

A. INTRODUCTION

This attachment considers the potential for the proposed installation to affect urban design and visual resources on or near the installation site, which is generally located at the foot of Gansevoort Street within Hudson River Park in Manhattan (see **Figure E-1**). As described in Attachment A, “Project Description,” the proposed installation would construct a sculpture at the location of the former Pier 52 shed.

Under the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is defined as the totality of components that may affect a pedestrian’s experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. An urban design assessment under CEQR must consider whether and how a project may change the experience of a pedestrian in a project area. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources, followed by a detailed analysis, if warranted based on the conclusions of the preliminary assessment. The analysis provided below is a preliminary assessment that addresses urban design characteristics and visual resources for existing conditions and the future without and with the proposed installation.

PRINCIPAL CONCLUSIONS

The proposed installation would involve the placement of a skeletal stainless steel sculpture within Hudson River Park over open water and the southern edge of Gansevoort Peninsula. The design of the sculpture would allow for continued views of the Hudson River and the Gansevoort Peninsula. Overall, the proposed installation would not result in significant adverse impacts on urban design or visual resources, or the pedestrian’s experience of these characteristics of the built and natural environment. The proposed installation would not adversely impact the vitality, the walkability, or visual character of the area, and does not require further analysis of urban design and visual resources.

B. METHODOLOGY

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed “as-of-right” or in the future without the proposed project.

The sculpture of 8-inch diameter stainless steel columns connected by horizontal beams to recreate the dimensions and shape of the original outline of the former Pier 52 shed building (325 feet long, 65 feet wide, and approximately 52 feet tall in 1966) would be supported by concrete columns on piles. The proposed installation would introduce a framed sculpture that would serve as a visual enhancement to the public experience. As the proposed installation would result in a new structure

that would alter pedestrian views, including views of the waterfront, a preliminary assessment of the proposed installation's potential impacts to urban design and visual resources is warranted.

Consistent with the land use, zoning, and public policy analysis, the following analysis considers a 400-foot study area around the installation site (see **Figures E-1 and E-2**). This analysis addresses the urban design and visual resources of the installation site and study area for existing conditions, the future without the proposed installation (the No Action condition), and the future with the proposed installation (With Action condition) for the 2020 analysis year, when the proposed installation is expected to be completed.

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. The proposed installation would not result in the construction of a large building at a location that experiences high wind conditions, and thus a pedestrian wind analysis is not warranted.

C. EXISTING CONDITIONS

URBAN DESIGN

INSTALLATION SITE

The installation site is located in the Hudson River and along the southern shoreline of Gansevoort Peninsula, within Hudson River Park at approximately Gansevoort Street (see **Figure E-3**, photo 1).

STUDY AREA

As shown in **Figures E-1 and E-2**, the 400-foot study area is generally bounded by the Gansevoort Peninsula to the north; just east of Route 9A/West Street to the east, the Hudson River to the west, and Pier 51 and Jane Street to the south. The study area is generally flat and contains the Hudson River and Hudson River Park, including an extensive walkway/bikeway system and green space, and Route 9A/West Street which divides the study area.

The Hudson River is the most prominent natural feature in the study area. Hudson River Park extends along the waterfront between West 59th Street and the northern edge of Battery Park City. The portion of Hudson River Park within the study area includes a waterfront esplanade with decorative stone pavers, decorative lighting, seating areas, trees planted within tree pits, and upland landscaped areas. Additionally, adjacent to Hudson River Park is a bike path that is separated from the esplanade by landscaping (see **Figure E-3**, photo 2). In the study area, Hudson River Park also includes Pier 51 which is improved as parkland with trees, shade structures, a playground, a model boat hull, and seating (see **Figure E-4**, photo 3). The irregular space created by Tenth Avenue, West Street, and Route 9A/West Street is planted with trees and landscaping with a brick pathway, benches, and small sculpture (see **Figure E-4**, photo 4).

