

THE CITY OF NEW YORK
HOUSING AND DEVELOPMENT ADMINISTRATION
DEPARTMENT OF DEVELOPMENT

BROOKLYN BRIDGE SOUTHEAST

(MANHATTAN LANDING)

URBAN RENEWAL PROJECT

URBAN RENEWAL PLAN
October 23, 1968

FIRST AMENDED URBAN RENEWAL PLAN
May 25, 1970

SECOND AMENDED URBAN RENEWAL PLAN
April 11, 1972

THIRD AMENDED URBAN RENEWAL PLAN
OCTOBER 12, 1973

SUPERSEDED

Date

1-25-79

BROOKLYN BRIDGE SOUTHEAST URBAN RENEWAL PLAN

HOUSING AND DEVELOPMENT ADMINISTRATION

THE CITY OF NEW YORK

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MAPS ATTACHED TO PLAN

MAP I	Project Boundary Map (Dated October 12, 1973)
MAP II	Land Use Plan (Dated October 12, 1973)
MAP III	Internal Roadway Plan (Dated October 12, 1973)

SECTION II. DESCRIPTION OF PROJECT

A. Boundaries of the Urban Renewal Area

The boundaries of the urban renewal area (the "project area") are as shown on the attached Map I, entitled "Project Boundary Map", dated April 11, 1972, and are described in the attached Exhibit "A", entitled Boundary Description".

B. Urban Renewal Plan Objectives

The overall objective of this Urban Renewal Plan is the development within the project area of a viable community, consisting of residential, commercial, public, cultural and regional recreational facilities, consistent with the developmental strategy initially set forth in The Lower Manhattan Plan in 1966 as applied to contemporary conditions:

1. The removal or rehabilitation of substandard, insanitary and obsolete structures, evidenced by obsolete building types containing warehousing, manufacturing and other commercial activities, obsolete market structures, non-fireproof construction, inadequate maintenance and vacant or partially vacant and "boarded up" buildings.
2. The elimination of blighting influences and the general character of obsolescence from the project area, such as existing obsolete piers, lack of off-street loading and parking facilities, physical and psychological barriers preventing public utilization of the East River waterfront.
3. The elimination of impediments to land disposition and redevelopment, especially a narrow, irregular and inefficient street pattern and obsolete platting for contemporary development.
4. The establishment of land use patterns consistent with the Lower Manhattan Plan's objectives and conducive to the creation of an enhanced living environment.

5. The restoration and preservation of buildings and ships and the development of related facilities which form an environmental museum documenting the role played by New York City's seaport in the development of the city, state and nation (such museum and related cultural, recreational and commercial development being herein referred to as the "South Street Seaport").
6. The restoration and preservation of buildings of historical and architectural distinction.
7. The creation of a circulation system which separates pedestrian and vehicular movement.
8. The full utilization for residential, commercial and community development of the project area's land and land under water extending to the pier-head line in the East River which now is characterized by decay and nonuse.
9. The provision of necessary retail and community space for existing residents of Lower Manhattan as well as for the new waterfront community.
10. The integration of the planned community in the project area with Lower Manhattan's existing neighboring residential communities to the north and west and its commercial developments to the west.
11. The establishment of a public transportation network consisting of the Water Street Subway, a peripheral public transportation system and public pedestrian connections from existing and planned development to such subway and peripheral systems.
12. The achievement of a high quality of urban design and architecture which fulfills the needs of the individuals who live and work in Lower Manhattan.

C. Types of Proposed Renewal Actions

All real property or interests therein (and structures) in the project area, not presently owned by

the City or the United States of America, excepting the real property or interests therein (and structures thereon) marked "Q" and identified as Parcels 15 and 20 on the attached Map II, entitled "Land Use Plan", dated October 12, 1973, are subject to acquisition. Real property within the project area will be sold, leased or otherwise disposed of to redevelopers to be developed, preserved and restored or demolished and redeveloped for residential, commercial, public and semi-public uses, in a manner consistent with the objectives of this Plan. The street system in the Urban Renewal Area will be modified in accordance with the Plan's objectives. Such modification shall consist of street widenings, street closings, the vertical separation of pedestrian and vehicular movement by the construction of public pedestrianways over streets and along the waterfront and the creation of street precincts which are open for solely pedestrian use. The unused floor area ratio (i.e., air rights) from such closed streets shall be conveyed for development consistent with the provisions of this Plan. Proposed public improvements within the project area and immediate vicinity include the integration of the East River Drive Elevated Highway with the planned waterfront development, the construction of the Water Street Subway, the construction of a municipal parking garage, the provision of waterfront parks and pedestrianways and assistance in the development of the South Street Seaport. The Comprehensive Amendment to the Zoning Resolution of the City of New York, as amended to date, will be further amended to permit development in the project area consistent with this Plan (such Zoning Resolution as heretofore and hereafter amended is herein referred to as the "Zoning Resolution").

