



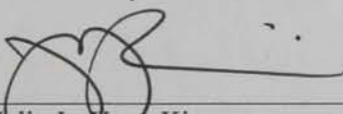
UNIVERSITY OF DETROIT MERCY
GRADUATE SCHOOL
MASTER'S PROJECT

SUBMITTED IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR
THE DEGREE OF MASTER OF ARCHITECTURE

TITLE: **Movement Transistor**

PRESENTED BY: **Jennifer Hanna**

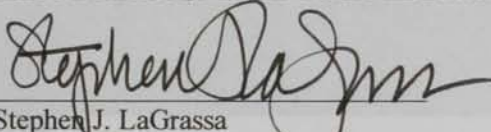
ACCEPTED BY:



Julie Ju-Youn Kim

Assoc. Professor, Masters Studio Instructor

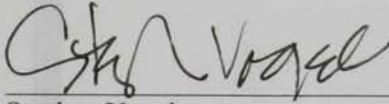
05 MAY 2006
Date



Stephen J. LaGrassa
Assoc. Dean, Director Masters Program
School of Architecture

5/05/06
Date

APPROVAL:



Stephen Vogel
Dean, School of Architecture

5/05/06
Date

MOVEMENT TRANSISTOR



JENNIFER HANNA
MASTERS OF ARCHITECTURE
THE UNIVERSITY OF DETROIT-MERCY SCHOOL OF ARCHITECTURE
AR 510 & AR 520
ADJUNCT PROFESSOR HUB WHITE
ASSOCIATE PROFESSOR JULIE KIM

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MOVEMENT IS DEFINED BY WEBSTER'S DICTIONARY AS A GIVEN CHANGE OF PLACE OR POSITION OR POSTURE; THE ACT OR PROCESS OF MOVING. THE INTENT OF THE PROJECT IS TO CELEBRATE THE MOVEMENT OF PEDESTRIANS AND THE EXPERIENCES WITHIN THEIR JOURNEY. THE ABILITY TO CREATE UNIQUE BUILDING SPACES, SKINS, PATHS, BUFFERS, SLIPPAGES AND VIEWS ARE PARAMOUNT TO THE EXPERIENCE CAPTURED. MANIPULATING THESE UTENSILS SETS UP THE FRAMEWORK FOR THE INTENTIONS OF "MOVEMENT TRANSISTOR".

II. THESIS PAPER

THE MOVEMENT OF PEOPLE FROM ONE DESTINATION TO ANOTHER HAS BECOME A FAST PACED LIFE STYLE. IT SEEMS AS THOUGH MANY PLACES CATER TO THE VEHICLE WITH DRIVE THRU'S AND DROP OFF. THESE BUFFERS MAKE IT EVEN EASIER FOR YOU NOT TO GET OUT OF YOUR CAR AND EXPERIENCE THE JOURNEY OF YOUR DESTINATION FROM A TO B. THE ACTUAL PHYSICAL MOVEMENT AND JOURNEY OF THE PEDESTRIAN HAS BECOME HINDERED BY THE VEHICLE. THE CELEBRATION OF OUR OWN MOVEMENT SHOULD BE THOUGHT OF AS SOMETHING SPECIAL AND DESIGNED FOR WITH SPECIAL INTENTIONS. THE UNIQUENESS OF PHYSICALLY EXPERIENCING THE JOURNEY FIRST HAND IS SPECIAL WITHIN ITSELF. VISUALLY SEEING, PHYSICALLY TOUCHING, CREATIVELY LISTENING AND INHERENTLY SMELLING MAKE THE JOURNEY THAT MUCH MORE EXPERIENTIAL.

SOME INITIAL THOUGHTS OF THE THESIS IDEA PERTAIN TO THE FOLLOWING. HOW DOES A BUFFER AFFECT YOUR SENSE OF JOURNEY? IF THERE IS A SURROUNDING ELEMENT THAT YOU ARE CONTAINED IN, THEN DO YOU TRULY EXPERIENCE THE SURROUNDING CONTEXT AROUND YOU? IS THERE A POSSIBILITY THAT THE BUFFER BECOMES A SPACE WITHIN A LARGER SPACE. HOW THEN DOES THIS "BUFFER" AFFECT THE JOURNEY EXPERIENCED? WHAT IF THE BUFFER IS TRANSFORMED INTO SOMETHING THAT ENHANCES THE JOURNEY INSTEAD OF HINDERING IT? CAN THE BUFFER ITSELF PARTAKE IN OR BE THE EXPERIENCE? HOW DO YOU BEGIN TO USE THE BUFFER AS JUST THAT, A BUFFER, SO THAT IT DOESN'T DETRACT FROM THE EXPERIENTIAL JOURNEY ITSELF?

ANOTHER ASPECT PROPOSED IS HOW DO YOU CREATE A UNIQUE AND/OR THOUGHTFUL EXPERIENCE? DOES THE EXPERIENCE START WITH AN ENTRANCE, PATH, CORRIDOR OR NEGATIVE SPACE BETWEEN OR AROUND THE BUILDING MANNER? DOES THE ENTRANCE HAVE TO BE A GRAND SPACE? DOES IT EVEN NEED TO BE APPARENT; IN WHICH THEN THE DISCOVERY BECOMES THE JOURNEY? THE CIRCULATION CORRIDOR HAS THE OPPORTUNITY TO BECOME THE EXPERIENCE WITHIN THE DESTINATION. A POSSIBILITY OF THE CORRIDOR/ PATH BEING THE FINAL DESTINATION. THE PATH CAN ELONGATE AND ENHANCE THE JOURNEY TO AN EXPERIENCE WITHIN ITSELF. AN OPPORTUNITY TO FOLLOW ALONG A PATH OF FRAMED VIEWS, AN EXPERIENCE WITHIN, ALONG THE BUILDING OR SPACE.

CAN THE SLIPPAGE OF ONE SPACE INTO ANOTHER BECOME A UNIQUE SPACE CREATED BECAUSE OF THIS? THE POSSIBILITY OF THE NEGATIVE AREA BECOMING THE UNIQUE SPACE BETWEEN. HAVING THE OPPORTUNITY TO CREATE SPACES WITHIN SPACES UNKNOWINGLY. THESE EXTENSIONS HAVE THE UNIQUENESS TO BECOME SOMETHING SPECIAL TO EXPERIENCE.

CAN THE SPEED OF MOVEMENT HAVE AN AFFECT ON THE JOURNEY THROUGH A SPACE? IF THE SPACE HAS NOTHING THAT CAPTURES THE ATTENTION OF THE PEDESTRIAN, THEN HOW DO YOU MAKE THE VIEWER BEGIN TO SLOW DOWN AND EXPERIENCE? THE OPPORTUNITY TO HAVE VARYING HEIGHTS; WIDTHS, MATERIALS AND VIEWS WITHIN SPACE GIVES THE DISTRACTION AND OBSERVATION NEEDED. SHOULD THE SPEED OF MOVEMENT CONCERN THE PEDESTRIAN OR EXPERIENCE? IF YOU CAN CONTROL ONE, IS IT POSSIBLE TO DO THE SAME FOR THE OTHER?

DOES PHYSICAL INTERACTION TAKE A PART IN THE EXPERIENCE AND MEMORY OF A PLACE? IF THERE IS AN ACTION THAT NEEDS TO BE PERFORMED IN ORDER FOR YOU TO CONTINUE ON YOUR DESTINATION, HOW THEN DOES IT AFFECT YOUR EXPERIENCE OF THE SPACE? DO PLANNED INTERACTIONS RENDER A MEMORABLE EXPERIENCE? DOES THE INTERACTION NEED TO BE PERFORMED IN SEVERAL STEPS TO UNVEIL OR PEEL AWAY THE INTENDED AFFECT? CAN THE ABSENCE OF PHYSICAL INTERACTION CREATE THE OCCURRENCE, ALLOWING THE OTHER SENSES TO HEIGHTEN THE EXPERIENCE OF THE JOURNEY.

WHERE CAN THESE EXPERIENCES HAPPEN WITH THE MOTION OF PEOPLE IN HIGH VOLUMES OF EXCHANGE? WHERE COULD THE OPPORTUNITY FOR ALL FORMS OF MOVEMENT TO EXCHANGE WITHIN ONE PLACE, WITH THE HIGHLIGHT OF PEDESTRIAN MOVEMENT? SOME OPTIONS EXPLORED WERE AIRPORTS, BUS STATIONS AND TRAIN STATIONS. ALL EXAMPLES ENGULFED ONE ASPECT OR ANOTHER IN QUALITIES THAT WERE EXPRESSED FROM THE BEGINNING.

AN AIRPORT HAS A GREAT VOLUME OF PEOPLE MOVEMENT FROM ONE PLACE TO ANOTHER. MANY PEOPLE RUSH FROM ONE GATE TO ANOTHER TO GET TO THEIR DESTINATION. THERE ARE ALSO OTHER FORMS OF TRANSPORTATION WITHIN THE SPACE AS WELL, TO GET YOU WHERE YOU NEED TO GO; HENCE, THE USE OF ELEVATORS, ESCALATORS, STAIRS, RAMPS AND SHUTTLES. THE EXCHANGE OF PEOPLE IS ALSO CARRIED TO THE OUTSIDE OF THE BUILDING WITH ARRIVING AND DEPARTING PLANES, SHUTTLING OR CATCHING A RIDE. MORE MOVEMENT THROUGH THE BUILDING IS INVOLVED ON THE INSIDE AS WELL WITH SHOPS, RESTAURANTS AND STANDS. THESE PUBLIC SERVICE SPACES CARRY A PERSON THROUGH THE STRETCH OF THE BUILDING. HOWEVER, AIRPORT IS ON A MUCH LARGER SCALE OF TRANSPORTATION AND EXCHANGE OF PEOPLE.

A BUS STATION, GIVEN AS ANOTHER EXAMPLE, ALSO HAS A FAIR EXCHANGE OF PEOPLE. MOVEMENT OF PEOPLE FROM THE STATION TO THE STOP, ONTO AND OFF OF THE BUS. HOWEVER, THERE ARE FEW ACTUAL BUILDINGS AS BUS STOPS (ACTUAL BUILDINGS), RATHER THAN PER SE A PAVILION STOP. HOWEVER PUBLIC TRANSPORTATION, IN THE FORM OF A BUS, SEEMS TO BE ON A DECLINE

COMPARED TO THE OTHER FORMS OF MICHIGAN TRANSPORTATION.

LASTLY, A TRAIN STATION ALSO HAS A GREAT OPPORTUNITY FOR EXCHANGE OF PEOPLE IN ALL NUMBERS OF VOLUME. DEPENDING ON THE BUILDING TYPE, END OR THRU STATION, DEALS IN THE NUMBERS OF PEOPLE THAT COME THROUGH. A CLEANER FORM OF TRANSPORTATION SEEMS TO BE ON THE RISE, IN WHICH TRAINS COULD BE APART OF THE ANSWER. TRAINS ARE USED FREQUENTLY IN EUROPE TO TRAVEL FROM ONE COUNTRY TO ANOTHER. IN OTHER MAJOR CITIES LIKE CHICAGO, SUBWAY IS USED TO SHUTTLE THROUGH INTERCITY. SAN FRANCISCO IS ANOTHER EXAMPLE THAT USES AN ALTERNATIVE TRAIN, OR TROLLEY, TO MIGRATE THROUGH THE CITY. THE CHANCE TO INTRODUCE THIS TYPE OF GROWING TRANSPORTATION WITHIN THE CITIES WOULD BE A MISSED OPPORTUNITY.

IN DEALING WITH ALL ASPECTS OF TRANSPORTATION, CONCENTRATING ON PEDESTRIAN HOWEVER, WHICH KIND OF TYPOLOGY SUITS A GROWING NEED WITHIN A CITY? WHICH FORM OF TYPOLOGY GIVES THE OPPORTUNITY FOR A CITY TO REAP BENEFITS OF A FLUCTUATING VOLUME OF PEOPLE ON A SMALLER BUILDING SCALE? THE FINAL DECISION WAS TO DESIGN FOR A TRAIN STATION.

STATIONS AROUND THE SURROUNDING AREA SEEMED TO BE LACKING IN AMENITIES OTHER THAN THE BASICS. THERE IS OPPORTUNITY TO TAKE THIS FORM OF TRANSPORTATION TO ANOTHER LEVEL, SOMETHING CONSISTENT WITH HOW AIRPORTS ARE EVOLVING. THE STATIONS NEED TO BECOME MORE THAN JUST A PLACE TO WAIT AND TRANSITION FROM ONE DESTINATION TO ANOTHER.

STATIONS HAVE THE CHANCE TO BECOME A SMALL ATTRACTION TO GO TO. THE "TRAIN STATION" CAN JUST BE ONE ASPECT OF THE LARGER PICTURE. THE BIGGER PICTURE IS TO MAKE USE OF THE STATION AS A "HUB OF MOVEMENT". THE STATION BECOMES A DESTINATION TO SHOP, EAT, TRAVEL AND RELAX.

SOME OF THE ORIGINAL PROPOSED IDEAS CAN BE APPLIED TO A PROPOSED STATION. THE STATION CAN BE UNIQUE FROM THE ENTRANCE TO THE SPACES WITHIN THE BUILDING. CREATING THE UNIQUE SPACES WITHIN WILL ENHANCE THE JOURNEY EXPERIENCE OF THE PEDESTRIAN USER. THE STATION CAN PLAY UP OR HELP THE ALREADY THRIVING OR STRUGGLING CITY LIFE. IF THE STATION HAS AMENITIES AND OPPORTUNITIES THAT HELP SUPPORT THE STATION'S COMMUTERS, THE BUILDING HAS AN CHANCE TO BECOME SOMETHING BIGGER THAN JUST AN ORDINARY STATION.

THE SURROUNDING CONTEXT SHOULD BE A VIBRANT CITY WITH PEOPLE, SHOPS, RESTAURANTS AND PUBLIC TRANSPORTATION OF ITS OWN TO HELP SUPPORT THE STATION. INVOLVING THE STATIONS USERS TO COME OUT, VISIT, EXPLORE AND USE THE AREA WHILE WAITING FOR YOUR DEPARTING TRAIN.

AN OPPORTUNITY FOR THE CITY USERS TO BECOME MORE INVOLVED IN STATION TRAVELING CLOSE TO THEIR RESIDENCE HAS POTENTIAL. IF TRAIN TRANSPORTATION IS A POSSIBILITY OF FUTURE REGIONAL TRAVEL, THEN HAVING IT CONNECT TO OTHER MAJOR CITIES AND AIRPORT SHOULD BE CONSIDERED.

THE MOST OBVIOUS OF ALL FACTORS, ON WHERE TO DESIGN A TRAIN STATION, IS WHERE EXISTING RAILROAD TRACKS LAY. THE INTENT WAS TO SEARCH FOR AN EXISTING STATION OR STOP, IN NEED OF REDESIGN, TO CATER TO IT'S USERS. EXISTING AVAILABLE PUBLIC PARKING WAS IMPORTANT, SO THAT NO ADDITIONAL PARKING WAS NEEDED. THE SURROUNDING AREAS MIXED USE BUILDINGS COULD BE VITAL TO THE VOLUME OF PEOPLE THAT USED THE STATION. PROGRAMMED SPACES NEEDED TO CATER TO THE STATION AND CITY USERS. OTHER SPACES CAN BE PRIMARILY SPECIFIC TO THE STATION'S FUNCTION IF NEEDED.

OPTIONS FOR STATION ONLY SPACES SHOULD BE TICKETING, OFFICES, STORAGE, BAGGAGE CLAIM, WAITING, PLATFORM AND REST AREA. THE POSSIBILITY FOR THE STATION TO ALSO OFFER RENTAL OPTIONS, SUCH AS CARS AND BIKES COULD BE A GOOD OPPORTUNITY.

SPACES THAT CAN BRANCH OUT TO PROVIDE FOR THE SURROUNDING AREA AS WELL AS THE STATION SHOULD BE RESTAURANTS, RETAIL AND COMMERCIAL STORES, OFFICES, INTERNET CAFES AND POSSIBLE PRIVATE ROOMS FOR READING AND RELAXING. THE OPTION TO RELAX IN A PRIVATE ROOM WHILE WAITING FOR YOUR CONNECTING TRAIN WOULD BE A POSSIBLE DESIRABLE. A RECEPTION AREA AND BUILDING SHOPS CAN BE SHARED IN ORDER TO DIRECT YOUR POINT OF INTEREST. INFORMATION KIOSKS COULD ALSO BE PLACED AROUND THE BUILDING TO HELP AID IN YOUR DIRECTION OF PREFERRED LOCATION.

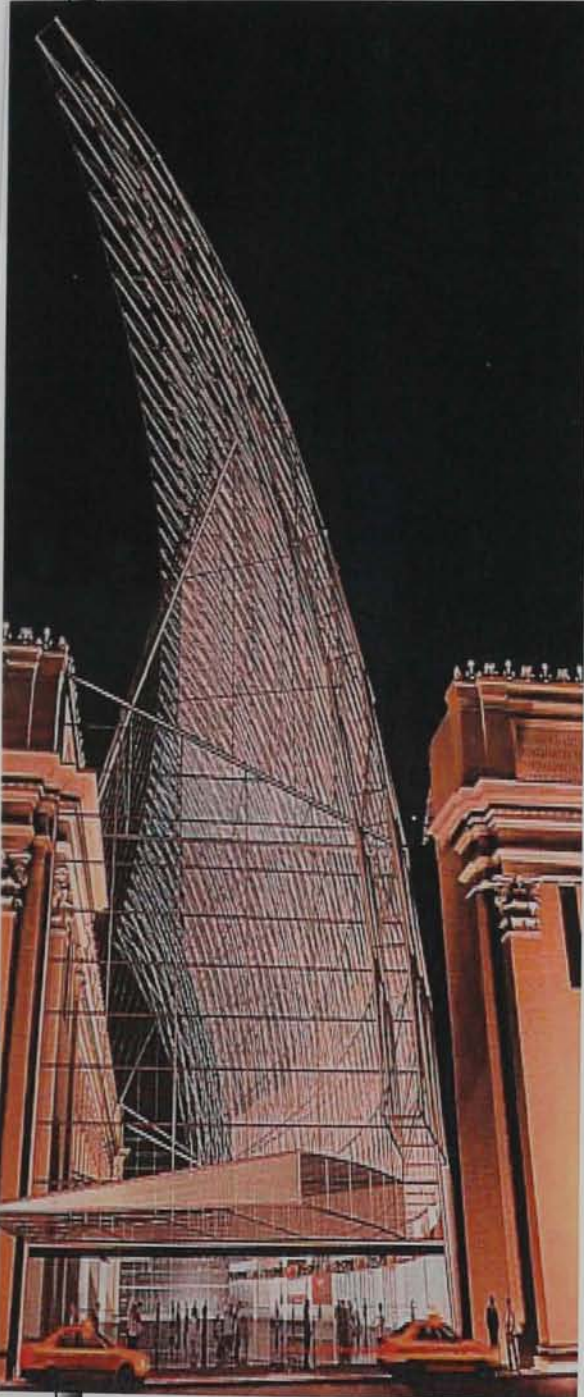
TAKING INTO ACCOUNT ALL OF THESE CHARACTERISTICS ROYAL OAK, MICHIGAN, WAS THE CHOSEN LOCATION. THE CURRENT CONDITION OF THE SITE IS A PARKING LOT FOR THE BUS STATION. THE BORDERING STREETS ARE 11 MILE TO THE NORTH, FOURTH STREET TO THE SOUTH, WASHINGTON ROAD TO THE EAST AND SHERMAN ROAD TO THE WEST. THE SURROUNDING AREA IS FULL OF VITALITY WITH IMMEDIATE STORES AND RESTAURANTS BY THE STATION. THERE IS NO "TRAIN STATION" IN ROYAL OAK. THE ONLY FORM OF SHELTER FOR THE TRAIN IS PEDESTRIAN PAVILIONS LOCATED ON THE TRAIN TRACK. A GREYHOUND STATION IS LOCATED IMMEDIATELY ADJACENT TO THE SITE, WHICH CAN BE USED BY THE TRAIN COMMUTERS. THE STATION IS USED AS A LOCAL BUS STOP, WHICH HAS A FREQUENT ROUTE. PUBLIC PARKING SURROUNDS THE STATION ON BOTH SIDES OF THE TRACK.

THE SURROUNDING AREA HAS A GOOD VARIATION OF MIXED LAND USE. THE RESIDENTIAL COMMUNITY IS CLOSE ENOUGH TO USE THE STATION AS WELL. WITH ALL OF THE ELEMENTS IN PLACE, ROYAL OAK WAS THE PLACE FOR A CHANCE TO START A "MOVEMENT TRANSISTOR".

IN CONCLUSION, GIVEN THE OPPORTUNITY TO CELEBRATE MOVEMENT OF PEDESTRIANS THROUGH A HUB TO EXPRESS THE IMPORTANCE OF FIRST HAND EXPERIENCES SHOULD BE ESPECIALLY CONSIDERED. WITHOUT THESE EXPERENTIAL JOURNEYS OUR MOVEMENT BECOMES AS ORDINARY AS A VEHICLE.

III. PRECEDENT ANALYSIS

IDEA PRECEDENT DANIEL PATRICK MOYNIHAN STATION



ARCHITECT:

SKIDMORE, OWINGS & MERRILL (SOM)
DAVID C. CHILDS AND MARILYN TAYLOR

LOCATION:

EIGHTH AVENUE, 31st - 33rd STREET
NEW YORK CITY, NEW YORK

DATE:

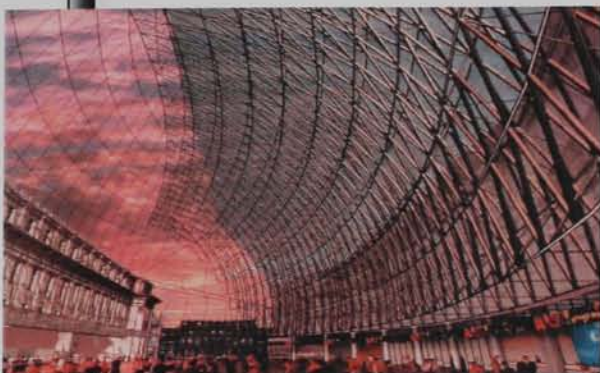
DESIGN COMPLETE 1998
EXPECTED OPENING 2008

SIZE:

1.4 MILLION SQUARE FEET
(INCLUDING TWO ADJACENT BUILDINGS)

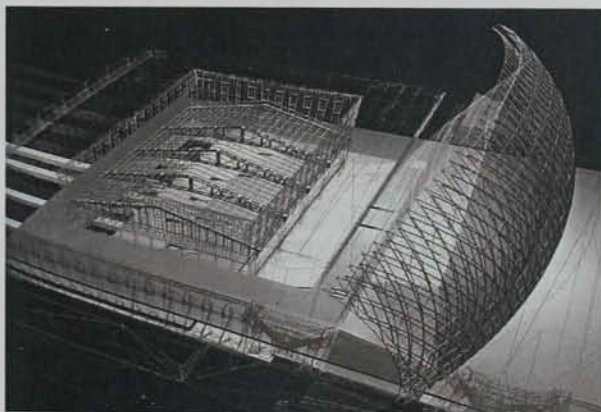
PRESEDENT STUDY:

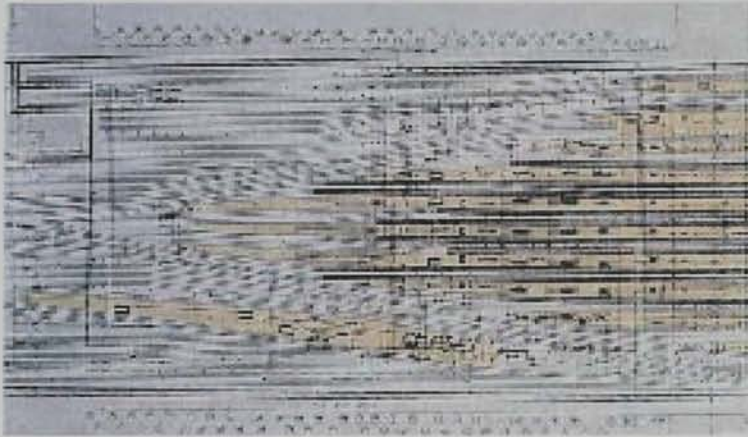
JENNIFER HANNA
AR 510/ TERM 1/ 2005
PROFESSOR WHITE STUDIO



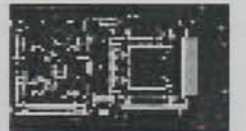
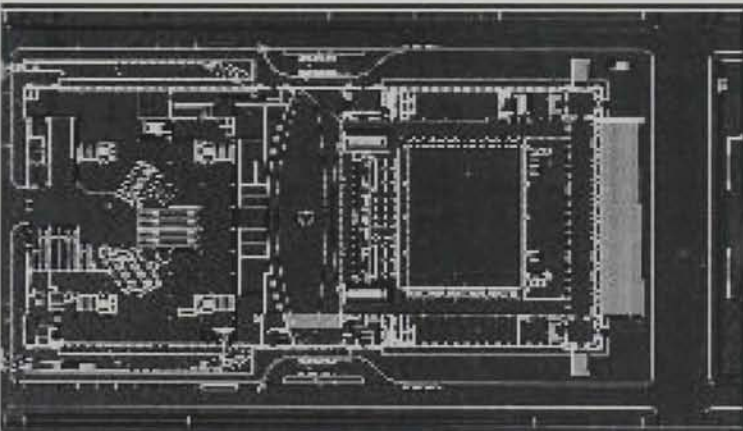
THE PLANNED TRANSFORMATION OF THE JAMES A. FARLEY POST OFFICE WILL BECOME NEW YORK'S MODERN TRANSPORTATION CENTER. THIS PROJECT, TO REVIVE THE CITY OF IT'S MOVEMENT, WAS UNDERTAKEN BY SENATOR DANIEL PATRICK MOYNIHAN. THE PROJECT WAS SET AT A STAGGERING ESTIMATED TOTAL OF \$500 MILLION DOLLARS. THE COMPLETION OF THE FARLEY BUILDING IN 1914 CAME FIRST AND PRECEDING WITH THE GRANDEST RAILROAD STATION PENN STATION, STANDING TALL NEXT TO IT. HOWEVER, IN 1963, IT WAS DEMOLISHED TO MAKE WAY FOR THE UP AND COMING FOURTH EDITION OF THE MADISON SQUARE GARDEN.

PENN STATION IS CURRENTLY UNDERGROUND IN MADISON SQUARE, SERVING MORE THAN 500,000 PASSENGERS DAILY. THE STATION WILL FUEL THE ECONOMIC GATEWAY BETWEEN THE TIMES SQUARE AND THE NEWLY UPDATED WEST CHELSEA AREA. THE REDEVELOPMENT OF THE SLICE OF LAND WILL OCCUR BETWEEN THE POST OFFICE AND IT'S 1935 ADDITION. THE LARGE STRUCTURE WILL CONSIST OF A GLASS-AND-NICKEL SKYLIGHT TRUSS TOWERING A 150 FEET HIGH HOUSING THE MAIN ENTRANCE, HALL'S TICKETING AND CHECK-IN PROCESS. THE WAITING AREA AND TRAIN HALL WILL BE CONSTRUCTED IN THE SKYLIGHT COURTYARD OF THE 1914 POST OFFICE. THE PASSENGERS WILL WAIT FOR THE TRAINS ARRIVING BENEATH, ALLOWING THEM TO VIEW THE INCOMING TRAINS THAT WILL BE VISIBLE THROUGH THE FLOOR. ADDITIONALLY, THERE WILL BE MEDIA WALL SERVING UP ENTERTAINMENT AND INFORMATION ON ARRIVALS AND DEPARTURES. LASTLY, FOR COMMUTERS WAITING TO CATCH A RIDE OR RELAX, THERE IS AN ABUNDANCE OF RESTAURANTS AND SERVICES.





THE PLATFORM PLAN IS A VERY CONSTRUCTED PATTERN. THERE IS NOT MUCH ROOM FOR THE COMMUTER TO HAVE SPATIAL EXPERIENCES BETWEEN THE BUILDING AS A WHOLE AND THE PEDESTRIAN THEMSELVES.



THE GROUND FLOOR PLAN SHOWS THE POST OFFICE (LEFT) AND CIRCULATION CORRIDOR (CENTER) AND WAITING, RETAIL AND RESTAURANTS (RIGHT). THE ENTRANCES INTO THE GLASS STRUCTURE COME FROM THE 31 ST (BOTTOM) AND 32ND (TOP) STREET.



THIS SECTION SHOWING THE LOWER LEVEL, THE FARLEY POST OFFICE ELEVATION AND THE GLASS STRUCTURE. THE OVERALL PLANNED LOOK WAS TO INCORPORATE THE NEO-CLASSICAL DETAILS IN WITH THE NEW CONTEMPORARY ARCHITECTURE AND TECHNOLOGY.



THE SECTIONS AND PERSPECTIVES REALLY CAPTURE THE FLOW AND CONCENTRATION OF CIRCULATION IN THE GLASS STRUCTURE.



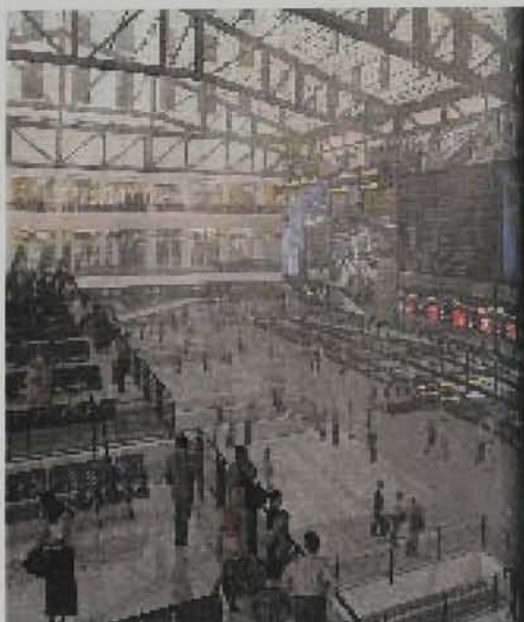


THIS INTERIOR PERSPECTIVE IS OF THE
33RD STREET ENTRANCE



INTERIOR RENDERING OF PLATFORM
AREA WITH THE SKYLIGHT ABOVE





INTERIOR RENDERING OF THE TRAIN
ROOM LOOKING NORTH



THE STUDY OF THE DANIEL PATRICK MOYNIHAN STATION IS IMPORTANT TO THE FURTHER EXPLORATION OF MY THESIS DUE TO THAT THE BUILDING IS A CELEBRATION OF MOVEMENT. THE CIRCULATION OF PEDESTRIAN MOVEMENT IN THIS BUILDING CASE HOUSES MANY FORMS OF MOTION AND EXPERIENCES. THE EXPERIENCES COULD BE THE DEPARTURE OR ARRIVAL OF A LOVED ONE, WATCHING PEOPLE, TELEVISION OR TIME SCHEDULE. LASTLY HAVING A CUP OF JOE, READING THE PAPER OR SURFING THE WEB. IT TRULY IS A BUILDING WITH AQUIRED EXPERIENCES ITSELF.





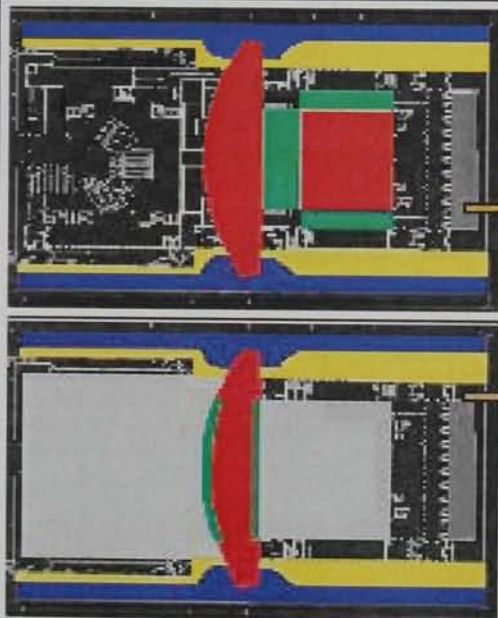
THE WAITING AREA IS HOUSED IN ONE OF THE POST OFFICE BUILDINGS. THE CIRCULATION SPACE HOUSES RETAIL, RELAXING AND EATING. THE COMMUTER EXPERIENCES THE MOVEMENT OF THE TRAINS AND OTHER PEOPLE AROUND THEM AS WELL. HOWEVER, THERE IS OPPORTUNITY TO HAVE ALL THE FUNCTIONS OF MOVEMENT UNDER THE SAME STRUCTURE.



