

A. INTRODUCTION

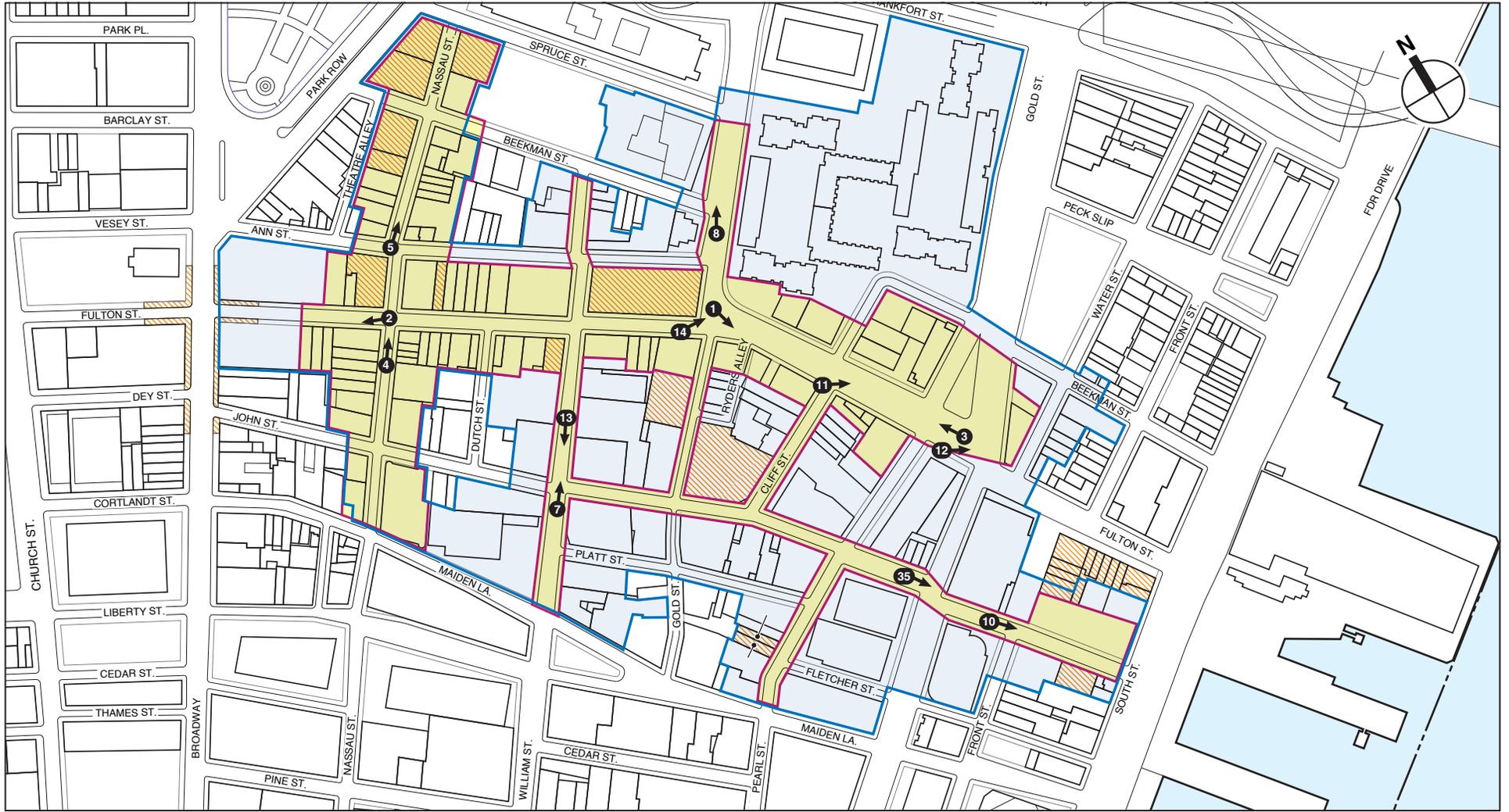
This attachment considers the potential of the proposed Fulton Corridor Revitalization Program project to affect the urban design characteristics and visual resources of the project site and surrounding area. The project site includes Fulton Street between Broadway and Water Street, including portions of intersecting streets, Nassau Street between Spruce Street and Maiden Lane, and John Street between William and South Streets. The Proposed Project would enhance these streets through streetscape improvements, provide incentives for storefront and façade improvements, and create, expand, or otherwise rehabilitate certain open spaces in the project site (see Figure 2C-1).

This chapter has been prepared in accordance with City Environmental Quality Review (CEQR) and the State Environmental Quality Review Act (SEQRA), which require that City and State agencies, respectively, consider the effects of their actions on urban design and visual resources. The technical analysis follows the guidance of the *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 size and shape of buildings, their arrangement on blocks, the street pattern, and noteworthy views that may give an area a distinctive character. The following analysis addresses these characteristics for existing conditions and the future without and with the Proposed Project for the year 2009, the analysis year for the Proposed Project, on the project site and in the study area, roughly defined as those blockfronts facing the project site.

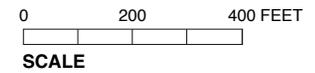
As described below, this analysis concludes that the Fulton Corridor Revitalization Project would positively affect the urban design and visual resources of the project site and study area.

B. EXISTING CONDITIONS**PROJECT SITE***URBAN DESIGN*

The project site is set on a hill with Fulton Street sloping down east to the East River and Nassau Street and other intersecting streets sloping down to the south. Within the study area, Fulton Street is the major east-west corridor, carrying one-way traffic between Broadway and Gold Street and two-way traffic between Gold Street and Water Street. This street bends south at Gold Street, altering its trajectory of the street to the East River. Somewhat paralleling Fulton Street to the south is John Street, a narrow street that also curves, though it bends farther east at Cliff Street. Intersecting Fulton and John Streets, either as continuous streets or dead-ends, are a number of north-south streets, including Nassau Street, which extends south from Spruce Street into Lower Manhattan, with a bend at its intersection with Fulton Street. With the exception of



- Project Site
- Historic Resource in the Study Area
- 1 → Photograph View Direction and Reference Number



Urban Design and Visual Resources
Key to Photographs
Figure 2C-1

Fulton Corridor Revitalization Program

sections of Gold Street and Pearl Street north of Fulton Street, Fulton Street east of Gold Street, and John Street east of Pearl Street, the streets are narrow and crooked.

The project site is densely developed, and the streets are lined in a combination of small, masonry, mid 19th century buildings, larger late 19th and early 20th brick structures, and very tall and large mid-to late 20th century office buildings clad in steel and glass. Most of the buildings are adjoining structures with party walls that are built to the sidewalk, creating a strong streetwall. The narrowness of the streets, combined with the strong streetwalls and heights of the buildings, give the narrow streets a canyon-like character.

In general, the street character of the project site is one of activity, with many pedestrians, ground floor shops, and a sense that the area is undergoing rapid change, as exhibited by the construction occurring in the streets and the numerous buildings that are undergoing alterations and are covered in scaffolding.

Streets, Sidewalks, and Façades

Fulton Street

Fulton Street is one of the few cross-town streets in Lower Manhattan and has been an important commercial and retail corridor since the early 19th century. West of Gold Street, Fulton Street is narrow. At its bend south at Gold Street, Fulton Street widens, with the setback of the blocks between Gold and Water Streets on the north side of the street creating this widening (see view 1 of Figure 2C-2). The street is being excavated in a number of locations, including along its south side between Broadway and Nassau Street and at the northeast intersection of Fulton and Gold Streets. These areas are cordoned off with construction barricades, including plywood barriers, construction netting, and barrels, which at times infringe on the sidewalks. Sections of the street have also been patched or are covered with steel plates.

