

A. INTRODUCTION

While not specifically required by the *City Environmental Quality Review (CEQR) Technical Manual* as an area of analysis during construction of a project, this chapter presents a detailed analysis of Urban Design and Visual Resources of the Phase II project site during a prolonged period of construction in order to address specific public concerns that have been raised with respect to the visual appearance of the Phase II project site during construction. This chapter of the Supplemental Environmental Impact Statement (SEIS) considers whether the prolonged construction of Phase II of the Project could result in any construction-period effects on urban design and visual resources.

Under the *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 considers whether and how a project may change the experience of a pedestrian in a project area and whether any such change would result in a significant adverse impact.

This analysis considers the effects of the Extended Build-Out Scenario for three illustrative construction phasing plans. While any of the illustrative construction phasing plans under the Extended Build-Out Scenario would prolong the completion of Phase II of the Project compared with the build-out assumed in the 2006 Final Environmental Impact Statement (FEIS)—and thus the visual and physical connection of the neighborhoods to the north and south would be more gradual than previously assumed—there would be an incremental realization of Phase II as buildings are completed in a sequential manner. As detailed below, the analysis considers the pedestrian experience of construction activities and changes to the urban design and visual character of the Phase II project site and study area under the three illustrative construction phasing plans.

CHAPTER FRAMEWORK

This chapter focuses on pedestrian views of the Phase II project site during the prolonged construction of Phase II under the Extended Build-Out Scenario, from locations one block away from the project site, 100 feet away from the project site, and from sidewalks adjacent to or across the street from the project site. Following this introductory section, the chapter proceeds as follows:

- Principal Conclusions.
- Methodology: this section defines a CEQR urban design assessment, explains what the issues of focus are for this analysis, and describes how the assessment is performed.
- Existing Conditions: this section provides a description of current conditions in the study area (i.e., on the Phase II project site and view corridors to the project site).

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- Future Without Phase II: this section provides a description of changes to urban design conditions in the study area that are expected to occur irrespective of the status of Phase II of the Project.
- Future With Phase II Construction Activities: this section describes and analyzes future urban design conditions on the Phase II project site during a prolonged period of construction, and is comprised of the following sub-sections;
 - Interim Site Conditions and Phase II Construction Activities.
 - Urban Design Views Analysis:
 - Views Analysis From One Block Away From the Project Site
 - Views Analysis From 100 Feet of the Project Site
 - Chronological Discussion and Analysis
 - Selected Points of High Construction Activity Discussion and Analysis
 - Views Analysis from Adjacent Sidewalk Locations

PRINCIPAL CONCLUSIONS

This analysis finds that construction activities of Phase II under the Extended Build-Out Scenario would not result in any significant adverse impacts on urban design and visual resources.

The Phase II project site does not include any visual resources. Construction of the Phase II buildings would not obstruct views to any identified visual resources in the area. Therefore the construction of Phase II of the Project would not result in significant adverse impacts to visual resources under the *CEQR Technical Manual* criteria.

The delayed completion of Phase II under the Extended Build-Out Scenario would prolong interim site conditions that were identified in the 2006 FEIS, including a surface parking lot on Block 1129 and the presence of the open rail yard. The surface parking spaces would be provided in a temporary condition until they are located below-grade in conjunction with the build-out of the project buildings (Buildings 11, 12, 13, and 14) on Block 1129. Views to surface parking areas are common in mixed-use neighborhoods in New York City. As per the Amended Memorandum of Environmental Commitments (MEC), the interim surface parking lot and construction staging area on Block 1129 would continue to be screened and landscaped around its perimeter under the Extended Build-Out Scenario, similar to its appearance in existing conditions. The design of the fence along with the landscaping would continue to provide a visual buffer for pedestrians and residents of the adjacent neighborhood. The approximately 10-foot tall metal fence is set back approximately four feet from the property line to establish a landscaping zone. The fence allows for some pedestrian visibility into the parking facility from the sidewalk. Blooming shrubs and evergreens are also located in the landscape buffer to provide a soft edge and layers of screening. The existing directional lighting would continue to minimize off-site light intrusion into the surrounding neighborhood. Moreover, views of the parking lot would be limited to immediately proximate areas. Due to these factors, the prolonged presence of the interim parking use on Block 1129 under the Extended Build-Out Scenario would not result in significant adverse urban design impacts.

Under the Extended Build-Out Scenario, the prolonged construction of Phase II would delay the point at which views to Blocks 1120 and 1121 would include an active mixed-use development with open spaces and other amenities, as compared to the open rail yard that exists under current conditions. Therefore, a portion of—or the entire rail yard—on Blocks 1120 and 1121 would be visible for a longer period of time. As the rail yard is located below-grade, existing views are limited to immediately proximate areas. In addition, views to the open rail yard exist currently and will continue in the Future Without Phase II, and the elimination of these views is considered a benefit of the Project. Therefore, the delayed completion of the Phase II development on these blocks would not be considered a significant adverse urban design impact.

With regard to the assessment of views, at any moment in time during construction of Phase II under the Extended Build-Out Scenario, irrespective of the construction phasing plan, views of the Phase II project site would depend highly on the pedestrian's viewpoint. The Urban Design analysis considers the appearance of the project site from multiple pedestrian vantage points during an extended construction period.

From a pedestrian's perspective, the appearance of areas of the Phase II project site under active construction would be similar to other construction sites in the city. Portions of adjacent streets and sidewalks would be used for staging activities; active construction sites would be surrounded by protective fencing; and for periods of time, large pieces of construction equipment would be seen beyond the protective fencing, followed by building superstructures. Throughout the construction period, access to surrounding residences, businesses, and institutions in the study area would be maintained, and thus there would continue to be pedestrian activity around the Phase II project site. To the extent practicable, measures outlined in the Maintenance and Protection of Traffic (MPT) Plans would be designed so that vehicle lane and sidewalk closures are kept to a minimum and that adequate pedestrian access is provided subject to New York City Department of Transportation (NYCDOT) approval. Phase II sites would be maintained in their existing conditions until right before demolition. Further, the project sponsors are obligated under the 2009 Modified General Project Plan (MGPP) and the MEC to maintain the sites in a clean and secure manner.

Open space on the Phase II project site would be iteratively created as each proposed building is completed. Street trees would be provided along the perimeter of the site consistent with New York City Department of Parks and Recreation (DPR) requirements and regulations. The new Project open spaces in interim and permanent conditions and the replacement street trees would incrementally enhance the pedestrian experience.

VIEWS ANALYSIS FROM ONE BLOCK AWAY FROM THE PROJECT SITE

Other than from Atlantic Avenue east of the Phase II project site, street-level views to the Phase II project site from one city block away are highly constrained. Most eye-level views are limited to a narrow portion of the project site. Views of the project site along Atlantic Avenue from one block east show the Phase II building sites along Atlantic Avenue, which would be viewed in the context of the intensely urban and heavily trafficked character of Atlantic Avenue. Skyward views from the pedestrian perspective could include construction cranes and the superstructures of Phase II buildings under construction and/or completed Phase II buildings, depending on the vantage point, the point in time, and the construction phasing plan. However, skyward views of these construction conditions would not adversely affect the pedestrian experience on these blocks as the changed views would not significantly affect the streetscape at the pedestrian level. Skyward views of cranes and construction would be temporary and would change as

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construction proceeds. While the duration of these views would be extended due to the prolonged construction period for Phase II, such views would be typical of skyward-facing views of construction sites for tall buildings in New York City, and would be similar in nature to views currently available, when looking up, of numerous construction sites in the downtown Brooklyn area. In addition, pedestrian views of the Phase II buildings under construction and associated construction equipment would not obstruct views of any visual resources in the area.

VIEWS ANALYSIS FROM 100 FEET OF THE PROJECT SITE

From many vantage points 100 feet from the project site, pedestrian views of Phase II construction activities would be highly constrained. These would include views from south along Carlton and 6th Avenues and views from the north along South Portland and South Oxford Streets and views from the east and west along Dean Street. More expansive views of the project site are available from the east and west along Atlantic Avenue as well as views to the south from 100 feet north of Atlantic Avenue along Carlton and Clermont Avenues. At any point these views are likely to include interim site conditions and a larger amount of construction activity than views from the narrower streets with more limited viewsheds. The more expansive views would include large portions of the Phase II project site, which could include conditions similar to existing conditions (including interim conditions), active construction, and completed buildings. Pedestrian-level views to the site would be mainly of completed buildings or sites remaining as in the Future Without Phase II, rather than active construction sites because active construction would take place at only a limited number of buildings sites at any one time under the Extended Build-Out Scenario. While views from locations along the Atlantic Avenue corridor, and some locations 100 feet north of Atlantic Avenue would include Phase II construction activity for a prolonged time period under the Extended Build-Out Scenario, these views are already intensely urban in character and are already heavily influenced by high volumes of traffic and activity. In addition, as Project buildings are completed, views to the project site will include those completed buildings, which will partially obscure construction activities and interim conditions located behind them.

VIEWS ANALYSIS FROM ADJACENT SIDEWALK LOCATIONS

Pedestrian views from sidewalks on streets adjacent to active construction would consist of conditions that would be typical of any construction site in the City. Those views would include construction workers, equipment and activities taking place above the construction fence, truck traffic entering and leaving the project site, large pieces of equipment such as cranes, and the MPT elements including barriers and fences and sidewalk bridges. Prior to the start of construction activities, adjacent sidewalks would provide views to certain portions of the project site, depending on a pedestrian's vantage point. Construction fencing would be installed at the perimeter of the site under construction and would limit views into certain areas of the project site, while views to areas of the project site not under construction would remain available. Once project site buildings are complete, views from adjacent sidewalks would include the nearest completed building, along with other more distant completed buildings, on-going construction activities elsewhere on the project site, and longer views that would include the surrounding streetscapes.

Under the Extended Build-Out Scenario, construction activities would be concentrated on some blocks and would be visible from certain adjacent viewpoints for an extended period of time. Views of the interim parking use would be screened by landscaping and fencing, until such time as the surface parking lot would be incrementally replaced with below-grade parking facilities.

From sidewalks on the streets adjacent to the project site prior to the beginning of construction activities, a pedestrian would have expansive views of the project site, including of the open rail yard, which would extend to intervening buildings and the buildings adjacent to (or across the street from) the Phase II project site boundaries. These wide views would gradually be changed by construction activities (including, eventually, platforms over the rail yard) and then new Phase II buildings. As Phase II buildings are constructed, they would partially obscure views to other buildings under construction and other construction staging activities. Phase II construction activities, and new Phase II buildings, would also incrementally obscure or partially obscure views to buildings beyond the project site boundaries. Therefore, the existing wide views that are available from project site-adjacent locations would be reduced over time, as new construction activities and buildings are incrementally introduced to the Phase II project site.

Compared to views 100 feet from the project site, Phase II construction activities would have a substantial effect on views from locations adjacent to the project site, due to the close proximity and focused character of these views. Due to the localized nature of these views, a relatively low number of pedestrians would be affected by these changes. No unique views, or views of any important visual resources, would be impacted.

CONCLUSION

Views of the project site from more than one block away are extremely limited and would not be significantly affected by extended construction activities. Views from 100 feet of the project site are generally constrained except along the Atlantic Avenue corridor and in certain locations from north of Atlantic Avenue. Views from these vantage points would be experienced in the context of the urban character of Atlantic Avenue. Construction activities would be visually prominent from sidewalk locations on streets adjacent to the project site. Although construction activities on individual building sites would be typical of those on numerous other construction sites throughout the City, the Phase II construction activity would occur at multiple building sites and would be visible for a prolonged duration from many nearby vantage points under the Extended Build-Out Scenario. However, as Project buildings are completed, views to the project site will include those completed buildings, which will partially obscure construction activities and interim conditions located behind them. No unique views, or views of any important visual resources, would be impacted and the Phase II construction would incrementally replace views of the below grade rail yard, interim surface parking lot and existing warehouse buildings and other structures as construction proceeds. Therefore, Phase II construction under the Extended Build-Out Scenario would affect views from areas with a limited geographic scope and would not adversely affect a large number of people. For these reasons, construction of Phase II of the Project under the Extended Build-Out Scenario would not result in significant adverse impacts to Urban Design. However, the visual effects of construction activities at sidewalks on streets adjacent to the project site would contribute to the localized significant adverse neighborhood character impacts discussed in Chapter 3L, "Construction Land Use and Neighborhood Character."

