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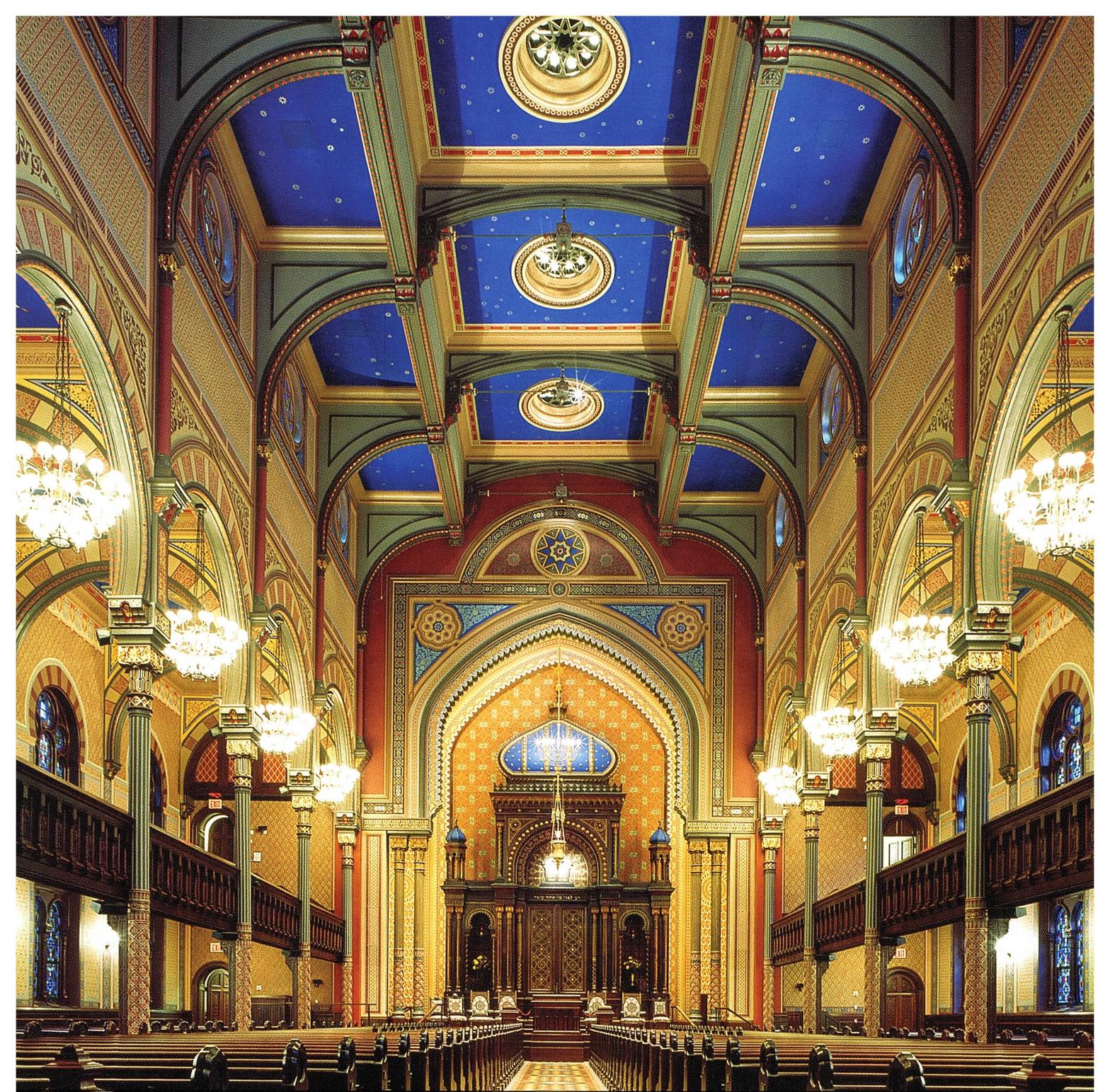
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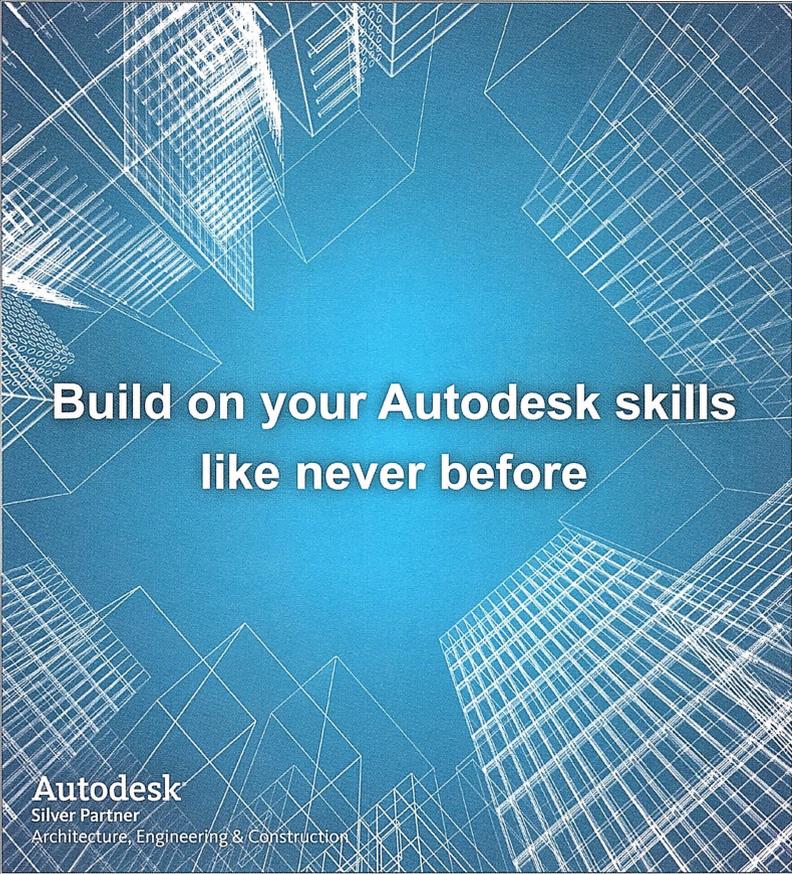
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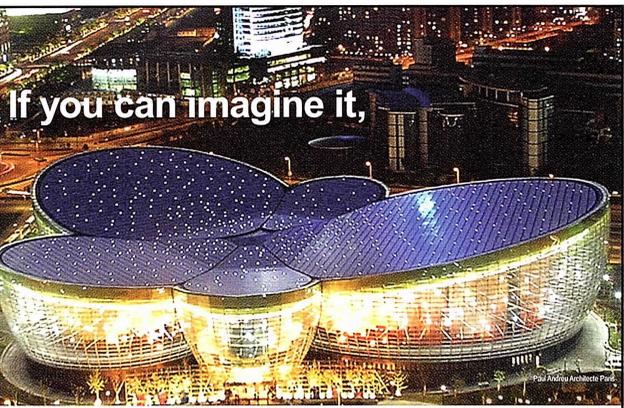
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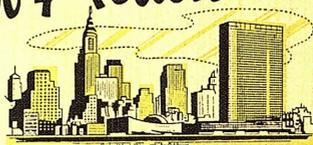
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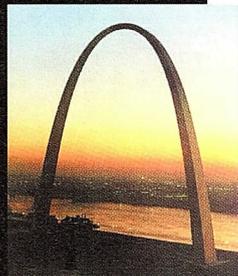


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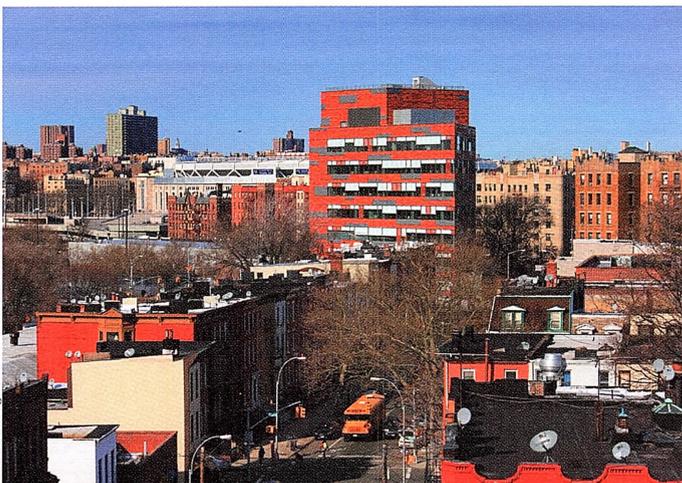
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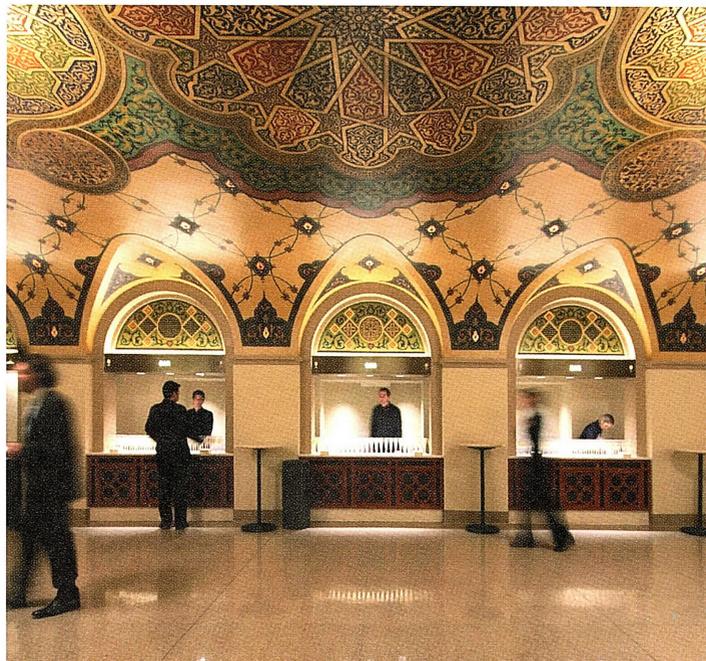
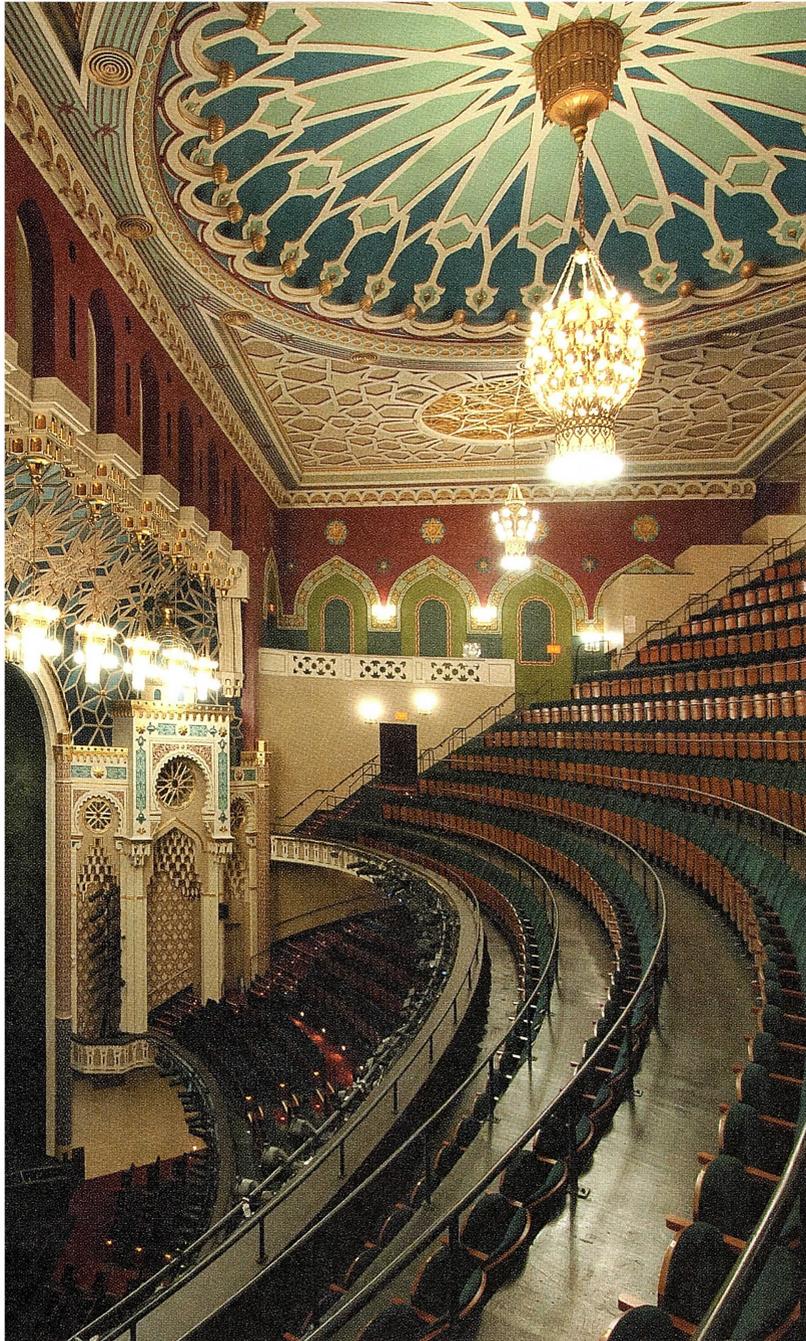
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Cover: NYC Department of Transportation bike rack
at the Farley Post Office (and one day Moynihan
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WHERE BUILDING IS AN ART

LETTER FROM TWO PRESIDENTS



Aliotta and Castillo take in the "Buildings = Energy" exhibition

One Busy Year Ends, Another Begins

This year the AIA New York Chapter and Center for Architecture have been filled with energy, unprecedented activity, and, despite the still-languishing economy, optimism for the future. For the first time we celebrated the month of "Archtober," with 35 collaborating organizations and museums. We also hosted our Big Sib colleagues from Atlanta, Boston, Chicago, Dallas, Houston, Los Angeles, Minneapolis, Philadelphia, San Francisco, Seattle, and Washington, DC, for discussions about the AIA's national agenda regarding urban sustainability, active design, and accessibility.