SECTION III. LAND USE PLAN

A. Land Use Map and Urban Design Concepts

Attached Map II, entitled "Land Use Plan", dated October 12, 1973, shows:

1. Existing thoroughfares and street rights-of-way; and
2. All existing land uses to be retained and new land uses to be established in the project area.

Urban design concepts are shown on the District Plan for the Special Manhattan Landing Development District, of the Zoning Resolution. The urban design concepts generally consist of:

1. The establishment of certain visual corridors within the project area; and
2. The provision of public pedestrianways and pedestrian bridges within the project area.

B. Land Use; Zoning and Urban Design Requirements

The controls set forth in this Urban Renewal Plan covering land use and zoning requirements, including permitted use of redevelopment parcels, maximum residential densities (maximum zoning rooms), and maximum commercial floor area, shall be as defined in the Zoning Resolution, except as expressly noted herein. Wherever both specific controls covering land use and zoning requirements in the Urban Renewal Plan and references to the Zoning Resolution are used, in cases of conflict, the more restrictive controls shall govern.

1. Permitted Land Uses

As shown on the attached Land Use Plan the following uses shall be permitted:

a. Residential

Residential uses shall include residential development as permitted in the Zoning Resolution with appurtenant commercial uses, recreational areas and community facilities and parking garages and areas.

b. Commercial

Commercial uses shall include commercial development as permitted in the Zoning Resolution.

c. Commercial-Residential

Commercial-Residential uses shall include commercial and/or residential development as permitted in the Zoning Resolution.

d. Commercial-Public

Commercial-Public uses shall include commercial development as permitted in the underlying mapped zoning districts which is compatible with the theme and concept of the South Street Seaport, and uses of public or semi-public nature such as parks, open space, institutional and accessory uses and other uses of a public nature.

e. Commercial-Residential-Public

Commercial-Residential-Public uses shall include commercial, residential, and/or public development as permitted in the Zoning Resolution which is compatible with the theme and concept of the South Street Seaport.

2. Additional Zoning Regulations, Controls or Restrictions

a. Additional Controls

Controls to cover residential and commercial floor area ratios shall be as set forth in Table 1 below:

This Table and the accompanying notes are the "Additional Controls" referred to in Section IIF-B-2-a of this Urban Renewal Plan and is an integral part of such Plan. All terms shall be as defined in the Zoning Resolution.

TABLE I

<u>Pacel Number</u>	<u>(a)</u>	<u>Permitted Uses</u>	<u>Zoning Districts</u>	<u>Maximum Floor Area Ratio</u>	<u>Maximum Commercial Floor Area Ratio</u>	<u>See notes on follow- ing pages</u>
1.	Commercial-Residential		*	*	*	(f)
2.	Commercial-Residential		*	*	*	
3.	Commercial-Residential- Public		*	*	*	(b)
4.	Commercial-Residential- Public		*	*	*	(b)
5.	Commercial-Residential- Public		*	*	*	
6.	Commercial-Residential- Public		*	*	*	(b), (c)
7.	Commercial-Residential- Public		*	*	*	(b), (c)
8.	Commercial		*	*	*	(f), (k)
9.	Commercial-Residential- Public		*	*	*	(b), (c), (d)
10.	Commercial-Public		*	*	*	(s), (h), (j)
11.	Commercial-Public		*	*	*	(s), (h)
12.	Commercial-Public		*	*	*	(h), (o), (s)

TABLE I (continued)

<u>Parcel Number</u>	<u>Permitted Uses</u>	<u>Zoning Districts</u>	<u>Maximum Floor Area Ratio</u>	<u>Maximum Commercial Floor Area Ratio</u>	<u>See notes on follow- ing pages</u>
13.	Commercial-Public	*	*	*	(n), (s)
13a.	Commercial-Public	*	*	*	(b), (h), (p), (s)
14.	Residential	*	*	*	(h), (i), (j), (k), (l), (m), (s)
15.	Commercial-Residential	*	*	*	(f), (g), (h), (j), (k), (l), (q), (s)
16.	Commercial-Residential	*	*	*	(g), (h), (j), (k), (l), (f), (s)
17.	Residential	*	*	*	(g), (h), (i), (j), (k), (l), (s)
18.	Residential	*	*	*	(g), (h), (i), (j), (k), (l), (s)
19.	Commercial-Residential	*	*	*	(d), (k), (n), (s)
20.	Commercial-Residential	*	*	*	(f), (i), (k), (q)
21.	Commercial-Residential	*	*	*	(d), (f), (k)
22.	Commercial-Public	*	*	*	(d), (r)

