3.4 Urban Design and Visual Resources

3.4.1 Introduction

This chapter examines the potential for the Proposed Project to affect urban design and visual resources. It has been prepared following the 2021 *City Environmental Quality Review (CEQR) Technical Manual* methodologies that define urban design, or the built environment of the Study Area, as being collectively formed by streets, buildings, open space, natural features, and visual resources. Visual resources are those connections 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. In addition to the *CEQR Technical Manual*, this chapter incorporates the guidance of the New York State Department of Environmental Conservation (NYSDEC) Assessing and Mitigating Visual and Aesthetic Impacts policy memorandum (DEP-00-2, issued 7/31/00, revised December 13, 2019).

3.4.2 Principal Conclusions

3.4.2.1 Urban Design

The Proposed Project would not have significant adverse urban design impacts to the Project Area or the surrounding portions of the Study Area. In general, the floodwalls and deployable systems would be new features to the public realm, but they would largely be installed in locations where there are existing fences and walls or adjacent to building façades. The Proposed Project would result in a temporary adverse effect from the removal of approximately ~~420~~ 435 existing trees throughout the Project Area. To lessen that adverse effect, as described in greater detail in Chapter 1.0, "Project Description," the design of the Proposed Project includes the transplanting of existing trees where possible and planting of approximately ~~390~~ 450 new trees throughout the Project Area. While the Proposed Project would reconstruct sections of the Battery Park City Esplanade and adjoining parks, it would maintain or enhance their character, and the reconstructed spaces would respect and complement the design of the existing Esplanade and parks through site programming, use of materials, and planting.

Since the issuance of the DEIS, the BPCA has advanced the project design and made various changes, as described in Chapter 1, "Project Description". This chapter has been updated to include additional urban design analysis for the North Moore Street corridor design and the State Route 9A/West Street and Harrison Street gate crossings. The design modifications since the DEIS would not result in significant adverse impacts to urban design and visual resources.

3.4.2.2 Views, Aesthetic and Visual Resources, and Viewer Groups

The Proposed Project would maintain the visual connectivity between the waterfront and the adjacent inland portions of Battery Park City, and from the neighborhoods east of State Route 9A/West Street. All of the street-end entrances to the Battery Park City Esplanade and adjoining parks, as well as the additional entrance to Rockefeller Park between Murray and Warren Streets, would be protected with deployable systems that would remain open except in a storm condition. While the connecting segments

of the floodwall would extend into the view corridors at some of these locations, views to the waterfront would be maintained and no views to the waterfront would be fully blocked. Proposed planting used to mitigate the visual impact of the flood barrier system could also obscure some of these views to the waterfront, but changes to these views from plantings would vary by season. From farther east on the east-west streets in Battery Park City and from locations like the eastern section of Rector Park and Murray Street Triangle at Murray Street and North End Avenue, the new flood ~~protection~~barrier system~~s~~ would have minimal visibility due to distance, and views to the waterfront would be similar to views in the No Action condition. Along the inland edge of Rockefeller Park between Warren Street and the Irish Hunger Memorial, the new floodwall would range from ~~3.5~~1.3 feet above ground near the ~~basketball courts~~Pavilion in Rockefeller Park to 4.5 feet near the playground, only 1-2 feet taller than the existing stone wall along River Terrace that is approximately 2.75 feet above ground. The Proposed Project would remove the visible part of the existing stone wall, effectively replacing it with a new planted strip alongside the new floodwall, to be located approximately 3 feet to the west of the existing wall. Therefore, the new floodwall would not obscure views from River Terrace over Rockefeller Park to the Hudson River, resulting in a similar experience to the No Action condition. Between Chambers and Warren Streets, views from River Terrace over Rockefeller Park would remain as in the No Action condition, because the existing ground elevation and geotechnical conditions meet the required Design Flood Elevation and would prevent underground seepage.

~~The deployable system across Harrison Street and the adjacent floodwalls would partially obscure views to the waterfront from Harrison Street, but these obscured views would not result in a significant adverse impact. The views to the Hudson River are partially blocked along Harrison Street due to the Borough of Manhattan Community College pedestrian bridge, which will remain with the Proposed Project. Additionally,~~ V~~v~~iews to the waterfront along Harrison Street, which are partially obstructed under existing conditions due to the Borough of Manhattan Community College pedestrian bridge, and along ~~from~~ North Moore Street~~, located one block to the north,~~ would remain as they are in the No Action condition. In addition, the Proposed Project would not affect the more distant views to the waterfront from the Study Area east of State Route 9A/West Street on Chambers, Vesey, and Liberty Streets.

The deployable systems and floodwalls at South End Avenue, 3rd Place, and 2nd Place would partially extend into views of South Cove, but they would not result in significant adverse impacts, as the deployable systems would be placed in a way to maintain views from the streets to South Cove and the Hudson River beyond.

3.4.3 Regulatory Context

3.4.3.1 *CEQR Technical Manual* Guidelines

As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space including streets, buildings, visual resources, open spaces, natural resources, and wind. 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 in the No Action condition. Since the Proposed Project would result in physical alterations and the introduction of a new flood barrier system with above-grade structures

along the entire project corridor that would alter the streetscape and there are historic and natural resources in the Study Area (i.e., the Hudson River), an analysis of potential impacts on visual character and urban design is appropriate. This analysis is provided below.

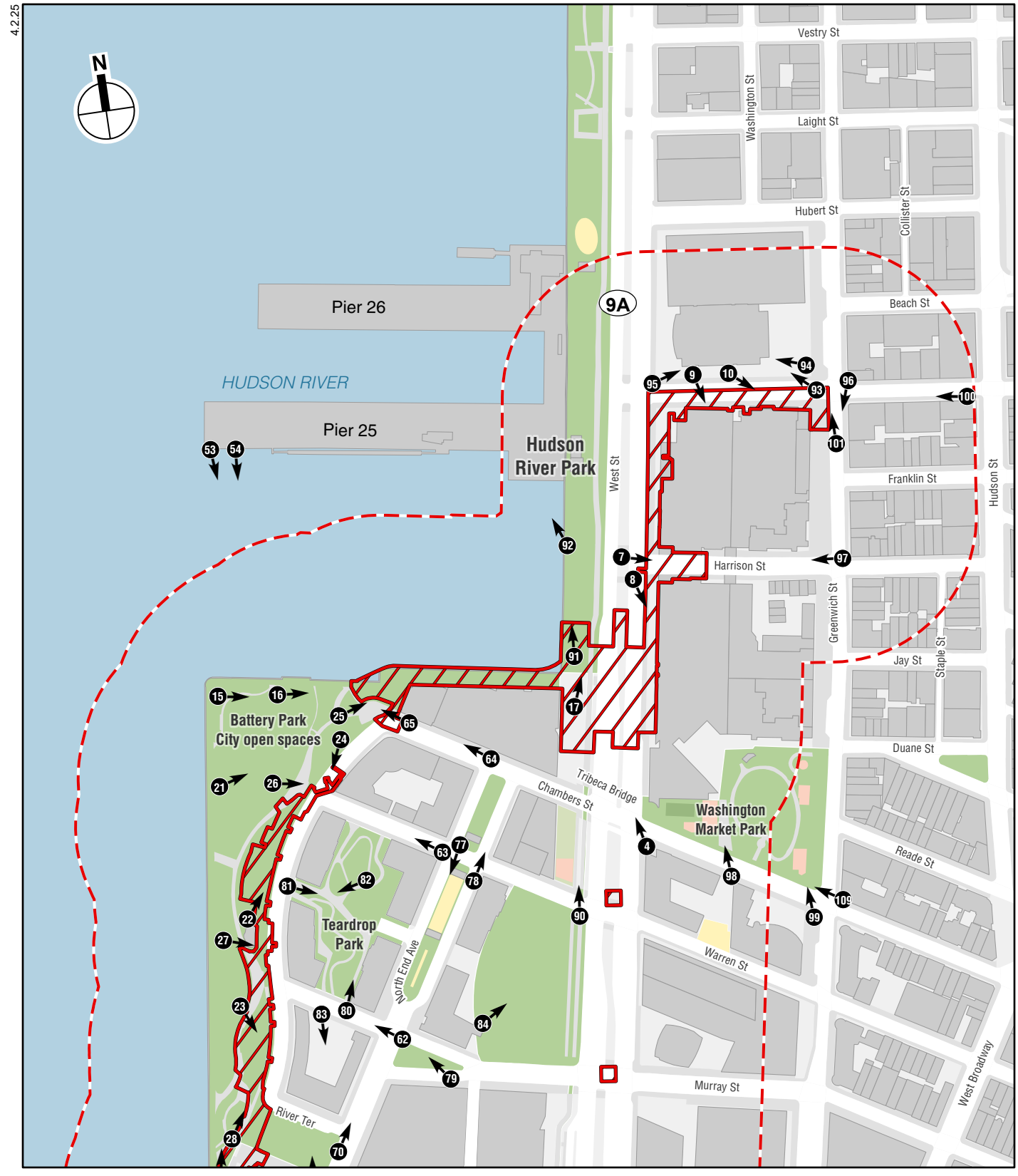
3.4.3.2 Detailed Assessment

As recommended by the *CEQR Technical Manual*, this detailed analysis examines the effects of the Proposed Project on the pedestrian experience, focusing on those elements with the potential to alter the built environment, or the urban design and visual character of the Study Area, which is collectively formed by the following:

- *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 street furniture, grade, materials used, and permanent fixtures (including plantings, streetlights, fire hydrants, curb cuts, or newsstands) contribute to the character of a streetscape.*
- *Buildings. 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, contributing to 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.*
- *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.*

According to the *CEQR Technical Manual*, the Study Area for urban design is the area where the project may influence land use patterns and the built environment and is generally consistent with that used for the land use analysis. For visual resources, the view corridors in the Study Area from which such resources are publicly viewable should be identified. The Study Area for this urban design and visual resources analysis has therefore been defined as the area within approximately 400 feet of the Project Area (see **Figure 3.4-1**).

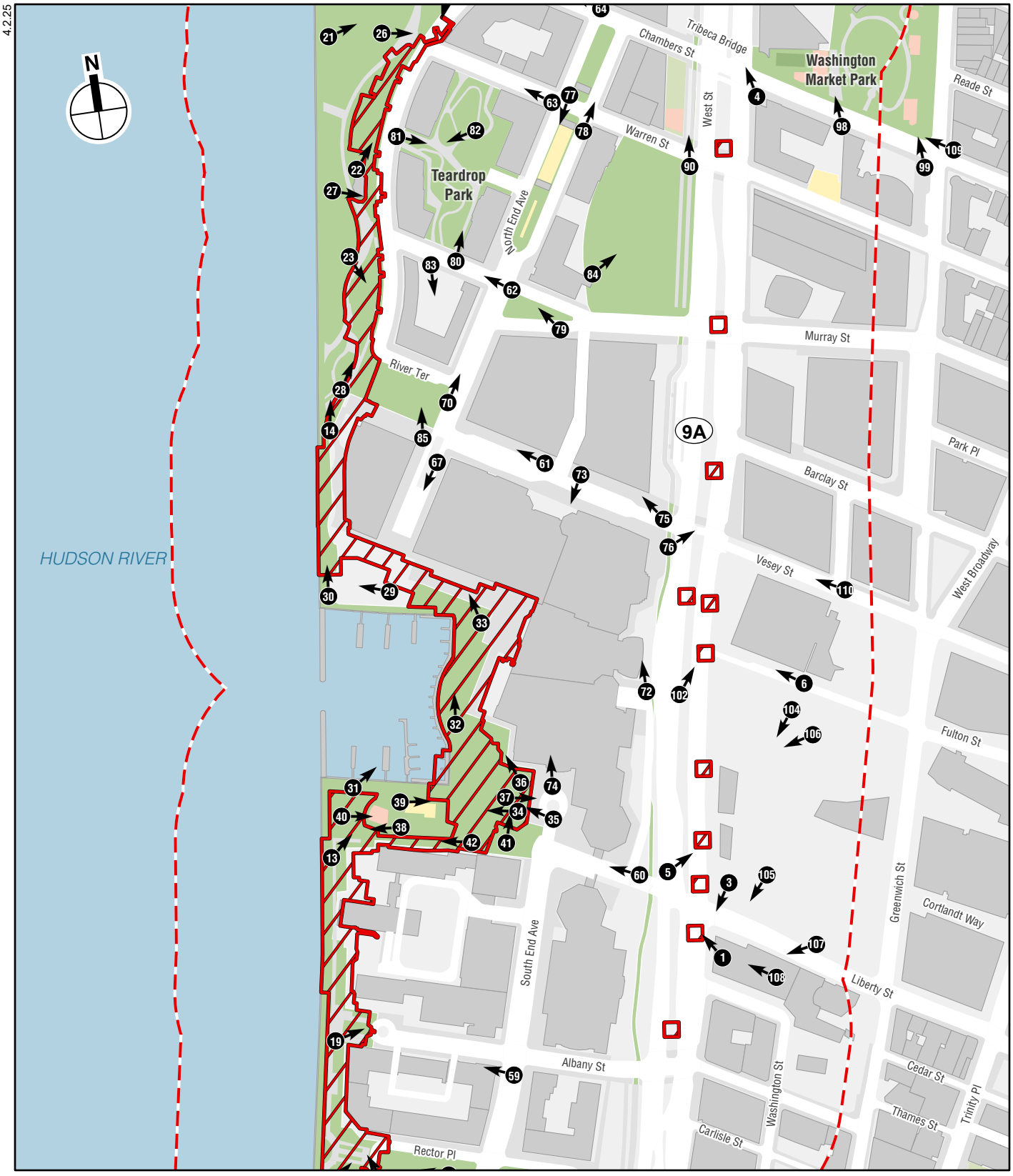
Although the Project Area is along the waterfront, the Proposed Project would not result in the construction of any tall buildings, and the proposed the flood barrier elements would not have the potential to exacerbate wind conditions for pedestrians; therefore, a pedestrian wind condition analysis is not warranted.



Urban Design and Visual Resources
Study area and View Locations (Existing Conditions)

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3.4-1a

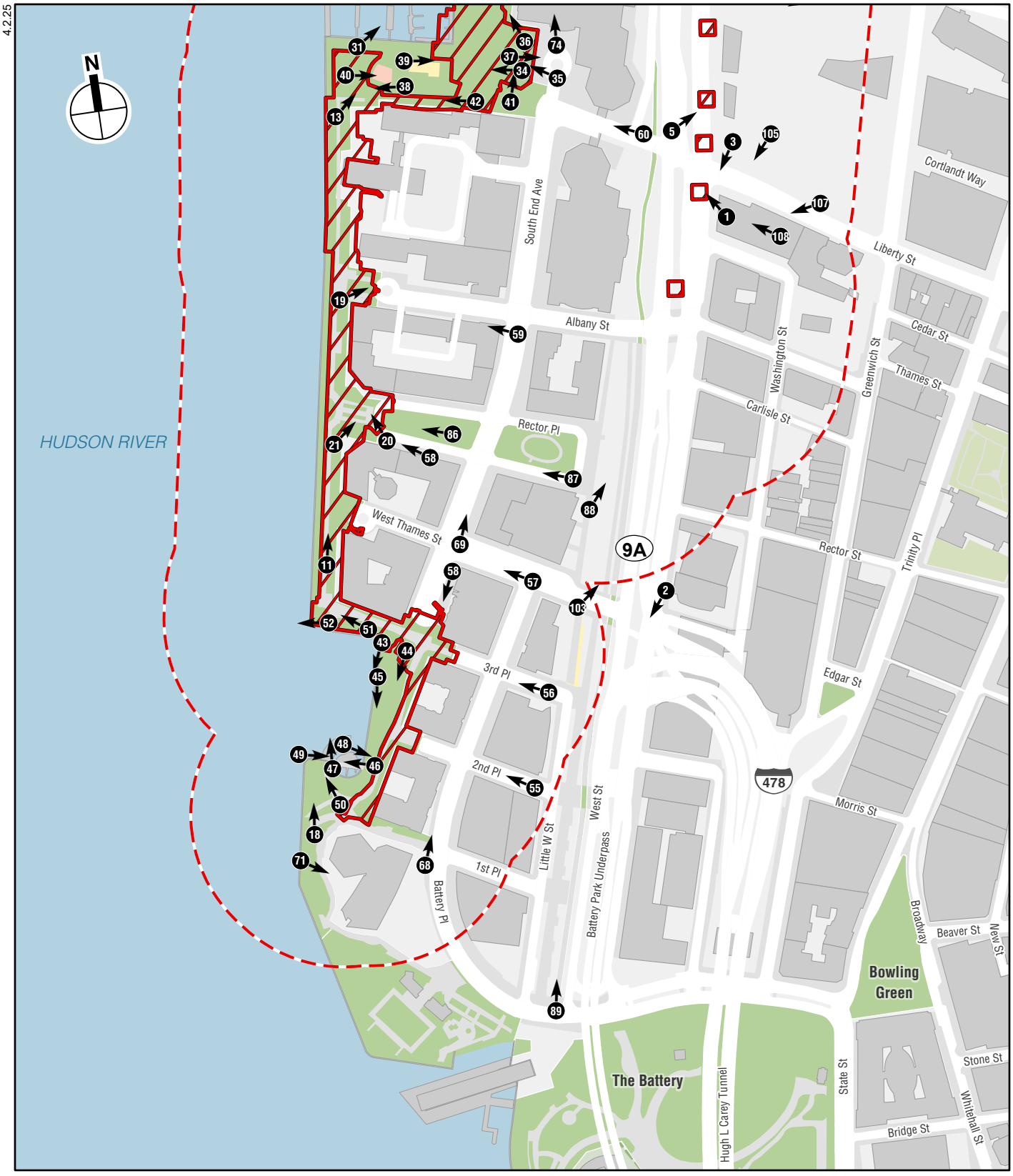


This figure has been updated for the FEIS.

Urban Design and Visual Resources
Study area and View Locations (Existing Conditions)

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3.4-1b



Urban Design and Visual Resources
Study area and View Locations (Existing Conditions)

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3.4-1c

3.4.3.3 NYSDEC Guidelines

NYSDEC has developed a methodology for assessing and mitigating visual impacts (DEP-00-2)[1] that was developed to determine when a visual assessment is necessary and how to prepare a visual impact assessment, including differences between state and local concerns, and measures to avoid, mitigate and offset measures that eliminate, reduce, or compensate for negative visual impacts.

The methodology identifies variables that can affect a viewer's perception of an object or project and the visibility of that object or project in the overall viewshed. These variables include the character of the landscape (existing vegetation, buildings, and topography), size perspective (reduction of apparent size of objects as distance increases), and atmospheric perspectives.[2] According to the NYSDEC guidance, an "impact" is identified when there is a detrimental impact on an aesthetic resource that interferes with or reduces the public's enjoyment of a resource and when the mitigating[3] effects of perspective, such as vegetation, distance, and atmospheric perspective or other designed mitigation, do not reduce the visibility of a project to insignificant levels while recognizing that a project that is visible, even startlingly visible, would not necessarily result in a visual impact.

A determination of significance depends on several factors: presence of designated historic or scenic resources in the viewshed of the project, distance, general characteristics of the surrounding landscape, and the extent to which project visibility interferes with the public's enjoyment or appreciation of the resource. A significant adverse visual impact may occur when the effects of design, distance, and intervening topography and vegetation do not minimize the visibility of an object and the visibility significantly detracts from the public's enjoyment of a resource (e.g., a cooling tower plume that blocks a view from a state park overlook, resulting in diminishment of the public enjoyment and appreciation of the state park or an impairment of the character or quality of such a place).

Aesthetic and Visual Resource Inventory

The NYSDEC guidance provides a list of 15 categories of state aesthetic and visual resources that should be evaluated. In addition, the guidance discusses the evaluation of local resources. The following aesthetic and visual resources have been identified and analyzed to determine the potential effects of the Proposed Project:

[1] DEP-00-2. Assessing and Mitigating Visual and Aesthetic Impacts, December 13, 2019.

[2] DEP-00-2 describes atmospheric perspective as the "reduction in intensity of colors and the contrast between light and dark as the distance of the objects from the observer increases." This phenomenon is a product of the natural particles in the atmosphere that scatter light and minimize the significance of the project in the overall viewshed as one moves further away from the project.

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

State/National Register of Historic Places

As described in Chapter 3.3, "Historic and Cultural Resources," four properties listed on the State and/or National Register of Historic Places[4] and 10 properties determined eligible for such listing were identified in the Study Area, including:

- The Shearwater schooner, North Cove Marina
- Hudson River Bulkhead, along the shoreline of Hudson River Park (within the Study Area, most of the S/NR-eligible bulkhead is buried beneath State Route 9A/West Street and, therefore, not visible)
- Tribeca West Historic District, bounded by Greenwich, Hubert, Reade and Varick Streets and Ericsson Place and West Broadway
- New York World-Telegram Building, 150 West Street (a.k.a. 125 Barclay Street)
- Barclay-Vesey Building, which occupies the full block bounded by Barclay, Washington, State Route 9A West Street, and Vesey Streets
- World Trade Center Site, bounded by Vesey Street to the north, Liberty Street to the south, State Route 9A/West Street to the west and Church Street to the east
- 90 West Street
- New York Evening Post Building, 75 West Street
- 120 Greenwich Street
- 40 Rector Street
- Lamppost 80, located adjacent to 107 and 109 Washington Street
- St. George's Syrian Roman Catholic Church, 103 Washington Street
- Frasch Building, 56 West Street
- Robert F. Wagner, Jr. Park, which lies at the southern end of the 92-acre Battery Park City neighborhood, and is bounded to the north by the Museum of Jewish Heritage, the south by the Pier A inlet and Pier A, the east by Battery Place, and the west by the Battery Park City Esplanade and Hudson River. As part of the South Battery Park Coastal Resiliency Project, Robert F. Wagner, Jr. Park is currently being reconstructed with a new design to provide flood resiliency.

Of these resources, the Proposed Project would have the potential to affect only the viewsheds of the Shearwater, Robert F. Wagner, Jr. Park, and Tribeca West Historic District. Due to distance, sightlines, and/or intervening structures, the Proposed Project would not have the potential to affect the viewsheds of the other resources east of State Route 9A (West Street) or the Hudson River Bulkhead, and they are therefore not assessed as aesthetic and visual resources in this analysis.

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

New York State Parks

New York State Parks are defined by New York State Parks, Recreation and Historic Preservation Law § 3.09. There are no New York State Parks in the Study Area.

State Heritage Areas

Harbor Park is a State Heritage Area, as defined by Article 35, New York State Parks, Recreation and Historic Preservation Law. Harbor Park is a collection of waterfront sites that tell the story of New York City's growth from a colonial trading post to its post-Civil War ascendancy as the world's largest seaport and immigration destination, and it encompasses much of New York City's harbor and waterfront, including the Statue of Liberty and Ellis Island and Manhattan's Hudson River waterfront from the Battery to the George Washington Bridge. The Project Area is part of Harbor Park.

New York State Forest Preserve

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

National Wildlife Refuges

National Wildlife Refuges are defined by the National Wildlife Refuge System Administration Act 16 USC 668dd-668ee and amended by P.L. 105-57. There are no National Wildlife Refuges in the Study Area.

State Game Refuges and State Wildlife Management Areas

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

National Natural Landmarks

There are no National Natural Landmarks (defined by 36 CFR Part 62) in the Study Area.

National Park System Recreation Areas, Seashores, Forests

Although there are no National Parks (as defined by 16 USC § 1c) in the Study Area, the Statue of Liberty, which along with Ellis Island is part of the Statue of Liberty National Monument, is visible from the Project Area.

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

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

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

Resources identified in Article 49 of the ECL include Scenic Byways (under the purview of New York State Department of Transportation), parkways (designated by the New York Office of Parks, Recreation, and

Historic Preservation), and other areas designated by NYSDEC. There are no designated scenic roads in the Study Area.

Scenic Areas of Statewide Significance

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

State or Federally Designated Trails

There is one National Recreation Trail in the Study Area—the Hudson River Greenway Water Trail, which extends from the edge of the Adirondack Park at Hadley, NY, and the head of the Champlain Canal at Whitehall, NY, to the Battery in Manhattan, a total of 256 miles. This federally designated water trail is a component of the Hudson River Greenway, a state designated trail (as defined by 16 USC Chapter 27). The Hudson River Greenway is part of the Empire State Trail, and the southern portion of the Hudson River Greenway, the 12.5-mile-long Manhattan Greenway, runs through the Study Area and sections of the Project Area.

State Nature and Historic Preservation Areas

There are no State Nature or Historic Preservation Areas (as designated by Section 4 of Article XIV of the New York State Constitution) in the Study Area.

Palisades Park

Palisades Park is not in the Study Area.

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

No Bond Act properties purchased under the exceptional scenic beauty or open space category are present in the Study Area.

Locally Significant Resources

The following resources in the Study Area have been identified as locally significant:

New York City Landmarks

- Tribeca West Historic District
- Harrison Street Houses at 25-41 Harrison Street
- Lamppost 89, which is on the north side of Warren Street between State Route 9A/West Street and Greenwich Street
- Barclay-Vesey Building
- 90 West Street

- Lamppost 79, which is located adjacent to 90 West Street at the northeast corner of Albany Street and State Route 9A/West Street
- Lamppost 80
- St. George's Syrian Roman Catholic Church

Of the above New York City Landmarks, the Proposed Project would only have the potential to affect the viewsheds of the Tribeca West Historic District and Harrison Street Houses. Because of distance, the area's topography, and intervening buildings, the Proposed Project would not affect the viewsheds of any resources east of State Route 9A/West Street.

Public Parks

- The Battery Park City Esplanade and Parks, under the jurisdiction of BPCA;
- Hudson River Park, which extends four miles along the west side of Manhattan from the northern boundary of Battery Park City to West 59th Street and is under the jurisdiction of Hudson River Park Trust with a portion of the underlying land owned by New York State and a portion owned by New York City. The southern end of Hudson River Park between Battery Park City and Hubert Streets is within the Study Area;
- Washington Market Park, under the jurisdiction of the New York City Department of Parks and Recreation;
- 9/11 Memorial Plaza, under the jurisdiction of the Port Authority of New York & New Jersey (PANYNJ); and
- Liberty Park, under the jurisdiction of PANYNJ.

The Proposed Project would have the potential to affect the viewsheds of the Battery Park City Esplanade and the multiple parks in Battery Park City, as well as the viewsheds of Piers 25 and 26 within Hudson River Park. Because of distance, topography, and intervening buildings, the Proposed Project would not have the potential to affect the viewsheds of Washington Market Park, 9/11 Memorial Plaza, and Liberty Park, and they are therefore not assessed in this analysis.

3.4.4 Methodology

This analysis, based on *CEQR Technical Manual* guidance, is for a 400-foot Study Area around the Project Area where the Proposed Project is most likely to be visible and has the greatest potential to affect the pedestrian experience and aesthetic and visual resources (see **Figure 3.4-1**). Given the dense urban environment, the Project Area is generally not visible from longer distances; however, this analysis will take into consideration longer views from the Project Area to visual resources outside the Study Area, primarily the Statue of Liberty National Monument. To prepare this analysis, information was collected through field visits at visually sensitive locations, viewer groups were identified, and the duration of views was assessed to determine any potential impacts.

In conformance with NYSDEC guidelines, as an initial step, the aesthetic resources were identified. Utilizing visual modeling techniques, conditions with the Proposed Project were modeled as to their relative visual impacts from specific viewpoints and distances. This modeling was conducted to provide some indication as to whether any specific viewpoints might be associated with positive or negative visual impacts.

Viewer groups are defined as those that most typically represent viewers in the Project Area (e.g., users of the Battery Park City Esplanade and parks) or viewers of the Project Area (e.g., residents, office workers, pedestrians and bicyclists on local streets, motorists on local streets and State Route 9A/West Street, and boaters on the Hudson River). Viewers are considered in terms of their sensitivity and view duration, with residents considered among the most sensitive viewers because they may view the proposed visual change from a stationary viewpoint for the longest period. Motorists on local streets, on the other hand, could be less sensitive since they may only experience the proposed visual change for a short duration. Also considered in the analysis is the distance of the observer from the visual change; as the distance increases, the ability of the viewer to see the details of an object decreases. This analysis provides the following:

- A description of the visual character of the Project Area and Study Area;
- Identification of key views for the visual assessment;
- Identification of aesthetic/visual resources and viewer groups;
- Evaluation of the visibility of the Project Area in the Study Area;
- A description of visible components of the Proposed Project; and
- Assessment of the visual impacts of the Proposed Project.

To develop the impact assessment, urban design impacts were determined “by considering the degree to which a project would result in a change to a built environment’s arrangement, appearance, or functionality such that the change would negatively affect the pedestrian experience of the area.” In assessing the significance of a visual resource impact, key considerations include “whether the project obstructs important visual resources and whether such obstruction would be permanent, seasonal, or temporary; how many viewers would be affected; whether the view is unique or do similar views exist; or whether it can be seen from many other locations.”

This analysis includes a description of existing conditions, the future without the Proposed Project, and the future with the Proposed Project in the ~~2030~~ 2031 analysis year, when the Proposed Project is expected to be completed.

3.4.5 Existing Conditions

3.4.5.1 Urban Design

Project Area

As described in further detail in Chapter 1.0, "Project Description," the Proposed Project Area comprises 7 design reaches. Reach 1 includes portions of State Route 9A/West Street, Harrison Street (western end) and North Moore Street, while the balance of the Project Area is within Battery Park City including the Battery Park City Esplanade, North and South Coves, and portions of Rockefeller Park. As stated above, the Battery Park City Esplanade and parks are locally significant aesthetic resources, the southern end of Hudson River Park falls within the Project Area, the Project Area is part of the Harbor Park State Heritage Area, and the Shearwater, which is listed on the State and National Register of Historic Places (S/NR), docks at the North Cove Marina in the Project Area.

State Route 9A/Tribeca (Reach 1)

Reach 1 begins at the intersection of North Moore and Greenwich Streets and runs along the south side of North Moore Street. At State Route 9A/West Street, the Project Area turns the corner south. Here, the Project Area runs south along the east side of State Route 9A/West Street to a point between Harrison and Chambers Streets where it crosses the highway, Hudson River Park, and Hudson River Greenway to the Battery Park City Esplanade.

