

# OCULUS

on current new york architecture

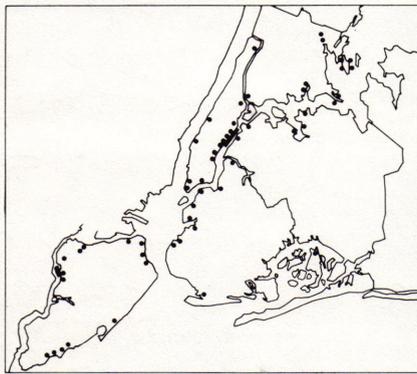
The New York Chapter of the American Institute of Architects

Volume 46, Number 8, April 1985



Photo: Patrick Too

Photo: Patrick Too



Waterfront Development — continued

# OCULUS

# WATERFRONT DEVELOPMENT CONTINUED

Volume 46, Number 8, April 1985

## Oculus

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*An industrial City waterfront.*



*An improved City beach waterfront.*

*Because of its extraordinary harbor and waterfront, New York City was founded. Yet, almost incomprehensibly, the city denied that fundamental geographical heritage a decade or so ago. Now the tide is, well, turning.*

*Continuing the eye-opening investigation of waterfront redevelopment issues (see Oculus Dec. 84 and Jan. 85), we present a report from the Department of City Planning on the city's progress in implementing its 144-page Waterfront Revitalization Program of 1982.*

*In addition, to address one waterfront issue that has been frequently but only teasingly mentioned here, the matter of ferry service is discussed more fully. Much current thinking has it that people-only ferry service is an option that should be revived at this time. Several statements and illustrations are presented to give an overview of this current thinking.—CRS*

## The NYC Waterfront Revitalization Program: An Update

by Alanne Baerson and Martha Ritter

Countless residents and visitors who have stood at the end of a hot summer day contemplating a sunset over the Hudson River have been overcome with the impulse to dive in for a swim. Some have dreamed of fishing off a pier in Queens or of biking for miles along the country-like banks of the Bronx River. They shouldn't give up hope. New York City's waterfront is undergoing an unprecedented expansion of activity.

In the last nine years, the Department of City Planning has been taking measure of the city's changing needs and setting directions for the waterfront. The aim is to meet those needs while heeding the call for preservation of jobs and buildings at the shore. Thirty-seven percent of the New York City waterfront is zoned for manufacturing, just over 25 percent for residences, and less than five percent for commercial uses. The gradual transition of shipping — from breakbulk to containerization — and industry's diminished need for shorefront sites have left the city with an unparalleled opportunity to reshape one of its greatest resources.

New York City became the first city in the state to gain approval for a Waterfront Revitalization Program. In September, 1982, the program was approved by the state and adopted by the Board of Estimate. This year, the city received its first post-approval funding — \$500,000 to implement policies developed under the Coastal Zone Program by the Department of City Planning using small grants from the state since 1975. This new implementation funding was made possible by the passage of the state's Waterfront Revitalization and Coastal Resources Act of 1981. It enabled the city to receive federal funds under the Coastal Zone Act of 1972.

### Definition of Boundary The Waterfront Revitalization

Alanne Baerson is Executive Director of the NYC Department of City Planning. Martha Ritter is the Department's Director of Public Affairs.



*East River: Esplanade at 72nd Street*

Program first drew a boundary to create the city's coastal zone. It extended seaward to the pierhead line or property line — whichever was farthest seaward — and landward to the upland limit of remaining natural resources and selected Special Revitalization Areas. As the boundary was being defined, many factors were taken into consideration — social and economic elements as well as physical ones.

### Goals and Policies

In addition, the program developed policies in eight categories: water resources, air quality, recreation resources, erosion and flood plain management, fish and wildlife and

their habitats, solid waste disposal, energy development, and scenic quality. The City Planning Commission was designated as the City Coastal Commission to review all discretionary actions in the coastal zone. The program also dictated that all levels of government adhere to the city's coastal zone policies when projects are planned and built.

The City Coastal Commission established three central policy objectives to guide its consideration of the diverse areas. That diversity includes the wetlands in Spring Creek and Udall's Cove; the flood plains of Arverne and City Island; the historic buildings of Fulton Ferry, Sailor's

*Kingsborough Community College*

Snug Harbor, and South Street Seaport; the steep slopes in Riverdale and on Staten Island; and the acres of underutilized or abandoned shore in the Rockaways, Hallet's Point, and the West Side of Manhattan.

The Commission's three central policy objectives are: 1) to enhance economic development in appropriate areas; 2) to encourage public use and increase access to the waterfront; and 3) to protect the natural shoreline.

#### Studies

Already certain locations have been studied in depth. South Richmond on Staten Island, Spring Creek in Brooklyn, and the Bronx River have been explored and specific site implementation strategies have been developed for them. For example, critical erosion was studied on Staten Island from Fort Wadsworth to Arthur Kill, on Coney Island from Rockaway Inlet to Norton Point, on the Rockaways from Rockaway Inlet to East Rockaway Inlet, and on western Long Island Sound from the eastern Bronx shore to nearby islands.

In addition, manmade structures that have suffered severe deterioration were studied along the waterfront in Manhattan on the East River from Battery Park to East 96th Street and on Staten Island from St. George to the Verrazano-Narrows Bridge.

Along natural shorelines, City Planning has a set of policies to prevent further soil and sand erosion when the sites are developed. For example, in the Rockaways, where the Army Corps of Engineers was in the midst of resanding eroded beaches, the Coastal Zone Program made recommendations for the project area.

#### Implemented Projects

With an approved plan in place, the City Planning Department, as the Coastal Commission staff, is able to receive Waterfront Revitalization Program funds from the state to move from planning to tackling a variety of technical obstacles impeding implementation. Seed money is being

used to fund a project in each borough and three city-wide.

In Queens, at Flushing Bay, engineering drawings are being prepared to improve access for recreational fishing in the bay. On Staten Island, at St. George Terminal, a transportation analysis will help improve residential and tourist waterfront access and recreational opportunities on the former U.S. Coast Guard property adjacent to the Staten Island Ferry Terminal.

In Brooklyn, at Kingsborough Community College Center for Marine Research, an analysis is being conducted of a marine facility for research and recreational vessels at the Center. In the Bronx, design and cost estimates are being executed for a prototypical section of an eight-mile hike-and-bike trail along the Bronx River.