The concrete sidewalks are bustling with pedestrians, especially the south sidewalk, which is heavily used by pedestrians going to and from the South Street Seaport. However, in numerous locations, the sidewalks are obstructed by vendors with tables and movable carts, which narrow the sidewalks (see view 2 of Figure 2C-2). Also infringing onto the sidewalks are displays and retail merchandise set on racks, in front of the shops lining the streets (see view 1 of Figure 2C-2). In a number of locations the sidewalks are uneven, cracked, or have been patched. Also of particular note is the large number of buildings that are scaffolded or that have ground-floor sidewalk sheds. Scaffolding covers portions of the façades of a number of buildings on Fulton Street. These scaffolds are supported by steel members that are set into the sidewalks and narrow sidewalk width.

Street furniture is standard and includes cobra head metal lampposts, mailboxes, and iron poles capped with balls that denote subway entrances. The subway entrances are either located within buildings, such as on the south side of the street between Nassau and Dutch Street, or set within the sidewalk and bounded by metal railings, such as at the corner with William Street. There are no street trees on Fulton Street west of Gold Street. East of Gold Street, there are a number of trees and shrubs planted in John DeLury Sr. Plaza, a triangular island located at the corner of Fulton and Gold Streets, described in greater detail below in “Open Space Improvement Areas.” There are also trees planted on the north sidewalk of Fulton Street between Gold and Pearl Streets (see view 3 of Figure 2C-3). Trees are planted at the perimeter of the Pearl Street Playground, and at Titanic Memorial Park, also described below in “Open Space Improvement Areas.”



View southeast on Fulton Street from Gold Street 1



View west on Fulton Street from Nassau Street 2



View northwest on Fulton Street from Pearl Street

3



View north on Nassau Street from Fulton Street

4

The buildings are for the most part built to the sidewalk. Exceptions include the setback of the Southbridge Tower buildings on the north side of Fulton Street between Gold and Pearl Streets (see view 3 of Figure 2C-3). Many of the buildings on Fulton Street between Broadway and William Street were built during the 19th century and range in height from four to 15 stories. These buildings typically have narrow façades and are built of brick with stone and terra-cotta ornament. A number have metal fire escapes that partially obscure the façades (see view 2 of Figure 2C-2). Almost all contain small ground floor shops with contemporary glazed storefronts of a variety of appearances. Many of the buildings are protected from theft at the end of the business day by metal gates that are stored in metal hoods above the storefronts. There is a wide variety of signage, including neon lighting and canopies overhanging the stores that give the stores a jumbled visual character. In addition, signs and banners project out over the sidewalk at the upper stories of the buildings, creating additional visual disparity. The larger, more contemporary buildings, such as Southbridge Towers at 55 to 77 Fulton Street, have larger stores and more modest signage limited to the ground floor of the buildings. There are a few exceptions where buildings do not contain ground floor stores. One such building, the Fidelity Trust Building at 96 Fulton Street at the southeast corner of Fulton and William Streets, has a smooth limestone base with decorative classical ornament, including stone window pediments and decorative swags.

Nassau Street

Nassau Street bends to the east north of Ann Street. It is lined by approximately three-foot-tall bollards placed at even intervals on either side of the street. These are set in areas paved in brick that separate the street from the concrete sidewalks, which, like Fulton Street, are uneven and have been patched. Consequently, the sidewalks are extremely narrow (see view 4 of Figure 2C-3). Movable metal barricades are placed across Fulton Street at Ann Street and at Maiden Lane on weekdays, restricting traffic. Due to the narrow sidewalks, there are no outdoor vendors and the shop merchandise is contained inside. In addition to the bollards, street furniture consists of Bishop's Crook lampposts to which street signs, parking signs, and other signs have been affixed. Though there are no street trees on Nassau Street, some greenery is provided by planters containing flowers, which are also attached to the Bishop's Crook lampposts in some locations on the street.

The buildings are built to the sidewalk, and many are partially covered in scaffolding, which further restricts sidewalk width and impedes pedestrians. Most of the scaffolding consists of ground floor plywood and steel framed sidewalk sheds that largely obscure the ground floors of the buildings but leave the remainder of the façades visible. The upper stories of the building at the southwest corner of Nassau and John Streets are fully covered in construction netting.

The buildings typically date to the late 19th century and many have decorative façades that include arched windows, cast iron columns, stone-clad bases, and classical ornament, including cornices and shields. There are no fire escapes on the façades, and there is less signage at the upper stories than on Fulton Street. This allows most of the façades to be unencumbered by obstructions, giving the street a more cohesive visual character than Fulton Street. Like Fulton Street, the buildings typically have ground floor storefronts that vary in style and appearance. However, the storefronts at the ground floor of the Bennet Building on the west side of Nassau Street between Fulton and Ann Streets are covered by one shallow overhanging canopy with muted signage that presents a more cohesive visual appearance (see view 4 of Figure 2C-3).

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John Street

John Street differs in visual character east and west of Pearl Street. West of Pearl Street, John Street is narrow and carries one-way traffic (see view 5 of Figure 2C-4). The street curves slightly to the south at Cliff Street. The sidewalks are narrow and lined with standard street furniture, including cobra head lampposts, street signs supported on metal poles, fire hydrants, and metal trash cans. Three buildings have sidewalk sheds at the ground floor, including the buildings at the northeast and southeast corners of John and William Streets, which cover the sidewalk.

East of Pearl Street, John Street widens to carry two-way traffic (see view 6 of Figure 2C-4). Between Pearl and Front Streets, John Street is primarily lined with mid- to late-20th century buildings that are set back from the street, creating widened sidewalks. Movable metal food carts, some with umbrellas, are located on the south side of the street between Water and Pearl Streets. Low, closely spaced bollards separate the street and sidewalk at 175 Water Street, on the south side of the street between Water and Front Streets. The north side of John Street between Front and South Streets opens into a large paved parking lot, described in greater detail below under “Open Space Improvement Areas.” The opposite south sidewalk is narrow and contains curb cuts for a surface parking lot located in the study area at the southeast corner of John and Front Streets. There are no street trees west of Pearl Street and very few east of Pearl Street.

