

**A. INTRODUCTION**

This chapter considers the potential effects of the proposed Brooklyn Bridge Park on urban design and visual resources. The proposed project would involve considerable alterations to the urban design of the project site, and could change views to surrounding visual resources.

This chapter has been prepared in accordance with the State Environmental Quality Review Act (SEQRA), which requires that State agencies consider the effects of their actions on urban design and visual resources. The technical analysis follows the guidance of the 2001 *CEQR Technical Manual*. As defined in the manual, urban design components and visual resources determine the “look” of a neighborhood—its physical appearance, including the street pattern, the size and shape of buildings, their arrangement on blocks, streetscape features, natural resources, and noteworthy views that may give an area a distinctive character. The following analysis addresses each of these characteristics for existing conditions and the future without and with the proposed project by 2012, the project’s Build year.

**CONCLUSIONS***PROJECT SITE*

In general, the proposed park would be a dramatic improvement to the Brooklyn waterfront compared to the future without the proposed project, and is expected to greatly enhance the visual character of the project site. Vacant land and buildings, industrial uses, and parking lots on the project site would be replaced with a major new waterfront park with passive and active recreational facilities and residential, retail, and hotel uses. The area south of Old Fulton Street would be converted from an underutilized, industrial waterfront into a vibrant waterfront that is more accessible and varied. Views from the project site of visual resources, including the Manhattan skyline and the Brooklyn and Manhattan Bridges, would be enhanced.

The proposed project would involve considerable changes to building types and forms as well as their arrangement and use on the project site. The residential building to be constructed on the John Street site would be similar in height to existing buildings in D.U.M.B.O. (“Down Under the Manhattan Bridge Overpass”), and would be smaller than the 23-story residential building to be constructed in the neighborhood by 2012 in the future without the proposed project. At approximately 315 feet in height, the residential building to be constructed on the upland area of Pier 6 would be taller than other buildings on and near the project site. However, the 146-foot high building at 360 Furman Street, the tower of which reaches a height of approximately 224 feet, would be immediately adjacent to the proposed building and sets a context for taller buildings in the area.

The massive industrial scale of the piersheds would be reduced and replaced with attractive open spaces and recreational uses. The proposed hotel, retail, and restaurant uses are expected to

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complement the existing residential uses in the study area and those proposed for the project site. Overall, there would be no significant adverse impacts to the urban design of the project site, as the proposed uses would represent a dramatic improvement compared to the future without the project.

The proposed project would be expected to enhance the project site's views to visual resources, and would highlight the visual resources existing within the project site itself. Views north along Furman Street to the Brooklyn pier of the Brooklyn Bridge would be improved by the removal of deteriorating buildings along this street; views south along the street would now include the new pedestrian bridge from Squibb Park to the Pier 1 hill; the hills between Piers 2 and 5; the new residential buildings behind 360 Furman Street; and the hotel/residential complex on Pier 1. Views to Lower Manhattan would be opened up in the area south of Old Fulton Street and west of the newly created hills, through the removal of the majority of the piersheds. Views to and around the Brooklyn Bridge would be improved by the removal of the Purchase Building. The removal of the vacant National Cold Storage buildings would allow for the creation of the pedestrian bridge over Furman Street linking the park to the Brooklyn Heights neighborhood.

### STUDY AREA

The uses proposed for the project site would be consistent or compatible with existing uses in the study area, and the residential uses proposed at the park's edges would serve to lessen the barrier that the Brooklyn-Queens Expressway creates around the area south of Old Fulton Street. The new uses would greatly increase the level of streetlife in this area during both daytime and evening hours. The two new residential buildings to be constructed adjacent to 360 Furman Street are outside of the area protected by the Brooklyn Heights Scenic View District. The smaller building, at 8 stories, would be considerably shorter than 360 Furman Street and therefore would not stand out. Although the 30-story building would be taller than other buildings in the immediate area, the building at 360 Furman Street, a portion of which reaches a height of 224 feet, sets a context for taller buildings. Views from the Brooklyn Heights Promenade are expected to be enhanced by the proposed project. Views within D.U.M.B.O. would not change as considerably as views within, and to, the area south of Old Fulton Street. Views west along Water and Plymouth Streets to the Brooklyn pier of the Brooklyn Bridge would be improved with the removal of the Purchase Building.

Views from the Brooklyn and Manhattan Bridges and the East River Esplanade would be greatly improved with the project. Instead of a mostly industrial view of piersheds and parking fields, views would now be of landscaped open spaces interspersed with structures and watered areas. The new buildings adjacent to 360 Furman Street and on Pier 1 and the John Street site would be visible in these views; however, the taller buildings of D.U.M.B.O. and Downtown Brooklyn are also present in these views, and from these perspectives the new buildings would blend in with the larger Brooklyn skyline. The change in views would be most notable from south of the South Street Seaport, where currently views toward the project site focus on the massive scale of the piersheds on Piers 1 through 6. Overall, the proposed project would not have any significant adverse impacts to visual resources or significant views, as the project would represent a dramatic improvement in the visual character of the project site.

## B. METHODOLOGY

In accordance with the 2001 *CEQR Technical Manual*, this analysis considers the effects of the proposed project on the following elements that collectively form an area's urban design:

- *Block Form and Street Pattern.* This urban design feature refers to the shape and arrangement of blocks and surrounding streets, such as a grid pattern with regularly sized, rectangular blocks. These features set street views, define the flow of activity through an area, and create the basic format on which building arrangements can be organized.
- *Building Arrangement.* This term refers to the way that buildings are placed on zoning lots and blocks. The buildings can have small or large footprints, be attached or detached and separated by open uses, and varied in their site plans. This urban design feature helps to convey a sense of the overall form and design of a block or a larger area.
- *Building Bulk, Use, and Type.* Buildings are usually described by these characteristics. A building's bulk is created from an amalgam of characteristics that include its height, length, and width; lot coverage and density; and shape and use of setbacks and other massing elements. The general use of a building (e.g., residential, manufacturing, commercial office) gives an impression of its appearance and helps to understand its visual and urban design character. Building type refers to a distinctive class of buildings and suggests distinguishing features of a particular building. Examples of building type include: industrial loft, church, gas station, rowhouse.
- *Streetscape Elements.* Streetscape elements are the distinctive physical features that make up a streetscape, such as street walls, building entrances, parking lots, fences, street trees, street furniture, curb cuts, and parking ribbons. These features help define the immediate visual experience of pedestrians.
- *Street Hierarchy.* Streets may be classified as expressways, arterials, boulevards, collector/distributor streets, or local streets, and they may be defined by their width, type of access, and the presence or absence of at-grade pedestrian crossings. Street hierarchy helps convey a sense of the overall form and activity level of a neighborhood.
- *Topography and Natural Features.* Topographic and natural features help define the overall visual character of an area and may include varied ground elevation, rock outcroppings and steep slopes, vegetation, and aquatic features.

This analysis also considers the effects of the proposed project on the area's visual resources, which the *CEQR Technical Manual* defines as unique or important public view corridors, vistas, or natural or built features. Visual resources can include waterfront views, public parks, landmark structures or districts, or natural features, such as a river or geologic formations.

As recommended by the 2001 *CEQR Technical Manual*, this technical analysis evaluates impacts in two areas—the project site and a surrounding study area (see Figure 8-1). The project site comprises Brooklyn's East River waterfront from Pier 6 at the foot of Atlantic Avenue to just north of the Manhattan Bridge. The surrounding study area is roughly bounded in Brooklyn Heights by the East River to the west, the Brooklyn-Queens Expressway and the Brooklyn Heights Promenade to the east, and Pacific Street to the south, and in the D.U.M.B.O. neighborhood by Front Street to the south, Bridge Street to the east, and the East River to the north. Views to the project site from east of the Brooklyn-Queens Expressway are extremely limited by this roadway. The Brooklyn Heights Promenade, which extends from Orange to Remsen Streets above the Brooklyn-Queens Expressway, provides expansive views of the project site; however, as the project site is located approximately 53 feet below the Promenade, it cannot be seen from points further east. East of the Promenade, views are of the Manhattan skyline only.



Given the project site's prominent location on the East River waterfront, longer view corridors along Atlantic Avenue and Old Fulton Street were also considered, as well as views from the Brooklyn Bridge, Manhattan Bridge, and East River Esplanade in Manhattan.

## **C. EXISTING CONDITIONS**

### **PROJECT SITE**

The project site is located on the East River waterfront, from Pier 6 at the foot of Atlantic Avenue to just north of the Manhattan Bridge. There are two distinct segments of the project site: the area along Furman Street south of Old Fulton Street and west of the elevated Brooklyn-Queens Expressway (referred to as the Furman Street portion of the project site); and the area north and east of Old Fulton Street, between the Brooklyn and Manhattan Bridges (referred to as the D.U.M.B.O. portion of the project site).