In Manhattan, engineering drawings are being prepared in the first phase of rehabilitating the recreational pier at 107th Street on the East River.

In the city-wide projects, public access sites are being identified and additional ones charted. The Zoning Resolution will be amended to ease the development of esplanades, view corridors, and floating structures such as swimming pools, which could be tied up at piers and parks along the city's rivers. Efforts are also underway to develop ways to target future capital investment on the waterfront.

#### Encouraging Private Development

In addition to using seed money to initiate projects, the Coastal Commission takes an active role in shaping projects proposed by private developers. Every application that comes to the commission is evaluated for its conformance with the city's waterfront objectives. For example, when a neighborhood in Brooklyn was rezoned to allow a variety store with accessory parking, the commission required the developer to provide a waterfront esplanade with public access and to assure the continuous

operation of a 144-berth marina. Bay Street Landing on Staten Island is another case where the commission negotiated waterfront access.

#### Challenges and Problems

One major challenge to progress along the waterfront is uniting the public, private, educational, and non-profit sectors to redevelop the shore. An excellent example of such a partnership is the cooperation on the East River Esplanade, where funds from the National Endowment for the Arts, the New York Department of City Planning, and five private contributors have come together to sponsor development of prototypical design drawings for a walkway and access from East 63rd Street to East 125th Street. The segment from 71st to 81st streets has been built. The stretch from 94th to 103rd street is under construction, the portion from 63rd to 71st streets has been committed, and much of the remaining edge is in advanced stages of planning.

Another challenge is presented by the city's parkland, which constitutes one-third of the waterfront. It is not open to development, of course, but like all parkland in the city's vast system, it needs to be maintained at an adequate level and to be rehabilitated where it has been most heavily used and deteriorated.

The network of overlapping reviews and controls from a variety of city, state, and federal agencies presents another awesome impediment to effective development of the waterfront. All levels of government must work together to free the shore from these constraints.

The greatest challenge, however, is to continue the momentum of waterfront redevelopment. In moving ahead, the city is committed to a waterfront of mixed use like Hunters Point in Queens. There, on the East River, manufacturing and housing communities are being preserved, and new housing and recreation developed. Living, working, and playing along the shore is the wave of the future.

## New York's Ferry Potential

by Leonard Piekarsky and  
C.M. Berkowitz

The last ten years has been a period of transportation system re-evaluation. It was during this time that we began to recognize that overall needs and requirements of regional transportation systems were rapidly changing. Vehicular traffic was choking the highways, parking had become impossible, and public transportation continued to deteriorate. Already, environmental concerns combined with spiraling costs were slowing down and, in some cases, temporarily stopping construction or even forcing the abandonment of many major projects including: highways, bridges, tunnels, and subways.

Because of these problems, it has become necessary to find alternative ways to maintain and improve access to our city (since economic vitality depends on viable transportation access). An obvious policy direction was, and still is, a program that maximizes the utilization of the existing transportation system.

After ten years of searching for a miracle, everything now points to the potential of a transportation system that offers an opportunity for greater utilization, the waterborne mode. Historically, the City's transportation backbone, today, it is relegated to minimal service. New York City was once the home for twenty-five ferry lines; today only two systems remain, the 350-year old Staten Island Ferry and the Governors Island Ferry.

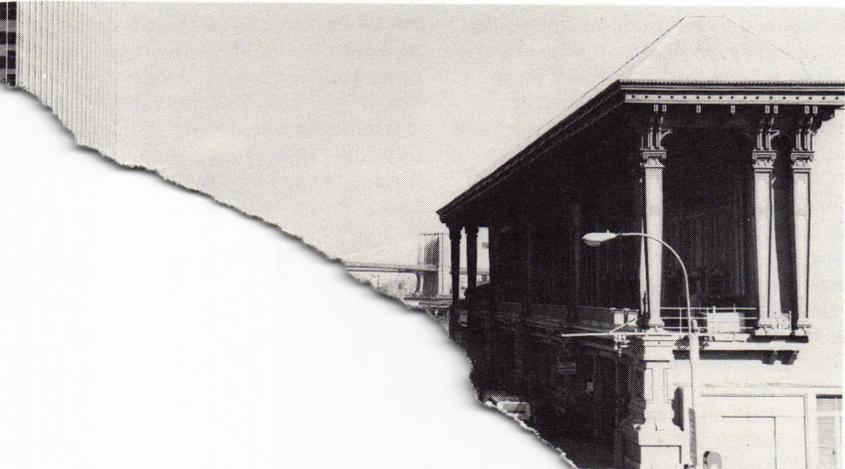
There are many reasons for this current status of the waterborne mode:

- advances in land-based mode technology
- governmental policies and programs

Leonard Piekarsky, a Professional Engineer specializing in waterborne passenger transportation, is Assistant Commissioner of the New York City Bureau of Ferries and General Aviation Operation. Carl Berkowitz is Administrative Engineer for the NYC Bureau of Ferries and founding President of the International Marine Transit Association.



View of the ferry slips to Staten Island.



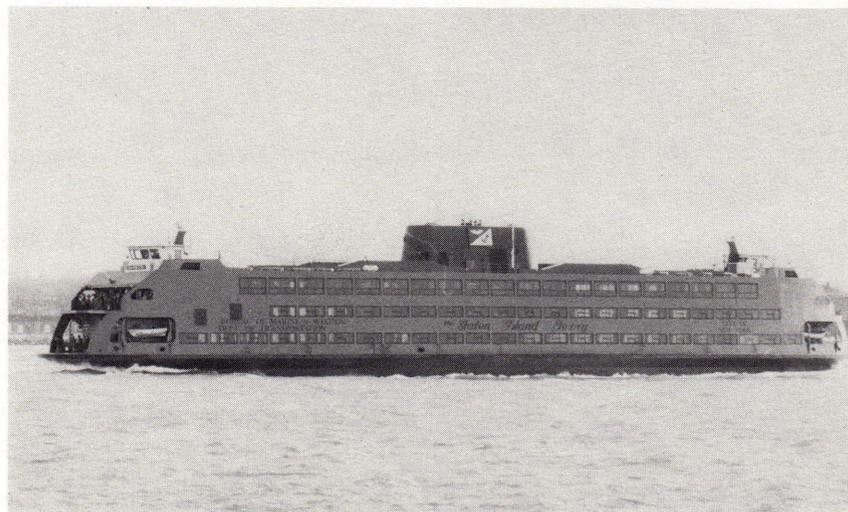
- changes in urban lifestyles
- competition from other modes
- failure to utilize available technology
- lack of a clear understanding of actual operating costs
- need for relatively large initial capital investments
- seasonal variations in passenger volumes
- potential underutilization of equipment during non-commuting periods

Recent successful experiences in Europe and Asia point to further evaluation of increased use of waterborne transportation in the New York metropolitan area. A number of national and local transportation studies also illustrate the potential for this mode. To gain support for ferries requires a process that demonstrates the mode's potential role in the overall transportation system. The final implementation decision will be keyed to the potential service opportunities, the system's reliability, levels of profitability, public acceptance, and most importantly, to the confidence, that once implemented, there is a reasonable expectation of success.

