



THE GREENWICH STREET SOUTH REDEVELOPMENT STUDY: CREATING NEW NEIGHBORHOODS DOWNTOWN

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Greenwich Street

A UNIQUE OPPORTUNITY

The reintroduction of Greenwich and Fulton streets through the rebuilt World Trade Center site presents a unique opportunity to expand the benefits of rebuilding to surrounding neighborhoods (Fig. 2). Both the LMDC and the City have called for the rebuilding effort to extend beyond renewal efforts beyond the 16-acre site. The Mayor's *Vision for Lower Manhattan*, issued in 2002, specifically called for public investments that "build new neighborhoods and create public places."

Greenwich Street, once the best residential address in Lower Manhattan, is today a forlorn and forgotten neighbor of the Financial District. Yet it has the potential to be brought back as a thriving residential neighborhood that links Tribeca – one of New York's most desirable residential neighborhoods – to Battery Park.

The 8-acre Brooklyn Battery Tunnel Plaza represents the single-largest development opportunity downtown after the Trade Center site. The overarching goal of the *Greenwich Street South Redevelopment Plan* is to unlock the full potential of the Brooklyn Battery Tunnel Plaza to support new residential and cultural uses and forge new connections between neighborhoods. The careful use of this valuable resource is critical to successful redevelopment. The study envisions the transformation of this under-performing, 50-acre area into a new