#### *URBAN DESIGN*

##### *Natural Features, Street Patterns, and Block Shapes*

The project site is defined by the natural feature that forms its western boundary: the East River, which separates Brooklyn and Manhattan. There are no blocks in the Furman Street portion of the site; within this area are six piers bounded to the east by Furman Street, a local street that runs parallel to the East River and the elevated Brooklyn-Queens Expressway. Furman Street intersects with Old Fulton Street at its northern end, and with Joralemon Street and Atlantic Avenue at its southern end. There are no changes in topography within this portion of the project site. Because the elevated Brooklyn-Queens Expressway and the limited number of intersection points restrict access to the area, there is very little street life; only a few runners and bikers pass through the area. There also are few traffic lights, and thus vehicles can travel quickly along Furman Street.

The streets in the D.U.M.B.O. portion of the project site are in a grid pattern that is set at an angle to the street grid of Brooklyn Heights. This grid is interrupted by the approaches to the Brooklyn and Manhattan Bridges, which run at a diagonal, as well as an off-ramp from the Brooklyn-Queens Expressway, all of which create some irregularly-shaped blocks. The intersection of the Brooklyn Heights street grid and the street grid of this area also creates a wide crossroads at the foot of Old Fulton Street. All of the streets within the project site, with the exception of Old Fulton Street, are one way. The topography of the area is relatively flat.

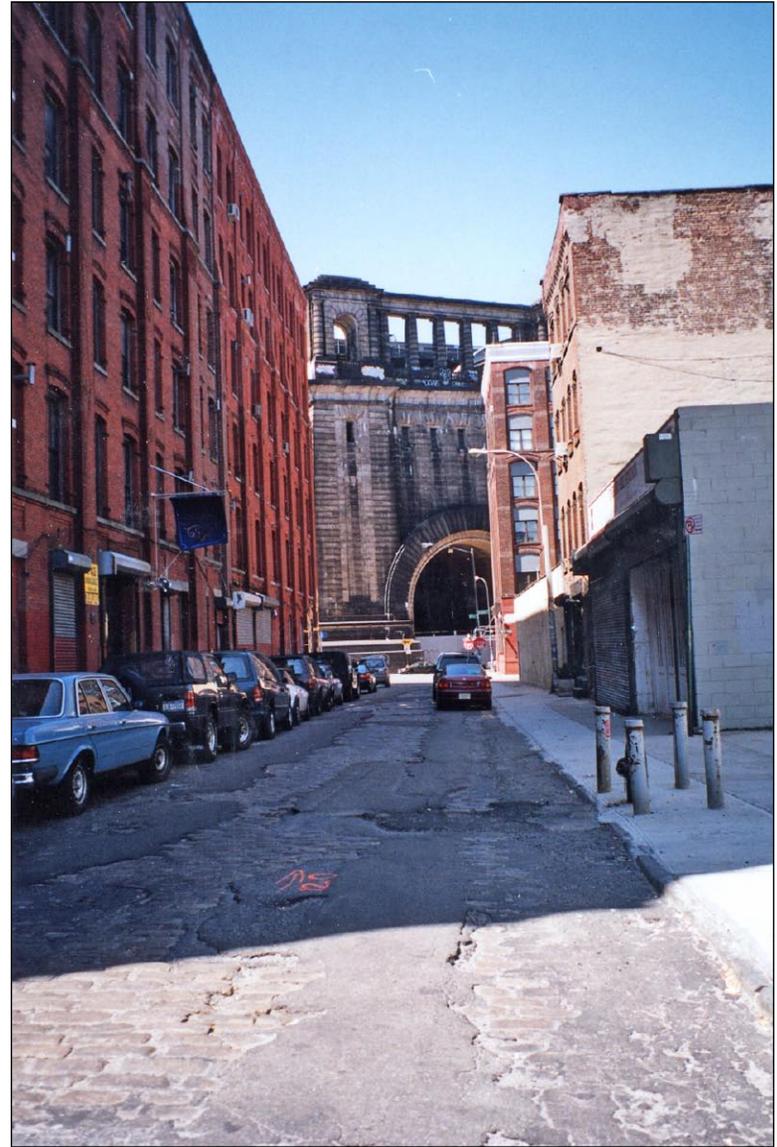
##### *Streetscape*

There are a few street trees along Furman Street, particularly near Piers 1 and 2, and a few trees around Building 50 (see below). There is no street furniture, and the lampposts are the standard cobrahead design. The overhang of the Brooklyn-Queens Expressway creates constant shadow on the east side of Furman Street (see Photograph 1 of Figure 8-2). There is no sidewalk on the east side of Furman Street; the sidewalk on the west side of the street is narrow.

In the D.U.M.B.O. portion of the project site, there are very few street trees or street furniture except within the parks or along Old Fulton Street. The lampposts are the standard cobrahead design, with the exception of two Bishop's crook lampposts at the foot of Old Fulton Street near Fulton Ferry Landing. The streets are paved with Belgian block which is sometimes covered with asphalt. The Belgian block paving can best be seen along Water, Dock, and Plymouth Streets (see Photograph 2 of Figure 8-2).



Furman Street, view northeast 1



View west on Water Street from Jay Street 2

### *Building Uses, Shapes, and Forms*

The Furman Street portion of the project site includes six concrete piers (Piers 1 through 6) developed in the late 1950s and early 1960s by the Port Authority. Pier 6, located at the western end of Atlantic Avenue, contains a large, vacant concrete piershed, painted blue, with a shallow multi-gabled roof. Its upland area includes several small storage structures, open storage areas, and 360 Furman Street, a ±670,000 sf reinforced concrete building with a main roof height of approximately 146 feet and a maximum height of 224 feet that is currently vacant (see Photograph 3 of Figure 8-3). The building was formerly used by the Watchtower Bible and Tract Society as a distribution and warehouse facility. Pier 5, which is currently used for cocoa importing and surface parking, includes a concrete piershed like the one at Pier 6 as well as a three-story, dilapidated red brick industrial building at the northwest intersection of Joralemon and Furman Streets (Building 50) (see Photograph 4 of Figure 8-3). The pier is surrounded by a chain link fence topped with barbed wire. Pier 4, which is currently vacant, contains the dilapidated remains of a rail float bridge and a landscaped area, currently overgrown with weeds (see Photograph 5 of Figure 8-4). On the upland area adjacent to Pier 4 are a one-story, dilapidated concrete building; a utilitarian brick-clad fan plant for the Metropolitan Transportation Authority (MTA), which is surrounded by temporary metal trailers; and a utilitarian brick-clad MTA electrical substation (see Photograph 6 of Figure 8-4).

Pier 3 is currently used for the warehousing of building supplies, and the paved parking field in front of its piershed is occupied by piles of lumber (see Photograph 7 of Figure 8-5). The upland area of Pier 3 contains a one-story, V-shaped building designed in the same style as the piersheds (Building 174) that is also used for warehousing. Pier 3 is surrounded by a chain link fence topped with barbed wire. Piers 1 and 2, like Pier 3, have concrete piersheds surrounded by large paved parking fields and are surrounded by chain link fences topped with barbed wire. The upland area of Pier 2 along Furman Street includes a one-story, utilitarian concrete building (Building 101/102), and the upland area of Pier 1 contains the Former National Cold Storage buildings, six interconnected mid- to late-19th century, six-story modified brick storehouses and an eight-story reinforced concrete building erected in 1913 (see Photograph 8 of Figure 8-5). The window openings of the complex have been sealed, and the complex has been vacant since 1992.

The east side of Furman Street is mainly occupied by the elevated Brooklyn-Queens Expressway. However, near the street's intersection with Old Fulton Street there are: a red brick fan building topped by a billboard facing the Brooklyn-Queens Expressway; a high, rusticated stone retaining wall for Squibb Park; a parking lot surrounded by a chain link fence interlaced with plastic green turf material and topped by barbed wire; a 4-story brick manufacturing building with round arched windows; the rear façade of the large-scale 13-story, 156-foot-tall Watchtower Bible and Tract Society building on Columbia Heights, which is similar in style to 360 Furman Street; and a 5-story residential building faced in red brick with a cornice and stone quoins at its edges (see Photograph 9 of Figure 8-6).

The elevated Brooklyn-Queens Expressway and the other structures on the east side of Furman Street create a strong streetwall; however, on the west side of the street a streetwall only exists intermittently. The buildings within this portion of the project site have a degraded quality, and in general the area has an industrial, underutilized visual character.

