

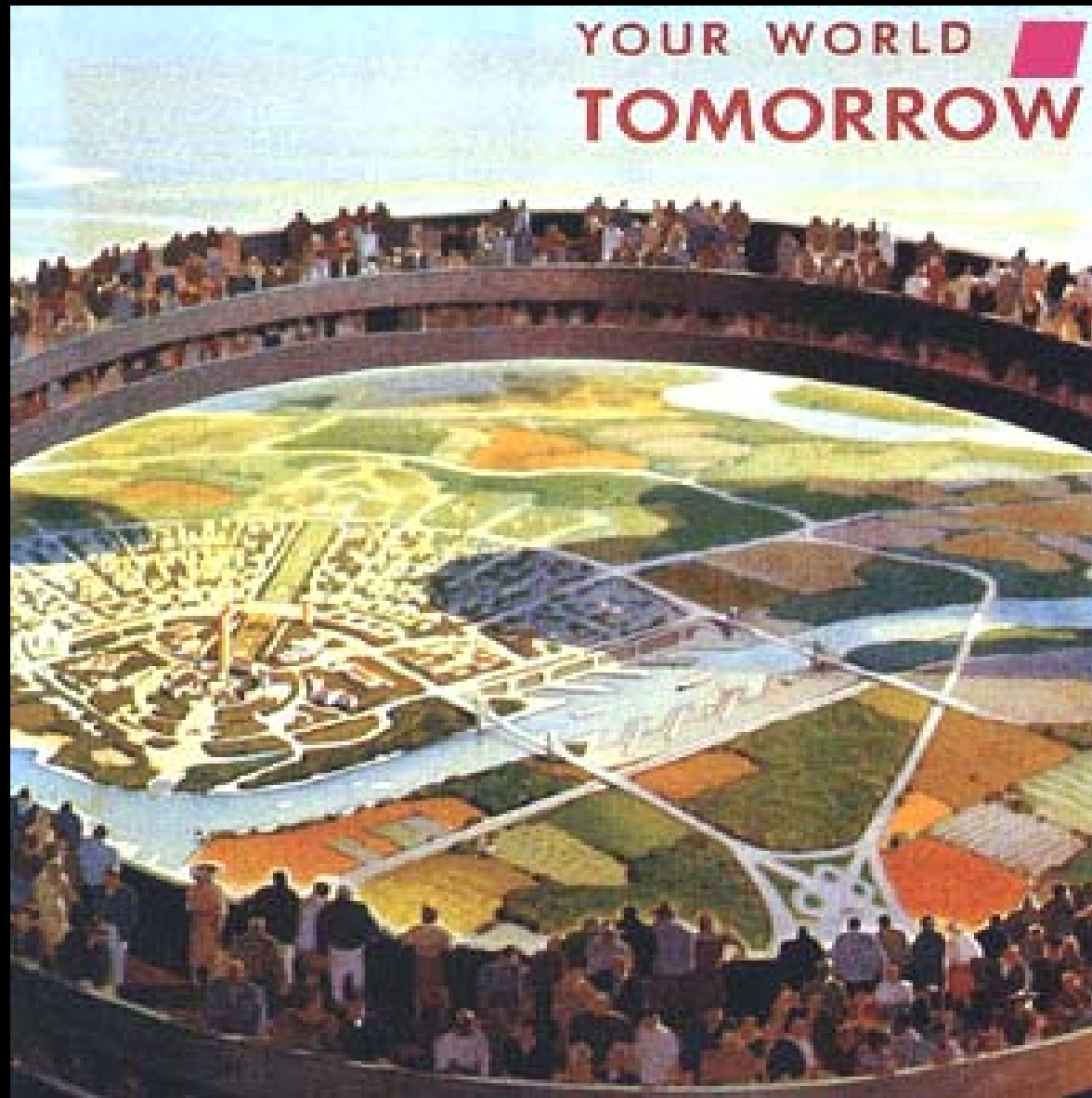
KEN GREENBERG

WALKING
HOME



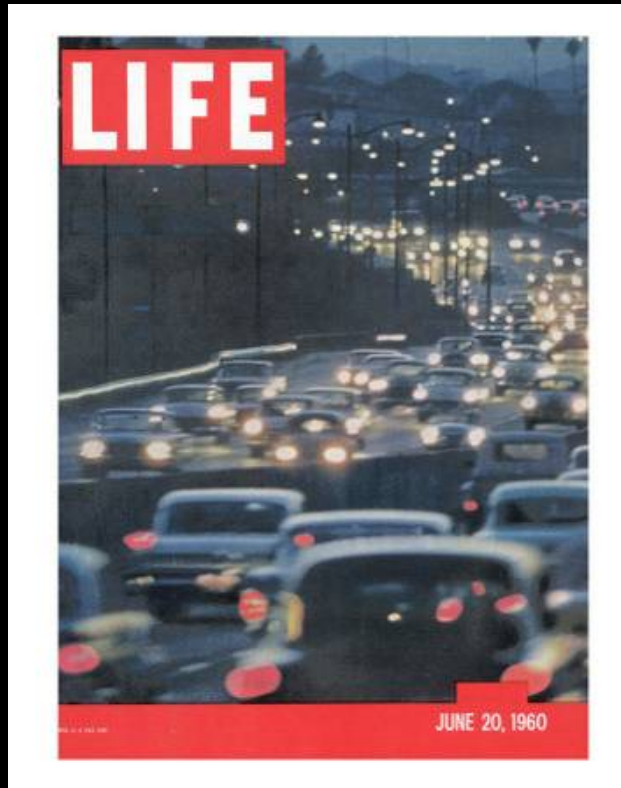
the
LIFE AND LESSONS
of a
CITY BUILDER

It seemed like such a great idea at the time



1939 World's Fair in NY – General Motors makes its pitch Interstate Highways

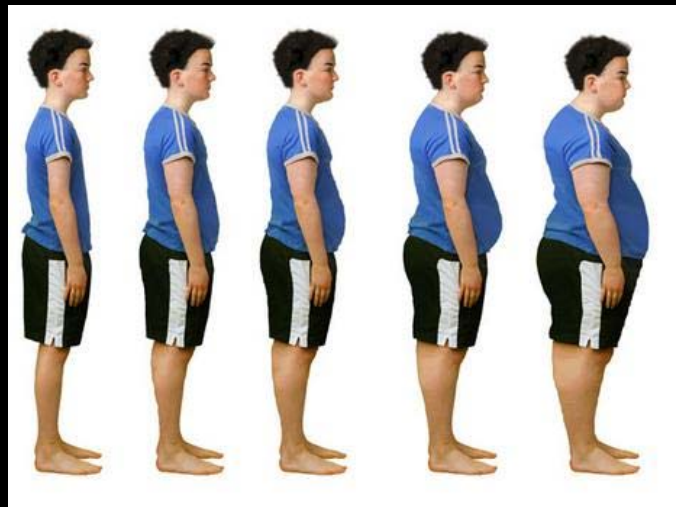
but it ultimately tests to failure....



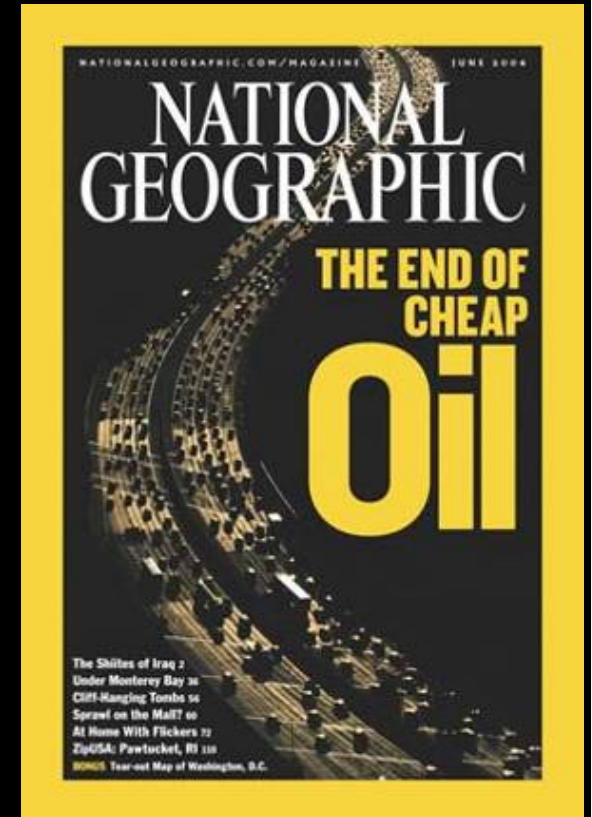
As the roads quickly fill up



we pollute the atmosphere
and induce climate change



compromise our health



and Peak Oil arrives

MAKING THE PARADIGM SHIFT - unlearning bad habits, finding new tools, teams and ways of working in making mixed-use, compact, dense, walkable places



Cities, the most remarkable of human creations and the great synthesizers, have an incredible capacity to learn, to recover, and to adapt

In the end people start to vote with their feet



....as walkable urban places are seen by many to provide a more satisfying future and shared public spaces become a key to economic vitality

We start to retool our infrastructure revising our priorities for city streets



Experiencing New York in a whole new way - Broadway from 23rd Street to Columbus Circle at 59th Street

