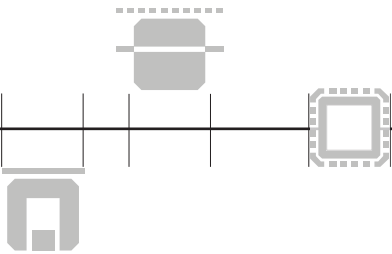


NAVIGATOR

CORE I

GSAPP FALL 2016



ON

36

PIERS
HUDSON RIVER

8

STUDIOS

1

X-PIER
EAST RIVER

Team:

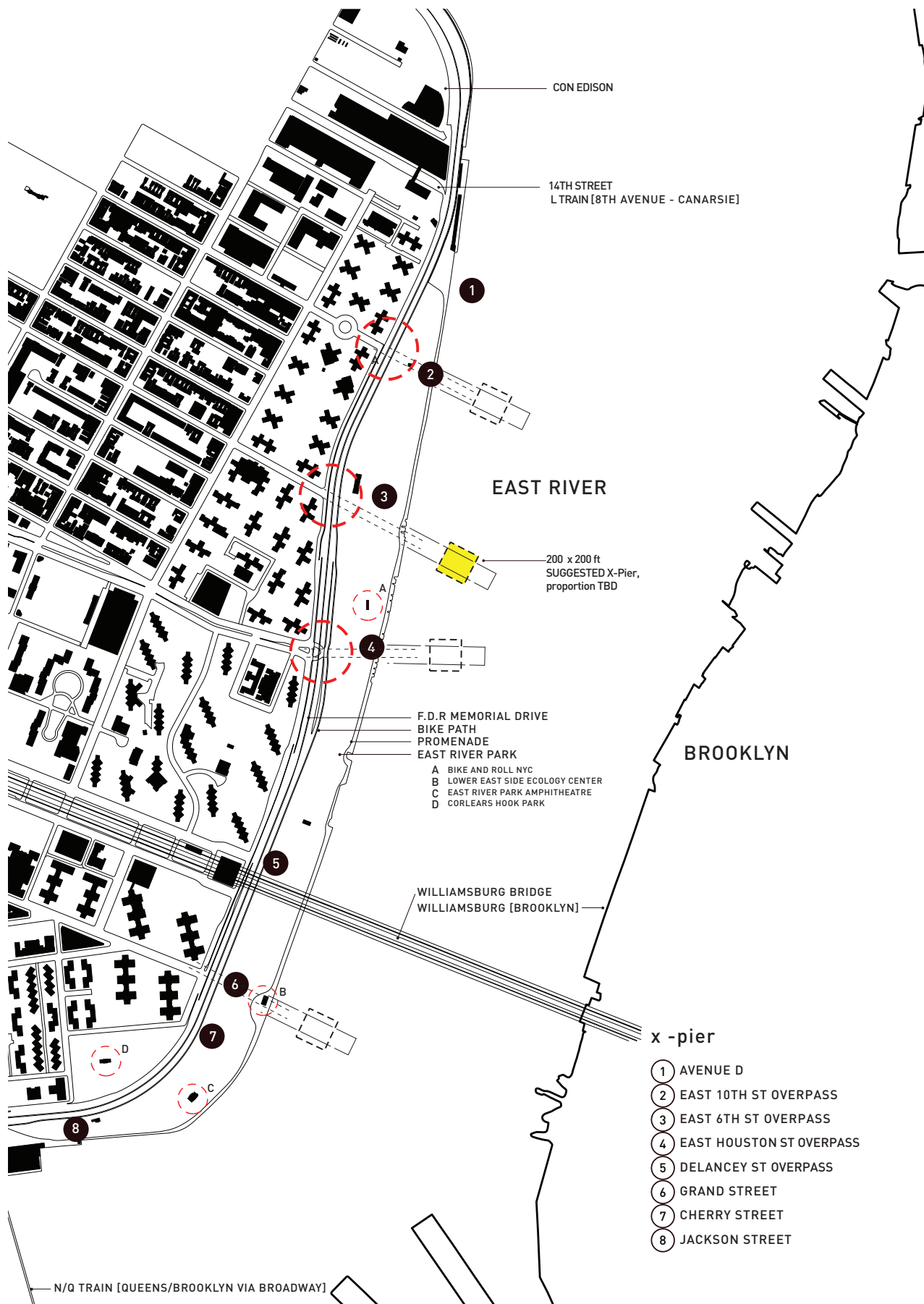
> CHRISTOPH a. KUMPUSCH
> ERICA GOETZ
> TEI CARPENTER
> JOSH UHL

> ADAM FRAMPTON
> WILLIAM ARBIZU
> ALFIE KOETTER
> CARRIE NORMAN

MANHATTAN
PIER MAP

SITE

- > There will be 1 site along the East River Park, which is bound by Jackson Street to the south and Avenue D to the north. The site is an extension of East 6th Street [see 3 below]



A Bird's-eye view of East River
Blueway Plan from Stuyvesant
Cove to Brooklyn Bridge



PIER ARCHI-TYPE POSSIBILITIES

> Memory Pier

A new horizontal monument to the urban, pointing out to sea. This project will house a Pier Museum which will display belongings, memories and photos of the new generation of the urban transient. It will not only become an architectural landmark, but also serve as a space dedicated to the celebration of the future urban dynamic.

Theatre

Conceived as a year round space backdrop for exhibitions and performances, conceived to educate, entertain and inspire independent artists and audiences alike. It is a unique mix of auction, exhibition, gallery and entertainment space centered around the contemporary arts. Seasonal docks will be provided for kayaks, canoes and other small craft. Other features include a rooftop park, restaurants, and an "underwater discovery center."

East River Promenade Park Extension

Conceived as a several faceted waterfront swath including: public beach, kayak launch, floating pier, surge absorbing marshes, with a mind towards storm preparedness. Creating a new pedestrian bridge over the highway at 14th Street could double as a sea wall.

Edge Expansion / Storm Surge Protection

Aiming to highlight the intense water border, that divides the vertical body of the city in two parts – above and underneath it - this proposal reinterprets the symbiosis, the antithesis or even the collaboration of the three parts: the lower and upper urban segments, as well as the in-between limit. This urban intervention negotiates a moving city : moving outwards, upwards and onwards.

Solar / Wind Power Plant

Constantly feeding energy into the program for the X-Pier, this power plant as pier reduces the structures carbon footprint, and defines a unique profile for the interface between land and water. This pier intersects pedestrian recreation with infrastructure, negotiating two types of program and ground conditions to form the genesis of a symbiotic structure. Merging and weaving trajectories of water, people and energy.