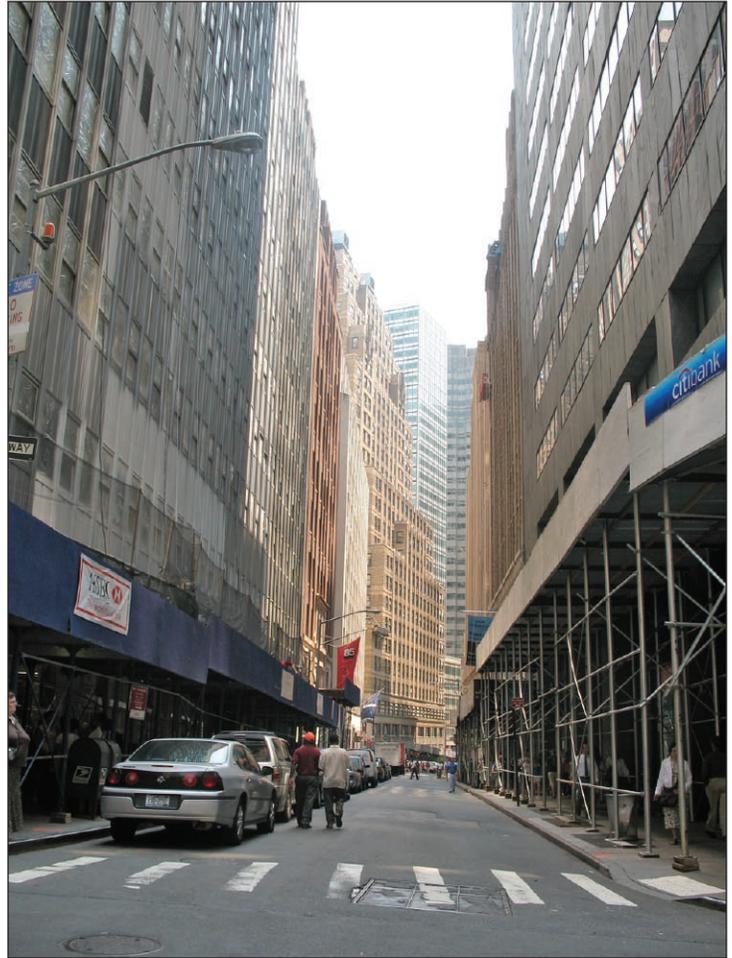
Remaining North-South Intersecting Streets

The north-south streets in the project site either intersect John and Fulton Streets, continuing farther south into Lower Manhattan, or terminate at John Street to the south. Of the former, William Street dead-ends at Beekman Street to the north, and one lane of curbside parking is permitted (see view 7 of Figure 2C-5). Like Nassau Street, William Street has narrow sidewalks with a number of sidewalk sheds, including at the intersection with Fulton Street and at all four corners at the intersection with Ann Street. With the exception of the plaza at the intersection of William Street and Maiden Lane, the buildings are built to the sidewalk.

Gold Street is a wide, two-way street between Fulton Street and its northern terminus at the approach to the Brooklyn Bridge (see view 8 of Figure 2C-5). Traffic is separated by a striped median, and curbside parking is permitted on both sides of the street. Lined with street trees, the sidewalks are wider. The approach to the Brooklyn Bridge crosses Gold Street as a bridge, supported on heavy piers. South of Fulton Street, Gold Street is of a different urban design character. It is one of the narrowest streets in the project site. As such, there is no curbside parking, and it is deeply shadowed by the buildings that line it. There are no street trees.

Pearl Street between Beekman and Fulton Streets carries four lanes of traffic, with curbside parking permitted on both sides. At the southeast corner of Pearl and Beekman Street is a seven-story brick residential building. The street narrows south of Fulton Street, and is aligned in a north-south trajectory with Little Pearl Street. Between John Street, and Maiden Lane, the west side of the street is under construction, with wooden barriers covered in construction netting and cones blocking these areas off from the remainder of the street. Little Pearl Street is a short one-way street between Fulton and Beekman Streets with narrow sidewalks.

Cliff Street is a one-block-long street between Fulton and John Streets. It carries one-way traffic with one lane of curbside parking. There are curb cuts on both sides of the street for either surface or garage parking. The building at the northeast corner of Cliff and John Streets has a sidewalk shed that covers the sidewalk in front of the building.



View east on John Street from William Street

5

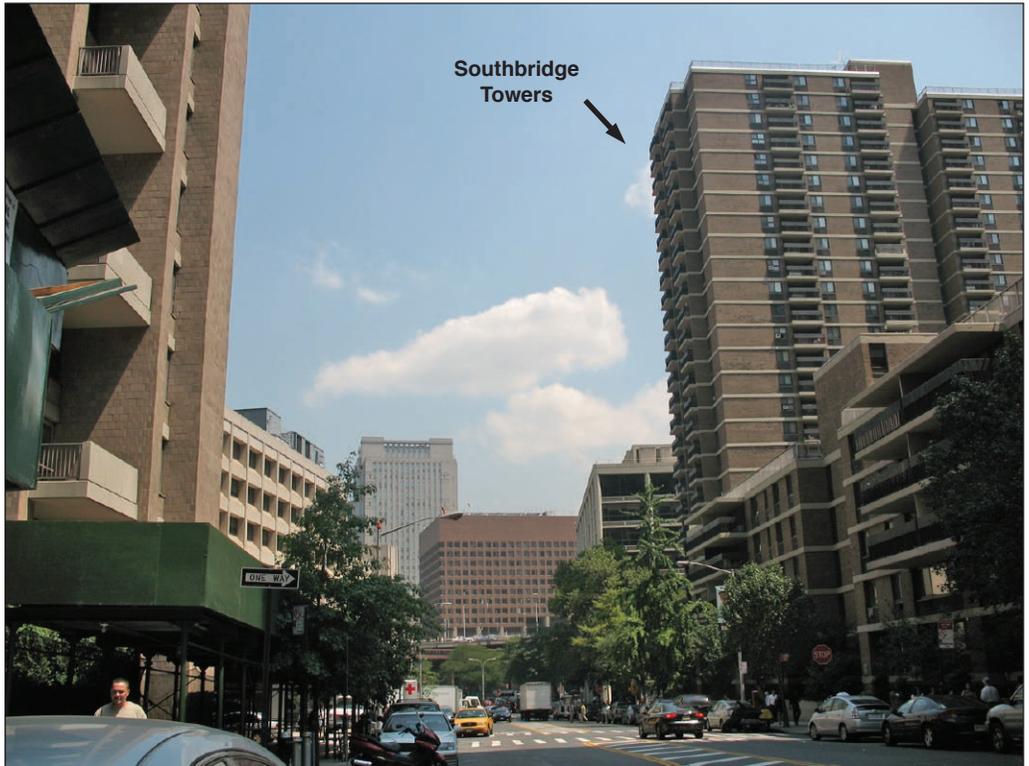


View east on John Street at Water Street

6



View north on William Street from John Street 7



View north on Gold Street at Beekman Street 8

Urban Design and Visual Resources
Figure 2C-5

Open Space Improvement Areas

DeLury Square

John DeLury Sr. Plaza is a small triangular shaped plaza located between Fulton and Gold Streets and the turning lane that links westbound Fulton Street to northbound Gold Street (see view 9 of Figure 2C-6). The turning lane separates the plaza from a small seating area, lined with shrubs in planters at the northeast corner of Fulton and Gold Streets. John DeLury Sr. Plaza is paved and contains backless bench seating placed along its perimeter. There are a number of deciduous trees as well as shrubs planted within it. Sets of bollards linked by chains are located in the middle of the sidewalks on all three sides. There are also pedestrian curb cuts at the Fulton Street and Gold Street crosswalks. The tip of the plaza at Fulton Street and the turning lane are covered by a chain-link fence barricade that extends across the turning lane, blocking vehicular traffic.

Burling Slip

Spanning the north side of John Street between Front and South Streets, Burling Slip is presently a large paved area (see view 10 of Figure 2C-6). It is used for parking, with two rows of cars, parked front to back, occupying the space.

