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Park-scape infrastructure

Jordan Emmanuel Breccia
Ryerson University

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Park-Scape Infrastructure

by

Jordan Emmanuel Breccia,

A design thesis|project

presented to Ryerson University

in partial fulfillment of the

requirements for the degree of

Master of Architecture

Toronto, Ontario, Canada, 2009

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Park-Scape Infrastructure

M.Arch. (2009)

Jordan Breccia

Master of Architecture

Ryerson University

Abstract

This thesis is predicated on the objectives of Toronto's Official Plan: the cessation of outward suburban development, increased growth in the urban core, increased public amenity space to support this greater density, reduced presence of the car, and the support of public transit, walking and cycling. Recognition of the serious lack of available public domain within Toronto's core to provide the appropriate scale of public space required to support this new level of density, is the subject of this thesis proposal.

This thesis proposes a new large scale, north to south linear park for Toronto that integrates a system of bicycle, jogging, and pedestrian paths that connect it into existing mass transit systems, the urban core, and the existing east west park system, the Martin Goodman Trail. It creates this new public space by re-appropriating several vehicular lanes of Jarvis Street, and proposing the integration of new building development, park, sidewalk and street to amalgamate the space needed to accomplish this. Building and landscape, private and public space overlap and interconnect, to complete this new seamless urban park.

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And to my family, I thank you for providing me with everything I need in order to accomplish my goals and dreams. Your love and support are forever cherished.

Dedication

I dedicate this to my father Sergio, my mother, Gabriela, and my sister, Koleen.

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1 . Introduction

As a centre in Canada for, finance, medicine, and cultural arts, Toronto is one of the fastest developing cities in the western world (Toronto Facts). An attractive city for international immigration, Toronto has been growing by expanding outwards into suburbs where there is an abundance of open green parks and inexpensive property for young or newly arrived families. In spite of this Toronto is still recognized internationally for its strong urban core supported by a large inner city residential population. The existing residential communities within the city contain the same progressive urban values set forth by such influential thinkers like Jane Jacobs. Her insight into what factors are necessary for active and enjoyable urban communities has resonated in the Toronto Official Plan which is predicated on "Smart Growth."

Toronto is unique amongst other North American cities and is enviable for its healthy urban core. Progressive urban design strategies set forth have enabled high residential density within the city, as well as live work opportunities, mixed use development, and supports mass transit.

Since Toronto has been an immigration destination, it has continued to grow even as its manufacturing base has left the city. The advantages of living and working in the city are further supported by the existence of several large academic institutions, hospitals, provincial government offices, and financial corridors like Bay Street.

While these factors have initiated healthy growth within the urban core, this increased density is occurring without the support of adequate green amenity space in the vicinity of this development. Although it is recognized that there are several new large parks with associated development being planned at the edges of the inner city on abandoned industrial sites, there is much available underdeveloped land still in the core. and yet close to the existing subway system.

Jarvis street has recently been at the centre of a heated dialogue about the proposed transition of one of its existing five traffic lanes into a dedicated bicycle lane. It exists as a degraded high-speed traffic artery that feeds north/south commuter traffic into the core from low-density residential neighborhoods to the north, like Rosedale and North Toronto. Despite Toronto's vocalized support of mass transit and the bicycle as alternatives to car traffic within the city, it has been consistently resistant to implementing a connected, comprehensive, and dedicated bicycle corridor system.

Jarvis's transformation to a traffic artery from a grand tree lined residential street has

precipitated the demise of its status, architectural character and urban amenity. Victorian mansions have been replaced by vacant lots, gas stations and low quality rental apartments and motels.

This thesis proposes the renewal of this deteriorated street and the creation of a large scale public space to support an invigorated level of mixed use, high density development., but create a large urban park that supports increased residential and commercial development as well as opportunities for a comprehensive and connected bike traffic system, two major intersections away from the Yonge street subway system. This specific proposal identifies an opportunity to reprise public space from the wide berth of the existing street or throughfare in this case.

Connectivity and continuity is key to providing an alternative system that promotes non-vehicular transportation in a growing city that already suffers from significant traffic congestion. A more sustainable means of transportation must be encouraged and utilized. Walking, running, cycling, horseback riding, skating or cross country skiing can provide a much safer, cleaner, and cheaper means of transportation when moving throughout the downtown core. What is lacking in Toronto is a system that supports connectivity and continuity of public spaces.

Central Park in New York City was studied as a potential model for rethinking public space as both connector and recreational space. This model was appropriate in scale in the consideration of significant future increased density in Toronto. The uninterrupted paths along and inside the park connect distant parts of the city together, allowing one to move throughout the park and into the city by traveling on foot, bicycle or even horseback and enjoying the park's natural features without having to stop for vehicular traffic.

By adopting and integrating the connective elements of a large park onto new development, a new typology emerges; one that supports the connective elements of a large park and unifies non-vehicular paths of circulation.

The thesis design proposal, The Jarvis Parkway, a model for Park-Scape Infrastructure, provides a vision for how we can re-appropriate public space to accommodate growth and decrease the use of the car in a typical North American city whose infrastructure to date has been predicated on the car. Relevant literature (Sassen, 1998, Frampton, 1983, Lerup, 2001) raises the need for public open spaces in cities that are being negatively influenced by issues of globalization, capitalism, loss of identity and environmental crises. Public space is the medium for the creation of a collective political and social identity for a city and its society.

Chapter 1

Issues of the Modern City

The importance of open public space for generating identity

For the first time in history, over half of the world's population has now become urban. This phenomenon has placed even more importance on how cities influence culture, politics and the economy. The effects of globalization on capitalism, technology and culture are raising concerns among relevant literature. As cities become more interconnected with one another, the speed of growth has affected the importance of place for defining one's identity.

Theorists such as Saskia Sassen (1998), Kenneth Frampton (1983), Lars Lerup (2001) and Marshall Berman (1988) have observed the changing conditions that globalization has had on societies across the world. Sassen investigates how global economical conditions affect local populations. In her book, *Globalization and Its Discontents*, Sassen explains that political challenges arise with multinational corporations evading the control of the nation-state, thus allowing for strong concentrations of poverty and wealth to co-exist in the global city (p. xii). This gap also produces economic problems between the large investments global cities provide for real estate and telecommunications compared to the lack of expenditures on low-income inner cities. "As the highly educated, leading sections, such as finance, see their incomes rise enormously, the wages of those who clean their offices or do their photocopying stagnate or sink" (p. xiv). Cultural implications arise, too, with this progress, as immigration, which Sassen argues, is one of the constitutive processes of globalization today (p.xxi). The immigrant populations within global cities provide a link between the new corporate world of power and the disadvantaged in these cities through the market labor, or Sassen refers it to the "market for labor"(p.xxi).

The phenomenon of globalization has also changed how the built form is being conceived and constructed. Kenneth Frampton (1983) addresses the paradox of the globalization of civilization and its locally derived cultures. In *Towards a Critical Regionalism: Six Points for an Architecture of Resistance*, he argues that the rapacity of development, brought on by forces of global production and investment, has created places and buildings that lack local cultural or historical significance. This produces a loss of identity and enables monotonous forms and places that are placeless. Frampton's outlook on modernization also raises the dangers of technological advances providing seemingly utopian futures. He points out how the global economy separates civilization from culture, forcing the commodification of both technology and art. Lars Lerup (2001), on the other hand, questions the increasing speed of development

affecting the formation and sustainment of identity within global cities.

In *After The City*, Lerup voices his concern for the fate of cities,

The realization that speed dominates stasis, and the stasis has become mere pause and rest, completely undermines the age-old concepts of permanence and identity in favor of transformation and event. The city is being swept away by the metropolis. This does not just replace one noun with another, but radically turns the state of affairs into a state of perpetual motion (p.77).

Finally, Marshall Berman's (1988) critique on modernity as an age of contradiction and ambiguity brings further light on how the progress of civilization is impacting its local cultures. Berman agrees that the age of modernity has brought with it vast progress in science and technology, industry and economics, but it has also come at the price of two World Wars, the alienation of cultures and the gradual destruction of the natural environment. The globalization of economy, technology and culture in the modern era has changed how cities create spaces that allow for local identities to flourish and prosper. Each of these authors raises concerns for how global processes are changing the nature of cities in response to issues of economy, technology and culture. As cities are becoming more prosperous within global networks, their physical spaces are losing their significance for facilitating economical, technological and cultural processes.

In response to these issues, all four of these authors look towards the purpose of 'place' as a means of sustaining identity within a global city. In terms of globalized economies, Sassen suggests for more transnational control over political and economic exchanges but of interest is her social approach to linking people to the city as a remedy for breaking down barriers that separate the 'elite' classes and as Sassen argues the immigrants and ethnicities that are too often constituted as 'otherness' (p.xxxi). By re-evaluating how global cities recognize their immigrants and their ethnicities, Sassen provides a new perspective where these groups of people are just as crucial to the development of a global city and this "...new process of identity formation engenders new notions of community, of membership, and of entitlement" (pg.xxxii). What is essential in this 'identity formation' is a city that enables a multiplicity of cultures to come together. Sassen gives global cities the responsibility of harboring many ethnicities and cultures within places that can establish their identities. The need to establish one's identity in a global city can be elegantly illustrated in Berman's *All That is Solid Melts into Air*, where he describes what it means to be a modernist in a modern world,

To be modern, I said, is to experience personal and social life as a maelstrom, to find one's world and oneself in perpetual disintegration and renewal, trouble and anguish, ambiguity and contradiction: to be part of a universe in which all that is sold

melts into air. To be a modernist is to make oneself somehow at home in the maelstrom, to make its rhythms one's own, to move within its currents in search of the forms of reality, of beauty, of freedom, of justice, that its fervid and perilous flow allows (p.345).

The need to validate and sustain identity in global cities places architecture as a tool to facilitate this process. As architects are entrusted to design the spaces in cities, it is imperative that these spaces must be designed to facilitate identity formation as a response to the issues of globalization. For example, Frampton suggests mediating the impact of universal civilization with elements derived from the specificities of a particular place. He argues that inspiration attained by the topography of the site, local light conditions, and tectonics that reflect the availability of materials to the place can situate a place or built form within a universal civilization while still reflecting on its local culture.

This approach creates what Frampton calls 'Resistant Architecture', whereby the built form maintains its relevance and meaning in a world that is more driven by economic forces than the cultural advancement of the species. Frampton's 'resistant architecture' can also be found in contemporary architects like Foreign Office Architects. Considering how connected and instantaneous interactions between individuals can be, FOA (2004) still believe that many feel like they are foreigners in a globalized world. FOA state in their book, *Phylogenesis*, "location and matter are the critical factors in the synthesis of identity (p.7)". Similar to Frampton, FOA rely on the significance of place in order to develop identity. While Frampton argues that architecture should be used to 'resist' the impact of universal civilization, Lerup suggests embracing this phenomenon by giving architects the responsibility of designing for this new type of society, one that is constantly changing and in motion. By advocating an architecture that facilitates liberated movement and encourages free use of space (p.26), Lerup positions architects as the ones responsible for providing meaningful and successful spaces in global cities. Frampton and Lerup both rely on the design of the built form when trying to understand how identity is being contested in global cities.

In light of this issue, Bernard Tschumi (1996) provides further validation to how architecture can be used to critique and provide solutions to economic, technological and cultural issues within globalized cities. In *Architecture and Disjunction*, Tschumi argues that architectural space and the use, or event that takes place within in it, have no cause-and-effect relationship to one another. Tschumi argues that architectural space prior to use is "politically neutral; an asymmetrical space, for example, (is) no more or no less revolutionary or progressive than a symmetrical one" (p.8). The form and spaces in a building does not carry intrinsic political

agendas but the use and meaning assigned to it do. Therefore, if form does not follow function, or use, or socioeconomics, there arises a disjunction. The inherent contradiction places the concept of space and the experience of space as two mutually exclusive terms. The interplay that arises between these two concepts are seen as a gateway towards the role of architecture as a social and political driver (p.16). Opposing the traditional view of stability, solidity, and foundation, Tschumi argues "...Architecture's inherent confrontation of space and use and the inevitable disjunction of the two terms means that architecture is constantly unstable, constantly on the verge of change (p.19).

In this state of flux, Tschumi believes that architects:

...could function as critics and commentators, acting as intellectuals who reveal the contradictions of society through writings or other forms of practice, sometimes outlining possible courses of actions, along with their strengths and limitations. Finally, we could act as revolutionaries by using our environmental knowledge (meaning our understanding of cities and the mechanisms of architecture) in order to be part of professional forces trying to arrive at new social and urban structures (p.9).

This new responsibility enables architects to become liberated from trying to 'design the condition' and allows them through research and process to 'condition the design'.

The need for 'places' in cities to foster identity, especially in an age of globalized economies, technologies and culture, positions architects as key proponents of validating and sustaining identity. Through design, architects can begin to investigate how identity is formed and sustained by incorporating elements of typology, climate and materiality. The disjunction of architectural space from use enables architects to develop spaces that can influence social change and provide a freedom of use, especially for people who need physical spaces to validate their identity.

Globalized Capitalism

Developing a Creative Identity

The strengthening and progress of capitalism in modern times has influenced a new set of criteria for employment in western society. Richard Sennett (2006), a Professor of Sociology at the Massachusetts Institute of Technology and the London School of Economics, reveals the issues faced with new models of capitalism and its demands on modern citizens. Reflecting similar notions of Saskia Sassen's work, Sennett, investigates how globalization has influenced migratory trends throughout society that has altered the sense of community within institutions and cities. In *The Culture of the New Capitalism*, Sennett argues this new form of capitalism, brought about by the globalization of political, economic and social factors, has demanded a new form of person.

This supposed 'ideal' person, Sennett argues, has to address three new challenges that stem from the new models of capitalism. The first is the transition of long-term employment towards short-term, job-to-job, place-to-place employees that institutions now require for their workforce. Richard Sennett addresses this transition by questioning the sustainment for producing a valuable life narrative in this process. Where long-term employment produced a fulfilling sense of meaning in one's life, he argues that a short-term form of employment does not carry with it a sustained sense of self (p.4). Another challenge in this model is based on talent and the ability to gain new skills quickly as demands shift. This new social order, Sennett responds, "militates against the ideal of craftsmanship, that is, learning to do just one thing really well" (p.4). Finally, another factor concerns the loss of place that institutions impose within their organization, asserting that past service and commitment does not earn them a place within their business.

