A watercolor illustration of a city skyline in shades of orange and red, positioned on the left side of the page. The buildings vary in height and are rendered with soft, blended colors. A horizontal line of watercolor wash extends from the base of the buildings across the bottom of the page.

# RE-ESTABLISHING PURPOSE

Bridget Dunsmore



*To my family, friends, and  
teachers who have given me their  
love and support to make this all  
possible. Thank you.*

**Re-establishing Purpose**

Bridget Dunsmore

Masters of Architecture

The University of Detroit Mercy

School of Architecture

ARCH 5200

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April 30, 2010

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# Thesis

The evolution of time encourages change and diversity which often promotes both innovation and advancement. Many industrial cities including Detroit were once booming and full of life but as time moves on and advancement occurs, buildings that once housed these prosperous functions are left as remnants. Many of these buildings are now empty and dilapidated, being viewed as an eyesore and a symbol of failure within the city. Rather than being viewed as a sign of failure these buildings are a resource for the future. Through the study of precedents, research, and analysis of the Riverwalk and Dequindre Cut, this thesis intends to create a site specific solution for an industrial district devastated by vacancy and neglect.

Industry unified many communities together during the early 20th century. Entire cities were built upon a single source of industry, such as coal mining or ship building. Families were dedicated to serve their entire lives to that particular industry. People lived in the same area in which they worked and shared a common experience. These industries were often located along a river due to the ease of transporting goods and raw materials. Recently however, our society has moved towards new technological advances and away from raw manufacturing. Buildings or even entire industrial districts have become vacant because their purpose has become obsolete. Whether these vacant industrial districts are left to sit there and decay or are demolished, they have become an economic and psychological burden to the community. Not until the purpose of these abandoned buildings begin to financially support or sustain life in the area, can the view of the community be altered. Some of these buildings lay in such disrepair due to lack of maintenance or damage by vandals who seem to have claimed them as their own. The industry that was once a unifier has become a divider within the community both physically and psychologically. Physically they have become a barren piece of land scattered with rundown buildings like a ghost town. Traffic begins to re-route around the district and the community ceases to interact with the area. Abandoned areas often affect more than just the aesthetic view of a community. They can negatively affect

the individuals living in the surrounding area and the future outlook they have on their community as well as their own individual means. With the lack of activity along the river, it has created a disconnection between the community and the waterway. It is an underutilized piece of property that if reclaimed could have potential to reunify the community together as it once had. Detroit is a prime example of an industrial city built upon a river, with the small Rivertown district being the start of it all.

The city of Detroit was founded in 1701 and expanded from the French Fort Ponchartrain du Detroit built upon the Detroit Riverfront. The fort was intended to prevent the British from expanding westward and developing a monopoly on trade. France began to offer free land to French families who were willing to relocate to Detroit. By 1765 Detroit became one of the largest cities on North America. The city continued to grow and was known for its large immigrant population during the 1800s. The city's manufacturing district spread along Jefferson Avenue due to its position along the riverfront and the location of the railroad lines in the area. In the late 1800s and early 1900s, the riverfront was so densely developed that new industry such as automobile manufacturing started to move out towards the suburbs. Soon the city began to revolve around the automobile. Large numbers of laborers started to flock to the city to join the work force thanks to Henry Ford and the implementation of his assembly line for the Model T. Apartment complexes started to develop to house all the middle class joining the workforce. Detroit's population rose from 265,000 to 1.5 million between the years of 1900 and 1930. However, since then most of the production has moved out of Downtown Detroit and into the suburbs taking with it those who worked for the companies. Soon the renowned industrial city seemed vacant. Detroit's peak population was in 1950 with 1.8 million living in downtown and has currently dropped to about 912,000. Those who moved from the city left behind countless vacancies of houses, factories, and warehouses.

Successful cities and districts encompass a wide variety of structures. According to the urban activist and writer Jane Jacobs, it is impossible for vigorous streets and districts to grow without old buildings. There is a need for plain, ordinary, low value buildings. These buildings supply incubator space for new or smaller businesses. They come at a lower price and are often large open spaces that can allow new functions to permeate the space. Without such a place to grow it would eliminate many larger corporations that have to start from somewhere small. Without the integration of new and old buildings within a city, it lacks a sense of character and texture that are vital to pedestrian landscapes. Monotony along the streetscape prevents interest and curiosity that promotes pedestrians to keep exploring.

Today, although the city of Detroit as a whole does not necessarily seem to attract new people, the small districts within the city such as Midtown, Paradise Valley, Greek Town, and Campus Martius do. These areas are mixed use full of entertainment, businesses, parks, and residential. They have a variety of style within their architecture, including the reuse of historical buildings. By preserving these buildings, the area connects with its past and often reflects its history in the programs as well.

There are many abandoned areas in Detroit that could be reborn into something new. The vacant buildings located in these districts are abandoned because their use is no longer relevant for the community. In order to create a hub today that will attract people it must accommodate current and possible future needs of the community. The old vacant buildings that once were participants in a lively city can reclaim that sense of value. According to Jane Jacobs, "Old ideas can sometimes use new buildings. New ideas must come from old buildings." Due to their structure, these abandoned buildings can house new programs and functions that can adapt and allow flexibility throughout time to fit the ever changing needs of the surrounding community. They can provide incubator space for new companies to grow and flourish, which in turn

promotes more growth within the community. Not only is it important to transform these vacant buildings, but also the landscape with which they reside to create a holistic community that will continue to spur life and growth in an area that has been left desolate and rejected.

“...The aesthetic aim is to heighten contrast and complexity, to make visible the process of change.” Kevin Lynch

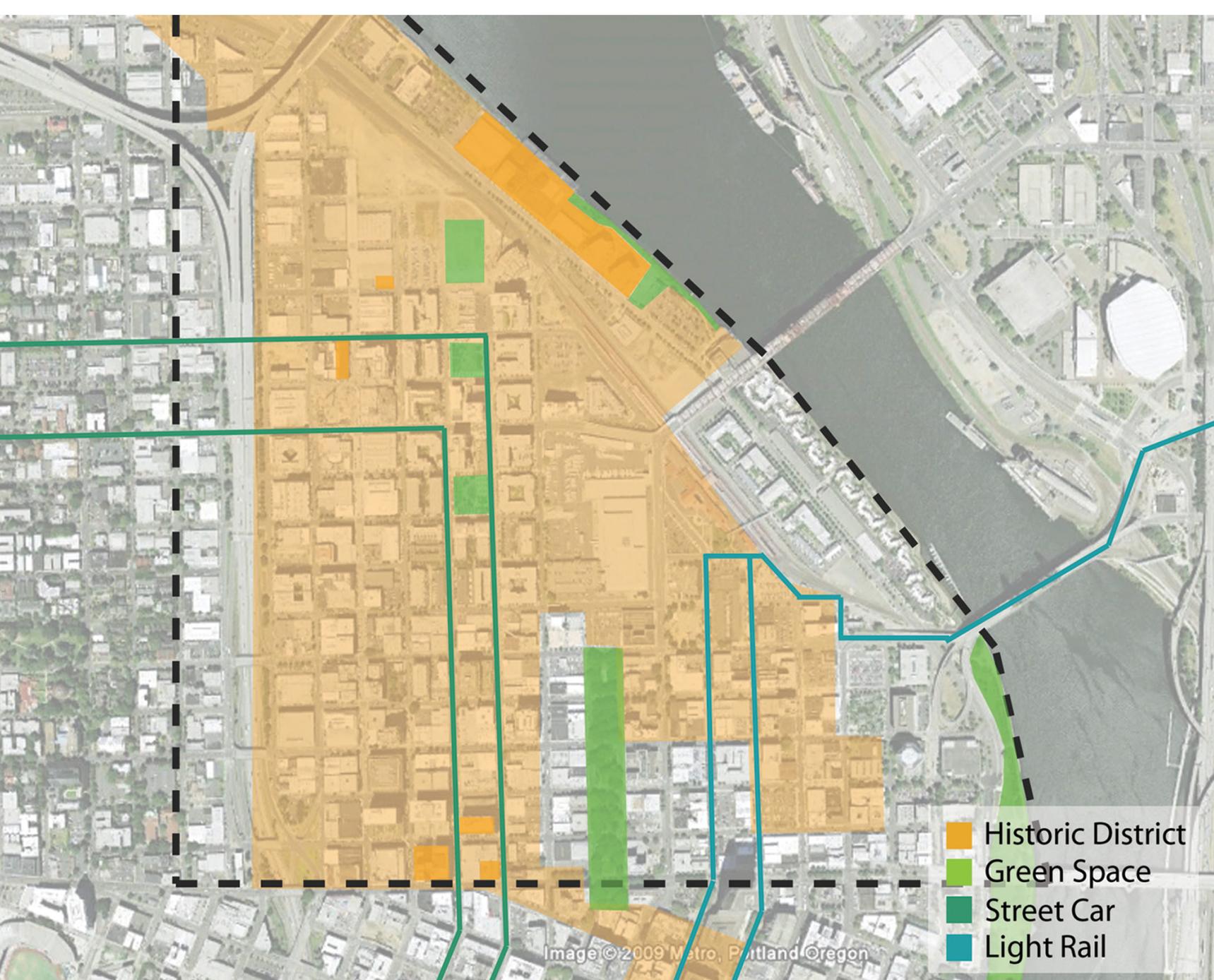




## Precedent Studies

To gain a better understanding of how to repurpose vacant buildings within districts it is important to study other areas to determine what is successful or unsuccessful about each scenario. Pearl District Portland, Oregon along with Midtown and Paradise Valley, Detroit are three districts that successfully retrofitted vacant buildings to help renovate their surrounding area.

Pearl District located in the outskirts of downtown Portland is an old warehouse district that has recently been converted into a lively, mixed use, 24 hour urban area. The historic district is less than three quarters of a mile in distance and much of the footprint is the same as it was just after World War II. Industry started to expand in the area around the 1880s due to its location on the Willamette River, but was near its peak just after World War II with the steel industry. The industry in Pearl District started to decline in the mid 1950s as the nation shifted towards the automobile as its main mode of transportation over rail lines. In the 1970s Neil Goldschmidt became mayor of Portland and was a proponent of bringing housing back into the downtown area to create a more active and vibrant city. Pearl District was once of the most notable areas of Portland that has been transformed, with renovation starting in the late 1990s. Many of the old warehouses have been repurposed into new functions including lofts, art museums and breweries. The area has been redesigned with the pedestrian in mind with their use of abundant open spaces and parks. It also includes a streetcar system as well as a light rail system that connects with downtown Portland. The goals of the new renovated Pearl District were to recognize the character of historic/architectural resources, create and promote high design standards, promote mixed-use development that contributes to a dense urban environment with an eclectic mix of uses, and promote active pedestrian landscapes.





**Previous Use:**

- Centennial Mill
- Grain Elevator

**Current Use:**

- Restaurant, Retail,
- Ampletheater,
- Orchard

**Size:** 12 Buildings 35 Acres



**Previous Use:**

- Weinhard Brewing
- Complex
- A.B. Smith Automotive

**Current Use:**

- Office, Condos, Retail
- LEED Certified

**Size:** 5 Block Complex



**Previous Use:**

- Rope Factory

**Current Use:**

- Bridge Port Brewing
- Company

**Size:** Three Stories



**Previous Use:**

- Portland Armory Building

**Current Use:**

- Gerding Theater
- LEED Platinum

**Size:**

- 600 Seat main Stage
- 200 Seat Black Box



**Previous Use:**

- Car Dealership

**Current Use:**

- Powell's Books

**Size:** 68,000 sf



**Previous Use:**

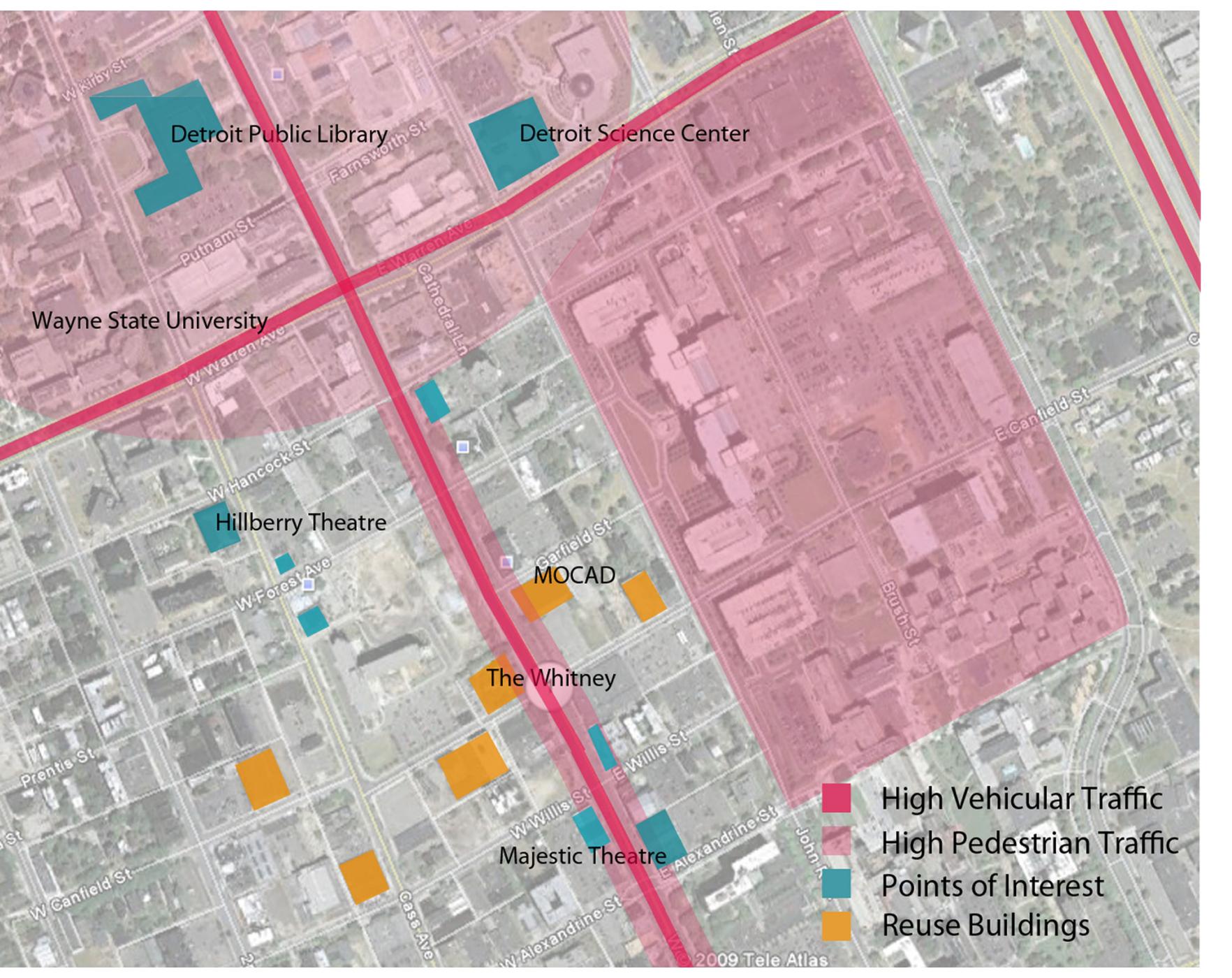
- Warehouse

**Current Use:**

- Janice Griffin Gallery

**Size:** 5,000 sf

Midtown is located less than a mile northwest of downtown Detroit and is currently a hub for culture and history. It is home to Wayne State University which adds to the multitude of activity and walk-ability of the area. Midtown developed as the city of Detroit grew. Commercial development spread along Woodward, but as the auto industry continued to grow Midtown became the place for large apartment buildings to house all the workers and really began to boom in the early 1900s. It also contained a large amount of car dealers, warehouses, and auto service shops. But the area really got hit hard during the Great Depression and when the market started to pick back up after World War II, new life and industry skipped Midtown and headed for the suburbs. Wayne State University introduced college courses in 1913, and played a large part in the renovation of the area beginning in the 1980s. The university refurbished many vacant buildings and constructed new ones. It is now an up and coming vibrant district of entertainment. The goals for the renovation of Midtown are to establish a living destination to further drive the expansion of retail and entertainment, provide a safe 24 hour walk-able area, and offer a variety of multicultural activities all while using a mix of rehabilitation, renovation, and new construction. Many of the old automobile warehouses and showrooms are now being converted into lofts, commercial space, or art galleries. The diversity of buildings adds to the vibrant character that is present throughout the community. Midtown also holds many festivals throughout the year such as Dally in the Ally and Midsummer Nights in Midtown.