We've expanded our space to include an additional 1,200-square-foot adjacent storefront, which debuted in Archtober with "Smarter Living – The 2,000-Watt Society," an exhibition from Switzerland that spotlighted energy-reduction efforts in Western Europe. Closer to home, the presidential theme exhibition "Buildings = Energy" (on view through January 21, 2012) shows how good planning, siting, construction technology, design, and operations will enable New York to achieve significant energy- and carbon-emissions reduction. It was a big part of the "Design for a Change" theme that resonated through the activities of many Chapter volunteer committees this year.

To fulfill our 2030 energy goals we've initiated two new training programs. "Cracking the Code" is a four-hour course, developed by AIANY and the Urban Green Council and funded by NYSERDA, to address energy code changes and benchmarking requirements important to architects across New York State. Locally, the AIANY Committee on the Environment collaborated with Seattle AIA+2030 and Architecture 2030 in developing "Sustainability by Design," a five-session program that addresses, through case studies, conceptual analysis, and an energy modeling component, the issues that impact the practice of architecture. It has been a particular pleasure to work closely with New York-based national thought leaders Peter J. Arsenault, FAIA, LEED AP, and Dennis Andrejko, FAIA, in developing the course.

This year's orientation to the future also encompassed the "Glimpses: New York/Amsterdam 2040" exhibition, in which young practitioners from

both cities envisioned the way people might live, eat, work, and move in the year 2040. It was extraordinary to hear similar discussions unfold both here at the Center and at our partner AR-CAM, Amsterdam's Architecture Center.

Thinking locally but getting the word out globally also meant taking our energy message to Tokyo, where the triennial congress of the International Union of Architects took place in Rafael Viñoly Architects' spectacular Tokyo International Forum. Participants from around the world discussed the future of cities, and were urged to get involved with planning and advocating for sustainable energy, infrastructure, and transportation development. With the United Nations' prediction that two-thirds of the world's population will be living in cities by 2050, we must invest in our future now. This issue of *Oculus* couldn't be more important and timely: our design of buildings and systems does not stop at the property edge.

I wish to thank the staff of the AIA New York Chapter, who dealt with a frenetic pace of activity, and my good friend and colleague, Joseph J. Aliotta, AIA, LEED AP, who went well beyond the role of President-Elect to advance the advocacy, design excellence, and professional development causes that animate everything we do at the Center and the Chapter.

Margaret O'Donoghue Castillo, AIA, LEED AP
2011 President, AIA New York Chapter

It has been a privilege to work with Margaret Castillo, AIA, LEED AP, during her 2011 presidency, and to follow next year by focusing on the future of the profession with continuing commitment to innovative technologies and high-performance buildings. The 2012 theme "Future Now" will reinforce the concern we all share – that the profession, the city, and the world be transformed for the better by our members' activities, advocacy, and projects. As Margaret has said, the Chapter's success would not be possible without the hard work and creativity of the staff, including Executive Director Rick Bell, FAIA, and Managing Director Cynthia Kracauer, AIA, LEED AP.

Joseph J. Aliotta, AIA, LEED AP
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LETTER FROM THE EDITOR



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Editor making friends with a (fantasy?) transportation mode of the future at *Metropolis* magazine's 30th-anniversary fête: "Horsepower," designed by Sofia Limpantoudi, in an exhibition curated by Kevin O'Callaghan, chair of the 3D design program at the School of Visual Arts.

Hither, Thither, and Jan

Was New York a livable city before *PlaNYC*, the publication of the Greener Greater Buildings Plan, Active Design Guidelines, NYC Street Design Manual (among others) – and Jan Gehl? Of course it was. Is it getting more livable with each added public plaza carved out of traffic lanes, and each added mile of bus rapid transit and bike lanes? Of course it is. Could it be better? Of course. All indications are that the city is moving full steam ahead to make it one of the most sustainable – and user-friendly – urban centers on the planet.

Perhaps that's why I get miffed when I hear grouching that New York City isn't more like Copenhagen or Portland, OR, or Vancouver, which routinely appear on many "Top 10" lists of the most livable cities (granted, NYC shows up on some). It's a bit like comparing apples and oranges – or acorns to watermelons, when one compares the numbers on just about any scale. The three comparative cities all have populations under 600,000; NYC's is nearing 8.2 million. Size matters, too: Copenhagen is 34 square miles; Vancouver, 44.3; Portland, 133.4. NYC? 303.3 square miles – almost 10 times larger than Copenhagen.

Then there's the question of density, which affects zoning, transportation, housing affordability, and space for public amenities and services. New York City has a population density of 27,012 per square mile, according to 2010 census numbers; in Manhattan alone, it's 66,940 people per square mile. (Density per square mile in Copenhagen is 15,581; Vancouver, 13,048; Portland, 4,215.) If, as estimated, the population reaches more than 9 million by 2030, where will we all live? How will we get around?

Take the stats about bike use. In Copenhagen, a whopping 37% of commuters use bikes to get to school or work. In Portland, 6% bike and 5% walk to work, and 15.9% of Vancouverites cycle or walk to work. In NYC, only 0.8% currently commute by bike and 10% walk. Though seemingly paltry by comparison, commuter cycling increased by 26% between 2008 and 2009, and 13% between 2009 and 2010, and bicycle ridership has doubled since

2005, according to the Department of Transportation (DOT). It helps that the city now has about 500 on-street miles of dedicated bike lanes, and the DOT says it is on track to meet a goal of 1,800 bike-lane miles by 2030.

That's a lot of number-crunching. But, in putting together this issue of *Oculus*, we found they were important numbers to take into account. Our lead feature looks at rezoning the city to meet the challenges of population growth and affordable housing (with a touch of Bob Dylan thrown in for good measure). Another examines how some locally undesirable land use (LULU) projects, like parking garages and salt sheds, are no longer LULUs thanks to their architects' deft use of good design that makes them good (and beautiful) neighbors. An examination of the city's approach to the Complete Streets program considers three key transit nodes that illustrate "how the right-of-way can be more than a thoroughfare." And as the city grows, it can learn much from sustainable regional developments. Indeed, as Jan Gehl has said, "We should always remember to observe the human dimension in whatever we do, so that people get happier and happier the more we build, instead of the more we build the unhappier they get..."

"One Block Over" travels to Staten Island where St. George, its municipal hub, is finally seeing the renaissance it has been striving for over many years. "In Print" gives thumbs-up to an Edward Durell Stone biography written by his architect-son, and to an excellent reference guide to architectural conservation practices in Europe and the Americas. Our "102-Year Watch" marvels at the Manhattan Bridge, where the talents of Carrère & Hastings imbued it with "more than superficial design flourishes."

The numbers are promising and, politics willing, the future looks bright for *PlaNYC* 2030 and beyond. Which leaves me truly believing that, with \$2.25 and the E-train, there really is no place like home.

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Center Highlights



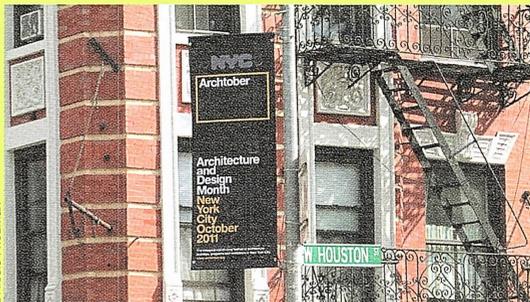
On October 1, hundreds of people filled the Center's galleries for the launch of Archtober and the opening of the "Buildings = Energy" exhibition, curated by Donna Zimmerman and designed by Pure + Applied.

Jerry Maltz, AIA, Chair of the AIANY Design for Aging Committee, was joined for the Archtober 18 calendar "rip" by NYC Councilmember Jessica Lappin and 2011 AIANY President Margaret O'Donoghue Castillo, AIA, LEED AP.

Archtober declared itself on banners around town, including this one on West Houston Street.



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2011 Heritage Ball Honorees and V.I.P.s (l-r): **Silvian Marcus, PE, FASCE**, Chairman, WSP Cantor Seinuk, 2011 Heritage Ball Dinner Committee Chair; **Jaime Endreny**, Executive Director, Center for Architecture Foundation; **Michael J. Strauss**, Vanguard Construction & Development Co., and Center for Architecture Foundation board member; **Leslie Koch**, President, The Trust for Governors Island (Center for Architecture Foundation Award); **Richard Meier, FAIA, FRIBA**, Managing Partner, Richard Meier & Partners Architects (President's Award); **Janette Sadik-Khan**, Commissioner, NYC Department of Transportation (Center for Architecture Award); **Gary Barnett**, President, Extell Development Company (AIA New York Chapter Award); **Margaret O'Donoghue Castillo, AIA, LEED AP**, 2011 President, AIANY; **Anthony Mannarino**, Executive Vice President of Development, Extell Development Company; and **Rick Bell, FAIA**, Executive Director, AIANY.



At November's *Oculus* Book Talk, **Kirsten Sibilia, Assoc. AIA, LEED AP**, AIANY Director of Communications and *Oculus* Committee Chair, introduced Pulitzer Prize-winning critic for the *Chicago Tribune* **Blair Kamin**, who spoke eloquently about his latest book, *Terror and Wonder: Architecture in a Tumultuous Age*.



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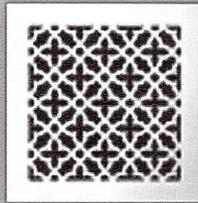
Center for Architecture Foundation

The Center for Architecture Foundation kicked off the launch of Archtober with a free FamilyDay@theCenter and the opening of "Building Connections 2011," the K-12 student design exhibition celebrating its 15th year.

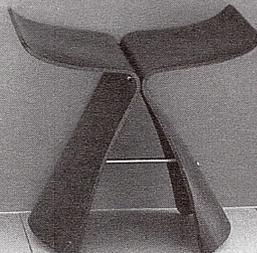
Lower Manhattan Rising: Looking Toward 9/11/2021, a day-long conference at the Center in September, included a panel discussion among (l-r): **Paul Goldberger**, Architecture Critic, *The New Yorker* (moderator); **Michael Arad, AIA**, Partner, Handel Architects; **Daniel Libeskind, AIA**, Principal, Studio Daniel Libeskind; **Craig Dykers, AIA, MNAL**, Snøhetta; and **Bruce Fowle, FAIA, LEED AP**, Senior Partner, FXFOWLE.



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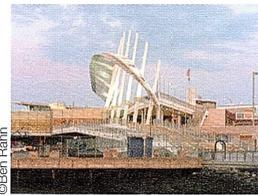
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(far left) The new Staten Island Courthouse, designed by Ennead Architects, will open in 2012.

(left, top) "Postcards," Staten Island's 9/11 Memorial, by Masayuki Sono.

(left, bottom) Staten Island Ferry Terminal, designed by HOK (2005).

(above) One of the stunning restored houses on St. Mark's Place.

St. George Renaissance: This Time, for Real?

Staten Island's municipal hub could finally be on the right track

BY CLAIRE WILSON

It's often said that rumors of the renaissance of St. George, the Staten Island county seat, have been greatly exaggerated. The once-thriving hamlet where the Staten Island Ferry docks has shown signs of renewed life now and again over the past few decades, but each time the effort has sputtered and stalled, leaving it pretty much where it had been.

Stories of the area's lack of vitality leave visitors perplexed. They see the sweeping views of Manhattan and the Verrazano-Narrows Bridge, dramatic hills dotted with restored mansions and handsome Carrère & Hastings public architecture, a poetic 9/11 Memorial, a waterfront promenade, a new ferry terminal, and a baseball stadium that is home to the Staten Island Yankees. Why then do detractors continue to see St. George as a lost cause?

The reasons are many, but that may soon change – finally. The new Staten Island Courthouse, designed by Ennead Architects, will open in 2012 atop a hill once occupied by a dreary municipal parking lot. It will have four "towers of justice" visible from all around the area, and a glass curtain wall to allow morning light inside and provide exhilarating views. "It will be a dramatic experience for the public to see views of the harbor and Verrazano-Narrows Bridge from each floor," says Susan Rodriguez, FAIA, design partner on the project for Ennead. "They are spectacular."

The design also includes a memorial park with an installation by artist Mary Miss, dedicated to the immigrant experience and the dead from the 19th-century quarantine station that once stood on the site. A broad staircase to the main entrance is designed for both building access and congregating in good weather.

Anchoring the landscape at the bottom of the hill is the shining redesigned ferry terminal, whose access roads and pedestrian walkways are nearing completion. Finished in 2005, the terminal was designed by HOK, which turned the existing,

almost windowless, building into a bright glass box with great harbor views. An adjacent former Coast Guard base will likely be the home of the National Lighthouse Museum, and two parcels flanking the baseball stadium are also slated for development. In addition, two residential complexes abandoned during the recession – a gutted waterfront warehouse and a low-rise apartment building – are now headed toward completion.

The hope is that these new projects, particularly the courthouse, will breathe life into the offices and retail in St. George, which has become a dumping ground for the borough's social service agencies and shelters. The retail scene is sad, with little to serve office and government workers let alone the middle-class population living in the historic houses and older apartment buildings.

Parking remains a problem. There is also a serious disconnect between the waterfront and the so-called upland area of the community, as well as among the waterfront parcels themselves. They are a disjointed patchwork of green spaces, parking lots, dangerous industrial parcels, maintenance trailers, and warehouses that could be cleaned up and put to better, safer use.

Theo Dorian, a photographer and president of the St. George Civic Association who lives in a late 19th-century house in the historic district and owns an art gallery near the new courthouse, notes that the long ferry ride to Manhattan can be unappealing, especially if your references are short subway rides to neighborhoods like the East Village or Williamsburg. But the housing is diverse and inexpensive – and subway ride or not – you can't get a restored Victorian in Williamsburg for \$600,000.

"By what logic would anyone prefer to live in a grimy neighborhood than have a mansion?" he muses.

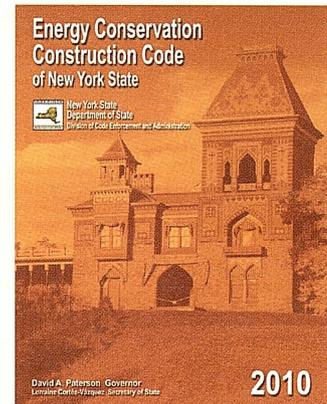
Claire Wilson writes for the *New York Times*.