State Route 9A/West Street is an eight-lane divided highway with a raised, ~~landscap~~planted median that runs north-south along the west side of Manhattan. The median is tree-lined with ornate yard-arm lampposts. There are traffic lights where the highway intersects with the east-west cross streets, and there are pedestrian crosswalks at certain locations. In the highway median, the crosswalks are protected with bollards. The New York State Department of Transportation (NYSDOT) has established a consistent urban design aesthetic within the State Route 9A/West Street right-of-way (which includes the road, median, and sidewalk on the east side of the highway) in the use of stainless-steel bollards, decorative pavement, stone walls, and street trees. Pedestrian bridges over State Route 9A/West Street are provided at West Thames, Liberty, and Chambers Streets. The pedestrian bridges at West Thames and Chambers Streets have stairs and elevators in the sidewalks on each side of the highway. The Liberty Street bridge is an enclosed pedestrian bridge with large, square windows that connect the elevated Liberty Park on the east side of the highway to Brookfield Place on the west side of the highway where there is also a stair to the sidewalk. The West Thames Street Bridge is an arched truss pedestrian bridge with a roof covering. The Tribeca Bridge, located at Chambers Street, is an arched truss pedestrian bridge with an enclosed crossing (see views 2, 3, and 4 of **Figure 3.4-2** and **Figure 3.4-3**).

Battery Park City extends along the west side of the highway between Battery Place to the south and approximately Chambers Street to the north. Office and residential buildings line the east side of the highway through the Project Area, and there is a parking/loading lane and a sidewalk with street trees. The Project Area encompasses larger sections of the highway at the intersections with Albany, Vesey, and Harrison Streets. Those intersections have pedestrian crosswalks. Also, within the Project Area is the western, landscaped edge of the 9/11 Memorial Plaza between Liberty and Fulton Streets and the plaza



Route 9A (West Street), view northwest from Liberty Park **1**



West Thames pedestrian bridge, view south on Route 9A (West Street) **2**

Urban Design and Visual Resources – Project Area



Liberty Street pedestrian bridge, view south on Route 9A (West Street) **3**



Chambers Street pedestrian bridge, view northwest on Chambers Street **4**

Urban Design and Visual Resources – Project Area

on the west frontage of the One World Trade Center office building between Fulton and Vesey Streets. Along the 9/11 Memorial Plaza's highway frontage within NYSDOT's right-of-way, there are street trees, bollards, and stone paving (see view 5 of **Figure 3.4-4**). The entrance to Fulton Street from the highway is secured with retractable bollards and a security booth (see view 6 of **Figure 3.4-4**). The plaza at One World Trade Center has stone paving, bollards along its highway and street frontages, a raised planting bed with trees and shrubbery, street trees along the highway frontage, and a large metal sculpture of a globe and toy jack, the ends of which take the form of fists.

At the northern end of the Project Area between Battery Park City's Esplanade and North Moore Street is the south end of Hudson River Park on the west side State Route 9A/West Street and the Borough of Manhattan Community College on the east side of the highway with a parking/loading lane and a wide sidewalk with street trees. At Harrison Street, there are pedestrian crosswalks across State Route 9A/West Street on the north and south sides of the intersection. At these crosswalks, there are bollards in the highway median and at the entrances to Hudson River Park. The Borough of Manhattan Community College spans over Harrison Street.

The section of the Project Area along the south side of North Moore Street includes the northern edge of the Borough of Manhattan Community College and the Independence Plaza residential complex.

Located at 199 Chambers Street, the Borough of Manhattan Community College is an approximately 8-story, brick-and-concrete megastructure on the western edge of a superblock shared with the 40-story Independence Plaza apartment towers and Washington Market Park. The façade along State Route 9A/West Street is articulated with round concrete columns on the lower floors that frame large, recessed windows and bands of thin rectangular windows across the brick-clad upper floors (see **Figure 3.4-5**). The college megastructure spans above Harrison Street with truss skybridges supporting brick-clad floors (see view 7 of **Figure 3.4-5**). The only portion of the megastructure in the Project Area is the northern edge on North Moore Street and the northwestern edge on State Route 9A/West Street. The section along North Moore Street is a windowless metal-clad façade fronting the street and a windowless brick façade facing a staircase to a recessed building entrance (outside the Project Area) and a paved parking lot located at the northwest corner of the site (see view 9 of **Figure 3.4-6**). The parking lot also fronts on State Route 9A/West Street, and it is enclosed by a tall metal fence. A portion of the megastructure sits high above the parking lot on concrete columns. At ground level, the western edge of the megastructure in the Project Area consists of brick walls with louvered openings and a recessed loading area.

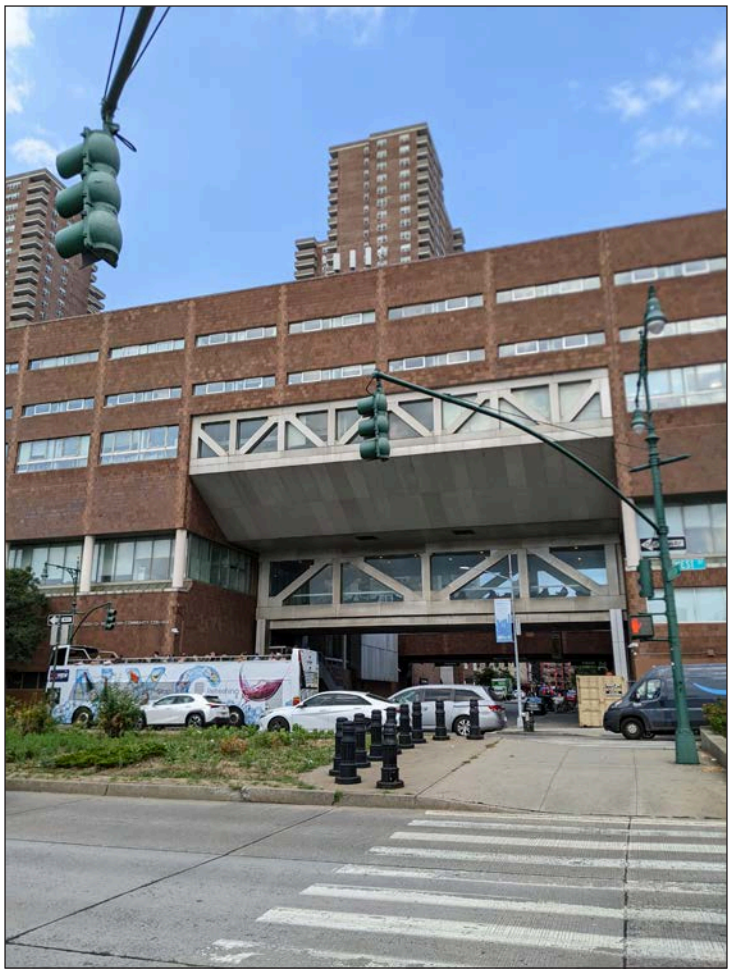
Independence Plaza is on Greenwich Street between Duane and North Moore Streets on a superblock with the Borough of Manhattan Community College and Washington Market Park. The residential complex, bisected by Harrison Street, comprises three 40-story brick-and-concrete towers with attached low-rise buildings arranged around elevated plazas. The towers are articulated with recessed corners and recessed and projecting balconies, while the attached low-rise building have sections of upper floor setbacks of enclosed balconies that created sloped profiles; only the north façade of the northernmost tower is in the Project Area. This façade has a recessed building entrance, ground-floor storefronts on the attached low-rise building at the northeast corner of the site, and a stair to the elevated, interior plaza



World Trade Center, 9/11 Memorial Plaza, view east at Route 9A (West Street) and Liberty Street **5**



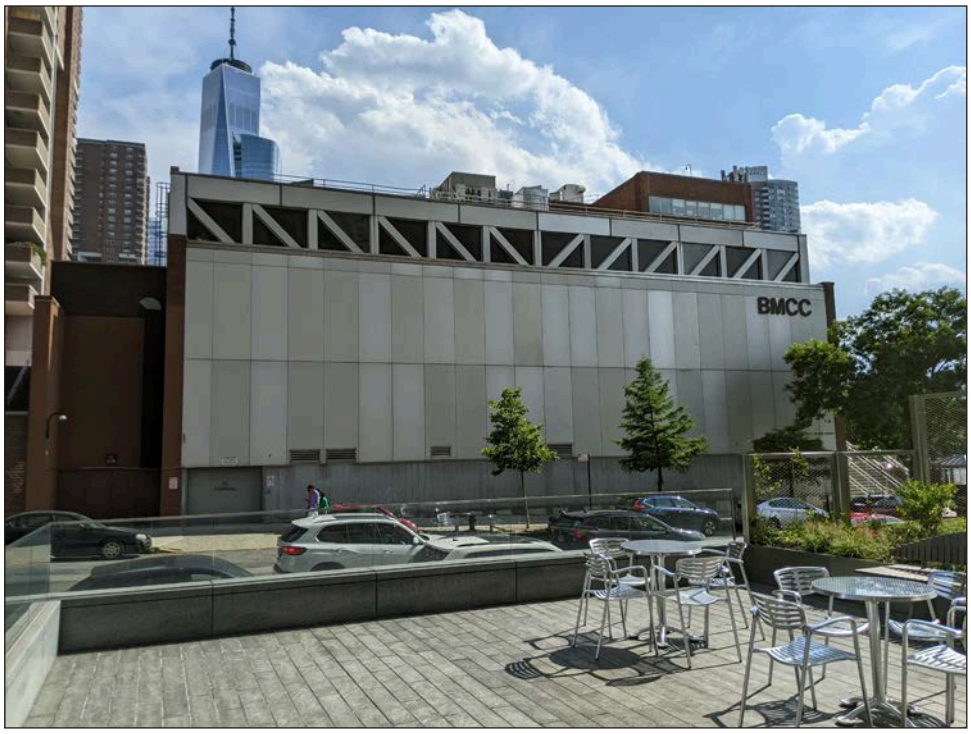
View west on Fulton Street to Route 9A (West Street) **6**



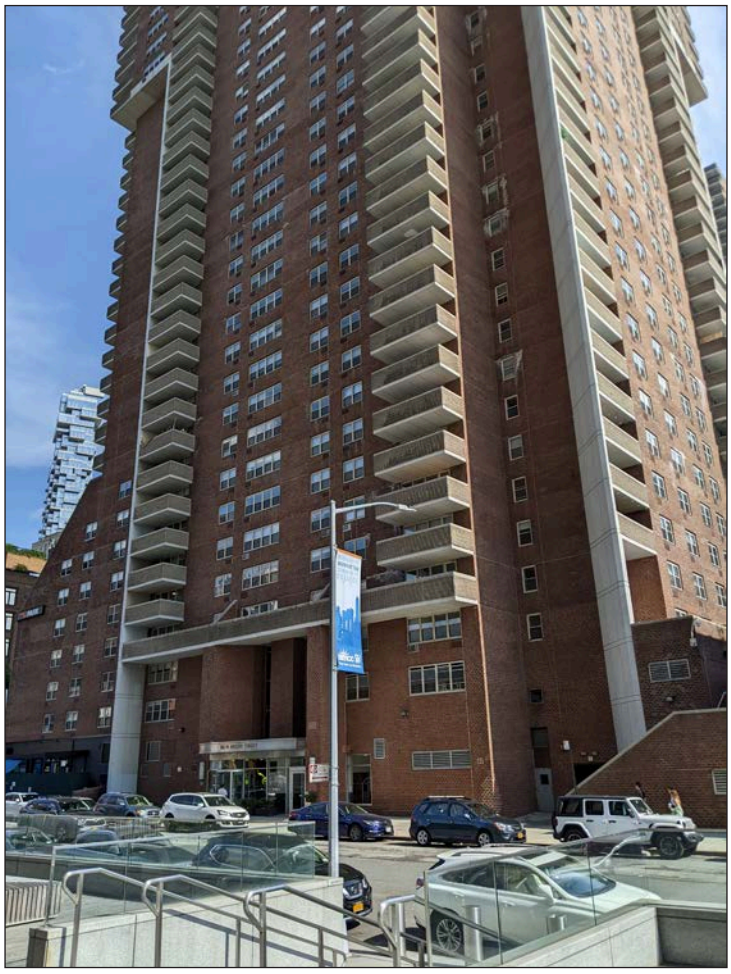
Borough of Manhattan Community College, view east at Harrison Street and Route 9A (West Street) **7**



Borough of Manhattan Community College, view southeast on Route 9A (West Street) from Harrison Street **8**



Borough of Manhattan Community College, view south across North Moore Street **9**



Independence Plaza North, view southeast across North Moore Street **10**

Urban Design and Visual Resources – Project Area

(see view 10 of **Figure 3.4-6**). Also on this block are the Harrison Street Houses, which consist of nine three-story brick Federal-style row houses.

Battery Park City Esplanade and Parks

The discussion below first describes the Battery Park City Esplanade and then, from north to south, the discrete parks and open spaces that adjoin the Esplanade.

Battery Park City Esplanade (Located in Reaches 2, 3, 4, 6, and 7)

The Battery Park City Esplanade (the Esplanade) runs the entire length of Battery Park City's Hudson River waterfront from Stuyvesant High School and Hudson River Park on the north to Pier A at the south. The Esplanade provides expansive views of the Hudson River and New York Harbor, the Statue of Liberty, Ellis Island, and the New Jersey waterfront. The southern segment of the Esplanade between 1st Place and Pier A is outside of the Project Area.

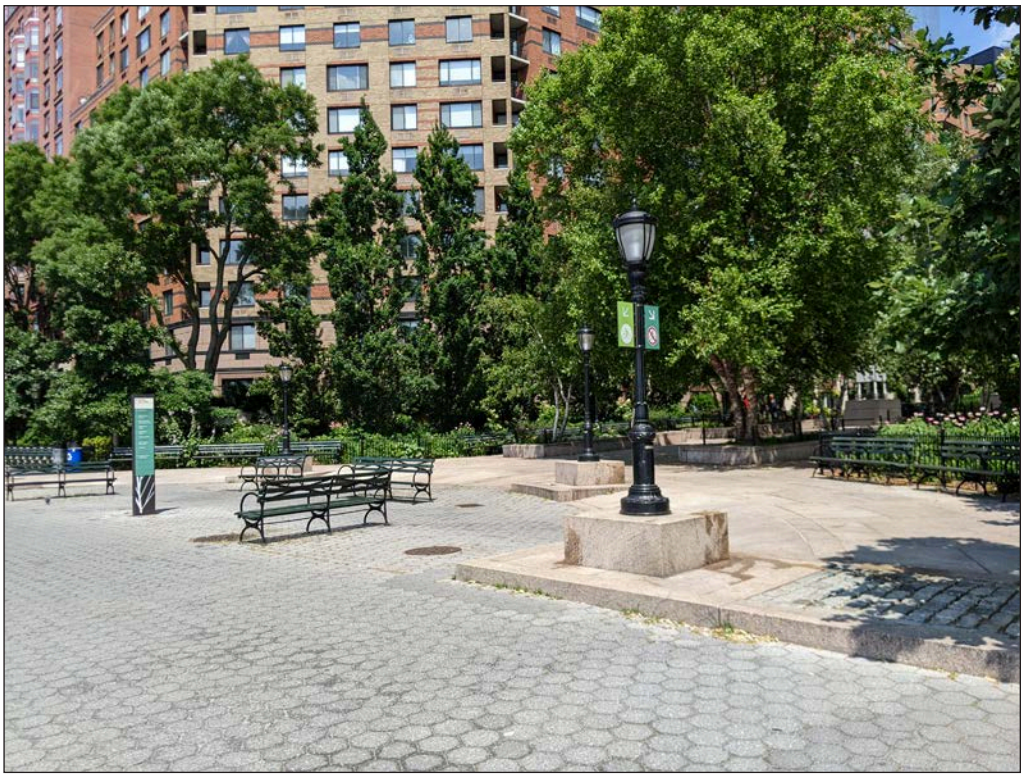
Between South Cove (located in Reach 7) and North Cove (located in Reach 5), the Esplanade has two levels—a 30-foot-wide waterfront promenade and an upper, inland level (see view 11 of **Figure 3.4-7**). The promenade is surfaced with hexagonal pavers. Along the promenade, there is a low-granite wall capped with a curved metal railing along the waterfront edge, metal lampposts, and rows of benches. Raised granite planting beds containing shrubs, flowers, and trees divide the two Esplanade levels connected by low granite steps. There are trees and benches on the upper level. Benches are also located along the water's edge. At West Thames Street, Albany Street, and Rector Place, there are wide entry plazas to the Esplanade with benches, raised granite planting beds, and trees, as well as art installations (see view 12 of **Figure 3.4-7** for a photograph of the Rector Place entrance plaza). The frontages along the South and North Coves are described below.

On the south side of North Cove, the Esplanade widens to create Esplanade Plaza, a large square plaza with benches facing the Hudson River, the North Cove marina, and inland (see view 13 of **Figure 3.4-8**). The plaza is surfaced in hexagonal pavers, and the granite wall, metal railing, and metal lampposts of the Esplanade continue along the river- and marina-sides of Esplanade Plaza. At the southeast corner of the plaza, two wide, curved granite steps transition to Kowsky Plaza, which is described below. North of North Cove, the Esplanade continues as a waterfront promenade along Belvedere Plaza, the Lily Pond area, and Rockefeller Park (see view 14 of **Figure 3.4-8**).

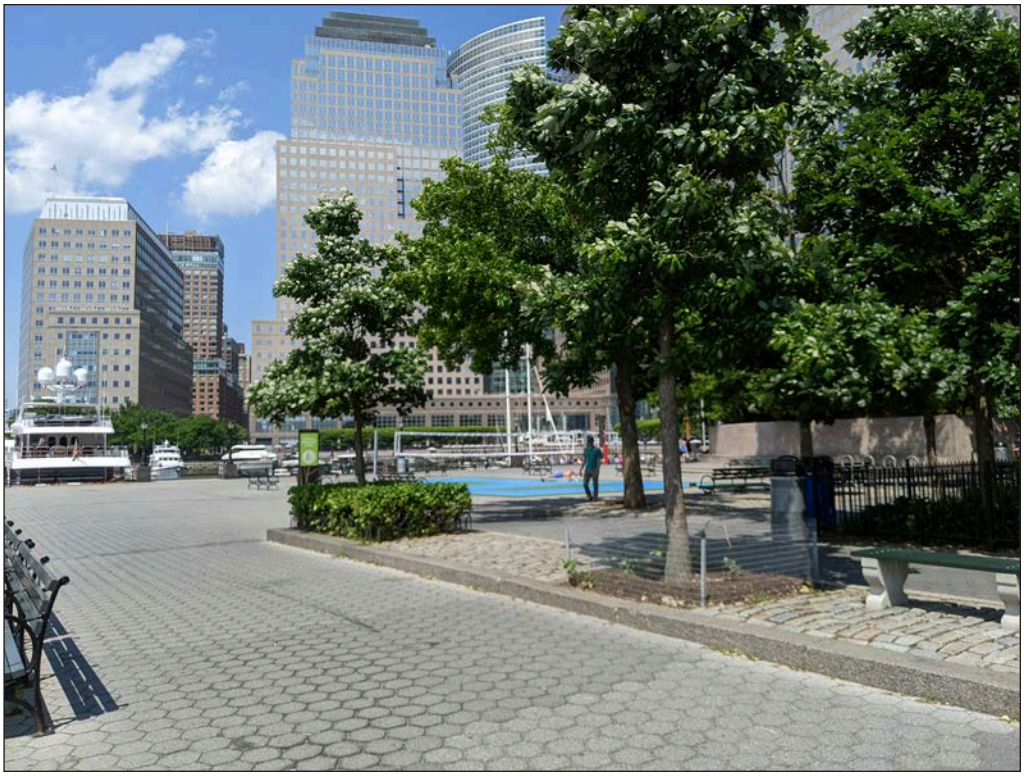
At the northwest corner of Rockefeller Park, the Esplanade turns east and runs alongside Stuyvesant High School to State Route 9A/West Street and Hudson River Park. (A small portion of the Esplanade is located in Reach 3, while the majority of the northern portion of the Esplanade is in Reach 2.) Like the rest of the Battery Park City Esplanade, the northern portion is surfaced with hexagonal pavers and edged along the waterfront with a curved metal railing and metal lampposts set on granite pedestals (see **Figure 3.4-9**). The inland edge along Rockefeller Park is variable; there is a seamless connection with the north lawn in Rockefeller Park, a densely planted garden enclosed with a wood rail fence, and a low granite wall where Rockefeller Park rises in elevation at a staired and ramped entrance at Chambers Street. East of Rockefeller Park, a low granite wall borders the Esplanade's frontage with the Tribeca Pointe Apartments and Stuyvesant High School, and trees set in metal grates alternate with metal benches along the



Battery Park City Esplanade, view north to West Thames Street **11**



Battery Park City Esplanade, Rector Street entrance **12**



Battery Park City Esplanade Plaza, view northeast **13**



Battery Park City Esplanade, view north near Vesey Street **14**

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Battery Park City Esplanade North, view east by northwest corner of Rockefeller Park **15**



Battery Park City Esplanade North, view east by Rockefeller Park north lawn **16**

Esplanade's waterfront edge. In addition, there are granite stairs that connect the Esplanade with entrances to the Tribeca Pointe Apartments and Stuyvesant High School. Two tall metal and glass lanterns set on granite pedestals frame the stairs to the high school. Where the Esplanade connects with State Route 9A/West Street and Hudson River Park, there is an entry plaza with stone bollards and tall, stone planting beds (see view 17 of **Figure 3.4-10**). Two tall lampposts with three light fixtures each frame the entrance to the Esplanade from the plaza.

There are two bronze statues along the Esplanade—the Mother Cabrini Memorial, which is south of South Cove, and Ulysses, which is in the garden at the northwest corner of Rockefeller Park. The Mother Cabrini Memorial is set on a tall pedestal and features a nun standing in a boat with two children (see view 18 of **Figure 3.4-10**). The Ulysses statue is of a masked man holding a pole close to the body in one hand and pointing with another pole held by an outstretched arm (see view 15 of **Figure 3.4-9**).

Some of the additional art on the Esplanade includes the Upper Room, Rector Gate, Sitting/Stance, and Belvedere Pythons. The Upper Room is a roofless, rough concrete temple structure at the Albany Street entrance to the Esplanade (see view 19 of **Figure 3.4-11**) on a low stone plinth that connects to Albany Street at grade but descends to the Esplanade with a wide stair of seven steps. The temple structure is formed by concrete colonnades; the inland colonnade has seven columns with fan-shaped capitals, the waterside colonnade has five columns supporting a cornice formed of curved and angular forms, and the side colonnades have three columns each with rounded, corbelled capitals. The interior of the Upper Room has two structures: a long concrete table with inlaid chessboards, a column with inlaid glass mosaic, and round stools; and a concrete pergola with a pyramidal roof over a palm frond-crowned column inlaid with glass mosaic.

Rector Gate, at the Rector Place entrance to the Esplanade, is a 45-foot-tall arched, stainless-steel gate on a granite base (see view 20 of **Figure 3.4-11**). It features perforated plating, circular forms, and a domed armature. Sitting/Stance is a grouping of oversized furniture at the West Thames Street entrance to the Esplanade, and the Belvedere Pylons are two columns at the waterfront edge of the Esplanade at Belvedere Plaza

Rockefeller Park (Located in Reach 3)

Rockefeller Park is in the northern portion of Battery Park City and provides two lawns, a playground, basketball and handball courts, planting and gardens, a pavilion, and a park house.

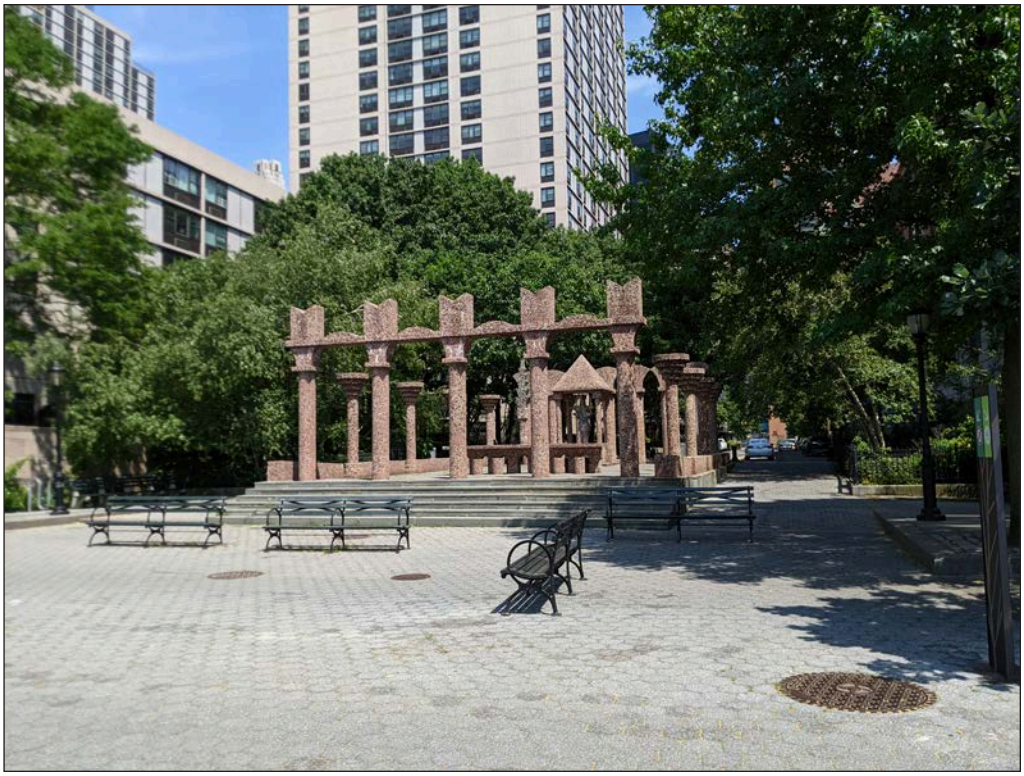
The park has a long, triangular footprint that widens at its northern end where there is a large recreational lawn (see view 21 of **Figure 3.4-12**). A linear lawn connects the two spaces (see view 22 of **Figure 3.4-12**). The Esplanade runs along the west and north sides of Rockefeller Park, and a meandering path runs north-south through the park along the east side of the two lawns. The playground and basketball and handball courts are along the park's inland edge with picnic table/chessboards next to the basketball courts (see view 22 of **Figure 3.4-12** and view 23 of **Figure 3.4-13**). A terrace at the northeast corner of the park has the sculptural group The Real World, which ~~is~~ includes~~a number of~~ several bronze tableaus of animals and human-like and fantastical creatures (see view 24 of **Figure 3.4-13**). These sculptures are placed throughout the terrace on the ground, enclosing walls, and picnic tables.



Battery Park City Esplanade, connection with Hudson River Park, view north **17**



Battery Park City Esplanade, Mother Cabrini Memorial, view northeast **18**



Battery Park City Esplanade, Upper Room, view east **19**



Battery Park City Esplanade, Rector Gate, view west **20**

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Rockefeller Park north lawn, view northeast from esplanade **21**



Rockefeller Park south lawn and basketball courts, view north **22**



Rockefeller Park playground, view southeast **23**



Rockefeller Park, terrace with The Real World, view south **24**

Rough granite walls with polished coping stones run along the park's eastern frontage on River Terrace and along parts of the Esplanade, and these walls are also used to enclose the terrace around The Real World. There are five entrances to Rockefeller Park from River Terrace—at Murray, Warren, and Chambers Streets, at a point between Murray and Warren Streets, and at the Lily Pond, which is just south of Rockefeller Park in Reach 4. These entrances have balustrades, stairs, and ramps. The entrance at Chambers Street is a monumental entrance with an overlook and two curved stairs and ramps that lead to an intermediate plaza level (see view 25 of **Figure 3.4-14**). Additional stairs and ramps connect that level to the north lawn. The Chambers Street overlook has the Hurricane Maria Memorial, which is composed of colored glass panels in steel frames that form an ascending spiral. Located at the Warren Street entrance is the Pavilion, a temple structure composed of an inner group of four closely set brick Doric columns with limestone capitals and an outer colonnade of thin, wood columns that support a flat, wood roof with deep eaves and brackets (see view 26 of **Figure 3.4-14**). The brick columns are raised on a stepped granite pedestal, and the wood columns have metal capitals. Stone stairs lead down from the Pavilion to the north lawn. The park house, located between the playground and the basketball courts, is a rustic structure with a rounded form, rough granite walls, an eyebrow dormer, and a slate roof with deep eaves supported on wood brackets (see view 27 of **Figure 3.4-15**).

Lily Pond and Ferry Terminal (Located in Reach 4)

At the southern end of Rockefeller Park, there is a Lily Pond with a waterfall and stone benches that double as the retaining walls of raised planting beds (see view 28 of **Figure 3.4-15**). A curved, balustraded terrace overlooks the Lily Pond in front of the large, paved plaza surrounding the Irish Hunger Memorial (described below). At the southern end of Reach 4 and south of the Lily Pond, the Esplanade has two levels separated by tall, sloped serpentine granite walls capped by wood railings. The upper level ties into both the Irish ~~Hunger Memorial plaza~~Hunger Memorial Plaza and Belvedere Plaza to the south in Reach 5. Stairs and a ramp connect the upper and lower levels of the Esplanade in this area, and the upper level contains planted areas and seating. On the lower level of the Esplanade just south of the Lily Pond is the roofed, glass-clad Battery Park City Ferry Terminal.

Brookfield Place (Located in Reach 5)

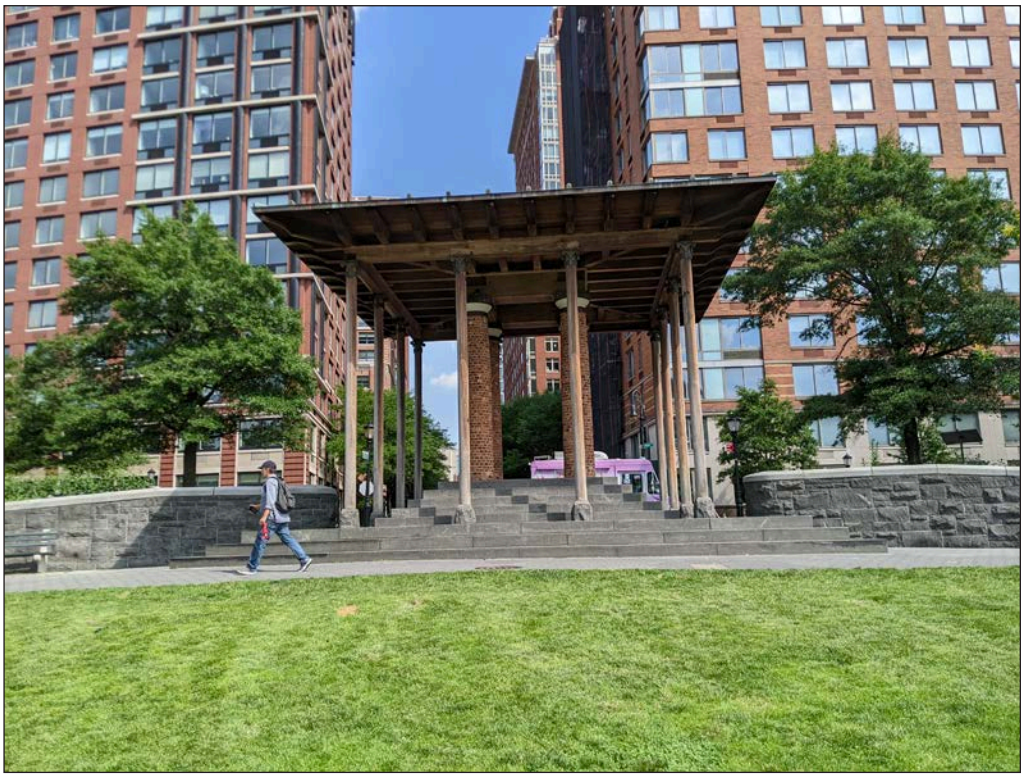
Located at approximately the mid-point of the Esplanade and Battery Park City, Reach 5 consists of several distinct landscape features around the three sides of the North Cove Marina and adjacent to Brookfield Place.