Detroit Public Library

Detroit Science Center

Wayne State University

Hillberry Theatre

MOCAD

The Whitney

Majestic Theatre

- High Vehicular Traffic
- High Pedestrian Traffic
- Points of Interest
- Reuse Buildings



**Previous Use:**

Warehouse

**Current Use:**

55 West Canfield  
Lofts

**Size:** 30 Unit Lofts



**Previous Use:**

Doyle Dodge  
Dealership

**Current Use:**

MOCAD  
-Contemporary Art

**Size:** 22,500 sf



**Previous Use:**

Willys-Overland Co.  
-Sales + Service for  
Military Jeeps

**Current Use:**

-Willys -Overland  
Lofts

**Size:** 75 Unit Lofts



**Previous Use:**  
Stuber-Stone + Co.  
-Auto Dealership

**Current Use:**  
Stuber-Stone Lofts

**Size:** -13 Unit Lofts  
-Commercial



**Previous Use:**  
Private Home of  
David Whitney

**Current Use:**  
-The Whitney  
Restaurant

**Size:** 21,000 sf

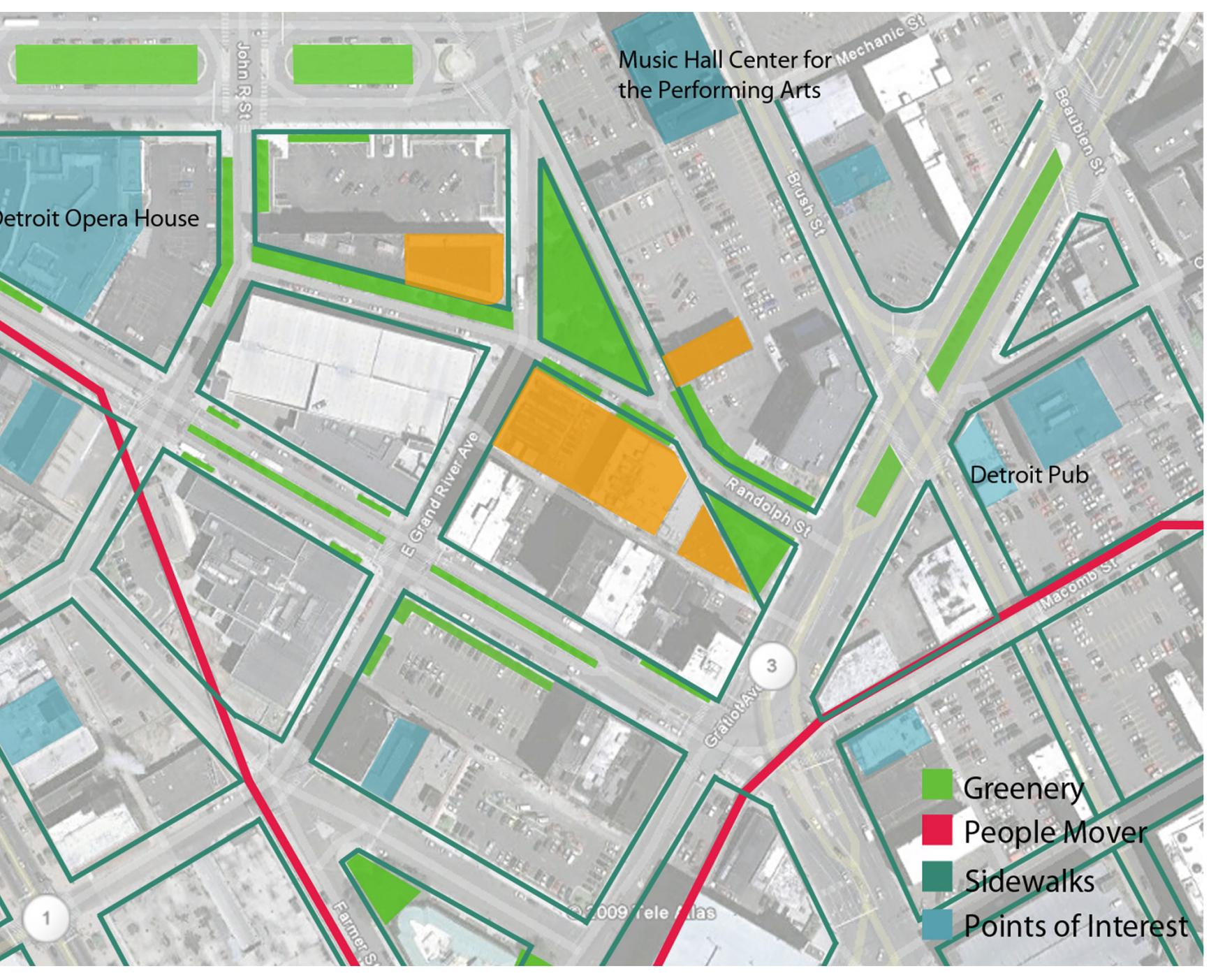


**Previous Use:**  
Downtown Buick  
Service Center

**Current Use:**  
-Canfield Lofts  
-Bureau of Urban  
Living

**Size:** 35 Unit Lofts

Paradise Valley is a small district about a tenth of a mile encompassed within the downtown area of Detroit. The area is built upon a tremendous amount of history within the African American community. During the 1930s there still was much discrimination, but African Americans within the area started their own community and establishments incorporating entertainment and culture. There were many music halls and clubs within the area including the Royal Blue Bar and Orchestra Hall that welcomed top entertainers like Duke Ellington, Ella Fitzgerald, and Billie Holiday. However, the area began to fall apart in the sixties when there were multiple race riots, the most famous being the Detroit Riots of 1967. Over 7,000 people were arrested and over 2,500 buildings had been burned within five days. The area never really recovered after many businesses and whites left the city following the riots. In the late 1960s and 1970s the city of Detroit also started urban renewal projects which destroyed many of the remaining buildings within Paradise Valley. Today the city of Detroit is reconnecting with that history through the renovation of four historic buildings. Through recent years the area has lost touch with its roots as well the name Paradise Valley, but this renovation is rebranding the area by bringing back the African American culture and the name Paradise Valley. Harmonie Club, Harmonie Pointe, Randolph Centre, and Harmonie Studios combine mixed use with entertainment that connects with its historical background. The area is developing as an entertainment district and includes a theater, cultural arts center, music and art studios, and a variety of bars. The motivation for the transformation of the area was to promote more economic growth downtown by bringing in new businesses and creating a small culture and entertainment district to mirror the large entertainment district of Detroit. The goals of the project are to capture the African American influence of the area, promote entrepreneurship, create a safe walk-able area, and create a local, regional, and national attraction. There is hope that in the future, events such as jazz festivals will take place within the community. Funding is supplied by the Detroit Downtown Development Authority (DDA) to help revitalize the area and its buildings.



Music Hall Center for the Performing Arts

Detroit Opera House

Detroit Pub

- Greenery
- People Mover
- Sidewalks
- Points of Interest



**Previous Use:**

- Hammeter Building
- Light Paper Goods
- Paper Stock

**Current Use:**

- Randolph Centre
- Live/Work Space
- Retail -Restaurant

**Size:** 31,800 sf



**Previous Use:**

- Wire Novelty Works

**Current Use:**

- Harmonie Studios
- Retail
- Office
- Live/Work Space

**Size:** 9,600 sf



**Previous Use:**

Wholesale, China,  
Crockery and Toys

**Current Use:**

Harmonie Pointe  
-Bar and Grill  
-Office

**Size:** 16,500 sf



**Previous Use:**

Harmonie Society Club  
House

**Current Use:**

Harmonie Club  
-Cultural Arts Center  
-Auditorium  
-Restaurant

**Size:** 22,500 sf



Through the analysis of Pearl District, Midtown, and Paradise Valley a combination of characteristics were found that seem to prove successful when it comes to the adaptation of older buildings within a district. The new programs that are implemented into the old abandoned buildings are often linked to entertainment that is rooted with culture and historical influence of the area. Education is also incorporated into the area, whether it is within the programs of the adaptive reuse buildings or located nearby. The surrounding area is also a mixed use, 24 hour, area that is often tied together through community events. These areas are often dedicated to the pedestrian, whether it is through campus life, with public transit, or the integration of parks and plazas.

Building precedents were also studied to determine those that are more apt to being flexible. The Museum of Contemporary Art Detroit is located in the old Doyle Dodge Dealership in Midtown, Detroit. The 22,000 square foot building was constructed to house a large amount of cars so the floor plan is open and fairly unobstructed. The interior has an industrial feel with the concrete slab floors and open steel trusses. The time withstanding structure and open floor plan offer flexibility to insert new programs into the space. MOCAD did very little renovation to the building to retain its historical character and has created an environment great for displaying contemporary works of art.

In Pearl District, Oregon, the historical Portland Armory Building was built in 1891 and later converted into the Gerding Theater. Today the building still contains the original brick and massive ceiling trusses. The large space features a 600 seat theater, a 200 seat black box theater, café, and a multi story lobby. When the theater opened in 2006 it exceeded the requirements to become LEED Platinum which includes a water-recycling system and lights that are regulated by sensors.



- Cultural
  - Jazz Clubs
  - Dance Studio
  - Art Gallery



- Entertainment
  - Bars
  - Clubs
  - Theaters



- Place for Education
  - Studios
  - Museum
  - University



- Mixed Use
  - Live
  - Work
  - Play



- Historical Influence
  - Programs
  - Culture
  - Aesthetic Structure



- 24 Hour Area
  - Live
  - Work
  - Play



- Walkable
  - Variety in Facades
  - Safe
  - Proximity to Downtown



- Community Events
  - Jazz Festivals
  - Dally in the Alley
  - Midsummer Nights in Midtown





## Site Analysis

Downtown Detroit

SITE: Franklin St.  
Rivertown



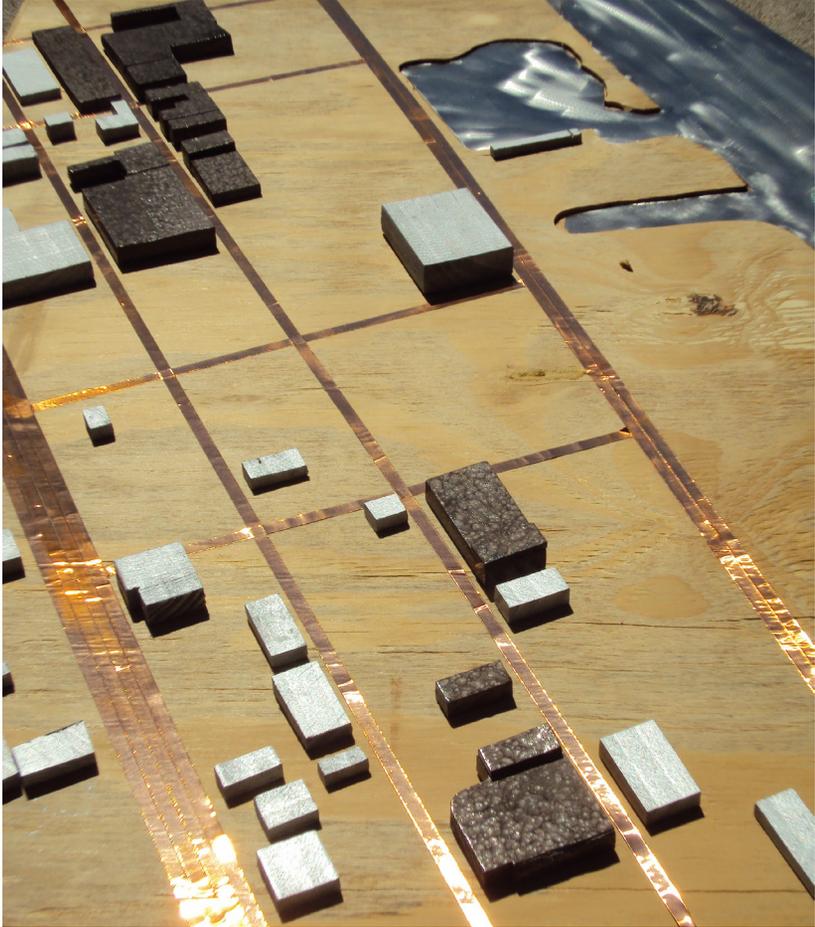
Site Model



Rivertown is the district located just east of Downtown Detroit that has truly felt the effects in the shift of industry. The area was once so densely developed that new industry had to expand along the outskirts of the city, but now the area lays desolate and abandoned. Large empty fields exist as if nothing lay there before. The few buildings that stand are marked with graffiti and boarded up to prevent unwanted visitors. Due to the abandonment of the Rivertown area, revitalization is necessary. However, recent development on the riverfront could act as a catalyst for this abandoned district. With this in mind, Rivertown is a perfect site to test this thesis on.

During the 1700s, Rivertown was predominantly utilized as French farm land. The crops harvested provided food for those occupying Fort Ponchartrain. In the early 1800s, the opening of the Erie Canal and Sault Ste. Marie made Detroit accessible to lumber and mineral resources, this promoted the industrial development along the riverfront. Rivertown was a prime location for the shipping industry. By the mid 1800s most of the land was used for shipyards and dry-docks. As the shipping industry grew and evolved, new industry started to develop around the area in order to support the shipping industry. Metal working to produce engines, boilers, and propellers developed to support the shipping. Numerous other secondary businesses developed in the area that included Schulte Brothers Soap, American Eagle Tobacco Company, Detroit Stove Company and Berry Brothers Varnish Manufactory. The area also contained many entertainment outlets. In 1855 the Detroit Directory listed 55 taverns and saloons, most of which were in the Rivertown area. Industry continued to grow within the area until the early 1900s when there was no more room for expansion along the riverfront. New industry moved out to the suburbs including the auto industry, which later transformed the city of Detroit into one of the largest sprawling cities. With the city revolving around the automobile, the old industrial buildings along the riverfront became obsolete. In 1999 the city of Detroit condemned 47 properties in Rivertown in order to sell them to the three potential casinos looking to develop in the area. Later on, it was decided that the casinos would be built in downtown,

rather than on the riverfront; thus the area has sat vacant since. It's not that these vacant buildings themselves have become obsolete, but rather the use that they once had. Many of the vacant buildings that still stand are in decent condition other than basic wear due to the lack of maintenance.



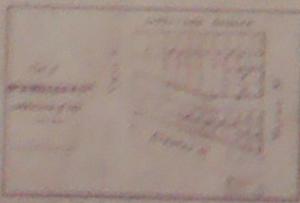


*See map page*

*See map page*

D E T R O I T

R I V E R



Fort Street

Congress Street

JEFFERSON

Larched Street

Street

Woodbridge Street

Water Street

WASHINGTON

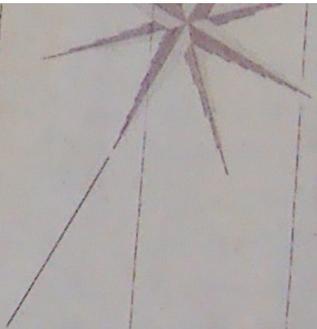
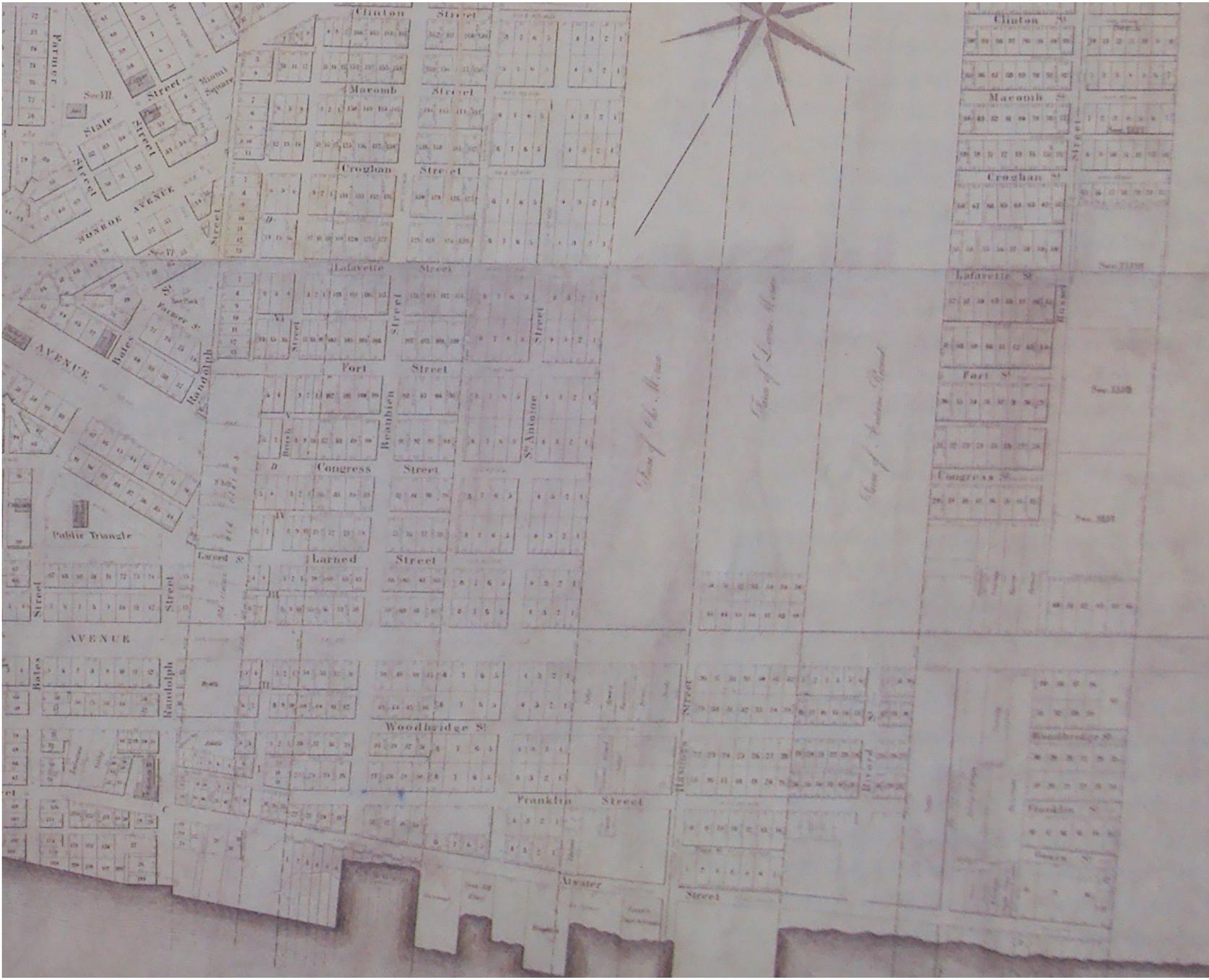
MICHIGAN

Lafayette St

SQUARE

WOODWARD

Street



Clinton Street  
Macomb Street  
Croghan Street  
Lafayette Street  
Port Street  
Congress Street  
Larned Street  
Woodbridge St  
Franklin Street  
Water Street

Clinton St  
Macomb St  
Croghan St  
Lafayette St  
Port St  
Congress St  
Larned St  
Woodbridge St  
Franklin St  
Water St

*View of W. Water*  
*View of Larned Street*  
*View of Congress Street*

Clinton St  
Macomb St  
Croghan St  
Lafayette St  
Port St  
Congress St

Clinton St  
Macomb St  
Croghan St  
Lafayette St  
Port St  
Congress St

Public Triangle  
Bates Street  
Randolph Street  
Larned Street  
Woodbridge St  
Franklin Street  
Water Street

Public Triangle  
Bates Street  
Randolph Street  
Larned Street  
Woodbridge St  
Franklin Street  
Water Street

Water Street  
Franklin Street  
Woodbridge St  
Congress St  
Larned St  
Port St  
Lafayette St

Water Street  
Franklin Street  
Woodbridge St  
Congress St  
Larned St  
Port St  
Lafayette St

# Rivertown Timeline

1700s

1800

1825

1850

French Farming

Opening of Erie Canal and Sault Ste. Marie made Detroit accessible to lumber and mineral resources which led to the development of industry along the Detroit River

Detroit Boat Club

American Eagle Tobacco Co.

