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59th Street Bridge Museum and Market

Marciano Martin

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59TH ST BRIDGE
MUSEUM AND MARKET

PROFESSOR'S VAN CAMPEN
DAVIS
RECKMEYER

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PENCILED IN FIGURES DUE
TO COMPUTER BREAKDOWN
TODAY (WED) WILL RECTIFY LATER

MARTIN MARCIANO
DEC 11 1986
THESIS PREP

Intentions

This thesis is to serve as an investigation and response into the architectural issue of scale juxtaposition. In this case the condition which occurs is the result of a modern feat of engineering at one scale, disrupting and imposing itself onto an urban and historical context which is at a more intimate scale. Consequently, there is a loss of identity or spatial relationships in the urban context which may have existed prior to this modern intervention. It is my goal to take advantage and develop a response to these disparate scales and their images. It is also the opportunity for spatially redefining a rare opening in a dense urban fabric that the difference of the two scales has created.

The scale juxtaposition around which my thesis is centered involves two different elements. One is a bridge serving a regional transportation link between Queens, N.Y. and Manhattan. The bridge is at a dramatic, almost monumental scale creating a very strong visual impact. The other element is a part of NYC's urban fabric, along the East River. The neighborhood contains intricate patterns and an intimate quality which combine to form a more personal scale. It is the difference in the scales of the bridge and the urban context which forms the juxtaposition and the opportunity for investigations into unique site and image qualities that I wish to concentrate. Some of the other urban and architectural issues to be studied include; the spatial

and conceptual transformations that occur when the city defines its boundaries, in this case, along the water's edge, the challenge and opportunity for further developing and adding to New York City's existing infrastructure while accommodating varied program and site restrictions, as well as others not yet discovered.

Projected Program

As a vehicle for my ideas, and as a reflection of the uniqueness of the site, I am proposing a museum and archives which will represent an overview on the history of transportation and Civil Engineering in New York City. At the present there is only one small transportation museum in Brooklyn, and no collected documentation on the history of Civil Engineering in and around New York City. In addition the opportunities for sectional development of a related retail complex and public spaces would serve as a continuation of 59th St's commercial character down to the waters edge. This could be done using existing building prototypes, as in Sutton Place's gardens over the FDR Drive, and would tie in with a proposal for the revitalization and renovation of one of New York City's historic farmers markets originally located within the bridges structure.

Site History and Description

The site in Manhattan is the area directly below the 59th Street Bridge, between 59th and 60th streets, including the entrance to the bridge at Second Avenue, the block between Second and First Avenues, on either side of York Ave/Sutton Place, and above and on either side of the Franklin Delanor Roosevelt Drive to the water's edge. The bridge opened in 1909 and was designed by the municipal department of bridges and architect Henry Hornbostel. It provided the long awaited link to Queens and was considered a significant achievement in the melding of engineering and architecture, boldly using steel framing in an ornamental manner. The bridge was designed to accommodate vehicular, pedestrian, and trolley car traffic, then the major means of public transportation to Queens. Until the 1930's there was a farmers market located within the bridge's structure on the west half of the block between First Avenue and Sutton Place. The area within the structure directly below the bridge's entrance was originally used for the storage of trolley cars. The bridge also crosses Roosevelt Island which was once reached by elevators which descended within the bridge supports from the bridge roadway. Fifty-Ninth Street is one of the few major arteries that crosses the city, running along the southern border of New York City's Central Park, and terminating in one of Manhattan's major

nodes, Columbus Circle. The street carries both retail and residential importance, home to such prestigious stores as Bloomingdales on Second Avenue and bordering Sutton Place, one of the city's most affluent neighborhoods.

At the present there is the defunct market within the bridge's structure which is used for storage on the west half of the block between 59th and 60th streets and York and 1st avenue. On the east half of this block is a dirt lot, a baseball field during the summer and enclosed by an air supported structure over tennis courts during the winter. Between York and and the FDR Drive is a parking lot and steam plant, while on the waters edge is a three storey storage garage and a heliport, accessed over the FDR Drive from York Avenue. Running parallel to the bridge is the Roosevelt Island Tramway running from Roosevelt Island and descending opposite the entrance to the bridge on 2nd Avenue.

Recent History

Program Description

The museum will exhibit some aspects of the history of transportation but will mainly concentrate on the history of Civil Engineering around New York City. Exhibits will display historic means of transportation, photographs, original construction drawings for bridge and tunnel construction, and scaled models, among other things.

The archives will hold all historic documentation on any subject matter related to Civil Engineering. It will be a public resource center although most of its information will not circulate and priority will be given to experts in the field.