The streets within the study area create a mostly irregular street pattern, including curving streets and dead-end streets. The major thoroughfare in the study area is Route 9A/West Street, an approximately 100-foot-wide, seven-lane divided highway, with raised medians ranging from approximately 17 feet wide in the southern portion of the study area to approximately 3 feet wide in the northern portion of the study area (see **Figure E-5**, photo 5). The wider medians contain plantings, trees, decorative lighting, and bollards. Tenth Avenue is a two-lane (approximately 30-

foot-wide) north-south street that is divided from Route 9A/West Street by a concrete barrier topped by a metal fence. The avenue curves to the west south of Gansevoort Street and dead-ends at Route 9A/West Street near Horatio Street. The east-west cross streets within the study area are 50-foot-wide one-way streets with curb-side parking. Jane Street is paved with Belgian-block. Street trees are located on Horatio and Jane Streets.

Street furniture in the study area includes decorative lighting—including Historic Type M luminaire and pole lighting along Route 9A/West Street—parking regulation signs, fire hydrants, garbage cans, protective bollards, pay telephones, bike racks, wood and plastic planters, and benches. Directional roadway signage spans above portions of Route 9A/West Street.

Buildings within the study area are a mix of modern masonry, metal, and glass-clad buildings and historic brick buildings that have been renovated as residences, hotels, art galleries, and commercial space (see **Figure E-5**, photo 6). They tend to fully occupy their lots, are built to the lot line, and have entrances set above ground level. Just north of the installation site, on the Gansevoort Peninsula, the New York City Department of Design and Construction (NYC DDC) recently completed demolition of Department of Sanitation (DSNY) facilities (see **Figure E-6**, photo 7): the site, which is now cleared and undergoing remediation, formerly contained a two- to eight-story (approximately 25- to 80-foot-tall) brick building.

Just south of the installation site is a one-story (approximately 15-foot-tall) brick, stone, and metal comfort station within Hudson River Park. Newer buildings in the study area include the Whitney Museum of American Art (2011) which is massed with canted façades, terraces, cantilevers, and a height that steps up from 63 feet adjacent to the High Line elevated open space to 175 feet facing West Street (see **Figure E-5**, photo 6). There is an outdoor plaza located under a cantilever at the southeast corner of the site. 110-114 Horatio Street (1987) is an eight-story (approximately 77-foot-tall) brick-clad building with punched window openings and a grid-like appearance. The L-shaped building is constructed out to the lot line along West and Horatio Streets with the building's primary entrance on Horatio Street. Two historic brick buildings are located at 521-525/527-531 West Street and 505-507 West Street (see Attachment D, "Historic and Cultural Resources") and rise six and five stories (approximately 70 feet) respectively without setbacks. The buildings are constructed out to the lot line and have high lot coverage.

Within Hudson River Park, there are numerous works of public art that have been incorporated within the landscape. While these are not located within the 400-foot study area, nearby pieces include "The Apple" a nine-foot-tall bronze sculpture located at Pier 46 (approximately ¼ mile south of the installation site), "Stone Field," a landscape sculpture located in the Chelsea Cove area, and "Long Time" a metal waterwheel located on Pier 66 approximately a mile north of the installation site.

VISUAL RESOURCES

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

INSTALLATION SITE

The installation site consists of the rip-rap shoreline of the Gansevoort Peninsula and the Hudson River. Views from the areas that are publically accessible directly adjacent to the installation site

include the Hudson River and the New Jersey waterfront, including the Hoboken ferry terminal—a copper-clad building with six ferry bays and a tall clock tower (see **Figure E-6**, photo 8).

STUDY AREA

Visual resources within the study area consist of the Hudson River and Hudson River Park. The esplanade and bike path provide expansive views of the Hudson River to the west and the buildings in Lower Manhattan, including One World Trade Center, to the south (see **Figure E-7**, photo 9). The rip-rap shoreline and open water located within the installation site boundaries can be seen along the length of the esplanade south of the installation site within the study area and from Pier 51. Views from the esplanade north of Gansevoort Street within the study area toward the river and project site are obstructed by construction fencing on the Gansevoort Peninsula (see **Figure E-6**, photo 7). While the river is located at a lower elevation, it is visible from various vantage points along Route 9A/West Street, Horatio and Jane Streets within the study area. Views west along Gansevoort Street are currently partially obstructed by the construction fencing enclosing the Gansevoort Peninsula. However, from Gansevoort Street just east of West Street, a portion of the installation site is visible (see **Figure E-7**, photo 10). The trees and landscaping within Hudson River Park are similarly visible from the various streets within the study area. Views along Route 9A/West Street include One World Trade Center in Lower Manhattan to the south and Hudson River Park and the Hudson River to the west (see **Figure E-8**, photo 11). Route 9A/West Street curves eastward just north of the study area, truncating northern views along the corridor.

