CHAPTER 9: URBAN DESIGN AND VISUAL RESOURCES

9.1 Overview

This chapter examines the potential effects of the Proposed Action upon the urban design and visual resources of the study area. This evaluation follows analysis guidelines established in 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 analysis concludes that the Proposed Action would not result in any significant adverse impacts to urban design and visual resources.

9.2 Methodology

Building bulk, use, and type; building arrangements; block form and street pattern; streetscape elements; street hierarchy; natural features; views and vistas such as views of the waterfront, public parks and landmark structures or districts are all features to be addressed in this analysis.

The study area is a one quarter-mile area surrounding the Project Area. The Project Area is defined as the Homeport Site and the properties west of Front Street. The definition of the study area reflects the boundaries of the area that would most likely be affected by the construction and operation of the Proposed Action with respect to urban design and visual resources. The study area captures much of the Stapleton neighborhood to the west, north and south of the Project Area. (See Chapter 1, "Project Description").

9.3 Existing Conditions

9.3.1 Project Area

Urban Design

In the early 1990s, the approximately 35-acre Homeport Site was constructed in order to provide berthing and support services for a small fleet of naval vessels. In the intervening years, the Navy's use of the Site was significantly scaled back, and today Navy activity is limited to the USS The Sullivans Pier. The general building design and layout of the Homeport Site is predominantly utilitarian, reflecting its use as a Navy Homeport. The general layout of the Homeport Site is demarcated in Figure 8-4 (see Chapter 8, "Neighborhood Character"), and the location of buildings is notated. In general, the buildings are boxy low-rise buildings with metal and masonry exteriors and adjacent at-grade parking.

The buildings on the Homeport Site total more than 60,000 square feet of office space and 200,000 square feet of industrial/warehouse space. The Homeport Site is currently zoned M3-1 and M2-1. Largely built as a warehousing complex, the buildings front an internal street that runs parallel to the shoreline. As shown in Figure 8-3 of the previous chapter, an industrial aesthetic dominates the Site both in the design of the buildings and the layout of the overall Site. The current built FAR of the Site is less than 0.5.

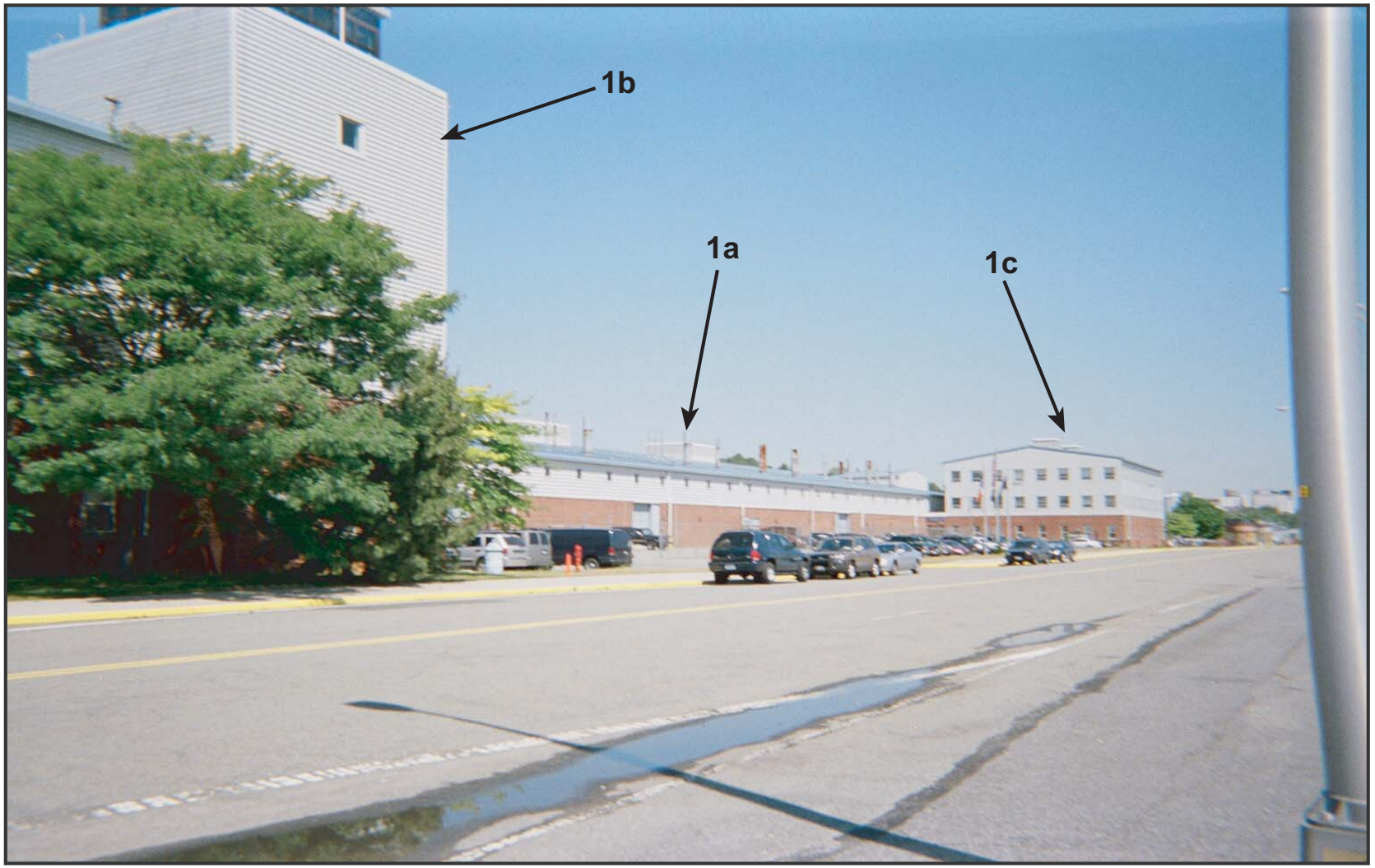
While some variation exists from building to building, the overall impression of the Homeport Site architecture is utilitarian in nature. As seen in Figure 9-1, building 1a is approximately 20 feet high with a gently sloping roof and is used as a warehouse; it has vent pipes protruding above the roof line along both its eastern and western front. Building 1b is approximately three stories tall and is used for office space. Building 1c is approximately 35 feet in height with a gently sloping roof. This building is square and it has a "glass box" on top, a reflection of its prior naval use. The building has no articulation or setbacks along its façade and is used as office space. The central buildings 1a, 1b and 1c represent the architectural style of the Homeport Site.