Kindergarten

This project aims to establish a vision for educating students on the edge of the city, combining recreational and educational opportunities, while still improving storm resiliency.

Pier Overpass

A planted bridge that seamlessly brings together two edges of the city, Bushwick Inlet Park and the East River Park. It provides visitors with the experience of remaining within the park as they cross the bridge. With an amphitheatre as its anchor, this connection creates a dynamic gateway into the East River Park.

Terminal

Boat hub/ boat launch. The boat launch will provide opportunities for New Yorkers to explore the East River with kayaks, canoes, and other human-powered craft, in a portion of the river that is largely protected from tidal currents. By placing a dock at this location, the Manhattan side of the East River will connect to water trails within the New York Harbor

Farm / Park / Market Pier

Imagine the pier as a green space with infrastructure for food vendors, community gardens and parks. Consider its seasonality and presence during the winter.

Oyster Pier

As both a farm infrastructure, as well as a restaurant and public space, this pier promotes the waterfront's biodiversity through aquaculture.

Filter

The upland connections to the waterfront are prime opportunities for bioswales that can help manage stormwater. Capturing rainwater before it gets into the combined sewer system is critical in preventing CSO event that result in sewage dumping into the East River. Continuous lines of trees help improve water and air quality while shielding park-goers from noise and sun.

Pier Underpass

Knit together two sides of the bridge, or East River, by diving under, and perhaps strategically surfacing. Utilize strategies to manipulate light and water, creating an underpass traversing below to connect to the surface. Maximize the interface and exchange between planes, land and water. Manipulate the horizon.

EAST RIVER BLUEWAY EXCERPT[S]

- > The physical landscape along the East River Park has undergone dramatic changes over the last centuries. It was once a soft natural edge, but as far back as the 1820s, the East River transformed as a hub for the shipbuilding industry. Gradually, manufacturing and tenement housing pushed shipping industry further out in the New York Harbor, and by the early 20th century, factories and rail yards were positioned along the riverfront. From the late 1800s to the early 1900s, bathhouses and river pools fed by river water were operated throughout Manhattan. Eventually, concerns over river pollution led to the decommissioning of floating baths in the 1930s and the discouragement of swimming in the river.

The East River, once one of the most polluted waterways in New York City, has been transformed in recent decades following the decline of industrial uses along the waterfront and environmental legislation of the 1970s. A river that was once intolerable is now a sought-after spot for millions of New Yorkers who are eager for green space and who seek respite by the water's edge. Similar transformations have taken place in cities and towns across the country, leading to the development of "blueways." These blueways are holistically designed parks and open spaces that integrate waterfronts into the life of a city...

A clear and comprehensive plan for this precious waterfront land is needed; a plan that should take into account the needs of the surrounding communities and respond the challenges of extreme weather events and gradual sea level rise. As Hurricane Sandy underscored, developing such a plan is no longer just a matter of improving public access and beautifying the riverfront, it is an urgent matter of public safety with implications for the entire city... Hurricane Sandy has reinforced the need to strengthen and protect our shoreline, critical infrastructure, and neighborhoods.¹

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SELECTED PROJECT DESCRIPTIONS

> Pier 57

Youngwoo & Associates (YWA) will transform Pier 57 into an innovative hub of cultural, recreational and public market activities, all located within a restored historic structure that will also create several acres of public open space on the Pier 57 rooftop and along a perimeter waterfront promenade.

YWA's plan for Pier 57 includes a 170,000 square-foot covered, open-air public market – to be programmed and managed by Urban Space Management (USM) and housed in part in recycled and creatively refitted shipping containers. The market will be New York's first large-scale concentration of year-round, affordable work/sell space for artisans and other small businesses.

The Tribeca Film Festival (TFF) will establish a permanent outdoor venue on the roof of the pier, offering a mix of film, music and arts-based programming and promoting cultural connections between New York's artistic community and the general public. In addition to hosting parts of the annual film festival itself, the Pier 57 "Sky Park" will be the year-round backdrop for a variety of exhibitions and performances conceived by TFF and YWA to educate, entertain and inspire independent artists and audiences alike.

The plan also calls for a "Contemporary Culture Center" of approximately 90,000 square-feet on the ground floor, envisioned as a unique mix of auction, exhibition, gallery and entertainment space centered around the contemporary arts. Seasonal docks will be provided for kayaks, canoes and other small craft. Other features include a two-acre rooftop park, restaurants and an "Underwater Discovery Center" in one of the pier's historic caissons. Redevelopment of the pier, a National Historic Registry structure containing approximately 375,000 square feet of buildable waterfront space, is estimated to cost a total of \$210 million.

The Hudson River Park Trust unveiled detailed plans for the \$210 million renovation of Pier 57, off West 15th Street, DNAinfo reported. The plan includes 375,000 square feet of space devoted to a two-floor public marketplace, a two-acre rooftop open space and a 115-slip marina designed by Handel Architects, Lot-Ek and others. The project is being developed by Youngwoo & Associates, which first earned the contract in July 2009 and hatched the current plan for the site a month later (note: correction appended). - See more at: <http://therealdeal.com/blog/2011/07/19/hudson-river-park-trust-one-step-closer-to-renovating-pier-57-near-west-15th-street/#sthash.3BTcW5m8.dpuf>

East River Blueway: Community Based Waterfront Initiative Group

There's no doubt Manhattan's west side has more sweet waterfront parks and perks than its east side (despite the east side's arguably more interesting views.) The East River Blueway wants to change that by connecting neighborhoods to the waterfront and integrating recreational facilities with the East River between the Brooklyn Bridge and East 38th Street.

WXY Architecture + Urban Design, who were chosen to design the waterfront swath, has proposed several facets for the park including a public beach and kayak launch on a naturally occurring crescent of sand under the Brooklyn Bridge, boat launches on 20th and 23rd streets, a floating pier park off of Stuyvesant Cove, and surge-absorbing marshes along the FDR. With a mind towards storm preparedness—remember, the east side was pummeled by Sandy—WXY also suggested creating a new pedestrian bridge over the highway at 14th Street that would double as a sea wall (the sentiment's not far off from Bjarke Ingles' resilient post-Sandy design project Big U.)

The design's been in the works since a year before Sandy hit, but as of May 2013, there were no plans to actually move forward with construction despite the former Manhattan borough president's commitment of \$3.5 million to study the proposed strategies, and \$7 million for the construction of the crescent-shaped Brooklyn Bridge Beach. In September 2013, WXY Architecture received the rather prestigious Urban Design Award of Excellence and Best in New York State awards from the AIA New York State for their Blueway design. Other than that, not much news has come out of the Blueway of late. Hopefully new Manhattan borough president Gale Brewer will be as much of a champion of the project as was Scott Stringer.

