

COMMON GROUND.

Reconsidering Contemporary Urban Development

by

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Master

in

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ABSTRACT

Urban Developments today are suffering an identity crisis. Market demands have led to a globalized urban standard, one of mixed-use. The 'mixed'-use model fails to mix anything in a meaningful way. The result is a packaged, off-the-shelf and easy to implement 'canned' urbanism.

As a capital city, should Ottawa be concerned with how the built environment reflects its identity?

Tunney's Pasture is far from the rolling meadows its name suggests. Instead, it is an out-of-date idea of a government campus built in the 1950's. Today, Tunney's is seen as 'a wasteland.' New proposals fail to realize the site's potential. The Tunney's Pasture Master Plan will be critiqued as an example of a canned urban approach. An alternative proposal will be put forward: one based on principles different from globalization and mixed-use, that consider instead identity, historical context and the site's pastoral origins.

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INTRODUCTION

Across North America, growing trends in cities are resulting in a perceived homogeneity amongst our urban developments.

There is an identity crisis that has been looming over our cities for more than a decade. Despite its quiet beginnings, its effects are becoming increasingly noticeable. If we fail to act now, we risk living with the results.

Cities are for people. Market forces have come to demand a preferred ‘model’ when it comes to our urban developments that can be qualified as one of mixed-use. City-users today value offerings such as, “rehabilitation of historic buildings (specifically, theatres, galleries, mixed-use housing), farmers’ markets, streetscaping and public art, physical infrastructure development, façade improvements, outdoor recreation facilities, green space, parks, pavilions, and, if necessary, demolition.”¹ This model is inherently good in intention; it reflects the wants and needs of people rather than an imposed vision of a city planner.

In an ever globalizing world, the current standard mixed-use development has become a product. The result is a packaged, off-the-shelf and easy to implement urban development.

A ‘Canned’ urbanism.

Cities are attracted to these buy-it-now and sure-to-impress canned urbanism solutions. Firms large and small are ready to meet demand, and offer cities an endless supply of mixed-use developments. These developments are more often than not successful from an economic standpoint. The ingredients all produce, for the most part, a vibrant urban experience that is guaranteed to work anywhere. But that is precisely the problem: these developments favour economy, market demands and globalized standards at the expense of a quality of space that could emphasize the historical continuity, local context and social sustenance of the wider urban fabric.

Lacking a sense of historical continuity and context, an identity crisis emerges. How can a city be unique when its urban environments are based on a ‘one-size-fits-all’ approach? The biggest dilemma with canned urban developments is its non-specific and non-contextual approach to a solution. Should we not attempt to build our urban developments differently from each other to provide diverse offerings? How do we provide for people’s wants and needs, while preserving the unique identity of our cities?

Cities should reevaluate what it means to have a mixed-use development. What does ‘mixed-use’ mean, beyond the mere juxtaposition or stacking of programs? What is achieved by that? Cities are buying-in without fully understanding its content. Upon closer inspection, these developments miss the opportunity to truly mix anything in a rewarding way.

Currently proposed in Ottawa is the redevelopment of 120 acres of federally owned land, “Tunney’s Pasture.” Not to be misled by its name, Tunney’s has abandoned the pasture since the 1950’s. Today it is the out-of-date vision of a 1970’s government office park.

There is a “25-year vision” by the federal government to revitalize the site, a master plan that boasts mixed-use and higher density at the terminus of a new Light Rail Transit (LRT) System.

Ottawa is the capital city of Canada; it has both a local image, and a federal one. The city’s recent developments and current proposals are largely results of market factors and globalized standards. These are lost opportunities to establish unique identities in areas around Ottawa.

As a case study, the Tunney’s Pasture Master Plan (TPMP) will be critiqued as an example of a canned urban approach and an alternative proposal will be put forward. The proposal will aim to give a compelling alternative to canned urban developments: satisfying market demands, reevaluating the meaning of mixed-use, and — by establishing an identity true to its historical context and pastoral origins — bring a unique spatial-experience.

There are far too many prescribed one-size-fits-all solutions. Adding another ingredient, would simply add another can to the shelf. A new approach that responds to the cultural, geographic, economic specificity of a site will be established, one based on different principles. With Tunney’s Pasture as a case study, this thesis will suggest an alternative to off-the-shelf canned urban development, and explore ways to design appropriate developments that establish an identity by contributing to defining a sense-of-place that respects historical continuity and local context.

PROLOGUE :
CANNED URBANISM

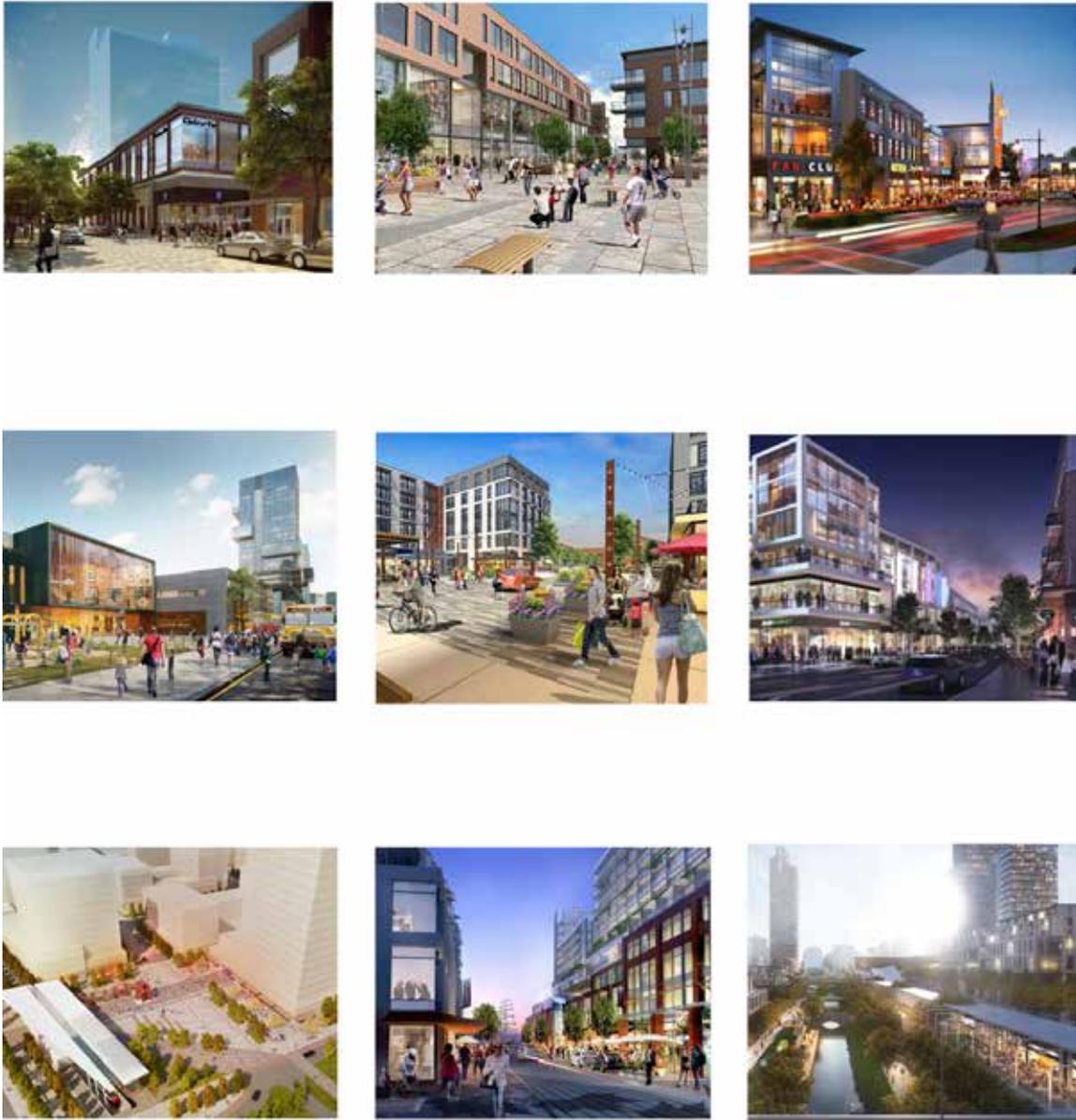


Fig 1.1-9

When looking at contemporary urban developments, particularly in North America, it becomes increasingly difficult to know where they are built. An important reason for this phenomena is that these developments are all beginning to look, feel and be experienced in the same way.

This is because they share the same ingredients...



Fig 1.10

...and essentially, all come from the same 'can.'

CONDENSED
DESIGNING FOR PEOPLE

Contemporary city-building has increasingly shifted towards a model of density. The belief is that density is a way to improve prosperity.² But how exactly does density improve the prosperity of a place? Prosperity considers wealth, but can extend to encompass such things as happiness and health as well. Upon further investigation, this claim seems unconvincing. According to this way of thinking, prosperity increases by adding more people. There is a reciprocal relationship between people and place: the more people there are, the livelier a place becomes. Places without people are seen as wastelands, economic drains, and unused resources. Suggesting an increased density seems to be a rational argument to improve even the lowest-standard areas of our cities. A contemporary canned urban development considers density as part of the one-size-fits-all solution for economic prosperity, and encourages many cities to implement this idea.

Economic prosperity can be easily measured and projected, so it becomes the method of choice for further city development. In doing so, contemporary developments fail to consider a prosperity of health, or happiness. It has already been documented that density is not always the healthiest approach to cities. One report shows that it in fact does the opposite, and with density air pollution increases.³ Instead of basing contemporary city development on economic principles, could it consider actual health and happiness? These concepts are not easily quantified, and such an approach is less appealing than the one-size-fits-all⁴ solutions. Herein lies the problem: developers are wooed by the economic benefits of this easy to implement solution, and they do not consider the negative consequences. As more cities approach developments this way, it results in homogeneity of our built environment of lesser quality urban space. If more abstract principles are considered as a basis for development, these low quality spaces have the opportunity to be reimagined and establish a unique spatial-experience; one which people can enjoy, and lead to greater prosperity in every sense of the word.

The state of our cities has always been a topic of debate. As early as 1961 — in the quintessential urban discourse of New York City led by Jane Jacobs — the call for action was for “the city to aid people, not cars.”⁵ In that time, the city was ready to do away with the unique character of small neighbourhoods to make way for more highways. However, it was decided that the highways would never be built, and that the city would look to people as the catalyst for further city development over cars. This precedent impacted the thinking of many future developments, influencing a more pedestrian-driven approach to our developments. Interestingly, the problem of “people v. car” has seemed to return in the contemporary city. Many developments are marketed as pedestrianized when in reality, the focus is more on the car than the people. “If you have more space for people, you will have more public life,” however, it appears developers are concerned with making more roads; an approach that does a better job of making more traffic than it does public life.⁶ What this reveals is that the canned urban approach can result in misapplication in key ‘ingredients.’ Developers see these ingredients successfully applied in other urban areas, and want to do the same. In the case of density, what was successful in one place, may not work in another. In applying the canned urban treatment to new neighbourhoods, adding density to encourage busy street life is only successful if the street encourages people to be there. If the space is discouraging for pedestrians, a more isolated environment is made, where people stay in their towers, while the streets become once again the realm of the car.

INGREDIENTS
MIXED-USE ISN'T MIXING

The car continues to be prioritized over the pedestrian. Many contemporary developments boast the spaces between buildings are made 'walkable.' However, by allowing car traffic on these wide boulevards, the streets are made less navigable for pedestrians and the car takes precedence on the ground plane once more.

Mixed-use is an idea that works well on paper, but not so much when implemented. Many sites are mixed-use in name only. Juxtaposing office towers next to residential complexes and commercial units appear to offer an interesting mix in a site plan. "While architects and planners celebrate this shift [to 'tall, often repetitive towers'], they rarely consider whether this form of urbanization creates a good place for people..."⁷ Only after it is built, does one realize the people that use the spaces are not actually mixing. Providing a denser population does little when there is no incentive that generates a synergy between programs. What happens instead is people go from their car, to the podium parking in their building, up their elevator, and into their office, or home. The only 'mixing' that might happen would be in the elevator. People who do not share the same block as someone else will likely never meet. Rather than developing mixed-use site plans as a colourful mosaic, the focus should be on the spaces between buildings that would encourage an opportunity to mix.

Some ingredients in the canned urban solution come from context. Such things as economy and large firms produce the standard for mixed-use implementation. These influences should not dictate how to develop urban spaces in the future. They should be critically analyzed and improved upon, rather than replicated. Other ideas such as local zoning can also impact the physical appearance. These restrictions should be taken as opportunity and not as obstacles. In many developments, the zoning has resulted in curiously unsatisfying spaces: such as required percentage of 'open green space,' which becomes unused space between sidewalk and building. If these restrictions were

embraced, it is possible these oddities could become an asset, one that would help these mixed-use spaces thrive and allow programs and people to mix.

This thesis is not suggesting that city planners do not design for people. On the contrary, what people want is a critical ingredient of the can. City planners are making decisions for people at surface value, by giving people exactly what they think they want. They are prescribing this all-encompassing solution, without fully understanding its problems. Planners are often times not professionally trained in architecture, or urbanism, and attempt to answer the complex questions of city development through quantitative measures. This approach is flawed as the majority of people do not know what they want. Planners could consult with trained professionals (architects, urbanists, etc.) and consider design for people in a qualitative way as well. By balancing the scale, and approaching cities with qualitative and quantitative focus, a more successful solution could be realized. There needs to be discussion about people's desires, and how they can be achieved in a meaningful way. The problem is that planners are not designing for people: they are designing for consumers. The outcome is urban developments becoming much like the products for consumers, and not a place for people.

MASS PRODUCTION
PRODUCTIZATION OF THE BUILT ENVIRONMENT

A critical driver of today's urban economy is globalization. Globalization affects the whole urban fabric,⁸ and the results of this phenomenon are only beginning to reveal themselves. One observable result that emerged is a homogenization of spatial-experiences in the city. Across North America, various planning trends are being utilized without a consideration for context. These trends are packaged in a one-size-fits-all solution, that with a few tweaks, can be easily implemented anywhere. The result is the same 'space' in a different 'place.' For example, the experience of an urban space in a Canadian City could feel the same as in a Southern State in America, because both implemented the same canned urban solution.

