

**World Trade Center**  
**Amended General Project Plan**  
**City Planning Commission Review**



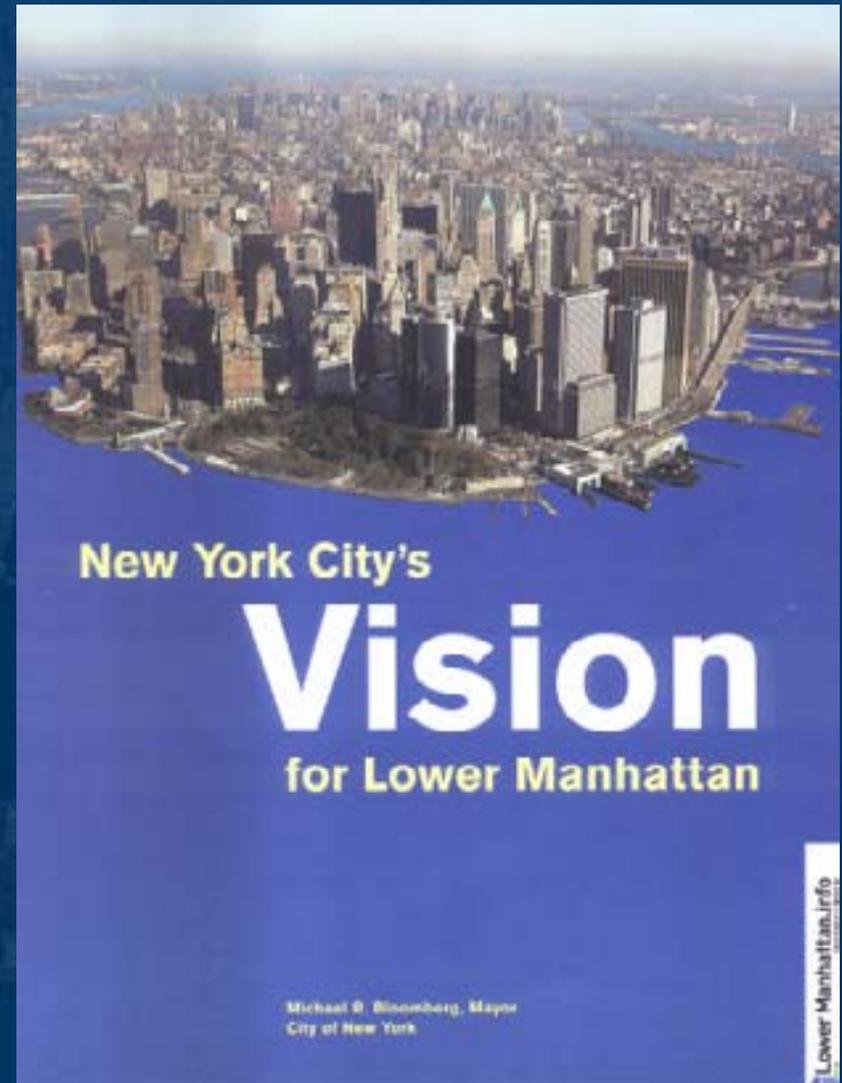
*Department of City Planning*  
*The City of New York*

March 1, 2004

# 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

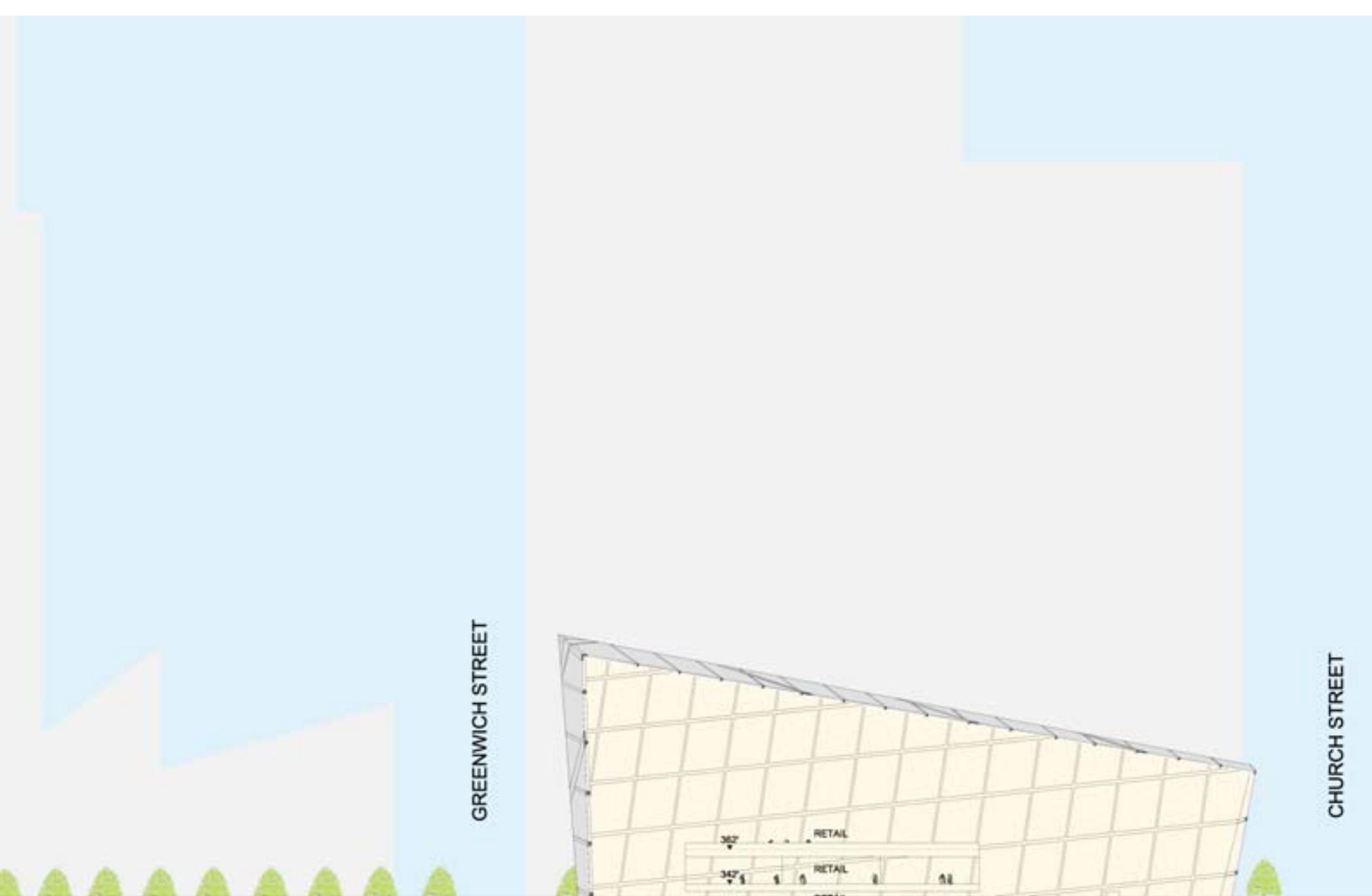




General Project Plan as of September 17, 2003

*The City of New York*





GREENWICH STREET

CHURCH STREET

# East-West Section Thru Site

*The City of New York*





PATH Mezzanine Plan (el 258')





Lower Concourse Plan (el 278' – below subway level)





Upper Concourse Plan (el +/- 296')





Ground Floor Plan (el 312'@west-324'@church)





