Section One:
Project Description

Section Two:
Project Parameters

Section Three:
Project Programming

Section Four:
Project Implementation

Section One:

The parable of Hostile Spaces

Amidst the tension of Cold War paranoia and fear, President Dwight Eisenhower pushed a passionately militaristic proposal through legislation to unite the American people through ground mobility. In 1956, the Federal-Aid Highway Act laid the foundation for the network of interstate highways which have become the vascular system of American living.

Infrastructural decisions made in the wake of national crisis' should not be expected to permanently define a project of any scale. It is unfortunate in this way that America's greatest public works project, founded in the spirit of national defense, would so brashly defile the neighborhoods it proposed to unite. For 36 years, the project persisted toward the singular goal of bringing cities together, expending consideration for community impact in the name of metropolitan growth. Micro-cosmic decisions often went no further than giving city officials a free chance to gentrify without recourse.

Fifty years after Eisenhower ordered lines to be drafted across America, the time has long been upon us to expect more from our transportation infrastructure than broad strokes.

The concept of Hostile Spaces

Highways are undoubtedly the back bone of America's economy and the process of eminent domain is an unfortunate necessity for their foundation. In urban areas, this often means neighborhoods and communities are haphazardly dissected by interstate construction. When a highway overpass cuts through a neighborhood, the land beneath it lays barren through the condemning regulations of Eminent Domain. To make the hostile hospitable, the Hostel Spaces project seeks to reclaim empty spaces filibustered by highway infrastructure and give communities the choice to embrace, or transcend the social, physical and psychological boundaries they have embodied for decades.

Section One:

Discovering Hostel Spaces

Today, the U.S. interstate system comprises a network of over 46,800 miles of roadways. With the addition of America's 113,000 miles of regional highways, there is enough pavement invested in transportation infrastructure to circle the earth six and a half times with a four lane highway.

On the outskirts of high density cities, satellite imagery displays the acrobatic engineering conditions which embody the potential to become a hostel space. The collision of high speed thoroughfares is mitigated through a complex ballet of elevation changes through ramps and overpasses.

Beneath these concrete ribbons lie empty land in the heart of America's most dense locales.

Remediating Hostile Spaces

While the discovery of space disturbed by highway infrastructure requires little more than statistics about major city populations and access to satellite photography, the challenge of seeding these locations with something valuable to the affected communities requires more than a superficial understanding of spatial relationships. For many neighborhoods, time has altered the urban fabric segmented by highway systems. Some have receded from the boundaries while others have reconnected with the other side. Every community views the edge condition of eminent domain in a different context and there is no one wholistic solution to generating a hostel space. No matter the conditions, there are opportunities present to add a layer of livelihood between the ground and the canopy of America's concrete national forests.

Section One:

Process Brief

Define

Locate portions of a neighborhood interrupted by infrastructure by following highway systems through a selected city. Note sites which have been affected by the highway systems by identifying the appearance of cuts and out of place elevation changes in the urban fabric.

Analyze

Analyze noted locations' population and density to determine the potential impact and success the site may have as a new development. High density locations offer an inherent demand for the commodity of space.

Quantify

Determine the demographics of an appropriated location and quantify available amenities which serve the surrounding community. Utilize local resources in addition to online searching and opinion services. "Yelp" and "Google Maps" can provide simple information on existing amenities but may not be considered comprehensive.

Qualify

Post analysis; determine the need for missing or under-represented amenities through comparative analysis of surrounding and case study neighborhoods. Qualify determined needs through a community member surveys and interviews.

Develop

Develop a project that fulfills the desires and needs of a neighborhood or neighborhoods by programming the vacated land determined by site analysis.

Section One:
Project Goals

Intangible

Re-shape the connotative imagery of highway infrastructure's affect on urban communities.

Respect the boundaries imposed by highway infrastructure and it's historic role in a neighborhood's evolution.

Psychologically bridge, ford or fortify destitute voids in urban fabrics.

Tangible

Program community focused spaces in high density locations utilizing land left vacant by infrastructural projects.

Enhance the environmental qualities of destitute locations through considerations of light, color and materiality.

Enhance existing infrastructure to support the augmentation of vacant land community connections.

Principles

Community Oriented Focus: Emphasise community thought input during all phases of design.

Unique Project Identity: Conditional responses to neighborhood diversity shall not be homogenized.

High Cultural Value: Hostel space projects will be mindful of community values and embrace cultural diversity.

Diverse Program Support: Functionality of a Hostel Space will reach out to widest community base possible within the confines of program definition.

Section Two:
Project Parameters

Section Two:
Project Typology

Subjective

To define a space as inhabitable is by its very definition, a lesson in subjectivity. Our perceptions of comfort and quality of living only reveal the expectations we have for a place if it is to be considered inhabitable. Subjectivity is persistent however, and the men, women and children who seek shelter beneath the canopies of highway infrastructure would surely jest at my effort to provide any such definition through the autonomous reaches of satellite imagery and internet search engines.

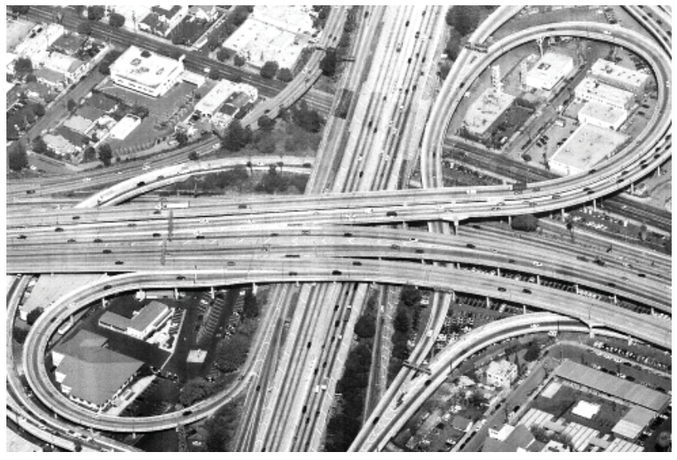
Objective

Instead, the idea of hostel spaces has been broken down into a typology of scale. By considering the spatial implications of an infrastructural elements size and scope, consideration for spatial experience quickly follows. The following page illustrates existing infrastructural typologies in a variety of both scale and region which for the sake of this research are made up of Low, High and Colossal infrastructural dilemmas.

Section Two:
Typological Examples

Brooklyn Bridge Overpass- New York, New York

Detroit, Superior Bridge Overpass- Cleveland, Ohio



I-10, I-110 Interchange- Los Angeles, California

South Boston Station - Boston, Massachusetts

Section Two:
Low Infrastructural Dilemmas

Condition

Highway and elevated rail overpasses, typically built an elevation of twenty feet above ground level or less. Overpass spans often occupy an extent of land beyond an overpass which is filled in via retaining walls or service roads.

Noise levels are consistently high due to vehicle traffic within the confined spaces beneath a subject overpass or rail line.

Occupants

This underpass land is often void of any programmed occupants. City and state maintenance crews utilize these empty spaces as storage areas for equipment and vehicles. Vagrant residents gather beneath these spaces seeking shelter from the elements of nature. The confined conditions of these spaces has a sense of place about them when seen bustling with the activity society has deemed rude to stare upon.

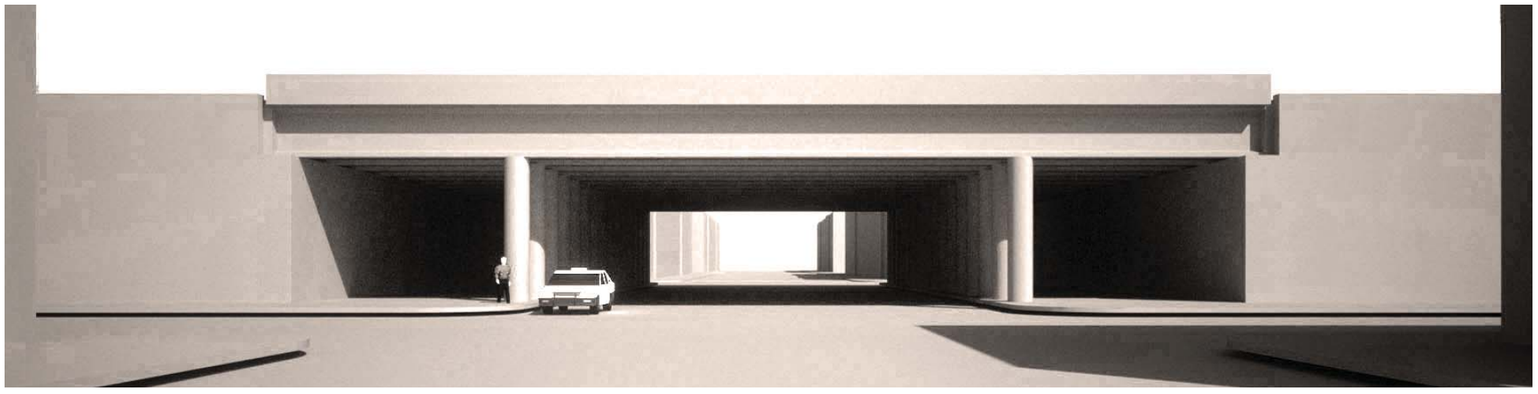
Response

Develop land to support existing utilization both intentional and illicit. Build out locations to provide an air of intent and dignity about a space. Potential programs include service garages, gated equipment yards, alternative sports venues, soup kitchens and homeless shelters.

Section Two:
Typological Examples

Living beneath Chicago's elevated trains

Improvisational shelter below overpasses



Modeled typology for Low Infrastructural Dilemmas

Section Two:
High Infrastructural Dilemmas

Condition

Highway and elevated rail overpasses, typically built more than twenty feet above ground level. High infrastructural dilemmas extend for considerable distances before touching the ground.

Noise is of lower intensity due to larger spatial conditions and elevation of highway traffic. Rail traffic still imposes considerable noise pollution.

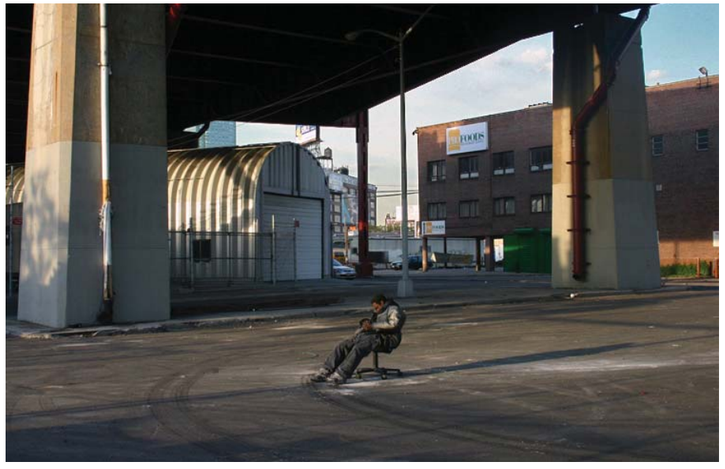
Occupants

Underpass land is often void of any intentional occupancy. Municipal vehicle storage is common in these areas in addition to infrastructural maintenance equipment and supplies. Public parks are occasionally installed after completion of highway construction but typically fall into disuse without surrounding support programs. Vagrancy is less common due to the openness space beneath overpasses of this type.

Response

Develop land to support public accessibility and utilization of the space. Develop or redevelop parks and programs which relate to local community activity and encourages engagement with infrastructures sheltering potential. Potential programs include public parks, community centers, residential, conventional commercial programs, small venue or alternative theatrical and sporting activities.