Getting back on our feet



...and expanding the range of ways to get around



八達通
OCTOPUS

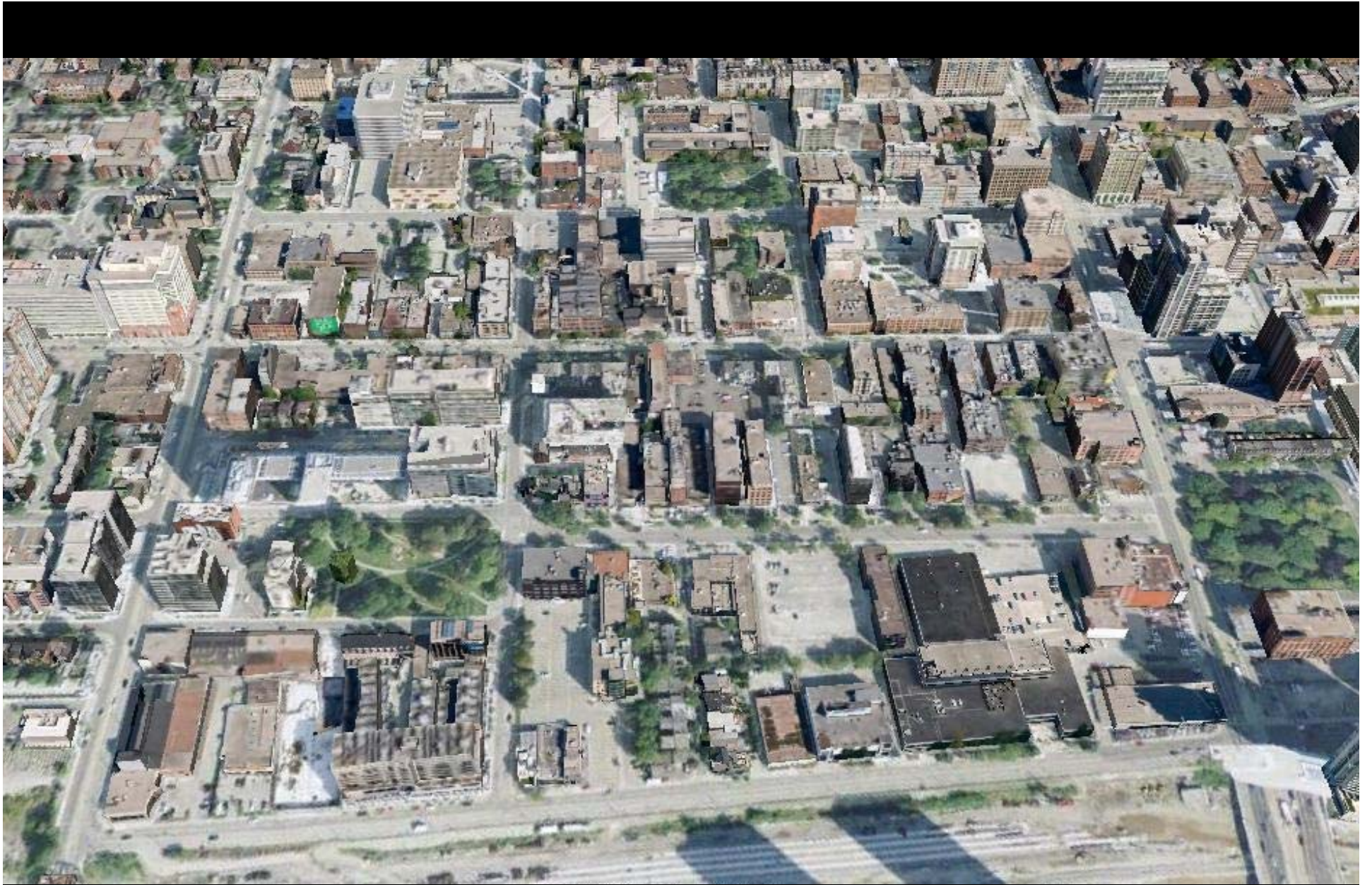
Simultaneous transformations of urban and suburban environments



St. Lawrence Historic District



Bank Street Ottawa

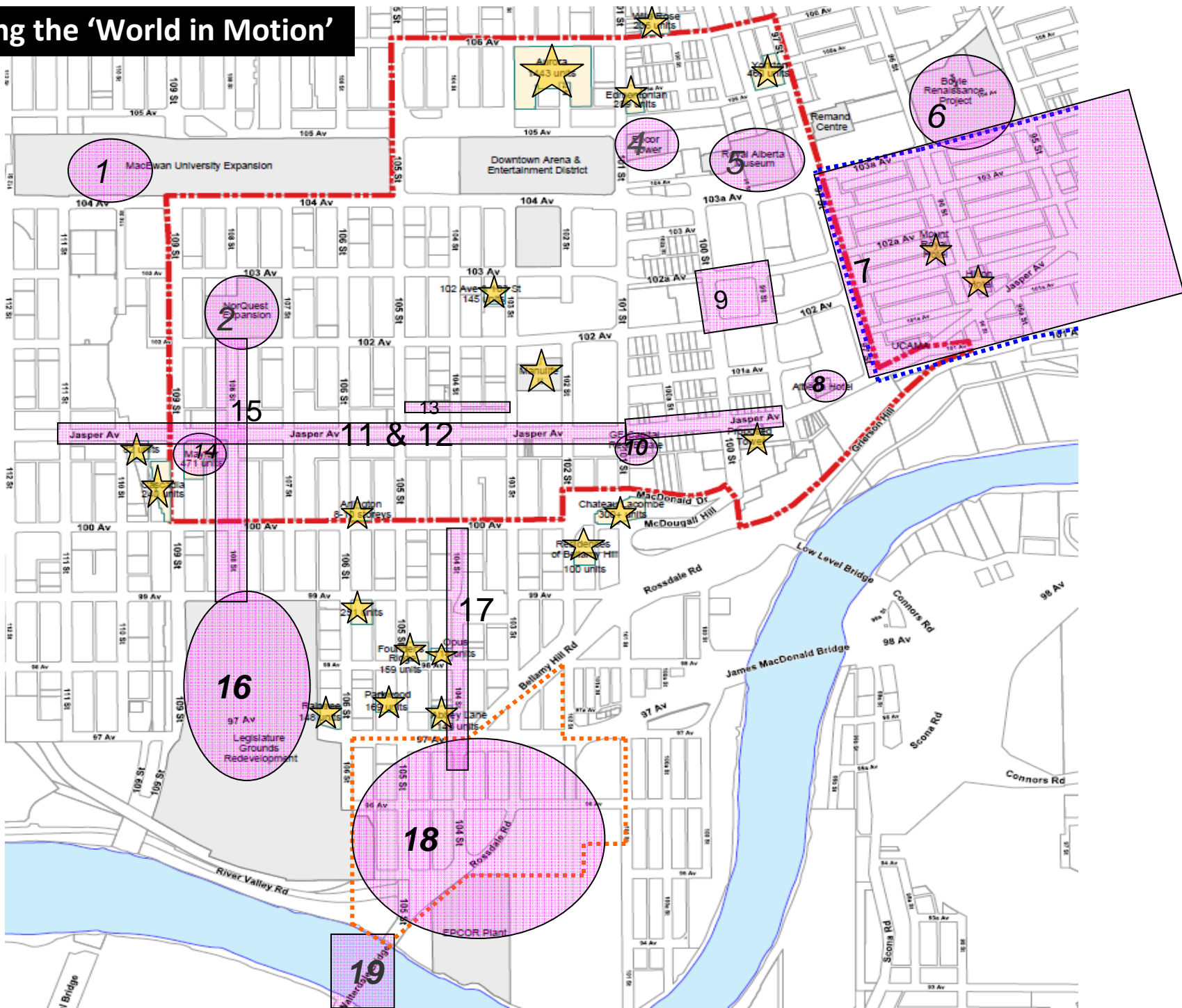


Layering on What Exists



Recycling obsolescent lands and resources

Seeing the 'World in Motion'



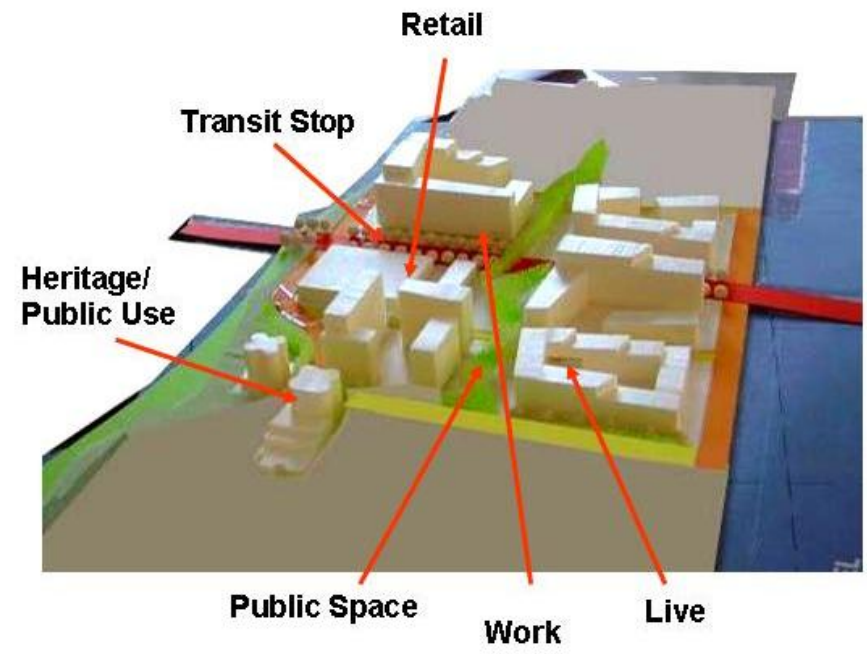
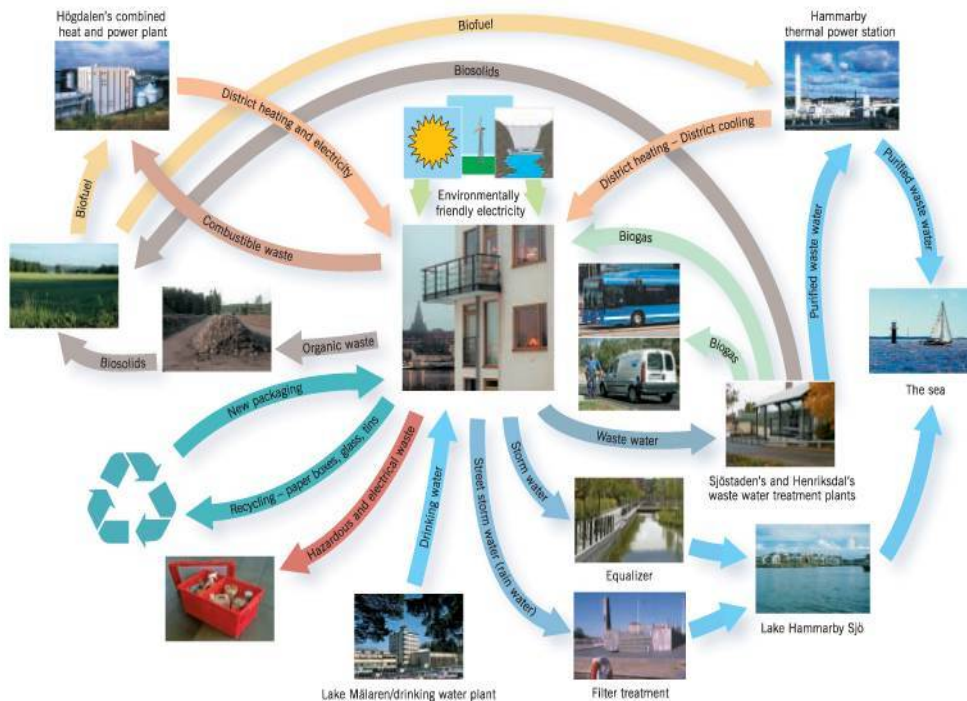
Making each chess piece count





Developing the critical ability to assemble the pieces

Learning that 'sustainability' is not a category but a way of synthesizing and connecting



'Symbiocity'

