Releasing the Unconsciousness | Visualizing the City

Taihui Li
Its parts can be recognized and can be organized into a coherent pattern that represent the city space. Neighborhoods that present a collective character of large city area can be recognized and references to go to. City spaces on the ground.

Entrances to the nether world as human being taken away and stored beneath the city. Entrance to unconsciousness as the cognition of the physical world becoming memories of the past. Entrance to consciousness as memories of the past being reproduced as mental images. Entrances towards the city as human being releasing to varieties and pleasures. As objects that construct the physical world are translated into memories of the past as their properties of being experienced and perceived.

The subway and the city's structures on the ground are interconnected as the human body and mind. It frees the movements from the grid and store and transport people from a place to another. The ability of perceiving the external world and descript/illustrate it. Sedimentary human experiences transformed from instant perceptual recognition of the external world.
There are three key figures who have influenced my work. Based on Freud, consciousness and unconsciousness are rooms of the human mind that represent and store memories, an insight which explains Lynch’s the image of the city. Pre-consciousness is the door that separates consciousness and unconsciousness while processing the delivery and selection of memories. In Lynch’s the image of the city, “the observers” are the ones that picture the image of the city and outlines the five elements: path, edge, district, node and landmark. Two of which, the node and district, are especially inputs for my work. The third figure, Simmel, argues that the door contains a compression of options and expectations so that it becomes the boundary between the image of the city and memories. To stimulate the occupiable boundary, I constructed an already disconnected under world and Simmel’s abstragulation through new subway entrances that reveal the city’s layer.

This thesis explores the lost identity of subway stations as strategic nodes that construct the city image of New York City. According to Freud’s famous analogy, the city is layered in the human mind as it is layered in Rome. I believe that the subway entrance has the potential to contribute to the image of the city and potentially to experience of the past which has been always stored in people’s unconsciousness. In addition, through Lynch’s argument of nodes as “the strategic foci into which the observer can enter.” (The image of the city 1960, P67). The subway entrance is a concentration of “doors” of decisions. Consequently, subway stations are detached from the city’s aboveground structure. Therefore, my proposal is to challenge the assumed ground plane in order to integrate subway stations within the urban context even that of the past. In so doing, my intention is to contribute to the theoretical assumptions of the city.5 I designed new subway entrances that reveal the city’s layer.

In doing so, the selected stations become anachronistic and reveal the underground’s image of the city.
The thesis explores the lost identity of subway stations as strategic nodes that form the city and its underground network. The thesis is divided into three main parts: Memory of the Past, Consciousness, and Unconsciousness.

**Memory of the Past**

The concept of the city is rooted in its memory, which is a collection of past experiences. The underground world is where memories are stored, and the subway stations act as gateways to the past. The thesis proposes that subway stations should be designed as symbols of the city's history.

**Consciousness**

Consciousness is the state of being mentally conscious or aware of anything. It is the ability to perceive the external world and the sensations that arise from it. The thesis argues that the subway stations should be designed to promote a sense of consciousness, allowing individuals to connect with the city's past.

**Unconsciousness**

Unconsciousness can be understood as the absence of the quality of conscious awareness. It is the state or fact of being mentally unconscious or unaware of anything. The thesis suggests that the subway stations should be designed to prompt a sense of unconsciousness, allowing individuals to connect with the city's subconscious.

**The Image of the City**

The thesis argues that the subway stations should be designed to reflect the city's image. This can be achieved through the use of design elements that are representative of the city's history and culture. The thesis also suggests that the design of the subway stations should be based on the concept of the five elements, which are Earth, Water, Fire, Air, and Ether.

**THESIS CONTENTION**

The thesis contends that subway stations are strategic nodes that form the city and its underground network. The thesis proposes that subway stations should be designed as symbols of the city's history, promoting a sense of consciousness and unconsciousness.

**REFERENCES**

Scarffolding as a temporal structure for construction and renovation also construct people’s mental image of the city. It claims the boundary between the past and present while stimulates the image of the future.

