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CODA USES SKATEBOARD SCRAP TO CONSTRUCT A PARTY WALL FOR THIS SUMMER'S MOMA/PS1 WARM UP SERIES



COURTESY CODA

HIT THE WALL

Party Wall, the winning design for this year's MoMA/PS 1 Young Architects Program pavilion by Ithaca, New York-based CODA, is both monumental and delicate.

Party Wall is the 14th project in the Young

Architects Program. Its design, which aims to create a shade and cooling structure for the annual Warm Up performance series, uses a steel structure clad in a woven skin of waste wood. **continued on page 3**

GLUCKMAN MAYNER INSERTS A PROMINENT GALLERY INTO PRITZKER WINNER'S ELEVENTH AVENUE PUZZLE BUILDING



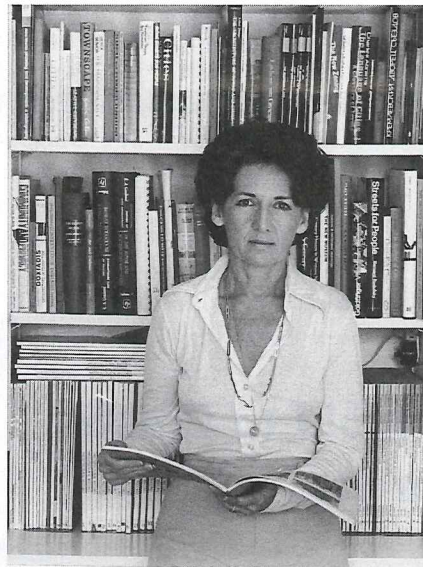
JOSHUA NEFSKY

Straightening Out Nouvel

When Michael Rosenfeld decided to relocate his eponymous gallery from 57th Street to Chelsea, he wanted

to make sure he found just the right space for his gallery's works and clientele. So he surveyed the neigh-

borhood, and over a three-year period visited a variety of spaces, touring sites with architect Richard Gluckman. His final choice: the ground-floor space in Jean Nouvel's **continued on page 7**



GARTH HUXTABLE

Ada Louise Huxtable, 1921–2013

The first time I met Ada Louise Huxtable, she was snickering gently over the latest irony in her career. It was probably 1994, and we were both at an event at the Museum of Modern Art. Huxtable was being rounded up, with fellow critics Paul Goldberger and Herbert Muschamp, for an Augustinian age portrait of the *New York Times'* architectural alums. Huxtable later would say that she was flattered but also amused that day: in her opinion, the paper had done everything possible to get her off the architecture criticism beat, where her frank appraisals of developer greed were causing problems up the line.

She also later told me how she had wept with joy at the announcement of her win of a MacArthur "genius" grant in 1981, because it meant she could quit.

We didn't really start to communicate, however, until much later when Huxtable wrote to compliment me on an acid review in **continued on page 9**

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GOV PROPOSES INCREASED FUNDS FOR TRANSPORTATION

MASS TRANSIT

Massachusetts Governor Deval Patrick has introduced a state budget proposal for fiscal 2014 that proposes a significant increase in funds dedicated to improving and expanding public transit, highways, and infrastructure. Patrick's move follows an ambitious Massachusetts Department of Transportation (MassDOT) plan to expand the state's transportation infrastructure.

The new budget sheds some light on how the state will raise the revenue to address the needs outlined in MassDOT's report, *The Way Forward: A 21st Century Transportation Plan*.

In an effort to **continued on page 7**

AN DELVES INTO THE WORLD OF CUTTING EDGE MATERIAL SCIENCE. SEE PAGE 10



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STRAIGHTENING OUT NOUVEL continued from front page enigmatic condo tower on the West Side Highway.

The ground-floor location, the distinctive architecture of the building, the double-height gallery space, and the ability to purchase it as a condo were all selling points for Rosenfeld and his gallery director, Halley Harrisburg.

Yet for all its strengths, Nouvel's space also posed significant challenges, particularly for a gallery. The raw interior included massive slab-like structural columns and a curved facade at the corner of 19th Street and Eleventh Avenue. Other challenges included Nouvel's collage pattern of windows and a harsh northwest exposure.

Gluckman said his task was to "quiet the space down" and "straighten it out a bit," while tailoring it to the needs of the gallery.

Rosenfeld's gallery focuses on 20th century works, allowing for more intimate gallery spaces than contemporary works usually require. "There's something 'residential' about the scale," Gluckman said of the space.

Though that space is 19 feet high, the gallery being housed there needed a mezzanine level for conservation, storage, and meeting areas. This level now fills roughly two-thirds of the space, while a large open gallery at the end of the L-shaped gallery uses the remaining double-height space, creating a contrast between intimate and grand areas for viewing art. Gluckman also placed the reception desk in front of the curved wall, and floated

freestanding facade in front of the glass walls to manage the light, which was further mitigated by translucent Lutron shades.

Drawing on various midcentury modern precedents for residences and corporate lobbies, Gluckman chose a cool white terrazzo floor. "We chose a nondirectional floor so that we would not compete with the varied geometries," the architect said. The private offices and library have a luxurious but understated atmosphere, rounded out with plenty of classic modern furniture, including Saarinen tulip chairs and Eames aluminum group seating.

The build-out of the space unfortunately coincided with Hurricane Sandy, and though the space is three feet above street level, the basement flooded, and the ground floor took on two inches of water. "I think every architect, client, and builder is rethinking if and how to use spaces," Gluckman said of that experience.

