets.

A segment of Brooklyn Bridge Park is the only open space within the Brooklyn portion of the secondary study area. This portion of the park contains a tall grassy berm with landscaping, mature trees, a playground, a gravel beach, paved walkways, a rock-climbing wall, and a dog park (see **Figure 8-30**). This portion of Brooklyn Bridge Park is enclosed by a decorative metal fence along



Southwest view from Clinton Street at East Broadway, including older four- to six-story masonry buildings. **43**



View west from Corlears Hook Park, a public park in the eastern portion of the secondary study area, with mature trees and a comfort station, includes distant views of One World Trade Center. **44**

Photographs of Secondary Study Area



View north on Jay Street at Plymouth Street with large masonry buildings on the left and obstructed views of the East River and Manhattan Waterfront in the background. **45**



The view north on Bridge Street is partially obstructed by the Con Edison substation. **46**

Photographs of Secondary Study Area



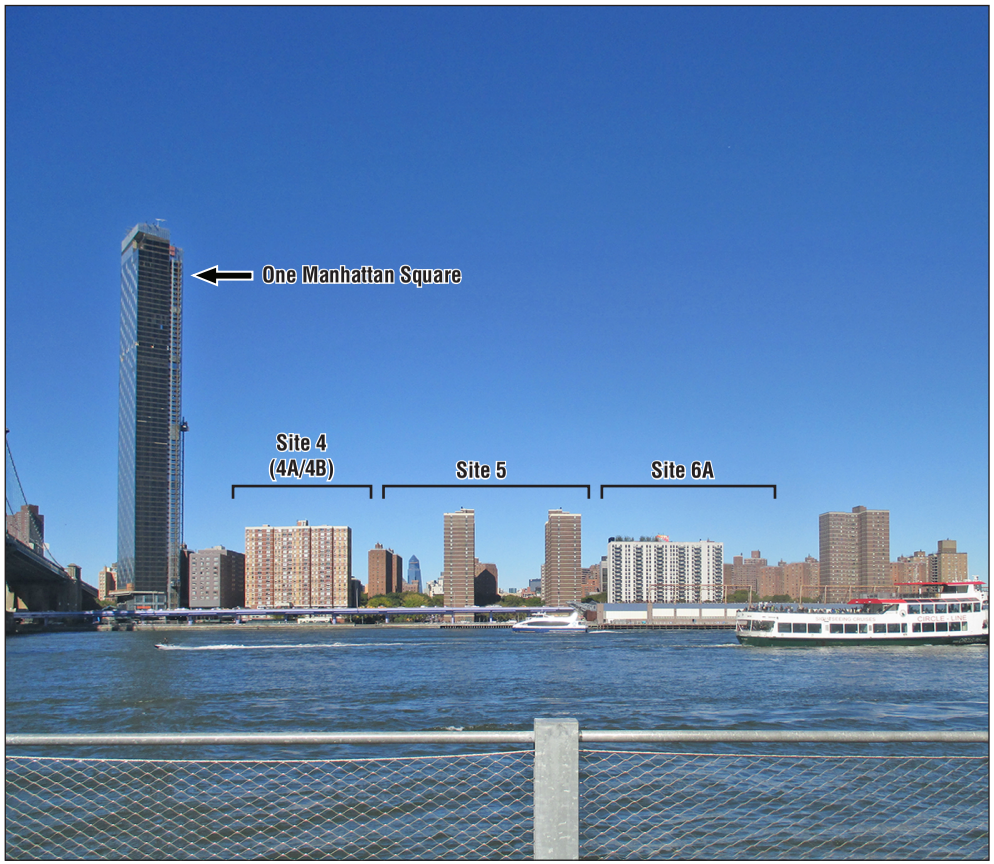
View north on Adams Street toward the East River and Manhattan Waterfront is constrained by the large building on the right, and the Manhattan Bridge and Brooklyn Bridge Park on the left. **47**



View north from Brooklyn Bridge Park including the landscaping and grassy areas within the park, the Manhattan Bridge, and partial views of One Manhattan Square and the project sites. **48**

Photographs of Secondary Study Area

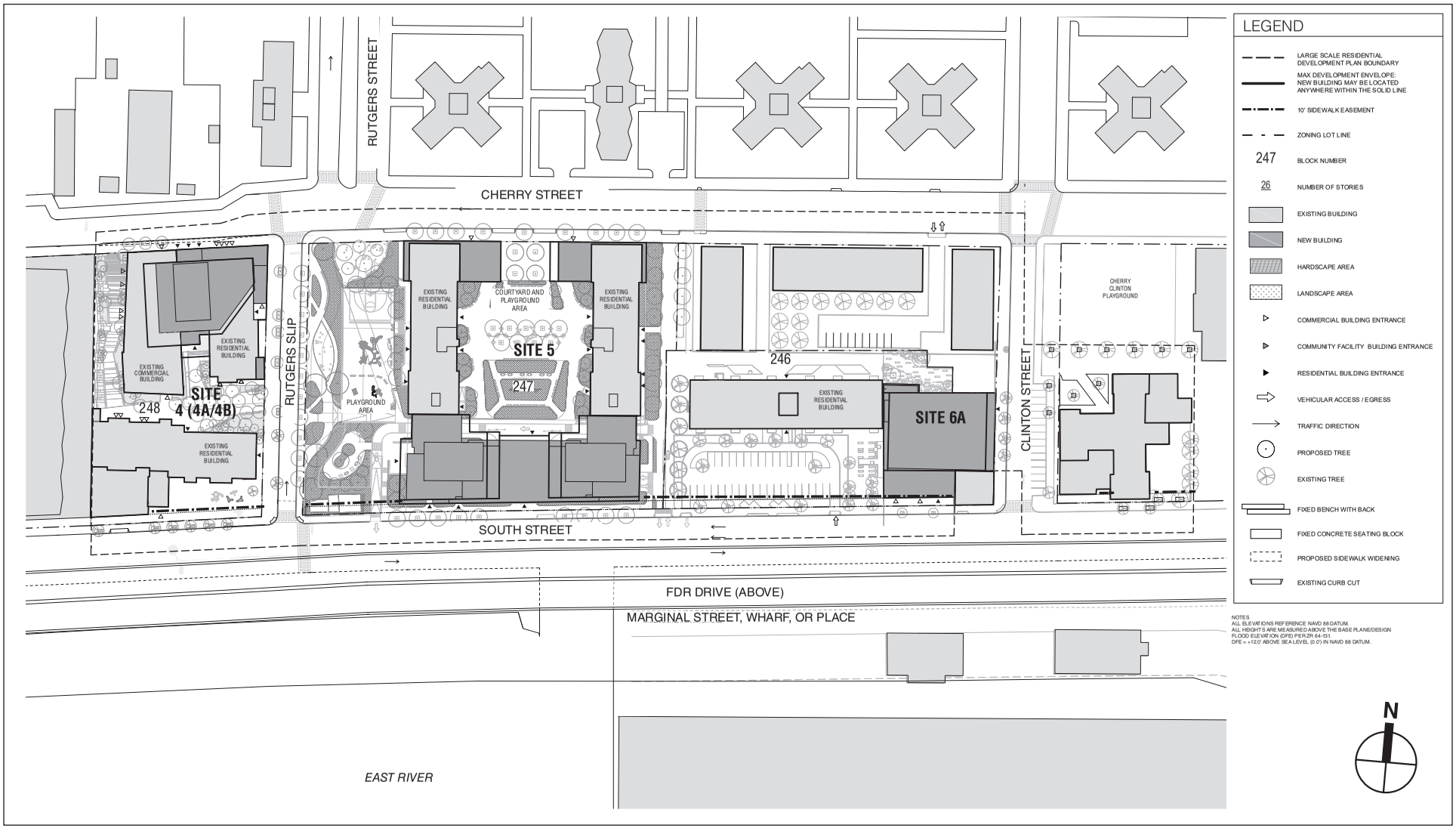




NOTE: One Manhattan Square is not part of the proposed projects

View north from the Brooklyn Waterfront at John Street Park includes views of taller buildings in Lower Manhattan, the Manhattan Bridge, One Manhattan Square, and the project sites. **49**

Photographs from Secondary Study Area



Source: SHoP Architects PC

NOTES:
CERTAIN ELEMENTS OF BUILDING DESIGN, SUCH AS THE MAXIMUM BUILDING ENVELOPE, WILL BE CONTROLLED UNDER THE PROPOSED MINOR MODIFICATIONS TO THE TWO BRIDGES LSRD APPROVALS.

OPEN SPACE DELINEATIONS AS SHOWN ARE APPROXIMATE.

