

MODUS OPERANDI WITHIN LANDSCAPES WASTED THROUGH ATTRITION

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THE TWENTIETH CENTURY REVEALED THE AMERICAN METROPOLIS AS A SPACE THAT HAS CONSISTENTLY EXTENDED OUTWARD RATHER THAN EXPANDING UPWARD. BECAUSE THE EXPANSION EVOLVED HORIZONTALLY, URBAN SPACES AND LANDSCAPE ENTITIES GREW TOGETHER AS AN INDISTINGUISHABLE, IF NOT COHESIVE WHOLE. HOWEVER, COUNTLESS LANDSCAPES CAUGHT IN BETWEEN WERE OFTEN IGNORED, AND AT TIMES SERVED NO PRACTICAL FUNCTION. AS THE MOVEMENT OF LOW-DENSITY URBANIZATION CONTINUES TO SPREAD ONWARD, IT LEAVES IN ITS WAKE "SPACE VOIDS".<sup>1</sup> LOCATING THIS WASTE WILL REVEAL AN OPPORTUNITY TO POTENTIALLY REPROGRAM THE LANDSCAPE TO BENEFIT ITS IMMEDIATE CONTEXT.

THE PUBLIC HAS GENERALLY RESISTED THE LEGITIMACY OF PUBLICLY-FUNDED REPROGRAMMING OF THESE IN-BETWEEN SPACES. HOWEVER, CITIES ARE RECOGNIZING THE NEGATIVE IMPACT OF HORIZONTAL DEVELOPMENT. THREATS OF GLOBAL WARMING AND RISING TRAVEL COSTS ARE CONTRIBUTING TO A RENEWED INTEREST IN THE REINHABITATION OF IN-BETWEEN LANDSCAPE. THESE SPACES TEND TO BE LOCATED ON THE PERIPHERY OF PRE-WAR INDUSTRIAL-BASED URBAN CORES. THE OTHER BUFFER CREATED, CAME IN THE FORM OF LOW DENSITY SPRAWLING SUBURBS. UTILIZATION OF THESE BUFFER ZONES FOR THE REIMPLEMENTATION OF MASS TRANSIT WILL CREATE A SURPLUS OF SPACE FOR WHICH TO REFASHION AMERICA'S HORIZONTAL LANDSCAPE. ANY NEW SYSTEM WILL LIKELY OCCUR ON AN EXISTING RIGHT-OF-WAY WHICH BRINGS FORTH AN OPPORTUNITY TO ENVISION NEW USES FOR THE ABANDONED LANDSCAPES PARALLEL THE RIGHT-OF-WAY. THESE DERELICT SPACES FUNCTION AS BUFFERS BETWEEN THE NEIGHBORHOODS AND THESE WASTED LANDSCAPES, BUT NEW USES WOULD ENABLE THESE LANDSCAPES TO ACT AS INTEGRATED CORRIDORS FUSING THE HORIZONTAL LANDSCAPE.



## ABSTRACT

"IN MY PROJECTS I AM ALWAYS INTERESTED IN THE 'GENIUS OF THE PLACE' RATHER THAN IN THE GENIUS OF MY OFFICE. EVEN MOTORWAYS OR INDUSTRIAL WASTELANDS CAN BE FILLED WITH A NEW SPIRIT AND CAN BE MADE WORTH LIVING BY KEEPING VISIBLE THE SPIRIT OF THE EXISTING SITE. LANDSCAPE AND OPEN SPACE CONTAIN A WEALTH OF INFORMATION LAYERS. THESE LAYERS OF INFORMATION CAN EXIST PHYSICALLY, THEY CAN BE VISIBLE OR INVISIBLE, THEY CAN BE ABSTRACT LIKE CARTOGRAPHIC GRIDS, OR REMEMBRANCES - LYING WITHIN OR OUT OF THE PLACE. THE CHALLENGE IS TO MAKE THE RIGHT SELECTION, TO LIBERATE OUR SENSES AND TO BE OPEN TO NEW IMPRESSIONS."<sup>2</sup>

PETER LATZ

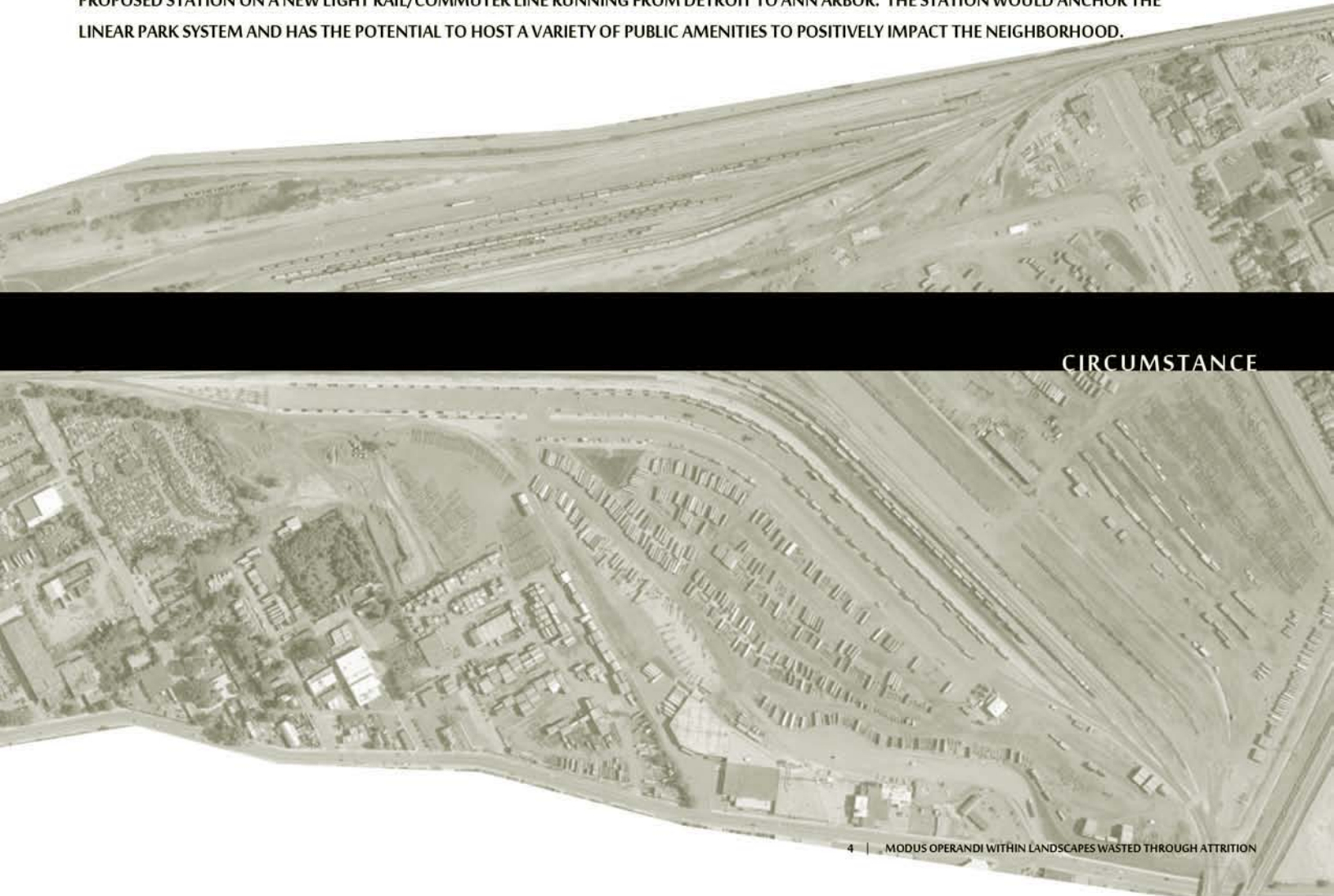


THE AMERICAN URBAN LANDSCAPE IS ONE OF HORIZONTALITY. AS THE MOVEMENT OF LOW-DENSITY URBANIZATION CONTINUES TO SPREAD ONWARD IT LEAVES IN ITS WAKE "SPACE VOIDS". THE LATE SPANISH ARCHITECT IGNASI DE SOLÀ-MORALES REFERS TO THESE PLACES AS TERRAIN VAGUES.<sup>1</sup> TERRAIN VAGUES COMMONLY INDICATE WASTE AND/OR BLIGHT; HOWEVER SOLÀ-MORALES SAW AN ARCHITECTURAL OPPORTUNITY IN THESE VOIDS.

THE RAPID DEINDUSTRIALIZATION OF THE MANUFACTURING CENTERS OF THE MIDWEST HAVE LEFT VAST VOIDS THROUGH ATTRITION.<sup>2</sup> THE PRIMARY KIND OF WASTED LANDSCAPE IS THAT OF TRANSITION OR "WASTE LANDSCAPES OF TRANSITION" (LOTS).<sup>3</sup> A LOT IS A RESULT OF CAPITAL INVESTMENT AND REAL-ESTATE SPECULATION. MOST LOTS TAKE THE FORM OF STAGING AREAS, INTERMODAL HUBS, STORAGE YARDS, TRANSFER STATIONS, AND SALVAGE YARDS. SOME ARE DEVELOPED SO AS TO HOLD SPACE UNTIL THE MARKET FAVORS MORE CAPITAL INVESTMENT. ALL OTHER LOTS ARE THOSE THAT EMERGED FROM DEINDUSTRIALIZATION.

AS URBAN AREAS WERE STEADILY GROWING IN THE EARLY 20TH CENTURY, LOTS WERE CONCENTRATED ON THE EDGES OF THE URBAN PERIPHERY. THE ENSUING DEINDUSTRIALIZATION OF POSTWAR PLANNING ALLOWED LOTS TO ACT AS A BUFFER TERRITORY BETWEEN THE URBAN AND SUBURBAN LANDSCAPES. EVENTUALLY MOST LOTS WITHIN THIS BUFFER TERRITORY HAVE BECOME OBSOLETE AS A RESULT OF CHANGES IN DISTRIBUTION AND MANUFACTURING NETWORKS. THE OPPORTUNITY TO RECOVER THIS LANDSCAPE IS QUICKLY BECOMING A NECESSITY. LOTS REQUIRE AN INNOVATIVE SOLUTION, HOWEVER A SUCCESSFUL REPROGRAMMING WILL NOT ONLY IMPROVE THE IMMEDIATE SITE, BUT IT WILL BLEED INTO SURROUNDING NEIGHBORHOODS PROMPTING FURTHER REINVESTMENT. TO RECLAIM LOTS AND REPROGRAM THEM ALLOWS THEM TO GROW WITH THE COMMUNITY APPROPRIATELY, SO AS TO ENABLE THEIR VIABILITY.<sup>4</sup>

THE DETROIT INTERMODAL FREIGHT TERMINAL (DIFT) IN SOUTHWEST DETROIT SETS THE STAGE FOR A REPROGRAMMING OF A "LOT". VAST SWATHS OF LAND SIT VACANT SURROUNDED BY A FEW ACTIVE TRACKS. THIS SITE IS ALSO THE TERMINATION FOR A HOST OF DEFUNCT RAIL LINES THAT EXTEND OUT INTO THE HORIZONTAL LANDSCAPE. THE LOT IS SURROUNDED BY A CULTURALLY DISTINCT NEIGHBORHOOD, MEXICANTOWN, WHICH IS PART OF THE LARGER SOUTHWEST DETROIT DISTRICT. THE RAIL LINES AND VAST AREA WILL BE REPROGRAMMED TO HOLD A SYSTEM OF LINEAR PARKS THREADED TOGETHER BY A GREEN CORRIDOR THAT WILL TIE INTO A LARGER EXISTING SYSTEM OF GREEN CORRIDORS. THE DIFT IS ALSO THE LOCATION FOR A PROPOSED STATION ON A NEW LIGHT RAIL/COMMUTER LINE RUNNING FROM DETROIT TO ANN ARBOR. THE STATION WOULD ANCHOR THE LINEAR PARK SYSTEM AND HAS THE POTENTIAL TO HOST A VARIETY OF PUBLIC AMENITIES TO POSITIVELY IMPACT THE NEIGHBORHOOD.



CIRCUMSTANCE





## THESIS PAPER

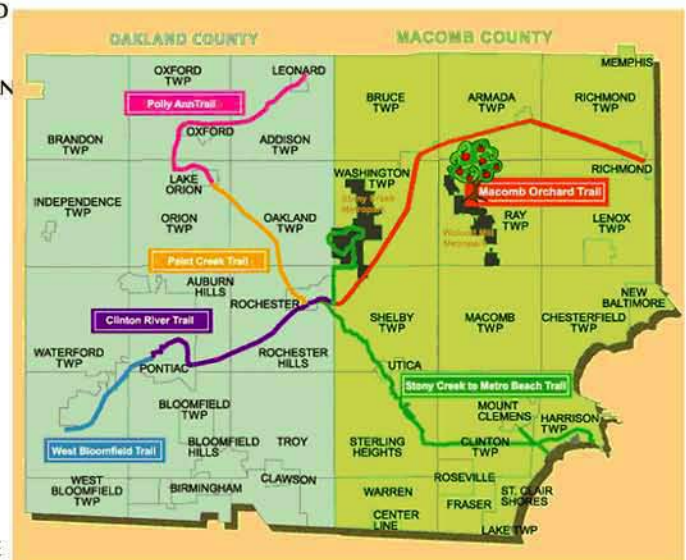
SOCIETY'S CONSUMPTION FETISH APPLAUDS OUR EFFORTS TO MAKE SPACE CIVILIZED FOR US TO CARRY OUT OUR LIVES. CONVENIENCE AND AMENITIES TAKE PRECEDENCE AS FACTORS OF HEALTHY URBAN SPACES. THE SIDE-EFFECT OF THIS MARKET-DRIVEN METHODOLOGY IS WASTE CREATED WITHIN URBAN GROWTH. ESTABLISHING METHODS TO LOCATE AND DEFINE THIS WASTE HAS PRESENTED AN OPPORTUNITY FOR PROFESSIONALS ACROSS A RANGE OF DISCIPLINES TO REPROGRAM LANDSCAPE WASTE, THUS REVEALING THE CONTEMPORARY CITY. WORKING WITH A THREE-FOLD APPROACH - UTILIZING TRANSITIONAL LANDSCAPES, GREENWAYS, AND MASS TRANSIT - DRAMATIC IMPROVEMENTS THROUGH THE MEDIUM OF LANDSCAPE URBANISM WILL ALLOW CORE DEVELOPMENTS TO POTENTIALLY SPUR AN UNCONVENTIONAL RENAISSANCE THROUGHOUT URBAN LANDSCAPES.

LANDSCAPE URBANISM HAS BEEN PUT FORTH AS ONE SUCH WAY TO SUCCESSFULLY REPROGRAM WASTED LANDSCAPE TO COMPLETE THE URBAN FABRIC. "LANDSCAPE URBANISM DESCRIBES A DISCIPLINARY REALIGNMENT CURRENTLY UNDERWAY IN WHICH LANDSCAPE REPLACES ARCHITECTURE AS THE BASIC BUILDING BLOCK OF CONTEMPORARY URBANISM."<sup>1</sup> LANDSCAPE WASTE HAS PRIMARILY EMERGED FROM TWO SOURCES. THE CONSEQUENCE OF CURRENT RAPID HORIZONTAL EXPANSION, AND LEFTOVERS OF PREVIOUS ECONOMIC AND PRODUCTION REGIMES.<sup>2</sup> BOTH PROCESSES ARE DRIVEN BY THE STEADY DECREASE OF TRANSPORTATION COSTS FOR PEOPLE AND GOODS. THE POSTWAR DRIVE TO DEPOPULATE AMERICAN URBAN CENTER ACCELERATED THE CREATION OF WASTE. THE ARCHITECTURAL OBJECTS LEFT IN THE URBAN CORES ARE NOW BECOMING ABSORBED BY TOURISM AND LEISURE-BASED DESTINATION ENVIRONMENTS. CITIES THAT ONCE HELD INDIGENOUS ARCHITECTURAL STYLES ARE NOW UNDERGOING A BRANDING INTO RECREATION AND ENTERTAINMENT-THEMED ENVIRONMENTS. ARCHITECTURE BECOMES COMMODITY PACKAGED AS A CULTURAL PRODUCT TO RETURN CITIES TO PROFIT, BUT THE IRONY OF THIS MOVEMENT RENDERS CITIES LESS DISTINGUISHED FROM OTHERS.<sup>3</sup>

OUTSIDE OF THE URBAN CORE IS A BUFFER RING THAT SEPARATES PREWAR URBAN CENTERS FROM POSTWAR SPRAWL. THIS BUFFER WAS THE HISTORIC LOCATION OF MANUFACTURING CENTERS, FREIGHT YARDS, AND STORAGE AND SALVAGE YARDS. DEINDUSTRIALIZATION AND FLEXIBLE PRODUCTION INCURRED THE ABANDONMENT OR LEAPFROGGING OF THESE SPACES FURTHER OUT INTO THE HORIZONTAL. THE RESULT WAS VAST SWATHS OF LANDSCAPES WASTED THROUGH ATTRITION. THIS SPECIFIC FORM OF WASTE LANDSCAPE IS A LANDSCAPE OF TRANSITION(LOT). LOTS ARE THE RESULT OF CAPITAL INVESTMENT AND REAL ESTATE SPECULATION.<sup>4</sup> IF THESE MARGINALIZED SPACES CAN BE OCCUPIED IT WILL ALLOW A FUSION OF URBAN CENTERS TO SUBURBAN PERIPHERIES. SUCH A FUSION COULD POTENTIALLY BE USED TO SOCIALLY AND ECOLOGICALLY RECONNECT INCREASINGLY DECONCENTRATED POPULATIONS.

THE MOST LOGICAL WAY TO RECONNECT POPULATIONS IS BY UTILIZING EXISTING RAIL RIGHT-OF -WAYS. THE RAIL-TO-TRAILS CONSERVANCY OF WASHINGTON D.C. HAS BEEN THE LEADING AGENCY PROMOTING, "POLICY AT THE NATIONAL AND STATE LEVELS TO CREATE THE CONDITIONS THAT MAKE TRAIL BUILDING POSSIBLE."<sup>5</sup> AGENCIES LIKE THESE STEADFASTLY DEFEND THE FEDERAL RAILBANKING STATUTE IN THE CONGRESS AND THE COURTS AS AN ESSENTIAL TOOL TO PRESERVE UNUSED RAIL CORRIDORS. IN OLDER URBAN AREAS THESE RAIL LINES ARE OFTEN LINED BY LOTS, MAKING THEM PERFECT CANDIDATES TO BE REPROGRAMMED. MOST OFTEN GREENWAYS AND LINEAR PARKS ARE CREATED FOR NON-MOTORIZED USES RANGING FROM WALKING TO IN-LINE SKATING AND HORSEBACK RIDING. SOUTHEASTERN MICHIGAN HAS A VARIETY OF ONGOING TRAILS AND LINEAR PARKS EITHER COMPLETED OR IN THE PIPELINE: THE MACOMB ORCHARD TRAIL WHICH LINKS UP WITH THE STONEY CREEK TO METRO BEACH TRAIL IN MACOMB COUNTY, AS WELL AS THE POLLY ANN, PAINT CREEK, CLINTON RIVER, AND WEST BLOOMFIELD TRAILS IN OAKLAND COUNTY.<sup>6</sup>

WITHIN THE CITY OF DETROIT, AN ABANDONED RAIL LINE COMMONLY REFERRED TO AS THE DEQUINDRE CUT WILL BECOME A NON-MOTORIZED TRAIL LINKING THE DETROIT RIVER, THE RIVERWALK, TRI-CENTENNIAL STATE PARK, AND EASTERN MARKET.<sup>7</sup> THE MIDTOWN DISTRICT OF DETROIT IS DEVELOPING THE MIDTOWN LOOP WHICH CONNECTS WAYNE STATE UNIVERSITY AND THE CULTURAL DISTRICT HOLDING THE DETROIT INSTITUTE OF ARTS AND THE DETROIT PUBLIC LIBRARY. THE MIDTOWN LOOP COULD POTENTIALLY LINK TO THE NEW CENTER DISTRICT AS WELL AS THE DEQUINDRE CUT. TO THE WESTERN EDGE OF THE REGION, "THE EIGHT-MILE ROUGE RIVER GATEWAY CORRIDOR WILL LINK TO HINES DRIVE AND HINES PARKWAY, A 17-MILE PARKWAY THAT FOLLOWS THE MIDDLE BRANCH OF THE ROUGE RIVER NORTHWEST FROM FORD ROAD IN DEARBORN TO NORTHVILLE. THE ROUGE GATEWAY GREENWAY, WHEN COMPLETED AND COMBINED WITH THE HINES DRIVE PARKWAY, WILL CREATE A 25- MILE GREENWAY THROUGH THE WESTERN AND NORTHWESTERN SUBURBS OF DETROIT."<sup>8</sup> IN WASHTENAW COUNTY THE BORDER-TO-BORDER TRAIL WILL BE A 35-MILE NON-MOTORIZED GREENWAY ALONG THE HURON RIVER.





# THE ROUGE GATEWAY GREENWAY



“THE B2B TERMINATES AT THE WAYNE COUNTY LINE; HOWEVER, THERE IS A POSSIBILITY OF A FUTURE LINK BEING CREATED RUNNING THROUGH BELLEVILLE TO CONNECT TO EXISTING TRAILS IN THE LOWER HURON METROPARK.”<sup>9</sup> IN TERMS OF BENEFITS, GREENWAYS BENEFIT COMMUNITIES IN MANY WAYS: THEY PHYSICALLY LINK COMMUNITIES THROUGHOUT REGIONS, BRING COMMUNITIES TOGETHER TO COLLABORATE ON OPPORTUNITIES THAT CROSS JURISDICTIONAL LINES, BUILD THE CAPACITY OF INSTITUTIONS, BOTH PUBLIC AND PRIVATE, THAT ARE RESPONSIBLE FOR THE DEVELOPMENT OF GREENWAYS, AND INCREASE PUBLIC AWARENESS, UNDERSTANDING AND APPRECIATION FOR THE BENEFITS OF GREENWAYS TO COMMUNITIES AND THEIR QUALITY OF LIFE.<sup>10</sup> WORKING ON MULTI-COUNTY COALITION THERE IS AN OPPORTUNITY TO CREATE A COMPLETE REGIONAL GREENWAY SYSTEM FOR ALL OF SOUTHEAST MI. ONE OF THE LEGS YET TO BE PROPOSED COULD BE A CONNECTION FROM WASHTENAW, THROUGH WAYNE, AND FINALLY CONNECTING TO OAKLAND COUNTY.

AS MUNICIPALITIES WORK TOWARD THE CREATION OF NON-MOTORIZED GREENWAY NETWORKS, THERE IS ALSO A MOVEMENT TO RETURN TO MASS TRANSIT. PERSONAL TRANSPORTATION COSTS ARE CONTINUALLY RISING<sup>11</sup> AND ENVIRONMENTAL CONCERNS ARE FACTORS DRIVING RESIDENTS BACK TOWARD URBAN CENTERS. A STUDY COMPLETED BY THE NATIONAL ASSOCIATION OF REALTORS AND SMART GROWTH AMERICA FOUND, “FULLY 80% PREFER REDEVELOPING OUR OLDER, EXISTING URBAN AND SUBURBAN AREAS RATHER THAN BUILDING NEW HOUSING AND COMMERCIAL DEVELOPMENT AT THE EDGES OF OUR EXISTING SUBURBS.”<sup>12</sup> WIDESPREAD GENTRIFICATION HAS PRICED MANY CITIES OUT OF REACH FOR AVERAGE HOUSEHOLD BUDGETS, BUT MANY CITIES REMAIN ECONOMICALLY VIABLE FOR MOST

TO RESIDE IN. THE REINTRODUCTION OF MASS TRANSIT TO THESE PLACES WOULD FURTHER STRENGTHEN THEIR INTRINSIC VALUE AND PREVENT THEM FROM BEING VICTIM OF CONTEMPORARY DEVELOPMENT PRACTICES. HISTORICALLY, DETROIT HAD AN EXPANSIVE STREETCAR AND INTERURBAN RAIL SERVICE. IN 1956, STREETCAR SERVICE WAS ENDED AND BUSES BECAME THE PRIMARY MODE OF MASS TRANSIT. THERE WAS A VOTER-APPROVED PLAN FOR A SUBWAY SYSTEM IN 1933, BUT IT DID NOT GO TO THE FEDERAL LEVEL. IN 1958, A STUDY RECOMMENDED A REGIONAL MONORAIL SYSTEM BE IMPLEMENTED. IN 1976, PRESIDENT GERALD FORD OFFERED THE SOUTHEAST MICHIGAN REGION \$600 MILLION TO BUILD A RAIL TRANSIT SYSTEM. EXCEPT FOR THE PEOPLE MOVER, IT NEVER HAPPENED. COMMUTER RAIL SERVICE WAS DISCONTINUED IN 1983.<sup>13</sup> RECENTLY, THERE HAVE BEEN SERIOUS MOVES TO RESTART COMMUTER RAIL SERVICE FROM ANN ARBOR TO DETROIT. THE FEDERAL GOVERNMENT EARMARKED \$100 MILLION TO IMPLEMENT SUCH A SERVICE.<sup>14</sup>



DETROIT STREETCAR



PEOPLE MOVER

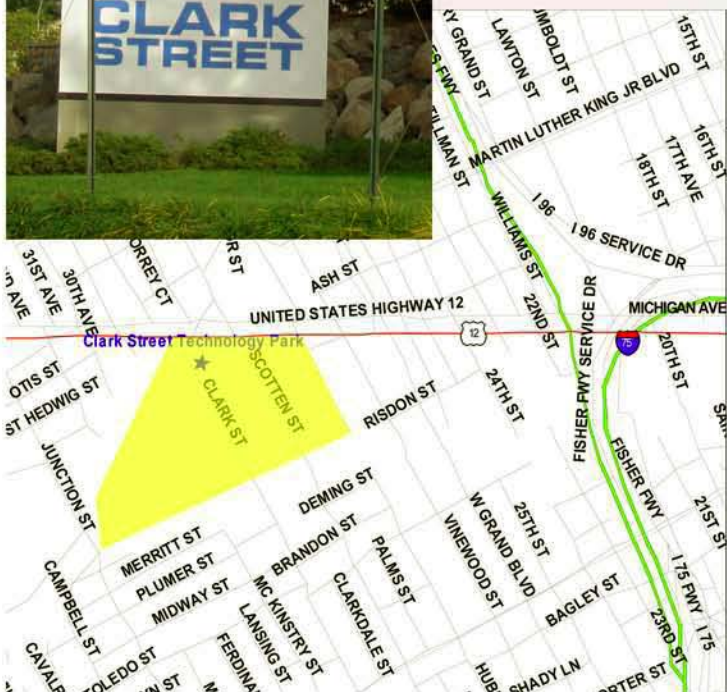
ONE OF THE PROPOSED STOPS ALONG THE COMMUTER LINE WOULD BE IN SOUTHWEST DETROIT. SOUTHWEST DETROIT HAS HISTORICALLY BEEN KNOWN AS THE INDUSTRIAL CORE OF THE CITY. IT IS ACCESSED BY INTERSTATE 75, WHICH IS ONE OF THE MAIN INTERSTATE HIGHWAYS IN THE COUNTY. IN TERMS OF RAILS, SW DETROIT IS TRAVERSED BY GRAND TRUNK WESTERN RAILLINE, KNOWN AS THE CHICAGO DIVISION. GRAND TRUNK IS THE MAIN OPERATING ARM OF THE CANADIAN

NATIONAL RAILWAY. THIS RAIL CORRIDOR IS VITAL TO THE REGION BECAUSE OF ITS HEAVY USAGE FOR TRANSPORTING AUTOMOBILES AND RELATED PARTS.<sup>15</sup> THE AREA’S PROXIMITY TO CANADA’S AMBASSADOR BRIDGE ALSO BRING MULTITUDES OF TRUCKING TRAFFIC THROUGH THE AREA. SW DETROIT’S STRONG INDUSTRIAL TIES HAVE KEPT JOBS PLENTIFUL IN THIS AREA OF THE CITY STABILIZING THE POPULATION WHILE THE REST OF DETROIT HAS BEEN LOSING RESIDENTS SINCE THE MIDDLE PART OF THE TWENTITH CENTURY. FROM A CULTURAL STANDPOINT, SW DETROIT IS HOME TO MEXICANTOWN. MEXICANTOWN IS A THRIVING RESTAURANT, SHOPPING, AND CULTURAL DISTRICT. THE AREA IS CHARACTERIZED BY A VARIETY OF HOUSING STYLES, A FLOURISHING COMMERCIAL CORRIDOR, AND A WEALTH OF MOM-AND-POP TYPE ESTABLISHMENTS. OBSERVED PARK USAGE AND PEDESTRIAN TRAFFIC LEVELS WERE ALWAYS HIGH. THE AREA IS ALSO HOME TO THE MEXICANTOWN INTERNATIONAL WELCOME CENTER AND MERCADO.



THE PROPOSED TRANSIT STATION LIES IN THE HEART OF MEXICANTOWN JUST NORTH OF THE MAIN COMMERCIAL DISTRICT OF THE AREA. THE LOCATION OF THE STATION IS BORDERED BY SIZABLE LOTS. THE LOTS ARE REFERRED TO AS THE LIVERNOIS RAIL JUNCTION. THE JUNCTION IS HOME TO THE DETROIT INTERMODAL FREIGHT TERMINAL AND THE CLARK STREET TECHNOLOGY PARK. THE CLARK STREET TECHNOLOGY PARK REPLACED THE FORMER CADILLAC MOTOR DIVISION FACTORY (BELOW). THE VACANT PARCELS TOTAL APPROXIMATELY FORTY ACRES.<sup>16</sup> BORDERLINES ARE AS FOLLOWS:

THE NORTHERN BORDER IS MICHIGAN AVENUE, THE WESTERN BORDER IS TWO RAIL LINES WITH A 15-ACRE NARROW STRIP OF VACANT SPACE, THE SOUTHERN BORDER IS FOUR RAIL LINES, AND THE EASTERN BORDER IS TWO RAIL LINES. THE SOUTHERN AND EASTERN RAIL LINES CARRY FREQUENT FREIGHT TRAFFIC AND AMTRAK SERVICE. THESE LINES WOULD ALSO CARRY THE PROPOSED COMMUTER LINE. THE WESTERN RAIL LINES CARRY INFREQUENT FREIGHT TRAFFIC. THIS RAILWAY RUNS NORTH TO THE MILWAUKEE JUNCTION IN THE NEW CENTER DISTRICT OF DETROIT, CONTINUING SOUTH THE LINE TERMINATES NEAR THE DETROIT RIVER. BECAUSE THE RIGHT-OF-WAY IS MORE THAN 400 FEET WIDE THIS RAILWAY COULD SUPPORT A RAIL-WITH-TRAIL OR RAIL-TO-TRAIL ARRANGEMENT.



THE 15-ACRE NARROW STRIP WOULD ACT AS A JUMPING OFF POINT ALONG THE GREENWAY, AS IT'S ABOUT HALFWAY BETWEEN THE MILWAUKEE JUNCTION/NEW CENTER AND DETROIT RIVER TERMINI. THE VACANT SPACE COULD SUPPORT A LINEAR PARK COMPLETE WITH PATHS, COMMUNITY GARDEN, AND RECREATION FIELDS. A NEIGHBORHOOD STUDY<sup>17</sup> CONCLUDED THAT THE PARK COULD ALSO SUPPORT A COMMUNITY ICE RINK, COMMUNITY POOL, AND ACCESSORY BUILDING COMPLETE WITH LOCKER ROOMS AND CONCESSIONS. THE PARK'S NORTHERN BORDER IS MICHIGAN AVENUE POSITIONING THE PARK TO BECOME A MAJOR ENTRANCE TO BOTH THE GREENWAY AND THE MEXICANTOWN NEIGHBORHOOD. GREENWAY USERS WOULD HAVE EASY ACCESS TO THE PROPOSED COMMUTER STATION, AS WELL AS THE MEXICANTOWN COMMERCIAL DISTRICT. THE CLARK STREET TECHNOLOGY PARK COULD



REMAIN AS VACANT SPACES. ITS SIZE ALLOWS IT TO RECEIVE FEDERAL FUNDS TO BE RETURN TO ITS HISTORIC FORM AS A TALL GRASS PRAIRIE. USING WARM AND COOL-SEASON NATIVE GRASSES WILL INTRODUCE DIVERSITY TO THWART DISEASE AND ALLOW THE PRAIRIE TO FLOURISH WITH LITTLE WATER OR MAINTENANCE. THE PRAIRIE WOULD ALLOW A PATH CONNECTION TO THE LINEAR PARK WHICH WOULD ALL TIE INTO THE GREENWAY. COMPLETING THE ENTIRE AREA ARE THREE HISTORIC INDUSTRIAL BUILDINGS ON THE EASTERN FRINGE OF THE TECH PARK THAT COULD HUNDREDS OF URBAN LOFTS TO CREATE A TRANSIT-ORIENTED NEIGHBORHOOD.



BY ESTABLISHING A MULTI-LEVEL ANALYSIS OF AN URBAN AREA, EXISTING CONDITIONS HAVE REVEALED AN ARCHITECTURAL OPPORTUNITY THAT WILL BENEFIT AN ENTIRE METROPOLITAN REGION. THE ANALYSIS WAS FIRST CONDUCTED ON A MACRO LEVEL. THE MACRO LEVEL REVEALED THAT A REGIONAL GREENWAY SYSTEM COULD SUPPORT A NETWORK OF NON-MOTORIZED USERS. WORKING WITH BOTH GREENWAYS AND MASS TRANSIT, A MESSO LEVEL OF OPPORTUNITY EMERGED IN SOUTHWEST DETROIT. THE PROPOSED ANN ARBOR-DETROIT COMMUTER ROUTE INTERSECTED WITH A PROPOSED GREENWAY LEG WHICH CREATED A LOOP OF CITYWIDE GREENWAY ACCESS. SW DETROIT'S THRIVING MEXICANTOWN DISTRICT COMPLETE WITH A CULTURAL AND COMMERCIAL ASSETS COUPLED WITH A GROWING POPULATION AND JOB GROWTH OPPORTUNITIES FIT THE CHARACTERISTICS FOR AN INTERVENTION. ON A MICRO LEVEL THERE EXISTS A 50-ACRE PLOT FIT FOR RECREATIONAL AND (FUTURE) RESIDENTIAL NEEDS TO BE CREATED BY THE COMMUTER LINE AND GREENWAY. THE LANDSCAPE URBANISM MOVEMENT HAS BECOME THE PROPER METHOD FOR APPROACHING SUCH ARCHITECTURAL OPPORTUNITIES. IT BECOMES VIABLE IN THE LARGER CULTURAL IMAGINATION BECAUSE OF THE REMARKABLE RISE OF ENVIRONMENTALISM, A GLOBAL ECOLOGICAL AWARENESS, TOURISM GROWTH, AND THE NEEDS OF A REGION TO RETAIN A SENSE OF UNIQUE IDENTITY. IT IS HOPEFUL TO THINK THAT LANDSCAPE URBANISM HAS THE ABILITY TO, "SHIFT SCALES, TO LOCATE URBAN FABRICS IN THEIR REGIONAL AND BIOTIC CONTEXTS, AND TO DESIGN RELATIONSHIPS BETWEEN DYNAMIC ENVIRONMENTAL PROCESSES AND URBAN FORM".<sup>18</sup>

## PRECEDENT ANALYSIS





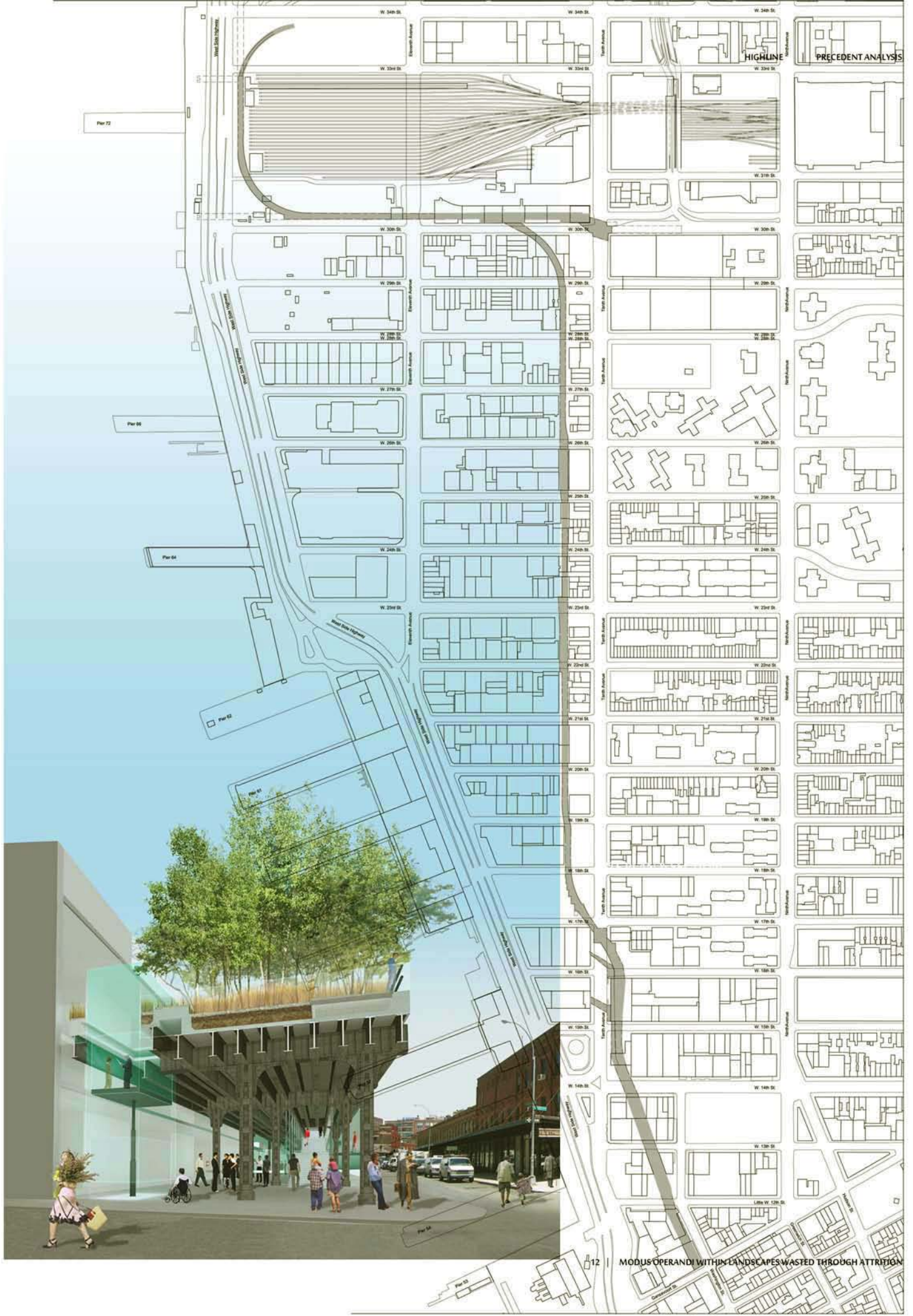


"THE HIGH LINE IS A 1.45-MILE-LONG ELEVATED RAIL STRUCTURE ON MANHATTAN'S WEST SIDE. IT WAS BUILT IN THE 1930S TO REMOVE DANGEROUS TRAINS FROM MANHATTAN'S STREETS. NO TRAINS HAVE RUN ON IT SINCE 1980. FRIENDS OF THE HIGH LINE (FHL), A COMMUNITY-BASED 501(C)(3) NON-PROFIT GROUP, FORMED IN 1999 BY TWO NEIGHBORHOOD RESIDENTS, ROBERT HAMMOND AND JOSHUA DAVID, WHEN THE HISTORIC STRUCTURE WAS UNDER THREAT OF DEMOLITION. FHL'S MISSION IS TO PRESERVE THE STRUCTURE FOR REUSE AS AN ELEVATED PUBLIC OPEN SPACE. FHL GAINED THE CITY'S SUPPORT IN 2002. THE HIGH LINE SOUTH OF 30TH STREET WAS DONATED TO THE CITY BY CSX TRANSPORTATION INC. IN 2005. THE TEAM OF FIELD OPERATIONS AND DILLER SCOFIDIO + RENFRO IS NOW AT WORK ON A DESIGN FOR THE HIGH LINE'S PUBLIC LANDSCAPE. CONSTRUCTION BEGAN IN SPRING 2006, AND THE FIRST PHASE (FROM GANSEVOORT STREET TO 20TH STREET) IS PROJECTED TO OPEN IN 2008."<sup>1</sup>