B. METHODOLOGY

Consistent with the *CEQR Technical Manual* guidance, this analysis focuses on the considerations of the pedestrian experience in the public realm, such as streets and public open spaces. It does not consider views from residences or other non-public spaces.

URBAN DESIGN

According to the *CEQR Technical Manual*, the elements of a study area's urban design are its streets, buildings, open spaces, natural features, visual resources (defined below), and wind. An analysis of urban design considers whether and how a project may change the experience of a pedestrian in a study area. At any moment in time during construction of Phase II under the Extended Build-Out Scenario, views of the Phase II project site would depend on the pedestrian's viewpoint. For the purposes of analyzing urban design changes associated with the construction of Phase II under the Extended Build-Out Scenario, there are three categories of pedestrian vantage points:

- Views one city block away from the project site or more distant;
- Views approximately 100 feet away from the project site; and
- Views adjacent to the project site (i.e., from sidewalks adjacent to, or across the street from, the project site).

Figures 3F-1 through 3F-9 illustrate the extent of the pedestrian eye-level viewsheds that are available from these three categories of pedestrian vantage points. Viewsheds (indicated with shaded green on the figures) are the areas that are visible to a pedestrian from a fixed vantage point (indicated with the red dots on the figures). The viewsheds depicted in these figures represent what can be seen from a street-level perspective. These figures are used to inform the analysis that is provided below of available views from locations one block away from the project site, 100 feet away from the project site, and adjacent to the project site, during the prolonged construction of Phase II under the Extended Build-Out Scenario.

The 2006 FEIS evaluated wind conditions at the project site and in the surrounding area without and with the Project's proposed building forms. The evaluation indicated that while some increase in wind speed at pedestrian levels would be expected, the Project would not result in wind conditions in or around the project site that would result in significant adverse effects on pedestrian safety. Construction of Phase II under the Extended Build-Out Scenario would not alter the wind conditions analyzed in the 2006 FEIS. Therefore, the SEIS analysis does not include an assessment of pedestrian wind conditions.

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." As noted in the 2006 FEIS, none of the elements on the project site is considered a visual resource, and there are no significant visual resources on the Atlantic Avenue corridor. Visual resources identified in the 2006 FEIS for the surrounding area are: the Atlantic Avenue Control House; the Williamsburgh Savings Bank Building; the bell tower of the Church of St. Luke and St. Matthew; the six-story Verizon building at 549 Clinton Avenue; St. Joseph's Roman Catholic Church at 856 Pacific Street; and views along narrow, tree-lined streets lined with 19th century residential and institutional buildings and continuous rows of two- to four-story brownstone-faced rowhouses (many within the area's historic districts). As described in the 2006 FEIS, most views to the surrounding area's visual resources do not include the project site; the visibility of the project site is generally limited to the immediately surrounding areas since intervening buildings obstruct many views. The 2006 FEIS identified no impacts to visual resources from the Project, with the exception of the loss of certain views to the Williamsburgh

Phase I

Phase II



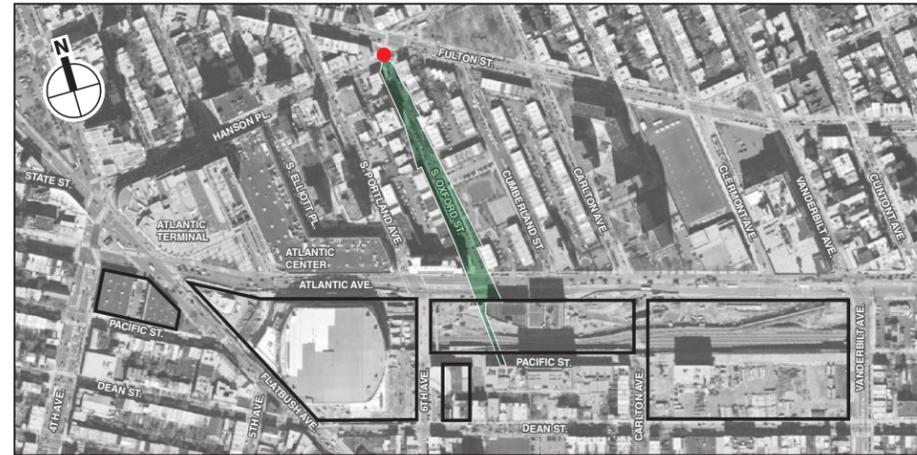
0 400 800 FEET
SCALE

Viewshed Aerial Reference

- Project Site Boundary
- Viewshed (approximate)
- Viewpoint (One Block from Project Site)



View south on S. Portland Avenue from Hanson Place



View south on S. Oxford Street from Hanson Place



View south on Carlton Avenue from Fulton Street



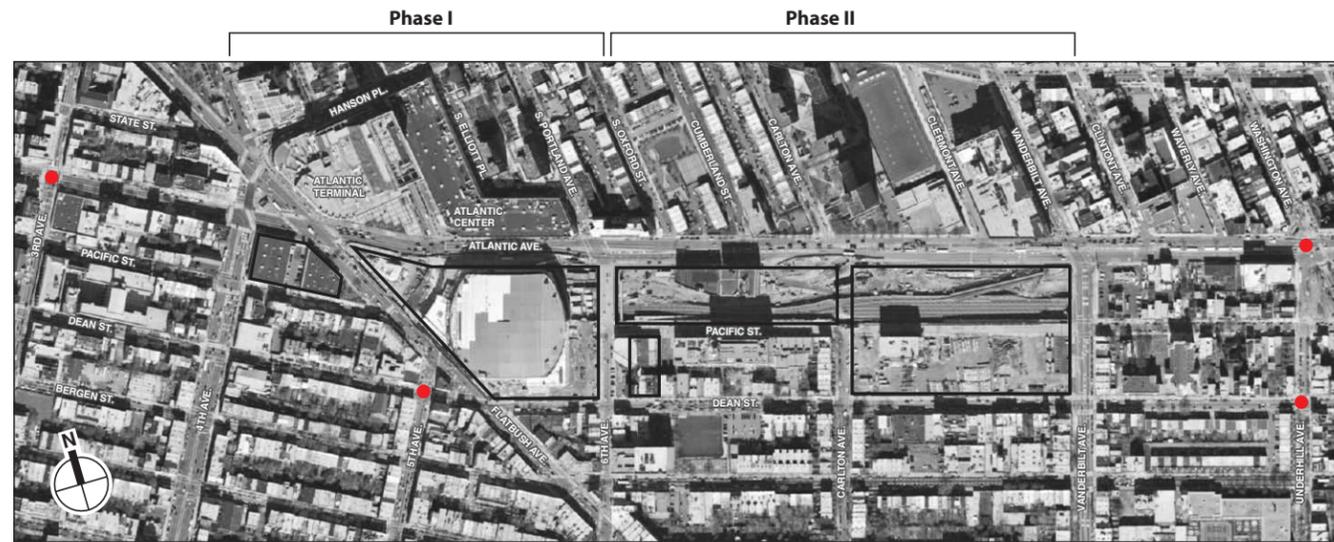
View south on Clermont Avenue from Fulton Street



View north on 6th Avenue from Bergen Street



View north on Carlton Avenue from Bergen Street



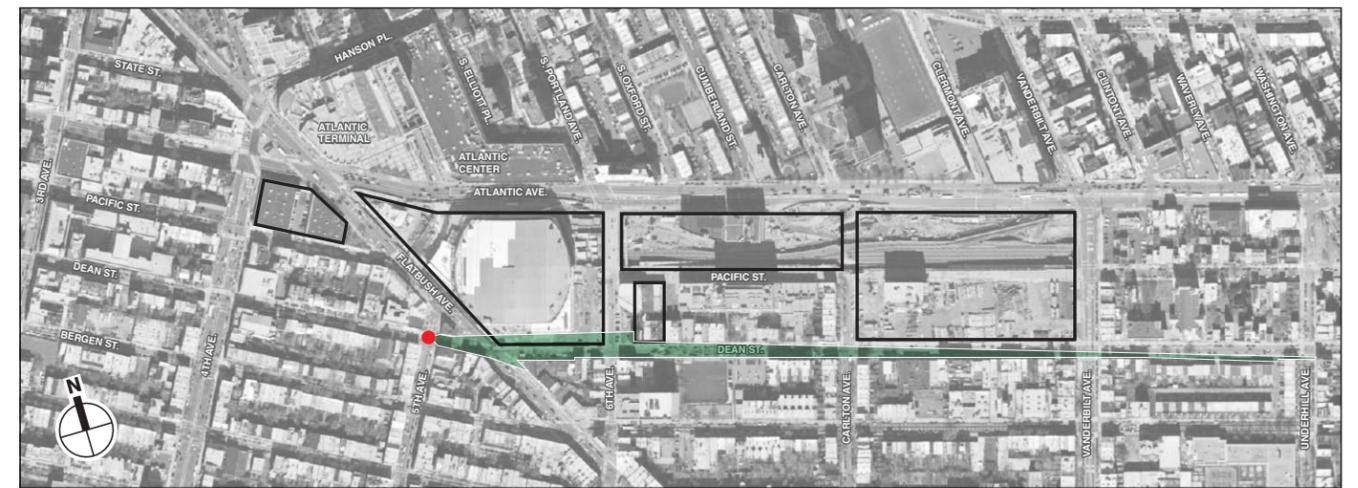
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SCALE

Viewshed Aerial Reference

- Project Site Boundary
- Viewshed (approximate)
- Viewpoint (One Block from Project Site)



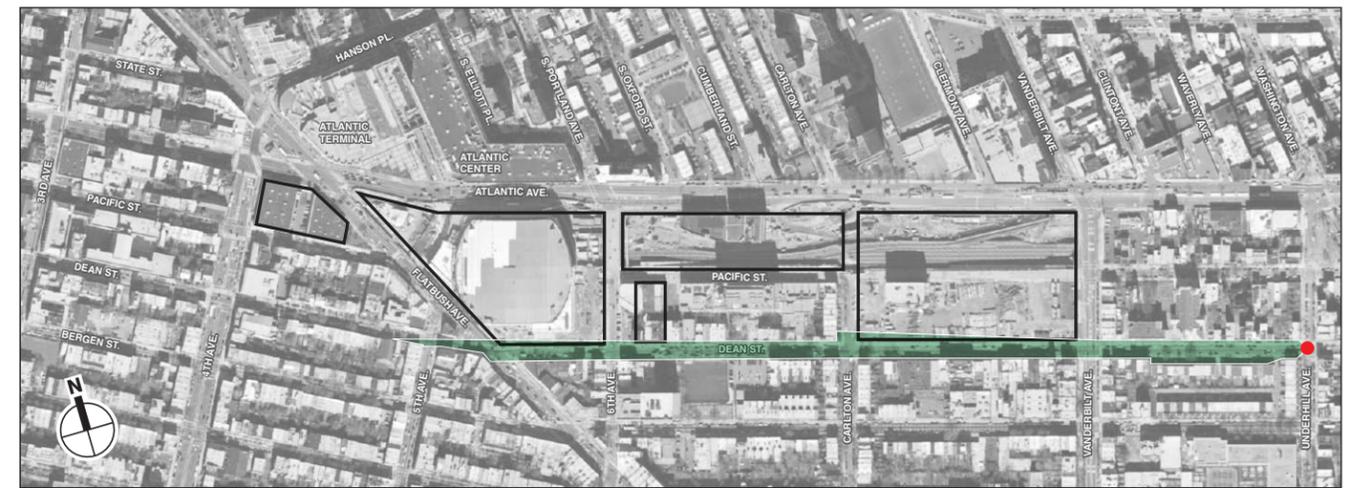
View east on Atlantic Avenue from 3rd Avenue



