

Street Smart?

The Streets of San Francisco



http://www.youtube.com/watch?v=5yXrAX-E_6k



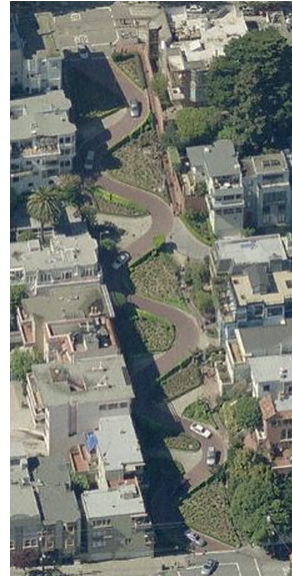
The Spanish Steps Rome

<http://www.youtube.com/watch?v=DKKpNrXnXR0>

Lombard Street San Francisco

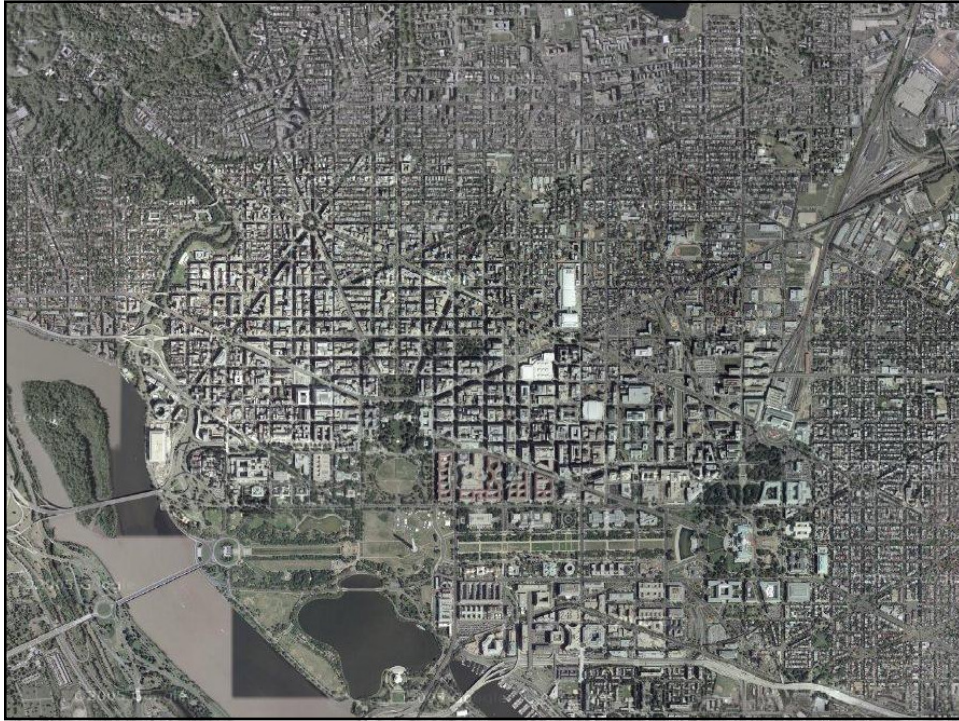
<http://www.youtube.com/watch?v=sWnff376PE>

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1791 Pierre L'enfant Plan of Washington DC





Washington DC



Map of Washington DC

Major Events occur at the nodes or intersections



- Washington monument
- Lincoln Memorial
- White House
- The Mall
- National Museum of American History
- National Museum of Natural History



Paris

- Power of the Sun King, Louis XIV
- Diagonal Streets cut across grid of Paris
- Monuments / Obelisks / Traffic Circles to mark intersections
- All buildings along the main avenues are of equal height and similar architectural styles

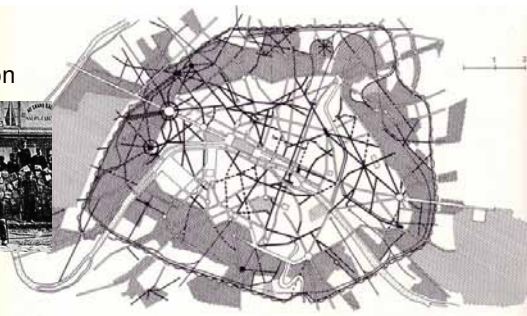


Washington DC

- Power of a new nation
- Diagonal Streets cut across the grid of Washington
- Monuments and traffic circles to mark important intersections