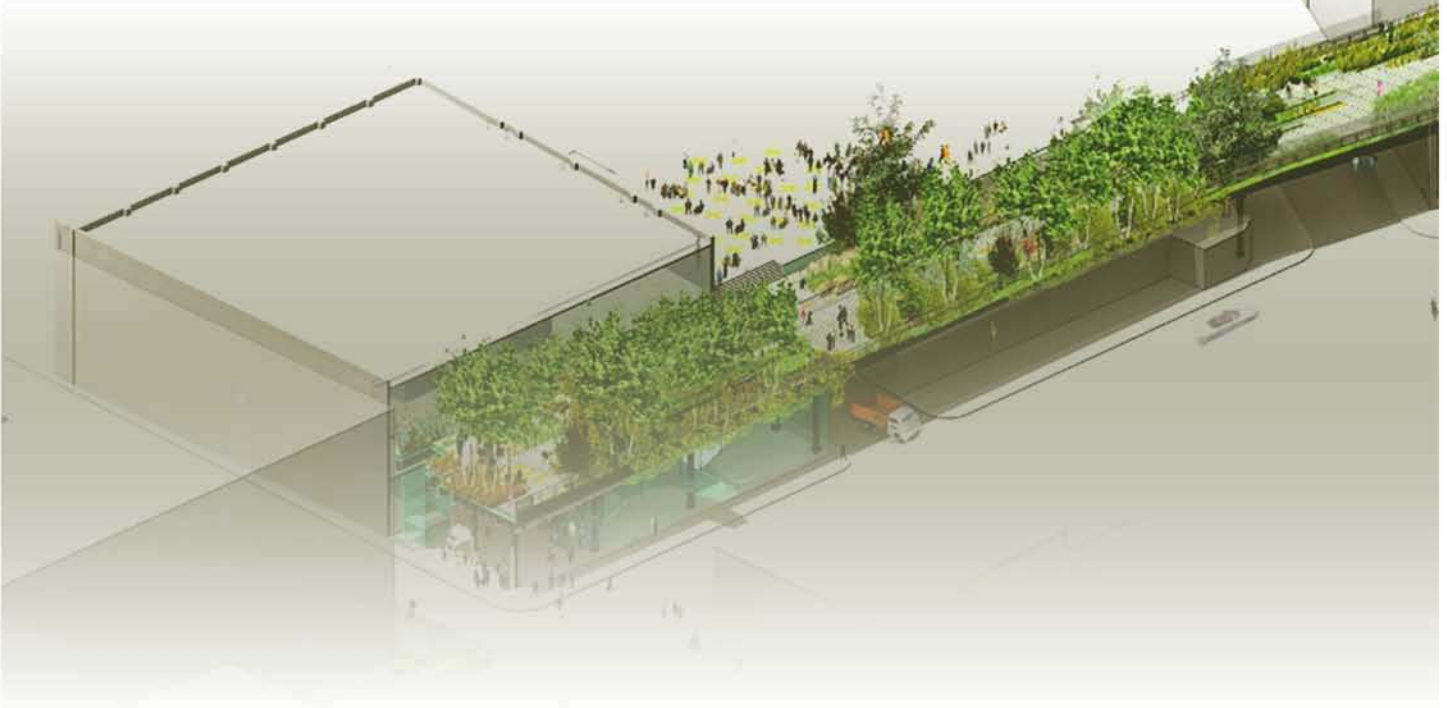


THE HIGHLINE

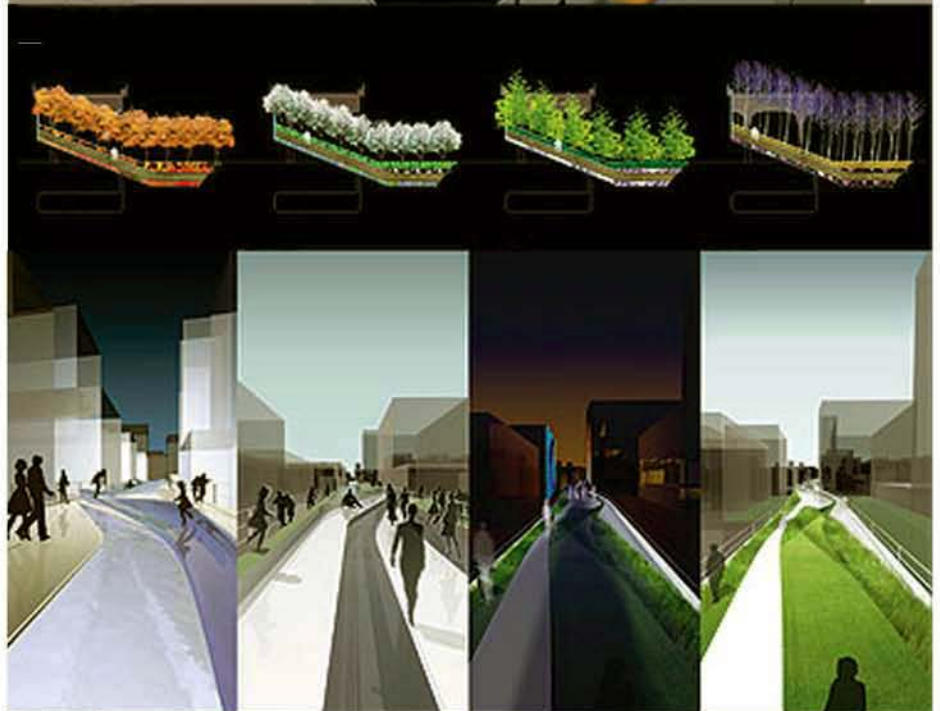




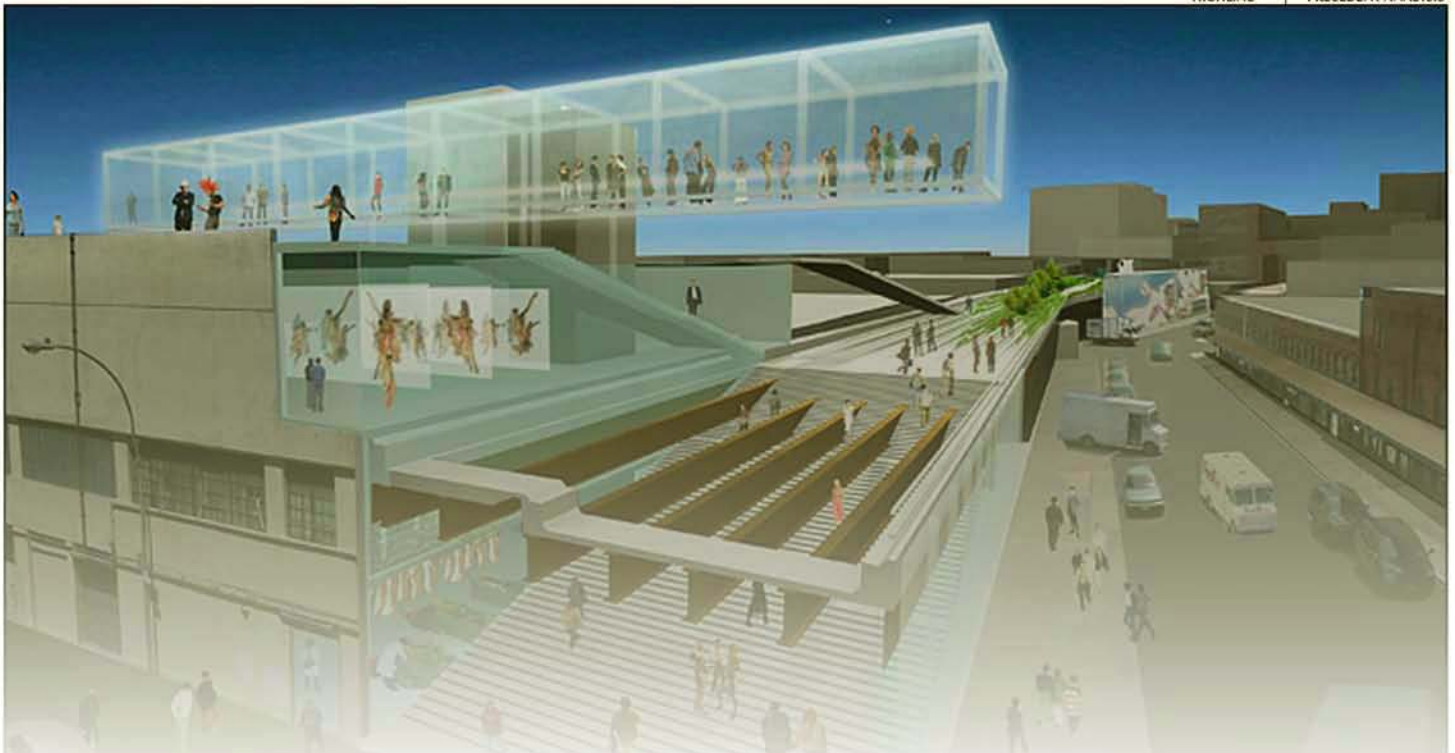




THE HIGHLINE'S SUCCESS IS INTERTWINED WITH ITS FINAL PROGRAMMING. IT WILL BECOME A MAGNET FOR TOURISTS, HOWEVER THE HIGHLINE MUST INTEGRATE USES THAT ENSURE IT'S BENEFIT TO THE IMMEDIATE COMMUNITIES IT CONNECTS. CURRENT PROPOSALS FOCUS ON NATIVE GROWN SPECIES WHICH FLOURISH IN THE CLIMATE AND THE VARIOUS ECOSYSTEMS WILL NOT ONLY SERVE AS AN EDUCATIONAL PLATFORM FOR USERS, BUT WILL BECOME A HABITAT VITAL TO THE ANIMAL SPECIES DRIVEN OUT BY THE HUMAN ENVIRONMENT. OTHER PUBLIC USES, SUCH AS A COMMUNITY POOL AND OUTDOOR THEATRE WILL DEEPEN THE CONNECTION WITH LOCAL COMMUNITIES AND ENSURE THE HIGHLINE'S SUCCESS.







THE HIGHLINE WILL REGREEN THE CONCRETE JUNGLE OF NEW YORK, HOWEVER THE STREET TO GREENWAY CONNECTIONS ARE PROPOSED AS MERE STAIRWAYS. THE GREENING ALSO TERMINATES AT THIS TRANSITION. THE USERS OF THE HIGHLINE ARE PRESENT TO FULFILL THE FUNCTION OF LEISURE, BUT THE DAILY USERS OF THE ENVIRONMENT STILL USE THE STREET LEVEL FOR COMMERCE AND TRAVEL.

THE UNDERSIDE OF THE STRUCTURE PRESENTS A VIABLE OPPORTUNITY TO SERVE AS A PUBLIC ART PIECE OR A TRANSITION FOR NODES OF GREEN TO TRANSITION DOWN ONTO THE STREET LEVEL. THE NECESSITY OF THE INTERVENTION STEMS FROM THE REPROGRAMMING OF THE BASE AT THE STAIRWAYS. THESE SPACES WILL BEGIN TO ACT MORE AS GATHERING PLACES AND PUBLIC SQUARES WHICH PERMEATE CITYSCAPES THROUGHOUT EUROPE. THESE LANDSCAPES WILL SERVE VITAL FUNCTIONS OF MEETING SPOTS, DROP-OFF POINTS, AND LOUNGING PLACES. THEY WILL SPUR BUSINESSES THAT CATER TO TOURISTS, PROFESSIONALS, AND RECREATION ENTHUSIASTS; SO THEY MUST BE CAREFULLY PLANNED SO AS TO ACCOMMODATE THE FUTURE USES.





THE INNOVATIVE ASPECT OF THE HIGHLINE IS THE USAGE OF THE RAIL-BANKING STRATEGY TO ACQUIRE THE DERELICT TRACKS FOR ADAPTIVE REUSE. AS PART OF THE 1983 NATIONAL TRAIL SYSTEMS ACT, THE U.S. CONGRESS PASSED LEGISLATION THAT ALLOWED OUT-OF-USE RAIL CORRIDORS TO BE UTILIZED AS TRAILS WHILE BEING "BANKED" FOR FUTURE TRANSPORTATION NEEDS. RAIL-BANKING A RAIL CORRIDOR DEPENDS ON THE ABILITY TO MAINTAIN THAT CORRIDOR'S POTENTIAL FUTURE CONNECTION TO THE NATIONAL RAIL SYSTEM. TRACKS ARE NOT REQUIRED TO PHYSICALLY CONNECT TO THE NATIONAL RAIL SYSTEM, BUT AN EASEMENT MUST BE PRESERVED ALLOWING A CONNECTION IN THE FUTURE. ANOTHER INNOVATIVE FEATURE, IS HOW THE NEW PROJECT WILL INTEGRATE ITSELF INTO THE EXISTING NEIGHBORHOODS. THE LINE RIBBONS THROUGH THREE DISTRICTS OF NEW YORK: WEST CHELSEA, THE MEATPACKING DISTRICT, AND HUDSON YARDS/HELL'S KITCHEN. ONCE PEDESTRIANS CAN USE THE HIGHLINE, THEY WILL SEE THE CITY IN A WHOLE NEW PERSPECTIVE. SOME OBVIOUS RESULTS WILL BE THE INCREASE IN PEDESTRIAN TRAFFIC, AND IT WILL FOSTER PRODUCTIVE CHANCE ENCOUNTERS. ACTING AS A DIALECTIC, THE HIGHLINE WILL CONNECT THE THREE NEIGHBORHOODS, YET IT WILL ENABLE THE USER TO DISCONNECT FROM THE PRESSURES OF THE CITY BELOW. THE MOST INNOVATIVE PART OF THE PROJECT WILL BE THE ABILITY TO SEE THE BENEFITS IN A VERY SHORT TIME. THE FINANCIAL INVESTMENT WILL YIELD RESULTS IN AS LITTLE AS 4-5 YEARS VERSUS 40-50 YEARS. THIS QUICK RETURN WILL BE SUCH A CULTURAL ASSET THAT THE ECONOMIC IMPACTS HAVE BEEN SEEN EVEN BEFORE THE LINE BEGAN CONSTRUCTION.







LANDSCAPE URBANISM HAS BEEN BORN OUT OF A NEED TO ENABLE OUR ENVIRONMENTS TO MORPH AND SHIFT SO AS TO KEEP PACE WITH THE DYNAMIC OF 21ST-CENTURY CITIES. THIS NEW HYBRIDIZED FIELD LOOKS TO REPROGRAM SPACES THAT PAST GENERATIONS HAVE ABANDONED AND SEE THEM IN A NEW LIGHT. BY ADAPTING THESE SPACES TO PUBLIC USE, EXISTING NEIGHBORHOODS CAN CONTINUE TO FLOURISH, BUT ALSO CONNECT TO EACH OTHER WITH A NEW FORM OF TRANSIT. THE IDEA BEING EXPLORED CAN BE SUMMARIZED WITH THIS QUESTION: HOW DO PLANNERS AND DESIGNERS RECLAIM TRANSITIONAL TERRITORIES, AND REPROGRAM THEM SO THAT THEY RECONNECT WHAT THEY SEVERED, AND EVOLVE BEYOND THEIR INITIAL CONDITION TO REACT TO THE DYNAMIC ENVIRONMENT AROUND THEM? BECAUSE THIS PROJECT IS ENTIRELY ELEVATED, THE CONNECTION OF THE HIGHLINE AND THE STREET BECOMES VITAL. THE HIGHLINE WILL BE A VENUE FOR LEISURE AND EDUCATION. WHEN THE USER IS LIFTED OFF OF THE STREET, WHAT BECOMES OF THE STREET BELOW? THE USERS WHO USE THE STREET FOR LEISURE ARE REMOVED FROM A PLACE OF COMMERCE. HOWEVER, MANY ARGUE THAT THIS CONDITION WILL CREATE A NEW TERRITORY THAT MAY BE FOR LEISURE, BUT CONNECT TO COMMERCE ON THE SAME PLANE. THIS ASPECT PROVES HOW THE HIGHLINE WILL BE A LANDSCAPE THAT FORCES THE URBAN ENVIRONMENT TO GROW AND EVOLVE WITH IT.





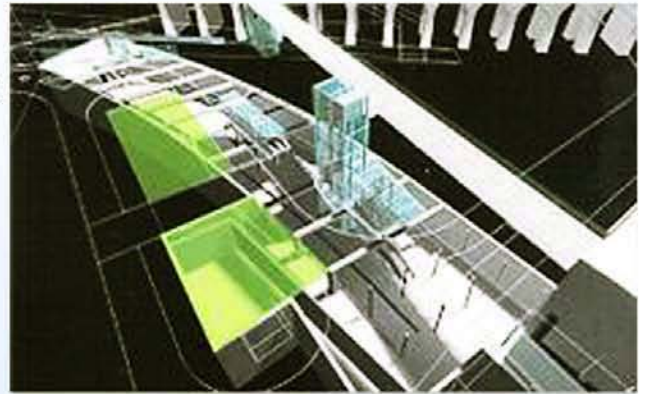


AS DAYS AND SEASONS CHANGE, THE HIGHLINE WILL BE RENDERED INTO A WHOLE DIFFERENT ENVIRONMENT. IT WILL ATTRACT USERS THAT HAVE DIFFERENT PURPOSES AND THEY WILL UTILIZE THE HIGHLINE IN OTHER MANNERS. SO THIS EVER-CHANGING GREEN BLANKET, WILL ALLOW THE URBAN TERRITORIES ENCASING IT TO CHANGE WITH IT. THE TWO WILL GROW INTO ONE, AND THE WHOLE SYSTEM WILL CONTINUE TO EVOLVE AS REPROGRAMMED TRANSITIONAL LANDSCAPE. THE HIGHLINE WILL ALSO PARALLEL ANOTHER VERSION OF ITSELF. THE HUDSON RIVER PARK, WHICH IS A 550-ACRE LINEAR PARK WHICH RUNS ON THE BANKS OF THE HUDSON RIVER. THE PORTION CLOSEST TO THE HIGHLINE WILL ALLOW USERS TO ENGAGE IN ACTIVE AND PASSIVE ACTIVITIES. THIS DEVELOPMENT WILL ENABLE THE HIGHLINE TO REMAIN AS A PLACE OF LEISURE WHILE ITS COUNTERPART WILL BECOME THE ACTIVE BUFFER EDGING ALONG THE CHELSEA AND MEATPACKING DISTRICTS.

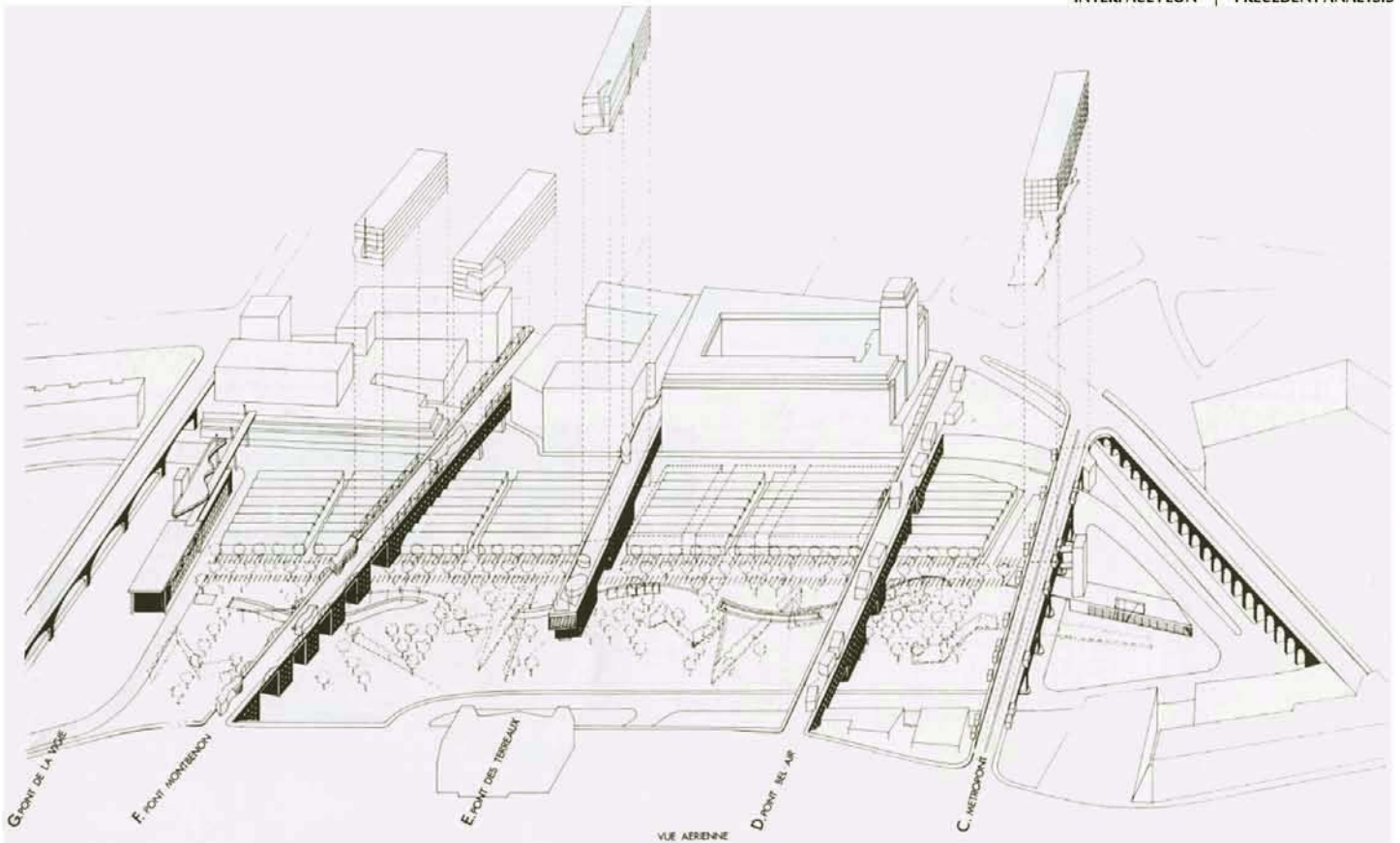




INTERFACE FLON IS AN INTERMODAL TRANSIT HUB IN LAUSANNE, FRANCE DESIGNED BY BERNARD TSCHUMI. THE CORE COMPONENT OF THE DESIGN IS THE IDEA OF CROSS PROGRAMMING. THIS NOTION EXTENDS FROM THE TOPOGRAPHIC CONDITIONS OF LAUSANNE. THE UNCOMMON TOPOGRAPHY HAS ALLOWED THE COMMON NOTION OF URBAN SPACE TO BE QUESTIONED. THE ENVIRONMENT THAT IS REVEALED PLACES STREETS SUSPENDED ABOVE BUILDINGS, WHICH ARE BURIED IN THE GROUND. THE REPROGRAMMED LANDSCAPE ALLOWS ROOFTOPS TO ACT AS GROUND FLOORS, BUILDINGS FUNCTION AS VERTICAL PASSAGEWAYS, AND BRIDGES CONNECT THE FABRIC AS MULTI-STORY CROSSINGS.<sup>1</sup>





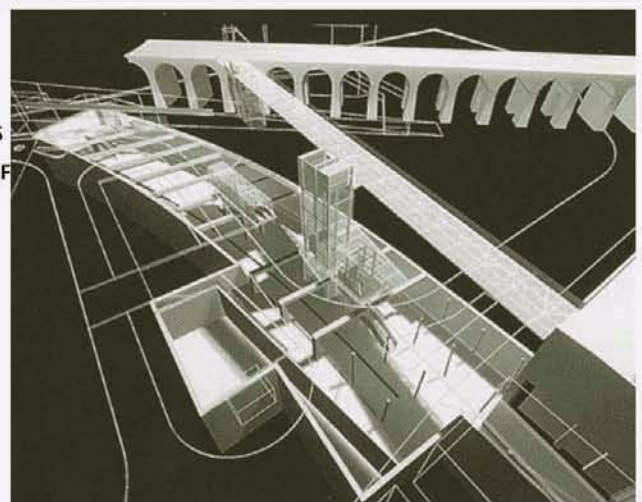


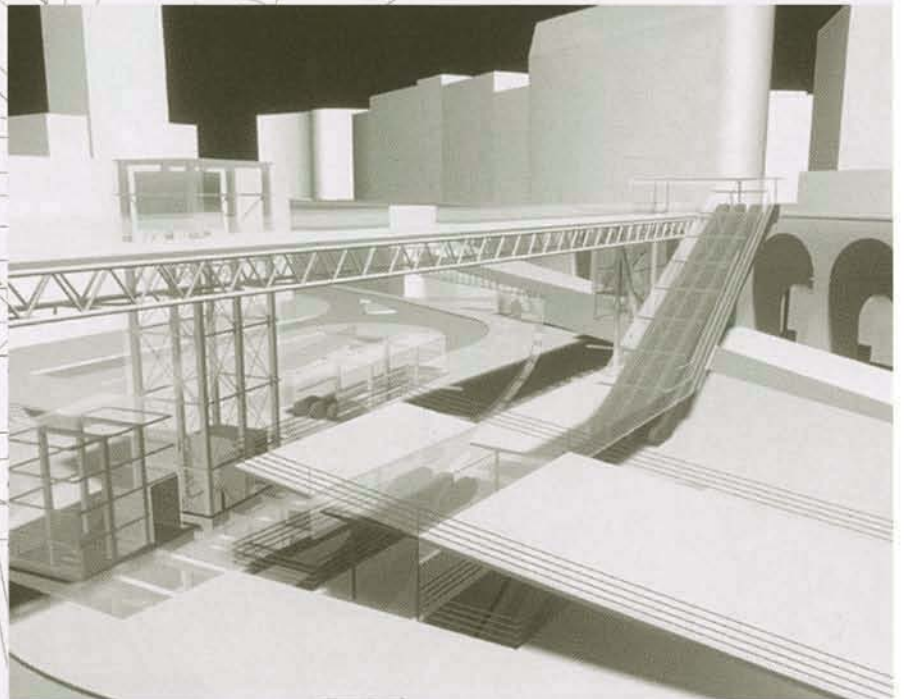
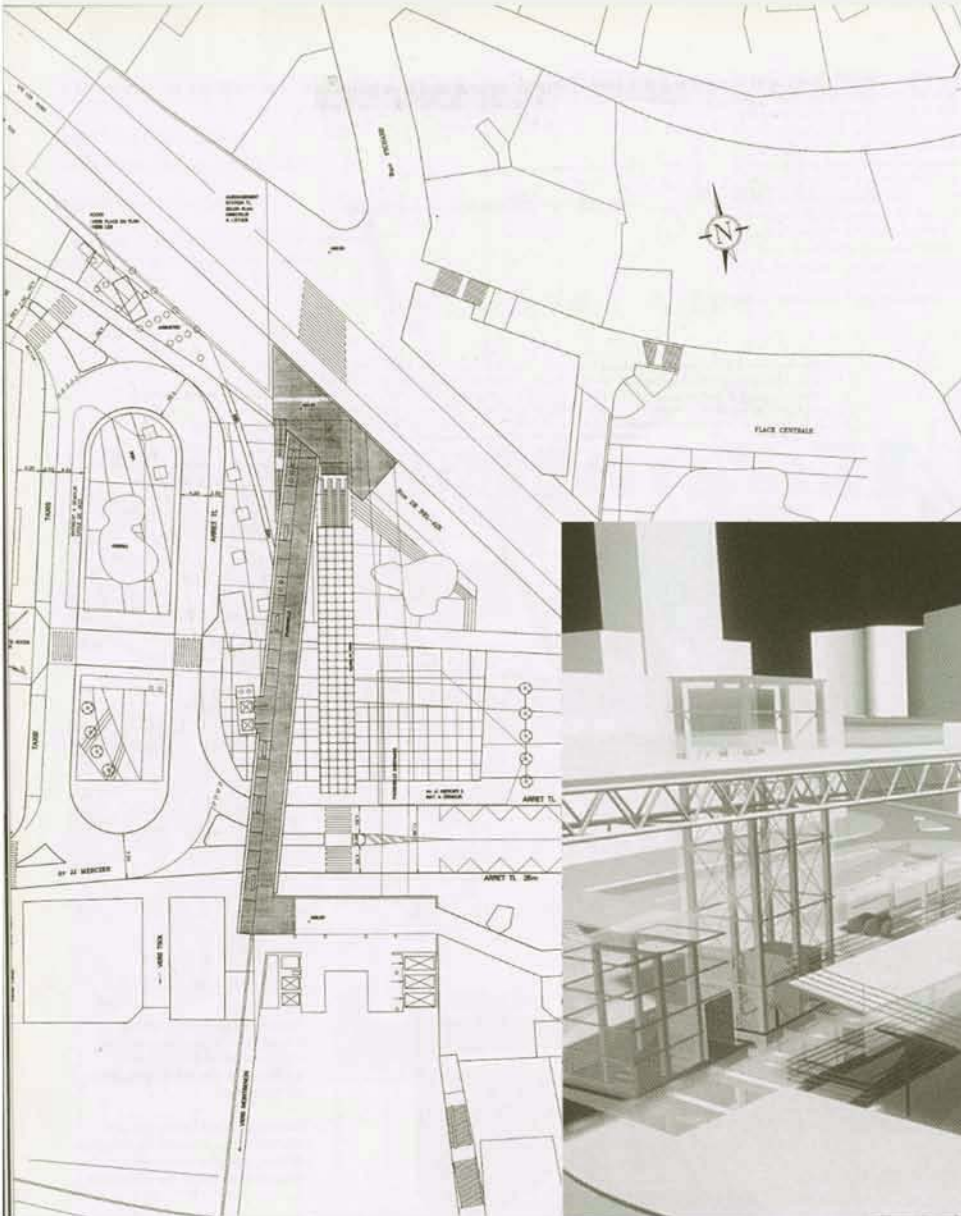
INHABITED BRIDGES

"THE SCHEME'S PRIMARY SPATIAL ELEMENTS ARE THE INHABITED BRIDGES. AS FUNCTIONAL SUPPORTS, THE FOUR NEW STRUCTURES AUGMENT THE EXISTING SYSTEM OF BRIDGES AND CREATE A NEW DENSITY OF SPATIAL RELATIONSHIPS AND USES. ALONG THE VALLEY'S NORTH-SOUTH AXIS, THE INHABITED BRIDGE-CITIES USE THE PROGRAM TO LINK TWO PARTS OF THE CITY.

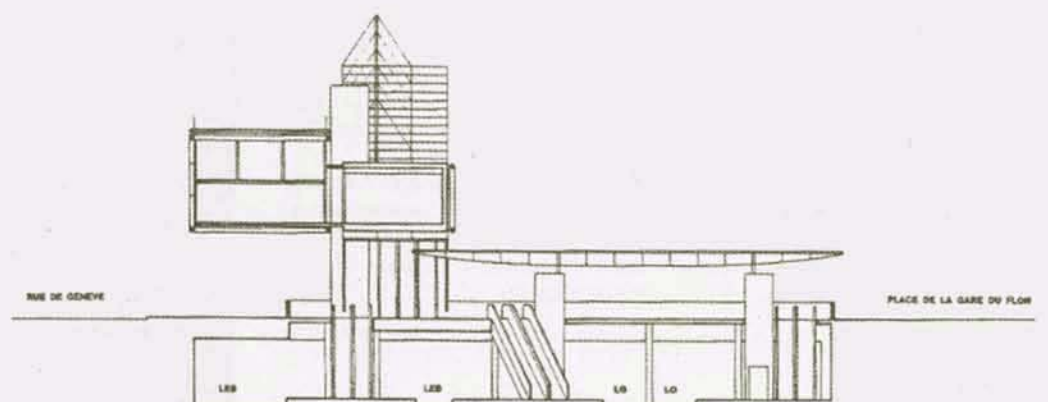
"CROSSPROGRAMMING: USING A GIVEN SPATIAL CONFIGURATION FOR A PROGRAM NOT INTENDED FOR IT"  
BERNARD TSCHUMI

IN CONFLICT IN BOTH SCALE AND CHARACTER. THE INHABITED BRIDGES ARE BOTH HORIZONTAL AND VERTICAL CONNECTORS, AS THEIR RAMPS, ESCALATORS AND ELEVATORS LINK THE LOWER LEVELS OF THE VALLEY TO THE UPPER LEVELS OF THE HISTORICAL CITY."<sup>2</sup>





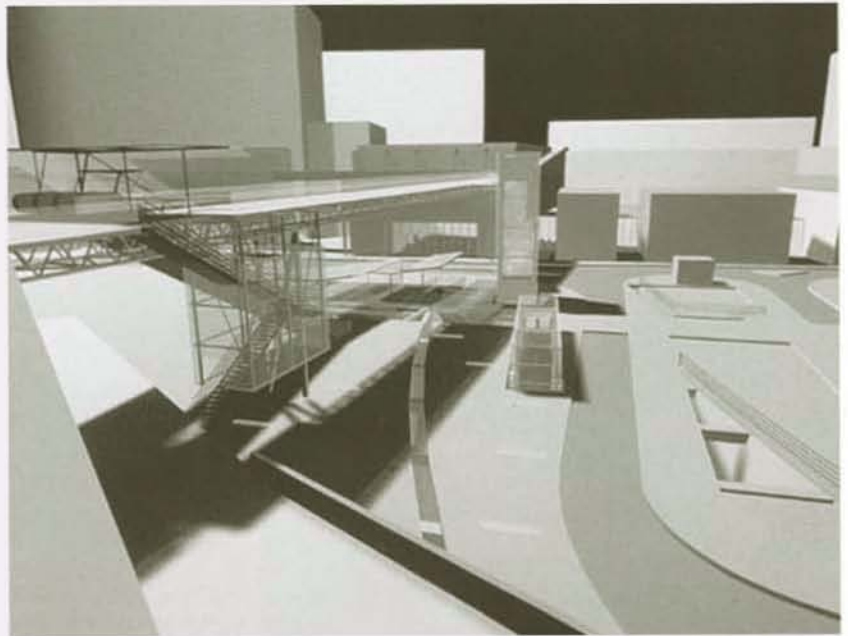
CITY LEVEL: PLAN, VIEW, & CROSS SECTION



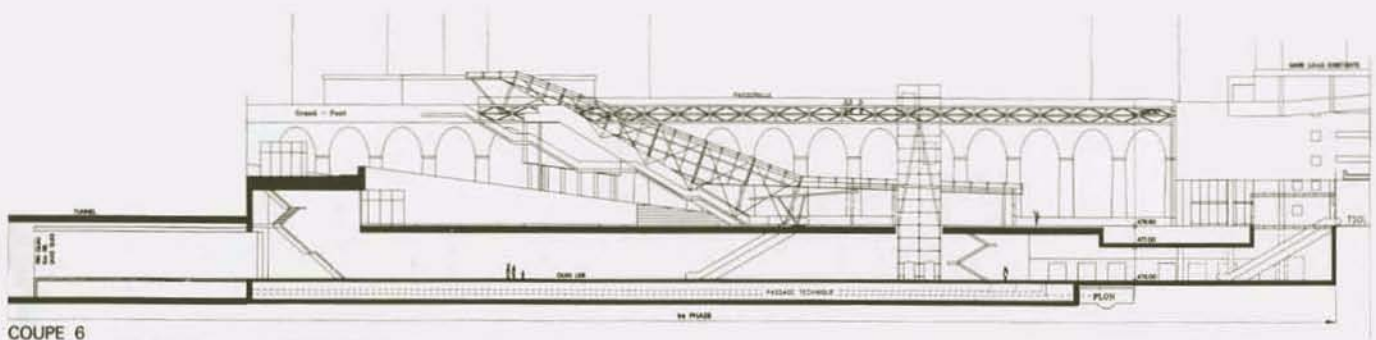
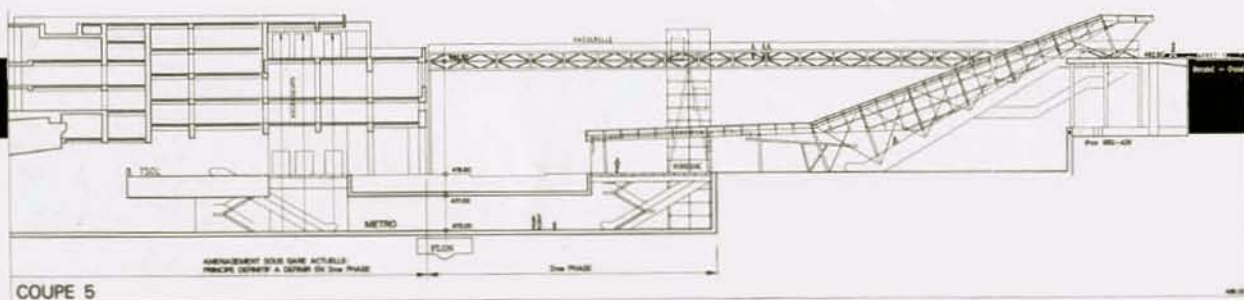


"EACH BRIDGE ACCOMMODATES TWO CATEGORIES OF USE: IN THE CORE ELEMENT, PUBLIC OR COMMERCIAL USE, AND AT THE DECK LEVEL, PEDESTRIAN TRAFFIC AND RELATED USES. THE INDIVIDUAL PROGRAMS APPLIED TO EACH OF THE FOUR BRIDGES THEN GIVE EACH A SPECIFIC CHARACTER, ALLOWING THE INHABITED BRIDGE TO FUNCTION AS AN URBAN GENERATOR NOT ONLY ALLOWS NEW SPATIAL LINKS WITH THE EXISTING CITY BUT ENCOURAGES UNPREDICTABLE PROGRAMMATIC FACTORS, NEW URBAN EVENTS THAT WILL INEVITABLY APPEAR IN COMING DECADES.

THE COMBINATION OF THE INHABITED BRIDGE WITH THE NEW SURROUNDING CONTEXT ENABLES US TO MAINTAIN A CONSISTENT DENSITY, ALLOWING SPACE FOR A LINEAR PARK ALONG THE SOUTH SIDE OF THE VALLEY."<sup>3</sup>



LONGITUDINAL SECTIONS SHOWING CONNECTIONS ON MULTIPLE LEVELS





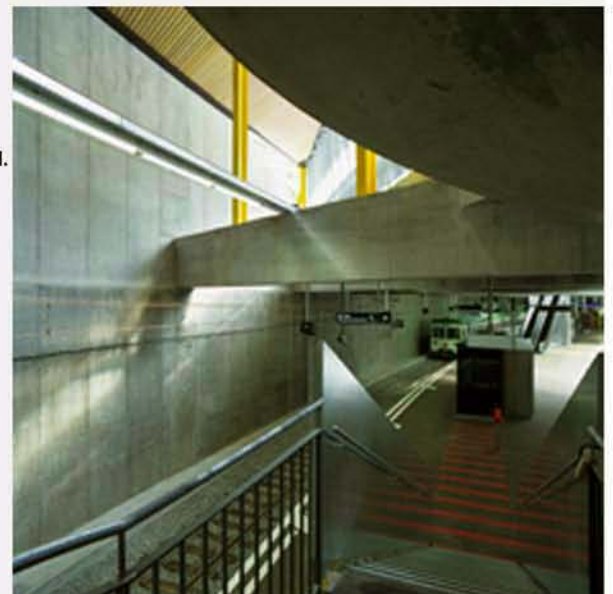
THE INTERFACE FLON STATION WORKS WITHIN AN EXISTING CONTEXT TO PULL ALL OF THE ELEMENTS OF LAUSANNE INTO ITSELF. THE TRANSIT PORTION OF THE STATION ACTS AS AN ANCHOR IN FLON VALLEY, WHILE ITS PEDESTRIAN BRIDGES REACH TO THE VALLEY EDGES TO TIE INTO THE HISTORIC NEIGHBORHOODS ON HIGHER GROUND. THE TRANSIT PROGRAM ACTS AS HUB FOR CITY BUSES, SUBURBAN RAIL, AS WELL AS A SUBWAY STATION.



INTERFACE FLON UNDOUBTABLY SUCCEEDS IN BRINGING USERS FROM HIGH GROUND NEIGHBORHOODS DOWN INTO ITSELF. THE STATION ALSO SUGGESTS A SUBTERRANEAN CONNECTION WITH A GREEN REVEAL DOWN TO THE RAIL PROGRAMS, BUT THE STATION SEEMS TO BE DANGLING ABOVE A CONCRETE RIVER RUSHING THROUGH THE FLON VALLEY. HERE THE STATION HAS TO ADDRESS USERS OF MOTORIZED VEHICLES, WHICH DO TAKE HIGHEST PRIORITY ON THE SURFACE. THE PEDESTRIAN IS NOT ENGAGED TO ENTER STATION. THERE IS NO ELEMENT SUGGESTING ENTRANCE AND THE STATION ACTS LIKE A WALL WITH THE BRIDGE/SKY TO VERTICAL CIRCULATION DOWN TO THE SUBTERRANEAN LEVEL, BUT THE PEDESTRIAN HAS NO PLACE ON THE STREET LEVEL. THERE IS AN ABSENCE OF SEATING AREAS AND A GENERAL DISCONNECTION FROM THE STREET. THE STATION ACTS MORE AS A WALL SEPARATING THE PLAZA AND STREET.



