Appendix E: Precedents Evaluation Criteria

The evaluation criteria for selecting precedent parkways and parks to examine were determined after traversing the SJAM Parkway on foot, by bicycle, and by vehicle. This set of criteria was constructed to reflect characteristics that are important for parkway design. The criteria are broken up into two major groups: (1) Relevance, which examines how closely a precedent parkway or park in question relates to the SJAM Parkway and (2) Key Features, which allows the identification of characteristics that are important not only for parkways or parks in general, but specifically for the needs of the gateway to Canada's Capital.

Each characteristic under the evaluation criteria will be evaluated as '0', '1' or '2', where '0' represents an absence of the characteristic in question; '1' represents a presence, but not an exemplary or ideal presence; and '2' represents an exemplary or ideal presence of the characteristic in question. Tables 1 and 2, respectively, represent characteristics under Relevance and Key Features. Each table details how each feature should be evaluated. This evaluation will be used to show which precedents are the most useful to explore when it comes to implementing new design or infrastructure features for the SJAM Parkway.

Table 1. Relevance

Capital	This is used to determine whether or not the parkway/park is in a capital city. If the parkway/park is in a national, provincial or state capital, it will be designated as a '2' for this category. If the parkway/park is in a city that acts as a gateway, but is not a capital, such as New York, NY, it will be designated as a '1'. If the parkway/park is present in a city that is neither a "gateway" city nor a capital, it will be designated as a '0'.
Age	Age of the parkway/park will also be evaluated. Because this falls under Relevance, the metric used will be how close to the original construction of the SJAM Parkway the precedent was built, or how recently it was built or updated. Within 10 years of construction or within 10 years of today will yield a score of '2'. Within 25 years of construction or within 25 years of today will yield a score of '1'. Any other time will yield a score of '0'. For reference, construction for the SJAM Parkway started in the 1940s and was completed in 1961.
Waterfront	The SJAM Parkway runs along the bank of the Ottawa River. A parkway/park situated along a riverbank will be evaluated as a '2', while a parkway/park along a different water feature, such as a seashore or a lake, will be evaluated as a '1'. A parkway/park that is not built near a shoreline will be evaluated as a '0'.

Table 2. Key Features

Active Transportation	Active transportation includes, but is not limited to, walking, cycling, rollerblading and boating. If a parkway/park is built to include two or more of these modes, it will be evaluated as a '2'. If it is built for two or fewer, but users partake in active transportation regardless, it will be evaluated as a '1'. If there is no infrastructure and little use of active transportation, it will be evaluated as a '0'.
Activities and Events	Activities and events include both regular activities such as sport leagues and walking tours, which may occur regularly, as well as special events such as concerts or festivals. A parkway/park with infrastructure to host these types of events and activities will be evaluated as a '2'. A parkway/park with limited event or activity potential will be evaluated as a '1', and a parkway/park with almost no potential for activities or no recorded activities will be evaluated as '0'.
Scenic Views	Based on criteria adapted from Ergin et al. (2011) and the British Council Office (BCR) (2003), scenic views will be evaluated as a '2' if the access to views is high, the skyline is appealing, there is little distraction (e.g. utilities), the built and non-built environment are appealing, and the views are free from litter or sewerage. They will be evaluated as a '1' if they correspond with two to four of the above criteria, and evaluated as a '0' if they agree with one or fewer of the above criteria.
Heritage Sites	The criteria for heritage sites are evaluated as follows: If a UNESCO World Heritage Site is present along the parkway/park, it will be evaluated as a '2'. If a subordinate level of heritage designation is present along the parkway/park, such as national or provincial, it will be evaluated as a '1'. Anything less will be evaluated as a '0'.

References:

British Council Office (BCR). (2003). *Coastal Scenic Assessments at Selected Sites in Turkey, UK and Malta*. London: British Council Office.

Ergin, A., Karaesmen, E., & Ucar, B. (2011). A Quantitative Study for Evaluation of Coastal Scenery. *Journal of Coastal Research, 27*(6), 1065-1075.

Rankings of Parkways and Parks Based on Evaluation Criteria

	Relevance			Key Features				Total
Parkway	**Capital**	**Age**	**Waterfront**	**Active Transportation**	**Activities and Events**	**Scenic Views**	**Heritage Sites**	
Arroyo Seco Parkway	1	1	0	0	0	1	0	3
Benjamin Franklin Parkway	1	0	0	1	2	2	2	8
Bronx River Parkway	1	0	1	1	1	2	2	8
Buffalo Parkway	1	0	1	0	1	2	1	6
Don Valley Parkway	1	1	1	1	1	1	1	7
George Washington Memorial Parkway	2	2	1	1	2	2	2	12
Henry Hudson Parkway	1	0	0	1	2	1	1	6
Lake Shore Boulevard	1	0	1	2	1	1	0	6
Lake Shore Drive	1	0	1	2	1	2	1	8
Merritt Parkway	1	1	0	0	1	2	2	7
Niagara Parkway	1	0	1	1	2	2	2	9
Ocean Parkway	1	0	0	2	1	1	1	6
Paris Plages	2	2	2	2	2	1	1	12
Promenade Samuel-De Champlain	2	2	2	2	2	2	2	14
Queen Elizabeth Driveway	2	0	1	2	1	2	2	10
Queens Quay	2	1	1	2	1	1	1	9
Riverfront Parkway	1	0	2	2	1	1	0	7
Rock Creek Parkway	2	1	2	1	2	2	2	12
Sir George-Étienne Cartier Parkway	2	0	2	2	1	2	1	10
Storrow Drive and Charles River Esplanade	0	1	2	2	1	1	0	7
Park	**Capital**	**Age**	**Waterfront**	**Active Transportation**	**Activities and Events**	**Scenic Views**	**Heritage Sites**	
Emerald Necklace	1	1	2	2	2	2	2	12
Gardens by the Bay	2	2	1	2	2	2	0	11
Holyrood Park	2	0	1	1	1	2	2	9
Ibirapuera Park	1	2	1	1	2	2	0	9
Margaret Island	2	0	2	2	2	2	2	12
National Mall	2	1	0	0	0	1	1	5
Parque Nacional de Brasília	2	2	1	1	1	1	2	10
Princes Street Gardens	2	0	0	1	2	2	2	9
Saint-Charles River Linear Park	2	2	2	2	1	2	1	12
Stanley Park	1	0	1	2	2	2	1	9

Appendix E1: Evaluated Precedents

Arroyo Seco Parkway

Location: Pasadena, California

Length: 13.1 km

Agencies Involved: Los Angeles County, Caltrans

Relevance

- Many scenic and leisure-related aspects of the parkway sacrificed in order to increase speed and capacity
- Current revitalisation efforts

History & Context

This parkway was originally suggested and designed by Frederick Law Olmsted Jr., and Harland Bartholomew in their Major Street Traffic Plan for Los Angeles in 1924. It was built by 1940 and renamed a freeway in 1954. It replaced a raised cycleway that once ran along the same route that it now occupies.

While it was suggested by Olmsted Jr. and Bartholomew that leisure should be considered in the design of the roadway, it was overshadowed by a need to carry large volumes of traffic. The Parkway was built to carry 6 lanes of traffic traveling at 45 mp/h (around 72 km/h), which was the maximum allowable speed for California state roads at the time. Trucks and buses were banned early on, though the bus restriction has since been lifted.

In 2010, the original name of the Parkway was restored.

Features & Challenges

As the only Federal Scenic Byway in Southern California, the Arroyo Seco Parkway maintains impressive vistas at certain locations. A number of bridges, such as the historic Arroyo Seco Railway Bridge, cross over the Parkway. Currently, speed and safety are the significant challenges for this parkway.

Figure 1 - Dated 1921, this photograph of the Arroyo Seco Road shows a pleasant country lane between Pasadena and downtown Los Angeles (Los Angeles Times, 1921).

STRETCHES OF BEAUTY
CITY TO MOUNTAINS.

Arroyo Seco Project, as Now Definitely Outlined, Is a Large Unit in the Landscape Engineer's Plan to Give Los Angeles the Greatest Park System of Any Municipality in the Americas.

Figure 2 - The plan for the Arroyo Seco Parkway, then conceived as a string of park lands connecting the Elysian and Highland Parks, was reported by the Los Angeles Times in 1911 (Los Angeles Public Library, n.d.).

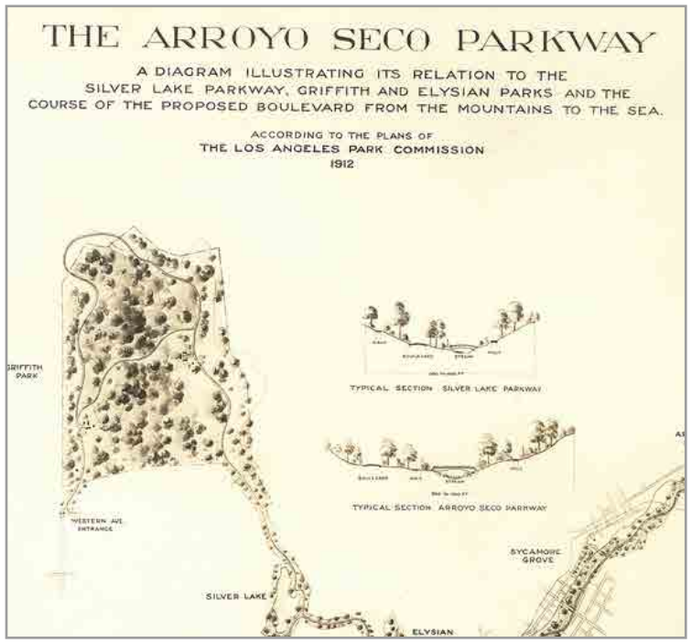

Figure 3 - A 1912 map produced by the Los Angeles Park Commission illustrating the proposed course of the boulevard and an example of a typical cross section (Los Angeles Times, n.d.).

Figure 4 - The original vision for the Parkway is depicted on this postcard (Possert, n.d.).

Arroyo Seco Parkway (continued)

Figure 5 - A traffic jam on the Parkway shortly after its opening in 1941 (Los Angeles Times, 1941).

Figure 6 - The Arroyo Seco today (Cipola, 2011).

Figure 7 - The 2012 Corridor Partnership Plan for the Arroyo Seco addresses many of the challenges being faced by the Parkway (IBI Group, 2012).

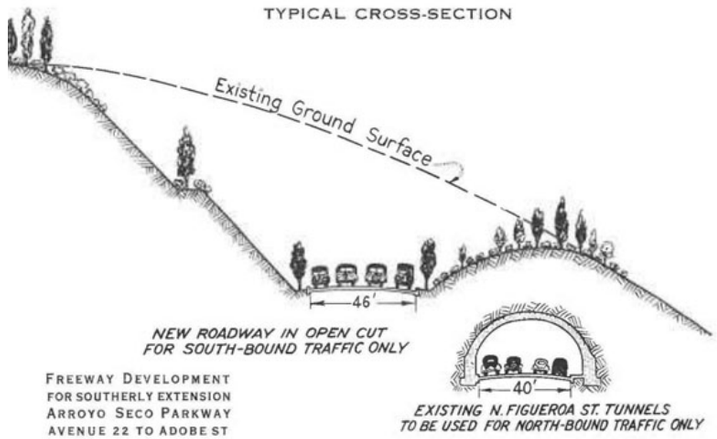

Figure 8 - A typical cross-section of the Parkway (Metro Transportation Library and Archive, 1940).

Further Reading

California Department of Transportation *Arroyo Seco Parkway Workshop #1*: http://www.dot.ca.gov/dist07/travel/projects/details.php?id=6

Historic Arroyo Seco Parkway Corridor Partnership Plan: http://www.dot.ca.gov/dist07/travel/projects/details.php?id=6

"Interpreting the Arroyo Seco Parkway" Project: http://www.dot.ca.gov/dist07/travel/projects/docs/arroyo/1%20Exec%20Summary-%20Interpreting%20Arroyo%20Seco%202012.pdf

The Unusual History Of The "Pasadena Freeway," California Cycleway & Rare Traffic Plan Images : http://metroprimaryresources.info/arroyo-seco-parkway-at-70-the-unusual-history-of-the-pasadena-freeway-california-cycleway-rare-traffic-plan-images/852/

Benjamin Franklin Parkway

Location: Philadelphia, Pennsylvania

Length: 1.6 km

Agencies Involved: National Park Service

Relevance

- The Parkway has heritage and cultural significance.
- Since 2003, $16,650,000 of public space improvements have been made to the Parkway.
- Over the recent decades, the Parkway has incrementally favoured the car over the pedestrian.
- The City has been working towards transforming the Parkway into an urban and vibrant public space with the release of the 2013 More Park, Less Way action plan.

Figure 9 - Greber's General Plan of Fairmount Parkway, now known as the Benjamin Franklin Parkway (Dale, n.d.).

History & Context

The Benjamin Franklin Parkway is a classic American parkway, first conceived in 1907 as part of the Fairmount Park plan. The grand boulevard was intended to serve as a direct route from the business district directly to Fairmount Park drawing inspiration from Champs Élysées in Paris. The parkway was finally constructed in 1917 as part of Gréber's plan, composed of parallel avenues with green medians and streetscape furnishings. Other ornamental additions such as the Swann Ornamental Fountain and the Flags of Nations contributed to the grand beauty of the parkway. While the parkway maintained its image as a grand boulevard, it has succumbed to development pressures over the years, with a widened road and some imposing buildings.

Today, however, there is hope for Philadelphia's answer to Champs-Élysées. Revitalisation efforts are underway, with an official Benjamin Franklin Parkway Action Plan created through extensive public consultation, research and expertise. Through a series of public meetings, reports, and actually asking individual users how they use the parklands surrounding the parkway, a goal of "more park, less way" was created, focusing on users and recreation, instead of just automobiles and scenery.

Features & Challenges

The Benjamin Franklin Parkway is the most famous road in the city for a reason. It is bounded by parkland, full of art and surrounded by history and knowledge of all kinds. It runs around Logan Square, which is actually a circle surrounding the beautifully ornate Swann Memorial Fountain. The sculptural garden in front of the Rodin Museum houses some of the most beautiful and famous sculptures in the world. The entire length of the parkway houses statues and monuments celebrating everything from Jesus Christ to a Polish American Revolutionary War Hero; it is a cultural mecca. Flags of nations and grand buildings stand above the parkway, giving it a sense of

grandeur, and the pièce de résistance is at the road's terminus, where it meets Fairmount Park, the 9200 acre landscaped park in the heart of Philadelphia.

The parkway is busy, but only at peak hours. Otherwise it can feel like a dead space. Both of these conditions can make the area feel unsafe, which further prevents active use of the asset. Furthermore, the myriad of cultural institutions which line the parkway are not entirely accessible by pedestrians, marred by a lack of safe crossings, preventing the space from taking advantage of this opportunity. While parts of the parkway are grand and exciting, there are other parts which have nothing which draws people in, preventing those spaces from reaching their full potential.

Figure 10 - A vintage postcard depicting the Benjamin Franklin Parkway (Ed, 2011).

Benjamin Franklin Parkway
(continued)

Figure 11 - What once stood where the Parkway now lies, 1907 (Dale, n.d.).

Figure 12 - The parkway combines grand civic buildings with abundant vegetation and landscaping to create a beautiful space (B.Krist, 2013).

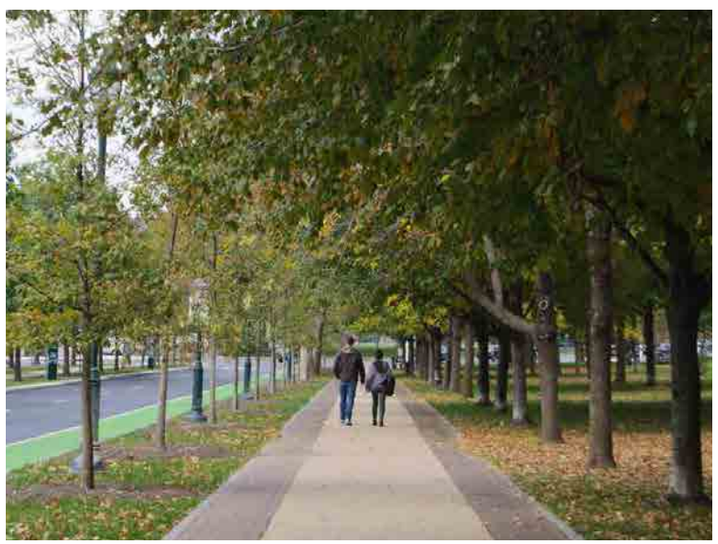

Figure 13 - Beautifully landscaped, walkways. Paris was the inspiration for this parkway (American Planning Association, 2012).

Figure 14 - JFK Plaza, commonly known as Love Park, at the south-eastern end of the parkway (Smith, n.d.).

Figure 15 - Examples of daily use of the parkway through the words of different users (Pennpraxis School of Design, 2013).

Figure 16 - Public participation and town hall meetings were the foundation of the Benjamin Franklin Parkway Action Plan (Pennpraxis School of Design, 2012).