Haussmann Plan of Paris 1853-1870

- Under Napoleon III
- A Network of Large Boulevards
- Facilitated Troop Movements
- Barricades of the French revolution

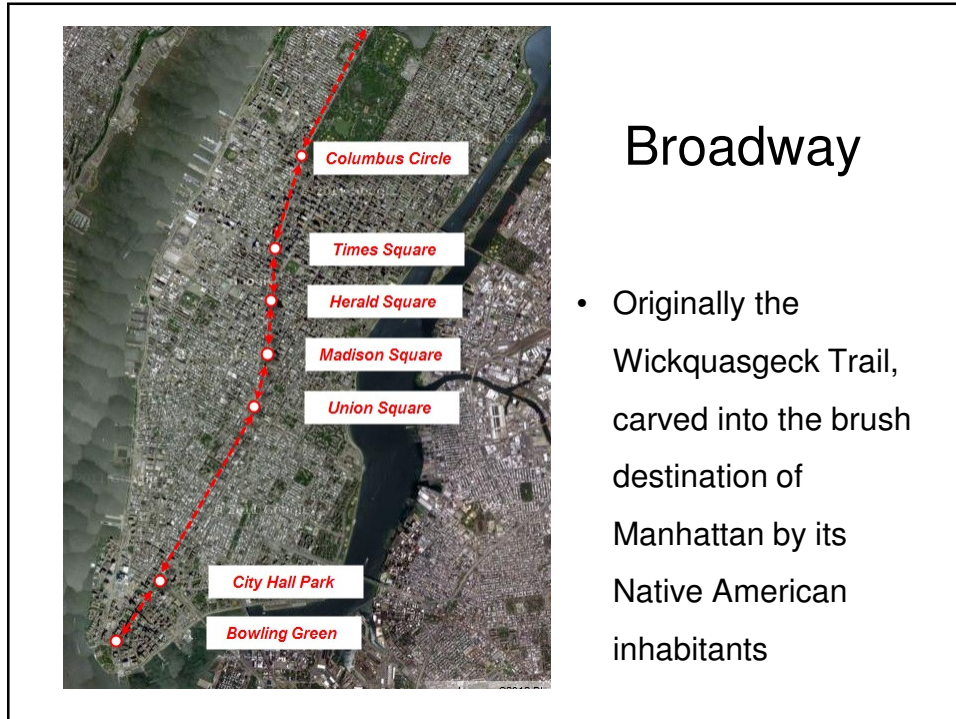




Versailles Palace & Gardens







Lower Manhattan
City Hall Park – Brooklyn Bridge



Lower Midtown Manhattan
Broadway @ Union Square Park



Broadway @23rd Street
Madison Square Park



Broadway @34th Street
Herald Square



Broadway @42nd Street
Times Square – Crossroads of the world



Broadway @59th Street
Columbus Circle – Central Park



Broadway@66th Street Lincoln Center



Hudson River Park A Linear Park



- Battery Park to 59th Street
- Route 9A (Roadway)
- Recreational Easement
- Largest Public Park undertaking since Central Park

Hudson River Park

A Linear Park – For Linear Activities



- Automobiles
- Bikes
- Rollerblades
- Running
- Walking
- Kayaking
- Swimming
- Points of Interest along the way



Development & Construction

The five-mile area of Hudson River Park from Battery Place to West 59th Street is broken into six construction segments. Most of Segments 4 and 7 have been completed and opened to the public, and construction is underway in a large portion of Segment 6. Designs for the other areas are nearing completion, and construction on portions of these segments should commence later this year.

Park Progress

Construction of **Segment 4** in Greenwich Village began in 1998; this area's three public piers and upland areas opened in Spring 2003. **Clinton Cove**, including Piers 95 and 96, was completed in May 2005. In addition, the bikeway, which spans the length of the Park, is also complete and is being enjoyed by thousands of bikers and bladers each day.

For a description of park elements built or planned in each construction segment, please click below or on the map to the right.

