



CB3/CB6 Joint Waterfront Task Force

East Side Coastal Resiliency Project

April 7, 2015

A STRONGER,
MORE RESILIENT
NEW YORK

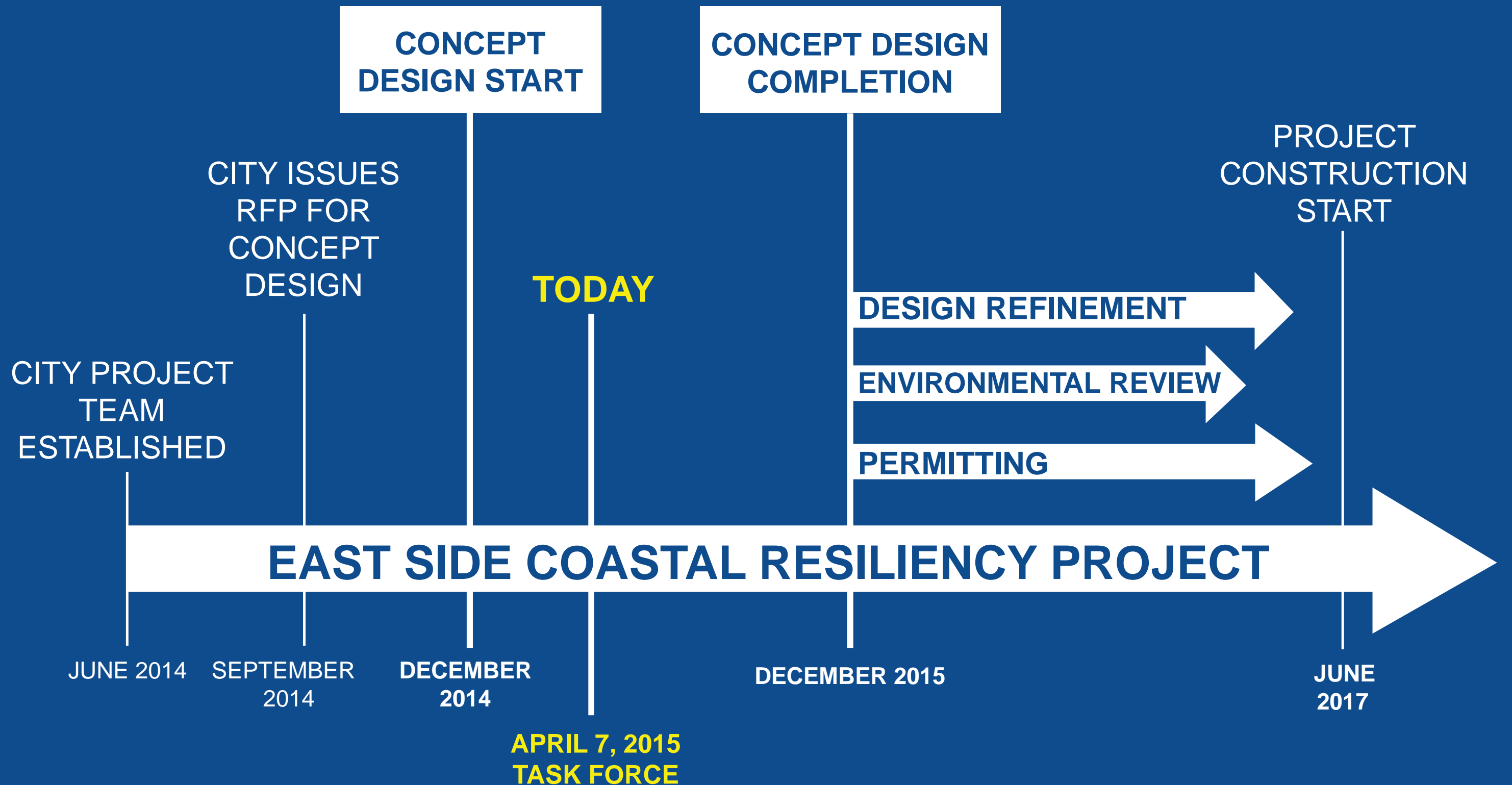


The City of New York

PROJECT SCHEDULE

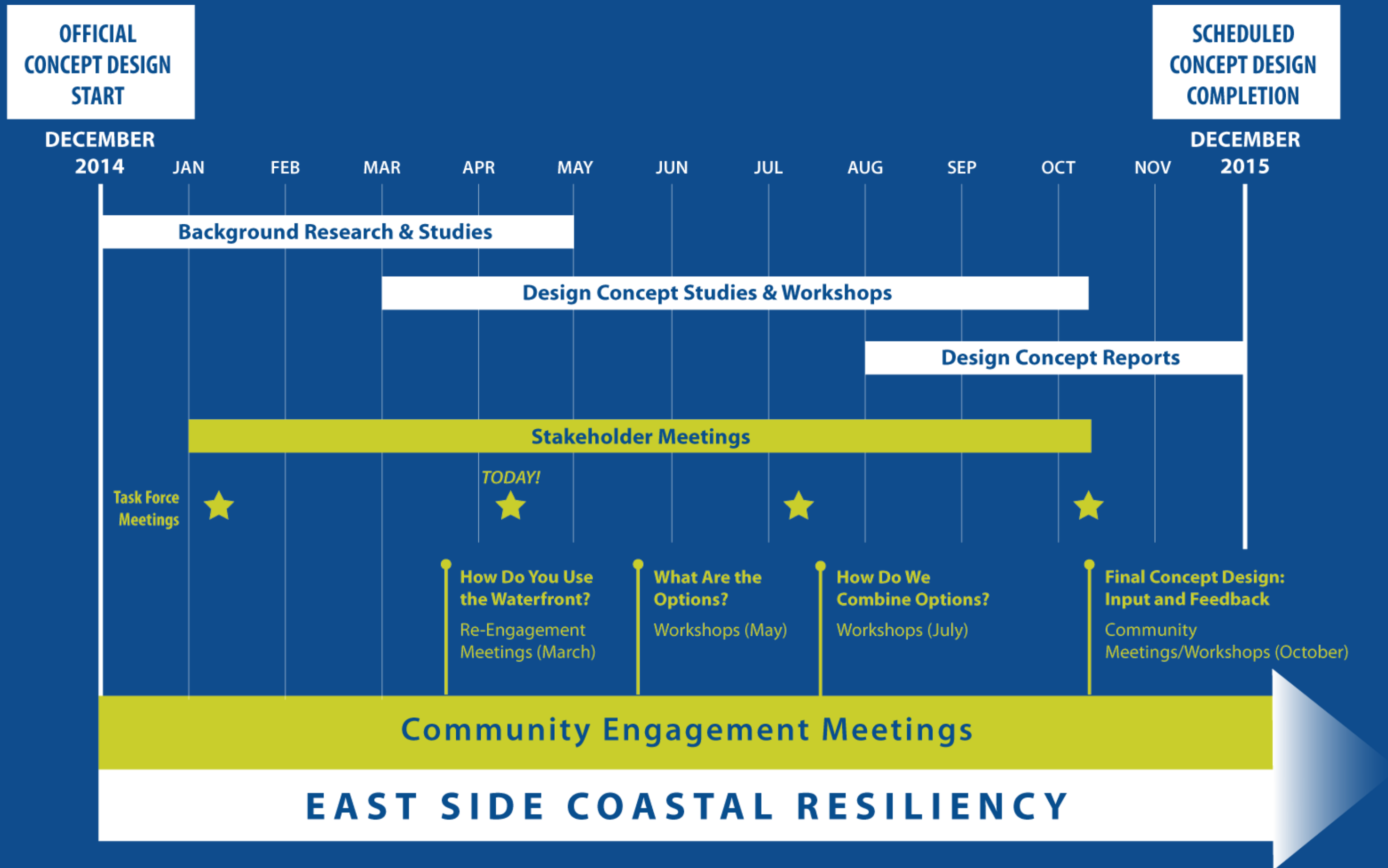
PROJECT TIMELINE

The ESCR Project has an ambitious timeline, now a quarter of the way through Concept Design. Construction commencement is anticipated in mid-2017.



ESCR CONCEPT DESIGN TIMELINE

Project Design Work & Community Engagement - Where are we now?



**ROUND I COMMUNITY ENGAGEMENT
FINDINGS**



SESSION 1: MARCH 19TH, BARD HIGH SCHOOL



SESSION 2: MARCH 23RD, WASHINGTON IRVING HIGH SCHOOL

EAST SIDE COASTAL RESILIENCY PROJECT

COMMUNITY ENGAGEMENT SESSION: WATERFRONT USE AND ACCESS MARCH 19 & 23, 2015

SUMMARY REPORT

KEY STATISTICS:

03/19 CE Session at Bard High School

- 57 sign-ins (counts exclude City & consultant team members but include media and reps from elected officials)
- 26 surveys collected
- 11 survey maps collected

03/23 CE Session at Washington Irving High School

- 83 sign-ins (counts exclude City & consultant team members but include media and reps from elected officials)
- 37 surveys collected
- 25 survey maps collected

KEY POINTS:

1. 95% of participants indicated that they visited East River Park vs. 55% for Stuyvesant Cove Park. This may be because East River Park is a larger park equipped with sports facilities and/or because many of the participants resided in Project Area 1. Those who indicated that they did not visit East River Park were mainly concerned about crime. Those who indicated that they did not visit Stuyvesant Cove Park listed poor/dangerous access (under the FDR and at the Con Ed choke point) as a deterrent.
2. East River Park: Participants indicated that they would like to see more passive green space and as a café in ERP (Survey results: Nature Walk (61%), Café (55%), Horticultural displays (52%), Sunbathing (26%), Sports (e.g. bocceball, volleyball etc.) (26%)). A café would allow for more “eyes on the streets” and thus help to address safety concerns. There is keen interest in building a dog run in ERP, which would also help to address safety concerns.
3. Stuyvesant Cove Park: Participants indicated that they would like to see a kayak facility and a café in Stuyvesant Cove Park (Survey results: Kayaking (48%), Café (48%), Community Services (34%), Retail (16%), Sports (e.g. indoor sports, volleyball etc.) (15%)). Many participants suggested that the FDR underpass should not be occupied by parking and voiced strong opposition to implementing retail along this stretch of the waterfront.
4. Access Points: The Corlears Hook Park pedestrian bridge is the favorite access point to ERP; participants indicated that it was a safe and pleasant crossing and that the ramping was appropriate for strollers, bikes and seniors. It is heavily utilized and leads to the amphitheater, a well-loved area of ERP. The Delancey St. pedestrian bridge is the least favorite access point to ERP; participants voiced concerns about the narrow staircase and felt unsafe in the area at night.
5. Access Routes: Based on the 36 survey maps which were collected at the end of the CE sessions, the Corlears Hook Park pedestrian bridge and the Delancey St. pedestrian bridge are the most frequently utilized access points to the East River waterfront.
6. Waterfront views: A majority of participants listed the following as their favorite waterfront views: the Amphitheater (views to the Statue of Liberty), the northern basketball courts in ERP (views to Koch bridge), Captain Patrick J. Brown walk (views to BK), and the Stuyvesant Cove Park promenade (views to BK).

EAST SIDE COASTAL RESILIENCY PROJECT

COMMUNITY ENGAGEMENT SESSION: WATERFRONT USE AND ACCESS MARCH 19 & 23, 2015

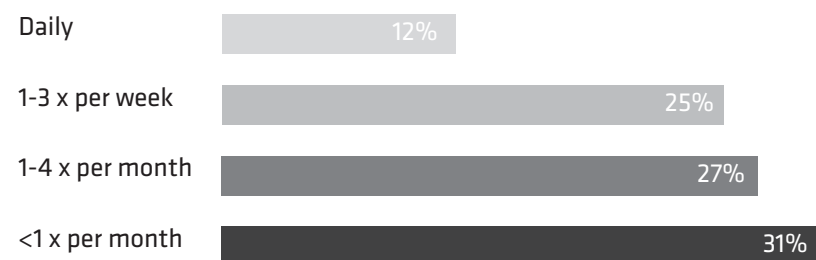
SURVEY RESPONSES

USE OF EAST RIVER PARK:

Do you visit East River Park?



If yes, how often?

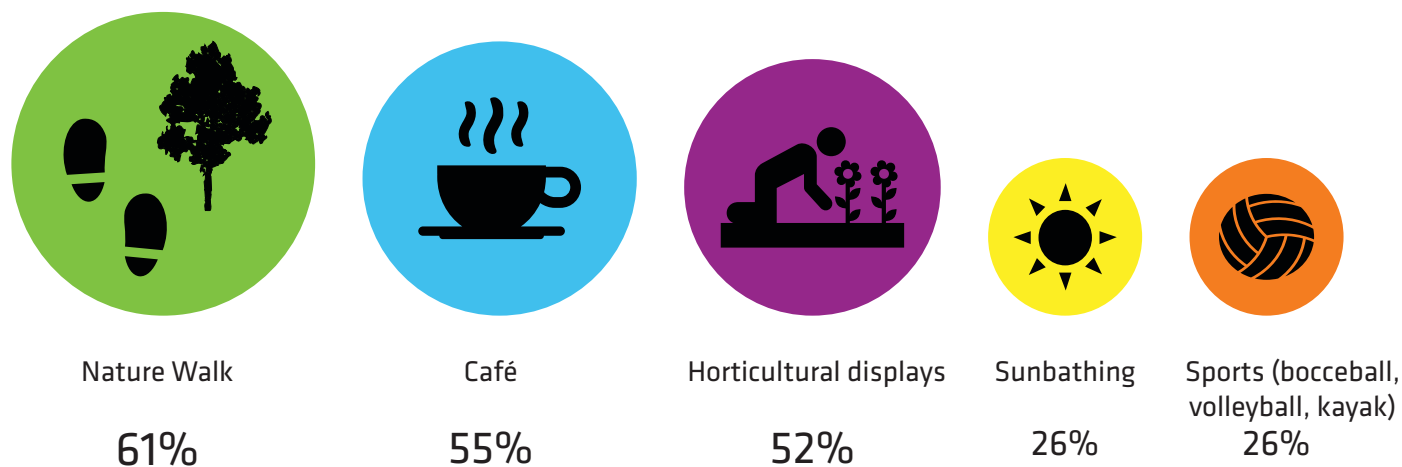


If no, why not?

"It's not as appealing as the Hudson River Park"

"I was robbed of my bike in East River Park"

What additional services, activities or spaces would you like to see in or near East River Park?



Other suggestions include: a dog run, an ice-skating rink, a bike rental facility, a batting cage, movie nights during the summer months, a beach, ping-pong tables, shade structures, a playground, and an eco-festival

EAST SIDE COASTAL RESILIENCY PROJECT

COMMUNITY ENGAGEMENT SESSION: WATERFRONT USE AND ACCESS MARCH 19 & 23, 2015

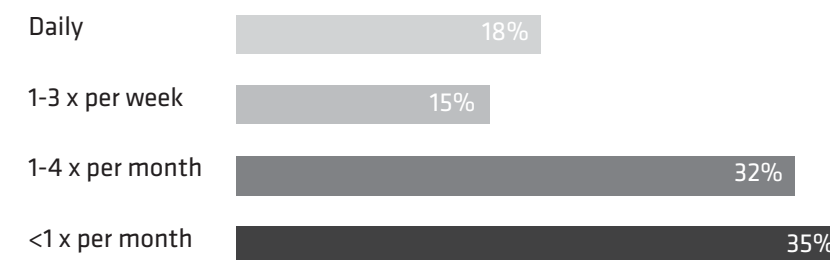
SURVEY RESPONSES

USE OF STUYVESANT COVE PARK:

Do you visit Stuyvesant Cove Park?



If yes, how often?

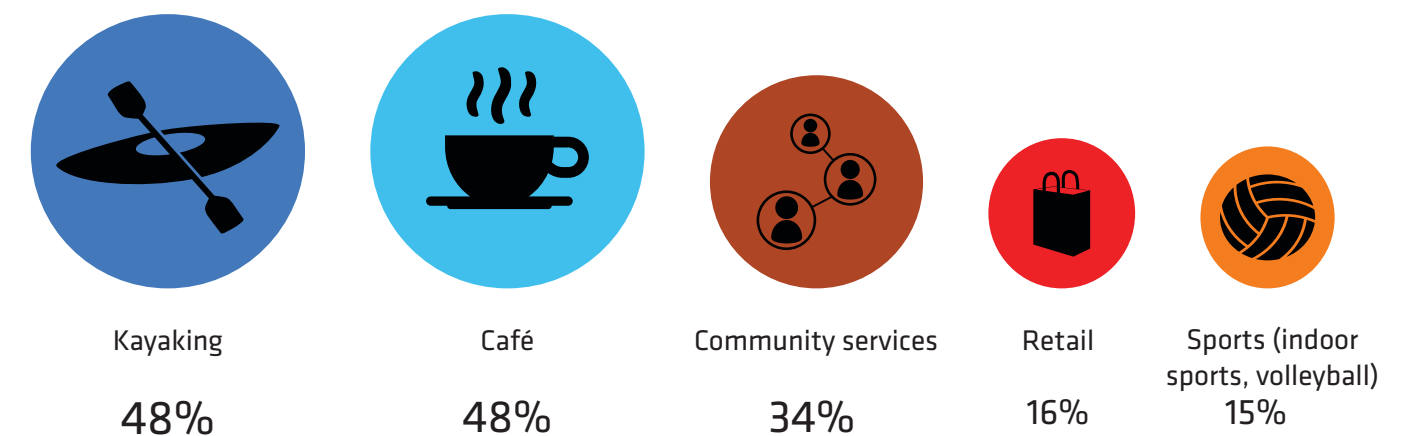


If no, why not?

"Access is limited and the intersections are hard to navigate"

"There is nothing to do there"

What additional services, activities or spaces would you like to see in or near East River waterfront, including under the FDR drive?



Other suggestions include: an LGBT educational facility, a soccer field, a bocceball court, concerts and performances during the summer months, a sledding hill and a paddleboard dock

EAST SIDE COASTAL RESILIENCY PROJECT

COMMUNITY ENGAGEMENT SESSION: WATERFRONT USE AND ACCESS MARCH 19 & 23, 2015

SURVEY MAP RESPONSES:

HOW DO YOU GET TO THE EAST RIVER WATERFRONT?

KEY:

19% Percentage of pedestrian routes that culminate at an access point



EAST SIDE COASTAL RESILIENCY PROJECT

COMMUNITY ENGAGEMENT SESSION: WATERFRONT USE AND ACCESS MARCH 19 & 23, 2015

ACCESS POINTS

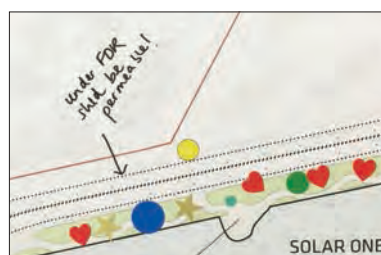
23rd St and FDR Drive

- Difficult intersection to navigate for pedestrians due to high-speed traffic exiting the FDR drive
- Noisy due to FDR and skyport traffic
- Concerns about structural stability of elevated FDR



E 20th St and FDR Drive

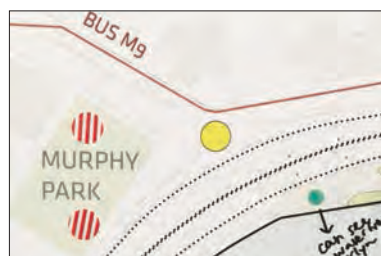
- Difficult intersection to navigate for pedestrians due to high-speed traffic exiting the FDR drive
- Concerns about structural stability of elevated FDR



Avenue C and FDR Drive

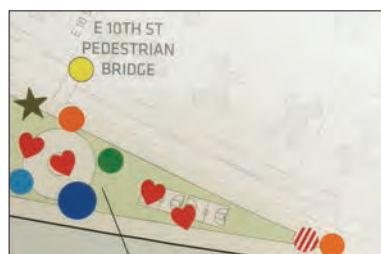
- Tricky and dangerous access to Stuyvesant Cove Park for cyclists

(n.b. few participants provided comments regarding the Ave. C and FDR access point)



E 10th St pedestrian bridge

- Noisy and unpleasant crossing
- Bridge can feel unsafe at night and in the early morning
- Easy access to running track and soccer field



ACCESS POINTS

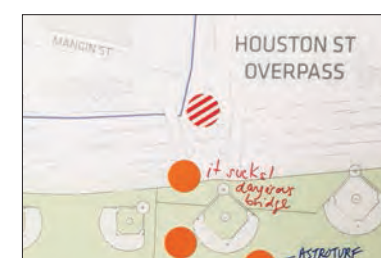
E 6th St pedestrian bridge

- Noisy pedestrian crossing
- Leads to the most frequently utilized sport field in ERP (running track and soccer field)



Houston St Overpass

- Crossing is difficult to navigate due to circular traffic pattern
- Dangerous for bikes and strollers
- No zebra crossing or pedestrian lights on the park side
- Frequently utilized return route from ERP



Delancey St pedestrian bridge

- Strongly disliked
- Dangerous staircase on the park side
- Noisy and unpleasant crossing
- Williamsburg bridge underpass feels unsafe at night



Corlears Hook pedestrian bridge

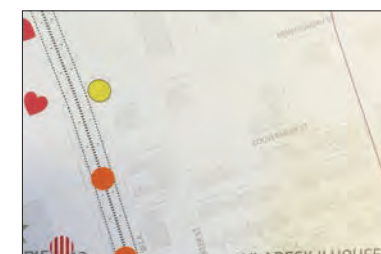
- Favorite Access point to ERP
- Safe and pleasant crossing
- Ramping is appropriate for strollers, bikes and seniors
- Leads to a well-loved and heavily utilized area of ERP: the Amphitheater



Montgomery St

- Noisy under the FDR drive
- Easy access to Pier 42

(n.b. few participants provided comments regarding the Montgomery St access point)