The original purpose of the Site as a naval base is evident in the current building arrangement. Predominately aligned in linear fashion, and parallel to the waterfront, the current Homeport Site buildings are positioned in relationship with the waterfront and the existing pier. The buildings are detached structures, except for the Building 1 complex, which is semi-attached. The buildings have surrounding parking, and a chain-link fence delineates the property boundary of the Site. Little, if any, design relationship exists with the Stapleton neighborhood, and many Homeport buildings face the Upper New York Bay, away from the Stapleton community. Designed explicitly to service navy ships, the current Homeport Site appears out of context within the larger urban fabric of Stapleton proper. This incongruent presence is furthered by the "superblock" scale of the Site. Specifically, the parcel dimension itself is approximately 35 acres, by far much larger than any other parcel in the immediate neighborhood, and it lacks any public streets within the Site. The only public street bordering the Homeport Site is Front Street.

Interspersed throughout the property are a series of internal private roads. These internal roads traverse north-south on both the eastern and western side of the Homeport buildings, and they further the notion of a "superblock" structure at odds with its immediate neighborhood context.

In keeping with its utilitarian purpose, private streets and internal parking system, the Homeport Site features little variety in streetscape elements. Some grass landscaping isolated near its northern perimeter; a few trees are interspersed among the internal roads and buildings; and a prominent chain-link fence encompasses the property. No street furniture can be seen from Front Street. This lack of distinction in streetscape elements furthers the predominant notion that this industrial campus stands apart from the more varied design of the Stapleton neighborhood.

Across Front Street to the west of the Homeport Site are a series of industrial and commercial buildings. The majority of buildings in this area, bounded by Wave and Thompson Streets, are manufacturing and automotive repair related, with steeped roofs and garage door openings onto Front Street. The buildings in this area range in height, with the tallest rising approximately 25 feet, plus one communication tower, which is considerably taller. The built FAR of buildings range from 0.07 to 0.87. As seen in Figure 8-5 of the previous chapter, the buildings are one to three stories in height and are equally setback in a row. Some of the properties are vacant or being used as parking or



Building 1 Complex

New York City Economic Development Corporation

New Stapleton Waterfront
Development Plan FEIS

Homeport Site

The Louis Berger Group, Inc.

