

TRANSFORMING THE EAST RIVER WATERFRONT

THE CITY OF NEW YORK



MICHAEL R. BLOOMBERG
MAYOR
CITY OF NEW YORK

DANIEL L. DOCTOROFF
DEPUTY MAYOR FOR
ECONOMIC DEVELOPMENT & REBUILDING

AMANDA M. BURDEN
DIRECTOR
DEPARTMENT OF CITY PLANNING



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LETTER FROM DEPARTMENT OF CITY PLANNING

The Department of City Planning is proud to present this concept study of the East River Waterfront in Lower Manhattan. With the generous support of the Lower Manhattan Development Corporation, the City was able to initiate a one-year planning study for this crucial component of the redevelopment of the Manhattan Waterfront. This study comes as a direct result of Mayor Michael R. Bloomberg's Vision for Lower Manhattan, released in December 2002. Working closely with the local community, area elected officials, City and State agencies, and civic associations, we have developed a waterfront concept plan which we believe is as inspired as it is pragmatic.

This study was undertaken with an extraordinary participatory and interactive planning process with the affected communities. Over 70 separate meetings have been held over the past year with the community boards, tenant associations, civic leaders, maritime experts and local elected officials. This study was led by the articulation of three major goals—to create a spectacular waterfront esplanade, to complete the Manhattan Greenway and to reconnect the communities of Lower Manhattan to the East River Waterfront. We are gratified to have received strong support from both the local community boards and civic associations who have embraced this plan as a means to reclaim this incredible resource.

The waterfront esplanade is the most important component of this project. It will stretch an entire 2-mile length of the river's edge, from historic Battery Park at the tip of the island to East River Park, the Lower East Side's principal open space. The new waterfront walkway will include traditional waterfront amenities such as seating and plantings, as well as innovative improvements such as new cladding and enhanced lighting beneath the FDR Drive. New pavilions planned for underneath the FDR viaduct may include commercial, cultural and community uses that will complement the public open space experience by bringing activity and the vitality of the city to the water's edge.

Creating connections is critical to successfully linking the waterfront to its adjacent communities. In addition to these connections, public open spaces along the waterfront will further engage these communities with the East River. Exciting and groundbreaking projects including a new plaza in front of the historic Battery Maritime Building and an expansive entrance to East River Park will ensure

completion of the Manhattan Greenway and graciously link the Battery to the East River Park and beyond.

In the Acknowledgments Section of the report, we have attempted to include the many individuals and organizations whose inspired visions of the East River Waterfront have shaped this plan. Such collaboration was essential to arriving at a proposal that responds to local needs while solving the many issues that arise when reclaiming our waterfront.

We look forward to our continued dialogue with the Lower Manhattan and maritime community to implement what we are certain will be New York's next great waterfront.

Amanda M. Burden, AICP
Director, NYC Department of City Planning



THE CITY OF
NEW YORK

ACKNOWLEDGMENTS

Elected Officials

The Honorable, Sheldon Silver, Speaker, New York State Assembly
The Honorable, C. Virginia Fields, Manhattan Borough President
The Honorable, Alan J. Gerson, New York City Council, 1st District
The Honorable, Margarita Lopez, New York City Council, 2nd District

Public Agencies

New York City Department of City Planning
New York City Economic Development Corporation
New York City Department of Transportation
New York City Department of Parks and Recreation
New York City Department of Cultural Affairs
New York City Department of Sanitation

New York State Department of Environmental Conservation
New York State Department of Transportation
New York State Department of State
Metropolitan Transportation Authority

Technical Advisory Committee

Kent Barwick, President, *Municipal Art Society*
Albert Butzel, President, *Friends of Hudson River Park*
Irwin G. Cantor, P.E., President, *Irwin G. Cantor Consulting Services*
Donald H. Elliott, *Hollyer Brady Smith & Hines LLP*
Connie Fishman, President, *Hudson River Park Trust*
Marilyn G. Gelber, Executive Director, *Independence Community Foundation*
Hugh Hardy, FAIA, *H3 Hardy Collaboration*
Samuel H. Lindenbaum, Counsel, *Kramer Levin Naftalis & Frankel*
David McWater, Chair, *Community Board Three*
William Rudin, President, *Rudin Management Company*
Carl Weisbrod, former President, *Alliance for Downtown New York*
Madelyn Wils, former Chair, *Community Board One*

Community Boards and Civic Associations

Alliance for Downtown New York
Asian Americans for Equality
Community Board One
Community Board Three
Metropolitan Waterfront Alliance
Two Bridges Neighborhood Council

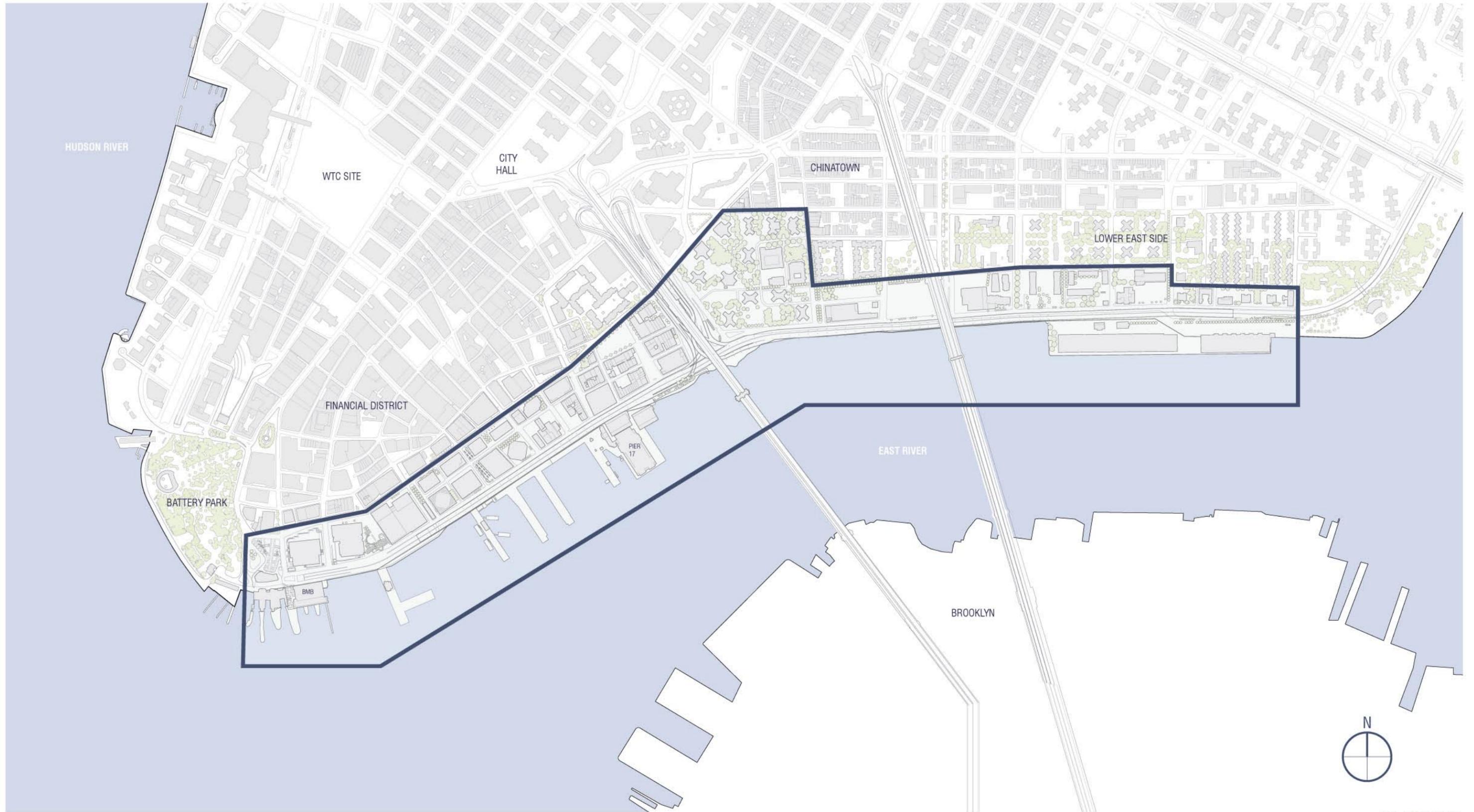


GEORGE E. PATAKI, GOVERNOR
JOHN C. WHITEHEAD, CHAIRMAN
STEFAN PRYOR, PRESIDENT

The East River Waterfront study is made possible by a grant from the Lower Manhattan Development Corporation, which is funded through Community Development Block Grants from the U.S. Department of Housing and Urban Development.



INTRODUCTION



STUDY AREA

GLOBAL WATERFRONT VISIONS

Across the world, great cities are regenerating, transforming and seizing new urban opportunities on their historic waterfronts. Improving urban quality and reinforcing sustainability in dynamic and changing city contexts is a challenge for urban communities everywhere. Successful results can be seen in Barcelona, Amsterdam, Sydney and London. These initiatives are reclaiming and opening waterfront ports globally for everyone to access and experience. The City of New York is no exception as it focuses on the unique waterfront of the East River in Lower Manhattan.

Though currently underutilized and poorly connected to the surrounding community, the south-facing East River waterfront of Lower Manhattan is a spectacular untapped asset. Its world renowned downtown backdrop and great vistas of historic bridges and the Brooklyn skyline provide a unique opportunity for waterfront revitalization in a world class setting.

Through the strong commitment of the City, State and the local community, a new vision has been created which is informed by strong connectivity and enhanced pedestrian access with new amenities, esplanades and landscaping. Working in partnership with the community, the SHoP/Richard Rogers/Ken Smith design team has produced a plan which responds to the needs of this diverse and dynamic community. This project will provide public access to the waterfront for the first time in decades, improve the urban design of the area, add new community amenities, and create New York's next great waterfront.



Richard Rogers

LOCAL WATERFRONT VISIONS

The East River waterfront, birthplace of trade and business for New York, has been a centerpiece of New York City for three hundred and fifty years. In the post-war decades, a dramatic shift occurred which has rendered it difficult to clarify and reconcile seemingly contradictory urban visions for this waterfront. The starting points for a new design are complicated and required challenging typical master planning ideas in order to create a truly inclusive design process.

Each of the six neighborhoods within our study area along the East River waterfront holds a different identity. We believe it paramount not to impose an artificial outside form upon any of them. Through meetings with dozens of community groups, neighborhood associations, city agencies, and technical advisors, we developed an understanding of these passionate (and sometimes conflicting) visions and requirements that each of the groups requested. Our solution has been to outline flexible design ideas that can adjust to and satisfy each local condition.

The design team met with each group, drew concept sketches in response to their requests, and explained how and why each component of a master plan could come together to create one unified whole. This research-intensive process allowed for a successful reconciliation of various visions of the waterfront. As the neighborhoods of Lower Manhattan continue to shift to a more diverse mix of land uses the residents require new open space. The plan responds to this need by reinterpreting the FDR Drive as a canopy that will provide new cultural, commercial, recreational, and community spaces along its entire length, activating the waterfront year round. Newly safe places to cross South Street will increase access to open space for residents and workers alike. In addition, new upland open spaces, bring the river into the city at every slip and introducing the city into the river at every pier. The plan provides places to sit and read, fish and play, spend time with family and friends, or quietly watch the ships sail by.

We are greatly honored to have been involved with this plan; borne out of a truly collaborative process, filled with exciting ideas.

SHoP Architects



WHAT KIND OF TEAM IS NEEDED TO ENVISION A NEW WATERFRONT?

DESIGN TEAM METHODOLOGY

From the outset, the design team, the Department of City Planning and the Economic Development Corporation worked to recover this area for the community. The team involved as many opinions as possible by consulting with the local community and City officials with the intent that a successful project is created from an informed collective approach to the problem.

Over a twelve month period, through extensive public involvement, a brief was established for a new program of uses. A selection of small, medium and large scale interventions were reviewed, discussed, modified and in some instances discounted. A consensus of agreement was reached which has formed the basis of the scheme now called the 'The Foundation Projects'. The Foundation Projects set out to establish sound beginnings that will encourage the reshaping of this historic waterfront environment and support a richness and variety of uses for the future.

The project process has involved an in-depth brief from City agencies and the visions and aspirations of community groups from early consultations. An extensive process proceeded taking the following into account: research and data collection on physical infrastructure constraints of the waterfront, the extensive traffic and transportation constraints and imperatives, the identification of urban linkage opportunities, removal of waterfront barriers, the constraints of pier structures an existing riverside uses and the marine an ecological constraints of the two mile long waterfront. The design team developed three different approaches to the problem from the modest and practical through the exploratory and bold. Evaluation of these options with the authorities and stakeholder groups narrowed down the options in parallel with economics and constructability studies. As a consequence of following these consultations, the team focused on an option which was both realistic and deliverable not precluding the development of a later generation of bolder visions and aspirations.

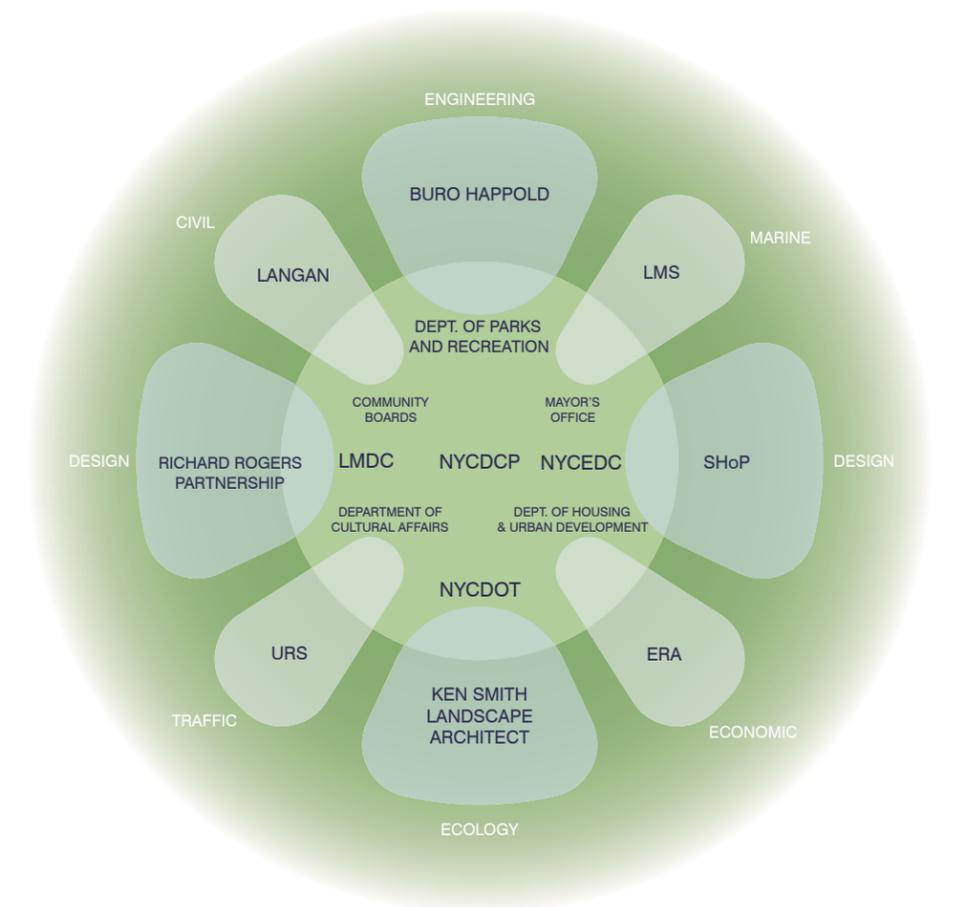
The team then refined and developed the foundation projects in greater detail, ensuring a range of interventions. A continuous esplanade linking Battery Park at one end to East River Park at the other, completes the green ribbon around the southern tip of the island.

An enormous range of ideas has been generated by the team, City agencies and the

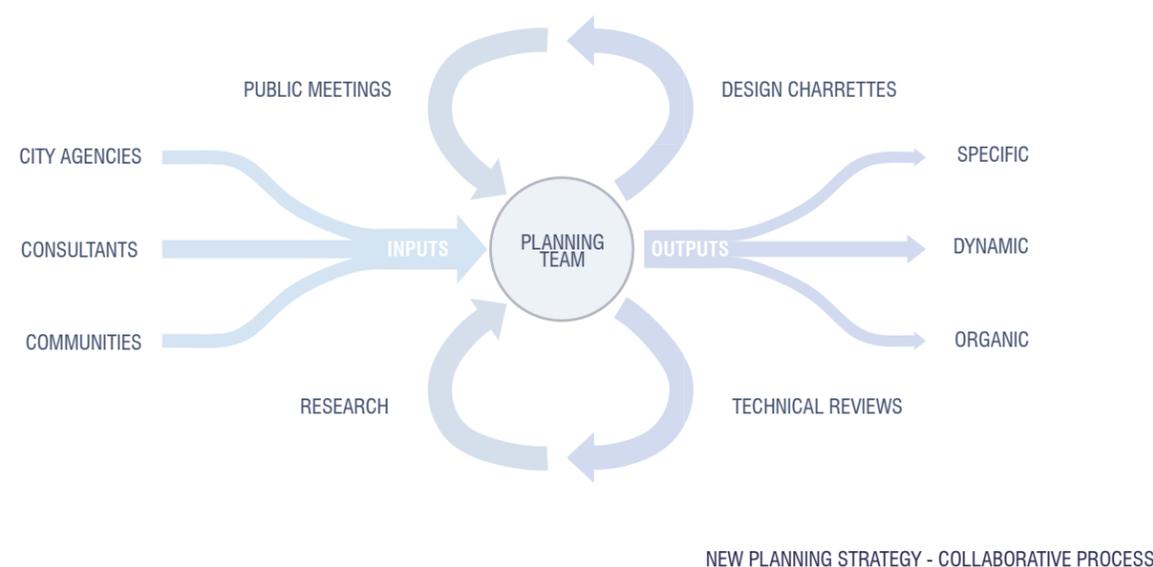
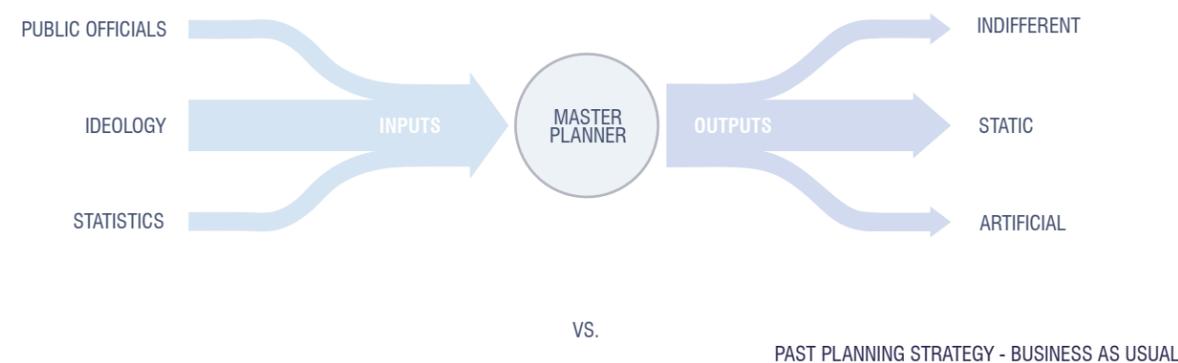
communities involved in the project. Seeds of many future projects are imbedded in the plan.

The foundation projects provide a springboard for a wide range of facilities by delivering the basic amenity of a new esplanade. This is supported by a range of facilities including hard and soft landscape, new pedestrian realm and greenway connection, linkage back into the existing communities and new water related parks and public realm.

These projects, rooted in local and metropolitan aspirations, are reflective of the energy and excitement that a healthy downtown can draw from for an accessible and sensitively designed waterfront.



HOW DOES THE PUBLIC ENVISION ITS WATERFRONT?



PUBLIC PROCESS

The East River Waterfront Study public involvement program began in early 2004 with the goal of quickly establishing good relationships with stakeholders in the study area. Meetings about the public involvement process, interviews, briefings, and workshops allowed the study team to get valuable input from interested parties. This helped shape the design and planning process as well as aided in the development of concepts and preliminary schematic options.

Because of the unique design challenges posed by the areas north and south of the Brooklyn Bridge, Manhattan Community Boards 1 and 3 played an integral role in the public outreach process. Each community board was invited to be a co-sponsor of the public involvement process through their respective waterfront committees/task forces. The cooperation between the community boards and the urban design team led to a productive and trusting dialogue.

Public meetings with the Community Boards provided an opportunity for stakeholders to discuss their aspirations and ideas, to ask questions, to learn about and become comfortable with the public involvement process. Smaller, informal meetings with Community Board officials allowed the study team to produce preliminary proposals for presentation at larger public meetings, which elicited additional feedback from the community.