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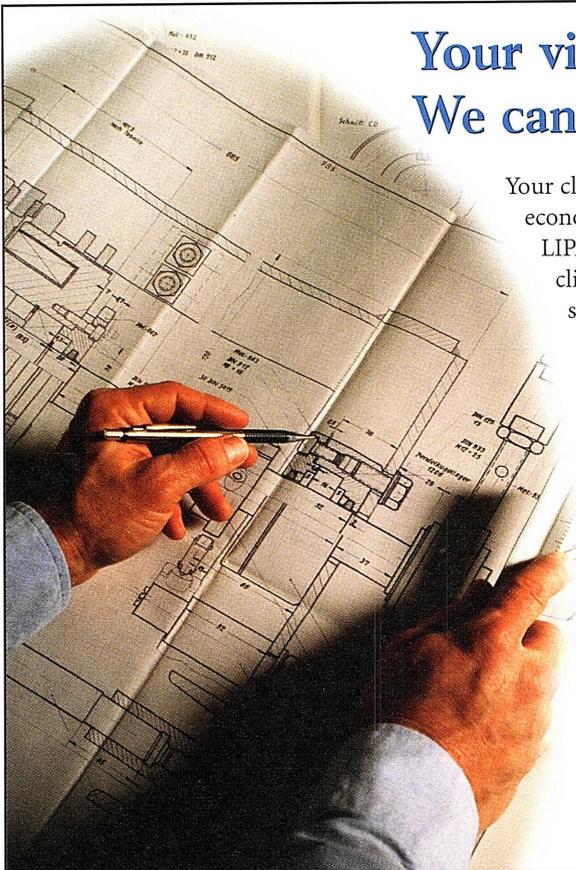
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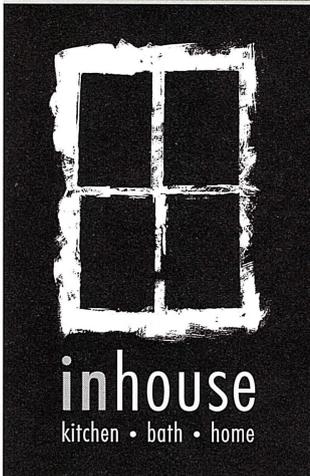
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Architects “Do” Density: How Can They Tie It to Transportation?

BY JAMES S. RUSSELL, FAIA

If you want to know transportation’s future, take a stroll in Riverside Park. Its significance lies not just in its picturesque vignettes and stone-arched bridges. It’s also in the graceful and unobtrusive accommodation of a four-lane highway and the two-track railroad that runs in a tunnel underneath. Architectural engineer Clifton Lloyd, working for infrastructure tsar Robert Moses, designed the park and highway, and buried the rail line (1936). It immeasurably improved Frederick Law Olmsted’s 1880s Riverside Drive. Can this combination of amenity and value be imagined along any recently built highway?

Today the idea that a park and a highway can share the same landscape is anathema in departments of transportation nationwide. Add a water-side bike path? A railroad? Impossible. Of course it’s impossible if we don’t look at what makes such an integration of multiple modes possible and total up the benefits. Architects are well positioned to visualize these possibilities.

The time is right. Cities are succeeding and growing by layering different kinds of transportation – rails, bus rapid transit, streetcars, bike lanes. Here are openings for architects willing to master the intricacies and design such projects so that they fit communities, engaging people rather than alienating them.

Connecting density with transportation should not be rocket science, but it’s surprisingly difficult to do in our region. Because of the way funding and bureaucracies work, projects continue to be conceived in isolation, no matter what the benefits sacrificed. The design of the ill-fated Trans-Hudson Tunnel, besides providing meager passenger accommodations at its Manhattan terminus, barely recognized the presence of Penn Station, a block away.

The integrative nature of Complete Streets, for example, plays to architects’ strengths – not just their ability to weave together pedestrians, bikes, buses, and rails, but the fact that they can create amenity in the process. For all the talk, few truly

“complete” streets have been built in America, and too often they take the form of a painted bike lane and some scruffy shrubbery flopping into a crosswalk. I believe the widespread acceptance of bike lanes in New York – high-profile protests notwithstanding – comes as much from making the street a more civilized place as it does from making biking viable and safe. The Fordham Plaza Reconstruction featured in this issue moves those lessons learned to the bus-rapid-transit stage. The issue also shows how other infrastructure-building agencies have begun to see the potential of architectural design to melt resistance by wary neighborhoods.

There’s another role for architects: lobbying for design leadership at the huge agencies that shape our region. The change in leadership at both the Port Authority of New York and New Jersey and at the Metropolitan Transportation Authority opens up the opportunity to embed planning and design expertise at a more fundamental level. Former PANYNJ Executive Director Chris Ward helped build the Port Authority’s capacity to manage very complex projects after the traumatic and hapless post-9/11 years. With his departure, the agency must learn how to turn the expertise hard-won at the World Trade Center to the extraordinary challenges of the airports and the all-but-moribund Moynihan Station. Similarly, the MTA deserves a stable source of funds for operations and capital maintenance so it can get on with essential strategic planning and more effective use of design.

Historically, architects have been shut out of transportation design. So people will question the role architects can play. When they do, just walk them through Riverside Park.

James S. Russell, FAIA, is the editorial advisor for *Oculus*. He is the architecture critic at *Bloomberg News*. His book, *The Agile City: Building Well-being and Wealth in an Era of Climate Change*, was recently published by Island Press.



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Architecture + Urban Design: Times
Square Reconstruction Project

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Rezoning NYC: The Ultimate Challenge

With anticipated population growth come the issues of affordable housing and proximity to transit

BY JOHN GENDALL

In 1961, 19-year-old Robert Zimmerman drove from his parents' house in Minnesota to New York City, where he would become Bob Dylan. Just weeks before, New York City had passed its most recent Zoning Resolution. The Dylan journey highlights what a different place the city was then. As Dylan would later sing, things have changed. Fifty years later, septuagenarian Dylan is firmly ensconced in music history, doing the county fair circuit. The city, too, has undergone its own metamorphosis, and zoning is at last catching up, creating a tighter fit among transportation, economic engines, and the expansion of social equity.

The journey also highlights a tension in the Zoning Resolution now brewing for 50 years. On arriving in New York, Dylan would pen the lyrics to "Hard Times in New York Town," which say, "If you got a lot o' money you can make yourself merry / If you only got a nickel it's the Staten Island Ferry." Some things don't change. It's one thing to create transit hubs and another to ensure affordability. The great challenge of rezoning the city since 1961 has been to merge these two objectives within the same geography.

Let's do something new

"The 1961 Zoning Resolution grew out of several impulses," explains Jerold Kayden, professor of urban planning and design at the Harvard Graduate School of Design. "One was to create a zoning envelope that would accommodate a new style of building being demanded both by Modernist architects and business. Another was to clean up what had become an unwieldy document. And another came from the post-World War II spirit – let's do something new." But he also points out one of a multitude of changes incorporated into the document: "Inclusionary housing did not exist in 1961."

That zoning did recognize proximity to transit. "The 1961 Zoning Resolution was, in many ways, transit-oriented development," observes Mark Ginsberg, FAIA, founding partner of Curtis + Ginsberg Architects. "When they zoned, they had denser requirements near transit hubs." The waterfront, by and large, was zoned for manufacturing and low-density residential districts.

Malleable by definition, the resolution has always undergone revision to accommodate specific circumstances and adjust priorities. Today, as city officials and urban planners consider the future of zoning, the document is poised to become a 21st-century blueprint for a more sustainable, equitable city.

To accommodate the city's anticipated population growth (to more than 9 million by 2030), the laws of basic geometry dictate that the city's density, somewhere, must increase. This aim becomes all the more challenging when affordability is part of the

equation. The immediate solution would seem to be to ramp up density in existing residential areas, but New York, it turns out, is often victim to the condition that New Yorkers like to dismiss as exclusively suburban: NIMBYism. "When you have neighborhoods adjacent to subways that are built out, they typically do not look kindly to upzoning," says Ginsberg.

"We often hear in the planning process that members of the community would like to see parks and open space and a few nice restaurants near the transit, but they don't want to see high- or even medium-density housing because schools are already crowded," explains Mark Strauss, FAIA, a senior partner at FXFOWLE.

"We're not really a city that's in love with density," says Jerilyn Perine, executive director of Citizens Housing & Planning Council. In 2002, during her tenure as commissioner of the Department of Housing Preservation and Development, she authored Mayor Michael Bloomberg's New Housing Marketplace Plan, the country's most ambitious – and, at \$3 billion for 65,000 units over five years, most well-funded – housing program. The plan was expanded in 2004 by then-HPD Commissioner Shaun Donovan, Hon. AIANY, to 165,000 units over 10 years. "It's part of our cultural identity, but no one says, 'Can I have a super-tall building near me?' You always get a lot of pushback from increasing density." She cites Atlantic Yards in Brooklyn as an example. "Is there a subway line that *doesn't* go through Atlantic Yards?" she says. "But being a transit hub doesn't seem to be an antidote to the resistance around increasing density. A lot of the controversy around Atlantic Yards boils down to people thinking the buildings are too big."

River theme

The next logical frontier would be the former industrial sites that often line the waterfront edges. In 1961, industrial and manufacturing activity still dominated the waterfront. Today's largely post-industrial water edges have proven easy to develop to high density in conjunction with bicycle lanes and green space. "This is one of the longest waterfronts of any city in the world," says Donna Walcavage, FASLA, the director of planning and design at AECOM, "and the Department of City Planning (DCP) is taking its 520 miles of varied shore as an opportunity to redefine it as a place."

The catch, though, according to Ginsberg, is that "most sites where the city has rezoned for residential have been in underutilized manufacturing zones, and these areas don't have great transportation options." City officials, however, point to Hudson Yards, Greenpoint-Williamsburg, and DUMBO as successful implementations of waterfront development well connected to transit.

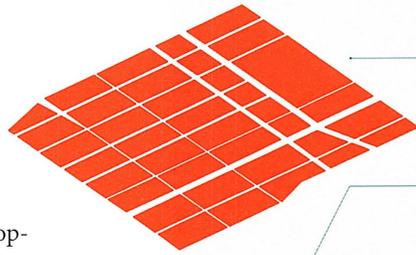
Timeline of New York City Zoning

In 2005 the City Planning Commission approved rezoning for Greenpoint-Williamsburg, and the measure was adopted by the City Council. The DCP forecast the development of 10,000 homes and apartments – one-third of which were to be affordable to low- and moderate-income households – and 3,600 of these have been built. Development activity has been largely focused around the Bedford L-stop. Greenpoint, likewise, is attractive as a real-estate opportunity for many of the right reasons: easy waterfront access, proximity to Manhattan, and a stock of post-industrial spaces that have fueled New York real estate from SoHo in the 1960s to the hipster-driven Williamsburg boom of the 2000s.

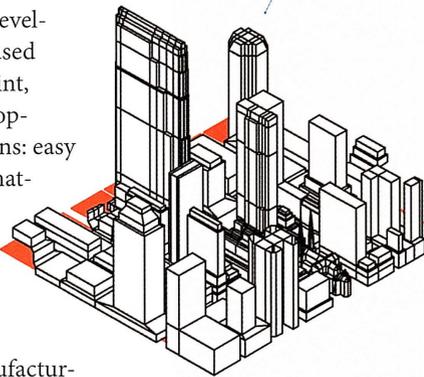
To incorporate these former manufacturing areas into an integrated transit system, the city has avoided new subways because of the prohibitively high cost. “Most of the upcoming changes will happen with buses,” predicts Ginsberg. But pinning mobility to buses may not be enough. As Department of Transportation Commissioner Janette Sadik-Khan said at the Municipal Art Society’s Summit for New York City in October, “We have the largest bus fleet in the country, but the distinction of having the slowest times.” The city’s ambitious Bus Rapid Transit initiative is meant to address that dubious distinction (see “Complete Streets: If Only Mumford Had Lived to See This,” pg. 28).

Slow train coming

“I’ve always thought that with the city’s interest in promoting the waterfront in Brooklyn and Queens, there could have been an opportunity for a light rail line running east of the East River,” explains Strauss, citing the success of the Hudson-Bergen light rail in New Jersey, for which FXFOWLE did the urban design. “You could run a light rail from Long Island City, through Hunters Point, Greenpoint, and Williamsburg along Kent Avenue, through the Navy Yard, and clear

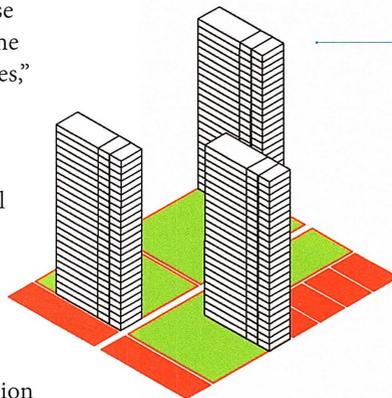


1811 The Commissioner’s Plan of 1811 forecasts the last two centuries of Manhattan development.



1916 The 1916 Zoning Resolution mandates volume restrictions, creating the New York setback.

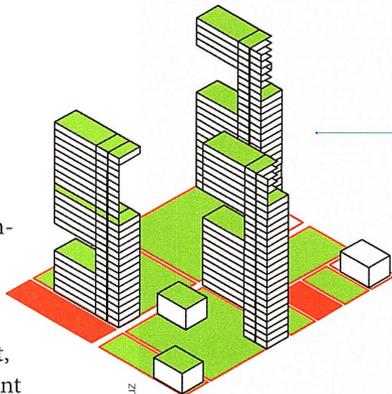
“The auto age and incredible technological leapfrogging which have burst upon us in the past few decades have altered the use and organization of land as profoundly and far more rapidly than did the industrial revolution in the 19th century. Witness shopping centers, supermarkets, horizontal factories and industrial parks, jetports, rooftop heliports, large-scale residential projects, and the space-covering and space-consuming private passenger car. The 1916 resolution was swept and tossed by this accelerating current of change despite the improvised amendments we piled on in a desperate attempt to maintain control.” —James Felt, City Planning Commission Chairman, 1960



1961 The Zoning Resolution of 1961 was a product of its time. Towers-in-the-park dominated urban design discourse, and the Age of the Automobile steered transportation policy. Along the way, the resolution has taken on new ambitions, including changing land use needs, inclusionary housing, and new approaches to urban design.

New York City population is 7,783,314 residents. Robert F. Wagner, Jr., is the mayor of New York.