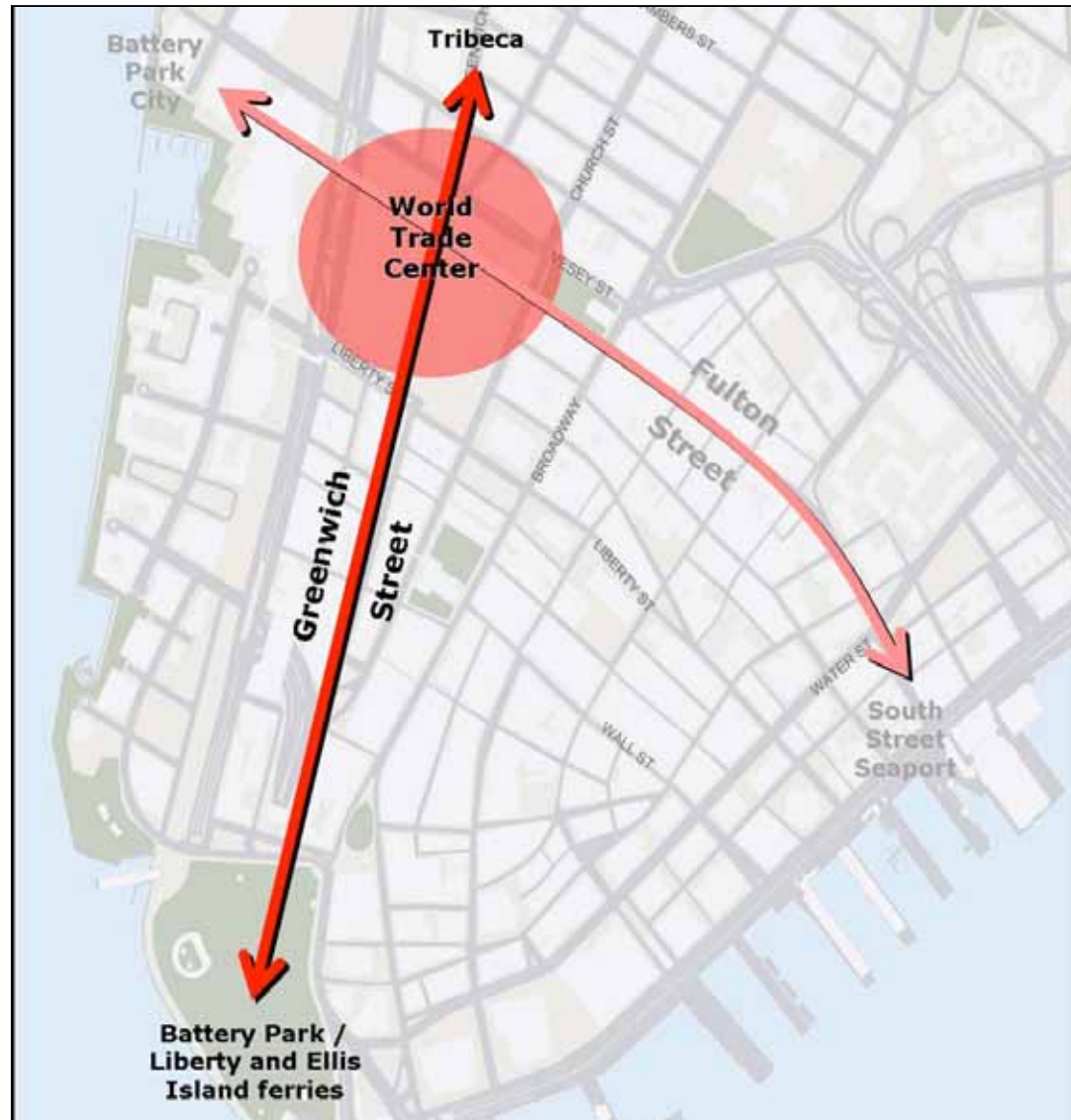


Fig. 2: Diagram of the two streets to be rebuilt through the World Trade Center site.

residential enclave and cultural spine for Lower Manhattan – linking the Cultural

Center on the Trade Center site with museums in Battery Park City South.

GOALS

The sale of valuable development rights above the tunnel plaza can provide funds to the MTA while simultaneously helping to finance a number of critically important public projects. LMDC is one possible source to cover the gaps, ensuring that redevelopment of this site is not only successful in attracting private investment, but in fulfilling broad public goals that could not be achieved by the private sector alone.

Several goals were set out at the beginning of the planning effort to ensure that the final recommendations for this area were responsive to public priorities for off-site rebuilding. The following six goals have guided development of every aspect of the *Greenwich Street South Redevelopment Plan*:

- Goal 1 – Clean up the environment**
- Goal 2 – Create more parks**
- Goal 3 – Connect destinations**
- Goal 4 – Clear bus and truck traffic**
- Goal 5 – Catalyze a critical mass**
- Goal 6 – Cultivate culture**

These same six goals can be found among the “visions” for Lower Manhattan in the *Imagine New York Summary Report*, published in June 2002. The larger area studied in the *Greenwich Street South Redevelopment Plan* is bounded by West Street, Liberty Street, Broadway, and Battery Place.

THE STUDY

By focusing on the Brooklyn-Battery Tunnel Plaza site, the Greenwich Street South area can be transformed into a new neighborhood with the following (Fig. 3):

- 1) Eliminating the Battery Garage**
The demolition of the outmoded Battery Parking Garage will restore view corridors and improve air quality.
- 2) Covering the Tunnel Plaza**
A new structural deck built over the tunnel plaza will conceal the snarled traffic and capture pollutants.
- 3) Reconfiguring the Ramps**
Relocating the Trinity Place exit to a newly-expanded Edgar Street will solve pedestrian conflicts at the subway.
- 4) Ventilating Exhaust**
A new ventilation system incorporated into the deck will collect and remove vehicle exhaust to reduce pollution.
- 5) Greenwich Green Park**
A new, 2.5 acre park can be constructed atop the deck, sloping gently from sidewalk level on Greenwich Street up over the tunnel plaza entrance (Fig. 4).
- 6) Foot Bridge Over Route 9A**
A new pedestrian link will stretch from Battery Park City over Route 9A and through the park directly to the subway.

7) Continuous Greenwich Street
Greenwich Street will run uninterrupted from the Trade Center to Battery Park.

8) New Morris Street
The rebuilt Morris Street will reconnect Broadway to West Street and provide a critical artery for bus traffic.

9) New Edgar Street
The restored Edgar Street will reconnect Broadway to Church Street, and link the Financial District to Battery Park City.

10) New Housing
2.7 million square feet of residential development will create a critical mass and generate revenue for the MTA.

11) “Green” Bus Depot
The deck will provide the site for a green-roofed storage facility to get idling commuter buses off the streets.

12) New Cultural Institutions
The ground floor spaces of the new residential buildings will allow for new cultural uses fronting onto the park.