He argues that this model of employment contrasts with many people whom, "need a sustaining life narrative, take pride in being good at something specific, and value the experiences they've lived through" (p.5). The argument presented by Sennett in his book is that while some may see the new models of work, talent, and consumption as a new form of "fluid freedom" or "liquid modernity" as philosopher Zygmunt Bauman defines it; these new models have not provided the freedom it promises.

In *The Rise of the Creative Class*, Richard Florida (2002) addresses the emergence of a new social class that is taking shape within North American cities. Consisting of scientists, engineers, architects, designers, writers, artists or musicians, the Creative Class begins to define the growing knowledge based workforce that use creativity as a key factor in work like education, health care, law and other professions. Brought about by economic research investigating the locations of high-tech industries to the number of talented people, Florida has found that these same locations also contain the highest number of gay and bohemian people. His research has concluded that economic growth is not driven by companies, but by the places that are tolerant, diverse and open to creativity. This trend has reversed the common notion of people moving to where there work is and now has companies searching for where creative people live. The sense of place becomes very important in attracting creative people because as Florida explains,

What they look for in communities are abundant high-quality amenities and experiences, an openness to diversity of all kinds, and above all else the opportunity to validate their identities as creative people (220).

These communities produce a more flexible way of life, allowing creative people to build a wide range of relationships and providing them the freedom to pursue opportunities. According to Florida, place needs to facilitate Lifestyle, Social Interaction, Diversity, Authenticity, and Identity. These factors determine the quality of place cities contain and how creative people use the spaces. The type of lifestyle associated with creative people differs from the traditional way of life where one would work in one place and vacation in another. Florida argues that creative people tend to have unpredictable work schedules and need to have quick access to recreation during a break. Their lifestyle requires a place that can provide a quick escape, providing relaxation and reflection. Social interaction becomes very important to people who do not work on fixed schedules and may not rely on family for security and stability. Using Ray Oldenburg's idea of "third places" (places which are neither considered home or work) Florida argues that urban spaces provide informal acquaintances and reaffirm the necessity for human interaction, especially when interaction at work and with family may be unstable or nonexistent.

The diversity a place provides is another important element to how creative minded people need a mix of influences in order to be inspired and motivated. Places that offer stimulation in terms of cultures and ideas provide freedom and a sense of belonging. Authenticity and uniqueness of a place becomes crucial for creative minded people as they seek specific cultural attributes. Florida argues that music is one of the ways a place is authenticated because it

easily represents and evokes the true identity of a place. The symbolic character of a place helps attract people as they find its uniqueness important, especially as more franchises go up, the experience becomes similar to many other places and thus creates generic spaces. Without the longevity required to develop identity within the workplace, Florida uses the place one lives in order to generate and sustain identity. As people try to define who they are in society, Florida believes that creative minded people, "actively establish their own identity in places, and also contribute to actively building places that reflect and validate that identity" (pg.230). The shift from whom someone works for to where someone lives has become the defining feature for describing someone's identity.

These characteristics illustrate how creative minded people seek out experiences to fulfill their lives. Compared to experiences where one is just a spectator, as found in theme-based chain restaurants, stadiums, or pre-packaged entertainment, Florida argues that the Creative Class seeks out experiences that are dynamic and participatory (pg.232). Having a place that allows the spectator to be part of the scene and contribute to its vitality is key to supporting and engaging creative minded people.

In the context of defining society, it may be beneficial to understand previous modes of thought in past civilizations. Investigating how past civilizations understood their environment and how they reacted to external conditions such as climate change, threatening enemies, and relations with other civilizations provides an insight into understanding how their society was composed. Jared Diamond (2006), a professor of geography at the University of California, has researched this in *Collapse: How Societies Choose To Fail Or Succeed*. By studying the succession of past civilizations, from their origins, through their peak, and finally, to their sudden collapse.

Diamond has developed a framework to gain a better understanding as to why some past civilizations developed to become advanced societies and yet collapsed into extinction while other civilizations continued to the present day. The framework consists of environmental damage that a society created, climate change in their environment, the presence and destruction caused by hostile neighbors, their relationship and dependence on friendly trade partners, and the ability for a society to react to its environmental problems (p.11-14). By using this framework as a method for determining why past societies collapsed, Jared Diamond shows that it can be applied to modern day civilizations with examples such as United States, Rwanda, Dominican Republic/Haiti, Australia and China. He discusses how these countries face the same issues as many past civilizations.

The ability to react to environmental problems provides an interesting perspective into how a society may directly impact its growth or decline. Diamond sees this factor, as the most difficult for any civilization to deal with. It usually requires a society to reevaluate their ideas, beliefs, and their cultural history to determine whether their current way of life prevents them from further progress and thus collapse as a result. Public spaces in cities have historically provided a forum for public debate and question the status quo. Reflecting on this issue, Diamond proposes the possible choices a society has when trying to combat or prevent sudden collapse.

The first choice depends on moving towards long-term thinking and making decisions prior to the point of crisis (p.522). By careful and considerate planning, many modern day societies have been able to change and prevent their civilization's collapse. This perspective seems very understandable yet many governments, businesses, and organizations have depended on reacting to crisis situations in order to pass action or change its course of planning. The second choice that Diamond offers is the capacity and ability for a society to re-examine and question their values when it conflicts with new conditions. This becomes the most problematic for any society that has upheld their core values to progress to their current level and yet, change their state of values, beliefs, ethics, and faith in order to advance to the future.

The two choices presented by Diamond provide possible tactics for correcting the path of a society that faces the greatest environmental, economic, and cultural problems, as is being witnessed today. The use of public space as a forum to voice concerns and change is critical in this time and age. A public space that can initiate change will encourage change throughout society.

Visions for a New City: Towards Places of Flow

Another example where the city is being viewed in a new light is Nan Ellin's book, *Integral Urbanism* (2006). As an Associate Professor of Urban Design at Arizona State University, Ellin provides a model for creating spaces in a city that achieves flow. Characterized by immersion, awareness, harmony, meaning, and purpose, places in flow, Ellin argues, "allow ease of movement of people, goods, and information" (p.6). This flow is accomplished when places include qualities of hybridity, connectivity, porosity, authenticity, and vulnerability (pg.9).

In order to advance the cities of the Modern and Post-Modern era, cities that were built to provide clean air and water, stopped at just that, the fundamentals of survival. As cities continue to be influenced by globalization, capitalism, and modernity, it needs to embrace the idea of constant change, the idea of flux that coincides with Ellin's goal of producing flow in cities.

Where she uses hybridity as a method of intensifying and combining programs into a space, the notion of flux can support its interchange and relationships. Connectivity occurs, as a space becomes a destination as well as an interchange between other parts of the city. By viewing a space in terms of supporting constant change, it can become a place as well as a connector, directing flow according to the needs of society. Porosity, as defined by Ellin, "preserves the integrity of that which is brought together while allowing mutual access through permeable membranes..."(p.5). While she argues that porosity in a city is not only manifested through materiality, it must also be applied as a functional, provisional, temporal, historic, ecological, circulatory, experiential, administrative, urban, symbolic, business, and virtual realm, in order to fully accomplish its goal of transparency and permeability (p. 70-80).

The idea of being in a state of flux further supports porosity as the exchange that occurs within a given space can only succeed when all elements are visible and aware of one another. Authenticity positions a space within a social, geographical, and political context that validates its existence and purpose. In order to maintain its authenticity, Ellin argues that "the authentic City is always growing and evolving according to new needs that arise thanks to a self-adjusting feedback loop that measures and monitors success and failure"(p.5). Again, by viewing this condition as a state of flux, a space that embraces constant change will respond accordingly. As society's needs change, a space that is designed to accept and respond to these changes will maintain its relevance throughout time. Finally, the last quality to achieve flow is the ability of a space to accept time, decay, and rebirth. Vulnerability, as described by Ellin, "calls upon us to relinquish control, listen deeply, value process as well as product, and re-integrate space with time" (p.5). Vulnerability is critical in this time and age, as the definition of permanence has shifted,

As the rate of change has been accelerating, we can no longer sustain our pretense of permanence. With time more integral to space than ever before, the process becomes as important as the product... The journey and the destination become inseparable. As do the means and the ends (p.119).

Time was once seen as a destroyer of space, eroding the beauty of its materials, degrading its man-made perfection with the slow but steadily intrusion of nature. Now, it can be viewed in a new light by embracing its temporal aspects and using it as a building block for a space that experiences constant change of flow or in the context of this thesis, flux.

Issues of Public Space

Public space in modern society is under attack from pressures of privatization, security, and consumerism. This attack is especially evident in Michael Sorkin's *Variations On A Theme Park: The New American City And The End of Public Space* (1992). He questions the emerging cities in modern society and argues that they are artificial landscapes growing in similarities to the qualities of a theme park. Sorkin maintains that the desire of consumption and a new globalized capital has produced places that are dislocated from any particular context.

Using Macdonald's restaurant as an example, the author argues that its placement on the Boul' Miche creates a place that is fully ageographic. It can be inserted equally in an open field or in the heart of town. Another example provided is the inward-looking atrium hotel. Its components are reduced to a repetitive minimum, space, Sorkin argues, is departicularized (p.13). He believes that the obsessions with production and sales are creating this phenomenon and it is sacrificing the idea of the city as the site of community and human connection.

The obsession with security becomes another of Sorkin's critique as it aids in the rising levels of manipulation and surveillance over its citizenry and with a proliferation of new modes of segregation (p.13). The author believes that this impulse of segregation has shifted city planning from its historic role as the integrator of communities in favor of managing selective development and enforcing distinction (p.14). These issues bring about what Sorkin (1992) defines as a city of simulations, television city, the city as theme park (p. 14). The problem with this "city" as he describes it, is that while these characteristics may bring about a "theme park" like setting which many may find comforting with pleasure, it strips the troubled urbanity of its sting (the poor, crime, dirt, and work) (p.15). These issues do not get resolved by evading the true causes for the city's problems and may cause further destruction by segregating what is unpleasant in a city. The city that Sorkin describes creates a simulated, safe, and peaceful condition but it comes at a great cost. The placeless, segregated, and simulated city that he illustrates contains public spaces that restrict speech, demonstrations, and free will. Sorkin believes that, "The fight to reclaim the city is the struggle of democracy itself" (p.15).

Richard Sennett (1974) also questions the state of society as a defector of public space. In his publication, *The Fall of Public Man*, Sennett investigates how privatization, secularism, and commodity fetishism have influenced current beliefs about personality itself (p.43). Sennett argues that due to these issues, modern society has become obsessed with isolation and given strength to 'selfhood', which, according to the author places intimacy and inward-

looking attitudes towards one's family yet promotes the erosion of public space as it lacks any significance towards one's sense of self (p.47). Both authors believe that the state of society has created uninhabitable cities that induce people to isolate themselves and disregard the importance of public space. Yet it is through public spaces that these attitudes can be corrected when the space creates awareness of others and of the city. While these authors may see public space as a hopeless entity in modern society, it may be the use of this space that restores the city and its citizens.

The History of Public Space

The ancient Greek agora can be considered to be one of the first urban public spaces in history. Used as an open public space for assemblies and markets, the agora held legal disputes and public affairs as well as shops that provided a meeting place for strangers, whether citizens, buyers, or sellers. While many have accredited the agora as the first ideal public space, theorists like Don Mitchell (2003) argue that the agora and other actual public spaces have never simply been places of free unmediated interaction but have always also been spaces of exclusion.

In *The Right To The City*, Mitchell identifies that the ancient agora only held significance to those with power, legal standing, and respectability (p.132). Non-citizens (slaves, women, and foreigners) had no political standing in the agora. And while they were formally excluded from any political activities that took place, their labour and money were still accepted and used.

The Dialectic of Public Space

Current ideologies of public space shed new light on how urban civic spaces render themselves as public through planning and use. Using Lefebvre's distinction in *The Production of Space* between representational space (appropriated, lived space; space-in-use) and representations of space (planned, controlled, ordered space), Mitchell argues that public spaces like courthouse squares, monumental plazas, public parks, or pedestrian shopping districts often originate through planned design and are 'public' through their designation. These representations of space become representational when people use the space, giving it purpose through its use as a public space. Thus, public space is socially produced through its use as a public space (p.129).

Mitchell introduces a third view that provides an insight into how public spaces have to be used in contemporary cities. By viewing public spaces as spaces for representation, that

is, spaces where marginalized groups can represent themselves to a larger population, their identities can be acknowledged and made evident. The dialectic of public space raises the contradictory nature of public spaces in democratic cities. As Mitchell points out, public spaces demand a certain disorder and unpredictability in order to function as a democratic spaces, and yet democratic theory relies on a certain level of order and rationality to render it as democratic discourse (p.130).

The Privatization of Public Space

The idea of public space as a place of unmediated interaction is through the vision that its publicness is good in and of itself (Mitchell, 2003). This intrinsic quality, along with its democratic importance is being threatened by the steady promotion of private, rather than democratic, control of space. Like the ancient agora, modern public space is a hybrid space, composed of commerce and politics (Sennett, 1992). This dualism, Mitchell argues, places the anarchy of the market against the anarchy of politics to create an interactive, democratic public.

This hybrid nature has changed in the 20th Century as markets have increasingly been severed from politics, and as Mitchell states, "the latter being banished, fairly completely, from public space" (p.137). The recent trend in marketed public spaces can be witnessed in 'streetscaped' malls and over the past five years there has been an explosion across North America of 'theme park'-like street environments in suburban locations. Referred to as 'lifestyle centers' by Memphis-based developers Poag & McEwen, they have been described as 'malls without walls' (Caute, 2008). Consisting of sidewalks, street furniture, street parking and crosswalks, they resemble the streetscape of a main street but lack any real-world encounters one may have with pan-handlers, homeless people or street kids. While they may appear to be public streets, lifestyle centers are private in nature, just like shopping malls, they are privately managed built on private property.

This raises the issue of who can access the mall and if the space can be used for anything other than shopping. By creating the image of a public space, the illusion of an open lively street that is animated with a diversity of people is actually a carefully constructed and contrived diversity that create marketable landscapes (Mitchell, 2003). The 'disneyfication' that occurs in lifestyle centers increases the alienation of people from the possibilities of unmediated social interaction and at the same time increases the control by economic and social actors over the production and use of space.

