

Grayways: Industrial Rings as Opportunities for Trail Planning

Alec Spangler

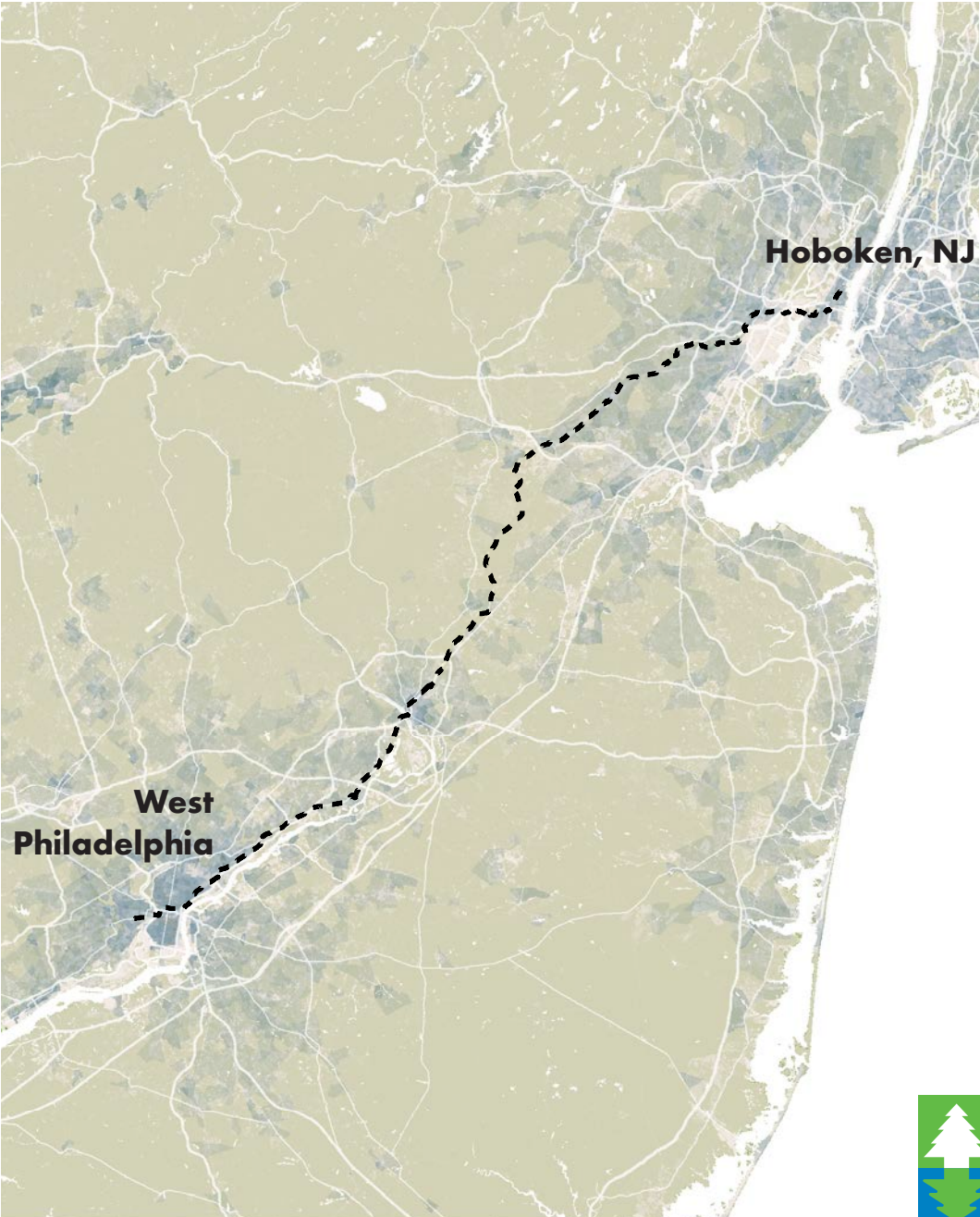
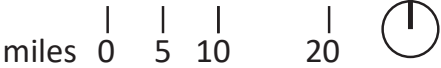
Penn State Stuckeman School of Architecture and Landscape Architecture





West Philadelphia > Hoboken



30-second time lapse photos
West Philadelphia to Hoboken Ride, 2018

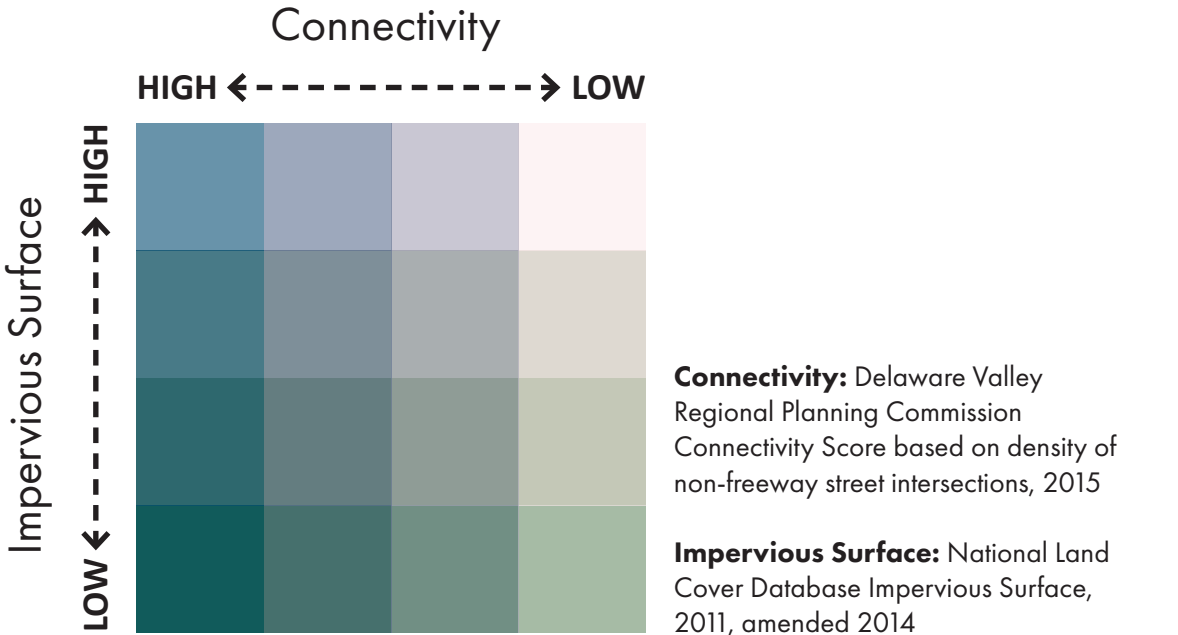


West Philadelphia > Hoboken

-  EAST COAST GREENWAY
120 miles
-  WEST PHILADELPHIA > HOBOKEN
BICYCLE RIDE, 2018
100 miles



West Philadelphia > Hoboken



- Urban districts, downtowns
- Countryside, suburbia
- Industry, infrastructure, "Dross"



New York/New Jersey: Industrial Ring

- Urban districts, downtowns
- Countryside, suburbia
- Industry, infrastructure, "Dross"