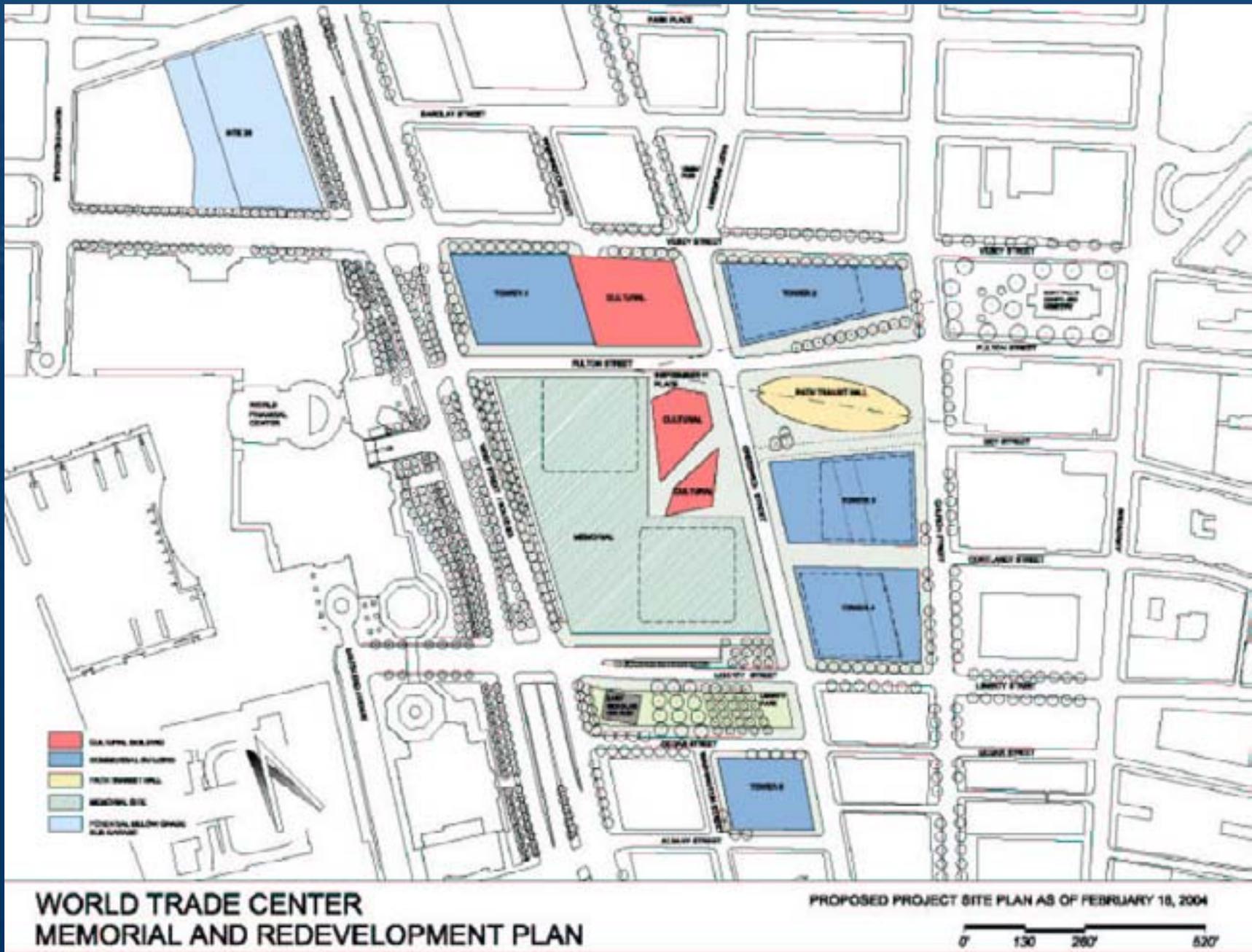


Typical Tower Plan



# WTC Site Plan Recent Modifications

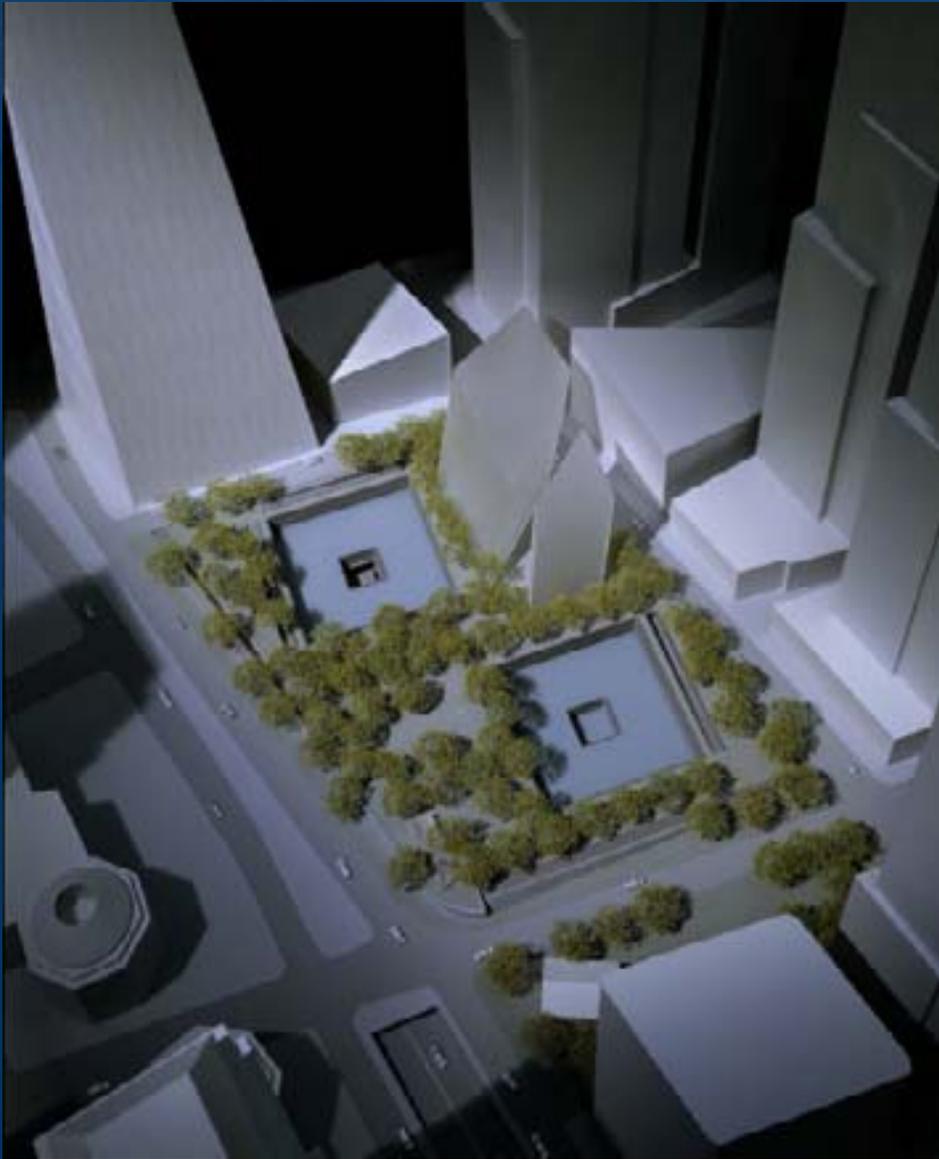




General Project Plan as of February 18th, 2004

The City of New York





View From the South West



View From the South East

## The Memorial Design and Tower 1





New PATH Terminal Design – for reference only

*The City of New York*



# 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*



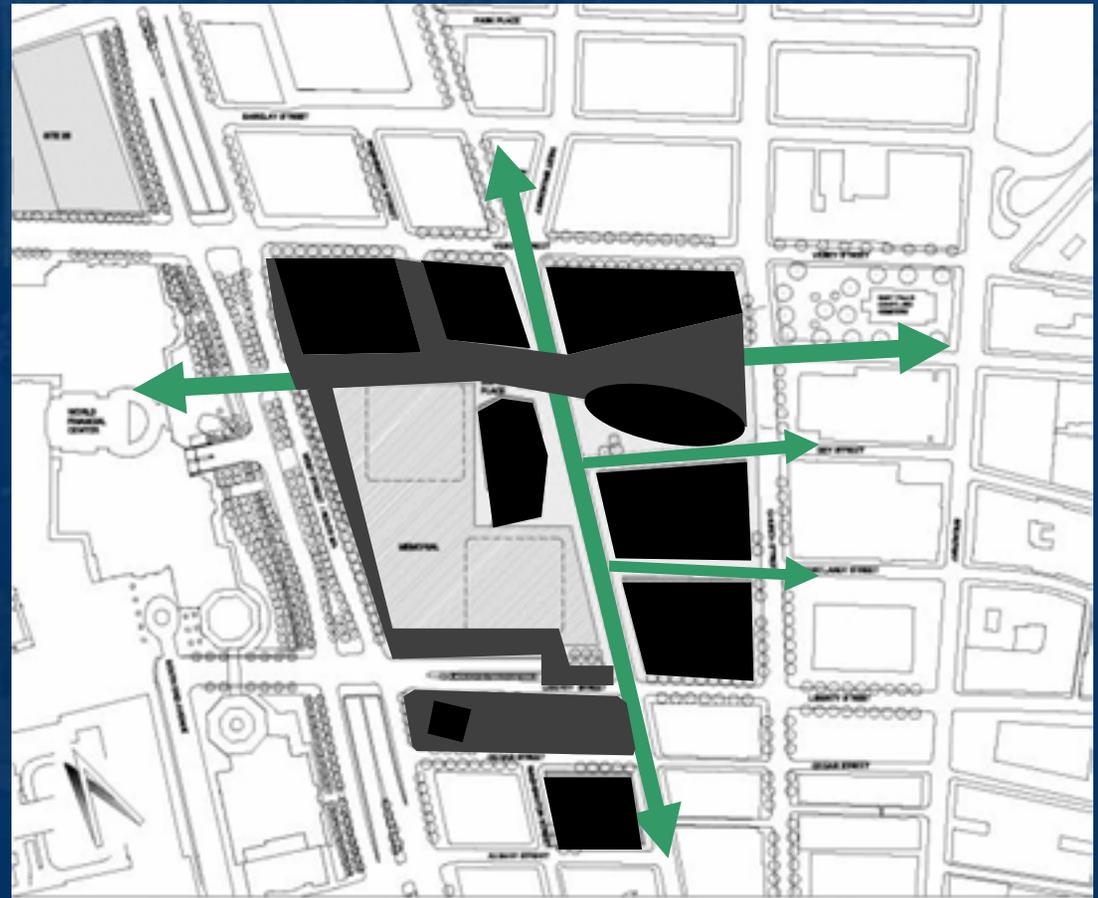
An aerial, high-angle photograph of Lower Manhattan, New York City, showing a dense cluster of skyscrapers and buildings. The image is overlaid with a semi-transparent blue filter. The text is positioned in the upper left quadrant of the image.