The global phenomenon is influenced by market demands. Presently, the 'creative class'⁹ is essential in bringing voice to these demands. This young generation demands more pedestrianized, and 'funky'¹⁰ neighbourhood redevelopments to harness their creativity. "Today's young professional workforce is more interested in working as a means of experiencing and enjoying their lifestyle [...] The city itself has to be attractive, not only to business, but also to the workforce."¹¹ With the culture of people changing, our cities too need to change. "...The creative-cities thesis has traveled so far so fast because as a seductive urban development script-cum-vision, complete with prescriptively defined policy practices and positions..."¹² These 'prescriptively defined' ways of thinking have lead to a mass-production of our urban spaces. They are easily welcomed by planners and municipalities abound, as they appear to answer all concerns for their plans. Again, these complex desires of the creative class are being answered in quantitative means, and with no consideration of the qualitative aspects. They want improved 'experiences', and as much as the canned urban solution offers a better experience than most have now, what happens when it becomes the norm?

This new-norm will produce a 'generic space' and will not offer much of an experience for the creative class. In a way to avoid globalization's standardized generic space, perhaps a movement to more contextualized developments should be considered. Urban developments should not be commodified. Treating urban developments as products is dangerous; what does a city do when a development recently built goes out of vogue? For some products, (such as in the tech industry) there are better iterations released every year. If the consumer's product fails, they will quickly upgrade to the latest model. There is a constant flow of throwing out older products to make way for the new. Furthermore, some products have become completely obsolete with the introduction of new ones. What then of our urban environments, is this a sustainable approach? Are these spaces being built for the short term, and will they be quickly abandoned for the latest innovation?

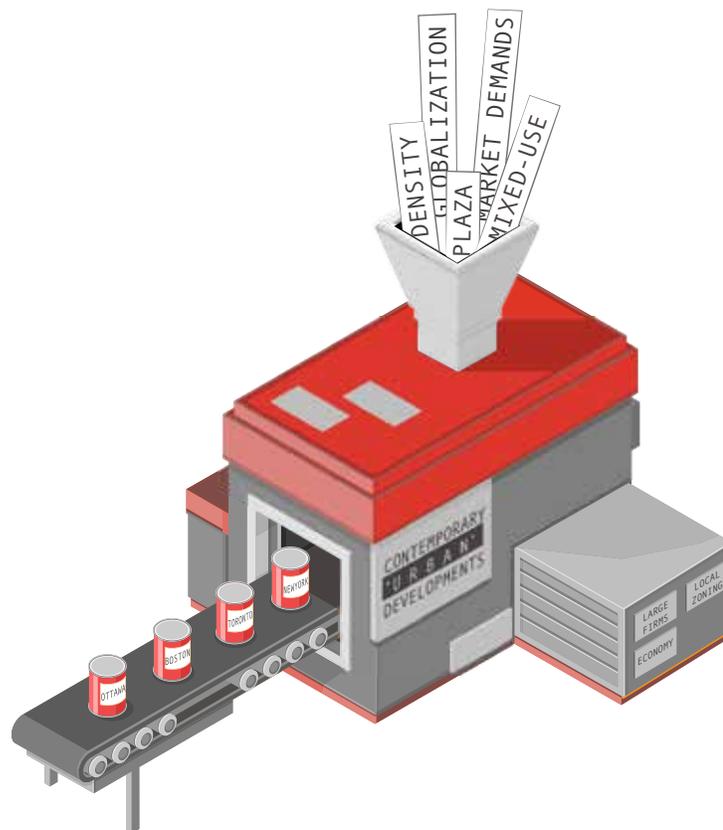


Fig 1.11

SHELF-LIFE
CONSEQUENCES OF SHORT-TERM PLANNING

Developers are becoming comfortable with an approach that does not adequately plan for the future. The canned urban approach does not guarantee making neighbourhoods more healthful, or even more economically beneficial, for the vast majority of residents.¹³ After several years of testing this urban model, and no quantifiable evidence to support it being the best for residents, should it not be reconsidered entirely? Even more worrisome, these contemporary developments are being built knowing that they aren't entirely beneficial to their residents. These unproven models are built with an inherent 'shelf-life' — as much as they may appear to be great options now — even if properly implemented, their viability may be short-lived.

The construction industry has traditionally been slow to adapt to change.¹⁴ Unfortunately, as the industry moves towards quicker adaptation through canned urbanism, they do so without improving upon the model. From North America to as far as China,¹⁵ cities are adapting to these developments quicker than before. When these urban spaces are built, people enjoy the as-advertised, and cleverly marketed mixed-use development. After some time passes, it becomes clear what was offered in marketing materials, does not benefit the physical space itself. Instead, people come to realize they have to accept crowded, depressing, and often expensive conditions.¹⁶ To have a greater sustainability, developers should consider how these canned urban developments can be more healthful. What is the foundation of health? Most health professionals would say: "fresh air, exercise, and meeting people." Getting out, moving about and meeting people becomes vital.¹⁷ The tall buildings of mixed-use are inimical to these crucial healthful opportunities. The higher residents are in a building, the less likely they will go in and out spontaneously. This leads to less healthy, more boring lives, and much less activity on the streets.¹⁸ Streets are the veins of a city,¹⁹ and when the life on the street dies, so too will the development.

These developments, having reached the end of their shelf-life, will remain as under-used neglected spaces of the built environment. Even when the next easy to implement canned solution comes forth, it too can expire, and the cycle will continue. This cycle should be broken, in order to provide more sustainable and worthwhile spaces for peoples enjoyment.



Fig 1.12

OFF-THE-SHELF
DOES IDENTITY MATTER?

“We admire historic buildings, neighbourhoods, and communities shaped by site, climate, history, native culture, and locally available materials and construction technology.”²⁰

These unique places are at risk of being lost. The market continues to embrace a canned urban approach instead, with similar spatial experiences, in mixed-use developments that could be anywhere. The principles for development have shifted to address global and economic concerns. This reveals a ‘flattening of cultures’²¹ and the sterilizing effects it has on a city’s spatial-experience. What if the principles were different? If instead of global standards, developers looked to local ones, it is possible developments can take on a more meaningful expression. Cities could look to the site, history, and culture of a place. Stressing their own distinctiveness could benefit the future of these urban spaces.²² Rather than a banal and generic anywhere-experience, design professionals could establish a quality of space by focusing on the distinctiveness of place. In canned urban developments, identity is the ‘label’ with which it markets itself. Identity can be more than a marketing tool, it brings with it meaning, and enriches the experience. If used as a guiding principle, developments could focus on establishing a rich sense-of-place.

Cities are complex, always growing and changing. Canned urban solutions are rigid, they flatten a site to make way for their mixed-use towers, and sprinkle in-between what are essentially ‘contemporary social-condensers’ attempting to link surrounding community and residents. As early as 1920’s constructivists,²³ architects have attempted to plan for social behaviour. Despite continued attempts to do so, design professionals should realize by now that city life is much more spontaneous, and cannot be so easily planned. Life in a city comes from allowing things to happen organically where possible, not by trying to plan for everything.²⁴ Stepping away from the precise planning involved in canned urban developments allow for more spontaneity, and more enjoyable spatial experiences. When people interact with space, it becomes more a part of them. The resident feels a sense

of ownership, and feel as if the space was designed specifically for them and their needs. What better identity could an urban development have than one personal to each of its residents and visitors? Personalized relationship with space instills a sense of pride in the residents. This is an unfamiliar sentiment for those living where everything feels the same, inhibiting their ability for a personalized relationship with space.

Taking Ottawa as an example, the following chapters of this thesis will look at Tunney's Pasture. Currently a canned urban solution has been approved for this site. What happens if the development were based on local context rather than a global one? An identity will be established that is unique to the site, directly influencing an experience of space. It will be qualitatively rich, unlike the quantitatively focused canned urbanism.



Fig 1.13a

OSTINATO :
TUNNEY'S PASTURE(?)

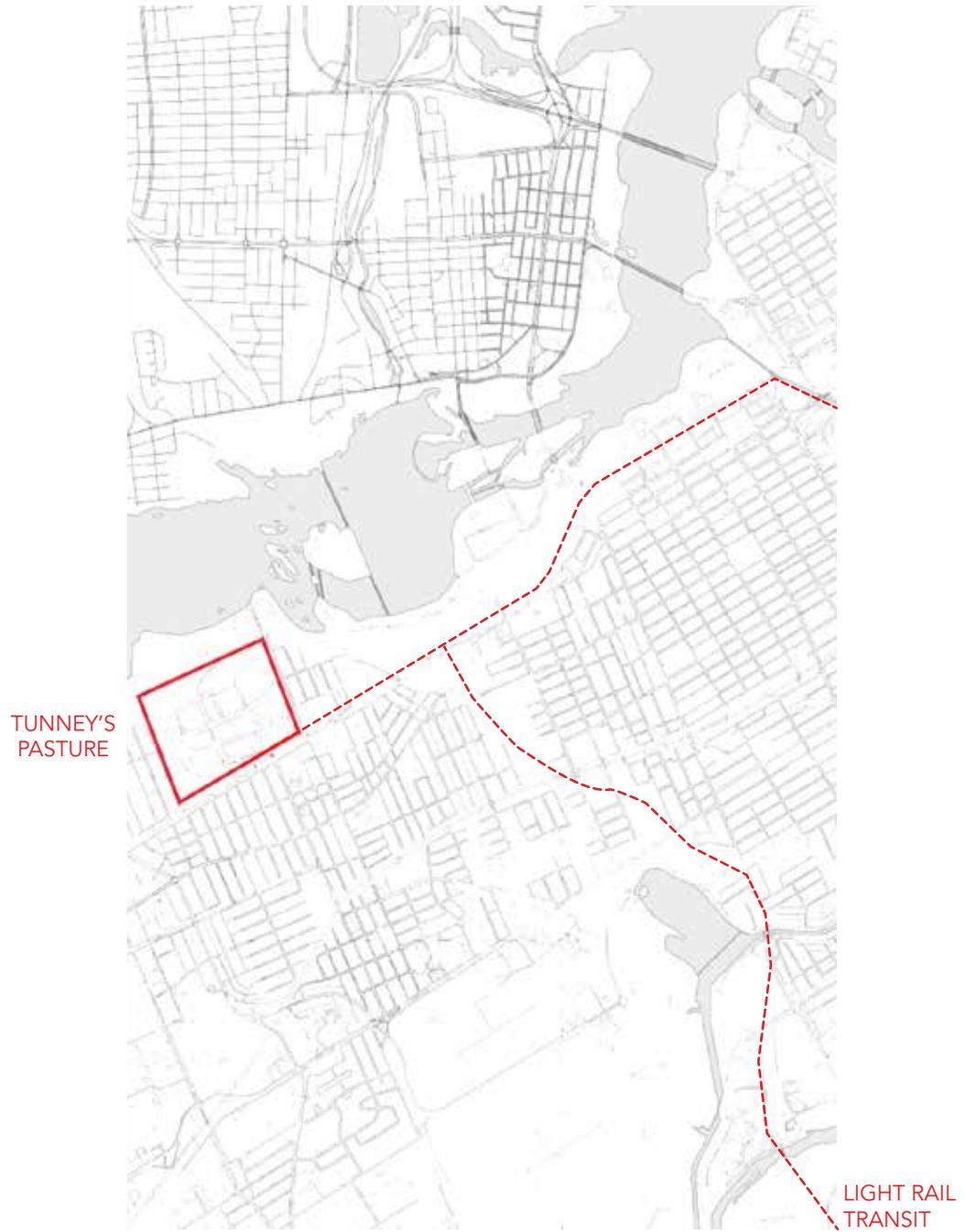


Fig 2.0 • City of Ottawa: Tunney's Pasture Site Location



Fig 2.1 • North Perspective: Tunney's Pasture



Fig 2.2 • South Perspective: Tunney's Pasture

THEN & NOW
FROM PASTURE TO PRESENT



Fig 3.1 • Tunney's Pasture Site Conditions (c.1920)

Before Tunney's Pasture was a federal office park, it was as the name suggests, a pasture.

“Between 1875 and 1901, Anthony Tunney continued to own a mix of cattle, sheep and horses. [...] “the pasture-land between the river and the railway (the Transitway today) was lying idle, and so Anthony Tunney was allowed to pasture a few cows and horses of his own on the land... Anthony Cody, a grandson to Anthony Tunney, reminisced that “the pasture held animals owned by his horse-fancier and very Irish grandfather Tunney. Sections of it were rented to other people in different parts of Ottawa for their cows and it was a great spot for picnics, bonfires and such.”²⁵



Fig 3.2 • Tunney's Pasture Site Plan (c.1960s)

However, this romanticized pastoral setting would not stand the test of time. French architect Jaques Gréber was commissioned to develop a new plan for Ottawa, the capital city of Canada. His plan, the “General Report on the Plan for the National Capital” (1946–1950) often referred to as “The Gréber Plan” established many guidelines for the future development of the city. This included:

- returning Chaudiere Falls to their natural state & de-industrializing the islands
- decentralizing government offices
- creating a scenic parkway system and restoring shorelines
- creating the National Capital Greenbelt
- expanding Gatineau Park (formed in 1938)

The Gréber plan was an example of the City Beautiful movement. This 1900s movement

promoted beauty not only for its own sake, but also to create moral and civic virtue among urban populations.²⁶ Gréber's vision for the city clearly gives precedence to nature as a source of beauty. He carefully establishes rules encouraging the preservation of Ottawa's natural "primitive beauty"²⁷ that would act as a source of identity. Upon further reflection, it appears some areas were more precious than others. Ironically, when decentralizing government offices, the plan pushed away the primitive beauty of Tunney's Pasture to make room for a corporate federal vision.

Tunney's pasture is regarded as a failure. The criticisms and concerns for the current state of the site exist at multiple levels. Many buildings are in such poor condition, that engineers suggest it would be better to demolish them rather than renovate them.²⁸ The varying height office buildings neighbour one another with nothing but vast areas in between, that are unwelcoming despite being public, and the community sees the site as "a wasteland."²⁹ For the most part, this wasteland-like quality is due to the neglected spaces between buildings. These spaces take on various names: open space, surface parking, even 'residual space'³⁰ but none enhance the experience for a visitor, or employee. There is a lot of attention to redevelop Tunney's Pasture now that it will be a terminus for Ottawa's Light Rail Transit (LRT). A 25-year vision by HOK architects has been approved, which will improve upon the existing conditions of the site. However, this vision might be short-sighted, if it results in the consequences of implementing a canned urban solution.