New York/New Jersey: Industrial Ring



Retired Hudson Generating Station
Image: Michael Mancuso for NJ.com



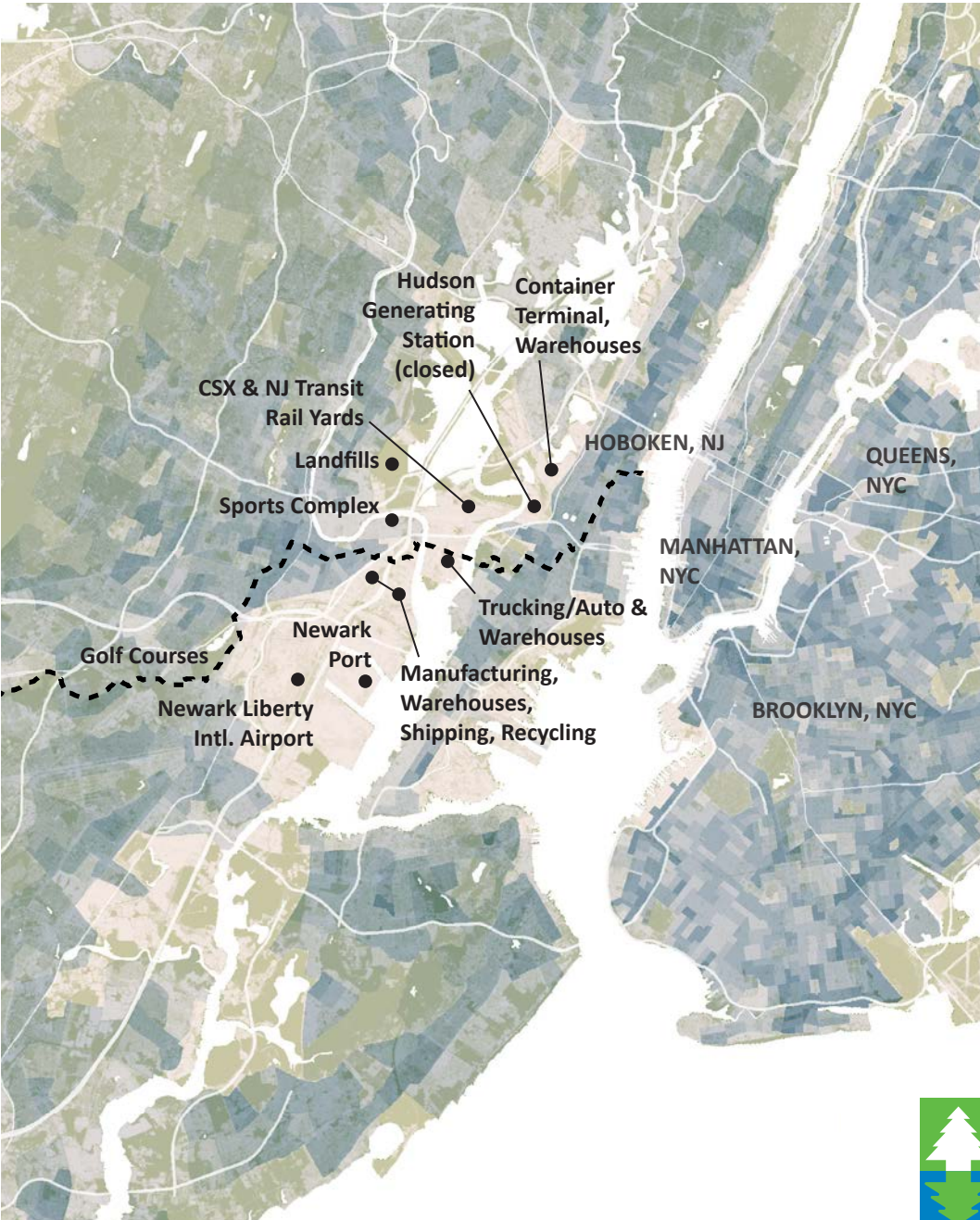
Red Bull Arena Image: NY Red Bulls



Newark Port Image: JOCcom



Newark Airport Image: Julio Cortez/AP/Shutterstock



Theories of Wastelands



STIM &
DROSS:

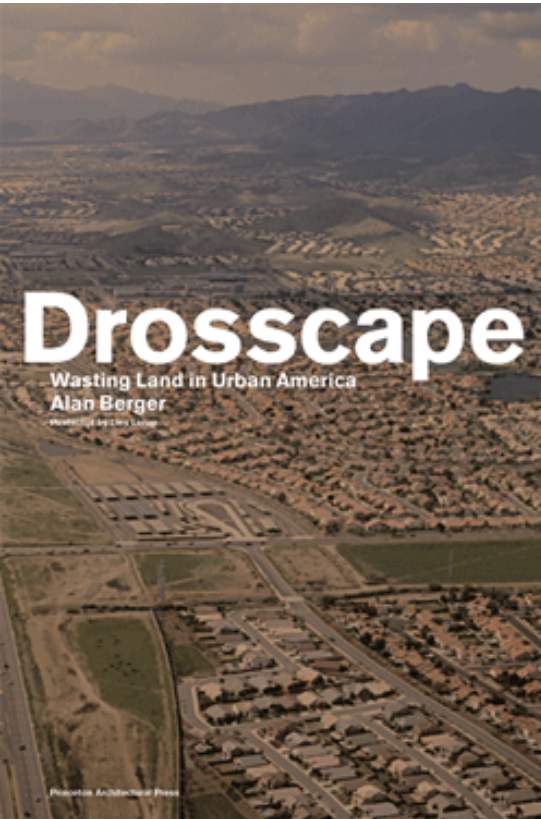
Rethinking the
Metropolis

Assembly 21 © 1991 by the Massachusetts
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32

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Lars Lerup, 1994



Reinventing Architecture Press

Alan Berger, 2006

Toward the green city through revitalizing major obsolescent urban lands

Ken Greenberg

The author, an architect and urban designer, has played a leading role on a broad range of assignments in highly diverse urban settings in North America and Europe. Much of his work focuses on the repositioning of downtown, waterfronts, neighborhoods, and campus master planning. His projects include the award-winning Saint Paul on the Mississippi Development Framework, the Dockside Bridge Park on the East River in New York, the East River waterfront in Lower Manhattan, the Pan Am Plaza in Boston, the Southwest and Southeast Waterfronts in Washington, DC, the Vision Plan for Washington, DC, Kendall Square and North Point/Lachrima Square in Cambridge, the Downtown Hartford Economic and Urban Design Action Strategy and the Downtown Master Plan for Fort Lauderdale. Current efforts include the "Big Picture for the Big City," the Rose Kennedy Greenway in Boston, the renewal of Regent Park, a major public housing project in Toronto, the implementation of the Convention District Master Plan in San Juan, P.R., and Urban Design advice for the Graceland Center City Development Corp (CDC). In each project, his strategic, consensus-building approach has led to coordinated planning and a renewed focus on urban design. The text that follows is an edited and revised version of a paper presented at the International Symposium on "The National City," Toronto, 23-25 June, 2004, sponsored by the University of Toronto's Division of the Environment, Institute for Environmental Studies, and the World Society for Ethics.

Introduction

Obsolescent lands including urban waterfronts – seaports, lakefronts, and riverfronts – and vast tracts of obsolescent port, industrial, railway, and warehousing lands have become the new frontier for cities with the potential for re-use. Typically these are undisturbed or abandoned places from which the cities derived their prosperity and vitality, and notwithstanding their past degraded condition they have now become a locus of renewed vitality and potential. In the mid 1990s, I first used the phrase "rebirth of the industrial glacier" as a metaphor to describe two key concepts of urban regeneration – firstly, it is a long, slow process and secondly, it exhibits a certain inevitability. As the industrial glacier recedes, it reveals an extraordinary terrain of availability and a host of new possibilities. While there are enormous differences from place to place, there appear to be a number of common characteristics. There is an almost universal psychological desire to be near water and rivers, valleys and protected woodlands. The powerful allure of these great natural features draws people to them, wanting to live, work and recreate there. They offer respite from the pressures of city life, often in settings with a boundless or expanded horizon. Because of the centrality of these places, relating to the reasons the cities were founded there in the first place, they offer a great possibility for compact and more "sustainable" development, putting housing

closer to workplaces with reduced travel times. For many city dwellers, the new frontiers and in particular waterfronts become the "resort" in situ for leisure in close proximity. There are many examples that illustrate some of the dimensions of this process of optical transformation. Many of the obsolescent areas of cities that I am referring to were actually formed or occupied in the middle of the 19th century when the railways established themselves connecting to ports around the world in low-lying areas near bodies of water. A particular aspect that warrants recognition is the dissolution of the false dichotomy, both professional and conceptual, that divided the city from the natural world. Like many powerful and timely impulses, the reconciliation has had many sources: scientific, cultural, aesthetic. It is significant as an example of simultaneous discovery that was also necessitated by a sense of crisis as the environmental movement called attention to appalling degradation and its impact on people. Powerful symbols, such as the Cuyahoga River fire, created further awareness of the need for urgent action at all levels. The change in consciousness has also been fostered by inspired practitioners and writers including Ian McHarg, *Design with Nature*, Ann Spirn, *The Granite Garden*, and Michael Hough, *City Form and Natural Process*. These three landscape architects devoted much of their work to the presence of nature in city form. Their ideas have opened possibilities for a new way of thinking beyond conventional mitigation and management of impacts to one based on new possibilities for creative synthesis. It is also based on the acknowledgment that humans are part of nature. Two relatively recent anthologies *Uncertain Ground*, edited by William Cronon, *Reinventing Nature*, edited by Michael Soule and Gary Leake, raise the question – what is nature and wilderness when it exists without influence or control by human society? To an extent nature everywhere on the planet has become a built environment which has been directly altered by human interaction with it. In order to develop a vision of the future, it is necessary to understand the nature of the city, and how it functions as a home for the vast majority of people who live as urban dwellers. Two quotes from Ann Spirn illustrate the need for understanding the relationship between the natural and built environments: "We need to move away from the persistent, common perception of the city as a degraded environment and wilderness as a pristine place unaltered by human presence... We have to deal with cities as systems in which cultural processes create an environment that's decidedly different from undisturbed nature, yet united to it through the common flow of natural processes." These ideas are also reflected in Jane Jacobs' most recent book and great synthesis of natural systems and economics, *The Nature of Economies*.