The administration for the museum will be separate to that of the archive's. In addition to the archive's administration, there will be connected classrooms for various seminars or related research studies.

The retail market would primarily be at street level and

provide the major public access down to the waters edge from within the city or the reverse. A public overlook could be provided at the terminus to the whole complex over the water and possibly provide for access to the heliport or a proposed green area along the waters edge.

Detailed Program

Square Feet

Entrance		1200 Tickets
150 Information		800
Coat Check	150	
Telephones	36	
Storage/Service		

CAFE

Eating area	3400
Service area	350
Prep	950
Storage	225
Office	225

BOOK SHOP

Open floor	900
Office	225
storage	150

AUDITORIUM/LECTURE HALL

200 seats	2500
Lobby	625
Projection booth	100
Stage	600
Back stage	225
Storage/Service	AS REQ'D

EXHIBITION SPACES

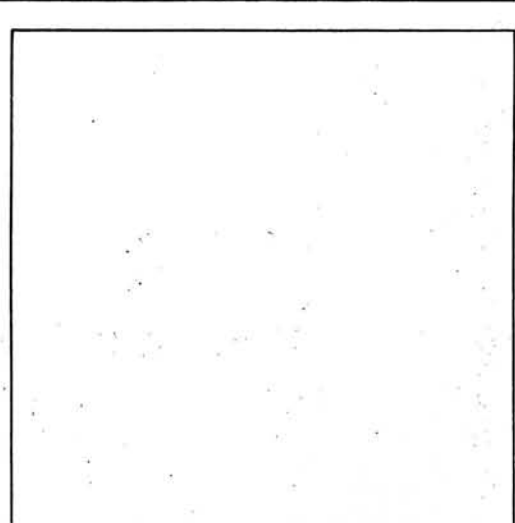
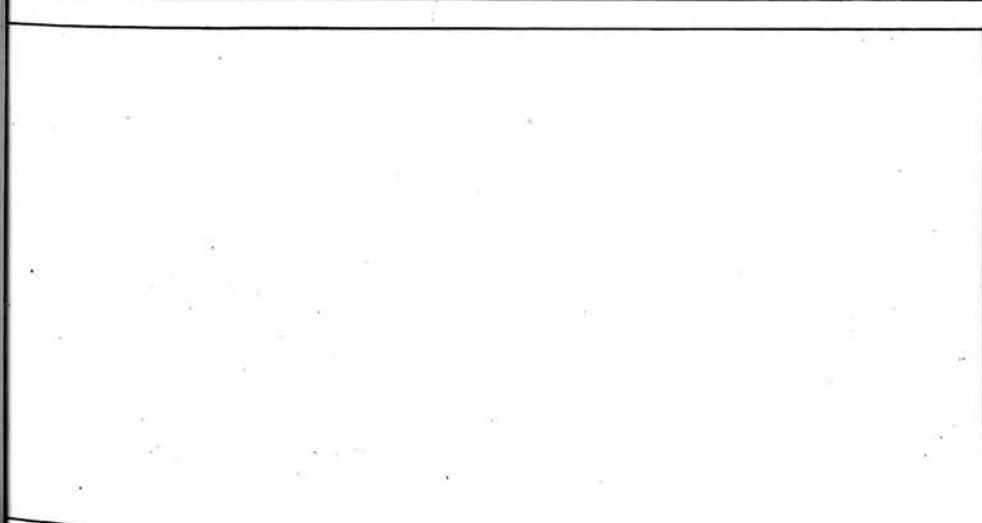
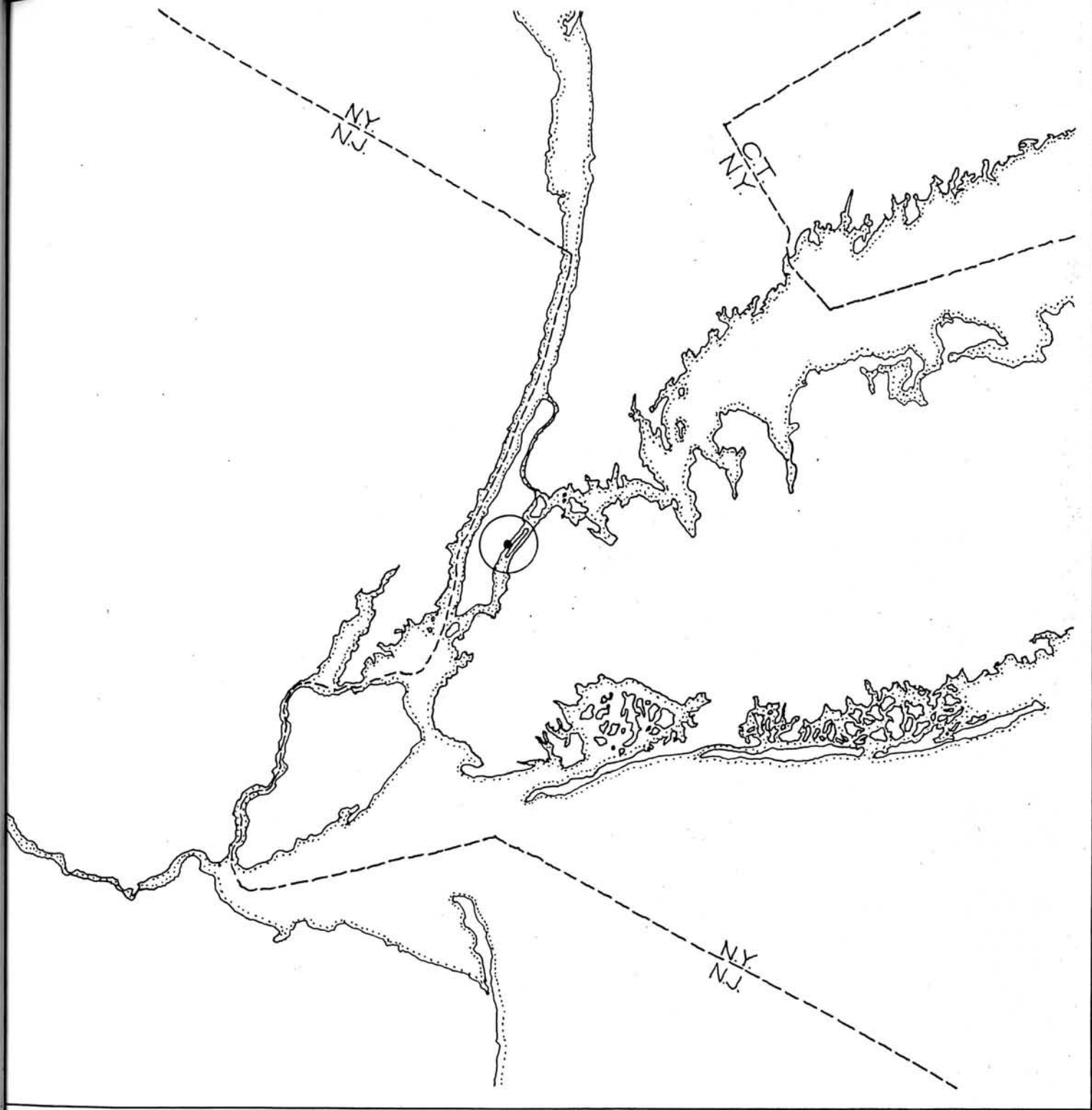
Possible outdoor exhibit area	5 @ 2400
Storage/Prep/Receiving Area	AS REQ'D

