On the Edge
Housing under Urban Pressure

GLUCK+

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Two multifamily buildings right next to urban infrastructure—their challenges and opportunities.

Cities are complex, always in motion, changing and expanding. Take a look around: long-vacant city centers are coveted again while formerly polluted industrial manufacturing districts are rezoned for new development.

This booklet pairs Van Sinderen Plaza Affordable Housing in Brooklyn with Bridge–205 Race in Philadelphia. Each sits right on the edge of heavy urban infrastructure—rail lines, highways, industrial fabric—and respond to the ever-growing, and never fully met, demand for housing.

Shaped by their unique context, scope, and intended population, both buildings navigate the complexities of scale, zoning, density, and program? Both demonstrate how architecture can rise to meet the challenges of urban housing.

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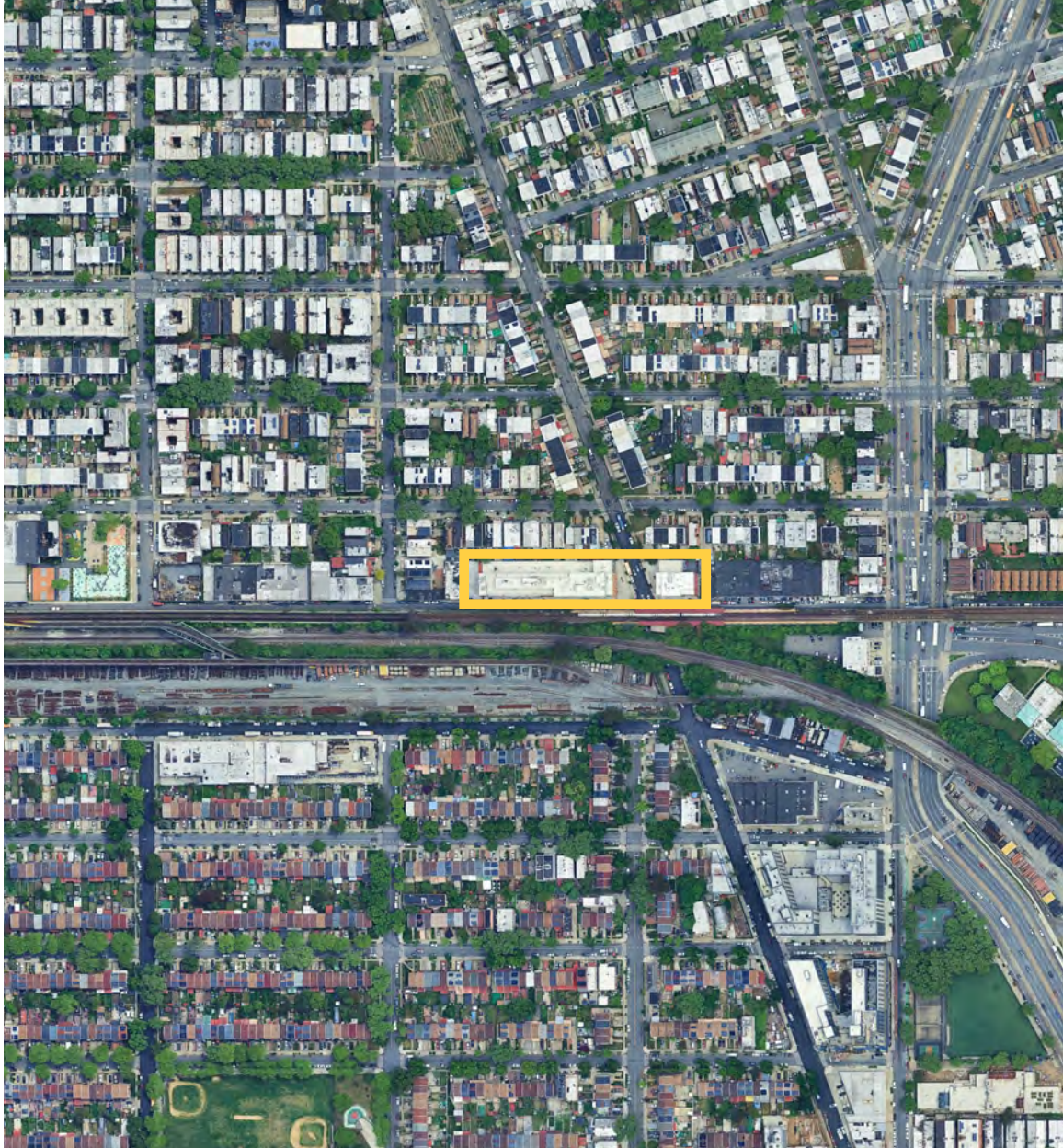
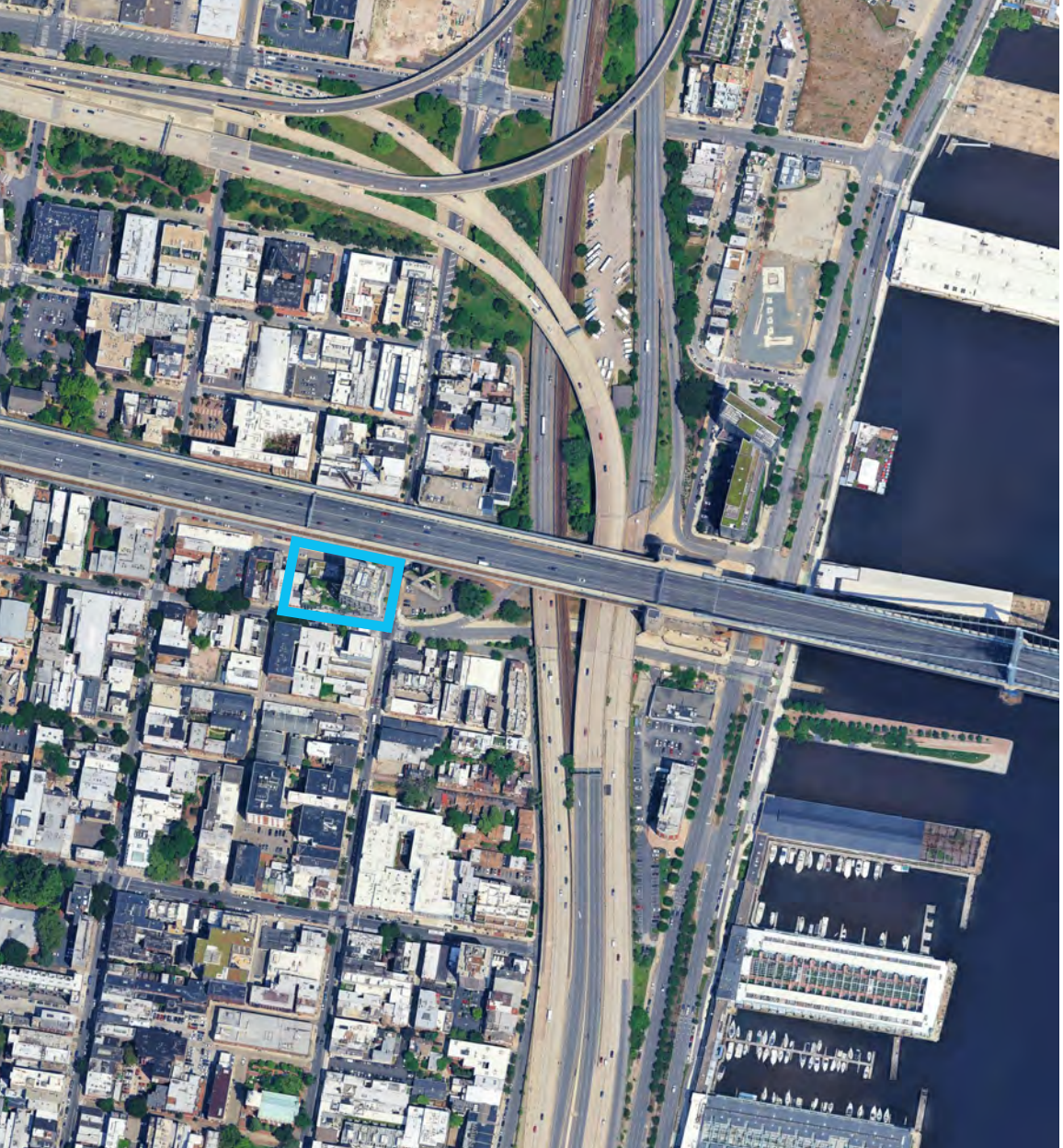
How can cities reimagine housing to sustain vibrancy and growth?



Van Sinderen Plaza
Affordable Housing, Brooklyn NY
On the edge between Brownsville and East New York right next to the elevated L train station.



Two multifamily developments reenergize transit-edge sites in New York and Philadelphia.

Bridge–205 Race, Philadelphia PA
On the edge between Old City, and the Ben Franklin Bridge, close to the Delaware River and I-95

Van Sinderen Plaza Affordable Housing

Brooklyn, NY

130 apartments
193,670 sf
100% affordable units

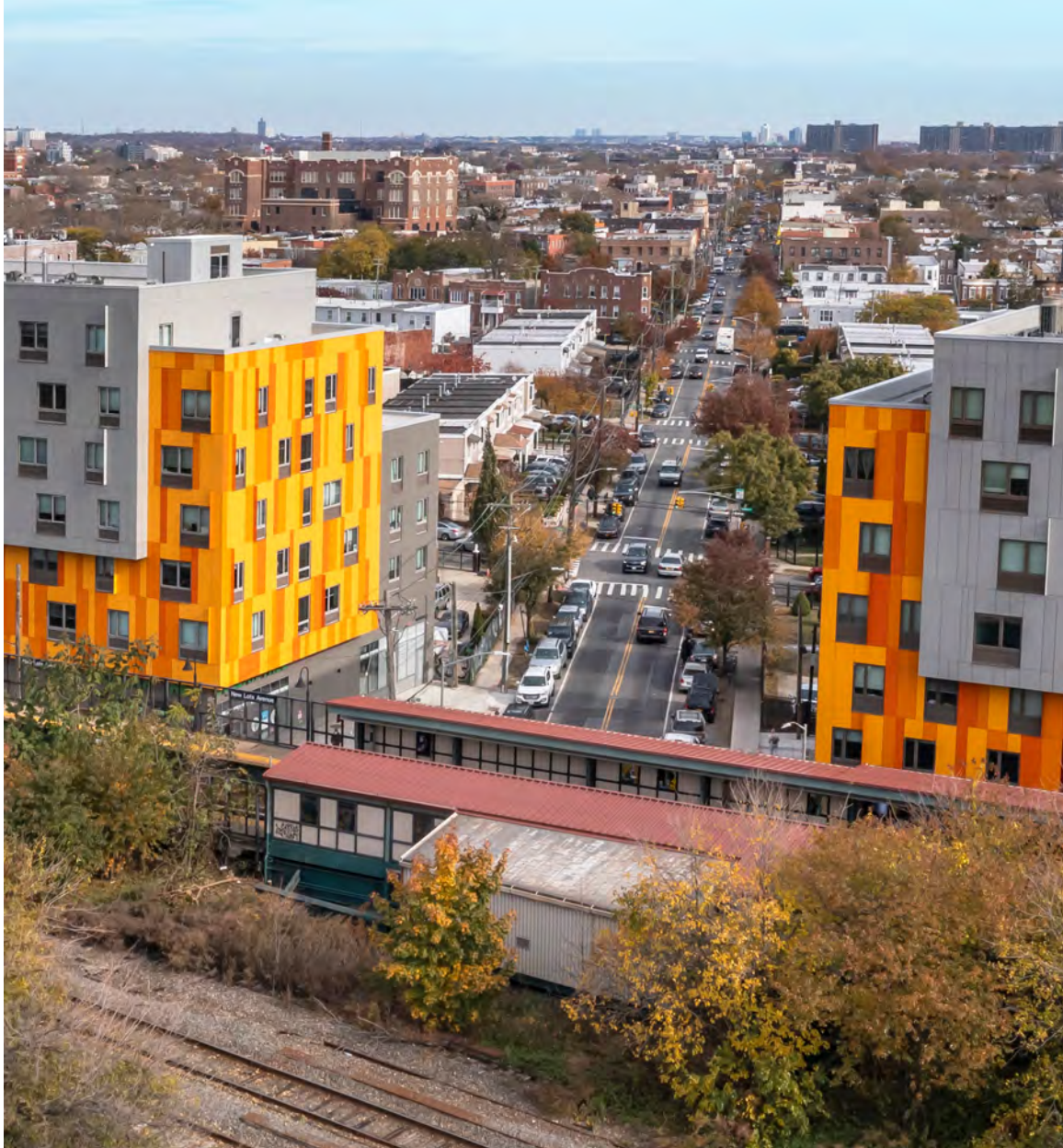
Van Sinderen Plaza was realized through the NYC Department of Housing Preservation and Development's Extremely Low- and Low-Income Affordability Program.

Bridge–205 Race
Philadelphia, PA

146 apartments
169,900 sf
10% affordable units

Housing isn't just about housing, it is about neighborhoods. Van Sinderen Plaza represents a long-term investment in a neighborhood too long underserved.

—Vicki Been, NYC HPD Commissioner



Bridge–205 Race is a model of how a commercial development can also be a good public citizen.

—Inga Saffron, The Philadelphia Inquirer Architecture Critic

The Sites
Infrastructure and Land Use

Cities are shaped by shifting patterns of investment, policy, and movement. Van Sinderen Plaza and Bridge–205 Race confront different versions of the same challenge: how to build well in places under pressure.

In East New York, a low-income neighborhood, the rezoning of industrial land creates opportunity—but also the risk of displacement for the surrounding residential neighborhood. Van Sinderen Plaza ensures that those already living in the community are the ones who inhabit the new development, delivering 100% affordable housing and high-quality architecture at a key transit hub.

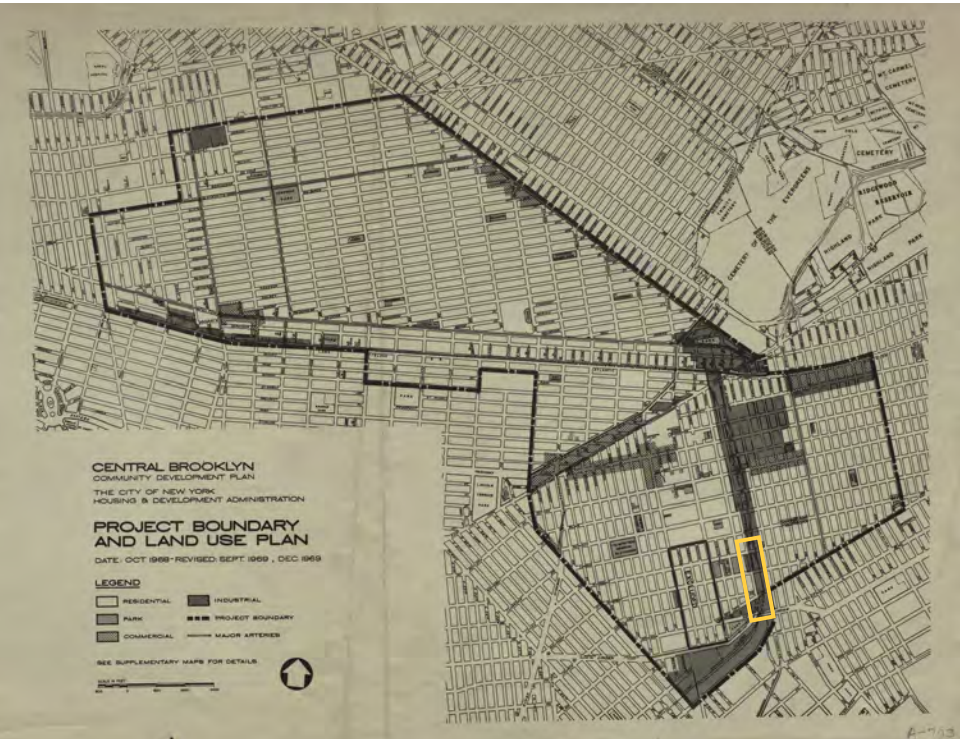
In Philadelphia, Bridge–205 Race rises alongside the country's oldest urban fabric. Like many U.S. cities, the city's core emptied out for decades, its waterfront walled off by I-95. Now, with demand surging back, new development often risks overwhelming historic neighborhoods—appearing detached, indifferent, even aggressive. Bridge–205 Race offers another approach: meeting the need for dense, high-quality urban living while staying attuned to its context.