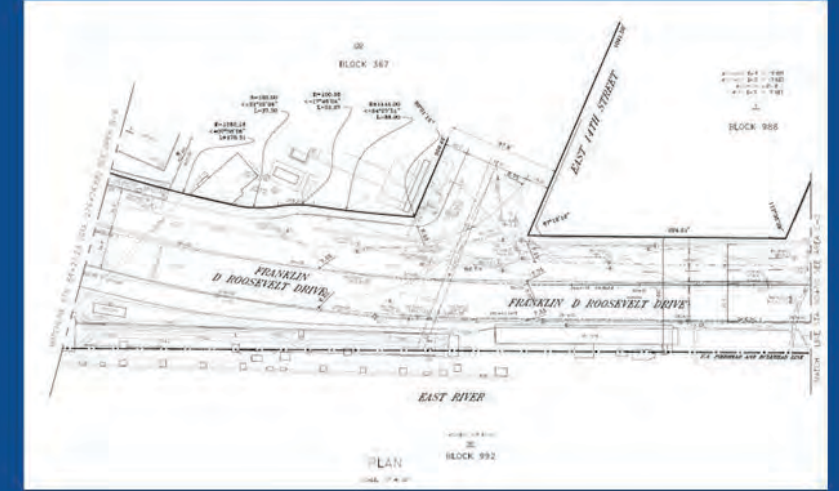


**ONGOING TECHNICAL STUDIES
PROGRESS**

EXISTING CONDITIONS STUDIES - PROGRESS TO DATE

Surveying the Land

95%



Sewer Investigations

70%



Inspecting Waterfront Structures

60%



EXISTING CONDITIONS STUDIES - PROGRESS TO DATE

**Examining Flood Risk
and Water Flow**

50%



Testing the Soil

10%



**Studying Pedestrian
and Bicycle Usage**

5%



EXISTING CONDITIONS STUDIES - PROGRESS TO DATE

Inspecting Bridges

60%



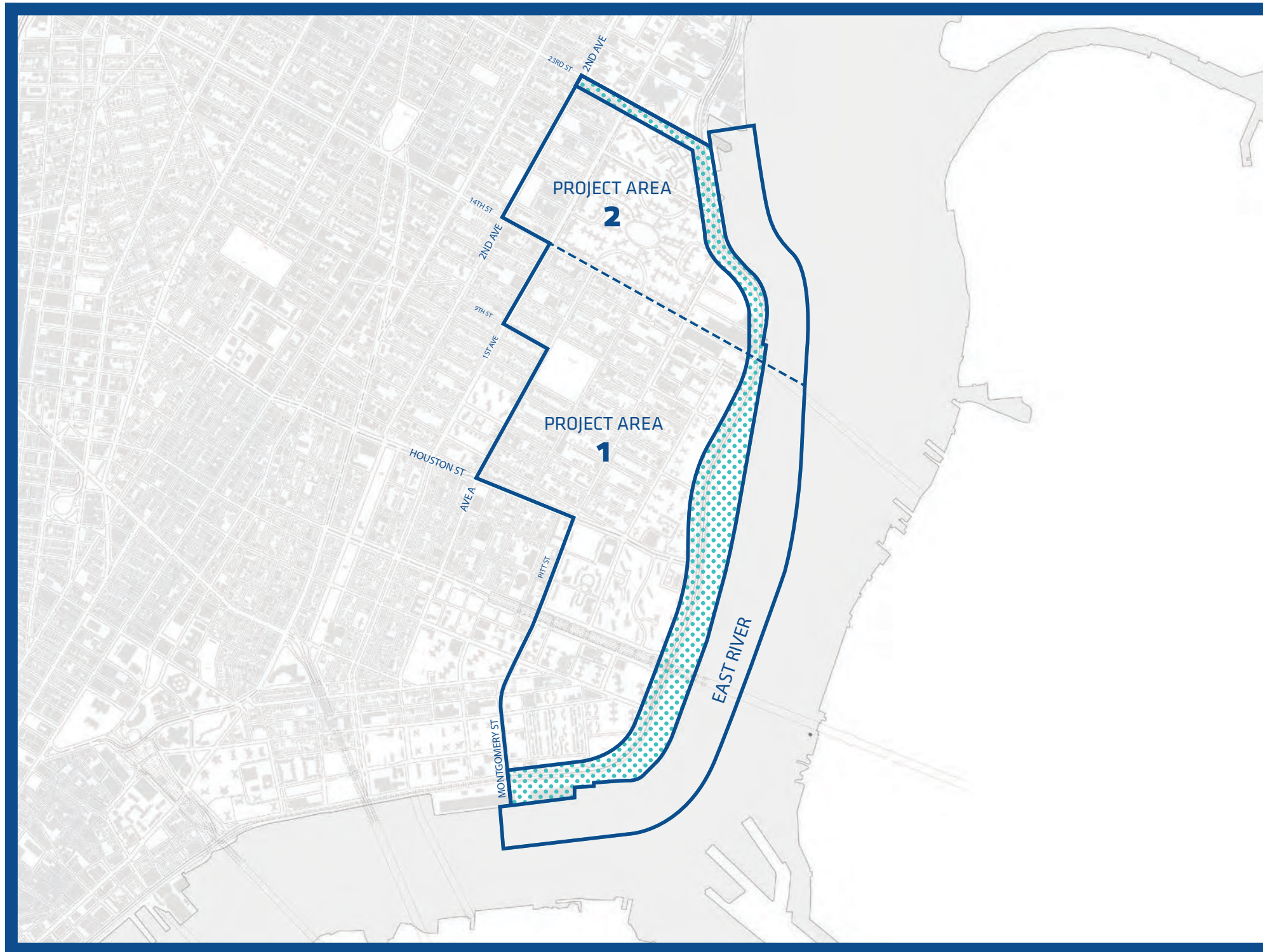
**Making an Inventory
of Existing Trees**

**0%
(May)**



PROJECT AREA TWO
DESIGN ANALYSIS AND STUDIES

ESCR SCOPE AND PROJECT AREA 2



AREA GOALS AND CHALLENGES:

- 1) PRESERVE SIGHTLINES AND CONNECTIONS TO THE WATERFRONT
- 2) STRENGTHEN NORTH-SOUTH ROUTES
- 3) EXPLORE ALTERNATIVE OPTIONS BELOW THE FDR
- 4) ADDRESS SAFETY CONCERNS

PROJECT AREA 2

EXTENTS AND "REACH" BREAKDOWN



REACH A - CON-ED NARROWS



REACH A - CON-ED NARROWS

EXISTING CONDITIONS



FDR



30" NARROWS ALONG CON-ED HEAD HOUSE



CON-ED RECEIVING PIER



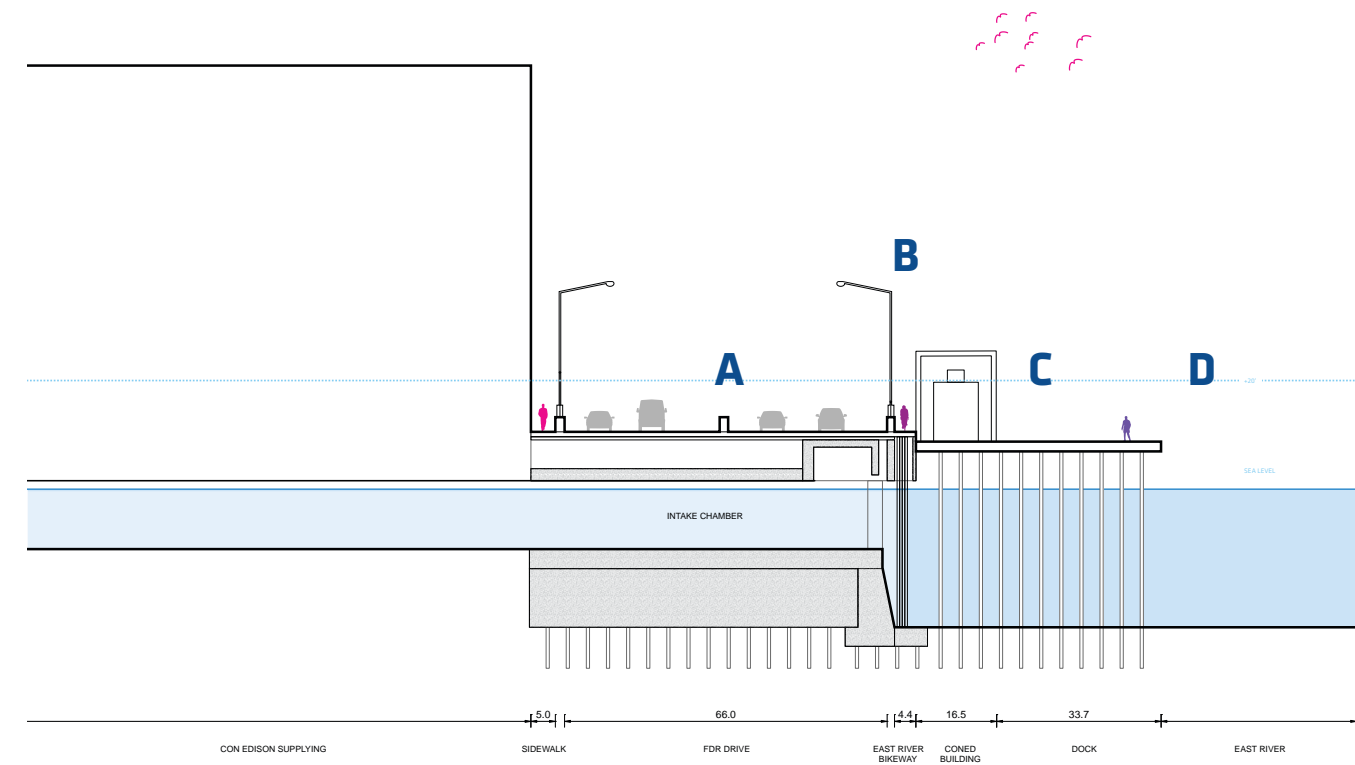
DISTANT VIEWS TO U.N. AND EAST RIVER

EXISTING CONDITIONS

The pastoral East River landscape ends abruptly at the Con Edison substation. Wedged in between 13th and 15th street, the facility interrupts the neighborhood fabric inland and occupies valuable waterfront space east of the FDR.

At 13th street, the East River Park's generous bikeway is funneled onto a relieving platform running parallel to the FDR Drive and narrows considerably to a 3-5' lane. The effect is to sandwich cyclists and pedestrians between the FDR's high speed traffic and the chain link fence surrounding Con-Ed's outboard equipment. The substandard width of the bikeway forces cyclists to dismount and only barely allows for 2 pedestrians to cross side by side often leading to treacherous travel conditions when use is in full swing. Between 14th and 15th street, the condition becomes even worse where a blind wall obstructs waterside views and the shared use path is at its narrowest.

Addressing this passage of the waterfront has been a priority for Community Board 6 as well as the recreational users of this segment of the greenway system, as reflected in the Blueway Plan.



Cross Section at Con-Ed Pier

REACH B - CAPT. PATRICK J. BROWN WALKWAY



REACH B - CAPT. PATRICK J. BROWN WALKWAY

EXISTING CONDITIONS



**CON-ED PARKING
LOT**



FDR DRIVE



CAPT. PATRICK J BROWN WALK

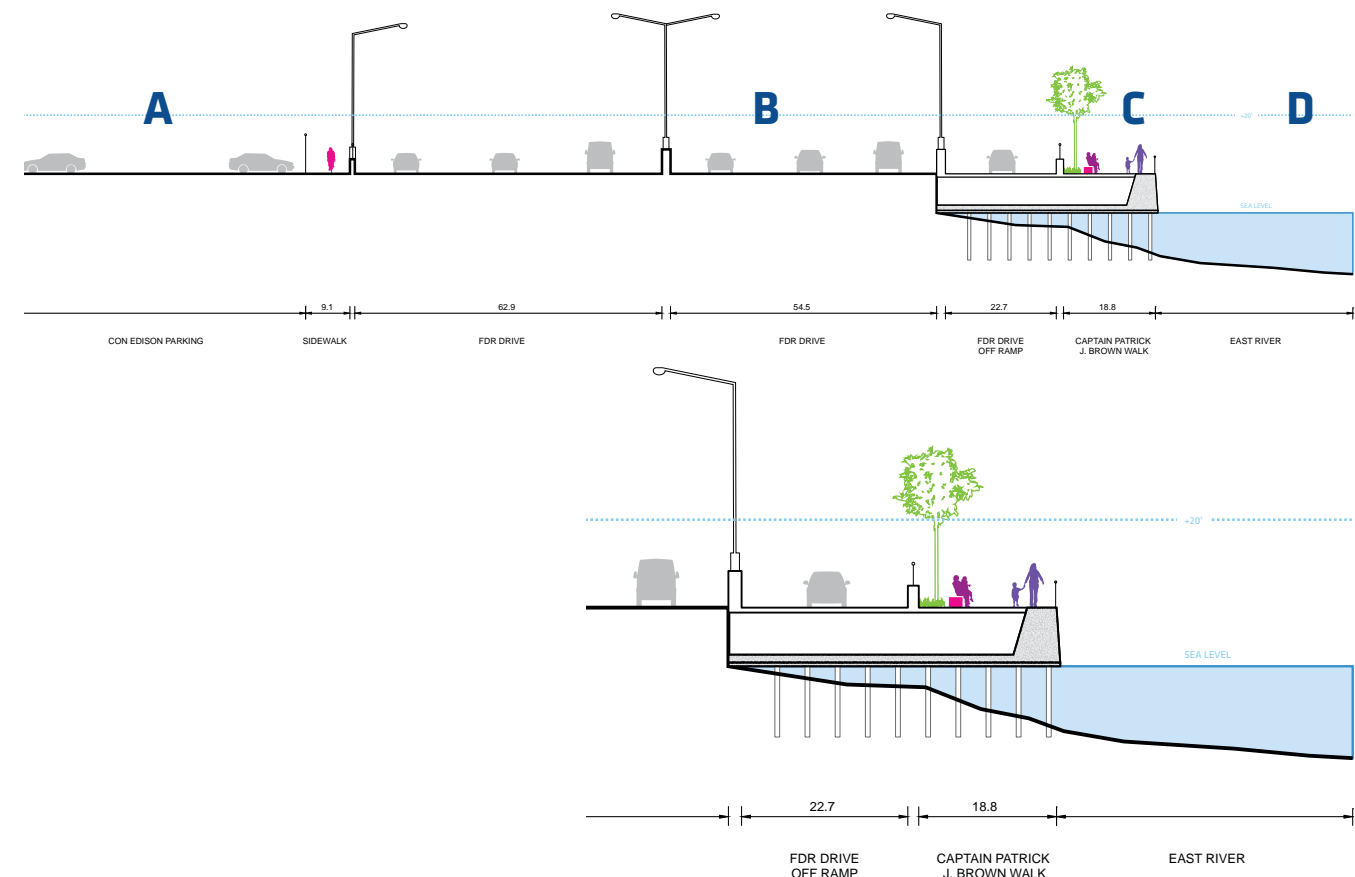


**DISTANT VIEWS TO U.N.
AND EAST RIVER**

EXISTING CONDITIONS

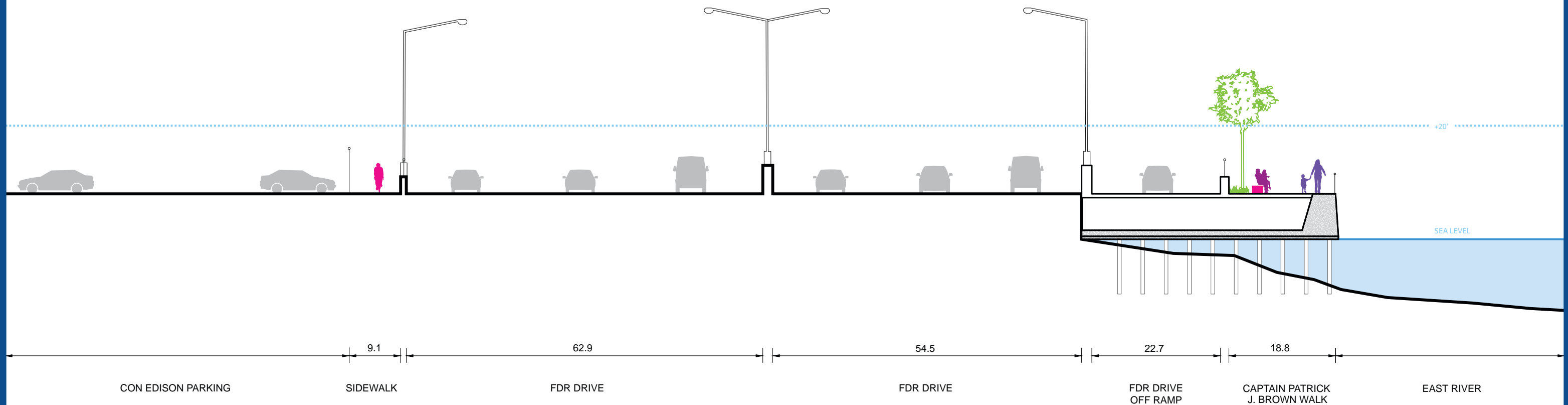
Renamed in 2002 after local resident and firefighter Patrick J. Brown who lost his life during the 9/11 attack, the brick-paved walkway stretches along the East River between 15th and 18th street. Emphasizing continuity along the water's edge, it links the East River Park north to Stuyvesant Cove Park. While the FDR drive gradually ramps up, the Capt. Patrick J. Brown path remains at grade, separating pedestrians and cyclists from the highway. A low perforated wall protects park users from additional traffic exiting on the off-ramp, which slopes down before merging with Avenue C at 18th street.

A well-utilized open space, the walkway offers sweeping views of the East River and ample seating options, but plantings are sparse and local residents have voiced concerns about the quality of the lighting and its impact on user safety. As expressed by CB6 representatives, adequate funding for the maintenance and operation of the walkway remains a priority as it would secure continuous public access along the East River edge and ameliorate the existing air of neglect.

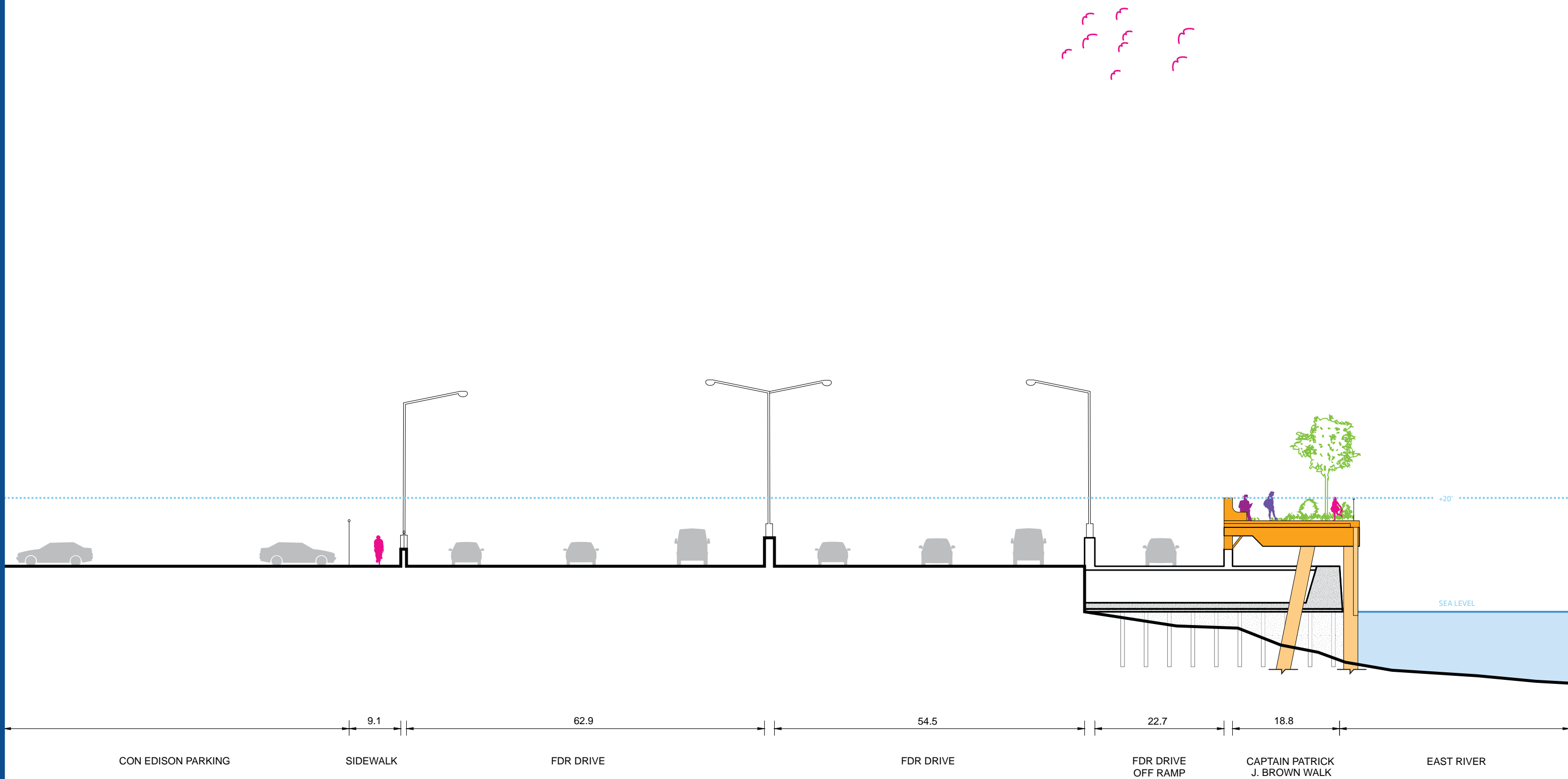


CAPT. PATRICK J. BROWN WALKWAY

EXISTING CONDITIONS



IDEA: PIER-SUPPORTED ESPLANADE BARRIER



REACH C+D - STUYVESANT COVE PARK AND FDR VIADUCT



REACH C+D - STUYVESANT COVE PARK AND FDR VIADUCT

EXISTING CONDITIONS



AVENUE C



UNDER-FDR



BIKE PATH

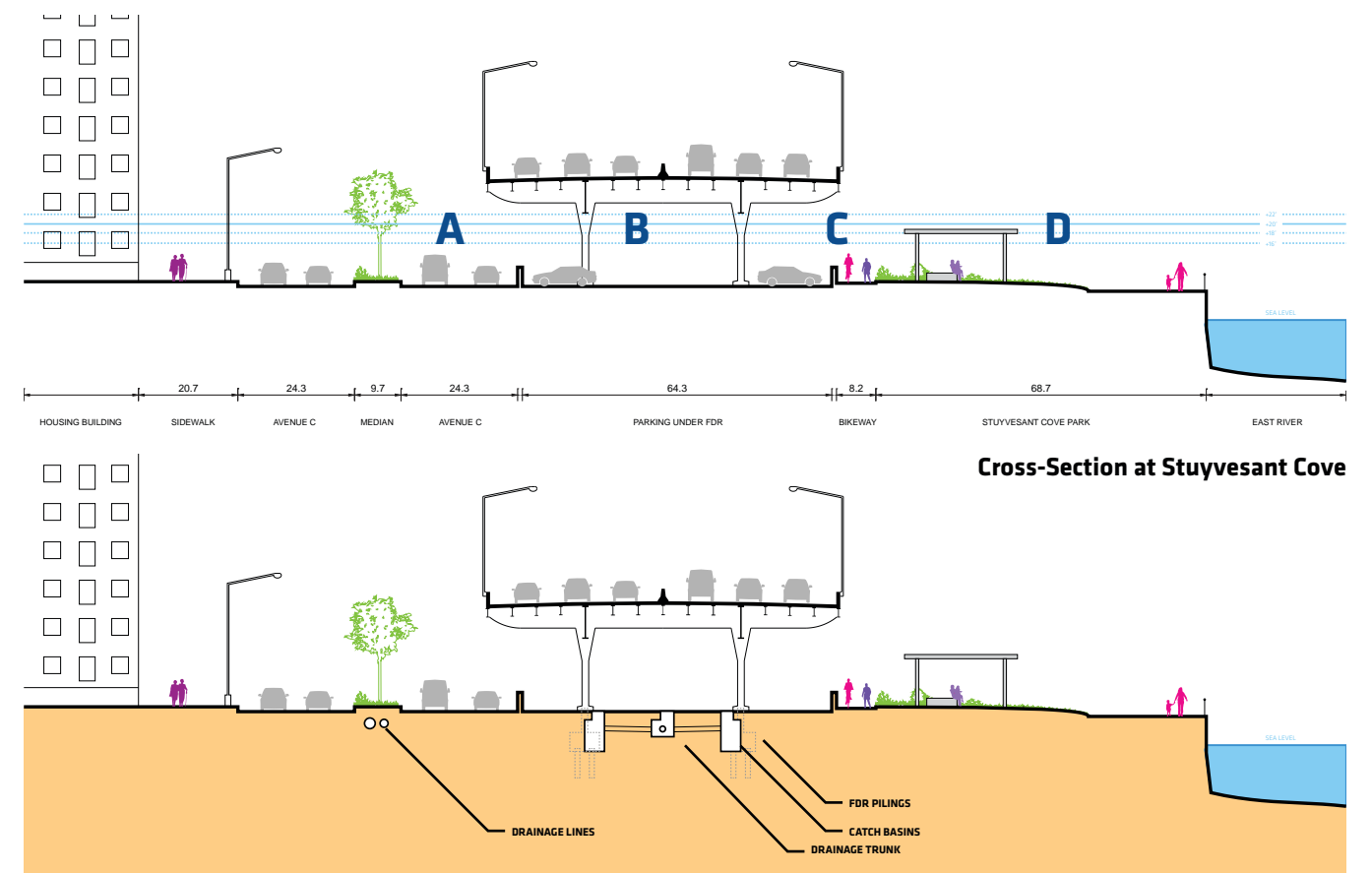


STUYVESANT COVE PARK

EXISTING CONDITIONS

Originally slated to be redeveloped as a mixed-use luxury complex, the 18th -23rd street stretch of the East River edge was furiously debated over in the early 1990s. Local residents sought elected officials' support and pushed hard for an alternative development proposal – one that would enhance public access to the waterfront and provide recreational amenities instead of further isolating residents from the river edge. Spearheaded by the EDC, the Stuyvesant Cove Park project, which lies on a former cement plant brownfield site, was eventually completed in 2002.