THE STATION ALSO INCLUDES RETAIL AND OFFICE USES. THESE PROGRAMS ENABLE THE STATION USERS TO ACTIVATE THE BUILDING, RATHER THAN MERELY PASSING THROUGH. MULTIPLE METHODS OF CIRCULATION (STAIRS, ESCALATORS, & ELEVATORS) ALLOW PEDESTRIANS TO EXPERIENCE THE SPACE AS HORIZONTAL, VERTICAL, AND DIAGONAL PERCEPTIONS WHICH REINFORCES TSCHUMI'S PRINCIPLE OF CROSSPROGRAMMING. THIS NOTION, DOESN'T ALLOW THE STATION TO OPEN UP OUT TO THE CITY AT THE STREET LEVEL. IT DRAWS USERS FROM FAR OUT, WHO WOULD HAVE HAD TO GAIN ACCESS FROM THE STREET, BUT UNFORTUNATELY ENCASES THEM, SO AS TO AVOID THE MISCELLANEOUS ACTIVITIES AT STREET LEVEL: SHOPS, CAFES, AND LOUNGING. SO, CROSSPROGRAMMING DOES PHYSICALLY CONNECT THE CITY, HOWEVER DOING SO DISCONNECTS THE USER FROM THE CITYSCAPE. IN A SENSE, IT IS SOMEWHAT SELF-DEFEATING.





## PHASING

0.0

0.1

0.2

0.3

RIVERSIDE PARK IS A 27-ACRE ADAPTIVE REUSE PROJECT IN NEW BEDFORD, MASSACHUSETTS. THE DESIGN CONCEPT FOCUSES ON A SERIES OF "ELEMENTAL LANDFORMS". THE LANDFORMS MAIN PURPOSE IS HYDROLOGICAL. THEIR FORMS ARE MEANT TO COLLECT AND DISPERSE WATER IN A MANNER SO THAT LARGER AREAS REMAIN OPEN FOR SOCIAL ACTIVITIES. THESE SPACES WILL BE PROGRAMMED AS SPORTS FIELDS, PLAYGROUNDS, AND GARDENS OF VARIOUS USES. THE SHAPE OF THE LANDFORM ALLOWS REPETITIVE USE, BUT THIS METHODOLOGY WILL ENABLE THE PARK TO READAPT AS PARK NEEDS WILL INEVITABLY CHANGE. THIS LANDFORM RESPONSE ALSO FACILITATES THE PHASING SYSTEM THAT ESTABLISHES HOW THE ENTIRE SITE WILL FORM OVER TIME. THE EXISTING SPACE IS BORDERED BY A GREEN EDGE. OVER TIME THE LANDFORMS WILL ALLOW THE WINDSWEEP SEED TO GERMINATE WITHIN WET AREAS CREATED BY THE LANDFORMS SYSTEM. THESE METHODS WILL ENABLE THE VEGETAL SYSTEM TO FLOURISH NATURALLY.<sup>1</sup>

0.0

0.1

0.2

0.3



## RIVERSIDE PARK

0.0

0.1

0.2

0.3





GROUND



PROGRAM SURFACES

VEGETATION



FRAME: WIND DISPERSED



WATER CATCHMENTS



PODS: ANIMAL + GRAVITY DISPERSED



EDGE MARSH



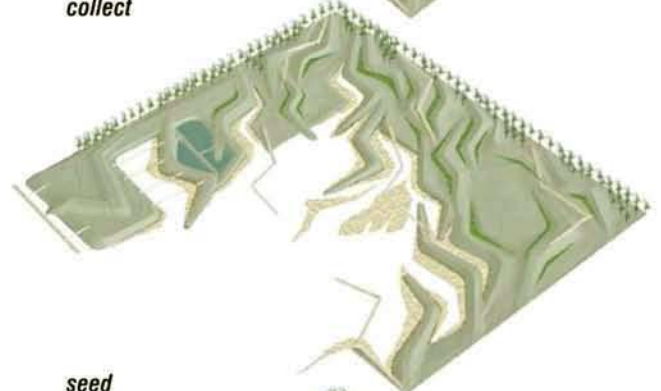
CIRCULATION WEB



*form*



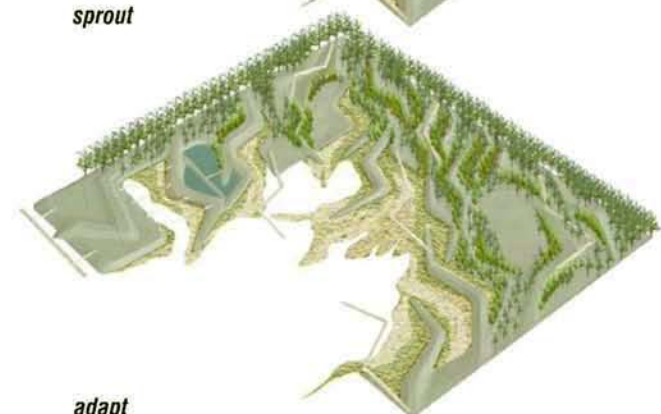
*collect*



*seed*



*sprout*



*adapt*





FROM A CRITICAL STANDPOINT, STOSS' RIVERSIDE PARK PROPOSAL TAKES A UNIQUE STANCE. THE LANDFORMS ACT AS RANDOM TOPOGRAPHIC GESTURES TO INTRODUCE VARIETY, BUT THEY ARE PURPOSELY POSITIONED TO TAKE ADVANTAGE OF THE WINDS. MIMICKING THE LANDSCAPE TO COLLECT AND DISTRIBUTE WATER IS PARTICULARLY SUCCESSFUL. THIS WILL ALLOW PARK USERS TO ENJOY THE PARK WHILE THE WETLANDS, VITAL TO THE RIVER, CONTINUE TO OPERATE AND NATURALLY CLEANSE THE HISTORICALLY-POLLUTED SITE. THE PROJECT'S MAJOR FLAW LIES WITHIN THE CIRCULATION PROGRAM. IT IS NECESSARY TO ALLOW THE CIRCULATION TO WORK WITH THE LANDFORMS, HOWEVER MANY ELEMENTS JUT OUT TO THE WATER AND TERMINATE. A NUMBER OF LOOKOUTS IS VITAL, BUT THE CIRCULATION TENDS TO LEAD PEOPLE TOWARD THE WATER WITH NO WAY BUT BACKWARD. IF THERE WAS A METHOD TO LOOP MORE OF THE USERS, IT WOULD BE BENEFICIAL.







THE PORT TERMINAL OF YOKOHAMA, JAPAN WAS THE FIRST PUBLIC WORKS COMMISSION OF FOREIGN OFFICE ARCHITECTS OF LONDON. THE PROJECT WAS PART OF 1995 COMPETITION HELP BY YOKOHAMA TO IMPROVE IT'S WATERFRONT. JAPAN IS NOTORIOUS FOR IGNORING IT'S WATERFRONT WITH INDUSTRIAL COMPLEXES. FOA CAST ALL THE CONVENTIONAL TYPOLOGIES ASIDE FOR A STREAM-LINED ORGANIC DESIGN WHICH MELTS ARCHITECTURE AND LANDSCAPE.<sup>1</sup> THE PROGRAM ORIGINATED WITH THE NEED TO PROVIDE A TRANSPORTATION NODE FOR FERRIES AND SHIPS. FOA'S CONCEPTUAL SCHEME ALSO ALLOWED THE TERMINAL TO SERVE AS A CIVIC GATHERING SPACE.



"OUR PROPOSAL FOR THE PROJECT START BY DECLARING THE SITE AS AN OPEN PUBLIC SPACE AND PROPOSES TO HAVE THE ROOF OF THE BUILDING AS AN OPEN PLAZA, CONTINUOUS WITH THE SURFACE OF YAMASHITA PARK AS WELL AS AKARANEGA PARK. THE PROJECT IS THEN GENERATED FROM A CIRCULATION DIAGRAM THAT ASPIRES TO ELIMINATE THE LINEAR STRUCTURE CHARACTERISTIC OF PIERS, AND THE DIRECTIONALITY OF THE CIRCULATION."<sup>4</sup>

## YOKOHAMA INTERNATIONAL PORT TERMINAL

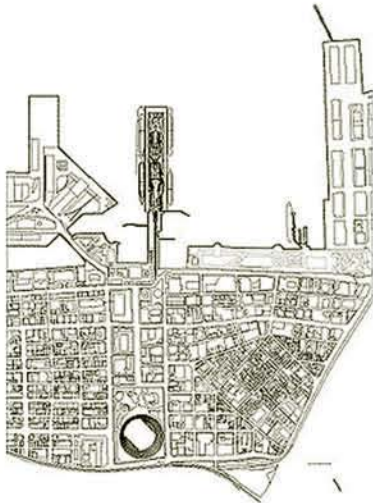


"THIS HIGHLY AMBITIOUS PROJECT IS ONE OF THE FIRST LARGE-SCALE REALIZATIONS OF A NEW GENERATION OF CYBER-INFLUENCED ARCHITECTURE, DISTINGUISHED BY ITS FLUIDLY IRREGULAR, CURVILINEAR GEOMETRY."<sup>2</sup> THE DECISION TO CHOOSE FOA'S DESIGN WAS "GUSTY"<sup>3</sup> BASED UPON THEIR FOREIGN LOCATION AND LACK OF EXPERIENCE, BUT IRONICALLY FITTING BECAUSE YOKOHAMA WAS ONE OF THE FIRST PORTS IN JAPAN TO OPEN UP TRADE WITH THE WEST.





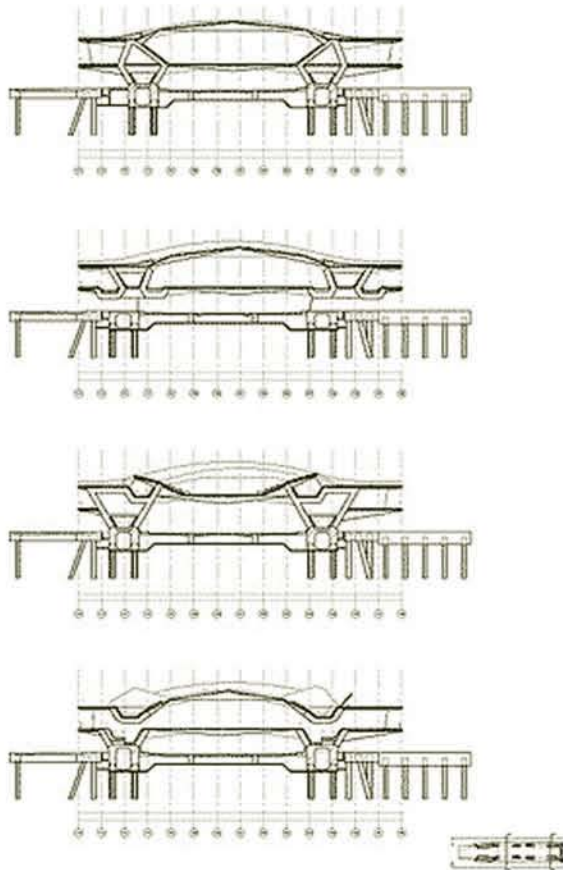




SITE PLAN


THE SUCCESSES OF THE PORT TERMINAL LIE WITHIN THE EXECUTION OF CONSTRUCTION. THE COMPTETION JURY AWARDED THE JOB TO FOA IN 1995, BUT DUE TO ECONOMIC WOES IN JAPAN, CONSTRUCTION DID NOT COMMECNCE UNTIL 2000. IN 1999, YOKOHAMA WAS CHOSEN TO HOST THE 2002 WORLD CUP EVENTS. THIS AWARD, PUSHED THE PROJECT INTO CONSTRUCTION. TO SPEED THE PORCESS, YOKOHAMA OFFICIALS AWARDED CONSTRUCTION CONTRACTS TO THREE DIFFERENT CONTRACTING COMPANIES. EACH COMPANY WOULD BE RESPONSIBLE FOR APPROXIMATELY ONE THIRD OF THE TERMINAL. FOR FOA, THIS LED TO SERIOUS QUALITY CONTROL QUESTIONS. THE MAJORITY OF THE TERMINAL WAS CONSTRUCTED OF NUMEROUS PLANKS TO CREATE BOADWALKS. SO FOA SET UP OFFICE IN JAPAN FOR THE LENGTH OF CONSTRUCTION.<sup>5</sup>

BECAUSE FOA WAS AT THE FOREFRONT OF MODELING TECHNOLOGY THEY CREATED A MODEL TO WHOLLY INTEGRATE ARCHITECTURE AND LANDSCAPE INTO A ORGANIC FREE-FLOWING SHAPE THAT ALLOWS BOTH THE SEA AND CITY TO FLOW TOGETHER IN ONE SEAMLESS FASHION.



BUILDING CROSS SECTIONS



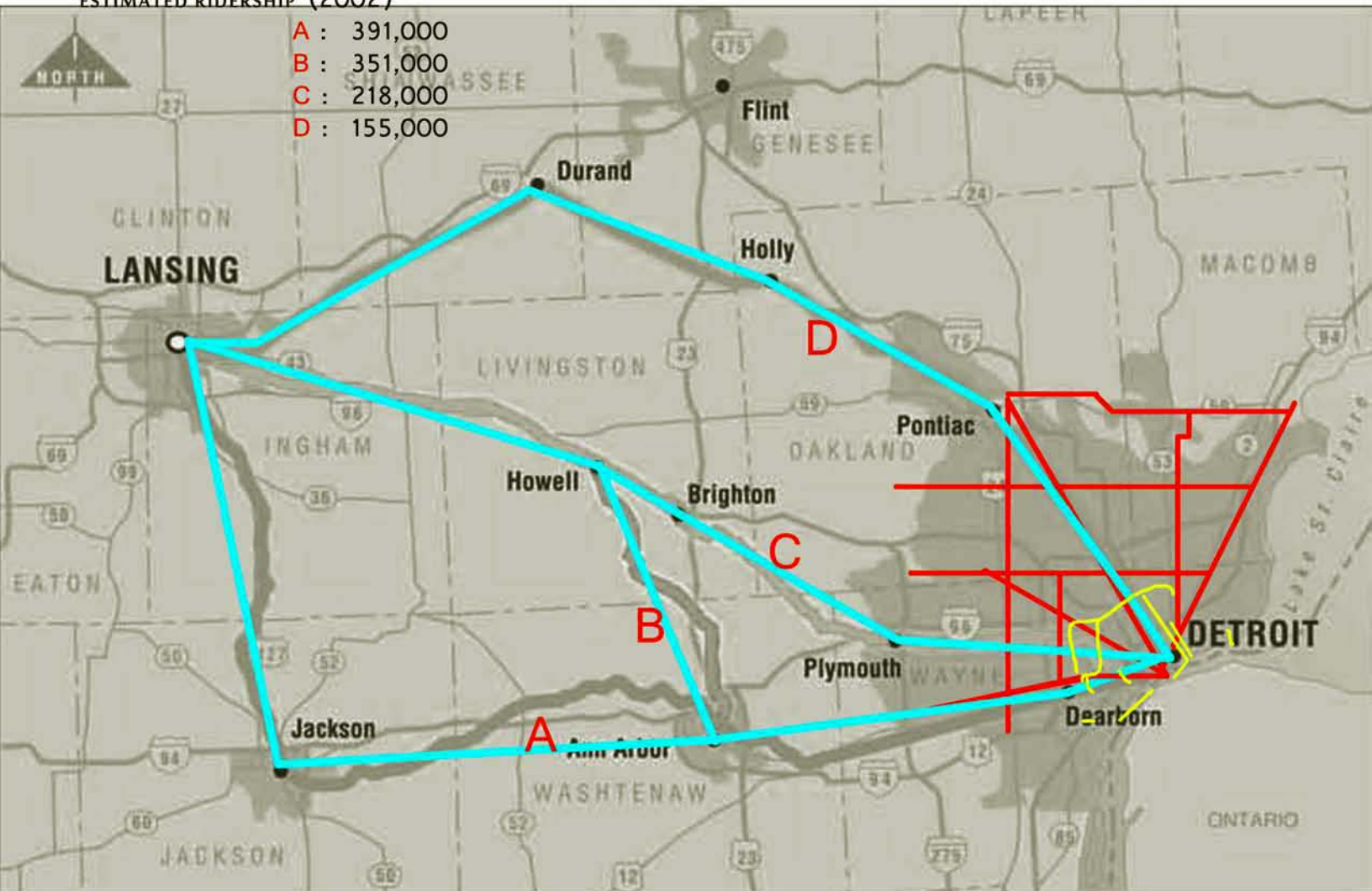
An aerial photograph of a city, likely New York City, showing a dense grid of streets and buildings. Overlaid on the map are red dashed lines that delineate various blocks and larger areas. Several blocks are highlighted in a bright green color, indicating specific areas of interest or analysis. The map is tilted at an angle, and the overall image has a dark, high-contrast aesthetic.

DOCUMENTATION OF SITE ANALYSIS. 1



# ESTIMATED RIDERSHIP (2002)

A : 391,000  
B : 351,000  
C : 218,000  
D : 155,000



COMMUTER LINE OPTIONS

MASS TRANSIT CORRIDORS

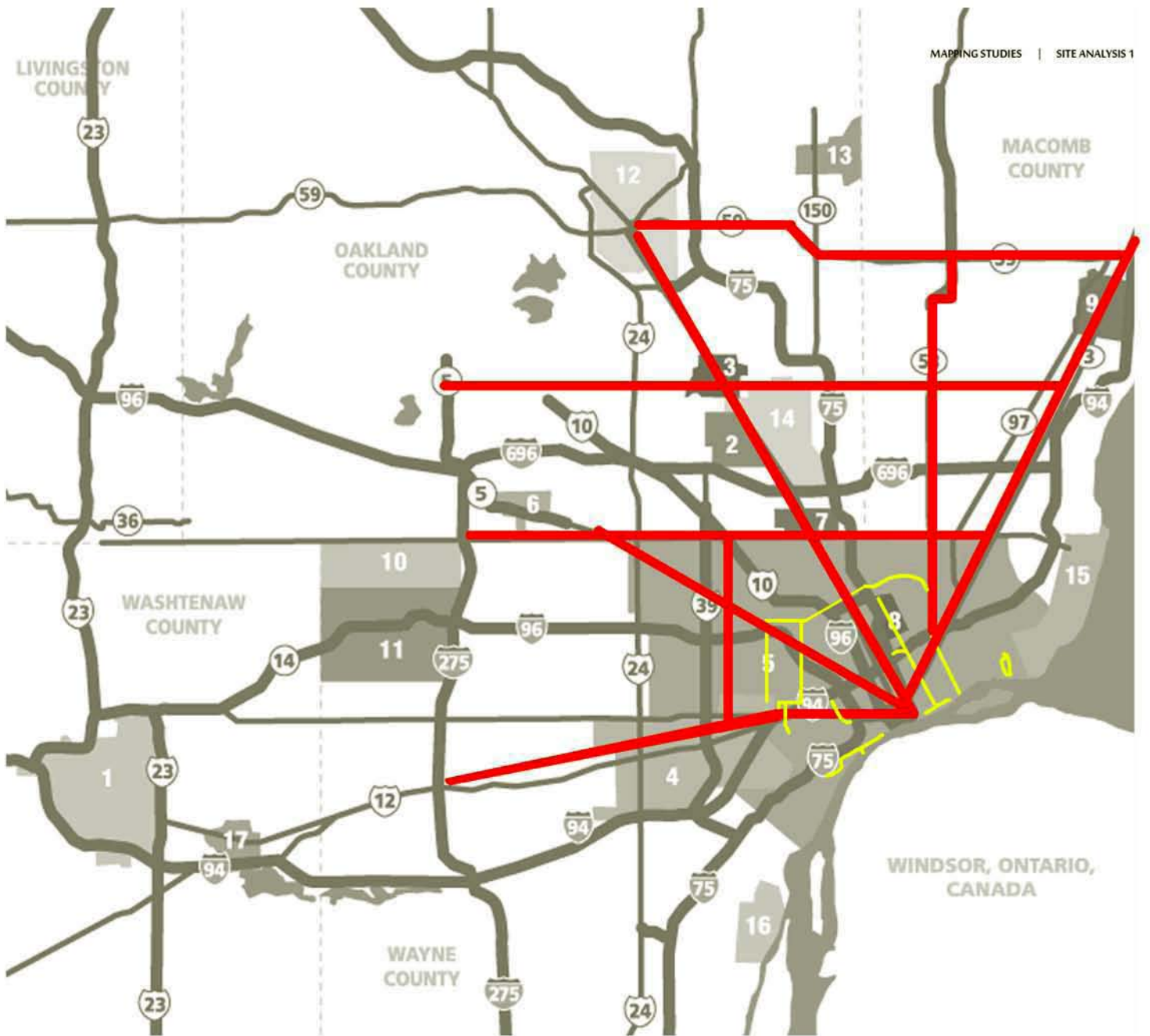
GREENWAY CORRIDOR STUDIES

ABOVE : MAP SHOWING THE DETROIT REGIONAL AREA AND POSSIBLE TRANSIT CORRIDORS.

COMMUTER RAIL: PARSONS TRANSPORTATION GROUP<sup>1</sup>  
MASS TRANSIT CORRIDORS: DOWNTOWN TRANSPORTATION MASTER PLAN<sup>2</sup>  
GREENWAY CORRIDOR STUDIES: RAILS-TO-TRAILS FOR THE GREENWAYS INITIATIVE<sup>3</sup>

## MACRO

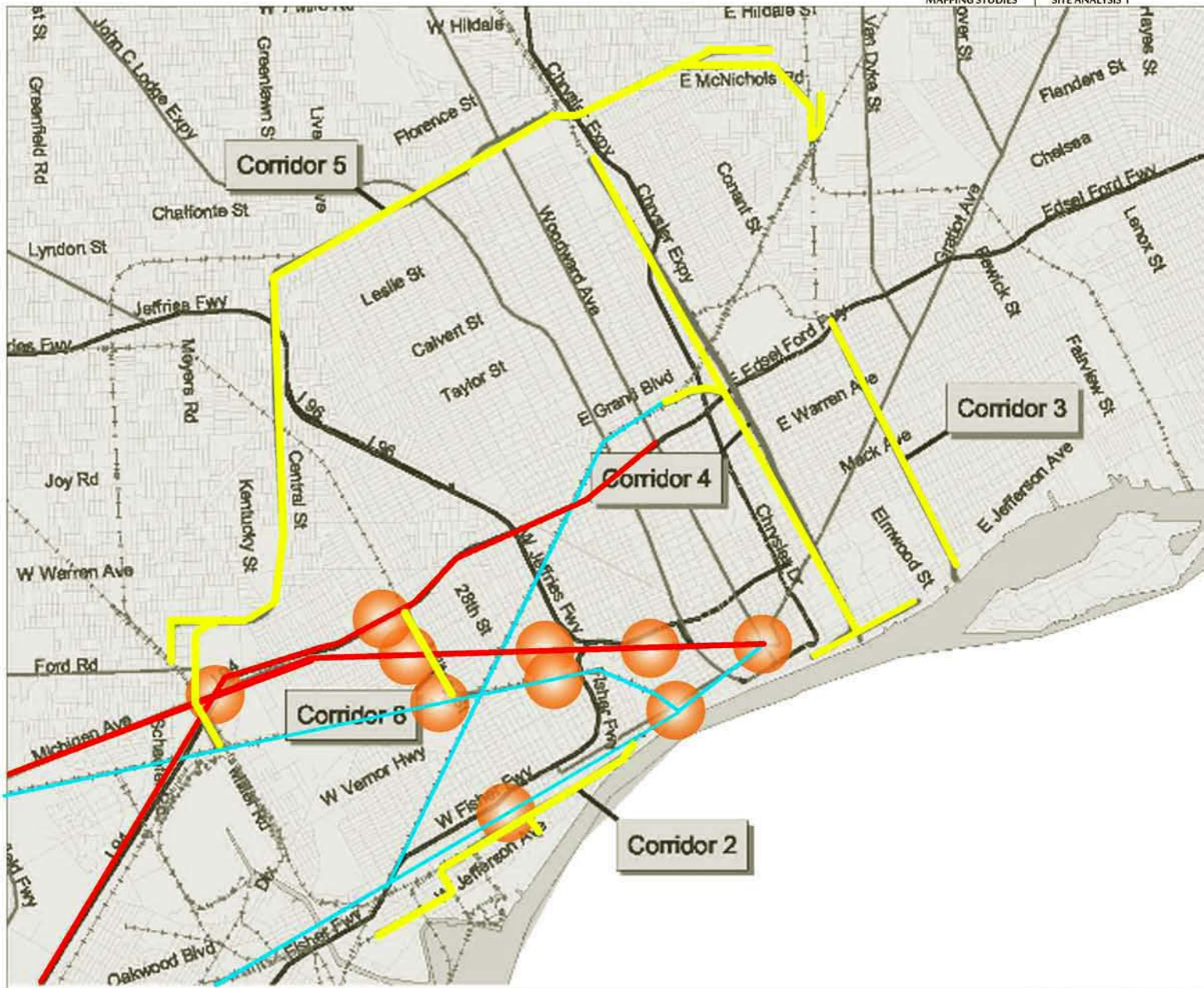




## MACRO

ABOVE : METRO-DETROIT SHOWING MASS TRANSIT CORRIDORS AND GREENWAYS.





COMMUTER LINE OPTIONS

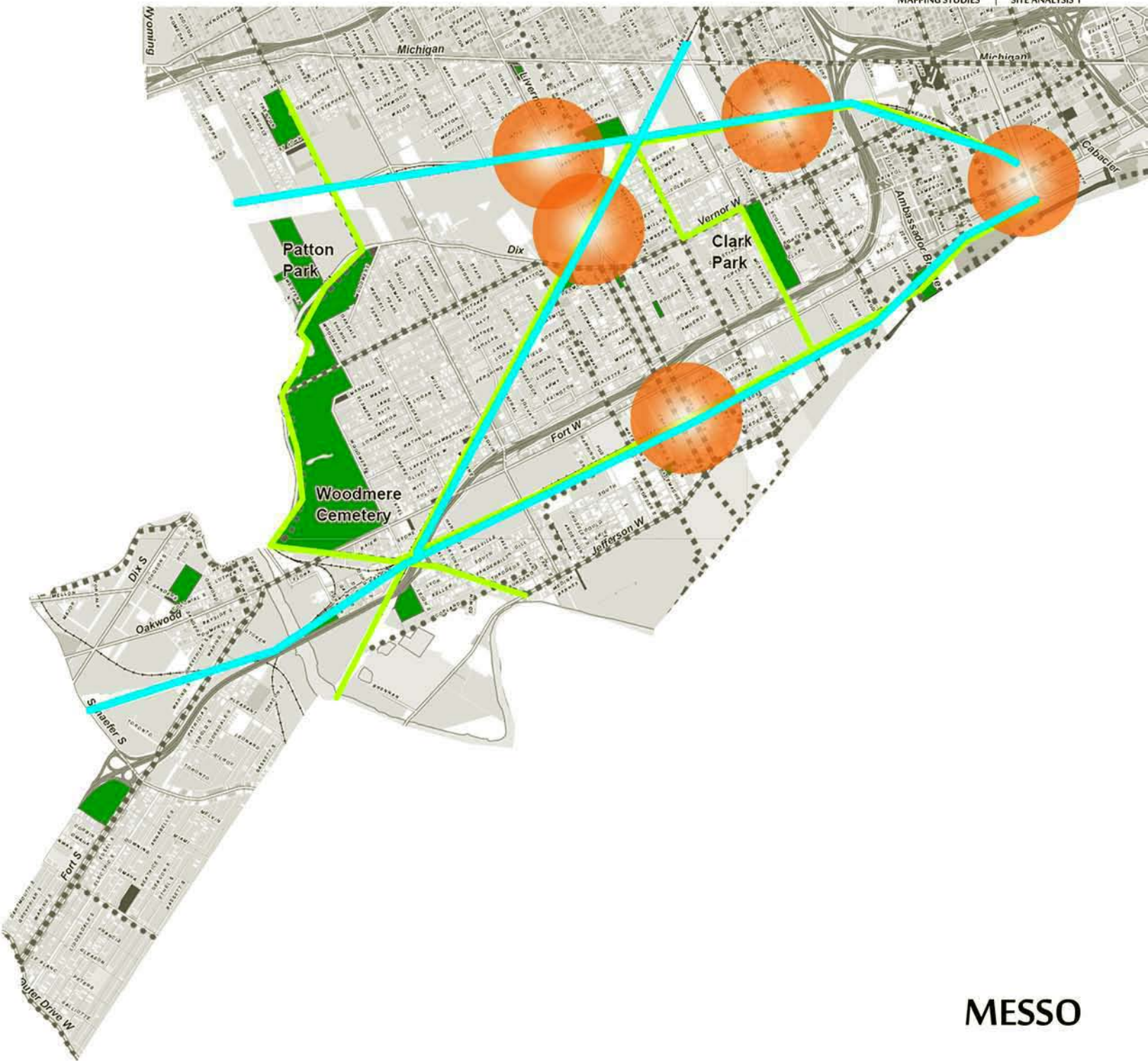
MASS TRANSIT CORRIDORS

GREENWAY CORRIDOR STUDIES

## MESSO

ABOVE: ANN ARBOR TO DETROIT TRANSIT PLAN  
PROPOSED TRANSIT STATIONS IN ORANGE<sup>4</sup>

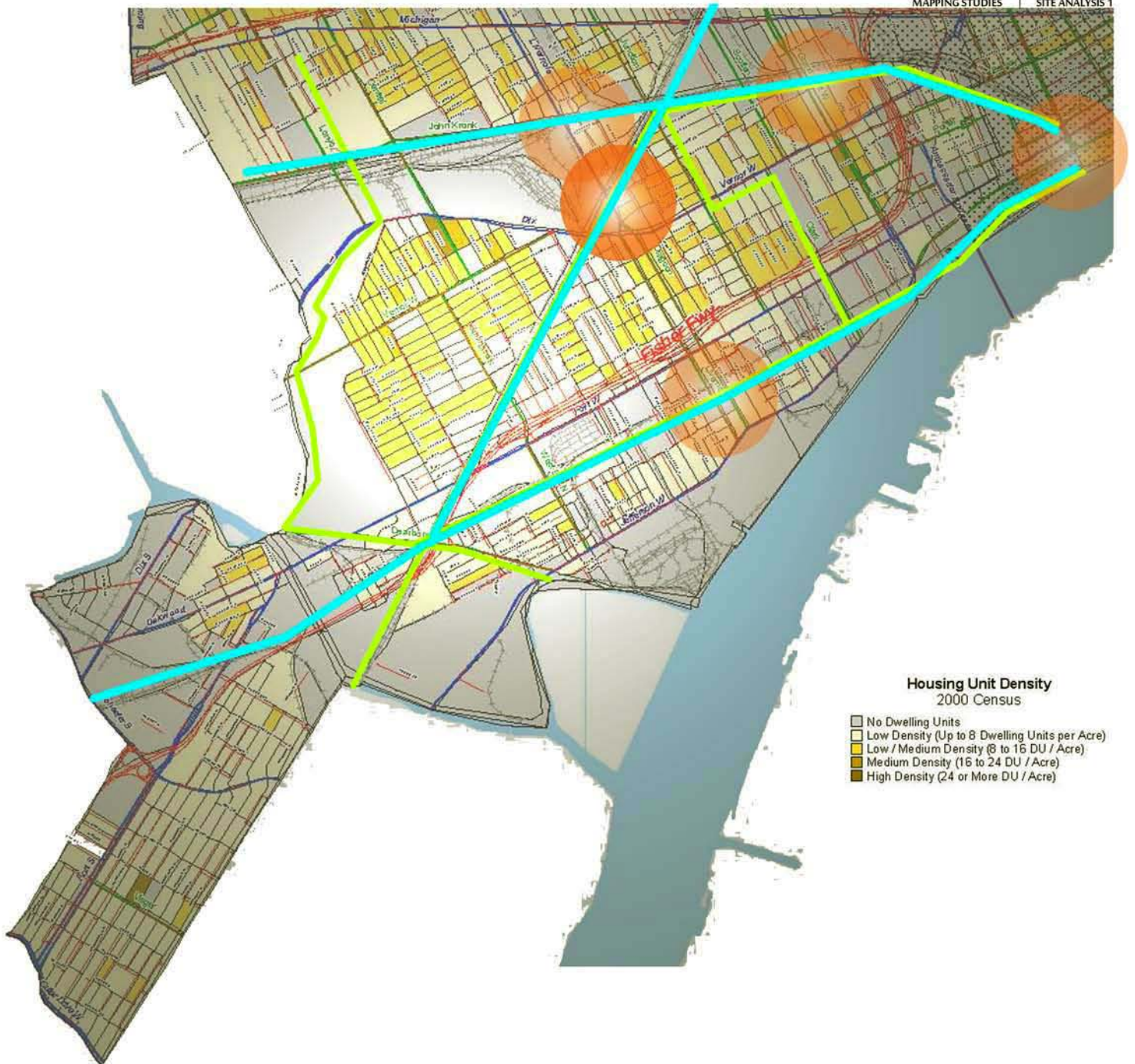




## MESSO

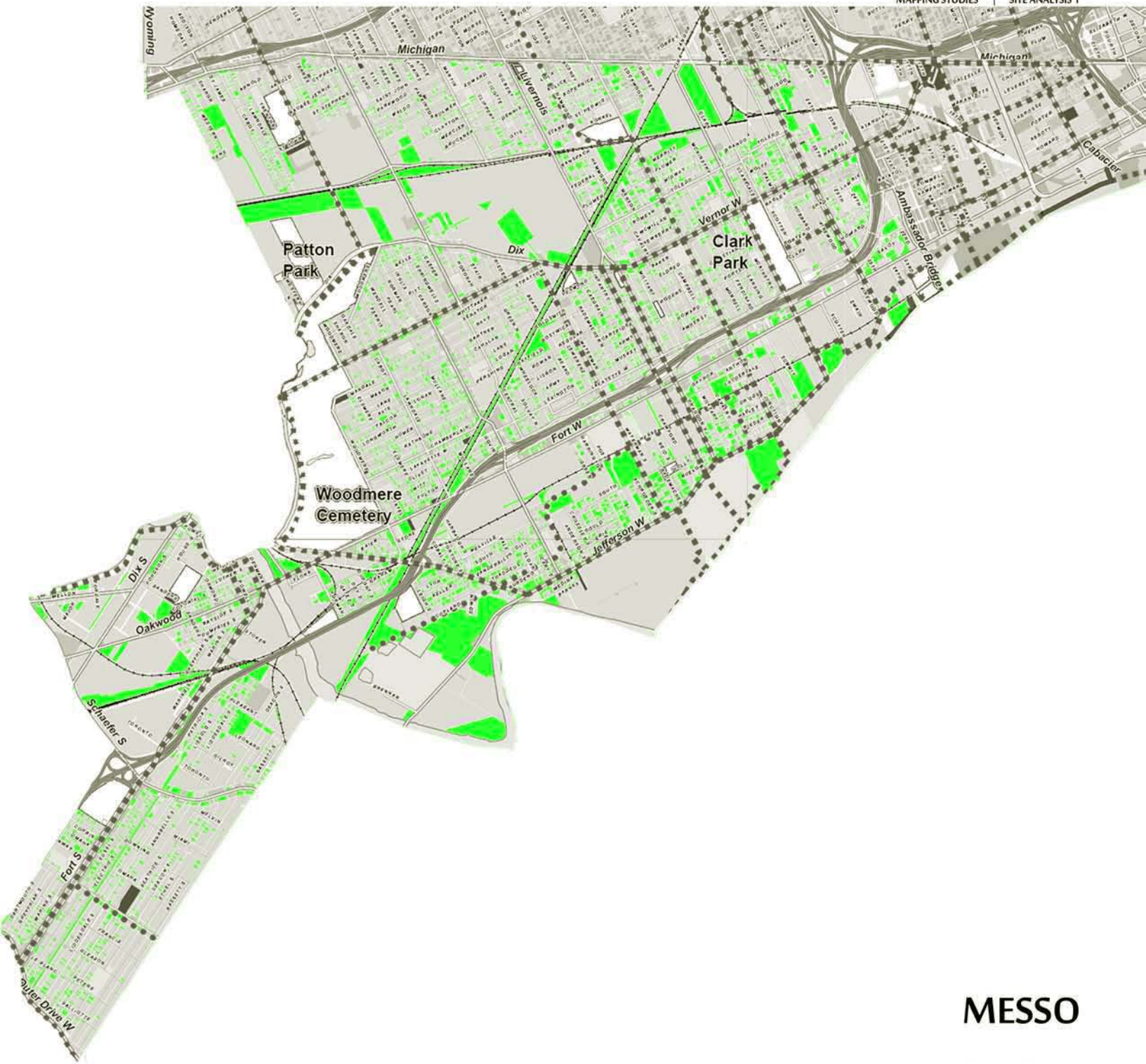
SOUTHWEST DETROIT SHOWING PROPOSED TRANSIT STATIONS, COMMUTER ROUTES, GREENWAYS, AND PARKS.