Van Sinderen Plaza
Brooklyn, NY
Rezoning for housing

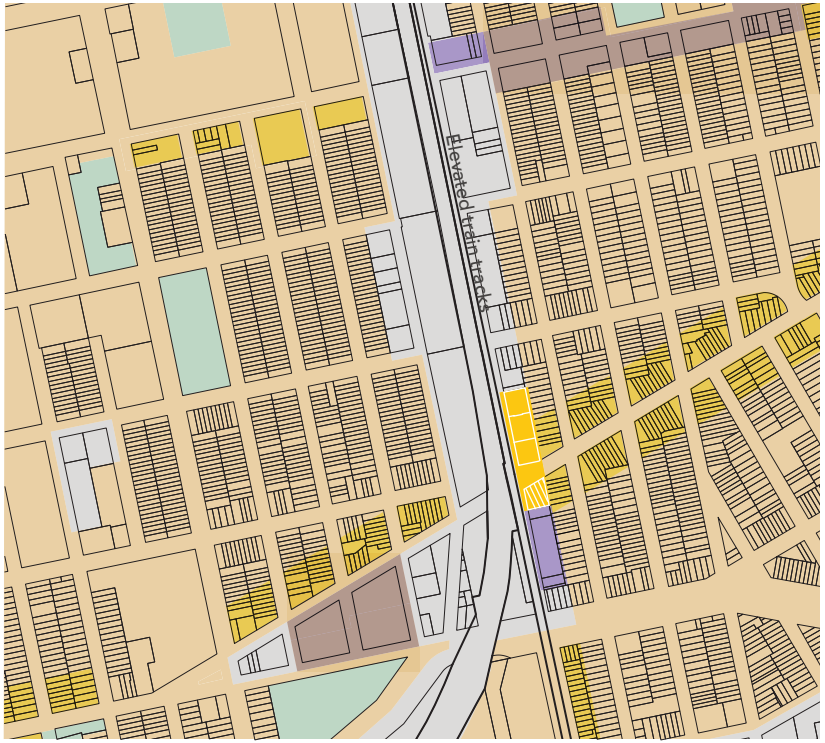
Since the elevated train tracks were laid in 1906, the land along Van Sinderen Avenue has been used for manufacturing. Later zoning regulation reinforced that use, creating an industrial strip between the residential neighborhoods of East New York and Brownsville. Over time, much of the land remained vacant or underused, even as demand for housing grew.

Responding to this context, Van Sinderen Plaza transforms long-vacant sites into 130 affordable apartments, with street-level retail and a community daycare. This kind of rezoning—from underused industrial land to residential with commercial overlay—has become more common as the city looks for sites to meet housing demand.

Van Sinderen Avenue in the 1940s. The fabric in the manufacturing district against the wall of the elevated train still stands today.



Central Brooklyn community development plan: project boundary and land use plan: the City of New York Housing & Development Administration; 1969, Map Collection, B A-1969. Fl; Brooklyn Historical Society.



Land use map

The project takes eight vacant manufacturing lots—rezoned residential with a commercial overlay—and transforms them into a colorful gateway into the neighborhood.

- Van Sinderen Plaza R7A with C2-3 overlay
- M 1-1 rezoned R7A with C2-4 overlay
- M 1-1 rezoned commercial C4-4
- M 1-1 manufacturing
- C2-3/C2-4 commercial overlay
- R-6 residential


New Lots Ave &
New Lots Avenue Station
DO NOT ENTER
DO NOT ENTER

Bridge–205 Race

Philadelphia, PA

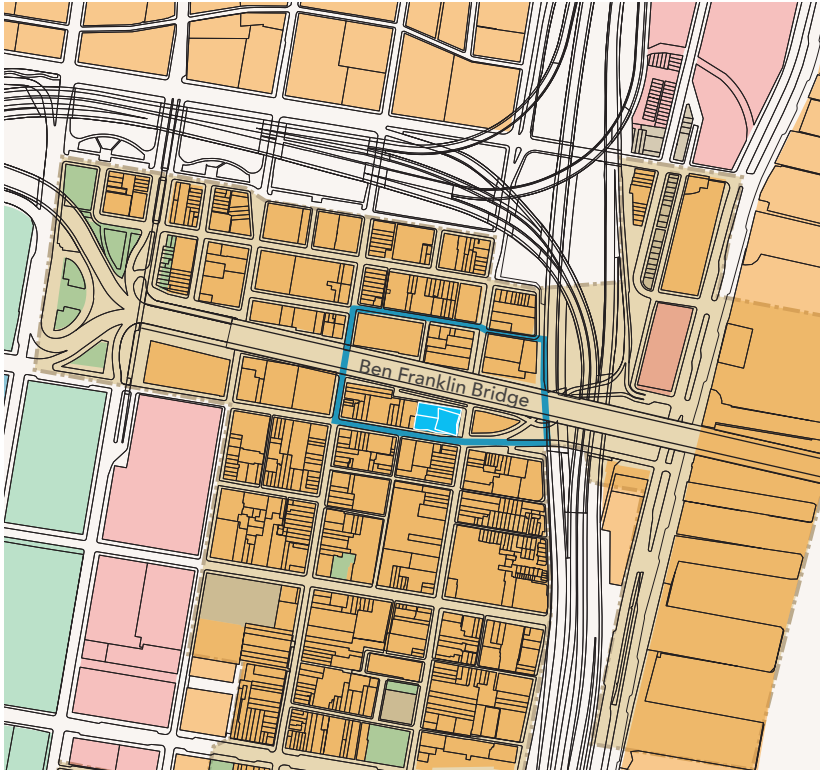
Increasing height

The site lies within Philadelphia's Center City Overlay District, in a block originally zoned commercial mixed-use with a 65-foot height limit. To address housing demand and the presence of the Benjamin Franklin Bridge, the city created the Old City Residential Area Bridge Approach, allowing for a taller, denser building that responds to its complex urban context.

Davis, Theodore R, and Harper & Brothers. *Bird's eye view of Philadelphia.* New York Harper & Brothers, 1872

April 9th, 1924. March 23, 1926. Seeing Philadelphia from highest point on Delaware Bridge.
Courtesy of the Free Library of Philadelphia, Print and Picture Collection

Bridge–205 Race approximate location by number 8.



Land use map

The Old City Residential Area Bridge Approach allows floor area ratio and height bonuses in the blocks immediately adjacent to the Ben Franklin Bridge

- Bridge–205 Race
- Old City Residential Area Bridge Approach
- Center City Commercial Mixed Use CMX-4
- Old City Residential Area Overlay
- Community Commercial Mixed Use CMX-3

The Ideas
Push–Pull / Rotate, Sculpt

In dense urban environments, design must not only fit—it must adapt, negotiate, and contribute. The architecture of Van Sinderen Plaza and Bridge–205 Race is not just shaped by, but emerges directly from, the particular spatial and contextual conditions of their sites.

In East New York, where infrastructure, buildings and narrow streets compete for space, Van Sinderen Plaza gives space below and reclaims it above, balancing public benefit with residential quality.

In Philadelphia, Bridge–205 Race sits between the weight of history and the force of contemporary growth. Where many towers ignore their surroundings, this one relates to them—engaging the neighborhood, acknowledging the bridge, and opening to the city beyond.

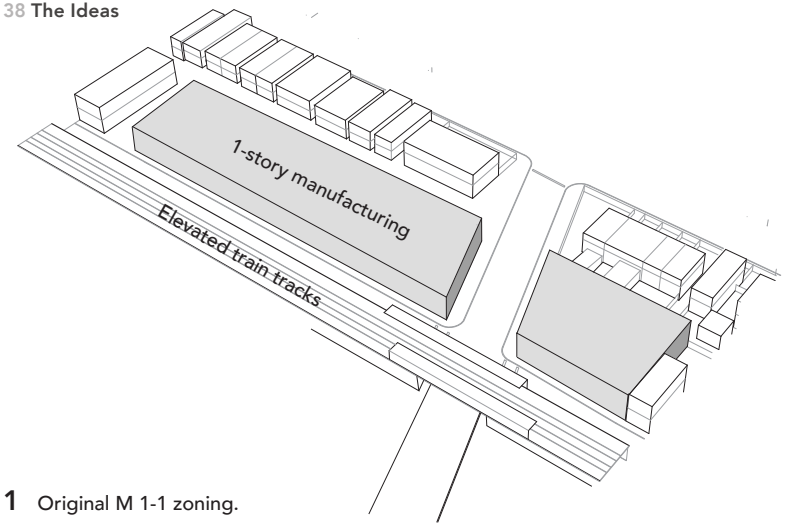
Van Sinderen Plaza
A balanced push–pull

Against the wall of the elevated L train tracks, an existing narrow, 5-foot-wide sidewalk is an undesirable pedestrian experience. Van Sinderen Plaza responds by pulling back.

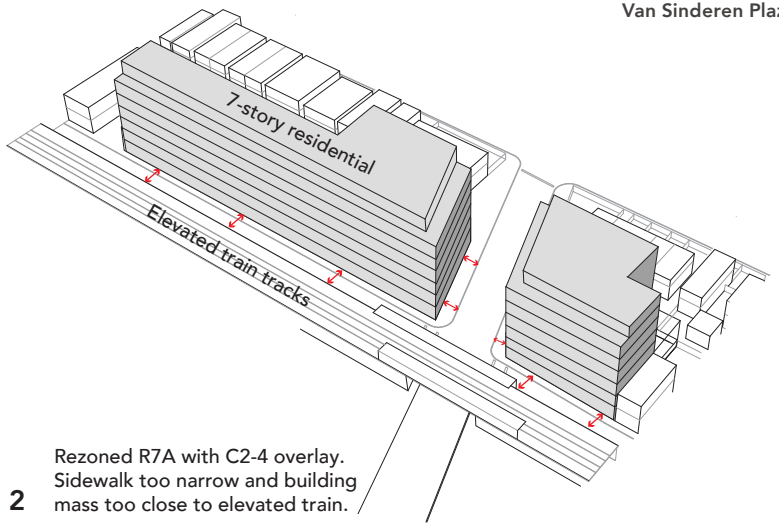
With one move, the sidewalk becomes three times wider, the walk three times as pleasing. But if the street widens, the site and building footprint become narrower, compromising the layout and the viability of the apartments upstairs.

To maximize the number of high-quality, 100% affordable apartments on a double loaded corridor scheme, the upper floors of the building push forward, back to the property line.

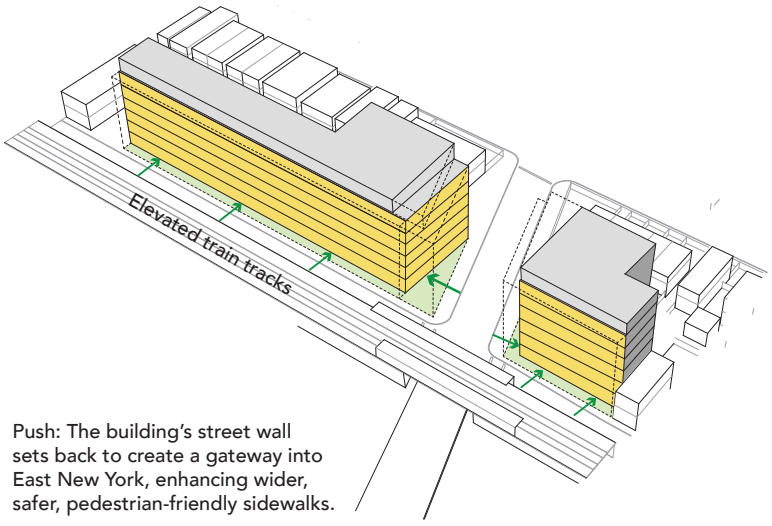
From the sidewalk, the projecting volumes extend outward, breaking down the facade at the pedestrian scale; from the oblique, the layered forms read as a shifting composition rather than a flat surface.



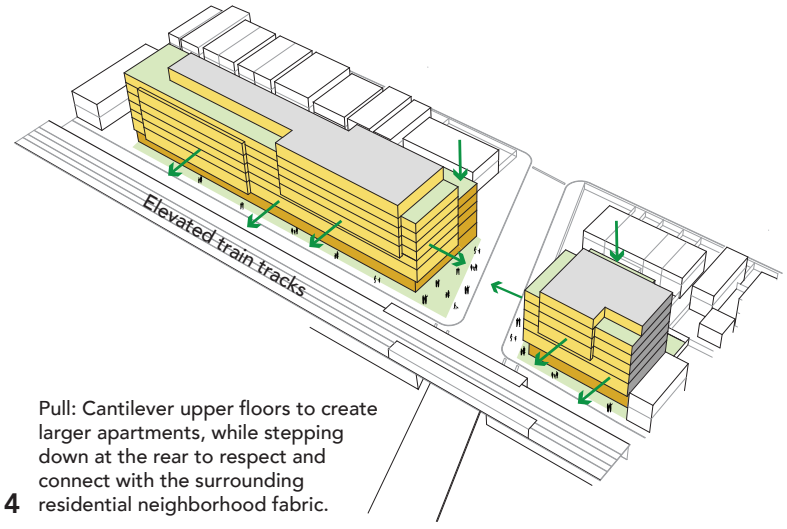
1 Original M 1-1 zoning.



2 Rezoned R7A with C2-4 overlay. Sidewalk too narrow and building mass too close to elevated train.



3 Push: The building's street wall sets back to create a gateway into East New York, enhancing wider, safer, pedestrian-friendly sidewalks.

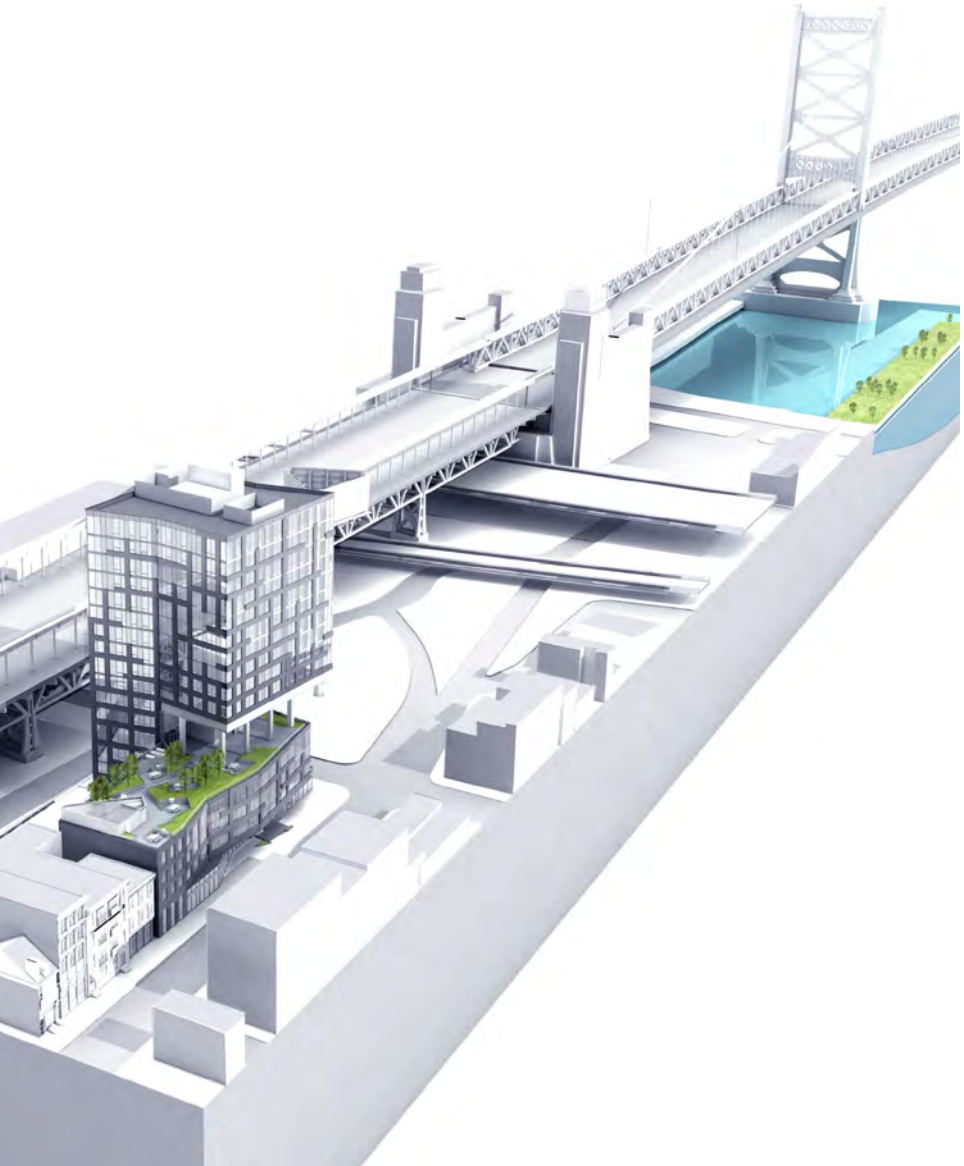


4 Pull: Cantilever upper floors to create larger apartments, while stepping down at the rear to respect and connect with the surrounding residential neighborhood fabric.