Today, the 1.9-acre park provides cherished river views to residents and visitors and offers year-round K-12 educational programming and workforce training through Solar One, an EDC owned environmental learning center located on the northern end of the park. The East River Bikeway runs along the western side of the park directly next to the poorly lit FDR underpass which is currently operated as a parking garage. At present there are no green connections to the Stuyvesant Town towers on the other side of the FDR and the transition from Avenue C to the FDR underpass and the park via the bikeway is abrupt and unpleasant. As a result, cyclists do not benefit from the park while pedestrians make use of the well-maintained path which meanders along the river's edge, providing a welcome respite from the noise and traffic of Avenue C.



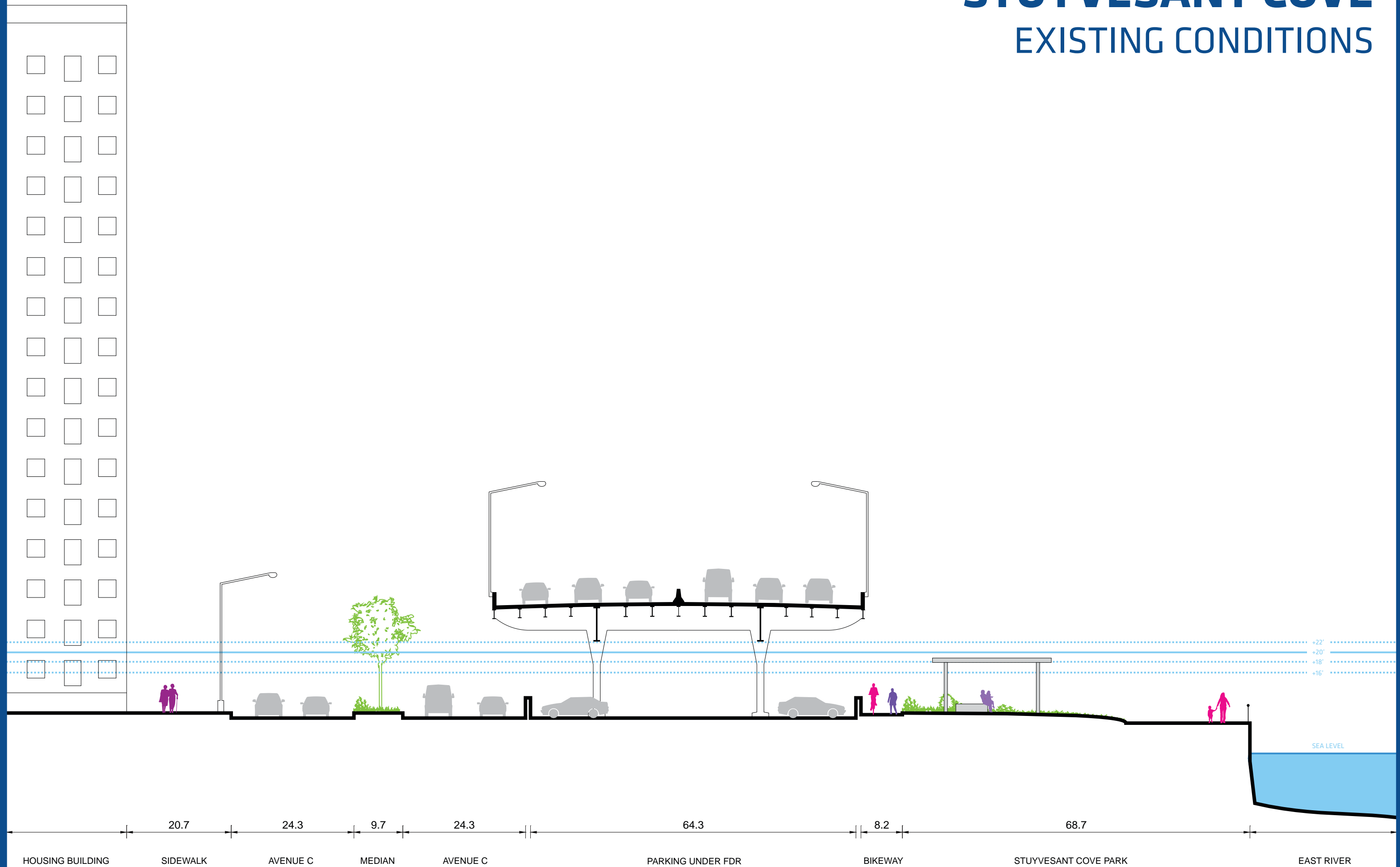
Cross-Section at Stuyvesant Cove

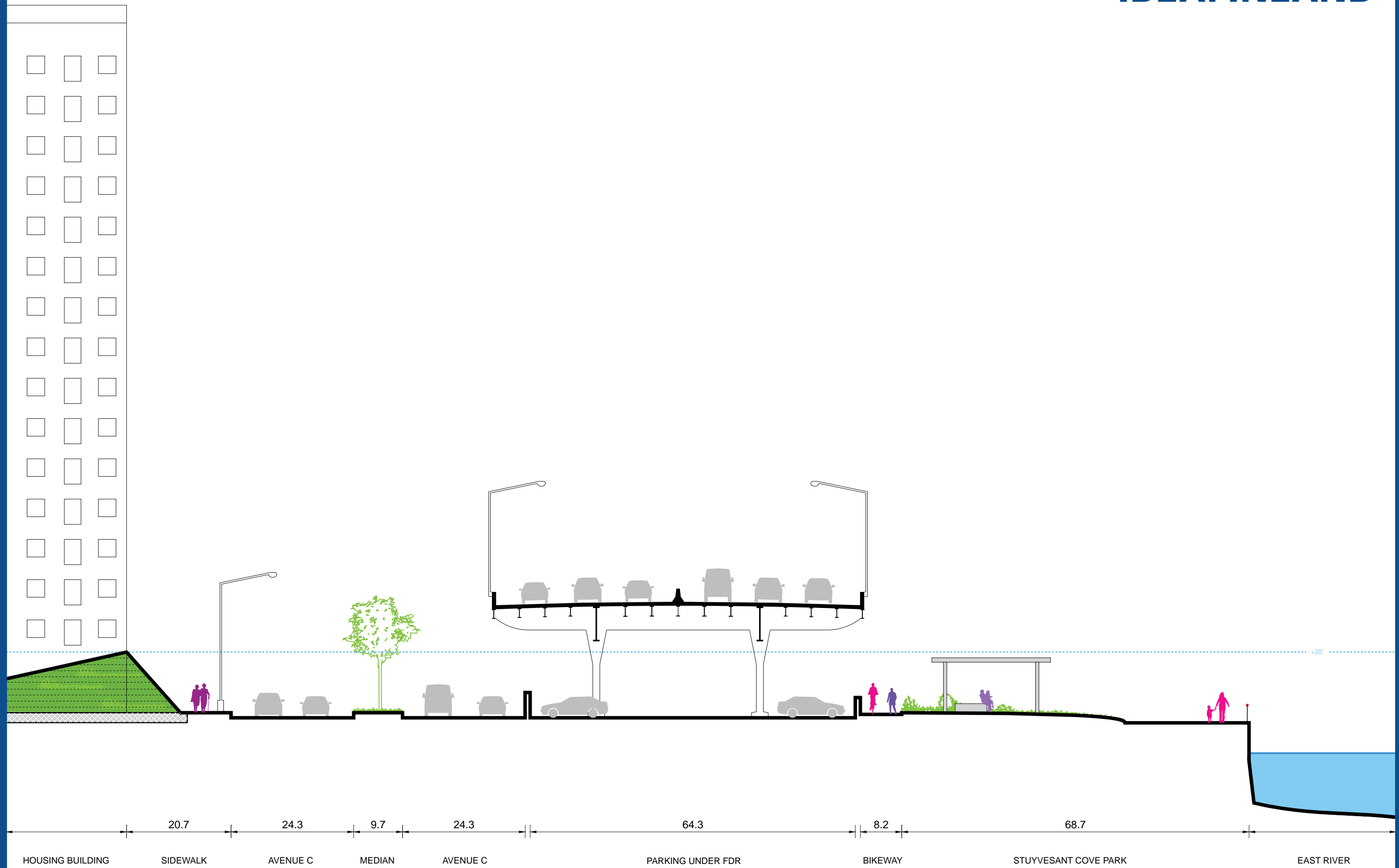
Subsurface Constraints

ALIGNMENT STUDIES
STUYVESANT COVE

STUYVESANT COVE

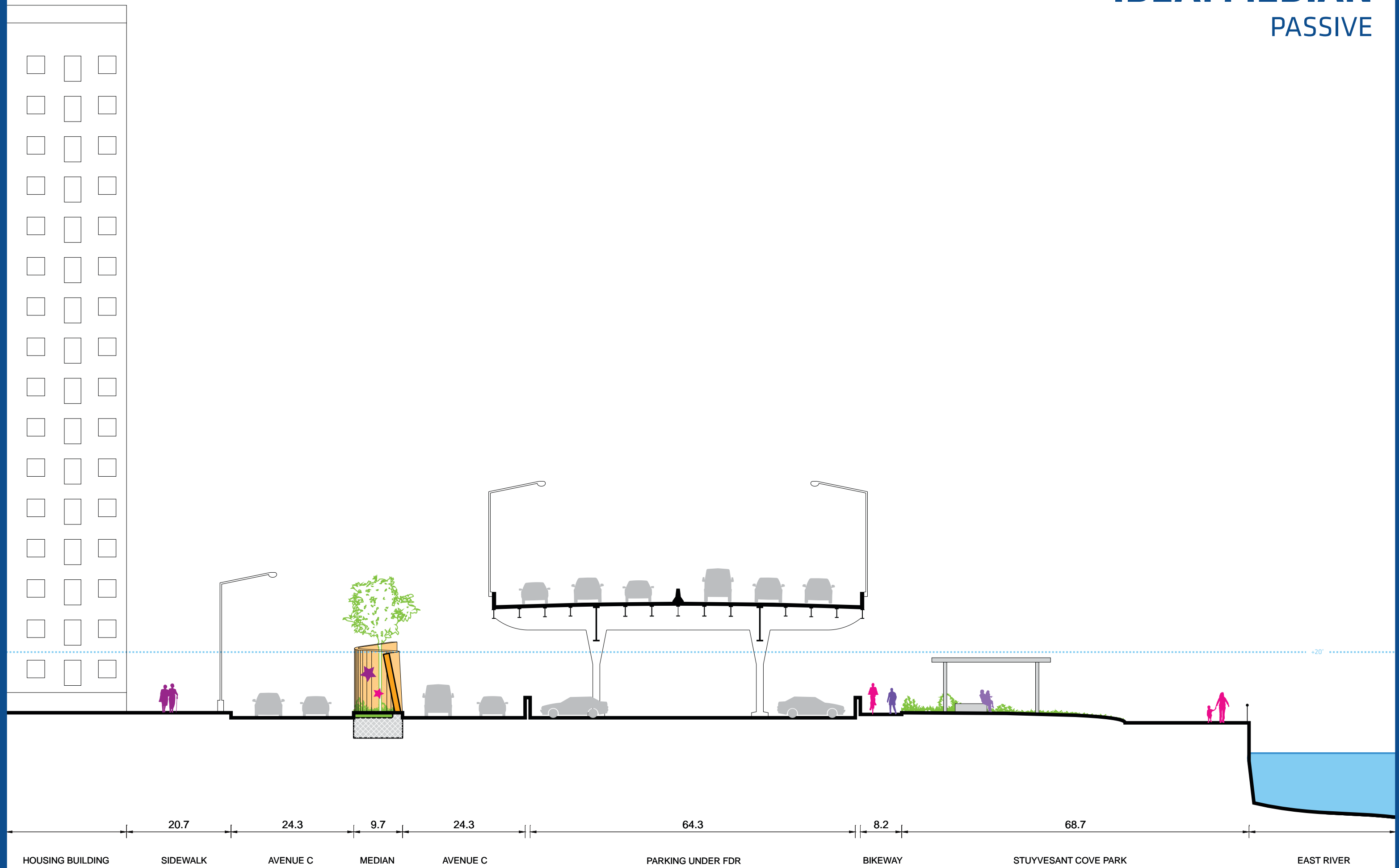
EXISTING CONDITIONS