0 200 FEET

Proposed Site Plan
All Projects

TWO BRIDGES LSRD

Figure 8-28

11.20.18



Source: SHoP Architects PC

NOTES:
- For Illustrative Purposes Only
- One Manhattan Square Is Not Part Of The proposed projects

Illustrative Rendering
of the Proposed Projects

TWO BRIDGES LSRD

Figure 8-29

11.20.18



Project Sites

Boundary of Two Bridges LSRD

Primary Study Area (1/4-mile boundary)

Secondary Study Area (1/2-mile boundary)

50a&50b *Photograph View Direction and Reference Number*

0 1,200 FEET

TWO BRIDGES LSRD

Urban Design and Visual Resources Aerial Map

Figure 8-30

John, Adam, and Plymouth Streets. Brooklyn Bridge Park extends to the west outside the secondary study area boundaries.

VIEW CORRIDORS AND VISUAL RESOURCES

Manhattan

Views to the project sites from the secondary study area are extremely limited by distance, intervening buildings, and street patterns. Although views to the project sites are available from certain vantage points on the FDR Drive east of the project sites, these views are transitory and further limited by the northeast trajectory of the FDR Drive within the secondary study area. However, views to the project sites from these vantage points include distant views to the project site buildings located among other buildings of varying heights along the north side of the FDR Drive and the more distant tall buildings in Lower Manhattan.

Within the Manhattan side of the secondary study area, views are longest along Grand Street, East Broadway, and the Williamsburg Bridge approach. Views west along Grand Street include the 26-story (approximately 343-foot-tall) glass and metal-clad hotel at 9 Crosby Street and the mature trees within Sara D. Roosevelt Park (see **Figure 8-25**, photo 46). Views east on Grand Street include mature trees within the landscaped grounds of the various housing complexes, the trees and landscaping within Corlears Hook Park, and close views of the Williamsburg Bridge. Views west along East Broadway include long views of the Municipal Building, One World Trade Center, the Woolworth Building, and close views of the elevated Manhattan Bridge approach (see **Figure 8-22**, photo 39). East Broadway ends at Grand Street, limiting views to the east. Western views from the Williamsburg Bridge approach include limited and distant views of One World Trade Center; however, views from the Williamsburg Bridge approach are constrained by the metal-framed enclosure of the pedestrian walkway east of Clinton Street. Views from Corlears Hook Park include distant views of One World Trade Center (see **Figure 8-23**, photo 42). The north–south streets within the secondary study area in Manhattan are shorter and views are limited by dead end streets, topography, and the elevated Williamsburg Bridge approach (see **Figure 8-26**, photo 47). Pedestrian views from the Manhattan Bridge approach are constrained by the barricade and supports for the vehicular lane, high fencing, and mature trees.

Brooklyn Waterfront

Views from the Brooklyn waterfront toward the project sites include close views of the Manhattan Bridge, with Piers 35, 36, and 42 in the near distance across the East River, and the existing project site buildings beyond the FDR Drive. Unobstructed views of the Williamsburg and Brooklyn Bridges and Corlears Hook Park are also available from the Brooklyn waterfront. Distant views of skyline icons include the Empire State Building and the Chrysler Building in Midtown and One World Trade Center and Municipal Building in Lower Manhattan (see **Figures 8-25 through 8-27**).

Views from Brooklyn Bridge Park offer wide views of the Manhattan waterfront including the tall buildings in Lower Manhattan, the under-construction One Manhattan Square, and the Brooklyn, Manhattan, and Williamsburg Bridges (see **Figures 8-26 and 8-27**).

Views within the secondary study area in Brooklyn are longer east–west, but constrained north–south due to the narrowness of streets, the scale and massing of the buildings, and the topography and landscaping. From the eastern portion of the secondary study area, views west include the Manhattan Bridge's deck and tower, and taller buildings in Lower Manhattan, including distant views to One World Trade Center. In the western portion of the secondary study area, views include close views of the Manhattan Bridge's deck, approach, and tower, and longer views to the

west of the Brooklyn Bridge towers, and buildings in Lower Manhattan. Limited views north toward the East River and the Manhattan waterfront are available from Adams Street at Plymouth Street, however, these views are constrained by the elevated Manhattan Bridge approach; the landscaping, climbing walls, and fencing of Brooklyn Bridge Park; and a seven-story brick building on the east side of Adams Street (see **Figures 8-26 and 8-27**). The Con Edison substation limits views of the East River and Manhattan waterfront along Jay, Bridge, and Gold Streets (see **Figure 8-25**, photo 46).

D. FUTURE WITHOUT THE PROPOSED PROJECTS

This section considers urban design and visual resource in the No Action condition in 2021. These conditions are projected by considering changes that are likely or expected to occur on the project sites and within the primary study area.

PROJECT SITES

In the No Action condition, it is assumed that the project sites would not be redeveloped and the project sites would remain as in existing conditions, including the Rutgers Slip Open Space on Site 5 remaining private open space. The existing retail in the Lot 76 building (235 Cherry Street) on Site 4 (4A/4B) would be re-tenanted. No new development would occur on the project sites.

PEDESTRIAN WIND CONDITIONS

The results of the wind tunnel analysis indicate that there is one location in the No Action condition on the project sites where pedestrian-level winds potentially exceed the safety criterion, which is based on a criterion of a wind gust exceeding 56 mph more than 0.1 percent of the time (i.e., 9 hours per year or more), as described in "Methodology." The No Action condition exceedance was predicted to occur primarily or entirely during the winter months (November to April) (see **Appendix G**).

PRIMARY STUDY AREA

URBAN DESIGN

As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," several development projects located within the ¼-mile study area are anticipated to be complete by 2021, including several large new residential developments. One Manhattan Square (250 South Street), directly adjacent Site 4 (4A/4B) comprises two towers on a shared based, which will be built out to the lot line along South Street. The taller of the two towers will rise 80 stories (819 feet), which is significantly taller than any of the existing buildings within the study area; the second tower will be shorter, at 13 stories. The taller tower will be clad in glass, while the shorter will be clad in brick with punched windows. Located northwest of the project sites is 2 Pike Place at the northwest corner of Pike Place and East Broadway. This No Build development will add office space to the primary study area. The new building will be 14 stories (approximately 180 feet) with a two-story base that will be built out to the lot line. The building will be clad in glass. As described above, the area south of the project sites along the East River—Piers 35 and 42—will be redeveloped by 2021 into a recreational pier and a park and link to East River Park. In addition, although the Lower Manhattan Coastal Resiliency (LMCR) and the East Side Coastal Resiliency (ESCR) projects have anticipated build years of 2023, these two resiliency projects—which are being advanced by the City—have been accounted for as part of the future conditions of the study area due to their ongoing nature and proximity to the project sites. These projects are anticipated to include a system of floodwalls, levees, landscaped berms, and possibly deployable barrier systems.

These No Build developments will change the urban design character and visual context of the primary study area by adding new and tall buildings near the East River and Manhattan Bridge and approach. These No Build projects will also introduce glass-clad façades to the primarily brick-clad buildings in the primary study area. In addition, the No Build projects will introduce higher lot coverage in the primary study area by constructing buildings on multi-story bases that will cover most of the lot before rising to the full building heights. The No Build projects will enhance the pedestrian experience of the primary study area closest to these developments by adding active ground floor uses within the primary study area and improving the streetscape by replacing under-utilized sites with new active uses. The No Build projects on Piers 35 and 42 will add new recreational amenities that will enhance the urban design character and visually enhance the pedestrian experience of the nearby primary study area. The LMCR and ESCR project designs, as they advance, are intended to maintain physical and visual access to the water at critical locations, ensuring continued connections between the upland neighborhoods and the waterfront.

VIEW CORRIDORS AND VISUAL RESOURCES

In the future without the proposed projects, views in the primary study area will remain similar to existing conditions along east–west streets and most north–south streets. Views from the streets immediately adjacent to the project sites will continue to include portions of the project sites and other nearby buildings, the FDR Drive, and limited views of the East River to the south. In general, study area views will change from nearby vantage points with the completion of the One Manhattan Square development fronting on Pike Slip, immediately west of Site 4 (4A/4B). Obscured views to portions of the existing buildings on Site 4 (4A/4B) and Site 5 that are located closest to Rutgers Slip will remain available in southward views from the intersections of Madison and Henry Streets and Rutgers Street, with more limited views from the intersection of East Broadway and Rutgers Street. Limited views of the 275 South Street building on Site 6A will also remain available from certain southward views on Madison Street between the existing LaGuardia Houses residential housing complex and from certain vantage points on Clinton Street.