Pearl Street Playground

The Pearl Street playground occupies most of the triangular shaped island at the intersections of Fulton, Little Pearl, and Pearl Streets. Bordered by narrow sidewalks, the playground is enclosed by a tall metal fence (see view 11 of Figure 2C-7). The playground contains small children's jungle gym equipment, including slides. The equipment is set into rubber squares that cover the asphalt to prevent child injury. Along the fence are park-style wood benches interspersed with round concrete planters, most of which contain no plantings. There is an additional paved seating area outside the playground on Pearl Street that contains large deciduous trees. The tip of the island at Pearl and Little Pearl Streets contains Belgian block paving, a curved concrete bench, and a number of shade trees. Little Pearl Street, which borders the playground to the west, is a one-way street with narrow sidewalks.

Titanic Memorial Park

The Titanic Memorial Park occupies approximately one-half of the triangular block bounded by Water, Pearl and Beekman Streets. At the tip on Fulton Street is the Titanic Memorial Lighthouse, a cylindrical structure that once signaled noon to ships in New York Harbor from atop a building, and which was moved to the park in the 1970's (see view 12 of Figure 2C-7). Its upper section contains windows, and it is capped with a spire with a metal mesh ball. The remainder of the open space is paved and has landscaped areas containing shrubs, large, shady trees, and rows of park-style wood benches. The open space is bordered by narrow concrete sidewalks that include such street furniture as hydrants, trash cans, and newspaper boxes. Vendors with movable carts are located at the perimeter.

VISUAL RESOURCES AND VIEW CORRIDORS

Visual resources in the area consist of architecturally distinguished buildings in the project site and views to significant buildings and the East River waterfront located outside the project site. The project site contains a number of notable buildings, including buildings located in the Fulton-Nassau Historic District on Nassau and Fulton Streets (see Chapter 2, Section B: "Historic Resources"). These include the Bennett Building, a late 19th century building



View northeast of John Delury Street Plaza 9



View northeast of Burling Slip from John Street 10



View northeast of the Pearl Street Playground from Fulton Street 11



View northeast of Titanic Memorial Park from Fulton Street 12

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occupying the full west Nassau Street blockfront between Fulton and Ann Streets, which has an elaborate cast iron façade (see view 4 of Figure 2C-3), and the twin-towered Temple Court building at the southwest corner of Nassau and Beekman Streets, clad in red brick with terracotta ornament. Other prominent historic buildings in the project site include the Royal Insurance Company building, a 20-story brick and stone-clad building that occupies the full block bounded by Fulton, Ann, William, and Gold Streets; it has numerous “wedding cake” setbacks and is capped by a stylized Greek temple (see view 3 of Figure 2C-3). The seven-story Fidelity Building at the southeast corner of Fulton and William Streets, built in the 1940’s, retains its original ground floor limestone base, which has a temple façade facing William Street and is capped by a brick and stone cupola.

Other visual resources include view corridors, such as Nassau, William, Fulton, and John Streets. In many cases, views are terminated by bends of the street or by prominent buildings. Views east and west on John Street never take in the entirety of the street, with views limited to sections between the street bends, e.g., between William and Cliff Streets, Cliff and Water Streets, and Water and South Streets. Views north on Nassau Street, north of Ann Street, terminate at the primary, Chambers Street façade of the Municipal Building, an early 20th century, 25-story, decorative office building. Farther south, views north terminate at the buildings that line the west side of the street due to its bend at Ann Street (see view 4 of Figure 2C-3). Views south on this street at Fulton Street also end at the tall buildings along it, where Nassau Street bends south of Maiden Lane. Views north on William Street terminate at the United States Courthouse at Foley Square, a 31-story stone-clad tower capped by a pyramidal roof (see view 7 of Figure 2C-5). Farther north on the street, views also take in a portion of the rear façade of the Municipal Building, including its highly decorative temple cupola with a gold statue. Views south on William Street become expanded due to the setback of the 44-story Chase Manhattan building at the northwest corner of William Street and Maiden Lane, which permits unencumbered views of the north façade of the polychromed stone façade of the Federal Reserve Bank Building (see view 13 of Figure 2C-8). The shrubs and trees in the plaza are also attractive visual elements in an area where there is little greenery. The highly ornamented skyscrapers described above are some of Lower Manhattan’s most important and architecturally distinguished structures.

Views east on Fulton Street (at Gold Street) and John Street (at Water Street) include views of the East River waterfront, though they are in large part obscured by the elevated structure of the FDR Drive. However, views on Fulton Street at Pearl Street include the South Street Seaport, including its early 1830’s brick buildings, Belgian block paving, and beyond to the tall buildings located in downtown Brooklyn across the East River (see view 1 of Figure 2C-2). Views east on John Street at Water Street widen due to the setback of the tall office buildings and terminate at the tall masts of the historic ships docked at the piers (see view 6 of Figure 2C-4). Buildings in Brooklyn are visible in the distance as well.

STUDY AREA

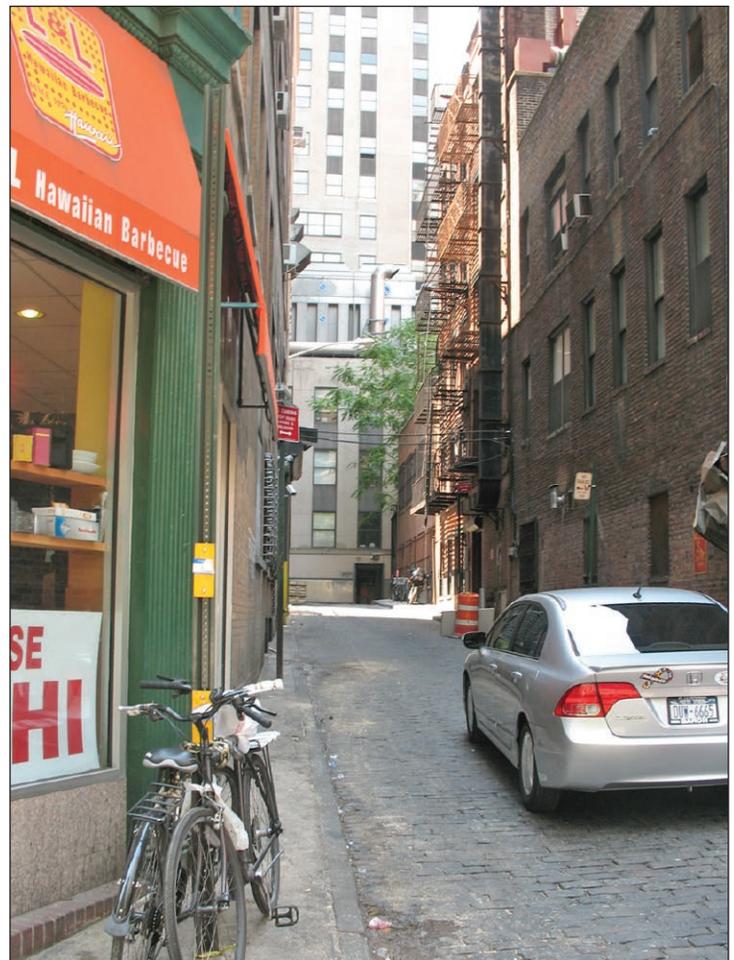
URBAN DESIGN

Streets in the Study Area

Streets in the study area include portions of Fulton, Ann, Gold, Water and Front Streets, Ryders Alley, and the entirety of Platt Street. The south side of Fulton Street at Broadway is being dug up, and plywood construction barriers from this excavation line the south sidewalk. The south



View south on William Street from John Street 13



View south on Ryders Alley from Fulton Street 14

sidewalk is also bordered by plywood barriers from construction of the Fulton Transit Center on the block to the south. This block contains vacant parcels from the recently demolished buildings. The building at the northeast corner of Fulton Street and Broadway is a large, very tall metal and glass-clad office building dating from the 1960s. A sidewalk shed covers the sidewalk in front of the building on Fulton Street.

