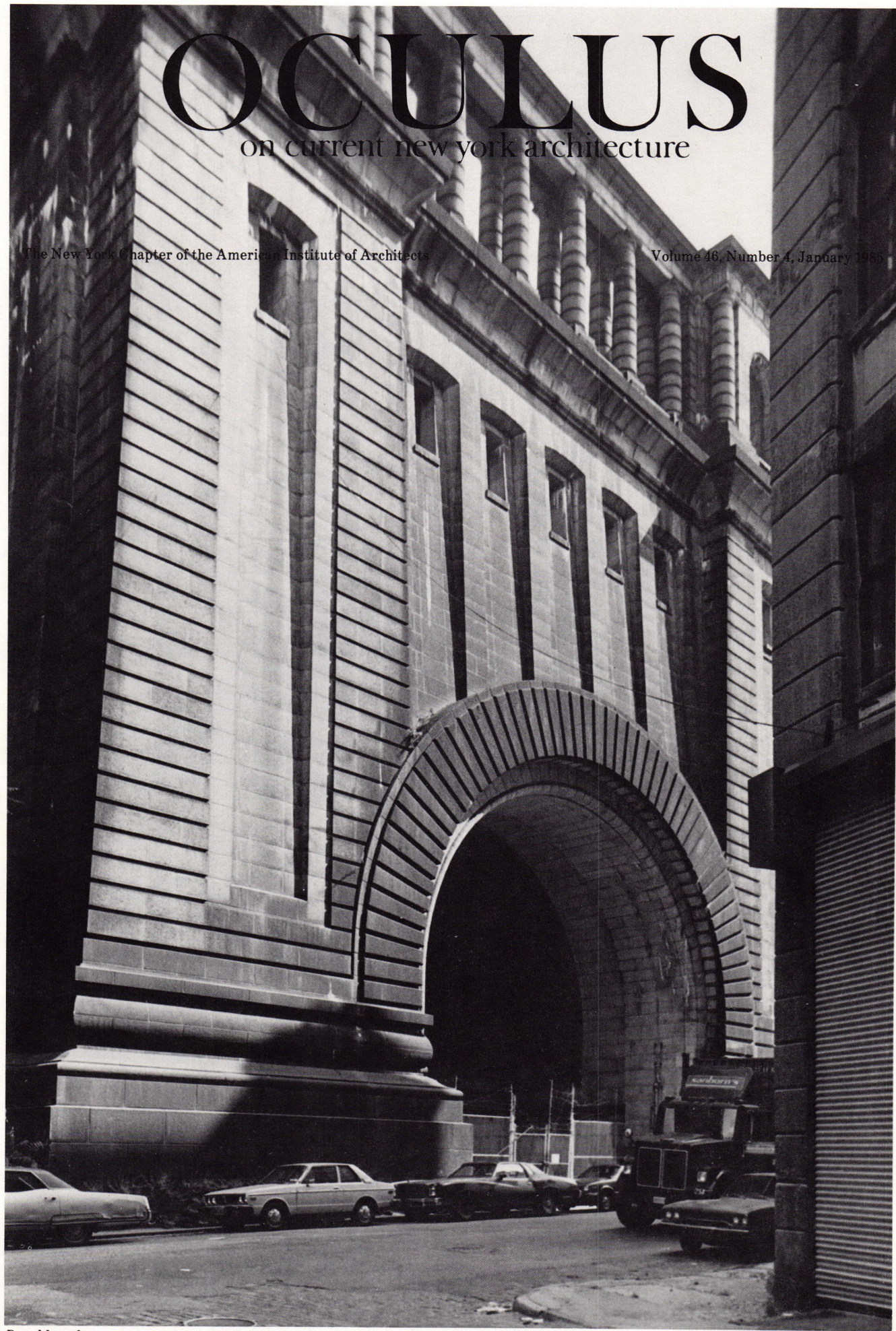


OCULUS

on current new york architecture

The New York Chapter of the American Institute of Architects

Volume 46, Number 4, January 1985



Brooklyn shore support of the Manhattan Bridge. Photo: Stan Ries.

OCULUS

WATERFRONT DEVELOPMENT CONTINUED

Hunters Point

Volume 46, Number 5, January 1985

Oculus

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by Jordan L. Gruzen



Photos: Courtesy, The Gruzen Partnership

Can government investment in infrastructure effectively encourage private development capital? At Battery Park City, a public/private development, the answer seems to be yes. At the struggling Lincoln West site, privately owned and financed, it could only have helped.

The next New York testing ground for this strategy is Hunters Point, Queens. It is a sister project to the Hoboken Waterfront Development in New Jersey. Under the sponsorship of the Port Authority of New York and New Jersey and the City of New York, the Gruzen Partnership/Beyer Blinder Belle as Associated Planners and Architects are researching the potential for transforming the 91-acre industrial site at Hunters Point into a new mixed-use urban district.

The Port Authority is prepared to invest as much as \$125 million in infrastructure improvements such as upgrading the local Hunters Point subway stations, new roadway access to the site, ferry service to and from



Manhattan, parking, community facilities, recreational areas, and a riverfront esplanade. Theaters, museums, festival markets, and restaurants are also possibilities considered for Hunters Point.

A complex transportation network is already in place. Five tunnels for the LIRR, MTA subways, and the Long Island Expressway provide excellent access to the site, and the site's location on the East River offers an opportunity for commuter ferries to

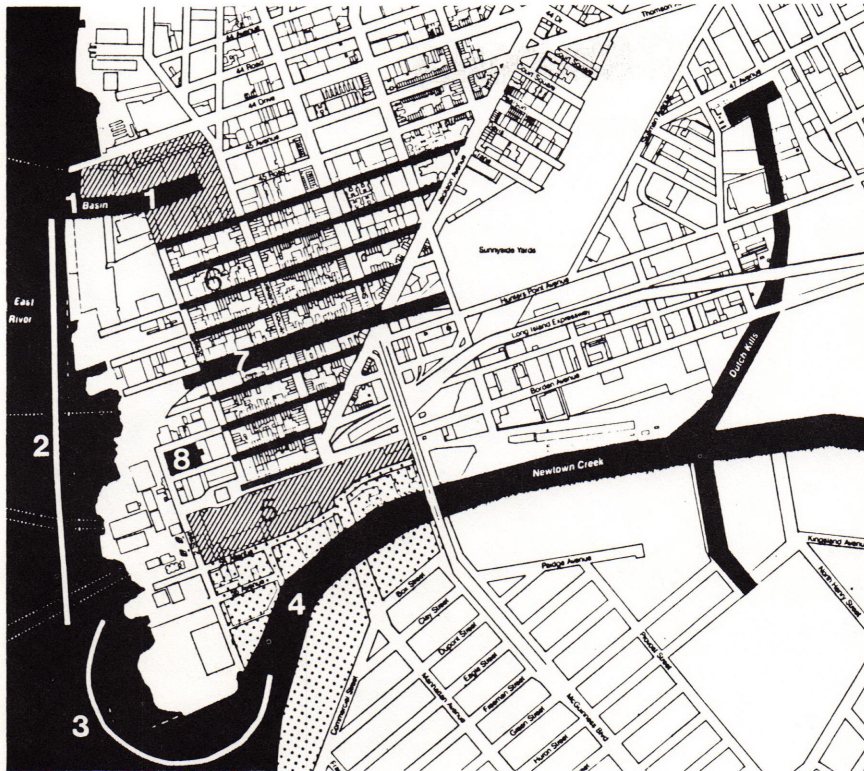
Site Configuration Issues

1. Future Context of Basin
2. Shaping of Linear Water Edge
3. Shaping of Point
4. Future Context of Newtown Creek
5. Future of Rail Yards
6. Grid Extension
7. Extent of Access System
8. Context of Center of Site

Hunters Point planning team

- The Port Authority of New York and New Jersey
- Queens Office of City Planning
- The Gruzen Partnership/Beyer Blinder Belle, Planners and Architects
- Jordan L. Gruzen, FAIA, Partner-in-Charge
- Jack Beyer, FAIA, Deputy Partner-in-Charge
- Laventhol & Horwath, Market Analyst
- Robert W. Jones & Associates Inc.
- EDAW, Landscape Consultants
- Vollmer Associates, Inc., civil, transport and environmental

- Ammann & Whitney, Utilities, geotechnical marine engineering
- Ewell W. Finley, P.C., structural engineering
- Amis Construction & Consulting Services, cost estimating
- Hirsch & Danois, building conditions and model studies
- Lalli & Moore, Associates, Inc., community planning
- Tracy Turner Design, site signage and graphic design
- Albanese & Fiore, development law and financing
- The Conway Company, development programming and economics



carry passengers from Manhattan directly across the river.