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



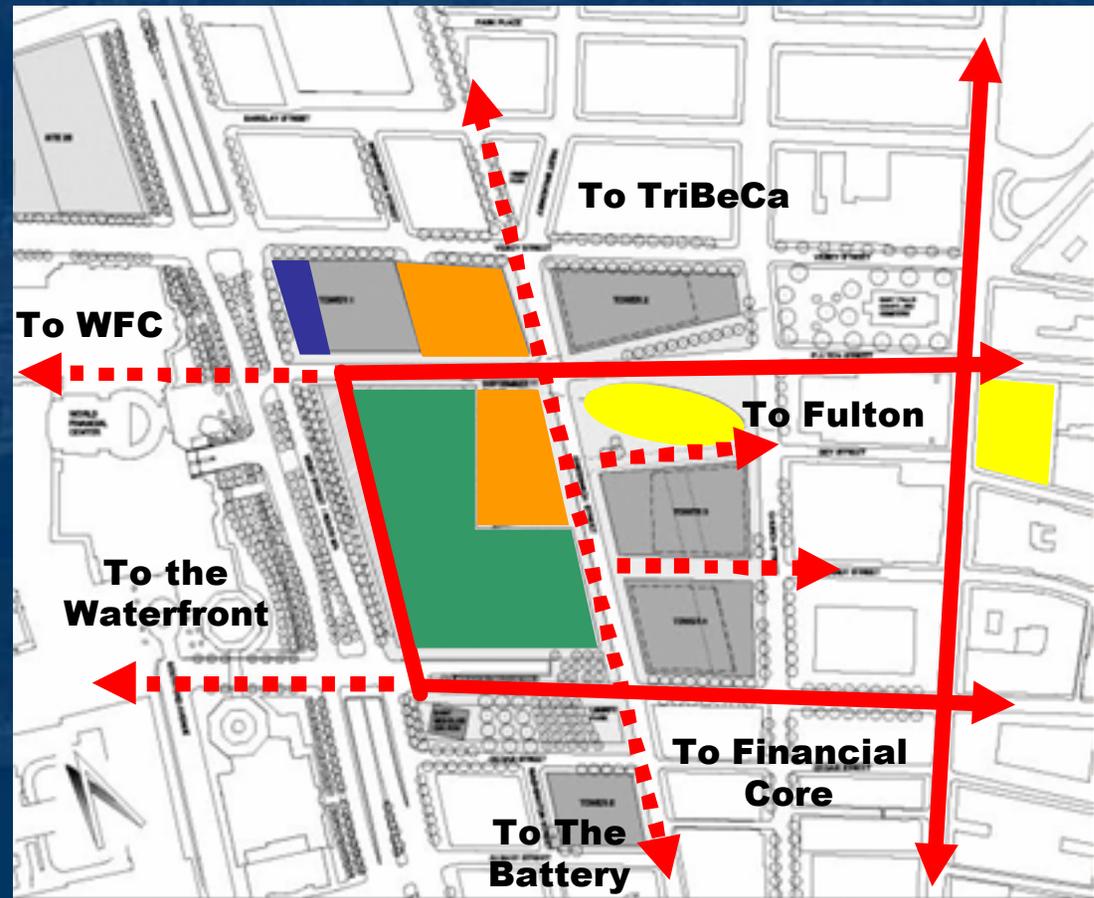
# Open Space Network and Connections

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



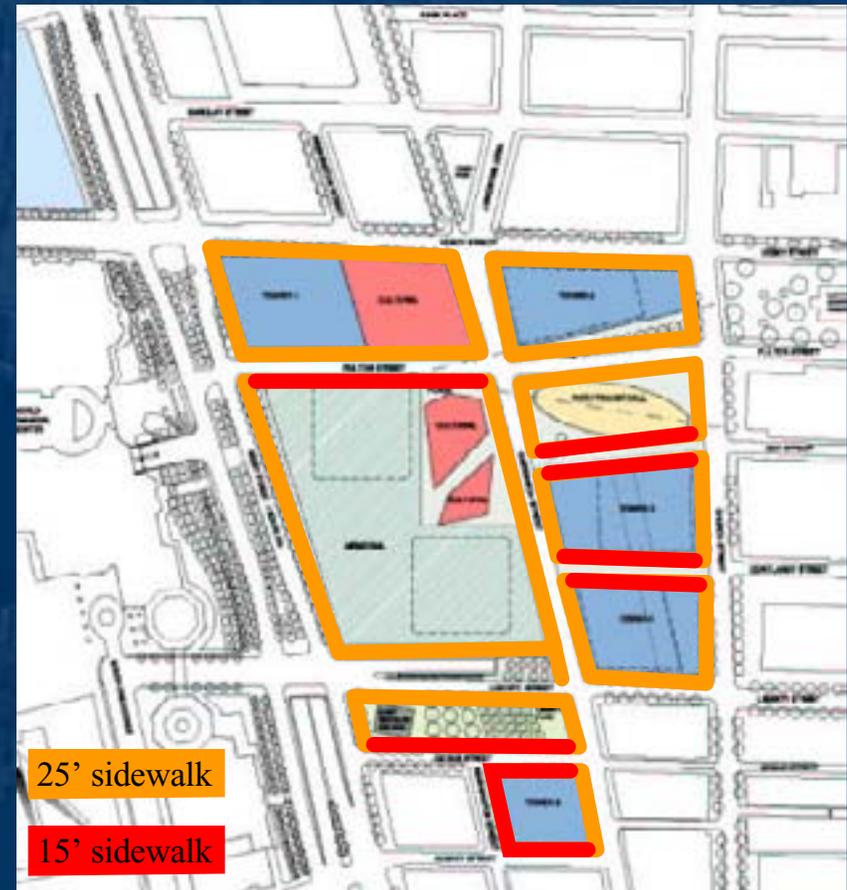
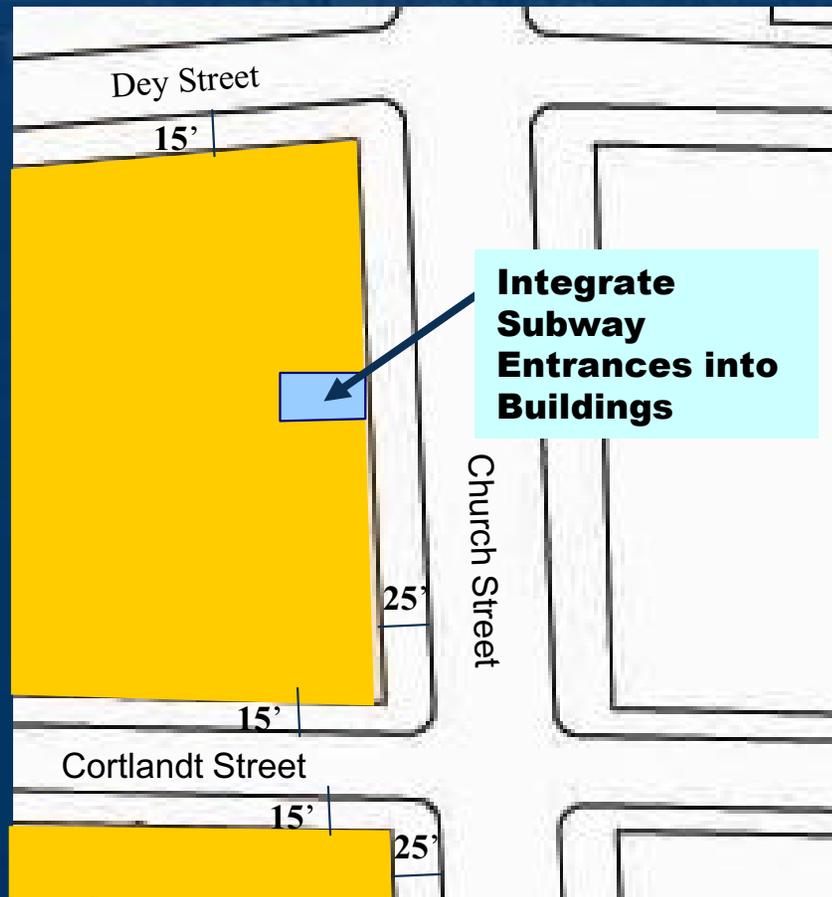
# Pedestrian Flow Through the WTC

- **Fulton Street**  
Retail & Transit corridor
- **Liberty Street**  
Waterfront connection
- **Greenwich Street**  
Neighborhood connection



