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SPECIMEN DESIGN SOLUTIONS
NEW YORK STATE BOARD OF EXAMINERS
OF ARCHITECTS
BREAK-THROUGH TO THE HUDSON
A PLAN FOR YONKERS TO PEEKSKILL

NEXT ISSUE
1965 CONVENTION ISSUE
CONVENTION PROGRAM
WORK OF HOST CHAPTER MEMBERS—
BUFFALO-WESTERN N. Y. CHAPTER A.I.A.
STARKUSTIC

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* Sound Absorption Coefficients

<table>
<thead>
<tr>
<th>Material</th>
<th>125 CPS</th>
<th>350 CPS</th>
<th>500 CPS</th>
<th>1000 CPS</th>
<th>2000 CPS</th>
<th>4000 CPS</th>
<th>NOISE LEVEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Ceramic Glazed Tile</td>
<td>.48</td>
<td>.52</td>
<td>.69</td>
<td>.84</td>
<td>.39</td>
<td>.45</td>
<td>.60</td>
</tr>
<tr>
<td>(b) Ceramic Glazed Tile</td>
<td>.11</td>
<td>.72</td>
<td>.81</td>
<td>.24</td>
<td>.16</td>
<td>.16</td>
<td>.50</td>
</tr>
</tbody>
</table>

(a) Factors based on tests of 6T unit (5½" x 12" x 4") with 207-⅜" diameter holes in symmetrical pattern.
(b) Factors based on tests of 8w unit 4" x 8" x 16" with 322 holes of random size & pattern.

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OFFICIAL PUBLICATION OF THE NEW YORK STATE ASSOCIATION OF ARCHITECTS
State Organization of the American Institute of Architects

JULY - AUGUST, 1965

NEW YORK STATE BOARD 7
OF EXAMINERS OF ARCHITECTS
By Alan Schwartzman
Secretary, NYSBEA

UNIVERSITY OF THE
STATE OF NEW YORK

EXAMINATION FOR ARCHITECTS

PROBLEMS IN
ARCHITECTURAL DESIGN

A COLLEGE DINING HALL 8 & 13
A TOWN HALL 18 & 20

THE MITCHELL-LAMA
PROGRAM:
THE POTENTIAL DANGERS 15

EDITORIALS

ITEMS OF INTEREST

COVER

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SEE PAGE 23

E.S.A. was privileged this issue to have had Charles E. Thomsen serve as guest editor. Currently a member of the N.Y.S.A.A. Publications Committee, editor of the New York Chapter's "Oculus", and a busy practicing architect (on the side?) he has been chosen to be associate editor of the A.I.A. Journal, and joined the Octagon staff on June 15, 1965.
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People are sold on Electric Heat! In the short time since Con Edison introduced a special, low rate for electric heating, more than 2,000 electrically heated dwelling units have been begun or completed in Con Edison’s service area. And estimates indicate that this is just the beginning.

It's no wonder, Electric Heat is clean, dependable, 100% efficient. No other form of heating is so versatile or can be installed in so many different ways, to suit the requirements of the building: In Westchester Hills, Hillcrest Park and Shonnard Terrace, heating elements are in the baseboard, matching the woodwork... with individual thermostats in every room, giving fingertip control for the different heating needs of the nursery, bedroom or living room. And, there's the heat pump used at Sky Meadows... it features self-reversing cooling and heating cycles that keep a home at the exact comfort level of temperature the occupant wants, all year round.

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Call Con Edison today at 460-3167 for complete details about Electric Heat.
Architectural Showcase... exteriors in tile


Write for new color booklet 1100, "Ceramic Tile in Architectural Design."
Editorials

NEW YORK TEA PARTY

It takes courage and integrity to do what the American colonists did December 16, 1773, familiarly know as the Boston Tea Party.

Almost equivalent to this historic act is the statement issued on May 18, 1965, by representative professional architectural and engineering organizations of New York concerning the Mitchell-Lama program.

This statement (published in this issue) points out the inadequate goals, high contractual risks and the unsatisfactory administration of the program, reflecting a lack of understanding of the design professions and a complete disregard of their traditional and customary role. It warns architects and engineers who expect to participate in this program to consider the risks involved by such participation.

For the benefit of the people of the State of New York the Governor and the Legislature would do well to eliminate the inequities and unsatisfactory procedures which seriously endanger the fulfillment of the intent of the Mitchell-Lama law to provide middle-income housing.

SHAPE OF NEW YORK CITY

In the City of New York there is one man who, at great personal sacrifice, has dedicated himself for the past few years to the purpose of preventing what he sincerely believes to be the most colossal blunder in city planning of the century.

This man is Nathan R. Ginsberg. In support of his efforts many New York City and New York State architectural, professional and civic organizations and Mayor Wagner succeeded in having the Foley Square site for the new Federal Office Building and the new Custom House enlarged; but nothing has been able to convince the General Services Administration that these structures should be integrated as a part of an overall Civic Center which the Foley Square site adjoins.

Thus each blow applied to the piles being driven daily in Foley Square for the Federal Courthouse nails the coffin tighter on the possibility of achieving a beautiful and comprehensive Civic Center.

Continued on Page 35

THE PLODDER

BRITAIN GOING METRIC; Why NOT U.S.?!*

ATTENTION A.I.A. MUST WE WAIT FOR BRITAIN?

The British Government announces that it intends to drop the old pound-quart-inch/etc. system of weights and measures and adopt the metric (decimal) system, in a changeover which probably will take 10 years.

We don't ordinarily urge Americans to ape England or any other nation. But the metric system is far simpler than miles, yards, pints, pounds, etc., etc.—and already is in wide use among U.S. scientists and fighting men. Why not make it nationwide and unanimous, as fast as we can?

The New York State Board Of Examiners Of Architects
By ALAN SCHWARTZMAN, Secretary, N.Y. State Board of Examiners

Article 147 of the Education Law provides for a "state board of examiners . . . whose function it shall be to examine applicants for licenses to practice architecture". We should like to give the members of the profession a more detailed account of the work of the Board.

Licensing Functions

1. Applicants for admission to the written examinations.
   a. Applicants are reviewed, with particular attention given to the determination of the sufficiency of experience of a satisfactory grade and character.
   b. Interviews of those applicants where the Board feels that additional evidence of experience is required for proper evaluation.
   c. Interviews of all applicants prior to admission to the examination delegated to individual members of the Board, for final determination of eligibility.

2. The preparation of examinations.
   a. Full preparation of the Architectural Design and Site Planning examinations, requiring the preparation of a rough draft, review by the Board, revision and submission of the final draft to the Regents Examination Center for final editing and printing.
   b. Preparation of "raw" questions for the remaining five parts of the examination. These are multiple choice questions which are submitted to the Examination Committee of the National Council of Architectural Registration Boards for editing then go to the Educational Testing Service for final editing and printing.

3. The grading of examinations:
   a. The grading of the Architectural Design and Site Planning parts of the examination.
   b. The setting of the passing score for the multiple choice examinations, based on the recommendations of the Regents Examination Center and the Examinations Committee of the NCARB.

4. The consideration of the written appeals from candidates receiving failing scores who, after inspection of their examination papers in Design or Site Planning feel that their papers merit a passing score. Because of the requirements of examination security and the possible re-use of questions in future examinations, question papers in the multiple choice examinations may not be inspected by candidates. However the Regents' Examination Center will, upon request, re-score answer papers in those parts to verify the total number of correct answers (raw score) and that the conversion to final score is correct.

Continued on Page 38
A small college for men, located in the central part of New York State, plans to erect a new dining hall to accommodate its freshman class. The college is situated on the outskirts of a town of approximately 3,000 population, and in general is self-sufficient with respect to the housing and feeding of its students. The present dining facilities for freshmen, however, are scattered about the campus and the town. The class numbers approximately 300 students; and the college wishes to bring them all together at one time for their meals, with particular interest in achieving a closely knit, unified first-year student group. The subject of the problem in design is the dining hall.