Section Two:
Typological Examples



Inhabitable vacancy

Adapted space below bridge

Modeled typology for High Infrastructural Dilemmas

Wedding photo shoot

Section Two:
Colossal Infrastructural Dilemmas

Condition

Highway and elevated rail overpasses and bridges typically built over waterways, other highways, or uninhabitable locations at an elevation greater than fifty feet.

Noise is of lower intensity due to larger spatial conditions and elevation of highway traffic. Rail traffic may be less interruptive beneath these structures.

Occupants

Occupancy may take several forms beneath these spaces. Less restrictive elevation conditions have allowed for building construction in many urban areas. Existing buildings are often warehouses or other industrial facilities.

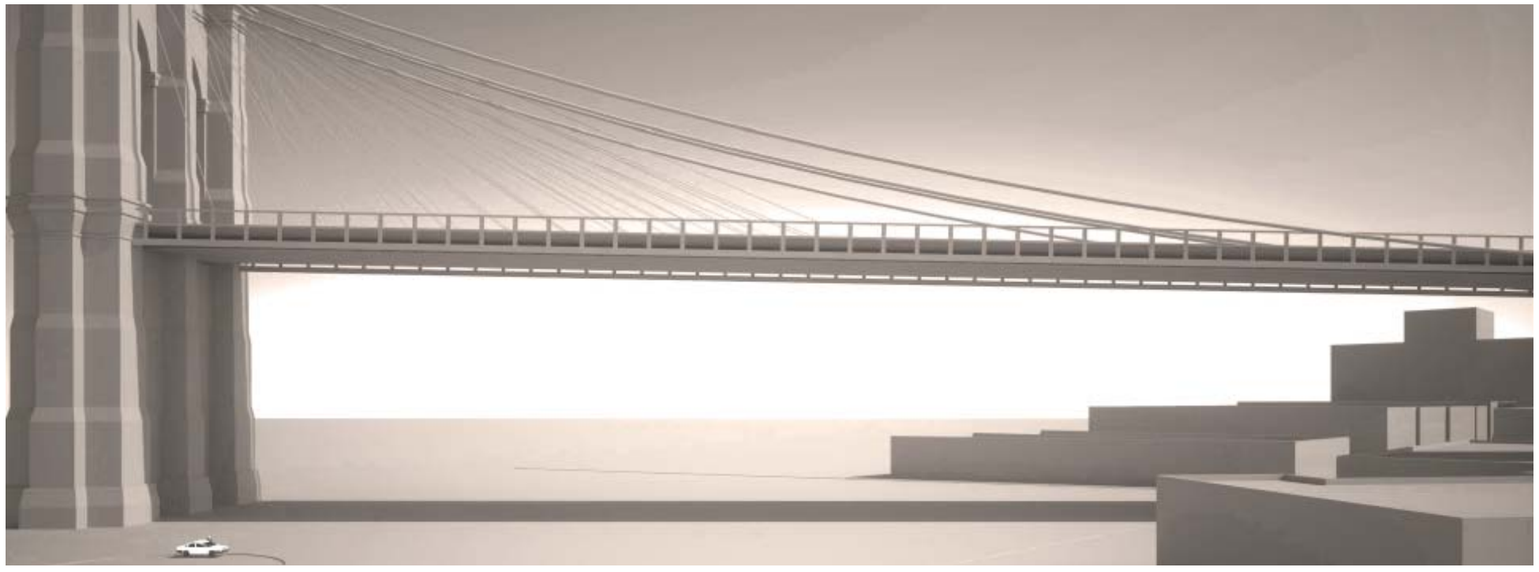
Response

Develop land to support large scale public accessibility and utilization of the space. Develop or redevelop parks programs and buildings which promote city wide activity and engagement with infrastructures massive or iconic identity. Potential programs include public parks, community centers, commercial and residential program, large venue theatrics, musical and convention spaces.

Section Two:
Typological Examples

Brooklyn Bridge East bank

Brooklyn Bridge West bank



Modeled typology for Colossal Infrastructural Dilemmas

Section Two:
Typological Precedence

Section Two:
Typological Precedence

Project Spacebuster, Nomadic

Creator Raumlabor, Berlin

Response The Spacebuster is built on the basis of a step van and a big inflatable space coming out of the back of the van fitting up to 80 persons in it. People enter the bubble through the passenger's door of the van walking through to the back down a ramp right into the inflated space. The bubble is supported by air pressure generated by a fan underneath the ramp. The membrane of the bubble is translucent so people on the inside can see schematically what´s going on outside and vice versa. So the membrane acts as a semi permeable border between the public and the more private.

Traveling through Manhattan and Brooklyn on 9 consecutive evenings the Spacebuster hosted various events that emerged from cooperations of Raumlabor Berlin, the Storefront for Arts and Architecture and different local art institutions, nonprofit organizations and communities. The mixing of more formal formats as workshops, lectures, screenings etc. with everyday easily accessible program as dinners, bar gathering and parties created a special atmosphere to the space as well as the momentum of the visibility of the things happening to the public. For instance there were workshops about the development of a public area held within the Spacebuster on the spot where the further development was supposed to take place. Thus the questions discussed and the developments projected were catalyzed by the pathos of the real.

As a research tool the Spacebuster disclosed the peoples relation to the urban space as well as a quite big amount of invisible borders within the city that shape the built and the social space.

-Raumlabor

Section Two:
Typological Precedence

The Spacebuster taking a call


The Spacebuster in use

Spacebuster spatial juxtaposition


Spacebuster interior

Section Two:
Typological Precedence

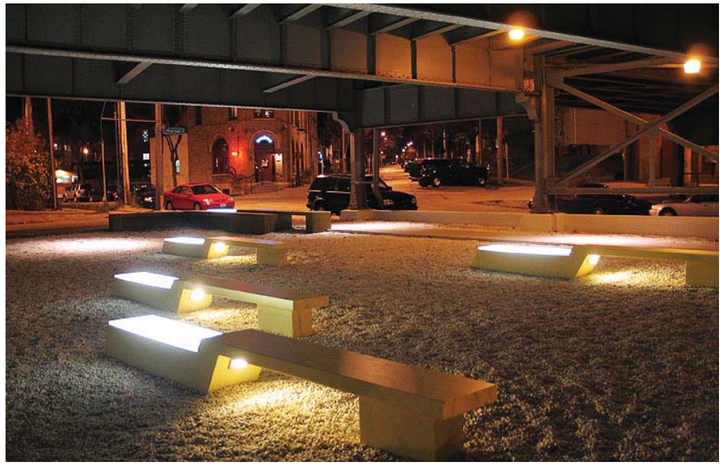
Project Urban Plaza, Milwaukee Wisconsin

Creator La Dallman

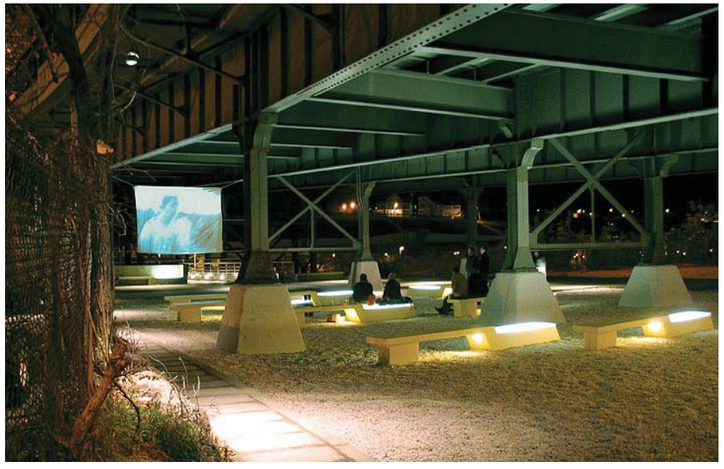
Response “The Urban Plaza converts an unsafe underbridge area into a civic gathering space for film festivals, regattas, and other river events. The position of the Urban Plaza within the existing viaduct presented an unusual challenge due to the lack of natural daylight for plant growth. Accordingly, this area could not be defined through landscape design in the conventional sense; rather, concrete benches are set amidst a moonscape of gravel and seating boulders. The benches provide a respite for pedestrians and bicyclists as they make their way across the Marsupial Bridge, and by night the benches are lit from within, transforming the Plaza into a beacon for the neighborhood. This strategy challenges the traditional notion of public space as a “town square,” or “village green,” and provides a site-specific program for the underbridge zone.”

- La Dallman

Section Two:
Typological Precedence



Urban Plaza context



Adaptive program one

Adaptive program two

Seating detail

Section Two:
Typological Precedence

Project Burnside Skate Park, Portland Oregon

Creator Skateboarding Community

Response In the Summer of 1990 a group of Oregon skateboarders decided they needed a new place to ride. With shovels and individual bags of cement, they began to construct what has become a global icon for concrete skate park construction. When an on ramp to highway I-5 in Portland went under construction, local skaters struck a deal with laborers to leave behind excess concrete at the end of working days. Once a steady revenue of cement has been acquire, the park began to grow and evolve in an exponential way. The growth of the park spurred local popularity, which in turn provided a broader workforce for new ramp experiments and creation.

Over the years Burnside has been mentioned or featured in countless magazine and newspaper articles, on MTV sports, in the Hollywood movies “Free Willy” and “The Hunted”, numerous skateboard videos, two different video games, in various books, and more. At the time of it’s creation, nothing like it had ever been done. Every skater knows what Burnside is. Every skater would like to visit it at least once. That’s what makes it legendary.

-Various Contributors

...Burnside is an awe-inspiring pilgrimage site because the right fanatics built it for all the right reasons - the opposite of the deplorable travesties that occur when architects completely ignore their constituency to design flawed skate parks...” -Jocko Weyland

Section Two:
Typological Precedence

Ramp network context

Proportional relationship

Burnside’s humble, illegal beginnings

Adaptation for skaters, by skaters

Section Two:
Typological Precedence

Project McCormick Tribune Campus Center, Chicago Illinois

Creator OMA, Rem Koolhaus

Response The McCormick Tribune Student Center on the campus of the Illinois Institute of Technology, Chicago, is Rem Koolhaus's contrapuntal infill in Ludwig Mies van der Rohe's "immaculately modern desert." The one-story building holds aloft an oval tube which encircles an elevated tracks. Not only does it muffle the noise from passing trains, it absorbs a disturbance, one which has for decades split campus life, separating student residences on one side from classrooms on the other side.

- OMA

Previously a parking lot heavily trafficked by students over which the tracks of the noisy Chicago 'L' pass. An important aspect of Koolhaas's design concept was to track the movement of students across the lot, which informed the set of diagonal passageways that were ultimately built to serve as the center's interior thoroughfares. Between these pathways were included a number of campus functions, which had previously been spread around campus, such as the student bookstore and the campus post office. Also involved was a connection to the new campus cafeteria, to be created in a renovated version of Ludwig Mies van der Rohe's 1953 Commons building.

A major design challenge was what to do with the noise of the public transit tracks passing through the lot. The ultimate solution to this problem was to enclose a 530 foot (160 m) long section of the tracks in a stainless steel tube passing over the building. Interesting to note is that the tube's support structure is completely independent of the building's, in order to minimize vibration passing between the trains and the building.

Section Two:
Typological Precedence

Elevated rail response

Programmatic materiality

Juxtaposition of circulation

Spatial references

Section Two:
Typological Precedence

Project A8erna, Koog an de Zaan

Creator NL Architects

Response The project is an attempt to restore the connection between both sides of town and to activate the space under the road. After being treated for more than 30 years as a blind spot in the community the passive attitude of the people was replaced with the quest for optimistic interventions. Instead of a disaster, the space under the road was now considered an opportunity.