D. THE FUTURE WITHOUT THE PROPOSED INSTALLATION

URBAN DESIGN

INSTALLATION SITE

Absent the proposed installation (the No Action condition), there will be no changes to the installation site.

STUDY AREA

In the future without the proposed installation, as described in Attachment B, “Land Use, Zoning, and Public Policy,” there is one project under construction within the study area. Located adjacent to the installation site, NYC DDC recently demolished the DSNY facilities on Gansevoort Peninsula, and is in the process of placing clean fill and gravel on the site. Plans for the site call for the majority of the Peninsula to be improved as parkland and incorporated into Hudson River Park (DSNY may retain control over a portion of the Peninsula to maintain its waste transfer station). However, the construction schedule for the park improvements is not currently known, and the site is not expected to be open to the public by 2020.

E. PROBABLE IMPACTS OF THE PROPOSED INSTALLATION

URBAN DESIGN

INSTALLATION SITE

As described in Attachment A, “Project Description,” the proposed installation would involve the placement of skeletal stainless steel sculpture entirely within the location of the former Pier 52 footprint. The former pier, which was constructed circa 1899, originally extended 650 feet from the bulkhead and was 70 feet wide. The pier shed had a slightly sloped roof with a central cupola running the entire length of the pier. Between 1951 and 1966, the pier shed was reduced in length

to 325 feet. In 1975, artist Gordon Matta-Clark created the artwork “Day’s End” on the pier shed. That art piece cut openings into the metal pier shed to create light and shadows consistent with the sun setting. The pier shed and head house were demolished between 1975 and 1979.

As proposed, the sculpture would comprise a stainless steel skeletal framework 325 feet long by 65 feet wide and approximately 52 feet tall at the location of the former Pier 52 pier shed building within the Hudson River and on the southern edge of Gansevoort Peninsula within Hudson River Park. The sculpture of 8-inch diameter stainless steel columns connected by horizontal beams to recreate the dimensions and shape of the original outline of the former Pier 52 shed building (see **Figure E-9**) would be supported by concrete columns on piles. Five of the columns would be supported by 30-inch diameter steel pipe piles driven on the southern edge of the Gansevoort Peninsula, all located above Spring High Water (SHW). The other 7 columns would be supported by 30-inch diameter steel pipe piles driven in the Hudson River south of the Peninsula. The sculpture would not have an overwater platform, roof, or walls, and would not connect to the existing Hudson River bulkhead.

Compared to the No Action condition, the proposed installation would add artwork to the public realm within Hudson River Park. The artwork would be in keeping with past installations on the site, including the 1975 “Day’s End” installation. The open water of the Hudson River within the boundaries of the installation site would be retained and the sculpture would be evocative of a pier structure. The proposed installation would enhance the pedestrian experience by creating public art and a visual enhancement within Hudson River Park while maintaining visual access to the Hudson River.

STUDY AREA

The proposed installation would not introduce development that is incompatible or out of scale with the surrounding area. The proposed sculpture would be in keeping with other public art in the study area, including the small sculpture within the open space on the irregularly shaped area created by Tenth Avenue, West Street, and Route 9A/West Street. Additionally, the many ground-floor galleries within the study area occasionally include pieces that are publicly visible from the sidewalks or partially located outside. The scale of the proposed 52-foot-tall framed sculpture would be shorter than the buildings located within the study area, including the approximately 77-foot-tall building at 110-114 Horatio Street and the approximately 70-foot-tall building at 521-525/527-531 West Street and 505-507 West Street, all located east of the installation site. While there are no other public artworks located within the portion of Hudson River Park within the study area, sculpted pieces have been installed throughout the length of the park. The proposed sculpture would be in keeping with the use of public art within the park, while referencing the former use of the piers during the prior era of New York City’s port operations.

