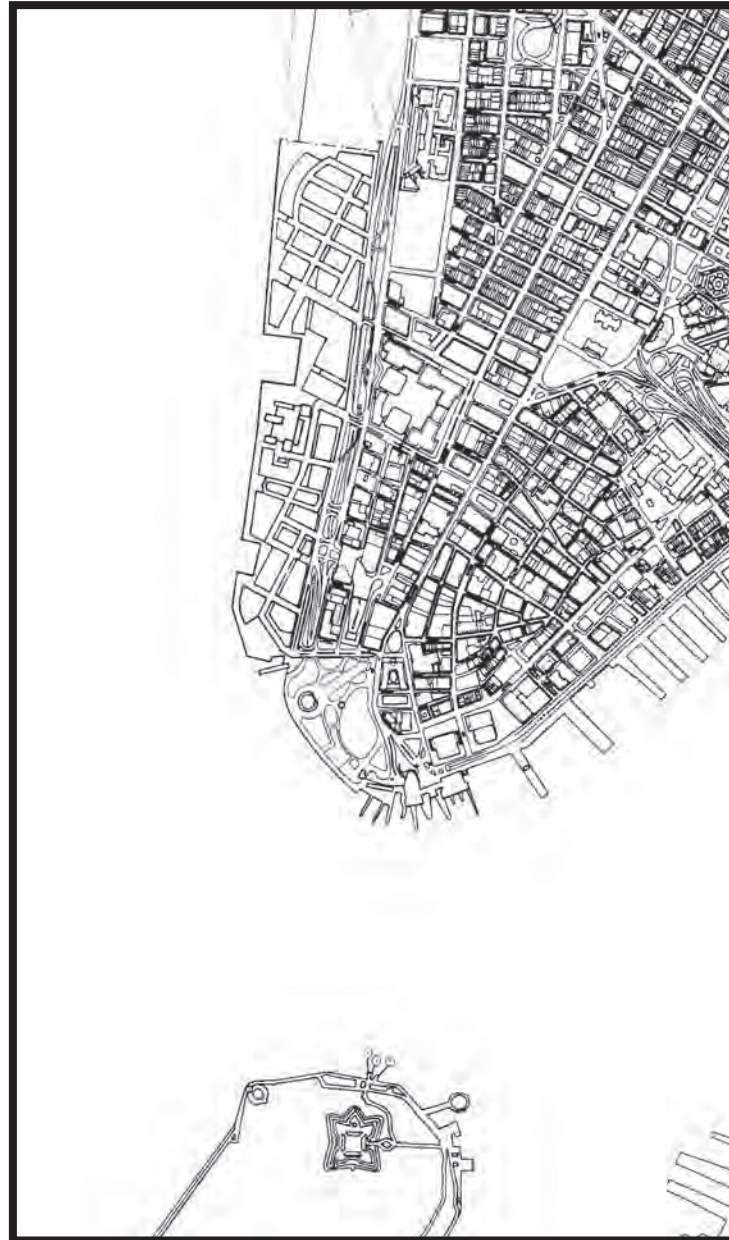


BATTERY PARK CITY



LOCATION



BATTERY PARK CITY IS LOCATED AT THE SOUTHWESTERN TIP OF MANHATTAN. IT IS BOUNDED BY WEST STREET TO THE EAST, AND THE HUDSON RIVER TO THE NORTH, SOUTH, AND WEST.

HISTORY



LATE 19TH - EARLY 20TH CENTURIES:

- "LITTLE SYRIA"
- BUSTLING AREA, HOME TO VARIOUS ETHNIC GROUPS

1920'S-30'S:

- "BATTERY TOWER"
- \$50 MILLION RESIDENTIAL PROJECT, MEANT TO SERVE WALL STREET WORKERS
- CONSTRUCTION STARTED BUT NEVER FINISHED

1950'S:

- DILAPIDATED SHIPPING PIERS

1960'S:

- LANDFILL PROJECT PROPOSED

HISTORY



LATE 1960'S:

- LANDFILL PROJECT BEGINS - MATERIAL INCLUDES EXCAVATED LAND FROM WORLD TRADE CENTER AND OTHER NEARBY DEVELOPMENTS

1976:

- LANDFILL COMPLETE



HISTORY



HISTORY

A TEMPORARY BEACH



HISTORY

A PLACE FOR ART



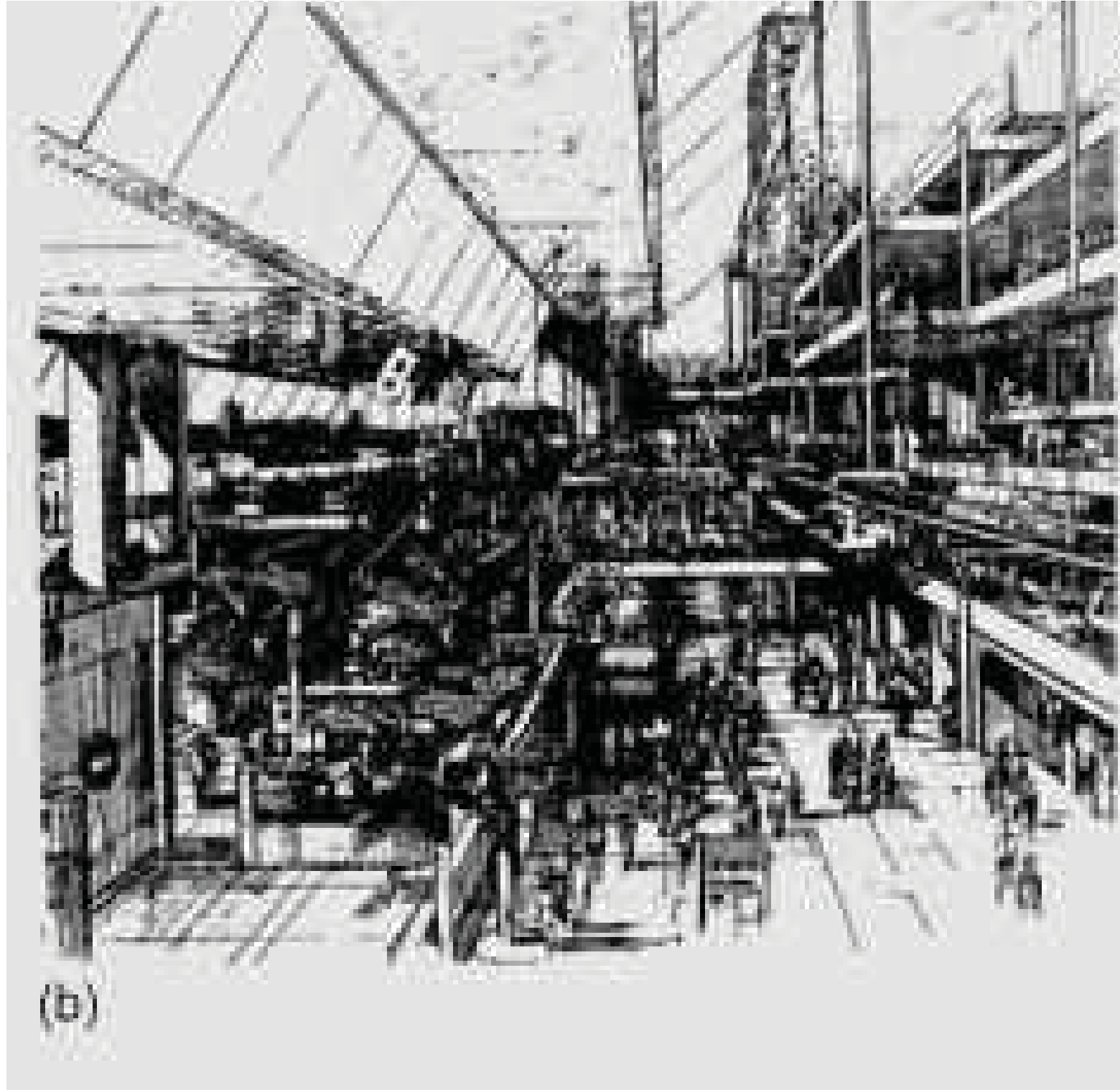
AGNES DENES, **WHEATFIELD - A CONFRONTATION**, 1982

URBAN DESIGN PRESENTATION



NANCY RUBINS, **SCULPTURE MADE FROM FOUND OBJECTS**, 1980

HISTORY



1966:

- GOVERNOR NELSON ROCKEFELLER UNVEILS PROPOSAL FOR WOULD EVENTUALLY BECOME BATTERY PARK CITY
- ARCHITECT WALLACE K. HARRISON (ROCKEFELLER CENTER) DESIGN CALLS FOR 'COMPREHENSIVE COMMUNITY' CONSISTING OF HOUSING, SOCIAL INFRASTRUCTURE AND LIGHT INDUSTRY
- LANDSCAPING TO BE DONE BY M. PAUL FRIEDBERG

1968:

- NEW YORK STATE LEGISLATURE CREATES BATTERY PARK CITY AUTHORITY (BPCA) TO OVERSEE DEVELOPMENT

1969:

- ORIGINAL MASTER PLAN UNVEILED

ORIGINAL MASTER PLAN - 1969



DESIGN FEATURES:

- LARGE COMMERCIAL COMPLEX TO THE SOUTH
- RESIDENTIAL AREAS TO THE NORTH
- LARGE RETAIL MALL RUNNING NORTH TO SOUTH ON THE EAST SIDE

ISSUES WITH THE PLAN:

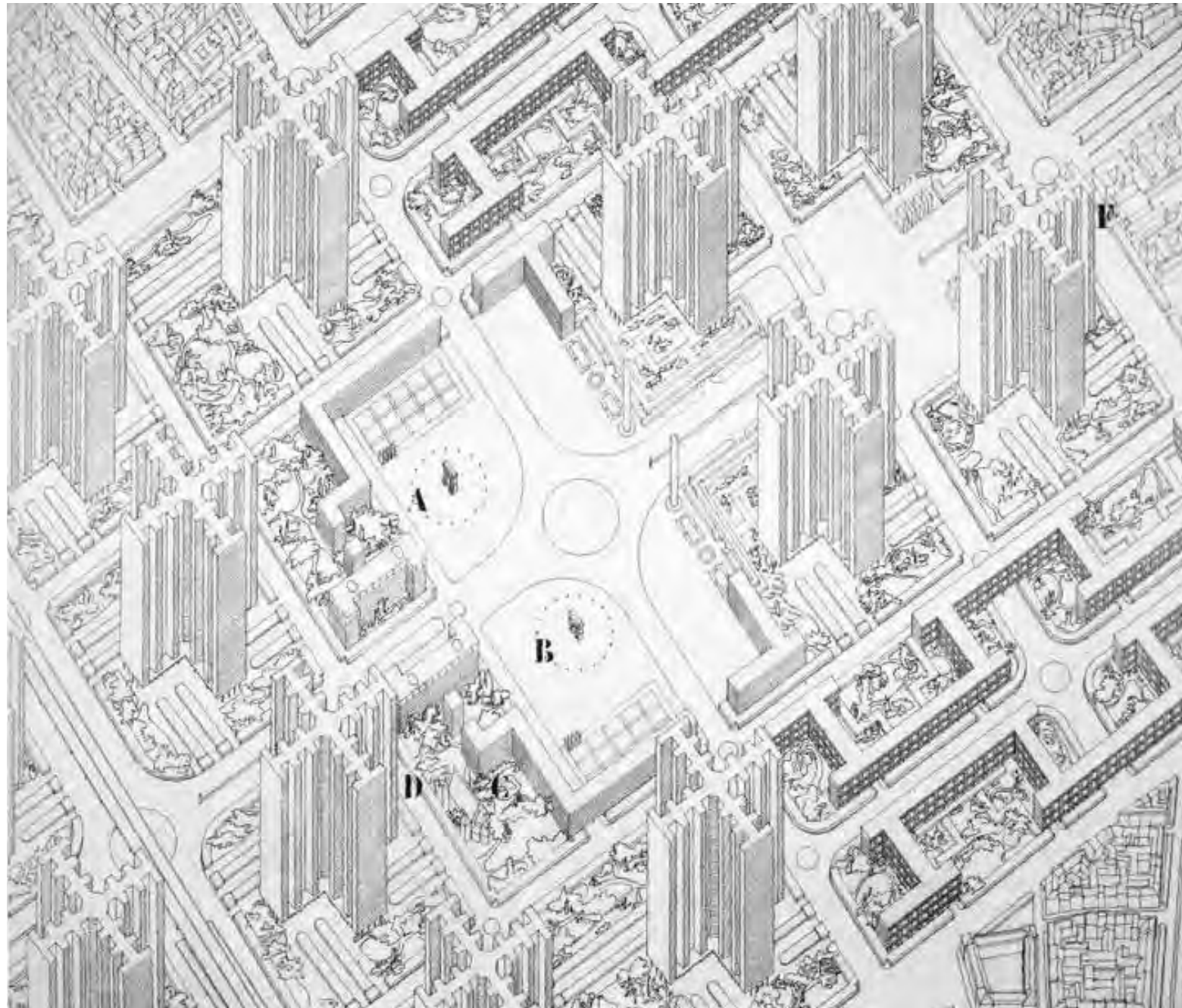
- OVERLY RIGID, LARGE SCALE DEVELOPMENT FORMAT
- OVERLY COMPLICATED PLANNING AND DEVELOPMENT CONTROLS
- FINANCIAL STABILITY OF BPCA (LACK OF DEVELOPMENT / INTEREST ON DEBT)
- UNCERTAINTY SURROUNDING INFRASTRUCTURE TO BE PROVIDED BY BPCA, AND THE WESTWAY PROJECT
- LACK OF AN INITIAL DEVELOPER

OUTSIDE FORCES:

- EVOLUTION IN THE FIELD OF URBAN PLANNING / DESIGN
- CHANGING MARKET FACTORS
- DEVELOPMENTS IN LOWER MANHATTAN

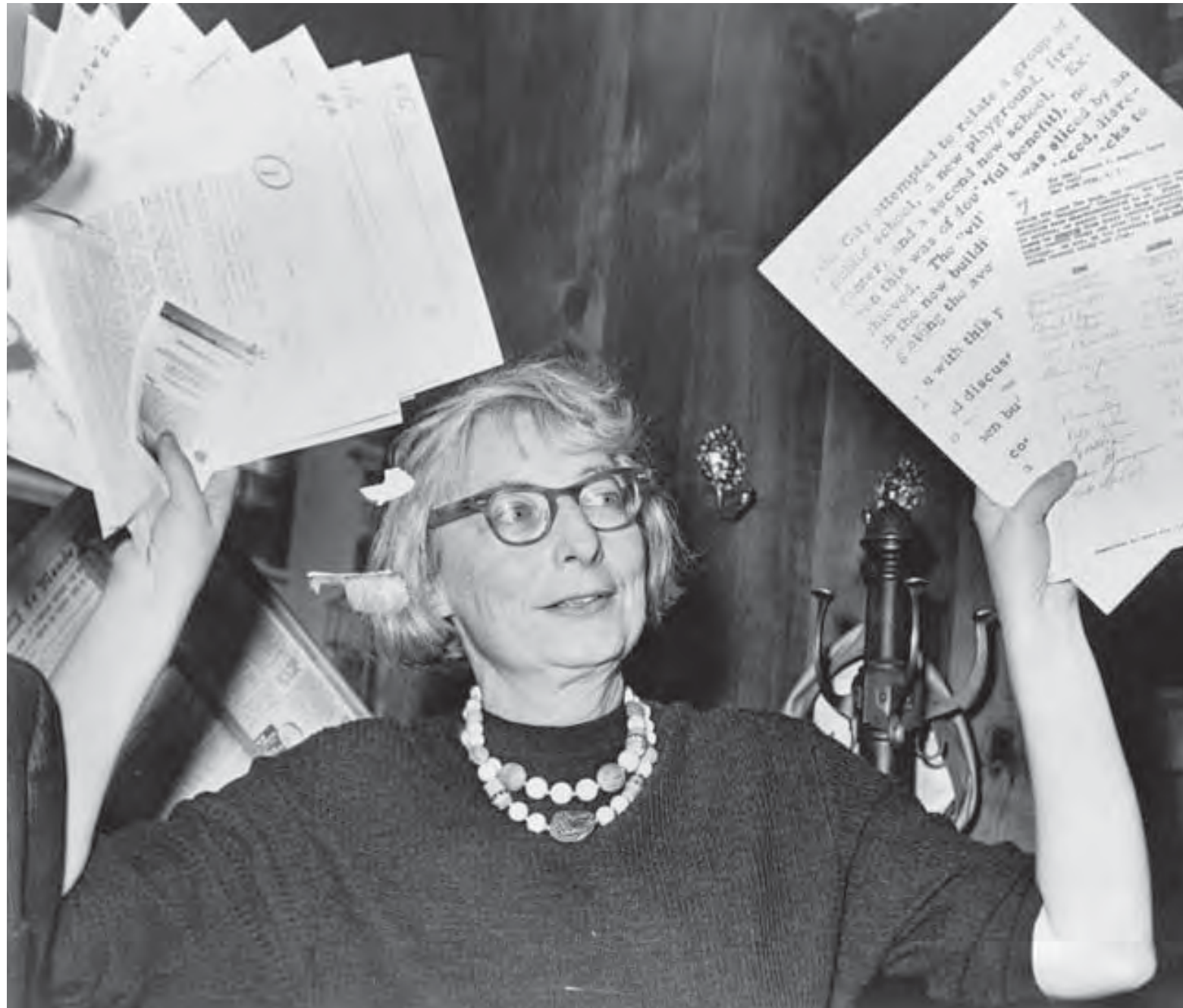
MODERNIST URBAN PLANNING

LE CORBUSIER - PLAN VOISIN



RESPONSE

JANE JACOBS - DEATH AND LIFE OF GREAT AMERICAN CITIES



EMPHASIS ON TRADITIONAL ELEMENTS:

- INTERCONNECTED SIDEWALKS AND STREET NETWORKS
- NEIGHBORHOODS
- PARKS
- SHORT URBAN BLOCKS
- HIGH DENSITY
- MIX OF BUILDING TYPES, USE, AGE

RESPONSE

KEVIN LYNCH - IMAGE OF THE CITY

CITY "IMAGEABILITY":

