

RESEARCHING AND TEACHING DOWNTOWN BROOKLYN

Brooklyn Civic Center + Brooklyn Square + Farragut Houses

Prof. Duddy + Montgomery

April 15, 2016



1782



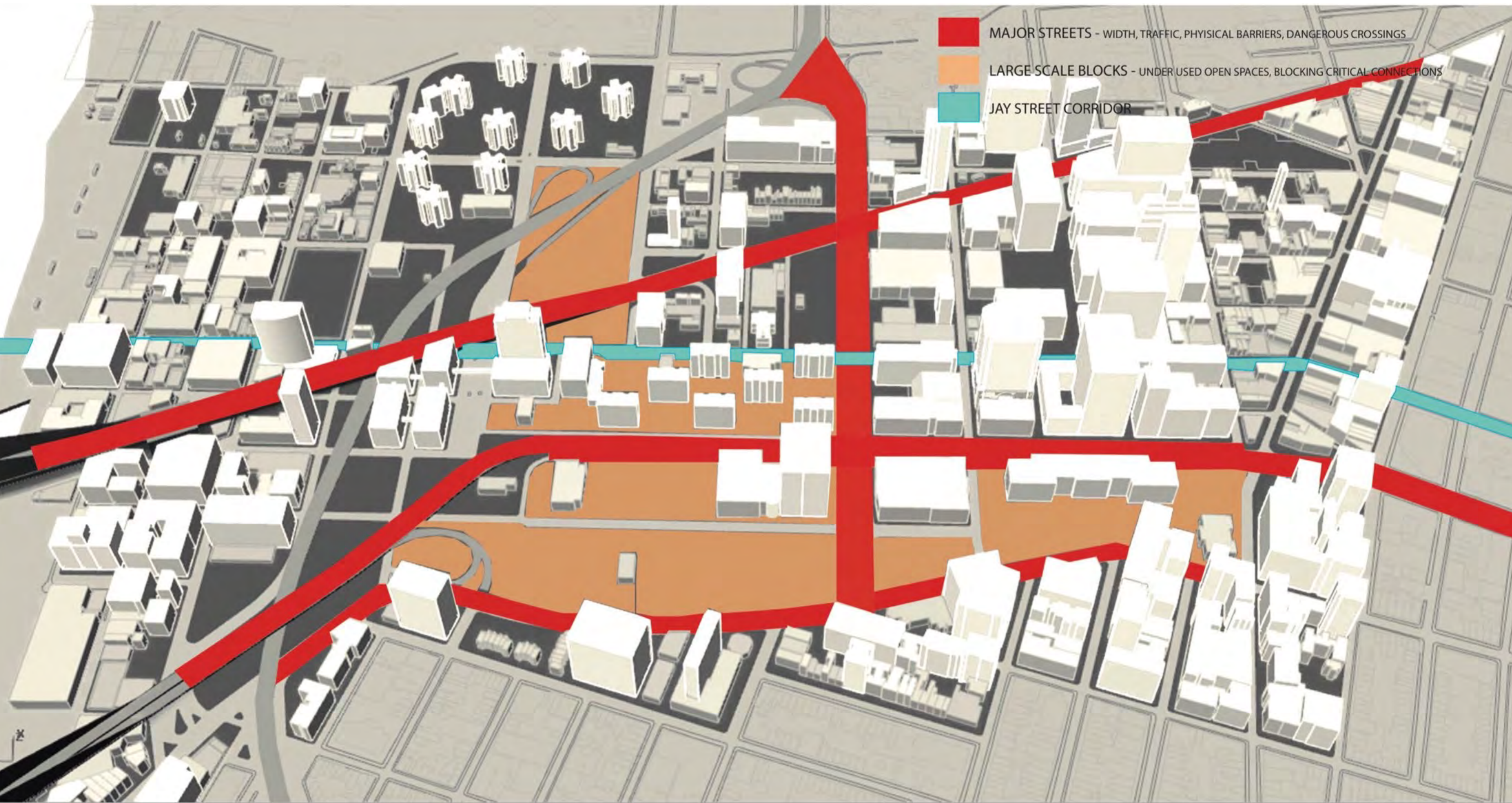
1840



1924

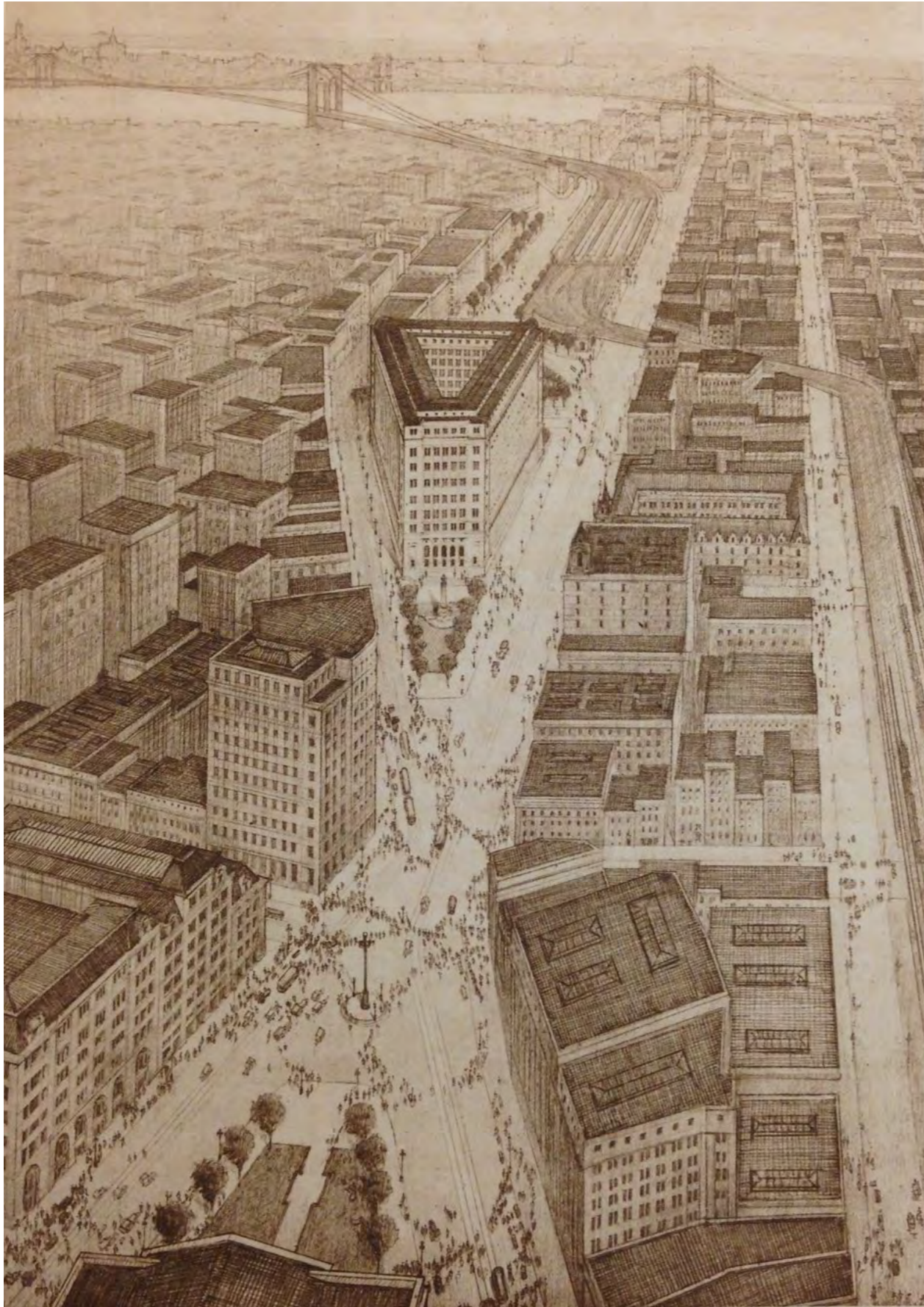


1951

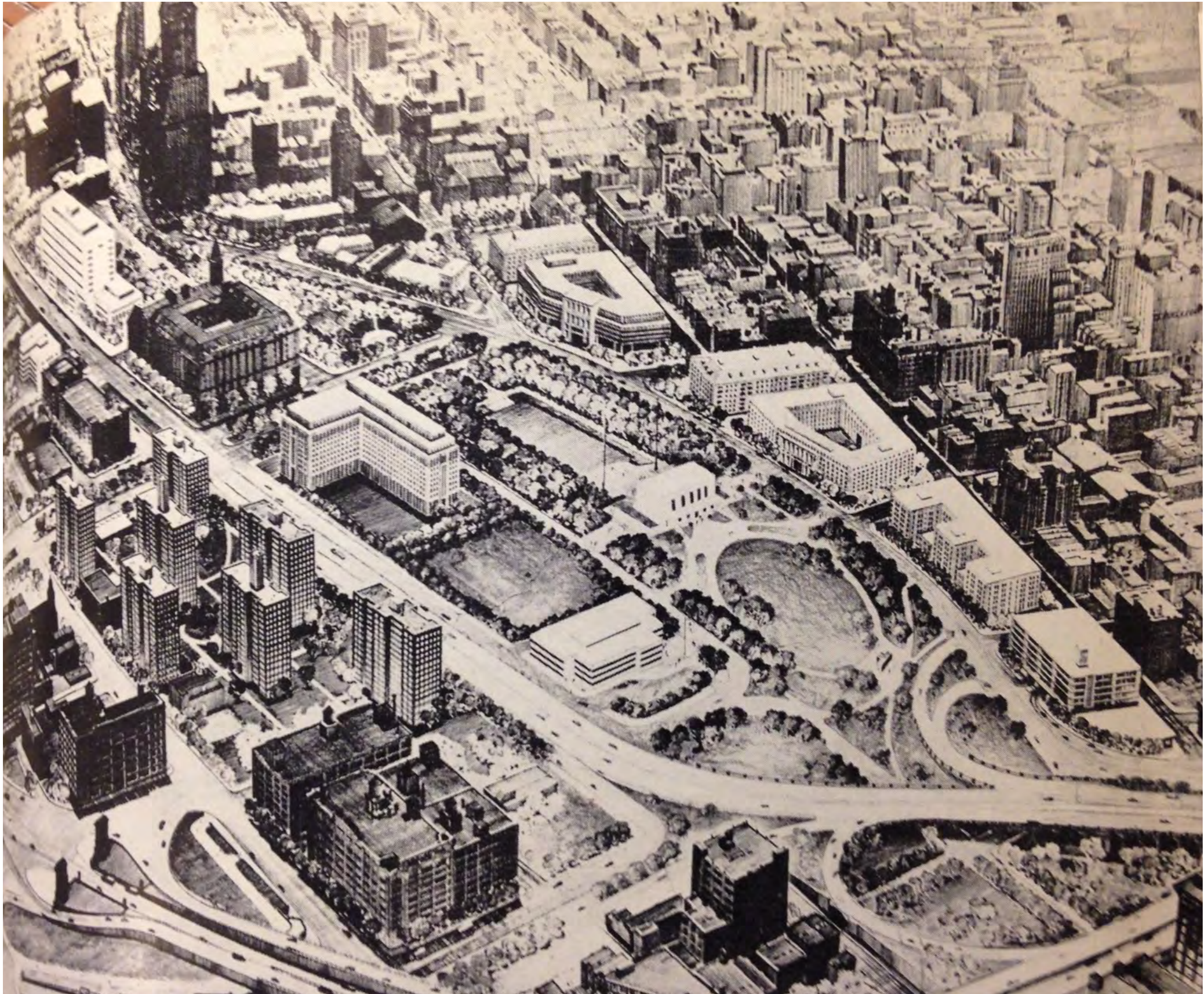


- MAJOR STREETS - WIDTH, TRAFFIC, PHYSICAL BARRIERS, DANGEROUS CROSSINGS
- LARGE SCALE BLOCKS - UNDER USED OPEN SPACES, BLOCKING CRITICAL CONNECTIONS
- JAY STREET CORRIDOR

