

Julia Brodsky

Prof. Colleen McTague

GEOG 7060

22 April 2014

The “Imageability” of Wasson Way through the lens of Kevin Lynch

When asked to picture what they would consider a good neighborhood most people seem to resort to the same archetypical or idyllic images. Idyllic neighborhoods are typically associated with ones that are memorable, give pleasure to its inhabitants, and are laid out in a cohesive and comprehensible sequence of time and space. Urban theorists such as Kevin Lynch, author of *The Image of the City* and Allan Jacobs, author of *Great Streets* both set out to provide answers and clues to defining what makes a good city. These theories, used in combination, help to prove the thought that the Wasson Way bike path will create better neighborhoods because of its ability to enhance the image of those neighborhoods.

The central ideology behind Kevin Lynch’s theory is that of imageability. The term ‘imageability’ was one he coined himself that he also referred to as ‘legibility’ or ‘visibility’ as a way to describe the extent to which a city can be ‘read’ or in his terms, “the quality in a physical object which gives it a high probability of evoking a strong image in any given observer. It is that shape, color, or arrangement which facilitates the making of vividly identified, powerfully structured, highly useful mental images of the environment” (Lynch, 9). The basis of his book was a result of a five year study on how observers take in information of their whereabouts and to develop a framework for defining how high or how low a city’s ‘imageability’ is. He interviewed several people in three different cities: Los Angeles, Boston, and Jersey City, and had each of them create their own mental maps. These maps were comprised of five elements that he used to help in his observations.

To Lynch, a legible city would be one where all five elements; districts, landmarks, pathways, edges, and nodes, are easily identifiable and are easily grouped into an overall pattern. Based on his participant’s answers and maps, he

was able to locate the areas that people found most vivid and assigned these areas a high imageability and vice-versa, areas of low imageability. He also used the elements to decipher if a city was well formed, if there were distinct parts, and if it was instantly recognizable to the common inhabitant. As explained in his book, paths are the routes along which people move, such as railroads, streets, and bike paths. Highly imageable paths would inherit qualities such as visibility, have a clear origin and destination, show directional quality, be properly scaled and aligned with surrounding larger system, etc. The elements labeled as edges are the boundaries and breaks in continuity. High imageable edges would be ones that are well-defined, exposed to views, continuous, and act as seams rather than barriers. Nodes are the areas for orientation such as squares and junctions. These can have high imageability if they act as a focus and symbol of an important region, show contrast with the surrounding elements, or have a clear path connection to a larger network. Districts are described as the spaces characterized by common characteristics. High imageable districts are one with common characteristics of texture, space, detail, building type, use, activity, topography, etc. Lastly, landmarks are identifiable physical objects within the urban landscape. These can be of high imageability if they show visual dominance, have historical associations, are at the location of path junctions, or are unique. Of the five elements, not one can stand alone and still positively influence a city's imageability. Lynch writes that "they are simply the raw material of the environmental image at the city scale. They must be patterned together to provide a satisfying form" (Lynch, 83). For instance, "a great landmark may dwarf and throw out or scale a small region at its base. Properly located, another landmark may fix and strengthen a core; placed off center, it may only mislead" (Lynch, 84).

Lynch observed that for many people, pathways were the predominant elements in their mental maps which brought him to the conclusion that a well-formed city is highly contingent on the clarity of its pathways so in some sense, they are considered the most important of the five elements. As clarified through Allan Jacobs in his best known work *Great Streets*, which was published about ten years later, pathways were also explained as a central focus to the strength and clarity of a

city. In his book, he analyses what he refers to as ‘great streets’ and how they are fundamental to the creation and sustainment of ‘good’ cities. The ideologies expressed in his book are congruent to that of Kevin Lynch’s where Jacobs explains that the best streets are those that are memorable, or in Lynch’s words, imageable. He writes that “the best streets are those that can be remembered. They leave strong, long continuing positive impressions. Thinking of a city, including one’s own, one might well think of a particular street and have a desire to be there; such a street is memorable” (Jacobs, 9). Between these two urbanists, strong emphasis is placed on pathways. Jacob’s ‘great streets’ are essentially the embodiment of Lynch’s paths that produce high imageability, and with such paths, a city is stronger and more identifiable. In this way, the neighborhoods that are directly affected by the Wasson Way planned bike and pedestrian path can use the elements of a ‘great street’ proposed by Allan Jacobs to achieve a higher imageability rating as proposed by Kevin Lynch.