View east on Dean Street from 5th Avenue



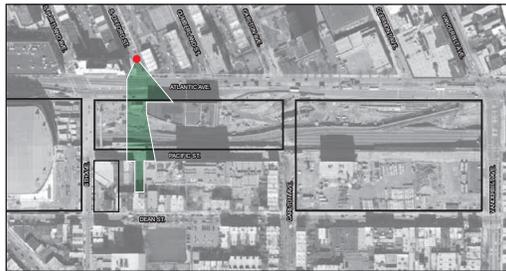
View west on Atlantic Avenue from Underhill Avenue



View west on Dean Street from Underhill Avenue



View from north of Atlantic Avenue on S. Portland Avenue



View from north of Atlantic Avenue on S. Oxford Street

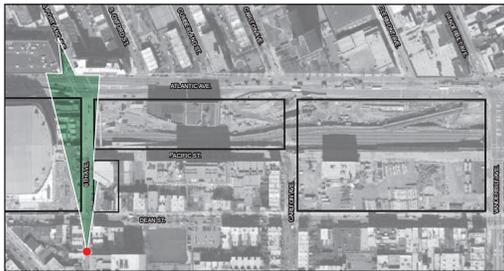


View from north of Atlantic Avenue on Carlton Avenue

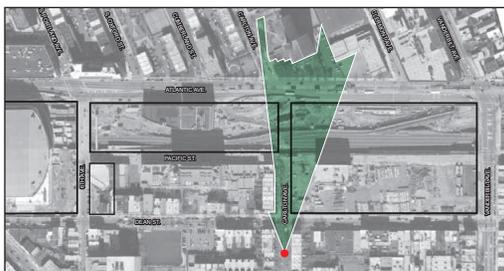




View from north of Atlantic Avenue on Clermont Avenue



View from south of Dean Street on 6th Avenue



View from south of Dean Street on Carlton Avenue



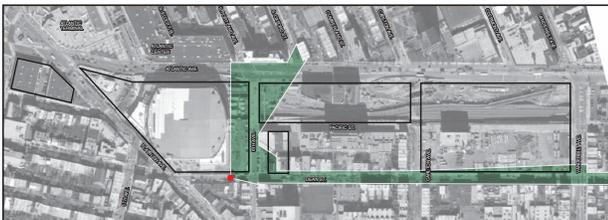
Existing Conditions on the Project Site—
Sample North-South Viewsheds
Figure 3F-4



View from west of Flatbush Avenue on Atlantic Avenue



View from west of 6th Avenue on Atlantic Avenue



View from west of 6th Avenue on Dean Street



Existing Conditions on the Project Site—
Sample North-South Views
Figure 3F-5



View from east of Vanderbilt Avenue on Atlantic Avenue



View from east of Vanderbilt Avenue on Dean Street



Phase I

Phase II



Viewshed Aerial Reference

0 500 FEET
SCALE



View from north of Atlantic Avenue on S. Portland Avenue



View from north of Atlantic Avenue on S. Oxford Street



View from north of Atlantic Avenue on Carlton Avenue



View from north of Atlantic Avenue on Clermont Avenue



View from south of Dean Street on 6th Avenue



View from south of Dean Street on Carlton Avenue

Project Site Boundary
 Viewshed (approximate)
 Viewpoint (100 feet from the corner)

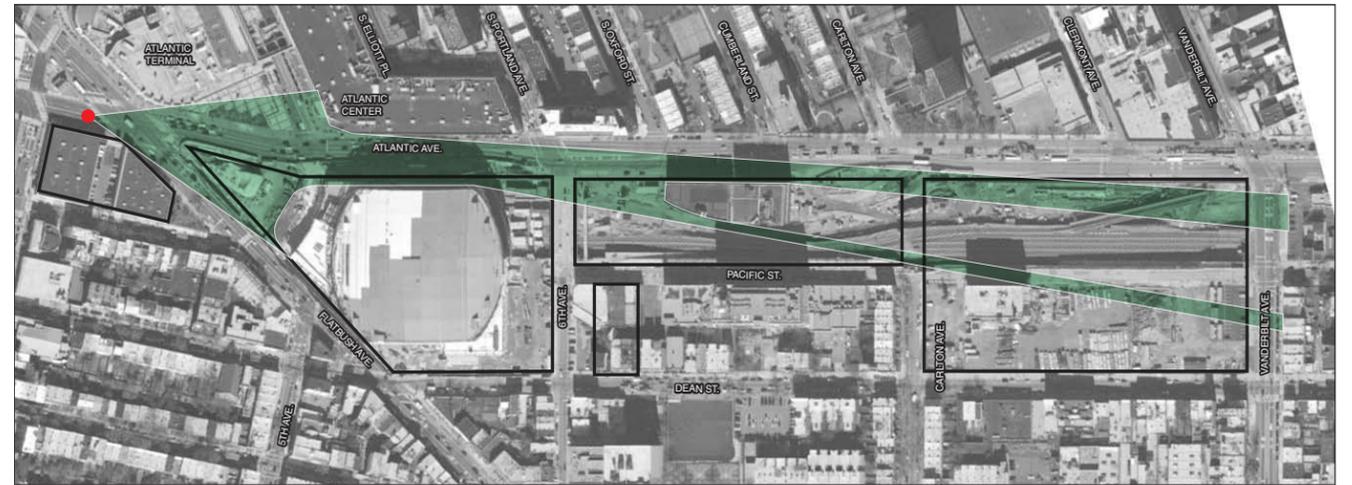
Phase I

Phase II

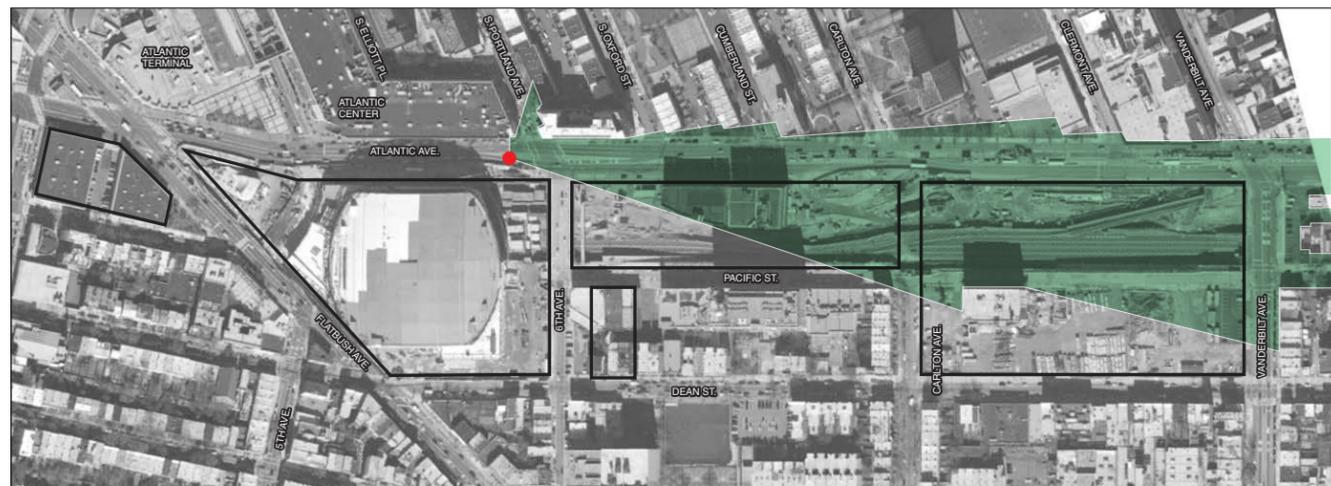


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SCALE

Viewshed Aerial Reference



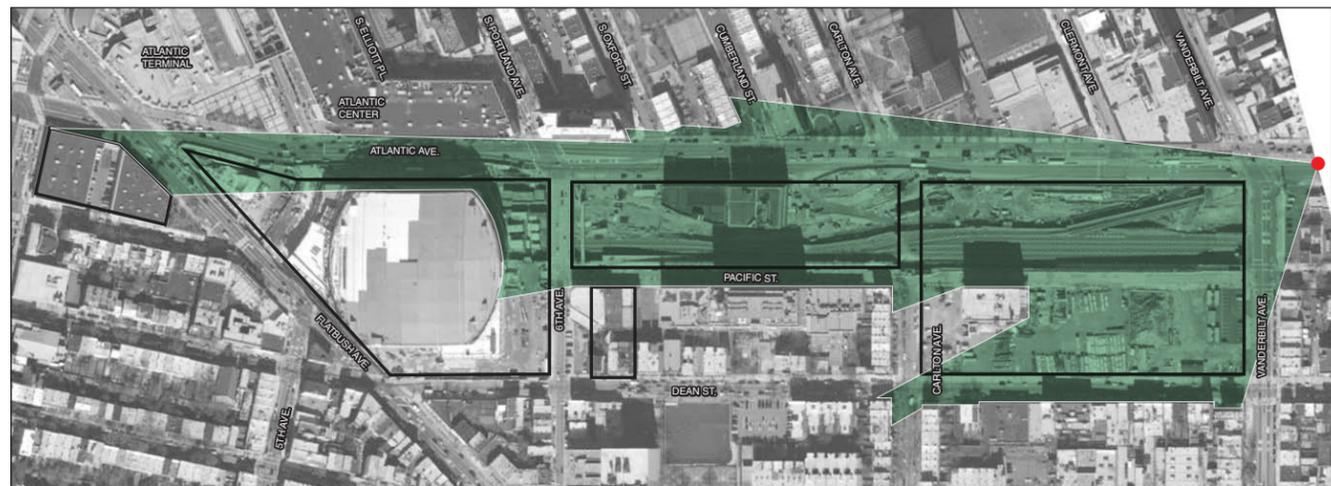
View from west of Flatbush Avenue on Atlantic Avenue



View from west of 6th Avenue on Atlantic Avenue



View from west of 6th Avenue on Dean Street



View from east of Vanderbilt Avenue on Atlantic Avenue



View from east of Vanderbilt Avenue on Dean Street

— Project Site Boundary
 ■ Viewshed (approximate)
 ● Viewpoint (100 feet from the corner)



View northwest from Pacific Street and Carlton Avenue 1



View northeast from Pacific Street and Carlton Avenue 2



View southeast from Pacific Street and Carlton Avenue 3

Sample Viewshed from Southwest Corner of Pacific Street and Carlton Avenue Figure 3F-9

Savings Bank Building. Since the relevant views would be affected by Phase I of the Project, rather than Phase II, no Phase II construction-period impacts to visual resources would be anticipated. The 2006 FEIS also concluded that views along the few neighboring east-west, tree-lined residential streets identified as view corridors would not be adversely affected by the Project, as most views along these view corridors would not include the project site. Therefore, the SEIS analysis does not include an assessment of alterations of views of the visual resources identified in the 2006 FEIS, and no further assessment of visual resources is warranted.