30

Environ. & Urban Planning 2004
42: 30-40
DOI: 10.1016/j.envurb.2004.05.004

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Ken Greenberg, 2004

122

ON GEAR AND RANGE — Gullivar Shepard

THE NEW ICONS of the early 21st-century American urban landscape may be manifest, as Witold Rybczynski suggested, in the proliferation of bollards and security barriers prompted by the Oklahoma City bombing, the bombing of the U.S. Embassies in Kenya and Tanzania, and, of course, 9/11. Without questioning the sincere concerns that inspired these measures, we should see the speed and callousness of their deployment across many American cities as a cautionary tale. This is especially true since the single-minded engineering zeal behind their implementation has compromised the very thing it was meant to protect – the public realm. In Rybczynski's words, the result is a "sort of landscaped deservitized zone between the building and the street."

Protection has thus inadvertently changed the contemporary city as a placebo program of sorts: it is often paired with the imagery and rhetoric of public space improvements, but it does not, in itself, make any programmatic contribution to the city. In fact, it appears that the more protection that a site requires – standoff distances, barrier rating systems, circular configurations, and the like – the more challenging it is to establish a flourishing urban program there. Particularly in the eyes of the public, attempts to integrate security barriers into the urban fabric have produced very few success stories. The unraveling of the security measures that surround the new World Trade Center in Lower Manhattan, for instance, caused widespread dismay, with the structures earning monikers like "grim fortresses."

In the aftermath of hurricanes Katrina, Irene, and Sandy (which together resulted in a total of over \$200 billion in damages), coastal barriers and other structures responding to climate change are positioned to become the next emblematic features of our built urban

environment. Broadly speaking, flood protection infrastructure serves the same purposes as security barriers – civil and economic defense – and it comes with some of the same risks. In the United States, there are already a number of sobering examples. Flood barriers along the length of the Mississippi River, for instance, have typically created violent stormwater flooding, and disrupted natural patterns of sedimentation, requiring yet more protective barriers. John McPhee has been perhaps the best chronicler of America's historic attempts to control the Mississippi and of the resulting infrastructural arm race. All the while, this Mississippi flood infrastructure has devastated the vitality of formerly thriving urban waterfronts in the Midwest.

The frequently cited precedent of the Dutch coastal barrier system, the Zuiderzeewerke, operates from afar to protect the 40% of the nation's population located in coastal urban centers. This structure and earthworks program – which took fifty-five years to implement – should be understood as the culmination of a culture and a nation's centuries-long struggle to deal with the advancing sea. America might not be able to easily import such a finely tuned concept for coastal protection. The American city is perhaps best characterized as a pastiche resulting from rapid growth spurts, stimulated by the sudden, even violent, introduction of new infrastructures like steam-powered railroads, highways, airports, shipping-coastal facilities, civil-security barriers, and so on. Historically each of these infrastructures is associated with a proliferation of economic opportunity, but also with the fragmentation of existing communities and disruptions in city fabrics. Storm-surge barriers might inspire the next such reaction that inevitably changes the shape and feel of the American city.

UR / Urban Research

Reinventing New York



Theories of Wastelands

WHIRLY BALL
Whirly Ball, Bowling, Games,
Nightlife



From MVVA, Lathrop Homes Framework Plan, 2015



Trails and Active Infrastructure

THE GREEN NEW DEAL, LANDSCAPE, AND PUBLIC IMAGINATION

By Nicholas Pevzner

From the July 2019 Issue of *Landscape Architecture Magazine*

10/14/2019

THE GREEN NEW DEAL, LANDSCAPE, AND PUBLIC IMAGINATION | Landscape Architecture Magazine

government to improve daily life in both the city and countryside. The New Deal programs deployed design for its power of persuasion, each in its own way, to build the case that these programs were in the public interest, even in the face of conservatives' discomfort with such a broad expansion of government.

The TVA built large infrastructure projects throughout the Tennessee Valley, such as dams, roads, and power lines, jump-starting local economies and putting thousands of people to work in their design and construction. But the TVA also went beyond just infrastructure by considering the holistic system of infrastructure and urbanization across an entire watershed and expanding the scope of design and planning. It built dams for navigation, dams for flood control, and dams for industry and rural electricity—coded with a system of roads, worker settlements, and even new towns. The TVA incorporated design at multiple scales to build a case for this new infrastructure. Dams were carefully integrated into their surrounding landscape. Approach roads were meticulously designed to reveal the dams in an almost cinematic sequence. Architectural details on the dams themselves heightened their sense of scale and their gleaming modernity. And carefully crafted signage proudly proclaimed in bold typeface that this facility was “Built for the People of the United States.” The TVA was perhaps the most holistic version of New Deal federal planning, coupling large-scale energy production with industrial development, landscape design, town planning, and land management. It not only transformed the economy of a seven-state region, but also crafted a wholly new landscape narrative and design language for public works projects and public landscape.

The WPA focused instead on supporting the construction of an enormous number of municipal-scale public facilities, such as postal buildings, schools, parks, roads, and bridges. It employed some eight million people, creating work for laborers, craftspersons, and designers in the design and construction of these facilities. It also supported the arts in the face of massive unemployment, hiring graphic artists to design posters, theater directors to produce plays, photographers to document public life and New Deal programs, for example—and in one instance, hired model makers to build a 1”=100’ replica of San Francisco, an effort that took two years. The iconic WPA posters of national parks, created for the WPA’s Federal Art Project, captured the drama of these public landscapes, and WPA photographs and documentaries celebrated the optimistic and occasionally sublime quality of New Deal public works. The WPA not only supported the arts through the Great Depression, but did so with a narrative that emphasized the civic and beneficial role of public buildings and landscapes.



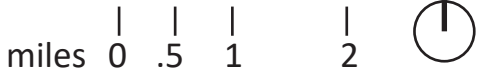
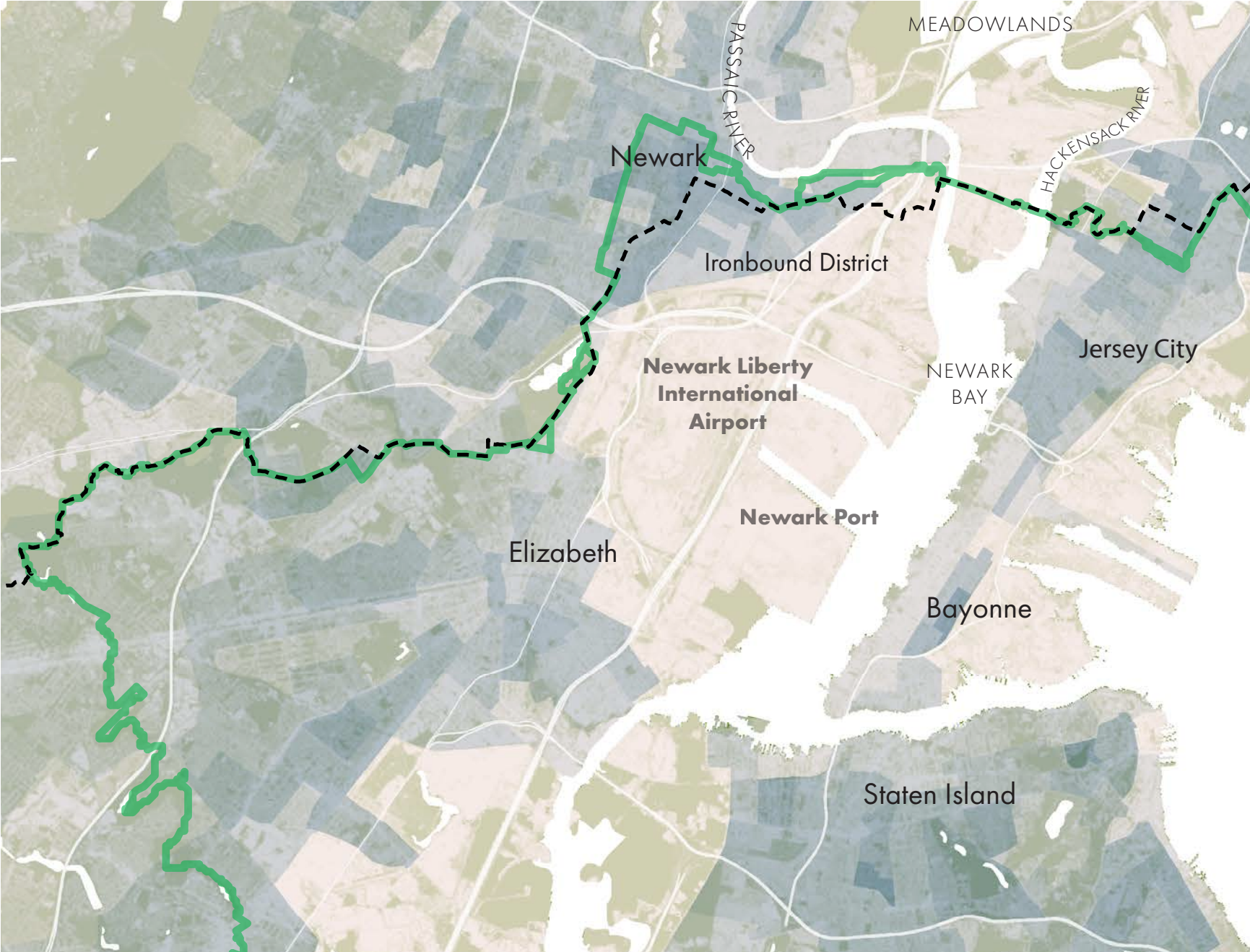
Today, there is significant demand for new interstate high-voltage power lines. These corridors could be reimagined as multiuse recreational trails. *Image courtesy Nicholas Pevzner.*