CANNED SOLUTION
REEVALUATING HOK'S MASTER PLAN

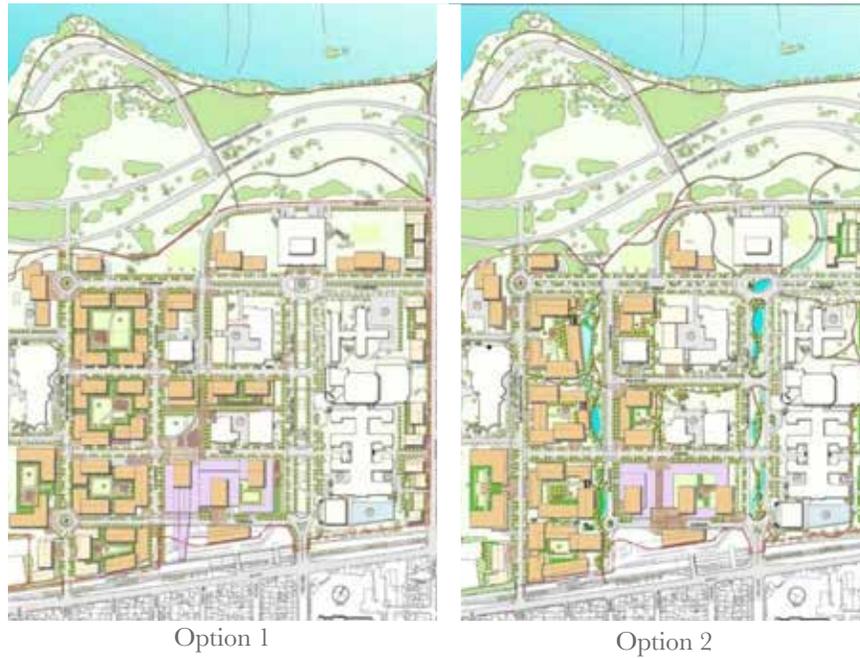


Fig 4.1 • Tunney's Pasture Community Consultation (c.2012)

The Tunney's Pasture Master Plan (TPMP) by HOK Architects is another canned solution being implemented in Ottawa. It is based on economic principles, and will be providing the same product that many cities across North America have been buying into.

When the TPMP approached residents for community consultation, the public was presented with “two barely distinguishable alternatives.” The options had minor distinguishing elements, but they were really two of the same thing: more federal office buildings, a commercial tower near the Tunney's transit station and condos along Parkdale Avenue.³¹ Following the community consultation, Kitchissippi councillor Katherine Hobbs said, “the federal government needs to dramatically rethink its plans.”³² If not, the community's relationship to Tunney's Pasture will remain nonexistent.



Fig 4.2 • Tunney's Pasture: Proposed Master Plan

One key objective of the TPMP is “implementing a more effective and efficient use of the site.”³³ This proposal claims to be more efficient by eliminating the wasteful surface-parking and un-programmed open-space in place of higher density. Bigger and denser is not necessarily better;³⁴ the increased density only makes the site more efficient from an economic perspective. Tunney's Pasture should be efficient at multiple scales, not just from an economic perspective. As a mixed-use and pedestrian oriented neighbourhood, it should consider ways that it could be more effective for people and not buildings. For the resident, employee, or guest that spends time at Tunney's Pasture, the proposed plan does not make it any more effective. The increased density will ‘belittle’ visitors with its mass and scale³⁵ and make an atmosphere that is not pedestrian oriented. As in many canned solutions, the attempt at mixed-use is misapplied. The result is varying programmed buildings sharing one site, which brings about conditions such as roads and residual spaces that do not allow for mixing in any meaningful way.

CANNED SOLUTION -

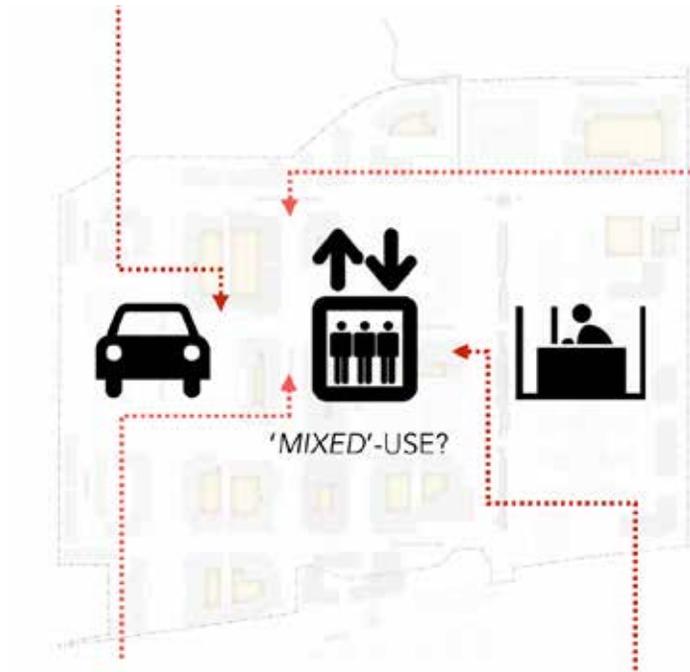


Fig 5.1 • What Does Mixed-Use Mix?

Many of the TPMP’s key objectives will not effectively be achieved. The canned solution that proposed to answer these objectives, also established the conditions for them to fail. How can the TPMP “focus on community integration”³⁶ when it does not foster opportunities that encourage such an integration. By approaching development with the global standards: being close to a mass transit node, implementing higher density, and focusing on mixed-use development, the TPMP assumes these perfect ingredients will transform Tunney’s pasture from a wasteland to a community hub.



Fig 5.2 • Podium Parking and Precedence of Automobile

In truth, the development will likely remain a wasteland. The higher density mixed-use blocks bring people, but does not form a community. Without an outlet for community, such a notion is unlikely to develop. The TPMP focuses on active-public spaces, and does not support any passive-public enjoyment. Residents need to be drawn away from their towers and towards one of the few-and-far-between parks to enjoy the event based, active public spaces. These spaces would be desolate without such events, and people are likely to stay in their tower instead. Maybe if there were more passive public spaces, these could attract residents to step outdoors and grow a sense of community. However, the proposed solution is more “efficient and effective” for cars, than it is for people. In place of passive public spaces, there are the roads that divide the site, and favor automobile traffic rather than the presence of people.



Fig 5.3 • Limited Commercial Reach

Canned urban developments encourage community integration in a simplistic way by including ground level commercial spaces. The intention is that residents and guests alike, are drawn in to enjoy the goods and services. At Tunney's Pasture, the proposed commercial spaces do not appear to encourage much community integration. The spaces are close to the LRT station, which is great for enticing visitors, but this is only one small area of the site. The majority of the site is isolated to those visiting as nothing encourages guests to mix more than a block away from the LRT station. Tunney's pasture had turned its back on surrounding communities before, and despite the new proposal's objectives, this new plan appears to be doing that again.

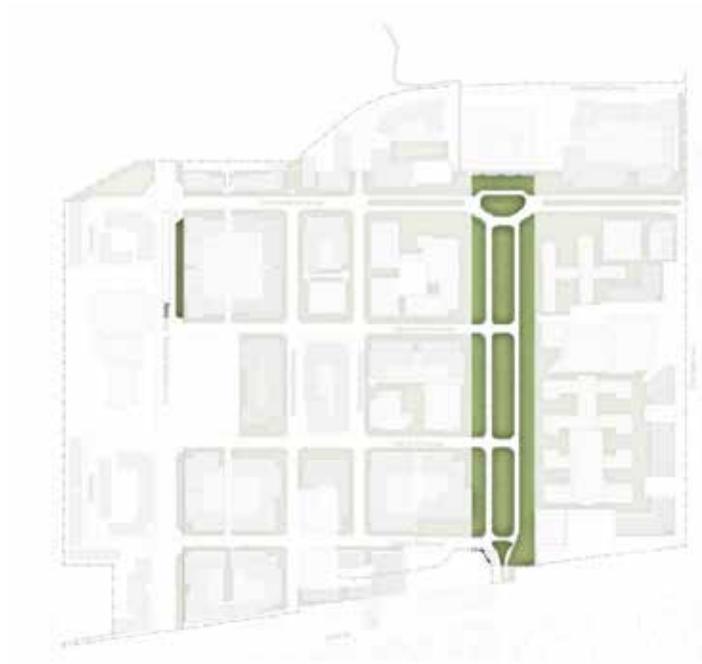


Fig 5.4 • Lost Opportunities of Residual Space

There are some side-effects when building a canned urban development. These developments aim to maximize investment, while satisfying zoning. In doing so, peculiar oddities of space arise. ‘Residual Space’ as labeled by HOK in the TPMP,³⁷ is a result of Ottawa zoning requiring a certain percentage of “open space.” Zoning is seen as an obstacle to developers, not an opportunity. For this reason, a majority of the site is occupied by these unusable in-between spaces. There is no attempt to use this space as an area that encourages community, or to improve spatial experience. The developers have decided to opt for patches of green-lawn, that stretch between the narrow gaps from sidewalk to building. This is a result of the canned approach, and the absent spatial experience that residual space produces is perceivable across the globe. These spaces do little to nothing for the pedestrian experience. Applying a normalized generic-space of canned urban solutions results in a lost opportunity to create a unique quality of space.

PASTORALE :
TUNNEY'S PASTURE

COMMON-GROUND
ESTABLISHING PEDESTRIAN REALM

The principles of urban development need to change. The image of a place impacts the quality of the space,³⁸ and as of now, developments across the world are sharing the same globalized image, with the same predictable quality of space. Tunney's pasture lacks image, and the attempt to resolve this should not be with an off-the-shelf approach.

New principles for development should inhibit the implementation of an 'one size fits all' canned urban solution. One way to do this is to make the principles contextual rather than global. This would require future developments to study the history, topography and physical context of the site to develop an urbanism that is locally inspired and not borrowed from elsewhere in the globe. It could create an image rooted in local context, and by doing so, establish a more unique and enjoyable quality of space.

One approach that can inspire the development of Tunney's Pasture is to give it historical continuity. Its very name 'pasture' evokes a definable image. The space between buildings, as the TPMP has labeled 'residual space' is an area of much lost potential. Perhaps this residual space can take its inspiration from the image of the pasture. The contemporarily defined pasture can be used to create a pedestrian realm, which acts as a 'common-ground.' This space would link pedestrians to the memory of the site, while enhancing the architecture, urban and landscape experience.

Looking to the history of Tunney's Pasture, the potential for new interesting program is revealed as well. What does an urban pasture today look like, and what is it about, when placed in an urbanized context? How can a mixed-use development not only mix people together, but mix them with animals and nature too? The reintegration of the pasture into the contemporary development would establish an image that is unique to the site, and enhance the quality of space for residents and visitors. The desire for

light and access to green spaces are universal and intrinsically human desires.³⁹ Canned urban developments do not normally provide these natural conditions, which satisfy these human desires. With the TPMP, the zoning requirement of minimum percentage open space is a quantitative goal that acts as an obstacle: it satisfies the program, yet it creates an unusable space that does not enhance the user's experience. American author and journalist Richard Louv wrote, "People living unconnected to natural spaces suffer a 'nature deficit' disorder, which impacts their moods, health and intellectual development."⁴⁰ With the pasture reintroduced, people will always have a connection to nature at Tunney's Pasture. It would be more than a visual connection, but also a physically immersive one. The pasture's scents, textures, and sounds, would animate the common-ground. By building a relationship with nature, people will have an intimate and personal connection with the space. The 'common-ground' would allow people to mix with one another in shared pastoral settings, as well as discover interstitial spaces that are designed to allow users to enjoy nature on one's own.

Developing with nature works for Tunney's Pasture, but this does not mean that all developments should take this approach. A pastoral, or natural common-ground should not become another ingredient for the can. This was established for this site because it has historical connections and contextual importance. In this approach, focusing on these particular ingredients generates an image and quality of space not available in canned developments. "... the problem of man and nature is not one of providing a decorative background for human play [...] it is the necessity of sustaining nature as a source of life..."⁴¹ Making 'nature' a required part of the can would be a step in the wrong direction. Canned urbanism is more worried about the marketable image of space rather than how the image could enhance the space. Adding nature as an ingredient to the can would reduce it to a visual stimulus that would soon become background to the user and

have little impact on their experience. For Tunney's Pasture the intent is very different, and in this case appropriate. The pasture is not just a visual stimulus, but impacts all areas of one's experience. It impacts the program: a market place on the site would not only attract residents and visitors to share experiences in one place, but they would share the benefits of the site as well; by purchasing the produce, meats, furs, and products that were raised on the site itself. The site would offer a sensorial experience, that smells, sounds and even offers tastes different from anywhere else.

A pastoral common-ground belongs at Tunney's Pasture. By establishing this sense of place, it would contribute to the construction of the greater Ottawa identity. The vision for the city, as it had started with Gréber, was one focusing on "primitive beauty." The plan established the green belt, called for preservation of the Chaudière falls, and more. The city has seemed to have lost its focus. In the case of Chaudière islands, developers are already introducing canned urban solutions where the natural beauty could have been preserved. Ottawa should not make this mistake again. At Tunney's Pasture, by re-establishing a pedestrian realm inspired by nature, the site can respect the Gréber legacy and vision. This image would benefit Ottawa by reemphasizing its vision as a city respecting of nature, and allowing for its residents a distinct spatial experience.