Views of the Manhattan Bridge tower in the primary study area will remain available from various vantage points along Pike Slip/Street and along Cherry Street; however, the line of sight will be narrowed along Pike Street with the completion of One Manhattan Square. Views along South Street will continue to be long but constrained due to the elevated FDR Drive immediately to the south. The One Manhattan Square development on the north side of South Street will obstruct certain views toward the Manhattan Bridge and the East River along Pike Slip/Street. The view corridors on Madison and Henry Streets and East Broadway that include the elevated Manhattan Bridge approach and distant views to One World Trade Center and the Woolworth Building to the west and southwest will remain available. Views east toward the Manhattan-side tower of the Williamsburg Bridge will also remain available. Views south along Rutgers Slip/Street toward the Manhattan Bridge will remain available, but will also include One Manhattan Square in views south from East Broadway.

Views from the Manhattan Bridge will include the completed One Manhattan Square development in the future without the proposed projects. Longer views from the Manhattan Bridge that include the Empire State Building, the MetLife Building, the Chrysler Building, and the Citigroup Center will remain available from various vantage points along the bridge's bike lanes and subway trains, while pedestrian views from the west side of the bridge will remain limited as in existing conditions. Views of the project sites from the Manhattan Bridge will remain limited due to the intervening buildings on the piers and the elevated FDR Drive in the foreground, the 21-story building on the southern portion of Site 4 (4A/4B), and the undeveloped character of the surface

parking lot on Site 5 and the vacant Site 6A. Pedestrian views of the project sites from the Brooklyn Bridge will be similar to existing conditions but will be altered with the completion of the One Manhattan Square building immediately west of the project sites. Views from the Williamsburg Bridge and from the Brooklyn waterfront will remain similar to existing conditions but will also include the One Manhattan Square building.

SECONDARY STUDY AREA

URBAN DESIGN

Manhattan

Several development projects located within the ½-mile study area in Manhattan are anticipated to be complete by 2021, including large mixed-use developments. Essex Crossing, a mixed-used development bounded by Ludlow, Grand, Clinton, and Delancey Streets within the secondary study area, will redevelop 6 lots with approximately 740 dwelling units (DUs); retail, office, and community facility space; and 15,000 sf of open space. Buildings will range from 14 to 25 stories with active ground floors. The buildings will be clad in a variety of materials including glass, metal, and masonry.

The No Build developments in the secondary study area will add to a changing urban design character and visual context by adding new, tall buildings to the area and developing previously under-developed lots. These No Build projects will also introduce glass and metal-clad façades within the context of the primarily brick-clad buildings located throughout the secondary study area. In addition, the No Build projects will introduce higher lot coverage in the secondary study area by constructing buildings on multi-story bases that will cover most of the lot before rising to the full building heights. The active ground floor uses will enhance the pedestrian experience within the secondary study area.

Brooklyn Waterfront

In the 2021 No Action condition, it is anticipated that current urban design trends and general development patterns in the secondary study area within Brooklyn will continue. These trends and patterns are characterized by a mix of developments, including residential, commercial and industrial.

VIEW CORRIDORS AND VISUAL RESOURCES

Manhattan

In the future without the proposed projects, views to the project sites from the secondary study area in Manhattan will remain extremely limited by distance, intervening buildings, and street patterns. Transitory views to the project sites from certain vantage points on the FDR Drive east of the project sites will continue to include distant views to the existing project site buildings in the context of the completed One Manhattan Square development to the west, along with other buildings of varying heights on the north side of the FDR Drive and more distant tall buildings in Lower Manhattan.

As described above, view corridors within the secondary study area in Manhattan are longest along Grand Street, East Broadway, and west along the Williamsburg Bridge approach. The No Action developments will not alter these view corridors, and long views will remain available. Views west toward One World Trade Center, the Municipal Building, the Woolworth Building, and the elevated Manhattan Bridge approach will remain unchanged as will views east toward the mature trees within the landscaped grounds of the various housing complexes, the trees and landscaping

within Corlears Hook Park, and close views of the Williamsburg Bridge. Distant views of One World Trade Center from Corlears Hook Park will also remain available. One Manhattan Square will also be visible from portions of Grand Street, East Broadway, south along wider north–south streets, and the southern portion of Corlears Hook Park. Views from the Williamsburg, Manhattan, and Brooklyn Bridges will also include partial views of One Manhattan Square.

Brooklyn Waterfront

In the future without the proposed projects, views from the Brooklyn waterfront toward the project sites will continue to include close views of the Manhattan Bridge, with Piers 35, 36, and 42 in the near distance across the East River, and the existing project site buildings beyond the FDR Drive. Unobstructed views of the Williamsburg and Brooklyn Bridges and Corlears Hook Park will remain available from the Brooklyn waterfront. Distant views of skyline icons will continue to include the Empire State Building and the Chrysler Building in Midtown, and One World Trade Center and Municipal Building in Lower Manhattan.

Views from Brooklyn Bridge Park and the Brooklyn waterfront will continue to include the taller buildings in Lower Manhattan and the Brooklyn and Manhattan Bridges. The completed One Manhattan Square development will also be visible from several vantage points along the waterfront.

View corridors within the secondary study area in Brooklyn are longest along east–west streets where no development is anticipated and are not anticipated to change in the No Action condition. Views north toward the East River and Manhattan waterfront will continue to be constrained from vantage points not along the waterfront. Views north from Adams Street at Plymouth Street and Jay Street at John Street will include constrained views of the One Manhattan Square development.

E. FUTURE WITH THE PROPOSED PROJECTS

See **Figure 8-1** for project site locations, the proposed site plan on **Figure 8-28**, an illustrative rendering of the proposed projects on **Figure 8-29**, a comparative No Action and With Action aerial map with keyed views on **Figure 8-30**, and comparative No Action and With Action illustrative renderings of the project sites from adjacent sidewalks in **Figures 8-31 through 8-41**. **Figures 8-42 through 8-48** show comparative No Action and With Action illustrative views of the project sites from more distant vantage points in the primary and secondary study areas.

PROJECT SITES

URBAN DESIGN

As discussed in Chapter 1, "Project Description," the proposed projects would redevelop three sites within the Two Bridges LSRD with new mixed-use developments creating approximately 2,513,648 gross square feet (gsf) of residential space, approximately 10,858 gsf of retail space, approximately 17,028 gsf of community facility space, and approximately 22,779 sf of new publicly accessible and private open space on the three project sites (see **Figure 8-29**).

Site 4 (4A/4B) would be developed with a new, approximately 80-story (approximately 1,008-foot-tall) residential building that would cantilever over the existing one-story retail building at 235 Cherry Street and the existing 10-story residential building at 80 Rutgers Slip. Portions of the existing 10-story building would be integrated into the new building. A new one-story lobby and new ground-floor retail space would be constructed to the lot line along Cherry Street and would extend approximately 95 feet along Rutgers Slip. The glass-clad building would rise without setbacks, but would have a recessed terrace at the 67th floor. The existing curb cuts on Rutgers

Slip and Cherry Street would be removed, and the existing curb cut on South Street would remain; no new curb cuts would be required (see **Figures 8-31 through 8-33 and 8-39**). The existing open space on Lots 15, 70, and 76 would be altered with new pavers, plantings, and seating. Additional resiliency measures would be implemented at the site to assist in protecting the existing building at 80 Rutgers Slip, as well as the new building.

The proposed development on Site 5 would be a new mixed-use development with two towers on a shared base and one-story retail extensions to the two existing buildings on Site 5 at 265 and 275 Cherry Street (see **Figure 8-28**). The new building would contain approximately 1,244,960 gsf of residential, retail, and community facility use. The new glass-clad towers would reach heights of approximately 63 and 70 stories (maximum heights of 748 feet and 798 feet, respectively, including mechanical screen), with the shared base rising four stories. The two new towers would be oriented perpendicular to the two existing buildings at 265 and 275 Cherry Street and parallel to South Street. The 103 existing surface accessory parking spaces on Site 5 would be relocated to a new enclosed parking garage in the lower level of the proposed building. The ground floor retail fronting Cherry Street would be enlarged by approximately 5,319 gsf, in one-story primarily glass-clad expansions of the 265 and 275 Cherry Street buildings. The Site 5 project also would enlarge and reconstruct the existing private Rutgers Slip Open Space by replacing approximately 11,110-sf of paved area between the Rutgers Slip Open Space and 265 Cherry Street, and providing new landscaping, seating, and play areas as part of the enlarged, approximately 33,550-sf (approximately 0.77-acre) Rutgers Slip Open Space. Further, as part of the proposed projects, the Rutgers Slip Open Space would be dedicated as publicly accessible. The existing private open space between 265 and 275 Cherry Street also would be expanded and altered with new landscaping, seating, and play areas (see **Figures 8-28, 8-34 through 8-36, and 8-40**).

Two existing curb cuts north of 265 and 275 Cherry Street would be closed and replaced with a single central curb cut in this area on Cherry Street. On South Street, two existing curb cuts would be used to access the resident and visitor drop-off and the lower level parking garage in the new building. Two other existing curb cuts on South Street may be modified. The Jefferson Street walkway curb cuts would be maintained on Cherry and South Streets. No new curb cuts would be required. Resiliency measures would be incorporated in the new building design and around the site to assist in protecting the 265 and 275 Cherry Street buildings.