Wasson Way is a path that, if constructed will run a total of 6.5 miles, primarily connecting Cincinnati neighborhoods on the east side of the city. Currently, the site is that of an old railroad line that has been out of use for the past ten years, making it a perfect site for a new pedestrian path. This type of “rails to trails” redevelopment has become a popular attraction for users in cities all over from Indianapolis to Minnesota. More progressive cities have begun to focus on the implementation of these urban pathways, and as a result have started a new modern fad for transportation and recreation outlets that may be applied right here in Cincinnati. The Wasson Way path is believed to bring much success to the city such as the increase of property values, safer streets, added environmental benefits, healthier communities, and a solution to decreasing vehicular usage.

For the city of Cincinnati, this trail could act as a positive re-enforcement to its current level of ‘imageability’. By following in the footsteps of Kevin Lynch and Allan Jacobs, we can apply their combined ideologies and begin to understand the areas that are most memorable and cohesive to its residents as well as the areas in most need of strengthening. It is important to understand how the communities that are most directly affected by plans for the bike route along Wasson Way,

currently perceive their surroundings. How “imageable” or how well are these neighborhoods taken in, mentally mapped, and experienced? Furthermore, will this trail increase or decrease this perceived imageability? For this observation, I will first study the physical image in the neighborhoods of Evanston, Oakley, Hyde Park, Mt. Lookout, and Mariemont based on the mental maps collected from residents and their responses to interview questions and then apply those results to the guidelines set forth by Lynch and Jacobs. Every subject who participated were residents of one of the five neighborhoods and were asked to create a map by memory, focusing only on those neighborhoods. They were told that their maps did not have to follow any particular guidelines except to include the five elements (paths, edges, nodes, landmarks, districts) that were described in detail before the session. Other than the maps, random people were chosen to descriptively describe to the best of their ability, directions from one location to another using only areas located within the boundaries of the five neighborhoods. These neighborhoods are all either intersected by or lined with the Wasson Way bike trail and therefore would experience the most change with its implementation.

To begin, the city of Cincinnati, located in the southern tip of Ohio is known to many living outside the region as a ‘fly over city’, mainly, as a place nestled in between two places but oftentimes not considered as the destination point for a vacation. It is part of the Midwest, so it does not have the white sandy beaches characteristic to coastal cities in California and Florida or the snow-capped mountains like that in Colorado and Utah that generally become the main attraction, able to entice tourists to visit from all over. Despite its lack of those environmental characteristics, Cincinnati was a bustling city but in recent history, the economy and population have been in constant decline. According to the US Census, in 1950 the population was at 503,998 however by the 1960’s the population began to drop consecutively and has not stopped since. Although population is still low, Cincinnati has started to regain its economic standing through new investments that have been pouring into neighborhoods in most need of revitalizing including the crime stricken neighborhood of Over the Rhine and the downtown urban core, which have helped revamp a more positive image for the city. For this study, all five neighborhoods

being observed are located in what Cincinnati residents refer to as the east side. There is a strong negative connotation to those who reside on the west side of town as opposed to those on the east side mainly due to higher crime rates, lower income levels, and the common site of building deterioration from lack of upkeep and abandonment. For reasons unknown, the west side seems to still be forgotten when it comes to investment of government funding or the inclusion to benefit from city planning initiatives and continues to miss out on projects such as those like the Wasson Way trail.