Fig 6.0 • *Tunney's Pasture: An Alternative to Canned Urbanism*

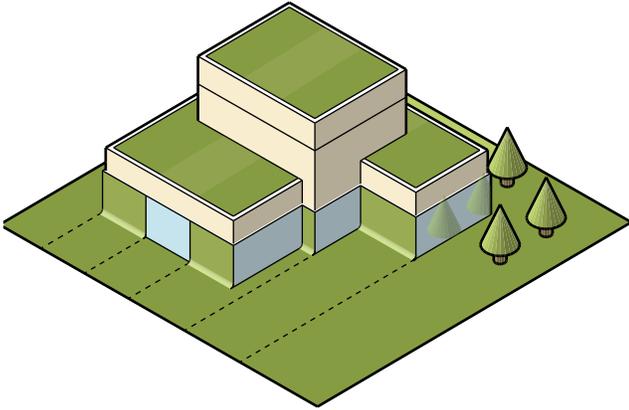
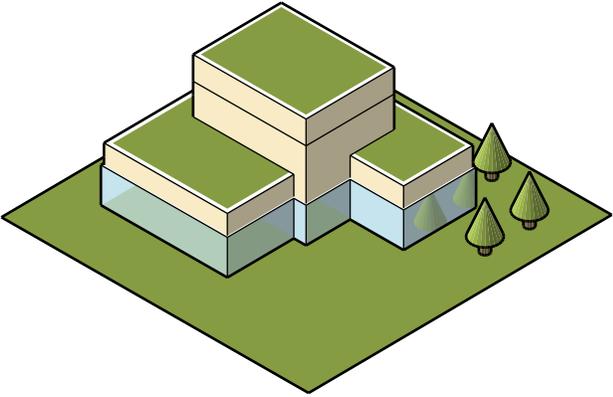
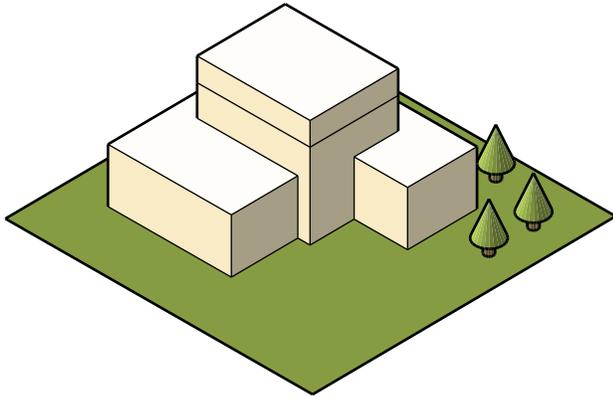


Fig 7.1 • Wrapping & Reflecting: Existing Structures

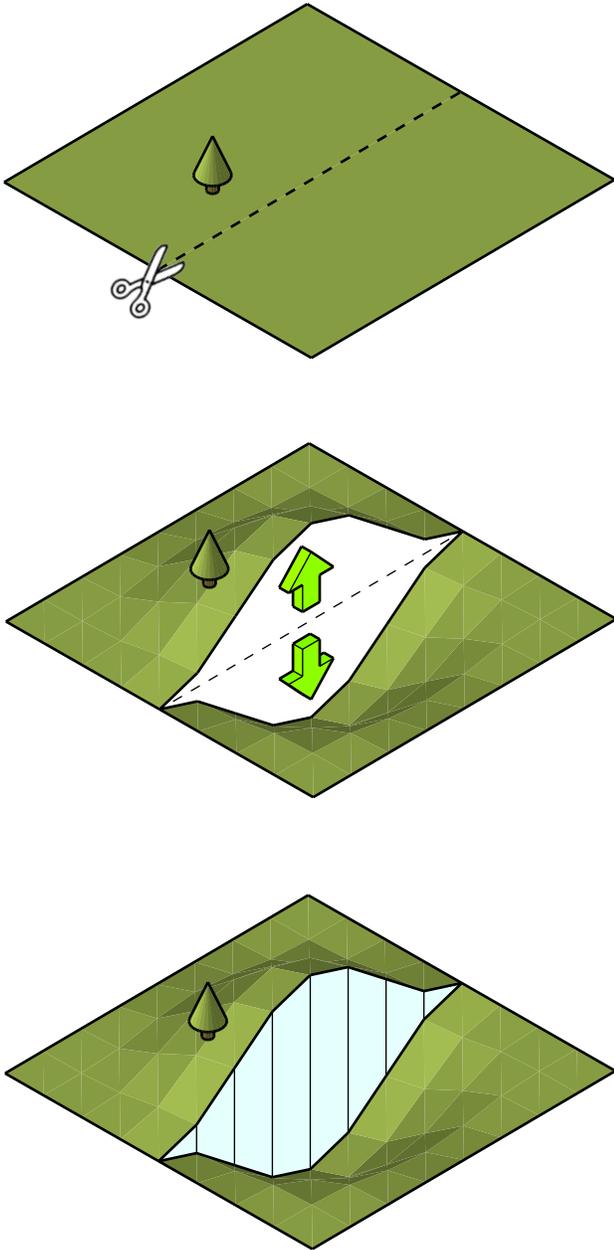


Fig 7.2 • Revealing: New Low Density Structures

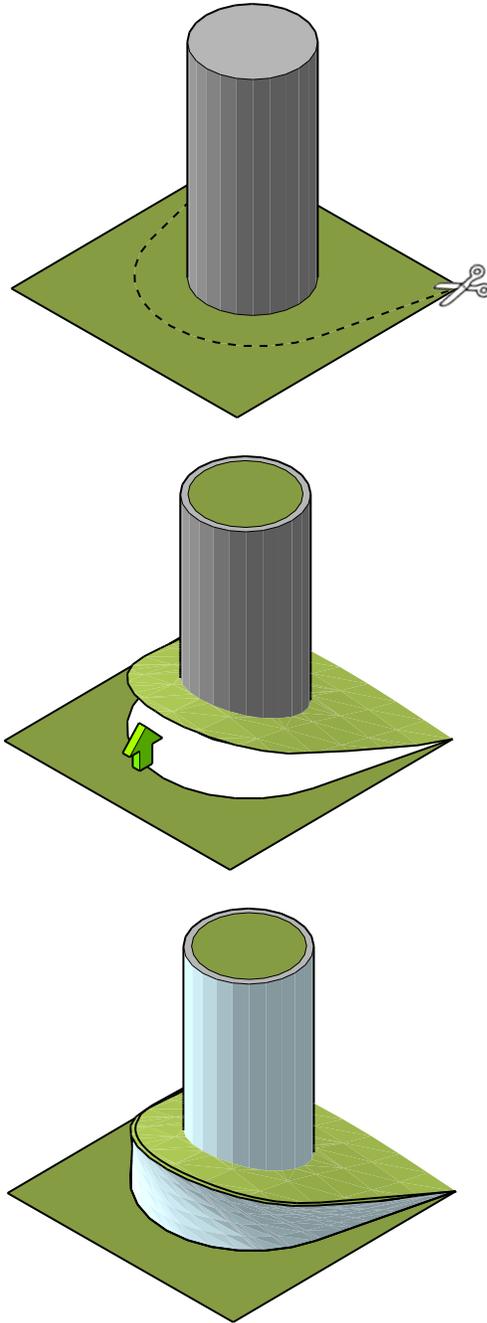


Fig 7.3 • Revealing: New High Density Structures

Identified here are three ways in which the ‘common-ground’ merges with architectural form. Tunney’s pasture has several existing buildings on site, many of them receiving heritage designation despite their current state of deterioration. When reintroducing the pasture in the pedestrian realm, the methods suggested are ‘wrapping and reflecting’ (Fig 7.1). These existing buildings have multiple authors, and have grown and changed over time. The attempt here is to unite these different characters by wrapping with a single material ribbon: a reflective glass. This serves the practical purpose of improving building envelope concerns, but also serves an experiential purpose. When the bottom three meters of existing buildings are clad in such a way, through the use of reflection, the pasture on the outside would be reflected onto the building, and appear to be continuous. The pastoral common-ground, despite any obstacles such as existing buildings, would be perceived as one without obstruction to people passing by. Furthermore, the pastoral landscape surrounding these existing buildings may at times fold itself up and onto the existing building. Through colour, texture, and sound, these would contribute to the sensorial experience of the common-ground, and emphasize the link between architecture and landscape.

For new low density buildings, the suggestion is to ‘reveal’ the common-ground (Fig 7.2). Rather than continue the current practice of forcing buildings on to a site, why not have these buildings be raised from the site? Imposing buildings on to a site makes the conditions necessary for residual space possible. Alternatively, there could be a cutting of the site, a pushing and pulling that reveals architecture as part of the landscape, rather than the landscape as part of urban developments, with the intent to maintain and construct a ‘common-ground’.

It’s important to consider this idea of ‘revealing’ when contemplating the current method of densification. There is a sharp contrast in the current method: putting a private residential-tower on a site produces nothing but ‘residual space’ at its periphery. If the site is cut here too, the use of spaces can begin to be augmented and reveal multiple opportunities to ‘bring

together' these mixed-use developments, which remain separate in the present condition (Fig 7.3). In this way, there isn't a residual space between sidewalk and building, rather, the whole site would become varying levels of public space:

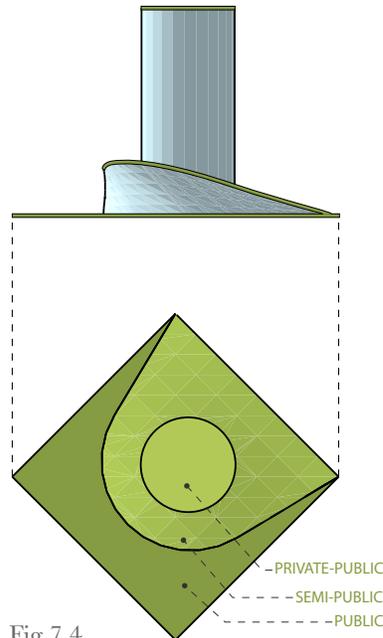


Fig 7.4

- 1) public: on the ground level, publicly programmed amenities are directly accessible from the tower and those outside
- 2) semi-public: outdoor space open to all, but predominately used by the residential users
- 3) private-public: roof top terraces are privately shared amongst residential users

The common-ground does not always take a pastoral form. These spaces can also include areas such as the public podium of towers, which exist in the areas where architecture meets the landscape. However the podium can be contained to a minimum and be designed in such a way as to emphasize the continuity of the common-ground that is lacking in most urban development today in globalized cities. Common-ground also includes areas that aren't necessarily on the 'ground.' For example, the roof-terraces of these buildings is a balance of public space as private.

MEMORY, CULTURE & CONTEXT
ESTABLISHING NARRATIVE

The development of Tunney's Pasture could be approached differently. Focusing on the historical continuity of the site allows to emphasize new experiential qualities for the space.

The pages that follow will show an example of an approach different from a canned urban solution. Intentionally, what is shown, are not prescriptively accurate renders demonstrating precise conditions of what will be built, rather they are suggestive images of a site where urban and pastoral setting merge. These images try to capture the feeling of the site and how the quality of space might be experienced. These images are not marketing material, developed to sell a condo, an office, or a lifestyle. They are instead image itself — a metaphor⁴² for the environment that wishes to be achieved.

Looking to Beethoven 6th symphony (composed in 1808), 'Pastoral' a narrative is developed to guide the experiential qualities of the site.

There are 5 movements in Beethoven's 6th symphony:

- 1, Cheerful feelings upon arrival in the countryside
- 2, Scene by the brook
- 3, Merry gathering of countryfolk dancing and revelling
- 4, Thunder storm
- 5, Cheerful feelings after the storm.

Each of these movements offers the soundscape for a moment in the pastoral site, spent in the areas between buildings — the 'common-ground' — where residents and guests can be immersed in a unique spatial experience that encourages mixing: of people, program and more.

ARRIVAL

1, Cheerful feelings upon arrival in the countryside

It's the last stop, Tunney's Pasture. As one exits the subterranean Light Rail Station, they find themselves at the bottom of a valley. There are voices of people sharing in laughter at the top. As one ascends, revealed to them in its entirety, is the contemporary pasture. The site's historical continuity is experienced. Both new and existing buildings find ways of harmoniously fading into the landscape. The heat of the sun is gentle, and warm. Finding shade under a nearby tree, one takes time to reflect on these surroundings. The softly chirping birds as they dance across the sky, seem to mimic the laughter of guests, as they go further into the site. The guests follow the sound of the stream, it will lead them to the market. Perhaps one will join them too, or perhaps they'll take another moment to reflect and enjoy the spaces they discovered.

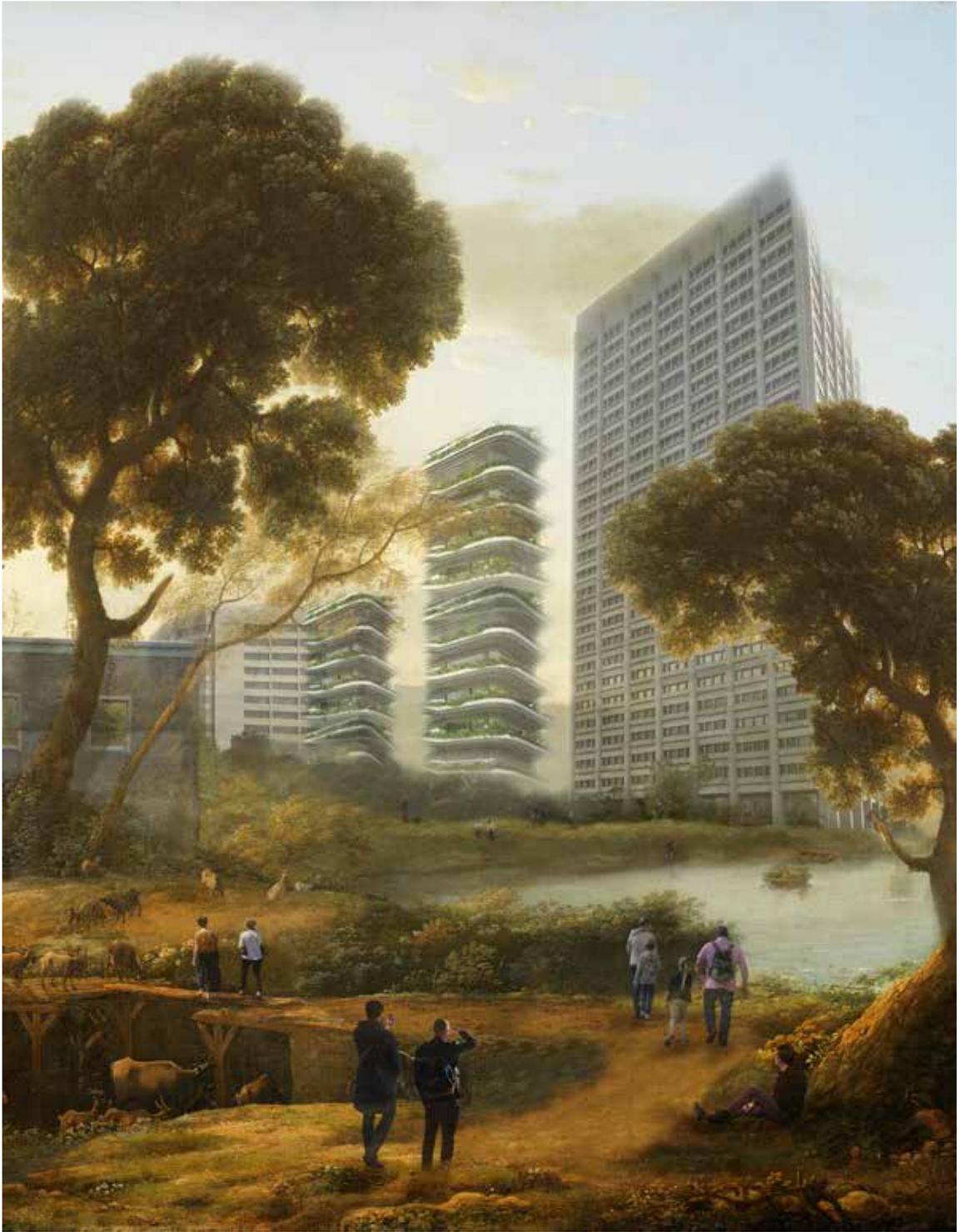


Fig 8.1

ARRIVAL (1) Cheerful feelings upon arrival in the countryside

MARKET

2, Scene by the brook

At the water's edge, architecture appears to merge with the site. There is an intricate weaving taking place between natural and built environments. One where pastoral landscape becomes roof, and bridge becomes building. Outside, as one crosses the stone bridge, they can hear the echoes of their footsteps, and the sounds of the water trickling away downstream. Entering the market, the stream outside performs within, animating the space with shimmering light and reflection. This place offers some of the most immersive sensorial experiences. In the market, senses respond to both people and pasture. One can experience the scents and tastes of the market, while they listen to the urban bustle of a market. It is a distinct experience, both urban and pastoral.