Finding the essential DNA to create new places



Appreciating the great value of a shared strategic vision

Maintaining a strategic overview of transforming moves



Legend

Key Linkages

- 1 River's Edge Trail
- 2 Kellogg / Eagle Street Plaza
- 3 Water Taxi Landing
- 4 2nd Street Connection
- 5 Kellogg Mall Staircase
- 6 Ramsey County Properties Connections
- 7 Swede Hollow Linkages
- 8 West 7th Street Gateway
- 9 RiverCentre Connection to Skyway
- 10 Market Street Staircase
- 11 Ohio Street Pedestrian Connection
- 12 West Side Bluff Base Trail
- 13 Wabasha Stair Tower Improvements
- 14 West Side Flats Linkage
- 15 Robert Street Bridge South Stair Tower

Streetscape Improvements

- 16 7th Place Improvements
- 17 Wabasha West Area Street Improvements
- 18 Wabasha East Area Street Improvements
- 19 East 7th Street Improvements
- 20 Wabasha Street Improvements - 10th to 12th
- 21 St. Joseph's Area Public Realm
- 22 Sibley Street - 7th to River
- 23 Kellogg Boulevard improvements
- 24 East 7th Street Realignment
- 25 9th Street - Jackson to I 94
- 26 Wabasha and Robert Streetscape
- 27 Eagle Parkway Lighting Upgrade
- 28 North Quad, Park Street Improvements
- 29 Jackson Street - 11th to River

Parks

- 30 North Quadrant Neighborhood Park Development
- 31 Levee Park Development
- 32 Upper Landing Park Development
- 33 Fitzgerald Park Improvements
- 34 Rice Park Improvements
- 35 Park Development on Firstar Site
- 36 Raspberry Park Improvements
- 37 Harriet Island Park Phase II
- 38 Lower Landing Park Improvements
- 39 Soccer Field Development
- 40 Lower Swede Hollow Park Area

Urban Development Enhancements

- 41 Burial of Riverfront Power Line
- 42 Burial of Chestnut Street Utilities
- 43 Great River Greening

Strategic Investments

- 44 Property Acquisition near Chestnut
- 45 Lawson Ramp Public Realm Improvements
- 46 Firstar Acquisition for Park Development
- 47 Farmers Market Improvements

Strategic Investment Areas

- 48 West Side Flats
- 49 Upper Landing
- 50 North Quadrant



Drilling down

Re-learning how to make dense and diverse cities work for all ages and abilities



Finding ways to achieve higher levels of mix and overlap in new projects

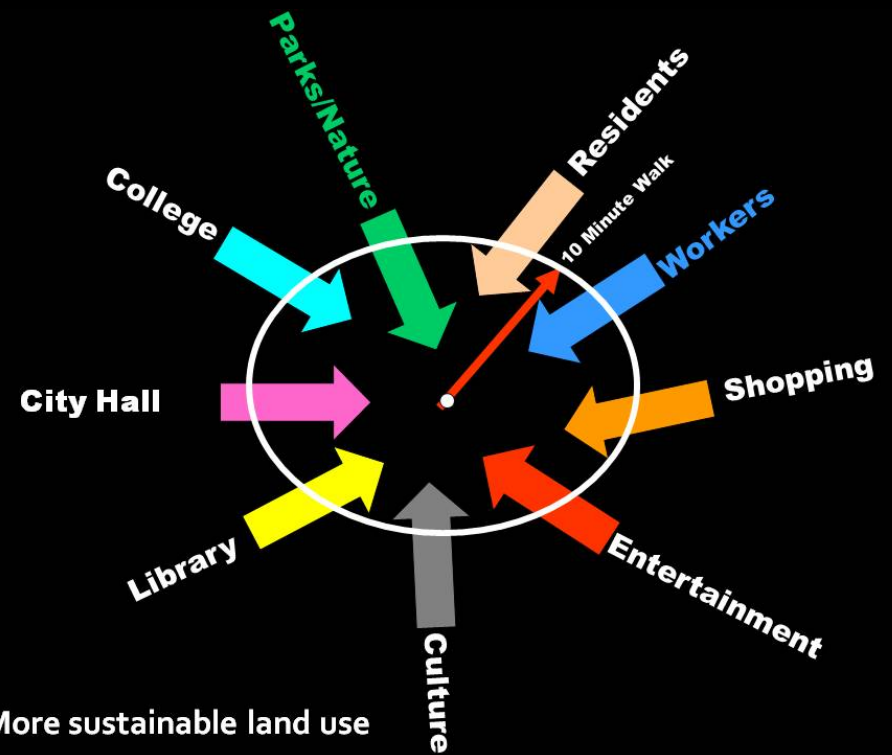


Kendall Square in Cambridge and pedestrian street in Malmo

But it's not just how dense you make it; it's how you make it dense!



Public and private convergence to make it mixed, compact and walkable



More sustainable land use

Colonizing the parking lots in Mississauga from a Farmers Market to the creation of a new downtown neighbourhood

Recovering from errors



Regent Park public housing project rebuilt as a new mixed-use mixed income neighbourhood

Making room for diversity and initiative: tapping the ingenuity of new arrivals - allowing the city to evolve



The incubation of businesses for new immigrant communities now happens in the suburban strip mall



Recognizing that quality of life is a key economic asset

Responding to the irresistible urge to get to the water's edge



Public Space as the life blood of social communities



Leading with public realm – tangible evidence of success



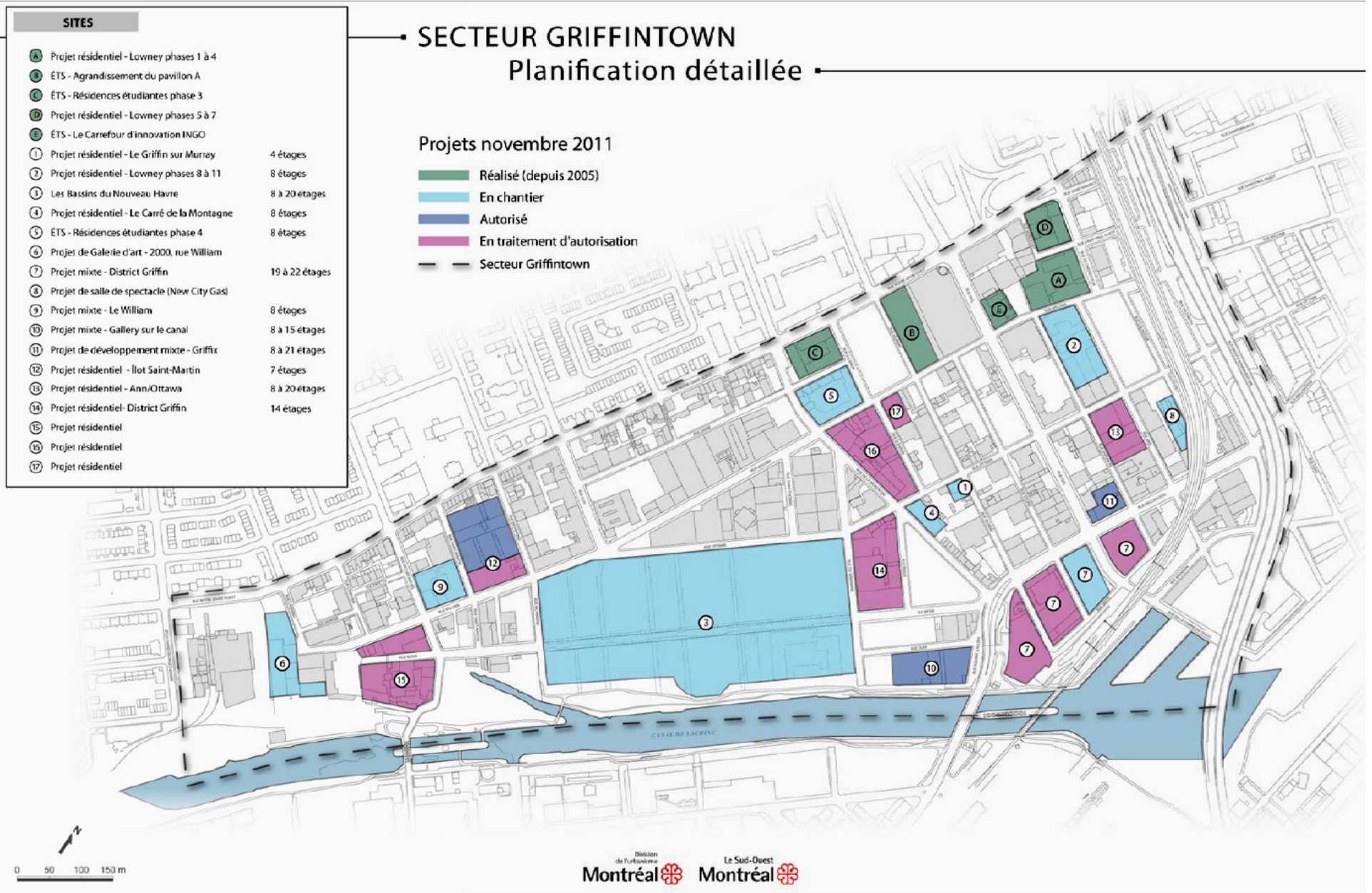
L'application à Griffintown

les conditions à mettre en place

les choix à faire dans le contexte concret

- sa localisation
- ses attributs
- son génie du lieu
- ses liens avec les quartiers limitrophes