Belvedere Plaza

Belvedere Plaza is south of Rockefeller Park on the northwest side of North Cove, to which it connects with a wide ramp. Elevated above North Cove and the Esplanade, there are flower beds, trees, and benches, and the southwest corner has a semicircular redoubt overlooking the Esplanade and the Hudson River (see view 29 of **Figure 3.4-16**). A rough granite retaining wall with a serpentine alignment forms Belvedere Plaza's western edge along the Esplanade, connecting it with the section of the Esplanade north to the Lily Pond and the Irish ~~Hunger Memorial plaza~~Hunger Memorial Plaza (see view 30 of **Figure 3.4-16**). At the base of a wide staircase are the Belvedere Pylons. Located at the waterfront edge of the Esplanade, the Belvedere Pylons consist of two tall columns (see view 30 of **Figure 3.4-16**). The southern



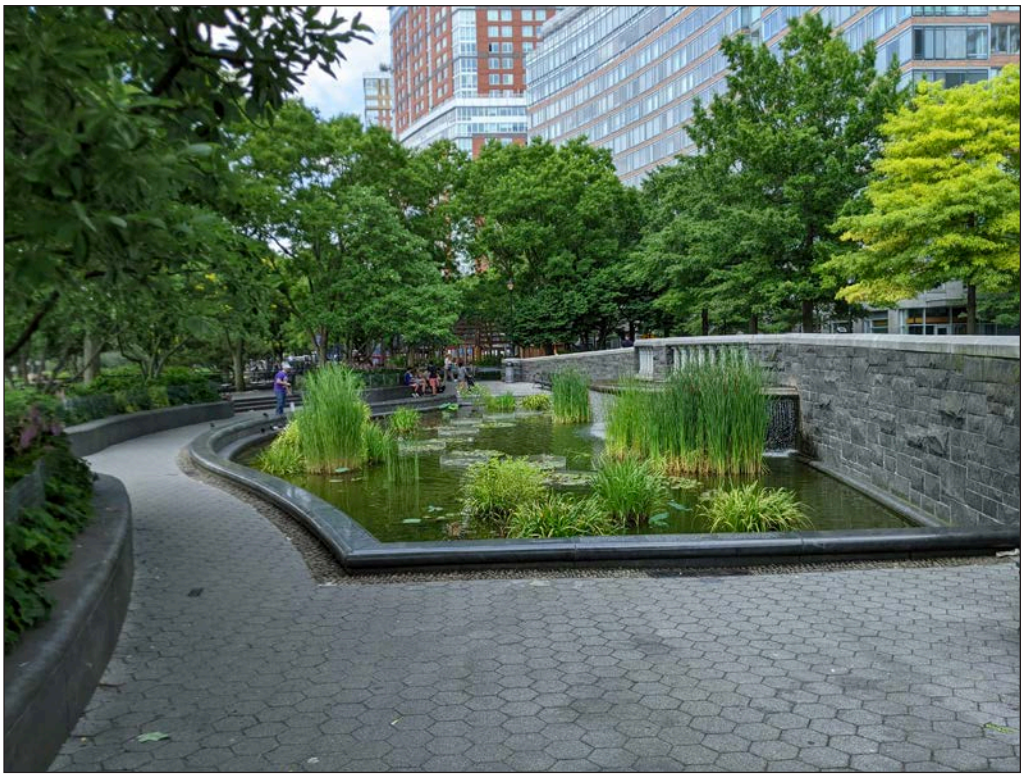
Rockefeller Park Chambers Street entrance, view northeast **25**



Rockefeller Park Pavilion, view east **26**



Rockefeller Park operations building, view east **27**



Rockefeller Park lily pond, view north **28**



Belvedere Plaza, view west **29**



Battery Park City Esplanade and Belvedere Plaza, view north **30**

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column is made of angular, stacked stone blocks set on a bulging, curved pedestal. The northern column is steel with an open armature of curved segments set on a solid cylindrical base. Additional staircases connect the northern extension of the plaza with the Esplanade below.

Marina

A 3.3-acre multi-level plaza surrounds the North Cove Marina (see view 33 of **Figure 3.4-17**). The central portion of the plaza is unobstructed and surfaced in hexagonal pavers. Curved metal railings enclose the plaza's waterfront edges, and ramps lead down to the marina. The west edge of the plaza has a curved extension and is ornamented with a curved metal balustrade with bronze letters spelling lines from poems by Walt Whitman and Frank O'Hara with four curved granite benches and a tall metal beacon on a granite pedestal (see view 32 of **Figure 3.4-17**). Along the north and east edges of the plaza are terraces, each planted with two rows of trees. Linear reflecting pools edged in granite with gentle waterfalls transition the plaza from the terrace levels to intermediate levels with granite stairs (see view 33 of **Figure 3.4-18**). Metal lampposts are placed along the intermediate levels. Additional stairs connect to the main plaza level where there are cylindrical granite tables with stairs that form seats. The North Cove Marina has 32 slips, and the S/NL-listed Shearwater docks there.

At the southeast corner of the plaza is the New York City Police Memorial, which contains a reflecting pool set below the plaza level.

Winter Garden

Also in Reach 5 is the Winter Garden in Brookfield Place, a five-building commercial development. The Winter Garden is a through-block barrel-vaulted steel and glass atrium that fronts on the North Cove terraces and State Route 9A/West Street, connecting the buildings at 200 Vesey Street and 225 Liberty Street (see view 31 of **Figure 3.4-17**). The interior has a marble floor with a garden of palm trees visible from the exterior. A plaza is provided along the Winter Garden's frontage on State Route 9A/West Street. Brookfield Place is described below as part of the Study Area.

Pumphouse Park

Pumphouse Park in Reach 5 is adjacent to the southeast corner of the waterfront plaza around the Marina and slightly elevated above it; it consists of two sections—an oval lawn encircled by paved paths and a garden (see view 34 of **Figure 3.4-18**). Raised garden beds with stone curbs, trees, and shrubs form the edge between the lawn and paths. The outer edges of the paths have wood benches and behind the benches are shrubs, trees, and lampposts. Two metal gateposts and a boulder mark the entrance into Pumphouse Park from Liberty Street (see view 35 of **Figure 3.4-19**). The garden on the north side of the lawn is densely planted with trees, flowers, and shrubs with meandering paths, benches, and tables (see view 36 of **Figure 3.4-19**). The northern end of the garden connects to the terrace along the east side of North Cove. There are also curved granite stairs that connect Pumphouse Park to the main level of the waterfront plaza (see view 37 of **Figure 3.4-20**).



North Cove, view northeast from Esplanade Plaza **31**



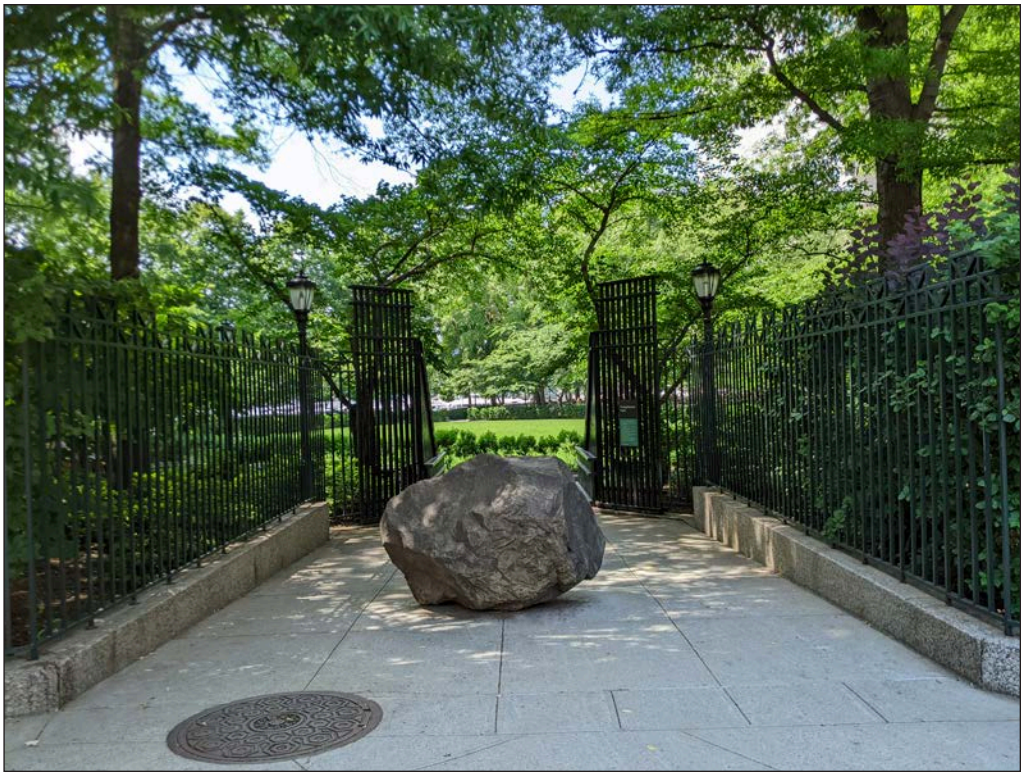
North Cove, view north **32**



North Cove, view northwest of north terrace **33**



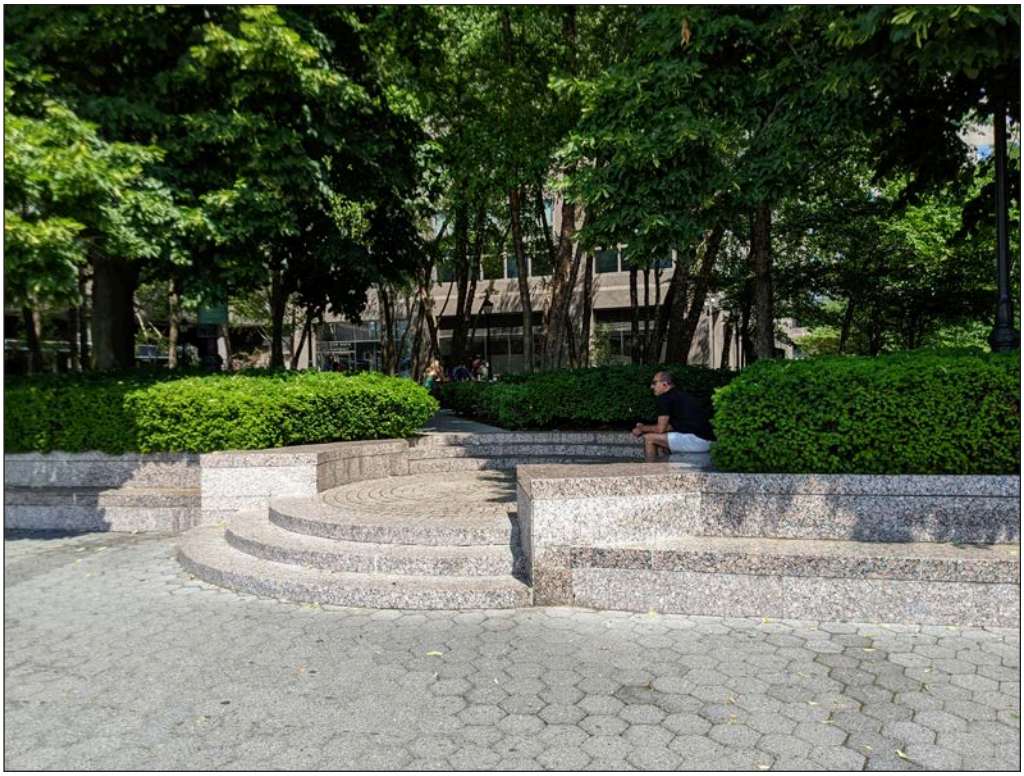
Pumphouse Park lawn, view west **34**



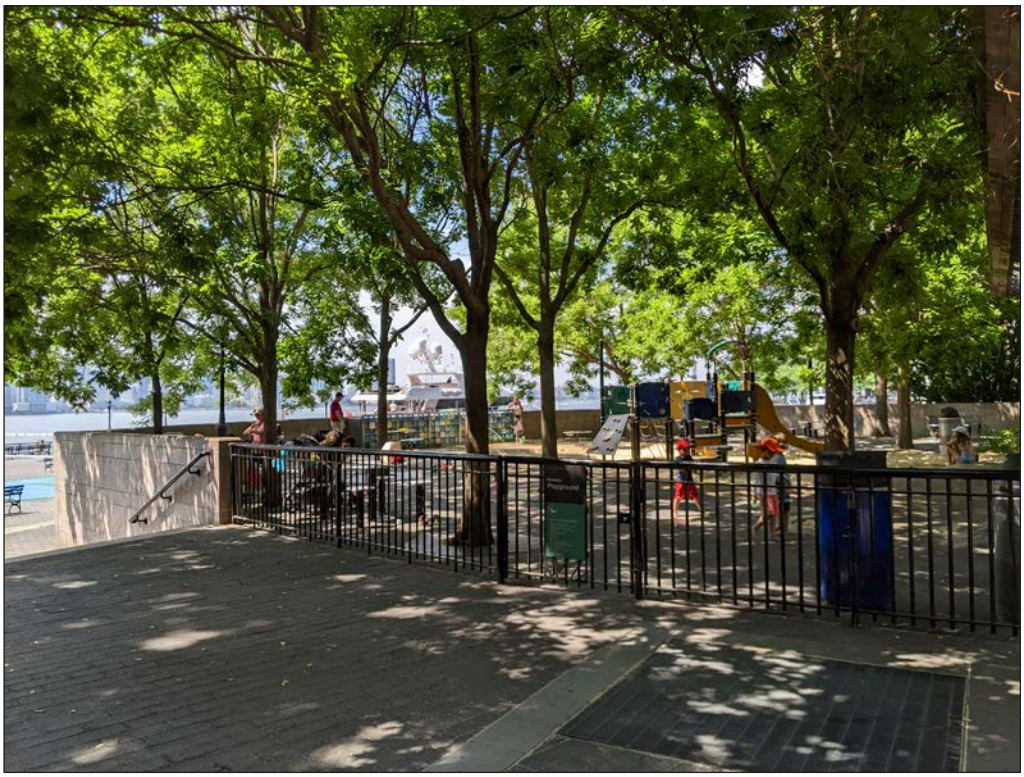
Pumphouse Park entrance gate, view west **35**



Pumphouse Park garden, view northwest **36**



Pumphouse Park stairs from North Cove **37**



Kowsky Plaza, view northwest **38**

Kowsky Plaza

Kowsky Plaza is on, and raised above, the south side of the Marina and provides a playground, a plaza with benches, wood pergolas, large tree pits, and a dog run (see view 38 of **Figure 3.4-20** and view 39 of **Figure 3.4-21**). A tall, curved granite wall encloses the western edge of the plaza, and the bottom of the wall forms a bench facing Esplanade Plaza (see view 40 of **Figure 3.4-21**). Granite stairs at the southern end of the wall and a ramp on the north side of the wall connect Esplanade Plaza to Kowsky Plaza. A planted slope forms the northern edge of Kowsky Plaza. The eastern end of the plaza connects to the Liberty Street entrance to the North Cove where there are two wooden gatehouses and a small, graffitied section of the Berlin Wall (see **Figure 3.4-22**).

South Cove (Located in Reach 7)

As described in Chapter 3.3, "Historic and Cultural Resources," South Cove—a public artwork located at the south end of the Project Area between 3rd Place and 1st Place—is the result of a collaboration between environmental artist Mary Miss, architect Stanton Eckstut, and landscape architect Susan Child. South Cove incorporates natural materials, planting, and constructed elements to create a public open space where visitors interact with the water and its tidal influence around a small harbor (see view 43 of **Figure 3.4-23**). The South Cove esplanade splits into two parts: one walkway continues at the same elevation as the Battery Park City Esplanade around the back edge of the site while another part ramps down to a lower level. The upper walk goes through a grove of honey locust trees and planted beds while the lower section continues the length of the cove between pilings in the water and inland rocks and grasses (see view 44 of **Figure 3.4-23** and view 45 of **Figure 3.4-24**). There are paths in the grove, and wood railings with lampposts and blue harbor lights line the promenade's waterfront edge, and there are wood pilings in the water. At the southeast corner of the cove, a bowed bridge connects the Esplanade to a wood jetty containing a pergola and benches that curves back to the shoreline (see view 46 of **Figure 3.4-24** and view 47 of **Figure 3.4-25**). Located inside the curve of the jetty and crossed by the bridge is a small island planted with native flora and a section that reveals the concrete substructure of the Battery Park City landfill (see view 46 of **Figure 3.4-24** and view 48 of **Figure 3.4-25**). Benches line the southern edge of the curve, and a 9/11 Memorial has been inset into the path. A steel lookout formed by two curved stairs and an armature overlooks the cove (see view 49 of **Figure 3.4-26**). The southern end of the cove is densely planted with native species and curved paths that connect to the Esplanade (see view 50 of **Figure 3.4-26**). The northern end of the cove has trees, benches, and wood lampposts with blue harbor lights with a circular, vine-covered wood pergola encircling a tree where the upper path of the cove connects back to the Esplanade, and a lower wood pier lined with benches (see **Figure 3.4-27**).

400-Foot Study Area

In general, the Study Area is defined by the Hudson River, State Route 9A/West Street, and a portion of Tribeca west of Hudson and Greenwich Streets. It encompasses most of Battery Park City. Within the Study Area, the east side of State Route 9A/West Street is lined by tall commercial and residential buildings, the 9/11 Memorial Plaza and One World Trade Center building, and the Borough of Manhattan Community College. The northern portion of the Study Area extends into the south portion of Hudson River Park and a small section of the Tribeca neighborhood. The below discussion of the Study Area first



Kowksy Plaza gatehouses, view north **41**

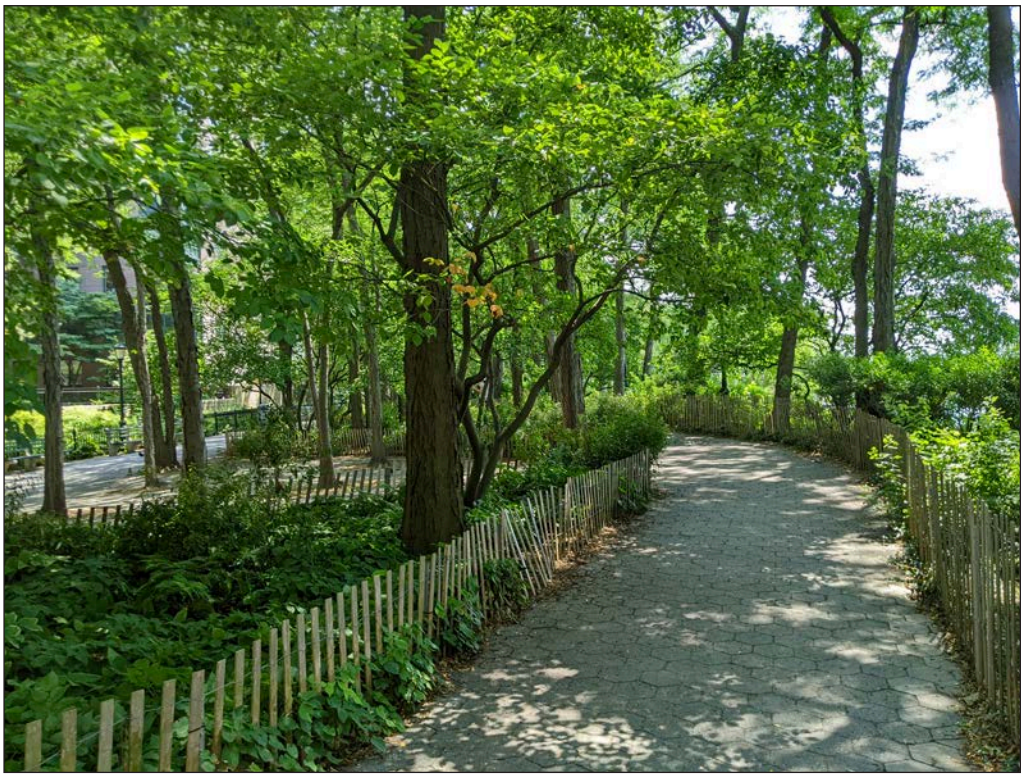


Kowksy Plaza, view west of Berlin Wall segment **42**

Urban Design and Visual Resources – Project Area



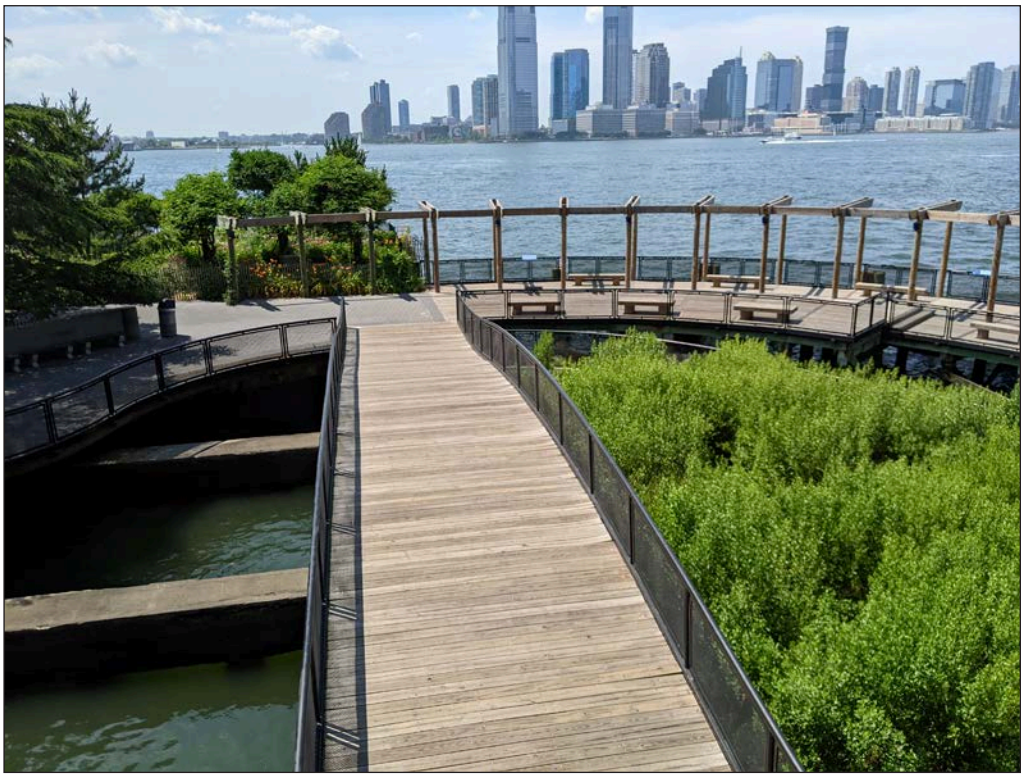
South Cove, view south from Battery Park City Esplanade **43**



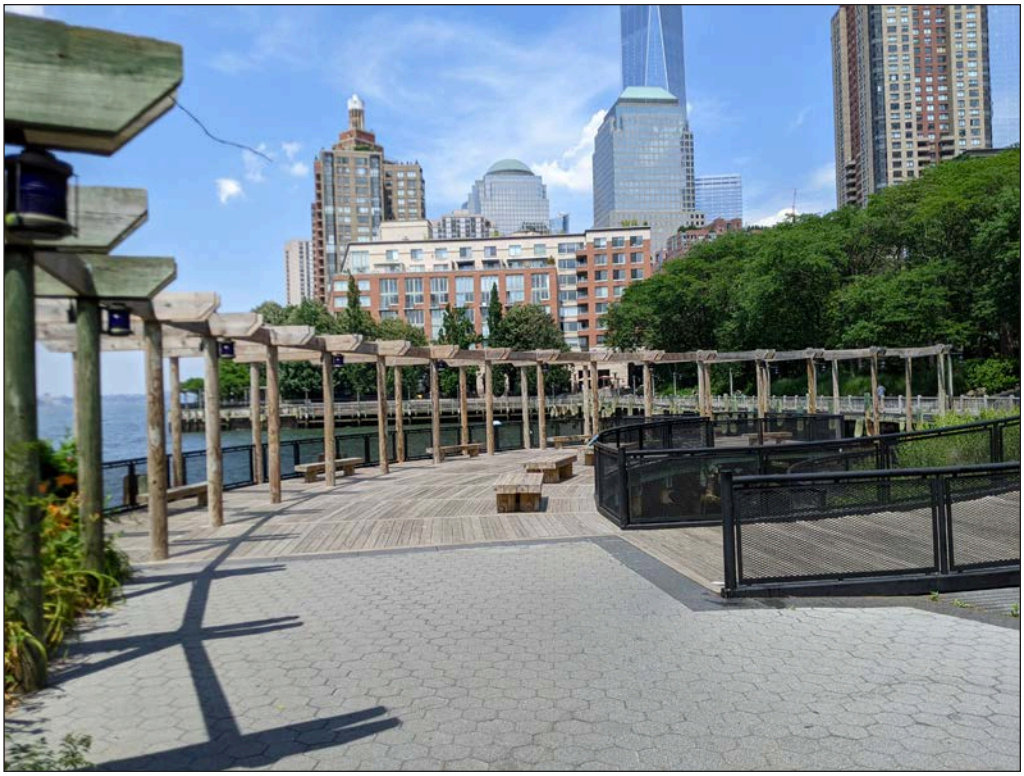
South Cove, view south on upper esplanade **44**



South Cove, view south on waterfront promenade **45**



South Cove, view from lookout of island, bridge, and curved pier **46**



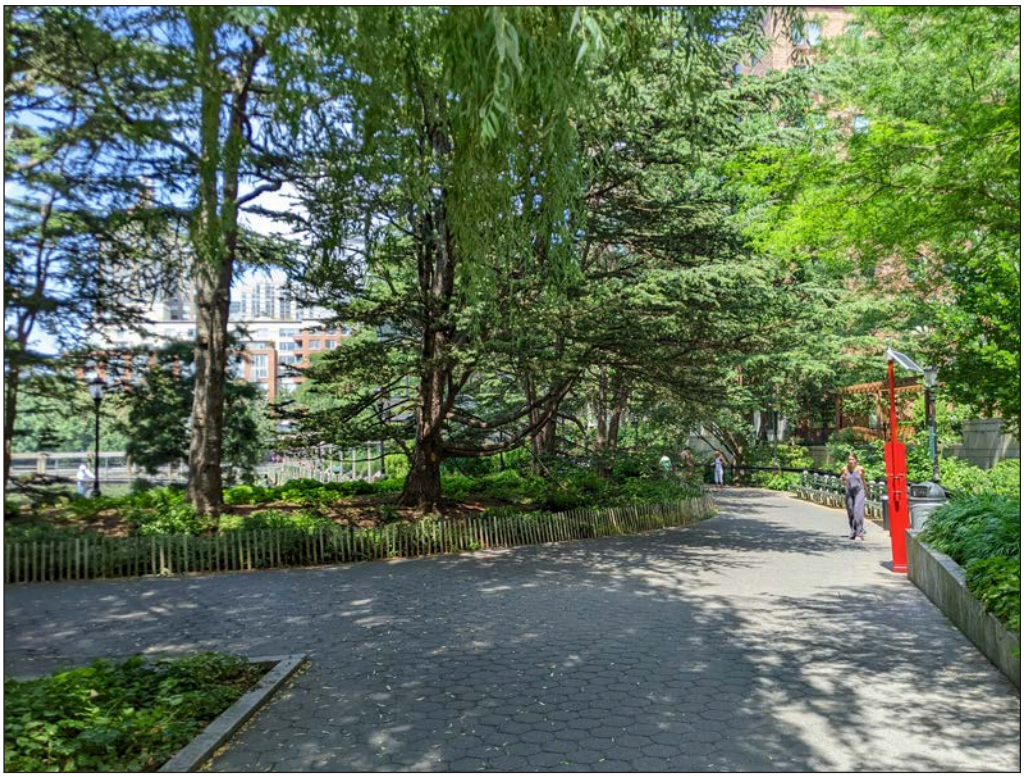
South Cove, view north of curved pier **47**



South Cove, view east of island **48**



South Cove, view east of lookout **49**



South Cove, view north of southern planted area **50**

Urban Design and Visual Resources – Project Area



South Cove north end, view west **51**



South Cove, view west of pergola **52**

describes Battery Park City and the adjacent section of Hudson River Park and then describes the portion of the Study Area east of State Route 9A/West Street (the highway itself is described above as it partially runs through the Project Area).

Battery Park City

Located on the Hudson River between Battery Place and Chambers Street, Battery Park City is a distinct waterfront neighborhood comprised of three principal zones, a northern residential area, a central commercial core, and a southern residential area, that together with community facilities provide a mix of uses (see **Figures 3.4-28 and 3.4-2**). State Route 9A/West Street borders Battery Park City to the east and the Hudson River Greenway runs north-south along its eastern edge. Battery Park City is organized around an irregular street grid that carries extensions of some of the east-west streets of Lower Manhattan (e.g., Chambers, Warren, Murray, Vesey, Liberty, Albany, and West Thames Streets) and also has its own east-west streets in the southern area (e.g., 1st, 2nd, and 3rd Places) that and create irregularly shaped and sized blocks. The north-south streets do not continue through Battery Park City, and there are no streets through Brookfield Place between Liberty and Vesey Streets. In the northern residential area, the main north-south street is North End Avenue, which runs at an angle between North Cove and Chambers Street. The curving River Terrace runs along the northern residential area's western edge where it fronts Rockefeller Park. The short North End Way, a covered pedestrian street, bisects the block bounded by North End Avenue, Murray Street, Vesey Street, and State Route 9A/West Street. In the southern residential area, there are three north-south streets. Battery Place curves through the southern end of Battery Park City and runs to West Thames Street, Little West Street runs between Battery Place and West Thames Street, and South End Avenue runs between South Cove and North Cove/Liberty Street. In addition to the parks that connect with the Esplanade (described above), Battery Park City has several parks and open spaces in the northern and southern residential areas. All the east-west streets in the Study Area provide views of the Esplanade and the Hudson River (see **Figures 3.4-29 through 3.4-33**). In the northern residential area, River Terrace provides views of Rockefeller Park and the Hudson River (see view 65 of **Figure 3.4-34**). At the terminus of South End Avenue, there are views south of South Cove (see view 66 of **Figure 3.4-34**). Similarly, there are views of North Cove from the terminus of North End Avenue (see view 67 of **Figure 3.4-35**).