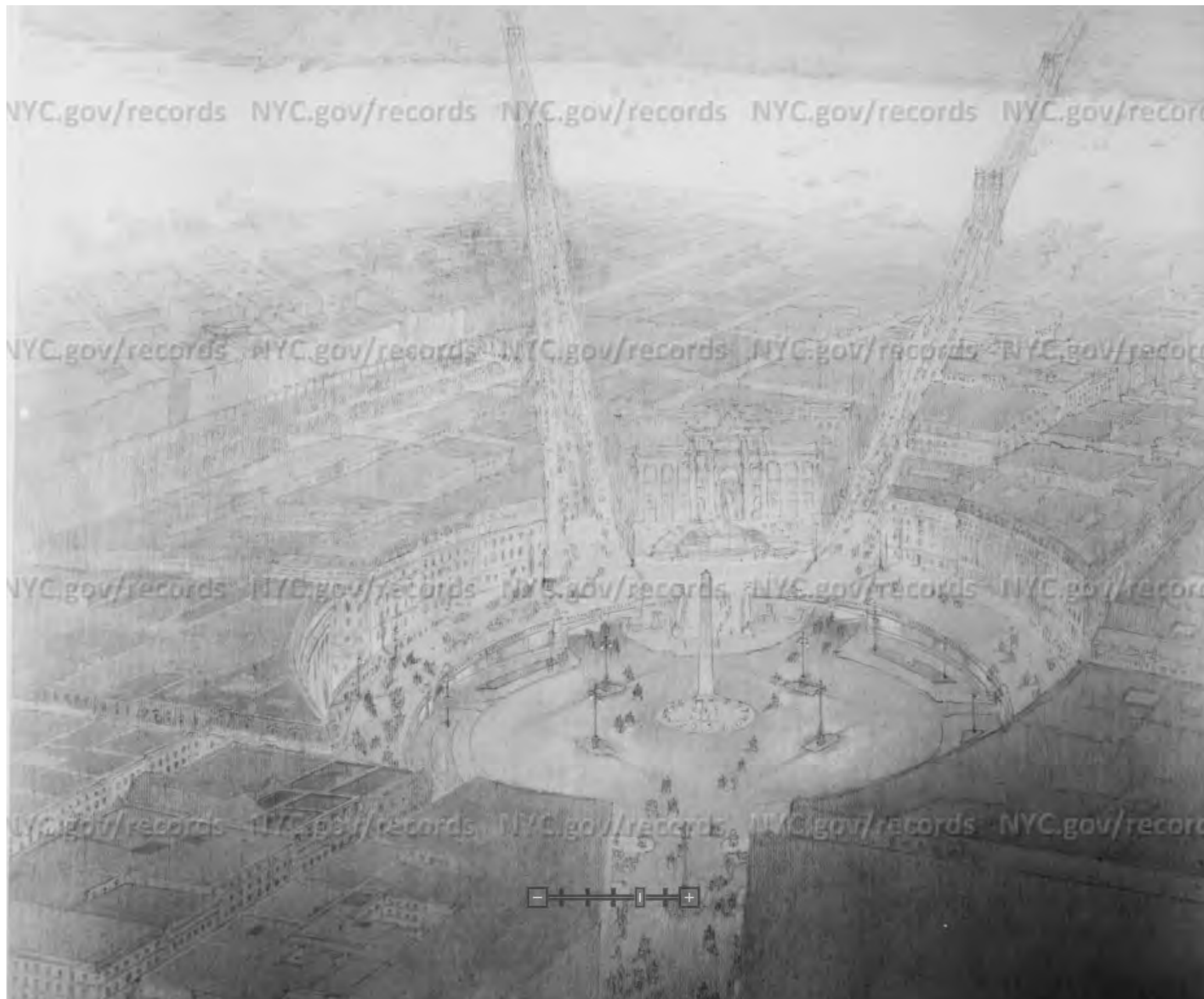
2013



1915-42



1952



1905

BROOKLYN SQUARE

A Gateway to Brooklyn

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The Brooklyn Bridge stands as a great iconic structure of New York along with the Empire State Building, the Statue of Liberty, and the Chrysler building. The bridge is an attraction in its own right, with an estimated 1.4 million pedestrians walking the bridge each year. In addition, the bridge carries over 100,000 cars between Brooklyn and Manhattan each day. Nearby, the Manhattan Bridge carries an additional 85,000 cars daily as well as 1.4 million cyclists each year. An additional 340,000 New Yorkers cross the East River each day on the subways whose tracks run on the Manhattan Bridge.

Curiously, neither bridge arrives in Brooklyn with much fanfare despite the rising prominence of the borough. The lack of an arrival gesture likely prompts many pedestrians on the Brooklyn Bridge to turn around to head back to Manhattan before ever reaching Brooklyn. Historically, the Manhattan Bridge arrived in a square called Bridge Plaza, where limestone monuments endowed one's arrival with a flare and dignity, but this space and the monuments are lost to modern changes to the road design.