The London Garden Bridge <http://www.theguardian.com/uk-news/2015/apr/04/garden-bridge-london-thames-boris-johnson>

Slussen Bridge Competiton

Foster + Partners and Berg Arkitektkontor, part of C.F. Møller Architects, have been appointed to design a masterplan for the heart of Stockholm, transforming the waterfront area of Slussen from an urban aberration to a popular destination. The proposal will bring new life to the area, linking the islands of Södermalm and Gamla Stan and stripping away the layers of history to reclaim a valuable city quarter.

For so long separated by a maze of roads and acres of concrete, the two waterfronts will be linked by a new footbridge and the historic lock will be revealed once more to provide a symbol for the area's regeneration.

The masterplan re-establishes the waterfront to give Södermalm a new face. While contemporary in concept, the buildings that form the new city blocks continue the grain and scale of the adjacent urban quarter, retaining the long street views to the water and defining new public squares and extensive waterfront promenades. Their flexible nature allows for a rich mixture of uses, from culture and entertainment to shops and hotels, while the uninterrupted pedestrian quayside incorporates terraces, and promenades served directly by new cafés and restaurants.

At the heart of the new Slussen is an elegant footbridge, which fuses straight and S-shaped decks to complete the missing link in the north-south pedestrian route across central Stockholm. The historic Katarinahissen will also be renovated and extended to serve the quayside level, with a new observation deck built at its top to offer spectacular views over the city's archipelago.

Reversing the dominance of the car, the scheme gives priority to pedestrians and cyclists. A new transport interchange is incorporated that allows easy pedestrian circulation between an upgraded metro station, bus station and the port quayside. A new lightweight, transparent structure with kiosks, a café and bicycle parking will also be created in front of the City Museum to provide street-level entrance to the naturally lit pedestrian mall and transport hub below.

SELECTED PROJECT DESCRIPTIONS

> Pier Pressure: Pier 40 Competition

Occupying 15-acres and jutting 800 feet out into the Hudson River from the west end of Houston Street, **Pier 40 is a superlative structure—once the largest reinforced, pre-stressed concrete structure in the world and the largest single shipping terminal in the U.S.**, still the largest pier on Manhattan's waterfront. When it opened in 1962, Pier 40 served as the embarking point for Holland-America's transatlantic passenger ships. After air travel rendered steamships obsolete, the pier was adapted to use as a parking garage, warehouse, and movie production facility. The pier, in its changing uses, embodies the evolution of industry on the Manhattan waterfront. With construction of an enlarged Hudson River Park underway in early 1998, Manhattan Community Board 2 saw the potential to once again redefine "industry" on this historic site—this time responding to the recreational needs of 21st-century city dwellers. Community Board 2 partnered with the Van Alen Institute to launch a public design competition, soliciting design visions for the pier's future.

Opposing demands quickly rose to the surface—preservation of the existing structure versus maximizing open green space, ensuring public access while planning for financial self-sufficiency, and responding to the needs of both the surrounding neighborhood and the city at large. In total, more than 600 designers and firms inquired about the competition. Of the 141 entries submitted, which were exhibited in Fall 1998 and Spring 1999 at Cooper Union, Pier 40, and Van Alen Institute, the jury chose three first prize winners and two honorable mentions. The winning proposals were those which came closest to striking a harmonious balance between these demands—creative compromises that were more than the sum of their parts.

Given the site's significance and the likelihood that any decisions regarding its planning would have a lasting effect, public participation in the planning process was crucial. The competition allowed community members the opportunity to review and comment on the submissions before the jury made their selections. In addition, individual citizens could submit written suggestions for redeveloping the pier to the Community Board; these suggestions were printed and bound into a public document available for review and further comment.

Following the competition, two of the winning teams collaborated on an intensive six-week design charrette to refine their ideas. Working out of a studio at Pier 40, they reviewed hundreds of written comments, interviewed key constituents, and observed the way the pier's users—from fishermen to soccer players to sunbathers—related to its spaces. In July 1999, following public presentations by the design teams, Community Board 2 approved the proposal devised by the team and passed it on to the Hudson River Park Trust and other institutions responsible for financing the pier's development.

Today, the Hudson River Park Trust, whose headquarters are located on Pier 40, is responsible for all redevelopment plans of the pier. Reuse proposals are governed by the Hudson River Park Act, which prohibits hotels, residential units, offices, manufacturing, warehousing and gambling, and which mandates that at least half of the site remain public parkland.
<https://vanalen.org/projects/pier-pressure-pier-40-competition/>

Venice City Vision

Venice CityVision Competition focused on the revealing of the urban context as a newly launched syntax of diverse terms. If one imagines the existing area as the creational canvas then on a mixture of Baroque and Renaissance fragments, one is invited to propose an original dialogue, an advanced element, as if inserting a new exhibit in an ever-existing museum. **Aiming to highlight the intense water border, that divides the vertical body of the city in two parts – above and underneath it – the proposals given should reinterpret the symbiosis, the antithesis or even the collaboration of the three parts: the lower and upper urban segments, as well as the in-between limit.** If the particular case of the city of Venice would be translated verbally as a live microcosm in constant – yet discreet – change, then as focal point of the competition stands the element of a delicate motion. This specific urban example is appointed, on one hand, to **represent a moving city** – concerning the as-said phenomenon of sinking – but also a city in which the transportations are being executed in a special way. Architects, engineers and all kind of creational artists are invited to participate in a competition that attempts to answer the following questions: How can a subtle city movement be expressed through a design proposal? And how one may develop his work according to a vertical or horizontal axes?

JURY PANEL BJARKE INGELS [BIG Architects] Copenhagen / New York Jury President, NERI OXMAN [Material Ecology] New York, ELENA MANFREDINI [Atelier Manferdini] Los Angeles, MARIA LUDOVICA TRAMONTIN (Università di Cagliari) Cagliari, BOSTJAN VUGA[Sadar Vuga] Ljubljana.

The Paradox of Shifting Architecture Ahmed Shokir

<http://super-architects.com/archives/4093>
flexible bridge

Amsterdam Iconic Pedestrian Bridge Entry Yaohua Wang

Project Description from the Architect:

Amsterdam bridge V is aware of the simple **functionality and sculpture of a bridge**. Therefore, every part of this design contributes to the unique aesthetic as seen in the spiral steel structure. The design includes **two independent pathways, specifically for pedestrians and bicyclists, that run parallel to each other through the bridge**. These pathways meet at the center of bridge, which behaves as the functional hub. **This central location provides a sheltered space in which a slower pace can be obtained contrary to the fast movement surrounding the bridge**. Inside this hub, the elegant form of this bridge can be appreciated.

