

YAMA DESIGNS 110-STORY WORLD TRADE CENTER

For most people, the big news in New York City's proposed World Trade Center is that it will render the Empire State Building *passé*. At 1,350 feet, the twin towers will share the title of tallest building in the world.

For architects, the big news will lie in the skillful handling of a major renewal site and in the treatment of structural and mechanical elements, releasing sufficient rentable space to make such tall buildings economically reasonable (see caption on facing page).

The center of the 16-acre site will be covered by a five-acre plaza surrounded by 70-foot galleried buildings. These buildings will house exhibition space and a hotel, but one of their chief functions is to maintain human scale in the face of the towering office blocks.

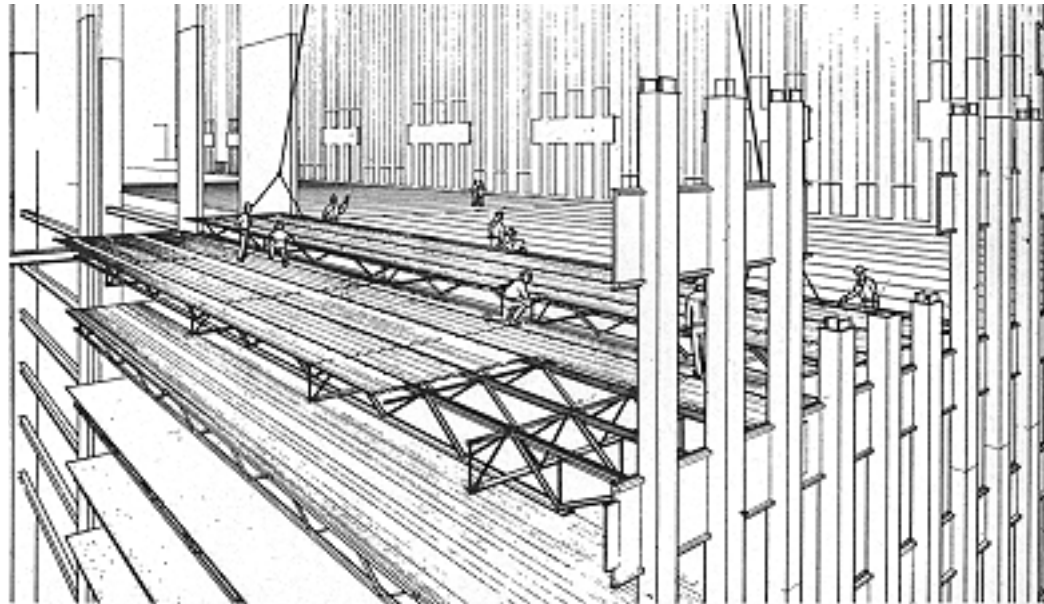
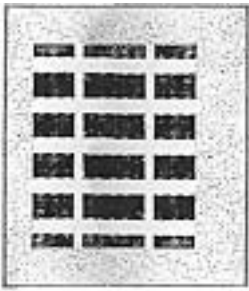
Of the 10 million square feet of rentable space, about 4

million will be used by private firms in international trade. The remainder will be used by government—local, state, Federal and foreign. A new terminal for the Port Authority Trans-Hudson tube will be located below grade.

Construction of the project, to cost an estimated \$350 million, will be completed in stages: the first in 1968, the balance in 1969 and 1970.

The architects are Minoru Yamasaki and Associates and Emery Roth & Sons. Worthington, Skilling, Helle and Jackson are the structural engineers; Jaros, Baum and Bolles, mechanical; and Joseph R. Loring and Associates electrical. The owner is the Port of New York Authority, which administers the port for New York and New Jersey.

Further details on the center will be given in a forthcoming issue of the RECORD.



One of the disabilities of tall buildings is the increasing amount of structure and utilities required as they go higher, so that as little as 52 per cent of the interior space may be usable for offices. The plan for the World Trade Center buildings will provide 75 per cent rentable space. (Comparative plans, *above*.) The elevator system is analagous to the subway system of express-es and locals. Large high-speed express cars will go only to "skylobbies" on the 41st and 74th floors. Locals will in effect start all over at each of these floors, so that the banks are stacked. The structure of the buildigs will the steel bearing walls, requiring no interior support, apart from the utility core. The prefabricated components will be sheathed either in aluminum or stainless steel. The resulting, narrow windows will reduce heating and cooling loads, and will also reduce any tendency to acrophobia on the parts of occupants. Floor components will also be pre-manu-factured (*abovc, right*).