Recent local events are also starting to renew interest in ferries. The underutilized waterfront is now being examined as a potential area for new development. To serve these proposals, developers are looking at the waterborne mode as the most economical way of meeting transportation access requirements. Private developers have proposed new ferry systems to New York City from New Jersey, Westchester, and Rockland.

In addition, The Port Authority has undertaken several studies to determine the feasibility of Trans-Hudson ferry service. The City of New York is evaluating ferry service to Rikers Island and North Brothers Island.

New York City has been blessed with the most talented thinkers and transportation innovators in the world: From Vanderbilt, who initiated



*The high-speed Staten Island Ferry.*



*The customary Staten Island Ferry.*

the modern day version of the Staten Island Ferry, to Belmont, who started the Manhattan Subway System; to Moses, the City's all time master builder, all made lasting contributions to the City's transportation system.

New York ferries have participated in this tradition of innovation; from introducing the paddle wheel, to the maneuverable screw propeller, to the cycloidal propulsion system. The next phase in this technology innovation is a feasibility study for implementing fast ferries. The objective of this effort would be to evaluate the use of high-speed ferries currently available in the United States. A det

would be made as to their feasibility, and details would be developed on operation and maintenance characteristics. A demonstration, if implemented, would be the first in-depth investigation of high-speed ferries in the New York area.

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## Names and News

Gwathmey, Siegel Architects have been selected to design an addition of six floors to the Guggenheim Museum's existing annex, which was constructed in 1968 based on Frank Lloyd Wright's original concept . . . . Over 400 people honored Alexander Kouzmanoff at a dinner in the Avery Library March 14; he is retiring from Columbia after 32 years as Professor of Architecture . . . . On April 18 from 2pm to 6pm in the Great Hall at Shepard Hall at 138 St. and Convent Avenue there will be a Convocation and Open House celebrating the new location and renovated facilities for the School of Architecture and Environmental Studies at The City College . . . . Preservationist, author, and educator Chester H. Liebs has been named chairman of the Division of Historic Preservation in Columbia's Graduate School of Architecture and Planning . . . . James Stewart Polshek has announced that Architects for Social Responsibility will hold a week-long benefit auction of more than 200 original architectural drawings beginning May 30th at the Max Protetch Gallery. Architects from 25 countries were selected to contribute including Richard Meier, Oscar Neimeyer, Ricardo Bofill, Robert Krier, and Michael Graves as well as emerging talents . . . . Architectural historian Rosalie Genevro has been appointed the Executive Director of The Architectural League . . . . Fox & Fowle Architects are the designers of a 25-story office building to be constructed on the southeast corner of Madison Avenue and East 54th Street . . . . Andrew Saint, architectural historian, teacher, author, and graduate of Balliol College, Oxford, has been named the first annual Buell Lecturer on American Architecture by the Temple Hoyne Buell Center for the Study of American Architecture at Columbia. He will lecture on "The Architect and the Historian" on April 10 (see calendar) . . . . Jon Michael Schwarting has been appointed Director of Education at the Institute for Architecture and Urban Studies. He announced two new IAUS postgraduate programs to start in the fall: Advanced Studies in Architecture

cont'd. p. 10, col. 2

## Chapter Reports

by George Lewis

• An "Abraham W. Geller Architectural Retrospective" exhibition opened March 15 at the National Institute for Architectural Education/NIAE at 30 West 22nd Street. "This is not just another show of an architect's work," say several prominent members in a letter to the Chapter. "Abe holds a special place in the profession. His rigorous attitude toward design has produced a series of distinguished buildings for the past forty years. His office has been a training ground for a whole generation of distinguished practitioners. His zest for new challenges has found its outlet in entering competitions (and in winning more than his share). His concern for professional matters has spurred him to work in the AIA and other professional organizations. At seventy he was willing to undertake the arduous responsibilities attached to being vice-president of the New York Chapter, AIA. An exhibition of his work becomes a celebration of architecture, not only as a discipline that produces drawings but also as one that produces buildings."

The exhibition will be on view through April 19, Monday through Wednesday 10 to 5:00, Thursday and Friday 10 to 8:00, Saturday and Sunday 1 to 6:00.

• The Chapter joined with the Regional Plan Association, the local chapter of the American Planning Association, the Landmarks Conservancy, the Women's City Club, the City Club, and other constituent organizations of the President's Council in protesting the make-up of the recently appointed Committee that is to decide the fate of the Times Tower site: Herbert Sturz, George Klein, Phyllis Cerf Wagner, Paul Bernbach, Ronay Menschel, and Paul Byard. The Board of Estimate had specified a committee consisting of "representatives of UDC, the City, Park Tower (the developer), and civic and/or community groups." "What do we have instead?" asked the President's Council statement. "Five of the six members are Messrs. Sturz (chairman, City Planning Commission),

cont'd. p. 10, col. 1



Abraham W. Geller, FAIA

## Coming Chapter Events

Thursday, April 4, 6:00 pm  
**Architectural Education and Interior Design: Are the Architectural Schools Meeting the Challenge?** The Interiors Committee has sponsored a roundtable discussion among members of the educational community and practitioners concerned with this subject. Panelists will include: Margot Grant, Gensler Associates; Gordon Gayda, EPR; Richard Hayden, Swanke Hayden Connell & Partners; Paul Heyer, Dean, Pratt Institute; James Polshek, Dean, Columbia University; William Rivkin, Rivkin-Weisman; and, James Wines, Parsons School of Design.

Thursday, April 11, 5:30 pm.  
**How Projects Get Published.** Walter Wagner, Editor of *Architectural Record* magazine will make a presentation. The program is sponsored by the Corporate Architects Committee.