Fig 8.2

FIELD

3, Merry gathering of countryfolk dancing and revelling

In the landscape of pastoral setting and urban life, a clearing is found. Unlike the clearing along the river, this field is not solely for an animal's grazing. This field is for people.

Resident, employee, or visitor; all are welcome to partake in each others' company and enjoy moments together. Loud playful acts from buskers spark a sense of surprise to the passersby. They might take this time to pause and enjoy the evanescent moment before it passes. For others, they are invited to take a minute or two and enjoy the simpler things. Whether it be the sound of wind as it rustles through the leaves, or enjoying the company of a book. Here in the field, people have choice of their experience. In the heart of the field, one can join the drama of spectacle, or in the distance, find a space to calmly sit in peace to contemplate in thought.



Fig 8.3

FIELD (3) Merry gathering of countryfolk dancing and revelling

BRIDGE

4, Thunder storm

As time passed, and the city grew, the nature along the river remained unchanged since the days of the pasture. Here animals take precedence over the space like they once did before. The parkway is no longer an obstacle. The roaring acceleration of cars and widely paved roads no longer segregate pasture from city. The land bridge begins to heal a scar that the parkway left on the landscape. The two distinct qualities of space begin to merge, producing a new quality of space. With a storm approaching, people begin to retreat into shelter, and the animals do the same. They leave their grazing fields and head over the bridged-landscape. Here they will be shepherded towards their barns. Quietly animals will take shelter from the storm, while their neighbours in tall towers rest beside them.



Fig 8.4

FOREST

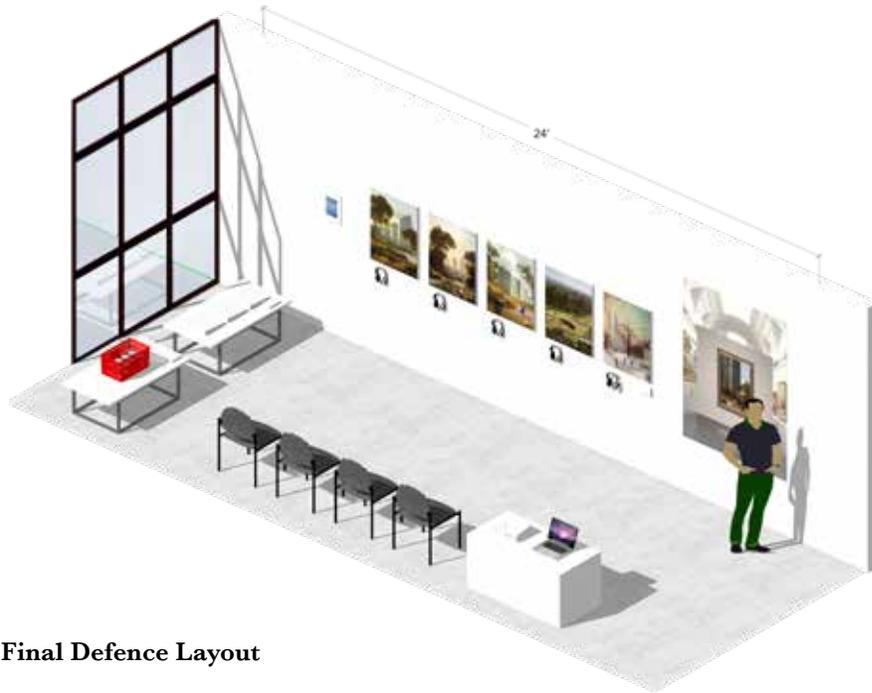
5, Cheerful feelings after the storm.

It's been another frigid winter, and the latest storm appeared to have no end in sight. One morning, it had finally passed. In its wake, it left mountains of snow. These white blankets, draped over the landscape, shimmer in the rising sun. Guests and residents alike descend towards the vast boulevards. These boulevards had cut through the forest for over 100 years. Now, instead of cars dominating this space, people do. As people step out into this common-ground, a playfulness is sparked. Here children play in the snow making snowmen and angels, while adults playfully toss snowballs at one another. These boulevards, desolate in the wake of a storm, are now filled with joy and cheerful spirit. Spring time is coming soon, and the concerns of snow storms will go away. But in the time being, they will enjoy the winter just the same.



Fig 8.5

FOREST (5) Cheerful feelings after the storm.



Proposed Final Defence Layout

Fig 9.0

The image above demonstrates the desired layout and presentation for the five movements of Tunney's Pasture. The potential site is present as physical painted canvases with auditory engagement. The representation of this work allows for one person to immerse themselves in the spatial potential, and intimately appreciate the pastoral soundscape, which inspired the unique sense-of-place.

Contemporary urban spaces being developed are impersonal. This is further emphasized through their representation: the photo-realistic render. These make mixed-use developments begin to look more or less the same — brightly framing only the architecture. These type of renderings do not suggest any unique qualities of space, or environment, to set one apart from the other. The photo-realistic renders are distributed through a variety of mediums of varying scales: from small brochures and emails to the size of billboards. The notion of time does not influence the experience of these works either: one may drive past it in a fleeting moment, or one could take the time to really inspect all its detail. They have become a form of visual white-noise.

Through common-ground, the intention is to demonstrate that this new spatial experience is a personal one. Therefore, emphasis was placed on the physical representation of this work. How can one communicate a personal spatial experience? We experience our world through our senses, and so the representation of the work was proposed to be sensorially engaging: beginning an attempt at conveying the qualities of how the space *feels*, more than merely how it *appears*.

EPILOGUE :
CLOSING (?)

CLOSING(?)

The beginnings of common-ground

Architecture is contextual by nature. Successfully inserting a new form into an existing neighbourhood, or an urban fabric is a challenge. This becomes more challenging in a global environment where it is tempting to imitate success in one area and apply it to another. Perhaps more meaningful space can be designed when the core drivers are not global market forces. There should be a carefully considered approach to urban development, one that suits the local context, provides historical continuity, and has meaning for the community it is located in. This would establish an image and a sense-of-place, improving the experience of the built environment for immediate and surrounding communities.

This is not so much a closing as it is an opening of a greater discourse. It would be naive to suggest a new approach that works in all cases. How could such an approach be suggested without becoming itself another one-size-fits-all solution? This thesis aims to suggest some thought provoking ideas that have surfaced during the research and questioning of contemporary urban redevelopment. The hope is that by the end of this study, a promising image for the site emerges. One which may support and inspire developers in considering the core values of a local site and reflect on the sensorial, and qualitative potential when designing urban space.

POST-SCRIPT

thoughts and reflection

The thesis process was enlightening, further clarifying my own understanding of the work through its sharing and defence. The idea of ‘Pastoral’ might take on many meanings, but in the case of this thesis (at Ottawa’s Tunney’s Pasture site) the meaning is one that is personal to me, and others with an appreciation for the city’s natural history. Having lived for most of my life in the local green-belt landscape, I have developed a deep appreciation – and passion – for the notion of Ottawa as a green capital. Ottawa is a beautiful city, blessed with a rich history and unique context. When I see these any-where developments be built in the place of what could be, it inspired me to think differently, and question how we approach our contemporary urban developments. The Gréber plan had hoped to see that ‘primitive beauty’ would be the symbol for our nation’s capital. These pastoral scenes of Ottawa, or as some may label ‘constructed landscapes,’ are in their own way a source of ‘primitive beauty.’ The rolling hills and fields of grazing animals evoke the rural Ottawa “country life”. In this thesis, I believed that celebrating the primitive-beauty of our city’s history – Tunney’s pasture for example – was a way to deal with a larger global dilemma: the no-identity canned urban developments of North America.

This thesis is a ‘vision’. The fundamental aspirations for this work was to act as a representation, not a reality. Its intent was to stop viewers, and have them ask themselves, (as the title suggests) to reconsider contemporary urban developments. One’s conventional understanding of urban developments is challenged when confronted with the ‘common-ground’ proposal. The rendering technique itself was critical for this provocation. By having these painted on physical canvas, and placing these frames in a gallery, my attempt was to suggest the same as Magritte in 1928. His painting, “Ceci n’est pas un pipe” (this is not a pipe) – or rather, ‘this is not reality’ – as this is instead representation. This work too is not a reality, but a representation. The hope is that through the experience of such representations, we can begin to better question reality.

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40. Ulrich, 1984.

41. McHarg, 1995, p.19.

42. New Oxford American Dictionary, 2010.

APPENDIX

Vision for Tunney's Pasture a clouded one

JOANNE CHIANELLO, OTTAWA CITIZEN 09.18.2012 |

Hundreds flowed through the federal government's information session Monday evening to get a glimpse of two visions for the redevelopment of Tunney's Pasture.

But visitors could be forgiven for mistaking the artistic renderings for the sort of puzzle where children are supposed to circle the differences between the drawings.

Other than some minor design features, the two options for Tunney's Pasture were identical: more federal office buildings, a commercial tower near the Tunney's transit station and condos along Parkdale Avenue.

As an employment campus, either option could be a vast improvement over the underused and outdated Tunney's of today. But that's not what Public Works promised us last month. Assistant deputy minister John McBain told us then that the government "will want to get away from the cold institutional feel that the pasture now has, to develop more of a mixed-use that would have eyes on the street, that would have people living in the community."

If he says so. But it's unclear from what we saw Monday.

The government showed only the bare bones of a 25-year plan to double the density at Tunney's Pasture, from the current 10,000 employees to 20,000. The 49-hectare employment campus is smack in the middle of one of the hottest real estate areas in Ottawa, bordered to the north by the John A. Macdonald Parkway, to the south by Scott Street, to the east by Parkdale Avenue and to the west by Sir Frederick Banting Driveaway.

Both options keep four buildings with heritage influence: The Brooke Claxton Building; the Health Protection Building; the Central Heating and Cooling Plant and the Statistics Canada Main Building. Together they account for 273,000 square metres of office space.

And both plans call for Sir Frederick Banting to be connected to the parkway. That link will be necessary to handle the additional traffic from twice as many workers, despite the fact that Tunney's is located on public transit.

There's a plan to build an office tower just north of the Tunney's transit station. Consumer-type retailers could be accommodated in this highrise, which differs slightly in the two versions.

However, Option 1 calls for buildings arranged in squares about the size of regular city blocks. Raised parking structures will in the centre would be topped with green roofs, accessible to employees — but not to the community at large.

This version calls for 453,000 square metres of new office space and 800 residential units to be built along Parkdale.

Option 2, on the other hand, includes slightly less new office space — a mere 368,000 square metres — but 1,000 residential units.

Also, the "city blocks" are larger in Option 2, providing a little more open space. And while both designs retain the green central boulevard that is Tunney's Pasture Driveway, the second option sets off the entranceway more attractively with water features, including what looks to be a pool in front of the Brook Claxton Building.

Larry Mohr likes Option 2 better. The management consultant and real estate blogger lives nearby, and he can see himself running or biking through the property on the weekends.

But even Mohr doesn't see how the site "integrates" with the surrounding neighbourhoods. "The community really has no reason to go through there," he said.

He's makes a point. And a troubling one.

Where are all the "eyes on the street," all the people living in the community that Public Works assured us would be there? Sure, more people will be living on Parkdale, but the design directs their eyes outward. The interior of a redeveloped Tunney's threatens to be as isolated as it is now, perfect for late-night drug deals.

The site is mixed-use in name only: there will be office and retail and residents located on the Tunney's property, but there's nothing to get them mixing together. What about exploring the possibility of putting retail in the first floor or two of a federal office building? Or placing a condo complex right in among the bureaucrats, instead of on the periphery?

Building a commercial tower near a transit station is fine, but why not build it right on top of the new Tunney's LRT station, integrating them into a vibrant landmark for the area?

These are all worth discussing, if only the federal government was truly interested in our ideas. (Or the city's ideas, for that matter: Mayor Jim Watson's absence from any discussion on redeveloping Tunney's Pasture hasn't gone unnoticed.)

But instead of actually consulting residents, Public Works hired architecture and planning firm HOK Canada in 2009 to work on the project and presented two barely distinguishable alternatives. We have three weeks in which to cast a vote. Gee, thanks.

"People will get a chance to say they like it or they don't," said Coun. Katherine Hobbs, who represents the ward where Tunney's Pasture is located. "Who knows if it will make a difference?"

The Kitchissippi councillor generally approves of the residential buildings planned for Parkdale, but beyond that doesn't expect much to change about the community's relationship with the vast expanse that is Tunney's Pasture.

"I see the rest as a bit of a wasteland."

That's a bleak perspective, but unless the federal government dramatically rethinks its plans, Hobbs' view will quickly become conventional wisdom.

Tunney's Pasture Master Plan (TPMP)

Tunney's Pasture Master Plan

The Tunney's Pasture Master Plan provides a **strategic vision** and the direction needed for major investments in existing buildings and future developments at the Tunney's Pasture site.

Tunney's Pasture is located approximately four kilometers west of the City of Ottawa's downtown core. The 49-hectare site is bounded by the Ottawa River and the Ottawa River Parkway to the north, Scott Street and the communities of West Wellington and Hintonburg to the south, Parkdale Avenue and the community of Laroche Park (Mechanicville) to the east, and the community of Champlain Park to the west. The site is located in Kitchissippi Ward 15.

Public Works and Government Services Canada's role

As the main custodian of Tunney's Pasture, Public Works and Government Services Canada is responsible for the Master Plan project. The Department strategically manages its real estate portfolio to optimize existing federal office space and meet the government's need for affordable, productive work environments and a full range of real property services.

About the plan

The Tunney's Pasture Master Plan was developed through a strategic vision, the development of different land use options and iterative stakeholder engagement and input.