With Brooklyn's rise in the imagination and aspirations of New Yorkers and visitors to the city, there is a growing need and justification for a gateway to mark the arrival in the borough that leverages not only the iconic power of the Brooklyn Bridge but also leverages the convergence of this bridge and the Manhattan Bridge as they enter Brooklyn.

This project explores the potential for the development of what could be branded "Brooklyn Square", a new urban space that will greet the borough's visitors, provide a commensurate amenity to the Brooklyn Bridge that can serve as a visitor's center and museum celebrating engineering and the bridge's design, link the Brooklyn and Manhattan Bridge's pedestrian walkways, and reconnect adjacent neighborhoods that have been blocked by the many ramps and barriers of the two bridges' vehicle access roads.

Most importantly, the square will include a major vertical landmark element, the equivalent of the St. Louis Gateway Arch or the Space Needle in Seattle, to welcome visitors to the borough and provide a compositional compliment to the vista of the Brooklyn Bridge from Manhattan.

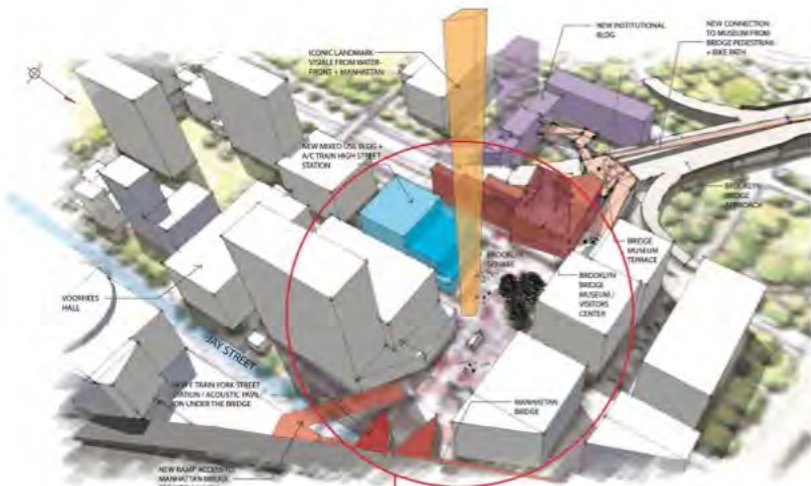
This project includes traffic analysis, precedent studies, and design diagrams to guide Brooklyn Square's development.



PIAZZA DEL POPOLO AND THE TRIDENT IN ROME: Serves as an urban design precedent for Brooklyn Square.



SCALE COMPARISON: Brooklyn Square will cover approx. 2.3 acres, similar to significant squares in New York and European cities.