F117 jet fighter plane is a very interesting example about the relationship between performance and aesthetics. The unique form of F117 jet fighter plane came directly from the need of hiding from radar wave, rather than from air dynamic aesthetics. The Amsterdam bridge also tries to achieve this relationship. In this case, the idea is the relationship between structural performance and aesthetic. The spiral structure provides a unique structural ability, allows the bridge to span across the river, also **allowing the tectonics of several layers of spiral surfaces to interlock with each other**. Meanwhile, these interlocked surfaces and structures wrap around the function hub, **provide shelter with openings**.

The solar and wind power plants are constantly feeding energy into the program for the bridge. They reduce the bridge's carbon footprint, also, they create a noise in its profile line.

Hybrid Typologies Thesis

The projection of the Tijuana River as a ruin of the city starts detonating the type of intervention that will transform the idea of public space in the city. Tracing back to the ruins in Rome and how they speak of the ancient character of the city and the transformational capacity of such territory, a Piranesian approach to the ruin of the river unveils its spatial potential as it can accommodate thousands of square footage along its perimeter. The infrastructure of the river becomes the ruin to be restored and the space frame in which the new typological characterizations of the collective unravel to centralize the public realm of an otherwise territory of individual economies. An architectural intervention over this infrastructural centralized extension denotes infinite possibilities in regards to other infrastructural projects such as new modes of transportation, reconnecting various economic and residential sectors along its perimeter, allocation of new green areas, and re-use of the water that runs through channelized river.

SELECTED PROJECT DESCRIPTIONS

> Pier Pleasure March Thesis

<http://super-architects.com/archives/2222>

Zaha Hadid Student Port

<http://www.archdaily.com/551269/zaha-hadid-s-student-envisions-an-antarctic-port-for-tourism-and-research/>

Competition to design an extension to Copenhagen Airport Pier C

As one of the largest hubs in Northern Europe, Copenhagen Airport is experiencing an increase in passenger growth. Not least because of so-called non-Schengen passengers: passengers traveling from or to a country outside the EU. This requires special measures in relation to control of entry papers and passports, and therefore these trips all take place from a specific departure area of CHP Airport called Pier C.

The overall objective of the project is to establish facilities to handle the increase in Copenhagen Airport's non-EU, long-distance traffic. Through the extension of Pier C with three new gates an increased capacity for non-EU and non-Schengen departures and arrivals is ensured.

The approx 5,000 m2 future extension of Pier C will comprise three new gates with associated lounges. The new part of Pier C must be planned with particular emphasis on innovation of passenger flow and logistics, not least in relation to the three lounges. The aim of the project is not a simple extension of the existing finger, but rather a reinterpretation and an improvement. In order to provide the best possible framework for handling at the planes a building with a minimum number of columns and very large spans is needed. This is just one of the interesting challenges that can lead to an remarkable architecture.

Steven Holl Harbor Entry

<http://www.stevenholl.com/project-detail.php?id=106>

Brooklyn Bridge Pier 6

<http://www.dezeen.com/2013/09/19/brooklyn-bridge-pier-6-by-big/>

Chicago Navy Pier Competition

A FRAMEWORK FOR REIMAGINATION

The Centennial Vision reimagines Navy Pier as it approaches its 100th anniversary in 2016 and beyond. Navy Pier is Illinois' most popular and distinctive attraction with nearly 9 million visitors in 2010. The vision and purpose is not only to expand our audience but enrich the experience of our diverse constituency ranging from Midwestern families to global citizens. The Centennial Vision will build on this foundation of success to further create a truly great public place, world-class attraction and memorable experience for visitors.

New York 2007 Urban Competition Arquitectum

This architectural competition is being promoted by ARQUITECTUM to evaluate proposals for the construction of a **new monument to the urban, cosmopolitan and "universal" character of New York City**. To that end, this project, a 100 meter tall tower, will house a **museum which will display the belongings, memories and photos of the new generation of immigrants** which - from the 1960s onwards - headed for a city they saw as the paradigm of the American Dream. This museum tower - to be located at the tip of the island on a pier over Battery Park - will not only become an architectural landmark, but also serve as a **space dedicated to the celebration of the new urban dynamic of global multiculturalism and interracial relations in the 21st century**. The museum will occupy an area of approximately 1,000 square meters and include the following spaces: entrance hall, temporary exhibition room, permanent exhibition room, storerooms, bathrooms, maintenance department, security, offices and cafeteria.

Architects from anywhere in the world may take part in the competition as long as they have completed their studies (including bachelors). University design classes sponsored by a faculty member may participate as well.

South Street Seaport: Re-Envisioning The Urban Edge

Emerging NY Architects, AIA New York Chapter

The principal element of the competition is to propose a Community Center/Galleries for the Seamen's Church Institute. The project is to be constructed on a new pier over the East River between the South Street Seaport and Brooklyn Bridge. In addition, competitors are encouraged to make interventions in open spaces throughout the remainder of the site.

The competition is open to all design students and young professionals who have completed their education at the undergraduate or graduate level within the past 10 years since September 15, 2007.

Miami 2009 Pier Museum Urban Design Competition

Description

For this competition the project in question, located at the end of Fifth Avenue leading to South Beach, in the Miami Beach Area, is a "Pier-Museum" which, **pointing out to sea**, will stand as a "horizontal monument" to all the immigrants (particularly the Cuban immigrants) **who have arrived on these shores in search of a better future**.

To this end, this 100 meter long structure will point out to sea off Miami Beach and will house a museum in which the personal effects, souvenirs and photos belonging to the new generation of immigrants will be exhibited - those who came to the city of Miami from the 1950s to the 1980s in search of their own personal American Dream.

To this end, this "Pier-Museum" will not only function as an architectural landmark, but will also serve as a space commemorating the new urban dynamic of the city, the global multiculturalism which defines the beginning of the 21st century. The museum will possess a basic lay-out that will occupy an area of approximately 2,000 m2 and include the following spaces: Entrance Hall, Temporary Exhibition Room, Permanent Exhibition Room, Storage Facilities, Restrooms, Maintenance Facility, Security, Offices and Cafeteria.

The "Pier-Museum" should be a readily identifiable object, able to impose its presence within the existing urban profile and landscape of the beach area. However, competitors may choose to present proposals of a totally experimental nature which incorporate ideas as diametrically opposed as the subordination of the architecture in the context of the urban profile and landscape and the creation of a new model which might serve to redefine the idea of a "monument" in the context of the architectural debate regarding the paradisiacal and the cosmopolitan.