- Lumber yard
- Ship yard
- Dry Dock

Girls Catholic School-  
Detroit College by the Jesuits-

Fireman's Hall held art exhibitions, lectures, concerts and contained a library

Water tower built to supply the entire city

Detroit Directory listed 50 taverns and saloons, most of which were in Rivertown



1875

1900

2000

MI Stove Company:  
worldwide distribution

Hatchery by State Fish  
Commission to deposit  
fish in Detroit River

University of Detroit  
Engineering Collage

Expansive Rail  
lines for moving  
raw materials

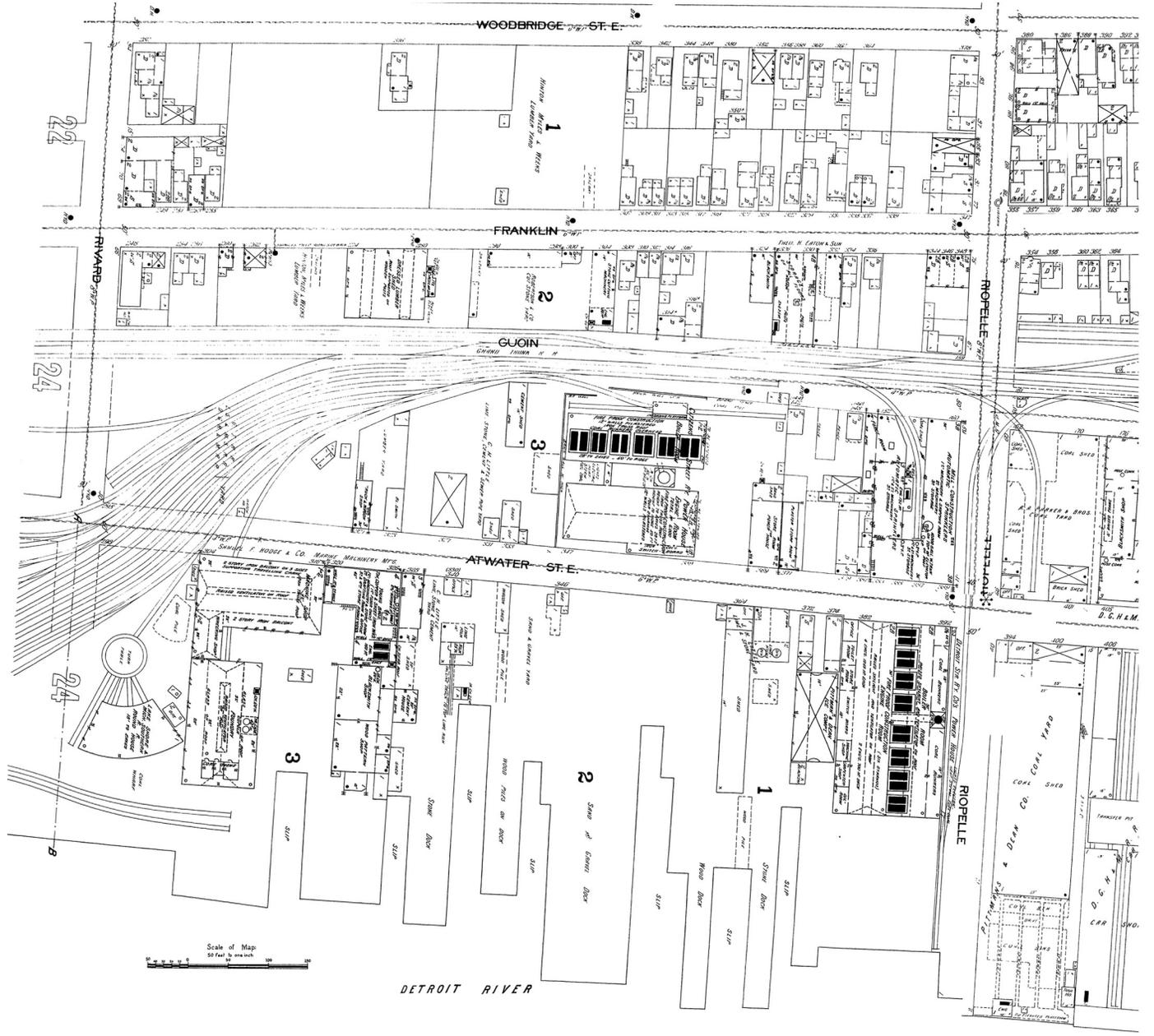
City Electric  
Lighting Plant

New technology led to the  
auto industry which moved  
to the suburbs due to lack  
space along the riverfront

Industry slowly declined

City of Detroit condemned  
47 properties in order to sell  
them to three potential casinos

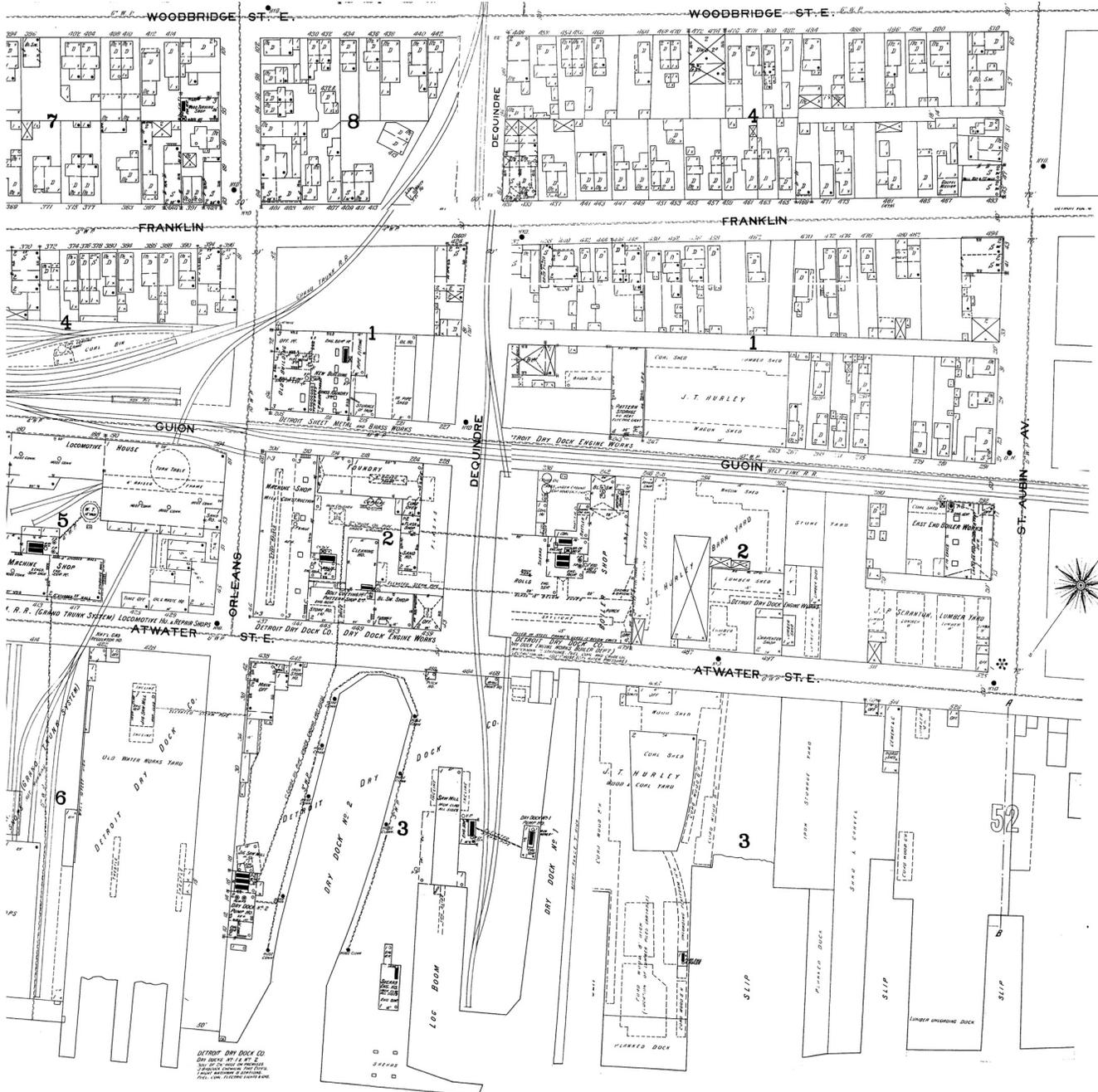
Casinos decided to  
build downtown leaving  
area completely vacant



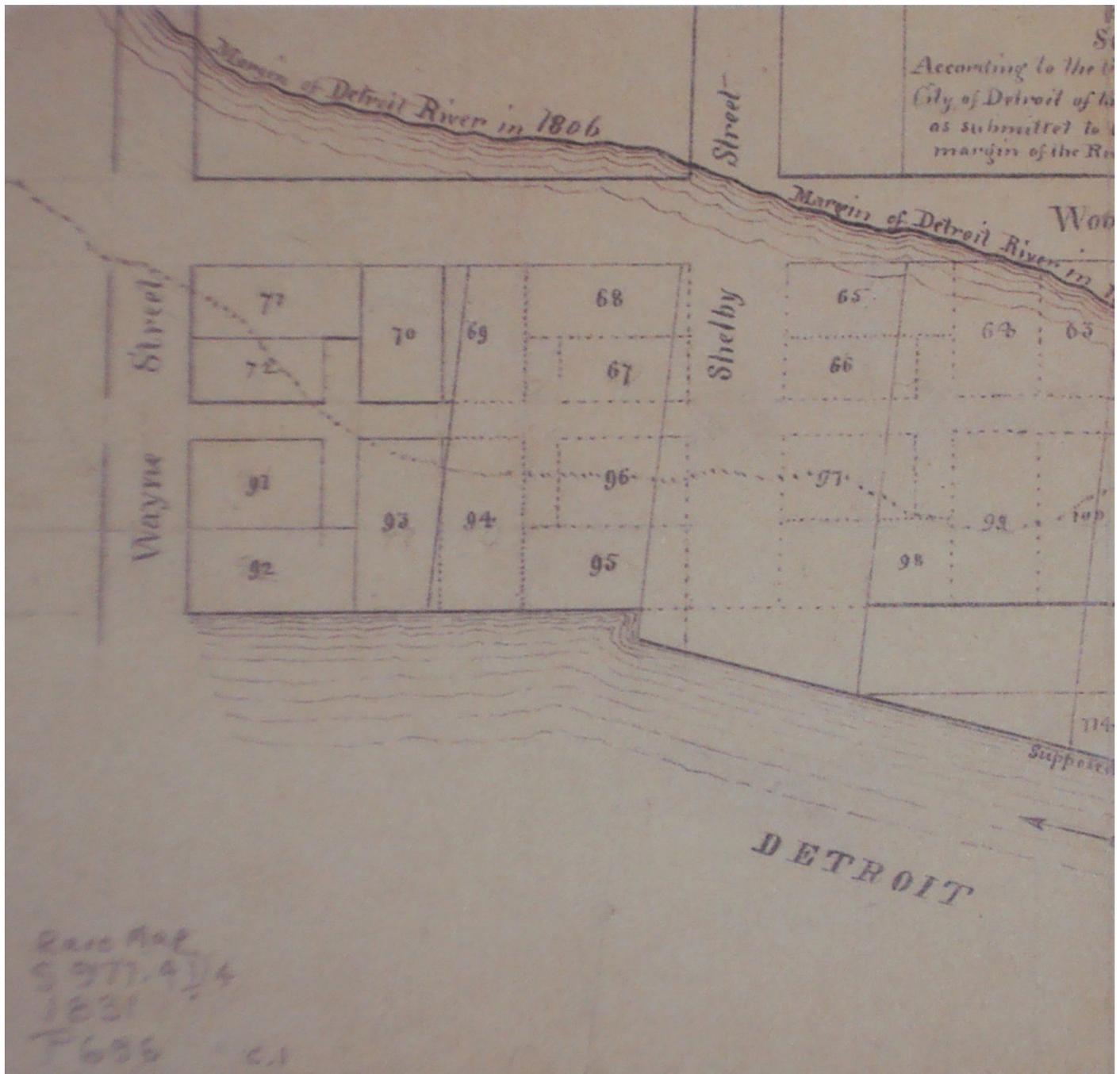
Scale of Map  
50 Feet to one inch

DETROIT RIVER

RIVER



DETROIT DRY DOCK CO.  
 1240 W. 12th St.  
 Detroit, Mich.  
 1910



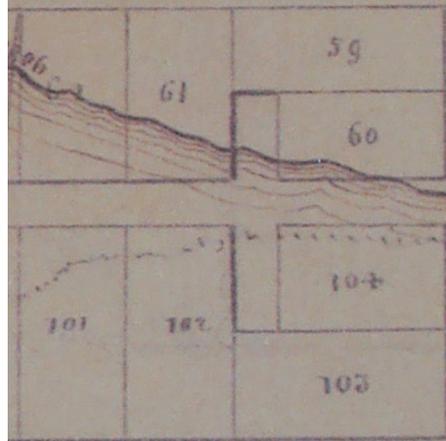
Map of Rivertown from 1831 showing the previous river line.

Part of  
of D  
Governor's Judges Plan of the  
of 8<sup>th</sup> January 1851,  
Congress, with the original  
plan, in 1806.

Abbridge.

Sec. 3. Street.

Street.



Grissold

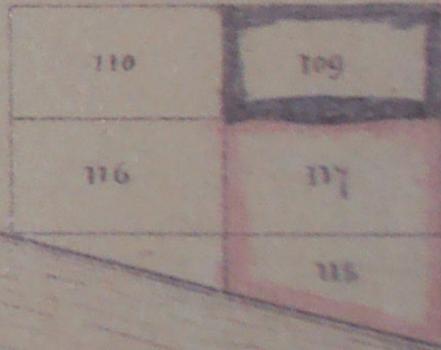
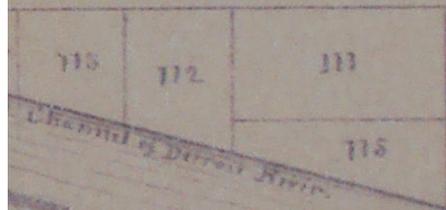


Abbate's Red Shoe House

Street.

Alwater

Street.