Figure 9-1

storage as seen in Figure 8-14. They are predominately brick and mortar structures, with a mix of metal and wood rooftops.

The predominant arrangement of buildings West of Front Street is semi-attached. Many buildings possess side entrances and driveways, and the lot coverage and layout of the structures vary. Even in light of this variability, the pervading street alignment of buildings facing east toward Front Street—the main north-south arterial between the Homeport Site and Front Street—delivers a sense of uniformity to this industrial stretch of Stapleton.

The block structures between Wave and Thompson are rectangular in shape, formed by Wave, Prospect, Water, Canal and Thompson Streets intersecting with Front Street at right angles. East of the SIR, these intersecting streets—Wave, Prospect, Water, Canal and Thompson Streets—allow interesting street views in an easterly direction toward the waterfront, and in a westerly direction toward Stapleton proper. Front Street is oriented north/south and, while straight in the area between Wave and Thompson Streets, it curves considerably as it approaches Hannah Street in the north, and Bay Street in the south.

Along these corridors, and throughout the area west of Front Street, little vegetation or landscaping is evident other than weeds, grasses and small bushes surrounding street fixtures such as utility poles and dilapidated fences. Installed along the length of these corridors are paved but crumbling sidewalks. Largely at-grade with Front Street, these sidewalks lack defined edges, are in poor condition, and in places are very narrow. Northwest of the Front/Wave Street intersection, and southwest of the Front/Thompson Street intersection, are two vacant parcels featuring scattered groups of shrubs and trees.

Visual Resources

Like its streetscape elements, the Homeport Site features few noteworthy natural or landscaped features, except for its one major asset: immediate proximity to the Upper New York Bay. However, the lack of public accessibility and distinct places to enjoy this bay vista lessens the experience. Looking toward the northeast, the waterfront views between buildings and the Manhattan skyline are impressive, as are those to the south of the Verrazano-Narrows Bridge. This waterfront asset is a positive, major contribution to the urban design and visual character of both the Homeport Site and of the Stapleton neighborhood, generally.

The Upper New York Bay also is the major visual resource in the Project Area west of Front Street. There are viewing opportunities toward the bay and points beyond from this area. From certain vantage points one can see Brooklyn, lower Manhattan and the Verrazano-Narrows Bridge.

9.3.2 Northern and Southern Boundaries of Study Area

Urban Design

To the immediate north and south of the Project Area, two distinct subareas add to the variety of design within the neighborhood. Typical building heights are 25 feet or less, and built FAR is relatively low, often under 2.0. Zoning in these areas include M3-1, C4-

2 and R3-2. First, at the northern perimeter, the Homeport Site parcel gives way to a series of small parcels, buildings and streets bounded by Hannah Street to the north. Here the vacant expanse of the Homeport Site terminates abruptly in a collection of land use ranging from waterfront activity to support facilities for the SIR line which is oriented north to south. Vegetation found here includes a dense array of unkempt bushes, small trees and weedy growths interspersed with dilapidated chain-link fences.

On Bay Street, in the area of Hannah Street, are several service stations and auto body shops. Wide curb cuts and concrete platforms line both street and parcels. As seen in Figure 8-9 of Chapter 8, "Neighborhood Character," fast food, gas, car repair establishments and their attendant advertisements dominate the visual landscape. Buildings are arranged as much as possible to take advantage of Bay Street corridor traffic patterns and are architecturally undistinguished. There is little uniformity or continuity in architectural style and little respect for street walls, setbacks and landscaping.

Further challenging in this northern area are the irregular blocks and street patterns. Local streets begin and end sharply; parking lot entrances abut the Bay Street artery. These combined factors contribute to vehicular traffic congestion. Coupled with this challenging street pattern, excessive signage creates a visually congested corridor.

An all-together different design and visual sensibility can be found at the southern boundary of the study area. Located here are an abundance of landscaping features, attractive street patterns, block forms and exemplary building designs and forms. A prominent design feature of this area is the Bayley Seton Hospital, a Greek Revival building. This building is the central focus of a medical campus that features gardens, lawns and an attractive brick and steel perimeter fence. This campus also features a historic structure, the Seaman's Retreat built in 1831, which is a precursor to the current hospital, and served as an early New York City hospital devoted to the care of retired sailors.