The available site is shown by the accompanying plot plan. As indicated, the land falls off to the west—the direction of the best view. Generally the campus lies to the north. Access to the building from the campus will be mainly pedestrian, but adequate service entrance and staff parking must be provided.

Cafeteria service will be provided for both breakfast and lunch. Breakfast poses no problem as it will be served over a two-hour period but, as classes let out at noon and reconvene shortly after 1:00 p.m., all 300 students must be served lunch within one hour. Students will deposit their soiled dishes and trays at a dishwashing window as they leave.

Table service by student waiters will be provided for the evening meal, at which it is hoped a certain graciousness and air of relaxation will be achieved. There will be occasional speakers, class discussions, and other similar programs following the meal from time to time.

On special occasions there will be a small number of female guests, and approximately twice during the college year dances will be held on the premises. It will be necessary to provide for temporary storing of dining room furniture and for checkroom and lavatory facilities for women during these events.

Continued on Page 12
In addition to selling cement...

shaping construction progress is the cement producers' basic business today

The producers of cement, today, do far more than supply the basic ingredient of concrete. Through cooperative effort, they sponsor a large-scale service program to help architects, engineers and builders in achieving new successes with concrete—the most versatile of all building materials.

A staff of 375 field engineers of the industry's Portland Cement Association are in daily contact with cement users, large and small, throughout the U.S. and Canada. They provide expert advice and authoritative information on concrete technology, newest construction methods and research and development. A typical day may find field men helping a ready-mixed concrete producer design a high-strength mix for a special project—or consulting with highway engineers on pavement designs for a modern expressway.

Later, they might be discussing applications of prestressed concrete with the architects for a new office building—or attending a citizens' meeting about a proposed new sewage plant.

Backing these field men are engineers and specialists at PCA's engineering headquarters and its $10 million Research and Development Laboratories. Extending this service program, too, are more than 500 publications and 85 films covering every modern use of concrete.

The work of PCA in the United States and Canada is supported by competing manufacturers of portland cement. This service program each day benefits practically everyone in providing better, more economical and imaginative construction of every kind.

SUFFOLK COUNTY OFFICE BUILDING

County Architect: Donald M. Donaudy
Architects: Dobiecki, Beattie & Colyer, Brentwood, New York
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*Haughton's advanced program in systems research and engineering with specific emphasis on the creative application of electronic devices and instrumentation for betterment of systems design and performance. Registered in U.S. Patent Office.
PROBLEM IN DESIGN
A COLLEGE DINING HALL

The main dining hall is to seat 320 persons. Two small private dining rooms adjacent to each other are to seat 20 persons each with table service. Dining room areas are to be computed on the basis of approximately 15 square feet per person.

The required elements and their approximate space requirements are as follows:

1. Vestibule and lobby
2. Coatrooms and lavatories
3. Main dining room to seat 320 persons
4. Cafeteria counter and serving area
5. Two private dining rooms to seat 20 persons each
6. Kitchen, incl. 4 walk-in refrigerators 2,200 sq. ft.
7. Dishwashing area 300 sq. ft.
8. Dry food storage 400 sq. ft.
9. Manager's office 200 sq. ft.
10. Receiving area 400 sq. ft.
11. Refrigerated garbage room 80 sq. ft.
12. Can-washing room 120 sq. ft.
13. Female help's lockers and toilet 250 sq. ft.
14. Male help's lockers and toilet 250 sq. ft.
15. Student waiters' locker room 200 sq. ft.

General storerooms and required mechanical areas need not be shown if located in a basement. Steam will be furnished from the campus heating plant.

The required drawings are as follows:

a. Plot plan indicating service entrance, staff parking and necessary pedestrian approaches — scale 1" = 40'-0"
b. A plan or plans indicating all required elements
c. Entrance elevation
d. Section taken on a line to illustrate best the solution to the problem
e. Perspective sketch

Except as otherwise indicated, scale of drawings is to be 1/16" = 1'-0".

Traffic patterns showing the student's movements from the time he enters the cafeteria line until he deposits his soiled dishes and leaves the building, and the traffic patterns of student waiters serving the evening meal are to be clearly indicated on the plan or plans. The dishwashing area and the point of depositing soiled dishes and trays are to be clearly indicated on the plan or plans, but detailed analysis or indication of kitchen or serving counter equipment is not required.

Title each space. Abbreviations, symbols or code designations are not permitted except for toilets and coatrooms, where recognized abbreviations will be accepted.

12 / EMPIRE STATE ARCHITECT — JULY - AUGUST, 1965
A COLLEGE DINING HALL
REVOLUTION!
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HOPE'S WINDOWS, INC., JAMESTOWN, N. Y.
The Mitchell-Lama Program: The Potential Dangers

Sponsored by architectural and engineering organizations in New York State, including the New York State Association of Architects, the New York Chapter A.I.A., the Architects Council, the New York Society of Architects, the New York State Society of Professional Engineers and the New York Association of Consulting Engineers, the following statement was issued in May 1965 to warn architects and engineers of the pitfalls in the Mitchell-Lama program as currently administered by the New York City Housing and Redevelopment Board.

In spite of protracted and carefully documented negotiations, a joint effort by these organizations has been unsuccessful in obtaining a realistic fee increase from the Housing and Redevelopment Board.

We therefore believe that it is in the interests of the public and the design professions that you be acquainted with the following specific observations:

FEE SCHEDULE COMPARISON:

<table>
<thead>
<tr>
<th>Construction Cost</th>
<th>Housing &amp; Redevelopment Bd.</th>
<th>Public Housing Administration</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,000,000</td>
<td>2.695%</td>
<td>5.000%</td>
</tr>
<tr>
<td>$3,000,000</td>
<td>2.311%</td>
<td>4.43%</td>
</tr>
<tr>
<td>$4,000,000</td>
<td>2.051%</td>
<td>3.98%</td>
</tr>
</tbody>
</table>

INADEQUATE GOALS

Fees are so low that there is no money available for the kind of research and study which are making sociological, economic, and aesthetic breakthroughs in other realms of architecture and engineering. In effect, architects and engineers are forced to adapt old solutions to new problems. The policy of the HRB apparently is to treat design fees as a least common denominator cost item. There is no apparent desire or encouragement for good design based on thoughtful study and ingenuity. An interest in real architectural quality is significantly lacking.

CONTRACTURAL RISKS

The Mitchell-Lama Law upon which the program is based provides for no planning funds short of mortgage closing. The contract for design services prescribed by the HRB is therefore meaningless until the final closing unless the Architect has a separate contract with the Sponsor for interim payment. In the case of the non-profit sponsor, it is extremely difficult to arrange any separate agreement for Architect's services. The Architect not only must finance his own operations, and sometimes those of his engineering consultants, for a long period of time, but also runs a serious risk of having no compensation whatsoever in the event the mortgage closing does not take place.

These conditions create a situation which mitigates against the proper rendering of full architectural services. In addition, the contract used by the HRB does not have the sanction of the A.I.A. It does not reflect an adequate understanding of the profession.

ADMINISTRATION

Processing of architectural and engineering documents, as well as Sponsor's applications, has been extremely slow. The HRB feels no urgency to expedite approvals and to render decisions. It avoids the fundamental test of good faith in the Client-Architect relationship by refusing to approve successive stages of design in writing. Constantly shifting design standards contribute to indecision and, in content, reflect inadequate research and meager professional competence. Dissemination of design standards has been spotty and irregular, creating serious difficulties in communication between HRB and the Architect. The HRB frequently requests services of the Architect and his consulting Engineer that are excessive and inequitable. No regular system has been established for orderly processing, review, constructive criticism, and reasonable decision making.