TABLE I (continued)

NOTES:

- * No restriction or control other than the requirements of the Zoning Resolution.
- (a) Parcels 1 through 22 are shown and numbered on Map II, Land Use Plan, dated October 12, 1973. The parcel boundary lines shown on such Plan are intended to provide an approximate indication of each redevelopment parcel.
- (b) The upper stories of structures acquired for preservation and restoration and structures constructed on such parcel may be developed for residential and commercial uses.
- (c) Because of the extensive preservation and restoration of existing structures of historic and architectural merit on such parcel and/or the construction of new structures thereon which shall foster the objectives of this Urban Renewal Plan, unused floor area ratio (i.e., air rights) from such parcel may be sold, leased or otherwise disposed of and redistributed to other specified receiving lots within the project area as set forth in the Special South Street Seaport District promulgated as an amendment to the Zoning Resolution in pursuance of this Plan's objectives.
- (d) Such parcel is the location of buildings, facades and structures designated as city landmarks by the New York City Landmark Commission. Redevelopment of such parcel shall be consistent with the preservation and restoration of such landmarks.
- (e) The boundaries of Parcels 10 and 11 may change if such changed location better serves the objectives of this Plan. Such change of location shall be treated as a minor change.
- (f) Unused floor area (i.e., air rights) attributed to and transferred from a granting lot and the closed streets referred to in Section IV-C of this Plan may be sold, leased or otherwise disposed of to the developer of a zoning lot on such parcel all as set forth in the Special South Street Seaport District promulgated as an amendment to the Zoning Resolution in pursuance of this Plan's objectives. Development which incorporates such transferred air rights shall proceed in a manner which conforms to the pedestrian circulation objectives of this Plan.
- (g) Such parcel shall provide visual corridors as provided in Section III-B-3-a of this Plan.

TABLE I (continued)

- (h) Such parcel shall provide pedestrianways as provided in Section III-B-3-b of this Plan.
- (i) Such parcel shall provide pedestrian bridges as provided in Section III-B-3-d.
- (j) Such parcel shall provide park and open space as provided in Section III-B-3-e.
- (k) Such parcel shall be developed in a manner consistent with the proposed public transportation network as provided in Section III-B-3-f.
- (l) Such parcel shall make provision for streets and service roads as provided in Section III-B-3-g.
- (m) Such parcel shall provide for a municipal parking garage with the residential development to be constructed thereon.
- (n) Revised zoning, building and urban design regulations, controls and restrictions shall be established upon the completion of a developmental feasibility study undertaken herewith.
- (o) Redevelopment of such parcel may include a hotel, oceanographic center and retail space which is compatible with the theme and concept of the South Street Seaport.
- (p) Such parcel shall be formed by the closing of a portion of South Street and marginal street under the East River Drive Elevated Highway and along the bulkhead line in the area marked on the Land Use Plan.
- (q) Such parcel (or interest therein) is not subject to acquisition but is otherwise subject to the controls of this Urban Renewal Plan as set forth herein.
- (r) Redevelopment of the area within the arches of the Brooklyn Bridge may be undertaken in a manner which is consistent with the objectives of this Urban Renewal Plan.
- (s) The parcel boundaries of such parcel may be shifted and the lot area of such parcel and adjacent parcels adjusted to reflect such shift if such actions better serve the objectives of this Plan. Such revised boundary lines shall be treated as a minor change.

2. Additional Zoning Regulations, Controls or Restrictions (continued)

b. Height and Setbacks; Yards

In all parcels, heights of buildings, minimum setbacks, and yards shall be in conformity with the requirements of the Zoning Resolution.

c. Treatment of Open Areas

All areas left open, including roof areas qualifying as open space, shall be suitably surfaced and/or landscaped. In addition, roof areas used as open space shall be suitably maintained and protected by fencing or other safeguards, as necessary, to protect use of such areas.

d. Off-Street Parking and Loading

Off-street parking spaces and off-street loading berths shall be provided for all uses as required by the Zoning Resolution.

e. Underground Utility Lines

Improvement of public and private utilities and placement of all utility lines underground, wherever feasible, is herein proposed.