Segment 2 (Battery Place to Chambers Street)

Segment 3 (Chambers Street to Clarkson Street)

Segment 4 (Clarkson Street to Horatio Street)

Segment 5 (Horatio Street to 25th Street)

Segment 6 (26th Street to 44th Street)

Segment 7 (44th Street to 59th Street)

Find out about the [planning history](#) of Hudson River Park.

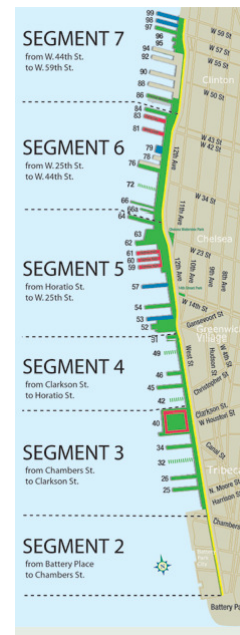


Hudson River Park

- Segment 4
- A prototype for development of all other segments

Segment 4 - Greenwich Village

The Greenwich Village section features a large passive lawn on Pier 45, a recreation field on Pier 46 and a playground on Pier 51. The Piers are linked to the rest of the park by a wide landscaped area, display fountain, garden area, food concession, dog run and tree bosques.



Hudson River Park Anchor for the Park



- Battery Park
- Battery Park City
- World Financial Center
- Project Phasing
- Route 9A Road
- Bikeway
- Development of Waterfront Parks
- Develop connections to other Parks
- Future?



Hudson River Park

- Segment 4 (Pilot Segment)
- Piers 45, 46 & 51
- Active & Passive Recreation
- Street level crossing
- Park Buildings
- Bathrooms & Cafe

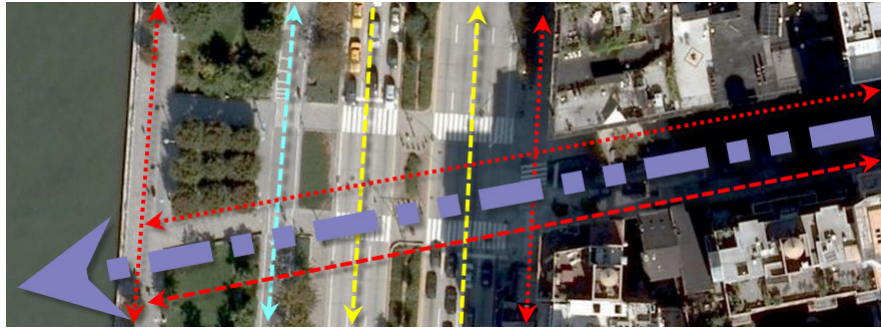
Piers 45 & 46 Under Construction



Pier 51 Waterpark & North Bow Notch



Hudson River Park View Corridor – Design Intent



.....> Pedestrian > Bike way > Vehicular > View Corridor

River – Esplanade - Entry Node – Bikeway – Buffer – Road – Median –Road – City
Green Buffer Green Buffer Green Buffer