Further Reading

Center City Planning For Growth - the Benjamin Franklin Parkway: http://www.centercityphila.org/docs/SOCC-Plan07-BFP2.pdf

PlanPhilly Benjamin Franklin Parkway Action Plan Gets Underway: http://planphilly.com/articles/2012/07/23/benjamin-franklin-parkway-action-plan-gets-under-way

National Park Service Benjamin Franklin Parkway Rehabilitation Project: http://planphilly.com/articles/2012/07/23/benjamin-franklin-parkway-action-plan-gets-under-way

Bronx River Parkway

Location: New York, New York

Length: 30.77 km

Agencies Involved: New York State Department of Transportation

Relevance

- Historic significance as North America's first modern parkway.
- Wetland, waterway, and wildlife restoration efforts for the Bronx River were intensified since 2001.

History & Context

The Bronx River Parkway was the first modern multi-lane, limited-access parkway in North America. Construction began in 1907 and continued through to the mid-1920s. Originally referred to as the Bronx River Parkway Reserve, the Parkway was intended to help preserve the Bronx River.

The Parkway has been modified over time. Most notably, sections of the Parkway and River were straightened in the 1940s and 1950s to increase traffic flow.

Features & Challenges

The Parkway incorporates design elements that defined the pre-World War II motor parkway (e.g. overpasses and centre medians).

Certain stretches are narrower in order to reduce environmental impact. The asphalt is pigmented with additives to harmonize with the landscape, while landscaping is designed to imitate natural patterns and plant associations. Where possible, distracting objects and features are disguised with natural elements.

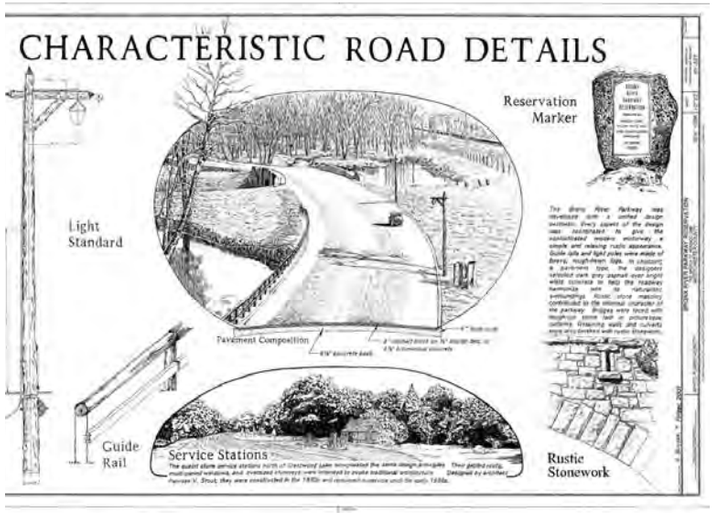

Figure 17 - The Bronx River Parkway was originally designed as a scenic pleasure drive (Library of Congress, n.d.).

The Parkway is closed to vehicular traffic and opened to cyclists, skaters, walkers, joggers, and strollers during "Bicycle Sundays", which are scheduled from May through September.

The straightening of the Parkway and River has created long-term environmental repercussions, including the loss of wetlands.

Further Reading

Documenting New York's Bronx River Parkway, USA: http://www.icevirtuallibrary.com/content/article/10.1680/ehah.2010.163.2.105

NYC Bronx River Parkway Facilities: http://www.nycgovparks.org/parks/bronx-river-parkway

Figure 18 - The waterway has seen successful restoration efforts over the last decade (Jag9889, 2011).

Figure 19 - Ornate overpasses instill a sense of grandeur in the parkway users (Kerr, 2008).

Bronx River Parkway (continued)

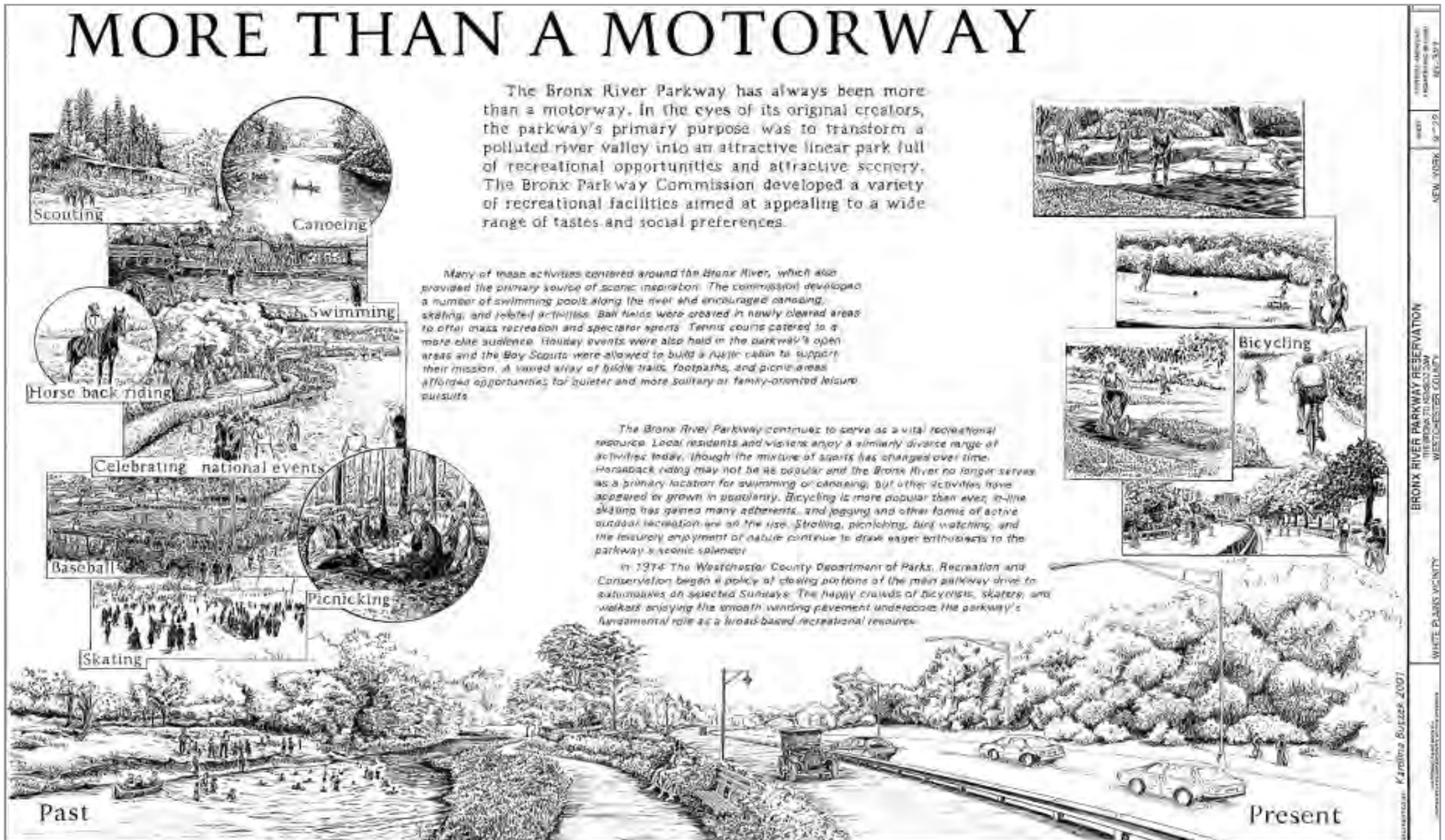

Figure 20 - Detail from the Historic American Landscapes Survey (Library of Congress, n.d.).

Buffalo Parkway System

Location: Niagara Falls Region, Buffalo, New York

Agencies Involved: Buffalo Olmsted Parks Conservancy

Relevance

- Subsequent development of parkways and adjacent lands would make attempts to restore the parkway system extremely difficult
- Conversion of parkway to expressway corridors caused adjacent neighbourhoods to collapse

History & Context

The Buffalo Parkway System consists of a system parks, park approaches, and parkways, that are all linked together. It was built by Olmsted and Vaux beginning in 1868 up until 1897, with Olmsted's firm continuing the relationship until 1915.

The protection for the park system was lost in 1915, resulting in parkways being lost or expanded into arterial roads and expressways.

In 2008, The Buffalo Olmsted Parks Conservancy (BOPC) completed a restoration and management plan for the City of Buffalo's Olmsted-designed park and parkway system. The plan is titled *The Olmsted City*.

Features & Challenges

Four of the parkways in the Parkway System (i.e. Lincoln, Chapin, Humboldt, and Bidwell) were given an extra-wide median suitable for recreation and leisure.

Some of the parkways remain as part of the general road network in Buffalo. In most instances, their parkway features (e.g. boulevards with trees and lawn) have been mostly or completely lost, most severely in the case of the Humboldt Parkway with the construction of the Kensington Expressway.

In the case of the Humboldt Parkway, many people would like to see it restored; however, it is a significant project and there is a lack of financial support.

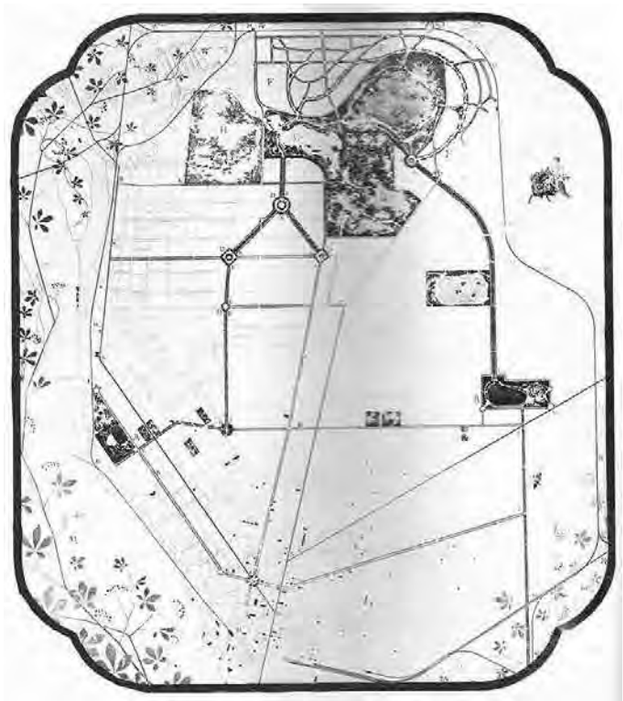

Figure 21 - Original plan of the Buffalo parks system (Museum of the City, n.d.).

Further Reading

Olmsted in Buffalo: http://www.olmstedinbuffalo.com

The Olmsted City: http://urbandesignproject.ap.buffalo.edu/projects/olmsted/olmsted.html

Figure 22 - The Humbolt Parkway. 1935 (Left); Tearing up the Parkway, 1960 (Below); The Kensington today (Bottom). Note the high fence along the Kensington (Buffalo Olmsted Park Conservancy, n.d.).

Figure 23 - Delaware Park Restoration Plan, 2008 (Buffalo Olmsted Parks Conservancy, 2007).

Don Valley Parkway

Location: Toronto, Ontario

Length: 15 km

Agencies Involved: City of Toronto

Relevance

- Pressure from residents to return to parkway format
- Heavily urbanized along parkway
- Cycling and recreational walking trails
- Transformation from parkway to heavily-used commuter route
- Some revitalization plans under consideration or in their initial phases (Corktown Commons)

History & Context

The Don Valley Parkway is used as a commuter expressway as the main north/south expressway in and out of Toronto; two other complementary expressways never materialized. A section of the parkway is dedicated to be part of the highway of heroes

In order to build the Parkway, the path of the Don River was altered. "Bring Back the Don" organization seeks to restore wetlands and vegetation along the Don River

Features & Challenges

The Don Valley Parkway is above-grade for much of its length. There is a green median along some stretches and a separated recreational trail runs between it and the river. Public art, such as the Don Valley Rainbow

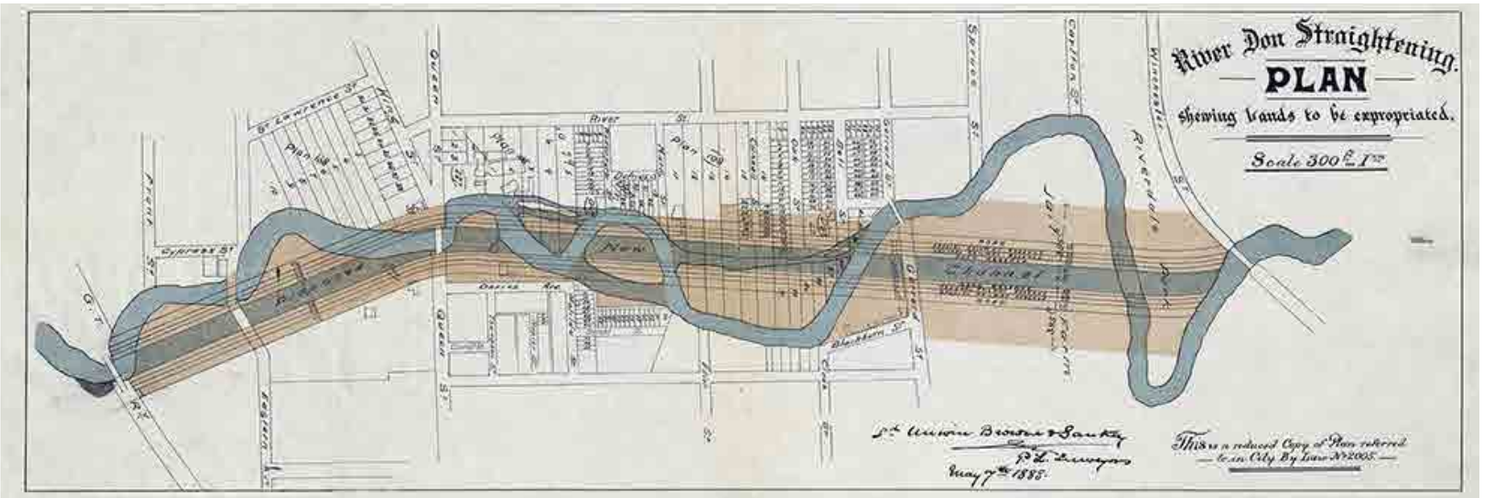

Figure 24 - Don River Straightening Plan, 1886 (York University Library, n.d.).

Tunnel, has been incorporated into the Parkway.

High posted speed limit (90 km/h) with severe congestion. The Parkway exits onto an expressway with seven lanes at the northernmost section that funnels into four lanes at the south. Originally designed to carry 70,000 vehicles per day, the Parkway currently handles approximately 100,000 vehicles per day.

At the southernmost portion, the river is in an open concrete ditch. The highway is built to the bank of the river and is prone to flooding. Railroad tracks and associated fences create a barrier to the river. Burdened with additional traffic and urbanization, the original Don River scenic views from the Parkway have been spoiled.

The Parkway is completely unsafe for pedestrians and active transportation; therefore, bridges are required for pedestrians to cross.

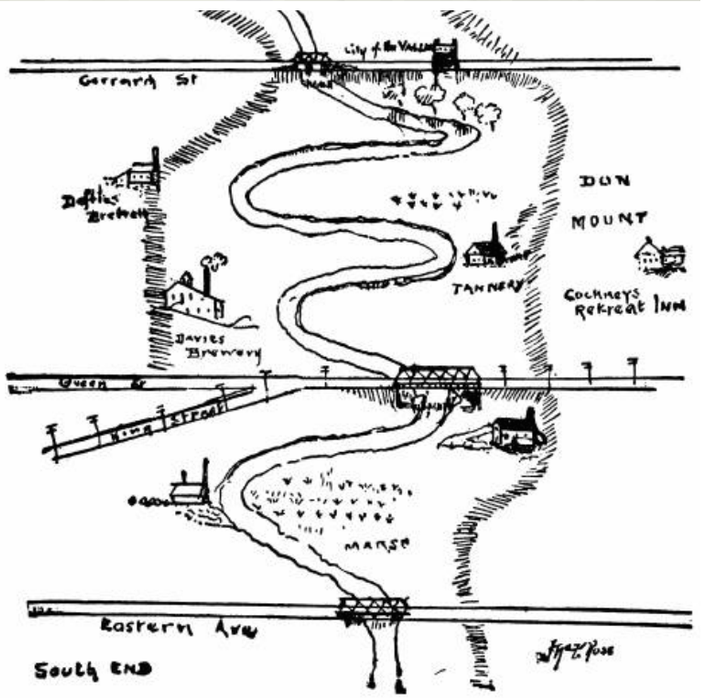

Figure 25 - A sketch of the river prior to straightening by naturalist Charles Sauriol (Don Valley Historical Mapping Project, n.d.).

Don Valley Parkway (continued)

Figure 26 - Bloor Street Viaduct, 1916 (Salmon, 1916).

Figure 27 - Photo from Toronto Star, November 18, 1969. Students held a mock religious mass for the "dead" Don River (James, 1969).

Figure 28 - The Don Valley Parkway, 1960 (Get Toronto Moving, n.d.).

