



**Battery Park
City Authority**

BPC Neighborhood Enhancements

CB1 Meeting

JULY 8, 2025



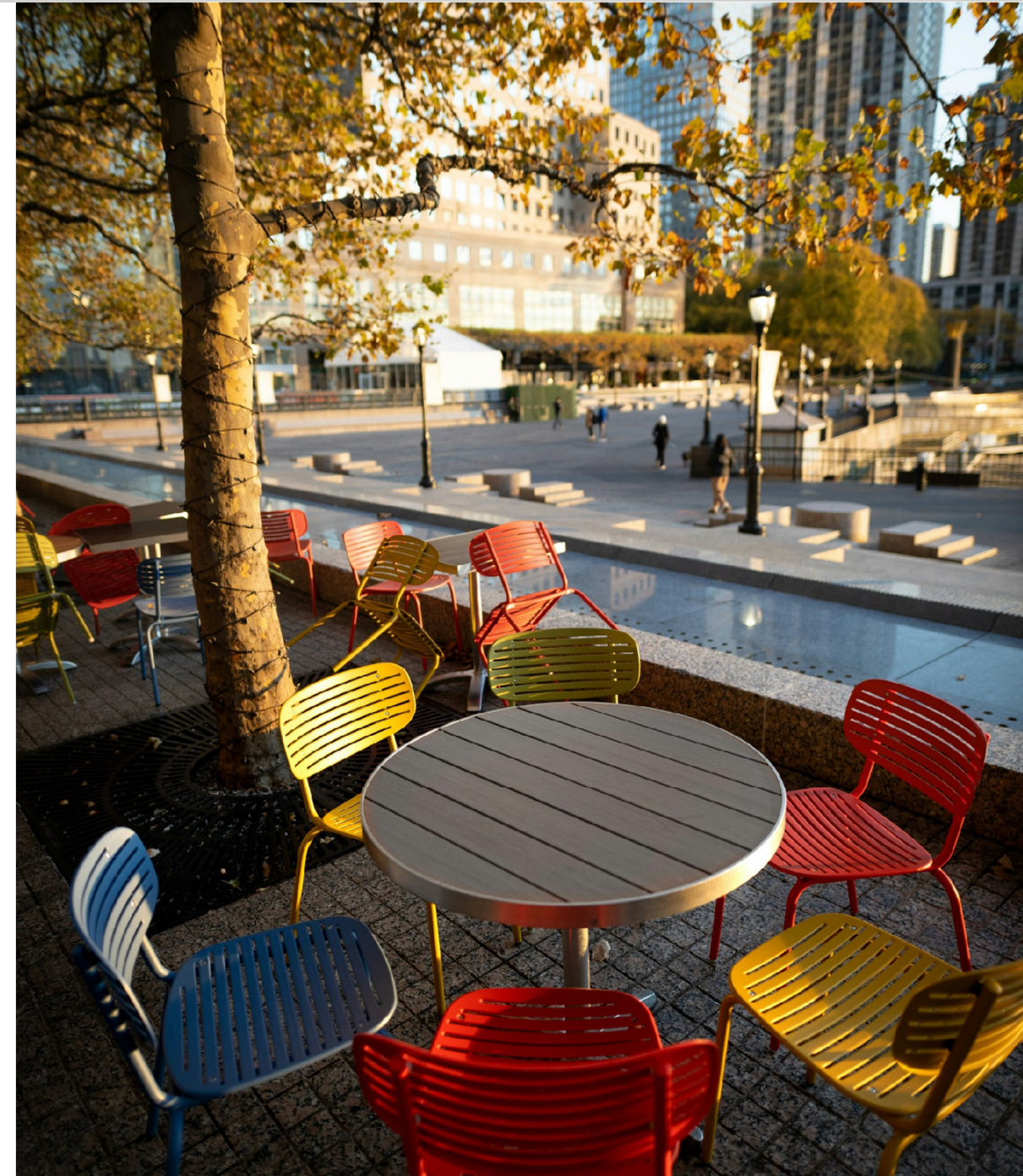
Agenda

- Project Overview
- Wayfinding and Signage
- Intersection Improvements
- Lighting Plan
- Viewing Platform
- North End Ave / Chambers St Improvements
- Murray St Triangle



Project Overview

- The Master Plan project is a comprehensive initiative that addresses the immediate impacts of the North/West Resiliency Project, while demonstrating a long-term commitment to the stewardship and improvement of Battery Park City.
- It includes various enhancements to keep the neighborhood vibrant and accessible during and after construction, focusing on:
 - Wayfinding
 - Intersection safety
 - Lighting
 - Public amenities and plazas
 - Corridor enhancements