The intent of the meetings and public process was to create a waterfront plan based on a collaboration between the community and design team. From these meetings a list of community criteria was assembled from questionnaires to consider what activities and design elements would best benefit the area.

In addition to Community Boards, participation by neighborhood groups, city agencies, and elected officials was proactively encouraged. Local elected officials were involved to get their support and seek their guidance about local issues. Interviews with organizations such as the Metropolitan Waterfront Alliance (MWA), Asian Americans for Equality (AAFE), the Two Bridges Neighborhood Council were important to help the project team maintain impartiality that was crucial to preserving the community's trust.



STUDY AREA

HOW CAN WE REVITALIZE THE WATERFRONT'S PAST?

HISTORICAL CONTEXT

The East River waterfront has developed over the past 350 years as a central place in the history of New York. The City began here, and as it has grown and developed, the island has expanded into the river. In 1613 the Dutch established trading posts on Manhattan Island and subsequently developed the colony of New Amsterdam. The present location of Pearl Street in Lower Manhattan is the historic shoreline of the east side of the island. With the growth of trade in the City, additional commercial space was needed to meet the demands of the expanding maritime trade.

By the late 1600's the City began a process of landfill to extend the island into the East River. By 1730, the eastern edge of Lower Manhattan reached Water Street and by 1780 the island extended to Front Street. South Street was the next and last extension of the infill in 1800. As the island was expanded, the shoreline "hardened" and was used as waterfront lots where the city promoted their infill in order to expand the island. This infill has resulted in the current location of the shoreline more than 3 city blocks from the original shore. As the city's position as the premier port for trade on the east coast grew, so did the need for new piers to service the vessels coming and going out of the port. At its peak in the 1950's there were over 40 piers in this 2-mile stretch of waterfront, today there are less than 10 remaining piers on the East River Waterfront. The introduction of steamships greatly affected the East River Waterfront by prompting the relocation of shipping piers to the deeper waters of the Hudson River.

In 1954, The FDR Drive viaduct was constructed along the East River, over South Street in order to more efficiently move traffic around the island. The placement of the viaduct above the street allowed for the efficient movement of goods underneath the highway from the piers to the City streets. By the post-war period, the only major maritime related use remaining on these piers was the Fulton Fish Market.

The East River Waterfront was soon forgotten as a place of everyday life in the City as trade moved to containerized ports in the deeper waters. The City focused on redevelopment and urban renewal projects and the East River Waterfront in Lower Manhattan became a major redevelopment site for numerous master plans over the next 45 years.



1920 - EAST RIVER - EDWIN LEVICK

HOW CAN WE STOP PUTTING PLANS FOR THE EAST RIVER ON THE SHELF?

45 YEARS OF PLANNING

This 2-mile stretch of the East River Waterfront has bred a fertile ground of inventive possibilities, yet none have gone past the image board to implementation.

Battery Park Urban Renewal Area

In 1959, Robert Moses proposed a 7-block urban renewal area on the east side of Lower Manhattan from Whitehall Street to Coenties Slip. This plan called for three 24-story residential buildings with over 1,200 apartments. The area was later planned as the new location for the New York Stock Exchange. The plan called for the City to use powers of Urban Renewal to acquire the properties, consolidate them by eliminating cross streets, and sell the final product to the Exchange. The owner of the property argued that the Urban Renewal designation was unnecessary given their willingness to redevelop the site for them. The court dissolved the Renewal Area under the condition that landowner develop the site according to the City's plans. When the Exchange backed out, the developer was free to use the land at will. The result is four large office buildings, built on two super-blocks, the first of which constructed was One New York Plaza.

World Trade Center

In 1960, the Downtown-Lower Manhattan Association released a plan for a mixed-use office and hotel complex called the World Trade Center. The Center was sited on the East River Waterfront, bound by Fulton Street, Water Street, South Street and Old Slip. The plan called for an office and hotel structure of 50-70 stories with a 6 story international trade mart and exhibition hall and a securities exchange building. This complex was intended to diversify the Lower Manhattan market by creating a center for global commerce which would complement the increasingly global stock exchanges and banks in the area. The plan was also to create new office space without competing with the existing buildings in Lower

Manhattan. By 1962, the project was under the control of the Port Authority and the site was relocated to the west side of Lower Manhattan. The new site allowed for the project to be integrated with the Hudson & Manhattan Railroad, which the Port Authority had recently agreed to take over.

The Lower Manhattan Plan

The City Planning Commission released the City's vision for Lower Manhattan in 1965 which looked to the year 2000. This plan envisioned landfill extending Lower Manhattan into both the Hudson and East Rivers in addition to the extension of streets and plazas to the waterfront. These plazas and open waterfront parks were conceived of as "windows on the water" filled with activities. The coves extended the tradition of open spaces and slips in Lower Manhattan, with apartment towers rising over bands of low-scale housing.

Manhattan Landing

1972 saw the announcement by Mayor Lindsay and David Rockefeller of Manhattan Landing, a mile long 1.2 billion dollar development built over the East River. The proposed development included 6 million square feet of office space, 9,500 units of market-rate housing, a 1,000-car garage, and 400-room hotel. Substantial new open space and a park roughly the size of Washington Square were included in the plan which expanded Lower Manhattan by 88 acres of new platforms over the river. The complex financing system for the project developed by Rockefeller never materialized and the project did not go forward.

East River Landing

In 1984, the City established a task force to study the potential use for the land under the East River in Lower Manhattan. The area under study called East River Landing was between the newly opened South Street Seaport and the northern extent

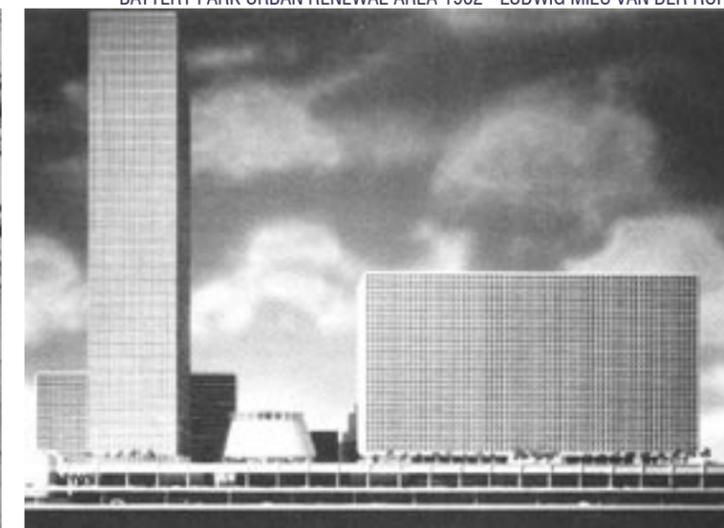
of the Downtown Heliport. The development site consisted of approximately 23 acres over the water. In 1987, the project was developed as a scaled down version of the Manhattan Landing Project. Due to the timing of the development in the late 1980's and the downturn in the financial and New York real estate markets, the plan was never realized.



BATTERY PARK URBAN RENEWAL AREA 1962 - LUDWIG MIES VAN DER ROHE



THE LOWER MANHATTAN PLAN 1966 - WALLACE, McHARG, ROBERTS AND TODD



WORLD TRADE CENTER 1961 - RICHARD M. ADLER

CURRENT HARBOR INITIATIVES

Harbor District

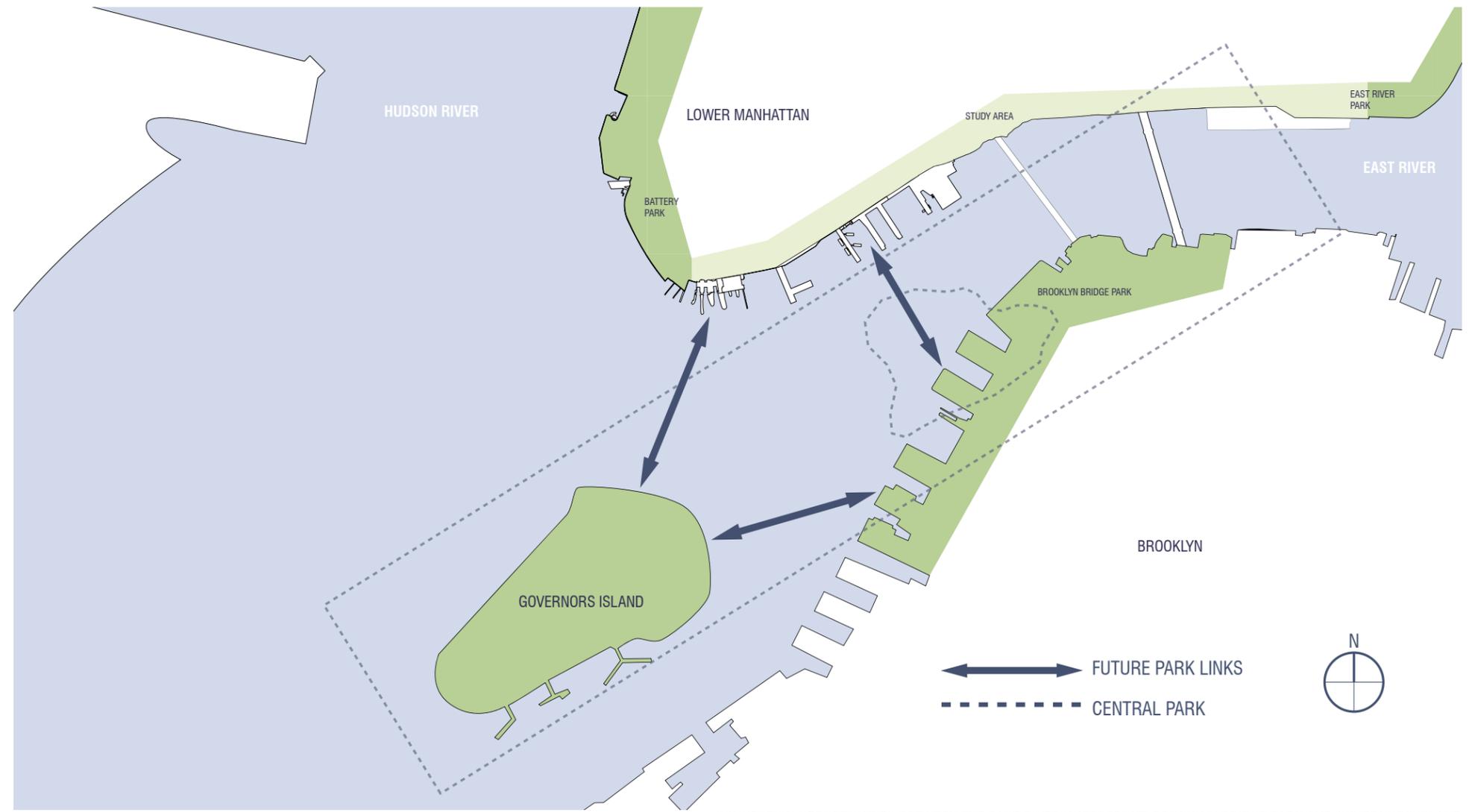
The historic position of New York Harbor, as the heart of the City, is being reinterpreted with current redevelopment efforts planned around an emerging “Harbor District” on the Lower East River. The East River Waterfront, in concert with two other major planning initiatives in the harbor; Brooklyn Bridge Park and the Governors Island Framework create a triumvirate of projects, framing the Lower East River and radically reshaping the perception of New Yorker’s image of this historic waterfront. These projects represent the State and City’s investment in creating new amenities for New York’s growing population and interest in expanding recreational and cultural opportunities on the waterfront. In addition, the Harbor District projects are being developed in an environmentally sensitive manner. The parks will not only enhance people’s enjoyment of the waterfront, but also will create sustainable developments which improve habitat, link communities and adaptively reuse and preserve resources for future generations of New Yorkers.

Brooklyn Bridge Park

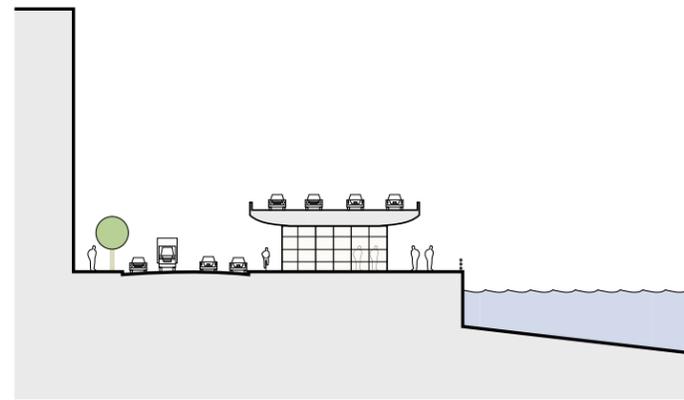
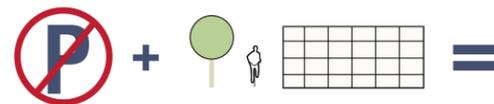
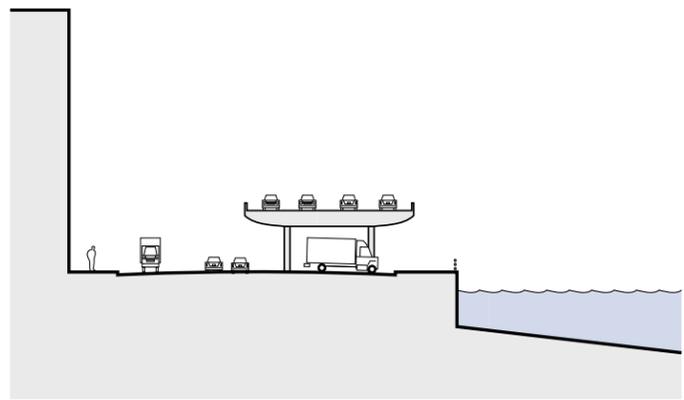
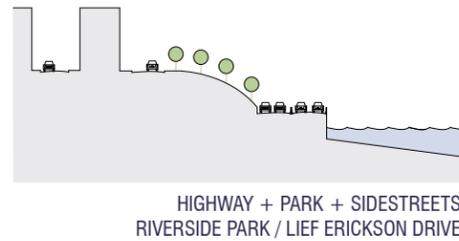
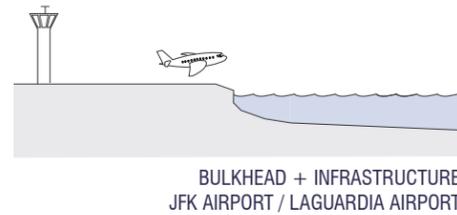
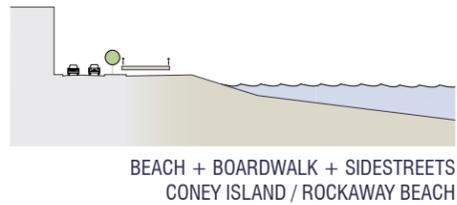
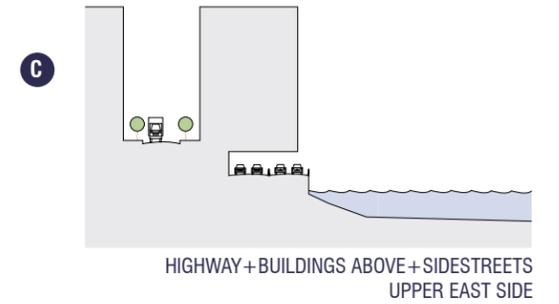
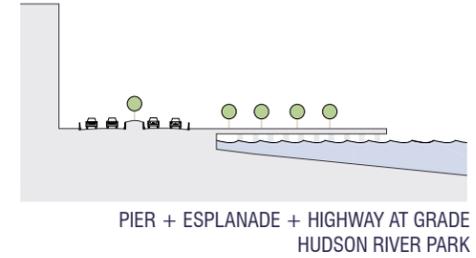
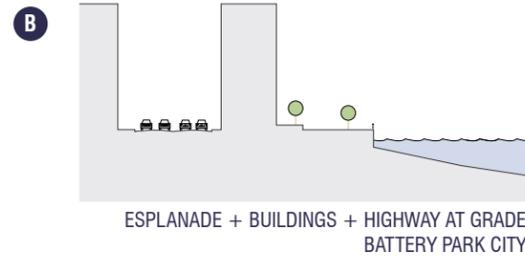
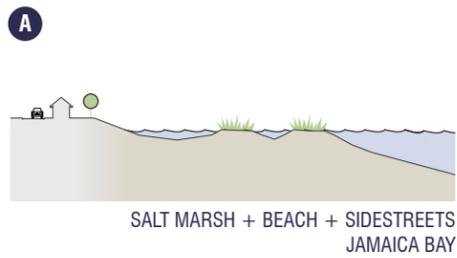
The park will be an 80-acre, waterfront park stretching 1.3-miles along the East River from the Manhattan Bridge to Atlantic Avenue. The park will reconnect Brooklyn residents to their waterfront by replacing abandoned piers, parking lots and storage sheds with a great public space with spectacular views of the New York Harbor and Lower Manhattan. The Park will offer the public unparalleled access to water, making innovative use of boardwalks, floating bridges and canals that wind throughout the water’s edge. It will also contain rolling hills, marshland, and abundant recreational opportunities. By increasing the water’s edge from 2.4 miles to 4 miles, the park’s pathways provide optimal connections to both the water and the full range of Park experiences.

Governors Island

The Governors Island Development Framework produced by the Governors Island Preservation and Education Corporation (GIPEC) outlines an initial program for the reuse and development of 172 acre island in New York Harbor. The framework calls for the preservation of the 92-acre historic district, which includes over 1.5 million square feet of historic 19th century buildings. Other land use requirements include; 40 acres for public parkland, 20 acres for educational uses, 30 acres for other broadly defined public benefit uses, 22 acres as the Governor’s Island National Monument and 16 acres for a perimeter esplanade.



CONNECTION OPPORTUNITIES BETWEEN THE EAST RIVER WATERFRONT, BROOKLYN BRIDGE PARK AND GOVERNORS ISLAND



WATERFRONT TYPES

The density of New York provides a wide variety of waterfront types each with its own unique characteristics. Coney Island gives New York a boardwalk and beach, Battery Park City provides an esplanade along the water, Hudson River Park provides an esplanade along the water and reuses existing piers for park land. The East River Waterfront has its own unique set of criteria that separate it from the given examples due to the FDR Drive and width of the esplanade. It is a mixture of urban infrastructure, maritime activities and waterfront views. Removing some of the current blockages under the FDR Drive will open this site up and turn into another exciting waterfront type mixing old with the new.

STUDY AREA



LOWER MANHATTAN PLANNING INITIATIVES

LOWER MANHATTAN INITIATIVES

Mayor's Vision for Lower Manhattan

New York City's Vision for Lower Manhattan, released in December 2002, outlined a series of improvements that the public sector should make in order to revitalize Lower Manhattan. Three types of investments were identified (1) connect Lower Manhattan to the world around it; (2) build new neighborhoods; and (3) create public spaces that make Lower Manhattan one of the most appealing places in the world. The Vision document became a blueprint for a series of planning initiatives undertaken by the city and state to enhance and improve Lower Manhattan.

Fulton Street

The Fulton street revitalization plan is being developed to bring vitality back to this historic connection across Lower Manhattan. With the reintroduction of Fulton Street to the World Trade Center site, an historic opportunity exists to reintegrate the WTC site with the rest of Lower Manhattan. Other, important improvements along the corridor will create key gateways, making Fulton Street the primary entrance to Lower Manhattan. The new PATH terminal, in concert with the Fulton Street Transit Center alone represent over 2.5 billion dollars in critical transportation infrastructure improvements. These terminals will create a key inter-modal hub in the center of Lower Manhattan on Fulton Street. This hub will be complemented by a series of other cultural and open space destinations, creating a river to river corridor across the tip of the island.

Greenwich Street

With the introduction of Greenwich Street through the World Trade Center site, the neighborhood just south of Liberty Street will have renewed connectivity to the rest of Lower Manhattan. This neighborhood, a diverse collection of historic and contemporary structures is the location of one of Lower Manhattan's major transportation links to the region. Unfortunately, the ramps to the Brooklyn Battery Tunnel also divide the neighborhood and block key connections both north south and east west through the site. The Greenwich South neighborhood study envisions a redevelopment of the 8 acre site and the creation of new residential, retail and parking amenities. New streets are planned which will more fully integrate the Greenwich South neighborhood with Battery Park City to the west, the financial district to the east and the Battery to the south.

