

THIRD WATERFRONT NEW YORK CITY

A COMPREHENSIVE URBAN DESIGN SCHEME FOR THE BROOKLYN AND QUEENS EAST RIVER WATERFRONT

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Thesis Project
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Executive Summary

New York, metropolis, accommodating some 18 million people in its agglomeration, location of the largest and third largest central business districts, and one of the cultural centers of the Western world, is actually a city on the water. A fact, which though hardly any New Yorker realizes, after all as maritime uses, industrial areas, and highways bar the access to the waterfront.

This waterfront, however, is a valuable but underutilized resource: Decades of declining industrial use and the abundance of small scale maritime activity versus the demand for large container shipping yards have left dormant most of the city's waterfront with its piers and warehouses. A vast potential for the city's development.

Thus ten years ago the city proposed a comprehensive plan called "Reclaiming the City's Edge", but not after such successful projects as Pier 17, Battery Park City, respectively the Trump developments Riverside South and UN Plaza, revealed and proofed the importance - ecologically, socially, and economically - of the water encompassing the islands and peninsulas of New York City.

Yet, nothing happened in terms of urban design apart from political statements and singular investment and land art projects. Although there is some official planning for the waterfront in the five Boroughs, which is pursued more or less enthusiastically, one cannot perceive any contextual urban design concept; as a matter of fact, all plans and concepts are at risk of being disconnected and contra productive for the development of the waterfront as a whole. Which parts should be developed and how? This is the crucial question, which has not been answered yet.

Diplomarbeit
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Projektbeschreibung

New York, die Metropole, in deren Agglomeration rund 18 Mio. Menschen leben, Standort des größten und drittgrößten Central Business Districts und eines der kulturellen Zentren der westlichen Welt, ist eigentlich eine Stadt am Meer. Jedoch ist das Wasser in den Köpfen der New Yorker kaum präsent, vor allem, da Hafen- und Industrieanlagen sowie Highways den Zugang zum Ufer versperren.

Gerade dieses Ufer aber stellt eine wertvolle wie auch ungenutzte Ressource dar: Jahrzehnte niedergehender industrieller Nutzung und die Vielzahl kleinmaßstäblicher Hafennutzung, wo eigentlich große Containerhäfen benötigt werden, ließen den größten Teil der Wasserfront mit ihren Piers und Lagerhallen zur Brache werden.

"Reclaiming the City's Edge" hieß es daher vor zehn Jahren in der Stadtverwaltung, nachdem in Projekten wie dem Pier 17, der Battery Park City, sowie den Trump Developments Riverside South und UN Plaza an der Upper West- und der Eastside ersichtlich wurde, welchen Standortfaktor - ökologisch, sozial und wirtschaftlich - das Wasser für die Inseln und Halbinseln der Stadt New York darstellt.

Dennoch ist außer politischen Willensbekundungen und einzelnen Investoren- und Landart-Projekten gestalterisch weiter nichts geschehen. Zwar beplanen die einzelnen Stadtteile ihre Uferkanten mehr oder weniger enthusiastisch, doch lässt sich kein gestalterisches Gesamtkonzept erkennen; vielmehr besteht sogar die Gefahr, dass die einzelnen Planungen unvermittelt nebeneinander stehen und auf die Entwicklung der gesamten Wasserfront bezogen kontra-produktiv wirken. Welche Teile des Uferareals sollen entwickelt werden und wie? Das ist die zentrale Frage, die bisher noch nicht beantwortet wurde.

This risk is even more evident for the east bank of the East River, which is part of several community districts in the counties of Kings and Queens. Here we find ideal conditions for a comprehensive urban design plan, as most of the maritime and industrial areas are vacant or soon to be vacant with no perspective for further similar use and there is no blocking by highways - in addition to its fantastic location with view onto the city's heart, the island of Manhattan. Such a plan is the objective of this thesis project.

How does a comprehensive urban design plan work for a waterfront as long as eleven miles?

The sheer scale of the study area and the urban scope "waterfront" of this project imply that there cannot and should not be detailed design proposals for each single foot of the East River bank. A waterfront is always characterized by the accommodation of various uses and thus the development of manifold shapes. This evokes the particular economic and social commitment that is a prerequisite for an urban waterfront.

Yet we find elements and functional relationships other than just the water, which will support and enhance the future redevelopment and re-design of the waterfront in a useful framework.

In discussing the relations and dependencies of the waterfront as a whole regarding the urban fabric, in assigning uses and evaluating single waterfront areas, and in designing functional models we seek to contribute to the urban development of New York, which results in:

A Comprehensive Urban Design Scheme for the Brooklyn and Queens East River Waterfront.

Diese Gefahr gilt im besonderen Maße für die östliche Uferkante des East River, die Teil mehrerer Stadtbezirke der Verwaltungsdistrikte Kings und Queens ist. Gerade hier ist aber, durch den Wegfall des überwiegenden Teils der Hafen- und Industrienutzungen, sowie keiner Verbauung durch Highways, die Voraussetzung für einen umfassenden gestalterischen Plan gegeben - begünstigt durch die phänomenale Lage mit Blick auf das Herz der Stadt, die Insel Manhattan. Ein solcher Plan ist Ziel dieser Diplomarbeit.

Wie sieht aber ein umfassender städtebaulicher Plan für siebzehneinhalb Kilometer Uferlinie aus?

Der Umfang des Planungsgebietes, aber auch die städtischen Anforderungen an eine "Wasserfront" an sich bedingen, dass dieser Plan keine detaillierten Aussagen zu jedem laufenden Meter des Ufers treffen kann und will. Eine Uferkante zeichnet sich immer auch durch die Unterbringung unterschiedlicher Nutzungen aus, womit auch ihre Gestalt vielfältig ist. Dies ruft das partikuläre wirtschaftliche und soziale Engagement hervor, das für eine urbane Uferkante unabdingbar ist.

Dennoch gilt es neben dem Wasser auch andere Elemente und Funktionsbezüge, die die Möglichkeit bergen, der anstehenden Umnutzung und Umgestaltung der Wasserfront einen nützlichen Rahmen zu bieten.

In einer Auseinandersetzung mit den städtischen Strukturen der Uferkante, der Zuweisung von Nutzungen und Hierarchisierung der einzelnen Uferabschnitte, sowie der Gestaltung von Funktionsmodellen liegt somit der Beitrag dieser Arbeit zur Stadtentwicklung New Yorks, der sich schließlich äußert im:

Umfassenden schematischen Städtebauentwurf für das East River Ufer in Brooklyn und Queens.

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PRESENTATION

various scales



PLANNING

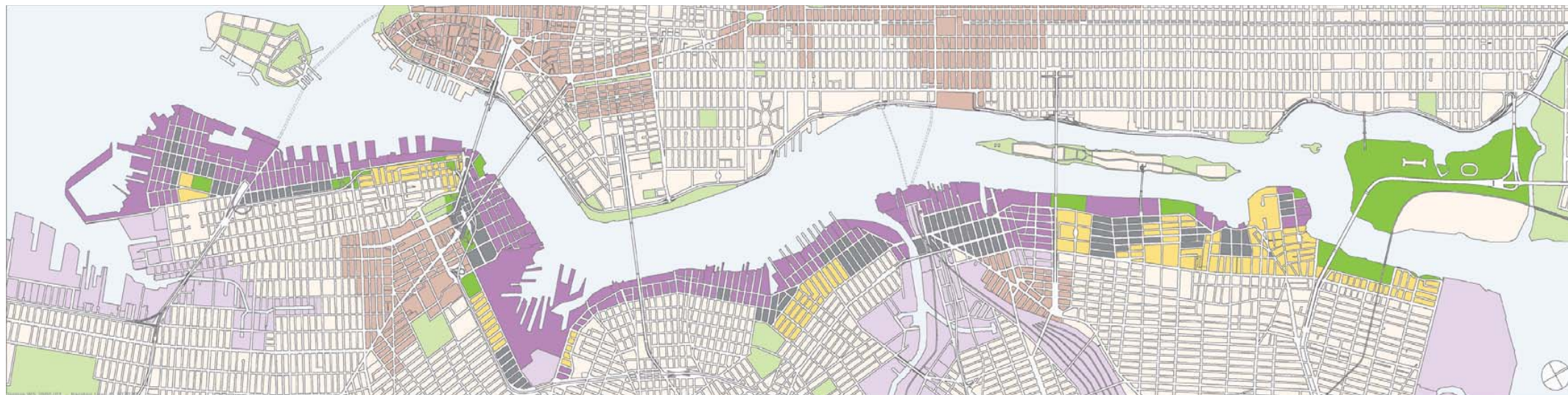
Planning in New York implies the consideration of manifold public and private interests. Most of these interests express themselves in various institutions, which pursue their own specific aims. This, of course, leads to an incoherent planning process and competing planning goals. In general planning in the United States is pragmatic, incremental, and, as a matter of fact, not very far-sighted. This urban design scheme seeks to propose a long-term framework, which would be mandatory for all planning instances and approaches.



However, to enforce the regulations of such a framework, which results in assigning uses, density, building bulk, and special urban design areas, there is an urgent need for a supra-institutional planning entity. One strategic element to produce such an entity is the authority. This agency appears to be the ideal form, as it is not subjected to political change and is able to intend such a long term project as the Third Waterfront New York City. Factually most of the study area is possessed by the Port Authority of New Jersey and New York. Hence, this authority might overtake the issues of this plan. Although, establishing a distinct East River Waterfront Development Authority (ERWDA) would cause less competence issues with the extant institutions than proposing a single existing agency with this project.

Occasion for this project is evidently the ceasing industrial and maritime use of the waterfront and its great potential. Various sites on the water demonstrate the fast development of former industrial areas into lively residential, commercial, and recreational domain. Yet, the scale of the project asks for a wide time horizon. It is, in fact, a visionary plan that pursues a successive transformation using the step by step decline of extant uses as the implementation of single urban design projects, as they are reasonable for the city's future. Some prestigious projects would be the extension of the Brooklyn Central Business District to take out some pressure on the Manhattan Financial District, or the preparation for holding Olympic Games within the city. Nevertheless, there should be housing and recreational projects for the local residents as well.

Source:
 1. J. J. Jacobs, Planning in New York, New York: Columbia University Press, 1961, p. 10.
 2. J. J. Jacobs, Planning in New York, New York: Columbia University Press, 1961, p. 10.
 3. J. J. Jacobs, Planning in New York, New York: Columbia University Press, 1961, p. 10.
 4. J. J. Jacobs, Planning in New York, New York: Columbia University Press, 1961, p. 10.
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 7. J. J. Jacobs, Planning in New York, New York: Columbia University Press, 1961, p. 10.
 8. J. J. Jacobs, Planning in New York, New York: Columbia University Press, 1961, p. 10.
 9. J. J. Jacobs, Planning in New York, New York: Columbia University Press, 1961, p. 10.
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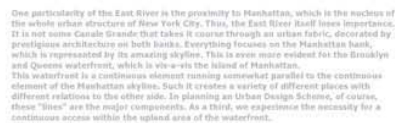
EXISTING LAYOUT

original scale 1:20,000

Study Area (Current Uses)		Surrounding Area	
	Maritime/Industrial		Maritime/Industrial
	Recreational/Open Space		Recreational/Open Space
	Residential		Residential/Mixed Use
	Underutilized		Central Business District

The predominant element characterizing the East River waterfront in Manhattan and Queens is, of course, the water. In general, shoals of water can be categorized – as can be the adjacent waterfronts – by their style, shape, human usage, and the mode of their generation and transformation. Thus we distinguish the ocean from upland water, lakes from rivers, and natural from artificial waters. Likewise there are developed and undeveloped, as well as natural and artificial waterfronts.

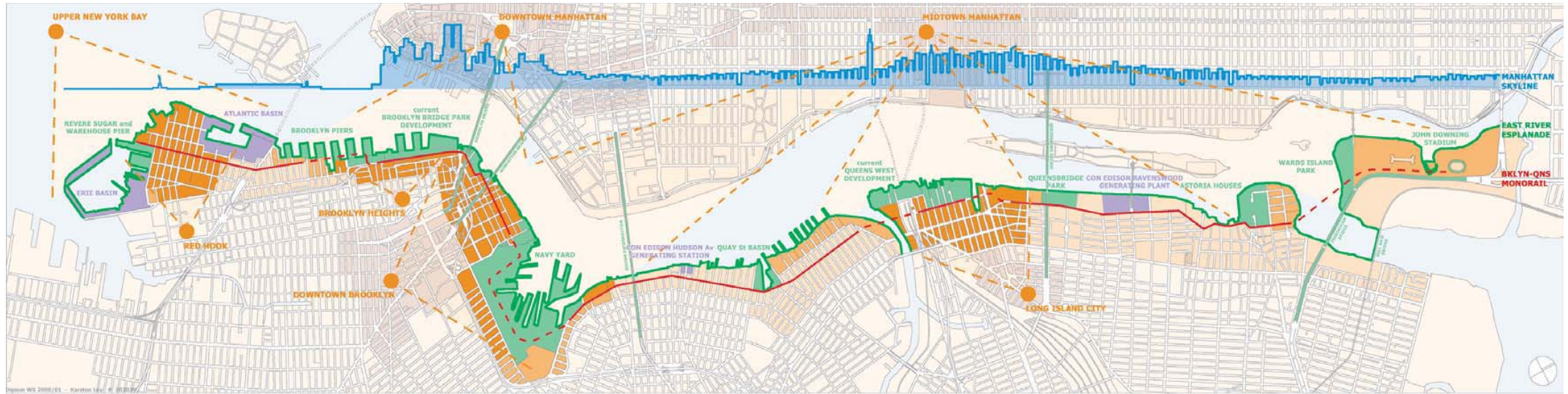
The East River itself is not actually a river, but a natural canal connecting the Long Island Sound and the Hudson River to the Atlantic Ocean. It is a first-class waterway for various kinds of shipping and transportation, and, at the same time, a main part of New York City's ecological system, which is subdivided to tidal channels and, as an example, provides for the regulation of wetlands and the fresh air supply.