Also, the benefit from scarffolding’s flexibility is the transformation from structure into space. And later with the study on the heights of the city, it helps to construct “the observers” who picture the image of the city.
MUSEUM OF CASTELVECCHIO

CARLO SCARPA. 1956-64. VERNORA. ITALY

LANSCAPE BUILDING

THE PRESENT. AXIS

THE PAST. AXIS

ENTRANCE

IN

EXIT

OUT

COVER

METHOD OF LAYERING

INSERT

MATERIALS

DISTANCE

STEEL

NEW

THE PRESENT

THE PAST

OLD

GLASS

STONE

DOOR

WINDOWS

EXTERIOR

DOOR FRAME &

GLASSSTEEL

FRAME

EXHIBITION

UNDERGROUND

EXHIBITION

COURTYARD

INTERIOR

ENTRANCE
The Image Of The City.

1960.


The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Strengths and weaknesses of the city are stored in people's unconsciousness. In addition, through Lynch's argument, the development of subway stations are usually designed to reinforce the connections and make the city more organized. So my proposal is to challenge the assumptions that the subway stations are disconnected in the city and proposing the strategy of the development of subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.

The thesis explores the lost identity of neighborhood spaces on the ground.

The subway stations as strategic nodes that can be recognized and can be organized into a coherent pattern that represents the city space.

Communities that are organized into a coherent pattern that represents the city space.

The ability of perceiving the external world and its parts can be recognized and can be organized into a coherent pattern that represents the city space.

Neighborhoods that present a collective character of large city areas can be recognized and references to go to.

A coherent pattern that represents the city space.
1980-Now

Bus stations are along the grid in walking distance. Transitions between subways and streets.

1980-Now

Subway being conditioned to the grid, the bus routes shape the island as the grid does.

1980-Now

Spaces are more flexible going on both north-south and east-west transport of the island.

1980-Now

Same separation happens to the underground space. The quality of urban space is taking a step into the underground area. The only thing they obtain is separation of the spatial experience of the aboveground city. However, we should be able to experience the underground as we do in the other part of the city.

1980-Now

Separated from the urban, the underground streets and subways are the transitions between aboveground and underground, consciousness and unconsciousness.

1980-Now

Unlike the bus, the subway pierces the block. The block from the Madison grid is as tight as in a certain degree.
POPE SIXTUS V’S PLAN FOR ROME

1585

The Church was losing its power during the Renaissance while Rome had fallen into decay. Restoration of the Church in Italy had once again become an important issue. The Church of Rome in the 16th century began to expand Rome, trying to raise the status of the monumental structures of Classical Rome which had been left uncompleted. Original plans for extensive religious buildings and new basilicas were drawn. He also undertook huge projects across the city to establish road connections of the city, along with the straight axes and squares. Sixtus V’s plan for Rome oriented the pilgrims at that time period as well as today’s visitors.
As a node in a neighborhood, a subway station can be the concentration of the neighborhood. In doing so, the selected stations become occupiable boundaries and help to construct “the observers” of the image of the city.
Stations are selected within the Manhattan’s districts, and the reason I started with Chelsea and West Greenwich is to build up from the foundation contributed by the High Line. While crossing three different districts, the High Line as an example to reveal the layers of the city provides the experience of the present mixed with the past.
Greenwich's characters are constructed by different movements for the quality of life such as the gay right movement and "save the village." And the Christopher street station locates in the foci of the diagonal street pattern with Washington square 1200 feet away.
The combination of exterior staircases and terraces facing the rail brings down the scale for fitting into the city. Especially with the High Line is operative as public space, it presents different scales and enriches the city’s unpredictability and layers of activities.

Playing a role of continuing the history and the public space that the High Line succeeded, the exterior staircases and terraces also provide the visual access to the city, which enables people to read the city in a different and a better way.
GOING HIGHER

In order to concentrate the characters of the district, I bring the streets pattern and film shooting locations into my design criteria as well as the historical landmarks: the billboards atop Village Cigar, Gay Liberation Park, the Stonewall Inn and Washington square. As the view change by the change of heights, the observers can experience the different historical landmarks that passed in the present life within the neighborhood in different heights, and even look outside the neighborhood once they get to the top.
GOING HIGHER

THE SPACE CREATED BY THE STRUCTURE COOPERATES WITH THE NEIGHBORHOOD’S CENTER AND TRANSFORMERS BECOMING PARK AND THEATER. AT THE SAME TIME, IT IS OCCUPIABLE FOR OTHER EVENTS. GOING HIGHER IN THIS SPOT, THE EXTENSION OF VIEW WILL STRUCTURE THE EXPERIENCE OF DIFFERENT SCALE WITHIN THE NEIGHBORHOOD AND WITHIN THE CITY.