Financial District Streetscape

The Financial District Streetscape and Security Project creates a more secure district for the New York Stock Exchange, while also providing a much friendlier street environment for visitors to the area. Specifically, the project targets seven intersections around Lower Manhattan for installing vehicle interdiction devices and equipment to protect the area from unwanted vehicular traffic. At the same time, the project creates a distinctive pedestrian plaza on Broad Street in front of the New York Stock Exchange, and energizes it by the placement of furniture. Long term plans will upgrade the streetscape within the Financial District by adding more distinctive paving, lighting, and street furniture. Other elements will be constructed that provide dual roles in providing both security and a public amenity such as a new fountain on Broad Street.

Chinatown Connections

The events of 9/11 had a major impact on the Chinatown community located less than a mile from Ground Zero. These impacts have been felt in the local businesses and tourist-related business which are the backbone of the neighborhood's economy. The closure of Park Row in particular has had a major impact on the connectivity of Chinatown to the rest of Lower Manhattan. The Chinatown circulation study and Brooklyn Bridge anchorage study were undertaken by the LMDC to develop solutions which would increase the connections between Chinatown and Lower Manhattan. The plan envisions a reopening of Park Row to city buses which terminate at City Hall Park and provide key connections between Chinatown and the Civic Center. In addition, new pedestrian amenities such as a new ramp will connect the elevated plaza behind the Municipal building and will provide much needed, direct connections between the civic center and the heart of Chinatown, Chatham Square. Other transportation improvements planned in the study include a reconfiguration of Chatham Square to improve traffic and relieve congestion. In addition, a partial widening of St. James Place will accommodate additional volume to Water Street and the east side of Lower Manhattan.

West Street

The main arterial on the west side of Lower Manhattan, West Street, otherwise known as route 9A provides major vehicular connections between Lower Manhattan and the rest of Manhattan. A major corridor connecting the Brooklyn Battery Tunnel with the west side of Manhattan, West Street is vital to the region's transportation network. Unfortunately, as a vehicular route that accommodates up to 2000 vehicles at the peak hours, West Street poses difficult urban design problems. The volume of traffic which the street must accommodate makes pedestrian crossings difficult and occasionally unsafe. The New York State Department of Transportation is undertaking an effort to improve the traffic, pedestrian and urban design of West Street. New plantings, safer crosswalks and slightly redirected traffic will all work to increase the connectivity of Battery Park City and the Waterfront to the west, with the rest of Lower Manhattan east of West Street.



MAYOR'S VISION FOR LOWER MANHATTAN

HOW CAN WE LINK THE LOCAL COMMUNITY TO THE WATER?

BROKEN LINKS

The study area is defined by two distinct locations at its north and south – The Battery Maritime Building at the tip of Lower Manhattan and East River Park to the northeast. The current East River Esplanade has a narrow and severely compromised connection for pedestrians, cyclists and others to move easily and safely around the island and between these significant locations. The area in front of the Battery Maritime Building is designed for swift vehicular movement between the Battery Park Underpass and the FDR Drive. While this infrastructure is important and must be maintained, it restricts pedestrian connections from the Battery to the East River Waterfront. The entrance to East River Park is similarly narrow and inadequately designed to allow for the safe movement of vehicles, pedestrians and cyclists into the Park.



EXISTING CONDITION - THE BATTERY MARITIME BUILDING

BLOCKAGES

Currently the predominant land use along this portion of the East River is parking. Buses, cars and trucks all park under the FDR Drive and block access to the waterfront for pedestrians. Access to the waterfront from the upland is directly tied to its usability, safety and degree of amenity provided to the community. Without direct access to the waterfront, it is not usable. Given the industrial legacy of much of this waterfront, access for pedestrians was not promoted. A severe homeless problem in the 1980's prompted the city to cordon off portions of the waterfront beneath the FDR Drive with fences and concrete barriers. Outside of the fences, South Street is also used as a parking area during the day for commuter and tour buses much to the dismay of the local community.



EXISTING CONDITION - UNDER THE FDR

LACK OF AMENITIES

Currently, much of the open space is used for car and bus parking. Pier 17 serves as the only attraction along the 2-mile study zone to draw people to the City's edge. Since the river was never a place for people to linger or spend time, there are no amenities which would allow for a more leisurely stay at the river's edge. Today, the east river waterfront is largely a legacy of the City's industrial past. Containerization and mechanization have largely displaced all of the City's port activities to larger, more industrialized areas of the region. As a result, there are many dilapidated, defunct piers along this waterfront. Furthermore, with the relocation of the Fulton Fish Market to a modern, and centralized facility in the Bronx, the last major industrial use will leave this waterfront.



EXISTING CONDITION - PECK SLIP

UNDER-UTILIZED WATERFRONT

Parking, jersey barriers and trash today occupy large parts of the waterfront. Similarly, City services were placed here at the water's edge, the Department of Sanitation, Department of Transportation, Emergency Medical Services and the Fire Department of New York's facilities now occupy large areas of piers 35, 36 and 42. The site shows traces of use through its industrial past but most of these areas are not open to the public and remain un-used. Since this was an area of trade, commerce and other maritime activities, pedestrian access and open space has not been a priority in its development.



EXISTING CONDITION - PIER 42

EXISTING CONDITIONS



BROKEN AND ESTABLISHED LINKS BETWEEN CITY AND WATERFRONT



FOUNDATION PROJECT DESIGN PHILOSOPHY

The East River Waterfront Project is an essential link in the ongoing revitalization of Lower Manhattan. It will help to sustain the rich, creative environment that is enjoyed within the area and is synonymous with New York. This is an area that has pride in its diverse communities, job opportunities and entrepreneurial settings. The challenge is to recognize and celebrate these attributes and support the growth of the diverse urban communities along the waterfront by creating a flexible plan for the river's edge.

Today provides a chance to reexamine the opportunities and potential that this shoreline offers. The physical constraints of FDR Drive, the waterside and South Street provide a base to create a clear and coherent vision for the area. These constraints have been used as advantages to make stronger connections to the surroundings in a way that reveals and celebrates the shoreline and underlines the importance of this vital urban edge for local communities and New Yorkers.

Part of the goal, described in the following pages, is to find new waterfront uses. Through a set of appropriate urban interventions it is intended to revitalize the East River for a fuller enjoyment of this extensive public realm. It is a progressive but not prescriptive framework of proposals and ideas that will support the increasing needs for waterfront use within a comprehensive development strategy. This begins by providing a base infrastructure that can support both waterfront and community activities. Improving the esplanade, providing pavilions under the FDR Drive and opening piers to the public will provide a place for recreation, community and maritime activities.

This is planning by evolutionary rather than revolutionary measures. By adding new among the old and smaller public interventions into the larger waterfront context positive change is in place to bring new programs and uses for neighborhood and city wide benefit.



ACTIVITIES - ESPLANADE



ACTIVITIES - ESPLANADE



ACTIVITIES - PAVILIONS



ACTIVITIES - PIERS



ACTIVITIES - ESPLANADE + PIERS



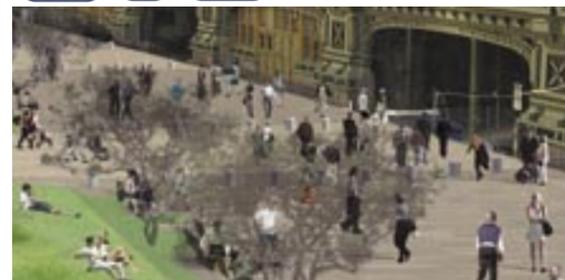
ACTIVITIES - PIERS



ACTIVITIES - BURLING SLIP



ACTIVITIES - PECK SLIP



ACTIVITIES - BATTERY MARITIME BUILDING



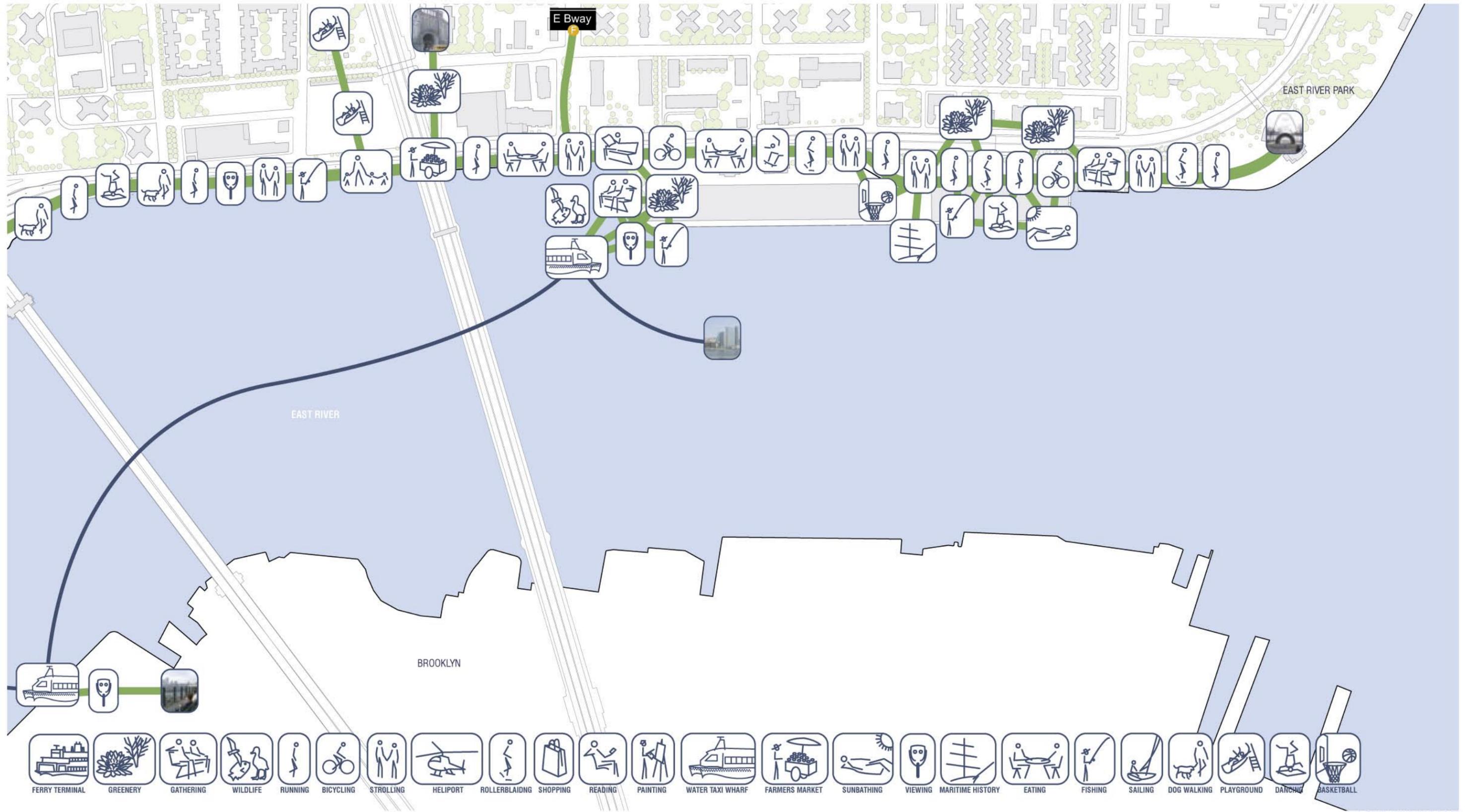
UNDERSTANDING NEEDS AND OPPORTUNITIES

One of the planning goals is to maximize year round waterfront use by introducing a new layer of public open space along the existing esplanade. The 2-mile stretch establishes focal points that enhance the length of the esplanade space and at the same time link the City to the waterfront.

New amenities such as pavilions under the FDR Drive, public access to piers, designated pedestrian and bike lanes will provide a mix of activities for residents and visitors through out the year. These new locations also enhance established links into adjoining neighborhoods and create further commercial, cultural and social opportunities along the length of the waterfront.

THE FOUNDATION PROJECTS





ACTIVITIES MAP

HOW CAN WE IMPROVE THE EXISTING ENVIRONMENT?

ECOLOGY

The aquatic environment of the East River adjacent to the Lower Manhattan shoreline is characterized by existing physical habitats and aquatic life. These habitats may be effected by shoreline redevelopment activity that would interact with the existing resources. Existing information on aquatic life from previous sampling in the study area and other locations in the East River indicates that the majority of fish species are transient, moving in relation to seasonal habitat needs, response to tidal flow conditions and food availability.

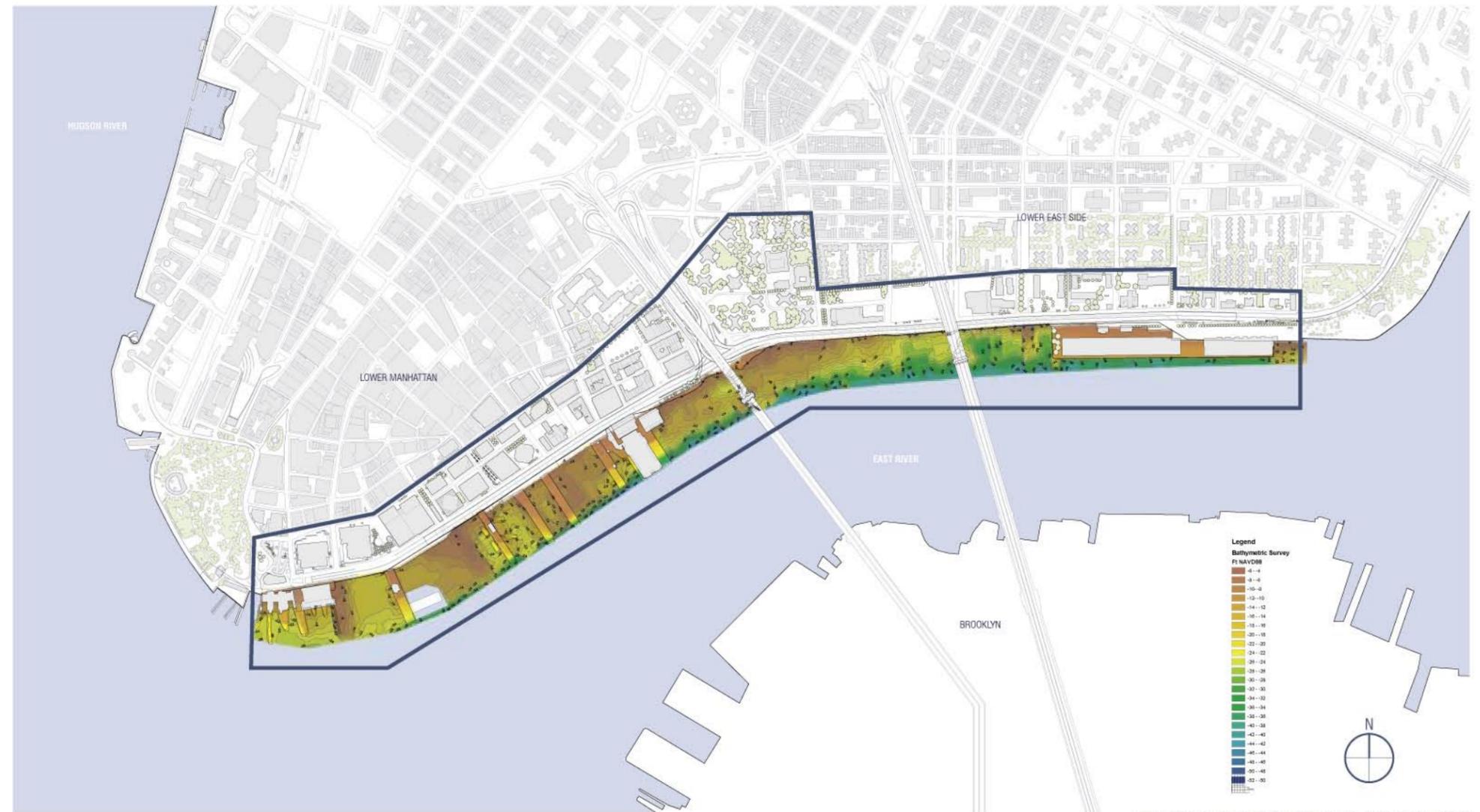
Bathymetric (depths) and tidal current surveys conducted in the spring of 2004 in the area between the bulkhead and pierhead line describe the physical conditions of the study area. The tidal current survey provides baseline information for calibrating a two dimensional computational fluid dynamics model. This model of the downstream portion of the study area shows flow and sedimentation patterns of alternative inwater redevelopment options.

Aquatic environmental conditions are a prominent factor in the evaluation of redevelopment options and form a set of base criteria for the Foundation Projects preferred options.

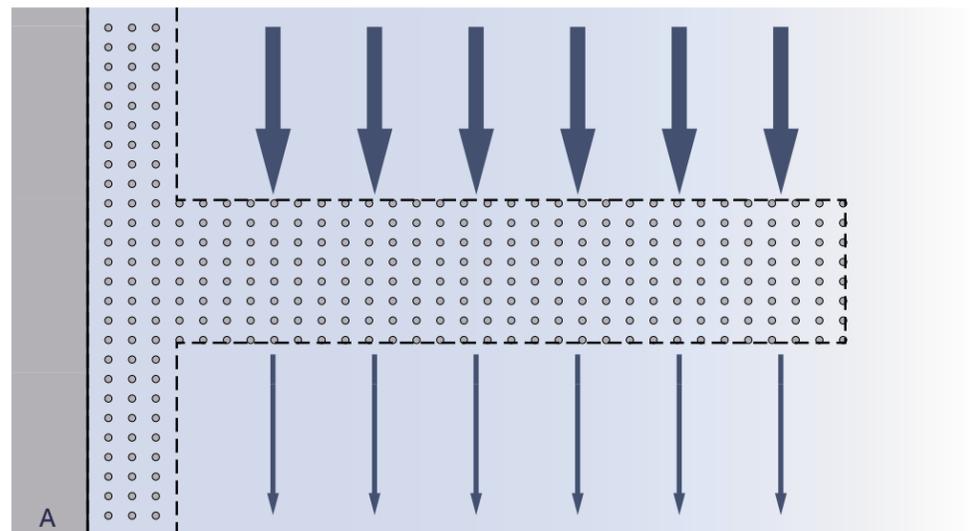
Major design considerations to accommodate aquatic life needs includes:

1. Reconfiguration of overwater structures so that there would be no net increase in the amount of overwater coverage;
2. New or rebuilt inwater structure (piers) which would be built with widely spaced support piles to permit tidal flow beneath those structures and to minimize sediment buildup;
3. Where appropriate (tidal current and sedimentation permitting) structural habitat elements would be added to provide both surface area for the attachment of invertebrates and retreats for fish and mobile invertebrates (crabs and lobsters).

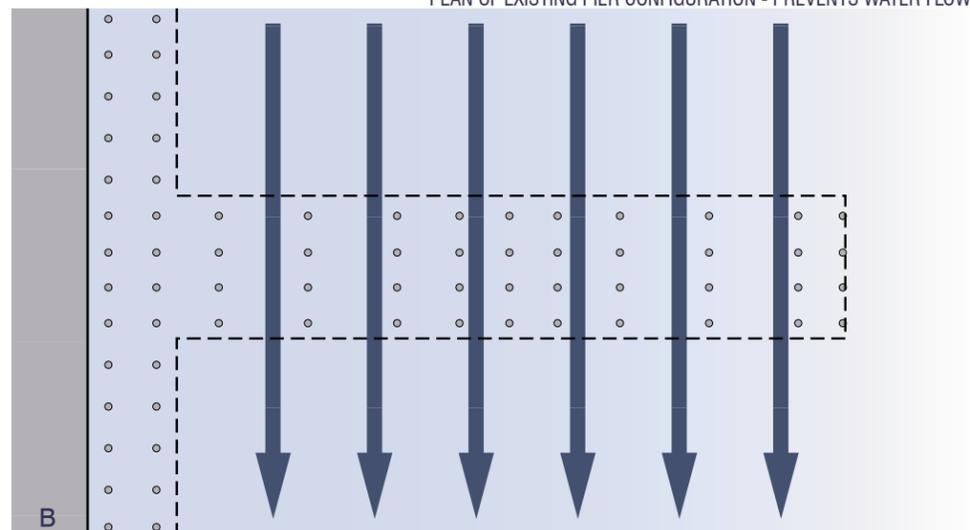
These aquatic design considerations utilize the inwater changes associated with proposed project elements to enhance aquatic habitats and recover some of the aquatic habitat values that were lost during historical changes to this shoreline.