Figure 29 - The Don Valley Parkway today (Floydian, n.d.).

Figure 30 - Public art along the Don Valley Parkway (Magic in the Rainbow Tunnel, n.d.).

Figure 31 - Phase 3 of the River City condominium development, showing the buildings in relation to Corktown Common park, which opened in 2013. The park is one example of efforts being made to revitalise the lands around the Parkway (River City Condoes, n.d.).

Emerald Necklace

Location: Boston, Massachusetts

Area: 445 ha

Agencies Involved: City of Boston, Emerald Necklace Conservancy

Relevance

- An example that illustrates the implications of development and expansion
- Transformation of parkways, which were intended to be pleasure routes, into major commuter routes
- Range of experiences that are offered among the series of parks.

History & Context

Some portions of the Emerald Necklace, such as Boston Common, the oldest park in the United States, were built as early as 1634. However, it wasn't until Frederick Law Olmsted began his work in the 1870s that the idea of a park system linked by linear parks and parkways emerged.

Although the Emerald Necklace was designed to run from Franklin Park through several parks to Dorchester Way, the final link, this segment was not completed and not every piece of the park system was maintained. However, several portions of the system exist today as parks with a diverse set of attractions.

The Emerald Necklace is designated as a landmark in the National Register of Historic Places and is currently undergoing a series of significant restoration projects.

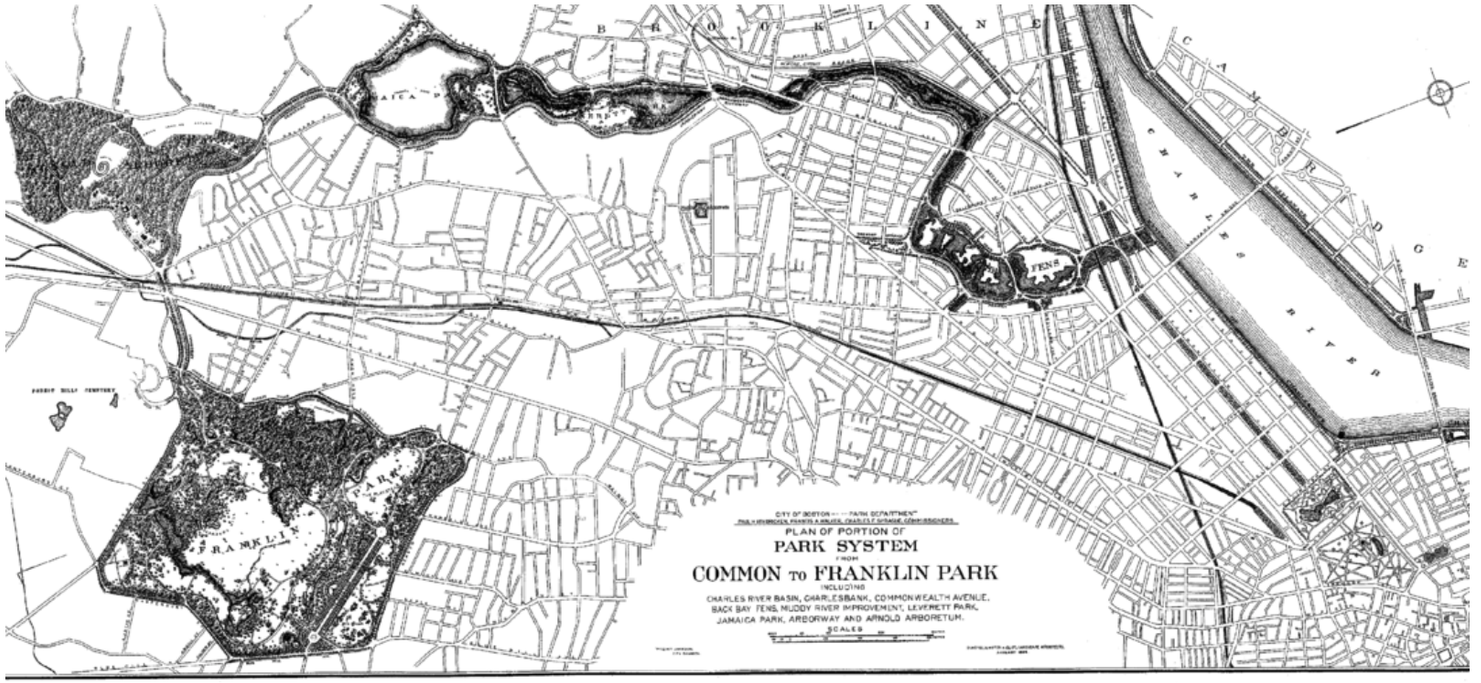

Figure 32 - Frederick Law Olmsted's 1894 plan for Boston's Emerald Necklace (Lasser, n.d).

Features & Challenges

At almost 150 years old, the park system is exemplary of classical linear parks with gardens, nature trails, and acts as an oasis. There are several wooded areas, meadows, forested areas, ponds, and water features. Areas such as Back Bay Fens and Muddy River offer opportunities for recreation but are also designed for ecological purposes including nesting grounds, ecosystem restoration, and flood control. Pathways, bridges, and plantings provide a wide array of picturesque scenes.

There is a significant level of development pressure in Boston; therefore, some of the roads and parkways have been expanded, encroaching on parkland as a result. Some roads and development have also split the Emerald Necklace up so that it is no longer an uninterrupted park system. With so much recreational infrastructure and so many amenities, the system has lost some of its original commitment to nature.

Pressure to alleviate congestion in the 1960s led to the construction of the Bowker Overpass, which connects Storrow Drive to the Fenway. The Overpass limited pedestrian connectivity to the Charles River. The deterioration of waterways along portions of the Emerald Necklace also causes flooding in surrounding communities.

Emerald Necklace (continued)

Figure 33 - The Riverway section of the Muddy River under construction in 1892 (above); Figure 33 - After construction in 1920 (below) (Emerald Necklace Conservancy, 2014).

Figure 34 - Vintage postcards showing views of Franklin Park (Browne, 2013; Taylor, 2011; American Repertory Theater, 2012).

Figure 35 - Originally named as Leverett Park, Olmsted Park was renamed in 1900 to honour the Park's designer (Dwyer, 2008).

Figure 36 - The Muddy River Restoration Project will "daylight" the Muddy River (Emerald Necklace Conservancy, 2014).

Emerald Necklace (continued)

Figure 37 - The Emerald Necklace Conservancy's Emerald Necklace Parks Running and Walking Distances (Emerald Necklace Conservancy, 2012).

Further Reading

American Society of Landscape Architects The Landscape Architect's Guide to Boston: http://www.asla.org/boston/

Emerald Necklace Conservancy: http://www.emerald-necklace.org/park-overview/

Gardens by the Bay

Location: Singapore

Area: 101 ha

Agencies Involved: National Parks Board of Singapore, Gardens by the Bay Park Authority

Relevance

- Waterfront views of the city's skyline
- Principles of environmental sustainability as the underlying concept
- Incorporation of water play features for children

History & Context

Gardens by the Bay was planned as a way to embody the paradigm shift of Singapore from a "Garden City" to a "City in a Garden". Following an international master plan design competition with 170 firms competing in 2006, the development process for the Gardens began in 2007. Opened in 2012 adjacent to the Marina Reservoir, much of the Gardens' parkland comprise of reclaimed land.

Features & Challenges

Different kinds of gardens act as focal points. Supertrees, which are vertical garden structures up to 50 metres tall, promote a symbiotic and sustainable ecosystem with high levels of biodiversity.

Gardens by the Bay also feature climate-controlled conservatories within two glass biomes contain a variety of plants that are considered to have high values of conservation. In addition, the lake system – Dragonfly and Kingfisher Lakes – serves as a natural water filtration system. There is also a one-hectare children's garden that includes a tree house and interactive water tunnels.

The Gardens is a popular location for events; therefore, limits had to be placed on the number of events that are held. Due to the various features of the Gardens, construction costs were very expensive.

Figure 39 - Aerial view of the Gardens (tykhyi, n.d.).

Figure 38 - View of the Supertrees and the two glass biomes – 'Cloud Forest' and 'Flower Dome' (National Research Foundation, n.d.).

Figure 40 - A 440-metre boardwalk along Dragonfly Lake (Gardens by the Bay, n.d.a).

Gardens by the Bay (continued)

Further Reading

Gardens by the Bay: Ecologically reflective design. *Architectural Design*, 108-111.

Gardens by the Bay: High performance through design optimization and integration. *Intelligent Buildings International*, 140-157.

Gardens by the Bay website: http://www.gardensbythebay.com.sg/en/home.html

National Research Foundation *Gardens by the Bay:* http://www.nrf.gov.sg/gyss@one-north-2015/programme/site-visits/gardens-by-the-bay

Figure 41 - A vegetated mountain within the 'Cloud Forest' surrounding the world's tallest indoor waterfall (Tan, 2012).

Figure 42 - A 128-metre long walkway between two Supertrees (Gardens by the Bay, n.d.b).

George Washington Memorial Parkway

Location: Washington, D.C. to Mount Vernon, VA

Length: 40 km

Agencies Involved: 40 km

Relevance

- National Gateway and regarded as a pilgrimage, contributing to a sense of national identity
- Natural views are strongly protected
- Attempts to tell a story and get people excited about their country by using key moments in history

History & Context

The Parkway follows the same route to Mount Vernon that George Washington took on horseback. Originally a patriotic pilgrimage in the 19th century. By the 1920s, 200,000 people were visiting the first president's former home each year. By the early 1900s, advocacy for a national road began. A commemorative focus for the roadway had gained national support by 1928, and construction occurred between 1929 and 1970. Olmsted personally inspected the various alignments and endorsed a route that carried the road way along the chain of ridges from Arlington cemetery to Mount Vernon.

Features & Challenges

The parkway features two lanes in each direction separated by a landscaped median with a 40 to 70 km/h speed limit. The roadside is naturally landscaped

Figure 43 - The George Washington Memorial Parkway, 1926 (National Park Service, n.d.).

and ranges from trees to plantations. Over 250,000 native trees and shrubs were planted irregularly so that motorists could not distinguish between untouched and modified woodlands. Colonial style signs, memorial trees, and rustic stone guardrails are some of the distinctive elements of the Parkway's design that provide cohesiveness to its visual identity.

Bicycle use on parts of the George Washington Memorial Parkway is not permitted by the National Park Service due to narrow lanes and blind curves. Cyclists are instead encouraged to use the multi-use paths that run beside the Parkway. Some argue that this unfairly excludes cyclists from some parts of the park (Hendel, 2011).

The current daily volume of traffic on the Parkway is more than it was designed to handle, and traffic speeds regularly exceed the posted speed limit. Roadway widening, the addition of shoulders, additional lanes, and bridge replacements are some of the changes that have been made in order to improve capacity and safety. Despite this, the Parkway has remained remarkably true to its original character.

Figure 44 - Great Falls of the Potomac postcard, 1801 (Encore Editions, n.d.).

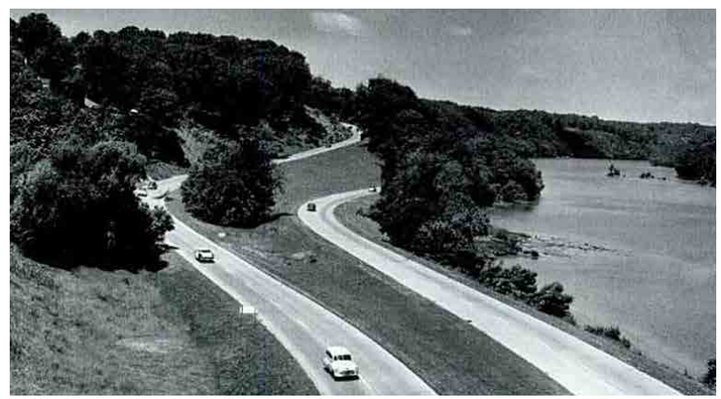

Figure 45 - The Parkway in 1954 (National Park Service, 2009).

George Washington Memorial Parkway (continued)

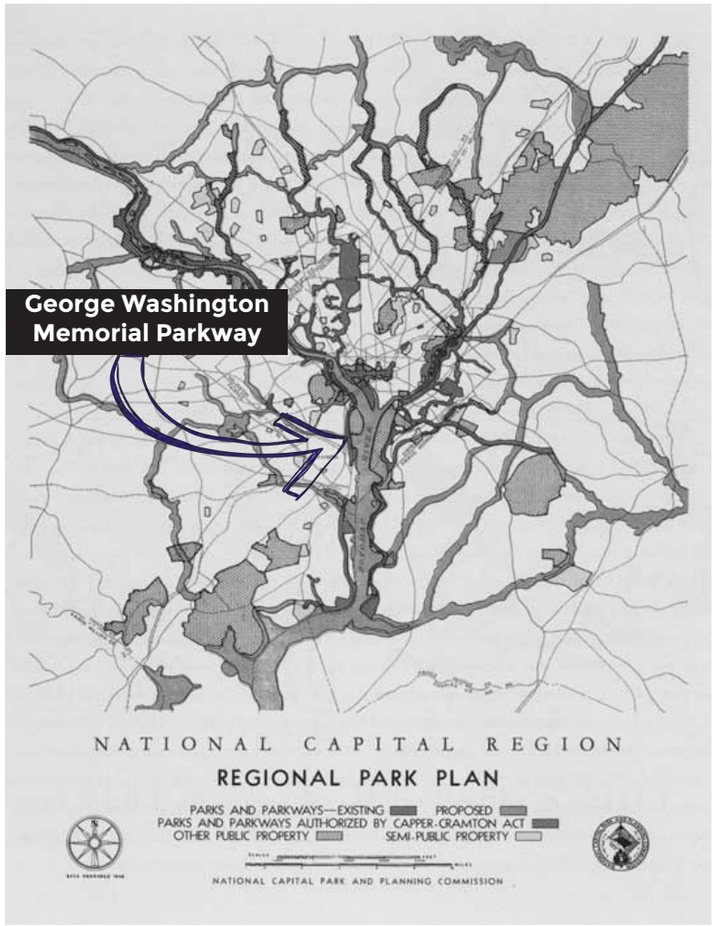

Figure 46 - The National Capital Region's Regional Park Plan, 1950 (Davis, 2009).

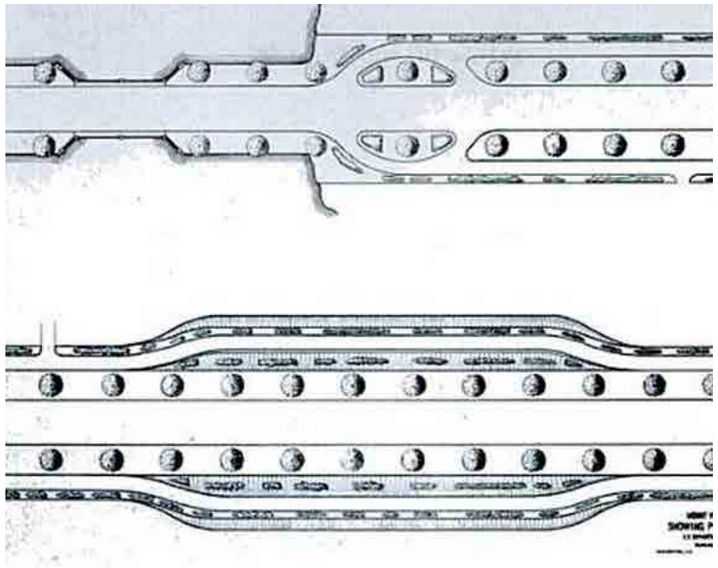

Figure 47 - Initial Bureau of Public Roads plan for Mount Vernon Memorial Highway, 1927 (National Park Service, n.d.).

Figure 48 - An historic marker commemorating a willow oak tree that was planted in the 1940s (Virginia Tech Landscape Architecture, 2013).

Figure 49 - Marine Corps War Memorial (also known as the Iwo Jima Memorial). (National Park Service, 2014).

Figure 50 - Navy-Merchant Marine Memorial (Cheng, 2005).

George Washington Memorial Parkway (continued)

Figure 51 - The George Washington Memorial Parkway today (Mariordo, 2012).