THE OPPORTUNITY TO EXPLORE EXPERIENCES WITHIN THE BUILDING COULD BE INCORPORATED INTO THE SPACES/SHOPS SURROUNDING THE CIRCULATION CORRIDOR



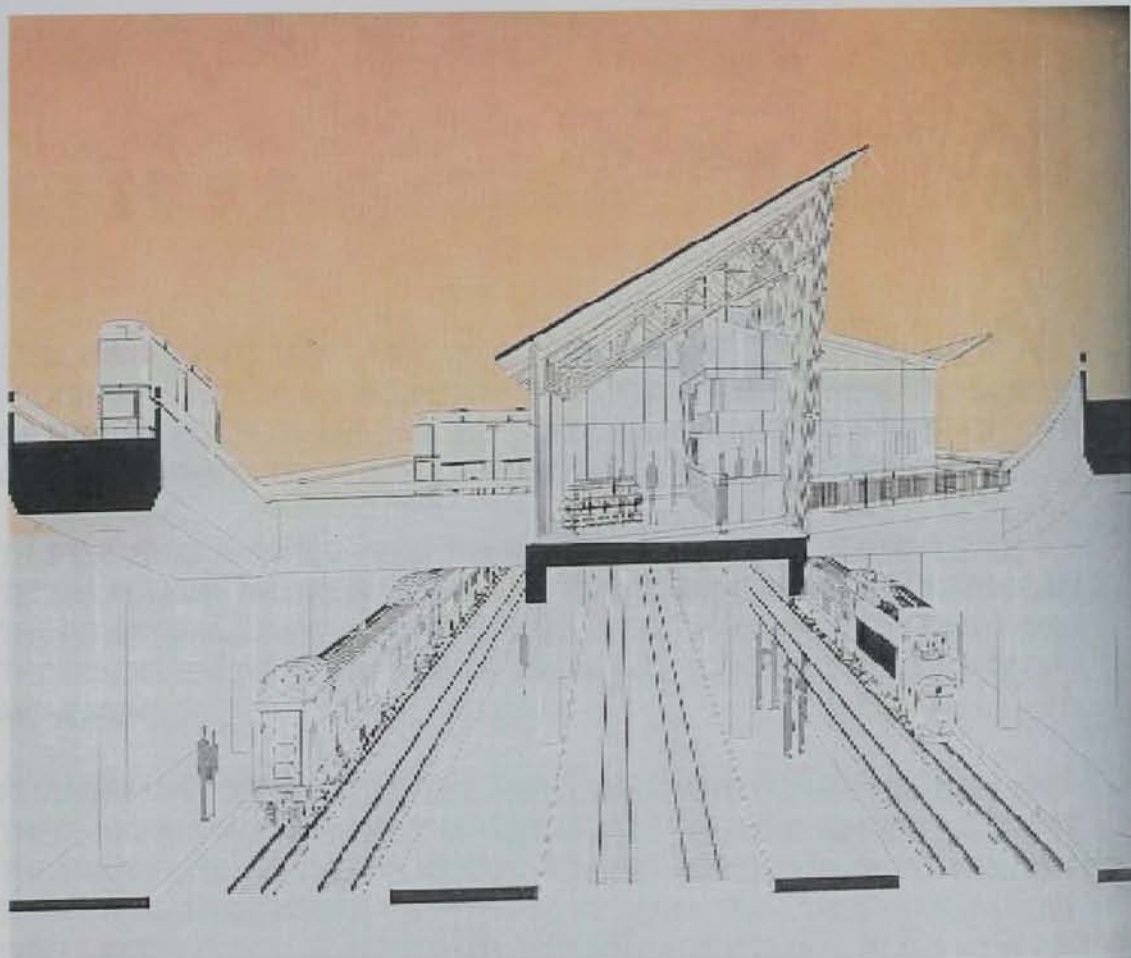
GIVEN THE CHANCE TO CREATE YOUR OWN PATH OF MOVEMENT, ENGAGES THE USER TO BECOME CREATIVE AND CHALLENGED ON THE PATHS AND EXPERIENCES THAT THEY CHOOSE TO TAKE. THE BUILDING ITSELF BECOMES AN INTERACTION OF EXPERIENCES REGARDLESS OF BEING INSIDE OR OUTSIDE OF THE SPACE



THE MAIN SOURCE OF RETAIL AND RESTAURANTS IS LOCATED IN THE POST OFFICE WAITING AREA

IF THE MAIN SOURCE OF RETAIL AND RESTAURANTS WERE LOCATED IN THE MIX OF THE CIRCULATION CORRIDOR, ALL OF THE MOVEMENT WOULD BE HOUSED UNDER ONE STRUCTURE

PROGRAM PRECEDENT
ST. LOUIS GATEWAY TRANSPORTATION CENTER



ARCHITECT:

ADRIAN LUCHINI, JACOB'S FACILITIES INC.
MICHAEL KENNEDY, KENNEDY ASSOC.

LOCATION:

ST. LOUIS, MISSOURI

DATE:

DESIGN COMPLETE 2004

SIZE:

14,000 SQUARE FEET

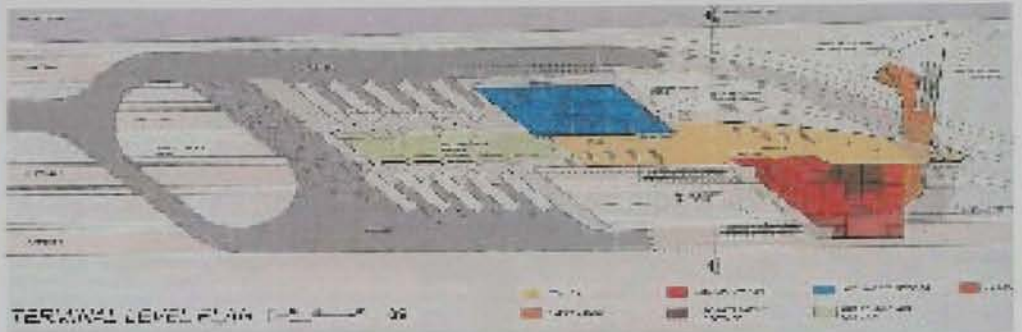


ST. LOUIS GATEWAY TRANSPORTATION CENTER PROJECT RESEMBLES SIMILAR PROGRAM SPACES AS MY PROPOSED TRANSPORTATION STATION. THE SCALE OF THE PROJECT IS ON THE SMALLER SCALE FOR THE PROPOSED STATION. THIS CENTER COMBINES TWO TYPES OF TERMINALS, AMTRAK AND GREYHOUND.

THIS TERMINAL IS DIVIDED INTO FOUR LEVELS: TRACK LEVEL, ENTRY LEVEL, TERMINAL LEVEL AND RAMP LEVEL. THE TWO TERMINALS ARE CONNECTED BY THE PEDESTRIAN WALKWAY BETWEEN THEM. THE WALKWAY IS ELEVATED OVER THE TRACKS TO GIVE AWARENESS OF THE TRAVEL EXPERIENCE AND SENSE OF MOVEMENT.

RESTAURANTS LOOK OVER FUTURE GREEN SPACE AND SCENERY OF THE CITY. THERE ARE ALSO CURRENTLY STREETS THAT ARE ELEVATED TO HELP ALLEVIATE THE TRAFFIC CONGESTION. PUBLIC PARKING IS PROVIDED NEAR THE CENTER FOR SMOOTH TRANSITIONING FROM VEHICLE TO TRAIN. THE LARGE TRANSPARENT WALLS IN THE PUBLIC SPACES OFFER OPPORTUNITIES TO TAKE IN THE VIEW OF THE SURROUNDING CONTEXT AND CITY ABROAD.





THE PROGRAM SPACES ARE SIMILAR TO THE SAME PROGRAM AS MY PROPOSED STATION.

GREEN - BUS PASSENGER

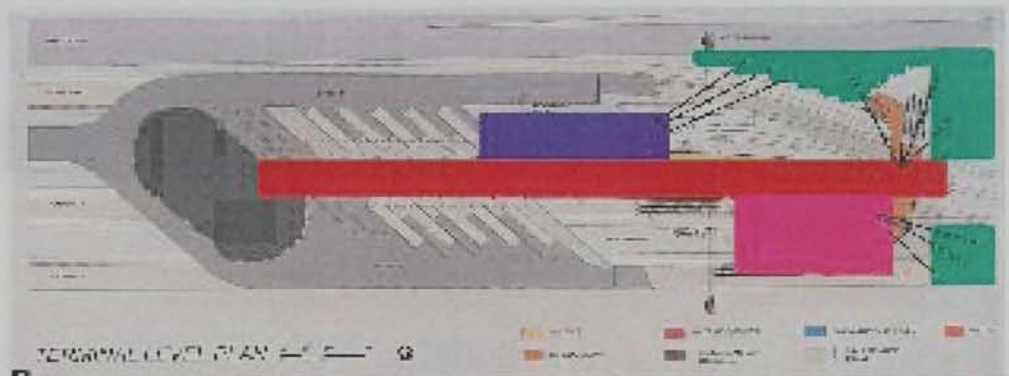
BLUE - GREYHOUND OFFICES

PINK - RETAIL

RED - AMTRACK OFFICES

DARK RED - SUPPORT SPACES

ORANGE - CIRCULATION



I THINK THAT THE MAIN CIRCULATION SHOULD BE DOWN THE CENTER OF THE TERMINAL WITH THE SUPPORTING SERVICES SURROUNDING IT. I ALSO THINK THAT THE GREEN SPACES SHOULD BE VISIBLE FROM ALL SPACES OR AT LEAST SPACES WHERE COMMUTERS WILL BE SITTING AND WAITING. THE GRAND CIRCULATION SPACE ALSO NEEDS TO REACH OUT TO THE PARKING TO REINFORCE THE EXPERIENCE OF THE ENTRANCE.

YUFIN RAILWAY STATION

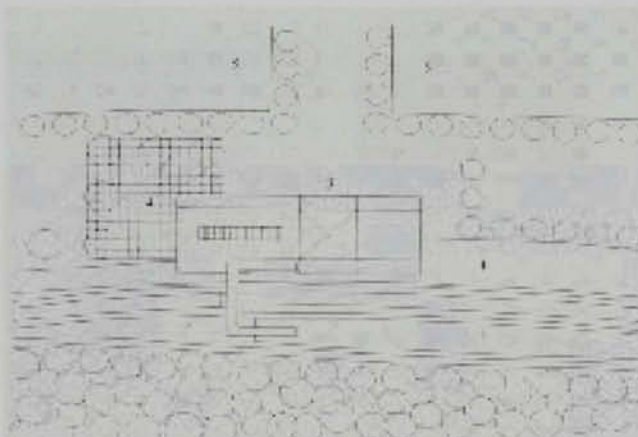


ARCHITECT:
ARATA ISOZAKI & ASSOC.

LOCATION:
OITA PREFECTURE, JAPAN

DATE:
DESIGN COMPLETE 1990

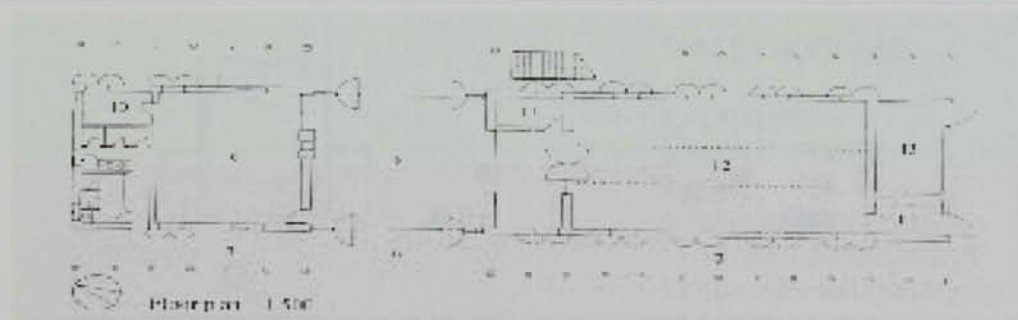
SIZE:
SQUARE FOOTAGE UNKNOWN



SPACES:

1. PLATFORM
2. EXISTING BRIDGE OVER TRACKS
3. PORCH
4. PLAZA
5. SHOPPING STREET

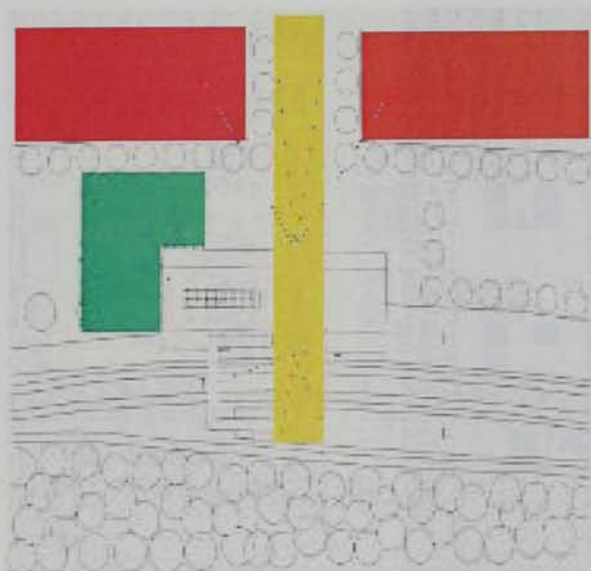
THE PLATFORM IS LOCATED ON BOTH SIDES OF THE TRACKS. THE EXISTING BRIDGE GIVES YOU THE OPPORTUNITY NOT ONLY TO CROSS TO THE OTHER SIDE, BUT ALSO GIVES A VISUAL CONNECTION TO THE SURROUNDING AREA AND TRACKS. THE PORCH GIVES PEOPLE THE CHANCE TO GATHER OUTSIDE OF THE BUILDING IN AN INFORMAL SPACE. THE FREEDOM TO GO, SIT AND ENJOY THE AREA IS GIVEN BY THE PLAZA. THIS SPACE IS AVAILABLE TO BE USED BY PASSENGERS AND PASSERSBY.



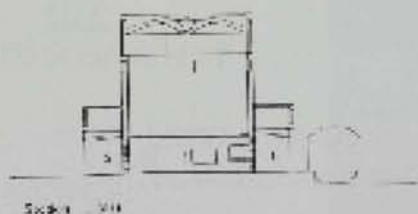
SPACE PROGRAM:

- | | |
|--------------------------|------------------|
| 1. PLATFORM | 6. MAIN ENTRANCE |
| 7. COLONNADE | 8. CONCOURSE |
| 9. STATION OFFICE | 10. RESTING ROOM |
| 11. TOURIST INFORMATION | 13. MACHINE ROOM |
| 12. GALLERY WAITING ROOM | 14. LOCKER ROOM |



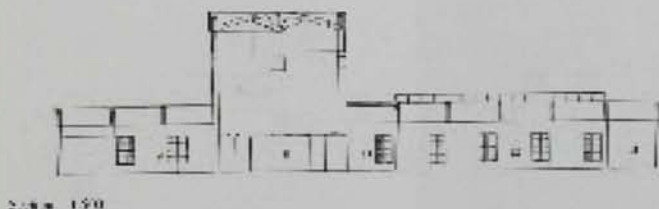


THIS STATION HAS A MORE INTIMATE SETTING. THE MAIN CIRCULATION SPACE DOUBLES AS A GALLERY SPACE AS WELL. THERE IS AN OUTDOOR PATIO FOR COMMUTERS TO ENJOY THE SURROUNDING AREA. A PORCH IS ALSO AN INTERESTING APPROACH IN MAKING AN INFORMAL OUTSIDE AREA. THE SUPPORTING SERVICES (SHOPS AND RESTAURANTS) ARE DIRECTLY ACROSS THE STREET DRAWING PEOPLE OUT OF THE STATION AND PLACING THEM IN THE IMMEDIATE CONTEXT.



SPACE PROGRAM:

1. PLATFORM
6. MAIN ENTRANCE
8. CONCOURSE
9. STATION OFFICE
11. TOURIST INFORMATION
12. GALLERY WAITING ROOM
13. LOCKER ROOM



FAIRFIELD MULTIMODAL TRANSPORTATION CENTER

ARCHITECT:

GORDEN H. CHONG & PARTNERS

LOCATION:

FAIRFIELD, CALIFORNIA

DATE:

AUGUST 2003

SIZE:

141,500 SQUARE FEET



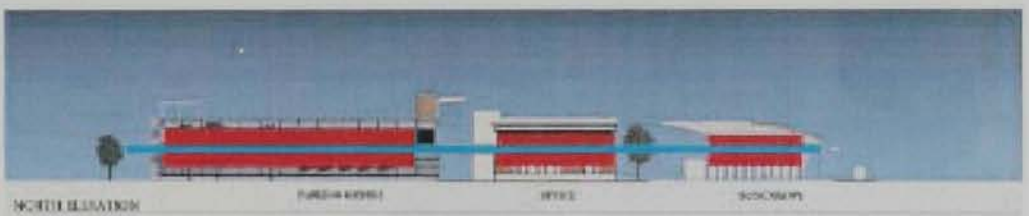


THIS NEW TRANSFER HUB IS FOR BUSES AS WELL CAR AND VAN POOLS. THIS STATION COVERS FIVE ACRES OF LAND OFF THE CITY'S CONGESTED FREEWAYS. THE PARKING STRUCTURE HOUSES 400 CARS. THE OFFICE BUILDING, SPREADING OVER 11,000 SQUARE FEET, IS SPACE GIVEN TOT HE TRANIST COMPANY RUNNING THE BUS SCHEDULE. THE FUTURE PLAN IS TO INCORPORATE A NEWSSTAND AND COFFEE/FLOWER SHOP. A UNIQUE FEATURE TO THE PARKING STRUCTURE ARE THE PHOTOVOLTAIC PANELS THAT POWER THE CHARGING STATIONS. THE LANDSCAPING IS SENSITIVE TO THE AREA TO REDUCE WATER CONSUMPTION, NOISE, HEAT AND RUN-OFF.





HOWEVER THE PARKING STRUCTURE IS A SMALL POSSIBILITY, THE LINKAGE FROM ONE SPACE TO ANOTHER IS UNIQUE. THE BUS STOP, OFFICE AND PARKING STRUCTURE SHARE THE SAME GREEN SPACE, IN TURN CENTERING THE STRUCTURES. I THINK THAT IF A BUS STATION OR PAVILLION IS INCORPORATED INTO MY PROPOSED PROGRAM, THAT IT NEEDS TO BE AS UNIQUE AS THE BUILDING. THE USE OF ENERGY PANELS IS A UNIQUE CONCEPT AS WELL.



THE ABILITY TO HAVE THE BUILDINGS SEPARATE, STANDING ON THEIR OWN, IS A INTERESTING CONCEPT. HOWEVER, THE ABILITY TO RIBBON THEM TOGETHER WITH A UNIQUE FEATURE COULD BE A GREAT WAY TO CREATE EXPERIENCES AND VISUAL CONTINUITY.

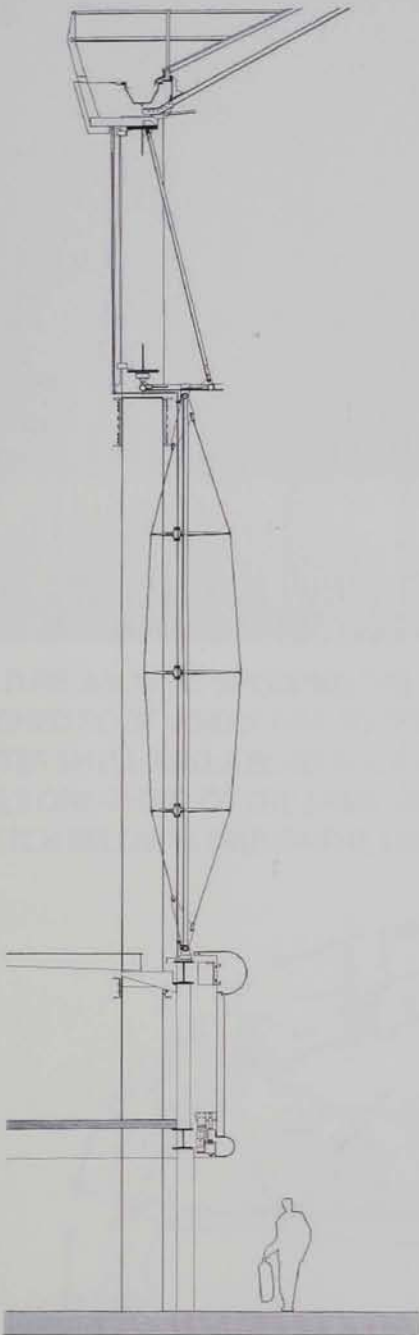
TECTONIC PRECEDENT
WATERLOO INTERNATIONAL TERMINAL



ARCHITECT:
NICHOLAS GRIMSHAW AND PARTNERS
YRM ANTHONY HUNT & PARTNERS

DATE:
COMMISSIONED 1988
CONSTRUCTION 1990-93

LOCATION:
WATERLOO STATION, LONDON

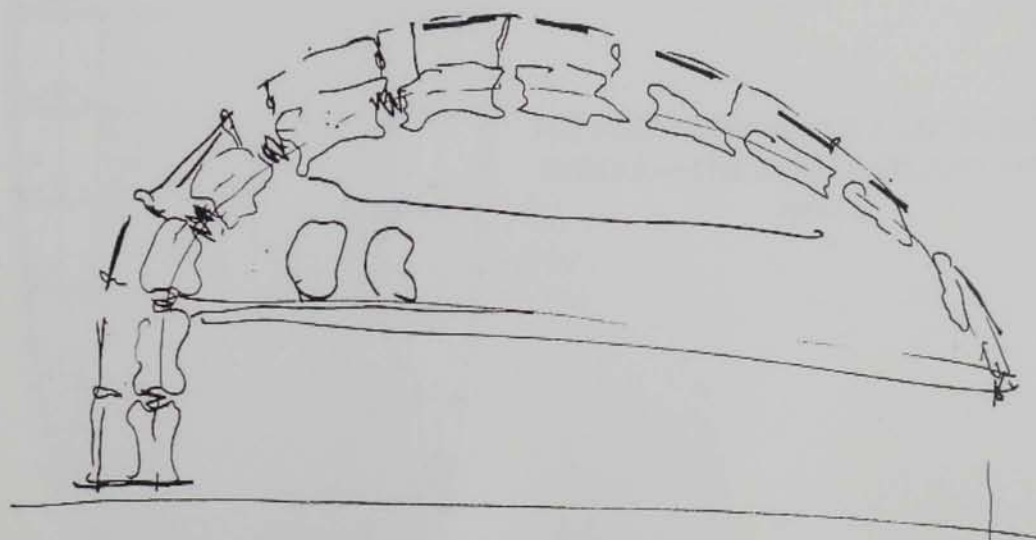


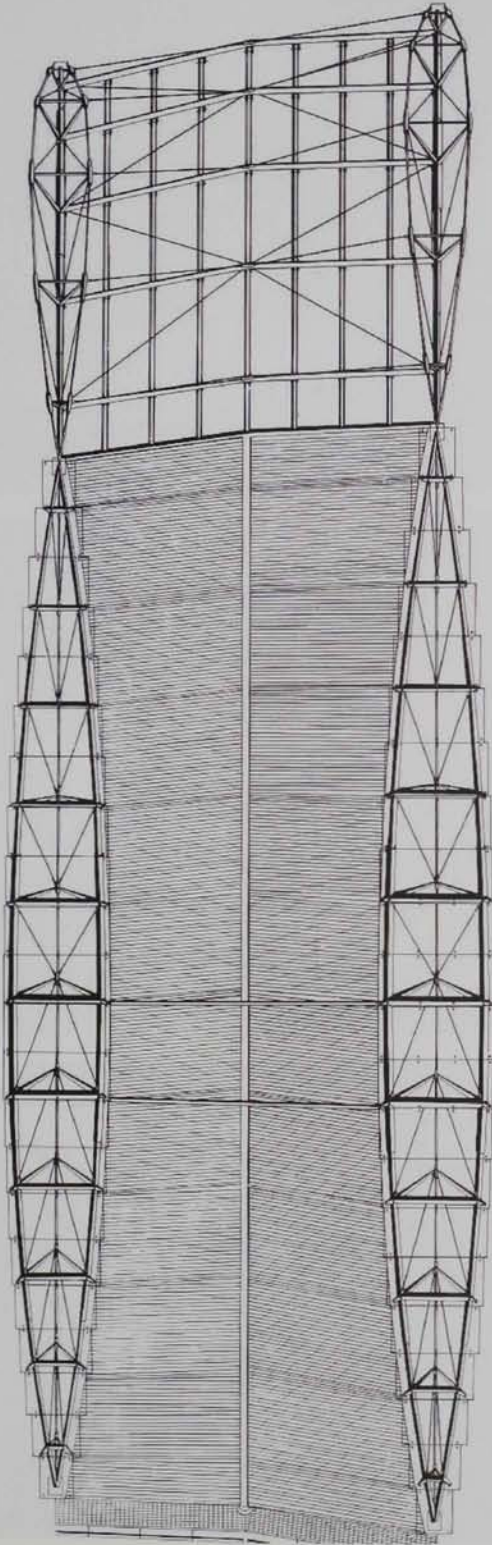
THE STRUCTURAL INTEGRITY OF THE ROOF IS AN ARCH MADE OF TWO TRUSSES, A MAJOR AND MINOR ONE, WITH A PINNED CONNECTION AT TOP. TOGETHER THE TRUSSES ARE CONNECTED WITH STEEL KNUCKLES AND STAINLESS STEEL PINS. THE STRUCTURE ITSELF IS UNIQUE BECAUSE IT FORMS ALONG THE TRACK CREATING A GROUP OF INDIVIDUALIZED PANES FITTED WITH IT'S OWN FRAME. THE BOWSTRING FORM OF THE TRUSSES IS NECESSARY FOR THE UNCOMMON SHAPE AND UNEVEN LOAD CONDITIONS. THE TUBULAR CASING AS WELL HAS UNIQUENESS BECAUSE EACH TUBE WAS TAPERED INDIVIDUALLY. THE GLAZING NEEDED TO BE DESIGNED FOR SPECIAL CONDITIONS AS WELL; TAKING INTO CONSIDERATION THE PRESSURE THE TRAINS ROLL IN WITH DUE TO SPEED AND STOPPING. THE GLAZING DOES NOT MEET BUT OVERLAP, GIVING TOLERANCE TO THE VIBRATION AND PRESSURE. ACCORDIAN STYLE GASKETS SEAL THE PANES VERTICALLY AND HORIZONTALLY BY WIPER BLADES. THE STRUCTURE IS COMPARIBLE TO HOW A SNAKE OR ARMADILLO'S SKIN MOVES.



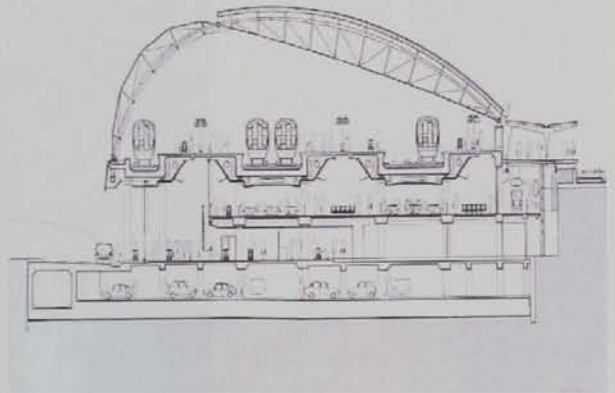


PICTURE ABOVE IS SHOWING THE STRUCTURE FROM AN EXTERIOR VIEW. THE ARCHED ROOF VISIBLY HAS TWO DISTINCT PARTS: TRANSPARENT GLAZING ON THE OUTER SHELL AND A RIGID ROOF ON THE INTERIOR. THE CLEAR GLAZING COVERS ONLY ONE-THIRD OF THE SPAN, WITH ROOFING AS THE OTHER TWO-THIRDS. THE SKETCH BELOW IS ONE OF THE LEAD CONCEPTS FOR THE DESIGN OF THE PROJECT.

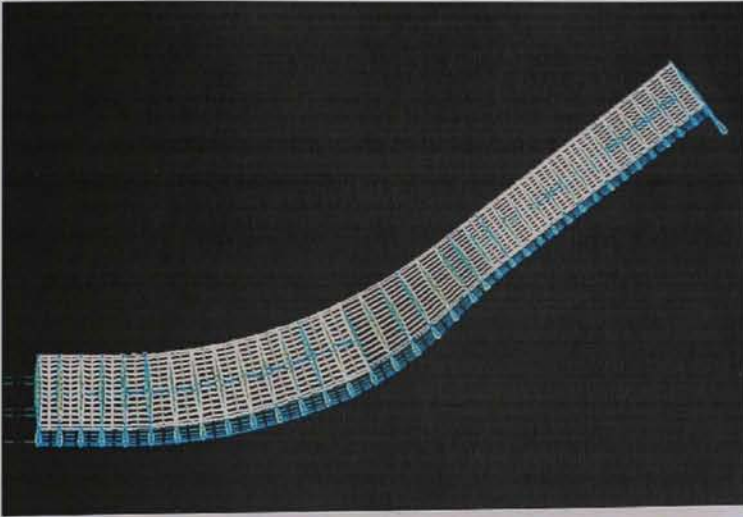




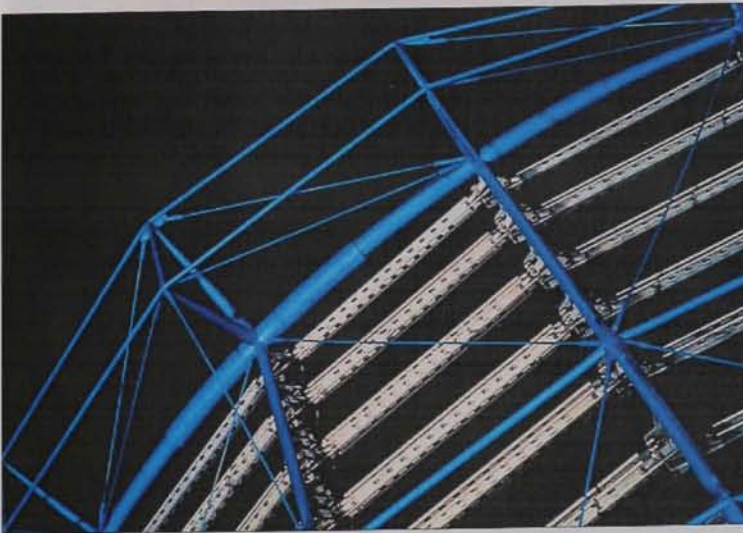
THE DIAGRAM TO THE LEFT IS THE PLAN OF THE ROOF BAY. NOTE THAT THE ONLY PORTION OF THE CANOPY IN THE LARGER SECTION IS SPLICED WITH GLAZING BETWEEN THE ROOF PANELS.



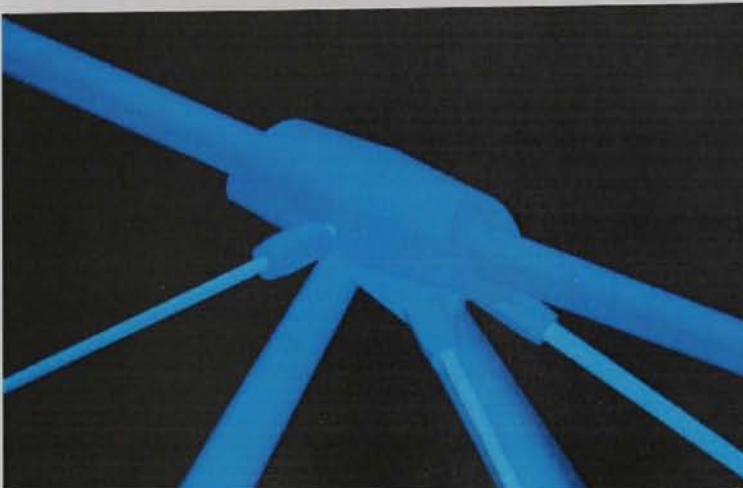
THE ABOVE DIAGRAM IS A CROSS SECTION THROUGH THE DEPARTURE AND ARRIVAL HALLS.