This balanced push–pull allows quality residential space. The projecting forms provide relief from the large scale of the long buildings. At the intersection of New Lots and Van Sinderen Avenues, the sister buildings face each other and establish a paired outdoor space at the intersection where they meet. Whether from the moving train above or at street level, the project announces from the oblique, a new gateway for the community.

The projecting elements create a layered look—an accumulation of multiples rather than a monolith.


New Lots Avenue

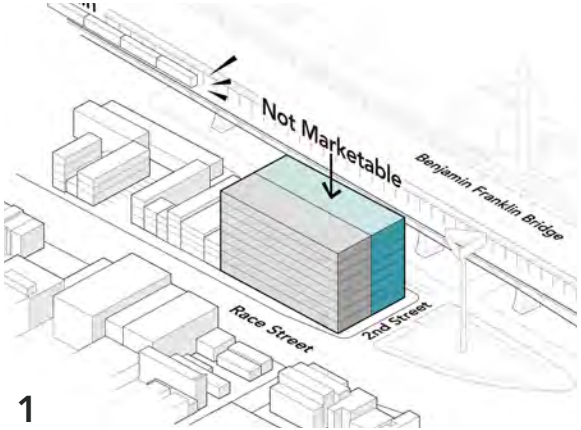


Bridge–205 Race
Rotate, sculpt

Although revised zoning allowed for taller construction near the bridge, its proximity made the site undesirable for housing, leaving it underutilized and derelict. The design addresses this by lifting that portion of the building—stacking it above and away from the bridge to reclaim the space for residential use.

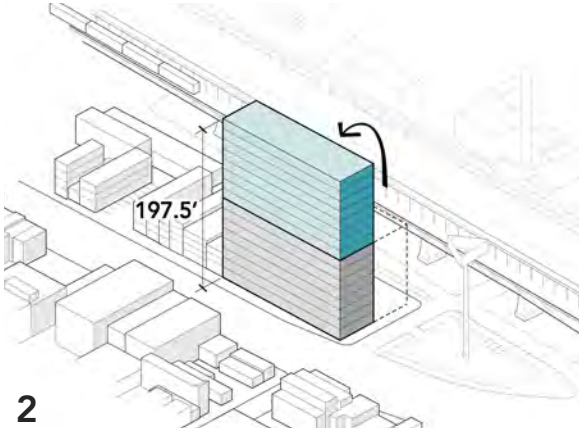
When rotated, the building optimizes views of the city and the waterfront. A notch in the tower extends the street wall and preserves the view of the bridge. Situated on the edge of Philadelphia's Old City—where some of the nation's oldest urban fabric endures—the project reinterprets and extends the rhythm and proportions of the adjacent historic rowhouse facades, seamlessly integrating its four-story podium into the neighborhood context.

The sculpted tower negotiates height, density, speed, and views of the Delaware River, becoming an architectural expression of its time, navigating the historic fabric of the street and the bridge.



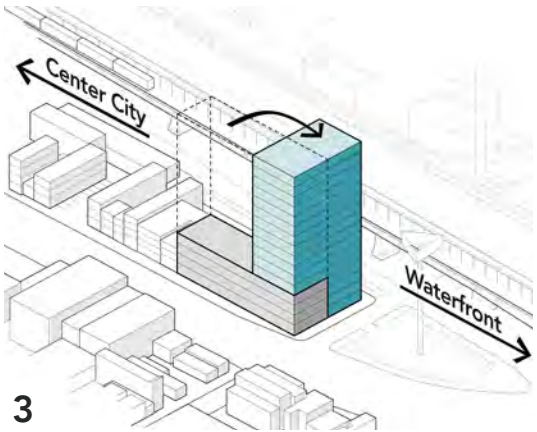
1

Original zoning constraints—rear half of building mass too close to the bridge to be marketable.



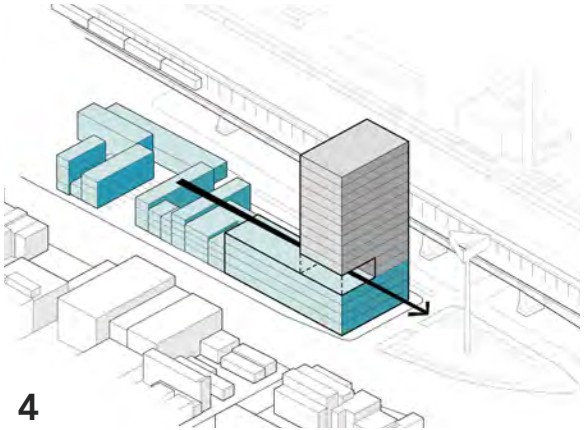
2

Shift rear portion away from bridge, relocate above front.



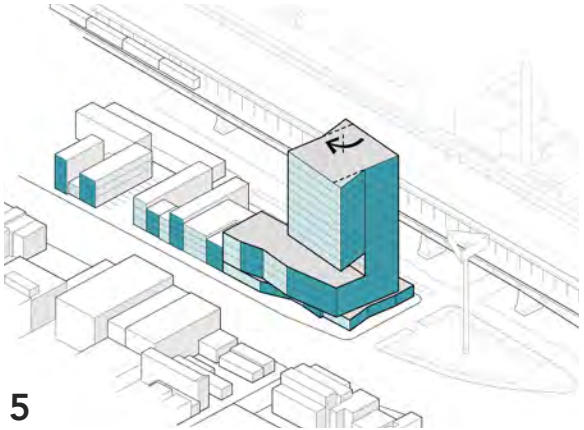
3

Rotate section toward North 2nd Street—enhance city and waterfront views.



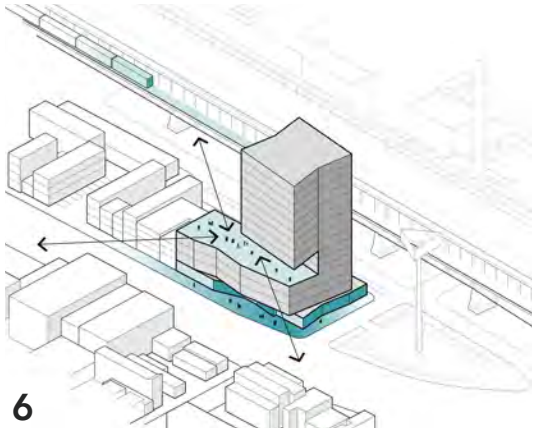
4

Highlight the continuous street wall and preserve the view corridor. Extend new podium with notch in the tower.



5

Shape lower facade to complement neighboring rowhouse rhythm—sculpt tower to reduce scale impact.



6

Relate public and communal spaces to their immediate context.

The notch mediates between the low-rise fabric along Race Street and the new tower, opening up the entire fifth floor for resident amenities, including an expansive 8,000-square-foot outdoor terrace with views of the Ben Franklin Bridge promenade and downtown Philly. From the street-level retail below, a mirrored soffit reflects views of the activity on the common roof terrace, inviting the city into the building.

The Buildings
On Facade, Structure and Materials

The differences—and parallels—between Van Sinderen Plaza and Bridge–205 Race extend beyond context and concept into how they were built. Each project reflects a hands-on approach to materials, systems, and detailing shaped by constraints, but guided by intent.

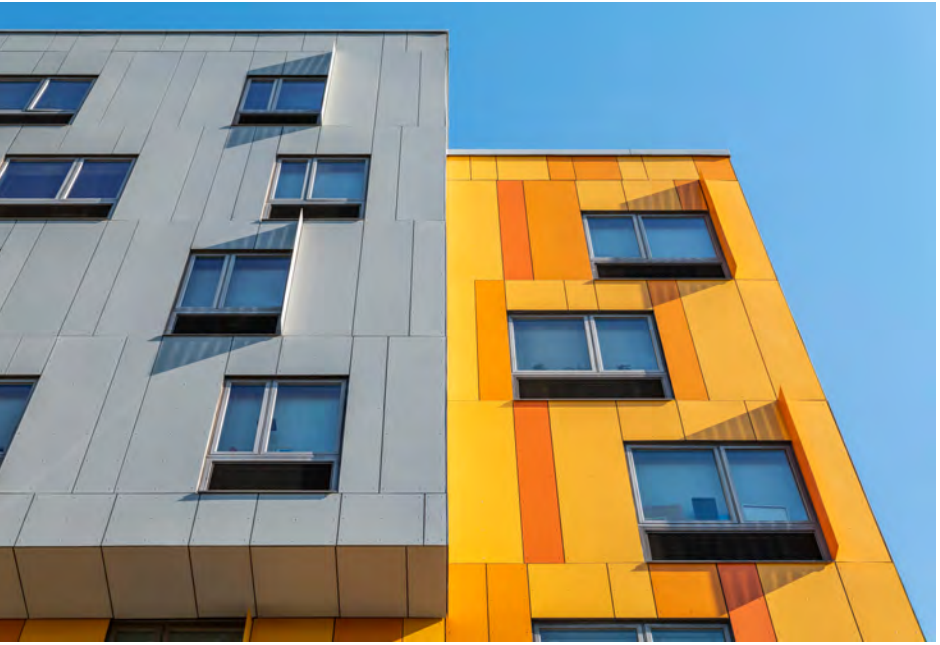
Although Van Sinderen Plaza was an architect-only commission, the team's experience with Architect-Led Design Build proved invaluable. Confronted with a tight budget, that expertise was leveraged to identify a rainscreen system that was efficient, affordable, and expressive—featuring a bold color palette that delivered both performance and identity.

At Bridge–205 Race, GLUCK+ teamed with the client and construction manager to enable continued involvement throughout bidding and execution. Their partnership allowed the refinement of the facade strategy and selection of hybrid window wall system that upheld the original design vision. It also led to the identification of a structural solution that balanced cost, flexibility, and spatial quality—demonstrating that Architect-Led Design Build can succeed even in large, complex urban projects.

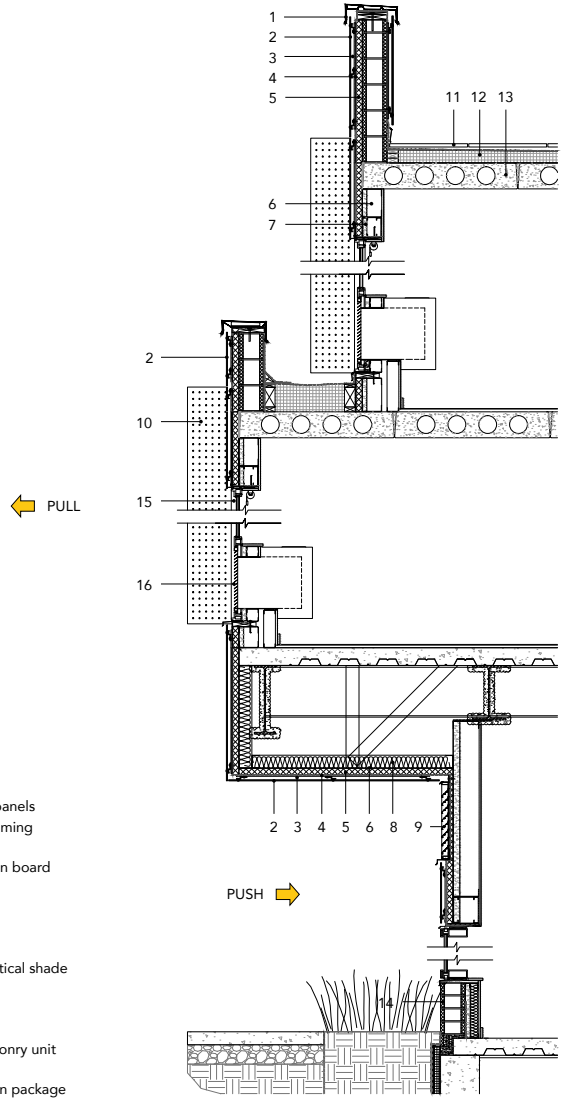
Van Sinderen Plaza
A colorful edge

Van Sinderen Plaza is experienced at two levels, from the street and from the elevated subway. To embrace this urban condition and enhance the experience of coming and going trains, the building is a gradation of colors that progresses from gateway plaza to neighborhood fabric.

Transitioning from light to dark, yellow to burgundy, the colors change from the main intersection at New Lots and Van Sinderen Avenues out into the neighborhood fabric, creating a dynamic interruption in the linear experience, a colorful buffer between urban infrastructure and the residential areas behind.



Windows shift from side to side in a rhythmic pattern, while metallic fins cast shadows that add depth and variation to the facade.