ROLE OF SPONSOR

The Architect's relationship to the Sponsor varies with the type of project involved. In the case of the Builder-Sponsor, the Architect's role is similar to that in other governmental mortgage housing programs such as the FHA. Under such sponsorship, a prudent Architect will obtain an agreement regarding interim planning payments and can work with the Sponsor in the search of optimum balance between budget and program goals. In the event of the non-profit Sponsor, however, the Architect's relationship to his immediate client is more complex. In such cases, a builder is selected to provide a third

Continued on Next Page
New York City - General Business Tax on Architects

Reprinted from the March 1965 issue of The New York Certified Public Accountant and prepared by The Committee on Municipal and Local Taxation, Herbert L. Tarr, CPA, Chairman

In connection with the tremendous upsurge of construction by private builders as well as governmental agencies, more and more practitioners have been involved in accounting services and related tax work for architects.

Of particular concern with regard to New York City General Business Tax is the gross receipts tax as applicable to architects. The Regulations do not in any of its sections deal specifically with architects and we can only be guided by Article 122 dealing with "principal and agent relationship," and possibly Article 139 dealing with "insurance adjusters."

Reg. Art. 122 provides in part that money or property received by an agent from his principal for transmittal to a third party is not to be reported by the agent as his gross receipts. However, all commissions and other compensation received by the agent for services rendered must be included by the agent in his gross receipts.

An insurance adjuster is permitted by Reg. Art. 139, to exclude from gross receipts monies or credits received by him as reimbursement for advances made on behalf of insurance companies or clients. This exclusion must be based on the fact that the insurance company or the client alone is liable for the payment of fees or costs for which the advances were made.

The contract under which the architect performs his services is of prime importance. Each contract should be examined to determine the basic architect's fee as well as the provisions covering payments for reimbursed expenses and payments to special consultants and contractors. Reimbursed expenses would include among other direct costs, blueprinting, photography, model making, printing of specifications and bids, artistic renderings, travel, etc. In addition to construction contractors, consultants would generally include structural, electrical, and acoustical engineers, plumbers, soil specialists, landscape architects, etc.

The provisions of the contract between the architect and his client may stipulate full reimbursement of all expenses, a specific maximum amount, or a percentage of the architect's fee. In the case of special consultants, the contract may stipulate that a specific choice must first be approved by the client or that it be up to the architect to appoint one. The contract may be silent on these points, in which event, the total agreed fee would include all expenses. In the latter case, gross receipts would be fully included for New York City Gross Receipts Tax.

Facts will always be controlling in determining the existence of a principal-agent relationship. The status can be established by a written contract with the books and records of the agent substantiating this relationship.

The importance of establishing the facts is apparent when considering that not infrequently the greatest part of the gross receipts of an architectural firm consists of consultants' fees and expenses. The actual professional fee is generally a percentage of total construction costs or the architect's direct costs plus a percentage thereof. The architect acts as a conduit in transmitting his client's funds only when a principal-agent relationship exists. No such relationship exists, however, when the architect's contract covers the total fee only, and the choice and amount expended for direct expenses and consultants is completely within the discretion of the architect.

It appears that where an agent-principal relationship can be established, gross receipts of the architect for purposes of the New York City Gross Receipts Tax would only include the actual architect's fee income. The records of the architect, in particular the cash receipts journal, should segregate the component parts of each receipt. Determination must be made with reference to every contract, inasmuch as the provisions of each relating to consultants and reimbursed expenses may vary substantially.

MITCHELL-LAMA PROGRAM

member of the design-construction-sponsorship team. His interest in the project is therefore limited to the profit which can be made in the construction operation itself. Decisions regarding cost are therefore resolved between the builder and HRB, most often to the exclusion of the Architect's judgment and his traditional role of serving as owner's agent.

SUMMARY

We find that the present Mitchell-Lama program, at both State and City levels, creates a situation in which the Architect's professional role is seriously compromised. His full basic services are not used or adequately compensated. While in general the State program is better organized, it suffers from the same inherent problems that are traceable to the enabling legislation. We therefore advise our members that before undertaking any commissions for Mitchell-Lama work, at either the State or the City level, they thoroughly familiarize themselves with the inherent financial and professional dangers that currently exist and that they consult Architects and Engineers who have had direct experience so that a prudent evaluation of the risks can be made.
Grace Methodist Church—Valley Stream, N. Y.
General Contractor: Willart Associates, Inc., East Rockaway, N. Y.
Masonry Contractor: Sorrentino Contractors, Inc., Inwood, N. Y.
Tebco Face Brick Supplied by: Andrew Miles Stone Co., Lynbrook, N. Y.

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EB-765-17
A town in an upstate county has recently become first class (over 10,000 population) and therefore must provide an adequate new town hall. A site has been selected near the population center of the township and is already served by water, sewers, gas and electricity. The town board is of the opinion that a one-story structure will best meet the requirements of the program.

**ENTRANCE LOBBY and main circulation corridors, of ample size, serving the following:**

<table>
<thead>
<tr>
<th>Approx. areas in sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Auditorium, with raised platform area (no stage required)</td>
</tr>
<tr>
<td>2 Two Justice-of-the-Peace Courts, each with justice's bench, jury box and fixed seating for about 50</td>
</tr>
<tr>
<td>a Jury room in connection</td>
</tr>
<tr>
<td>b Justice's chamber adjacent</td>
</tr>
<tr>
<td>c Private toilet facilities for these</td>
</tr>
</tbody>
</table>

**NOTE:** These courts will also be used as small hearing rooms for planning, zoning boards, etc.

<table>
<thead>
<tr>
<th>Approx. areas in sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Town Clerk</td>
</tr>
<tr>
<td>a General office space for clerical personnel, divided by a counter to provide a small waiting area</td>
</tr>
<tr>
<td>b Clerk's private office</td>
</tr>
<tr>
<td>c Assistant clerk's office</td>
</tr>
<tr>
<td>d One unassigned office</td>
</tr>
<tr>
<td>e Workroom</td>
</tr>
<tr>
<td>f File vault</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Approx. areas in sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Public Works Division</td>
</tr>
<tr>
<td>a General office space with dividing counter</td>
</tr>
<tr>
<td>b Sewer department</td>
</tr>
<tr>
<td>Secretary and waiting space</td>
</tr>
<tr>
<td>Private office</td>
</tr>
<tr>
<td>c Water department</td>
</tr>
<tr>
<td>Secretary and waiting space</td>
</tr>
<tr>
<td>Private office</td>
</tr>
<tr>
<td>d Highway department</td>
</tr>
<tr>
<td>Secretary and waiting space</td>
</tr>
<tr>
<td>Private office</td>
</tr>
<tr>
<td>e Two unassigned offices</td>
</tr>
<tr>
<td>f File vault</td>
</tr>
</tbody>
</table>

*Continued on Page 20*
A TOWN HALL
PROBLEM IN DESIGN
A TOWN HALL

5 Town Engineer and Building Department
(adjacent to Public Works Division)
- General office space with dividing counter: 400
- Two private offices: 120 each
- One unassigned office: 120
- Drafting room: 400
- File vault: 120

6 Tax Department
- General office space with dividing counter: 400
- Assessor's private office: 120
- Tax collector's private office: 120
- Two unassigned offices: 120 each
- File vault: 80

7 Police Department
(outside entrance also required)
- General office and booking space, with dividing counter: 400
- Chief's private office: 120
- One unassigned office: 120
- Readyroom with two-cell lockup: 320

8 Town Supervisor
- Entrance and secretary space: 300
- Private office: 280
- Board room: 280
- Private toilet

NOTE: The Town Supervisor is the chief executive and fiscal officer of the town. He is also a member of the County Board of Supervisors.