C. EXISTING CONDITIONS

As described above and in Chapter 1, “Project Description,” the transformation of the project site has already begun, with the opening of the Arena in 2012 and ongoing construction of Building 2, as well as a variety of transportation network changes and infrastructure improvements. Since the preparation of the 2006 FEIS, most of the buildings on the project site have been removed as project development continues to proceed. The remaining buildings and structures on the project site are as follows:

- On Block 1120, the two buildings on Lots 19 and 28—along Atlantic Avenue, on the future site of Buildings 6 and 7—are privately owned storage facilities. The remainder of Blocks 1120 and 1121 remain an active, mainly below-grade rail yard for the Long Island Rail Road (LIRR). These portions of the Phase II project site are surrounded by chain link fencing. Work in preparation of the Project’s permanent rail yard is occurring on Blocks 1120 and 1121. In addition, the Metropolitan Transportation Authority (MTA) conducts routine rail work (unrelated to the Project) at these portions of the Phase II project site, which may require night-time lighting;
- On Block 1128—the future site of Building 15—Lot 1 (previously Lots 1, 2, 88, and 89) is being used on an interim basis as a broadcasting lot for Arena events. Lot 4 is privately owned and believed to be used for storage/warehousing. Lots 85-87 are privately owned and occupied by residential uses;
- On Block 1129, the building on Lot 13 is in use on an interim basis as a construction field office. The remaining lots on this block are in use for interim Arena and construction worker parking and LIRR construction staging. The bed of Pacific Street between Carlton and Vanderbilt Avenues also is currently being used for construction staging. Entrances to the staging area are via Vanderbilt and Carlton Avenues onto the closed portion of Pacific Street. The parking and staging areas are surrounded by chain link fencing as well as a narrow landscaped border with small trees and bushes;
- Site 5 remains occupied by low-scale, utilitarian buildings housing retail uses; and
- The future site of Building 1 and the Urban Room on the Arena Block is occupied by the Daily News Plaza, a paved public space with seating and raised landscaped areas.

With the development of the Arena and the demolition of most of the structures formerly on the project site, some of the project site’s streetwalls have changed since the 2006 FEIS. The project site streetwall as described in the 2006 FEIS already had several gaps, due to empty lots, gas stations, surface parking lots, and the below-grade rail yard; at present, the Phase II project site streetwall continues to have gaps from the surface parking and broadcasting lots, and the below-grade rail yard, as well as the LIRR construction staging area. The remaining structures on the project site meet the streetwall, with the exception of the Arena, which is set back from the street line at the sites of the future Arena Block buildings. In addition, street trees have been removed

from the north side of Pacific Street adjacent to Blocks 1120 and 1121, and from the west and east sides of Sixth Avenue adjacent to the south-eastern portion of the Arena Block (formerly Block 1127) and Block 1128. Consistent with the MEC, a landscaped border has been provided around the surface parking lot fencing on Block 1129. A similar landscaped border does not surround the construction staging/surface parking/broadcasting areas of the project site.

Figures 3F-3 through **3F-6** provide photographs of existing conditions on the Phase II project site, from the viewpoints discussed above.

VIEWS TO THE PHASE II PROJECT SITE

As described in the 2006 FEIS and above, the visibility of the project site differs based on location, topography, and urban fabric. For analysis purposes, this chapter assesses views from one block away from the project site, 100 feet from the project site, and the immediately adjacent sidewalk locations (see **Figures 3F-7** and **3F-8**). The Phase II project site is most prominent in eastward views from the intersection of Sixth Avenue and Atlantic Avenue, westward views from the intersection of Vanderbilt and Atlantic Avenues, and southward views from the intersections of Clermont Avenue north of Atlantic Avenue and Carlton Avenue north of Atlantic Avenue, given the width of the avenue and the lack of development above the below-grade rail yard. Except for views from immediately adjoining sidewalks, other views from surrounding streets are more limited because of narrower street widths and intervening structures. Although the topography is slightly elevated south of the Phase II project site, with a gradual downward slope toward the Phase II project site, views of the Phase II project site from the south are limited to vantage points closest to the site that are unobstructed by buildings. As illustrated in **Figures 3F-7** and **3F-8**, no viewpoint provides views of the entirety of the Phase II project site. Most views to the Phase II project site from the surrounding study area are limited to directly adjacent portions, but views from the sidewalks immediately adjacent to the project site, such as at the southwest corner of Pacific Street and Carlton Avenue, provide expansive views of Phase II construction activities. Views from this location include much of the Phase II project site, including views southeast to Block 1129, views northeast to Block 1121, and views northwest to Block 1120, as shown in **Figure 3F-9**.

D. FUTURE WITHOUT PHASE II

For the analysis of the Future With Phase II, it is considered most conservative to assume that construction of Building 1 and Site 5 (part of Phase I construction) is delayed so that it would occur at same time as Phase II construction, resulting in more intense construction activities across the site at the time of contemporaneous development, and a continuation of existing conditions of these sites until that time. Therefore, as described above, it is assumed for conservative analysis purposes that in the Future With or Without Phase II, the Urban Room would be built on the future site of Building 1 by 2022, and Building 1 would be constructed during the latter period of high construction activity in any of the three construction phasing plans. It is also assumed that Site 5 would be developed during the latter period of high construction activity, and would continue to be used for retail purposes until that time.

The 2006 FEIS determined that Building 1 would obscure views of the Williamsburgh Savings Bank Building from certain vantage points south of the project site along the Flatbush Avenue corridor as well as certain other vantage points, which would be a significant adverse effect. The height of Building 1 was subsequently modified after the 2006 FEIS. In the Future Without

Phase II, any potential effect of Phase I of the Project on views of the Williamsburgh Savings Bank would occur when Building 1 is completed.

In the Future Without Phase II, it is assumed for analysis purposes that the Phase I improvements to the permanent MTA/LIRR rail yard would continue to be made. Rail yard work related to the Project is anticipated to be completed prior to the assumed commencement date for Phase II construction activities under the Extended Build-Out Scenario. From an urban design perspective, the activity relating to this work would be mostly minimally noticeable since most of it would occur below grade. A portion of the at-grade site on Block 1120 could be used as a rail yard construction staging and storage area. Apart from the construction of the permanent rail yard, any rail yard work that would be conducted in the Future Without Phase II would be consistent with what occurs on the rail yard in existing conditions. Such routine MTA work would include some overnight activities requiring site lighting. As this routine rail yard work by MTA is not subject to the Project's MEC, it does not operate under the same lighting limitations.

E. FUTURE WITH PHASE II CONSTRUCTION ACTIVITIES

INTERIM SITE CONDITIONS AND PHASE II CONSTRUCTION ACTIVITIES

The delayed completion of Phase II under the Extended Build-Out Scenario would prolong interim site conditions that were identified in the 2006 FEIS, including a surface parking lot on Block 1129 and the presence of the open rail yard. The surface parking spaces would be provided in a temporary condition until they are located below-grade in conjunction with the build-out of the project buildings (Buildings 11, 12, 13, and 14) on Block 1129. Views to surface parking areas are common in mixed-use neighborhoods in New York City. As per the MEC, the interim surface parking lot and construction staging area on Block 1129 would continue to be screened and landscaped around its perimeter under the Extended Build-Out Scenario, similar to its appearance in existing conditions (see photographs in "Views Analysis from Adjacent Sidewalk Locations," below). The design of the fence along with the landscaping would continue to provide a visual buffer for pedestrians and residents of the adjacent neighborhood. The approximately 10-foot tall metal fence is set back approximately four feet from the property line to establish a landscaping zone. The fence allows for some pedestrian visibility into the parking facility from the sidewalk. Blooming shrubs and evergreens are also located in the landscape buffer to provide a soft edge and layers of screening. The existing directional lighting would continue to minimize off-site light intrusion into the surrounding neighborhood. Moreover, as discussed below, views of the parking lot would be limited to immediately proximate areas. Due to these factors, the prolonged presence of the interim parking use on Block 1129 under the Extended Build-Out Scenario would not result in significant adverse urban design impacts. In subsequent stages of development, the surface parking lot would be incrementally reduced as the parking spaces would be relocated under the new buildings on the block.

Under the Extended Build-Out Scenario, the prolonged construction of Phase II would delay the point at which views to Blocks 1120 and 1121 would include an active mixed-use development with open spaces and other amenities, as compared to the open rail yard that exists under current conditions. Therefore, a portion of—or the entire rail yard—on Blocks 1120 and 1121 would be visible for a longer period of time. As the rail yard is located below-grade, existing views are limited to immediately proximate areas. In addition, views to the open rail yard exist currently

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and will continue in the Future Without Phase II, and the elimination of these views is considered a benefit of the Project. Therefore, the delayed completion of the Phase II development on these blocks would not be considered a significant adverse urban design impact.

Those portions of the Phase II project site not under construction would either continue as in existing conditions—and thus would have no change in appearance from the pedestrian’s perspective—or would be completed with the proposed buildings and surrounding open spaces, and thus would improve the urban design and visual character of the Phase II project site and surrounding area. Phase II sites would be maintained in their existing conditions until right before demolition. Each area of the project site would be under construction for only a portion of the assumed 2018–2035 analysis period. Each proposed building would take approximately 2–3 years to construct, similar to the construction period for numerous other developments, and the appearance of those portions of the Phase II project site under active construction—from the pedestrian’s perspective—would be similar to other construction sites in the city. Adjacent streets and sidewalks would be used for staging activities; active construction sites would be surrounded by protective fencing; and for periods of time, large pieces of construction equipment would be seen beyond the protective fencing. Throughout the construction period, access to surrounding residences, businesses, and institutions in the study area would be maintained, and thus there would continue to be pedestrian activity around the Phase II project site. To the extent practicable, measures outlined in the MPT Plans would be designed so that vehicle lane and sidewalk closures are kept to a minimum and that adequate pedestrian access is provided subject to DOT approval. The MEC would require that the protective fencing be a minimum of 8 feet high, with a 16-foot-high barrier of ¾-inch-thick plywood adjacent to sensitive locations, where practicable, including along Dean Street opposite residences. This fencing would reduce potentially undesirable views of construction sites, though not of building superstructures and construction activities as they rise above the level of the fencing. Barriers would be used to protect the safety of pedestrians and to reduce noise from particularly noisy activities where practicable.

Regardless of the construction phasing plan, open space on the Phase II project site would be iteratively created as each proposed building is completed. While these are anticipated to be basic passive green spaces until each block is completed and the open space on that block can be developed as intended for the permanent condition, they would nevertheless be anticipated to improve the visual character of the Phase II project site. As construction commences at each portion of the Phase II project site, existing street trees would be removed; upon completion of each proposed building, street trees would be provided along the perimeter of completed building sites consistent with DPR requirements and regulations. The new Project open spaces in interim and permanent conditions and the replacement street trees would incrementally enhance the pedestrian experience.

As per the MEC, any lighting on interim construction staging and parking areas must be equipped with directional lighting angled to limit light intrusion beyond the site, and must employ controls to reduce lighting during periods when the facility is not in active use, consistent with site security. Furthermore, any lighting on individual construction sites would be directional, and angled to limit light intrusion beyond the site itself.

ILLUSTRATIVE CONSTRUCTION PHASING PLANS

As described above and illustrated in Figures 3A-4 through 3A-12, the illustrative construction phasing plans are not intended to serve as a prediction of the exact schedule and sequence of the

Phase II construction, but rather have been developed to illustrate how the timing of the construction of certain project components may vary and to provide for a reasonably conservative analysis of the range of environmental effects associated with a prolonged build-out of Phase II.

Under the Extended Build-Out Scenario, fewer buildings would be constructed simultaneously than contemplated in the 2006 FEIS, which analyzed a more intense construction schedule with up to five buildings under construction at the same time, as well as other project elements.