STRATEGY

The *Greenwich Street South Redevelopment Plan* is designed to leverage the maximum benefits from the Brooklyn-Battery Tunnel site adding new residents and vitality without competing against office uses.

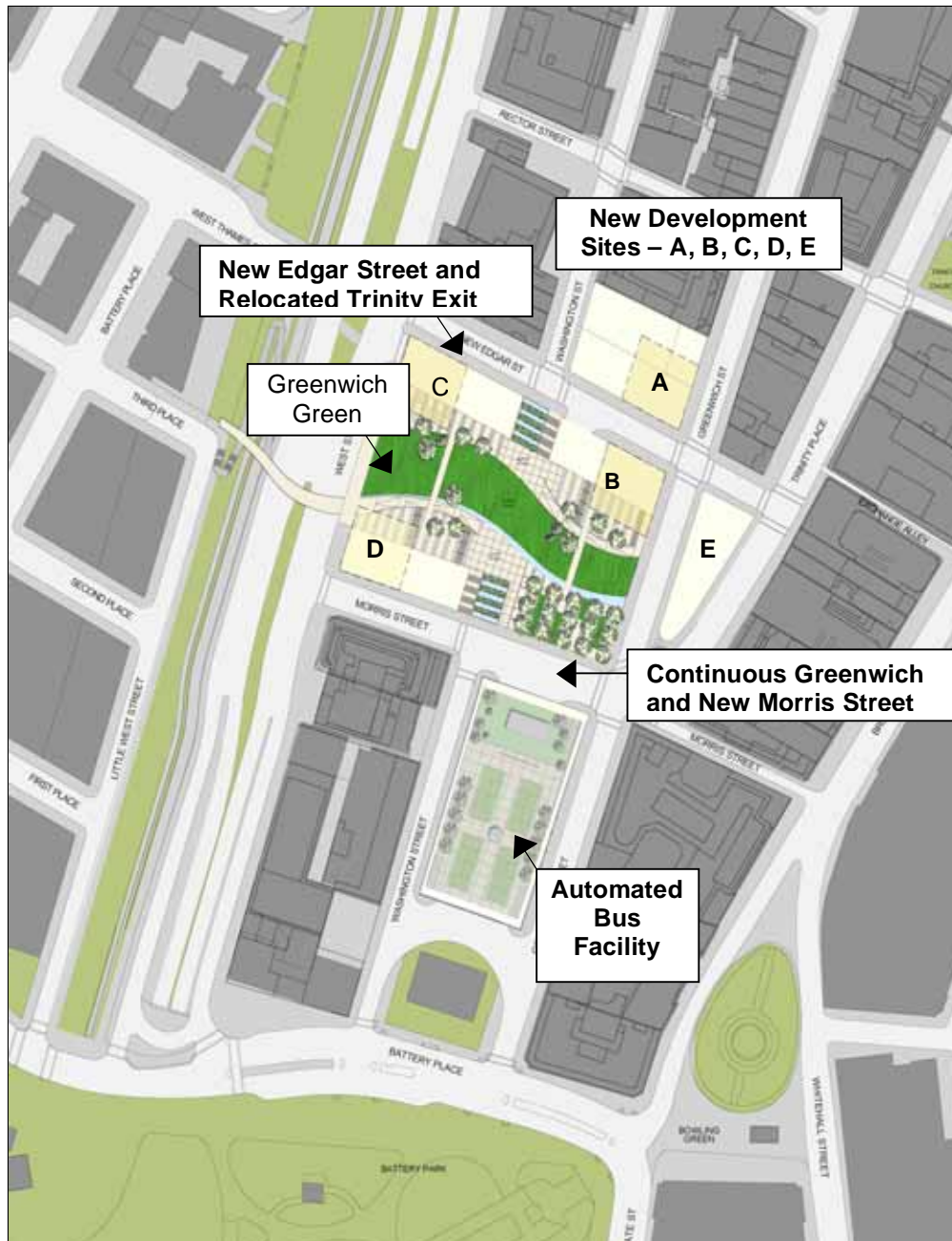


Fig. 3: The Greenwich Street South Redevelopment Plan.



Fig. 4: Conceptual rendering of the site.



Fig. 5: Study area context map.