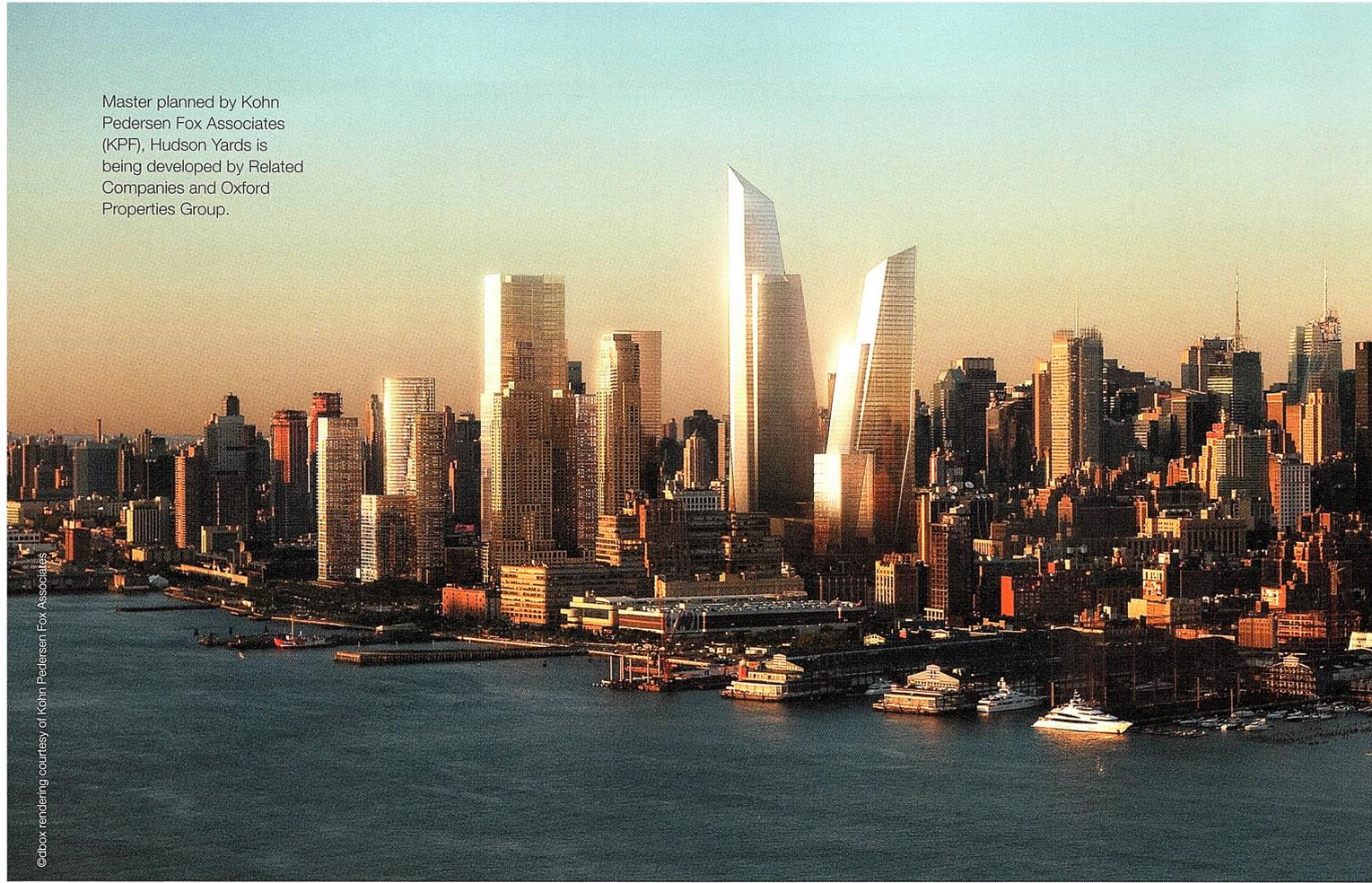
Eero Saarinen dies. Le Corbusier receives the AIA Gold Medal. Bob Dylan moves to New York City. The price of admission at MoMA goes from 95¢ to \$1.



2011 Now, as city officials, architects, and academics look to the next 50 years, they consider ways to make the city more equitable, sustainable, and competitive while allowing for new architectural styles.

New York City population is 8,175,133 residents.

Master planned by Kohn Pedersen Fox Associates (KPF), Hudson Yards is being developed by Related Companies and Oxford Properties Group.



©dbox rendering courtesy of Kohn Pedersen Fox Associates

out to the Verrazano-Narrows Bridge.” Along the way, Strauss figures, the rail would integrate different transit systems, linking rail, bus, and ferry across multiple boroughs.

This light rail concept would provide a valuable north-south link through Queens and Brooklyn, which, unlike the G-train, would service the important waterfront zone. Indeed, it would first generate much of the development that it would then later service. “When you build transit in the New York City region, it’s always a catalyst in a big way,” says Strauss.

“Hudson Yards,” he adds, “is a poster child for this.” There, in a model of transportation-driven urban design, master planned by Kohn Pedersen Fox Associates, the extension of the No. 7 line will be positioned to catalyze 24 million square feet of new office space, 13,500 units of housing, and 12 acres of public open space (designed by Michael van Valkenburgh and Associates). Notably, the project carries with it the capacity for 4,000 units of affordable housing, too, the product of a zoning overhaul. “To its credit, the city took the lead on Hudson Yards,” explains Ginsberg. Not only did it front money, it undertook an ambitious and comprehensive rezoning, enabling the kind of density, diversity of uses, and inclusionary housing to transform the former industrial site.

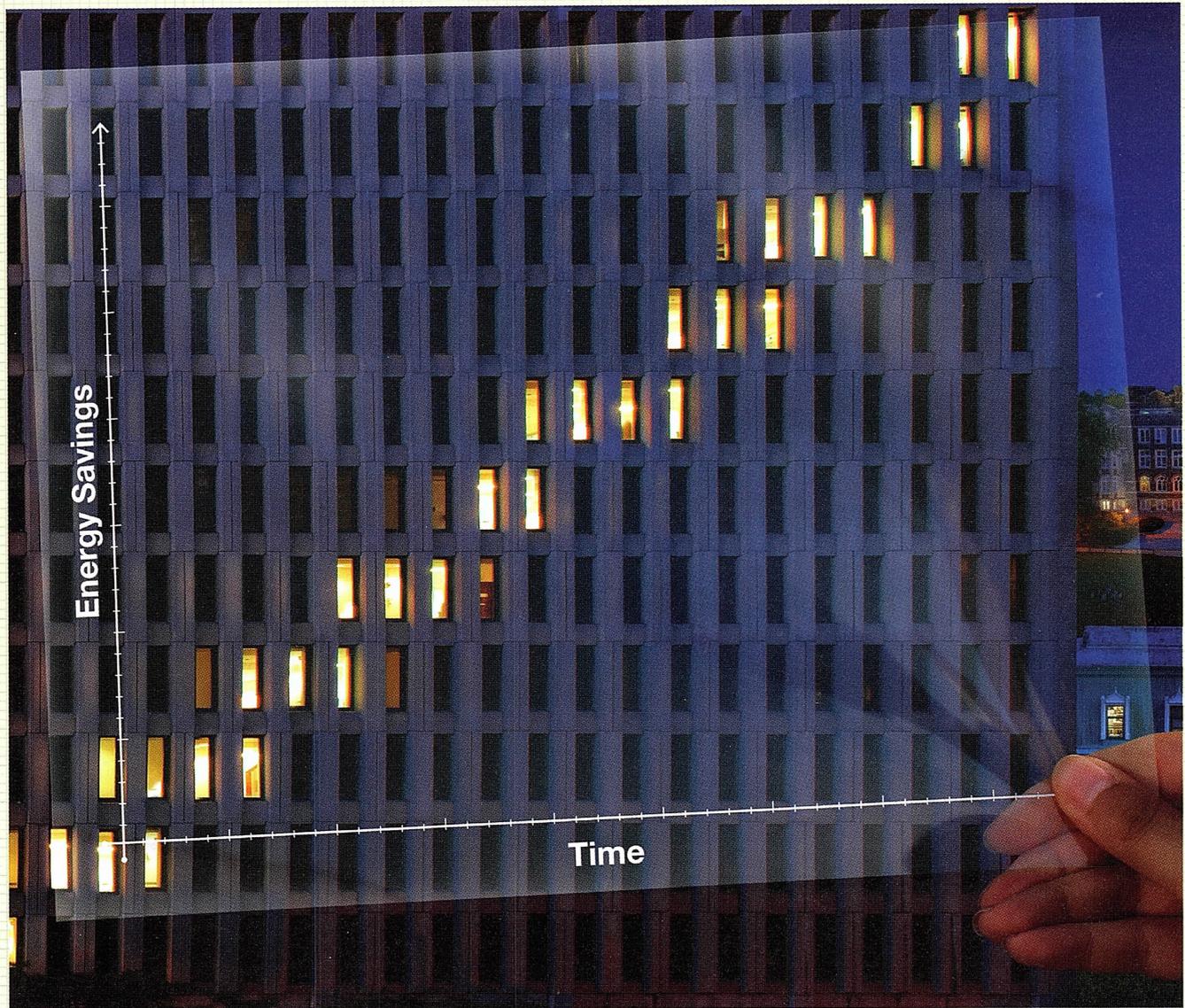
For all the challenges, New York remains the American exemplar for transportation-driven growth, with an administration and departments of planning and transportation committed to smart growth and affordability. “The relationship between transit and housing is a huge issue nationwide,” explains Paul Freitag, director of development at Jonathan Rose Companies.

“In most places, affordability means thinking not just about rent, but also about transportation, since transportation costs can be exceedingly high.” New York, though, comes with an impressive transportation system already in place. According to the DCP, 87% of new residential permits have been within a 10-minute walk of a subway. “We are really lucky,” says Freitag, “because of our built-in transportation system. We can think of the entire city as a smart-growth region.”

Like so much of New York City history, from the Commissioner’s Plan of 1811, to the Zoning Resolution of 1916, and, later, of 1961, these planning documents become vast repositories of potential energy, imagining what the city can become. “We’re looking forward to the future of zoning,” Harvard’s Kayden said at the November conference, “Zoning the City,” which he co-chaired with DCP Commissioner Amanda M. Burden, FAICP, Hon. AIANY. “One possibility is to create a more equitable city, with inclusionary housing, proximity to workplaces with a variety of jobs, and the integration of education to help locate schools,” he says. “The city can be all about offering equitable access to opportunities to those who might have less.”

Challenges remain, to be sure, but owing to the resolution’s past successes and resilience, New Yorkers have reason to be optimistic for thoughtful growth in the next 50 years – or, as Dylan says, we can “stake the future on a hell of a past.” ■

John Gendall is a New York-based architecture writer, contributing to *Architect* and *The Architect’s Newspaper*, and an educator at Pratt Institute and Parsons The New School for Design.



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From NIMBY to YIMBY

Architects use practical, unexpectedly beautiful designs to turn locally undesirable projects into good neighbors

BY LISA DELGADO

As NYC's population rises, its civic infrastructure needs to keep pace with residents' escalating needs. Sometimes new or expanded facilities become necessary to provide services that benefit the wider city population. Certain kinds of infrastructure projects tend to attract vocal NIMBY resistance, though, due to fear of noise, traffic, pollution, lowered property values, or other issues. The prospect of a new garage, sewage treatment plant, or center for the homeless is unlikely to stir warm feelings in the neighbors. There's an acronym that applies to such projects: LULUs (locally undesirable land uses).

Good design, however, can help make such facilities more appealing. In some cases, so-called LULUs can actually turn out to be community assets rather than liabilities, as shown by recent architecture projects fostered by Mayor Michael Bloomberg's Design and Construction Excellence (D+CE) program or other city government support.

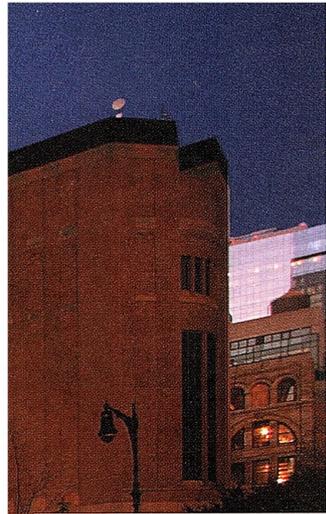
Sanitation garage: "functional yet attractive"

Dattner Architects and WXY Architecture + Urban Design tackled a controversial project that involved designing a new garage for garbage trucks and a salt shed near the corner of West Street and Spring Street in West SoHo. During the planning stages, the new Manhattan 1/2/5 Garage (so named because it will house garbage trucks for Districts 1, 2, and 5) and the salt shed sparked fierce community opposition, including from celebrities such as musician/artist Laurie Anderson and actor James Gandolfini. Some opponents even launched a lawsuit to

stop the project, though the suit was defeated in early 2011. The garage is currently under construction and, along with the salt shed, will probably be completed in early 2014. The new structures are part of the D+CE program, managed by the Department of Design + Construction (DDC).

The new 425,000-square-foot garage will replace a smaller Manhattan 1 Garage nearby, as well as Manhattan 2 and 5 garages further uptown, which needed to make way for more park space in accordance with the Hudson River Park Act, according to Daniel Klein, the NYC Department of Sanitation's director of real estate. The prospect of the new, larger garage sparked local concern about noise, traffic, odors, and blocked views from nearby buildings, such as the Urban Glass House, Klein says.

However, the new garage is designed to better shield the neighborhood from the trucks than the existing Manhattan 1 Garage, according to Project Principal Paul Bauer, AIA, LEED AP, of Dattner Architects. "Residential development in Tribeca has exploded over the past couple of decades," says Bauer. "To serve those residents, the fleet of trucks has expanded beyond the capacity of the existing garage, so they are parking on West and Washington Streets." By contrast, the new garage will be spacious enough to fit all the trucks in an enclosed structure, which "filters the air and shields the sight and sounds of the trucks," says Design Principal Richard Dattner, FAIA. Moreover, the 120-foot-high building is no taller than other structures in the area and won't stick out on the skyline.



Dattner Architects/WXY
Architecture + Urban Design:
Manhattan 1/2/5 Garage and
salt shed in West SoHo.

