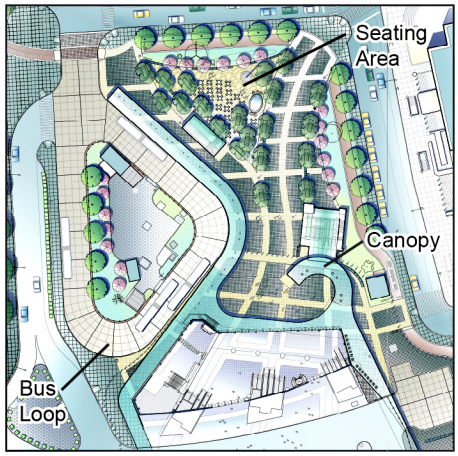
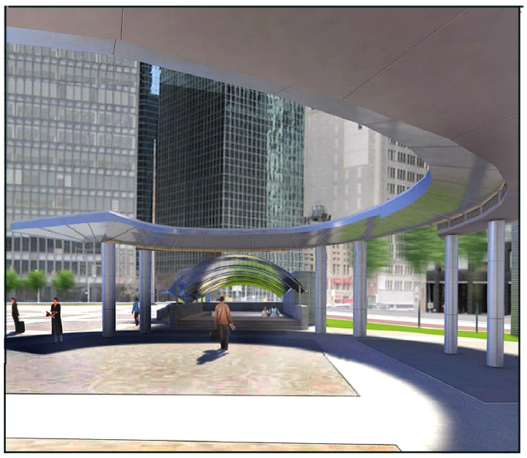
Peter Minuit Plaza

New York, NY

Context



Site Plan



Proposed Design of Plaza Canopy
2008 Digital Rendering

NYC Department of Transportation
Client

$19 Million
Project Value

September 2009
Completion Date

Peter Minuit Plaza is a transit plaza that serves the thousands of commuters and tourists who use the Staten Island Ferry daily. The AECOM team of landscape architects, civil and structural engineers, and architects delivered project management, design, and construction administration services for the prominent plaza and the terminal canopy within it.

The design charge was to develop the plaza for inter-modal access while at the same time integrating the plaza into the Lower Manhattan setting. Plaza design had to facilitate connections between ferries, subways, buses, taxis, and bicycles. The great number of people who use these modes of transit thus dictated the formal and hierarchal arrangement of site design elements.

ARCHITECTURE AND URBAN DESIGN
A major challenge was to integrate the subway and terminal canopies. AECOM architects and structural engineers designed several hundred feet of new canopies, much of which were on the subway box roofs. Coordination of canopy design with NYC Public Design Commission was extensive.

The canopy extensions frame the terminal entry and form a colonnade for the plaza. The bus loop arm separates the main plaza from the constant circulation of buses, and unifies the seemingly random locations of the subway entrances.

The canopy colonnade welds the plaza into the city fabric by harmonizing with surrounding building colonnades, and its two extensions reinforce important view corridors within Lower Manhattan to New York Harbor.

LANDSCAPE ARCHITECTURE
Plaza elements included historic monuments, public art, a full service kiosk, extensive seating, native plantings and, most prominently, over an acre of patterned granite paving.

The final tree-lined lengths of the Hudson River Greenway define the north and east edges of the site perimeter. The design team thereby incorporated the plaza (and the bus loop) into Battery Park.

CIVIL ENGINEERING
A security assessment of the Ferry Terminal required the location of high-security bollards. Multiple routes were studied to obtain the protection required and maintain the best access possible for ferry to subway pedestrians. The design also required new signalized intersections; all required new crosswalks. Extensive coordination for plaza utilities was also required.