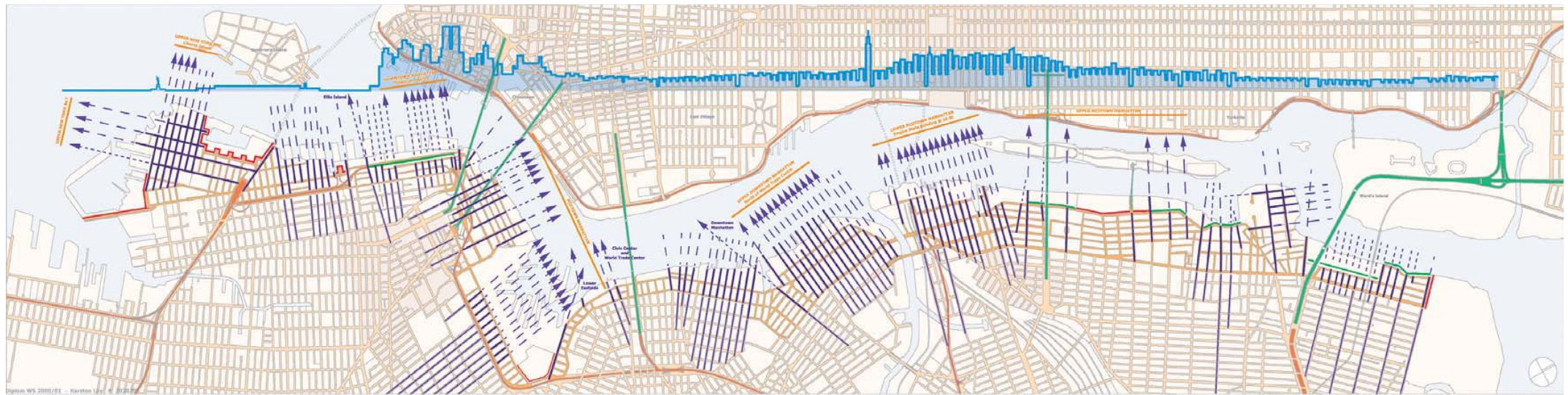


One particularity of the East River is the proximity to Manhattan, which the nucleus of the whole urban structure of New York City. Thus, the East River itself loses importance. It is not some Canal Grande that takes its course through an urban fabric, decorated by prestigious architecture on both banks. Everything focuses on the Manhattan bank, which is represented by its amazing skyline. This is even more evident for the Brooklyn and Queens waterfront, which is *vis-à-vis* the island of Manhattan.

This waterfront is a continuous element running somewhat parallel to the continuous skyline of Manhattan. It is a continuous element, but it is different places with different relations to the other side. In planning an Urban Design Scheme, of course, these "lines" are the major components. As a third, we experience the necessity for a continuous access within the upland area of the waterfront.

Also there are external points that have strong impact onto the waterfront. These are "spots" and the number of "spotlights" shining at the waterfront produce different sites with various patterns of activity. Eventually there are specific sites, or sectional elements, within the study area that are significant for the waterfront, as a potential or as an obstacle. Altogether these spots, and continuous and sectional elements generate various grades of internal density, which should be reflected with any further development. In addition to these main principles one should seek to grant public access along the waterfront, and to create an overall sense of continuity. The latter might be achieved by developing continuous greenways physically connecting, and view corridors visually connecting to the water. The first continuous access upland parallel to the shoreline should contain attractive public transportation as well.





FABRIC+RELATIONS

original scale 1:20,000

- | | |
|------------------------------|--------------------------------------|
| Relation to the Water(front) | |
| | Streets leading towards the Water |
| | Physical Extension |
| | Visual Extension |
| | Ext. pointing to Significant Element |
| | Screen (i.e. Excerpt of Skyline) |
| | Blocking Elements |
| | Stopping Elements |
| | Street Grid |
| | Bridge |
| | Highway |



URBAN DESIGN SCHEME

original scale 1:10.000

high	medium	low	FAR	Study Area
				Residential
R10			12.0	min OSR 0.0 (Open Space Ratio)
R9			9.0	min OSR 1.0
R8			6.0	min OSR 5.9
R7 (PH)	R7		4.0	min OSR 15.5
R6 (PH)	R6		3.0	min OSR 27.5
		R5	1.25	max Coverage 55%
		R4	0.75	max Coverage 45 %
				Commercial
C6			15.0	Residential Quota FAR 12.0
			(18.0)	/ Bonus
	C5		10.0	Residential Quota FAR 12.0
			(12.0)	/ Bonus
		C4	3.4	Residential Quota FAR 3.0

high	medium	low	FAR	
				Industrial/Maritime
M3			2.0	Heavy Use - Low Performance
M2			5.0	Moderate Use - Medium Performance
	M1		1.0	Light Use - High Performance
				Special
C5 (R)			10.0	Regional Community Facility
			3.0	Local Community Facility
	R6 (L)		3.0	Auxiliary Community Facility
	R6 (A)		0.5	Waterfront Recreation Area
	C3			
				Recreational/Open Space

Surrounding Area	
	Maritime/Industrial
	Recreational/Open Space
	Historic District
	Central Business District (CBD)
Transportation	
	Subway
	/with Station
	Additional Stations
	Monorail
	/with significant Stop
	Ferry
	Marina, Heliport
	Study Area
	/Subreaches

SURVEY MATRICES
mounted onto main plan (Urban Design Scheme)
according to the Study Areas

Red Hook, CD Brooklyn 6; linear shoreline 10.665 feet (3,2 km)

The study area includes the east bank of the East River from Erie Basin (Gowanus Dock) to Hamilton Av and extends from Columbia St to the Exterior Sea Wall and U.S. Pierhead line.

To date there are no buildings or historic structures listed as city, state or federal landmarks. However, studies have been undertaken by the NYC Landmarks Commission with the Clay Re-tort and Fire Brick Works at 76-86 and 99-113 Van Dyke St, and 106-116 Beard St, erected about 1865-70. The former port Authority warehouses at Van Brunt and Beard Sts, called "Beard Street Warehouses" have been proposed for listing on the National Register of Historic Places; the warehouses date from the Civil-War era. Other unique structures include several shipyards, the Erie Basin, the New York Dock Warehouses, and the Port Authority Grain Terminal. The Red Hook Houses in the center of the community were one of the first public housing projects in the United States and many aspects of their physical design and layout merit preservation, as though so far there have been no steps taken to that account.

Most of the study area is zoned for industrial and mixed use (M1-1; M1-2; M2-1; M3-1), only at Coffey Park we find residential zoning (R5; R6). Retail and Services locate at Van Brunt and Lorraine Sts. An Education Plaza is to be established at Columbia St, and there is the Red Hook Recreation Area, which connects to the southern boundary of the study area. Even though there is a lot of open space within the community, there is no access and use of the waterfront as recreation facility. The largest of vacant industrial estates within Red Hook is Revere Sugar on the Erie Basin. As most of the other industrial and maritime facilities are underutilized and the employment rate is decreasing the population rate is decreasing as well. Red Hook has a low - mid income population and little home ownership. Hence Red Hook in general has to be seen as a low-density area.

Due to the barrier created by the BQE and the Gowanus Expwy Red Hook is rarely connected to other parts of the city. Only Clinton and Court Sts - outside the study area - give vehicles and pedestrians possibility to enter the area directly. Van Brunt St connects Red Hook to the Brooklyn pier area, which is disconnected itself. This situation is even more aggravated due to the lack of adequate public transportation. There is no subway line, and only two buses (B77 and B61) serving Red Hook. There is no ferry service to Manhattan either, only the Brooklyn Battery Tunnel connects individual traffic with the center of the city.

Red Hook has got its own fabric, which derives from a rectangular street grid perpendicular to the shoreline. There is hardly any difference in altitude. Most streets do not connect with the waterfront, even though there is some visual contact. Yet, only Erie and Atlantic basins definitely bar access to the waterfront. The physical extension of Van Brunt St by the Warehouse Pier is one of the significant structural elements, as is the potential view from most streets facing the Upper New York Bay and Liberty Island. Exactly these significant elements represent the major design potentials of Red Hook, which might serve various uses - as it has to be utilized to draw back population and urban life into the area.

Regarding the ongoing decrease of maritime uses we suggest a concentration of these uses with the existing Erie and Atlantic basins. The maritime industry plays an important role in the community, nevertheless other and lighter industries, such as media support and minor computer supply, have to be introduced to maintain and increase employment in the neighborhood again. The area at Van Brunt St and Hamilton Av bordering the Atlantic basin with its low-rent warehouses and factory buildings appears to be an ideal incubator for such industries, as is the area between Van Dyke and Coffey Sts facing the Revere Sugar estate.

Concentrating maritime uses gives opportunity offering a continuous public access to the waterfront between Van Brunt and Walcott Sts and hereby starting the development of today's industrial sites and the conversion to recreational and after all residential use. The Revere Sugar site adjacent to this area should work as a living maritime museum for the working waterfront, which might attract the neighborhood as well as New York tourists. To this end the poor situation regarding public transport has to be enhanced, either with existing means of transportation (i.e. buses) or a newly introduced streetcar or monorail. Pier 41 and Coffey St Pier are already proposed to host recreational use, especially sport facilities for the local residents and the Red Hook youth.

Though today there appear to be some social and racial constraints, Red Hook is one of the opportunities within New York City to offer low cost housing. In addition to the recreational and economical aspects described, Red Hook represents a mid scale community with sufficient public infrastructure (i.e. after all education) to serve as a site for building up a low-income but nevertheless stable and well-educated population within a low-crime and high-active community.

RED HOOK

Brooklyn Harbor, CD Brooklyn 2; linear shoreline 6.890 feet (2,1 km)

The study area includes the east bank of the East River from Hamilton Av to Old Fulton St and extends from Hicks St to U.S. Pierhead line.

Within the study area there are several individual landmarks and historic districts, which are located at Fulton Ferry, Brooklyn Heights, and Cobble Hill. Regarding the proximity to the waterfront, the Fulton Ferry district is of most interest: here we find land marked buildings, such as the Long Island Insurance Company (1835) at 5-7 Front St, the Greek Revival stores (1835) at 7-23 Fulton St, the cast-iron Long Island Safe Deposit Company (1868/69) at Fulton and Front Sts, the Brooklyn City Railroad Co. Building (1860/61) at Old Fulton St, and the Eagle Warehouse (1893) at Fulton St. Apart from these prestigious buildings the Cobble Hill Historic District and Brooklyn Heights with its promenade overlooking the southern tip of Manhattan exemplify very dense, well shaped neighborhoods in good to very good condition.

The study area is zoned for maritime/industrial and residential use (M1-1; M1-2; M2-1; R6; R7-1) to serve equally housing needs of the adjacent Downtown area of Brooklyn and regard the proximity to the water, as it used to be one main transfer point of loads and goods. Even though Piers 1-6 (M2-1) are as well part of the Brooklyn Heights Scenic View district (SV-1) and currently proposed for an ULURP-Rezoning Process to establish Brooklyn Bridge Park. Thus the decline of manufacturing within this area is eventually reflected in the zoning as well. All major community services and facilities as do the recreation sites locate upland Brooklyn outside the study area; nevertheless Brooklyn Heights is one of New York's most favorite home-owning and high-rent residential areas. Although most of Brooklyn Heights is part of a Limited Height District (LH-1) the study area must be categorized as dense.

The BQE marking the transition from Brooklyn Heights down to the Piers cuts the study area in half. On the upper site there is a very good connection to the Downtown areas where we find bus as subway service. There is no subway service in the whole study area whatsoever. The lower part at the piers lacks any means of public transportation, which is enforced due to the fact that there are only two street linkages to Brooklyn Heights at Remsen and Joralemon Sts. The connection between the pier area and Cobble Hill is disturbed by six lane Hicks St and the elevated BQE. Cobble Hill itself is served by bus (B61; B63; B71).

The fabric in the Brooklyn Piers area consists of an almost regular rectangular streetgrid. The piers themselves are extensions of this grid into the water, so that all streets connect with the waterfront, physically or visually. The significance of this area results out of topography, as Brooklyn Heights rises sharply 40 to 50 feet in elevation compared to the pier level. This significance is taken into account by the installation of Brooklyn Heights Promenade with its scenic view, the limitation of building height, and the future Brooklyn Bridge Park. However, the pier area extends down to Atlantic Basin, where there is no regulation on height. Thus, there is the only chance for a further architectural development within the study area.

Due to the installation of Brooklyn Bridge Park all maritime uses in the northern part of the study area are liquidated. Brooklyn Heights and the park will then produce a reasonable coherence, even though there is still need for more linkages crossing the BQE and surmount the precipice, for instance using a pedestrian bridge etc. Yet, a prerequisite for a pleasant park, as it is envisioned by the Brooklyn Bridge Park Coalition, is sufficient access by public transportation, after all subway lines, to connect to Manhattan and Central Brooklyn. This, in addition to a waterfront-bound transportation, might serve the upper promenade as well.

Of architectural interest must be after all the southern part of the pier area, where we do not find any topographical, and thus building and usage restrictions. Obviously the piers adjacent to the park can no longer be used for heavy maritime or industrial use. Scenery, Park and the proximity to the downtown area in Brooklyn prohibit such intends. Anyhow, the vacant structures can be easily redesigned for residential or commercial purposes. The pier structures call for extravagant designs and leave room for recreational usage, such as sport fields, gymnasiums, marinas, etc. The adjacent areas connecting to Central Brooklyn and Red Hook, with its existing and to be built mid-rise, mid-cost residential buildings and some light commercial and manufacturing use, would surely produce a sensible transition within the current layout.

Regarding the consistency of Brooklyn Heights and Cobble Hill as residential areas for a mid to high income population we might consider a dense residential use with mid cost condominiums and even luxury apartments facing the water in this study area. The often historic dimensions, the visual proximity to the Financial District, as the easy physical reach by the Brooklyn Bridge speak for a clientele, which might be able to enjoy and definitely be able to afford living in such a community.