GENERAL PROGRAMMATIC AND ARRANGEMENT STUDY FOR BROOKLYN SQUARE

STAGES OF BROOKLYN BRIDGE'S ON-GOING EVOLUTION

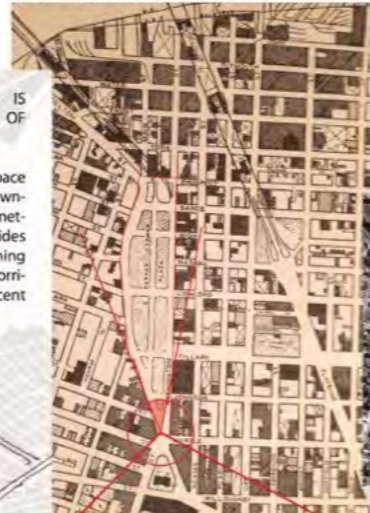


INITIAL CONFIGURATION: PEDESTRIAN WALKWAY SHUTTLE TRAINS



CURRENT CONFIGURATION: PEDESTRIAN WALKWAY MULTIPLE PRIVATE VEHICLE TRAFFIC LANES

HISTORICAL CONDITIONS AT THE TWO BRIDGES' ARRIVAL POINTS IN BROOKLYN



1945 SURVEY VIEWS OF BROOKLYN BRIDGE ARRIVAL SIMILAR TO CONFIGURATION IN 1945 SURVEY

1929 AERIAL PHOTO SURVEY VIEW OF MANHATTAN BRIDGE PLAZA



DIAGRAMMATIC OVERLAY OF SITE CONCEPT ON EXISTING CONDITIONS



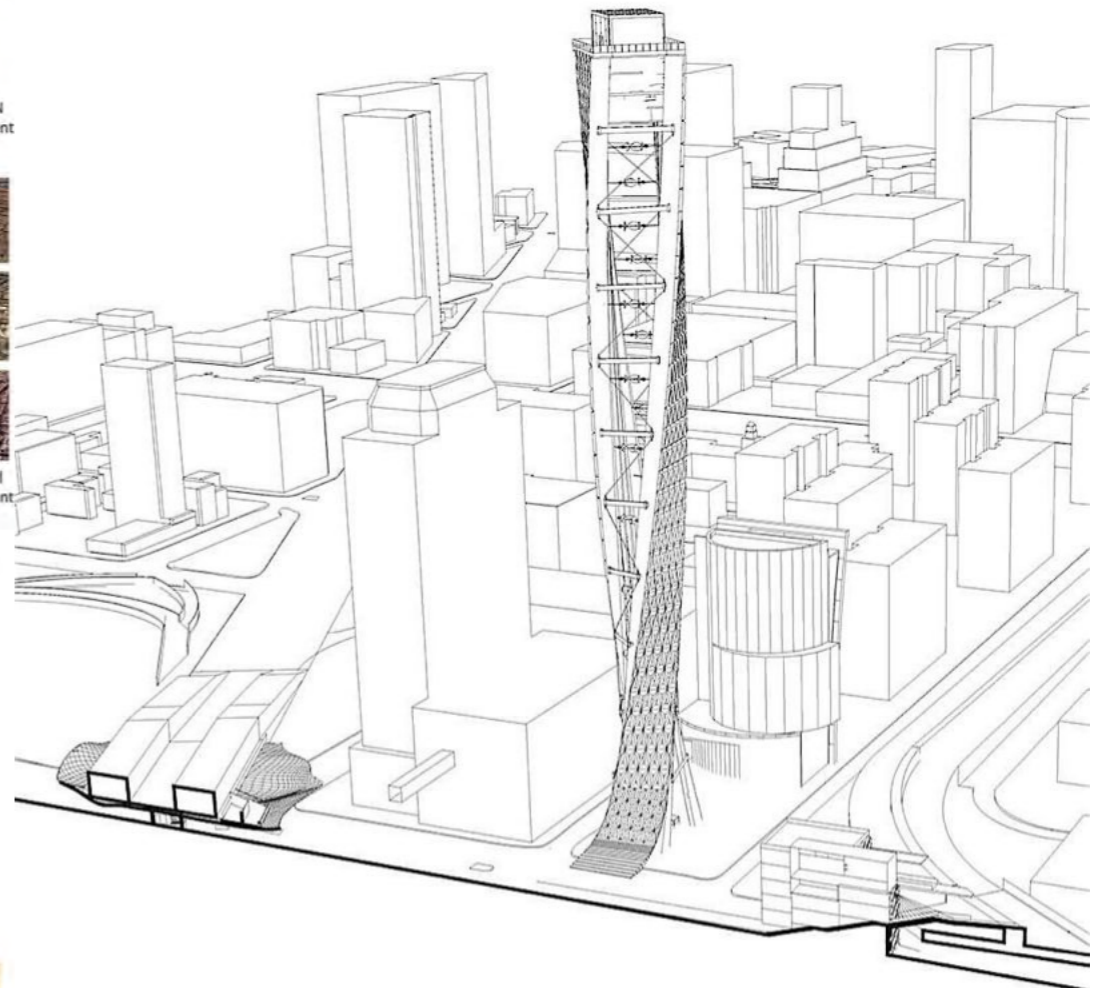