Ann Street, which generally parallels Fulton Street, is a narrow three-block-long street. It is lined by mostly plain buildings, several of which have ground floor sidewalk sheds. Gold Street south of John Street is also a very narrow alley, and it is currently covered by metal scaffolding.

Water Street differs in urban design character north and south of Fulton Street. North of Fulton Street, Water Street is narrow, and its east blockfront is lined by short, mid-19th century brick buildings with ground floor shops. South of Fulton Street, Water Street is a wide four-lane thoroughfare with traffic lights at the intersections and wide sidewalks. Typically, mid- to late 20th century skyscrapers with large footprints line this street. Many of the buildings have shops at the ground floor level, usually with unobtrusive signage. Front Street, which parallels Water Street south of Fulton Street, is more narrow and lined by large skyscrapers to the west with surface parking lots, including the parking lot in Burling Slip, described above.

Ryders Alley, a short L-shaped street extending south from Fulton Street between Gold and Cliff Streets, has a back alley urban design character. This is largely due to its cobbled surface, lack of sidewalks, and primarily short brick buildings without stores that line it (see view 14 of Figure 2C-8). The south side is occupied by a tall limestone clad office building built in the 1930's (the Insurance Company of North America Building) with its primary façade on John Street. Its rear façade fronts onto Ryder Alley, with exposed metal piping further contributing to the alley like character.

Platt Street spans two blocks between William and Pearl Streets. Bisected by Gold Street, Platt Street carries one-way traffic and has one lane of curbside parking. The paving on this street has been patched in numerous locations. Platt Street, likely many of the other narrow streets in the project site and study area, is flanked by narrow concrete sidewalks, several of which are covered by sidewalk sheds supported on steel supports that restrict sidewalk width.

Streetscape, Building Bulk and Arrangements

For the most part, the study area contains buildings that are tall and typically have large footprints. John, William, and Water Streets are lined by both brick and steel and glass office buildings (see Figure 2C-4 and view 7 of Figure 2C-5). Pearl Street is primarily lined with mid- to late 20th century office buildings; a number of which include larger ground floor shops, including a pharmacy and restaurants. The exception is the west blockfront of Pearl Street between Platt Street and Maiden Lane. This blockfront contains two adjacent 5-story early 19th century brick buildings (211 and 213 Pearl Street) flanked by two vacant development parcels surrounded by plywood construction barriers.

The buildings that line Gold Street south of Fulton Street differ in age, but are primarily clad in brick with ground floor shops that contain signs and awnings that project from the buildings, advertising the names of the businesses. These include smaller, narrow buildings that are also located on Cliff Street and on William Street between Beekman and Ann Streets. Facing Burling Slip are five and six-story 19th century brick buildings and a surface parking lot at the corner of South Street (see view 10 of Figure 2C-6). The two buildings do not contain retail spaces and instead have windows at the ground floor level, similar to those at the upper stories.

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In general, the buildings in the study area are built to the sidewalk, creating a strong streetwall, though some of the larger, more modern buildings set back from the sidewalk, such as on John Street, creating widened sidewalks (see view 6 of Figure 2C-4). The 32-story building at 190 John Street, which also has frontage on Fulton Street, has a streetfront plaza with an abstract sculpture created by canvas squares and metal poles and with bolted metal seating fronting on Fulton Street.

In addition, the Southbridge Towers residential complex, which occupies a large superblock north of Fulton Street between Gold and Pearl Streets, contains paved pedestrian-only streets and landscaped areas with trees that break the streetwall. The 27-story buildings in this complex are clad in brick, with projecting balconies (see view 8 of Figure 2C-5). The bulky buildings that line Gold Street north of Fulton Street, including the Southbridge Towers complex and the Mount Sinai Medical Center, were built circa 1970 and are a contemporary design, clad in brick and concrete.

Other locations where the streetwall is broken are at construction sites, such as at the southeast corner of Broadway and Fulton Street, where the new Fulton Street Transit Center is under construction. Paved parking lots, such as those located between Pearl and Cliff Streets, at the southeast corner of John and Front Streets, and at Burling Slip at South Street, are rare in the densely developed area. In a few other locations, modern buildings have been built with sidewalk plazas. An outdoor café is located in front of 175 Water Street. In this location, metal tables and chairs have been set in the plaza, which contains some trees. The plaza at the northwest corner of William Street and Maiden Lane contains numerous planters with shrubs and flowers, as well as young trees (see view 13 of Figure 2C-8). There is also an outdoor café with seating under umbrellas.

VISUAL RESOURCES AND VIEW CORRIDORS

Visual resources in the study area include closer views of South Street Seaport at Fulton and Water Streets, described above, including the ships docked at the piers, as well as the variety of late 19th and early 20th century skyscrapers that line the streets, some more ornamented than others. Views northwest from Fulton Street and Broadway include a prominent visual resource in Lower Manhattan—St. Paul’s Chapel and its graveyard. Capped by an elaborate tall stone spire, this 18th century building has a wide portico on Broadway. The graveyard, set in a landscaped area, is set behind a decorative iron fence. The chapel’s distinctive historic design and small graveyard are significant visual resources in Lower Manhattan.

C. THE FUTURE WITHOUT THE PROPOSED PROJECT

PROJECT SITE

As described in Chapter 2, Section A: “Land Use, Zoning, and Public Policy,” there are a number of residential conversions under way or planned in the future without the Proposed Project by the 2009 analysis year. These include 119 Fulton Street (which includes the addition of seven stories), 127 Fulton Street, and 151 William Street. It is expected that these conversions will not substantially change the urban design of the project site as the existing buildings will be retained and adaptively reused, though the height in some locations would be increased. In addition, the emergency reconstruction of portions of Fulton and Nassau Streets, currently under way, will result in newly paved streets. Completion of this project will remove the construction barricades in Fulton Street and repave both streets to a uniform appearance.

New construction of a 28-story midblock residential building at 113 Nassau Street, between Ann and Beekman Streets, is also planned. It is expected that this will result in a tall building of a contemporary design that will be set in a context of primarily late 19th century masonry buildings, but will generally complement the existing urban design of Lower Manhattan, which consists of a mixture of new and old, short and tall, buildings.

STUDY AREA

There are several residential conversions under way or planned in the future without the Proposed Project in the study area, and projects including façade repair and restoration. There are also several new development projects, including the proposed Fulton Transit Center, which is under construction at the southeast corner of Fulton Street and Broadway. Extending outside the boundaries of the study area to encompass the entire east side of Broadway between Fulton and John Streets, the new Fulton Transit Center will be a contemporary glass and metal building that will link to an existing building (the Corbin Building at 192 Broadway) outside the study area. Also expected to be completed by 2009 is a new residential building at 201 Pearl Street, presently a vacant site at the northwest corner of Pearl Street and Maiden Lane. This new building will contain 315 residential units and ground floor retail at the base. It is expected that the new developments will result in buildings that will add to the mix of contemporary and historic structures that make up the study area.