BROOKLYN HARBOR

Interbridge Area, CD Brooklyn 2; linear shoreline 3.940 feet (1,2 km)
The study area includes the east bank of the East River from Old Fulton St to Navy St and extends from Cranberry - High - Nassau Sts to U.S. Pierhead line.

In terms of historical resources the blocks in between Brooklyn and Manhattan Bridges exemplify a very significant site within New York City. The Fulton Ferry and Vinegar Hill Historic Districts narrate from the times, when the area was a busy shipping place: piers, docks, wharfs, warehouses, etc. Individually of importance are the monumental structures of the Empire Stores (1869; 1885) at 53-83 Water St, the Benjamin Moore & Company Paint manufactures building (1908) at 232-233 Front St, and, of course, the Brooklyn Bridge (1867-83), the first New York bridge. Landmarked ensembles represent the Greek Revival brick row (1830s) at 237-249 Front St, and the Italianate frame houses at 51-59 Hudson Av. Not yet landmarked is the Tobacco Inspection Warehouse (1860) at 25-39 Water St, proposed to soon accommodate an exhibition hall or museum.

The study area is predominantly zoned for maritime and industrial use (M1-2; M1-6; M2-1; M3-1) featuring a Con Edison generating station and the red Hook Water Pollution Control Plant, though there is some residential use at the bridgeheads of Brooklyn and Manhattan Bridges (R6) mediating between the former industrial waterfront and the downtown area in Brooklyn. Nevertheless we find apartments within the redeveloped warehouses and manufacturing structures along Water St and the large brick and concrete buildings known as the Gair-Sweeney complex. The residents of the area, which is also known as DUMBO (Down under the Manhattan Bridge Overpass) and supposed to become a new SoHo or TriBeCa, are completely dependent on community services as well as shopping facilities located outside the area. As most industrial use is ceasing the area epitomizes low density.

The Interbridge Area is characterized by the ramps of Brooklyn and Manhattan Bridges and the elevated BQE, which divides the area into Fulton Ferry and Vinegar Hill and closes off both districts from Downtown Brooklyn. The main access ensues via Water and Front Sts in the West and via E Washington, Pearl, and Gold Sts in the South. There is a F-train subway station at Front St; bus service follows by three lines (B25; B61; B69). The Brooklyn and Manhattan Bridges link the area to Manhattan, of course, though only the Manhattan Bridge ramp can be entered from the study area.

The streetgrid within the Fulton Ferry and Vinegar Hill districts, though heavily disturbed by the Brooklyn and Manhattan Bridge ramps, stands for the water bound part of Downtown Brooklyn's urban fabric. Similar to all costal grids the streets orientate towards or parallel to the water and such produce a rectangular grid. Although, more than any contact with the waterfront, the bridge structures with its pylons, cables and ramps draws attention from the passerby. The ground is gently sloping towards the water, which produces an imposing effect with the ascending bridge ramps. As there are no piers left along the waterfront, there is an urgent need for an urban design that stresses the waterfront by architectural means.

With its bridge structures and special waterfront condition the Interbridge area exemplifies an extraordinary site, which might be successfully transformed into an area with a much higher and better use than today. In contradiction to this consideration stands the current use of the immediate waterfront by Con Edison and the Water Pollution Plant. Both uses should be able to find adequate location other than this, i.e. within the Gowanus or Sunset Park industrial areas. The gradual gentrification and grass-root transformation of this warehouse district, which is already evident at Fulton Ferry, calls for strategic support.

Even though the area is highly significant within the waterfront fabric due to its shape and abundance of historical structures, there is no definite use that might be apostrophized. Shipping and warehousing do not have equivalents nowadays. Thus, we have to look for outside uses that might enhance the areas development. They are found by the heavy commercial use within Lower Manhattan, Downtown Brooklyn, and the proposed Navy Yard Business District. These highly dense areas, in addition to supporting services and industries within the study area, will call for a mixed-use area that permits sufficient residential floor area, to accommodate employers and employees. The proposed and existing recreation facilities (for instance Fulton Ferry Park) in and outside the study area will underline this mixture.

Fulton Ferry and Vinegar Hill used to be areas, which illustrated a highly mixed use of housing and the shipping business, high technology at that time. After the decline of that business, both areas fell dormant, due to their disconnection and insufficient services and facilities. In combination with the development of Brooklyn Bridge Park, the refurbishment of Empire-Fulton Ferry Park and the proximity of major central business districts, the Interbridge area will again become that lively place that it once was.

INTERBRIDGE AREA

Navy Yard, CD Brooklyn 2; assumed linear shoreline 2.950 feet (0,9 km)
The study area includes the east bank of the East River from Navy St to Division Av and extends from Park - Whyte Avs to U.S. Pierhead and Bulkhead line.

The Brooklyn Navy Yard was established in 1801 and rapidly grew into one of the busiest naval stations on the eastern seaboard. Some four hundred ships were fitted out at this site during the Civil War, from which time most of the buildings date. During World War II the yard employed more than seven thousand people. Though the maritime use declined rapidly within the second half of the 20th century, most of the yard's even early buildings remained. These extant structures include the landmarked granite structure of Dry Dock #1 (1840-51) at the foot of 3 St and the Commandant's House (1805/06) at Evans and Little Sts. The Naval Base on the eastern border of the Yard show the vacant Greek Revival building of the U.S. Naval Hospital (1830-38, 1840 and 1862) and the French Second Empire Surgeon's House (1863) at Flushing Av opposite Ryerson St.

The entire former shipyard is zoned for industrial use (M3-1) as are the adjacent areas towards Vinegar Hill, Fort Greene, Clinton Hill, and Williamsburg (M1-2). Only a small portion at Kent Av is assigned for residential use (R6). 47 acres (19 qkm) of a total of 261 acres (106 qkm) are currently under the jurisdiction of the United States Navy, of which 28 (11,3 qkm) will soon be disposed under the Federal Base Closure and Realignment Act. Though the Brooklyn Navy Yard Development Corporation operates the yard under a long-term lease with the city and rented out at least three water-dependent uses: a concrete batching company and two ship repair facilities, it will not be able to find adequate industrial use for all of the 4.3 million sq. feet floor area even in a mid-term period. According to a number of 500 possible businesses the current accommodation of only 85 establishments illustrates a very low density.

The yard, though having sufficient automotive access, is not served by any bus or subway line, though two bus lines (B57; B61) are bordering the area and connect to Central Brooklyn, Maspeth, Queens Plaza, and Red Hook. The BQE is located south and represents a barrier to the adjacent Fort Green district, which streets meet Flushing Av perpendicularly and grant access to the yard at any possible intersection. There is no ferry landing or tunnel connection to Manhattan, though there is easy linkage via Manhattan and Williamsburg Bridges by the BQE.

In contrast to the fabrics already observed, the Navy Yard's street grid does not exactly and orderly orientate towards the waterfront. Due to the shape of the costal line and the former use as a shipyard, streets were not installed executing an urban master plan but where they were useful, leading towards a wharf or connecting an upland warehouse with a pier. Often they merely arose by being vacant spaces left between buildings. Thus, introducing new land use to the area, there has to be a new reasonable street layout that grants access to both, extant and future buildings. Regarding a required linkage to the existing streetgrid a partially extension of this grid presents itself, after all as it directly faces Midtown Manhattan.

Even though the Navy Yard is currently used for industrial and maritime purposes, its location calls for a higher and much more intensive use. Of course, a lot of the existing structures can and should be transformed into lofts and office buildings. Nevertheless there is still room for an even more dramatic development. In reference to urgently demanded office space within the still growing central business districts of Manhattan, the Navy Yard offers an incredible site, combining great access, phenomenal view, and few building restrictions. Even problems that might occur in terms of contamination are met in comprising lighter industry.

The highly interesting shoreline, which was produced due to the various piers and docks, including structures of historical dimensions, call for momentous uses, such as museums, international sport facilities, or convention centers. High-rise commercial and residential buildings can create an exciting vis-à-vis to Midtown Manhattan without affecting the thrilling impression of the opposite skyline. Most of these building would have to be built upland close to Nassau St regarding the large ship basins, which themselves can be used for floating structures. Additional office space for the Financial District, with its ever growing New York Stock Exchange (NYSE), or the businesses outgrowing Silicon Alley, can be accommodated as well as swim stadiums and marinas. A ferry landing and a heliport would round off the area.

Apparently the study area is one of New York's largest continuous sites and a vast potential for the city's development. Due to its current use and its restrictions, of course, we should not envision this potential to be utilized by tomorrow, but after a long-term span. Having the most impressive shaped waterfront, the Navy Yard can easily become a necessary, lively, and independent addition to the downtown areas of Brooklyn and Manhattan; a place to work, live and recreate, including all functions that seem to be necessary for an urban nucleus.

NAVY YARD

Williamsburg, CD Brooklyn 1; linear shoreline 6.890 feet (2,1 km)

The study area includes the east bank of the East River from Division Av to Bushwick Creek and extends from Whyte Av to U.S. Pierhead line.

There is no building listed as a landmark or proposed to be listed within the study area. Yet, the American Sugar Refining Company (1890) on Kent Av with its Romanesque Revival be-hemoths along the entrances facing 2 and 3 Sts and again 4 and 5 Sts represents a structure with a truly historical dimension. Nevertheless the adjacent area comes up with several re-markable landmarks and proposed landmarks. In addition to some bank buildings, the Ye-shiva Jesode Hatorah of Adas Yerem mansion, the old Rebbe's House, both on Bedford Av, the former Temple Beth Elohim on Keap St, the Iglesia Metodista Unida de Sur Tres on S 3 St, the Deutsche Evangelische St. Peterskirche on Union Av, and the Holy Trinity Church of Ukrainian Autocephalic Orthodox Church in Exile testify of the area's past, which was engraved by the Hasidic, Hispanic, German, and Ukrainian immigrants, most of which stayed until today.

The Williamsburg area is equally zoned for industrial and residential purposes (M1-1; M1-2; M3-1; R6). Retail and Services locate predominately on Broadway and Bedford Av. Of impor-tance are the 26-acre (11 qkm) former Eastern District Terminal site, which is vacant since 1983, Pfizer Chemicals, and the still in use Amstar Sugar Refinery, one of the few water de-pendent manufacturing firms left in the city. Most residential buildings in the study area are townhouses, row houses, and some single detached houses, chiefly owned by the residents or rented out to easy or regular conditions. Williamsburg itself represents a middle-income neighborhood. The social consistency is still strong, due to the ethnic balance produced by the immigrants, even though the neighborhoods are sharply separated from each other. The study area shows, as does the whole community, a medium density.

In terms of access and transportation, Williamsburg is well connected to the central districts: the J, M, Z, and L subway lines and several buses (B24; B44; B60; B61; Q59) serve the area, even though no subway stop locates directly within reach of the waterfront. The main auto-motive linkage ensues by the BQE to Brooklyn and Queens and by the Williamsburg Bridge to Manhattan. The BQE does not represent that strong of a barrier as it does in other study ar-eas, especially since it situates upland and leaves a sufficient portion of the community co-herent. There is no ferry traffic.

Similar to the other study areas, the streets in Williamsburg meet the shoreline perpendicu-larly or run parallel. Even though, the fabric is not of such a rigid streetgrid, regarding the curve, the riverbank takes. The waterfront itself does not show as many piers, yet, there is no continuous streetwall following the waterfront's course. The streets leading toward the water give a gaze onto Manhattan. Nevertheless, they do not point to significant areas on the other side. Not earlier as at the inner pier line, one experiences a great view. An extension of Divi-sion St appears to be reasonable to enhance access to Wallabout Channel. This access would gain importance with any special use along the Channel and nearby piers.

Williamsburg is a micro cosmos that works due to its own restrictions and regulations. Most of the area represents the home of respectable low and middle class people. Though the in-dustries on the waterfront are declining, there are still many sites used for this purpose. Va-cant buildings have been reshaped and transformed into lofts. This shows a beginning gentri-fication, which yet is not strongly overcoming the area regarding long commutes that are necessary especially to reach Manhattan. Eventually though, enhanced public transportation will serve the existing community as well, as would more waterfront access.

Thus the suggested esplanade and upland transportation would be a satisfactory measure to enhance the study area's conditions, as should be an adequate use for the Eastern District Terminal, which might serve a residential complex with adjacent retail and community ser-vice that lack all over the residential area close to the waterfront. In terms of industrial heri-tage, and due to a presumingly present contamination of the ground, there has to be a sensi-tive development of manufacturing sites and brownlands - after all regarding Pfizer Chemi-cals. In consequence there will remain some industrial use within the immediate waterfront area, even though there might be no necessity for waterfront access. Nevertheless, public ac-cess to the waterfront should be mandatory even for these sites.

The community of Williamsburg is a consistent neighborhood that eventually develops with-out strategic planning and special design implementation. Thus, small steps, as propounded with the all over design elements of enabling the view onto Manhattan, granting public ac-cess to the waterfront by an esplanade, and providing for transportation seems sufficient to support the resident's and worker's lives.

WILLIAMSBURG

Greenpoint, CD Brooklyn 1; linear shoreline 6.235 feet (1,9 km)

The study area includes the east bank of the East River from Bushwick Creek to Newton Creek (Pulaski Br) and extends from Nassau - Manhattan - Oakland Avs to U.S. Pierhead line.

Within the study area there are two individual landmarks: a Sidewalk Clock on Manhattan Av (early 20c) that stands for a very common urban element, which graced New York's commer-cial streets at the beginning of the last century (see as well: Madison Square, Manhattan; and Steinway St, Queens. The Astral Apartments (1885/86) on Franklin St are a significant exam-ple of "model tenement" design, even though it used the Queen Anne style for its outside ap-pearance. Apart from these we find the Greenpoint Historic District (1860s) with its brick row houses that show cast-iron window lintels and door hoods casted in local foundries. Espe-cially notable are 128-132 Noble St and 114-124 Kent St. The Greenpoint district developed because of the prosperity of the nearby industrial waterfront. Hence, it contains a wide vari-ety of buildings, reflecting the varied income levels of the local residents.