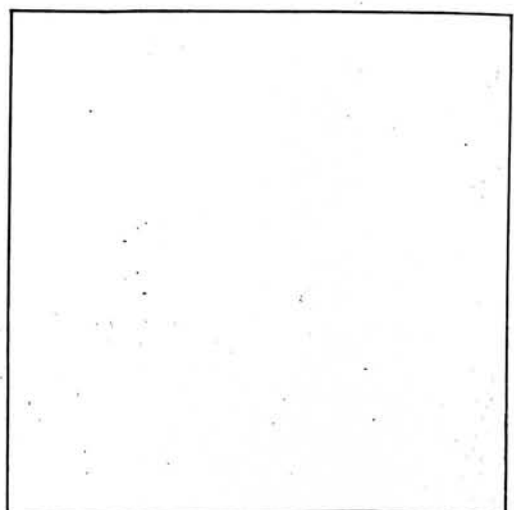
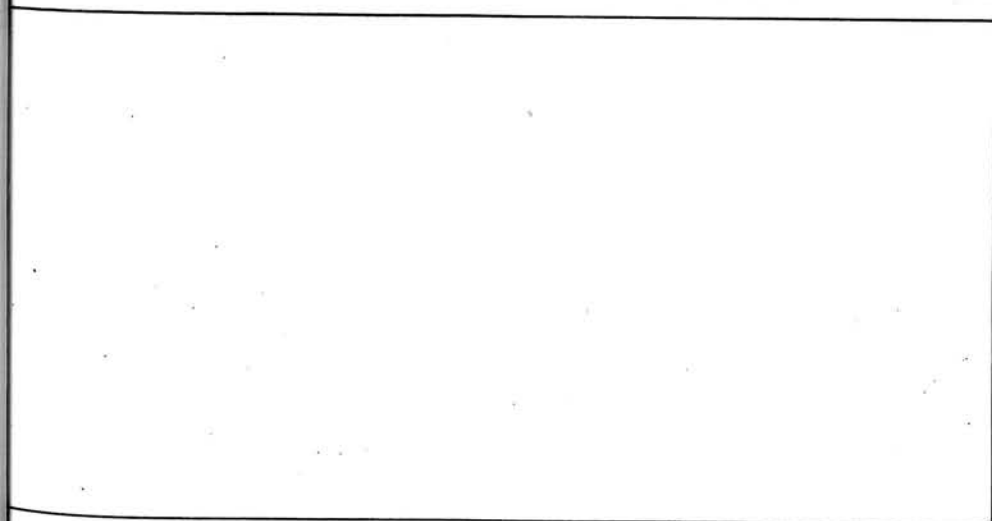
ADMINISTRATION