-NL Architects

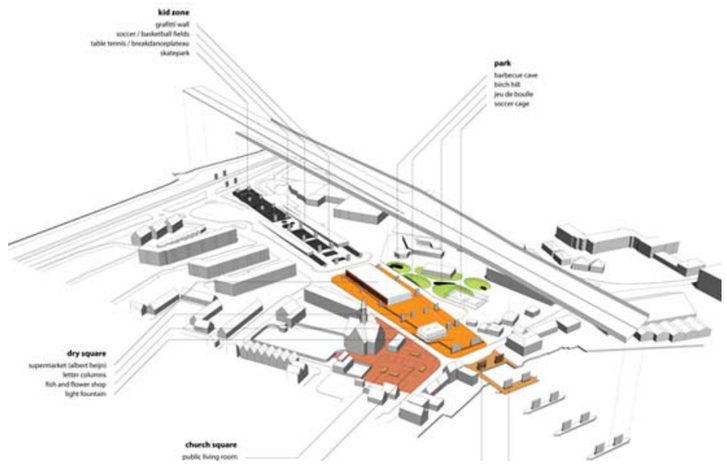
The wishes and suggestions of the community are laid down in a document called A8ernA. The locals –from residents to retailers and from young to old- came up with numerous proposals that were used as the starting point for urban renewal among which a supermarket, a flower and a fish shop, parking spaces for 120 cars, a better connection to the river, a ‘park’ and a so-called ‘graffiti gallery’. The plan was developed in close collaboration with the local government and the population.

Under the road from west to east you’ll find ‘loveseats’, a skate bowl, the so-called ‘Ramp Scape’ and Toy Area, a Break Dance Stage, table soccer, a soccer field, a basketball pitch, parking, a cross street, the covered square with the supermarket, ‘letter columns’, the flower and fish shop, a light fountain, another cross street, a sculptural bus stop, a mini-marina, the ‘panorama deck’ and the River. Next to the highway is a small park with some hills that intensify the experience of the greenery. Carved out from these are a ‘barbecue cave’ and a soccer cage.

-Various Contributors

Section Two:
Typological Precedence

Highway Integration



Programmatic distribution

Program diversity one

Program diversity two

Section Two:
Typological Precedence

Project The High Line, New York New York

Creator Friends of the Highline, James Corner et al.

Response The High Line was originally constructed in the 1930's, to lift dangerous freight trains off Manhattan's streets. Section 1 of the High Line is open as a public park, owned by the City of New York and operated under the jurisdiction of the New York City Department of Parks & Recreation. Friends of the High Line is the conservancy charged with raising private funds for the park and overseeing its maintenance and operations, pursuant to an agreement with the Parks Department.

When all sections are complete, the High Line will be a mile-and-a-half-long elevated park, running through the West Side neighborhoods of the Meat packing District, West Chelsea and Clinton/Hell's Kitchen. It features an integrated landscape, designed by landscape architects James Corner Field Operations, with architects Diller Scofidio + Renfro, combining meandering concrete pathways with naturalistic plantings. Fixed and movable seating, lighting, and special features are also included in the park.

-James Corner

Section Two:
Typological Precedence

Re-grading the urban condition

Spatial concepts

Material expression

Relation to built environment

Section Two:
Typological Precedence

Project I-5 Colonnade Park, Seattle Washington

Creator Seattle cycling community with Seattle Parks and Recreation

Response Under highway I-5, open space was reprogrammed to include an off-leash dog area, stairs to make pedestrian connections between divided neighborhoods, and a mountain bike course. Reclamation of the highway space was done through the support of the Seattle parks district and local communities. Community meetings guided the process of choosing suitable program for the site and volunteers from mountain biking organizations provided trail design advise and construction labor. Portions of the land were also allocated for public art installations such as John Roloff's seventh climate project.

- Seattle Parks and Rec.

Covering about 7.5 acres under Interstate 5 in Seattle, Washington, is the I-5 Colonnade Park. Weaving through this concrete forest are trails, pedestrian crossings connecting two neighborhoods, an off-leash dog park and a couple of picnic areas. A major portion of the park is a series of mountain bike skills trails constructed by the Evergreen Mountain Bike Alliance and its volunteers.

This park, together with Burnside Skate park show a deep contrast to the highly designed concepts seen in the works of Koolhaus, SWA, NL,and Hargreaves. It suggests a way to rehabilitate these forgotten, dark urban spaces without eradicating heterogeneity and fostering exclusion, which often accompany so many regeneration projects. This park is "dirty," not Dutch, but thrives nonetheless.

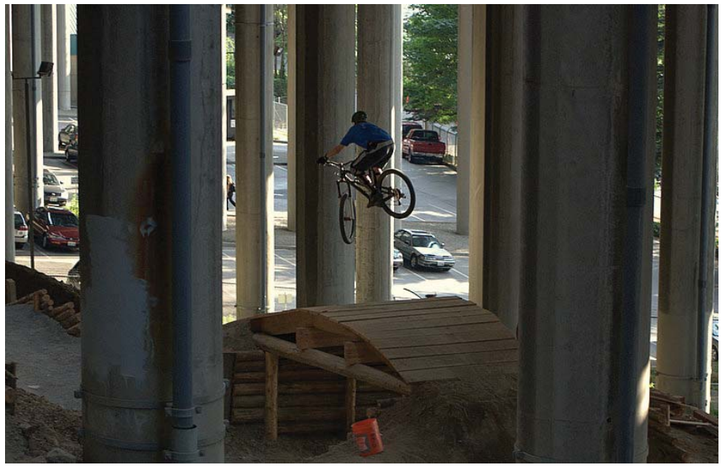
- Pruned Magazine

Section Two:
Typological Precedence

Juxtaposing the infrastructural forestation

Community support

Reconnecting neighborhoods



Radical re-programming

Section Two:
Typological Precedence

Project Buffalo Bayou Promenade, Houston Texas

Creator SWA Group

Response The Buffalo Bayou Promenade connected Houston's downtown core to the river park to the west under and through a neglected and near impossible mess of freeways and bridges, adding 23 acres of parkland to Houston's inner city. The landscape architect's early visioning and then implementation converted a trash-soaked eyesore — intimidating to pedestrians and detrimental to flood control efforts — into 3,000 linear feet of urban park that provides a prominent gateway to downtown Houston.

-SWA

Traditionally, development had turned its back to this portion of the bayou. Towering freeway structures criss-cross the corridor, blocking out sunlight and spilling concentrated sheets of water off their sides during rain storms. The waters of the bayou bring with them debris, trash and silt that are constantly being deposited along the bank. Pedestrians who venture into this segment are more than 30' below the grade of surrounding streets, out of view and with few access points. Excessively steep banks are subjected to severe erosion. Invasive plantings were overgrown and created unsafe walking conditions for pedestrians. Recognizing these challenges, the design team employed a number of site specific design solutions to make a successful pedestrian environment.
Extensive re-grading of the site enabled the team to lay back slopes, thereby helping to improve views into the park while also reducing the impact of erosion and improving flood water conveyance. A system of stair and ramp connecting points at each roadway crossing provide safe, convenient and frequent access opportunities. LED lights incorporated into stairway railings wash the ground plane, offering an urban atmosphere that contrasts with the abundant green plantings along the bayou. Commissioned artwork, poetic interpretations of canoe frames, frame each park portal providing visitors a symbolic link between the city's arts district and its historic channel.

-ASLA award statement

Section Two:
Typological Precedence

Naturalization of infrastructural surroundings

Individual programmatic functionality

Massive programmatic functionality

Section Two:
Typological Precedence

Project Waterfront Park, Louisville Kentucky

Creator Hargreaves Associates

Response The master plan and park design reclaims 120 acres of derelict industrial waterfront by re-engaging Louisville and the Ohio River. One million square feet of residential, office, and retail space bracket the sloping centerpiece: the 12-acre Great Lawn. The Park includes an expansive public gathering space, festival plaza and fountain overcoming barriers of expressway and roads to draw people to the river. Riverine landforms afford spectacular views of the river and city from elevated play meadows. The rising landforms enclose more intimate spaces, opening out to inlets and riparian habitat.

- Hargreaves

Built in what used to be blighted industrial landscape severed from the urban fabric by rail lines and an elevated highway, Hargreaves Associates' Waterfront Park in Louisville, Kentucky is now a premier public open space. Once inaccessible, an absence and an abscess in the civic life of the city, the area now teems with activity. The centerpiece of the whole park, the 12-acre Great Lawn, runs under an 8-lane segment of Interstate 64 and then slopes gently down towards the river, providing that once missing link between the downtown area and the Ohio River. The Great Lawn also provides expansive views of the waters and the city, and unsurprisingly, it gets completely overtaken by crowds during major events. More tranquil areas can be found in the rest of the park, all of which are intimately tucked within meandering landforms that either mimic the flow of the river or the flow of traffic or both. Another major piece of the park will be an abandoned railroad bridge adapted to provide a bicycle and pedestrian crossing to the other side of the river. Rather than tearing it down, this infrastructural remnant will be treated as a sort of monumental public sculpture, a reminder of the city's industrial past.

- Pruned Magazine

Section Two:
Typological Precedence

Reconnection to waterfront

Embracing sheltering qualities of the highway

Massive programmatic filter

Section Two:
Project Destination

Section Two:
Project Destination

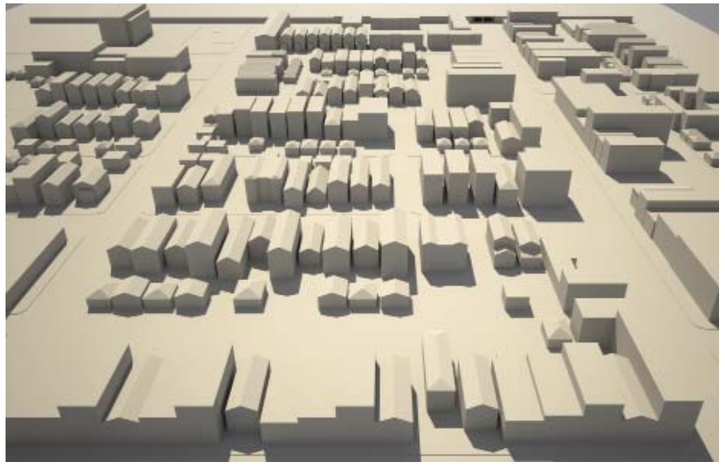
Location Armour Square, Chicago Illinois

Infrastructure Colossal

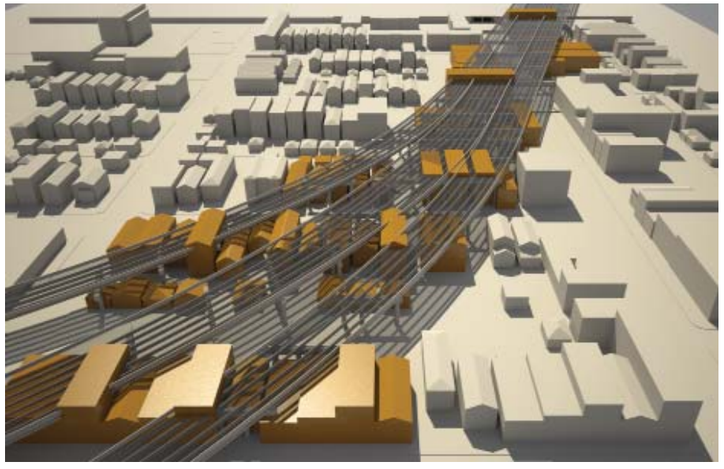
Occupants On the South side of Chicago, a community named Armour Square is wedged between an elevated rail line to the West and the culmination of an interstate and elevated railway to the East. These barriers have confined the neighborhood to an area four to five city blocks wide for the entirety of its length. In 1962, over 70 parcels of land were razed to make way for an overpass connection between the aforementioned Interstate 94 and the Westbound highway I-55. Currently the highway looms above 236,258 square feet of residential and commercially zoned property which lay vacant as a continuous strip spanning the width of the neighborhood. In the years following the overpass completion, Armour Square would lose over thirty percent of its population before seeing growth again in the 1990's.