THE HIGH LINE WITHIN THE NEIGHBORHOOD AND PART IN CHELSEA WILL BE EXPOSED IN THE VIEW OF “THE OBSERVERS”.

THE FILM SHOOTING LOCATIONS WITHIN THE NEIGHBORHOOD IN THE VIEW OF “THE OBSERVERS”.

WASHINGTON SQUARE WITHIN THE NEIGHBORHOOD IN THE VIEW OF “THE OBSERVERS”.

40
THE STONEWALL INN
DOWN 0 10 50
UP 9.5 FEET
PLATFORM PLAN

GREENWICH, WEST VILLAGE

THE HIGH LINE WITHIN THE NEIGHBORHOOD WILL BE EXPOSED IN THE VIEW OF "THE OBSERVERS".

THE FILM SHOOTING LOCATIONS WITHIN THE NEIGHBORHOOD WILL BE EXPOSED IN THE VIEW OF "THE OBSERVERS".

WASHINGTON SQUARE WITHIN THE NEIGHBORHOOD WILL BE EXPOSED IN THE VIEW OF "THE OBSERVERS".
THE NEW AXES HELP TO PICTURE WASHINGTON SQUARE AND THE CITY’S ABOVEGROUND STRUCTURE.
GREENWICH WEST VILLAGE
MANHATTAN, NY
GREEN GALLERIES
BUILDINGS
TALLEST BUILDINGS

Empire State Building
One Madison
The Epic
Eventi
1095 Avenue of the Americas
One Penn Plaza
The New York Times Building

1,046 feet
750 feet
1,250 feet
630 feet
618 feet
615 feet
614 feet
604 feet
601 feet

11 Times Square
The Orion

03
03
03
03
03
03
05
05
05
05
05

Subway Stations: 15
Bus Stations: 132

51,111 (2015)
38,242 (2011)

CHELSEA
0 FEET FROM 23RD ST SECTION . CHELSEA . MANHATTAN

0 FEET FROM CHRISTOPHER ST SECTION

Present SOHO Loft Style

SOHO as Famous Commercial Area . Spring Street 1930 .

SOHO as Arties' Haven . Spring Street


Meeting of SoHo Artists Association Planning Committee, discussing survey maps prior to the legalizations of loft living . 1968
The High Line
Chelsea
Greenwich
West Village
Soho
Power
Cable/Telecom
Water
Steam
Gas
Forgotten
Sewage
Meeting of SoHo Artists Association Planning Committee, discussing survey maps prior to the legalizations of loft living. 1968
Present SOHO Loft Style
Present SOHO as Famous Commercial Area. Spring Street 1930. SOHO as Arties' Haven. Spring Street
0 FEET FROM 23RD ST SECTION. CHELSEA. MANHATTAN
Rosenfeld, Israel. Freud: Character and Consciousness, a Study of Freud’s Theory of Unconscious Motives.
APPENDIX

This thesis explores the lost identity of subway stations as strategic nodes that construct the city identity of subway stations as strategic nodes. This thesis explores the lost identity of subway stations as strategic nodes that construct the city identity of subway stations as strategic nodes. This thesis explores the lost identity of subway stations as strategic nodes. This thesis explores the lost identity of subway stations as strategic nodes.

In Lynch’s the image of the city, “the observer” are the ones that picture the image of the city and redefine the boundaries of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city and redefine the boundaries of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city.

As a node in a neighborhood, a subway station can be the concentration of the neighborhood. In doing so, the selected stations become occupiable boundary, I constructed the relationship between neighborhood and the subway stations which are the city’s nodes based on Lynch. As a node in a neighborhood, a subway station can be the concentration of the neighborhood. In doing so, the selected stations become occupiable boundary, I constructed the relationship between neighborhood and the subway stations which are the city’s nodes based on Lynch.