The portion of the project site north and east of Furman Street contains more active uses, parks, and buildings within the Fulton Ferry Historic District. Fulton Ferry Landing, at the foot of Old Fulton Street, is a recreational pier that was recently redeveloped. The pier is surrounded by a



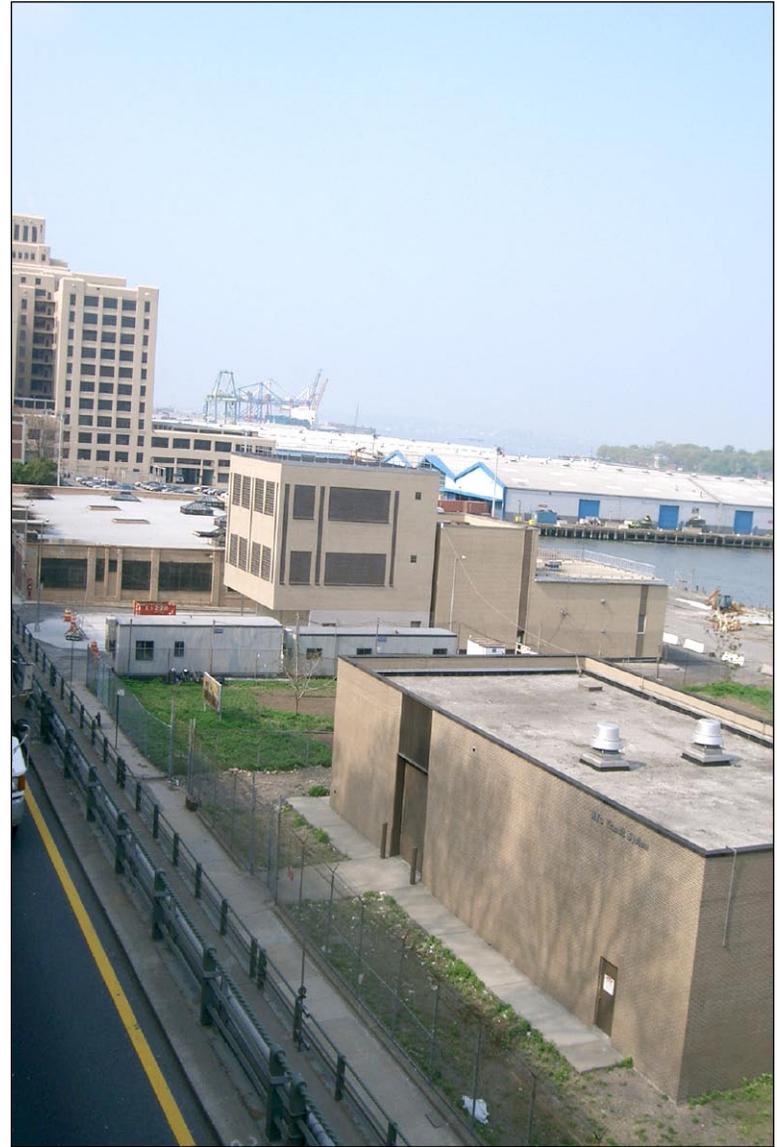
View from Brooklyn Heights Promenade to Piers 5 and 6 3



View from Brooklyn Heights Promenade to Pier 5 4



Upland area of Pier 4, view from Brooklyn Heights Promenade 5



Pier 4, view from Brooklyn Heights Promenade 6



Pier 3, view from Brooklyn Heights Promenade 7



Former National Cold Storage Buildings, view northeast from Furman Street 8



East side of Furman Street, view northeast 9



Fulton Ferry Landing 10

stainless steel cable railing evoking the Brooklyn Bridge; set within the railing are Native American motifs and quotes from Walt Whitman's poem "Crossing Brooklyn Ferry" (see Photograph 10 of Figure 8-6). There are bronze relief drawings of local historic scenes within the wooden deck. The pier also contains a 1926 fireboat house, with a tower for drying fire houses, which now operates as an ice cream shop; Barge Music, a barge now used for music concerts; and the River Café, a restaurant partly housed on a barge.

Directly under the Brooklyn Bridge and northeast of Fulton Ferry Landing is the New York City Department of Purchase Storehouse (also known as the Purchase Building). The Purchase Building is a two-story red brick building with steel strip windows and horizontal concrete bands and coping; its complex, which is surrounded by brick and chain link fencing, also includes a brick boiler house with a chimney and two plain, one-story red brick storage buildings (see Photograph 11 of Figure 8-7). It is currently occupied by the New York City Office of Emergency Management.

East of the Purchase Building, the project site includes Empire-Fulton Ferry State Park. The 9-acre park extends from Dock Street to Main Street and includes lawn areas, a waterfront esplanade, the Empire Stores, and the Tobacco Inspection Warehouse (see Photograph 12 of Figure 8-7). The Empire Stores are seven late-19th-century warehouses linked by a continuous brick facade with arched openings. The Tobacco Warehouse is similar in style to the Empire Stores buildings and is currently without a roof and open to the elements. East of Empire-Fulton Ferry State Park, a recently completed 1.5-acre New York City park and playground called Main Street Park occupies the waterfront east of Main Street to Adams Street. The park includes playground equipment, walkways, and rocky area providing access to the East River (see Photograph 13 of Figure 8-8). A one-story utilitarian New York City Department of Environmental Protection (DEP) water meter repair facility is located just west of the Manhattan Bridge alignment within the park boundary.

The eastern edge of the project site is occupied by a lot owned by Con Ed that is currently used for parking. The site is surrounded by chain link fencing along the water's edge and on John Street. It is partially paved, partially covered with dirt, and strewn with trash and weeds (see Photograph 14 of Figure 8-8). The bulkhead to the west of this lot is in very poor condition, with many timbers exposed and falling into the water.

### *VISUAL RESOURCES*

Along Furman Street south of Old Fulton Street, the skyline of Lower Manhattan is visible from those areas where views are not blocked by existing buildings or piersheds. The focus of views south along the street is 360 Furman Street, and the focus of views north is the Brooklyn pier of the Brooklyn Bridge (see Photograph 15 of Figure 8-9). In southern views close to the intersection of Furman and Old Fulton Streets, some of the taller apartment houses lining the Brooklyn Heights Promenade are also visible above the Brooklyn-Queens Expressway. Because of the angling of the street grid east of Old Fulton Street, the remainder of the project site past the Brooklyn Bridge cannot easily be seen.

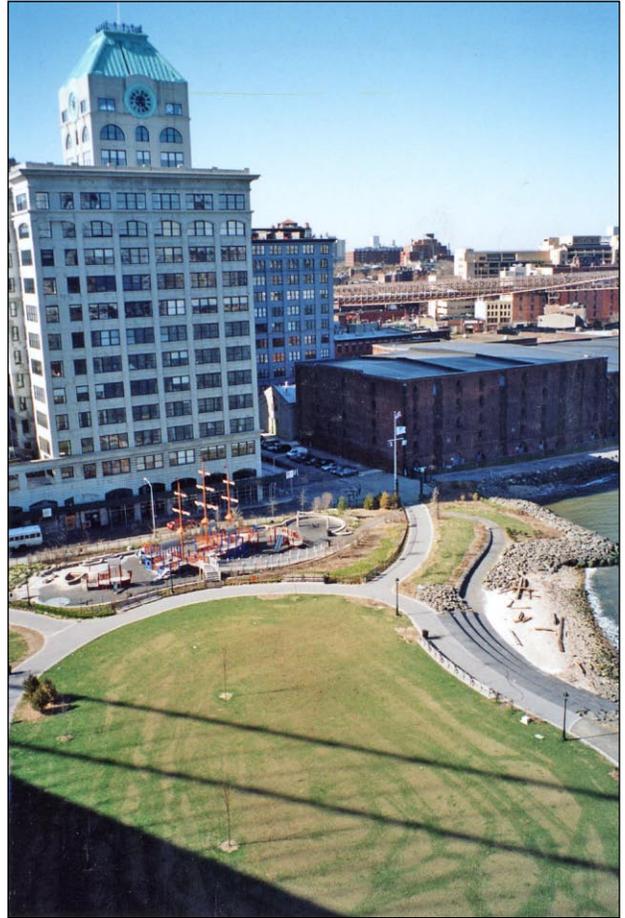
Fulton Ferry Landing, Empire-Fulton Ferry State Park, the new Main Street Park, and the John Street site offer panoramic views of the Brooklyn Bridge, the Manhattan Bridge, the East River, and Lower Manhattan (see Photograph 16 of Figure 8-9), as well as the buildings of D.U.M.B.O., particularly the Clocktower building. The Brooklyn piers and alignments of the Brooklyn and Manhattan Bridges loom above these portions of the project site, greatly contributing to the visual character of the area. Views inland from Empire-Fulton Ferry Park are limited by the Empire Stores and other surrounding buildings, but include the Brooklyn Bridge



Purchase Building, view northeast from Old Fulton Street 11



Empire-Fulton Ferry State Park, view southeast 12



City park in D.U.M.B.O., view from Manhattan Bridge 13



View to northwest from John Street Site 14



View northeast on Furman Street to Brooklyn Bridge Pier 15



View of Lower Manhattan from Empire-Fulton Ferry State Park 16

overhead. From the John Street site, portions of the Williamsburg Bridge can also be seen in the far distance (see Photograph 17 of Figure 8-10).