Armour Square, despite its inheritance of three concrete borders is growing again. On the shoulders of a single Italian eatery there is a street life on West 26th. With a density level of over 16,000 people per square mile, the community immediately surrounding the I-55 overpass holds more than eighty percent of the neighborhood population and for good reason. Within walking distance to the South is the home of Chicago's White Sox baseball team and in closer proximity to the North is the cities iconographic Chinatown. Additionally, Armour Square sits minutes away from the McCormick convention center, two University campus' and public transportation stops which serve the city's downtown loop.

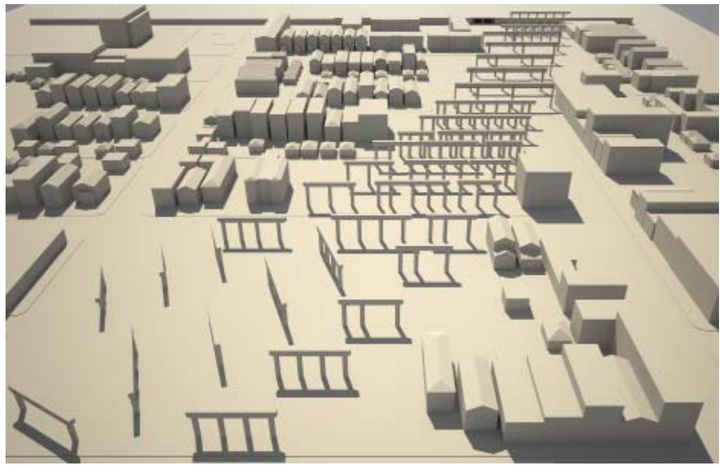
Section Two:
Destination History



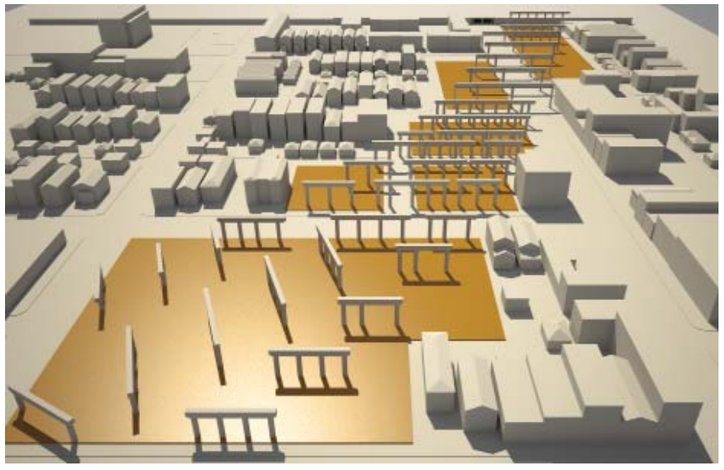
Armour Square 1960



Highway construction razed 70 land parcels in 1962



Armour Square 2010

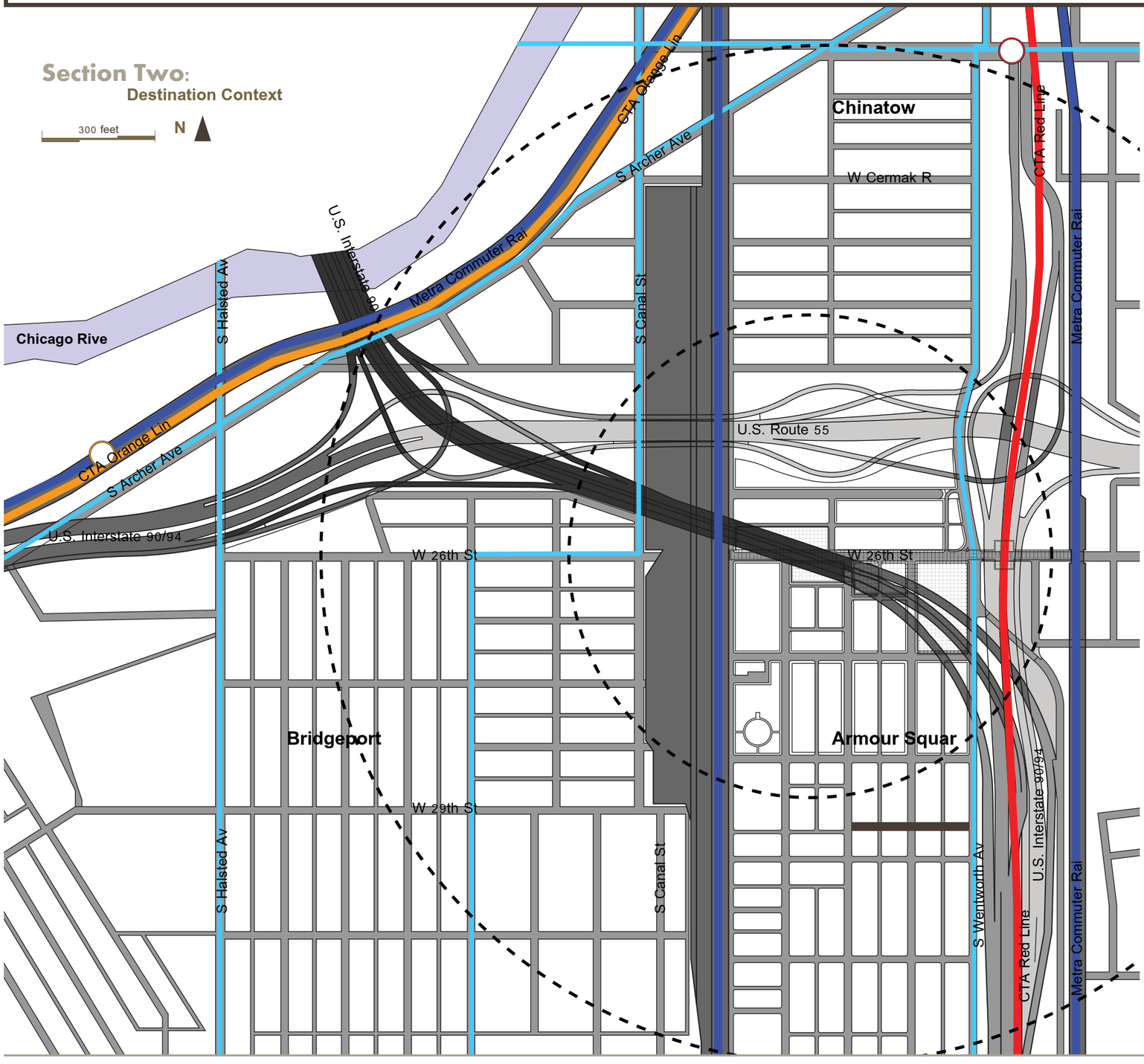


Vacant land below highway exceeds 236,000 square feet

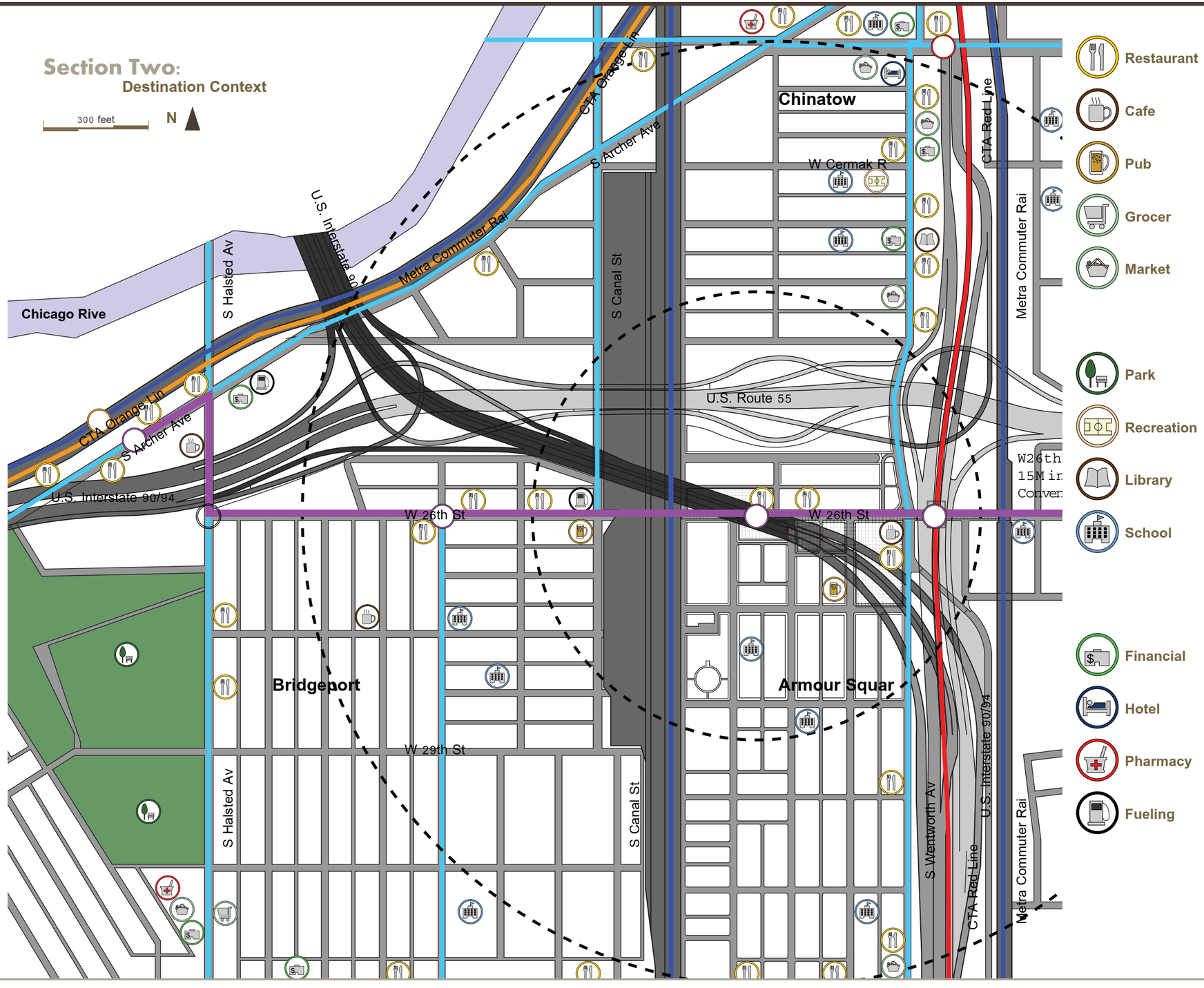
Section Two:
Destination Context

300 feet

N



Section Two:
Destination Context