As seen is Figure 8-18 of the previous chapter, this medical campus is distinguished both in its design quality and its relationship with its neighborhood context. Set back from its perimeter streets, the campus offers attractive visual corridors and vistas, and differs from the urban fabric of Stapleton.

A prominent residential area is situated near the Hospital complex, bounded by curving, as well as rectangular streets. As seen in Figure 8-19, detached, single family housing is predominant, set back attractively from the street. The design quality and craftsmanship of these residential buildings is exemplary.

Although few impediments interrupt this southern stretch of the Stapleton neighborhood, current 'market driven' development is encroaching on the neighborhood's design cohesion. In this case, single-family detached housing is being replaced by uncharacteristically dense, condominium style housing that is clearly incongruent with

existing housing. These interruptions are a significant challenge to the overall design and visual resources of this southern section of the study area.

Visual Resources

There are no important views or scenic vistas located at the northern or southern boundary of the study area. Some areas allow a view of the Upper New York Bay or the Verrazano-Narrows Bridge, but much better views are found along Front Street and elsewhere.

9.3.3 Bay Street Corridor

Urban Design

Heading north from the southern perimeter of the study area, the central corridor of Bay Street helps define the Stapleton neighborhood. This area is bound generally by Grant Street to the north and the extension of Harrison Street to the south. This area includes many historic and architecturally significant commercial buildings. Just west of Bay Street, Van Duzer Street exhibits mid-nineteenth century residences which are excellent examples of Staten Island vernacular construction, a combination of Dutch Colonial and Greek Revival styles.

The predominant building arrangement throughout the central Bay Street corridor is determined by structures built to the street line without setbacks. There is a consistent street wall particularly on the west side of Bay Street and fairly uniform building heights. At approximately six stories, the Paramount Theatre, with its orange brick facade, is an exception. A few buildings are detached with small parking lots and driveways, but many immediately abut their neighbors—as seen in Figure 8-15 of the previous chapter—creating attractive sight lines at the street level.

The layout and general street patterns along the central corridor feature well designed mixtures of rectangular blocks and curving streets. The resulting street views are coherent and attractive. The visual breaks formed by the crossing of Wave, Prospect, Water, Canal and Thompson Streets to the east are spaced evenly, creating a pleasing visual rhythm moving both north and south along Bay Street.

To accent this visual rhythm, some streetscape elements are evident in the form of planters, fire hydrants, bus stops, traffic signs and trash cans. In contrast to the dilapidated nature of many elements found elsewhere in the project and study areas, these elements are in sound condition. Their presence helps define the Tappen Park area as the focal point of the Stapleton neighborhood.

Visual Resources

There are no important view sheds or scenic vistas along the Bay Street Corridor, and there are no significant visual resources. The views along Bay Street both north and south in this area take on a main street appearance. The main visual attraction is the architecture and the presence of Tappen Park near the Canal Street intersection.

9.3.4 Tappen Park Area

Urban Design

Bounded by Water, Bay and Canal Streets, Tappen Park constitutes approximately 1.77 acres of open space. Within the formally designed park, London planetrees and sugar maples are found interspersed among grassy areas and sidewalk paths. Street furniture located throughout the park includes a gazebo, benches, lightning and ornamental brickwork.

As seen in Figures 8-7 and 8-8 of the previous chapter, buildings that line the park on Wright, Water and Canal Streets are typically narrow with retail spaces on the bottom floors, and residential above. These buildings are semi-detached, with little space between parcels. The western portion of the park is identified as Tappen Park Square, a park area surrounded by architecturally unique and historically significant structures. Located at the intersection of Wright and Canal Streets within Tappen Park, Edgewater Village Hall—Staten Island's only remaining village hall—is housed in a red brick Romanesque Revival building that dates back to the 19th century. Diagonally across Canal Street is the historic Stapleton public library. At the intersection of Beach and Water Streets across from Tappen Park, the classically domed Staten Island Savings Bank with a twin-columned entrance is another architecturally distinct building that compliments the unique, town center ambiance of by Tappen Park Square.

Visual Resources

There are no important view sheds or scenic vistas in the Tappen Park area. Edgewater Village Hall is an historic structure located within the park that lends a significant visual presence. Visually Tappen Park has the look of a classic town square. It is landscaped, and surrounded on all sides with commercial buildings with a central village hall. When looking east along Canal Street from the parks eastern edge one can sense the openness of the water and as one proceeds east on Canal Street the Homeport Site and a glimpse waterfront comes into view. The presence of the SIR elevated structure predominates this view. The views along Bay Street both north and south in this region take on a main street appearance.