MESSO

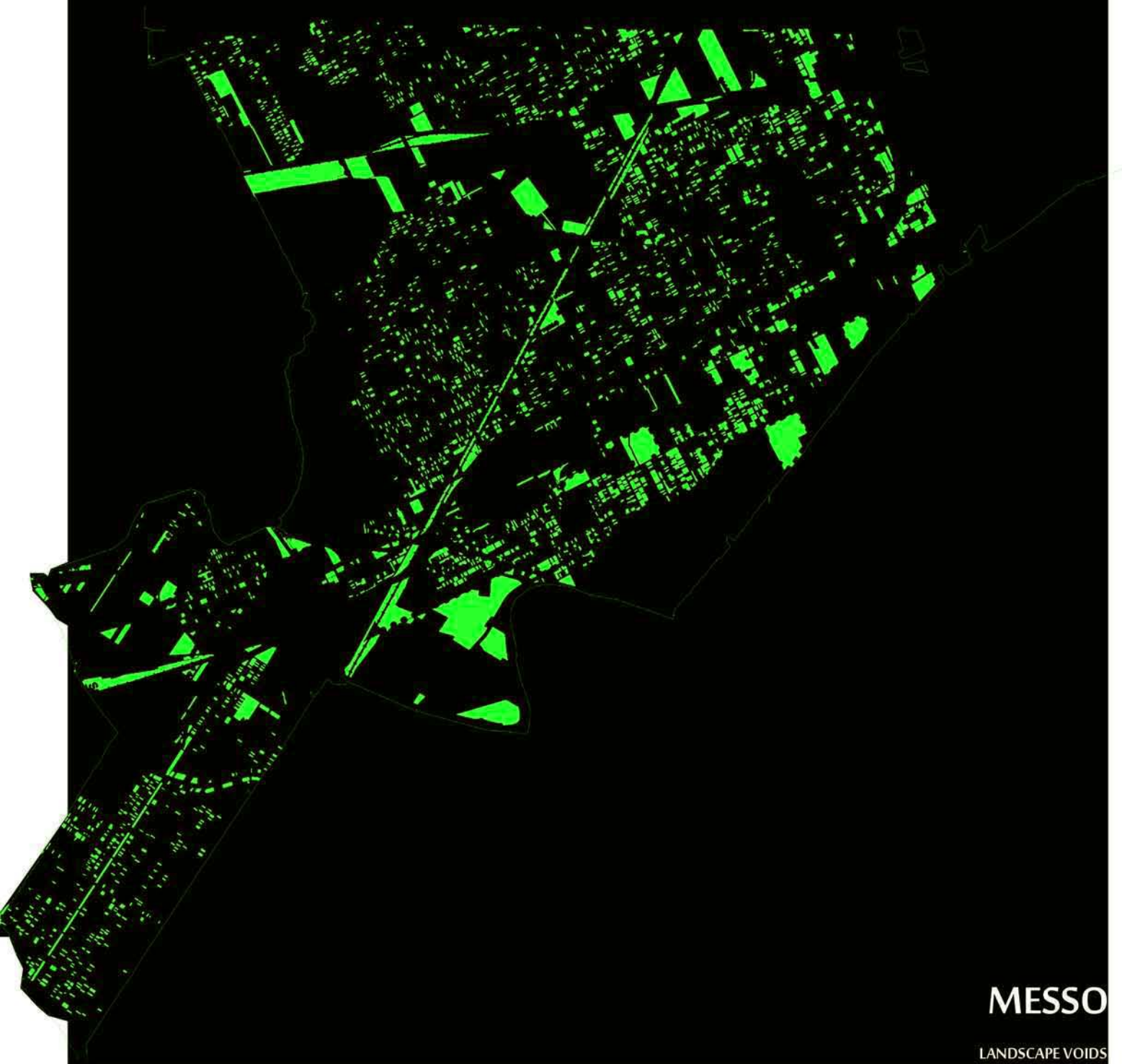




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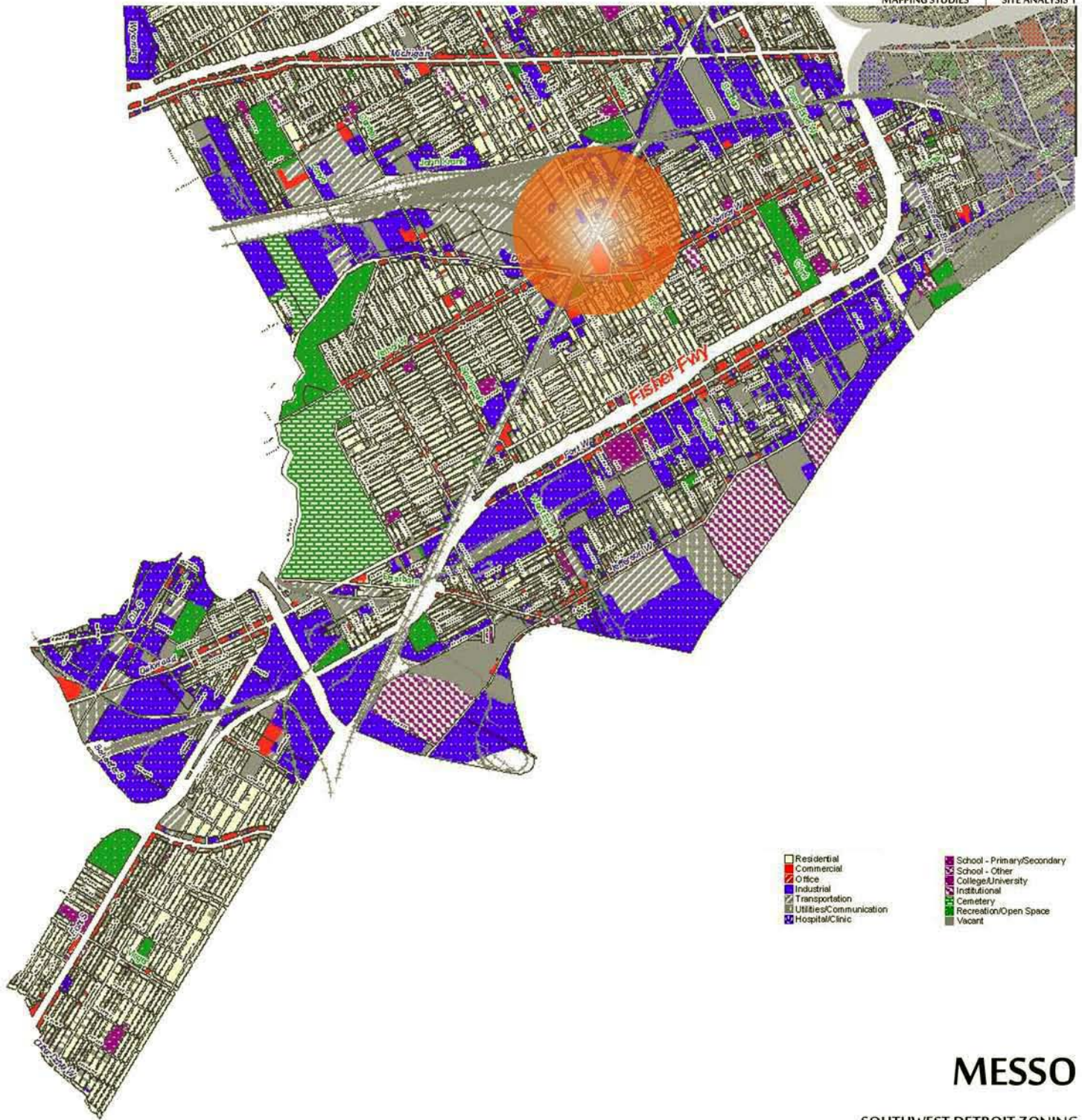
LANDSCAPE VOIDS





MESSO

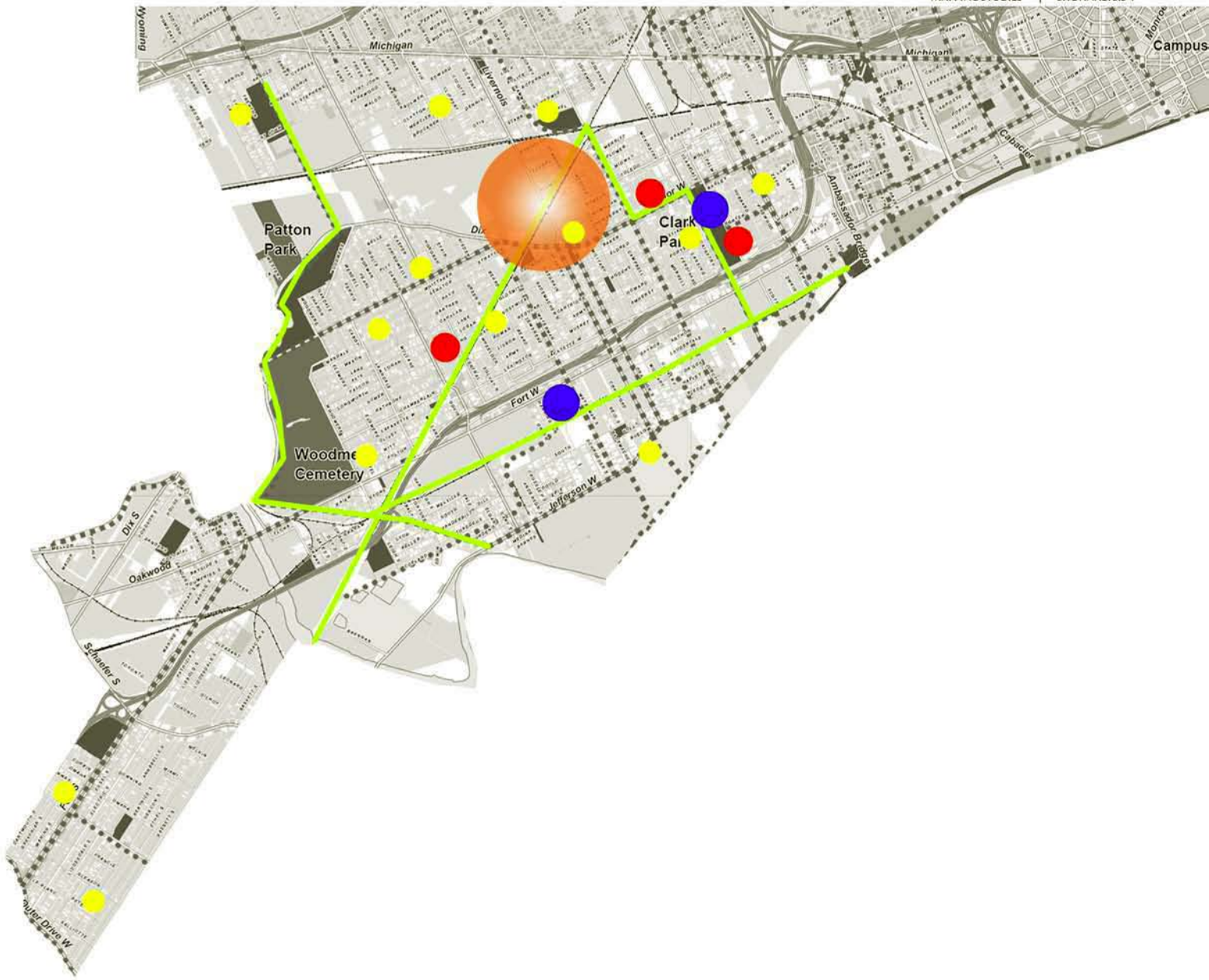
LANDSCAPE VOIDS



# MESSO

SOUTHWEST DETROIT ZONING





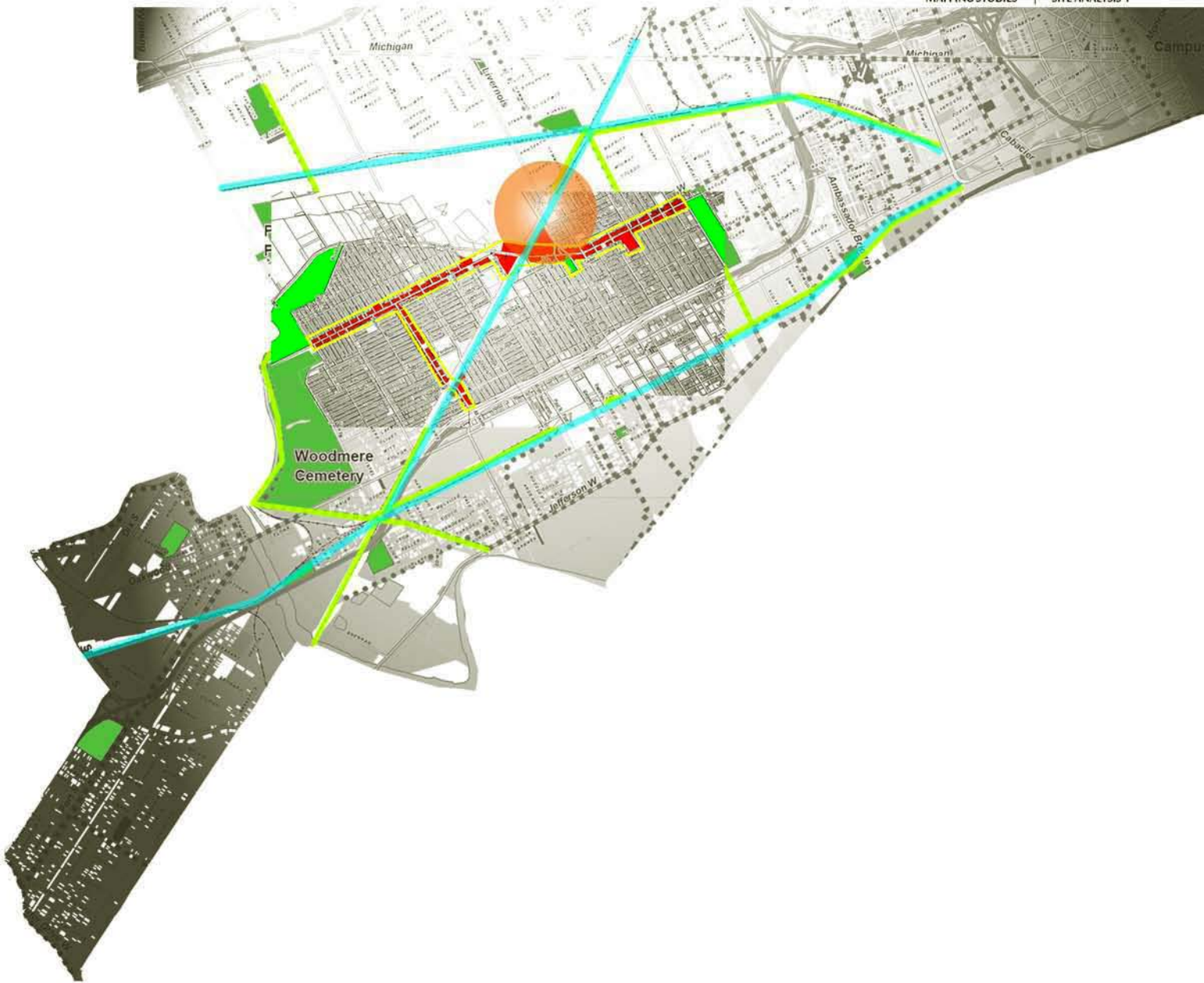
HIGH

MIDDLE

ELEMENTARY

# MESSO

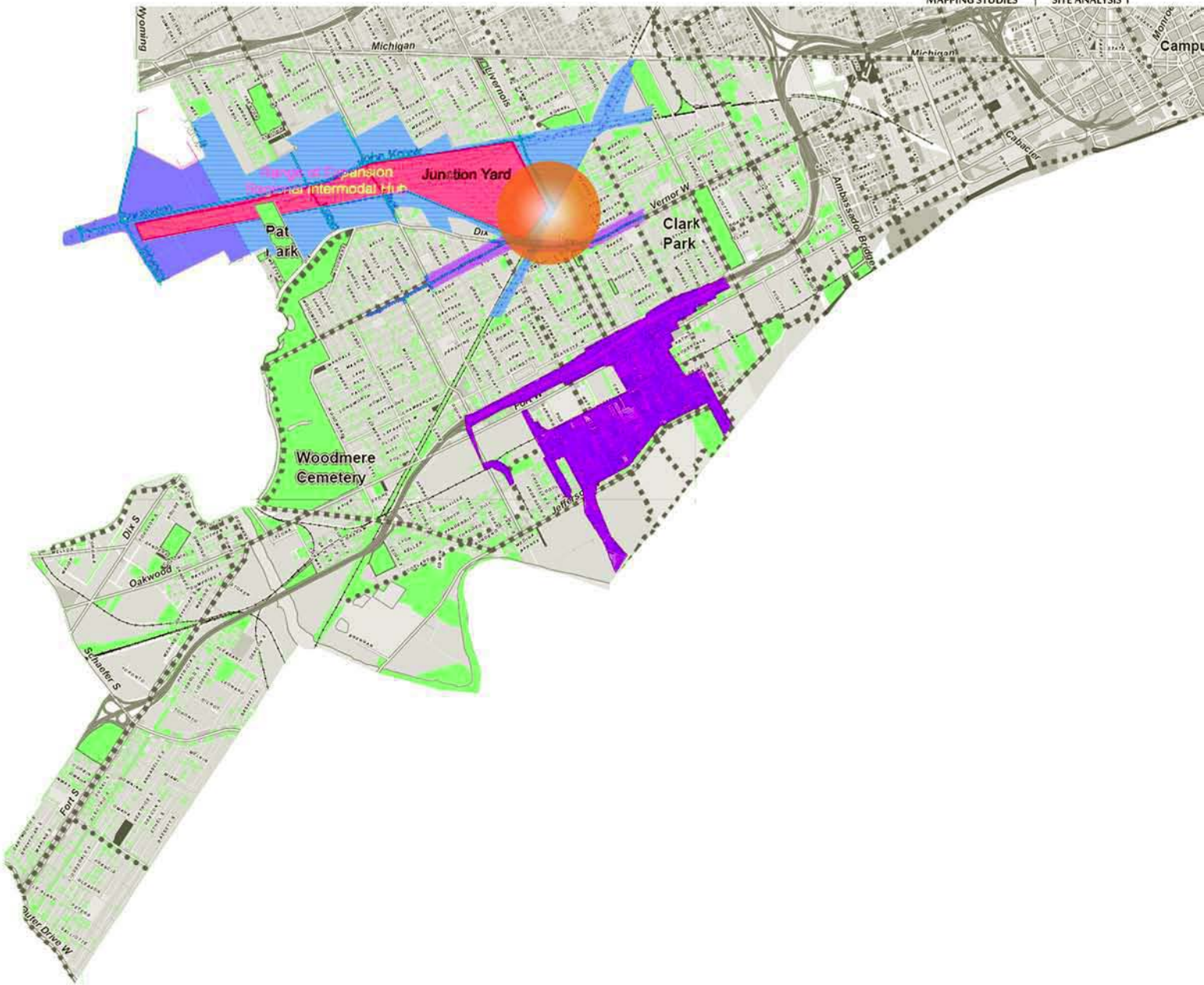
DETROIT PUBLIC SCHOOLS AND GREENWAYS



## MESSO

SOUTHWEST DETROIT BUSINESS IMPROVEMENT DISTRICT, GREENWAYS, AND COMMUTER CORRIDORS. THE BID LIES ALONG WEST VERNOR HIGHWAY & SPRINGWELLS. "A BID ALLOWS PROPERTY OWNERS TO VOTE ON AN ASSESSMENT TO SUPPORT IMPROVEMENTS AND ENHANCED SERVICES IN THE SELECTED COMMERCIAL DISTRICT."<sup>5</sup> THE SERVICES RENDERED ARE NOT TO BE A REPLACEMENT FOR NORMAL GOVERNMENT SERVICES, BUT FUNCTION IN ADDITION TO THEM. BIDS HAVE PROVEN TO INCREASE SALES, INCREASE PROPERTY VALUES, AND INCREASE COMMERCIAL OCCUPANCY. THE SPIN-OFF EFFECTS WILL UNDOUBTABLY IMPROVE THE LOCAL ECONOMY AND ENCOURAGE NEW RESIDENTS TO LIVE IN CLOSE PROXIMITY TO THE DISTRICT.





## DRIC PROPOSAL AND DIFT EXPANSION

### MESSO

DRIC : DETROIT RIVER INTERNATIONAL CROSSING<sup>6</sup>

DIFT : DETROIT INTERMODAL FREIGHT TERMINAL<sup>7</sup>

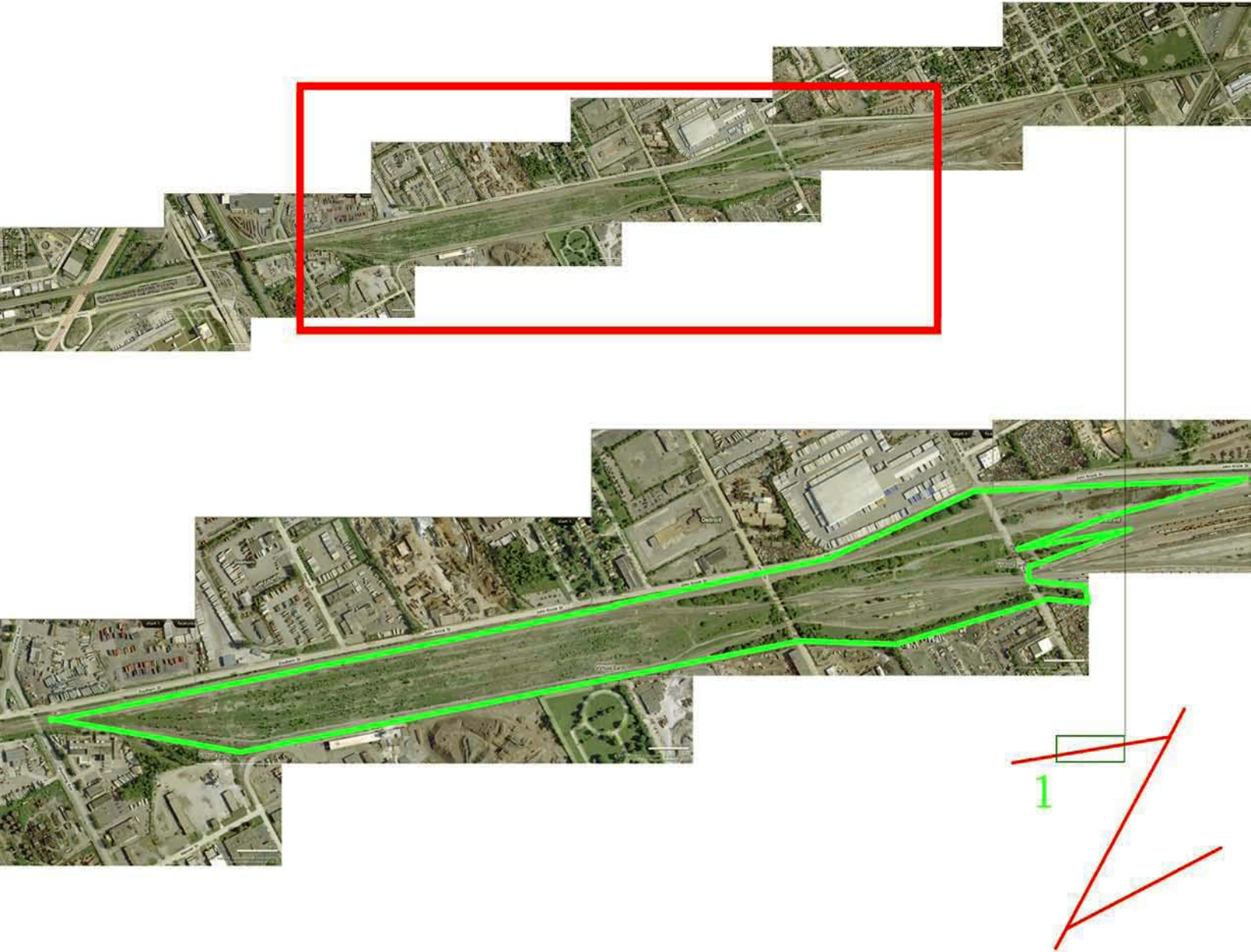
MAP SHOWS CURRENT GOVERNMENT-FUNDED PROJECTS THAT WILL POTENTIALLY ENCROACH AND DESTROY MAJOR PARTS OF THE SOUTHWEST DETROIT NEIGHBORHOODS. BOTH PROJECTS WILL BRING SIGNIFICANT AMOUNTS OF TRUCK TRAFFIC AND AIR POLLUTION. BOTH PROJECTS BRING A GUARANTEE OF SUBSTANTIAL INCREASES IN BOTH JOBS AND MONEY TO THE IMMEDIATE TERRITORIES SURROUNDING THE PROPOSALS. THE INEVITABILITY OF THESE ADDITIONS TO THE CITY, PRESENT A UNIQUE OPPORTUNITY TO WORK WITH GOVERNMENT AGENCIES TO GAIN FUNDING TO SUPPORT GREENWAYS AND REPROGRAMMED LANDSCAPES TO BUFFER HISTORIC NEIGHBORHOODS FROM THE NEGATIVE EFFECTS OF THESE PROJECTS.



## MICRO

PROPOSED GREENWAY CONNECTIVE CORRIDORS

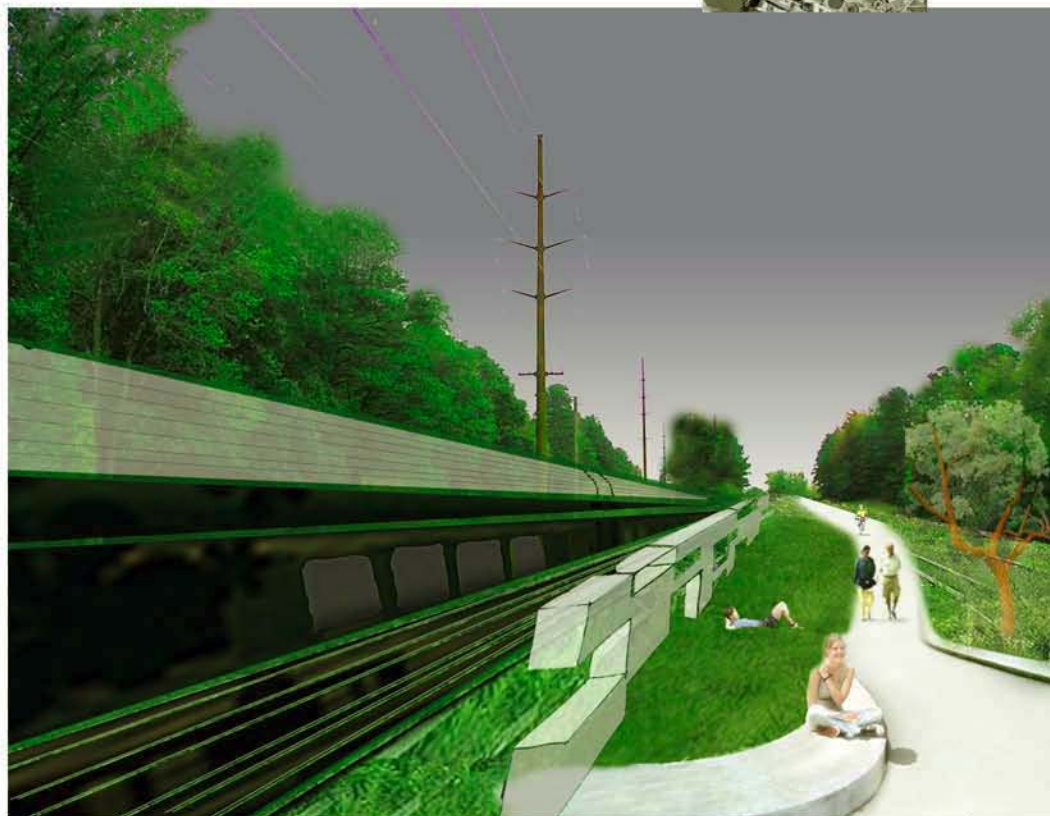
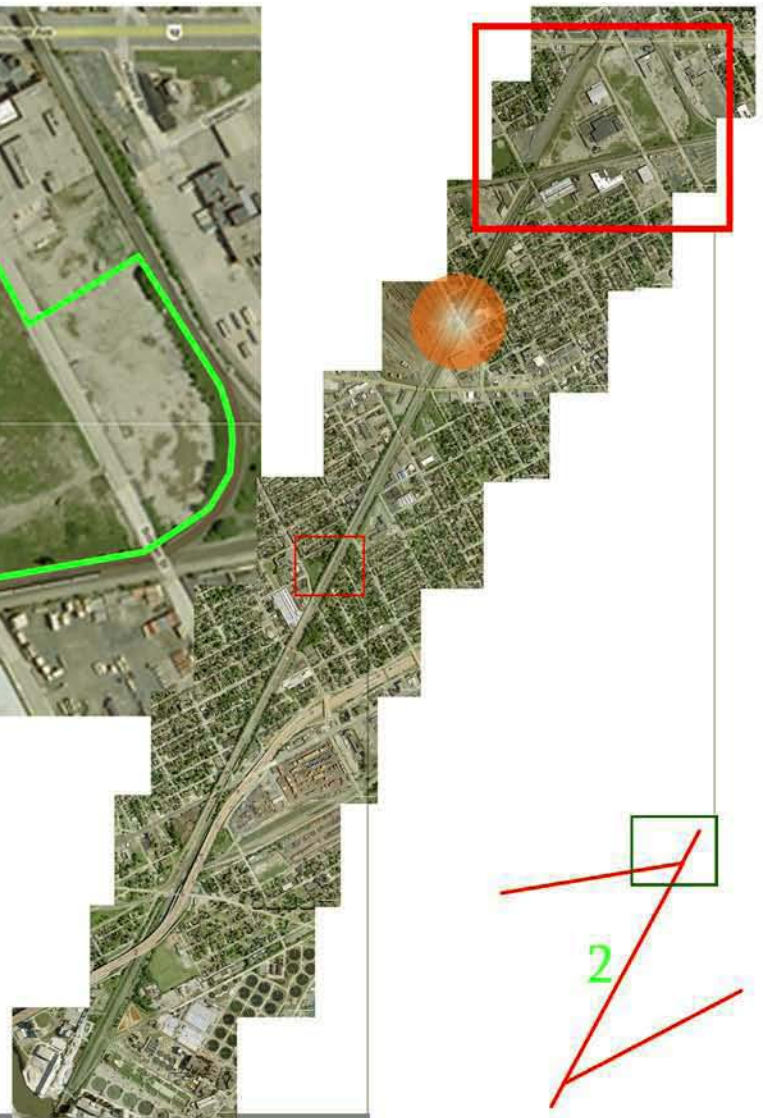




## MICRO

INTERVENTION : LINEAR PARK  
BIKE/FOOT PATHS  
PLAYSCAPES  
ATHLETIC FIELDS

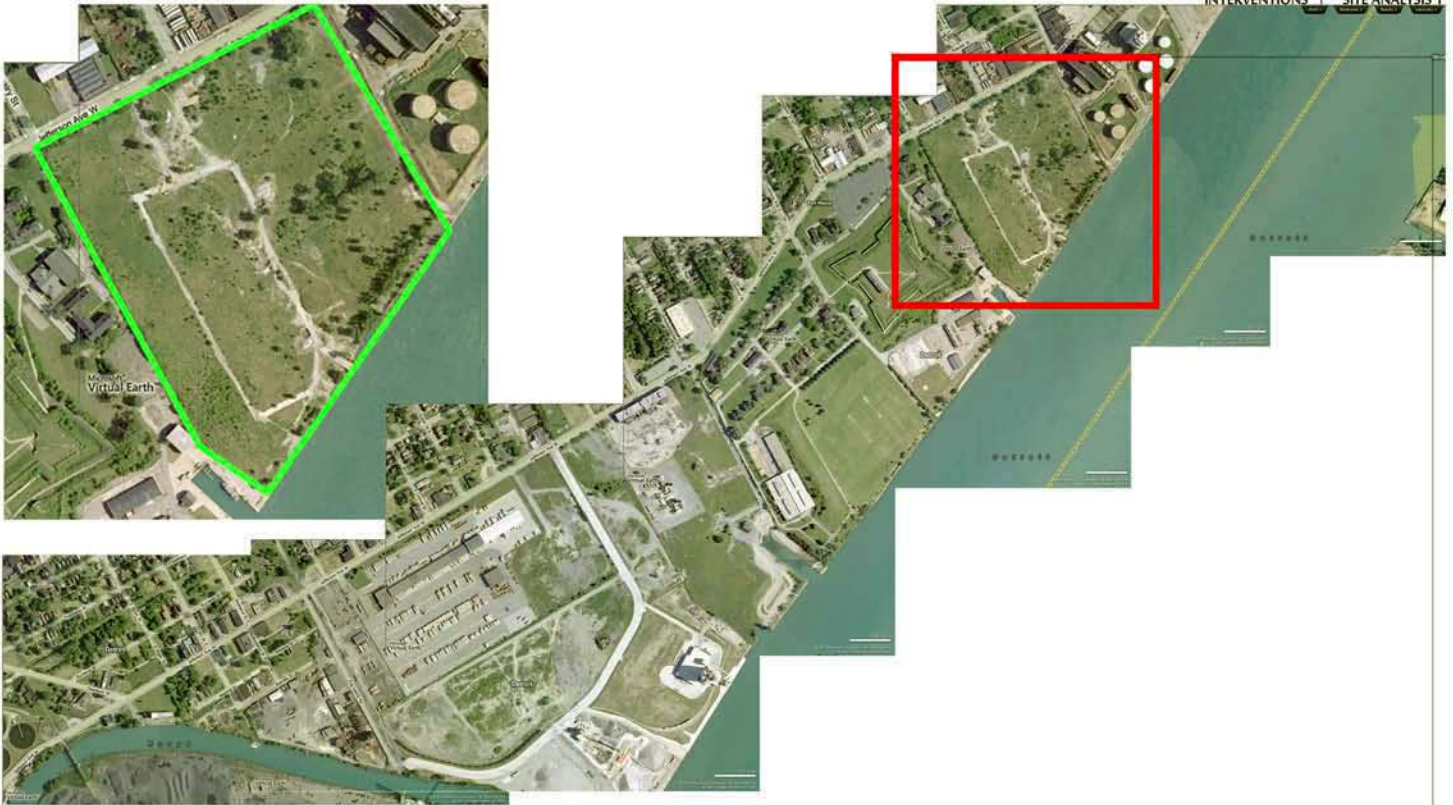




## MICRO

INTERVENTION :  
 ENTRANCE PLAZA/PUBLIC SQUARE  
 PUBLIC MARKET  
 GATEWAY PARK FROM MICHIGAN AVE





## MICRO

### INTERVENTION :

CULTURAL/HISTORICAL CENTER

GATEWAY PARK TO WEST RIVERWALK

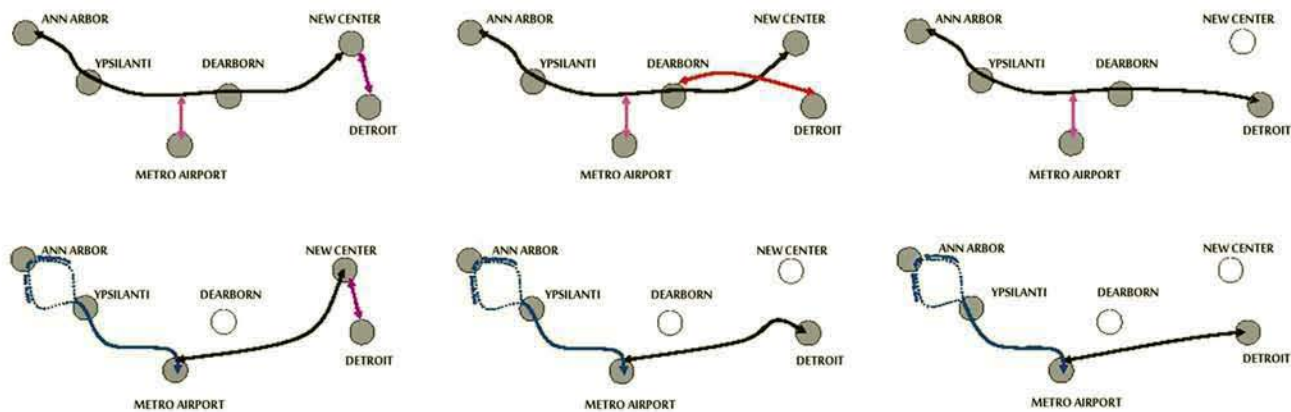
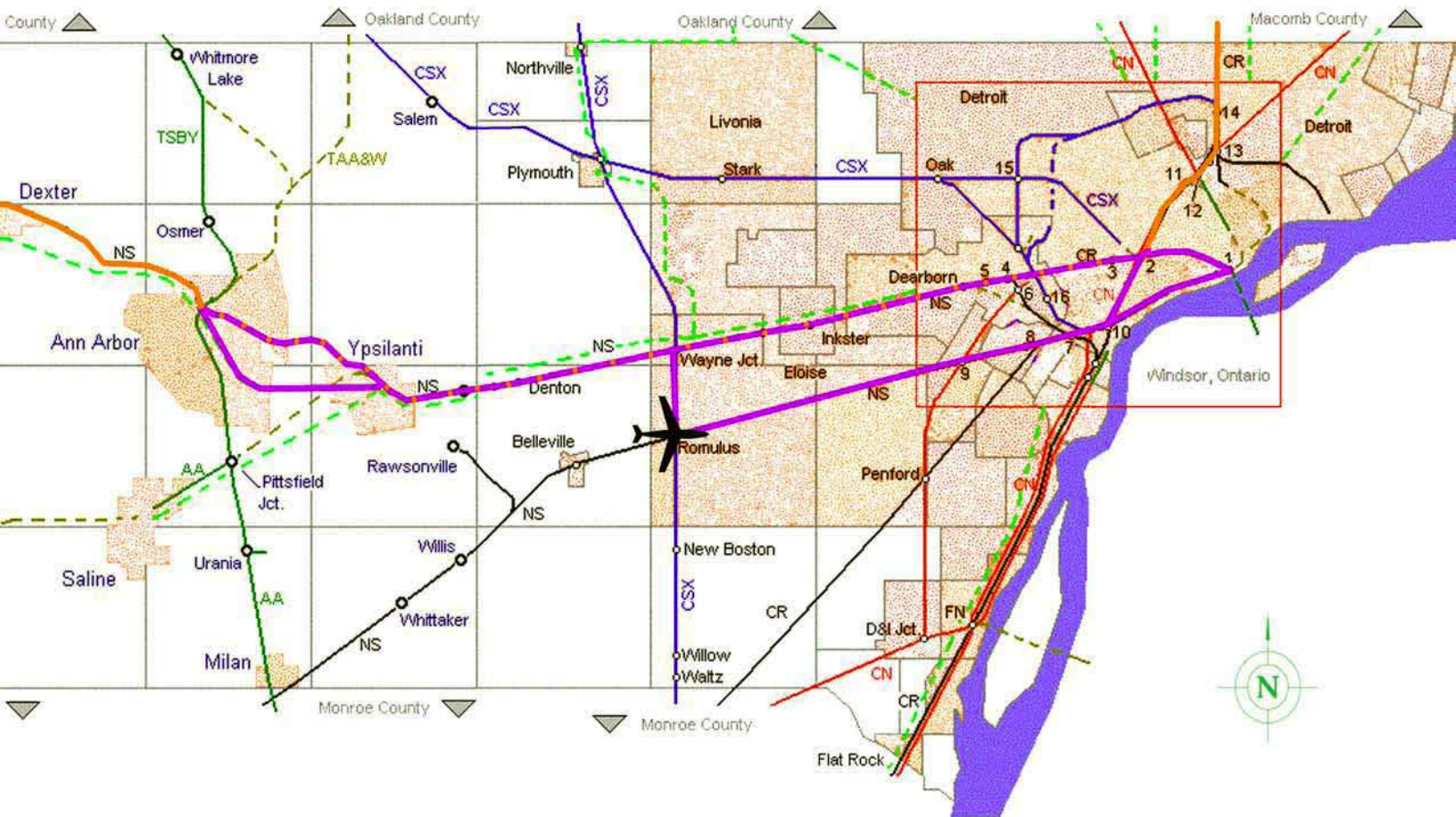
RIVERFRONT PERFORMANCE AMPHITHEATER

## SITE ANALYSIS 2

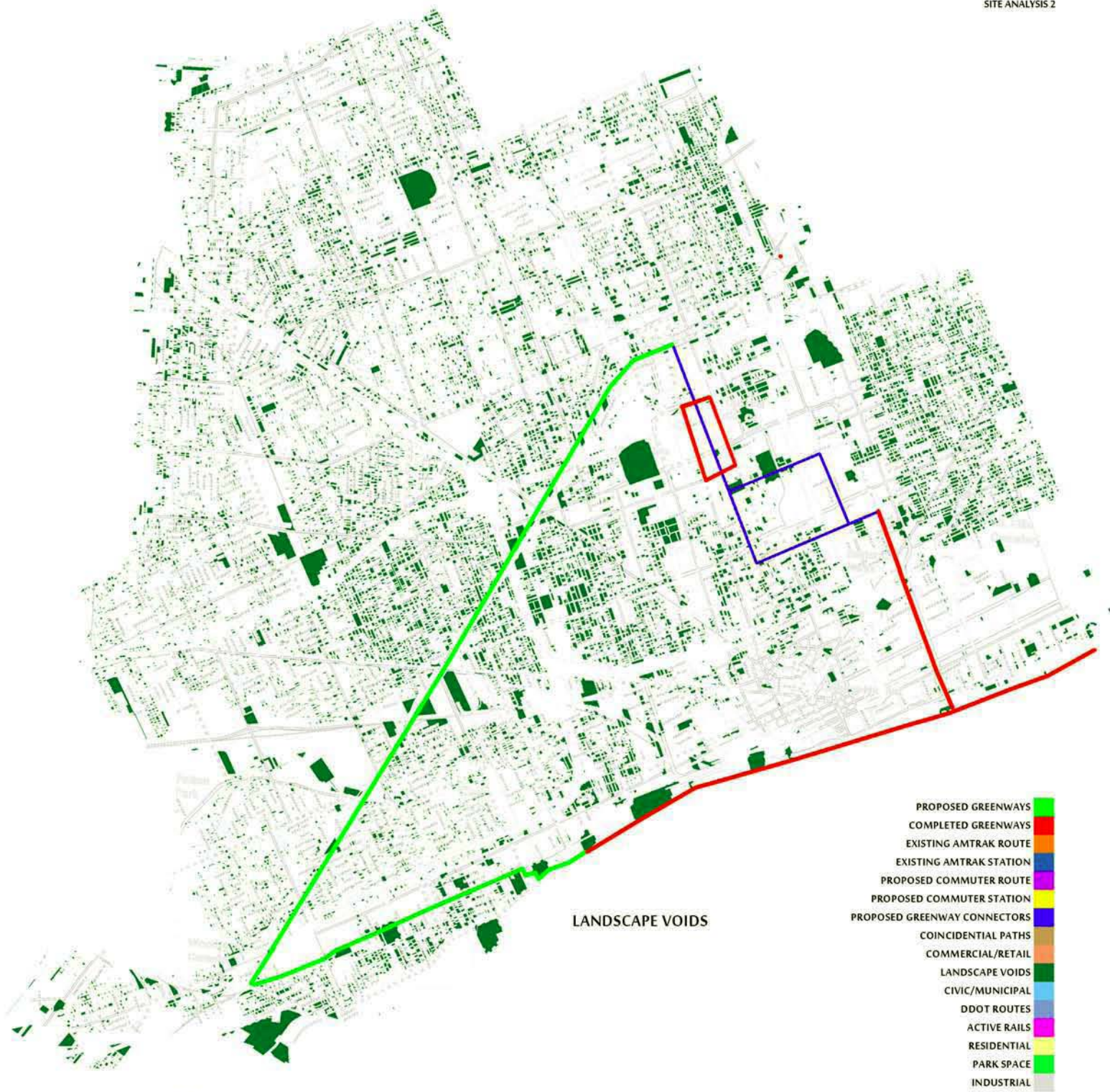




DETROIT - ANN ARBOR COMMUTER ROUTE STUDIES







RAILS-WITH-TRAIL GREENWAY





PROPOSED MEXICANTOWN SITE

- PROPOSED GREENWAYS
- COMPLETED GREENWAYS
- EXISTING AMTRAK ROUTE
- EXISTING AMTRAK STATION
- PROPOSED COMMUTER ROUTE
- PROPOSED COMMUTER STATION
- PROPOSED GREENWAY CONNECTORS
- COINCIDENTIAL PATHS
- COMMERCIAL/RETAIL
- LANDSCAPE VOIDS
- CIVIC/MUNICIPAL
- DDOT ROUTES
- ACTIVE RAILS
- RESIDENTIAL
- PARK SPACE
- INDUSTRIAL





GREENWAY





PROPOSED LINEAR PARK



PROPOSED GREENWAY INSERTION



GREENWAY/STREET HIERARCHY





EXISTING INFRASTRUCTURE &  
CONDITIONS





PROGRAM

THE MEXICANTOWN NEIGHBORHOOD WITHIN SOUTHWESTERN DETROIT REMAINS ONE OF THE CITY'S MOST VIBRANT PLACES TO LIVE AND WORK. FOR THESE SPACES TO REMAIN VIBRANT, AN ADEQUATE AMOUNT OF RECREATION SPACE IS NECESSARY TO MAINTAIN THE ECONOMIC AND SOCIAL VIABILITY OF THE NEIGHBORHOOD. REPROGRAMMING THE TRANSITIONAL LANDSCAPES IN MEXICANTOWN WILL UNDOUBTEDLY ALLOW IT TO REMAIN VIBRANT AND SPUR SUCH CHANGES THROUGHOUT THE CITY.