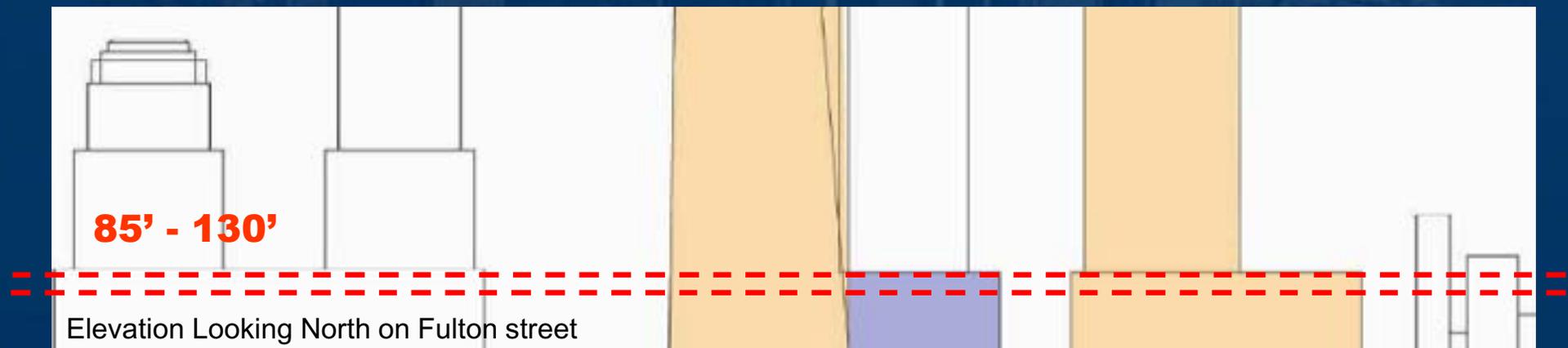
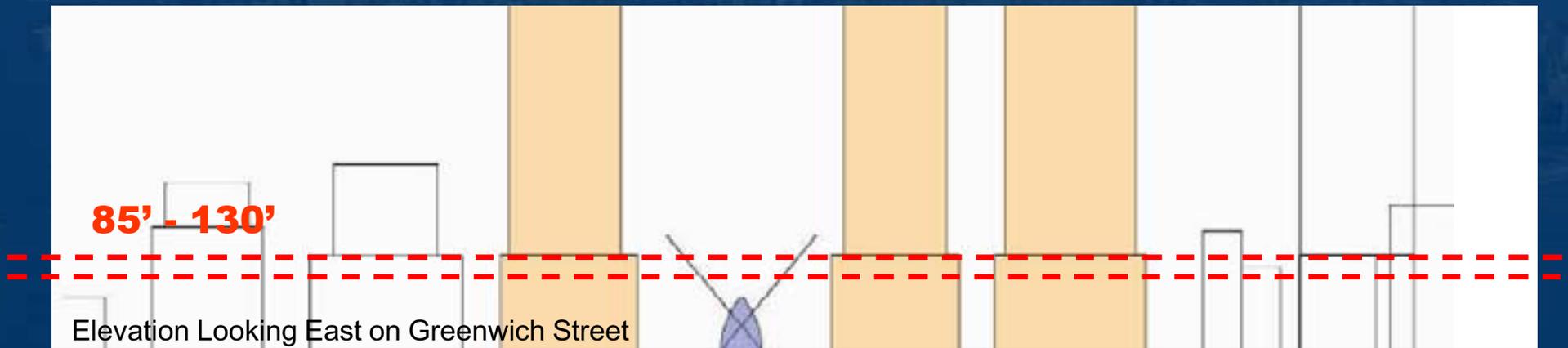
# Sidewalks

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

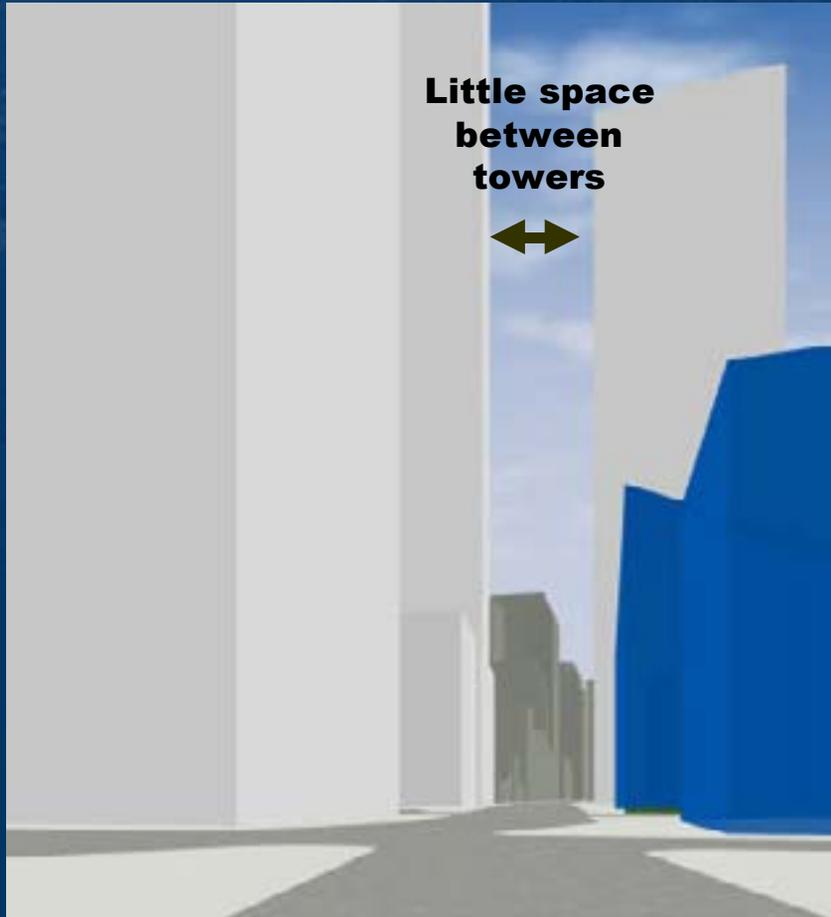


# Street walls

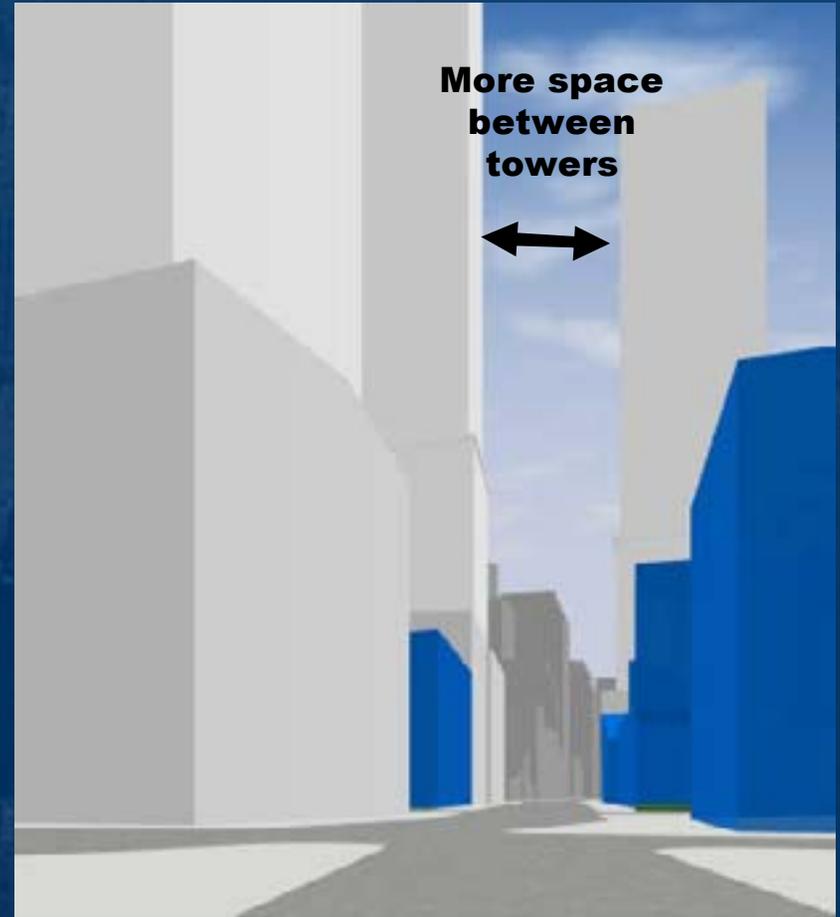
- 85'-130' required for commercial buildings