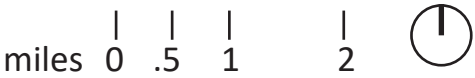
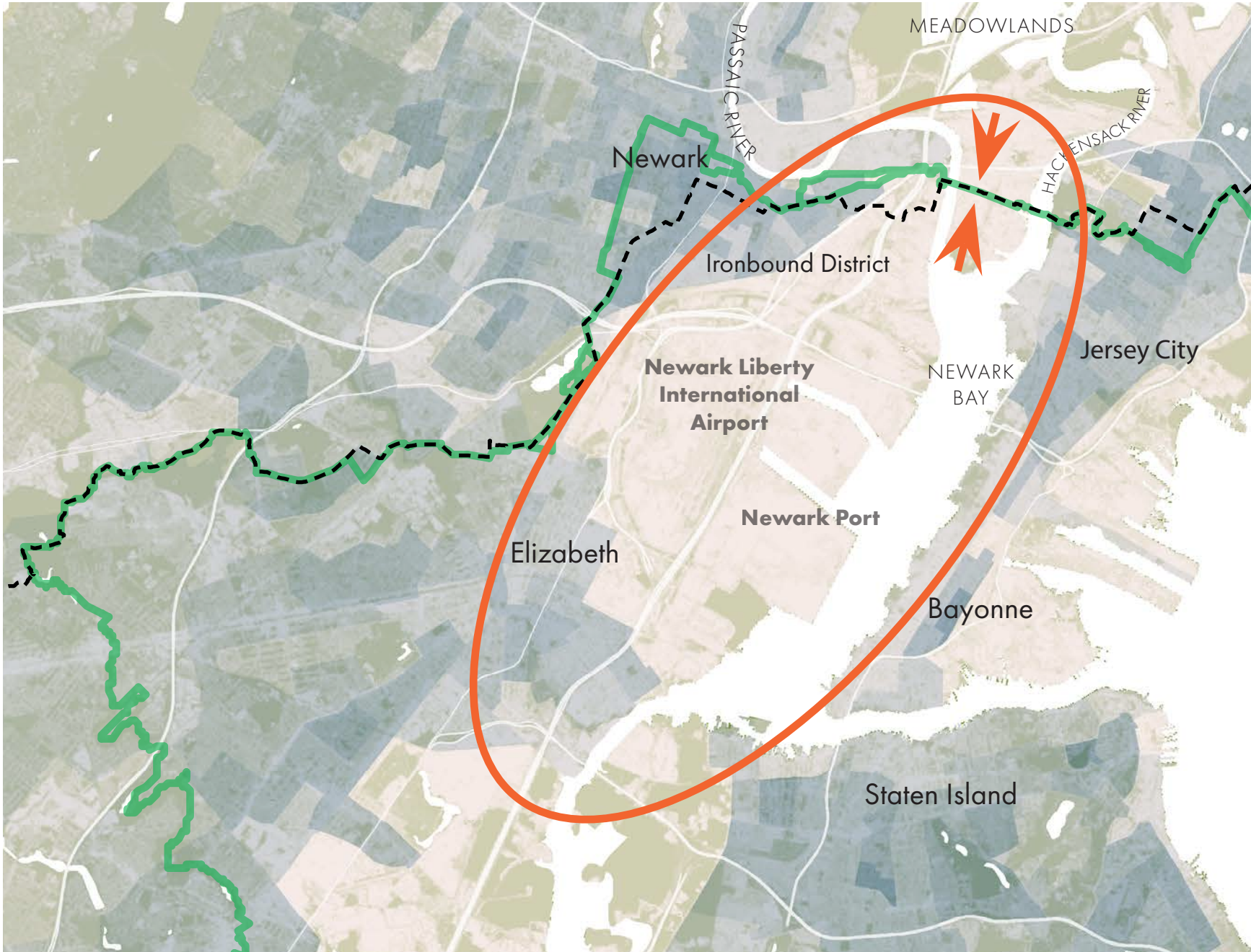
Trails and Active Infrastructure



The Pinch: Newark Bay



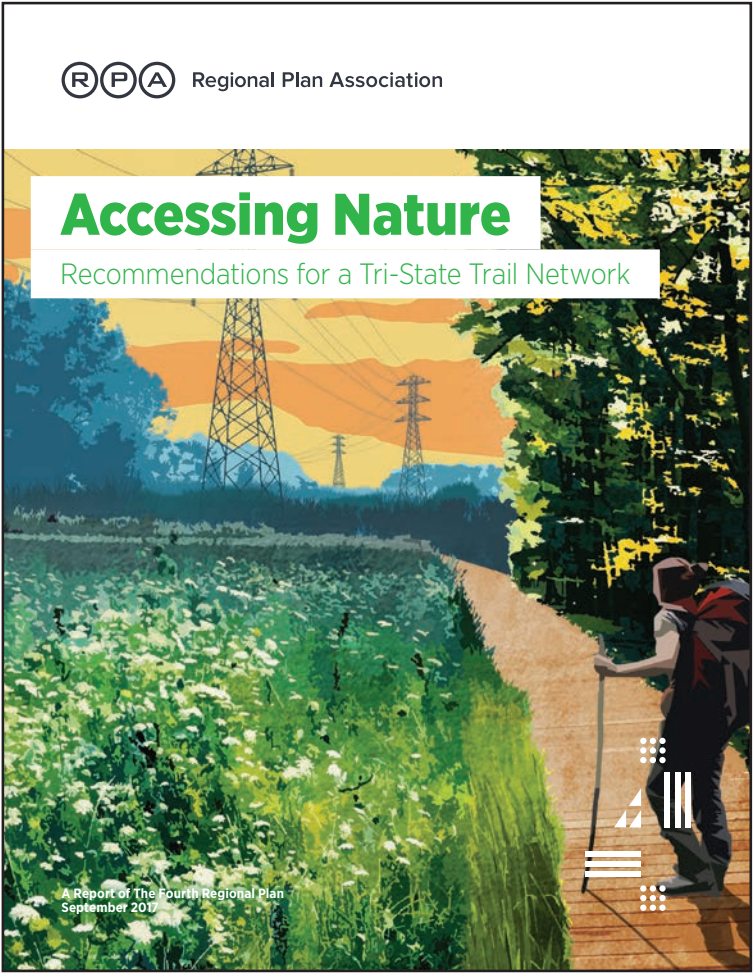
The Pinch: Newark Bay



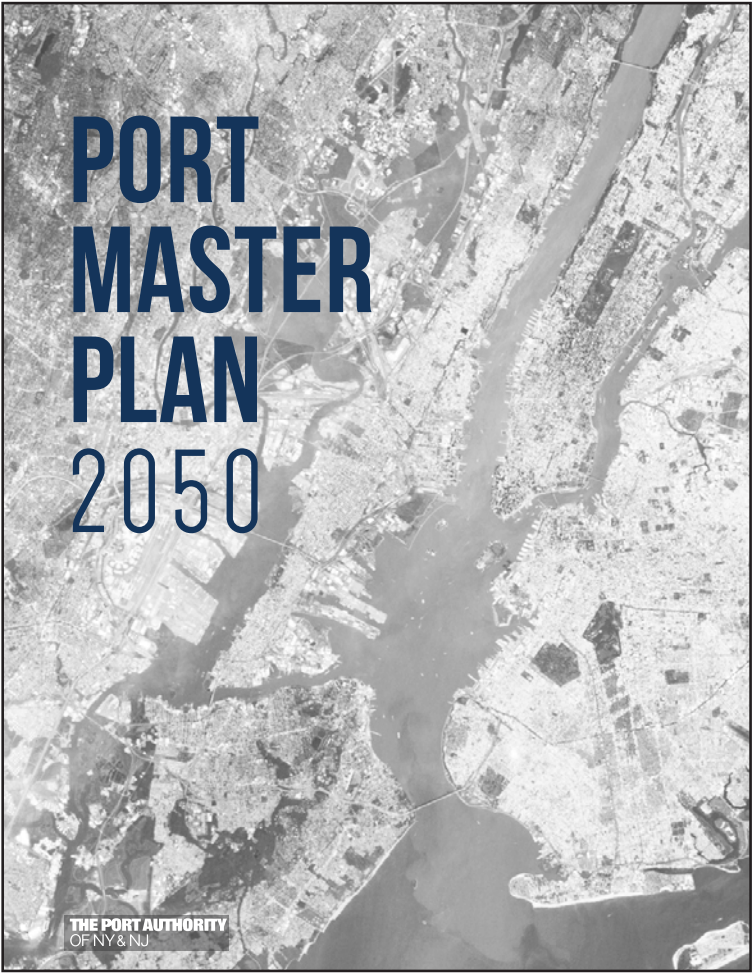
Major Planning Efforts



MIT CAU + ZUS + URBANISTEN, The Meadowlands Area: The 6th Borough, for Rebuild by Design, 2012