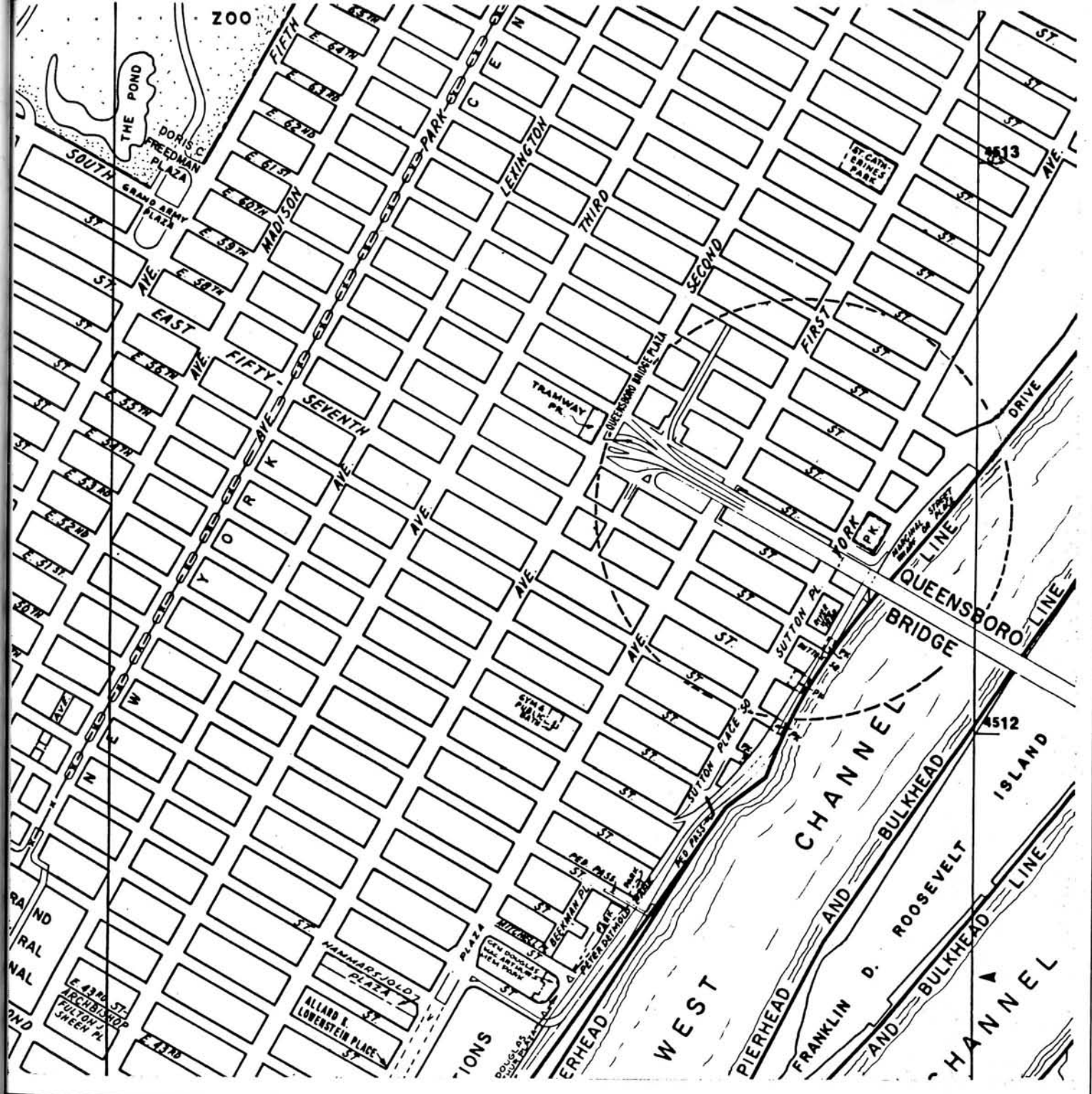
Directors office	200
Curators office	200
Staff offices [3 @ 100sq.ft.]	300
Secretarial [3 @ 50sq.ft.]	150
Conference Room	500
Lounge	400
Storage/Service	AS REQ'D