SELECTED PROJECT DESCRIPTIONS

- > **The Floating City Project, The Seasteading Institute**
Architects, students, engineers, and designers are invited to participate in the contest and develop ideas for a floating city stationed in protected ocean waters, such as in a bay.

The competition is open to individuals and teams.

All contestants must review The Seasteading Institute/DeltaSync Floating City Project Design and Implementation Concept report, to understand the foundation and constraints of the project.

We invite participants to create designs for a small city with at least 10 platforms which contain housing, hotel/resort, and office/commercial spaces with the following criteria:

Designs can be created for 50 meter sided square, pentagon, and/or hexagon platforms (see DeltaSync concept for foundational information; the report does not contain hexagons, but we are allowing them for this contest).

Buildings should be no more than 3 stories tall.

Structures can take up to 80% of the platform, leaving at least the other 20% for walkways, gardens, and outdoor space.

Designs should account for repositioning, such that the east-west/north-south positioning is not static.

Designs should account for repositioning, such that it wouldn't matter what modules are directly attached as a neighbor. This will allow for fluidity in rearranging a sea-city.

Designs should take into account sustainable energy practices, such as solar, wind, wave, and tidal power, and natural heating, cooling, and ventilation. The platforms are not intended to be connected to land for electricity, water etc.

Designs should consider wave action, and withstanding severe ocean storms.

The entries must include at least one 3D perspective of the whole the city (render or sketch), at least one sample floor plan, and at least one overall section (a vertical cross section that includes the platform). We encourage multiple 3D perspectives and any relevant floor plans and sections to articulate your concept.

St Petersburg Pier Competition

The City of St. Petersburg is going in for attempt #2 in selecting a new architect to redesign the iconic St. Petersburg Pier in Florida after the first proposal, "The Lens", was met with controversy and never built.

In hopes that a new iconic Pier can be built this time around, the City recently set up a two-stage Request for Qualifications where balancing community input will be key. Once the September 5 deadline passes, each Statement of Qualification will be reviewed by the seven-member Selection Committee who will shortlist up to eight teams to be invited to Stage II. Shortlisted teams will each be given a \$30,000 stipend and 10 weeks to submit a full initial design concept.

<http://www.archdaily.com/583354/eight-proposals-offer-scaled-down-solutions-for-redeveloping-st-petersburg-s-pier/>

Romeo Pier

<http://architectural-collectios.com/pier-architecture/architecture-award-winner-jess-field-project-for-romeo-pier-52867/>

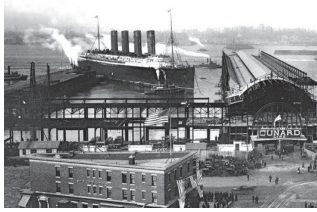
Port of San Francisco

With the demolition of the Embarcadero Freeway in the early 1990s, the Port of San Francisco made the decision to issue its initial Developer-Architect Public-Private RFP to re-purpose the first of its historic finger piers, Pier 1, located at the heart of the City's historic waterfront, just north of the Ferry Building. In order to pave the way for the future development of the Ferry Building, the Port of San Francisco needed to relocate its headquarters from its original Ferry Building location, and had decided to move to a transformed Pier 1. Therefore, the Port announced a Developer-Architect Request for Proposal to develop Pier 1 and to move the Port of San Francisco offices to Pier 1.

+ POOL

Water quality in and near New York City has been an ongoing issue, and the + Pool seeks to be both a solution to polluted waters, as well as a community-centered, moveable pool. The pool gives a unique perspective of the city via the river itself—visitors and swimmers can experience New York City in a whole new way that shouldn't be so new. By cleaning New York's rivers bit by bit, we reclaim the river as an inhabitable space. The pool uses filtered river water—serving as a "giant strainer." + Pool was founded by Dong-Ping Wong and Oana Stanesco (Family New York), and Archie Lee Coates IV and Jeffrey Franklin (PlayLab, Inc.).

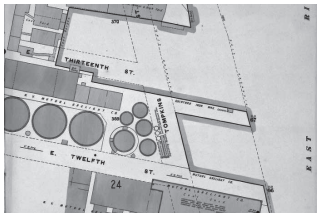
HISTORY



LUSITANIA IN NY HARBOR, BEFORE
 CHELSEA PIERS COMPLETED, 1907



1857 INSURANCE MAP,
 EAST RIVER PIERS



1884 INSURANCE MAP,
 EAST RIVER PIERS @ 13TH ST



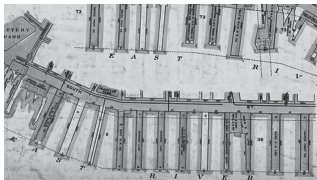
1920 EAST RIVER SHORELINE



EAST RIVER POOL HOUSE, 1870



LILLIAN WALD AND JACOB RIIS NYCHA HOUSING
 ALONG EAST RIVER PARK, 1949



1921 INSURANCE MAP,
 EAST RIVER PIERS



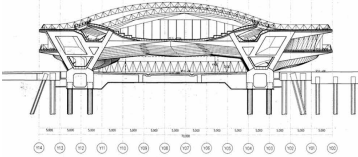
1920 SHIPPING AT EAST RIVER DOCKS



1951 PANAMA LINE PIER 64

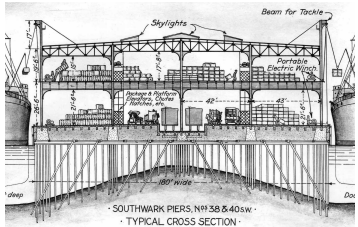
PROPOSED / REALIZED

1.



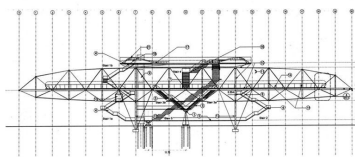
FOA YOKOHAMA TERMINAL 1995

2.



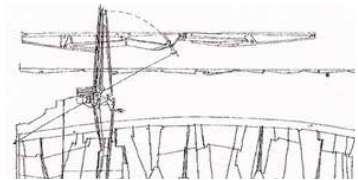
SOUTHPARK PIERS PHILADELPHIA

3.



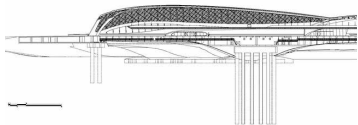
DSR BLUR BUILDING

4.



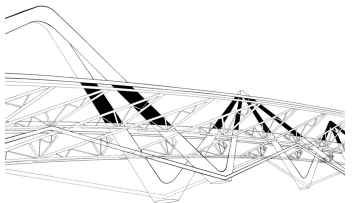
COOP HIMMELB(L)AU, MORPHOSIS, ERIC OWEN MOSS, CARME PINOS, LEBBEUS WOODS, CPPN (PETER NOEVER), THE HAVANA PROJECT

5.



