

**ROOSEVELT ISLAND
GENERAL DEVELOPMENT PLAN**
As Amended and Restated, June 13, 2003* (1)

The City of New York (the "City") and the New York State Urban Development Corporation (the "Corporation") have agreed that the City and the Corporation should collaborate to develop Welfare Island (the "Island") generally on the basis of the recommendations of the Mayor's Committee on Welfare Island. The object of collaboration is to use the full powers of the Corporation to create on the Island as rapidly as possible a New Community. The object of the New Community is to make the maximum contribution to the present needs of the City consistent with the limitations of the Island site and of foreseeable available financing.

To that end, the Corporation has organized a subsidiary of the Corporation (the "Subsidiary") in order to assure full participation by the City in such development, has prepared the Lease dated December 23, 1969 between the City, the Corporation and the Subsidiary (the "Lease") and has caused this General Development Plan to be prepared by Philip Johnson and John Burgee, Architects.

Upon execution of the Lease and in accordance with the provisions thereof, the Corporation will undertake the development described below.

1. **Basic Program.** The Corporation will develop on the Island a New Community including approximately 5,000 units of housing (including a program of hospital related housing developed in consultation with the City), approximately 20,000 square feet of office space, approximately 100,000 square feet of commercial space and the public facilities defined below. The New Community will be developed in two areas, a South Town Area and a North Town Area, and with related Open Space Areas.

The housing in the North Town Area will be provided approximately as follows:
(a) 20 percent for persons and families eligible for admission to Federally-assisted public housing;
(b) 20 percent for persons and families eligible to benefit from interest reduction payments pursuant to Section 236 of the National Housing Act; (c) 35 percent for persons and families eligible to occupy limited profit housing financed under Article 2 of the New York State Private Housing Finance Law; and (d) 25 percent for persons and families who can afford conventionally financed and fully tax-paying units or market-rate units. For purposes of the Lease: (i) Subsidizing Housing includes all units occupied by any person or family in categories (a) and (b) hereof; (ii) Middle Income Housing includes all units occupied by any person or family in category (c) hereof; and (iii) Conventionally Financed Housing includes all remaining housing units.

¹ The General Development Plan ("GDP") was amended on May 10, 1990 and on June 13, 2003. This GDP is restated to incorporate both amendments.

The housing in the South Town Area will be provided approximately as follows:

- (a) 10 to 20 percent for persons and families whose incomes do not exceed 50 percent of the prevailing median income in the New York City Metropolitan Area and for persons and families whose incomes do not exceed 80 percent of the prevailing median income in the New York City Metropolitan area; (b) 30 to 40 percent for persons and families whose incomes do not exceed 120 percent of the prevailing median income in the New York City Metropolitan Area and for persons and families whose incomes do not exceed 148 percent of the prevailing median income in the New York City Metropolitan Area; (c) 40 to 60 percent for persons and families who can afford conventionally financed and fully tax-paying units or market-rate units. For purposes of the Lease; (i) Subsidized Housing includes all units occupied by any person or family in categories (a) and (b); and (ii) Conventionally Financed Housing includes all remaining housing units.

Bedroom distributions in both the North Town Area and the South Town Area will offer accommodations for a substantial number of families with one or more children and for hospital employees.

The public facilities (for purpose of the Lease, the Public Facilities) are as follows:

A school or schools for grades K through 8 to serve approximately 850 children of Island residents to (to be provided by the City of New York); a library facility; a comprehensive system of community facilities including community rooms, daycare centers for Island children, facilities for the elderly, two swimming pools and other recreation facilities; a fire station and police office; public open spaces including a Town Square, a Town Harbor and retail facilities; a public street system; a pedestrian circulation system of pedestrian and bicycle paths, including a Waterfront Promenade suitable for use by emergency vehicles; a mini-transit system; a garage for approximately 2500 cars; utility facilities including a water main, facilities for the collection, treatment and disposition of liquid and solid wastes, gas, telephone and electric lines; and Open Spaces Area to be developed as parks (subject to delays attributable to Lessor's activities in connection with the construction of water tunnel #3) with the landmarks identified below stabilized. Public facilities will also include an aerial tramway to Manhattan in accordance with the authorization of the Board of Estimate therefor on December 6, 1973 (cal. no. 18) if the Corporation determines in its discretion that such elevator** is feasible, and an Urban Ecology Center and rehabilitation of the identified landmarks, if such Center and rehabilitation can be financed other than with financing from the Corporation. The Corporation will maintain and operate or cause to be maintained and operated the mini-transit system, the elevator**, the garage and the public open spaces.

The Town Square will be focus for the Island life and, together with North Town, will contain commercial facilities sufficient for the daily needs of New Community residents and persons working in New Community offices. Office and retail space, community facilities, and public open

** Should read "aerial tramway" in order to conform with Amendment dated December 6, 1973 which deleted the requirement for a new elevator to the Queensborough Bridge.

space will be developed in and around the Town Square area.