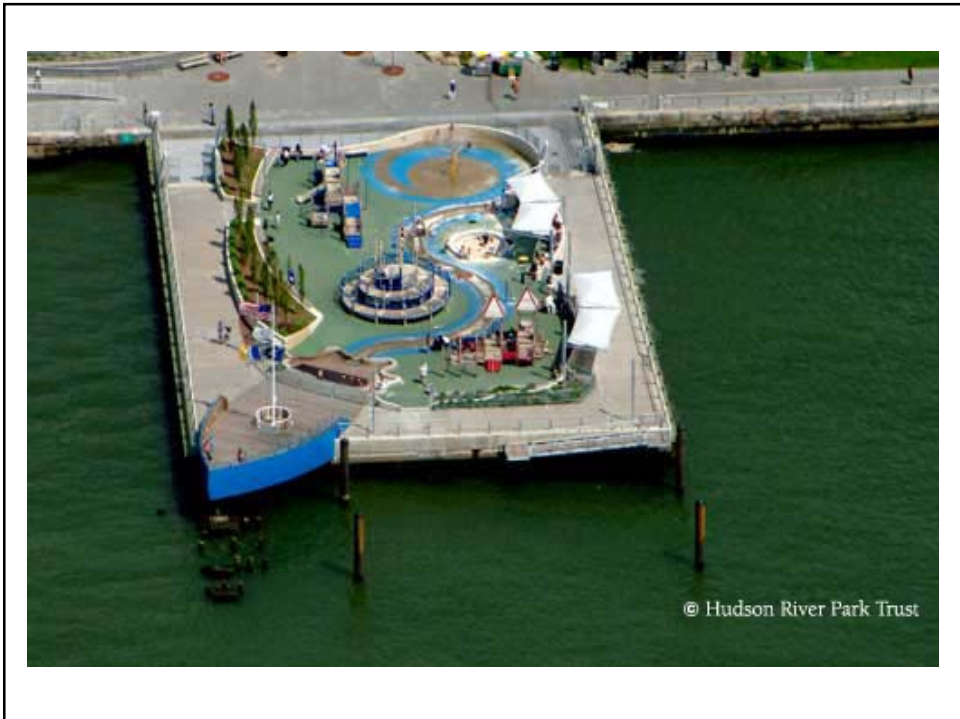
Greenwich Village Park from Westbeth



New Piers 45 & 46 from the Air



photo by Luca Vignelli © Hudson River Park Trust









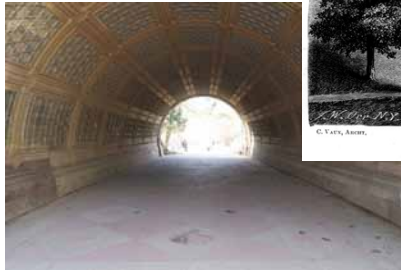
Central Park 1857 - 1863 Olmsted & Vaux



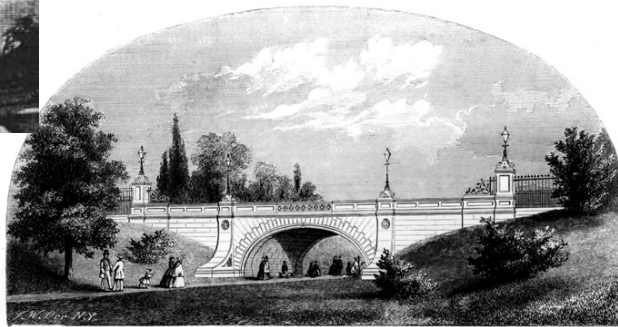
Prospect Park 1865-1873 Olmsted & Vaux



Design of Prospect Park, circa 1868. Neg. AR1059A




Olmsted & Vaux Bridges to separate circulation




C. Vaux, Assoc.

ARCHWAY UNDER TRAFFIC ROAD, FOR FOOTPATH, SOUTH EAST OF THE MALL.




Prospect Park Brooklyn



*Carriage Ride
from Central
Park to Coney
Island and back
in a Day*

Grand Army Plaza Brooklyn

- Traffic Circle
- Radial Streets
- Green edge
Buffer with Berm
- Monumental Arch
- Fountain
- Obelisks at Park
Entry
- Interrupts
Flatbush Avenue
- The Start of
Eastern Parkway



Home of the New Prospect Park Cafe

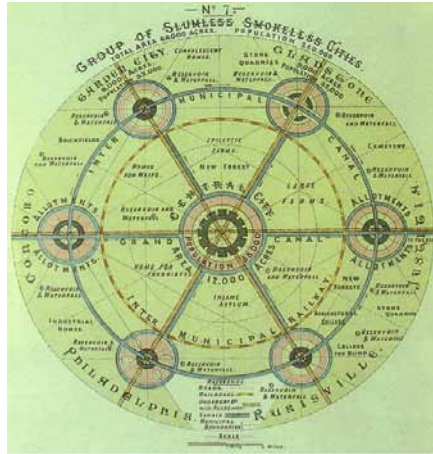
- Grand Army Plaza
- Library
- Brooklyn Museum
- Botanical Gardens
- Flatbush Ave
- Eastern Pkwy
- Ocean Pkwy



