

NEW YORK STATE URBAN DEVELOPMENT CORPORATION  
DBA THE EMPIRE STATE DEVELOPMENT CORPORATION  
AND  
BROOKLYN BRIDGE PARK DEVELOPMENT CORPORATION  
BROOKLYN BRIDGE PARK  
CIVIC AND LAND USE IMPROVEMENT PROJECT  
MODIFIED GENERAL PROJECT PLAN  
Adopted - July 26, 2005  
Affirmed as modified - January 18, 2006  
Modified Plan Adopted – December 18, 2006

**PROJECT IDENTIFICATION**

The project is the creation of the Brooklyn Bridge Park (the “Project”).

The approximately 85 acre Project, consisting of piers, upland and water area, would stretch along 1.3 miles of Brooklyn waterfront approximately bounded by Jay Street on the north, Atlantic Avenue on the south, Furman Street on the east, and the East River on the west, and would include Piers 1 through 6 (as more fully shown on the site map annexed hereto as Exhibit A).

The Brooklyn Bridge Park Development Corporation (“BBPDC”) prepared a plan which embodies the design goals and objectives for the Project. The proposed plan, along with the associated annual maintenance and operations budget and required revenue to support the annual maintenance and operations, was the subject of an extensive community participation process. This General Project Plan reflects those goals and objectives.

**PURPOSE AND NEED**

The purpose of this Project is to allow reuse of the deteriorated East River waterfront for public benefit, and to once again make the waterfront an asset for the City and the region. There is a need for increased public access to the waterfront and for greater availability of publicly accessible recreational open space for residents, visitors and workers in Brooklyn. Brooklyn is second only to Manhattan when it comes to lack of open space. There are 547 residents per acre of available open space in Brooklyn, and the last time a major park was built in the borough was in the 1860s when Prospect Park was made. The proposed Project would help to address this need.

In the decade to come, large areas of New York City’s old industrial waterfront will be transformed to public open space. The proposed Brooklyn Bridge Park would be a particularly valuable component of the City’s emerging recreational waterfront because of its high visibility, remarkable views, historic surroundings, strong adjacent neighborhoods, and innovative programming and design.

An additional need of the Project is to include program components that are appropriate commercial uses that can generate sufficient funds to support the annual maintenance and operations of the Project.

### CIVIC AND LAND USE IMPROVEMENT PROJECT FINDINGS

BBPDC is a subsidiary of New York State Urban Development Corporation d/b/a Empire State Development Corporation, a corporate governmental agency constituting a body politic and a public benefit corporation of the State of New York (“ESDC”). Under New York State Urban Development Corporation Act (“UDC Act”) Section 12, an ESDC subsidiary has all privileges, immunities, tax exemptions and other exemptions of ESDC. In order to proceed with the acquisition, ESDC and BBPDC must make the appropriate findings for the Project under UDC Act Section 10. The following sets forth the basis for such findings:

#### CIVIC PROJECT FINDINGS

- A. There exists in the area in which the project is to be located a need for the educational, cultural, recreational, community, municipal, public service or other civic facilities to be included in the project.

There are few public open spaces directly on or adjacent to the waterfront. This Project would substantially increase the amount of open space and recreational resources in the area, as well as provide opportunities for passive recreation on and near the waterfront.

- B. That the project shall consist of a building or buildings or other facilities which are suitable for educational, cultural, recreational, community, municipal, public service or other civic purposes.

The Project will provide a park extending along the East River from the foot of Atlantic Avenue to Jay Street, suitable for educational, cultural, recreational, community, municipal, public service or other civic purposes including outdoor public recreation, direct access to the waterfront, and water recreation facilities, boardwalks, floating bridges, and canals, passive recreation facilities, active recreational facilities, and spaces suitable for cultural, community, municipal, and public events, and facilities for water taxis.

- C. Such project will be leased to or owned by the state or an agency or instrumentality thereof, a municipality or an agency thereof, a public corporation, or any other entity which is carrying out a community, municipal, public service or other civic purpose, and adequate provision has been, or will be, made for the payment of the cost of acquisition, construction, operation, maintenance and upkeep of the project.

The Project site will consist of parcels owned or controlled by BBPDC, a subsidiary of ESDC, the State of New York, the City of New York and entities that will carry out civic purposes for the Park. The cost of construction is expected to be shared in large part by the State of New York, BBPDC, and the City of New York. The cost of operation, maintenance and upkeep would be paid out of the revenues received from appropriate commercial activities and residential projects located within the Project.

- D. That the plans and specifications assure or will assure adequate light, air, sanitation and fire protection.

The Project will be constructed in accordance with New York City Building Code and will be constructed, maintained, and operated to assure adequate light, air, sanitation, and fire protection.

#### LAND USE IMPROVEMENT PROJECT FINDINGS

- A. The area in which the project is to be located is a substandard or insanitary area, or is in danger of becoming a substandard or insanitary area and tends to impair or arrest sound growth and development of the municipality.