3. Additional Urban Design Regulations, Controls or Restrictions

a. Visual Corridors

Redeveloped Parcels 16, 17 and 18 shall contain visual corridors in the vicinity of Broad Street, Coenties Slip and Old Slip, extending from the marginal street through such parcels. Each of the visual corridors shall

provide a substantially unobstructed view from the adjacent upland area to the East River and its approximate location is set forth in the District Plan for the Special Manhattan Landing Development District of the Zoning Resolution.

b. Pedestrianways

Redeveloped Parcels 10, 11, 12, 13 and/or 13a, 14, 15, 16, 17 and 18 shall contain a continuous pedestrianway extending approximately from Parcel 10 along the existing bulkhead line to the vicinity of existing Pier 18, thence an auxiliary pedestrianway will continue from such point along the length of such Pier 18 while the main pedestrianway continues along the wharf and quay to the vicinity of existing Pier 15, thence along the northern edge of Parcel 14 to the water's edge, then along such water's edge through Parcels 14, 15, 16, 17 and 18 to the southern boundary of Parcel 18, thence along such boundary to the intersection of South and Broad Streets. Redeveloped Parcel 16, and 17 and 18 shall also contain pedestrianways in the approximate location of the Old Slip and Coenties Slip scenic corridors. Such pedestrianways are set forth in the District Plan for the Special Manhattan Landing Development District of the Zoning Resolution.

c. South Street Seaport Pedestrian Precinct

As set forth in Section IV hereof, portions of Burling Slip between Front and South Streets, Fulton Street between Water and South Streets, Water Street between Fulton Street and Peck Slip, Peck Slip between Water and South Streets, South Street between Peck Slip and Burling Slip, and Front Street between Burling Slip and Peck Slip shall be closed and discontinued, subject to the reservation of certain street easements, for purposes of the development of the South Street Seaport. Upon the redevelopment of Parcels 6, 7, 8 and 9, 13 and 13a, but in no event later than April 1, 1976, the use of the area of such closed streets

abutting such parcels shall be limited to pedestrians and service vehicles. Such pedestrian precinct is set forth in the District Plan for the Special Manhattan Landing Development District of the Zoning Resolution.

d. Pedestrian Bridges

Redeveloped Parcels 14 or 20, 17 and 18 shall provide pedestrian bridges as follows:

- 1) Parcels 14 or 20--if the East River Drive Elevated Highway is brought to grade in front of a portion of Parcels 14 and 20, thence a pedestrian bridge connecting such parcels shall be provided. Such bridge shall form a connection in the continuous public transportation network described in Section III-B-3-f.
- 2) Parcel 17 shall provide a pedestrian bridge connecting such parcel with the 55 Water Street development.
- 3) Parcel 18 shall provide a pedestrian bridge connecting such parcel with an area in the vicinity of Broad Street.

e. Parks and Open Space

Redeveloped Parcels 17 and 18 shall extend Jeanette Park over the East River Drive Elevated Highway and along and across the common boundary of such parcels to the water's edge. Such extended park shall provide commodious access over such highway. Redeveloped Parcel 10 shall consist of a park to be used generally by the public with specific and active use by the students of the approved downtown commercial high school. Provision shall be made for open space areas adjacent to the pedestrianway extending along the water's edge of redeveloped Parcels 14, 15, 16, 17 and 18.

f. Provision for Public Transportation Network

Redeveloped Parcels 8, 20 and 21 shall provide for the connection of new development thereon with the Water Street Subway. Redeveloped

Parcels 14, 15, 16, 17, 18 and 19 shall provide a right-of-way for a transit system.

g. Streets and Service Roads in Waterfront Development

Redeveloped Parcels 14, 15, 16, 17 and 18 shall provide for a service road extending along South Street and within the foundation platforms erected for such redevelopment. Easements shall be provided for automotive and pedestrian access and for street improvements as necessary in accordance with this Urban Renewal Plan. The approximate alignment of the required roadways within such Parcels and the location of access roadways are shown on Map III, Internal Roadway Plan, and are described below. On all such parcels the required two-way roadway shall meet the following minimum specifications:

- (1) The total street width shall be not less than 45.5 feet. The minimum two-way roadway width shall be 38.0 feet; a minimum median of 2.5 feet shall be provided, separating traffic flows in each direction, or 4.0 feet where a pedestrian crossing exists; and a minimum curb width of 2.5 feet shall be provided at each side of the roadway.
- (2) A minimum clear height of 14.5 feet shall be provided continuously along the internal roadway and a minimum clear height of 20.0 feet in areas where the operation of sanitation trucks will take place.
- (3) Adequate turning radius shall be provided.
- (4) The roadway shall meet New York City highway standards.

Access to the designated parcels for the internal roadway from streets outside the parcel boundaries shall be provided only at the places specified below. Access to parking or loading facilities within such parcels shall be provided only from the internal roadway. The point of intersection of the access roadway with that parcel's segment of the internal roadway shall be as specified:

- (1) Access to, and an internal roadway within, Parcel 19 is permitted but not required. Access may be provided within the alignment of Whitehall Street extended. The intersection of the access roadway with the centerline of the internal roadway may be not less than 280 feet measured perpendicular from the westerly street line of Marginal Street.