In total, Battery Park City comprises: 30 residential buildings; the six commercial buildings of Brookfield Place; a hotel at 102 North End Avenue; an office building housing the headquarters of Goldman Sachs at 200 West Street; and a number of community facilities including schools (PS/IS 276–The Battery Park City School with P94M–The Spectrum School at 55 Battery Place, PS 89/IS 289 at 201 Warren Street, and Stuyvesant High School at 345 Chambers Street); the Museum of Jewish Heritage with the National Yiddish Theatre Folksbiene adjacent to Robert F. Wagner, Jr. Park and the cultural facilities in residential buildings, including the Skyscraper Museum (39 Battery Place), Poets House (10 River Terrace), the Battery Park City Branch of the New York Public Library (175 North End Avenue). Many of the residential buildings also provide ground-floor retail and restaurant space. The buildings of the northern and southern residential areas are set among leafy open spaces.

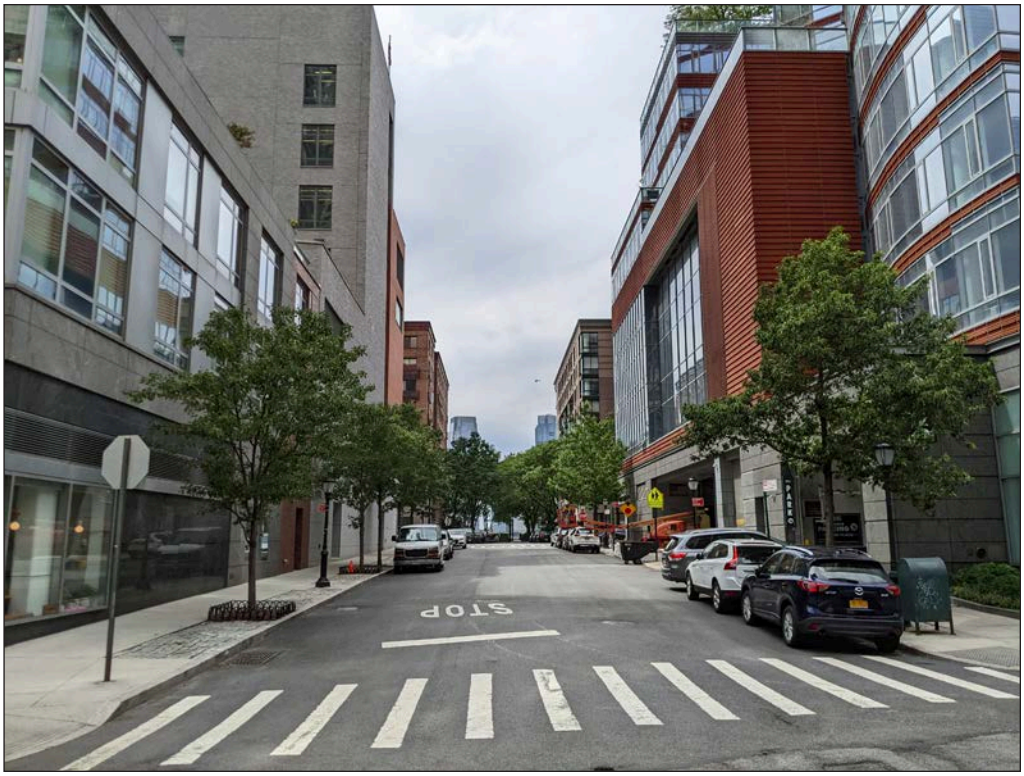


Battery Park City, view south from Pier 25 **53**



Battery Park City, view south from Pier 25 **54**

Urban Design and Visual Resources –
Project Area, Battery Park City



View west on 2nd Place to South Cove from Little West Street **55**



View west on 3rd Place to South Cove from Little West Street **56**

Urban Design and Visual Resources –
Project Area, Battery Park City



View west on West Thames Street from Battery Place **57**



View west on Rector Place from South End Avenue **58**

Urban Design and Visual Resources – Project Area, Battery Park City



View west on Albany Street from South End Avenue **59**

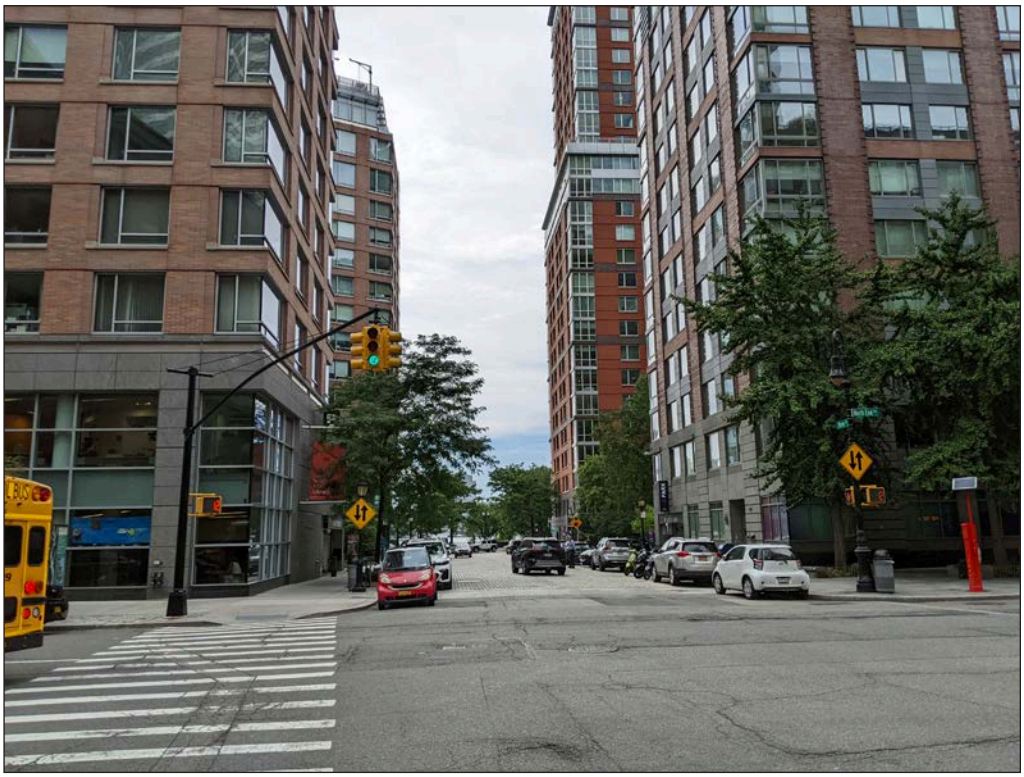


View west on Liberty Street from Hudson River Greenway Trail **60**

Urban Design and Visual Resources –
Project Area, Battery Park City



View west on Vesey Street from North End Way **61**



View west on Murray Street from North End Avenue **62**

Urban Design and Visual Resources –
Project Area, Battery Park City

Figure 3.4-32



View west on Warren Street from North End Avenue **63**



View west on Chambers Street from North End Avenue **64**

Urban Design and Visual Resources –
Project Area, Battery Park City

Figure 3.4-33



View southwest at Chambers Street and Riverside Terrace **65**



View south on South End Avenue from West Thames Street **66**

Urban Design and Visual Resources –
Project Area, Battery Park City

Figure 3.4-34



View south on North End Avenue from Vesey Street **67**



View north on Battery Place from 1st Place **68**

Urban Design and Visual Resources –
Project Area, Battery Park City

Figure 3.4-35

The residential buildings in Battery Park City are both attached and free-standing with a range of footprint sizes and shapes that include narrow, rectangular footprints and large L- and U-shaped footprints. Some buildings are set back from the street behind widened sidewalks and ~~landscap~~planted spaces, and there are several examples of arcades on the ground floors. The residential buildings range in height from 5 to 44 stories, with the majority being in the 22- to 28-story range, and they exhibit a variety of building massings that use vertical recesses and upper floor setbacks, designs with low-rise and tower sections, and curved forms (see view 68 of **Figure 3.4-35** and **Figure 3.4-36**). Most buildings are clad in brick with stone-clad bases and stone trim on the upper floors, although some of the newer buildings in the northern residential area are more glazed, such as the tower portion of the building at 55 Battery Place. Located at the corner of Liberty Street and South End Avenue, the Gateway complex is comprised of three 32-story concrete towers arranged around a large interior courtyard and connected by low-rise concrete buildings. There is a vehicular entrance to the Gateway complex from South End Avenue that passes beneath a pedestrian bridge. PS/IS 276–The Battery Park City School and P94M–The Spectrum School and PS 89/IS 289 are both in larger residential buildings, but Stuyvesant High School occupies its own 10-story building on Chambers Street. Located at the southern end of Battery Park City, the Museum of Jewish Heritage is a free-standing stone-clad building with two-wings—one is four stories with a rectangular footprint and a curved façade fronting Battery Place and a structure with a hexagonal footprint and a ziggurat-like roof that fronts on the Esplanade (see view 71 of **Figure 3.4-37**). The Battery Place wing is set back from the street behind a wide, landscaped plaza and it houses the National Yiddish Theatre Folksbiene. The hexagonal wing is surrounded by landscaped paths and lawns that connect with the Esplanade and Robert F. Wagner, Jr. Park.

The central commercial complex in Battery Park City comprises seven buildings ranging from 14 to 54 stories. Five buildings make up the Brookfield Place development (formerly known as the World Financial Center) that form an L along the west side of State Route 9A/West Street and the south side of Vesey Street and that also front on North Cove and Belvedere Plaza. They are clad in polished granite and vary in height from 16 to 54 stories, and each structure has a different geometric form at its roofline—mastaba, dome, pyramid, and stepped pyramid (see view 1 of **Figure 3.4-2**, view 13 of **Figure 3.4-8**, and view 31 of **Figure 3.4-17**). The four buildings at 200 Liberty Street, 225 Liberty Street, 200 Vesey Street, and 250 Vesey Street are interconnected through a shared base that incorporates the Winter Garden and a pedestrian bridge over Liberty Street (see view 31 of **Figure 3.4-17** and view 60 of **Figure 3.4-31**). The two buildings on each side of Liberty Street (200 and 225 Liberty Street) have domed, nine-story wings that frame the Liberty Street entrance to Battery Park City. The building at 300 Vesey Street is a free-stranding structure with an irregular, five-sided footprint on a site bounded by Vesey Street, North End Avenue, Belvedere Plaza, and the Battery Park City Esplanade, and the section of North End Avenue adjacent to this building between Vesey Street and North Cove is secured with retractable bollards and a security kiosk (see view 32 of **Figure 3.4-17** and view 67 of **Figure 3.4-35**). There are large, glazed entrances to Brookfield Place from State Route 9A/West Street through the Winter Garden, from Vesey Street at North End Way, and from Liberty Street at South End Avenue where there is a vehicular drop off with a central, planted median and guard booth (see view 72 of **Figure 3.4-37** and **Figure 3.4-38**). There are also multiple secondary entrances to the complex, and on State Route 9A/West Street, adjacent to the Winter Garden, there is a ramp to a below-grade parking garage. The other two commercial buildings in the center of



View north on South End Avenue from West Thames Street **69**



View north on North End Avenue from Vesey Street **70**

Urban Design and Visual Resources –
Project Area, Battery Park City



Museum of Jewish Heritage, view east from Battery Park City Esplanade **71**



Brookfield Place Winter Garden entrance, view north on Hudson River Greenway Trail at Fulton Street **72**

Urban Design and Visual Resources – Project Area, Battery Park City



Brookfield Place entrance on Vesey Street, view south **73**



Brookfield Place entrance from South End Avenue, view north **74**

Urban Design and Visual Resources –
Project Area, Battery Park City

Figure 3.4-38

Battery Park City are on the block bounded by Murray and Vesey Streets, State Route 9A/West Street, and North End Avenue. They are free-standing buildings, separated by North End Way, a covered pedestrian street that bisects the block. The 14-story building at 102 North End Avenue has a hotel and a multi-plex movie theater, and the 45-story building at 200 West Street houses the headquarters of Goldman Sachs (see **Figure 3.4-39**). The Goldman Sachs headquarters is clad in metal and glass and massed with a seven-story wing on Vesey Street. It is also set back from Vesey Street behind a widened sidewalk and on the east side behind an entrance plaza. The hotel building is clad in brick with a stone base and vertical sections of metal and glass.

Street trees, flower beds, and planters are plentiful throughout the northern and southern residential areas of Battery Park City and, together with the multiple parks, open spaces, and Esplanade, create a lush and green character. Street furniture throughout Battery Park City includes decorative lampposts, traffic lights, benches, trash cans, fire hydrants, and railings and fences that enclose gardens and open spaces. Bollards are a common feature in Battery Park City, especially in the sidewalks and streets around Brookfield Place.

As noted above, Battery Park City has multiple parks and open spaces in addition to the Esplanade and adjoining parks in the Project Area. These parks and open spaces are briefly described below from north to south.

North End Avenue Medians

Between Murray and Chambers Streets, the north- and south-bound lanes of North End Avenue are separated by a wide, landscaped median with three segments. Each segment has trees and other plantings. The southern segment is densely planted around its perimeter with an interior garden. The middle segment has a dog run enclosed at each end with fences (see view 77 of **Figure 3.4-40**). Flat, translucent canopies supported on wood poles cover each end of the middle segment, and gardens line the east and west street frontages. A pedestrian crosswalk with stone paving and bollards separates the southern and middle segments of the North End Avenue median. Warren Street runs between the middle and northern segments. The northern segment has a lawn, and there is a flat, translucent canopy over its southern end (see view 78 of **Figure 3.4-40**). In addition, Murray Street Triangle is a small triangular park at the intersection of North End Avenue and Murray Street. This park has two fenced gardens and a central, raised lawn (see view 79 of **Figure 3.4-41**). Benches face the lawn and street trees are planted around the park's perimeter.

Teardrop Park and Teardrop Park South

Teardrop Park is an interior park situated between Warren and Murray Streets and North End Avenue and River Terrace. Residential buildings frame its east and west sides. The multi-level park is densely planted with lawns and gardens, winding paths, rock formations and rock seats, a rock wall with an elevated path, a tall children's slide and water play area, and sand boxes (see view 80 of **Figure 3.4-41** and **Figure 3.4-42**).

Teardrop Park South is on the south side of Murray Street across from Teardrop Park; it is also partially enclosed by residential buildings with trees and other plantings, rock formations, benches, a small amphitheater, and water features (see view 83 of **Figure 3.4-43**).



View northwest on Vesey Street from Hudson River Greenway Trail **75**



View north on Hudson River Greenway Trail from Vesey Street **76**

Urban Design and Visual Resources – Project Area, Battery Park City

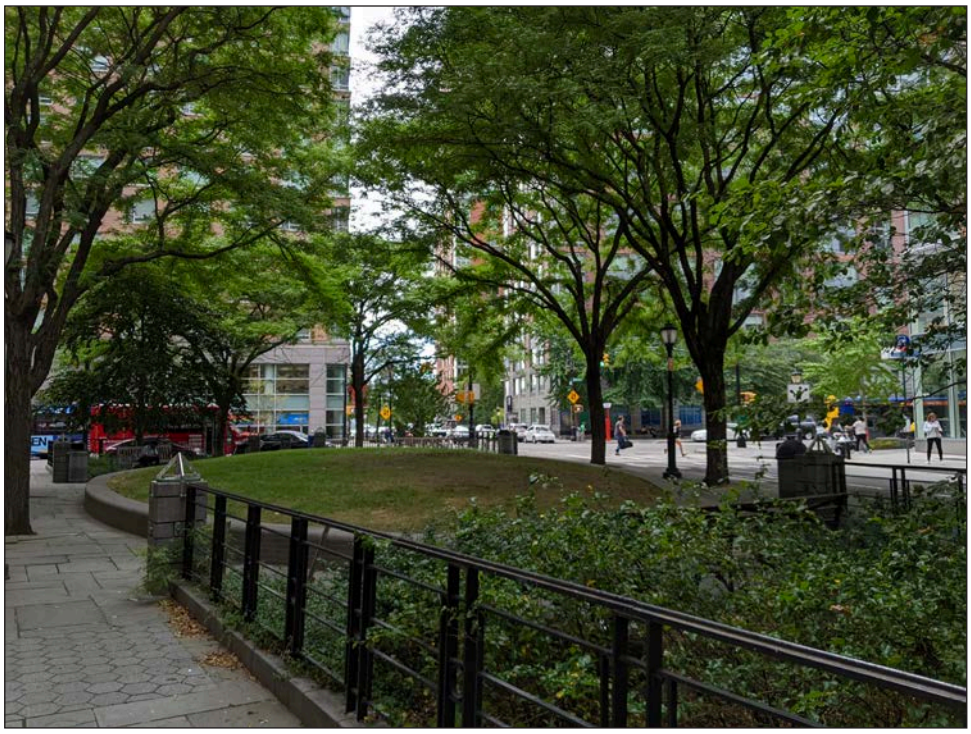


View south on North End Avenue from Warren Street **77**

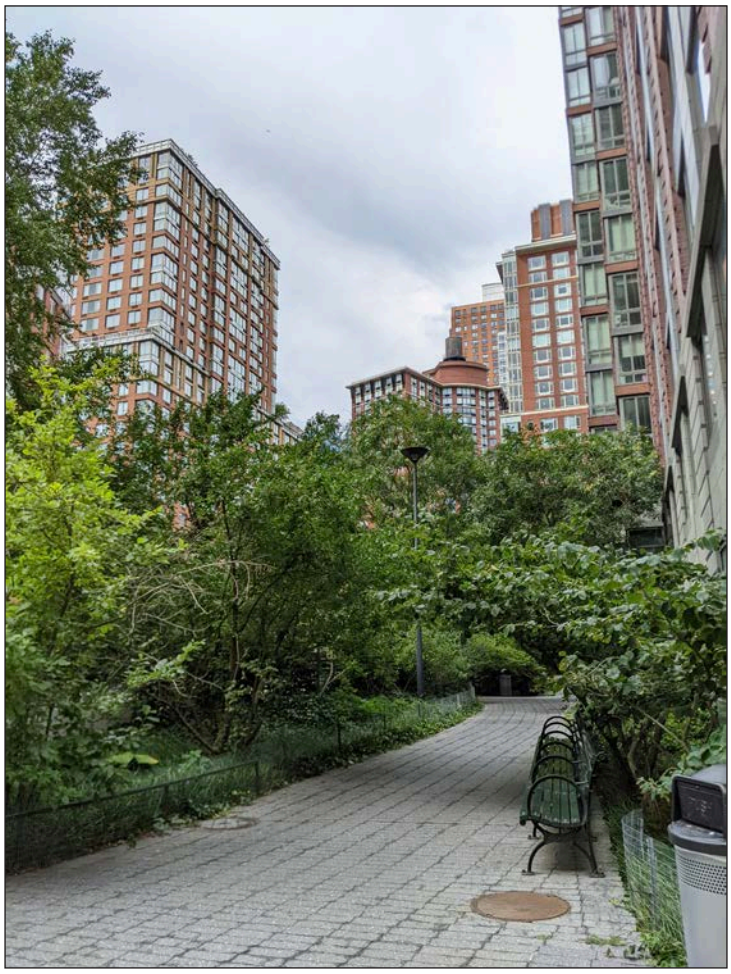


View north on North End Avenue from Warren Street **78**

Urban Design and Visual Resources –
Project Area, Battery Park City



Park at Murray Street and North End Avenue, view west **79**



Teardrop Park, view north from Murray Street **80**

Urban Design and Visual Resources – Project Area, Battery Park City



Teardrop Park, view east from Riverside Terrace **81**



Teardrop Park, view south from elevated path on rock wall **82**

Urban Design and Visual Resources – Project Area, Battery Park City

Figure 3.4-42



Teardrop Park South, view south from Murray Street **83**



Ball Fields, view northeast from terrace **84**

Urban Design and Visual Resources – Project Area, Battery Park City

Ball Fields

The Battery Park City Ball Fields front on State Route 9A/West Street between Murray and Warren Streets, and they back up against the residential buildings at 200 and 300 North End Avenue where there is a terrace with seating overlooking the ball fields (see view 84 of **Figure 3.4-43**). Surfaced in artificial turf, this recreational facility provides two baseball fields that can be used for other sports and activities. Tall mesh fencing encloses the ball fields on the north, east, and west sides. There are stairs and ramps from Murray and Warren Streets to the terrace.

Irish Hunger Memorial

The Irish Hunger Memorial is at the northwest corner of Vesey Street and North End Avenue, adjoining the Battery Park City Esplanade. The central feature of the Memorial is an ~~landscaped~~ overlook with planted areas that rises from North End Avenue to a height of 25 feet on a base of glass and limestone (see view 85 of **Figure 3.4-44**). The overlook cantilevers over the base and evokes an Irish landscape of fields and stone walls and it incorporates the ruins of a reconstructed Famine-era cottage. A passage leading into the structure from the west side presents thematic text. Lawns are provided on the south side of the Memorial, and a wide, paved plaza on the west side of the Memorial connects the plaza to Rockefeller Park and the Battery Park City Esplanade. Along the northern edge of the paved path adjacent to the north façade of 300 Vesey Street is an art piece composed of six metal and glass benches facing the Memorial. These long benches are glass, square cylinders with metal joints and some curved, metal seat backs.

Rector Park

Rector Park has two sections in Rector Place on the east and west sides of South End Avenue, each of which has gardens, a lawn, and benches (see view 86 of **Figure 3.4-44**). Decorative metal fences with stone corner posts enclose the street frontages of the garden portions, but the lawns are open to the sidewalks (see view 87 of **Figure 3.4-45**). The sidewalks around and through the park are paved in stone, and the east section also has brick paths. The adjoining sidewalk on the east side of South End Avenue is widened. The space is densely planted with trees along the park and in sidewalk tree pits. A stone, balustraded terrace east of Rector Park across Rector Place overlooks West Thames Park.

West Thames Park

West Thames Park is a linear park along Battery Park City's eastern edge between Albany and West Thames Streets. Provided here is a playground, basketball court, and a large lawn (see view 88 of **Figure 3.4-45**). Stairs from Rector Place lead down to West Thames Park with trees and other plantings and benches, and sections enclosed by a mix of fencing types. There is also a dog run on the south side of West Thames Street.

Robert F. Wagner, Jr. Park

Robert F. Wagner, Jr. Park is an approximately 3.3-acre park at the south end of Battery Park City. The park is currently being reconstructed and elevated to provide flood resiliency as part of the South Battery Park City Resiliency Project, and the redesigned park will provide a lawn, gardens, and a modified pavilion.



Irish Hunger Memorial, view northwest from North End Avenue **85**



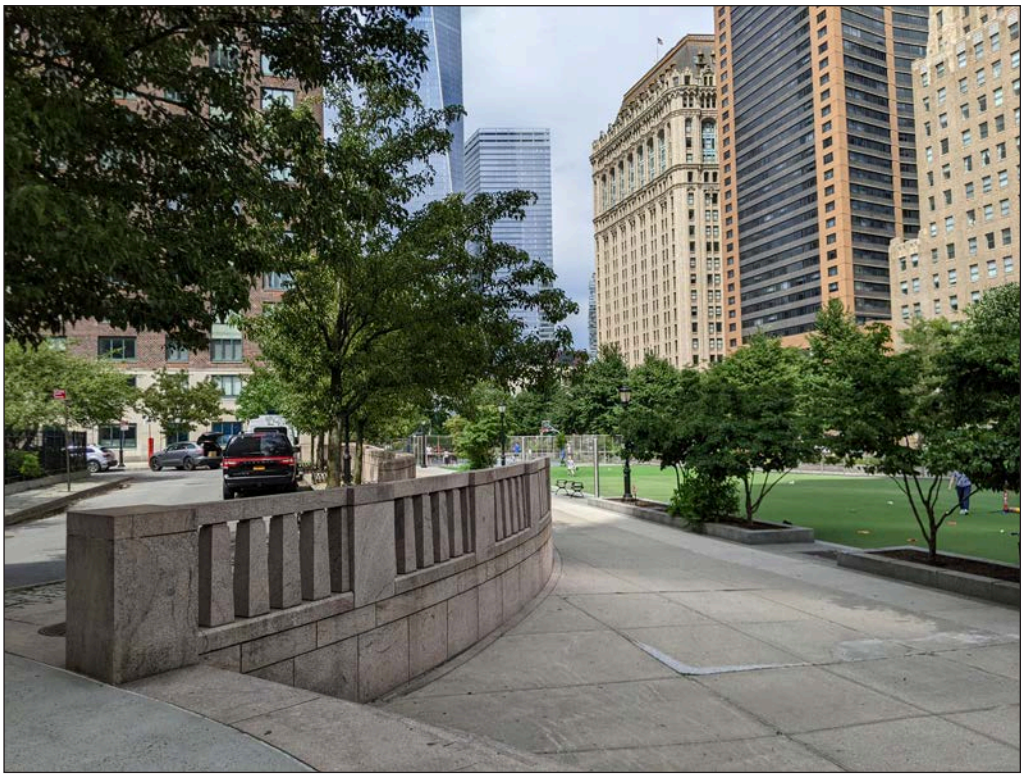
Rector Park, view west **86**

Urban Design and Visual Resources –
Project Area, Battery Park City

Figure 3.4-44



Rector Park, view west from Rector Place terrace **87**



West Thames Park, view north from Rector Place terrace **88**

Urban Design and Visual Resources – Project Area, Battery Park City

Hudson River Greenway and Hudson River Park

The Hudson River Greenway is a portion of the Empire State Trail running along the eastern edge of Battery Park City and the west side of State Route 9A/West Street. The Greenway has bike lanes and pedestrian paths separated by a raised median planted with trees, flowers, and shrubs complementing the edge along State Route 9A/West Street that is also ~~landscaped and~~ planted with trees (see **Figure 3.4-46**, view 72 of **Figure 3.4-37**, and view 76 of **Figure 3.4-39**). In front of the Goldman Sachs headquarters, the bike path has a curvilinear alignment. Where the Greenway intersects with streets, there are bollards in the crosswalks. North of Chambers Street, the Hudson River Greenway runs adjacent to Hudson River Park. NYDSOT's consistent urban design aesthetic applies to the Greenway as it is located within the State Route 9A/West Street right-of-way. In addition, NYSDOT constructed a corridor-long security enhancement project in 2019 that included crash-rated bollards, walls, and gates to prevent vehicle instructions into the Greenway.

Within the Study Area, the southern stretch of the four-mile-long Hudson River Park has a lawn, raised seating area, basketball courts, and a skate park along the Hudson River Greenway, Pier 25, and Pier 26 (see **Figure 3.4-47**). Pier 25 at North Moore Street, is 985 feet long, making it the longest pier in Hudson River Park and provides an 18-hole miniature golf course, sand volleyball courts, a playground (renovated in 2023-2024), and an artificial turf field and provides benches and berthing for ships. Pier 26 is located at Beach Street. At the foot of the pier is a restaurant with outdoor seating and a roof deck and the Pier 26 Boathouse, which is operated by the Downtown Boathouse and provides free kayaking during the summer season. There is also a habitat walk of five native ecological zones (woodland forest, coastal grassland, maritime scrub, rocky tidal zone, and Hudson River), lawn, recreational field, seating, and a Tide Deck, which is a cultivated rocky salt marsh beneath a cantilevered walkway.

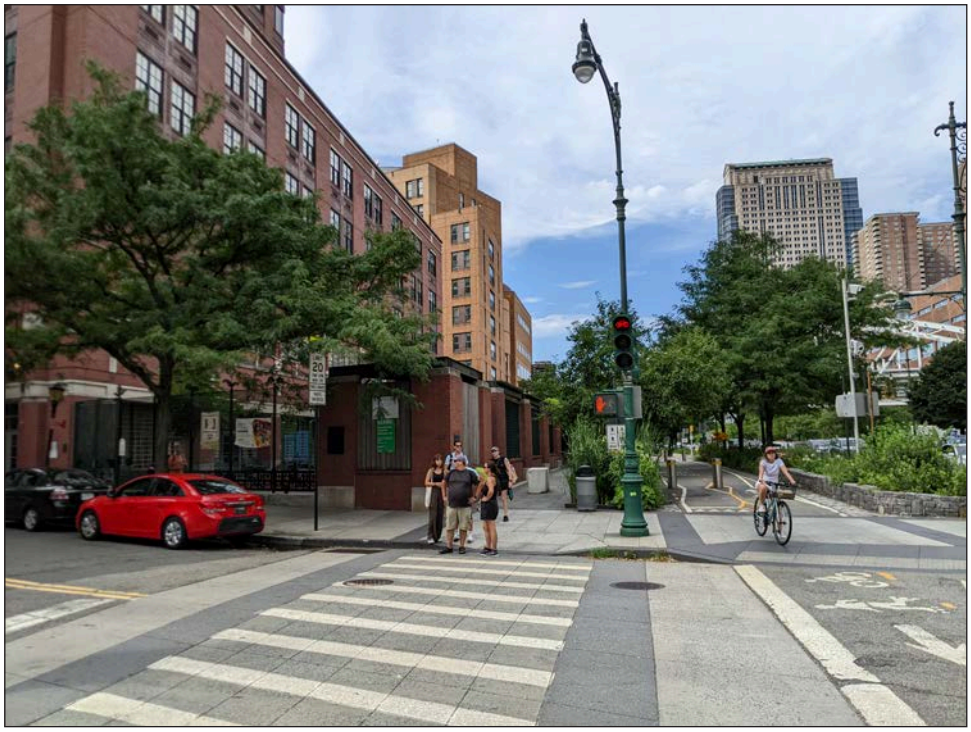
Study Area East of State Route 9A/West Street

The Study Area east of State Route 9A/West Street is largely defined by tall commercial and residential buildings of Lower Manhattan including the western portion of the World Trade Center, which includes the One World Trade Center office building and the 9/11 Memorial Plaza. This area is developed on the Lower Manhattan street grid with superblocks that include the World Trade Center and the Borough of Manhattan Community College/Independence Plaza residential development. In addition to the 9/11 Memorial Plaza, open spaces here include Washington Market Park and the elevated Liberty Park, as well as some widened sidewalks and plazas. While there are street trees here, they are less dense than in Battery Park City. Street furniture includes lampposts, traffic lights, planters, benches, fire hydrants, and Citi Bike stations. There are many protective bollards particularly around the World Trade Center Memorial and One World Trade Center.