Section Two:
Destination Context

300 feet

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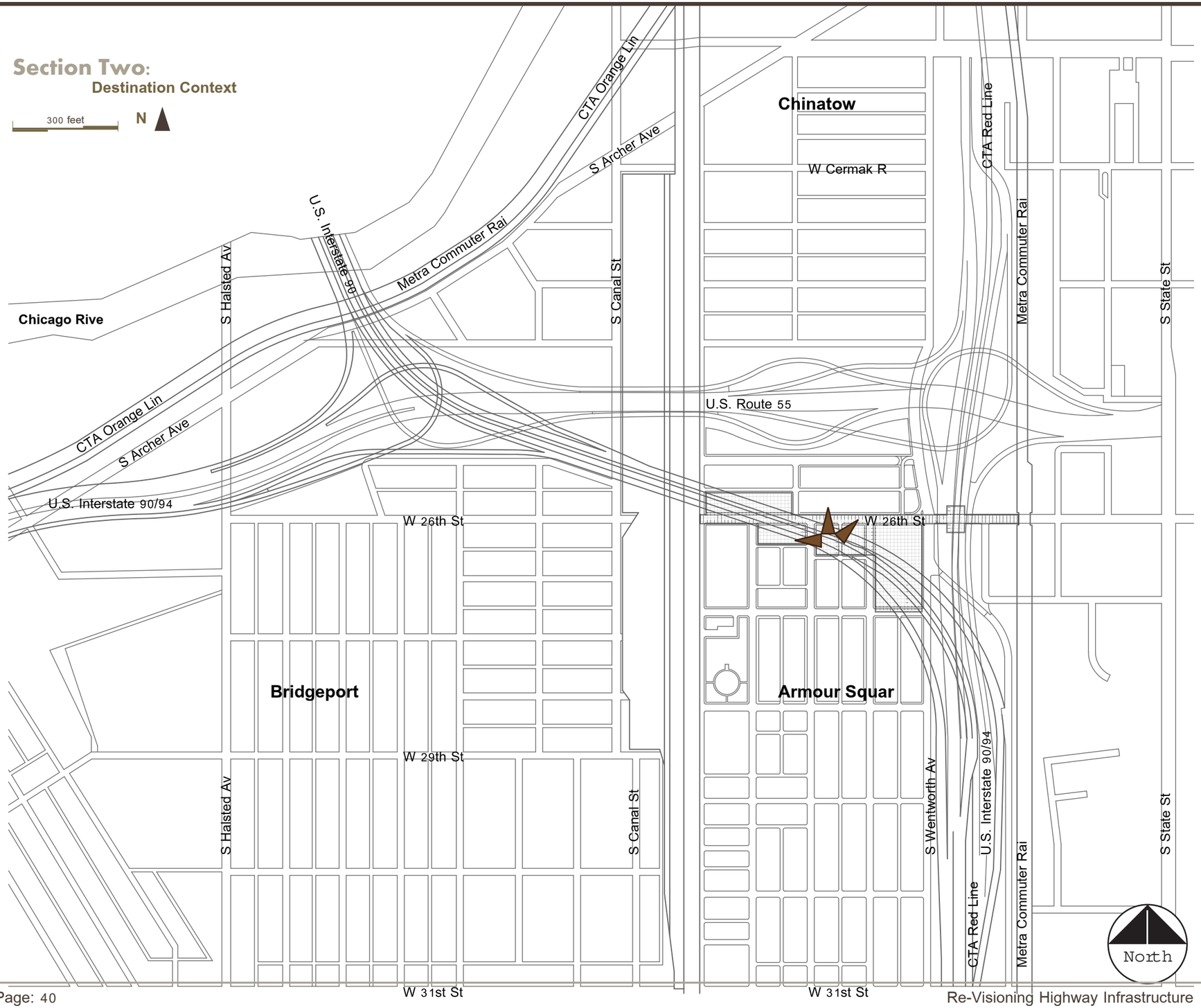


Section Two:
Destination Context

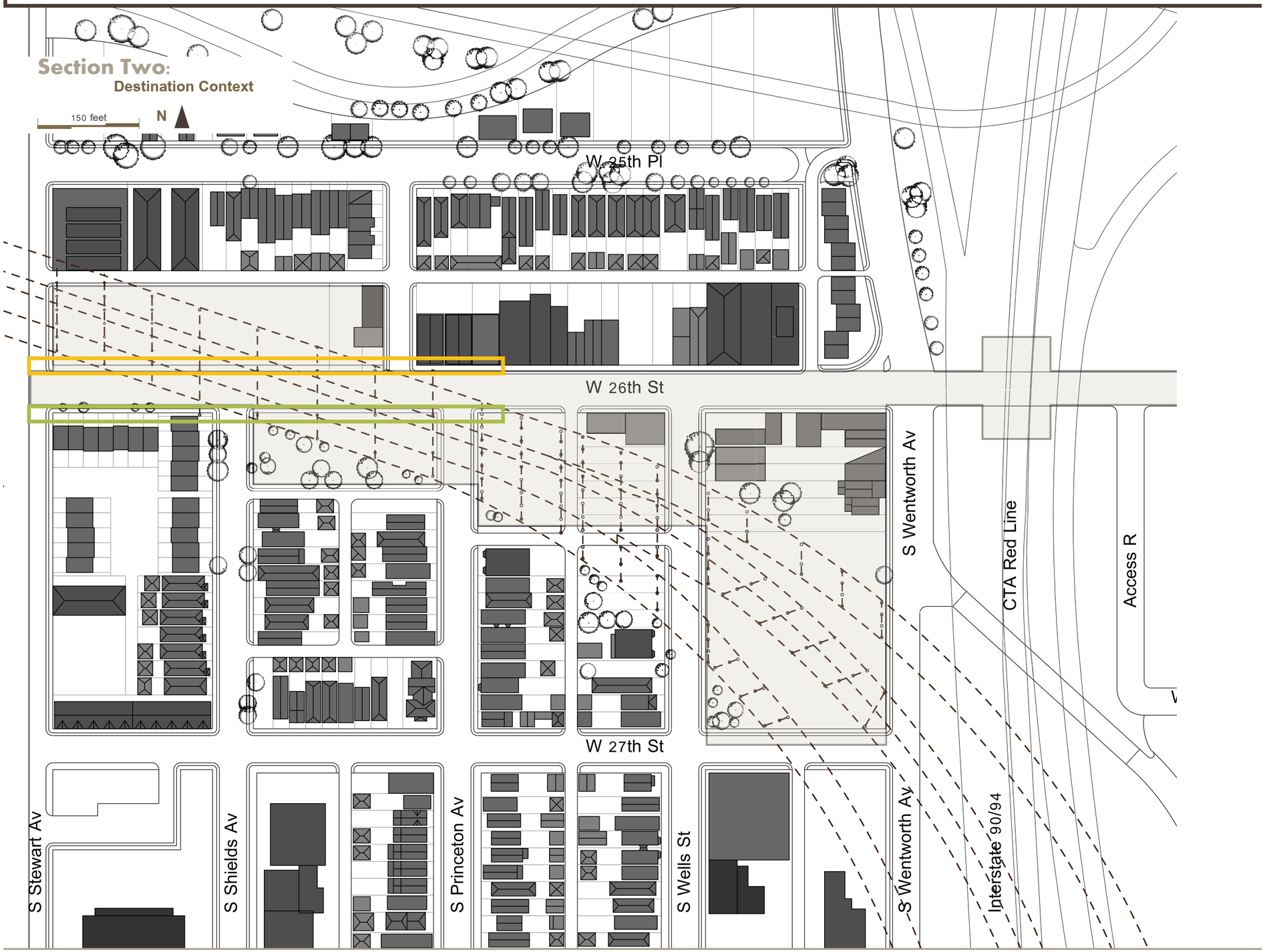
Aerial photo looking North

Below Highway looking West

Below Highway looking North

Below Highway looking Northeast

Section Two:
Destination Context

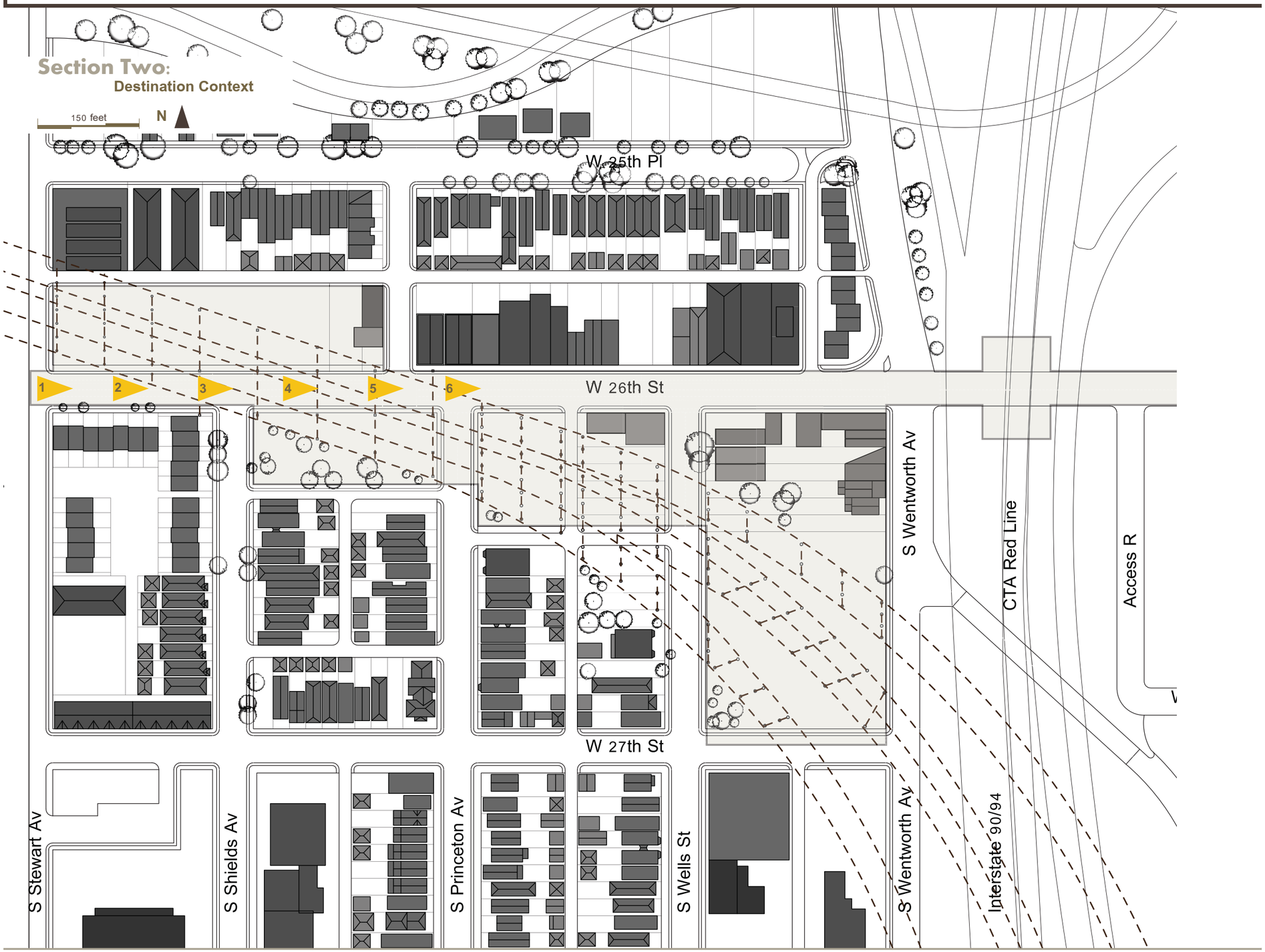


Section Two:
Destination Context

Northern site conditions

Southern site conditions

Section Two:
Destination Context



Section Two:
Destination Context

1. Exiting West tunnel

2. West 26th and Stewart heading East

3. West 26th and Shields heading East

4. West 26th and Shields heading East

5. West 26th and Princeton heading East

6. West 26th and Princeton heading East

Section Two:
Destination Context

Section Two:
Destination Context

1. West 26th entering Site heading West

2. West 26th and Princeton heading West

3. West 26th and Princeton heading West

4. West 26th and Shields heading West

5. West 26th and Princeton heading West

6. West 26th entering West tunnel

Section Three:
Project Programming

Section Three:

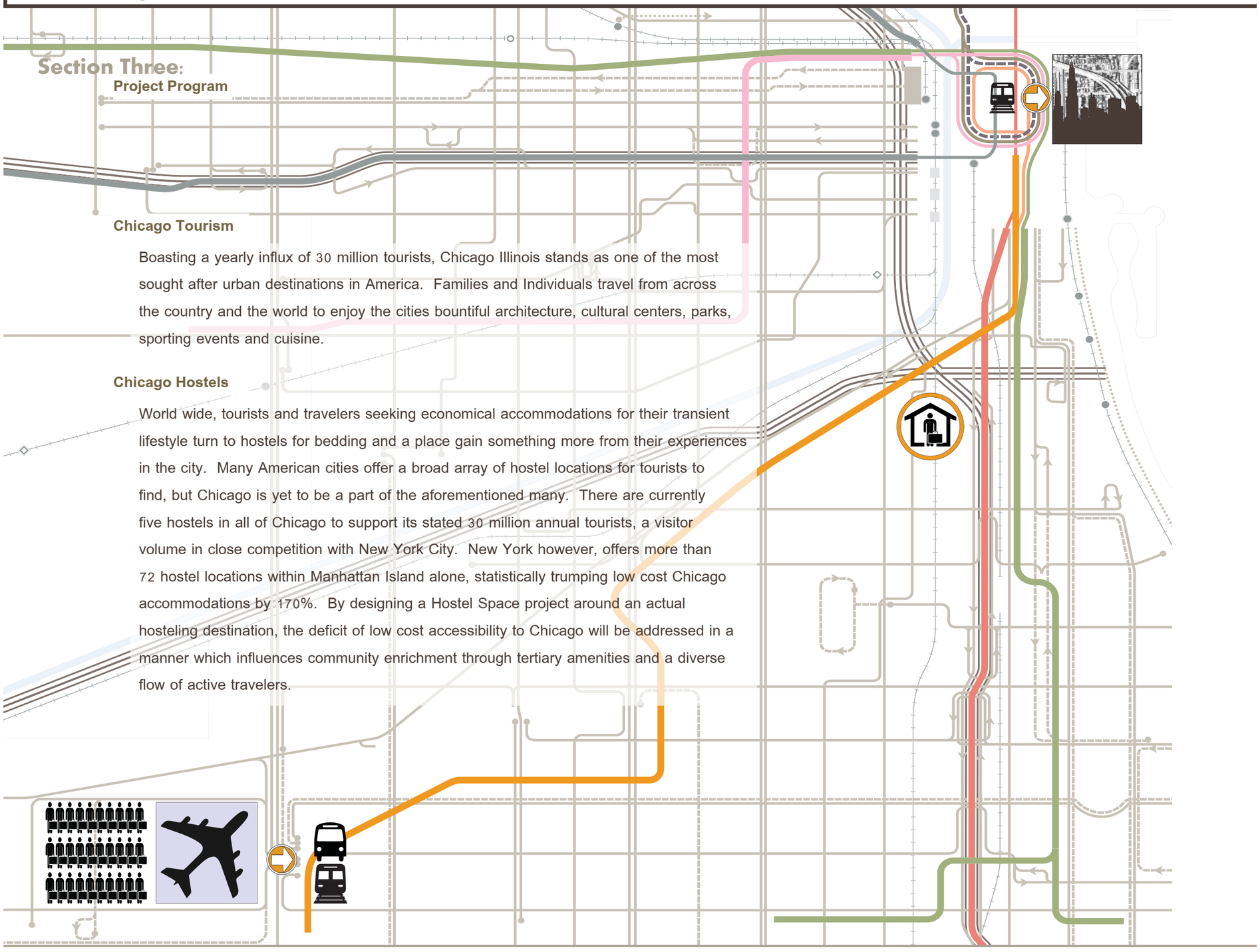
Project Program

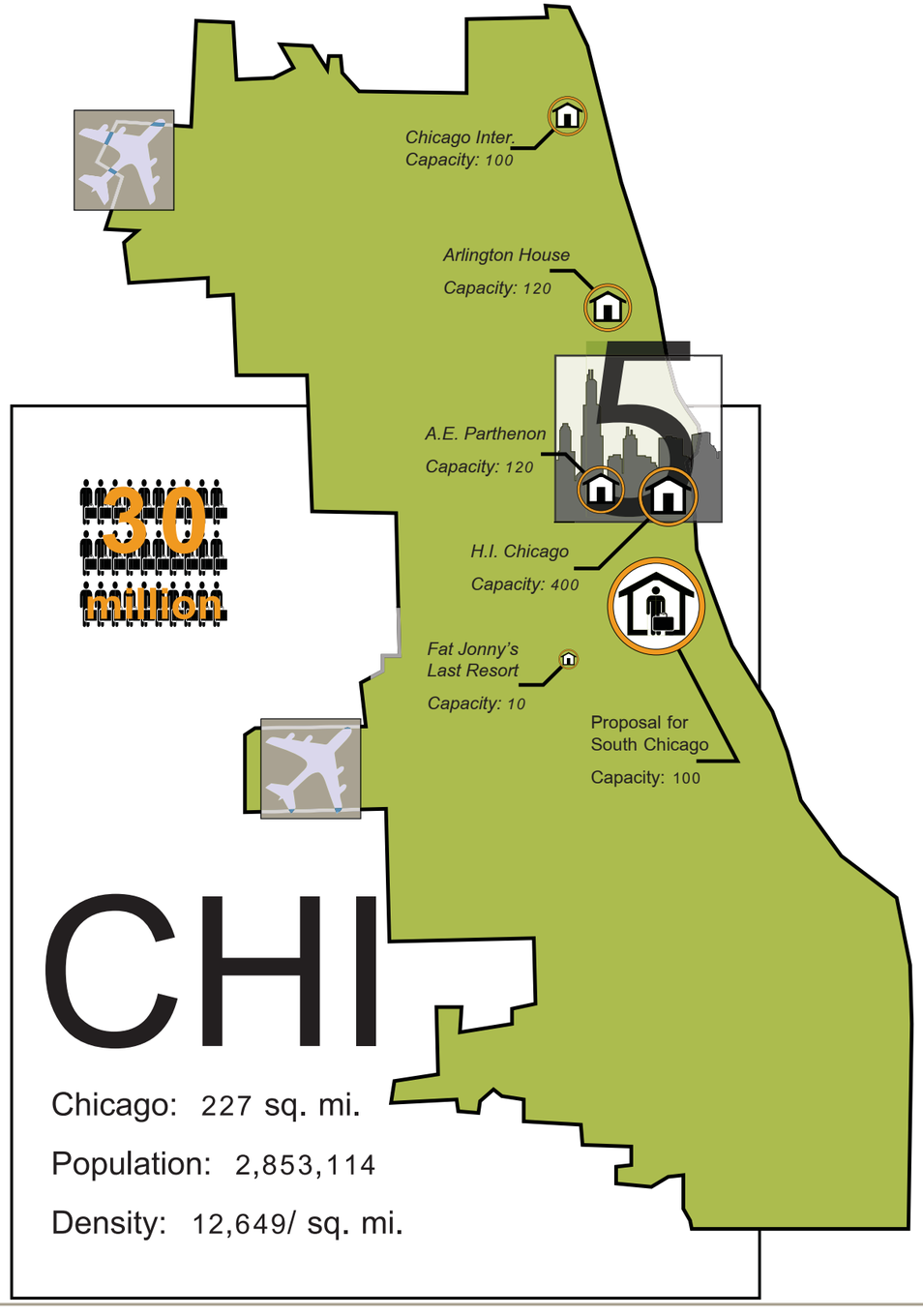
Chicago Tourism

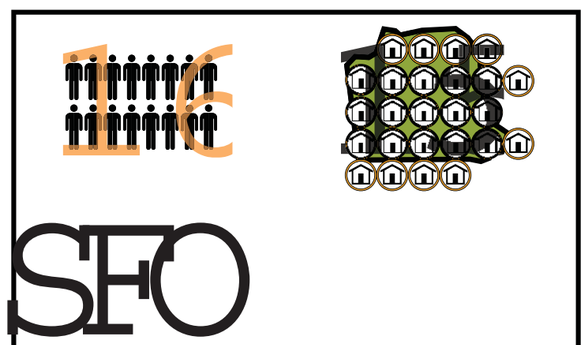
Boasting a yearly influx of 30 million tourists, Chicago Illinois stands as one of the most sought after urban destinations in America. Families and Individuals travel from across the country and the world to enjoy the cities bountiful architecture, cultural centers, parks, sporting events and cuisine.

Chicago Hostels

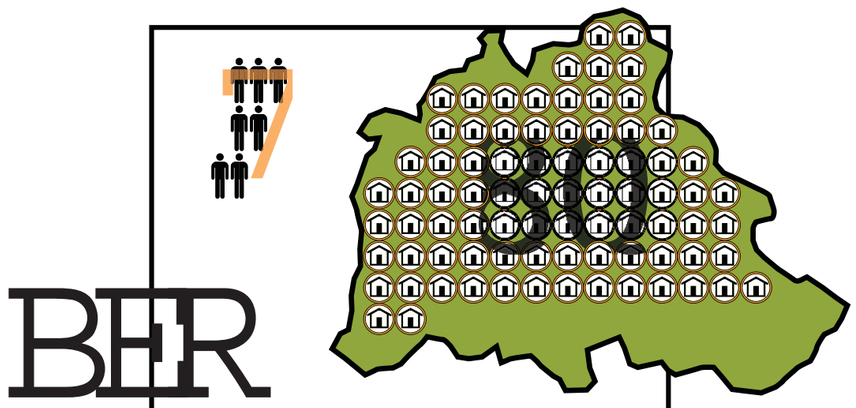
World wide, tourists and travelers seeking economical accommodations for their transient lifestyle turn to hostels for bedding and a place gain something more from their experiences in the city. Many American cities offer a broad array of hostel locations for tourists to find, but Chicago is yet to be a part of the aforementioned many. There are currently five hostels in all of Chicago to support its stated 30 million annual tourists, a visitor volume in close competition with New York City. New York however, offers more than 72 hostel locations within Manhattan Island alone, statistically trumping low cost Chicago accommodations by 170%. By designing a Hostel Space project around an actual hosteling destination, the deficit of low cost accessibility to Chicago will be addressed in a manner which influences community enrichment through tertiary amenities and a diverse flow of active travelers.