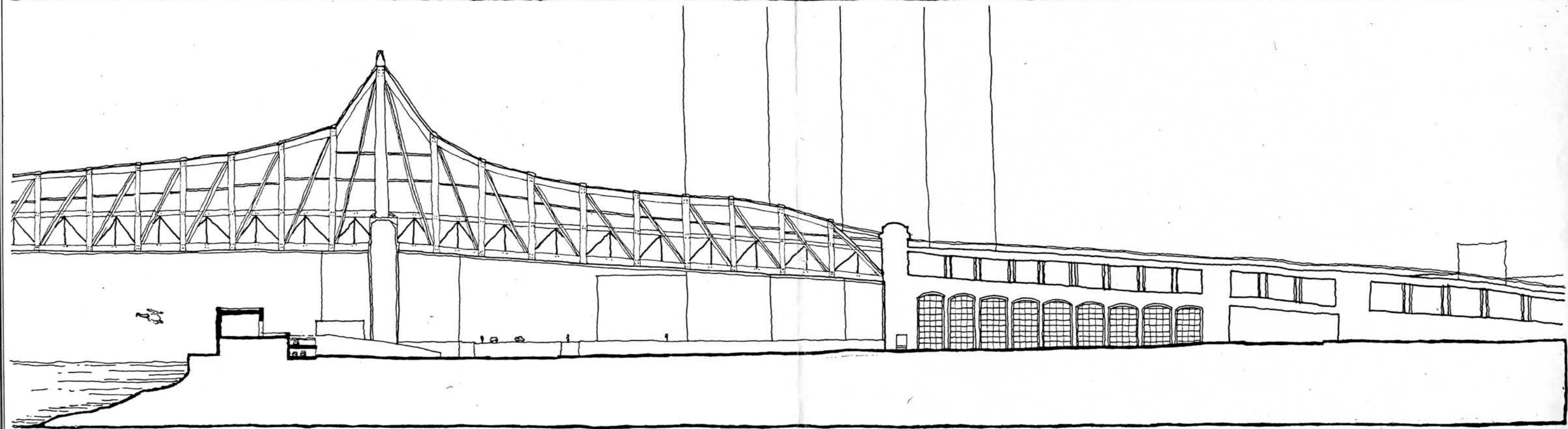
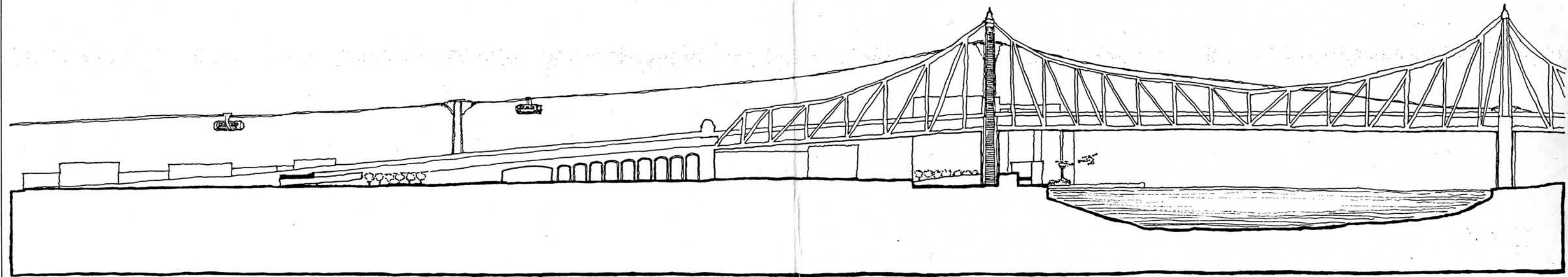
ARCHIVES/LIBRARY

Stacks	7500
Reference	400
Periodicals	400
AV equipment	400
Reading Area	2 @ 2400
Projection room	900











MUSEUM, ARCHIVES AND MARKET - 120.000^{sq}