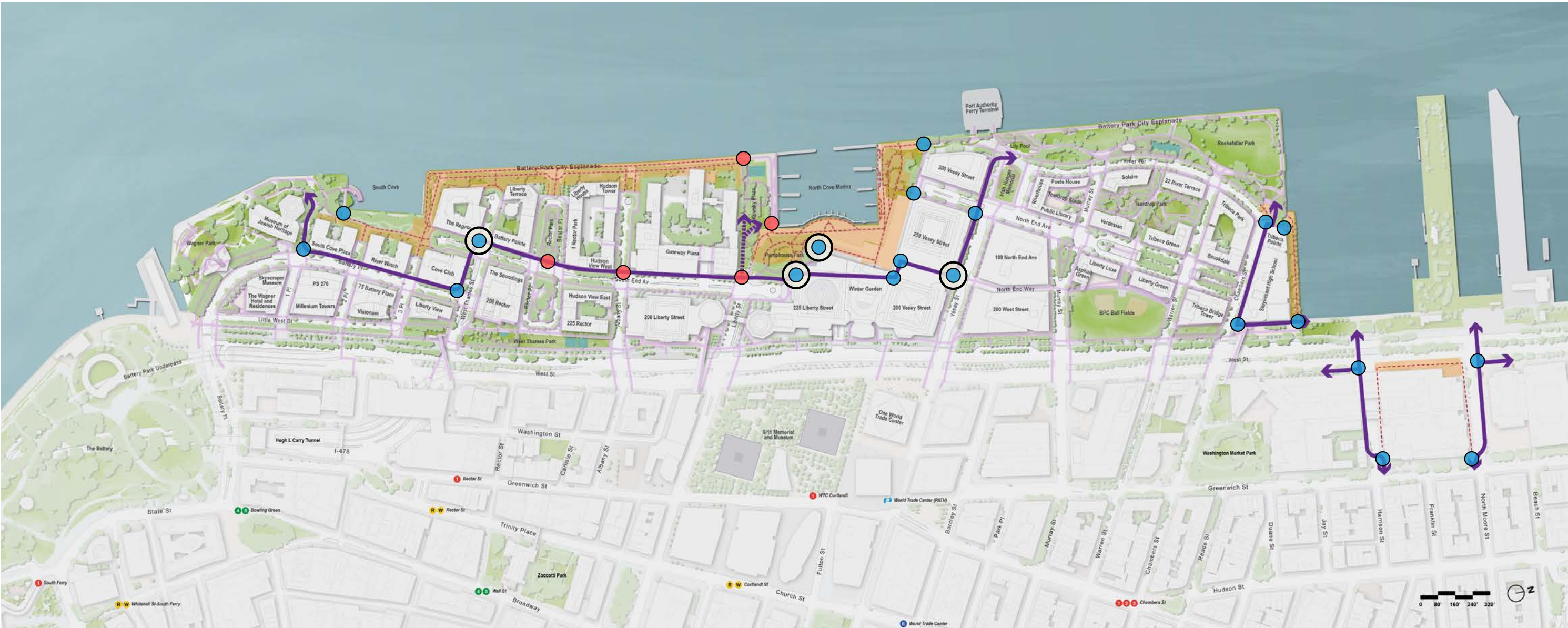


Wayfinding and Signage

- Develop a cohesive and intuitive system to help residents and visitors navigate Battery Park City efficiently
- Guide users through construction zones, minimizing confusion and ensuring continuity
- Prioritize clear messaging, legible typography, and universally recognized symbols to enhance the overall user experience through:
 - Modular and Phase-Responsive Design
 - User-Centric Approach
 - Educational and Community-Centered Messaging
 - Sustainability
 - Safety and Navigation
 - Artwork Enclosures



Wayfinding and Signage Approach - Pedestrians



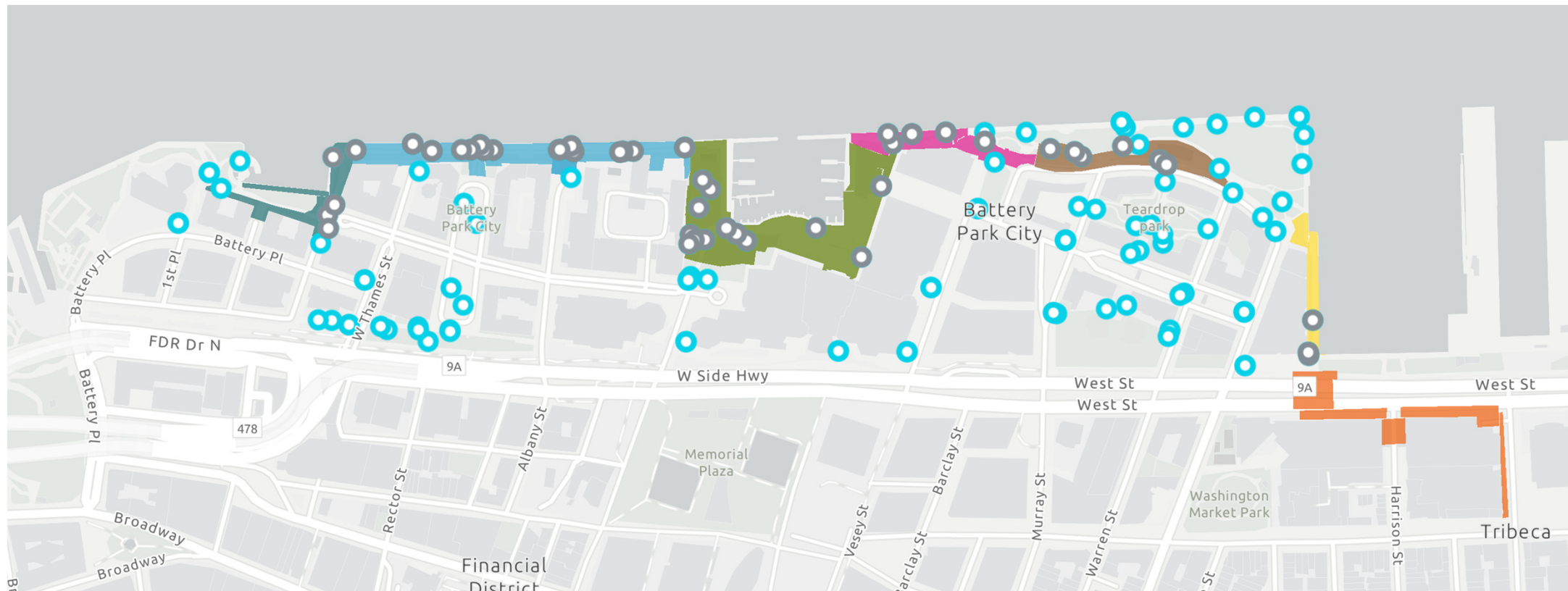
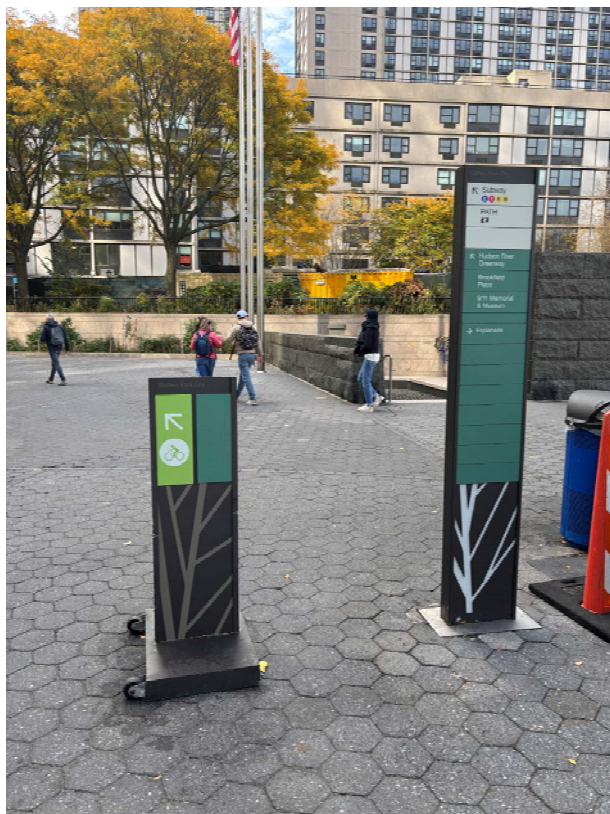
Months 8-19 – Pedestrian Signage Approach




A similar assessments will be done for all phases

- Existing Route
- Closed Route
- Detour Route
- Phase 1 to remain
- Phase 1 to be updated
- Closed Area

Wayfinding and Signage

Existing Signage Review



-  Unaffected Sign
-  Removed Sign
-  Closure by Reach

Intersection Improvements

- Project team is reviewing the following intersections as possible sites for enhancement to improve safety for pedestrians and cyclists