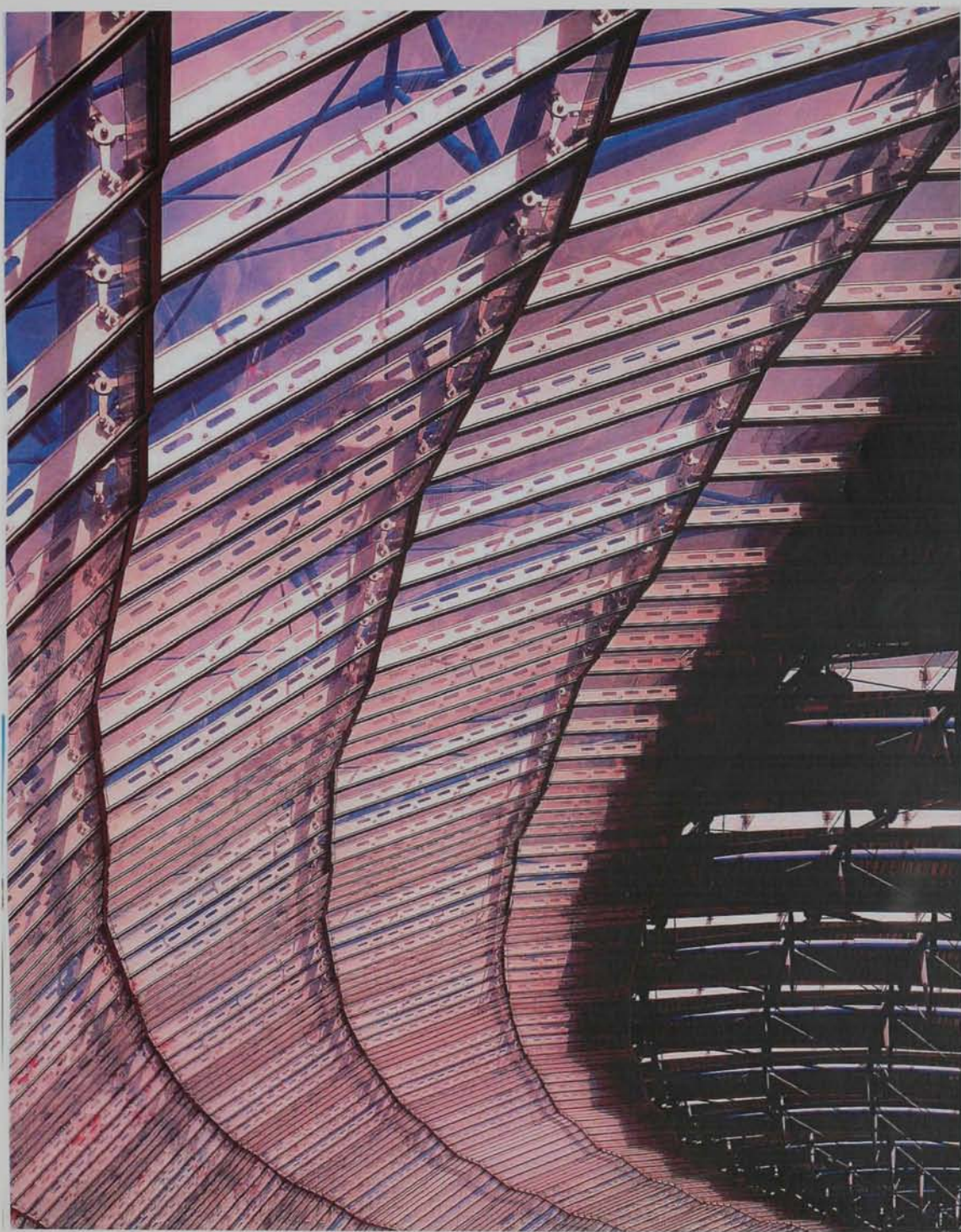
COMPUTER GENERATED
STRUCTURE PLAN



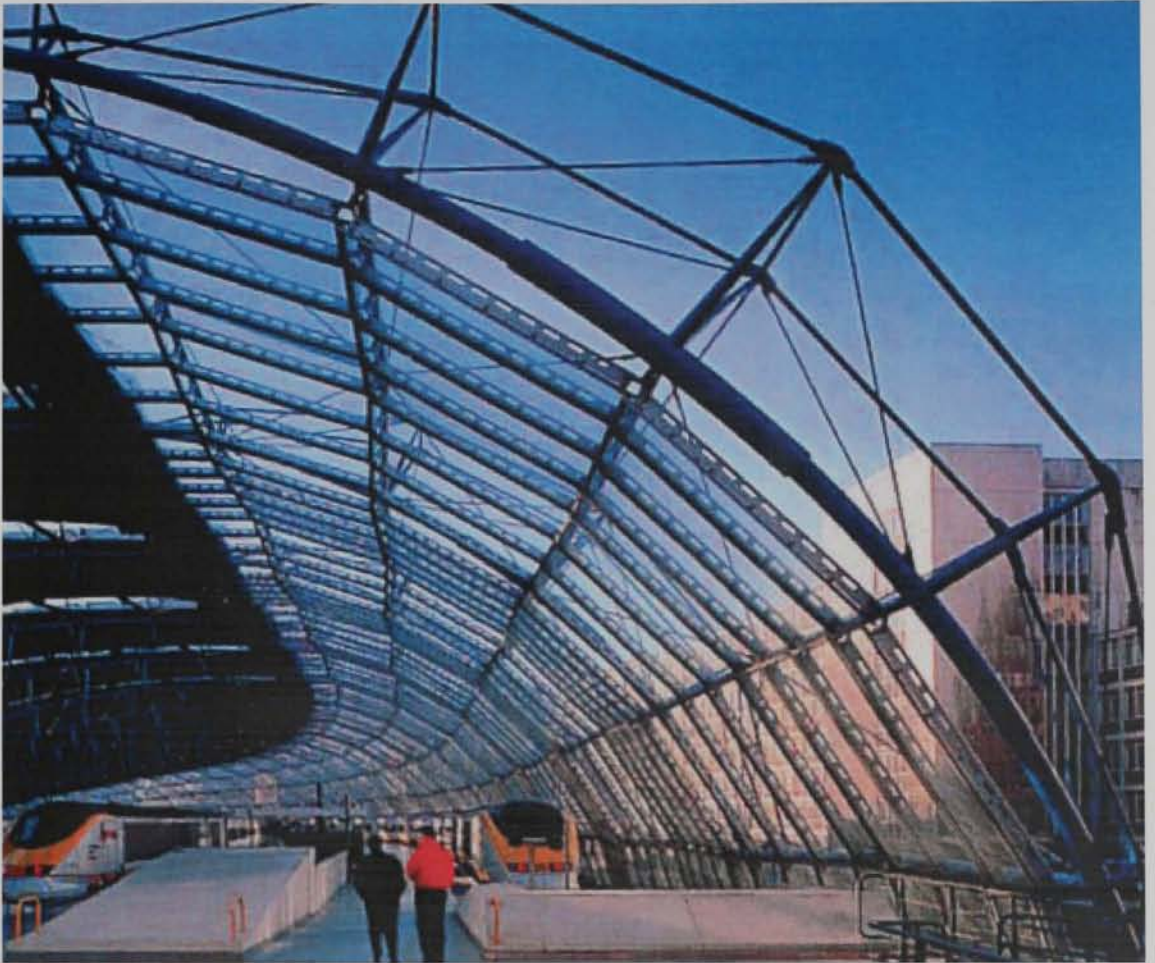
COMPUTER MODEL OF
ROOF STRUCTURE



COMPUTER MODEL OF
ROOF STRUCTURE



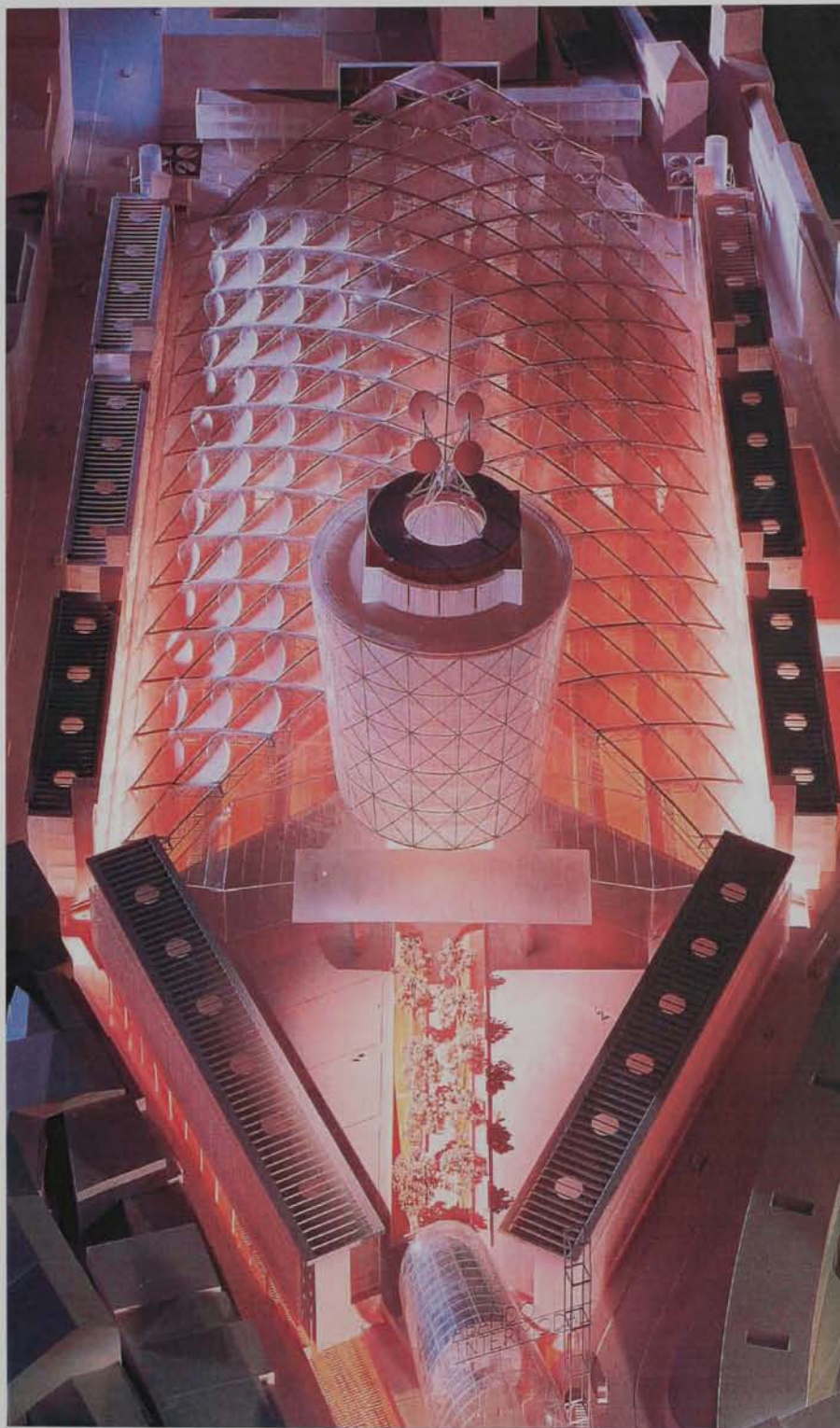
DETAIL OF ROOF INTERIOR



THE PICTURE ABOVE IS OF THE TRAIN EXITING AREA. OPEN TO THE PASSING OF TRAINS IN AND OUT OF THE STATION.

THE STATIONS PASSENGER WAITING AREA IS ALSO OPEN TO GLAZING. THE ENTRANCE GOES FROM SINGLE TO DOUBLE VOLUME SCALE.

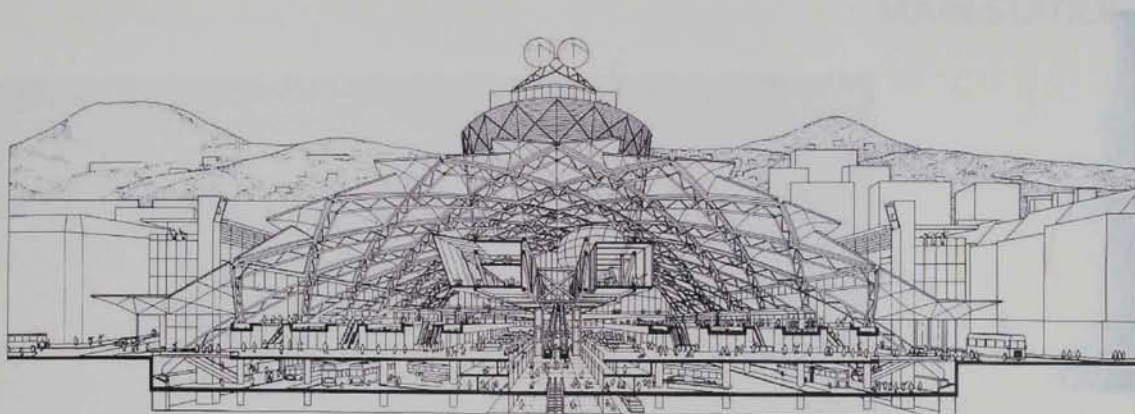
ABANDO INTERMODAL PASSENGER STATION



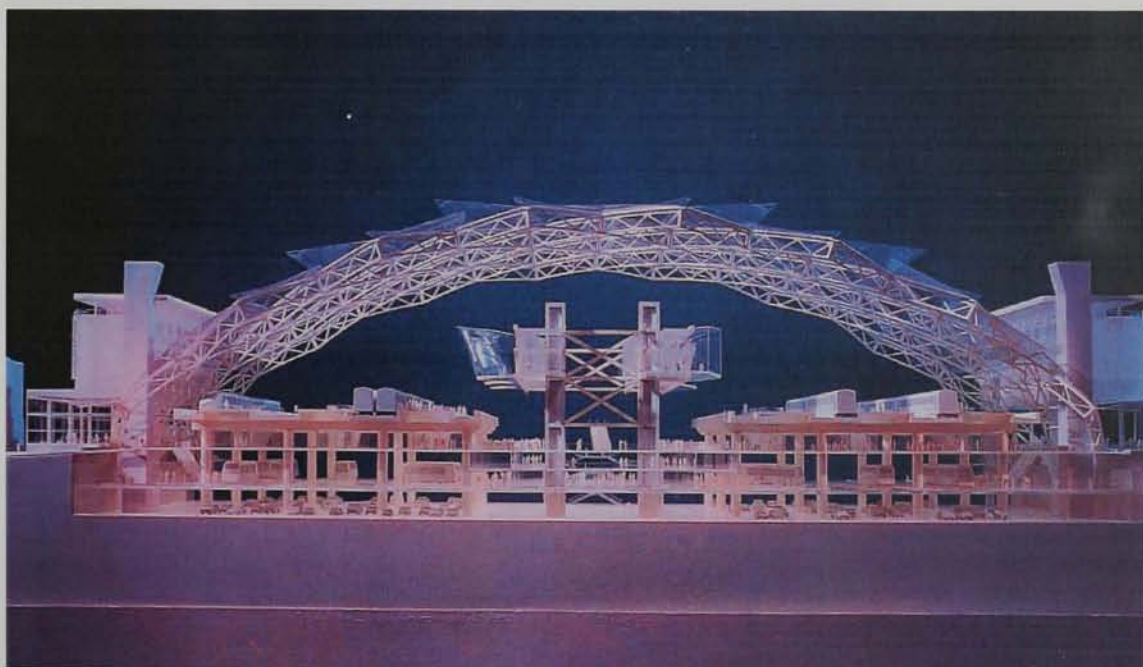
ARCHITECT:
MICHAEL
WILFORD &
PARTNERS
OVE-ARUP &
PARTNERS

DATE:
DESIGN 1990-95
PROJECTED
START:
1996

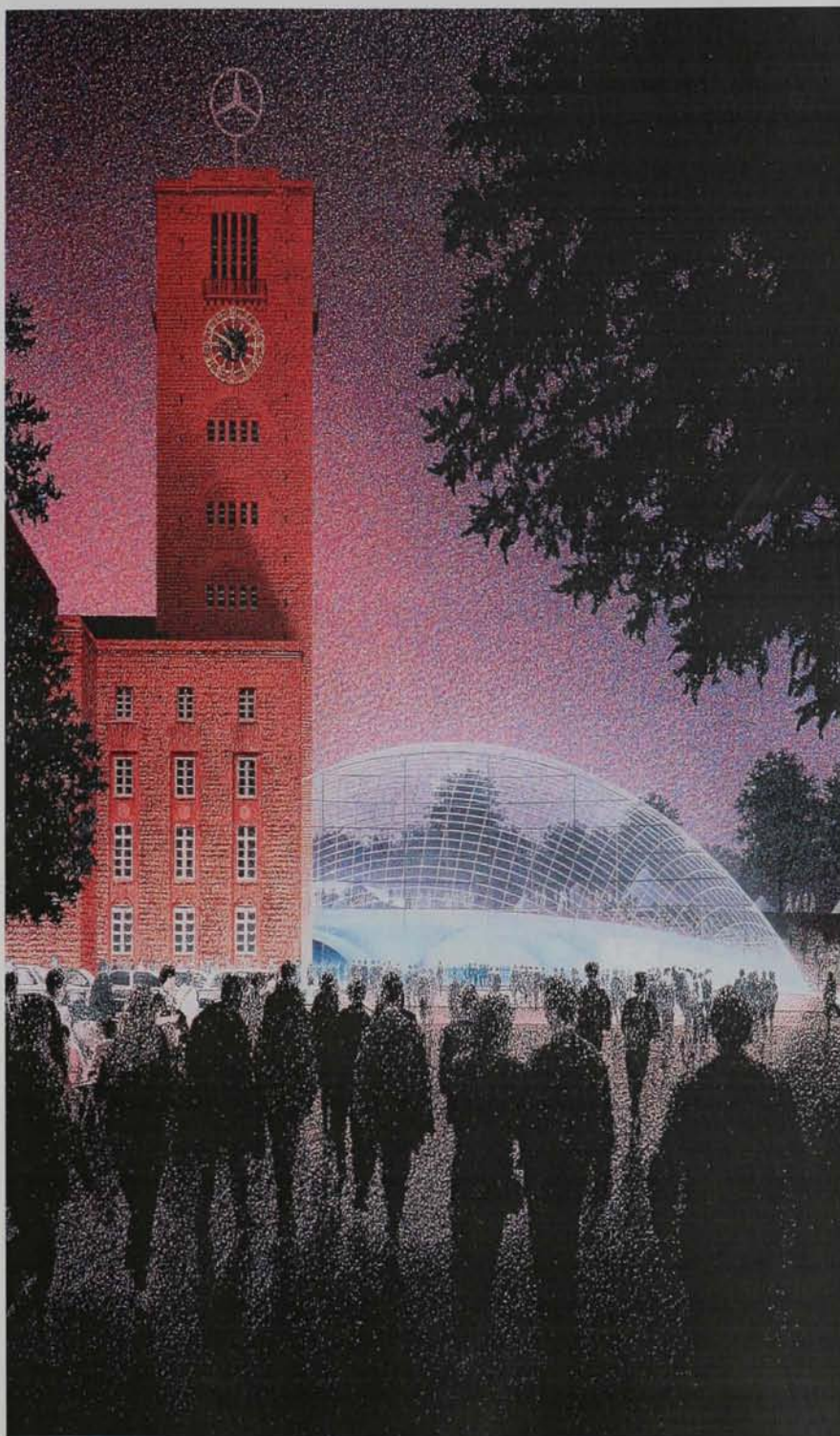
LOCATION:
BILBOA, SPAIN



THE STRUCTURE OF THE STATION IS A SHED ROOF THAT SPANS OVER TWELVE TRACKS COLUMN FREE. ALTERNATIVELY INSTEAD OF TRANSVERSE ARCHES A DIAGONAL PATTERN OF TRUSSES WAS DESIGNED. THE ROOF ITSELF CONSISTS OF OVERLAPPING ELEMENTS OR "PETALS" WHICH ALTERNATE BETWEEN TRANSLUCENT AND CLEAR. THESE ROOFING ELEMENTS HAVE THE ABILITY TO LET AIR IN BUT KEEP WATER OUT. THE STRUCTURE IN THE MIDDLE HOUSES A CAFE RESTAURANT THAT OVERLOOKS THE STATION AND PLAZA.



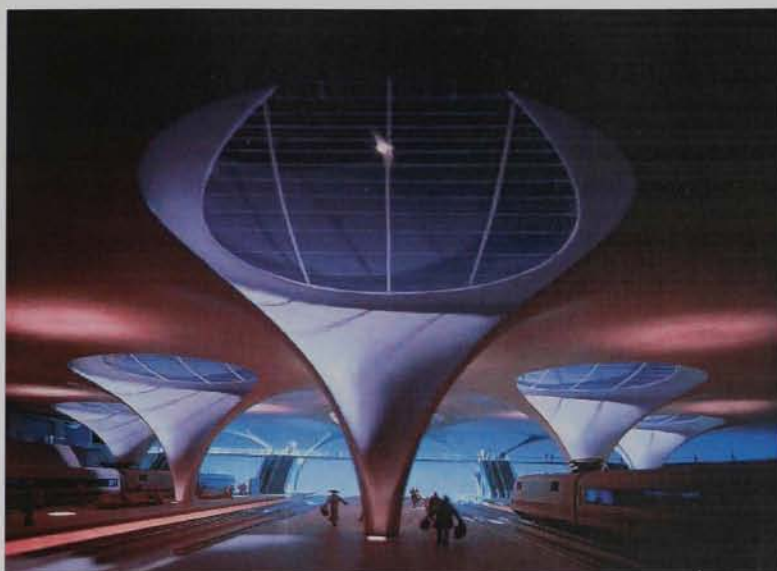
MAIN STATION



ARCHITECT:
IGENHOVEN,
OVERDIEK AND
PARTNERS

DATE:
CONSTRUCTION
2002-08

LOCATION:
STUTTGART,
GERMANY

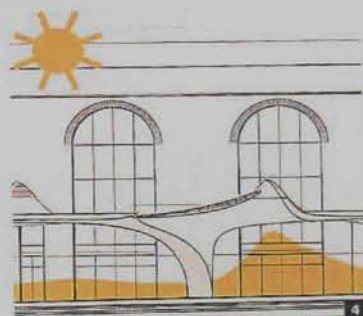
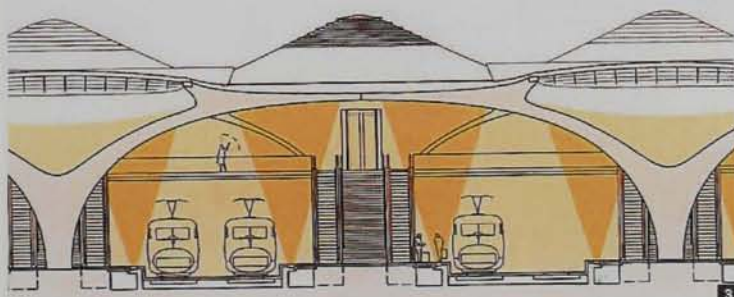


THE CONCRETE PORTHOLES PROVIDE LIGHT DOWN TO THE PLATFORM. THE FOUR GLASS DOMES MARK THE SPAN OF THE UNDERNEATH STATION. THE CONCRETE SHELL IS COVERED BY A GLASS DOME UNITING THE FEATURES AS A WHOLE.

CUT AWAY MODEL OF THE EXISTING STATION AND ADDITION (RIGHT)



LIGHT STUDIES FOR DAYLIGHT DISPERSEMENT(BELOW)

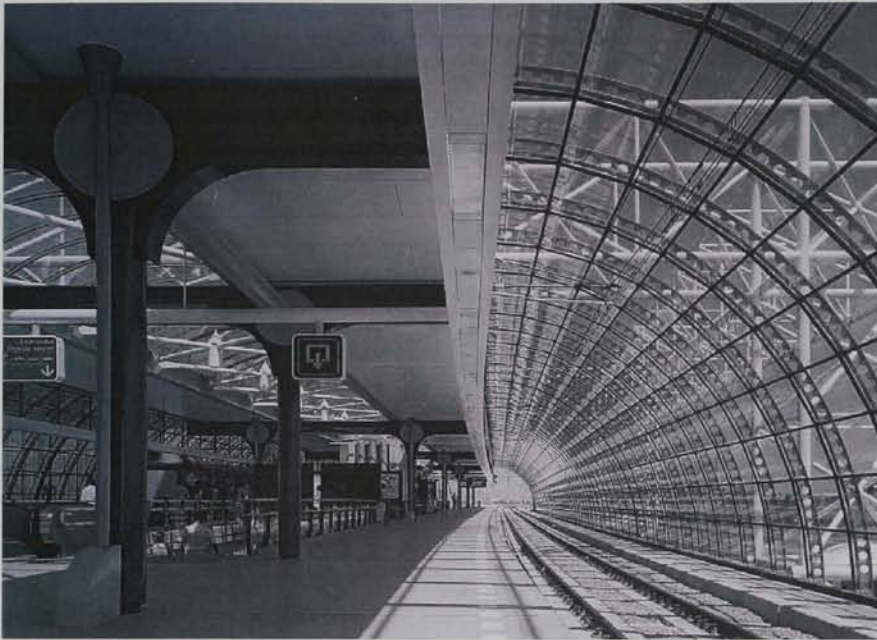


SLOTERDIJK

ARCHITECT:
HARRY
REIJNDERS
KOOS HARTOG

DATE:
DESIGN 1983
CONSTRUCTION
1984-86

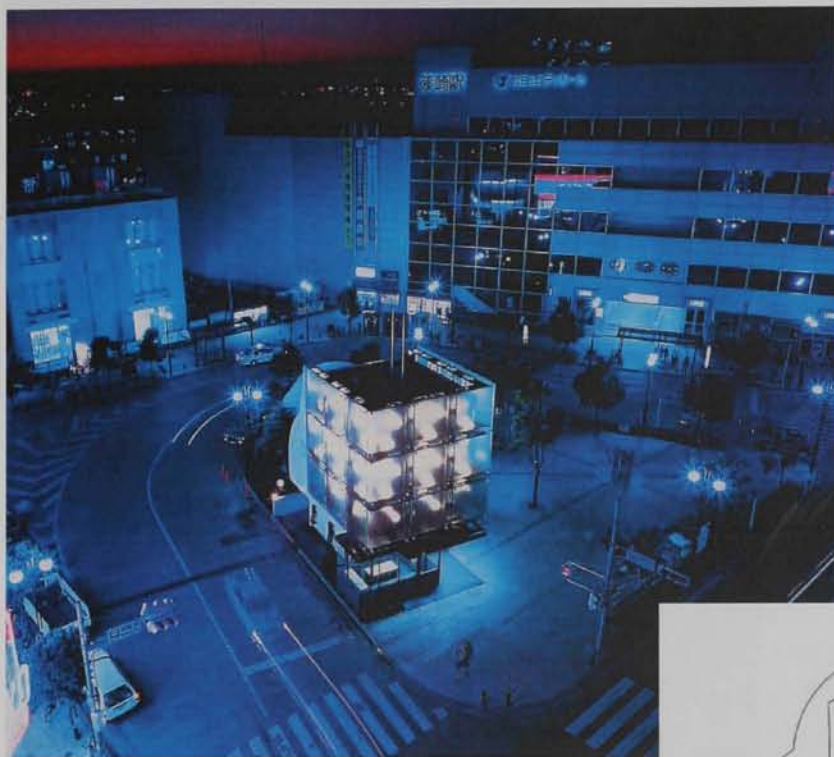
LOCATION:
AMSTERDAM,
NETHERLANDS



THE STRUCTURE CONSISTS OF WHITE "SCAFFOLDS" IN WHICH THE WALLS AND ROOF ARE SUPPORTED. THIS WAS TO PROHIBIT THE CLUTTER OF ADVERTISEMENTS THAT ASSOCIATE THEMSELVES WITH SOLID WALLS AND COLUMNS. THE STRUCTURE IS BUILT OF INTERSECTING TUBES AND CROSS-BRACING. THIS STRUCTURE DEPICTS AN OPEN LATTICE FORM. THE FORMATION OF THE STRUCTURE ITSELF IS AN EYE CATCHING DISPLAY. THE STRUCTURE IS KEPT SIMPLE TO CONVEY A BUILDING IN WHICH PROCLAIMS ITS PURPOSE.



SHINOZAKI EKIMAE POLICE BOX

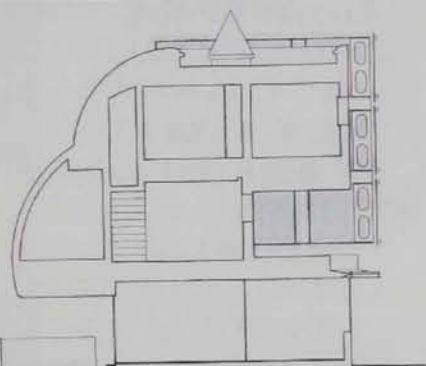


ARCHITECT:
FUJIKI TAKAO
ATELIER, INC.

DATE:
NOVEMBER 1994

LOCATION:
EDOGAWA-WARD,
TOKYO

THE POLICE BOX WAS DESIGNED TO SERVE AS "COMMUNITY LATERN" FOR DAY AND NIGHT. THE OBJECTIVE WAS TO PROMOTE COMMUNITY DEVELOPMENT AND PUBLIC ACCESSIBLE. THE TRANSLUCENT PANELS ARE ATTACHED TO THE SIDES OF THE BUILDING ON A FRAMING SYSTEM, IN TURN WHICH IS ATTACHED TO THE BUILDING. THE PANELS SERVE AS A SCREEN DURING THE DAY FOR THE INSIDE FACILITY AND ACT AS A LIGHT DIFFUSER DURING THE NIGHT. THE ABILITY TO STILL VISIBLY SEE SILOHETTES BUT NOT DIRECTLY.



Section 1:200



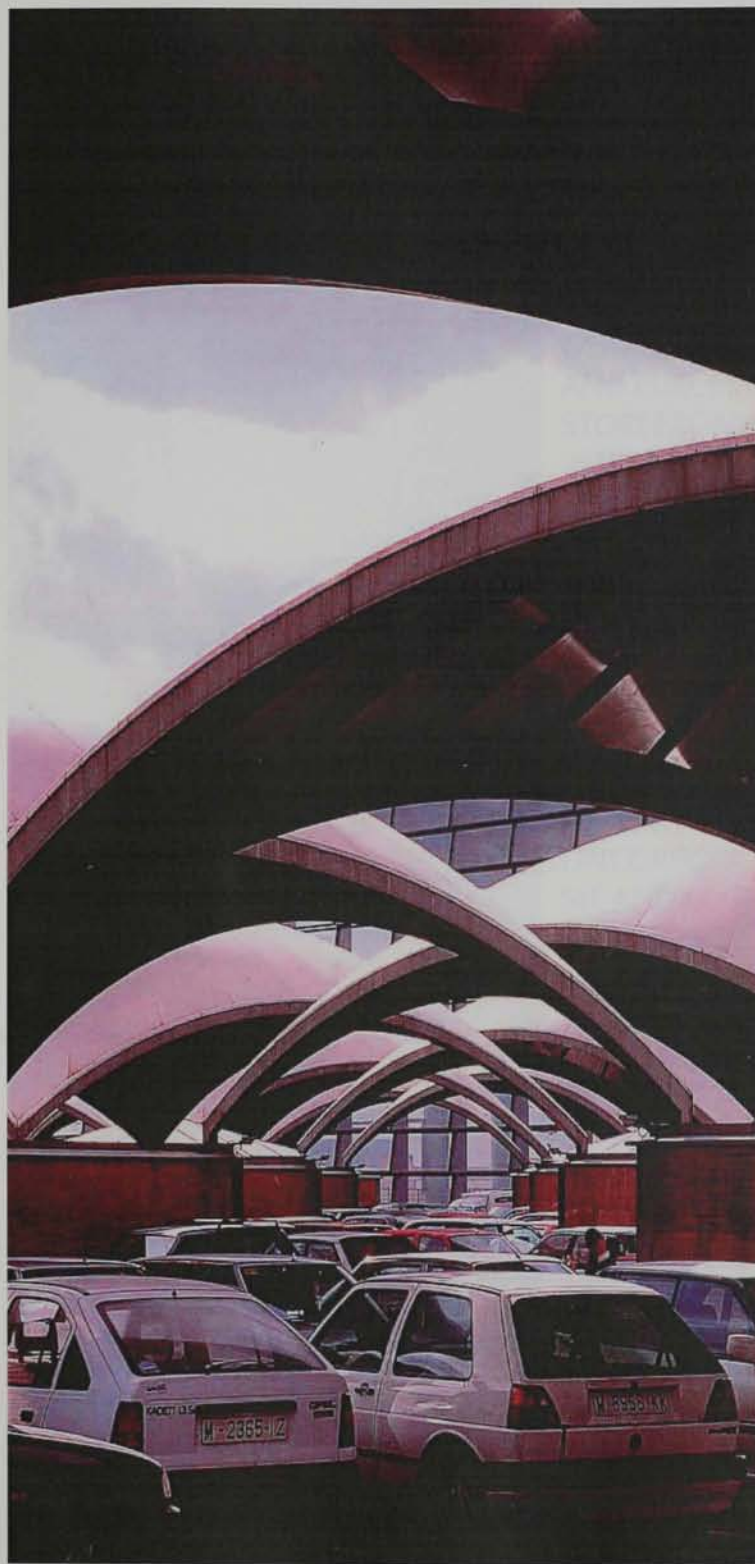
ATOCHA STATION

ARCHITECT:
RAFEAL MONEO
JAVIER MANTEROLA

DATE:
COMPLETE 1992

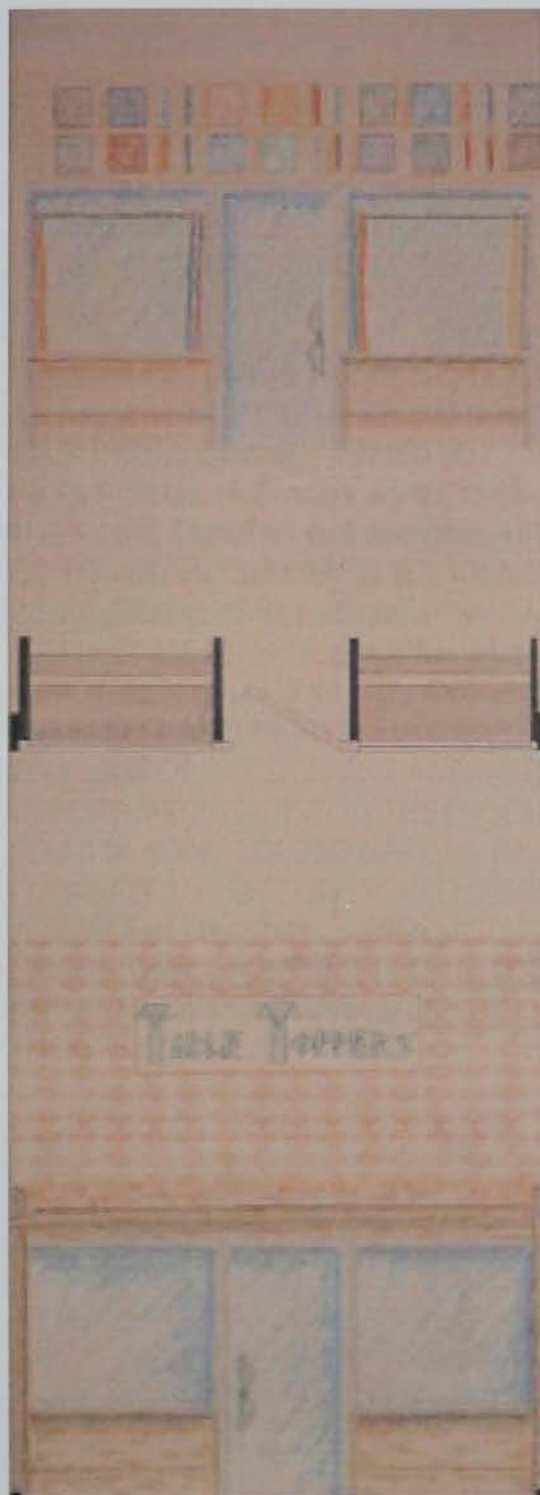
LOCATION:
MADRID, SPAIN

HOWEVER THE PROJECT IS A PARKING ROOF STRUCTURE, THE ELEMENTS THEMSELVES ARE QUITE INTERESTING. THE WEAVING OF THE STRUCTURE FROM ONE SIDE TO THE OTHER. THE CREATION OF PROCESSION FROM THE CAR TO THE STATION IS CELEBRATED. THE STRUCTURE NOT ONLY HAS PURPOSE AS A ROOFING ELEMENT, BUT AS A VISUALLY ENGAGING PIECE OF THE BUILDING. MATERIALS USED AT THIS STATION WERE: BRICK, CONCRETE, GLASS AND ACCENTS OF CAST IRON, APPLIED TO THE BASE COVERINGS OF COLUMNS.



IV. SKETCH PROBLEM DOCUMENTATION

STOREFRONT ELEVATIONS

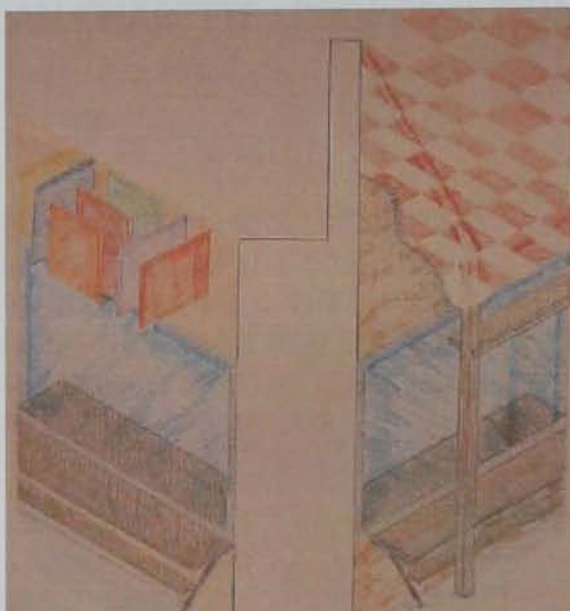


THE ASSIGNED STOREFRONT WAS GEARED TOWARDS TABLECLOTHES AND PLACEMATS. THE INTENT OF THE STOREFRONT WAS TO CAPTURE THE INTEREST OF THE PERSON ON THE STREET OR RELY ON THE STOREFRONT TO CONVEY THE PRODUCTS WITHIN THE BUILDING. THE AWNING OF THE BUILDING IS A PICNIC TABLE WITH A TABLECLOTH ON TOP. MY INITIAL THOUGHT WAS A CHECKERBOARD TABLECLOTH TO CONVEY THE IDEA OF WHAT PRODUCT IS SOLD. TO ATTRACT THE PEOPLE ON THE STREET I INCORPORATED PICNIC TABLES TO SIT AND LOOK AT THE MERCHANDISE WITHIN THE STORE WINDOWS. THE OPPORTUNITY TO DISPLAY THE TABLECLOTHS WERE USED AS DRAPES FOR THE WINDOWS. THE TABLES ARE BROUGHT THROUGH TO THE INSIDE SO THAT CUSTOMERS CAN SIT AND BROWSE THROUGH MATERIALS AND PRODUCTS. PLACEMATS WERE USED AS A CEILING FIXTURE, TO BE ABLE TO VISUALLY SEE THE PATTERNS. THE SIGNAGE FOR THE BUILDING ALSO TRIED TO LEND ITSELF TO THE "THEME". THE LETTERS WERE ORGANIZED IN A FASHION OF FOLDED KNAPKINS.