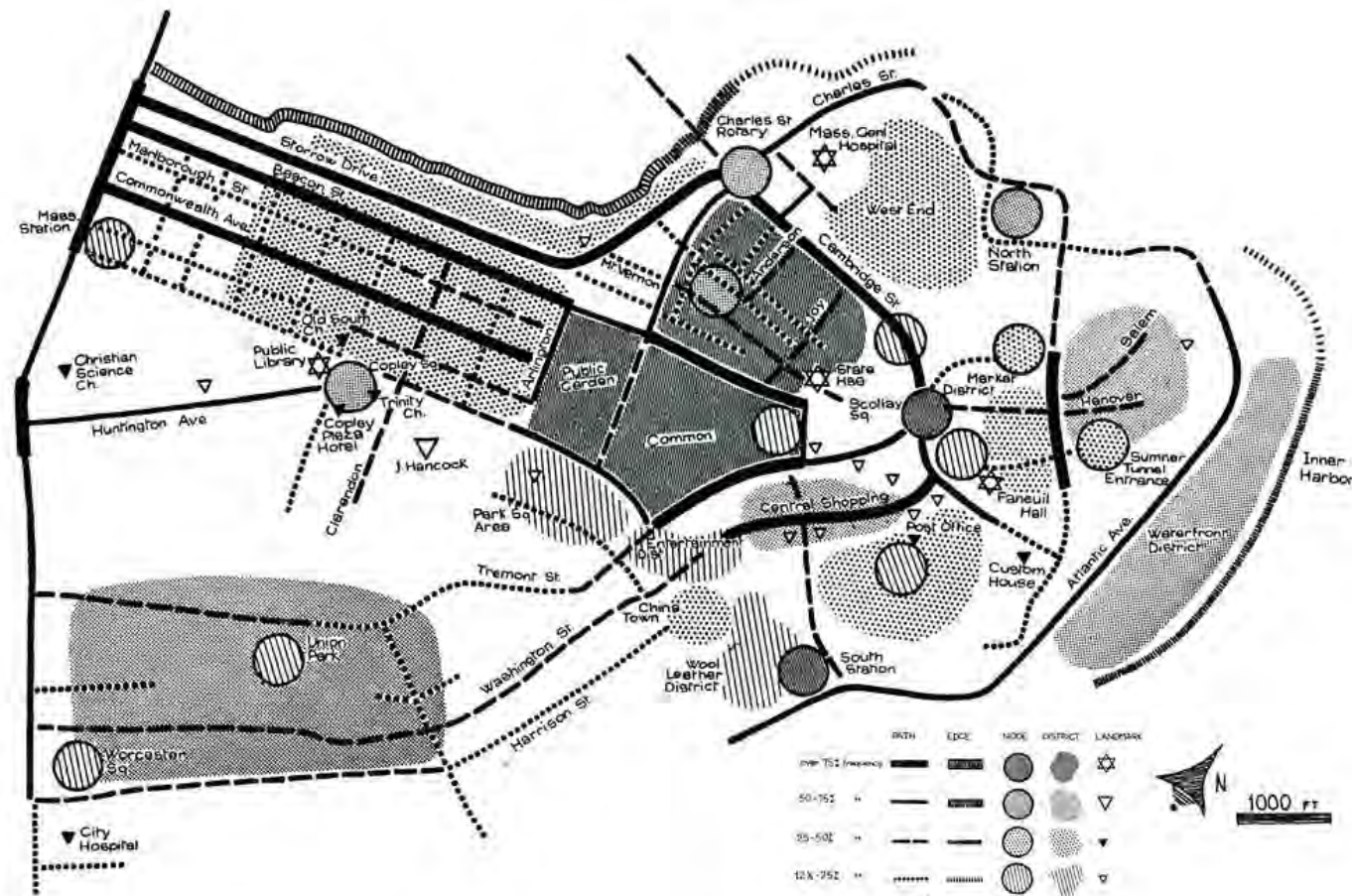
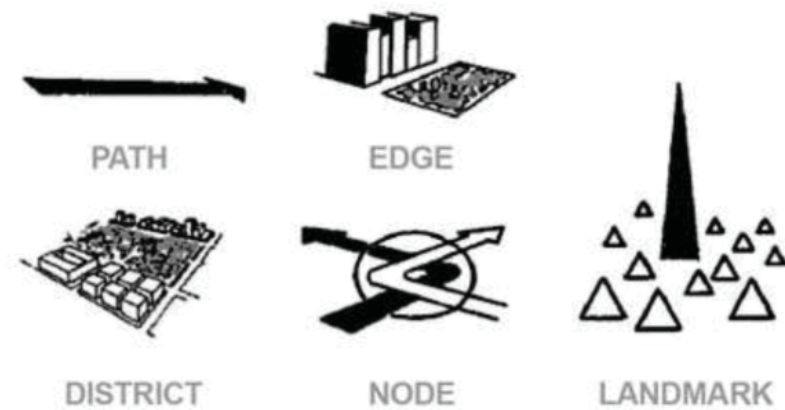
5 YEAR STUDY OF BOSTON, JERSEY CITY, AND LOS ANGELES. SOUGHT TO UNDERSTAND HOW PEOPLE TAKE IN INFORMATION ABOUT THE CITY ENVIRONMENT AND CREATE "MENTAL MAPS" OF THE CITY.

THE ELEMENTS OF THESE MENTAL MAPS INCLUDE:

- PATHS
- EDGES
- DISTRICTS
- NODES
- LANDMARKS

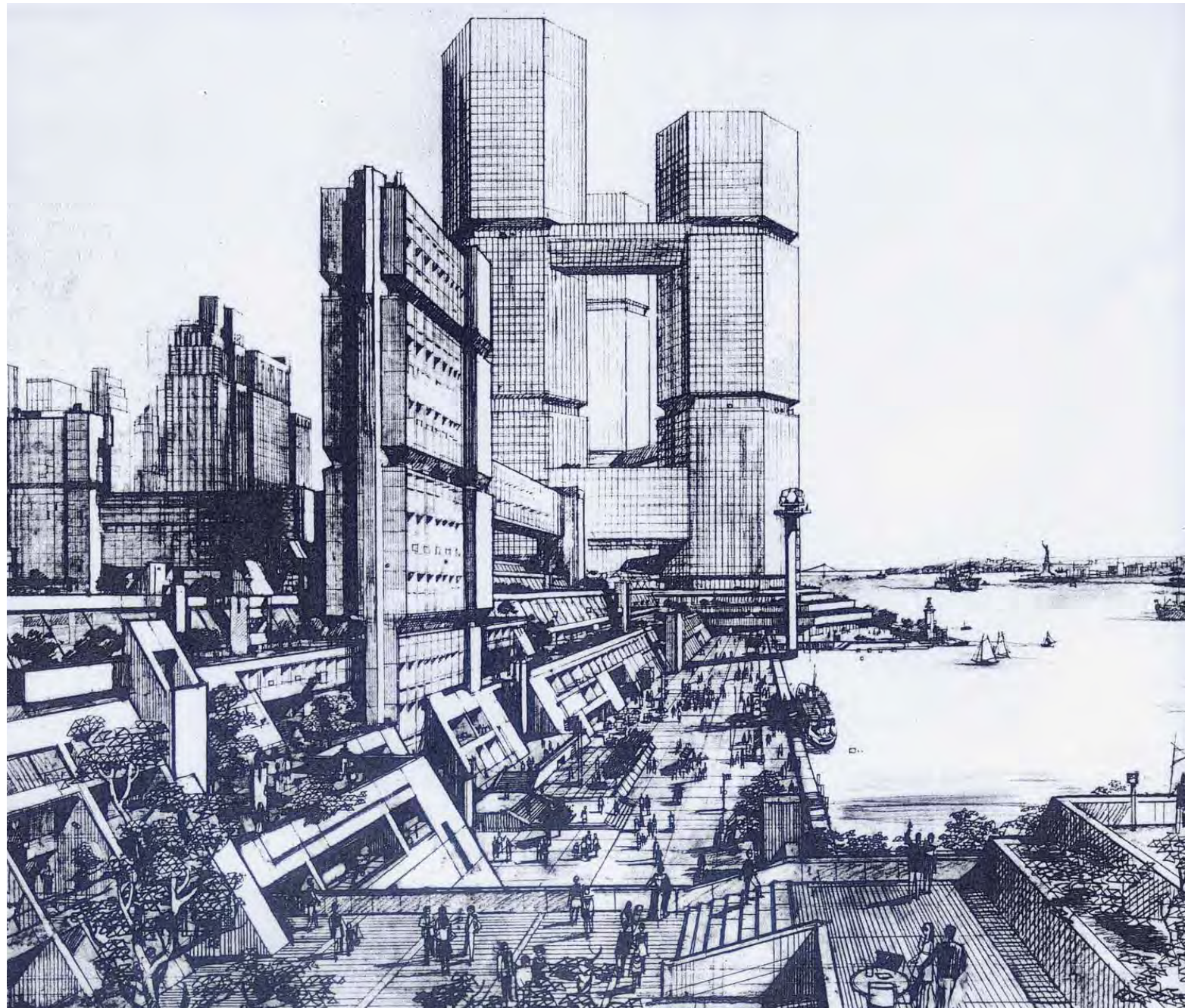
TRADITIONAL URBAN ELEMENTS = HIGH IMAGEABILITY

MODERNIST DEVELOPMENTS = LOW IMAGEABILITY

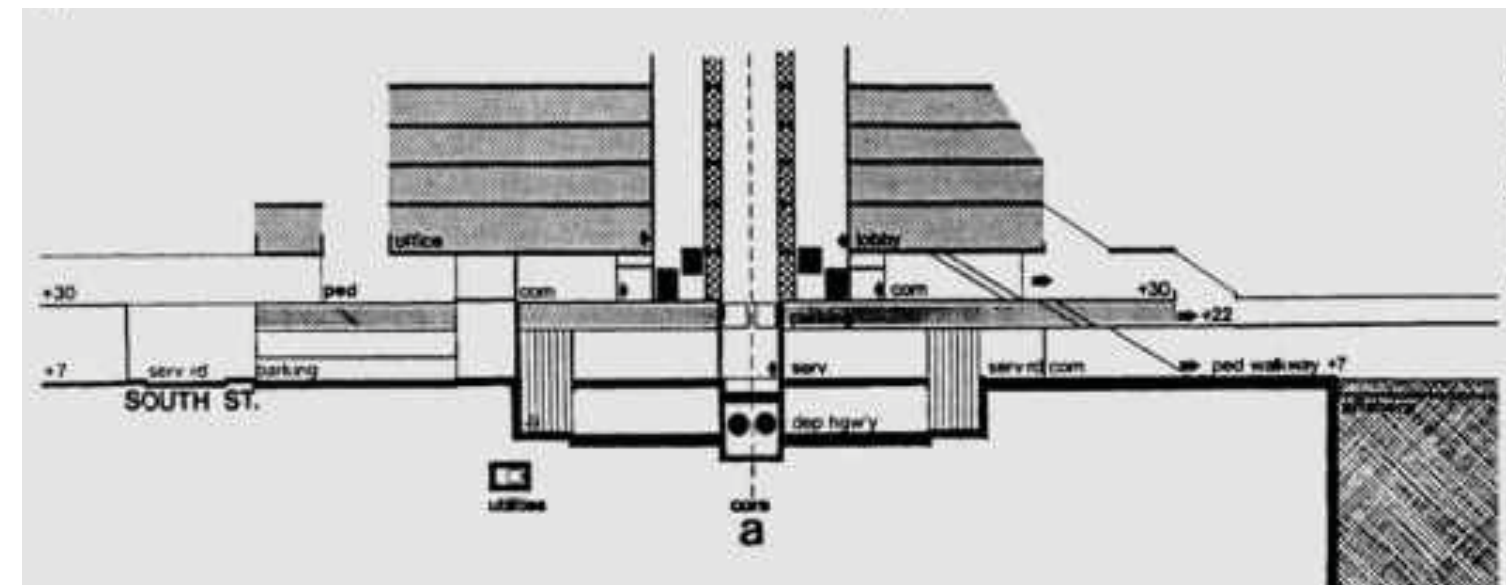


ORIGINAL DESIGN PROPOSAL

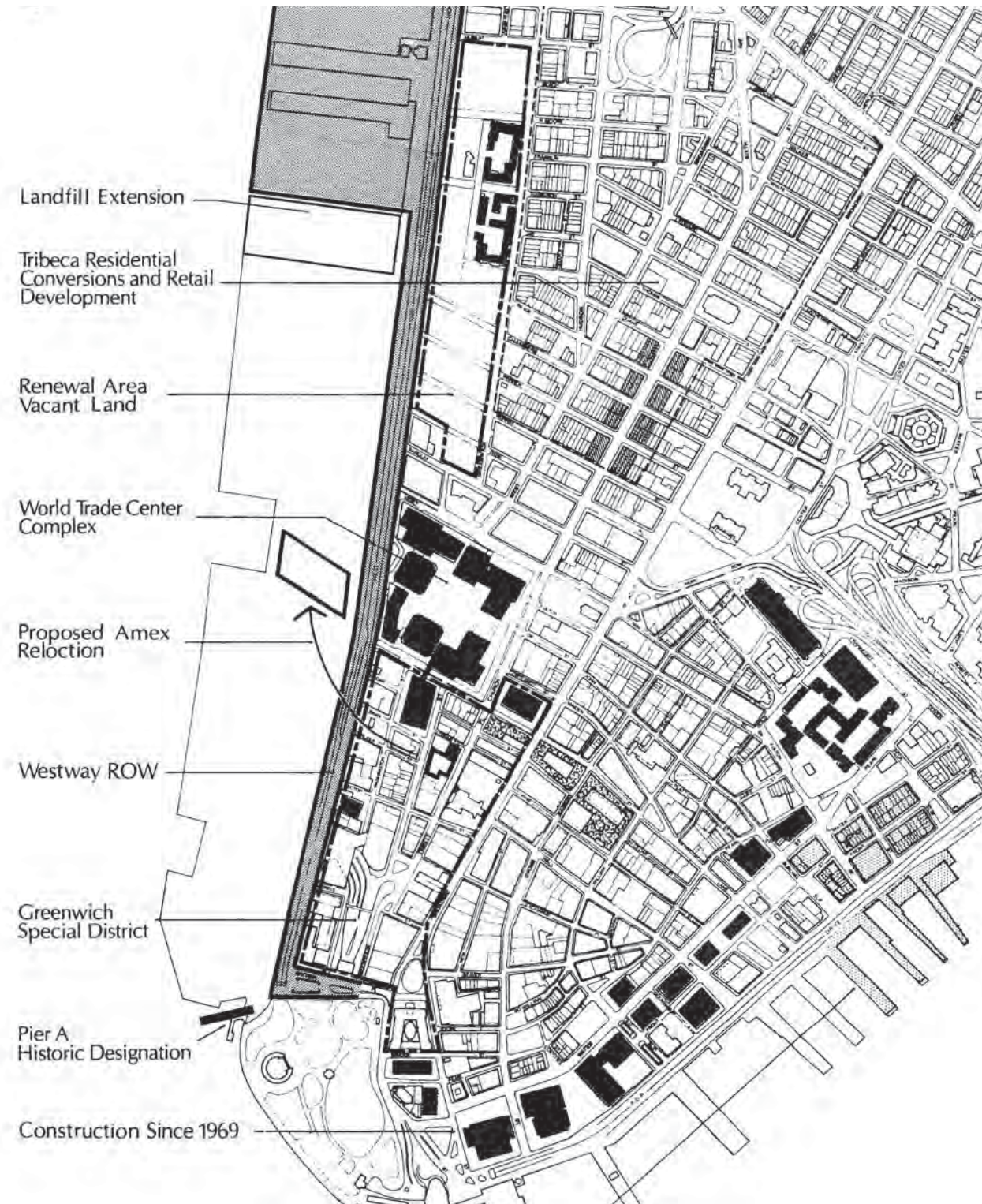
CONKLIN & ROSSANT W/ PHILIP JOHNSON



- MASSIVE INTERCONNECTED COMMERCIAL TOWERS
- 7 STORY SERVICE SPINE RUNNING NORTH TO SOUTH ACROSS THE ENTIRE SITE ALONG THE EAST SIDE, CONTAINING SHOPS, RESTAURANTS, SCHOOLS, PARKS, RAPID TRANSIT, UTILITIES, PUBLIC AND RECREATIONAL FACILITIES
- FUTURISTIC DESIGN



CHANGES 1969 - 1979



FINANCIAL CRISIS:

- BEGINS IN 1975, RESIDENTIAL DEVELOPMENT SLOWS
- MORE CAUTIOUS ATTITUDES TOWARD DEVELOPMENT

WORLD TRADE CENTER COMPLETED:

- HUGE AMOUNT OF WORKERS ADDED TO LOWER MANHATTAN
- TRAIN ACCESS VIA PATH TO NEW JERSEY

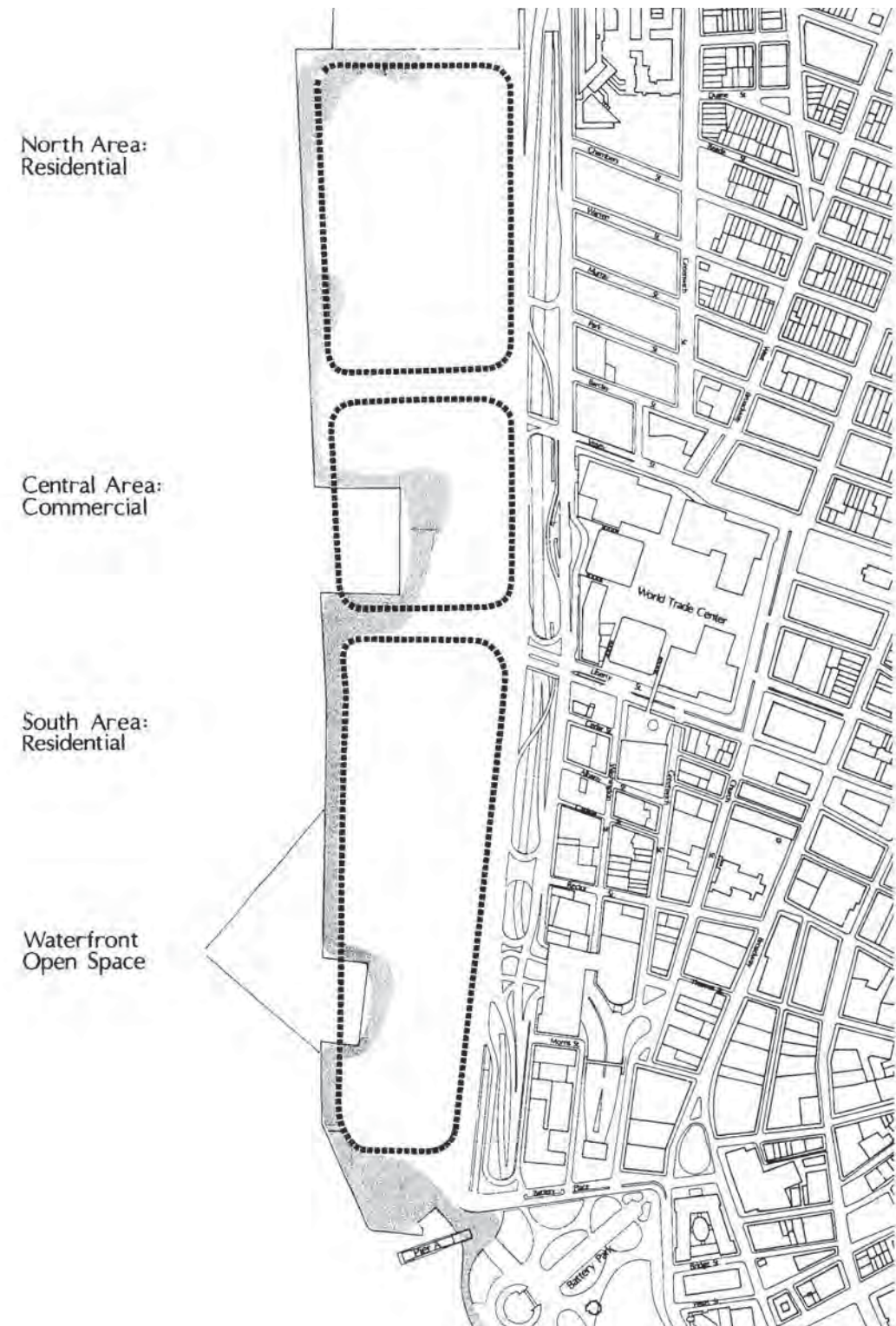
NEW RESIDENTIAL LOFTS DOWNTOWN:

- MORE PEOPLE LIVING IN THE AREA, NEW RESIDENTIAL CHARACTER

WESTWAY STILL UNCERTAIN:

- NO REAL CHANGES HAD YET OCCURRED
- FUTURE ACCESS TO THE SITE UNCLEAR

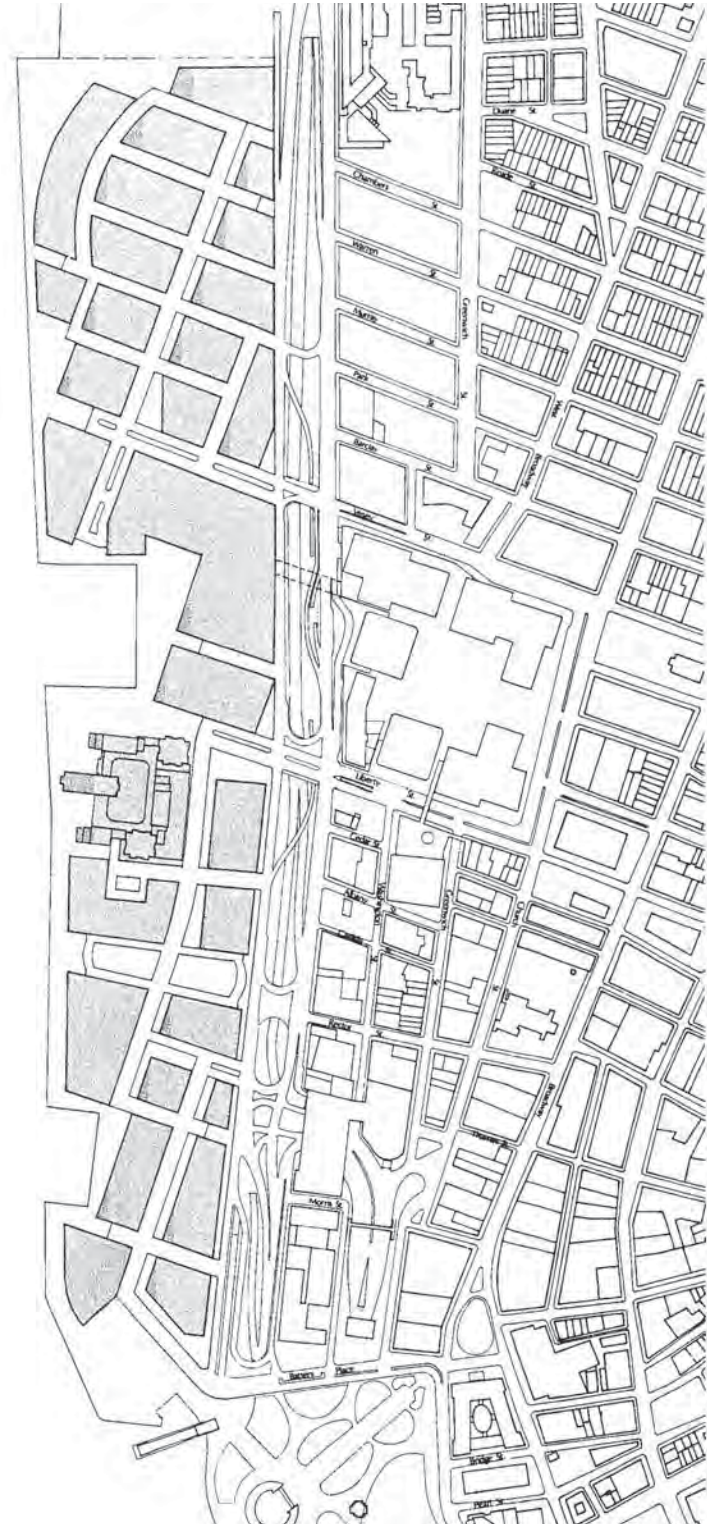
REVISED MASTER PLAN - 1979



DESIGN PRINCIPLES:

1. NOT A SELF CONTAINED TOWN-IN-TOWN, BUT PART OF LOWER MANHATTAN
2. LAYOUT AND ORIENTATION SHOULD BE AN EXTENSION OF LOWER MANHATTAN'S SYSTEM OF STREETS AND BLOCKS
3. ACTIVE AND VARIED WATERFRONT AMENITIES
4. LESS IDIOSYNCRATIC, MORE RECOGNIZABLE + UNDERSTANDABLE FORM
5. CIRCULATION SHOULD EMPHASIZE GROUND LEVEL
6. REPRODUCE AND IMPROVE UPON WHAT WORKS IN NYC NEIGHBORHOODS
7. COMMERCIAL CENTER SHOULD BE THE CENTRAL FOCUS
8. LAND USE AND DEVELOPMENT CONTROLS FLEXIBLE ENOUGH TO ADJUST TO FUTURE MARKET REQUIREMENTS

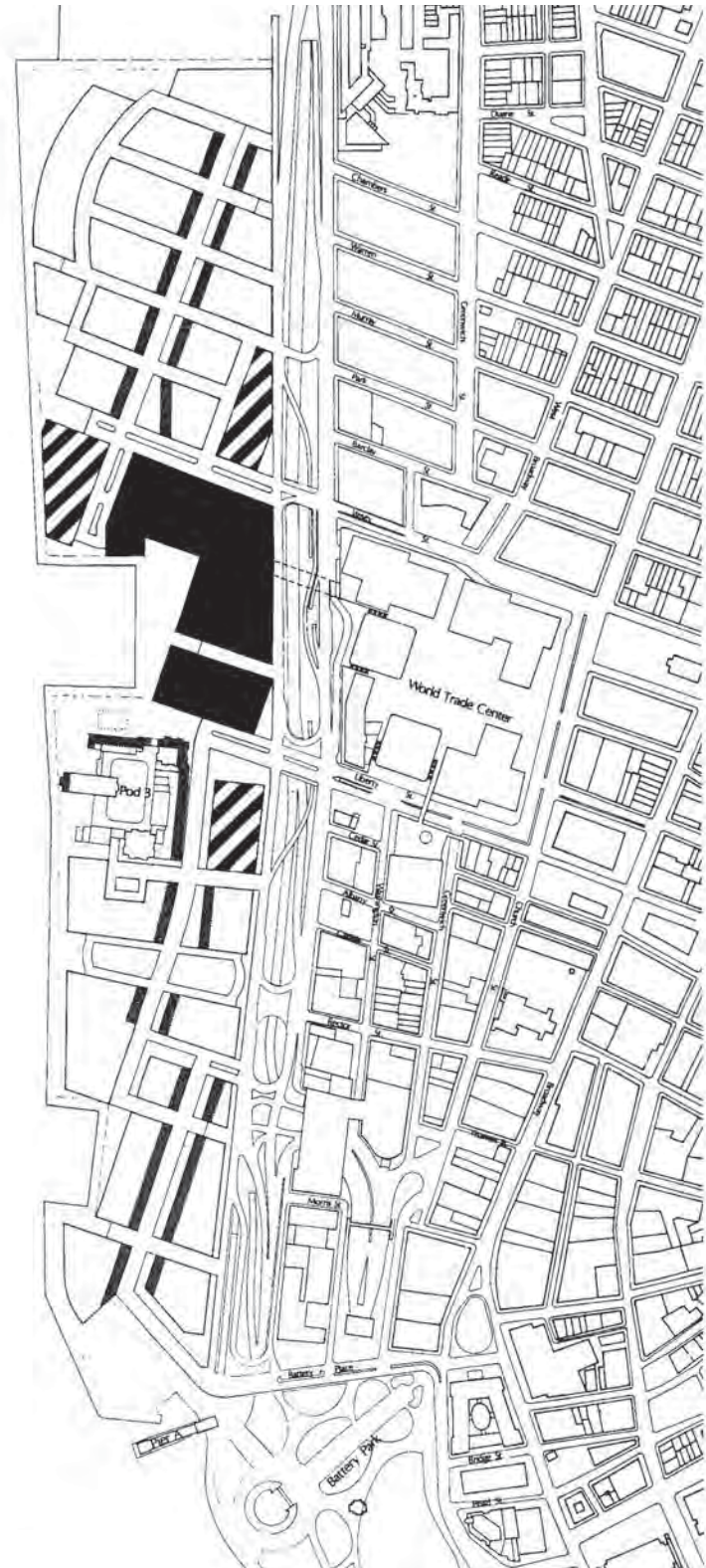
REVISED MASTER PLAN - 1979



STREETS + BLOCKS

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REVISED MASTER PLAN - 1979



LAND USE

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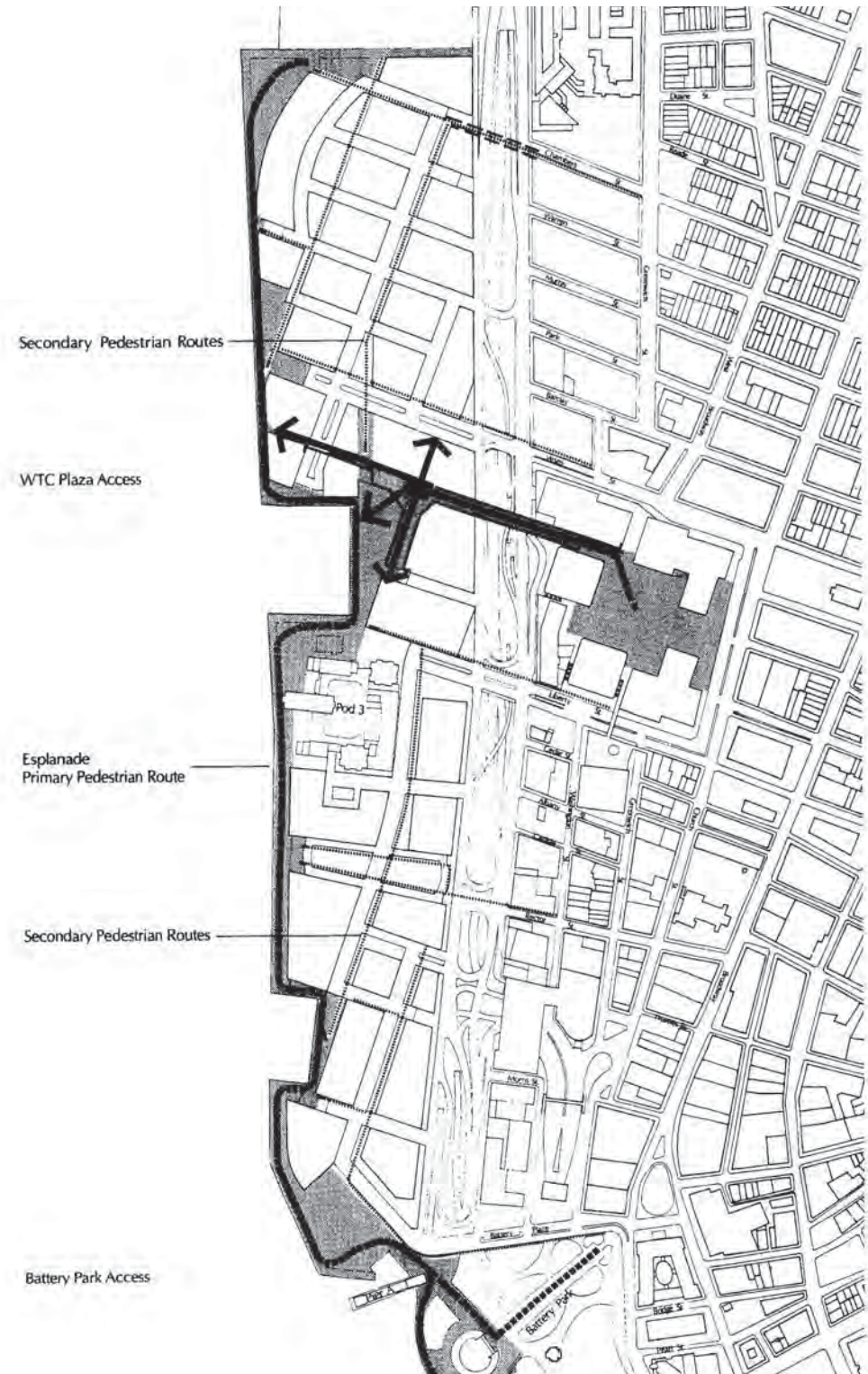
REVISED MASTER PLAN - 1979



