

BEST OF 2007 AWARDS

Archstone Clinton

AWARD OF MERIT: Residential

In 2003 the City of New York's Department of Housing Preservation and Development tapped the Dermot Company of New York to transform two blighted blocks on Manhattan's West Side, located between 51st Street to 53rd Street on 10th Avenue, into a mixed-use residential project.

Dermot teamed with Archstone-Smith of Englewood, Colo., a large real estate investment trust, to develop the 700,000-sq.-ft. Archstone Clinton project. The developers enlisted FXFowle Architects of New York to design the complex. Bovis Lend Lease of New York served as construction manager.

Completed in September, the \$186 million project features two sleek 24-story towers and a seven-story structure, partially resting atop a concrete platform covering two active Amtrak railway tracks traversing the parcels.

Housed within the concrete superstructures are 600,000-sq.-ft of residential space, 12,000-sq.-ft of commercial space; 56,000-sq.-ft of theater space and 13,000-sq.-ft of underground parking. The seven-story building includes six luxury condominiums occupying 15,000-sq.-ft.

The development's innovated network of public spaces is designed to integrate into and to revitalize the surrounding neighborhood. Two landscaped plazas are also included in the project.

Several existing buildings were demolished to make way for the complex. Remediation of contaminated soil was also completed on the site of the north tower, on land previously occupied by a gas station and designated a Brownfield site.

One of the biggest challenges the project presented was construction of a platform over the two Amtrak railroad tracks crossing the property. Construction was complicated by steep, rocky terrain sur-



rounding the railway and limited access to the site due to adjacent structures. Adding to the difficulties were two old, flimsy bridges over the railway that supported portions of the streets separating the two towers.

"The bridges didn't have much capacity," said Tony Marrone, Bovis vice president and project executive. "We couldn't put heavy equipment, such as cranes, on the bridges because they were in such poor shape."

The platform, composed of 160 precast concrete planks weighing 30,000- to 80,000-pounds, rests on concrete crashwalls running along side of the tracks. Piles support the crashwalls.

Space constraints made installation of the piles and the walls difficult. In some locations, the crashwalls are within 3- to 5-ft. of the railway.

The project is seeking LEED certification. Energy use in the development is minimized through the extensive use of natural light, installation of energy effi-

Key Players

Owner: Archstone-Smith of Englewood, Colo., The Dermot Company of New York

Architect: FXFowle Architects, New York

Construction Manager: Bovis Lend Lease, New York

Structural Engineer: DeSimone Consulting Engineers, New York

M-E-P Engineer: Edwards & Zuck, New York

Site-Civil-Geotechnical Engineer: Langan Engineering and Environmental Services, Elmswood Park, N.J.

Foundation-Excavation Contractor: Civetta Cousins JV, Bronx, N.Y.

Landscape Architect: HM White, New York

Exterior Consultant: Thornton Tomasetti Group

cient HVAC systems, onsite turbine-generated power, automated lighting systems and a reflective roof. <<