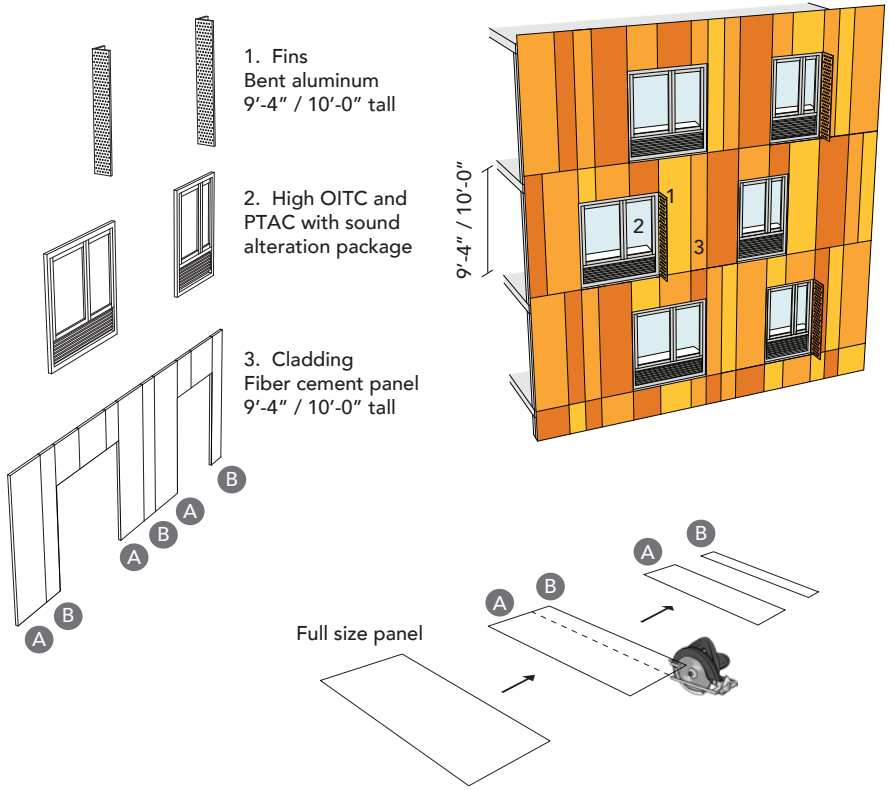
WALL SECTION 3/8″=1′-0″

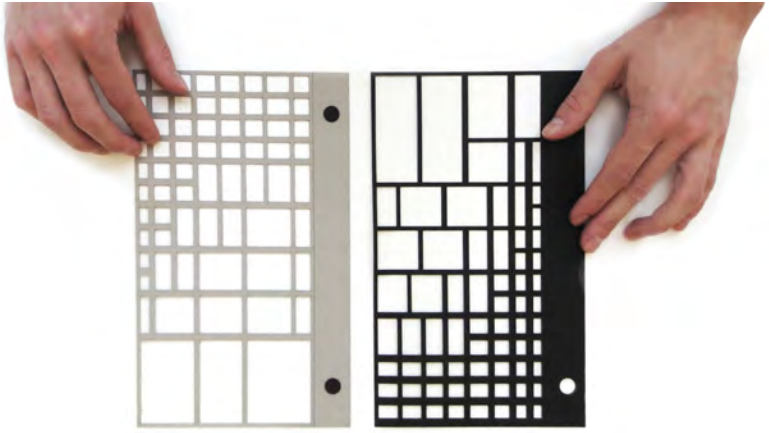
1 Flashing
2 Color coated fiber cement panels
3 Ventilation cavity and subframing
4 Air/moisture barrier
5 Continuous polyiso insulation board
6 Stud framing
7 Closed cell spray insulation
8 Batt insulation
9 Louver
10 Coated perforated steel vertical shade
11 Roofing paver system
12 Polyiso insulation board
13 Precast concrete plank
14 Ground-faced concrete masonry unit
15 High OITC windows
16 PTAC with sound attenuation package

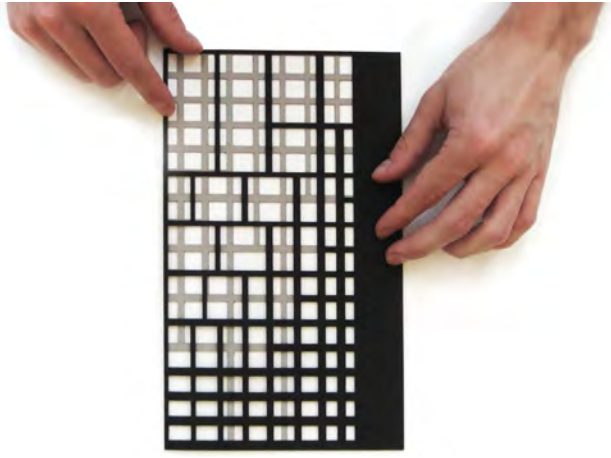
Focusing on materials and systems that minimize maintenance and maximize energy efficiency is important for the longevity of affordable housing.

The colorful exterior cladding system is a ventilated rainscreen to create a sustainable, durable and cost effective envelope. The fiber cement panels and girt support system is attached over a lightweight insulation board that serves as the sheathing, continuous insulation, and air and moisture barrier, all-in-one, reducing labor costs and installation time. Its high compressive strength allows attachment of the cladding panels with simple channels and long screws to create an inexpensive thermal-bridge-free system.

Although GLUCK+ served as architect-only on the project, Architect-Led Design Build knowledge enabled strategic design, detailing and cost optimization. Ten-foot-high raw panels were intentionally selected to work with the typical 9′-4″ and 10′-0″ floor to floor heights used in affordable housing. Given that the panels were manufactured in 4-foot widths, the vibrant facade pattern was designed to include only 1′-4″ and 2′-8″ wide sections. This deliberate choice was an efficient use of materials with minimal waste.







Bridge–205 Race

Windows & window walls

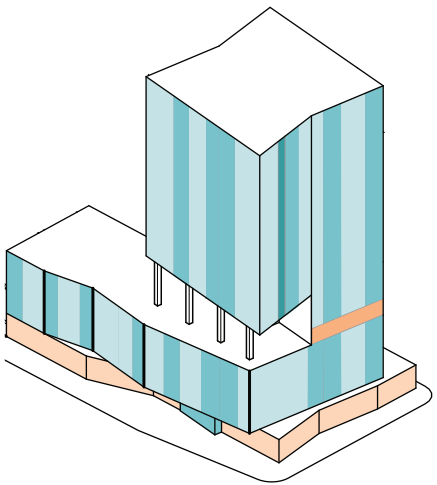
The most common method of assembling facades for high-rise buildings is the unitized curtain wall, which consists of prefabricated panels brought to the site and assembled there. Because of their repetitive logic, unitized curtain walls can be built rapidly and easily, with few hands and low coordination.

But for Bridge–205 Race this system was out of budget. Research to find more cost-effective ways to attain the desired architecture expression resulted in a hybrid system: exterior framed walls with window wall inserts.

This technology was cheaper but required a higher degree of coordination and risk, as it involved three different trades: three different bids, three different buys, and three different crews that needed to be coordinated.

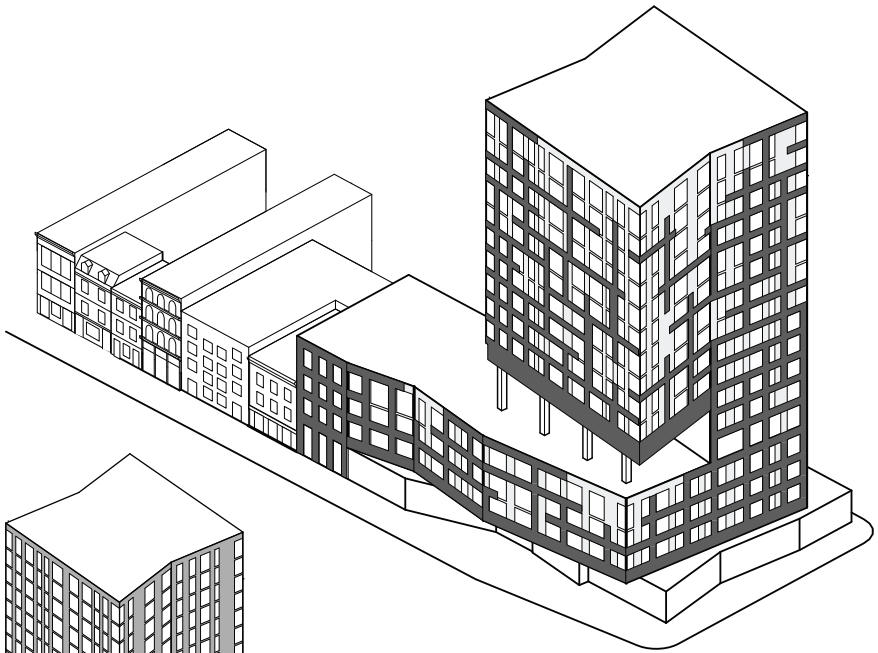
Bidding and buying these trades and onsite supervision enabled GLUCK+ to be directly involved in the building process, bringing the greatest benefit to the project.

To make Bridge–205 Race more affordable to build, the floor plans repeat—apartments with the same window size and placement are stacked from the 2nd to the 18th floor. This repetition cut costs and simplified construction, but it also risked making the building look flat and repetitive. To avoid this, the team alternated the opaque parts of the facade between back-painted glass and metal panels. The result is a subtle transition: more solid at the bottom, more glass at the top.

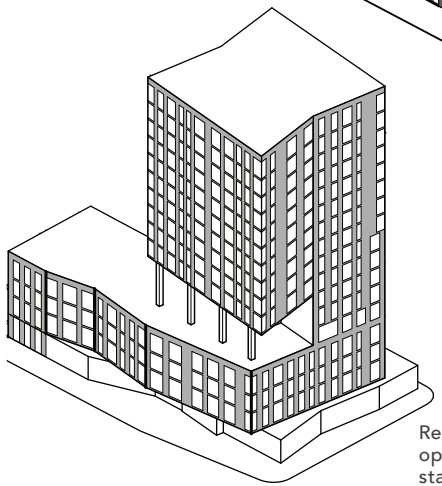


Program

- Living room
- Bedroom
- Bathroom
- Amenities
- Commercial

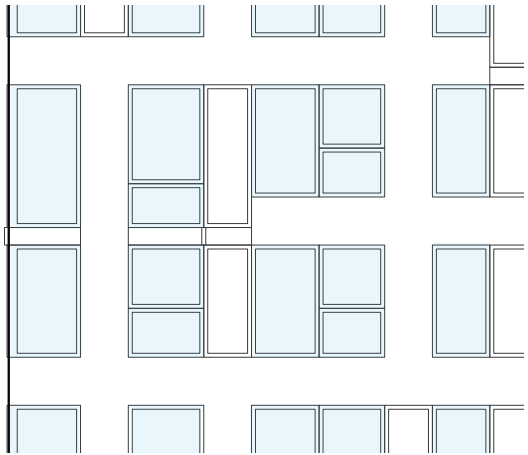


Metal panels create a subtle transition across the facade.

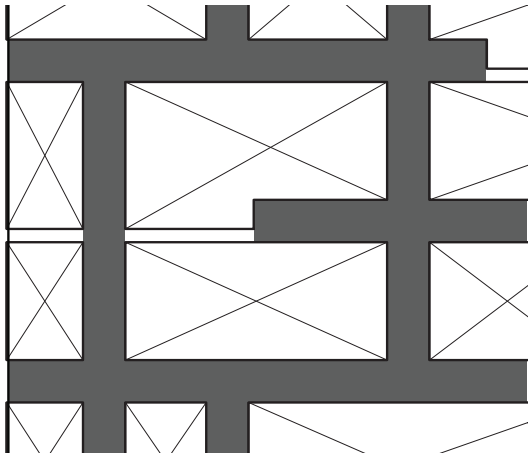


Repetitive openings follow stacked program

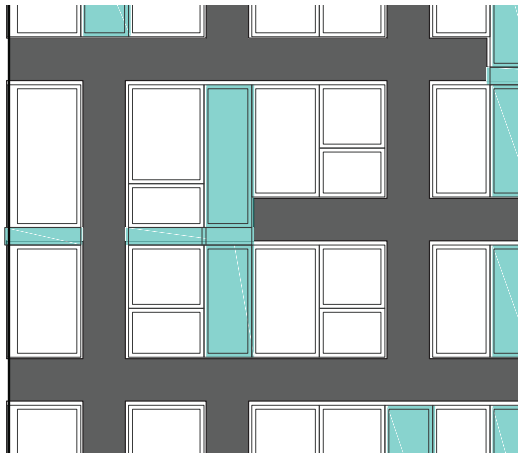
Since the standard solution of a full unitized curtain wall was too expensive, the combined team—architect, contractor, and subcontractors—worked to design the hybrid wall system: areas of window wall alongside more affordable conventional framed exterior walls clad in metal panels. This balance of economy and expression is what gives the building its identity.



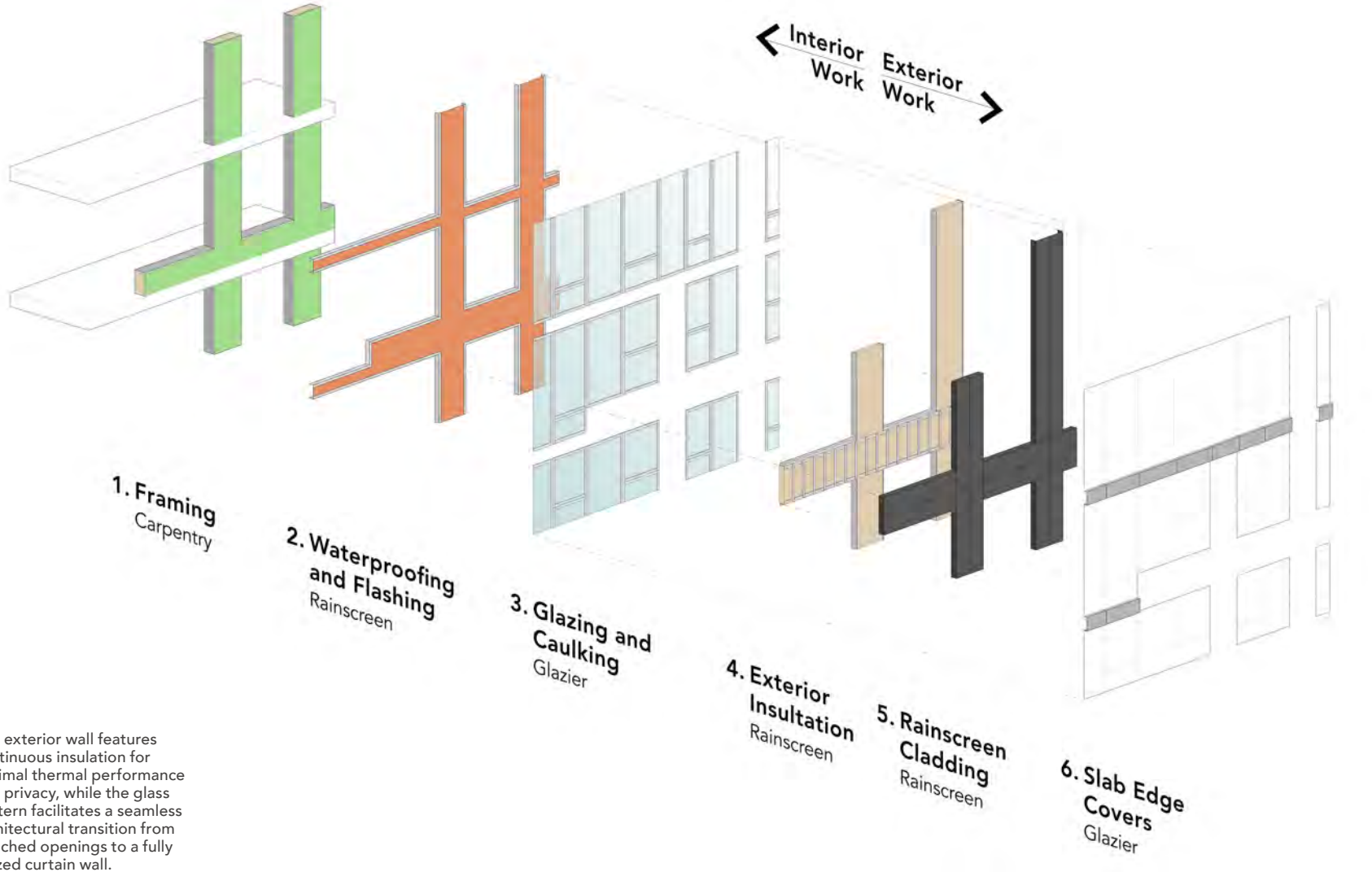
Repetitive windows follow stacked program



