



Figure 8.33 Battery Park City: the City/State plan of 1969. (a) General view along the Hudson River, (b) internal view of the proposed spine and (c) cross-section through the spine.

resolved with the formation of the Battery Park City Authority (BPCA) in 1968. The authority was given considerable freedom of action. It has had a chequered career but has seen the project through to completion.

The 1969 proposal was well received by press and public as appropriate for Manhattan. It was radically different to its predecessors consisting of a seven storey, partly enclosed, partly open interior-mall containing a variety of urban functions and amenities – shops, restaurants schools, parks,

recreation facilities, access from transit lines and utilities (see Figure 8.33). It ran the length of the Battery Park City site. The scheme also proposed the decking over of the West Side Highway to link the site directly with the rest of Lower Manhattan. The City's planning department translated the scheme into a voluminous zoning code. The problem was money. Who would finance the project?

The 1973 recession and the close-to-bankruptcy conditions of the BPCA and of