The furthest west that the trail is planned to reach is within the neighborhood known as Evanston. Those who participated in making mental maps, were the most unfamiliar with this neighborhood and tended to either confuse it with O'Bryonville or ask "is that the neighborhood behind O'Bryonville?" Not one map included elements located in Evanston other than major connecting streets such as Victory Parkway and Dana Avenue, both paths leading directly towards Xavier University. This portion of Evanston is possibly the most visually appealing to those asked to describe how they viewed the neighborhood. This is in fact the most populated area and therefore the busiest, as the intersection at Victory Parkway and Dana Avenue tends to be congested. Out of all five neighborhoods observed, Evanston is the only one without a centrally located square, so there is no real focal point for the neighborhood residents to gather. This also is the cause for travelers to lose their sense of direction when passing through. Other than Xavier University, Evanston has many districts such as the Evanston Playground, the Calvary and Jewish Cemetery, the O'Brien Terrace, Owls Nest Park, etc. Most of the districts are beautifully green and tranquil but some are just left as future construction sites with not much dimension or excitement to observers. Evanston possesses the most variance of income when compared to the other four neighborhoods so there are pockets of areas that have been kept up, mixed in with areas that are not so pleasing to the eye. Regardless, Evanston has the perception that residents are mostly low income minorities.

Directly adjacent to Evanston is the neighborhood of Hyde Park. Much of the research collected showed the upper half of the neighborhood to be more imageable

than the bottom half, most likely due to the lower half being predominantly residential so unless you are visiting or live in those neighborhoods, there is little need to venture into them. The upper half is also home to paths that are mostly aligned in a gridiron pattern so regardless of the fact that they are mostly residential, they are still used just as often to get from one place to the next, specifically those traveling from the Hyde Park Square to the Rookwood Commons shopping center. Erie Avenue proved to be the most imageable of all the paths in Hyde Park however it loses its clarity after the intersection of Delta Avenue when the hilly topography forces the road to become curvy. This topography makes the path more aesthetically pleasing but drivers tend to lose their sense of direction. The most prominent landmark in Hyde Park is the statue centrally located in the neighborhood on Erie Avenue. Alone, this landmark would not be as distinctive due to its small scale, but since it is the main focal point within the Hyde Park Square which is the most prominent node in Hyde Park, it is still very well known. Lynch explains that barriers can either be uniting seams between two entities or they can be isolating barriers. As for Hyde Park, the edges seem to be more isolating. Madison Avenue is a main pathway used by residents and visitors in the area but can also be viewed as an isolating barrier. The road has the most lanes out of all the streets in Hyde Park but is flanked by one side of lower income families and on the other, higher income families. There is not an actual physical element that separates the two but instead this barrier is implied. Withrow high school, located on the west side of Madison Avenue, is an older but historically renovated and beautifully designed building made of red brick walls, columned archways, has an impressive clock tower that faces Madison, and is nestled alongside green hillsides. Many lower income African Americans attend the school and are described through interviews that they are always seen walking along Madison Avenue from local bus stops, however it seems as though they never cross Madison to enter the higher income areas located further into Hyde Park. This may be a result of how demographically, Hyde Park is largely white upper-class and from an outsider's perspective, is negatively seen as exclusionary to anyone of lower income. The boundary lines of Hyde Park show to be confusing to even those living in the neighborhood. For

instance, many believe that the most notable landmark of all five neighborhoods; the Observatory, is located in Hyde Park but in fact, it is a part of Mt. Lookout, an adjacent neighborhood. This is also a misconception for Ault Park, which many seem to believe is located in Hyde Park, but again is actually in Mt. Lookout. Even more confusing is that the Hyde Park golf club is not within Hyde Park at all, but actually in Oakley.