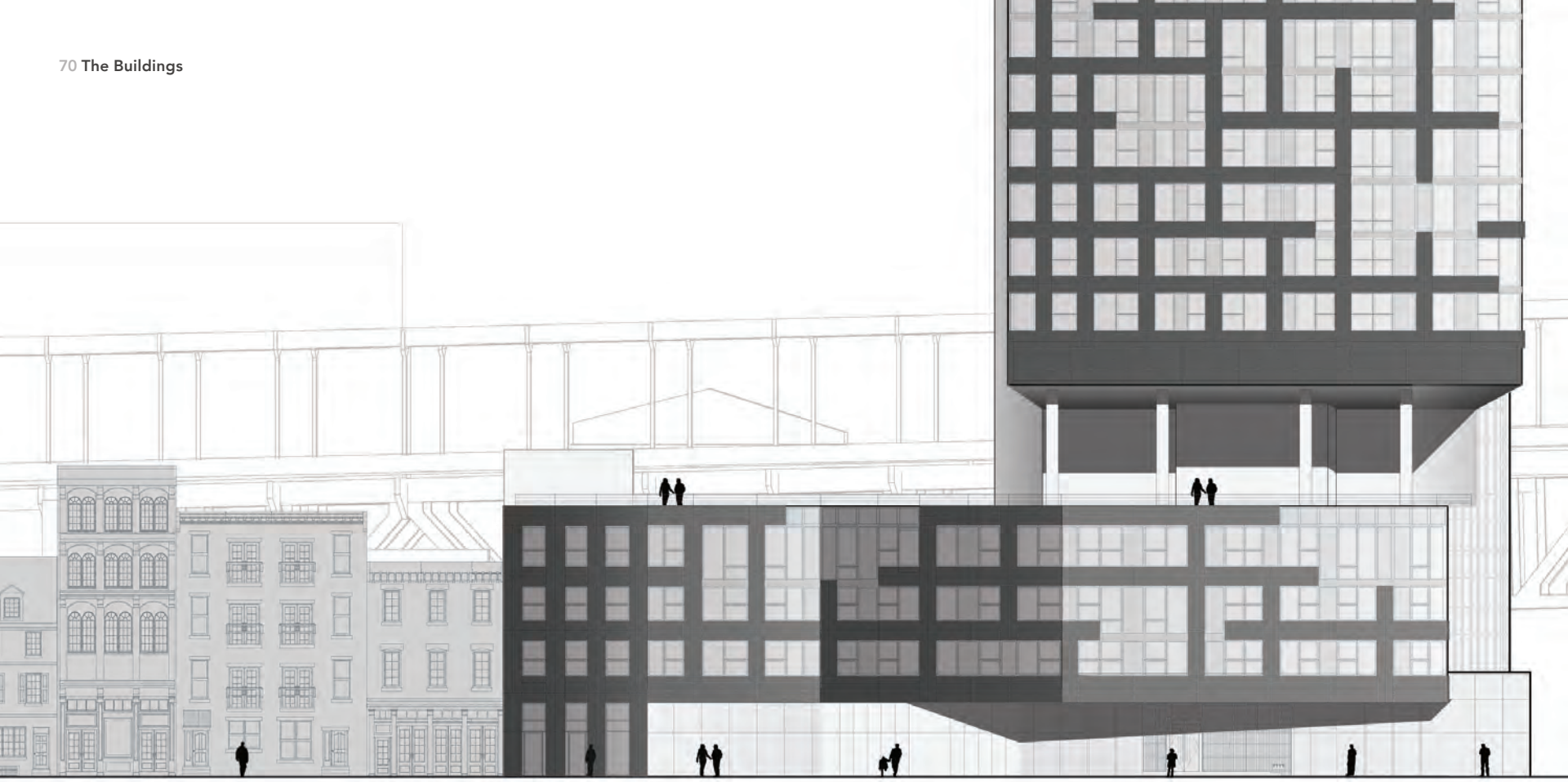
Frame wall with metal panels, a more cost effective solution



Back-painted glass adds rhythm and variation to the facade at a moderate upcharge



The exterior wall features continuous insulation for optimal thermal performance and privacy, while the glass pattern facilitates a seamless architectural transition from punched openings to a fully glazed curtain wall.



Adjacent to the historic buildings, the windows follow the traditional rhythm of individual punched openings.

As the facade unwinds and rises to meet the scale of the bridge, the system shifts to larger expanses of glass.

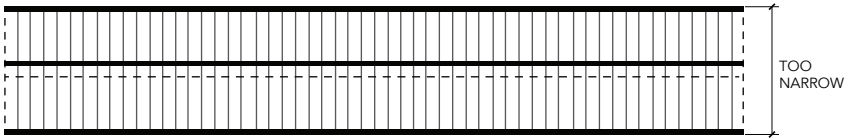
Philadelphia's Old City before Bridge–205 Race. The urban fabric consists of three-and four-story brick historic buildings.

Van Sinderen Plaza
An efficient structure

Van Sinderen Plaza was designed with many of the structural and MEP systems customary to mid-rise affordable housing, chosen for their familiarity to both the developer and their contractors. The structural system—commonly known as "block and plank," with CMU bearing walls supporting hollow-core precast planks—is a mainstay in this building type. However, this approach is not inherently suited to cantilevered architectural forms.

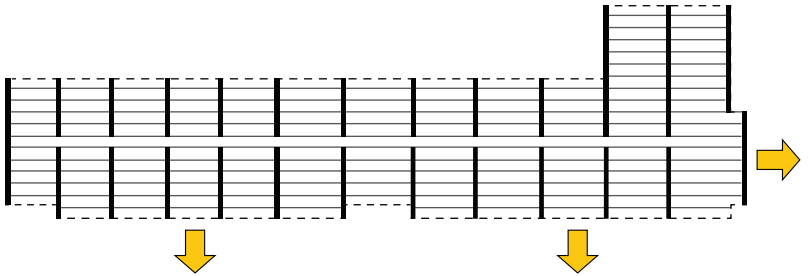
A cast-in-place concrete structure could have achieved the desired cantilevers, but was not cost-effective for a mid-rise project. Similarly, a steel-and-metal-deck system could have worked, but the loss of ceiling height from beam depth and the required drop ceiling to conceal them would have increased floor to floor heights and reduce the number of floors that fit in the zoning envelope, meaning fewer apartments.

Instead, the block-and-plank system was reimagined and reconfigured to meet the design goals.



Traditional structure
Plan diagram

CMU bearing wall on the exterior and on the side of the corridor limited the design opportunities of the building volume



Rotated structural system
Plan diagram

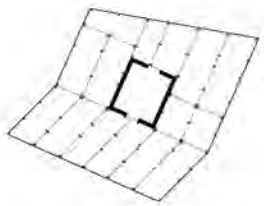
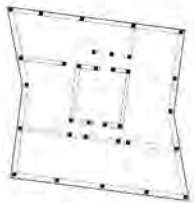
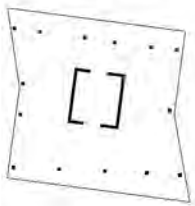
CMU bearing walls perpendicular to the facade allows a cantilever and the push and pull of the building volume

Construction sequence from left to right:
1. CMU bearing walls and concrete beams
2. Cantilevered structure
3. Installation of precast hollow-core planks at the fourth floor

Bridge–205 Race
Hybrid concrete system

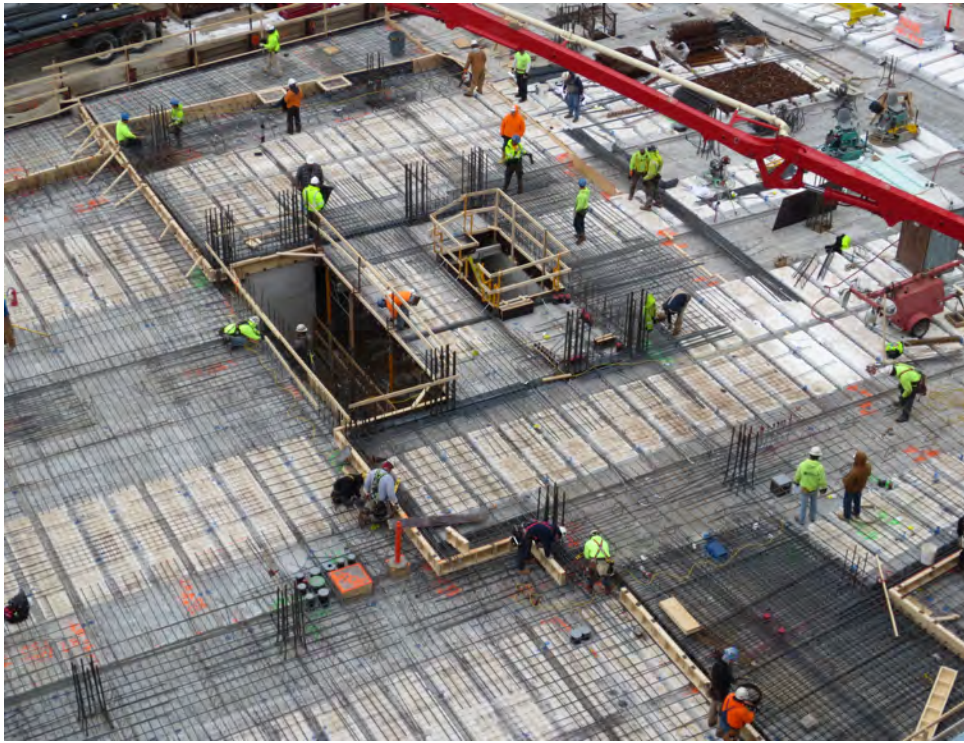
Designs for prefab, steel, and concrete structures were developed for Bridge–205 Race, progressing from conceptual phases to near-final bid drawings to evaluate costs and identify the most effective system. Prefab meant quick construction times but was too risky to execute and presented a lot of massing redundancies. Steel was the cheapest, but the size and place of columns and beams compromised the interior spatial quality of apartments. Concrete was fast, flexible, offered bigger windows, taller ceilings and nicer finishes, but was the most expensive.

GLUCK+ led the design and was also involved in bidding and supervision, which made it possible to identify a concrete system that preserved the benefits of conventional concrete while incorporating prefabricated elements.

	MODULAR	STEEL AND PLANK	CAST-IN-PLACE CONCRETE	CONCRETE FILIGREE
				
	Steel Structure **117 Columns**	**Steel Structure** **36 Columns w/ Edge Beams**	**Concrete Structure** **14 Columns**	**Concrete Prefabricated Structure** **14 Columns**
Advantages for Design	**Low** • No cantilever • Tower shape constrained by construction method	**Medium** • No cantilever • Window and ceiling height constrained by edge beams • Corner columns obstruct the view	**High** • Cantilever is possible • Larger window and higher ceiling in apartments • Better apartment spaces with open corner view in living rooms	**High** • Same as Cast-in-Place Concrete AND • Speed of construction • Pre-finished quality of concrete for exposed area
Cost	**$**	**$$**	**$$$**	**$$$^1/2**
Technology	**Less Developed**	**Available**	**Available**	**Available Regionally**
Risk	**High**	**Low**	**Low**	**Low**

Selected

The filigree slab system, partially fabricated offsite, saves costs from labor, is more efficient and allows concrete ceilings to be exposed, lowering costs but more importantly, improving the interior expression of the apartments.



The appropriate system achieves the best building possible, cantilevering the concrete structure and opening the corner views.

Mixed-use, Quality of Life and Sustainability

Just because a building rises in a noisy transit corridor next to major infrastructure does not mean its interiors can't offer quality and comfort.

Beyond delivering high-standard apartments, both Van Sinderen Plaza and Bridge–205 Race emphasize what happens at the ground plane: setbacks, plazas, retail, and community spaces extend the impact of the building beyond its residents. In different ways, they show how development on the edge—whether beside elevated train tracks or a major bridge—can balance efficiency with investment in the public realm.

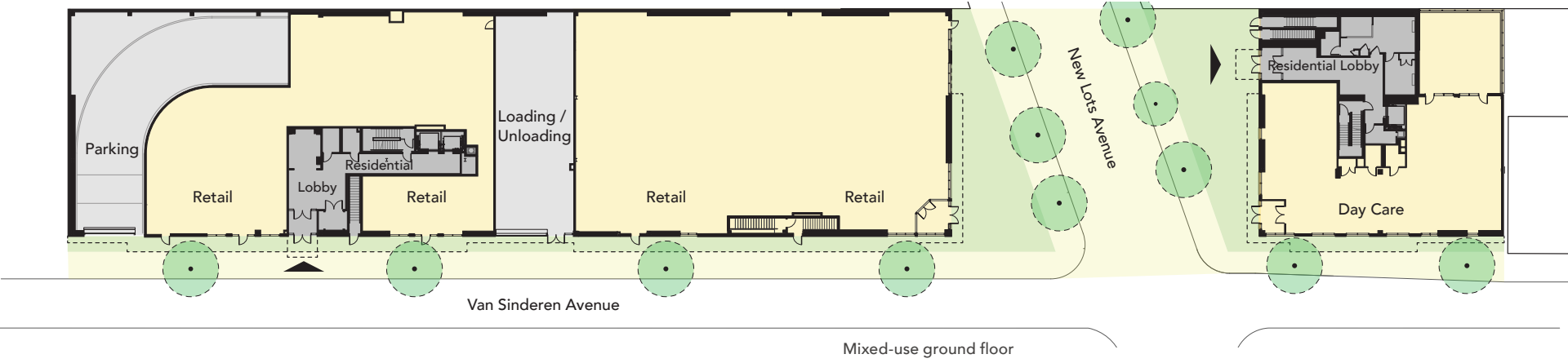
Both developments, LEED certified, combine residential, commercial, and community programs with sustainable strategies that promote comfort, reduce environmental impact, and contribute meaningfully to the life of the city.

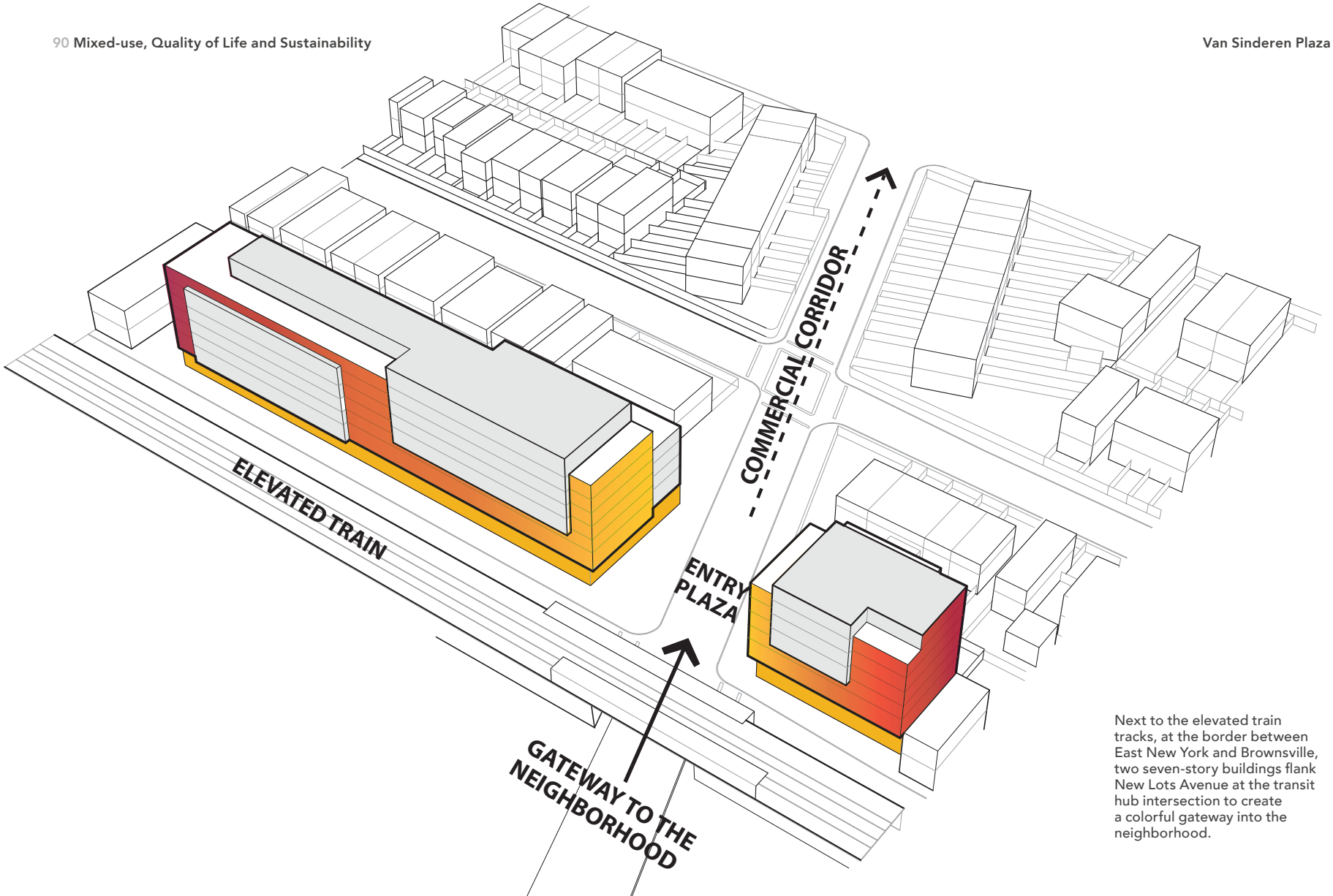
Van Sinderen Plaza

Space for community

The rezoning of the site from manufacturing to residential with retail at street level enabled the project to support a vibrant, mixed-use ground floor. Retail and daycare facilities animate the pedestrian experience and provide essential services to the neighborhood, contributing to the financial sustainability of the project and anchoring the use of the public plaza.