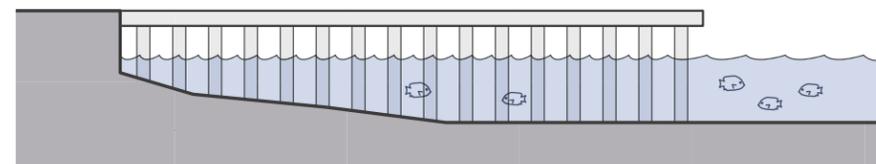
EAST RIVER BATHYMETRIC SURVEY - RIVERBED DEPTH



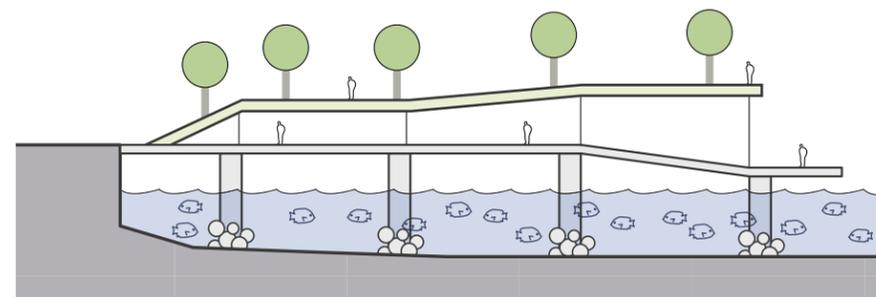
PLAN OF EXISTING PIER CONFIGURATION - PREVENTS WATER FLOW



PLAN OF PROPOSED PIER CONFIGURATION - PROVIDES LONGER SPAN FOR BETTER WATER FLOW



EXISTING PIER CONFIGURATION - ELEVATION



NEW PIER CONFIGURATION - ELEVATION OF LONGER SPAN WITH VIERENDEEL TRUSS

1. WILL IMPROVE HABITAT WITH BETTER WATER FLOW
2. WILL IMPROVE HABITAT GROWTH BY ATTACHING REEF BALLS TO PIER PILE

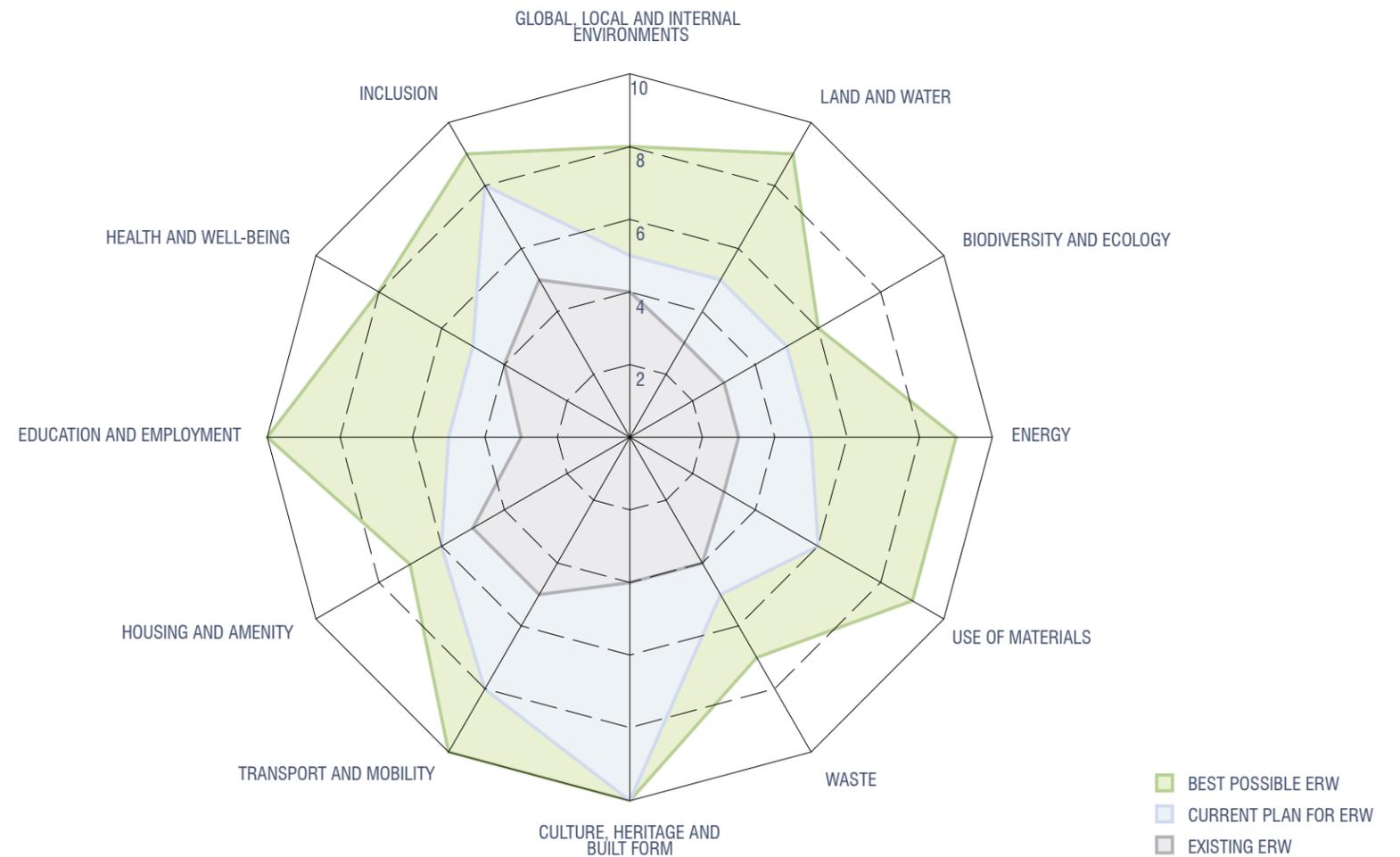
SUSTAINABLE DESIGN

Sustainable design for the East River Waterfront means responding to environmental issues, social responsibility and economic development all with equal concern. In a broad sense, the project represents sustainable development as it enhances city life and encourages people to live in the dense urban area of New York City. New York has the lowest per capita energy use, the most extensive public transportation system, the most ethnic and cultural diversity, the strongest economic engine and densest land use in the United States. All of these factors make it arguably the 'greenest' city in the country.

But New York lacks some environmental features. It has low biodiversity, it generates large amounts of solid waste and has concentrated pollution issues from air to water to noise pollution.

The East River Waterfront Study addresses issues of sustainability throughout the Foundation Plan. The rebuilding of Pier 15 with a new habitat sensitive design will allow aquatic life to flourish in the East River. Small additions such as placing reef balls on existing pier promote biodiversity without great cost or intervention. Reprogramming and reusing the space under the FDR with commercial, recreational and community programs promotes the use of new materials and potential cultural destinations. By implementing the Foundation Plan a base framework will be put in place as an example for future sustainable projects.

New York is an exemplary model of economic, social and sustainable development. This waterfront development project will encourage and improve the unique qualities that are already in place.



SUSTAINABILITY PERFORMANCE ASSESSMENT DIAGRAM



REUSE AND REDUCE
The flexible nature of the design elements allows built spaces to adapt for future uses without being torn down.

1



HERITAGE AND BUILT FORM
The revitalization of the waterfront will improve visitation to existing cultural institutions and establish new centers.

2



INCLUSION
Continuing the development process, local residents are consulted to ensure their views are considered in the design.

3



GLOBAL AND LOCAL ENVIRONMENTS
The best practiced standards for global climate change, indoor air quality, pollution, noise, vibration, daylight and light pollution will be used.

4



USE OF MATERIALS
Environmentally sustainable design and construction techniques will be utilized wherever possible.

5



EDUCATION AND EMPLOYMENT
Employment opportunities will be generated both during the construction phase and post-occupancy.

6



ECOLOGY
The production of phytoplankton in the water drives the marine food chain. Sunlight is required for phytoplankton to exist. No new structures will be added that increase shading on the water.

7



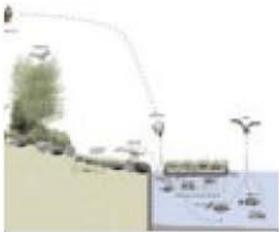
CULTURE AND BUILT FORM
Tall ships, piers and docks are fundamental cultural elements of the ERW landscape. They recall the history of the place and remind visitors of past generations.

8



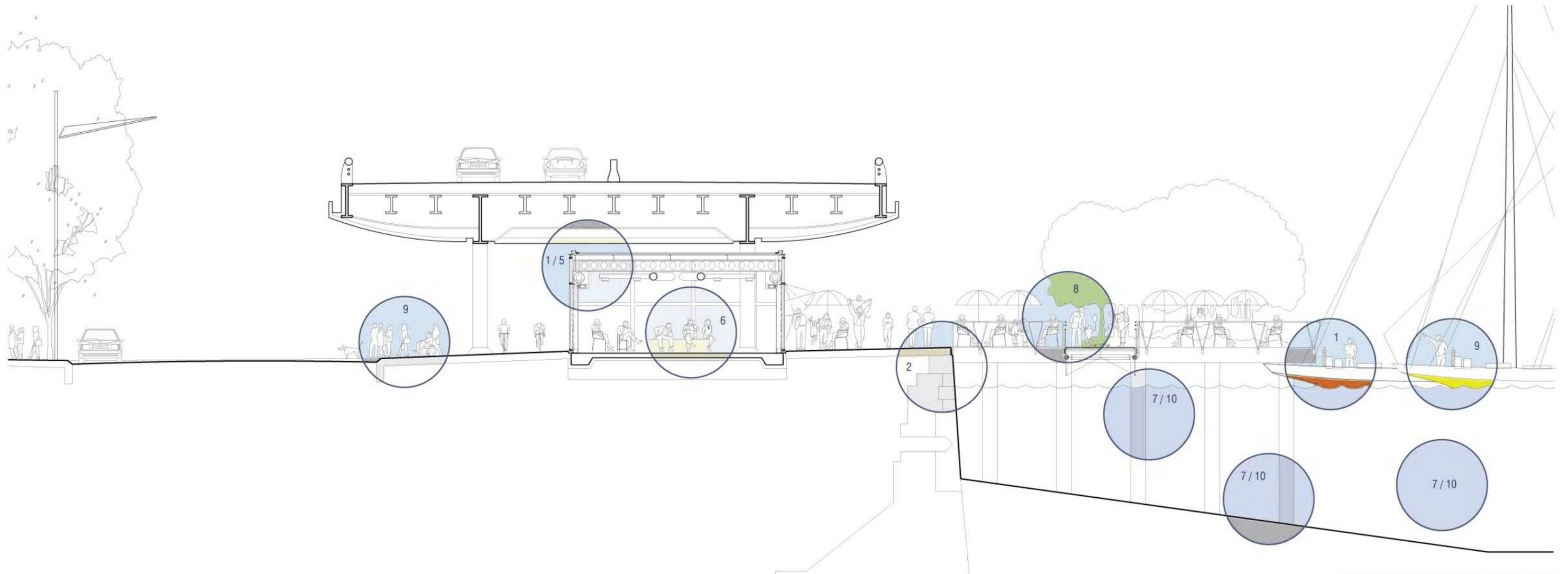
TRANSPORT AND MOBILITY
Pedestrian access to the waterfront will be greatly improved with the reconfiguration of the esplanade. Designated bicycle paths will improve bicycle safety.

9



BIODIVERSITY
The Foundation Plan will make positive enhancement to the biodiversity of water's edge. A major goal of the design will be the facilitation of water edge ecosystems.

10



SUSTAINABILITY SECTION THRU THE ESPLANADE

TRANSPORTATION

In recent history, the waterfront has been the location for the placement of major elements of the City's transportation infrastructure; as such the FDR Drive viaduct, the Brooklyn and Manhattan Bridges, three ferry terminals and the Downtown Heliport are present within this study area. In addition, local streets such as Water Street and South Street provide major connections within the Lower Manhattan street network. Finally, cross streets located in the historic slips are arrayed along the length of the study areas and link the waterfront with the financial district and other upland communities.

Increasing connectivity and enhancing access along the waterfront between the East River Park and Battery Park are critical issues with regard to ensure the future success of the study area. Today, access to the waterfront from the north and south is constrained by existing infrastructure such as the Battery Park Underpass and the current entrance into East River Park. Vehicular and pedestrian traffic operations in and around the Battery Maritime Building, Whitehall Ferry Terminal and the Battery Park Underpass constrain access to the area and will be further exacerbated by the redevelopment of Governors Island and other future projects adjacent to the area.

To enhance access and egress to these facilities for both vehicular and pedestrian traffic, the study team reviewed a series of alternatives for the FDR Drive, South Street, the Battery Park Underpass, John Street/Burling Slip, Peck Slip and Montgomery Street. Improvements in these areas will provide a safer pedestrian environment while maintaining traffic operations and access to the surrounding area.

To evaluate the potential benefits and impacts of the proposed foundation plan alternatives, the study team established an existing 2004 transportation network that was projected to reflect the 2025 horizon year transportation network, which was established as the base year for alternatives analysis. The 2025 horizon year incorporated minor and major infrastructure improvements that include the reactivation of Governors Island; the relocation of Fulton Fish Market; and, the reconstruction of the Brooklyn Bridge approach ramps. Below are highlights of the transportation alternatives evaluated and the study team recommendations:

FDR Drive

A range of FDR Drive alternatives was evaluated to determine the potential benefits and impacts of deconstructing or reconfiguring the FDR Drive including:

1. Deconstruction of the FDR Drive between the Brooklyn Bridge and the Battery Park Underpass as an at-grade facility in combination with a one-way couplet along South Street and Water Street between Old Slip and Robert F Wagner Place.
2. Deconstruction of the FDR Drive between the Brooklyn Bridge and the Battery Park Underpass as an at-grade boulevard.
3. Narrow cross-section of FDR Drive between the Brooklyn Bridge and the Battery Park Underpass in combination with a one-way couplet along South Street and Water Street between Whitehall Street and Robert F Wagner Place.
4. Narrow cross-section of FDR Drive between the Brooklyn Bridge and the Battery Park Underpass in combination with a narrowed cross section along South Street.
5. Current FDR Drive with narrowed cross section along South Street.

The evaluation showed that maintaining the current FDR Drive cross section in combination with a narrowed South Street cross section provided the most benefit with respect to transportation infrastructure and urban design goals.

South Street

The benefit of the FDR Drive is that it provides drivers with a dedicated high-speed facility to access destinations on the west side of Manhattan as well as destinations north of the study area while avoiding the local street network. Maintaining the elevated FDR Drive allows South Street to keep its local street character, which provides access to local residents, businesses and the East River Waterfront.

The proposed cross section along South Street between Old Slip and Robert F Wagner Senior Place will accommodate a single through lane in both the northbound and southbound directions in combination with a center turn lane. Drop-off and pick-up lanes will also be provided at strategic locations along the street. The

proposed cross section along South Street between Robert F Wagner Senior Place and Montgomery Street will consist of a single through lane in both the northbound and southbound directions in combination with a parking lane on either side of the street.

The proposed cross section will also provide continuous sidewalks on both the east side and west side of South Street. The Foundation Plan will also connect the East River Park and Battery Park bike lanes by providing a discrete and continuous bike lane along the South Street corridor within the study area.

Battery Park Underpass

The extension of the Battery Park Underpass north by approximately 335 feet provides improvements to north-south and east-west connections for both vehicular and pedestrian traffic. The extension of the Battery Park Underpass provides the Battery Maritime Building with a $\frac{3}{4}$ acre pedestrian plaza that directly connects East River Park with Battery Park through Peter Minuit Plaza. This new plaza also creates additional vehicular access to both the Battery Maritime Building and the Whitehall Ferry Terminal through strategically placed pick-up and drop-off lanes. The extension of the Battery Park Underpass allows for the reconnection of Water Street and South Street through Broad Street. The Broad Street connection minimizes pedestrian vehicular conflicts in front of the Battery Maritime Building and the Whitehall Ferry Terminal while improving pedestrian and vehicular traffic operations along Water Street. The Battery Park Underpass extension in combination with the proposed narrowed South Street enhances intermodal connections in Lower Manhattan and meets both the transportation infrastructure and urban design goals.

Peck Slip

Currently, Peck Slip is a cobblestone street with a central at-grade plaza that functions as a public parking area with vehicular traffic and parallel parking on the north and south side of the street. The central parking area is not well delineated and induces vehicular-pedestrian conflicts. The foundation plan eliminates the central at-grade parking area while maintaining parallel parking along the north and south sides of the street. The plan will establish a central pedestrian plaza with vehicular traffic on the north and south side of the street. The proposed plan will have no significant impact to traffic operations along Peck Slip.

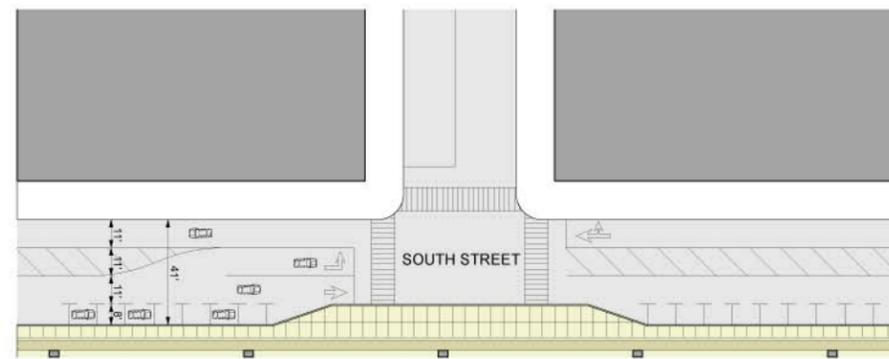


John Street/Burling Slip

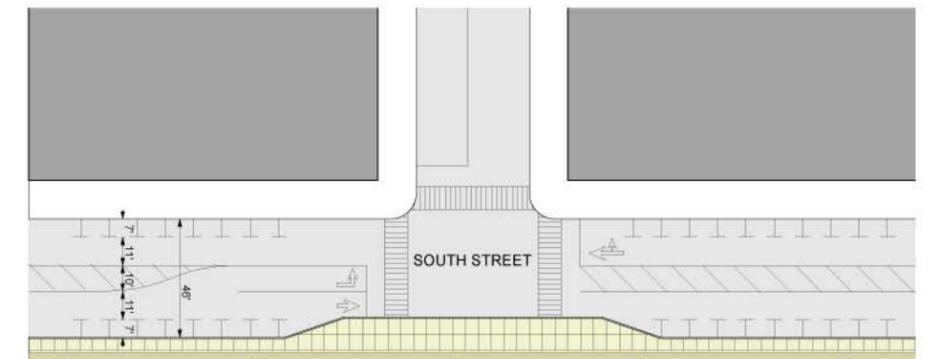
John Street/Burling Slip is an active two-way roadway with unfettered access to the parking lot just north of the street. The parking lot also provides access to the local businesses just north of John Street/Burling Slip. The proposed plan will establish a curb line to the north of John Street/Burling Slip. The slip will remain a two-way roadway with parallel and angle parking on the south and north curb line, respectively. Access to the local businesses will be provided through mountable curbs.

Montgomery Street

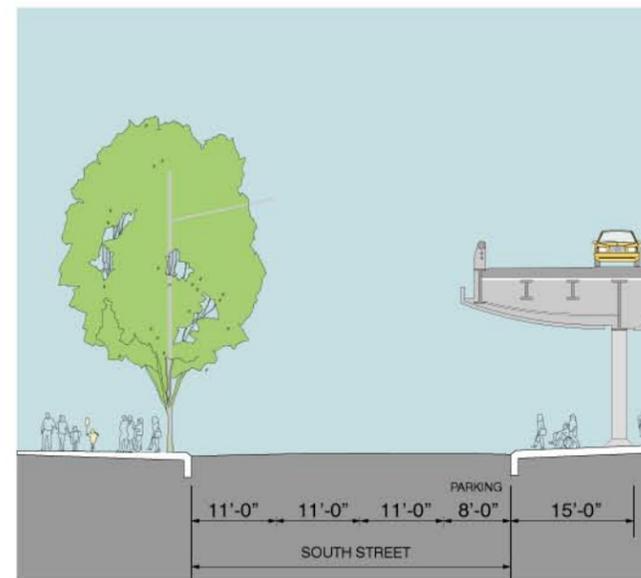
The existing width of Montgomery Street accommodates two-way traffic operations with parallel parking on both sides of the street. The Foundation Plan proposes the reconfiguration of the south side Montgomery Street to accommodate angle parking increasing the available number of parking spaces.