The hope is that these hard goods will tempt private developers to invest as much as \$475 million in office buildings, research facilities, shops, restaurants, and housing.

An enlarged tax base would be one dramatic result of the redevelopment. But Queens—indeed all of New York—would gain socially and architecturally, as well.

The factories, docks, and homes of Hunters Point would be complemented by new business, recreational, and artistic activities. This quiet, mostly underutilized and industrial area would acquire a density of activity that could bring economic and cultural richness to the area.

The development program will also open the waterfront to the workers and inhabitants of Queens. Walking to the East River from this area is now

difficult at best. Moreover, there are few safe and comfortable spots among the piers from which to enjoy the scenic views. Conscientious urban design could remedy these problems.

And good design could create an important new architectural symbol for this portion of Queens, located opposite the United Nations General Headquarters in Manhattan.

The Hunters Point project poses major challenges. At this stage of the current conceptual planning, we have uncovered only the largest and most conspicuous of them. Unlike Lincoln West, which is planned for abandoned railroad yards, or Battery Park City, which is built on landfill, Hunters Point is part of a community. The site contains docks along with the factories of the *Daily News*, Pepsico, and other companies. This raises a significant urban design challenge, which the planning team is confronting in its six planning concepts now under review.

In addition, the site itself is a former

marshland with the five transit tunnels beneath it. There is a growing reluctance on the part of the U.S. Corps of Engineers to allow large-scale landfill or to construct new piers. The chosen design and engineering team may have to conceive a program of limited landfills and waterproofing subsurface structures to preserve buildings and public areas from the high watertable.

These technical problems are but a few of the issues we face. Among the others are questions of marketability, financial feasibility, building costs, community interests, transportation systems, industrial stabilization, and local and regional recreational needs.

As we resolve these complexities, the planning team will gradually come to a decision concerning the future of Hunters Point, one that may form a new working model for public/private cooperation in metro-area developments.

Waterfront Development

Hoboken

Hoboken

by Michael Krieger

The Port Authority is excited to be a part of a new regional awakening—waterfront development. The Port Authority anticipates that revitalized waterfronts will serve as magnets to retain economic activity in the Region and attract new activity, particularly from overseas sources. Mixed-use development of an underutilized section of the Hoboken waterfront along the Hudson River is being undertaken by the Port Authority in cooperation with the City of Hoboken, New Jersey Transit, and Stevens Institute of Technology.

The Site

The Hoboken site, approximately 60 acres, is generally bounded by 6th Street on the north; River Street on the west; Observer Highway and the Hoboken Terminal on the south; and the Hudson River on the east. Development planning work also includes study of the adjacent Stevens Institute of Technology waterfront area north of 6th Street.

With the exception of the active NJ Transit and PATH commuter services terminating in the Hoboken Terminal, the existing land-use pattern in this district is characterized by underutilized railroad, industrial, and marine-related activities. The focal points of the area are the former Delaware Lackawanna and Western Railroad Ferry Terminal, the present NJ Transit Terminal, and the unused Hoboken Port Authority Piers area. In 1973, the Erie Lackawanna Terminal at the bank of the Hudson River was designated as a historic site. Active marine cargo uses of the Hoboken-Port Authority Piers ended in the early 1970's.

The Goal

In Hoboken (as with the project at Hunters Point), the goal is to provide strong economic benefits and improve the quality of life for its citizens and those in the region. The mixed-use development of our initial projects will represent a public and private investment of more than \$1 billion. We currently estimate that about \$250 million of this total would be spent for vital infrastructure, with an



expenditure of about \$125 million at each of the two sites. The balance of the monies is expected to be invested by the private sector.

Infrastructure needs common to both waterfront development sites include provision of new bulkheads, water and sewer lines, sewer outfalls, roadway access, public access to riverfront esplanades, open space, public parks, and new utilities. In Hoboken, public improvements would include an upgraded transportation center at the interface of PATH and NJ Transit rail and bus services. Offsite infrastructure improvements also will be required to maintain adequate public services at the sites.

Our vision calls for a lively mix of waterfront uses—commercial, marina, specialty retail, residential, and open space with public access that enhances value. Preliminary estimates show the mixed-use waterfront development at Hoboken could possibly create about 10,000 construction jobs over the

development period and generate between 4,500 and 6,000 permanent new jobs, depending on the actual scale and type of tenants. In addition to expanding Hoboken's job market, the project will produce new sources of revenue to benefit the City.

The mixed-use land concept being employed for this project will greatly enhance Hoboken's waterfront by creating a pleasant relaxing atmosphere out of a now largely dormant area. The project will return the waterfront to the residents of Hoboken. They will be able to stroll along the promenade and enjoy the beauty of the Manhattan skyline. Boat lovers will have a majestic marina, and the corporate world will have access to a world-class environment. A new and energetic group of urbanites will make their residences in Hoboken—joining those who have already discovered Hoboken. The successful uses will complement the developments that Hoboken is presently undertaking. Construction is complete on a \$1-million project that

The Hoboken Ferry Terminal, 1981.

Piers and Headhouse, 1981.



for waterfront development. In January, title to the Hoboken marine terminal property was transferred to the City of Hoboken after 65 years of Federal ownership. This sale freed an essential part of the Hoboken waterfront for development opportunities.

The firm of Cooper, Eckstut Associates of New York City was retained for urban design and planning services. They lead a diverse team of subconsultants from New Jersey and New York. The firms of Edwards & Kelcey, Inc. of Livingston, New Jersey, and Lawler, Matusky & Skelly Engineers of Jersey City, New Jersey have also been retained to assist with environmental analyses.

On August 2, Governors Cuomo and Kean signed legislation enabling the Port Authority to undertake mixed-use waterfront development in the Port District in cooperation with the municipalities. It also authorized the Port Authority to enter into agreements with public and private entities. The Port Authority will use public funds to provide leverage on private investment in underutilized areas that otherwise would be considered unattractive or even impossible for conventional development.

A major initial step in the construction of the Hoboken Waterfront Development was taken on November 8th, when the Commissioners of the Port Authority of New York and New Jersey authorized demolition and related work at the Hoboken-Port Authority Marine Terminal.

Over the next few months, the City of Hoboken and the Port Authority, in close cooperation with NJ Transit and Stevens Institute of Technology, will be completing a master plan for the mixed-use development in Hoboken that reflects input from the Governor's Office, community groups, other interested parties, and the public. The developer selection process will start soon thereafter.

Photos: The Port Authority



has transformed the run-down Ferry Plaza into a new tree-lined pedestrian plaza and park. The City dedicated the park on October 22, 1984. The U.S. Army Corps of Engineers is also in the middle of a \$1.5 million Hoboken-

waterfront-clean-up project to remove derelict and unsafe water debris and structures.