Just outside the study area, along Beekman Street between Nassau and Gold Streets, a new 74-story building with apartments, an ambulatory care facility, and an elementary school is under construction on the site of the New York Downtown Hospital parking lot. This building, due to its height and anticipated contemporary design, will be a prominent new addition to the area and will be visible above many of the buildings in the study area.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

PROJECT SITE

URBAN DESIGN

Streetscape Improvements

It is expected that the proposed improvements, if implemented, including new sidewalks and curbs, plantings, and removal of extraneous signage and other sidewalk obstructions would have a positive affect on the urban design of the project site. These improvements would give the streets to be funded by the improvements (Nassau Street between Fulton Street and Maiden Lane, William Street, Gold Street, Cliff Street, and Pearl Street between Maiden Lane and Fulton Street) a more cohesive appearance.

On Fulton Street, the Proposed Project would provide streetscape features along Fulton Street between Gold and Pearl Street, including landscaping, seating, new sidewalks and curbs, and increased open space. The goal is to create a unified streetscape that would provide a linkage from the Fulton Transit Center presently under construction at Broadway to the South Street Seaport, which would be connected by improved open spaces at DeLury Plaza, the Pearl Street Playground, and Titanic Memorial Park (as described in greater detail below).

The proposed streetscape improvements would also allow for better pedestrian accessibility and movement on the sidewalks, which as described above under “Existing Conditions,” is

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hampered by the poor conditions of the sidewalks and obstructions that infringe upon them. In general, the pedestrian experience would be greatly enhanced. Providing greenery in appropriate locations would also positively complement the commercial urban design character of the area.

Storefront and Façade Improvements

The provision for grants to property and business owners to restore building façades and improve commercial storefronts would, where implemented, positively affect the urban design of the project site. Alterations would be based on compatibility with the Fulton-Nassau Corridor Design Guidelines prepared as part of this program. These guidelines include recommendations for both renovation and restoration projects, including the following key principles:

- Visually integrating the storefront with the upper façade of the building;
- Preserving and revealing historic or unique architectural elements of the building storefront and façades;
- Keeping storefront displays simple and tasteful with limited signage;
- Maintaining the state of repair and appearance of the storefronts and façades; and
- Using discrete lighting to showcase merchandise.

The guidelines target such problematic elements as awnings, signage, security gates, lighting, and other contributing storefront elements which, as described above under “Existing Conditions,” presently vastly differ in size, material, and general appearance and give the project site its present chaotic visual character. They also provide a framework for improving the appearance of the storefronts and façades, including limiting signage and retaining historic architectural elements where present. It is expected that in locations where the guidelines are implemented, the chaotic visual appearances of the storefronts, and at times, upper stories, would be reduced, promoting a greater visual integration along the streets. Restorations and renovations that maintain the historic character of the storefronts and façades along the streets would also improve the appearance of the buildings and positively affect the urban design of the project site.

Open Space Improvements

DeLury Square

John DeLury Sr. Plaza would be transformed into DeLury Square through the removal of the turning lane that links westbound Fulton Street to northbound Gold Street (see Figure 2C-9). The new 10,900-square-foot open space would also encompass the open space area presently in front of the Southbridge Towers complex at the northeast corner of Fulton and Gold Streets. The reconfigured open space would provide a more secluded, accessible, and attractive area than the present John DeLury Sr. Plaza, which is surrounded by three lanes of traffic. The new open space would be planted with extensive greenery, including a lawn area surrounded by deciduous trees and evergreens. To the extent possible, the existing mature trees in the privately owned open space at Southbridge Towers would be retained. The open space would feature a pond and a boulder “fountain” or waterfall that would cascade into the pond. Curving paths would traverse the area, with benches set around the perimeters of the lawn, along the paths, and along the edge of the open space; the outside benches would be set in cobblestones, relating to the historic character of the area. Entrances to the open space would be provided at three separate locations.

11.27.07

GOLD ST



Source: NYC Department of Parks and Recreation

0 8 FEET
SCALE

Burling Slip

The Proposed Project would remove the existing paved parking lot on the north side of John Street between Front and South Streets and replace it with a new playground (see Figure 2C-10). It would include climbing equipment located in a sandpit area, including ropes, pulleys, and nets; a sprinkler park; and a raised ramp at the west end of the playground encircling the sandpit play area. The playground equipment would recall the area's nautical history, and the raised ramp would provide views of the East River and ships docked at the foot of Front Street. The replacement of the parking lot with the playground would greatly enliven the streetscape in this portion of the project site. It would improve urban design by replacing a surface parking lot with a playground which has been designed in consultation with a number of city agencies, including the New York City Department of Parks and Recreation (DPR), the State Office of Historic Preservation (SHPO), and the New York City Landmarks Preservation Commission (LPC). See Chapter 2, Section B: "Historic Resources," for further information.

Pearl Street Playground

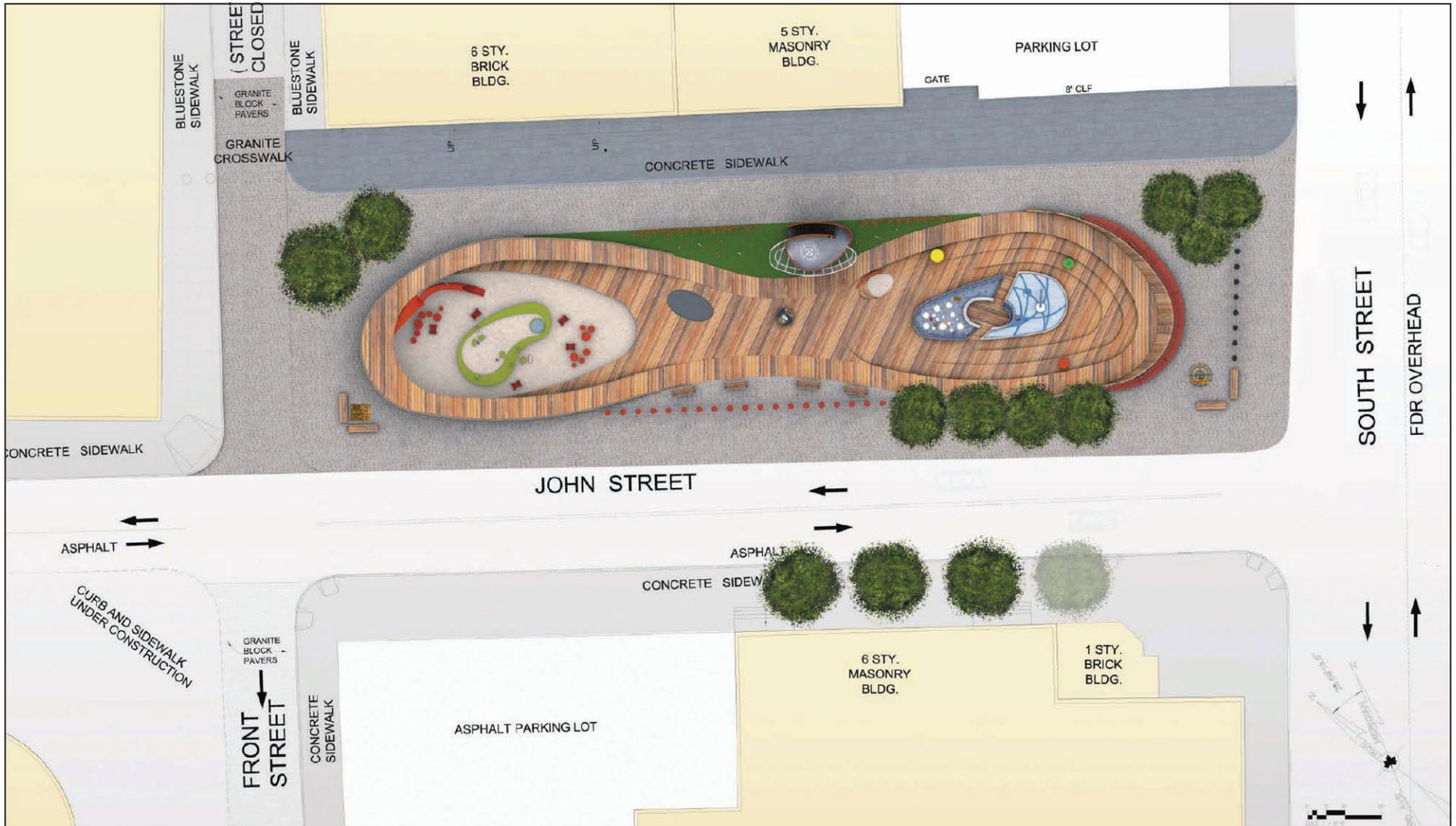
The Pearl Street Playground would be upgraded, and new open space would be created by the closing of Little Pearl Street to traffic. The playground would receive new playground equipment and child-safe surfaces, with new seating, landscaping, and a lower perimeter fence to be installed (see Figure 2C-11). North of the playground would be a new children's garden, with new seating areas, plantings, and game tables located along Fulton Street. Little Pearl Street would be reconfigured into a plaza, with decorative paving, landscaping, and benches. The removal of Little Pearl Street would essentially join the playground, presently located on an island, with the block immediately to the west, improving accessibility and safety. It would also create a continuous landscaped pedestrian corridor on the north side of Fulton Street from DeLury Square to Pearl Street.