The Development Parcels are currently vacant and/or underutilized. The Empire Stores warehouses have been vacant for fifty years. Cargo ship operations at Piers 1-6 ceased in 1983. At present, there are only three tenants on Piers 1-6, and the uses are not maritime related. The existing building at 360 Furman Street and the 1-11 John Street sites are vacant. The Development Parcels produce almost no economic benefit to the City and provide limited benefit to the region.

- B. The project consists of a plan or undertaking for the clearance, replanning, reconstruction and rehabilitation of such area and for recreational and other facilities incidental or appurtenant thereto.

The Project calls for the reconstruction and rehabilitation of the Development Parcels for residential, commercial and retail uses, and for the construction of the Park.

- C. The plan or undertaking affords maximum opportunity for participation by private enterprise, consistent with the sound needs of the municipality as a whole.

The Development Parcels' respective private tenants will design, develop and construct the improvements on such parcels pursuant to agreements with the Corporation.

## FINDINGS FOR ALL UDC PROJECTS

No residential relocation is required because there are no families or individuals residing in the Project site, thereby satisfying the requirements of Section 10(g) of the UDC Act.

### **PROBLEM IDENTIFICATION**

The Project area was a thriving waterfront industrial district through the first half of the 20th century. However, in the 1950's forces were aligning to weaken the waterfront district. The waterfront began a steady decline as New York's older port areas lost ground to container shipping and to competition from other east coast cities. Activity in the Brooklyn Navy Yard, long an anchor of employment, began to wane. In addition, the Brooklyn-Queens Expressway was built in the early 1950s. It further undermined the area's stability, by creating an approximately 60-foot-high elevated structure parallel to Furman Street thus separating this neighborhood from the waterfront and effectively creating a further barrier across the district's southern boundary.

By the late 1970's activity on Piers 1 through 6 had diminished. The Port Authority of New York and New Jersey ("Port Authority") began searching for alternative uses for the piers, which were producing only modest levels of revenue as warehousing facilities and were fast becoming obsolete. Finally, in 1983 all cargo ship operations ceased on Piers 1 through 6. At present there are only three tenants on Piers 1 through 6, and the uses are not maritime related. The piers are hidden from the public behind chain link fence and are visible only from afar. The net result is that this portion of waterfront, once one of Brooklyn's and the region's greatest assets, has become moribund. It produces almost no economic benefit to the City and provides very limited services to the citizens of the region. In addition, the waterfront and the East River offer spectacular vistas and the present state of the piers prevents the public from enjoying this valuable and precious resource.

### **PROJECT PLANNING**

The Project has been the subject of extensive planning and community participation for the last twenty years. In 1984, shortly after the close of cargo operations, the Port Authority announced plans to sell the piers for commercial development. That action caused a re-evaluation of the Project area's value as a public resource. During the next two decades a series of plans and proposals were put forth for the Project area. Finally, in 1998 the Downtown Brooklyn Waterfront Local Development Corporation ("LDC") was created. The LDC undertook a year-long public planning process to forge a concept for Brooklyn Bridge Park. The result of that effort was the Illustrative Master Plan, dated September 2000, which presented a conceptual framework for a waterfront park.

On May 2, 2002, Governor George Pataki and Mayor Michael Bloomberg signed a Memorandum of Understanding ("MOU") providing for the creation of BBPDC. The mandate of BBPDC is to plan, design, and build Brooklyn Bridge Park using the 2000 Illustrative Master Plan as the guide. Brooklyn Bridge Park would be funded with capital

funding from the State of New York and the City of New York. Further, the MOU requires the Project to be self sufficient by providing for its own ongoing maintenance and operations. Therefore, appropriate commercial revenue producing activities would be located within the Project to support its' annual maintenance and operations.

In an effort to fill its mandate, pursuant to a public request for proposals, in 2004 BBPDC hired a master planning and landscape architecture team and undertook an intensive and iterative planning process. The first task was to develop a plan for the Project in consultation with the community. Once a preliminary plan was complete, an analysis for the annual maintenance and operations budget was undertaken. This analysis included exhaustive research on other parks in New York in an effort to develop a budget for the annual upkeep of the Project. Once the annual maintenance and operations budget was determined it was possible to undertake the third step in the work, the preparation of the revenue analysis. This work consisted of determining how much development was necessary to support the Project.

The steps involved in the revenue analysis included review of possible uses for feasibility, compatibility with the park, and the ability to maximize parkland while creating an appropriate income stream for park maintenance. The initial range of uses included fee-charging recreational uses, public parking, office, local retail, destination retail, housing, and hotel. A development program for the Project was determined and presented to the community in a series of meetings. During this time, the plan was refined based on meetings with the community. Based on the refinements to the proposed plan, the annual maintenance and operations budget was further refined as well. The concepts contained in the General Project Plan are those embodied in the proposed plan.

Generally, the Project will provide unprecedented access to the waterfront through a series of fixed and floating boardwalks, with active and passive recreation and a series of neighborhood parks at each major entrance to the Project. The central portion of the Project will contain the types of recreational activities that will most likely draw people from further neighborhoods. The specifics of the plan are described in the section titled "Project Description".