Privatization of public space becomes the main concern in Setha Low's essay in *The Politics of Public Space* (2006). She focuses on the development of gated communities in North America, and questions whether these developments are providing a false sense of security and are just enhancing the segregation within the city. These communities, Low argues, are not providing the feeling of increased security and the users resent the strict regulations that they generally pertain. Counter to the established communities that the author mentions, her example of a new trend of gated communities, 'faux fortresses' located in the Simi Valley reveal the absurdity in this issue. Called 'neighborhood entry identities', these communities offer evident signs of gating yet have no one patrolling the gates. The walls, unlocked gates and guardhouse are enough to provide the sense of feeling special, exclusive, and secure. While these communities provide the same housing and amenities without the additional costs, Low points out that many who want to live in a modern-day fortress find the fake model as good as a real gated community (p.100).

Low, in conclusion, suggests that fake fortresses question whether the costs of privatization and gating will ultimately outweigh their social and political appeal. The privatization of public space erodes qualities of providing a democratic forum that is accessible and multifunctional. In contrast to these gated communities, supporting public spaces can relieve the sense of fear many people suffer as they become aware of other people and gain an understanding of different perspectives.

While the outlook for public space may seem grim, many contemporary thinkers are defending public space as it still holds value and meaning in modern society. Setha Low, Sana Taplin and Suzanne Scheld (2005), founders of the Public Space Research Group (PSRG) at New York University, argue that one way to integrate diverse communities and promote social tolerance in this new political climate is through the use of public space.

In their book, *Rethinking Urban Parks; Public Space and Cultural Diversity*, the authors agree that promoting public spaces in cities creates places for everyone to relax, learn, and recreate. This, in turn, provides a venue where interpersonal and intergroup cooperation and conflict can be worked out in a safe and public forum. With this belief, the authors have developed a framework for culturally sensitive decision making in park planning, management, and design. This framework is composed of six elements:

- 1) The importance of representing historical significance for the people using the park.
- 2) Access, not only terms of circulation and transportation, but of economics and cultural patterns; access for different social groups based on income and visitation patterns.
- 3) Providing spatially adequate territories for diverse groups within the larger space of

the overall site.

- 4) Accommodating the differences in the ways social class and ethnic groups use and value public sites is essential to making decisions that sustain cultural and social diversity.
- 5) Importance of conserving the facilities and diversions that attract people to a park when restoring its scenic features. And
- 6) Symbolic ways of communicating cultural meaning are an important dimension of place attachment that can be fostered to promote cultural diversity (p.4).

This framework provides further reinforcement of public space as a democratic forum that is accessible to everyone and supports numerous events and activities. The goal of providing public space as a means to support cultural diversity can be related to James Holston's *Cities And Citizenship* (1999), where he argues that despite the impact of globalization creating a dichotomy between the national and global when rendering national identity, he believes that place remains fundamental to the problems of membership in society (p.3). His refocus from the national to the local in support of developing citizenship situates public spaces in cities as a main forum where this development can occur.

Public Space Theory

Viewing public spaces as paradoxical space provides further insight into how these spaces generate and sustain identity. In *Open: New Designs For Public Space*, Linda Pollak (2004) considers the evolving role and definition of program in the design of urban spaces. Pollak addresses the difficulty in programming public spaces due to their complexity and the designer's inability to accurately control the outcome. Using Henri Lefevbre's analysis of the contradictions of the built environment, which according to Lefevbre, produce a "space of differences", Pollak addresses spaces that are in tension due to the cooperation or conflict between natural and social forces.

Despite the difficulty in developing program for public spaces, Pollak argues that one approach to this challenge is through the construction of a spatial heterogeneity, which can support or bring about change within itself. The example of Vito Acconci's *Island in the Mur* is composed of a playground and a theater and creates juxtaposition that helps construct its dynamic identity. Pollak argues that the disturbance of one space by another creates an intensified energy that is greater than the sum of its parts. The use of two seemingly unrelated activities beside one another create paradoxical spaces that while on their own may provide limited opportunities for creating and sustaining identity, together create a dynamic identity that enhance the vitality of the space. Public spaces that embrace multiple activities either by

complimenting one another or through their conflict produce dynamic spaces that are adaptable to change and progress.

While many public spaces like Tompkins Square Park in New York have provided places of protest, revolt, and rebellion throughout history, many authors are also investigating more of its intimate subversive qualities. Margaret Kohn (2004), discusses the sympathetic qualities one attains in public space and how public space encourages people to self reflect as they identify with others. In *Brave New Neighborhoods: The Privatization of Public Space*, Kohn suggests that public space fosters politically salient capacities and identities. Using the Scottish moral philosopher, Adam Smith, Kohn suggests that public spaces provide a forum for ethical judgment. Observing others that are quite different and yet invoking sympathy towards them, especially, someone that is suffering, provides an awareness of both the spectator and the sufferer (p.202). This encourages one to think about oneself as well as the other person when questioning their own perspectives and views towards others.

Public space, Kohn argues, facilitates the mutual recognition of strangers. So, while in private, Kohn states, "we choose our companions according to our preferences and in public we learn to share the world with those who are different" (pg.204). Her argument for public space is that it promotes contact between different races, cultures, classes, and ages. While it may seem as an ideal to believe that it can instill sympathy in everyone, it is something worth preserving in a modern society.

Frank Cunningham (2008) presents other forms of subversion within public spaces in the forthcoming book by Mark Kingwell and Patrick Turmel, *Rites of Way: The Politics and Poetics of Public Space*. Cunningham's essay, "Public Spaces and Subversion", discusses the work of anthropologist, Johan Huizinga. Cunningham describes according to Huizinga, that cities "were functionally organized to promote work, informed by an image of a human as a producer-Homo Faber- rather than as a seeker of creativity, pleasure, fun and play -Homo Ludens" (p.4). Using the latter notion of man, Cunningham argues that public spaces can provide 'fun' that is often, perhaps typically, spontaneous and opportunistic (p.4). This brings the notion of 'fun' in public spaces into a subversive state as many who live in a city are influenced by the culture of homo faber. This culture according to Cunningham, are further regimented by exigencies of a mass-market, industrialized economy (p.5). Promoting the use of public space has the potential to help erode a culture of work for a culture of fun. The subversion of shifting cultural views has implications on a society that is normally fixated towards industrial and market-driven cycles of work.

The second form of subversion that the author presents arises in the form of Trusteeship. Countering the status quo of 'possessive individualism', coined by the Canadian political theorist, C.B. Macpherson, the subversive power of 'trusteeship', Cunningham believes, can retrieve the idea of what he calls, 'developmental democracy', where people cooperate to achieve a society where everyone has the opportunity to develop his or her proper potentials (p.6). The idea of trusteeship can be exhibited in a public space where the people who use the space take some responsibility for its maintenance and well-being. By helping to keep a park clean, or defending it against exploitative development, the culture that use public spaces subvert the notions of 'possessive individualism' as C.B. Macpherson stated of modern society, pushing towards a culture of 'developmental democracy' (p.6). As the authors have illustrated, public space is multifaceted with subversive qualities that promote cultural change and shifts the state of society towards a more conscience, sympathetic, and potentially less destructive life.

The concept of Heterotopia, introduced by French sociologist, Michel Foucault, gives further insight into the nature of private and public spaces. Heterotopia, as defined by Lieven De Cauter and Michiel Dehaene in *Heterotopia and the City* (2008), is composed of places and spaces that "interrupt the apparent continuity and normality of ordinary everyday space" (pg.4). These heterotopias, literally meaning 'other places', can be conceptualized between completely private and public spaces. This third space, as defined by Cauter and Dehaene, is neither political (public) nor economical (private), but hieratic, concerned more with cultural spaces that are required by religion, arts, sports and leisure. Of interest is the association of play to the concept of heterotopia. The authors argue if public space is seen as a medium for action; to force agendas, voice opinions, and private space is used to produce work and labour, then heterotopian space, one that mediates between the public and private, allows for a more creative element of the human condition. The authors reference Johan Huizinga, using his definition of *Homo Ludens* to associate heterotopian space to a space of play. Huizinga's seven elements of *Homo Ludens* describe how play is foundational to the organization of society and the production of culture,

- 1) Outside the everyday;
- 2) Without direct purpose or material end
- 3) that unfolds within a dedicated space and time
- 4) that is rule-bound
- 5) often associated with a club or specialized society and
- 6) often partly hidden or disguised. (pg.95)

The looseness of control that play provides places heterotopian space as a threshold

between the strict conformity of laws or obedience and its transgression, allowing creativity and liberation. Viewing a heterotopia as a space of play gives further insight into the amount of control or looseness of control in a contemporary public space.

The Future of Public Space

The rise of network technologies such as the Internet has produced unprecedented means of communication and information exchange. This phenomenon has not only influenced how societies are culturally or economically organized but has changed the nature of the physical environment. As the Internet allows for faster means of communication and limitless distance for its exchange, the physical spaces this takes place in are being challenged and re-evaluated. One firm investigating the interaction between the physical and the digital public domain in contemporary urban networks is invOFFICE for architecture, urbanism and design, Amsterdam. Studying Vilém Flusser, philosopher of communication, Elizabeth Sikiaridi and Frans Vogelaar (2006) discuss how the uprising of networks within contemporary cities has changed how cities are being conceptualized.

Instead of thinking about cities in their geographical context, Flusser argues that architects and urbanists should think topologically, incorporating the ever-growing interpersonal relationships that take place in cyber space and how it manifests in physical space. Sikiaridi and Vogelaar note that physical spaces such as public spaces in cities or private spaces in homes are interacting with communication networks that dissolve their isolation and move them towards overlapping and interrelated communication spaces (J., & Melis, L, pg.84). With this in mind, Sikiaridi and Vogelaar have developed Soft Urbanism, an interdisciplinary field that explores how information-communication processes can be interwoven into public spaces in order to strengthen their coherence and integrate network systems into the built form.

The Neighbours Network City, a project developed by invOFFICE in the city of Essen illustrates the ideas behind Soft Urbanism through strategically using telecommunication networks to reinforce the fragmented public spaces across the city. The project consists of a series of interconnected proposals that address different layers of the urban network and in each intervention they propose different network logic. One of the proposals called 'wir ESSEN FÜR DAS RUHRGEBIET' (We're eating for the Ruhr region) exemplifies how network technology can connect isolated public spaces together. Using the aid of an Internet platform and local media, the city of Essen along with the Ruhr region engaged in urban dinners that were held simultaneously across the Ruhr valley. Even though the tables were positioned

in neglected spaces throughout the region, theatrical and musical ensembles and other cultural groups roamed around providing entertainment and enlivened the spaces. This event brought diverse local institutions and activity groups together using a locally imbedded Internet communication platform that provided them with the necessary interaction to realize this event.

Chapter 2

Design Studies

Analysis Framework

The case studies to be examined provide a forum to test the ideas presented in this thesis. Selection of the case studies is determined by the significance and relevance of the public space to its surrounding context. The case studies are situated in the same city to maintain coherence and to provide the constants of sharing the same history, climate, and social conditions. New York City is selected as the experimental grounds due to its rich history and complexities of urban living. Analyzing public space within New York provides the complexity needed in order to provide enough quantifiable information for this analysis. The parks were selected through their similarity in size, surrounding context, and current state of welfare. The parks, Tompkins Square Park, Washington Square Park, and Bryant Park exhibit similar scales in size and their context and current state provide evidence for the differences these parks exhibit. The structure of this analysis is composed of categorizing these parks in a timeline that illustrates their progression through major historical events and provides photos, plans, and maps as a tools to visually analyze and critique their state. Using Nan Ellin's model for creating successful spaces in the city, each case study will be analyzed for qualities of hybridity, connectivity, porosity, authenticity, and vulnerability. Finally, questioning whether each space can function in a state of flux will provide the necessary information to proceed with a design intervention.

Figure 2.1 - New York. Credit: Google Earth

The Study of Parks

Understanding the need for Diversity

One of the first pieces of literature that critically investigated neighborhood parks was Jane Jacobs' *The Death And Life of Great American Cities* (1969). Upon her study of what makes neighborhood parks successful, Jacobs argues that parks that provide a diversity of uses for a diverse neighborhood surrounding it allows the space to be fully animated and used throughout the day. Jacobs investigates three city parks in Philadelphia in order to see how these spaces physically interact with their neighborhoods.

Rittenhouse Square, which Jacobs considers as a success in the city, possess a significant amount of diversity of use as the neighborhood surrounding the square provides a mixture of users that enter and leave the park at different times. Because different people use the square at different times, it supports a diversity of uses that render the space active throughout the day. In contrast, Jacobs looks at Philadelphia's Washington Square, which is predominantly surrounded by office buildings that are used throughout the day. With a low density of dwellings in the area, the main users of the square were mostly office workers who operate on the same daily schedule. Using the square for movement on the way to work, the space was empty until lunch and then again empty once the workers had gone home. Jacobs credits this singularity of use to the deterioration of the park and has since become a space used by illicit groups of people. Franklin Square, the third park Jacobs investigates also has the problem of attracting squatters and this reflects the lack of diversity in the area.

The argument central to the analysis of these parks is that without a diversity of users, who use the parks for different reasons throughout the day, produce functional monotony and then fall into the hands of people who have no where else to go. Successful neighborhood parks according to Jacobs,

never serve as barriers or as interruptions to the intricate functioning of the city around them. Rather, they help to knit together diverse surrounding functions by giving them a pleasant joint facility; in the process they add another appreciated element to the diversity and give something back to their surroundings... (pg.101)

Washington Square Park

Historical Timeline: Comparative Diagram

Table 2.1 - Historical Timeline for Washington Square Park

Bryant Park

Historical Timeline: Comparative Diagram

Table 2.2 - Historical Timeline for Bryant Park

Tompkins Square Park

Historical Timeline: Comparative Diagram

Table 2.3 - Historical Timeline for Tompkins Square Park

bryant park

Table 2.4 - Amenity Chart for New York Parks

1900

1910

1920

1930

1940

1950

1960

1970

1980

1990

2000

2010

2020

2030

Dog Runs

Basketball Courts

Baseball Courts

Handball Courts

Bathing Area/ Pool

Wifi Access

Bandstand/ Stage

Outdoor Theater

Fashion Shows

Political Speeches

Subway Connection

Library

washington square park

tompkins square park

Washington Square Park

Located in the center of Greenwich Village, Washington Square Park consists of 9.75 acres and is also home to New York University. Undergoing three-phases of renovation, the park will have its main fountain rebuilt and moved to align with Washington Square Arch. The study of this park has shown that it is a very successful public space amongst the local community. The current renovation has raised concerns over the nature of the main fountain as it is being reduced in size and the installation of new water jets will hinder the previous events that took place in the center of the fountain.