Un grand nombre de projets en cours – potentiel de transformation



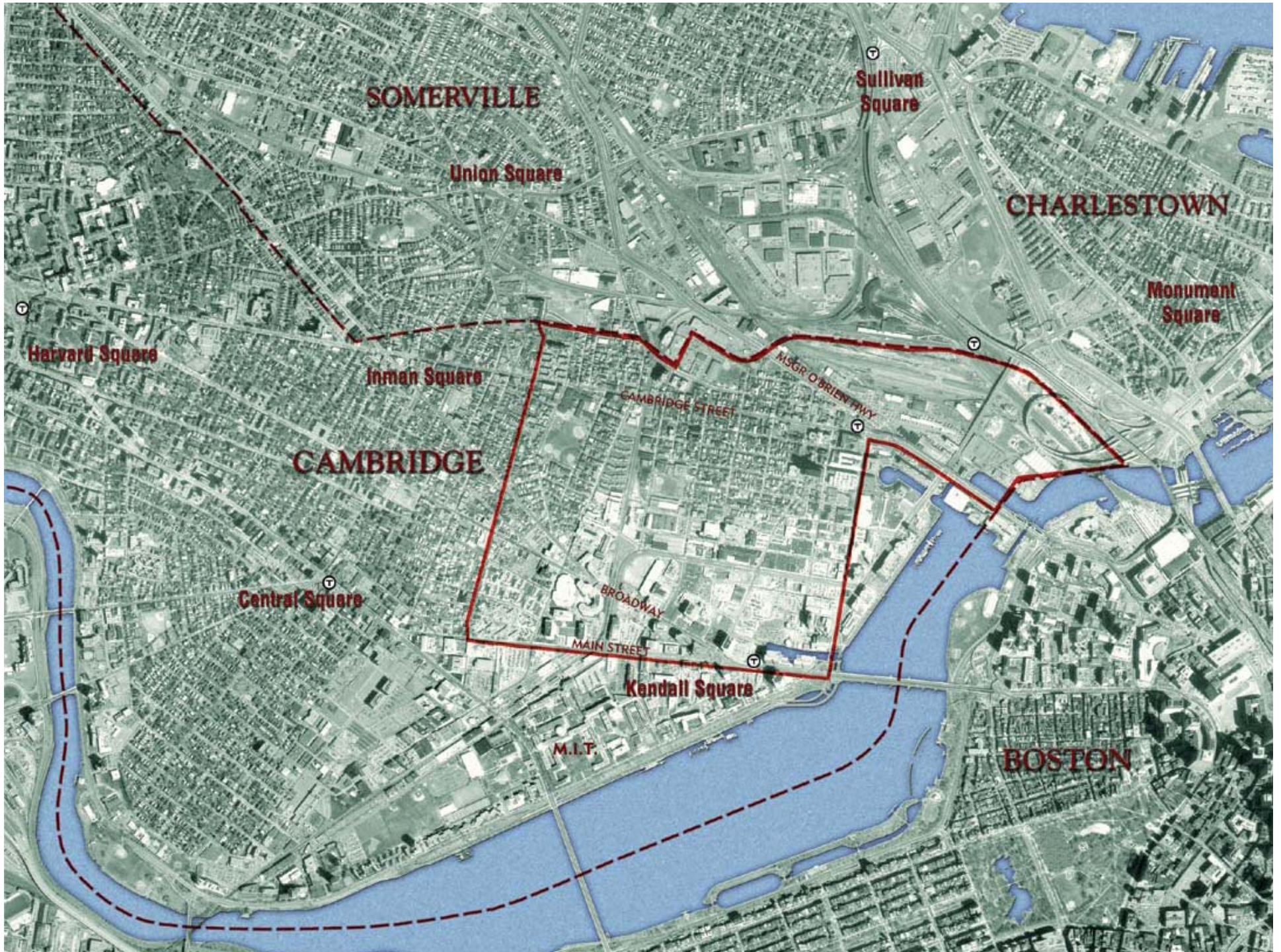
Comment profiter du dynamisme pour créer un quartier authentique?



Un moment propice pour l'urbanisme à Griffintown

Les grands enjeux

- **voir l'ensemble au delà des « projets » en motion » – le 4eme dimension**
20 projets, 7000 unités d'habitation, 150,000 mètres carres de commercial ou bureaux
- **sauvegarder le patrimoine tout en ajoutant du nouveau**
- **forger des liens à l'intérieur et avec l'extérieur du quartier**
- **favoriser le déplacement autre que par l'automobile**
- **maitriser la forme urbaine avec des gabarits qui encadrent l'espace publique à l'échelle humaine**
- **chercher la mixité et les synergies avant tout – fonctions, sociale, des entreprises**
- **augmenter et améliorer le domaine public; animer les trottoirs et places**
- **conserver un marge de flexibilité/ permettre l'évolution – « feed-back »**
- **engager le grand public dans la transformation**



SOMERVILLE

Sullivan Square

Union Square

CHARLESTOWN

Monument Square

Harvard Square

Inman Square

CAMBRIDGE

CAMBRIDGE STREET

MSGR O'BRIEN HWY

Central Square

BROADWAY

MAIN STREET

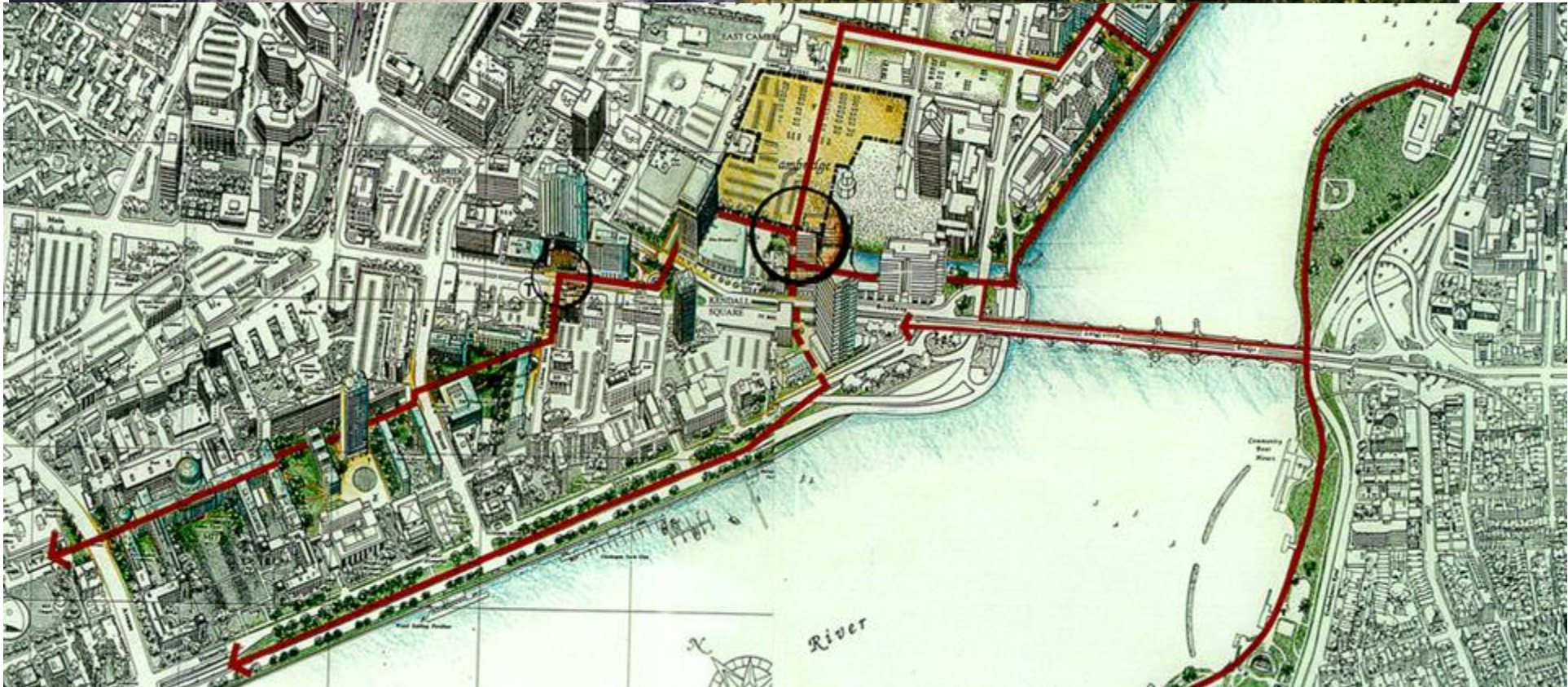
Kendall Square

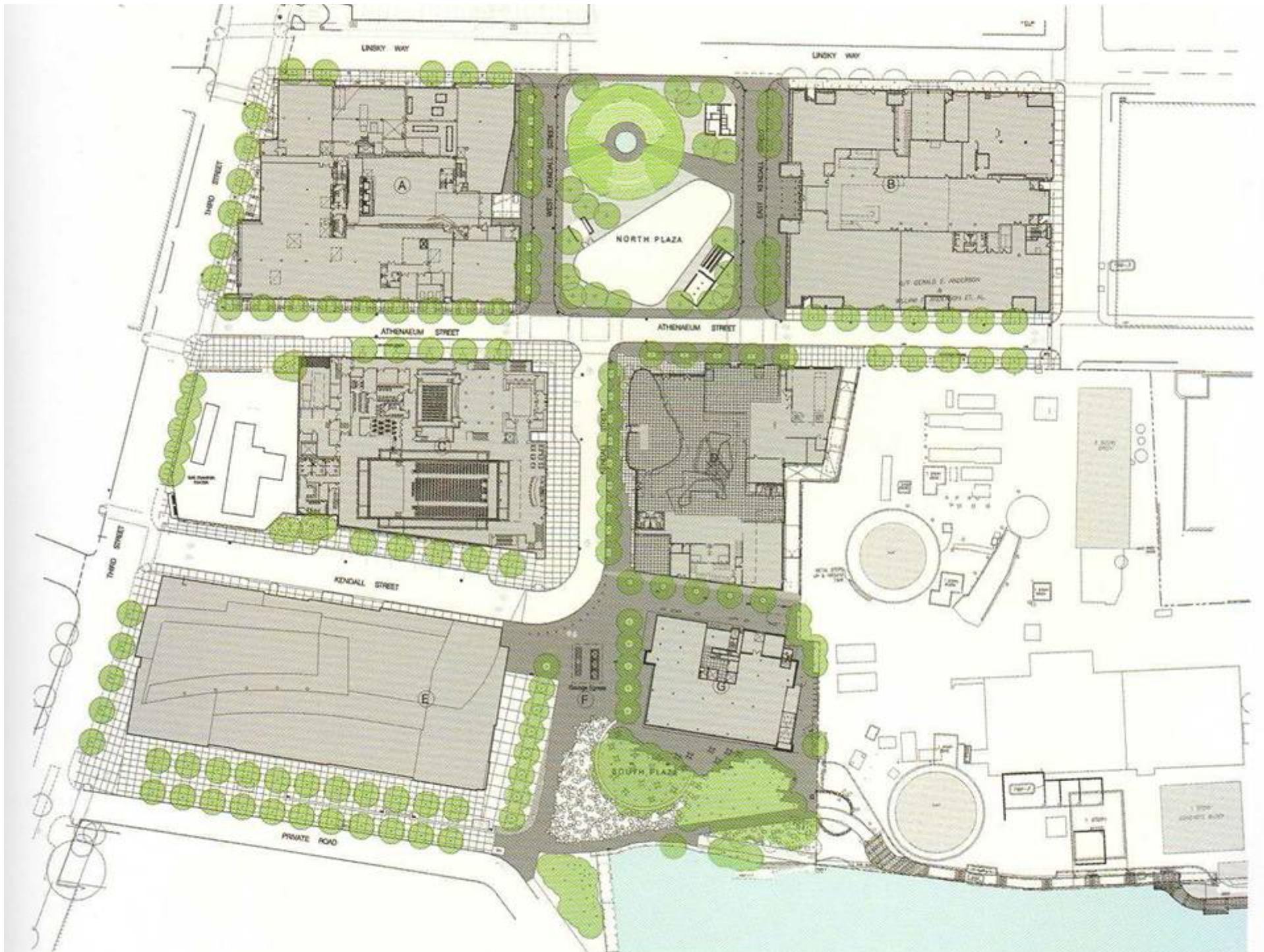
M.I.T.