Figure 52 - Current conditions and proposed improvement from the Federal Highway Association's 2006 GWMP Feasibility Study *(Eastern Federal Lands Highway Division, n.d.).*

Further Reading

Mount Vernon Trail Safety Improvement Project: http://parkplanning.nps.gov/document.cfm?documentID=57657

National Parks Service George Washington Memorial Parkway Park Planning Website: http://www.nps.gov/gwmp/parkmgmt/planning.htm

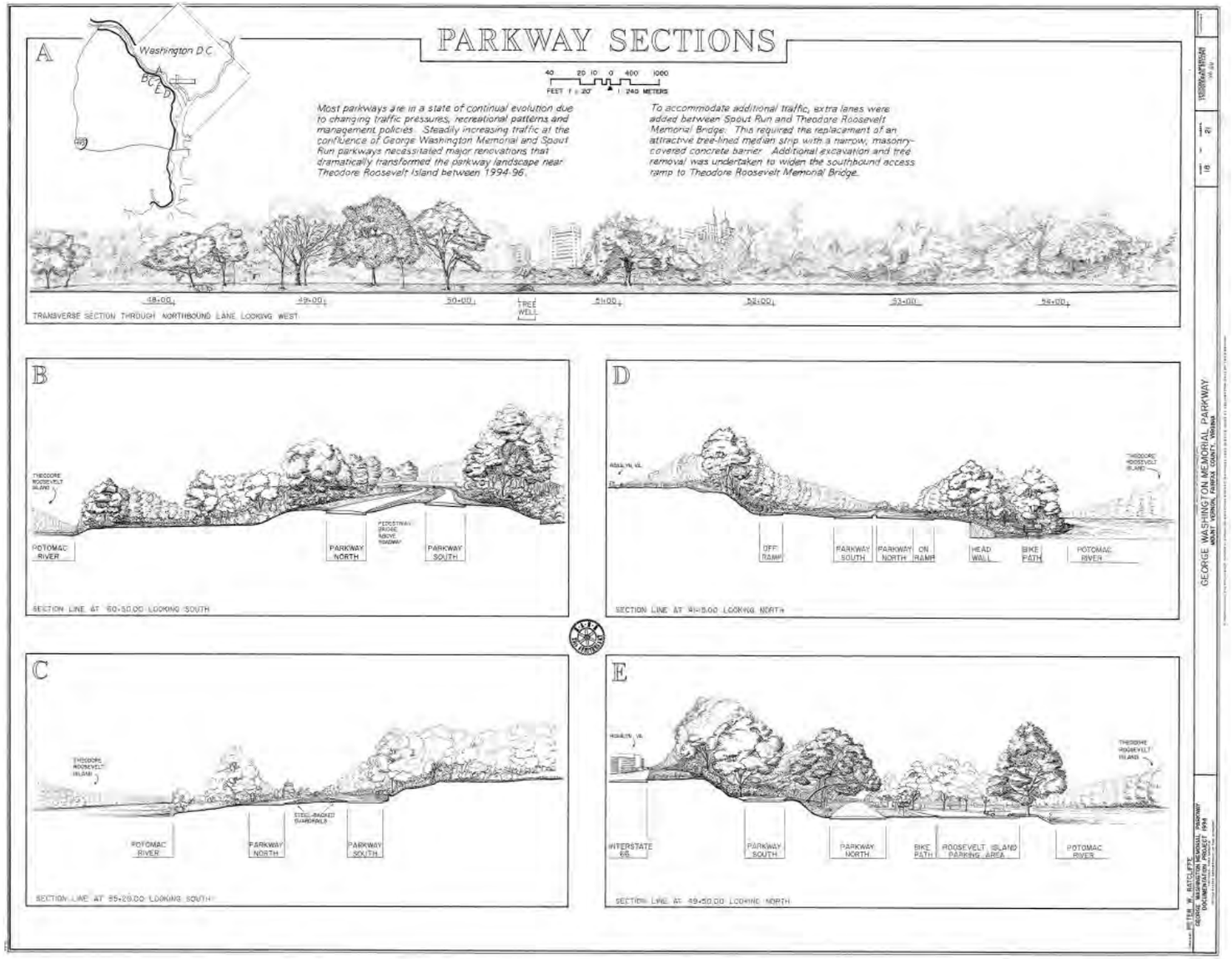

Figure 53 - Parkway sections detail from the National Park Service's Historic American Engineering Record (National Park Service, n.d.).

Henry Hudson Parkway

Location: Manhattan, New York

Length: 17.8 km

Agencies Involved: New York State Department of Transportation, New York City Department of Transportation, New York City Department of Parks and Recreation, Metropolitan Transportation Authority, Amtrak, Port Authority of New York and New Jersey

Relevance

- Scenic views a focal point of design
- Runs through areas of scenic and historic value
- Used as an expressway
- Pedestrian accessibility challenges

History & Context

Built by Robert Moses in 1934-1937, the parkway runs almost parallel to Olmsted's Riverside Park. In 2005, a comprehensive corridor management plan was created as part of the initiative to make it the New York State's first scenic byway.

Features & Challenges

The Parkway has 6 lanes for most of the route, but there are more in some areas. The speed limit is 50 m/h (approximately 70 km/h)

The roadway features a minimal number of entries and exits and few pedestrian crossings. While there is no vegetation along the median, a greenway runs along it through Manhattan. The Parkway takes advantage of views of urban fabric, not just the natural views.

Over the years, deferred maintenance and excessive use took a heavy toll on the Parkway. A task force was organised in 2002 to have the Parkway nominated as the first "State Scenic Byway" in New York State in an attempt to "take back the park in the park in the Parkway" (NYCroads.com).

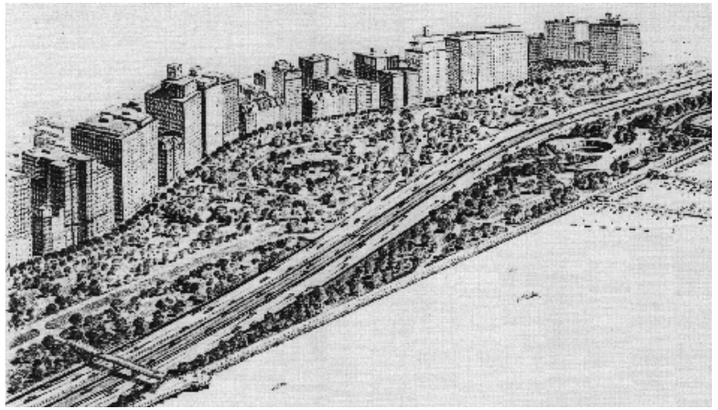

Figure 54 - The proposed Henry Hudson Parkway, southeast view, 1965 (Triborough Bridge and Tunnel Authority, n.d.).

Figure 55 - The original vision for the Parkway, as illustrated on this vintage postcard (Walk in New York, 2010).

Figure 56 - Henry Hudson Parkway at 72nd street, 1937 (The NewYorkologist, 2014).

Figure 57 - The Parkway today, operating as an urban expressway (Saltzman, n.d.).

Further Reading

Henry Hudson Parkway Scenic Byway Initiative, 2002: https://riverdalenature.org/wp-content/uploads/2013/06/HHP-Scenic-Byway-Public-Outreach-Report.pdf

Holyrood Park

Location: Edinburgh, Scotland

Area: 260 ha

Agencies Involved: Historic Scotland

Relevance

- Showcasing of the country's national identity
- Historic open space with views in the heart of a capital city
- Archaeological and natural heritage significance
- Limited vehicle access
- Demonstrates value of keeping natural landscapes in urban centres

History & Context

Originally a 12th century royal hunting estate, Holyrood Park is associated with the Palace of Holyroodhouse and was made into a park in the 16th century by James V. Since the 12th century, the Park has had strong religious links, including a close relationship with Holyrood Abbey. After being enclosed during the 15th century, the area's conservation has been enhanced, including the retention of rare plant and wildlife species.

Figure 58 - Ruins of St. Anthony's Chapel (Undiscovered Scotland, 2014).

While quarrying took place in the Park during the 16th century until the 19th century, the Park is designated both as a Scheduled Ancient Monument as well as a Site of Special Scientific Interest due to its range of flora, animals, geology, and archaeology.

Features & Challenges

The Park maintains natural highland landscape, including high peaks, plateaus, lochs, and glens. It also highlights historic features such as abbeys and an ancient chapel (St. Anthony's Chapel). Arthur's Seat, a dormant volcano and the highest elevation in the Park, is home to a well-preserved fort. The Salisbury Crags, a series of rocky slopes, contains a network of paths. In terms of access, the Park only has one road access with vehicle traffic limited on Sundays.

However, there is not a lot of space for programming and there is a lack of information within the Park regarding features that are culturally important.

Figure 59 - Salisbury Crags in Holyrood Park (Footprint Travel Guides, 2014).

Figure 60 - Postcard showing Arthur's Seat from 1935 (top); view of Arthur's Seat today (bottom) (Edinburgh Photo, n.d.; Treks, 2006).

Further Reading

Historic Scotland - Holyrood Park: http://www.historic-scotland.gov.uk/index/places/propertyresults/propertyoverview.htm?PropID=PL_125&PropName=Holyrood%20Park

Ibirapuera Park

Location: São Paulo, Brazil

Area: 220 ha

Agencies Involved: City of São Paulo

Relevance

- Incorporation of cultural attractions within the natural environment
- Gardens feature local plant and tree species
- Availability of diverse recreational opportunities
- Programming is a highlight, with a variety of programs and events including art shows, historical exhibits, and sporting events.

History & Context

Designed by architect Oscar Niemeyer and landscape designer Roberto Burle Marx, Ibirapuera Park is the third largest park in São Paulo and was inaugurated in 1954 to celebrate the City's 400th anniversary.

Comparable to Central Park in New York or Stanley Park in Vancouver, the Park has a heavy focus on providing a cultural and recreational experience. As the most visited park in the City with 20,000 weekday visitors and upwards of 200,000 visitors during the weekend, Ibirapuera Park offers plenty of surprises and attractions.

Features & Challenges

In addition to lush forested areas, the Park includes various cultural attractions. Biennial Pavilion is a venue for large events, such as world-renowned fashion, architecture, and arts shows in addition to various trade shows and congresses. Furthermore, the Park includes a large exhibition palace, a Japanese pavilion, two art museums, a cultural history museum, and various gardens. Besides the cultural attractions, visitors are welcomed and encouraged to walk, run, jog, rent bicycles, and engage in recreational sports. The Park offers free admission and has multiple pedestrian entrances and a parking lot.

Figure 61 - 1953 site plan of Ibirapuera Park (Marx and Niemeyer, 2007).

With a location that is well-incorporated within the city centre, the Ibirapuera Park provides a very safe environment for its users. However, with current attractions, the Park becomes extremely crowded especially during holiday celebrations.

Further Reading

Parque Ibirapuera website: http://www.parqueibirapuera.org/ibirapuera-park/

Figure 62 - Aerial view of Ibirapuera Park, an urban oasis (LaLocura Network, 2014).

Figure 63 - Walking and cycling in the path (Christensen and Morsbøl, 2012).

Lake Shore Boulevard

Location: Toronto, Ontario

Length: 23.5 km

Agencies Involved: City of Toronto

Relevance

- Views of the downtown area
- Proximity to the waterfront
- An example illustrating the consequences of road-widening
- Accessible and barrier-free multi-use trail

History & Context

Originally known as Boulevard Drive, Lake Shore Boulevard was designed by the Olmsted Firm in 1912. It was built on reclaimed land, linking downtown Toronto with the growing suburbs in the west.

Since the construction of the elevated Gardiner Expressway, which runs above Lake Shore Boulevard, in the 1960s, the boulevard has been transformed significantly and re-routed over the years, becoming an at-grade expressway in central Toronto.

Features & Challenges

Lake Shore Boulevard is a major arterial road that ranges from four lanes to six lanes. The 10.4 hectare Lake Shore Boulevard Parklands, which has outdoor tennis courts and the Martin Goodman Trail, is located adjacent to the Boulevard, in western Toronto.

A new 1.3 km stretch of the Martin Goodman Trail that was opened by Waterfront Toronto in 2009 runs alongside the Boulevard through Ontario Place – it is barrier-free and is able to accommodate a variety of recreational activities.

Figure 64 - Lake Shore Boulevard during a winter snowstorm in 1925 (The Toronto Dreams Project, 2010).

Particular challenges experienced by Lake Shore Boulevard include traffic congestion as well as the Gardiner Expressway that travels overhead. The waterfront has also transformed with the construction of new residential and retail development.

Figure 65 - Where Lakeshore Boulevard runs under the Gardiner Expressway, the views are obscured and the users may feel uncomfortable (Wladyslaw, 2009).

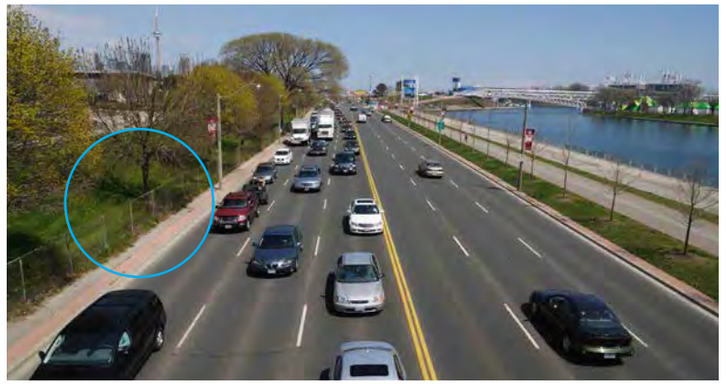

Figure 66 - Lake Shore Boulevard today. Note the fence, which excludes pedestrians (Scott, 2010).

Figure 67 - Dignitaries cycling the newly opened extension of the Martin Goodman Trail in 2009 (Waterfront Toronto, 2009).

Further Reading

What Lake Shore Boulevard used to look like in Toronto: http://www.blogto.com/city/2013/10/what_lake_shore_boulevard_used_to_look_like_in_toronto/

Martin Goodman Trail: http://www.waterfrontoronto.ca/explore_projects2/the_wider_waterfront/martin_goodman_trail

Lake Shore Drive

Location: Chicago, Illinois

Length: 25.48 km

Agencies Involved: Illinois Department of Transportation, Chicago Department of Transportation

Relevance

- Waterfront route
- Roadway has become a commuter route in and out of the downtown
- Transit buses run on roadway

History & Context

In 1899, Potter Palmer, a wealthy and influential business owner in Chicago, advocated for an improved waterfront road in front of his mansion on Lake Shore Drive. In Burnham's 1909 Plan for Chicago, Lake Shore Drive was imagined as a "boulevard through a park", which was a continuous linear park along the lakefront. During the early 1930s, the first series of cloverleaf intersections was constructed and the roadway was extended north and southwards from the 1930s to 1950s.

Established in 1975 with a mission to preserve and add public park lands, Friends of the Parks successfully brought forward a law suit against the Illinois Department of Transportation that expressway design standards were applied to ramps along the road, and suggested that only boulevard design standards be applied.

In the 1990s, trees, shrubs and other plantings were added to make the medians more aesthetically-pleasing. In 2013, South Lake Shore Drive was extended a further 3 km to the south, and a project to rehabilitate the aging infrastructure along an 11 km section of North Lake Shore Drive and satisfy Complete Streets requirements for mobility and accessibility of non-motorized travel modes is currently underway.

Features & Challenges

Combined with U.S. Route 41 in certain sections, the majority of Lake Shore Drive is eight lanes wide. Located along the waterfront or surrounded by parkland, it largely resembles an expressway with limited interchanges. In some portions of the downtown, the road hugs the shoreline.

Some sections have an "inner drive", which acts as a service road, and others have an "outer drive", which serves as the main roadway for through traffic. Within the entire roadway (Outer Drive only), there are 21 entrance and exit ramps and 13 at-grade intersections.

Organized events on Lake Shore Drive include Bike the Drive (once a year) and the Chicago Marathon.

Challenges include heavy weekday traffic and dated infrastructure. For instance, some bridges and lower pavement areas are nearly 80 years old and have exceeded their expected service lives. Flooding also occurs along sections of the pathways and roadway. Besides undersized pedestrian tunnels, there are limited non-motorized connections in certain areas.

Further Reading

CDOT, Shoreline History: http://www.cityofchicago.org/dam/city/depts/cdot/ShorelineHistory.pdf

IDOT & CDOT, North Lakeshore Drive: http://www.northlakeshoredrive.org/index.html

Loop/Chicago: http://loopchicago.com/blog/then-and-now-bold-plans-for-lake-shore-drive

Figure 68 - Lake Shore Drive in 1905 (Chicago Tribune, 2010).

Figure 69 - Lake Shore Drive today with rush hour traffic (Ossman, 2013).

Figure 70 - Lake Shore Drive bordering the shoreline of Lake Michigan (Tylin International Group, 2014).

Margaret Island

Location: Budapest, Hungary

Area: 96 ha

Agencies Involved: Municipal Government of Budapest

Relevance

- Preservation of built and natural heritage in a national capital
- Emphasis on pedestrianization

History & Context

Located in the middle of the Danube River between two bridges, Margaret Island was also known as the Island of the Rabbits and is now the primary recreation area in Budapest. Initially comprising of three separate islands, the islands were artificially connected. The uninhabited island was named after Princess Margaret, who was sent to the Convent in the 13th century after her father defeated the Mongols.

As the site of Franciscan and Dominican monasteries as early as the 13th century, the Island became a resort for high-ranking royal dignitaries in the 18th century. It has served as a recreational park after it was declared as a public garden in 1908. Some of the monasteries' ruins were converted to new uses, such as restaurants and hotels and other amenities, while others were maintained for their heritage value.