The proposed Site 6A project would be a ~~62~~63-story (approximately 730-foot-tall) building on Lot 5 with approximately 669,851 gsf of residential space and approximately 2,415 gsf of ground-floor retail (see **Figures 8-28, 8-37, 8-38, and 8-41**). The glass-clad building would rise from a two-story base to its full height without setbacks. Site 6A would have approximately 3,200 sf of new private open space, most of which would be adjacent to the building's north façade. The remainder of Site 6A, including the existing 19-story residential building at 275 South Street and the accessory surface parking lot on South Street, would remain. The existing curb cuts on South Street would remain; no new curb cuts would be required. New resiliency measures would be incorporated into the building and landscaping design.

Compared to the No Action condition, the proposed projects would introduce three new primarily residential developments to the Lower East Side neighborhood. The new buildings would replace underdeveloped sites with new active uses that are intended to enliven the streetscape of the nearby study area. The new buildings would be taller and have different forms and massings than the existing buildings on the project sites, which would remain in the With Action condition. The ground floor retail that would be introduced or expanded on each of the project sites would add to available local retail opportunities (see **Figures 8-39 through 8-41**). The inclusion of retail space



Existing and No Action **50a**



Source: SHoP Architects PC

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

With Action **50b**

Site 4 (4A/4B)
No Action/With Action Comparison
View Southwest from Rutgers Slip and Cherry Street



Existing and No Action **51a**



Source: SHoP Architects PC

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

With Action **51b**

No Action/With Action Comparison
View Southwest in Cherry Street from
East of Rutgers Slip

Figure 8-32



Existing and No Action **52a**



With Action **52b**

No Action/With Action Comparison
View Southeast from Pike Street across Cherry Street,
with One Manhattan Square in the Foreground and
Site 4 (4A/4B) in the Background (Winter View)



Existing and No Action **52a**



With Action **52b**

No Action/With Action Comparison
View Southeast from Pike Street across Cherry Street,
with One Manhattan Square in the Foreground and
Site 4 (4A/4B) in the Background (Fall View)



Existing and No Action **53a**



Source: Handel Architects LLP

NOTE: For Illustrative Purposes Only

With Action **53b**

Site 5
No Action/With Action Comparison
Southwest View on Cherry Street to the
Landscaped Courtyard and Ground Floor Retail



Existing and No Action **54a**



With Action **54b**

No Action/With Action Comparison
View Northeast on South Street adjacent to Site 4A/4B
with Site 5 in the Background



Existing and No Action **55a**



With Action **55b**

No Action/With Action Comparison
View Northeast on South Street toward Site 5



Existing and No Action **56a**



Source: Perkins Eastman

With Action **56b**

No Action/With Action Comparison
View Northeast on South Street toward Site 6A



Existing and No Action **57a**



With Action **57b**

NOTE: One Manhattan Square is not part of the proposed projects

No Action/With Action Comparison
View Northwest on South Street to Site 6A
(Foreground) and Site 5 (Background)



Source: SHoP Architects PC

View west from near Rutgers Slip through the grove area



Source: SHoP Architects PC

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

View northeast from the project site across the grove area

Site 4 (4A/4B)
Illustrative Renderings



Source: Handel Architects LLP

Southwest view on Cherry Street to the landscaped courtyard and ground floor retail



Source: Handel Architects LLP

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

View south on Rutgers Slip from Cherry Street

Site 5
Illustrative Renderings



Source: Perkins Eastman

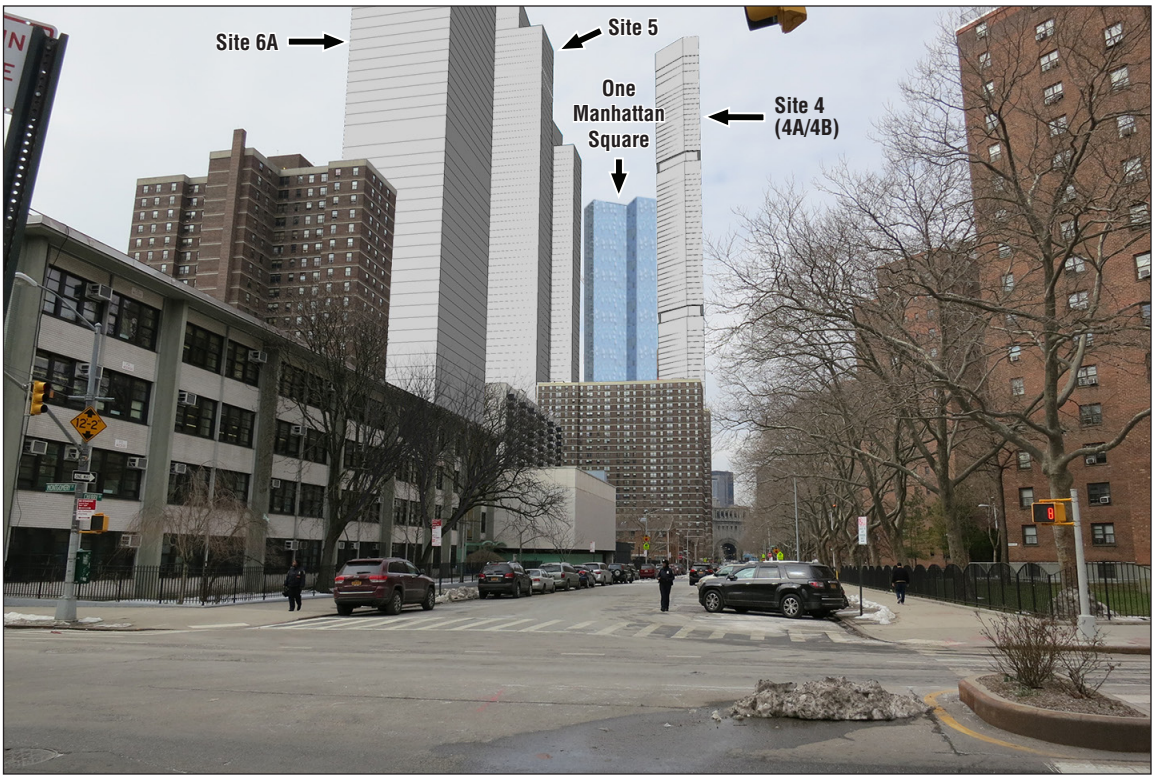
NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

View southwest on Clinton Street

Site 6A
Illustrative Rendering



Existing and No Action **58a**



With Action **58b**

NOTE: One Manhattan Square is not part of the proposed projects

No Action/With Action Comparison
View Southwest on Cherry Street
near Montgomery Street



Existing and No Action **59a**

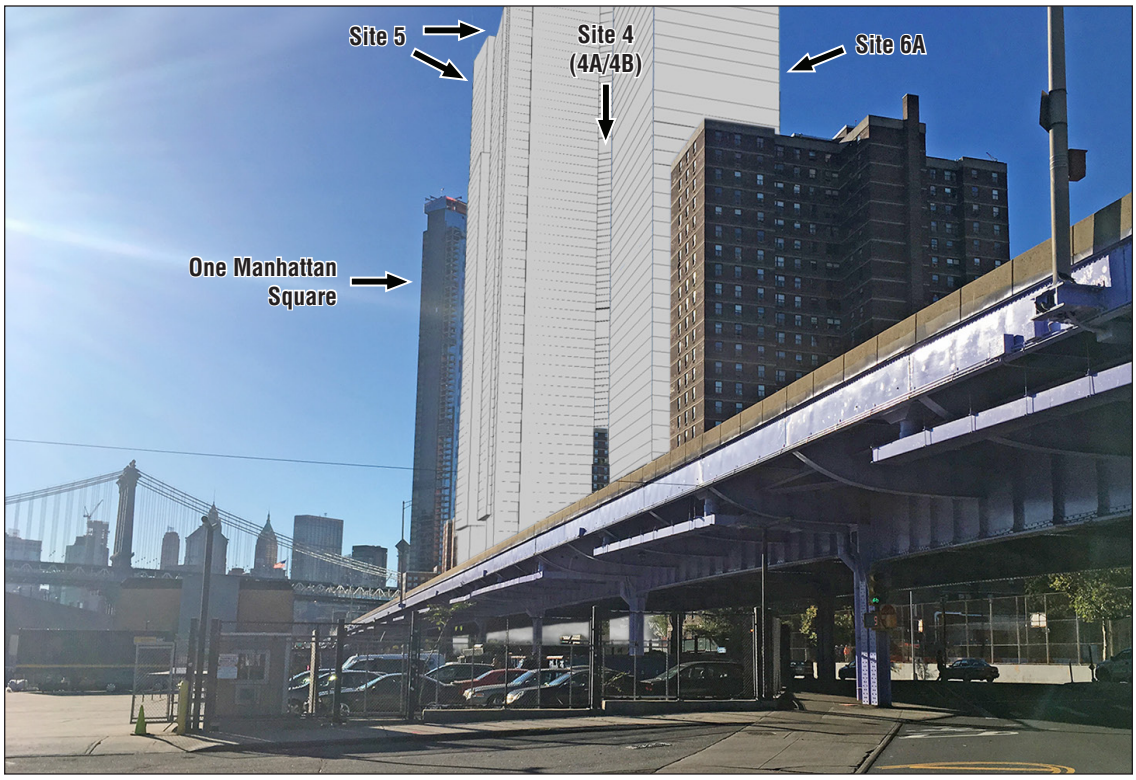


With Action **59b**

No Action/With Action Comparison
View Southwest on Rutgers Street near Henry Street toward
Site 6A (left), Site 5 (middle), and Site 4 (4A/4B) (right)