BOSTON

Kendall Square, Cambridge











an eastern core strategy

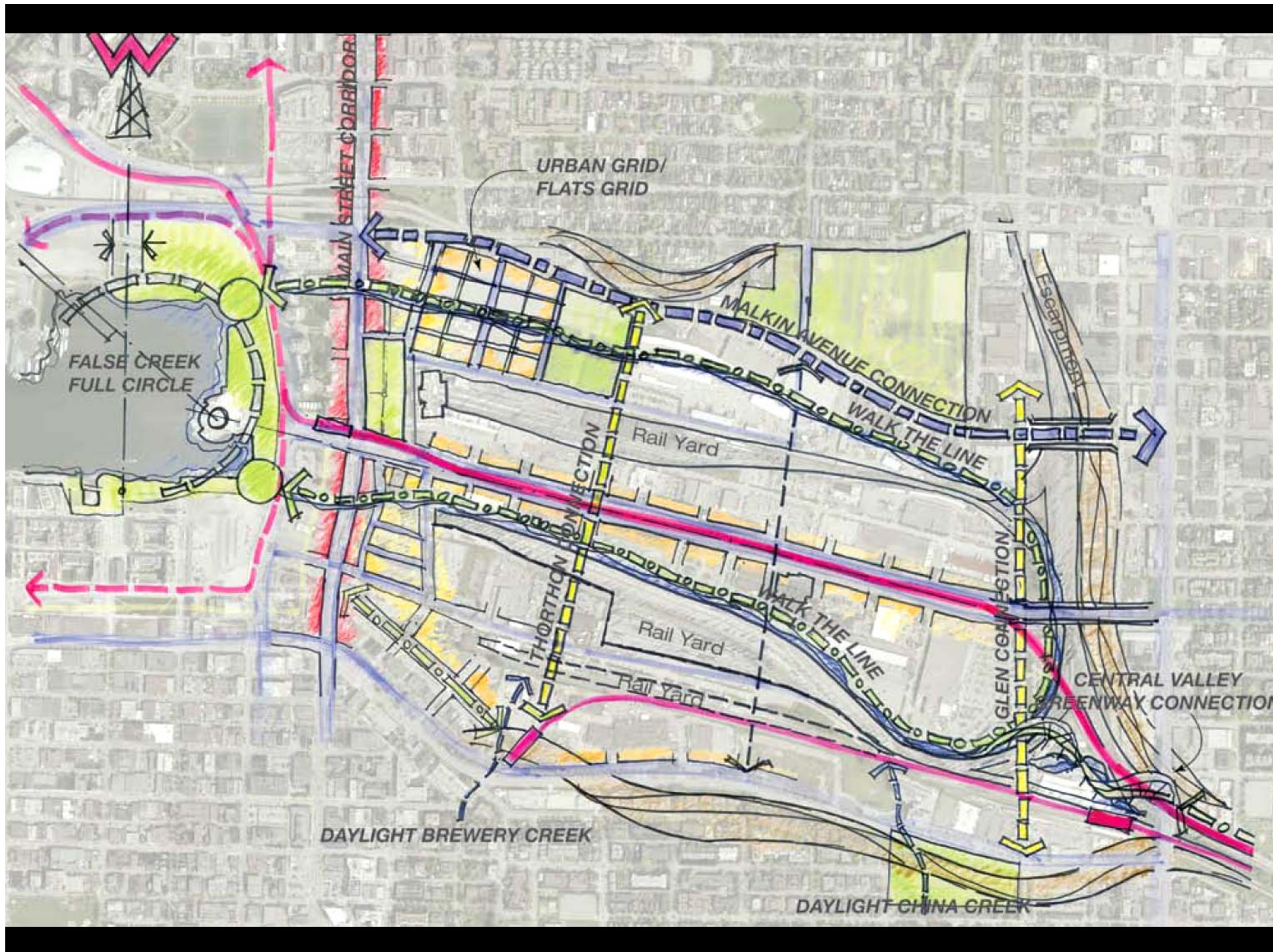
A WORKING SESSION WITH GREAT URBAN MINDS: **KEN GREENBERG, JOE HRUDA, & HELLE SOHOLT**



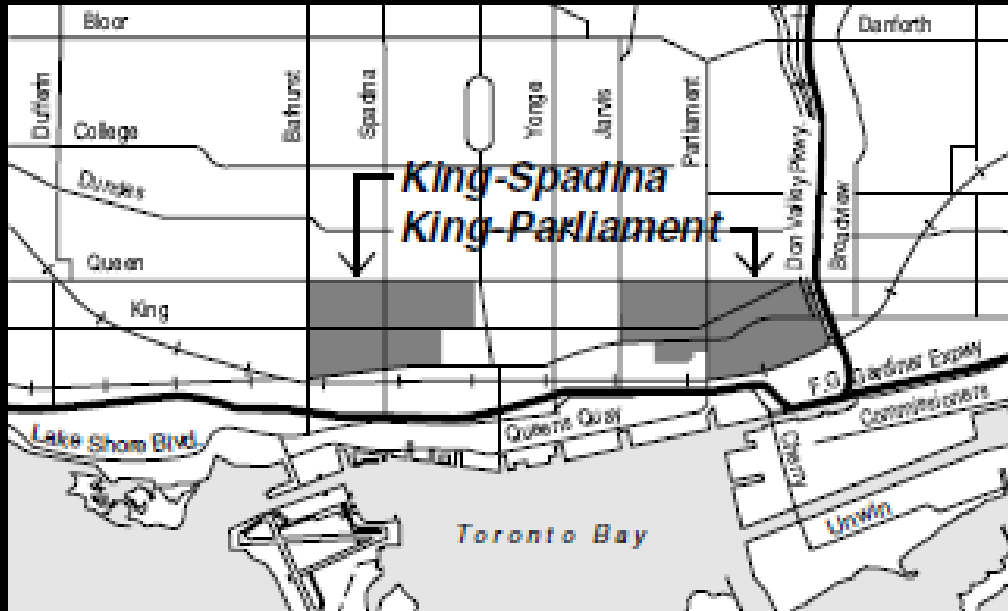
city of vancouver | planning & engineering



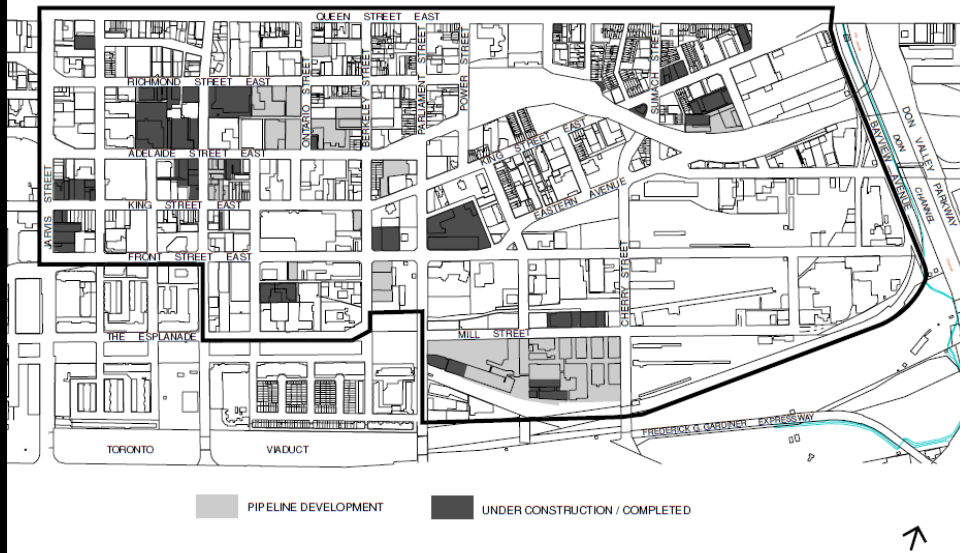
2011 Aerial Photo of Eastern Core



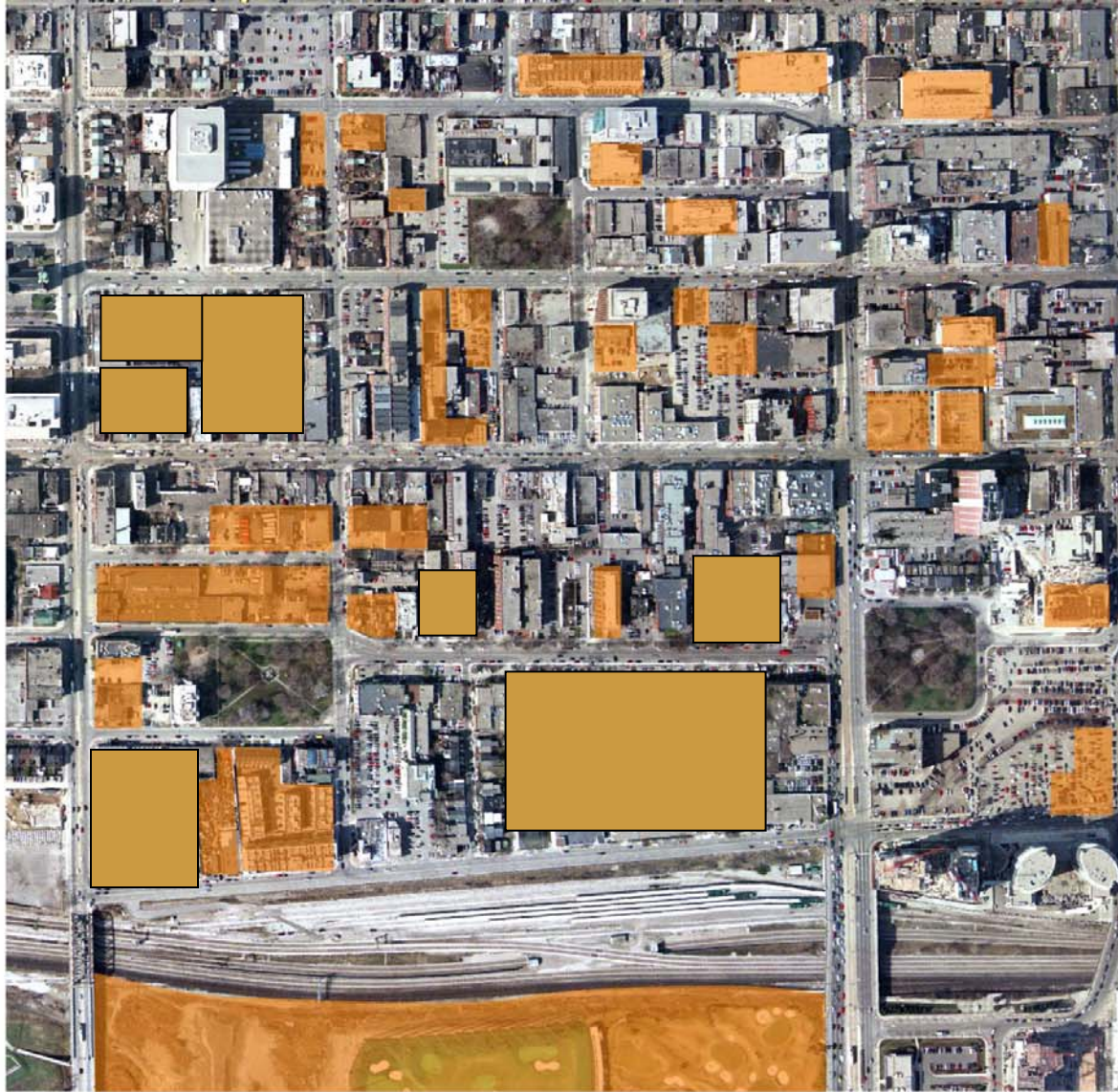
The 'KINGS'