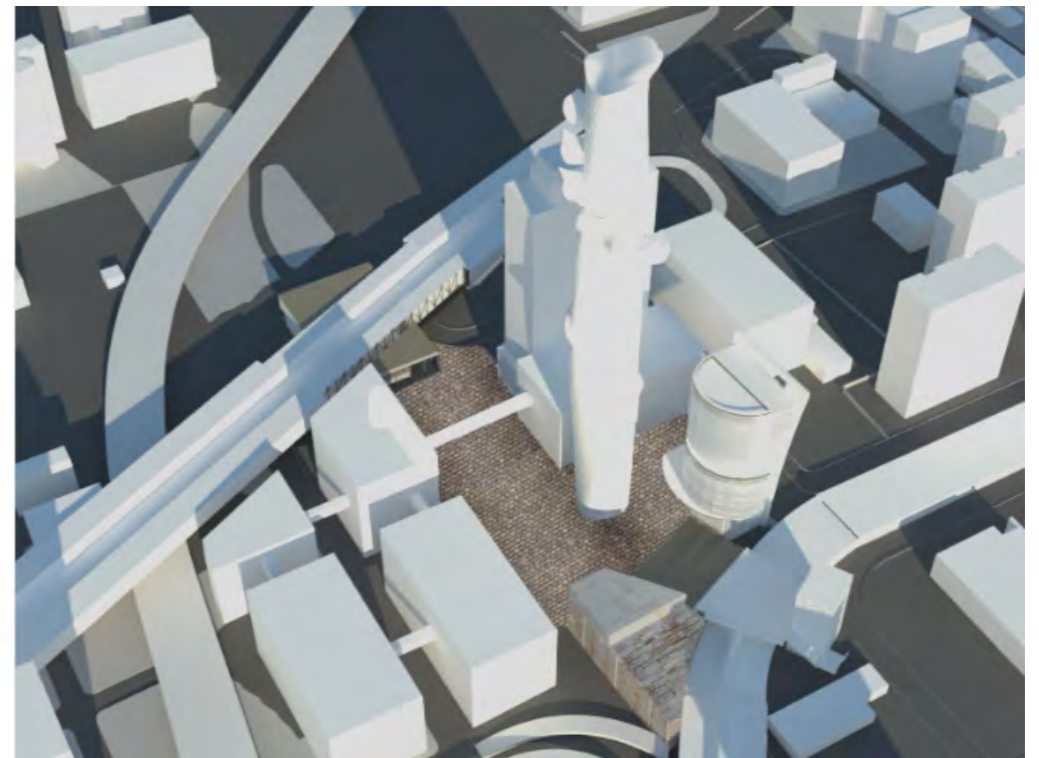
GESTURE TO MARK EDGE OF DOWNTOWN BROOKLYN SKYLINE: The bridges focus the eye on this hilltop, a geographic point of significance pre-existing both bridges.



1782 MAP SHOWING TOPOGRAPHY / STRATEGIC POINT OF LAND FORM

CONVERGENCE OF BRIDGES IS LOGICAL LOCATION OF BROOKLYN'S ARRIVAL POINT:

The bridges tie the public space network in Manhattan to Downtown Brooklyn's public space network. Brooklyn Square provides the critical hinge point joining north-south and east-west corridors, distributing to adjacent Brooklyn neighborhoods.