THE IDEA OF HAVING THE PICNIC TABLE AS THE "AWNING" OF THE STOREFRONT WAS UNIQUE QUALITY. I TRIED TO INCORPORATE THE MANY ASPECTS OF THE PICNIC TABLE AS THE AWNING. HOW DO YOU BEGIN TO EXPRESS THE IDEA OF WHAT IS EXCLUSIVELY SOLD? HOW CAN YOU BECOME PLAYFUL ENOUGH WITH THE IDEA THAT IT WILL GRAB THE PEOPLE OFF THE STREET AND FROM THEIR CARS? THE THOUGHT OF THE SIGN WAS ANOTHER OPPORTUNITY TO DISPLAY THE PRODUCT SOLD. PLACING FOLDED NAPKINS TO COMPLETE THE LETTERS WOULD SPARK INTEREST IN THE STORE'S PRODUCTS. HAVING THE OPPORTUNITY TO SIT, LOOK AND RELAX WAS A CHARACTERISTIC OF THE WHOLE "PICNIC" THEME.

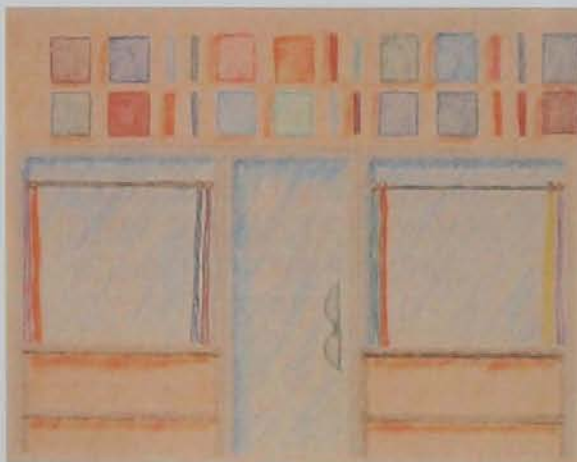


THE RENDERING TO THE RIGHT IS A SECTION THROUGH THE BUILDING SHOWING THE FRONT ELEVATION AND THE IMMEDIATE INSIDE ELEVATION. HAVING THE PICNIC TABLE CARRY THROUGH FROM OUTSIDE TO INSIDE.



THE RENDERING TO THE LEFT IS OF THE FRONT ELEVATION OF THE STORE. HAVING THE PICNIC TABLECLOTH AS THE MAIN THEME FOR THE STORE'S PRODUCTS.

THE ELEVATION TO THE RIGHT IS OF THE IMMEDIATE INSIDE OF THE STORE'S INTERIOR. HAVING THE OPPORTUNITY TO SIT DOWN LOOK AT AND FEEL THE PRODUCTS. A PLAYFUL IDEA OF HAVING THE TABLECLOTHS AS THE WINDOW TREATMENTS WAS ALSO INCORPORATED.



SITE PLAN CHARETTE - PROPOSAL ONE

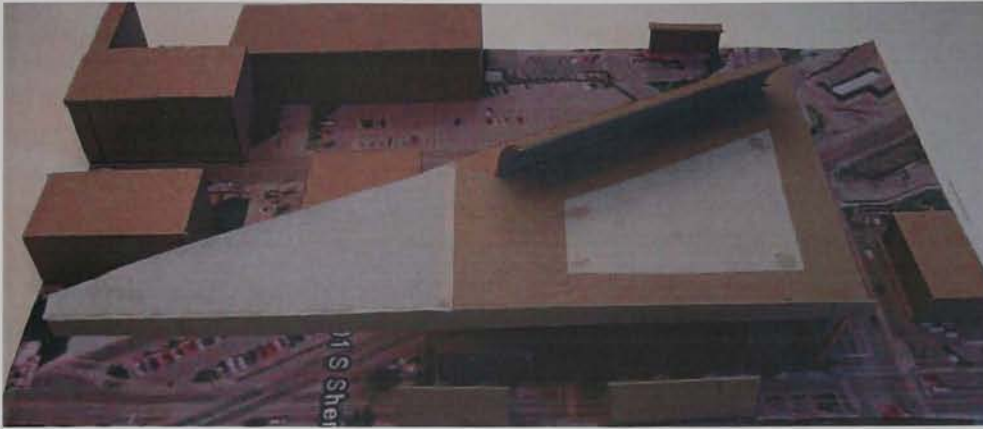


THE FIRST PROPOSAL SKETCH MODEL ADDRESSES THE BUILDING SWEEPING THE SITE TO BRING IN THE SURROUNDING COMMUNITY. THE BUILDING REACHES OUT OFF THE SITE SO THAT THERE IS FORCED INTERACTION BETWEEN THE PEDESTRIAN/VEHICLE FROM OFF THE SITE.

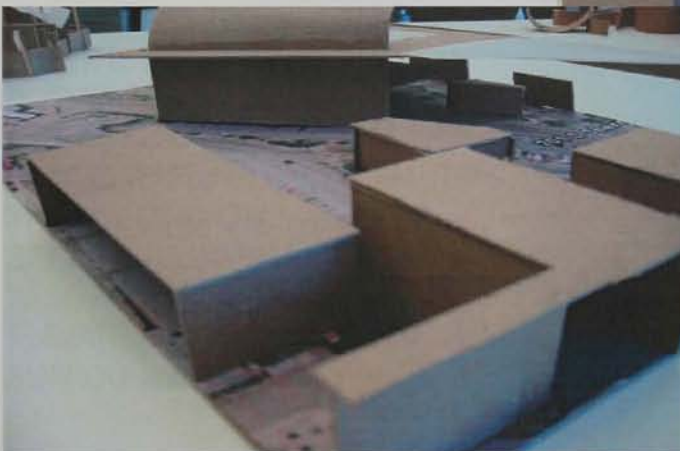


THE STATION COULD BE ON MULTIPLE LEVELS IN ADDRESSING THE PROGRAM. THE BUILDING VARIES ON LEVELS TO ADDRESS THE MULTIPLE CHANGES OF ELEVATION WITHIN THE SURROUNDING CONTEXT.

PROPOSAL TWO



THIS MODEL ADDRESSES THE POSSIBILITY FOR THE BUILDING TO ENCOMPASS THE WHOLE SITE WITH A CONTINUOUS CANOPY. THE CANOPY HAS AN OPPORTUNITY TO BECOME A LARGE PATIO OR SKYLIGHT. THE INTERSECTING ELEMENT THAT SLICES THE CANOPY IS TO EMPHASIZE THE TRAIN MOVEMENT. THE OPPORTUNITY TO HAVE THE WHOLE SITE FOR PEDESTRAINS AND VEHICLES IS A CHALLENGING CONCEPT FOR THE SURROUNDING CONTEXT.

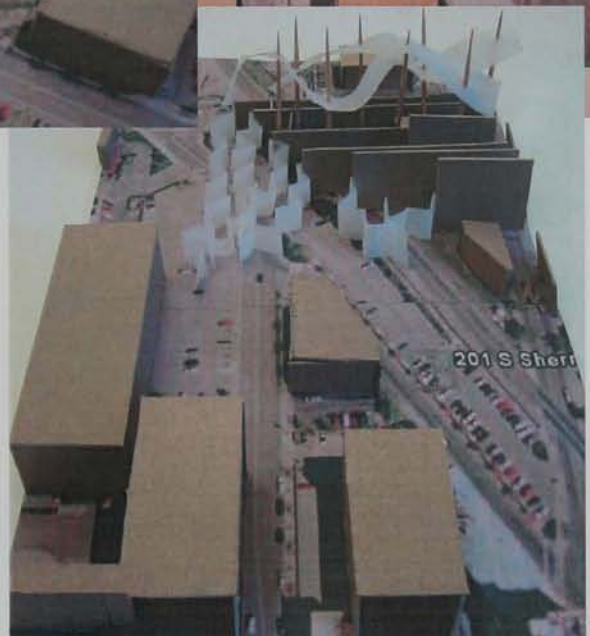


PROPOSAL THREE

THE THIRD SKETCH MODEL ADDRESSES THE CORNER OF 11 MILE AND WASHINGTON. THE MAIN CIRCULATION WILL BE TREATED IN AN EXPRESSIVE WAY TO EMPHASIZE THE MOVEMENT OF PEOPLE THAT TRAVEL THROUGH. THE GRAND CORRIDOR IS PARALLEL WITH 11 MILE TO SHOW THE MOVEMENT OF PEOPLE AND PEOPLE THE MOVEMENT OF VEHICLE.



THE BUILDING MOVEMENT HAS CONNECTION TO THE ADJACENT SITE, THE BUS STATION. THE POSSIBILITY OF JUST HAVING A LINK OF ANY KIND FROM ACROSS THE TRACKS TO BRING THE COMMUTERS. THE BUILDING CIRCULATION IS SET UP TO FLOW TO THE TRACKS. ALSO ADDRESSING THE MULTIPLE ELEVATIONS OF BUILDINGS IN THE SURROUNDING AREA.



PROPOSAL FOUR



THE BUILDING FORM BREAKS THE CONTINUITY OF THE SURROUNDING AREA. POSSIBILITIES TO HAVE UNIQUE SPACES WITHIN SPACES. A CHANCE TO VIEW THE CITY AT A HIGHER ELEVATION. THE OPPORTUNITY TO HAVE PROGRAM SPACES CROSS AT UNIQUE INTERSECTIONS. A CHANCE TO HAVE THE TRAIN INTERWINE WITH THE BUILDING.



PROPOSAL FIVE



THE BUILDING FORM STRETCHES ACROSS THE WHOLE SITE. THE OPPORTUNITY TO CREATE DIRECT AXIS PATHS WITH AN CHANCE TO DISPLAY INFORMATION AND ADVERTISE WITHIN THOSE PATHS. THE FLUCTUATION OF THE BUILDING FLOWING UP AND DOWN THE TRACK INTO THE DOWNTOWN. THE POSSIBLITY TO HAVE THE FLOW OF THE BUILDING ENCAPSULATE THE OTHER SURROUNDING..

V. PROJECT PROGRAM

PROJECT IDENTIFICATION

THE PROPOSED PROJECT IS A TRANSPORTATION (TRAIN) STATION THAT HOUSES THE MOVEMENT AND EXPERIENCES OF PEDESTRIANS TO THEIR DESTINATIONS. THE THRU STATION HAS THE OPPORTUNITY TO BECOME A LARGER (REGIONAL OR STATE) STATION DUE TO THE VOLUME OF USERS AND COMMUTERS. THE STATION WILL HAVE AN IMPORTANT IMPACT ON THE SURROUNDING AREA FOR THEIR TRANSPORTATION NEEDS TO BRING IN NEW OR REVITALIZING LIFE OF PEOPLE OR GIVE RELIEF TO THE OVERWHELMING VEHICULAR TRAFFIC WITHIN THE CITY. THE SURROUNDING AREA OF THE STATION COULD HELP SUPPORT THE ACTIVITIES AND VITALITY OF THE BUILDING AND ITS COMMUTERS.

ARTICULATION OF INTENT

THE GOALS OF THE INTERVENTION THAT I AM PROPOSING ARE AMONG THE FOLLOWING. THE MAIN GOAL FOR THE PROJECT IS TO CELEBRATE PEDESTRIAN MOVEMENT OF THE MASSES AND THEIR EXPERIENCES THAT HAPPEN ALONG JOURNEY OF DESTINATION. THE SUCCESS OF THE PROJECT SHOULD BE EVALUATED UPON THE UNIQUE SPACES THAT CREATE A MEMORABLE AND ENGAGING EXPERIENCE.

RELATIONSHIPS BETWEEN THE MOVEMENT OF PEDESTRIANS AND COMMUTER TRAINS HAVE THE CONNECTION OF GOING FROM DESTINATION A TO B. MANY PEOPLE USE THE SAME ROUTE TO GET TO THEIR DESTINATION AS WELL AS COMMUTER TRAINS, IN WHICH BECOMES A MUNDANE. GIVEN THE CHANCE TO CHANGE THESE ROUTES THAT PEOPLE TAKE WITHIN IN A BUILDING IS AN OPPORTUNITY TO EXPERIENCE JOURNEY AT A DIFFERENT PACE.

A TRAIN STATION IS A MAJOR EXCHANGE FOR THE MOVEMENT OF PEOPLE. THE IMPORTANCE TO EXAMINE THIS BUILDING TYPE, LENDS ITSELF TO THE STUDY OF MOVEMENT BECAUSE NOT ONLY DOES THE BUILDING GIVE MOVEMENT (TRAINS) BUT HOUSES IT.

INVOLVING THE COMMUTERS AS WELL AS THE SITE IS IMPORTANT. NOT ONLY IS THE OPPORTUNITY FOR THE PEOPLE TO FROM CARS A FACTOR, BUT ALSO BY BUS AND FOOT. HAVING THE STRUCTURE OR LANDSCAPING REACH OUT TO GRAB OR PICK UP THOSE THAT ARE PASSERBYS IS AN IMPORTANT ELEMENT. IF THE BUILDING HAS A CHANCE TO ENGAGE THE LANDSCAPE OF THE AREA, THIS WOULD BE A CONCEPT TO EXPLORE AS A UNIQUE SPACE WITHIN THE BUILDING.

ENUMERATION OF ACTIONS

POSSIBLE ACTIONS THAT WILL HAPPEN IN THIS SPACE ARE:

- WALKING/JOGGING/RUNNING TO THE GATE TO CATCH YOUR RIDE
 - WIDE AND TALL SPACE FOR MAJOR CIRCULATION
 - DAYLIGHT WOULD BE PREFERABLE
 - GLASS MATERIALS TO EMPHASIZE THE VISUAL OF PEOPLE IN MOTION
 - SOUND MAYBE QUITE LOUD DUE TO THE VOLUME OF PEOPLE
 - THE MAJOR CIRCULATION SPACE SHOULD BE A ON A GRAND SCALE (SKYLIGHT ATRIUM)
 - THE MOVEMENT OF THE BODY TO GET THE ACHIEVED GATE TO TRANSFER THE MOTION TO THE TRANSIT
- SHOPPING IN THE RETAIL STORES
 - SMALLER SPACE IN SIZE
 - GOOD LIGHTING FOR PRODUCTS
 - QUIETER SPACE THAN MAJOR CIRCULATION
 - UNIQUE SHOWCASING OF PRODUCTS
 - MOVEABLE WALLS WITH SHELVES (SPINNING, TILTING)
- EATING IN RESTAURANTS
 - SMALLER SPACE IN SIZE
 - ADJUSTABLE LIGHTING DEPENDING ON TIME OF DAY
 - COMFORTABLE SEATING FOR THE PERSON TO SIT DOWN AND EAT OR TO TAKE A BREAK
 - SOMEWHAT LOUD WITH CONVERSATIONS AND PEOPLE ENJOYING THEMSELVES
 - FAST FOOD FOR QUICK MEALS
 - RESTAURANTS DON'T NEED TO BE DIRECTLY LOCATED IN THE BUILDING; THEY COULD PRESIDE AROUND THE EXTERIOR OF THE STATION
- TICKET/INFORMATION BOOTH
 - PRESENTING OR BUYING TICKETS TO A DESTINATION
 - OBTAIN INFORMATION ON WHEN TRAINS ARRIVE, LEAVE, DESTINATIONS ROUTE AND TICKET COST
 - INFORMATION GIVEN ON WHERE TO SIGHT SEE, PLACES TO VISIT, EAT AND SHOP
 - ATTENDANT ANSWER PHONE CALLS ON QUESTIONS

- ATTENDANT AVAILABLE ON A MORE PERSONABLE LEVEL
 - NOT SITTING BEHIND GLASS BARRIER
- OFFICES FOR STAFF MEMBERS
 - ABLE TO PROCESS WORK DONE THROUGH THE STATION
 - AREA TO CONSULT WITH COMMUTERS IF THERE ARE PROBLEMS
 - ROOM(S) THAT ARE/NOT TO BE SEEN AMONG COMMUTERS
- DEPENDING ON THE TYPE OF BUSINESS BEING TRANSACTED
 - ROOM FOR THE LOST AND FOUND THAT ONLY EMPLOYEES CAN ACCESS
- STORAGE FOR LONG TERM STAY
 - A SPACE THAT CAN BE ACCESSED BY THE COMMUTER WHERE THEIR LUGGAGE CAN BE STORED FOR A SHORT STAY, SAFELY
 - GOOD LIGHTING AND VISIBILITY FROM THE EMPLOYEES OFFICES OR INFORMATION DESK FOR SECURITY PURPOSES
- LOADING DOCK/STATION
 - ABLE TO LOAD GOODS FOR THE SUPPORTING SHOPS WITHIN
 - LOADING FOR THE SERVICES OF FREIGHT (REGIONAL LEVEL)
 - WELL LIT AT NIGHT FOR DELIVERIES
 - DESIRABLE DOORS, NO METAL ROLL UP
- NEWSPAPER/GENERAL STAND AREA
 - BUYING NEWSPAPERS, MAGS AND PUZZLES
 - SNACKS, SANDWICHES, DRINKS
 - BATTERIES, ELECTRONIC GAMES, TRAVEL LIGHTS, NECK PILLOWS
- MEMORABILIA STORE (REGIONAL LEVEL)
 - COLLECTIBLES OF THE CITY OF STATE THE STATION PRESIDES IN
- RELAXING IN THE RESTAURANTS WAITING FOR YOUR RIDE/PEOPLE WATCHING
 - COMFORTABLE SEATING FOR LONG/SHORT BREAKS
 - DIRECT VISUAL ACCESS TO THE PEDESTRIAN MOVEMENT IN THE MAJOR CIRCULATION AREA
- DRINKING COFFEE IN THE SHOP
 - INTIMATE TABLES FOR CONVERSATION
 - COMFORTABLE SEATING FOR LOUNGING, READING AND WAITING
 - PICKING UP A QUICK BREW FOR ON THE GO TO YOUR DESTINATION
- SURFING THE INTERNET FOR NEWS, EMAILS OR UPDATES
 - CONNECTIONS TO THE INTERNET FROM THE EATERIES OR SPECIFIC INTERNET CONNECTION PLACES. ALSO POSSIBLE WIRELESS.
 - LAPTOP ACCESS WITHIN THE COFFEE SHOP

- POSSIBLE INTERNET ACCESS FROM DESIGNATED TRAIN STATION DESKTOPS
- READING A BOOK IN A PRIVATE SPACE
 - PRIVACY WITHOUT THE PUBLIC
 - CREATING A SPACE CREATIVELY FOR PRIVACY
 - LIGHTING SHOULD BE AS NECESSARY FOR MULTIPLE TASKS
 - COLORS MAYBE NEUTRAL BUT A POSSIBILITY TO PLAY WITH THE COLORS DEPENDING ON THE SPACE THAT IS CREATED
 - LIGHTING COULD BE THE MANIPULATED CHARACTERISTIC OF THE COLOR OF THE SPACE
- MOVING A WALL TO CREATE A UNIQUE AND INDIVIDUAL SPACE
 - ENGAGING THE USER TO CREATE A SPACE THAT GIVES THE OPPORTUNITY FOR PRIVACY
 - THE TEXTURE OF THE WALL CAN VARY
 - THE SIZE OF THE WALL COULD BE THE UNIQUENESS OF THE SPACE
 - THE TEMPERATURE OF THE WALL COULD FLUCTUATE TO ADD TO THE UNIQUENESS OF THE SPACE
- PULLING A CURTAIN TO CREATE A PRIVATE SPACE
 - THE CURTAIN THICKNESS AND TEXTURE COULD VARY
 - ABLE TO SEE AND HEAR WHAT OTHERS ARE DOING AROUND YOU
- SITTING OUTSIDE TO EXPLORE SURROUNDING CONTEXT
 - PEOPLE WATCH ON A PATIO
 - ENJOYING THE VIEW OF SURROUNDING AREA
 - INVESTIGATING ONE OF THE SURROUNDING STORES, EATERIES AND PUBLIC SPACES
 - TAKING IN THE SOUNDS OF THE SURROUNDING ENVIRONMENT
 - THE TEXTURE, HEIGHT AND SIZE OF THE OUTSIDE FURNITURE MAY DIFFER DEPENDING ON THE USES INTENDED FOR
- SITTING OUTSIDE TO WATCH KIDS PLAY
 - GARDEN AREA FOR KIDS
 - NATURAL CLIMBING FEATURES (ROCKS, HILLS, TREES)
 - WILDLIFE CONSERVATORY OR SANCTUARY (UNIQUE TO THE AREA)
 - NATURE PATH THROUGH ADJACENT AREA
- WALKING TO THE SURROUNDING SHOPS, EATERIES AND PUBLIC SPACES
 - SURROUNDING SPACES CAN SUPPORT THE STATION OR LINK WITH EACH OTHER (VISUALLY OR PHYSICALLY)
 - RELATIONSHIP WITH THE STATION TO CHARACTERISTICS
 - MUSIC PLAYING ALONG PATH OF PEDESTRIAN CIRCULATION

SITE CONDITIONS

THE FOLLOWING CRITERIA SHOULD BE CONSIDERED FOR SITE CONDITIONS:

- A TOWN WHERE SECONDARY TRANSPORTATION COULD HELP RELIEVE VEHICULAR TRANSPORTATION
- MASS TRANSIT (TRAINS) COULD BE A VIABLE SOURCE OF TRANSPORTATION
- AN AREA WHERE PUBLIC TRANSIT IS SUCCESSFUL ON A LOCAL LEVEL AND COULD GO TO A REGIONAL OR STATE LEVEL
- LANDSCAPE TO BE SOMEWHAT WOODED OR HILLY
 - BUILD INTO THE TERRAIN
 - ENTER THE BUILDING FROM ONE LEVEL, RISE UP TO ANOTHER TO ACCESS YOUR DESTINATION GATE
- POSSIBILITY FOR WETLAND/WILDLIFE TO BE BUILT AROUND
- OPPORTUNITY TO HAVE A PUBLIC SPACE
- POSSIBLE TO HAVE EXISTING RAILWAY TIE INTO A THRU STATION
- AREA WHERE A POSITIVE INCOMING OF PEOPLE WOULD IMPACT THE SURROUNDING CONTEXT
- A THRU STATION THAT HAS OPPORTUNITY TO BECOME A LARGER STATION DUE TO THE VOLUME OF USERS/COMMUTERS
- ABANDONED TRAIN STATION AND ADJACENT BUILDINGS TO BE RENOVATED AND/OR ADDED ONTO
- LOW VOLUME TRANSIT STATION (DUE TO THE CURRENT EXISTING CONDITION) THAT IS IN NEED OF RENOVATION TO AID IN NEW BUSINESS
- MAIN CIRCULATION AREA (HOUSING CIRCULATION, SHOPS, EATERY, ETC) TO BE ON THE GRAND SCALE
- SUPPORT AREA OF THE STATION
 - OFFICES: PRIVATE/SEMI PRIVATE
 - GENERAL STORAGE/BAGGAGE
 - TELEPHONES
 - BATHROOMS
 - RECEPTION AREA
- OUTDOOR AREAS
- PARKING ACCESSIBILITY DIRECTLY ADJACENT TO THE BUILDING
 - LINKAGE FROM THE LOT
 - DROP OFF POINT AT DOOR

- PLATFORM RUNWAYS DEPENDING ON NUMBER OF TRACKS EXISTING
 - STANDARD PLATFORM WIDTH
 - SECURITY ISSUES WITH WALKING ON THE TRACK
- MAJOR CIRCULATION CONCOURSE HOUSING THE DESTINATION FROM ONE GATE TO ANOTHER
- ADJACENT BUILDINGS TO BE TIED IN OR LINKED TO THE OVERALL SPACES
 - RESTAURANTS, RETAIL, COMMERCIAL, INFORMATIONAL
- LARGER SITE FOR MORE OPPORTUNITY
 - LARGER VOLUME OF PEOPLE
 - LARGER PROGRAM
- EXISTING TRAIN STATION THAT NEEDS TO EXPRESS IT'S FUNCTION IN A BETTER WAY
- LINKAGE OF STORES TO CREATE A THEME OF VISUAL PATH TO THE BUILDING
- STATION COULD BE GROUPED WITH OTHER CIVIC BUILDINGS SERVING THE PUBLIC ALL IN ONE AREA
- STATION'S ENTRANCE COULD SHARE THE SAME ROAD WITH ANOTHER BUILDING FOR EASY ACCESS

PROGRAM QUANTITATIVE SUMMARY

<u>COMMERCIAL SUPPORT SPACES</u>	<u>SQ. FT.</u>	<u>SEATS</u>	<u>ROOMS</u>
GENERAL RETAIL	1,000		
STORAGE	200		
COFFEE INTERNET SHOP	1,000	25	
RESTAURANT(S)	5,000	50	2@2,500
KITCHEN	400		
STORAGE	250		
READING ROOM	500	10	
MAGAZINE/NEWSPAPER/BOOK STORE	1,000		
STORAGE	200		
RETAIL STORE(S)	MIN. 5,000		2@2,500
STORAGE	200		
TOTAL SQUARE FOOTAGE:	14,750		

<u>TERMINAL CIRCULATION SPACES</u>	<u>SQ. FT.</u>	<u>SEATS</u>	<u>ROOMS</u>
MAIN CIRCULATION HALL	30,000		
VESTIBULE - FOYER	2,500		
ENTRY WAITING AREA	2,500		
PLATFORM WAITING	8,000		
TOTAL SQUARE FOOTAGE:	43,000		

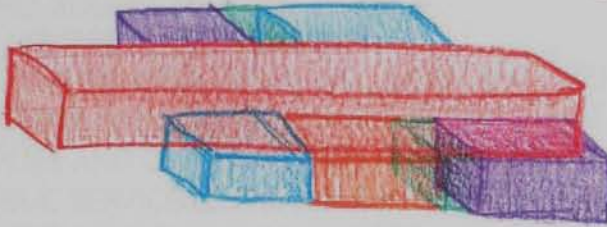
<u>TERMINAL SUPPORT SPACES</u>	<u>SQ. FT.</u>	<u>SEATS</u>	<u>ROOMS</u>
RECEPTION AREA	400		
TICKETING ROOM	400		
SECURITY STATION	400		
INFORMATION KIOSK	10		
E-TICKETING	100		
BAGGAGE STORAGE	1,000		
BATHROOM(S)	1,600		4@400
OFFICE MANAGER	200		
OFFICE SUPPORT	400		2@200
INSPECTION ROOM	250		
LOST PROPERTY OFFICE	250		
EMPLOYEE LOUNGE	500		

<u>TERMINAL SUPPORT SPACES</u>	<u>SQ. FT.</u>	<u>SEATS</u>	<u>ROOMS</u>
EMPLOYEE LOCKER ROOM	800		2@400
STATION BAGGAGE STORAGE	400		
TOTAL SQUARE FOOTAGE:	6,710		

<u>UTILITY SPACES</u>	<u>SQ. FT.</u>	<u>SEATS</u>	<u>ROOMS</u>
MECHANICAL ROOM	1,500		
COMMUNICATION ROOM	200		
ELECTRICAL ROOM	100		
TOTAL SQUARE FOOTAGE:	1,800		

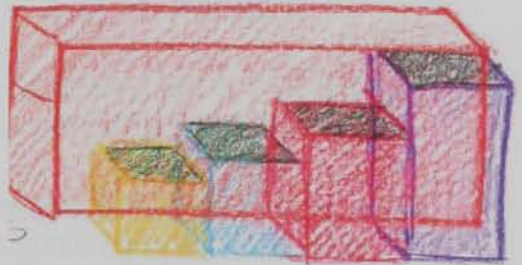
NET SF: 66,260
EFFICIENCY FACTOR: 19,421
TOTAL BGSF: 85,681

3-D PROGRAM DIAGRAMS



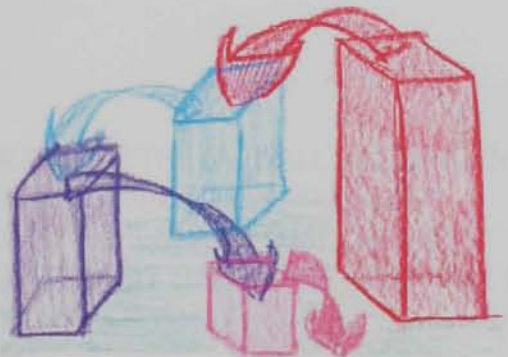
- CIRCULATION CORRIDOR TO BE EXPRESSED
- CIRCULATION CORE WITH SUPPORTING AREAS FEEDING OFF OF IT
- CIRCULATION CORE COULD INCLUDE THE PLATFORM AND TRACK AS THE "MOVEMENT" CORRIDOR

- MAIN CIRCULATION MAY RUN ALONG 11 MILE TO MOVE WITH MOVEMENT OF TRAFFIC
- CIRCULATION CORRIDOR TO BE MOST EXPRESSED FOR FOCUS OF MOVEMENT
- SUPPORTING SERVICES TO BE VARIED DEPENDING ON THEIR NEEDED USE
- GREEN SPACES TO BE INCORPORATED ONTO THE BUILDING TO CAPTURE THE SURROUNDING CONTEXT
- CIRCULATION CORRIDOR BUTTS UP AGAINST THE TRACKS TO GIVE EMPHASIS OF THEM



- THE INTERSECTING OF BUILDINGS CREATES THE MAIN CIRCULATION CORRIDOR OR A CENTRAL NODE
- THE JOINING OF THE SPACES CREATES ANOTHER SPACE THAT RELATES TO THEM ALL
- THE CREATION OF AN INNER SPACE GIVES THE OPPORTUNITY TO BECOME A CENTRAL NODE OF ACTIVITY WITHIN THE PROGRAM AND STRUCTURES

- EACH BUILDING AND THEIR USES CAN BE INTERWINED BETWEEN THEM AND SUPPORT EACH OTHER
- EACH BUILDING CAN RELATE TO THE SURROUNDING CONTEXTS SCALE AND USAGE, SITUATED BY BUILDINGS THAT RELATE



VI. SPACE DETAIL SUMMARY

INTERIOR AND EXTERIOR SPACES

1. GENERAL STORE

OCCUPANT(S): 40

NUMBER OF UNITS: 1

GENERAL STORE NET SQUARE FEET: 1,000 SQ. FT.

STORAGE NET SQUARE FEET: 200 SQ. FT.

TOTAL NET SQUARE FEET: 1,200 SQ. FT.

THE GENERAL STORE WILL SERVE THE OVERALL BUILDING IN CONCERNS WITH FOOD (SNACKS), READING MATERIAL, RETAIL SUPPLIES AND CLOTHING. THIS GENERAL STORE WOULD BE A PUBLIC SERVICE TO THE BUILDING. THIS SPACE CAN SERVE BOTH THE STATION AND BUILDING USERS.

THE ACTIVITIES TAKING PLACE IN THIS SPACE WILL BE SHOPPING AND CONVERSATION.

THE SPATIAL RELATIONSHIP BETWEEN THE GENERAL STORE AND THE BUILDING WILL BE LOCATED WITHIN THE CENTER OF THE SPACE OR SHOPPING AREA. EACH STORE FRONT WILL BE UNIQUE TO ITS OWN.

LIGHTING SHOULD BE A SPECIAL CONSIDERATION FOR THE GENERAL STORE. MAKING SURE THAT THE PRODUCT IS PROPERLY LIGHTED.

FURNISHES NEEDED FOR THE GENERAL STORE WOULD BE BUILT IN OR WALL SHELVING, CHECK OUT COUNTER TO PURCHASE ITEMS, AND SMALL SHOWCASE UNITS FOR DISPLAYING ITEMS.

SPATIAL REQUIREMENTS FOR THE GENERAL STORE NEED TO BE OPEN. IN ORDER TO PLACE ITEMS IN GROUPS, THERE HAS TO BE OPEN FLOOR SPACE TO BUILD DISPLAYS.

2. COFFEE INTERNET SHOP

OCCUPANT(S): 25

NUMBER OF UNITS: 1

NET SQUARE FEET: 1,000

TOTAL NET SQUARE FEET: 1,000

THE INTERNET COFFEE SHOP WILL SERVE THE OVERALL BUILDING IN TERMS OF COFFEE, SNACKS AND INTERNET CONNECTION. THIS SHOP GIVES THE OPPORTUNITY FOR PEOPLE TO PLUG IN AND SURF THE NET. AVAILABILITY TO SOME COMPUTERS OFFERED BY THE COFFEE SHOP WILL BE AVAILABLE. PEOPLE CAN SIT DOWN WITH EACH WHILE

(COFFEE SHOP)

WAITING FOR THEIR TRAIN OR JUST SOCIALIZING WITH A FRIEND. THIS IS A PUBLIC SERVICE SPACE.

THE SPATIAL RELATIONSHIP BETWEEN THE COFFEE SHOP AND THE BUILDING SHOULD BE LOCATED WITHIN THE CENTER OF THE CENTER OF THE SPACE OR SHOPPING AREA.

SPECIAL CONSIDERATIONS FOR THE CAFE WOULD BE COMPUTER FRIENDLY LIGHTING, TV'S DISPLAYING TECHNOLOGY NEWS/UPDATES, TEMPERATURE CONTROL FOR COMPUTERS AND TABLES/BOOTHES WITH DIRECT CONNECTION.

FURNISHINGS AND EQUIPMENT THAT NEED TO BE PLACED IN THE CAFE ARE TABLES/BOOTHES, COMPUTERS FOR PUBLIC USE AND TV'S WITH NETWORK CONNECTIONS.