## **PROJECT DESCRIPTION**

The proposed Project would extend along the East River from the foot of Atlantic Avenue to Jay Street, north of the Manhattan Bridge. It would comprise parcels currently owned by the State of New York, the City of New York, the Port Authority of New York and New Jersey, and private sector entities. The Project would provide the surrounding communities with a major new precinct of outdoor public recreation and the opportunity to experience the waterfront directly, while also serving both the larger City and the region. The proposed Project would offer the public unparalleled access to the water, making innovative use of boardwalks, floating bridges, and canals that would wind along the water's edge. It would also include rolling hills, marshland, and abundant recreational opportunities with multi-purpose playing fields, playgrounds, shaded ball

courts, open lawns, and 12 acres of safe paddling waters. There would be pockets of natural landscape re-created on some of the parkland to attract birds and other wildlife. The Project's pathways would increase the water's edge from 2.4 miles to 4 miles and provide pedestrian connections both to the water and to the full range of the Project's experiences. The Project would include active recreational facilities such as basketball, handball, and volleyball on Pier 3 and field sports such as soccer and field hockey on Pier 5; water recreation areas for kayaking; a marina; bicycle paths and a greenway; civic lawns; opportunities to access the waterfront at sea level, and opportunities for cultural recreation.

The entrances to the proposed Project -- at Atlantic Avenue, at Fulton Ferry Landing, and in D.U.M.B.O. ("Down Under the Manhattan Bridge Overpass", the acronym for the neighborhood located in that vicinity) are designed so that at each entrance the visitor would have access to a wide range of amenities nearby and would not have to walk long distances to arrive at playgrounds and lawn areas. The proposed Project is envisioned as five interconnected areas. From the south, these are: the Atlantic Avenue Gateway including Pier 6 and its upland; Piers 5, 4, 3, and 2 and their uplands; Pier 1 and Fulton Ferry Landing; the Interbridge Area; and North of the Manhattan Bridge and the Manhattan Bridge Gateway. The Project program contains elements available throughout the Project ("parkwide elements") and specific components for each of the five subareas, as described below.

## PARKWIDE ELEMENTS

### **Waterfront Access and Circulation**

One of the primary assets of Brooklyn Bridge Park is its proximity to the water. Several elements of the proposed plan encourage interaction with the water, both visually and physically. The waterfront area across from Pier 4 could be transformed into a beach for launching kayaks and canoes. The area between Piers 1 and 6 would feature a waterfront promenade extending roughly along the bulkhead line. This paved promenade would serve as a main pedestrian thoroughfare running through the Project and would allow views of the water, piers, harbor, and the Manhattan skyline. Through a series of sloping ramps and floating and fixed walkways, park users would also be able to experience the water at sea level. This water-level access would allow for kayak launching in certain areas, as well as fishing, additional park circulation, and other water-dependent activities. These walkways would provide for an entirely different experience of the park, offering dramatic views of the columnar forest of piles that support the pier deck.

In the interbridge area, existing access to the water (in Empire-Fulton Ferry State Park, the Main Street Park, and Fulton Ferry Landing) would be extended to connect with the areas to the north and south. North of the existing Main Street Park, new walkways and an esplanade would be created, as well as an overwater platform linking the City park to the area north of Adams Street.

### **“Safe Water” Zones and Water-Dependent Uses**

From the southern edge of Pier 4 to the southern edge of Pier 1 two connected “safe water zones” are planned. These would provide approximately 12 acres of secure water area for non-motorized boats, including kayaks, canoes, and paddle boats. Marine structures would define the area, serving to attenuate waves from passing boats. Floating boardwalks would be arranged to contain the boaters and kayakers and provide additional wave attenuation within the safe water area. A channel or “canal” would connect the two safe water zones, between Piers 3 and 4 and between Piers 1 and 2. This canal would allow kayaks or other small non-motorized craft to navigate from the area between Piers 1 and 2 to the area south of Pier 3. Kayak launching areas would be provided. Piers 2 and 3 would be connected across the canal to the upland areas of the Project by overhead pedestrian walkways that would also provide access for emergency vehicles. The remnants of Pier 4 would be left in place and used as a nature preserve. At Pier 1, some timber piles would be left in place following removal of the pier deck to preserve a physical record of the site’s industrial past. Outside the safe water zones, the area between Piers 5 and 6 would provide slips for the mooring of historic or educational vessels. Between Piers 5 and 4 would be a marina for sailboats and powerboats. The marina would provide limited boating services, including utility hook-ups and fueling.

Water taxi stops would be located at Pier 6, at the slip between Piers 2 and 3, at the north side of Pier 1, and near the John Street site, allowing waterborne transportation options for Project users and others coming to the Project site.