PRECEDENT



Bike boxes

PRECEDENT



Median refuge islands

PRECEDENT



Curb extensions

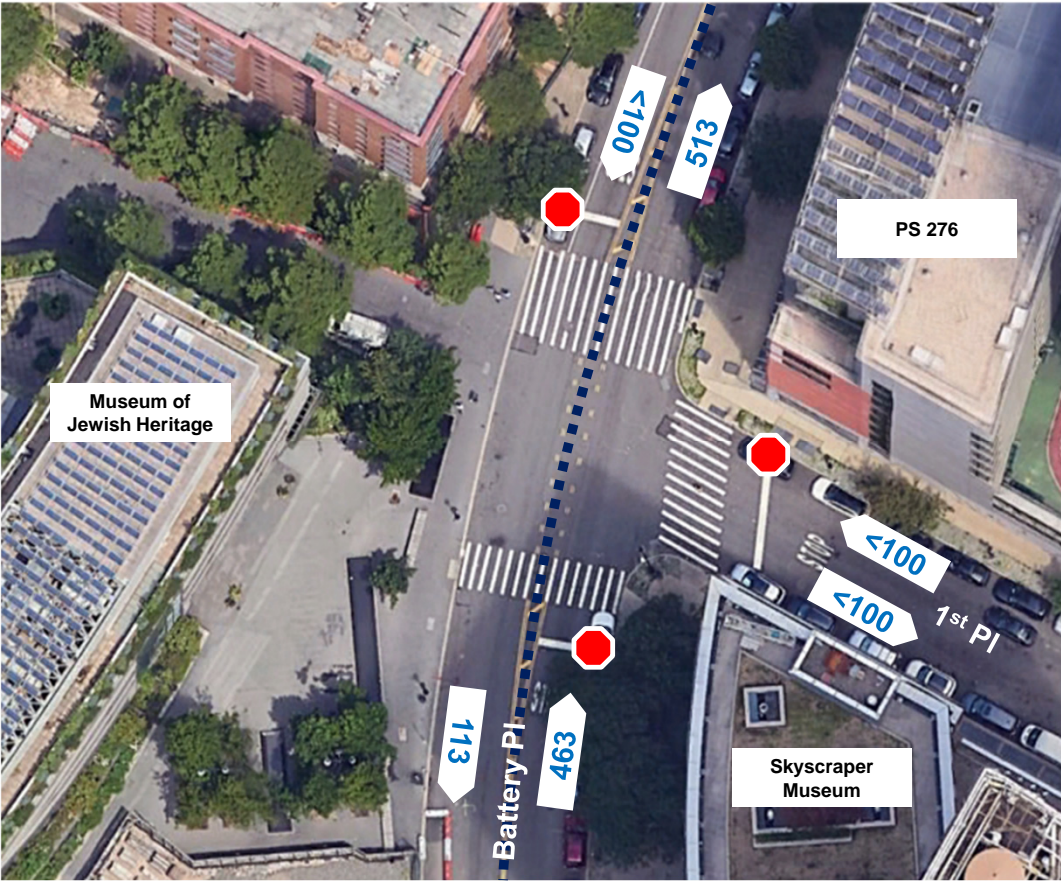
- Priority Reviewed Intersections
- Other Reviewed Intersections
- Intersections included in other enhancements



Intersection Improvements

Example Intersection: 1st Place and Battery Place

Existing Conditions



- Bus Route
- Bus Stop
- Stop Sign
- Traffic Signal
- Traffic Estimate

Proposed Conditions



- Stop Sign
- Traffic Signal
- Bus Stop
- Curb Extension
- Pedestrian Island
- Pedestrian Crossing
- Bike Box

DRAFT CONCEPT

West Street Lighting Plan

- After examination of lighting across BPC, the West Street Corridor was identified as an opportunity area for extensive lighting improvements



A Chambers St to West Thames St

Wide path with many small, open plazas
Ownership/Jurisdiction: NYSDOT
Typical Path Width: ~25 ft
Current Lighting: Heavily deficient, only present at small pedestrian plazas on cross-streets



B West Thames St to Albany St

Narrow sidewalk
Ownership/Jurisdiction: NYSDOT
Typical Path Width: ~12 ft
Current Lighting: Lighting is present, although it is lacking in many areas and does not adequately cover the path's length



C Albany St to Liberty St

Variable-width sidewalk
Ownership/Jurisdiction: Brookfield, NYSDOT
Typical Path Width: Varies, ~15-24 ft
Current Lighting: Lighting is present, although it is very basic, and could be enhanced



D Liberty St to Vesey St

Variable-width sidewalk with small plazas
Ownership/Jurisdiction: Brookfield
Typical Path Width: Varies, ~6-20ft
Current Lighting: Lighting is present, although it is lackluster in certain areas, and could be enhanced



E Vesey St to Murray St

Medium-width path
Ownership/Jurisdiction: Brookfield, NYSDOT
Typical Path Width: ~16 ft
Current Lighting: Lighting is consistently present along the path, however there are still opportunities for enhancement



F Murray St to Chambers St

Narrow sidewalk
Ownership/Jurisdiction: NYSDOT
Typical Path Width: ~12 ft
Current Lighting: Lighting is present along path, however it is sparsely distributed; opportunities for enhancement exist



G Chambers St to North Esplanade

Wide path/pedestrian plaza
Ownership/Jurisdiction: NYSDOT
Typical Path Width: ~60 ft
Current Lighting: Lighting exists along plaza, although enhancement opportunities exist

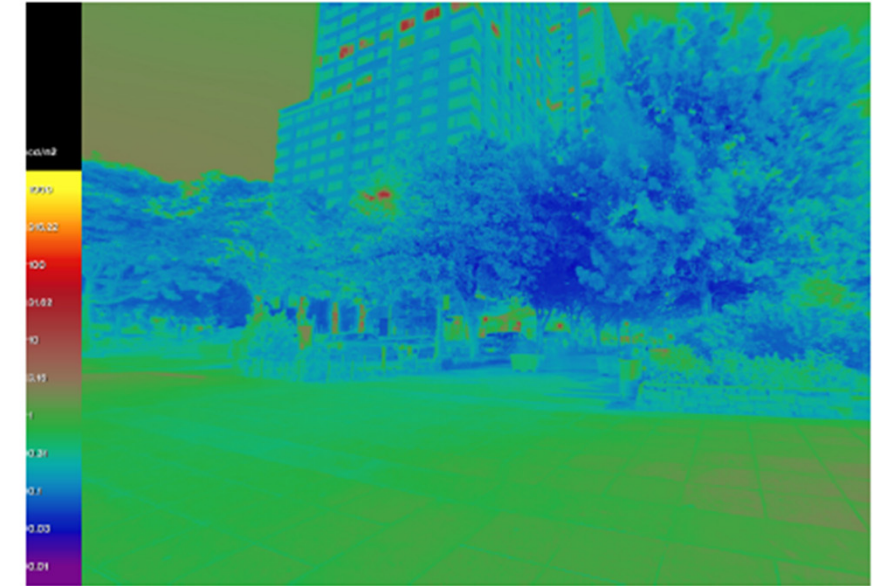


West Street Lighting Plan

- Arup measured existing lighting levels along West Street to inform the development of concepts for lighting interventions