SPATIAL REQUIREMENTS FOR THE CAFE NEED TO BE ENOUGH TABLE TOP SPACE FOR PEOPLE TO PLACE THEIR BELONGINGS. IF BOOTHES ARE GOING TO BE USED POSSIBLE DIRECT CONNECTION MILLWORKED INTO THE SEATS.

A PROPER MECHANICAL SYSTEM WILL BE NEEDED TO MAKE SURE THE COMPUTERS STAY AT A NEEDED OPERATING TEMPERATURE. A COMMUNICATIONS CLOSET WILL NEED VENTILATION FOR OPERATING TEMPERATURES.

THE INTERNET CAFE WOULD BE PREFERABLE IF THE OUTSIDE WAS ABLE TO BE VISIBLE, BUT NOT SO MUCH THAT GLARE BECOMES A PROBLEM.

3.RESTAURANTS

OCCUPANT(S): 25

UNITS: 2

RESTAURANT NET SQUARE FOOTAGE: 2,500

TOTAL RESTAURANT NET SQUARE FOOTAGE: 5,000

KITCHEN NET SQUARE FOOTAGE: 400

TOTAL NET KITCHEN SQUARE FOOTAGE: 800

STORAGE NET SQUARE FOTAGE: 250

TOTAL STORAGE NET SQUARE FOOTAGE: 500

THE RESTAURANTS WILL SERVE THE PURPOSE OF THE WHOLE BUILDING. THEY WILL SERVE FOOD ACCORDING TO NORMAL RESTAURANT HOURS. THE RESTAURANTS CAN BE OPEN LONGER THAN THE STATION ITSELF, PROVIDING THE SERVICE TO THE

(RESTAURANT)

SURROUNDING CITY AT NIGHT.

THE SPATIAL RELATIONSHIP BETWEEN THE RESTAURANT AND THE BUILDING SHOULD BE LOCATED WITHIN THE CENTER OF THE SPACE OR SHOPPING AREA. HOWEVER THE CAFE WOULD BE PREFERABLE IF IT WAS CLOSER TO THE STATION WAITING.

SPECIAL CONSIDERATIONS FOR THE RESTAURANTS WOULD BE LIGHTING, DEPENDING ON HOW THE RESTAURANT IS LAID OUT. IF THERE IS MORE THAN ONE LEVEL THAN HANDICAP ACCESS NEEDS TO BE ADDRESSED.

FURNISHINGS AND EQUIPMENT THAT IS NEEDED FOR THE RESTAURANT WOULD BE TABLES, BOOTHS, WAITING AREA, KITCHEN EQUIPMENT, REFRIGERATORS/FREEZERS, SHELVING FOR STOCK.

MECHANICAL SYSTEMS THAT NEED TO BE CONSIDERED FOR THE RESTAURANT IS A FIRE SPRINKLER SYSTEM, ESPECIALLY IN THE KITCHEN. A MECHANICAL SYSTEM THAT FITS THE NEEDS IN ORDER TO KEEP THE TEMPERATURE A NORMAL ROOM TEMPERATURE.

EXTERIOR ENVIRONMENT CONSIDERATIONS WOULD BE SIGHT VISIBILITY TO THE OUTSIDE AS WELL AS THE TRAIN TRACKS. HAVING THE OUTSIDE VISIBLE FROM THE INSIDE MAKES A MORE DESIRABLE PLACE TO SIT. IN ADDITION TO SEEING THE TRAIN IN MOTION AS IT PASSES BY OR PULLS UP TO THE STATION.

4. READING ROOMS

OCCUPANT(S): 10

UNITS: 1

NET SQUARE FOOTAGE: 500

TOTAL NET SQUARE FOOTAGE: 500

THE FUNCTION OF THE READING ROOM WILL SERVE THE WHOLE BUILDING. A PLACE WHERE SOMEONE CAN GO A RELAX TO READ OR UNWIND. THE MAIN USERS MAY BE THE TRAIN STATION COMMUTERS, CONSIDERING THAT THEY MAY JUST BE WAITING FOR THEIR TRAIN. THIS SPACE GIVES THE OPPORTUNITY TO GO SOMEWHERE TO READ OR RELAX, RATHER THAN BEING ON DISPLAY IN THE PUBLIC WAITING AREA.

THE READING ROOM SHOULD BE CLOSE TO A STORE THAT SELLS READING MATERIAL. THE ROOM NEEDS TO BE LOCATED ON THE OTHER SIDE OF THE BUILDING AWAY FROM THE TRACKS.

(READING ROOM)

SPECIAL CONSIDERATIONS FOR THE READING ROOM SHOULD BE SOFTER OVERALL LIGHTING, DIRECT TASK LIGHTING AND COMFORTABLE SEATING (INDIVIDUAL/PAIRS).

FURNISHINGS AND EQUIPMENT NEEDED FOR THE READING ROOM ARE COUCHES, CARPET, CHAIRS, COFFEE TABLES AND DIRECT TASK LIGHTS.

MECHANICAL SYSTEM IN THE READING ROOM SHOULD BE ON THE QUIETER SIDE (POSSIBLE DIFFUSERS). THE POSSIBILITY TO PUMP IN A RELAXING FRAGRANCE THROUGH THE VENTILATION.

THE EXTERIOR ENVIRONMENT CONSIDERATIONS FOR THE READING ROOM COULD CONSIDER VISIBLY TO THE OUTSIDE. HOWEVER, THE FRAMED VIEW NEEDS TO BE SERENE AND NOT OF BUSY TRAFFIC AND PEOPLE.

5. MAGAZINE/BOOK/NEWSPAPER STORE

OCCUPANT(S): 40

UNITS: 1

STORE NET SQUARE FOOTAGE: 1,000

STORAGE NET SQUARE FOOTAGE: 200

TOTAL NET SQUARE FOOTAGE: 1,200

THE FUNCTION OF THE MAGAZINE/BOOK/NEWSPAPER STORE IS TO SERVE THE WHOLE BUILDING. THIS STORE GIVES THE OPPORTUNITY FOR THOSE WAITING IN THE STATION OR THOSE PASSING BY TO PICK UP SOMETHING TO READ. IT SHOULD BE FASHIONED SOMETHING LIKE YOU SEE IN AN AIRPORT. PRODUCTS RANGING IN READING MATERIAL AGE GROUPS.

A SPATIAL RELATIONSHIP THAT THIS ELEMENT OF THE BUILDING SHOULD HAVE IS THAT IT COULD BE LOCATED CLOSER TO THE STATION. REALISTICALLY IT WILL BE SERVING BUILDING WHOLLY, BUT WILL MAINLY BE USED BY THE COMMUTERS.

SPECIAL CONSIDERATIONS FOR THIS SPACE WOULD BE LIGHTING. MAKING SURE THAT THE PRODUCT IS EASILY HIGHLIGHTED. ACCESSIBLE SHELVING SHOULD BE ANOTHER CONSIDERATION. THE ABILITY TO EASILY PULL READING MATERIAL OFF THE SHELF. THE SHELVING ITSELF COULD BE BUILT IN FURNITURE.

THE FURNISHINGS AND EQUIPMENT FOR THE STORE WOULD BE

(MAGAZINE/BOOK/NEWSPAPER STORE)

BUILT IN SHELVING. THE ABILITY TO UTILIZE THE WALL SPACE WITHIN THE STORE IS AN IMPORTANT ASPECT. THERE WOULD ALSO NEED TO BE A CHECK OUT COUNTER FOR MERCHANDISE.

6. RETAIL STORE

OCCUPANT(S): 40

UNITS: 2

STORE NET SQUARE FOOTAGE: 2,500

TOTAL NET SQUARE FOOTAGE: 5,000

STORAGE NET SQUARE FOOTAGE: 250

TOTAL STORAGE NET SQUARE FOOTAGE: 500

THE FUNCTION OF THE RETAIL STORE IS TO GIVE THE OPPORTUNITY TO SHOP WITHIN THE BUILDING ITSELF. THE STORE MIGHT BE A CHAIN OR CRAFT STORE. THE ABILITY TO BRING REVENUE INTO THE BUILDING AND HELP SUPPORT THE LOCAL RETAIL COMMUNITY AS WELL.

THE SPATIAL RELATIONSHIP THE RETAIL STORE HAS WITH THE BUILDING WOULD MOST LIKELY BE PLACED ON THE MAIN FLOOR (IF THERE ARE TWO LEVELS) OR AT AN ENTRY POINT WITHIN THE BUILDING. THE RETAIL NEEDS TO BE ABLE TO HAVE A DIRECT VISUAL CONNECTION TO SOMEONE THAT IS ON THE STREET (PEDESTRIAN OR VEHICULAR).

THE RETAIL STORE NEEDS TO HAVE SPECIALTY LIGHTING TO DISPLAY THEIR PRODUCT. THE ACCESS SHOULD BE AT GROUND LEVEL OR AT A POINT OF ENTRY INTO THE BUILDING.

EQUIPMENT AND FURNISHINGS NEEDED FOR THE STORE WOULD BE DISPLAY CASES, CLOTHES HANGAR DISPLAYS, CHECK OUT COUNTER AND FITTING ROOMS.

THE MECHANICAL AND ELECTRICAL SYSTEMS NEED TO BE FASHIONED TO A RETAIL SET UP. MULTIPLE OUTLETS FOR CHANGING DISPLAYS, COMFORTABLE ENVIRONMENT (TEMPERATURE), LIGHTING FOR DISPLAYS AND SOUND SYSTEM FOR MUSIC.

THE EXTERIOR ENVIROMENTAL CONDITION WOULD BE VISUAL ACCESS TO THE EXTERIOR OF THE BUILDING FOR DISPLAYS. THE OPPORTUNITY TO REACH OUT TO THE PASSER-BY IS EXTREMELY VALUABLE FOR BUSINESS PROFIT.

8. OUTDOOR SPACE

OCCUPANT(S): 50

UNITS: 1

OUTDOOR SPACE NET SQUARE FOOTAGE: 500

TOTAL NET SQUARE FOOTAGE: 500

THE PURPOSE OF THE OUTDOOR SPACE IS TO HAVE AN OPPORTUNITY TO HAVE A PLACE TO SIT AND RELAX OUTSIDE OF THE BUILDING. THE SPACE CAN SERVE THE WHOLE BUILDING AS WELL AS THE SURROUNDING COMMUNITY. THE OPPORTUNITY TO GIVE A PLACE TO ENJOY THE OUTSIDE AND THE SURROUNDING CONTEXT AND PEOPLE WITHIN THE CITY. THE POSSIBILITY TO HAVE AN OUTSIDE SPACE CONNECTING OR ADJOINING TO THE RESTAURANTS, STORES OR PRIVATE ROOMS.

THE SPATIAL RELATIONSHIP TO THE OUTSIDE SPACE TO THE BUILDING WOULD BE ON GROUND LEVEL. IN TURN, THIS GIVES THE OPPORTUNITY FOR USERS OF THE BUILDING AND COMMUNITY TO USE THE SPACE SIMULTANEOUSLY. A POSSIBILITY TO HAVE OUTSIDE TERRACES OR BALCONYS FOR PRIVATE ROOMS COULD BE UNIQUE.

SPECIAL CONSIDERATIONS FOR THE OUTDOOR SPACE SHOULD BE SUNLIGHT, SHADE AND SHELTER. PHYSICAL ACCESS TO THE OUTDOOR SPACE SHOULD BE AVAILABLE TO ALL USERS OF THE COMMUNITY, NOT EXCLUSIVELY TO THE BUILDING.

FURNISHINGS FOR THE OUTDOOR SPACE WOULD REQUIRE COMFORTABLE SEATING AND TABLES. THE DIMENSION OF THE OUTSIDE SPACE SHOULD BE CONSIDERATE TO THE FORM OF THE BUILDING. THE SPACE SHOULDN'T BE A SQUARE OR CIRCULAR SHAPE JUST THROWN ONTO THE SIDE OF THE BUILDING.

AN ELECTRICAL SYSTEM SHOULD BE CONSIDERED FOR THE OUTSIDE TO INCLUDE LIGHTING AND MUSIC TO THE SPACE.

EXTERIOR CONSIDERATIONS FOR THE OUTDOOR SPACE SHOULD BE LOCATED BY THE ENTRANCE OR IN A FAVORABLE SETTING FOR AN OUTSIDE SPACE. THE LOCATION SHOULD BE VISIBLY AND PHYSICALLY ACCESSABLE TO EVERYONE.

9. RECEPTION AREA

OCCUPANT(S): 2

UNITS: 1

RECEPTION AREA NET SQUARE FOOTAGE: 400

TOTAL NET SQUARE FOOTAGE: 400

THE FUNCTION OF THE RECEPTION AREA IS TO DIRECT THE INCOMING USERS TO THEIR PREFERRED DESTINATION. THIS AREA WILL HAVE AN ATTENDANT PRESENT AT TIME OF BUSINESS.

THE SPATIAL RELATIONSHIP BETWEEN THE RECEPTION AND THE BUILDING SHOULD BE LOCATED BY THE ENTRANCE. THE RECEPTION SHOULD BE SHARED BY THE STATION AND THE GENERAL BUILDING.

SPECIAL CONSIDERATIONS FOR THE RECEPTION DESK SHOULD BE THAT IT IS LIGHTED PROPERLY. PROPER SIGNAGE ON THE DESK AREA SHOULD BE OBVIOUSLY VISIBLE.

FURNISHINGS FOR THE RECEPTION WILL BE A DESK AREA. THE DESK MIGHT STAND ALONE IN THE MIDDLE OF THE FLOOR SPACE OR PLACED AS A ROOM. A COMPUTER, CHAIR AND PHONE FOR THE PERSON SERVING THE DESK POSITION.

10. TICKETING BOOTH

OCCUPANT(S): 2

UNITS: 2

TICKETING BOOTH NET SQUARE FOOTAGE: 400

TOTAL NET SQUARE FOOTAGE: 400

THE FUNCTION OF THE TICKETING BOOTH WILL BE TO SERVE THE USERS OF THE STATION. THOSE NEEDING TRAIN SCHEDULES OR TO PURCHASE TICKETS.

THE SPATIAL RELATIONSHIP TO THE TICKETING BOOTH SHOULD BE LOCATION DIRECTLY OFF OF AN ENTRANCE. IF THERE WAS AN ENTRANCE SPECIFICALLY FOR THE STATION, THE BOOTH SHOULD BE LOCATED HERE.

FURNISHINGS AND EQUIPEMENT NEED FOR THE TICKET BOOTH ARE COMPUTERS, PRINTERS, CHAIRS AND DESK SPACE. CASEWORK FOR STORING OF FILES AND OTHER PAPERS. A SMALL CLOSET TO HANG WORKERS BELONGINGS OR SUPPLIES.

SITE CONDITIONS FOR THE TICKET BOOTH SHOULD BE VISIBLE CONNECTION TO THE TRAIN TRACKS.

11. SECURITY STATION

OCCUPANT(S): 4

UNITS: 1

SECURITY NET SQUARE FOOTAGE: 400

TOTAL NET SQUARE FOOTAGE: 400

THE FUNCTION OF THE SECURITY STATION IS TO HOLD PEOPLE FOR QUESTIONING OR TO MAKE REPORTS. THE SECURITY STATION COULD SERVE FOR THE WHOLE BUILDING.

THE RELATIONSHIP TO THE BUILDING AND THE SECURITY STATION SHOULD BE CLOSE TO THE TRAIN STATION AND BUILDING STORES.

SECURITY ROOM ACCESS SHOULD BE GRANTED TO THOSE WHO USE THE BUILDING (CUSTOMERS) AND EMPLOYEES. THE FULL ACCESS TO THE ROOM SHOULD BE RESTRICTED TO THE EMPLOYEES. PERHAPS A SMALL SEATING AREA FOR WAITING WOULD BE APPROPRIATE.

EQUIPMENT AND FURNISHING NEEDED FOR THIS ROOM CONSIST OF DESK, CHAIRS, COMPUTERS, PRINTERS, CASEWORK AND COPIERS.

12. INFORMATION KIOSK

OCCUPANT(S): 1

UNITS: 1

KIOSK NET SQUARE FOOTAGE: 10

TOTAL NET SQUARE FOOTAGE: 10

THE FUNCTION OF THE INFORMATION KIOSK IS TO SERVE QUESTIONS OF THE BUILDING. THE KIOSK COULD ALSO HAVE LITERATURE ABOUT THE SURROUNDING AREA ON ACTIVITIES, LODGING AND RENTALS.

THE LOCATION RELATIONSHIP BETWEEN THE KIOSK AND THE BUILDING SHOULD BE DIRECTLY PLACED BY THE ENTRANCE.

PROPERLY LIGHTING THE KIOSK WOULD BE A SPECIAL CONSIDERATION.

DESK SPACE, CHAIR, COMPUTER AND PRINTER FOR FURNISHING AND EQUIPMENT.

13. E-TICKETING

OCCUPANT(S): 0

UNITS: 5 FOR 200 S.F.

NET SQUARE FOOTAGE: 100

TOTAL SQUARE FOOTAGE: 100

THE FUNCTION OF THE E-TICKETING IS FOR QUICK EASY TICKET PRINT OFF. FIVE MACHINES WITHIN THIS SPACE WILL SERVE FAST SERVICE.

THE SPATIAL RELATIONSHIP OF THE TICKETING TO THE BUILDING SHOULD BE LOCATED BY THE TICKETING BOOTH OR THE ENTRANCE.

THE EQUIPMENT NEEDED FOR E-TICKETING WOULD BE THE MACHINES THEMSELVES.

14. BATHROOMS

OCCUPANT(S): 10

UNITS: 4

BATHROOM NET SQUARE FOOTAGE: 400

TOTAL NET SQUARE FOOTAGE: 1600

THE FUNCTION OF THIS SPACE IS TO SERVICE THE NEEDS OF THE USERS OF THE BUILDING.

THE RELATIONSHIPS BETWEEN THE BUILDING AND THE BATHROOM WOULD BE AT THE ENTRANCES, STATION, RESTAURANTS AND SHOPS.

EQUIPMENT AND FURNISHINGS FOR THE BATHROOMS WOULD BE TOILETS, PARTITIONS, SINKS, HAND DRYERS, PAPER TOWEL DISPENSERS, BABY CHANGE AND TRASH CANS.

15. OFFICE MANAGER

OCCUPANT(S): 1

UNITS: 1

OFFICE NET SQUARE FOOTAGE: 200

TOTAL NET SQUARE FOOTAGE: 200

THE FUNCTION OF THE MANAGER'S OFFICE IS TO HAVE A PLACE WHERE THE MANAGER OF THE STATION HAS A PLACE TO GO. THIS ROOM GIVES HIM THE OPPORTUNITY TO PERFORM THEIR MANAGERIAL FUNCTIONS.

THE MANAGER'S OFFICE AND THE TICKETING SHOULD BE IN RELATION TO THE TICKETING BOOTH. COMMUNICATION AND VISUAL

(MANAGER'S OFFICE)

LINES SHOULD BE IN DIRECT CONNECTION. THE OFFICE SHOULD ALSO HAVE VISUAL CONNECTION TO THE TRACK PLATFORM AS WELL. DAYLIGHT WOULD BE A FAVORED QUALITY.

16. SUPPORT OFFICE(S)

OCCUPANT(S): 4

UNITS: 2

OFFICE NET SQUARE FOOTAGE: 400

TOTAL NET SQUARE FOOTAGE: 800

THE FUNCTION OF THE SUPPORT OFFICES ARE TO HELP WITH THE EVERYDAY TASKS OF THE TRAIN STATION. OFFICES USED BY THE SUPPORT STAFF TO PERFORM THEIR DAILY JOBS.

A RELATIONSHIP BETWEEN THE MANAGER'S OFFICE AND THE TICKET BOOTH SHOULD BE IMPORTANT. HAVING THE OFFICE LOCATED CLOSE TO THESE SPACES WILL HELP IN COMMUNICATION AND TRAVELING DISTANCES.

ACCESS TO THE SPACE SHOULD BE DIRECT FROM THE TICKETING BOOTH AND A SECONDARY CORRIDOR SPECIFIC TO THE OFFICES. DAYLIGHT WOULD ALSO BE A QUALITY ELEMENT.

DESKS, CHAIRS, COMPUTERS, PRINTERS, COPIERS AND CASEWORK WOULD BE NEEDED FOR THE EQUIPMENT AND FURNISHINGS.

17. INSPECTION ROOM

OCCUPANT(S): 4

UNITS: 1

INSPECTION ROOM NET SQUARE FOOTAGE: 250

TOTAL NET SQUARE FOOTAGE: 250

THE PURPOSE OF THE INSPECTION ROOM IS TO EXAMINE THE LUGGAGE AND PACKAGES THAT WILL BOARD THE TRAIN. A ROOM THAT IS DEDICATED TO THIS PURPOSE HELPS ENSURE SECURITY TO THOSE TRAINS USERS.

THE RELATIONSHIP BETWEEN THE INSPECTION ROOM AND SECURITY OFFICE WOULD BE RECOMMENDED. IF THE OPTION TO HAVE THE PERSON(S) WAIT IN THE SECURITY OFFICE WHILE HAVING THEIR PACKAGES INSPECTED WOULD BE PREFERRABLE. THE USE OF THIS ROOM IS ADVANTAGE OVER AN EMPLOYEE'S OFFICE.

18. LOST PROPERTY OFFICE

OCCUPANTS: 4

UNITS: 1

OFFICE NET SQUARE FOOTAGE: 250

TOTAL NET SQUARE FOOTAGE: 250

THE PURPOSE OF THIS ROOM IS TO MAKE OR CLAIM LOST PROPERTY THROUGH THE TRAIN STATION.

THE RELATIONSHIP BETWEEN THE MANAGER'S OFFICE AND THE LOST PROPERTY WOULD BE FAVORABLE. THEREFORE, THE MANAGER MAYBE THE ONE RUNNING THE OFFICE IN WHICH HE ALONE HAS ACCESS TO THE LUGGAGE.

EQUIPMENT OR FURNINSHINGS NEEDED FOR THIS ROOM ARE DESK, CHAIR, COMPUTER, PRINTER, COPIER AND CASEWORK. LOCKABLE CABINETS WOULD BE PREFERRABLE.

19. EMPLOYEE LOUNGE

OCCUPANT(S): 10

UNITS: 1

LOUNGE SQUARE FOOTAGE: 500

TOTAL SQUARE FOOTAGE: 500

THE FUNCTION OF THIS SPACE IS TO SERVE THE EMPLOYEES OF THE TRAIN STATION. A PLACE WHERE THEY CAN GO TO EAT AND RELAX WITHIN A SPACE THAT IS EXCLUSIVELY DESIGNATED TO THEM.

THE LOUNGE SHOULD BE IN RELATION TO THE OFFICES OF THE EMPLOYEES. THE ACCESS SHOULD BE OFF OF A SECONDARY CORRIDOR DESIGNATED FOR THE EMPLOYEES.

EQUIPMENT AND FURNISHINGS FOR THE EMPLOYEE LOUNGE WOULD BE CHAIRS, TABLES, SINK, TRASH, MICROWAVE AND REFRIGERATOR.

EXTERIOR ENVIRONMENTAL CONSIDERATIONS FOR THE EMPLOYEE LOUNGE WOULD BE PREFERRABLY TO VIEW THE OUTSIDE COMMUNITY WHILE ON BREAK.

20. EMPLOYEE LOCKER ROOM

OCCUPANT(S): 10

UNITS: 2

LOCKER ROOM SQUARE FOOTAGE: 400

TOTAL LOCKER ROOM SQUARE FOOTAGE: 800

(LOCKER ROOM)

THE PURPOSE OF THE LOCKER ROOM IS A SPACE FOR THE EMPLOYEES TO STORE THEIR BELONGINGS.

THE RELATIONSHIP WITH THE LOCKER ROOM SHOULD BE WITH THE EMPLOYEE LOUNGE. THE POSSIBILITY TO HAVE DIRECT CONNECTION FROM THE LOUNGE WOULD BE PREFERRABLE.

EQUIPMENT AND FURNISHINGS FOR THE LOCKER ROOM ARE LOCKERS, BENCHES, SINKS, TRASH, PAPER AND SOAP DISPENSERS.

21. STATION STORAGE

OCCUPANT(S): 0

UNITS: 1

STORAGE NET SQUARE FOOTAGE: 400

TOTAL NET SQUARE FOOTAGE: 400

THE PURPOSE OF THE STATION STORAGE IS TO PLACE EQUIPMENT AND MISCELLANEOUS ITEMS IN A SAFE PLACE. THE OPTION TO STORE OVERFLOW OF BAGGAGE COULD BE A POSSIBILITY.

A SPATIAL RELATIONSHIP BETWEEN THE STATION STORAGE, BAGGAGE STORAGE AND THE MANAGER'S OFFICE SHOULD BE CONSIDERED. THE VISUAL CONNECTION BETWEEN THE STORAGE AREA AND THE MANAGER MUST BE ACCESSIBLE.

FURNISHINGS NEEDED FOR THIS SPACE WOULD BE SHELVING. MOVABLE SHELVING WOULD BE PREFERABLE.

22. BAGGAGE STORAGE

OCCUPANT(S): 0

UNITS: X NUMBER OF LOCKERS TO FIT SPACE

STORAGE NET SQUARE FOOTAGE: 350

TOTAL NET SQUARE FOOTAGE: 350

THE PURPOSE OF THE BAGGAGE STORAGE IS TO GIVE THE OPPORTUNITY TO DROP OFF YOUR LUGGAGE FOR A SHORT PERIOD OF TIME. THE OPPORTUNITY NOT TO BE OBLIGATED TO STAY WITH YOU LUGGAGE.

EQUIPMENT FOR THE BAGGAGE STORAGE IS SMALL AND LARGE LOCKABLE LOCKERS.

23. MECHANICAL ROOM

OCCUPANT(S): 0

UNITS: 1

MECHANICAL ROOM NET SQUARE FOOTAGE: 1500

TOTAL NET SQUARE FOOTAGE: 1500

THE FUNCTION OF THE MECHANICAL ROOM IS TO SERVE THE HEATING AND COOLING FUNCTIONS OF THE BUILDING.

THIS SPACE SHARES A SPATIAL RELATIONSHIP WITH THE OTHER UTILITY SPACES. GROUPING THEM TOGETHER WOULD BE BETTER TO SERVICE THEM.

THIS SPACE SHOULD BE PLACED IN AN UNDESIRABLE LOCATION WITHIN THE BUILDING.

24. COMMUNICATION ROOM

OCCUPANT(S): 0

UNITS: 1

COMMUNICATION ROOM NET SQUARE FOOTAGE: 200

TOTAL NET SQUARE FOOTAGE: 200

THE PURPOSE OF THE COMMUNICATION ROOM IS TO SERVE AS A HOUSING FOR THE COMMUNICATION LINES THROUGHOUT THE BUILDING.

THIS SPACE SHARES A SPATIAL RELATIONSHIP WITH THE OTHER UTILITY SPACES. GROUPING THEM TOGETHER WOULD BE BETTER TO SERVICE THEM.

THIS SPACE SHOULD BE PLACED IN AN UNDESIRABLE LOCATION WITHIN THE BUILDING.

25. ELECTRICAL CLOSET

OCCUPANT(S): 0

UNITS: 1

ELECTRICAL CLOSET NET SQUARE FOOTAGE: 100

TOTAL NET SQUARE FOOTAGE: 100

THE PURPOSE OF THE ELECTRICAL CLOSET IS TO SERVE THE ELECTRICAL NEEDS OF THE BUILDING.

THIS SPACE SHARES A SPATIAL RELATIONSHIP WITH THE OTHER UTILITY SPACES. GROUPING THEM TOGETHER WOULD BE BETTER TO SERVICE THEM.

THIS SPACE SHOULD BE PLACED IN AN UNDESIRABLE LOCATION WITHIN THE BUILDING.

CIRCULATION SPACES

26. MAIN CIRCULATION CORRIDOR

OCCUPANT(S): UNLIMITED

UNITS: 1

MAIN CORRIDOR NET SQUARE FOOTAGE: 30,000

TOTAL NET SQUARE FOOTAGE: 30,000

THIS SPACE SERVES AS THE MAIN CIRCULATION RUN. THIS CORRIDOR WILL SERVE THE WHOLE BUILDING. SHOPS, RESTAURANTS AND THE STATION WILL STEM OFF OF THIS CORRIDOR.

FURNISHINGS FOR THE MAIN CORRIDOR CAN BE SEATING, TABLES AND TRASH BINS.

LIGHTING SHOULD BE PLANNED OUT ACCORDING TO THE LAYOUT OF THE STORES AND PATH OF CIRCULATION. LIGHTING SHOULD ALSO BE CONSIDERED HIGH POWERED ENOUGH TO BEAM LIGHT OUT OF THE BUILDING THE TEMPERATURE SHOULD BE FAVORABLE TO THE USERS. ACCESS SHOULD BE GRANTED TO ALL USERS OF THE BUILDING.

THE OUTSIDE COMMUNITY WOULD BE FAVORABLE TO SEE. DAYLIGHT WITHIN THE SPACE IS A MUST.

27. ENTRY/FOYER

OCCUPANT(S): UNLIMITED

UNITS: 1

ENTRY NET SQUARE FOOTAGE: 2,500

TOTAL NET SQUARE FOOTAGE: 2,500

THIS SPACE IS FOR TRANSITIONING FROM THE OUTSIDE TO THE INSIDE OF THE BUILDING.

THE RELATIONSHIP BETWEEN THE OUTSIDE AND INSIDE OF THE BUILDING IS SEPARATED BY THE ENTRY/FOYER.

28. PLATFORM WAITING

OCCUPANT(S): UNLIMITED

UNITS: 1

PLATFORM NET SQUARE FOOTAGE: 8,000

TOTAL NET SQUARE FOOTAGE: 8,000

THE PURPOSE OF THE PLATFORM WAITING IS TO HAVE PLACE TO WAIT FOR THE TRAIN BESIDES THE INSIDE WAITING AREA.

(PLATFORM WAITING)

THE PLATFORM WAITING IS USED BY THE COMMUTERS OF THE STATION. HOWEVER, THE PLATFORM MAY BECOME A PLACE TO SIT, RELAX AND OBSERVE THE PEOPLE AND TRAIN MOVEMENT.

OTHER SPACES THAT THE PLATFORM WAITING SHARES RELATIONSHIPS WITH ARE THE MAIN WAITING AREA, MAIN CIRCULATION CORRIDOR, TICKETING BOOTH AND MANAGER'S OFFICE.

THE PLATFORM SHOULD BE WELL LIT FOR NIGHT AT ALL TIMES DUE TO SAFETY CONCERNS. THE POSSIBILITY FOR SMALL SPACE HEATERS TO BE PLACED ON THE PLATFORM FOR THOSE WAITING FOR THE TRAIN DURING THE COOLER MONTHS.

EQUIPMENT AND FURNISHINGS INCLUDE BENCHES AND AVAILABLE PORTABLE CARTS FOR LUGGAGE EXCHANGE.

THE PLATFORM WAITING NEEDS TO BE IN DIRECT LOCATION OF THE TRAIN TRACKS.

29. MECHANICAL SYSTEM

THE PROPOSAL IS FOR TWO SEPARATE HEATING AND COOLING SYSTEMS. THE FIRST HVAC SYSTEM WILL SERVICE THE RESTAURANTS. THE LOCATION OF THE MECHANICAL ROOM WILL BE NESTED INTO THE EARTH BEHIND THE KITCHENS. THE MECHANICAL ROOM WILL BE ACCESSIBLE THROUGH ONE OF THE RESTAURANTS. THE DUCTS WILL BE VISIBLE FROM THE GROUND, FEEDERS RUNNING OFF OF A MAIN DUCT.

THE SECOND PROPOSAL FOR AN HVAC SYSTEM WILL BE LOCATED IN THE MAIN BUILDING HOUSING THE STATION. THERE WILL BE A DEDICATED MECHANICAL ROOM FOR THE HVAC. THIS DUCT SYSTEM WILL BE VISIBLE FROM THE GROUND AS WELL. A MAIN DUCT WILL RUN THROUGH THE CIRCULATION CORRIDOR WITH FEEDERS BRANCHING OFF TO SUPPLY HEAT AND AIR TO THE SMALLER SHOPS.

30. STRUCTURAL SYSTEM

THE PROPOSAL IS FOR TWO SEPARATE STRUCTURAL SYSTEMS. THE FIRST STRUCTURAL SYSTEM WILL CONSIST OF A SIMPLE COLUMN AND TRUSS SYSTEM WITH FLAT ROOF FOR THE RESTAURANT.

THE SECOND STRUCTURAL SYSTEM, LOCATED IN THE TRAIN STATION WILL CONSIST OF A CURTAIN WALL SYSTEM AND BOWSTRING TRUSSES FOR THE ROOFING.

VII. SITE ANALYSIS DOCUMENTATION

OTHER SITES CONSIDERED: DEARBORN

THE SITE FOR AMTRAK (DEARBORN) SITS BEHIND DEARBORN'S LIBRARY, POLICE STATION AND CIVIC CENTER. THE MAIN ROADS ARE MICHIGAN AVENUE AND SOUTHFIELD FREEWAY. ALTHOUGH, SURROUNDED BY THE ACTIVITY OF THE CIVIC BUILDINGS SURROUNDING IT, THE STATION ITSELF IS UNNOTICED TO THE HEAVY TRAFFIC FLOW OF MICHIGAN AVE. HOWEVER, THERE ARE GREEN SPACES SURROUNDING THE SITE.



OTHER SITES CONSIDERED:
TOLEDO

THIS AMTRAK, AN END STATION, WAS ON THE LARGER SCALE OF THE PROGRAM. HOWEVER, LOCATED CLOSE TO THE DOWNTOWN, IT WAS PUSHED BACK OFF OF THE MAIN STREET. THIS STATION WAS NESTED IN WITH RESIDENTIAL AND INDUSTRIAL. IN FRONT OF THE DROP OFF WAS A SMALL GREEN SPACE FOR THE STATION AND COMMUNITY.



OTHER SITES CONSIDERED: DETROIT

THE MICHIGAN TRAIN DEPOT IS LOCATED ON MICHIGAN AVENUE BY INTERSTATE 75. CURRENTLY THE DEPOT IS ABANDONED AND QUICKLY DECOMPOSING. YEARS AGO, THE DEPOT WAS A THRIVING END STATION. PUBLIC TRANSPORTATION ALSO WAS AN IMPORTANT FACTOR IN THE VOLUME OF PEOPLE USING THE STATION. THE STATION HAS A LARGE GREEN SPACE IN THE FRONT OF THE BUILDING, WITH DROP OFF AREA AND PLACES TO SIT. THE CURRENT SURROUNDING SITE IS SLOWLY DETERIORATING AS WELL. THERE ARE MANY ABANDONED BUILDINGS AND LOTS. THERE ARE FEW CORNER STORES, RESIDENTIAL HOUSING, AND COMMERCIAL BUILDINGS.