- (2) Access to Parcel 18 shall be provided within the alignment of Broad Street extended. The intersection of the access roadway with the centerline of the internal roadway shall be not less than 280 feet measured perpendicular from the westerly street line of Marginal Street. The internal roadway shall provide for connection with the internal roadway for Parcel 17.
- (3) Access to Parcel 16 and 17 shall be provided within the alignment of Old Slip extended. The intersection of the access roadway with the centerline of the internal roadway shall be not less than 200 feet measured perpendicular from the westerly street line of Marginal Street. The internal roadway shall provide for connection with the internal roadways of Parcels 15 and 17.
- (4) Access to Parcel 14 shall be provided within the alignment of Maiden Lane extended. The intersection of the access roadway with the centerline of the internal roadway shall be not less than 213 feet measured perpendicular from the westerly street line of South Street.

SECTION IV. PROJECT PROPOSALS

A. Land Acquisition; Clearance and Redevelopment;
Historic Preservation and Restoration

All properties and interests therein not presently owned by the City or the United States of America within the project area as shown on the Land Use Plan and described in the Boundary Description are subject to acquisition, excepting the real property or interests therein (and structures thereon) identified as Parcels 15 and 20. Buildings which have been designated as city landmarks by the New York City Landmarks Commission and certain other buildings and structures which have special historic or architectural merit shall be preserved and restored. All other properties and the buildings thereon shall be cleared and redeveloped in accordance with this Plan.

B. Disposition of City-Owned Property between the
Bulkhead and Pierhead Lines

All properties owned by the City which shall not continue to be municipally used within the project area between the pierhead and the bulkhead lines, as shown on the Land Use Plan and described in the Boundary Description shall be sold, leased or otherwise disposed of by the City in accordance with applicable regulations and the provisions of this Urban Renewal Plan.

C. Street Closings and Conveyances To Effect Urban
Renewal Plan

The City shall close and discontinue in whole or in part, with or without reservations of easements, and dispose of the property and air rights associated therewith, Burling Slip between Front and South Streets, Fulton Street between Water and South Streets, Water Street between Fulton Street and Peck Slip, Front Street between Burling Slip and Beekman Street, South Street between Burling Slip and Peck Slip, Beekman Street and Peck Slip, between Water and South Streets, and portions of the marginal street to accomplish the redevelopment of Parcels 3, 4, 5, 6, 7, 9, 13 and 13a into the South Street Seaport. The City shall also modify, alter, close or discontinue such other streets, in whole or in part, in the project area as necessary to fulfill the objectives of this Urban Renewal Plan.

D. Amendment to the Zoning Resolution

The Zoning Resolution shall be amended to permit the uses and redevelopment program set forth in this Plan and to permit air rights from Parcels 6, 7 and 9 and the closed portions of streets abutting such parcels to be transferred to designated receiving sites in furtherance of the objective of redeveloping such parcels and closed street area into the South Street Seaport and a pedestrian precinct.

E. Residential Redevelopment

As set forth in Section III hereof, Parcels 14, 17 and 18 shall be redeveloped with residential uses. To assist in making such residencies available to the broadest cross-section of the populace, redevelopment of the land under water comprising such parcels shall be undertaken pursuant to (i) leases entered into for nominal consideration between the City and the respective redevelopers, and/or (ii) the provisions of the Private Housing Finance Law, including, without limitation, authorization of a tax exemption so that the amount of taxes to be paid shall be not greater than ten per cent of the annual shelter rent (as defined in section 33 of such law) for the purposes of implementing the objectives of this Plan, (iii) the provisions of Section 421 of the Real Property Tax Law and (iv) provision for combined use construction whereunder the residential development may benefit from the placement of uses, such as private and municipal parking garages, in the base of the project.

F. Redeveloper's Obligations

1. The regulations and controls set forth herein will be implemented, by appropriate covenants or other provisions in agreements for land disposition and conveyance or leases executed pursuant hereto.
2. The redevelopers shall devote the land solely to the uses specified in this Urban Renewal Plan.
3. The redevelopers shall begin and complete the development of the land for the uses required in this Urban Renewal Plan, and the construction of the improvements agreed upon in the respective

land disposition contracts and leases within a reasonable time, as determined and set forth in such contracts or leases between the City of New York and the respective developers.