Features & Challenges

Amenities include restaurants, hotels, spas, monuments, a musical fountain, and several sport fields. Several kilometres of bike paths and walking trails, bicycle

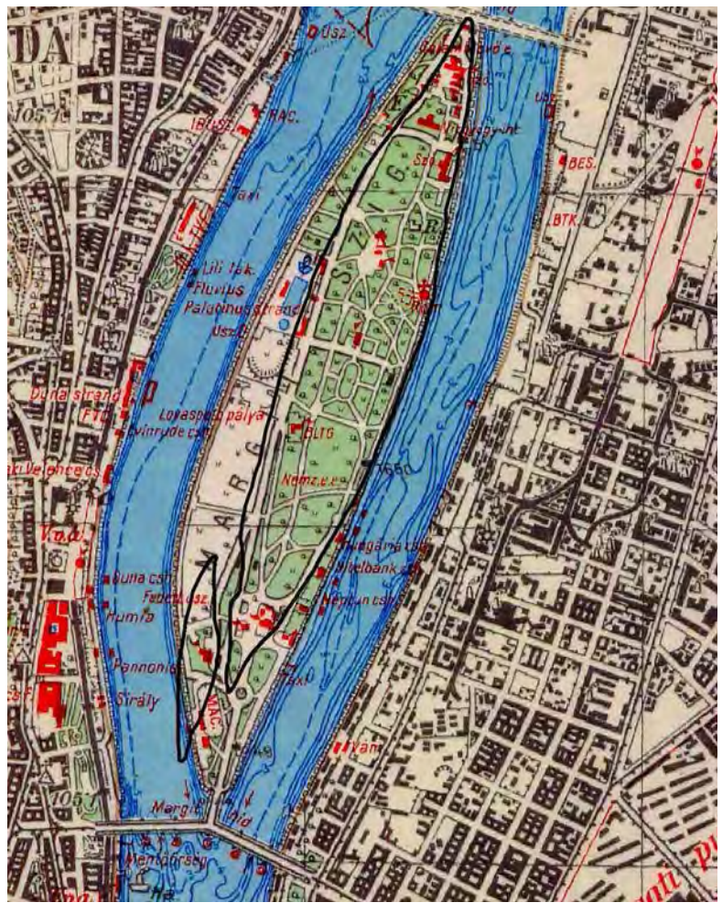

Figure 71 - Map of Margaret Island from 1929 (Dániel, 2014).

rentals, boat rentals, and boat landings are available as well. In addition to featuring exotic gardens as well as naturalized areas with local vegetation, Margaret Island also has historic ruins – some have been maintained as artefacts while others adaptively re-used. A UNESCO-designated water tower built in 1911 serves as a lookout and an exhibition area. Furthermore, all forms (cont.)

Figure 72 - An aerial view of Margaret Island today (Lara, n.d.).

Figure 73 - Walking paths on Margaret Island (Arany English Language School, 2010).

Margaret Island (continued)

of motorized traffic are not permitted except for one bus route and taxi cabs.

Overall, the Island sees many users; however, a lot of heavy maintenance is required. There is also some coastal erosion, but is mostly mitigated through the incorporation of natural vegetation along the riverbanks.

Figure 74 - Postcard of the UNESCO-designated Margaret Island Water Tower from 1925 (top); view of the same water tower today (bottom) (Greenapple63, 2011; Visit Budapest, 2014).

Figure 75 - The Margitsziget Singing Fountain at night. The fountain plays different types of music depending on the time of day and season (Notaros, 2013).

Figure 76 - Margaret Island signage system, designed by Akos Polgardi. Park signage systems are an integral part of branding (Polgardi, 2014).

Figure 77 - "Bringo Carts" are available for rent on Margaret Island. Rollerblades and bicycles are also available for rent (Dobos, 2014).

Further Reading

Margaret Island: http://www.aviewoncities.com/budapest/margaretisland.htm

Budapest by Locals: http://www.budapestbylocals.com/margaret-island.html#top

Merritt Parkway

Location: Fairfield County, Connecticut

Length: 60 km

Agencies Involved: Merritt Parkway Advisory Committee

Relevance

- Cultural and historic significance
- The implementation of conservancy and improvement projects through public-private partnerships

History & Context

Originally opened in 1938, the Merritt Parkway is a historic limited-access parkway, designated as a National Scenic Byway and listed in the National Register of Historic Places.

Named after U.S. Congressman Schuyler Merritt, it is one of the oldest parkways in the United States. At the groundbreaking ceremony, Congressman Merritt heralded the project not for "rapid transit" but for "pleasant transit".

Features & Challenges

The Parkway is home to 69 unique bridges designed by highway architect George Dunkelberger Commemorative boulders line the route. The planting design is aimed at restoring the tree canopy as a key defining feature.

The Save the Merritt Association (SMA) was formed in 1973 in opposition to plans to realign and widen the Parkway. The SMA was largely successful in preventing large-scale changes to the roadway, although some bridges were demolished and replaced with out-of-character spans and ramps (Heiss & Smyth, 2014, p. 96).

The Merritt Parkway Conservancy, founded in 2002, is dedicated to revitalizing and celebrating the Parkway. It functions as a private-public partnership to implement the findings of Merritt Parkway Working Group. The Parkway was added to the World Monuments 2010 Watch List, along with the Cathedral of St. James and Machu Picchu.

Figure 78 - A vintage postcard depicting the Merritt Parkway (Pascarelli, 2014).

Figure 79 - Merritt Parkway to New Haven, 1941 (Wolcott, 1941).

Figure 80 - The Merritt Parkway tree canopy (Connecticut Department of Transportation, 2011).

Figure 81 - Gateways Existing Features and Opportunities, from A Landscape Plan for the Merritt Parkway, 2011 (Milone & MacBroom, 2010)

Further Reading

Merritt Parkway Conservancy: http://www.merrittparkway.org/

Merritt Parkway Improvement Projects: http://www.ct.gov/dot/cwp/view.asp?a=4109&q=468254

National Mall

Location: Washington, D.C.

Length: 3 km

Agencies Involved: National Park Service

Relevance

- Status as an iconic national park in a capital city
- Showcasing of cultural focal points
- History is celebrated through ceremonies and events
- Implementation of diverse planning and restoration initiatives including the addition of amenities and wayfinding to enhance the visitor experience

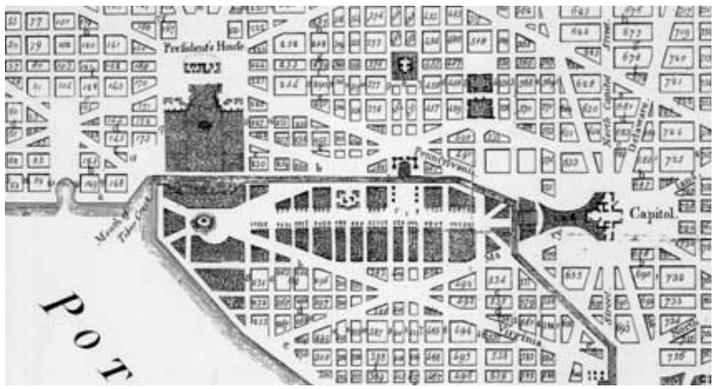

Figure 82 - L'Enfant's 1791 plan for the National Mall (L'Enfant, 1791).

History & Context

The National Mall was originally envisioned by Charles l'Enfant in 1791 as a garden-lined avenue that would lead to the Capitol Building and end with a statue of George Washington at the other end.

It was partially occupied by railroad tracks, yards, and stations in the late 19th century. However, the Senate Parks Commission, comprising of Burnham, McKim, Olmsted Jr., and St. Gaudens, planned to restore the Mall through the creation of the McMillan Plan in 1902.

Besides relocating the train stations in 1907, the Mall was extended and memorial sites were selected. Constructed over time primarily by horticulturalists, garden parks were placed within the Mall up until the 1900s and were part of the City Beautiful movement. Extensive tree planting occurred during the 1930s and 1940s. The Mall now stretches from the Lincoln Memorial in the west to the Capitol Building in the east.

Features & Challenges

Serving as a public parkland, the National Mall has a central axis with several gardens, memorials, and monuments. It is also surrounded by cultural institutions such as the Capitol, the Smithsonian, and the National Art Gallery. The Lincoln Memorial Reflecting Pool is the site of many important events.

In terms of challenges, there is a lack of programming and connections with adjacent cultural institutions. The Mall is also not conducive to users who wish to spend time in the park as it more resembles a "walk-through" park despite its central location in the nation's Capital and proximity to a number of important cultural sites.

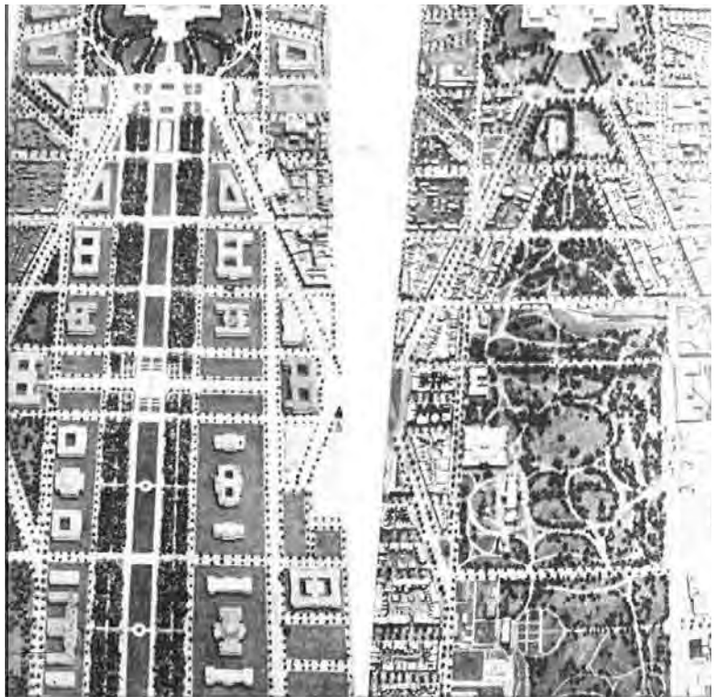

Figure 83 - The McMillan Plan from 1902 (left); 1901 model (right) (Senate Park Commission, 1902).

Figure 84 - B&O Railroad train crossing through the National Mall in 1895 (Tim, 2012).

National Mall (continued)

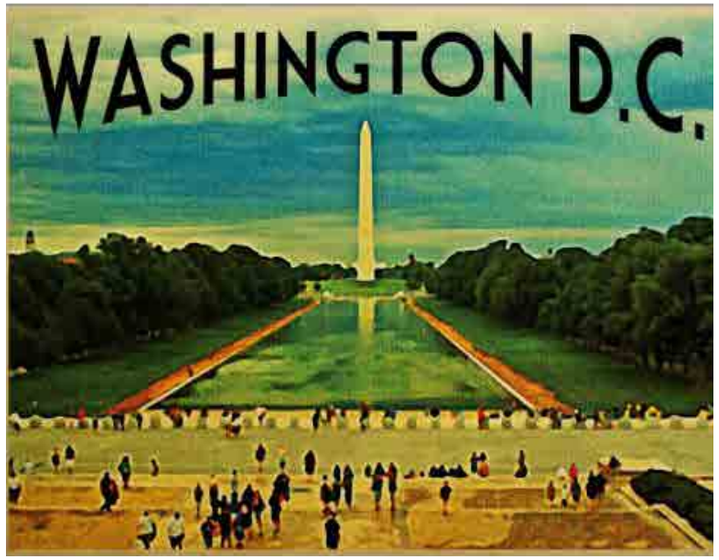

Figure 85 - National Mall Washington D.C. Post Card (Zazzle, 2014).

Figure 86 - The Washington Monument and World War II Memorial, Washington, D.C. (Viator, 2011).

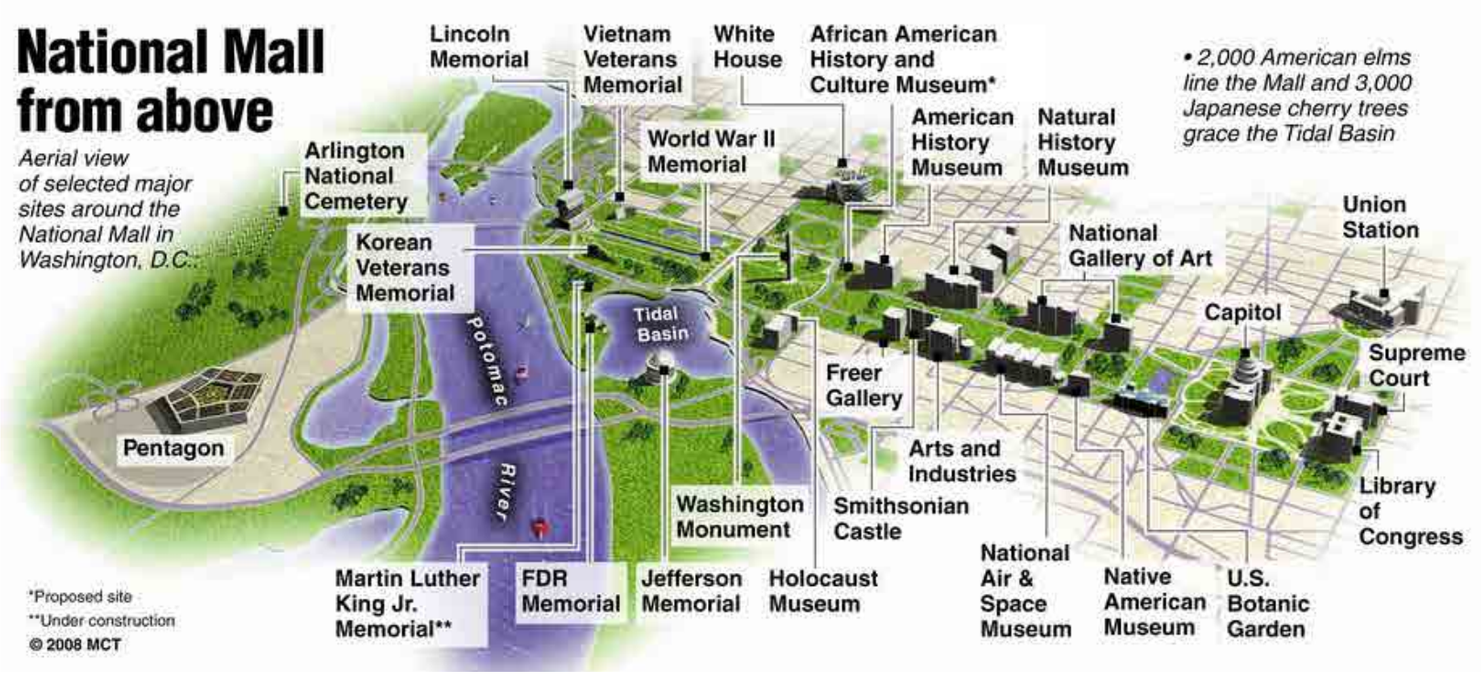

Figure 87 - Attractions and memorials integrated throughout the National Mall, Washington, D.C. (Layman, 2012).

Figure 88 - Aerial view of the National Mall, Washington, D.C. (Highsmith, 2006).

Further Reading

Campaign for the National Mall: http://nationalmall.org/

Update on the National Mall Plan: http://www.nps.gov/nationalmallplan/National%20Mall%20Plan.html

Hall of Shame from Project for Public Spaces: http://www.pps.org/great_public_spaces/one?public_place_id=757

The National Mall: http://washington.org/DC-guide-to/national-mall

Niagara Parkway

Location: Fort Erie to Niagara-on-the-Lake, Ontario

Length: 55 km

Agencies Involved: Niagara Canada, Niagara Greenbelt, Ontario Scenic Drives, Niagara Parks Commission

Relevance

- The Parkway has remained true to its original vision.
- Serves as a scenic gateway into Canada.
- Significant historical and cultural value.
- Low posted speed limits (40 km/h and 60 km/h).
- Lined by recreational pathways

History & Context

Originally a First Nation route, the Niagara Parkway was first surveyed in 1786. It gained importance in history during the War of 1812, and was put in reserve under jurisdiction of the Niagara Parks Commission in 1891. In 1908, land up to 20 metres wide along the Niagara River was expropriated by the Commission in order accommodate the construction of the Parkway.

Sir Winston Churchill called the Parkway as "the prettiest Sunday afternoon drive in the world" (Olive, 2012).

Features & Challenges

The Niagara Parkway is a two-lane roadway for almost the entire length, except for one section that is four lanes wide. Speed limit ranges between 40 km/h and 60 km/h.

The curving roadway reveals vistas over the course of the drive. A recreational trail runs parallel to the Parkway.

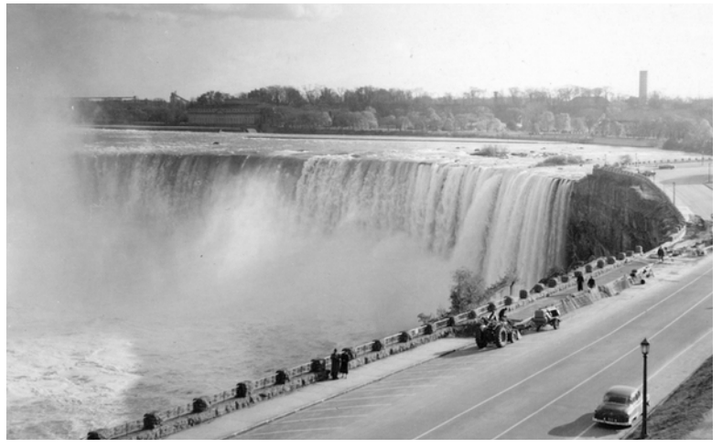

Figure 89 - The Niagara Parkway, formerly known as Niagara Boulevard, in 1954 (Niagara Parks Commission, 1954).