Project Credits

PROJECT: Manhattan 1/2/5
Garage and Salt Shed

CLIENT: NYC Department of
Sanitation, Special Projects
Division; NYC Department of
Design + Construction

LEAD ARCHITECT:
Dattner Architects

DESIGN TEAM: Richard Dattner,
FAIA, Paul Bauer, AIA, LEED
AP, Ruth Dresdner, AIA,
Joon Cho, AIA, Jay Chokshi,
LEED AP, Michael Daniels,
AIA, Eric Epstein, AIA, LEED
AP, Eugene Kwak, LEED AP,
Boris Lakhman, RA, Daniella
LaRocca, RA, Annie Ledbury,
LEED AP, David Levine, AIA,
LEED AP, Hanson Liu, LEED
AP, Gia Mainiero, AIA, LEED
AP, Brian Nesin, AIA, LEED
AP, Khan Shibly, Matthew
Thomas, AIA

ASSOCIATED ARCHITECT:
WXY Architecture + Urban
Design

DESIGN TEAM: Claire Weisz,
AIA, Mark Yoes, AIA, LEED
AP, Chris Kupski, RA, Iva
Filipovic, RA

STRUCTURAL ENGINEER:
Klein and Hoffman, Inc.

MEP/CIVIL ENGINEER:
Greeley and Hansen

COMMISSIONING: Horizon
Engineering Associates

VEHICULAR CIRCULATION:
Phillip Habib & Associates

GEOTECHNICAL ENGINEER:
Langan Engineering &
Environmental Services

SURVEYOR: Maitra Associates

LIGHTING DESIGN: Domingo
Gonzalez Associates

ARCHITECTURAL

SPECIFICATIONS:
Robert Schwartz Associates

ARCHITECTURAL CONCRETE
CONSULTANT: Reginald Hough,
FAIA / Terra Tech Associates

COST ESTIMATING:
JC Estimating

Aesthetics are important, too, for sanitation buildings like this one. “A sanitation garage doesn’t have to look like a dump,” Klein says, adding that the department’s goal is for new buildings to be “functional yet attractive.” Heightening the stakes is the fact that the garage and salt shed are in a prominent location, since they are highly visible to motorists heading to the Holland Tunnel.

The garage is designed to be sustainable and visually pleasing in a way that fits into its predominantly industrial neighborhood. It’s conceived as a kind of “industrial machine,” Dattner says. A high-tech system of aluminum louvers contributes to the building’s sustainability and visual identity. Some of the perforated louvers are programmed to move in response to the changing position of the sun throughout the day, over the changing seasons. Their movement shields the glass curtain wall from heat gain while allowing as much natural light as possible inside. “It will be one of the first buildings in New York where the exterior membrane responds to the environment and moves,” Dattner remarks.

The louvers also add visual flair to the building’s boxy design. They create a “variegated, very interesting façade, which will look different in every light, every time of day, and every season,” Dattner says. A green roof and an active-design communicating stairwell are other eco-friendly features of the design, which aims to be LEED Silver and might reach Gold.

The green roof will boost the building’s beauty, too, when seen from above. In case more residential towers go up nearby, the architects treated the roof like “a fifth façade,” so “looking out your window, you would see something pleasing to the eye,” Bauer says.

Salt shed: eye-catching design

The 6,300-square-foot shed across the street, which will store salt used on icy streets, will take a more whimsical form, with angled concrete walls designed to evoke the shape of a salt crystal. The salt shed won a 2010 Public Design Commission Award for Excellence in Design. “Our hope is that the salt shed’s sculptural shape elevates the function itself into people’s consciousness,” says Claire Weisz, AIA, principal of WXY Architecture + Urban Design.

Community opposition has faded over time, thanks in part to the design’s responsiveness to neighborhood concerns. It will take time, though, for the benefits to really hit home, since the designs won’t be completed for a while; in the meantime, there will be the inconvenience of

construction. “Once it goes into operation and the community realizes this is actually a benefit to the neighborhood, that will be the most successful outcome,” Bauer says.

Further in the future, the buildings could become highly visible for streams of pedestrians heading toward the waterfront, says Signe Nielsen, FASLA, of Mathews Nielsen, who was on the Public Design Commission when the salt shed design was being considered. Nielsen has an eye on potential future changes in the area, since her landscape architecture and urban design firm is working on the Hudson Square Streetscape Improvement Plan, a project to improve the streetscape of the nearby Hudson Square business improvement district (BID) east of the salt shed and garage. The BID is currently zoned for manufacturing and commercial use, but if proposed rezoning passes, residential, cultural, and educational uses will be allowed, too. In that case, the BID hopes to bill the area as a waterfront community, Nielsen says.

New residents would probably walk along Spring Street to get to Hudson River Park, especially if new proposed pedestrian crossings are added right near the salt shed or garage. If that happens, Nielsen says, “it is going to become a very prominent structure in the life of anyone going to the waterfront from Hudson Square.” Fortunately, the Public Design Commission and others involved in the project gave careful consideration to the pedestrian streetscape in front of the buildings, including wide sidewalks and street trees.

Public garage: inspired façade

Meanwhile, on the Lower East Side, another project is giving an outdated, dowdy garage a dose of glamour. For the Department of Transportation, Michielli + Wyetzner Architects designed the rehabilitation of a public parking garage that has façades on Essex and Ludlow Streets, near Delancey. The project is part of the city’s D+CE program, and Michielli + Wyetzner’s design won a 2010 Public Design Commission award.

The late 1960s garage had been falling into disrepair, with structural damage and a façade with a concrete screen that allows in some light and air but is “brutal and solid when you look at it at an oblique angle,” says Frank Michielli, AIA, LEED AP, a partner at the firm. The renovation includes repairing structural damage and renovating some interior spaces, but its most striking design flourish is the new façade. It features overlapping rows of stainless steel-coated cables that create a moiré pattern that shifts when viewed from different

angles, as pedestrians and motorists pass by. The playful visual effect was inspired by Op Art, while the woven cable design is a nod to the neighborhood's history as a garment district.

The 132,780-square-foot building's makeover, likely to be completed in 2013, will keep the 360-car garage from becoming an outdated eyesore. The neighborhood is up-and-coming, with bustling nightlife and some notable architecture projects, such as Bernard Tschumi Architects' BLUE residential tower, Michielli explains.

Bogdan Pestka, assistant commissioner for the DDC, praises the façade design for its lively appearance, openness (promoting good ventilation), originality, and inexpensiveness. The airy, glimmering mesh of cables will make the building "less oppressive than a typical parking garage and

Project Credits

PROJECT: Delancey and Essex Municipal Parking Garage Renovation

CLIENT: NYC Department of Design + Construction; NYC Department of Transportation

ARCHITECT: Michielli + Wyetzner Architects

DESIGN TEAM: Frank Michielli, AIA, LEED AP, Michael Wyetzner, AIA, LEED AP, Jason Pogorzala, Kotting Luo, Rebecca Arcaro, Elena Hasbun

STRUCTURAL ENGINEER: Engineering Group Associates

MECHANICAL ENGINEER: ME Engineers

LIGHTING DESIGNER: Tillotson Design Associates

add to the diverse palette of existing buildings," he says. Projects like this show that even garages can be good-looking and, in fact, some are becoming "icons of architecture," he adds.

Homeless center: now a good neighbor

Certain social-services buildings, such as facilities for the homeless, might also be considered LULUs, since the stigma associated with the clientele sometimes means that neighbors don't welcome their presence. However, Ennead Architects designed a new intake center for homeless families, known as Prevention Assistance and Temporary Housing (PATH), to be as attractive and positive a presence as possible in its Bronx neighborhood. Open since May 2011, the 76,823-square-foot building replaces a much smaller facility on the



(left) Michielli + Wyetzner Architects: Delancey and Essex Municipal Parking Garage.

(right) Ennead Architects: Prevention Assistance and Temporary Housing (PATH).

Project Credits

PROJECT: Department of Homeless Services, Prevention Assistance and Temporary Housing (PATH)

CLIENT: NYC Department of Design + Construction; NYC Department of Homeless Services

ARCHITECT: Ennead Architects

DESIGN TEAM: Todd Schliemann, FAIA, Timothy Hartung, FAIA, V. Guy Maxwell, AIA, LEED AP, Steven Chang, AIA, LEED AP, Wm. Jack Phillips, AIA, Charmian Place, Gary Anderson AIA, Anthony Guaraldo, LEED AP, Ryan Meeke, Todd Van Varick, Zubair Kazi, LEED AP, Carlyle Fraser, Lloyd, DesBrisay, AIA, Setu Shah, Elisa Niemack, Frank de Santis

STRUCTURAL ENGINEER: Robert Silman Associates

MEP ENGINEER: WSP Flack + Kurtz

CIVIL/GEOTECHNICAL ENGINEER: Langan Engineering & Environmental Services

LIGHTING: Brandston Partnership

ELEVATOR: IROS Elevator Design Services

SPECIFICATIONS: Robert Schwartz & Associates

ACOUSTICS/AV/TELECOM: Shen Milsom & Wilke

EXPEDITER: Design 2147

GRAPHICS/SIGNAGE: Pentagram Design

LIFE SAFETY CODE: Hughes Associates

SECURITY: Ducibella Venter & Santore Associates

COST ESTIMATING: M.T. Peters & Associates

SUSTAINABLE DESIGN: Viridian Energy & Environmental

FAÇADE MAINTENANCE: Entek Engineering

ARTIST: Lane Twitchell

GENERAL CONTRACTOR: Calcedo Construction Corporation

CONSTRUCTION MANAGER: The LiRo Group



©Jeff Goldberg/Esto for Ennead Architects

same site, the Emergency Assistance Unit, which was notoriously inefficient and woefully inadequate to serve the number of families that used it. Ennead's commission was an early project in the D+CE program, according to V. Guy Maxwell, an associate partner at Ennead.

"There was a lot of overcrowding in the previous building, and that definitely had an impact on the neighborhood," Maxwell says. "The new building has multiple waiting rooms, both large and small, so clients have plenty of comfortable places to wait while they're being seen." The building is also designed for efficient circulation, with separate entry and exit doors on different levels at opposite ends of the site, to facilitate the flow of families into and out of the building. Awash in natural light, the interiors are designed to create an atmosphere that's soothing but not sterile. Varied uses of color and artwork adorning the walls make the spaces feel warm and welcoming for kids and adults.

The new façade features vibrant color, too. Unlike the bland brick façade of the old building, the

new one is designed with multiple materials that reflect the architectural contexts of the surroundings. Red-hued terra-cotta evokes the look of local brick residential buildings, while zinc panels reference the use of metal in industrial buildings nearby, says Todd Schliemann, FAIA, a partner at Ennead. "The kind of mosaic use of materials was to create an active façade that would be interesting, new, and forward-thinking," he says, producing "a brighter, non-institutional identity for the PATH." It could be seen as symbolizing "the mosaic of New York and all the different cultures and people that come together."

Projects like these can serve as inspiration for any architect facing the challenge of transforming a LULU into a desirable neighborhood presence. It is possible to turn any NIMBY into a YIMBY. ■

Lisa Delgado is a freelance journalist who has written for *e-Oculus*, *The Architect's Newspaper*, *Architectural Record*, *Blueprint*, and *Wired*, among other publications.

Complete Streets: If Only Mumford Had Lived to See This

As Complete Streets gains institutional traction, three key nodes in NYC's transit network illustrate how the right-of-way can be more than a thoroughfare

BY BILL MILLARD

Lewis Mumford probably said it best in *My Works and Days* (1979): “Forget the damned motor car and build the cities for lovers and friends.” Through the 20th century most of the U.S. ignored him, building for motorists and letting everyone else be...well, maybe not damned, but choked, run down, intimidated, and excluded. Wherever the historical pendulum has swung too far toward automobility, lovers of walking and friends of urbanity have lamented the effects on the quality of life.

It's taken awhile, but cities are recognizing Mumford's pre-scientific and giving that pendulum a healthy shove in the other direction by means of built forms, spaces, design standards, and public policy. Complete Streets, a philosophy embedded in PlaNYC 2030 and written into New York State law last August, returns the public right-of-way to the whole public for movement, social life, informal commerce, and free expression. “All public spaces, especially ones that are plazas and don't have cars driving through them, are a field for democratic activity, an expression of what is shared between us,” says WXY Architecture + Urban Design Principal Claire Weisz, AIA.

New designs that reclaim civic space, notes Department of Transportation (DOT) Commissioner Janette Sadiq-Khan, also boost local economic development, strengthening a city's workforce appeal. “Capital these days can go anywhere,” she says. “Jobs go anywhere. And so it really is a competitiveness strategy, an investment program that maximizes the quality of life in cities, and that means having a holistic approach to the streets.”

This sensibility reflects a long-brewing convergence of ideas, interests, and discoveries (see sidebar, pg. 29). Despite noisy naysaying, the Complete Streets movement is more than a mayoral obsession or an upscale recreational indulgence. It has earned its momentum.

It's for everybody

Since 2006, the DOT has created 280 miles of bike lanes, which also benefit pedestrians by slowing vehicles down. A 2010 DOT study credited the bike lanes with a 40% reduction in “KSI crashes” (indicating accidents in which pedestrians were killed or severely injured). A coalition of medical professionals co-signed a letter commending the administration for programs that reduce accidents, obesity, and asthma: pedestrian plazas, Safe Routes to School, Safe Streets for Seniors, Summer Streets, greenways, and car-free hours in parks. “The city's policies are

saving lives,” says Kate Slevin, executive director of the Tri-State Transportation Council (TSTC). “And that should be taken very seriously by everyone critiquing the agency.”

Complete Streets originated among cycling supporters, but it has expanded far beyond bikes. It conceives the public right-of-way as a space that welcomes all users – pedestrians, cyclists, seniors, children, transit riders, and the differently abled – not just motorists. It means optimizing diverse street functions: stormwater drainage, thermal control, public gatherings. The most complete streets incorporate green infrastructure, multi-modal transport, and pedestrian space.

In some sites, inexpensive tweaks with paint, signage, seating, pedestrian islands, bus-boarder bulbouts, and traffic-calming bumps or chicanes bring beneficial changes. These adjustments shift space-use patterns away from favoritism toward the cars and respect occupants who aren't interested in speed. “Seating is a very important part of active design,” notes Weisz, whose firm's flexibly contoured “zipper” benches appear at downtown's New Amsterdam Plein and Pavilion and will soon be installed at Astor Place. “People will go outdoors if they have a target.”

The full expression of Complete Streets, however, goes beyond right-of-way and reflects planning on a community-wide, regional, or higher level. “The underlying philosophy is managing mobility in all its forms,” says Rob Lane, senior fellow for urban design at the Regional Planning Association. “You can't separate what happens in the street from larger land-use patterns.” The critical points for encouraging density and green design are the mode-transfer sites, he says, “a whole nested series of connections, from high-speed rail to regional rail to subways and buses to express buses to biking.” Much of Lane's work focuses on the outer boroughs and suburbs, sites of high population and employment growth over the past decade. “Tri-State gets some credit for this,” he notes: Complete Streets thinking “has filtered into the culture at the county- and town-planning levels.”