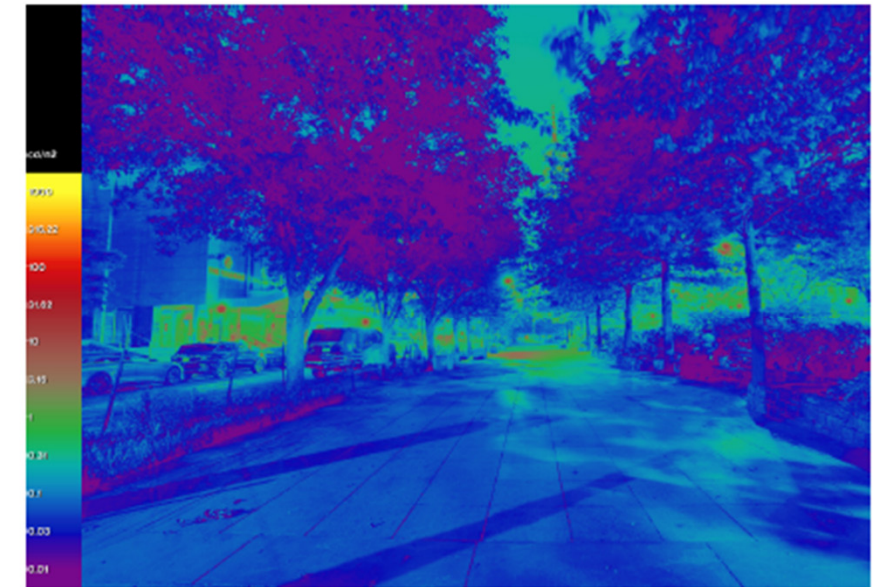
1) Battery Place & Little West Street



False color HDR photo indicating Luminance in cd/m2.



2) Empire State Trail between Battery Place & First Place



False color HDR photo indicating Luminance in cd/m2.

West Street Lighting Plan

- The West Street Corridor has been divided into distinct typologies



● Pedestrian Pathways

Wooded from one or both sides
Seating areas along some paths

● Pedestrian Plazas

Open spaces for engagement
Minimal seating
Citibike stations, planters, trees

● Broofield Owned Pedestrian Plazas

Open spaces for engagement
Minimal seating
Citibike stations, planters, trees

● Bridge underpasses

Bisecting pedestrian paths
Lower light levels than surrounding
Increasing sense of safety is a priority

West Street Lighting Plan

- The BPCA will ensure that lighting is dark-sky compliant near residential areas, to avoid light intrusion into residences



Following Dark Sky Principles:

Lights are Aimed and Limited to Task Area, Vertical Surfaces Illuminated for Reflected Light, Residential Windows Not Disturbed,

Varying Levels of Light for User Experience, Lights are Scaled for Pedestrians

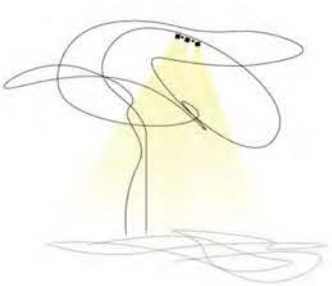
West Street Lighting Plan

Pedestrian Pathway - Concept Example A

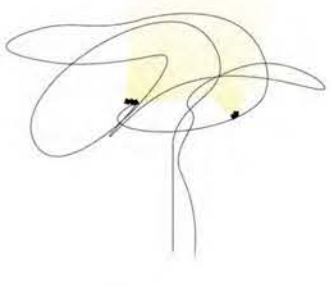
Create natural patterns of light along sidewalks and uplight trees to reinforce connection to nature