9.4 No Build Condition

Under the No Build Condition, there are four known projects under construction or being planned in the study area. In Chapter 2, "Analytical Framework," Figure 2-1 illustrates the location of projects one through four. There are three distinct areas where this development occurs: one to the north of the Project Area featuring two known projects; one significant project west of the Project Area and one project south of the Project Area. Absent the Proposed Action, it is anticipated that the study area will change according to the anticipated developments discussed below. While the anticipated developments in themselves do not constitute significant urban design impacts for the Stapleton neighborhood, the demolition of the Homeport Site will be a major change in the No Build Condition in 2015.

9.4.1 Project Area

Urban Design

In the No Build Condition it is assumed that the Homeport Site would be vacant. The current buildings on the Homeport Site would be vacated and razed. This alteration would significantly affect both urban design and visual resources in both the Project Area and study area. While the street pattern surrounding the Homeport Site would not be altered significantly, the current network of internal streets would be removed. All current streetscape and landscape elements would be removed. This would change the urban design character of the area from its current condition to an empty lot.

No significant changes in urban design or visual resources would occur for the Project Area west of Front Street in the No Build Condition. No development is anticipated and features such as landscaping, lighting or open space would not be added or enhanced. The area would be essentially as it is today. One exception is the views through the vacated Homeport Site to the waterfront, bridge, Brooklyn, etc.

Visual Resources

Under the No Build Condition, Homeport Site buildings would be demolished. Views to the water, the Manhattan skyline, Brooklyn, the Verrazano-Narrows Bridge, etc. would be opened up (assuming a fence is installed that does not block views), allowing essentially a full panorama. There would be no visual amenities such as open space, landscaping, lighting. However, the context in which views would be available would be uninviting.

There would be no change in visual resources in the No Build Condition for the Project Area west of Front Street, between Thompson and Wave Street.

9.4.2 Northern and Southern Boundaries of Study Area

Urban Design

North of the Project Area, located at the intersection of Victory Boulevard and Bay Street, the first project, known as The Point, is a mid-rise development with a build year of 2007 that features 58 residential units, ground-floor retail and accessory below-grade parking. It will not significantly impact the current block form or street pattern, remaining within the boundary of the current block.

Located southeast of The Point on the waterfront, the dilapidated Pier 7 is expected to be reconstructed to include open and covered storage, a covered dock and berth as well as parking. This reconstruction will accommodate NYCDOT and FDNY uses now located temporarily at the Homeport Site. Generally, the reconstruction will deliver a working pier of utilitarian design. As a reconstruction, it will not alter the block form or street pattern in the immediate vicinity of its location just south of the Hannah Street and Murray Hulbert Avenue intersection.

To the south of the Project Area, one redevelopment project is planned to include 94,000 square feet of office space and 19,677 square feet of retail space with 314 parking spaces.

The redevelopment would feature a new building on the north end of the parcel with retail reuse of a small existing building. Most of the lot will be utilized by the new and existing mid-rise buildings of the project, except for parking and landscaping. No block form or street patterns are likely to be altered by this redevelopment project.

Visual Resources
The development of The Point would change the look of the immediate area, but would not significantly alter important view sheds or scenic vistas. The development of Pier 7 would change the visual character in the area where it will be developed. It would alter views both to and from the water. Pier 7 would function as a commercial working pier, and would be located near large commercial piers used by Miller's Launch.

9.4.3 Bay Street Corridor

Urban Design
West of the Project Area between Prospect and Cross Streets on Bay Street, a large municipal parking lot and adjacent Citibank lot are scheduled for redevelopment as a city-sponsored (HPD) development. 160 residential units, 14,200 square feet of ground-floor retail including a replacement for Citibank, and parking spaces will be developed. The mid-rise building will cover most of the two lots, except for parking and landscaping, and the building is proposed to be built to the street line without setbacks. No block form or street pattern alteration is proposed.

Visual Resources
The proposed development on the municipal lot and neighboring site would change the streetscape along Bay Street from the existing condition. According to preliminary designs, the proposed mixed-use development would be four to five stories in height and would be built to the street line along Bay Street. The design would be consistent with the existing built environment. There would be no change in important view sheds or scenic vistas resulting from this project.