Although it has remained largely true to its original vision, the Parkway does face some challenges. Development in Niagara-on-the-Lake has put pressure on the Parkway. Uses along the Parkway are static rather than dynamic, which can reduce interest in it as a destination. Underpasses some larger highways, which ruins the scenic nature of the drive in those locations.

Figure 90 - The Niagara Parkway in 2012, Niagara-on-the-Lake, ON. (Franke, 2012).

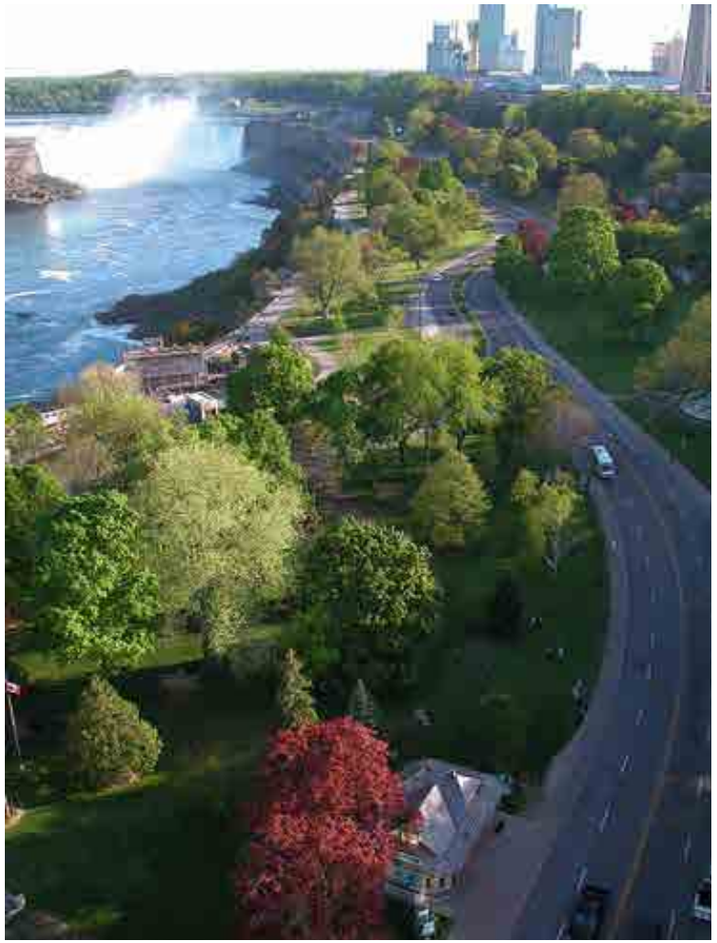

Figure 91 - The Niagara Parkway, Niagara-on-the-Lake, ON. (Niagara Guide, 2014).

Further Reading

A Journey Through History: A Guide to the Niagara Parkway from Chippawa to Black Creek: http://www.abebooks.com/book-search/isbn/0968899668/

Ocean Parkway

Location: Brooklyn, New York

Length: 7.8 km

Agencies Involved: New York State Department of Transportation

Relevance

- Historic and cultural value
- Distinction between parkway and surrounding road network has been lost
- Challenges associated with pedestrian safety and the recreational pathway is separated by use

History & Context

Designed by Olmsted and Vaux, the parkway was inspired by the grand boulevards in Paris. The boulevard was originally part of a master plan to extend the landscaping of prospect park throughout Brooklyn and New York. The "cycle path" along the Ocean Parkway was the very first bike path in New York.

The Ocean Parkway no longer connects directly to Ocean Park because of the creation of the Prospect Expressway, built in the 1950s. To prevent a similar alteration of the parkway in the future, the parkway was designated a landmark in 1975.

Features & Challenges

Ocean Parkway features a multi-use pathway that separates pedestrian and bicycle traffic with a low barrier. A continuous tree canopy protects pedestrians from rain, snow, and the sun. Adjacent apartment buildings and houses have a small setback, which creates a continuous street wall that turns the Parkway into an outdoor room. Benches and playing tables line the pedestrian trail.

Over time roadway changes and lane additions have eroded the Parkway. Once a carriageway, Ocean Parkway initially accommodated two lanes of traffic, one in either direction, but over the years it has been expanded to seven lanes in some sections. Other changes include a loss of connection to the water, the Parkway's incorporation into the Prospect Expressway, and a loss of parkway zoning.

Heavily used as a commuter route, crossing the Parkway is a dangerous challenge for pedestrians. The Tri-State Transportation Campaign, a non-profit advocacy organization dedicated to reducing car dependency, analysed pedestrian deaths in Brooklyn between 2009 and 2011 and found that Ocean Parkway was the most dangerous roadway in the city during that period (Tri-State Transportation Campaign, 2014).

Figure 92 - 1908 postcard showing the original vision for the Ocean Parkway, Brooklyn, NY (Museum of the City of New York, 2014).

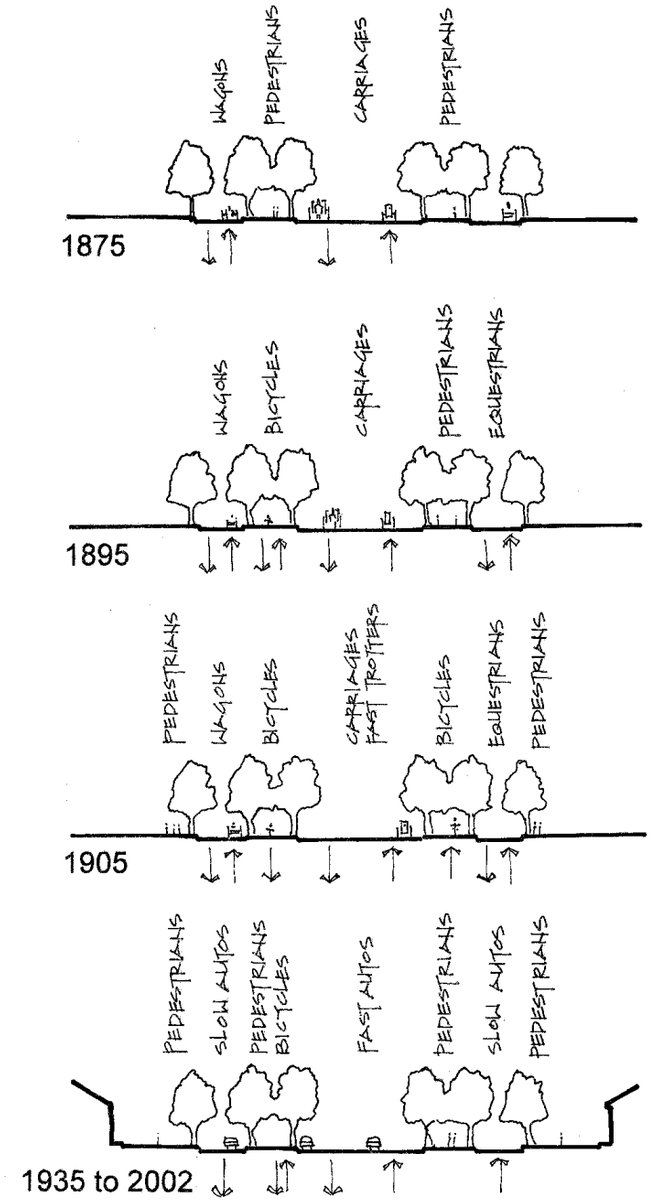

Figure 93 - Modifications to the Ocean Parkway over time (Jacobs, 2003).

Ocean Parkway (continued)

Figure 94 - The Ocean Parkway bike lane in Brooklyn, NY. 1896 (Gleeson, 1896).

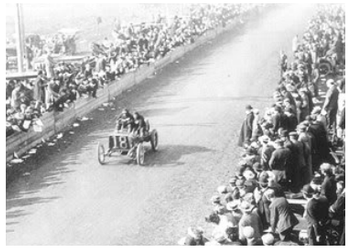

Figure 95 - Car racing on the Ocean Parkway, Brooklyn, NY. 1901 (Fiat131racing, 2014).

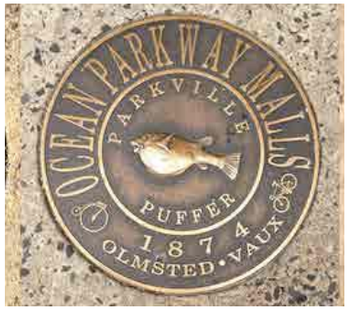

Figure 96 - Fish plaques refer to the now-lost connection to the water (Amber, 2013).

Figure 97 - Ocean Parkway bike path, 1896. It was widened after 10,000 cyclists jammed the opening celebration in 1895 (New York Public Library, 2014).

Figure 98 - The last remaining mile marker along the Parkway (Burke, 2010).

Figure 99 - Map showing the convergence of the Prospect Expressway and Ocean Parkway, Brooklyn, NY (Google Maps, 2014).

Figure 100 - Separated cycling and pedestrian paths along the Ocean Parkway, Brooklyn, NY (Welle, 2008).

Figure 101 - Vehicle traffic along the Ocean Parkway, Brooklyn, NY (Google Street View, 2014).

Figure 102 - Physical barriers along the Ocean Parkway, Brooklyn, NY (Google Street View, 2014).

Further Reading

Ocean Parkway Malls, NYC Parks: http://www.nycgovparks.org/parks/ocean-parkway-malls/history

Ocean Parkway: http://treebranch.org/BQGG_pdf/ocean_parkway.pdf

Paris Plages

Location: Paris, France

Agencies Involved: Initiative started by the Paris City Hall (Mayor Bertrand Delanoë); partially financed by corporate sponsors

Relevance

- Roadway is closed for the summer
- Programming creates opportunity for many types of outdoor recreation in a heavily urbanised capital city

History & Context

Paris Plages is the collective name of a series of sites set up around Paris for summertime activities. The original and best-known Plage is constructed along the right bank of the Seine, along the Pompidou Expressway.

For four weeks each summer, the Pompidou Expressway is closed and between 2,000 and 6,000 tonnes of sand are spread out from the Pont-Neuf to the square in front of the Hôtel de Ville de Sully, around the La Villette basin and on the square of the Hôtel de Ville. In 2002, the event attracted 2 million people.

Features & Challenges

Cars are not allowed on the expressway during the Paris Plage. During this time, the Seine's banks become pedestrian and beaches are set up at three locations (Louvre/Pont de Sully, Port de la Gare, and Bassin de la Villette). These temporary parks feature refreshment areas, play areas, deck chairs, petanque courts, and a water-sports complex with rowing boats and pedal boats.

Figure 103 - Map of attractions along Paris Plages, Paris, France. 2011 (Paris Plages, 2011).

Figure 104 - Sand transforms the Paris Plages roadway into a public recreation zone. The beaches are free and open to the public 8am - 12am (Paris Plages, 2011).

Figure 105 - Water-based attractions in the Basin de la Villette, adjacent to Paris Plages (Paris Plages, 2012).

Further Reading and Watching

Paris Plages: http://www.paris.fr/english/visit/flagship-events/paris-plages/rub_8208_stand_34146_port_18969

Project for Public Spaces, Paris Plage: http://www.pps.org/great_public_spaces/one?public_place_id=997

Life's a beach in Jerusalem: http://youtu.be/qhR_g8KfT_k

Parque Nacional de Brasília

Location: Brasília, Brazil

Area: 30,000 ha

Agencies Involved: Chico Mendes Institute for Biodiversity Conservation

Relevance

- Balance between preservation and recreation
- Protection of undisturbed areas
- Presence of a number of animal and bird species
- Park created as a centre for environmental education

History & Context

Created in 1961, Parque Nacional de Brasília is the largest national park in the world situated in an urbanized area. Located approximately 10 km from the city, the Park was established with the goal of providing a forested area within Brazil's Federal District. It also protects the ecosystem as well as the watershed basins, which provide 25% of the District's drinking water supply.

As a result of its preservation strategies, the Park was considered as Cerrado's (a vast savanna ecoregion in Brazil) biosphere reserve core by UNESCO in 1992.

Features & Challenges

The Park's recreational area includes two large mineral water swimming holes named Piscina Velha and Piscina Nova. The Park also has a series of hiking trails, which include the Água Cristal (Crystal Water Trail), a six-kilometre circuit that crosses through several clear water streams. In addition, an environmental education centre features an interpretive exhibit as well as models of the Park. Amenities such as barbeque grills, picnic tables, and toilets are offered as well.

Some of the challenges that Parque Nacional de Brasília encounter include the number of proposals that seek to develop portions of the Park into residential settlements. Furthermore, its boundaries were not properly described during its creation; therefore, many people have illegally settled within the Park with many conflicting land claims.

Figure 106 - Aerial view of Parque Nacional de Brasilia, Brasilia, Brazil (Margaca, 2013).

Figure 107 - Temporary animal art and educational exhibit within the Parque Nacional de Brasilia (Vieiria, 2012).

Figure 108 - Mineral water swimming pool within the Parque Nacional de Brasilia (Torby, 2004).

Figure 109 - Ilha da Meditação Bridge in the Parque Nacional de Brasilia (Lucio, 2010).

Further Reading

Brasilia National Park: http://www.planetwildlife.com/information/places/brasilia-national-park

Parque Nacional de Brasilia: http://www.icmbio.gov.br/portal/o-que-fazemos/visitacao/ucs-abertas-a-visitacao/213-parque-nacion-al-de-brasilia.html

Parque Nacional de Brasília from Portal do Distrito Federal: http://www.df.gov.br/conteudo-agencia-brasilia/item/1138-parque-nacional-de-brasília.html

Princes Street Gardens

Location: Edinburgh, Scotland

Area: 16 ha

Agencies Involved: City of Edinburgh Council, Princes Street Gardens Steering Group

Relevance

- Capital city landscape of cultural significance
- Commemorations of special anniversaries
- Development of a management plan that covers various aspects including community involvement, marketing, and sustainability
- Highly accessible by all transportation modes
- Hosting of many varied events
- Source of passive recreational experience

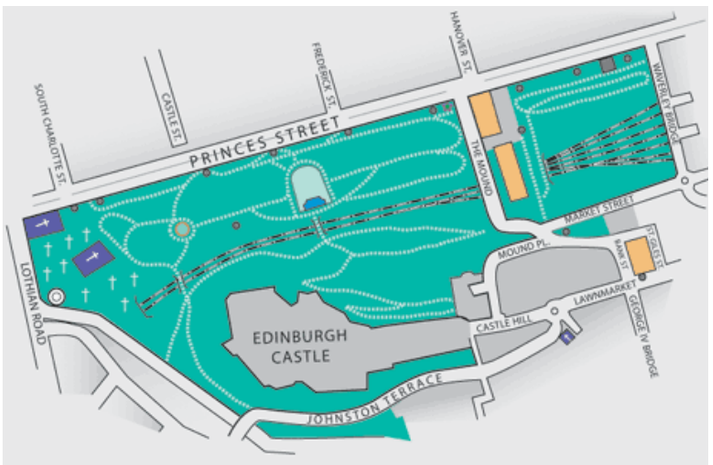

Figure 110 - Map of Princes Street Gardens, Edinburgh, Scotland (Princes Street, 2014).

History & Context

Princes Street Gardens is located in the centre of Edinburgh's World Heritage Site. There is a diverse collection of public monuments and memorials dating from the 1840s to 1990s. In addition to its geological and botanical significance, it is currently listed in Scotland's Inventory of Gardens and Designed Landscape. The Gardens' proximity to retail, office, civic areas, tourist attractions, and a main transportation corridor gives it exceptionally high levels of use.

Figure 111 - Historic postcard of Princes Street Gardens (top), Princes Street Gardens, 2014 (bottom) (Stubbs, n.d.; Visit Scotland, 2014).

Features & Challenges

Within the Gardens, the Floral Clock's annual planting scheme commemorates special anniversaries. Ornamental lawns and gardens, including the West and East Princes Street Gardens, feature a variety of plantings. Facilities include a play area, kiosks, cafes, seating, and shelters. A view of Edinburgh Castle can be seen at the western end of the Gardens. There are no dedicated parking lots; therefore, visitors need to use nearby ones.

Figure 112 - Princes Street Gardens Playground (Kiesa, 2014).