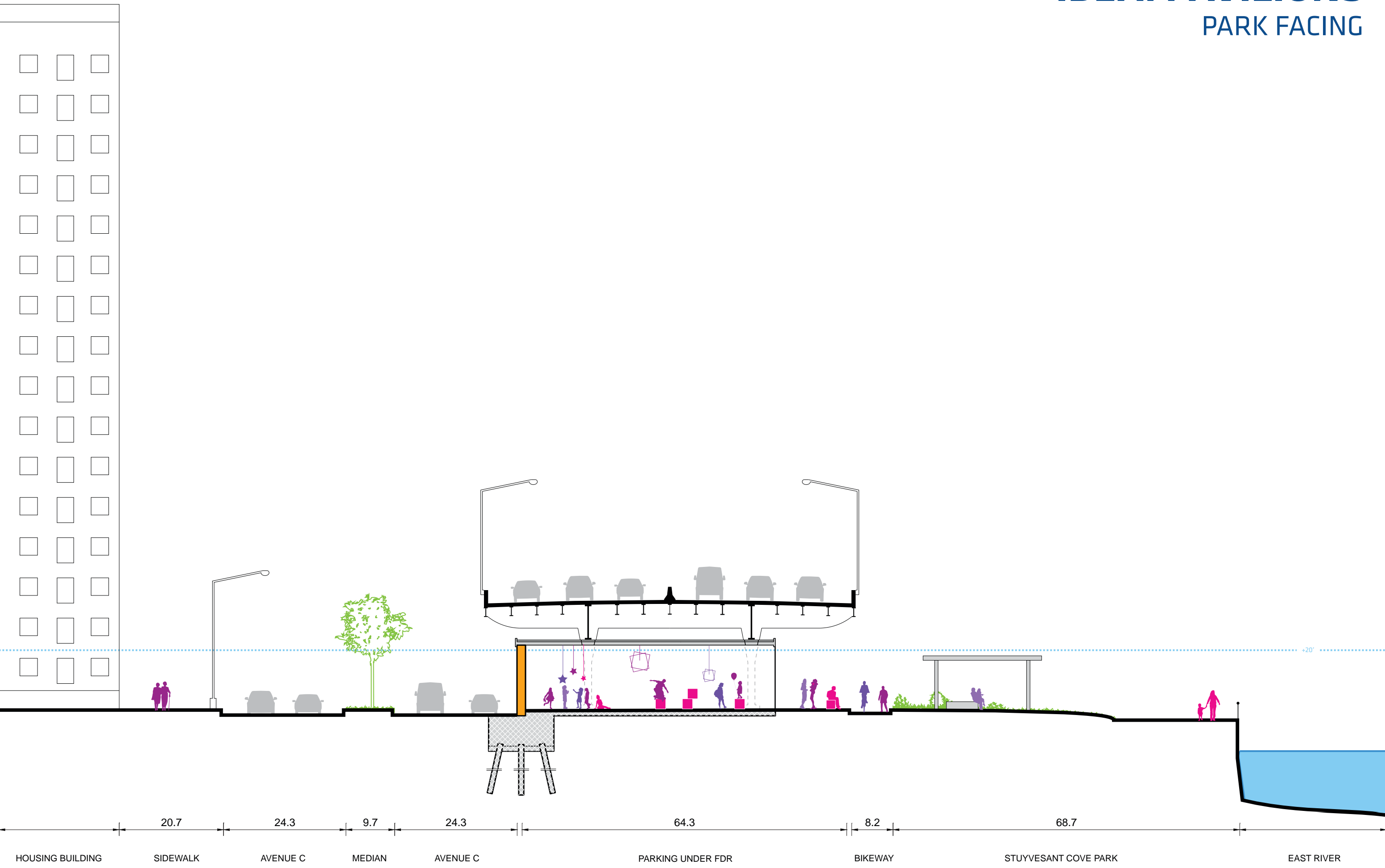
IDEA: MEDIAN

PASSIVE



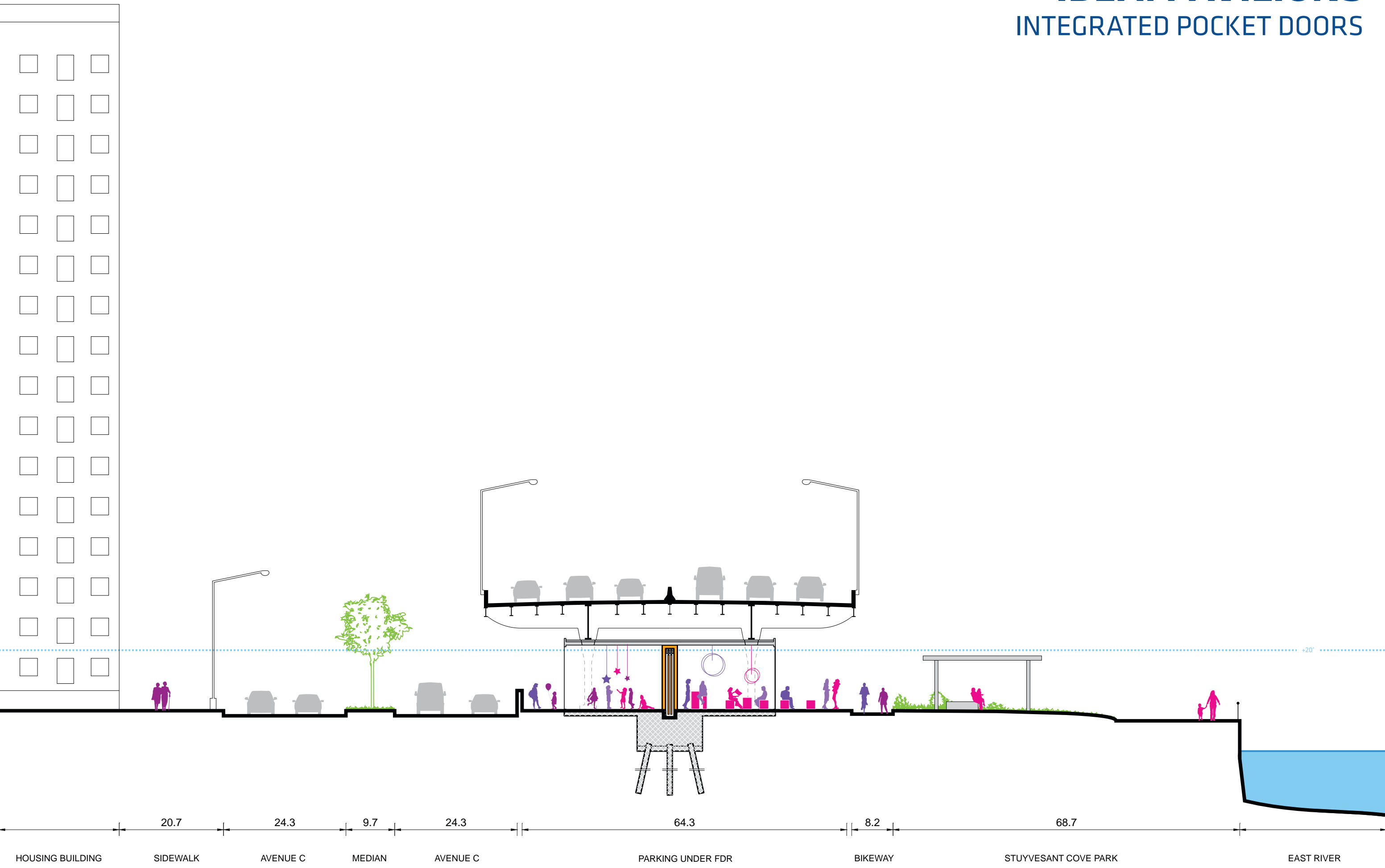
IDEA: PAVILIONS

PARK FACING



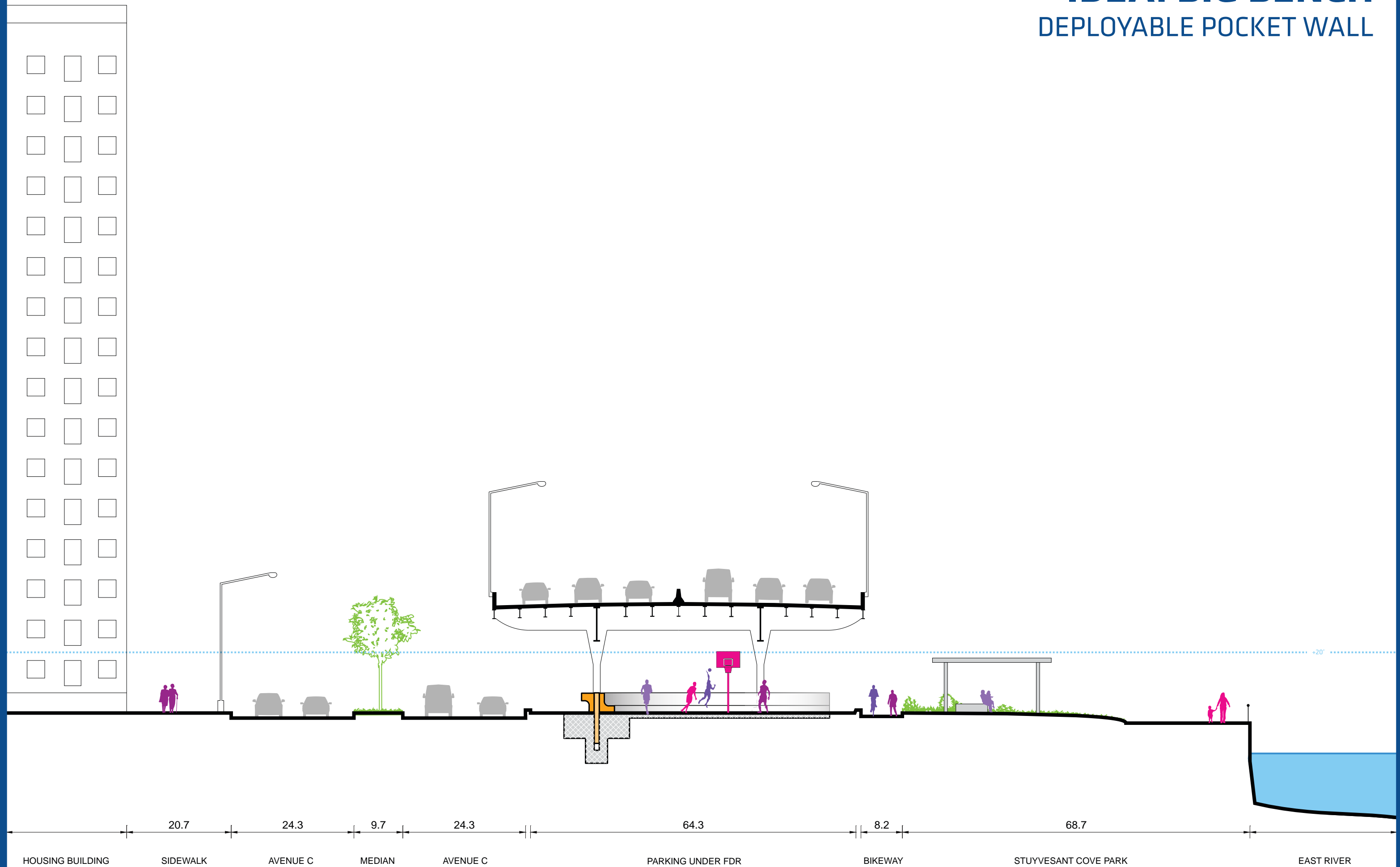
IDEA: PAVILIONS

INTEGRATED POCKET DOORS



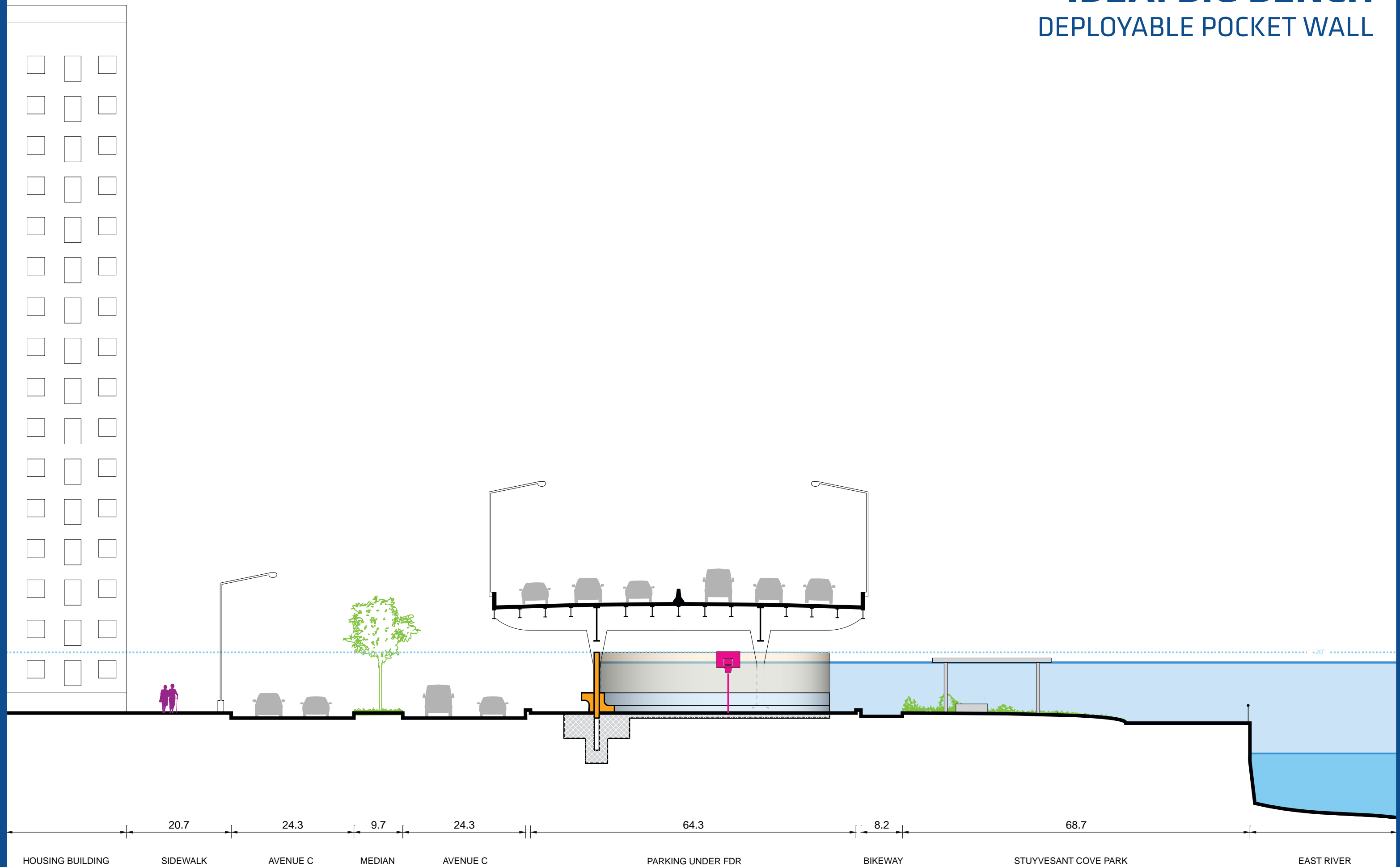
IDEA: BIG BENCH

DEPLOYABLE POCKET WALL



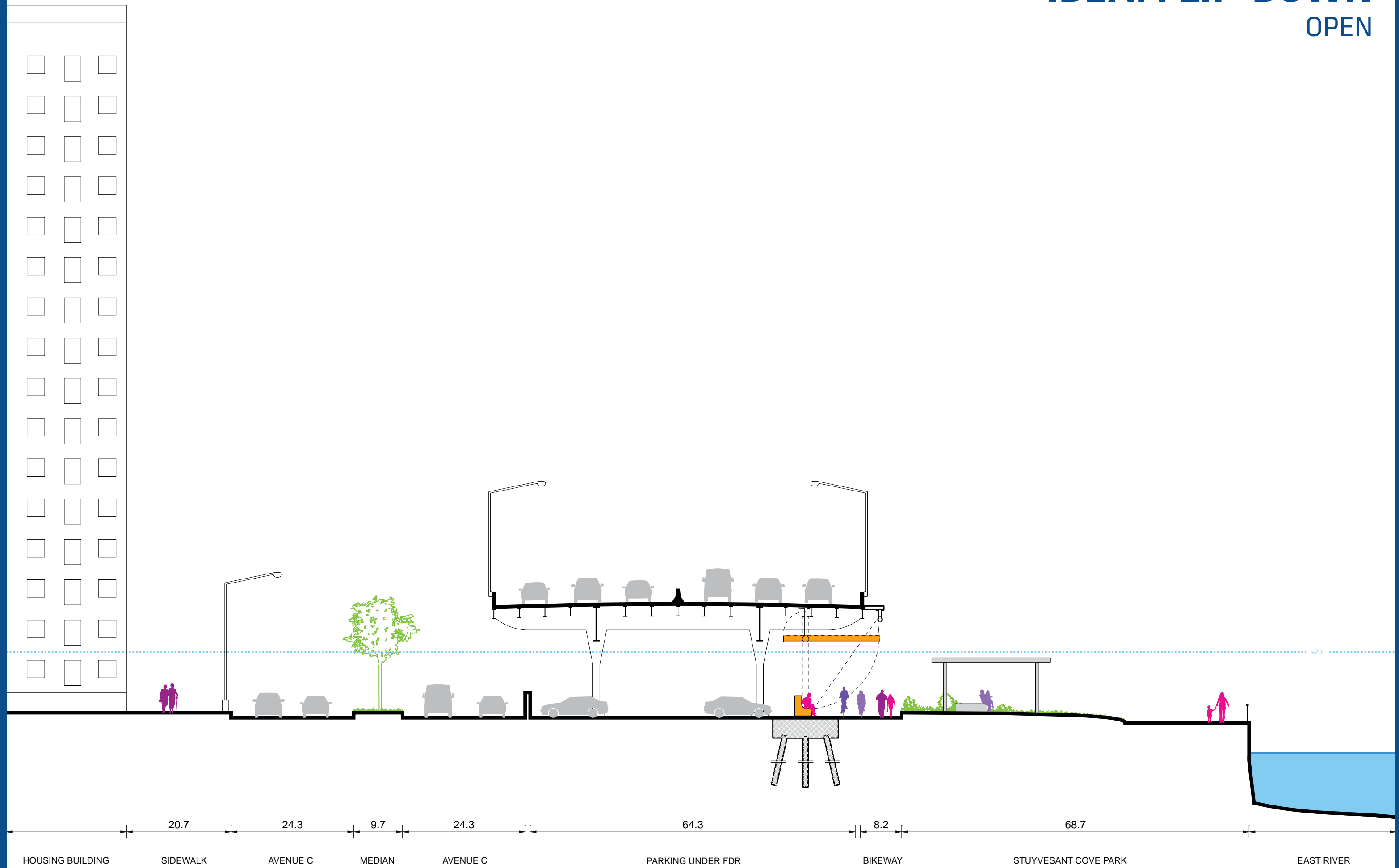
IDEA: BIG BENCH

DEPLOYABLE POCKET WALL



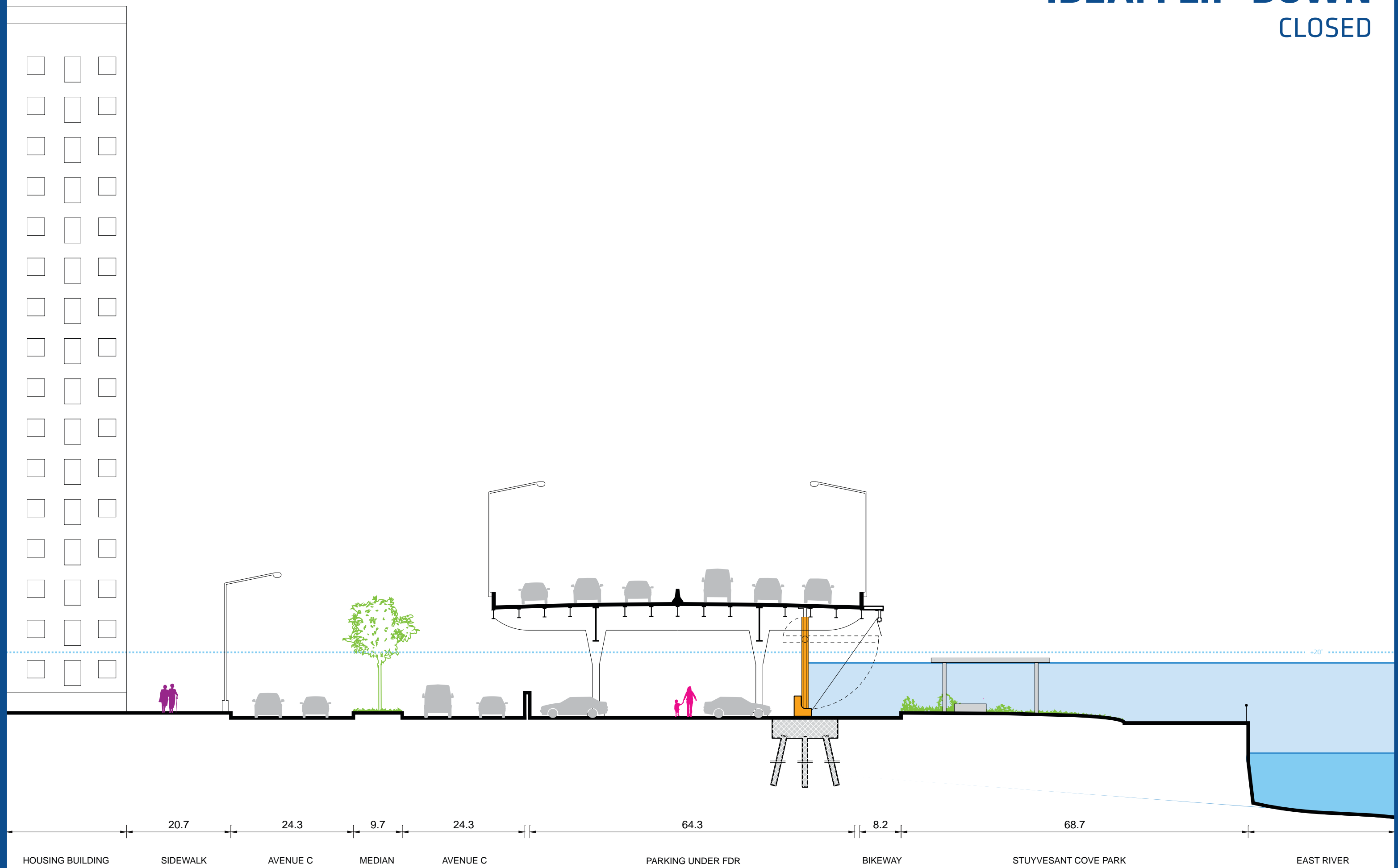
IDEA: FLIP-DOWN

OPEN

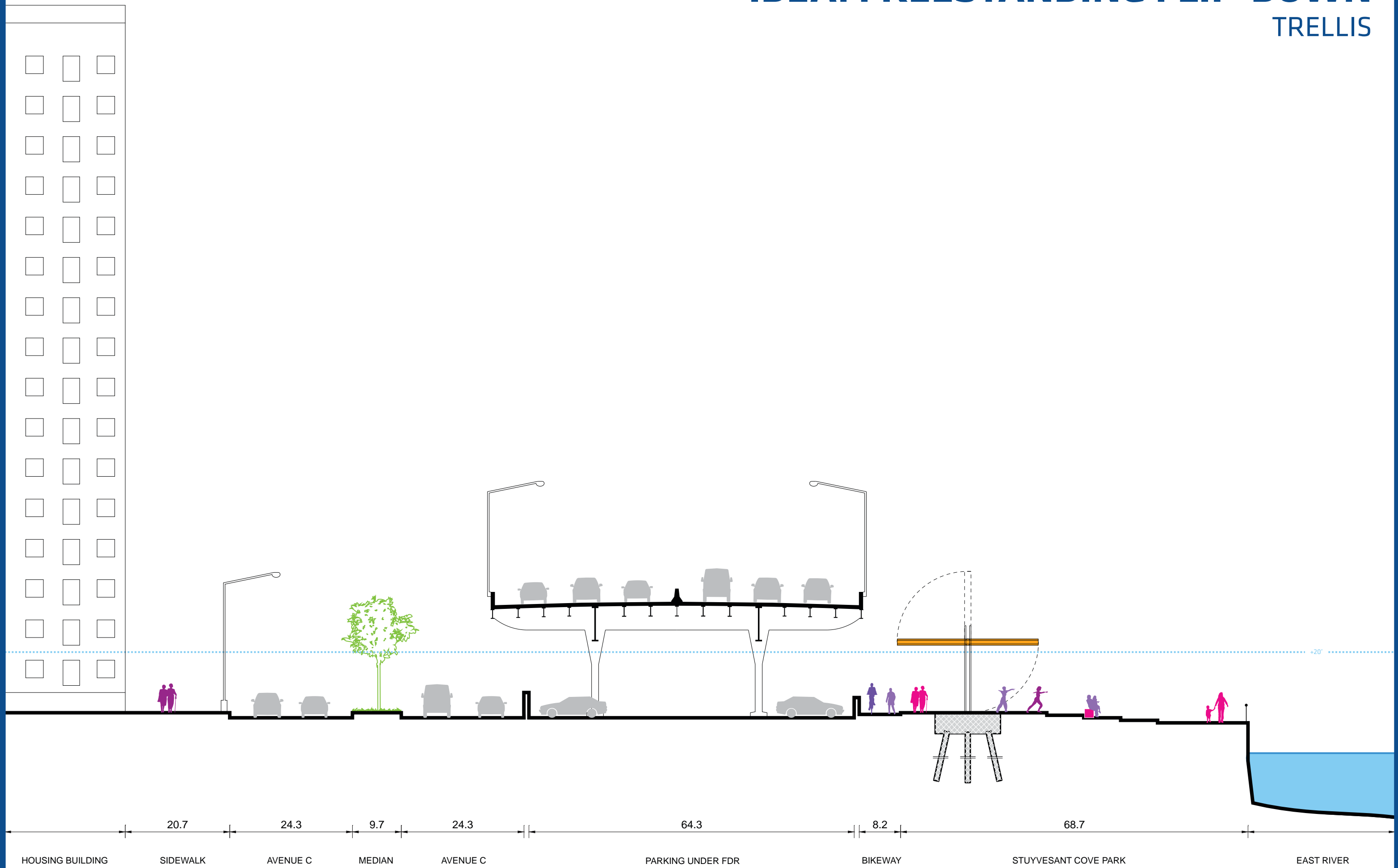


IDEA: FLIP-DOWN

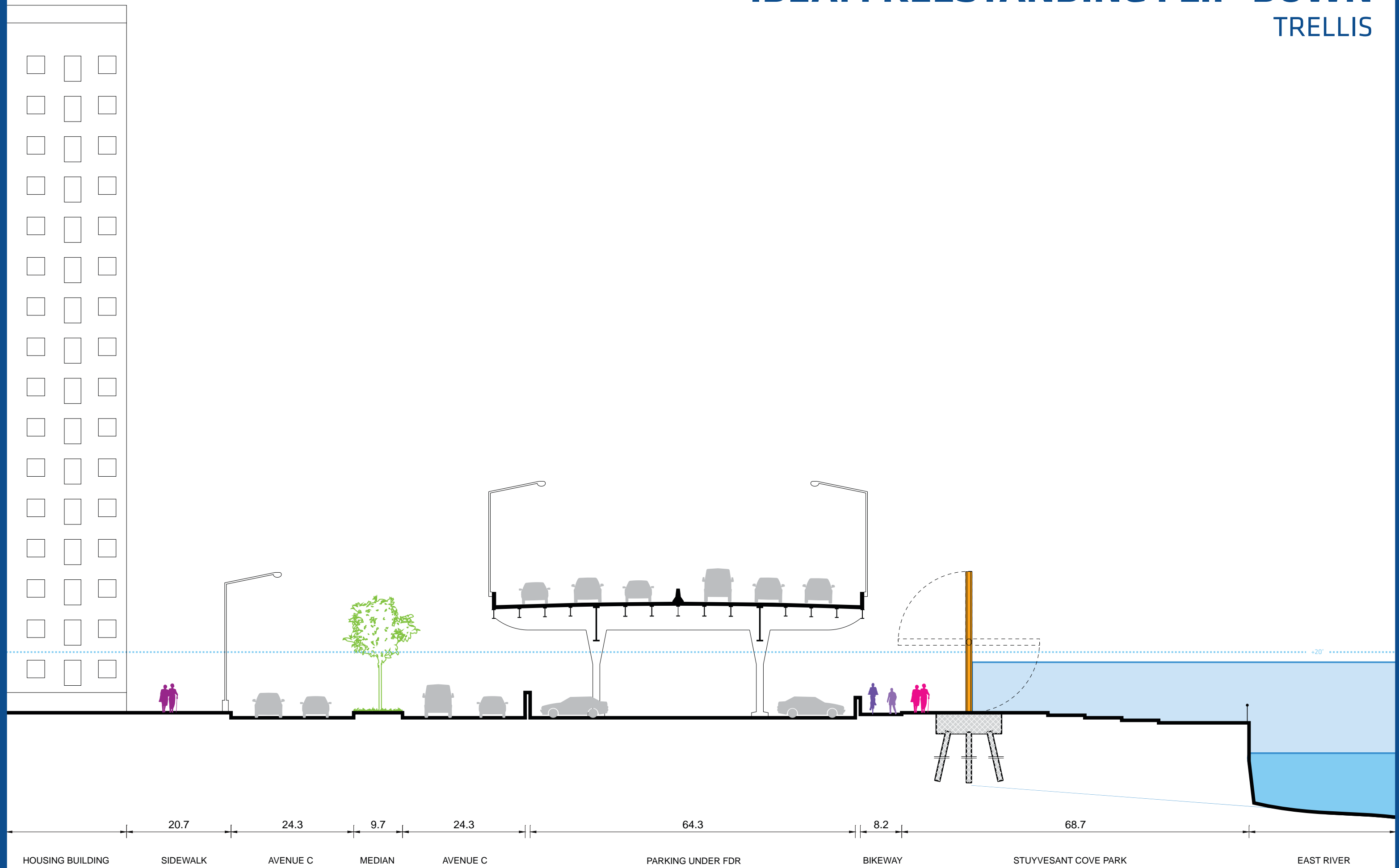
CLOSED



IDEA: FREESTANDING FLIP-DOWN TRELLIS

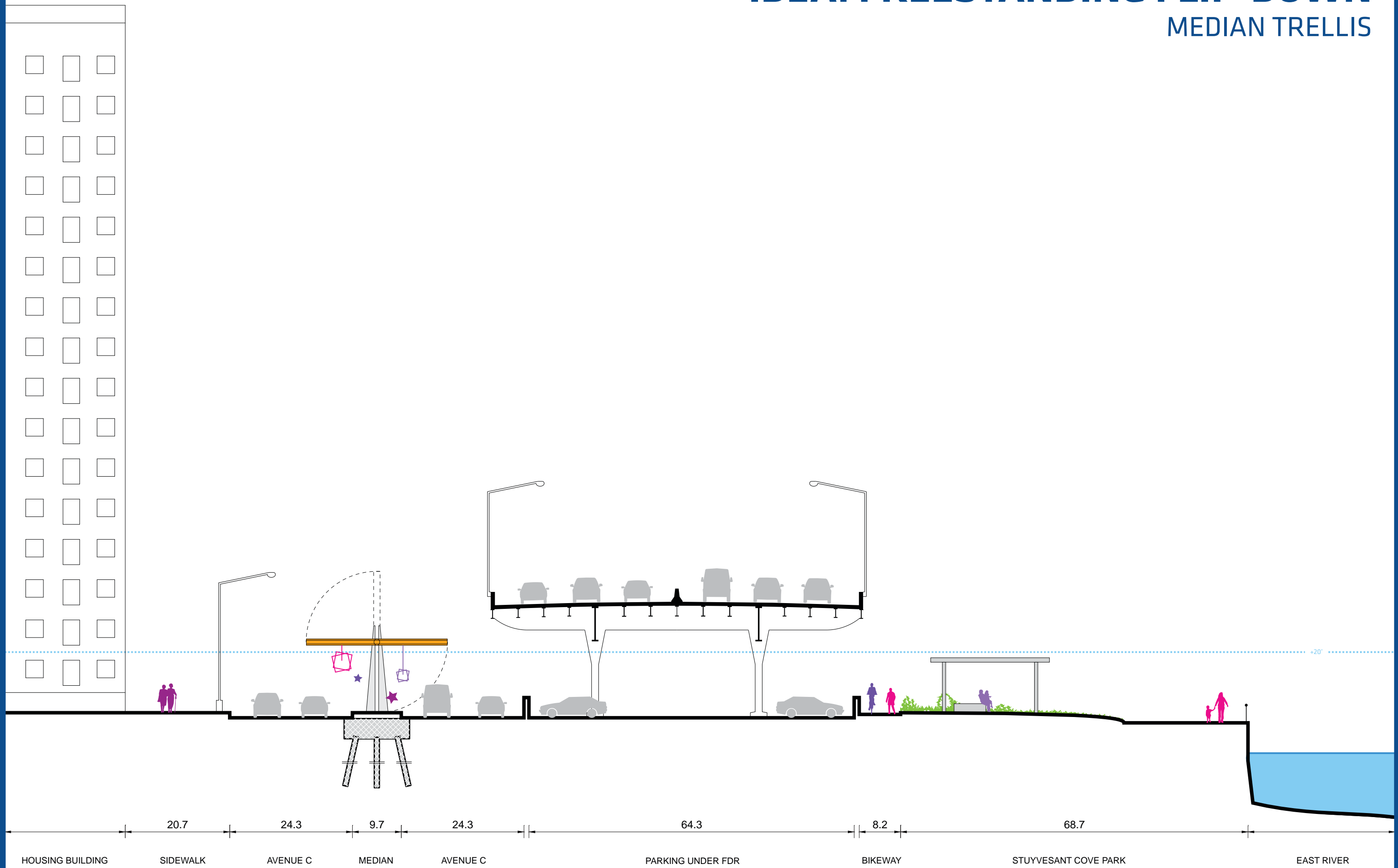


IDEA: FREESTANDING FLIP-DOWN TRELLIS



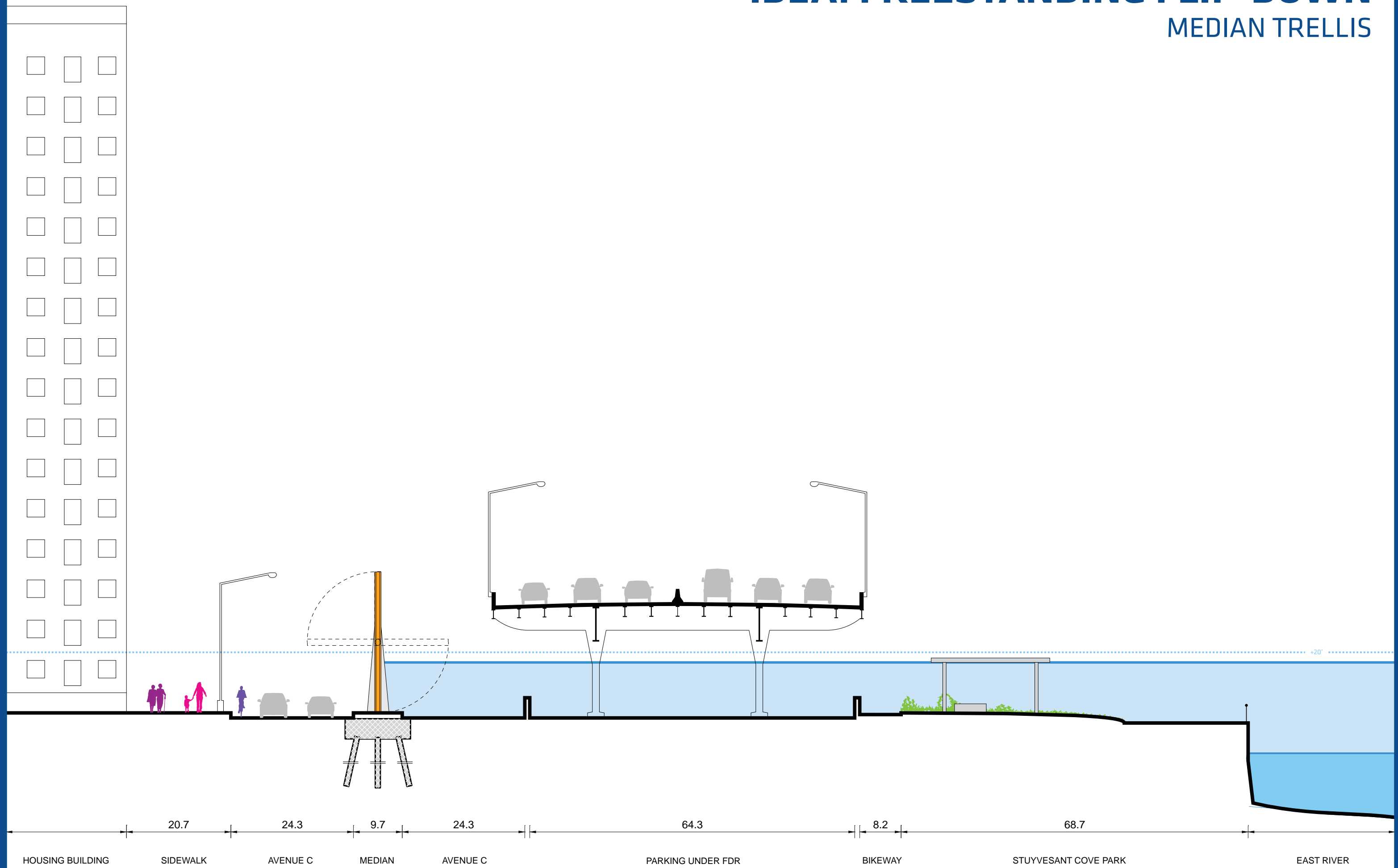
IDEA: FREESTANDING FLIP-DOWN

MEDIAN TRELLIS

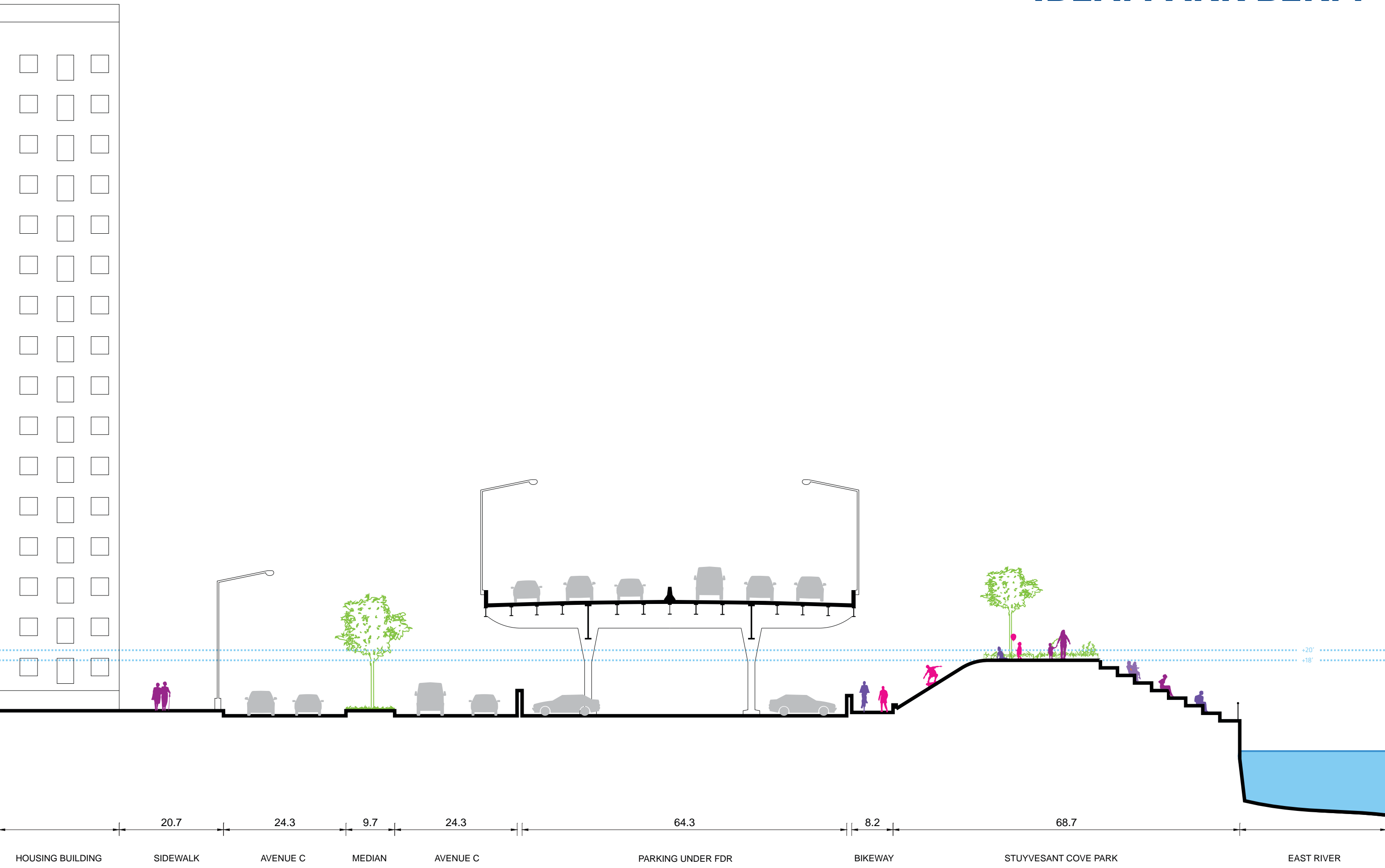


IDEA: FREESTANDING FLIP-DOWN

MEDIAN TRELLIS

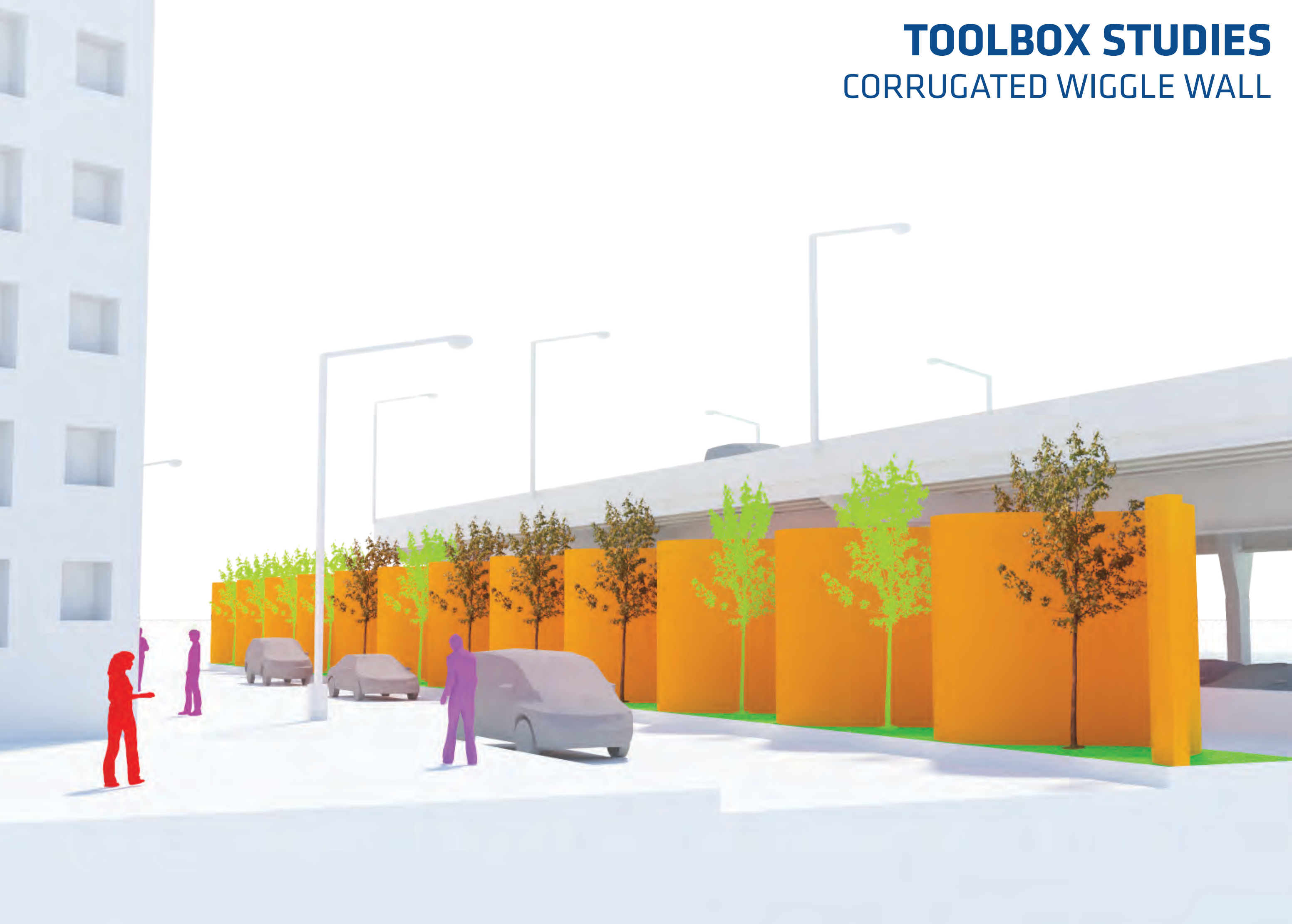


IDEA: PARK BERM



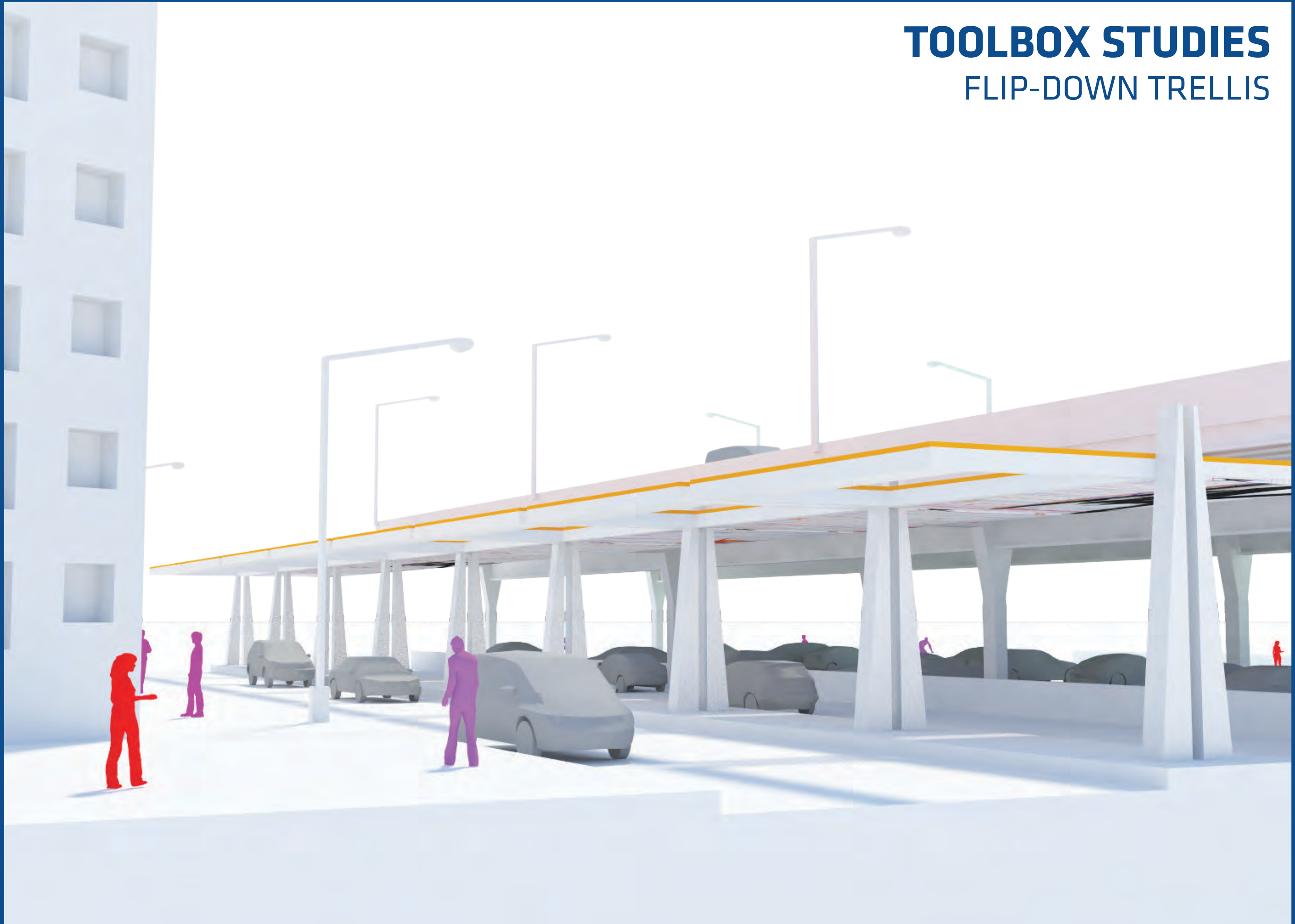
TOOLBOX STUDIES

CORRUGATED WIGGLE WALL



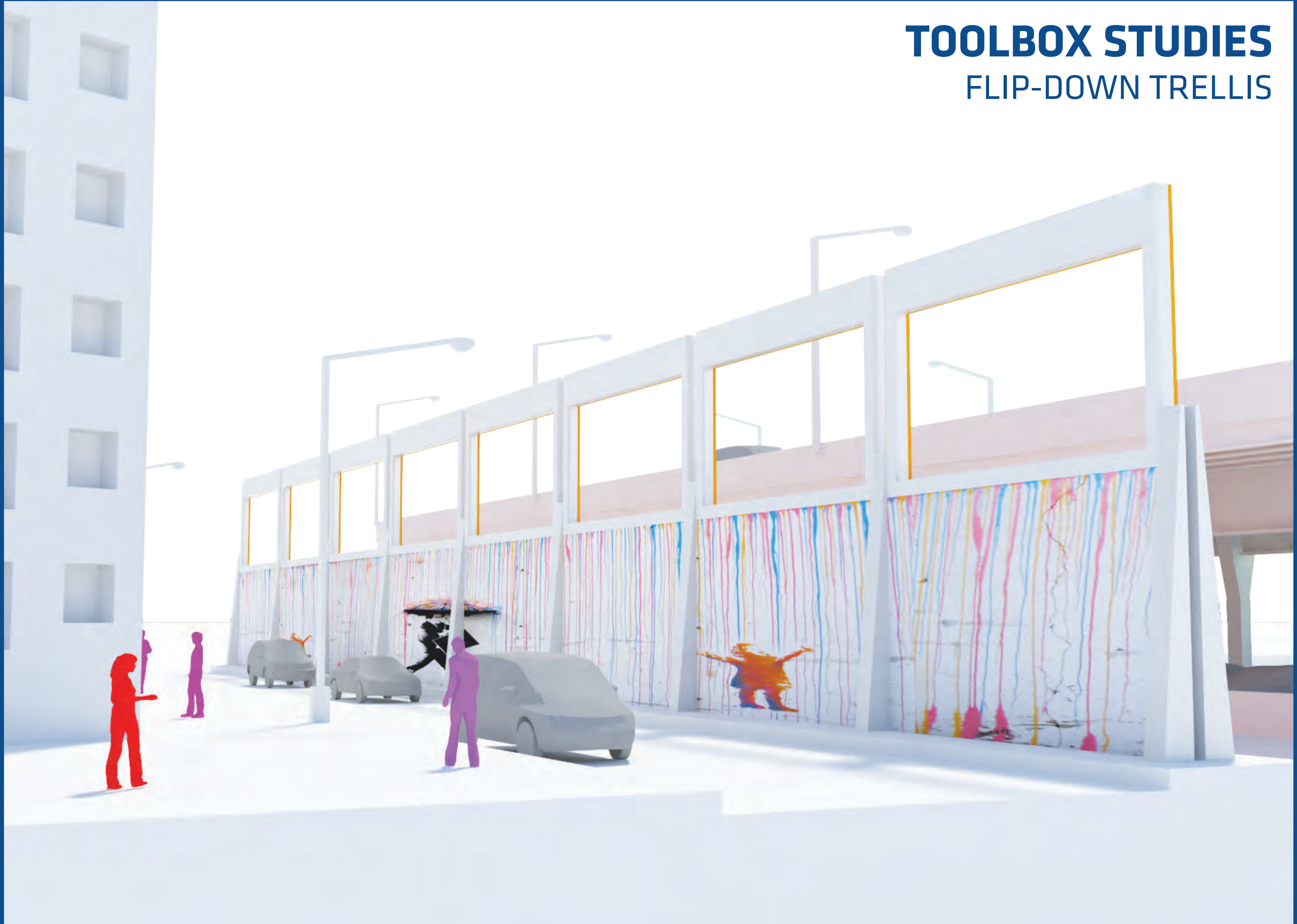
TOOLBOX STUDIES

FLIP-DOWN TRELLIS



