NYC’s Vision for Lower Manhattan

Outlined 3 types of investments the public sector must make:

1. Connect Lower Manhattan to the world around it

2. Build new neighborhoods

3. Create public places that make Lower Manhattan one of the most appealing places in the world
Reinforce Lower Manhattan’s position as a premier financial district

VIEW LOOKING SOUTH ALONG WATER STREET
1. Connect Lower Manhattan

- Airport Access
- New PATH Terminal
- Fulton Street Transit Center
- Ferry Terminals
- South Ferry Station
- Bus Parking Facility
2. Build New Neighborhoods

**Fulton Street** – LM’s prime east west arts and transit corridor can be “main street” to a new community

**Greenwich South** – a new park over the tunnel entrance can provide a new neighborhood center

**Financial District** - Reinforce and support the existing financial core
3. Create Public Places

- East River Waterfront
- West Street Improvements
- Water Street Corridor
- Fulton Market Square
- Greenwich Square
- Battery Park
WTC Site Plan
Amended General Project Plan
General Project Plan as of September 17, 2003
PATH Mezzanine Plan (el 258')
Lower Concourse Plan (el 278' – below subway level)
Upper Concourse Plan (el +/- 296’)

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Ground Floor Plan (el 312’@west–324’@church)
Typical Tower Plan
WTC Site Plan
Recent Modifications
The Memorial Design and Tower 1

View From the South West

View From the South East
New PATH Terminal Design – for reference only
Key Urban Design Issues

Public Realm and Open Space:  
*Reintegrating the Site with Lower Manhattan*

Commercial and Cultural Program:  
*Creating an Appropriate Pedestrian Experience*

Traffic and Transportation:  
*Comprehensive Lower Manhattan Street Management*

Infrastructure:  
*Managing the User’s Needs*
Public Realm and Open Space: Reintegrating the Site with Lower Manhattan
Open Space Network and Connections

- Extend Dey and Cortlandt Street as Real Streets Through the Site
- Cultural buildings and uses shall have adjacent open space
Pedestrian Flow Through the WTC

- **Fulton Street**
  Retail & Transit corridor

- **Liberty Street**
  Waterfront connection

- **Greenwich Street**
  Neighborhood connection
Sidewalks

- 25’ wide on Primary streets, 15’ on Secondary streets
- No escalators or skylights in public open spaces

Integrate Subway Entrances into Buildings

25’ sidewalk
15’ sidewalk
Street walls

- 85’-130’ required for commercial buildings
Setbacks

View Looking South on Greenwich Street Without setbacks

View Looking South on Greenwich Street With 15’ setback at 125’
Setbacks

- 15’ minimum for commercial buildings
Setbacks

Wind condition at-grade

Setbacks provide wind-break
Design Flexibility for Cultural Buildings

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Cultural & Public Buildings

- Cultural program must be further established before further development
- Minimum 30' separation between cultural buildings and commercial structures
- Provide adequate open space adjacent to cultural & public buildings
Pedestrian Conditions at Grade

- Sidewalks should approximate pre-WTC Grades
- No blank retaining walls
- Provide streetscape transition between level changes
- Do not obscure view corridors with grade changes
Pedestrian Conditions at Grade Security Impacts

- Required security devices shall be integrated with streetscape elements
- Retractable bollards shall be used instead of delta barriers in streets
- Placement of security devices shall not impede pedestrian flow
- Street management shall be coordinated with city agencies (NYPD, NYFD, DOT)
Commercial and Cultural Program: Creating a Pedestrian Environment
Ground Floor Usage – Retail

- Maximize ground floor retail
- More than half of total retail sf shall be at grade or above
- Minimum retail frontage required at key streets (80%)
- Continuous retail required on Church & Greenwich Streets
- Transparency requirements
Ground Floor Usage – Office Lobbies

- 3rd Floor sky-lobbies required in towers 2, 3 & 4 to maximize ground floor retail
- Lobbies to be located on mid-blocks, not on corners
Ground Floor Usage – Office Lobbies

Time commercial construction to meet market requirements
Hotel and Conference Uses

- Minimum 600,000 sf hotel use and 150,000 sf conference center per original GPP should be retained
- The location of the hotel use should be flexible
Signage

- Discreet graphic standards for all retail signage
- Special controls for Greenwich Street across from the memorial plaza
- No signage permitted above 60’
Traffic and Transportation:
Lower Manhattan Street Management
Street Grid

- All streets shall be open to both pedestrian and vehicular traffic and managed by City (including below-grade utilities)
  - Vesey
  - Fulton
  - Dey
  - Cortlandt
  - Liberty
  - Church
  - Greenwich
Bridges

- No bridges shall be allowed over any of the streets described in the GPP; including Dey and Cortlandt Streets
Street Widths and Use

Church
  3 traffic, 2 curb
Greenwich
  3 traffic, 1 curb, 1 bus
Vesey
  2 traffic, 1 or 2 curb
Fulton
  2 traffic, 1 curb
Dey
  1 traffic, 2 curb
Cortlandt
  1 traffic, 2 curb
Liberty
  4 traffic, or 3 traffic & 2 curb
### Street Directions

<table>
<thead>
<tr>
<th>Street</th>
<th>Direction</th>
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<tbody>
<tr>
<td>Church</td>
<td>Northbound</td>
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<tr>
<td>Greenwich</td>
<td>Southbound</td>
</tr>
<tr>
<td>Vesey</td>
<td>Eastbound</td>
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<td>Fulton</td>
<td>Westbound</td>
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<tr>
<td>Dey</td>
<td>Eastbound</td>
</tr>
<tr>
<td>Cortlandt</td>
<td>Westbound</td>
</tr>
<tr>
<td>Liberty</td>
<td>Two-ways</td>
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</tbody>
</table>

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Infrastructure: Managing User’s Needs
Servicing

- Relocate Liberty Street Ramp
- Provide two-way traffic on Liberty Street
Off-Street Parking

- Vesey Street ramp should be moved out of Washington Street view corridor
- Public Parking off hours for the cultural programs
- Bus parking shall be provided on site, not on Site 26 in BPC
Underground Concourses

- Lower Level concourses are for transit connections
- East-West passenger flow should not be impeded
- North-South Concourse should be removed
Concourse Entrances at Street Level

- Connections to the sub-grade concourses must not siphon pedestrians off of the street
- Access points cannot be placed in any street
- Pedestrian flow should support at-grade retail
- Subway access must be accommodated
Public Agency Review Process

- Open space design review by Department of Parks and Recreation (DPR)
- Cultural Programs shall be developed and coordinated by the Department of Cultural Affairs (DCA)
- Ongoing urban design and site plan review process (DCP)
- Review and Approval of Design Guidelines (DCP)
Next Steps

- Draft Letter to be provided to the CPC on Friday, March 5th

- Follow up review session on Monday, March 8th with presentation and review of the Draft letter to the LMDC

- Letter to address the following topics:
  - Public realm and open space
  - Commercial and cultural program
  - Traffic and transportation
  - Infrastructure
  - On-going review process