Thursday, April 18, 6:00 pm  
**Design Firm Promotion: A Changing View.** A look at the ways architects' marketing strategies and materials have changed since the '70s and a review of the reasons why is the topic Barbara Lord, President of Lord Communications, Inc. will address. Lord Communications is a Boston-based consulting firm working exclusively with design professionals.

Thursday, April 25, 5:30 pm.  
**Marketing Health Care Facilities for Architects—How to Get That Project** is the subject of a discussion with Joan Capelin of Capelin Communications, New York, and Carol McConochie of McConochie Consulting, Philadelphia.

# OCCULUS NYC/AIA APR 85

## CONTINUING EVENTS

Oculus welcomes information for the calendar pertaining to public events about architecture and the other design professions. It is due by the 5th 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.

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

## MONDAY 1

### DESIGN WORKSHOP

"Revisiting New York City in an Ecological Age": First segment of a two-part class sponsored by the Cathedral of St. John the Divine in the GAIA Lectures. 678-6732.

### IAUS FILM SERIES

"Paris: Living Space" and "The American Urban Experience," two films produced by Edmund Bacon. 6:30 pm. Urban Center, 457 Madison. 206-1116.

## MONDAY 8

### LECTURE

Joanna Dougherty of the University of Virginia School of Architecture on "18th Century French Town Planning," in IAUS series on Joint Ventures: The City and the Garden. 6:30 pm. IAUS, 19 Union Square West. For reservations: 205-1116.

## TUESDAY 9

### EMERGING VOICES 1985

Diane Legge Lohan, partner in the Chicago office of SOM; Darcy R. Bonner and Scott D. Himmel, principals in Himmel/Bonner Architects, Chicago. 6:30 pm. The Architectural League at the Urban Center, 457 Madison. 753-1722.

## TUESDAY 2

### LECTURE

James Wines on "Inside/Outside: The De-Architecture of SITE," in the Architectural League's "Current Work" program. 6:30 pm. The Urban Center, 457 Madison. 753-1722.

### EXHIBITION

American garden and landscape drawings, plans, and elevations. Wave Hill, 675 W. 252 St. 549-3200. Closes April 7.

### EXHIBITION

"Chicago Furniture: Art, Craft and Industry, 1833-1983." The Renwick Gallery, Washington, D.C. Closes April 7.

### EXHIBITION

"Kandinsky in Paris: 1934-1944." Guggenheim Museum, 1071 Fifth Ave. 360-3500. Closes April 14.

## WEDNESDAY 3

### EXHIBITION

Examples of Avery Library's collection of Architectural Trade Catalogues. Low Library Rotunda, Columbia. Closes April 26.

### LECTURE

Paul Rudolph on "The Vertical Village" in Columbia's Graduate School of Architecture & Planning series. 6 pm. Wood Auditorium, Avery Hall. 280-3414.

## WEDNESDAY 10

### LECTURE

Rem Koolhaas in Pratt School of Architecture visiting lecture series. 12 noon. Higgins Hall, St. James Place & Lafayette Ave., Brooklyn. 718-636-3405.

### LECTURE

Andrew Saint on "The Architect and the Historian," 6 pm. Wood Auditorium, Avery Hall. 280-3414.

### IAUS REVIEW

Discussion of issues raised by the Union Square development moderated by Terrance Williams. 6:30 pm. IAUS, 19 Union Square West. 206-1116.

### EXHIBITION

"Abraham W. Geller Architectural Retrospective" at the National Institute for Architectural Education, 30 West 22 Street, closes April 19. 924-7000.

### THE LAST WATERFRONT

Exhibition of photographs of Fulton Fish Market by Barbara Mensch. Museum of the City of New York. Fifth Ave. at 103 St. 534-1672.

## THURSDAY 4

### NYC/AIA ROUNDTABLE

Architectural Education and Interior Design: Are the Architectural Schools Meeting the Challenge? Educators and Practitioners will discuss this subject at the roundtable sponsored by the Interiors Committee. The Urban Center, 6:00 pm.

### IAUS LECTURES:

URBAN ARCHITECTURE  
Tom Beeby of Hammond, Beedy & Babka. 6:30 pm. IAUS, 19 Union Square West. For reservations: 206-1116.

## THURSDAY 11

### NYC/AIA PRESENTATION

How Projects Get Published will be discussed by Walter Wagner, Editor of *Architectural Record* magazine. Sponsored by the Corporate Architects Committee. Urban Center, 5:30 pm.

### IAUS LECTURE

Fred Koetter of Koetter, Kim & Associates in series on Urban Architecture. 6:30 pm. IAUS, 19 Union Square West. 206-1116.

### LECTURE

John Zuccotti on "Design, Zoning, and the City" in Pratt visiting lecture series. 6 pm. Higgins Hall, Brooklyn. 718-636-3405.

### NYC/AIA EXHIBITION

"Two Projects for Sicily" includes photographs, drawings, and models by Jorge Silveti. On exhibit in our Members Gallery through May 1.

### EXHIBITION

A retrospective of the work of the Canadian architect Arthur Charles Erickson. Center for Inter-American Relations, 680 Park Ave. 249-8950. Closes June 2.

## FRIDAY 5

1963: Dutch architect J.J.P. Oud died.

## FRIDAY 12

### WEEKEND CONFERENCE

On Skyways and Tunnels to promote interdisciplinary and comparative perspectives on grade-separated pedestrian systems, both in-place and planned for major U.S. and Canadian cities. April 13-4. Walker Art Center, Minneapolis, MN 55403.

## MONDAY 15

### US FILM SERIES

"John Nash and London" and "The City of the Future" produced by Edmand Bacon in film series on "Joint Ventures: The City and the Garden." 6:30 pm. The Urban Center, 457 Madison. For reservations: 206-1116.

## TUESDAY 16

### LIGHTING WORLD III

International Advanced Illumination Conference. N.Y. Hilton.

### WORKSHOP

1-day program in Newark, N.J. on "Time Management on Design Projects" sponsored by Professional Services Management Journal. Information: Maryellen Mack, PSMJ Seminars, 126 Harvard St., Brookline, MA 02146. 617-731-1912.

### EMERGING VOICES 1985

Bob Wellington Quigley, San Diego; Laura Hartman & Richard Fernau, Berkeley. 6:30 pm. The Architectural League, 457 Madison. 753-1722.

## TUESDAY 23

### LECTURE

Anne Griswold Tyng of the University of Pennsylvania on "London Squares" in IAUS series on Joint Ventures: The City and the Garden. 6:30 pm. IAUS, 19 Union Square West. 206-1116.