9.4.4 Tappen Park Area

Urban Design
No known changes would occur to the urban design or visual character of the Tappen Park Area in the No Build Condition in 2015.

Visual Resources
There would be no known changes in visual resources in the Tappen Park area in the No Build Condition.

9.5 Build Condition

The Proposed Action would result in several changes to design aspects of the Project Area. Two documents will provide design control and guidance. The first is the Special Stapleton Waterfront District (SSWD) where the Project Area will receive a new contextual zoning designation that will control building placement and form. Factors such as height, set back, street walls, landscaping and placement of parking would be

controlled to ensure uniform massing and building arrangement. The second document, the New Stapleton Waterfront Development Design Guidelines, provides design controls that support the goals of the SSWD. These design guidelines would encourage a "working waterfront" theme wherein the predominant historic use of the Stapleton waterfront will be evoked through new design principles. Further, the use of green technologies, walls and facades, site screening and exterior lighting and signage will be addressed in the design guidelines.

9.5.1 Project Area

Urban Design

To respect the character of Stapleton, limits of 50 feet height with a 15-foot setback at 40 feet would be established for most buildings. Throughout the SSWD, specifications for building scale, massing and setbacks reflect many characteristics of the Stapleton neighborhood, creating consistency between the waterfront development and its upland Stapleton neighborhood. An exception to the height limit and setback would be made for the proposed Sports Complex on the "B-2" parcel, which could require a dome and therefore has a height/street wall limit of 60 feet and no setback requirement.

Guided by the SSWD and the design guidelines, the Proposed Action would be a significant enhancement of natural features, street patterns and block shapes, streetscape and building uses, shapes and forms.

According to the design guidelines, changes in terms of water's edge treatments, street patterns and block shapes will occur on the Homeport Site under the Proposed Action. Overwhelmingly these changes would be an enhancement over both the current and No Build conditions. The prominent waterfront location of the Homeport Site in the Build Condition becomes a major, publicly-accessible open space. In the Build Condition, the design guidelines call for openness to the waterfront edge, with simple warehouse-type shed buildings containing large scale and small scale openings, and composed of a basic set of materials. The FAR for each parcel would vary and would be in the range of 2.0.

In support of the Build Condition's guiding design thematic of a "working waterfront", the current Homeport Site internal street network will be aligned with the existing street network, creating visual corridors, connectors and public access to the waterfront.

The general scale and massing of the buildings that could be developed west of Front Street would be consistent with those on the redeveloped Homeport Site and within the Stapleton neighborhood. The new zoning district created for the area would allow a mixture of residential and retail uses. Building heights would be limited to 50 feet and the allowable FAR would be 2.0 above the retail space. Through design specifications for windows, doors, materials and colors, the larger "working waterfront" theme would be reinforced throughout the properties West of Front Street and the Homeport Site.

In keeping with newly created open spaces at the waterfront and through the Project Area, wall, fence, vegetation and earth berm screen specifications are addressed by the

SSWD. These guidelines seek to establish a unified streetscape experience that is linked to the working waterfront and sustainable design principles.

Additionally, special parking regulations and curb cut limitations within new zoning provisions maintain consistency with the Build Condition's urban form. Curb cuts would be restricted on Front Street; each group parking facility is limited to one curb cut; and maximum widths of cuts and minimum distance between cuts are detailed. Further, the new zoning district would require off-street parking spaces to be limited to side-lot ribbons and rear yards.

Visual Resources

The Proposed Action would feature a publicly-accessible waterfront esplanade that would traverse the length of the Homeport Site at the water's edge. This esplanade would deliver new community space as well as open space at the waterfront. In the Build Condition, the waterfront views are substantially improved. Absent under Existing Conditions, public access to the waterfront would be allowed and open space that features seating, activity nodes, retail activity and various recreational opportunities will be developed near the water to take advantage of the significant viewing resources. Views will be enhanced significantly to the waterfront, Brooklyn, the Verrazano-Narrows Bridge and the Manhattan skyline.

The predominant visual resource in the area west of Front Street is the waterfront and the views of the Manhattan skyline, Brooklyn and the Verrazano-Narrows Bridge through the Homeport Site. With the proposed esplanade and central open spaces at the waterfront, the currently inaccessible Homeport Site would present viewing opportunities and be opened to pedestrians. The Proposed Action would create significant enhancements in streetscape elements west of Front Street that support the visual resources of the Project Area. Pedestrian walkways would be provided between the public areas and the development parcels, and walkways on development parcels would connect with public walkways at building entrances and parking areas.