Progress So Far

The year 1984 has been a positive one

Waterfront Development

A Report on Four NYC Waterfront Projects of the Department of Ports and Terminals

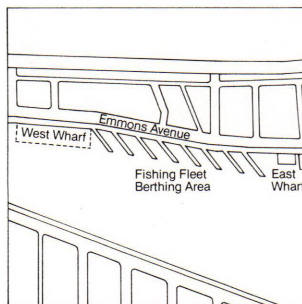


Courtesy Dept of Ports and Terminals

Hudson River Center, Manhattan

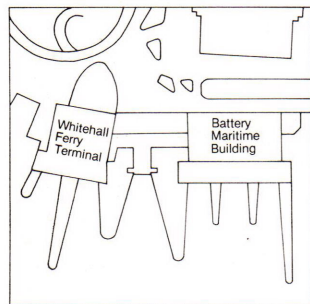
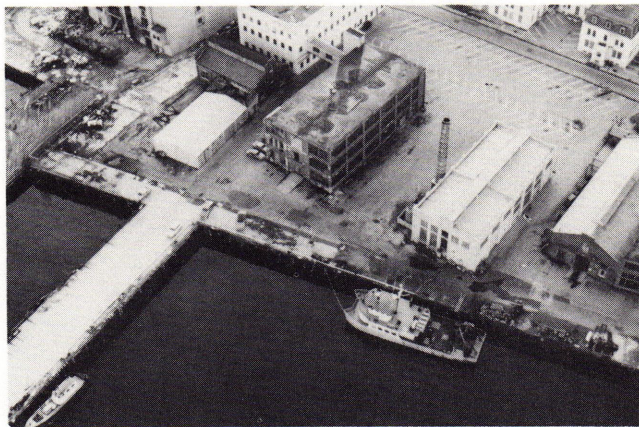
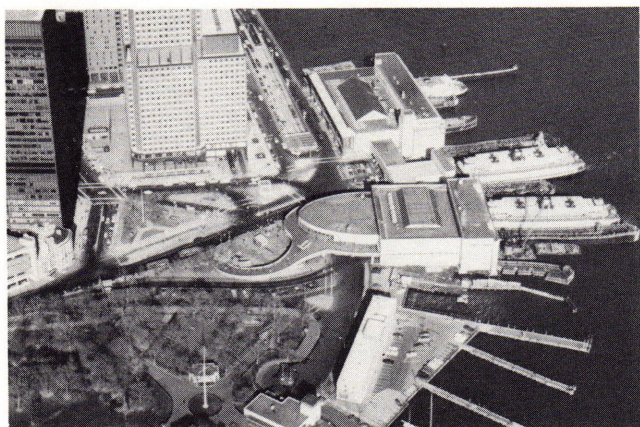
The Request for Proposals (RFP) was issued on October 10, 1984 to 10 qualified applicants. They include: MAT Associates; Palatine Realty Corporation; Resorts International; Trump Organization; Julien J. Studley/Gomes de Almeida; Harry Macklowe/Swig, Weiler & Dinner; Chase Enterprises of New York Corporation;

Silverstein Development Corporation; Talgara Holdings; Pacific Building Corporation. Proposals are due on February 7, 1985.



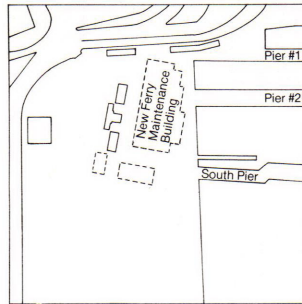
Sheepshead Bay, Brooklyn

Two developers, the Lazar Group and Sheepshead Landing Associates, have submitted proposals which are now being reviewed.



South Ferry Plaza, Manhattan

Ports & Terminals and the Department of Transportation are reviewing 15 applications for development of this site. We are also gathering additional information about the site's structural requirements. We expect to issue the RFP to the qualified applicants in January, 1985.



St. George Place, Staten Island

We have selected three qualified developers for this project which has two components: commercial/recreational development and a new ferry repair building for the Staten Island ferry. Before we issue the RFP we will meet with the developers to discuss ways to coordinate the construction of both components.

Chapter Reports

by George Lewis

- One of our most distinguished members, **Morris Ketchum**, died on November 22 at the age of 80. He was Institute president in 1965-66, and his work, both as a partner of Ketchum Gina & Sharp and with his own office, attracted wide attention. His *World of Birds at the Bronx Zoo* is especially notable. He was vice chairman of the Landmarks Commission from 1973 to 1982.

- Deputy Mayor Robert Esnard met with the Executive Committee on December 10 to discuss the terms by which architects act as consultants to the City: he is determined to improve the conditions and to see the City acquire superior design. Prior to this the Educational/Cultural/Recreational Facilities Committee held an open meeting at which Chapter member William J. Raczkowski, Director of Building Design, Department of General Services, spoke on consultant selection (245 forms must be on file) and related matters.

- William A. Hall has been elected president-elect of the New York State Association of Architects. The Chapter, in nominating him, stated, "He is a practitioner whose work has included many important educational and institutional buildings for New York State agencies, an experience that makes him exceptionally well qualified to lead an organization, the principal object of which is to represent the profession in Albany."

- The Chapter has established a **Public Membership** through which members of the public, for \$25, will receive *Oculus* and attend Chapter events. A letter to the Chapter giving mailing address and business phone, enclosing a check, is all that is required. The Chapter is preparing a wide mailing.

- A statement on behalf of women architects, prepared by Adrienne Bresnan, was read into the City Council Record by Council Member Miriam Friedlander, of its Committee on Women, in October. An outgrowth of the Women's Caucus' series of meetings with government officials, its objective was to draw attention to

the reservoir of qualified women architects available as consultants on City construction, as appointees to leadership positions in City agencies and to technical positions, and as educators in public institutions of higher learning.

Names and News

Bart Voorsanger and **M. Paul Friedberg** are among the jurors for the Neighborhood Initiatives Development Corporation's landscape design competition to transform a parkway island at Pelham Parkway into a welcoming landmark to its Bronx neighborhood . . . The American Institute of Architects is sponsoring "Research & Design 85," a conference to be held in Los Angeles, March 14-18, to provide results of new research and information in the fields of energy, life safety and codes, building redesign, and design of facility types, with the emphasis on the application of new design and management tools, especially computers, to these topics . . . The Annual Ralph C. Menapace Memorial Award for an Outstanding Contribution to the quality of Life in New York City was presented to the Honorable Robert F. Wagner in November . . . An architectural tour of India and Bangladesh (Feb. 9-March 1), which includes buildings and sites not accessible to the general public, has been arranged by the Baltimore architectural firm of Walter Schamu & Associates with the assistance of Dr. Ellen Smart, an Indian scholar. For information: Peter C. Doo, AIA, Walter Schamu & Associates, Inc., 107 E. Preston St., Baltimore 21202 (301-685-3582) . . . **Welton Beckett Associates'** New York office are the architects of the planned 500-room Hyatt Ravinia in Atlanta, which will have a greenhouse lobby stretching deep into the site's existing ravine instead of the traditional soaring atrium of most Hyatt hotels . . . **Bernard Rothzeit**, whose firm **Rothzeit, Kaiserman, Thomson and Bee**, are architects of the restoration and modernization of the Swedish Consulate's four-building complex on

Coming Chapter Events

The Corporate Architects Committee is sponsoring a **Tour of the new Irving Trust Operations Center**, at 101 Barclay Street, designed by Skidmore, Owings & Merrill, on January 16. The one-hour tour at 5 pm will include the 1000 seat cafeteria, the 45,000 s.f. education facility, at the atrium. Tour size is limited, call the Chapter by January 14. The Committee is also sponsoring a lecture by **Mary Lanier**, Art Advisor on "Corporate Art and the Architect," on the 24th of January at 6 pm.

Marketing Architectural Services to Health Facilities Clients is the topic that **Jerry Fox** of HANYS will address at the January 10th open meeting sponsored by the Health Facilities Committee, 5:30 p.m.

The Practice Committee has scheduled dates for the remaining sessions with **Barry LePatner, Esq.** **Securing Repeat Commissions, or, How to Win Both the Battle and the War** will be on January 17th; **Contract Negotiations: Why You Can't Afford Not to Have the Right Agreement** on February 14th; and **Liability Prevention: Avoiding Pitfalls of the Architectural Profession** will be the subject matter on March 14th. LePatner has arranged to have each session professionally video-taped and they will be available to members through the Chapter's resource library.