Views south from Fulton Ferry Landing include the historic brick Eagle Warehouse along Old Fulton Street and the tall, modern tower of the Watchtower Society dormitory building in the distance, as well as the neon “Watchtower” sign and digital clock atop the Watchtower building on Columbia Heights (see Photograph 18 of Figure 8-10). Views west from the Purchase Building include a metal skybridge between the two Watchtower buildings on either side of Columbia Heights south of Old Fulton Street, beyond which the grade of the street slopes sharply upward toward Brooklyn Heights.

The dominant features of views along Water Street, looking east, are the copper tower of the Clocktower building in D.U.M.B.O., and the heavy masonry anchorage of the Manhattan Bridge, which interrupts Water Street at Adams Street (see Photograph 19 of Figure 8-11). The Tobacco Warehouse also offers views through its light-filled building shell to the park and the East River beyond. Views west along Water Street are of the Brooklyn Bridge overhead. Views south from Main and Washington Streets are of the Brooklyn-Queens Expressway viaduct. Views west along Plymouth Street are of the Brooklyn pier of the Brooklyn Bridge.

## **STUDY AREA**

### *URBAN DESIGN*

#### *Natural Features, Street Patterns, and Block Shapes*

As described above, the study area south of Old Fulton Street includes the Brooklyn Heights Promenade as well as the area just south of Atlantic Avenue and west of the Brooklyn-Queens Expressway. The Brooklyn Heights Promenade extends from Orange Street to Rensselaer Street at the western edge of Brooklyn Heights, and is cantilevered above the Brooklyn-Queens Expressway. The Promenade is well used by runners and walkers, and by people who sit and enjoy the panoramic views and the people-watching (see Photograph 20 of Figure 8-11).

Atlantic Avenue is a principal thoroughfare in this part of the study area, and carries a large amount of vehicular traffic to the Brooklyn-Queens Expressway. It is part of the regular street grid of Brooklyn Heights. The grade of the avenue slopes down sharply west of Hicks Street to pass under the Brooklyn-Queens Expressway viaduct (see Photograph 21 of Figure 8-12). The Brooklyn-Queens Expressway viaduct divides this area into an upland portion to the east, and a waterside area to the west.

As described above, the streets in the D.U.M.B.O. portion of the study area are laid out in a grid pattern set at an angle to the street grid of Brooklyn Heights. This grid is interrupted by the approaches to the Brooklyn and Manhattan Bridges, which run at a diagonal, as well as an off-ramp from the Brooklyn-Queens Expressway, creating some irregularly-shaped blocks. The intersection of the Brooklyn Heights and D.U.M.B.O. street grids also creates an open crossroads at the foot of Old Fulton Street. All of the streets within the study area, with the exception of Old Fulton Street and Atlantic Avenue, are one-way. The topography of the area is relatively flat, but there is a slight rise in grade from north to south, toward Downtown Brooklyn.



View to northeast from John Street Site 17



View southeast on Old Fulton Street from Fulton Ferry Landing 18



View east on Water Street from Old Fulton Street 19



Brooklyn Heights Promenade, looking north 20



Atlantic Avenue, view west from Hicks Street 21



Palmetto Playground, view from Atlantic Avenue 22

### *Streetscape*

The Brooklyn Heights Promenade features a walkway lined with slate and asphalt paving stones, benches, and small playgrounds, and is surrounded by a wrought iron fence. The lampposts along the Promenade are the Central Park style.

In the D.U.M.B.O. portion of the study area, there are very few street trees or street furniture except along Old Fulton Street. The lampposts are the standard cobrahead design. There is very little advertising or signage on the buildings and no entrances to subways. Sidewalks are of varying widths, are not well maintained, and in some areas do not exist, such as around the Con Ed Farragut switching station; however, some of the sidewalks are paved with historic materials such as bluestone, granite, and Belgian block. The streets are paved with Belgian block which is sometimes covered over with asphalt. Some of the streets in this area also retain rail tracks, laid by the New York Dock Railroad, which connected the area's factory buildings to the waterfront in the early 20th century. The Manhattan Bridge alignment shades the area below the bridge. There is very limited vehicular or pedestrian traffic in this portion of the area.

### *Building Uses, Shapes and Forms*

There are no buildings located on the Brooklyn Heights Promenade. The Promenade is lined on its eastern side by the Brooklyn Heights Historic District, which includes many rowhouses in the Federal, Greek Revival, Gothic Revival, Italianate, Queen Anne, and Romanesque Revival styles, as well as apartment houses in the Beaux-Arts, English-Gothic, Art Deco, Romanesque Revival, and Colonial Revival styles.

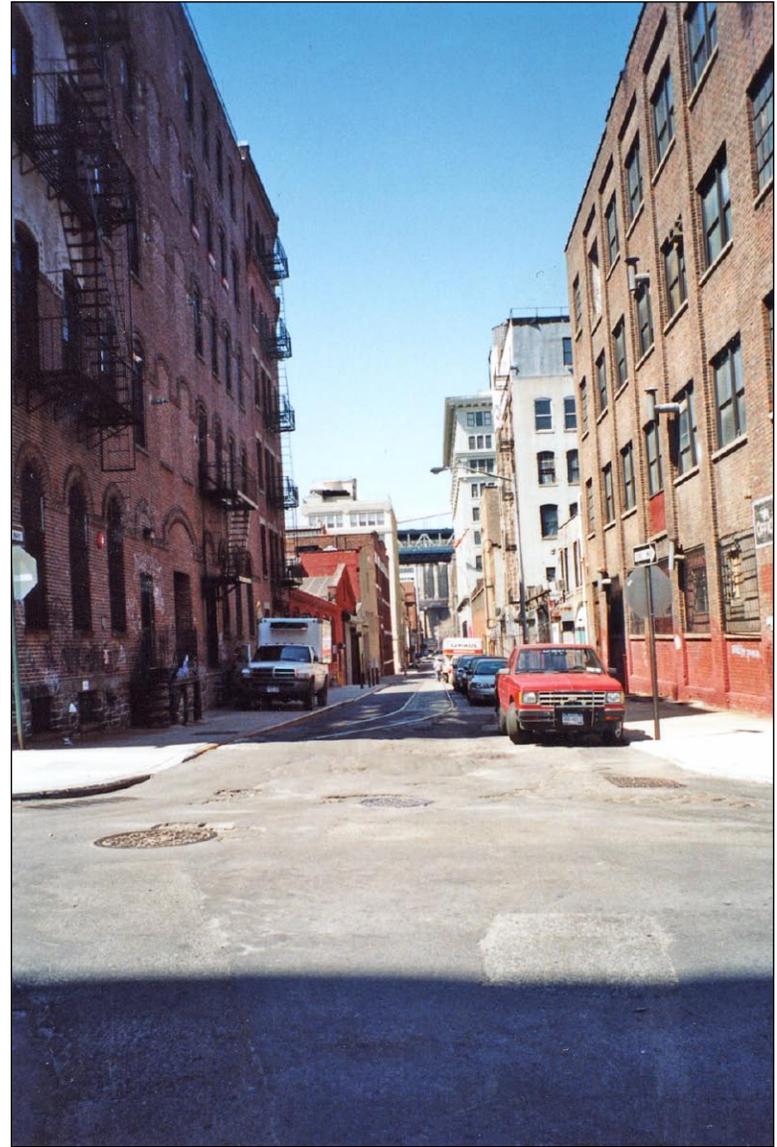
The area to the south of the project site and bounded by Atlantic Avenue and Congress, Hicks, and Columbia Streets is divided by the Brooklyn-Queens Expressway and occupied by Van Voorhees Park, Palmetto Playground, and a parking garage for Long Island College Hospital. The eastern portion of Palmetto Playground includes basketball courts, a community garden, a greenhouse, and a dog run. Van Voorhees Park includes tennis, handball, and basketball courts, an asphalt play area, play equipment, and benches (see Photograph 22 of Figure 8-12). As described above, this area is relatively inaccessible. The park uses in this area do not create strong streetwalls, except along the north side of Atlantic Avenue, where there are low-scale residential buildings.

The area surrounding the project site near Fulton Ferry Landing is part of the Fulton Ferry Historic District and includes four-story tenement buildings, most of which are vacant on their upper floors and have restaurants or retail uses at the ground floor. There are two service stations on the south side of Old Fulton Street. The south side of Old Fulton Street also includes the Eagle Warehouse, a large-scale, red brick storage building built in the 1890s and converted to residential use (see Photograph 18 of Figure 8-9, above).