As a public space in the city, the park satisfies the qualities of hybridity with the capacity to support recreational activities, food-vending facilities, and can host a variety of events that take place in the center of the park. As an event space, the main fountain is used as a focus for local music and theatrical performances while also serving as a space to gather and meet. The park is used by the local community and also serves as a forum for university events such as graduation ceremonies and student rallies. Throughout the park, there are a number of spaces in varying sizes that allow for different events to occur. Providing spaces for bocce ball courts, playgrounds, and seating for chess tables, the park's multifunctional nature successfully supports the quality of hybridity.

The park's location provides connectivity between the university, Greenwich Village, and four major subway lines. As a destination, the locals have considered the park as the heart of the community and as it provides a venue for many cultural events. The porous nature of the park can be witnessed along its edges as well as its entrances. The low fencing along the path creates inviting qualities that allows the public to transverse the fence and occupy the lawns. The main entrance at the north end of the park reinforces the accessibility and visibility. Entrances along the corners and intersections provide multiple entry and exit points that allow the public to circulate in and through the park thereby increasing its porosity.

Reinforced by the cultural presence in the community, the park also serves a political venue as illustrated by a rally that took place on September 27th, 2007, where Presidential Candidate, Barack Obama, gave his speech to 20,000 spectators (The New York Times, September 28, 2007). The park maintains its authenticity with ongoing events and festivals.

The park's vulnerability can be witnessed in its materiality. As the park has aged, the stone fountain has begun to crack and lose its facing. This aging is what has prompted the park renovation. Despite the deterioration of the park's surfaces, Washington Square Park fulfills the qualities required for a successful space in the city. The history of the park illustrates how it has

overcome many redesigns and still provides a successful public space for its community and the city.

The challenge for this park remains to provide an inviting and pleasant space, as it will be renovated to include two new dog runs and a smaller fountain. This could change the character of the park and shift its purpose. The park's current state of transition puts it in an uncertain future as the successful elements in the park are being changed. This could provide a possible design intervention as the celebrated aspects of the park are being contested.

Bryant Park

With a not distant history of drug abuse and public neglect, the 9.6-acre space known as Bryant Park now supports up to 3,000 visitors a day (Collins, Glenn. New York Times June 5, 2008). This is in response to the renovations that took place in the late eighties. Created by the Rockefeller Brothers Fund in 1980, the goal of the Bryant Park Restoration Corporation (BPRC) was to redesign the park to encourage better accessibility and transparency. The park's original design was composed of a classical large central lawn with flanking formal paths. Trying to rescue the park during the Great Depression, New York's Parks Commissioner, Robert Moses hired architect, Lusby Simpson, to transform the park into a city oasis by isolating it from street activity and providing elevated pedestrian paths through the site. While fairly successful in 1934, the park fell into degradation as the country suffered from the Depression and crime and poverty rose in the area. Readjustment of the park design came following the study that William H. Whyte conducted throughout New York City that concluded that the park lacked accessibility and visibility. In 1988, city agencies approved the plans drafted by Hanna/Olin Ltd. to increase the number of entrances and provide better transparency throughout the park. Now completely funded by the renamed Bryant Park Corporation, its local community once again views the park as a vibrant space.

The redesign also included a number of significant enhancements that increased its hybridity. By replacing the fixed seating with light movable chairs, the users of the park can configure their own spaces and provides the ability for groups to gather in any part of the park. This enables the park users to have more control over their environment. This allows the park to accommodate events, recreational activities, and promotes its circulation. The steps at each entrance have also become gathering/meeting spaces, providing similar qualities to the Spanish Steps in Rome. The park does lose its hybrid nature while it is overtaken by fashion shows that take place twice a year. Closed off from the public, the park becomes a fashion venue for

private interests. This privatization prevents it from fulfilling its purpose as a public space in the city. Despite the closure, the park's grand lawn transforms in the winter into a skating rink that is sponsored by private corporations. While subject to advertisements, the rink is completely free to the public and gives the park a second life providing recreation, physical exercise and activity during the winter season. Bryant Park is successful in encouraging a number of events and activities that take place although it loses its hybridity when the park is closed to the public for private interests.

Located between Grand Central Station and Times Square, Bryant Park provides the connective urban fabric that allows tourists and commuters to stop and relax at the park before continuing towards the commercial and financial districts. The park thus becomes a connector and a destination, fulfilling the needs as a buffer space before one approaches the denser parts of the city.

With the latest redesign, the park now provides better access and visibility into the site. There, the vegetation is kept very low to provide unobstructed views across the park. This provides greater personal security and allows safe passage for individuals and families. The visibility gives the park a very transparent nature that contrasts with the problematic design imposed during the Great Depression. Economically, Bryant Park Corporation (BPC) provides an abundance of information to the status of the park. The use of signage, newsletters and a website allows the public to be involved with the issues of the park. This porosity of information has been vital to the locals and those interested with events and activities that take place in the park.

The New York Public Library authenticates Bryant Park by providing a square for the Library. The park doubles its functionality as a city space and as an extension of the library. The context surrounding the park provides a unique contrast as the private office towers look onto the Public Library and the park. The park's location provides a unique venue to merge public and corporate cultures, thus enhancing its importance.

Throughout its history, Bryant Park has survived three redesigns and stands today as an important part of the city. While the park is very successfully maintained by the BPC, the number of users is estimated to double when One Bryant Park, the new office tower adjacent to the site is completed (Collins, Glen. New York Times, June 5, 2008). Along with concerns over the park's private interests, the influx of new users may render the park inaccessible by overcrowding. To survive, the park may need to be reconfigured to handle the new users while maintaining its essential qualities that make it successful.

Tompkins Square Park

Tompkins Square Park has a very politically and culturally charged history. The largest of the three parks, at 10.5 acres, it is located in the community neighborhood called the East Village. Also known as Loissaida (a merging of the words: Lower East Side), the park is situated in a more intimate residential neighborhood. The low-rise fabric and distance from major streets surrounding the park provide a quiet and calm atmosphere. Historically, the Lower East Side provided a new home for many immigrants that arrived in New York City. The present condition is still very similar, as it is home to a variety of ethnic groups consisting of Asian, South American, and European decent. Throughout history, the centrality of the park within the community has provided a venue for a number of protests and rallies. As early as 1874, unemployed workers would assemble in the park and rally against the city for employment. Culturally, the park has painful memories manifested into the Slocum Fountain, which provides a memorial for over a 1,000 German immigrants that died in 1904 with the fire and sinking of the Steamship General Slocum. The controversial protests of the late eighties gave awareness of the conflicts the city had with the neighborhood culture. Homelessness, along with concerns over gentrification created an outcry amongst the community and the city's response came at the cost of severe police enforcement. Despite its conflicted history, the park contains some of the earliest evidence of the playgrounds in New York City and supports the first inter-park athletic championship which hosts over 10,000 spectators at the event. The inclusion of recreational facilities in the park during the 1930s provided handball and basketball courts along with new playgrounds. The construction of a band shell in 1961 provided a venue for many local musical talents and developed a unique culture in the park. The band shell was removed and renovations that took place in the early nineties have drastically changed the character of the park.

The park redesign of 1992 has included higher fencing, the removal of the band shell and new playground construction. These changes have removed much of the character of the park. With the loss of the band shell, Tompkins Square Park has lost much of its cultural identity and the musical community has suffered in response to it. The recreational spaces still provide a hybrid quality for the park as it provides spaces for youth sports and activities.

The distance to the nearest subway line creates problems for accessing the park. Bus transit is still heavily used in the area and serves the majority of the local community. The park still functions as a connector within the area and serves as a link to provide passage and circulation throughout the park and its context.

The edge conditions surrounding the park create an inward looking character as the high black painted iron fencing separates the park from the street. Within the park, this fencing continues and gives the sense of separation to many of the parks spaces. The segregation of park spaces creates problems of porosity as visibility and accessibility are constrained.

The loss of its musical history, along with lack of gathering spaces due to fenced playground and dog run spaces negates the park of its historical significance and it therefore loses its authenticity as the park segregates and isolates its spaces. While the recreational spaces provide a venue for sports and recreation, they are separated from the rest of the park.

The history of the park shows it's troubled past and while the current park design overlooks many of its previous attributes, the location and scale of it may provide opportunities to better serve its community. With the growing recession in the United States, the park may provide a place of relief and recreation through the difficulties that lay ahead. Preparing for possible economic crises, Tompkins Square Park can prepare itself through possible design interventions that reinforce its recreational and athletic qualities. Education and training can offer opportunities during recessions. The inclusion of a professional athletics facility in the park may provide such encouragement for the community.

Chapter 3- Design Proposal

The Jarvis Parkway, an example of Park-Scape Infrastructure, arises out of the body of research into New York's neighborhood and city parks and proposes a new typology onto Jarvis Street. The lack of connectivity and continuity once found on Jarvis has been reduced to a set of isolated and disintegrated neighborhood parks, abandoned and decrepit heritage sites and a nonexistent public realm due to the prominence of vehicular traffic. Research into New York's neighborhood parks reveals that the parks act as connectors, usually becoming the center of a neighborhood by containing amenities for people of all ages.

The three neighborhood parks studied in New York each reveal different qualities that help them become a success in terms of use and appreciation. Bryant Park has become a commercial success following the improvements resulting from Whyte's study of the park. By increasing accessibility and visibility, the park is able to support large numbers of visitors while allowing for maximum flexibility of its users once inside. The surrounding office towers around the park provide the necessary density to support constant use and its proximity to Times Square, Grand Central Station, along with the New York Public Library positions the park as a connector of these significant places.

Washington Square Park supports institutional development with the New York University using the park for school ceremonies and gatherings. While Tompkins Square Park boasts athletic courts for residential and educational use. Each of these parks becomes central to their neighborhoods, becoming a public yard for the local community to use. These parks work with the established neighborhoods and provide the necessary amenities to support the nature of the community. When the Jarvis street parks are examined, there is an enormous lack of community surrounding the parks. With the prominence of vehicular traffic, the once established community along Jarvis has been reduced to small segregated pockets of neighborhoods that lack any unifying sense of community. The Jarvis Parkway becomes a new approach to integrating the existing parks into a larger network of continuous green open spaces. By expanding the parks into one large system, the project becomes comparable in size to Central Park in New York City. Examining this Park reveals the potentials of creating connective continuous space by understanding how Central Park relates to its context, the city.

Central Park

History

The history of Central Park reveals how the inadequacy of small parks in an urban core drove the need for a large-scale intervention that composes six percent of Manhattan at 843 acres. As early as 1833, expansion of development in New York was creating traffic pressures and congestion. During this expansion, the Assistant Board of Alderman's Committee on Lands and Places began securing land for squares and public places for parades and festivals. They believed the parks most important asset was to "serve as ventilators to a densely populated city." They went on and declared "almost every stranger who visits us, whether from our sister States or from Europe, speaks of the paucity of our Public Squares; and that in proportion to its size, New York contains a smaller number, and those few comparatively less extent than perhaps any other town of importance" (Heckscher, pg.9). In response to this condition, Francis Nicholson's montage of individual parks (fig. 3.1) was published along with a map of the City showing how insignificant they really were. (fig. 3.2)

The need for a large park came about by the editorials produced by William Cullen Bryant and Andrew Jackson Downing. Bryant's (1794-1878) editorial entitled "A New Park" came about in July 1844, which he called for "an extensive pleasure ground for shade and recreation" and in June 24, 1845 argued against the failure of the city plan to incorporate "a range of parks and public gardens along the central part of the island or elsewhere." Downing (1816-1852), an editor of the *Horticulturist*, published *A Treatise on the Theory and Practice of Landscape Gardening, Adapted to North America* in 1841. In a series of public letters, Downing compared London's enormous parks with Manhattan's which he concluded, "What are called parks in New York, are not even apologies for the thing; they are only squares, or paddocks" (Heckscher ,pg.12).

The editorials reached out to the masses and became an important topic for mayors to address. In April 1851, Ambrose C. Kingsland issued a statement about the inadequacy of the City's public places; in May, he stated to the Common Council that the time was right for purchasing the land for a park "on a scale which will be worthy of the city" (Heckscher, pg.12).

With the Panic of 1857, the economy worsened and the scale of the proposed park came into question. In March 1854, a majority of the Committee on Lands and Places, finding neither need nor justification for Central Park to be so large, voted to remove the southern twelve blocks (Fifty-ninth to Seventy-second Streets) together with 400 feet from each side. The park was going to be significantly reduced in size until the mayor, Fernando Wood, who was elected

in 1854 vetoed the council's park reduction resolution, by stating, "To assert that this park will be too large is entirely unworthy of even the present position of this metropolis, to say nothing of a destiny now opening so brilliantly before us" (pg.17). The scale of the park is a fundamental aspect to how successful it is as a natural open place within a dense urban fabric. blocks (Fifty-ninth to Seventy-second Streets) together with 400 feet from each side. The park was going to be significantly reduced in size until the mayor, Fernando Wood, who

Figure 3.1 - Montage of New York's Parks. Credit: Creating Central Park

Figure 3.2 - Map of New York with Parks highlighted. Credit: Creating Central Park

Design of Central Park

Following a public competition, Calvert Vaux, a young architect and Fredrick Law Olmsted, the park's superintendent, proposed the winning design. The proposal divided the site into two distinct areas, separated by the reservoirs. The park consisted of a complex and varied lower park and a bold and open upper park. The concept of the design was based on a study of the City and its patterns of growth. By looking at the city's history, they saw that time and again the extent and rapidity of its growth had been underestimated. They acknowledged that the City would expand dramatically around the park and that eventually heavy traffic would need to move freely across it. Their solution consisted of first, submerging the four required east-west transverses (thought to be impossible at the time), thereby providing permanently open streets, for non park traffic; and second, to carry the park drives over the transverses, subtly without much elevation, thereby achieving a "unity of effect" for the five separate park sections created by the transverses.