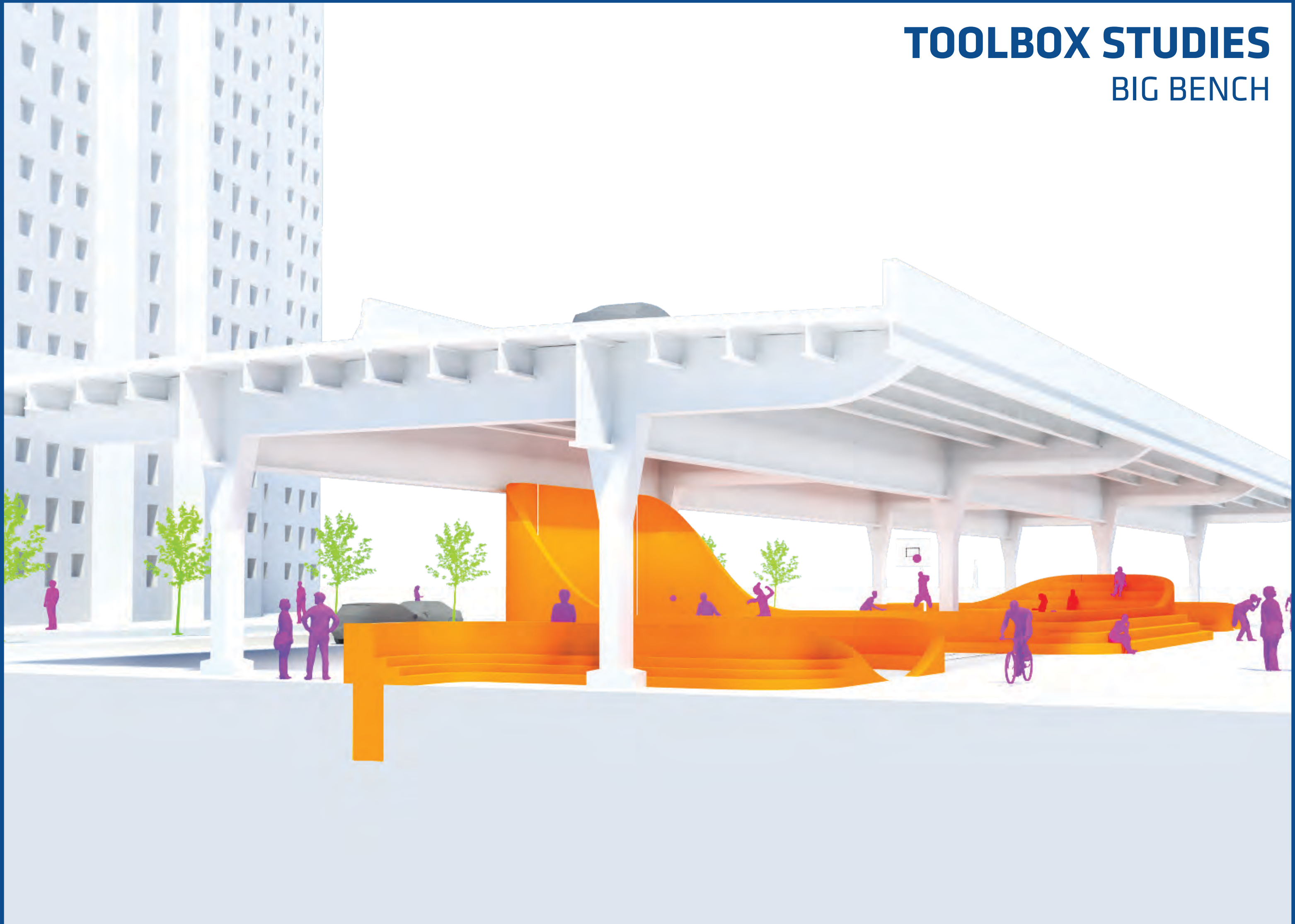
TOOLBOX STUDIES

FLIP-DOWN TRELLIS



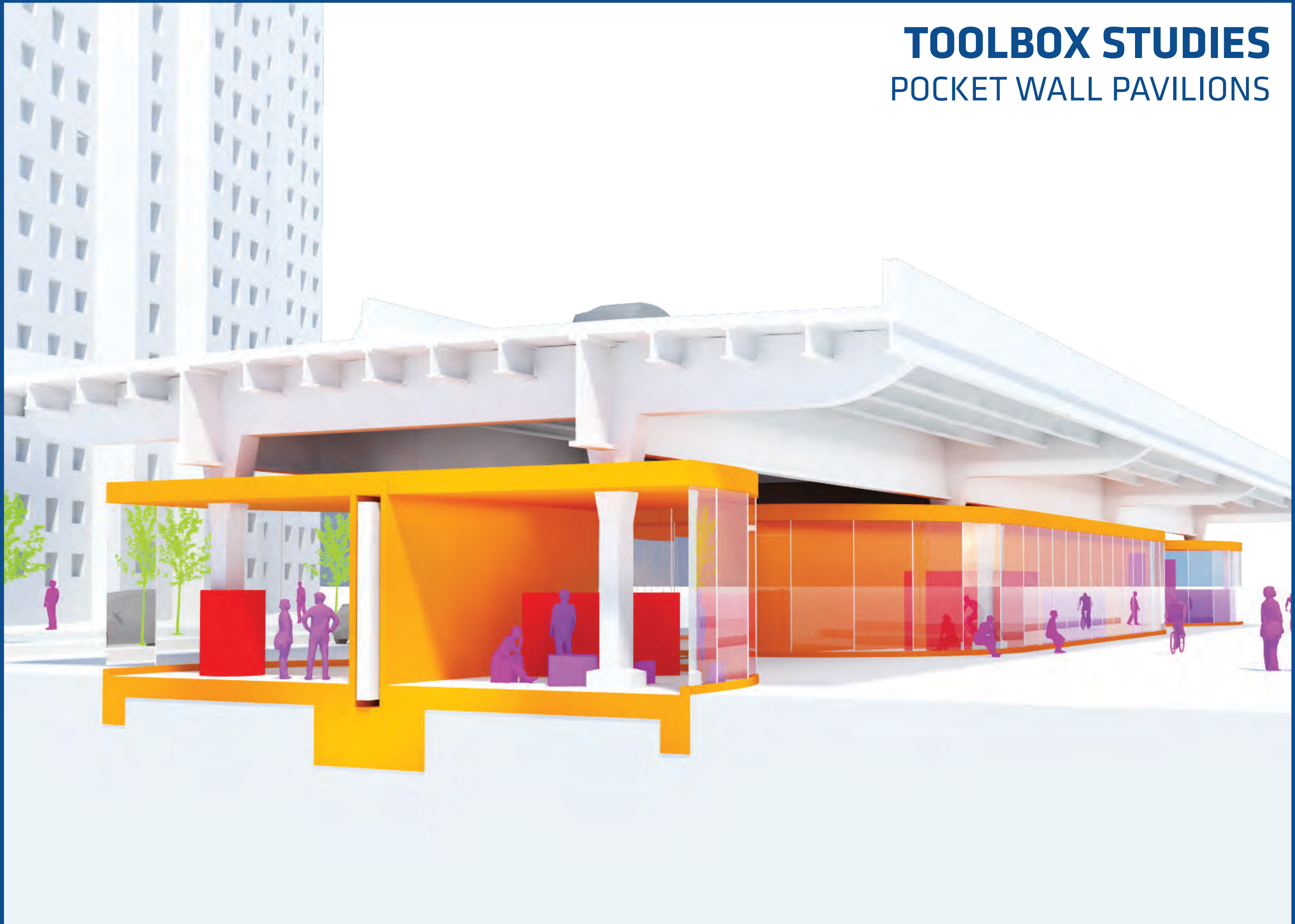
TOOLBOX STUDIES

BIG BENCH



TOOLBOX STUDIES

POCKET WALL PAVILIONS



TOOLBOX STUDIES

FLIP-DOWN BENCH



TOOLBOX STUDIES

FLIP-DOWN BENCH



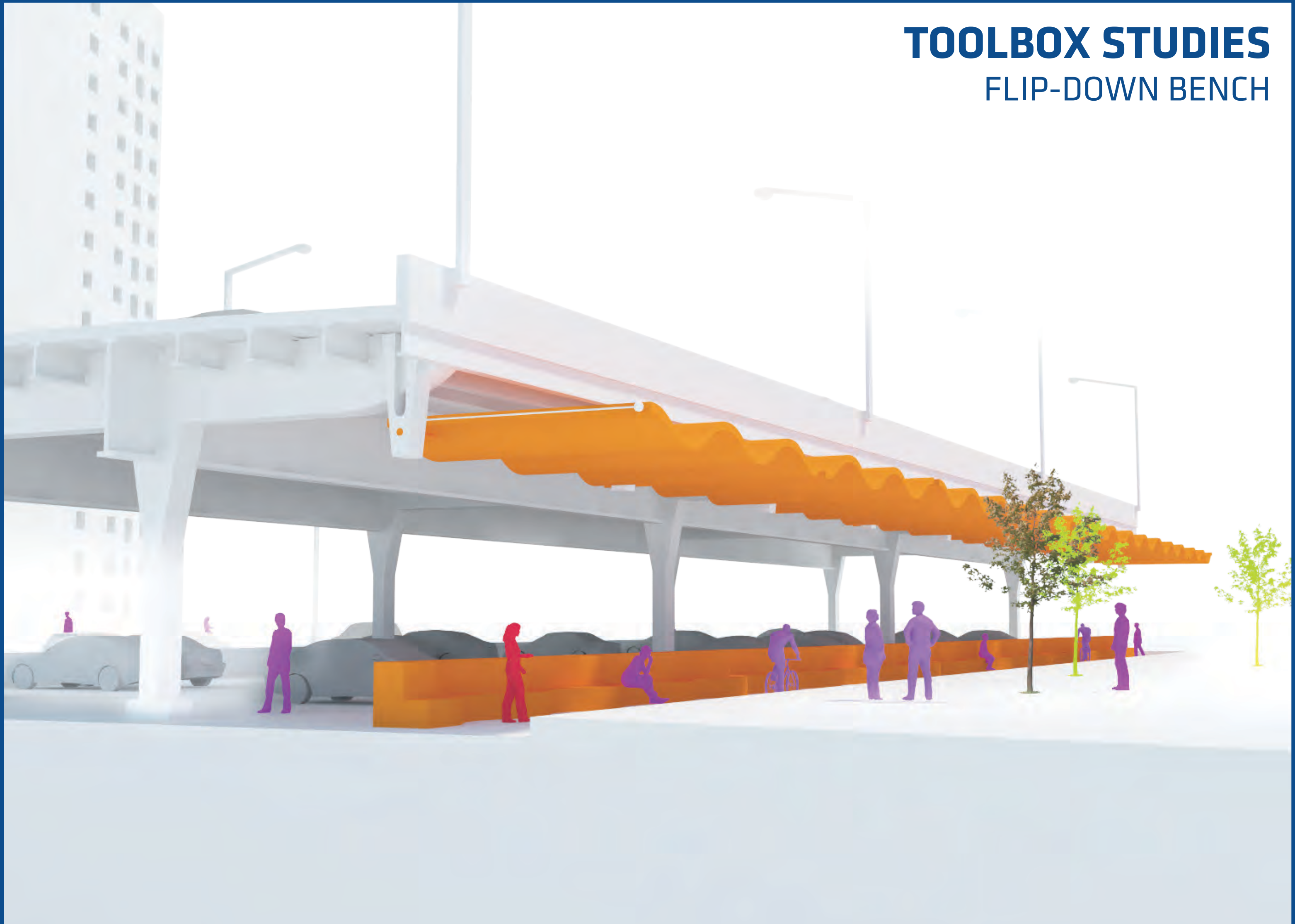
TOOLBOX STUDIES

FLIP-DOWN BENCH



TOOLBOX STUDIES

FLIP-DOWN BENCH



REACH E - 23RD STREET TIE-BACK



REACH E - 23RD STREET TIE-BACK

EXISTING CONDITIONS



**23RD STREET LOOK-
ING WEST**



**HISTORIC ASSER-LEVY
PUBLIC BATHHOUSE**



**ASSER-LEVY PARK FROM
ACROSS 23RD STREET**



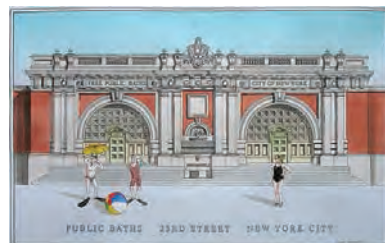
ASSER LEVY POOL, SUMMER

EXISTING CONDITIONS

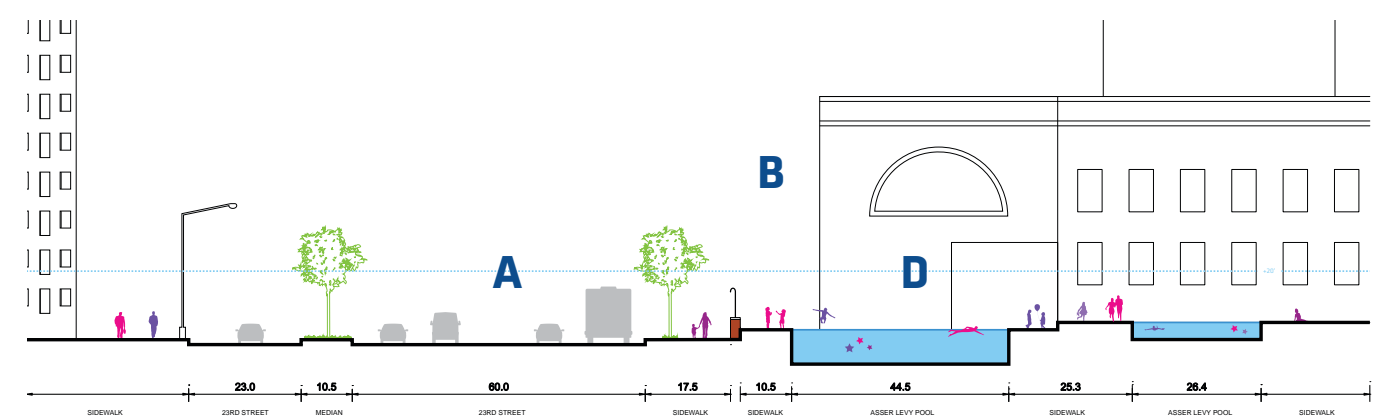
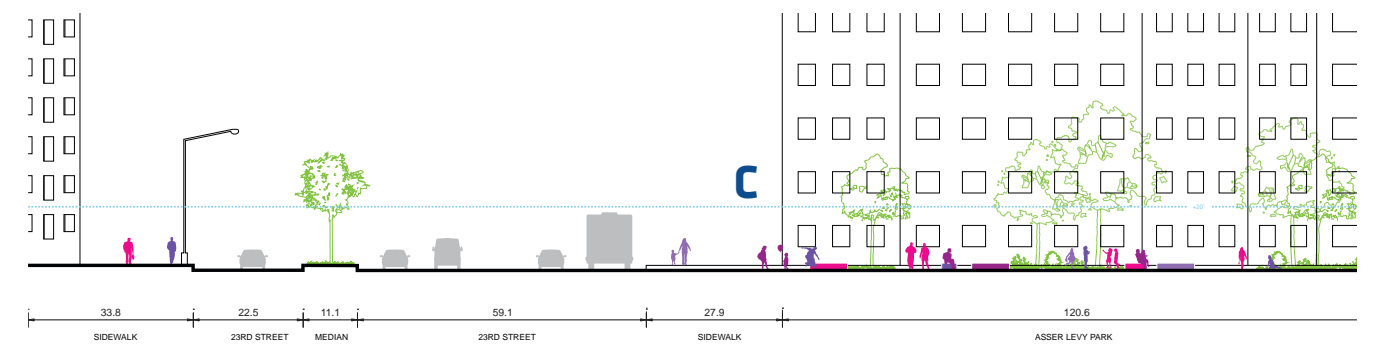
Bound by the post-war apartment buildings of Peter Cooper Village on the south side and two large institutional facilities - the VA Medical Center and the Asser Levy Recreational Center - on the northern side, the most eastern block of 23rd Street is a major pedestrian and vehicular thoroughfare. The 4 lane road includes parking on both sides of the street and a wide median separates east-bound traffic from the pavement, allowing for additional parking opportunities and pedestrian circulation in close proximity to the entrances of the Peter Cooper towers.

On both sides of East 23rd Street, the generous width of the pavement allows for an aesthetic integration of flood protection measures that could also serve as street infrastructure (e.g. bike racks, bus stops) to form a cohesive and attractive line of protection. At present, the Asser Levy Recreational Center pool which fronts East 23rd Street is protected by an iron fence. Combining robust and engaging flood protection at this location could potentially enhance the exterior of this lively and cherished public amenity.

In addition, the VA Medical Center recently put forth its own proposal to erect a 1,507' long floodwall to protect its facilities which were severely damaged during Hurricane Sandy. The above presents an opportunity to integrate the VA Medical Center's plans with the ESCR to find an attractive and functional solution for East 23rd Street.