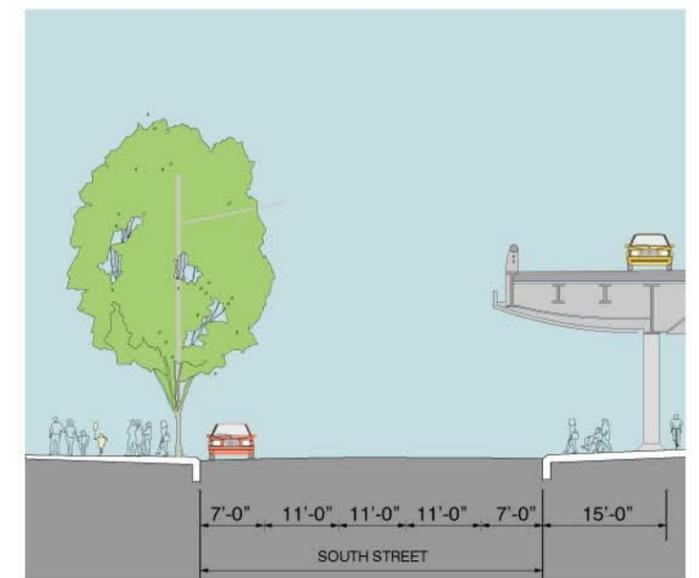
SOUTH STREET SOUTH OF BROOKLYN BRIDGE - PLAN



SOUTH STREET NORTH OF BROOKLYN BRIDGE - PLAN



SOUTH STREET SOUTH OF BROOKLYN BRIDGE - SECTION



SOUTH STREET NORTH OF BROOKLYN BRIDGE - SECTION





PLAN OVERVIEW

THE FOUNDATION PROJECTS



BATTERY MARITIME BUILDING PLAZA

1



PIER FIFTEEN

2



BURLING SLIP

3



NEW MARKET BUILDING

4



PECK SLIP

5





THE ESPLANADE

6



SLIP PROTOTYPE

7



PIKE/ALLEN STREET

8



PIER THIRTY-FIVE

9



EAST RIVER PARK CONNECTOR

10



PROJECT INDEX



ESPLANADE COMPONENTS



ESPLANADE



WIDE ESPLANADE



PAVILIONS



FDR DRIVE CLADDING



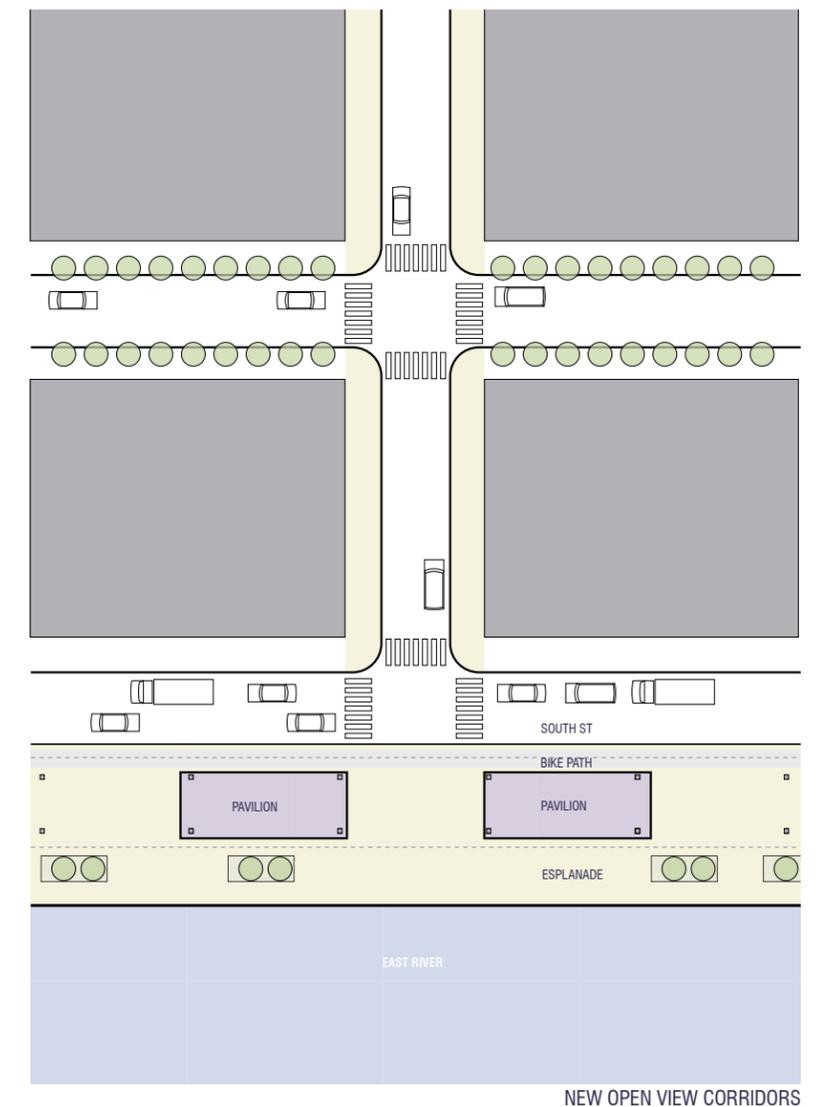
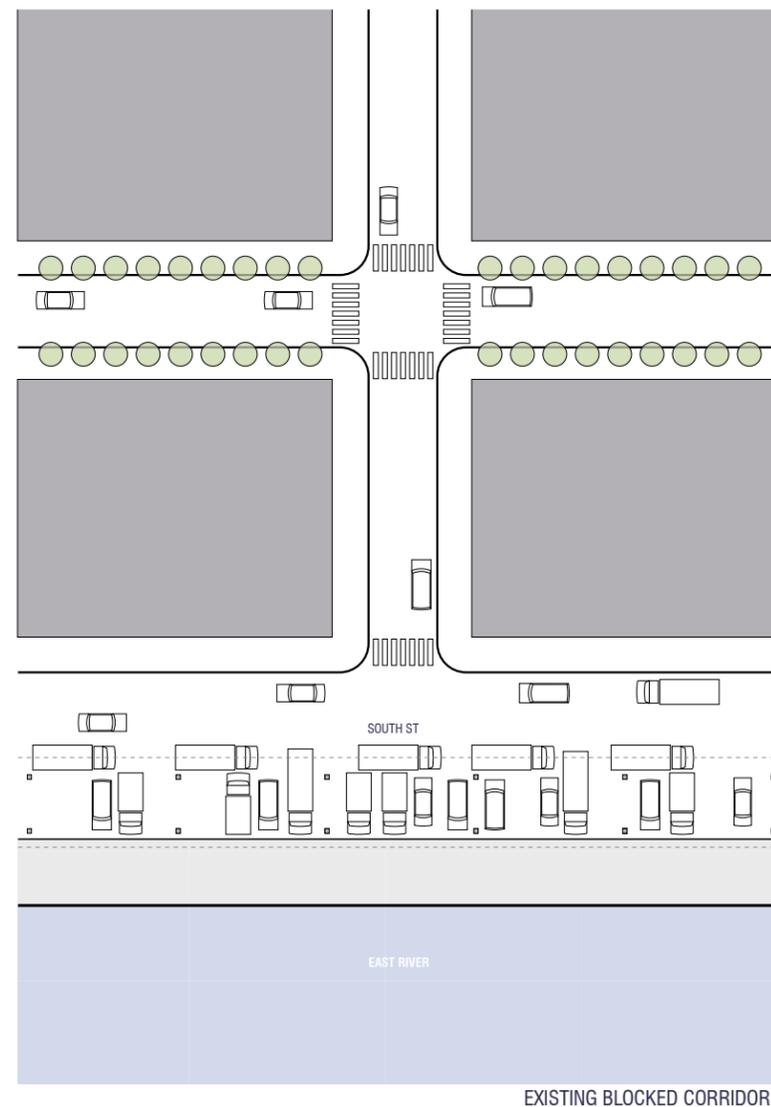
THE ESPLANADE

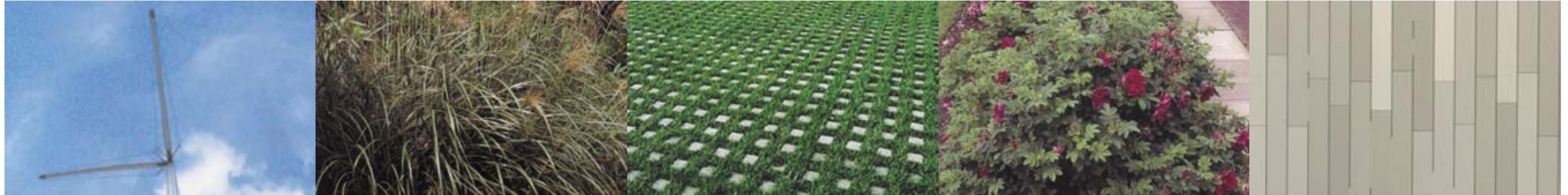
The most vital aspect of a successful waterfront project is the treatment of the edge condition. The edge of the city is the most direct interface between the land and the water. A vibrant edge will generate year-round activity and provide new amenities for residents, workers and visitors alike. The new East River Waterfront is designed as a series of 'projects' which complement each other while addressing the unique problems and opportunities in the study area. These projects share formal and material traits, creating a unique identity that signals this new waterfront. The key projects are the esplanade, new esplanade amenities, pavilions, and the FDR cladding.

The esplanade has two basic configurations along its length, a typical condition which exists primarily below the FDR Drive and a wide esplanade where an over-water relieving platform structure already exists. In both configurations the continuous Greenway around Manhattan is maintained, expanded and enhanced.

The layout of the esplanade consists of a recreation zone along the edge with seating and plantings, a program zone under the FDR Drive for the pavilions and outdoor activities, and a dedicated bikeway along South Street.

The pavilions and activities planned underneath the FDR Drive bring the active street life from the city to the water's edge. These pavilions are located along the waterfront, parallel to the existing street, so that view corridors are not obstructed. In the warm weather, the walls of the pavilions could open to allow the programs to spill out onto the esplanade. Additionally, in order to create a safe and inviting environment under the FDR the plan proposes new cladding to be placed on the existing FDR viaduct. This would include enhanced lighting and new materials in order to create an environment that attracts people at all hours of the day and night.





ESPLANADE COMPONENT - ARBOR WITH SWING



ESPLANADE COMPONENT - PLANTERS



ESPLANADE COMPONENT - RAILING



ESPLANADE COMPONENT - SEATING PLATFORM AND PLANTER



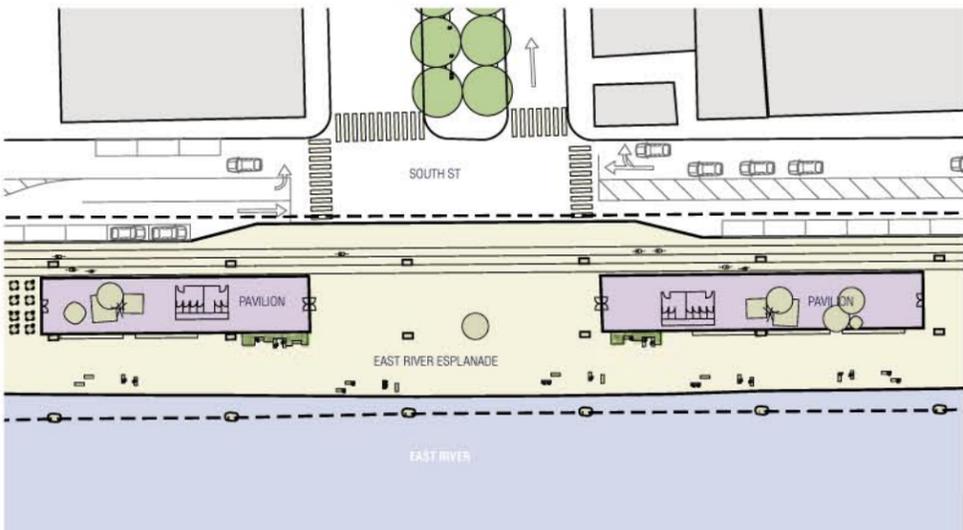
ESPLANADE COMPONENT - SEATING

ESPLANADE COMPONENTS

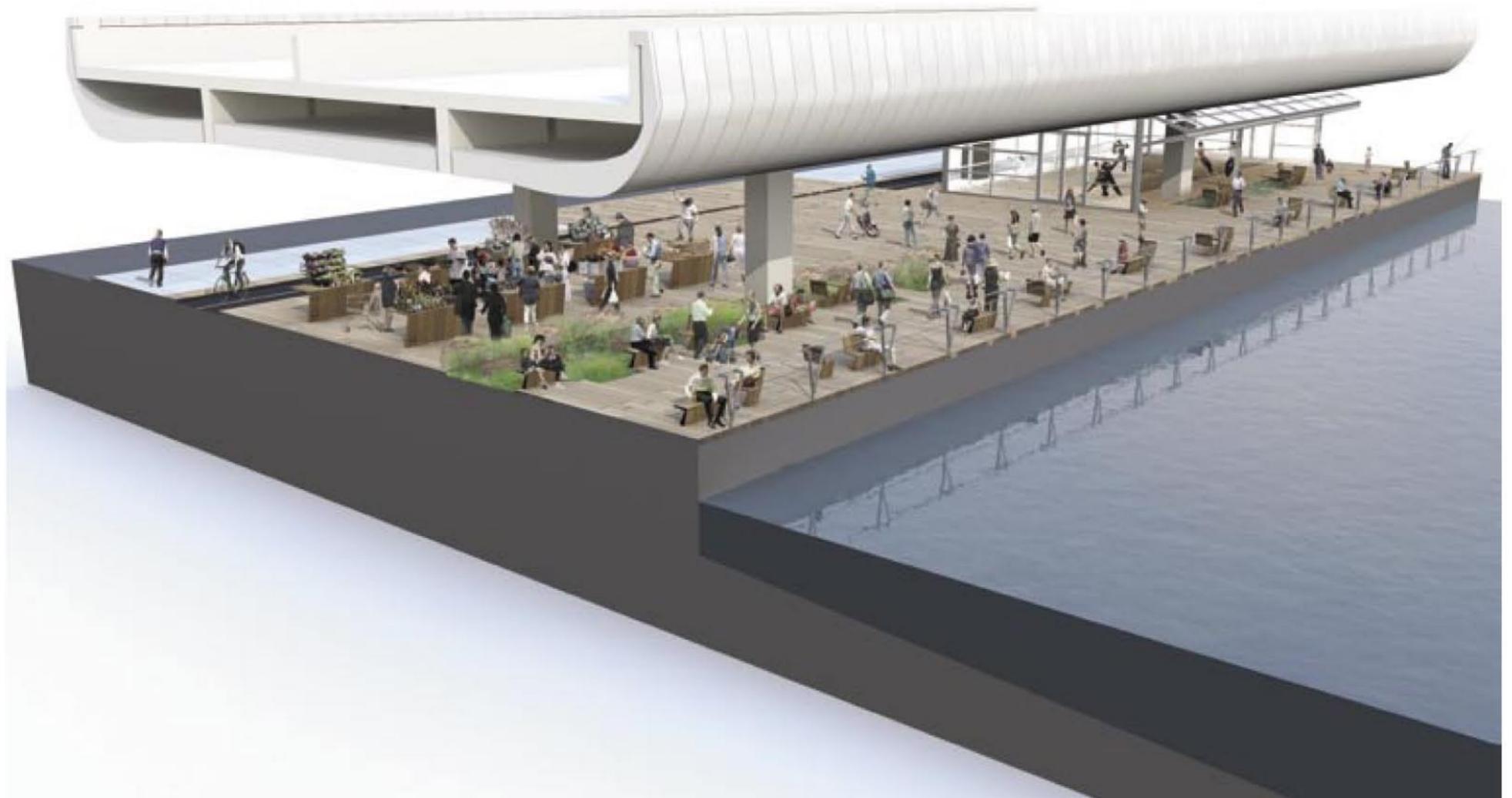
The East River Esplanade is planned as a system of components which create a consistent, yet unique identity that signals a new waterfront environment. These components share material and form and can be placed to best meet community needs and to take advantage of local conditions. The system's components consist of benches, railing, planters, and arbors. A modular reinforced concrete paving system runs the length of the esplanade providing a continuous material identity between the Battery Maritime Building and East River Park. The benches are made from the same concrete paving system as the esplanade. Benches can be configured in numerous ways to create a variety of social interactions: enjoying waterfront views, having intimate conversation, playing a game of chess, or participating in a family picnic. The stainless steel railing would do more than define the edge of the esplanade: enhanced lighting, fishing pole holders, brackets for attaching historic placards and viewfinders for sights of interest can be integrated within the rail structure. Arbors will provide shade, swings and built-in lighting which would complement the railing in both material and form. Two different types of planters will be deployed to address different soil conditions.

ESPLANADE

The esplanade between East River Park and the Brooklyn Bridge is bordered on one side by the bulkhead and the other by South Street. There is little room beyond the edge of the elevated FDR which is located over the bulkhead line. A consistent sidewalk width along South Street is provided, as well as the bike lanes and pavilions underneath the FDR Drive. The promenade, which runs between the pavilions and the water's edge is approximately 24 feet wide. Within this width are areas for plantings, social seating and linear seating at the water's edge. In addition to the programs contained in the pavilions, open areas underneath the FDR Drive can be used for temporary programming and recreation such as farmers' markets, flower markets, performances, exhibitions, skateboarding, squash and community gatherings based on community needs.



ESPLANADE PLAN



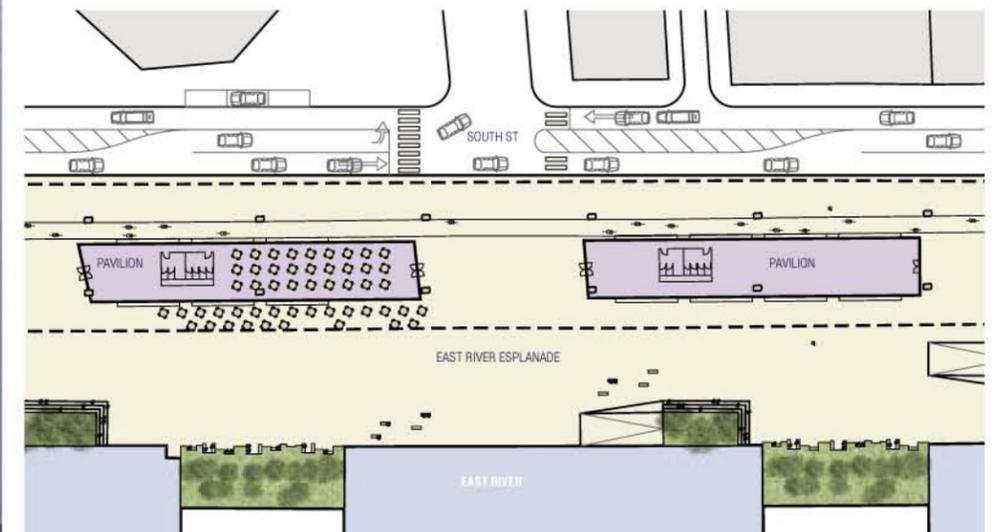
ESPLANADE - SECTIONAL PERSPECTIVE



WIDE ESPLANADE - SECTIONAL PERSPECTIVE

WIDE ESPLANADE

Between Pier 11 and the Brooklyn Bridge, the existing esplanade structure extends over the water 50 feet beyond the bulkhead. This additional width enables the creation of a 58 foot wide space. Here the esplanade extends beyond the FDR Drive overhead, allowing the placement of larger plants and trees in planter boxes on the relieving structure. Large open areas for play are interspersed with intimate seating areas for conversation. The continuous sidewalk and bike path along South Street are maintained, as well as space for the pavilions and covered outdoor activities. The pavilions will be programmed to enhance the residential and commercial character of the neighborhood.



EXPANDED ESPLANADE PLAN



PAVILION - FLOWER SHOP



PAVILION - DANCE STUDIO



PAVILION - MARTIAL ARTS CLASSES

PAVILION PROGRAMS

To meet the goal of bringing the activity and vitality of the city to the waterfront, pavilions are planned underneath the FDR Drive viaduct. These pavilions would be small buildings between 1,500 – 8,000 square feet depending on location and program. Located between the new bike path on South Street and the esplanade along the water, the pavilions perform a key function of continuing the city fabric to the water's edge. In order to provide visual access to the water, transparency and openness are key qualities of the pavilion. In warmer weather, entire walls could open up like airplane hangers allowing the programs and activities to spill out onto the esplanade. The pavilions would be programmed for community, cultural, and commercial uses. Planned programs would be directly responsive to the unique local needs of each particular location and local community. Potential programs include a flower market, dance studio, cafe, daycare center, martial arts studio and community center.



SECTION - FDR + PAVILION + WIDE ESPLANADE



VIEW FROM UNDER THE FDR

FDR DRIVE CLADDING

Taking advantage of the natural “roof” that is the FDR Drive viaduct, the plan proposes that the underside of the FDR be clad with a new ceiling and sound attenuating material with enhanced lighting. In addition to significantly reducing the noise generated by traffic overhead and making the esplanade a more pleasant place to spend time, this material would improve the general appearance of the roadway and contribute to the programming underneath. In addition, new, brighter and enhanced lighting will be integrated into the ceiling in order to create a safe and inviting environment all hours of the day and night. The cladding would be constructed from a durable, modular system that would provide easy access to the viaduct structure and new lighting for maintenance.