Titanic Memorial Park

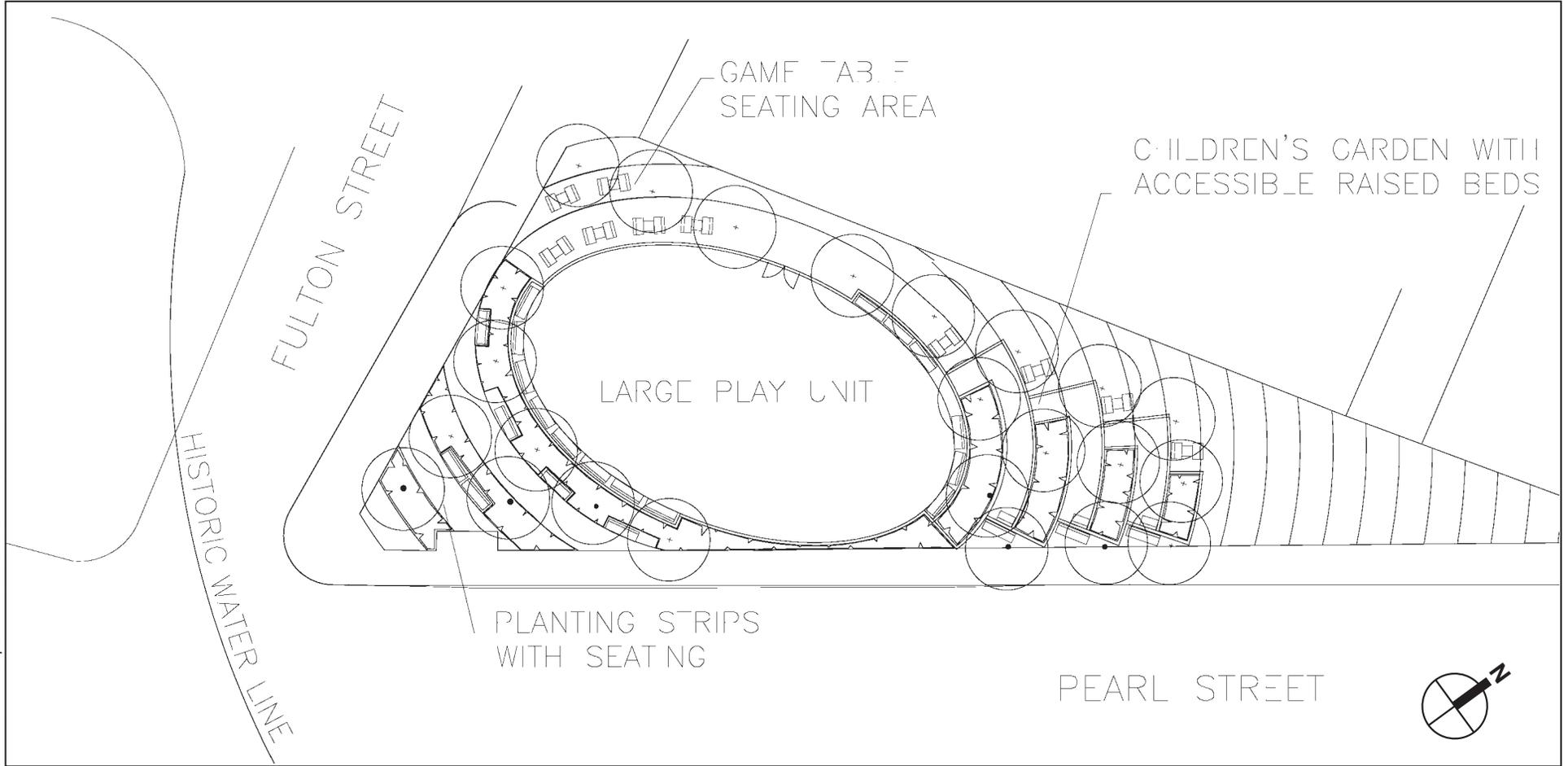
The Titanic Memorial Park would be refurbished through new seating and landscaping, to serve as an improved gateway to the South Street Seaport (see Figure 2C-12). To reflect the maritime history of the area and the park's proximity to the water, new bluestone paving would be installed, which would be set in a wave pattern at Fulton Street. Behind the Titanic Memorial would be tidal plantings surrounding a narrow stream with boulders, which would be set in the location of the original East River shoreline. Beyond this would be a large shade garden, located in the wider section of the triangular-shaped park. Additional boulders, surrounded by plantings, would be located around the Titanic Memorial, and the tidal marsh, creating natural areas for seating. The Titanic Memorial itself would be restored, to include new cladding at the base and modifications to the upper section of the lighthouse structure.