Asser Levy Bath House
Historic Postcard



Section - Asser Levy Pool

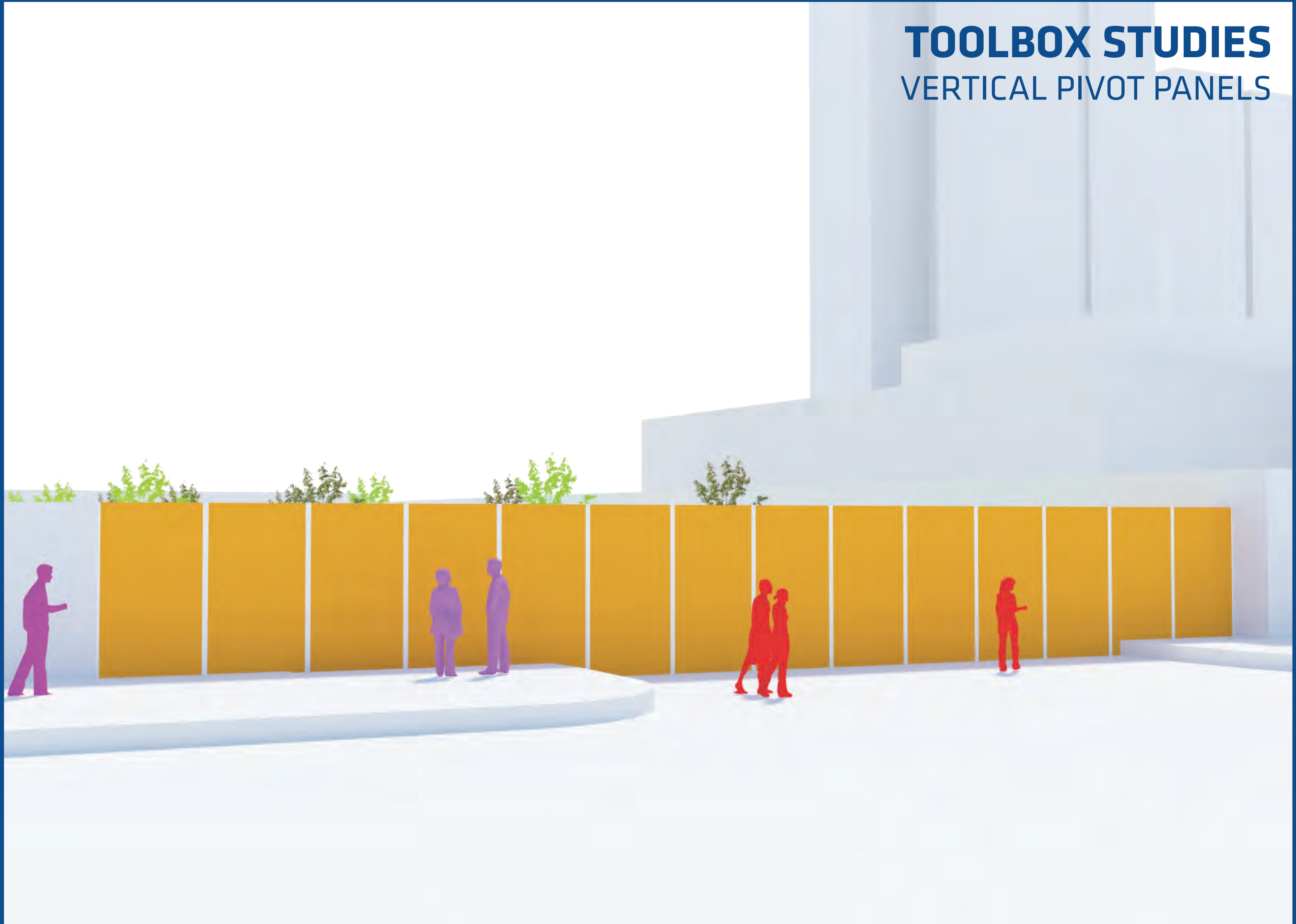
TOOLBOX STUDIES

VERTICAL PIVOT PANELS



TOOLBOX STUDIES

VERTICAL PIVOT PANELS



TOOLBOX STUDIES

URBAN BENCH



TOOLBOX STUDIES

URBAN BENCH



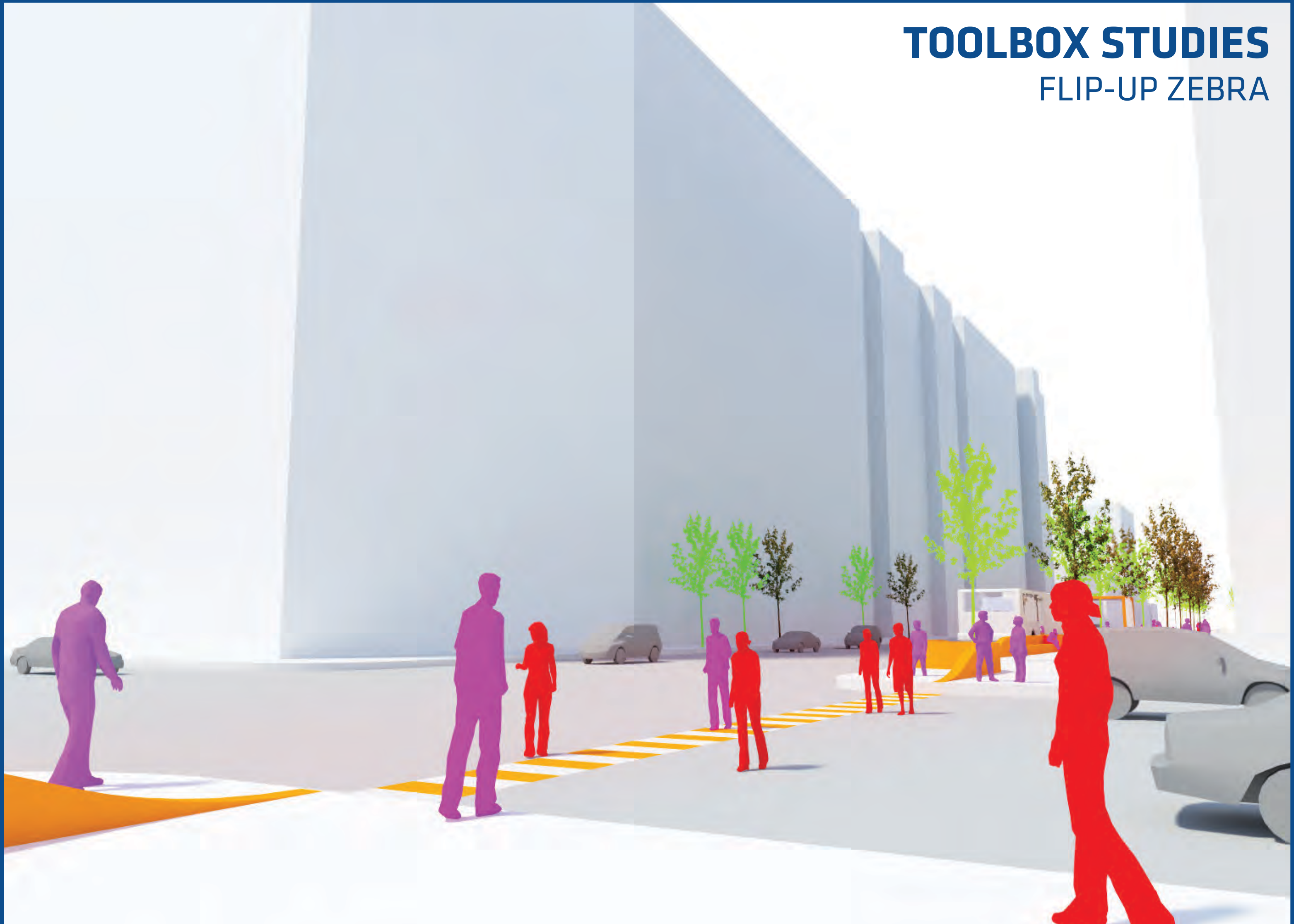
TOOLBOX STUDIES

URBAN BENCH



TOOLBOX STUDIES

FLIP-UP ZEBRA



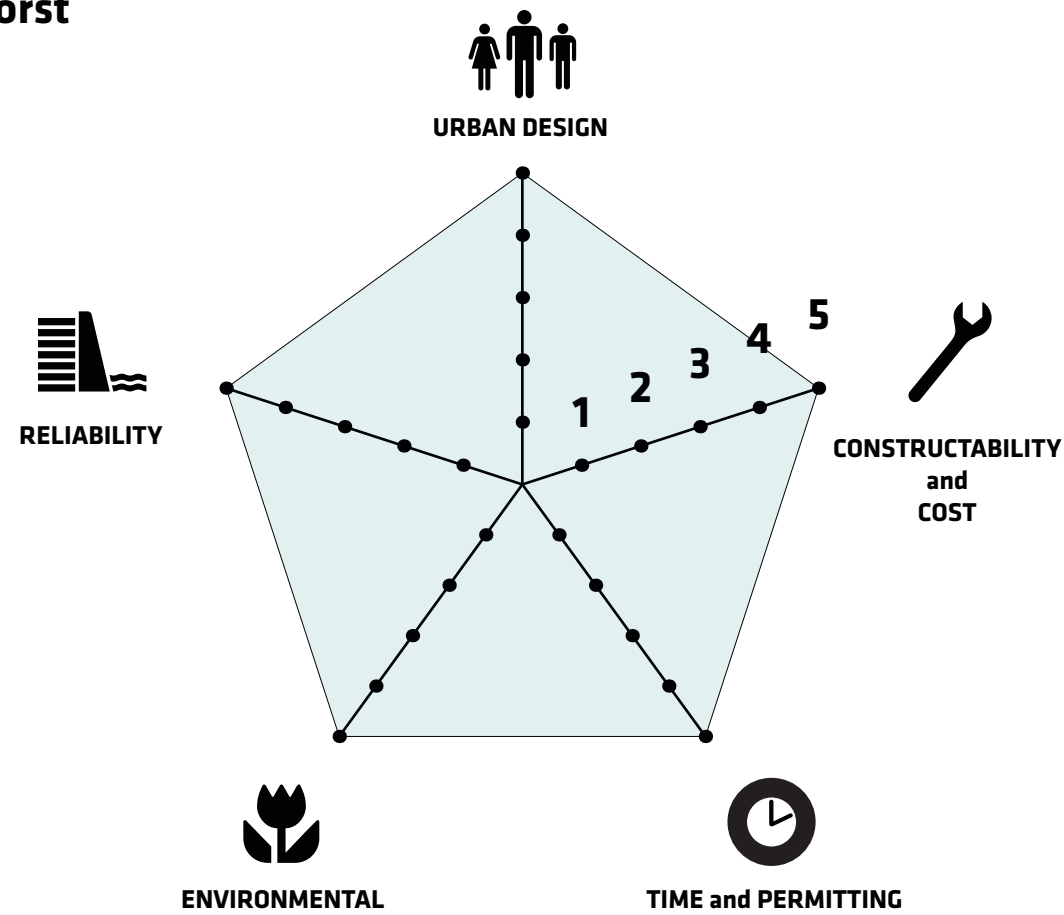
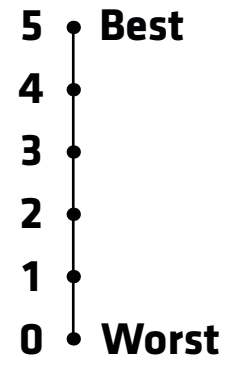
TOOLBOX STUDIES

FLIP-UP ZEBRA

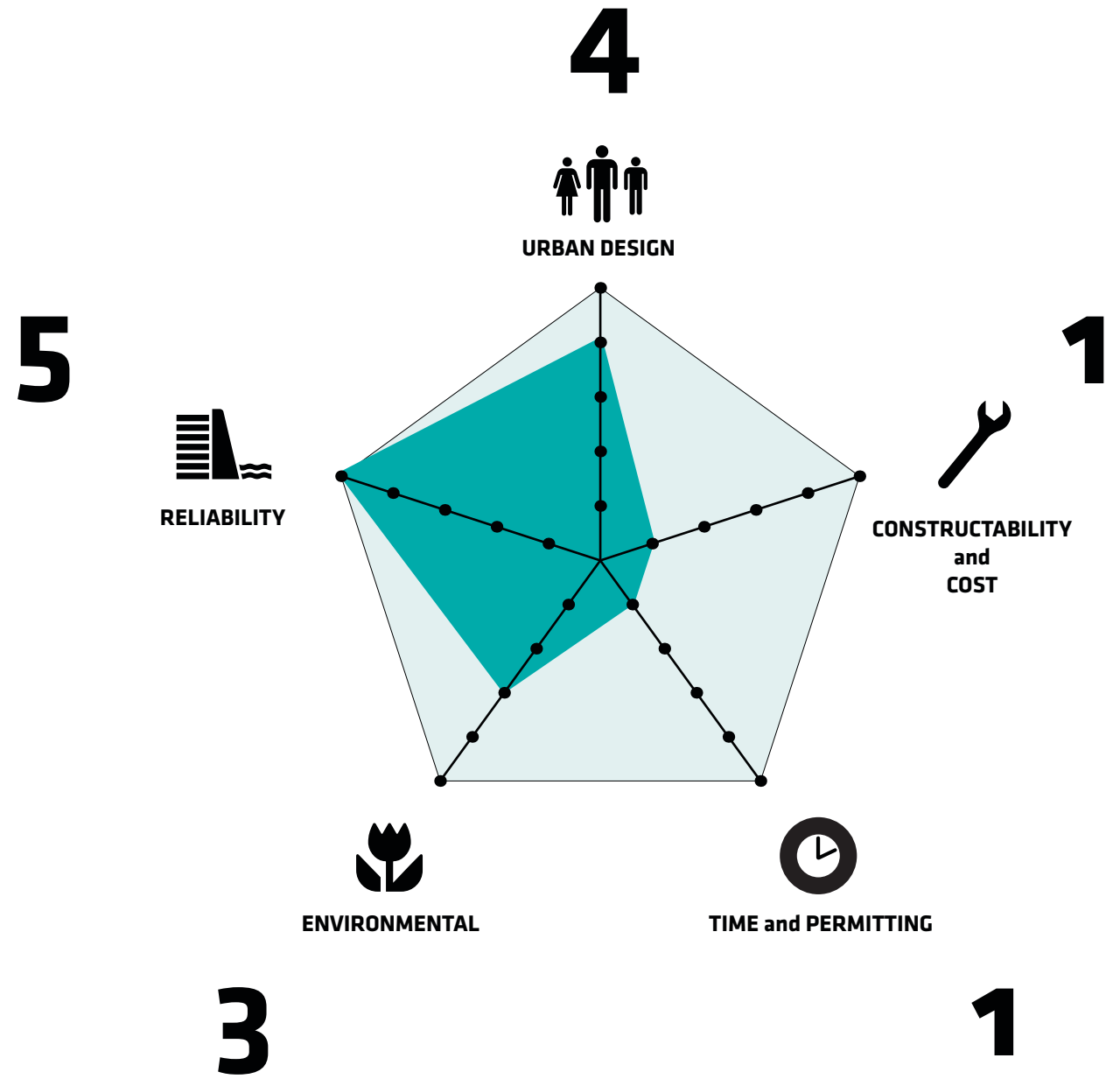


ALTERNATIVES EVALUATION

RATING CRITERIA



5 CRITERIA



EXAMPLE RATING

ALTERNATIVES EVALUATION EXAMPLE

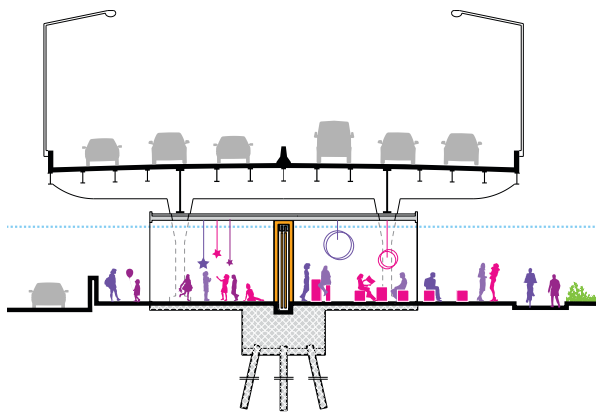
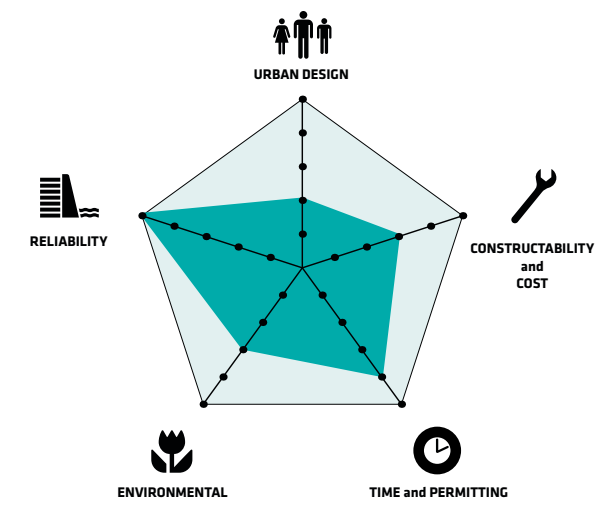
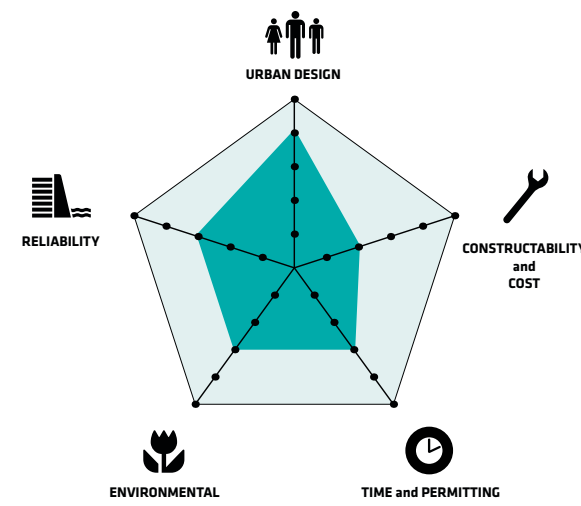
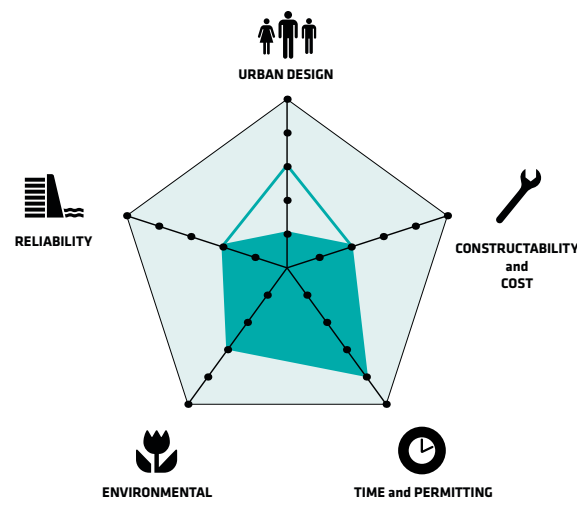
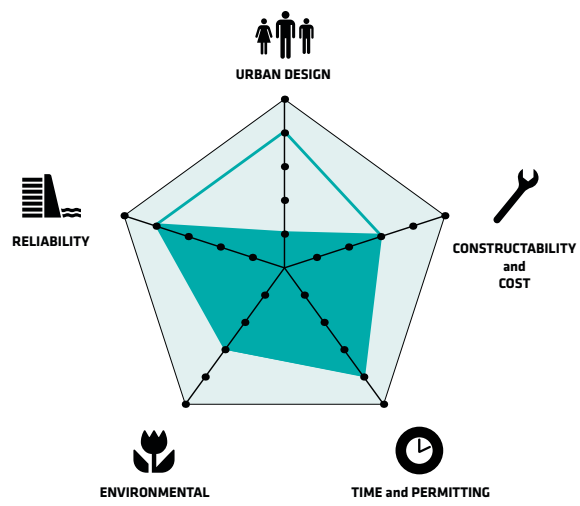
REACH C+D - STUYVESANT COVE PARK AND FDR VIADUCT