Park Avenue and East 64th Street, noted that "restoration work requires an ego under rein. It is our hope when we are finished that no one will know we have been there except to notice how clean the marble is." . . . **Ada Louise Huxtable**, one of six recipients of the Annual Mayor's Awards of Honor for Arts and Culture in New York, was called "unique in having created a whole new field," by **Harmon Goldstone**. "Before her, the only written journalism about architecture" was by historians or public relations people." . . . **Simon Thoresen and Associates** has changed its name to **Sculley, Thoresen and Linard** . . . AIA members across the country are invited to enter an architectural photo contest co-sponsored by the AIA and its St. Louis Chapter. The contest calls for photographs featuring architectural exteriors, interiors, or details; they must be submitted to the St. Louis Chapter office by March 1, 1985. For entry forms send self-addressed stamped envelope to AIA Photo Contest, c/o St. Louis Chapter/AIA, 919 Olive St., St. Louis 63101
cont'd. p. 10, col. 1

Oculus NYC/AIA JAN 85

CONTINUING EVENTS

*Send Oculus Calendar information to:
New York Chapter/AIA, 457 Madison
Avenue, N.Y. 10022.*

*Oculus welcomes information for the
calendar pertaining to public events about
architecture and the other design
professions. It is due by the 7th of the
month for the following month's issue.*

*Because of the time lag between
information received and printed, final
details of events are likely to change. It is
recommended, therefore, that events be
checked with the sponsoring institutions
before attending.*

EXHIBITION

Donald Judd's Architectural
Drawings and Furniture, Max
Protetch Gallery, 37 W. 57 St.
838-7436. Closes Jan. 5.

EXHIBITION

"Chicago and New York: A Century
of Architectural Interaction." The
Octagon, Washington, D.C.
202-638-3105. Closes Jan. 6.

EXHIBITION

"On the Avenue, Fifth Avenue." The
Municipal Art Society, 457 Madison
Ave. 935-3960. Closes Jan. 12.

TUESDAY 1

1934: Historic American Buildings
Survey began.

MONDAY 7

ARCHITECTURE: MEXICO

Exhibition exploring the
development of modern architecture
in Mexico. AIA Building,
Washington, D.C. Information: Jim
Ellison, 202-626-7347. Closes Nov. 12.

TUESDAY 8

DEADLINE

For submitting entries in Lumen
Awards Program, which recognizes
excellence, professionalism,
ingenuity, and originality in lighting
design: Lumen Awards Presentation
Committee, c/o John Springer; Owen,
Springer and Mandolia; 206 Fifth
Ave.; NYC 10010. 686-4576.

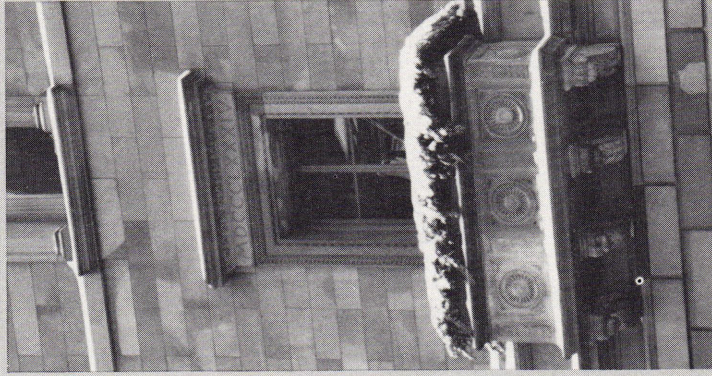
VISIONS OF LIBERTY

Exhibition of photographs relating to
the Statue of Liberty. The New York
Historical Society, 170 Central Park
West. 873-3400. Closes Jan. 13.

EXHIBITION

"Circle of Seasons: Central Park
Celebrated" in color photographs by
Sonja Bullaty and Angelo Lomeo.
The Municipal Art Society, 457
Madison. 935-3960. Closes Jan. 19.

WEDNESDAY 2



EXHIBITION

"The Old Dutch Homesteads of
Brooklyn" as documented in photos,
drawings, paintings. Long Island
Historical Society, 128 Pierrepont
St., Brooklyn Heights. 718-624-0890.
Closes Jan. 13.

EXHIBITION

"The City Comes of Age," in
celebration of the New York
Historical Society's 180th birthday.
170 Central Park West. 873-3400.
Closes Feb. 3.

THURSDAY 3

1743: Italian architect Ferdinando
Galli Bibiena died.

THURSDAY 10

NYC/AIA PRESENTATION

Jerry Fox of HANYS is to talk on
"Marketing Architectural Services to
Health Facilities Clients." Sponsored
by the Health Facilities Committee.
The Urban Center. 5:30 pm.

EXHIBITION

"White City: International Style
Architecture in Israel." The Jewish
Museum, 1109 Fifth Ave. 860-1889.
Closes Feb. 17.

EXHIBITION

"On City Hall, In City Hall,"
historical survey of City Hall's art,
architecture, and landscape. City
Hall, Broadway & Murray St.
566-5525. Closes March 29.

FRIDAY 4

DEADLINE

For requesting application forms for
the 1985 Rotch Travelling
Scholarship competition from:
Norman C. Fletcher, Secretary,
Rotch Travelling Scholarship, 46
Brattle St., Cambridge, Mass. 02138.
617-868-4200.

FRIDAY 11

EXHIBITION

"The Drawings of Frank Lloyd
Wright." Max Protetch Gallery, 37
W. 57 St. 838-7436. Closes Feb. 6.

MONDAY 14

1892: American architect Alexander Jackson Davis died.

TUESDAY 15

CITYSCAPES
Exhibition of prints and drawings by Gerald K. Geerlings. Museum of the City of New York, Fifth Ave. at 103 St. 534-1672. Closes March 31.

WEDNESDAY 16

NYC/AIA TOUR
The Corporate Architects Committee sponsors a one hour tour of SOM's new Irving Trust Operations Center at 101 Barclay St. Meet at 5:00 pm. Call for reservation 838-9670.

THURSDAY 17

NYC/AIA DISCUSSION
"Securing Repeat Commissions, or, How to Win Both the Battle and the War," is the second session with Barry LePatner, sponsored by the Practice Committee. The Urban Center. 6:00 pm.

FRIDAY 18

1881: Architectural League of New York founded.

MONDAY 21

CLASSICAL AMERICA
First session in course on "Freehand drawing of composition and perspective, ornament and buildings" to be held once a week at 6:45 pm. through May. The National Academy School of Fine Arts, 5 E. 89 St. 369-4880 or 753-4376.

TUESDAY 22

DEADLINE
For entries in the Architectural League's "Rough Drafts: Young Architects Forum" in any of the following disciplines: Architecture, drawing, furniture, graphic design, interiors, landscape design, painting, photography, research & theory, sculpture, and urban design. The Architectural League, 457 Madison Ave. NYC 10022. 753-1722.

WEDNESDAY 23

CLASSICAL AMERICA
First session in course on "The drafting of the Orders and classical ornament" given by Alvin Holm at 6:45 pm. every Wednesday to May. The National Academy School of Fine Arts, 5 E. 89 St., 369-4880 or 753-4376.

THURSDAY 24

NYC/AIA LECTURE
Art advisor Mary Lanier will speak on "Corporate Art and the Architect," sponsored by the Corporate Architects Committee. The Urban Center. 6:00 pm.

FRIDAY 25



MONDAY 28

EXHIBITION
"Honor and Intimacy: Architectural Drawings by AIA Gold Medalists, 1907-1983." The Octagon, Washington, D.C. Information: Susan Stein 202-638-3105.

TUESDAY 29

1739: Westminster Bridge begun in London.