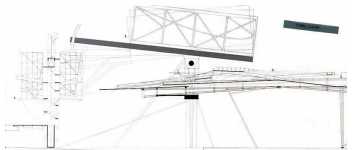
ZAHA HADID ZARAGOZA BRIDGE PAVILION 2008

6.



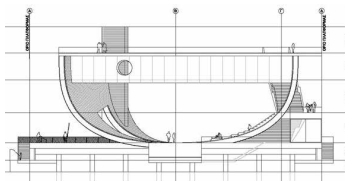
ZAHA HADID SHEIKH ZAYED BRIDGE

7.



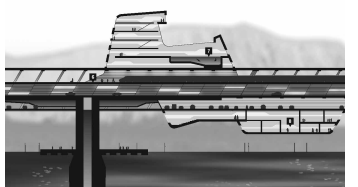
ASYMPTOTE, STEEL CLOUD

8.



KSE STUDIO FALIRO PIER

9.



LATERAL OFFICE ICE LINK

1.



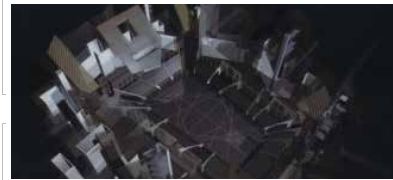
2.



3.



4.



5.



6.



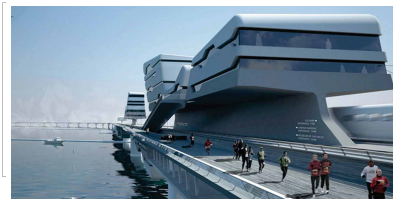
7.



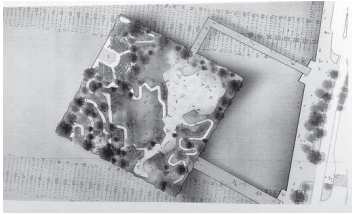
8.



9.



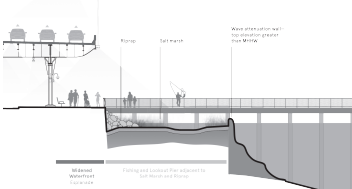
1.



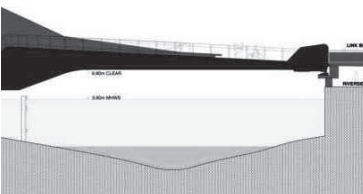
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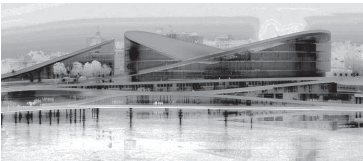
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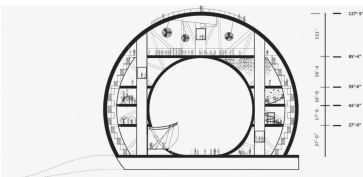
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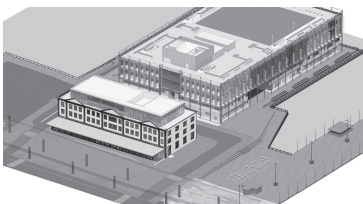
5.



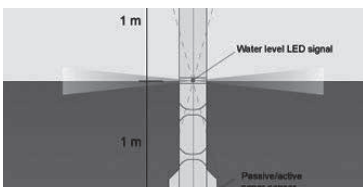
6.



7.



8.



9.



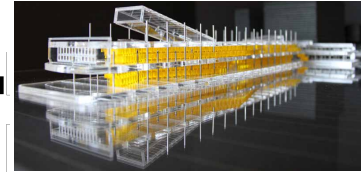
PROPOSED / REALIZED

1.



PIER 55, HEATHERWICK STUDIOS

2.



LOT-EK PIER 57

3.



EAST RIVER BLUEWAY

4.



SCALE LANE BRIDGE, HULL

5.



SLUSSEN BRIDGE COMPETITION

6.



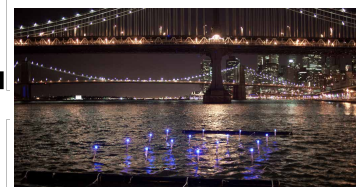
ST PETERSBURGH, FL PIER COMPETITION

7.



SEAPORT PIER 17

8.



HUDSON FISH PROJECT

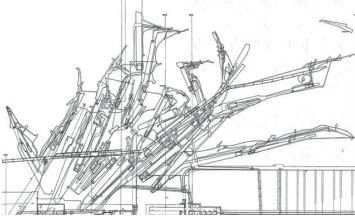
9.



HASTING'S PIER, VISIONS

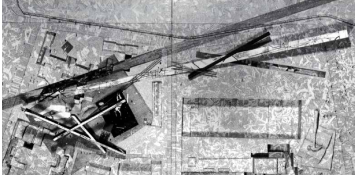
VISIONARY

1.



SMOUT ALLEN, GEOFLUID CITIES

2.



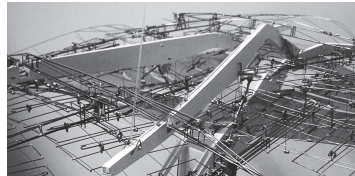
LIBESKIND BERLIN CITY EDGE

3.



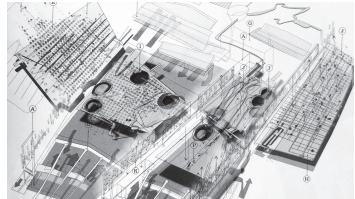
ALEX SUTTON, BRIDGE

4.



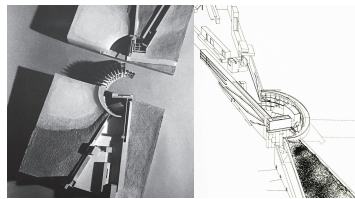
GREGOR HOLZINGER, JUMP

5.



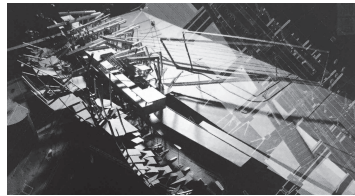
SMOUT ALLEN

6.



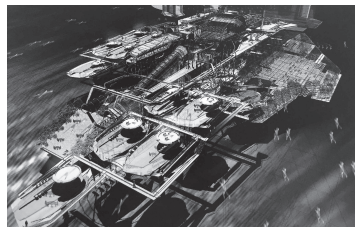
STEVEN HOLL, STITCH PLAN

7.