THE INITIAL INTERVENTION IS A SYSTEM OF INTERCONNECTED GREENWAYS WHICH THREAD THROUGH THE URBAN FABRIC OF SW DETROIT, TYING IN TO A LARGER REGIONAL GREENWAY SYSTEM. THE GREENWAYS PRIMARY PURPOSE IS TO SERVE AS A CORRIDOR OF NON-MOTORIZED TRAVEL THROUGH THE REGION. THE GREENWAYS WOULD PRIMARILY SERVE USERS OF LEISURE, BUT AS TRANSIT PATTERNS SHIFT, IT IS LIKELY THAT USERS WOULD BEGIN TO USE THE GREENWAYS FOR BUSINESS AS WELL. THE PROPOSED SYSTEM WILL INCLUDE MULTIPLE TYPES OF GREENWAYS. SOME WILL BE RAILS-TO-TRAILS CONVERSIONS, HOWEVER OTHERS WILL CONTINUE TO SERVE RAIL TRAVEL BUT INTEGRATE NON-MOTORIZED USERS. THE RAIL COMPONENT WILL SERVE FREIGHT, COMMUTER, AND EVENTUALLY LIGHT RAIL TRAVEL IF POPULATION TRENDS PERMIT SUCH INTEGRATION. THE NON-MOTORIZED USERS OF THE GREENWAYS WILL BE THE PRIMARY BENEFICIARIES OF THE DESIGNED SPACE. THE PRIMARY FOCUS AREA FOR THE PROJECT INCLUDES TWO SEPARATE LEGS. THE NORTH-SOUTH LEG IS APPROXIMATELY 7.2 MILES LONG. IT STRETCHES FROM THE MILWAUKEE-JUNCTION DETROIT AMTRAK STATION SOUTHWEST TO THE INTERSECTION OF THE RAIL LINE AND INTERSTATE 75-SOUTH. THE 3-MILE EAST-WEST LEG BEGINS AT THAT POINT AND TERMINATES AT RIVERSIDE PARK AND MARINA JUST WEST OF THE AMBASSADOR BRIDGE.

THE MAJOR INTERVENTION ALONG THE GREENWAY IS A 13.5-ACRE LINEAR PARK. THE PARK FOLLOWS AN ORGANIZATIONAL GRID THAT RESPONDS TO THE STREET GRID WITHIN THE COMMERCIAL DISTRICT IN MEXICANTOWN. THE PARK'S GROUND CONDITION WILL BE SET BY A SERIES OF TOPOGRAPHIC CONDITIONS TO COLLECT AND DISPERSE WATER. THE LANDSCAPE FORMS WILL ALLOW THE EXISTING VEGETATION TO NATURALLY FLOURISH AND REESTABLISH THE TRANSITIONAL SPACE. THE PARK IS ANCHORED BY PUBLIC FUNCTIONS ON EITHER END, WHILE THE INTERIOR OF THE PARK IS PROGRAMMED FOR USE PRIMARILY BY LOCAL RESIDENTS. THE SOUTHERN END OF THE PARK HOLDS TWO SOCCER FIELDS WHICH WHEN NOT IN USE WILL SERVE AS OPEN TURF FOR LOUNGING, FRISBEE, AND OUTDOOR MOVIES. THE TOPOGRAPHIC CONDITIONS INTRODUCED BY THE ORGANIZATIONAL GRID ALLOW ONE OF THE SOCCER FIELDS TO BE FLOODED DURING THE WINTERTIME FOR A SKATING RINK. THIS END OF THE PARK ALSO INCLUDES A LARGE POOL THAT WILL SERVE THE ENTIRE SOUTHWESTERN DETROIT AREA. THESE FIELDS AND POOL WILL BE ANCHORED BY A SERVICE BUILDING. THE LAND AREA AVAILABLE FOR THE BUILDING TOTALS 25,000+ SQUARE FEET. THE MAJOR AREAS WITHIN THE BUILDING WILL BE LOCKER ROOMS WITH SHOWER AND CHANGING AREAS FOR BOTH MEN AND WOMEN. THERE WILL BE A CAFETERIA SPACE WITH DINING AREAS BOTH INSIDE AND OUTSIDE. THIS WILL REQUIRE A KITCHEN COMPLETE WITH PREP STATIONS AND DRY AND COLD STORAGE AREAS. THE BUILDING WILL ALSO HAVE A TICKETING AREA FOR USERS AND SPACE TO PROVIDE RENTALS FOR THE ICE RINK. ONE PRAGMATIC CHALLENGE OF THE DESIGN IS TO ACCOMMODATE THE CAFETERIA USERS WHO MAY NOT USE THE POOL, AND THEREFORE MAY NOT NEED TO PAY THE ENTRANCE FEE.

THE INTERIOR AREA OF THE PARK SPACE WILL BE MORE AVAILABLE TO RESIDENTS IMMEDIATELY ADJACENT TO THE PARK. THEY WILL HAVE ACCESS TO RAISED PLANTING BEDS SPECIFICALLY FOR VEGETABLE OR FLOWER GARDENS. THESE AREAS WILL INCLUDE SUNKEN TRAILS INTERWOVEN WITHIN THEM. THIS MOVEMENT WILL DISCOURAGE PARK USERS FROM TAMPERING WITH THE GARDENS, BUT STILL AFFORD A VIEW OF THE GARDENS. ANCHORING THESE GARDENS WILL BE A SMALL TOOL BUILDING. THIS BUILDING WILL HOUSE AND SECURE TOOLS FOR GARDEN USERS. A POTENTIAL ADDITION TO THE SPACE WOULD BE A DISPLAY/RETAIL SPACE WHICH WOULD ALLOW USERS TO DISPLAY AND SELL PRODUCE FROM THE GARDENS. THE MONIES COLLECTED WOULD HELP DEFER MAINTENANCE COSTS WITHIN THE PARK. THE SPECIFIC METHOD OF OPERATION OF THE RETAIL SPACE CAPITALIZES ON THE IDEALS WITHIN THE MEXICANTOWN NEIGHBORHOOD. THE OPERATION IS MEANT TO SPREAD THROUGH WORD-OF-MOUTH IN THE NEIGHBORHOOD, TURNING IT INTO A DESTINATION. USING THIS SYSTEM WOULD ALLOW A COMMUNITY GROUP TO OVERSEE THE GARDENS AND ASSIGN PLOTS, BUT BECAUSE THE SYSTEM IS NON-PROFIT, NO FEES WOULD BE CHARGED FOR USAGE.

THE NORTHERN THIRD OF THE LINEAR PARK HOLDS ANOTHER MAJOR ENTRANCE BECAUSE OF THE MICHIGAN AVENUE FRONTAGE. IF THIS PARK IS TO BECOME A DESTINATION, THE BEST LOCATION TO ATTRACT USERS WILL BE THIS EDGE. THE PARK WILL PRESENT ITSELF WITH AN "EXTERIOR FOYER". THIS SPACE WILL NOT ACT AS A FLAT SPACE FOR GATHERING, BUT RATHER ITS FUNCTION IS TO CATCH THE ATTENTION AND DRAW USERS UP INTO THE LARGER SPACES WITHIN ITS BORDERS. IT IS ALSO IMPORTANT THAT THIS EDGE OF THE PARK MAKES A SUGGESTION OF OTHER USES THAT GUIDES USERS THROUGH THE SPACE AND DISCOURAGES LINGERING IN THE ENTRANCE. AS THE USERS TRAVERSE THE EXTERIOR FOYER, THEY WILL ALSO ENCOUNTER A NATIVE PRAIRIE LANDSCAPE. THE PRAIRIE IS AN EXTENSION OF A DRY PRAIRIE SPACE DIRECTLY EAST OF THE PARK SPACE. BEYOND THE PRAIRIE IS THE COMMON GREEN. THE COMMON IS MEANT TO INVOKE THE SENSE OF SCALE THAT THE PARK OFFERS. THE COMMON WILL BE FRAMED BY TALLER PLANTINGS TO PROVIDE SHADE. HOW THE COMMON IS SKEWED SUGGESTS A CIRCULATION PATTERN TO BRING USERS INTO THE GARDENS TOWARD THE



PRODUCE SERVICE SPACE. WITHIN THE COMMON, INTERVENTIONS WILL BE INTRODUCED. THESE ALTERNATIVE RECREATION SPACES WILL ACT AS PLAYSAPES GEARED TOWARD THE ADULT USER. THESE PIECES WILL FACILITATE SUN BATHING, LOUNGING, READING, CONVERSATION AREAS, VIEWING PLATFORMS, DINING AREAS, COOLING SHELTERS, AND AREAS FOR CHESS OR CHECKER GAMES. THE DESIGN INTENTION OF THESE INTERVENTIONS IS TO PROMOTE REST, RELAXATION, AND RECREATION.

THE FINAL ELEMENT OF THE AREA IS THE PRAIRIE. THE ENTIRE FILTER ENCOMPASSES APPROXIMATELY 40 ACRES. BECAUSE OF ITS SIZE, THIS AREA WOULD BE SUBSIDIZED BY THE CONSERVATION RESERVE PROGRAM OFFERED BY FEDERAL AND STATE GOVERNMENTS. IMPLEMENTATION OF RIPARIAN FILTERS IS A PROVEN METHOD OF NATURALLY CLEANSING BOTH AIR AND SOIL. THIS IS ESPECIALLY VITAL TO THE AREA CONSIDERING SOUTHWEST DETROIT'S HEAVY DOMINANCE OF INDUSTRY. THE FILTER WILL INCLUDE BOTH WARM AND COOL SEASON GRASSES, AS WELL AS KEY WILDFLOWERS. CAPITALIZING ON THE DIVERSITY OF PLANTINGS WILL ENSURE THAT THE FILTER FLOURISHES NATURALLY. THE FILTER WILL ALSO INCLUDE TRAILS THAT TIE INTO THE GREENWAY AND POSSIBLY AN OUTDOOR CLASSROOM FOR USE BY LOCAL SCHOOLS.

WITHIN THE PARK, A SERIES OF PATHWAYS WILL CIRCULATE TO DIRECT AND CONNECT USERS TO ITS VARIOUS FUNCTIONS. THESE PATHS WILL BE CONSTRUCTED WITH ONE REPETITIVE ELEMENT. IT WILL BE A LONG THIN RECTANGLE ARRANGED TO PULL THE USER ALONG THE PATH. MATERIALITY WILL CHANGE BASED ON ITS TRAFFIC USAGE AND SPECIFIC PROGRAM. IT WILL BE PROPORTIONED TO REMAIN INTERCHANGEABLE AND WILL ENABLE THE PATH TO CONFORM TO THE VARYING LANDSCAPE. AS THE PATH CONFORMS TO THE LANDSCAPE, IT ALLOWS THE LANDSCAPE TO REMAIN THE PRIMARY ELEMENT OF THE PARK.

THE OTHER MAJOR COMPONENT OF THIS PROJECT IS A MULTI-MODAL TRANSIT STATION. THE STATION WILL BE PART OF THE COMMUTER LINE RUNNING BETWEEN ANN ARBOR AND DETROIT. THE STATION WILL BE LOCATED AT THE INTERSECTIONS OF LIVERNOIS AND WEST VERNOR. THE INTERSECTION IS ALSO ANCHORS THE GREENWAY PATH WHICH WILL PROVIDE A NON-MOTORIZED CONNECTION TO THE LINEAR PARK. THE PARTICULAR PLOT WHERE THE STATION IS LOCATED, HAPPENS TO BE A MAJOR GAP IN THE VERNOR RETAIL STRIP. INFILLING THIS LAND, WILL PROVIDE A PHYSICAL AND PSYCHOLOGICAL CONNECTION TO THE REST OF THE NEIGHBORHOOD.

THE STATION WILL BE COMPOSED A THREE MAJORS COMPONENTS. THE FIRST COMPONENT IS THE PUBLIC FACE TO THE NEIGHBORHOOD. THIS PART OF THE STATION WILL INCLUDE TICKETING AND WAITING AREAS, RESTROOMS AND LOCKERS, AS WELL AS A CAFE/RETAIL SPACE TO OFFER GOODS TO PASSENGERS. THE NEXT COMPONENT OF THE STATION IS THE PLATFORM AREAS. THE PLATFORMS WILL RUN PARALLEL TO THE FOUR RAIL LINES THAT WILL ANCHOR THE STATION. THE PLATFORMS WILL BE FLANKED BY CIRCULATION TOWERS CONNECTED BY A SKYWALK, ALLOWING PASSENGERS TO ACCESS BOTH PLATFORMS. THE FORM OF THE STATION IS DICTATED BY THE GREENWAY. THE GREENWAY RISES TO CROSS OVER THE RAIL LINES. TO ACCOMMODATE BARRIER-FREE STATUTES, THE GREENWAY BECOMES A TWISTING RAMP IN WHICH THE COMMUTER STATION'S FUNCTIONS ARE INSERTED.

AS THE RAMP DESCENDS FROM THE COMMUTER STATION, IT SPILLS OUT INTO AN ORCHARD. THE ORCHARD GROUNDS TAKE ON A FACETED FORM, SO AS TO DIRECT BOTH USER AND WATER THROUGH THE SPACE. THE ORCHARD WILL BE THE CENTRAL COMPONENT OF A NEW TRANSIT-ORIENTED DEVELOPMENT, ANCHORED BY THE TRANSIT STATION. BECAUSE THE VERNOR/DIX CORRIDOR IS THE MAIN RETAIL CORRIDOR THROUGH SW DETROIT, THE T.O.D. WILL FEATURE A MIXED-USE RETAIL/HOUSING PROJECT FRONTING THIS EDGE. THIS PROJECT WILL ALSO INCLUDE A FAST-CASUAL AND SIT-DOWN RESTAURANT. IT IS THE INTENTION, THAT THESE FUNCTIONS UTILIZE THE ORCHARD FOR LOCAL ORGANIC PRODUCE. THE OTHER MAIN EDGE TO THE T.O.D. IS LIVERNOIS. THIS EDGE WILL BE FRONTED BY A LARGE MULTIFAMILY RESIDENTIAL DEVELOPMENT. THE PROJECT WILL INCLUDE NUMEROUS UNITS AND FLOOR PLANS TO ACCOMMODATE A RANGE OF LIVING OPTIONS.

**PRAIRIE** 35 ACRES

WALKING/RUNNING PATH

OUTDOOR CLASSROOM/VIEWING PLATFORM

**LINEAR PARK** 15 ACRES

SOCCER FIELD (2) 117,000 SQ FT EACH

POOL 13,456 SQ FT

SWIM DECK 5,316 SQ FT

COMMUNITY GARDENS (5) 5,000 SQ FT EACH

## ALTERNATIVE RECREATION SPACES

SUNBATHING

SHADING SPACES

LOUNGING

READING

CONVERSATION SPACES

VIEWING PLATFORMS

DINING/PICNICKING SPACES

CHESS/CHECKER SPACES

**GARDEN BUILDING**

TOOL STORAGE 300 SQ FT

PRODUCE COUNTER + DISPLAY 750 SQ FT

MAINTENANCE ROOM 200 SQ FT

UNISEX RESTROOM 50 SQ FT

1300 + 20% = **1,560 SQ FT****POOL BUILDING**

LOCKER ROOM

CHANGING AREA 300 SQ FT EACH

SHOWER AREA 100 SQ FT EACH

MEN 4 SHOWERS

WOMEN 4 SHOWERS

RESTROOM

MEN 650 SQ FT

3 STALLS

3 URINALS

5 SINKS

WOMEN 650 SQ FT

5 STALLS

7 SINKS

MAINTENANCE CLOSET 50 SQ FT

TICKETING BOOTHS (3) 75 SQ FT

LINE QUEUE 500 SQ FT

MANAGEMENT OFFICE 150 SQ FT

RENTAL COUNTER + STORAGE 500 SQ FT

DINING SPACE 1500 SQ FT

OUTDOOR DINING 1000 SQ FT

KITCHEN AND PREP 1000 SQ FT

DELIVERY AND DRY STORAGE 500 SQ FT

CAFÉ OFFICE 150 SQ FT

MECHANICAL ROOM 500 SQ FT

MEN'S ROOM 170 SQ FT

2 STALLS

2 URINALS

3 SINKS

WOMEN'S ROOM 170 SQ FT

3 STALLS

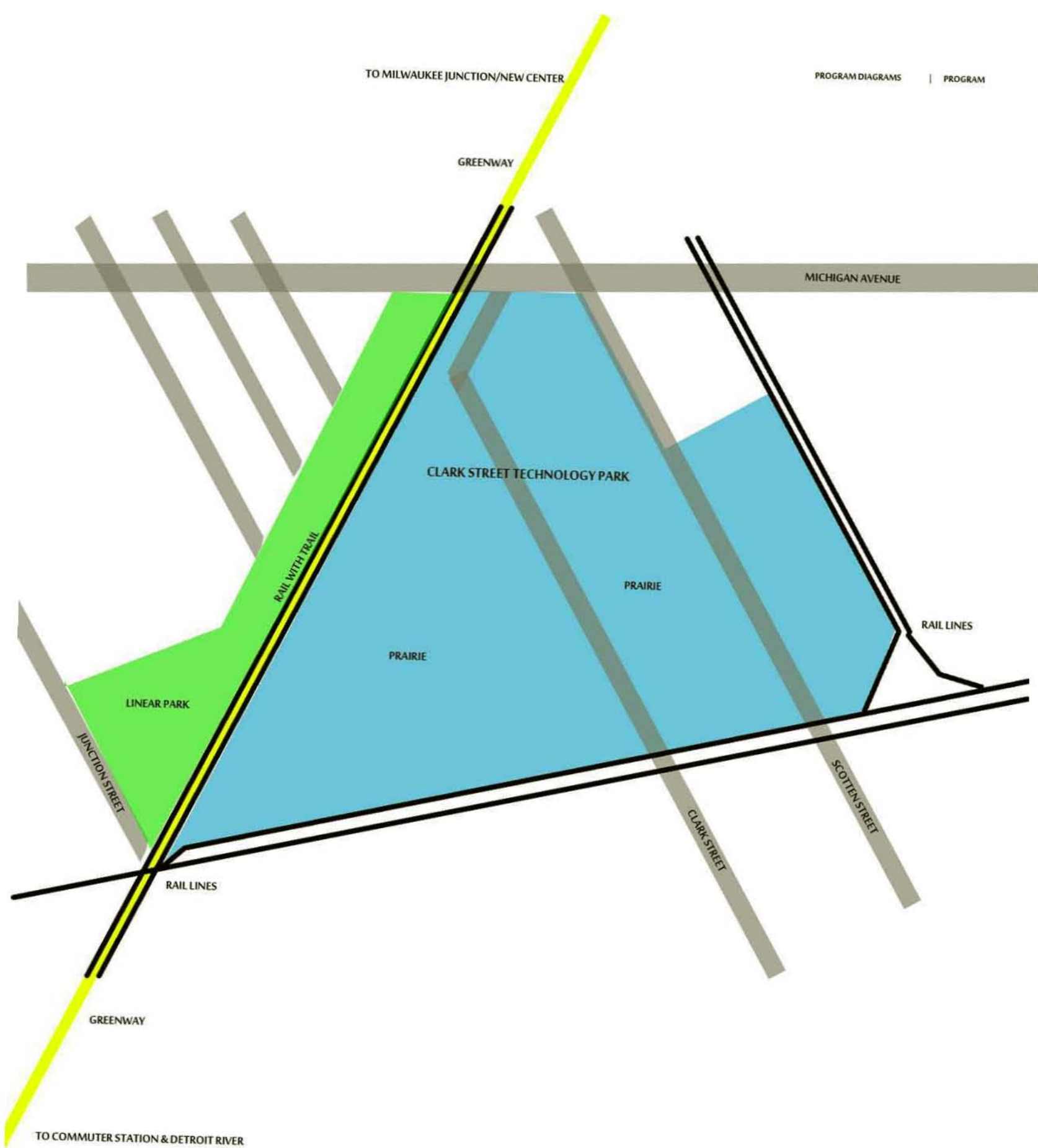
4 SINKS

8365 SQ FT + 20% = **10,038 SQ FT**

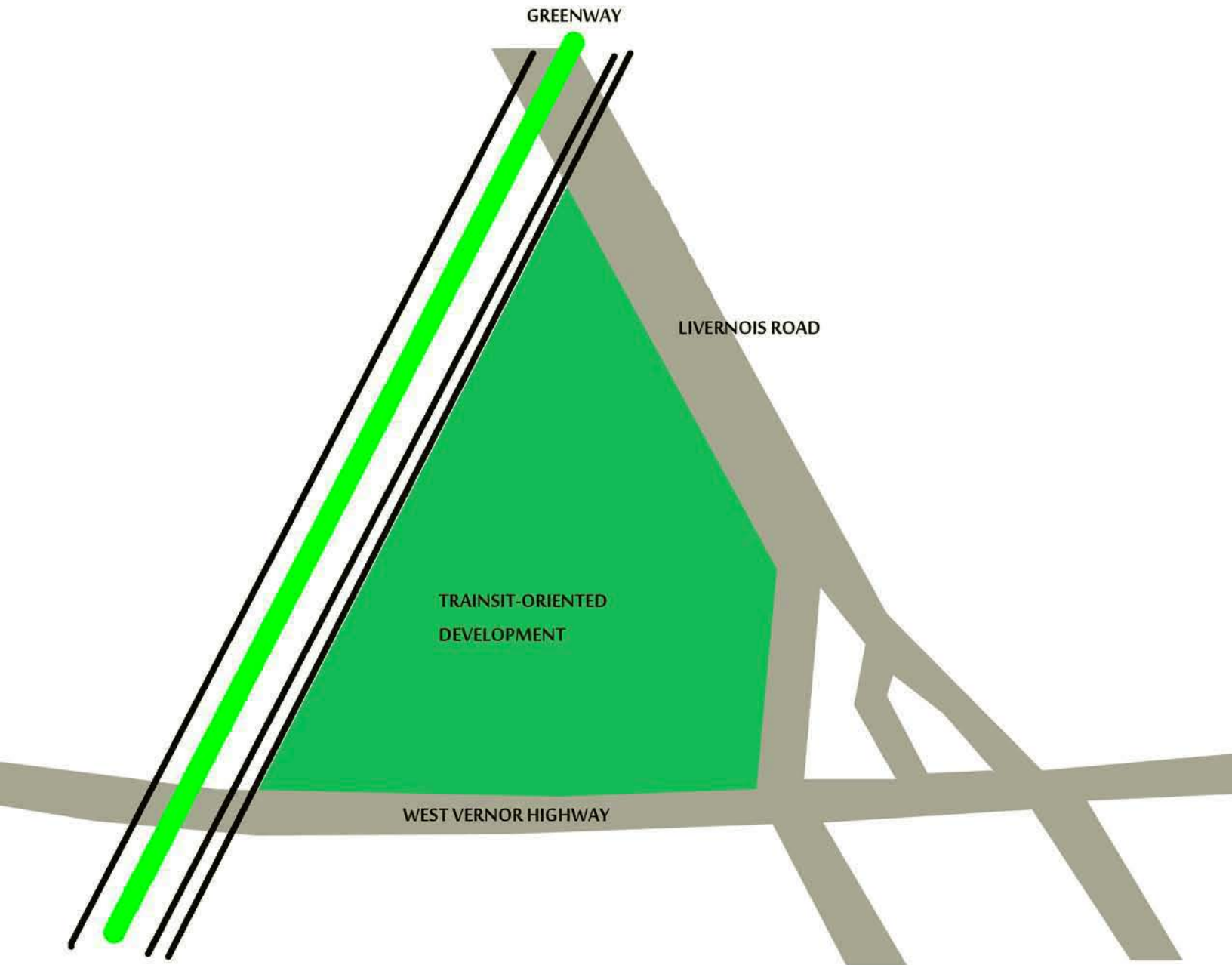


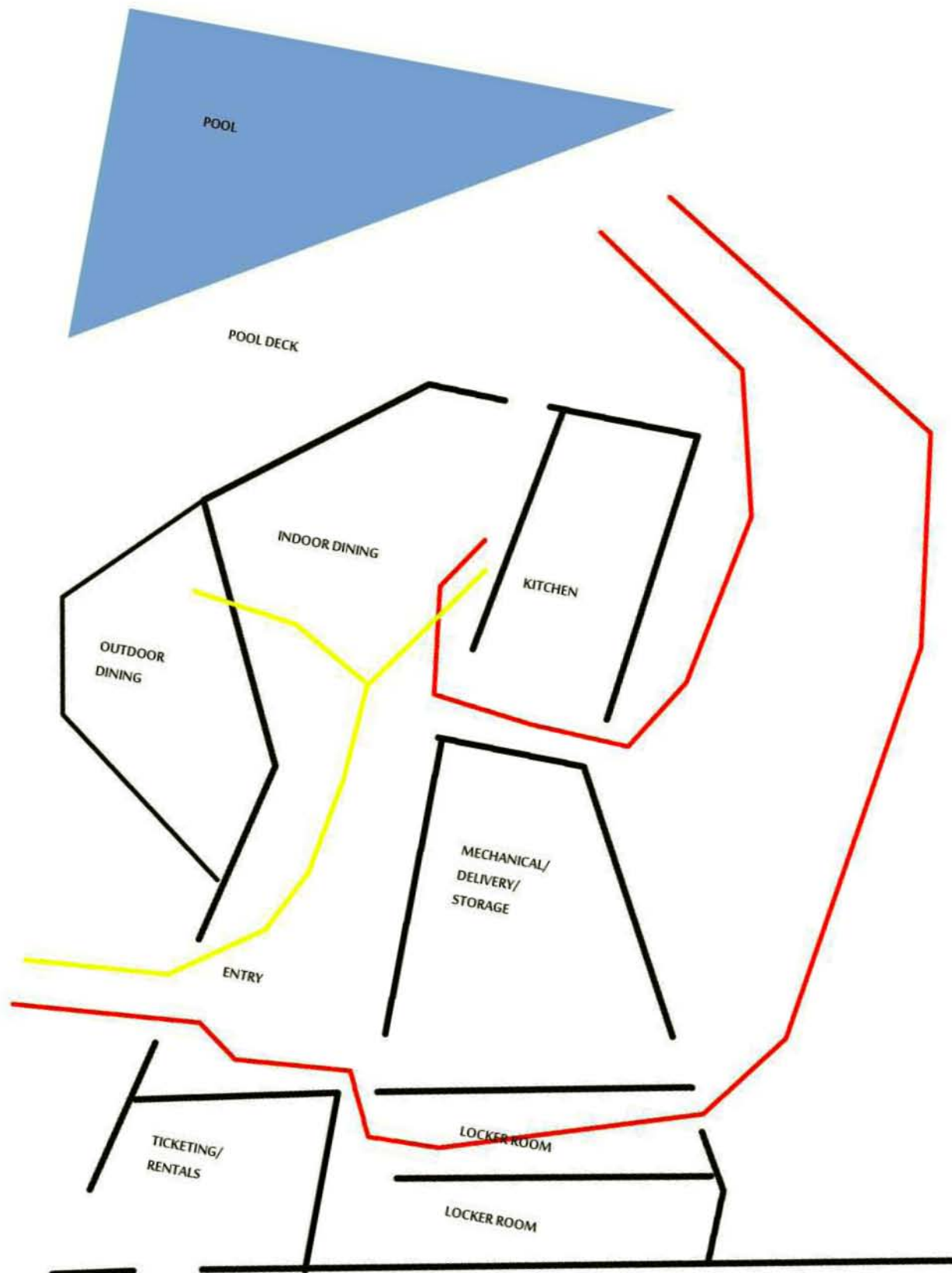
**COMMUTER STATION**

TICKETING BOOTHS (3)	75 SQ FT
MANAGEMENT OFFICE	150 SQ FT
LINE QUEUE	500 SQ FT
RESTROOM(2 OF EACH)	
MEN	650 SQ FT
3 STALLS	
3 URINALS	
5 SINKS	
WOMEN	650 SQ FT
5 STALLS	
7 SINKS	
MAINTENANCE CLOSET	50 SQ FT
WAITING AREA	2000 SQ FT
	500 SQ FT
RESTAURANT (PREP/SALES COUNTER)	1000 SQ FT
DINING AREA	1000 SQ FT
PLATFORMS(2)	1500 SQ FT EACH
	$11,025 + 20\% = 13,230 \text{ SQ FT}$











<b>SPACE NAME:</b>	<b>COMMUNITY POOL</b>
<b>CAPACITY:</b>	250 PERSONS
<b>NO. UNITS:</b>	1
<b>SQUARE FT PER UNIT:</b>	13,456 SQ FT
<b>TOTAL NET AREA:</b>	13,456 SQ FT

**PURPOSE:**

THE POOL WILL SERVE THE ENTIRE WEST SIDE OF DETROIT AS THE EAST SIDE ALREADY HAS A WATER PARK.

**ACTIVITIES:**

THE POOL WILL BE FOR RECREATION PURPOSES, SWIMMING LESSONS, AND WATER-BASED EXERCISE PROGRAMS.

**SPATIAL RELATIONSHIPS:**

THE POOL MUST BE SURROUNDED BY A NON-SLIP POOL DECK. THERE MUST BE AMPLE ROOM FOR BOTH LIFE GUARDS AND POOL PATRONS. ADDITIONAL SPACE SHOULD BE ALLOCATED FOR LOUNGING. THERE MUST BE ACCESS TO RESTROOMS AND CONCESSIONS.

**QUALITATIVE CONSIDERATIONS:**

PATRONS SHOULD NOT FEEL CRAMPED ON THE POOL DECK. THE POOL MUST BE IN FULL SUN FOR THE ENTIRETY OF THE DAY.

**EQUIPMENT/FURNISHINGS:**

DEPENDING ON THE POOL, NEEDS INCLUDE: PUMPS, FILTERS, HEATERS, LIGHTS, SLIDES, DIVING BOARDS, SKIMMERS, DRAINS, CHEMICALS, SOLAR EQUIPMENT, WINTERIZING EQUIPMENT, AND POOL LINERS. DECK TABLES, CHAIRS, AND LOUNGE CHAIRS NEED TO BE PROVIDED FOR PATRON USE. A STORAGE ROOM MUST BE ALLOCATED FOR EQUIPMENT.

**MECHANICAL/ELECTRICAL SYSTEMS:**

THE POOL WILL REQUIRE CHEMICAL TREATMENT. WATER DISINFECTION WILL BE COMPLETED WITH LIQUID CHLORINE AND ACID WHICH WILL DISPENSED FROM LARGE SEALED TANKS. CHEMICALS ARE METERED INTO A FILTERED WATER CIRCULATION LINE THROUGH AN ELECTRONIC DISPENSING SYSTEM. THE POOL IS HEATED BY DIRECT FIRE GAS BOILERS. AN OLYMPIC POOL REQUIRES THREE 1,000,000 BTU BOILERS. A SECURED ROOM MUST BE PROVIDED FOR THIS EQUIPMENT.

**THE POOL BUILDING**

<b>SPACE NAME:</b>	<b>LOCKER ROOM</b>
<b>CAPACITY:</b>	30 PERSONS
<b>NO. UNITS:</b>	2
<b>SQUARE FT PER UNIT:</b>	1,050 SQ FT
<b>TOTAL NET AREA:</b>	2,100 SQ FT

**PURPOSE:**

LOCKER ROOMS PROVIDE POOL PATRONS A SPACE TO CHANGE AND STORE THEIR BELONGINGS. THEY ALSO OFFER SHOWERS FOR AFTER POOL USE. RESTROOMS ARE ALSO ALLOCATED FOR PATRON USE.

**SPATIAL RELATIONS:**

LOCKER ROOMS MUST PROVIDE ACCESS FROM BOTH THE TICKETING AND POOL AREAS. A MAINTENANCE CLOSET MUST BE IMMEDIATELY ADJACENT TO LOCKER ROOM ENTRANCES.

**QUALITATIVE RELATIONSHIPS:**

LOCKER ROOMS SHOULD LOOK AND SMELL CLEAN. VENTILATION RATES SHOULD BE RELATIVELY HIGH TO ALLOW FOR WET AND ODIFEROUS AIR TO BE REMOVED FROM THE SPACE. AIR TEMPERATURES MAY BE MAINTAINED AT A SLIGHTLY HIGHER LEVEL THAN OTHER AREAS IN A FACILITY TO PREVENT PEOPLE FROM BEING CHILLED WHEN THEY STEP OUT OF THE SHOWER. TYPICALLY, AIR IS DELIVERED IN THE LOCKER AREA AND EXHAUSTED IN THE WET AREA AT A LOW VELOCITY. THIS TRAPS MOIST AIR IN WET AREAS SO PROPER HUMIDITY LEVELS ARE MAINTAINED IN THE LOCKER AREAS.

**EQUIPMENT/FURNISHINGS:**

EACH LOCKER ROOM REQUIRES RENTABLE LOCKERS FOR UP TO 75 PATRONS. THE RESTROOM PORTION REQUIRES AT LEAST ONE BARRIER-FREE STALL, SINK, AND SHOWER. ADA-COMPLIANT SHOWER STALLS MUST BE 36" X 36" WITH A SEAT AND GRAB BARS. TOILET STALLS MUST BE 60" X 60" WITH GRAB BARS, TOILET HEIGHTS SHOULD BE 18", AND SINKS MUST BE 30" WIDE AND 48" DEEP. SINKS SHOULD BE MOUNTED LOWER FOR A WHEELCHAIR-BOUND PATRON. ALL DOORWAY WIDTHS MUST BE 32" (MINIMUM).

**MECHANICAL/ELECTRICAL SYSTEMS:**

MECHANICAL AND VENTILATION EQUIPMENT MUST BE IN A ROOM IMMEDIATELY ADJACENT TO THE LOCKER ROOMS. EQUIPMENT CAN NOT BE MOUNTED ON THE ROOF, AS IT HAMPERS DIRECT ACCESS FOR MAINTENANCE.

**SPACE NAME: CAFÉ KITCHEN**

CAPACITY: 15 PERSONS

NO. UNITS: 1

SQUARE FT PER UNIT: 1,000 SQ FT

TOTAL NET AREA: 1,000 SQ FT

**PURPOSE:**

THE PURPOSE IS TO PROVIDE QUALITY FOOD IN A FAST AND EFFICIENT MANNER. DESIGN AND LAYOUT REQUIRE EXPERT ADVICE FOR QUALITY RESULTS.

**ACTIVITIES:**

ACTIVITIES INCLUDE WASHING, PEELING, CHOPPING, COOKING, BAKING ETC.

**SPATIAL RELATIONSHIPS:**

THE KITCHEN MUST OPEN UP TO THE DINING SPACE. ACCESS TO AND FROM MUST BE EASY AND SMOOTH. RECEIVING, STORAGE, PREPARATION, AND COOKING SHOULD ALL TAKE PLACE IN A CENTRALIZED AREA.

**QUALITATIVE CONSIDERATIONS:**

THE KITCHEN MUST BE WELL ILLUMINATED TO PREVENT ACCIDENTS, INCREASE EFFICIENCY, FACILITATE QUALITY CONTROL AND PREVENT WASTE. FLUORESCENT LIGHT FIXTURES ARE ADVISABLE FOR THEIR EFFICIENCY AND COOL OPERATING TEMPERATURES. ALL FLOOR COVERING SHOULD BE EASY TO MAINTAIN AND NON-SLIP. ALL WALLS SHOULD BE COVERED WITH TILE. THEY ARE INITIALLY EXPENSIVE, BUT EASY TO MAINTAIN AND HAVE A LONGER LIFE SPAN.

**EQUIPMENT/FURNISHINGS:**

STORAGE EQUIPMENT CONSISTS OF INDUSTRIAL FOOD-GRADE SHELVING. IT MAY BE WIRE OR SOLID. WIRE SHELVING IS APPROPRIATE FOR CANNED GOODS OR BOXES; SOLID SHELVING IS REQUIRED IN REFRIGERATORS AND FREEZERS. THEY ARE EASY TO CLEAN. ALL SHELVING MUST BE ARRANGED APPROPRIATELY TO FACILITATE ADEQUATE AIR CIRCULATION. WALK-IN FREEZERS AND REFRIGERATORS ARE REQUIRED WITH ACCESS ON BOTH SIDES OF ENTRANCE DOORS. A GAS RANGE AND OVEN, GRILL, AND DEEP FRYER WILL BE REQUIRED FOR COOKING.

**MECHANICAL/ELECTRICAL SYSTEMS:**

LIFE SAFETY CODE REQUIRES THAT THE KITCHEN BE EQUIPPED WITH A FIRE SUPPRESSION SYSTEM. THE KITCHEN SHOULD BE EQUIPPED WITH A CARBON DIOXIDE/EXTINGUISHING CHEMICALS-TYPE SYSTEM. THEY ARE SUPERIOR TO WATER RELEASING SPRINKLER SYSTEMS. ALL COOKING EQUIPMENT WILL REQUIRE A VENTILATION SYSTEM. THE SYSTEM MUST HAVE A CANOPY WITH FILTERS TO CLEAN THE AIR.

**SPACE NAME: CAFÉ DINING**

CAPACITY: 150 PERSONS

NO. UNITS: 1

SQUARE FT PER UNIT: 1,500 SQ FT

TOTAL NET AREA: 1,500 SQ FT

**PURPOSE:**

THE SPACE IS THE MAIN FOCAL POINT IN TRANSITION BETWEEN THE POOL AND PARK. THE CAFÉ WILL BE ACTIVE YEAR-ROUND VERSUS THE POOL. THIS SPACE WILL NOT REQUIRE PATRONS TO ORDER FOOD; IT WILL SERVE AS A PLACE OF CONVERSATION AND GATHERING.

**SPATIAL RELATIONS:**

THE MOST IMPORTANT ELEMENT IS THE CIRCULATION. DINERS WILL HAVE AN OPTION TO DINE INDOORS OR OUT. SOME PATRONS MAY NOT BE USING THE POOL, SO THEY WILL NOT NEED TO PAY THE FEE. BUT THERE NEEDS TO BE SOME WAY TO BLOCK THE DINERS FROM GETTING TO THE POOL WHILE ALLOWING DINING ACCESS TO POOL PATRONS.

**QUALITATIVE CONSIDERATIONS:**

THE DINING SPACE SHOULD BE VERY OPEN, WITH HIGH CEILINGS. THERE WILL NEED TO BE SOME ACOUSTICAL SYSTEM TO ACCOMMODATE FOR THE HIGH CEILINGS. THE ROOM SHOULD RECEIVE AN ABUNDANCE OF NATURAL LIGHT, BUT NONE SHOULD BE DIRECT.