Verrazano-Narrows Bridge



Ebenezer Howard - 1902 Garden Cities of Tomorrow

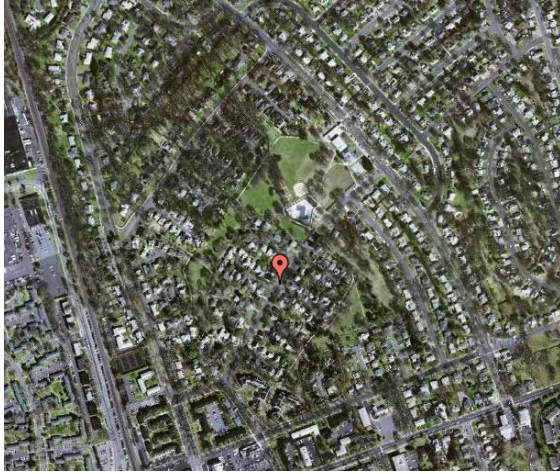


Radburn New Jersey 1929 Town for the Motor Age



General plan showing neighborhoods. Stein, Clarence S. *Toward New Towns for America*. 1957. Cambridge: The MIT Press, 1989. 50.

Radburn New Jersey



Radburn New Jersey 1929 Clarence Stein and Henry Wright

- Cars on Perimeter
- The first Super Block
- Common Shared Recreational Areas
- School located on Super Block with Pedestrian Access via shared rights of way
- Separation of traffic by mode, pedestrian system does not cross major roads at grade



Radburn NJ

- Cars to the perimeter
- Pedestrians along green paths
- Separation of “Foot Way” and “Motor Way”
- Larger Collector “Foot Ways” connect to Parks, School and Shared Facilities

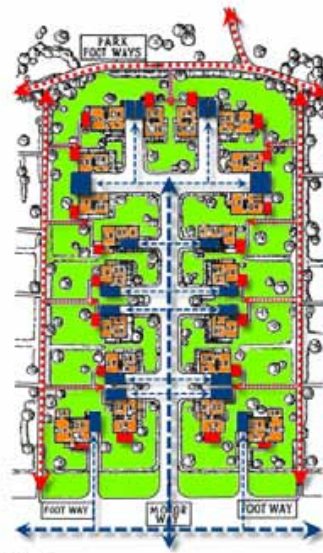
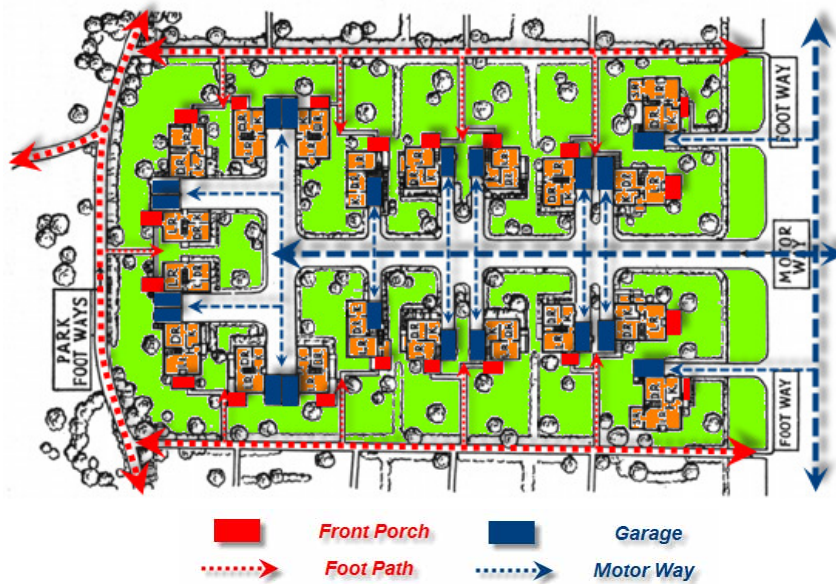


Figure 1.
Plan of a typical "lane" at Radburn. Stein,
Clarence S. *Toward New Towns for America*
1957. Cambridge: The MIT Press, 1989. 42.

Radburn NJ.



Radburn New Jersey

Layout

1. The open space provided within each new residential development or residential redevelopment shall be the central focus and integral part of an overall design that is in keeping with traditional Radburn design.
2. There shall be a reasonable attempt to minimize the extent of parking areas, driveways, the number of walkways or sidewalks abutting roads. The utilization of short cul-de-sacs, interior courtyards and pedestrian over- or under-passes as appropriate is encouraged.