### **Bikeways**

A designated bikeway, coordinated with the Greenway Initiative effort, a local greenway advocacy and planning organization established to create a continuous greenway bicycle path from Greenpoint to Bay Ridge, would be integrated into the Project from Pier 1 to Pier 6. Entry for cyclists to the Project would primarily be at Old Fulton Street and Atlantic Avenue. To the maximum extent possible, the bikeways would be designed to avoid conflicts between pedestrians and roadways. At Fulton Ferry Landing, the bicycle route connects north to the proposed Greenway route along Water Street.

### **Vehicular Access and Parking**

Vehicular access and parking would be needed for both park visitors and for users of commercial and residential buildings on the Project site. New streets would be created within the park to allow access from Furman Street into the hotel, restaurant and residential uses in the Project. These roadways would provide a clear boundary between park spaces and development parcels. These streets would define where the different activities would take place, such as drop-off at hotels and service to residential units versus the beginning of park activities.

In the cold weather months, park users may be permitted to drive onto the Project at Pier 5, which would allow field sports teams and their supporters to reach the playing fields directly by vehicle and provide for drop-offs and pick-ups.

Subject to approval by the City of New York, Joralemon Street, at its intersection with Furman Street is proposed to be closed to through traffic to minimize Project-generated traffic along Joralemon Street.

Parking would be provided on adjacent local streets, in nearby off-street parking facilities, and within the Project boundaries at the proposed development sites.

### **Renewable Energy**

The Project design would incorporate new technology to provide renewable energy, such as solar energy, to the extent practicable. Photovoltaic cell installations could provide a significant amount of the energy demand of Brooklyn Bridge Park, so consideration is being given to utilizing photovoltaic cells, and, possibly, hybrid streetlights. Photovoltaic cells could be mounted on the roofs of the remaining pier sheds.

### **Habitat**

An important design goal is to establish the maximum number of sustainable, functioning habitats in the Brooklyn Bridge Park. Natural habitats may include dunes on Pier 6; coastal forest on Pier 1 and its upland, and the uplands of Piers 4 and 5; shrubland on Piers 1, 2, and 3 and on the uplands of Piers 5 and 6; a wildflower meadow on the uplands of Piers 2 and 3; marsh and shallow water habitats on and adjacent to Piers 1 and 4 and between the Brooklyn and Manhattan Bridges; and freshwater swale and wetlands near Piers 2 and 3.

### ***Planning Guidelines***

One of the goals of the proposed plan is to integrate the site into the fabric of the city by creating a network of roads and sidewalks that weave the site into the existing grid. Because a large portion of the site is separated from the existing city by highway alignments, the extension of existing streets into the park would give the pedestrian a sense of familiarity and context when entering the park. The goal of promoting a sense of familiarity is coupled with another goal of the park, which is to provide a welcoming entrance for its visitors.

Generous park gateways would be created at the main entrances to Brooklyn Bridge Park, ie. Atlantic Avenue, Old Fulton Street, and in DUMBO at John Street. These gateways are located at major urban junctions and would serve as visual beacons to regional park visitors and local residents alike. Each gateway would provide generous, clear and safe pedestrian access, street tree planting and seating. Additional park entrances would be created at the termination of existing city streets, defining a continuation of the city and its pedestrian network to the edge of the park. These include: Joralemon Street, Middagh Street, Doughty Street, New Dock Street, Main Street, Washington Street, Adams Street, Pearl Street, Jay Street, Water Street and Plymouth Street. It is a goal of the proposed plan to ensure that from all vantage points, views from these connections will be unobstructed, visually interesting and welcoming.

An additional goal of the road system in the park is to define the extent of the development parcels and delineate the line between the development and the park.



The placement of the buildings at the edges of the park and at the gateways reflects three goals related to views:

- Respect the mandated view plane from the Brooklyn Heights Promenade.
- Respect the existing view corridors of streets that terminate in the park
- To the maximum extent practicable, site the proposed developments so there is a maximum amount of park provided to the public at each entrance.

The discussion of the park program below describes how these guidelines would be incorporated into the subareas of the proposed project, as well as at each of the development sites. The BBPDC will consult with the NYC Department of City Planning as more detailed designs evolve under these guidelines.

## **SUBAREA PLANS**

### **Atlantic Avenue Gateway and Pier 6**

Atlantic Avenue is the southern gateway to the park, providing pedestrian and mass transit connections to adjacent neighborhoods and regional access. Atlantic Avenue slopes down towards the water, affording a clear view of the water as one approaches the Project. A burst of green would be visible in the distance as one passes beneath the Brooklyn-Queens Expressway drawing visitors into the Atlantic Avenue gateway. The upland area of Pier 6 and the edge of the pier, located at the foot of Atlantic Avenue, would provide all the amenities of a neighborhood park including playgrounds, lawns, access to the waterfront, and recreational opportunities. The sidewalks approaching the park along the north side of Atlantic Avenue would be tree-lined and ample, sufficient to accommodate large groups of visitors at one time. Safe crosswalks will be established from the upland areas and between the development sites to the park. The Bikeway would be designed to avoid conflicts between pedestrians and roadways.