The buildings set back from the property line, creating triangular public plazas and wider sidewalks for the community.



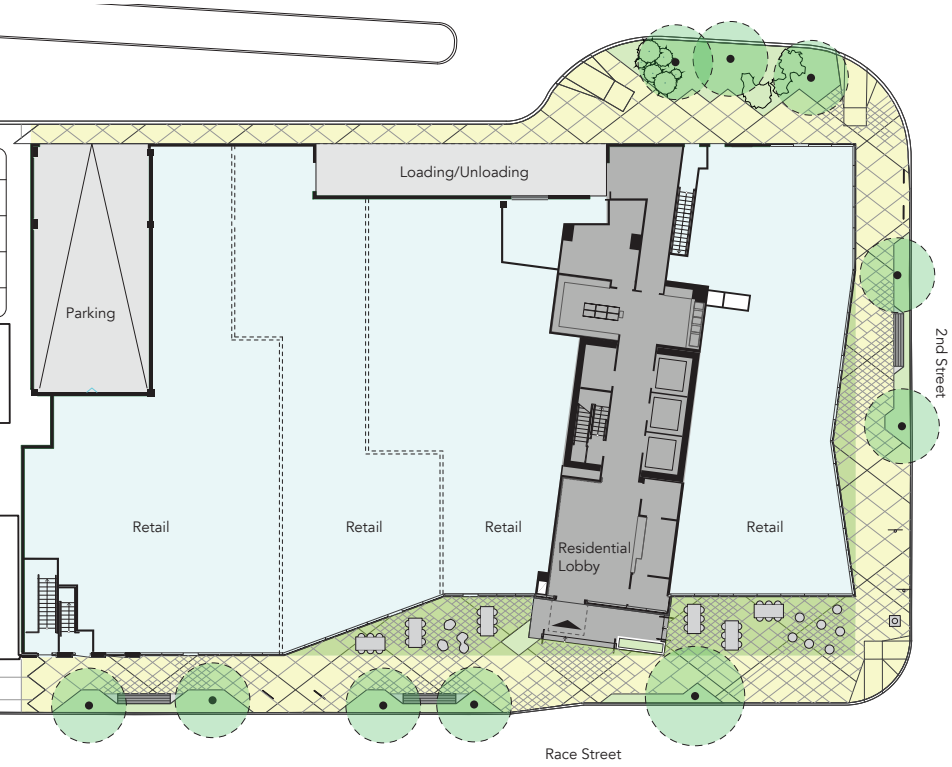


Next to the elevated train tracks, at the border between East New York and Brownsville, two seven-story buildings flank New Lots Avenue at the transit hub intersection to create a colorful gateway into the neighborhood.

Pulled back from the street, two sister buildings create a welcoming plaza—a lively hub for everyday public life.

A community daycare center, designed with bold, immersive graphics and a vivid palette of colors. These playful elements create an uplifting environment for children and reinforce the project's identity as a welcoming, family-friendly space.

Geometric wall patterns and bright floor stripes encourage movement, play, and a sense of discovery.



Bridge–205 Race

Activating the corner

Before Bridge–205 Race, the site offered only a narrow sidewalk and lacked any open public space. The project brief allowed for a complete redesign of the site's landscape, enabling the building to be pulled back from the property line to open the corner at 2nd and Race Streets—away from the Benjamin Franklin Bridge. The tower's overhang provides shade, while the setback creates much-needed outdoor space for café seating and public use where none previously existed.

Artists were invited to contribute both permanent and temporary installations, adding another layer of activation. In this way, private land is returned to the public realm, and the building acts as a good neighbor—improving the city not only for its tenants but for the broader community.

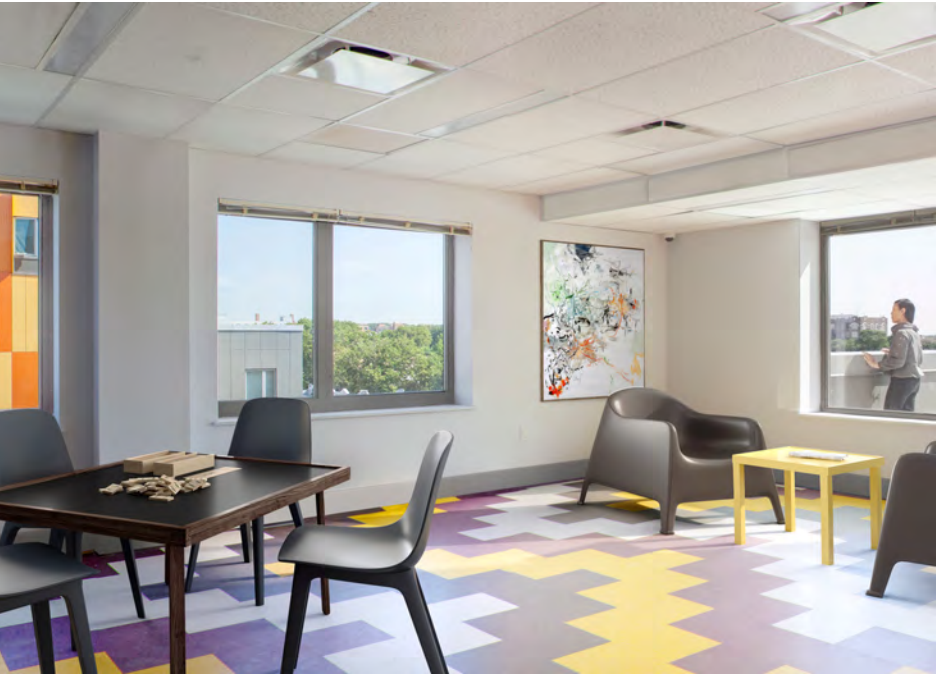
The setback creates shaded outdoor space with seating, trees, and installations, returning part of the site to public use.

The residential lobby combines generous scale with warm materials and natural elements. A trellis defines the private entry while maintaining transparency to the adjacent retail, creating a welcoming threshold between public and residential spaces.

Van Sinderen Plaza
Interior quality space

Given Van Sinderen Plaza's proximity to the train, acoustic performance was a key design priority. Facade performance had to meet strict Outdoor-Indoor Transmission Class (OITC) criteria established in the project's Environmental Assessment Statement (EAS), which included specific sound attenuation products and assemblies for windows, wall, and mechanical systems.

Apartment material selections focus on indoor air quality and comfort. The wall paint has no volatile organic compounds (VOC). The luxury vinyl tile flooring is FloorScore indoor air quality certified.



Van Sinderen Plaza

Sustainable & affordable

Certified LEED and Enterprise Green Community:
100% affordable units. Extremely Low and
Low Income bands of 27% to 57% AMI

High Performance Facade:
Continuously insulated and airtight enclosure.
Energy efficient and high OITC windows.

Roof:
High SRI roofing and pavers.

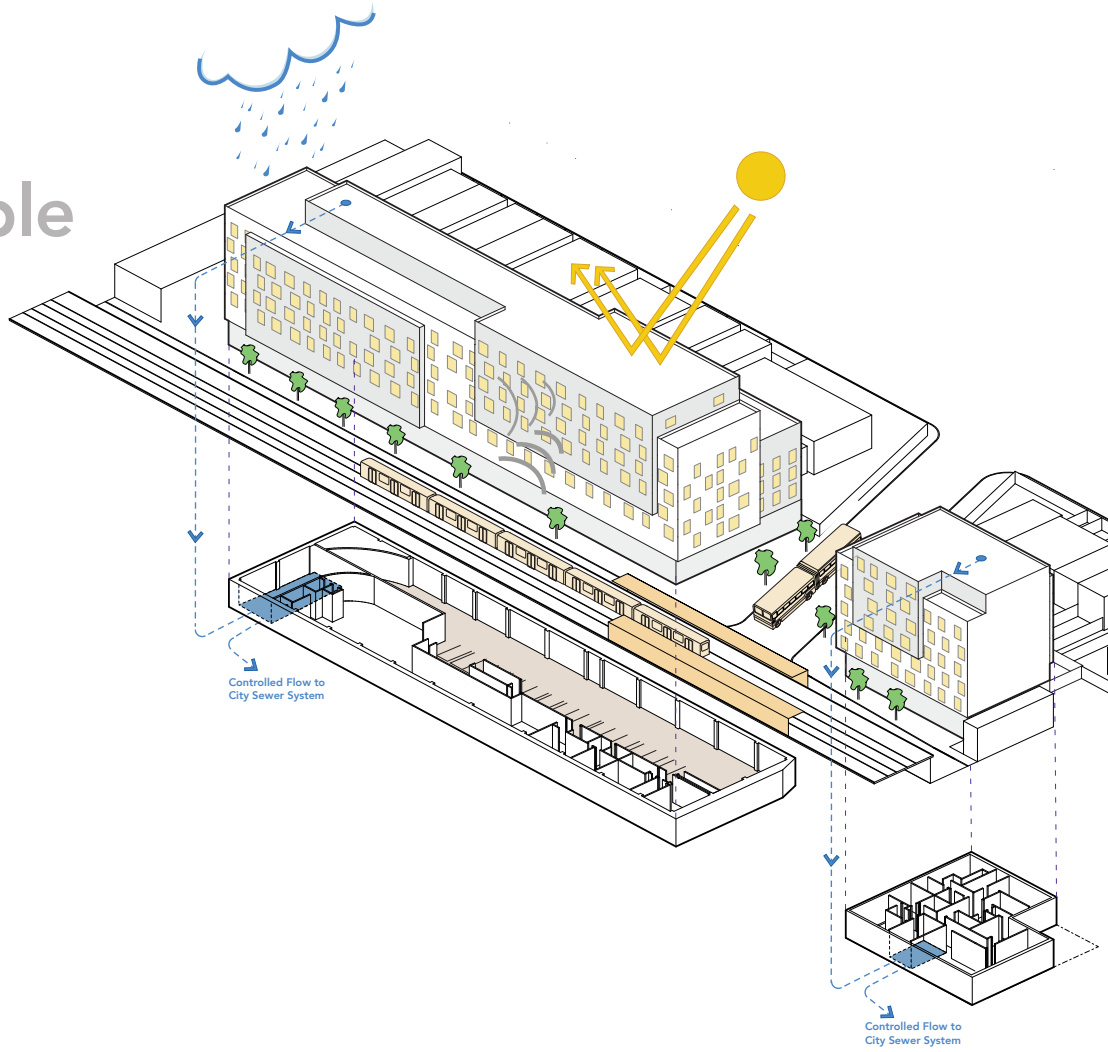
Quality Indoor Environment:
Low and no VOC materials.

Utilities Conservation: Low flow and WaterSense plumbing fixtures. Energy Star appliances and fixtures.

Stormwater Management:
13 new trees for stormwater management runoff.
Water detention tanks in cellar control flow to city system.

Parking: Off-street parking in the cellar includes 65 bike spaces and 21 vehicular spaces.

Neighborhood Walkability:
Walk score 81 - very walkable
Transit score 100 - rider's paradise
Bike score 71 - very bikeable



Bridge–205 Race

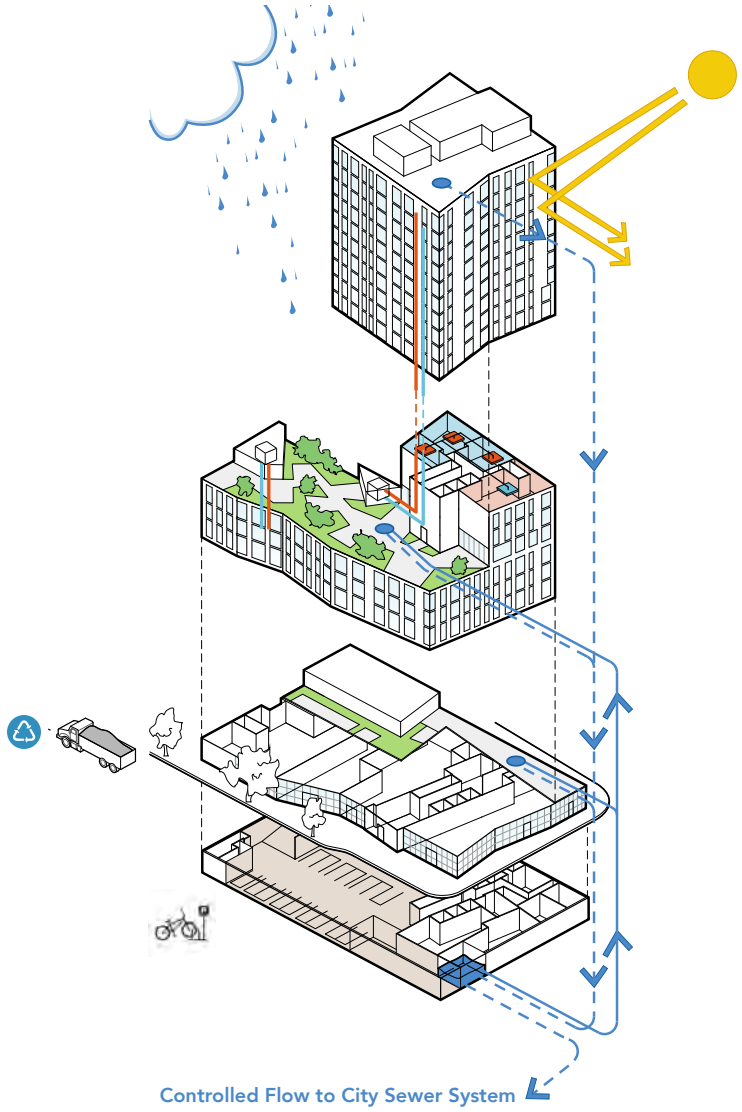
Smart inside and out

Inside Bridge–205 Race, the design carries the architectural clarity of the exterior into the living spaces. Exposed concrete ceilings, wide oak floors, and full-height windows give the apartments a sense of openness and light. High-efficiency glazing provides ample daylight while maintaining a well-insulated envelope.

Innovative heating and cooling in the building through the use of variable-refrigerant flow technology, achieves energy efficiency and comfort at a reasonable cost.

Shared spaces extend this sensibility outward: on the fifth floor, residents can gather, work, or unwind with direct views of the Benjamin Franklin Bridge, where the scale of the city becomes both a setting and a horizon.

Generous plantings on the podium roof integrate amenity with environmental goals, reducing stormwater runoff and heat-island effects.



Bridge–205 Race
LEED Gold Tower

High Performance Facade: Continuously insulated airtight enclosure and high performance glazing.

Variable Refrigerated Flow (VRF) System: Individually controllable heating and cooling in each apartment. Energy savings by utilizing heat recovery to transfer diurnal temperature swings from one part of the building to another.

Green Roof: Climate appropriate and low water consumption plantings absorb and delay storm water discharge.