Times Square: function and flash in the big bowtie

At the “Crossroads of the World” between 42nd and 47th Streets, design changes have translated the slogan “think globally, act locally” into tangible forms. Pedestrianization, Sadiq-Khan observes, not only created a safe space but stimulated commerce. “When we put Complete Streets down, it is good



for business,” she says. “Two years ago nobody thought of Times Square as one of the top retail locations in the world. Now it’s one of the top 10 on the planet.”

This project (Green Light for Midtown, also adding plaza space to Herald Square) builds on a decade’s worth of design upgrades, says DOT Assistant Commissioner Andrew Wiley-Schwartz, including sidewalk-widening and traffic reorganization. Traffic analysis in January 2010 confirmed that removing complex intersections from the grid – treating plazas and through streets as distinct symbiotic levels within a larger system – would improve overall flow. More avenues saw gains in speed than losses, pedestrian volumes rose, and safety improvements were dramatic, with injuries to motorists and passengers dropping 63% and pedestrian injuries 35%. The Times Square Alliance reports both rising worker approval of the area and doubling retail rent. Making this permanent begins around fall 2012.

Times Square’s bowtie is one of the most daunting public-space design challenges on Earth – 375,000 people walk through it daily, and 125,000 work there. Moreover, since the change, adds Joseph Sopiak, RLA, senior design liaison at the Department of Design + Construction, the area each year hosts 365 events (product promotions, broadcasts, performances). “The design needed to be extremely flexible,” says Wiley-Schwartz. “We couldn’t put a lot of fixed objects in the design, and we wanted to make sure programming was the key driver.” Green Light’s next phase will implement a Snøhetta design including polished-concrete benches and pavers studded with nickel-sized stainless-steel plugs. Both features are sturdy and plain but reflective under billboard light. “Our

Snøhetta/Mathews Nielsen/
WXY Architecture + Urban
Design: Times Square
Reconstruction Project

Project Credits

PROJECT: Times Square
Reconstruction Project
PRIME CONSULTANT:
Snøhetta
LANDSCAPE ARCHITECT:
Mathews Nielsen
URBAN DESIGN: WXY
Architecture + Urban
Design
INDUSTRIAL DESIGN:
Billings Jackson Design
SIGNAGE & WAYFINDING:
Pure + Applied
STRUCTURAL ENGINEER:
Buro Happold
CIVIL ENGINEER:
Weidlinger Associates
ELECTRICAL ENGINEER:
Wesler Cohen
EVENT INFRASTRUCTURE
PLANNING: Bexel
SECURITY:
Ducibella Venter & Santore
COST ESTIMATING:
Davis Langdon
SURVEYING: Tectonic

Some milestones in the progress of Complete Streets

- 1987** Jan Gehl’s *Life Between Buildings*, the first of his urban-design manifestos, first appears in English
- 1996** Parks Department launches Greenstreets program
- 1997** Departments of City Planning (DCP) and Transportation (DOT) release Bicycle Master Plan
- 1999** Entrepreneur Mark Gorton founds Open Plans, the non-profit organization behind Streetsfilms, Streetsblog, and related projects that work with the Tri-State Transportation Council, Project for Public Spaces, Transportation Alternatives, and other civic groups
- 2003** Barbara McCann of America Bikes (now executive director of the National Complete Streets Coalition) first suggests replacing term “routine accommodation” with “complete streets”
- 2004** DOT, under Commissioner Iris Weinsall, issues Downtown Brooklyn Traffic Calming Report
- 2007** Weinsall’s successor, Janette Sadik-Khan, and DCP Commissioner Amanda Burden, Hon. AIANY, tour Copenhagen with Gehl, experience that city’s bike-friendly spaces directly, then bring Gehl on board as a consultant
- 2008** Parking-protected Class I (physically separated) bike lane turns a stretch of Chelsea’s Ninth Avenue into a Complete Street, the pilot for redesigns on Eighth, Second, First, and beyond
- 2009** Green Light for Midtown program: Broadway’s Times Square segments first go car-free
- 2009** DOT’s revised Street Design Manual hardwires greener infrastructure into specific construction standards
- 2011** National Association of City Transportation Officials releases Urban Bikeway Design Guide, clarifying required, recommended, and optional best practices for engineers and planners nationwide

objective is to create a ground plane that doesn't compete with LED fireworks up above," says Sopiak. "It's a yin-yang to the feel of Times Square."

Fordham Road and Plaza:

bang-for-buck buses and a happier hub

DOT and NYC Transit piloted Select Bus Service (SBS), the local version of Bus Rapid Transit, on the Bronx's central commercial corridor. "The Fordham Road SBS project was about demonstrating that if you spend a little money and the city and MTA work together, you could get good outcomes," says Ted Orosz, director of Long Range Bus Planning for MTA NYC Transit. For about \$9 million on street work and equipment over its nine-mile route, Fordham Road's Bx12 line has sped up by 20% while increasing ridership and rider-satisfaction ratings. Its dedicated lanes pave the way for adding SBS to the First/Second Avenue corridor, 34th Street, Brooklyn's Nostrand and Rogers Avenues, and Staten Island's Hylan Boulevard, plus 18 more routes planned for Phase II.

Site selection and planning to suit local needs required more than 40 public meetings. Merchants' fears about loss of parking proved unfounded: studies showed that fewer than 10% of Fordham Road shoppers came by car. Alternateside delivery time windows resolved one objection: "You can say to merchants, 'You don't need parking,' but you can't tell them, 'You can't get deliveries.'" Not all features, however, are feasible here. "It's very challenging to incorporate a good busway

Project Credits

PROJECT:
Fordham Road and Plaza
SCHEMATIC DESIGN:
ARCHITECT/URBAN DESIGN:
Grimshaw Architects
LANDSCAPE ARCHITECT/URBAN DESIGN:
Mathews Nielsen
STRUCTURAL & BRIDGE ENGINEER:
Buro Happold
COST CONSULTANT:
Faithful+Gould
TRAFFIC ENGINEER:
Philip Habib & Associates
SITE & CIVIL ENGINEER:
Langan Engineering
IDENTITY & SIGNAGE:
Pentagram
CONCEPTUAL MASTER PLAN: ARCHITECT/URBAN DESIGN:
WXY Architecture + Urban Design
TRANSPORTATION PLANNER:
Sam Schwartz Engineering
ECONOMIC ANALYST:
Economics Research Associates
CIVIL & STRUCTURAL ENGINEER:
MG McLaren Engineering
LIGHTING DESIGN:
Leni Schwendinger Light Projects
COST CONSULTANT:
VJ Associates, Inc. of Suffolk
COMMUNITY OUTREACH:
R Weber Consulting;
Benjamin Grant
LANDSCAPE ARCHITECTURE:
Kathleen John Alder

Grimshaw Architects/
Mathews Nielsen: Conceptual design for Fordham Plaza

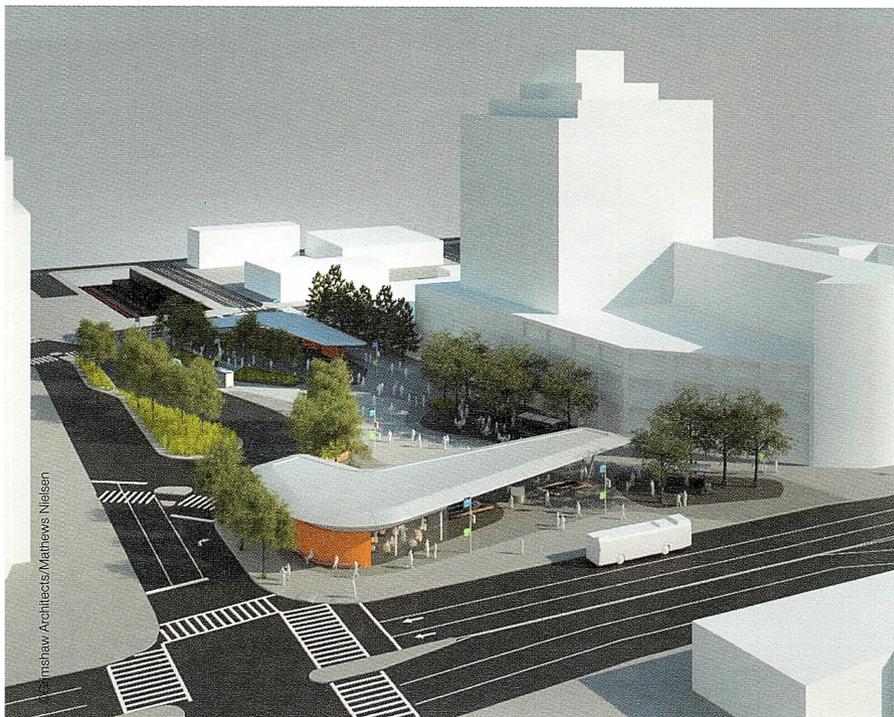
and bike lane in the same street," Orosz notes, and two-way traffic precludes the opposite-side design (bus and bike lanes on opposite sides of the street) later used on First and Second Avenues, the city's most complete to date.

At Fordham Transit Plaza, the bus/Metro-North transfer site between the business improvement district and Fordham University, a federal TIGER II grant is helping the city improve pedestrian conditions, bus performance, and environmental quality. With the Economic Development Corporation and DOT as clients, WXY developed a conceptual master plan, which passed to a Grimshaw/Mathews Nielsen team for schematic design. Greg Leonard, RLA, an associate at Mathews Nielsen, describes Fordham Plaza as a cut-and-cover bridge above the Metro-North tracks, "a major multimodal interchange visited by almost as many people as Herald Square," and a connection between the North and South Bronx. "We wanted to bring that green character down into the plaza."

Fordham Plaza is the fourth busiest Metro-North station, and its buses serve 30,000 riders daily. But the space is dysfunctional, with severe congestion for pedestrians, buses, and cars; Crash-Stat marks Fordham and Webster as the borough's highest-risk intersection. After the redesign, Third Avenue above 189th Street will become bus-only, moving boarding points to a loop around a bioretention island; a broad canopy by Grimshaw replaces a Postmodern-pastiche entryway to offer shelter and light. The landscaped plaza removes pedestrian pinch points. A greenmarket will be separated from idling buses and exhaust; a better-lit, wider, more visible train entrance will attract more passengers, reducing risky jaywalking. Roadway work begins this spring to improve circulation and connectivity for this resurgent borough. "This is a real test to see how much energy that goes into Manhattan-centric projects translates into the heart of the Bronx," Leonard notes.

Astor Place/Cooper Square: ancient trails and bioswales

Once called "crossroads of three nations" by the Lenape, Astor Place now harbors students, tourists, and skateboard punks. Its visual identity is confused: over-paved relative to its vehicular volume, short on shade in its busiest pedestrian areas (while Cooper Square's nearby green space is only sparsely occupied), poorly drained, and overshadowed since 2004 by the acontextual "Sculpture for Living" condo tower. With Cooper Union's Foundation Building now joined by Morphosis's Academic Building at 41 Cooper and a Fumihiko



Grimshaw Architects/Mathews Nielsen



Maki mixed-use building going up at 51 Astor around 2013, the area is ready for decade-long plans to move forward.

WXY's Weisz notes that city parks and streets have vital functions in stormwater management, and Astor Place can benefit from a better balance between hardscape and natural features: bioswales, ground cover, oak and sweetgum trees. The redesign converts the areas above and below the Foundation Building into a chain of four pocket parks: the subway plaza, "Alamo" Plaza, Cooper Triangle, and a new Village Plaza. "What's exciting about this project," she says, "is the remaking of a significant amount of asphalt for cars and buses into an environment that makes it clear where pedestrians can walk comfortably, and...plant materials, cobbles, and street trees act as green infrastructure."

The Greenwich Village Society for Historic Preservation and other neighbors have raised concerns about erasure of historic features. WXY's design consequently balances amenities, greening, and collective memory. It shifts Tony Rosenthal's sculpture "Alamo" (a.k.a. the Cube) six feet west for visibility from Union Square, uses contrasting paving materials to trace a path recalling the Lenape trail that became Stuyvesant Street, and maintains that street's diagonal sightline to Second Avenue. Below the Foundation Building, the plan transforms fenced-in, underused space into a larger park landscaped by Piet Oudolf. Traffic reroutings will pedestrianize the block of Astor Place below "Alamo," diverting eastbound vehicular flow north onto Fourth Avenue while softening the tower's sidewalk border with foliage; enable left turns from westbound 7th Street and 5th Street onto the Bowery, helping to decongest residential blocks; and convert Cooper Square to a one-way northbound street with a bus layover point, replacing an awkward diagonal asphalt segment with granite

WXY Architecture + Urban Design: Astor Place

Project Credits

PROJECT:
Astor Place/Cooper Square
ARCHITECT/URBAN DESIGN:
WXY Architecture + Urban Design
LANDSCAPE ARCHITECT:
Quennell Rothschild & Partners
LIGHTING DESIGN:
Tillett Lighting Design
PLANTING DESIGN:
Piet Oudolf Planting Design

"New York has been fun to watch because there's been such strong leadership from the top and such an innovative approach: 'Let's try this and see what works, let's get things on the ground, and if they work we'll keep them.'"

— Barbara McCann,
Executive Director, National Complete Streets Coalition

pavers, trees, and swales. "The area between those trees and Cooper Union will be much wider," Weisz notes, "so the Foundation Building will still feel very much a solid object with great monumental views."

What next?

Gov. Andrew Cuomo and New York State legislators heartened Complete Streets advocates last August by enacting S5411.A/A8366 (also known as "Brittany's Law" for yet another child slain by a car). Does it have enough muscle to produce serious change? TSTC's Slevin is optimistic: "We've worked with a number of parties to make the best language possible, and it applies to about 25% of the roads in New York State that receive state and federal funds. So as those routes see capital and rehabilitation projects, hopefully they'll become more complete." National Complete Streets Coalition Executive Director Barbara McCann concurs, calling the law's reporting requirement helpful. "New York has been fun to watch," she adds, "because there's been such strong leadership from the top and such an innovative approach: 'Let's try this and see what works, let's get things on the ground, and if they work we'll keep them.'"