Mt. Lookout as mentioned earlier, is an adjacent neighborhood that is commonly confused as Hyde Park although it does have some unique characteristics. Similar to Hyde Park, it has its own square, also centrally located in the neighborhood and is a major node but it is not reinforced with a major landmark. Mt. Lookout is located on top of more hilly topography which help create more appealing views that are not so much characteristic to Hyde Park. Kevin Lynch explains that there is an apparent kinesthetic quality to paths that turn, rise, and fall and that when one is traveling down such a path, the experience can produce an unforgettable image. One of the most impressive views is seen from the eastern edge of Ault Park, overlooking parts of Kentucky, downtown Cincinnati, and the Ohio River. This is also a very serene environment of wooded areas and hidden pathways that are heavily used by pedestrians from all over. The most well-known paths are Lynwood Avenue and Delta Avenue, which makes sense given that they converge at the square and connect Mt. Lookout to other neighborhoods. Out of all five neighborhoods studied, Mt. Lookout has the most interesting topography where houses on one side of the street are often times on a whole other level than houses on the other side. Many of the homes set on top of hillsides have awkwardly placed garages that are built into the environment and are also fronted with a line of retaining walls. Due to these topographic fluctuations, many roads are forgettable and hard to map as there are no perfectly straight or gridded pathways in this neighborhood however, roads such as Lynwood are actually enhanced visually by the progressive winding in its layout. Our Lord Christ the King Catholic Church plays as a significant landmark for Mt. Lookout and is strengthened in its imageability rating because the elements all work together to create a memorable

and visually appealing environment. The nodal point at the square leads the eye up a curved pathway lined with trees that ends at the church and its impressive steeple.

The neighborhood of Oakley is located north of Hyde Park and is one of the largest in size out of the five neighborhoods. Wasson Way acts as the separation line between the two but other than their proximity, they are very different. Not as much information was given about Oakley through the mental maps collected like that in Hyde Park other than of course the Oakley Square which symbolizes that the clarity of its imageability is not as high. Similar to the other four neighborhoods, Oakley is largely residential but is mixed in with commercial. It is more suburban and has the most room for potential sprawl like development. In fact, the most recent addition to Oakley is the very large Oakley movie theater set across from another very large complex home to the Crossroads Non-Denomination Church that was recently expanded. Oakley is also home to many big box superstores that are not seen as much in the other neighborhoods such as Target, Petsmart, Office Depot, etc. that all come with the common sea of concrete parking lots. The southern half is where many of the most imageable elements are located as opposed to the northern half. The most well-known pathways are Madison Avenue where the Oakley square is located and Paxton Avenue that runs past the Hyde Park Plaza. Neither one of these paths are highly imageable but they are the most used. Oakley does have green spaces such as the Hyde Park Golf and Country Club and the Oakley Playground but unfortunately they are overshadowed by more popular, close by green spaces such as Alms Park and Ault Park. Out of the neighborhoods with commercial squares, Oakley Square is often the favorite among the younger generations with more opportunities for social interaction. Most likely due to this reason, the neighborhood is primarily made up of young middle class and families. The homes are older, have front porches, are placed on smaller lots, and oftentimes are similar in size and shape as opposed to homes in areas such as Hyde Park where homes are typically custom built at various sizes and shapes and on various lot sizes.

The last neighborhood that the Wasson Way trail would hit is Mariemont. By far, Mariemont is the most well-known of not just the neighborhoods being