# Setbacks



**View Looking South on Greenwich Street  
Without setbacks**



**View Looking South on Greenwich Street  
With 15' setback at 125'**

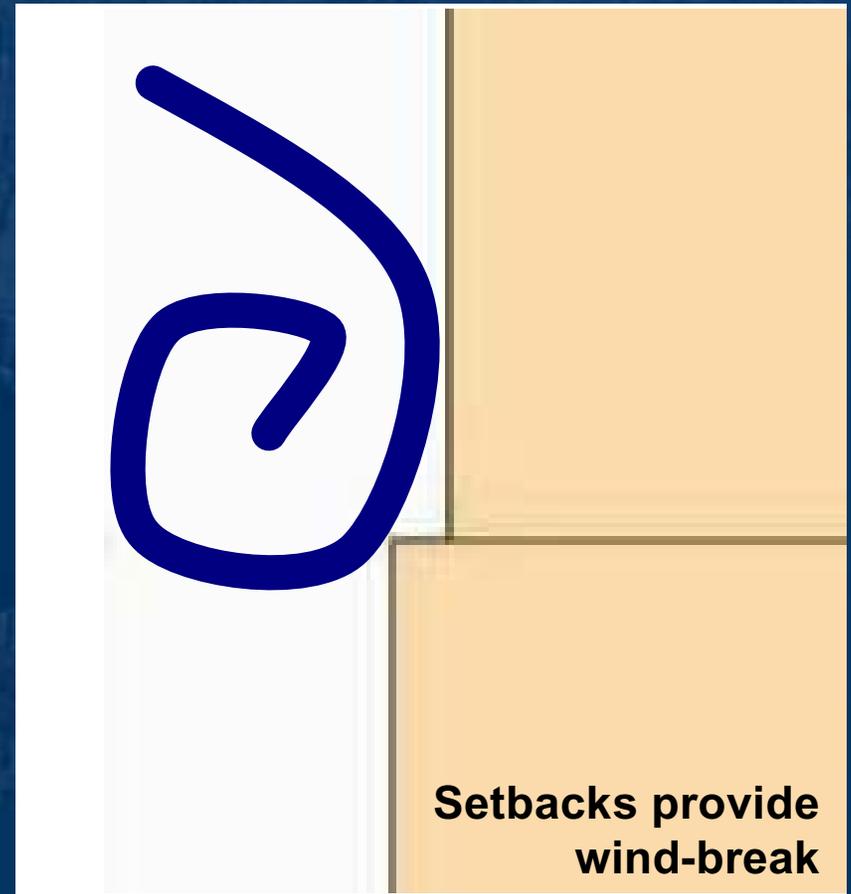
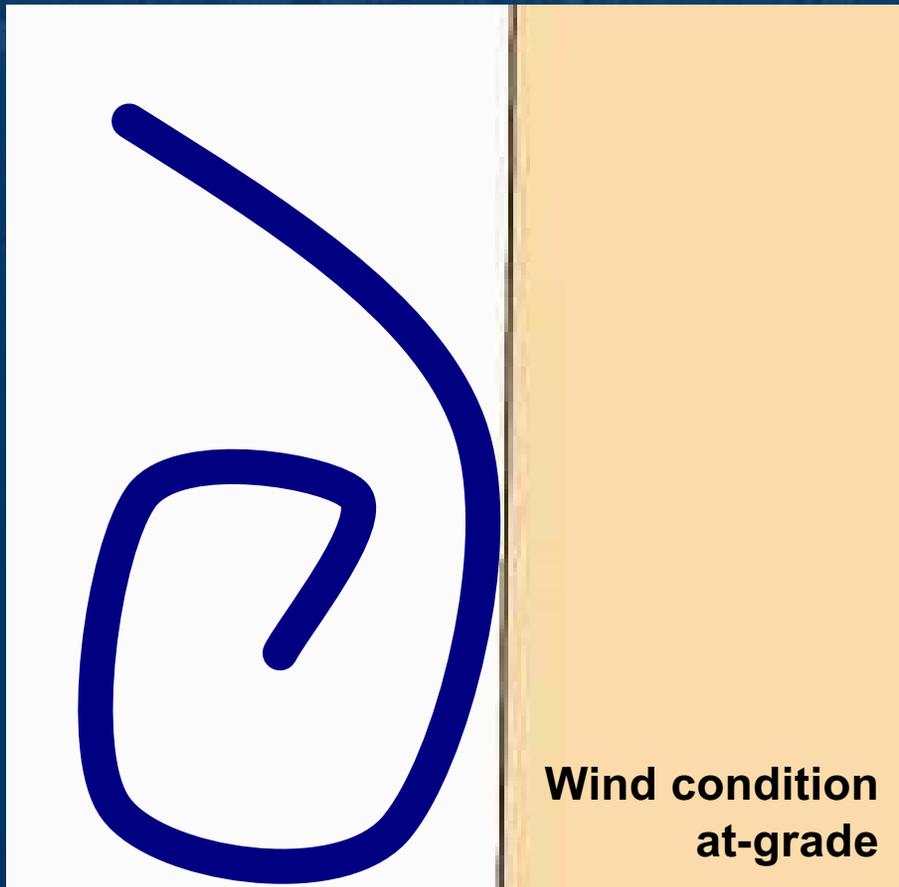