Moving farther away from the upland, a “beach barrier” with dunes is proposed on Pier 6 to take advantage of this location’s sunny, windy environment and well-drained structure. Active programming would be inserted, such as playgrounds, lawn areas, and beach volleyball could be located on Pier 6. Vegetation, including a variety of native shoreline plants, and topographical forms would provide shelter from the wind. An existing concrete masonry building at the edge of the pier that abuts the upland area could be preserved and used as a visitor’s center and comfort station.

### **Joralemon Street**

The Joralemon Street entrance would provide a visible, attractive and safe crossing from Brooklyn Heights into the park. The roadway, sidewalks and street trees along Joralemon Street east of the BQE would be extended across Furman Street at a signaled crossing providing an inviting and safe connection. After crossing Furman Street, tree-lined sidewalks will be established along both sides of Joralemon Street with designated crosswalks connecting 360 Furman Street to the park and waterfront promenade.

## **Piers 5, 4, 3, and 2 and Related Uplands**

### *Promenade and Uplands*

As described above, a waterfront promenade would extend from the Atlantic Avenue entrance all the way to the Fulton Ferry Landing. In the south, the promenade would bridge over a newly created tidal inlet. Some of the existing upland buildings could be reused for park maintenance and operations. A shed on Pier 2 or 3 would be used to store non-motorized boats. An existing building on the park uplands could also be used for this activity.

The upland area between Piers 2 and 5 would have an elevated and sloped topography that would reduce noise from the Brooklyn-Queens Expressway and provide views of the harbor from the uplands. These slopes would rise from 20 to 30 feet in height, creating hills that would run parallel to the waterfront and the Brooklyn-Queens Expressway. The slopes would rise gently on the waterfront side of the hills, creating broad open lawns suitable for seating and picnicking.

### *Pier 5*

The proposed plan includes three outdoor fields on Pier 5, on which any of the following sports could be played: soccer, football, rugby, cricket, lacrosse, or field hockey. In addition, it is contemplated that the field at the western edge of Pier 5 could be housed in an indoor structure. This structure would provide year-round sports courts while maintaining the transparency of a lightweight structure. Pier 5's perimeter would provide a continuous water's edge esplanade, from which park patrons might fish or sit or walk along. The indoor structure is not included in the base construction budget for the park, and would be funded with private fundraising.

### *Pier 4*

A shallow water habitat area would be created in the vicinity of Pier 4 and the adjacent railroad float transfer bridge, which would remain intact. In the area of Pier 4, a new floating boardwalk would be created that would connect to the larger circuit of walkways and provide a place for launching kayaks and bird-watching. On the upland area adjacent to Pier 4, there could be a new beach that would connect to the larger circuit of walkways. The beach would provide direct access to the water and serve as a launching point for non-motorized boats, but swimming would not be permitted.

### *Boating Channel*

An open water channel would be created that connects the safe kayaking zone from the Pier 1 basin to the basin between Piers 3 and 5. New floating walkways along this channel would provide a new circulation network within the Project, and their position below the level of the pier deck would allow park visitors to explore and discover the previously obscured marine infrastructure. Transition walkways would be created to provide ADA access and strong connections from the floating boardwalks back to the existing pier platforms.

### *Piers 2 and 3*

Portions of the warehouse sheds on Pier 3 could be reused to house active recreation courts and also provide essential shading. The Pier 2 area would be transformed into a large civic lawn that would lend itself to programmatic flexibility and waterfront promenades.

### **Pier 1 and Old Fulton Street Gateway**

Old Fulton Street at Fulton Ferry Landing is conceived as the primary gateway entrance to the park with direct access to borough and regional roadways. A large civic plaza is proposed at the base of Fulton Ferry Landing to provide a generous public gathering space at the Project entrance. Pedestrian connections to Fulton Ferry Landing and Pier 1 would be improved with ample sidewalks, designated safe crossings and street trees. In order to create a scenic Fulton Ferry gateway and improve physical and visual connections within the proposed Project, the Purchase Building would be removed. The Bikeway would be designed to avoid conflicts between pedestrians and roadways.

### **Pier 1**

A hill on Pier 1 would be created with views into the park and out towards the harbor, Governor's Island, the Statue of Liberty, Manhattan, and the Brooklyn Bridge. A pedestrian bridge across Furman Street that would link the hill on Pier 1 to Squibb Park is also proposed. This would serve to reactivate Squibb Park as well as provide an additional entrance into the Brooklyn Bridge Park from the adjacent community.

An esplanade would be created along the portion of the pier fronting on the East River, and shallow water habitat zones would be established along the pier edge. By removing the pile-supported deck portion of Pier 1 and providing additional walkways, the Project could create a new two-sided waterfront promenade and provide a large basin for kayaking.

### **Interbridge Area**

The area between the Brooklyn and Manhattan Bridges is already largely developed as parkland, containing both Empire-Fulton Ferry State Park and the new Main Street Park at the foot of Main Street. At the water's edge, the existing open water cove would be retained to allow park visitors to reach the shoreline.