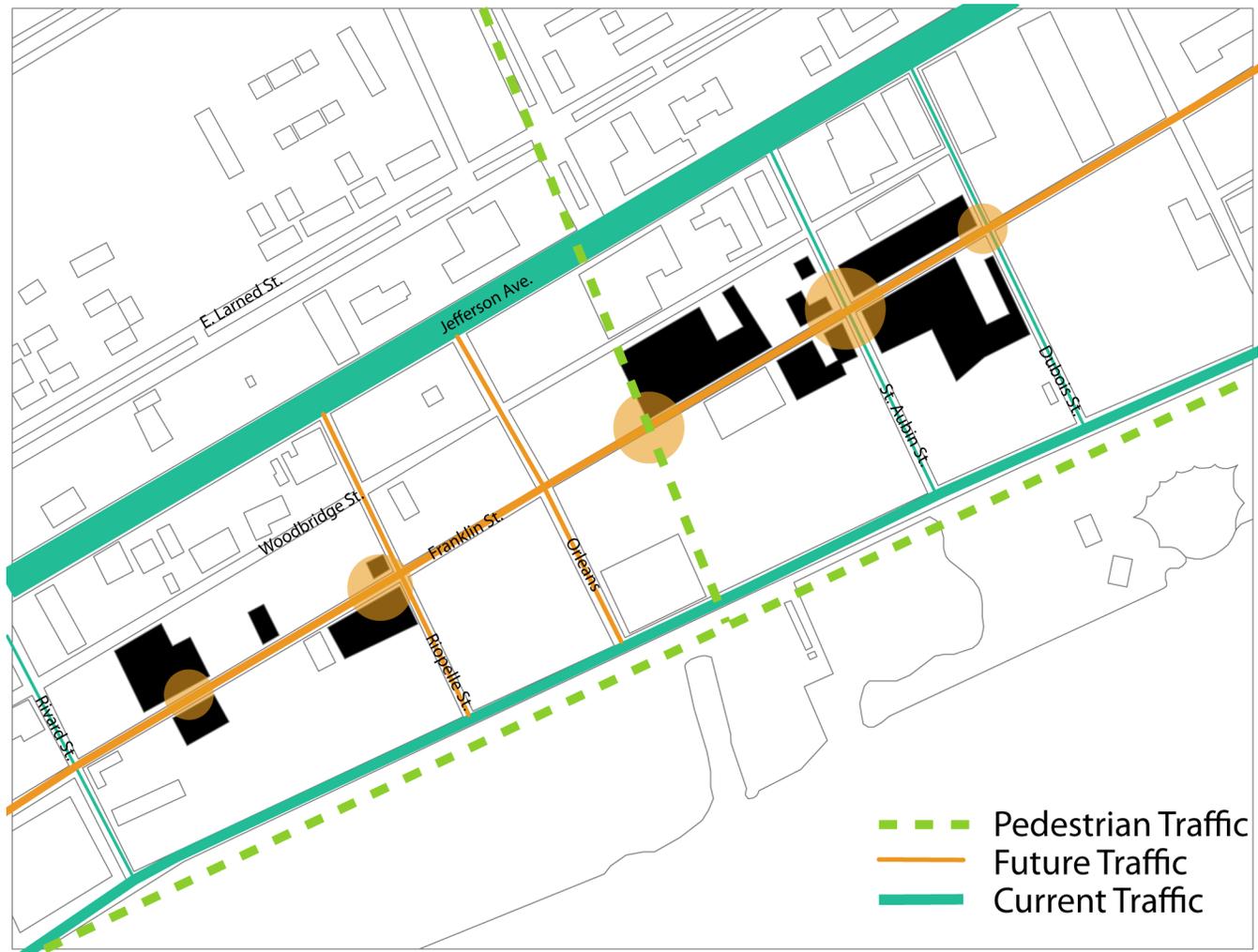


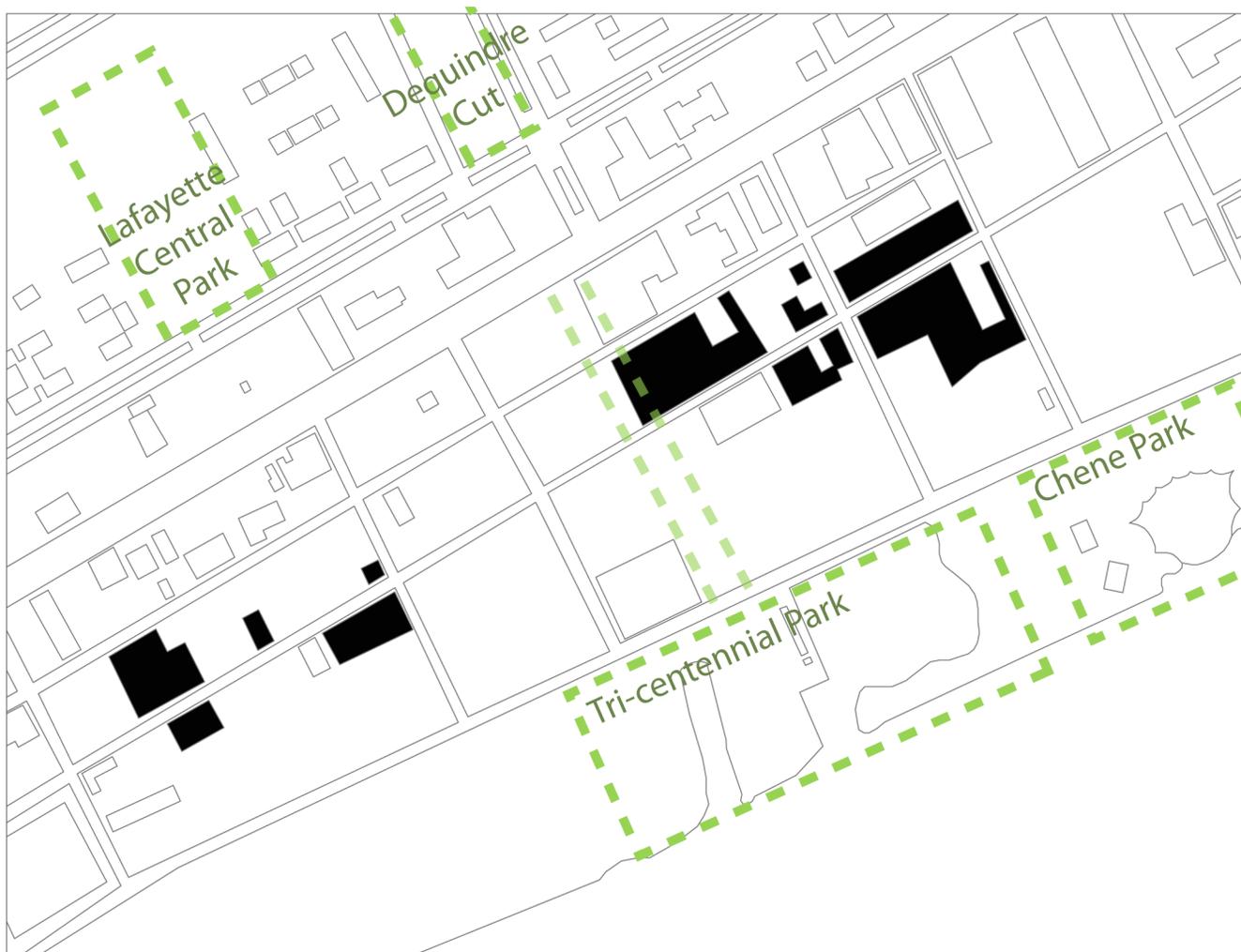
Woodward

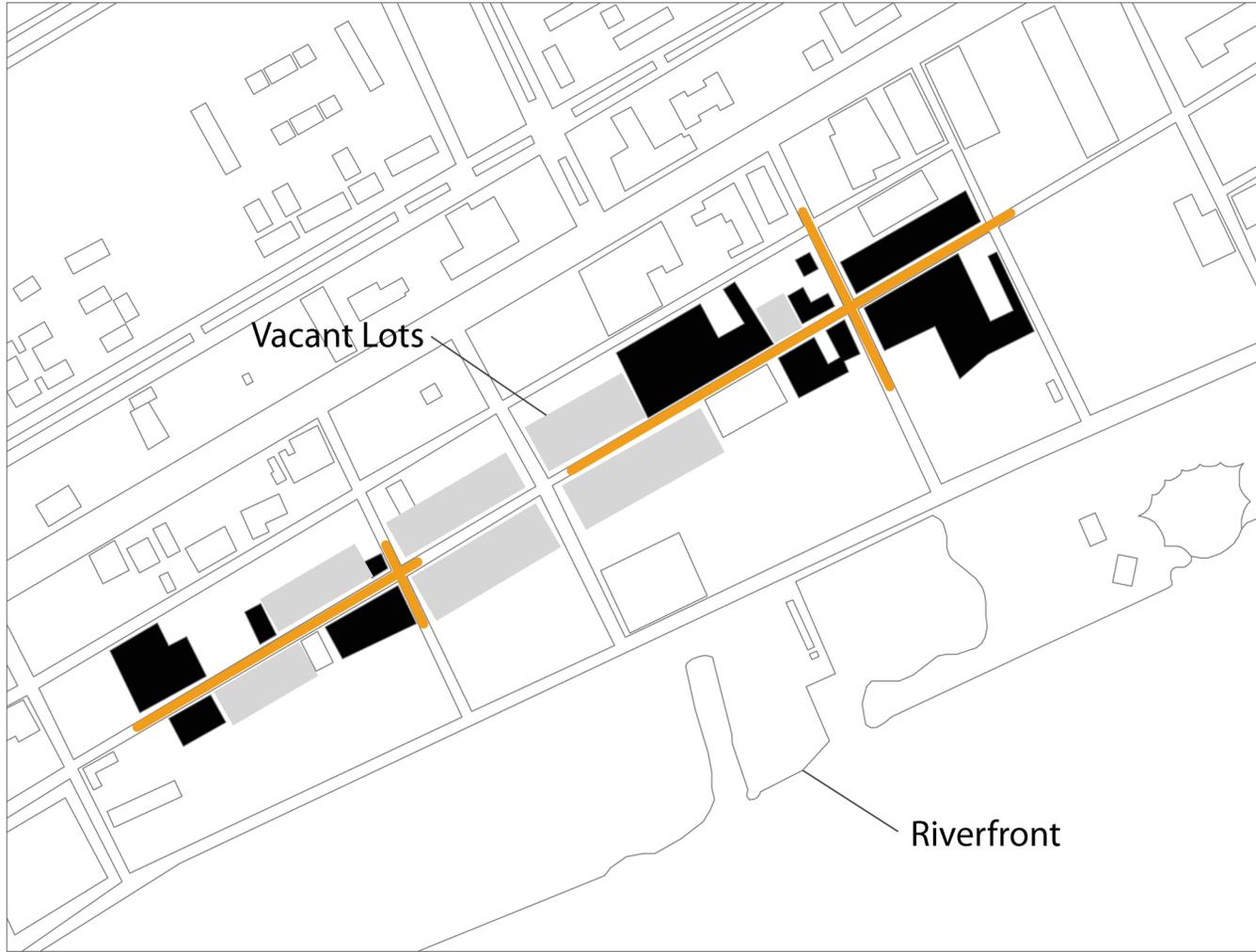
RIVER.

# Surroundings











### Provide Outdoor Community Space

- Utilize courtyards within vacant buildings to provide expansion of programs
- Vacant lots can be used to host community events

### Create a Destination Area

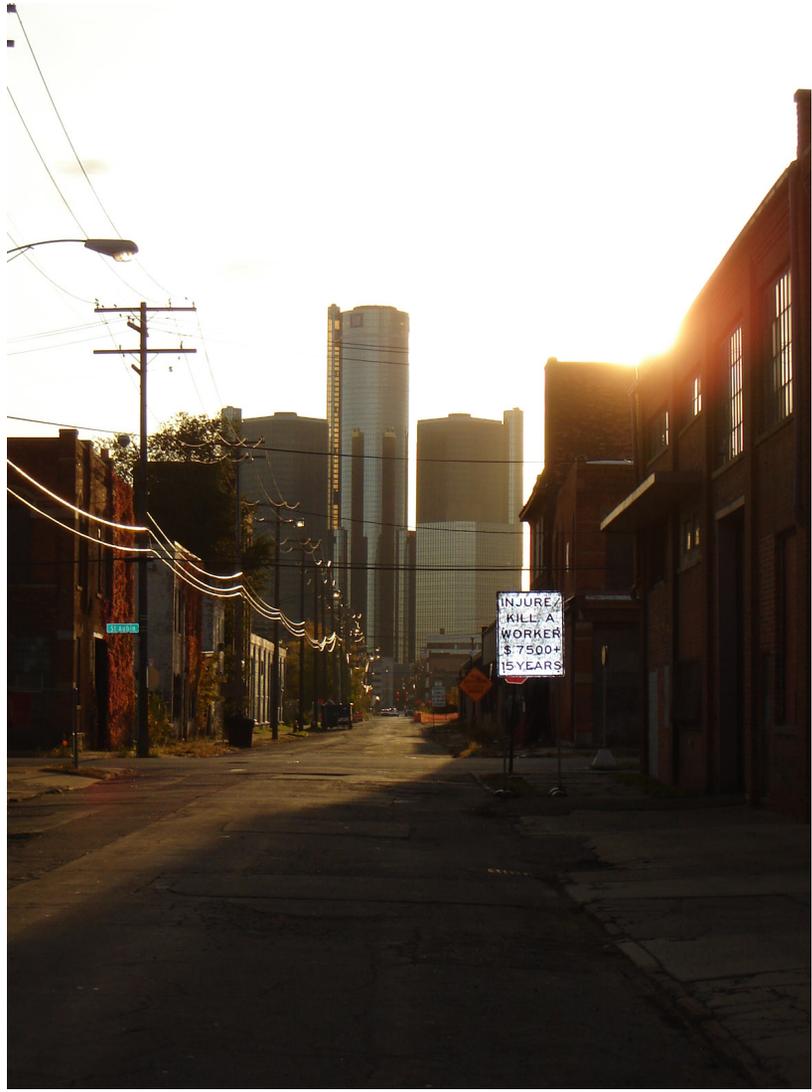
- Re-establish an identity for the area
- Create a walk-able entertainment area
- Provide waterfront entertainment

### Capture the History of the Area

- Provide programs that express the area's previous history
- Update previous uses to fit today's needs

### Strengthen Connections

- Provide attractions to link down town and the riverfront
- Expand from the connection between Dequindre Cut and the Riverwalk

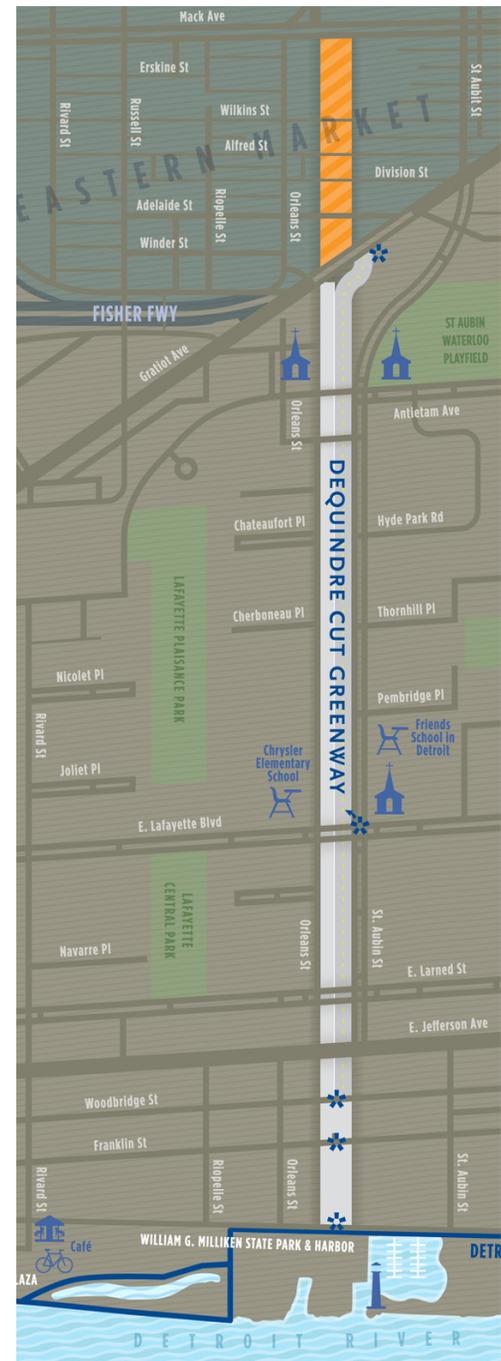




Being that the Riverwalk and the Dequindre Cut intersect within close proximity to my site, it provides a connection to destination points for pedestrians to Downtown, Belle Isle, Eastern Market, and the residential neighborhoods. The two pedestrian paths provide a wide variety of people and families that would most likely be utilizing their leisure time, thus programs that offer entertainment might be more successful within the area. The paths connect the site on Franklin St. to a variety of parks and pavilions such as Chene Park and Rivard Plaza, and the site itself could become another destination point within the area. Many people are starting to take advantage of the pathways during their lunch break or in the evenings, but if the Rivertown area was built up, it may attract more users throughout the entire day and give people more of a reason to visit the area. While walking along the paths, pedestrians get a glimpse at the city's past as it offers ways to educate those passing through the area.

With the abandonment along the river, it has discouraged many Detroit residents from utilizing the waterway. It is now the goal of the Detroit Riverfront Conservancy founded in 2003, to allow more public access to the riverfront. The Riverwalk is currently three miles long and will be extended to five and a half miles around 2012. It will eventually span from the Ambassador Bridge to Gabriel Richard Park which is near the entrance to Belle Isle. The Riverwalk also contains multiple parks, plazas, and pavilions along the way. The Detroit Riverfront Conservancy is a non-profit organization that is not only responsible for the establishment and improvements of the project, but the operations, maintenance, security, programming and the green spaces that are associated with the Riverwalk.