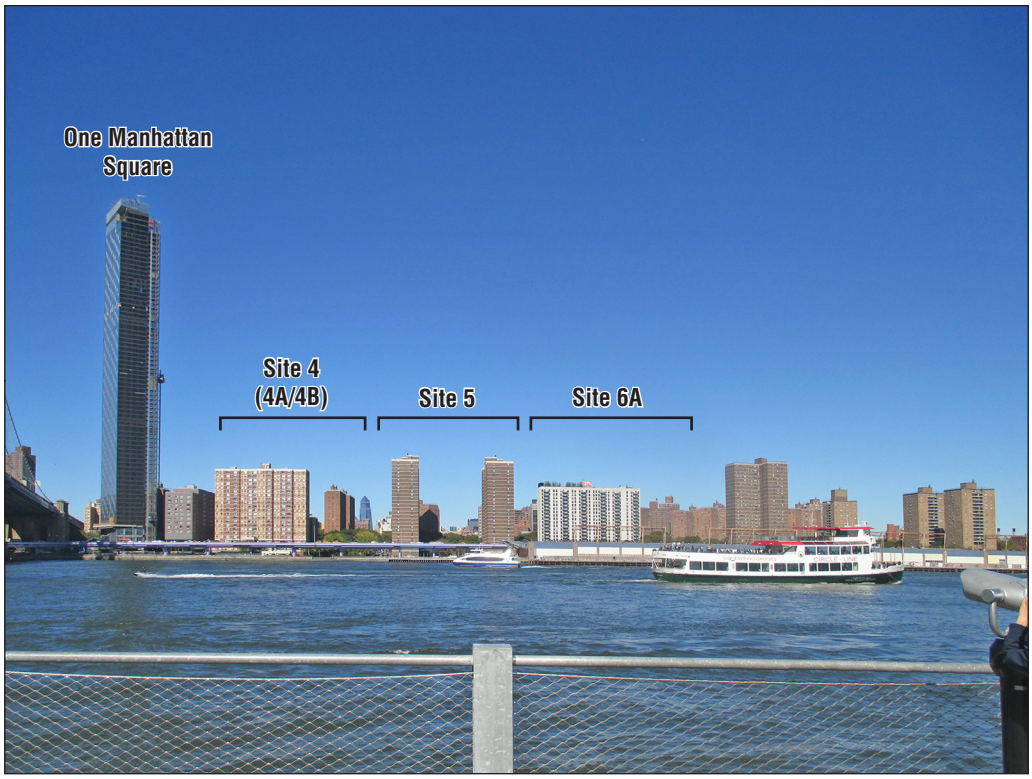
Existing and No Action **60a**



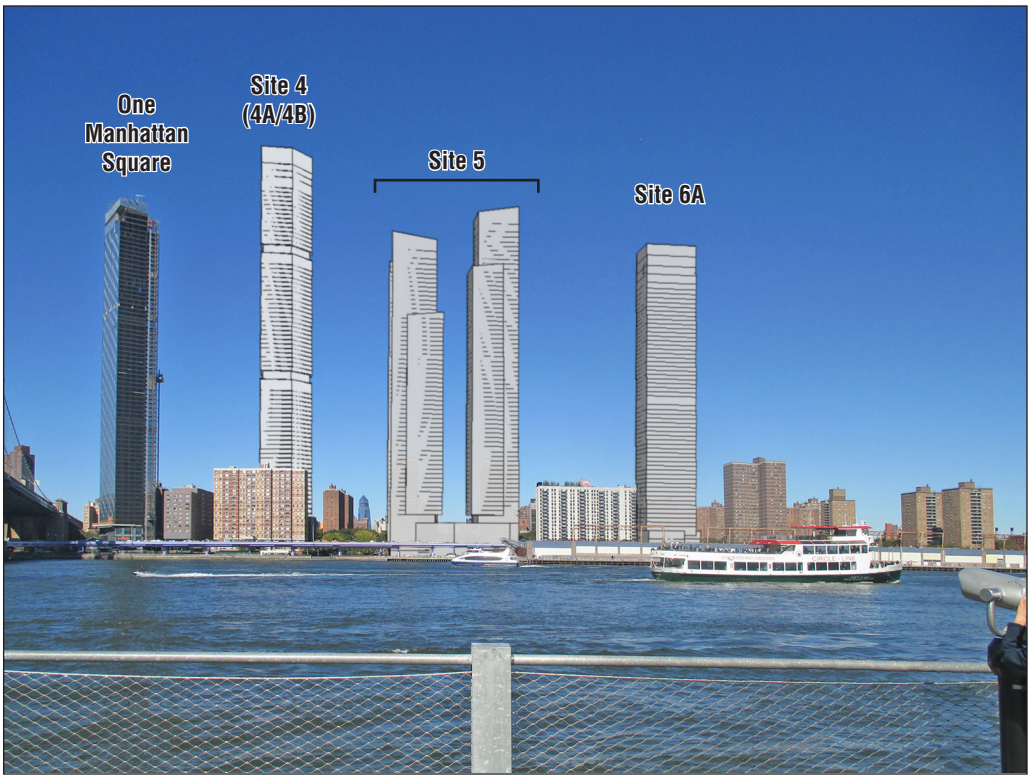
With Action **60b**

NOTE: One Manhattan Square is not part of the proposed projects

No Action/With Action Comparison
View Northwest from near South of the
FDR Drive near Pier 42



Existing and No Action **61a**



With Action **61b**

NOTE: One Manhattan Square is not part of the proposed projects

No Action/With Action Comparison
Views of the Project Sites from the Brooklyn Waterfront



Existing and No Action **62a**



With Action **62b**

NOTE: One Manhattan Square is not part of the proposed projects

No Action/With Action Comparison
View Northwest from Corlears Hook Park toward the Project Sites



Existing and No Action **63a**



With Action **63b**

NOTE: One Manhattan Square is not part of the proposed projects

No Action/With Action Comparison
View Southeast on Allen Street from near Division Street
toward the Project Sites



Existing and No Action **64a**



With Action **64b**

NOTE: One Manhattan Square is not part of the proposed projects

No Action/With Action Comparison
View Southeast from Canal Street near the
Manhattan Bridge Colonnade toward the Project Sites

in the new building on Site 6A as well as the new retail space that would be added to the existing building on Site 4 (4A/4B) and the expanded retail space on Site 5 are intended to activate Cherry Street and nearby areas on Clinton and Cherry Streets, by increasing pedestrian traffic and enlivening the pedestrian experience. The private open space on Site 5 located between 265 and 275 Cherry Street would be retained and enlarged, and new landscaping, seating, and play areas would be installed. This area would remain visible to pedestrians, and it is the intent of the applicants that the landscaping would provide visual interest and enhance the pedestrian experience (see **Figure 8-40**). Also on Site 5, the Rutgers Slip Open Space, an existing private open space, would be reconstructed with new amenities and landscaping elements, modestly enlarged, and dedicated as publicly accessible open space with the proposed projects. These changes to the Rutgers Slip Open Space would not only provide visual interest, but it is the applicants' intent that the open space's public accessibility would enhance the pedestrian experience of this open space. Compared to the No Action condition, the proposed projects would replace surface parking lots and vacant areas with new development on the project sites that would have active ground floor uses. In addition, it is the applicants' intent that the alterations and expansions of private open spaces, and the dedication of the Rutgers Slip Open Space as publicly accessible would enhance the pedestrian experience and add visual interest along adjacent streets. The proposed projects would incorporate resiliency measures at each project site, as discussed in Chapter 16, "Greenhouse Gas Emissions and Climate Change."