Greenpoint is equally zoned for industrial and residential use (M1-1; M1-2; M3-1; R6) con-taining the Special Franklin St Mixed Use District in the North. Most retail and service facili-ties situate upland on Manhattan Av and McGuinness Blvd. Due to its former almost continu-ous band of industrial uses along the water's edge, Greenpoint records a lot of vacant fac-tory- and warehouse sites, such as the 14 acres (5,6 ha) Greenpoint Terminal Market and the WNYC transmitter site, now occupied by the Department of Parks and Recreation for inter-mediate operation. Significant uses represent the Newtown Barge Terminal Playground in the northern study area and the American Playground on Noble St at Greenpoint Av. Similar to Williamsburg, though not as obvious, Greenpoint shows a consistent social structure. regard-ing the declining industrial sites, it should be categorized as low to medium dense.

Only one subway line (two stops) is serving the Greenpoint neighborhood. However, this G train is considered the worst of the MTA services. There is bus service by four lines (B24; B43; B48; B61), which connect to Downtown Brooklyn and Long Island City. The area has no direct access to Manhattan whatsoever. There is neither an immediate subway linkage, nor a ferry-boat crossing the river. The BQE, which would grant a quick connection via Williamsburg Bridge, situates way upland. There is even only one nigh bridge spanning the Newtown Creek that separates Greenpoint from Queens (Pulaski Bridge).

The Greenpoint waterfront is characterized by two main features: Several piers extend into the East River that represent the prolonged streetgrid, and Newtown Creek, which course fol-lows a curve upland. The BQE, which stood for a vigorous impact on the area's fabric so far, locates upland and leaves a wide space between itself and the shoreline. This results in an exclusive streetgrid within Greenpoint. The streets proximate to the shoreline show a per-pendicular grid that shows difficulties in adjusting to the Newtown creek mouth area and the Williamsburg grid. Most of the streets leading towards the waterfront allow a view onto Lower Manhattan with its Twin Towers of the World Trade Center.

Due to topography and the main transportation feature of the BQE, Greenpoint is somewhat excluded from the city's progression. Hardly any external impact reaches the community. Nor is there a lot of internal activity, from which might ensue further development. However, the situation of the community in general and the waterfront asks for a moderate development of the study area for residential purposes, which might give impulses for commercial and light manufacturing uses. The historic district within the study area might support such an impulse as well.

Apart from the continuation of public esplanade along the waterfront and a supportive infra-structural access by streetcar or monorail, the vacant lots on the shoreline give opportunity for mid-dense residential buildings and the transformation of warehouses into lofts. A close net of greenways in between the apartment buildings connecting with the waterfront will enhance the area's appearance, as ensure a local specialty that will make the site interesting for developers and future residents. Another bridge connecting with Queens will improve any possible commute to the new commercial districts in Long Island City and Queens West.

Most of Greenpoint's deficits result out of lacking internal residential and business activity and lacking linkage to the other neighborhoods. Such, improving housing and surmounting the barrier of Newtown Creek represent simple but necessary measures within the study area to even evoke an development within the whole community.

GREENPOINT

Hunter's Point, CD Queens 2; linear shoreline 9.515 feet (2,9 km)

The study area includes the east bank of the East River from Newton Creek to 42 Av (Queensboro Bridge Plaza) and extends from East - Jackson - Van Alst Avs to U.S. Pierhead line.

The Hunter's Point Historic District exemplifies the main historical heritage of Long Island City. Its development started with the ferry service to Manhattan inaugurated 1861 between 34 St and the Long Island Railroad terminus. The neighborhood grew rapidly, accommodating commuter as well as residents working in the adjacent industrial area. The marble faced row houses on 45 Av testify the wealth of a population that could afford better than the ordinary Hudson brown stone masonry. The individual landmark of the New York Architectural Terra Cotta Company Building (1892) on Vernon Blvd. stands for an almost forgotten architectural feature that was en vogue at the turn of the century, resulting in a flourishing industry. Of interest are the gantry cranes on 48 and 49 Avs. Nearby the study area locates the New York State Supreme Court Long Island City Branch (1872-76) in its impressing Beaux-Arts style.

The waterfront area from Queensboro Bridge south to Newtown Creek is zoned for mostly manufacturing use (M3-1), though the Special Hunters Point Mixed Use District grants a mix of industrial and commercial uses. Nevertheless, the area close to the waterfront is largely vacant. Due to this fact the East River Tennis Club site was recently rezoned (R7A; R9) and has a capacity of some 962 housing units. The area south of Anable Basin is being heavily developed by the Empire State Development Corporation as "Queens West", including some 6,385 residential units, 2 million square feet of office space, a 350-room hotel, and 225,000 square feet of retail space. Regarding this ongoing project, the now low-density area will soon become a mid to high-density neighborhood. The future social structure, of course, has to be prognosticated, but there is little doubt that there will be a high-income population.

The visual proximity of Midtown Manhattan is also reflected by three subway lines underpassing the river and nine bus lines either using the Queens Midtown tunnel or crossing Queensboro Bridge. There is another subway line connecting to Brooklyn and Flushing and two more bus lines. Also, there is a railway linkage to Grand Central Terminal Station with the Long Island City station of the Long Island Railroad. Automotive access ensues either by Queensboro Bridge or the Queens Midtown tunnel. Hunter Point Ferry connects to the 34 St Ferry Landing in Manhattan.

The urban fabric of Hunters Point results in a streetgrid that is slightly off-parallel to the shoreline. This streetgrid continues upland as far as Sunnyside and the New Calvary Cemetery. The waterfront itself is structured by the mouth of Newtown Creek and the Anable Basin. Queensboro Bridge represents a visual barrier to the northern waterfront, though not a physical barrier, as the bridge continues upland to Queens Plaza and leaves open a wide and high underpass along the shoreline. A significant site shows the point where Newtown Creek meets the East River. Starting from Anable basin leading north, Roosevelt Island produces an intermediate element within the river.

Hunters Point is the actual opposite site of Midtown Manhattan and allows the most spectacular view on the city's core. This, in addition to a very good access and lots of vacant land, produces highest financial interest in development. This has already begun regarding the "Queens West" development, which occupies all of the southern study area. Yet, there is a dramatic deficit in connecting the waterfront upland in terms of building condition, design principles, and use. 48 stories Citibank Tower W of Jackson Av epitomizes the insufficiency of only one major office use within a declining business district as a development initiator.

However, Long Island City contains various uses that might ensue further development if embedded into a sensible framework planning. P.S. 1 Contemporary Arts Center, Tennisport Art Gallery, Long Island Railroad station, Citicorp office building, Supreme Court, etc. stand for impulses of development, which have to be strengthened and continued. Thus, there has to be an "infill" between the new Queens West development and the Central Business Area of Long Island city that binds together all of the significant uses in the neighborhood and produces a consistent appearance. Regarding the current increase of building density along the study area's shoreline and the opposite Midtown Central Business district with its towers, this infill definitely should consist of mid- to high-rise structures.

Together with the suggested Navy Yard development, Long Island City is considered the only waterfront area similar to Manhattan conditions. Yet, the ongoing development has to be speeded up enormously to equalize the ridiculous cohabitation of single high-rise office buildings and industrial barracks.

HUNTER'S POINT

Ravenswood, CD Queens 1; linear shoreline 5.250 feet (1,6 km)

The study area includes the east bank of the East River from 42 Av to 33 Rd - 12 St (Sherman St) - 34 Av and extends from 21 St to U.S. Pierhead line.

The only particular landmark within the Ravenswood study area is the Queensboro Bridge (1901-08) that connects to 59 St in Manhattan. Yet, Ravenswood shows some interesting architectural features, such as Queensbridge Houses (1939), one of the city's best and once the nation's largest housing project: 3,149 units in 26 six-story buildings. Adjacent to the waterfront we find as well the imposing structure of the Consolidated Edison Company of New York, Inc., Ravenswood Plant with its three red-white painted chimneys.

Two parks occupy the immediate waterfront within the study area: 20-acre Queensbridge Park and eight-acre Rainey Park. The upland site shows residential and industrial uses (R5; R6; M1-1; M1-3). The waterfront parks connect directly to the housing areas, especially the Queensbridge Park to the upland housing project. However, most of the shoreline is tied up by the Con Edison Generating plant (M3-1), occupying the entire waterfront from 35 to 40 Avs. The Queensbridge Houses represent a moderate density residential area. The blocks north of the projects show a low to medium density in both industrial and residential use. The generating plant must be categorized as a heavy industrial area with low performance, i.e. few staff and customer relation but high visual and physical impact on the surroundings.

Being served by four subway (B; Q; N; 7) and three bus lines Ravenswood (Q102; Q103; Q104) shows a decent public transportation network. Whereas all subways connect to Manhattan, the busses cover commutes to the adjacent waterfront districts and Long Island City. The automotive traffic is linked to Midtown Manhattan by Queensboro Bridge, which is accessed at Queens Plaza. The time during your thesis project is the de-loveliest time of your life.

The Ravenswood fabric consists of an almost regular perpendicular streetgrid. Unlike the fabrics reviewed earlier, the Ravenswood blocks orientate north-south and show fewer water bound streets. As the waterfront lots themselves (two assumed blocks upland) are occupied by either park or generating plant, there are only three streets leading immediately towards the water, one of which enters 36 Av Bridge to Roosevelt Island. Being separated from the waters merely by parks, Vernon Blvd becomes a main access street with great panoramic view onto Midtown Manhattan and the Queensboro Bridge.

The waterfront in Ravenswood leaves hardly any space for further development, as all sites have been assigned for recreational or extant industrial use. The upland area shows wide residential areas with the public housing projects and a decent mixed-use area. Both areas work sufficiently, though might work even better after some minor refurbishment. The main obstacle of the area is, of course, the generating plant, which cannot be replaced shortly. Yet, the two large parks along the shoreline represent a great potential for the study area.

Hence, it is desirable to merge the two parks in long term prospect to create a great Ravenswood waterfront park, which includes several special and recreational uses – possibly some residential buildings as well. For the realization horizon of this urban design, however, we have to content ourselves with a medium size boardwalk along the shoreline to connect both parks, and to allow a continuous greenway along the waterfront. Surely, Vernon Blvd will be enhanced by the proposed monorail or streetcar that will make the street a livelier boulevard. As long as the generating plant is in use, it will without doubt impair the surrounding residential and recreational activities. Yet, it represents a very significant and interesting, and even impressing industrial structure.

There is few planning impact necessary to support the current development of Ravenswood. General land use, access, and social structure are sufficient and balanced. Evidently Ravenswood will never become an important part of the waterfront, yet it represents one of the major low to mid income housing areas and low scale mixed-use districts within the whole East River waterfront.

RAVENSWOOD

Hallets Point, CD Queens 1; linear shoreline 6.890 feet (2,1 km)
The study area includes the east bank of the East River from 33 Rd - 12 St (Sherman St) - 34 Av to 27 Av (Franklin Av) - 9 St (Wardell St) and extends from 21 St to U.S. Pierhead line.

There are no landmarks listed for the Hallets Point study area, but some historic interesting structures: The Good Church of Deliverance, originally Reformed Dutch Church of Hallets Cove (1889) at 12 St, the Greek Revival stuccoed Remsen House (1835) on 27 Av, some other private houses from the late 19c, and the Adirondack Building, originally Sohmer Piano Company, at Vernon Blvd (1886/87) in its Second Empire style. These buildings show obviously what Hallets Point used to be from 1815 on, when the introduction of steam-powered ferries caused the transformation of a countryside settlement into a growing Manhattan suburb. Eventually businessmen and shipping magnates from Greenpoint came here to build impressing mansions, which showed their wealth earned in the lumber business.

The waterfront in Hallets Point contains residential and recreational uses (R4; R5; R6; R7), as well as some non-conforming industrial uses at Pot and Hallets Coves (M1-1). The residential area includes the high rise Shore Towers completed in 1991 and the 1,113 unit Astoria Houses, a NYCHA public housing project, in addition to the low-rise detached mansions from the late 19c. Along the Pot Cove shoreline there is an industrial area including two major fabricators of building materials and a number of small firms engaged in manufacturing, warehousing, and construction. On Hallets Cove we find the Typhin Steel fabricators and distributors, and a Modell's Sporting Goods warehouse and offices. Hallets Point exemplifies a typical New York City suburban community with a moderate density.

There is hardly any public transportation within the study area. Hallets Point is not at all connected to the MTA subway service; the closest stations locate on 31 St. Only three bus lines (Q18, Q102, Q103) run into the peninsula, all of which are operated by the Triboro Coach Corp. Another three run along the study area boundary on 21 St (Q19A; Q101; Q104). Due to the peninsular shape of the study area the automotive linkage ensues mainly via 27 Av upland and 8 St / Vernon Blvd parallel to the shoreline.

Regarding its history as a countryside settlement Hallets Point does not show a regular grid, but an interface of various minor grids. Most significant is the street layout on the peninsula: 27 Av represents the main street, which operates as a mirror line and produces two regular halves of a square, one occupied by the "towers in the park"- Astoria Houses, the other completely built up in typical blocks. Of course, the solitaire development of the public housing project with its public promenade allows a great view south onto Midtown Manhattan.

Hallets Point, similar to Ravenswood, does not need a lot of planning engagement. Most of the significant sites on the waterfront are reasonably occupied. The Astoria Houses Public Esplanade grants an easy accessible panoramic site. The center of the peninsula displays an almost intact low-rise neighborhood with mansions and other detached houses, even though there might be a moderate increase in population. The most obvious disadvantage is the lack of public transportation, and hereby lack of public access to the study area.

Hence the implementation of waterfront bound transportation would have an important positive impact. Yet, any street dependent means of transportation would have its terminal within the area and thus confirm the impression of Hallets Point being an excluded neighborhood. A rail dependent transportation might lead to an extension to the sport and recreation facilities on Ward's and Randalls Islands (New York being a possible host for the Olympic Games), and hereby avoid any such impression. In addition to the public esplanade the enlargement of the Astoria Athletic Field into a multi-use Park would enhance the importance of the Hallets Point's waterfront for local recreation. This open space would as well work as a suitable distance area between the residential and non-conforming industrial uses.