**EQUIPMENT/FURNISHINGS:**

A VARIETY OF SEATING IS NEEDED TO ACCOMMODATE THE NEEDS OF THE DINING PATRONS. THERE WILL BE TEN 4-PERSON BOOTHS, TWENTY



2-PERSON TABLES, TEN 6-PERSON TABLES, AND 10 BAR STOOLS AT AN ELEVATED SNACK BAR FOR SINGLE PATRONS. ALL TABLES WILL HAVE MOVEABLE PIECES SO SEATING ARRANGEMENTS CAN BE ALTERED FOR LARGER PARTIES.

#### MECHANICAL/ELECTRICAL SYSTEMS:

LIFE SAFETY CODE REQUIRES THAT THE DINING AREA BE EQUIPPED WITH A FIRE SUPPRESSION SYSTEM. THE DINING SPACE WILL HAVE A WATER RELEASING SPRINKLER SYSTEM.

#### **SPACE NAME:** COMMUTER STATION WAITING

CAPACITY: 200-250 PERSONS

NO. UNITS: 2

SQUARE FT PER UNIT: 2,000 SQ FT

500 SQ FT

TOTAL NET AREA: 2,500 SQ FT

#### PURPOSE:

THE COMMUTER STATION WAITING AREA IS THE MAIN FOCAL POINT OF THE COMMUTER STATION. IT WILL ACT AS A GATHERING SPACE FOR PATRONS BEFORE AND AFTER BOARDING.

#### SPATIAL RELATIONS:

THE WAITING AREA WILL PROVIDE DIRECT ACCESS TO AND FROM TRAIN PLATFORMS. IT WILL BE ADJACENT TO THE TICKETING AREA, AND PROVIDE ACCESS TO BOTH RESTROOMS AND RETAIL/CAFE SPACES.

#### QUALITATIVE CONSIDERATIONS:

THE WAITING SPACE WILL PROVIDE VIEWS OUT INTO THE CENTRAL GREEN SPACE OF THE TRANSIT-ORIENTED DEVELOPMENT. IT WILL BE A LARGE, OPEN SPACE THAT PROVIDES AMPLE NATURAL LIGHT.

#### EQUIPMENT/FURNISHINGS

THE WAITING SPACE WILL BE EQUIPPED WITH SEVERAL BANKS OF SIMILAR SEATING. VARIOUS SEATING OPTIONS WOULD ENHANCE THE SPACE, BUT ARE NOT REQUIRED. SMALL TABLES SHOULD BE USED TO ARRANGE SEATING GROUPS. NATURAL LIGHTING WILL ALLOW LARGER POTTED PLANTS TO FLOURISH INDOORS AND BREAK UP THE LARGE SPACE.

#### **SPACE NAME:** COMMUTER STATION CAFE DINING

CAPACITY: 100 PERSONS

NO. UNITS: 1

SQUARE FT PER UNIT: 1,000 SQ FT

TOTAL NET AREA: 1,000 SQ FT

#### PURPOSE:

THE CAFE WILL SERVE THE COMMUTER STATION PATRONS AND BE AN OPTION FOR WAITING AND MEETING. THIS SPACE WILL BE ONE OF CONVENIENCE. IT WILL MOSTLY SERVE AS A PLACE TO CATCH A COFFEE OR READ THE MORNING PAPER. IT IS NOT A SIT-DOWN DINING VENUE.

#### SPATIAL RELATIONS:

THE DINING SPACE WILL HAVE DIRECT ACCESS TO THE RETAIL COUNTER AND RESTROOMS. IT SHOULD BE SEPARATED FROM THE WAITING SPACE, BUT NOT ENTIRELY CLOSED OFF FROM IT.

#### QUALITATIVE CONSIDERATIONS:

THE DINING SPACE WILL NEED SOME TYPE OF ACOUSTICAL BARRIER THAT WILL NOT ALLOW SOUND TO CARRY THROUGH THE LARGE WAITING AREA.

#### EQUIPMENT/FURNISHINGS:

BECAUSE THE STATION AND CAFE CATER TO COMMUTERS, THE MAJORITY OF PATRONS WILL DINE SOLO. A VARIETY OF SMALL TABLES WILL BE SERVE COUPLES AND GROUPS, BUT A VARIETY OF BAR HEIGHT SEATING SHOULD BE PROVIDED FOR SOLO PATRONS.

<b>SPACE NAME:</b>	<b>COMMUTER STATION PLATFORM</b>
<b>CAPACITY:</b>	300 PERSONS (STANDING)
<b>NO. UNITS:</b>	2
<b>SQUARE FT PER UNIT:</b>	1,500 SQ FT
<b>TOTAL NET AREA:</b>	3,000 SQ FT

**PURPOSE:**

THE COMMUTER STATION PLATFORMS ARE THE PLACE OF TRANSITION FOR THE COMMUTER STATION. THEY MUST BE VERY OPEN TO PROVIDE MULTIPLE PATHS OF TRAVEL.

**SPATIAL RELATIONS:**

THE PLATFORM AREAS MUST HAVE QUICK ACCESS TO THE CIRCULATION TOWERS TO GET FROM ONE SIDE TO ANOTHER. THEY MUST ALSO HAVE ACCESS THE INDOOR WAITING AREAS, RESTROOMS, AND LOCKER/STORAGE AREAS.

**QUALITATIVE CONSIDERATIONS:**

THE WAITING SPACE WILL BE OPEN TO THE TRACKS, SO SECURITY MEASURES MUST BE PROVIDED FOR THE SAFETY OF PASSENGERS.

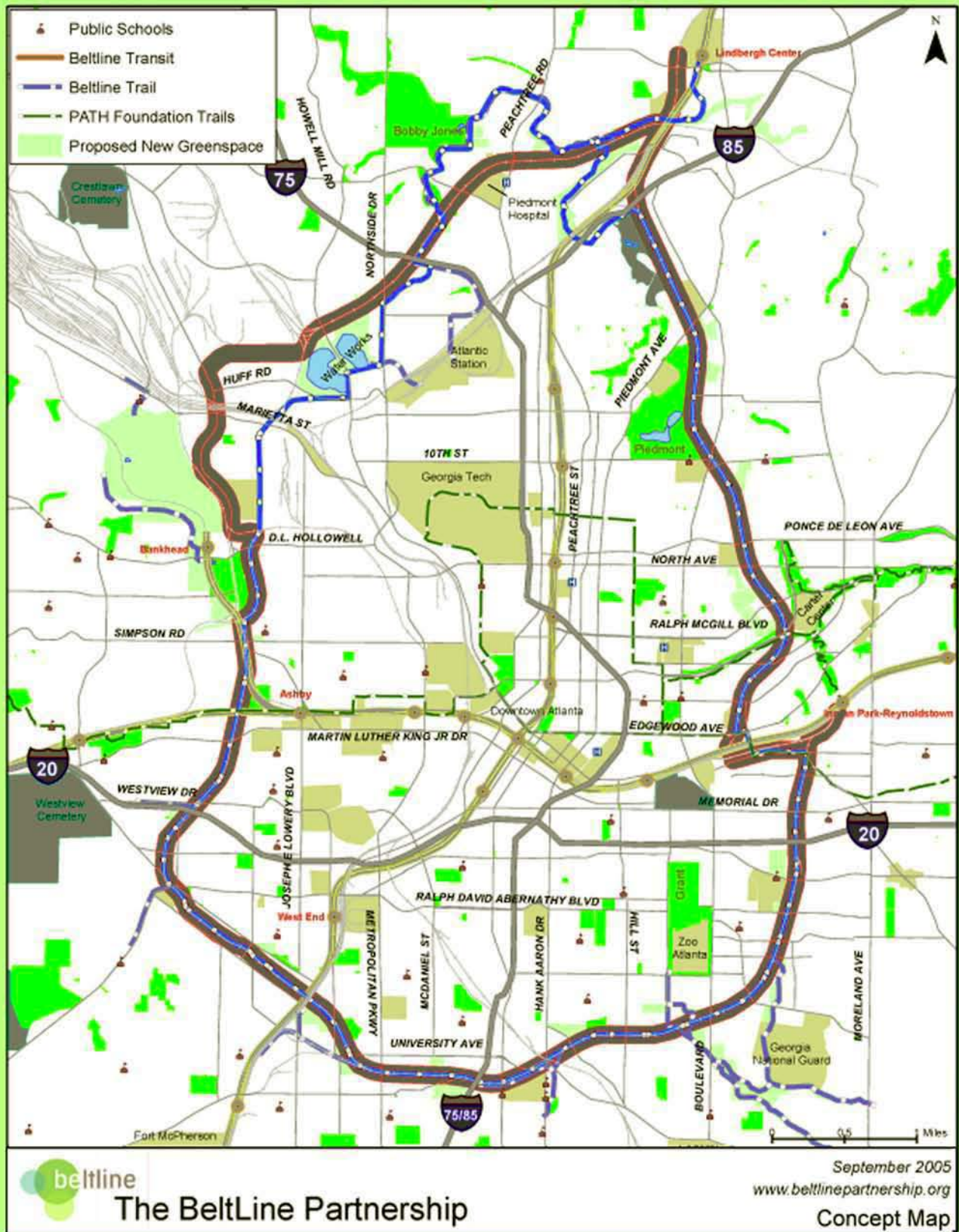
**EQUIPMENT/FURNISHINGS**

THE PLATFORMS SHOULD BE LINED WITH SEATING FOR WAITING PASSENGERS. SIGNAGE SHOULD BE FREQUENT AND EASY TO FOLLOW TO GUIDE PASSENGERS THROUGH THE STATION.



## ADDITIONAL RESEARCH





ATLANTA HAS RECENTLY BEGUN DEVELOPING A MASTER PLAN TO REDEVELOP A 22-MILE DERELICT RAILWAY THAT ENCIRCLES THE CITY. THE CIRCLE IS ABOUT A 2-4 MILE RADIUS FROM THE CENTER OF ATLANTA. OVER 100,000 RESIDENTS LIVE WITHIN A HALF MILE OF THE PROPOSED BELTLINE. THE LINE WOULD CONNECT 45 OF ATLANTA'S NEIGHBORHOODS.<sup>7</sup>





ATLANTA'S BELTLINE WOULD BE A COMBINATION : RAILS-WITH-TRAILS. THE LINEAR PARKS WOULD RUN PARALLEL TO EXISTING MARTA LINES.





# DETROIT'S NEW GREENWAY



DEQUINDRE CUT PROGRESS AS OF DECEMBER, 2007



# THE RIVERWALK THE NEW FACE OF DETROIT







THE MIDTOWN LOOP IS A 2-MILE GREENWAY TRAIL THAT WILL BE INTEGRATED INTO THE EXISTING NETWORK OF THE MIDTOWN DISTRICT OF DETROIT. THE SPECIFIC STREETS INVOLVED ARE CASS, CANFIELD, KIRBY, AND JOHN R. WEST WARREN AND WOODWARD WILL ACT AS CENTRAL CONNECTORS TO THE OVERALL LOOP. THE GOAL OF THE LOOP IS TO CONNECT WAYNE STATE UNIVERSITY TO THE DETROIT MEDICAL CENTER. PROGRESSIVE THOUGHT PROMOTES THE NOTION OF RECLAIMING THE RIGHT-OF-WAY FOR PEDESTRIAN USE MAKING MIDTOWN A WALKABLE COMMUNITY.



BY RECLAIMING THE PEDESTRIAN RIGHT-OF-WAY, DESIGNERS WERE GIVEN THE OPPORTUNITY TO PROPOSE A SYSTEM TO BUFFER THE PEDESTRIAN/BIKE PATH FROM THE STREET. THE BUFFER IS CREATED PRIMARILY USING BOLLARDS AND LANDSCAPED PLANTERS TO BUFFER THE TRAIL FROM THE ROAD AND FROM THE EXISTING RIGHT-OF-WAY. TO GREEN THE BUFFER, NATIVE SPECIES WILL BE REINTRODUCED, WHICH THRIVE IN THE LOCAL CLIMATE, AND WILL, IN TURN, REQUIRE LESS MAINTENANCE THEN WOULD NON-NATIVE PLANT SPECIES.

THE IMPLIMENTATION OF SUCH A SYSTEM REQUIRES A THOUGHFUL USE OF THE NEW SPACE THAT WILL BE CREATED. THE LANDSCAPED BUFFERS PRESENT AN OPPORTUNITY TO CREATE A LINEAR HORIZONTAL SURFACE WHICH WILL ALLOW PEDESTRIANS TO LOUNGE ALONG THE PATH. THE BENCHES SHOULD BE ORIENTED TO THE STOREFRONTS WHICH ALLOW THE PEDESTRIAN TO LOOK IN TO STORE FRONTS, WHICH WILL INCREASE THE USAGE OF RETAIL ESTABLISHMENTS ALONG THE LOOP. IT WILL ALSO SPUR OUTDOOR EATING AREAS ARE SHOWN BY THE RENDERING ON THE RIGHT.

SOME RENDERINGS SHOW THAT SOME PORTIONS OF THE TRAIL WILL BE USED BY BOTH PEDESTRIANS AND CYCLISTS SIMULTANEOUSLY. THIS SITUATION PRESNETS LIFE-SAFETY HAZARDS AND WILL POTENTIALLY DRIVE AWAY USERS OF ONE OR THE OTHER FUNCTION. THIS IS NOT DESIRABLE, BECAUSE THIS TYPE OF TRAIL SHOULD FOCUS ON AND ACCOMODATE MULTIPLE TYPES OF NON-MOTORIZED TRANSIT.

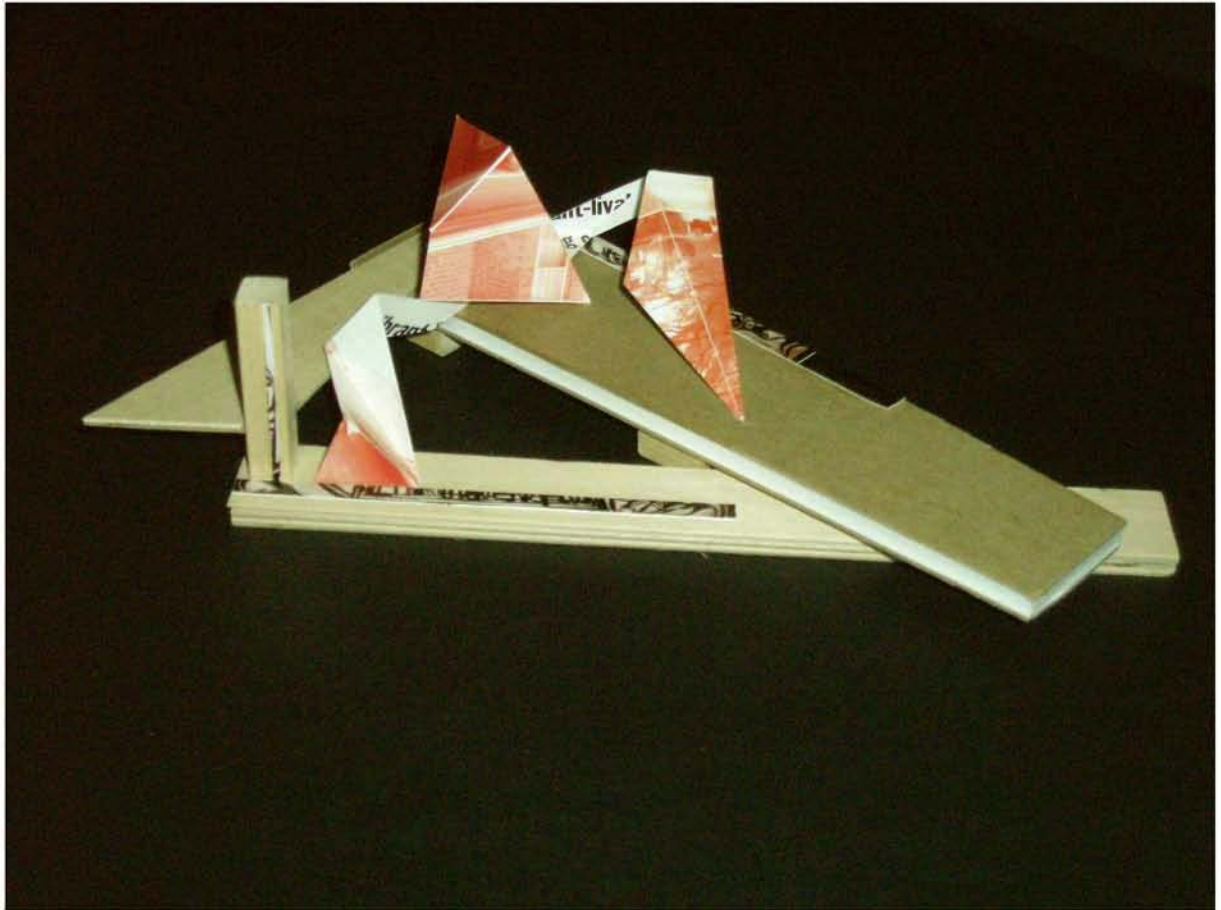
THE MIDTOWN LOOP WILL SERVE AS A KEY COMPONENT IN THE LARGER SCHEME TO RECONNECT THE CITY OF DETROIT THROUGH THE IMPLEMENTATION OF GREENWAYS. THE MIDTOWN LOOP



WILL CONNECT TO THE DEQUINDRE CUT WHICH TRAVERSES THE AREA BETWEEN MIDTOWN AND DOWNTOWN. THE OTHER TERMINUS OF THE PLANNED GREENWAY SYSTEM IS THE DETROIT RIVERWALK. CURRENTLY, THE RIVERWALK HAS NOT EXPANDED WEST OF THE RENAISSANCE CENTER. FUTURE PLANS SHOW THE RIVERWALK TO EXTEND WEST TO THE AMBASSADOR BRIDGE. THIS WILL NOT REACH SOUTHWEST DETROIT. THE SOUTHWEST PORTION OF DETROIT HAS A STRONG GREENWAYS INITIATIVE AND THERE IS AN UNREALIZED OPPORTUNITY TO LINK THIS BOOMING PART OF THE DETROIT TO THE REST OF THE CITY. THIS CAN BE ACCOMPLISHED BY LTYING INTO THE MIDTOWN LOOP VIA THE DEFUCNT MILWAUKEE JUNCTION LINE AND USING VACANCIES ALONG JEFFERSON AND FORT WAYNE TO TIE INTO THE WEST RIVERWALK.



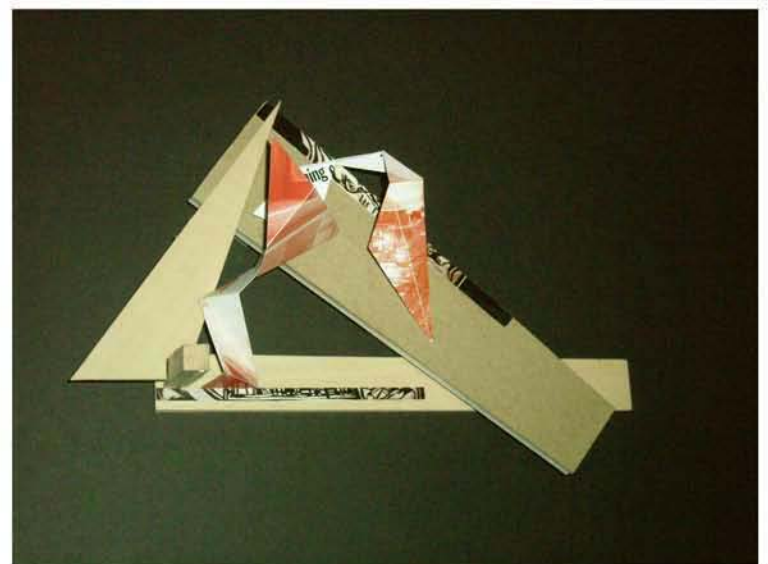
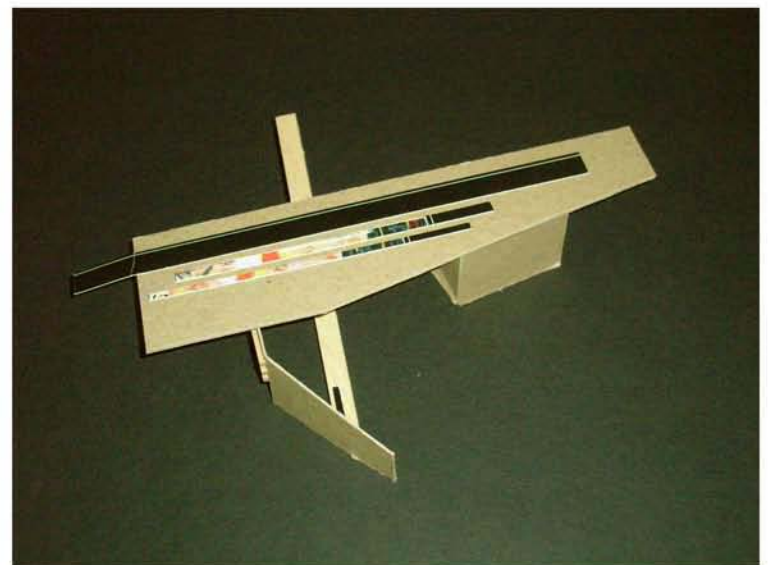
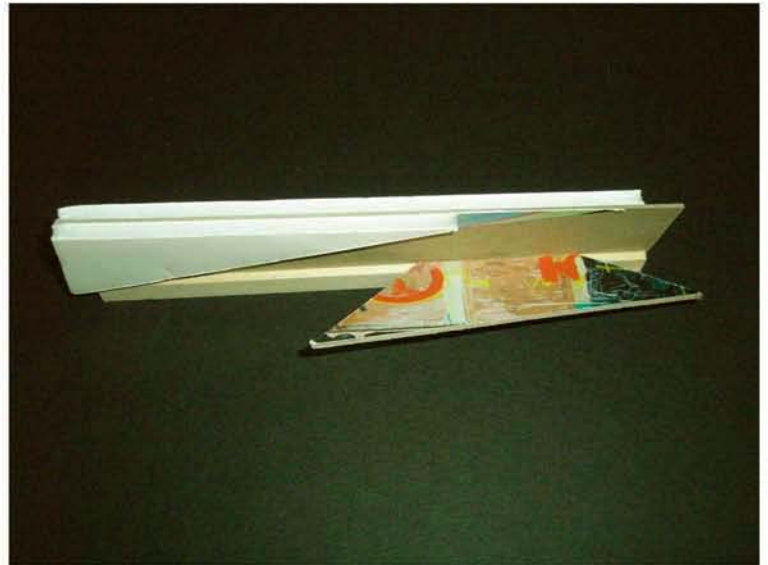


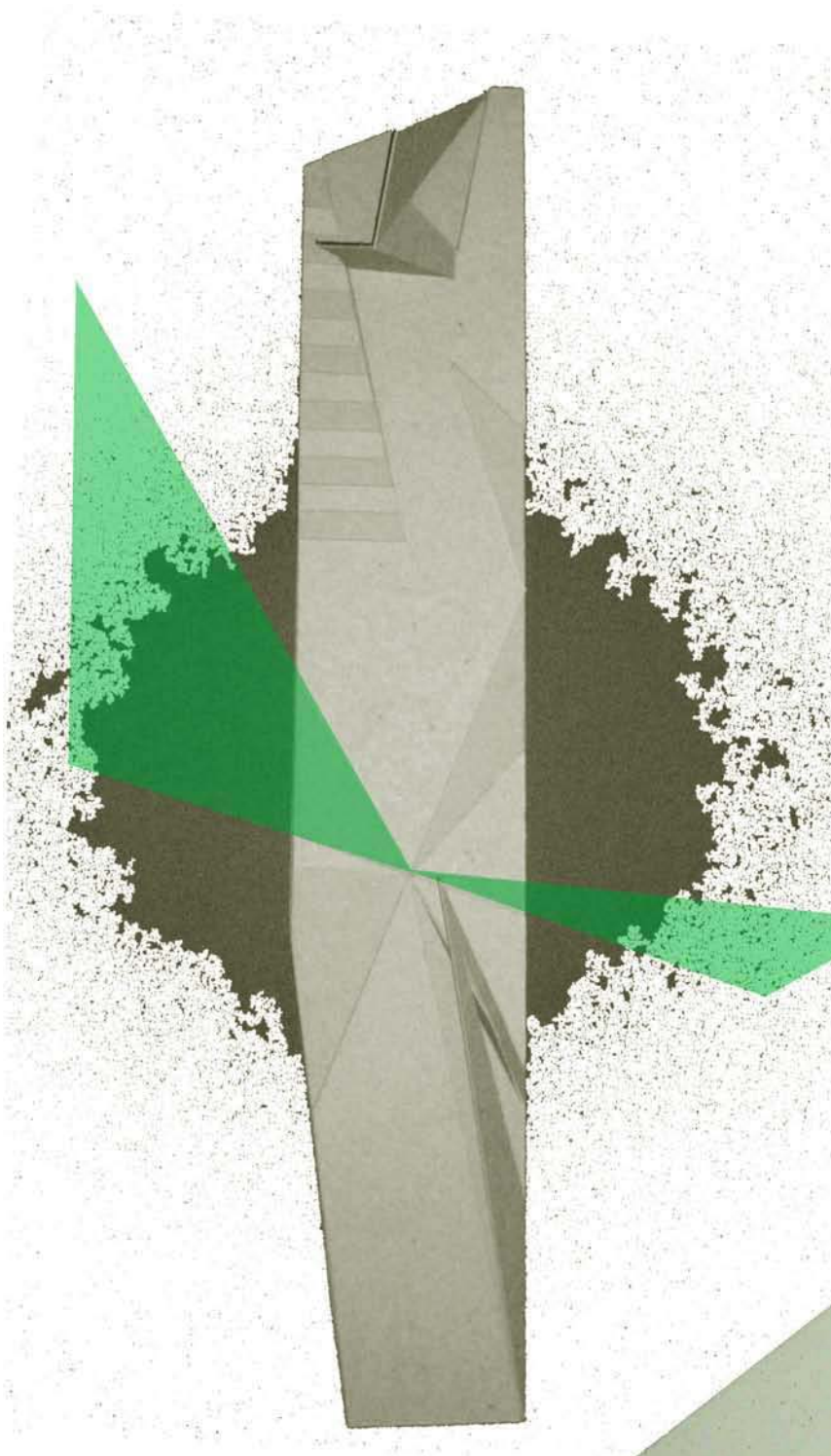


## SPRINGBOARD - SCHEMATIC DESIGN



AS MULTIPLE TRANSITORY PATHS  
INTERSECT, IS THERE A METHOD OF  
TERMINATING THEM IN ONE PLACE  
WHILE ALLOWING TO CONTINUE ON  
IN DIFFERENT DIRECTIONS?





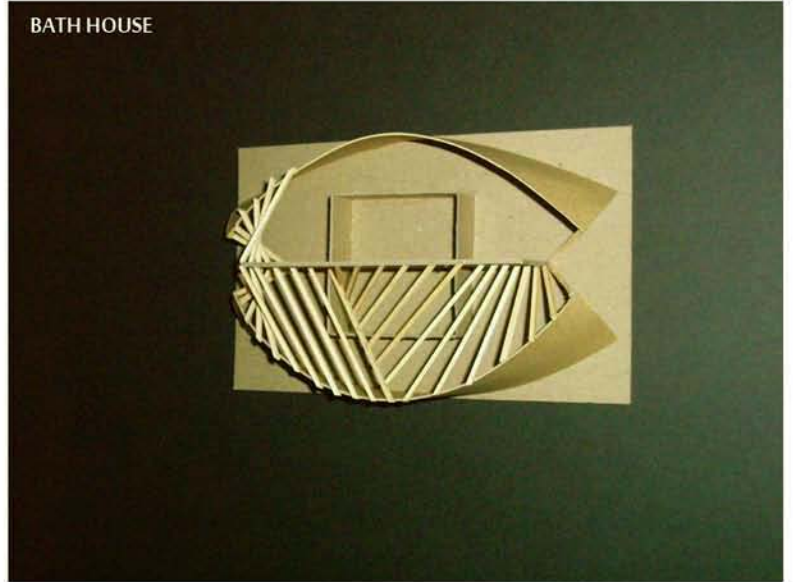
UNDERSTANDING THE SITE AS A BUFFER  
BETWEEN ACTIVE AND INACTIVE SPACES.

MAPPING PROGRAMMATIC FUNCTIONS  
ONTO THE SITE WHILE ESTABLISHING  
MAJOR POINTS ON ENTRY AND USE.

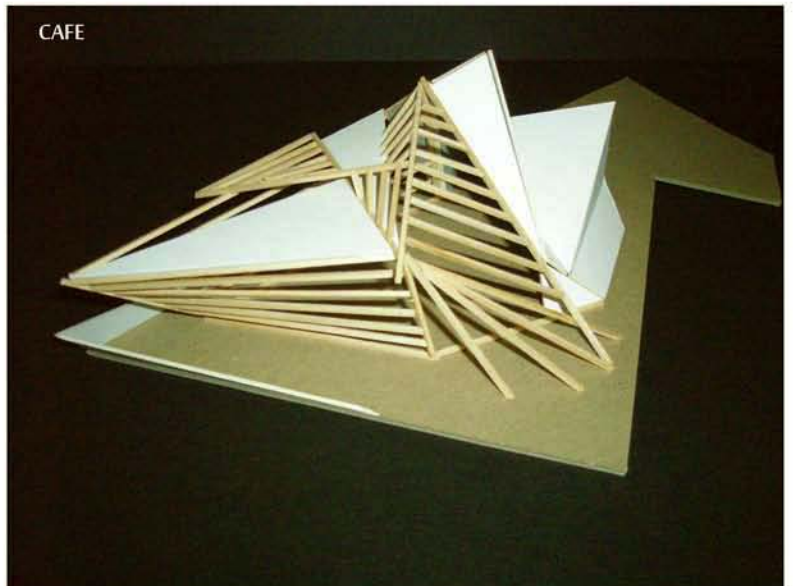




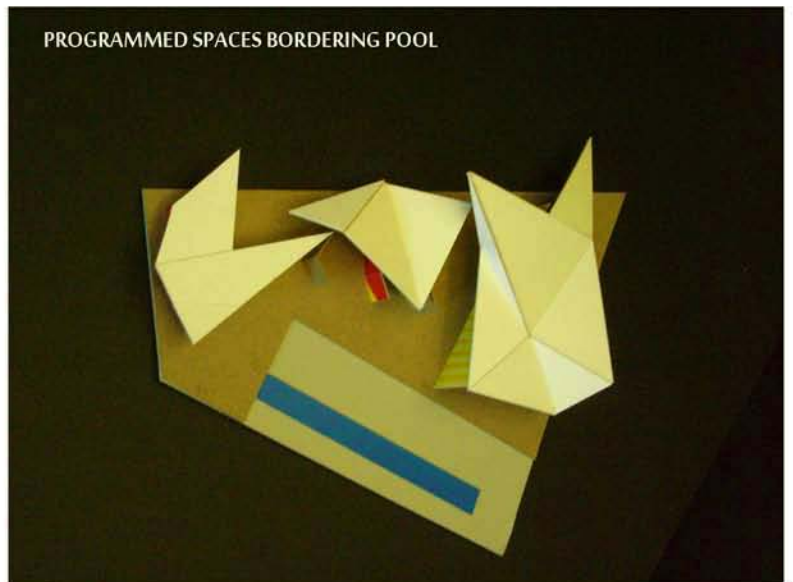
BATH HOUSE



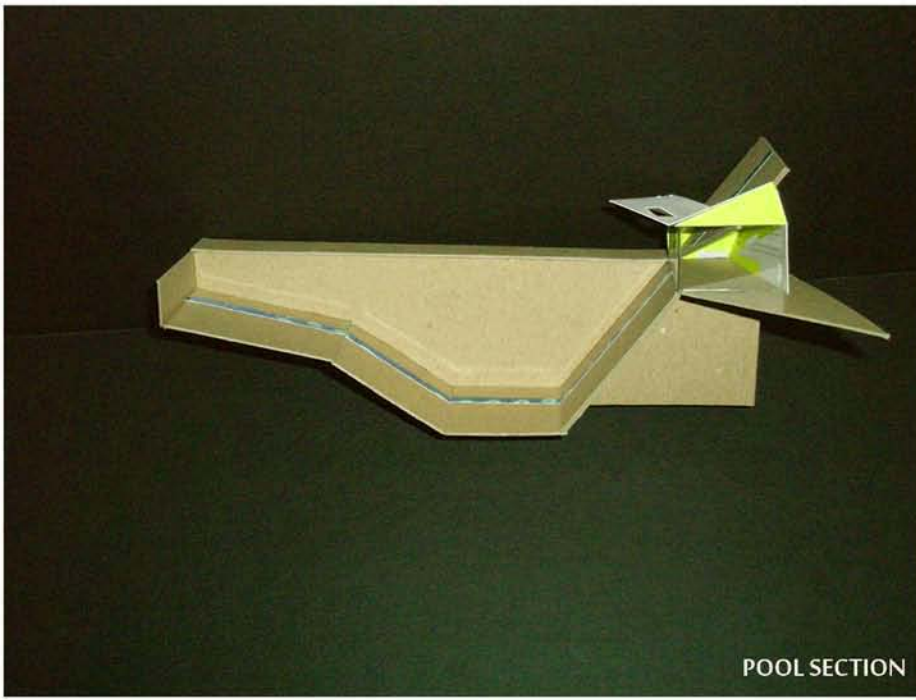
CAFE



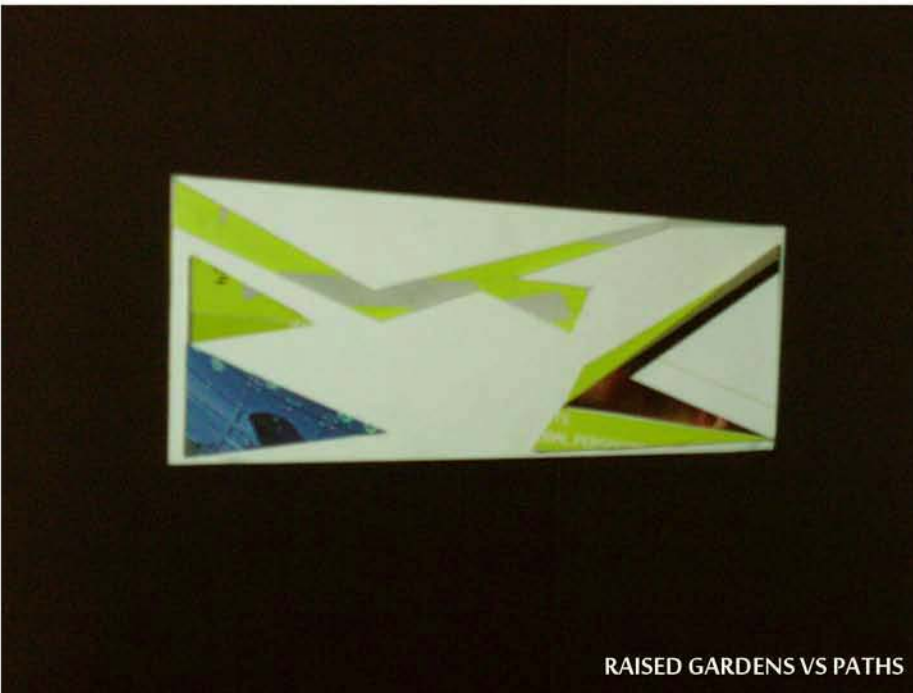
PROGRAMMED SPACES BORDERING POOL



BUILDING FORM STUDY MODELS



POOL SECTION



RAISED GARDENS VS PATHS

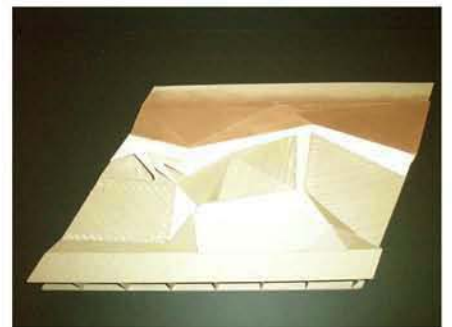
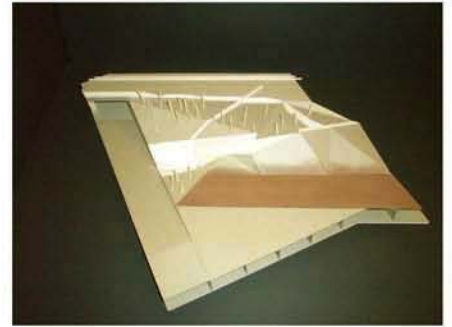
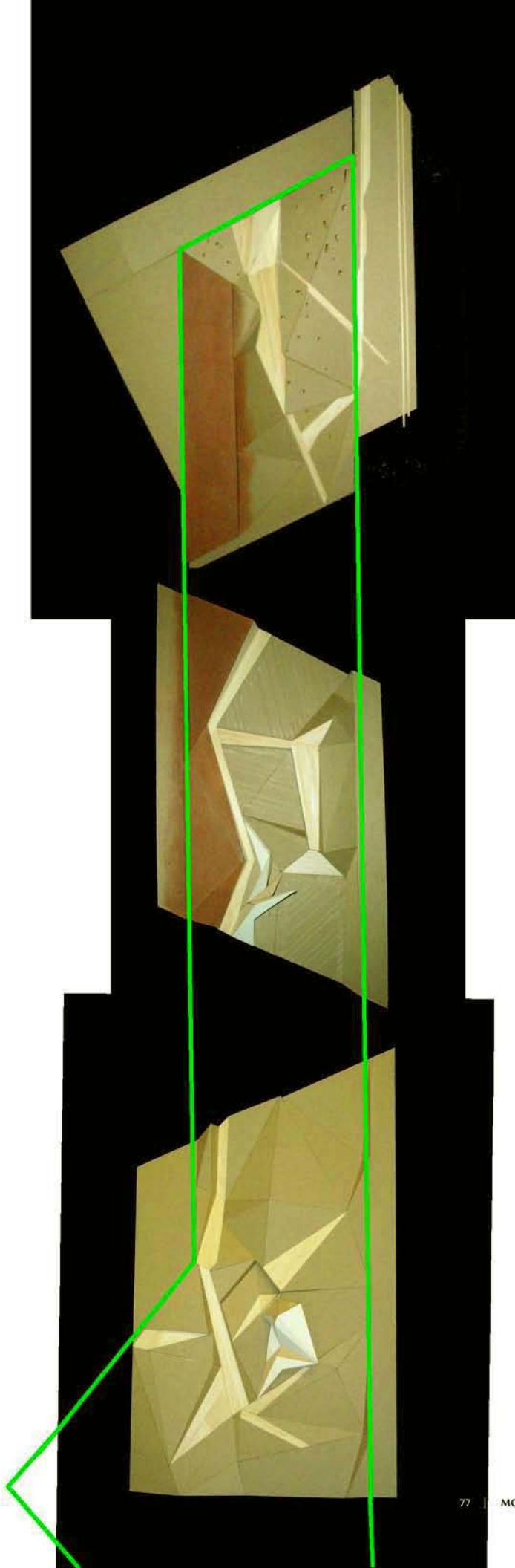
TOPOGRAPHIC EXPLORATION



