



# REGIONAL PLAN ASSOCIATION, INC.

*... a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Metropolitan Region.*

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### Lower Riverfront Changing Fast

#### SPEED HUDSON PLANNING, REGIONAL PLAN URGES

"The whole Lower Hudson Riverfront is in the throes of change. Perhaps half of what we see on both sides below the George Washington Bridge will be different in a decade or little more," according to Arthur E. Palmer, Jr., speaking for Regional Plan Association. Mr. Palmer is a member of the Association's Executive Committee as well as a partner in White, Weld and Company.

"Certainly," Mr. Palmer added, "the federal and state governments should speed their planning of the River valley for its best use and appearance before this magnificent resource is lost in a jumble of conflicting construction."

About a billion dollars of construction is planned or underway along the Lower Hudson, and projects costing another \$600 million have been proposed by responsible organizations, the Association noted.

In a publication issued today, Regional Plan ticked off some of the projects scheduled for the Lower Hudson that could interfere with the best development of the Riverfront if they are poorly located or designed:

--reconstruction of Manhattan's West Side Highway and Henry Hudson  
Parkway,

- a large pollution control plant to cover all of the Riverfront between 137th and 145th Streets in Manhattan, extending nearly  $2\frac{1}{2}$  blocks out into the River,
- several apartment developments planned in front of the Palisades in New Jersey, including one at Edgewater and one in Weehawken,
- several more on top of the Palisades in West New York, Guttenberg and Fort Lee, which could change the basis appearance of the cliffs,
- expansion of the Hoboken cargo handling facilities into the historically valuable business center of that city, and
- consolidation of lighterage facilities, proposed for a location that would cut off Liberty State Park from a part of Jersey City.

The Association also published its proposals on how best to plan the River. The recommendations were made first in July before the House Subcommittee on Parks and Recreation and the New York State Hudson River Valley Commission.

Since then, the Association noted, there seems to be increasing cooperation between New York State and the federal government in preparing for full-scale planning of the Hudson. Regional Plan has urged a joint planning commission including appointees of the United States, New York and New Jersey, and of counties and municipalities in the Valley.

In calling for a plan for the entire Hudson River while public interest is intense, the Association has emphasized that:

- A high-level commission should be responsible for the plan. It should represent national, state and local interests in the River, particularly the sometimes different concerns of those who live or work near the River and the rest of the nation for whom this is an important natural treasure.

--The plan should not be detailed, except perhaps for the Lower Hudson where facilities are tightly connected visually and functionally. It should supplement day-to-day planning of municipalities, counties and the states with added emphasis on aesthetics, recreation and conservation, in view of the extraordinary resource the Hudson provides. However, the planners of the River valley must recognize that this is in large part an urban river and that transportation, industry and housing are important.

--The staff of the commission should include the best planners in the country; the Association feels that first rate talent could be attracted to this task.

Regional Plan recommended last summer that the commission be formed promptly and noted that funds probably are available without additional legislation.

Regional Plan Association is a 36-year-old nonprofit organization dedicated to the development of an efficient, attractive and varied New York Metropolitan Region.

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Note: The publication, "Planning the Hudson," is attached.

The introduction, page 1, and material on pages 11-13, "The Lower Hudson," have not been released before.