The northern portion of the Study Area is dominated by Citibank's headquarters at 388 Greenwich Street, Independence Plaza, and the Borough of Manhattan Community College. The Citibank headquarters occupies the block bounded by Hubert Street, Greenwich Street, North Moore Street, and State Route 9A/West Street. Bollards placed within the sidewalk at the curb line encircle the site. The Citibank headquarters is composed of a 39-story tower with a nine-story wing (see **Figure 3.4-48**). The tower is set far back from Greenwich Street behind a large, entrance plaza lawn with fixed benches and movable chairs



Hudson River Greenway Trail, view north from Battery Place **89**



Hudson River Greenway Trail, view north from Warren Street **90**

Urban Design and Visual Resources – Project Area, Hudson River Greenway



Hudson River Park, view north at entrance from Battery Park City North Esplanade **91**



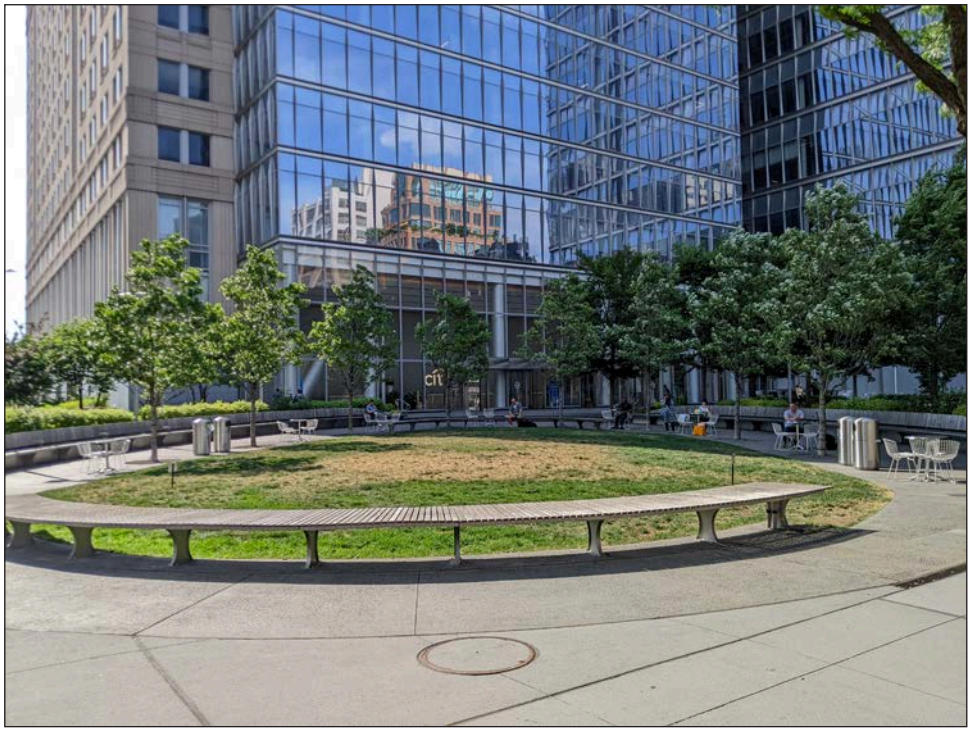
Pier 25, view northwest **92**

Urban Design and Visual Resources –
Project Area, Hudson River Park

Figure 3.4-47



Citibank headquarters, view northwest from North Moore and Greenwich Streets **93**



Citibank headquarters, view west of entrance plaza **94**

Urban Design and Visual Resources – Project Area, East of Route 9A (West Street)

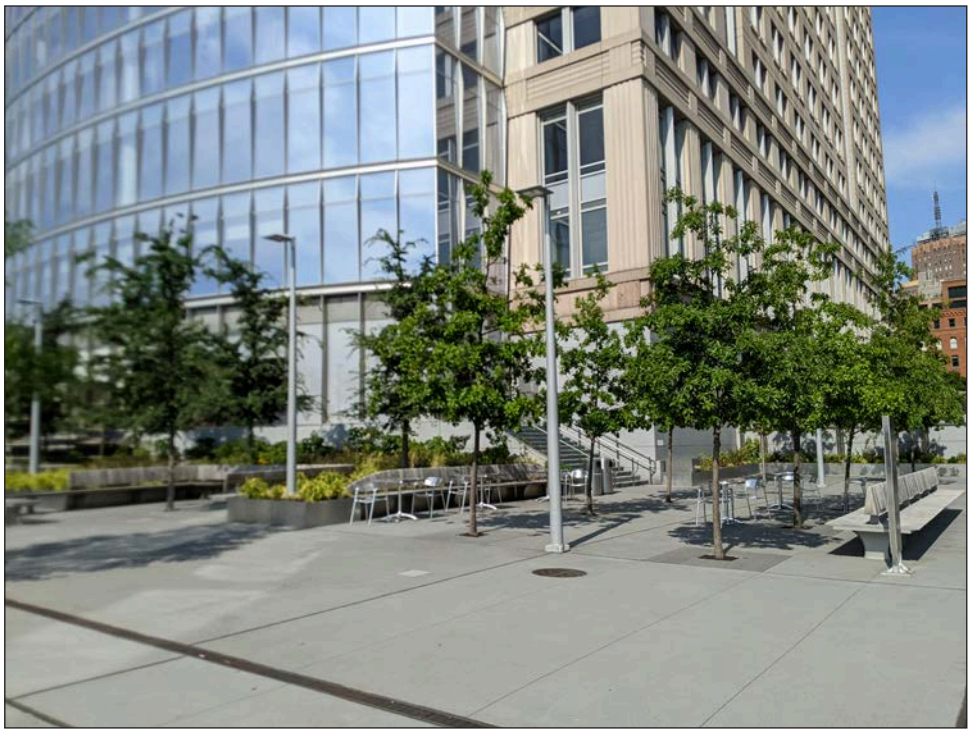
Figure 3.4-48

and tables, a circular fountain, gardens, and trees (see view 94 of **Figure 3.4-48**). A Citi Bike station is provided at the southeast corner. The tower is also set back from North Moore Street and State Route 9A/West Street behind plazas. The plaza along North Moore Street is elevated and provides benches and raised planting beds, and the plaza on State Route 9A/West Street with fixed benches, movable chairs, and raised planting beds (see view 95 of **Figure 3.4-49**). The tower is clad in masonry and glass with large, glass façades facing east and west. The low-rise wing is clad in metal and glass, and it is set back from Greenwich Street behind a widened sidewalk with trees, seating, and a Citi Bike station. There are loading docks along the low-rise wing's north (Hubert Street) frontage.

Independence Plaza is south of the Citibank headquarters across North Moore Street. As described above, the residential complex, which is bisected by Harrison Street, consists of three 40-story brick-and-concrete towers with attached low-rise buildings arranged around elevated plazas (see view 10 of **Figure 3.4-6** and view 96 of **Figure 3.4-49**). The complex is set back from Greenwich Street behind a widened sidewalk with benches, raised planters, and trees. Near Franklin Street, there is a staircase to the elevated interior of the complex and a curb cut and entrance to a parking garage with another staircase south of Harrison Street at approximately Jay Street. Ground-floor retail is provided along the Greenwich Street frontage of the residential complex. On the south side of Harrison Street, surrounded by the complex are nine three-story Federal-style row houses at 25-41 Harrison Street (see view 97 of **Figure 3.4-50**). The houses at 37, 39, and 41 Harrison Street are set back from the street on a short alley, where there is a staircase to the elevated interior of the Independence Plaza complex. The Borough of Manhattan Community College, on the west side of the Independence Plaza residential complex is an approximately 8-story, brick-and-concrete megastructure that spans Harrison Street with a pedestrian bridge (see **Figure 3.4-5** and view 97 of **Figure 3.4-50**). The main entrance is on Chambers Street, and it is set back and elevated above the street and accessed by a wide ramp (see view 98 of **Figure 3.4-50**). Washington Market Park is at the south end of the superblock, at the northwest corner of Chambers and Greenwich Streets. It is enclosed with a decorative metal fence, surrounded by trees, with a playground, central lawn, gardens and community garden, gazebo, comfort station, and trees (see view 99 of **Figure 3.4-51**). The main entrance is at the northeast corner and there is also a stair at the northwest corner that connects to the Borough of Manhattan Community College. A small, separate section of the park with basketball courts and a tennis court fronts Chambers Street. The courts are enclosed with a tall, metal fence.

The northern portion of the Study Area extends into the Tribeca West Historic District (see Chapter 3.3, "Historic and Cultural Resources") on Hubert, Beach, North Moore, Franklin, and Harrison Streets between Greenwich and Hudson Streets. Buildings here are 5 and 6 stories, with some 3-story and taller structures up to 13 stories and are typically masonry and of a unified scale, with the ground floors including architectural treatments such as cast-iron piers rising above stepped vaults or loading platforms sheltered by awnings with ground-floor retail spaces and restaurants (see view 100 of **Figure 3.4-51** and view 101 of **Figure 3.4-52**).

Between Washington Market Park and the World Trade Center are three tall residential buildings and two commercial buildings lining the east side of State Route 9A/West Street (see view 102 of **Figure 3.4-52**). The 29-story building at 200 Chambers Street and the 32-story building at 270 Greenwich Street are both massed as towers with rectangular footprints and low-rise wings. Both contain ground-floor retail along



Citibank headquarters, view northeast of plaza on Route 9A (West Street) **95**



Independence Plaza North, view southwest on Greenwich Street from North Moore Street **96**

Urban Design and Visual Resources – Project Area, East of Route 9A (West Street)

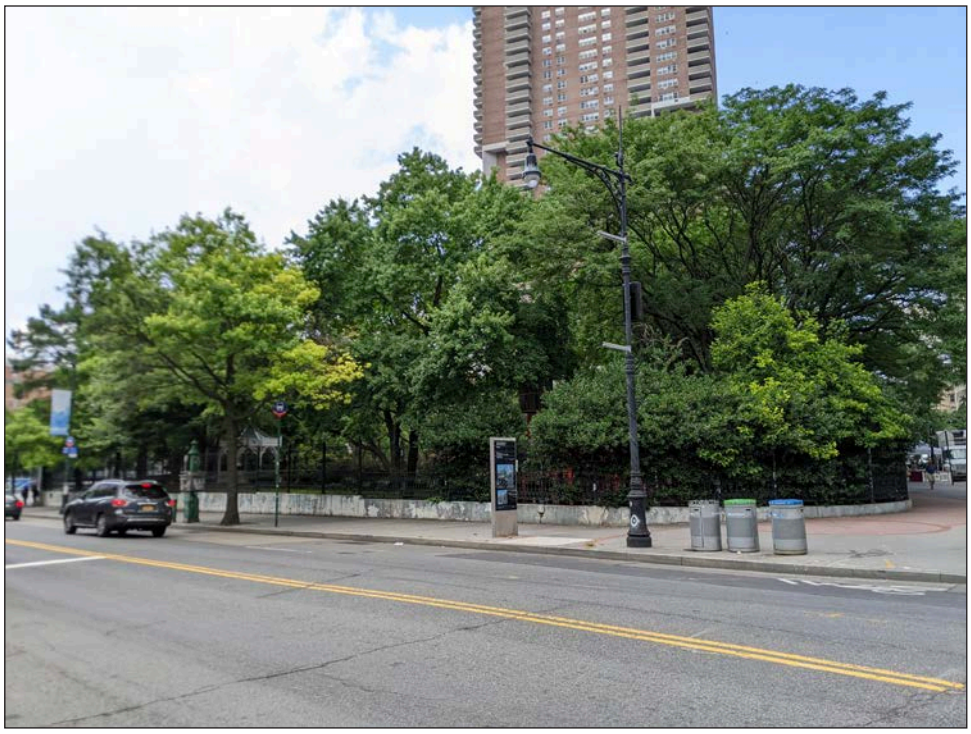


View west on Harrison Street from Greenwich Street **97**



Borough of Manhattan Community College, view northwest on Chambers Street **98**

Urban Design and Visual Resources – Project Area, East of Route 9A (West Street)



Washington Market Park, view northwest on Chambers Street **99**



View west on North Moore Street from Hudson Street **100**

Urban Design and Visual Resources –
Project Area, East of Route 9A (West Street)



View north on Greenwich Street from North Moore Street **101**



View north on Route 9A (West Street) near Fulton Street **102**

Urban Design and Visual Resources –
Project Area, East of Route 9A (West Street)

State Route 9A/West Street and their side street frontages. 200 Chambers Street is clad in metal and glass while 270 Greenwich Street is clad in masonry. The third residential building here is the 64-story glass-clad building at 111 Murray Street. It is set back from and slightly raised above State Route 9A/West Street and Murray Street and it rises as a slender tower with a square footprint with smoothed corners that expands outward at its top. Located between Murray and Vesey Streets are the 10-story New York World-Telegram building at 150 West Street and the 29-story Barclay Vesey Building at 140 West Street. Both are brick-clad Art Deco buildings, and they are more fully described in Chapter 3.3, "Historic and Cultural Resources."

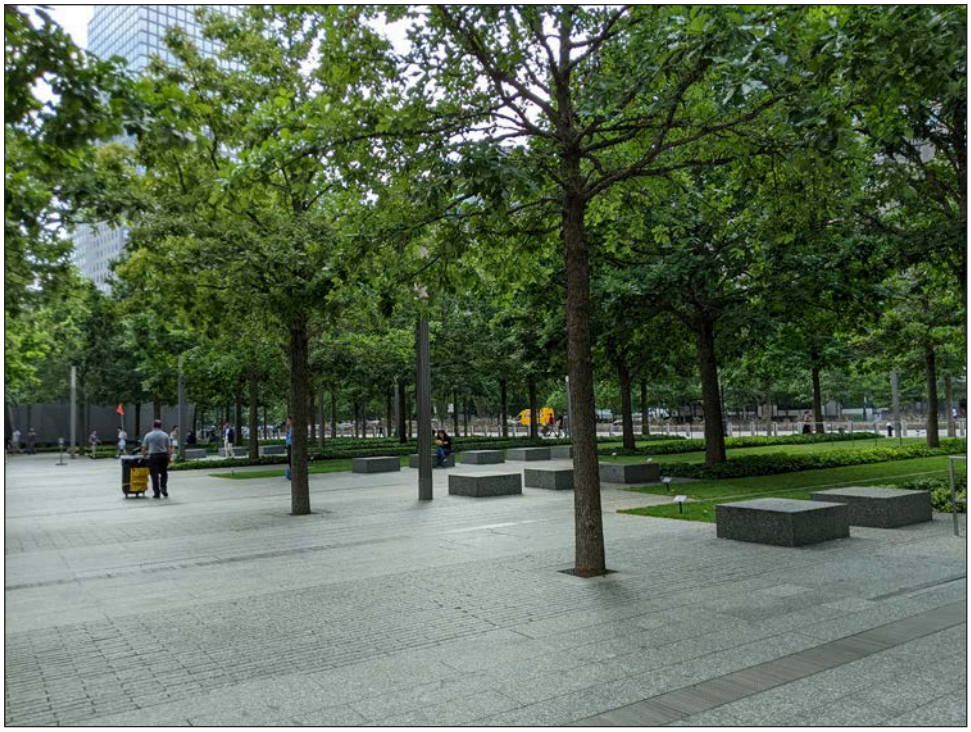
South of Vesey Street is the World Trade Center complex, the western portion of which is in the Study Area including the 94-story One World Trade Center office building, 9/11 Memorial Plaza, and Liberty Park (see view 5 of **Figure 3.4-4**). One World Trade Center is a glass-clad tower that rises with chamfered corners from a tall square base capped with a tall spire (see view 103 of **Figure 3.4-53**). The building is set back from State Route 9A/West Street behind a small, landscaped plaza. The main entrance is on the south, fronting a pedestrian section of Fulton Street. The site is protected by retractable bollards at Fulton Street and State Route 9A/West Street where there are also guard booths (see view 6 of **Figure 3.4-4**). On the north side of the building, there are retractable bollards in Vesey Street at State Route 9A/West Street. The 9/11 Memorial Plaza has lawns, paths, trees, stone benches, rock outcroppings, and two stone-clad buildings with sloped rooflines along the frontage with State Route 9A/West Street and two large sunken memorial reflecting pools inside Liberty Street on the south side of the World Trade Center site is closed to through traffic, lined with bollards, and secured at its western end with retractable bollards and a security booth (see view 104 of **Figure 3.4-53**, **Figure 3.4-54**, and view 107 of **Figure 3.4-55**).

On the block to the south is the World Trade Center vehicle screening facility and Liberty Park. This is a one-story stone-clad building with a footprint that fills the block (see view 107 of **Figure 3.4-55**). It has large openings on its north and south sides and the north façade is covered in plantings. The site is surrounded by bollards in the sidewalk, and there is a security kiosk in the sidewalk on State Route 9A/West Street. Liberty Park is on the roof of the building and there are two access stairs from State Route 9A/West Street at Liberty and Cedar Streets. Additional stairs are provided at the eastern end of the park. The elevated, multi-level park has marble and wood benches that double as raised planters, paths with decorative stone paving, and the relocated World Trade Center Sphere sculpture. The edges of the park are enclosed with metal and glass railings. The Liberty Street pedestrian bridge over State Route 9A/West Street connects to the park.

South of the World Trade Center complex, between Cedar Street and Battery Place, is a mix of buildings that range from older five-story commercial buildings to new residential towers like the 63-story-tall glass-clad 50 West Street (see view 102 of **Figure 3.4-52**). There are also several historic resources—90 West Street, a 23-story former commercial building clad in terra cotta with Gothic details; 40 Rector Street, a 17-story brick-clad commercial building; and the Frasch Building at 56 West Street, which is a narrow 15-story brick-clad commercial building. A four-block section of Washington Street north of Cedar Street was demapped to facilitate construction of the World Trade Center. Just south of the Study Area is the entrance to the Brooklyn Battery Tunnel from State Route 9A/West Street.



View north on Route 9A (West Street) from West Thames Street **103**



9/11 Memorial Plaza, view southwest from Fulton Street **104**

Urban Design and Visual Resources – Project Area, East of Route 9A (West Street)



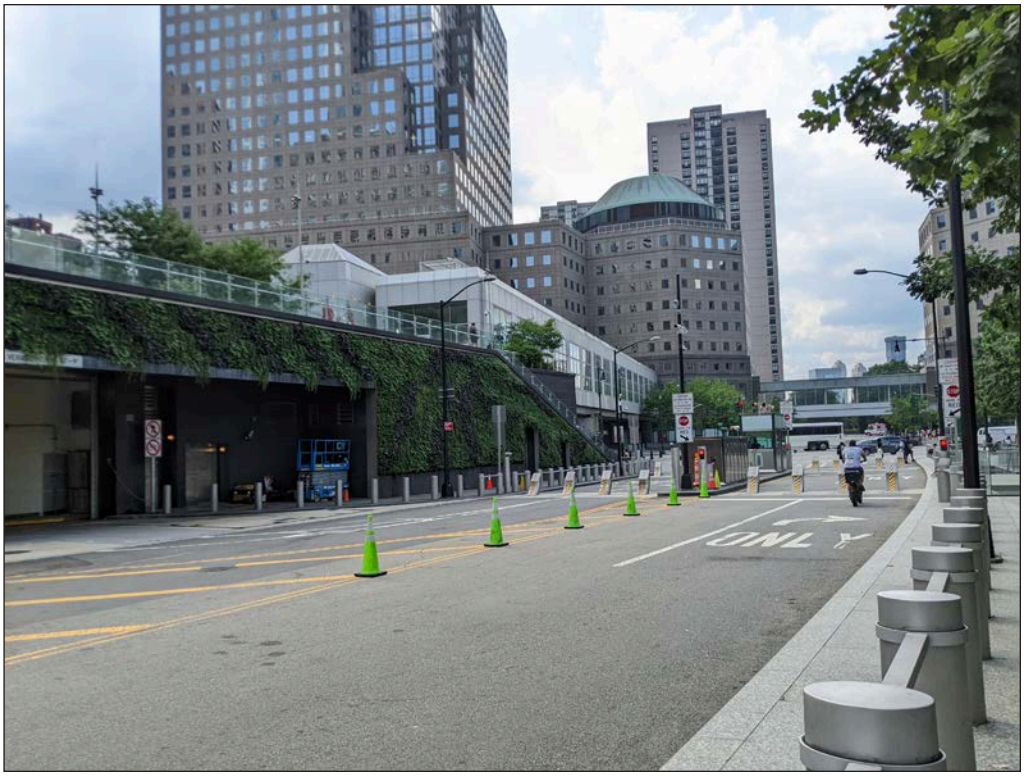
9/11 Memorial Plaza, view southwest to Liberty Street **105**



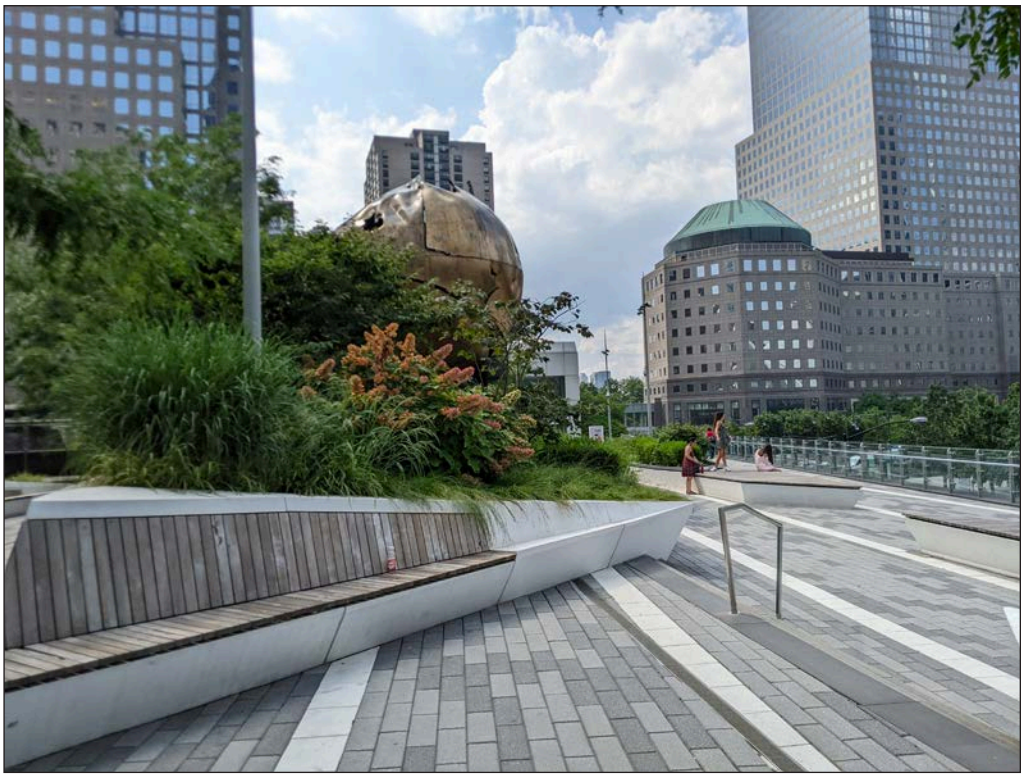
9/11 Memorial, view southwest across North Tower Fountain **106**

Urban Design and Visual Resources –
Project Area, East of Route 9A (West Street)

Figure 3.4-54



View west on Liberty Street to Route 9A (West Street) **107**



Liberty Park, view west **108**

Urban Design and Visual Resources –
Project Area, East of Route 9A (West Street)

3.4.5.2 Views, Aesthetic and Visual Resources, and Viewer Groups

The section below first describes views to the waterfront and Project Area from the Study Area and then discusses the Study Area's aesthetic and visual resources and viewer groups.

Views to the Waterfront

The Project Area abuts the Hudson River waterfront, which is an aesthetic and visual resource, and it provides views of the waterfront, the Hudson River, New York Harbor, and the New Jersey waterfront skyline from the Esplanade and waterfront parks including views of the Statue of Liberty and Ellis Island.

From much of Battery Park City there are extensive views of the waterfront and of the Hudson River, although the viewshed varies subject to intervening buildings, and views of the waterfront diminish from the eastern portion of Battery Park City due to distance. All of the east-west streets through Battery Park City provide views to the Battery Park City Esplanade and the Hudson River, and these views are best seen in closer proximity to the Project Area (see **Figures 3.4-29 through 3.4-33**). In addition, 2nd and 3rd Places also provide views to South Cove (see **Figure 3.4-29**), Albany Street provides views to the Upper Room (see view 59 of **Figure 3.4-31**), Vesey Street provides views to the Irish Hunger Memorial (see view 61 of **Figure 3.4-32**), and Warren Street provides views to the Pavilion in Rockefeller Park (see view 63 of **Figure 3.4-33**). There are also views south to South Cove from South End Avenue south of Rector Place (see view 66 of **Figure 3.4-34**) and views to North Cove from the southern end of North End Avenue (see view 67 of **Figure 3.4-35**). River Terrace, which runs along the eastern edge of Rockefeller Park and is elevated above the Esplanade, provides extensive views over the park and the Hudson River (see view 65 of **Figure 3.4-34**). From Rector Park, the Irish Hunger Memorial, and the small triangular park at Murray Street and North End Avenue, there are views of the waterfront and Hudson River (see view 79 of **Figure 3.4-41** and **Figure 3.4-44**).

From the Hudson River Greenway where it runs through Battery Park City, there are only limited views to the waterfront and Hudson River due to intervening buildings, distance, and topography. Views are only available from the Hudson River Greenway where it crosses east-west streets, and not all locations provide views to the waterfront. For example, there are no views of the waterfront from the Hudson River Greenway at Murray Street, because the street rises slightly in elevation to the west. Views to the waterfront from State Route 9A/West Street are similarly limited due to distance, intervening buildings, and topography.

North of Battery Park City, the Hudson River Greenway and Hudson River Park provide expansive views of the Hudson River and New Jersey in the distance. In addition, the bikeway and esplanade within Hudson River Park provide views of the Battery Park City Esplanade, and Pier 25 provides views of the Esplanade and Rockefeller Park (see **Figure 3.4-28**). Pier 25, especially from its western end, also provides expansive views of New York Harbor. The shorter Pier 26 also provides views of the Esplanade that are partially obscured by the intervening Pier 25.

From the Study Area east of State Route 9A/West Street, views of the waterfront are largely obscured by distance and intervening buildings. In the northern portion of the Study Area, North Moore Street

provides long, open views of the waterfront and New Jersey in the distance (see view 100 of **Figure 3.4-51**). There are also views to the waterfront on Harrison Street, but they are partially blocked by the Borough of Manhattan Community College pedestrian bridge (see view 97 of **Figure 3.4-50**). Chambers Street provides views to Rockefeller Park and New Jersey in the distance (see view 109 of **Figure 3.4-56**). From south of Chambers Street, most views west to the waterfront are blocked by the intervening buildings of Battery Park City. Brookfield Place blocks views to the waterfront from the 9/11 Memorial Plaza (see view 106 of **Figure 3.4-54**). Only Vesey Street and Liberty Street provide views to the waterfront, but they are distant views framed by buildings (see view 107 of **Figure 3.4-55** and view 110 of **Figure 3.4-56**). Further, the Brookfield Place pedestrian bridge over Liberty Street partially obscures views west on that street to North Cove and Pumphouse Park. From Liberty Park, there are partial views to the waterfront that are similar to those at street level on Liberty Street (see view 108 of **Figure 3.4-55**).

Aesthetic and Visual Resources

Following the regulatory guidance above, the primary aesthetic and visual resource in the Study Area is the Hudson River waterfront within the Project Area. As described above, the most expansive views of the waterfront and Hudson River are from the Battery Park City Esplanade and adjoining parks in the Project Area, as well as from Pier 26 in Hudson River Park to the north of the Project Area. From the Study Area, there are also extensive views of the waterfront (including the Battery Park City Esplanade and adjoining parks) and of the Hudson River from multiple locations throughout Battery Park City. However, as noted above, views in Battery Park City vary due to intervening buildings and are somewhat diminished from the eastern portion of Battery Park City due to distance. From the Hudson River Greenway and State Route 9A/West Street where they run adjacent to Battery Park City and from the portion of the Study Area east of State Route 9A/West Street, views of the Hudson River waterfront are largely blocked from most locations by intervening buildings. From east of State Route 9A/West Street, views to the waterfront are limited to North Moore, Harrison, Chambers, and Vesey Streets where views are diminished by distance and framed by buildings.

In accordance with DEP-00-2, the parks and open spaces of Battery Park City outside the Project Area are also considered as aesthetic and visual resources. Views of these resources are primarily limited to their immediate vicinities due to distance and intervening buildings. As noted above, Washington Market Park, 9/11 Memorial Plaza, and Liberty Park are not assessed as aesthetic and visual resources for purposes of this analysis, since the Proposed Project would not have the potential to affect their viewsheds.

The Hudson River Greenway and Hudson River Park are also considered to be aesthetic and visual resources based on the guidance of DEP-00-2. Views of these resources are best seen from within each resource or from the adjacent State Route 9A/West Street. The east-west streets that cross the Hudson River Greenway provide views north and south along the resource from the intersections with it. The pedestrian bridges over State Route 9A/West Street at Chambers, Liberty, and West Thames Streets provide views of the Hudson River Greenway as does the elevated Liberty Park. The Battery Park City Esplanade and the northern lawn of Rockefeller Park provide views of Piers 25 and 26 in Hudson River Park.

There are several historic resources in the Project Area, but as noted above, most are not assessed as aesthetic and visual resources in this analysis since the Proposed Project would not affect their viewsheds. In accordance with DEP-00-2, the following historic resources are considered as aesthetic and visual resources—the Shearwater, Robert F. Wagner, Jr. Park, Tribeca West Historic District, and Harrison Street Houses. The Shearwater is visible only from North Cove and only when it is docked, as it is in service for sightseeing cruises. Robert F. Wagner, Jr. Park is visible from the southern end of the Battery Park City Esplanade and from the adjacent portion of Battery Place. Views of the buildings in the Tribeca West Historic District are limited to the Study Area streets that run through the district and from the section of Greenwich Street along the district's western edge. Views of the Harrison Street Houses are limited to their immediate vicinity on Harrison and Greenwich Streets.

In accordance with DEP-00-2, the Statue of Liberty National Monument with Ellis Island is considered an aesthetic and visual resource. It is visible from multiple locations in the Project Area along the Battery Park City Esplanade and from South Cove, North Cove, Belvedere Plaza, and Rockefeller Park. From outside the Project Area, the Statue of Liberty National Monument is visible from Robert F. Wagner, Jr. Park and the adjacent portion of the Battery Park City Esplanade and from the western ends of Piers 25 and 26 in Hudson River Park.