Map 1:
King-Spadina Development Projects



Map 2:
King-Parliament Development Projects



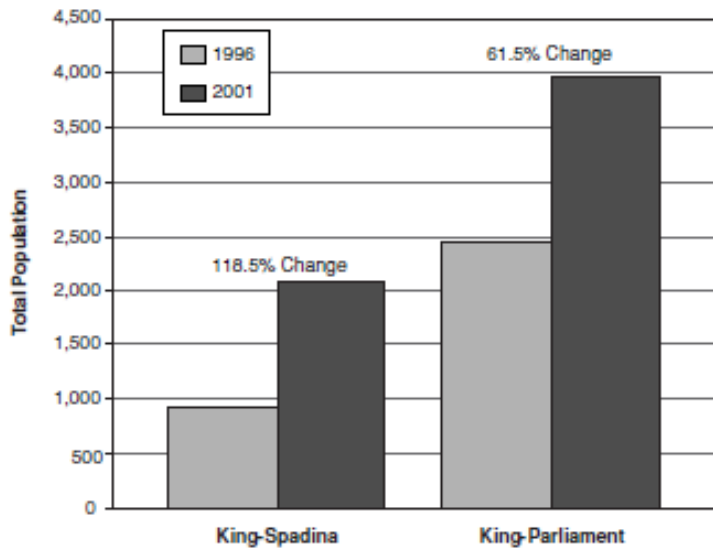
New and Proposed Developments after 2001

Wellington Place | Public Realm Improvement Strategy

From King Spadina Secondary Plan Study

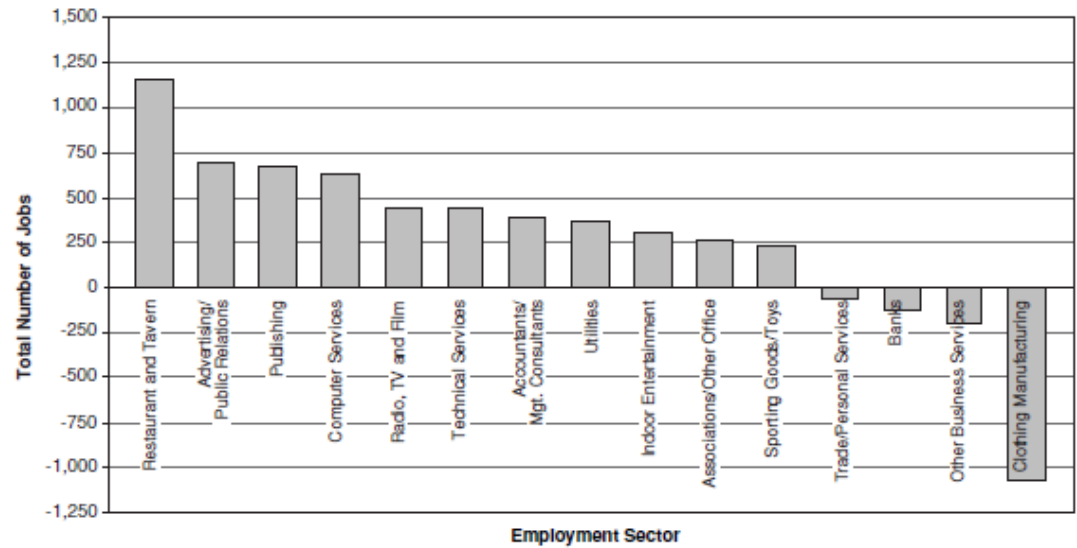


Figure 11: Population Change, 1996-2001



Source: Census of Canada, 1996, 2001

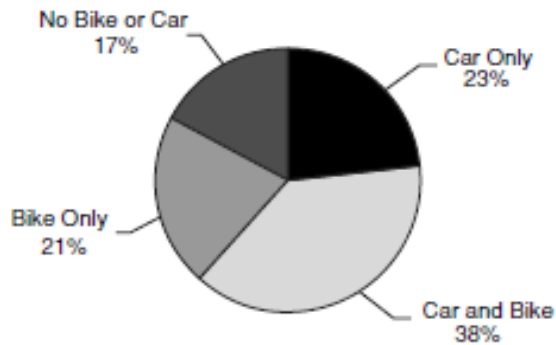
Figure 9: Net Change in Employment by Sector in King-Spadina, 1996-2001