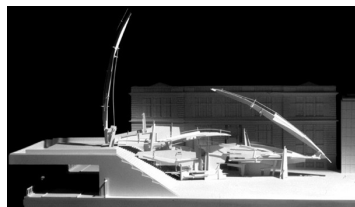
JIMMY HUNG, MADE IN CHINA

8.



MARK NG, CASINO BROWNSEA ISLAND

9.



LEBBEUS WOODS, MAK GARDEN

1.

VISIONARY/
DISTINCT
INSTALLATIONS

OYSTER-TECTURE, SCAPE

2.



JEAN NOUVEL, MONOLITH

3.



FAMILY NY /PLAYLAB, INC., + POOL

4.



MARY MATTINGLY

5.



RO & AD, MOSES BRIDGE

6.



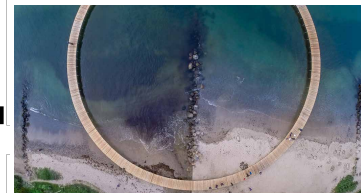
ANDRÉS JACQUES, COSMO

7.



CHRISTO, FLOATING PIER

8.

GJØDE & POVLGAARD,
INFINITE BRIDGE

9.

CHIAVI + EL MAD + GOLDONI,
ANTIROOM II

FACT SHEET

PIER HISTORY

http://ny.curbed.com/archives/2013/06/19/from_cargo_to_kayaks_new_york_citys_piers_then_and_now.php

<http://www.pleasurepier.com/history.html>

PLANNING INITIATIVES

PlaNYC 2030:

http://www.nyc.gov/html/planyc/downloads/pdf/publications/full_report_2007.pdf

Resilient Neighborhoods Study:

http://www.nyc.gov/html/dcp/html/resilient_neighborhoods/index.shtml

5 Futuristic Parks: The Lowline, Highline...

http://ny.curbed.com/archives/2014/07/16/these_5_futuristic_parks_may_transform_nycs_landscape.php

SEA LEVEL RISE DATA

FEMA flood zone map:

<http://apps.fema.com/preliminaryviewer/?appid=687703427dd347018b8fa2b-b0adee979>

GIS flood hazard map:

<https://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=2f0a884bfb-434d76af8c15c26541a545>

Hurricane evacuation zone map:

<http://maps.nyc.gov/hurricane/>

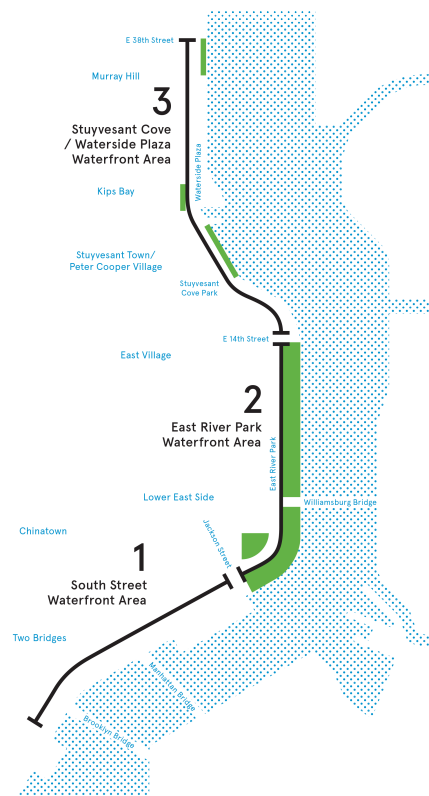
ECOLOGY

Kate Orff : Blue Mussel Pilot / Eel Grass Pilot:

<http://www.arpajournal.net/lab-overboard/>

Oyster-ecture, MoMA Rising Currents Exhibition. SCAPE / Landscape Architecture, 2010.

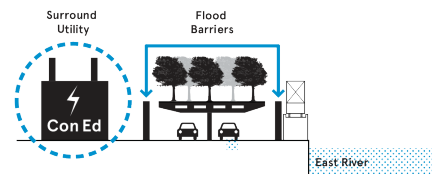
WATERFRONT DATA



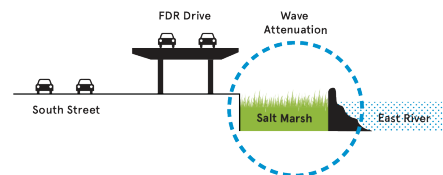
From East River Blueway Plan
<http://wxystudio.com/uploads/700007/1409001559807/TheEastRiverBluewayPlan.pdf>

The Blueway Plan Storm Protection Strategies

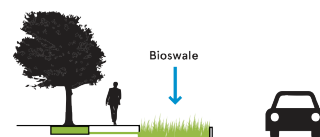
- Critical infrastructure flood protection