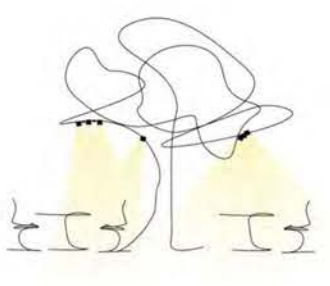
Sketch: Concept A



Moonlighting



Uplighting



Downlighting



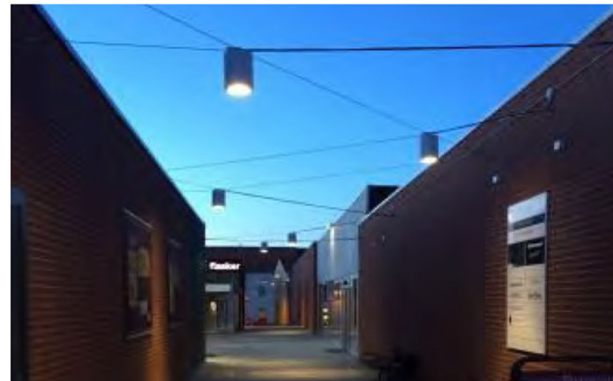
West Street Lighting Plan

Pedestrian Pathway - Concept Example B

Catenary systems create a lower level of light below the tree canopy



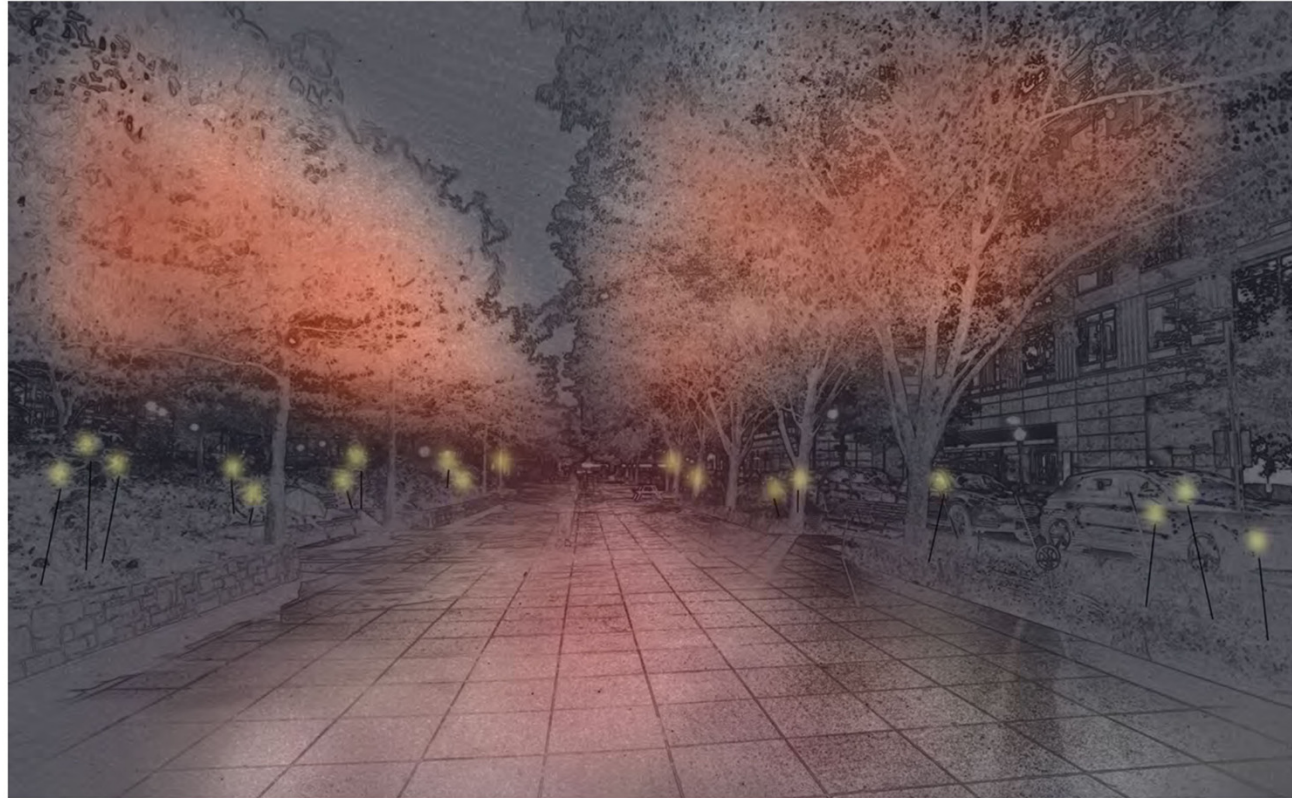
Sketch: Concept B



West Street Lighting Plan

Pedestrian Pathway Concept - Example C

Colored uplights illuminate the tree canopy and floor-based elements provide an additional layer of light



