



Figure 10.6  
 Maps show how different types of individuals use the downtown area. (Source: R.Dot Roland Gebhardt Design.)

size of Lower Manhattan's employment base and office market. The extent to which this network is restored, improved, and expanded will largely determine how many workers the district can support.' Civic groups also argued that an improved transit infrastructure should be a multi-modal hub with long distance rail lines, subways, buses, water ferries, and airport connections. In addition to rebuilding the damaged subways and the PATH train connection to New Jersey, a rail connection to the city's John F. Kennedy airport should be built. This is considered critical to the future economic success of Lower Manhattan.

An unexpected, positive result of the September 11 destruction was the development of what is now a popular ferryboat fleet. As Manhattan is an island with existing, under-used piers, it was possible to quickly construct ferryboat terminal docking facilities. Now outer boroughs and states, like New Jersey and Connecticut, are a 5–15 minute, non-congested, ride away. The expanded ferry system is carrying a large percentage of

passengers who once arrived at the September 11 demolished subways and PATH stations.

New York City is a walking city. Its streets define its character. In Lower Manhattan, the size, congestion, access, and connectivity of the streets determine the urban environment. Streets are critical to an urban quality of life. Foot traffic sets the stage for social interactions: shopping, dwelling, eating, travelling, looking, or pausing for a chat. Lively public activities encourage healthy economic conditions, which have a profound effect on the economic well-being of the city and its ability to provide for personal security, parks, landscaping and flowers, clean streets, and regular garbage collection. The typical Manhattan streetscape consists of walkable, single level, streets lined with retail stores, restaurants, and cafes with very few overpasses or underpasses. R.Dot believes street-level pedestrian vitality must be given the highest priority to encourage residents and businesses to remain in the area and to attract tourists. This also means taking measures to provide road safety (especially for children), reduced noise, air pollution, dirt, and congestion. Within many areas of Lower Manhattan, pedestrians and cars intermingle in the streets, as sidewalks are not wide enough to accommodate pedestrians. Trucks double-park, blocking traffic, as there is little accommodation for off-street parking.

This is why R.Dot argues for managed streets (scheduled automobile use) within the narrow, winding roads of the historic district, coupled with parking garages off of the ring road that circles three edges of Lower Manhattan. New York City attempts to discourage the use of automobiles by limiting parking, charging high parking and toll fees, providing an ample supply of taxicabs, and encouraging mass transit. Missing are alternate forms of surface movement (e.g. small vehicles and pedestrian traffic solutions), which must also be interwoven into overall transport planning.

## **Urban form and buildings**

The attractiveness of Lower Manhattan and its design depends upon the character of its urban form and scale, such as its block sizes, the diversity of building types, and architectural styles. Equally important is public investment in the allocation and design of civic amenities (schools, health, and culture); the character, size, and diversity of parks and grounds; and