Construction Phasing Plan 1

Under Construction Phasing Plan 1 the proposed buildings along Dean Street would be built out first, improving the pedestrian environment along that street. Then the eastern portion of the LIRR rail yard would be platformed over, completing the view corridor along Vanderbilt Avenue and partially along Atlantic Avenue; and then the western portion of the LIRR track/yard would be platformed over. Therefore, in this phasing plan the view corridor along Atlantic Avenue would remain undeveloped for a longer period of time compared with Construction Phasing Plan 2 described below. Figures 3A-4 through 3A-6 provide an illustrative depiction of the construction sequencing for three periods during the construction of Phasing Plan 1: early stage (late 2022), intermediate stage (late 2027), and late stage (late 2031).

In Construction Phasing Plan 1, two periods of high construction activity would occur in the third quarter of 2023, when three buildings are under construction simultaneously (Buildings 11, 12, and 15), and the first quarter of 2030, when two buildings (Buildings 8 and 9) and the platform under Buildings 6 and 7 would be under construction.

Figures 3F-10 and 3F-11 present illustrative conditions on the project site at the periods of high construction activity under Construction Phasing Plan 1.

Construction Phasing Plan 2

Under Construction Phasing Plan 2, the buildings on the east side of Sixth Avenue would be built out first, completing the view corridor along this street. Then Building 14 and the buildings above the western and eastern portions of the LIRR track/yard would be constructed, respectively, completing the view corridors along Atlantic and Carlton Avenues. Finally, the remaining buildings on Block 1129 would be constructed. Therefore, in this construction phasing plan, the view corridors along Dean Street and Vanderbilt Avenue would remain undeveloped or occupied by interim uses for a longer period of time compared with Construction Phasing Plan 1. **Figures 3A-7 through 3A-9** provide an illustrative depiction of the construction sequencing for three periods during the construction of Phasing Plan 2: early stage (late 2022), intermediate stage (late 2027), and late stage (late 2031).

In Construction Phasing Plan 2, two periods of high construction activity would occur in the third quarter of 2020, when three buildings are under construction simultaneously (Buildings 5, 14, and 15), and the first quarter of 2028, when two buildings (Buildings 7 and 8) and the platform under Buildings 9 and 10 would be under construction. Thus, the periods of high construction activity would occur roughly three and two years earlier, respectively, in this phasing plan compared with Construction Phasing Plan 1.

Figures 3F-12 and 3F-13 provide illustrative conditions on the project site at the periods of high construction activity under Construction Phasing Plan 2.

Phase I

Phase II



Source: Olin Partnership

-  Building Complete
-  Urban Room Complete
-  Building Under Construction
-  No Change from Existing Conditions
-  Staging Area
-  Sidewalk Closure
-  Lane Closure
-  Open Space

Phase I

Phase II



Source: Olin Partnership

-  Building Complete
-  Urban Room Complete
-  No Change from Existing Conditions
-  Building Under Construction
-  Platform Under Construction
-  Staging Area
-  Sidewalk Closure
-  Lane Closure
-  Open Space

Phase I

Phase II



Source: Olin Partnership

-  Building Complete
-  No Change from Existing Conditions
-  Building Under Construction
-  Staging Area
-  Sidewalk Closure
-  Lane Closure
-  Open Space

Phase I

Phase II



Source: Olin Partnership

-  Building Complete
-  Urban Room Complete
-  No Change from Existing Conditions
-  Building Under Construction
-  Platform Under Construction
-  Staging Area
-  Sidewalk Closure
-  Lane Closure
-  Open Space

Construction Phasing Plan 3

Construction Phasing Plan 3 follows the same sequence as Construction Phasing Plan 1; however, the buildings would be constructed on a different schedule. In Construction Phasing Plan 3, Building 14 would be constructed first, from 2018 to 2021, to meet certain contractual requirements. There would be no construction on the Phase II project site from mid-2021 to mid-2025; during this period, all other portions of the Phase II project site would continue in their existing condition. Construction of the remainder of the site would commence in mid-2025 and continue through 2035. As with Construction Phasing Plan 1, the remaining buildings on Block 1129 would be built out first, completing the view corridor along Dean Street. Next, the buildings above the eastern portion of the LIRR track/yard would be constructed, followed by the western portion of the track/yard. Therefore, in this construction phasing plan, the view corridors along Vanderbilt and Atlantic Avenues and along Dean Street and Vanderbilt Avenue would remain undeveloped for a longer period of time. Figures 3A-10 through 3A-12 provide an illustrative depiction of the construction sequencing for three periods during the construction of Phasing Plan 3: early stage (late 2022), intermediate stage (late 2027), and late stage (late 2031).

In Construction Phasing Plan 3, two periods of high construction activity would occur in the third quarter of 2030, when three buildings (Buildings 8, 9, and 15) and the platform under Buildings 5, 8, 9, and 10 would be under construction simultaneously, and in the first quarter of 2031, when three buildings (Buildings 5, 8, and 9) and the platform under Buildings 5, 6, and 7 would be under construction simultaneously. Thus, both periods of high construction would occur later than any period of high construction in Construction Phasing Plans 1 and 2.

Figures 3F-14 and 3F-15 present illustrative conditions on the project site at the periods of high construction activity under Construction Phasing Plan 3.

URBAN DESIGN VIEWS ANALYSIS

The following sections analyze views to the project site during the prolonged construction of Phase II, from vantage points one block from the project site, 100 feet from the project site, and adjacent to the project site.

VIEWS ANALYSIS FROM ONE BLOCK AWAY FROM THE PROJECT SITE

Other than from Atlantic Avenue east of the Phase II project site, street-level views to the Phase II project site from one city block away are highly constrained as shown in **Figures 3F-1 and 3F-2**. **Figure 3F-1** shows north-south viewsheds towards the project site from various intersections one block from the Phase II project site. From each of these vantage points, such eye-level views are limited to a narrow portion of the project site. **Figure 3F-2** shows east-west views to the project site from various intersections one block from the Phase II project site. Views along Dean Street from more than a block away to the project site are also highly constrained. Views of the Phase II site along Atlantic Avenue from one block west of the project site are limited by intervening buildings including the Arena. Views of the project site along Atlantic Avenue from one block east show the Phase II building sites along Atlantic Avenue, which would be viewed in the context of the intensely urban and heavily trafficked character of Atlantic Avenue.

As noted above (see “Methodology”), **Figures 3F-1 and 3F-2** show the available pedestrian eye-level viewshed. Skyward views from the pedestrian perspective could include construction cranes and the superstructures of Phase II buildings under construction and/or completed Phase

Phase I

Phase II



Source: Olin Partnership

-  Building Complete
-  Urban Room Complete
-  No Change from Existing Conditions
-  Building Under Construction
-  Platform Under Construction
-  Staging Area
-  Sidewalk Closure
-  Lane Closure
-  Open Space

Phase I

Phase II



Source: Olin Partnership

-  Building Complete
-  Urban Room Complete
-  No Change from Existing Conditions
-  Building Under Construction
-  Platform Under Construction
-  Platform Completed
-  Staging Area
-  Sidewalk Closure
-  Lane Closure
-  Open Space

II buildings, depending on the vantage point, the point in time, and the construction phasing plan. However, skyward views of these construction conditions would not adversely affect the pedestrian experience on these blocks as the changed views would not significantly affect the streetscape at the pedestrian level. Skyward views of cranes and construction would be temporary and would change as construction proceeds. While the duration of these views would be extended due to the prolonged construction period for Phase II, such views would be typical of skyward-facing views of construction sites for tall buildings in New York City, and would be similar in nature to views currently available, when looking up, of numerous construction sites in the downtown Brooklyn area. In addition, pedestrian views of the Phase II buildings under construction and associated construction equipment would not obstruct views of any visual resources in the area.

VIEWS ANALYSIS FROM 100 FEET OF THE PROJECT SITE

Chronological Discussion and Analysis

This section describes the potential visibility over time of the Phase II construction activities under the Extended Build-Out Scenario, from various viewpoints approximately 100 feet from the project site. As described above and below and illustrated in **Figures 3F-7 and 3F-8**, no viewpoint in the study area provides views of the entirety of the Phase II project site; the east and western views along Atlantic Avenue as well as views to the south from 100 feet north of Atlantic Avenue along Carlton and Clermont Avenues provide the most prominent views to the site. Views along and across Atlantic Avenue would be experienced in the context of the intensely urban and heavily trafficked character of Atlantic Avenue. **Figures 3F-7 and 3F-8** present viewsheds along roadways within approximately 100 feet of intersections. Typically, the density of the development along these streets, which create solid streetwalls on narrow streets, would obscure street-level views to the Phase II project site. The tops of the proposed buildings would be visible from some areas located farther afield; however, the blocks and buildings that intervene between the proposed buildings would create a buffer that would limit the visibility and presence of the proposed buildings under construction on these view corridors.

In addition, **Figures 3A-4 through 3A-12** provide an illustrative depiction of the construction sequencing for three periods during each of the three Construction Phasing Plans: early stage (late 2022), intermediate stage (late 2027), and late stage (late 2031).

South Portland Avenue/Atlantic Avenue

In Construction Phasing Plans 1 and 3, from South Portland Avenue looking south from 100 feet north of Atlantic Avenue, a pedestrian would view existing conditions (the LIRR rail yard) on the far west corner of Block 1120 through early/mid 2030, when platform work on that site would commence. Platform work would be visible through late 2030/early 2031, at which point construction of Building 5 would commence and last through late 2032/early 2033. In the distance, the construction of Building 15 could be partially visible from late 2023 through late 2026 (Construction Phasing Plan 1) or from late 2027 through late 2030 (Construction Phasing Plan 3). In Construction Phasing Plan 2, a pedestrian would view existing conditions on the west side of Block 1120 for a shorter period of time, as platform work under Building 5 would commence in mid-2019 and be completed in early 2020, and Building 5 construction would be visible from early 2020 through early 2022. The construction of Building 15 would be somewhat visible in the distance from mid-2018 through early 2021, though it is unlikely that Building 15 construction would be very visible from this viewpoint if Building 5 construction has

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commenced. Activities on other portions of the project site would not be visible in this view corridor.

South Oxford Street/Atlantic Avenue

In Construction Phasing Plans 1 and 3, from South Oxford Street looking south from 100 feet north of Atlantic Avenue, a pedestrian would view existing conditions on the west side of Block 1120 (the LIRR rail yard) through early/mid 2030, when platform work on that site would commence. Platform work under Buildings 5 and 6 would be visible through early/late 2032, and the construction of Buildings 5 and 6 would be visible from late 2030 through late 2033/early 2034. In Construction Phasing Plan 2, a pedestrian would view existing conditions on the west side of Block 1120 for a shorter period of time, as platform work under Building 5 would commence in mid-2019 and be completed in early 2020, and Building 5 construction would be visible from early 2020 through early 2022. Platform work under Building 6 would commence in late 2022 and end in early 2024, at which point construction for Building 6 would commence. Construction for Building 6 would be visible through early 2026. Activities on other portions of the project site would not be visible in this view corridor.

Carlton Avenue/Atlantic Avenue

The viewshed from Carlton Avenue looking south from 100 feet north of Atlantic Avenue is more expansive than the two viewsheds described above, and includes most of Block 1121, the eastern portion of Block 1120 and—in the distance—most of Block 1129.

In Construction Phasing Plan 1, a pedestrian would observe existing conditions on Block 1121 (the LIRR rail yard) through late 2026, when platform work on that block would commence; however, it is anticipated that starting in mid-2018 through early 2025, the construction of Buildings 11–14 could be somewhat visible in the distance beyond the rail yard. Platform work under Buildings 8–10 would be visible from late 2026 through late 2028, and the construction of Buildings 8–10 would be visible from early 2027 through late 2031. Existing conditions would be observed on Block 1120 through mid-2030; after that point, while the construction of Building 10 is underway (through the end of 2031), a pedestrian would observe platform work under Building 6 mid-2030 through early 2032, followed by Building 6 construction and platform work under Building 7, and then the construction of Building 7 through late 2035.