The Dequindre Cut Greenway is also a recent addition to the area. It is a 1.35 mile urban recreational path that was opened to the public in May of 2009. The path is below street level and was built upon the Grand Trunk railroad line which was abandoned in the 1980s due to the lack of passenger usage. The rail line was built in the 1830s and was greatly used by all the industrial companies located on the riverfront. In the late 1990s the abandoned rail line was intended to be freeway access to the casinos that were to be developed in Rivertown, but since the casinos were built downtown instead, it was turned into a greenway. The project was funded by the Green Ways Initiative who granted money to the Downtown Detroit Partnership. The pedestrian path offers a link between Eastern Market and the riverfront, as well as many of the neighborhoods in-between. There are also plans to extend the path beyond Gratiot to Mack Avenue which would add another half mile to the pathway. By extending the path it would be accessible to more users and be more convenient for the surrounding residents to access Eastern Market or the riverfront. The Path contains many works of graffiti that were left intentionally during construction and new artists are also encouraged to leave their mark.



Dequindre Cut Greenway

**Detroit Riverwalk Map**







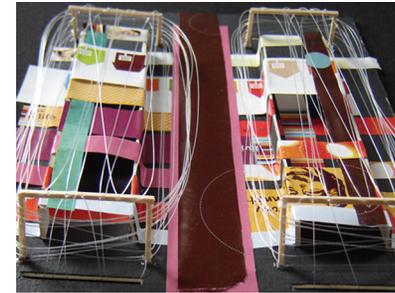


# Site Development



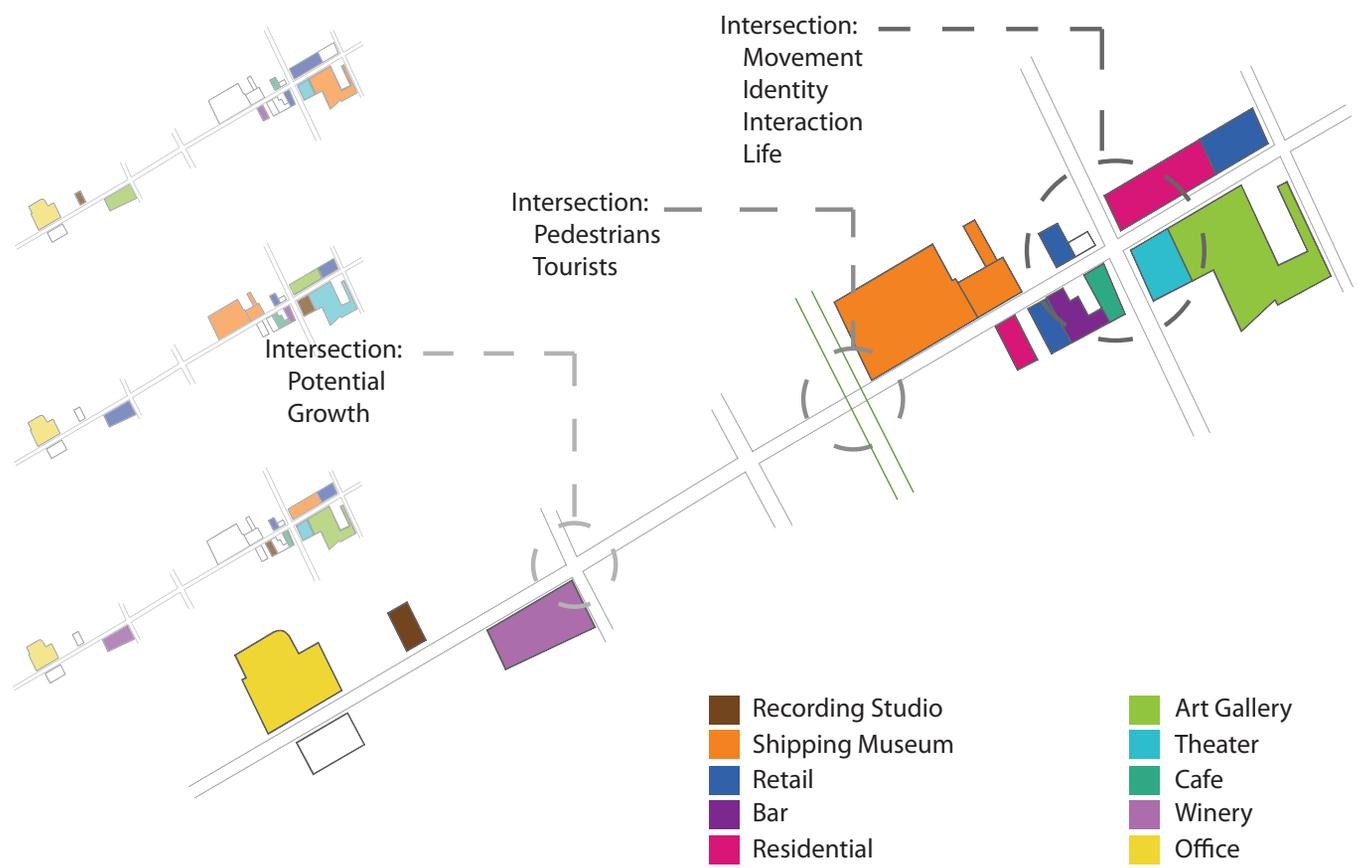
The history of Rivertown was studied to determine previous programs that existed. Once analyzed, the programs were then grouped into categories: learning, making, new technology, and entertainment. Being that the intensions for design were to stem from the area's historical context, new programs were formulated from these four categories. While taking the precedents and site context into consideration, each of the ten new programs incorporate learning, making, new technology, and entertainment. The newly established programs [art gallery, residential lofts, theater, bar, coffee shop, shipping museum, office, recording studio, winery] were then inserted into ten vacant buildings along Franklin Street depending on the building type and its location.

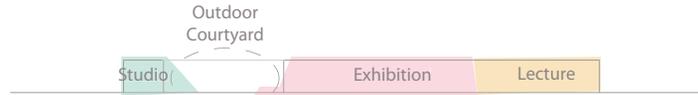
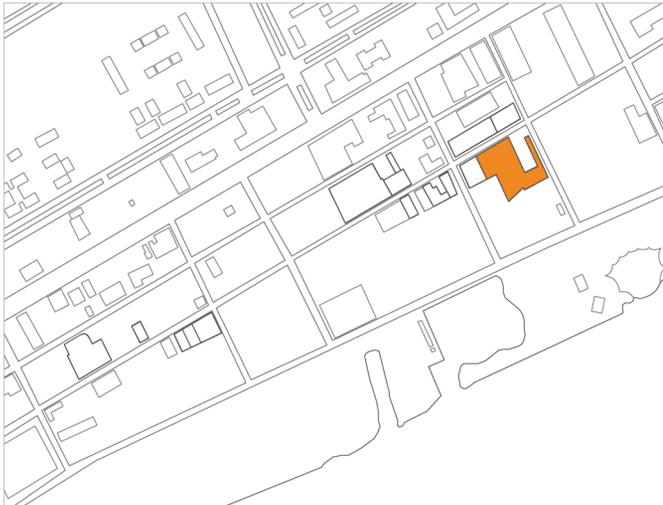




Study Model representing the importance of new programs emerging from the community contained within an existing structure. The new programs should bring new life and continuity to a street filled of vacant industrial buildings.





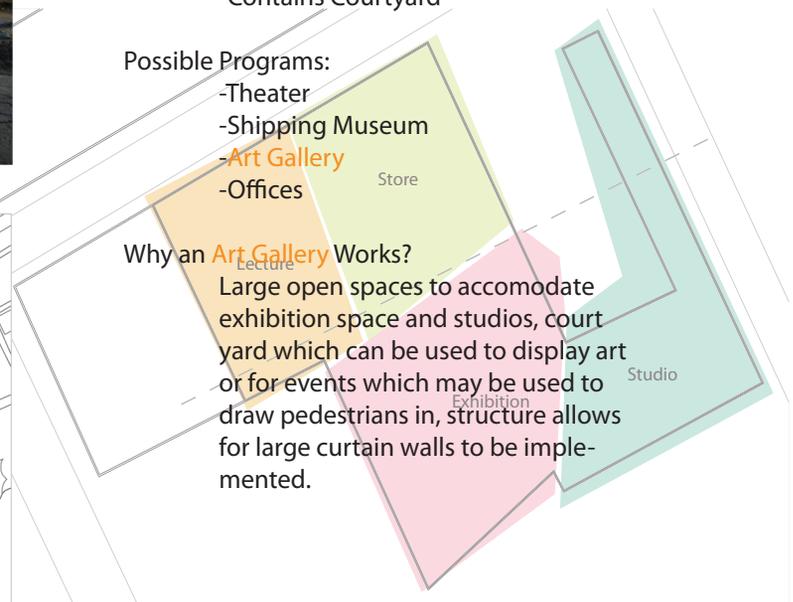


Previous Use:  
 Trussed Concrete Steel Co.  
 -Steel Storage Warehouse

Total Area: 68,800 sf  
 -One Story  
 -Contains Courtyard

Possible Programs:  
 -Theater  
 -Shipping Museum  
 -Art Gallery  
 -Offices

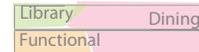
Why an Art Gallery Works?  
 Large open spaces to accommodate exhibition space and studios, courtyard which can be used to display art or for events which may be used to draw pedestrians in, structure allows for large curtain walls to be implemented.







Before



Previous Use:

Essex Brass Corp. Brass Works

Total Area: 13,200 sf

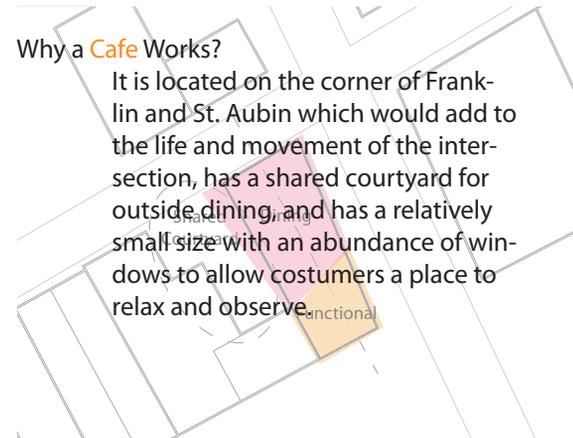
- Two Story
- Next to Courtyard

Possible Programs:

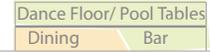
- Winery
- Bar
- Cafe
- Recording Studio

Why a Cafe Works?

It is located on the corner of Franklin and St. Aubin which would add to the life and movement of the intersection, has a shared courtyard for outside dining, and has a relatively small size with an abundance of windows to allow costumers a place to relax and observe.







Previous Use:

Essex Brass Corp. Brass Works

Total Area: 9,800 sf

- Two Story
- Next to Courtyard

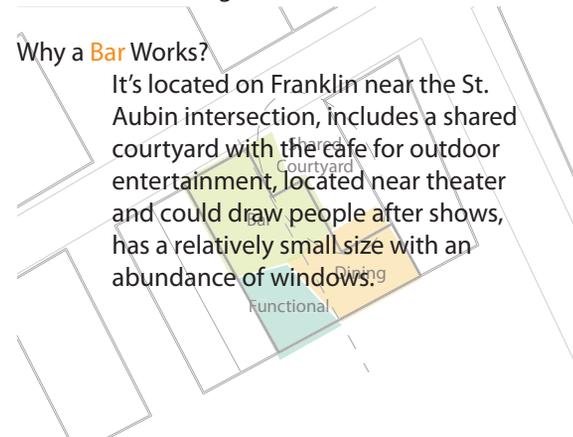
Possible Programs

- Winery
- Bar
- Cafe
- Recording Studio



Why a Bar Works?

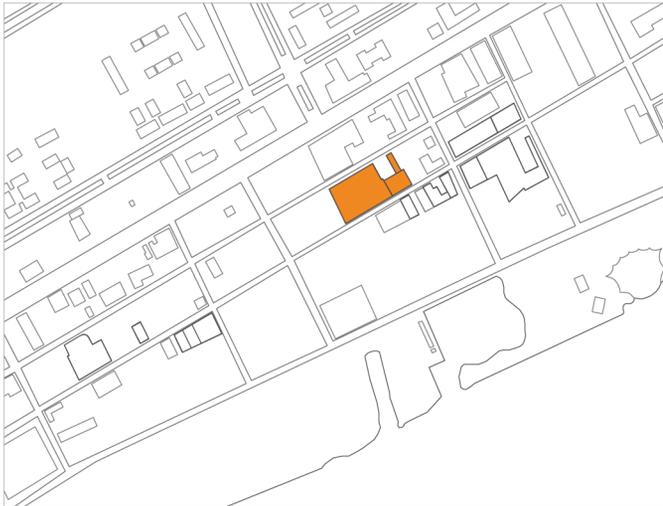
It's located on Franklin near the St. Aubin intersection, includes a shared courtyard with the cafe for outdoor entertainment, located near theater and could draw people after shows, has a relatively small size with an abundance of windows.







Before

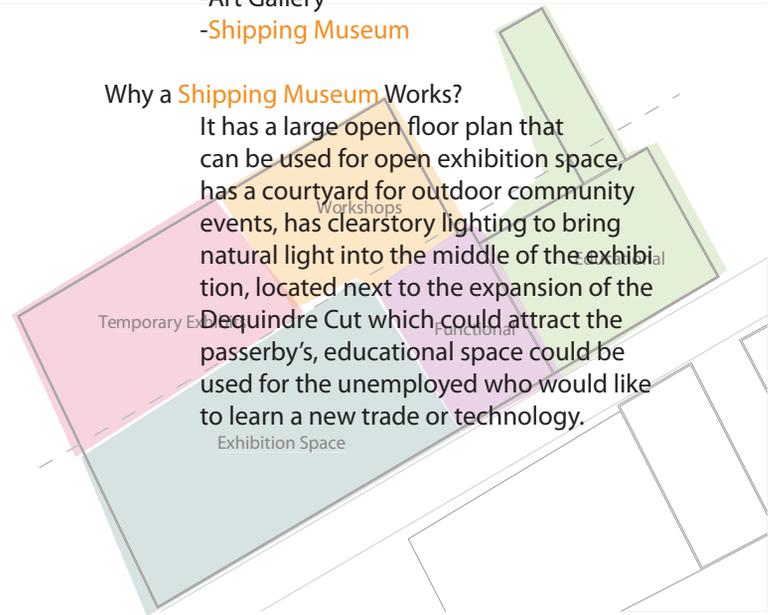


Total Area: 73,200 sf  
 -One Story  
 -Contains Courtyard  
 -Next to Dequindre Cut

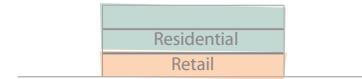
Possible Programs:  
 -Art Gallery  
 -Shipping Museum

Why a Shipping Museum Works?

It has a large open floor plan that can be used for open exhibition space, has a courtyard for outdoor community events, has clearstorey lighting to bring natural light into the middle of the exhibition, located next to the expansion of the Dequindre Cut which could attract the passerby's, educational space could be used for the unemployed who would like to learn a new trade or technology.







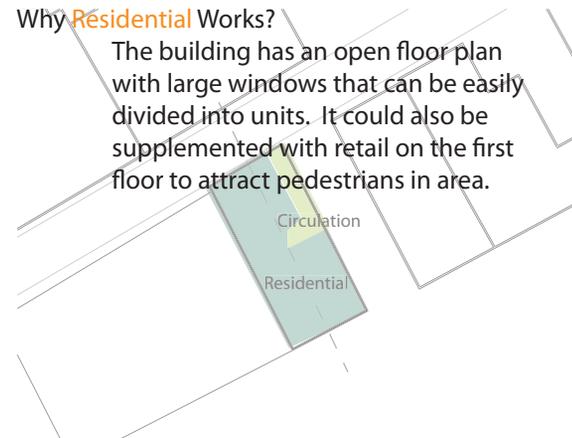
Previous Use:  
H.E. Hund and Co.  
-Auto Storage

Total Area: 8,185 sf  
-Three Story

Possible Programs:  
-Residential  
-Winery  
-Cafe

Why Residential Works?

The building has an open floor plan with large windows that can be easily divided into units. It could also be supplemented with retail on the first floor to attract pedestrians in area.