The D.U.M.B.O. portion of the study area, which includes portions of the D.U.M.B.O. Historic District, mainly contains large-scale warehouse and manufacturing buildings that have been converted to residential use. These include the 12-story, reinforced concrete Clocktower Building at One Main Street, and the 10-story reinforced concrete Sweeney Building on Main and Water Streets (see Photograph 23 of Figure 8-13). The buildings in this area range in height from one to twelve stories and include foundry, manufacturing, storage, and loft buildings. There are some new residential buildings on Front Street between Main and Washington Streets which attempt to fit into the surrounding context by incorporating large-scale windows and an industrial aesthetic. The large-scale former manufacturing buildings in the area are interspersed with low-scale, mainly nondescript industrial and residential buildings (see Photograph 24 of Figure 8-13). The ground floors of a number of the buildings are occupied by restaurants, bars,



View south on Washington Street from Water Street **23**



View west on Plymouth Street from Bridge Street **24**

and galleries, as well as grocery stores, home furnishing and design stores, and dry cleaners. A few of the buildings that were once part of the Gair industrial complex (bounded by Plymouth, Main, York, and Adams Streets), which formed one of the earliest concentrations of reinforced concrete buildings in the nation, continue to house light manufacturing uses, but also contain offices and artists' workspaces. The buildings surrounding the Manhattan Bridge anchorage include two- to five-story red brick buildings with large windows as well as a modern, nondescript concrete block building at Adams and Front Streets (see Photograph 25 of Figure 8-14). In this area, the street interruption created by the masonry anchorage creates an open crossroads. A portion of the area under the bridge is surrounded by chain link fencing obscured by some kind of sheathing. There are also several surface parking areas in this portion of the study area, including the full block bounded by York, Front, Bridge, and Jay Streets. With the exceptions noted, the buildings within this portion of the study area mainly occupy their full lots, are built to the streetline and create strong streetwalls.

The portion of D.U.M.B.O. located east of the Manhattan Bridge, including the buildings that face the northern end of the project site, remains largely industrial. Con Ed has an electrical switching station, the Farragut Station, just east of the project site at Jay Street and the East River; this station contains a large number of exposed electrical transformers. This portion of the study area includes, along John Street, a 9-story, painted white brick industrial building; 4-story painted gray brick industrial building, and an 11-story brick warehouse building with a large cornice, a 5-story white building with arched windows, and 2- and 3-story red brick industrial buildings (see Photograph 26 of Figure 8-14).

### *VISUAL RESOURCES*

#### *Brooklyn Study Area*

The Brooklyn Heights Promenade provides expansive vistas of the skyline of Lower Manhattan, Governor's Island, Brooklyn Bridge, Statue of Liberty, New York Harbor, and the tall gantry cranes within the Atlantic Basin further south along the Brooklyn waterfront (see Photograph 27 of Figure 8-15). The Promenade also provides bird's eye views to the project site below, and views to the adjacent buildings of the Brooklyn Heights Historic District (see Photograph 28 of Figure 8-15).

Although Atlantic Avenue is a wide thoroughfare leading down to the East River and the project site, the Brooklyn-Queens Expressway viaduct limits most views from the east. Therefore, the avenue does not function as a visual corridor except in the area west of the Brooklyn-Queens Expressway. Joralemon Street provides the only pedestrian access point to the project site between Old Fulton Street and Atlantic Avenue; however, it slopes down sharply from east to west to pass under the Brooklyn-Queens Expressway, and provides no important or prominent views to the project site or the visual resources beyond. Views along the street are mainly of the Brooklyn-Queens Expressway viaduct and the extensive street tree canopy. From near Willow Place and Columbia Place, 360 Furman Street is also partially visible beyond the viaduct.

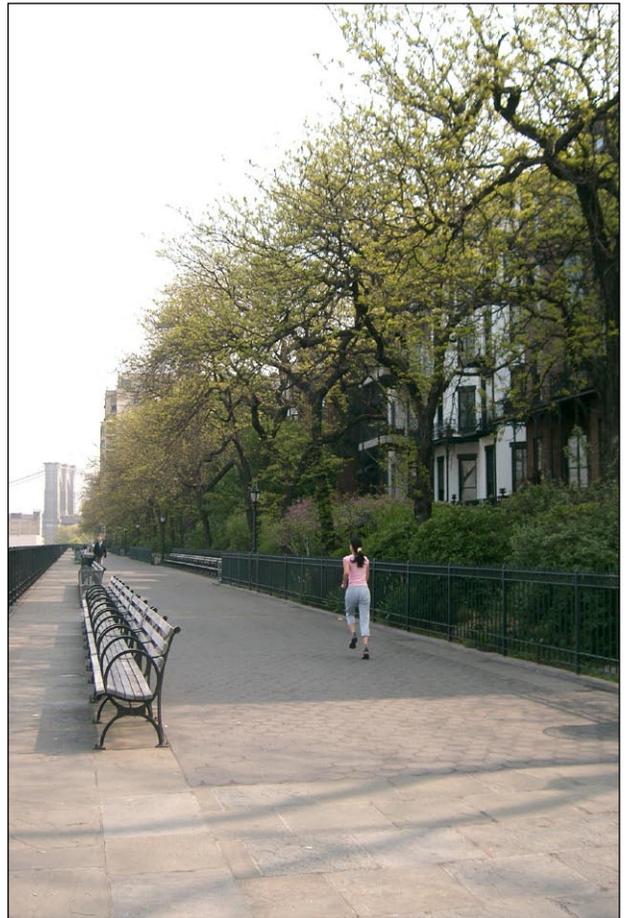
Old Fulton Street west of the Brooklyn-Queens Expressway provides one of the broadest view corridors toward the East River and the Manhattan waterfront. Views along the street include the Brooklyn and Manhattan Bridges, the Manhattan skyline, the buildings of the D.U.M.B.O. neighborhood (in particular the Clocktower building), the Eagle Warehouse, and the buildings of downtown Brooklyn (see Photograph 29 of Figure 8-16). Just south of Old Fulton Street is Doughty Street, a narrow street that runs between Hicks and Fulton Streets. Because of the narrow width of the street and the tall buildings that form its streetwalls, it does not function as a



View southwest from John Street and Adams Street 25



View west on John Street from Bridge Street 26



Brooklyn Heights Promenade, view northeast 27



Brooklyn Heights Promenade, view southwest 28



Old Fulton Street, view west from northwest of Brooklyn-Queens Expressway **29**



View north on Washington Street from Water Street **30**

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prominent or important view corridor. Views west along the street include the concrete pier shed on Pier 1.

Although not all buildings within the D.U.M.B.O. historic district are contributing resources or prominent in surrounding views, the visual quality of the neighborhood is high. Views north along Washington Street frame the Brooklyn pier of the Manhattan Bridge; this notable view corridor has been captured as a backdrop in numerous advertising campaigns (see Photograph 30 of Figure 8-16). As described above, views west along Water and Plymouth Streets are of the Brooklyn pier of the Brooklyn Bridge, with Lower Manhattan in the distance (see Photograph 31 of Figure 8-17). Views east on Plymouth and Water Streets end with the Manhattan Bridge anchorage (see Photograph 19 of Figure 8-10, above). Views north on New Dock Street are mainly of the Empire Stores; views north on Main and Pearl Streets are mainly of the Manhattan Bridge, the East River, and the Manhattan skyline.

From the eastern portion of D.U.M.B.O., the Manhattan Bridge figures less prominently in view corridors. Views north on Bridge and Jay Streets are mainly of the Con Ed switching station and the red brick public housing projects of the Lower East Side (see Photograph 32 of Figure 8-17). Views east in this area along John, Plymouth, and Water Streets do not include any notable buildings or structures. Views west on Water Street are of the Manhattan Bridge anchorage, which—as described above—interrupts this street at Adams Street. Views south on Pearl Street include the Manhattan Bridge alignment.

### *Brooklyn Bridge*

From most areas on the Brooklyn Bridge, the majority of the project site and the surrounding area can be seen. The bridge provides birds' eye views of this area from above. In addition to the project site and study area, Lower Manhattan, the Manhattan Bridge, the neon sign atop the Watchtower building on Columbia Heights, and the Clocktower building in D.U.M.B.O. all figure prominently in views from the bridge (see Photograph 33 of Figure 8-18). The Verrazano Bridge, Governor's Island, the tall gantry cranes along the Brooklyn waterfront south of Atlantic Avenue, and the smokestacks of a power facility north of the study area in Brooklyn also can be seen in the distance.