9 General Facilities
- Public coatroom (or rooms)
- Public toilets for men and women
- Building toilets for men and women personnel
- Janitor's closets
- Two public phone booths

10 Mechanical and Storage Rooms
- These are assumed to be in a partial basement. Indicate location of stairs from first floor, outside entrance and chimney.
- Ventilation and air-conditioning equipment located in roof penthouse, of not less than 450 square feet. Indicate location of access stairs and show structure on elevation drawings.

11 Site Development
- Entrance and exit driveways
- Parking for a minimum of 50 cars
- Walks to building entrances

The required drawings are as follows, all at a scale of 1 inch equals 16 feet:
- Plot plan showing site development
- Ground floor plan drawn on the plot plan
- The principal elevation
- One side elevation (or a perspective sketch)
- A section which best illustrates the solution

Name all rooms clearly. Do not use a legend.
HUDSON RIVER RENAISSANCE

By Charles E. Thomsen, A.I.A.

PARADISE LOST

One hundred centuries ago, man emerged from prehistory and, on the marshy banks of a river, planted the seed of civilization. From this ancient communion of man and river evolved the magnificent panorama of recorded history. On the banks of rivers, man first cajoled the land for his sustenance; then went on to build cities and monuments which stagger the imagination. On fjords and lake shores, by lagoons and by the sea, man built his "promenade des anglais", his piazzas and minarets, his Côtes d'Azure, his agora's and his Valleys of Kings—in life and death, man's destiny intimately united to the water's edge.

But it was also on the river bank and at the water's edge that paradise was lost. Man turned his back to the river, erected warehouses, and placed highways and railroad tracks. He fouled its waters and desecrated its shores.

On the shores of rivers, like Coleridge's Kubla Khan, man envisioned an earthly paradise; only to create an hallucination of hell. Like Alph, the Hudson River flows down to its silent sea, beyond the measureless caverns of the city.

PARADISE REGAINED

A renaissance of the Hudson is planned. The port of New York is the subject of a special report—the first to evolve from the Planning Commission's comprehensive planning program. Among its major proposals, the report presses for a general clean-up of the port and a rejuvenation of its piers. Recreation centers and residential towers are placed in verdant parks by the water's edge. Large industrial parks are envisioned; and other port facilities to cope with changing times and technologies become part of a city-wide endeavor to bring pre-eminence to the river's estuary.

A Hudson River renaissance, however, requires much more than just the development of the city's port. From Yonkers to Peekskill and beyond, the river and its once-valuable shores have fallen into a state of neglect and decay. Trailer camps and tar-paper shacks, the slums of river towns and villages flourish along the river's edge. The physical deterioration of the river is analyzed in a study undertaken last summer by the Columbia University School of Architecture: "Break-through to the Hudson River".

"Although it is quite broad," said Prof. Alexander Kouzmanoff in an interview with this editor, "the study has made quite an impact on the river towns. Peekskill, for example, is rezoning as suggested in our report." People generally agree that this zoning will be good for business and real estate. The press has warmly endorsed, in the main, the recommendations of this study; and several magazines are planning articles based on it. But, according to Prof. Kouzmanoff who directed the project with Prof. Percival Goodman, the study was limited in time and resources: "It is a preliminary scheme which we should develop and refine. But because this cannot be done due to lack of funds and resources, local and other agencies are working from the raw material."

The revitalization of the rusting shores of the Hudson is no longer a matter of choice but one of necessity. The alternative to Megalopolis stretching from Boston to New York is a linear park within which old centers are rejuvenated and new ones created to receive the unavoidable influx of people within the next decades. Thus, each community would, in intimate contact with the river, retain a certain identity while becoming a part of the main.
Break-through to the Hudson River: A plan for Yonkers to Peekskill

developed by the School of Architecture
Columbia University, New York, New York
under the sponsorship of Richard L. Ottinger and family

Break-through to the Hudson River is a study of four major propositions that could be incorporated into a total scheme for the revitalization of the Hudson—propositions that incorporate activities that will inevitably be included in a program for a future "Linear National Park." The program for Yonkers relates to any and all considerations given to the development of other centers along the river. These proposals include New Towns, whose plans will reflect certain lines of force which bring into focus the tension created where land and water meet. Understanding this tension from a geographic sense is the essence of a town that hopes to achieve character and structure. Natural lines of force based on an understanding of the topography was the background for the new towns and shoreline plans—plans not to be considered as finished designs, but rather as suggestions for the development of the Hudson for recreation and living, and still maintain a high level of conservation by concentrating activities into new towns whose growth and limitation would be controlled through natural barriers. Conservation by concentration of building rather than the endless ribbon developments, which will become a reality too soon, can only come about through sensible planning. Though the Hudson flows by Yonkers, Yonkers fails to utilize its shore potential. The propositions for the three areas surveyed apply to Yonkers only, because of the problems created by a particular growth—a growth that was affected by river industry but not by riverside life and all that it implies in terms of its social life. Yonkers is urged to look at its confused and amorphic shoreline, further obliterated by junk and debris, so as to achieve wholeheartedly an intelligible form that can give meaning and direction to its future growth and revitalization of new activities, not only to Yonkers but to the overall plan for the Hudson. Yonkers must discover its water front; only then will the breakthrough to the Hudson become a reality. The shoreline from North Yonkers to Ossining is essentially in need of conservation and reorientation of the river towns towards the Hudson. The obstacles brought about by the railroad cannot be ignored. In many places it is almost a hopeless barrier to river activities. The obvious breakthroughs are located at the stations in towns like Scarborough, Ardsley and Irvington. Nevertheless, the towns' detachment from the shoreline is the very reason why they lack character and form. It is like a plot without substance. Lines of force have become confused. The line where river and land meet is a forlorn, rocky shore, paralleled by rails—a no man's land. Intimate living contact must be made all along this line so that maximum vitality can be drawn from the richness and diversity that pedestrian walks and waterfront activities offer; parks for people and no parking for cars is the essence. Ossining and Tarrytown, with their magnificent overlooks, must explore all possible access to the water's edge by architectural lines that will unite the diversified water activities with the present isolated living areas. And finally, the shoreline from Ossining to Peekskill offers new possibilities in new towns that could be built as water towns. The problem is one of meeting the topographical and geographic demands that the sites offer and relating this to a plan that fully accepts the challenge that the line where water and land meet is the very raison d'etre of the rivertown.

Plan development by co-coordinators:
Percival Goodman FAIA
Alexander Kouzmanoff

EMPIRE STATE ARCHITECT — JULY - AUGUST, 1965 / 23
The population increase predicted for the New York City Metropolitan Area, of which Westchester forms a part, presents a problem of great magnitude. Consider the fact that two-thirds of the population of New York State resides in this area and that ten million six hundred thousand people live and work there. This population will probably increase to twenty-one million by 1980 and to twenty-six million by the year 2000. Such being the case, waste or inefficient use of our water, air, and land resources is criminal. Our future depends on careful husbandry, on conservation, on using, not using up, our natural resources. This means that we can no longer accept pollution of our waters. The estimated billion dollars required to eliminate pollution in the metropolitan area must be forthcoming. The lordly Hudson River, which we and our ancestors have despoiled, must be purified for the next generation. We must protect the very air we breathe from death-dealing air pollution. The population boom means we cannot afford urban sprawl. Thoughtless developers must be stopped from destroying the area’s remaining rural beauty. The greenbelt can no longer be wasted on more and more concrete throughways.