OTHER SITES CONSIDERED: ANN ARBOR

THE ANN ARBOR AMTRAK STATION IS LOCATED ON THE END OF MAIN STREET, NOT FAR OFF THE UNIVERSITY OF MICHIGAN CAMPUS. THIS PARTICULAR AMTRAK BUILDING IS A THROUGH STATION. THE SURROUNDING AREA WAS INHABITED BY RESIDENTIAL, RETAIL AND COMMERCIAL. DIAGONAL FROM THE SITE (OVER THE BRIDGE) IS A SMALL PARK OVER LOOKING A RIVER. IMMEDIATELY NEXT TO THE AMTRAK IS A SMALL RESTAURANT OVERLOOKING THE TRACKS AND PARK. THE SURROUNDING CONTEXT WAS THRIVING WITH MOVEMENT OF PEOPLE AND VEHICLES.



SITE CHOSEN: ROYAL OAK

THE SITE CHOSEN WAS ROYAL OAK, MICHIGAN. THE SITE IS LOCATED ON 11 MILE AND WASHINGTON. THE CURRENT CONDITION, FOR THE AMTRAK STOP, IS TWO PAVILIONS ON THE TRACKS. THE PAVILIONS ARE UNSEEN FROM THE ROAD AND PARKING. THE PAVILIONS ARE EXPOSED TO THE ELEMENTS AND ARE VERY UNINVITING. THE IMMEDIATE BUILDING IS PRIMARILY USED FOR THE GREYHOUND/CITY BUS, BUT ALSO IF NEEDED THE TRAIN. THE SURROUNDING CONTEXT HAS RESIDENTIAL, COMMERCIAL, RETAIL, POSTAL SERVICES AND PUBLIC SURFACE PARKING. THE LANDSCAPE CHANGES IN ELEVATION IN RELATION TO THE TRACK CONDITIONS. THE LANDSCAPE OF THE TRACKS IS COVERED IN GREENERY AND TREES. THE AREA AROUND THE SITE IS VIBRANT WITH PEOPLE, VEHICLES AND TRAINS. THE SITE CAN BE TURNED INTO A CENTRAL HUB OF PEDESTRIAN TRAFFIC.



ROYAL OAK





THE CHOSEN SITE IS APPROXIMATELY 128,000 SQUARE FEET (INCLUDING THE BUS STATION). HOWEVER, THE BUS STATION WILL STAY INTACT AND BE LINKED WITH THE PROPOSED TRAIN STATION.

ON THE SITE CURRENTLY IS A WENDY'S RESTAURANT AND A CITY COMMERCE BUILDING. THE INTENTION IS TO DEMOLISH THESE BUILDINGS AND INCORPORATE THEM INTO THE STATION.

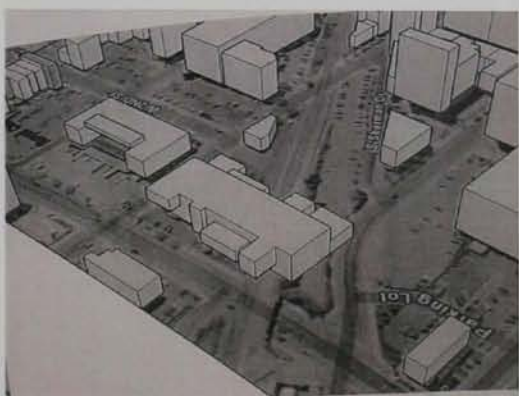
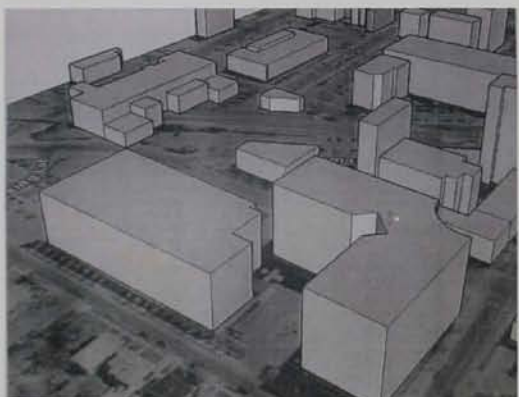
PUBLIC SURFACE PARKING IS IN ABUNDANCE AT THE SITE ON BOTH SIDES OF THE TRACKS. THE INTENTIONS IS TO USE THIS PARKING FOR THE TRAIN AND BUS STATION.



THERE IS A MUCH NEEDED USE FOR A TRAIN STATION BUILDING. CURRENTLY THE SITE ONLY OFFERS PAVILIONS FOR PEOPLE WAITING FOR THE AMTRAK TO PICK THEM UP.



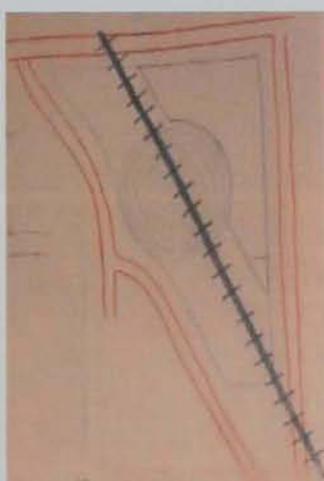
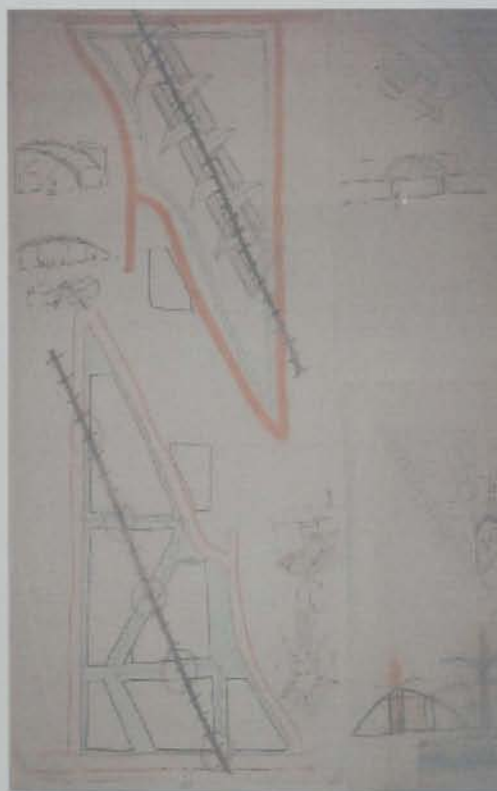
STUDY MODELS WERE PRODUCED TO SEE HOW THE MASSING OF A PROPOSED BUILDING WITH FIT INTO THE EXISTING BUILDING CONDITIONS. THE BUILDING SITS ON 11 MILE AND WASHINGTON CORNER WITH SOME SPACES SPANNING OVER THE TRACKS TO ADDRESS THE BUS STATION AND SHERMAN ROAD.

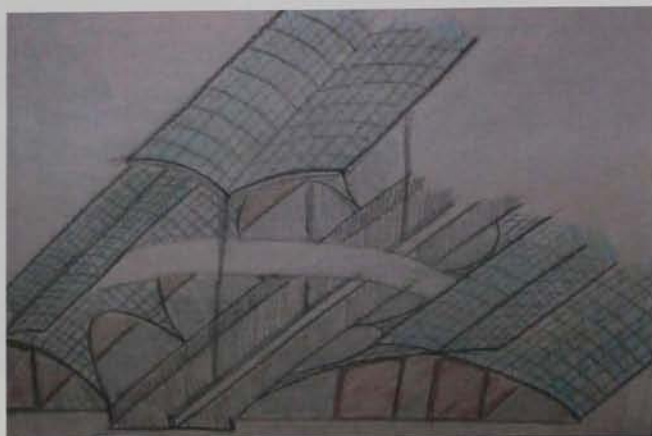


THIS MODEL ADDRESS THE 11 MILE AND WASHINGTON CORNER AS WELL. HOWEVER, THE QUESTION EXPLORED IS DO ALL OF THE FUNCTIONS OF THE STATION NEED TO BE ON ONE FLOOR? IS IT POSSIBLE TO CREATE UNIQUE SPACES ON INDIVIDUAL FLOORS AND CAN MORE SPACES BE CREATED AROUND, UNDER AND BETWEEN THEM



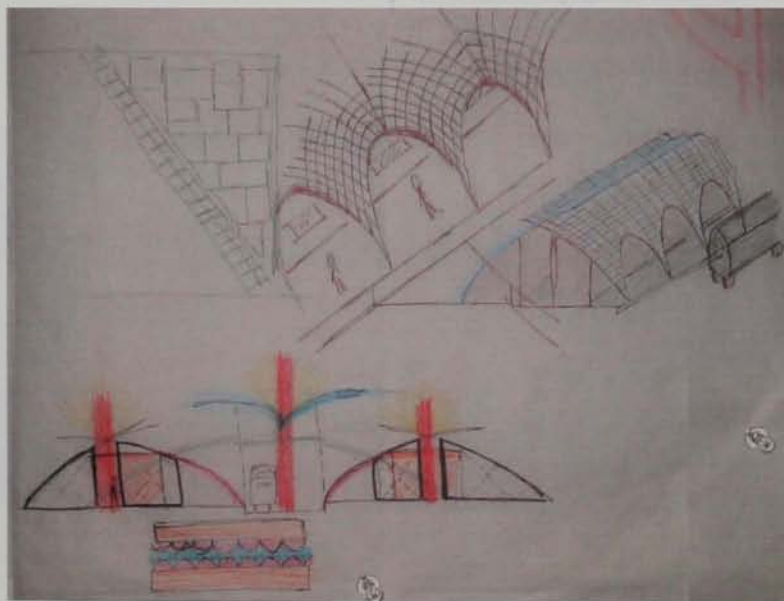
THE NEXT STEP WAS HOW TO ADDRESS THE SITE IN RESPECT TO TREATING THE CORNERS. DO YOU BEGIN TO ADDRESS ONLY ONE SIDE OF THE SITE OR BEGIN TO SPAN ACROSS THE WHOLE. HOW DOES THE BUILDING FOOTPRINT MORPH INTO THE CHARACTERISTICS OF THE SITE? HOW DO YOU BEGIN TO ADDRESS THE CONNECTION LINK BETWEEN THE EXISTING BUS STATION AND PROPOSED TRAIN STATION? HOW DOES THE BUILDING ADDRESS THE ELEVATION CHANGES ON THE SITE? DOES THE STATION NEED TO BE A SINGLE BUILDING OR A COLLECTION? HOW DO YOU BEGIN TO EXPRESS THE DIFFERENT USES OF MOVEMENT WITHIN THE BUILDINGS STRUCTURE?





IF THE BUILDING SPANS
ALONG THE TRACKS HOW DO
DIFFERENTIATE BETWEEN THE
CIRCULATION OF THE TRAIN AND
PEOPLE. THE POSSIBILITY MAY BE
IN THE VARYING HEIGHT OF THE
STRUCTURE. DIFFERENT FORMS
OF MOTION GET TREATED WITH
DIFFERENT VARYING HEIGHTS.

THERE COULD BE
POSSIBILITIES WHERE THE
STRUCTURE SERVES AS A
PEDESTRIAN WALKWAY
TO THE OUTSIDE. THE
OPPORTUNITY TO HAVE A
COVERED WALKWAY AND
UNIQUELY TREATED PATH
CREATES NEW EXPERIENCES
FOR THE BUILDING AND
PEDESTRIAN



THE TREATMENT OF
THE STRUCTURE
CAN BECOME AN
OPPORTUNITY
TO EXPRESS THE
PRESENCE WITHIN
THE CITY. THE
STRUCTURE TAKES
THE OPPORTUNITY
TO SEND OUT A
MESSAGE OF LIFE AND
MOVEMENT.



THE ABOVE PICTURE IS OF THE SITE LOOKING IN FROM ACROSS WASHINGTON. THE TRAIN TRACKS AND ELEVATION ARE A SLICING ELEMENT THROUGH THIS PART OF THE SITE.



THE BELOW PICTURE IS OF THE SITE LOOKING OUT ONTO WASHINGTON STREET. THE ELEVATION OF THE TRACK GIVES AN OPPORTUNITY TO SEE THE SURROUNDING BUILDINGS FROM A DIFFERENT HEIGHT PERSPECTIVE.





VEHICULAR MOVEMENT



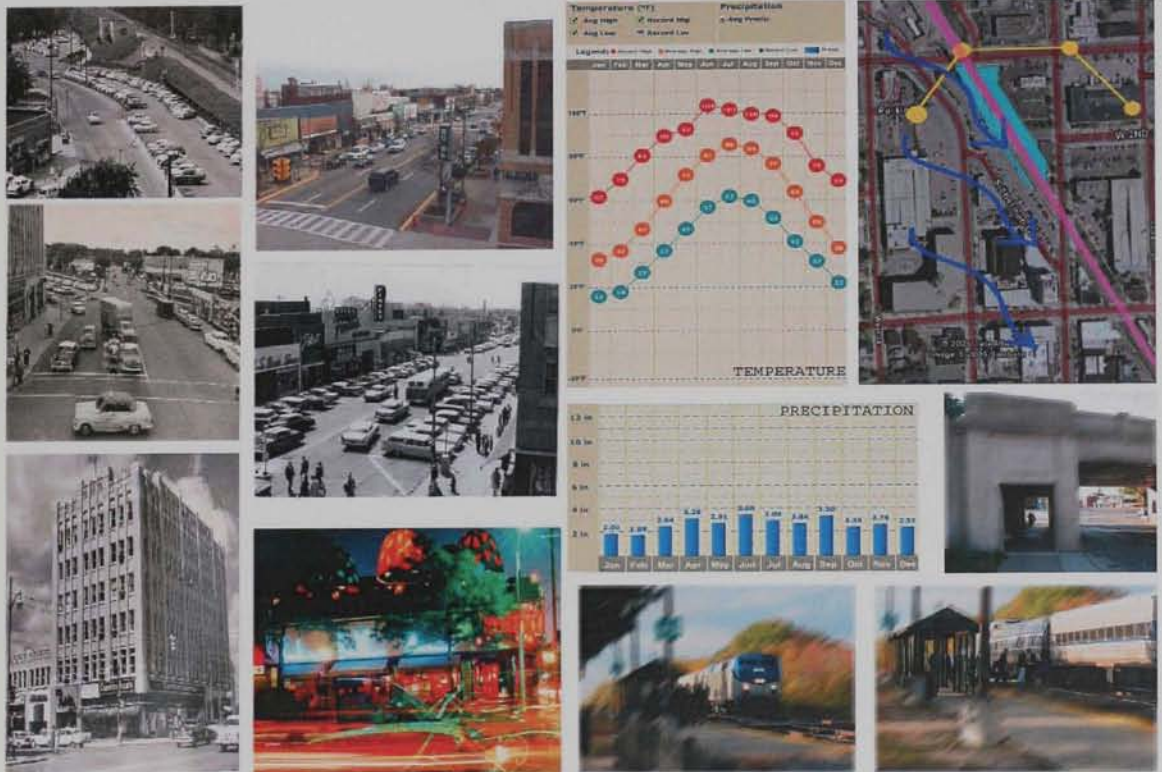
HARDSCAPE VS. SOFTSCAPE



BUILDING USAGE

THE STUDY OF TRAFFIC AND PEDESTRIAN TRAFFIC WAS ESSENTIAL TO THE QUALITIES TO THE SITE. AMONG OTHER THINGS THAT WERE INFLUENTIAL TO THE CHOOSING OF THE SITE WERE PUBLIC PARKING, GREEN SPACES AND THE MIXED COMMUNITY OF RESIDENTIAL, COMMERCIAL AND RETAIL.



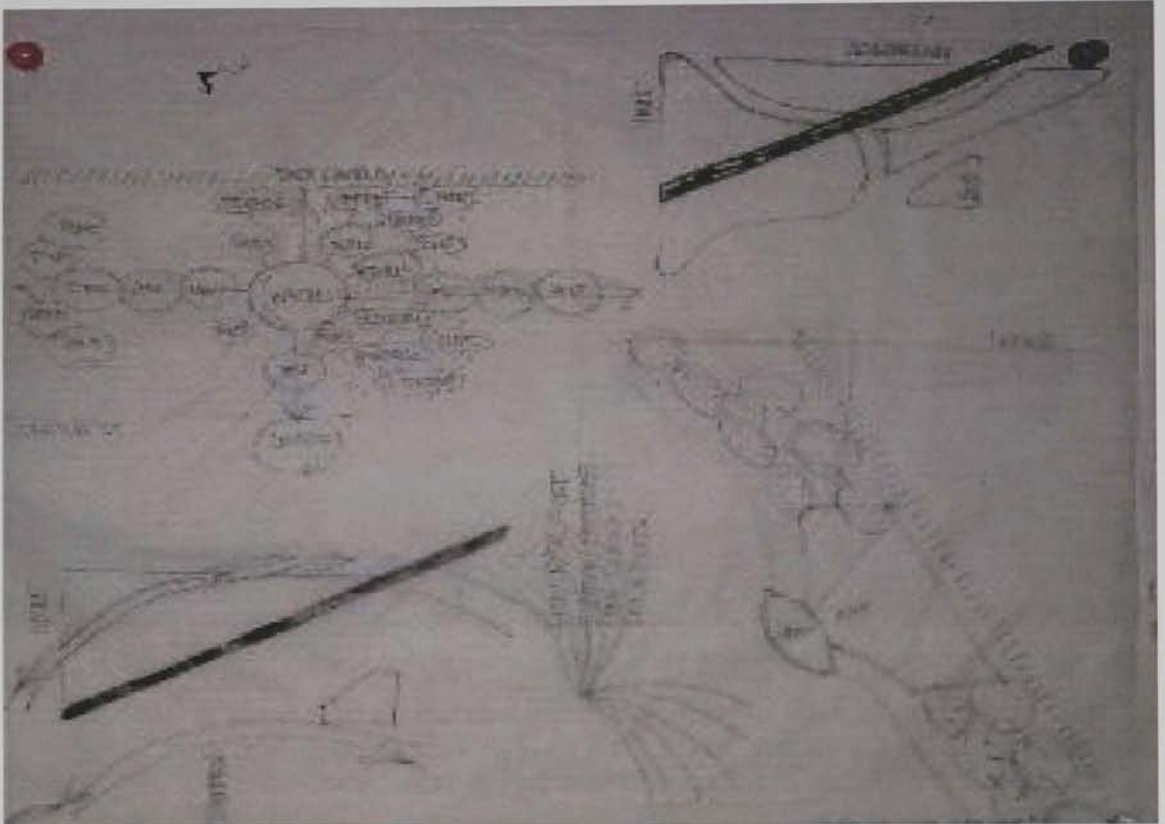


HISTORY, LIFE, VIEWS AND CLIMATIC UNDERSTANDINGS WERE ALSO AN IMPORTANT RESEARCH TOOL. THE CURRENT SITE, AT THE TRACKS, HAS NOT CHANGED DRASTICALLY OVER THE YEARS OF THE DEVELOPMENT OF THE CITY (SHOWN UPPER LEFT CORNER). MANY BUILDING HAVE STILL REMAINED INTACT AS FOR EXAMPLE THE WASHINGTON BUILDING (SHOWN LOWER LEFT CORNER).

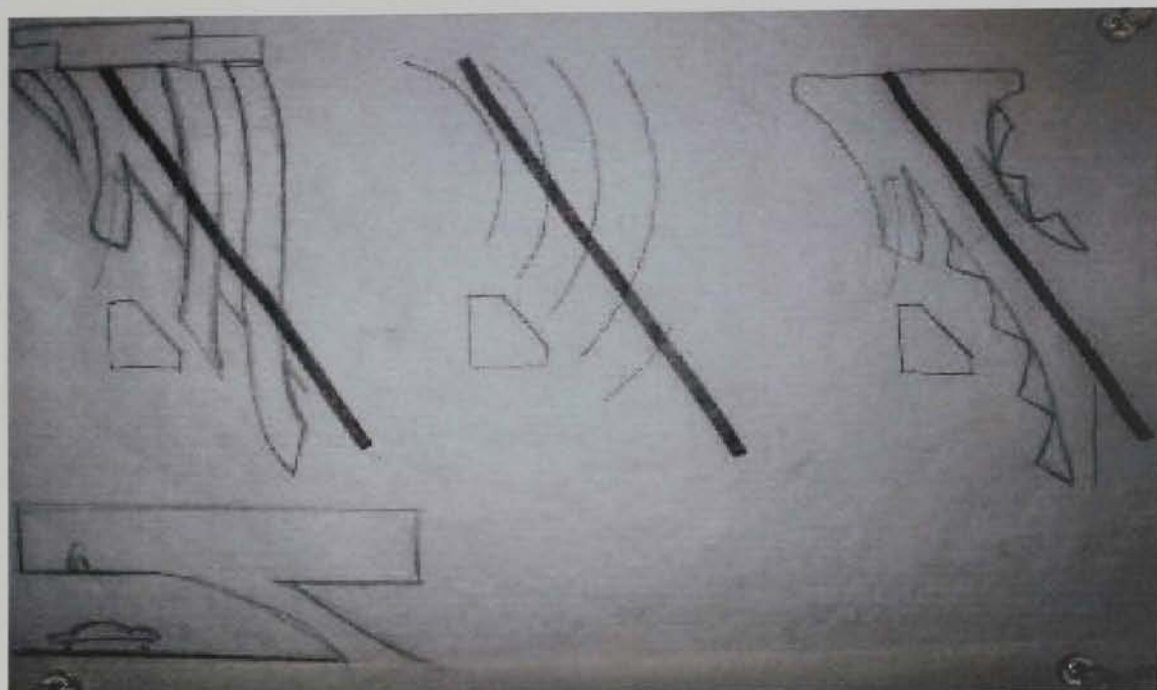
THE TRAIN IS AN EVER PRESENCE WITH ROLLING THROUGH THE CITY EVERYDAY, STOPPING VEHICULAR AND PEDESTRIAN TRAFFIC. THERE ARE MANY OPPORTUNITIES TO HAVE A FRAMED VIEW OF THE TRAIN AS IT PASSES THROUGH AT MANY INTERSECTIONS.

THE NIGHT LIFE OF THE CITY IS BUSIER AND GROWING MORE THAN EVER BEFORE. WITH A HEALTHY ENVIRONMENT ON IT'S WAY TO AN EVER MORE VIBRANT CITY, ENCOMPASSING MANY CHARACTERISTICS TO MAKE FOR A GOOD SITE.

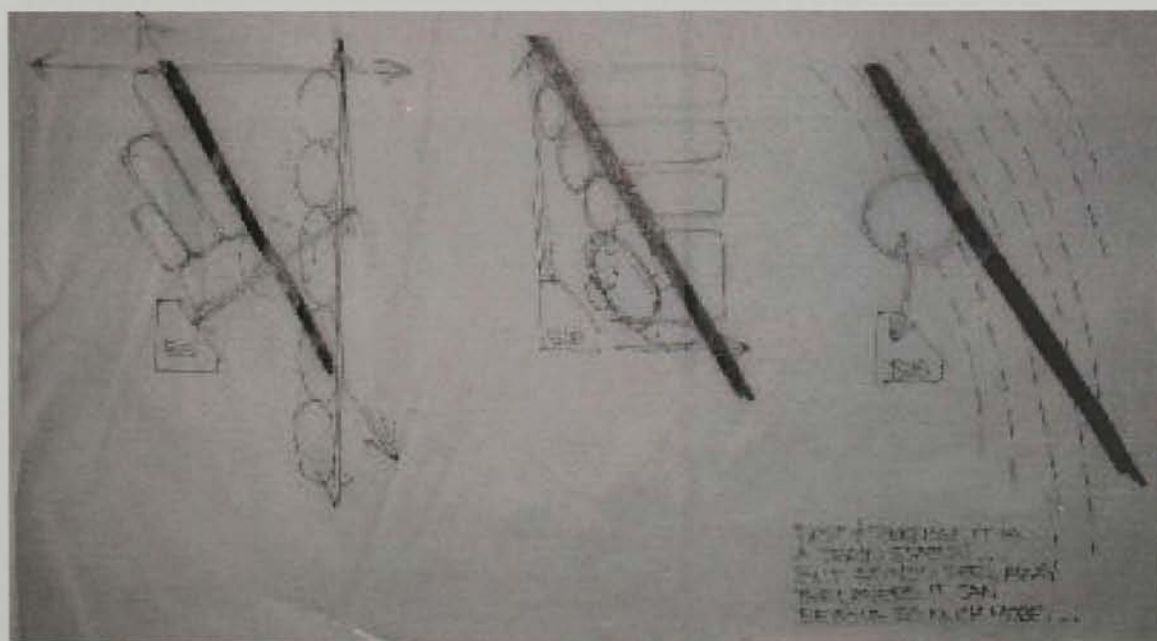
VIII. SPRINGBOARD

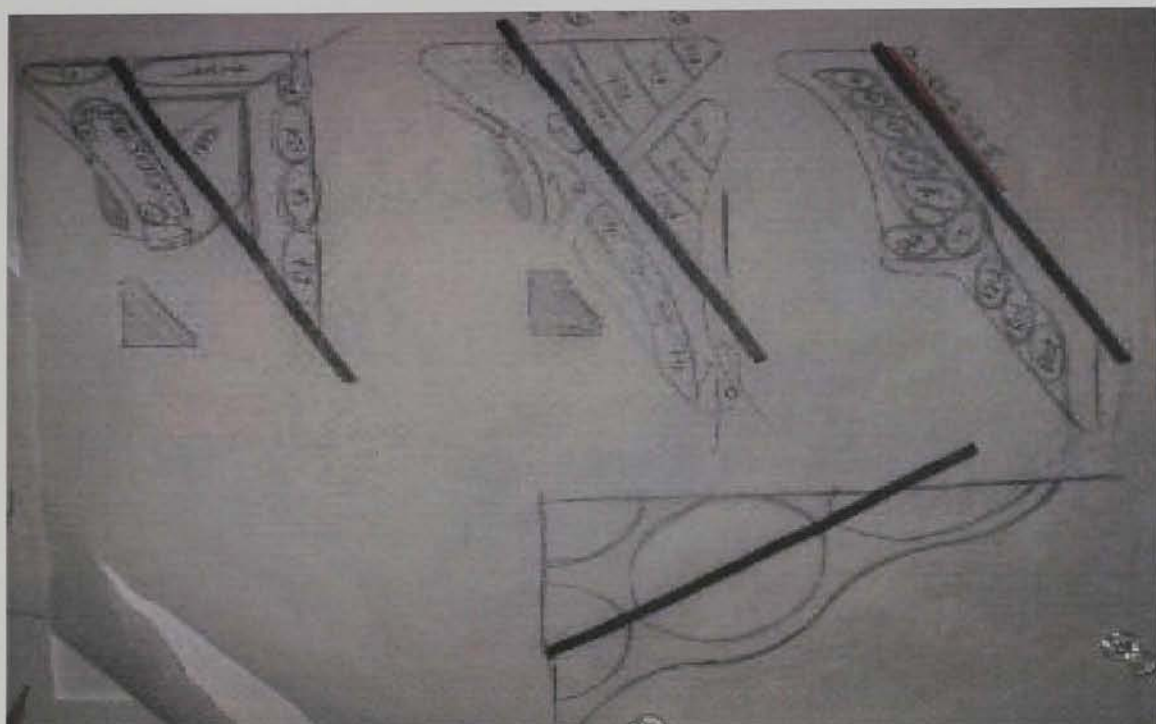


THE CONTINUATION OF THE SPRINGBOARD DOCUMENTATION WAS TO START ANALYZING BUILDING PROGRAM AND FORM IN RELATION TO YOUR SITE. I STARTED LOOKING AT THE PROGRAM SPACES AND THEIR RELATIONSHIPS TO EACH OTHER. IN UNDERSTANDING WHERE PARTICULAR FUNCTIONS NEEDED TO BE PLACED I STARTED TO DIAGRAM THEM ONTO THE SITE. OPTIONS I STARTED CONSIDERING WERE IF THE BUILDING NEEDED TO BE ON BOTH SIDES OF THE SITE OR GENERALLY ON ONE. I HAD TO EVALUATE THE PROS AND CONS OF THE BUILDING PLACEMENT. ANOTHER ASPECT I WANTED TO CONSIDER WAS BUILDING INTO THE ELEVATION AT THE NORTH OF THE SITE AND A DROP OFF POINT ON THE SITE.



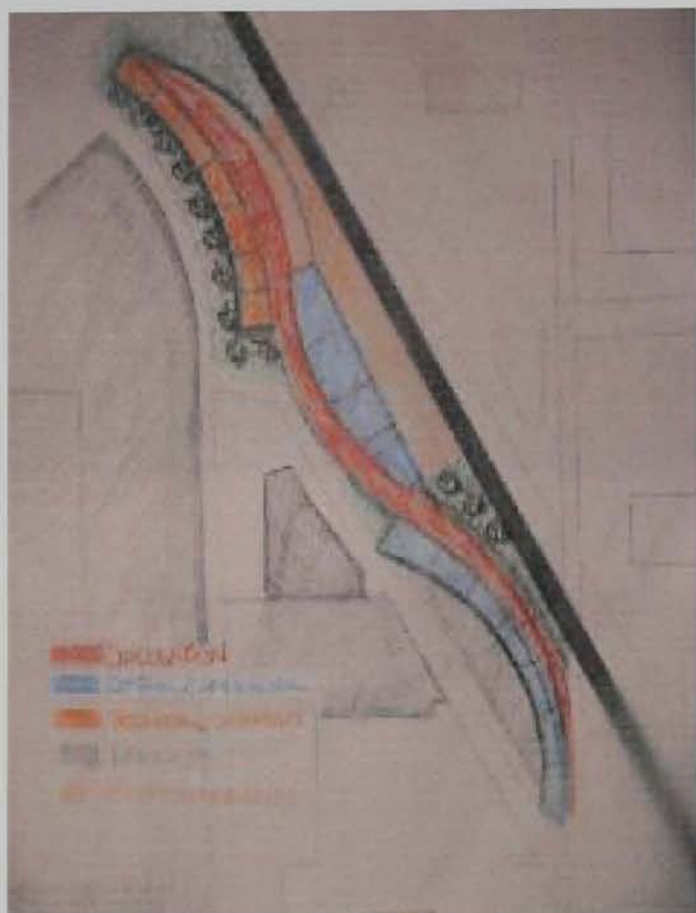
FINDING THE BUILDING'S FORM TO MESH WITH THE SITE WAS DIFFICULT. WHEN TRYING TO ANALYZE WHETHER OR NOT TO BUILD ON ONE SIDE OR THE OTHER WAS CHALLENGING DO TO THE SPACE GIVEN BY THE SITE AND THE SPACE NEEDED BY THE PROGRAM.



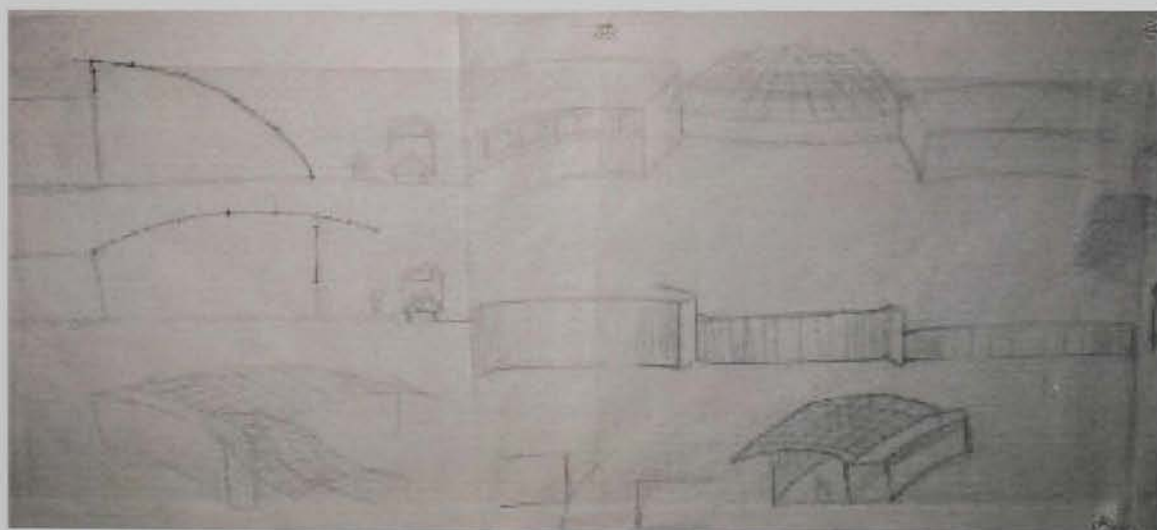


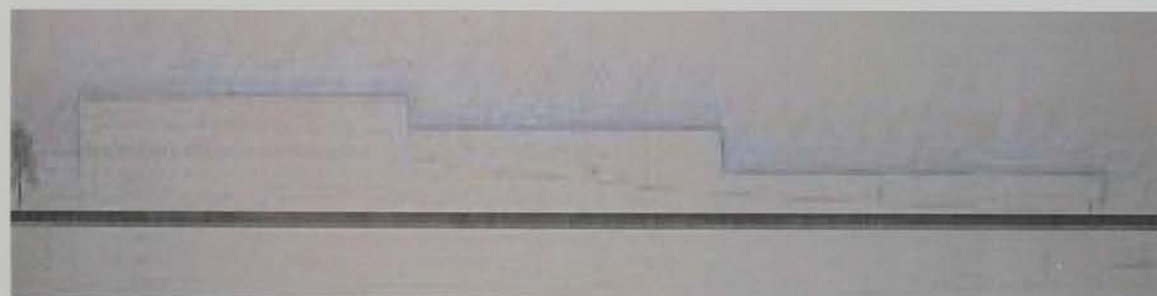
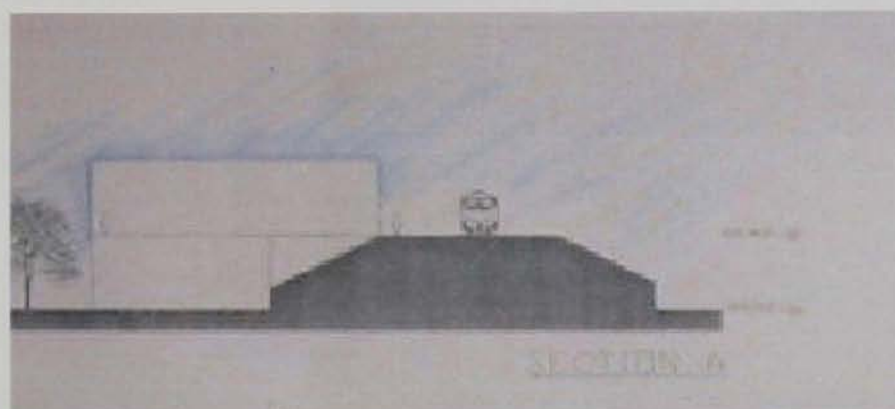
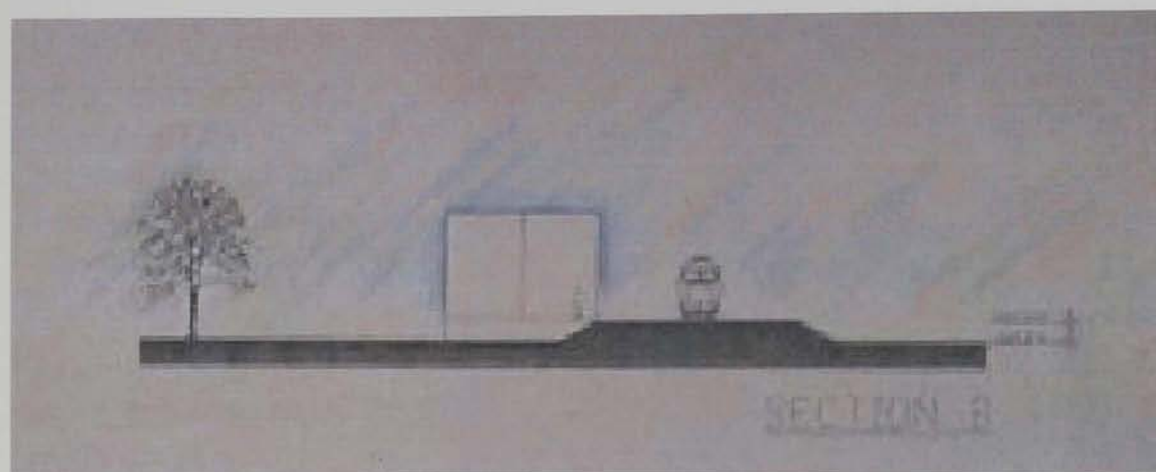
STARTING TO PLAY WITH THE PROGRAM AND FORMING IT TO THE SITE, A SUGGESTION WAS POSED AS TO IF THERE COULD BE A GRAND STAIRCASE OR CORRIDOR THAT COULD BE ADDED TO INCREASE THE ENHANCEMENT OF THE JOURNEY FROM ONE ENTRANCE ON THE SITE TO THE OTHER. I CONSIDERED THIS TO BE A GOOD IDEA AND TRIED TO INCORPORATE IT INTO THE DESIGN OF THE BUILDING.