In Construction Phasing Plan 2, a pedestrian would observe—in the distance behind existing conditions at the rail yard—construction of Building 14 starting in early 2020 and extending through early 2023, after which point platform work under Buildings 6 and 7 would commence (in late 2022), followed by construction of Buildings 6 and 7, which would end in early 2028. Platform work under Buildings 8–10 would commence in early 2027 and conclude in early 2029; construction of Buildings 8–10 would commence in late 2027 and end in late 2031. It is anticipated that the construction of Buildings 11–13, starting in mid-2030 and ending in late 2035, would be minimally, if at all, visible from this viewpoint behind the completed buildings on Block 1121.

In Construction Phasing Plan 3, a pedestrian could observe—in the distance behind existing conditions at the rail yard—construction of Building 14 starting in mid-2018 and extending through mid-2021. After this point, no Project construction would be observed from this viewpoint until mid-2025, when construction of Building 13 would commence, followed by construction of Buildings 11 and 12 through late 2029. In the foreground, existing conditions would be observed until early 2029, when platform work under Buildings 8–10 would commence, followed by the construction of Buildings 8–10, platform work for Buildings 6 and 7, and construction of Buildings 6 and 7, through late 2035.

In summary, some degree of construction activity for the Project would be apparent from the Carlton Avenue/Atlantic Avenue viewshed from mid-2018 through 2035 in Construction Phasing Plan 1; from early 2023 through 2031 in Construction Phasing Plan 2; and from mid-2018 through mid-2021 and then again from mid-2025 through late 2035 in Construction Phasing Plan 3. The prolonged construction activity on various portions of the project site from this viewshed would be visible to pedestrians. Furthermore, a pedestrian would also experience positive changes to the visual character of the Phase II project site, as Phase II buildings are completed in a sequential manner.

Clermont Avenue/Atlantic Avenue

The viewshed from Clermont Avenue looking south from 100 feet north of Atlantic Avenue, while expansive, would include the central and eastern portions of Blocks 1121 and 1129, but not—as compared with the Carlton Avenue viewpoint—the eastern portion of Block 1120 or the western portions of Blocks 1121 and 1129.

In Construction Phasing Plan 1, construction of Buildings 11-13 could be somewhat visible behind the existing rail yard from early 2020 through early 2025. Platform work under Buildings 9 and 10, followed by construction work for those buildings, would be visible in the foreground from early 2027 through late 2031.

In Construction Phasing Plan 2, a pedestrian would observe existing conditions at the rail yard until 2027, when platform work under Buildings 9 and 10 would commence, followed by construction of Buildings 9 and 10 through late 2031. It is anticipated that the construction of Buildings 11-13, starting in mid-2030 and ending in late 2035, would be minimally, if at all, visible from this viewpoint behind the completed buildings on Block 1121.

In Construction Phasing Plan 3, a pedestrian could observe—in the distance behind existing conditions at the rail yard—construction of Buildings 11–13 starting in mid-2025 and extending through late 2029. In the foreground, platform work for Buildings 9 and 10, followed by construction of those buildings, would extend from 2029 through late 2033.

In summary, some degree of construction activity for the Project would be apparent from this perspective from early 2020 through early 2025, and then again from early 2027 through late 2031, in Construction Phasing Plan 1; from 2027 through 2031 in Construction Phasing Plan 2; and from mid-2025 through late 2033 in Construction Phasing Plan 3. The prolonged construction activity on various portions of the project site from this perspective would be visible to pedestrians. Furthermore, a pedestrian would also experience positive changes to the visual character of the Phase II project site, as Phase II buildings are completed in a sequential manner.

Sixth Avenue/Dean Street

The viewshed from Sixth Avenue looking north from 100 feet south of Dean Street is quite constrained, and includes only the far western edge of Block 1128 and, in the distance, the far western edge of Block 1121.

In Construction Phasing Plan 1, a pedestrian would view existing conditions on Block 1128 through late 2023, when construction of Building 15 commences. Building 15 construction would be visible through late 2026. It is anticipated that the construction of the platform under Building 5 and Building 5 itself, starting in early 2030 and ending in late 2032, would be minimally, if at all, visible from this viewpoint behind the completed Building 15. In Construction Phasing Plan 2, a pedestrian would view existing conditions on Block 1128 for a shorter period of time, as Building 15 construction would commence in mid-2018 and be

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completed in early 2021. It is anticipated construction of the platform under Building 5 and Building 5 itself, starting in mid-2019 and ending in early 2022, would be minimally, if at all, visible from this viewpoint behind the completed Building 15. In Construction Phasing Plan 3, a pedestrian would view existing conditions on Block 1128 through late 2027; Building 15 construction would be visible starting in late 2027 and ending in late 2030. Construction of the platform under Building 5 and Building 5 itself would be minimally, if at all, visible from this viewpoint from mid-2030 through mid-2033, behind completed Building 15. Activities on all other portions of the project site would not be visible in this view corridor.

Carlton Avenue/Dean Street

The viewshed from Carlton Avenue looking north from 100 feet south of Dean Street is fairly constrained, and includes the far eastern edge of Block 1120, the far western edge of Block 1129, and the western portion of Block 1121.

In Construction Phasing Plans 1 and 3, a pedestrian would view existing conditions on Block 1129 through early 2020/mid-2025, when construction of Building 13 commences. Building 13 construction would be visible in the foreground through late 2022/late 2027. It is anticipated that construction of the platform under Building 8 and Building 8 itself, starting in late 2026/early 2029 and ending in late 2028/early 2031, would be minimally, if at all visible from this viewpoint behind the completed Building 13. Construction of the platform under Building 7 and Building 7 itself, starting in early 2032/2031 and ending in late 2035, could be minimally visible in the distance. In Construction Phasing Plan 2, a pedestrian would view existing conditions in the foreground (on Block 1129) through mid-2030, when construction of Building 13 commences. Building 13 construction would be visible in the foreground through late 2032. It is anticipated that the construction of the platform under Buildings 7 and 8 and Buildings 7 and 8 themselves, starting in 2023 and ending in early 2029, could be visible in the distance behind the existing uses on Block 1129. Activities on all other portions of the project site would not be visible in this view corridor.

Atlantic Avenue/Flatbush Avenue

The viewshed from Atlantic Avenue looking east from 100 feet west of Flatbush Avenue includes narrow slivers of the northern portions of Block 1120, 1121, and 1129. From this perspective, in Construction Phasing Plan 1, segments of the construction of Buildings 11–14 would be visible in the distance starting in mid-2018 and ending in early 2025, behind existing conditions (the LIRR rail yard) on Block 1120. Similarly, narrow segments of the platform work under Buildings 8-10, and construction of the buildings themselves, would be visible in the distance behind existing conditions on Block 1120 starting in late 2026 and ending in late 2031. In the foreground, the platform work under Buildings 5–7 and construction of the buildings themselves would be visible starting in early 2030 and ending in late 2035.

In Construction Phasing Plan 2, in 2020 a pedestrian would view the Urban Room under construction, which would be completed by 2022. Also in Construction Phasing Plan 2, a pedestrian would view existing conditions on Block 1120 for a shorter period of time, as platform work under Building 5 and Building 5 construction would commence in mid-2019 and be completed in early 2022. Subsequent construction on Blocks 1120, as well as on Blocks 1121 and 1129 in the distance—which would extend from early 2020 through late 2035—could potentially be somewhat visible behind completed Building 5.

In Construction Phasing Plan 3, segments of the construction of Building 14 would be visible in the distance starting in mid-2018 and ending in mid-2021, behind existing conditions (the LIRR rail yard) on Block 1120. Subsequent construction on Blocks 1129—which would extend from

mid-2025 through late 2029—could potentially be somewhat visible behind completed Building 14. Platform work under Building 8 and construction of Building 8 itself would be visible in the distance starting in 2029 and extending through early 2031. In the foreground, platform work under Building 5 and Building 5 construction would commence in late 2030 and end in mid-2033. Subsequent construction on Blocks 1121 and 1120—which would extend from mid-2030/late 2030 through late 2033/late 2035, respectively—could potentially be somewhat visible behind completed Buildings 5 and 8.

In summary, some degree of construction activity for the Project would be apparent from this perspective from mid-2018 through late 2035 in Construction Phasing Plan 1; from mid-2019 through late 2035 in Construction Phasing Plan 2; and from mid-2018 through mid-2021, and then again from mid-2025 through late 2035 in Construction Phasing Plan 3. The prolonged construction activity on various portions of the project site from this perspective would be visible to pedestrians. Furthermore, a pedestrian would also experience positive changes to the visual character of the Phase II project site, as Phase II buildings are completed in a sequential manner.

Atlantic Avenue/Sixth Avenue

The viewshed from Atlantic Avenue looking east from 100 feet west of Sixth Avenue is expansive, and includes most of Blocks 1120 and 1121, and the northern portion of Block 1129. As described in the 2006 FEIS, Atlantic Avenue is a primary east-west, multi-lane thoroughfare with paved traffic islands dividing the two-way traffic. Views along this corridor are intensely urban in character, with major retail centers and the Arena, and high volumes of traffic traveling in both directions.

From this perspective, in Construction Phasing Plan 1, construction of the northern portions of Buildings 11–14 would be visible in the distance starting in mid-2018 and ending in early 2025, behind existing conditions (the LIRR rail yard) on Block 1120. Similarly, the platform work under Buildings 8–10, and construction of the buildings themselves, would be visible in the distance behind existing conditions on Block 1120 starting in late 2026 and ending in late 2031. In the foreground, the platform work under Buildings 5–7 and construction of the buildings themselves would be visible starting in early 2030 and ending in late 2035.

In Construction Phasing Plan 2, a pedestrian would view existing conditions on Block 1120 for a shorter period of time, as platform work under Building 5 and Building 5 construction would commence in mid-2019 and be completed in early 2022. Subsequent construction on Blocks 1120, as well as on Blocks 1121 and 1129 in the distance could be visible behind completed Building 5. Construction of Building 14 would commence in early 2020 and be completed in mid-2023; construction activities for Buildings 11–13, which would take place from mid-2030 through late 2035, are anticipated to be minimally visible behind completed Building 14. Platform work under Buildings 6 and 7 and construction for the buildings themselves would commence in late 2022 and extend through mid-2028. Platform work under Buildings 8–10 and construction of the buildings themselves, which would take place from early 2027 through late 2031, are anticipated to be minimally visible behind the completed buildings on Block 1120.

In Construction Phasing Plan 3, a small northern segment of the construction of Building 14 would be visible in the distance starting in mid-2018 and ending in mid-2021, behind existing conditions (the LIRR rail yard) on Block 1120. Subsequent construction on Blocks 1129—which would extend from mid-2025 through late 2029—could potentially be somewhat visible behind completed Building 14. Platform work under Building 8 and construction of Building 8 itself would be visible in the distance starting in 2029 and extending through early 2031. In the

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foreground, platform work under Building 5 and Building 5 construction would commence in late 2030 and end in mid-2033. Subsequent construction on Blocks 1121 and 1120—which would extend from mid-2030/late 2030 through late 2033/late 2035, respectively—could potentially be somewhat visible behind completed Buildings 5 and 8.

In summary, some degree of construction activity for the Project would be apparent from this perspective from mid-2018 through late 2035 in Construction Phasing Plan 1; from mid-2019 through late 2035 in Construction Phasing Plan 2; and from mid-2018 through mid-2021, and then again from mid-2025 through late 2035 in Construction Phasing Plan 3. The prolonged construction activity on various portions of the project site from this perspective would be visible to pedestrians. Furthermore, a pedestrian would also experience positive changes to the visual character of the Phase II project site, as Phase II buildings are completed in a sequential manner.