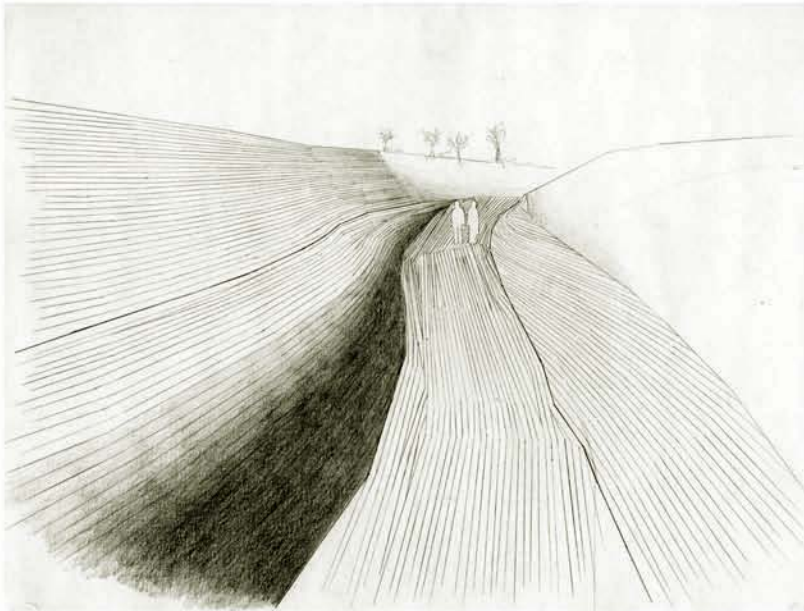




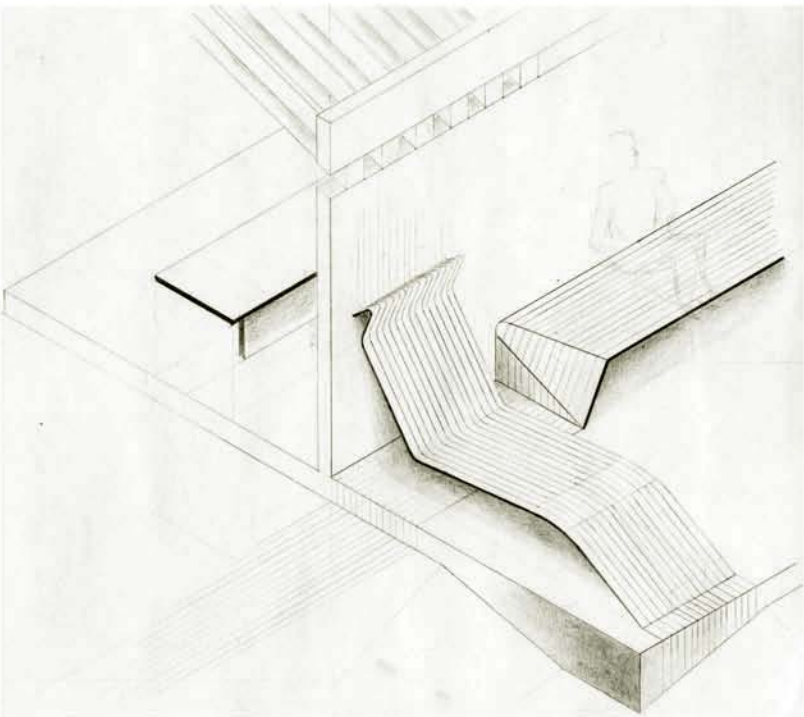
TOPOGRAPHIC + PROGRAMMATIC STUDIES



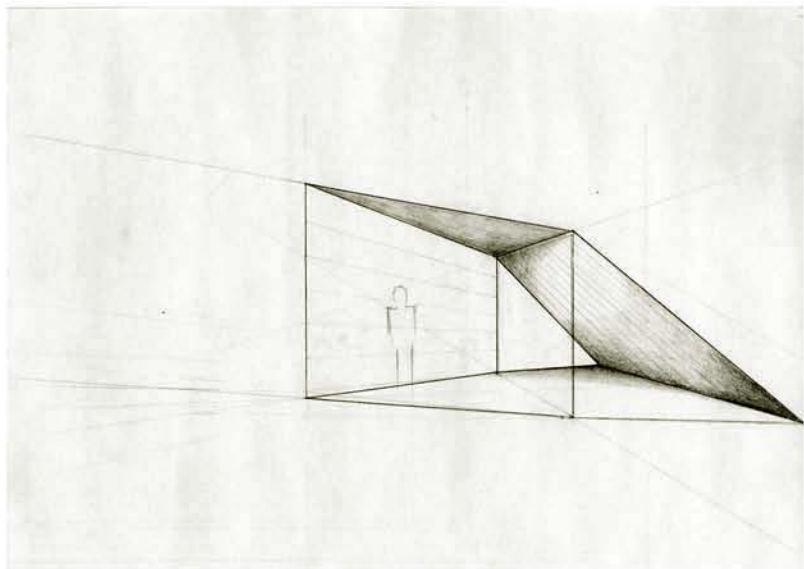




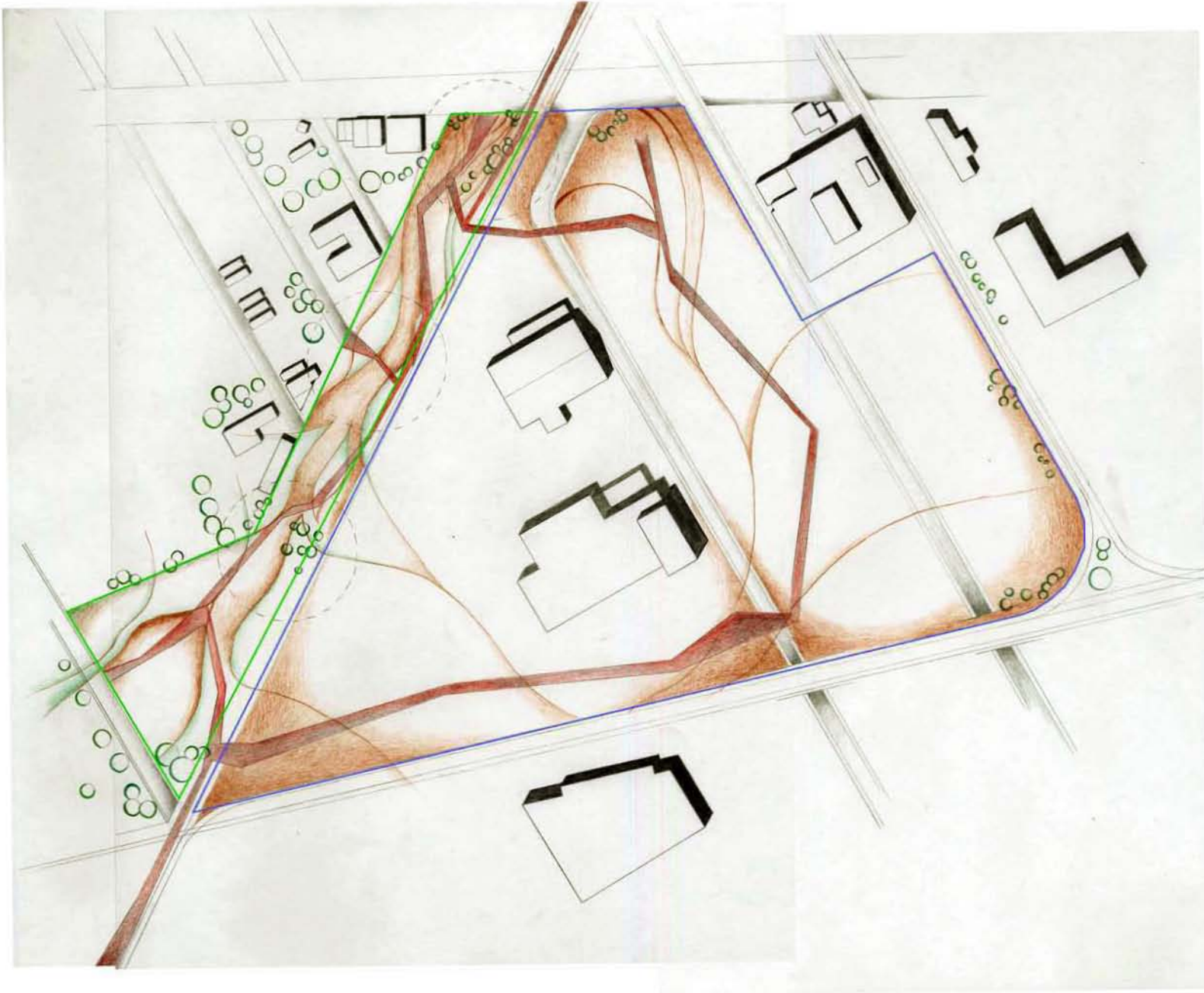
PATH SECTION



SUN DECK + COOL SPACE



PICNIC/CONVERSATION SHELL





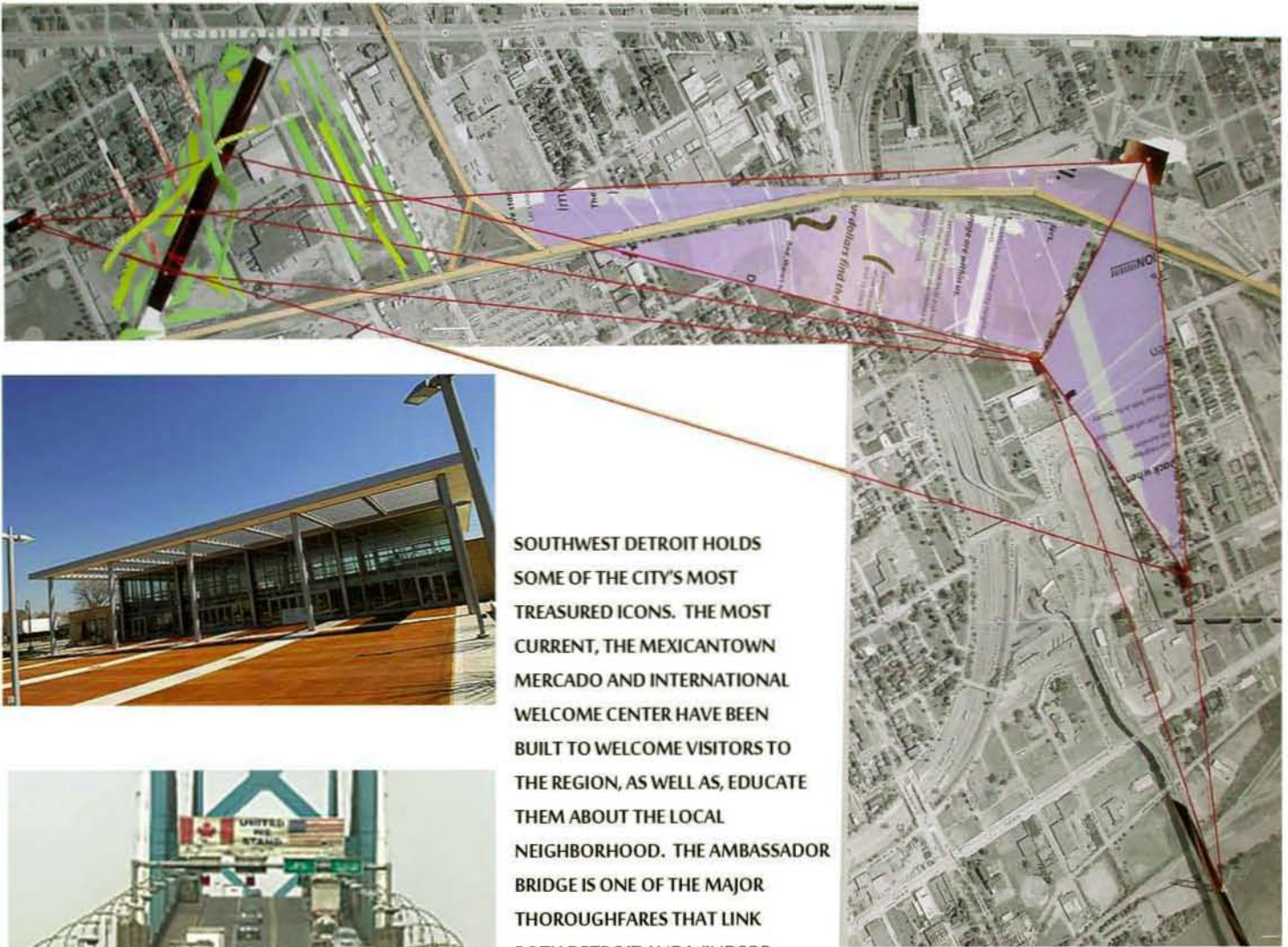


THIS MODEL IS AN EXPLORATION SHOWING THE REALTION OF BUILDING TO LANDSCAPE. THE FACETED METHOD OF CONSTRUCTION ALLOWS ARCHITECTURE AND LANDSCAPE TO EXIST COHESIVELY. THE PATH THROUGH THE PARK CONTINUES TO FLOW FREELY AND CREATE THE BOTTOM OF THE POOL WHICH TURNS TO POOL DECK AND EVENTUALLY WRAPS THE EXTERIOR OF THE POOL BUILDING.

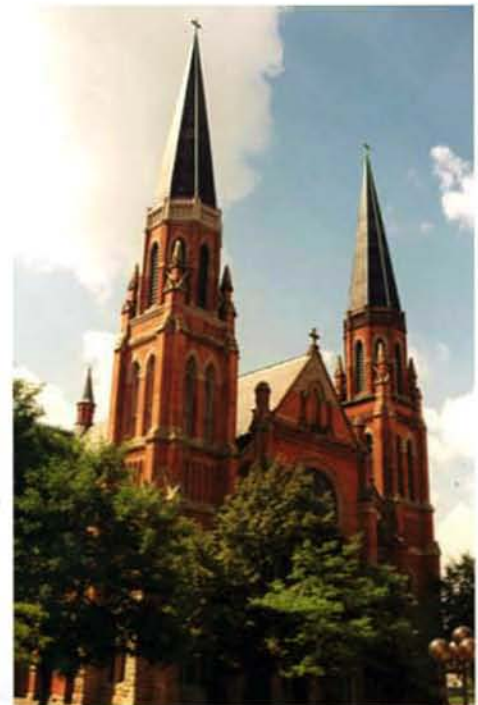
UTILIZING THE SAMENESS OF THE PATH AND THE TOPOGRAPHY CREATED ALLOWS THE ENTIRE PARK TO ACT AS A UNIFIED SYSTEM.





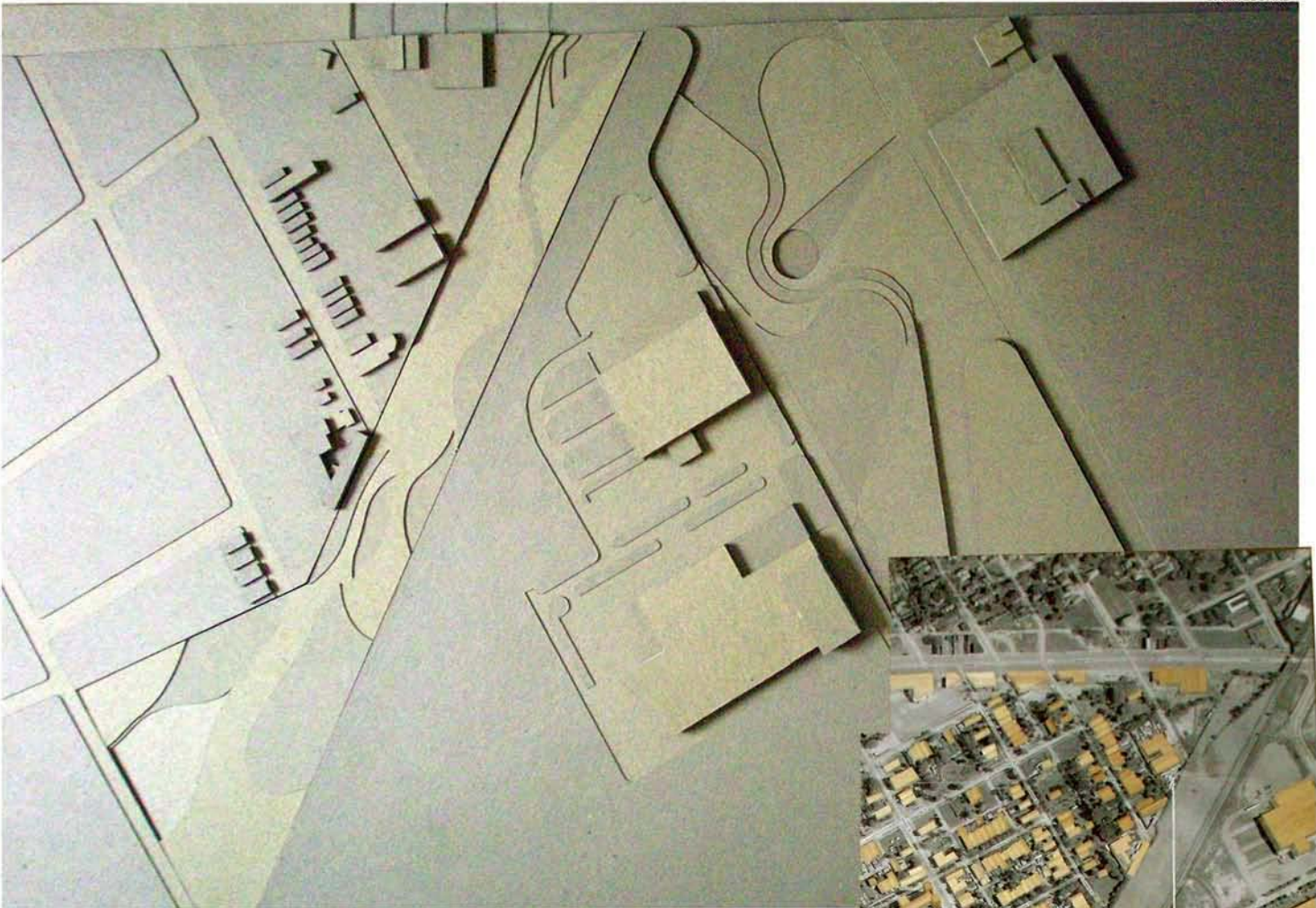


SOUTHWEST DETROIT HOLDS SOME OF THE CITY'S MOST TREASURED ICONS. THE MOST CURRENT, THE MEXICANTOWN MERCADO AND INTERNATIONAL WELCOME CENTER HAVE BEEN BUILT TO WELCOME VISITORS TO THE REGION, AS WELL AS, EDUCATE THEM ABOUT THE LOCAL NEIGHBORHOOD. THE AMBASSADOR BRIDGE IS ONE OF THE MAJOR THOROUGHFARES THAT LINK BOTH DETROIT AND WINDSOR, ONTARIO. THE BRIDGE HAS STOOD AS AN ICON FOR GENERATIONS OF DETROITERS. BELOW, THE MICHIGAN CENTRAL STATION IS ONE OF THE MOST FAMOUS LANDMARKS OF DETROIT'S DOWNFALL. IT STANDS ABANDONED AWAITING DEMOLITION OR A NEW USE. TO THE RIGHT, ST. ANNE'S CHURCH IS THE OLDEST INSTITUTION IN DETROIT THAT HAS EXISTED, IN ONE FORM OR ANOTHER, SINCE 1701. IT IS CONSIDERED A CORNERSTONE OF THE NEIGHBORHOOD.

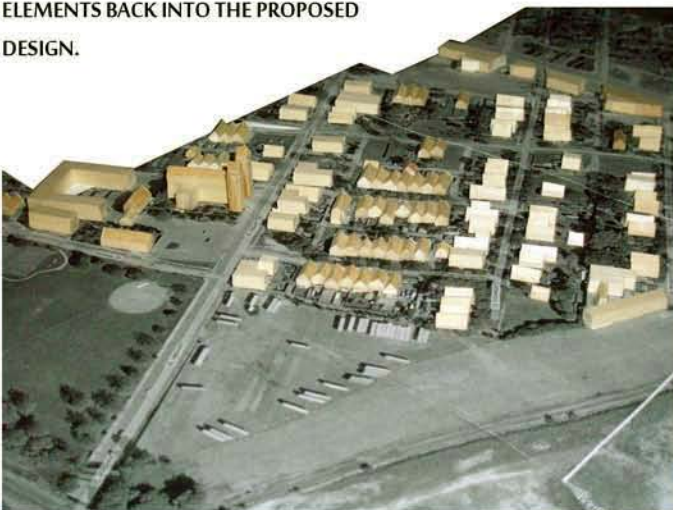
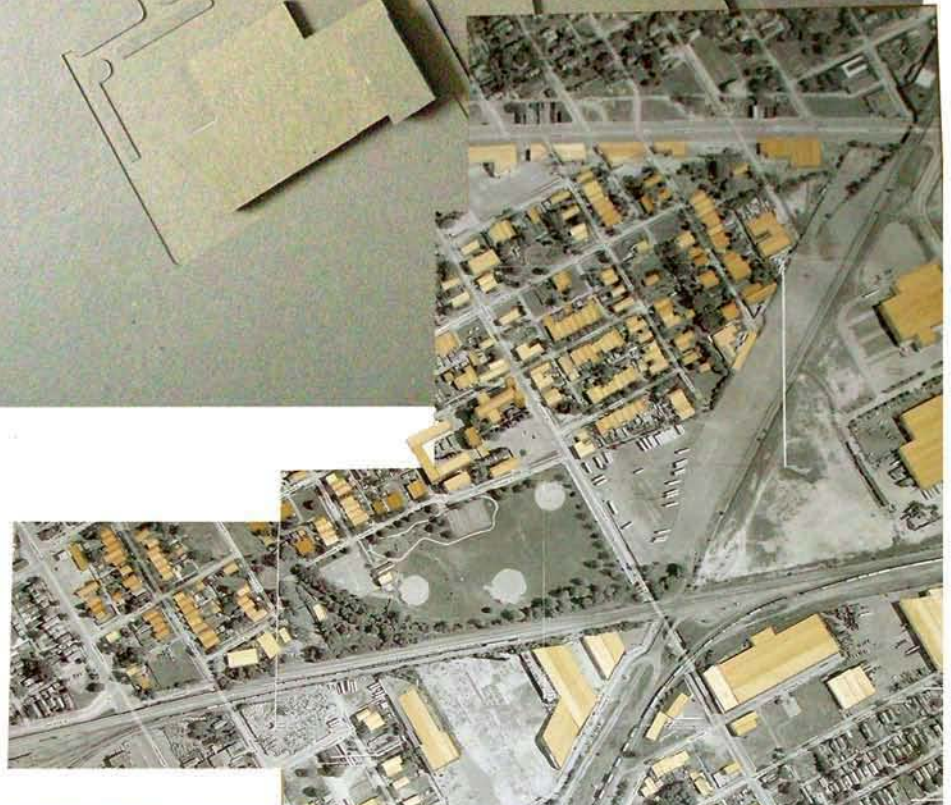


RECOGNIZING THESE PLACES AND CONNECTING THEM TO NEW SPACES IS CRITICAL FOR A MEANINGFUL INTERVENTION IN SOUTHWEST DETROIT.

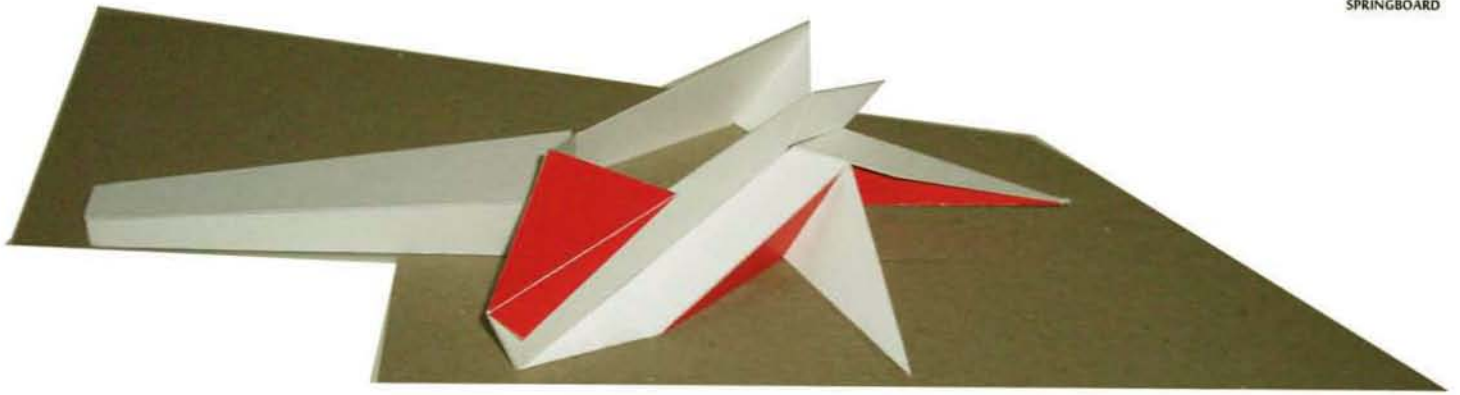




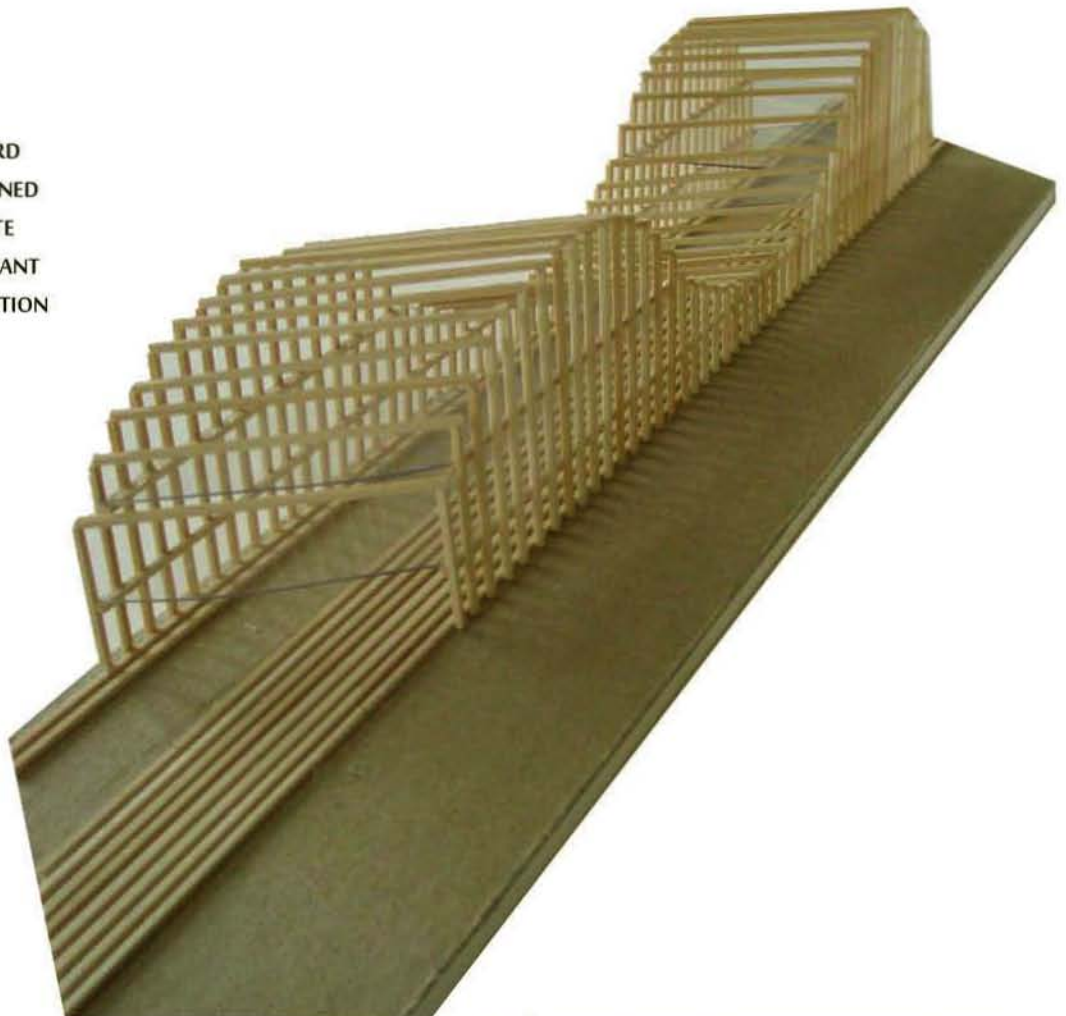
MULTIPLE SITE MODELS ALLOW THE DESIGNER TO GAIN A VIEW OF THE SITE NOT ACHIEVED THROUGH NEIGHBORHOOD ANALYSIS. BY MAPPING OUT THE SITE IN A THREE-DIMENSIONAL FASHION ONE GAINS THE SENSE OF HOW THE SITE IS CONNECTED OR DISCONNECTED. IT ALSO ALLOWS THE DESIGNER TO GAIN A SENSE FOR HOW TO MAP OUT ROUTES OF CONNECTING VARIOUS ELEMENTS BACK INTO THE PROPOSED DESIGN.







AS THE PROGRAM EXPANDED SOUTHWARD ALONG THE GREENWAY, IT WAS DETERMINED TO INCORPORATE THE COMMUTER ROUTE INTO THE PROJECT. FOLLOWING THIS MEANT A SERIOUS PROPOSAL FOR A TRANSIT STATION WAS NECESSARY. THE DESIGN PHASE BEGAN WITH A TYPOLOGICAL SOLUTION OF SPANNING THE RAIL LINES TO SHIELD PASSENGERS FROM THE ELEMENTS. THIS SOLUTION WOULD NOT BE APPROPRIATE FOR IT DID NOT CONFRONT THE GREENWAY. IMPLEMENTING THE GREENWAY INTO THE TRANSIT STATION BECAME PRIORITY SO THAT GREENWAY USERS WOULD HAVE ACCESS TO THE AMENITIES OF THE TRANSIT-ORIENTED DEVELOPMENT. THE MODELS ABOVE BEGIN TO CONSIDER THESE CIRCUMSTANCES.

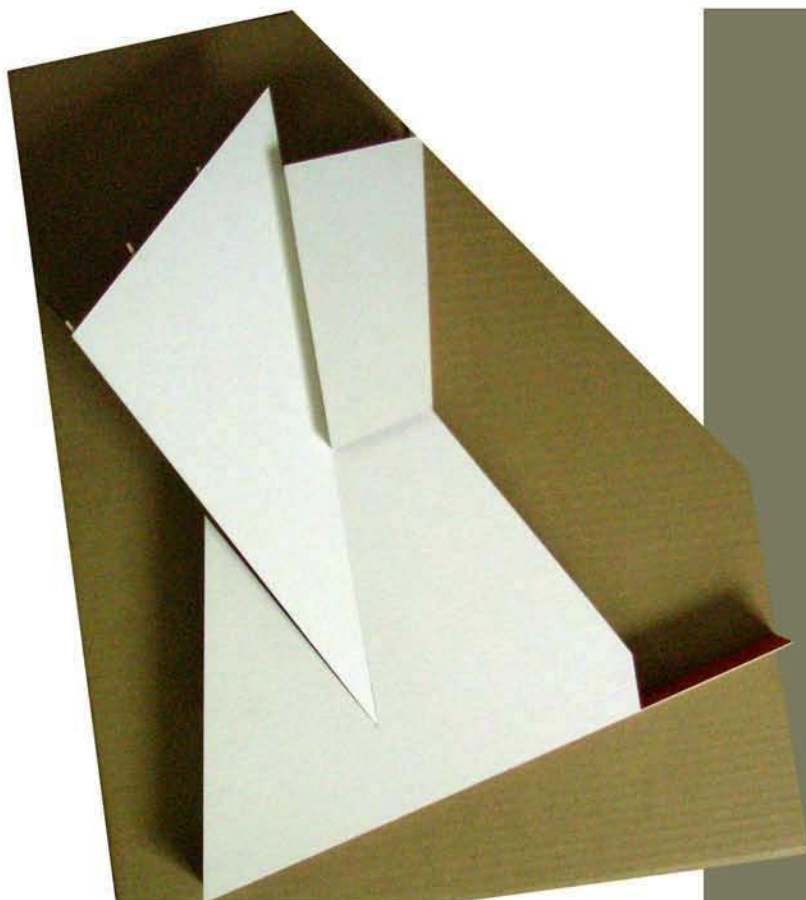






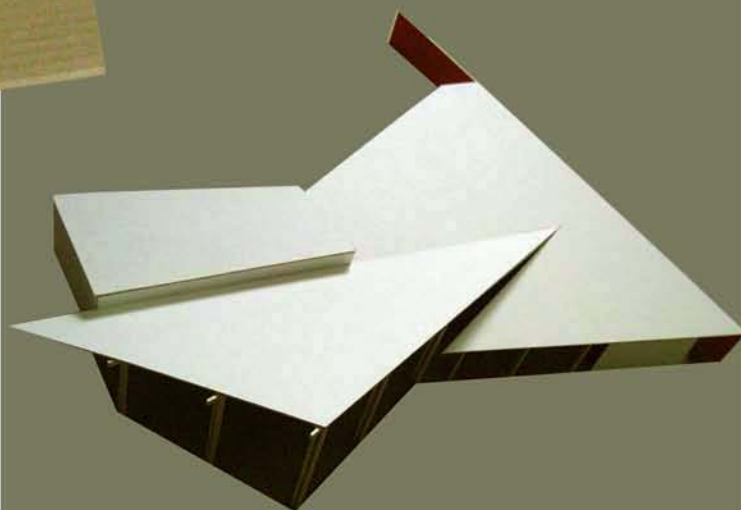
THE COMMUTER STATION WILL ANCHOR A NEW TRANSIT-ORIENTED DEVELOPMENT. THE T.O.D. WILL BE PHASED IN AS DEMAND DEEMS IT NECESSARY. OTHER THAN THE COMMUTER STATION, THE OTHER MAIN ELEMENT OF THE T.O.D. WILL BE A LARGE ORCHARD. THE ORCHARD WILL BE ORIENTED TO ACT AS A BUFFER BETWEEN THE BUILDINGS IN THE T.O.D. THE ORCHARD WILL BE BORDERED BY A LARGE BLOCK OF ROW HOUSES. THERE WILL ALSO BE A RESTAURANT, WHICH WILL UTILIZE SOME OF THE ORCHARD'S PRODUCE. THE OTHER BUILDING WILL HOUSE A MIX OF RETAIL SPACES ON THE STREET LEVEL, WITH APARTMENTS ON THE UPPER LEVELS. VARIOUS TYPES OF HOUSING WILL SUPPORT A VARIETY OF FAMILIES. THE DEVELOPMENT BEGINS WITH COMMUTERS, BUT IT IS ASSUMED THAT FAMILIES AND OTHER RESIDENTS WILL WORK WITHIN THE LOCAL NEIGHBORHOOD, SO THERE WILL NEED TO BE HOUSING OPTIONS GEARED TOWARD THEM.



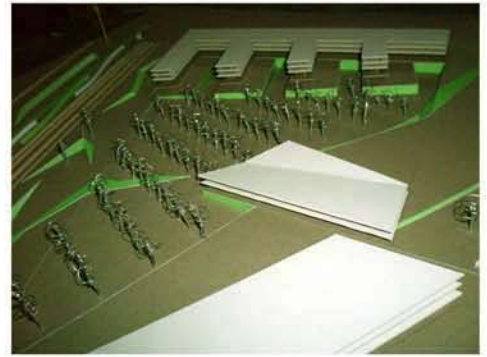
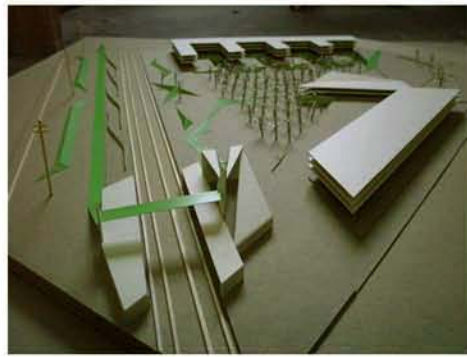
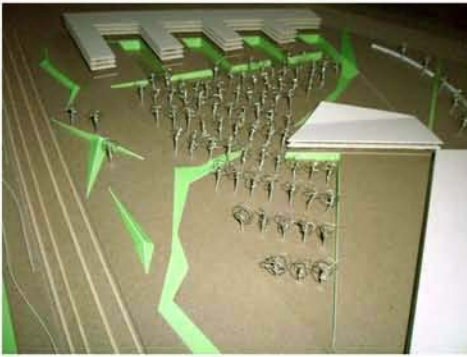


THE POOL BUILDING WILL BE THE LARGEST BUILDING SET WITHIN THE LINEAR PARK. AS THE DESIGN SHOWS, THERE WILL BE THREE MAIN ELEMENTS TO THE POOL BUILDING. THE SOUTHERN PORTION IS HOUSES LOCKER ROOMS AND OFFICES. THE TRIANGULAR SECTION HOLDS THE WAITING AND DINING SPACES. THE THIRD PORTION OF THE BUILDING IS THE KITCHEN AND PREP AREA FOR THE CAFE.

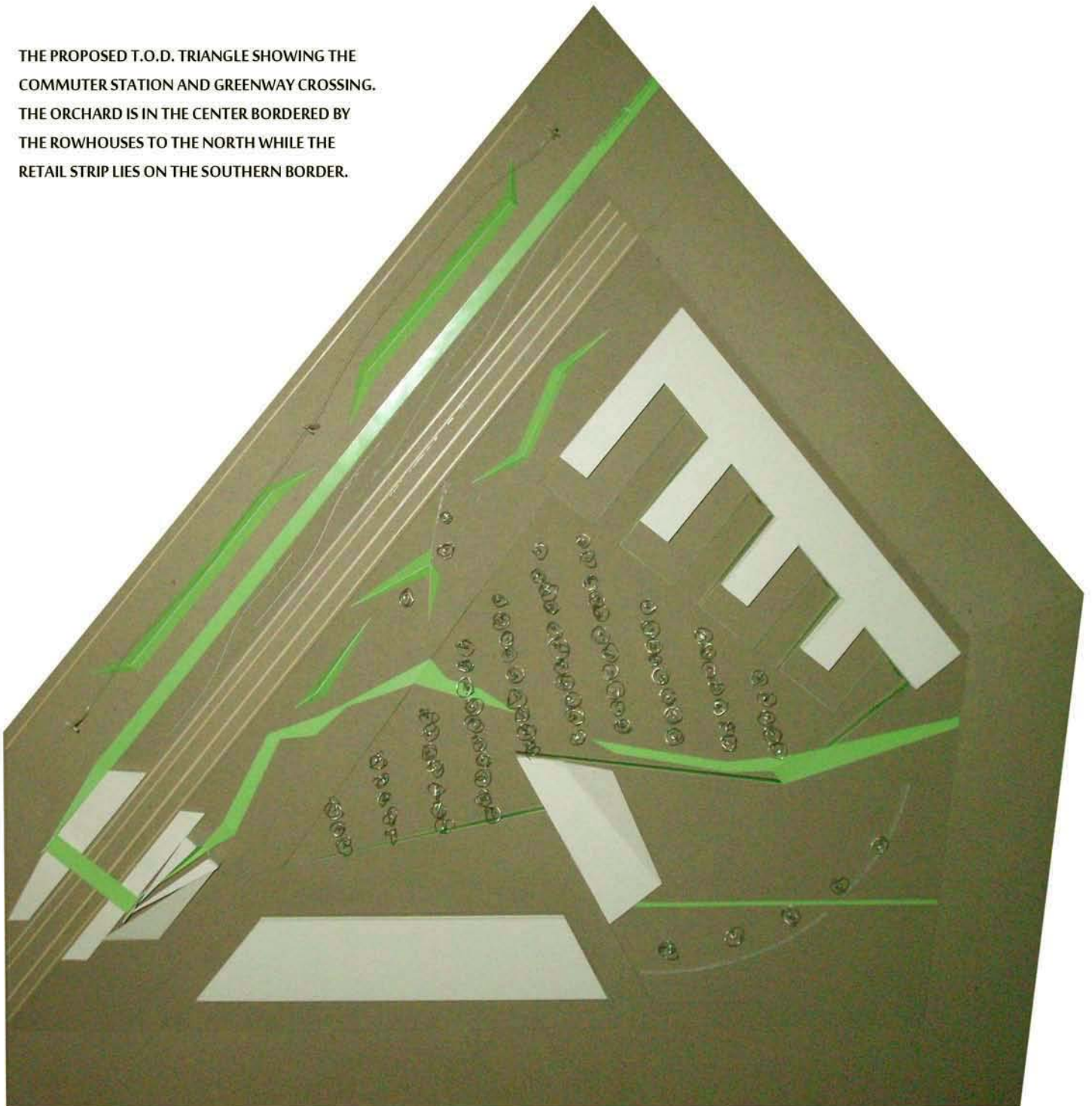
THE DINING SPACE OPENS ONTO THE POOL DECK ALLOWING PATRONS TO SEE INSIDE. DINERS WILL HAVE A FULL VIEW OF THE POOL AND SUN DECK.