Viewer Groups

Viewers from the Project Area

Within the Project Area, viewer groups include users of the Battery Park City Esplanade and adjoining parks, and pedestrians and motorists on State Route 9A/West Street and North Moore Street.

Users of the Battery Park City Esplanade and adjoining parks include pedestrians, bicyclists, fishermen, ferry patrons, people engaged in passive recreation like sitting, sunbathing, picnicking, and patronizing the North Cove restaurant terraces, and people engaged in active recreation in Rockefeller Park. These viewers have expansive views of the waterfront (i.e., of the Battery Park City Esplanade and adjoining parks), the Hudson River, and the Statue of Liberty National Monument.

Pedestrians on the east side of State Route 9A/West Street have limited views of the Hudson River Greenway across the highway. From south of Chambers Street, these pedestrians only have views to the waterfront at Chambers and Vesey Streets. From north of Chambers Street, pedestrians on the east side of State Route 9A/West Street have expansive views of the waterfront (including Hudson River Park) and the Hudson River. Pedestrians on the south side of North Moore Street have views west of the waterfront and views east of the Tribeca West Historic District.

Motorists on State Route 9A/West Street have views of the Hudson River Greenway Trail and, north of Chambers Street, views of the waterfront and Hudson River.

Viewers of the Project Area

Viewers of the Project Area include residents, office workers, users of the Hudson River Greenway, users of Hudson River Park, users of the 9/11 Memorial Plaza, pedestrians, bicyclists, motorists, and boaters.

In general, Project Area residents have stationary, prolonged views of the Project Area. However, residential viewers would be primarily limited to those living in the Battery Park City buildings bordering the Project Area with apartments facing the waterfront. Residents east of State Route 9A/West Street who live in the upper floors of buildings that are taller than intervening buildings in Battery Park City likely have Hudson River and New York Harbor views, but not of the Project Area. Similarly, office workers in the One World Trade Center building have views of the Hudson River and New York Harbor from the floors above the heights of intervening buildings in Battery Park City. The One World Observatory in the One World Trade Center building provides expansive 360-degree views of New York City. Office workers in Brookfield Place have stationary, prolonged views of the Project Area from office spaces facing the waterfront.

Users of the Hudson River Greenway include pedestrians and bicyclists. They have views of the trail as they move through it and toward the waterfront where the Hudson River Greenway crosses streets and runs alongside the waterfront. Users of Hudson River Park include people engaged in active recreation and passive recreation like sitting and picnicking, and they have views of the Battery Park City Esplanade and Rockefeller Park, along with expansive views of the Hudson River. Users of the 9/11 Memorial Plaza include visitors to the 9/11 Memorial and Museum and people engaged in passive recreation. Users of the 9/11 Memorial Plaza have limited views of the Hudson River Greenway across State Route 9A/West Street and do not have views of the waterfront, which are blocked by the buildings of Brookfield Place.

Within the Study Area, pedestrians on the Battery Park City streets and streets east of State Route 9A/West Street have variable views of the Project Area. The best views of the waterfront are from Riverside Terrace and the east-west streets in Battery Park City. From east of State Route 9A/West Street, pedestrian views of the waterfront are limited to North Moore, Harrison, Chambers, and Vesey Streets.

Motorists and bicyclists on the local streets have views similar to those of pedestrians, but they are passing views of shorter duration. Boaters on the Hudson River have clear views of the Project Area, but these views can be from a distance, depending on the location of the viewer on the wide Hudson River. In addition, like motorists, boaters would have passing views of short duration, unless docked in the North Cove.

3.4.6 No Action Conditions

3.4.6.1 Project Area

In the future without the Proposed Project (the No Action condition), it is assumed that there would be no coastal storm protection systems installed in the Project Area and the Battery Park Esplanade and adjoining parks would remain largely as in existing conditions (one project to improve drainage in Rockefeller Park is described below). In the absence of the Proposed Project, the existing urban design components, including buildings and open spaces, of the Protected Area would remain at risk from storm surges during major storm events. The No Action condition would not meet the Proposed Project goals of providing comprehensive coastal flood protection for the Protected Area. During a design coastal storm event, the Protected Area would experience significant flood risks and potential impacts to human health

and safety as well as damage to property and assets within Battery Park City and the surrounding areas. Over time, absent the Proposed Project, flooding risk within the Protected Area would worsen.

3.4.6.2 400-Foot Study Area

As described in Chapter 3.1, "Land Use, Zoning, and Public Policy," one drainage project, one coastal resiliency project, and three development projects are expected to be completed within the Study Area by the project analysis year.

An independent project within Battery Park City that will move forward under the direction of BPCA is comprised of targeted drainage improvements in Rockefeller Park with the objective of repairing and improving the existing drainage system. The project includes the repair and replacement of inlets coupled with the replacement of broken pipes, where needed. These improvements, which include raising seven currently buried/covered inlet structures, restoring full drainage function at four inlets, and cleaning out twenty inlets, would have very limited and targeted areas of disturbance and are expected to be completed in 2025.

At the southern end of Battery Park City, the South Battery Park City Resiliency Project is reconstructing several southern sections of the Battery Park City Esplanade, including Robert F. Wagner, Jr. Park, within the Study Area. The Proposed Project, which underwent an independent environmental review pursuant to SEQRA, will construct an integrated coastal flood risk management system that will include raising portions of these parks and installing flip-up deployable floodgates, glass-topped floodwalls, buried floodwalls beneath terraced slopes, exposed floodwalls, and bermed floodwalls. Although the South Battery Park City Resiliency Project will alter the existing design of Robert F. Wagner, Jr. Park, the redesigned and resilient park will continue to provide landscaped open space and panoramic views of New York Harbor. However, the elevated park will obstruct some views of the Hudson River waterfront and the Statue of Liberty from the adjacent section of Battery Place.

In the northern portion of the Study Area, a project at 18 Harrison Street (between Greenwich and Hudson Streets) is under construction that will add two residential units and approximately 1,147 square feet of retail space to the existing four-story loft building.

3.4.7 Proposed Action Conditions

3.4.7.1 Urban Design

Illustrative visual simulations of the Proposed Project are shown on **Figure 3.4-57,** the key map for these simulations, and on **Figures 3.4-58 through 3.4-82**. See Chapter 1.0, "Project Description," for the preliminary plans and renderings of this alternative.

~~All~~ P~~p~~roposed floodwalls would be integral colored concrete[5] that would complement the masonry facades of existing buildings in the study area. Additionally, they would be textured with a horizontal wave

[5] Integral colored concrete refers to concrete in which finely ground iron oxide pigments, called integral colors, have been mixed into the concrete before it is poured or pre-cast.

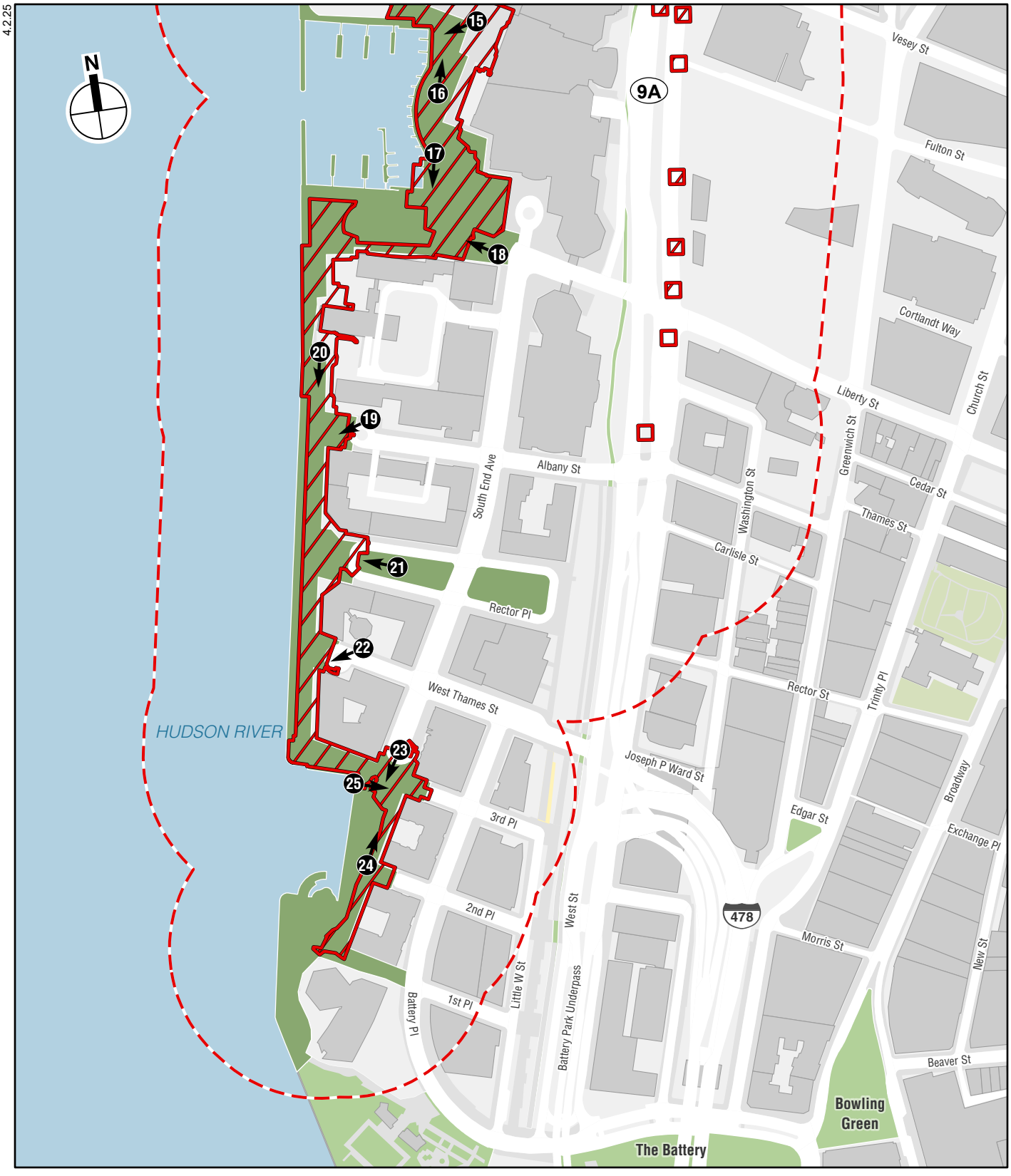


This figure has been updated for the FEIS.

Urban Design and Visual Resources
Study area and View Locations (Proposed Conditions)

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3.4-57a



This figure has been updated for the FEIS.

Urban Design and Visual Resources
Study area and View Locations (Proposed Conditions)

NORTH/WEST BATTERY PARK CITY RESILIENCY

Figure 3.4-57b



No Action Condition

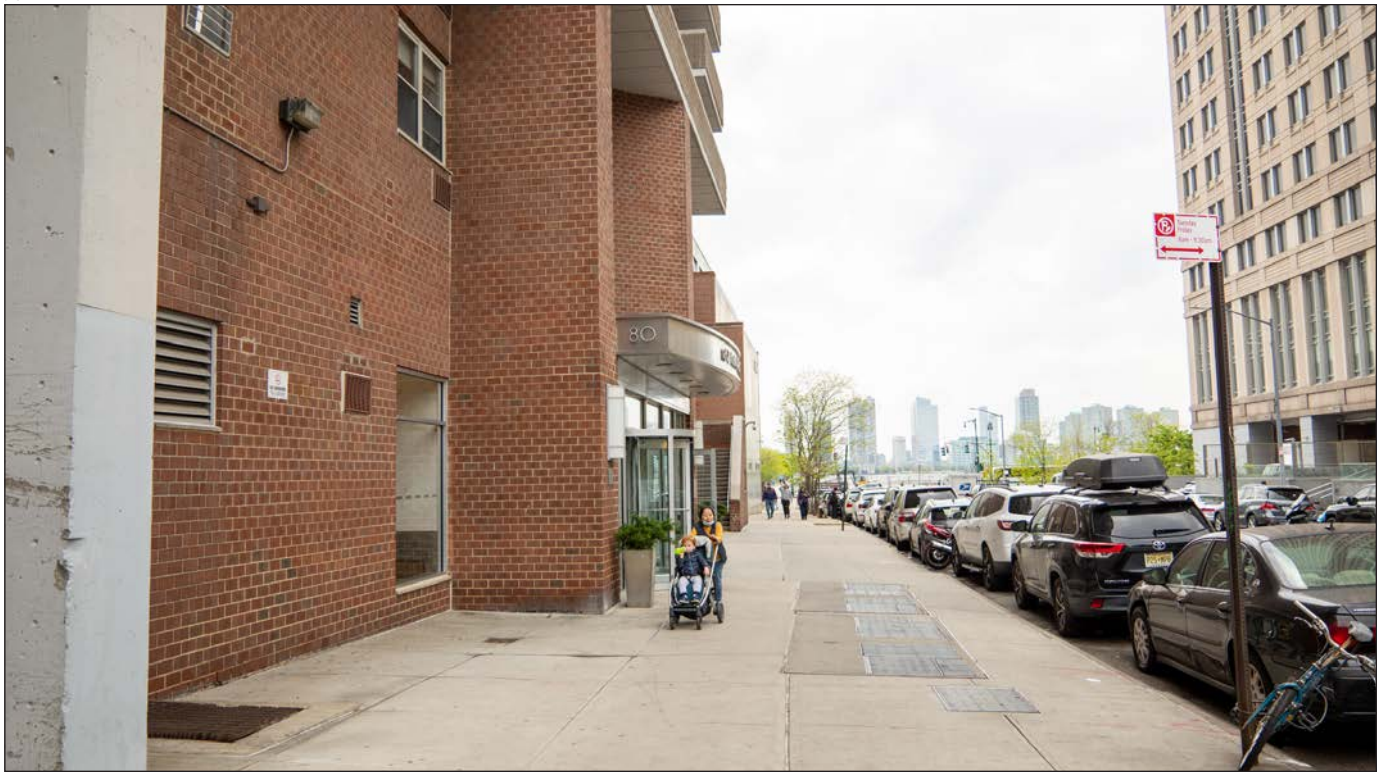


This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 1 (Reach 1A-1), View Southwest at Greenwich and North Moore Streets

Figure 3.4-58



No Action Condition



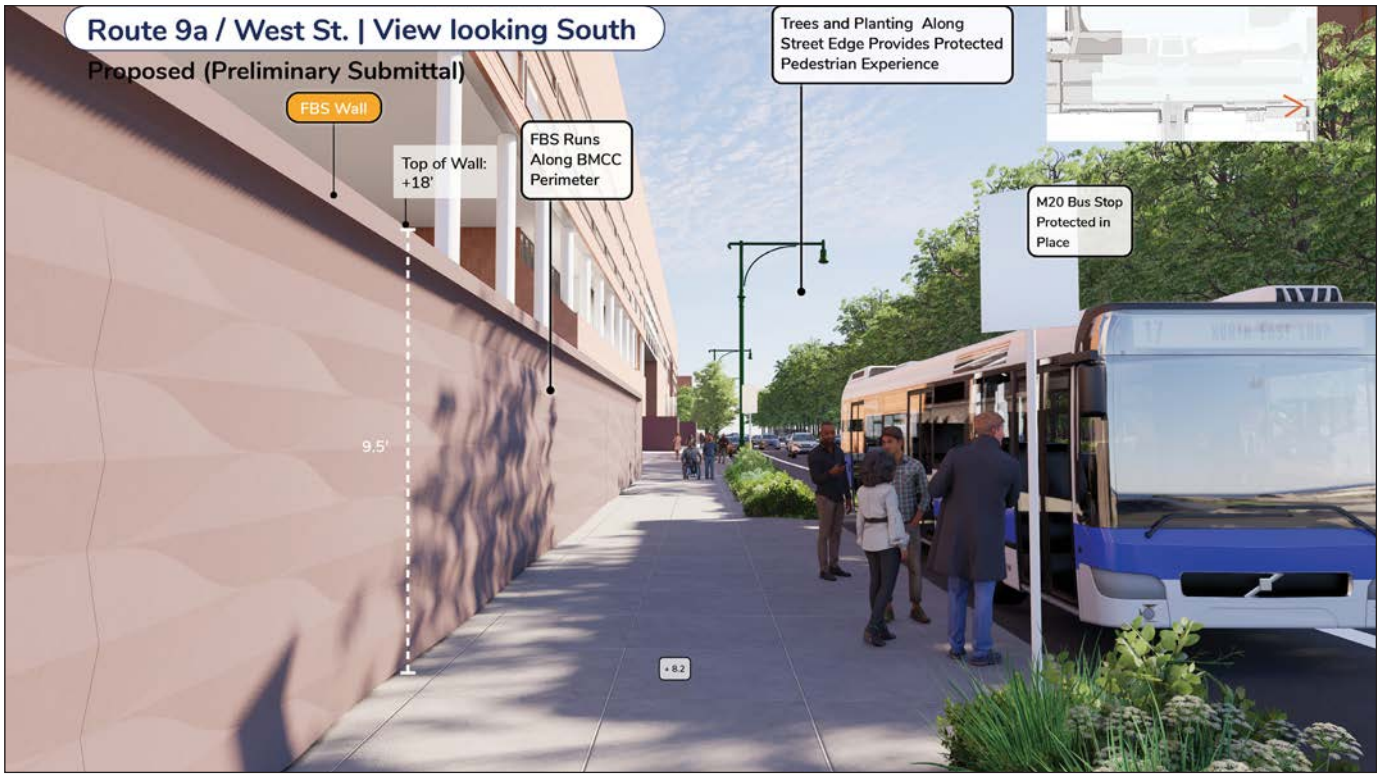
This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 2 (Reach 1A-2), View West on North Moore Street



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 3 (Reach 1A-3), View South on Route 9A/West Street



No Action Condition



Proposed Project

Illustrative Rendering
View 4 (Reach 1A-4), View West on Harrison Street

Figure 3.4-61



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 5a (Reach 1A-5), View North from Greenway Trail to Hudson River Park



No Action Condition



This figure is new to the FEIS.

Proposed Project

Illustrative Rendering
View 5b (State Route 9A/West Street), View Northwest on State Route 9A/West Street Between Harrison and Chambers Streets



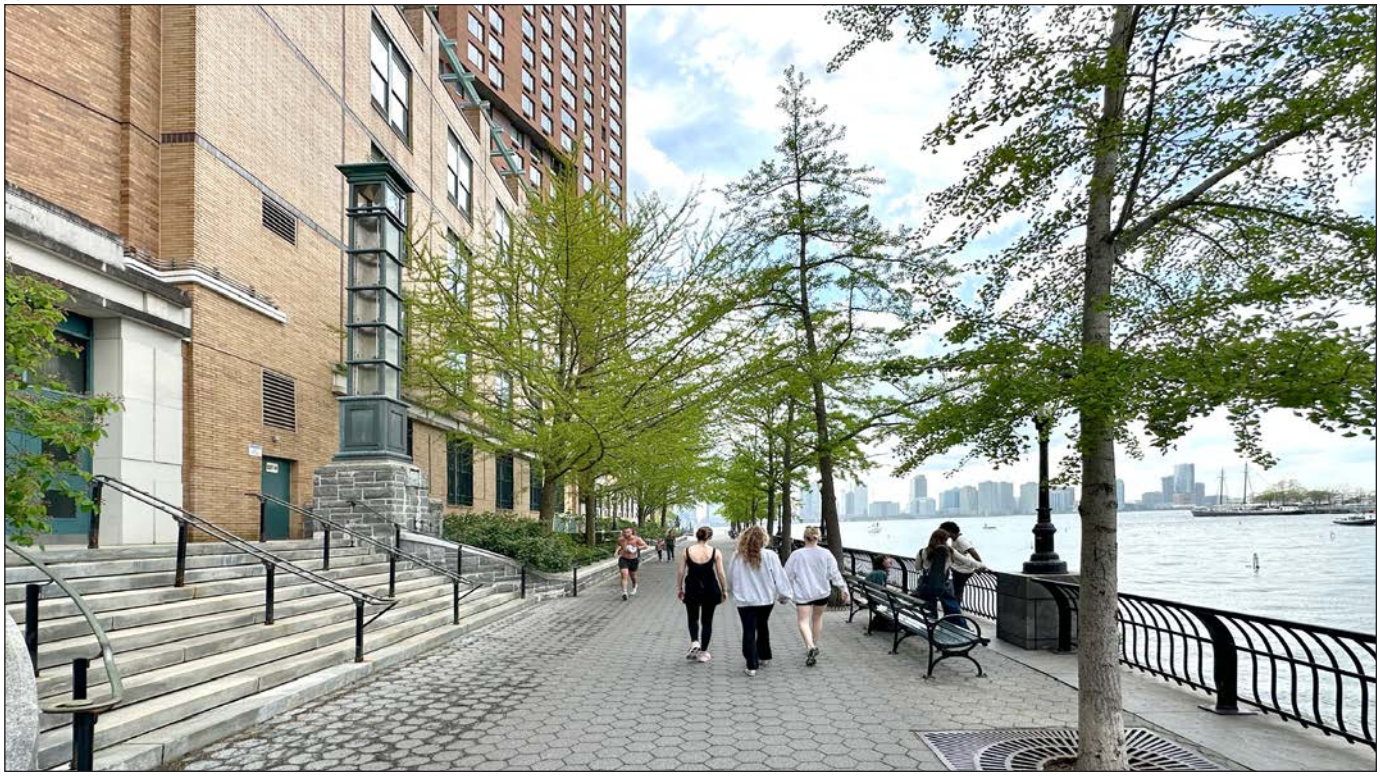
No Action Condition



Proposed Project

Illustrative Rendering
View 6 (Reach 1A-6), View Southwest from Hudson River Park

Figure 3.4-63



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 7 (Reach 2-1), View West on Battery Park City North Esplanade



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 8 (Reach 3-1), View Northwest on Warren Street



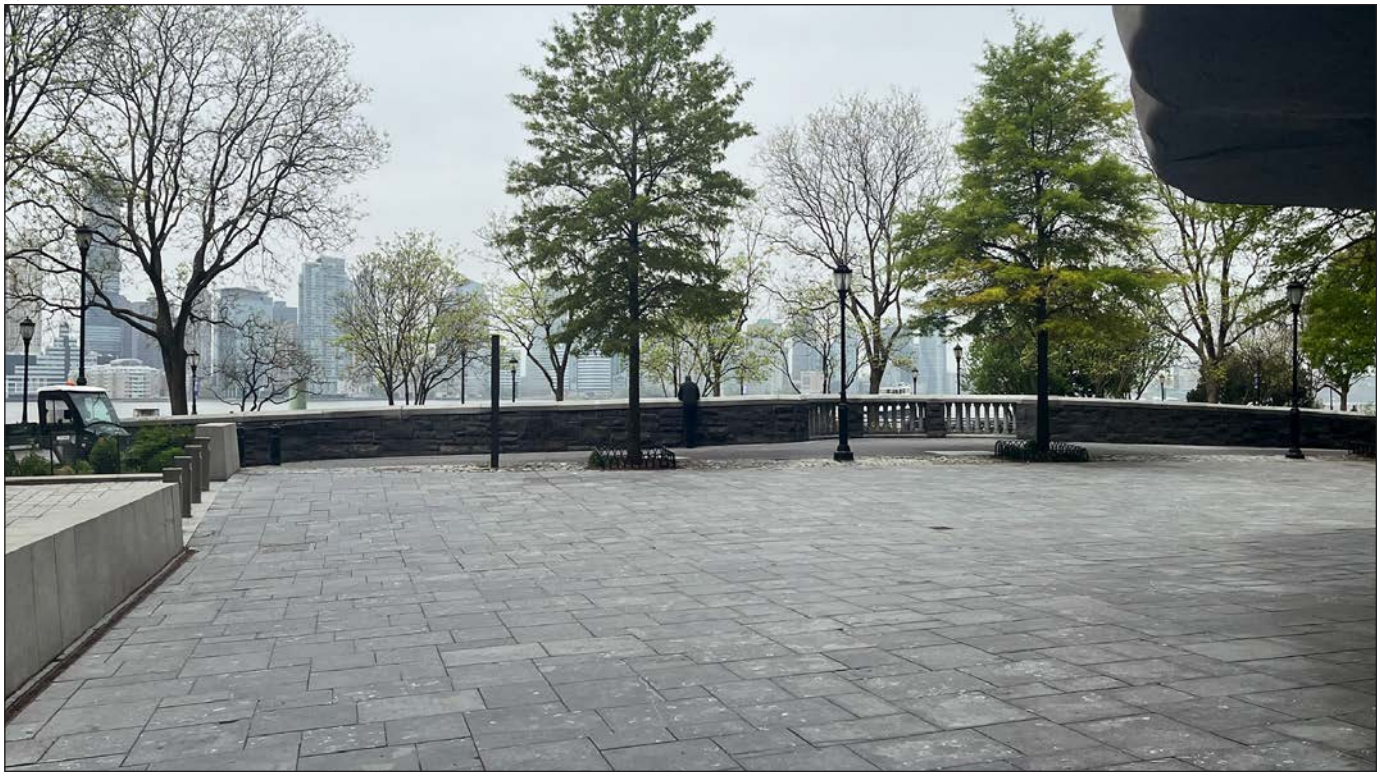
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This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 9 (Reach 3-2), View Northwest from Teardrop Park



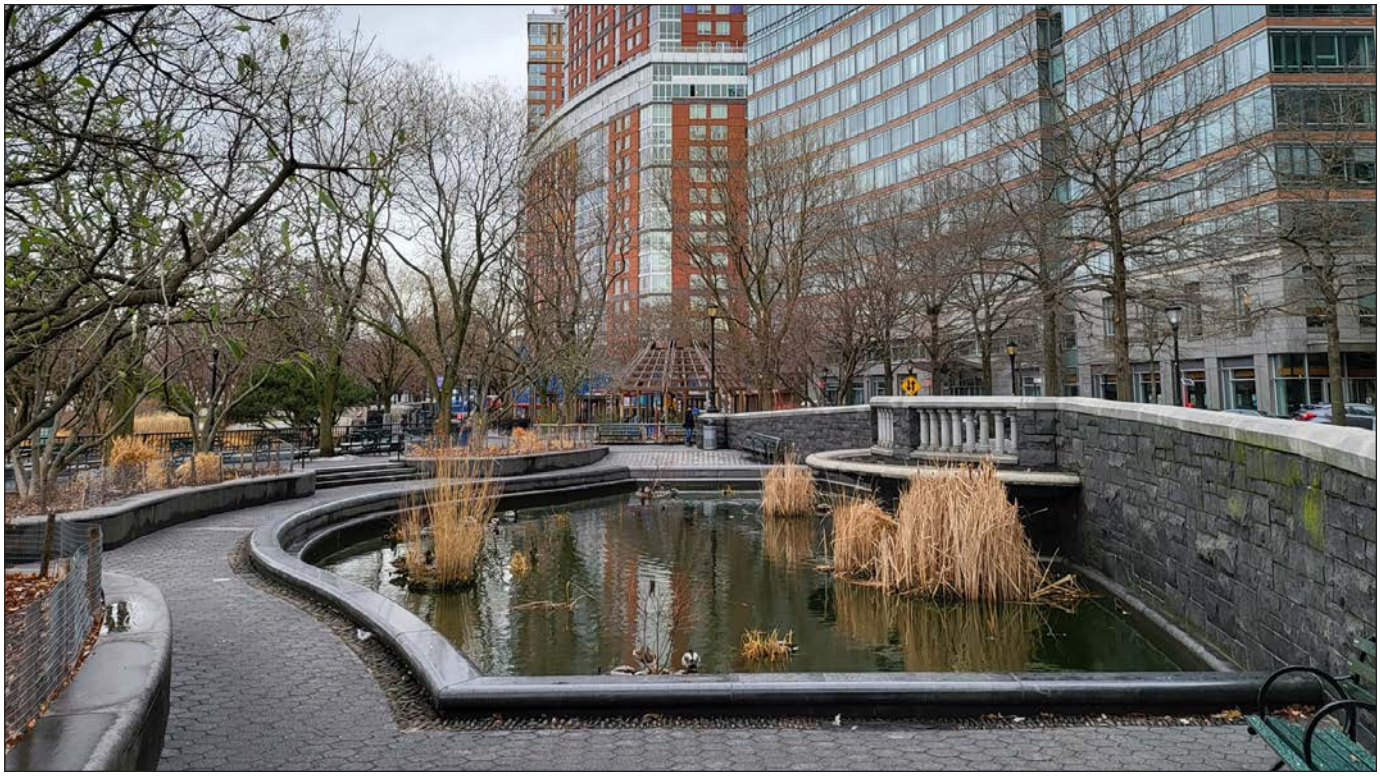
No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 10 (Reach 4-1), View Northwest on Vesey Street



No Action Condition



Proposed Project

Illustrative Rendering
View 11a (Reach 4-2), View North at Rockefeller Park Lily Pond



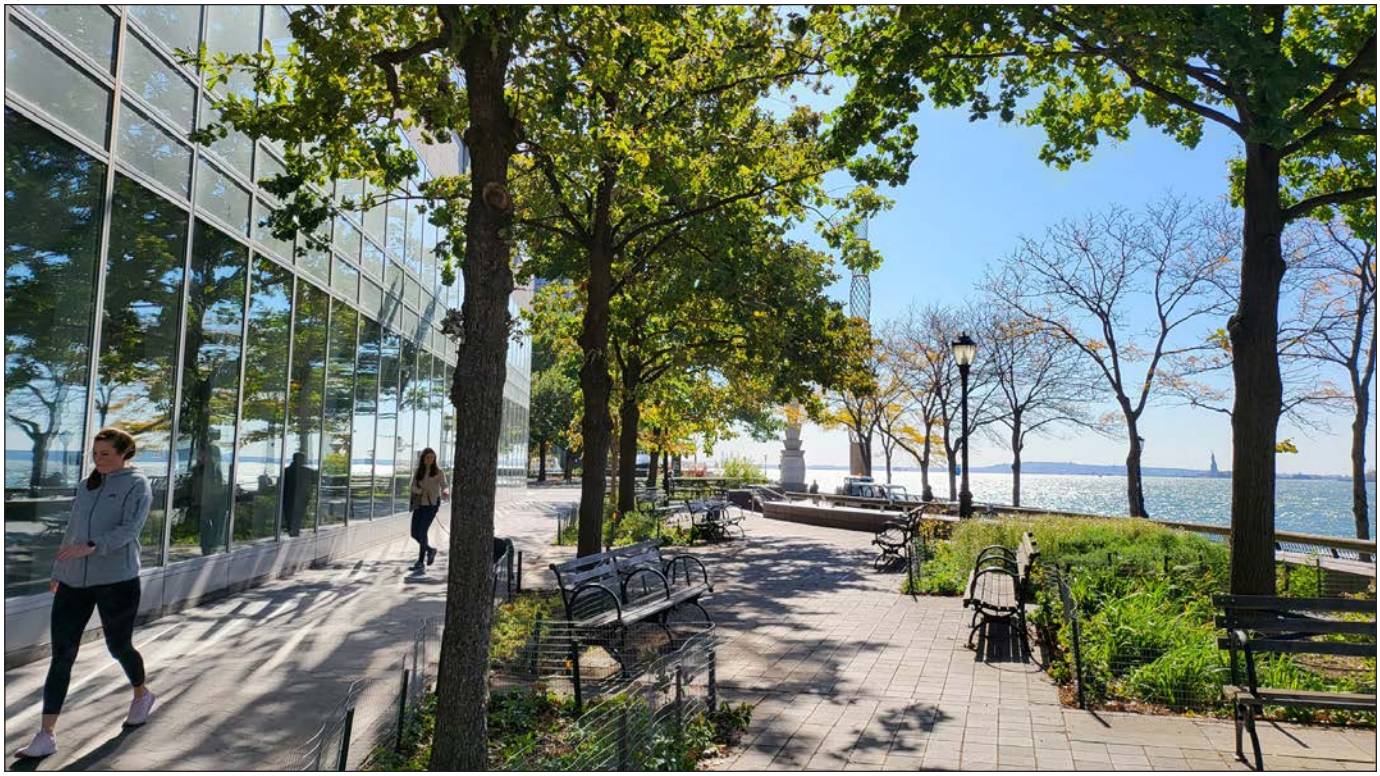
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Proposed Project