Regional Plan Association, Accessing Nature: Recommendations for a Tri-State Trail Network, for The Fourth Regional Plan, 2017



The Port Authority of New York and New Jersey, Port Master Plan 2050



3 Study Areas

1. Goethals Bridge

2. The Ports

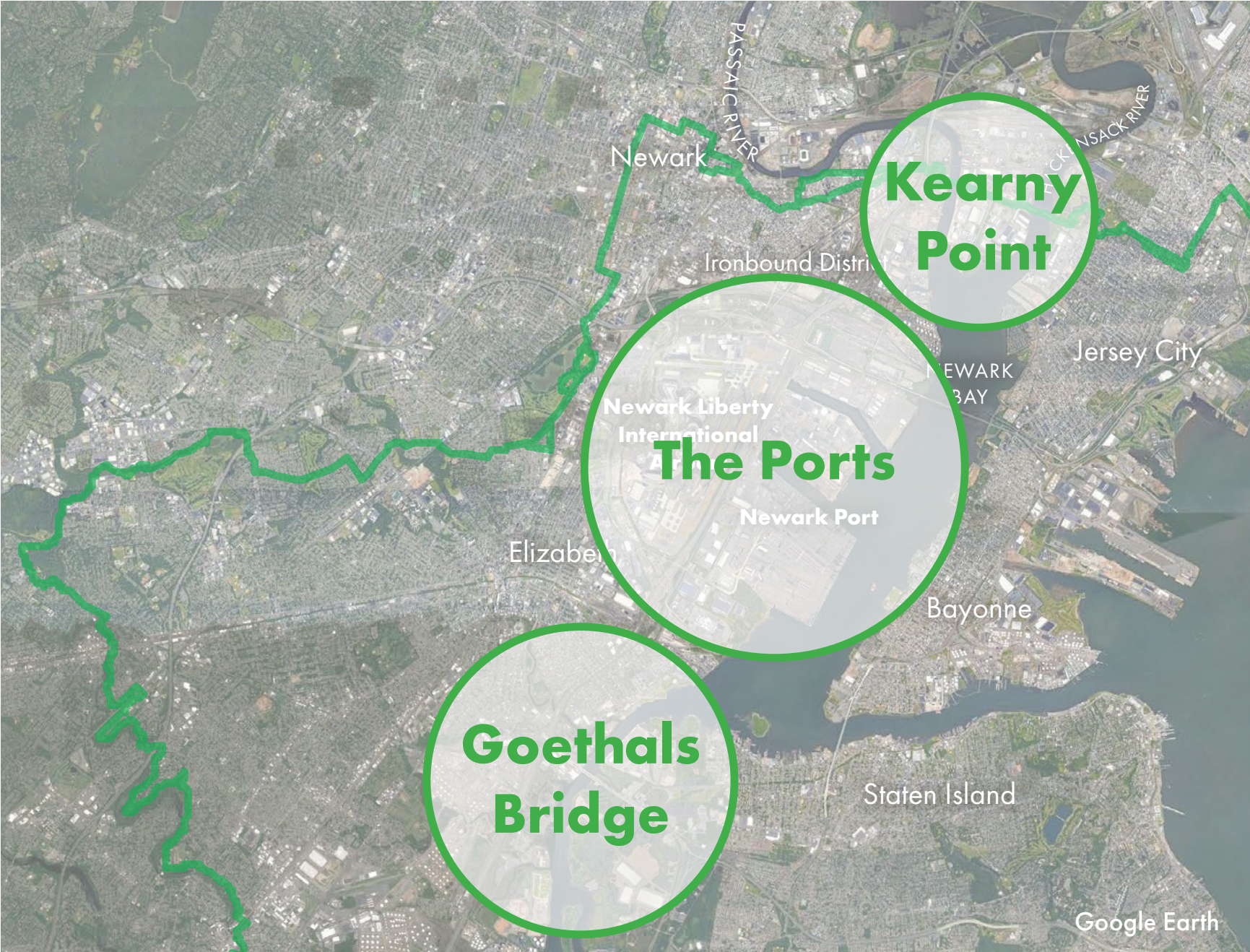
3. Kearny Point



- Potential **new or improved crossing** over Newark Bay/Staten Island Sound/Passaic and Hackensack Rivers
- Subject of **major planning effort or impending change** creating new opportunities for trails
- Potential for trails to work in concept with broader landscape improvements, including **ecological and economic benefits**



3 Study Areas



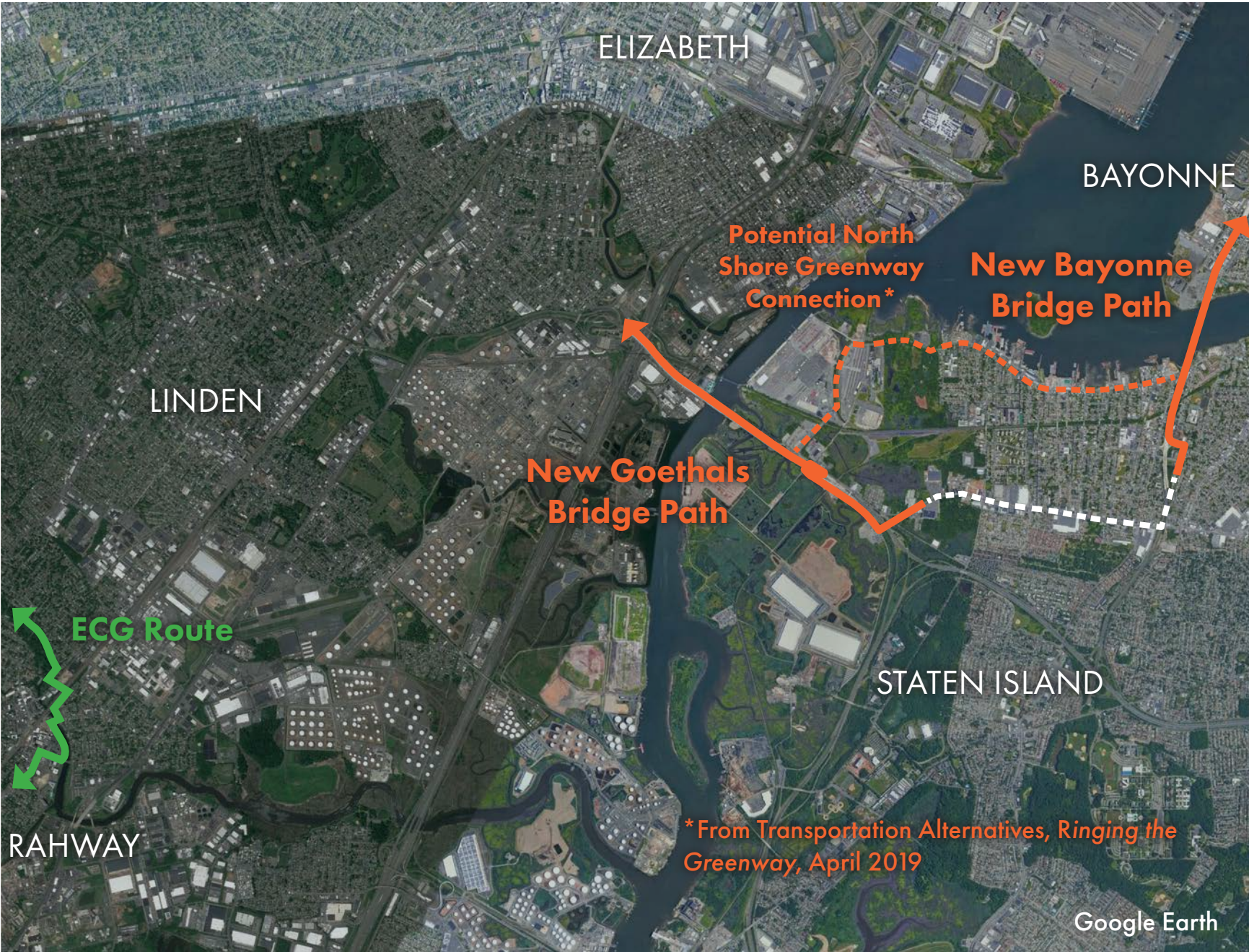
1. Goethals Bridge



"...Mark Hermann became the first Staten Islander to bike across the Goethals Bridge." From SI Live.com