2015



1950s



Farragut Houses

From Wikipedia, the free encyclopedia

The **Farragut Houses** are located in **Downtown Brooklyn**, which is the central core neighborhood in the outer borough. Bordering the historic **Brooklyn Navy Yard**, Farragut Houses is owned by **New York City Housing Authority**(NYCHA) housing 3,440 residents in 10 buildings, 13 to 14 stories high.

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 - Elementary
 - Middle School
 - Church of the Open Door
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 - Maintenance
- Present and Future of NYCHA
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Farragut Houses	
NYCHA Property	
New York City Housing Authority's Farragut Houses	
	
Farragut Houses	
Country	United States
State	New York
City	New York City
Borough	Brooklyn
Neighborhood	Downtown Brooklyn
Area ^[1]	
• Total	0.026 sq mi (0.07 km ²)
Population	
• Total	3,440 ^[2]
ZIP Codes	11201

INFILL OPTION

■	EXST NYCHA	35.05%
■	NEW HOUSING	57.23%
■	COMMERCIAL	3.69%
■	NEW SCHOOL	4.02%

36 BUILDINGS
3,588,181 sq. ft. total



PHASED OPTION

PHASE ONE

■	EXST NYCHA	39.6%
■	NEW NYCHA	40%
■	NEW HOUSING	17.4%
■	COMMERCIAL	2.9%

25 BUILDINGS
3,160,275 sq. ft. total



PHASE TWO

■	EXST NYCHA	0%
■	NEW NYCHA	32.9%
■	NEW HOUSING	58%
■	COMMERCIAL	5.2%
■	NEW SCHOOL	3.9%

28 BUILDINGS
3,843,755 sq. ft. total



History [edit]

Built Environment Prior to Farragut Houses [edit]

The three **superblocks** of the NYCHA Farragut Houses in **Brooklyn, New York** were completed between 1951 and 1952. Before the Farragut Houses, the landscape was very different. A report completed by the Mayor's Committee on Property Management gives detailed information about what the area consisted of in 1941.^[3] There were a total of 341 lots, 27 of which were vacant. Of the built lots, 198 consisted of wood structures. Wooden buildings were rarely built after the **Great Fire of New York** in 1835, and brick became the popular building material around the 1870s.^{[4][5]} This indicates that these 198 framed houses were likely over a century old, and likely built without running water or sometimes even electricity.

Prior to **demolition**, there was still an active neighborhood on the site as evidenced by the same report from 1941. There were 144 stores that were occupied and 30 unoccupied. The report also shows that there were 677 apartments, 33 one family dwellings and 61 two family dwellings that housed families that needed to be relocated. A newspaper article from the **Brooklyn Daily Eagle** titled "Funds Okayed For Farragut Housing Units,"^[6] states that there were a total of approximately 970 families to be relocated. The area consisted of 18 smaller blocks divided by roads and small alley ways. Eight streets were destroyed by the joining of these smaller blocks when demolition started in 1945. The names include Talman Street, Charles Street, High Street, Prospect Street, Dixon Place, Fern Place and Greene Lane. Hudson Street was cut off between Front and York Street and diverted over to Navy Street.

Context For Development of the Farragut Houses [edit]

The Farragut Houses are located in what used to be a heavily industrial area, very near to the **Brooklyn Navy Yard**. During wartime, the region was filled with sailors. Restaurants, illegal drinking establishments, tattoo parlors and brothels were packed with people who worked or commuted along the waterfront. Dirty and narrow streets provided a haven for derelict behavior. An article published in the Brooklyn Eagle newspaper in 1945, seven years before the Farragut Houses were completed, lays out the justification for redevelopment of the area: "... the **Brooklyn Bridge** will stand out again from the blight which has hemmed it in ... First came the condemnation and the razing of the huge area... a jam-packed section of smoky industry and badly out-worn residences."^[7]

2015