observed but also on a national level. It is listed on the U.S. National Register of Historic Places and is a U.S. National Historic Landmark District. As a result, the neighborhood is filled with many interesting elements that all seem to enhance each other, as Lynch explains is key to having high imageability. Again, like the other neighborhoods, there is a centrally located square that acts as the community center but the difference is the abundance of rich textures, colors, and a strong continuity of architectural elements that interact with it. Much of the development exhibits English architecture from Norman to classic Georgian styles that have all been kept in pristine condition. Even new development is created to look as characteristic to this style of architecture as possible. At the square, paths radiate outward at characteristic forty-five degree angles rather than the common ninety degree angles. These interesting paths are then intersected by circulator paths that radiate out from the square, helping to create soothing, triangulated green spaces. Wooster Pike is the main pathway that is the most memorable as it takes you past many of the legible elements of the neighborhood such as Dogwood Park and Dale Park, the Square, Mariemont Community Church, the Mariemont Family Statuary Sculpture, and the Bell Tower. Whether by chance or more likely by planning, the roadway, Wooster Pike undergoes a dramatic shift from slightly rundown to a serene environment that feels protected from the outsiders coming into Mariemont induced by a perceived edge created at the entrance sign labeled, "Welcome to Mariemont". Other than that, edges in Mariemont act as uniting seams such as the edge created along Miami Bluff Drive that runs through the Mariemont Concourse. The edge is created by a row of houses that are separated by a large green space and a trellis that lines the perimeter and allows the general public to share the space with the owners. This is also the location of the most expansive views in Mariemont that overlooks areas along the Little Miami River and the Mariemont Gardens Park. It has become the most popular location for sightseeing in the neighborhood.

Summarized in Kevin Lynch's book are a list of desirable form qualities that he used to gauge the strength of elements observed in his research. The first he points out is that of *Singularity*. This can be the sharpness of the boundary, an enclosed square, contrast of surface, form, intensity, complexity, size, use, spatial

location, etc. “These are the qualities that identify an element, make it remarkable, noticeable, vivid, recognizable” (Lynch, 105). Mariemont portrays singularity the strongest out of the five neighborhoods based on the sharpness of its boundary and the quality of the forms associated with its central square. It is difficult to misinterpret Mariemont for any other neighborhood because of its vivid characteristics that are very different from the surrounding landscapes. The second quality listed is *Form Simplicity* which is described as the “clarity and simplicity of visible form in the geometrical sense” (Lynch, 105) as in the clarity of a grid system for example. The majority of pathways within each neighborhood are not straight and many times, specifically in Mt. Lookout, these curvy paths become dead ends. Hyde Park shows to have the best form simplicity mostly due to the gridded patterns of its street network. Based on the mental maps, Hyde Park streets were the most remembered when compared to the other neighborhoods which suggests that the form of Hyde Park is more easily identified mentally to its observers. Those traveling in the community can take multiple routes to get to other points of interest with the same efficiency. *Continuity*, another desirable form quality, is having repetition of any rhythmic intervals, similarities, or harmony of surfaces, forms, or uses. Again, Mariemont wins in this category for its harmonious layout of elements. Paths all seem to flow pleasantly into one another, edges unite the districts, and the physical forms in the architecture are of similar character. *Visual Scope* is anything that increases the range and penetration of vision such as panoramic or high views, broad open spaces, etc. For this category, Mt. Lookout’s hilly topography help to enhance the quality of its visual scope. It does not matter where you go in the neighborhood, there is always a viewshed of various levels. The last form is *Dominance*, which shows power of one part over others by means of “size, intensity, or interest, resulting in the reading of the whole as a principal feature with an associated cluster” (Lynch, 106). For this category, Evanston is depicted as representing dominance the least mostly due to it being the only neighborhood without a central square for residents and visitors to gather. Also, areas within its boundary all seem to pull the same weight causing there to be no specific dominant structure to gravitate towards or associate the neighborhood’s identity to.

Given the characteristics that have just been assessed for the neighborhoods of Evanston, Hyde Park, Mt. Lookout, Oakley, and Mariemont, how will the Wasson Way trail effect the current imageability of each? As of right now, there lacks a clear path that is able to employ strong connections between each neighborhood. One cannot experience the best features of each community in one setting as a pedestrian on foot or on bike. Instead, one has to use a vehicle to maneuver in and out, up and down, over and across to receive even remotely the same experience. By having a clear set path that runs along a commonly known train track, design elements can be added to further continuities expressed in the neighborhoods while at the same time, differentiate them from eachother.