### EMERGING VOICES 1985

Two NYC firms: Wayne Berg, Architect; McDonough Rainey Architects. 6:30 pm. The Architectural League, 457 Madison Ave. 753-1722.

## MONDAY 29

### IAUS LECTURE

Graham Gund of Graham Gund Assoc. in series on Urban Architecture. 6:30 pm. IAUS, 19 Union Square West. For reservations: 206-1116.

## WEDNESDAY 17

### EXHIBITION

"Durer to Canova: Master Drawings from the Museo Correr" in Venice including work by 72 architects. The Drawing Center, 137 Greene St. 982-5266. Closes July 27.

### IAUS REVIEW

Discussion of issues raised by Rector Park at Battery Park City moderated by Steven Peter of IAUS. 6:30 pm. IAUS, 19 Union Square West. For reservations: 206-1116.

### SAH ANNUAL MEETING

Westin William Penn Hotel, Pittsburgh. SAH: 215-735-0224.

## WEDNESDAY 24

## THURSDAY 18

### NYC/AIA LECTURE

Design Firm Promotion presentation by Barbara Lord's, President, Lord Communication Inc. Sponsored by the Practice Committee. The Urban Center, 6:00 pm.

### WORKSHOP

"Negotiating Better Compensation," AIA Professional Development Program. New York City. Information: Brenda Henderson 202-626-7353.

### LECTURE

James Rossant on "Work in Progress" in Pratt lecture series. 6 pm. Higgins Hall, Brooklyn. 718-636-3405.

## THURSDAY 25

### NYC/AIA DISCUSSION

Marketing Health Care Facilities for Architects by Joan Capelin, Capelin Communications and Carol McConochi of McConochi Consulting. Sponsored by the Health Facilities Committee. Urban Center, 5:30 pm.

### LECTURE

Ezra Ehrenkrantz on "Needs, Resources and Design" in Pratt visiting lecture series. 6 pm. Higgins Hall, Brooklyn. 718-636-3405.

### IAUS REVIEW

"Commentary on the Public Realm." 6:30 pm. IAUS, 19 Union Square West. Reservations: 206-1116.

## THURSDAY 2 MAY

### LECTURE

Isamu Noguchi on "Art and Architecture" in Pratt visiting lecture series. 6 pm. Higgins Hall, St. James Place & Lafayette Ave., Brooklyn. 718-636-3405.

### IAUS LECTURE

John Burgee, of John Burgee Architects with Philip Johnson, in series on Urban Architecture. 6:30 pm. IAUS, 19 Union Square West. For reservations: 206-1116.

## FRIDAY 19

1965: New York City Landmarks Preservation Commission founded.

## FRIDAY 26

### WEEKEND WORKSHOP

"Design for Video Graphics" sponsored by Pratt Center for Computer Graphics in Design (April 27-28), Cambridge. Barbara Jaffe. 914-592-1155.

## FRIDAY 3 MAY

### NYC/AIA TOUR

The Corporate Architects Committee is sponsoring a Group Tour of the IBM Building on Madison Avenue (designed by Edward L. Barnes) in Mid-May. Tour size is limited. Call Chapter for date and reservation.

## Chapter Reports

## Names and News

*cont'd. from p. 7*

and Klein (developer), two corporate executives who are already identified with UDC (Mrs. Wagner and Bernbach) and the chair of a Mayoral committee (Ms. Menschel). The public sector is being denied the participation the Board clearly intended: there is not a balance between UDC/City/developer on one hand, and independent civic/community groups on the other." The Council asked for the appointment of additional members. Martin Gottlieb of *The New York Times* wrote a piece on this Sunday, March 3 quoting Mrs. Wagner as saying, "If I don't represent the civic community who does?" and William J. Stern, chairman of UDC, who dismissed the criticisms as an "attack by parochial, special interest groups."

- At a Roundtable on Energy and Design held on February 14, sponsored by the U.S. Dept. of Energy and the Chapter's Energy & Environment Committee, Committee chairman Cliff Custer, Terrance Williams, L. Bradford Perkins, Bartholomew Voorsanger, Stuart Pertz, Thomas Fridstein, Alfredo de Vido, Myron Sigal, and Rolf Myller, joined Marvin Gorelick of DOE in a spirited discussion of how architects can integrate energy-conscious standards into the design process. A transcript of parts of the taped discussion is available at the Chapter office.

- Winston G. Whittaker and Richard Becker have contributed to the Chapter Headquarters Renovation. Our total contributions, ranging from a broad base of individual members, interested friends of the industry, and firms, have not quite covered the \$250,000 cost of construction, furnishings, and fees. Further contributions would be highly appreciated. We are about to close the books.

*cont'd. from p. 7*

and Urban Design, and Theory Criticism . . . Frances Halsband is a member of the NYC/American Planning Association Advisory Committee on the Development of Hunters Point, according to the committee's chairman *Theoharis David* . . . David Smotrich & Partners, Architects/Planners, a successor firm to Smotrich & Platt, has been formed with David I. Smotrich, William H. Eisenberg, and Richard D. Saravay as Principles . . . Welton Becket Associates are the architects of a low-rise Sheraton hotel in Society Hill, the Philadelphia Historic District. The hotel, according to William P. Scott III, director of the firm's New York office, will be "true to its surroundings and human in scale . . . a rare accomplishment for a new hotel" . . . Gatje Papachristou Smith have been commissioned by the City of New York to design the new 44th Precinct Station House and Service Station #7 in the Bronx . . . Also at Gatje Papachristou Smith, Susan Reichman has been named Director of Business Development and Myonggi Sul has been appointed Director of Interior Design . . . The Frank Lloyd Wright Home and Studio Foundation will hold its annual house-walk, Wright Plus, on Saturday, May 18, and Sunday, May 19. For tickets (\$20 before April 15, \$25 thereafter): Frank Lloyd Wright Home and Studio, 951 Chicago Avenue, Oak Park, IL 60302 . . . Haines Lundberg Waehler have been commissioned by 80 Maiden Lane Associates to renovate over a half million square feet in two adjacent buildings at 80-90 Maiden Lane . . . The Grad Partnership have named Kenneth Pearce and John Doran as new Partners; Alan Denenberg, John Fitzpatrick, Vasant Kshirsagar, Dennis Posen, and Kenneth Underwood as new Associate Partners; and Evan Schwartz has been promoted to Associate . . . Pratt Institute's workshop tour, Palladio 1985, to Vicenza, Mantua, Verona, and Venice (May 22-June 7) is described as a "course for those interested in architecture, interior design, and history of art." For more information: Judith Glass or Arthur Edwards