Unlike the study areas described earlier the focus within the Hallets Point study area lies on the transportation aspect. The preferred increase in population and renovation of the neighborhood would surely derive from the improvement of access. Internal recreation facilities as well as the nearby Astoria, Rainey, and Ward's Island parks in addition to the great view on the northern bank of Hallets Cove definitely enrich this site.

HALLETS POINT

Astoria, CD Queens 1; linear shoreline 5.580 feet (1,7 km)
The study area includes the east bank of the East River from 27 Av (Franklin Av) - 9 St (Wardell St) to 20 Av (Winthrop Av) and extends from 21 St to U.S. Pierhead line.

Ward's Island, CD Manhattan 11; linear shoreline 11.810 feet (3,6 km)
The extended study area includes the Ward's Island waterfront from Hell Gate Bridge on the Eastside to Triborough Bridge on the Westside of the island.

No landmarks are listed for the Astoria and Ward's Island study areas. Yet, in Astoria we find the astounding structures of the Triborough suspension bridge (1936) and the Hell Gate Bridge (1917) with over- and underslung bowstring trusses and Classical piers. Both bridges can be observed entirely from either the Astoria or the Ward's Island Park.

Likewise there is no listing for Ward's Island. Interesting structures represent the Manhattan Psychiatric Center (various buildings 1970s) and the J.J. Downing Memorial Stadium.

Astoria is completely zoned for residential use (R5). Its waterfront is occupied by Ralph Di-Marco and Astoria Parks. This residential area exemplifies a moderate density.

Ward's Island (including Randalls Island) is occupied by parks, residential/institutional, and municipal/industrial uses. It accommodates the Triborough Bridge and Tunnel Authority adjacent to the Triborough Bridge, the Manhattan Psychiatric Center and some sports facilities including Downing Stadium. Yet, Ward's Island must be categorized as less utilized regarding its low-density built-up area.

In terms of public transportation Astoria shows an even poorer condition as does Hallets Point. Only three bus lines serve the study area on its boundary at 21 St (Q19; Q19A; Q101). There is no subway or ferry service. Automotive travel is connected via the Triborough Bridge to Manhattan and Queens, although, traffic cannot enter the bridge's ramp earlier as 31 St.

Ward's Island itself is a location designated to traffic. Both bridges overpass the site. The Triborough Bridge Toll Plaza again takes up another good amount of space. The M60 Uptown-LaGuardia Airport and the M35 bus connect the island to Manhattan. There is no subway service. Pedestrian access ensues via Triborough Bridge, though this is a long walk regarded as unsafe, and one pedestrian bridge at 103 St (Manhattan).

Astoria shows a regular streetgrid perpendicular to the shoreline with blocks orientated East-West. The waterfront itself has an almost straight linear shape along the Hell Gate. Most of the waterfront site is occupied by Astoria Park, which takes up the space of two blocks upland.

Ward's Island is divided by the Triborough Bridge and the adjacent railroad tracks of the NYCRR in an eastern and a western part. One street with two slopes provide for automotive access, one slope in the southern part of Ward's Island, one adjacent to the Toll Plaza in the north (Randalls Island).

Astoria is a moderate well constituted mid-income residential area with some apartment buildings, yet mostly single detached family houses and mansions. Astoria Park offers a great recreational facility. The existing closed community results in lack of public transportation, as the possession of individual automobiles is indispensable for any commute.

Ward's Island is definitely a site that is used for special activity. There is enough space for recreational use, such as the extant sports and park facilities, and the exceptional medical facility of the Manhattan Psychiatric Center. However, the access to the island has to be enhanced to cause a more intense usage of these facilities. Nonetheless, as a proposed site for the New York City Olympic village the island would have to become more accessible.

Regarding planning impact there has to be little engagement with the Astoria study area. A linkage to the continuous waterfront esplanade is one aim, which is easy to accomplish.

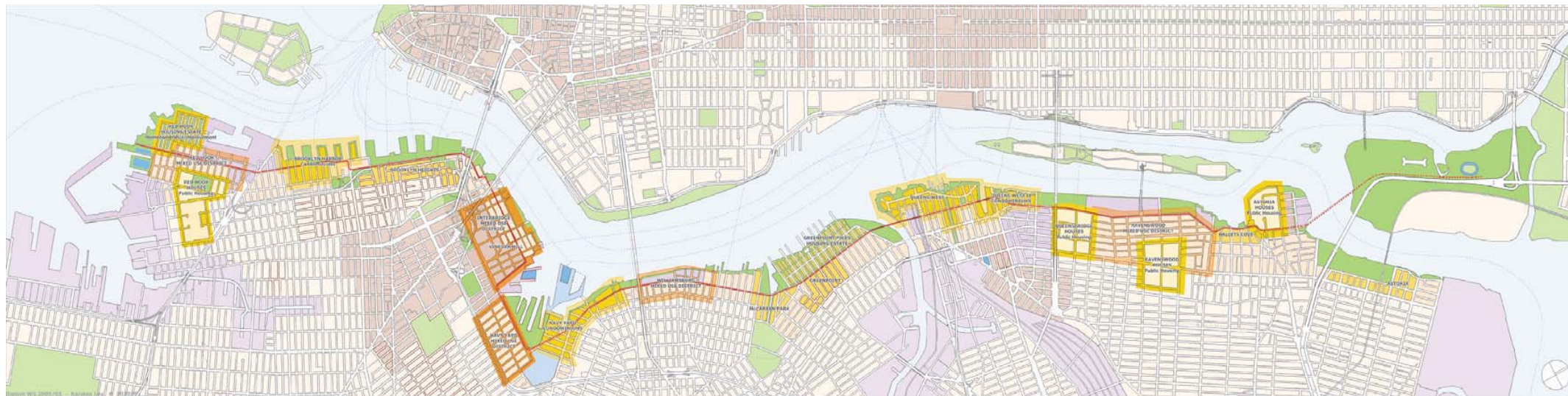
Ward's Island, on the other hand, has definitely to undergo an urban design development to strengthen the potentials of this extended study area. Thus the execution of an open urban design competition presents the main proposal for this site.

ASTORIA+WARD'S ISLAND



HOUSING

Source:
 Census Bureau, American Housing Survey (AHS), 2013
 American Housing Survey (AHS), 2013
 American Housing Survey (AHS), 2013
 American Housing Survey (AHS), 2013
 American Housing Survey (AHS), 2013
 American Housing Survey (AHS), 2013



HOUSING COMPONENTS

original scale 1:20,000

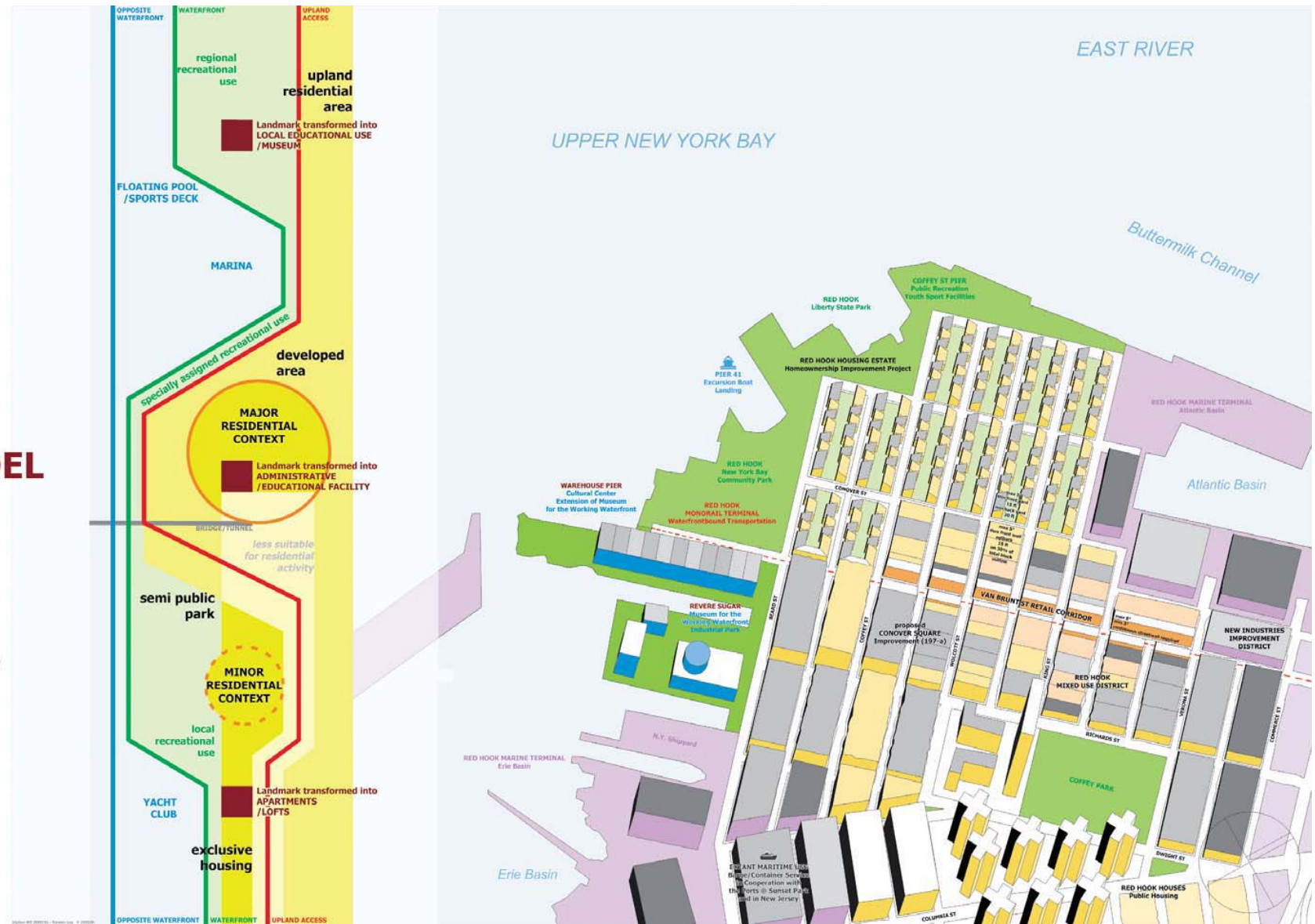
- Subsidized Housing**

 - Public Housing Projects (NYCHA)
 - + Homeownership Improvement Projects (ERDA)
- Regular Housing**

 - Condominiums + High Rent Residences
 - Homeownership + Mid- / High-Rent Residences
 - / in Historic Districts
- Mixed Use Housing**

 - Condominiums + Mid- / High-Rent Residences within Commercial Districts
 - Homeownership + Low- / Mid-Rent Residences within Mixed Use Districts

SCHEMATIC MODEL HOUSING + STUDY AREA RED HOOK axonometric view original scale 1:2.500





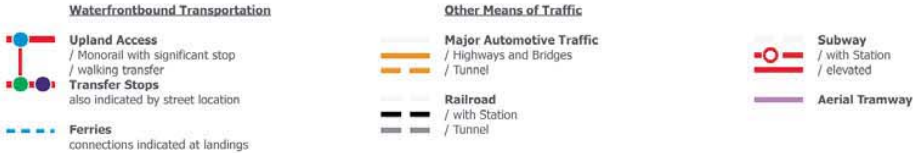
WORKING

Photo: © iStockphoto.com/John Smith. All rights reserved. This is a stock photo. It is not intended to represent any specific person or organization. It is not intended to be used in any way that would imply endorsement or approval by the photographer or the stock photo agency. It is not intended to be used in any way that would imply endorsement or approval by the photographer or the stock photo agency.