The Tunney's Pasture Master Plan is based on the following key objectives:

1. creating a leading-edge employment community;
2. providing flexibility to meet the continuously evolving needs of government departments and agencies;
3. achieving high standards in urban design, planning and sustainable development;
4. taking full advantage of the Tunney's Pasture transit station as a key transit-oriented development;
5. focusing on community integration; *-> LRT NOT ENOUGH, WHY COME TO TUNNEY'S? THE GOV'T WASTELAND*
6. guiding long-term investment;
7. contributing to the federal image; *-> DW/WHAT? IT'S AN ANYPLACE/ANYWHERE 'CANNED' IMAGE...*
8. respecting the Grier legacy; and *-> BUT WE DON'T RESPECT W/ ZIGI? LET'S BRING 'LOST PRIMITIVES' BACK...*
9. implementing a more effective and efficient use of the site. *-> MAJORITY OF SPACE... 'RESIDUAL'... WHAT EFFICIENCY?*

Taking the above into consideration, the Tunney's Pasture Master Plan will guide the transformation of Tunney's Pasture from a traditional employment centre to a vibrant **mixed-use** neighbourhood. This will be founded upon transit-oriented development **best practices**, progressively integrating with surrounding neighbourhoods, and providing a high quality **public realm** as well as amenities for the broader community. *-> FROM THE 'CAN'!*

In meeting the above objectives, key features of the Tunney's Pasture Master Plan include: *-> ONE PLAZA @ ONE PARK?*

- an employment retail hub and key transit station civic plaza at Tunney's Station, providing a community focal point and an entrance gateway to Tunney's Pasture;
- the capacity for **office** and other employment opportunities for approximately **22,000 to 25,000 employees**;
- the capacity for a multi-unit **residential** development of **3,400 to 3,700 units**, offering opportunities to live close to work and public transit;
- a **block** devoted to a major community park for active community use; *-> HOW DOES IT ENCOURAGE COMMUNITY?*
- **integration** with adjacent **neighbourhoods** and enhanced connectivity and interface with Ottawa **Flour lands**;
- a development strategy for lands along Parkdale Avenue that sensitively addresses uses, heights and open-space connections;
- enhanced connectivity through a **coarser grain urban street grid**, pedestrian/bicycling routes and community linkages; and *-> WHY KEEP STREETS AT ALL...*
- built-in flexibility to support federal portfolio needs and address variations in real estate market demands.



Urban Plaza at Tunney's Pasture LRT Light Rail Transit Station



-> MIS-PLACED DENSITY
-> 'RESIDUAL' SPACE IS VISUAL NOT EXPERIENTIAL
-> 120 ACRES, ALL WE PROVIDE TO THE 'COMMUNITY' IS ONE PLAZA AND ONE PARK SURROUNDED IN ROW OF TREES

pastoral

1. (especially of land or a farm) used for or related to the keeping or grazing of sheep or cattle: *scattered pastoral farms*.
 - associated with country life: the view was pastoral, with rolling fields and grazing sheep.
 - (of a work of art) portraying or evoking country life, typically in a romanticized or idealized form.
2. **noun**
a work of literature portraying an idealized version of country life: the story, though a pastoral, has an actual connection with the life of agricultural labor.

pastoral art

1. Idealized pastoral landscapes appear in Hellenistic and Roman wall paintings. Interest in the pastoral as a subject for art revived in Renaissance Italy, partly inspired by the descriptions of pictures Sannazaro included in his *Arcadia*.

pastoral music

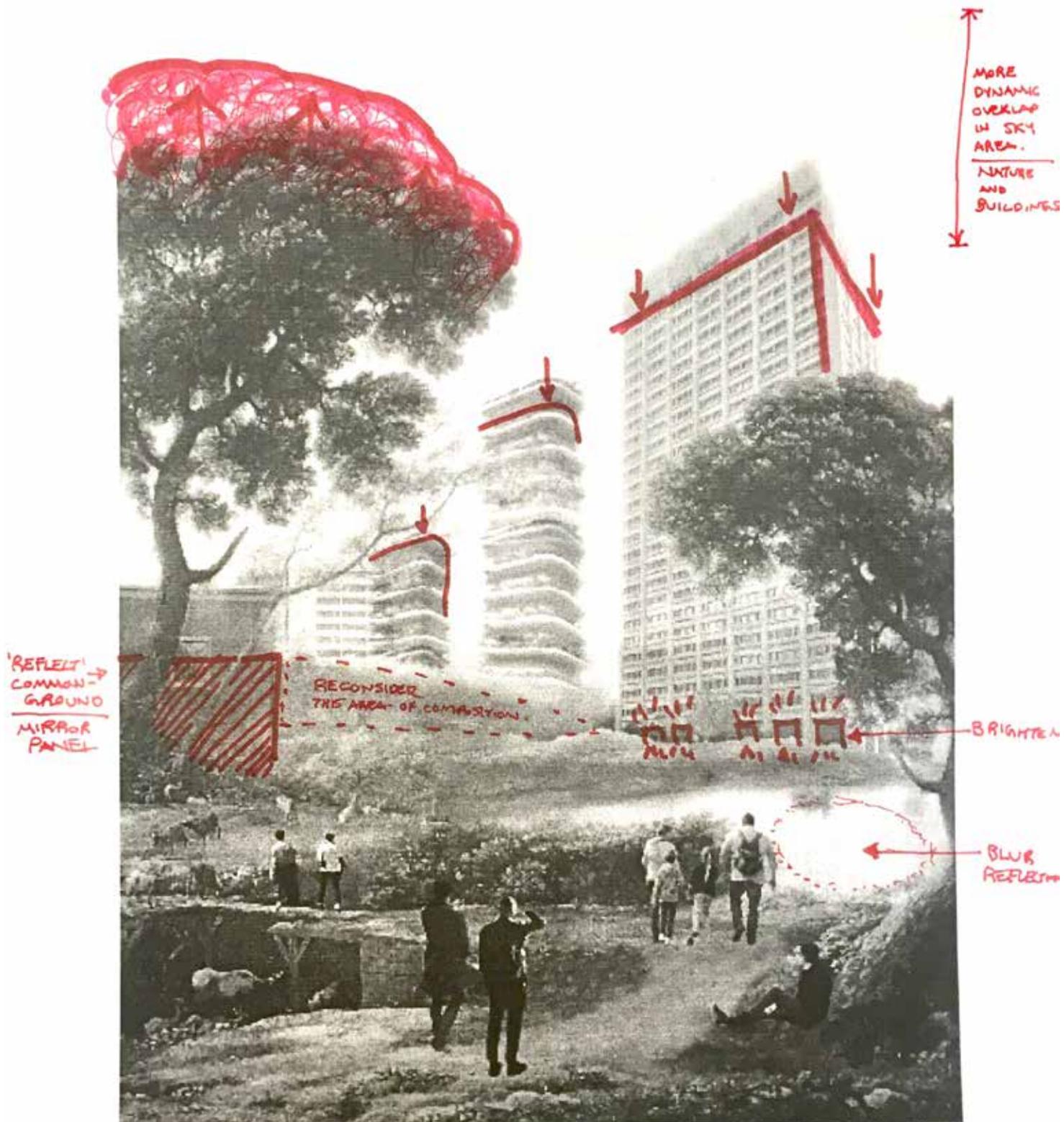
1. Beethoven wrote his famous Pastoral Symphony, avoiding his usual musical dynamism in favour of relatively slow rhythms. More concerned with psychology than description, he labelled the work "more the expression of feeling than [realistic] painting"

pastoral literature

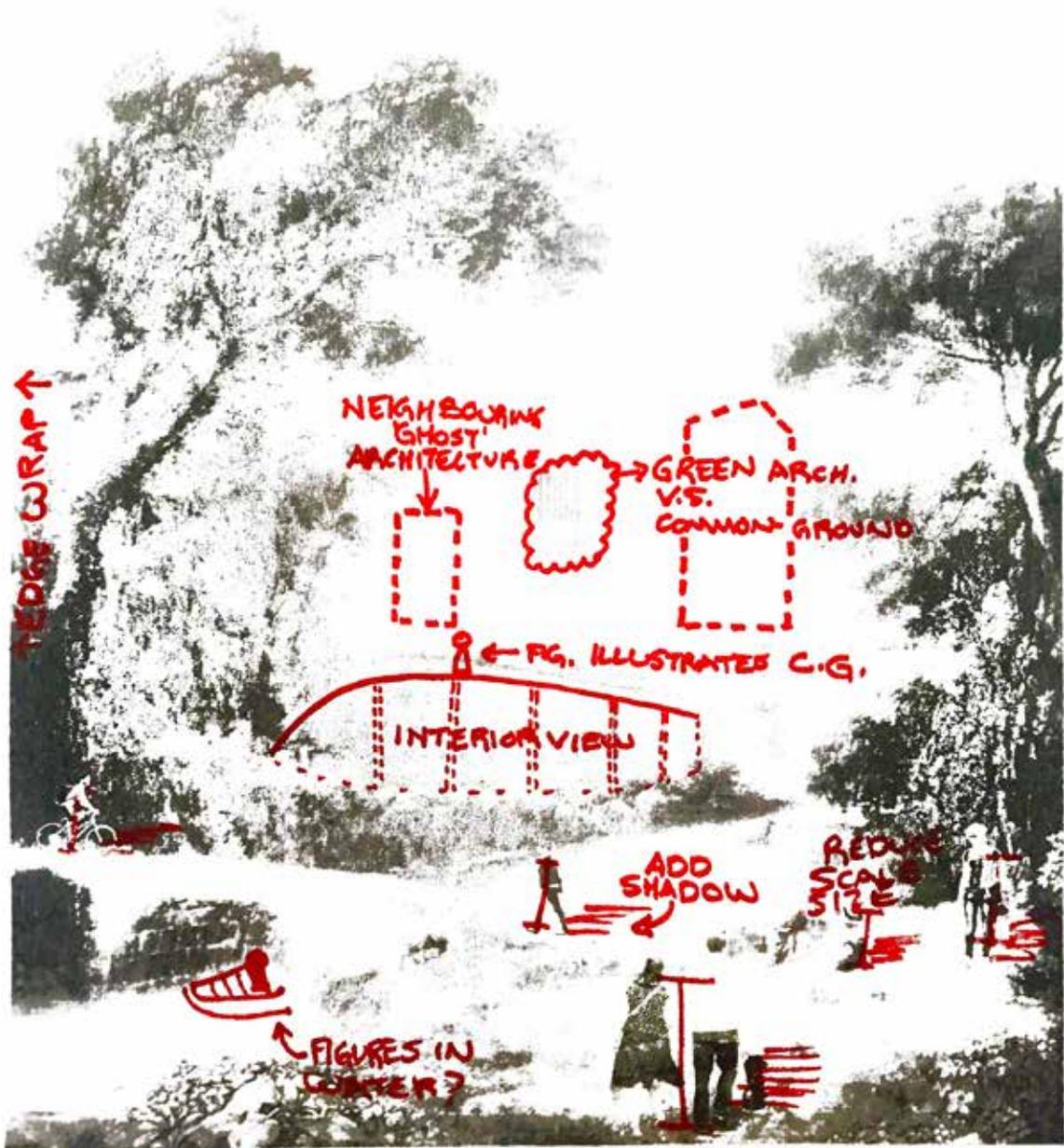
1. Pastoral is a mode of literature in which the author employs various techniques to place the complex life into a simple one. Paul Alpers distinguishes pastoral as a mode rather than a genre, and he bases this distinction on the recurring attitude of power; that is to say that pastoral literature holds a humble perspective toward nature. Thus, pastoral as a mode occurs in many types of literature (poetry, drama, etc.) as well as genres (most notably the pastoral elegy)

pastoral poetry

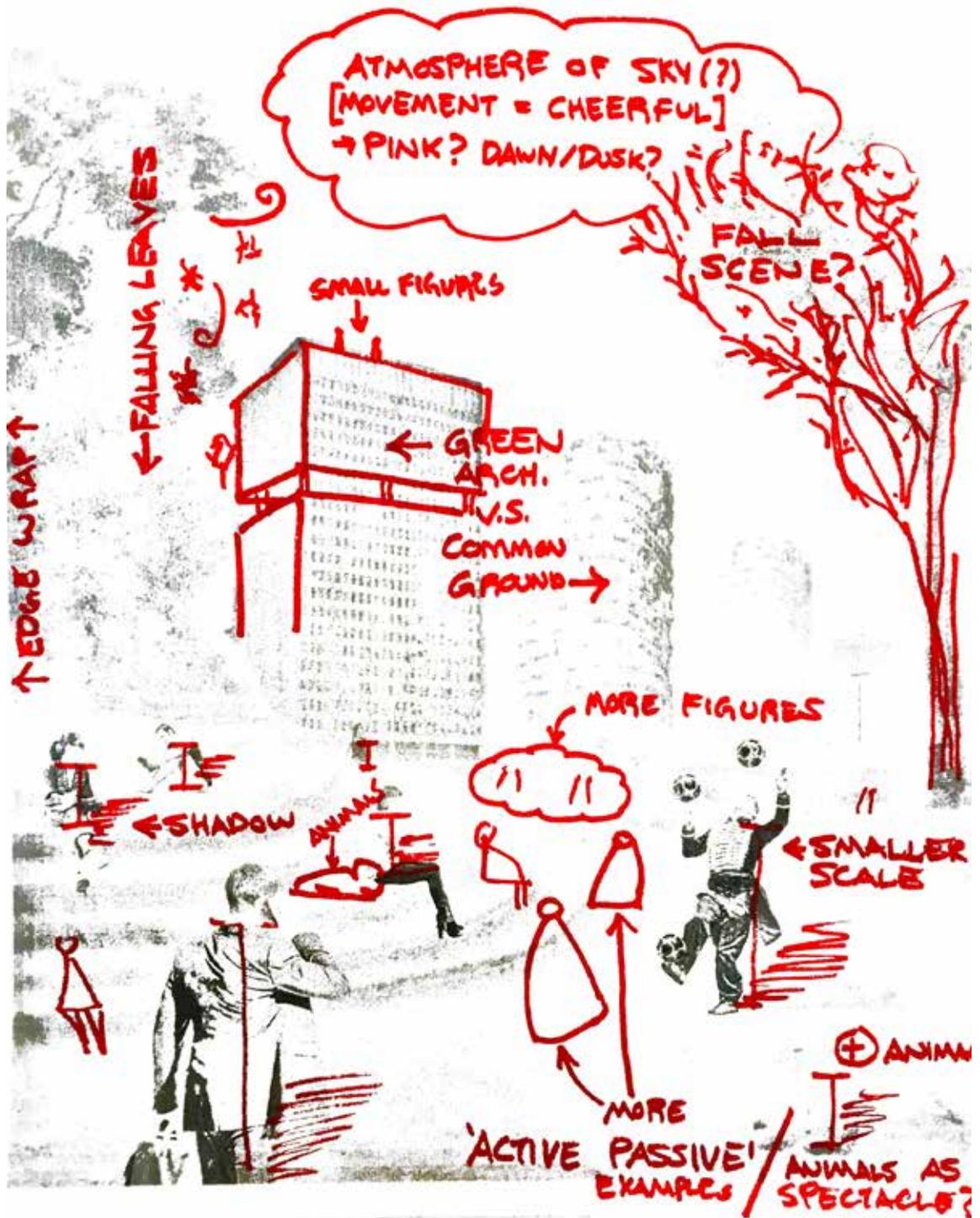
1. The Roman poet Virgil adapted pastoral into Latin with his highly influential *Eclogues*. Virgil introduces two very important uses of pastoral, the contrast between urban and rural lifestyles and political allegory most notably in Eclogues 1 and 4 respectively. In doing so, Virgil presents a more idealized portrayal of the lives of shepherds while still employing the traditional pastoral conventions of Theocritus. He was the first to set his poems in Arcadia, an idealized location to which much later pastoral literature will refer.