Figure 113 - Christmas Ice Rink, Princes Street Gardens, Edinburgh, Scotland (Visit Scotland, 2014)

Further Reading

Parks and gardens - Princes Street Gardens: http://www.edinburgh.gov.uk/directory_record/164144/princes_street_gardens

Edinburgh Public Parks and Gardens Strategy: http://www.edinburgh.gov.uk/info/20064/parks_and_green_spaces/1173/parks_and_greenspace_strategy

Princes Street Gardens: http://www.princes-street.com/interest/princes-street-gardens.html

Promenade Samuel-De Champlain

Location: Québec City, Québec

Length: 2.5 km

Agencies Involved: Commission de la capitale nationale du Québec (CCNQ)

Relevance

- Focus on gateway appeal and waterfront revitalisation
- Multi-use, including sports fields
- Heritage conservation and symbolic story along the Promenade
- Showcases natural environment
- Highway was moved away from the waterfront

History & Context

Formerly an industrial corridor, the parkway is built on the original Boulevard Samuel-De Champlain, an arterial boulevard running along the river. The boulevard forms a portion of a national route, intended to serve as a gateway to the capital of Québec. 1996 marked the announcement of work to be done on the portion that would become the Promenade, relocating the traffic lanes away from the water's edge.

The Parkway was designed by a consortium of companies - Daoust Lestage, Williams Asselin Ackaoui, and Option Aménagement. The revitalised and reclaimed Parkway was opened in 2008 for the 400th anniversary of the founding of Québec City.

Features & Challenges

This linear park along the St. Lawrence River contains a roadway featuring two lanes in either direction with a 60 km/h speed limit. Commercial vehicles are prohibited on the Parkway.

The Parkway is separated into activity areas such a bicycle paths, sports fields, water access for canoes and boats, and observation decks. There are public art installations throughout the corridor, and the artistic features extend to even the pathway paving designs and the shapes of the park furniture.

Traversing the new Promenade Samuel-De Champlain is like traversing history; from the ancestral occupation of the land by ancient first peoples to the first evangelical missions to the military, naval and political focal point of New France.

Figure 114 - Québec City, 1700 (University of Toronto, n.d.).

Figure 115 - Industrialisation along the bank of the St. Lawrence put a barrier between the City and the water. Despite this, some tenacious fishermen continued to practice their pastime (Michaud, 1950).

Figure 116 - The natural bank of the St. Lawrence River was replaced with a roadway in 1962 (Archives de la Ville de Québec, 1962).

Figure 117 - The beautifully re-landscaped bank of the St. Lawrence with ample greenspace and recreational pathways (La promenade Samuel-De Champlain, n.d.).

Figure 118 - Comfortable and ornate seating gives people the opportunity to stop, rest and enjoy the view (Cramer, 2009).

Figure 119 - Public art and public amenities are combined throughout this linear park (Activités, n.d.).

Promenade Samuel-De Champlain (continued)

Figure 120 - The recreational pathways attract a wide variety of users (Quebec City, n.d.).

Figure 121 - The criss-crossing paths emphasize use of the landscape as art (Cramer, 2008).

Figure 122 - Wide recreational paths allow for safe sharing between cyclists and pedestrians (Dave, 2008).

Promenade Samuel-De Champlain (continued)

Figure 123 - Features such as play areas and splash pads give families with young children a reason to visit the park (Flanigan, 2013).

Figure 124 - The connection to the St. Lawrence is paramount; features like tiered seating with stairs down to the water help to maintain this connection (La promenade Samuel-De Champlain, n.d.).

Figure 125 - This 10-metre observation tower uses exposed wood to emphasize the area's history as a log-driving town (Cramer, n.d.).

Figure 126 - Geometric paving patterns in the landscaped terrain act as cultural amenities (Promenade Samuel-De Champlain, 2009).

Figure 127 - This statue of a schooner is a piece of the public art relating to the area's history and culture (Le pavillon d'accueil, n.d.).

Figure 128 - Aerial view of the Promenade Samuel-De Champlain today (Cramer, n.d.).

Further Reading

In Quebec City, the Rivers Return to the People: http://dirt.asla.org/2013/04/15/quebec-city-return-the-river-to-the-people/

Promenade Samuel-De-Champlain: http://www.ville.quebec.qc.ca/apropos/portrait/400e/legs/promenade.aspx

Queen Elizabeth Driveway

Location: Ottawa, Ontario

Length: 5.6 km

Agencies Involved: National Capital Commission

Relevance

- Focus on Capital place-making and urban beautification
- Identification as a small-scale designed cultural landscape within the National Capital Region
- Use of the area's topography and landscape to enhance scenic views

History & Context

As one of the earliest parkways created by the NCC, the Queen Elizabeth Driveway was completed in 1905. Located along the Rideau Canal, the Driveway travels through downtown Ottawa, Dows Lake, the Central Experimental Farm, and Lansdowne Park.

Originally known as the Government Parkway, it was subsequently renamed to Rideau Canal Driveway followed by the present name. Lined with trees and gardens, the Driveway replaced former industrial buildings as well as boathouses.

Although, a section of the Driveway located north of Laurier Street was removed during the 1960s when the National Arts Centre was being constructed, the Driveway is still a prime example that features parkway urban design principles as envisioned by Olmsted and Todd at the beginning of the 20th century.

Features & Challenges

Queen Elizabeth Driveway is a two-lane driveway with a 60 km/h speed limit. Located adjacent to the Rideau Canal, a multi-use pathway runs along the corridor that is fully accessible to pedestrians and cyclists from the adjacent neighbourhoods. Activities such as the annual Tulip Festival and Winterlude can be found along the Driveway as well.

Further Reading

Updated NCC Policy for Parkways: http://www.ncc-ccn.gc.ca/sites/default/files/pubs/parkways-policy-2014-en.pdf

Definition and Assessment of Cultural Landscape of Heritage Value on NCC Lands: http://www.ncc-ccn.gc.ca/sites/default/files/pubs/Definition-Assessment-Cultural-Landscapes-Heritage-Value-NCC-Lands-2004_0.pdf

Figure 129 - View of Queen Elizabeth Driveway in 1910 (top); view from the same locations in 2013 (bottom) (Ballantyne, 2013).

Queens Quay

Location: Toronto, Ontario

Length: 3 km

Agencies Involved: TTC, City of Toronto, Waterfront Toronto

Relevance

- Parkway reclamation
- Improved interface between city and waterfront
- Lanes reduced from four to two in each direction
- Pedestrian promenade and dedicated bicycle lanes
- Infrastructure for water-related recreation
- Marine ecosystem restoration

History & Context

Queens Quay is a major street in the Harbourfront neighbourhood of Toronto. It once served as an access road for the ports in the inner harbour. By the early 1980s, Queens Quay was home to a large number of high-rise concrete condominiums. It was criticised as acting as and an "unfriendly welcome" to the City.

In 2001, Toronto planners launched the Central Waterfront Public Realm International Design Competition in an effort to improve the livability of the waterfront. The winning design, which is by West 8 and DTAH, will develop a new "green foot" for the City, bringing the people of Toronto closer to the water (DTAH, n.d.).

Figure 130 - A drawing depicting the revitalized Queens Quay (Waterfront Toronto, n.d.).

Features & Challenges

The current plan for Queens Quay seeks to make it "one of the world's most beautiful waterfront boulevards" (urbantoronto.ca, 2014). The revitalization will link major destinations along the water's edge as well as create pedestrian and cycling-friendly promenades. Challenges faced by this development are the fact that it is surrounded by existing condominium development and that the street has a poor reputation as a public space. The revitalised boulevard will open in the summer of 2015.

Figure 131 - Queens Quay loop at York, 1927 (Flack, n.d.).

Queens Quay (continued)

Figure 132 - Queens Quay, aerial view, 1980s (Flack, n.d.).

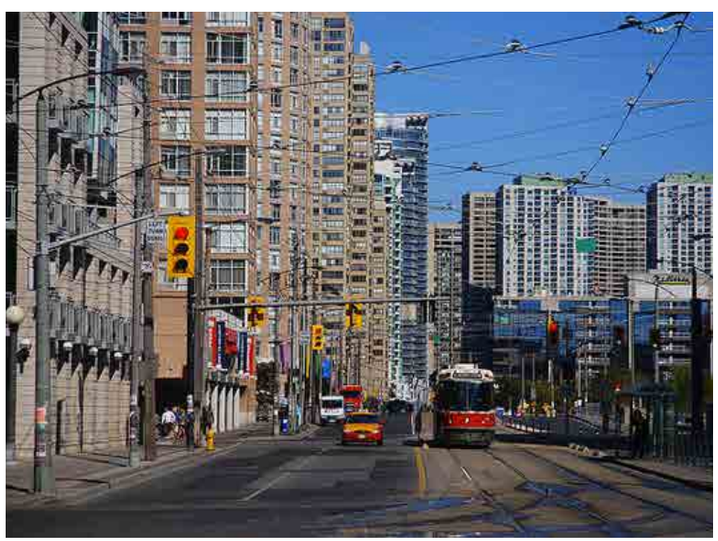

Figure 133 - Previous Queens Quay, dominated by transportation infrastructure (Flack, n.d.).

Figure 134 - West Bayfront Area, Waterfront Toronto Plan (Johnson, 2013).

Figure 135 - Streetscape improvements, before (top) and after (bottom) (Waterfront Toronto, n.d.).

Figure 136 - Streetscape improvements, before (top) and after (bottom) (Waterfront Toronto, n.d.).

Queens Quay (continued)

Figure 137 - The Simcoe Wavedeck. The wavedecks are public spaces that vary in shape and design to reflect the movement of Lake Ontario (Ezaenchkovskaya, 2014).

Figure 138 - When complete, Queens Quay will feature a granite pedestrian promenade alongside the multi-use Martin Goodman Trail (Waterfront Toronto, n.d.).

Figure 140 - Drawing of Queen's Quay, looking east. The Water's Edge Promenade and a wavedeck form a better connection between the City and lake Ontario (Waterfront Toronto, n.d.).

Figure 139 - Maple leaf detail on the Water's Edge Promenade (East Bayfront Water's Edge Promenade, n.d.).

Further Reading

Queens Quay & Water's Edge Revitalization: http://www.waterfrontoronto.ca/explore_projects2/central_waterfront/queens_quay

Queens Quay West: http://www.waterfrontoronto.ca/explore_projects2/central_waterfront/queens_quay

Riverfront Parkway

Location: Chattanooga, Tennessee

Length: 2.5 km

Agencies Involved: City of Chattanooga, recognized by the Congress for the New Urbanism

Relevance

- Parkway reclamation
- Improved interface between city and waterfront
- In some sections, lanes reduced from four to two in each direction
- Pedestrian promenade and dedicated bicycle lanes
- Infrastructure for water-related recreation
- Marine ecosystem restoration

History & Context

Originally designed as a waterfront freight route with four lanes and limited public access, the Parkway was intended to expedite movement of industrial traffic through the region in the early 1960s.

Heavy use and a single exit into the downtown led to congestion and deterioration of downtown character, compounded when the manufacturing sector began to deteriorate in the late 1960s.

In 2004, the parkway was converted from a highway to a boulevard as part of Chattanooga's waterfront redevelopment program.

Features & Challenges

The Parkway currently consists of two to four lanes of traffic, with a reduced speed limit of 35 m/h (approx. 50 km/h)

The redevelopment of the Riverfront Parkway led to the creation of four new above-ground intersections and access points for pedestrians. One of these, named "The Passage", is a 23 m tunnel beneath the parkway that provides pedestrian access to the riverfront

Associated waterfront revitalisation resulted in the creation of Ross's Landing Park, 762 m of shoreline for mooring leisure boats, a 12 m wide City Pier extending 160 feet into the river, and an expansion of Coolidge Park to encompass 9 ha of wetlands.

Despite the success of the revitalisation, the Parkway is facing pressures to return to a four-lane format. Some also feel that the stop-and-go format detracts from the "parkway experience". Also, because the Parkway is municipally owned, revitalisation efforts are driven in part by the need to have the Parkway provide an economic return on the investments.

Figure 141 - AECOM's design for the Riverfront Parkway, providing "a front door that connects Downtown to the City's most valuable asset - the Tennessee River" (Livable Transportation, 2014).

Figure 142 - Ross's Landing park and plaza, considered the "livingroom" of the city (Harr, 2013).

Figure 143 - The landscape around Ross's Landing Park and Plaza consists of 35 longitudinal ribbons of different materials that act as a timeline of the city's past. These ribbons represent events such as the civil war and the beginning of blues music through artworks, landscape, and the embedding quotations into the pavement (Art on File, n.d.).

Riverfront Parkway (continued)

Figure 144 - "The Passage", the pedestrian link between downtown Chattanooga and the Tennessee River. The water running down the steps symbolises the tears of the Cherokee Nation (Tennessee Riverpark Master Plan, 2013).

Figure 145 - The Weeping Eye mask, embedded in the wall of the Passage. The pedestrian link is part of the Trail of Tears (Landge, n.d.).

Figure 146 - The annual Riverbend Festival is a celebration of Chattanooga and has played a key role in the revitalisation of the downtown (CNU, 2011).

Further Reading

Congress for the New Urbanism on the Riverfront Parkway: http://www.cnu.org/highways/chattanooga

FWHA Livability Case Studies - Chattanooga: http://www.fhwa.dot.gov/livability/case_studies/guidebook/appendix/app05.cfm

Rock Creek & Potomac Parkway

Location: Washington, D.C.

Length: 4.7 km

Agencies Involved: National Parks Service

Relevance

- Historic significance
- Congestion managed by making the parkway one-way during rush hour

History & Context

The Parkway was built from 1923 to 1936 and was designed and supervised by Frederick Law Olmsted, Jr. Initially envisioned as a scenic multi-purpose urban park linking two of DC's parks, but gradually changed to the creation of a landscaped transportation corridor.

Throughout the 1940s to 1960s, transportation engineers proposed changes to the parkway to increase traffic volume, speed and safety; however, most ideas were stifled by the 1960s by citizen protests and changing planning priorities.

The Parkway was listed on the National Register of Historic Places in 2005.

Features & Challenges

The parkway features signature arched masonry bridges and no median. There is a separate pedestrian/cyclist trail along the Parkway. It is restricted to non-commercial traffic, and the rush hour traffic pressure is managed by one-way traffic rules on weekdays during these times.

Rock Creek & Potomac Parkway (continued)

Figure 147 - A vintage postcard depicting Rock Creek Park (DeFerrari, 2010).

Figure 148 - A cross-section of the Rock Creek Parkway from the McMillan Commission Report*, 1902 (Davis, 2009).*

Figure 149 - A cross-section of the Potomac Parkway from the McMillan Commission Report*, 1902 (Davis 2009).*

Figure 150 - The Rock Creek Parkway today (The Living New Deal, 2009).

Figure 151 - In addition to flooding, water quality is an issue for Rock Creek. By the time the creek empties into the Potomac River, it is contaminated with trash, chemicals, and sewage (Valdez, 2006).

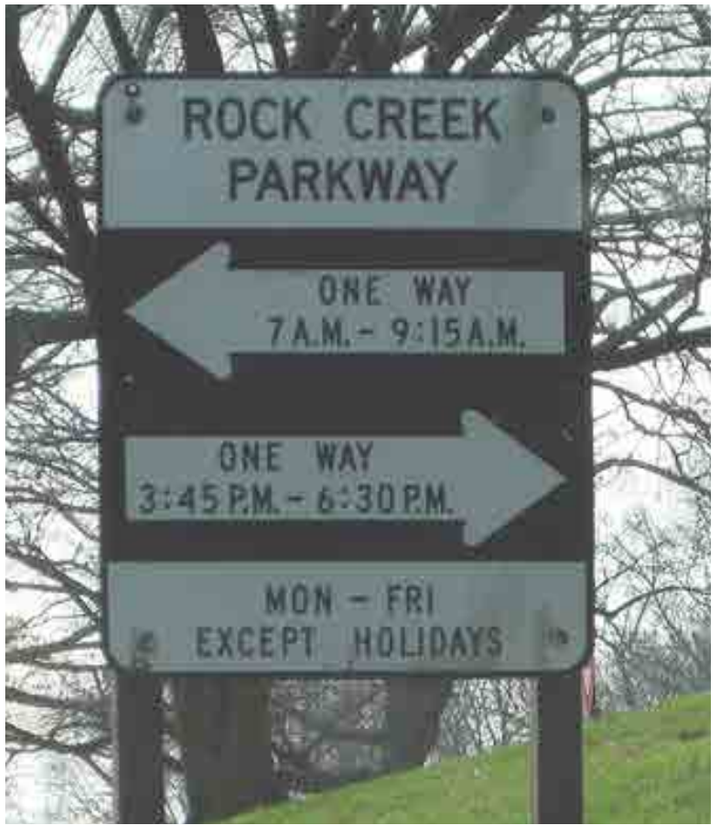

Figure 152 - During peak hours, the Parkway is one-way only (Ghosts of DC, 2013).

Further Reading

Library of Congress Parkway Photos: http://loc.gov/pictures/item/dc0806/

National Park Service, Rock Creek Management Plan: http://parkplanning.nps.gov/document.cfm?parkID=198&projectId=11262&documentID=13218

Saint-Charles River Linear Park

Location: City of Québec, Québec

Length: 32 km

Agencies Involved: City of Québec, Société de la rivière Saint-Charles

Relevance

- Home to a National Historic Site (Cartier-Brébeuf)
- Features a nature-in-the-city concept
- Awarded for its riverbank naturalization and restoration project
- Bird watching as a popular activity
- Accommodation of winter activities, such as snowshoeing, cross-country skiing, and skating

Figure 153 - View of the Saint-Charles River Linear Park (Québec City Tourism, 2014).