It is clear that the work-week will be drastically reduced because of the advent of automation and computation. There will be substantial amounts of freed time for all to enjoy. This adds a new dimension to planning since there will be a need for increased communities facilities of every type. Adult education programs, work shops for handicrafts, athletic facilities, gardening space, libraries, marinas, little theatres, and so forth, must be provided. The list is endless but the aim is clear. Increased leisure time, if it is to be meaningful, must permit a broadening of man’s horizon. A time for re-creation, as well as recreation. Here is shown what can be done to make the great natural resource of the Hudson River more useful to man. New Towns are proposed—old towns rejuvenated; ways of improving mass transportation facilities by making use of modernized railroad service, helicopters, and hydrofoils are suggested. To the river is brought back its historic functions of highway, recreational source, and living space.

We must begin to plan now for the Hudson’s development within the next decades. Some of the projects suggested in the following pages are fairly inexpensive and can be paid for out of local funds or by private enterprise. Others require large capital expenditures which must come in part from the State and Federal governments. Many of the required laws, such as the ones authorizing the acquisition of new park lands or anti-pollution measures, are already on the books. The necessity for others, such as one explicitly subsidizing the growth of New Towns, is already being discussed in the halls of Congress and on the floor of the Albany legislature. We must plan to achieve these goals. Such planning requires cooperation at every level. The execution can be accomplished over a time period. However, the planning itself cannot be done in a piecemeal fashion as coordination is essential.
Yonkers to Peekskill, a distance of approximately 27 miles.

The problem of revitalizing life along the Hudson requires a variety of solutions, each one responsive to the unique conditions existing at particular points along the shore. The eastern bank of the Hudson has been divided into four study areas: roughly, Peekskill to Verplanck, Oscawana to Ossining, the Station Villages, and Yonkers. Proposals reflecting the different situations in each of these areas are outlined below. The recommended methods all depend upon the fact that high-speed hydrofoil ferries and bus-helicopters, added to present methods of transportation, will make rapid and pleasant travel from the river towns to New York City convenient. For people wanting to enjoy a less hurried journey, the proposed promenades and river road could be the answer. Connections to the land over the tracks could be solved by terraced bridges and vertical lifts. The section around Peekskill and Verplanck appears fortunately situated in terms of planning for future population growth. The railroad does not hug the coastline as closely here as it does elsewhere along the river. Furthermore, one of the most magnificent views in the east, that of Bear Mountain, faces these towns. In Peekskill housing and recreational facilities could be constructed overlooking the water. Additional factories and docks should be built near Indian Head, alongside the existing industrial center there. Residents of the rejuvenated Peekskill and the New Town proposed for Verplanck's Point can either work in the factories near Indian Head or commute to New York City and elsewhere. Verplanck's Point, one of the very few extensive sections of the shore totally unencumbered by train tracks, seems perfectly placed for a New Town. As water surrounds the peninsula on three sides and the railroad cuts it off on the fourth, the town will never sprawl all over the countryside. It must grow within its existing, contained boundaries. Further south, light industry, additional housing, and parks could be constructed along the waterfront between Ossining and Oscawana. Sing-Sing prison should be removed and a better use is suggested for this important and handsome site. Two man-made chains of islands parallel to the coast are proposed. This will create two protected water basins, each about a mile-and-a-half long. This should turn the area into a conveniently located recreational paradise. For the various "Station Villages," such as Ardsley or Dobb's Ferry, the existing greenbelt formed by the great estates should be preserved by means of stringent zoning. For the towns themselves, combined marinas, parks, and riverside pleasure piers could be built. These can be connected to the railroad station by means of well designed bridges or terraced arcades crossing over the tracks. A slightly more extensive development, including limited housing and additional park lands, is suggested for Tarrytown. Yonkers' industrial growth must be encouraged at all costs. However, it appears possible to break through the existing tangle of docks, factories, and roads at three places. These should be extensively developed for recreational and entertainment purposes. Nevertheless, Yonkers' total urban problem remains as a serious challenge to all.
PEEKSKILL AND VERPLANCK

Very few of the many architecturally handsome homes in Peekskill have been built near the shoreline. Attempts to use it, however, can be seen everywhere from the men fishing on the old docks, to the children playing in the abandoned factories by the river, or the families camping out in the shacks around Annsville Creek. Attention on the waterfront is established by large, public marina with landing spaces for hydrofoils and helicopters. These should be connected to an attractive public pier with cafes and restaurants on it. This waterfront development can be linked to the existing center of town by taking advantage of the area’s natural topography. A street, winding under Route 9 and over the railroad tracks, should climb up the ravine to the present municipal center at the top. The new street, which will act as a “spine” for the city, will have terraced housing, shops, theatres, and restaurants all along its tree-shaded length. The continuous traffic up and down the street, necessary for good trade, will be assured by the double attractions of the municipal center at the top of the ravine and the park below.

Annsville Creek. A landscaped pedestrian and bicycle path can wander along the shore from the public pier to Annsville Creek. Year-round cottages and hotels could be built in clusters here. In order to preserve the natural beauty of the lake’s shore, the area must be carefully zoned to prevent over-building. Because of the protective causeway, Annsville Creek seems ideal for ice-skating in the winter, as well as safe sailing and swimming in the summer. As an added inducement to rowboaters, a nature sanctuary could be constructed on a number of tiny, man-made isles in the middle of the lake.

Industrial Center. Construction of the new Consolidated Edison plant near Indian Head portends future economic growth for the area. Additional industrial and docking facilities should be built along the river there, making use of the convenient means of rail and water transport. Some residents of Peekskill and of the New Town of Verplanck’s Point will be able to find employment at this new industrial center. Others, of course, can commute via train, car, bus, hydrofoil, and helicopter to New York City and neighboring industry.

Site Plan Area 1

Peekskill to Verplanck
A wandering author had described Verplanck in 1886 as a "little village where pleasant pastures and tilled fields in summer, and brick manufactories the year round now occupy the places of former structures of war around which rang the ball and bomb and musket shot." Things have not changed much in the past eighty years, except that gasoline pumps have replaced the brick factories and the grey mothball fleet looming in the distance recalls World War II rather than the Revolutionary exploits of Mad Anthony Wayne. Because of its present underdeveloped state and the fact that the railroad does not encumber its shore, the village of Verplanck seems ideally situated for a New Town. Water surrounds the peninsula on three sides and the train tracks cut it off on the land side. This means that the New Town will grow within its existing, contained shape and urban sprawl will not occur. Care must be taken to conserve the rural beauty of the shoreline around Verplanck's Point, so that it can be used for recreational purposes. The central plateau of Verplanck's Point is developed as a pedestrian plaza. Shops, churches, municipal buildings, and cultural facilities can be located there. Automobile and truck traffic feeding the area could travel via the three entering roads to a garage located underneath the pedestrian plaza. Tunnels branching off from the garage could carry the private automobile traffic to individual homes or apartment buildings located on each side of the pedestrian plaza. The residences could be terraced about three quarters of the way down the hillside.

Recreation. The present shoreline should be left practically untouched, aside from some clustered cottages and, perhaps, a few schools or churches. A long pedestrian promenade, with here and there a cafe or restaurant, should extend around the point. A spinal street will lead from the landing places to the pedestrian plaza at the center of town. Lake Meahagh, which is completely protected, is an ideal spot for swimming and ice-skating. Green's Cove can be turned into an elaborate marina, an extension of its present use.
OSSINING
CROTON POINT
OSCAWANA

Ossining, due to its varied and hilly terrain, could be turned into an attractive and prosperous place. With some ingenuity its environs may become one of the most popular summer resorts on the eastern seaboard. An all-year-round New Town could be erected near Oscawana.

Ossining. The waterfront bordering Ossining at the moment seems drab and inactive. Symptomatic of the town's decay are the large number of "for rent" signs plastered on the stores near the river. The maximum security prison, with its death row, adds to the prevailing gloom. First, Sing-Sing jail must be removed, as it inhibits the town's growth. New industry and parks could be constructed on presently underdeveloped land along the river. Terraced housing could be built on the unused, hilly slopes in the town. Access to the water will be provided by bridging over the tracks at convenient places. A cultural and entertainment plaza could be built on the handsome site where Sing-Sing prison now stands. A gracious promenade should lead down from it to a large dock for hydrofoils, helicopters, and small boats.