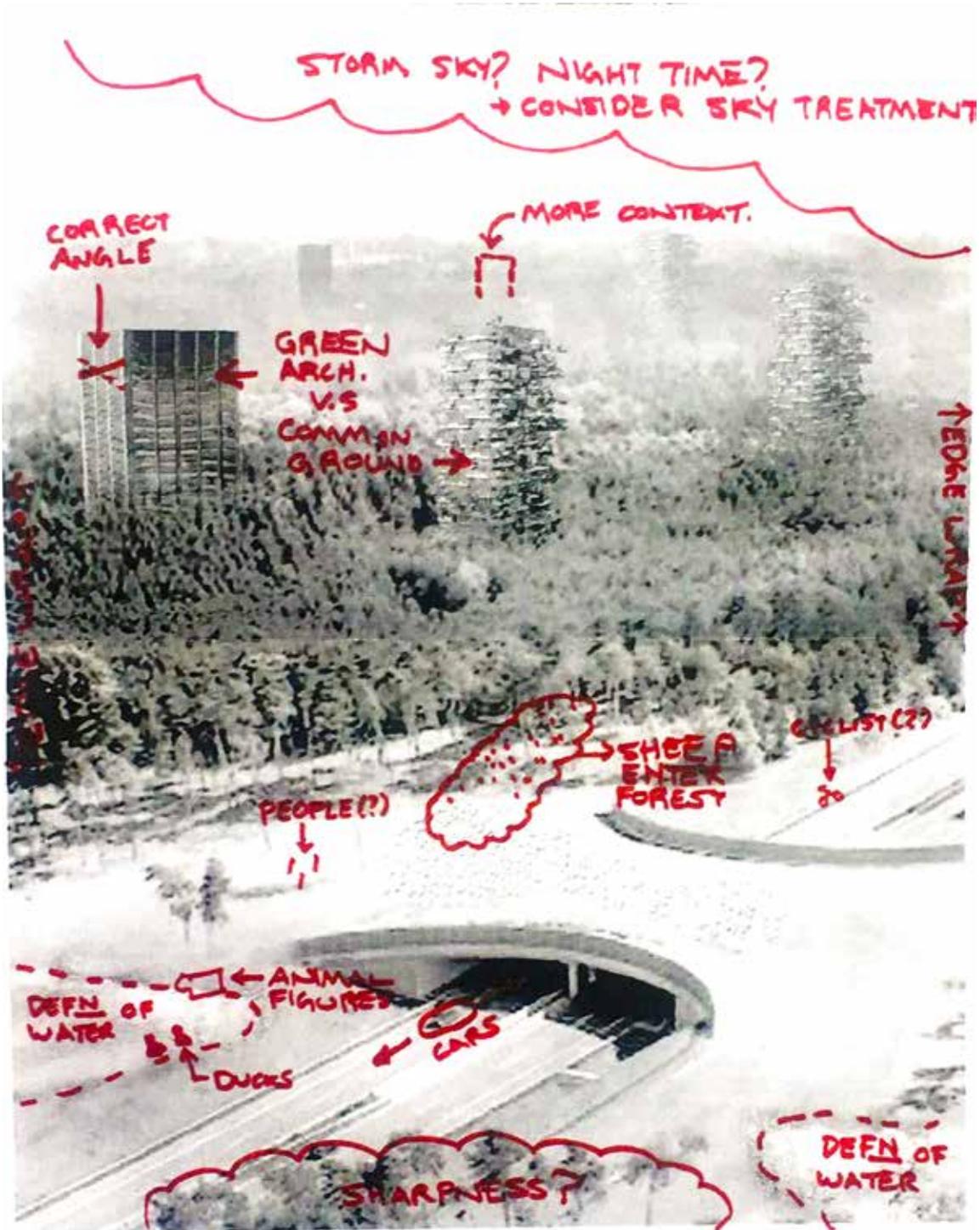
natural wayfinding is part of the development, naturally guiding you through the site's narrative from the point of first arrival until departure



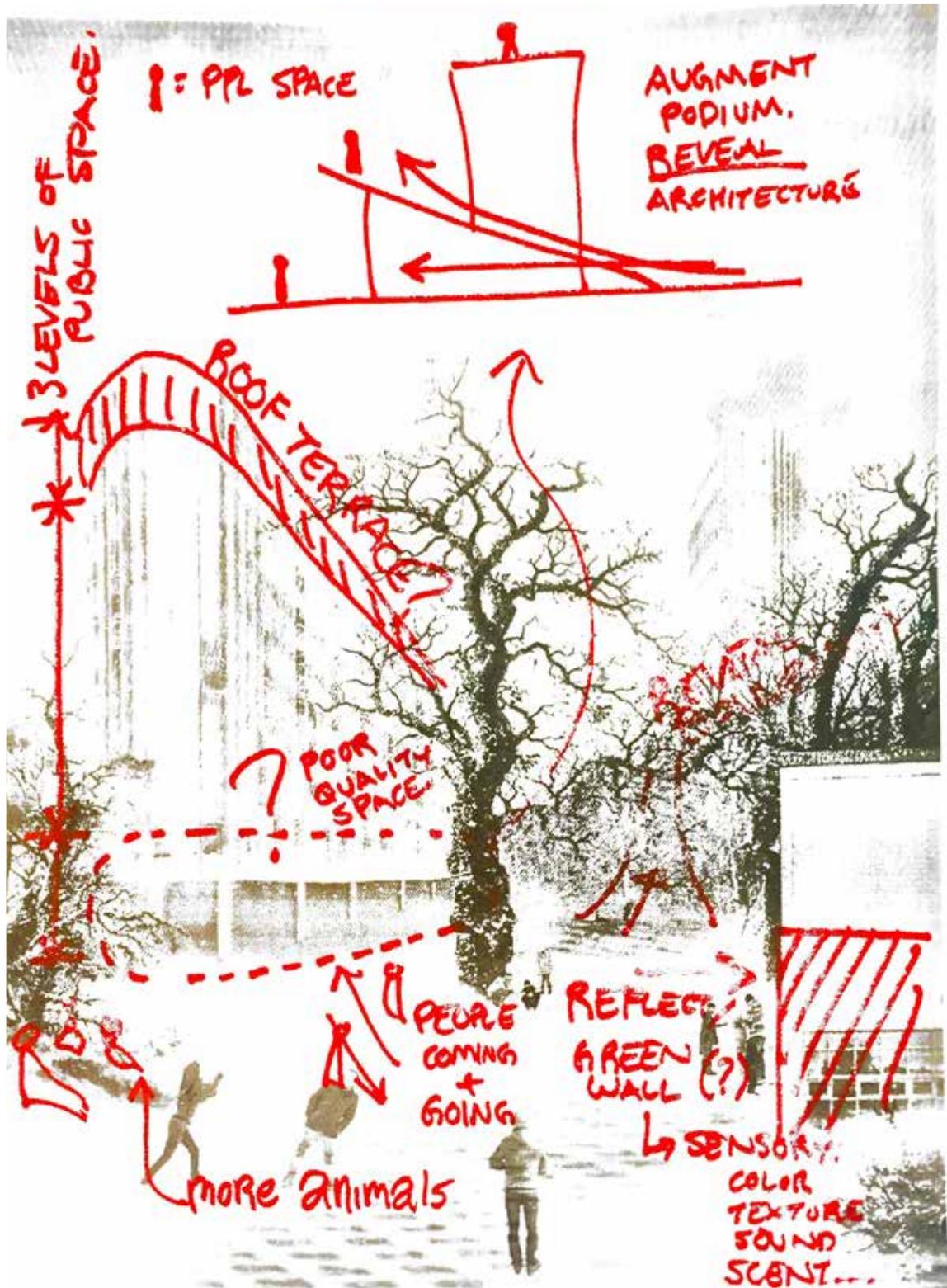
at the center of the site, the spaces of people and animals intersect and reveal new interesting programs, the market is enhanced by unique adjacencies unique to the site



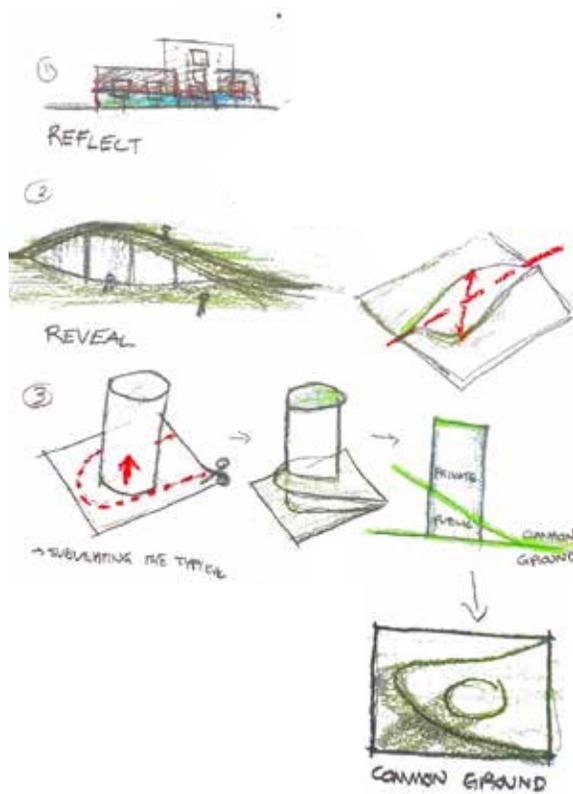
embracing an active public space: open space is regularly programmed by people and animals, activities include spectacles to sporting events

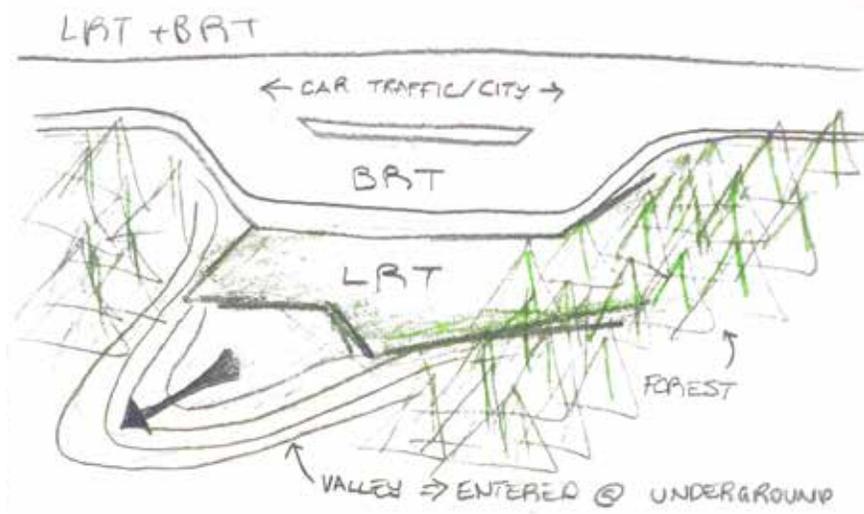
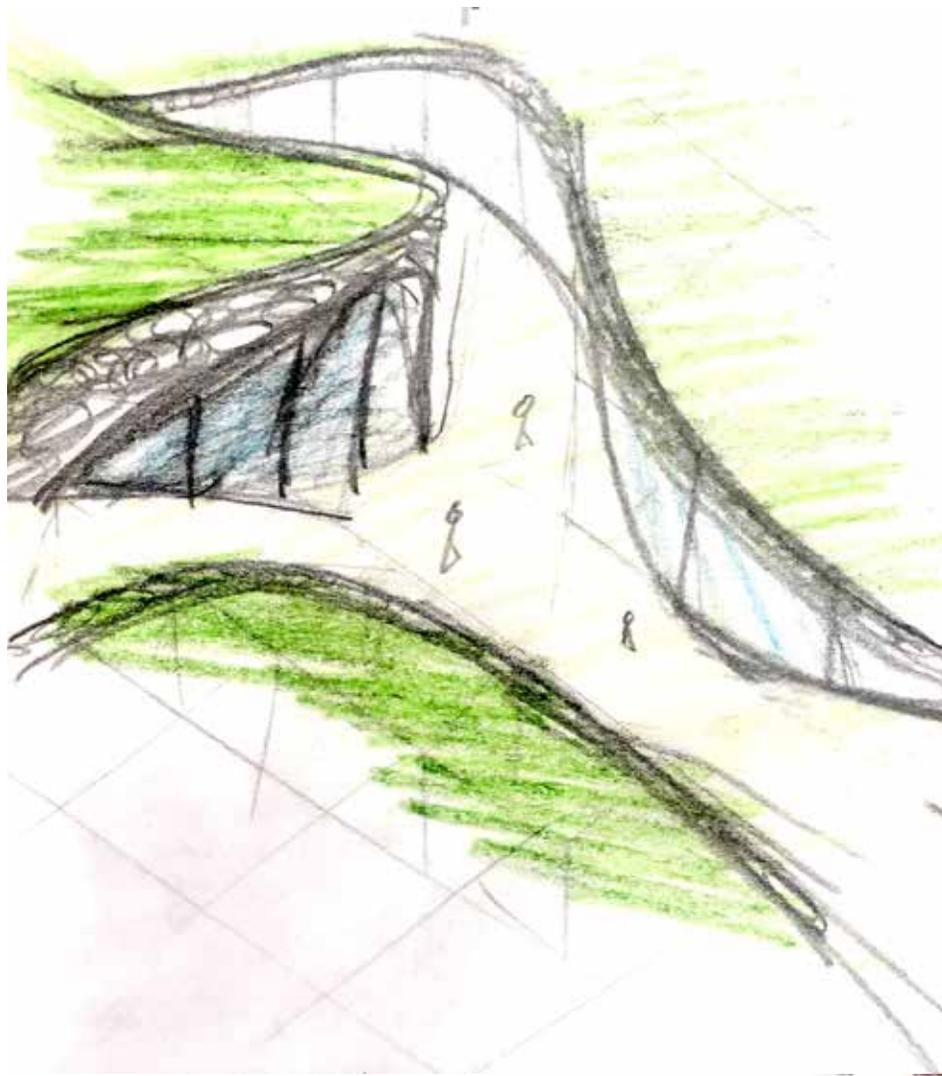