Source: Toronto Employment Survey, 1996, 2001

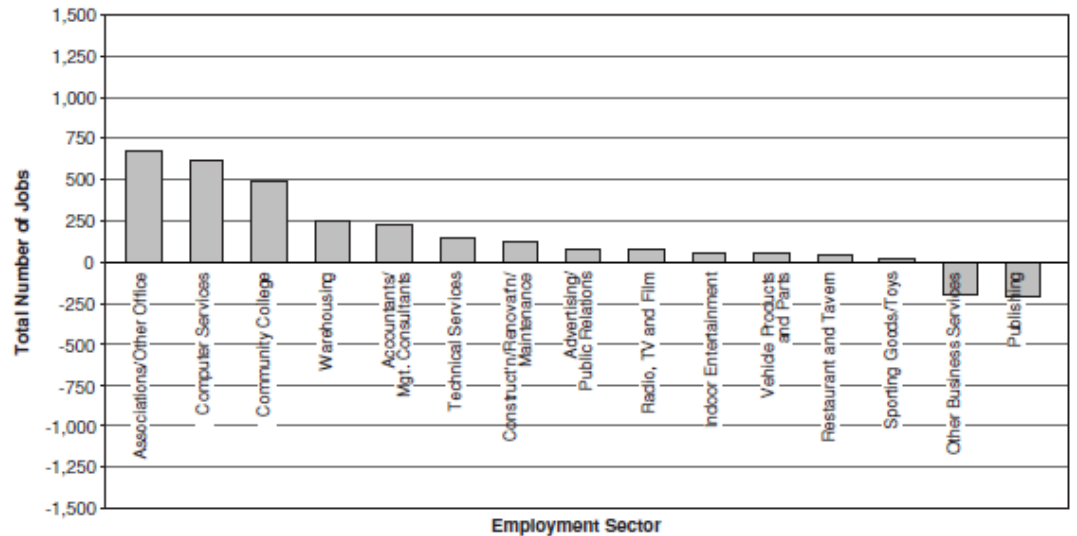
Vehicle Ownership

Figure 18: Car and Bicycle Ownership, 2001



Source: "Kings" Travel Survey, 2001

Figure 10: Net Change in Employment by Sector in King-Parliament, 1996-2001



Source: Toronto Employment Survey, 1996, 2001



Adding to the richness and synergy







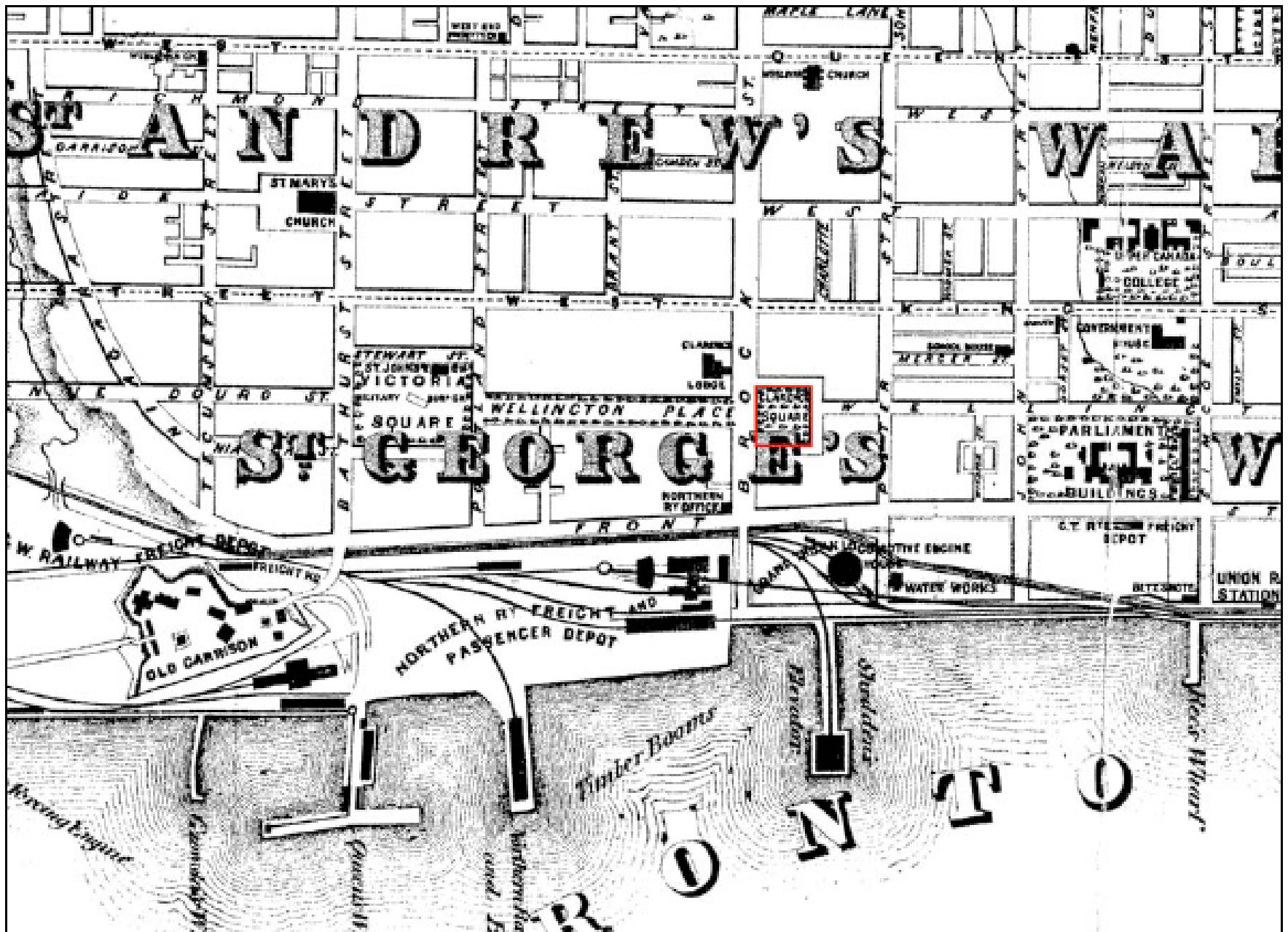
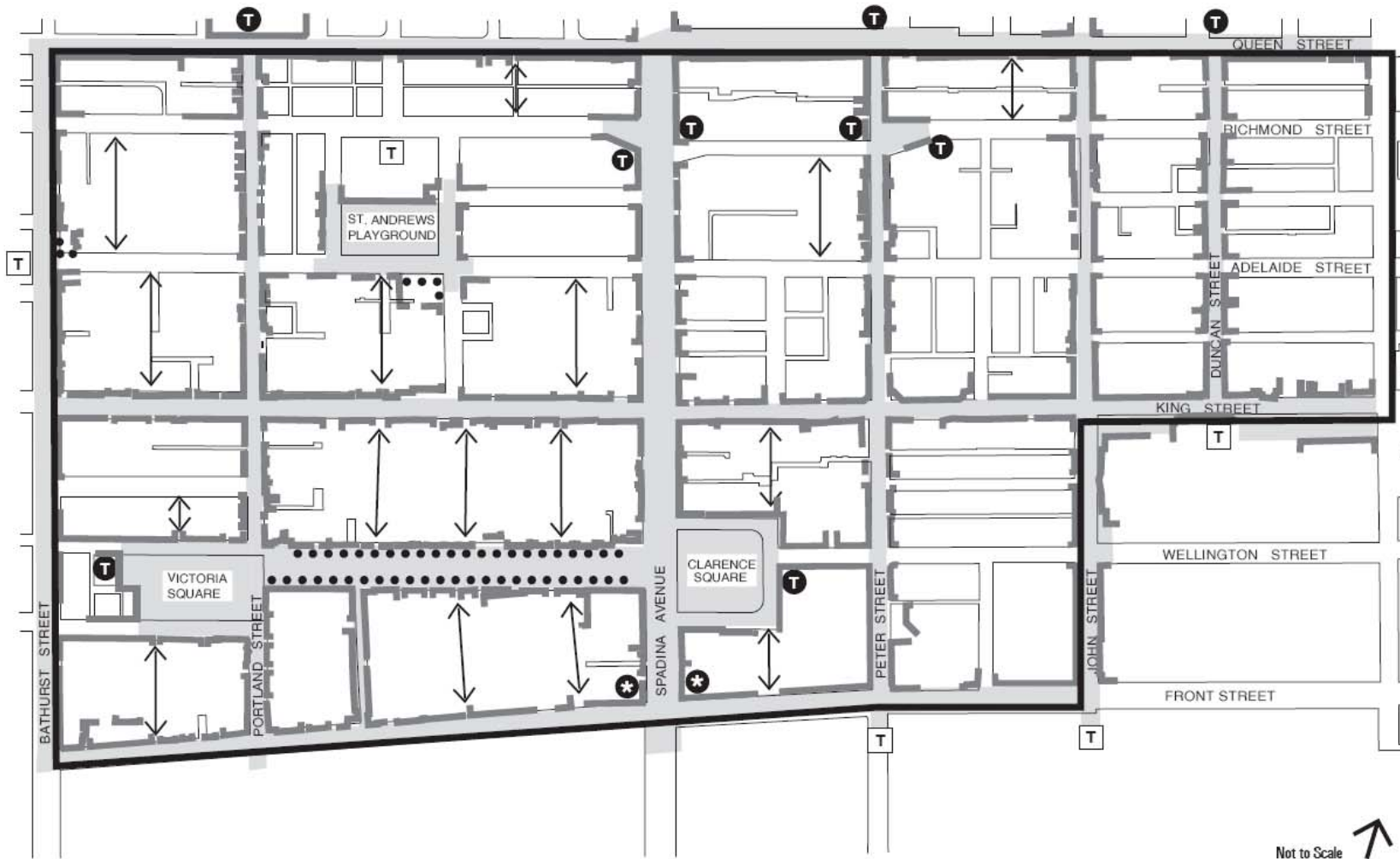










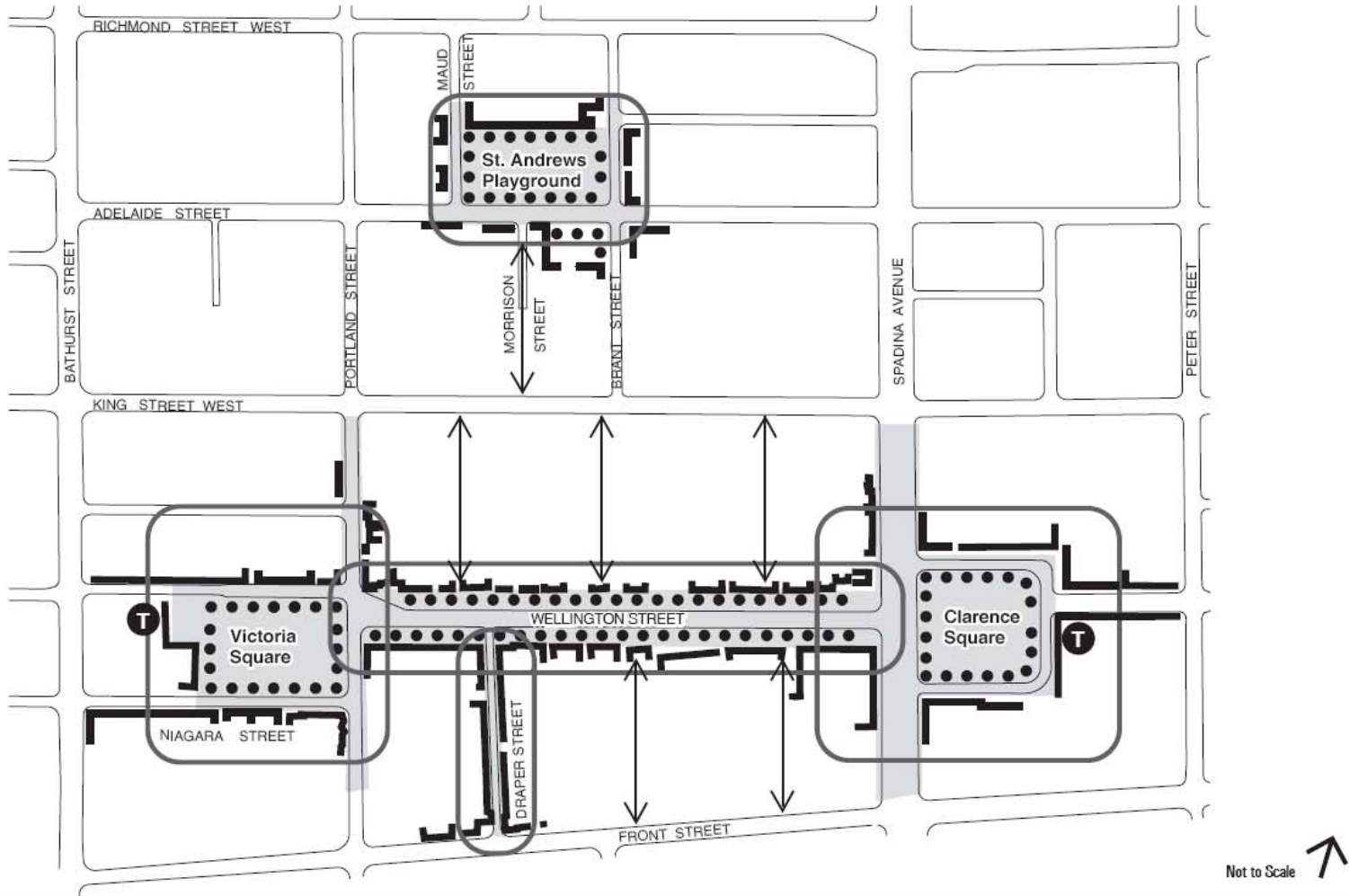
Figure 16: *City of Toronto Compiled from Surveys made to the present date 1866* plan of the area with Clarence square now separated from the adjoining residential lots by roads north and south. The land below Front Street has been committed primarily to rail and industrial use.



From WPNA Public Realm Study



-  Secondary Plan Boundary
-  Potential Gateway
-  Potential View Terminus
-  Existing View Terminus
-  Existing and Potential Building Edge
-  Potential Mid-block Connections
-  Significant Street & Open Space
-  Landscape Edge

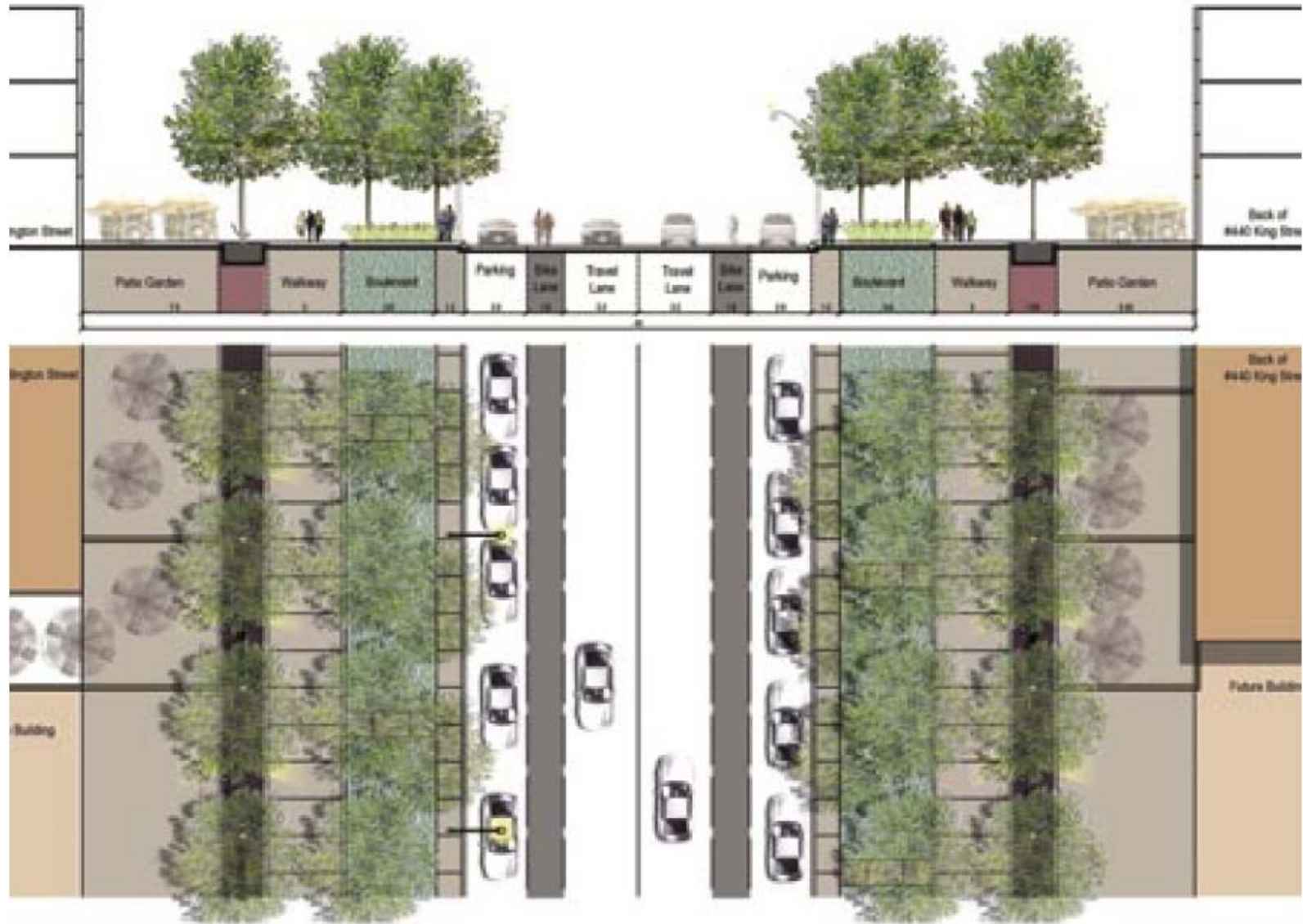


- T Potential View Terminus
- Landscape Edge
- Existing and Potential Building Edge
- Potential Mid-block Connections