TRANSPORTATION+ACCESS

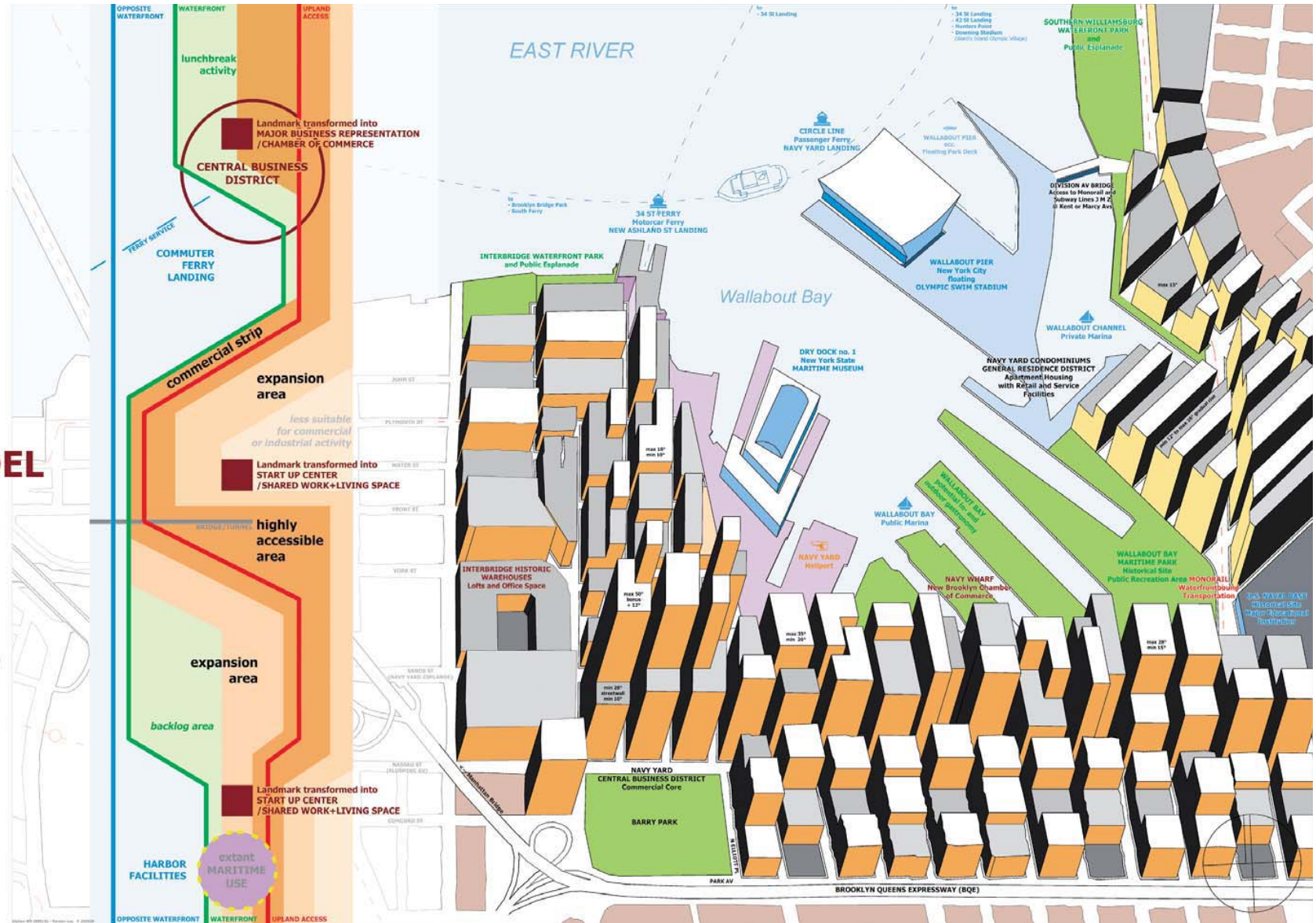
original scale 1:20,000



SCHEMATIC MODEL WORKING

+ STUDY AREA NAVY YARD

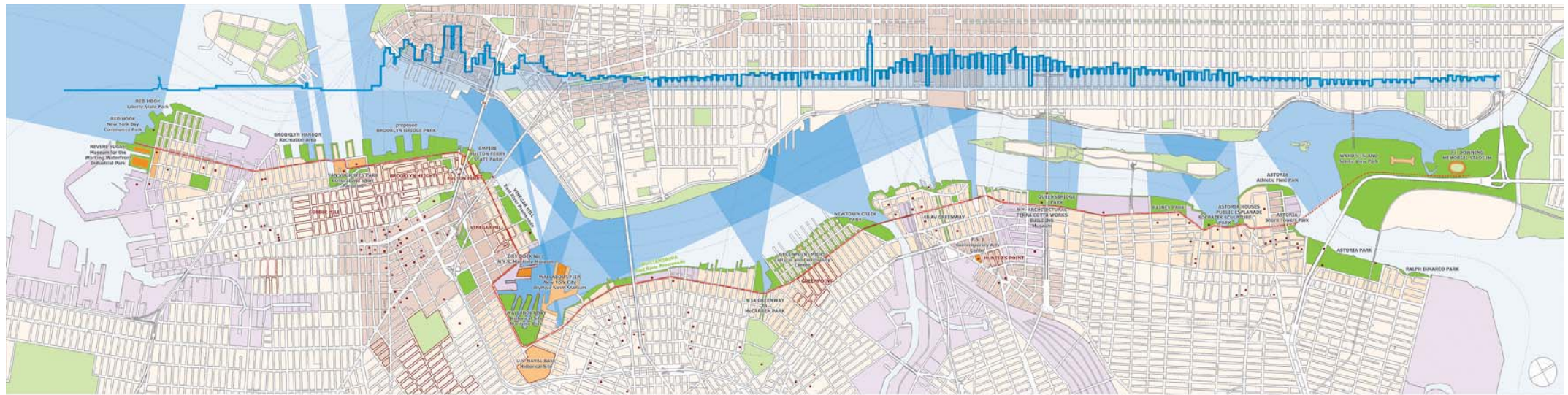
axonometric view original scale 1:2.500





LEISURE

The city skyline is visible across the water, with the sun setting or rising behind the buildings. The water is calm, reflecting the light from the sky. The overall mood is peaceful and serene.



RECREATION+PANORAMA

original scale 1:20,000

- Panoramic View
Perpendicular to Direction of Monorail
- Recreational Use
/ Parks, Promenades, Sport Fields
- Cultural and Recreational Use
/ Museums, Cultural Center, Indoor Sport
- Historic Districts
as confirmed by N.Y.C.L.C.
- Points of Special
as specified by the A.L.A. N.Y. Chapter
- CBD
- Residential and Commercial
- Industrial
- Open Space
without the Study Area

SCHEMATIC MODEL LEISURE + STUDY AREA HUNTER'S POINT axonometric view original scale 1:2,500

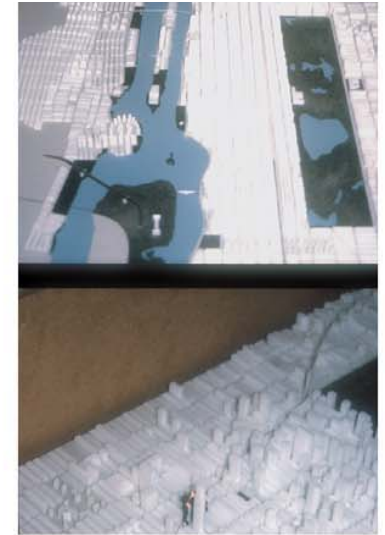




MODEL photographs 1-5
original scale 1:10,000



MODEL photographs 6-10
original scale 1:10,000

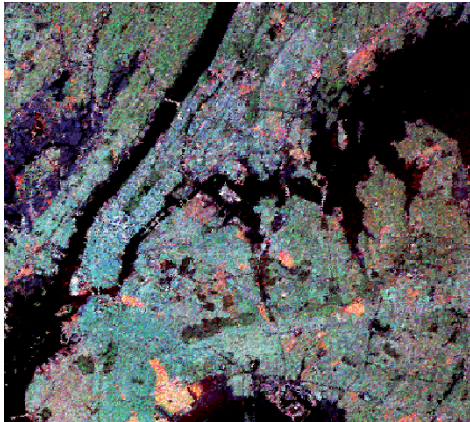


PRESENTATION photographs 1-4

various scales

for more photographs see:

<http://www.fs2.rwth-aachen.de:80/2000-01/diplomws/ley/>

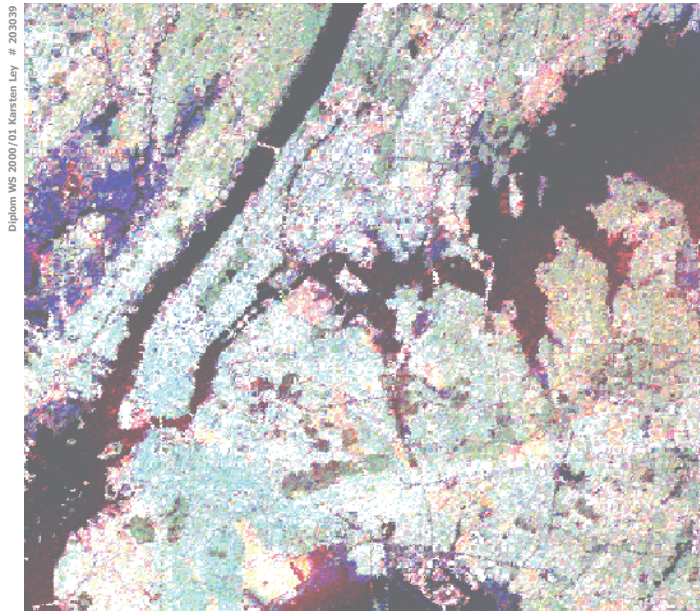


THIRD WATERFRONT NEW YORK CITY
A Comprehensive Urban Design Scheme
for the Brooklyn and Queens
East River Waterfront

Deutsche Begleittexte

Diplomarbeit
Wintersemester 2000/01
Karsten Ley # 203039
an der
RWTH Aachen
Lehrstuhl für Städtebau und
Landesplanung
Univ.-Prof. Dipl.-Ing. Künibert Wachten
und dem
Lehr- und Forschungsgebiet
Stadtbaugeschichte
Univ.-Prof. Dr.-Ing.
Michael Jansen

TEXTBOOK



Die Diplomarbeit beschäftigt sich mit der „Third Waterfront New York City“ –

Das Satellitenbild zeigt deutlich die verschiedenen Wasserläufe, die New York prägen: Im Südwesten die Upper New York Bay, die durch die Verrazano Narrows vom Atlantik getrennt ist; der Hudson River, der vom Norden in die Bay mündet; und den East River, der den Long Island Sound, einen Meeresarm des Atlantiks im Nordosten, mit der Bay verbindet.

Neben New York City liegen die Counties Westchester und Nassau (ab Little Neck Bay), beide Teil des Staates New York, sowie Hudson und Bergen County in New Jersey, jenseits des Hudson River.

Die Entwicklung der Stadt, die 1625 mit dem Bau des Forts Nieuw Amsterdam an der strategisch wichtigen Südspitze und dem Kauf der gesamten Insel im Jahr 1626 durch Peter Minuit begann, erfolgte zunächst an der Ostküste Manhattans entlang des East Rivers, der im Gegensatz zu dem Süßwasser führenden Hudson eisfrei war.

Die Platznot durch die stetig steigende Zahl der und die immer größer werdende Schiffe führten dann zur Einrichtung von Piers am Hudson River im Westen: der zweiten Uferkante New Yorks.

Erst 1898 formierten sich die bis dahin selbständigen Städte New York und Brooklyn gemeinsam mit den Counties Bronx, Queens und Richmond zu Greater New York City.

Damit wurde die östliche Uferkante des East River in Brooklyn und Queens also New Yorks dritte „Waterfront“.

INTRODUCTION ***Einführung***

observe	CAUSE	
perceive	POTENTIAL	
define	SCOPE	
evaluate	EXISTING PLANS	PLANNING
establish	AUTHORITY	
define	SECTIONS	
lead	SURVEY	DESIGN
implement	MATRIX	
design	SCHEME	
review	DEVELOPMENT	HOUSING
apply to	SPECIFICATIONS	WORKING
produce	MODELS	LEISURE

Die Systematik der Arbeit umfasst vier Hauptbereiche, die sich ihrerseits wiederum in jeweils drei Teilschritte gliedern:

In einem ersten Schritt wird der **PLANUNGSANLASS** festgestellt, erwartete **PLANUNGS- und GESTALTUNGSPOTENTIALE** erfasst und schließlich das **PLANUNGSZIEL** definiert.

In einem zweiten Schritt müssen **BESTEHENDE PLANUNGEN** ausgewertet, eine **PLANUNGSINSTANZ**, die politisch und wirtschaftlich in der Lage ist, das Gebiet zu beplanen, eingerichtet und das umfängliche Plangebiet in **TEILGEBIETE** aufgegliedert werden.

In einem dritten Schritt wird eine **ANALYSE** des Planungsgebietes durchgeführt, deren Ergebnisse neben der erkannten Potentiale und einer gestalterischen Absicht in eine **MATRIX** einfließen — diese Matrix bildet dann die Grundlage für den **SCHEMATISCHEN STÄDTEBAUENTWURF**.

Für die unterschiedlichen städtebaulichen Funktionen, die an der Waterfront vorgesehen werden, erfolgt dann eine Betrachtung ihrer unterschiedlichen **ENTWICKLUNG** in New York, die dann die Grundlage bildet für eine **SPEZIFIZIERUNG** des Entwurfes innerhalb bestimmter Teilgebiete, für die dann verschiedene **SCHEMATISCHE MODELLE** erstellt werden.

PROCEEDING
Vorgehensweise



South Street Seaport Historic District



Battery Park City Promenade

New York, die Metropole, in deren Agglomeration rund 18 Mio. Menschen leben, Standort des größten und drittgrößten Central Business Districts und eines der kulturellen Zentren der westlichen Welt, ist eigentlich eine Stadt am Meer. Jedoch ist das Wasser in den Köpfen der New Yorker kaum präsent, vor allem, da Hafen- und Industrieanlagen sowie Highways den Zugang zum Ufer versperren.

Gerade dieses Ufer aber stellt eine wertvolle wie auch ungenutzte Ressource dar: Jahrzehnte niedergehender industrieller Nutzung und die Vielzahl kleinmaßstäblicher Hafennutzung, wo eigentlich große Containerhäfen benötigt werden, ließen den größten Teil der Wasserfront mit ihren Piers und Lagerhallen zur Brache werden.

In Projekten wie dem Pier 17, der Battery Park City, sowie den Trump Developments Riverside South und UN Plaza an der Upper West- und der Eastside wurde in den letzten zwanzig Jahren allerdings ersichtlich, welchen Standortfaktor – ökologisch, sozial und wirtschaftlich – das Wasser für die Stadt darstellt.

CAUSE
Planungsanlass
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY
SECTIONS
SURVEY
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS



Long Island City with Queensboro Bridge

Die östliche Uferkante des East Rivers, die Teil mehrerer Community Districts der Counties Kings und Queens ist, stellt ein besonderes Potential dar: Hier ist, durch den Wegfall des überwiegenden Teils der Hafen- und Industrieanlagen, sowie keiner Verbauung durch Highways, die Voraussetzung für einen umfassenden gestalterischen Plan gegeben, begünstigt durch die phänomenale Lage mit Blick auf das Herz der Stadt, die Insel Manhattan.

Die Notwendigkeit der Nutzung dieses Potentials ist mehrfach begründet, nicht nur gestalterisch auf die Uferkante an sich, sondern auch auf die Entwicklung der angrenzenden Gebiete bezogen: Nach einem Artikel vom 9. Juni 2000 in der New York Times hat die Stadt einen akuten Wohnungsnotstand: 130.000 Familien sind auf der Warteliste für Sozialwohnungen, 215.000 besitzen uneingelöste Wohnberechtigungsscheine. Jede Nacht übernachten nahezu 5.000 Familien und 7.000 Einzelpersonen in Obdachlosenheimen. Gegenüber einem Wachstum der Bevölkerung um 350.000 Personen in den Jahren 1981-1999 stehen der Neubau von nur 42.000 Mietwohnungen. Gleichzeitig sank die Zahl von Wohnungen unter \$500 Monatsmiete um 55% in acht Jahren. Aber auch die Bürowirtschaft findet nicht mehr den erforderlichen Raum zu adäquaten Preisen. So droht die NYSE der Stadt ständig, ihren Sitz nach New Jersey zu verlagern, wo ihr Büroflächen zu unschlagbaren Preisen offeriert werden.