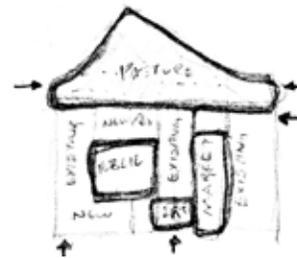
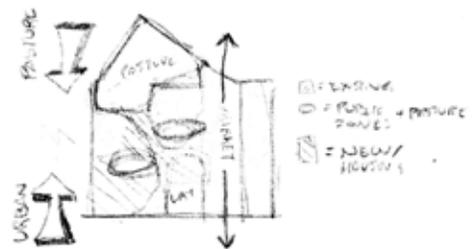
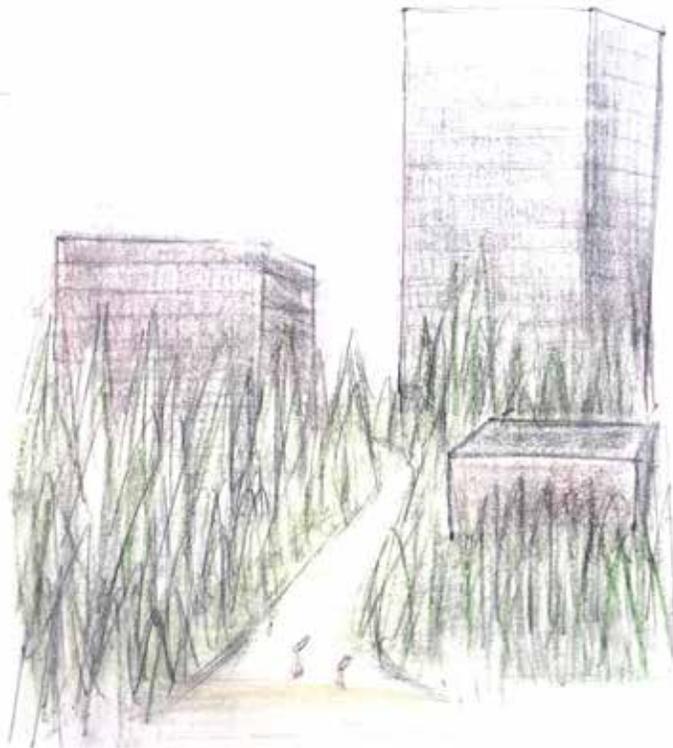
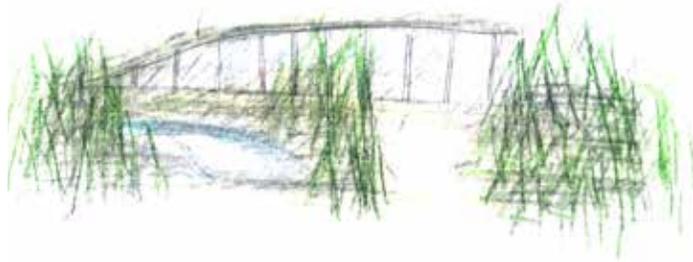
bridging back primitive beauty of constructed landscape to the city



embracing a passive public space: the roads and residual space are replaced with open public areas, this allows spontaneous play all times of the day, and all seasons of the year

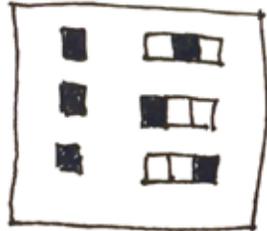






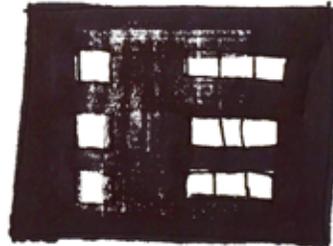


① CONTEMPORARY URBAN DEVELOPMENT

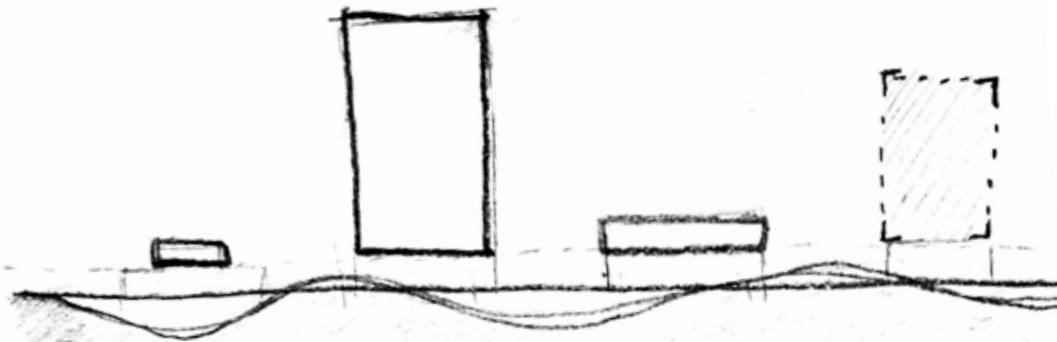


- FOCUSES ON BUILDINGS
- STACKING/ Juxtaposing PROGRAMS

② RECONSIDERING URBAN DEVELOPMENT



- SPACE IN BETWEEN BUILDINGS IS FOCUS
- HOW WILL WE MEET?
- HAVING PROGRAMS BLEND ON GROUND

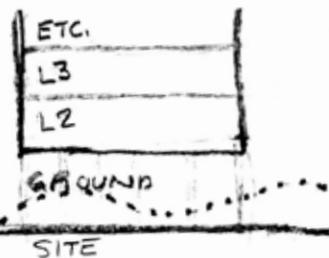


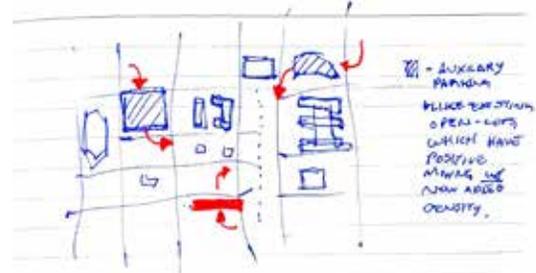
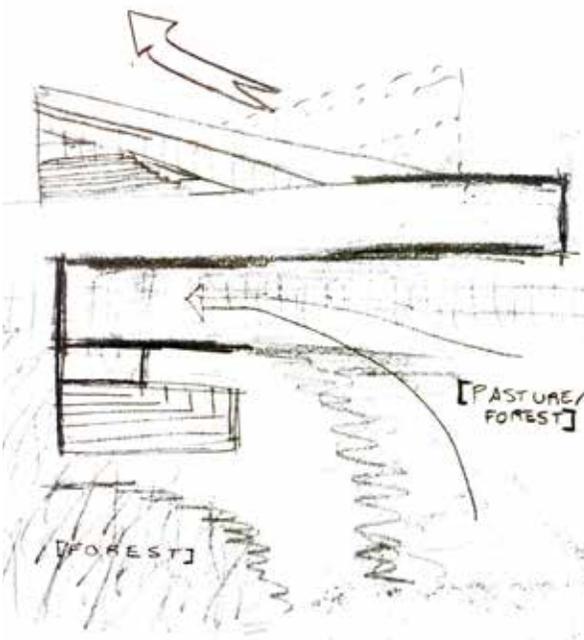
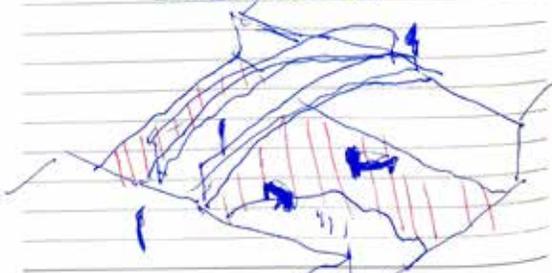
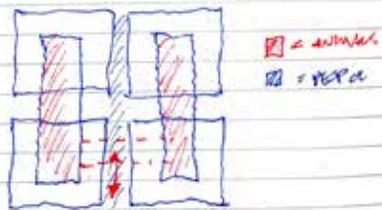
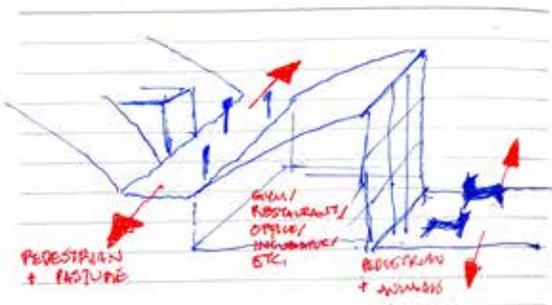
★ NO 'GROUND' FLOOR

GROUND = GROUND

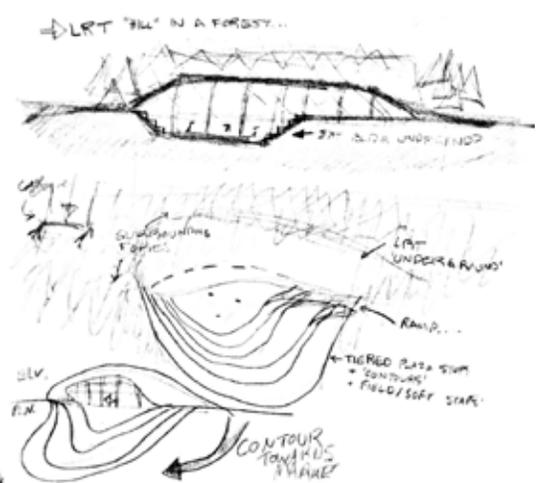
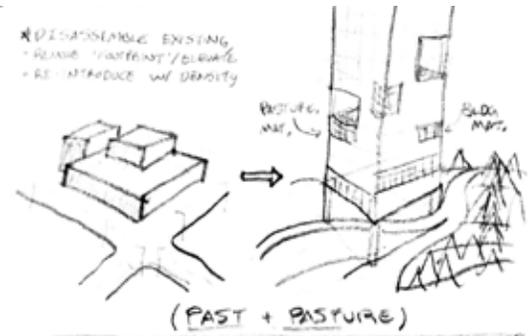
= SITE

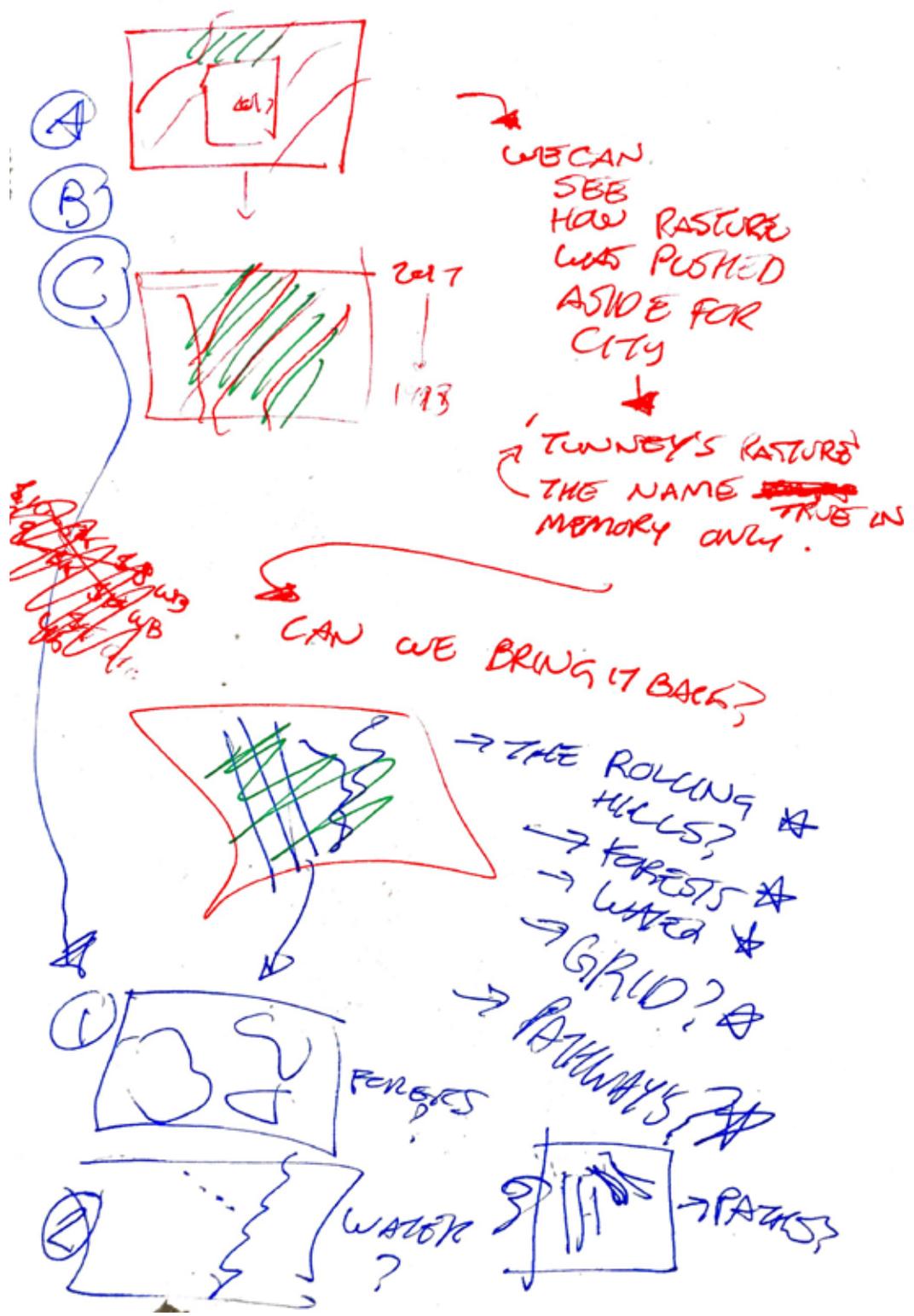
= PASTURE! ⚠





- CAN A PARKING LOT BE A MORE SOCIAL SPACE?
- CAN THE JOURNEY FROM CAR + WORK/PLAY BE MORE SOCIAL?
- IS THERE A 'MID' - MEDIUM BETWEEN 'LAWN' & 'PASTURE'?
- + EXPAND ENGAGEMENT W/ STREET
- + STREET FOR PEOPLE (+ ANIMALS?)
- NOT CAR.
- ? Smaller footprint, higher density?
- + ALLOW FOR 'MID' IN-BETWEEN SPACE
- CELEBRATE, NOT NEGATE





THANK YOU



APRIL 19TH, 2018



APRIL 19TH, 2018