Summer Town. A chain of man-made islands, connected by small bridges, can link the railroad station in Ossining with Croton Point. It will be about one-and-a-half miles in length. A similar man-made chain could stretch the two miles from Croton Point to the base of Prickly Pear Hill near Oscawana. These chains will prove a sure-fire attraction for summer visitors. Ample facilities for swimming, water skiing, and boating will be available in the safe marina created by the chain of islands. Repair docks and storage facilities for small craft can be located to the north near Prickly Pear Hill. Further recreational facilities are available at Croton Point, as much of it is already part of the Westchester County Park system. Because of the obvious pleasures of living on the water, these man-made island chains can become a popular summer vacation resort.

Year-Round New Town. The strip of shore between the railroad yards at Croton Point and Oscawana appear totally unusable at present. The new US Route 9 and the train tracks flank each other along the coast for nearly three miles. It is, thus, impossible to reach the Hudson River. The air rights over the track can provide housing on concrete, platform-bridges. The new dwellings should be attractively terraced to fit in with their hilly back-drop. Neighborhood parks can be built by the water's edge by using fill if necessary. Parking could be provided in the space between the railroad tracks and Route 9. Foot bridges can be extended over Route 9 to schools and light industry located in the hills behind the New Town. If the population pressure in the area makes it necessary to build this year-round New Town, care should be exercised in zoning the surrounding territory. A greenbelt must be kept as a buffer between the population centers at Peekskill-Verplanck and the New Town near Oscawana.
SHORE LINE
REGAINED
STATION
VILLAGES

The prosperous "station villages," such as Ardsley, Hastings-on-Hudson, Dobb's Ferry, and the like, should be left basically untouched. Careful attention should be paid to zoning so that the greenbelt, composed of the great estates surrounding the towns, will not be destroyed by sub-divisions. If necessary, the estates should be taken for park lands. Suburban sprawl must be contained at all costs. Access to the waterfront can be provided by either building a bridge or a terraced arcade over the railroad tracks. A marina and pleasure pier with cafes, restaurants, light shopping, and, perhaps a community center, could be constructed. This would provide a natural gathering place for all the people in the town, not just the boating enthusiasts. At some of the station villages, "boatels," combined marinas and hotels, could be built. These can be used overnight by vacationers from New York City who have traveled by train or bus-hydrofoil to the facility. The privately run "boatels" should prove an excellent source of taxable income for the adjacent towns. At North Tarrytown, it is recommended that the Kingsland Point park be extended further by fill. As the General Motors plant in Tarrytown may attract more residents, a limited amount of new housing should be provided, possibly "river towers" on platforms built out over the water.

The site plan study of Tarrytown's waterfront proposes further industry, boating facilities, parks, and water living units. As in so many river towns, shoreline has to be regained for man's use free of debris and chaos. A sketch of a new shoreline plan for Tarrytown, shows the potential of living units that are orientated towards water activities. Whenever the river towns have used their shoreline for industry, the problem of design becomes more difficult to establish a sense of order. Rather than hurting the economy of towns by removing the established industries, this proposal attempts to coordinate these existing facilities into the over-all plan so as to make diversity of water use a more exciting experience for the stroller. So many river town stations located tight against the shoreline without any possible water use. New life could be brought to a shoreline by using fill to create new parks and promenades. Railroad crossovers could give each village a new life line that could extend from the town centers to the regained water front.
The residents of Yonkers have been driven further and further away from the river’s edge by the great networks of automobile, truck, and rail transportation. Rusty oil drums, gravel, sand and other industrial goods take up the shoreline. Only by dodging the trucks, and picking their way through the industrial refuse, can the people of the city walk by the Hudson. Correcting this historical defect will take time and coordinated planning. It can be done without causing serious relocation problems if the development is carefully staged. The encouragement of diversity, ocean-going liners and great factories standing side-by-side with pleasure piers, marinas, and parks, should be the aim throughout. With some ingenuity and comparatively little in the way of capital expense, the waterfront can become an exciting place both to visit and work. The industrial growth of Yonkers must be furthered. To do this the river should be filled to the 1919 pier line established by the federal government. This space can be used either for the expansion of existing industries or as sites for new factories. Breaking-through to the river can be achieved in three places: Central, South, and North Yonkers. These should be used for entertainment and recreational purposes.

Central Yonkers. If multi-level parking is provided between Buena Vista Avenue and the railroad, Larkin Square can be turned into a pedestrian plaza. The entertainment and recreational facilities located there and by the shore will bring people into the area in the evenings. This will add vitality to the central business district, which is presently used only during the day. The gardens of the Philipse Manor Hall can be extended into the tree-shaded plaza. On the south side, new schools, shops, cafes, and housing can be erected. From the pedestrian plaza, one can walk leisurely down under the railroad bridge to a pleasure-pier with a promenade, shops, restaurants, dance halls, a bowling alley, and meeting rooms. A “boatel” and landing ports for hydrofoils and helicopters can be located at the foot of the long pier. In the marina created by the pleasure-pier, a river-theatre similar to the one in Washington on the Potomac could be built. Just to the north of the Phelps Dodge plant, a swimming pool with suitable

A site plan study of proposed new water developments at Central Yonkers, South Yonkers and North Yonkers. Central Yonkers solution calls for a strong “spine” connection from Philipse Manor Hall to the new shoreline by means of new parks, marinas, and ocean-going liners.
NEW YORK IS GETTING SHORT SHRIFT FROM WASHINGTON IN FOLEY SQUARE—THE HEART OF THE CIVIC CENTER

BY NATHAN R. GINSBERG, A.I.A., Vice President Architects Council of New York

As pile driving continues for the controversial 8-story Federal Courthouse annex—smack in the middle of Foley Square—a gathering impression of irresponsibility points to the White House.

The unhappy contradiction between Federal policy and Federal action was pointed out to President Johnson in a letter dated June 14, 1965. While Interior Secretary Stewart L. Udall is calling for Federal funds to create urban open spaces—the General Services Administration is wasting Federal funds to block the urban open space in Foley Square—space that was mapped by the City TO REMAIN OPEN! Despite new architectural requirements and opportunities mandated by its recently expanded superblock site, the GSA arbitrarily continues, from obsolete plans, to block the vitally essential long vista axis down Lafayette Street—through the heart of the New York Civic Center—to historic City Hall.

The photograph and diagram of the site that was sent to the White House shows graphically that there is still time to halt the $80 million architectural blunder and disastrous mistake in elementary city planning. The annex will obstruct a traffic underpass to Brooklyn Bridge, prevent enlargement of tiny Foley Square Park and inhibit the proper environmental redevelopment of the entire Civic Center vicinity. In the meantime, the 180-foot-wide Broadway frontage has been cleared and lies idle, awaiting, perhaps, a future alteration to the now windowless westerly wall—to bring in light and air to employees in the 41-story Federal office tower.

In this letter it was pointed out that it is incredible but true neither the City nor the GSA—today—have any officially approved plan for the development of Foley Square or for its integration with the City’s ten projects (to cost about $218 million) that are slated for the City Hall-Foley Square vicinity. It also emphasized the present haphazard piecemeal status and the utter lack of any local comprehensive Master Plan of the district—for traffic, Brooklyn Bridge approaches, parking, up-to-date street patterns, Municipal Office Tower, Police Headquarters and general land use; and since the U.S. Government will soon occupy both the westerly as well as the easterly sides of Foley Square (adding about 15,000 Federal employees to the already congested area), it would seem appropriate for Washington to lead—rather than further obstruct—New York’s floundering efforts at city planning.