WEDNESDAY 30

EXHIBITION
More than 20 award-winning designs of the past decade by prominent Yugoslav architects will be on display at the Yugoslav Press and Cultural Center, 767 Third Ave., 17th Fl., through February 20th. 838-2306.

THURSDAY 31

1151: Gothic cathedral patron Abbot Suger died.

FRIDAY 1 FEBRUARY

1793: Jefferson praised William Thornton's plan for U.S. Capitol building.

DEADLINE

To register for "Cityscape Design Competition 895": c/o Douglas Foster, Competition Director, Department of Planning & Economic Development, 25 W. Fourth Street, Saint Paul, Minnesota 55102.

Convent of the Little Sisters: Should it be Designated?

The Landmarks Preservation Commission's actions are being watched carefully these days in view of the formidable effort in the State Legislature last spring (due to be renewed this year) to remove religious properties from landmarks laws. In this context, the Commission's November 13 hearing on its proposal to designate as a landmark the Convent of the Little Sisters of the Assumption, on Lexington Avenue at 81st Street, attracted wide attention.

Two opposing views of the question follow: the Chapter statement favoring designation presented at the hearing by George Lewis, as well as a statement in opposition by Kevin B. McGrath of Shea and Gould, attorneys for the Convent.

The Chapter's Statement

by George Lewis

This issue comes before you surrounded by pressures from members of the local community who are primarily concerned with the threat of development, so that this is yet another unfortunate example of the Commission's being viewed in some quarters as an agency capable of applying zoning controls.

A special subcommittee of our executive committee—consisting of Paul Segal, president-elect, Steven Goldberg, and Michael Adlerstein—acting on behalf of the Chapter, has considered the architectural merits of the building. This group concluded that the building is a design of a particular quality which essentially enhances the streetscape of the Yorkville area; or, to put it another way, its loss would seriously diminish the overall architectural quality of the area.

A decision here appears to rest entirely on historic architectural merit, since there has been no continuing tradition of the building's being used in a way strongly integral to the general life of the city or the

area. Certainly the decision cannot be one of whether the building's low profile is a desirable asset; that is a zoning consideration. It is imperative that you be absolutely certain, in what is inevitably a subjective judgment, as to whether this is indeed a true landmark. We think it is.

Statement for the Convent

by Kevin B. McGrath

The building owned by the Little Sisters of the Assumption located at 1195 Lexington Avenue is generally considered to be not unpleasant, but without distinction. Even advocates of landmarking acknowledge that the building is only of marginal historical and architectural significance. The Little Sisters have lived there for 30 years. During that time they say they never heard the building they consider their home might be worthy of landmarking until they announced intentions to sell last summer.

If the building were declared a landmark, its value would be seriously diminished; consequently, the Little Sisters ability to carry out their programs among the poor in East Harlem would be curtailed.

Last summer some members of the community told the leadership of the Little Sisters they would seek to have the building declared a landmark to prevent its replacement with a 'high rise' residential building. The zoning resolution, not landmarking, controls density and development. But the landmarks process is here being used to prevent development, thereby distorting the law.

Better representatives of this style and type of architecture, as well as better examples of this architect's work, are already landmarks.

Landmarking a mediocre building undermines the landmarks law itself and places in jeopardy those landmarks that merit designation and protection. By making unsuitable

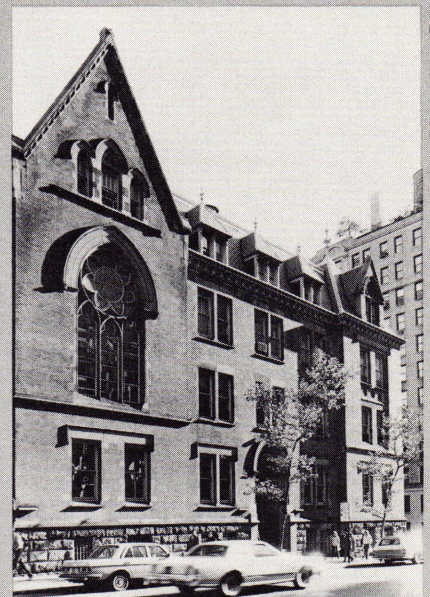


Photo: Stan Ries

designations, the protection for suitable buildings is devalued.

There is no reason for this drab former funeral home to be declared a landmark. It has been excluded from the Upper East Side historical district. It has been excluded from individual landmarking in the past. It is not even mentioned in the *AIA Guide to New York City*. The building can hardly be considered to be in an undiscovered area.

The Upper East Side has been reviewed and re-reviewed for structures of landmark quality. Quite simply, 1195 Lexington Avenue is not a landmark-quality building and does not merit designation.

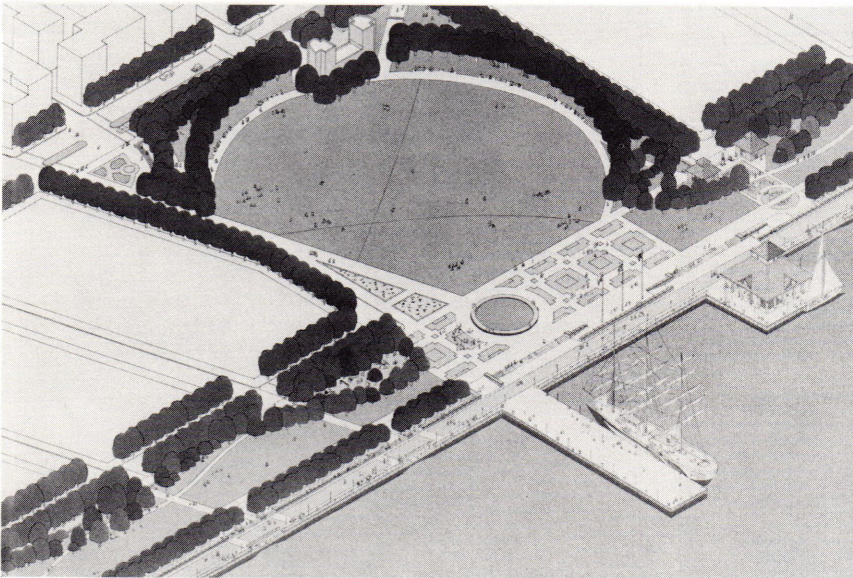
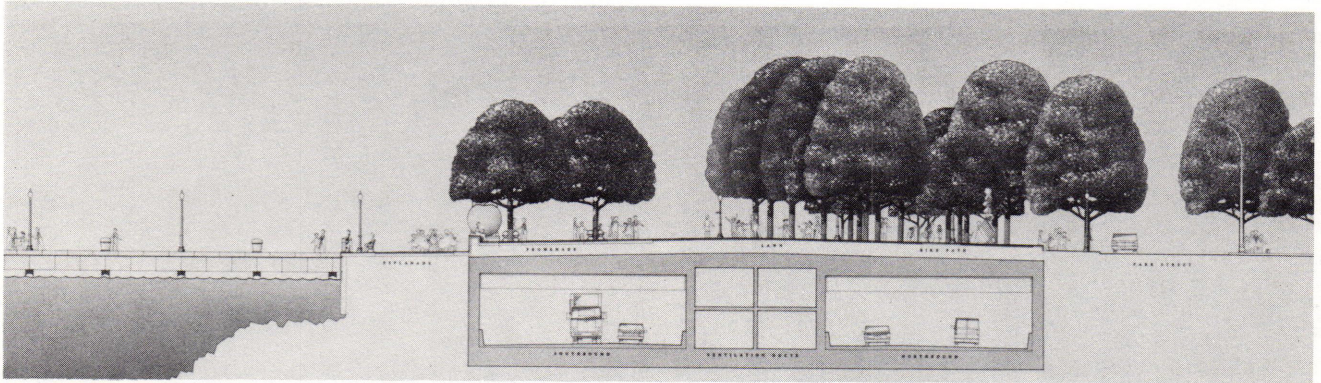
Names and News

cont'd. from p. 7

(314-621-3484) . . . Schofield Cogan Architects were the recipients of a 1984 Award of Merit by the Concrete Industry Board for the Edward and Doris Mortola Library of Pace University in Pleasantville . . . Paul Heyer, Dean of Pratt's School of Architecture, announced the appointment of Arthur Rosenblatt as chairperson of the school's Visiting Advisory Board, which includes Romaldo Giurgola, Raquel Ramati, Robert Gutman, William Porter, Alan Schwartzman, Robert Siegel, and Anthony Vidler . . . Strycker's Bay Neighborhood Council, an upper West Side community organization, is sponsoring a design competition for an overnight bicycle shelter for residential streets. To register (before a March 22 deadline) send non-refundable fee of \$15 to SBNC Bike Project, 561 Columbus Ave., New York 10024, or for more information call Gail Boorstein 874-7272 .