Opening of bicycle/pedestrian path on Bayonne Bridge From SI Live.com



1. Goethals Bridge

A. Elizabeth River Trail Connection

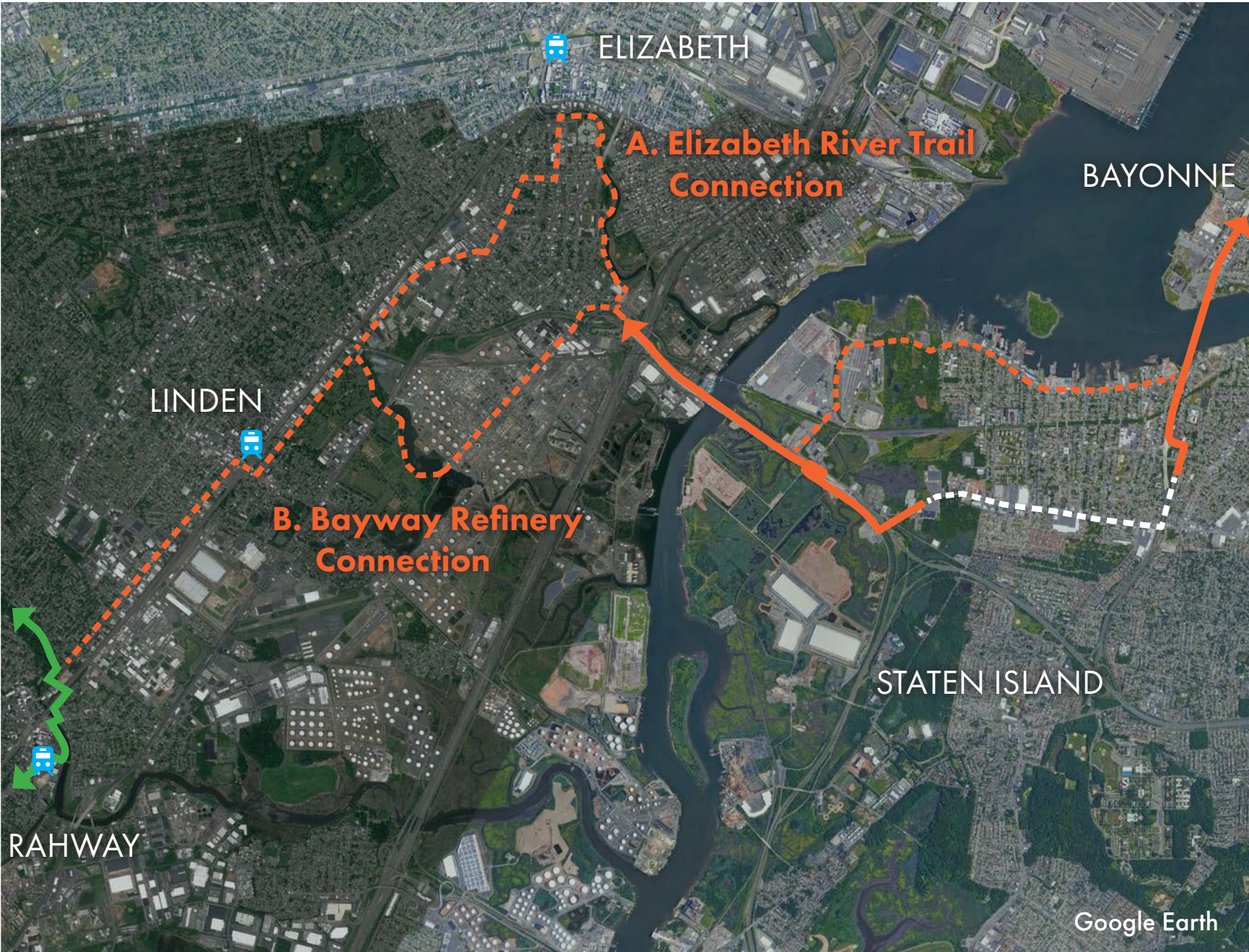


Elizabeth River Trail Image: WI Design

B. Bayway Refinery Connection



Bayway oil refinery Image: jpubliq via Flickr



1. Goethals Bridge

B. Bayway Refinery Connection

The New York Times

Exxon Settles \$9 Billion Pollution Case in New Jersey for Far Less



The Bayway refinery in Linden, N.J., the site of extensive environmental damage, is the subject of a legal battle between Exxon and the state. Ángel Franco/The New York Times

By Benjamin Weiser

Feb. 27, 2015

 548



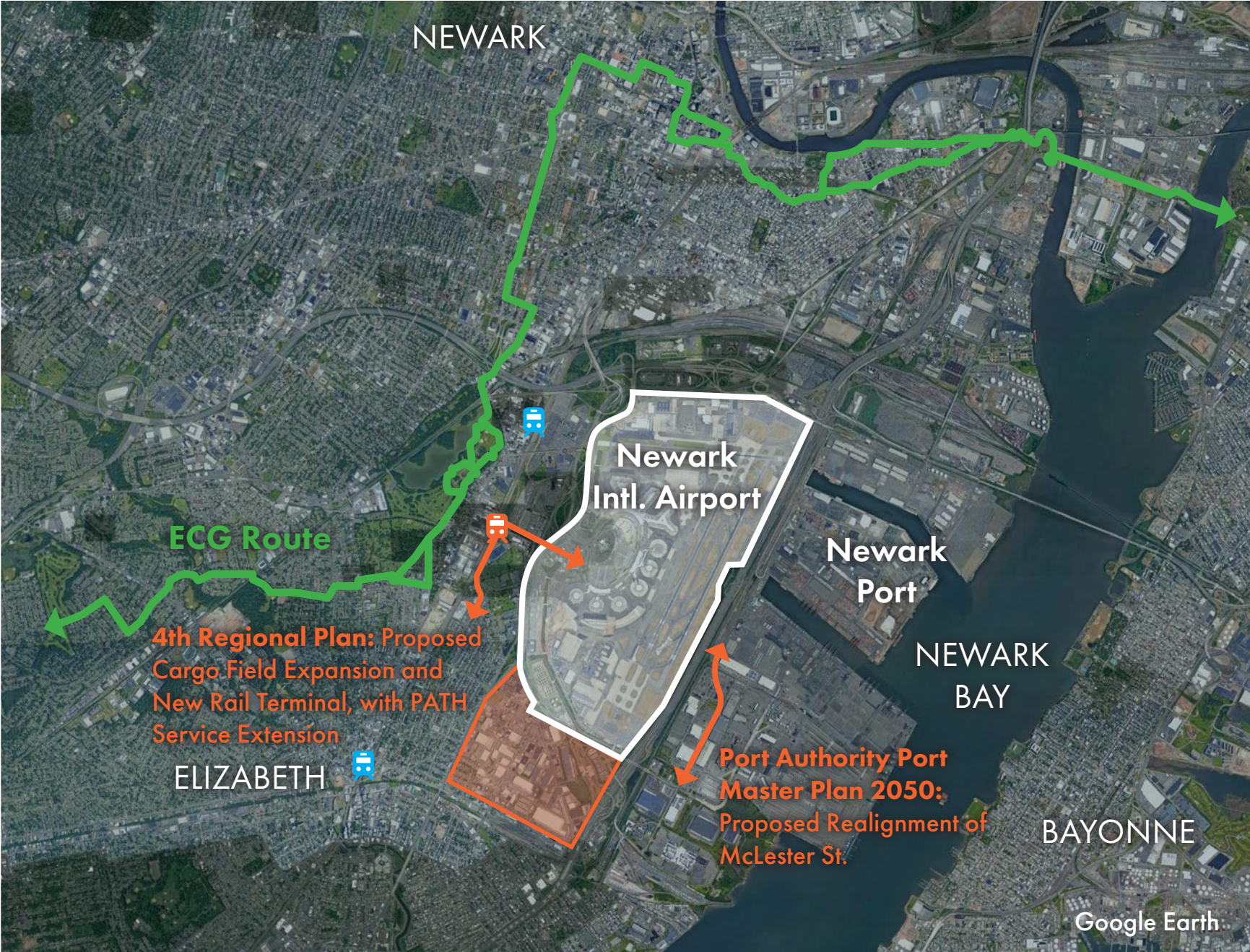
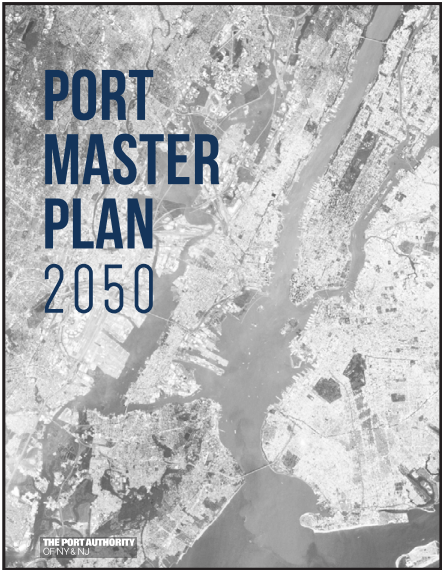
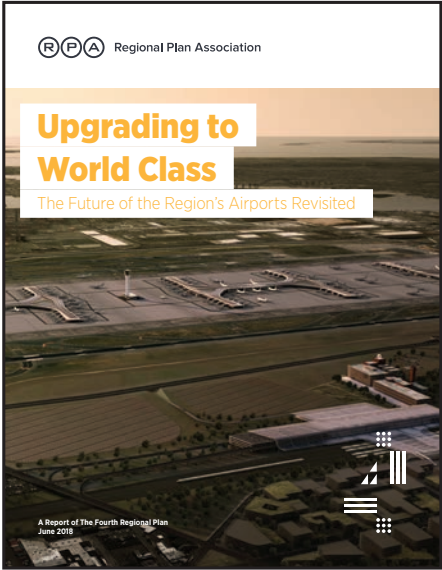
1. Goethals Bridge