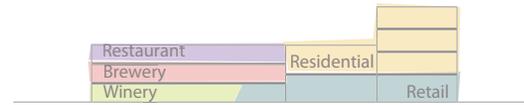


The Village

1974



Before



Previous Use:

- Eaton + Son Chemical + Dyewood Storehouse
- Storage
- Imitation Leather + Brass Burnings

Total Area: 77,000 sf

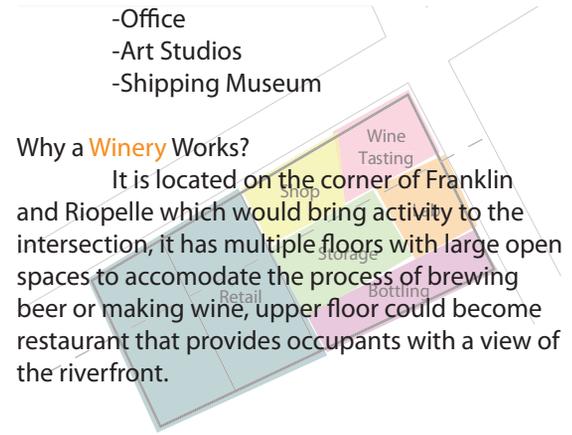
- Up to Four Stories

Possible Programs:

- Winery
- Retail
- Office
- Art Studios
- Shipping Museum

Why a Winery Works?

It is located on the corner of Franklin and Riopelle which would bring activity to the intersection, it has multiple floors with large open spaces to accommodate the process of brewing beer or making wine, upper floor could become restaurant that provides occupants with a view of the riverfront.







Before



Previous Use:

- United Forge + Machinery Co.
- Ice Cream Shop
- Previous Franklin St. Settlement

House

- Social Room, Gym, Club

Total Area: 23,400 sf

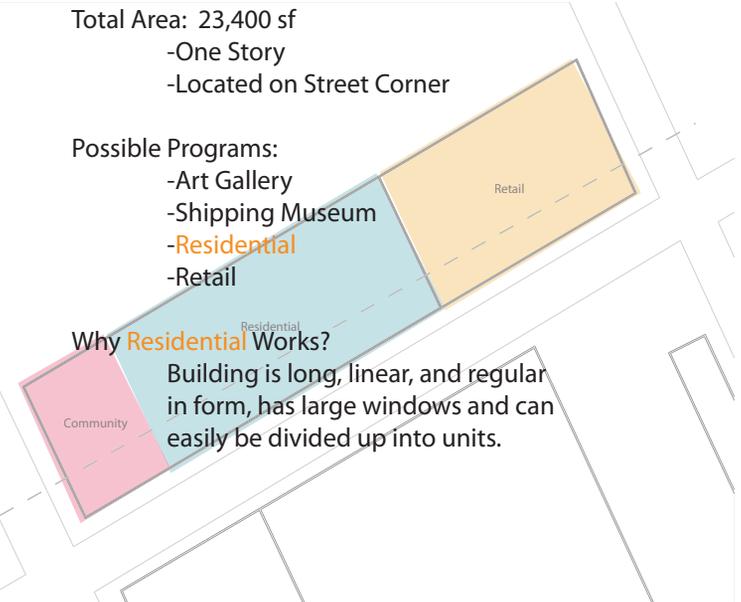
- One Story
- Located on Street Corner

Possible Programs:

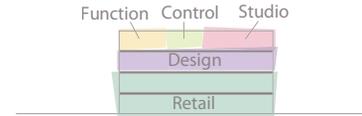
- Art Gallery
- Shipping Museum
- Residential
- Retail

Why Residential Works?

Building is long, linear, and regular in form, has large windows and can easily be divided up into units.







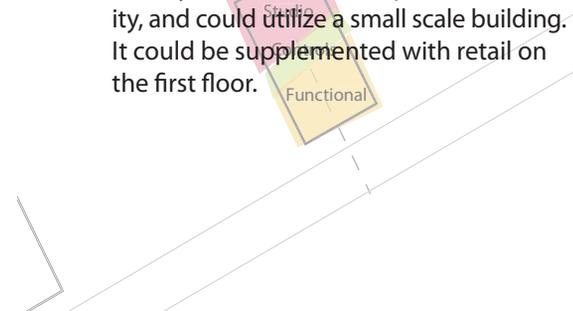
Previous Use:  
Reliable Furniture Co.

Total Area: 9,800 sf  
-Four Story

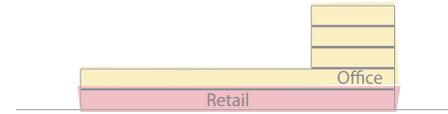
- Possible Programs:
- Recording Studio
  - Residential
  - Winery
  - Cafe

Why a Recording Studio Works?

The program would not be used by the general public so the building is away from the main strip of activity, and could utilize a small scale building. It could be supplemented with retail on the first floor.







Previous Use:  
Leased Office Space

Total Area: 27,800 sf  
-Up to Five Stories

Possible Programs:  
-Office  
-Retail

#### Why an Office Works?

It was previously used for office space and could easily adapt to today's new alternative office layout for new technology companies, and is located away from the main activity of the street.

Structure also allows for storefront to be implemented on first floor to allow for retail along the street facade to attract pedestrians.





ULTIMATE  
441.5700

STARBUCKS COFFEE

VAULT



Before



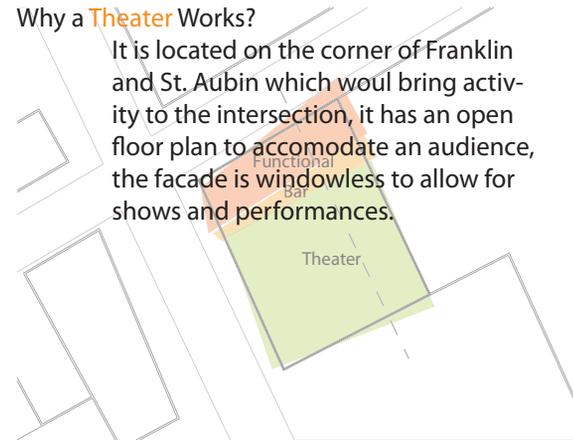
Previous Use:  
 F.H. Goodard Inc. Contractors  
 -Material and Tool Storage

Total Area: 13,000 sf  
 -One Story  
 -Located on Street Corner  
 -Windowless

Possible Programs:  
 -Theater

Why a Theater Works?

It is located on the corner of Franklin and St. Aubin which would bring activity to the intersection, it has an open floor plan to accommodate an audience, the facade is windowless to allow for shows and performances.





THEATRE CLOSES  
THANKS FOR  
YOUR PATRONAGE

5th Street

re:public

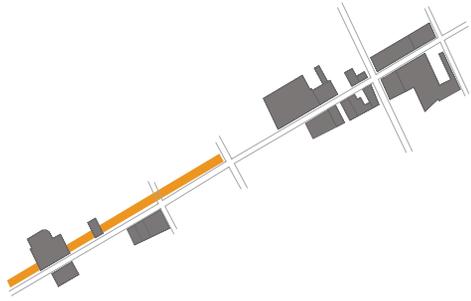


To provide unification and identity along Franklin Street, the sidewalks are covered in wood planks to resemble a boardwalk.

A master plan was completed to designate space for future expansion, parking, and green space. The green space may either be used as public parks or for agriculture. The agriculture may be temporary until there is enough growth for expansion or permanent such as a vineyard to supply the winery. Parking was strategically placed behind the future development to provide a more successful pedestrian destination.

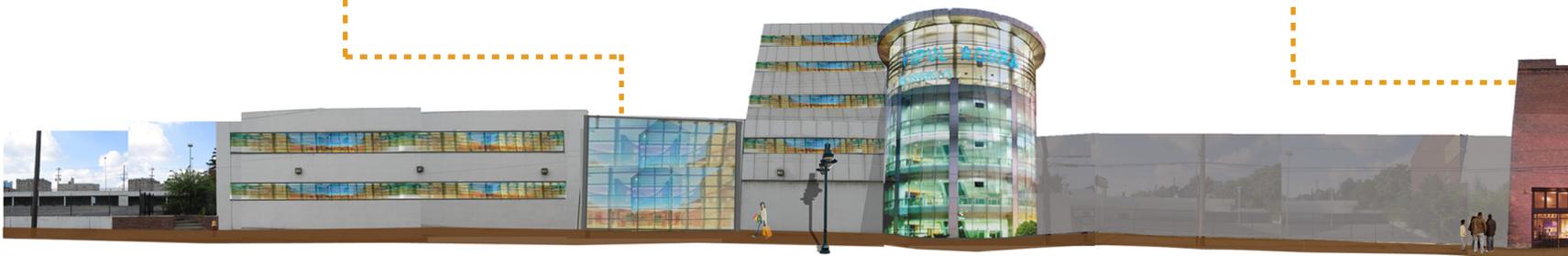


N. Elevation of Franklin St.



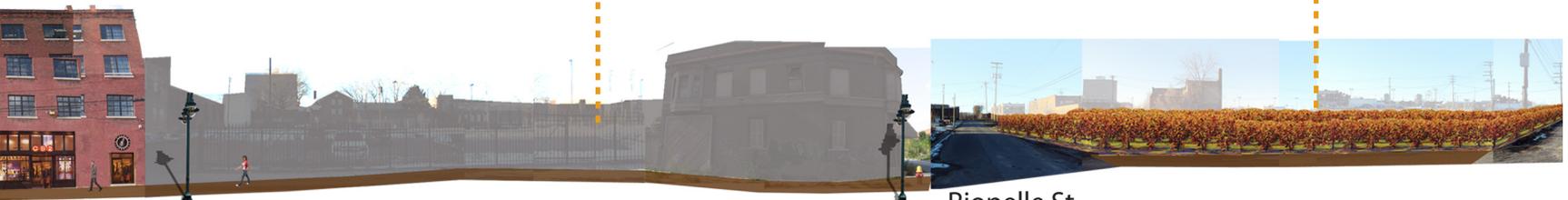
Office/Retail

Recording Studio/Retail



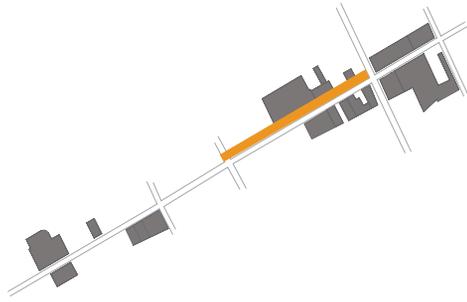
Future Development

Temporary Vineyards or  
Agriculture Fields Until  
Future Development



Riopelle St.

N. Elevation of Franklin St.



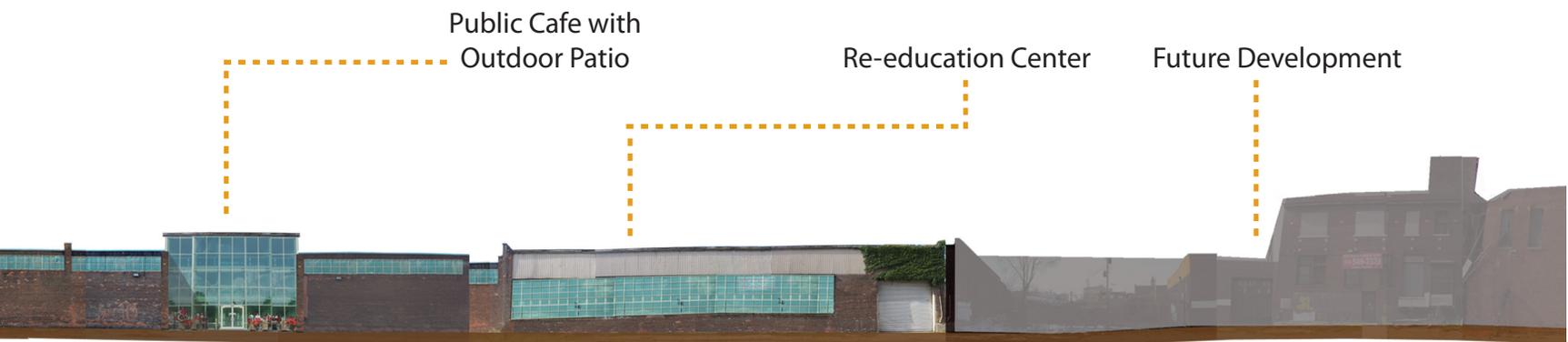
Shipwreck Playground

Dequindre Cut  
Greenway

Shipping Museum



Orleans St.

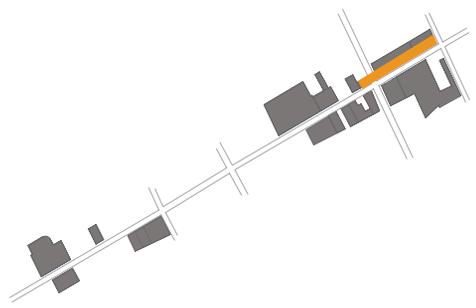


Public Cafe with  
Outdoor Patio

Re-education Center

Future Development

N. Elevation of Franklin St.



Wooden Boardwalk  
that runs the Length of  
Franklin Street

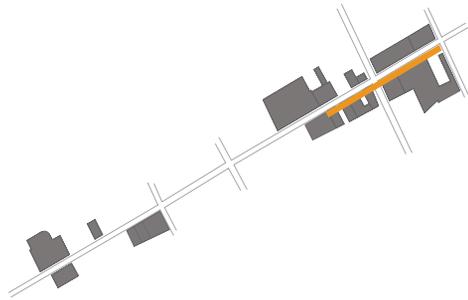
Residential Lofts



St. Aubin St.



S. Elevation of Franklin St.



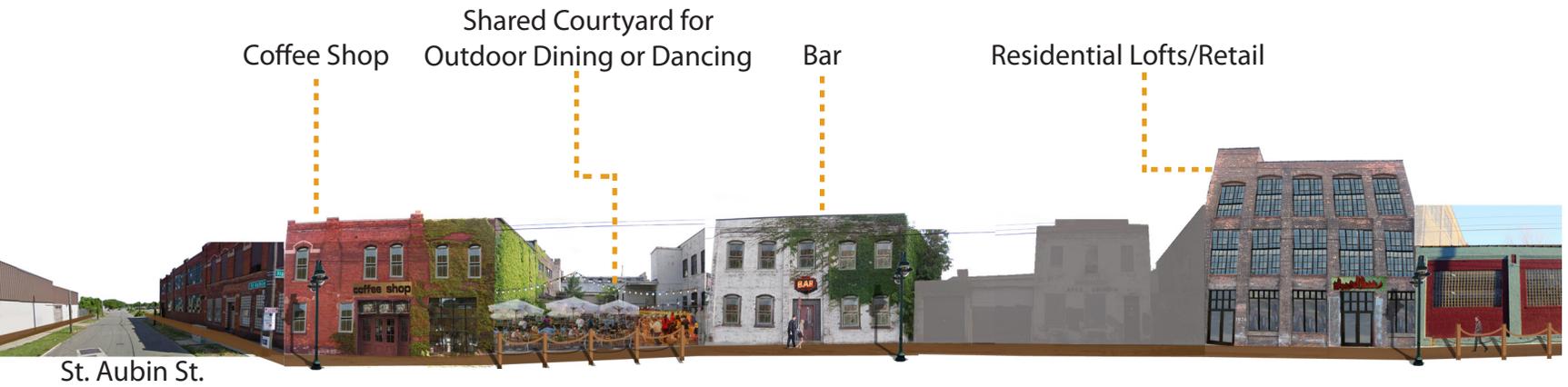
Public Access to Outdoor Exhibition Area

Art Gallery

Wooden Boardwalk that Runs the Length of Franklin Street

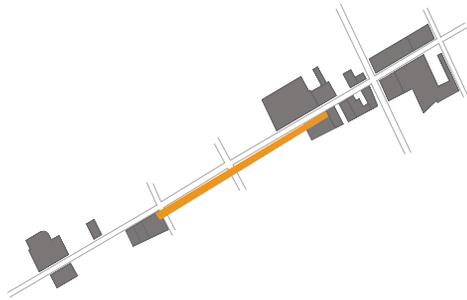
Theater





St. Aubin St.

S. Elevation of Franklin St.



Currently Being Renovated For Lofts

The New Expansion of the Dequindre Cut Greenway

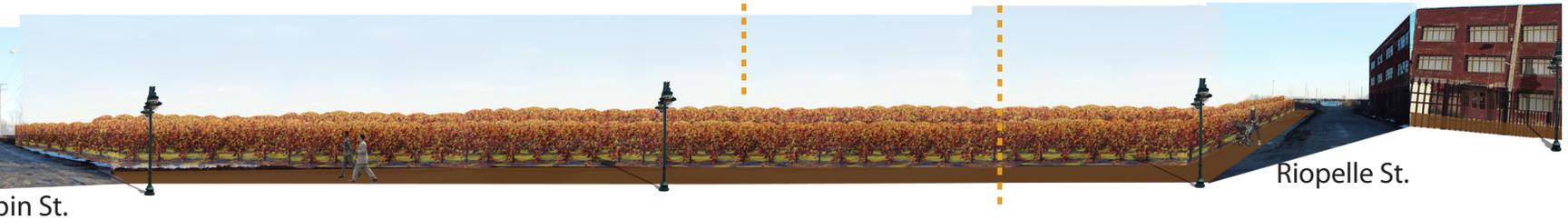
Public Space Used for Seasonal Activities



St. Aub

Vineyard Used to  
Supply Winery

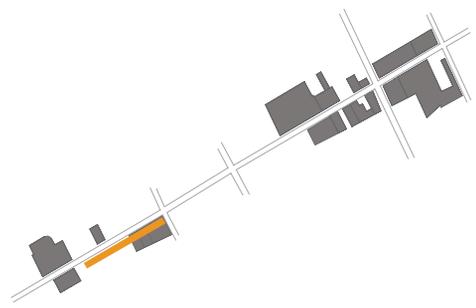
Wooden Boardwalk that  
Runs the Length of  
Franklin Street



bin St.