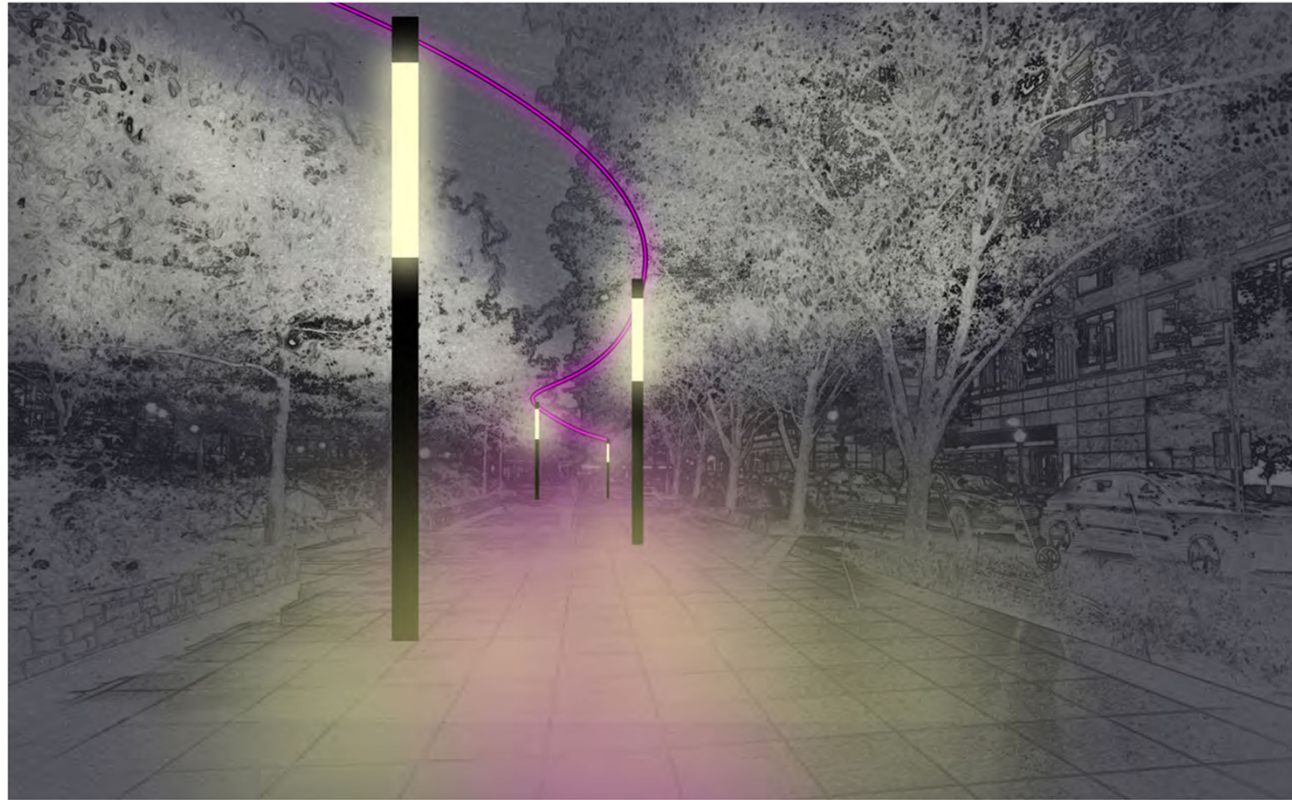
Sketch: Concept C



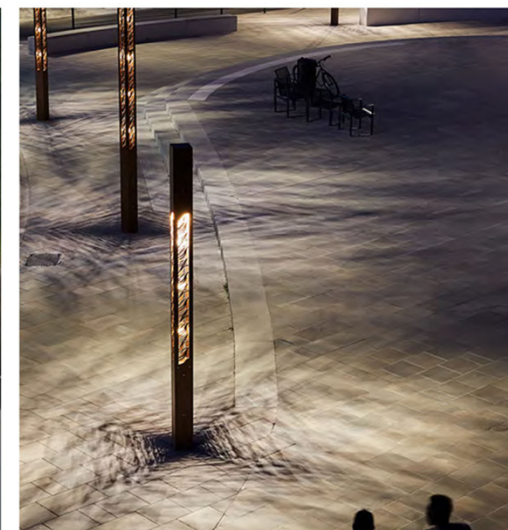
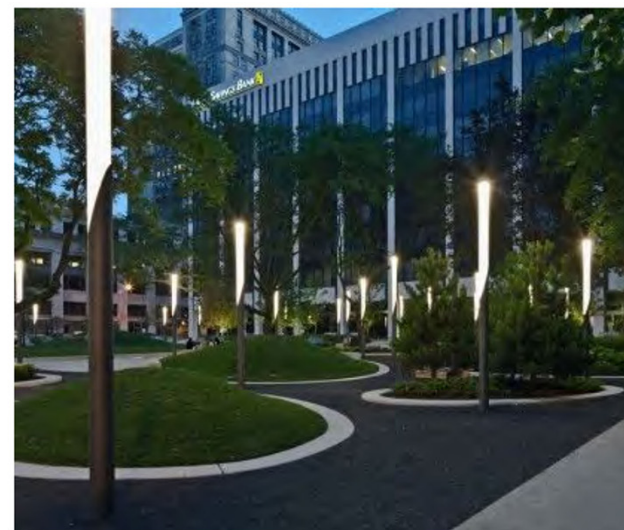
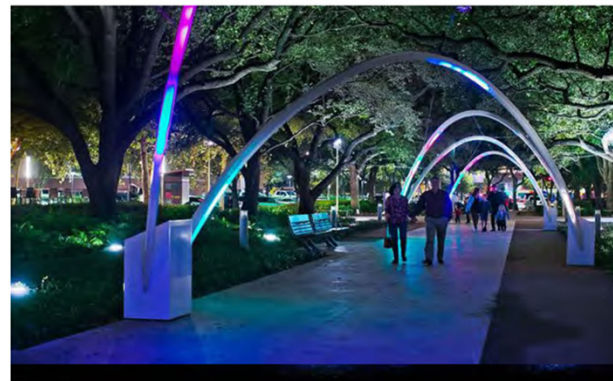
West Street Lighting Plan

Pedestrian Pathway Concept - Example D

Colored ribbon of light attached to added light columns throughout wooded paths provide a dynamic journey



Sketch: Concept D



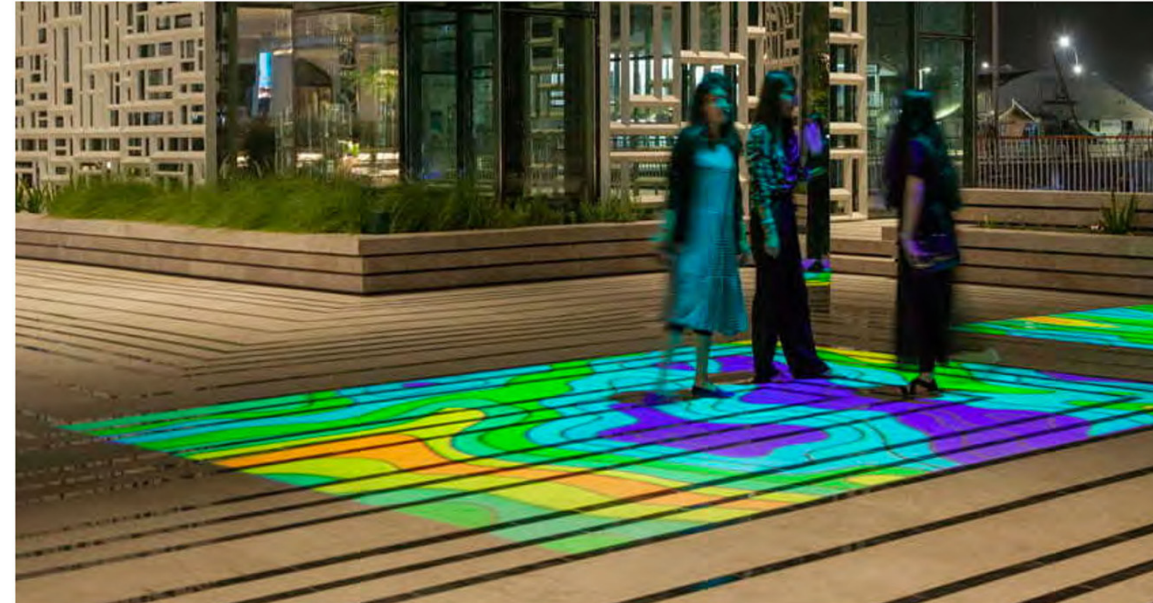
West Street Lighting Plan

Pedestrian Plaza Concept - Example A

Luminous projections support placemaking, wayfinding, and encourage community engagement



Existing Condition



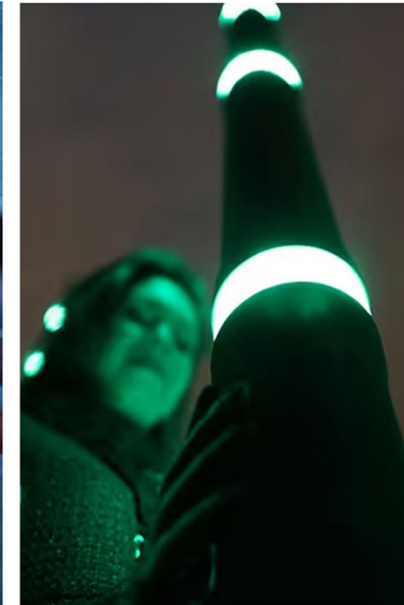
West Street Lighting Plan

Pedestrian Plaza Concept - Example B

Illuminated floor-based elements activate the community plazas and encourage play