PASSIVE UNDER FDR
BEST CONSTRUCTABILITY AND COST

SEMI-PASSIVE UNDER FDR

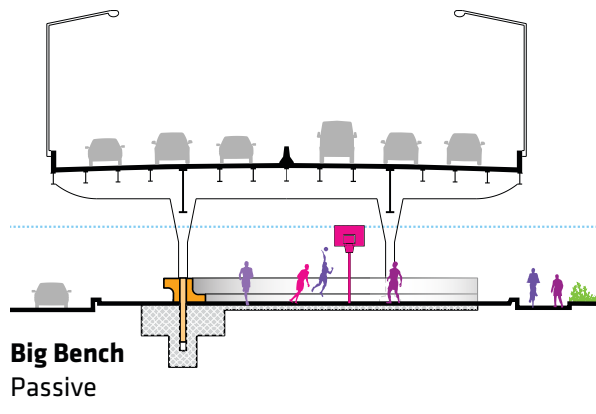
SEMI-PASSIVE EDGE FDR
BEST URBAN DESIGN

ELEVATED STUY. COVE PARK
BEST EFFECTIVENESS

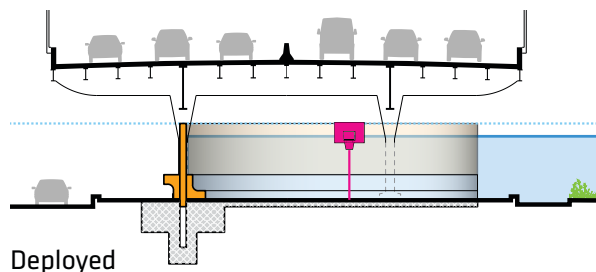


Cross Section at FDR Drive

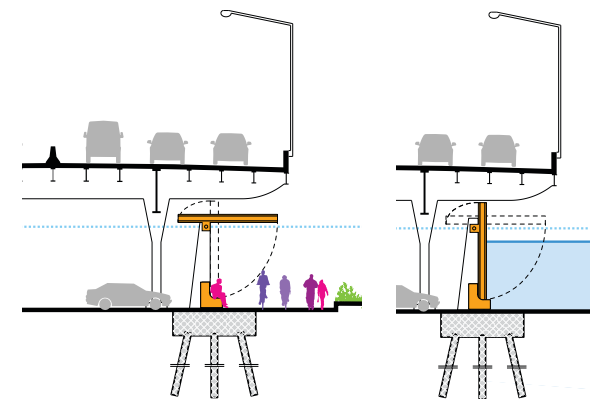
Pavillion



Big Bench
Passive

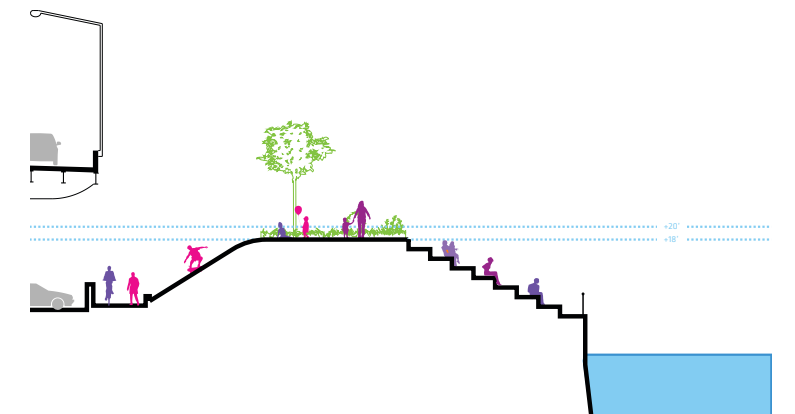


Deployed



Cross Section at FDR Edge

Mechanized Swing-Down Gates



Cross Section at Stuyvesant Cove Park

Elevated Park Berm

PROJECT AREA ONE
EAST RIVER PARK

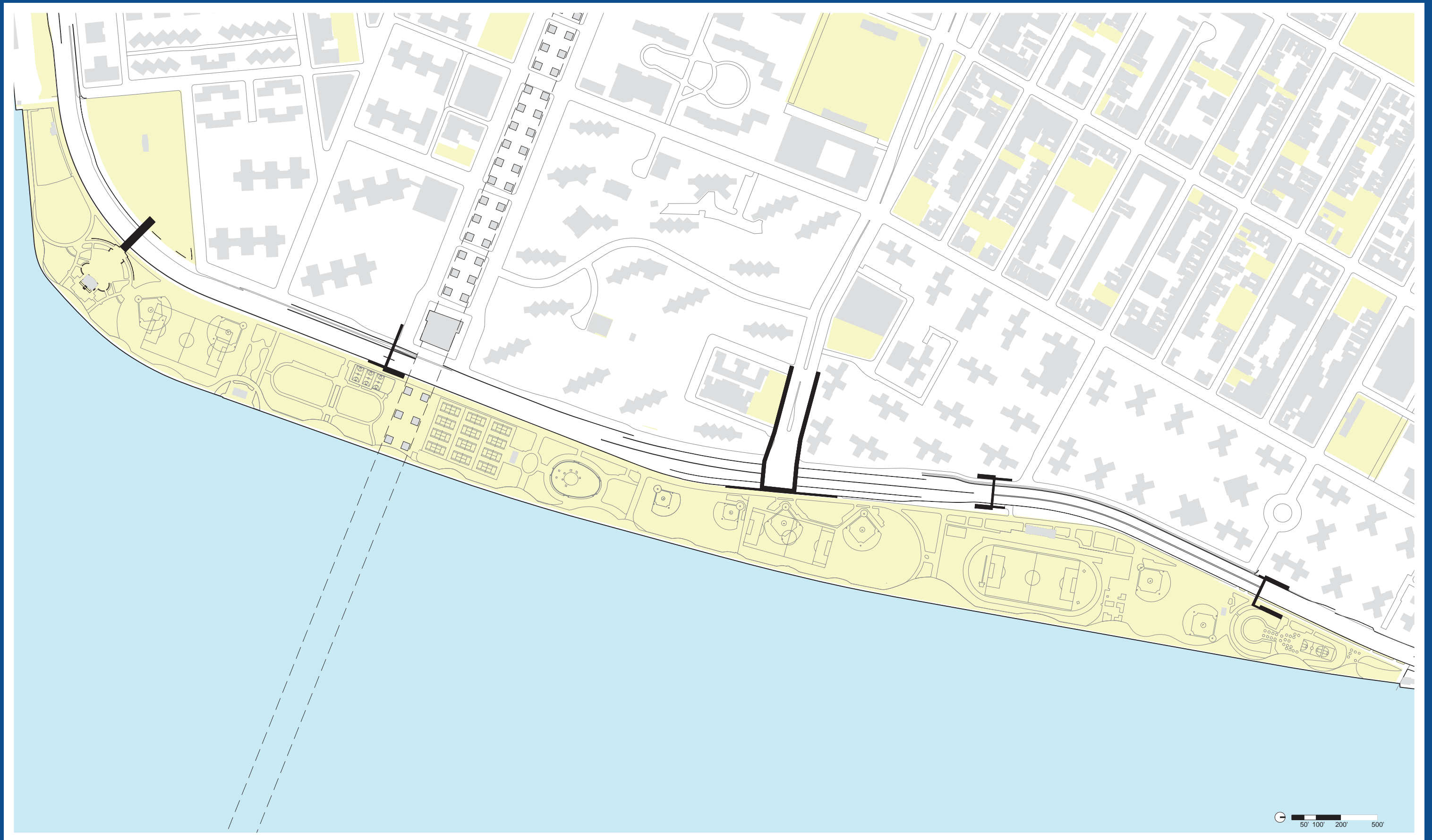
EAST RIVER PARK

Existing Conditions



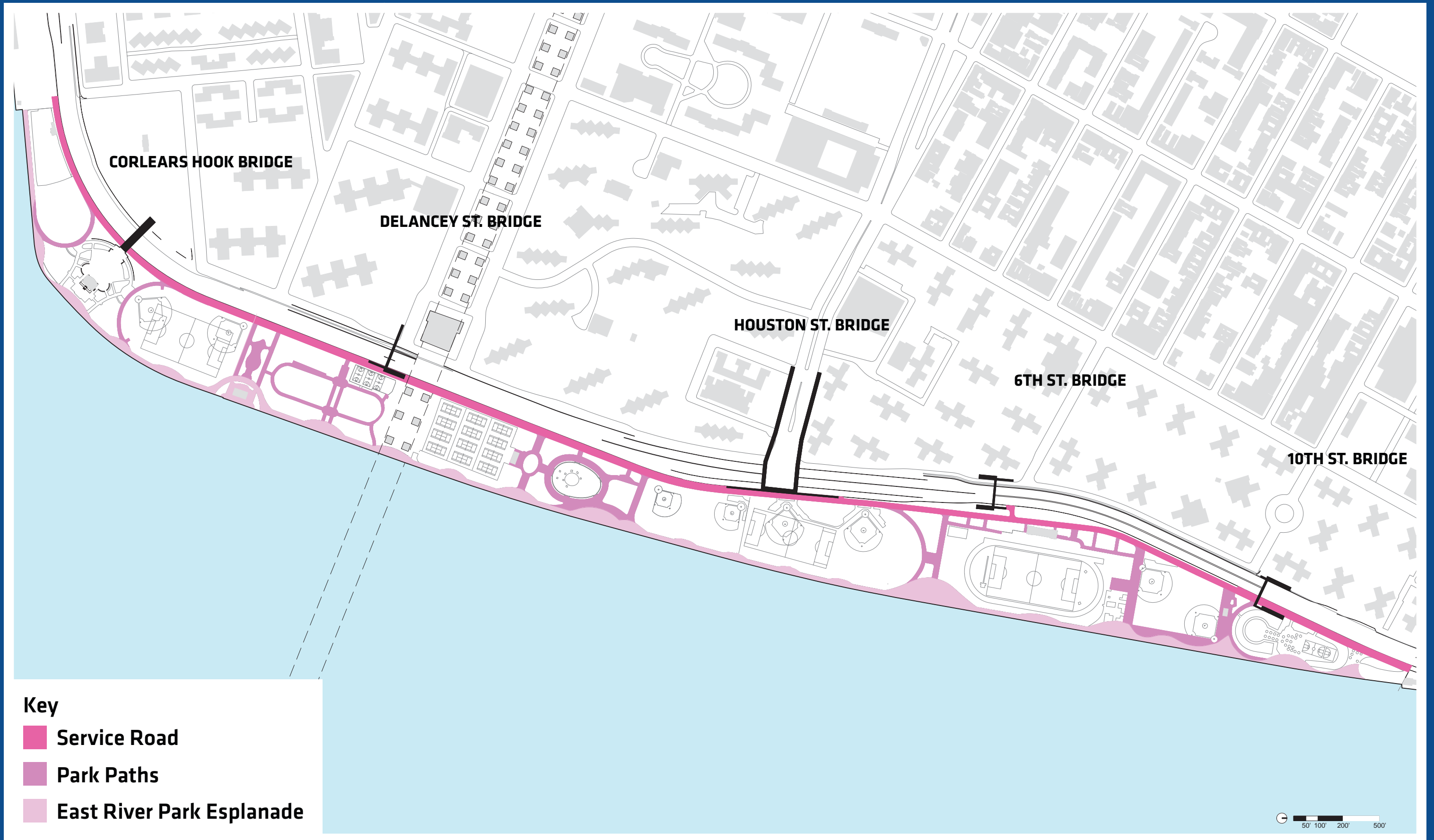
EAST RIVER PARK

Surrounding Parks



EAST RIVER PARK

Paths and Access Routes



EAST RIVER PARK

Sports Fields



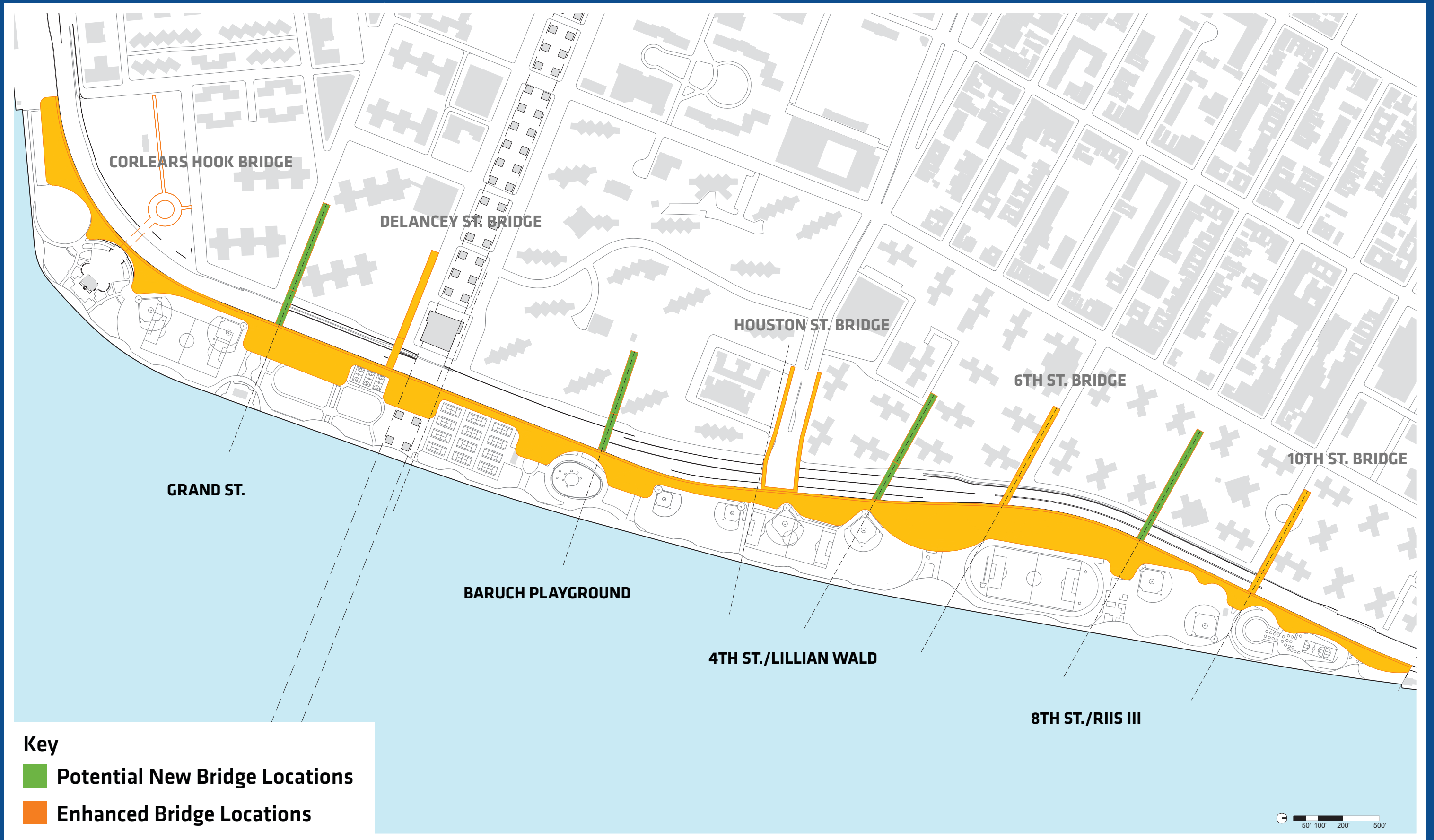
EAST RIVER PARK

Passive Space Opportunities



EAST RIVER PARK

Potential Bridge Locations



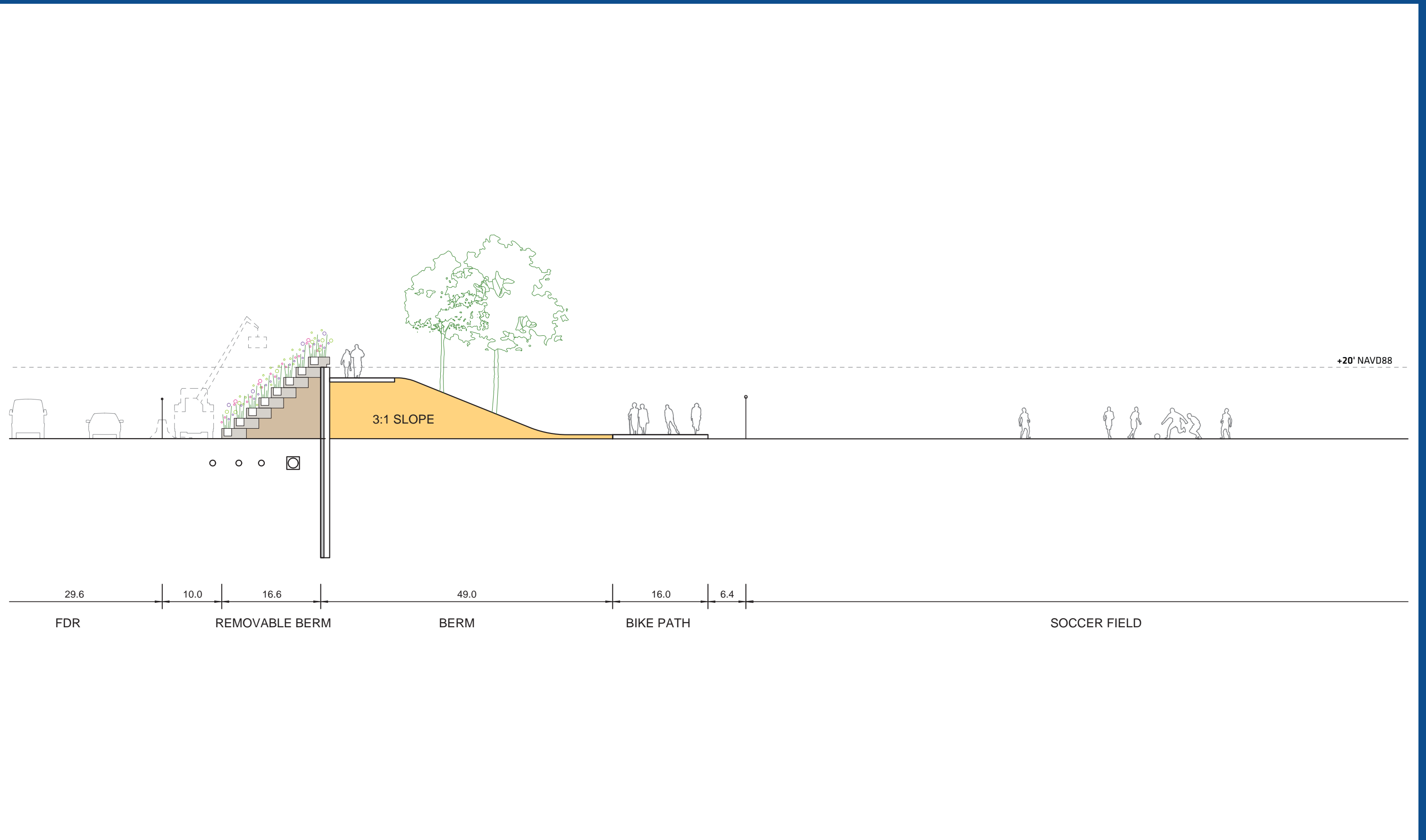
SECTIONAL STUDIES

Typical Existing Conditions



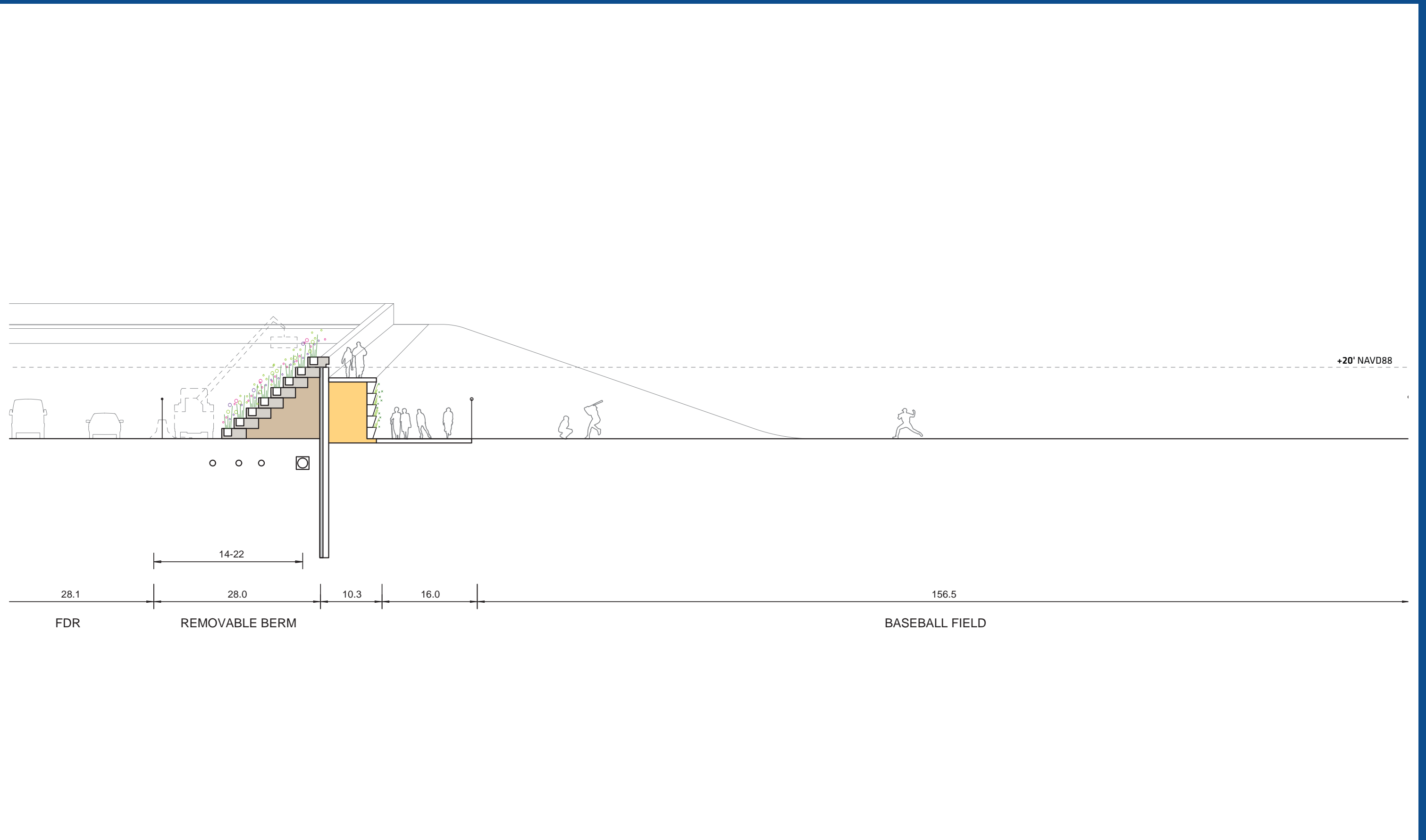
SECTIONAL STUDIES

Refining Rebuild by Design Concept with New Technical Input



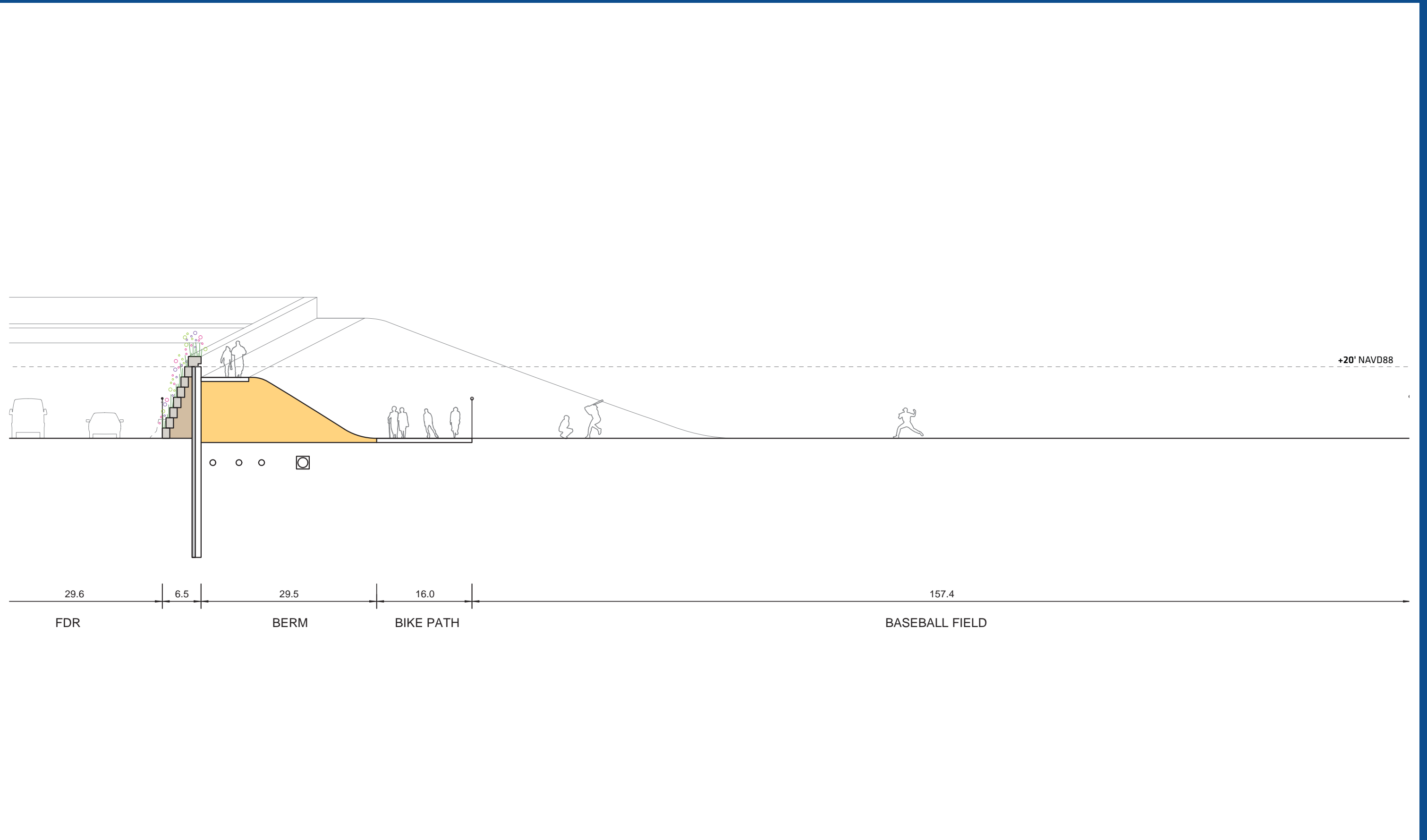
SECTIONAL STUDIES

Parkside Berm Contracts at Narrow Segments



SECTIONAL STUDIES

Highwayside Berm Contracts at Narrow Segments



PASSIVE SPACE OPPORTUNITIES

Typical Section Along Service Road



PASSIVE SPACE OPPORTUNITIES

Typical Section Along Service Road



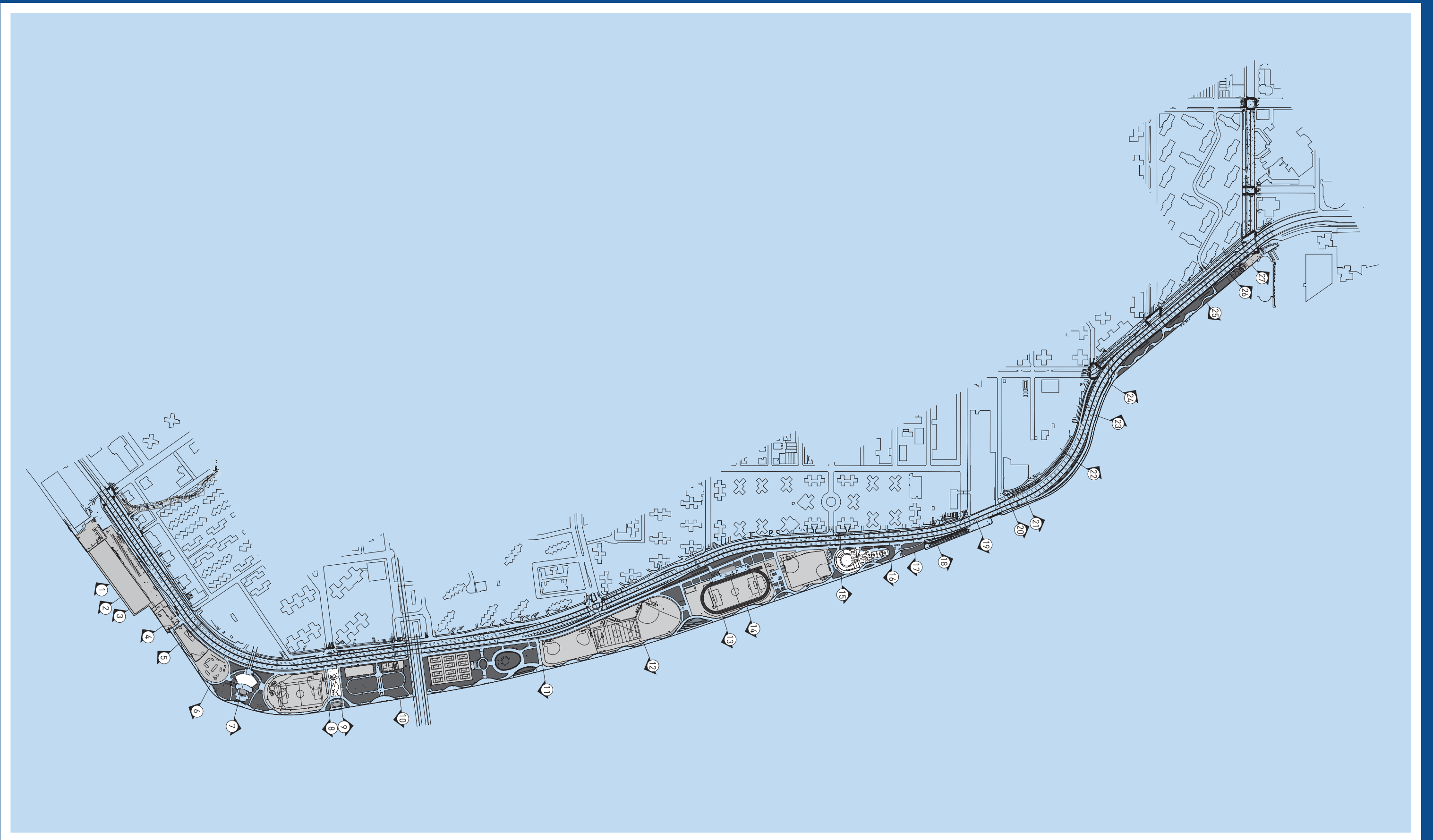
PASSIVE SPACE OPPORTUNITIES

Typical Section Along Service Road



PASSIVE SPACE SURVEY

Fine-tuning constraints along project alignment.



QUESTIONS/DISCUSSION