The public streets and pedestrian circulation system within the North and South Town areas will be based on a street system down the length of the Island with a loop within the South Town Area and related access roads, walkways and paths. The system will emphasize pedestrian circulation and travel by public transport on the mini-transit system within the Island. Residents, employees and visitors will be encouraged to park their cars at the garage called the Motorgate, to be built at the Island end of the Welfare Island Bridge.

The Open Space Areas will be developed to serve residents of the City as a whole, as well as residents of the Island.

Access will be provided to the Bird S. Coler and Goldwater Memorial Hospitals on the Island.

Approximately 500 dwelling units may be developed in the Open Space Area in a building or buildings attached or adjacent to the existing remains of the Octagon Tower, together with associated parking and an ecological park. These dwelling units shall be in addition to the approximately 5,000 dwelling units provided for above and shall be developed in accordance with all laws and regulations applicable to projects of Lessee and in accordance with Chapter 493 of the Laws of 2002.

2. Land Use. The New Community will be constructed in two principal development areas, a North Town Area and South Town Area and related Open Space Areas.

The North Town Area will contain approximately sixty percent of the dwelling units, including some units of all types, the Motorgate, a utility complex, commercial facilities and child care and recreational facilities, including a swimming pool. A landmark in the area, the Chapel of the Good Shepherd, will be preserved.

The South Town Area will contain approximately forty percent of the dwelling units, a Town Square, retail shops, local administrative office space, a day care center, and other community facilities.

The Open Space Areas are: Lighthouse Park, approximately three acres at the north end of the Island, including the existing inactive lighthouse; Octagon Park, approximately 15 acres immediately south of the Bird S. Coler Hospital and north of the North Town Area, containing the site for the Urban Ecology Center and a landmark, the Octagon and which may contain approximately 500 dwelling units, associated parking, and an ecological park; Blackwell Park, approximately six acres separating the North Town Area and the South Town Area, containing a landmark, the Blackwell House; and Southpoint Park approximately ten acres south of Goldwater Memorial Hospital at the south end of the Island containing three landmarks, the Strecker Laboratory, the main building of the old City Hospital and the former Small Pox Hospital.

An additional Open Space Area approximately five and one-half acres under the Queensborough Bridge will be developed as a Sports Park for residents with areas for games.

The Open Space Areas will be interlinked by a system of pedestrian paths and walkways. The entire waterfront of the Island will be reserved for pedestrians and cyclists on a Waterfront Promenade suitable for use by emergency vehicles.

Maps of existing land uses and of the proposed Town and Open Space Areas are annexed as Appendix I and II, respectively.

3. **Design Criteria.** Residential building elements in the North Town Area will be irregularly shaped structures opening towards the water, approximately twenty-one stories high in their highest parts along the main street and diminishing in height as their extensions approach the Waterfront Promenade; these buildings will provide community rooms and service facilities for tenants and recreational lawn areas between their extensions.

Residential building elements in South Town Area will include both low-and-mid-rise buildings, and residential towers, up to approximately twenty-seven stories high, with adjacent lower rise elements, providing view corridors toward the river. The buildings in the South Town Area will provide retail stores and other community facilities. A public esplanade will line the waterfront on both sides of the South Town Area, while the interior of the South Town Area will offer public open space for passive and active recreation.

Lighthouse and Southpoint Parks at the ends of the Island will offer sitting and picnic areas at the edge of the water. Other parks will be landscaped to enhance existing topography and growth.

The site plan annexed as Appendix III is illustrative only and does not indicate the final form or location of the improvements.

4. **Circulation.** The City and the Corporation anticipate that the following access routes will be available to Island residents: access for vehicles and pedestrians by the existing Welfare Island Bridge which the City owns and will maintain; access by water, to the extent feasible, to be provided by landings on the west side of Octagon Park and in the Town Center at the Town Square and Town Harbor; access for pedestrians by a new subway station to be provided by the MTA; and access for pedestrians from the Queensborough Bridge by new passenger elevators descending into the Sports Park, if the Corporation constructs such new elevators. It is generally agreed that inexpensive and convenient access for pedestrians by subway from both Manhattan and Queens will be essential for the general success of the Welfare Island New Community, and that provision of such access by the time dwelling units and office space are ready for occupancy is of central importance.

Access

The principal vehicular routes on the Island will start from a plaza at the Motorgate and provide roads north to Bird S. Coler Hospital and Lighthouse Park and south through the New Community to Goldwater Memorial Hospital and Southpoint Park.

Pedestrian circulation will be provided by internal walkway systems within the parks and by pedestrian streets and plazas in the residential and Town Center sections of the New Community. The Waterfront Promenade will serve pedestrians and cyclists.

The principal on-Island public transportation system will be a mini-transit system chosen for its efficiency and economy. Residents and visitors will be encouraged to leave their cars at the Motorgate plaza except when loading and unloading.