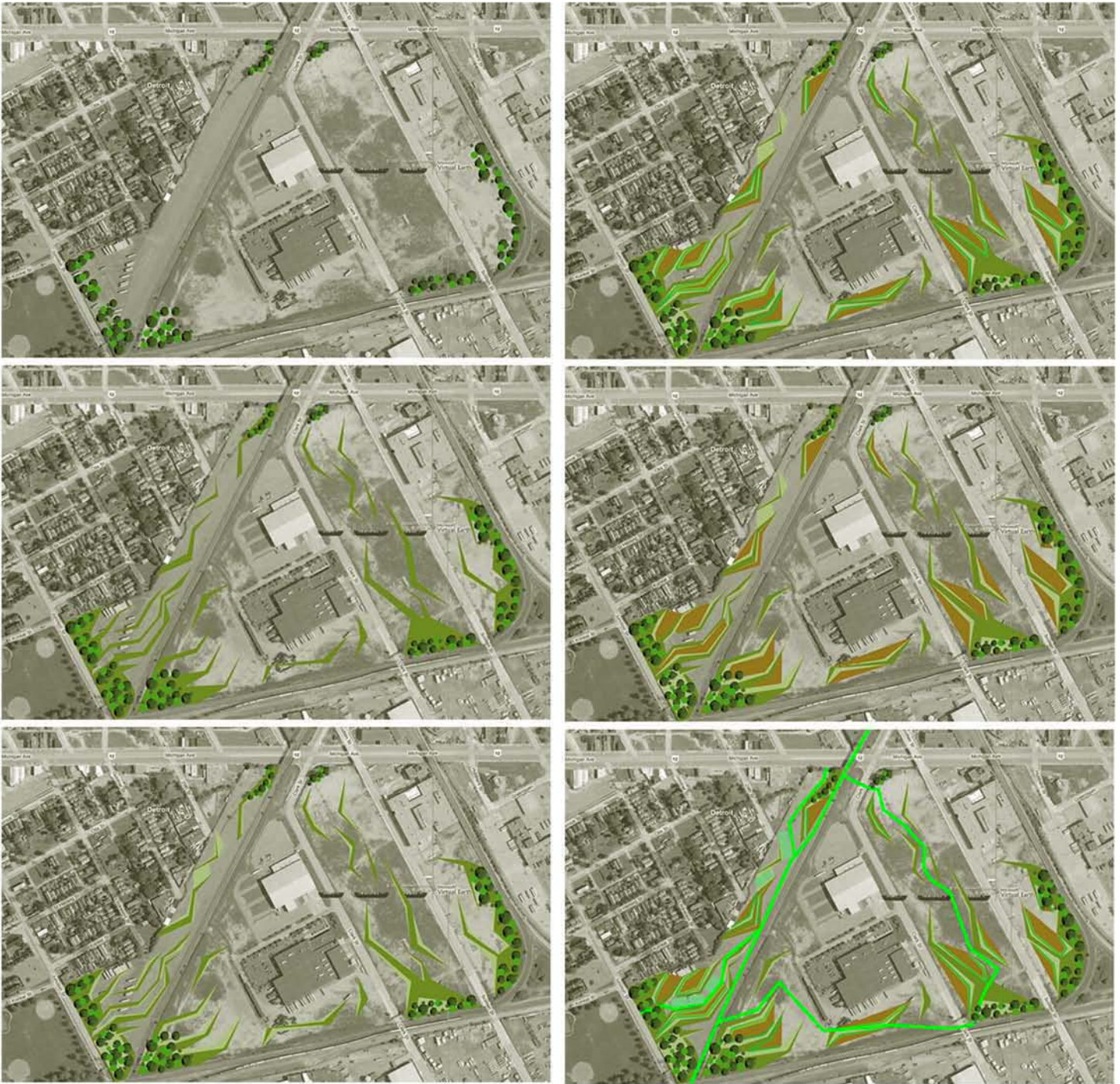




THE PROPOSED T.O.D. TRIANGLE SHOWING THE  
COMMUTER STATION AND GREENWAY CROSSING.  
THE ORCHARD IS IN THE CENTER BORDERED BY  
THE ROWHOUSES TO THE NORTH WHILE THE  
RETAIL STRIP LIES ON THE SOUTHERN BORDER.







THE NORTHERN SITE HOLDING THE LINEAR PARK AND PRAIRIE WILL BE LANDSCAPED IN A SPECIFIC FASHION. THE SITE HAS A LARGE BANK OF TREES AT THE SOUTHWESTERN EDGE. UTILIZING THE TREES, TOPOGRAPHIC LANDFORMS WILL EVOLVE ACROSS THE SITE TO CREATE HYDROLOGICAL PODS. THE HOPE IS THAT THE LANDFORMS WILL CREATE PODS WHICH WILL NATURALLY HOLD WATER FROM RAINS. AS THE WIND BLOWS, THE EXISTING TREES WILL RELEASE SEEDS THAT WILL GERMINATE IN THE WET PODS. THIS SYSTEM WILL ALLOW THE FUNCTIONS OF THE PARK TO NATURALLY INFILL SPOTS WHERE THE LANDFORMS ALLOW. AS THE NEW GROWTH BEGINS TO FILL IN THE PARK, THE FUNCTION PERSCRIBED, WILL NATURALLY INTEGRATE THEMSELVES INTO THE PARK. THE GRAPHICS ABOVE SHOW THE EVOLUTION OF THE LANDFORMS AND HOW THEY WILL CREATE A DYNAMIC LIVING PLACE.





LINEAR PARK/PRAIRIE TRANSITION LANDSCAPE



ATHLETIC FIELDS IN LINEAR PARK



TYPICAL GREENWAY CONDITION



REALIZATION . CONSTRUCTION





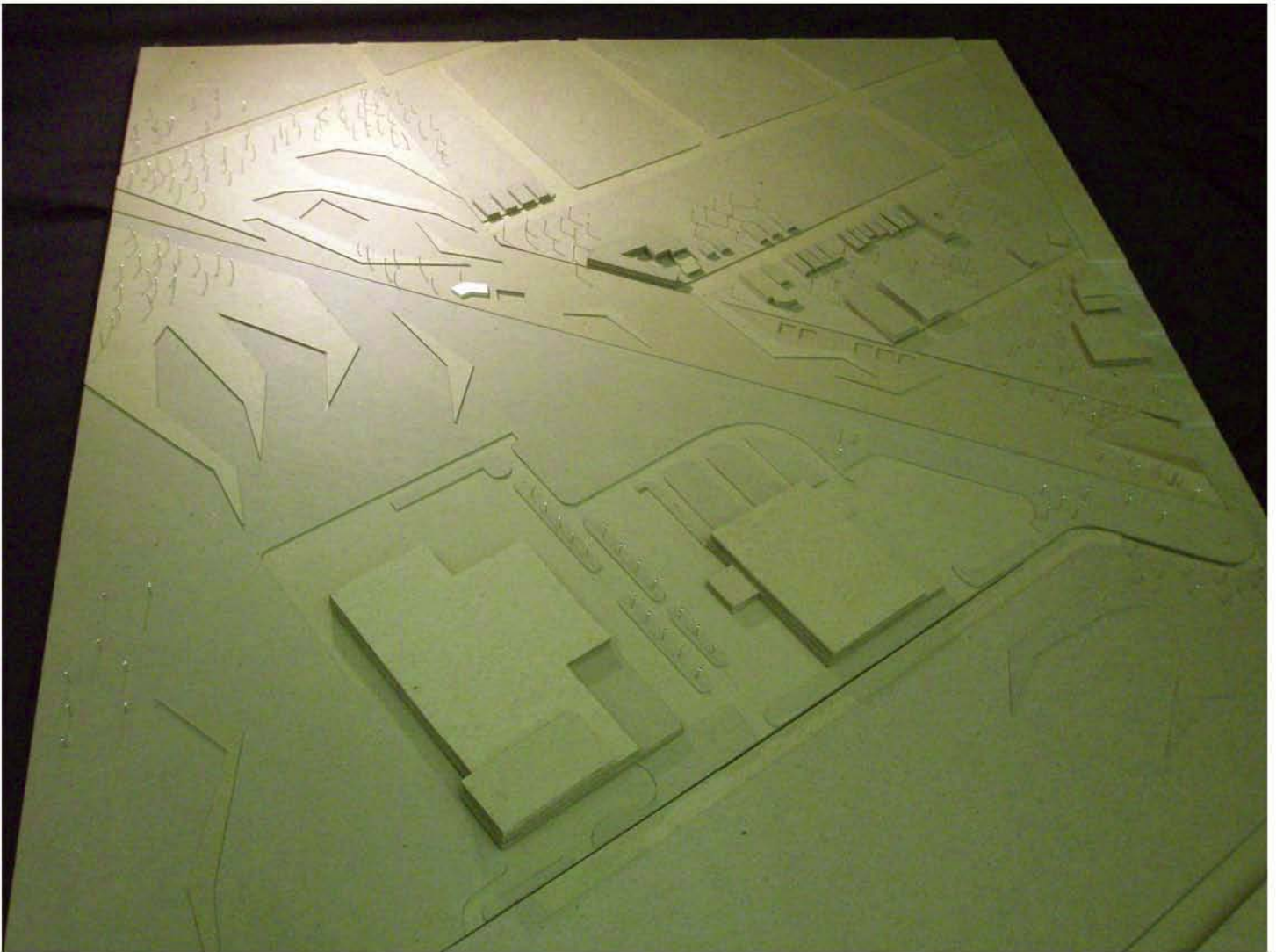
THE GREENWAY LOOP PASSING THROUGH SW DETROIT ALLOWS THE OPPORTUNITY FOR MORE SIGNIFICANT INTERVENTIONS. TO THE NORTH LIES THE LINEAR PARK AND PRAIRIE. IN THE SOUTHERN PORTION THE T.O.D. IS SHOWN. AS THE PATHWAY DEPARTS FROM THE RAIL RIGHT-OF-WAY, IT'S COLOR BECOMES ALTERED. THIS GRAPHIC METHOD IS MEANT TO SHOW THE PATH AS A INTRODUCTION ELEMENT WITHIN THE PROGRAMMED SITES.



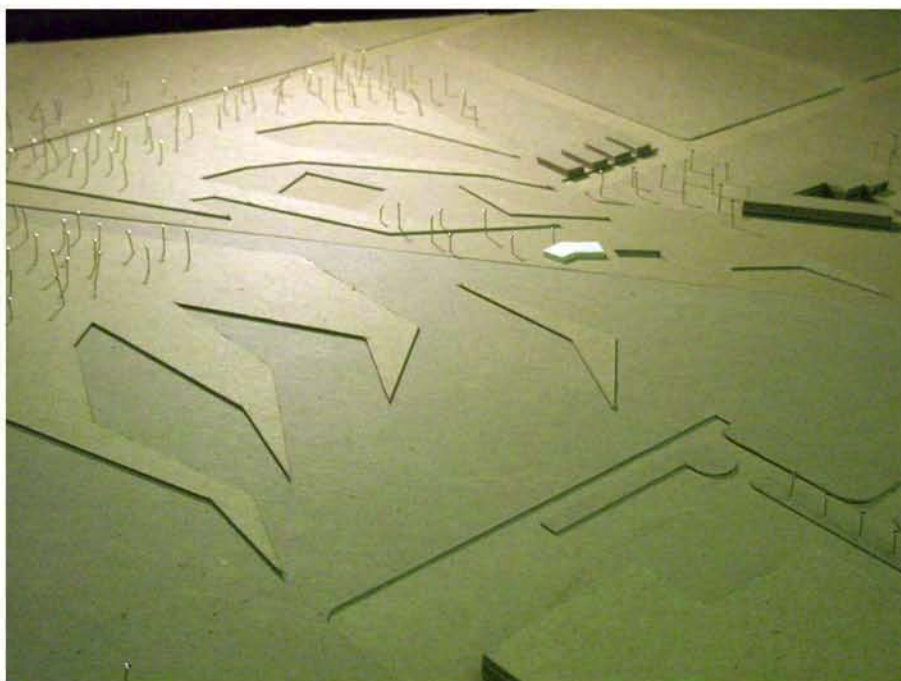


SITE ONE SHOWING THE HYDROLOGICAL LANDFORMS





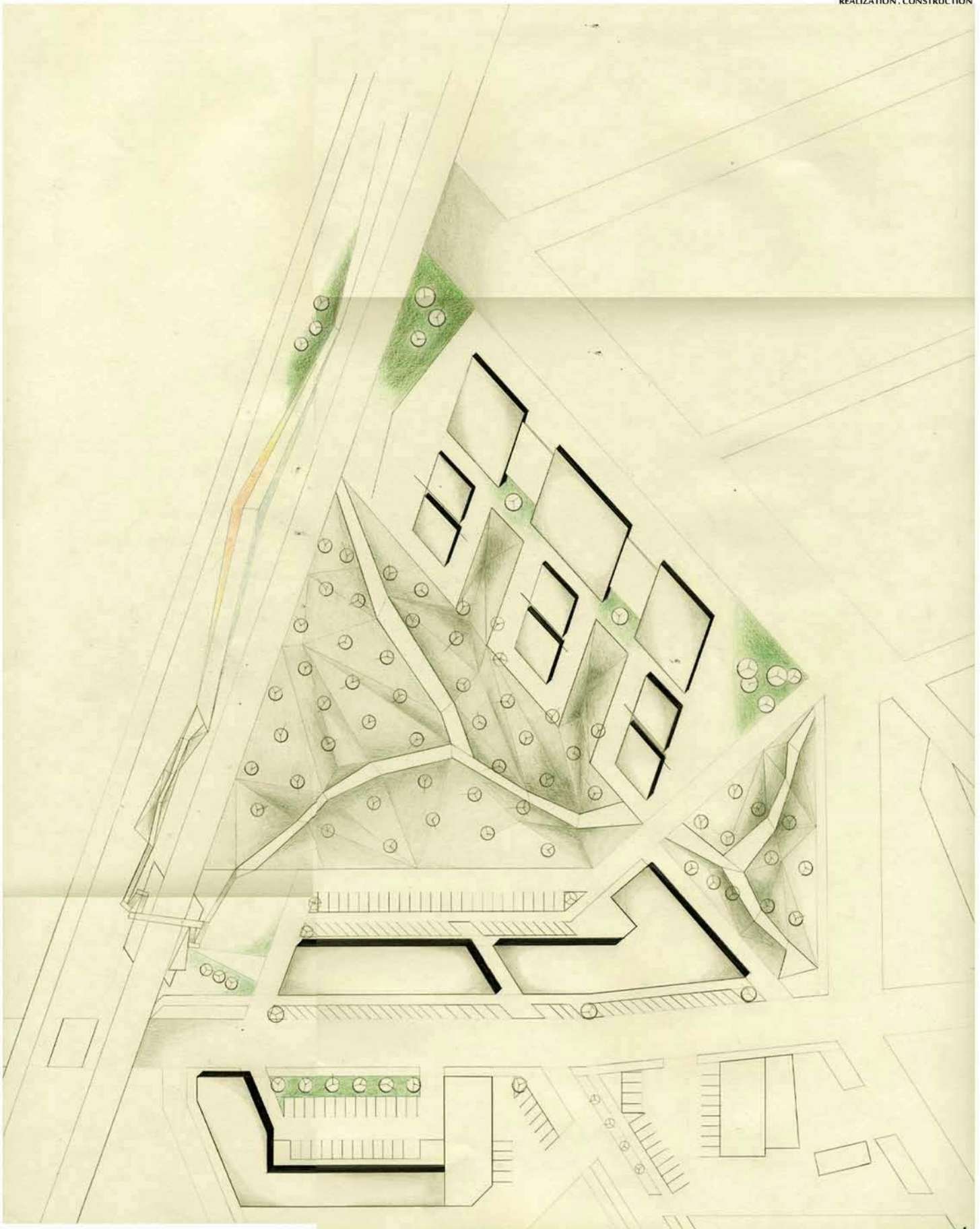
LINEAR PARK AND PRAIRIE SITE MODEL











SITE TWO SHOWING THE TRANSIT-ORIENTED-DEVELOPMENT

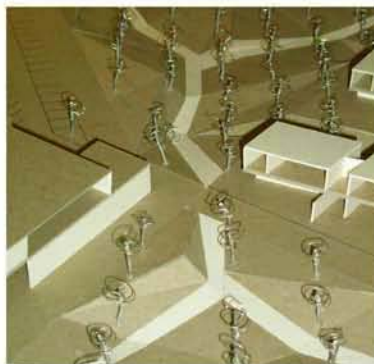


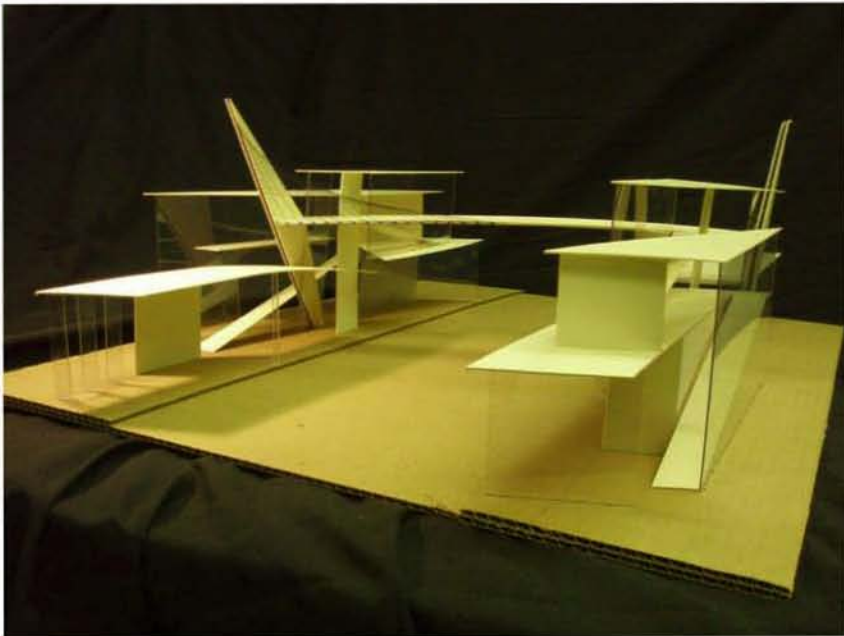
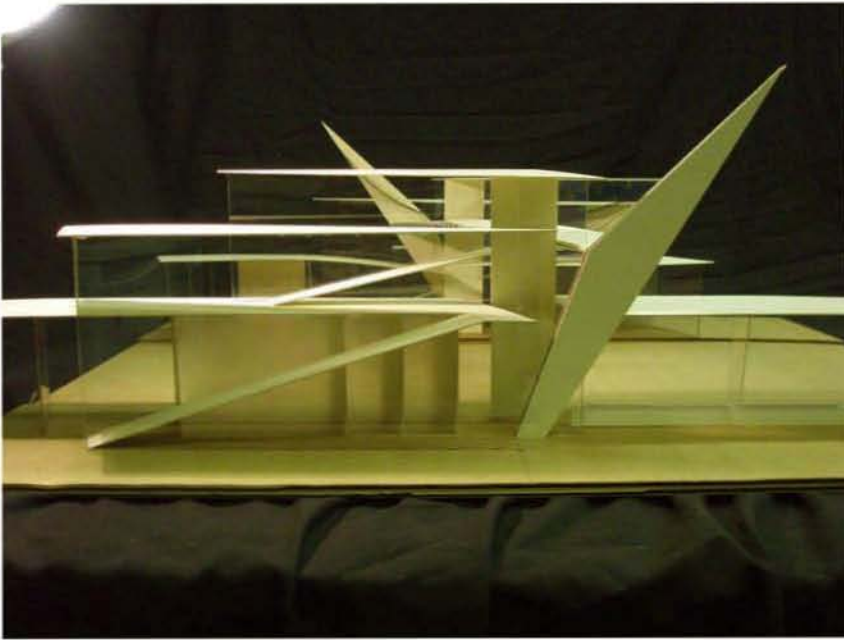
SCHEMATIC PERSPECTIVE OF TOWN HOMES AND MULTIFAMILY STRUCTURE





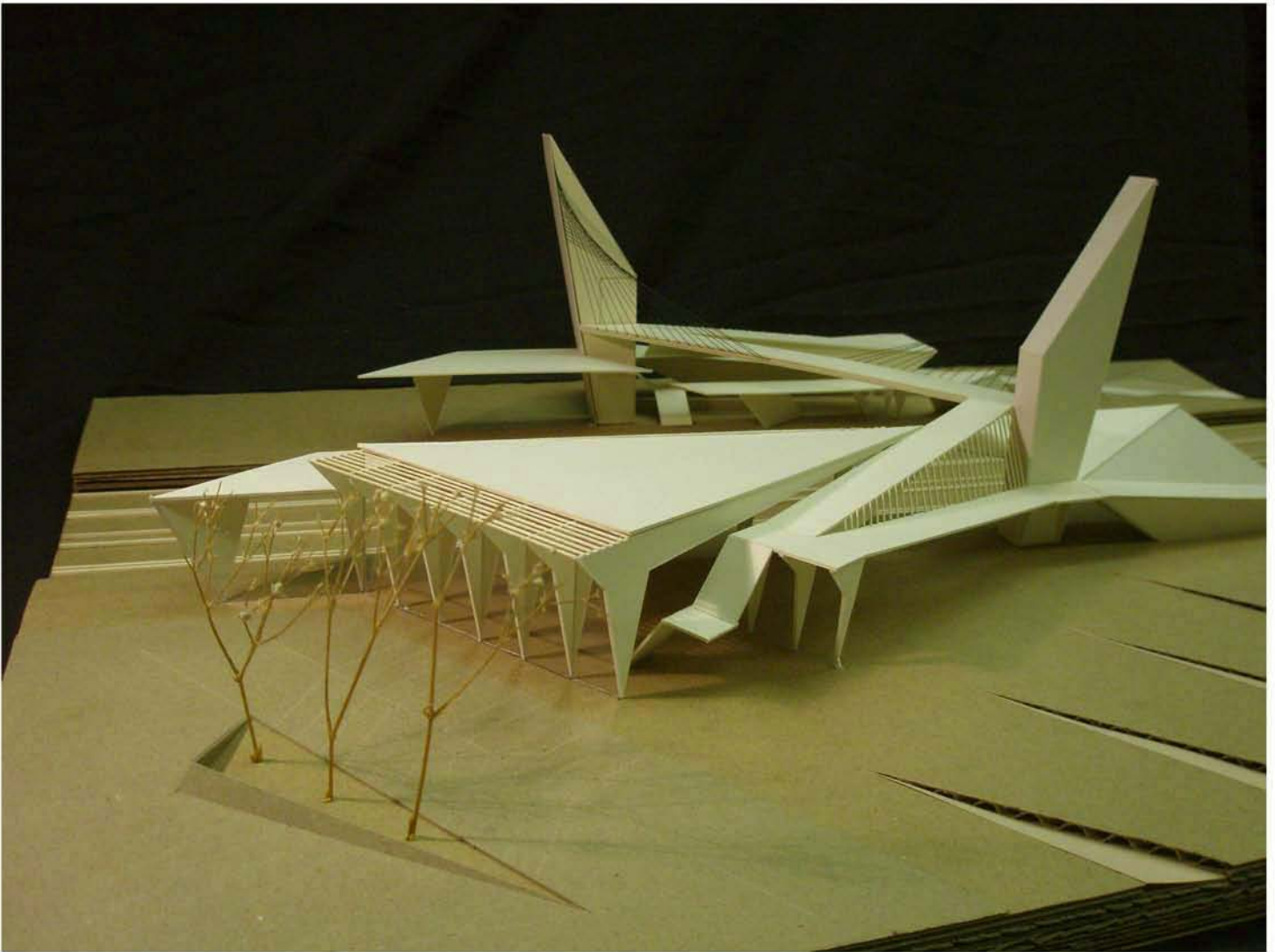
TRANSIT-ORIENTED DEVELOPMENT SITE MODEL



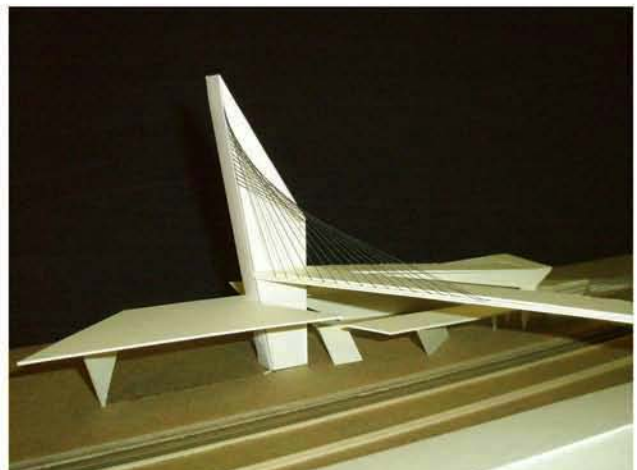


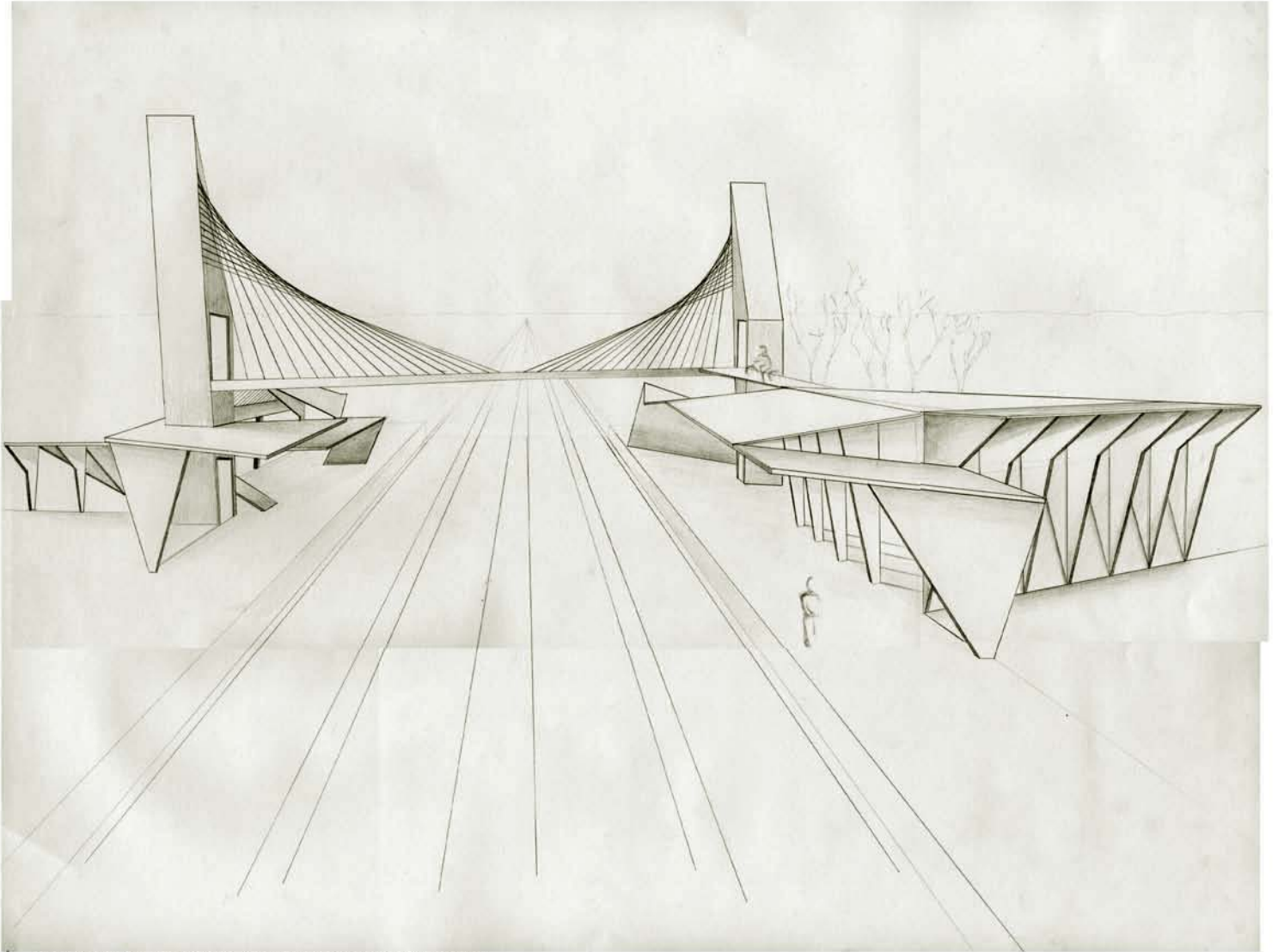
THE COMMUTER STATION CONTINUED TO EVOLVE THROUGH THE MANIPULATION AND INTEGRATION OF THE GREENWAY RAMPING SYSTEM. THE STATION FUNCTIONS ARE INSERTED AS PLANES TO ALLOW THE MODEL TO RETAIN AN ABSTRACT APPLICATION. THE FOCUS OF THE DESIGN WAS THE PEDESTRIAN BRIDGE, HOWEVER THE STATION ENVELOPES THE BRIDGE INTO THE LARGER CONTEXT OF THE DESIGN.





THE FINAL CONCEPTION OF THE COMMUTER STATION SHOWS A PURE TRANSITION BETWEEN BUILDING FORM AND THE GREENWAY TO RAMPING SYSTEM. HERE THE PEDESTRIAN BRIDGE STANDS AS THE MAIN ELEMENT OF THE STATION. THE BRIDGE IS SUPPORTED BY AN ELEGANT, YET SIMPLE CABLING SYSTEM. AS THE RAMPS DESCEND TOWARD THE GROUND, THE FACETING CONDITION IS INTRODUCED TO ANCHOR THE DESIGN TO THE OTHER ELEMENTS OF THE GREATER MASTER PLAN. THE OTHER MAIN ELEMENT OF THE STATION, THE ENTRANCE AND WAITING GALLERY, IS ENVISIONED AS A TALL AND AIRY SPACE. THE ROOM WILL BE FILLED WITH WARMING SOUTHERN LIGHT, BUT COUNTERED BY SHADING DEVICES BUILT INTO THE STRUCTURAL SYSTEM. INTERIOR BUILDING CIRCULATION IS INTEGRAL TO THE RAMPING SYSTEM. THE FINAL PIECE, THE WAITING PLATFORMS BLEND SEAMLESSLY WITH THE REST OF THE MAJOR ELEMENTS OF THE STATION.





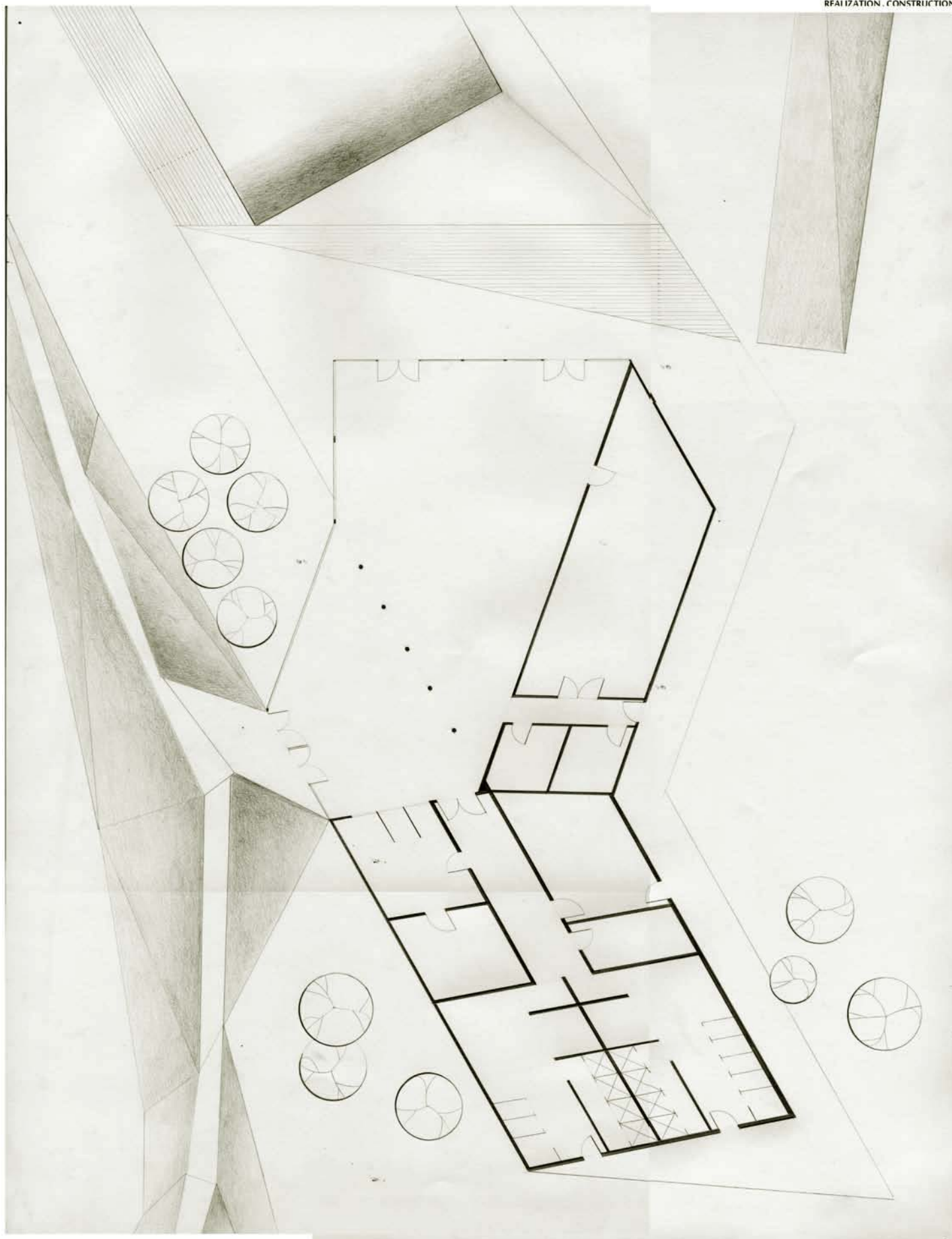
SECTIONAL PERSPECTIVE OF THE COMMUTER STATION





WITHIN THE LINEAR PARK, AN ARCHITECTURAL INTERVENTION MADE IS THE POOL HOUSE. HERE THE ARCHITECTURAL OBJECT IS IDENTIFIED AS A PAVILION WITHIN THE LANDSCAPE. THE POOL HOUSE HOUSES A SMALL CAFE, LOCKER ROOMS, AND OTHER SERVICE FUNCTIONS TO MAINTAIN THE LARGE COMMUNITY POOL. IT IS THE INTENTION THAT THE BUILDING REST AMONGST THE HYDROLOGICAL LANDFORMS, AND THUS OVER TIME, RESIDE AMONG A NATURALLY SEEDED PATCH OF NATIVE LANDSCAPE SPECIES. THE DESIGN REMAINS DECEPTIVELY SIMPLISTIC TO ALLOW IT TO REMAIN INFUSED WITH THE LANDSCAPE. THE MAIN STRUCTURE OF THE BUILDING REMAINS AS A REPETITIVE ELEMENT FROM OTHER PROJECTS WITHIN THE GREATER CONTEXT. DOING SO, WILL ALLOW UNFAMILIAR USERS TO RELATE SPACES INTO A LARGER WEB, THUS CREATING A LARGE COGNITIVE MAP OF THE MULTIPLE SITES. THE DESIGN IS ALSO MEANT TO FUNCTIONAL FOR FOUR SEASONS. AS THE WEATHER CHANGES, THE RECREATIONAL OPPORTUNITIES IN THE PARK WILL BE ALTERED TO CATER TO THE SEASON, THUS REINFORCING THE BUILDING'S NECESSITY.





POOL HOUSE FLOOR PLANS



## CONCLUSION



THE FINAL REALIZATION OF THE OUTPUT FOR THIS STUDY COULD BE SUMMARIZED AS A THOUGHTFUL COLLECTION OF PIECES TO MAKE ONE WHOLE. WHILE THE LANDSCAPE AND BUILDING FORMS DO WELL TO COMPLIMENT ONE'S THOUGHTS OF THE PROCESS, THEY FAIL TO GO BEYOND WHAT THOSE CONSIDER PREDICTABLE OR SAFE FOR A PROJECT OF THIS SCOPE. THE UNDERTAKING WAS CONSIDERABLE, AND IN THE END IT SEEMS AS THOUGH, IF IT HAD BEEN NARROWED, THE OUTCOME MAY HAVE SUFFERED. THE BEST WAY TO CATEGORIZE THE THEORY OF THE INTERVENTIONS WAS THAT THEY MATERIALIZED WELL, BUT FAILED TO PUSH THE BOUNDS OF THE PROGRAM LAID OUT WITH THEM. IT IS VERY POSSIBLE, THAT WITH MORE TIME, THE BOUNDS OF THE SITES COULD BE PUSHED TO BEYOND THEIR BOUNDARIES. BY ABSORBING AN URBAN CONTEXT WITHIN THE SITES, WOULD FURTHER JUSTIFY THE DECISIONS RENDERED WITHIN THE SELECTED SITES.

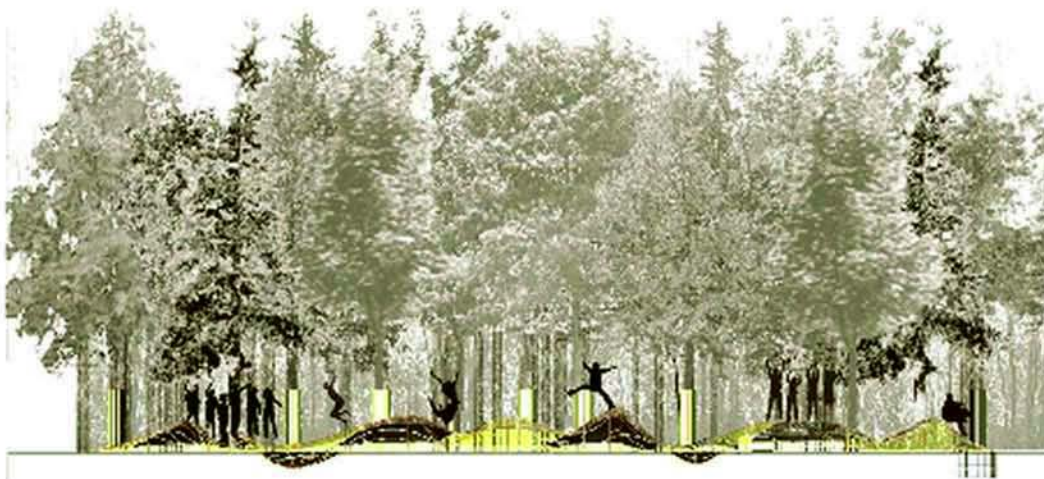
ONE OF THE PROJECT'S STRONGEST ARGUMENTS IS ITS VALIDITY. THE RAILS-TO-TRAILS CONVERSION IS GAINING POPULARITY ALL AROUND THE COUNTRY, AND PROJECTS ALONG THESE ROUTES HAVE FAR BETTER APPEAL AND RESALE THAN THOSE THAT AREN'T. AS OIL PRICES CONTINUE TO SET RECORDS, AUTOMAKERS AND DRIVERS ALIKE ARE FORCED TO RECONSIDER THEIR PRIORITIES. DETROIT HAS ALSO MARKED A PERIOD OF GROWTH FOR CLASS A OFFICE OCCUPANCY RATES. THESE RATES ARE DRIVEN BY SUBURBAN EMPLOYERS MOVING TO THE CITY. ROCK FINANCIAL WHICH IS SAID TO BRING FOUR THOUSAND EMPLOYEES TO THE CENTRAL BUSINESS DISTRICT, IN THE NEXT THREE YEARS, IS A MAJOR EXAMPLE. THE MAYOR ALSO ANNOUNCED THE PUSH TO REINSTALL THE MASS-TRANSIT LINE ON WOODWARD AVENUE. FUNDING FOR THE WESTERN ARM OF THE DETROIT RIVERWALK HAS ALSO BEEN ALLOCATED ALONG WITH MAJOR PARCELS OF LAND ADJACENT TO THE RIVERWALK. THESE MAJOR ANNOUNCEMENTS ARE KEY DRIVERS THAT ARE PUTTING TOGETHER ALL OF THE ELEMENTS SO AS TO PUT ONE'S PROPOSAL INTO PLAY.

IF THE PROJECT WERE TO BE TAKEN TO A REALISTIC PROPOSAL, SOME MAJOR ISSUES NEED TO BE CONSIDERED. HOW THE GREENWAYS CONNECT AND FEED INTO THE NEIGHBORHOODS ARE OF MAJOR CONCERN. BECAUSE OF THE PROJECT'S SIZE, A PRIVATE SECURITY FORCE AND SYSTEM WOULD NEED TO BE IMPLEMENTED JUST AS IS DONE WITH THE DETROIT RIVERWALK. FROM AN ARCHITECTURAL STANDPOINT, THE ELEMENTS OF LANDSCAPE URBANISM, THOUGH THOUGHTFUL, LACK A VISION PAST IMPLEMENTATION. IT IS OBVIOUS THAT SOME FORMAL PLANTING AND MAINTENANCE PLAN WOULD HAVE TO COMPLIMENT THE INITIAL SCHEMES. ASIDE FROM THESE ISSUES, THERE IS NO DOUBT THAT IF EXECUTED AND PHASED PROPERLY THE GREENWAY ROUTE AND COMMUTER STATION WOULD LINK THE ENTIRE METRO REGION OF DETROIT, GIVING RESIDENTS ALTERNATIVE METHODS OF TRANSIT.





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