Waterfront Development

Progress on Westway & Westway Park

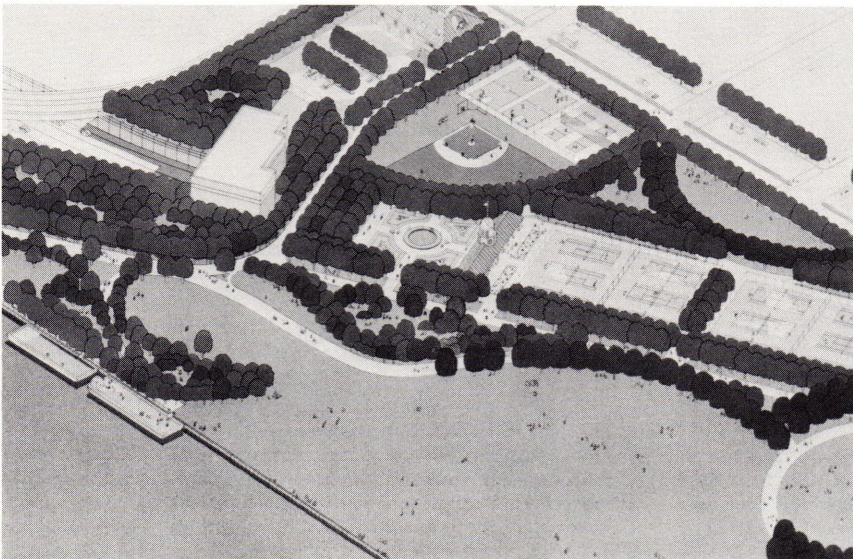


Westway State Park

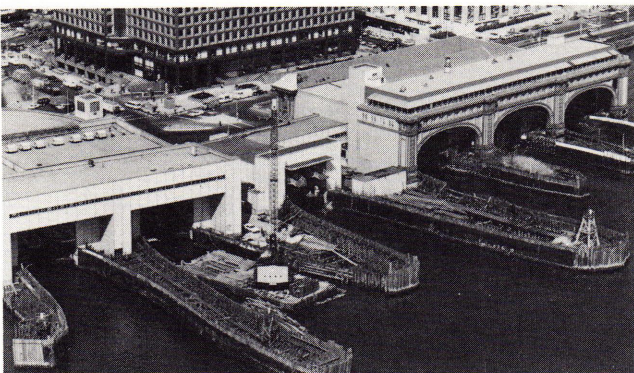
The park is designed by Clark & Rapuano; Venturi Rauch & Scott Brown; and Salmon Associates.

While some Westway design work is going forward, major construction efforts await the outcome of a review of environmental impacts by the U.S. Army Corps of Engineers. The Corps must issue a new Dredge and Fill permit that would allow New York State to begin the landfill creation along the Hudson River shoreline where the highway and the park will be built.

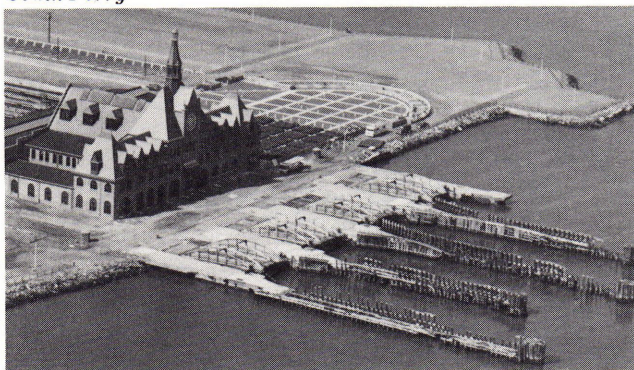
The Corps is considering potential impacts of the landfill on the Hudson's striped bass habitat, a mitigation plan proposed by the State to compensate for possible habitat loss, and the overall public interest value of Westway. Project officials expect that a permit decision will be forthcoming from the Corps early in 1985.