VEHICULAR CIRCULATION

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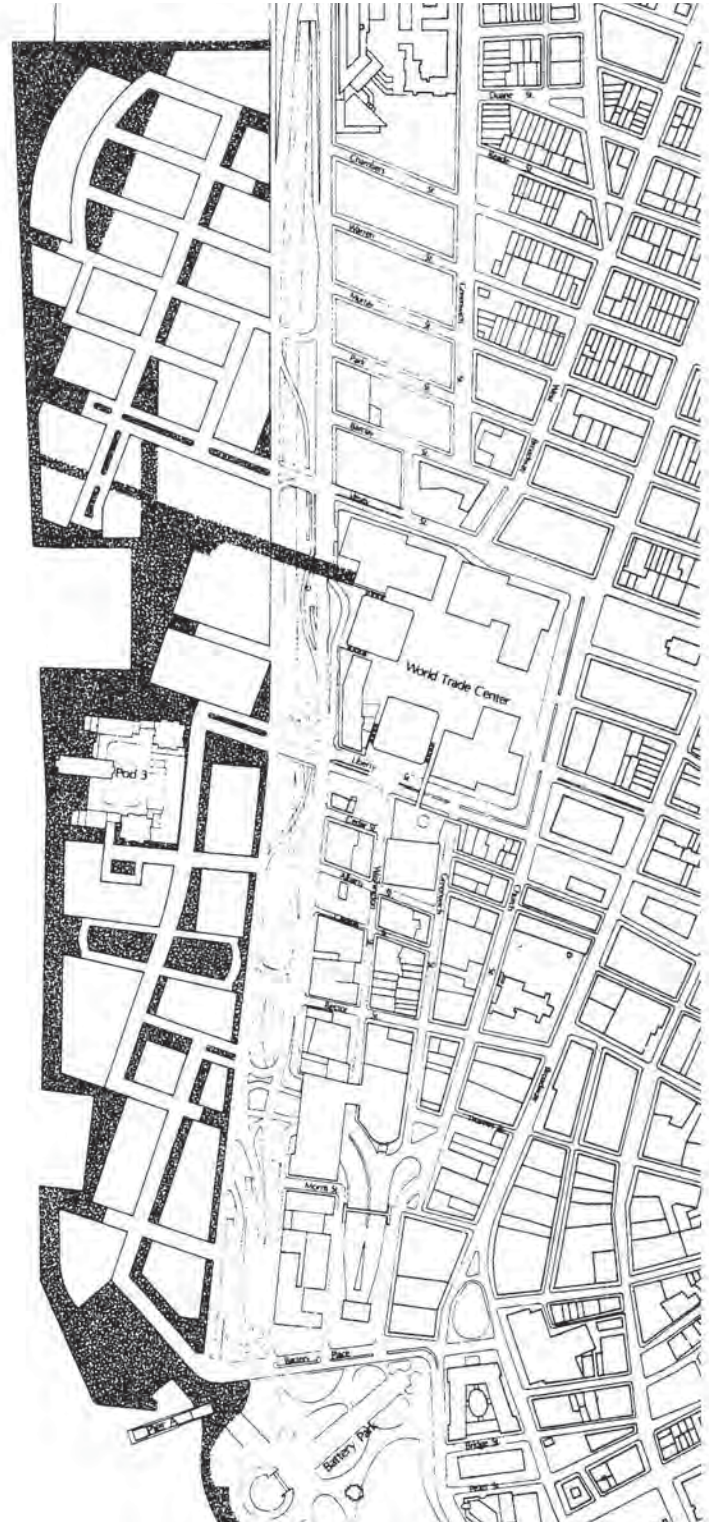
REVISED MASTER PLAN - 1979



PEDESTRIAN CIRCULATION

- 1. NOT A SELF CONTAINED TOWN-IN-TOWN, BUT PART OF LOWER MANHATTAN**
- 2. LAYOUT AND ORIENTATION SHOULD BE AN EXTENSION OF LOWER MANHATTAN'S SYSTEM OF STREETS AND BLOCKS**
- 3. ACTIVE AND VARIED WATERFRONT AMENITIES**
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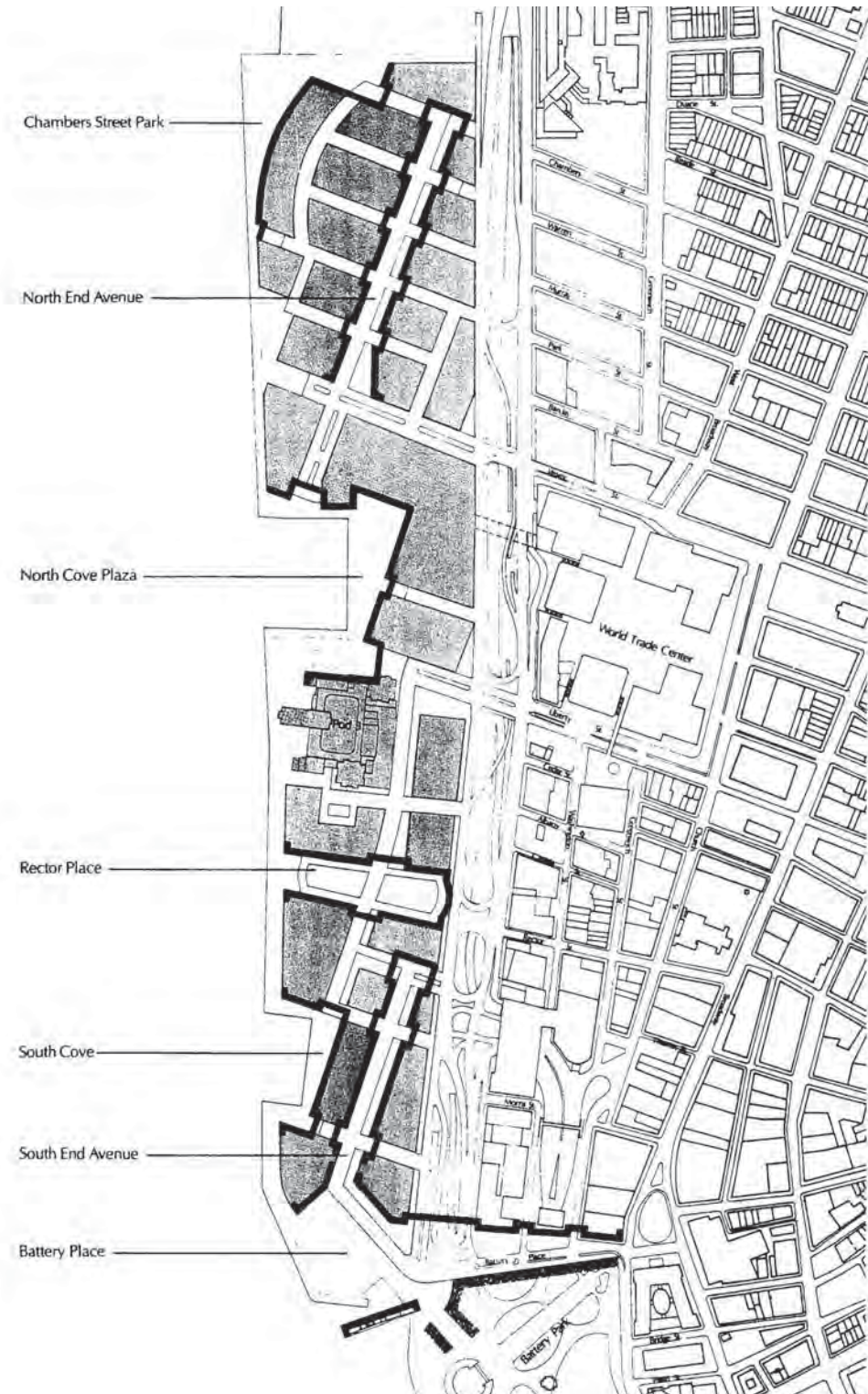
REVISED MASTER PLAN - 1979



OPEN SPACE

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REVISED MASTER PLAN - 1979





SPECIAL PLACES

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8. LAND USE AND DEVELOPMENT CONTROLS FLEXIBLE ENOUGH TO ADJUST TO FUTURE MARKET REQUIREMENTS

BATTERY PARK CITY TODAY



PLAN OVERVIEW

-  RESIDENTIAL
-  COMMERCIAL
-  CIVIC / CULTURAL



SIMILARITIES TO THE 1979 PLAN:

- CENTRAL COMMERCIAL AREA
- RESIDENTIAL AREAS TO THE NORTH AND SOUTH
- LARGE AMOUNTS OF OPEN SPACE
- FOCUS ON THE WATERFRONT
- FOCAL POINTS REALIZED
 - SOUTH COVE
 - RECTOR PLACE
 - NORTH COVE PLAZA
 - CHAMBERS STREET PARK

DIFFERENCES:

- CULTURAL USES ADDED AT SOUTH END
 - MUSEUM OF JEWISH HERITAGE
 - SKYSCRAPER MUSEUM
- CIVIC USES AT NORTH END
 - STUYVESANT HIGH SCHOOL
 - PS 89 LIBERTY
 - IS 289 HUDSON RIVER MIDDLE SCHOOL

PHYSICAL ENVIRONMENT



BUILDINGS



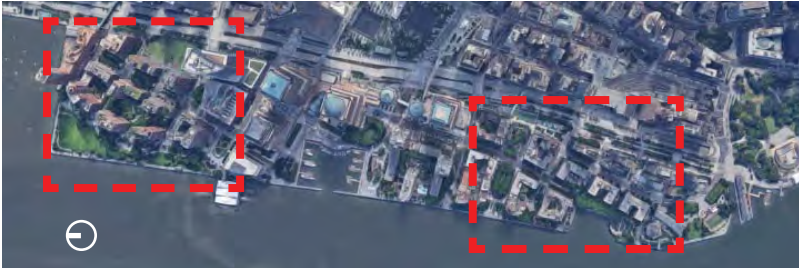
RESIDENTIAL BUILDINGS



CHARACTERISTICS

- MATERIALS:
 - BRICK USED PROMINENTLY
 - GLASS IS LIMITED
 - MASTER PLAN GUIDELINES MANDATED THAT ALL RESIDENTIAL BUILDINGS USE RED BRICK, AND LIMITED GLAZING TO 30% OF THE ELEVATION
- VARIOUS SCALES ACROSS SITE
 - SOUTH END, PARTICULARLY BY THE WATER, LOWER TO THE GROUND, SMALLER SCALE
 - NORTH END LARGER SCALE
- HEAVY EMPHASIS ON TYING RESIDENTIAL BUILDINGS TO THE LANDSCAPE
 - WATERFRONT CONNECTION
 - BUILDINGS AROUND PARK
- SOUTH END TIED INTO STREET + BLOCK LAYOUT
- NORTH END CLUSTERED AROUND PARKS