# Setbacks

- 15' minimum for commercial buildings



# Setbacks

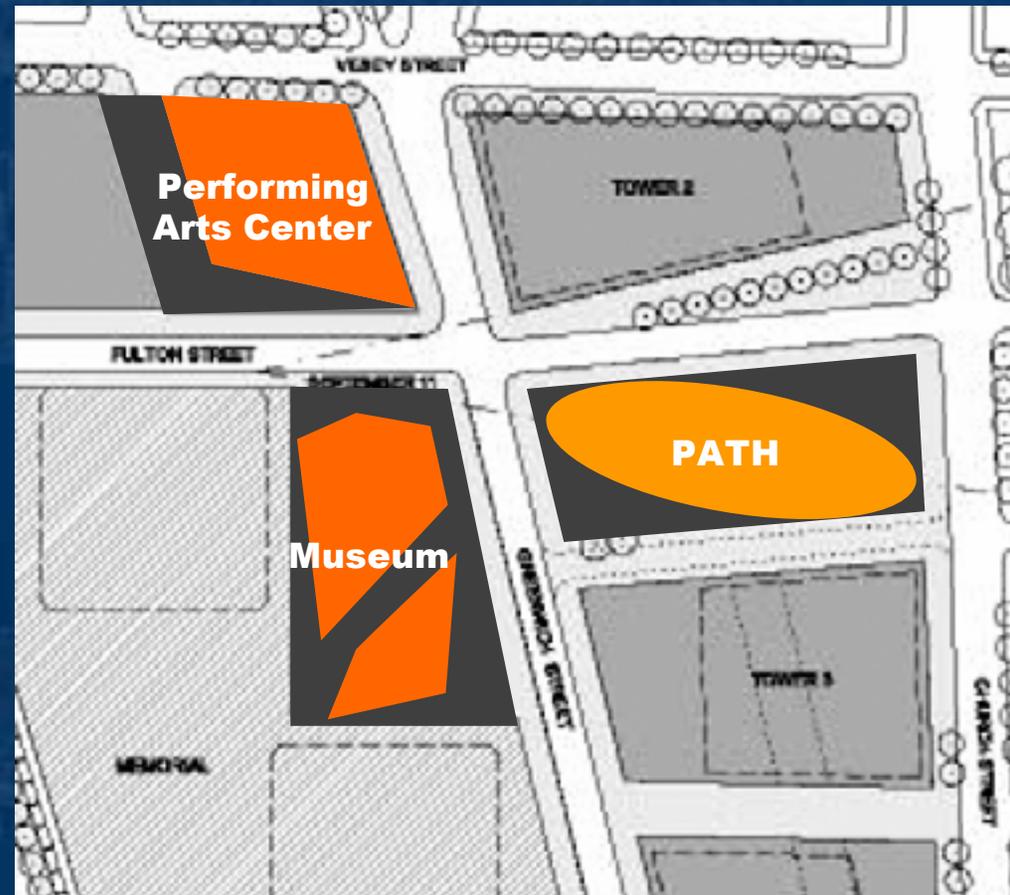


# Design Flexibility for Cultural Buildings



# 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)

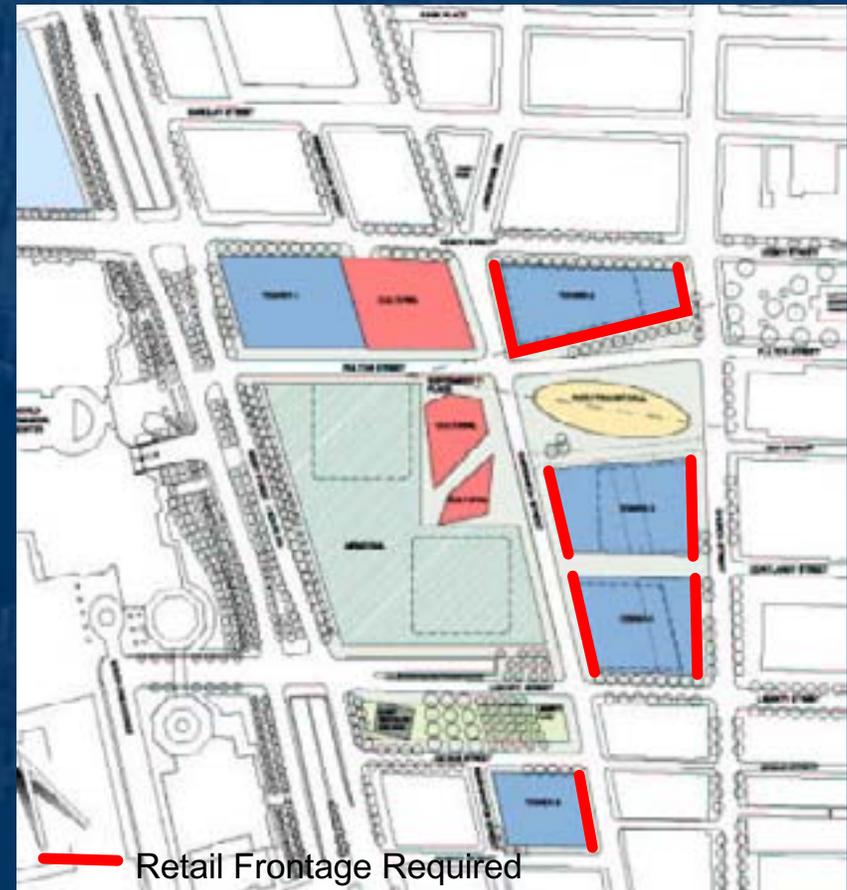


# Commercial and Cultural Program: Creating a Pedestrian Environment



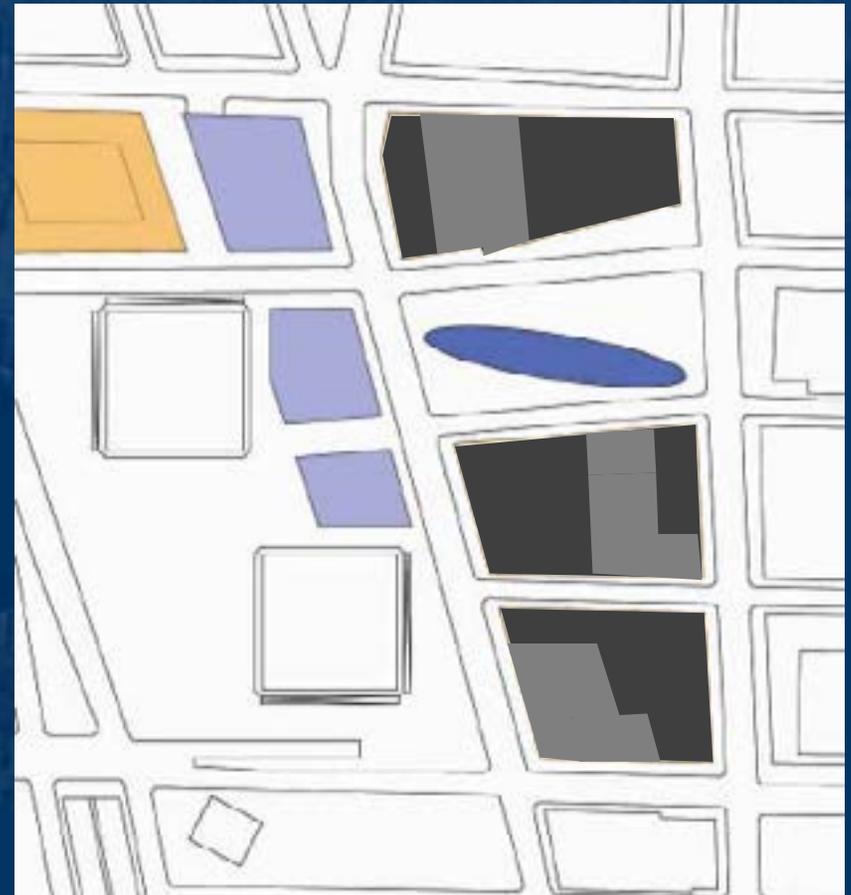
# Ground Floor Usage – Retail

- 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



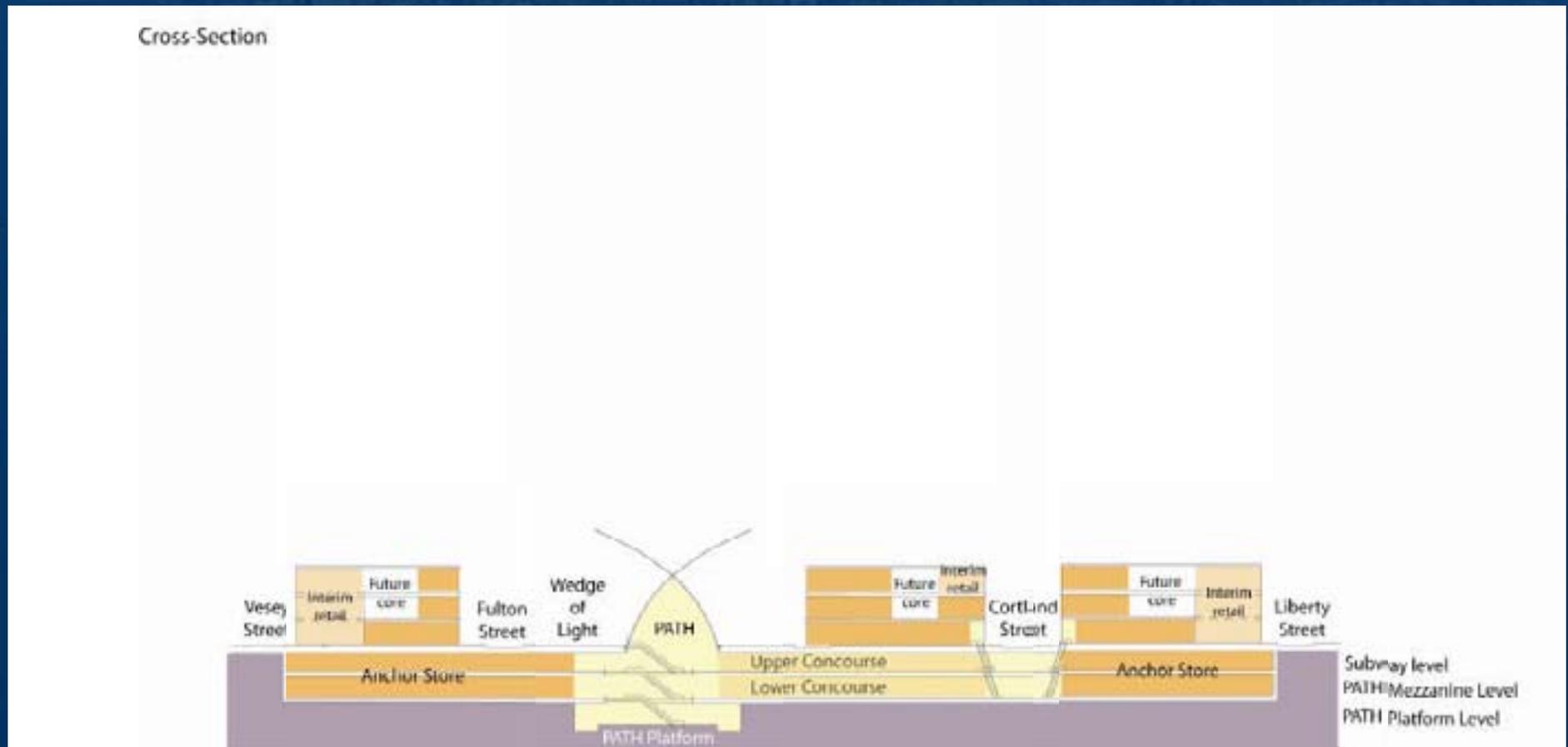
# Ground Floor Usage – Office Lobbies

- 3<sup>rd</sup> Floor sky-lobbies required in towers 2, 3 & 4 to maximize ground floor retail
- Lobbies to be located on mid-blocks, not on corners



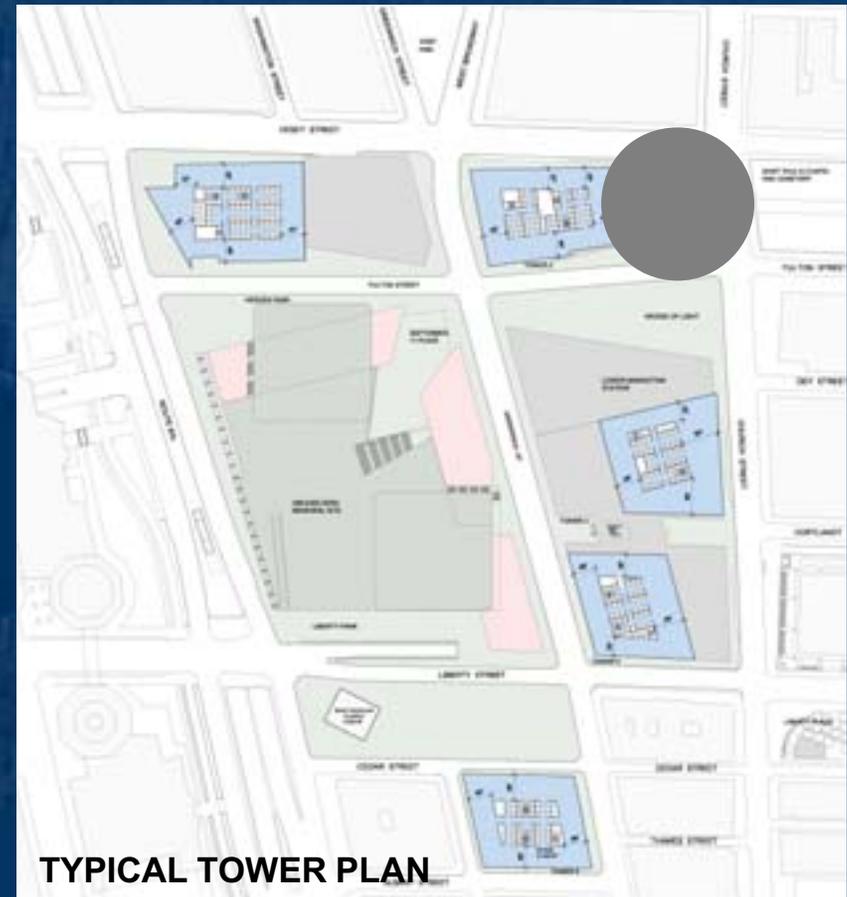
# Ground Floor Usage – Office Lobbies

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'