Dean Street/Sixth Avenue

The viewshed from Dean Street looking east from 100 feet west of Sixth Avenue is fairly constrained, and includes the far west portions of Blocks 1120 and 1128, as well as a narrow sliver of the southern portion of Block 1129.

From this perspective in Construction Phasing Plan 1, a narrow portion of the construction activities for Building 12—which would start in early 2021 and extend through early 2024—could be somewhat visible. Subsequent construction of Building 11, which would extend from late 2022 through early 2025, is not anticipated to be visible behind completed Building 13. In the foreground, construction activities for Building 15 would be visible from late 2023 through late 2026. Platform work under Building 5 and construction of Building 5 itself, which would extend from early 2030 through late 2032, is anticipated to be minimally, if at all visible behind completed Building 15.

In Construction Phasing Plan 2, construction activities for Building 15 would be visible in the foreground from mid-2018 through early 2021. Platform work under Building 5 and construction of Building 5 itself, which would extend from mid-2019 through early 2022, is anticipated to be minimally visible behind completed Building 15. Construction of Building 14 is not anticipated to be visible from this perspective, and construction activities for Buildings 11 and 12, which would take place from mid-2031 through late 2035, are anticipated to be minimally, if at all visible behind completed Buildings 14 and 15.

In Construction Phasing Plan 3, construction activities for Buildings 11 and 12 would take place from mid-2031 through late 2035, but are anticipated to be minimally visible behind Building 14, which is slated to be complete in mid-2021. Construction activities for Building 14 itself are not anticipated to be visible from this perspective. In the foreground, construction activities for Building 15 would be visible starting in late 2027 and extending through late 2030. Platform work under Building 5 and construction of Building 5 itself, which would extend from mid-2030 through mid-2030, is anticipated to be minimally visible behind completed Building 15.

Activities on all other portions of the project site would not be visible in this view corridor.

Atlantic Avenue/Vanderbilt Avenue

The viewshed from Atlantic Avenue looking west from 100 feet east of Vanderbilt Avenue is one of the most expansive in the study area, and includes nearly all of Blocks 1120, 1121, and 1129. As described above, views along this multi-lane thoroughfare are intensely urban in character, with major retail centers and the Arena, and high volumes of traffic traveling in both directions.

From this perspective, in Construction Phasing Plan 1, construction activities for Buildings 11-14 would be visible in the distance behind existing conditions (the LIRR rail yard) on Block 1121; this work would start in mid-2018 and extend through early 2025. Platform work under Buildings 8-10 and construction for the buildings themselves would be visible in the foreground, starting in late 2026 and extending through late 2031. Platform work under and construction activities for Buildings 5-7, which would take place from early 2031 through late 2035, are anticipated to be minimally visible behind completed Buildings 8-10.

In Construction Phasing Plan 2, platform work under and construction activities for Building 5 would be visible in the distance behind existing conditions (the LIRR rail yard); this work would start in mid-2019 and extend through early 2022. Construction activities for Building 14 would commence in mid-2020 and extend through early 2023, and would be visible in the distance behind existing conditions on Block 1121. Platform work under and construction activities for Buildings 6 and 7 would start in late 2022 and extend through early 2028. Platform work under and construction activities for Buildings 8-10 would be visible in the foreground; this work would start in early 2027 and extend through late 2031. The last portion of the Project work—construction of Buildings 11-13, starting in mid-2030 and ending in late 2035—is anticipated to be somewhat visible behind completed Buildings 8-10.

In Construction Phasing Plan 3, construction activities for Building 14 would be visible in the distance behind existing conditions (the LIRR rail yard) on Block 1121; this work would start in mid-2018 and extend through mid-2021. Construction activities for Buildings 11-13 would also be visible and would start in mid-2025 and end in late 2029. Platform work under and construction activities for Buildings 8-10 would be visible in the foreground, starting in early 2029 and extending through late 2033. Platform work under and construction activities for Buildings 5-7, which would take place from late 2030 through late 2035, are anticipated to be minimally visible behind completed Buildings 8-10.

In summary, some degree of construction activity for the Project would be apparent from this perspective from mid-2018 through late 2035 in Construction Phasing Plan 1; from mid-2019 through late 2035 in Construction Phasing Plan 2; and from mid-2018 through mid-2021, and then again from mid-2025 through late 2035 in Construction Phasing Plan 3. The prolonged construction activity on various portions of the project site from this perspective would be visible to pedestrians. Furthermore, a pedestrian would also experience positive changes to the visual character of the Phase II project site, as Phase II buildings are completed in a sequential manner.

Dean Street/Vanderbilt Avenue

The viewshed from Dean Street looking west from 100 feet east of Vanderbilt Avenue is fairly constrained, and includes only Block 1129 and the streetbed of Dean Street. From this perspective, in Construction Phasing Plan 1, construction activities for Buildings 11-14 would be visible starting in mid-2018 and extending through early 2025. In Construction Phasing Plan 2, construction activities for Building 14 would be visible starting in mid-2020 and extending through mid-2023; after that point, no construction would be visible until mid-2030 (for Building 13) and extending through late 2035 (for Building 11). In Construction Phasing Plan 3, construction activities for Building 14 would be visible starting in mid-2018 and extending through mid-2021; after that point, no construction would be visible from this viewpoint until mid-2025 and extending through late 2029. Activities on all other portions of the project site would not be visible in this view corridor.

Discussion and Analysis at Points of High Construction Activity

As illustrated in **Figure 3F-10**, at the first of the two high points of construction activity for Construction Phasing Plan 1, views east and west along Atlantic Avenue from the viewpoints discussed above would be mostly the same compared with the Future Without Phase II. No development would have occurred on Site 5, or the LIRR rail yard, so these portions of the project site would appear as they do in the Future Without Phase II condition, albeit with the new project buildings along Dean Street and on the Arena Block visible in the background. Views south from the streets north of Atlantic Avenue (from the viewpoints discussed above) would be of, from South Portland Avenue, Buildings 3 and 4 (due to be completed in the Future Without Phase II), as well as a portion of Building 15 under construction; from South Oxford Avenue, no change from the Future Without Phase II; and from Clermont Avenue, completed Building 13 and Buildings 11 and 12 under construction, in the background beyond the LIRR rail yard. Views along Dean Street would include completed Buildings 2, 3, 13, and 14, as well as three sites under construction (Buildings 11, 12, and 15). Views north near the intersection of Dean Street and Carlton Avenue would include the completed Building 14. Views west from Vanderbilt Avenue (from the viewpoints discussed above) would include the LIRR rail yard as it would appear in the Future Without Phase II, construction activities for Building 11 in the foreground, and completed Buildings 13 and 14 (and nearly completed Building 12) in the background (see **Figure 3F-10** for an illustrative rendering showing completed buildings at this point in time; construction above the fenceline also would be visible in this view as Building 11 is developed).

As illustrated in **Figure 3F-11**, at the latter of the two high points of construction activity for Construction Phasing Plan 1, views along Atlantic Avenue from the viewpoints discussed above would show substantial progress toward realization of the project. Site 5 is assumed to be under construction; Buildings 8, 9, and 15 and their surrounding passive open spaces would be complete; and Buildings 5 and 10 and the platform under Building 6 would be under construction. Views north from streets south of Dean Street would include completed project buildings in the foreground and background; construction for Building 5 could be marginally visible in views north from Sixth Avenue. Views along Vanderbilt Avenue (from the viewpoints discussed above) would include the active construction site for Building 10 in the foreground. Completed Buildings 8 and 9 and 11–14 would be somewhat visible in the background behind Building 10 construction. Views to the northwest from Vanderbilt Avenue at Dean Street would include completed Building 11 and 12 in the foreground, and Building 10 construction and completed Buildings 8 and 9 and Buildings 13 and 14 in the background. These buildings would be expected to block views to platform construction in the distance.

As illustrated in **Figure 3F-12**, at the first of the two high points of construction activity for Construction Phasing Plan 2, views east and west along Atlantic Avenue from the viewpoints discussed above) would be mostly the same compared with the future without the proposed project. With the exception of Building 5, which would be under construction, no development would have occurred on the LIRR rail yard, or Site 5, so these portions of the project site would appear as they would in the Future Without Phase II. Construction for Building 14 could be visible in the background; construction for Building 15 could be marginally visible beyond the Building 5 construction site. Views south from the streets north of Atlantic Avenue would be of, from South Portland Avenue, completed Buildings 3 and 4, Building 5 construction, and, potentially, a portion of Building 15 under construction. From South Oxford Avenue, there would be no change from views in the future without the proposed project; and from Clermont Avenue, Building 14 under construction could be visible in the background beyond the LIRR

rail yard. Views along Dean Street would include completed Buildings 2 and 3 as well as two sites under construction (Buildings 14 and 15). Views north near the intersection of Dean Street and Carlton Avenue would include Building 14 under construction; views north on Sixth Avenue near Dean Street would include construction for Building 15 in the foreground and, possibly, construction for Building 5 in the background. Views west from Vanderbilt Avenue (from the viewpoints discussed above) would include the LIRR rail yard and parking/staging areas, and construction for Buildings 5 and 14 (and, possibly, Building 15) in the background.

As illustrated in **Figure 3F-13**, at the latter of the two high points of construction activity for Construction Phasing Plan 2, views east and west along Atlantic Avenue from the viewpoints discussed above would include completed Buildings 5 and 6, Buildings 7 and 8 under construction, the platform under Buildings 9 and 10 under construction, and Site 5 under construction. Therefore, views along this corridor would illustrate substantial progress toward realization of the project, as well as substantial levels of construction activity. Views south from South Portland Avenue and South Oxford Street, and north from Sixth Avenue, would be of completed buildings; views south from Clermont Avenue would include Buildings 7 and 8 under construction and the platform under Buildings 9 and 10 under construction, as well as completed Building 14 in the background. Views along Dean Street would include completed Buildings 14 and 15, and no change to the parking/staging areas on Block 1129. Views north from Carlton Avenue would include completed Building 14 in the foreground, as well as, potentially, construction for Buildings 7 and 8 in the background. Views west from Vanderbilt Avenue (from the viewpoints discussed above) would include the parking/staging areas on Block 1129 and the platform construction under Buildings 9 and 10 in the foreground, and completed Buildings 5, 6, 14, and 15 and Buildings 7 and 8 under construction in the background.

As illustrated in **Figure 3F-14**, at the first of the two high points of construction activity for Construction Phasing Plan 3, views east and west along Atlantic Avenue from the viewpoints discussed above would include Buildings 8 and 9 under construction, the platform under Buildings 5 and 10 under construction, and no change to Site 5. Therefore, views along this corridor would illustrate substantial levels of construction activity, but also certain areas with no change from the Future Without Phase II. Views south from South Portland Avenue would include the platform under Building 5 under construction, and possibly also Building 15 under construction in the background. Views south from South Oxford Street would be unchanged. Views south from Carlton Avenue would include Buildings 8 and 9 under construction, and possibly also the platform construction under Building 10 in the background. Views along Dean Street would include the completed buildings on Block 1129 as well as the surrounding, permanent condition open space on that block, and the construction of Building 15. Views north on Sixth Avenue would include Building 15 under construction in the foreground, and possibly Building 5 under construction in the background. Views north on Carlton Avenue would include completed Building 14 in the foreground. Views west from Vanderbilt Avenue (from the viewpoints discussed above) would include completed buildings on Block 1129 and construction for the platform under Building 10 in the foreground, and possibly the construction for Buildings 8 and 9 in the background.