RESIDENTIAL BUILDINGS



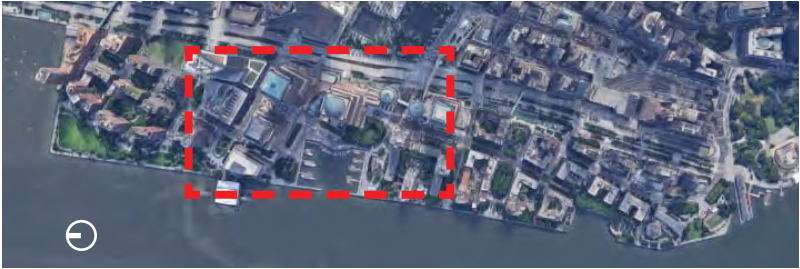
COMMERCIAL BUILDINGS



CHARACTERISTICS

- NO BRICK, GLASS AND STONE PROMINENTLY FEATURED
 - CONTRAST W/ RESIDENTIAL BUILDINGS
- LARGE SCALE STRUCTURES, CONCENTRATED AT CENTER OF SITE
 - OFFICE TOWERS CLUSTERED TOGETHER
 - LARGE MALL AT GROUND LEVEL CONNECTING TOWERS
 - RELATIONSHIP WITH ADJACENT WORLD TRADE CENTER
- CONNECTION TO LANDSCAPE STILL APPARENT
 - PLAZA BETWEEN BUILDINGS
 - WATERFRONT CONNECTION
- ELEVATED CIRCULATION PATHS BETWEEN STRUCTURES
 - NO NEED TO REACH GROUND LEVEL
 - BRIDGE OVER WEST STREET CONNECTION TO WTC

COMMERCIAL BUILDINGS



CULTURAL BUILDINGS



CHARACTERISTICS

- MATERIALS VARY
- SMALL SCALE STRUCTURES AT SOUTH END OF SITE
 - RELATIONSHIP WITH ADJACENT BATTERY PARK
- CONNECTION TO LANDSCAPE STRONGLY EMPHASIZED
 - BUILDINGS IN A PARK
 - WATERFRONT CONNECTION
- ALL CIRCULATION VIA PARKS AND WATERFRONT PATHS

CULTURAL BUILDINGS



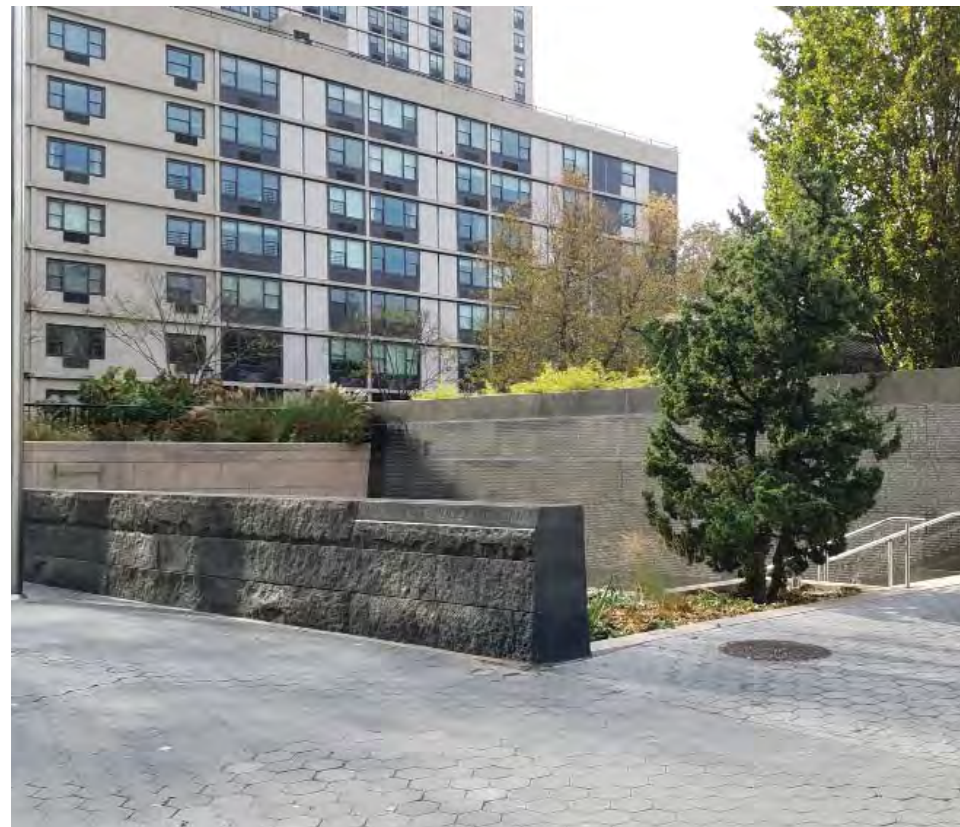
ART / MEMORIALS



CHARACTERISTICS

- MATERIALS VARY
- SMALL SCALE STRUCTURES SPREAD ACROSS SITE
- CONNECTION TO ADJACENT BUILDINGS AND LANDSCAPES EMPHASIZED
- MEANT TO ENHANCE THE EXPERIENCE OF THE PUBLIC REALM
- BRINGS TOURISTS AND OTHER PASSERSBY TO THE SITE

ART / MEMORIALS



LANDSCAPE



SOFTSCAPE CHARACTERISTICS:

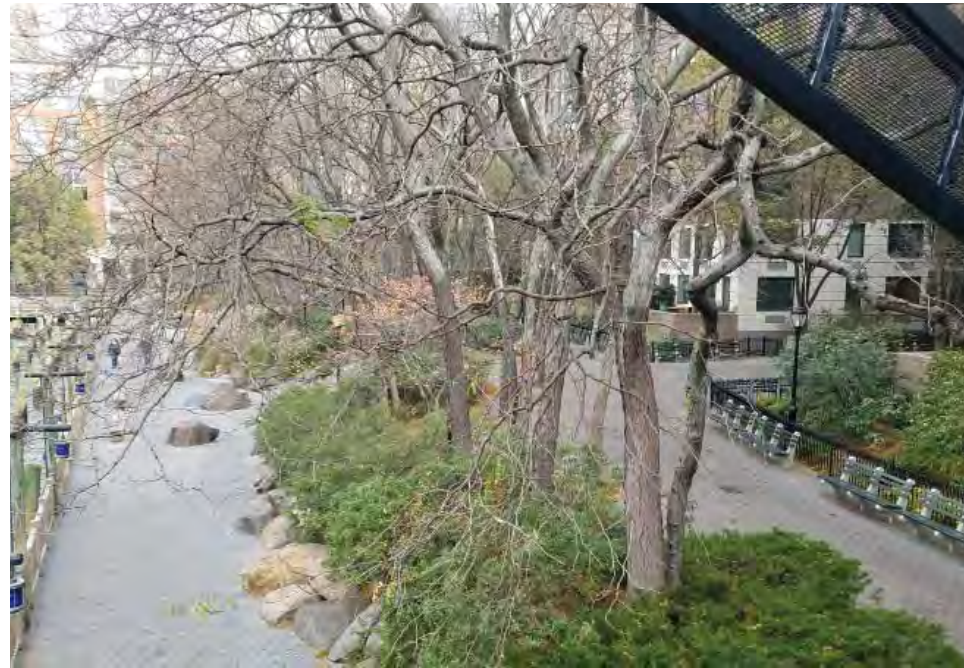
- NATURAL FEEL, NOT OVERLY MANICURED
- CONNECTION TO WATER EMPHASIZED WHEREVER POSSIBLE
- WINDING PATHS, CONNECTIONS BETWEEN BUILDINGS
- PLAYGROUNDS, FIELDS, AND RECREATION AREAS DISTRIBUTED ACROSS THE SITE FOR MORE ACTIVE USE

HARDSCAPE CHARACTERISTICS:

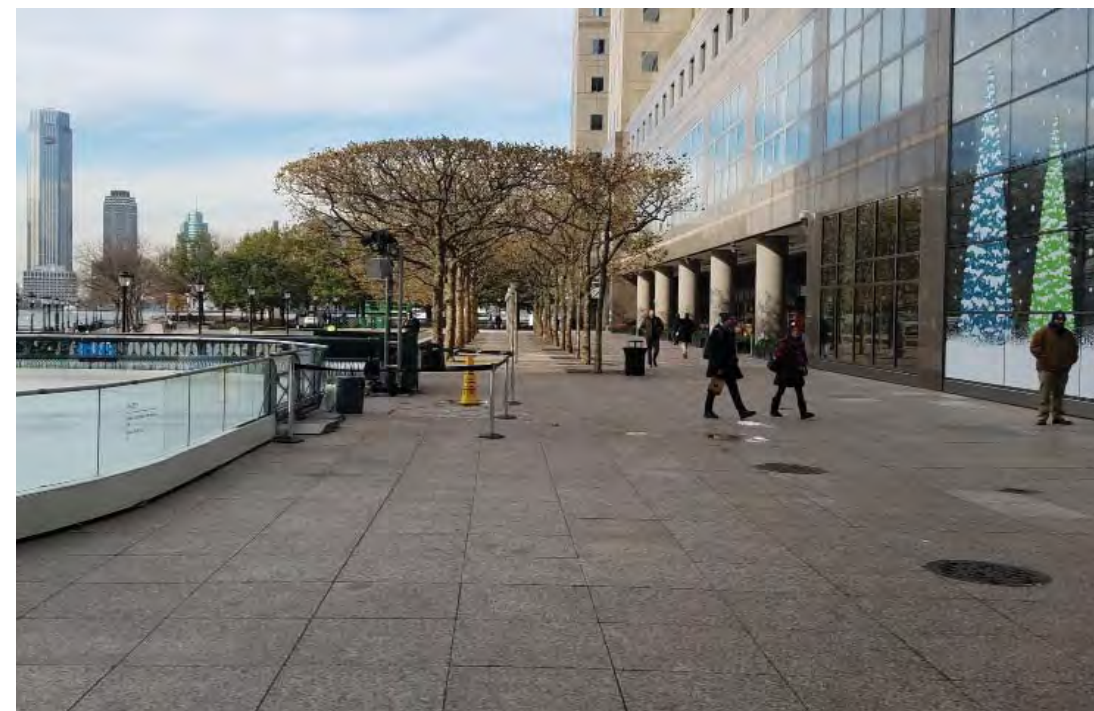
- STANDARD CONCRETE AND ASPHALT PATHS LIMITED TO EASTERN SIDE OF THE SITE AND HEAVY AUTO CIRCULATION ROUTES
- VARIOUS PAVING MATERIALS USED THROUGHOUT SITE
- SMALLER SCALE PAVERS USED IN RESIDENTIAL AREAS
- LARGER SCALE PAVERS USED IN COMMERCIAL AREAS