718-636-3453 . . . Richard Mulder and Marjorie Williams have joined the firm of Gillis Associates . . . The professional development program at the Harvard Graduate School of Design is offering 40 intensive 2-to-7-day courses this summer to provide continuing education opportunities for beginning and experienced designers, planners, developers, and design firm managers. For information: Office of Special Programs, Harvard Graduate School of Design, 48 Quincy St., Cambridge, MA 02138, 617-495-9340 . . . Russell "Bart" Hamlin has been named Associate of Rothzeid Kaiserman Thomson & Bee . . . Tician Papachristou spoke on "Design, Peace and Social Responsibility" in San Francisco in February to inaugurate the formation of a Northern California Chapter of Architects/Designers/Planners for Social Responsibility, of which he is national president . . . The 25th anniversary of the laying of the cornerstone of the Shreve Lamb & Harmon-designed United Engineering Center at 47th Street and First Avenue will be marked by a ceremony on June 17th . . . J. Armand Burgun, president of Rogers, Burgun, Shahine and Deschler; and Salvatore Farruggia, associate, sanitary engineering director of Syska & Hennessy, will lead two seminars in NYU's School of Continuing Education spring seminars in Building & Construction— one on Designing Medical Facilities (April 9-10) and one on Health Care Codes, Standards, and Regulations: an Update (April 17) . . . Spiro Kostof, professor of Architectural History at the University of California, Berkeley, is the author of *A History of Architecture, Settings and Rituals* just published by Oxford University Press. Kostof explains in the preface: "it is a general survey of architectural history that tries to reconcile the traditional grand canon of monuments with a broader, more embracing view of the built environment".

## Bring Back the Ferries

by Robert I. Price



Photo: Stan Ries/ESTO

The restored terminal of the Central of New Jersey Railroad in Liberty State Park.

Five hundred years ago Machiavelli wrote in *The Prince*:  
 "There is nothing more difficult to take in hand, more perilous to conduct, or more uncertain in its success, than to take the lead in the introduction of a new order of things. Because the innovator has for enemies all those who have done well under the old conditions, and lukewarm defenders in those who may do well under the new. This coolness arises partly from fear of the opponents, who have the laws on their side, and partly from the incredulity of men, who do not readily believe in new things until they have had a long experience of them."

Machiavelli would be astonished to find that nowadays "the incredulity of men" applies to things with which they *have* had long experience. If something once functioned successfully, it is strange that it should now be regarded as if it were

**Robert I. Price** is a Vice Admiral (retired) of the U.S. Coast Guard and Senior Vice President of J.J. Henry Company, naval architects, New York City.

high technology or a hazard to the public health. But the modern penchant for protracted studies extends also to the introduction of an *old* "order of things," as witness trying to restore ferry service in New York Harbor.

### Two Possibilities

Consider the resistance to two possible revivals of public waterborne transport. First, close to New York, there is an effective ferry route for relieving congestion at the Holland Tunnel. At water's edge in Liberty State Park sits, in idle splendor, the recently restored ferry terminal of the long defunct Central Railroad of New Jersey. From there to the World Trade Center or to the Battery, the run for a people-only ferry is a matter of a few minutes.

Liberty State Park lies close to the New Jersey Turnpike Extension leading to the Holland Tunnel, and arrangements for automobiles to reach the terminal and park there could easily be made. The northern end of the Park, where the terminal is situated, has virtually no activity. The

ferry service to the Park could easily co-exist with other plans for the Park.

The restoration of the CNJ Terminal is an exceptional achievement leaving visible the ingenious construction details employed a century ago. Beyond the terminal lie the railheads under a sheltering shed. With little further investment, this area could be paved to provide covered parking for the ferry passengers. The historic CNJ facility would find a modern function offsetting the staggering inefficiency, pollution, and frustration encountered any morning at the Holland Tunnel Toll Plaza.

### Opposition

There is no question of the efficiency of a ferry from Liberty State Park to Manhattan, but opposition comes from Mayor Gerald McCann of Jersey City. Mayor McCann claims jurisdiction over the access roads leading to the Park, and he thereby prevents use of one part of the vast area of the Park for ferry service to Manhattan. Citizens of New Jersey whose taxes paid for the Park would stand to benefit most from alternative access to New York.

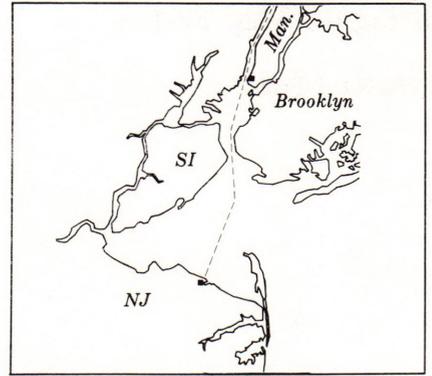
The Mayor declares he is opposed to relieving New York traffic in New Jersey. His ambition, by perpetuating that grievous condition, is to foster the transfer of commercial development from NY to NJ. This program of "administration through aggravation" overlooks the fact that the west end of the Holland Tunnel is a cross that Jersey must bear.

The proposed ferry would help alleviate the daily paralysis that affects the entire area between Hoboken and Jersey City. Improved access across the Toll Plaza would benefit the Jersey City waterfront, a factor to be considered in its revival. In addition, taxpayers of Jersey City would find some relief from the cost of police supervision of the persistent traffic woes.

### Another Route

A second opportunity to enhance public use of this port is the route

*The ferry route from Atlantic Highlands in Monmouth County, New Jersey to Manhattan could be reinstated.*



from Atlantic Highlands in Monmouth County, N.J. to Manhattan, a service which also existed previously. Virtually every national study of water transport possibilities, including the latest by the Urban Mass Transportation Administration, identifies this run as a viable one. It was nearly a reality in 1963-4, when the Coast Guard was preparing to approve a commercial hydrofoil service for this very route. Unhappily, the entrepreneur decided to test the market for this craft that winter from Miami to Nassau, where he accidentally ran the boats aground. That was the end of the concept.