The restored exterior shell of the former Tobacco Warehouse may be used to house a walled garden, café, or space for arts groups. The existing New York City Department of Environmental Protection building adjacent to the Manhattan Bridge at Washington Street may be reused for community, cultural, educational, or other uses.

## **John Street (DUMBO) Gateway**

The northernmost precinct of Brooklyn Bridge Park is at a bend in the river and is bordered by a large electrical transformer to the north. Given the existing circulation network, it would be necessary to travel city streets to get from this area to the remainder of the Project site. Primary access to this segment of the park would be along John Street with direct access to the project site at Jay, Pearl and Adams Street. An entrance at the terminus of Jay Street would provide a secondary pedestrian entrance. The views of the water, park elements and walkways would be unobstructed at Pearl and Adams Streets. Connections from existing city streets would be improved with ample sidewalks, adequate planting and lighting. The connection from the existing park segment below the Manhattan Bridge to the John Street gateway would be improved by the creation of a platform over the water at the intersections of Adams Street and John Street creating a new pathway providing generous and ample connection for pedestrian access and circulation.

To form a connection that allows for the internal continuity of the park, a pedestrian connection, in the form of an over-water platform, joining the existing Main Street Park and the John Street site is proposed. The creation of a hill at the John Street gateway would result in one of the most spectacular harbor views within the park, encompassing the Manhattan and Brooklyn Bridges to the south, and the East River to the north. To facilitate river-viewing, the mounded site would feature planting, paved area, site furnishings, and lawn.

## **DEVELOPMENT PARCELS**

The 2002 MOU, between Governor George Pataki and Mayor Michael Bloomberg, outlining conditions for the creation and operation of the Project, requires that the park be financially self-sustaining, that is, that the park's annual operation and maintenance budget be provided by revenue generated from within the Project. As described under the terms of the MOU, development parcels may not constitute more than 20 percent of the Project. As currently proposed, development parcels make up approximately 10 percent of the Project's area, and more than half of that area is occupied by existing structures, such as the Empire Stores and 360 Furman Street.

The specifics of the proposed development parcels are described below.

### **Pier 6**

There are two proposed options for the residential buildings proposed for the upland area of Pier 6:

#### *Option One*

One building would be approximately 315 feet in height and have up to 290 units; the other building would be approximately 155 feet in height and could contain up to 140 units. This building could possibly include a ground floor retail use.

### *Option Two*

Two buildings would be built on the uplands of Pier 6. Each building would be approximately 215 feet in height and have up to 190 units; the building that is massed closer to Furman Street could possibly include a ground floor retail use. In addition an existing building, known as Building 50, located at the northwest corner of Joralemon and Furman Streets would be converted to residential use and would be increased in height from the existing 43 feet to approximately 54 feet; the building would also be expanded to accommodate approximately 50 units.

Under either option, an estimated 72 parking spaces could be provided for residents and the public, or might be eliminated.

### **Upland Between Pier 5 and 6**

An existing building at 360 Furman Street is to be converted from manufacturing use to residential use with ground floor retail and a restaurant uses. The residential portion would contain up to 500 units and up to two stories could be added to the building's main roof increasing the main roof height from 146 to 169 feet (230 feet to the mechanicals) Parking would be provided for up to 650 spaces.

The development on Pier 6 and the upland between Piers 5 and 6 would be served by a primary two-way road wrapping 360 Furman Street. The road segment north of 360 Furman Street is a continuation of the existing Joralemon Street (45' wide) and would need to provide service access to 360 Furman Street, and then would transition by reducing the road width to accommodate two lanes of traffic as it approaches the river. The sidewalk width along the northern face of the building would be 10' minimum width. This segment would also provide vehicular access to parking within 360 Furman Street and a service area/loading dock. The sidewalk on the opposite side of Joralemon Street would be continuous, providing clear and ample pedestrian access to the park.

On the west face of 360 Furman Street, the loop road would turn south accommodating two lanes of traffic. The minimum sidewalk width along the building is 15'. The primary loop road would turn east at the southern face of 360 Furman Street, maintaining a width for two lanes of traffic and providing access to parking garages within 360 Furman Street and the eastern residential building. This segment would turn into a north-south roadway in between the two new residential buildings. This last north-south segment would connect to Atlantic Avenue, and accommodate two lanes of traffic and street parking on one side. The sidewalk on the southern face of 360 Furman Street would be a minimum width of 15' and the sidewalks along the other two residential buildings would be a minimum 12' wide. A secondary one-way loop road would service the western residential building, accommodating one lane of traffic and street parking on one side.