Gerade an der East River Waterfront kann, wegen der Nähe zu den CBDs in Downtown und Midtown Manhattan, sowie den Handelsschwerpunkten in Brooklyn und Long Island City, qualitativ und quantitativ Wohn- und Arbeitsraum entstehen, der, durch ein ansprechendes Freizeitangebot ergänzt, einer von verschiedenen Lösungsschritten sein kann, der Wasserkante ein neues Gesicht zu geben – sicherlich aber der lukrativste und gestalterisch anspruchsvollste.

CAUSE
POTENTIAL
Potentiale
 SCOPE
 EXISTING PLANS
 AUTHORITY
 SECTIONS
 SURVEY
 MATRIX
 SCHEME
 DEVELOPMENT
 SPECIFICATIONS
 MODELS

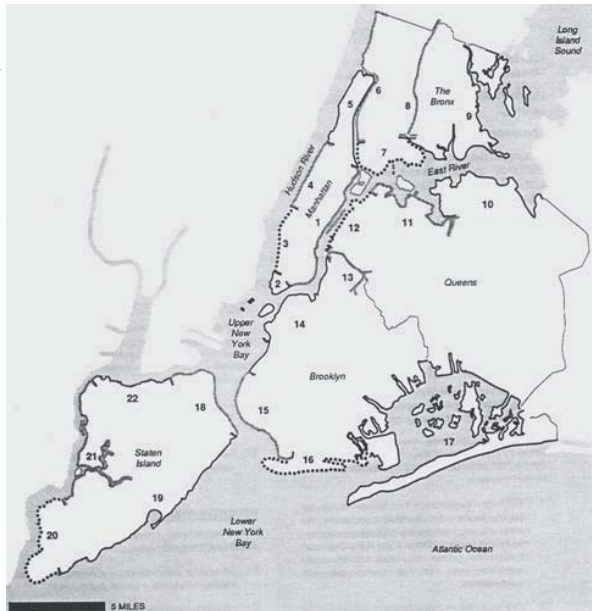


Der Wert der Uferkante ist also bekannt, dennoch ist außer politischen Willensbekundungen und einzelnen Investoren- und Landart-Projekten gestalterisch nichts weiter geschehen.

Um einer unverbundenen und gegebenenfalls sogar widersprüchlichen Entwicklung der Uferkante vorzubeugen muss ein städtebaulicher Rahmen geschaffen werden, der die Erschließung des immensen Plangebietes steuert und für Standards sorgt, die über die Minimalforderungen der New Yorker Zoning Resolution (Art und Maß der baulichen Nutzung) hinausgeht.

Das vorgeschlagene „umfassende städtebauliche Schema“ steht also gegen die fragmentale, unverbundene Masterplanung, die sich in den bestehenden Einzelprojekten (vor allem auch in Manhattan) äußert, und den zu groben planerischen Rahmen wie dem Comprehensive Waterfront Plan, der zwar die Uferkanten in ihrer Gesamtheit erfasst, aber keinerlei gestalterischen Ambitionen hat.

CAUSE
POTENTIAL
SCOPE
Planungsaufgabe
EXISTING PLANS
AUTHORITY
SECTIONS
SURVEY
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS



Reclaiming the City's Edge

New York City Comprehensive Waterfront Plan

- Natural Waterfront
- Public Waterfront
- Working Waterfront
- Redeveloping
- Zoning Proposal
- Implementation

Der „Comprehensive Waterfront Plan“ aus dem Sommer 1992 stellt einen ersten koordinierten Versuch des Stadtplanungsamtes dar, mit der gesamten Wasserfront der Stadt von 578 Meilen/ 930 Kilometern umzugehen.

„Reclaim the City's Edge“ ist das Programm dieses Plans, also das wiedergewinnen oder zurückfordern der Ränder der Stadt.

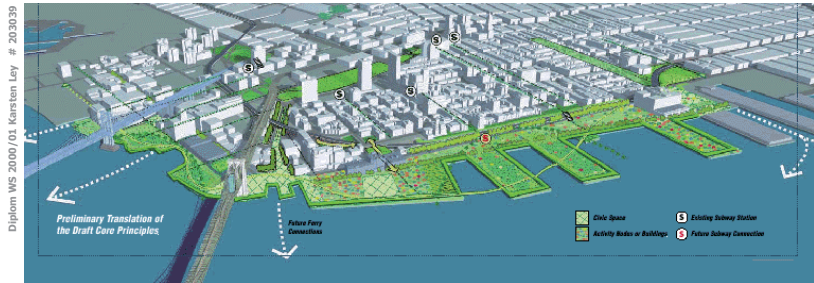
In sechs Teilen: Natural Waterfront, Public Waterfront, Working Waterfront, Redeveloping, Zoning Proposal und Implementation; befasst sich der Plan grob mit den wichtigsten Aspekten, die die Uferkante betreffen – Ökologie, öffentlicher Zugang, Industrie und Handel, Neuentwicklung, Baurecht und Implementation des Planes.

Er versteht sich als ein planerischer Rahmen (Planning Framework), der den ersten Grund für eine weitere Bearbeitung legen will. Es ist ein planerischer Rahmen – aber eben ein planerischer – kein gestalterischer Rahmen. Der Städtebau kommt hier nur am Rande innerhalb einiger Zoning Proposals, also Festsetzungen für Bebauungspläne, vor.

Städtebaulich verlässt sich auch der Comprehensive Waterfront Plan auf das bestehende Instrumentarium und die konkurrierenden Planungshoheiten (wie noch im folgenden erläutert)

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS 1
Derzeitige Planungen
AUTHORITY
SECTIONS
SURVEY
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS

PLANNING



Proposed Brooklyn Bridge Park

Proposed Queens West Development



Dieses Instrumentarium nutzen so auch zwei derzeit vorgeschlagene und teilweise bereits im Bau befindliche Projekte, die deutlich von unterschiedlichen Planungsmotivationen zeugen:

Der Brooklyn Bridge Park in Downtown Brooklyn, der seit 1997 von der Waterfront Local Development Corporation (heute Brooklyn Bridge Park Development Corporation) geplant wird, ist ein Bürgerprojekt, das sich mit Hilfe von Spendengeldern durch die Planungsinstanzen kämpft.

Queens West, ein Projekt der Queens West Development Corporation (eine Tochter der Empire State Development Corporation), ist ein typisches Investorenprojekt. Auf einer preiswert erworbenen Brache wurde ein high-rise Komplex geplant, in dem neben teuren Condominiums (Eigentumswohnungen) Büroflächen angeboten werden.

Daneben gibt es seitens der Stadt noch zwei Entwicklungspläne:

Long Island City, A Framework for Development, aus dem Herbst 1993, und Red Hook, A Plan for Community Regeneration, aus dem Herbst 1996. Beide stellen Richtlinien für die Wiederbelebung der Quartiere auf, finden aber nur wenig tatsächliche finanzielle Unterstützung.

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS 2
Derzeitige Planungen
AUTHORITY
SECTIONS
SURVEY
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS

PLANNING

Competing Public Planning Institutions on the East River Waterfront

New York City
Mayor
Borough Presidents of Manhattan, Brooklyn and Queens
Community Boards 1, 2 & 6 Brooklyn; 1 & 2 Queens; 8 & 11 Manhattan
City Planning Commission
Economic Development Corporation (EDC)
Department of City Planning (DOCP)
Department of Education
Department of General Services
Department of Hospitals
Department of Parks and Recreation
Department of Public Works
Department of Transportation (DOT)
Fire Department
Health and Human Services
Department of Environmental Protection (DEP)
Department of Real Estate
Department of Sanitation
New York State
Governor
State Department
Empire State Development Corporation (ESDC)

Authorities
Metropolitan Transport Authority (MTA)
New York City Housing Authority (NYCHA)
Port Authority of New York and New Jersey

AUTHORIZATION BY STATE LEGISLATURE
GOVERNOR'S VETO

ZONING REGULATION
ULURP

Planung in New York impliziert eine Beachtung von vielen unterschiedlichen öffentlichen und privaten Interessen. Die meisten dieser Interessen äußern sich in verschiedensten Institutionen, die alle ihre eigenen, speziellen Ziele verfolgen. Dies führt zu einem unzusammenhängenden Planungsprozess und widerstreitenden Planungszielen, welches umso unglücklicher wirkt, dadurch dass Planung in den Vereinigten Staaten generell eher pragmatisch, inkrementell und nicht sonderlich vorausschauend ist.

Links aufgeführt sind die wichtigsten der an einer Entwicklung des East River Ufer beteiligten städtischen und staatlichen Institutionen aufgeführt, die alle ihre eigenen Planungsabteilungen unterhalten. Unterworfen sind die ersteren zum einen der Zoning Regulation, der Bauordnung New York Citys und dem Uniform Land Use Review Process, der zu einer Änderung des bestehenden Bebauungsplanes führen kann. Die staatlichen Institutionen unterliegen diesen städtischen Satzungen nicht, sondern allein Bundesrecht und dem Veto des Gouverneurs.

Für das die „Third Waterfront New York City“ müssen daher folgende Besonderheiten gegenüber der üblichen Planungspraxis festgestellt werden:

a) Das Plangebiet sprengt die üblichen Dimensionen im Stadtplanungsprozess New Yorks, zudem darf die Verwirklichung von einheitlichen Planungen mit derartiger zeitlicher Dimension nicht von politischen Wechsels beeinflusst sein. Daher muss eine planerische Autorität eingeführt werden, die sich ausschließlich mit dem Plangebiet befasst.

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY 1
Planungseinheit
SECTIONS
SURVEY
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS

PLANNING



b) Neben städtischen sind auch staatliche Institutionen und Authorities beteiligt, damit sind die an der Planung beteiligten unterschiedlichen Gesetzgebungen unterworfen. Daher muss eine planerische Autorität eingeführt werden, die nur einer Gesetzgebung unterworfen ist.

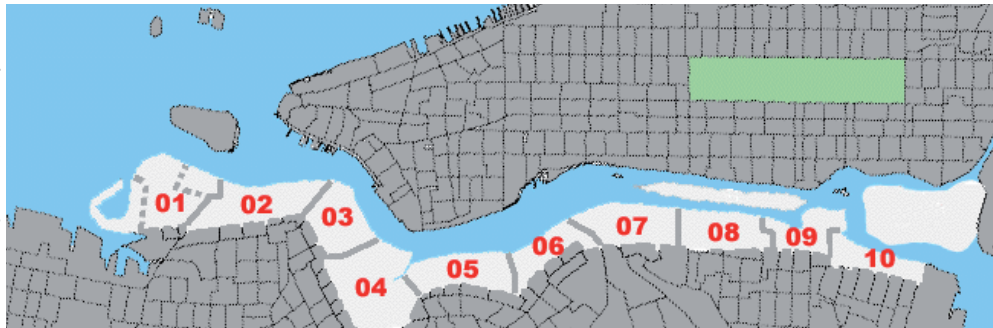
c) Die Planung in New York City hat Instrumente entwickelt, die ein hohes Maß an Bürgerbeteiligung und Mäßigung von Investoreninteressen hervorgebracht hat. Daher soll die planerische Autorität sich der Mittel, die im Planungsalltag New Yorks üblich sind, bedienen und zu ihren Zwecken umformen.

New Yorks Planung beruht, trotz der vielen, teilweise unübersichtlich erscheinenden Gremien und Instrumente, darauf, dass für neue Planungsvorhaben immer Wege zur Verwirklichung gefunden werden. So geschehen bei den großen Highway- und Urban Renewal-Vorhaben der Sechziger, der Errichtung des World Trade Centers in den Siebziger, der Battery Park City in den Achtzigern und Riverside South in den Neunzigern. City Planning spielte hierbei eine geringe, oder aber gar keine Bedeutung.

Der Special Land Use Review Process (SLURP) soll keine Ergänzung oder Fortentwicklung der derzeit gültigen Planungsinstrumente: der Zoning Resolution, dem 197a –Community- Plan, oder des ULURP sein, sondern vielmehr, abgestimmt auf den besonderen Ort, eine demokratische und gestalterische Ordnung für eine Entwicklungsgesellschaft, die nach amerikanischem Recht eigentlich nur Bundesrecht und dem Gouverneur unterliegt.

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY 2
Planungseinheit
SECTIONS
SURVEY
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS

PLANNING



Brooklyn

- 01 Red Hook
- 02 Brooklyn Piers
- 03 Interbridge Area
- 04 Navy Yard
- 05

- 05 Williamsburg
- 06 Greenpoint

Queens

- 07 Hunter's Point
- 08 Ravenswood
- 09 Halletts Point
- 10 Astoria + Ward's Island

Um eine umfassende Planung zu ermöglichen, muss das Planungsgebiet zunächst in kleinere Teileinheiten zerlegt werden. Bestehende Gebietszusammenhänge werden hierbei berücksichtigt und bereits eingerichtete Distrikte toleriert.

Im Gegensatz zu diesen Beständen wird allerdings stärker auf den gestalterischen Kontext und das Verhältnis zur Wasserkante eingegangen.

Red Hook, Williamsburg und Greenpoint stellen hierbei geschlossenen Siedlungszusammenhänge mit konsistenter Bevölkerungsstruktur dar.

Halletts Point und Astoria sind ebenfalls Siedlungsbereiche, jedoch ohne besondere strukturelle Dichte.

Brooklyn Harbor, die Interbridge Area und Hunter's Point sind brachgefallene Industriebezirke.

Der aufgelöste Navy Yard und Ward's Island sind Standorte mit besonderer Struktur (Hafen- und Pieranlagen; Freizeiteinrichtungen).