### *Manhattan Bridge*

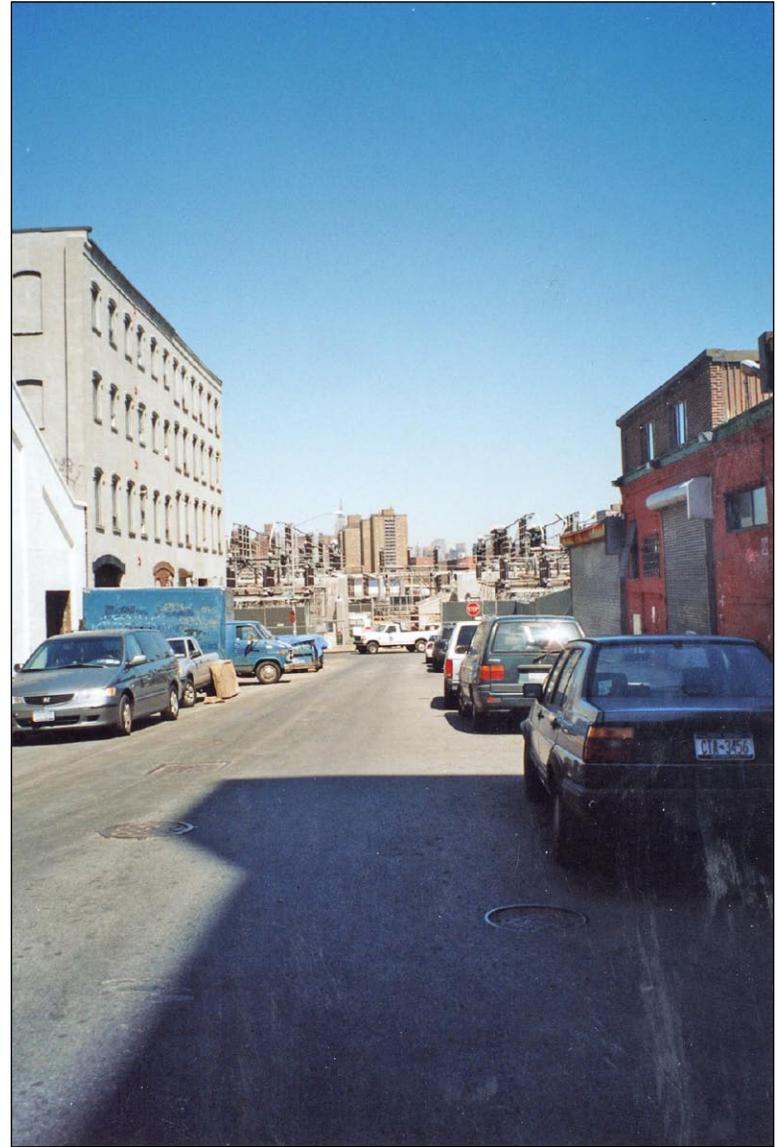
As with the Brooklyn Bridge, the Manhattan Bridge provides a bird's eye view of the project site and study area; however, while most of the project site can be seen, views from the Brooklyn side of the bridge are mainly of the D.U.M.B.O. and Vinegar Hill neighborhoods and the area between the two bridges, particularly the Clocktower building (see Photograph 34 of Figure 8-18). The Manhattan Bridge also provides expansive views of Lower Manhattan, the Brooklyn Bridge, and Governor's Island in the distance. On sunny days, the light passing through the open shell of the Tobacco Warehouse in Empire-Fulton Ferry State Park illuminates and enhances the visibility of this building in views from the Manhattan and Brooklyn Bridges and the East River Esplanade (see Photograph 35 of Figure 8-19).

### *East River Esplanade*

The East River Esplanade provides panoramic views of the project site and study area. From this perspective, the distance between the buildings in Brooklyn Heights, Downtown Brooklyn, and D.U.M.B.O. is foreshortened. Views from areas of the esplanade nearest the Brooklyn and Manhattan Bridges are dominated by the long spans of the bridges overhead. Notable features of these views include the fireboat house tower at Fulton Ferry Landing, the Watchtower building



View west on Plymouth Street at Adams Street 31



View north on Bridge Street from Plymouth Street 32



View to project site from Brooklyn Bridge 33



View to project site from Manhattan Bridge 34



View of project site from Manhattan Bridge 35



View of project site from East River Esplanade 36

on Columbia Heights, with its neon sign above, the Clocktower building in D.U.M.B.O., and the Empire Stores and Tobacco Warehouse (see Photograph 36 of Figure 8-19). The power facility to the north of the study area is also visible in views to the northeast.

From south of the South Street Seaport, views toward the project site and study area are less dominated by the monumental bridges, and focus more on the massive scale of the piersheds on Piers 1 through 6 (see Photograph 37 of Figure 8-20). 360 Furman Street is also a notable element of these views, as are the gantry cranes to the south. From this portion of the esplanade, the project site—particularly the area south of Old Fulton Street—is very industrial in appearance.

## **D. THE FUTURE WITHOUT THE PROPOSED PROJECT**

### **PROJECT SITE**

#### *URBAN DESIGN*

In the future without the proposed project, no major changes are anticipated for the project site. It is expected that the New York City Office of Emergency Management would relocate from the Purchase Building to a nearby site. While the building at 360 Furman Street is currently vacant, it could be reoccupied with a permitted commercial or retail use; alternatively, if the property were rezoned, the building could be converted to residential use. The area south of Old Fulton Street and the John Street site would remain underutilized, run down, and relatively inaccessible to the public, and would continue to be used for surface parking and warehousing uses along the waterfront.

#### *VISUAL RESOURCES*

Views from the project site to visual resources within the surrounding area would not be expected to change in the future without the proposed project.

### **STUDY AREA**

#### *URBAN DESIGN*

The Brooklyn Heights Promenade is not expected to notably change in the future without the proposed project; neither is the portion of the study area south of Atlantic Avenue. The D.U.M.B.O. portion of the study area, however, would continue to experience the conversion of a number of existing industrial/warehouse buildings to residential use and some new construction for residential buildings. These projected changes would not involve any alterations to block form, streetscape, street pattern or hierarchy, natural features, or topography. The conversions and new construction would maintain or improve existing streetwalls, and the new buildings would be expected to be of a modern design, with little ornamentation and extensive fenestration similar to existing warehouse buildings. The uses and bulk of the new buildings would be consistent with existing uses within the study area, with the exception of the 23-story building to be constructed at 85 Adams Street, which would be considerably taller than any other building in the study area. The continuing trend toward converted and new residential use within D.U.M.B.O. could bring greater pedestrian and vehicular activity to this area.



View to project site from East River Esplanade **37**

*VISUAL RESOURCES*

Most of the project site is located within the Brooklyn Heights Scenic View District, which is intended to preserve, protect, and prevent the obstruction of outstanding scenic views as seen from the Brooklyn Heights Promenade. Within the scenic view district, no buildings, signs, or other structures can be erected that would rise above the “view plane” established for the district. Therefore, any new construction within this area would be expected to meet the requirements of the scenic view district.

The new development within D.U.M.B.O., particularly the new building to be constructed at 85 Adams Street, would change the context of surrounding views, particularly views east toward the Manhattan Bridge. In views east on Front Street and possibly on Water Street, the Manhattan Bridge and its anchorage would be visible, but its context would be altered by the presence of the new building in front of it. The new building would also become a notable element in views of D.U.M.B.O. from the Manhattan and Brooklyn Bridges and from the East River Esplanade (see Figure 8-21). Otherwise, views from the study area, including the bridges and the East River Esplanade, would not change considerably in the future without the proposed project.

**E. THE FUTURE WITH THE PROPOSED PROJECT**

**PROJECT SITE**

*URBAN DESIGN*

In the future with the proposed project, vacant land and buildings, industrial uses, and parking lots on the project site would be replaced with a major new waterfront park with passive and active recreational facilities and residential, retail, and hotel uses.

The proposed park would be a dramatic improvement compared to the future without the proposed project. The proposed project would not involve any changes to block form, street pattern or hierarchy within the study area. Entrances to the project site would be the same as in existing conditions: at Atlantic Avenue, Joralemon Street (which, if approved by the City of New York, would be closed to vehicular traffic at Furman Street), and Old Fulton, Adams, and Jay Streets. An additional entrance to the proposed park would be provided via the pedestrian bridge over Furman Street linking Pier 1 to Squibb Park. In the upland areas between Piers 2 and 5, 20- to 30-foot-high hills would be constructed. On Pier 6 and the adjacent upland area, the existing vacant piershed, storage buildings, and open storage areas would be replaced with landscaping, recreational facilities, and two residential buildings. The vacant building at 360 Furman Street would be converted to residential and parking use with a restaurant and retail stores on the ground floor. Between Piers 5 and 6, mooring would be provided for historic vessels. The industrial use and piershed on Pier 5 would be replaced with two playing fields and seasonal parking, and the paved parking field on the adjacent upland area would be replaced with landscaping and areas for pedestrians. The two existing buildings in this area would be reused for a park-compatible use or demolished. Between Piers 4 and 5, a marina would be constructed. The remains of Pier 4 would be transformed into a nature island. The MTA electrical substation and fan plant buildings on the upland area of Pier 4 would remain (see Figure 1-3 in Chapter 1, “Project Description”).