Illustrative Rendering
View 11b (Reach 4-3), View North at Rockefeller Park Lily Pond



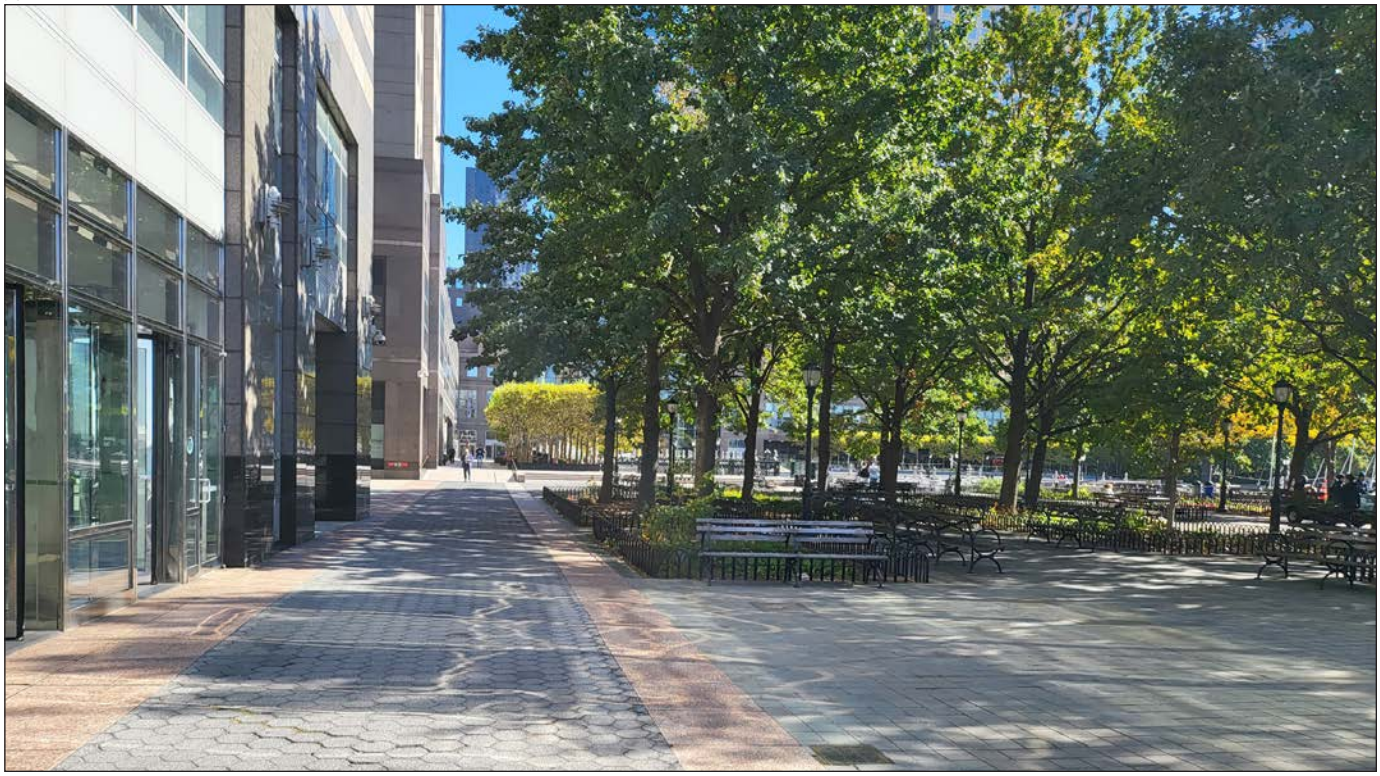
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Proposed Project

Illustrative Rendering
View 12 (Reach 4-4), View South on
Battery Park City Esplanade to Belvedere Plaza



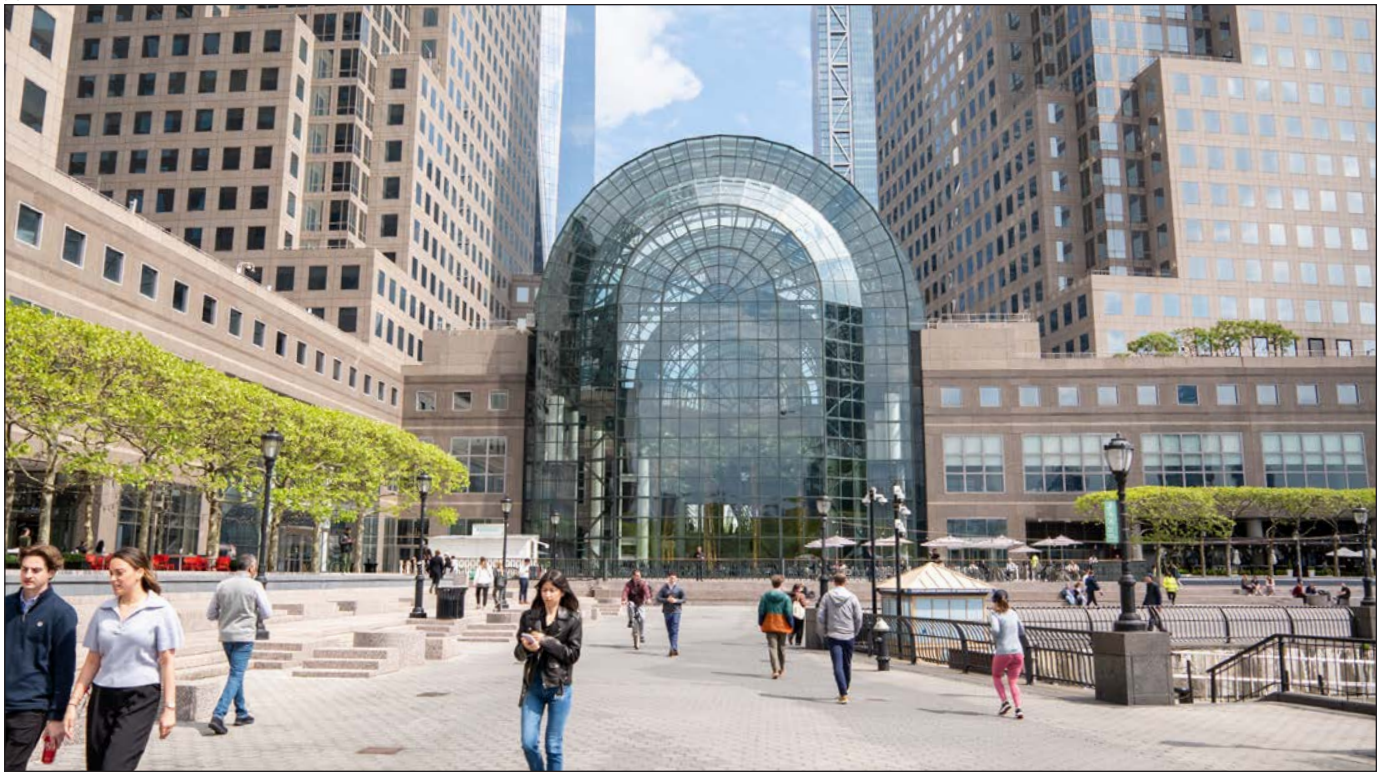
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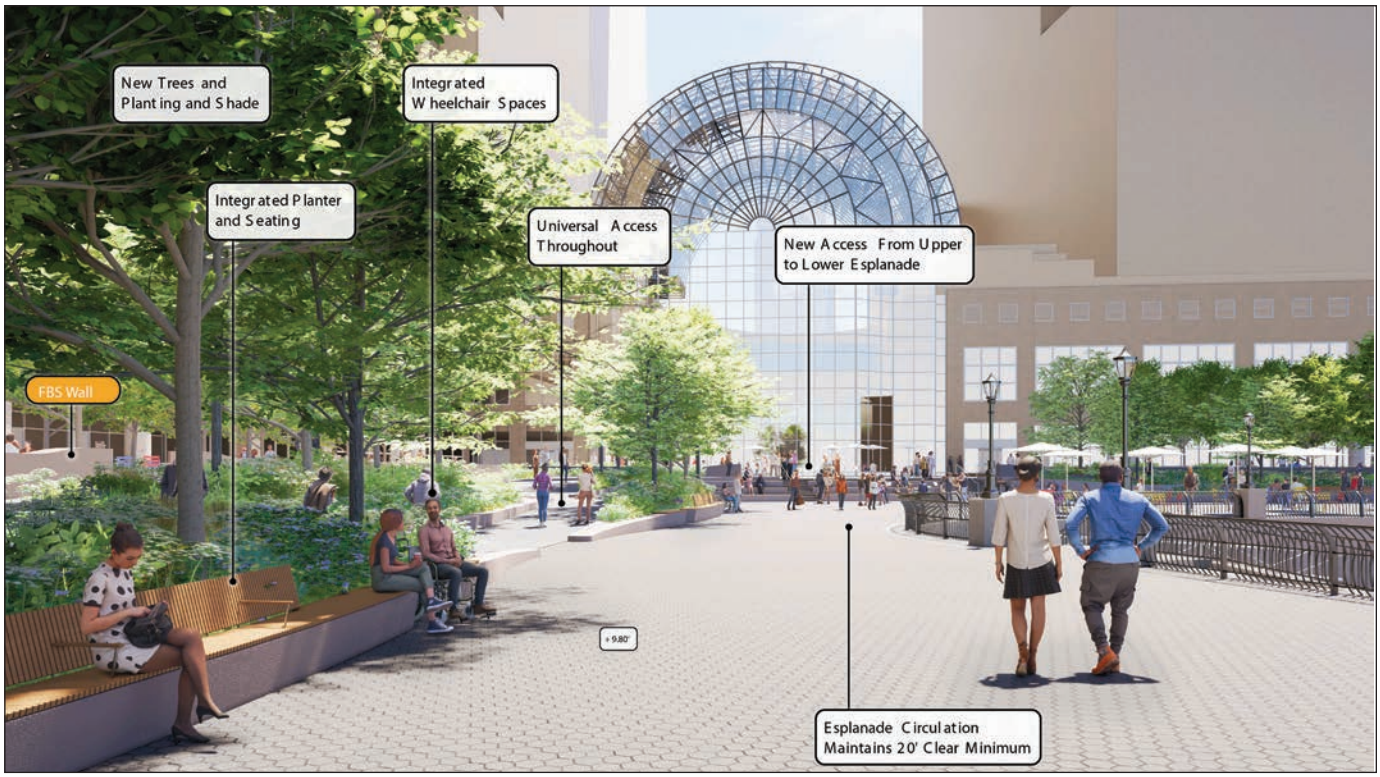
This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 13 (Reach 5-1), View Southeast to North Cove from Belvedere Plaza



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 14 (Reach 5-2), View Southeast in North Cove



No Action Condition



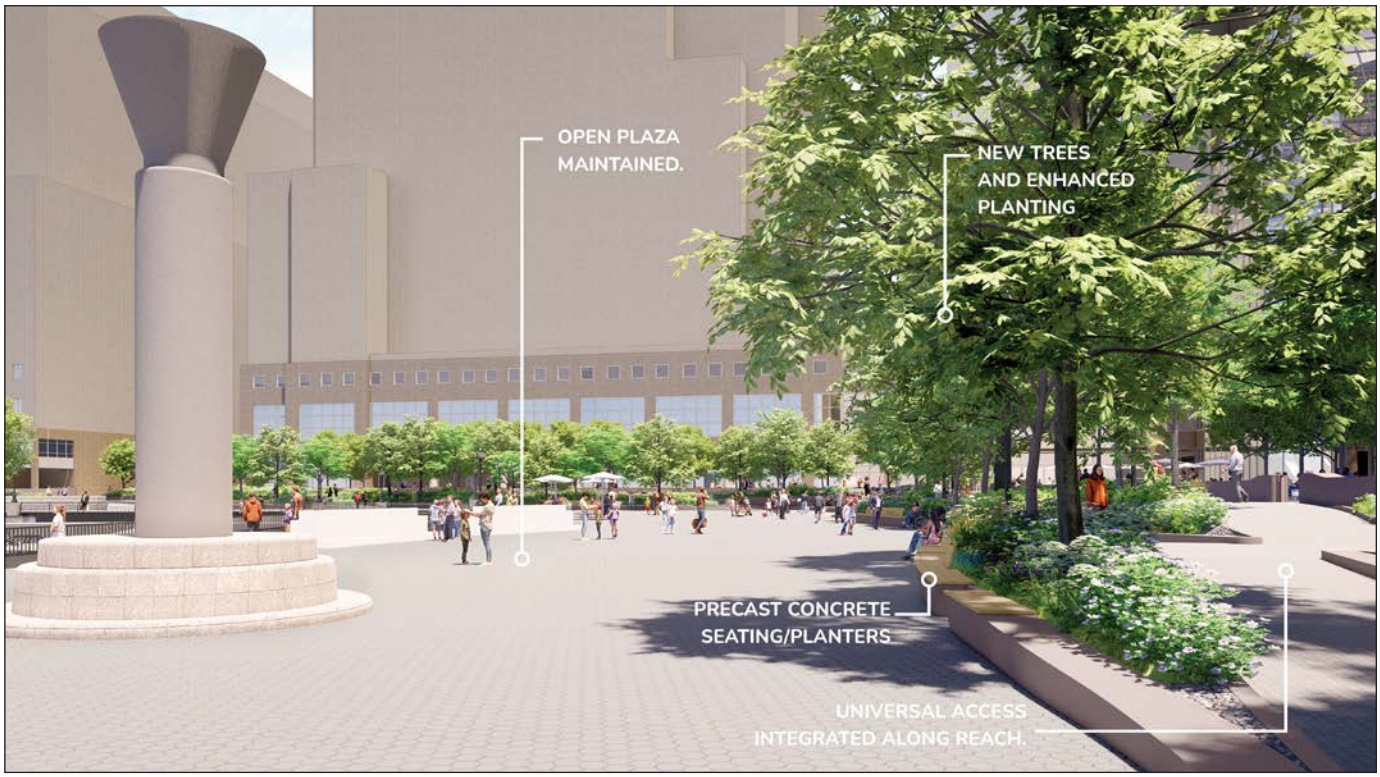
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Proposed Project

Illustrative Rendering
View 15 (Reach 5-3), View Southwest in North Cove



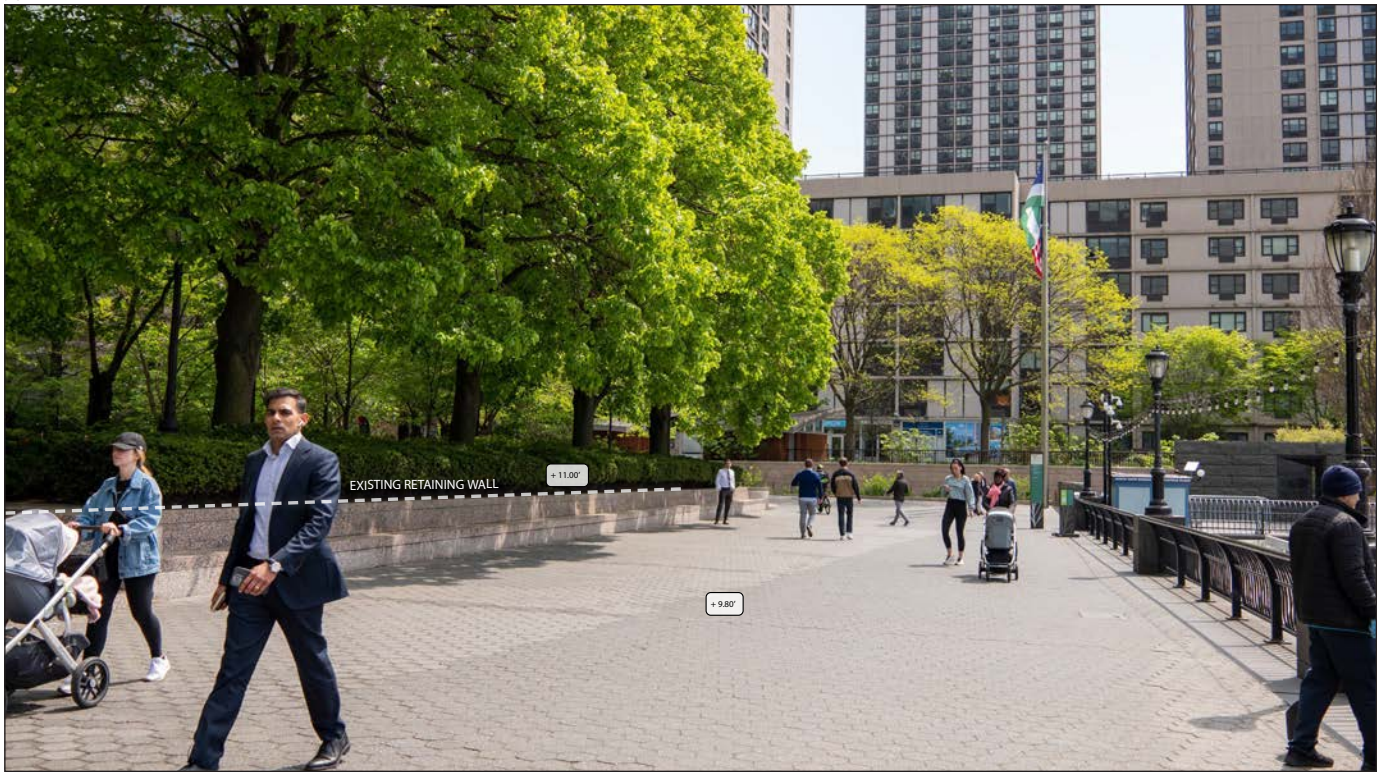
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This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 16 (Reach 5-4), View North in North Cove



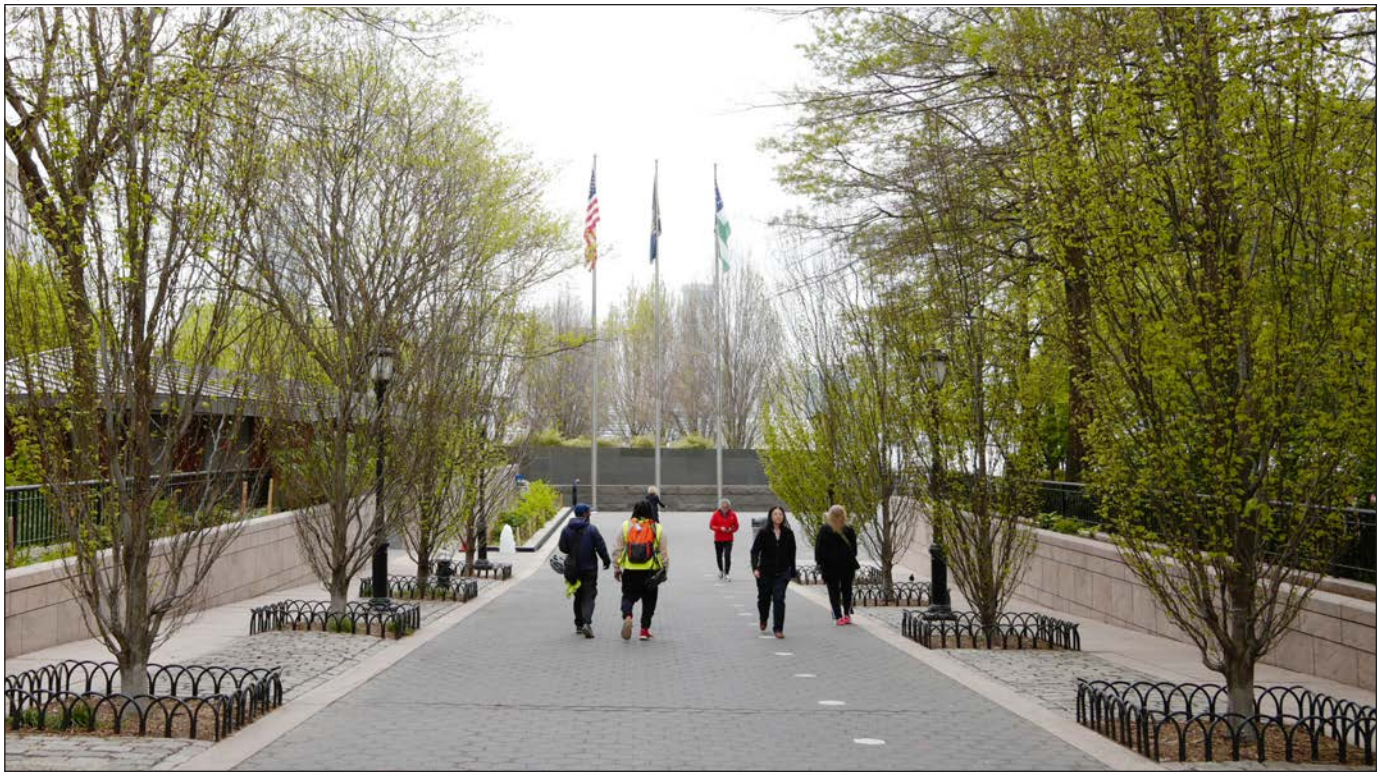
No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 17 (Reach 5-5), View South in North Cove by Pumphouse Park



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 18 (Reach 5-6), View Northwest on Liberty Street



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 19 (Reach 6-1), View West on Albany Street



No Action Condition



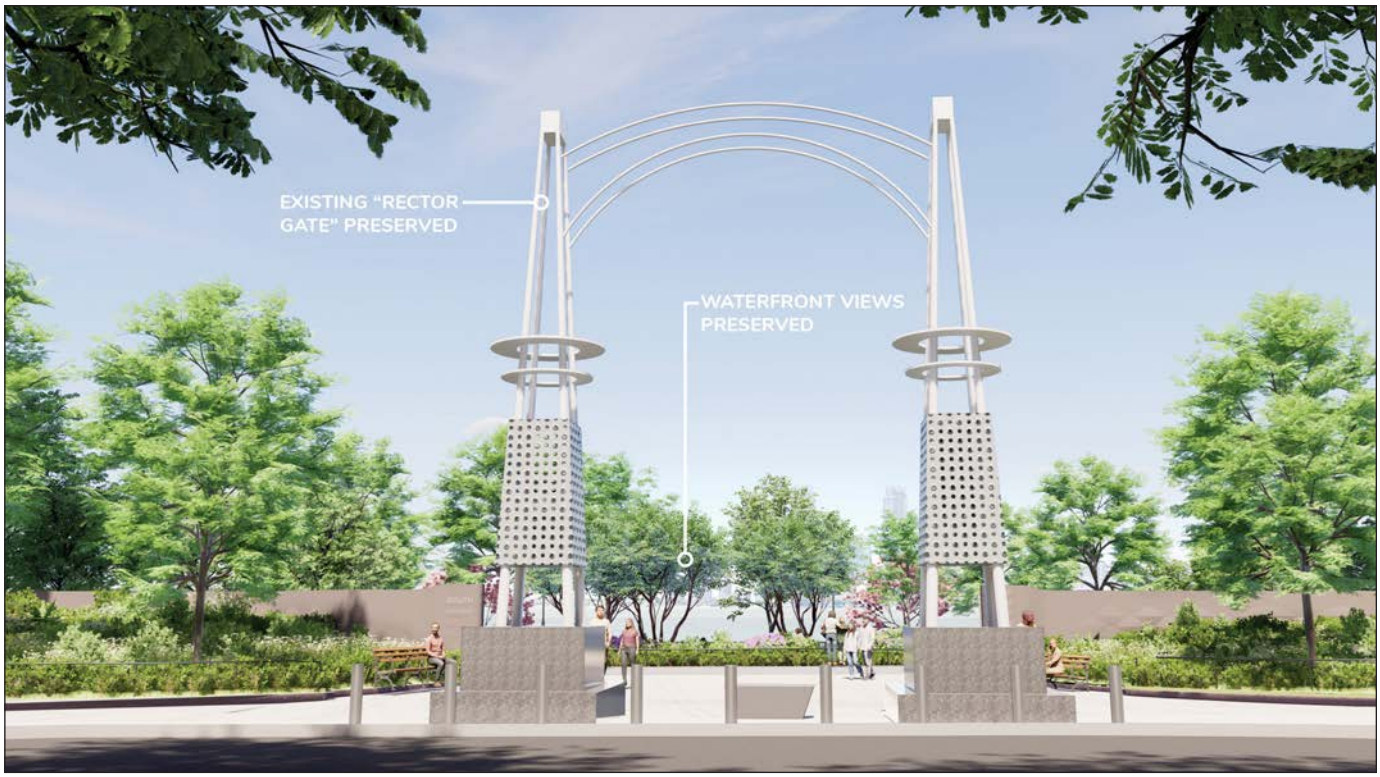
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Proposed Project

Illustrative Rendering
View 20 (Reach 6-2), View South on
Battery Park City Esplanade toward Albany Street



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 21 (Reach 6-3), View West from Rector Park



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 22 (Reach 6-4), View Northwest on West Thames Street



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 23 (Reach 7-1), View South on South End Avenue at 3rd Place



No Action Condition



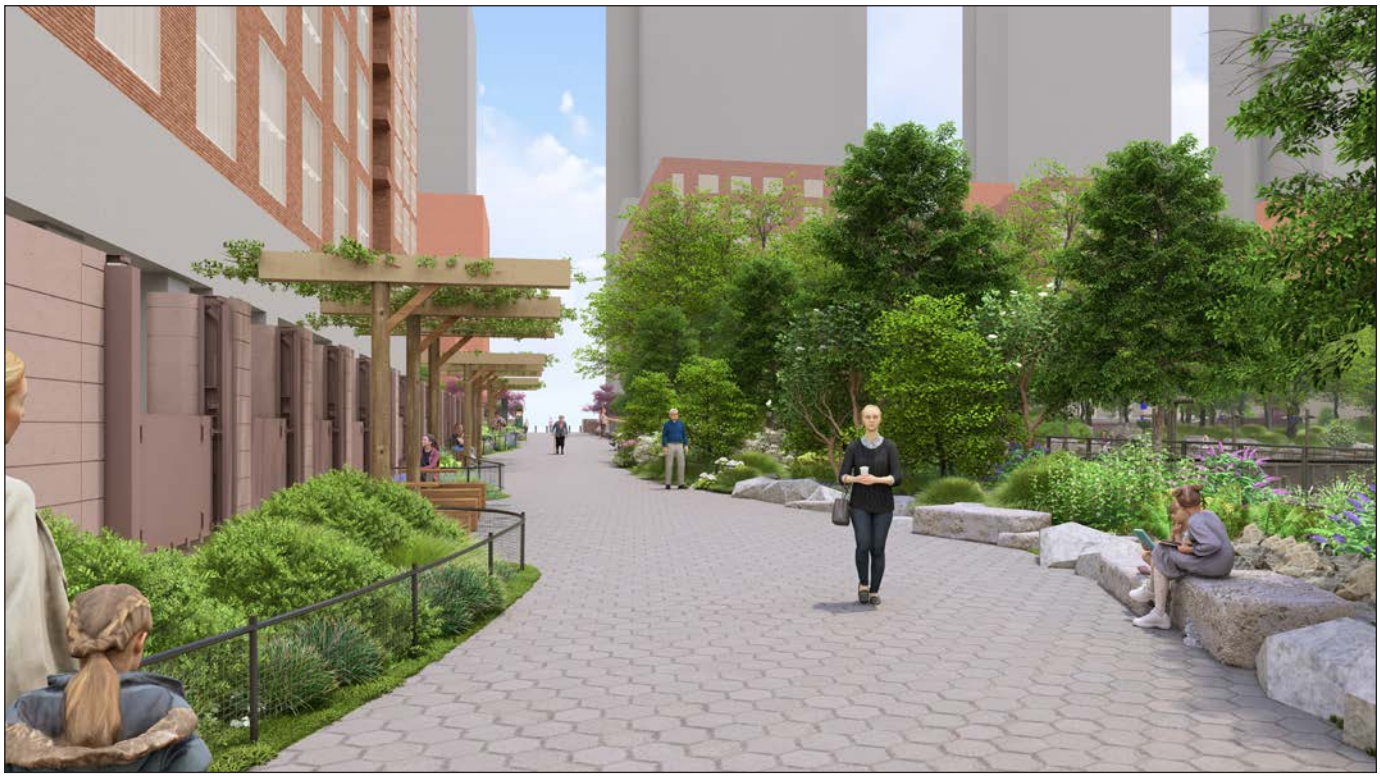
This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 24 (Reach 7-2), View North in South Cove at 2nd Place



No Action Condition



This figure has been updated for the FEIS.