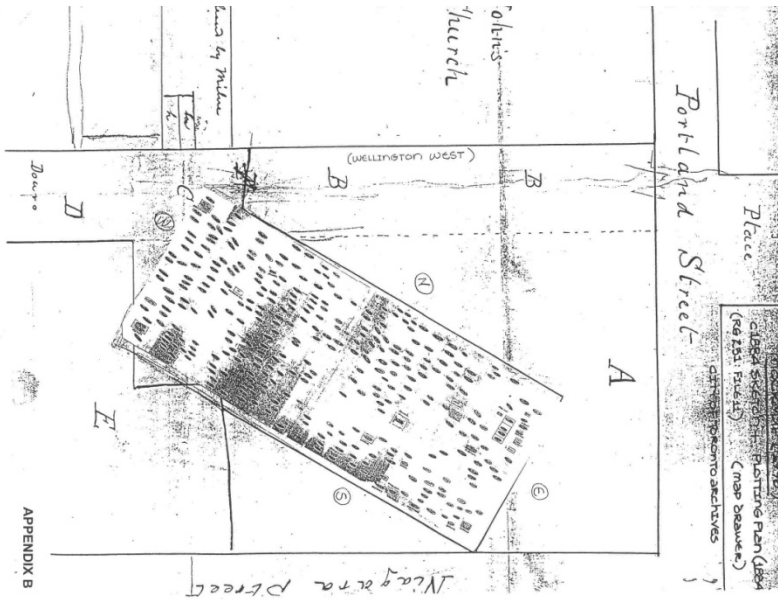
Wellington Street Cross Section and Plan

66

part 3: public realm



From King Spadina Secondary Plan Study





1913



2011

MIDBLOCK HEIGHTS

56.6 m Approved
for Bathurst

19 Stories

Current Approval for
620 King Street West
6 Stories

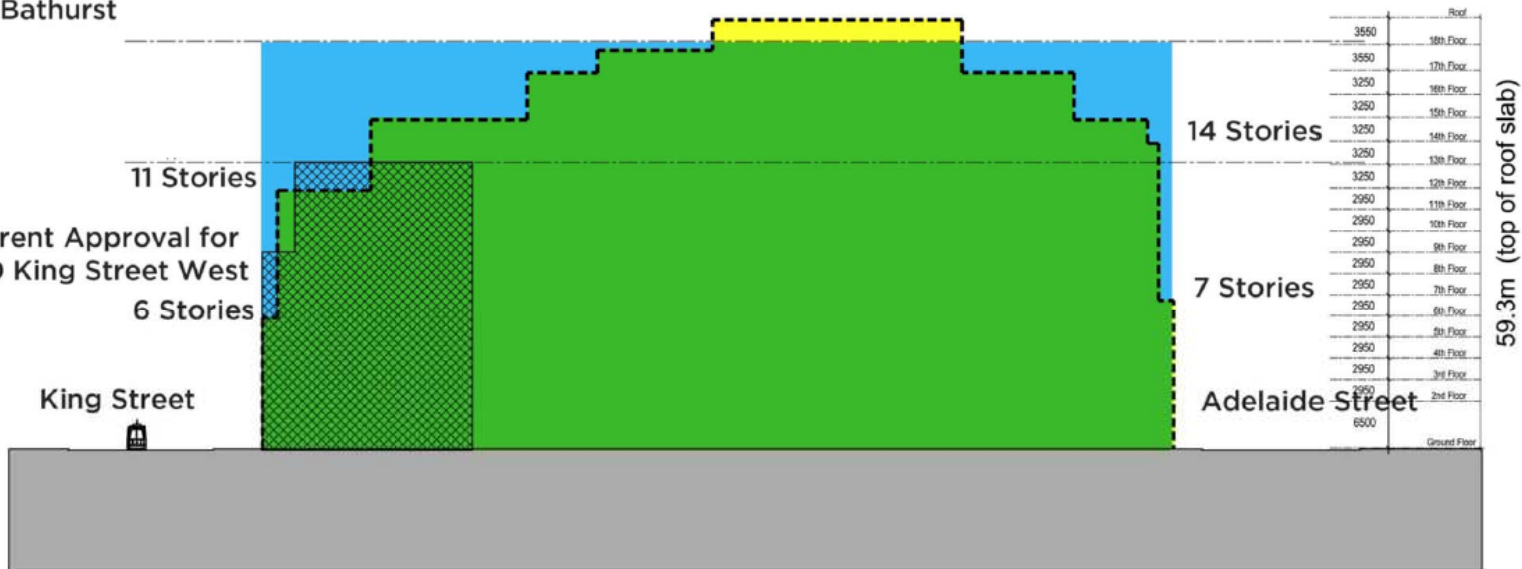
11 Stories

14 Stories

7 Stories

King Street

Adelaide Street



HEIGHT GUIDELINES

- Approved height on Bathurst
- Midblock building stepping
- Height above bathurst building



Context Plan





EXISTING PEDESTRIAN CONNECTIONS

PROPOSED PEDESTRIAN CONNECTIONS OF 620 KING W SCHEME

ADDITIONAL PEDESTRIAN CONNECTIONS BASED ON DEVELOPMENT

KING STREET WEST

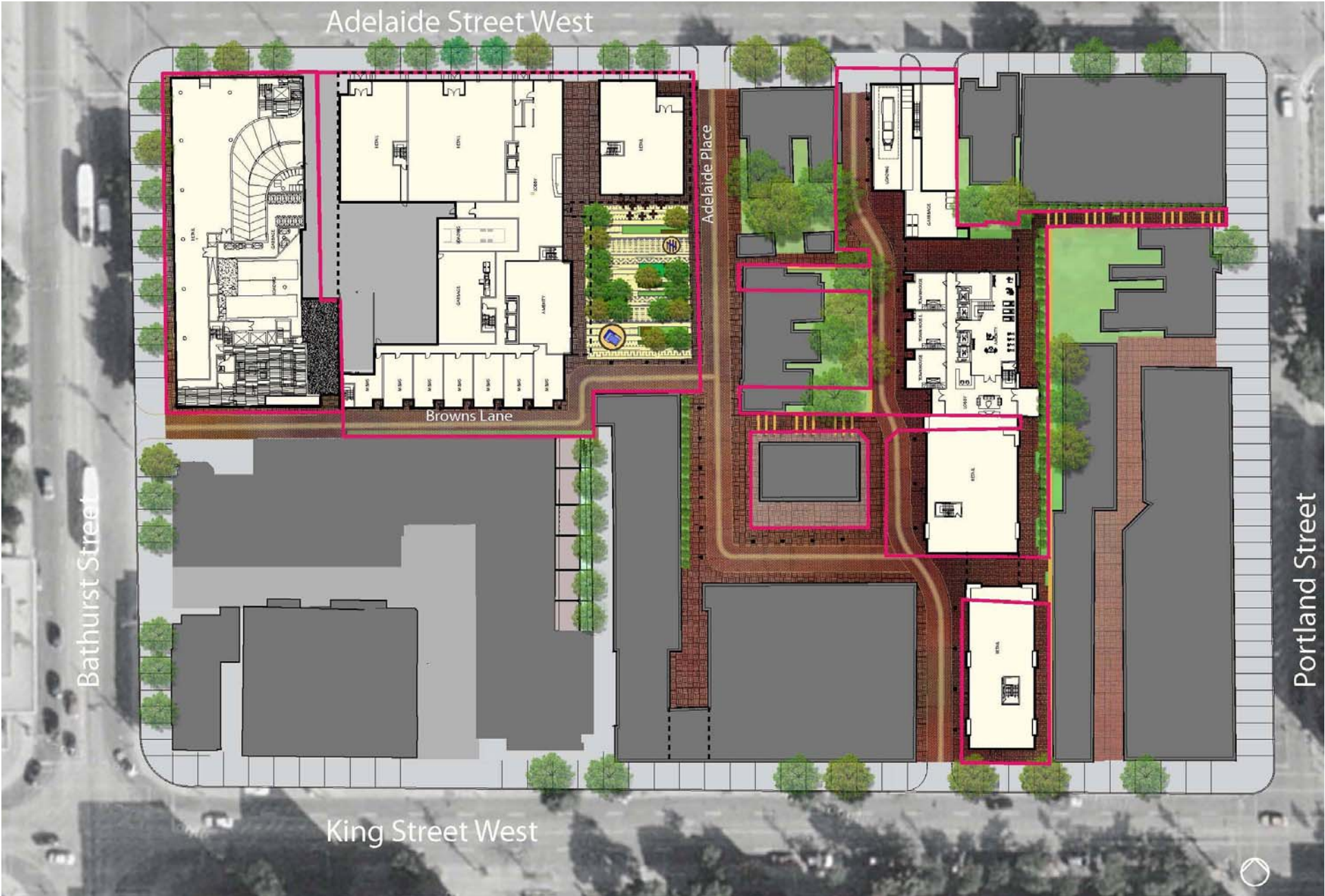
PORTLAND STREET

ADELAIDE PLACE

TO BATHURST STREET

PROJECT SITE

ADELAIDE STREET WEST



Adelaide Street West

Bathurst Street

Browns Lane

Adelaide Place

Portland Street

King Street West

Block Plan

Adelaide Street West

Adelaide Place

Browns Lane

Bathurst Street

King Street West

- LOBBY
- TOWNHOUSES AND MEWS
- AMENITY
- LOADING
- GARBAGE
- RETAIL
- PROPERTY LINE

Public Realm Plan

1:300





La beauté c'est que la ville est en devenir perpétuel