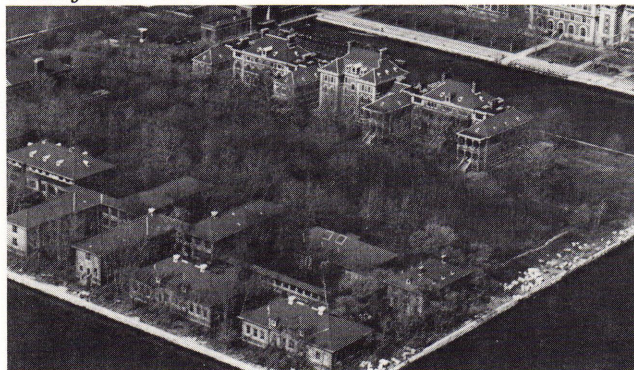
Photos: Stan Ries



South Ferry



Liberty State Park



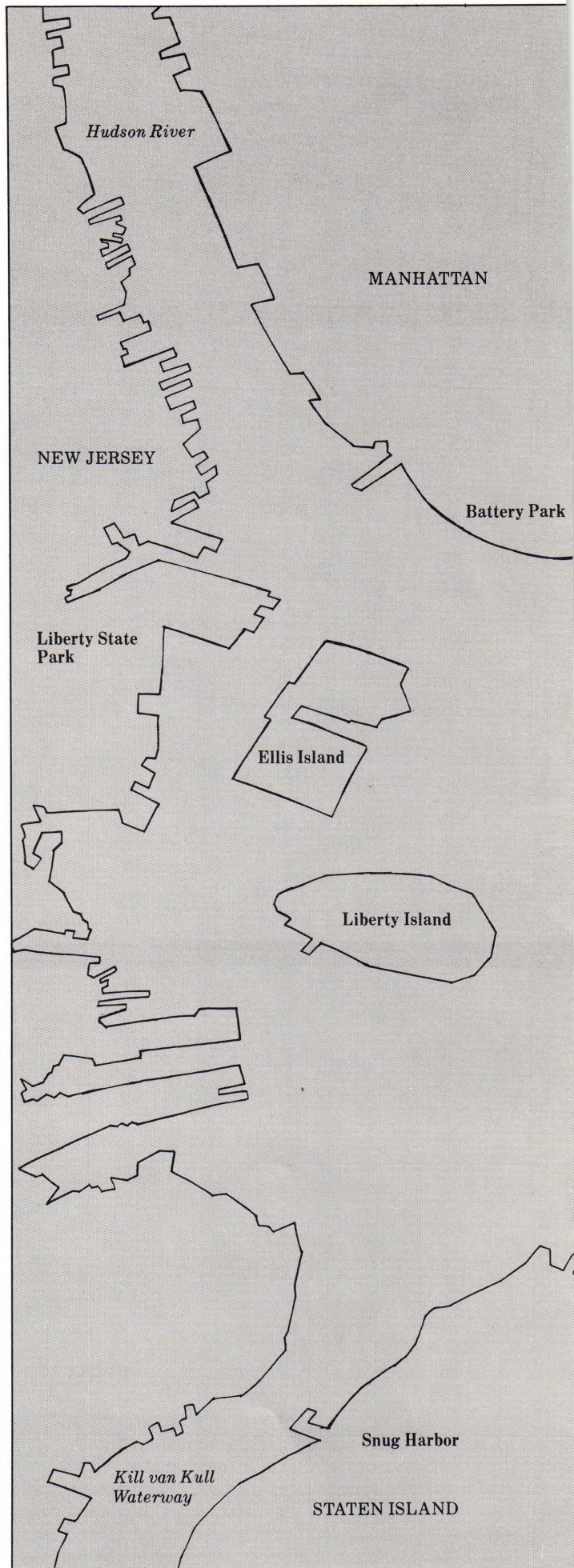
Ellis Island

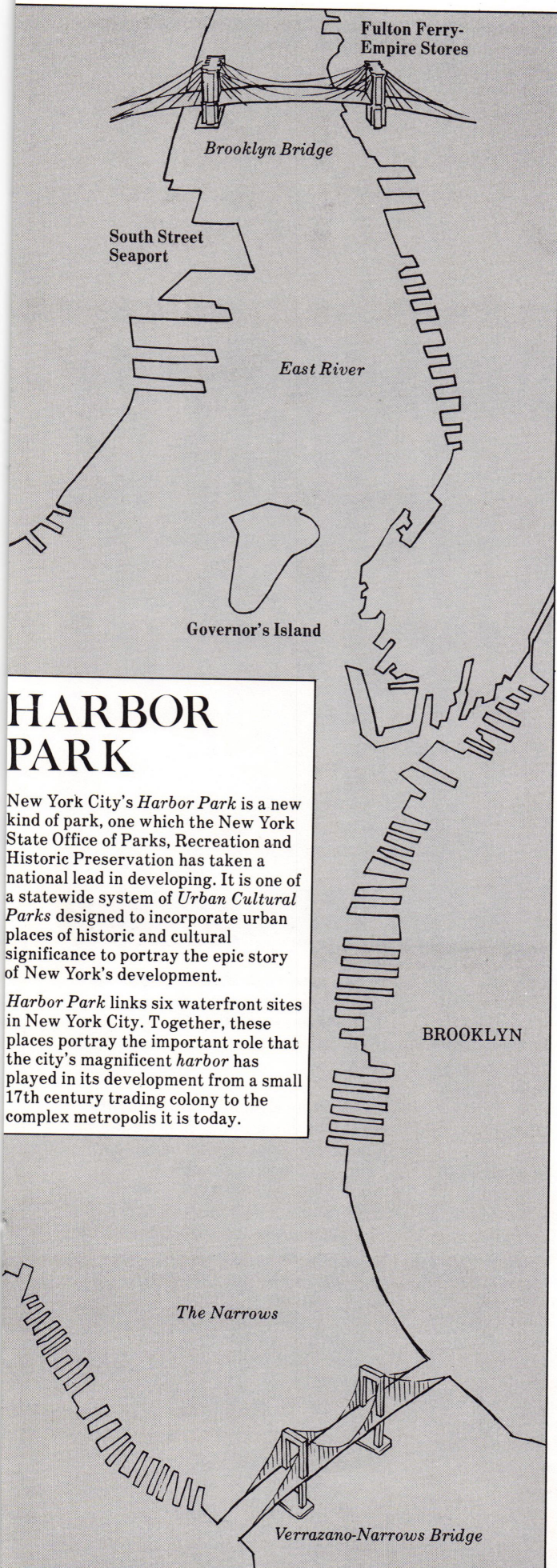


Liberty Island



Sailor's Snug Harbor





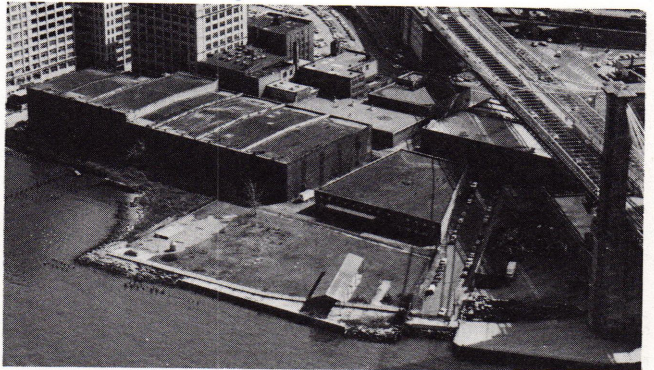
HARBOR PARK

New York City's *Harbor Park* is a new kind of park, one which the New York State Office of Parks, Recreation and Historic Preservation has taken a national lead in developing. It is one of a statewide system of *Urban Cultural Parks* designed to incorporate urban places of historic and cultural significance to portray the epic story of New York's development.

Harbor Park links six waterfront sites in New York City. Together, these places portray the important role that the city's magnificent harbor has played in its development from a small 17th century trading colony to the complex metropolis it is today.