Proposed Project

Illustrative Rendering
View 25 (Reach 7-3), View East from North Side of South Cove

pattern, created by fabrication with large-scale custom formwork. The proposed deployable gates would be fabricated of metal, and the horizontal surfaces of the swing gates would provide potential opportunities for public art ~~murals~~installations. Materials for proposed seating, paving, decks, benches, planting edges, and other walls would be stone (including salvaged materials), concrete, and wood in keeping with the existing use of materials within the Project Area. Permeable paving would also be used in multiple locations throughout the Project Area. New planting would include primarily native or adapted flowering trees and sculptural shrubs, shade-tolerant grasses and perennials, salt-tolerant coastal plants, and urban-tolerant street trees. Although the Proposed Project would minimize tree removals to the extent possible, an estimated ~~420~~ 435 trees are proposed to be removed, of which 17 are potential candidates for transplant, and an estimated ~~390~~450 new trees are proposed to be planted. As noted above, NYSDOT has established a consistent urban design aesthetic within the State Route 9A/West Street right-of-way. To the degree that the Proposed Project would affect features within the right-of-way (bollards, decorative pavement, stone walls, and street trees), NYSDOT would be coordinated with to ensure impacted sections would be restored in a manner that is the same or similar to what currently exists.

Project Area

State Route 9A/ Tribeca (Reach 1)

In Reach 1, the flood barrier system concept would consist of a combination of passive and deployable structures and would "tie-back" to higher ground at North Moore Street. From the Battery Park City Esplanade, the alignment would run across the Hudson River Greenway and State Route 9A/West Street, run north adjacent to the Borough of Manhattan Community College, crossing Harrison Street, and then run east along the south side of North Moore Street adjacent to the Borough of Manhattan Community College and Independence Plaza. In Reach 1, the Proposed Project also includes planting along the curb where space allows. Where the Proposed Project would affect the Hudson River Greenway, it would maintain, at minimum, the same level of security against vehicle intrusions as established by NYSDOT in the 2019 corridor-long security enhancement project.

A system of floodwalls and deployable systems would be constructed at the southern end of Reach 1 that would connect to the flood barrier system constructed in Reach 2 with a deployable system. Floodwalls and deployable systems would be constructed across the Hudson River Greenway just south of the southern end of Hudson River Park. On the west side of State Route 9A/West Street, ~~T~~the there would be approximately 8-foot-tall floodwall sections on each side of the Hudson River Greenway and an approximately 8-foot-tall support for swing gates in the center of the Greenway~~would be approximately 8 feet tall~~. A deployable system would then cross State Route 9A/West Street. This deployable system would consist of swing gates located in the median of State Route 9A/West Street. On the east side of State Route 9A/West Street, a 9.5-foot-tall floodwall would run north to Harrison Street along the Borough of Manhattan Community College's west frontage. This floodwall would have sections connected by deployable systems (stop logs) to maintain building access. In addition, this section of floodwall would incorporate planters and concrete seating. There would be a deployable system of flip-up gates across Harrison Street ~~with a floodwall section constructed in the middle of the street~~. A 9.5-foot-tall floodwall would then continue north along the façade of the Borough of Manhattan Community College to North

Moore Street, where it would turn east. Due to the topographical change in grade between State Route 9A/West Street and Greenwich Street, the height of the floodwall above the sidewalk would vary from 9.6 feet at its western point to 2.5 feet at its eastern end. The DEIS considered an alignment of the flood barrier system along the south sidewalk of North Moore Street that generally followed the property lines, but as part of the design advancement since the DEIS, the design for the North Moore Street corridor was refined for the purposes of accommodating the flood barrier system and enhancing pedestrian functions and circulation. Under the revised design, the sidewalk would be widened by approximately 9 feet, which, in turn, would reduce the road area. With this configuration, the proposed flood barrier system would be offset from the property line for the eastern portion of the block. Deployable systems would be used to maintain access to BMCC and its ~~building~~ parking lot~~access~~. ~~In front of Independence Plaza, the floodwall would be separated from the building facade by raised planters,~~ Plantings would be located along the south curbline at the street edge. ~~and~~ At the corner of North Moore Street with Greenwich Street a terrace would be provided adjacent to Independence Plaza~~integrated into the flood barrier system~~.

Overall, t~~T~~he floodwalls and deployable systems would not have significant adverse urban design impacts to Reach 1 or the surrounding portion of the Study Area. While the floodwalls would be new features to the public realm, ~~but~~ for the most part they would not create walled off spaces or other dead-end areas. The 8-foot-tall floodwalls on the west side of State Route 9A/West Street would have small footprints on the east and wide sides of the Greenway with a rectangular support in the median. The widened sidewalk design along the south side of North Moore Street between Greenwich Street and State Route 9A/West Street would not result in significant adverse impacts to urban design or visual resources. The 6~~8~~- to 9.5-foot-tall floodwalls adjacent to the Borough of Manhattan Community College would be located adjacent to a parking lot enclosed by a tall fence and largely featureless building façades, and they would not be located in front of building entrances. The floodwall south of Harrison Street would incorporate planters and seating.

With the widened sidewalk design on North Moore Street, for the area in front of Independence Plaza, pedestrians would walk between the building façade and the floodwall.~~The floodwalls along Independence Plaza~~ While this would ~~be lower at 2 to 4 feet tall, would not be located in front of building entrances, and would provide greenery in raised planters between the floodwalls and building façade~~have an adverse effect on the pedestrian experience~~-~~, it would not be significant, as the floodwall would ~~be in~~ consist of three separate segments, the middle and eastern segments would only be 3 feet tall, and the floodwalls along the north side of the sidewalk would only run for half a block from Greenwich Street to the Borough of Manhattan Community College. Therefore, the floodwalls in Reach 1 would not have significant adverse impacts on the pedestrian experience.

Battery Park City Esplanade and Parks

North Esplanade (Reach 2)

In Reach 2, the Battery Park City Esplanade would be rebuilt at an elevation that varies from +12.00~~25~~ feet at the eastern end, +15.00 feet toward the middle, and +10.0 feet at the western end, and it would be extended 6 feet northward. The northward expansion would improve pedestrian circulation and emergency vehicular access by creating a widened shared pathway, with additional room for landscape

improvements. The shared pathway would have a 20-foot-wide cleared path and a curvilinear alignment. There would also be a lower section with a planting/seating edge and a 7-foot-wide expanded waterfront. A planting bed with variable width would be between the shared pathway and lower seating area and expanded waterfront edge. A floodwall with deployable barriers would be located along the inland edge of the Esplanade adjacent to the façades of Stuyvesant High School and the Tribeca Point Apartments, and the existing stairs to the high school entrances would be removed. This floodwall would vary in height from ~~2~~ 1.5feet to ~~45~~.5 feet. Raised planting beds would be between the shared pathway and inland floodwalls. At its eastern end, the Esplanade would have a widened, more seamless connection to Hudson River Park. Where the Esplanade connects to Rockefeller Park, the existing plaza area would be reconstructed with raised planting beds ~~with~~ and stepped seating ~~edges and seating adjacent to the waterfront railing~~. While having a completely new design, the Battery Park City Esplanade in Reach 2 would respect and complement the design of the existing Esplanade through site programming, use of materials, and planting, and it would maintain the character of a public waterfront esplanade with an improved shared pathway, ~~improved landscaping~~enhanced planting areas, and more locations for passive recreation and waterfront views. Therefore, the Proposed Project would not have significant adverse impacts on the pedestrian experience or on the urban design of Reach 2 or the surrounding portion of the 400-foot-Study Area.

North Neighborhood/Rockefeller Park (Reach 3)

In Rockefeller Park, the proposed flood barrier system would consist of a passive structure aligned furthest from the waterfront. Between Warren Street and the Irish Hunger Memorial, the floodwall would be ~~close to~~along River Terrace and located on the waterfront side of the location of the existing stone wall (which would be partially removed) along the park's eastern edge. The floodwall would vary in height, ranging from 1.3~~5~~ foot tall near the Pavilion ~~by Demetri Porphyrios~~ to 4.75 feet tall near the playground and to 3.5 feet tall near the Irish Hunger Memorial P~~p~~laza, and a planting bed would be located on the inland side. There would be an opening in the flood wall between Warren and Murray Streets to maintain an entrance to the basketball courts from River Terrace. The deployable system at this entrance would be stop logs. The basketball courts would be reconfigured in their existing location, and they would have a new seating area ~~with a wall~~ along their east side. Swing gates would be installed across the park entrance at Murray Street. South of Murray Street, the floodwall would run along the eastern edge of the playground, ~~which would be refurbished and reinstalled~~where new and refurbished equipment would be installed. The top portion of the existing stone wall along most of the park's eastern edge would be removed, with the lower portion buried in a planting bed on the inland side of the floodwall. Adjacent to the park house, a new floodwall would replace the existing stone wall. The existing stone wall between Warren and Chambers Streets would remain, as the proposed flood barrier would tie into high ground ~~at Warren Street~~ near the Pavilion ~~by Demetri Porphyrios~~. Under the Proposed Project, the large recreational lawn, the linear lawn, the waterfront Esplanade, the terrace containing the sculptural group The Real World, the Pavilion ~~by Demetri Porphyrios~~, and the Hurricane Maria Memorial would remain unaffected.

The Proposed Project would not adversely affect the overall urban design and visual character of Rockefeller Park, as it would only remove some sections of the existing wall, reconfigure the basketball courts in their existing location with new seating, and expand the footprint of the playground, ~~and~~

refurbish some of the existing play equipment, and install new play equipment. Overall, Rockefeller Park would maintain its character of a waterfront park with lawns, basketballs courts, a playground, waterfront esplanade, planted areas, and public art. Therefore, the Proposed Project would not result in a significant adverse impact on the pedestrian experience or on the urban design of Reach 3 or the surrounding portion of the Study Area.

Ferry Terminal (Reach 4)

In Reach 4, the Proposed Project would not affect the Lily Pond, but it would construct a roller gate across the entrance into Rockefeller Park at the Lily Pond from the Irish Hunger Memorial Plaza. This roller gate would connect to the floodwall constructed along the eastern edge of the playground and a floodwall ranging in height from 3.5 feet to 4.5 feet that would run south from the entrance. At the southern end of Reach 4, the Proposed Project would reconstruct the existing platform on the west side of the building at 300 Vesey Street with an expanded planting area, an immersive landscape with seating areas, and a secondary path with a meandering alignment, and it would provide universal accessibility across the platform. In addition, the curved granite walls in front of the building at 300 feet Vesey Street would be removed, the Esplanade in front of 300 Vesey Street would be raised 3 feet to an elevation of 12.5 feet, and a 4-foot-tall above-ground floodwall would be located between the waterfront Esplanade and the building at 300 Vesey Street.

The Proposed Project would not adversely affect the overall urban design and visual character of Reach 4. The Lily Pond would be unaffected, and, while having a new design, the Esplanade area to the west of the building at 300 Vesey Street would maintain the character of a public waterfront esplanade with a shared path, planting, and areas for passive recreation and waterfront views. Therefore, the Proposed Project would not result in a significant adverse impact on the pedestrian experience or on the urban design of Reach 4 or the surrounding portion of the Study Area.

Brookfield Place (Reach 5)

The Proposed Project would reconstruct the inland area of Reach 5 with similar levels and new design features, and flood protection would be provided by a passive structure integrated into terraced planting, located inland from the waterfront. At the northwest corner of North Cove, the northern edge of Belvedere Plaza next to 300 Vesey Street would be rebuilt with a tiered planting bed between circulation paths. This planting bed would contain a 4-foot-tall floodwall, and it would provide seating. The Proposed Project would not affect the semicircular redoubt or the Belvedere Pylons sculptural group, although it would reconstruct the steps between the Belvedere Pylons to include plantings and seating. The curved, west edge of the waterfront plaza would be reconstructed, and the metal balustrade with the poetry fragments and the granite benches would be removed and replaced after construction, while the beacon would remain. In addition, some of the existing cylindrical granite tables and stair seats would be salvaged for reuse in Reach 6. The large, central portion of the plaza would be reduced in size, and the reflecting pools, waterfalls, and granite terraces along the north and east edges of the plaza would be removed and replaced with multi-level terraced areas with precast, colored concrete planters, integrated ~~landscaping~~planted areas, floodwalls, and stone unit paving. Like the reconstructed curved edge of the plaza, the terraces at the north and east edges of the plaza would provide locations for passive recreation

and small-scale programming. At the northeast corner of the plaza, ramps and stairs would provide connections with Brookfield Place. The portion of the plaza in front of the Winter Garden would be reconstructed, and elevated approximately 4 feet above the waterfront plaza, it would step down to the waterfront plaza with terraced seating. The two connected terraces would be mostly unaffected. A 2.5-foot-tall floodwall with a deployable gate would be located between the ~~Winter Garden plaza~~Winter Garden Plaza and ~~the w~~Waterfront P~~p~~laza. At the southeast corner of the plaza, Pumphouse Park would be widened along its western edge, which would be reconstructed with ~~a 3.5- to 5-foot-tall, terraced flood protection system~~ planting beds with integrated seating, a curved path, and a 4.9-foot-tall floodwall. The reconstructed portion of Pumphouse Park would use the same materials and finishes from the north portion of Reach 5. The curved granite stairs that connect Pumphouse Park to the ~~North Cove plaza~~Waterfront Plaza would be replaced with new ramps and deployable systems, and the widened portion of Pumphouse Park would be ~~landscaped~~ planted with new trees, shrubs, and grasses ~~and other plantings~~. The western edge of the lawn would be raised with an integrated seating edge. The majority of Pumphouse Park would remain undisturbed. Deployable gates would be located across the Liberty Street entrance to North Cove, and a 5.7-foot-tall floodwall would run along the southern edge of Kowsky Plaza to the Battery Park City Esplanade. The southern edge of Esplanade Plaza would be reconstructed with raised planting areas with integrated seating, but the main portion of the plaza would remain unaffected. Although North Cove would largely be reconstructed, the new design would reference the design of the existing open space with multiple terraced areas and plazas that provide locations for passive recreation, and it would include new trees and planting areas. Therefore, the Proposed Project would not have adverse impacts on the pedestrian experience or on the urban design of Reach 5 or the surrounding portion of the 400-foot-Study Area.

South Esplanade (Reach 6)

Along the Battery Park City Esplanade between North Cove and South Cove, a passive structure of integral colored concrete with a large-scale formwork pattern would replace the existing masonry privacy wall at the inland edge of the planting area of the Esplanade, furthest from the water's edge. The floodwall would primarily be approximately 8-feet-tall, but it would be 4.5-feet-tall in front of the Gateways Apartments where deployable systems would be located in front of a ground-floor restaurant. Along the Esplanade in Reach 6, the Proposed Project would also reconstruct the upper level up to 2 feet higher and with a new landscape design with meandering forest paths, seating, planted areas, lawns, and a plaza. At the street ends of Albany Street, Rector Place, and West Thames Street, programmatic nodes with small-scale seating areas and expanded plantings are proposed. Roller gates are proposed at the street ends leading to the Esplanade to maintain both pedestrian and emergency vehicle access, and movable metal bollards would also be located at each street end. The Proposed Project ~~may~~ would affect some of the public art located along the Esplanade ~~pending ongoing~~following discussions with BPCA: the Upper Room at Albany Street would be decommissioned, but some of the existing cylindrical granite tables and stair seats at Brookfield Place would be salvaged and relocated to the Albany Street entrance to the Esplanade; Rector Gate at Rector Street would be retained; and Sitting/Stance at West Thames Street would be relocated to the proposed programmatic node closer to the Esplanade. The Proposed Project would require the removal and replacement of approximately ~~135~~125 trees in Reach 6, but it would provide increased plantings. While the Esplanade would be partially reconstructed with a raised upper level with a new

landscape design and a widened section adjacent to 375 South End Avenue, it would maintain the character of a public waterfront esplanade with two levels, seating, trees and ~~landscaping~~planting, and public art. Further, the reconstructed Esplanade would respect and complement the design of the existing Esplanade through site programming, use of materials, and plantings. Therefore, the Proposed Project would not have significant adverse impacts on the pedestrian experience or on the urban design of Reach 6 or the surrounding portion of the 400-foot-Study Area.

South Neighborhood (Reach 7)

In South Cove, the floodwall would be constructed inland, away from the water's edge with deployable openings at street ends. The floodwall along the north edge would vary in height from 10 feet tall at the corner of Esplanade to 6.5 feet at South End Avenue. The floodwall along the east edge would range in height from 3.5 feet to ~~6.~~8 feet. The northern end of the cove would be reconstructed with the floodwall and deployable systems along the northern edge, a gently sloping esplanade path from Reach 6 to South End Avenue with an expanded planted area, and a new retaining wall between the upper and lower levels. The corner wood pergola is proposed to be removed with parts reinstalled to maintain aspects of the existing experience. The wood lampposts with blue harbor lights along the northern edge would remain in place. Along the east side of South Cove, the flood-wall would be adjacent to the existing privacy walls and would range in height from 3 feet at 3rd Place to 8 feet near 1st Place. A roller gate would be constructed across the entrance from 2nd Place, a swing gate would be constructed across the entrance from 3rd Place, and a flip-up gate would be constructed across the entrance at South End Avenue. Additional slide-up gates would be constructed along the northern edge in front of the Regatta Condominium building. Alterations to South Cove would be limited to the northern and eastern edges, and the primary design of the open space would remain unaltered. The lower waterfront walkway would remain unaffected and subject to more frequent flooding in the future. Therefore, the Proposed Project would not have adverse impacts on the pedestrian experience or on the urban design of Reach 7 or the surrounding portion of the 400-foot-Study Area.

Interior Drainage Improvements

The Proposed Project would also include below-grade interior drainage improvements to prevent storm surge from unprotected areas from entering the Project Area through the sewer system and to handle runoff and combined drainage that may accumulate within the protected area during the storm event. These improvements would be located below-grade along State Route 9A/West Street between Albany and Harrison Streets and along sections of Vesey Street, Albany Street, and Rector Place within Battery Park City. They would be below-grade improvements that would not affect the pedestrian experience or the urban design of the Project Area or surrounding portions of the Study Area.

The drainage improvements would also include permeable paving and bioswales throughout the Project Area. These features would not adversely affect the affect the pedestrian experience or the urban design of the Project Area or surrounding portions of the Study Area, as the proposed masonry materials of the pavers would be consistent with the existing paving materials used in the Project Area, and the bioswales would provide plantings and be integrated into the overall landscape design of the Project Area.

Additionally, a pump station is a key feature of the proposed drainage system of the Proposed Project. The pump station is proposed to be located in the pedestrian plaza adjacent to Stuyvesant High School, at the intersection of Chambers Street and State Route 9A/West Street. Most of the equipment would be located below-grade, but the pump station would include an above-ground operations structure to house the electrical power unit and all the supporting operational components. The proposed structure would be 20 feet tall and 31 feet long by 15 feet wide under Option 1 or 20 feet tall and 22 feet long by 13 feet wide under Option 2. Under Option 3, the proposed structure would be taller at 37 feet, and it would be 30 feet long by 18 feet wide. Under each option, the proposed structure would be adjacent to the east façade of Stuyvesant High School and next to the footings, stairs, and elevator of the Tribeca Bridge on the west side of State Route 9A/West Street. (See Figure 1-19 in Chapter 1, "Project Description" for a site plan and concept drawings of the proposed pump station options.) The above-ground portion of the pump station would not adversely affect the affect the pedestrian experience or the urban design of the Project Area or surrounding portions of the Study Area, as it would not obstruct pedestrian circulation and would be located next to the existing and taller Tribeca Bridge.

Conclusion

Overall, the Proposed Project would not result in significant adverse urban design impacts to the Project Area or surrounding Study Area. However, the Proposed Project would result in a temporary adverse effect from the removal of approximately ~~420~~ 435 existing trees throughout the Project Area. To lessen that adverse effect, as described in greater detail in Chapter 1.0, "Project Description," the design of the Proposed Project includes the replanting of existing trees and planting of new trees within each reach.

3.4.7.2 Views, Aesthetic and Visual Resources, and Viewer Groups

Views to the Waterfront

The Proposed Project would maintain the visual connectivity between the waterfront and the adjacent inland portions of Battery Park City and from the neighborhoods east of State Route 9A/West Street. As described above, all the east-west streets in Battery Park City provide views to the Battery Park City Esplanade and adjoining parks and the Hudson River. Additionally, there are views south to South Cove on South End Avenue and views south to North Cove on North End Avenue. Further, River Terrace provides extensive views over Rockefeller Park and of the Hudson River. From the Study Area east of State Route 9A/West Street, views of the waterfront are only available on North Moore Street, Harrison Street, Chambers Street, Vesey Street, and Liberty Street, and these are distant views framed by existing buildings.

South of Warren Street, all of the street-end entrances to the Battery Park City Esplanade and adjoining parks, as well as the additional entrance to Rockefeller Park between Murray and Warren Streets, would be protected with deployable systems that would remain open except in a storm condition. While the connecting segments of floodwall would extend into the view corridors at some of these locations, views to the waterfront would be maintained and each of these views would continue to be of the Battery Park City Esplanade and adjoining parks and of the Hudson River. Proposed planting used to mitigate the visual impact of the flood barrier system could also obscure some of these views to the waterfront, seasonally. See **Figures 3.4-65 through 3.4-67**, **Figures 3.4-75 and 3.4-76,** and **Figures 3.4-78 through 3.4-80**. The

views shown in the illustrative renderings are static viewpoints; where illustrative viewpoints are partially obscured by proposed floodwalls and/or planting, a slight shift in viewpoint could remove the obstructions. Further, the Proposed Project would not fully block any views to the waterfront.

The deployable systems and floodwall across South End Avenue, 3rd Place, and 2nd Place would partially obscure views to South Cove but would not result in significant adverse impacts. The floodwall would extend into the views from either side, but the closure gates would be placed in a way to preserve views from the streets to South Cove and the Hudson River beyond (see **Figure 3.4-80**). The visible height of the wall at South End Avenue would range from 3~~.5~~ to 6.5 feet above grade, at 3rd Place would range from 3.25 to 4.25 feet above ground, and at 2nd Place, the visible height of the wall would be from 6 to 6.5 feet above ground.

From farther east on the east-west streets in Battery Park City and from locations like the eastern section of Rector Park and Murray Street Triangle, the new flood protection systems would have minimal visibility due to distance, and views to the waterfront would be similar to views in the No Action condition. Along the inland edge of Rockefeller Park between Warren Street and the Irish Hunger Memorial, the proposed wall height ranges from 1.5~~5~~3 near the Pavilion to 4.75 feet tall near the playground and to 3.5 feet tall near the Irish Hunger Memorial Plaza, which is up to 1 to 2 feet taller than the existing stone wall along River Terrace, which is currently approximately 2.75 feet above ground. This existing wall would be removed or partially removed with a portion buried by the Proposed Project, and it would therefore not obscure views from River Terrace over Rockefeller Park and of the Hudson River that would not be obscured in the No Action condition. Between Chambers and Warren Streets, views from River Terrace over Rockefeller Park would be unaffected and would remain as in the No Action condition.

The deployable system across Harrison Street and adjacent floodwalls would not ~~partially~~ obscure views to the waterfront from Harrison Street~~, but these obscured views would not result in a significant adverse impact~~ (see **Figure 3.4-61**). From farther away, those views to the waterfront on Harrison Street are partially blocked by the Borough of Manhattan Community College pedestrian bridge. Additionally, views to the waterfront from North Moore Street, located one block to the north, would remain as they are in the No Action condition. The Proposed Project would not affect the more distant views to the waterfront from the Study Area east of State Route 9A/West Street on Chambers, Vesey, and Liberty Streets.

The flood barrier system crossing at State Route 9A/West Street would partially obscure views to the waterfront and of the Hudson River from the east sidewalk of State Route 9A/West Street adjacent to the Borough of Manhattan Community College (see **Figure 3.4-62b**). However, these obscured views would not result in a significant adverse impact. The swing gates in the median of State Route 9A/West Street would only obscure views to the waterfront from limited locations, and the existing views from those locations are distant and partially obstructed by trees in the median of State Route 9A/West Street and along the Hudson River Greenway. Further, north of the flood barrier system crossing, views to the waterfront along the east sidewalk of State Route 9A/West Street would remain as they are in the No Action condition.

Aesthetic and Visual Resources

The primary aesthetic and visual resource in the Study Area is the Hudson River waterfront within the Project Area. The Proposed Project would not obscure the majority of views of the Hudson River itself from within the Study Area, and it would preserve the majority of views of the Hudson River vista. As noted above, the flood barrier system crossing at State Route 9A/West Street would partially obscure limited views to the waterfront and of the Hudson River from the east sidewalk of State Route 9A/West Street adjacent to the Borough of Manhattan Community College, but these partially obscured views would not result in significant adverse impacts. Views from the Study Area would continue to be of Battery Park City and the Battery Park City Esplanade and adjoining parks. Further, from within the Project Area, views of the Hudson River, Hudson River vista, and the Statue of Liberty National Monument with Ellis Island would be largely unaffected by the Proposed Project.

From the Battery Park City Esplanade and adjoining parks in the Project Area, the expansive views across the Hudson River would not be affected by the Proposed Project. The proposed floodwalls would largely be located inland from the water's edge, preserving the waterfront Esplanade through the Project Area. Where the Esplanade or other open spaces would be largely reconstructed (North Cove and Belvedere Plaza), the new designs would provide waterfront promenades and additional areas for passive recreation and viewing the waterfront.

The Proposed Project would not affect views of the parks and open spaces of Battery Park City outside the boundaries of the Project Area or of the Irish Hunger Memorial. ~~The Proposed Project would also have no effect on views of Hudson River Park and the Hudson River Greenway~~While the flood barrier system crossing at State Route 9A/West Street would partially obscure views of the southern end of Hudson River Park and the adjacent portion of the Hudson River Greenway, these partially obscured views from a limited location on the east side of State Route 9A/West Street adjacent to the Borough of Manhattan Community College would not result in significant adverse impacts. The Proposed Project would also not affect views of the Statue of Liberty National Monument with Ellis Island, which would continue to be visible from multiple locations along the Esplanade and from Rockefeller Park, North Cove, and South Cove.

The Proposed Project would not result in adverse visual impacts to the other architectural resources that are assessed as aesthetic and visual resources—the Shearwater, Robert F. Wagner, Jr. Park, Tribeca West Historic District, and Harrison Street Houses, as more fully described in Chapter 3.3., "Historic and Cultural Resources." There would be minimal to no visual relationship between the Proposed Project and the Tribeca West Historic District and Harrison Street Houses. While the Proposed Project would reconstruct North Cove with a new design, it would not alter the North Cove Marina where the Shearwater moors, and it would not affect the historic ship's visual context or views of the Shearwater when it is in the marina. There would be no visual relationship between the Proposed Project and Robert F. Wagner, Jr. Park; in any case, that park will have been reconstructed in the No Action condition.

As described above, the Proposed Project would result in a temporary adverse effect to the visual character of the Battery Park City Esplanade and adjoining parks (which are considered a visual and

aesthetic resource) from the removal of approximately ~~420~~ 435 existing trees, although this effect would be lessened in the permanent condition by the planting of approximately ~~390~~ 450 new trees and potentially replanting approximately 17 existing trees. Further, the Proposed Project would maintain the visual character of the Battery Park City Esplanade and adjoining parks as a waterfront aesthetic and visual resource.

Viewer Groups

Viewers from the Project Area

Within the Project Area, viewer groups include users of the Battery Park City Esplanade and adjoining parks and pedestrians and motorists on State Route 9A/West Street and North Moore Street.

Users of the Battery Park Esplanade and adjoining parks include pedestrians, bicyclists, fishermen, ferry patrons, people engaged in active recreation in Rockefeller Park, and people engaged in passive recreation like sitting, sunbathing, and picnicking. These viewer groups have expansive views of the Hudson River vista and the Statue of Liberty National Monument with Ellis Island, views that would be unaffected by the Proposed Project.

Pedestrians on the east side of State Route 9A/West Street have limited views of the Hudson River Greenway and limited views to the waterfront at Chambers and Vesey Streets, views that would be unaffected by the Proposed Project. At the northern end of the Project Area, pedestrians on the east side of State Route 9A/West Street and on the south side of North Moore Street have views of the waterfront (including Hudson River Park) and the Hudson River, and the Proposed Project would not ~~affect~~have significant adverse impacts on those views. Although, as noted above, the flood barrier system crossing at State Route 9A/West Street would partially obscure views to the waterfront and of the Hudson River from the east sidewalk of State Route 9A/West Street adjacent to the Borough of Manhattan Community College, but those partially obscured views from a limited location would not result in significant adverse impacts.

Viewers of the Project Area

Viewers of the Project Area include residents, office workers, users of the Hudson River Greenway, users of Hudson River Park, users of the 9/11 Memorial Plaza, pedestrians, bicyclists, motorists, and boaters.

In general, Project Area residents have stationary, prolonged views of the Project Area. However, residential viewers would be primarily limited to those living in the Battery Park City buildings bordering the Project Area with apartments facing the waterfront. Residents of those buildings would have unaffected views of the waterfront and Hudson River, although their views may include reconstructed portions of the Battery Park City Esplanade and adjoining parks. Residents east of State Route 9A/West Street who live in the upper floors of buildings that are taller than intervening buildings in Battery Park City likely have Hudson River and New York Harbor views, but not of the Project Area, and the Proposed Project would not affect their waterfront views. Similarly, office workers in the One World Trade Center building have views of the Hudson River and New York Harbor from the floors above the heights of intervening buildings in Battery Park City. The One World Observatory in the One World Trade Center

building provides expansive 360-degree views of New York City. Office workers in Brookfield Place have stationary, prolonged views of the Project Area from office spaces facing the waterfront. The Proposed Project would not affect the views of office workers in the One World Trade Center building, visitors to the One World Observatory, or office workers in Brookfield Place, although their views may include reconstructed portions of the Battery Park City Esplanade and adjoining parks.

Users of the Hudson River Greenway include pedestrians and bicyclists, and through most of the Project Area they have views of the trail and Battery Park City as they pass through it, with some limited views to the waterfront where the trail crosses streets. At the northern end of the Project Area, users of the Hudson River Greenway and of Hudson River Park have expansive views of the Hudson River vista, which would be unaffected by the Proposed Project, and they would have views of reconstructed portions of the Battery Park City Esplanade. Users of the 9/11 Memorial Plaza include visitors to the 9/11 Memorial and Museum and people engaged in passive recreation, and they have limited views of the Hudson River Greenway, views that would be unaffected by the Proposed Project.

Within the Study Area, pedestrians on the Battery Park City streets and streets east of State Route 9A/West Street have variable views of the Project Area, and pedestrians would continue to have views to the waterfront from Riverside Terrace and the east-west streets in Battery Park City, and east of State Route 9A/West Street from Harrison, North Moore, Chambers, Vesey, and Liberty Streets. ~~As described above, pedestrian views to the waterfront on Harrison Street would be partially obscured by the Proposed Project.~~

Motorists and bicyclists on the local streets have views similar to pedestrians, but they are passing views of shorter duration. Boaters on the Hudson River have clear views of the Project Area. In addition, like motorists, boaters would have passing views of short duration, unless docked in the North Cove Marina. As seen from the river, the Battery Park City Esplanade and adjoining parks would appear much the same as in the No Action condition.