There are three Key Figures that influenced my work. Based on Freud’s consciousness and unconsciousness are two sides of the human mind that represent and store memories, an insight which explains the boundary between the preconscious, the conscious, and the unconscious. While processing the delivery and selection of memories, in Lynch’s the image of the city, “the observer” are the ones that picture the image of the city and redefine the boundaries of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city.

The third figure, Simmel, argues that the door contains a compression of options and expectations so that it becomes the boundary between the image of the city and the observer’s unconscious. In Lynch’s the image of the city, “the observer” are the ones that picture the image of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city.

There are three Key Figures that influenced my work. Based on Freud’s consciousness and unconsciousness are two sides of the human mind that represent and store memories, an insight which explains the boundary between the preconscious, the conscious, and the unconscious. While processing the delivery and selection of memories, in Lynch’s the image of the city, “the observer” are the ones that picture the image of the city and redefine the boundaries of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city. Lynch’s the image of the city, “the observer” are the ones that picture the image of the city.
This thesis explores the lost identity of subway stations as strategic nodes that construct the city image of New York City. According to Freud's famous analogy, the city is layered in the human mind as it is layered in Rome. I believe that the subway entrances have the potential to contribute to the image of the city and potentially to experience of the past which has been always stored in people's unconsciousness. In addition, through Lynch's argument of nodes as "the strategic foci into which the observer can enter" (The Image of the City P72), the subway station is a concentration of "doors" of decisions.

However, subway stations are usually detached from the city's aboveground structure. Therefore, my proposal is to challenge the assumed ground plane and the subway stations which are the city's nodes based on Lynch, within the urban context even of the "already disconnected" network. To reinforce the connections between the neighborhood, in doing so the "already disconnected" network selected stations become occupiable boundaries and help to construct "the observers" of the image of the city.

There are three key figures has influenced my work. Based on Freud, consciousness and unconsciousness are rooms of the human mind that represent and store memories, an insight which explains Lynch's the image of the city. Pre-logic nodes that construct the city unconsciousness is the door that excludes consciousness and unconsc-iousness, while processing the delivery and selection of memories. I believe that the subway entrance is a "door" that allows the observers to contribute to the image of the city. In Lynch's argument of nodes as "the strategic foci into which the observer can enter" (The City P72), the railway station is a concentration of "doors" of decisions. However, railway stations are usually detached from the city's aboveground structure. Therefore, my proposal is to challenge the assumed ground plane and the railway stations which are the city's nodes based on Lynch, within the urban context even of the "already disconnected" network selected stations become occupiable boundaries and help to construct "the observers" of the image of the city.

This thesis explores the lost identity of subway stations as strategic nodes that construct the city image of New York City. According to Freud's famous analogy, the city is layered in the human mind as it is layered in Rome. I believe that the subway entrances have the potential to contribute to the image of the city and potentially to experience of the past which has been always stored in people's unconsciousness. In addition, through Lynch's argument of nodes as "the strategic foci into which the observer can enter" (The Image of the City P72), the subway station is a concentration of "doors" of decisions.

However, subway stations are usually detached from the city's aboveground structure. Therefore, my proposal is to challenge the assumed ground plane and the subway stations which are the city's nodes based on Lynch, within the urban context even of the "already disconnected" network. To reinforce the connections between the neighborhood, in doing so the "already disconnected" network selected stations become occupiable boundaries and help to construct "the observers" of the image of the city.

There are three key figures has influenced my work. Based on Freud, consciousness and unconsciousness are rooms of the human mind that represent and store memories, an insight which explains Lynch's the image of the city. Pre-logic nodes that construct the city unconsciousness is the door that excludes consciousness and unconsciousness, while processing the delivery and selection of memories. I believe that the subway entrance is a "door" that allows the observers to contribute to the image of the city. In Lynch's argument of nodes as "the strategic foci into which the observer can enter" (The City P72), the railway station is a concentration of "doors" of decisions. However, railway stations are usually detached from the city's aboveground structure. Therefore, my proposal is to challenge the assumed ground plane and the railway stations which are the city's nodes based on Lynch, within the urban context even of the "already disconnected" network selected stations become occupiable boundaries and help to construct "the observers" of the image of the city.