Figure 3.3 - Fredrick Law Olmsted, 1860. Credit: Creating Central Park

Figure 3.4 - Calvert Vaux 1860
Credit: Creating Central Park

Figure 3.5 - Central Park, 1879, William I Taylor
Credit: Creating Central Park

Figure 3.6 - Profiles of the Central Park. Credit: Creating Central Park

Figure 3.7 - Series of Central Park Bridges. Credit: Creating Central Park

Figure 3.8 - Gapstow Bridge 59th Street. Credit: Creating Central Park

Figure 3.9 - Bridge No VII. Credit: Creating Central Park

Figure 3.10 - Lake Bridge. Credit: Creating Central Park

Figure 3.11 - Pinebank Arch. Credit: Creating Central Park

Central Park Mapping

The layering of Central Park reveals the intricacies of paths throughout the park.

Pedestrian paths make up most of the path system in the park, consisting of natural flowing routes that link to natural features such as lakes ponds, gardens, fields, and rivers. The pedestrian paths meander through the park, taking a more scenic approach as it contours the topography of the land. These paths are at most, no wider than five meters and together create a network of circulation that links to the city sidewalk adjacent to the park. Walkers, runners, cyclist, rollerbladers and skateboarders use these paths.

The Carriage path now referred to as Park Drive acts as a secondary road system during peak hours but is closed on weekends and holidays. The maximum speed limit on this drive is 25 miles and hour, which keeps the speed of traffic fairly slow for the safety of cyclist and horse drawn carriages. The path is offset into the park and acts as a large circular route, allowing it to be used to circulate around or through the park. This path also flows naturally along the contours of the topography and is separated from the pedestrian paths through a series of intricate bridges that allow for uninterrupted travel. These bridges become the essential element to the flow of the park. By having uninterrupted path of travel, the user not only moves faster but can remain immersed in the experience of moving through the park. The different speed of movement along with the visual complexity of traversing though the park at different elevations enhances the experience and reinforces the need for uninterrupted paths of travel. The vehicular streets that transverse the park require the most infrastructure in terms of tunneling and bridging over. The four streets divide the park into five sections. The continuity of the park relies on the streets burrowing under the park landscape. This allows the vehicular traffic to move quicker through the park without any hindrance to the natural flow of the landscape.

The park's success rests on its connectivity to the surrounding context, giving a person a chance to use the park to travel to different parts of Manhattan whether it be to it's museums, financial district or even Times Square. The continuity of the park allows for this to happen with its consideration to how the paths work together forming a network of circulation and event as they flow smoothly through the park.

Figure 3.12 - Central Park Pedestrian Routes

Figure 3.13 - Central Park Carriage Routes

Figure 3.14 - Central Park Vehicular Routes

Figure 3.15 - Central Park Natural Topography

Figure 3.16 - Central Park Built Form

Figure 3.17 - Central Park Bicycle Parade. Credit: Creating Central Park

Figure 3.17 - Central Parkn Painting. Credit: Creating Central Park

Precedents

A number of recent urban developments are beginning to use continuous park systems as a way to connect urban elements such as neighborhoods, public transit, and other existing natural features.

High Line Project

The High Line Project is a recent new park designed on the west side of Manhattan. Designed by landscape architects, James Corner Field Operations with architects Diller Scofidio + Renfro, the park uses a 1930's freight train railway system as a continuous platform that elevates the user above grade and moves northward, passing over existing buildings underneath. When all sections are complete, this project will be a mile-and-a-half-long elevated park, running through the West neighborhoods of the Meatpacking District, West Chelsea and Clinton/Hell's Kitchen. The park consists of weaving pathways that divide natural plantings. Seating and lighting are movable in some areas, which allow for some user flexibility.

While the existing railway provides the necessary infrastructure to support the linear park, it does prevent it from being fully integrated back into its surrounding context. The paths on the highline only lead you to the other end of the park. There is no need to use the park as a way to travel across the city unless the final destination is the same as the end of the park. Without linking paths, the elevated platform becomes segregated from the city rather than becoming a part of it. New development along this park should seek to fully utilize the space as a way to incorporate it back into the city. The park must have a connective function along with its continuous elements. If the users have nowhere to go once on the park, then it becomes more like a stage of spectacle rather than a cherished green space within the city.

Figure 3.18 - High Line Project. Credit: <http://www.highlineproject.com>

Figure 3.19 - High Line Project. Context Plan. Credit: <http://www.highlineproject.com>

Four Towers

The winning proposal for the Shenzhen 4 Tower in 1 competition features a continuous park system that unifies 4 high-rise towers to social programs located in an elevated podium base. Steven Holl Architects call their elevated platform the "social bracket" as it consists of public spaces such as art galleries, auditoriums and a cinema. More than a roof top garden the social bracket's roof collects rainwater from all four towers and cleans it with an ultra violet filter system. The bracket's form begins on grade and begins to ascend as it meanders by the four proposed towers. The park located on the roof of the bracket contains a single path that leads up to a vertical green wall. Below the park, a corridor cuts through the interior of the bracket, opening up into the park at various moments along the path. The design illustrates how new development can incorporate both high-density program along with an open green space. This typology creates new development that also provides new open spaces rather than consuming the remaining open spaces in the city.

The design of the park along with an internal street suffer similar difficulty as the High Line Project; it produces a park that is continuous but with nowhere to go once you are on the platform. The corridor that runs through the bracket has only one path of travel, through the platform and up the tower. There is a lack of connectivity that could be produced if the corridor branched out and provided multiple paths of travel. The design will need to integrate more with the surrounding context in order to stay active and useful.

Figure 3.20 - Four Towers Competition. Credit: <http://www.stevenholl.com>

Figure 3.21 - Four Towers Competition Rendering. Credit: <http://www.stevenholl.com>

Olympic Sculpture Park

Responding to a difficult site, Weiss/Manfredi Architects decided to use a continuous invented ground plane that wanders from the city to the water's edge, linking three parcels of land as the path bridges over the street with a V-shaped form and 26 feet over the train tracks. Central to this landform is a 2,200-foot path that leads visitors from the pavilion, through a series of outdoor sculpture galleries. The park uses similar elements to Central Park. The different speeds of movement produced by the users on the park, the street traffic below and the trains to the side all combine to form a harmonious interplay of land, movement and form.

The Z Path accomplishes two main aspects to the overall design, using the path will provide different views of the city, the streets, and the park while also ascending over it and descending back down onto the city's waterfront. Similarly to Toronto, Seattle's railway and highway divide the city from its waterfront. This approach exemplifies how a continuous landform can connect the city to a natural feature such as the waterfront. The use of a continuous path along a landscape provides an integrated system of infrastructure and park, building and land.

The three precedents investigated provide new ways to create open park space in dense urban fabric. The use of a path on a continuous landscape provides the required connectivity that allows for these projects to work harmoniously with the city fabric. Using an uninterrupted park system as a means to connect and unify city elements provides a unique approach to creating more open space and connecting the city to it, establishing a new park network in a dense urban fabric.

Figure 3.22 - Seattle Olympic Park . Credit: <http://www.seattleartmuseum.org>

Figure 3.23 - Seattle Olympic Park . Credit: <http://www.seattleartmuseum.org>

Design Process

Toronto, like New York, has a collection of neighborhood parks located in the downtown core. The grid pattern layout for vehicular circulation also reflects the grid pattern in Manhattan. Like New York, Toronto also contains a large city park that contains continuous pedestrian/cyclist paths within it. High Park connects to the waterfront and reaches Bloor Street at the northern end. Unlike Central Park, High Park is fairly far from the downtown core, located around low-rise residential buildings, the park remains easily accessible to its local surrounding. Unlike Central Park, High Park does not provide the necessary connectivity to traverse the park to get to any place other than the park itself. While the Ravine systems found in Toronto provide a continuous fabric, they too are located away from the densely populated downtown core. The Don valley parkway begins at the outskirts of the core, once again not able to act as anything other than a recreational path used for local travel or recreation.

Toronto Island Park is a major green open space that provides uninterrupted paths of travel yet is only accessible through ferry transportation. Another leisure park, Toronto Island Park cannot influence the downtown core to become a pedestrian/cyclist realm, shifting the importance of natural means of transportation as opposed to vehicular means. Toronto needs a park system that not only provides green open space, but also becomes a crucial aspect to how one can move through the city, providing pedestrian/cyclist connectivity into and around the downtown core.

Central Park is more than a park; it unifies districts, culture, infrastructure, and transportation into a natural system that works harmoniously in a dense and complex urban fabric. While Toronto has a plethora of small urban parks and large distant city parks, it requires the connective and continuous elements that a city park can provide once it is located within the urban core. A central park in Toronto can provide the necessary infrastructure to create and connect pedestrian and cyclist paths to a dedicated network and promote non-vehicular means of travel as a push away from its dependence and towards a healthier, more natural and livable city.

Figure 3.24 - Map of Toronto showing ravines and parks as well as existing paths

Toronto Official Plan

Using the Toronto Official Plan as a framework for the intervention, an architectural response can exist within improving the beauty and connectivity of the city. In turn, its influence on diversity and opportunity within the city will be positively impacted along with creating leadership and stewardship once the built form is established and utilized. Again, using the Official Plan indicates that each element of the city must be considered and incorporated into the design. The Public Realm, Built Form, Heritage and Parks/Open Spaces are all areas that any architectural project must address and therefore integrate into its overall design.

The Official Plan acknowledges the negative impacts of vehicular traffic in the city and puts forward policies to encourage pedestrian and cyclist connections, such as discouraging automobile commuting and all day parking, developing street improvements that enhance the pedestrian environment and measures undertaken to make it safer to walk and cycle downtown, and encouraging new development to connect to the PATH system underground.

The design intervention must address the aforementioned principles and policies above but do so by proposing a typology that integrates built form with public space/parks and reinforces the existing heritage areas. The outcomes of the proposed intervention will strengthen the public realm, giving citizens stewardship and pride for living and working within a city that gives importance to its cyclist, walkers, runners, rollerbladers and even potentially skaters and cross country skiers.

Toronto Official Plan Principles

Public Realm

-Great cities are judged by the look and quality of their squares, parks, streets and public spaces and the buildings which frame and define them.

Built Form

-Developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building and site fit within the context of the neighbourhood and the City.

Heritage

-The Plan focuses on conserving Toronto's remaining irreplaceable heritage resources, including our heritage landscapes, historic cemeteries and buried archaeological sites.

Parks/ Open Spaces

-As Toronto grows and changes, the parks and open space system will need to expand. But our green infrastructure is no different than our roads and sewers. Maintenance and reinvestment is required for city building

Figure 3.25 - Diagram indicating overarching principles for the Toronto Official Plan

Velo-city

An approach reflecting the goals of the Official Plan can be found in Chris Hardwicke's (2005) project, Velo-city that proposes a cyclist highway for Toronto's commuters. Addressing the need for an established bicycle pathway, Velo-city is composed of a series of tubes enclosed by glass that transport commuters into the city. While at first this project may seem expensive and unrealistic, Hardwicke argues that taking in all expenses to maintain road systems, along with the health risks caused by air quality can offset the costs once the system is up and running. Hardwicke believes that this project is desperately needed in this city as the Toronto Bike Plan set out a goal to double the number of bicycle trips by 2011 while reducing the number of bicycle collisions and injuries. The Bike Plan proposes 1,000 kilometers of bicycle route along existing wide streets and open spaces instead of actively creating a strategic commuter network. Velo-city offers an alternative that parallels existing transit infrastructure. The bikeways are connected to the subway, railway, highway and parking lots, thereby offering more commuting choices. According to Hardwicke, Velo-city simply gives bicycles the same level of dedicated infrastructure that other modes of transit enjoy. As Trains have dedicated corridors, cars have highways and most of the roads, streetcars have tracks, and pedestrians have sidewalks. Velo-city provides; "The environmental conditions that would allow many more cyclist to bike year-round" (Wilcox, A., & McBride, J. p.209)

This project solves the problem of creating a dedicated bicycle network in the city, but does so along the same lines as all other infrastructural projects. The sole function of Velo-city is to transport bicyclist into and out of the downtown core. This project only proposes another highway system, if only to transport cyclist without any other possible functions that could arise from creating a cyclist path. This project does fulfill the need to connect a bicycle network with continuous pathways but does not propose anything other than another single-function infrastructure. The thesis acknowledges that any path system proposed will require significant secondary functions like a park system that not only supports a continuous path but defines it as a park, not another pedestrian/cyclist highway.

Figure 3.26 - Velo-City Renderings Credit: UTOPIA

Jarvis History

The history of Jarvis Street begins to reveal the grandeur and prestige the street once had. Composed of some of the oldest buildings in Toronto, Jarvis Street is home to important heritage sites. The Jarvis Collegiate, built in 1807, is the oldest high school in Toronto. The Northfield House, built in 1872, was home to Sir Oliver Mowat, one of the Fathers of Confederation and Premier of Ontario. Along with the McMaster (Massey Family) House built in 1882, now owned by the Keg Mansion restaurant, the street was also home to the Gooderhams, Mosses, Cawthras, and Flavelles.

The history of the parks along Jarvis Street also reveals its prestigious character as they were built around prominent churches like St. Andrew's Church and the Jarvis Street Baptist Church. Both these churches were built in the 1870s and required an open space to demarcate its presence along the street. Built in 1858, one of Toronto's oldest greenhouses, the Palm House in Allan Gardens is home to year round vegetation from tropical climates and rare parts of the world.

The unifying factor of this street rested on the vegetation that once lined the pedestrian boulevards along the street. Consisting of luscious dual lined mature trees, Jarvis Street provided a natural setting where the trees would drown out the noise from the city and clean the air while providing shade for the pedestrians that enjoyed being on the street as much as using it.

Figure 3.27 - Historic Jarvis Street Credit: City of Toronto.

Figure 3.28 - Historic Jarvis Street Credit: City of Toronto.

Figure 3.29 - Jarvis Collegiate Credit: City of Toronto.

Toronto's Jarvis Proposal

An opportunity for an intervention arises with the newly proposed Jarvis Street: Streetscape Improvement Environmental Assessment, a report put out by the City of Toronto. Considered by the Toronto Official Plan as a "cultural corridor" (http://www.toronto.ca/culture/waterfront_plan.htm), The Jarvis proposal addresses the degradation of the once prestigious street and analyzes existing conditions to determine what possible outcomes of street interventions can improve the nature of the street.