Overall, the proposed installation would be compatible with the existing urban design of the surrounding area and would not result in any significant impacts.

VISUAL RESOURCES

INSTALLATION SITE

While the proposed installation would construct a new sculpture on the installation site, existing views would be retained. The open frame design of the proposed sculpture would allow for views through it from the areas adjacent to the installation site to remain. Views of the Hudson River, the New Jersey waterfront, and the Hoboken ferry terminal would be retained from Hudson River Park adjacent to the installation site. Because the proposed sculpture would not include an

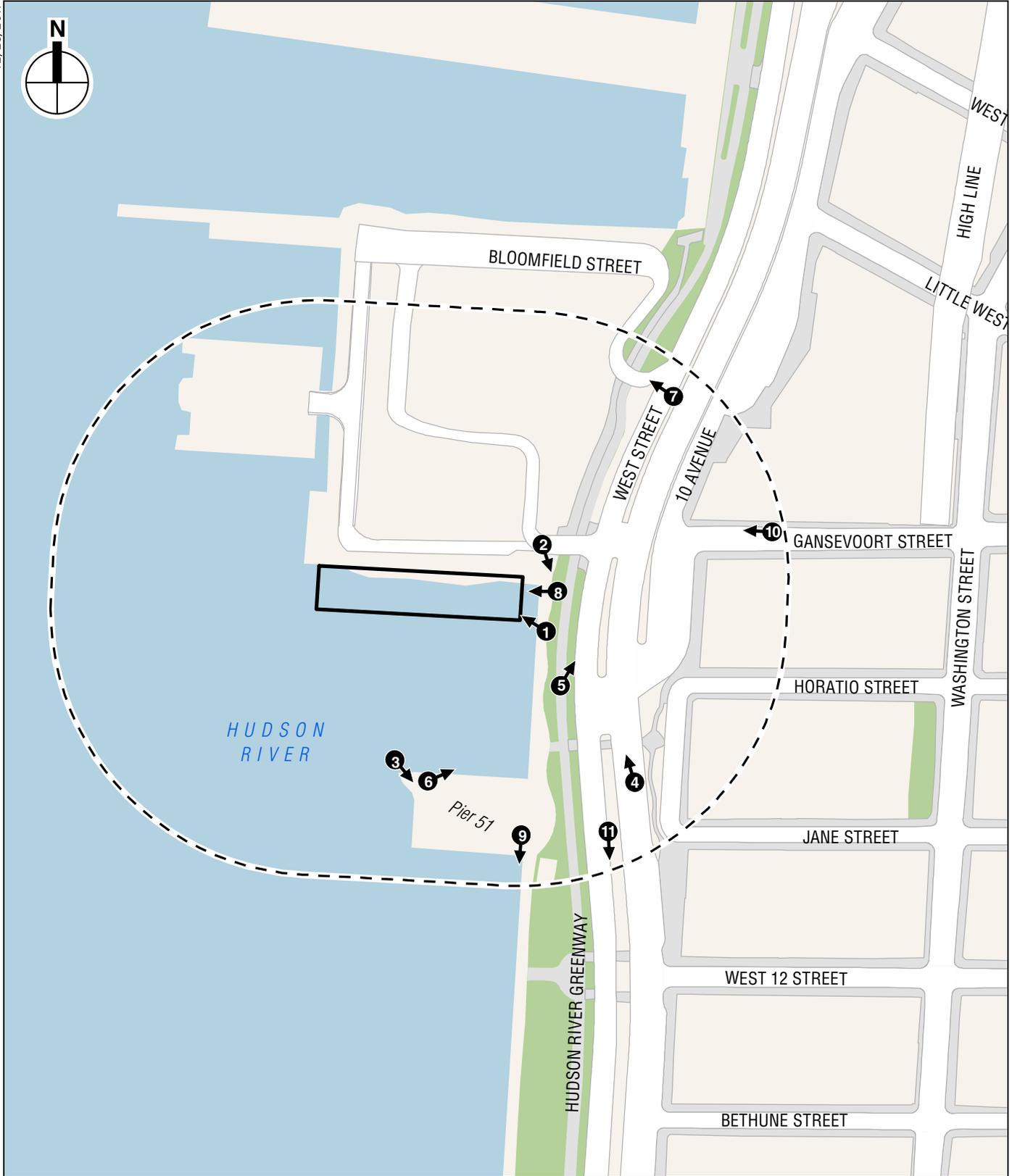
Day's End Public Art Installation at Gansevoort Peninsula