SOFTSCAPE



HARDSCAPE



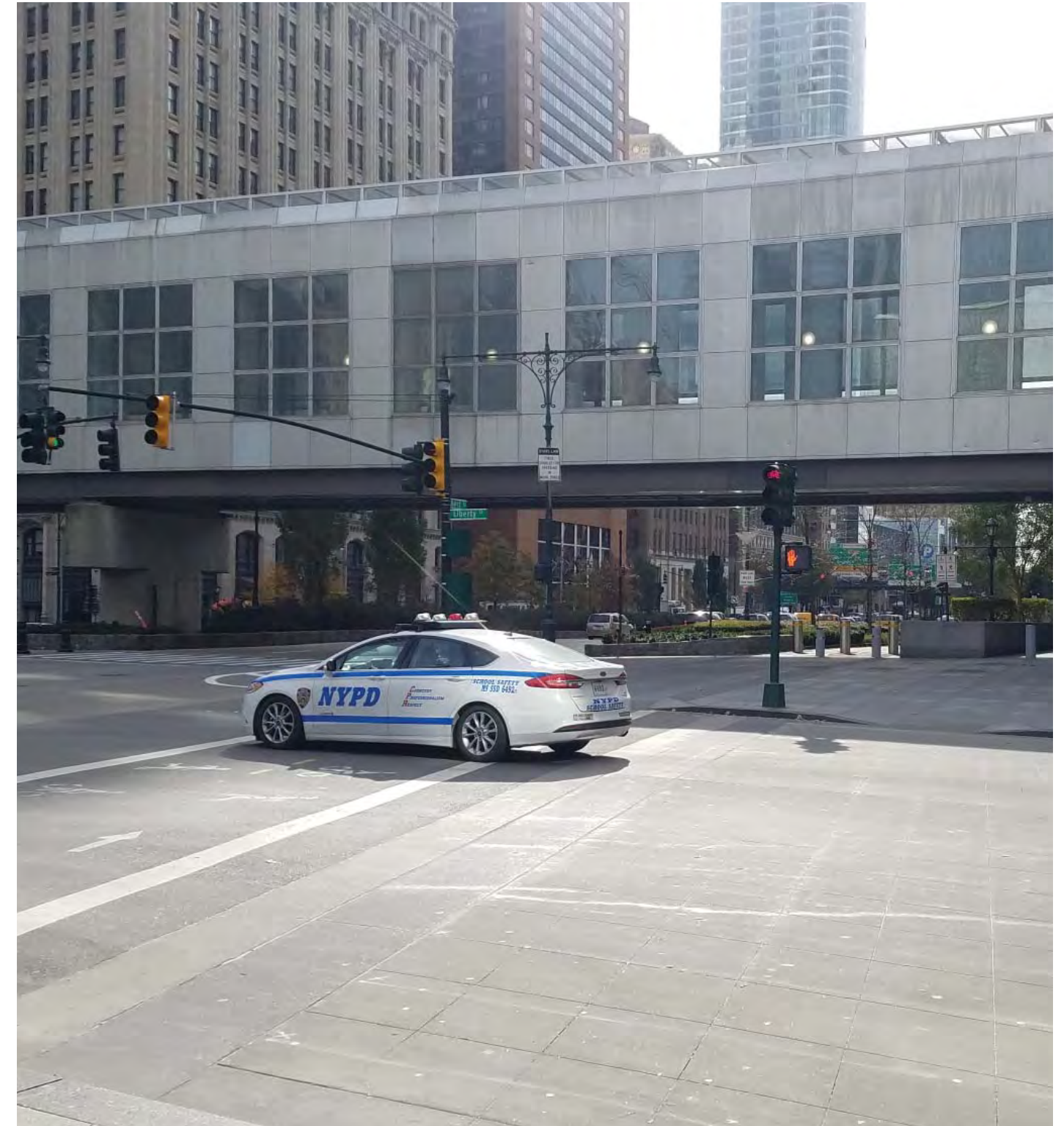
CIRCULATION



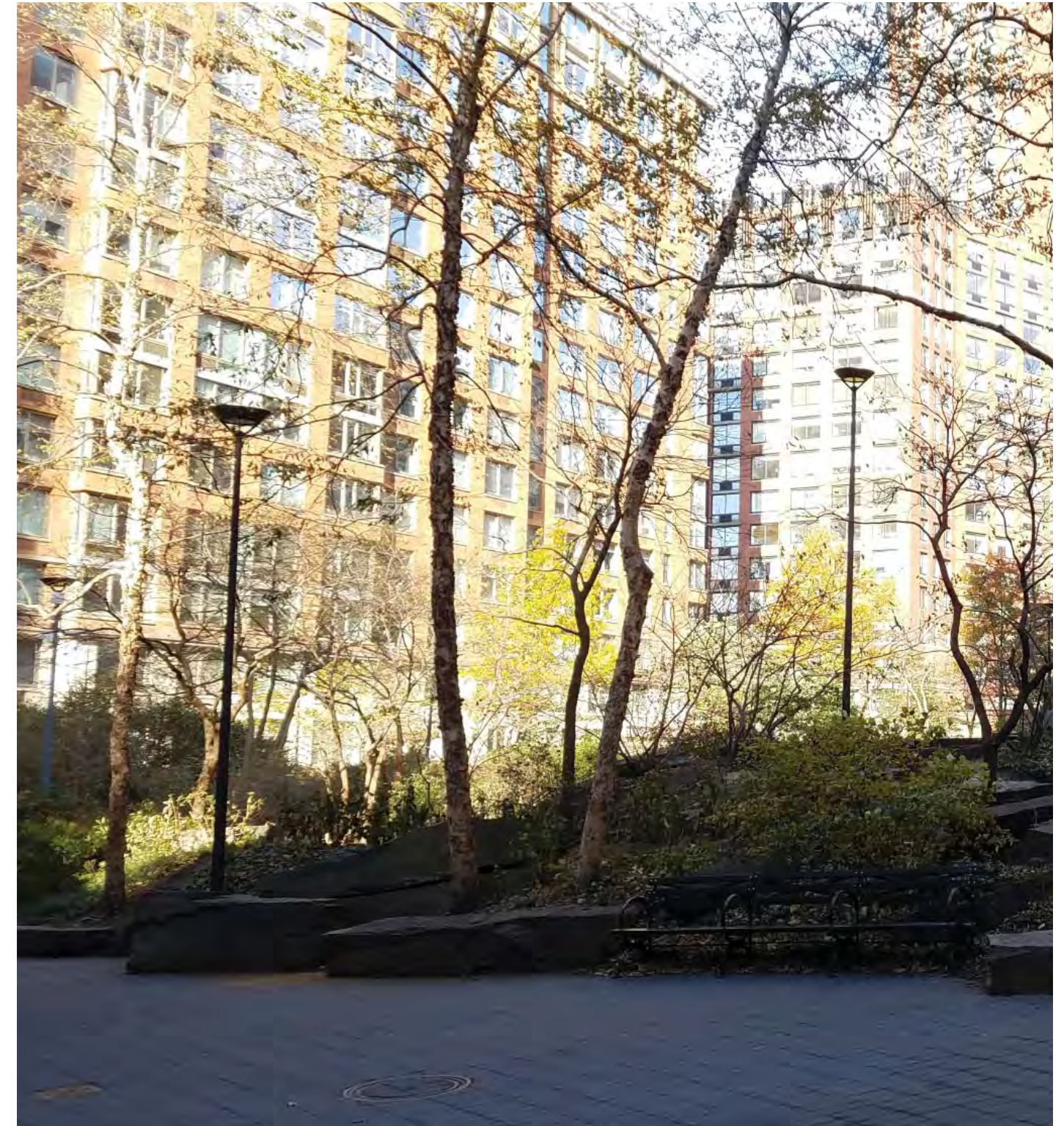
CHARACTERISTICS

- HIGH SPEED MOVEMENT (CARS, BIKES, RUNNING PATHS) ON EAST SIDE OF SITE NEAR WEST STREET
- LOW SPEED MOVEMENT (PEDESTRIAN PATHS, SMALL STREETS) ON WEST WIDE OF SITE NEAR THE WATER
- PEDESTRIAN PATHS EMPHASIZED, PARTICULARLY ON THE WATER
- STREET GRID OF LOWER MANHATTAN CONTINUED ONTO SITE, CAR ACCESS LIMITED TO STREETS
- GROUND LEVEL CIRCULATION IS PRIMARY
- PEDESTRIAN BRIDGES INCLUDED OVER WEST STREET AND BETWEEN COMMERCIAL BUILDINGS

HIGH SPEED CIRCULATION



LOW SPEED CIRCULATION



WAYFINDING / SIGNAGE



CHARACTERISTICS

- SIMILAR FORMS, MATERIALS, + GRAPHICS USED ACROSS ALL SIGN TYPES
- HELPS REINFORCE THE BATTERY PARK CITY IDENTITY, OR "BRAND"
- VISUAL CUES LET YOU KNOW WHERE ON THE SITE YOU ARE

WAYFINDING / SIGNAGE

