



The two-acre lawn in New York City's Battery Park is accessible by new bike lanes lined with plantings by Piet Oudolf.

JOSIE CONNELL

TWENTY-TWO-YEAR RENOVATION OF NEW YORK'S BATTERY OVAL IS COMPLETE

FULLY CHARGED BATTERY

On June 25, the two-acre lawn known as the Battery Oval opened, creating a new public gathering area for up to nine thousand people at the tip of Manhattan. The oval's remediation was led by Quennell Rothschild & Partners (QR&P), along with Starr Whitehouse Landscape Architects and Planners and architecture firm WXY, which worked on other areas of the \$145 million overhaul of Battery Park, including the most recently opened SeaGlass Carousel. The Battery has been a Manhattan fixture since the Dutch installed a battery of cannons there in 1623 to protect then-New Amsterdam from invaders.

"The woodland and lawn areas provide a central open space inside the ring of gardens that surround the park on all

sides," explained lead designer at QR&P, Beth Franz. "Our plan removed extraneous paths to create large contiguous spaces for woodland growth and public assembly and defined those spaces with large, graceful walkways that connect major park entrances and destinations."

QR&P selected Kentucky bluegrass and tall fescue for the lawn, as well as 38 mature trees to provide shade. Additionally, native salt-tolerant grasses were planted and pervious pavement strategies were used to help fortify the area against future hurricanes or other water-related natural disasters. The firm also worked to improve circulation throughout Battery Park with a 1,555-foot bikeway linking the Hudson River Park and East River bikeways with plantings by Dutch garden designer Piet Oudolf. A 583-foot portion of the bikeway will complete the path once the South Ferry subway terminal (flooded during Hurricane Sandy) is rebuilt.

Ultimately, the goal of the entire remediation is to increase traffic above the seven million people who visit the park each year by attracting more New Yorkers. **OM**



The renovation will overhaul gate 35X, which is currently unpopular due to poor circulation that forces passengers to go outside.

COURTESY NWAA

A LIFT FOR PASSENGERS continued from front page checkpoint location is another aspect slated for an overhaul. "At this point, the plan is for the security checkpoints to be located near the end of the walkways from the garages and metro station, which will shift the large expanse of shopping and dining locations that had been pre-security to post-security," Paolino said. "We will also be shifting the security checkpoints from the base of each gate area in the B/C Terminal to more centralized locations. This will allow for better flow of passengers between gate areas and ease crowding in the gate areas, especially during irregular

operations, such as winter weather, where flight delays compound the problem." Presently, connecting passengers must go through security twice (coming out and then back in) or take a bus to get from one gate to another.

Despite being in the pipeline since 2014, renderings have only just begun to be leaked. Work is due to start this fall, and Paolino said passengers will begin to see more evidence of the construction next spring. Heading up the construction is New York-based Turner Construction Company. Completion is slated for 2024.

JASON SAYER



Architect: Pei Cobb Freed & Partners

Curve Appeal

With its innovative conical indentations, the luminous stainless steel and glass curtain wall of **Pei Cobb Freed & Partners' 7 Bryant Park** becomes an extension of the city's green space. From inside, occupants have a bird's-eye view of surrounding park, while outside, passersby appreciate its reflections. Terminating in a floating canopy sheltering a new plaza—the curved motif successfully underscores this private building's public gesture to the neighborhood around it. Read more about it in **Metals in Construction** online.

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