VIEW CORRIDORS AND VISUAL RESOURCES

Views of the Project Sites from Immediately Adjacent Sidewalks

With the proposed projects, pedestrian views to the project sites from the immediately adjacent sidewalks would be substantially altered (see **Figures 8-31 through 8-33 and 8-39**). On Site 4 (4A/4B), the new approximately 80-story residential building would be much taller than the existing buildings on the site. Views from adjacent sidewalks would include the tower, in part or in total, from vantage points adjacent to each of the project sites. The new Site 4 (4A/4B) building's one-story lobby and ground floor retail space would be built to the lot line on Cherry Street and would extend approximately 95 feet on Rutgers Slip contributing new visual interest and active uses to this area of the project site. The new trees, plantings, seating, and water feature that would replace the paved area between the existing 10- and 21-story buildings would also enhance the pedestrian experience of Site 4 (4A/4B) from the adjacent sidewalks on Rutgers Slip and Cherry Street.

On Site 5, the development of two new approximately 63- and 70-story towers with a shared base oriented along South Street would replace an existing surface parking lot and would introduce much taller structures to Site 5 compared with the existing 26-story residential buildings on the northern part of project site on Cherry Street. Because the new building would replace a surface parking lot, it would substantially alter pedestrian views from the sidewalks immediately adjacent to Site 5 and from other sidewalk vantage points adjacent to Site 4 (4A/4B) and Site 6A. Views from adjacent sidewalks would include the new Site 5 building, in part or in total, from vantage points adjacent to each of the project sites. However, as described above, views across Site 5 are not considered view corridors and views to study area visual resources from sidewalks adjacent to Site 5 would remain available from many vantage points, as described below. Further, the new building on Site 5 would create a streetwall along South Street and the building would have active uses that would enliven the sidewalks on South Street adjacent to Site 5 (see **Figures 8-34 through 8-36 and 8-40**).

On Site 5, the expanded ground floor retail of the two 26-story residential buildings and the altered and new landscaping, seating, and play areas in the private courtyard between these two buildings are also intended to create new visual interest and enhance the pedestrian experience of Site 5 from the adjacent sidewalk on Cherry Street. The existing Rutgers Slip Open Space, an existing private open space on Site 5 along Rutgers Slip, would be enlarged and reconstructed with new landscaping, seating, and play areas, and would be dedicated as publicly accessible open space. Views from adjacent sidewalks would include these changes to the Rutgers Slip Open Space (see **Figures 8-34 and 8-40**).

On Site 6A, the new approximately ~~62~~63-story residential building would replace a paved and unpaved vacant lot and would substantially alter pedestrian views from the South and Clinton Street sidewalks immediately adjacent to Site 6A. Views from the Clinton Street sidewalks immediately adjacent to Site 6A would continue to include part of the 275 South Street building on Site 6A to the west, but views to other project site buildings would be extremely limited. Pedestrian views from the South Street sidewalk immediately adjacent to Site 6A would include the new residential building in the foreground, along with the new Site 5 building to the west on South Street, and part of the upper floors of the new Site 4 (4A/4B) building in the distance. Views across Site 6A would be replaced by the new building; however, as described above, views across Site 6A are not considered view corridors. Views to the Manhattan Bridge from sidewalks adjacent to Site 6A would remain available from South Street, as described below. Further, the new building on Site 6A would create a streetwall on South and Clinton Streets, and the new active uses along both street frontages are intended to enliven the sidewalks (see **Figures 8-37, 8-38, and 8-41**). The accessory surface parking lot on Site 6A on South Street would remain immediately west of the new residential building.

View Corridors

With the proposed projects, the existing limited views from the sidewalks adjacent to the project sites would continue to include views of the Manhattan Bridge approach, the towers of the Manhattan Bridge, and the East River.

Views west on Cherry Street would continue to include limited views to the Manhattan Bridge approach from nearby vantage points. These views would not be adversely affected by proposed projects (see **Figure 8-32**). With the proposed projects, views southwest on Cherry Street from the sidewalks adjacent to the project sites toward the main structure of the Manhattan Bridge and the East River would be further obscured, particularly by the proposed building on Site 5; however, southwest views from Cherry Street near Rutgers Slip would continue include views of the Manhattan Bridge (see **Figure 8-31**).

Views along South Street adjacent to the project sites would continue to include obstructed views of the East River, the Manhattan Bridge, and the Brooklyn Bridge, as the proposed buildings would be located on the north side of South Street. These already limited east–west views on South Street would be further narrowed by the addition of the very tall buildings on Site 5 and Site 6A; however, as noted above, the east–west views on South Street are not considered view corridors (see **Figures 8-35, 8-36, and 8-38**).

Views south along Rutgers Slip and from within the publicly accessible Rutgers Park Slip Open Space would continue to include partial views of the Manhattan Bridge and close, constrained views of the East River. Views along Rutgers Slip and from within the Rutgers Slip Open Space would also include views of the buildings on Site 4 (4A/4B) and Site 5 (see **Figures 8-31 and 8-40**).

Visual Resources

There are no visual resources on the project sites; therefore, there would be no impact to any project site visual resources with the proposed projects.

PEDESTRIAN WIND CONDITIONS

The results of the wind tunnel analysis indicated that in the With Action condition, out of a total of 115 analyzed measured locations, there are up to seven locations in the Two Bridges LSRD where pedestrian-level winds could potentially exceed the safety criterion. There are two additional locations that are not on the project sites or within the Two Bridges LSRD where pedestrian-level winds could potentially exceed the safety criterion. These locations are under the elevated FDR Drive near Site 5 and Site 6A (see **Appendix G**). As described in "Methodology," exceedances are based on a wind gust exceeding 56 mph more than 0.1 percent of the time (i.e., nine hours per year or more). Exceedances at the measured locations were predicted to occur primarily or entirely during the winter months (November to April). The pedestrian wind conditions at the project sites with the proposed projects would be similar to conditions at comparable locations along the waterfront at locations near the East River.

The assessment of pedestrian-level wind effects evaluated the current design of the proposed developments.

To reduce or minimize the effects of winds at ground level at the project sites, the following measures have been evaluated:

Site 4 (4A/4B)

- Incorporation of marcescent tree species (deciduous trees that retain their leaves in the winter) to deflect and disperse wind gusts along Rutgers Slip near the northeast corner of the proposed building on this site.

Site 5

- Incorporation of landscaping features that would include marcescent tree species to deflect and disperse wind gusts in the areas near the east and west walkways between the existing Site 5 buildings (265-275 Cherry Street) and the proposed Site 5 building.

Site 6A

- Incorporation of a parapet on the podium along the proposed building's north and east façades, a canopy extending above the podium level, an extended entrance canopy on Clinton Street, and a notched segment removed at the podium level on the north façade.
- Incorporation of marcescent street trees along Clinton Street adjacent to the proposed Site 6A building's Clinton Street façade.

With these additional measures, no significant adverse urban design impacts at the project sites would result from potential pedestrian wind conditions. The proposed projects would incorporate some or all of the measures identified above to reduce or minimize the effects of pedestrian winds at the project sites. Additional measures could be incorporated into the final design of the proposed projects to further reduce or eliminate the potential for the creation of pedestrian-level wind conditions that exceed the safety criterion. These measures could include additional evergreen, semi-evergreen or marcescent tree plantings, or replacement of existing/proposed deciduous tree plantings with such plantings, to deflect and disperse wind gusts. The extent to which additional measures would be incorporated into the final design of the proposed buildings would be balanced

against other urban design considerations for the proposed projects. The Restrictive Declarations for each of the proposed projects also would contain provisions defining circumstances under which changes to the final building design or tree planting layout may be required to undergo wind tunnel analysis to confirm their effectiveness in addressing the potential for elevated pedestrian wind conditions.

As noted above, two additional locations at the ground level beneath the elevated FDR Drive that are not on the project sites or within the Two Bridges LSRD were also evaluated—one location is south of Site 5 east of Rutgers Slip and one location is South of Site 6A west of Clinton Street. In the Future without the Proposed Projects, pedestrian-level wind gust speeds at these two locations would measure 58 and 35 mph, respectively, with the FDR Drive location south of Site 5 having an existing exceedance of the safety criterion of 56 mph more than 0.1 percent of the time. In the Future with the Proposed Projects, wind gust speeds at the FDR Drive location south of Site 5 would increase slightly to 59 mph and would increase to 58 mph at the FDR Drive location south of Site 6A. To reduce or minimize the effects of pedestrian-level winds at these two locations, approximately 8-foot-tall solid or perforated[5] wind screens would need to be placed at ground level adjacent to each exceedance location below the FDR Drive. These wind screens would be located on property which is not owned or controlled by the applicants and which is subject to ongoing planning studies as part of the ~~Lower Manhattan Coastal Resiliency (~~LMCR~~)~~ Project. Although in the Future with the Proposed Projects, there would be modest exceedances of the safety criterion at these two locations, these increments are modest and would occur primarily during the winter months when pedestrian usage of the waterfront area is low. For these two exceedance locations, the applicants ~~would~~ continued consultation with DCP and NYCEDC ~~NYCDOT, and NYSDOT, as appropriate,~~ between the DEIS and FEIS regarding the feasibility of implementing these measures. Through this consultation, NYCEDC determined that it does not support the installation of a wind screen at the location south of Site 5 or at the location adjacent to Site 6A, both at locations beneath the FDR Drive, because these locations conflict with the current use as a NYC Parks fitness equipment area and the City's Two Bridges Coastal Resilience project currently in design (which is part of the LMCR project). For these reasons, NYCEDC determined that it is not possible to commit to a wind screen at these locations at this time.