- Salt marsh for wave attenuation



- Green infrastructure for common events

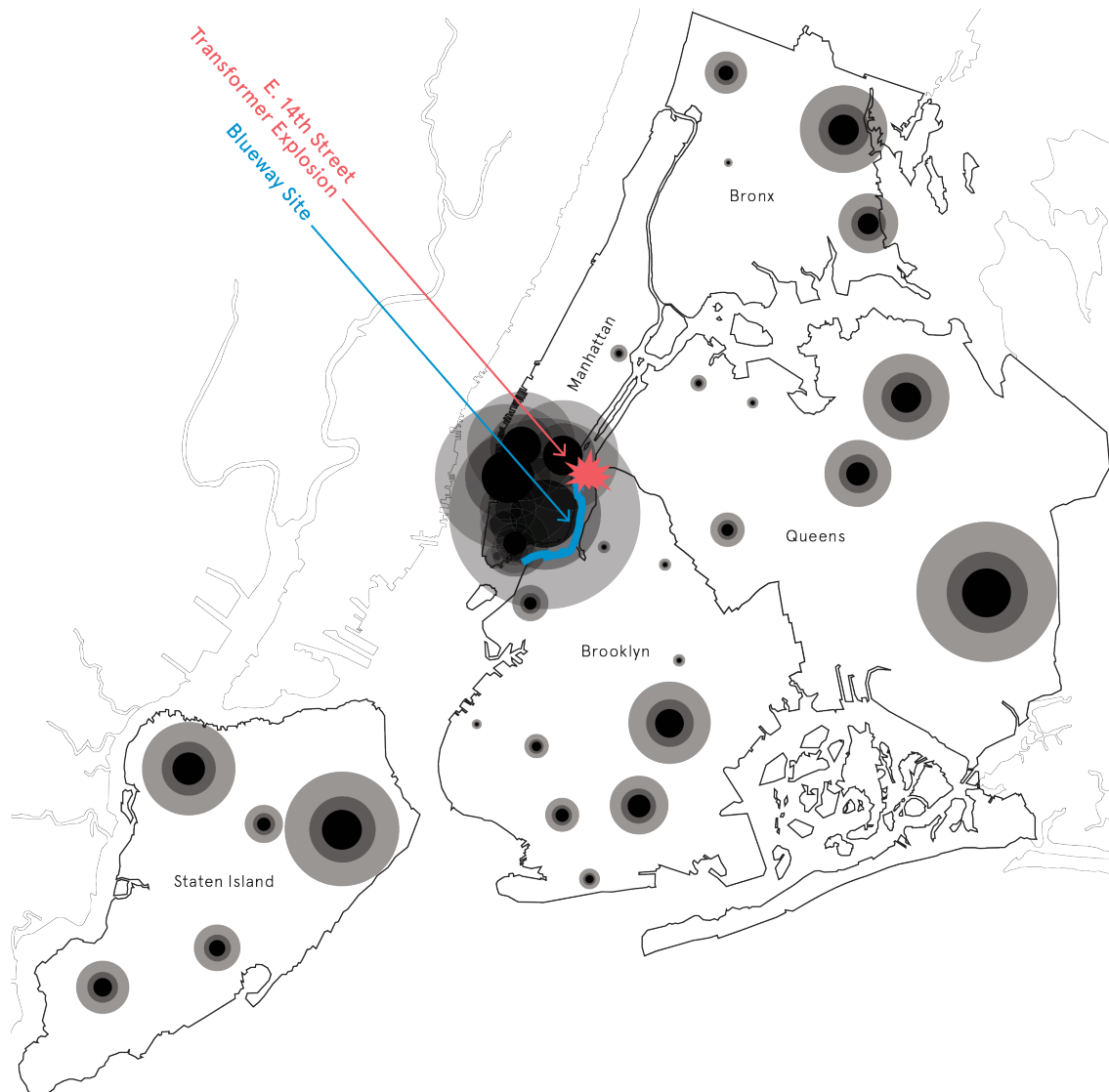


WATERFRONT DATA

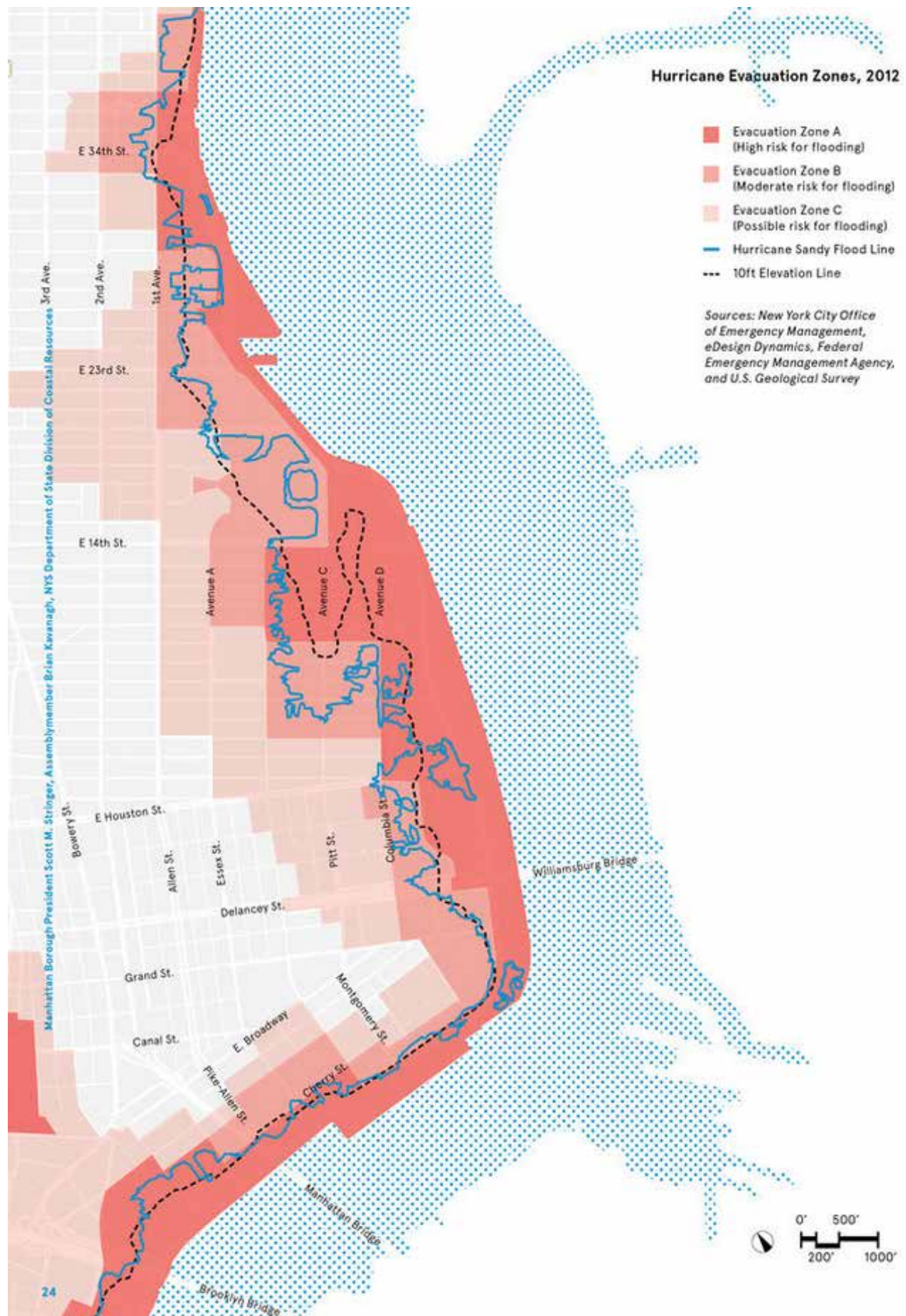
Locations and Severities of Power Outages in New York City after Hurricane Sandy

Source: *The New York Times*,
 October 31, 2012

Manhattan Borough President Scott M. Stringer, Assemblymember Brian Kavanagh, NYS Department of State Division of Coastal Resources



From East River Blueway Plan ; Locations of Power Outages after Hurricane Sandy
<http://wxystudio.com/uploads/700007/1409001559807/TheEastRiverBluewayPlan.pdf>



From East River Blueway Plan ; Hurricane Evacuation Zones
<http://wxystudio.com/uploads/700007/1409001559807/TheEastRiverBluewayPlan.pdf>