PIER 15



PIER 15



NEW MARKET BUILDING



PIER 35

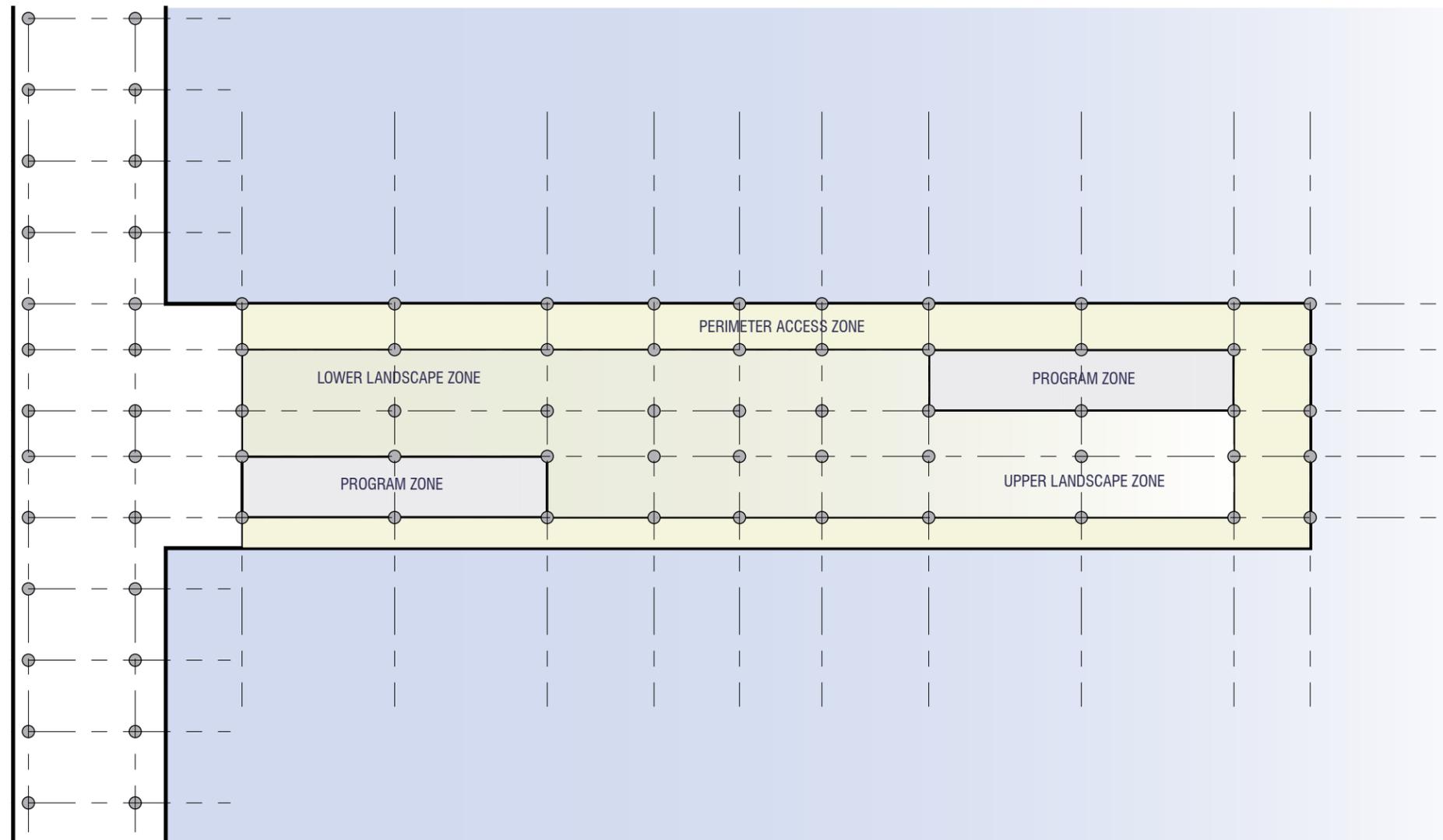


PIER 35

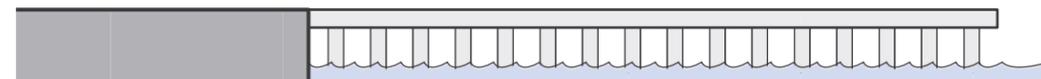


THE PIERS

The piers along the East River present a unique opportunity to bring the community out to the water's edge. The experience of public open space over the water has been extremely successful in other parts of the City. New pier construction presents the opportunity to turn underutilized areas into public space and to provide healthy habitats for local marine life. These new structures would be built in an environmentally sensitive manner to enhance habitat growth. Through the design and development of higher platform structures with widely spaced piles, in-water structure will decrease sedimentation and increase water flow, thus becoming environmental engines.



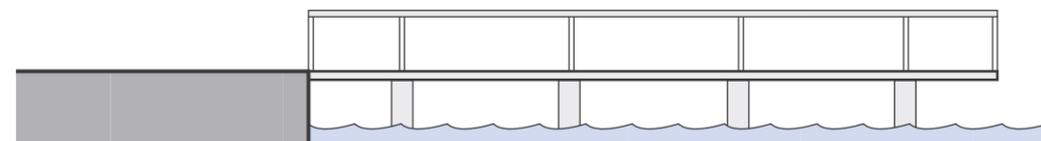
LONG SPAN PIER PLAN



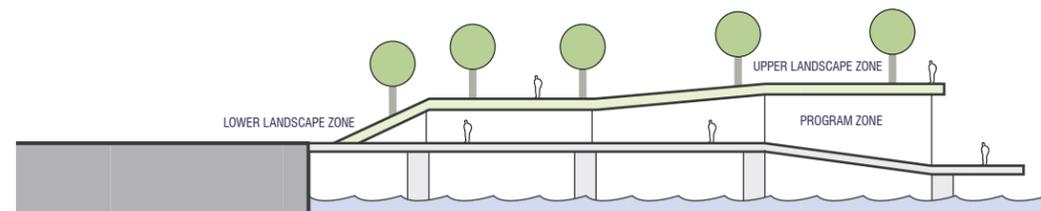
CURRENT TYPICAL PIER STRUCTURE



IMPROVED PIER STRUCTURE REQUIRES LONGER SPAN



LONGER PIER SPAN REQUIRES VIERENDEEL TRUSS



VARIED VIERENDEEL TRUSS PROVIDES DIFFERENT LEVELS OF OCCUPATION

PIER STRUCTURE TYPES

The existing piles in the study area are spaced closely together causing water flow disruption and creating an increase in sedimentation. Build up and flow disruption hinder the development of healthy aquatic life that would normally use the pile surface for habitat. An effective means of increasing tidal flow and aquatic habitat can be achieved by using the smallest pier pile footprint. The subsequent surface area created is substantially less than a conventional pile plan, but this can be compensated for with new habitat structure. The simple addition of reef balls is a cost effective and environmentally friendly means of increasing habitat.

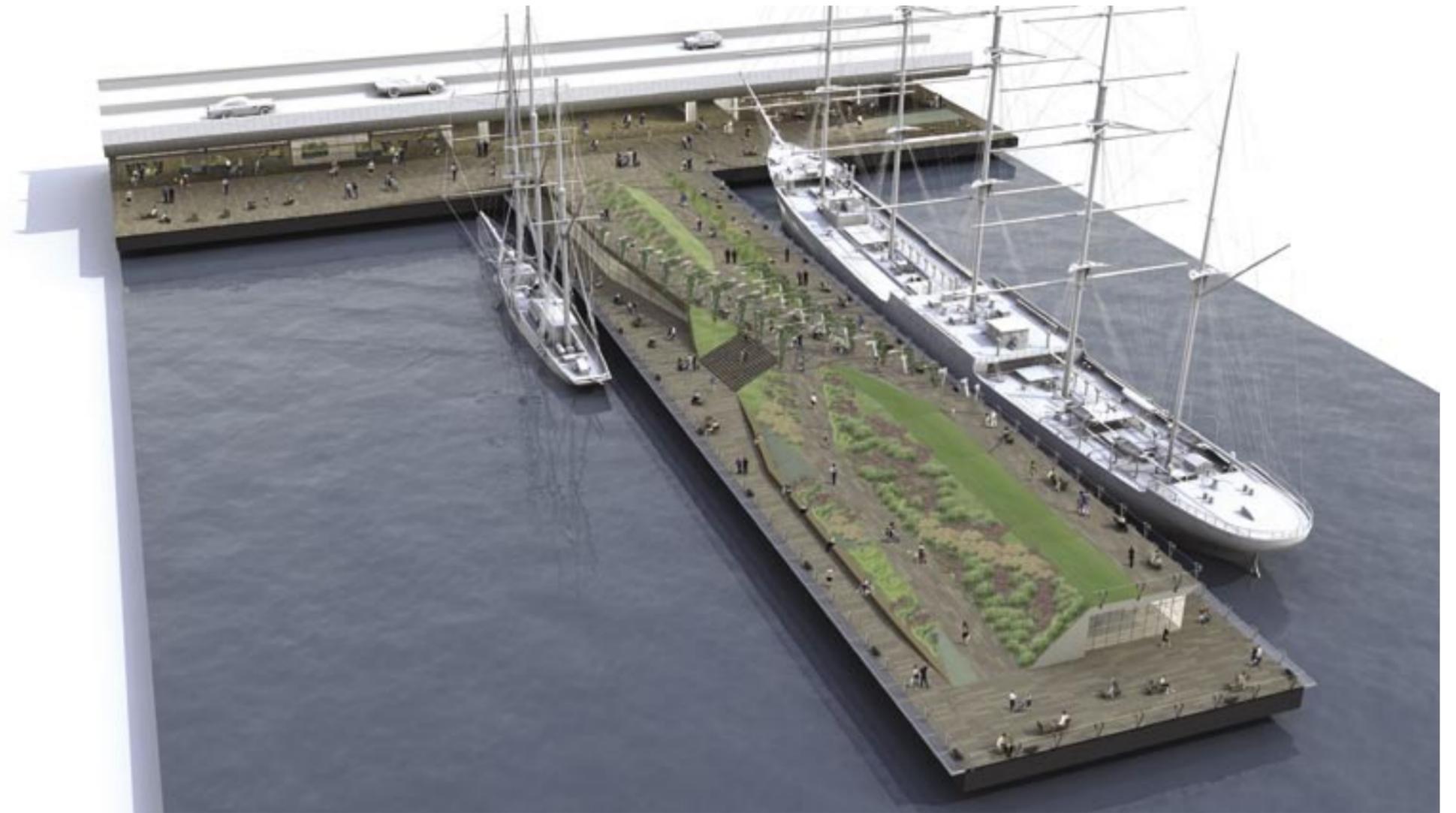
The new pier structure provides an opportunity to bring programs and activities out to the water's edge. Further development of the new pier type would take advantage of the long span and treat it as a Vierendeel truss. This allows for enclosed areas and simultaneously the ability to take advantage of the roof as an outdoor park and viewing area.

PIER 15

As one of the few opportunities to rebuild over water, Pier 15 is a critical component of the revitalized waterfront. A new piling structure spaced 30 feet to 50 feet to enhance water flow and scouring for underwater habitats, provides a sustainable platform for mooring and long-span structural trusses. Taking advantage of the added depth, the space that these trusses require has been programmed with water-dependent programs, a potential educational facility or other maritime or commercial uses. A series of gently sloping ramps connects the mooring level with an elevated park on top of the programmed trusses. This park surface provides berms and lawns, above the activity at the mooring level, creating a two-level park pier. The lower level would provide continuous public access around the pier and the upper level would allow for more unobstructed views of the river and harbor.



PIER 15 - EXISTING CONDITION



PIER 15 - AERIAL VIEW



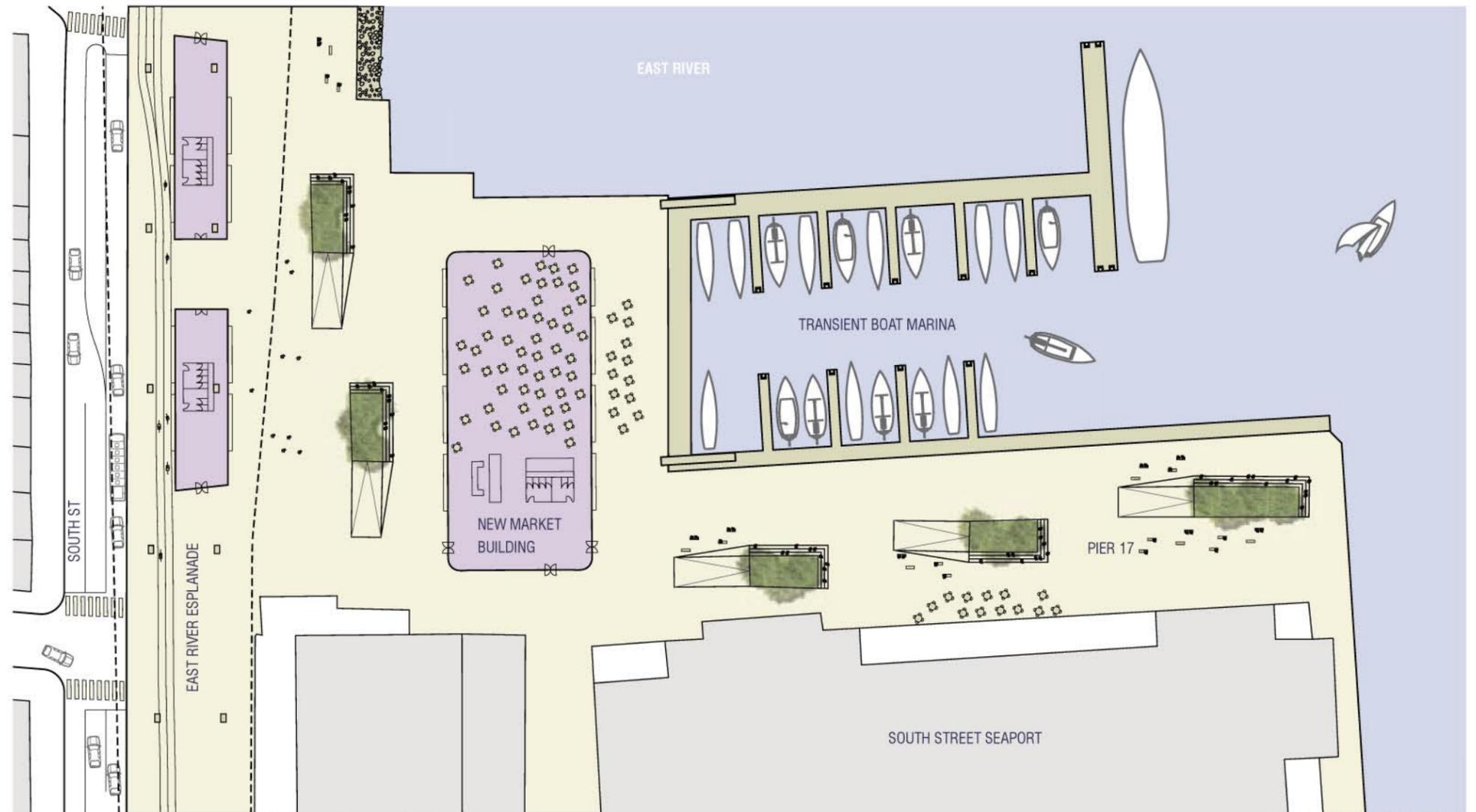
PIER 15 - EYE-LEVEL VIEW

NEW MARKET BUILDING

When the Fulton Fish Market moves to the Bronx in 2005, the New Market Building will be returned to the City's control. The existing building and pier will be demolished and rebuilt to enhance aquatic habitat, as well as provide access to the water's edge where there currently is none. The new building will be transparent with an open floor plan for community and commercial uses. A new transient boat marina will provide a much needed location for boating enthusiasts and amateurs alike to temporarily moor their vessels. This marina will provide direct access for small to mid-sized vessels in the East River and a destination for boaters from around the region to access Lower Manhattan by water.



NEW MARKET BUILDING - EXISTING CONDITION



NEW MARKET BUILDING - PLAN



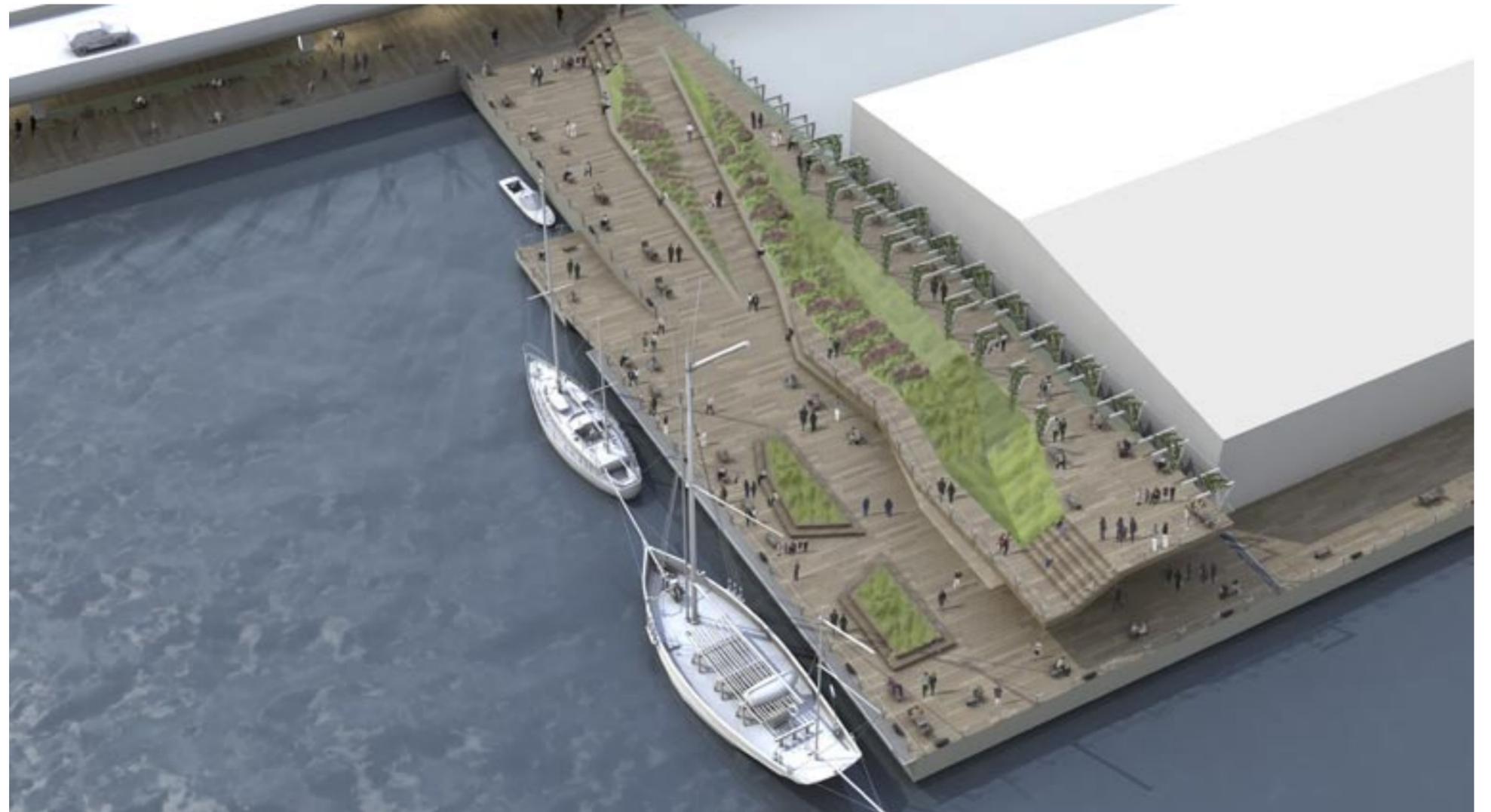
NEW MARKET BUILDING - AERIAL VIEW

PIER 35

Once the chain link fence is removed from the disused pier west of the Department of Sanitation shed, Pier 35 will become a vital public amenity. A large public plaza will provide access to the waterfront, including a possible boat launch, as well as place for family gatherings, including picnic tables and outdoor grills. A gently sloping path will rise to an elevated platform with sweeping views of the Manhattan Bridge, Brooklyn Bridge and harbor beyond. This ramp has the additional function of screening public open space from the existing sanitation facility, as well as providing enclosed space on the pier for the creation of additional waterfront destinations.