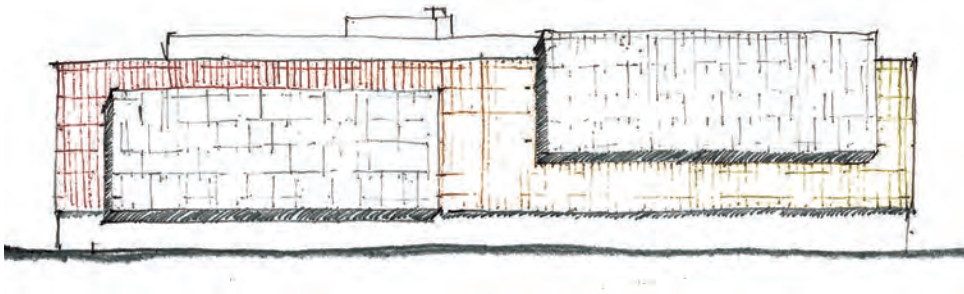
Stormwater Management: Controlled flow roof drains delay storm water discharge. Internal storm water detention tanks use filtration and reuse system to irrigate green roofs on demand.

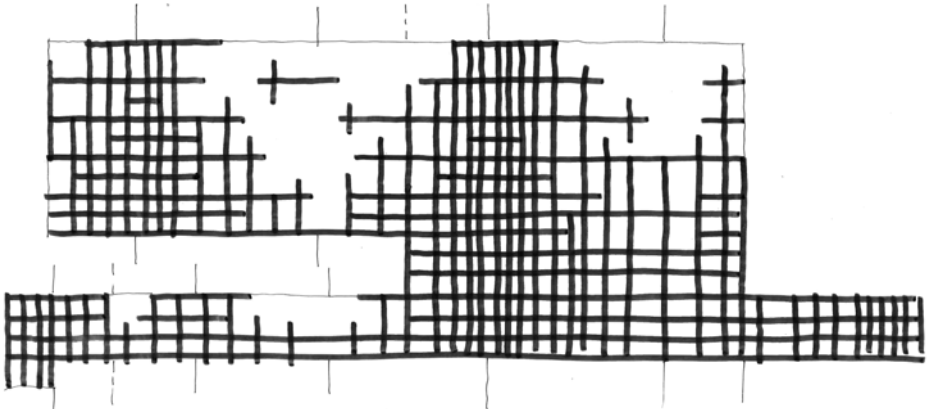
Recycled and Reused Construction Waste: 80% of the project's construction waste has been diverted from landfill to be recycled or reuse.

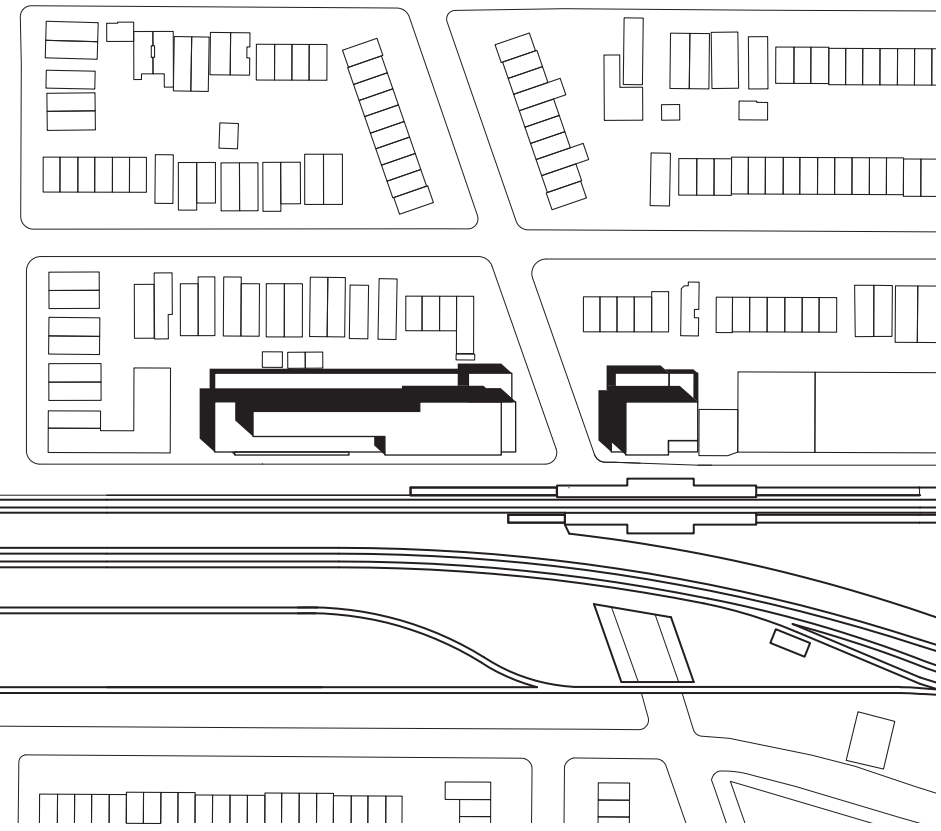
Parking: Off-street parking in the cellar includes four car share spaces and electric vehicle charging stations. Internal bike parking and street bike racks.

Neighborhood Walkability:
Walk score 89 - very walkable
Transit score 94 - rider's paradise
Bike score 89 - very bikeable