Overall, because the proposed projects would incorporate some or all of the measures described above to reduce the effects of pedestrian winds at the project sites, and because the modeling analysis indicates that exceedances would occur at a small number of locations primarily or exclusively during the winter months, no significant adverse urban design impacts would result from potential pedestrian wind conditions with these measures in place.

PRIMARY STUDY AREA

URBAN DESIGN

The proposed projects would add new developments to the project sites that would be considerably taller than the existing buildings in the primary study area, with bases with higher lot coverage that would alter the streetwalls along Cherry Street, Clinton Street, South Street, and Rutgers Slip. However, the primary study area is already developed with a variety of building heights, ranging

[5] The pedestrian wind analysis considered two configurations for wind screens—a solid wind screen placed on the south side of the receptor location and a perforated wind screen on the north side of the receptor location. The wind screens that were tested were approximately 50 feet in length. Both the solid and perforated wind screen options were effective in reducing wind speeds below 56 mph.

from three-story townhouses and tenements with small footprints and high lot coverage, to 20-story buildings with large footprints and low lot coverage set within landscaped grounds. In addition, a new context for tall buildings in the primary study area is currently being developed, with the construction of the 80-story (819-foot-tall) One Manhattan Square building immediately west of Site 4 (4A/4B) (see **Figure 8-42 through 8-44**). Additionally, the bulk of the new buildings would be oriented along South Street and the elevated FDR Drive, which already constrains pedestrian views along South Street, limiting the effect of the substantial height of the proposed buildings (see **Figure 8-38**). With the bulk of the massing of the proposed projects fronting onto South Street and the elevated FDR Drive, the projects would not adversely affect the urban design of the narrower north–south streets. The proposed projects also would establish a more consistent streetwall along Cherry and South Streets, with new buildings built to the lot line. The publicly accessible open spaces in the primary study area would not be altered by the proposed projects, but some street trees would be removed or replaced immediately adjacent to the proposed buildings.

The new open space that would be developed on the project sites would be consistent with the variety of smaller open spaces in the primary study area, much of which is located among tall residential buildings. The new retail uses would provide additional retail compared to existing conditions, where there are limited retail options within the primary study area. The new residential and ground floor retail are intended to contribute enlivened pedestrian activity along Cherry, Clinton, and South Streets (see **Figures 8-31, 8-32, 8-34, 8-37, 8-39, and 8-40**).

As described above, the physical and visual separation of the primary study area created by the superblocks containing the LaGuardia, Rutgers, and Vladeck Houses results in a very limited visual and physical relationship between the portions of the primary study area to the north and south of Madison Street (see **Figures 8-1 and 8-30**). Therefore, although the proposed buildings would be taller than the existing 16- to 20-story buildings within the LaGuardia, Rutgers, and Vladeck Houses developments and would be visible from certain vantage points in the northern part of the primary study area, the proposed projects would not result in any significant adverse urban design impacts to the primary study area north of Madison Street. The Lower East Side Historic District, which is located north of Madison Street, would retain its cohesive, small-scale urban design character. Similarly, the elevated Manhattan Bridge approach physically and visually separates the primary study area to its west from the portion of the primary study area to its east. While the proposed buildings would be visible from certain vantage points west of the raised approach due to their height, the project sites do not have a connection to the urban design of the area west of the approach. Therefore, the proposed buildings would not adversely impact the urban design character of the western portion of the primary study area. Along South Street, the elevated FDR Drive would continue to substantially limit physical and visual connections between the area north of the FDR Drive and the area to the south, including the East River Esplanade and the East River (see **Figures 8-38 and 8-44**). Thus, the proposed buildings would not have a significant adverse impact to the urban design character of the primary study area.

VIEW CORRIDORS AND VISUAL RESOURCES

Views of the Project Sites from Immediately Adjacent Streets

Pedestrian views from the streets immediately adjacent to the project sites would be altered with the development of three new tall buildings on the project sites.

Views toward the project sites from Cherry Street would be altered with the addition of the new developments on Site 4 (4A/4B) and Site 5 as both sites have frontages on Cherry Street. The new

building on Site 4 (4A/4B) would be visually prominent from immediately adjacent portions of Cherry Street. Pedestrian views would include a new streetwall at Cherry Street and Rutgers Slip, with the building's new retail frontage and residential lobby extending to the sidewalk. Pedestrian views on Cherry Street would also include new landscaping elements on Site 4 (4A/4B) that would open onto Cherry Street west of the new building. Longer views on Cherry Street would include the full height of the new Site 4 (4A/4B) tower and would also include the One Manhattan Square development immediately west of Site 4 (4A/4B). Views to the new Site 4 (4A/4B) tower from immediately adjacent sidewalks on South Street would be available from vantage points near the Rutgers Slip Open Space, however, longer views from South Street adjacent to the project sites would be obscured by the new towers on Sites 5 and 6A, with only limited views of the upper portions of the Site 4 (4A/4B) tower available. Pedestrian views from the Rutgers Slip Open Space would include the new retail frontage on Rutgers Slip and the mid-block entrance to the new landscaped area onto Rutgers Slip. Views from Clinton Street near Site 6A would be extremely limited by intervening buildings on the project sites (see **Figures 8-31, 8-32, 8-38, and 8-39**).

Views from Cherry Street would include portions of the Site 5 development, including landscaping changes to the Rutgers Slip Open Space and the courtyard area between the 265 and 275 Cherry Street buildings. Pedestrian views from Cherry Street near the Rutgers Slip Open Space would include the park's landscaping elements, with portions of the new residential towers in the background, partially visible above the 265 and 275 Cherry Street buildings. Pedestrian views on Cherry Street would be altered with the expansion of the one-story retail components at the base of the 265 and 275 Cherry Street buildings. These expanded areas would create visual interest on Cherry Street and would visually frame the courtyard area of Site 5. The two towers of the Site 5 development would be visually prominent in southward views from Cherry Street between the 265 and 275 Cherry Street buildings. The full height of the Site 5 towers would be limited to certain vantage points on Cherry Street near Rutgers Slip, however, most Cherry Street views to the new buildings would be limited by intervening buildings. The Site 5 residential building would be most visually prominent in views from South Street sidewalks adjacent to the project sites. Pedestrian views would include the new building's long continuous streetwall on South Street that would include building entrances and the Rutgers Slip Open Space frontage to the west on South Street. Pedestrian views from the Rutgers Slip Open Space would also include oblique views of the new building. Views from Clinton Street would be largely obscured by the Site 6A development, but would include upper portions of the new Site 5 building towers (see **Figures 8-34 through 8-36, and 8-40**).

The new building on 6A would be visually prominent from immediately adjacent portions of South and Clinton Streets where the full height of the new tower would be available. Pedestrian views would include the streetwall at South and Clinton Streets, with the building's new retail frontage on South Street and the residential lobby on Clinton Street. The DEP building would remain at the corner. Longer views from sidewalks adjacent to the project sites on South Street would be limited by the Site 5 building to the west, although pedestrian views would remain available in the area near the parking lot on Site 6A. Pedestrian views to Site 6A from sidewalks adjacent to Rutgers Slip and Cherry Street would be largely obstructed by the Site 5 building and existing intervening buildings (see **Figures 8-37, 8-38, and 8-41**).

Other views on Cherry Street and South Streets would continue to include nearby buildings on the north side of Cherry Street, and on Rutgers and Clinton Streets closest to the project sites. Views on South Street, Rutgers Slip, and Clinton Street would continue to including the FDR Drive. Limited views of the East River would remain available from South Street and Rutgers Slip.

Views from within the Primary Study Area

As described above, views from within the primary study area are longest along east–west Madison Street, Henry Street, and East Broadway. As no development would occur along these streets, the proposed projects would not result in any significant adverse impacts to these view corridors. Views south from within the primary study area are already limited because of the residential housing complexes on the superblocks between Madison and Cherry Streets. Obscured views to the portions of the new residential towers on Site 4 (4A/4B) and Site 5 located closest to Rutgers Slip would be available in views south on Rutgers Street near the intersections of Madison and Henry Streets, with more limited views from the intersection of East Broadway and Rutgers Street (see **Figure 8-43**). Views south from certain locations on Madison Street between the existing LaGuardia Houses residential housing complex and from certain vantage points on Clinton Street would include the upper portions of the Site 5 towers, the Site 6A tower, and the existing 275 South Street building on Site 6A.