"Engineers are problem solvers," she continues, "and once they understand that the problem is not 'How many cars can we move?' but 'How do we safely move everybody in our streets?' then they come up with good solutions." Clear community input, she adds, is the key variable. It's also something DOT seeks out, notes Wiley-Schwartz, as residents nominate their neighborhoods for improvements. This process – and the fact that demand is coming from underserved outer boroughs as well as Manhattan and Brooklyn – gets less publicity than friction and backlash, but as Wiley-Schwartz reports, "We have plazas in design, in planning, in construction, and completed all over the city, dozens of projects in all five boroughs."

Public support for Complete Streets is strong and growing; Quinnipiac and NY1/Marist polls report that up to 66% of NYC residents favor the plan. As architects and officials reshape New York for a future beyond the autos-first era, this broad support deserves to sway decisions about the kinds of spaces New Yorkers occupy. The facts on the ground speak for themselves, and citizens are listening. ■

Bill Millard is a freelance writer and editor whose work has appeared in *Oculus*, *Architect*, *Icon*, *Content*, *The Architect's Newspaper*, *LEAF Review*, and other publications.

Regional Transit: The Next Generation

Sustainable growth opportunities flourish around the concepts of Transit-Oriented Development and Airport Cities

BY MAXINNE RHEA LEIGHTON, ASSOC. AIA

The history of America's growth as a nation and New York's economic dominance is inexorably connected to the development of transportation and infrastructure. Cornelius Vanderbilt's 42nd Street Grand Central Depot – considered an ill-conceived location as a railroad station since it was far removed from what was then the city's downtown core – became the linchpin for exponential growth. Over the years, the Brooklyn Bridge, the subway, Grand Central Terminal, Penn Station, and the city's pioneering airport development have all been key to the city's growth.

Inadequate transportation investment today puts the city at a crossroads. Over the last few decades, there has been considerable interest in transit-oriented development (TOD) as it relates to both heavy- and light-rail transit corridors. That interest has expanded in recent years to include development opportunities around a new concept: the Airport City or "Aerotropolis."

The Regional Plan Association (RPA), an independent group formed in 1922 to guide the growth and development of the tri-state New York area, has been doing TOD-related research, advocacy, and demonstration projects for decades. In 1996 the association published *A Region at Risk: The Third Regional Plan for the New York-New Jersey-Connecticut Metropolitan Area*, which identified 11 regional centers, including Stamford, CT, and Newark, NJ, that "could accommodate intense residential and commercial development with limited impact on our region's environment and transportation system." In October 2011, Connecticut Governor Dannel P. Malloy approved \$5 million for local TOD projects as a way to "promote economic development by connecting transportation to housing and employment centers."

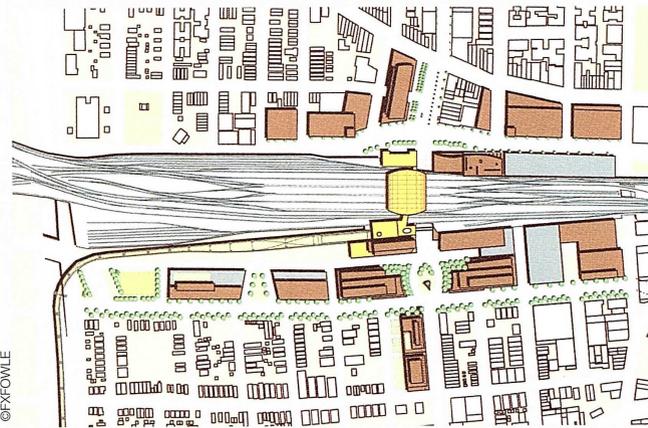
MTA Metro-North Railroad has become a regional leader and advocate for TODs. Senior Director of Business Development, Facilities & Marketing Randall Fleischer likens Grand Central to "New York's original TOD" because of its innovative structuring of development around the terminal. "Promoting TOD as a way of increasing ridership, supporting more efficient land use, and leveraging public assets to generate revenue reflects the proactive role the railroad plays in encouraging development around its stations," Fleischer says. In July 2011, a solicitation was initiated in collaboration with the Town of Harrison, NY, for a TOD at Metro-North's Harrison Station. Branded as "It's Happening in Harrison," the project is intended to replace three parking lots with a mixed-use development and to improve access to the station. MTA Director of Transit

Oriented Development Robert Paley notes that "communities and developers recognize the enormous value that transit services create, and are coordinating land-use plans and zoning to maximize local transit benefits. MTA has been a committed partner with communities, working to create transit-accessible housing and jobs."

Orienting development around new planned transit stations is an increasingly important sustainable master planning strategy, especially in car-dependent regions. Cooper, Robertson & Partners' master plan for North Carolina's Research Triangle Park will make the park a model for TOD by creating a sustainable, pedestrian-friendly environment to support a vibrant, knowledge-based community. It provides for cutting-edge research space, including incubators to nurture start-up companies, supported by retail space, multi-family residential, hotel/conference facilities, and other educational and cultural amenities. Most of the development will be in walking distance of a new station for a commuter rail line that will link Raleigh, Durham, and other area cities. The master plan also includes a range of sustainable design strategies for energy, water, and environmental stewardship.

Intermodal/multimodal transfer points at our country's top-tier airports can also impact how communities are developed, according to Mark Strauss, FAIA, senior partner and director of planning at FXFOWLE. "Transit systems linked to airports can expand the concept of the Aerotropolis beyond the immediate boundaries of the metropolitan airport," he explains. Strauss led the planning effort that explored how to transform downtown Jamaica, Queens, into an Airport City. Anticipating the construction of the AirTrain direct rail link to JFK Airport, "the plan defined opportunities for new public spaces, infrastructure improvements, and development sites for airport-related businesses," he says. "Many of these have been designed and are being implemented." These include a new transit plaza to improve connections between the Long Island Rail Road Jamaica Station, the adjacent AirTrain JFK terminal, and NYC bus and subway lines, as well as streetscape improvements and new retail under the Sutphin Boulevard viaduct.

Roddy L. Boggus, AIA, director of aviation for the strategic consulting, planning, engineering, and program/construction management firm Parsons Brinckerhoff, agrees that airports need to be better integrated into the transportation system. "Airports are large economic drivers, and airports and cities have to plan together to reap the benefits of what they each bring to the



(left) Cooper, Robertson & Partners' conceptual design for a new transit-oriented, mixed-use cluster at Research Triangle Park in North Carolina. Research, educational, and residential uses are all located within walking distance of a new commuter-rail alignment proposed for the region.

(right) FXFOWLE's Jamaica Transportation Center Master Plan identifies 16 sites surrounding the transportation center for redevelopment.

table. Some say we cannot spend money on both airport capacity needs and developing high-speed rail. But why must they be mutually exclusive if trains can take cars off crowded highways and also replace short-haul flights?" (Continental Airlines will ticket combination rail and air trips linked to Newark Liberty Airport.) To avoid building new runways, Germany, Switzerland, and Holland "fly" short-haul passengers by train.

Failing to create sufficient air capacity can harm urban economies, Boggus notes. London Heathrow Airport (LHR) has not been able to add a third runway, even though it has historically been Europe's busiest global hub. "Amsterdam's Schiphol Airport has taken a lot of traffic that used to go through LHR," he says. The merger of Spain's Iberia Airlines and British Airways (BA) has allowed BA to use Iberia's gates at the expanded Madrid airport – traffic that used to go to Heathrow. "Some say this contributed to London's demise from number 1 to number 2 in world city rankings."

Parsons Brinckerhoff and FXFOWLE are major consultants for the developer equity team of Forest City Enterprises, Cousins Properties, and The Integral Group to develop concepts for a new Multi-Modal Passenger Terminal (MMPT) in downtown Atlanta. The MMPT is an opportunity to integrate several modes of transportation in the downtown area, including bus, subway, light-rail, and streetcar transit services as part of a public-private partnership with the Georgia Department of Transportation.

While architects and planners design cogent transportation and infrastructure systems, the

"Promoting TOD as a way of increasing ridership, supporting more efficient land use, and leveraging public assets to generate revenue reflects the proactive role the Metro-North Railroad plays in encouraging development around its stations."

– Randall Fleischer,
Senior Director of
Business Development,
Facilities & Marketing,
Metro-North Railroad

Rudin Center for Transportation Policy and Management at NYU Wagner School is examining emerging industry trends and challenges. Its new research projects are investigating the forces that will shape transportation in the 21st century: "Mobility, Finance, and Technology" examines the role of general and commercial aviation in the New York metropolitan region. "Assessing the Performance of Mega-Projects" investigates the decision-making and planning process associated with global transportation mega-projects.

While most of the attention on TODs has focused on suburban towns and small cities, the RPA has insightfully stated, "Development designed in accordance with the city's subway and bus system is still the paramount form of transit-oriented development. With 468 subway stations and 243 bus lines, the city's transit system has the most frequent and robust service in the region, and development taking place within walking distance of its stations and stops can be some of the most sustainable and vibrant in the region." East Side Access, extension of the No. 7 line, and the Second Avenue subway are certainly examples of that.

The growth of TODs and Airport Cities may indeed hold the key to our nation's sustainable growth. Sounds like something transportation magnate Cornelius Vanderbilt would champion if he dropped into the 21st century. ■

Maxinne Rhea Leighton, Assoc. AIA, is a member of the AIANY *Oculus* Committee. She is in charge of managing the Northeast Region Business Development and Marketing at Parsons Brinckerhoff.

Raves + Reviews

REVIEWS BY STANLEY STARK, FAIA

Edward Durell Stone: A Son's Untold Story of a Legendary Architect

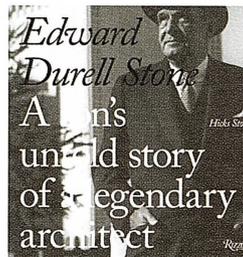
By Hicks Stone

Edward Durell Stone, FAIA, one of the most famous and prolific Modern architects of the 1950s and 1960s, is hardly thought of, studied, or emulated in 21st-century America. If he is remembered at all, it is as the designer of the reviled Huntington Hartford Gallery of Art on Columbus Circle and the much disrespected, though phenomenally successful, Kennedy Center for the Arts in Washington, DC. This biography by Stone's son, architect Hicks Stone, AIA, is an attempt at a more positive reconsideration of Stone's career and his impact as an architect. It is a valiant effort, but only partially successful.

Remarkably talented and productive, E.D. Stone designed the interior of Radio City Music Hall, was co-designer of the Museum of Modern Art, and planned and designed some influential modern hospitals, hotels, and residences. He also created two of America's most elegant foreign structures as symbols of the United States – the serenely beautiful U.S. Embassy in New Delhi and the U.S. pavilion at the 1958 Brussels World's Fair. In 1958 he was on the cover of *Time*.

Despite his success, however, his career became uneven as he got older and more prominent. It illuminates the precarious arc that even the most talented architect may follow, especially one as prodigiously talented and haunted by demons as Stone. His life story is rich with themes of accomplishment and ascendancy, coupled with those of decline and diminishment (he was tagged as an apostate Modernist who became a kitsch historicist).

This biography is more about Stone's life than his career. The author reaches for critical recognition after decades of dismissal. The perspective is unbalanced, lacking distance and insight about Stone's role and impact as a mid-century architect who transitioned from the heroic sole proprietorship to a large corporate practice. But this sumptuously illustrated book is a fascinating document of both an era and a career worthy of our attention.



New York: Rizzoli, 2011, 336 pp. \$85

Architectural Conservation in Europe and the Americas: National Experiences and Practice

By John H. Stubbs and Emily G. Makaš

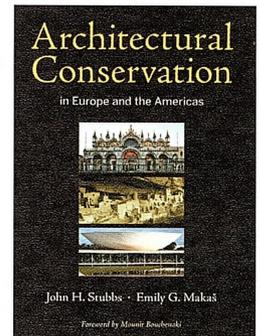
This is a book about the protection of architectural heritage. It is a reference guide to architectural conservation practices, legislation, funding mechanisms, design regulation, and political and cultural support throughout Europe and North, Central, and South America. The authors' interests are quite wide in scope, and they address both the conservation of historic structures as well as Modernist architecture.

Stubbs and Makaš examine the architectural heritages and legacies of the regions, identifying the best conservation practices employed in each. There are many overlapping themes, but three major principles stand out:

- Cultural and environmental heritages vary by region, and the architectural heritage is a direct response.
- The conservation movement is a worldwide phenomenon. It is broadly supported in most societies and represents the post-war consensus that heritage must be conserved and shared.
- NGOs and philanthropic and activist advocacy organizations play as vital a role as governments in the conservation of the historic fabric.

While it is less lavish than other architectural surveys (all the photography, of uneven quality, is black and white), this hefty volume is amply illustrated with photographs, drawings, and maps. Abundantly supplied with references and bibliographic sources, the book is a convenient resource for any design, planning, preservation, or policy professional involved in conservation, restoration, rehabilitation, or preservation – which at some point can mean any of us.

Stanley Stark, FAIA, is a frequent contributor to *Oculus* and previously served as chair of the *Oculus* Committee.



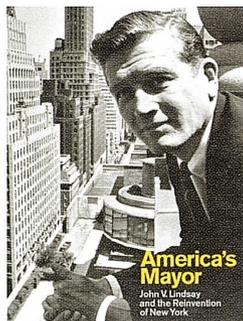
Hoboken, NJ: Wiley, 2011, 752 pp. \$99

Noted but Not Reviewed

America's Mayor: John V. Lindsay and the Reinvention of New York

Edited by Sam Roberts

This collection of essays and evaluations of Lindsay's eight years as mayor was published in conjunction with the Museum of the City of New York's 2010 exhibition with the same title. It may be of interest to our readers because it includes Hilary Ballon's essay on the origins, formation, and early activity of the Urban Design Group within the NYC Department of City Planning.



New York: Columbia University Press, 2010, 256 pp. \$49.95

Completed in 1909,

the Manhattan Bridge relied on the talent of architects Carrère & Hastings for more than superficial design flourishes

BY JOHN MORRIS DIXON, FAIA

The role of architects in the design of New York's transportation infrastructure has varied widely over its history. In the heyday of the City Beautiful Movement around 1900, some of New York's most prominent firms were commissioned to design subway kiosks, for instance, and piers for ocean liners.