B. Bayway Refinery Connection

- Can remediation of environmental damage include recovery of potential trail connections - restored creek corridors as the foundation of a greenway link?
- Could Linden, which has felt the health impacts of refinery operation, benefit economically from a new trail hub?
- Would a mandated trail connection increase visibility and accountability of refinery operations?
- If remediation called for in environmental lawsuits has a more visible public component, like a trail connection, is it as easy to sidestep?



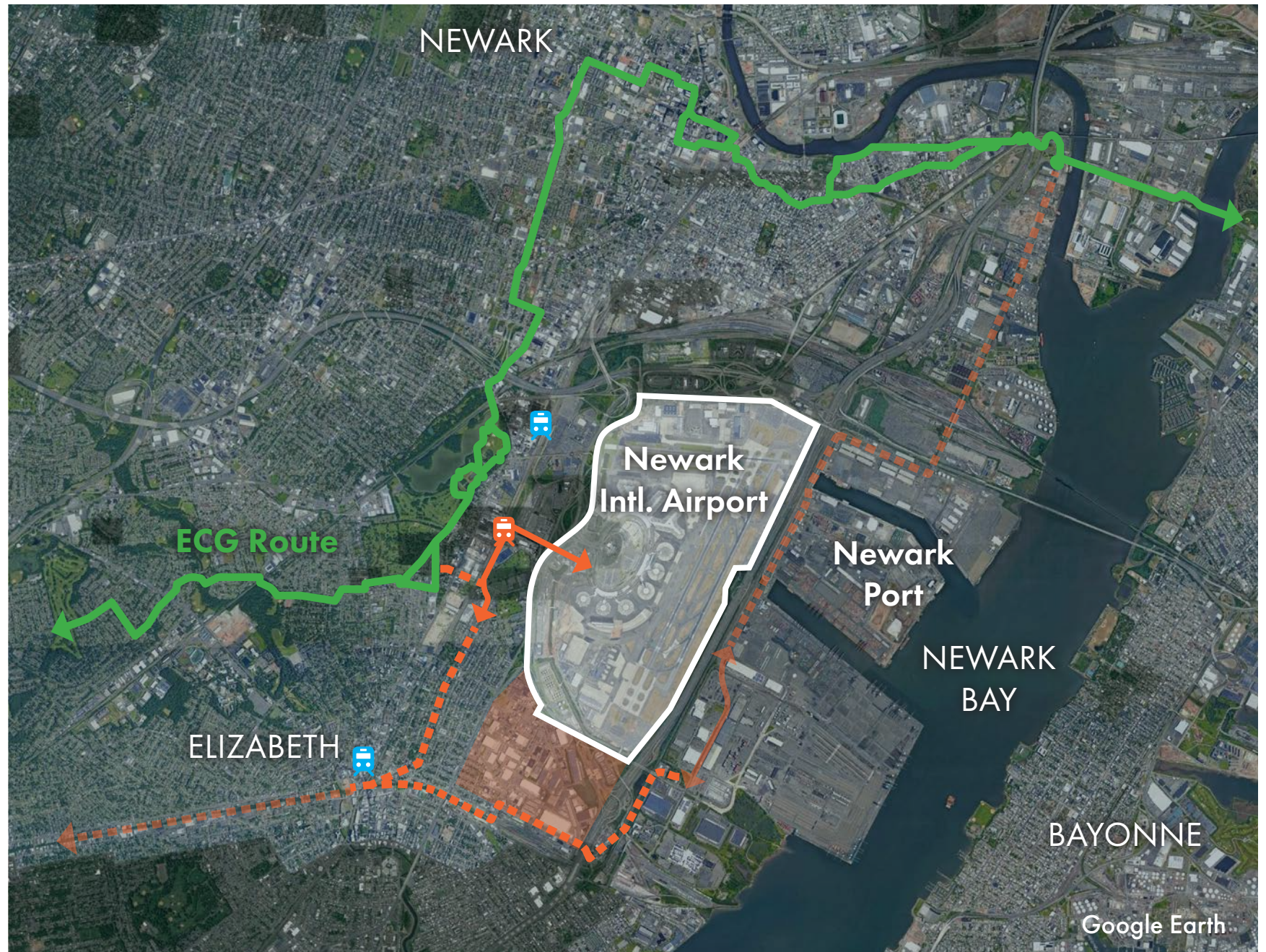
2. The Ports



2. The Ports

Newark International Airport

- Leverage possible cargo field expansion for trail connection to new Port roads
- Integrate bicycle/ped access to possible new airport rail terminal as spur from Greenway
- Create Ports Area trail hub in Downtown Elizabeth



2. The Ports

Elizabeth Ports Area Trail Hub

- Could disused elevated CNJ Railway become a direct trail link to the Ports Area and a landmark amenity for Elizabeth?



CNJ Rail Line, Elizabeth Image: Google Earth 2017



2. The Ports

Newark Port

Potential harms are out-of-sight,
out-of-mind, for most people

- Shipping in general is a “hidden industry”
 - Out of sight of land
- Our port is also hidden, in plain sight, off of the NJ Turnpike
- Trucks are taken for granted
- But very visible to people who live in neighborhoods close to the port
- Cumulative impacts of multiple stressors and vulnerable, disempowered populations

From Robert J. Laumbach M.D., M.P.H., C.I.H,
Public Health and Our Ports: The Road to Clean Air, 2018

Responding to **stakeholders’ desires to have greater access and interaction with the waterfront facilities**, the Port Authority will seek to work with the Cities of Elizabeth and Newark to envision and construct greater public access and to provide communityfocused learning opportunities and workforce development, opening pathways to maritime jobs, and a window into the maritime ecosystem at the terminals.