The proposal develops a matrix to determine which solution will fully address all the environmental factors such as the social, natural, economical, transportation, and implementation cost factors. The study concludes that once all factors have been considered, the best solution is to reduce the street by one lane and propose a widened boulevard that consists of tree plantings and streetscape furniture and lighting devices.

Using the same environmental factors, the thesis solution has been amended to the matrix in order to analyze the success of implementing the thesis project along with the other solutions. Based on this analysis, the thesis proposal exceeds the proposed solution by completely satisfying each environmental condition.

Figure 3.30 - Proposed Solution
Credit: Environmental Study Report

Figure 3.31 - Proposed Solution Credit: Environmental Study Report

Figure 3.32 - Proposed Solution Credit: Environmental Study Report

Figure 3.33 - Proposed Solution Credit: Environmental Study Report

Figure 3.34 - Proposed Solution Credit: Environmental Study Report

Context Analysis

The Toronto parks and ravines analysis focused on the need for a large park within the downtown core. An overview of the existing street corridors identifies the lack of park connectivity along Toronto's north-south axis streets. Focusing into the downtown core, main corridors have been identified between Spadina Street and Parliament Street as the area with most density and built form. In each of these corridors, the possibility of intervention was determined by the amount of open, unused spaces, linkage to heritage, linkage to parks and linkage to existing pedestrian paths laid out by the city. Of these corridors, Jarvis Street proved to contain all of these elements and still be in need of much improvement as vehicular dependence on the street has eradicated many of its unifying characteristics required to sustain a strong public realm.

The layers of mapping combine and begin to illustrate areas of potential as well as preliminary form. Once all the maps are overlaid, the need for physical continuity is essential to provide connectivity to a new network that reinforces non-vehicular means of transportation.

The scale and potential of the site is evident once an image of Central Park is superimposed onto Jarvis Street.

Figure 3.35 - Map of Toronto: Urban Core and Pedestrian Paths

Figure 3.36 - Jarvis Street, Existing Parks

Figure 3.37 - Jarvis Street, Heritage Buildings

Figure 3.38 - Jarvis Street, Open Unused Space

Figure 3.39 - Jarvis Street, Existing Buildings to be Incorporated into Proposal

Figure 3.40 - Jarvis Street, Existing Bicycle Path Routes

Figure 3.41 - Jarvis Street, Proposed Bike/Pedestrian Path Network.

Figure 3.42 - Jarvis Street, Overlaid with Central Park

The Jarvis Parkway Design

Concept

The architectural proposal is processed through topographical interventions that occur throughout the design. A breakdown of the guidelines set forth by the Toronto Official Plan has been synthesized into 6 over-arching policies that identify key goals for Jarvis but can be modified for the other corridors in the downtown core. The policies are:

Design Guideline for Jarvis Street

1. Identify and connect existing public parks on Jarvis Street;
2. Identify and connect Heritage buildings;
3. Connect existing built fabric to proposed bike and park network;
4. Reduce vehicular traffic and create a Bike/Pedestrian friendly corridor into the city;
5. New residential development to reinforce and further enhance the above conditions;
6. New development to provide the density to create a residential community on Jarvis

Figure 3.43 - Design Guidelines for Jarvis Intervention.

Identifying separate architectural elements and integrating them into an overall topography provides a single architectural gesture that can remain continuous and become a link for the separate elements of the site. The architectural elements are composed of:

Topography

Through,

1. Bridging
2. Housing
3. Landscaping
4. Integration with exist fabric
5. Linkage
6. Definition of boundaries
7. Accessibility

Alternative Solution 1	Alternative Solution 2	Alternative Solution 2b
Do Nothing	Streetscaping Modification within the Boulevard with no modifications to the curblane	Streetscaping Improvements- no Modifications to the Curblane with Bike Lanes
Social Environment Impacts		
- No improvement to establishing Jarvis Street as a cultural corridor with an emphasis on its heritage and historical significance from what currently exists.	-Limited opportunities for heritage features, tree planting, landscaping and urban design elements. -Limited or no opportunity for improvement to the historic public realm.	-Same as Alternative 2.
Transportation Service		
-Sufficient capacity on intersection operations with acceptable delays at intersections. -No improvement to existing transportation service from what currently exists.	-Same as Alternative 1. -Limited opportunities to improve the pedestrian amenities within the existing curb lines.	-Modest increase in travel times for motorized traffic and transit. -Negligible effects of removal of reversible lane. -Lower speeds improve traffic safety. -Some opportunities to buffer pedestrians from vehicular traffic. -Opportunity for bicycle lanes.

Table 3.1 - Jarvis Alternative Solutions Matrix

Alternative Solution 3	Alternative Solution 4	Thesis Solution
Streetscaping Improvements-Median Option	Streetscaping Improvements-Boulevard Widening	<u>Integrating New development as a parkway</u> to provide uninterrupted paths and form a pedestrian/cyclist network
-Some opportunities to improve the historic public realm by incorporating heritage and urban design elements in the median. -Little opportunity to develop areas of emphasis since median is at a distance from the pedestrian realm and other heritage sites of interest. -Limited improvements to the existing pedestrian realm. -Standard City approach to pedestrian improvements.	-Greater opportunities to improve the historic public realm by incorporating heritage and urban design elements. -Greatest opportunity to develop areas of emphasis because it is in close proximity to the pedestrian realm and heritage and other sites of interest. -Standard City approach to pedestrian improvements with opportunities to include treatments that are tailored to the unique environment of Jarvis Street	-Full implementation of heritage features by incorporating new development as an open air museum that emphasises and celebrates historic realm. -Full implementation of important areas as development incorporates the existing fabric with parkway. -New City approach to pedestrian realm by giving highest order to pedestrian and cyclist movement.
-Modest increase in travel times for motorized traffic and transit. -The median is a physical barrier to left turns to minor accesses along Jarvis Street. -Negligible effects of removal of reversible lane. -Lower speeds improve traffic safety. -Median acts as a refuge for pedestrians crossing the street. -Little change to existing lane widths.	-Modest increase in travel times for motorized traffic and transit. -Negligible effects of removal of reversible lane. -Lower speeds improve traffic safety. -Greater opportunities for improvements to pedestrian amenities and will buffer pedestrians from vehicular traffic. -Opportunity for bicycle friendly curb lanes. -Increase in pedestrian and bicycle mode share.	-Modest increase in travel times for motorized traffic and future transit. -Lower speeds improve traffic safety. -Greatest opportunities for improvements to pedestrian amenities and parkway will buffer pedestrians from vehicular traffic. -Opportunity for bicycle friendly paths along parkway. -Increase in pedestrian and bicycle mode share. -High increase in travel times for pedestrian/cyclist transit.

Alternative Solution 1	Alternative Solution 2	Alternative Solution 2b
Do Nothing	Streetscaping Modification within the Boulevard with no modifications to the curbline	Streetscaping Improvements- no Modifications to the Curbline with Bike Lanes
Natural Environment Impacts		
- No improvement to the existing environmental sustainability, enhancements to tree canopy and landscaping from what presently exists.	-Little to no opportunities for environmental sustainability improvements and landscaping within the existing right-of-way due to space constraints. -No opportunities for planting trees in existing boulevard	-Same as Alternative 2.
Economic Environment Impacts		
-There will be no effect on the economic environment for this alternative from what presently exists.	-Same as Alternative 1. -Marginal improvements to economic conditions based on the minor aesthetic improvements to the area.	-Same as Alternative 2 with minor impact to business accesses due to bike lanes.

Table 3.2 - Jarvis Alternative Solutions Matrix

Alternative Solution 3	Alternative Solution 4	Thesis Solution
Streetscaping Improvements-Median Option	Streetscaping Improvements-Boulevard Widening	<u>Integrating New development as a parkway</u> to provide uninterrupted paths and form a pedestrian/cyclist network
-Some opportunities for environmental sustainability improvements and landscaping within the median and the existing right-of-way due to space constraints. Such opportunities include using alternative landscaping methods, such as shrubs, grasses or other sustainable landscape materials. -No opportunities for planting trees in existing boulevard or median.	-Greater opportunities for environmental sustainability improvements and landscaping in the widened boulevard. Such opportunities include using alternative landscaping methods, such as shrubs, grasses or other sustainable landscape materials. -Few opportunities to plant additional trees to widened boulevard.	-Full implementation of environmental sustainability with increased use of new parkway. The new space along development allows for natural vegetation including trees and smaller bushes and shrubs to grow with little to no maintenance as parkway uses natural processes such as water runoff and containment along development.
-The median will prohibit left turn access to businesses along Jarvis Street. -Marginal improvements to economic conditions based on the minor aesthetic improvements to the area.	-Widened boulevards have minor impact to business accesses. -Improvements to economic conditions due to improvements to pedestrian realm and subsequent increase in pedestrian and cyclists that can frequent businesses. -Opportunity to implement parking bays by businesses.	-Business access will be re-addressed to become fully integrated along parkway and existing roads. -Providing access along parkway and at grade will be fully supported by higher use of pedestrian and cyclists using the new system. -Businesses can expand with new interests in athletics/recreational aspects of parkway such as running, cycling, horseback riding, and potentially skiing, skating and sledding in the winter time.

Alternative Solution 1	Alternative Solution 2	Alternative Solution 2b
Do Nothing	Streetscaping Modification within the Boulevard with no modifications to the curbline	Streetscaping Improvements- no Modifications to the Curbline with Bike Lanes
Implementation Costs		
-There will be no additional implementation costs for this alternative from what presently exists.	-Little construction cost related to the marginal streetscape improvements within the existing curb line. -The addition of streetscape features may result in a minor increase in maintenance/operation costs.	-Minimal construction costs to convert existing 5 lane roadway configuration to 4 lane roadway with bike lanes.
Final Evaluation		
-The lack of any development will not satisfy or exceed any of the Toronto's Official Plan goals and principles.	-Same as Alternative 1. -By adding some streetscape features, the development will not proceed successfully into the future.	-Same as Alternative 2 with bike lanes will not provide the necessary infrastructure to allow for continuity and self sustainment once constructed.

Table 3.3 - Jarvis Alternative Solutions Matrix

Alternative Solution 3	Alternative Solution 4	Thesis Solution
Streetscaping Improvements-Median Option	Streetscaping Improvements-Boulevard Widening	<u>Integrating New development as a parkway</u> to provide uninterrupted paths and form a pedestrian/cyclist network
-Moderate construction costs for the removal of part of the road and construction of the median. -Operational costs will increase due to additional streetscape improvements in the median.	-Very high construction costs for the removal of part of the road, relocation of utilities and construction of the widened boulevard. -Operational costs will increase due to additional streetscape improvements in the widened boulevard.	-While initial construction costs will be high, the improvements along Jarvis Street can be offset by the profit off the new development and give back the funds to renovate the street conditions. -Operation costs will depend on the stewardship of the new inhabitants along the development which can aid in not only maintaining but further developing parkway and the street.
-The introduction of the median will only create further restrictions as new islands of green space will only be a visual relief while not addressing pedestrian/cyclist issues.	-The boulevard widening is a possible solution to well defined areas along Jarvis but should not be seen as the only strategy moving forward for this study.	-The parkway with boulevard enhancements along Jarvis Street will provide the most integrated solution by developing the streetscape of Jarvis Street while also providing the necessary pedestrian and cyclist paths needed to connect and develop the character of the street. -The need for a parkway along Jarvis satisfies and surpasses the Toronto's Official Plan by providing a new typology for development in Toronto.

Massing

The massing of the form is derived from incorporating the existing fabric, the proportions of the streetscape, and parks and open spaces. The massing rises higher in areas of high potential growth and areas with parks. This is required to facilitate the higher density needed to sustain the new development and parks. Areas of lower density are more sensitive to the existing fabric. Heritage sites and significant buildings reduces the new massing, playing a secondary role where only new park space is proposed consisting of linked pathways. The overall massing of the parkway becomes wavelike, rising up with potential energy and calming down as the energy dissipates into the historic and significant fabric.

Figure 3.44 -Exploded Axonometric of Jarvis Parkway

Composition

The Jarvis parkway is envisioned as a natural occurring topography, a landmass that thrusts upward, reaching out to light, air and views and pierced with craters, bringing light, air and views onto the street. The combination of the two elements produces forms that rise up organically while still providing the functional vertical elements required to clad transparent openings and provide sufficient floor to ceiling height requirements. The interplay of the flowing landscape of the roof with the piercing canyons of its opening gives the form a visual unity, allowing for the park-scape to flow under, through and above the form while providing views into its innards where dwellings and shelter lays.

Materiality

The main building material is soil. The goal of providing a new continuous parkway across Jarvis Street requires the use of natural materials that contain all the same qualities that are needed in a temperate climate. The use of earth along the roof of the parkway combines the natural aesthetics with all the rain retention and thermal properties of undisturbed ground. Where soil cannot be used, especially along vertical faces, the use of stone replicates the natural conditions occurring in mountainous regions, as the earth rises up, the vegetation subsides revealing the bare rock of the mountains.

Figure 3.45 -Typical Transverse Section of Jarvis Parkway.

Structural Composition

The general structure of the proposed intervention consists of a concrete slab floor structure, supported at the cut out openings, where the forces will transfer onto a cross ribbed structure that spans the distance of the proposal. The use of fabricated steel beam structural system provides efficient and quick construction as the structure forms a web over the floor plates and solidifies with the overall weave. This concept is similar to the Beijing National Stadium designed by the Herzog & de Meuron firm in China. Using the idea of a woven bowl, or basket, the individual structural members weave together to form a solid whole.

Figure 3.46 -Beijing National Stadium Credit: <http://www.herzogdemeuron.com>

Figure 3.47 -Exploded Axonometric of Focus Area.

Figure 3.48 -Jarvis Parkway Rendering Showing Integration into Existing Context.

Figure 3.49 -Jarvis Parkway Rendering showing Open Air Museum

Figure 3.450 -Jarvis Parkway Rendering showing Bridging

Chapter 4- Providing a Better Future

Conclusion

The Jarvis Parkway, a model for Park-Scape Infrastructure, provides a vision for how we can grow out of an auto-centric city. More importantly, the design raises possibilities for addressing issues that plague many modern day cities. Globalization, capitalism, and privatization are contemporary conditions that affect the openness and connectivity of our public spaces. As cities develop and grow, the public spaces in the city become disconnected and isolated, or are of insufficient scale to address this new level of density.