PIER 35 - EXISTING CONDITION



PIER 35 - AERIAL VIEW



PIER 35 - EYE-LEVEL VIEW



BURLING SLIP



PECK SLIP



PECK SLIP



PIKE / ALLEN ST



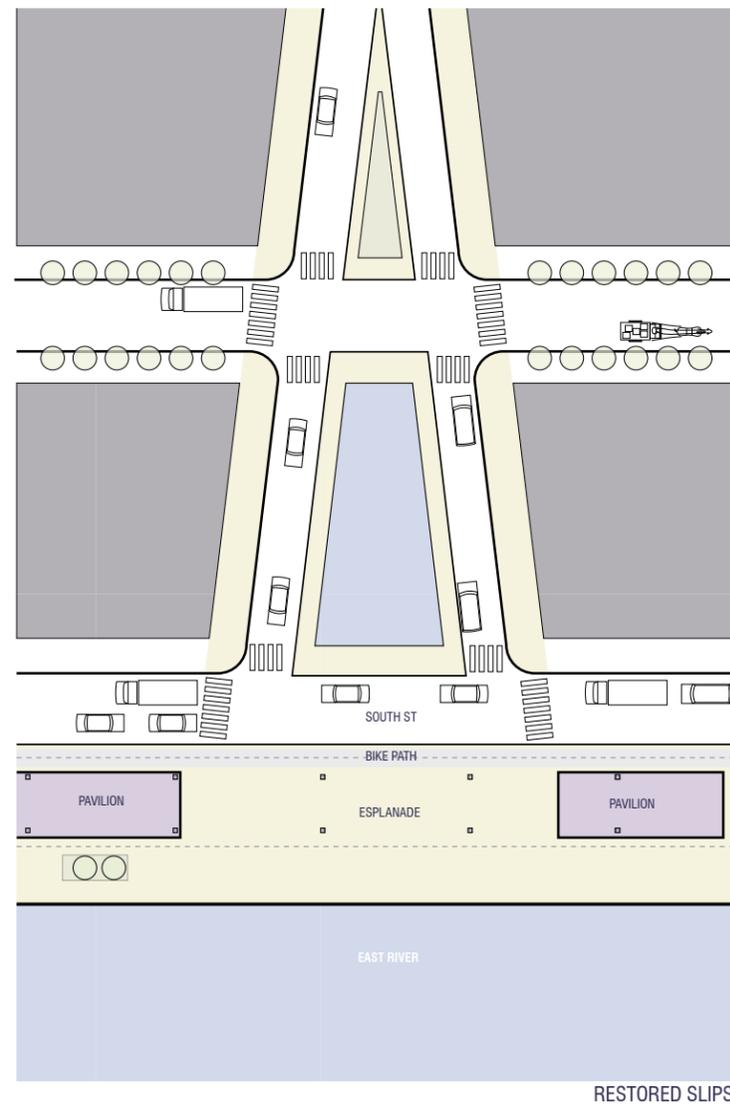
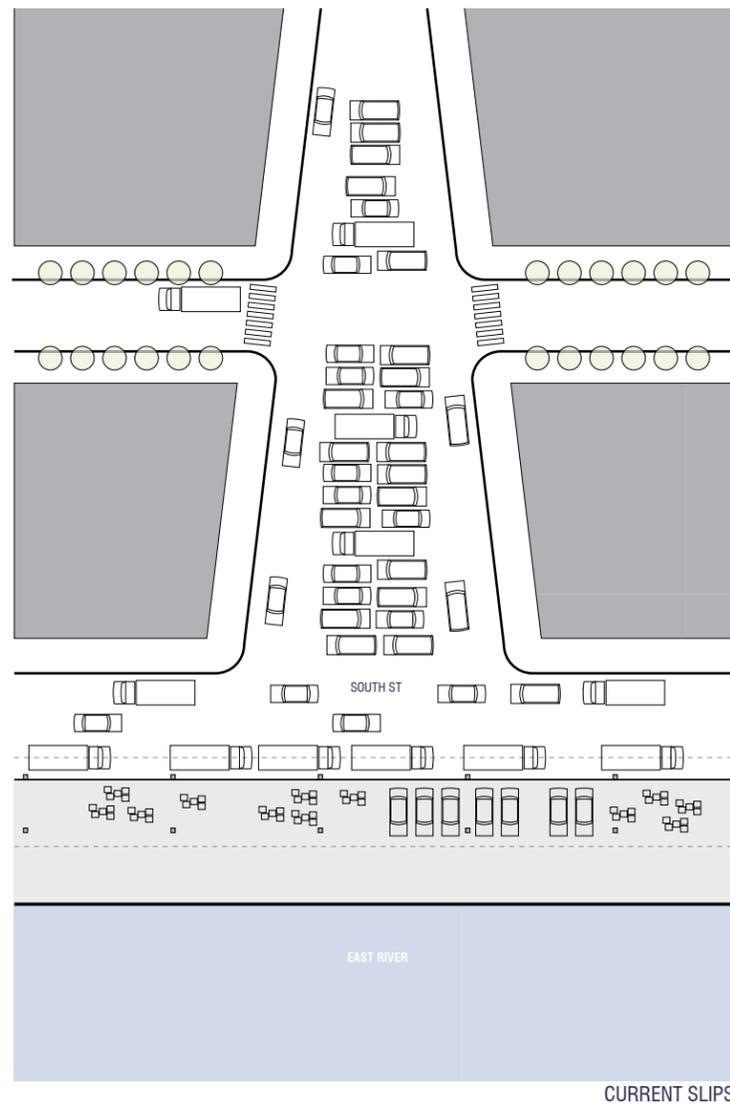
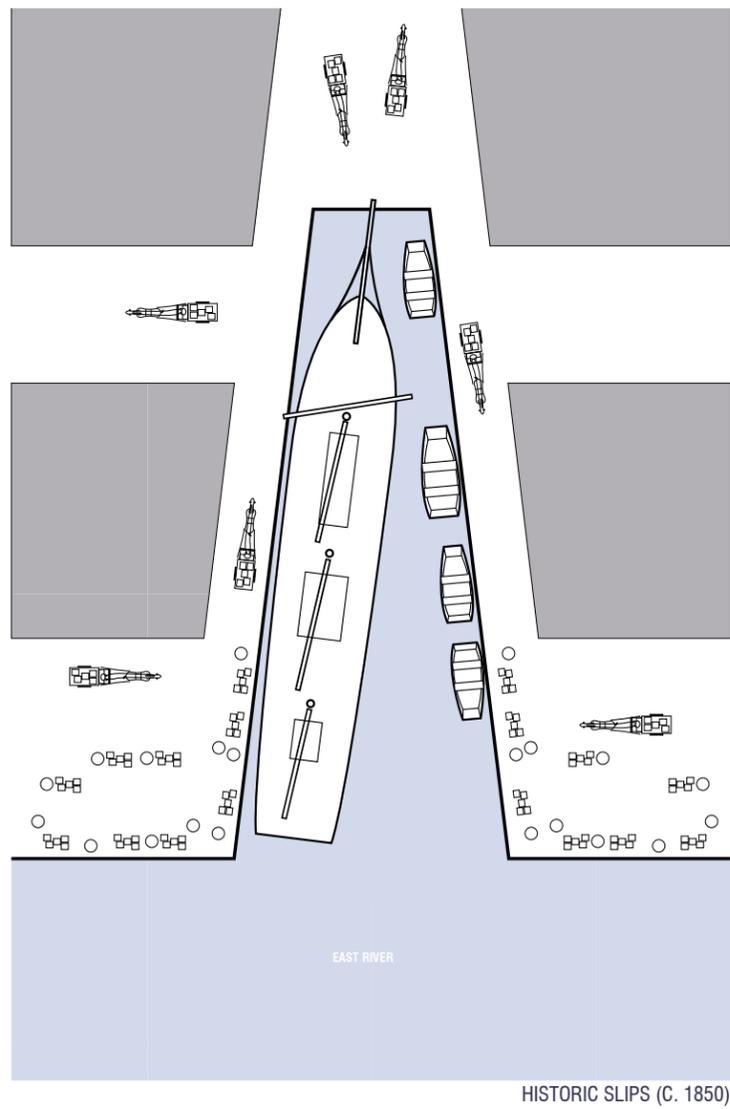
CATHERINE SLIP



THE SLIPS

One of the key components of a successful urban waterfront is bringing people to the edge. Several slips were identified as 'cross-grain connections' - key arteries that can draw people from the various neighborhoods of the city to the East River. Historically the slips were an area where the water 'slipped' into the grid, bringing waterfront activity into the city. Today, these slips have been filled in and paved. By reestablishing activity and public open space in these areas, the slips will once again become a vibrant part of the waterfront. Several of these slips like Old Slip, Wall Street and Fulton Street are part of other planning initiatives and therefore not included in this summary. Burling Slip, currently a large parking lot for the Fish Market will become a children's playground. Peck Slip, also used as a parking lot and potentially one of the great civic spaces in Lower Manhattan, will be converted into two small parks with a pool of water that will reinforce the historic character of the slip. A 'landscape prototype' has been developed for Catherine, Rutgers and Montgomery Slips that will establish these slips as gateways to the new waterfront. Pike/Allen Street will establish a major enhanced connection from the waterfront to Houston Street and the East Village.



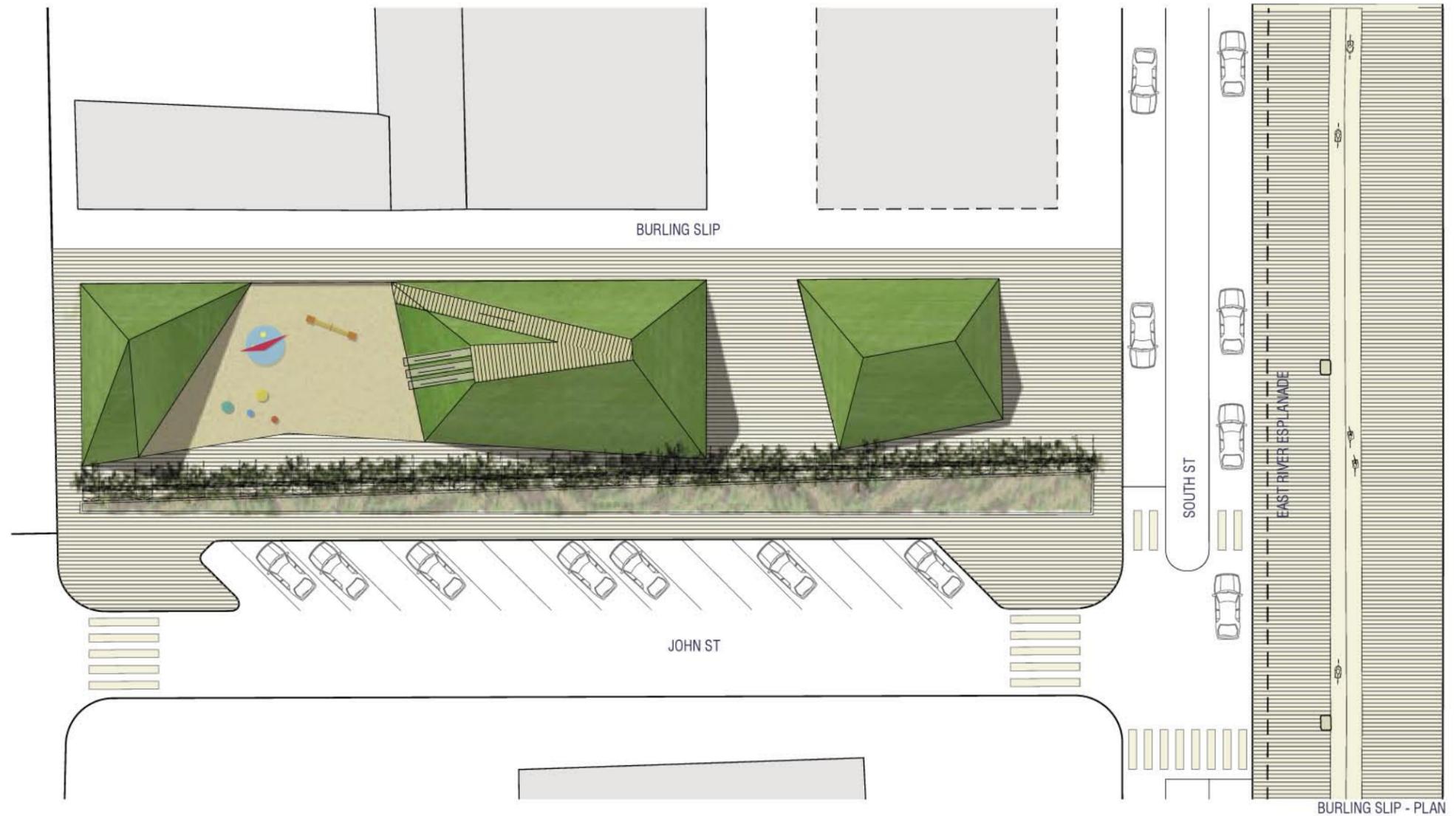


BURLING SLIP

Currently a parking lot, Burling Slip can become a direct public amenity once the Fish Market relocates. The tremendous growth in the population downtown and specifically the east side of Lower Manhattan creates a desperate need for additional public open space and amenities for the growing number of families in the neighborhood. This proposal addresses this need while maintaining access to merchants on the slip and a future expansion of the South Street Seaport Museum. Burling Slip also enjoys the benefit of having very limited vehicular traffic around it. The arbors and concrete pavers bring components from the esplanade into the city, while planted berms, sand and swings provide a place for families and a safe area for children.



BURLING SLIP - EXISTING CONDITION



BURLING SLIP - PLAN



BURLING SLIP - EYE-LEVEL VIEW

THE SLIP PROJECTS



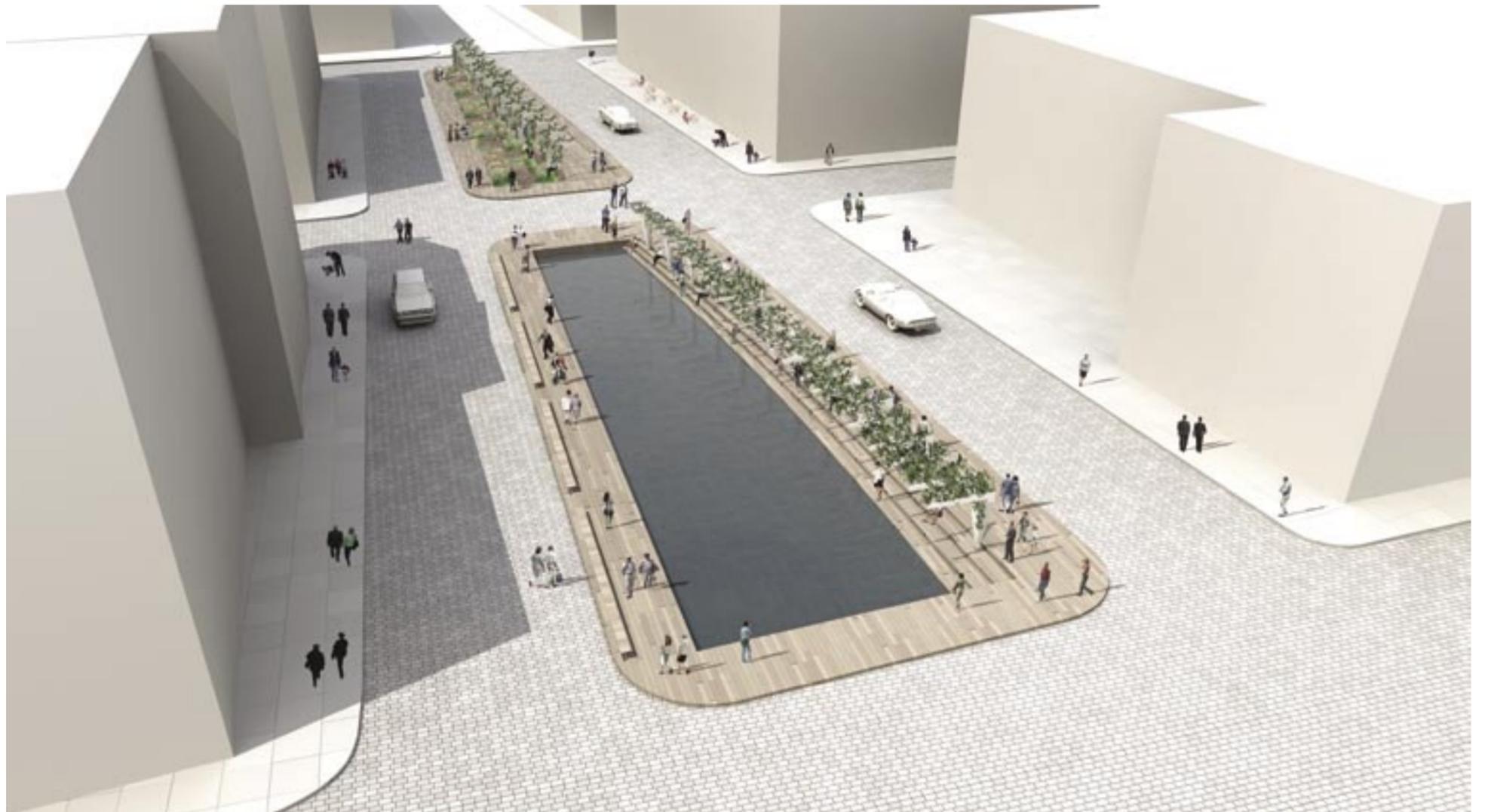
PECK SLIP - AERIAL VIEW - WINTER

PECK SLIP

An exceptionally underutilized public space in the only remaining neighborhood in Manhattan with authentic, historic maritime architecture, Peck Slip provides a unique opportunity to reestablish Lower Manhattan's once rich connection with the East River. Situated on a gently sloping incline with dramatic vistas of the Brooklyn Bridge and Downtown Brooklyn, Peck Slip can become a great public space. As a way to reinforce the historic character of this slip, a plaza with a pool of water will be located where water from the East River was once flowing. In the winter this pool can become a skating rink for children in the neighborhood to enjoy. A small planted seating area will transform a parking lot into a vibrant piazza which will become the central focal point of this historic and important neighborhood.



PECK SLIP - EXISTING CONDITION



PECK SLIP - AERIAL VIEW - SUMMER



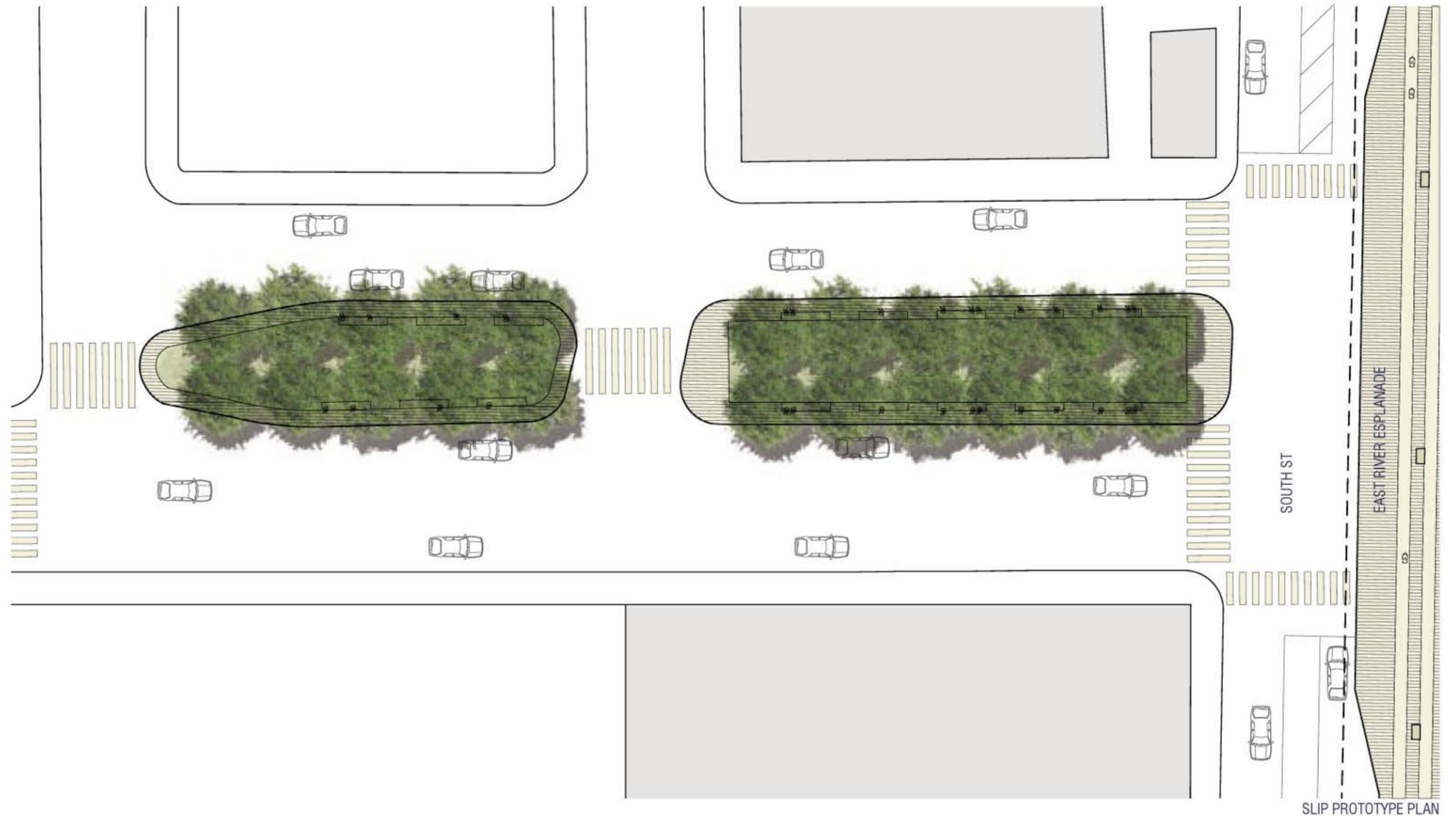
PECK SLIP - EYE-LEVEL VIEW

SLIP PROTOTYPE

Catherine Slip, Rutgers Slip and Montgomery Slip require little effort to become a much needed public amenity. A 'landscape prototype' will be developed that can be adapted to each location. This prototype will include benches, new paving and cobblestone which employ materials and design cues from the esplanade. Plantings will include riparian trees and vegetation. These slips will become gateways with greatly enhanced access for the surrounding neighborhood and signal the presence of a new waterfront.