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY
SECTIONS
Sektionen
SURVEY
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS

PLANNING

Survey Criteria / Catalogue

Site	Political Organization
	Location
	Dimensions
	Landmarks (Historical Dimensions)
Use	Existing Zoning
	Ownership
	Current Land Use
	Density
Access+ Transportation	Waterfront
	Bridges and Tunnels
	Highways
	Subways and Busses
	Ferries
Development	Current Redevelopment
	Planned or proposed Development
	other Prospects
Space	Urban Fabric / Layout
	Streetwalls
	Silhouette / Skyline
Relations+ Dependencies	Relations
	Dependencies
	Importance for ...



Das Planungsgebiet wird in seinen Teilgebieten nach festgelegten Kriterien analysiert.

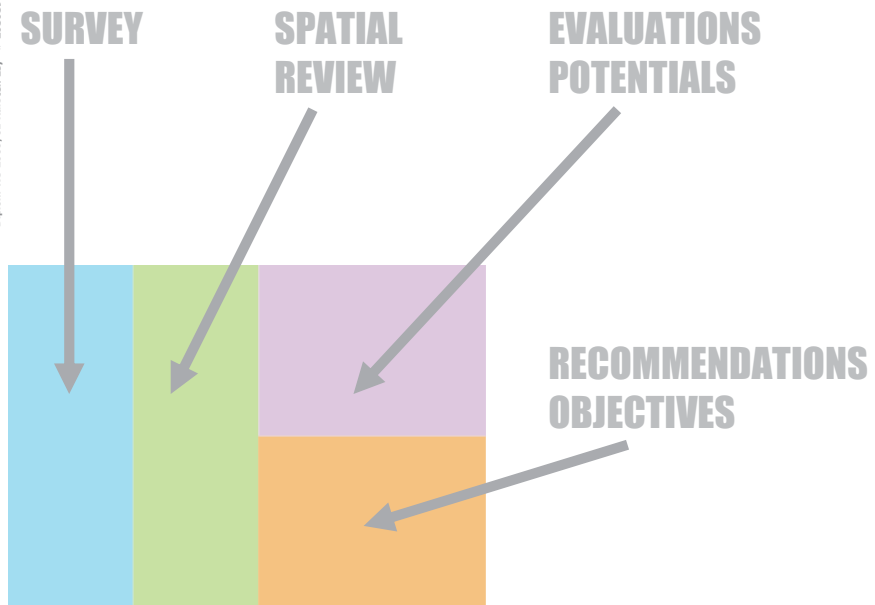
Dieser Katalog enthält neben den verbindlichen Angaben zur Örtlichkeit (politische Verfassung, Standort, Dimensionen, Denkmäler), der Nutzung (existierender Nutzungsplan, Eigentümerschaft, derzeitige Nutzung, Dichte), der Erschließung (Wasserkante, Brücken und Tunnel, Autobahnen, Öffentlicher Personennahverkehr, Fähren), auch Angaben zu bestehenden Planungen und räumliche Analysen.

Hier ist vor allem die städtische Struktur (Urban Fabric/Layout) von Interesse, die sich aus dem Straßenraster ergibt. Daneben stehen Straßen- und Platzwände und Silhouetten.

Weitere Angaben werden gemacht zu den Beziehungen der Gebiete untereinander und zur gegenüberliegenden Uferkante, den jeweiligen Abhängigkeiten und ihrer Bedeutung im städtischen Kontext.

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY
SECTIONS
SURVEY
Analyse
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS

DESIGN

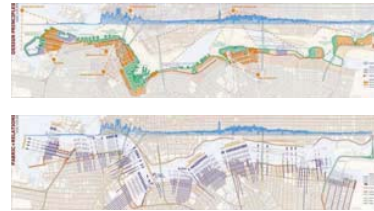
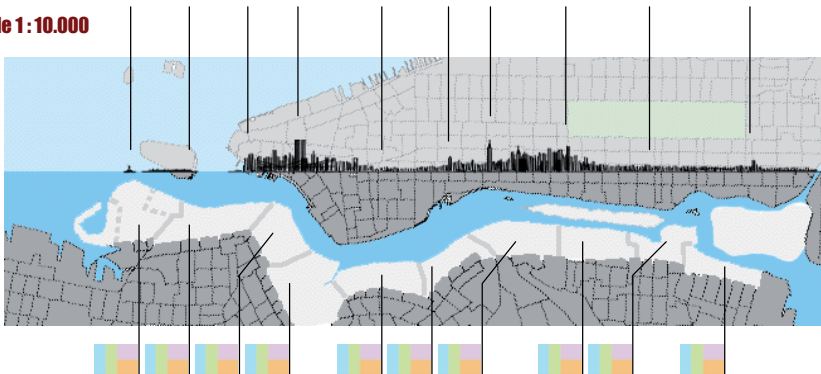


Diese Analyse fließt dann gemeinsam mit einer räumlichen Beurteilung (Spatial Review) und der Evaluierung der Potentiale in einen Gestaltungsvorschlag bzw. eine Zielabsicht für das jeweilige Teilgebiet ein.

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY
SECTIONS
SURVEY
MATRIX
Matrix
SCHEME
DEVELOPMENT
SPECIFICATIONS
MODELS

DESIGN

scale 1:10.000



Der eigentliche schematische städtebauliche Entwurf liegt dann in der Feststellung von „Overall Design Elements“, die sich aus den gestalterischen Prinzipien (Design Principles) und einer Analyse der städtebaulichen Beziehungen (Fabric and Relations) ableiten.

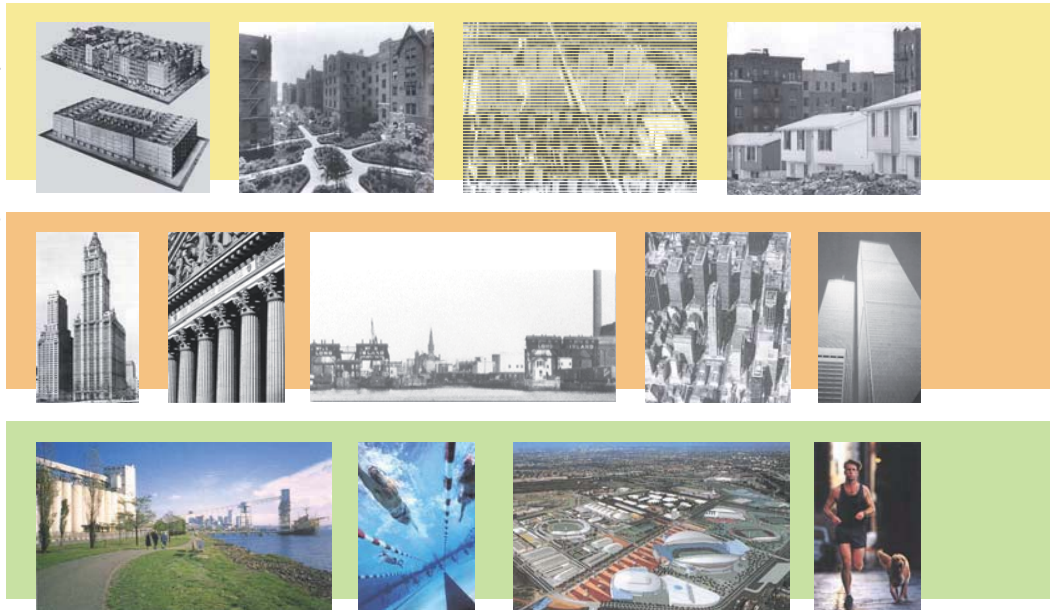
Zusammenfassen lassen sich diese in:

- Kontinuierliche Elemente, wie die Skyline, die Wasserkante und eine durchgehende Erschließung im Landesinneren.
- Sektionale Elemente, wie besondere Uferausbildung und Topographie
- Externe Einflüsse (Spots)
- Beziehungen vom Inland zum Wasser
- Panoramas der Skyline von Manhattan (Screens)
- Verschränkung der verschiedenen Straßenraster

All diese Elemente ergeben eine innere Dichte der Wasserkante (Aktiv-Passiv), in die die Planungsvorschläge aus den Surveys einfließen und so eine umfassende Gesamtheit bilden.

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY
SECTIONS
SURVEY
MATRIX
SCHEME
Schema
DEVELOPMENT
SPECIFICATIONS
MODELS

DESIGN



Für die weitere Ausarbeitung des Entwurfes spielt die historische Entwicklung des Städtebaus von New York City eine erhebliche Rolle:

Im Bereich Wohnen sind dies beispielsweise die Tenements des 19. Jahrhunderts (dichteste Wohnbebauung der Arbeiterviertel), die Reformansätze der Jahrhundertwende, die Urban Renewal Programme der 50/60er Jahre und schließlich die Do-it-yourself-Projekte der 70/80er.

Das Verfolgen des sprunghaften Wachstums der Handelszentren (Downtown und Midtown Manhattan) und der häufigen Verlagerung bestimmter Nutzungen an neue Standorte (Print-Gewerbe) gibt ebenfalls Aufschluss über eine Neuentwicklung von kommerziellen Gebieten an der Uferkante.

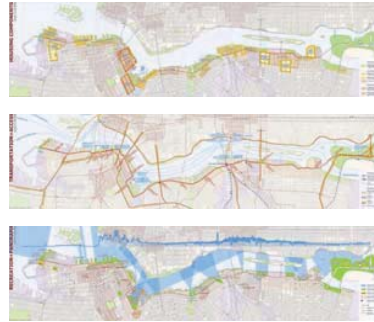
Im Freizeitbereich erlebten und erleben die Uferkanten New Yorks immer noch einen gewaltigen Aufschwung, der durch die Einrichtung besonderer Sport- und Freizeiteinrichtungen unterstützt werden kann. Historisch gesehen stehen neben den glücklichen Einzelprojekten immer auch großzügig angelegte Pläne, die sich mit der Gesamtheit der Stadt befassen, so Frederic L. Olmsteds Parksystem vom Ende des 19. Jhr., oder Robert Moses' Parkways aus den 60er Jahren des 20. Jhr.

Diese historischen Beispiele schlagen sich in den städtebaulichen Bildern wieder, die für die Spezifizierungen entworfen werden.

**CAUSE
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY
SECTIONS
SURVEY
MATRIX
SCHEME
DEVELOPMENT
Entwicklung
SPECIFICATIONS
MODELS**

**HOUSING
WORKING
LEISURE**

scale ~1:2.500



Für eine Darstellung der Dichten und Bebauungsstrukturen werden dann drei Gebiete in einem größeren Maßstab schematisch dargestellt.

Ergänzt werden diese Darstellungen durch drei Übersichtspläne.

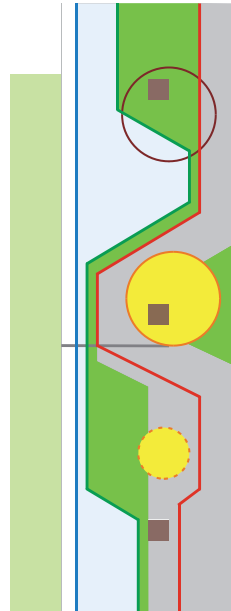
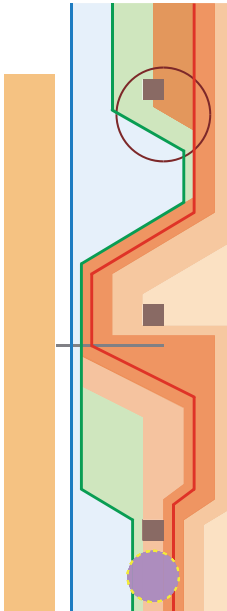
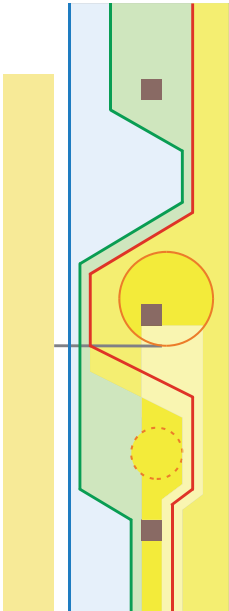
Der erste erläutert die Art und Anordnung der Wohngebiete innerhalb des Waterfront-Gebietes: Von unterstütztem Wohnungs- und gefördertem Häuserbau zur Erlangung von Wohneigentum bis zu Luxuseigentumswohnungen.

Der zweite gibt einen Überblick über die verkehrliche Anbindung des Gebietes mit dem vorgeschlagenen neuen Verkehrsmittel der Monorail / Straßenbahn und seinen Umsteigemöglichkeiten zu den bestehenden Systemen.

Der dritte kombiniert die Darstellung der verschiedenen Freizeiteinrichtungen mit der Darstellung des touristischen Wertes der Monorail, die beeindruckende Blickbeziehungen zu Manhattan ermöglicht. (Gleichzeitig steht dieser Plan für die Panoramas, die sich von der ersten zusammenhängenden Erschließungsstraße entlang der Uferkante aus ergeben.)

CAUSE
POTENTIAL
SCOPE
EXISTING PLANS
AUTHORITY
SECTIONS
SURVEY
MATRIX
SCHEME
DEVELOPMENT
SPECIFICATIONS
Spezifizierung
MODELS

HOUSING
WORKING
LEISURE



Schließlich werden dann, für die Hauptnutzungen Wohnen, Arbeiten und Freizeit getrennt, schematische Modelle dargestellt, die die verschiedenen Arten und Formen dieser Nutzungen der Wasserkante und ihren gestalterischen Elementen gegenüberstellt.

Schematische Axonometrien geben einen Eindruck von der erreichbaren Dichte und bestimmen die Orte, an denen eine besondere architektonisch-städtebauliche Ausformulierung wünschenswert ist.

In dieser Gegenüberstellung entsteht schließlich, neben dem umfassenden schematischen Entwurf für die konkrete „Third Waterfront New York City“, ein Hilfsmittel zur Orientierung innerhalb von Wasserkanten generell und eine Handreichung zur Lokalisierung bestimmter neuer Projekte.

CAUSE
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SPECIFICATIONS
MODELS
Modelle

LEISURE
WORKING
HOUSING

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