4. The redeveloper or redevelopers of project land shall not sell, lease or otherwise transfer such land at any time prior to the completion of the redevelopment thereof without the prior written consent of the City of New York, except as set forth in the contracts or leases between the City of New York and the respective redevelopers.
5. No covenant, lease, agreement, conveyance or other instrument shall be effected or executed by the City of New York, or by a redeveloper or any of his successors, assigns, or sublessees whereby land in the project area is restricted upon basis of race, creed, color or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants running with the land, which will prohibit any such restrictions, shall be included in the disposition instruments.
6. Except as specifically set forth in contracts or leases between the City of New York and any of the respective redevelopers, (i) site plans, architectural drawings, outline specifications and schedules or materials and finishes for the construction of improvements on the land or land under water, all in sufficient detail to permit determination of compliance with the intent and controls of the Urban Renewal Plan and the design and character of proposed construction, shall be submitted for review and approval to the Housing and Development Administration by each of the respective redevelopers prior to commencement of construction; (ii) any material changes proposed after receipt of such approval by the Housing and Development Administration shall be similarly submitted for review and approval; (iii) as-built drawings shall also be submitted to the Housing and Development Administration after construction for final determination of compliance.

G. Duration of Land Use Provisions and Building and Urban Design Requirements

The regulations, controls and restrictions contained herein shall remain in effect for a period of ninety-nine (99) years from the date of approval of the Urban Renewal Plan by the Board of Estimate of the City of New York, except as provided in Section VI hereof.

H. Urban Renewal Plan as Waterfront Plan

This Urban Renewal Plan, and the amendments hereto, constitutes the waterfront plan, as referred to in Section 1304 of the City Charter, for that portion of the City's waterfront which is within the project area. The land under water and waterfront property included in this Plan, whether it be waterfront, ferry or wharf property, land under water, public landings, wharves, docks, or streets are not required for waterfront purposes except as provided herein, and such property may be improved by means of land fill, pile platforms or other fabricated means of construction and developed with improvements thereon, all in accordance with the objectives of this Urban Renewal Plan and disposed of as provided herein either prior to, simultaneous with or subsequent to the making of such improvements.

SECTION V. OTHER PROVISIONS NECESSARY TO MEET STATE AND
LOCAL REQUIREMENTS

- A. The following statement is set forth to indicate compliance with Article XV of the General Municipal Law of the State of New York and, more particularly, Section 502, subdivision 7 thereof:
1. Statement of Proposed Land Uses - See Section III of this Urban Renewal Plan.
 2. Proposed Land Acquisition, Demolition and Removal of Structures - See Section IV of this Urban Renewal Plan.
 3. Proposed Public, Semi-Public, Private or Community Facilities or Utilities - See Section III of this Urban Renewal Plan.
 4. Proposed New Codes and Ordinances and Amendments to Existing Codes and Ordinances - No new codes or ordinances are required to effectuate this Urban Renewal Plan; however, amendments to the existing zoning regulations within the project area will be required to effectuate this plan.
 5. Proposed Acquisition of Air Rights and Concomitant Easements or other Rights of user necessary for the use and development of such rights - See Table I and Section IV of this Urban Renewal Plan.
 6. Proposed Methods or Techniques of Urban Renewal - See Section II of this Urban Renewal Plan.
 7. Proposed Program of Code Enforcement - The standard program of code enforcement presently existing in and applicable to the City of New York will be in effect within the project area.
 8. Proposed Time Schedule for the Effectuation of this Urban Renewal Plan.

Estimated Completion Date of
Project:

December 1985

<u>Project Activity</u>	<u>Starting Date</u>	<u>Completion Date</u>
a. Land Acquisition	1972	1974
b. Relocation of Site Occupants (including relo- cation of Fulton Fish Market to Hunt's Point)	1972	
c. Demolition and Site Clearance	1972	1975
d. Site Preparation including Instal- lation of Project Improvements	1972	1980
e. Disposition of land in the Project Area	1972	1975
f. Completion of De- velopment		1985

SECTION VI. PROVISION FOR CHANGES IN APPROVED PLAN

This Urban Renewal Plan may be amended at any time by the City of New York, acting through the Board of Estimate upon the recommendation of the City Planning Commission pursuant to the same procedures applicable to the approval of an urban renewal plan, provided that if amended after the disposition of any land in the project area such amendment must be consented to, in writing, by the purchaser or lessee of the specific property directly affected by such amendment.

This provision shall not be construed to require the consent of the purchaser or lessee of any other parcel in the project area.

SECTION VII. MINOR CHANGES

Whenever the City Planning Commission, upon the application of the Housing and Development Administration, shall determine that enforcement of any of the provisions of Sections II, III, and IV of this Plan would result in unnecessary hardship, involve practical difficulties, or be unreasonable in light of the objectives of this Plan, the City Planning Commission shall have the power to modify or permit variations from any such provisions in specific cases, provided, any such modification or variation (i) is not of such magnitude as to constitute an amendment of this Plan and (ii) is in conformance with the expressed intent and objectives of this Plan.