As illustrated in **Figure 3F-15**, at the latter of the two high points of construction activity for Construction Phasing Plan 3, views east and west along Atlantic Avenue from the viewpoints discussed above would include Buildings 5, 8, and 9 under construction, the platform under Buildings 6 and 7 under construction, and building construction on Site 5. Therefore, views along this corridor would illustrate substantial levels of construction activity, but also certain areas with no change from the Future Without Phase II. Views south from South Portland

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Avenue would include Building 5 under construction, and possibly completed Building 15 in the background. Views south from South Oxford Street would include platform construction below Buildings 6 and 7. Views south from Carlton Avenue would include platform construction below Buildings 6 and 7 and Buildings 8 and 9 under construction, and completed Building 14 in the background. Views along Dean Street would include the completed buildings on Block 1129 as well as the surrounding, permanent condition open space on that block, and completed Building 15. Views north on Sixth Avenue would include completed Building 15 in the foreground, and possibly Building 5 under construction in the background. Views north on Carlton Avenue would include completed Building 14 in the foreground. Views west from Vanderbilt Avenue (from the viewpoints discussed above) would include completed buildings on Block 1129 and the completed platform for Building 10 in the foreground, and possibly the construction for Buildings 8 and 9 in the background.

Summary of Views Analysis from 100 Feet of the Project Site

From many vantage points 100 feet from the project site, views of Phase II construction activities would be highly constrained. These would include views from south along Carlton and 6th Avenues and views from the north along South Portland and South Oxford Streets and views from the east and west along Dean Street. More expansive views of the project site are available from the east and west along Atlantic Avenue as well as views to the south from 100 feet north of Atlantic Avenue along Carlton and Clermont Avenues. At any point these views are likely to include interim site conditions and a larger amount of construction activity than views from narrower streets with more limited views. Such views would include broad portions of the Phase II project site, which could include conditions similar to existing conditions (including interim conditions), active construction, and completed buildings. Pedestrian-level views to the site would be mainly of completed buildings or sites remaining as in the Future Without Phase II, rather than active construction sites. While views from locations along the Atlantic Avenue corridor, and some locations 100 feet north of Atlantic Avenue, would include Phase II construction activity for a prolonged time period under the Extended Build-Out Scenario, these views are already intensely urban in character and are already heavily influenced by high volumes of traffic and activity. In addition, as Project buildings are completed, views to the project site will include those completed buildings, which will partially obscure construction activities and interim conditions located behind them.

VIEWS ANALYSIS FROM ADJACENT SIDEWALK LOCATIONS

This section describes the potential visibility over time of the Phase II construction activities under the Extended Build-Out Scenario, from various viewpoints on sidewalks adjacent to the project site (including sidewalks across the street from the project site). Typical of any construction site in the City, views would include the construction activities and equipment, including construction workers, equipment and activities above the construction fence, truck traffic entering and leaving the project site, large pieces of equipment such as cranes, and the MPT elements including barriers and fences and sidewalk bridges. Views from the sidewalks adjacent to the Phase II project site would be screened by construction fencing during construction activities. Prior to the start of construction activities, adjacent sidewalks would provide views to certain portions of the project site, depending on a pedestrian's vantage point. Construction fencing would be installed at the perimeter of the site under construction and would limit views into certain areas of the project site, while views to areas of the site not under construction would remain available. Once project site buildings are complete, views from adjacent sidewalks would include the nearest completed building, along with other more distant

completed buildings, on-going construction activities elsewhere on the project site, and longer views that would include the surrounding streetscapes.

Using the southwest corner of Pacific Street and Carlton Avenue as an example, views to the Phase II project site during each of the three Phasing Plans are described below and illustrated in **Figures 3F-9 and 3F-16 through 3F-20**, because this location has direct views of numerous Phase II building parcels. Many other sidewalk locations adjoining the Phase II project site would also have views of multiple Phase II parcels. Some adjoining sidewalk locations would have views of only one or two building sites. In Construction Phasing Plan 1 in 2023¹, views from the southwest corner of Pacific Street and Carlton Avenue would include the completed Building 14 to the southeast. The completed Building 13 would be partially visible but would be screened by the construction staging activities on Pacific Street between Carlton and Vanderbilt Avenues. Buildings 11 and 12 would be under construction but Buildings 14 and 13 would obscure view to this area of the project site. Views to the northeast and northwest would include views to conditions on the project site similar to existing conditions. However, northeast views would include staging activities on Pacific Street between Carlton and Vanderbilt Avenues. Building 15 would be under construction southwest of this vantage point, but views would be extremely limited due to intervening existing buildings on this block.

By 2030 in Construction Phasing Plan 1, views from the southwest corner of Pacific Street facing southeast would include Building 14, and certain views of Buildings 13, 12, and 11 (which would all be built). However, views to the three latter completed buildings would also include construction staging activities on Pacific Street between Carlton and Vanderbilt Avenues. Views northeast would include completed Buildings 8 and 9, with some obscuring of views due to construction staging activities on Pacific Street. Building 10 would be under construction, but views would be limited by distance, intervening buildings, and construction staging activities. Views to more distant construction sites would be partially obscured by closer construction activities. Views northwest would include the rail yards in the foreground, construction of the platform for Building 6, and construction of Building 5 in the distance. Building 15 would be under construction southwest of this vantage point, but views would be extremely limited due to intervening existing buildings on this block.

In Construction Phase Plan 2 in 2020, views southeast would include construction fencing and the construction of Building 14. The remainder of this block and most of the block to the north would remain the same as in existing conditions except that views would also include construction staging activities on Pacific Street between Carlton and Vanderbilt Avenues, and views to the rest of Block 1129 would be partially obscured by Building 14. Views to more distant construction sites would be partially obscured by closer construction activities. Views northwest would also be similar to existing conditions, with the addition of construction staging activities, however Building 5 at the western end of the block would be under construction. Views to the southwest would include distant views to Building 15, which would be under construction. By 2028 in Construction Phasing Plan 2, views to the southeast would include Building 14 while the remainder of Block 1129 would remain as in existing conditions, except that those views would be partially obscured by Building 14. Views to more distant construction sites would be partially obscured by closer construction activities. Views to the northeast would include fencing at the perimeter of the Building 8 site during construction of Building 8.

¹ As noted above, the analyses presented in this section focus on selected periods of high construction activity with respect to each illustrative construction phasing plan.



View northeast from the corner of Dean Street and Carlton Avenue 1



View northwest from the corner of Dean Street and Vanderbilt Avenue 2



View northeast on Carlton Avenue from Dean Street 1



View northeast on Carlton Avenue from between Dean and Pacific Streets 2

Sample Views from Sidewalks on Pacific Street, Carlton Avenue, and Vanderbilt Avenue Adjacent to the Phase II Project Site
Figure 3F-18



View northeast on Pacific Street from between Carlton and Vanderbilt Avenues **3**



View northwest on Pacific Street from between Carlton and Vanderbilt Avenues **4**

Sample Views from Sidewalks on Pacific Street, Carlton Avenue,
and Vanderbilt Avenue Adjacent to the Phase II Project Site
Figure 3F-19



View northwest on Pacific Street from between Carlton and 6th Avenues 5



View northeast on Pacific Street from between Carlton and 6th Avenues 6



View northeast on Pacific Street east of 6th Avenue 7

Sample Views from Sidewalks on Pacific Street, Carlton Avenue,
and Vanderbilt Avenue Adjacent to the Phase II Project Site
Figure 3F-20

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Platform construction for Buildings 9 and 10 would also be occurring and would have construction fencing along Pacific Street. However, views to construction activities for Building 9 and 10 would include, and be partially obscured by, construction staging activities on Pacific Street. Views northwest would include fencing around at the site of Building 7, which would be under construction. More distant views could include the completed Buildings 6 and 5 in the distance, although these views would be partially obscured by construction activities for Building 7. Views southwest would include Building 15 but would be limited due to intervening existing buildings on this block.

In Construction Phasing Plan 3 in 2030 views southeast would include full or partial views of Buildings 14, 13, 12, and 11, all of which would be complete. Views to more distant construction sites would be partially obscured by closer construction activities. Views would include construction staging activities on Pacific Street between Carlton and Vanderbilt Avenues. Views northeast would include fencing at the perimeter of construction that would be underway for Buildings 8 and 9. Although the platform for Building 10 would also be under construction, views to this location from Pacific Street and Carlton Avenue would be limited, as construction staging activities on Pacific Street and building construction for Building 9 would obscure most views. Views northwest would include construction staging for the construction of platforms across the rail yard for Buildings 5, 6, and 7. Although the platform for Building 5 would be under construction, views to this construction site would include, and be partially obscured by, construction fencing. Views to the southwest would include distant partial views to Building 15, which would be under construction.

By 2031 in Construction Phasing Plan 3, views southeast would include full or partial views of Buildings 14, 13, 12, and 11, all of which would be complete. Views to more distant construction sites would be partially obscured by closer construction activities. Views would include construction staging activities on Pacific Street between Carlton and Vanderbilt Avenues. Views northeast would include fencing at the perimeter of construction that would be underway for Buildings 8 and 9. Construction of Building 10 would be underway though views would be limited due to distance and intervening construction staging activities on Pacific Street. Views northwest would include construction fencing at the perimeter of the block where the platforms for Buildings 6 and 7 would be under construction and Building 5 in the distance to the west would also be under construction. Views southwest would include the completed Building 15 but would be limited due to intervening existing buildings on this block.

Under the Extended Build-Out Scenario, construction activities would be concentrated on some blocks and would be visible from certain adjacent viewpoints for an extended period of time. Views of the interim parking use would be screened by landscaping and fencing, until such time as the surface parking lot would be incrementally replaced with below-grade parking facilities. From sidewalks on the streets adjacent to the project site prior to the beginning of construction activities, a pedestrian would have expansive views of the project site, including of the open rail yard, which would extend to intervening buildings and the buildings adjacent to (or across the street from) the Phase II project site boundaries. These wide views would gradually be changed by construction activities (including, eventually, platforms over the rail yard) and then new Phase II buildings. As Phase II buildings are constructed, they would partially obscure views to other buildings under construction and other construction staging activities. Phase II construction activities, and new Phase II buildings, would also incrementally obscure or partially obscure views to buildings beyond the project site boundaries. Therefore, the existing wide views that are available from project site-adjacent locations would be reduced over time, as new construction activities and buildings are incrementally introduced to the Phase II project site.

Compared to views 100 feet from the project site, Phase II construction activities would have a more substantial effect on views from locations adjacent to the project site, due to the close proximity and focused character of these views. Due to the localized nature of these views, a relatively low number of pedestrians would be affected by these changes. No unique views, or views of any important visual resources, would be impacted.

F. CONCLUSIONS

Views of the project site from more than one block away are extremely limited and would not be significantly affected by extended construction activities. Views from 100 feet of the project site are generally constrained except along the Atlantic Avenue corridor and in certain locations from north of Atlantic Avenue. Views from these vantage points would be experienced in the context of the urban character of Atlantic Avenue. Construction activities would be visually prominent from sidewalk locations on streets adjacent to the project site. Although construction activities on individual building sites would be typical of those on numerous other construction sites throughout the City, the Phase II construction activity would occur at multiple building sites and would be visible for a prolonged duration from many adjacent vantage points under the Extended Build-Out Scenario. However, as Project buildings are completed, views to the project site will include those completed buildings, which will partially obscure construction activities and interim conditions located behind them. No unique views, or views of any important visual resources, would be impacted and the Phase II construction would incrementally replace views of the below grade rail yard, interim surface parking lot and existing warehouse buildings and other structures as construction proceeds. Therefore, Phase II construction under the Extended Build-Out Scenario would affect views from areas with a limited geographic scope and would not adversely affect a large number of people. For these reasons, construction of Phase II of the Project under the Extended Build-Out Scenario would not result in significant adverse impacts to Urban Design. However, the visual effects of construction activities at adjacent sidewalks would contribute to the localized significant adverse neighborhood character impacts discussed in Chapter 3L, “Construction Land Use and Neighborhood Character.” *