The chief obstacle to a Monmouth County-based ferry operation now arises from failure by the environmental sector to appreciate a basic navigational fact. Except for locations like the fjords of Norway, nature seldom presents the convenience of deep water close to shore. To provide for sufficient water beneath the hull of a ship, there are three alternatives:

1. Remove some of the bottom land and make the place deeper. That is called *dredging*.
2. Move some land from shore to reach water that is already deep. That is called *filling*.
3. Build a bridge or *trestle* from the land out to where the water is deep.

Environmental policy in New Jersey, a State bounded by water on nearly all of its boundaries, generally opposes all three nautical alternatives and thereby frustrates marine commerce, public water transport, and recreational use.

In virtually every one of the world's great seaport cities, the waterfront and harbor are integrated in the social fabric of the community with museums, parks, restaurants, monuments, and shops. The bustling waterborne movement shore to shore in ferries, water taxis, or hydrofoils is a treat to the eye for both visitor and resident in those cities. It is time to put away incredulity (substitute "studies") and restore ferry services to the long-neglected harbor of New York-New Jersey.



*The passenger concourse, CNJ Terminal.*



*The train shed, CNJ Terminal, could be used for parking.*

## A Plan for Ferries

by Arthur E. Imperatore

A big reason that Hudson River ferries stopped running two decades ago lay in the fact that the boats were slow.

It took quite awhile to load the old, lumbering double-enders with people and cars and trucks, to sail them across the river, and then to discharge their substantial human and vehicular cargoes.

The trip was unhurried. Sometimes frigid. Almost always charming. But the pace, appreciated in earlier times, didn't fit in with the helter-skelter of the post-World War II world.

So the old boats were retired, although a number of them were preserved to embark on new careers as permanently moored restaurants. One of them now fulfills this role at a birth in Edgewater. At least two others, including one owned by ARCORP, are also presently moored on the New Jersey side of the Hudson and may eventually be used for some similar purpose.

But the days of these vessels as active ferries came to an end on the Hudson River back in the 60's. They were superseded by bridges and tunnels, over which and through which motorists could drive from shore to shore in a matter of minutes.

Those speedy trips by car were possible in the 1960's, and for some years after that. But they are not so easily made any more. If you are a trans-Hudson commuter, you know that all too well. You know it from the hours you've spent sitting fuming in your car, stuck in rush hour traffic jams that build up morning and evening at both ends of Hudson River crossings.

Periods when you can still whisk across the George Washington Bridge or though the Lincoln Tunnel in a matter of minutes are few. And delays

Arthur E. Imperatore, who was featured in last year's AIA Waterfront Conference (December 84 *Oculus*), is President of ARCORP Properties.

*Aerial view of the 2-mile New Jersey waterfront property, owned by ARCORP Properties. It is planned as a new riverfront city.*

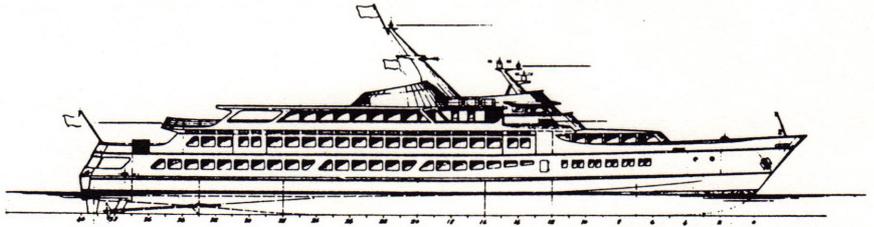


*Photo: Drummond Air Photo, courtesy ARCORP Properties*

1. *The Blout Hitech Express is the fast ferry vehicle that ARCORP proposes to use on its ferry route.*

2. *The ARCORP ferry moored on the Jersey side of the Hudson.*

3. *Map of ARCORP Properties' proposed first ferry route, which would run from their Hudson River waterfront property at Weehawken to 38th Street in Manhattan.*



on both sides of the river are often just as bad, as more and more traffic clogs urban streets and river approaches. One of the biggest problems is the sheer uncertainty of one's travel schedule.

The overburdened bridges and tunnels no longer enable predictable speedy travel, and the stage has been set for the comeback of the ferries. They will not be the ponderous vessels of old. The old boats would serve no better as active ferries now than they did when their glory days were ending.

The ferries of today and tomorrow will be built for speed. They will be sleek and comfortable, and fast enough to provide an attractive alternative to crossing the river by car on a bridge or through a tunnel. Fast enough to get you there almost as quickly as you could by motor vehicle under normal circumstances, and certainly faster than motorists trying to make their bumper-to-bumper way across a bridge or through a traffic-choked tunnel.

On a demonstration trip I recently sponsored, a gleaming white state-of-the-art ferry, its flags snapping smartly in the breeze, zipped across the Hudson from Weehawken to Manhattan in two-and-a-half minutes flat.

Now that's traveling.

The new ferries will be passenger-only boats. It makes no sense to transport a car and its owner swiftly across the river by ferry, then dump them off on the far shore into a terminal case of vehicular gridlock.

I do not want to give anyone the impression that I think ferries are, all by themselves, going to solve the trans-Hudson travel dilemma. Obviously, they're not. But I firmly believe that ferries have an important role to play in producing an overall solution to the vexing transportation problems that tie-up the metropolitan area and prevent it from realizing its full potential economically and as an

1.



Photo: Stan Ries

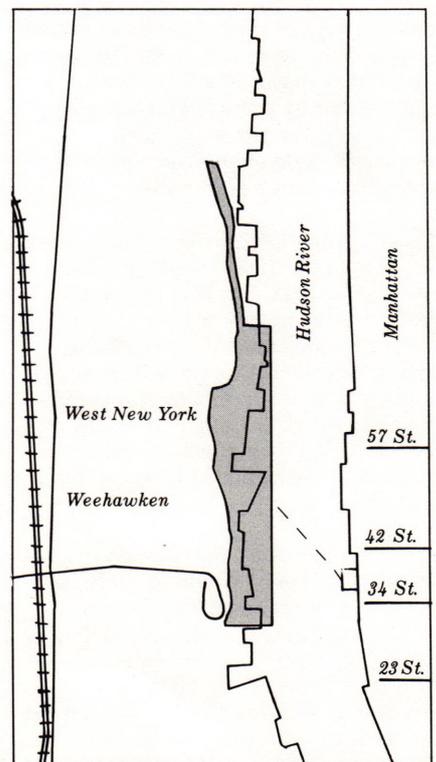
2.

exciting place to live a full and more enjoyable life.