The recent White House Conference on Natural Beauty and Secretary Udall’s park program to create “urban open spaces” needs Federal aid to rescue the Federally-threatened “urban open space” in Foley Square: Park funds could buy back from the GSA, preempted land in the middle of the square; it could pay the GSA for sub-structure work already done which will not be wasted but utilized for the future rational redevelopment of the square as an integral part of a grand architectural concept.

The White House is urged to halt the continuing day-to-day waste of public funds here and to appoint a qualified independent Review Board or Commission to acquire and evaluate all relevant facts and recommend action to the President, similar to that for Pennsylvania in Washington. Now that both the final decision and historic responsibility for the future of Foley Square rest with the President such a review is definitely in the public interest.
of pedestrian terraced plazas containing shops, cafes, theatres, living and work spaces. The new river front developments become one with existing industrial buildings, parks and recreational facilities as planned.

Sketch of pedestrian walk at river’s edge connecting Untermeyer and Trevor Parks in North Yonkers. Bridges connect the land to the man-made islands thereby creating a protected lagoon for small boat use. Man can again make contact with the pleasures of river life.

Below: Photograph of an old abandoned pier in Yonkers, a landmark of river use in times past and a present reminder of shoreline lost in debris and decay.

dressing facilities can be built on the shore. Near it will be a clubhouse for aqua-sports enthusiasts. In addition, the mouth of the Nepperhan can be widened and turned into a boat basin for small craft. No permanent, existing industrial buildings will be destroyed by this plan. It only requires the removal of the public works garage now on the site and of the gravel deposits below the railroad station. This price seems well worth the gain of river-side recreational advantages the plan provides for all the citizens of Yonkers.

South Yonkers. The green area which once existed south of Ludlow Street could be recreated. A swimming pool, using purified water, can be built out into the river. Simple eating and rest facilities should be provided for it. A marina can be constructed nearby. This new “South Park” will be about half-a-mile long. A landscaped, walking path will wend from “South Park” toward the center of town. It will link “South” and Sunset Parks with some new terraced housing overlooking the Hudson built just north of Buena Vista Avenue.

North Yonkers. Untermeyer and Trevor Parks in North Yonkers could be connected by filling in the river. A tree-shaded, rustic bridge over the railroad tracks can link the new river-side park with the old Croton Aqueduct in Untermeyer Park. Besides a swimming pool built on the shore, the main feature of the new park will be a man-made lagoon. This will resemble the much-loved boating lake in Manhattan’s Central Park. Facilities for outdoor sports, such as baseball, can also be provided in the mile-and-a-half long new park.

EMPIRE STATE ARCHITECT — JULY - AUGUST, 1965 / 31
1. ORIGINAL SITE — FULLY EXCAVATED.

2. NEW 180-FOOT-WIDE BROADWAY FRONTAGE, CLEARED, NOT EXCAVATED, NO DEFINITE GSA PLANS FOR ITS FUTURE USE.

3. RETAINING WALLS NOW BEING ERECTED ON PERIMETER OF EXCAVATION ALONG LAFAYETTE STREET.

4. SITE OF 41-STORY FEDERAL OFFICE TOWER WITH WINDOWLESS WESTERLY WALL REMAINING FROM OBSOLETE PLANS WHICH BACKED UP ALL ELEVATORS ALONG THE FORMER PARTY LOT LINE AND AGAINST OLD COMMERCIAL STRUCTURES -- NOW RAZED. PILLS FOR FOUNDATIONS HAVE BEEN DRIVEN.

5. SITE OF 8-STORY COURTHOUSE ANNEX. LOCATED FROM OBSOLETE PLANS THAT CROWDED BOTH BUILDINGS ONTO THE ORIGINAL INADEQUATE SITE. THE ANNEX JUTS INTO FOLEY SQUARE AND BLOCKS THE LONG AXIS VISTA TO HISTORIC CITY HALL. IT SITS ON LAND THE GSA PREEMPTED BY EMINENT DOMAIN: LAND OFFICIALLY MAPPED BY THE CITY FOR THE EXTENSION OF LAFAYETTE STREET TO CITY HALL PARK; FOR THE ENLARGEMENT OF TINY FOLEY SQUARE PARK; AND, FOR A TRAFFIC UNDERPASS TO BROOKLYN BRIDGE. PILLS ARE NOW BEING DRIVEN FOR ITS FOUNDATION.

6. THREATENED LONG VISTA AXIS THROUGH ENTIRE CIVIC CENTER, NORTH-SOUTH ALONG LAFAYETTE STREET TO ITS HEART AT CITY HALL. SINCE THE FUTURE EXPANSION OF THE CENTER IS SLATED TO EXTEND NORTH TO CANAL STREET, THIS AXIS IS NOW VITALY ESSENTIAL FOR ANY VIABLE ARCHITECTURAL CONCEPT THAT WOULD ESTABLISH A RATIONAL FRAMEWORK TO GUIDE THE ORDERLY GROWTH OF THE CIVIC CENTER VICINITY.

ARCHITECTS COUNCIL OF N. Y. C.
JUNE 1965
Utmost satisfaction to little thirsts and big thirsts...

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Employment Opportunity

The Illinois Department of Personnel is conducting a recruitment program for Architectural Draftsmen to fill immediate vacancies with the Bureau of Hospitals of the Illinois Department of Public Health. These openings are located in Springfield, Illinois.

The duties of an Architectural Draftsman III consist of responsible architectural work in connection with the design of new or the alteration and repair of existing buildings and structures. In addition an Architectural Draftsman III furnishes technical advice on difficult architectural or structural problems as a consultant on construction or licensing projects. These positions afford a broad experience in working with Federal and State Agencies and with private architectural firms as well as an opportunity to work first hand with a variety of construction projects.

The requirements for this position consist of a Bachelor's degree in Architecture plus five years experience in the field. The starting salary will be at least $780 a month depending upon experience.

Architects interested in applying for these positions or desiring additional information should write: Mr. George Lindsley, Department of Public Health, 518 State Office Building, Springfield, Illinois.

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SHAPE OF NEW YORK CITY

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In a message to the combined conventions of the American Institute of Architects and the Pan-American Congress of Architects held June 14-18, 1963 in Washington, D.C. President Lyndon B. Johnson said:

"we have learned—too often through the hard lessons of neglect and waste—that if man brutalizes the landscape, he wounds his own spirit; if he raises buildings which are trivial or offensive, he admits the poverty of his imagination; if he creates joyless cities, he imprisons himself.

And we have learned than an environment of order and beauty can delight, inspire and liberate men.

It is your responsibility as architects to communicate these essential truths.

You determine, in large part, the shape of our cities. Those cities, in turn, determine the shape of our lives—so profoundly that future generations will ponder our architecture to learn our deepest values.

Your work, therefore, has meaning which endures beyond the life of the most lasting buildings, and you have a great task: to influence men to use their technical and commercial power to beautify the earth—not to blemish it.

May you pursue that task with energy and vision. May your success be so great that when the judgment of the future is made, ours will be remembered as the Age of Beauty."

It is incomprehensible therefore that President Johnson allows a government agency to prevent those who have accepted their "responsibility as architects to communicate these essential truths" to adequately present these truths to him.

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MULTIPLE SPAN SLABS

Two 18-inch ducts have plenty of capacity for electrical and signal in left header and telephone in right header. Openings connect to floor cells. Flexicore cells are assigned to take phone, and electrical, in rotation.

Electrified Floor System

Top plate of header duct eliminates series of hand holes in finish floor. Floor material is set in lid flush with floor. Neat, unobtrusive joint is formed by 1/16 in. stainless steel tile stops. Top plate lifts at any point for access.

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Competition Awards

The Brooklyn Chapter, A.I.A. each year sponsors a competition which hopefully will shed light on improving the Borough of Brooklyn economically, socially and aesthetically. This year the program "A new Approach to Brooklyn" directed attention to a portion of Flatbush Avenue from the Manhattan Bridge to Fulton Street, concerning two major problems.