Existing Condition



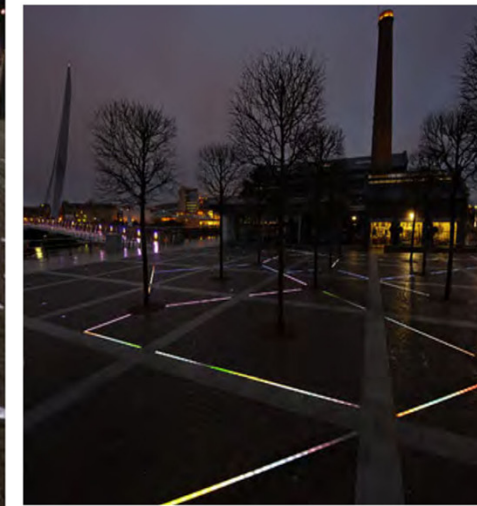
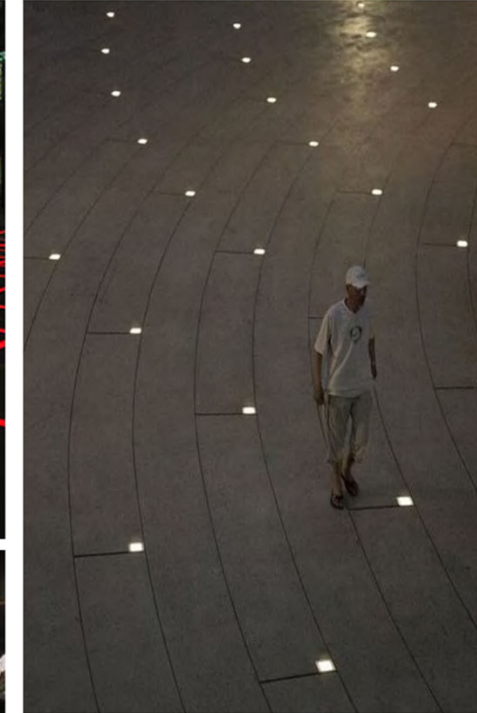
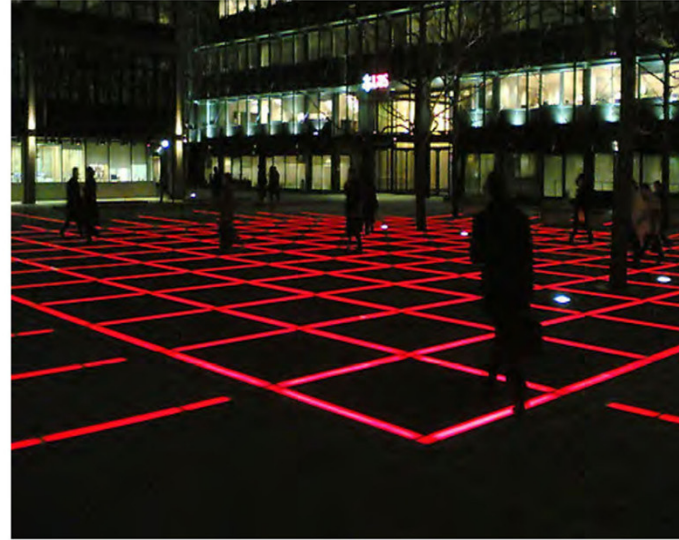
West Street Lighting Plan

Pedestrian Plaza Concept - Example C

Illuminated pavers provide visual rhythm and define the plaza as an intentional zone



Existing Condition



West Street Lighting Plan

Bridge Underpass Concept

Activate bridge underpasses with feature lighting to increase sense of safety and define interstitial zones

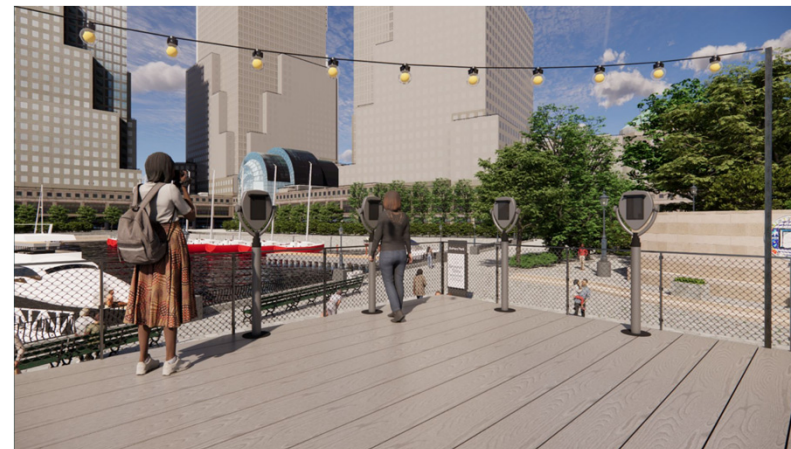
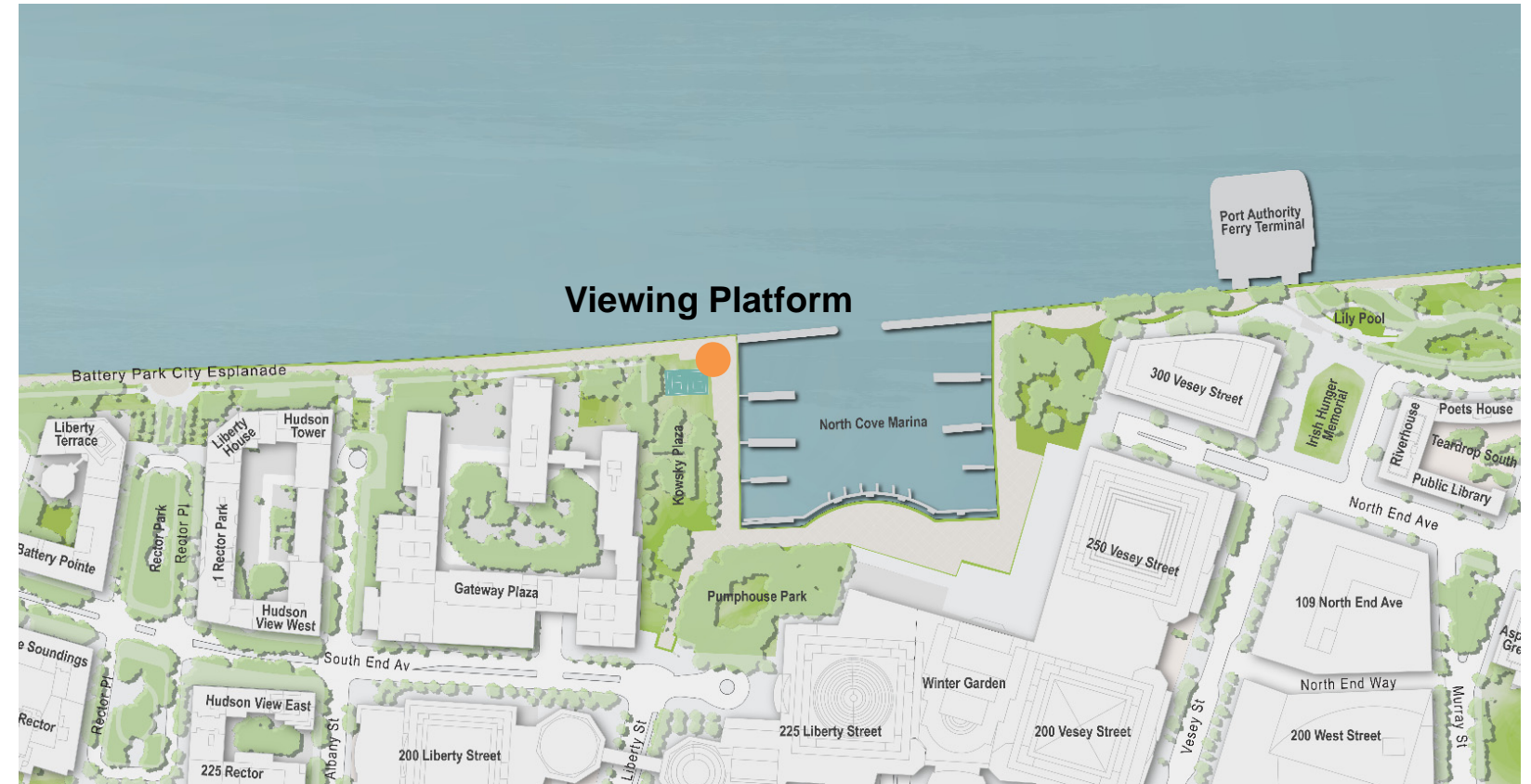


Existing Conditions



Viewing Platform

An accessible, elevated deck that invites people to gather, relax, and engage year-round. This platform will provide elevated views into the construction site, with AR integrated telescopes to see the past, present, and future of the site.