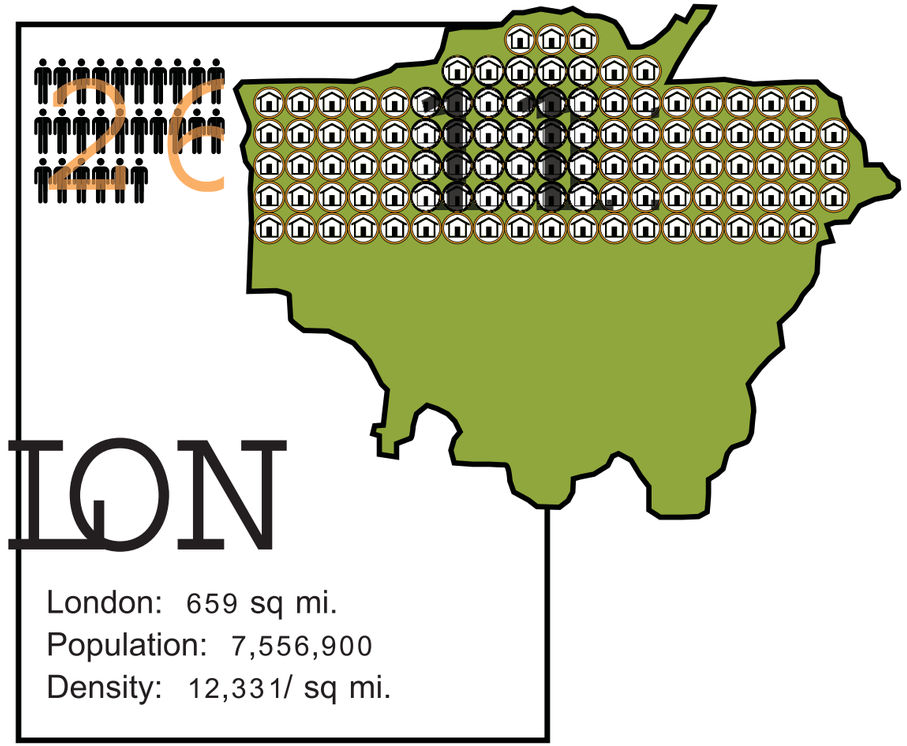

Chicago Inter.
Capacity: 100
Arlington House
Capacity: 120
A.E. Parthenon
Capacity: 120
H.I. Chicago
Capacity: 400
Fat Jonny's
Last Resort
Capacity: 10
Proposal for
South Chicago
Capacity: 100
30
million
CHI
Chicago: 227 sq. mi.
Population: 2,853,114
Density: 12,649/ sq. mi.



San Francisco: 47 sq. mi.
Population: 808,976
Density: 17,323/ sq. mi.

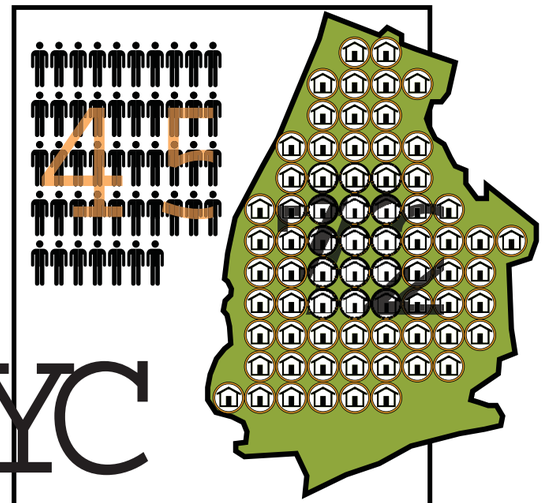


Berlin: 344 sq. mi.
Population: 3,431,700
Density: 9,966/ sq. mi.



LON

London: 659 sq mi.
Population: 7,556,900
Density: 12,331/ sq mi.



NYC

New York: 303sq mi.
Population: 8,363,710
Density: 27,440/sq. mi.

South Chicago Hostel

1. Administration Area		Quantity	Unit Sq Ft.	Total SqFt.
1.1	Entry and Lobby Space	1	600	600
1.2	Reception and Check in	1	200	200
1.3	Administrative Office	4	150	600
1.4	Director Office	1	175	175
1.5	Bag Holding	1	150	150
1.6	Communications	1	100	100
1.7	Break Room	1	125	125
1.8	Washroom	2	150	300
1.9	Supply Room	1	125	125
	Total			2375

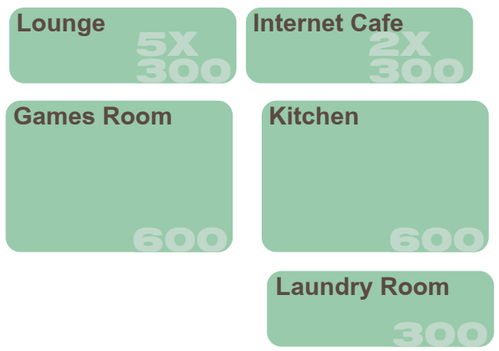
2. Hostel Dorms		Quantity	Unit Sq Ft.	Total SqFt.
2.1	Dorm Rooms 8bed	25	300	7500
2.2	Dorm Rooms 6bed	25	250	6250
2.3	Private Rooms 2bed	25	200	5000
2.4	Dorm Washrooms	12	100	1200
2.5	Private Washrooms	25	100	2500
2.6	Maintenance Room	10	100	1000
	Total			23450

3.Hostel Amenities		Quantity	Unit Sq Ft.	Total SqFt.
3.1	Lounge	5	300	1500
3.2	Internet Café	2	300	600
3.3	Games Room	1	600	600
3.4	Laundry Room	1	300	300
3.5	Kitchen	1	600	600
	Total			3600

4. MEP Space		Quantity	Unit Sq Ft.	Total SqFt.
4.1	Furnace Room	1	5%	1471.25
4.2	Condenser Area	1	5%	1471.25
4.3	Water Heating	1	3%	882.75
4.4	Electrical Room	1	2%	882.75
	Total			3825

5. Circulation		Quantity	Unit Sq Ft.	Total SqFt.
5.1	Corridors and Halls	20%	20%	5885
5.2	Vertical Circulation	3	100	300
	Total			6185

Dorms, Service and Amenities		39435



Restaurant Space for 100 Patrons

1. Administration Area		Quantity	Unit Sq Ft.	Total SqFt.
1.1	Entry Lobby	1	100	100
1.2	Reservations	1	100	100
1.3	Waiting Area	1	400	400
1.4	Coat Check	1	100	100
1.5	Washrooms	2	225	450
1.6	Managers Office	1	150	150
1.7	Break Room	1	150	150
1.8	Supply Room	1	125	125
	Total			1575

2. Dining Area		Quantity	Unit Sq Ft.	Total SqFt.
2.1	Table Seating for 4	15	50	750
2.2	Table Seating for 2	10	30	300
2.3	Bar Seating	20	6	120
2.4	Lounge Seating	10	30	300
2.5	Music Venue	1	300	300
2.6	Private Lounge	1	400	400
2.7	Bar Service	20	15	300
	Total			2170

3.Kitchen Areas		Quantity	Unit Sq Ft.	Total SqFt.
3.1	Cook Stations	2	100	200
3.2	Prep Stations	2	100	200
3.3	Food Pass	1	20	20
3.4	Dishroom	1	170	170
3.5	Dry Storage	1	75	75
3.6	Cold Storage	1	65	65
3.7	Frozen Storage	1	50	50
	Total			665

4. MEP Space		Quantity	Unit Sq Ft.	Total SqFt.
4.1	Mechanical Room	1	50	50
4.2	Laundry Room	1	50	50
4.3	Water Heating	1	10	10
4.4	Electrical	1	10	10
	Total			110

Restaurant, Bar, Lounge	4520

Retail: Marketplace

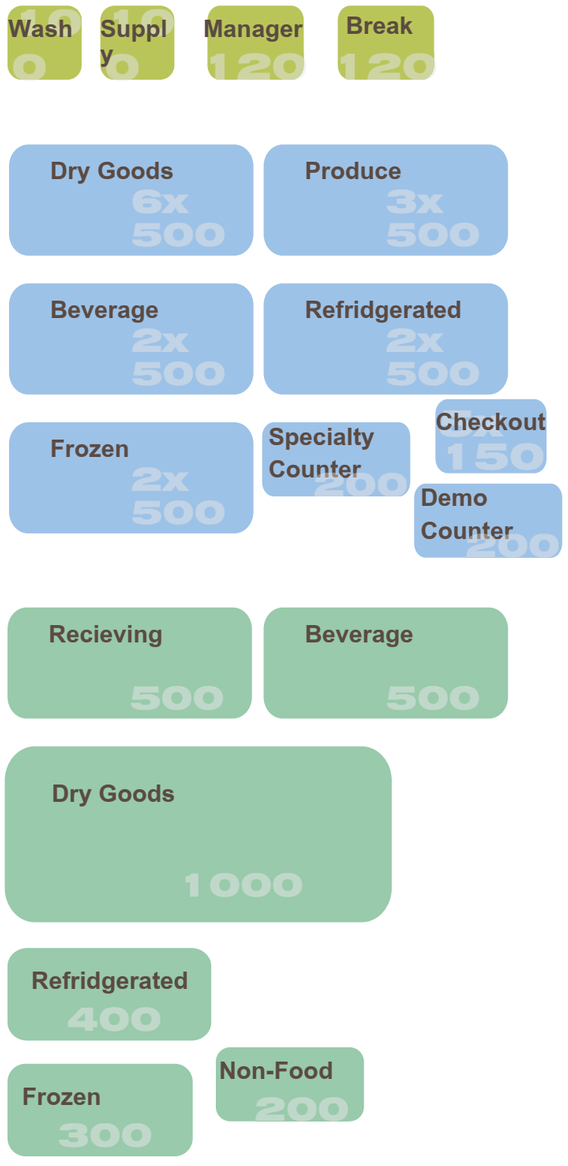
1. Administration Area		Quantity	Unit Sq Ft.	Total SqFt.
1.1	Manament Office	1	120	120
1.2	Washrooms	2	100	200
1.3	Break Room	1	120	120
1.4	Supply Room	1	100	100
	Total			540

2. Shopping Floor Area		Quantity	Unit Sq Ft.	Total SqFt.
2.1	Dry Good Aisles	6	500	3000
2.2	Beverage Aisles	2	500	1000
2.3	Produce Selection	1	1500	1500
2.4	Dairy Selection	2	100	200
2.5	Refridgerated Aisles	2	500	1000
2.6	Freezer Aisles	2	500	1000
2.7	Demonstration Counter	1	200	200
2.8	Demonstration Counter	1	200	200
2.9	Specialty Counter	2	200	400
3.0	Checkout Area	5	150	750
	Total			9250

3. Operations Area		Quantity	Unit Sq Ft.	Total SqFt.
3.1	Dry Good Storage	1	1000	1000
3.2	Beverage Storage	1	500	500
3.3	Produce Storage	1	500	500
3.4	Refridgerated Storage	1	400	400
3.5	Frozen Storage	1	200	200
3.6	Receiving Area	1	500	500
3.7	Non-Foods Storage	1	200	200
	Total			3300

4. MEP Space		Quantity	Unit Sq Ft.	Total SqFt.
4.1	Mechanical Room	1	100	100
4.1	Mechanical Room 2	1	100	100
	Total			200

Local and Imported Products	13290



Retail: Bicycle Shop

1. Administration Area		Quantity	Unit Sq Ft.	Total SqFt.
1.1	Managers Office	1	120	120
1.2	Backstock Inventory	1	700	700
1.3	Shipping and Receiving	1	200	200
1.4	Bike Layaway	1	150	150
1.5	Washrooms	2	75	150
1.6	Break Area	1	120	120
	Total			1440