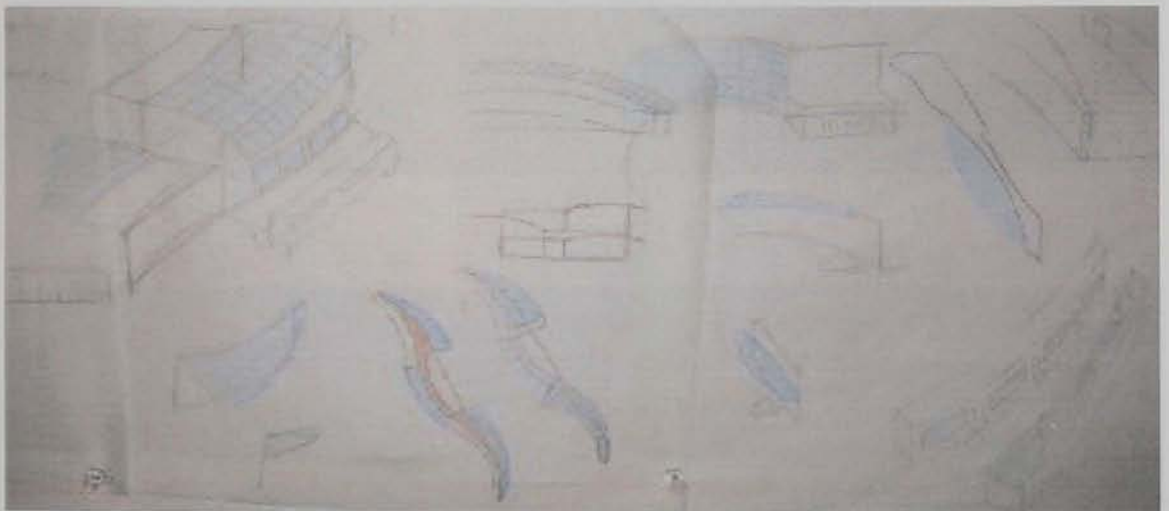
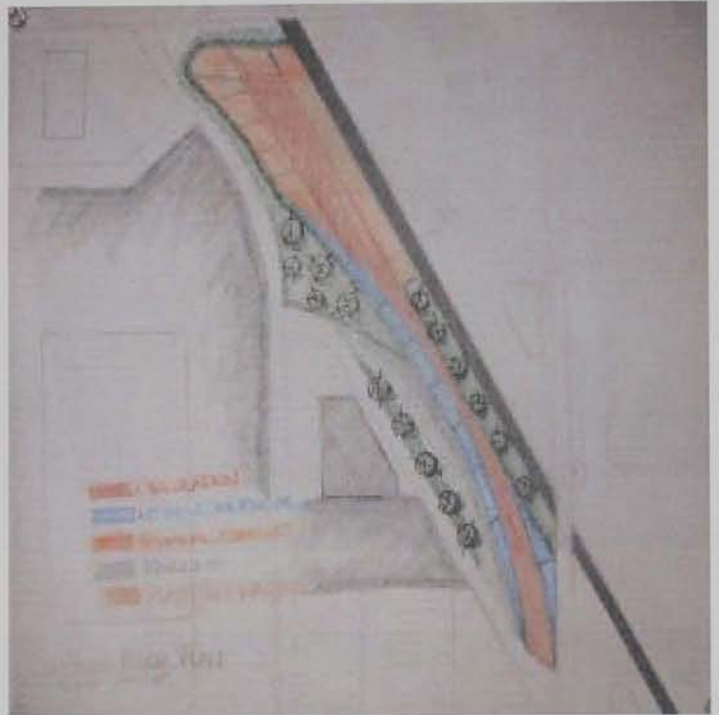


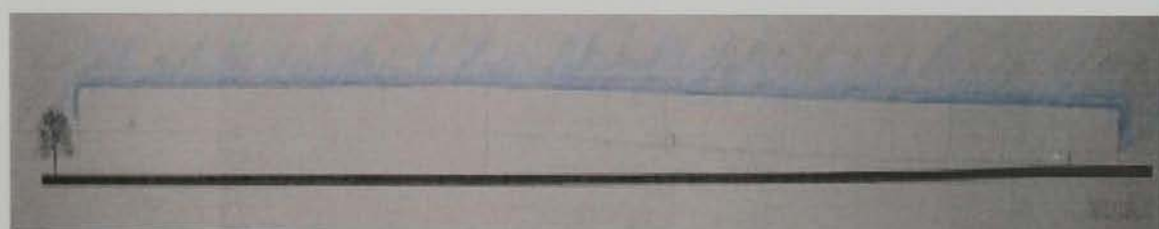
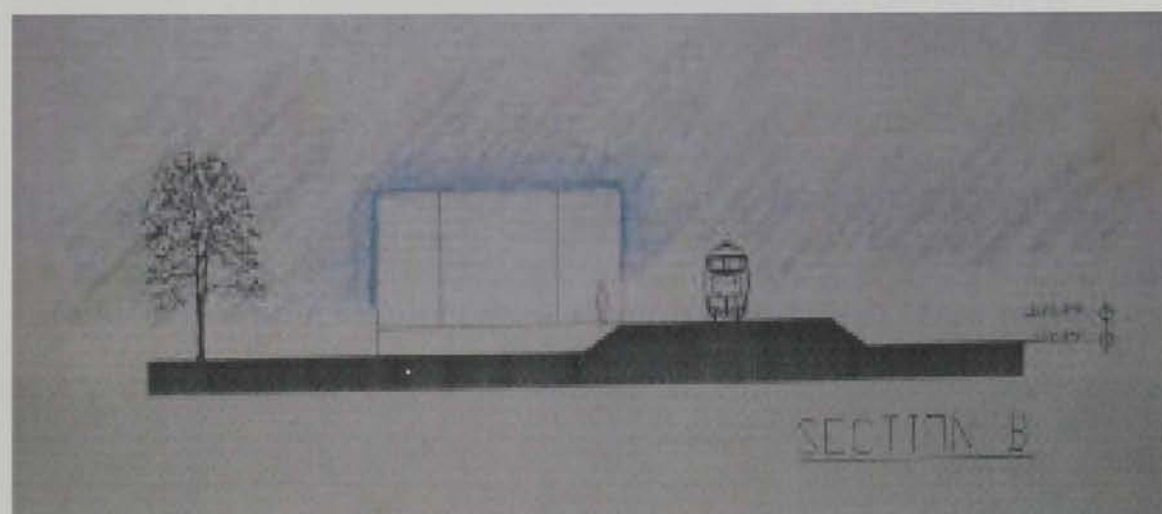
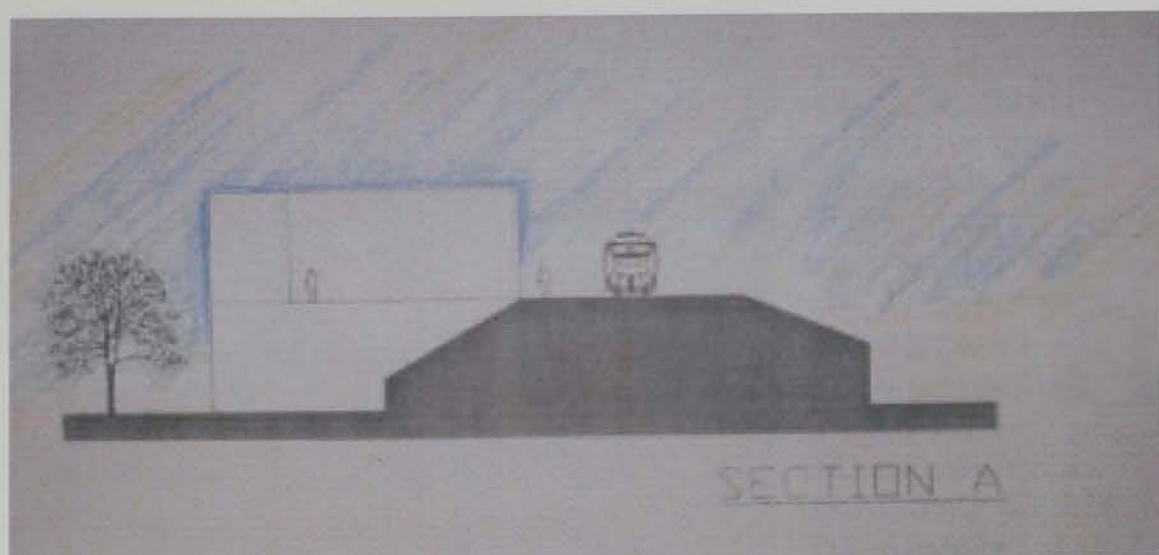
THE FIRST PROPOSAL OF A FLOOR PLAN WAS TO PLAY OFF THE CURVE OF THE SITE. IN THE FLOOR PLAN WAS A PROPOSED RAMP RUNNING FROM THE SOUTH TO NORTH OF THE SITE. THE INTENT WAS TO SLOW DOWN THE MOTION FROM POINT A TO B WITH SUPPORTING SPACES FLANKING THE SIDES OF THE RAMP. THE INTENT WAS TO HAVE THE RAMP ELEVATE TO THE PLATFORM AT 20 FEET. EMPHASIS ON THE RAMP (CIRCULATION CORRIDOR) I WANTED TO BE AN IMPORTANT ELEMENT TO THE DESIGN.

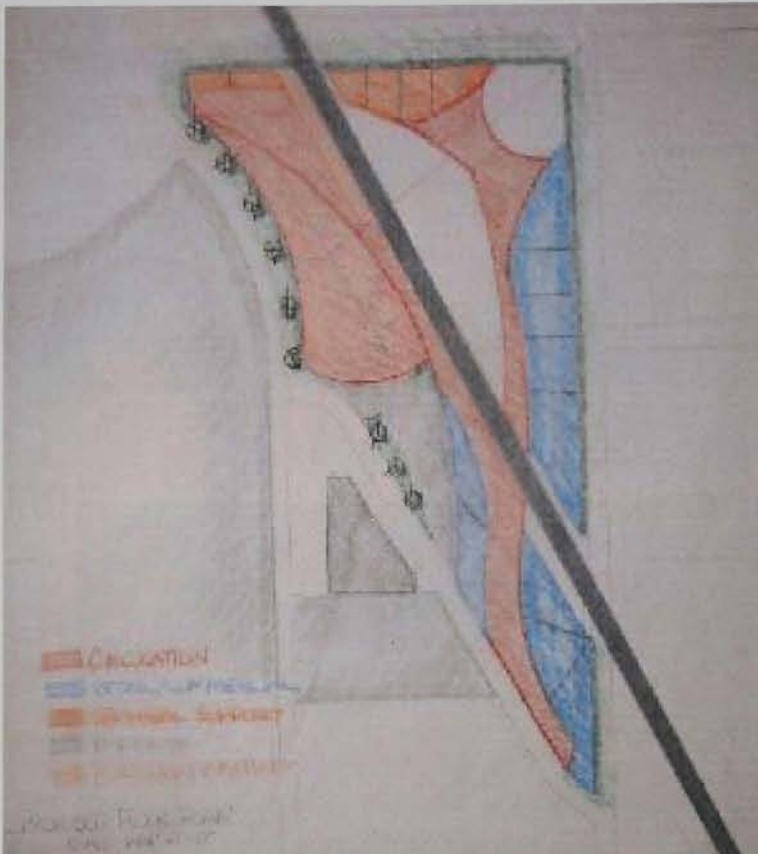




THE SECOND PROPOSED FLOOR PLAN WAS CONCENTRATED ON THE 11 MILE AND SHERMAN SIDE. THE CONCENTRATION OF THE TRAIN STATION SUPPORT IS LOCATED TOWARDS THE BACK OF THE STATION. THE RAMP STARTS AT THE SOUTH AND ENDS AT THE NORTH OF THE BUILDING. SHORT TERM PARKING WAS LOCATED IMMEDIATELY ON THE SITE.



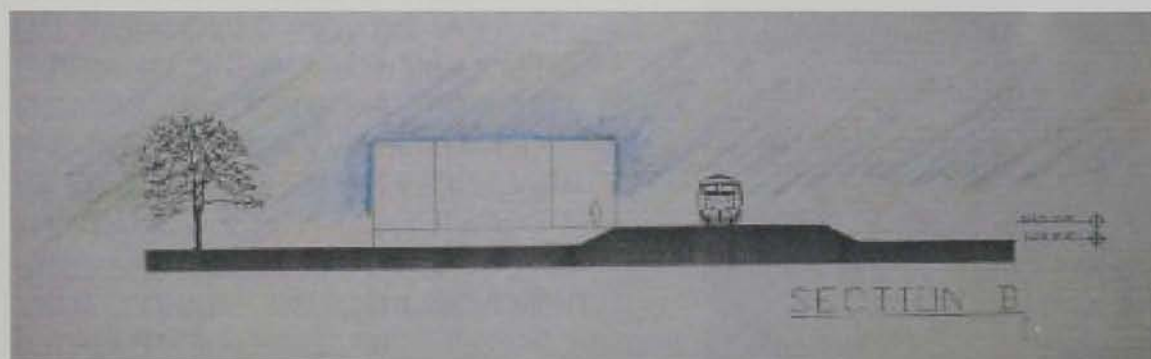
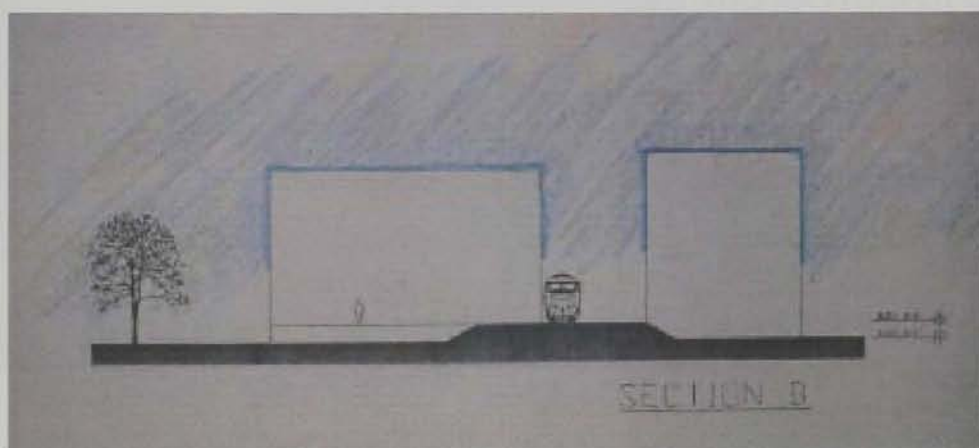
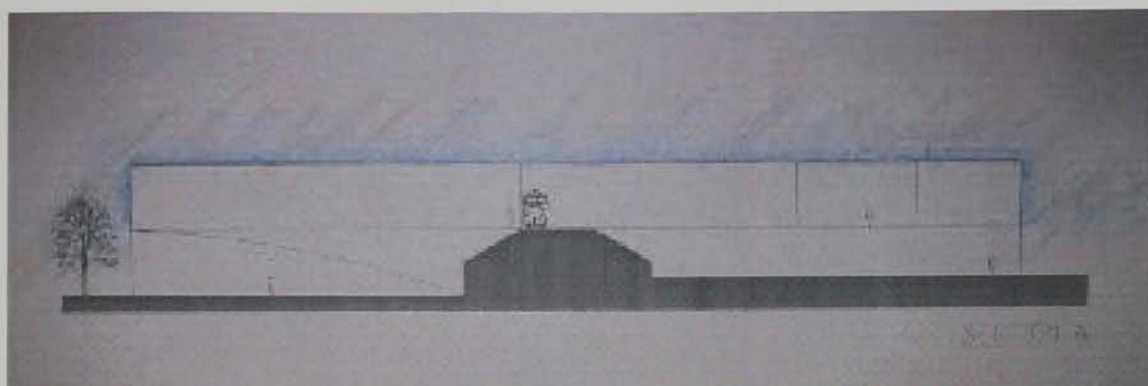




THE THIRD PROPOSED FLOOR PLAN WAS PLANNED ON BOTH SIDES OF THE SITE. IMMEDIATE PARKING WAS LOCATED ON THE SITE. TWO RAMPS WERE INCORPORATED INTO THE DESIGN. ONE RAMP LOCATED AT THE SOUTH END AND ANOTHER LOCATED ADJACENT TO THE PARKING. ON THE SHERMAN SIDE OF THE SITE IS THE COMMERCIAL AND THE TRAINS STATION BOOTHS FOR TICKETING AND INFORMATION.

ON THE OPPOSITE SIDE OF THE TRACK COMMERCIAL AND STATION SUPPORT. ON THE MAIN LEVEL IS A LARGE VIEWING AREA WITH THE STORES FLANKING IT OFF THE SIDES.

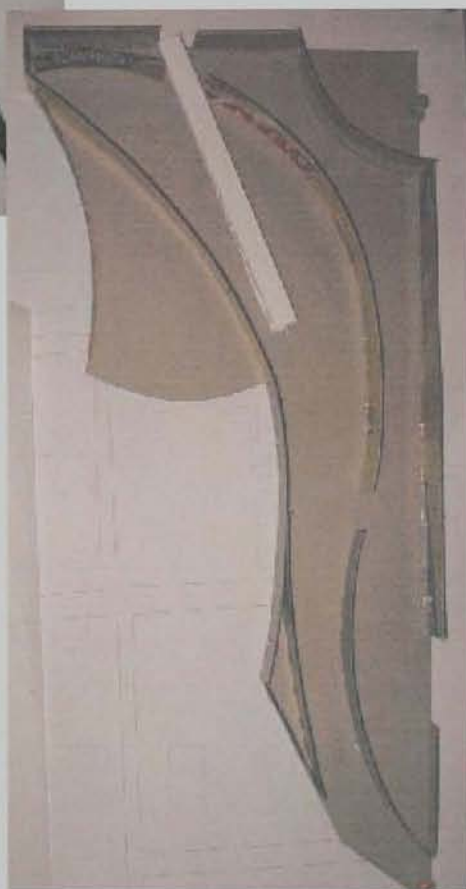


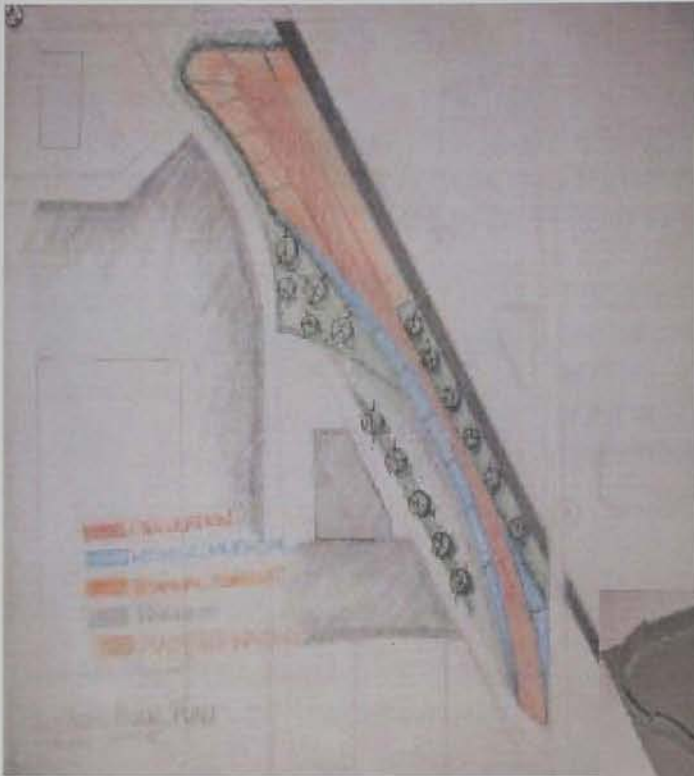




THE SKETCH MODEL MIMICS THE PROPOSED FLOOR PLAN. THE INTENT OF THE RAMP WAS TO BE ABLE TO BE ACCESSED FROM WASHINGTON OR CLOSER TO THE NORTH AND THE PARKING LOT. THE PROPOSAL FOR THE RAMP AT THE SOUTH END WAS TO SPLIT OFF INTO TWO TO MOVE ALONG BOTH SIDES OF THE TRACK.

THE RAMP COMING OFF OF THE PARKING LOT WAS ADDED TO GIVE THE SAME EXPERIENCE ONE WOULD HAVE COMING FROM WASHINGTON GOING FROM THE PARKING LOT. A MAIN VIEWING AREA WAS DESIGNED TO LET THE PEOPLE VIEW THE TRAINS PASSING THROUGH AND STOPPING. THIS GIVES THEM A PHYSICAL VISUAL CONNECTION TO THE MOVEMENT WITHIN THE BUILDING.





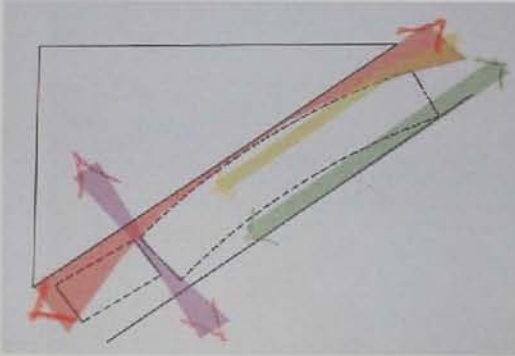
THE SKETCH MODEL MIMICS THE PROPOSED FLOOR PLAN. THE INTENT IS THE RAMP ELEVATES UP TO THE PLATFORM WHICH IS AT AN ELEVATION OF 20 FEET. THE COMMERCIAL UNITS FORM AROUND THE RAMP SLOWING DOWN THE DIRECT MOTION TO THE TRAIN STATION SUPPORT.

THE TYPE OF MATERIALS THAT WERE STARTED TO BE INVESTIGATED WERE GLASS AND BRICK. THE ELEVATION OF THE BUILDING I THOUGHT SHOULD STAND OUT FROM THE SURROUNDING AREA TO GIVE THE STATION UNIQUENESS. THE GLASS WILL ENABLE THE SURROUNDING AREA TO VIEW THE MOVEMENT THAT IS BEING CREATED FROM WITHIN.



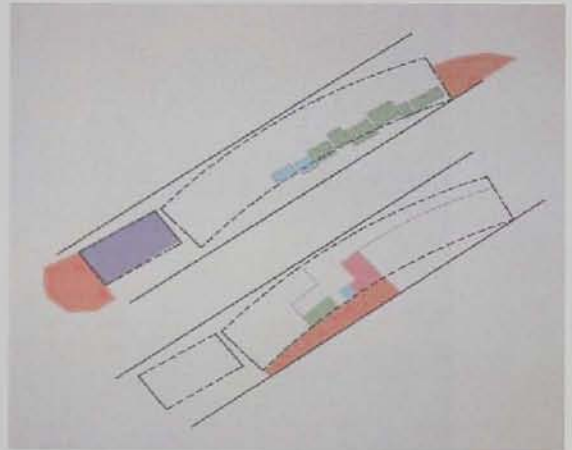
IX. FINAL PRESENTATION

THE FINAL PRESENTATION CONSISTED OF DIAGRAMS, PLANS, SECTIONS AND PERSPECTIVE VIEWS TO BETTER UNDERSTAND THE PROJECT AS A WHOLE. THE DRAWINGS ARE RENDERED ACCORDING TO THE SPACES THAT DIRECTLY RELATE TO EACH OTHER IN DIFFERENT DRAWING FORMS.

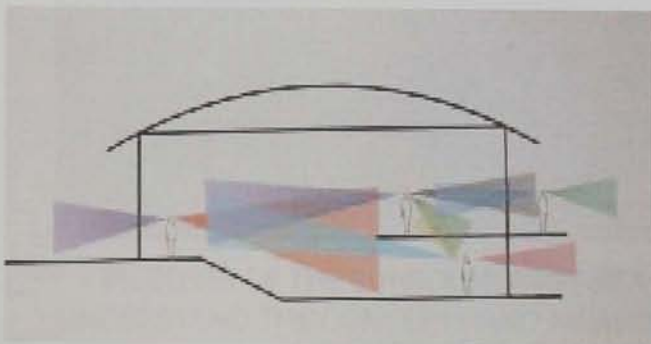


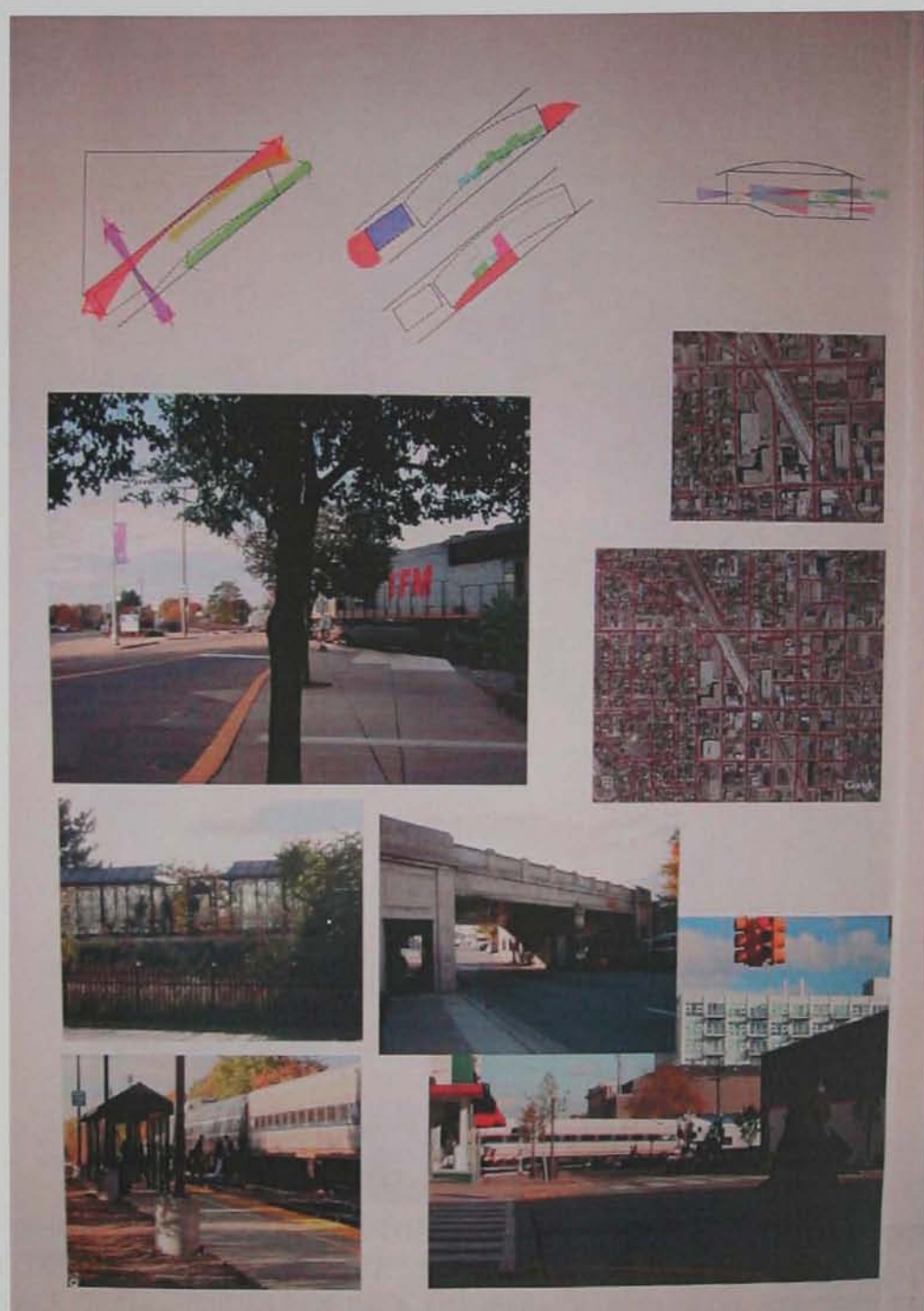
THIS FIRST DIAGRAM WAS A PROPOSAL TO SHOW THE DIFFERENT FORMS OF ACCESS TO THE SITE. WHERE DO THE MAJOR AND MINOR FORMS OF PEDESTRIAN TRAFFIC PASS TO AND THROUGH THE SITE.

THIS SECOND DIAGRAM SHOWS THE DIFFERENT USES OF SPACES WITHIN THE BUILDING. THE DIAGRAM SHOWS REPRESENTATION OF RESTAURANTS, RETAIL, SUPPORT AND OUTDOOR SPACES. THE OUTDOOR SPACES TOUCH THE FIRST AND SECOND FLOORS. THE FIRST FLOOR BEING THE UPPER DIAGRAM AND SECOND FLOOR SHOWN AT THE BOTTOM.

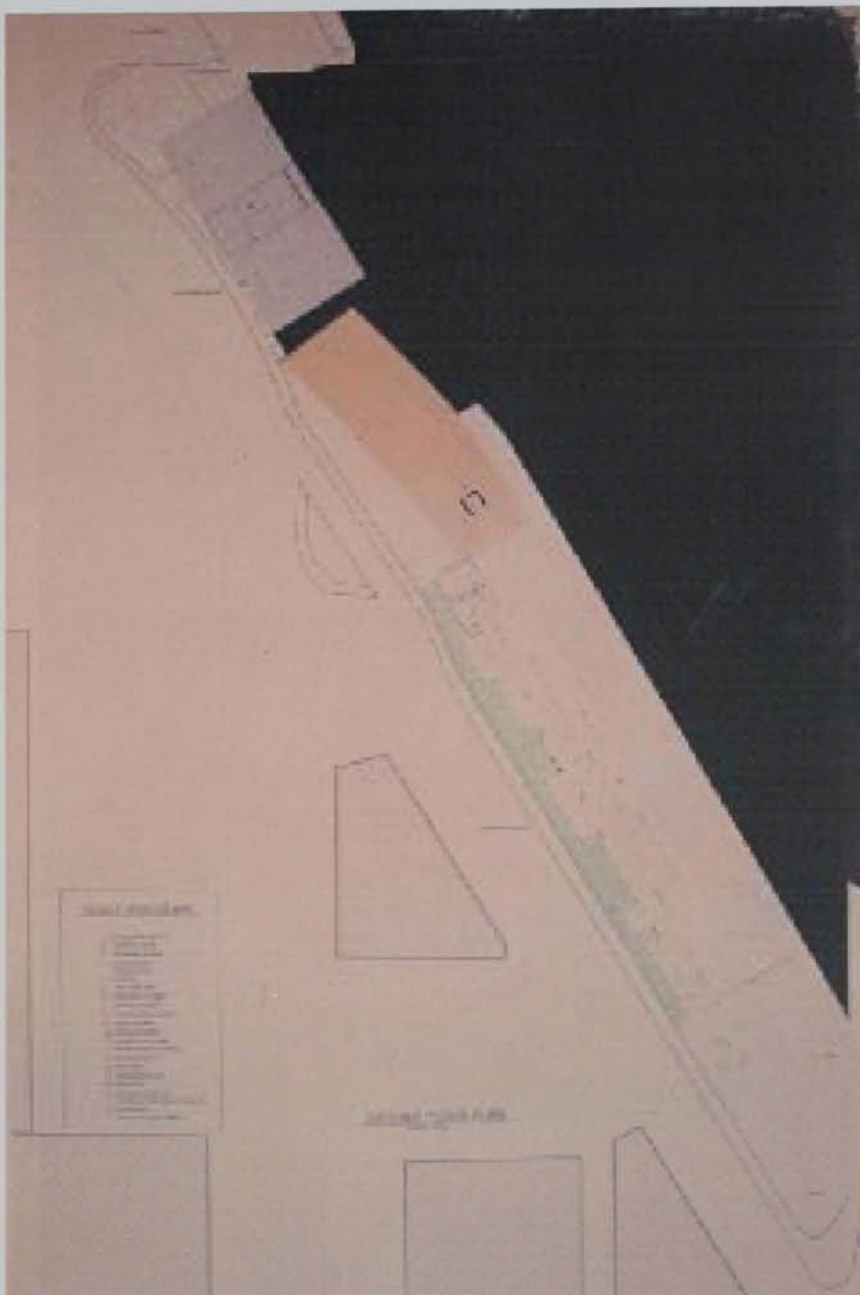


THE THIRD DIAGRAM SHOWS THE VIEWS OF CONNECTION THROUGH THE ENTRY SPACE OF THE TRAIN STATION. THE IMPORTANCE OF HAVING VISUAL CONNECTION WAS AN IMPORTANT QUALITY. THE VISUAL CONNECTION WAS TO THE PEOPLE WITHIN THE BUILDING THE TRAIN AND IMMEDIATE OUTSIDE TRAFFIC.