Portions of the piersheds on Piers 2 and 3 would be adaptively reused as sports courts, while the remainder of the piersheds would be removed and these areas would become lawns. The upland



area adjacent to Piers 2 and 3, currently used for paved parking, would become a landscaped area with open space and paving. The piersheds and warehousing uses on Pier 1 would be replaced with a landscaped area with paths and a lawn with informal performance/gathering space. The size of Pier 1 would be reduced to create a safe water zone for kayaking. A restaurant would be constructed near the water's edge, and two buildings housing a hotel and residential units would be constructed on the adjacent upland area along Furman Street on the site of the former National Cold Storage buildings, which would be demolished. Some new internal roads (not to become part of the city street grid) and parking areas would be created to support the new park uses. In general, the proposed project would introduce active uses along the waterfront and greatly enliven the area south of Old Fulton Street, which is now underutilized and largely inaccessible.

The Purchase Building under the Brooklyn Bridge would be demolished, and its site would be converted to open space with paving and landscaping. This would improve pedestrian circulation and open up new views across the project site. The existing state and city parks along the East River would remain largely unchanged with the proposed project; however, the vacant Empire Stores warehouse building would be redeveloped as retail and commercial office space. East of the Manhattan Bridge, a landscaped area and a residential building would be constructed on the John Street site (see Figure 1-4 in Chapter 1, "Project Description").

The proposed project would involve substantial alterations to the Brooklyn waterfront of the East River, a natural feature. The area south of Old Fulton Street would be converted from an underutilized, industrial waterfront into a landscaped waterfront that is more accessible and more varied. Floating boardwalks at Piers 2 and 3 would allow a more immediate experience of the river and would provide access to water-level views of the approximately 12,000 piles that would support more than 30 acres of parkland above. The proposed plan also includes canals, boardwalks, restored marshland, and floating bridges that wind around and above the piers, increasing the water's edge from 2.4 miles to 4 miles. The proposed changes to the waterfront area would also create new landforms, trees, and winding paths that contrast with the linearity of Furman Street and the rectangular form of the piers. The new landforms would include a new hill on Pier 1; 20- to 30-foot-high hills in the upland areas between Piers 2 and 5, providing protected pathways through the park and reducing noise from the Brooklyn-Queens Expressway; and a mounded earth form at the John Street site, intended to facilitate river-viewing. The project also would reuse some of the existing features of the waterfront, including the remains of the rail float bridge, marine pilings, and the roofs of some of the piersheds. The lighting of the park areas, while not currently designed, is expected to be consistent with the lighting of other large-scale parks within the city, with both low-scale light fixtures providing ambient illumination and larger-scale fixtures surrounding playing fields and recreational facilities and would not be expected to have any significant adverse impacts on neighboring areas. Overall, the proposed project would result in a more varied and interesting visual experience of the waterfront.

The proposed project also would involve considerable changes to building types and forms as well as their arrangement and use on the project site, particularly in the area south of Old Fulton Street. Because there are no specific designs for the proposed development program, maximum building envelopes are studied in the EIS. This allows for the most conservative analysis to be undertaken, and that the buildings that would be built would likely be less bulky than what is assessed in the EIS. The height of the proposed new structures would vary from 2 to 30 stories. At approximately 315 feet in height, the residential building to be constructed on the upland area of Pier 6 would be taller than other buildings on and near the project site. However, the 146-foot-high building at 360 Furman Street, the tower of which reaches a height of approximately 224 feet, would be immediately adjacent to the proposed building and sets a context for taller

## Brooklyn Bridge Park FEIS

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buildings in the area. As part of the project, two floors would be added to the 360 Furman building, bringing the main roof height to 169 feet. The other building to be built adjacent to 360 Furman Street, a residential building with ground-floor retail use that is projected to be approximately 100 feet in height, would be much less notable within this grouping because it would be shorter than 360 Furman Street and considerably shorter than the proposed 30-story residential building.

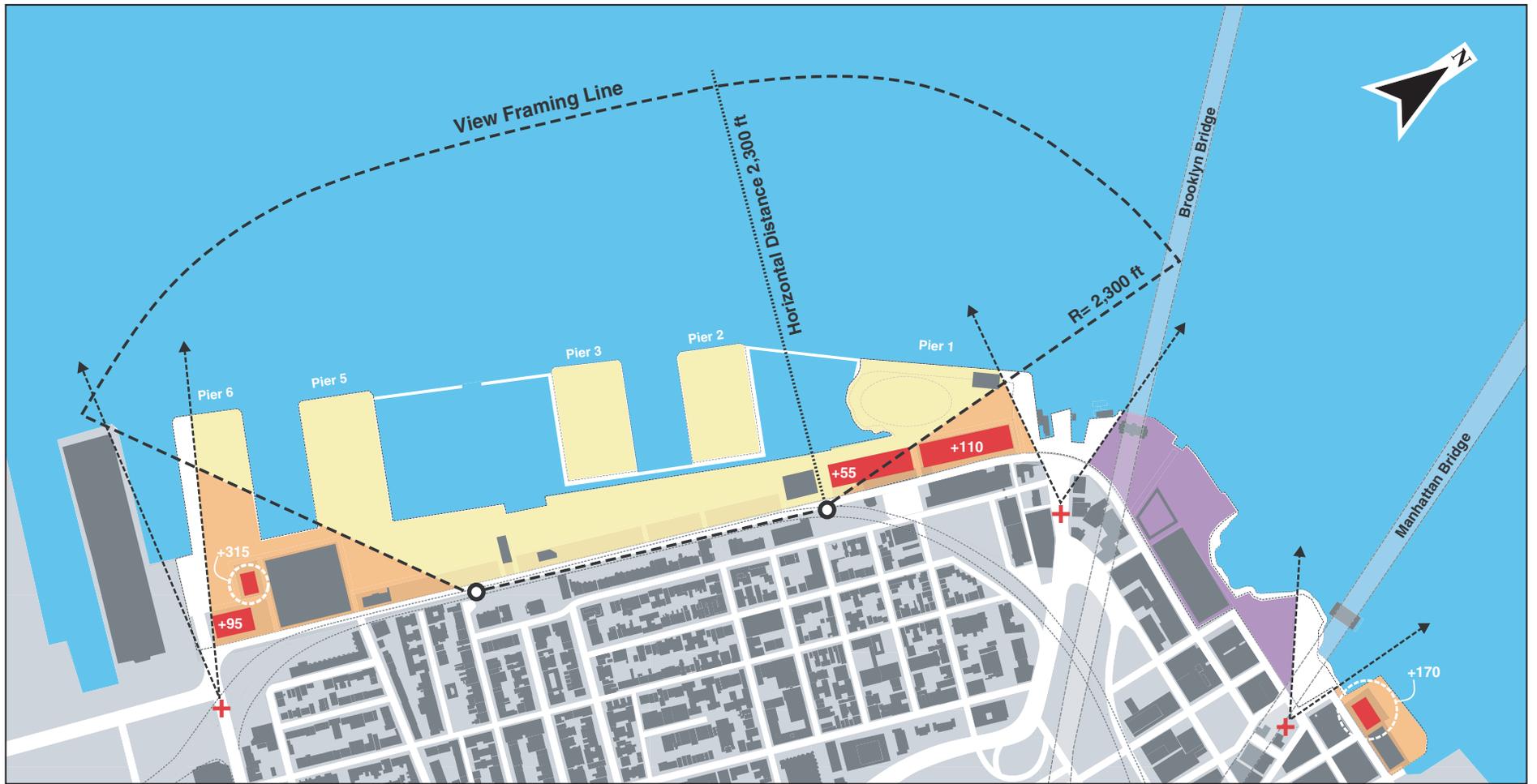
The proposed project includes a hotel and residential use on the site of the former National Cold Storage buildings. The envelope that is studied in the EIS for these uses assumes that each of the uses would occupy a footprint that is approximately the same size as the existing buildings. The National Cold Storage buildings are approximately 120-146 feet wide and 480 feet long. The envelope studied in the EIS at this location would be 120 feet wide and 450 and 435 long, respectively. At approximately 100 feet, the northernmost of the two uses would be taller than the existing National Cold Storage buildings, which range in height from approximately 71 to 109 feet. However, the portion that would rise to this height would be narrower than the existing buildings and have a setback; the balance of the site would be shorter and its appearance would be diminished by a berm that would be set into its eastern side.

In addition, the building would be largely hidden from view from the neighborhoods to the east by the Watchtower Building, which is located east across Furman Street and reaches a height of approximately 150 feet. The northern of the two proposed buildings is also outside of the area protected by the scenic view district, and therefore the 100-foot height of this building would not penetrate the protected view plane. The proposed hotel and residential building to the south, at a proposed height of 55 feet, would maintain existing view sheds from the Brooklyn Heights Promenade.