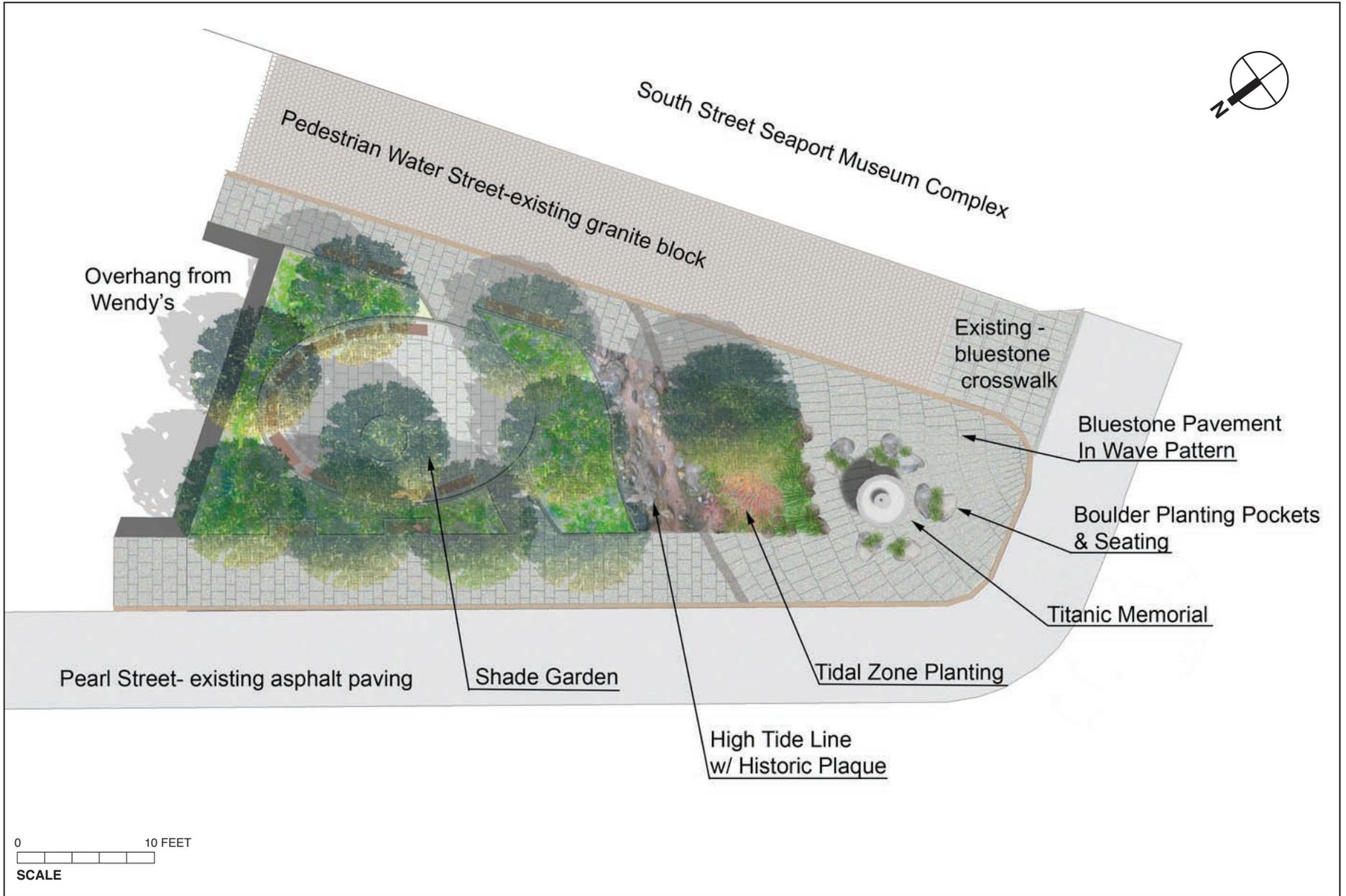
Visual Resources

Overall, the proposed Fulton Corridor Revitalization Program is expected to positively affect visual resources. Streetscape improvements would allow for better pedestrian movement on the sidewalks. This in turn would allow viewers to better appreciate prominent historic buildings and the unique visual character of the streetscapes in the area as obstructions which require pedestrian attention would be removed and/or reduced. In locations where improvements would occur to significant architectural buildings themselves, such as improving storefronts and restoring storefronts and façades, these changes, subject to both the recommendations of the Design Guidelines and where applicable review by LPC, would positively affect these visual resources. Neither the streetscape improvements or façade and storefront improvements would



SOURCE: NYC Department of Parks and Recreation; Rockwell Group





Fulton Corridor Revitalization Program

create new elements that would obstruct the existing view corridors and those characteristics that make them significant, including the bends in the streets and prominent visual resources located at the end of the view corridors, such as on Nassau, William, and Front Streets.

The creation of the new playground at Burling Slip would provide new elevated locations in which to view the East River waterfront, including the ships docked at the piers at the foot of Front Street, enhancing views to these visual resources. Views east on Front Street would take in the playground, including its nautical climbing equipment, which would provide a more visually appropriate context for views of the ships and their tall masts in the East River than provided by the existing surface parking lot.

STUDY AREA

URBAN DESIGN

The Proposed Project would be expected to positively affect the urban design of the study area in much the same way as it would benefit the project site. Streetscape and façade improvements would improve the urban design character of the streets, most specifically those areas traversed and viewed by pedestrians, including sidewalks and storefronts. The streetscape improvements, including new sidewalks and curbs, plantings, and removal of extraneous signage and other sidewalk obstructions, would create a more uniform and more attractive streetscape that would be visible from the study area. The storefront improvements, where undertaken, would allow for the preservation and/or revealing of historic architectural elements of the buildings and the visual integration of the storefront with the upper portion of the building. This goal is in keeping with the urban design of the South Street Seaport and other designated historic resources in the area (see Chapter 2, Section B: “Historic Resources,” for further details). The modifications would result in more appropriate linkages between the new transit center under construction on Broadway and the South Street Seaport.

The improvements to, and creation of, new open spaces with greenery and other natural features such as water elements and boulders would soften the dense urban character of the area, providing greenery and resting areas where there are presently few. These open spaces would either be located on existing blocks, or would be formed by the closure of streets (the turning lane between Fulton and Gold Streets and Little Pearl Street between Fulton and Pearl Streets) which would create additional open space in the area. These latter open spaces, consisting of DeLury Square and the Pearl Street Playground pedestrian plaza, would not be out of scale with the existing urban design of the area and its existing open spaces, such as the plaza at Chase Manhattan Plaza on William Street and landscaped areas in the Southbridge Towers residential complex north of Fulton Street between Gold and Pearl Streets. The street closures would allow for the creation of more accessible, usable, and attractive open spaces at DeLury Square and at the Pearl Street Playground; as described above, the existing open space and playground areas in these locations are situated on concrete islands in the middle of vehicular streets. Since the open space improvements would occur in existing open space areas, streets, or a parking lot, the strong streetwall that defines much of the study area would not be affected.

VISUAL RESOURCES

It is expected that the improvements to, and creation of, new open spaces in the area would constitute new visual resources in the study area. As described above, the new open spaces would be designed with greenery and elements that reflect the maritime history of the area.

These new areas would positively affect views east on Fulton and John Streets to the East River waterfront, as these views would be in context of new landscaped areas instead of paved islands with limited amenities, as in the case with John DeLury Sr. Plaza and the Pearl Street Playground, and a new playground with water features and landscaping instead of a paved parking lot, as is the case with the proposed playground at Burling Slip. The streetscape improvements and storefront and façade improvements (where implemented) would also positively affect historic buildings in the area that are visual resources by removing superfluous and chaotic signage.

A cohesive streetscape in the area would improve view corridors in general, in that the urban design characteristics of the study area, including its narrow and winding streets and unique views, can best be appreciated by the viewer without interruptions by sidewalk obstructions and jarring ground floor treatments. It is expected that in many cases, the improvements being made to buildings in the future without the Proposed Project, resulting in scaffolding and sidewalk sheds, will result in positive changes to urban design character of those buildings, while removing the construction obstructions that limit sidewalk width and pedestrian accessibility.

Overall, the Proposed Project would positively affect the urban design and visual resources of the study area, and no significant adverse impacts are anticipated. *