BOUNDARY DESCRIPTION

All those parcels of land and land under water in the borough of Manhattan, City, County and State of New York, bounded and described as follows:

BEGINNING at the intersection of the southerly face of the Manhattan Bridge and the northwesterly line of South Street;

Thence along the southerly face of the Manhattan Bridge to its intersection with the pierhead line of the East River;

Thence westerly and southerly along said pierhead line to its intersection with a line formed by the extension of the southeasterly boundary of Battery Park;

Thence northeasterly along said line to its intersection with the southerly line of South Street;

Thence easterly along said southerly line of South Street to its intersection with a line perpendicular to the northwesterly line of South Street at a point 90 feet southwest of the southwesterly line of Broad Street;

Thence northwesterly along said line to its intersection with said northwesterly line of South Street;

Thence northeasterly along the northwesterly line of South Street to its intersection with the southwesterly line of Pine Street;

Thence northwesterly along said southwesterly line of Pine Street to its intersection with the northwesterly line of Front Street;

Thence northeasterly along said northwesterly line of Front Street to its intersection with the southwesterly line of Maiden Lane;

Thence northwesterly along said southwesterly line of Maiden Lane to its intersection with the northwesterly line of Water Street;

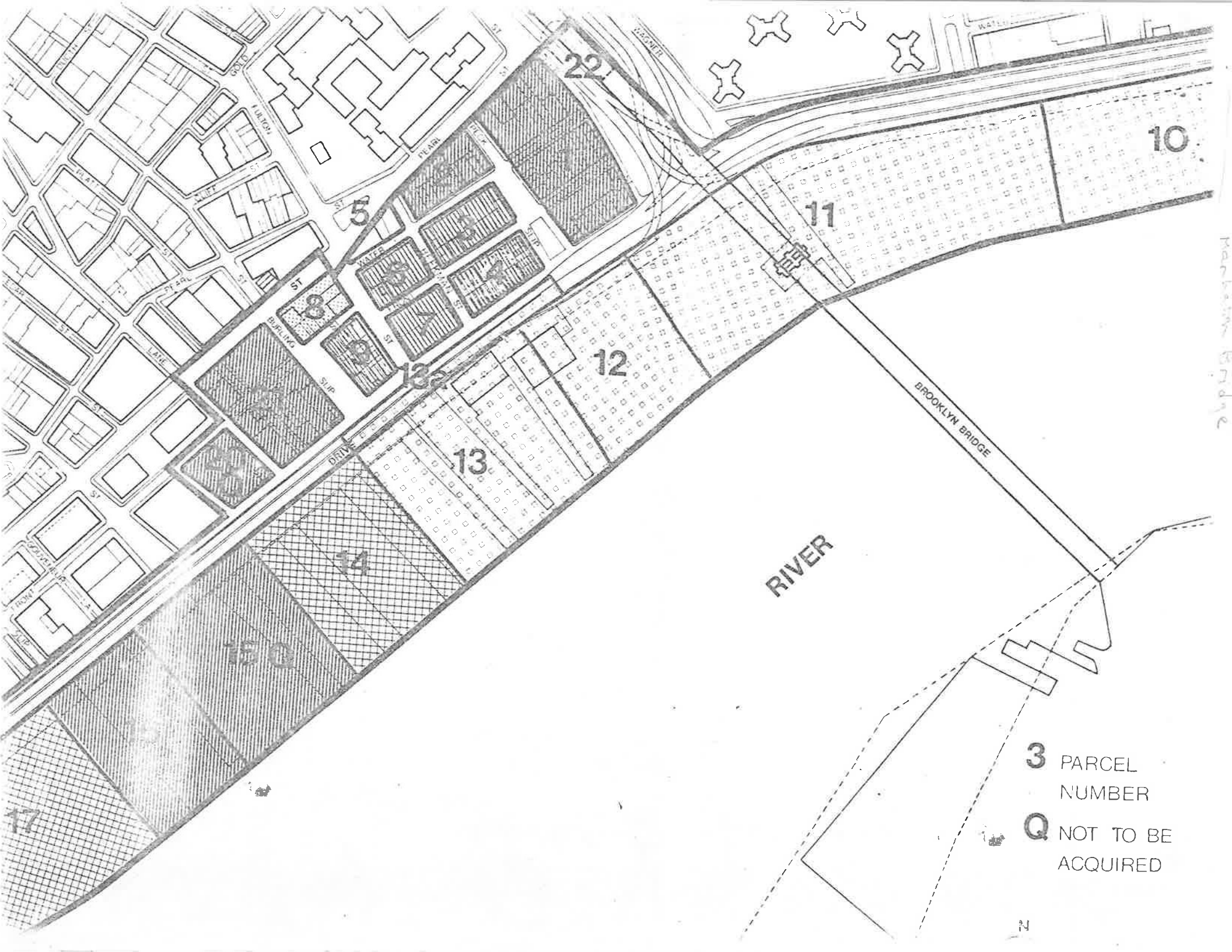
Thence northeasterly along said northwesterly line of Water Street to a point which is the northwesterly projection of the southwesterly line of Fulton Street;