From The Port Authority of New York and New Jersey Port Master Plan 2050

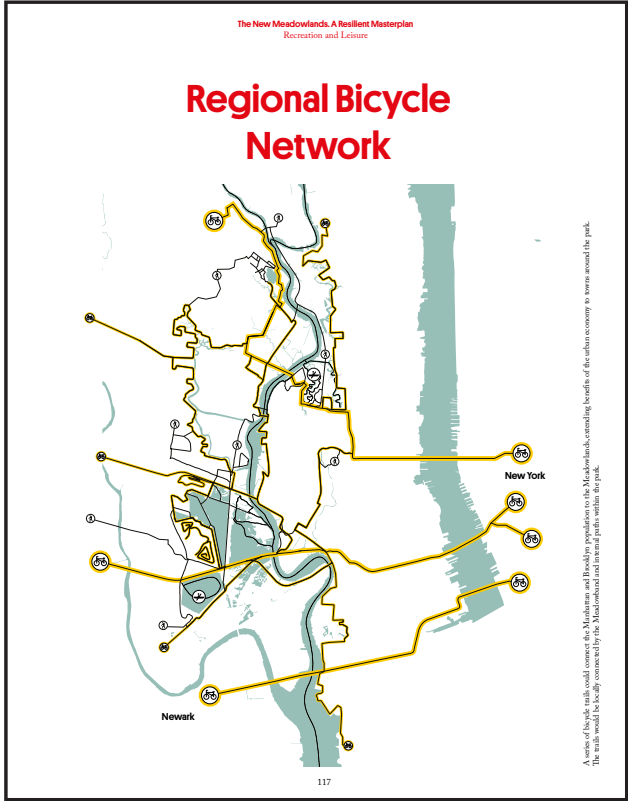


2. The Ports

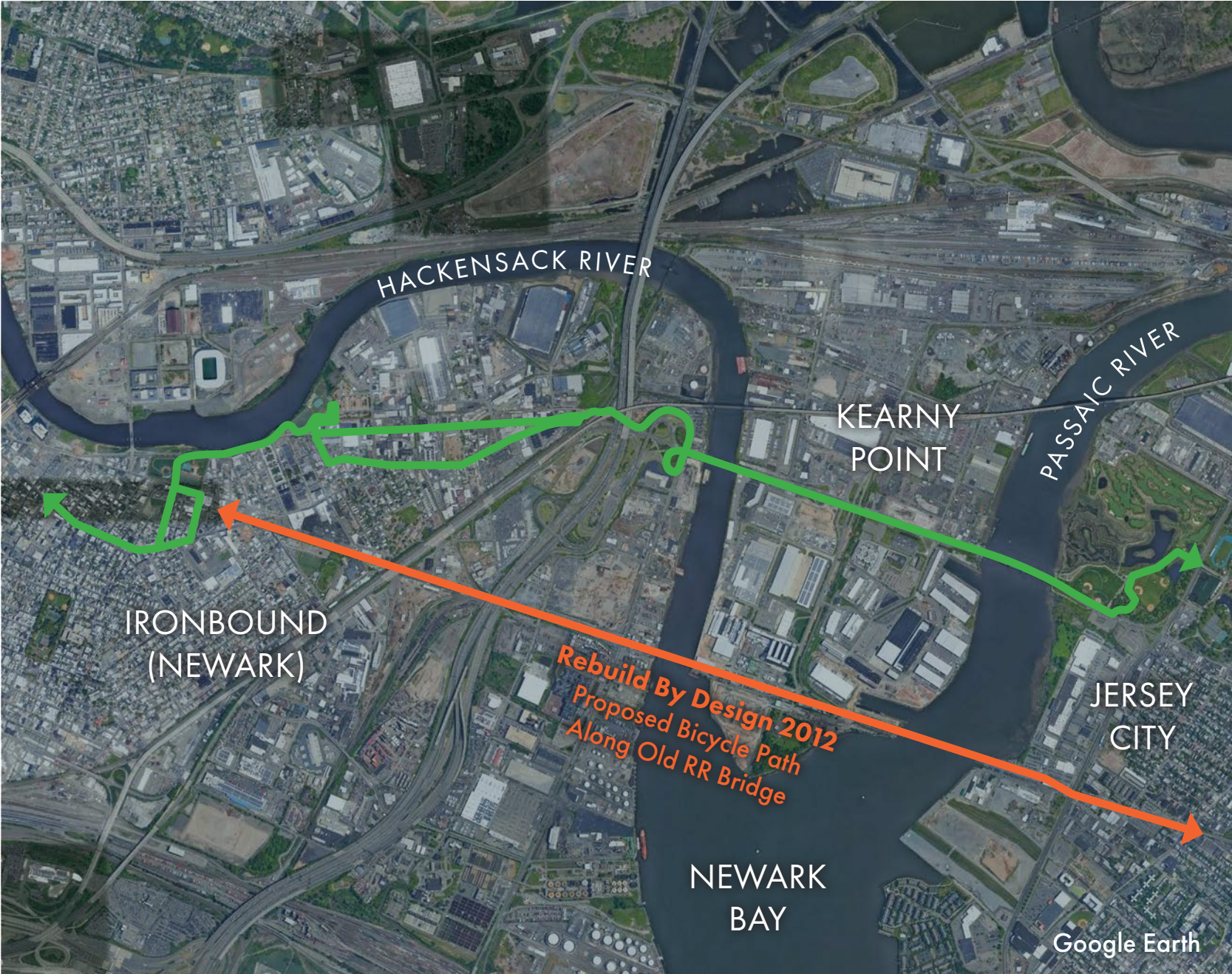
- As transportation and shipping infrastructure is rebuilt and retrofitted for cleaner operations, can public trails be folded in?
- Will increased public access through trails strengthen public advocacy for clean, safe operations, and lead to greater accountability by operators?
- Can trails be overlaid with landscape-based flood mitigation strategies, which may be increasingly important for waterfront infrastructure?



3. Kearny Point



MIT CAU + ZUS + URBANISTEN, The Meadowlands Area: The 6th Borough, for Rebuild by Design, 2012



3. Kearny Point



Character

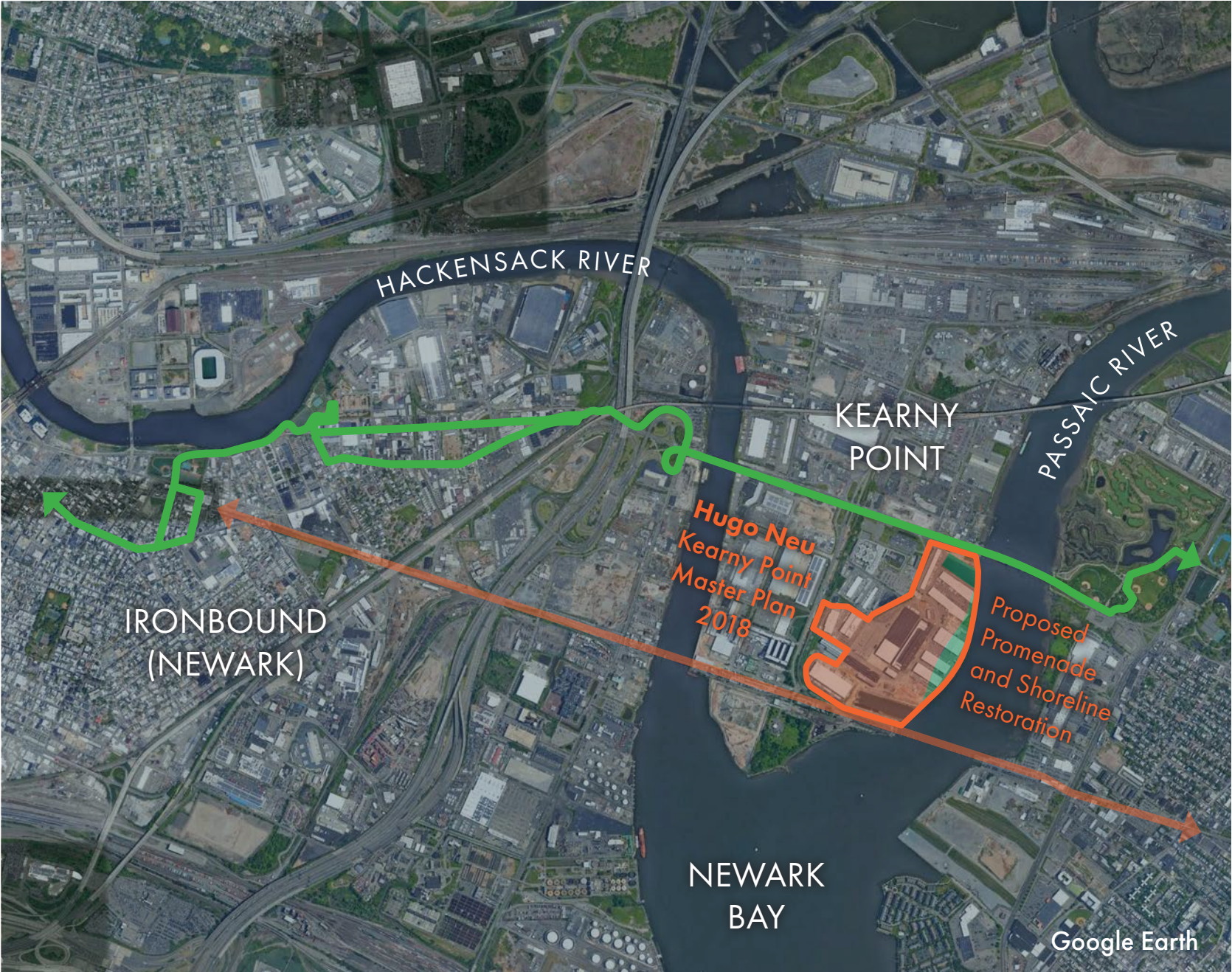
Phase 4

Phase 4 completes the campus with the development of the North Basin. The plot's significant footprint allows for the development of a large, multi-use complex, with space for more than one-million gross square feet of developable space. The shallow slip surrounding the North Basin is returned to a native habitat.

STUDIOS | WXY

41

From HUGO NEU, STUDIOS Architecture, WXY,
Kearny Point Master Plan Report, 2018



3. Kearny Point

- New Industrial Park abuts both current and proposed ped/bicycle crossings over Kearny Point; why not plan internal circulation with larger connections in mind?
- Would new businesses in Kearny Point become advocates for both short-term improvements to the current ECG connection and more ambitious trail projects?
- Along with the ECG connections, could a Kearny Point waterfront bike circuit become an amenity and economic driver for the Ironbound neighborhood?





Lincoln Park, Jersey City, NJ