According to gallery director Harrisburg, the basement is too valuable not to use, though it cannot be used for art storage. Instead, the gallery will store its files and archives there, and put all file cabinets onto wheels to ease their evacuation in advance of future storms.

One unresolved area for the gallery is the concrete entry court, just behind Nouvel's metal and glass facade. "The courtyard is ripe for exploitation," Gluckman said. Rosenfeld and Gluckman said they hope to make that area more inviting but will need permission from the building first. **AGB**

MASS TRANSIT continued from front page tackle the critical issues in both the short and long term, Governor Patrick has proposed a \$13 billion capital investment to transportation over the next 10 years, with a \$269 million increase for 2014, to implement the changes recommended in the report. This new investment would make sweeping changes, eliminating MBTA's deficit, committing an additional \$100 million to Chapter 90 local bridge and road funding, and providing better MBTA service by expanding hours and restoring weekend service that had been cut.

"We commit to reinvesting in our transportation system to ensure we can pay the bills we inherited; repair our aging roads, rails, and bridges; and make targeted expansions, to unlock long-term economic development across the state," said Governor Patrick in his January 23 announcement of the new fiscal budget.

The Patrick administration recommends, over the next decade, that funds be directed toward a number of large-scale projects, from building and establishing better rail service in South Coast and Western Massachusetts to replacing old buses and cars on the Red, Orange, and Green lines.

"I think it is really notable that in the projects slated for investments there is no highway widening or off ramps proposed," said André Leroux, executive director of Massachusetts Smart Growth Alliance. "This is about investing in the current system and making it better, and thinking ahead in the changing ways of how we live and want to live."

Governor Patrick's plan to loosen up funding for these costly initiatives would include raising the income tax from 5.25 percent to 6.25 percent, and lowering the

sales tax from 6.5 percent to 4.5 percent; resulting funds, according to Massachusetts Budget and Policy Center's budget brief, would go to a Commonwealth Public Infrastructure fund for "transportation and infrastructure projects." Revenue also would come through an increase in Turnpike tolls, MBTA fares, and Registry of Motor Vehicles fees. The Governor further recommends raising the cigarette tax by \$1 per pack.

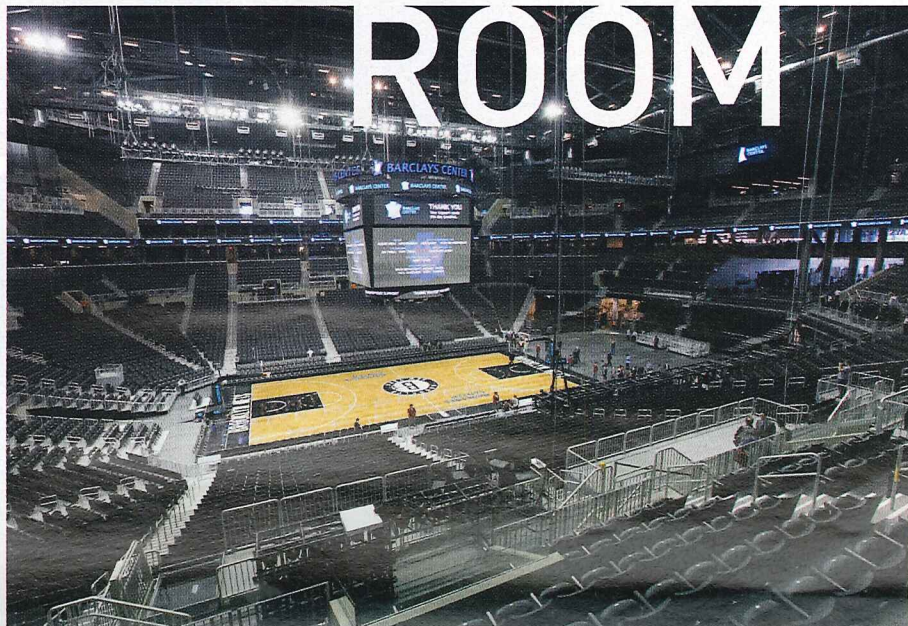
A few potential revenue sources that MassDot recommended in its report were absent from the Governor's proposal, however. These included a "green fee," a fee based on a car's carbon emissions, and a vehicle miles traveled tax.

Leroux pointed out that the transit system suffered a substantial financial loss after the Big Dig, which "saddled the MBTA with \$2 billion of debt." This boost in funding not only will improve transportation services within the Boston area, but also help build infrastructure and implement changes in regions that might have been neglected during that period.

Before the Patrick administration can move forward with its aggressive proposal, the House and Senate must approve the budget, and that might ultimately take some compromising. The Governor, however, is in a good position to bargain. As the *Boston Globe* pointed out, because lawmakers are not up for re-election in November, they may be more likely to "consider at least some tax increases."

"This proposal is thoughtful," Leroux said. "We can't just get our system up to repair. We have to think of how to stay competitive, especially with rail. We need to increase choices all over the state and not just in the Boston area." **NA**

COURT ROOM



A state-of-the-art arena with unparalleled sightlines and an interior environment as dynamic as its sculptural exterior, **Barclays Center** is New York's first major new entertainment venue in nearly a half century. But while the arena's unique steel paneled facade may stop traffic outside, it's the elegant long span steel roof structure inside that enables crowds to enjoy column-free views of show-stopping performances. Architects **SHoP** and **AECOM** with structural engineer **Thornton Tomasetti** made sure that, long after its first sold out performance, Brooklyn would have a new living room where every seat is always the best seat in the house.

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