History & Context

In 1996, the Saint-Charles River was considered to be the most polluted river in Canada – it resembled an open sewer as it was heavily polluted, industrialized, and affected by human activity.

Over a period of 14 years starting in 1996, the City carried out a clean-up and restoration project to return the river back to its natural state, including the removal of a four-kilometre stretch of concrete retaining walls from the 1970s and the establishment of 14 retention ponds. The Park was inaugurated in 2008.

During the 2000s, various wildlife habitats were formed through different enhancement initiatives. The Linear Park travels from the Old Port of Québec in the north to Lac Saint-Charles in the south.

Features & Challenges

Walking is the primary recreational activity along the urban linear park through a network of pedestrian pathways, but an eight-kilometre section is available for cycling and rollerblading. Throughout the year, approximately 15 activities are available to the public. The Saint-Charles River is also straddled by a number of footbridges, allowing pedestrians to enjoy the scenic landscapes. Rest areas and scenic viewpoints have been incorporated throughout the corridor of the Park.

Along a four-kilometre stretch, 10 public art pieces by artist Truong Chanh are displayed – the bronze sculptures of various native bird species local to the Saint-Charles River could be found on top of old recycled lampposts.

In addition to benches that are designed by different local artists, low-maintenance native plant species replace the former concrete retaining walls.

Some of the challenges that the Park face include certain activities, such as swimming, being limited due to four overflows that take place during the summer. Furthermore, it is also necessary to ensure that the spread of nearby commercial and residential development does not negatively affect the waterfront.

Figure 154 - Sculpture that symbolises Cartier's ship, which sailed up the Saint-Charles River during the 16th century (Flanigan, 2013).

Further Reading

Québec City and Area Parc, linéaire de la rivière Saint-Charles: http://www.quebecregion.com/en/quebec-city-and-area/parks-and-gardens/parc-lineaire-riviere-saint-charles/

Ville de Québec: https://www.ville.quebec.qc.ca/en/rivierestcharles/parc_lineaire.aspx

Sir George-Étienne Cartier Parkway

Location: Ottawa, Ontario

Length: 13.6 km

Agencies Involved: National Capital Commission

Relevance

- Emphasis on Canada's Capital identity by honouring of one of the country's founding fathers through the renaming of the parkway
- Identification as a small-scale cultural landscape within the Ottawa River corridor
- Scenic and picturesque route with exceptional views
- Creation of a new continuous multi-use recreational pathway
- Both lanes of the parkway reserved for Sunday Bikedays

Figure 155 - View of the Ottawa River from the Parkway (Bellis, 2013).

Figure 156 - Sunday Bikeday on the former Rockcliffe Parkway (National Capital Commission, n.d.).

History & Context

As one of the NCC's earliest parkways, the Sir George-Étienne Cartier Parkway was created in 1910, with an extension added in the 1920s and 1970s. Formerly known as the Rockcliffe Parkway, the Parkway was renamed in 2014 in commemoration of the 200th birthday of Sir George-Étienne Cartier, one of Canada's founding fathers.

Located adjacent to the Canada Aviation and Space Museum, and traveling through Rockcliffe Park, it is considered as one of the most scenic roadways in Ottawa.

Features & Challenges

The western protion of the Sir George-Étienne Cartier Parkway is a two-lane roadway with a 60 km/h speed limit. It is situated along a steep and rocky escarpment, which provides scenic views across the Ottawa River. The corridor travels through the 33-hectare Rockcliffe Park, one of the Capital's oldest and largest urban parks. The Parkway also features lookout points by the Ottawa River as well as the multi-use Aviation and Ottawa River Pathways along the entire corridor.

Figure 157 - New multi-use recreational pathway (Urban Commuter, 2013).

Figure 158 - Rockcliffe Park Lookout (top); Rockcliffe Park (bottom) (Bellis, 2013; Dear Love, 2010).

Further Reading

Draft Updated NCC Policy for Parkways (2014)

Definition and Assessment of Cultural Landscapes of Heritage Value on NCC Lands (2004)

Stanley Park

Location: Vancouver, British Columbia

Area: 400 ha

Agencies Involved: Vancouver Park Board, City of Vancouver

Relevance

- Ecological preservation and protection
- Local Aboriginal culture is embraced, and there is partnership between the Aboriginal Tourism Association of BC and the Vancouver Park Board to host Klahowya Village, an Aboriginal summer cultural experience
- Division of the Seawall into two marked sections to accommodate different users – the outside portion by the water is for walkers and joggers while the inside portion is for cyclists and rollerbladers (Figure 161)
- Creation of a cycling plan (*Stanley Park Cycling Plan* [2012])

History & Context

Originally home to three First Nations groups – the Burrard, Musqueum, and Squamish – the City of Vancouver decided to establish an urban park on the western peninsula of the municipality during the mid-1880s. Stanley Park was named after the 1888 Canadian Governor General Lord Frederick Stanley, and was opened in the same year.

An autonomous Park Board was established by City Council in 1890 to manage the Park. Stanley Park is now considered as the oldest and largest urban park in Vancouver.

Figure 159 - Arch at the entrance to Stanley Park in the 1890s (Devine, n.d.).

Features & Challenges

Stanley Park contains an 8.8-kilometre portion of the 22-kilometre Seawall (a walking, jogging, cycling, and inline skating path) along the edge of the waterfront. The cycling lane is designated as one-way only. The Park also features 27 kilometres of trails through forests, a pitch and putt course, children's playgrounds, picnic areas, tennis courts, and a water park.

Located along the Seawall, Second Beach and Third Beach offer various amenities, including a heated outdoor pool, concessions, washrooms, picnic shelters, summer lifeguards, and pay parking. The Stanley Park Miniature Train travels through two kilometres of the Park. It is one of the City's most well-known attractions and the train is a replica of Canadian Pacific Railway #374

Within the Park, there are posted speed limits for vehicles (30 km/h) and for cyclists and rollerbladers (15 km/h).

As identified in the Stanley Park Cycling Plan (2012), there are certain issues that have been noted. For example, the one-way cycling system is an important features; however, creating additional loops so that cyclists do not have to travel along the entire length of the Stanley Park Seawall is seen as a challenge.

Other issues include facility constraints, conflicts between users, ecological concerns, lack of connectivity, and ineffective signage and wayfinding.

Figure 160 - A driveway through the Park in 1917 (City of Vancouver, 2013).

Further Reading

Stanley Park: http://vancouver.ca/parks-recreation-culture/stanley-park.aspx

Historical Overview of Stanley Park: http://stanleyparkecology.ca/wp-content/uploads/downloads/2012/02/SOPEI-Historical-Overview-of-Stanley-Park.pdf

Stanley Park (continued)

Figure 161 - The Stanley Park Seawall in 1930 (top); Today, cyclist and pedestrian pathways are separated along the Seawall (bottom) (Crookall, n.d.; Vancouver, 2012).

Figure 162 - Lumberman's Arch, a monument to the logging industry (Tsang, 2009).

Figure 163 - Aerial view of Stanley Park and Lost Lagoon (Nunuk, 2014).

Figure 164 - Brockton Point is home to nine First Nations totem poles (Maurice, 2006).

Figure 165 - Second Beach outdoor pool in 1940 (top); view of the outdoor pool today (bottom) (Vancouver Park Board, n.d.; Vancouver Park Board, 2014).

Figure 166 - Prospect Point Lookout (Vancouver's Best Places, 2014).

Storrow Drive & the Charles River Esplanade

Location: Boston Massachusetts

Length: 3.2 km

Agencies Involved: Boston Massachusetts

Relevance

- Heritage significance
- Some parkland replaced by filling in the Charles River.
- Storrow Drive has turned into an expressway.

History & Context

Charlesbank, the eastern-most section of the Esplanade, was designed by Frederick Law Olmsted. The Esplanade was part of a greater interconnected parkway system in Boston known as the Emerald Necklace.

There were draft plans in the 1920s to create an expressway along the river but a 1929 legislatively approved plan for the Esplanade specified that no portion of the park should be used for a roadway.

The area was transformed again in the 1930s by landscape architect Arthur Shurcliff. New parkland was created by filling in the river. This was the foundation of the Esplanade as we know it today.

Shurcliff was inspired by Venice when he designed semi-circular islands, lagoons, and three granite neoclassical landings that stepped into the river.

In the 1940s, pressure to construct an expressway re-emerged despite strong opposition and assurances given to the Storrow family. Pressure to alleviate the "disgraceful" traffic conditions led to the approval of Storrow Drive in 1949; additional filling was brought in to create new parkland to compensate for land taken by the roadway.

Boston City Council approved landmark status for the esplanade in order to protect it from further damage.

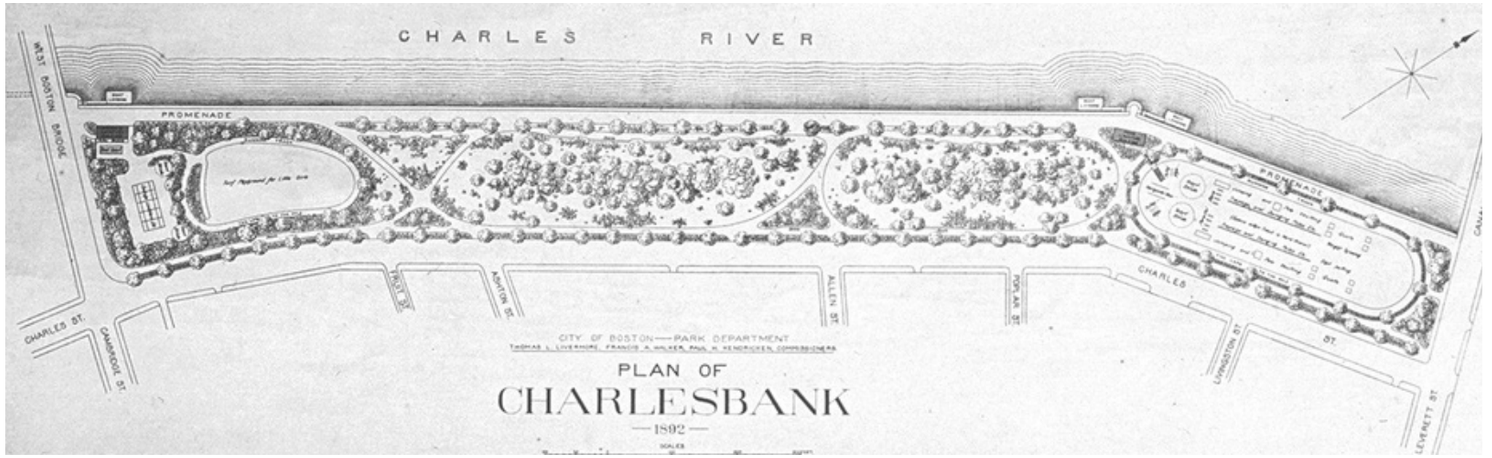

Figure 167 - 1892 Olmsted plan for Charlesbank, the easternmost section of the esplanade. Note the active recreation facilities at either end, which were removed in the early 1900s (Primary Source Nexus, 2012).

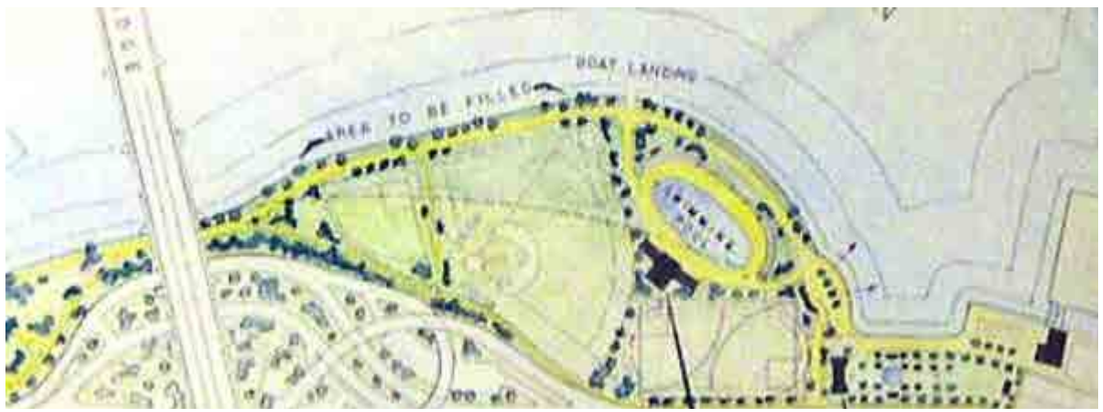

Figure 168 - Detail of 1949 plan by Arthur Shurcliff shows land that was taken for construction of Storrow Drive ramps and additional parkland created in the early 1950s (Boston Landmarks Commission, 2009).

Features & Challenges

The Esplanade features a promenade along the River as well as landscaped grounds for active and passive recreation. Other amenities include a concert space and a boat landing.

Storrow Drive & the Charles River Esplanade (continued)

Proposals to close Storrow Drive to traffic on Sunday mornings during the summer months in order to create a recreational area for walking, biking, and roller blading are being considered.

The construction of Storrow Drive in the 1950s led to a significant loss of parkland between the Charles River, Back Bay, and Beacon Hill.

Storrow Drive creates both a physical and aesthetic barrier between Boston and the Esplanade/Charles River and is heavily congested. There are few on- and off-ramps, and the lack of a breakdown lane makes speed enforcement difficult. Storrow Drive is also not particularly scenic.

Figure 169 - This vintage postcard depicts the original vision for the Charles River Esplanade (Tichnor, 2010).

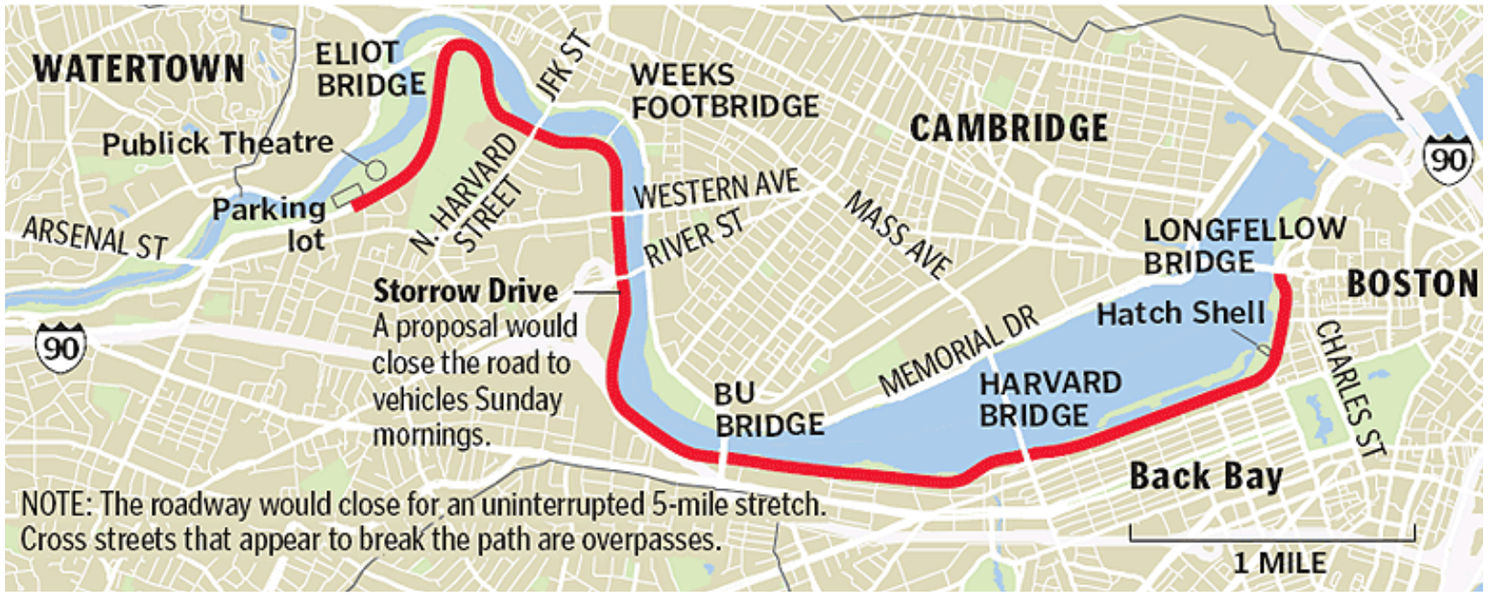

Figure 170 - The location of Storrow Drive (Butler, 2008).

Figure 171 - Storrow Drive today. The adjacent neighbourhood is cut off from the waterfront (Borroz, 2009).

Further Reading

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The Esplanade Association: http://www.esplanadeassociation.org/

The Parkway Known as Storrow Drive: http://www.wbur.org/2009/07/17/esplanade-future

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