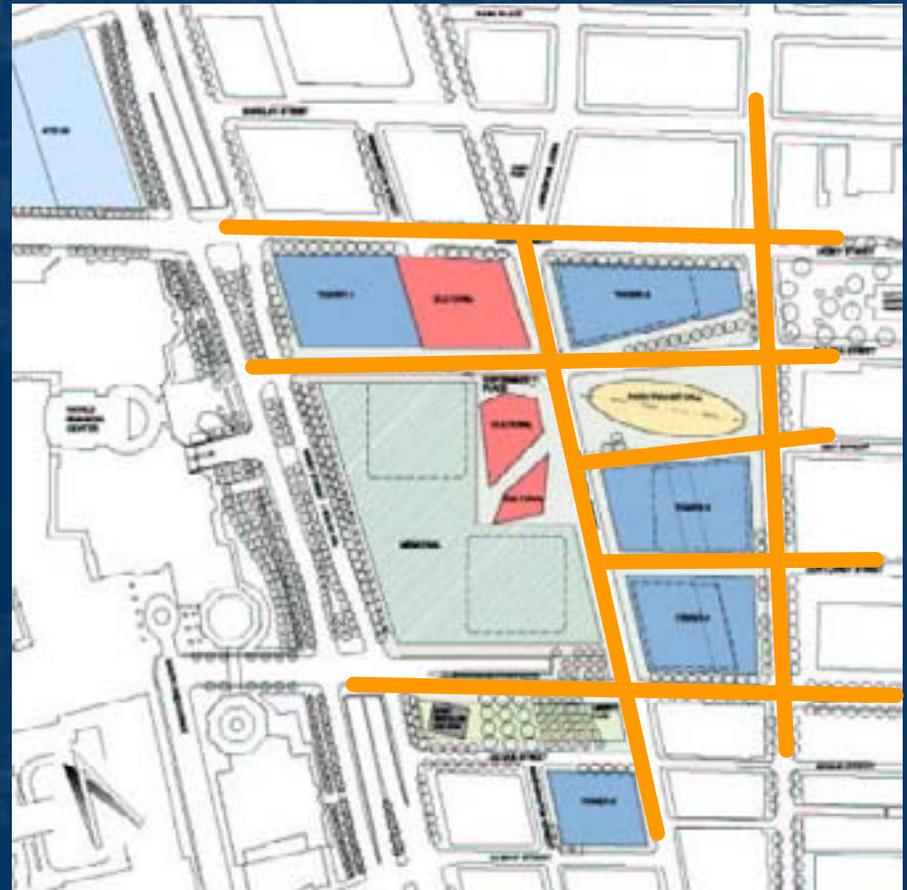


# Traffic and Transportation: Lower Manhattan Street Management



# 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

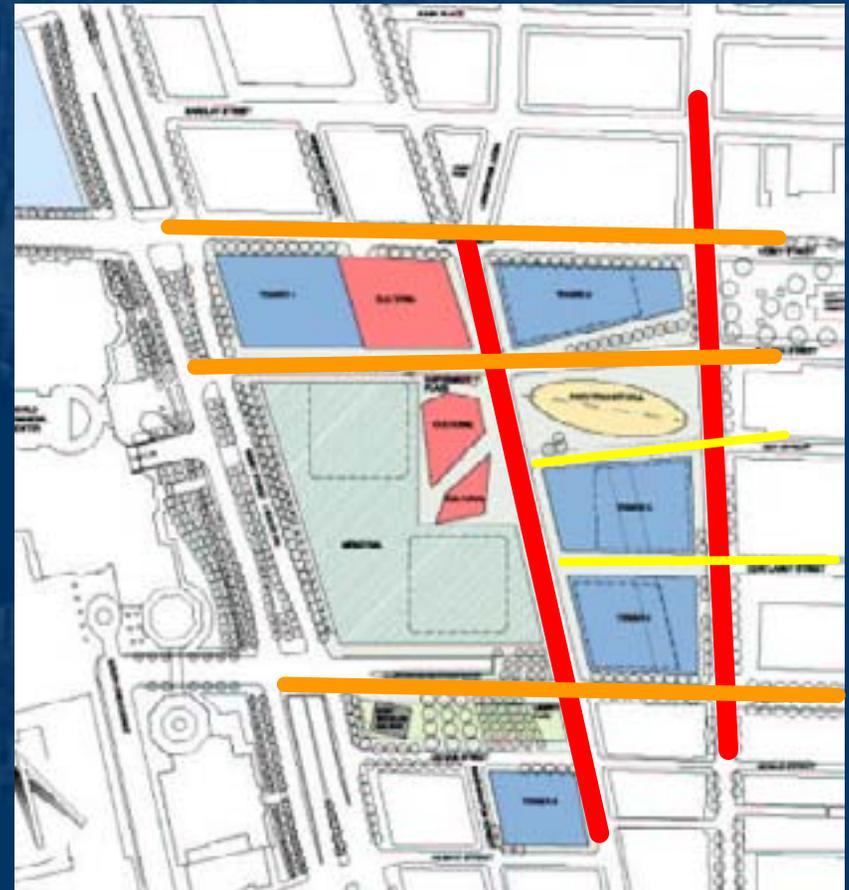
1 traffic, 2 curb

## Cortlandt

1 traffic, 2 curb

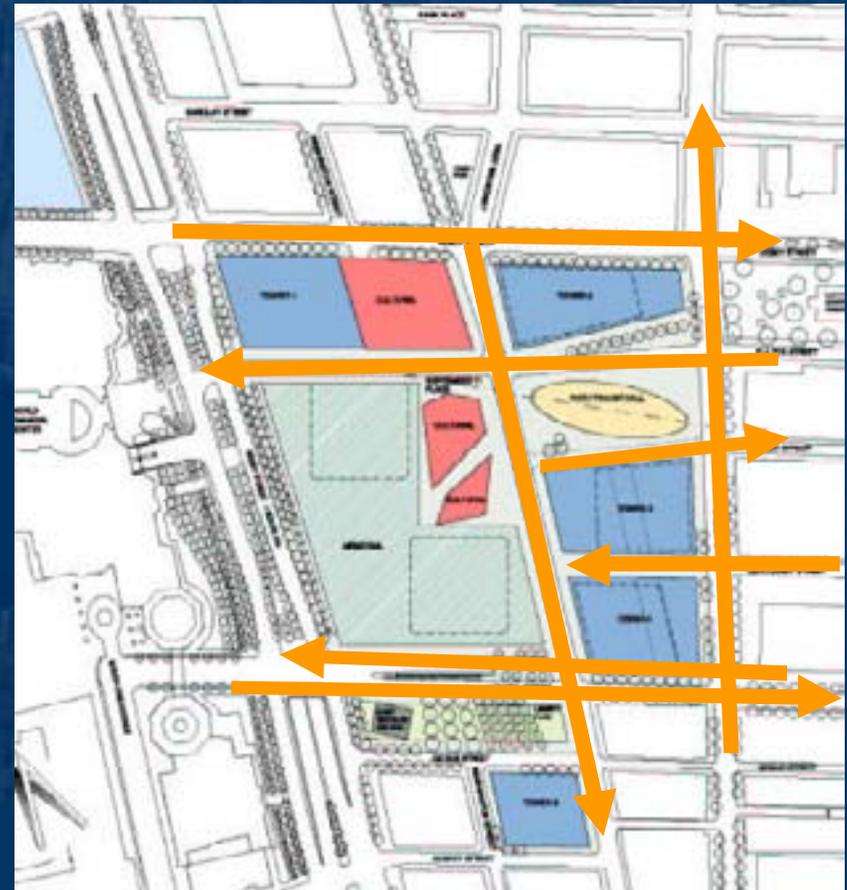
## Liberty

4 traffic, or 3 traffic & 2 curb



# Street Directions

Church	Northbound
Greenwich	Southbound
Vesey	Eastbound
Fulton	Westbound
Dey	Eastbound
Cortlandt	Westbound
Liberty	Two-ways