Modern Cities must also cope with pollution caused by vehicular transportation. The dependence on the automobile within the city greatly restricts other forms of transportation that could thrive with greater consideration. The need for energy also becomes a great concern in cities as the cost to live and work within the city rise higher each year as gas prices climb and maintenance increases on automobiles.

The thesis focuses on connecting the city together with continuous walking and biking paths. By creating a continuous non-vehicular network, in the form of a park; a new typology is created that provides a vision for living in a city that returns to natural sustainable systems. Precious vegetation and fertile soil are returned to the core of the city, creating a connected and adventurous path that is as enjoyable to dwell on as to walk through, and still providing mixed use development that further sustains this new way of living.

The introduction of a large park system in the downtown core allows recreation space for a denser city housed in predominantly multi- unit housing and high rises. By connecting pedestrian and cyclist paths to a dedicated park system, and the existing transit systems the city can foster growth in a more sustainable manner.

This thesis suggests a means of creating public domain in a city without the lands or public policy available to create new spaces for it. The Jarvis Parkway appropriates what is truly public space in the North American city-- the road and its "right of way" and trades increased density to private developers for both open space or integrated park space within, between, or over new development.

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Appendices

A.1 . Historical Timeline/ Park Analysis/Context Analysis

Bryant Park

1686 New York's colonial governor Thomas Dongan designates the land now known as Bryant Park as public property. The area is still wilderness, and the hunting grounds of Native Americans.

1776 General Washington's troops race across Manhattan, traversing the future site of Bryant Park after being routed by the British in the Battle of Long Island.

1823 The city establishes a potter's field on the site. The site of Bryant Park is in a part of Manhattan that is countryside well north of the populous city until nearly the middle of the nineteenth century.

1840 The city decommissions the potter's field embracing the urban growth nearing the site.

Map of the city of New York 1639 (www.worldmapsonline.com)

Map of the city of New York 1907 (www.worldmapsonline.com)

1843 Built between 1839-43, The Croton Distributing Reservoir is a man-made lake four acres in area, surrounded by massive, fifty-foot-high, twenty-five-foot-thick granite walls designed in a vaguely Egyptian style. Along the tops of the walls are public promenades, offering breathtaking views. It becomes an integral part of the first supply of fresh water carried by aqueducts into the city from upstate New York. This water-supply system becomes one of the greatest engineering triumphs of nineteenth-century America. Iron pipes carry water forty-one miles to the receiving reservoir in what is now Central Park, finally, arriving at the distributing reservoir at this site. The aqueduct system, constructed at a cost of \$11.5 million, is officially opened on July 4, 1842.

1847 Following the construction of the Croton Distributing Reservoir located on the present site of the New York Public Library, the city designates the former potter's field to its west as a public park called Reservoir Square, a simple Victorian greensward. Plans for it's landscaping, however, are not immediately carried out.

1850-60 During the Civil War, the Union Army holds military drills in Reservoir Square. The scenic qualities of the park are destroyed when the site is used for the training of Union soldiers. Shortly after that, the Civil War draft riots rage in the immediate vicinity of the park.

1863 Due to the New York Draft riots in the area, July of this year becomes remembered for the burning of the Colored Orphan Asylum at Fifth Avenue and 43rd Street.

1853-54 By the early 1850s New York grows to a sufficient size and prominence that the city decides to host a major exhibition of the type that London had recently pioneered. Such early exhibitions become forerunners of the later world's fairs. The "Exhibition of the Industry of All Nations", the first American World's Fair, opens on July 14, 1853. Named the Crystal Palace Exhibition, the fair takes place at the sparsely developed part of the city that is now Bryant Park. Fortieth and Forty-second streets bound the fair's four-acre site to the immediate west of the Croton Distributing Reservoir. The remarkable iron and glass structure erected to house the fair remains standing until 1858, when it burns to the ground in 15 minutes. There are no fatalities among the 2,000 visitors in the hall at the time.

Croton Reservoir 1900 (Parks Library)

Crystal Palace 1853 (Parks Library)

1871 The park is re-landscaped in a Victorian design. It features circular paths lined with benches and statues of Washington Irving and J. Marian Sims, a distinguished surgeon whose statue now stands at Fifth Avenue and 103rd Street.

1871 The park is re-landscaped in a Victorian design. It features circular paths lined with benches and statues of Washington Irving and J. Marian Sims, a distinguished surgeon whose statue now stands at Fifth Avenue and 103rd Street.

1884 Reservoir Square is renamed to Bryant Park in honor of the recently deceased poet and editor William Cullen Bryant. Bryant (1794-1878) was a poet, newspaper editor, and civic reformer (an leading advocate for the construction of Central Park).

William Cullen Bryant. (1794-1878) (Parks Library)

1897 The Croton Reservoir is removed to enable the New York Public Library to be built on the site. Carrère & Hastings, the architects of the library, carefully plan certain architectural elements such as the raised terrace at the east end of the park, the stone kiosks, and the archway enclosing the statue of Bryant to compliment the parks layout.

Thomas Hastings, Public Library and park (Parks Library)

1911 Presented to the City by the Century Association, the same year the library is opened; the Josephine Shaw Lowell Memorial Fountain is erected the following year. Dedicated in honor of the noted philanthropist and social worker, the fountain is added to the terrace.

1920s The park becomes neglected, and even further disrupted by the subway construction on Sixth Avenue that turns the park into a dumping ground during its construction. Various city groups began to call for the renovation of Bryant Park during this period. In 1928, the Fifth Avenue Association presents a new plan for landscaping the park to the Board of Estimate. Although the plan is not approved, it is interesting to note that it calls for a large, depressed central lawn area—very similar to the present landscape scheme. Civic Associations, business leaders, and politicians begin calling for the park's redesign. Over 100 plans are drawn up including tearing up the park for a subterranean taxi stand and using it as the foundation for an observatory. The city's fiscal problems, however, prevent any of the plans from being realized.

Proposal Plan for Bryant Park 1918 (Parks Library)

1938 Constructed in 1878, the Sixth Avenue Elevated Railway casts a shadow over the park until it is closed in 1938. In November 1934, Architecture magazine notes that Bryant Park has "become one of the most disreputable parks in the city." During the construction of the subway, the park is used for storage of construction equipment and otherwise filled with debris.

Proposal Plan for Bryant Park 1914 (Parks Library)

1932 A copy of Federal Hall, built in the spring and razed the following year, does not help the general state of the park. The George Washington Bi-Centennial Celebration Commission is given permission to construct a plaster and papier-mache reproduction of Old Federal Hall in Bryant Park. The statues of Irving and Sims are removed, turnstiles and fences are placed at the park's entrances, and a 25-cent admission is charged. A re-enactment of Washington's inauguration parades, exhibits, and Mickey Mouse cartoons (billed as "patriotic movies") fail to attract large crowds. The commission abandons the project, forcing the city to demolish the hall. By January 1934, the park resembles a vacant lot.

1934 Robert Moses, New York City's parks commissioner, undertakes a plan to rescue and redesign the park during the Great Depression. Queens-based architect Lusby Simpson (unemployed at the time) wins a competition sponsored by the Architects Emergency Employment Committee for the park's redesign, a classical scheme of a large central lawn, formal pathways, stone balustrades, and borders of London plane trees, together with an oval plaza, containing the Lowell Fountain, at the west end, separated from Sixth Avenue by a broad flight of steps. The plan seeks to turn the park into an oasis, isolating it from the street level activity and discouraging pedestrian highways through the site. To this end, it calls for raising the park almost four feet above the street, planting over 240 mature London Plane trees along four paths that flanked a large, sunken lawn, the relocation of the fountain near a large entrance at Sixth Avenue and 41st Street, and the placement of benches along the bluestone walkways. Moses's staff, including the architect Aymar Embury II and the landscape architect Gilmore D. Clarke oversee execution of Simpson's plan.

Lusby Simpson, Bryant Park 1934 (Parks Library)

Lusby Simpson, Bryant Park 1934 (Parks Library)

Outdoor Reading Library, Bryant Park 1934 (Parks Library)

Lusby Simpson, Bryant Park 1934 (Parks Library)

Lusby Simpson, Bryant Park 1934 (Parks Library)

Lusby Simpson, Bryant Park 1934 (Parks Library)

1974 The Landmarks Preservation Commission designates Bryant Park as a Scenic Landmark, calling it "a prime example of a park designed in the French Classical tradition... an urban amenity worthy of our civic pride."

1979 Just five years after designation, Bryant Park falls into degradation as its significance as an urban amenity, as well as a historic site, is lost. During this time William H. ("Holly") Whyte writes in a report solicited by the Rockefeller Brothers Fund: "If you went out and hired the dope dealers, you couldn't get a more villainous crew to show the urgency of the [present Bryant Park] situation."

Entry Stair at Sixth Avenue & 42nd 1970-80

Allee Terrace 1970-80

1980 The Rockefeller Brothers create the Bryant Park Restoration Corporation (BPRC), under the founding leadership of Andrew Heiskell, then Chairman of Time Inc. and the New York Public Library, and Daniel A. Biederman, a Harvard Business School graduate and systems consultant with a reputation as an innovator in downtown management. Heiskell and Biederman create a master plan for turning around the park. In the words of an Urban Land Institute case study, "Biederman begins experimenting with a series of efforts to bring people back to the park, while also exploring how to generate revenue."

1988 City agencies approve BPRC's plans (drafted by Hanna/Olin Ltd.) to build new entrances for increased visibility from the street, to enhance the formal French garden design (redesigned by Lynden Miller), and improve and repair paths and lighting. BPRC's plan also includes restoration of the park's monuments, and renovation of its long-closed restrooms. That same summer, the city approves BPRC's designs (by Hardy Holzman Pfeiffer Associates), for two restaurant pavilions and four concession kiosks, which are designed to generate off-peak activity and added revenue for operations. These facilities open in stages in the 1990s.

1992 Bryant Park reopens.

Plan of Bryant Park 1986 (Parks Library)

Plan of Bryant Park 2007 (www.bryantpark.org)

Context of Bryant Park 2007 (www.bryantpark.org)

Cross Section of Bryant Park 1986 (Parks Library)

Cross Section of Bryant Park 1986 (Parks Library)

SIDE ELEVATION
1/8" = 1'-0"

SINGLE KIOSK - FRONT ELEVATION
1/8" = 1'-0"

2007 One Bryant Park is under construction. Once built 54 stories above Manhattan, the crystalline Bank of America Tower at One Bryant Park will incorporate a number of environmentally friendly technologies, from its windows to its toilets. The building will supply 70 percent of its own energy with an on-site natural-gas-burning power plant. For climate control, One Bryant Park will rely on excess thermal energy from the power plant, a groundwater heat exchanger that is the first of its type, and an air-conditioning system cooled by ice made with excess power during off-peak hours. The building will also have waterless urinals and use water collected from the roof to flush toilets. Together, these systems are designed to earn the building a Platinum rating.

One Bryant Park (www.bryantpark.org)

Panoramic of Bryant Park (www.bryantpark.org)

Opportunities for Communication

- Limited Functionality
- Predefined Functionality
- Semi-defined Functionality
- Undefined Functionality

Facing Eastward

Facing Westward

Facing Northward

Facing Eastward Perspective

Knox Hat Building

1095 Avenue of the Americas

American Radiator Building

W.R. Grace Building

500 Fifth Avenue

Salmon Tower

New York Public Library

Bryant Park Building

0m

100m

Residential Land Uses

- One & Two Family Buildings
- Multi-Family Buildings
- Mixed Residential and Commercial Buildings

Non-Residential Land Uses

- Commercial/Office Buildings
- Industrial/ Manufacturing
- Open Space and Outdoor Recreation
- Public Facilities and Institutions
- Transportation and Utility
- Parking Facilities
- Vacant Land
- All Others

0m 200m

November 28th, 2008, The Privatization of

Analysis of Economic Occupations

Source: U.S. Census Bureau, 2000 Census SF1

Manhattan Community District 5

Manhattan Community District 5

- 36.3% Professional and Related Occupations
- 5.7% Service Occupations
- 31.1% Management, Business, and Financial Operations Occupations
- 2.2% Production, Transportation and Material Moving Occupations
- 1.1% Construction, Extraction and Maintenance Occupations
- 23.5% Sales and Office Occupations

Manhattan

- 34.1% Professional and Related Occupations
- 12.4% Service Occupations
- 21.7% Management, Business, and Financial Operations Occupations
- 8.0% Production, Transportation and Material Moving Occupations
- 2.3% Construction, Extraction and Maintenance Occupations
- 23.6% Sales and Office Occupations

November 28th, 2008, The Privatization of Public Space: Towards a State of Flux
Jordan Breccia, Dr. Ian Macburnie

#

Field Study: Park Perspectives

Raised Terrace Adjacent to the Library

Low Fencing with Movable Seating

Steps Used As Meeting/Gathering Spaces

Cafe Seating with Shade Amenities

View of Public Library Adjacent to the Park

Cafe Kiosks at Corner Entrance

Raised Terrace on Open Space

Children's Carousel

Shaw Lowell Memorial Fountain

Washington Square Park

Historical Timeline

Natural History Pre 1800

The parkland is once a marsh fed by Minetta Brook. It was located near an Indian village known as Sapokanikan or "Tobacco Field." In 1797 the Common Council acquire the land for use as a Potter's Field or common burial ground.

Ratzer Map 1767, detail, with Modern Street Pattern (Harris 2003)

Historical Timeline

Potter's Field (1797-1825)

The City establishes the Potter's, or Pauper's Field, in November 1797 to replace its small, triangular burial ground at Bloomingdale Road later incorporated into Madison Square. This new burial ground, which operates for twenty-eight years, covers approximately the eastern two-thirds of Washington Square Park. The burials, which include those associated with church plots number as many as 20,000 and these burials remain under varying depths of fill introduced once the burial ground became inactive in 1825.