Figure 1.
Plan of a typical "lane" at Radburn. Stein, Clarence S. *Toward New Towns for America* 1957. Cambridge: The MIT Press, 1989. 42.

Radburn New Jersey

Orientation

All dwelling units, including detached or Attached Houses or Row Houses, shall be required to have at least two orientations to the exterior of the dwelling units. The side of a dwelling unit that faces roads, vehicular access, driveways or parking areas should be the "service" orientation, (Figures 2 & 3) where enclosed garages, mud rooms and kitchens are located; the orientation which faces public or private open space, such as gardens, walkways and parks, shall be the "living" orientation, where living- or family-rooms, porches, patios, decks, and bedrooms are located. Direct access shall be provided to such open space from such living space.

Open Space

To the extent practicable, the owner of a multi-family dwelling is encouraged to provide open space for the common use of all of the residents of a Multi-Family Dwelling and to Radburn as a whole.



Figure 2.
The street runs past the "service side" of this multi-family home.



Figure 3.
The service lane to houses in Burnham Place. Stein, Clarence S. *Toward New Towns for America*. 1957. Cambridge: The MIT Press,

Radburn New Jersey

Circulation.

To the extent practicable, new walkways shall connect to the walkway network in Radburn. (Figure 4) The minimization of paved areas devoted to vehicular circulation, parking and loading is encouraged by providing only the minimum number of parking spaces required to satisfy the needs of tenants and their guests and a reduction in the width and area of driveways, roads, parking aisles, parking stalls and loading areas. To the extent practicable, parking areas and vehicular circulation routes and driveways shall be screened from open space and from public streets by means of changes in topography, berms, landscaping and fencing.

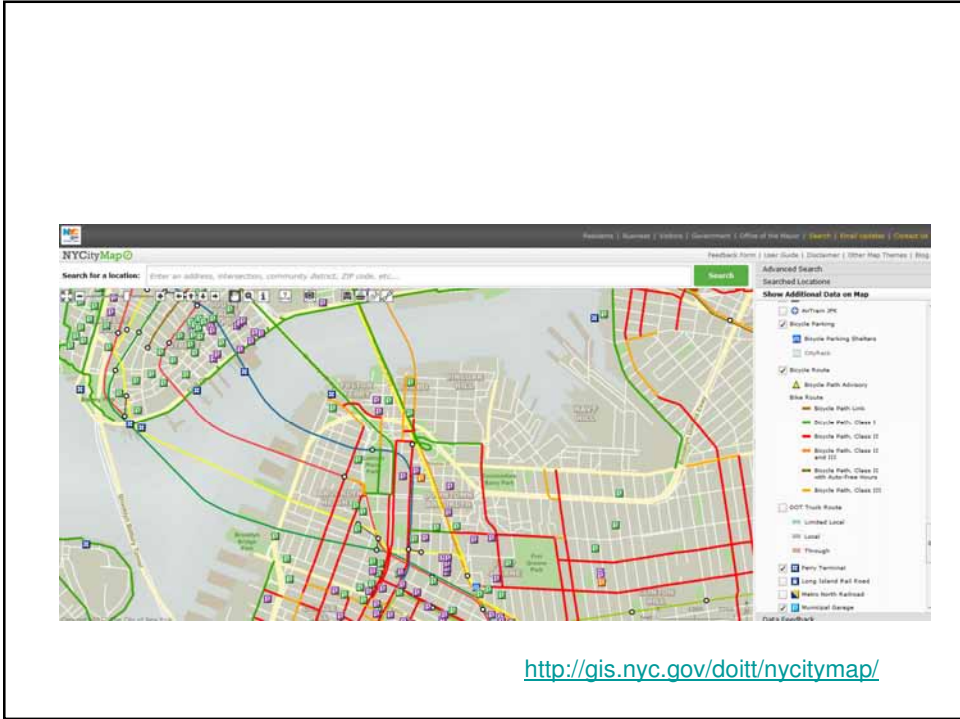


Figure 4.
Original Radburn map.
Stein, Clarence S. *Toward New Towns for America*. 1957. Cambridge: The MIT Press, 1989. 43.

Radburn New Jersey

- Separation of traffic by mode
- Separation of pedestrian traffic from Major Roads





<http://gis.nyc.gov/doitt/nycitymap/>