North of Brooklyn Bridge



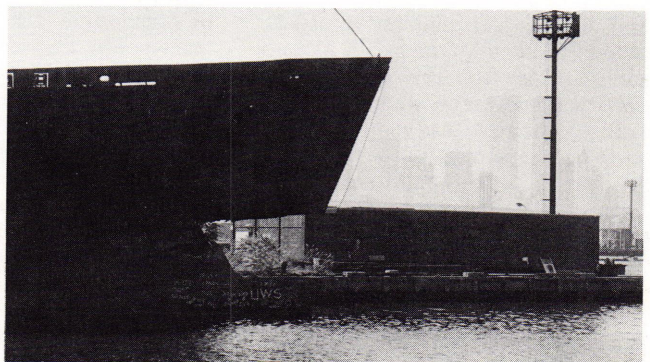
Empire Stores



Fulton Ferry Landing



South Street Seaport



Brooklyn Navy Yard

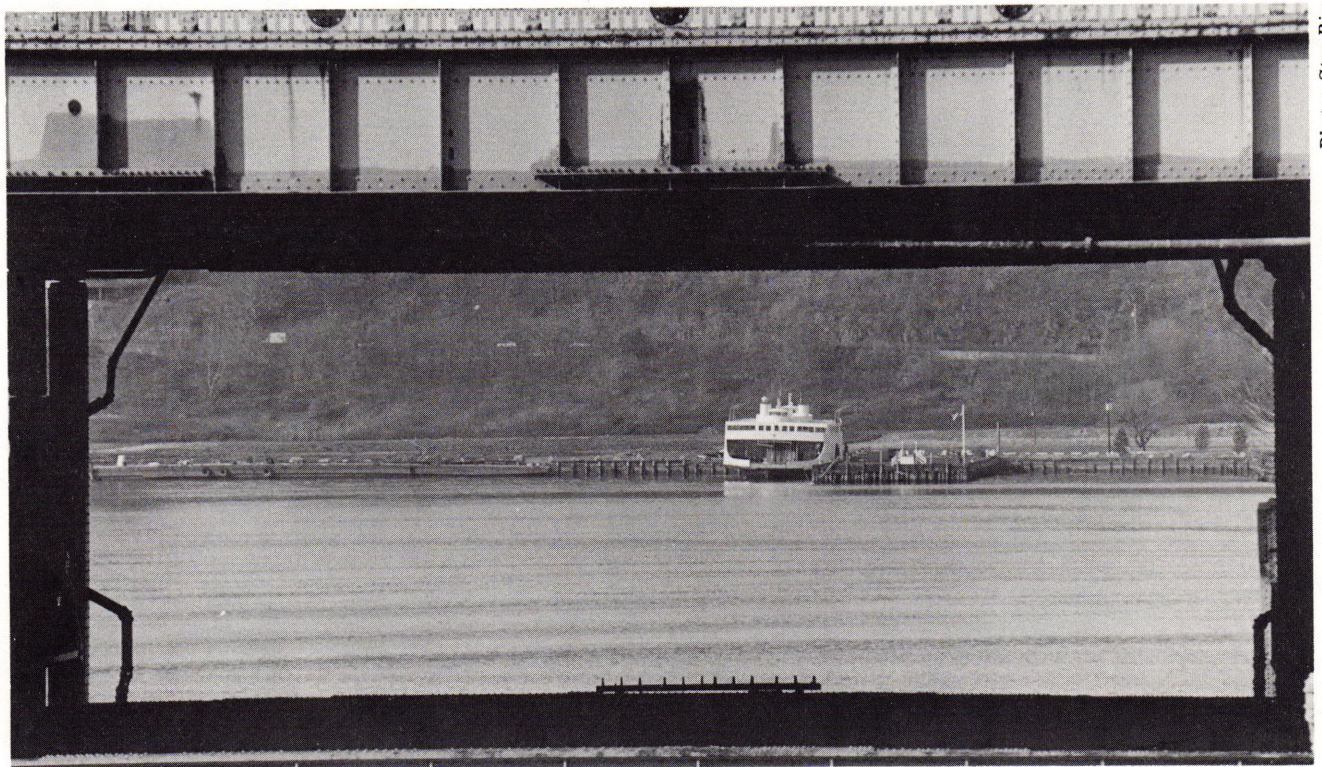
Waterfront Development

A Philosophy for Waterfront Planning

A statement of planning problems and of directions for solutions, prepared last Fall by Cooper, Eckstut Associates, summarizes some of today's best thinking about waterfront planning and redevelopment.

A ferry moored across the Hudson from West 70th Street.

by Cooper, Eckstut Associates



Photos: Stan Ries

On the one hand, waterfront redevelopment projects under construction today should be a designer's dream. They offer an opportunity to apply a unified, large-scale vision to unusually large tracts of land.

On the other hand, these same qualities can turn a project into a developer's nightmare. Large tracts carry large financing, and seem to take forever to build. Thus a prudent risk becomes a gamble — economically, socially, and aesthetically. Mishandled, the prominent location could be viewed by the public as a no-man's land far from the center of activity. And a large, single vision could, by the time it is completed, turn out to be an unappealing white elephant that is difficult to change. In the rush to return our neglected waterfronts to productive use, the greatest danger seems to lie in the temptation to make a grand gesture.

From our experience and from our observation of waterfront plans

nationwide, we've come to the conclusion that the most successful and appropriate projects today, whatever their size, follow modest guidelines: think smaller; learn from what exists; integrate; and design streets, not buildings.

Think Smaller

Although our culture places a high value on "thinking big," practical development of waterfronts seems to dictate the opposite. The urban designer needs to maintain an overall picture; the project, however, should be seen in terms of small, viable increments. There's an advantage to looking complete: people don't enjoy living or working in what they perceive as a construction site, especially one that may be in progress for as long as ten years. Nor are they likely to show much confidence in a project that is incomplete and therefore still unproven.

Planning a large project in several stages makes the overall scheme more feasible. The financing is easier to

secure, and each section may come into use looking finished. A successful first phase establishes the "address" that supports the market desirability of the rest.

Furthermore, smaller components maximize the number of developers able to participate, as well as the number of architects able to contribute a diversity of design approaches. The process is more likely to yield success, because it resembles the usual, incremental way that cities develop. No single building is given the predominance to make or break the development, and the resulting complexity is more in tune with urban values. Smaller elements typically add up to more variety, which is the preferred urban tradition over uniformity.

Learn From What Exists

If waterfront development is expected to restore derelict land to the mainstream of urban vitality, its plan should take advantage of what already exists, both on the site and adjacent to



Waterfront neglect.

it. On site, including and even highlighting existing structures or other visual elements provides a sense of place. Familiarity takes the edge off pioneering, in much the same way that settlers of a new land will build their houses as they did back home, then gradually adapt them to new needs. The key is to evolve, not invent.

What is adjacent to the site also deserves close scrutiny. If the neighboring area or other familiar part of town is a success, it makes sense to emulate the street pattern, the building type, or the mix of uses. Solutions that have worked well in one city are not always successfully transplanted to another; much recent commentary on waterfront development is coming down to this issue. The waterfront cannot afford to ignore or compete with the adjacent upland areas. If the new complements the existing, and the transition between them is seamless, the benefit will be mutual.

Integrate

Since at least one side of the project is a natural barrier—unless boats happen to be a primary carrier of urban life, which is rare outside of Venice—every effort should be made to provide as many direct links as possible to the upland area.

Integration calls for building at grade. Raising a development atop a massive platform, designed to hide such messy realities as parking, maintenance, and utilities, creates a fortress environment cut off from the mainstream. Striving for order is not worth the cost of placing barriers to the water. Alternative solutions exist in underground or in new structures, and, in fact, many of these messy realities are accepted activities in normal urban street life.

Of all physical connections to be made in waterfront developments, the most important are those to the water itself. Access to the waterfront must be maintained as an irrevocable public right, and the land at the water's edge and the means of access to it must be kept in public hands.

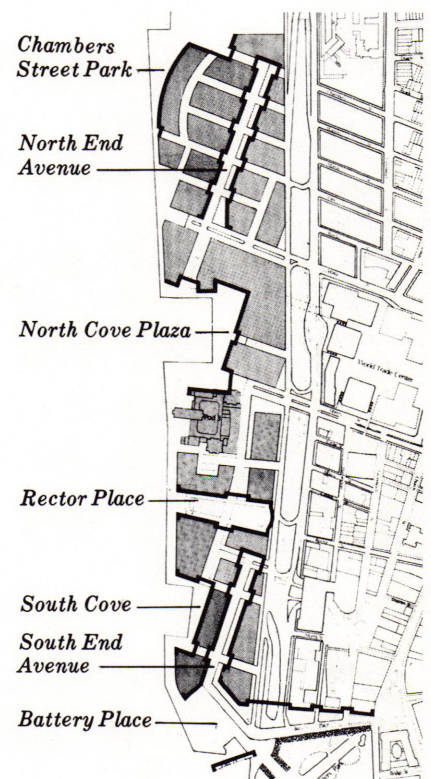
Design Streets, Not Buildings

The design of a waterfront plan should begin with the street, not with buildings or projected uses. As the oldest and most basic unit of urban life, the street can be manipulated to achieve all the aforementioned goals: providing access to the water and to the surrounding area, relating a pattern of familiarity, and dividing the project into more workable sections. Once the streets establish the basic identity of the place, access and buildings will follow logically. Commercial districts should grow from streets that connect to existing commercial districts, residential from residential, and so on.

In determining the mix of uses, a high level of street activity is not the only solution. Everyone loves a busy street lined with restaurants and shops, but often a quiet, residential street is an equally appropriate and natural use of a waterfront. The public spaces on the water should be successful extensions of the city, rather than amusement parks.

Also, following urban tradition, public use should be limited to spaces such as streets and parks, particularly along the water, leaving the city blocks for private development. Maximizing the area for private use provides a sound economic base for installing and maintaining public space, as well as a richer architectural texture. But the goal of all plans should be to obtain the best solutions in the design of the public spaces, such as keeping water's edge green and comfortably soft to offset the usual architectural hardness of a city.

Design guidelines need to be an integral part of the plan since they help insure that buildings act together and form a background to the more important public spaces. Design guidelines keep individualism from becoming chaos. They also assure the quality of each building, offering a comforting protection to a developer's investment. Great urban ensembles result from cooperative efforts; design coherence and quality make successful real estate.



The Cooper, Eckstut design for Battery Park City in Manhattan uses "special places"—parks, vistas, street walls, and promenades—to lend distinctive appeal to development parcels. The Esplanade links the city and the harbor and forms a natural oasis for pedestrians.

Waterfronts don't have to be designed as something special. They already are, by their very nature, something special. If they are to be successfully revitalized and made part of an enduring legacy, they must be designed and built sensibly, with an eye to practicality and proven appeal.

There is no set formula for success. Each region, city or neighborhood and each body of water has its own character, needs, goals, and potential. These principles delineate a process and a philosophy for making the most of our last urban frontier; our cities should express themselves where they are best seen. We should take a close look at what we have, and what we want, and give these special places the best we can.

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