Views of the Manhattan Bridge tower from within the primary study area would remain available from vantage points along Pike Slip/Street and along Cherry Street; however, the line of sight would be narrowed along Pike Street with the completion of One Manhattan Square. With the proposed buildings on Sites 5 and 6A, views along South Street would continue to be long but be further constrained by the new residential buildings in addition to the elevated FDR Drive immediately to the south. The proposed projects would not affect the view corridors on Madison and Henry Streets and East Broadway that include the elevated Manhattan Bridge approach and distant views to One World Trade Center and the Woolworth Building to the west and southwest. Views east toward the Manhattan-side tower of the Williamsburg Bridge also would not be affected by the proposed projects. Views south along Rutgers Slip/Street toward the Manhattan Bridge would remain available, but would also include the Site 4 (4A/4B) building and the One Manhattan Square development in views south from East Broadway.

Visual Resources

Closer to the project sites, views to the East River and the Manhattan Bridge would be constrained by the proposed buildings; however, views to these visual resources would remain available from other nearby vantage points along Cherry Street and farther north along Rutgers Slip/Street and Clinton Street. Views west toward the Manhattan Bridge approach from the eastern portion of the primary study area would not be limited by the proposed buildings. Views southwest toward the Manhattan Bridge and its towers would be more limited in the future with the proposed projects; however, views to this visual resource would remain available from other vantage points along primary study area streets.

From the Manhattan Bridge, views toward the project sites would include the proposed projects in the foreground. However, pedestrian views would continue to be limited by the intervening structure of the Manhattan Bridge, subway tracks and passing trains, and distance. The transitory views of bicyclists on the bike lanes and subway riders would provide closer views of the towers of the proposed buildings; however, these are not pedestrian views. Longer eastward views from the east side of the Manhattan Bridge would continue to include the distant Empire State Building and the Chrysler Building, among other tall buildings in Midtown. While some views would change with the proposed buildings in the foreground, views to visual resources from the Manhattan Bridge would continue to be available from multiple vantage points along the bridge. Further, views from the bridge are and would remain transitory. From the Brooklyn Bridge, views would include the upper portions of the proposed buildings, including the buildings' towers, but the bases of the buildings would not be visible. Further, these views would be distant and limited

by the intervening structures of the Brooklyn and Manhattan Bridges. Some views from the Williamsburg Bridge would include the towers of the proposed buildings in the foreground with a variety of tall buildings in the distance. Some views of the Manhattan skyline from certain portions of the Brooklyn waterfront would be altered with the addition of three new tall buildings in the foreground; however, these changes would be consistent with construction trends in New York City where views and the skyline change with new development. In addition, these waterfront views are already changing with the One Manhattan Square project immediately west of Site 4 (4A/4B). Further, although the proposed projects would alter certain views from the Brooklyn waterfront to more distant tall buildings in Manhattan, the proposed projects would not eliminate existing views to distant visual resources from this location.

SECONDARY STUDY AREA

URBAN DESIGN

Manhattan

The proposed projects would add three new buildings to the project sites that would be considerably taller than the existing buildings in the secondary study area. However, the project sites are physically and visually separated from the secondary study area by the intervening superblocks containing the LaGuardia and Rutgers Houses, the elevated Manhattan Bridge approach to the west, and the Vladeck Houses to the east (see **Figures 8-1 and 8-30**). Therefore, while the proposed buildings would be taller than the existing 13- to 17-story housing complex towers in the secondary study area in Manhattan, and would be visible from certain vantage points in the secondary study area, the proposed projects would not result in any significant adverse urban design impacts to the secondary study area in Manhattan.

Brooklyn Waterfront

The secondary study area in Brooklyn is physically and visually separated from the proposed project sites by the East River and upland intervening buildings. The proposed projects would result in buildings taller than the existing buildings within the Brooklyn portion of the secondary study area, which would be visible from certain vantage points in the Brooklyn Waterfront study area. However the proposed projects would result in new distant buildings that would be located among other tall buildings that contribute to the urban design character of the Brooklyn waterfront study area (see **Figure 8-45**). Therefore, the proposed projects would not result in any significant adverse urban design impacts to the secondary study area in Brooklyn.

VIEW CORRIDORS AND VISUAL RESOURCES

Manhattan

In the future with the proposed projects, views to the project sites from the secondary study area in Manhattan would continue to be limited by distance, intervening buildings, and street patterns. Transitory views to the project sites from certain vantage points on the FDR Drive east of the project sites would include distant views to the new tall residential towers on each of the project sites along with the existing project site buildings. These buildings would be viewed in the context of the completed One Manhattan Square development to the west, along with other buildings of varying heights on the north side of the FDR Drive and more distant tall buildings in Lower Manhattan.

As described above, view corridors within the secondary study area in Manhattan are longest along Grand Street, East Broadway, and west along the Williamsburg Bridge approach. The proposed

projects would be partially visible within these view corridors; however, none of the project sites would obstruct or obscure any of these view corridors, and existing views along the view corridors would remain long. Views west toward One World Trade Center, the Municipal Building, the Woolworth Building, and the elevated Manhattan Bridge approach would remain available, as would views east. The proposed projects would be partially visible from portions of Corlears Hook Park, but these views already include other tall buildings such as One Manhattan Square and One World Trade Center, both of which would remain visible but would be within the context of the proposed projects (see **Figure 8-46**). Views from Allen Street and from the area near the Manhattan Bridge colonnade would include the project site buildings in the distance, beyond other existing buildings. While the proposed buildings would be substantially taller than most existing buildings, the proposed buildings would be developed in the context of the One Manhattan Square development immediately west of the project sites (see **Figures 8-47 and 8-48**).

Brooklyn Waterfront

In the future with the proposed projects, views from the Brooklyn waterfront toward the project sites would continue to include close views of the Manhattan Bridge, with Piers 35, 36, and 42 in the near distance across the East River. With the proposed projects, the new residential towers would be prominently visible from vantage points along the Brooklyn waterfront (see **Figure 8-45**).

Unobstructed views of the Williamsburg and Brooklyn Bridges and Corlears Hook Park would remain available from the Brooklyn waterfront. Distant views of skyline icons including One World Trade Center and the Municipal Building in Lower Manhattan would remain available. Views to the Empire State Building and the Chrysler Building in Midtown available from certain waterfront vantage points closest to the East River would be obscured by the new development on the project sites. However, these views are already limited by distance and are not considered significant view corridors.

Views from Brooklyn Bridge Park and the Brooklyn waterfront would include views of the proposed projects east of the One Manhattan Square development. These views would be partially obscured by the Brooklyn and Manhattan Bridges from various vantage points. While the proposed projects would add new, tall buildings to views from areas immediately adjacent to the East River, these views already include views to distant tall buildings, such as One World Trade Center and other buildings in Lower Manhattan. Additionally, closer views of the Manhattan waterfront are already changing with the development of One Manhattan Square immediately adjacent to the Manhattan Bridge.

View corridors within the secondary study area in Brooklyn would remain available, and views north toward the East River and Manhattan waterfront would continue to be limited by intervening buildings, topography, and other urban design elements. Views north from Adams Street at Plymouth Street would include unobstructed views of the proposed building on Site 5 and partial views of the proposed buildings on Sites 4 (4A/4B) and 6A. From Jay Street at John Street, views would include narrow views of the proposed buildings on Site 5 and Site 6A and limited views of the proposed building on Site 4 (4A/4B). Therefore, the proposed projects would not result in any significant adverse impacts to view corridors or visual resources within Brooklyn in the secondary study area.

In conclusion, the proposed projects would not obstruct views along any significant view corridors or eliminate views to any visual resources from the primary or secondary study areas; result in any substantial changes to the built environment of a historic district or historic resource; or result in an area-wide rezoning. The three new buildings would change the context of the study areas,

particularly the primary study area, by replacing underdeveloped sites with structures that are taller that most buildings in the primary and secondary study areas; however, the proposed buildings would be comparative in height, material, and form to the 80-story (819-foot-tall) building under construction at One Manhattan Square, directly west of Site 4 (4A/4B). The proposed buildings on Sites 5 and 6A would have their bulk concentrated along South Street and the elevated FDR Drive, and the massing of the proposed Site 4 (4A/4B) building would rise from the lower height bases of two existing buildings on the site. All three proposed buildings would include ground floor retail and would create more consistent streetwalls along Cherry and South Streets. Further, the proposed buildings are intended to contribute to an active urban design character within the nearby primary study area. Therefore, the proposed projects would not result in any significant adverse impacts on urban design and visual resources. ✷