

## Proposal for an urban project, Bethpage/Oyster Bay

Western Long Island is made up of the sprawl of Greater New York; the eastern part of Long Island is a vacation spot for weary New Yorkers, as well as rural farming territory well-known for fresh produce.

Bethpage is a undistinguished fringe between the two. The project comes out of investigation of a Northrup-Grumman jet manufacturing facility which hasn't been at capacity since WWII. The concept is to make an outer wall defining Greater New York, which distinguishes the Bethpage community as an edge.

The project begins by building "portals" over important thoroughways traversing Long Island. The first would be the Long Island Railroad, which bisects the Grumman site. Possible results may be refocussing of the quality of life at the mark the wall makes, resulting in a "back-pressure," tightening up the sprawl to the west of the wall, and a renewed view of conservation to the east of the wall.

The wall would consist of mixed-use built pieces, with park lands along it. Each portal represents an important opportunity for a node of commerce. One can live in the wall at one point, bike along/on it for recreation, and shop, work, or catch a ride to work at other points along the wall. (A walking edge city)

C. Michener



### The Bethpage Bars

The bars are about the reconditioning of the suburban body for a new urban haptic experience, throughness, on-top-ness, alongness, exterior figured space. The introduction of a seemingly unnecessary closeness in a landscape which expresses itself in built buttons set in a vast flat cloth with a plaid of ownership and jurisdiction boundaries; this introduction, a "hem" in the cloth, is a controlled vastness in vastness, exhibiting a new order, density, and spatial efficiency.

### Overpass, Underfill, Precinct-making

The bars challenge the constancy of the horizon and the framing by it. The bars' fact of continuing across roads provides the traveler the ability to go "through" rather

than simply "past." The bars are walls, yet bridges, over property, through old "zones."

Along the way, the bars help to both figure the adjacent space and provide harmonious adjacencies on unique conditions. The bar is an undeniable, continuous border, yet is essentially permeable, while the neighborhoods are made up of strings of point-islands in yards that, through private ownership, are impermeable to the pedestrian.

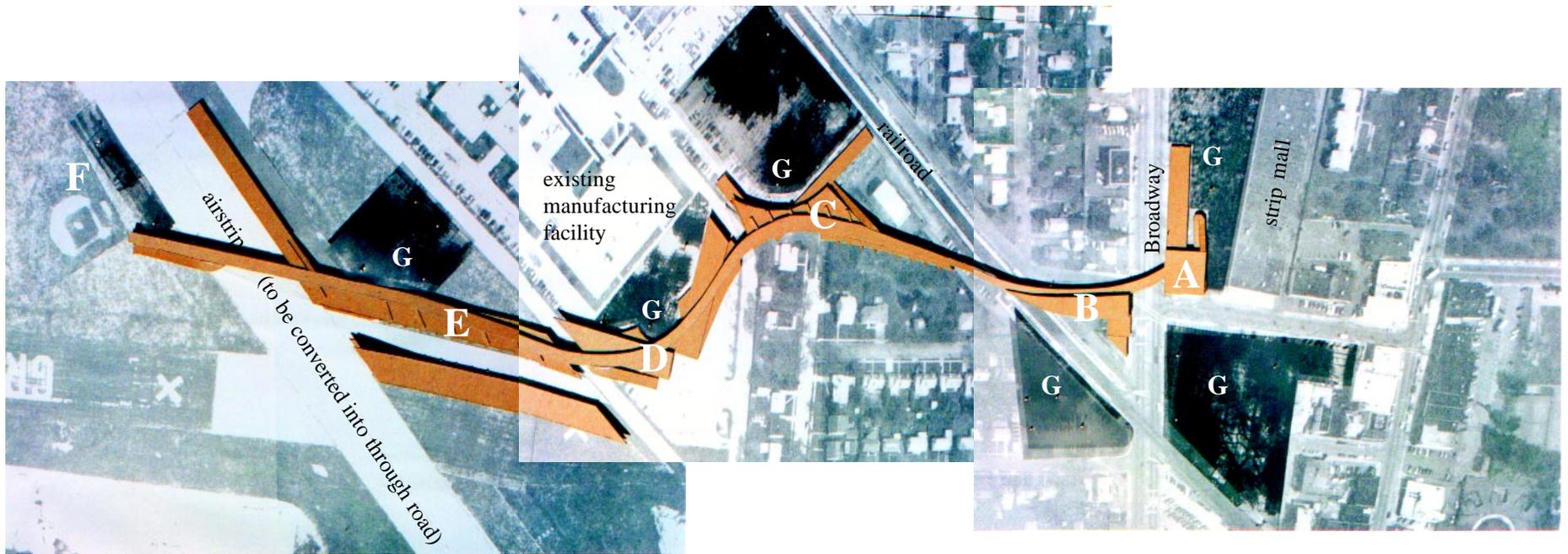
These bars are pedestrian rights-of-way. In recent times, "strip parks" such as this have caused controversy with homeowners. In this project, the elevation of the trail controls the relationship of the pedestrian to the ground. There are access ramps between its Stewart Avenue (a block from Broadway and the library on Powell Street, a residential road two blocks from Bethpage State Park) end and its ballfield end.

The bars staple together the Bethpage residential and retail area and the former airplane manufacturing facility. This blurs the lines by cutting through differently zoned districts and by being formally the same, yet allowing any type of inhabitation under the pathway, a gesture offering the Bethpage pedestrian untroubled access to the south end of the airfield, now a park.

On the regional scale, the bars mark the end of the urban region and the beginning of the "natural reserves" marked out by the Regional Planning Association. They are gateways over the tracks of the L.I.R.R., like fragments of an old town wall, aqueducts, or mountain ranges, they mark the new horizon of different territory.

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A part of the “bar” through downtown Bethpage and across the runway of the Grumman facility:

- A:** The eastern end shown here lands the path in the parking lot of a strip mall, providing additional retail space to the strip mall and definition to the intersection that is the “center of town.”
- B:** The next structure along the path is the train station, also with room for retail as well as offices. The path provides pedestrian access to the station.
- C:** The series of structures next to that fall in a residential area and could be housing as well as office spaces within walking distance of the train station.

- D:** Here are office spaces, cutting through the parking lot of an existing giant Grumman building.
- E:** Next is a truck transfer facility, with a farmer’s market attached, through which Long Island produce is moved.
- F:** The end of this line currently terminates in a baseball diamond, thus someone could bike or walk freely from the center of town to the baseball field atop the structure.
- G:** A new attitude toward parking lots in town demands landscaping/ tree canopies, making a cooler, verdant town center, more amenable to walking, which the increased density also facilitates.