1. Pedestrian access across Flatbush Avenue at the Bridge approach and at Fulton Street - DeKalb Avenue intersection.

2. The aesthetic improvement of Flatbush Avenue both from the pedestrian and motorist viewpoint.

N.Y.C. Architects Council Elects New Officers

Guerino Salerni of L.I. City, Queens, is the newly-elected president of the Architects Council of New York City, an organization representing 1,000 architects belonging to four of the five New York City Chapters of the American Institute of Architects and the two Independent Societies.

The four Chapters are the Bronx, Brooklyn, Queens, and Staten Island, and the two Independent Societies, the New York and Brooklyn Society of Architects.

The other officers elected are: Nathan R. Ginsburg of Manhattan, vice-president; Irving Kudroff of the Bronx, treasurer; and Harry Soled of Brooklyn, secretary.

Mr. Salerni attended the New York City's public elementary and high schools, received the degree of Bachelor of Architecture from New York University and obtained the degree of Master of Fine Arts from Yale University. Active in many professional and business organizations, Mr. Salerni is a member of the American Institute of Architects, Municipal Engineers of the City of New York, New York State Association of the Professions, and the Queens Chamber of Commerce where he serves as a member of the Building Awards, Borough Planning, and Legislative Committees. He has served as secretary, treasurer, and vice-president of the Architects Council of New York City, and as president of the Queens Chapter of the American Institute of Architects.

Fine Arts Group Elects Officers

Woodbridge Re-elected President

The Fine Arts Federation of New York re-elected to his second term as President, Frederick J. Woodbridge, F.A.I.A. Architect. Mr. Woodbridge, partner in the architectural firm of Adams and Woodbridge is a Fellow of the American Institute of Architects and served as President of the New York Chapter, A.I.A. and the Architectural League of New York. He recently completed a three year term as a member of the Art Commission of New York City.

Now in its 70th year, the Federation is comprised of 14 constituent organizations representing 5600 members in the professional fields of the Fine Arts.

The other re-elected Officers were: Wolcott E. Andrews, F.A.S.L.A, Landscape Architect, Vice-President; Miss Katherine Thayer Hobson, F.NSS. Sculptor, Secretary and as Treasurer, E. James Gambone, F.A.I.A. Architect, Past President of the Brooklyn Chapter, A.I.A. and Past Vice-President of the New York State Association of Architects.

Also elected were members of the Board of Directors; Allyn Cox, Mural Painter; Simon Breines, A.I.A. Architect: Armistead Fitzhugh, Landscape Architect; Brendill Gill, Layman member, writer on staff of The New Yorker; Eleanor Platt, Sculptor; Frank Reilly, Painter and L. Raymond Toucher, Interior Designer.

Cutler Succeeds Haines As New York Building Congress President

Robert W. Cutler, a partner in the architectural firm of Skidmore, Owings & Merrill, was elected president of the New York Building Congress at its forty-fourth annual meeting on Tuesday, April 20, 1965.

A Fellow of the American Institute of Architects, Mr. Cutler has been active in the affairs of the New York Chapter (past president), The Architectural League of New York (past president), and the American Hospital Association. He is currently president of the Building Research Institute, a member of the Art Commission of the City of New York, consultant for the New York Civic Center, vice-president of the Fifth Avenue Association, Inc., and a trustee of the Community Service Society. Mr. Cutler is also a trustee of Syracuse University where he received his degree as Bachelor of Architecture.
A firm of architects contracted with a public housing authority to prepare plans for a housing project comprising a number of buildings. After construction began it was discovered that the plans failed to provide sufficient footings or foundations for nine of the buildings. The housing authority had to acquire additional land to relocate the nine buildings and the architects had to revise their project drawings. The housing authority withheld a portion of the architects' fees alleging that they were guilty of negligence in "failure to determine the soil structure" and "neglect in examination of sites."

The architects denied negligence in connection with footings and foundations and referred to a specific contract provision which placed upon the owner the duty and responsibility of selecting the sites for the project and ascertaining the subsoil conditions and specifically required the owner to "obtain and furnish the architect necessary data on subsoil conditions within the site area." The owner also charged the architect with failure to use proper skill and care in that a storm sewer was so designed as to cause a concentrated delivery of surface water on the land of an abutting owner in violation of law. The additional costs incurred by the housing authority totalled approximately four times the amount of fees withheld from the architects. The architects instituted legal action for their unpaid fees. The housing authority entered a cross-action against the architects for its added costs.

In its decision, the State Supreme Court affirmed in part and reversed in part the action of the lower court. The architects were not held responsible for the inadequate footings and foundations. The court found the housing authority's allegations in this matter insufficient to charge the architects with negligence in view of the specific contract provision which made the owner responsible for selecting the sites for the project and ascertaining the subsoil condition. However, the court held the architect responsible for the cost of relocating the storm sewer saying "the law imposes upon persons performing architectural, engineering and other professional and skilled services the obligation to exercise a reasonable degree of care, skill and ability which, generally, is taken and considered to be such a degree of care and skill as, under similar conditions and like surrounding circumstances is ordinarily employed by their respective professions. Any damage to the owner resulting through the negligent performance of the contract by the architect is a matter for recoupment by the owner."

Points to Note:
1. The degree of skill and care which the law requires of professional architects and engineers.
2. The benefit to the architect of well-drawn, up-to-date contract documents wherein the responsibilities of both parties are clearly set forth.
the Board administers the NCARB Senior Examination and prepares the examination report for NCARB.

The Board and the Profession

The foregoing description of the functions of the Board in the area of examination and licensing does not fully indicate the concern of the Board with regard to the internship period prior to the examination. Meetings are held with the deans of the schools of architecture, the NYSAA, and other groups to promote a more meaningful internship prior to the examination; one in which there is an increasing degree of responsibility and effort to afford the broadest range of practical experience.

The relationship of education, internship and licensing examination is of continuing concern in the development of architects capable of handling the present and future problems of our society.

The office of the Assistant Commissioner for Professional Education has three divisions for guiding and assisting the licensed professions in New York State. The Division of Professional Education is concerned with the registration of professional educational programs; and in architecture, works with the National Architectural Accrediting Board as well as individual schools of architecture. The deans of the schools of architecture in New York act as an advisory committee to this Division and to the Board.

The Division of Professional Licensing is concerned with the licensing procedure from the receipt and processing of applications to the issuance of licenses. It works closely with the Regents Examination Center in scheduling and contracting conducting of professional examinations. The Board of Examiners is directly concerned with the work of this Division.

The third of the Divisions is the Division of Professional Conduct, which works directly with the grievance committees which are presently a part of the Board of Examiners in each profession. In architecture, the Board of Examiners acts as the grievance committee for the profession.

When a charge of professional misconduct is received from any source it is referred to the Division of Professional Conduct which investigates the charge and reports the results of its investigation to the Board. The Board then decides whether to prefer or to dismiss the charges. For minor or marginal first offenses the Board may dismiss charges based on a statement from the individual that he will cease and desist in the particular action with which charged. In the event that charges are voted by the Board, the case is turned over to the office of the Attorney General for prosecution. The Board will then hear the case and decide on the guilt or innocence of the respondent. It may recommend dismissal of charges, revocation or suspension of license. It may censure and reprimand or may defer the degree of punishment to the Board of Regents. Every action of the Board of Examiners must be reviewed by the Regents who may also hear additional arguments before acting on the case.

The Board of Examiners in its critical role within the profession has the assistance and full cooperation of the Education Department and the Attorney General, whose experience with all aspects of professional education, licensing and practice affecting all of the licensed professions in this state, has been able to lighten the work load of the Board to tolerable proportions.

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