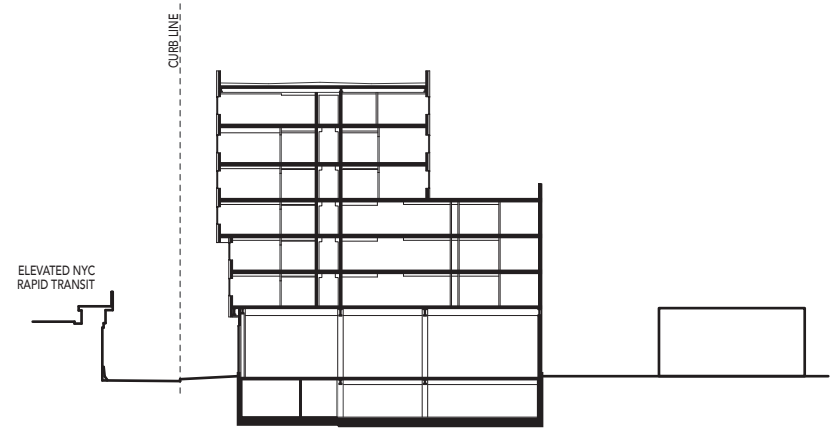
Appendix
Drawings



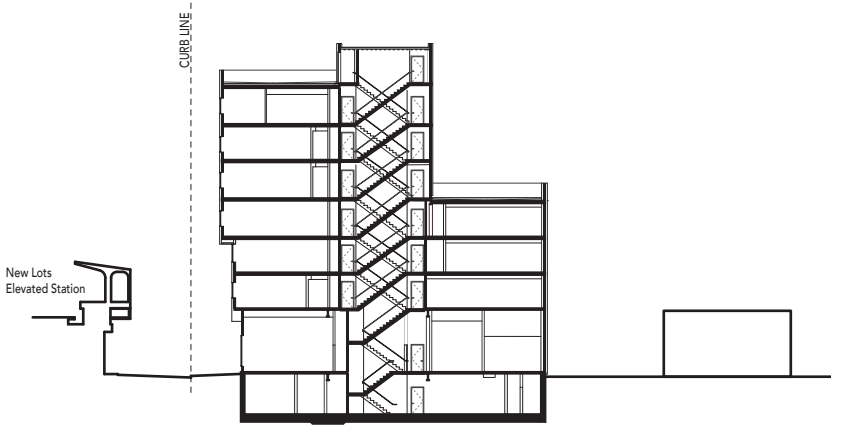




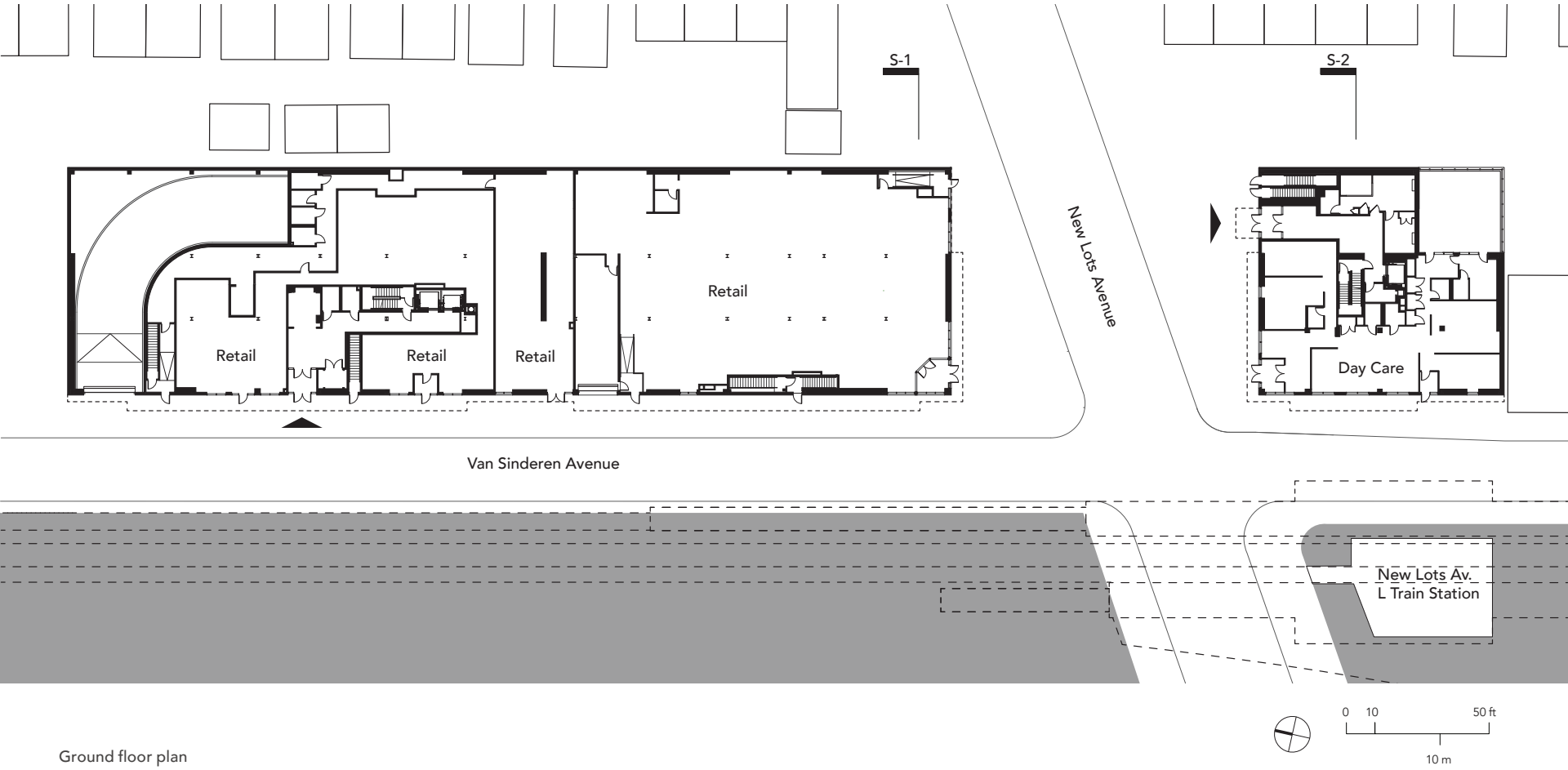
Site plan



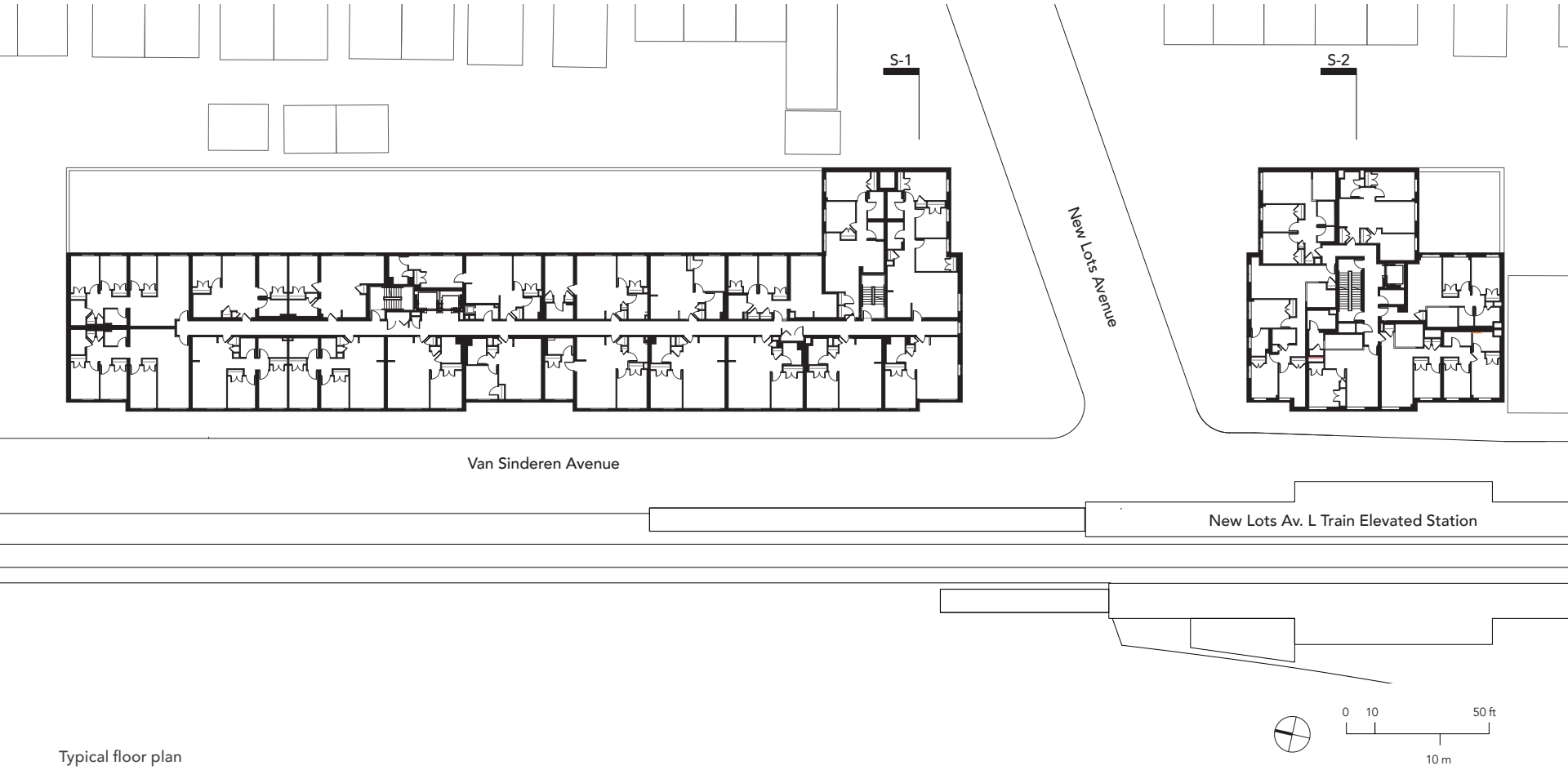
Section 1



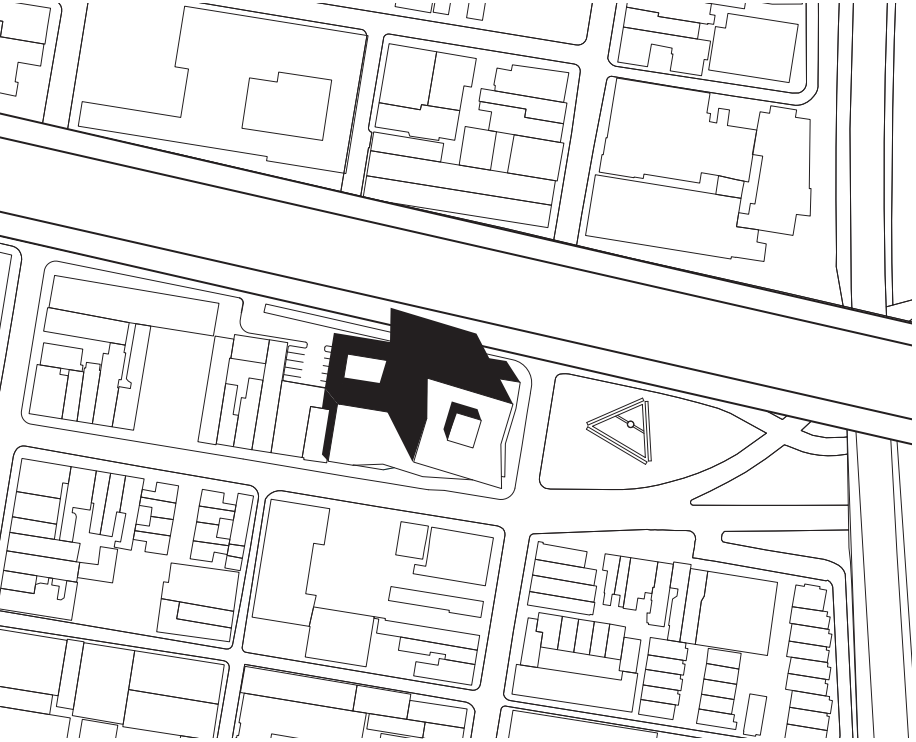
Section 2



Ground floor plan



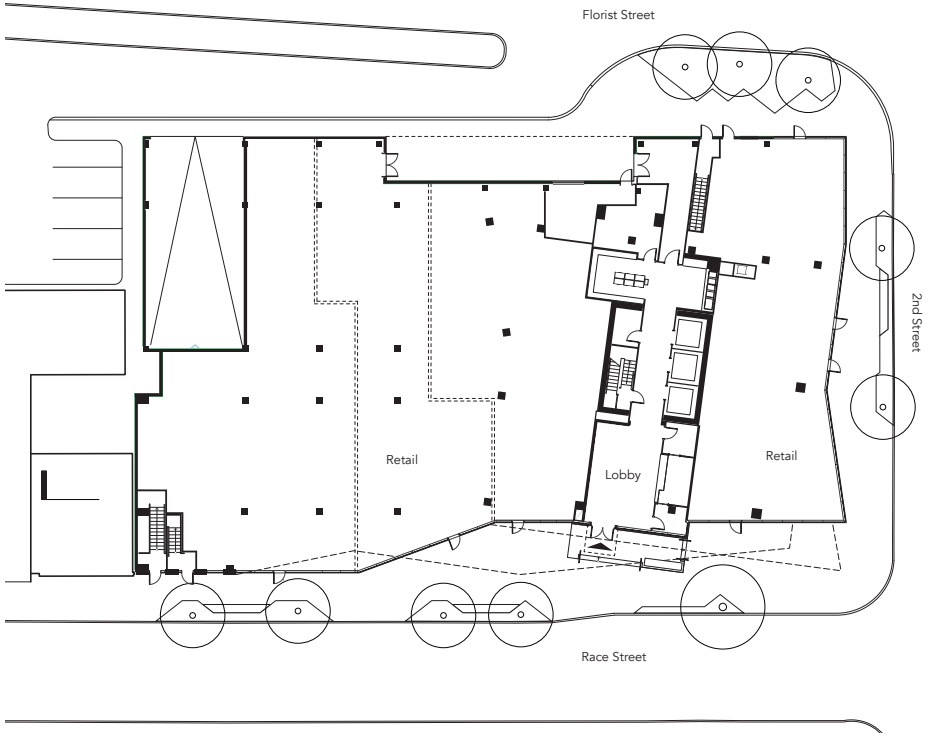
Typical floor plan



Site plan

0 100 200 ft

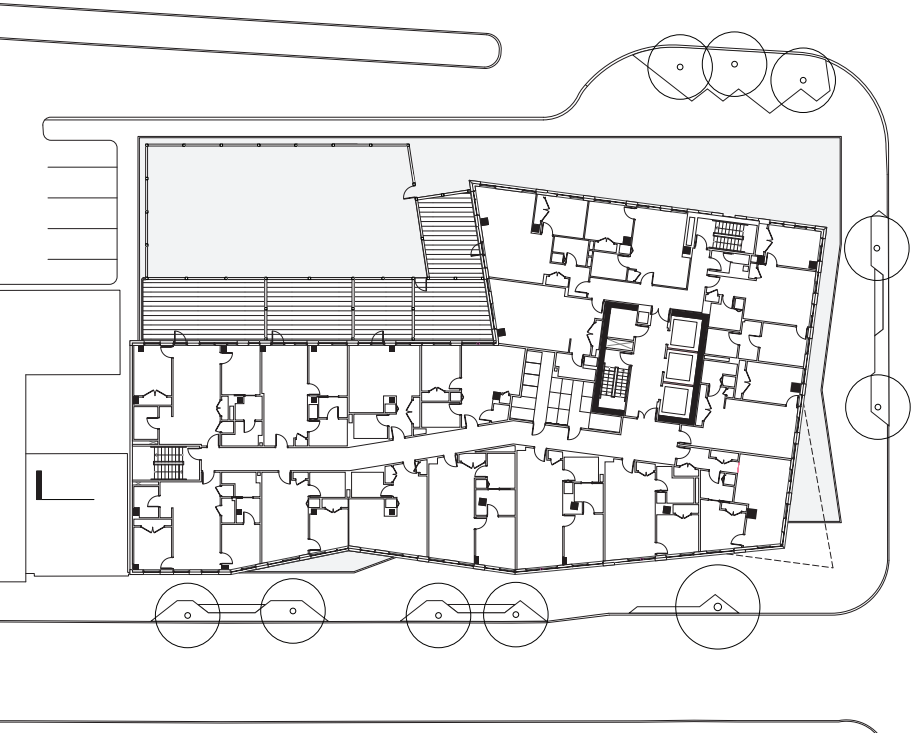
50 m



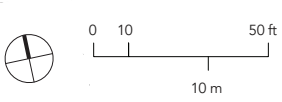
Ground floor plan

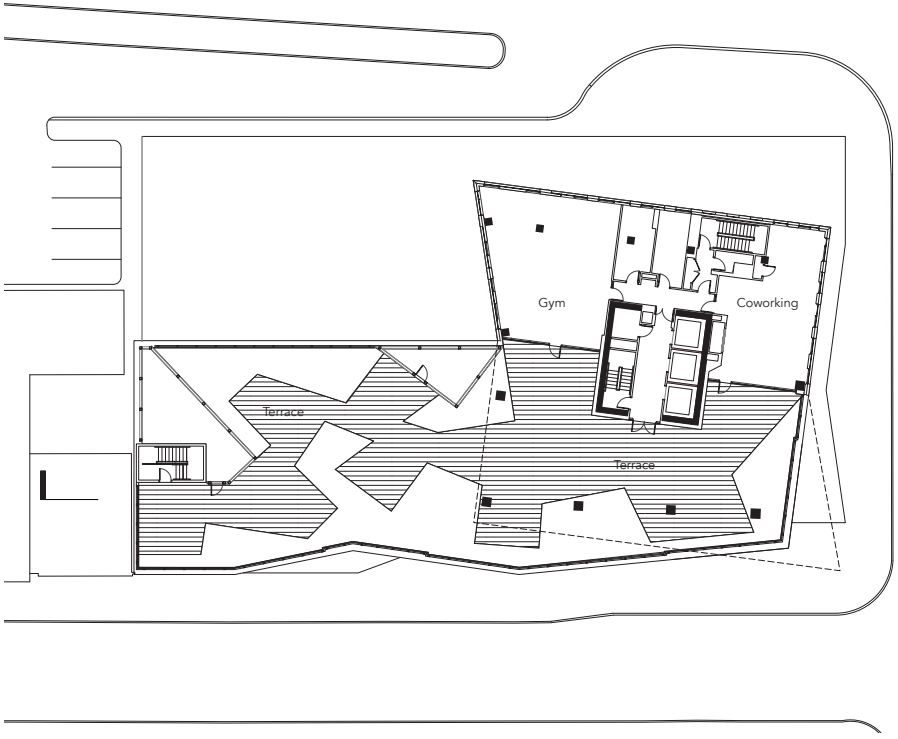
0 10 50 ft

10 m

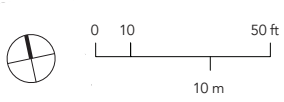


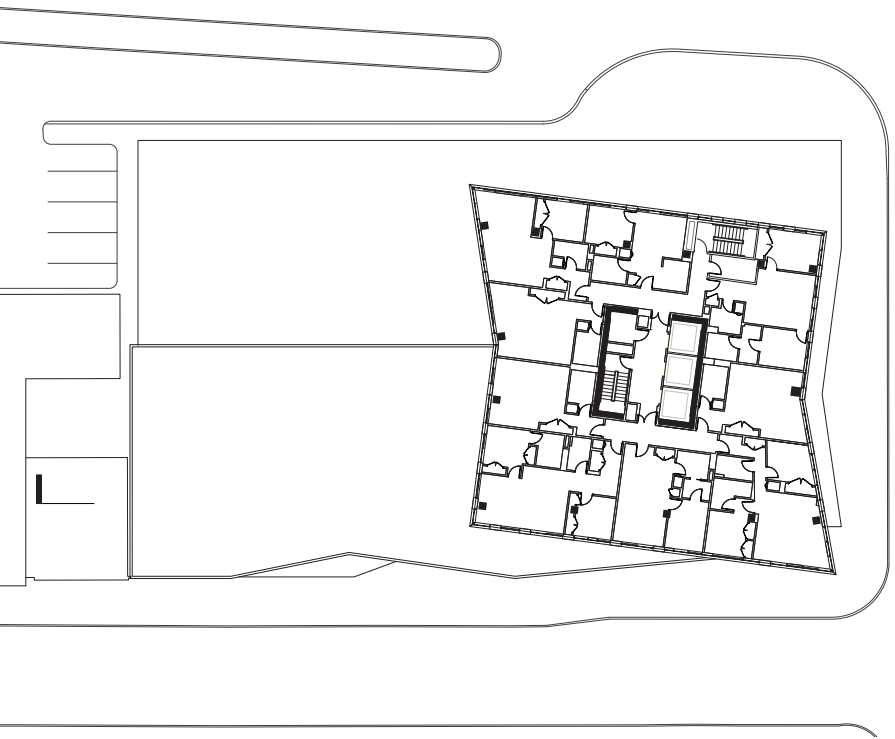
Second floor plan





Fifth floor plan

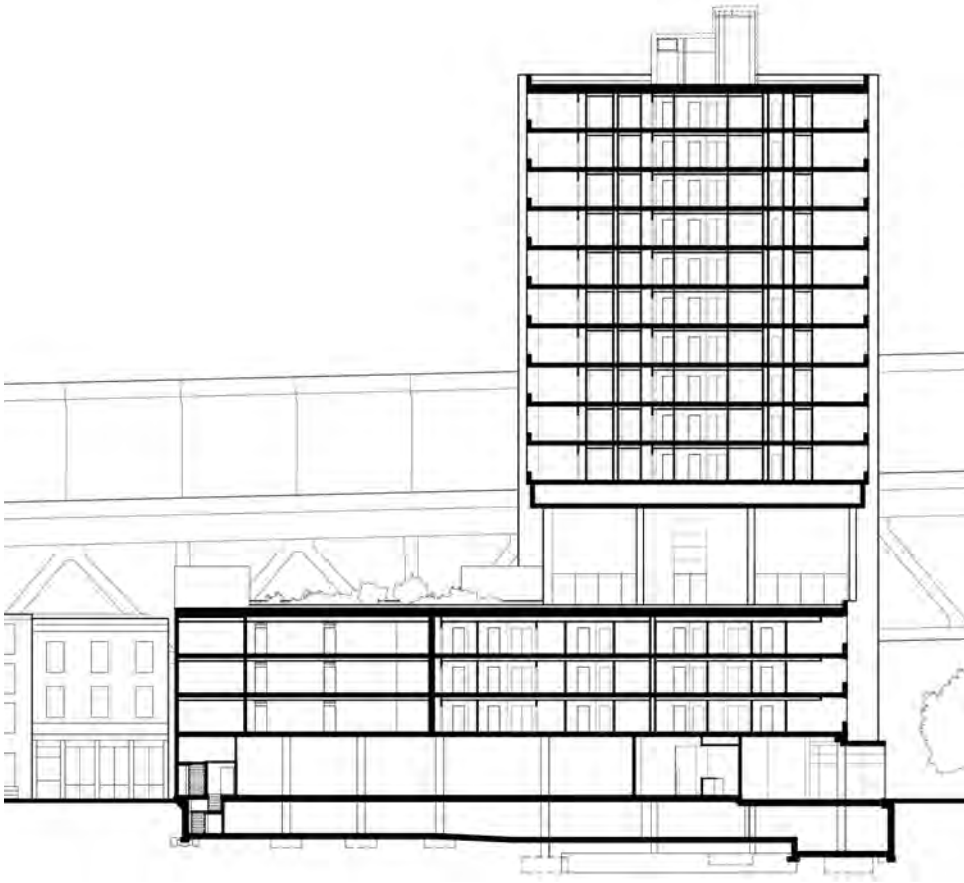




Ninth floor plan

0 10 50 ft

10 m



Long section

0 10 50 ft

10 m

Awards

Van Sinderen Plaza Affordable Housing

2024
Honorable Mention, American Architecture Award
The Chicago Athenaeum Museum of Architecture and Design

Bridge–205 Race

2019
Design Award of Merit, Sustainability
American Institute of Architects New York (AIANY)

2018
Design Award of Honor
Society of American Registered Architects (SARA))

Winner, Groundbreaker Awards Project
Green Building United

Best Project Winner, Residential/Hospitality
ENR MidAtlantic Best Project Awards

5th Annual Willard G. "Bill" Rouse III Award for Excellence
Urban Land Institute Philadelphia

Design Award of Merit
Society of American Registered Architects/NY Council (SARA/NY)

Team

Van Sinderen Plaza Affordable Housing

The MacQuesten Companies

Best Development Group

Local Development Corporation
East New York

NYC Housing Development Corporation

NYC Department of Housing Preservation
& Development

GLUCK+ Architecture
Peter L. Gluck, Stacie Wong,
Shannon Bambenek, Fiona Booth,
Jenny Chang, Jung Hoon Ko,
Noy Ramon, Joanna Stephens

MacQuesten Construction Management
General Contractor

LRC Construction
CM Advisor

The J Companies
Client Advisor / Owner's Rep

Silman
Structural Engineer

Stantec (Formerly Edwards & Zuck)
MEP, Security/IT, Commissioning

McLaren Engineering Group
SOE and Logistics Engineer

SESI Consulting Engineers
Environmental Consultant

Philip Habib & Associates
Civil Engineer

AKRF
Acoustics

Geotechnical Engineering Options
Geotechnical Engineer

David Energy (Formerly R3 Energy)
Sustainability

Milrose Consultants
Code, Expediting

Construction Specifications, Inc.
Specifications

Team

Bridge – 205 Race

Brown Hill Development

GLUCK+ Architecture
Peter L. Gluck, Thomas Gluck,
Cory Collman, Charles Gosrisirikul,
Brian Novello, Steve Preston

Jeffrey M. Brown Associates
CM Project Manager

The Harman Group, Inc.
Structural Engineer

Bala Consulting Engineers
MEP/FP/IT Engineers, Commissioning

Cornerstone Consulting Engineering
& Architectural Inc.
Civil Engineer

Lux Populi
Lighting Design

Forst Consulting and Architecture
Facade Design

The Sheward Partnership
LEED, Green Roof

Harvey Marshall Berling Associates
Acoustics

Zipf Associates, Inc.
Elevator

Pennoni Associates, Inc.
Geo-technical Engineer

Construction Specifications Inc.
Specifications Writer

Urban Ecoforms
Green Roof

Alan Hill Design
Graphic Design

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