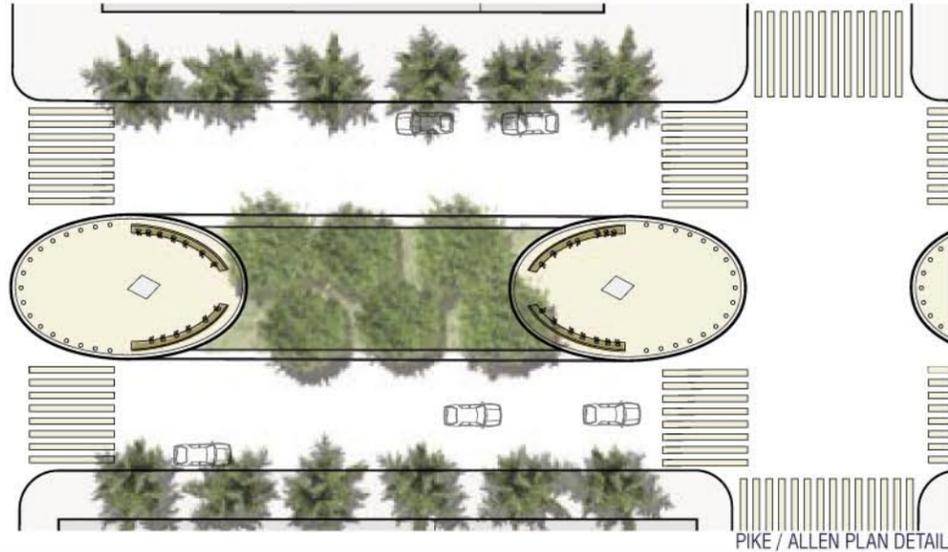


CATHERINE SLIP- EXISTING CONDITION





CATHERINE SLIP- EYE-LEVEL VIEW



PIKE / ALLEN

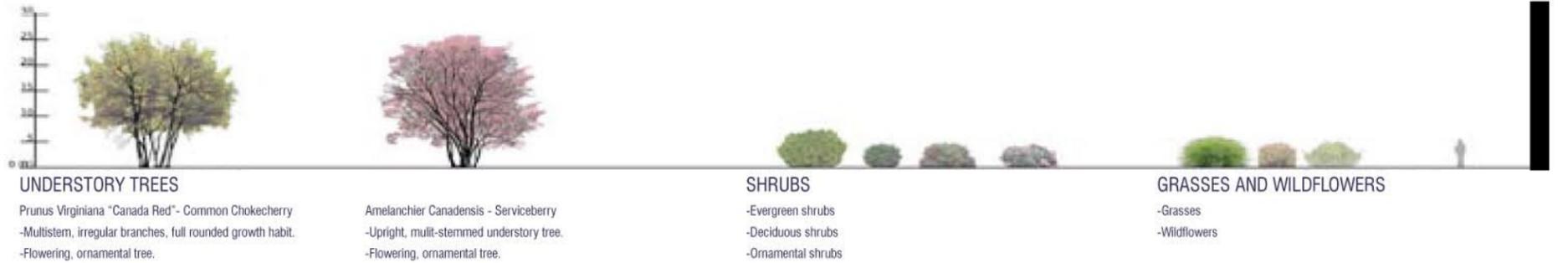
One of the primary corridors connecting the East River to the heart of Manhattan, Pike/Allen Street is a grand boulevard that runs to Houston Street. The remnant space from an elevated train has been converted into pedestrian malls. Today, the malls do not function properly; they have become islands, cut off from one another by traffic on the boulevard and cross streets. Pike/Allen presents an opportunity to connect the East River Waterfront to the diverse communities of Chinatown, Lower East Side and the East Village in a way that directly reflects the unique character of each neighborhood. The under utilized pedestrian malls will be replaced by planted medians with areas for seating and social interaction in 'pedestrian zones' at each of the cross streets. These plantings will reflect the local character of each neighborhood with the addition of more maritime plants as the boulevard nears the East River.



PIKE/ALLEN - EXISTING CONDITION



PIKE/ALLEN - PLAN AND PLANTING DIAGRAM





PIKE/ALLEN - EYE-LEVEL VIEW



BATTERY MARITIME BUILDING



EAST RIVER PARK CONNECTION



THE GATEWAYS

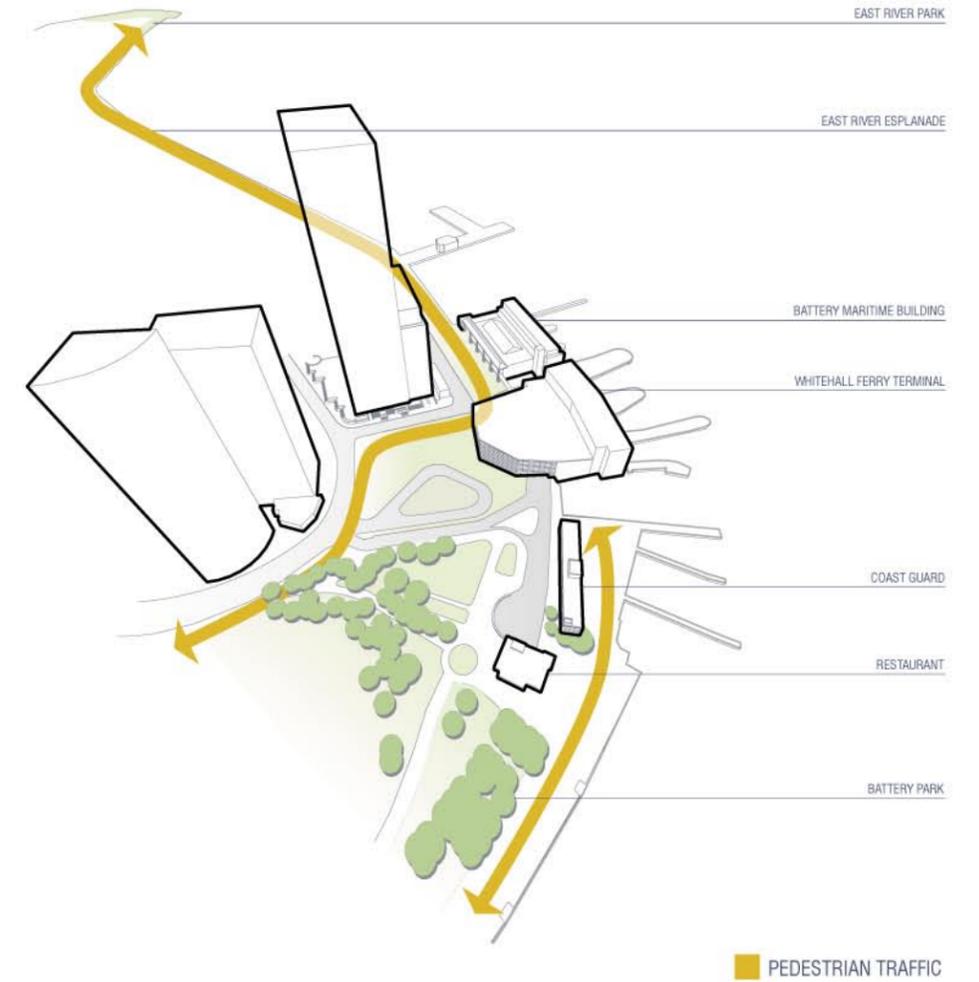
A continuous Greenway around the island of Manhattan has long been a goal of planners, runners, joggers, cyclists and residents alike. The City has been in a process of reclaiming the Manhattan waterfront for recreational and other important water-dependent uses. As part of the Mayor's vision, the East River Waterfront Plan not only creates a world-class waterfront for the Lower East River, but expands and enhances the connections all around the island. This two-mile stretch will complement the other 30 miles of waterfront which encircles the island and reconnects New Yorkers with the fantastic waterfront which surrounds them.



BMB - CURRENT VEHICULAR & PEDESTRIAN TRAFFIC



BMB - EAST RIVER WATERFRONT STUDY VEHICULAR & PEDESTRIAN TRAFFIC



BMB - EAST RIVER WATERFRONT STUDY PEDESTRIAN TRAFFIC - AERIAL VIEW



BMB - 1928



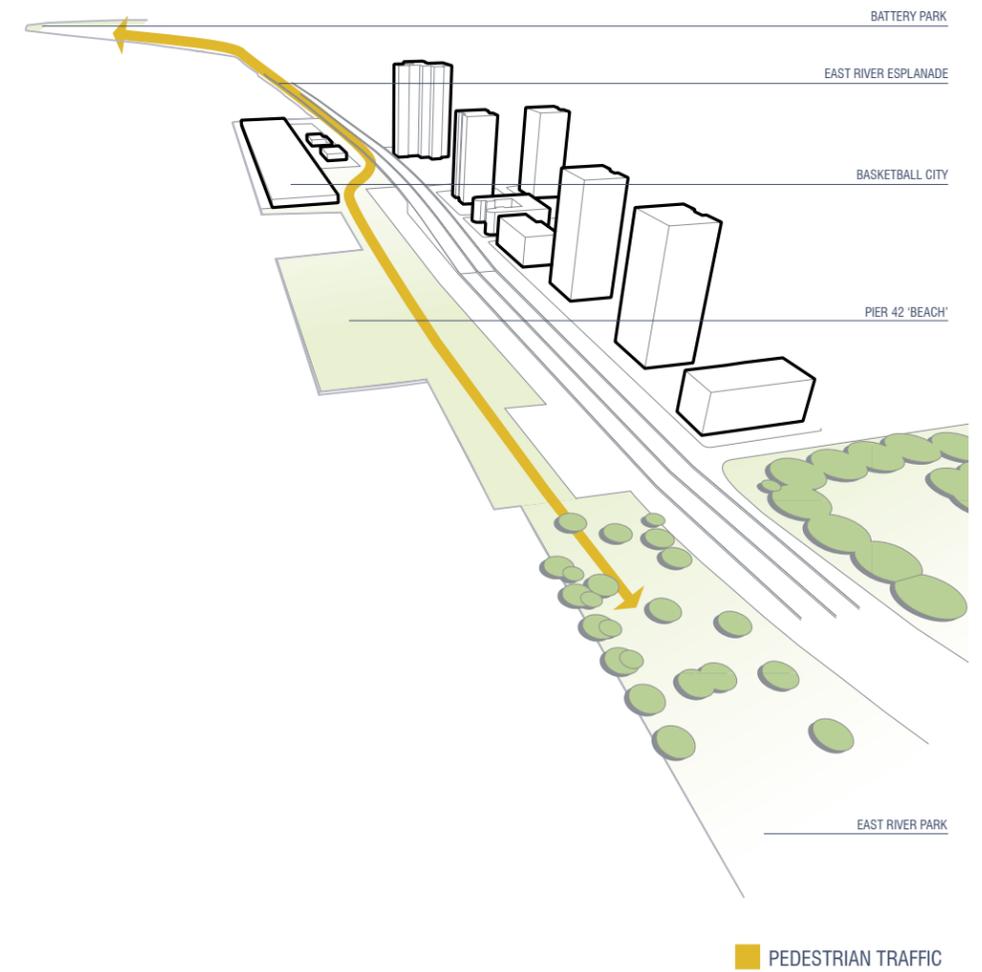
PIER 42 - 2005



PIER 42 - CURRENT VEHICULAR & PEDESTRIAN TRAFFIC



PIER 42 - EAST RIVER WATERFRONT STUDY VEHICULAR & PEDESTRIAN TRAFFIC



PIER 42 - EAST RIVER WATERFRONT STUDY PEDESTRIAN TRAFFIC - AERIAL VIEW



BATTERY MARITIME BUILDING - ELEVATION

BATTERY MARITIME BUILDING PLAZA

The space in front of the Battery Maritime Building (BMB) is one of two critical gateways to the new East River esplanade. The current configuration creates a nearly impassable pedestrian connection between Battery Park and the East River Park. The entrance for the tunnel for the Battery Park Underpass, a traffic turnaround, bus drop-offs and traffic going into Whitehall Terminal all converge on roughly one acre directly in front of the BMB. The proposed solution, which will undergo design and engineering in the near term, will move the tunnel entrance approximately 350 feet to the northeast, enabling the construction of a new pedestrian plaza at the entrance to the BMB. Not only will existing traffic conditions be improved, this plaza will provide space for loading and unloading passengers when the BMB becomes the gateway to Governors Island. Where pedestrians currently face cars and a 4 foot wide sidewalk, they will find a public space that will be a destination for residents, office workers and visitors.



BATTERY MARITIME BUILDING - PLAN



BATTERY MARITIME BUILDING - EXISTING CONDITION



BATTERY MARITIME BUILDING - AERIAL VIEW



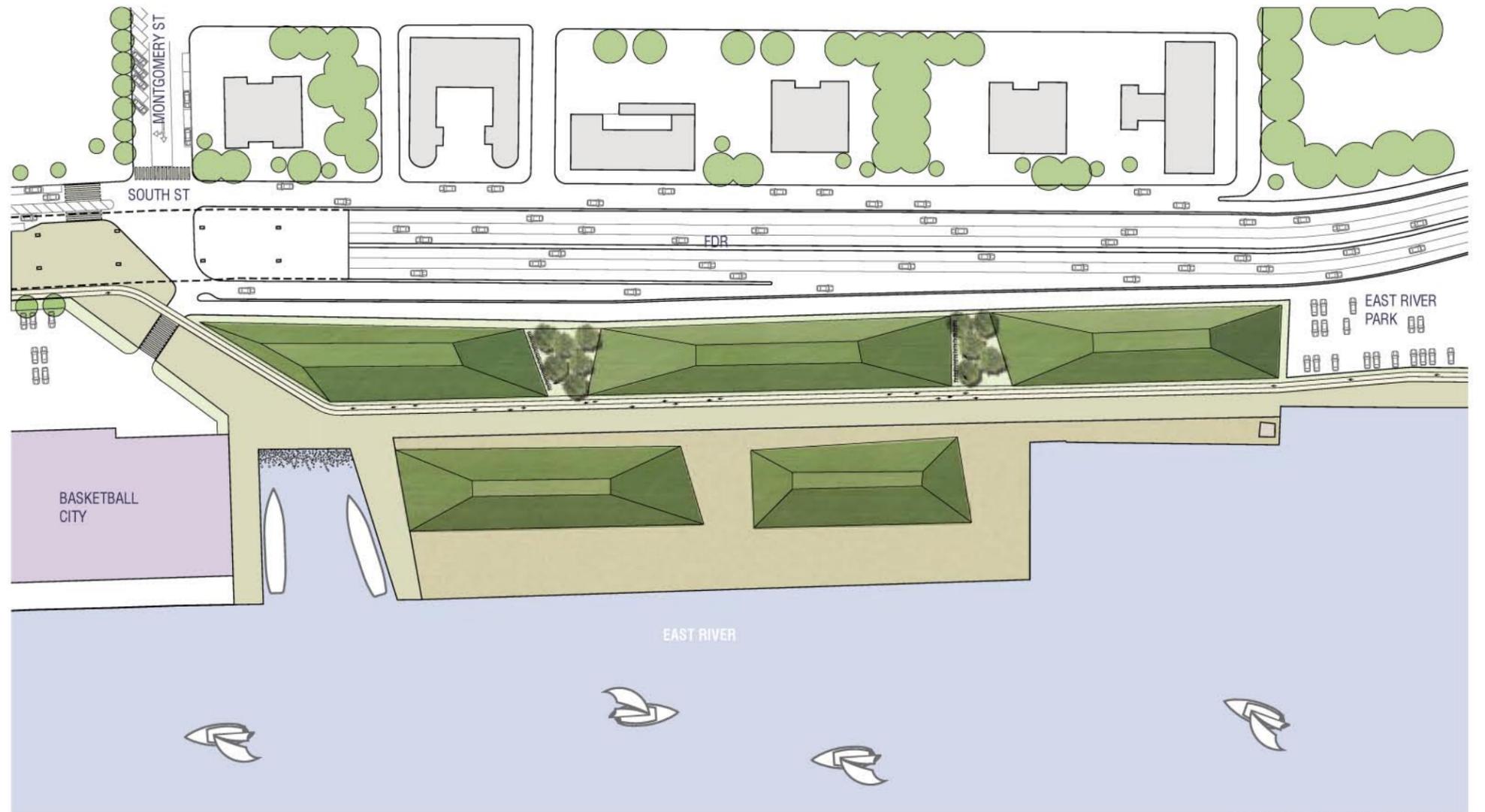
EAST RIVER PARK CONNECTION - PLAN

EAST RIVER PARK CONNECTION

Pier 42 is a crucial link to East River Park and the Manhattan greenway north of the study area. Currently access to the park is granted via a 20 foot wide path which needs to accommodate vehicular, service, pedestrian and bike traffic. This access road is squeezed between the FDR Drive and the vacant Pier 42 shed which constrains the entrance to the park. The plan calls for the removal of this fence and the creation of a wider, safer connection to East River Park. Large, planted berms will separate the access road and the FDR visually and audibly from pedestrian traffic. In the future, both the pier and shed will be rebuilt to make way for a new large public gathering space on the river. The rebuilt structure provides the opportunity to create new, habitat-friendly pier structure and a new public waterfront amenity. The shed would be replaced by a large urban 'beach' floating just above the waters of the East River. A new cove at Montgomery Street would create another waterfront destination by carving into the pier between piers 36 and 42 allowing for the mooring of boats and provide further neighborhood connections to the water.



PIER 42 - EXISTING CONDITION



EAST RIVER PARK CONNECTION - PLAN



EAST RIVER PARK CONNECTION - AERIAL VIEW

CONTRIBUTORS



THE CITY OF
NEW YORK

CONTRIBUTORS

Department of City Planning

Raymond Gastil
Michael Samuelian
Paul Wang
Vishaan Chakrabarti

Office of the Deputy Mayor

Michael Kalt
Laurie Tamis

Economic Development Corporation

Alex Adams
Allen Kam
David Kane
Dante Matri
Robert Balder

Department of Transportation

Steve Weber
Josh Rosenblum
Suchitra Sanagavarapu

SHoP Architects

Kimberly Holden
Gregg Pasquarelli
Chris Sharples
Corie Sharples
William Sharples
Catherine Jones
Matthew Liparulo
Steve Sanderson
Takeshi Tornier
Stephen Van Dyck

Richard Rogers Partnership

Richard Rogers
Michael Davies
Dennis Austin
Andrew Tyley

Ken Smith Landscape Architect

Ken Smith
Elizabeth Asawa
Alex Felson
Thomas Oles
Yuka Yoshido

Howard Stein Hudson

Arnold Bloch
Scott Giering
Christopher Ryan
Allen Zerkin

Buro Happold Engineers

Craig Schwitter
Amy Grahek
Sarah Kahn
Greg Otto
Sarah Sachs
Byron Stigge

Langan Engineering

George Leventis
DJ Hodson
Kostis Syngros

Economic Research Associates

Shuprotim Bhaumik
David Anderson
John Turner
Robert Wolcheski

Lawler, Matusky & Skelly Engineers

Ron Alevras
Karim Abood
John Duschang

URS Corporation

Ira Quiat
Semyon Burshteyn
Alex Kraizman
William Lemke
William Marman
Gill Mosseri
Shawn Savage
Yixin Wang

Sive, Paget & Reisel

David Paget
Kate Sinding