## **Upland of Pier 1**

A mixed use hotel and residential development is proposed for the Pier 1 upland area on the site of the existing Cold Storage Warehouse buildings. The site would accommodate a mix of development, including restaurant, residential and hotel. The hotel would include meeting rooms, spa and café/restaurant uses. The residential and hotel uses would be located in two buildings, one of approximately 55 feet and one of approximately 100 feet in height. The hotel/residential complex could include up to 300 parking spaces. The restaurant/café uses would be approximately 17,500 square feet. . The residential use could range between 150 and 180 units and the hotel could range between 170 and 225 rooms. The number of hotel rooms would decrease as the number of residential units increased and vice versa. However, the maximum limit for the site is a combination of 225 hotel rooms and 150 residential units or 170 hotel rooms and 180 residential units.

This development would be serviced by two turnarounds, one located at the northernmost end of the development and the other located in between the two buildings proposed for this area. Both turnarounds would intersect Furman Street. A landscape buffer would separate the hotel/residential portion from the park and also partially bury the below-grade parking structure. Ample sidewalks and street tree planting would be provided along all sides of the hotel providing a gracious circulation area for access to the hotel, residential building and public uses. Safe crosswalks will be established at all connections from the site to the park promenade and the bikeway will be planned to minimize conflicts with pedestrians.

## **Interbridge Area**

Under the proposed Project, the Civil-War era Empire Stores warehouses, which have been vacant for 50 years, would be rehabilitated and adapted for reuse with a mix of commercial and retail uses. The former warehouses would be rehabilitated to contain a mix of commercial, retail, and office uses that will complement the unique character of this industrial waterfront structure. Approximately 398,760 square feet of space would be provided by this development.

The warehouses would be serviced on Water Street, and due to the limited width between the building and water's edge, a pedestrian walkway with a minimum width of 20' will be placed along the water side of the façade.

## **North of the Manhattan Bridge**

A new residential building at 1-11 John Street is to be developed. It may contain ground floor retail and would provide up to 110 parking spaces. The new building would be approximately 170 feet in height and contain up to 130 units.

To improve circulation and allow safe and ample access to the proposed development site, sidewalks would be extended from upland city streets to Pearl Street and John Street

along the proposed development site. The minimum width of the sidewalks would be 9 feet along Pearl Street and 8 feet along John Street. To the extent possible, glazing and lighting will be provided along the John Street frontage of the development site to activate the street frontage. This residential building would be separated from the park circulation system on the water side by a landscape buffer zone.

### **OVERRIDE OF LOCAL REQUIREMENTS**

The Project site is currently zoned M2-1 and M3-1. In furtherance of the Project, ESDC and BBPDC expect to exercise statutory authority to override local zoning requirements that are applicable to the Project site. Specifically, in order to facilitate the full range of development outlined in the General Project Plan, zoning shall be overridden.

In order to facilitate park use, ESDC and BBPDC also expect to override City requirements regarding the City Map for streets, or portions thereof, within the Project site. Those streets include: a portion of Washington Street, a portion of New Dock Street, a portion of Montague Street, a portion of Joralemon Street; and a portion of Atlantic Avenue. Title to the streets will remain with the City and these areas will not be utilized for commercial development.

Therefore, pursuant to this override, the Project would be developed and constructed in accordance with the Project description set forth in the General Project Plan and the uses described in the General Project Plan would be allowed.

Absent exercise of this override power, the City would need to comply with ULURP to rezone the Project site, a time consuming process that would not permit the Project to proceed based on the existing schedule and would delay the realization of the public benefits associated with the Project. In view of the extensive public hearings and community input which heretofore occurred in connection with the Project, there would be no benefit to conducting additional ULURP hearings.

### **CONSTRUCTION SCHEDULE AND FINANCING**

It is currently anticipated that construction will commence in 2007, with completion of the proposed Project by 2012. The phasing of the Project will be such that construction of the park will either precede, or proceed in tandem with, the development program.

A process will be undertaken to identify the most appropriate structure for the management of the Project.

The total public construction cost for the proposed Project is currently estimated at approximately \$130 million dollars. Additional private investment is also anticipated. Public funding would be provided by a number of sources, including New York State, New York City, and the Port Authority. Funds to maintain and operate the park are expected to be covered by revenues generated by development in the Project area.

## **AFFIRMATIVE ACTION**

ESDC's non-discrimination and affirmative action policies will apply. There is a 20% Minority/Women-owned Business Enterprise contractor and/or subcontractor participation goal during the development of this project, and an overall goal of 25% minority and female workforce participation during construction.

## **PUBLIC APPROVAL AND ENVIRONMENTAL REVIEW PROCESS**

### ENVIRONMENTAL REVIEW

ESDC acting as the lead agency under the New York State Environmental Quality Review Act and the implementing regulations of the New York State Department of Environmental Conservation (collectively, "SEQRA") conducted an environmental review for the Project. A Final Environmental Impact Statement has been prepared under direction by the lead agency, and SEQRA Findings have been adopted by the ESDC Board of Directors. The modification of the GPP does not change the Project in any way and does not affect the conclusions and determinations represented in the FEIS and the SEQRA Findings, therefore, no additional environmental review is required for this modification.