At approximately 170 feet in height, the residential building to be constructed on the John Street site would be similar in height to existing buildings in D.U.M.B.O., and would be smaller than the 23-story residential building to be constructed in the neighborhood by 2012 in the future without the proposed project (see Figure 8-22). The new buildings on the project site would increase bulk in certain parts of the park; however, the total floor area across the entire project site would be within that permitted by existing zoning. The massive industrial scale of the piersheds would be reduced and replaced with attractive open spaces and recreational uses.

The residential uses included in the proposed project would be located near the entrances of the park and its intersections with the surrounding residential neighborhoods of Brooklyn Heights and D.U.M.B.O., similar to the dense housing that exists at the edges of other major parks in New York City, including Prospect Park and Central Park. The residential use at the park's edges also would serve to lessen the barrier that the Brooklyn-Queens Expressway creates around the project site south of Old Fulton Street.

The proposed hotel, retail, and restaurant uses are expected to complement the existing residential uses in the study area and those proposed for the project site. Although there are no hotels on the project site or in the immediate area, this use is considered to be compatible with the surrounding uses. The new buildings and existing buildings to remain would maintain the streetwall of Furman Street, and would strengthen the streetwall of John Street. The new park, residential, hotel, restaurant, and retail uses would greatly increase the level of streetlife in this area during both daytime and evening hours. Overall, there would be no significant adverse impacts to the urban design of the project site, as the proposed uses would represent a dramatic improvement compared to the future without the project.



- Park Entry Viewshed
- Designated Parkland - Unavailable
- Development Controlled by Scenic View District
- Area Outside Scenic View District
- Proposed Building Footprint

0 1000 Feet

### *VISUAL RESOURCES*

The proposed project would be expected to enhance the project site's views to visual resources, and would highlight the visual resources existing within the project site itself. Views north along Furman Street to the Brooklyn pier of the Brooklyn Bridge would be improved by the removal of deteriorating buildings along this street; views south along the street would now include the new bridge from Squibb Park to the Pier 1 hill; the hills between Piers 2 and 5; the new residential buildings behind 360 Furman Street, and the hotel/residential complex on Pier 1. Views to Lower Manhattan would be opened up in the area south of Old Fulton Street and west of the newly created hills, through the removal of the majority of the piersheds. Views from the John Street site to surrounding visual resources would be eliminated by the new residential construction on this site; however, there would still be extensive views to the Manhattan Bridge and surrounding resources from the publicly accessible parks and streets surrounding this site. The Brooklyn piers and alignments of the Brooklyn and Manhattan Bridges would continue to greatly contribute to the visual character of the area.

Views to and around the Brooklyn Bridge would be improved by the removal of the Purchase Building. The building, at Water and Dock Streets under the Brooklyn Bridge anchorage, is located at a pivotal point of the project site and currently blocks views to the water and the bridges as well as the physical circulation corridor planned for the park. Visibility and circulation within the park would be greatly improved by the proposed removal of the Purchase Building.

The removal of the vacant National Cold Storage buildings would also allow better physical access to the proposed park. Furthermore, removal of the buildings would allow for a pedestrian bridge to be created over Furman Street that would provide an additional access point to the park from the adjoining Brooklyn Heights neighborhood. The pedestrian bridge would link Squibb Park on Middagh Street to the hill on Pier 1.

Views east along Water Street to the masonry anchorage of the Manhattan Bridge and views through the Tobacco Warehouse would be substantially the same, although their context would change with the new development in the Empire Stores.

## **STUDY AREA**

### *URBAN DESIGN*

The proposed project would not involve any changes to block form; street pattern or hierarchy; building arrangement, bulk, use, or type; topography; natural resources; or streetscape elements within the area surrounding the project site. As described above, the uses proposed for the project site would be consistent or compatible with existing uses in the study area, and the residential uses proposed at the park's edges would serve to lessen the barrier that the Brooklyn-Queens Expressway creates around the area south of Old Fulton Street. The new uses would greatly increase the level of streetlife in this area during both daytime and evening hours. The proposed project would introduce active uses along the waterfront and enliven the area south of Old Fulton Street, which is now underutilized and largely inaccessible.

### VISUAL RESOURCES

#### *Brooklyn Study Area*

As described above, most of the project site is located within the Brooklyn Heights Scenic View District. Therefore, any new construction within the area protected by the scenic view district would be required to comply with its regulations. This protected view plane prevents the construction of any building of more than approximately four stories. Therefore, the proposed project could not result in any significant adverse impacts to views from the Brooklyn Heights Promenade within the area protected by the scenic view district. Views from the Promenade would be enhanced by the proposed project, as the views would be of landscaped open spaces interspersed with structures, instead of the industrial views of piersheds and parking fields that currently exist. The two new residential buildings to be constructed adjacent to 360 Furman Street are outside of the area protected by the scenic view district, and would be expected to form a new context to views toward this building (see Figure 8-22). The northern of the two proposed buildings that would be constructed on the National Cold Storage buildings site also would be outside of the area protected by the scenic view district. The new buildings in this area would not eliminate any views from the Promenade to the skyline of Lower Manhattan, Governor's Island, Brooklyn Bridge, Statue of Liberty, or New York Harbor, or to the adjacent buildings of the Brooklyn Heights Historic District.

The new buildings to be constructed adjacent to 360 Furman Street would be visible above the Brooklyn-Queens Expressway in views west on Atlantic Avenue; however, the shorter of the two proposed buildings would mainly be visible only from the southern side of the street and west of Henry Street. In addition, the bulk of the building would be below the Brooklyn-Queens Expressway viaduct structure. The park elements on Pier 6 to the west of the proposed buildings, including the sand volleyball courts, the water edge promenade, and the landscaped area with paths, would mostly not be visible from the east. However, as described above, Atlantic Avenue does not function as a visual corridor except in the area west of the Brooklyn-Queens Expressway, and therefore these views are not considered to be notable. Views under the Brooklyn-Queens Expressway from Atlantic Avenue would include the proposed buildings as well as the proposed park elements to the west on Pier 6. Views west along Joralemon Street would not change substantially; they would still be primarily of the Brooklyn-Queens Expressway viaduct and 360 Furman Street. Views west on Doughty Street would now include one of the two proposed hotel/residential buildings instead of the concrete piersheds on Pier 1. The view corridor of Old Fulton Street west of the Brooklyn-Queens Expressway toward the East River and the Manhattan waterfront would not change; rather, the context point of these views would be expected to be enhanced by the proposed park setting.

Views within D.U.M.B.O. would not change as considerably as views within and to the area south of Old Fulton Street. Views west along Water and Plymouth Streets to the Brooklyn pier of the Brooklyn Bridge would be improved with the removal of the Purchase Building, and views north on New Dock Street to the Empire Stores would be improved by the redevelopment of this building. Views north on Pearl Street would now include the residential building on the John Street site as well as the Manhattan Bridge, the East River, and the Manhattan skyline. As a result of the new residential building, views of the Brooklyn pier of the Manhattan Bridge would be lost from sight from time to time as a pedestrian walks west on John Street. However, this experience of losing and recovering a view is not uncommon in New York City, and adds to the experience of discovery in the urban landscape. In addition, extensive views to the Manhattan Bridge and surrounding resources would still be available from the publicly accessible parks and

streets surrounding this site. Views to the south and east from the eastern portion of D.U.M.B.O. would not change in the future with the proposed project.

*Brooklyn Bridge/Manhattan Bridge*

Views from the Brooklyn and Manhattan Bridges would be greatly improved with the project. Instead of a mostly industrial view of piersheds and parking fields, views would now be of landscaped open spaces interspersed with structures and watered areas. The new buildings adjacent to 360 Furman Street and on Pier 1 and the John Street site would be visible in these views; however, the buildings would become part of the Brooklyn skyline from these perspectives. Views to the Empire Stores could improve with the redevelopment of these buildings for retail and office uses. Views from the bridges to Lower Manhattan and Governor's Island in the distance would not change.

*East River Esplanade*

As from the Brooklyn and Manhattan Bridges, views to the project site from the East River Esplanade would change from a mostly industrial view of massive piersheds and parking fields to a view of landscaped open spaces interspersed with structures and watered areas. The change in views would be most notable from south of the South Street Seaport, where currently views toward the project site focus on the massive scale of the piersheds on Piers 1 through 6. 360 Furman Street is also a notable element of these views; in the future with the proposed project it would be joined by the adjacent new residential buildings, but from this perspective the buildings would be part of the larger Brooklyn skyline. The proposed project would be expected to enhance the visual character of the project site and thus the context of and views to surrounding features such as Fulton Ferry Landing. As described above, views to the Empire Stores could improve with the redevelopment of these buildings for retail and office uses. Overall, the proposed project would not have any significant adverse impacts to visual resources or significant views, as the project would represent a dramatic improvement in the visual character of the project site. \*