Works Cited

Jacobs, Allan B.. *Great streets*. Cambridge, Mass.: MIT Press, 1993. Print.

Lynch, Kevin. *The image of the city*. Cambridge, Mass.: MIT Press, 1960. Print.

Given its current conditions, what does the city of Cincinnati mean to the pool of tourists who make it their destination and to the residents who currently live there? We do know that the city is split up into twenty-two different neighborhoods, it runs along the Ohio River, is part of the tri-state region (Ohio, Kentucky, and Indiana) and has a strong German flair to its architecture, demographics, and local beers.

Allan Jacobs

- “Jacobs rightly believes that good cities are made of good streets and that we’re rapidly losing our talent for creating them” (Robert Campbell, Boston Globe)

Kevin Lynch book

- Talking about Jersey City resident explaining a trip description: “Most striking was the strong tendency to describe, not by visual images, but by street names and the type of use.” Pg 30
- About Jersey City “it was a place on the edge of something else” (29)
 - This observation is due to the fact that Jersey City is overshadowed by the New York City skyline, as realized in Lynch’s research. When he asked about the symbolism of Jersey City to its residents, they most often would say that it is edged with the New York City skyline. Cincinnati does not have that problem. The skyline of Cincinnati overshadows that of the Northern Kentucky skyline and thus is separated by the Ohio River.
- “Americans have little idea of what it can mean to live in such an environment” (2)
 - This is not only expressed by Lynch but has been expressed by authors such as Jane Jacobs in her famous book, *The Death and Life of Great American Cities* and James Howard Kunstler in his book, *The Geography of Nowhere: The Rise and Decline of America’s Man-Made Landscape*. Kunstler’s main belief is that America’s cities are all the same, that every place is like no place in particular, “where the cities are dead zones and the countryside is a wasteland of cartoon architecture and parking lots.” (book description citation) In other words, Kunstler sees through another lens that many American cities do not have high imageability.
- “An environmental image may be analyzed into three components: identity, structure, and meaning.” (pg 8)
 - Identity implies its distinction from other things as a separate entity.
 - There are 22 neighborhoods in all that make up the urban fabric of the city of Cincinnati. Of the five neighborhoods that the Wasson Way

- project will intersect: Evanston, Norwood, Hyde Park, Mt. Lookout, Oakley, and Mariemont,
- Boston explained
 - “A substantial fraction added other characteristics about Boston: that it lacks open or recreational space; that it is an “individual,” small, or medium-sized city; that it has large areas of mixed use; or that it is marked by bay windows, iron fences, or brownstone fronts.” (pg 18)
 - “While districts tend to be vivid, the path system in Boston is generally confused.” (pg 22)
 - Look at map of Boston on pg 24 and make that for the areas in Cincinnati
 - “In Boston, there were many examples of unaligned paths. One common cause was the subtle misleading curve...and confused their total map of Boston as a result” (pg 56)
 - At the point in which Madison Road passes over what would be Wasson Way and meets Edwards, drivers tend to be confused as to their direction. You come to a confusing stoplight where the streets do not intersect at a right angle. When traveling along Madison, it seems as though the driver is running parallel to Edwards Road.
 - Erie is a highly used and very long pathway but can be confusing as to what direction it is actually taking you. When coming off of Madison Avenue, Erie runs east however, as soon as it crosses over Delta Avenue, it travels north-east. Due to its twists and turns in its directional quality, travelers lose their sense of direction. Those who participated in the mental mapping all drew Erie as a straight line.
 - “Indeed, for several subjects, confused intersections with streets entering from many angles were one of their typical Boston characteristics. Crossings of more than four points almost always gave trouble.” (pg 58)
 - This is a problem when Edwards and Madison meet at the Rookwood Shopping Center, where Madison Road and Observatory converge, where Martin Luther King Drive, Victory Parkway, Madison Road, and Chapel Street meet near Evanston, etc.
 - “The Jordan-Filene corner acts secondarily as a junction between Washington Street and Summer Street, and it is associated with a subway stop, but primarily it was recognized as being the very center of the center of the city. It is the “100 per cent” commercial corner, epitomized to a degree rarely seen in a large American city, but culturally very familiar to Americans. It is a core: the focus and symbol of an important region.” (pg 75-76)
 - Los Angeles on a regional perspective