Viewing Platform

- Since the last Community Board Meeting, the BPCA Team has devised refined and improved viewing platform designs
- The BPCA Team is continuing to refine this concept, with additions such as tables and additional seating
- Dimensions: 96' L x 19' W x 8' H (proportional to plaza)



Rendering not to scale; for illustrative purposes only.

Viewing Platform - Precedent

Notre Dame Viewing Platform



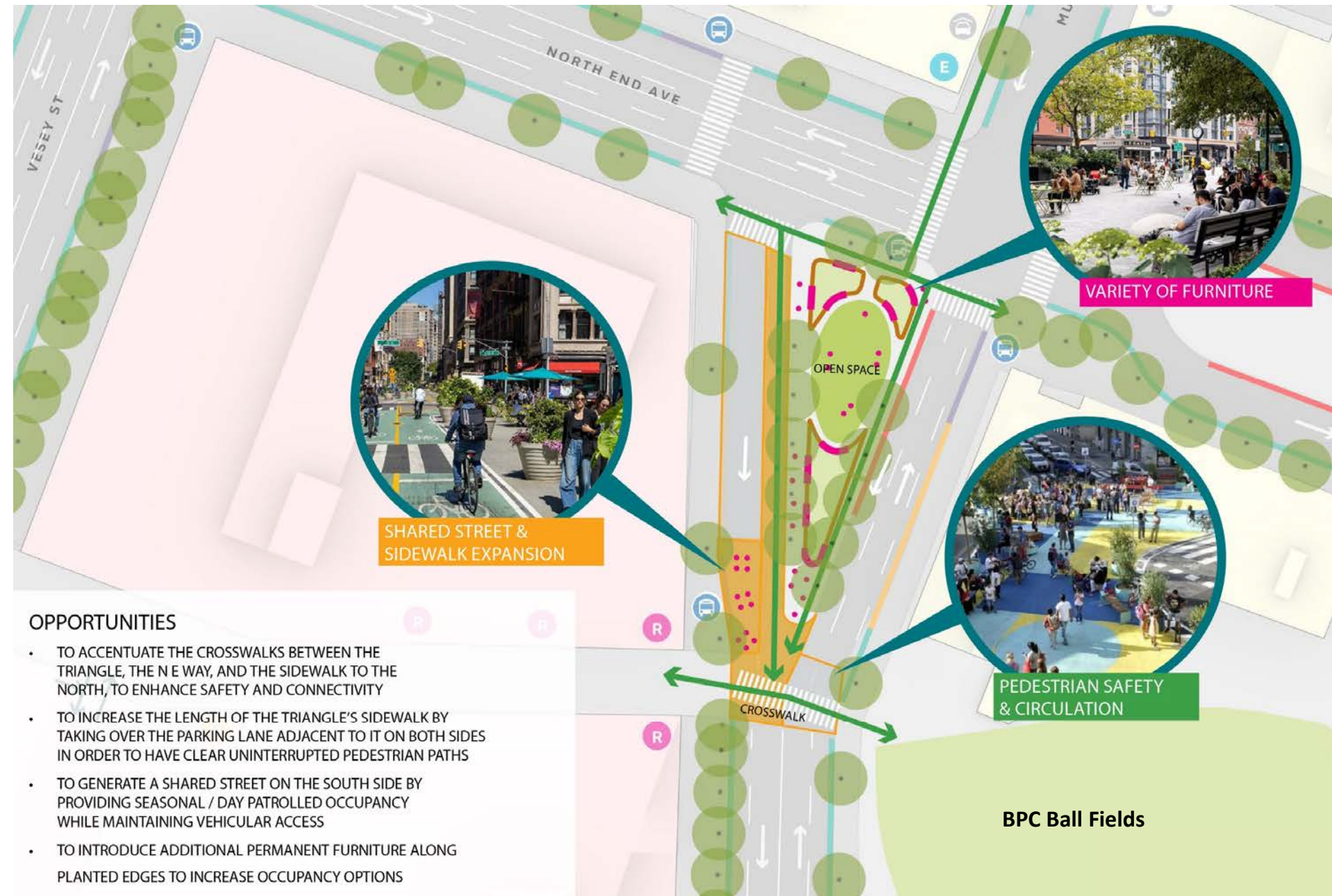
Chambers St & North End Ave – Enhancements

- The BPCA Team is continuing stakeholder engagement, having recently met with students from Stuyvesant High School for input into the design
- Have been actively coordinating with NYCDOT, who have provided feedback on the design



Murray St Triangle – Enhancements

- The BPCA Team is continuing to engage in stakeholder engagement to develop this enhancement further and gain feedback
- Recently met with representatives from Conrad Hotel to discuss loading and freight logistics
- Have been actively coordinating with NYCDOT, who have provided feedback on the design



Murray St Triangle – Enhancements

- The BPCA Team is continuing to engage in stakeholder engagement to develop this enhancement further and gain feedback
- The BPCA Team recently met with representatives from Conrad Hotel to discuss loading and freight logistics
- The BPCA Team has also been actively coordinating with NYCDOT, and have provided feedback on the design

Key Milestones

Engagement To-Date

CB1 - Workshop	March 24, 2025
DOT Meeting	April 2, 2025
CB1 – BPC Meeting	May 1, 2025
Stakeholder Meetings <ul style="list-style-type: none">• <i>Stuyvesant HS, PS 94M + PS / IS 276, IS 289 +PS 89</i>• <i>BPCA Park Operations</i>• <i>Conrad Hotel</i>	June/July 2025

Next Steps

Next CB1 Update	September 2025
Implement Intersection Improvements	Late Fall 2025
Early Works Construction Begins	Late Fall 2025
Implement Wayfinding Signage	Late Fall 2025
NWBPCR Construction Begins	Winter 2026



Battery Park City Authority