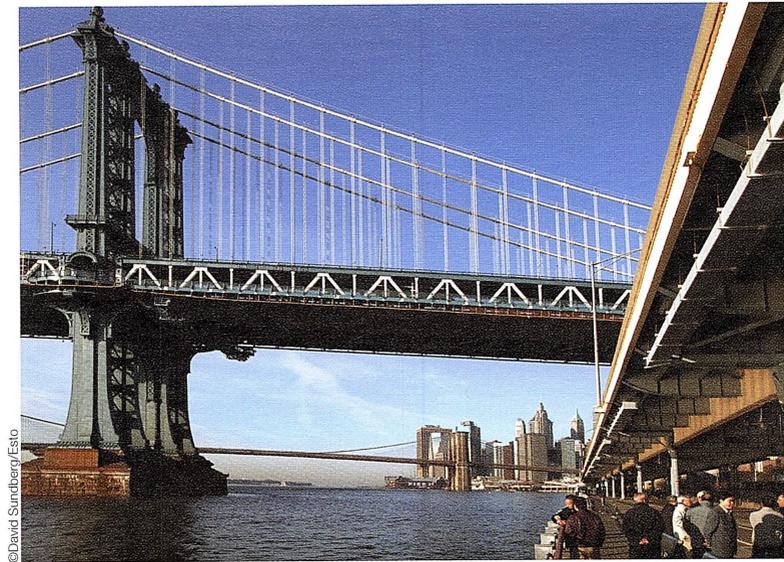
In 1904, the city's Department of Bridges commissioned the architects Carrère & Hastings (think New York Public Library) to collaborate on the design of the Manhattan Bridge, the last of three suspension spans crossing the East River that were engineering marvels of their era. The choice of these architects and their mission reflected not only City Beautiful goals, but a widespread reaction against the utilitarian appearance of the recently completed second East River span, the Williamsburg Bridge.

The first East River crossing, the Brooklyn Bridge, had been completed in 1883, its design credited only to the engineer John Roebling. The world has long admired its massive stone towers, without questioning their Gothic Revival derivation, along with its unique network of cable supports.

By contrast, the Williamsburg Bridge, designed and built from 1896 to 1903, was widely condemned as an aesthetic embarrassment. Its towers are interesting expressions of steel construction freed from historical imagery, but the rest of the bridge undermines the suspension concept: the trusses along the roadbed are too massive for their secondary role; the end spans are clumsily propped up from below, rather than suspended, causing the cables to depart from the graceful catenary curves we expect.

Reactions to the Williamsburg design and to the 1899 proposal for the starkly functional Queensboro Bridge led the mayor to appoint a new commissioner of the Department of

(below) The Manhattan approach to the bridge is a striking example of the architects' City Beautiful aspirations.



Bridges in 1902, and to subject all further bridge designs to Municipal Art Commission review. At that time, the distinguished architect Henry Hornbostel was brought in as design consultant for the Williamsburg crossing to add "architectural grace to a work hitherto directed by the minds of engineers alone," according to an article in the January to June 1903 edition of *House and Garden* magazine. But since construction was far along, his design revisions were necessarily minor.

Construction of the Manhattan Bridge began in 1901, with Hornbostel originally the architect on its design team. When the commissioner of bridges was replaced in 1904 under a new mayor, however, Carrère & Hastings was commissioned to work with the engineer Leon Moisseiff. The new team's most radical revision was to redesign the towers in a form reminiscent of a triumphal arch. Details expressive of steel construction were replaced where possible with Classical Revival motifs. The granite-clad anchorage structures that loom over city streets to secure the ends of the main cables were given elegantly sculpted Classical details.

For the Manhattan approach to the bridge, the architects designed a "Court of Honor," with a triumphal arch and an elliptical plaza defined by colonnades and balustrades, which was completed in 1915. Street widenings have eliminated part of the ellipse, but it remains a striking example of City Beautiful aspirations.

While it is easy for subsequent generations to see that plaza as a work of architecture, it is important to realize that Carrère & Hastings had a hand in shaping the bridge in its entirety. In fact, architects have collaborated on some of the city's later landmark bridges. But those are stories for another time.

John Morris Dixon, FAIA, left the drafting board for journalism in 1960 and was editor of *Progressive Architecture* from 1972 to 1996. He wrote the Midtown Manhattan portion of the original 1967 *AIA Guide to New York City*. In recent years he has written for *Architectural Record*, *Architecture*, *Architect*, and other publications.

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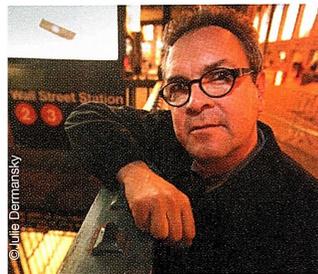
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LETTER FROM THE EXECUTIVE DIRECTOR



Bell near Zuccotti Park

Up Against de Waal

Consider the momentous event in architecture when the wall parted and the column became.

—Louis I. Kahn, FAIA, 1971

We don't need no education

We don't need no thought control...

All in all it's just another brick in the wall.

—Pink Floyd
(lyrics by Roger Waters),
"Another Brick in the Wall,"
Part II, 1979

We built a higher fence around a decaying infrastructure – and the cracks are beginning to show.

—Thomas Friedman,
Hot, Flat and Crowded, 2008

Descending into the massive excavation that is the future Second Avenue Subway, one is struck by the enormity of the space and the sophistication of the drilling equipment. The tunnels needed to relieve the overcrowding on the Lexington Avenue line will stretch 8.5 miles from 125th Street to Water Street at Hanover Square. But it is not the volume or length that captures our imagination. It is the tunnel's walls, carved from Manhattan schist, which take on the poetry of survival, resilience, and permanence.

The word "wall" comes from Old English *weall* – and thence from the Latin *vallus*, meaning "stake" or "palisade." The earthen wall on "*de Waal Straat*" was the northern limit of New Amsterdam. The Dutch West India Company needed not so much to mark a political limit as to create a barricade against the Native Americans, who had very different notions about property rights, trade, and profit. The four-meter-tall stockade on Wall Street was maintained by the Dutch through a sin tax on imported beer.

Wall Street, since then, has become less a symbol of infrastructure than a metaphor for the conjunction of capital and consternation. In New York, protests have taken place under the banner of Occupy Wall Street, in the shadow of Mark di Suvero's extraordinary sculpture, "Joie de Vivre," located in Zuccotti Park, née Liberty Park. Between the park and the street, at 111 Broadway, the AIA was founded on February 23, 1857, at Richard Upjohn's office. That was the year of the Panic of 1857, which, according to Marx and Engels, was the world's first worldwide economic crisis. Virtually all construction stopped for lack of investor confidence and lack of capital.

If our infrastructure determines our future, New York City, through the construction of the Third Water Tunnel and the start-up of East Side Access, the Second Avenue Subway, and the No. 7 Line Extension, has shown that the future is now. And yet we duck the issue of the infrastructure needed to prepare for significant sea-level rise, as Columbia Professor Klaus Jacob decried at a program of the AIANY Risk and Recovery Committee

at the Center for Architecture. Do we build sea walls and sea gates to limit the risk of storm surge damage? Or do we count on the softer reinsertion of mitigating wetlands, as shown in MoMA's "Rising Currents" exhibition, to shortstop Gotham's tsunamis?

On any given day, hordes of tourists, New Yorkers, activists, and acolytes swarm the High Line and, in a significantly different manner, occupied Zuccotti Park. What are both groups demanding? Can we use Recovery Act money to guarantee social equity and bring design quality to our infrastructure? Answers to these and other questions came from Teddy Cruz, speaking at the Occupy Philadelphia encampment in October. He led a communal chant of demands, including:

- We demand that the municipalities rethink their own fragmented bureaucratic silos and resources.
- We demand intelligent public spending on education, culture, and transportation.
- We demand the right to culture and education, not as expendable commodities but as civic responsibilities.

Is this a platform or a foundation for validating the role of architects in society? With the American Recovery Act funds acting as stimulus for transportation infrastructure projects from the Fulton Street Transit Hub to Moynihan Station, the terms of engagement are different. The elected officials were assembled at Eighth Avenue and West 32nd Street, not with shovels to dig into the post office pavement, but with sledge hammers to symbolize breaking through barriers to connection. The common theme I hear in New York's Civic Center and Financial District, from City Hall Park to Zuccotti Park, is more aligned with the Athenian Oath quoted by Mayor Michael Bloomberg in his last inaugural: "We will transmit this city, not only not less, but greater and more beautiful than it was transmitted to us." That starts with people and infrastructure. Up against the wall.

Rick Bell, FAIA
Executive Director, AIA New York Chapter

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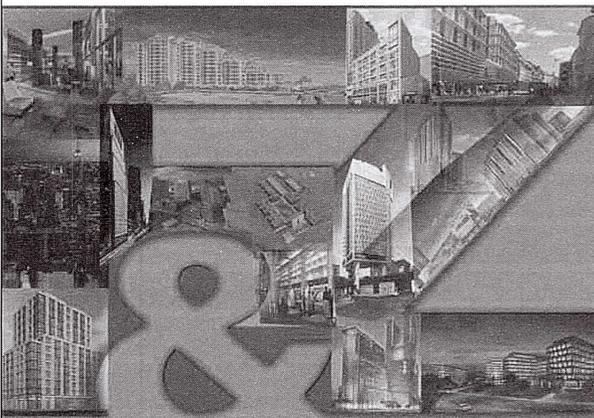


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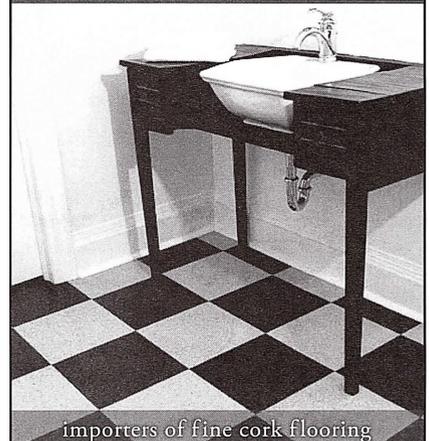
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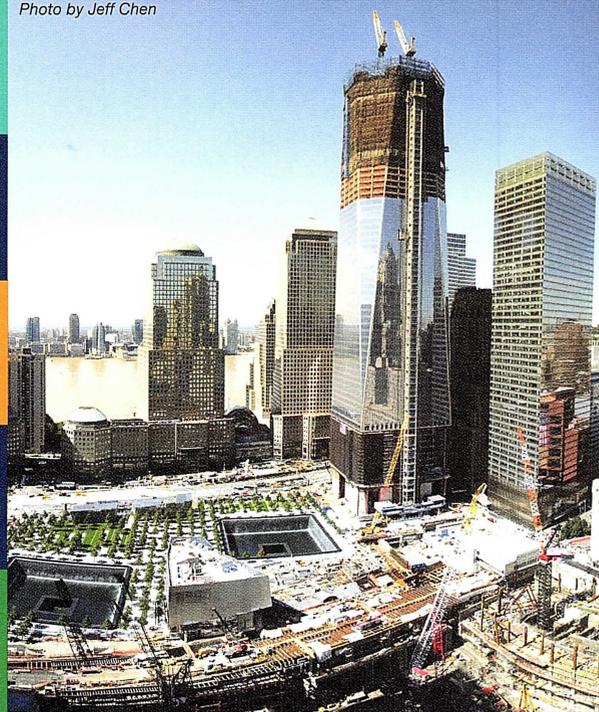
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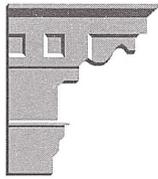
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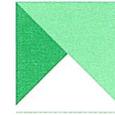
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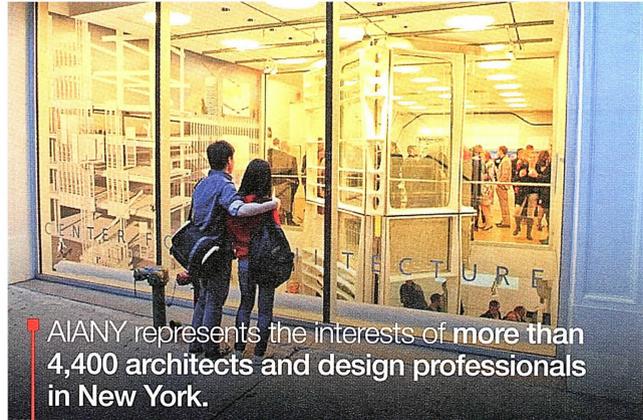
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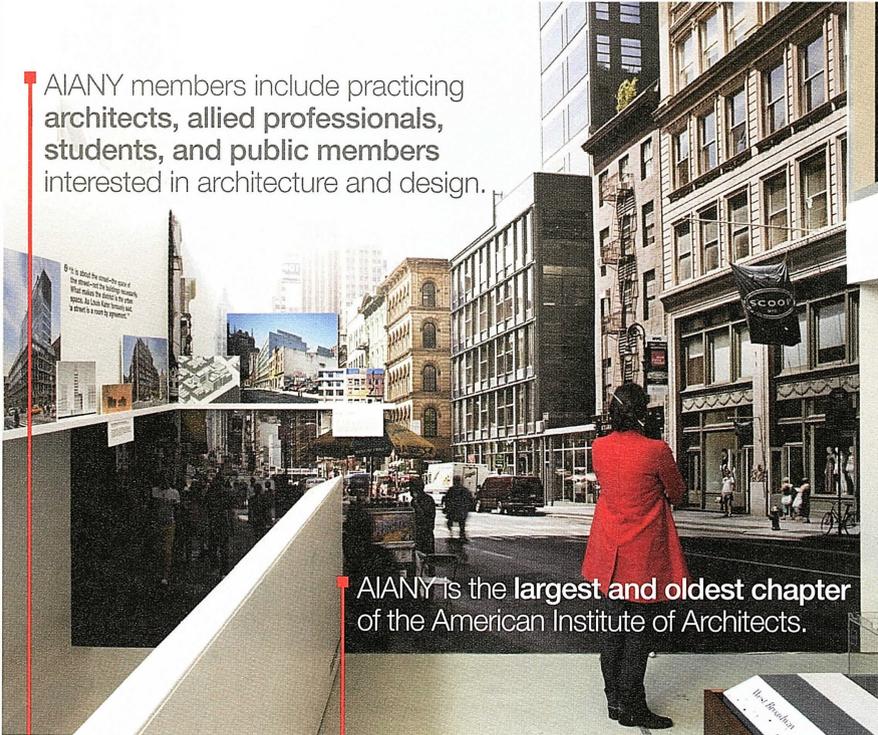
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