Commissioners map 1811

Ludlow Buildings and Keeper's House 1817 (Anon. 1817, detail)

Land of Anthony Portugese 1645 and Manuel Trumpeter (Trompeter) 1643 (Stokes VI 1928, detail)

Valley of the Minetta Waters Filled (1808)

An 1808 entry in the Minutes of the Common Council order the high ground at the Potter's Field to "be drawn into the valley and levelled in such manner as to render the same more suitable for the purposes of a Cemetery." This is eleven years after the city establishes the burial ground, and suggests the need for additional space for burials. This is likely the result of several yellow fever epidemics that plagues the city in the late 18th and early 19th centuries. Since the land on the west side of the Minetta Waters does not then belong to the city the high ground comes from the eastern part of the field, an area apparently dense with burials. This directive is the first major land alteration documented at the Potter's Field. Since the soil was to come from the heavily populated cemetery, it conceivably included human remains.

Minetta Waters Culverted (1824)

In December 1824, five months before the Potter's Field officially closes, the Common Council appoints a committee to see that a timber and plank culvert is constructed to convey the Minetta Waters from 4th Street (now Washington Square South) to Fifth Avenue at 6th Street (now Washington Square North).

Military Parade Ground (1826-1828)

In 1825, the Common Council calls for the closure of the Potter's Field, stating in January that it would close on the first day of May of that year. Rather than development, the recently closed cemetery, becomes the site of a military parade ground.

Map of contemplated parade ground 1826 Luther S. Harris

First Park Design and Fountain (1843-1852)

William Curr, a gardener, becomes the designer of the park that replaces the parade ground. The design, as documented on a sketch map erroneously dated to 1827 and the 1852 Dripps map of New York, introduces paths that create an intricate, triangular pattern throughout the park

Park, First Design, 1852 (Dripps 1852, detail)

1850 plan of the park (Couresty of Parks)

Artist's rendering of 1850s park looking east from

Park Redesign (1870-1872)

Olmsted and Vaux are removed as park architects under the leadership of William Marcy (Boss) Tweed (1870-1873). Under Tweed, the park is redesigned by M. A. Kellogg, the park department's Engineer-in-Chief, and I. A. Pilat, its Chief Landscape Gardener. The new design includes three "temporary" roadways, and a music pavilion.

Park Plan, Existing Conditions, Possibly Post 1894-Pre 1904 (Parks Archive N.D.)

1870 plan of improvements to Washington Square Park. (courtesy of Parks)

Pre- Washington Arch 1889

William Rhinelander Stewart builds a temporary Triumphal Arch in Washington Square Park to celebrate the one hundredth anniversary of the inauguration of George Washington as the first President of the United States. Stewart becomes treasurer of the Washington Arch Fund, architect Stanford White designs the Arch free of charge, and Joseph Cabus builds the Arch.

Temporary Memorial Arch located on Fifth Avenue just north of Washington Square in 1889. (Kouwenhoven 1953-410)

Washington Arch under construction in 1890. (Alajos L. Schuszier, New York Parks Photo Archive)

The Washington Arch (1890-1895)

The Committee for the Erection of the Washington Memorial Arch is organized to create a permanent replacement arch. It appoints Henry G. Marquand as Chairman, Louis Fitzgerald as Vice-Chairman, Richard Watson Gilder as Secretary, and William R. Stewart as Treasurer and selects Stanford White as the designer of the new arch. Fashioned after the Arc de Triomphe in Paris, its very deep foundations account for the discovery of burials 10 feet below the ground surface during its construction.

View of one-storey police shelter (arrow), one of two Victorian structures erected in 1872 and called "Swiss Cottages." (Photo courtesy of Parks)

Park Redesign (1934-1938)

The park's second comprehensive redesign occurs between 1934 and 1939. Major changes include closing the Sullivan Street extension through the park and creating a path. It also includes a new men's and women's comfort station and sand pits in each of the park's quadrants.

Park plan 1934. Greyed areas indicate changes, such as the closing of the Sullivan Street extension (1), construction of the new comfort station (2) and tool shed (3), a new playground (4). (Courtesy of Parks)

Existing Conditions of comfort Station in Southwest Quadrant 1938 (Parks 1938)

Aerial view 1934 Sullivan Street extension

Kids playing in fountain 1935 (Courtesy of Parks)

Park Redesign (1965-1970)

The Parks Department creates a map in 1962 that documents existing conditions and indicates proposed changes, many of them unrealized until 1970. The new plan includes the creation of a playground in the park as well as revamping of the existing playgrounds. Major changes occur in the park such as the elimination of the two remaining "temporary" roadways through the park, at Thompson Street and LaGuardia Place, which have endured for almost a century. Park plans call for revamping the 1872 fountain as well as construction of a new comfort station, virtually where the original Women's Cottage had been, an administration building and other existing park features.

Park Survey 1934 Updated to 1939 (Parks 1934-1939)

1934 Park Plan with 1970 Park Plan Overlay (Parks Library)

1966 with parked cars New York Parks archive

Birds eye view march 22 2004 (Geismar-google images)

Renovations 2007-2009

The New York City Department of Parks and Recreation begins construction on a \$16 million project to refurbish and redesign the park. Changes to the park include the realignment of the central fountain with the arch, replacement of existing perimeter fences with a taller iron fence, and flattening and shrinking the fountain and central plaza. The new fountain will be installed with new water jets that will create an 8 foot water spray preventing the fountain to serve as a gathering and event space.

Villager Jan. 25-31st 2006

Proposed Schematic Plan 2007 George Vellonakis (NYC Parks Dept. Designer)

Proposed Park Plan (Final Schematic 2005) with Identified Areas of Potential Archaeological Sensitivity

Opportunities for Communication

- 6th Avenue Line
- 7th Avenue Line
- Broadway Line
- Lexington Avenue Line
- Tranist Bus Routes

0m 200m

Facing Northward

Facing Westward

Facing Westward

Facing Southward

Significant Historic Fabric

Judson Memorial Church

New York University

Elmer Holmes Bobst Library

Catholic Center at New York University

Residential Land Uses

- One & Two Family Buildings
- Multi-Family Buildings
- Mixed Residential and Commercial Buildings

Non-Residential Land Uses

- Commercial/Office Buildings
- Industrial/ Manufacturing
- Open Space and Outdoor Recreation
- Public Facilities and Institutions
- Transportation and Utility
- Parking Facilities
- Vacant Land
- All Others

0m

200m

November 28th, 2008, The Privatization of

Analysis of Economic Occupations

Source: U.S. Census Bureau, 2000 Census SF1

Manhattan Community
District 2

Manhattan Community
District 2

46.6% Professional and Related
Occupations

7.4% Service Occupations

23.3% Managment, Business, and
Financial Operations Occupations

4.1% Production, Transportation
and Material Moving Occupations

1.6% Construction, Extraction and
Maintenance Occupations

19.2% Sales and Office Occupations

Manhattan

34.1% Professional and Related
Occupations

12.4% Service Occupations

21.7% Managment, Business, and
Financial Operations Occupations

8.0% Production, Transportation
and Material Moving Occupations

2.3% Construction, Extraction and
Maintenance Occupations

23.6% Sales and Office Occupations

Washington Square Arch

University Catholic Center

University Life Center

View of Bobst Library From Park

View of Arch from 5th Avenue

Park Restrooms/ Storage Area

Park Restrooms/ Storage Area

Fixed Seating Offset the Path

Variety of Tree Species

Low Fencing Separates Paths from Green Spaces

Large Open Spaces around the Park

Linear Paths are Remanents of Original Design

Bocce Ball Courts Being Used By Students

Tile Art in Gathering Spaces

Approach to Mounds

Mounds Paved in Asphalt

Fixed Chess Tables

Movable Picnic Tables Around Park

Tompkins Square Park

Historical Timeline

Originally part of the largest salt-marsh on Manhattan Island, the area now occupied by Tompkins Square Park was once used as a Native American (Lenape Tribe) hunting and fishing ground.

1811 The Commissioners' Plan proposes a large market on the land encompassing the park. The city's planners project a 55-acre market place that would comprise the area between 7th and 9th Streets, and 1st Avenue and the East River. Plans never materialize.

1833 rendering of Park (Parks Library)

Historical Timeline

1833 Mapped area known as "Clinton Square" renamed on July 30th for Daniel D. Tompkins (Governor of New York State, 1807-1817; Vice-President under James Monroe, 1817-25; lived 1774-1825). Act passed April 9th authorizing creation of square.

1834 City condemns property and pays \$93,000 for land known today as Tompkins Square Park. Much of this property previously belonged to John Jacob Astor. This year is seen then as the beginning of the park (jurisdiction). As with Central Park, the land was swampy and not especially suited for a park initially. Extensive regarding and landscaping is required..

Daniel D. Tompkins (Governor of New York State, 1807-1817) (Parks Library)

1835-50 The park undergoes minimal landscaping. It is served as a public park and parade ground. The area becomes home to lower middle class immigrants, especially Irish shipbuilders. St. Brigid's Catholic Church on Avenue B, built in 1849, is testament to this era. Consisting primarily of immigrants, Manhattan's population grows from 120,000 to over 800,000 between 1820 and 1860.

1857 The economic recession causes "30,000 to 40,000 laborers, in New York City alone, it is estimated, are thrown out of employment... Hunger meetings were held in the public square, particularly in Tompkins Square."

1866 Tompkins Square converted from a park to military parade ground for use by the National Guard of the First Division State of New York.

1874 7000 people "agitating for work relief" assemble on January 13th and engage in riot with police.

Historical Timeline

1878-79 State Legislature authorizes city to return land to park use on June 12th. With the Tompkins Square Park restoration celebrated September 4th; 450 elm trees are planted.

1888 Temperance Fountain erected in the park.

Parks Library

1890 Children's Aid Society, designed by Vaux (co-designer of Central Park) and Radford, opens on perimeter of park.

1894 One of the nation's first playgrounds built in Tompkins Square Park

Parks Library

Parks Library

1897 Christodora House opens on east side of square as a settlement house. The new building, constructed in 1928 is today a luxury cooperative.

Parks Library

Parks Library

1907 Seth Stewart, director of the Playground Association of America, remarked that in Tompkins Square Park "the rally to the red flag years ago always occurred there (but) now this park is often the scene of games... and other forms of patriotic play."

Parks Library

Parks Library

1911 First interpark athletic championship takes place at Tompkins Square on May 30th. 10,000 spectators witness the event and the "Colorguard Boys" of Tompkins Square Park Playground provide security

Historical Timeline

1930s Recreational facilities added to park, such as handball courts, swing sets etc. Many paths paved.

Parks Library

Comfort Station, Tompkins Square November 1934
Comfort Station 1934 (Parks Library)

1961 Parks Department plan for a softball diamond erupts in neighborhood opposition. Compromise on park renovations reached in 1962. Ball diamond not built.

1965 An appropriation of \$450,000 for park renovation approved by Mayor Wagner. Includes relandscaping, tree planting, and, most significantly, the bandshell-completed in 1966.

1966-69 The neighborhood and park becomes a haven for the "hippie" movement. Frequent concerts/rallies at the bandshell.

Plan of Park 1965 (Parks Library)

November 28th 2008

Historical Timeline

1986 Construction contract with Blumberg and Butter for schematic plans for park redesign.

Police interrogation 1986 (Parks Library)

Plan of Park 1986 (Parks Library)

1988 August 6th: a riot involving hundreds of people and police. An outgrowth of simmering neighborhood conflicts over gentrification, homelessness, delinquency, drug use, parks department curfew policy etc influence the riot. Many old-time residents angered over the loss of their park for safe passive and recreational use. Police reprimanded for exercising undo force in upholding park regulations.

Protestors 1988 (Parks Library)

Protestors 1988 (Parks Library)

(Parks Library)

(Parks Library)

Historical Timeline

1989 Construction contract for plans, specs and cost estimate for reconstruction of portions of park.

1991 Park fenced off for reconstruction.

A New York City policeman shields himself from debris thrown during a 1990 confrontation with protesters in Tompkins Square Park. Parts of the park eventually were shut down from public use.

Protestors 1990 (Parks Library)

Toddlers 1991 (Parks Library)

Keith Thompson N.Y. Times July 7th 1989 (Parks Library)

1992 The park is reconstructed and reopened in the summer of 1992. During this renovation, the bandshell is removed, a dog run and new playgrounds are built, and the turf and sidewalks replaced.

Use of Green Space (Wikipedia.org)

Current Park Plan (Parks Library)

November 28th, 2008

The Privatization of Public Space:

Intensity of Circulation

- Primary
- Secondary
- Tertiary

14 St-Canarsie
Line

Tranist Bus Routes

0m

200m

Massing Analysis

Facing Northward

Facing Westward

Facing Westward

Facing Southward

Significant Historic Fabric

The Boy's Club
of New York

St. Nicolas
Carpatho-Russian
Church

New York
Public Library

Charlie Parker
House

Christodora
House

Trinity Lutheran
Parish

Old Newsboys'
Lodging House

St. Brigid's
Church

0m

100m

N

Analysis of Economic Occupations

Source: U.S. Census Bureau, 2000 Census SF1

Manhattan Community District 3

Manhattan Community District 3

28.0% Professional and Related Occupations

20.4% Service Occupations

11.9% Management, Business, and Financial Operations Occupations

13.7% Production, Transportation and Material Moving Occupations

3.8% Construction, Extraction and Maintenance Occupations

22.3% Sales and Office Occupations

Manhattan

34.1% Professional and Related Occupations

12.4% Service Occupations

21.7% Management, Business, and Financial Operations Occupations

8.0% Production, Transportation and Material Moving Occupations

2.3% Construction, Extraction and Maintenance Occupations

23.6% Sales and Office Occupations

Field Study: Recreational Spaces

Paved Baseball Diamond

Wire fence separating diamond from park

Basketball Courts

Handball Courts

Fixed Seating and Waste Disposal Amenities

Baseball Diamond

The Hare Krishna Tree

Christodora House

New Development in Surrounding Area

Edge Condition Between Park and Neighborhood

Local City Art

November 28th, 2008

Field Study: Park Promenade

Fixed Seating Along Fence

View Towards Sculpture

Paved Walkway

Paved Walkway

Users in the Park

Meeting Space/ Event Space

Field Study: Playgrounds and Dog Run

New Playground With High Fence

New Playground Construction

Approach towards the Playground

View into Playground

Recently Constructed Dog Run

Event Detail

..... 1.

Existing Street Condition on Jarvis

..... 2.

Proposed Street Condition by City of Toronto

..... 3.

Proposed Street Design