Thence southeasterly along said projected line to its intersection with the southeasterly line of Water Street and southwesterly line of Fulton Street;

Thence northeasterly along the southeasterly line of Pearl Street to the intersection of the northeasterly face of the Brooklyn Bridge Span;

Then southeasterly along said northeasterly face of the Brooklyn Bridge Span to its intersection with the northwesterly line of South Street;

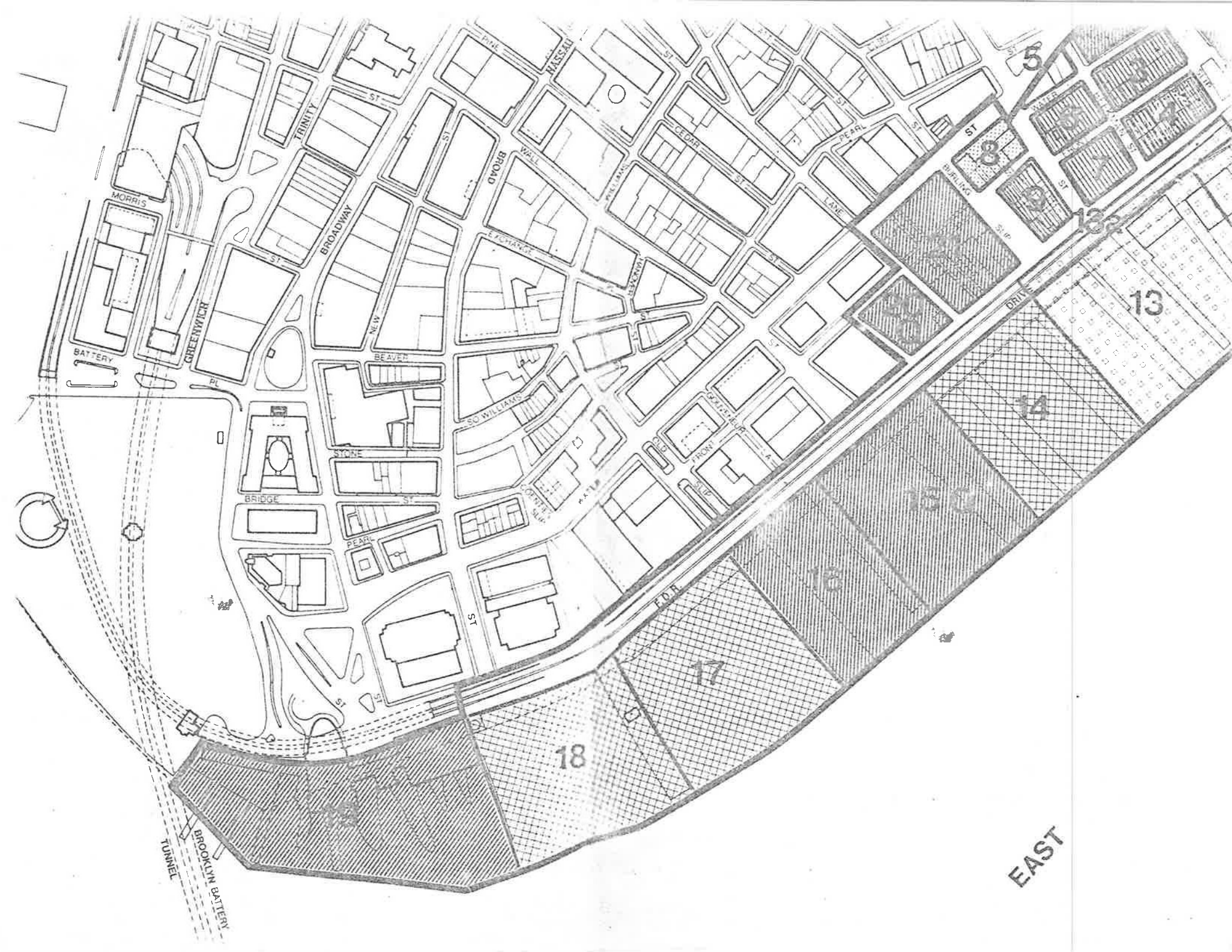
Thence northeasterly and easterly along said northwesterly line of South Street to the intersection of the southerly face of the Manhattan Bridge to the point or place of BEGINNING.



3 PARCEL
NUMBER

Q NOT TO BE
ACQUIRED

N



EAST



EAST

MAP III
INTERNAL ROADWAY
SYSTEM