overwater platform, walls, or roof, the open water within the boundaries of the installation site and the rip-rap shoreline along the Gansevoort Peninsula would remain visible.

STUDY AREA

Views from Hudson River Park, including Pier 51, and the streets within the study area would include the proposed installation. However, the open design of the proposed sculpture would allow for continued views of the Hudson River, the New Jersey waterfront, and the Hoboken ferry terminal and would not block views of any visual resource.

Overall, the proposed installation would not result in significant adverse impacts on urban design and visual resources, or the pedestrian's experience of these characteristics of the built and natural environment. The proposed installation would not adversely impact the vitality, the walkability, or visual character of the area, and does not require further analysis of urban design and visual resources. *



-  Installation Site
-  Study Area (400-foot boundary)
-  Photograph View Direction and Reference Number





-  Installation Site
-  Study Area (400-foot boundary)



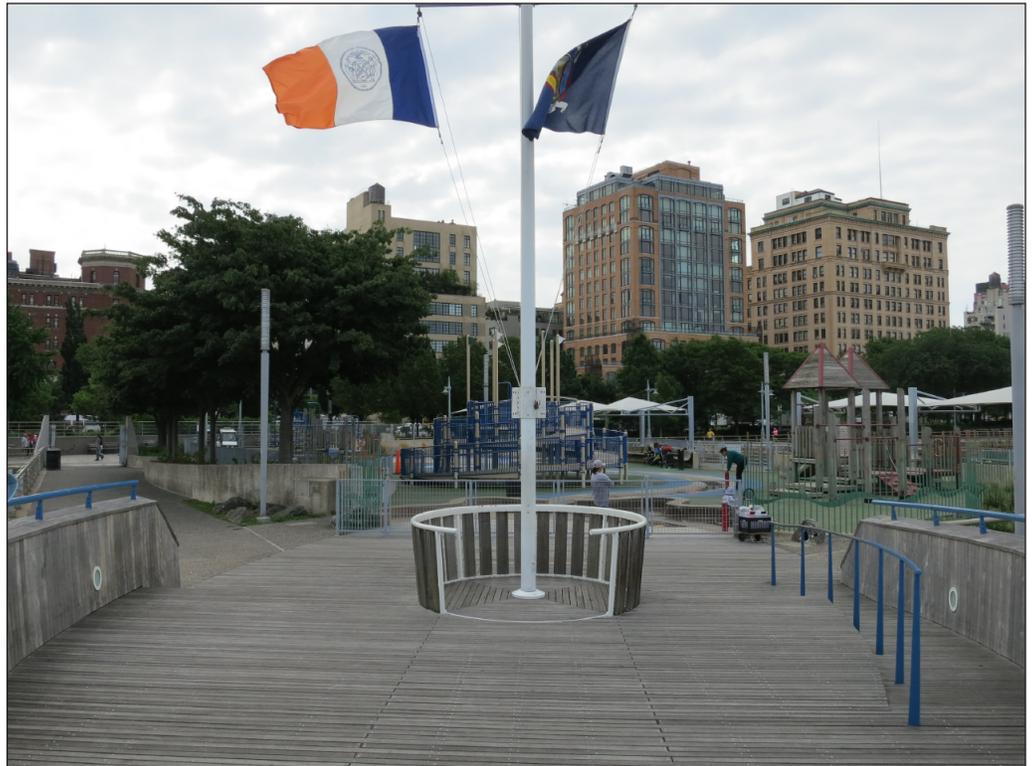
Urban Design and Visual Resources Aerial Map
Figure E-2