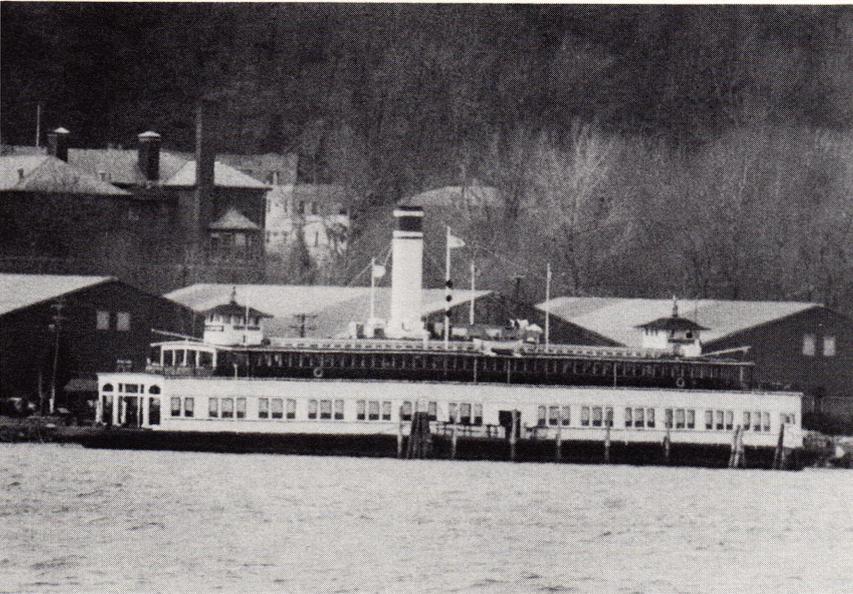
Ferries will be one link in a transportation network that uses every practical mode of travel to permit people to move freely and easily about the great metropolis.

I believe this so strongly that my ARCORP organization, which is planning the redevelopment of two miles of waterfront to serve as the centerpiece of a new "river city" on the New Jersey side of the Hudson, is prepared to launch a private ferry service between our New Jersey properties and a Hudson River pier we recently purchased opposite the new Convention Center at 38th Street in Manhattan.

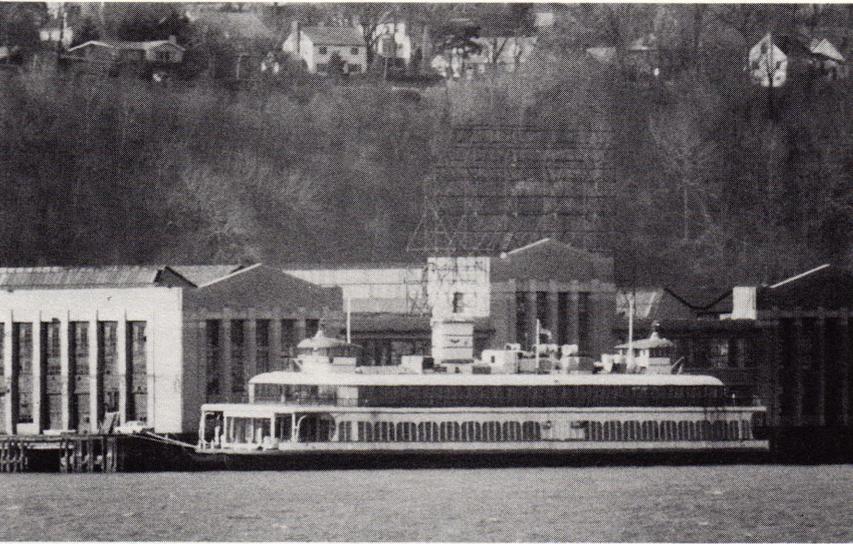
We're prepared to do so because even though there has been a great deal of talk about bringing back the ferries, nothing is really going to happen until at least one boat is operating and connecting two points. We're ready to take that action in the belief it will



3.



1.



2.

1. *Binghamton's*, a ferryboat moored at Edgewater, New Jersey, has been open as a restaurant since 1975.

2. Another ferryboat moored on the Jersey shore near Fort Lee.

serve as a catalyst and an example for others to follow.

Our ferry proposal (see box) has been endorsed and approved by most public agencies involved. Others have yet to act. In the interest of taking this important first step, we have been urging them to do so. In this we have been joined by *The New York Times*, which has editorially endorsed our ferry program.

A working partnership between the private and public sectors on both sides of the river is essential if we are going to move ahead on improvement of the transportation network so that it will work to the benefit of the entire metropolitan area. It is regrettable that our waterways have traditionally divided us, when in reality they are links within a cohesive region. We should use them to bring us together, not keep us apart. Ferries can help achieve that goal.

We have in the past, also, cut ourselves off from the pleasures of our waterfronts. The time has come when we must develop them in such a manner that we can enjoy the water resources with which we have been blessed. Ferries can also play a role in that.

There is a growing realization of the need for action on the part of a lot of people demanding development of an augmented, efficient mass transit network, not only to serve redeveloping waterways, but the entire metropolitan area.

You, as architects, are more conscious than most of the vital role transportation plays in the overall scheme of things. Your support for a transportation system to effectively serve the people who live and work in the structures you design is vital.

## ARCORP Transportation Alternatives

Set forth below is a phased transportation development program for ARCORP's waterfront developments in New Jersey and New York City. ARCORP's program is intended to address current regional transportation needs, to anticipate future demands, and to seek creation of an excellent mass transit system that might ultimately minimize the need for vehicular access.

### Phase I

- Ferry to 38th Street, Manhattan
- Possible ferry to South Ferry
- Shuttle buses to Hoboken Rail Terminal/PATH and PA Bus Terminal, Manhattan
- North/South Boulevard within New Jersey site for express buses
- Improved vehicular access

### Phase II

- Increase in capacity and routes of ferries
- Rail shuttle to "intercept parking" garage west of the Palisades
- New bus "guideway" (exclusive bus right-of-way) or light rail system to Hoboken Rail Terminal/PATH
- New and expanded connection to Rte. 495 (Lincoln Tunnel approach)

### Phase III

- Conversion of "guideway" to light rail system to Hoboken
- Extension of rail shuttle to west, providing connections to:
  1. Meadowlands Sports Complex parking areas, and/or
  2. New parking areas adjacent to the New Jersey Turnpike.

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