Riopelle St.

S. Elevation of Franklin St.

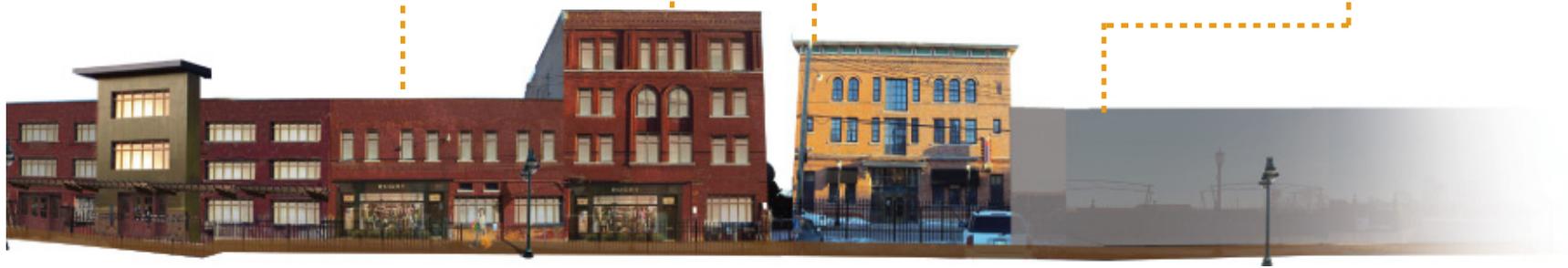


Winery

Residential/Retail

Existing Restaurant

Future Development









# Design Development



To act as a catalyst for change and rebirth, the Shipping Museum was chosen to further explore by implementing into the area first. The program would also incorporate a re-education center to help those displaced by the lack of industry by giving them a chance to learn a new trade. The building that was chosen to house this new program was previously used to manufacture metals. It is located at the corner of Franklin Street and the new extension of the Dequindre Cut Greenway, which would provide a large amount of pedestrian activity. The building is unique to the area in that it incorporates clearstory lighting throughout the building, including two monticles that bring light into the center of the building. There is also a courtyard within the building that lies along Woodbridge Street that could be used by the occupants of the building as well as the public.

The curriculum for the education center provides an updated version of the historical context of the area. Being that it was once known for its shipping industry, there will be courses in navigation, maritime management and operations, international logistics and finance, along with steam and diesel engineering. There will also be courses in new and up and coming fields to sustain jobs well into the future such as renewable energy, mechatronics, and engineering within healthcare.



Existing courtyard along Woodbridge St.





Existing facade along Franklin St.

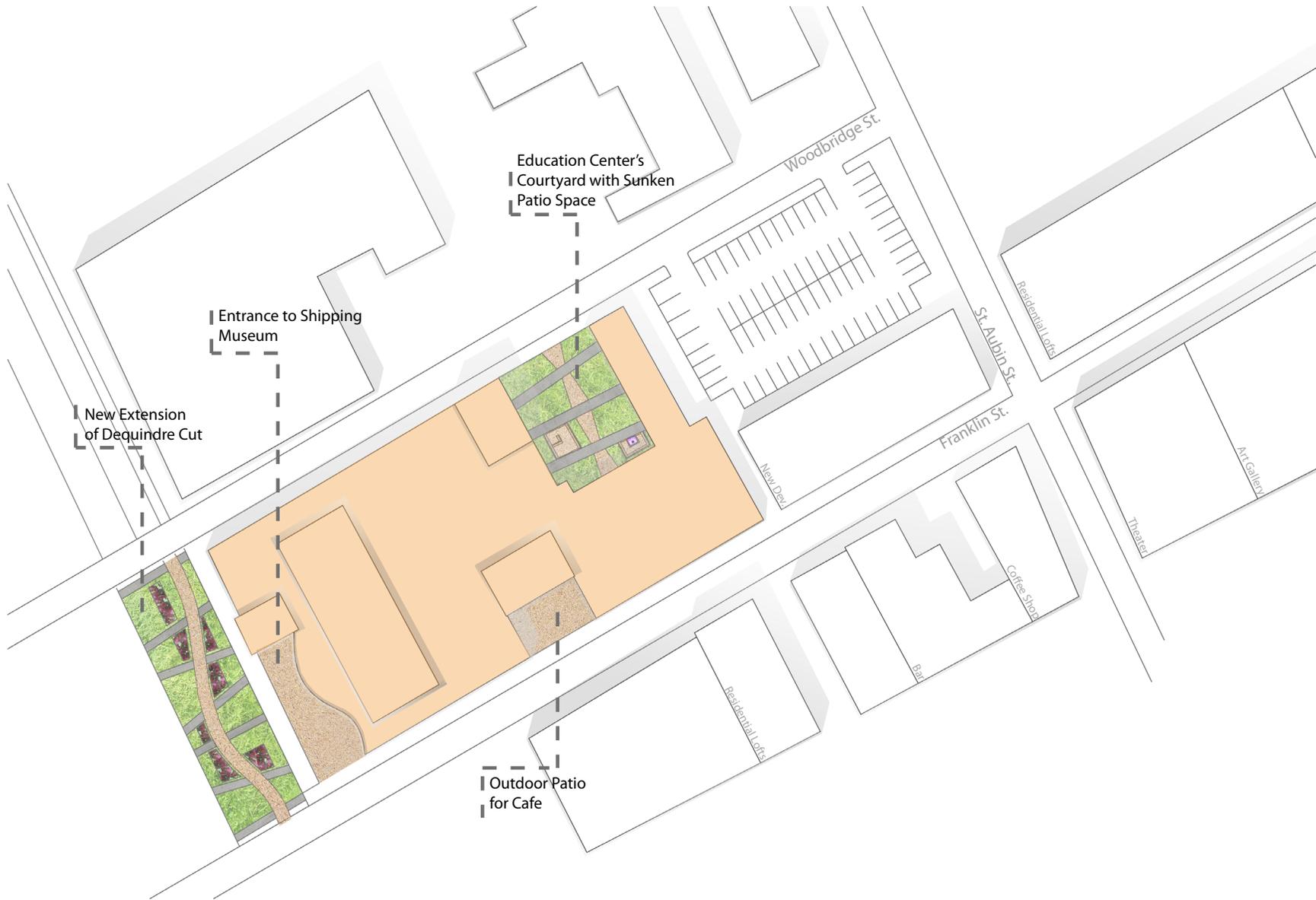




Existing facade along Franklin St. where Museum entrance is proposed



Shipping Museum and Re-education Center Site Plan: Location of outdoor spaces.



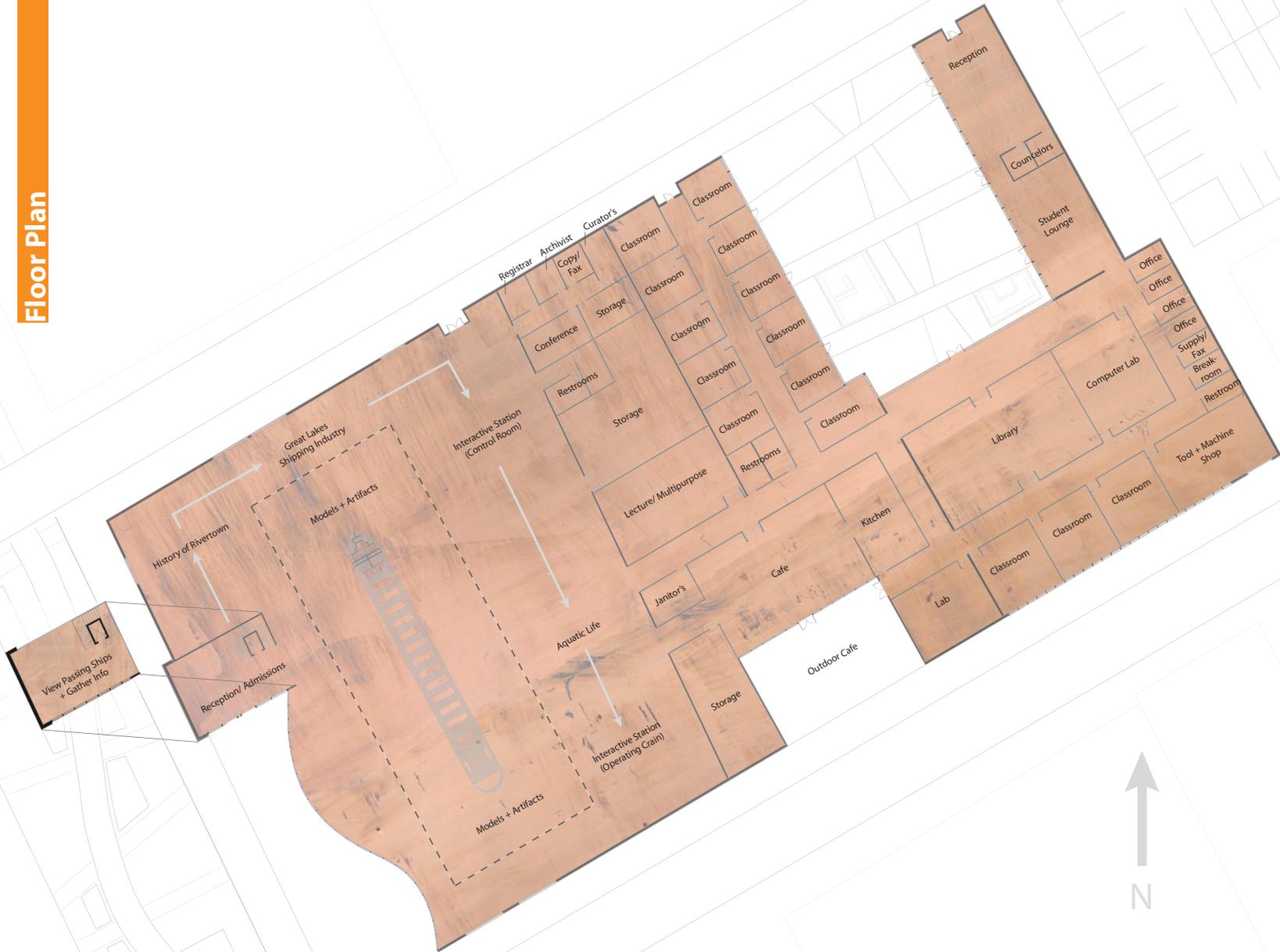
Education Center's  
Courtyard with Sunken  
Patio Space

Entrance to Shipping  
Museum

New Extension  
of Dequindre Cut

Outdoor Patio  
for Cafe

# Floor Plan



### Shipping Museum's Program

Area: 34,000 sf

Shipwreck Artifacts

Ship Models

Information on Passing Ships

- Cargo
- Where it's from
- Frequency of Passing Through Area
- Video Camera set up at River for guests to view ship
- Captain's Radio: Guests will be able to hear Captain Communicating

Great Lakes Shipping Industry

- History
- Current

History of Rivertown

- Transition from Wooden Ships to Steel

Aquatic Life

- Invasive Species
- Domestic Species

Interactive Stations

- Control Room
- Operating Cranes

Rope Tying

### Re-education Center's Program

Area: 31,000 sf

Possible Connection with Great Lakes Maritime Academy

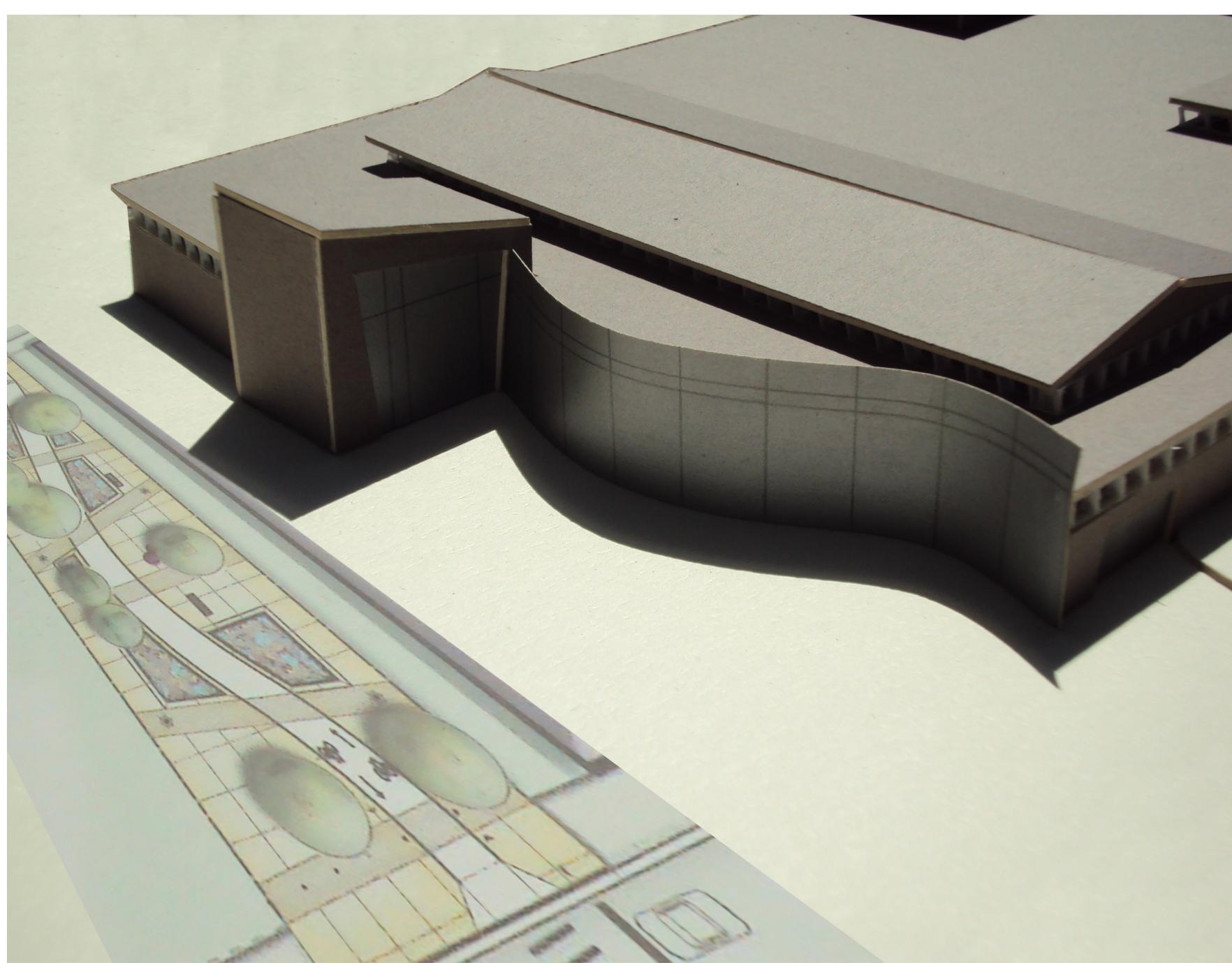
- Navigation
- Piloting
- Steam/ Diesel Engineering
- International Logistics + Finance
- Operations Management
- Marine Engineering
- Port Administration
- Maritime Management + Operations