View of the installation site from the Hudson River Park looking northwest. 1



The Hudson River Park consists of a waterfront esplanade and a bike path separated by landscaping. 2



Pier 51 is developed with trees, a playground, shade structures, and seating. **3**



The irregular space created by Tenth Avenue, West Street, and Route 9A/West Street contains landscaping, benches, and a small sculpture. **4**



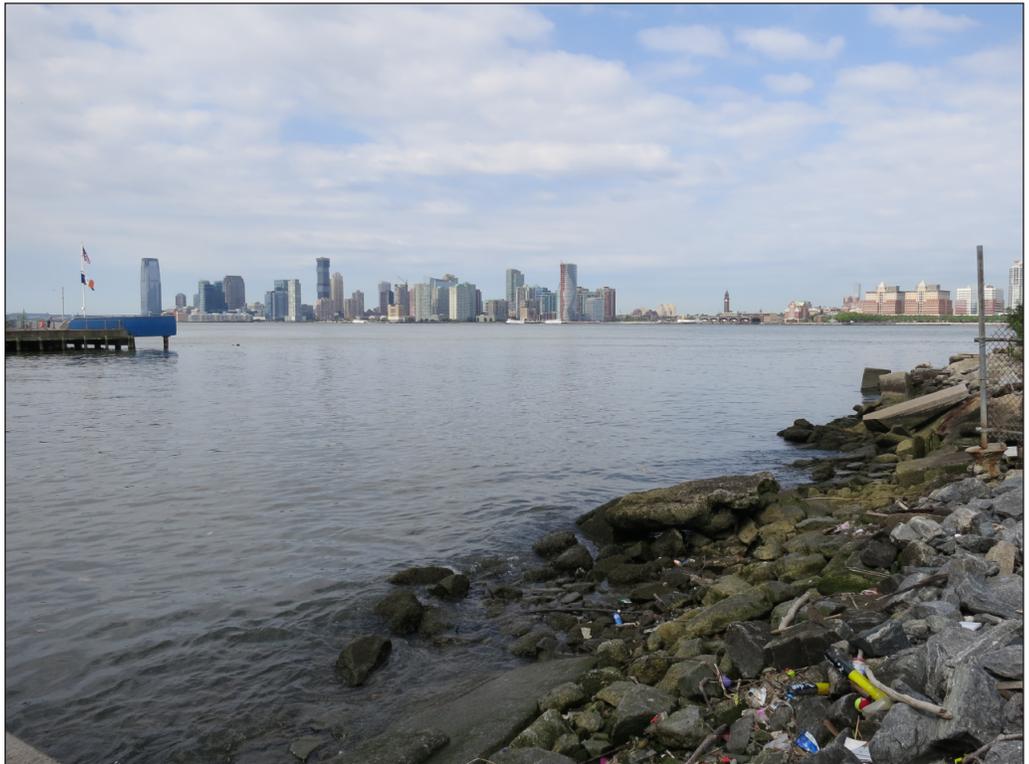
View northeast of Route 9A/West Street is seven-lane divided highway. 5



Buildings in the study area include the modern recently constructed Whitney Museum (2001), 110-114 Horatio Street (1987), and the Manhattan Refrigeration Company (1896-1907). View from Pier 51 looking northeast. 6



The Gansevoort Peninsula, which formerly contained a two- to eight-story DSNY brick building, was recently cleared with demolition of the DSNY building and is surrounded by construction fencing. **7**



Views adjacent to the installation site include expansive views of the Hudson River, the New Jersey waterfront, and the copper-clad Hoboken ferry terminal. **8**



Views south along the Hudson River Park include the buildings in Lower Manhattan, including One World Trade Center.

9



From Gansevoort Street, views of the Hudson River are currently partially obscured by construction fencing on the Gansevoort Peninsula.

10



Views south along Route 9A/West Street include the buildings in Lower Manhattan, including One World Trade Center. 11



Existing/No Action Condition



Proposed With Action Condition