In addition, the proposed reconstruction of Front Street would provide for new streetscaping and pedestrian improvements between Hannah Street to the north and Bay Street to the south. Streetscape improvements on Thompson, Canal, Water, Prospect and Wave Streets would also improve the pedestrian environment and create a visual connection between Bay Street and the Homeport development.

9.5.2 Northern and Southern Boundaries of Study Area

Urban Design

The Proposed Action would realign Front Street to the north and south but would have no direct affect on the Northern and Southern boundaries of the urban design study area. The geometry of the roadway would change, and sidewalks, street lighting and plantings would be provided. As discussed in Section 9.3.3 above the urban design character at the northern and southern boundaries of the study area differ from the Bay Street Corridor and the Tappen Park area. Urban design in these areas would not be directly affected by the Proposed Action and the indirect effects would be limited, and not significant.

Visual Resources
Unlike Front Street and the Homeport Site, however, the northern and southern subareas will not be significantly impacted by the Proposed Action in terms of visual resources. They do not share current view corridors with the Homeport Site.

9.5.3 Bay Street Corridor

Urban Design
The urban design elements in the Bay Street corridor would not be directly affected by the Proposed Action. The streets leading from Bay Street to Front Street and the waterfront would be redeveloped with buildings whose design would be governed by the SSWD. The SSWD was developed to respect urban design features found in the Bay Street Corridor such as street walls, building heights, and setbacks. Thus, the Proposed Action would not have a significant adverse impact on urban design in the Bay Street Corridor.

Visual Resources
Views within the SSWD and from Bay Street would significantly change with new building alignments, massing, and street walls. Through the SSWD, view corridors and open space would be created throughout the Project Area. Proposed buildings would not present a significant challenge to waterfront views from upland Stapleton. The streets leading from Bay Street to the water Project Area from the Bay Street Corridor from Wave Street to Thompson Street would be more attractive and inviting to neighborhood residents and pedestrians. They would have design continuity and enhance visual appeal. Overall, the new buildings and site design of the Proposed Action would significantly enhance visual resources in the neighborhood in the Build Condition.

9.5.4 Tappen Park Area

Urban Design
The Proposed Action would not directly affect the urban design character of the Tappen Park area. The Proposed Action would link the Tappen Park area with the waterfront, and improve the quality of urban design in the area through the design controls found in the SSWD. Canal Street would be redeveloped, landscaped and signed in a manner that would be consistent with its function as the main pedestrian and vehicular gateway to the waterfront. The buildings developed as a result of the Proposed Action would have urban design features consistent with the Tappen Park area such as scale, massing, building height, street walls and landscaping.

Visual Resources
Along the Bay Street Corridor and especially near Tappen Park, the visual resources would be significantly enhanced by the Proposed Action. As the current view corridors running toward the waterfront along Canal and Thompson Streets are blocked by the Homeport Site, the new SSWD would create openings and corridors where none currently exist. By creating these upland linkages in terms of views of the waterfront from Bay Street, the Proposed Action would reconnect the Stapleton neighborhood to the

waterfront and provide a significant visual resource enhancement for the Bay Street corridor.

9.6 Conclusion

By revitalizing the Stapleton waterfront, the Proposed Action will significantly enhance the design and visual resources of both the Project and study areas. Nearly all design and visual resources will be enhanced by the Proposed Action, with the opening of view corridors and development of new buildings that are contextualized with both the waterfront and Stapleton neighborhood. The Proposed Action would encourage development that would compliment the existing built environment of Stapleton. In addition to the creation of a new esplanade along the waterfront, the reconstruction of Front Street and neighboring streets would enhance the urban design and pedestrian experience while also reconnecting the Homeport Site with the Stapleton community.

Finally, the visual resources of the Proposed Action would be significantly enhanced both in the Project Area and throughout the study area. Currently blocked view corridors would be opened, creating impressive views toward the bay, reconnecting the neighborhood with its historic waterfront. Further, public access to the waterfront will be provided by the Proposed Action, replacing the inaccessible conditions currently on the Homeport Site. The walk from Bay Street to the waterfront will be more aesthetic and inviting over its current unappealing condition. Through the establishment of the SSWD and design guidelines, the Proposed Action will reconnect the Stapleton neighborhood to its historic waterfront, creating a unified design and visual resource experience.