### GENERAL PROJECT PLAN REVIEW

ESDC and BBPDC, in conformance with the requirements of the UDC Act, held a duly noticed public hearing on the proposed General Project Plan on September 19, 2005 at which oral and written comments were received from the general public. Further written comments were accepted through November 2, 2005. Based on those comments the General Project Plan has been modified with respect to the proposed development on Pier 6.

### OTHER APPROVALS

Other approvals required for implementation of the General Project Plan would include: approvals, authorizations, and proceedings in connection with assembling parcels owned by the State of New York, the City of New York, the Port Authority of New York and New Jersey, and private sector entities; authorization to conduct in-water construction activities under Articles 15 and 25 of the Environmental Conservation Law by the New York State Department of Environmental Conservation; coastal zone certification by the New York State Department of State; and federal permits from the United States of America Corp of Engineers under Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act.

Construction of all buildings and improvements in the Project will be done in conformance with the New York City Building Code.



## **ATTACHMENTS**

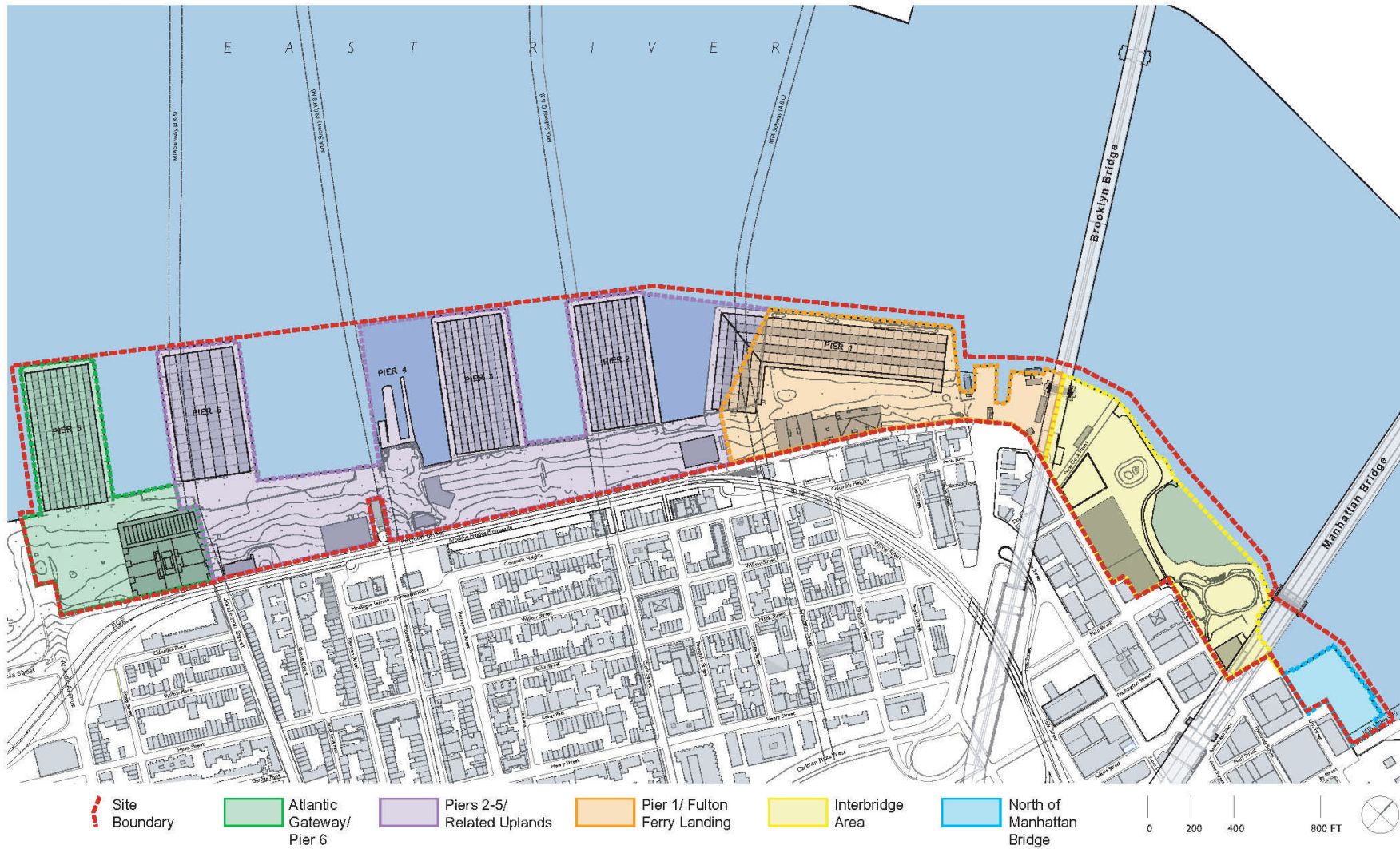
Exhibit A – Site Map

**EXHIBIT A**

**SITE MAP**

# Brooklyn Bridge Park

## Site Map



Brooklyn Bridge Park Development Corporation  
 13 July 2005