- “The apparatus of regional orientation included the ocean, the mountains and hills for the older residents, the valley regions such as San Fernando and the large development districts such as Beverly Hills, the major freeway and boulevard system, and, finally, a central gradient of age over the whole metropolis, evidenced in the condition, style, and type of structures appropriate to each era in the successive rings of growth” (pg 41)
 - The main apparatus of regional orientation for Cincinnati is the Ohio River. Cincinnati does not have oceans, lakes, mountains, etc. nearby because of its central location within the US. There are however large rolling hills that help orient residents to their whereabouts. Interestingly, the locals who participated in making a mental map for this study, most did not use the Ohio River as a way of orientation but instead began with the path they traveled on the most, and in most cases was Erie Avenue.
- “Would it be possible, in our cities, to make this panoramic experience a more common one, for the thousands who pass every day” (pg 44)
 - According to Lynch, having several changes in elevation that create areas with panoramic viewing, help increase the imageability. It is in Cincinnati’s favor that the topography fluctuates. Public gathering areas such as Ault Park in Mt. Lookout, Alms Park, Mariemont Concourse along Miami Bluff Dr. in Mariemont, and views of the Ohio River from Hyde Park that face Columbia Parkway.
- “There are other influences on imageability, such as the social meaning of an area, its function, its history, or even its name.” (pg 46)
- “Particular paths may become important features in a number of ways. Customary travel will of course be one of the strongest influences, so that major access lines, such as Boylston Street, Storrow Drive, or Tremont Street in Boston, Hudson Boulevard in Jersey City, or the freeways in Los Angeles, are all key image features.” (pg 50)
- “Characteristic spatial qualities were able to strengthen the image of particular paths. In the simplest sense, streets that suggest extremes of either width or narrowness attracted attention.” (pg 50)
- “Special façade characteristics were also important for path identity.” (pg 51)
- “Many edges are uniting seams rather than isolating barriers, and it is interesting to see the differences in effect. Boston’s Central Artery seems to divide absolutely, to isolate.” (pg 65)
- “The physical characteristics that determine districts are thematic continuities which may consist of an endless variety of components: texture, space, form, detail, symbol, building type, use, activity, inhabitants, degree of maintenance, topography. In a closely built city such as Boston, homogeneities of façade – material, modeling,

ornament, color, skyline, especially fenestration-were all basic clues in identifying major districts.” (pg 67-68)

- “Major railroad stations are almost always important city nodes, although their importance may be declining.” (pg 74)
- “Spatial prominence can establish elements as landmarks in either of two ways: by making the element visible from many locations (the John Hancock Building in Boston), or by setting up a local contrast with nearby elements, i.e., a variation in setback and height.” (pg 80)
- “The activity associated with an element may also make it a landmark” (pg 81)
 - Oakley Square has the theatre
- “Once a history, a sign, or a meaning attaches to an object, its value as a landmark rises.” (pg 81)
- “These elements are simply the raw material of the environmental image at the city scale. They must be patterned together to provide a satisfying form.” “The next logical step is to consider the interaction of pairs of unlike elements.” (pg 83)
 - “A great landmark way dwarf and throw out or scale a small region at its base. Properly located, another landmark may fix and strengthen a core; placed off center, it may only mislead, as does the John Hancock Building in relation to Boston’s Copley Square.” (pg 84)
 - For the Wasson Way project, having a new pedestrian pathway will contribute greatly to connecting elements together. (connecting districts, income levels, have a regional connotation due to it being a straight pathway running almost parallel to the Ohio river, new panoramic viewing, cultural additions, enhanced intersections, etc.)