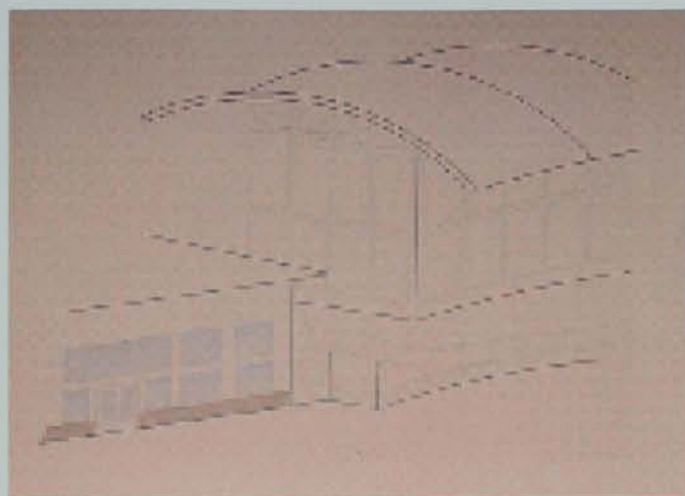
PICTURES OF THE SURROUNDING AREA FROM THE SITE TO BETTER UNDERSTAND THE CONCEPTS AND MEANINGS BEHIND THE DESIGN AND INTENT OF THE PROJECT.



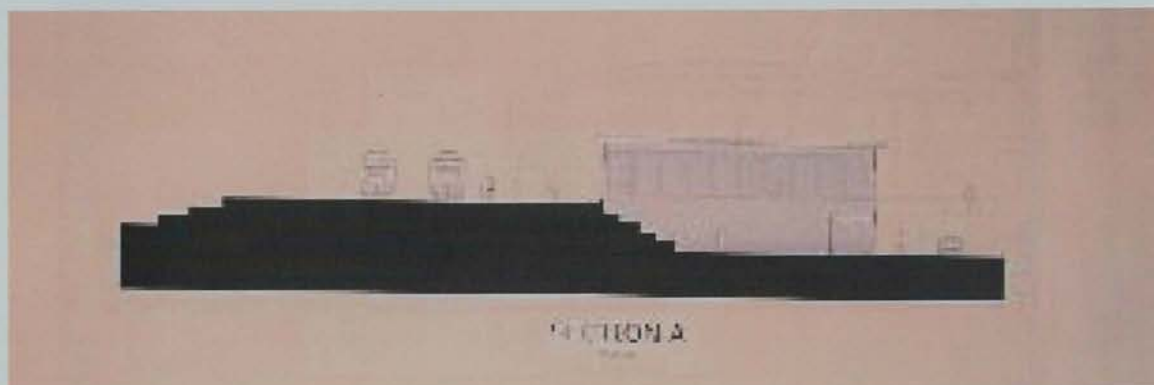
THE ABOVE DIAGRAM IS OF THE GROUND FLOOR. THE GROUND FLOOR CONSISTS OF THE RESTAURANTS IN BLUE (TOP OF PAGE NORTH) THE ENTRY SPACE ORANGE(MIDDLE OF PAGE, DOUBLE VOLUME) RETAIL SPACES (BEHIND GREEN, SQUARE BOXES) AND OUTDOOR SPACES TO THE NORTH AND SOUTH OF THE SITE. THE GROUND LEVEL STAYS CONSISTANT THROUGH THE SITE ALTHOUGH THE SURROUNDING EARTH TO THE EAST OF THE TRACKS CLOSET TO 11 MILE ELEVATES TO 10 FEET.



THE SECOND FLOOR CONSISTS OF THE PLATFORM WAITING PURPLE (OUTDOOR SPACE) STATION SUPPORT OFFICES (PINK) AND MAIN RAMP TO PLATFORM WAITING IN RED. THE PLATFORM WAITING IS AT GROUND LEVEL ON THE TRACK SIDE AND AS YOU WALK THROUGH THE TWO BUILDINGS IT THEN BECOMES THE PATIO AREA ON THE FRONT SIDE WHICH IS ELEVATED 10 FEET. THE OUTDOOR PATIO DOUBLES AS THE COVERED ROOF FOR THE ENTRY SPACE.



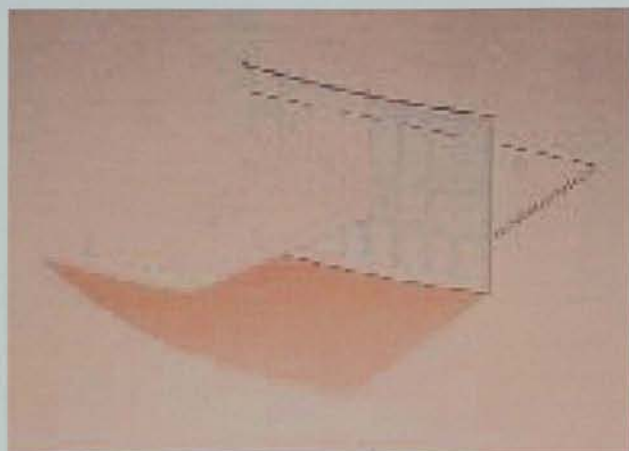
THE FIRST BOARD CONSISTS OF A PERSPECTIVE OF THE EXTERIOR OF THE RESTAURANT COMPARED TO THE STATION. THE RESTAURANT IS JUST A SINGLE VOLUME MASS. EXTERIOR MATERIALS ARE OF A HEAVIER FEEL.



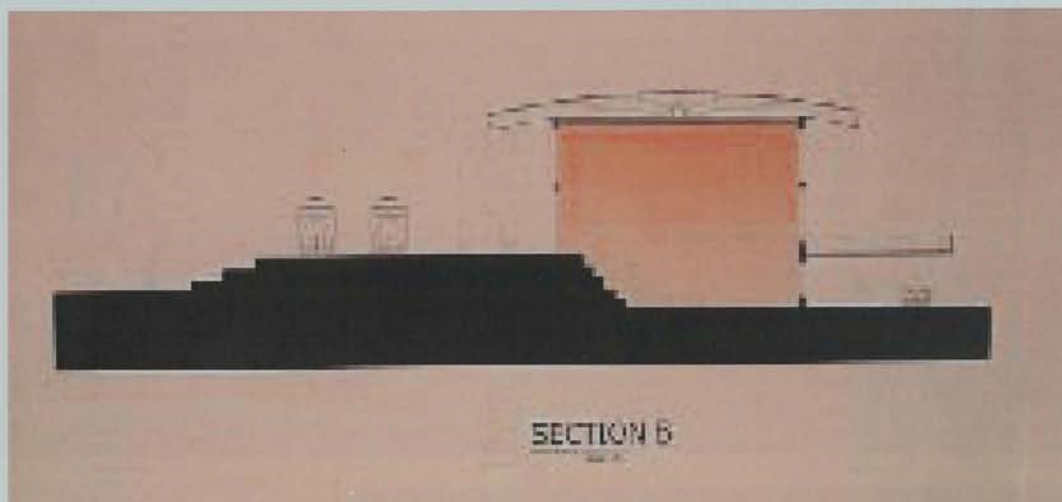
SECTION A

THIS PRESPECTIVE IS OF THE INTERIOR OF THE RESTAURANT. THE ELEVATION CHANGE IN THE EARTH IS EXPRESSED WITHIN THE INTERIOR OF THE RESTAURANT. THE GLASS AT THE TOP IS TO VIEW THE PEOPLE PRESENT ON THE PLATFORM WAITING AND OUTDOOR PATIO.

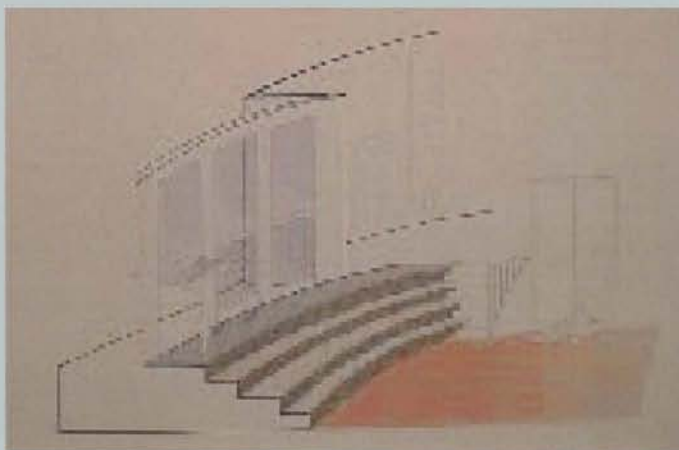


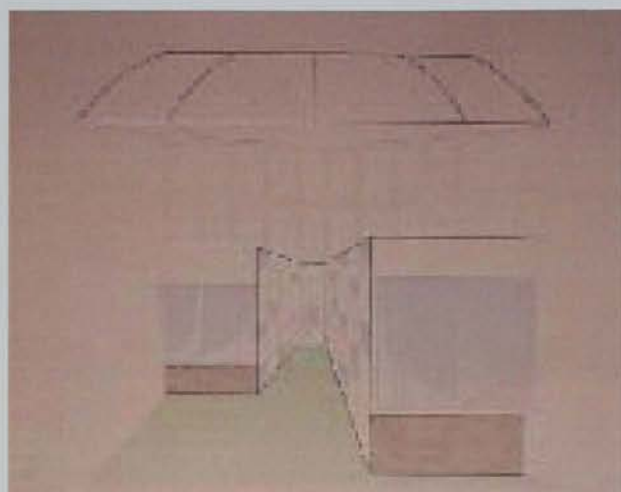


THE SECOND BOARD CONSISTS OF A PERSPECTIVE OF THE INSIDE OF THE DOUBLE VOLUME ENTRY SPACE FROM THE FRONT AND BACK ELEVATION, ALONG WITH A SECTION THROUGH THE ENTRY SPACE IN RELATION TO THE TRACKS. THE SECTION SHOWS THE HOW THE OUTDOOR PATIO CARRIES THROUGH FROM THE PLATFORM WAITING.



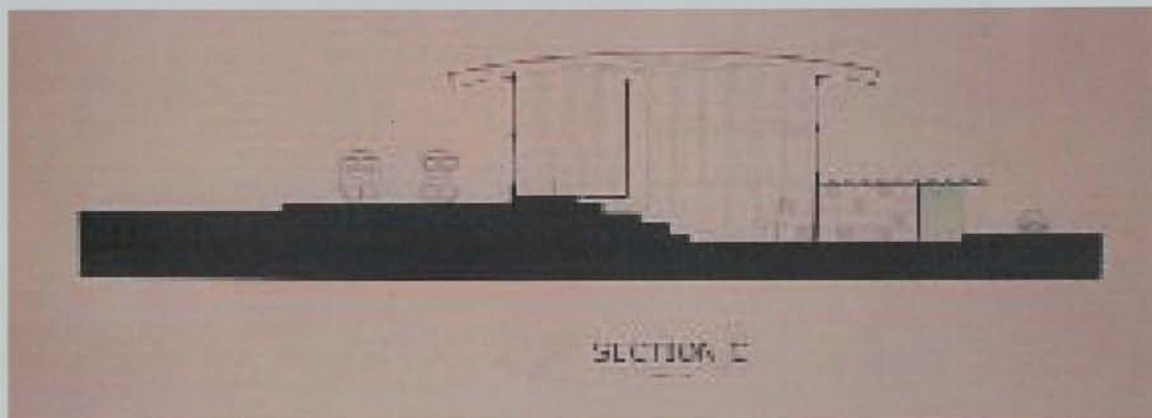
THE ELEVATION CHANGE IN THE EARTH FROM GROUND LEVEL TO PLATFORM LEVEL IS EXPRESSED IN TERRACED EARTH WITHIN THE ENTRY SPACE. PLATFORM WAITING IS NOT SPECIFICALLY DEDICATED TO THE OUTSIDE. IT IS ALSO INSIDE AS WELL, WITH THE LARGE PULL UP DOORS TO HAVE THE USERS MOVE FROM OUTSIDE TO INSIDE.



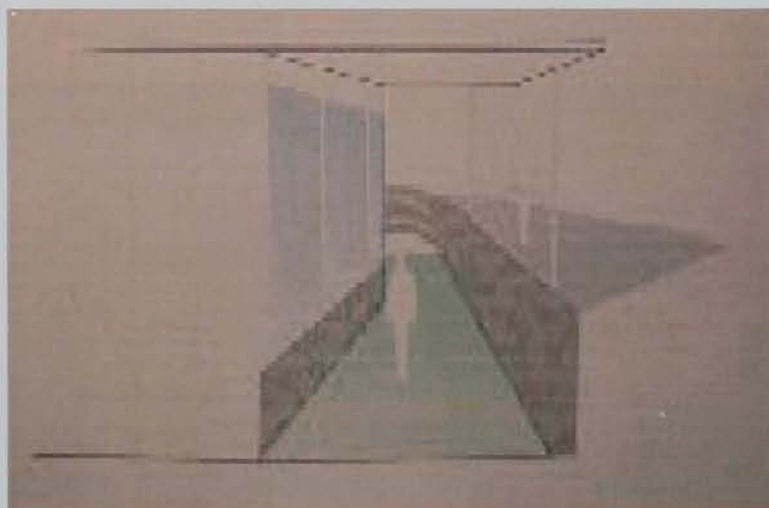


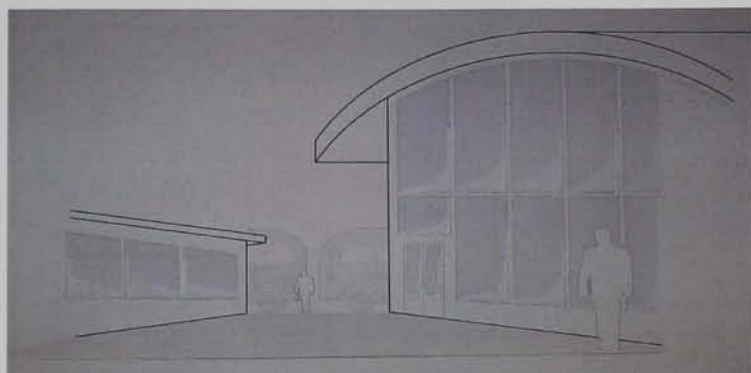
THE THIRD BOARD CONSISTS OF A PERSPECTIVE OF THE OUTDOOR SPACES. THE LEFT PERSPECTIVE IS OF THE SPACES BETWEEN THE STORES. THE MATERIALS PROPOSED ARE TRANSLUCENT, TRANSPARENT AND NON-TRANSPARENT PANELS.

THE INTENT WAS FOR THOSE MOVING THROUGH THE CORRIDORS AND WITHIN THE STORES THAT THEY WILL BEGIN TO INVESTIGATE WHAT THEY ARE GLIMPING ON THE OTHER SIDE OF THE WALL.

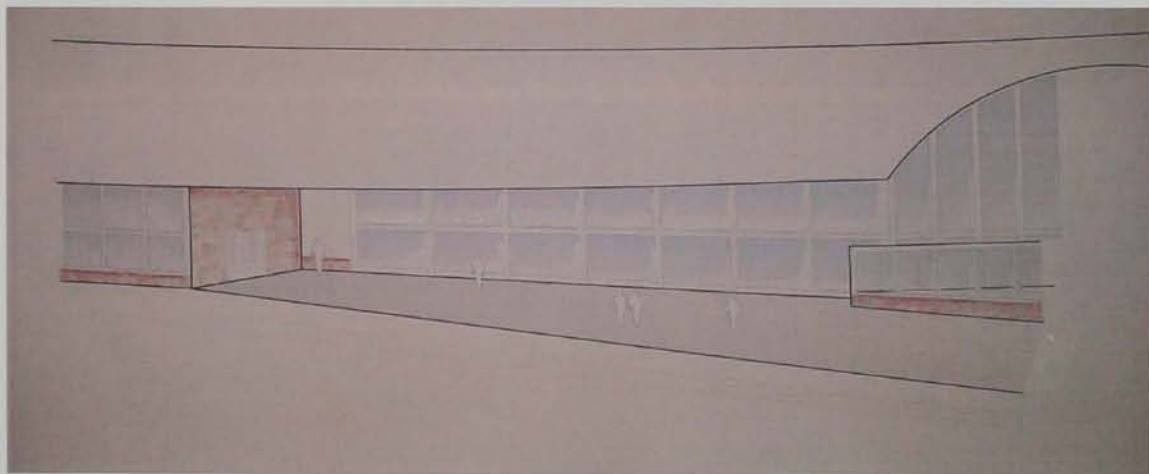
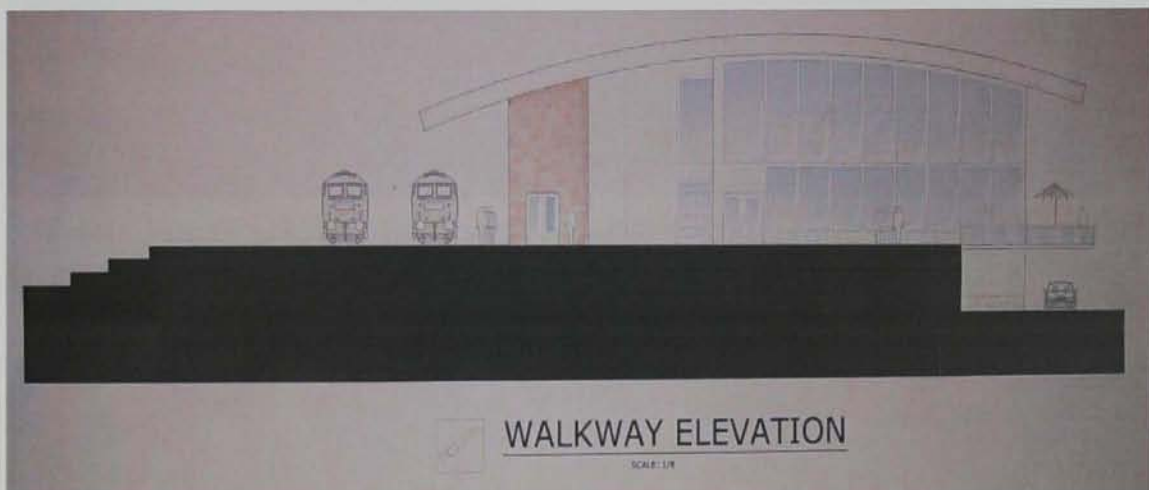


THE PERSPECTIVE TO THE RIGHT IS OF THE EXPERIENCE OF ONE WALKING THROUGH THE OUTDOOR CORRIDOR. THIS SPACE ENGAGES NOT ONLY THE PEOPLE WALKING THROUGH THE GROUND LEVEL, BUT THOSE AT STREET LEVEL AS WELL.





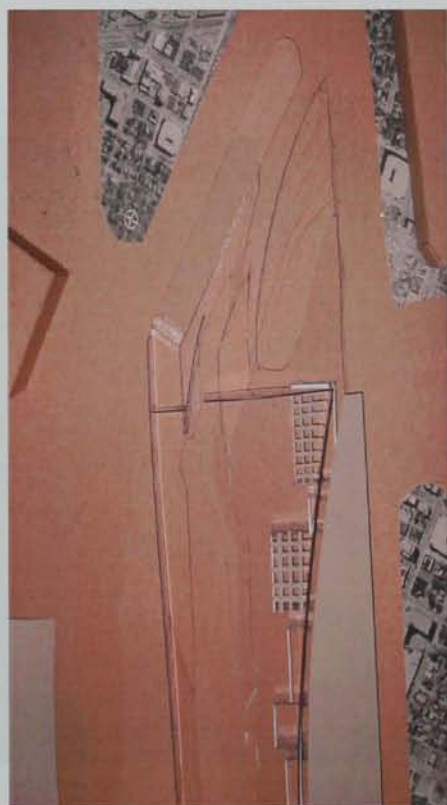
THE FOURTH BOARD
CONSISTS OF PERSPECTIVES
OF THE OUTDOOR
WALKWAY FROM
PLATFORM WAITING TO
OUTDOOR PATIO. THE
ABILITY TO VIEW INTO THE
RESTAURANT AND STATION
ENTRY FROM THE SAME
SPACE.





THE SITE MODEL SHOWS THE EXPRESSION OF TWO BUILDINGS. THE RESTAURANT ANCHORING THE NORTH END OF 11 MILE. THE CURVE OF THE BUILDING GIVES EMPHASIS OF THE CIRCULATION UP FROM WASHINGTON TO 11 MILE.





THE SHOPS FLOAT FROM INSIDE TO OUTSIDE WITHIN THE STATION. THE SHOP WITHIN THE STATION ARE COVERED OVER THE MAIN ROOF STRUCTURE. TO BRING DOWN THE SCALE OF THE OVERALL ROOF, THE INTENT WAS TO HAVE A FALSE CEILING OR LATTICE. THE OTHER HALF OF THE SHOP LOCATED ON THE OUTSIDE CONSISTS OF IT'S OWN ROOFING STRUCTURE.





THE SECTION MODEL CUTS THROUGH THE RESTAURANT, PEDESTRIAN WALKWAY, ENTRY SPACE AND SECOND LEVEL. THE INTENT WAS TO SHOW THE SPACES RELATING TO EACH OTHER, THE PLATFORM, THE STREET AND THE USER.





THE ABOVE SITE MODEL SHOWS THE SECTION THROUGH THE RESTAURANT. AS DEPICTED THE LANDSCAPE CHANGE IS EXPRESSED WITHIN THE BUILDING. AS EXPLAINED PREVIOUSLY THE TRACKS ARE AT 0 ELEVATION WITH THE FRONT OF THE RESTAURANT BEING AT -10 ELEVATION. THE SITE MODEL BELOW SHOWS THE CUT THROUGH THE MAIN ENTRY SPACE. HERE AS WELL THE LANDSCAPE FLOWS INTO THE BUILDING AS WELL. THE PATIO WRAPS AROUND THE STATION TO CREATE A ROOF TO THE ENTRY SPACE AT GROUND LEVEL.





THE PICTURE ABOVE SHOWS THE FRONT FACADE OF THE ENTRY SPACE. THE OUTDOOR PATIO DOUBLES AS THE ROOF TO THE GROUND LEVEL ENTRY. THE OUTDOOR PATIO SERVES AS A PLACE WHERE PEOPLE CAN COME AND EXPERIENCE THE MOVEMENT AND CONTEXT OFF OF SHERMAN ROAD. THE PICTURE BELOW IS OF THE BACK ELEVATION. MOST OF THE STATION ITSELF IS GLASS, TO REPRESENT A LIGHTNESS OF FEEL. THE BACK ELEVATION HAS LARGE DOORS THAT FOLD UP TO ALLOW THE MOVEMENT BACK AND FORTH FROM PLATFORM TO ENTRY SPACE.



X. CONCLUSION

THE DEVELOPMENT OF THE PROJECT THESIS AND MOVEMENT TRANSISTOR WAS NOT THE EASIEST OF TASKS. THE TRUE EFFORT OF THE PROJECT WAS HOW DO YOU ACTUALLY INTEGRATE THE CONCEPT OF MOTION INTO A PHYSICAL FORM OF A BUILDING? THE INTENT TO GIVE MOVEMENT TO THE BUILDING WAS WITHIN THE USERS AND SPACES THEMSELVES. GIVING OPPORTUNITIES TO ENGAGE OR CREATE EXPERIENCE FOR PEOPLE ALONG, THROUGH OR WITHIN THEIR JOURNEY THE BUILDING WAS THE ISSUE AT HAND.

ONE OF THE FIRST CONCEPTS IN THE THESIS IDEA WAS TO SLOW DOWN THE MOVEMENT OF PEDESTRIANS SO THAT THEY BECOME MORE AWARE OF THEIR SURROUNDING ENVIRONMENT. THE RAMP THAT STRETCHES FROM THE SOUTH CORNER OF THE SITE (LOCATED AT WASHINGTON AND SHERMAN ROADS) TO THE PLATFORM WAITING WAS ONE ELEMENT. IF YOU BEGIN TO ELONGATE THE JOURNEY TO THE FINAL DESTINATION, THEN I THINK THE ANTICIPATION OF THE END OF THE JOURNEY BEGINS TO BECOME PART OF THE EXPERIENCE. THE RAMP HAD VIEWS TO THE GROUND LEVEL ENABLING TO SEE THE MOVEMENT ON THAT FLOOR.

THE IDEA TO HAVE A MAIN CIRCULATION SPACE FOR A "HUB OF MOVEMENT" WAS DESIRED. THERE IS A MAIN CIRCULATION SPACE LOCATED WITHIN THE STATION. HOWEVER, I DECIDED TO TAKE IT ANOTHER STEP FURTHER TO INCLUDE AN OUTDOOR CIRCULATION SPACE. THE INTENTION WAS THAT THERE WERE OPTIONS ON HOW YOU WANTED TO MOVE THROUGH THE BUILDING. IF YOU CHOSE TO ENGAGE THE BUILDING FIRST HAND, YOU WENT INTO THE BUILDING AND MOVED THROUGH THE MAIN CIRCULATION CORRIDOR. THE OTHER OPTION WAS TO EXPERIENCE THE BUILDING FROM THE EXTERIOR, MOVING THROUGH THE OUTDOOR CIRCULATION CORRIDOR. THIS CORRIDOR GAVE YOU THE OPPORTUNITY TO EXPERIENCE THE BUILDING AND THE IMMEDIATE CONTEXT FROM THE STREET (SHERMAN ROAD).

THE ABILITY TO HAVE MULTIPLE FORMS OF MOVEMENT, NOT SPECIFICALLY JUST PEDESTRIAN, WAS ANOTHER ASPECT OF THE THESIS PROPOSAL. THE TRAIN WAS A CHARACTERISTIC OF MOVEMENT THAT I THOUGHT NEEDED TO BE EXPRESSED. THE MOVEMENT CHARACTERISTIC OF THE TRAIN WAS NOT THE SOLE IDEA OF MOVEMENT, BUT A COMPLIMENT TO THE OTHER SURROUNDING MOVEMENT. THE ENTRY SPACE WAS THE PLACE CHOSEN TO DISPLAY THE CHARACTERISTIC OF THE TRAIN. IF YOU WALKED IN THE ENTRY SPACE, WITH A TRAIN PRESENT, YOU WOULD SEE THE MOVEMENT OF PEOPLE WAITING ALONG WITH GETTING ON AND OFF THE TRAIN. THE GLASS CURTAIN WALL RUNS ALONGSIDE THE TRACKS SO THAT THE DIRECT VISIBLE CONNECTION IS PRESENT THROUGHOUT THE BUILDING.

THE CHOSEN SITE ITSELF HAS MOVEMENT OF THE EARTH. THE TRACKS RUN AT AN ELEVATION OF "+12 FEET" FROM 11 MILE TO "0" OR GROUND LEVEL AT THE INTERSECTION OF SHERMAN AND WASHINGTON ROAD. CONSIDERING THAT THEIR ISN'T MUCH ELEVATION CHANGE WITHIN THE METROPOLITAN AREA, THE DECISION WAS TO CAPITALIZE ON WHAT WAS GIVEN INSTEAD OF FIGHTING IT. THE INCORPORATION OF THE ELEVATION CHANGE IS VISUALLY EVIDENT IN THE RESTAURANT AND STATION. THE THOUGHT WAS IT GIVES A VISUAL CONNECTION TO WHERE YOU ARE AT AND WHERE THE TRACKS ARE LOCATED. THE UNDERSTANDING THAT THE TRACKS DO NOT RUN ALONG THE STREET, BUT ARE ELEVATED AS THE EARTH PULLS AWAY FROM THE TRACKS.

THE ELEVATION CHANGE FROM TRACK TO STREET LENT ITSELF TO A UNIQUE EXPERIENCE BETWEEN THE BUILDINGS. CONSIDERING THAT THE TWO BUILDINGS WERE SEPARATE, THE OPPORTUNITY TO SLIP THROUGH THE BUILDINGS WAS A UNIQUE CONCEPT. GIVING THE CHANCE TO EXPERIENCE THE MASSING OF THE TWO BUILDINGS AT THE SAME TIME, VIEW THE INSIDE OF THEM AND ARRIVE ONTO A PATIO AT THE END, I THOUGHT WOULD BE AN INTERESTING JOURNEY. ONE BEGINS TO UNDERSTAND THE CONCEPT THAT WHERE YOU ONCE THOUGHT YOU WERE CHANGES WITH THE JOURNEY. THE WALKWAY ALSO ENGAGES THOSE AT THE GROUND LEVEL IN THE RESTAURANT AND STATION TO VIEW THE MOVEMENT OF PEOPLE FROM THE PLATFORM TO PATIO. HAVING THIS OPPORTUNITY ON DISPLAY ADDS TO THE MOVEMENT FROM ONE AREA TO ANOTHER.

TOWARDS THE CONCLUSION OF THE SEMESTER AND THE PROJECT THERE ARE STILL QUESTIONS THAT CAN BE ADDRESSED FURTHER. HOW DO YOU BEGIN TO ENGAGE THE PEOPLE FROM THE OTHER SIDE OF THE SITE (WASHINGTON ROAD) TO MOVE THROUGH THE OUTDOOR SPACE ,TO CROSS OVER THE TRACKS AND EXPLORE THE BUILDING? HOW DOES THE RAMP LEND ITSELF TO THE NOTION OF MOVEMENT, THAT CAN BE BETTER EXPRESSED PHYSICALLY? HOW CAN THE STATION BE MORE CONNECTED TO THE SURROUNDING CONTEXT?

THE POSSIBILITIES OF FURTHER INVESTIGATION COULD BE ENDLESS, SINCE YOU ARE ALWAYS LOOKING TO IMPROVE AND ANALYZE THE IDEA WITH THE PROJECT. THE TRUE UNDERSTANDING IS THAT THE TRUE MOVEMENT AND JOURNEY OF PEOPLE THEMSELVES SHOULD BE A CELEBRATED EVENT.

PRECEDENT STUDY ANALYSIS

PATRICK DAVID MOYNIHAN STATION

1. IAN LUNA, NEW NEW YORK (2003)
2. MARTHA THORNE, MODERN TRAINS AND SPLENDID STATIONS (2001)
3. MICHAEL WEBB, ARCHITECTURE OF STATION AND TERMINALS (1997)

ST. LOUIS GATEWAY TRANSPORTATION CENTER

1. MINOURU TAKEYAMA, TRANSPORTATION FACILITIES: NEW CONCEPTS IN ARCHITECTURE AND DESIGN (1997)

FAIRFIELD MULTIMODAL TRANSPORTATION STATION

1. MINOURU TAKEYAMA, TRANSPORTATION FACILITIES: NEW CONCEPTS IN ARCHITECTURE AND DESIGN (1997)

YUFIN RAILWAY STATION

1. MINOURU TAKEYAMA, TRANSPORTATION FACILITIES: NEW CONCEPTS IN ARCHITECTURE AND DESIGN (1997)

WATERLOO INTERNATIONAL TERMINAL

1. MINOURU TAKEYAMA, TRANSPORTATION FACILITIES: NEW CONCEPTS IN ARCHITECTURE AND DESIGN (1997)

AMBANDO INTERNATIONAL PASSENGER STATION

1. MARTHA THORNE, MODERN TRAINS AND SPLENDID STATIONS (2001)

MAIN STATION

1. MICHAEL WEBB, ARCHITECTURE OF STATION AND TERMINALS (1997)

SLOTERDUK

1. HUGH COLLINS, TRANSPORT, ENGINEERING AND ARCHITECTURE (2003)

SHINOZAKI EKIMAE POLICE BOX

1. MICHAEL WEBB, ARCHITECTURE OF STATION AND TERMINALS (1997)

XII. ANNOTATED BIBLIOGRAPHY

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THE STUDY OF THIS BOOK WAS USED FOR THE USE OF PRECEDENT STUDIES OF SLOTERDUK.
2. LUNA, IAN, *NEW NEW YORK*. NEW YORK: RIZZOLI INTERNATIONAL PUBLICATIONS, 2003.
THE BOOK SHOWCASED MANY NEW ARCHITECTURAL PIECES IN NEW YORK CITY. THE STUDY OF THIS BOOK WAS USED FOR THE PRECEDENT STUDY OF THE PATRICK DAVID MOYNIHAN STATION.
3. TAKEYAMA, MINORU, *TRANSPORTATION FACILITIES: NEW CONCEPTS IN ARCHITECTURE AND DESIGN*. TOKYO: MEISEI PUBLICATIONS, 1997.
THE FOLLOWING BOOK WAS USED FOR THE USE OF PRECEDENT STUDIES OF ST. LOUIS, YOFIN STATION, MULTIMODAL TRANSPORTATION, WATERLOO INTERNATIONAL TERMINAL.
4. THORNE, MARTHA, *MODERN TRAINS AND SPLENDID STATIONS*. LONDON: MERRELL PUBLISHERS LIMITED, 2001.
THE USE OF THIS BOOK WAS FOR THE STUDY OF PRECEDENT STUDIES OF THE MOYNIHAN STATION, AMBANDO INTERNATIONAL PASSENGER TERMINAL.
5. WEBB, MICHAEL, *ARCHITECTURE OF STATIONS AND TERMINALS*. NEW YORK: HEARST BOOKS INTERNATIONAL, WATSON-GUPTIL PUBLICATIONS, 1997.
THE USE OF THIS BOOK WAS USED FOR THE PRECEDENT STUDY OF THE MOYNIHAN STATION, MAIN STATION, SHINOZAKI EKIMAE POLICE BOX.

WEB SITE INFORMATION

1. SEE DETROIT.COM
2. GOOGLEEARTH.COM
3. CI.ROYAL-OAK.MI.US