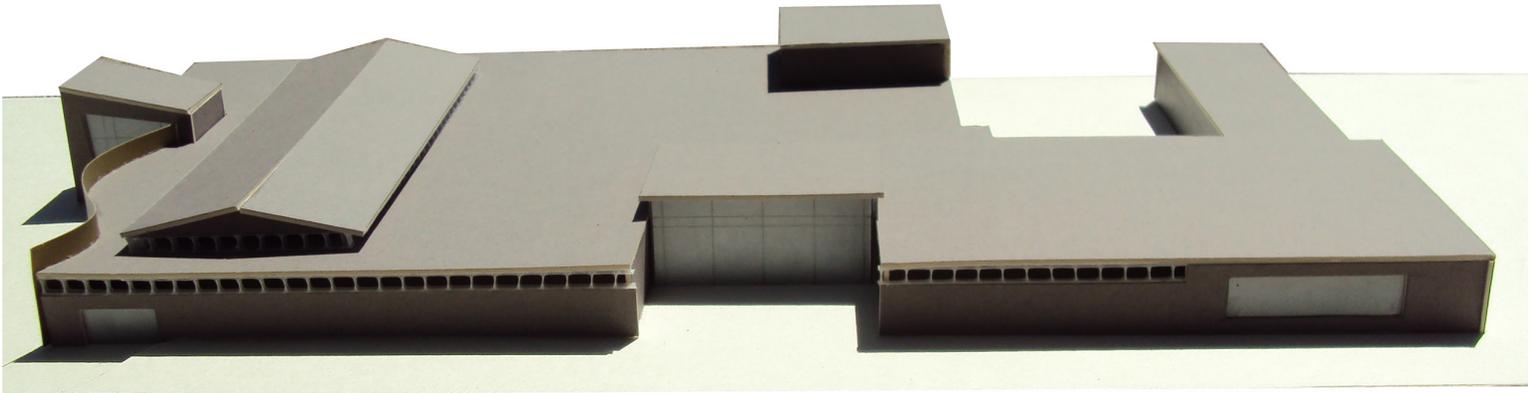
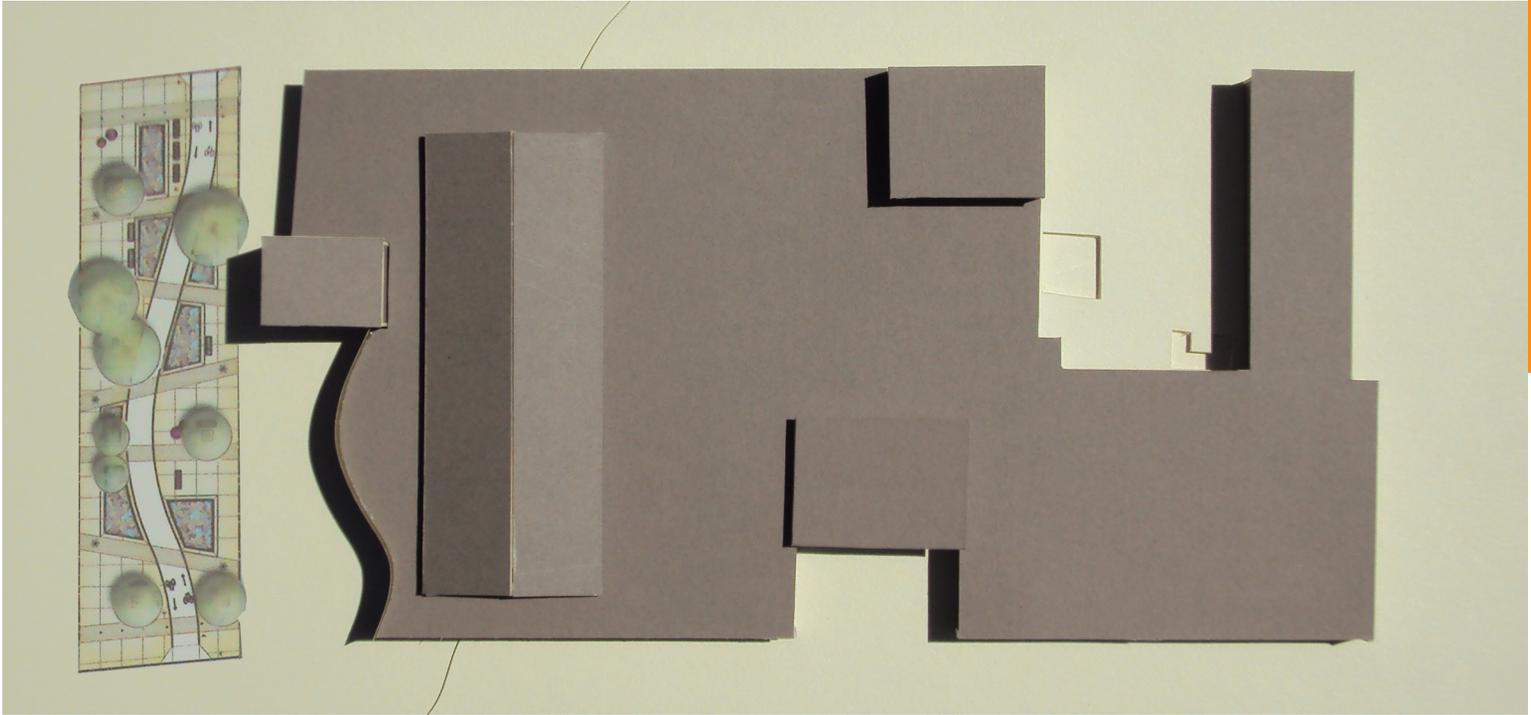
Renewable Energy

Mechatronics

- Combination of Mechanical, Electrical, Computer Engineering, and Control Systems

Engineering/Healthcare





Physical Model





Cafe



Library

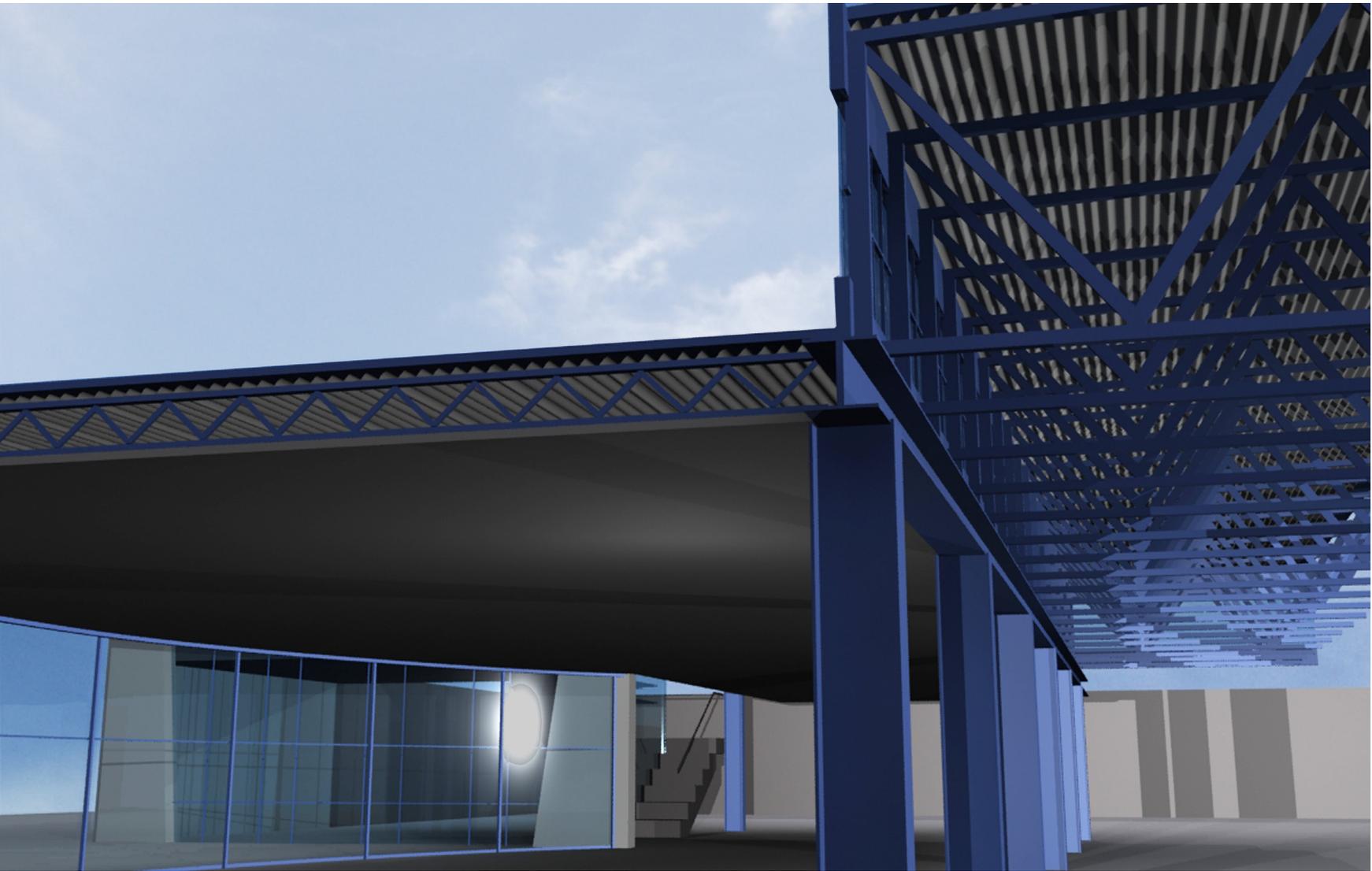


Office

Section cut through Shipping Museum, viewing the structure and entrance to the museum.



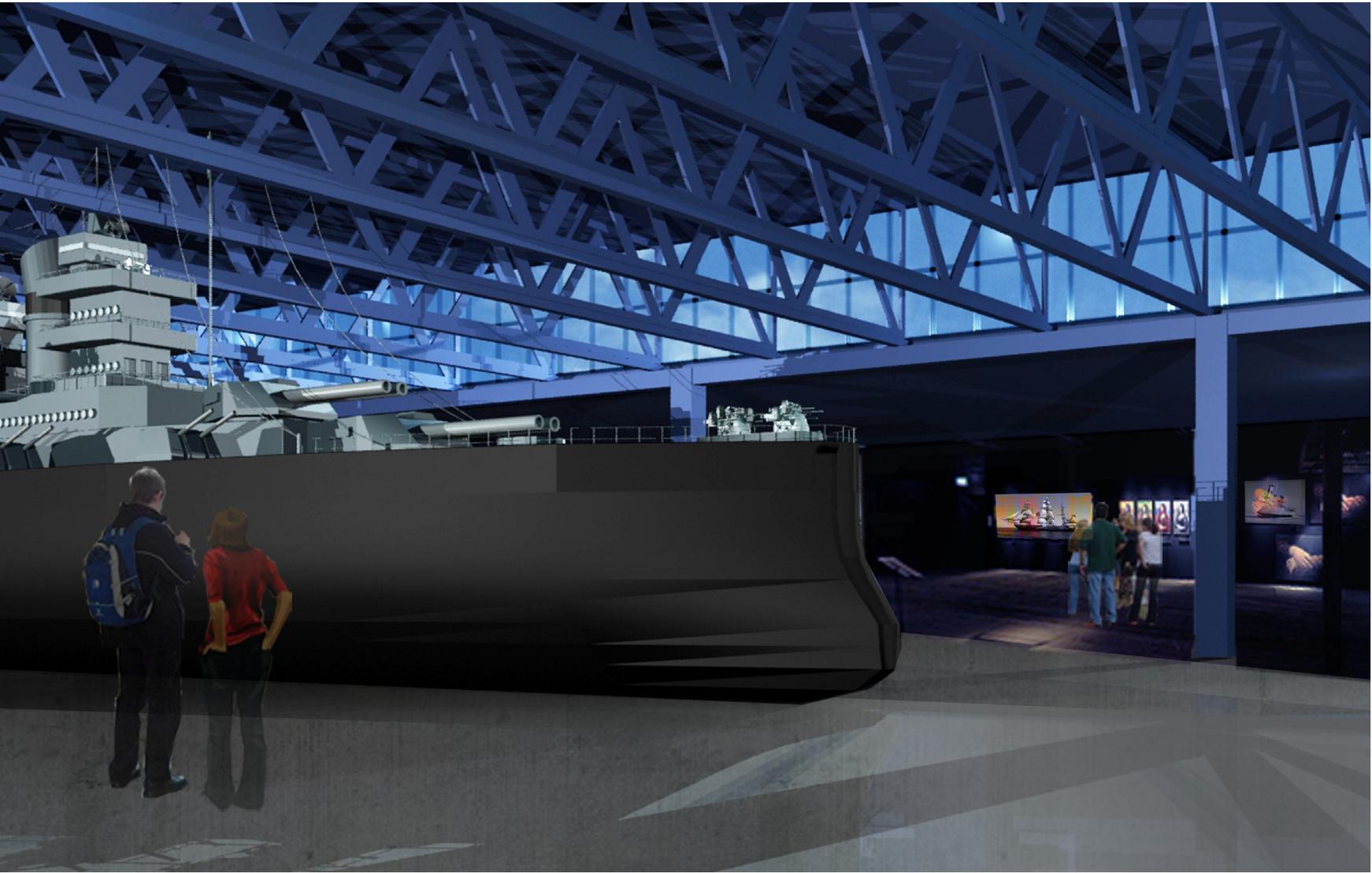
Section through Shipping Museum to view details of construction.





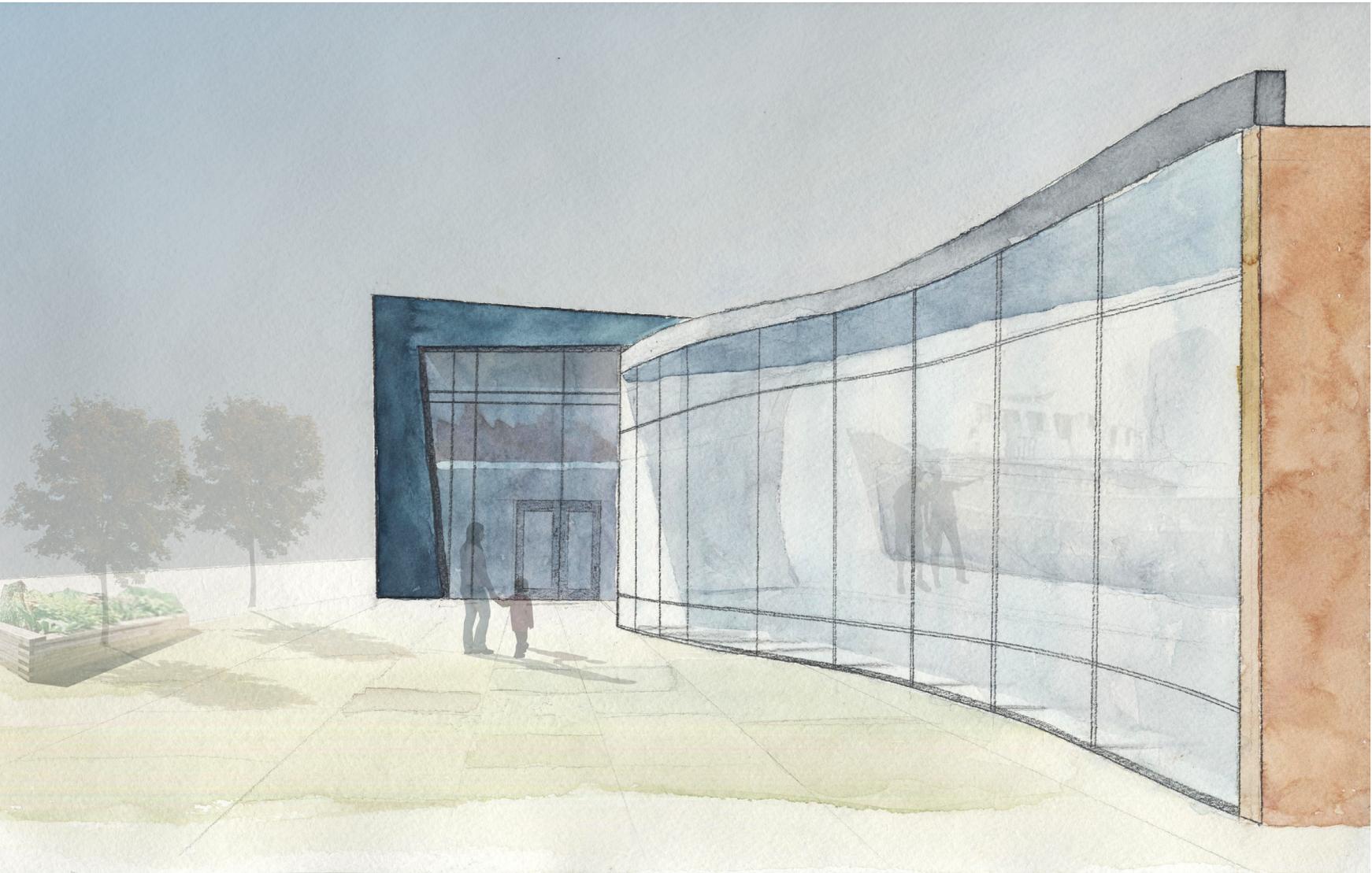
## Interior

Interior view of Shipping Museum: Clearstory windows illuminating large model ship and other various exhibits.



Museum Entrance

Watercolor rendering of Entrance to Shipping Museum.



# Courtyard

Watercolor rendering of courtyard within the Re-education Center.



## Cafe's Patio

Watercolor rendering of Cafe's outdoor Patio.



The goal of this thesis was to explore the adaptabilities of existing vacant buildings that present relevant programs to the surrounding community. Industrial buildings are shown to be the most flexible due to their structure and open floor plans. Rivertown, Detroit provided an excellent opportunity to explore new ways to look at adaptable plans and programs that can help reunify the surrounding community. The broad scope of Rivertown and Franklin Street was narrowed to look specifically at the Shipping Museum and Re-education Center that could act as a catalyst to spur growth in the area. This experience has proved that the process and research used in this project has helped to provide a more successful outcome for current and future conditions.





1. Brand, Stewart. *How Buildings Learn: What Happens after They're Built*. New York, NY: Viking, 1994. Print.
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3. Dunnigan, Brian Leigh. *Frontier Metropolis: Picturing Early Detroit, 1701-1838*. Detroit: Wayne State UP, 2001. Print.
4. Jacobs, Jane. *The Death and Life of Great American Cities*. [New York]: Random House, 1961. Print.
5. Langenbach, Randolph, and Gene Bunnell. *A Future from the Past: the Case for Conservation and Reuse of Old Buildings in Industrial Communities*. [Washington]: Joint Publication of the U.S. Dept. of Housing and Urban Development and the Massachusetts Dept. of Community Affairs, 1978. Print.
6. Lynch, Kevin. *Site Planning*. Cambridge: M.I.T., 1971. Print.
7. The Detroit RiverFront Conservancy - The Detroit Riverfront Conservancy. Web. 17 Nov. 2009. <<http://www.detroitriverfront.org/>>.