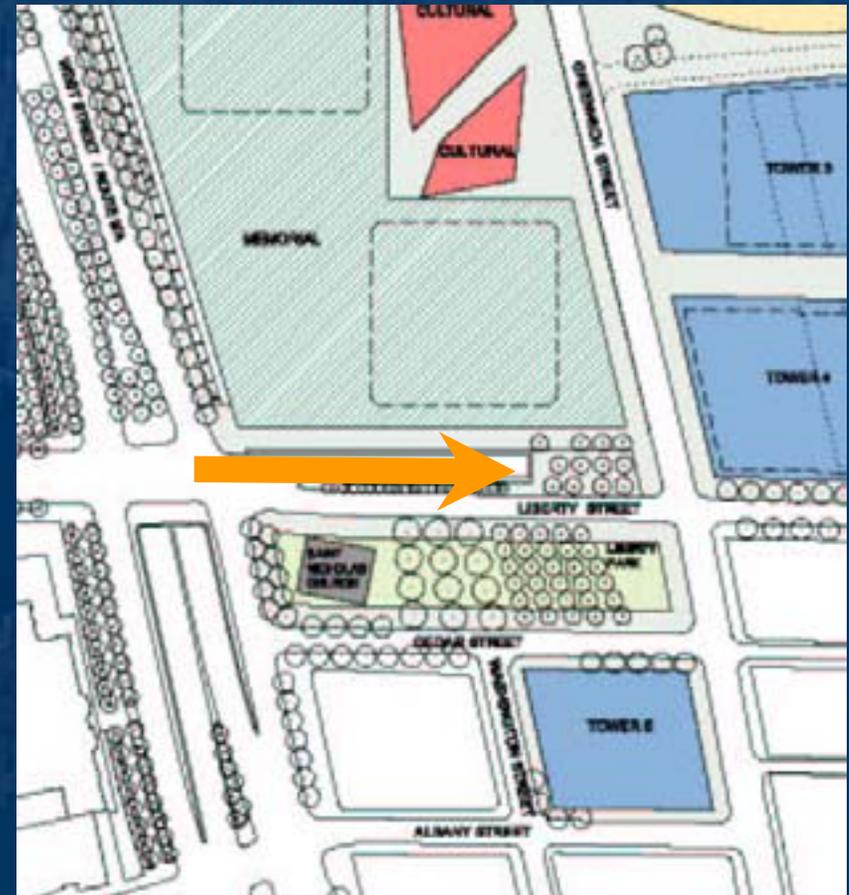


# Infrastructure: Managing User's Needs



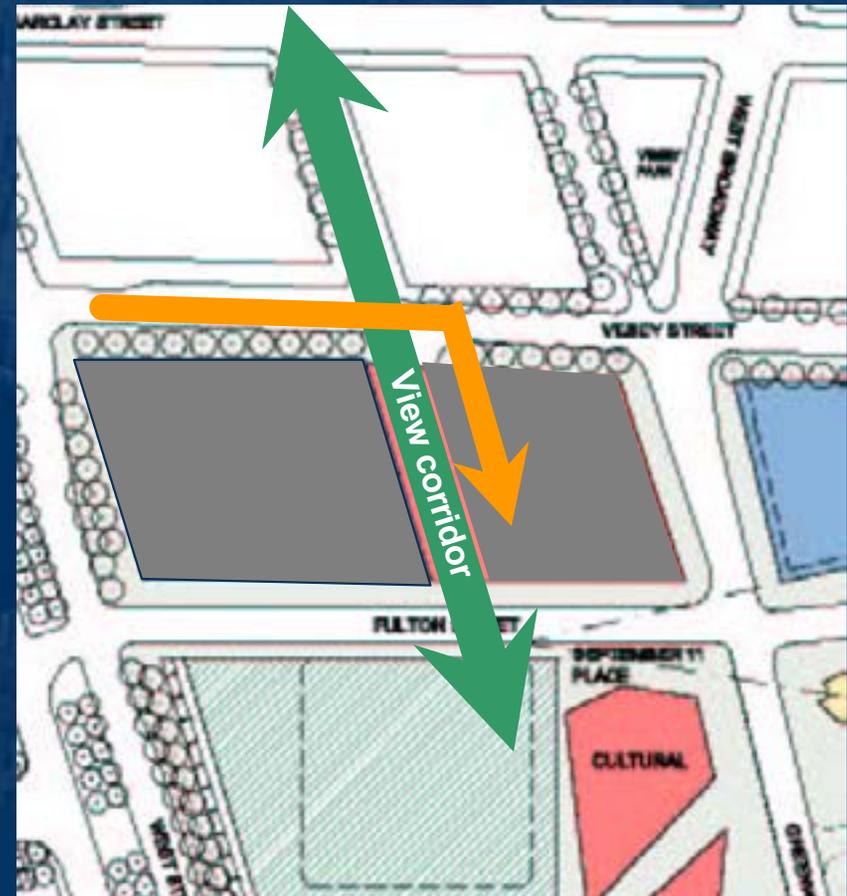
# Servicing

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



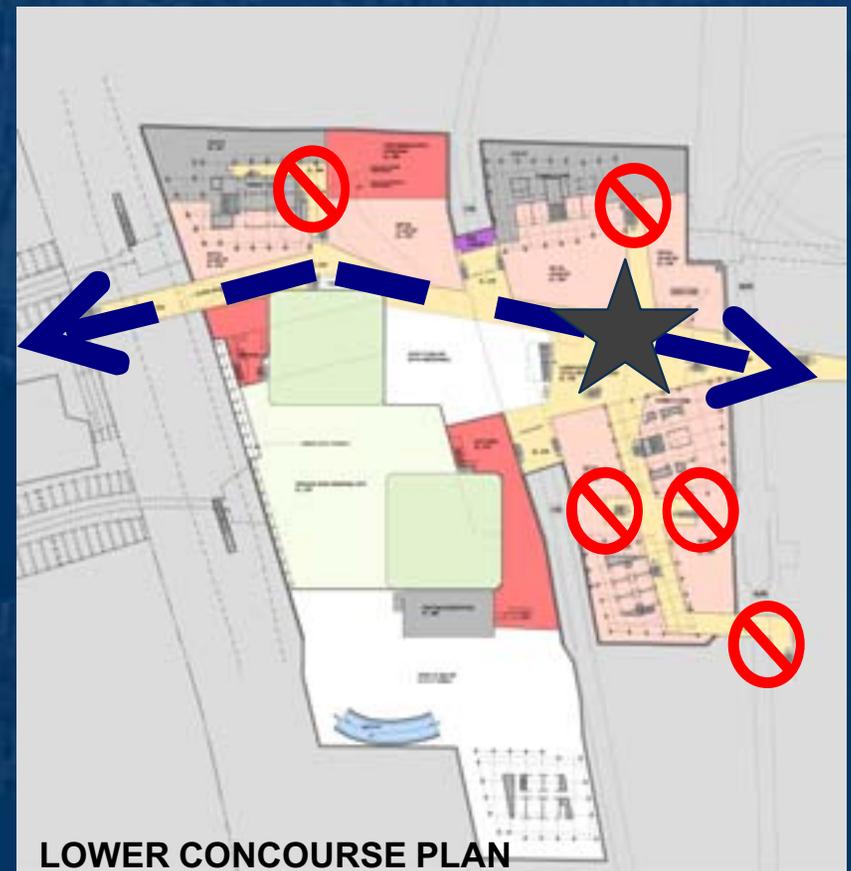
# Off-Street Parking

- 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



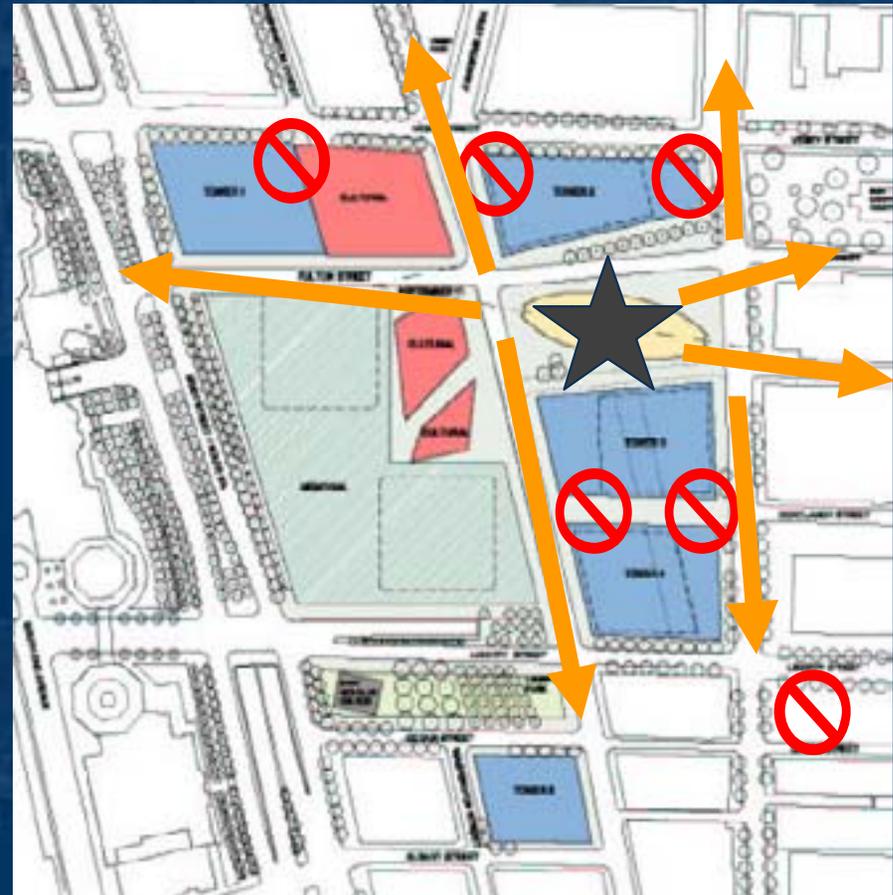
# Underground Concourses

- 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 5<sup>th</sup>**
- **Follow up review session on Monday, March 8<sup>th</sup> 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