2. Retail Floor		Quantity	Unit Sq Ft.	Total SqFt.
2.1	Bike Sales	1	1200	1200
2.2	Bike Rentals	1	400	400
2.3	Safety Equipment	1	200	200
2.4	Clothing	1	400	400
2.5	Accessories	1	300	300
2.6	Training Equipment	1	150	150
2.7	Parts and Components	1	300	300
2.8	Fitting Rooms	2	75	150
2.9	Checkout Counter	1	100	100
	Total			3200

3. Service Area		Quantity	Unit Sq Ft.	Total SqFt.
3.1	Work Stations	4	100	400
3.2	Spare Part Storage	1	50	50
3.3	Pending Repairs	1	600	600
3.4	Completed Repairs	1	300	300
3.5	Compressor Room	1	15	15
3.6	Shop Sink	1	15	15
3.7	Solvent Bath	1	15	15
	Total			1395

4. MEP Space		Quantity	Unit Sq Ft.	Total SqFt.
4.1	Mechanical Room	1	50	50
4.2	Laundry Room	1	50	50
4.3	Water Heating	1	10	10
4.4	Electrical	1	10	10
	Total			110

Bicycle sales, service and rentals	6145

Retail: Boutique

1. Administration Area		Quantity	Unit Sq Ft.	Total SqFt.
1.1	Managers Office	1	120	120
1.2	Backstock Inventory	1	700	700
1.3	Shipping and Receiving	1	200	200
1.4	Storage	1	150	150
1.5	Washrooms	2	100	200
1.6	Break Area	1	120	120
	Total			1490

2. Retail Floor		Quantity	Unit Sq Ft.	Total SqFt.
2.1	Merchandise Floor A	1	1500	1500
2.2	Merchandise Floor B	1	1500	1500
2.3	Merchandise Floor C	1	1500	1500
2.4	Fitting Rooms	6	75	450
2.5	Checkout Counter	1	200	200
	Total			5150

4. MEP Space		Quantity	Unit Sq Ft.	Total SqFt.
4.1	Mechanical Room	1	50	50
4.2	Mechanical Room 2	1	50	50
4.3	Water Heating	1	10	10
4.4	Electrical	1	10	10
	Total			110

Retail Sales and Customer Service	6750

Civic: Theaters

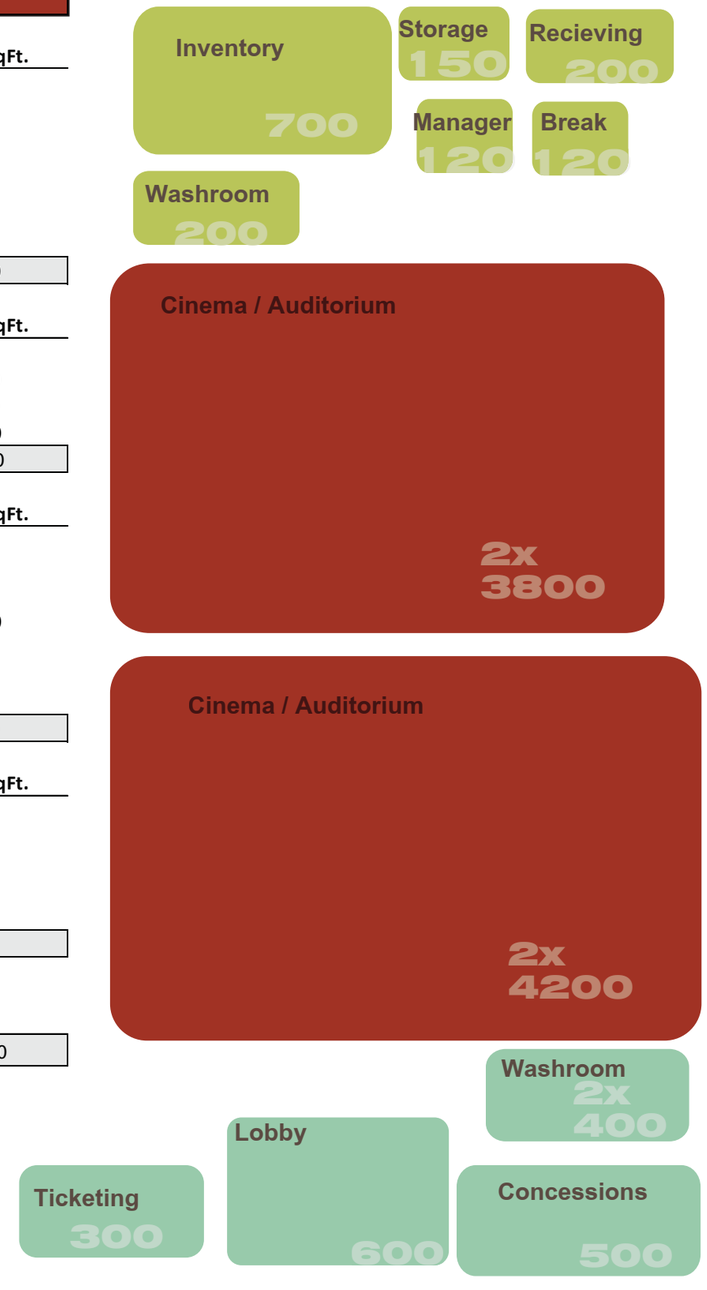
1. Administration Area		Quantity	Unit Sq Ft.	Total SqFt.
1.1	Managers Office	1	120	120
1.2	Concession Supply	1	700	700
1.3	Shipping and Receiving	1	200	200
1.4	Storage	1	300	300
1.5	Washrooms	2	100	200
1.6	Break Area	1	120	120
	Total			1640

2. Theater Spaces		Quantity	Unit Sq Ft.	Total SqFt.
2.1	Cinema A	2	3800	7600
2.2	Cinema B	2	4200	8400
2.3	Circulation	1	1500	1500
	Total			17500

3. Commons Spaces		Quantity	Unit Sq Ft.	Total SqFt.
3.1	Lobby	1	600	600
3.2	Ticketing	1	300	300
3.3	Commons	1	1500	1500
3.4	Concessions	1	500	500
3.5	Washroom	2	400	800
	Total			3700

4. MEP Space		Quantity	Unit Sq Ft.	Total SqFt.
4.1	Mechanical Room	1	100	100
4.2	Mechanical Room 2	1	100	100
4.3	Water Heating	1	50	50
4.4	Electrical	1	50	50
	Total			300

Cinema, Auditorum, Commons	23140



Public: Parks and Plazas				
1. Plaza Spaces: West		**Quantity**	**Unit Sq Ft.**	**Total SqFt.**
1.1	CTA Plaza Gardens	1	4000	4000
1.2	Plaza Community Garden	1	3000	3000
1.3	Farmers Market Hardscape	1	7000	7000
	Total			14000
2. Plaza Spaces: East		**Quantity**	**Unit Sq Ft.**	**Total SqFt.**
2.1	I-94 Skatepark	1	18000	18000
2.1	I-94 Terrain Park	1	18000	18000
2.2	I-94 Green Ceiling Garden	1	5600	5600
2.3	I-94 Park Walk	1	18000	18000
2.4	I-94 Bio Reactor Exhibit	1	14000	14000
	Total			73600
3. Grounds Services		**Quantity**	**Unit Sq Ft.**	**Total SqFt.**
3.1	Garden Tool Storage	15	50	750
3.2	Equipment Storage	3	500	1500
3.3	Vehicle Parking	150	144	21600
	Total			23850
Gardens, Green Ceilings, Ecosystems				111450

Transportation Amenities

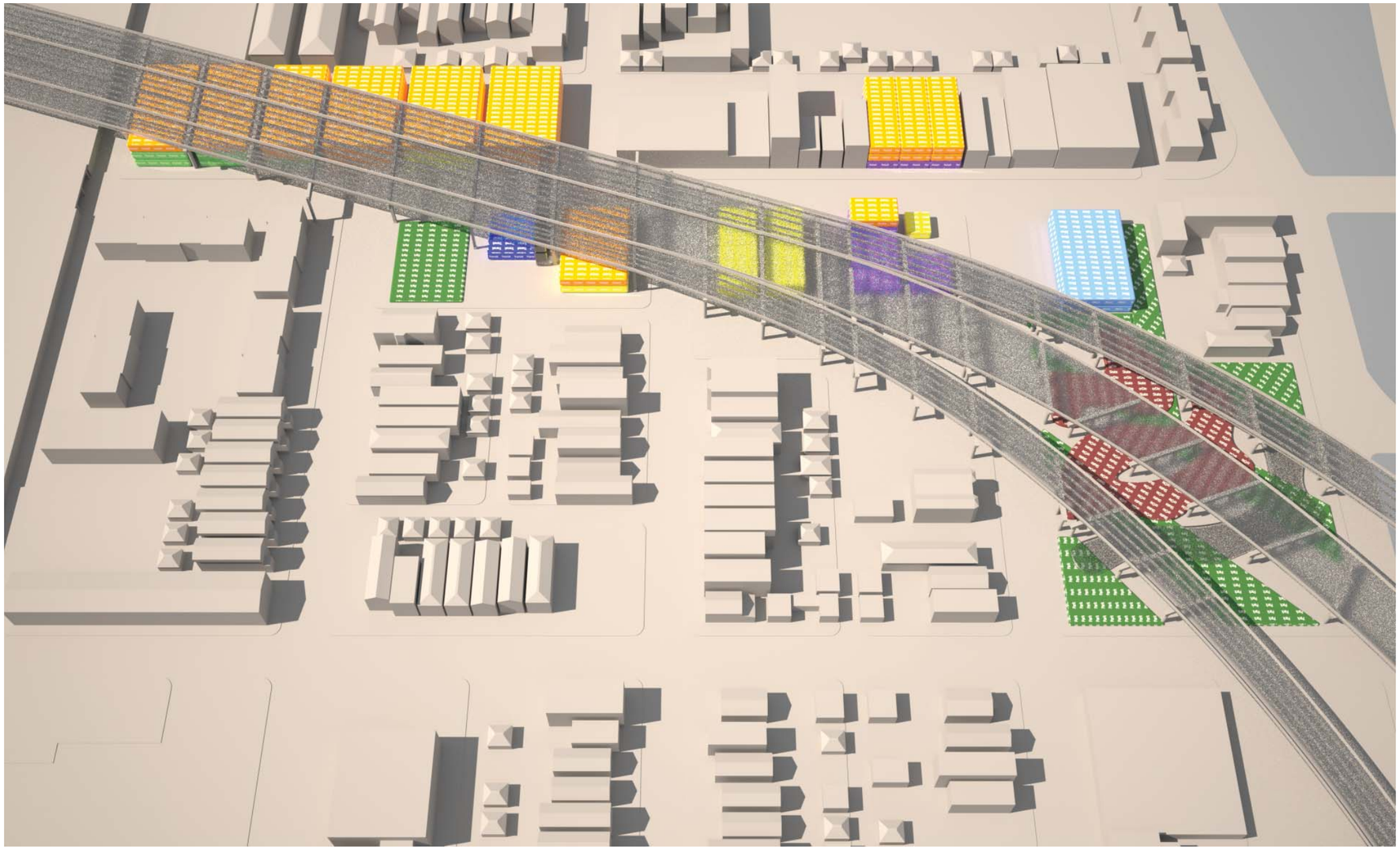
1. Tourism Center		Quantity	Unit Sq Ft.	Total SqFt.
1.1	CTA Waiting Lobby	1	400	400
1.2	Tourism Info Kiosk	1	50	50
1.3	Tourism Learning Center	1	1200	1200
1.4	Washroom	2	400	800
	Total			2450

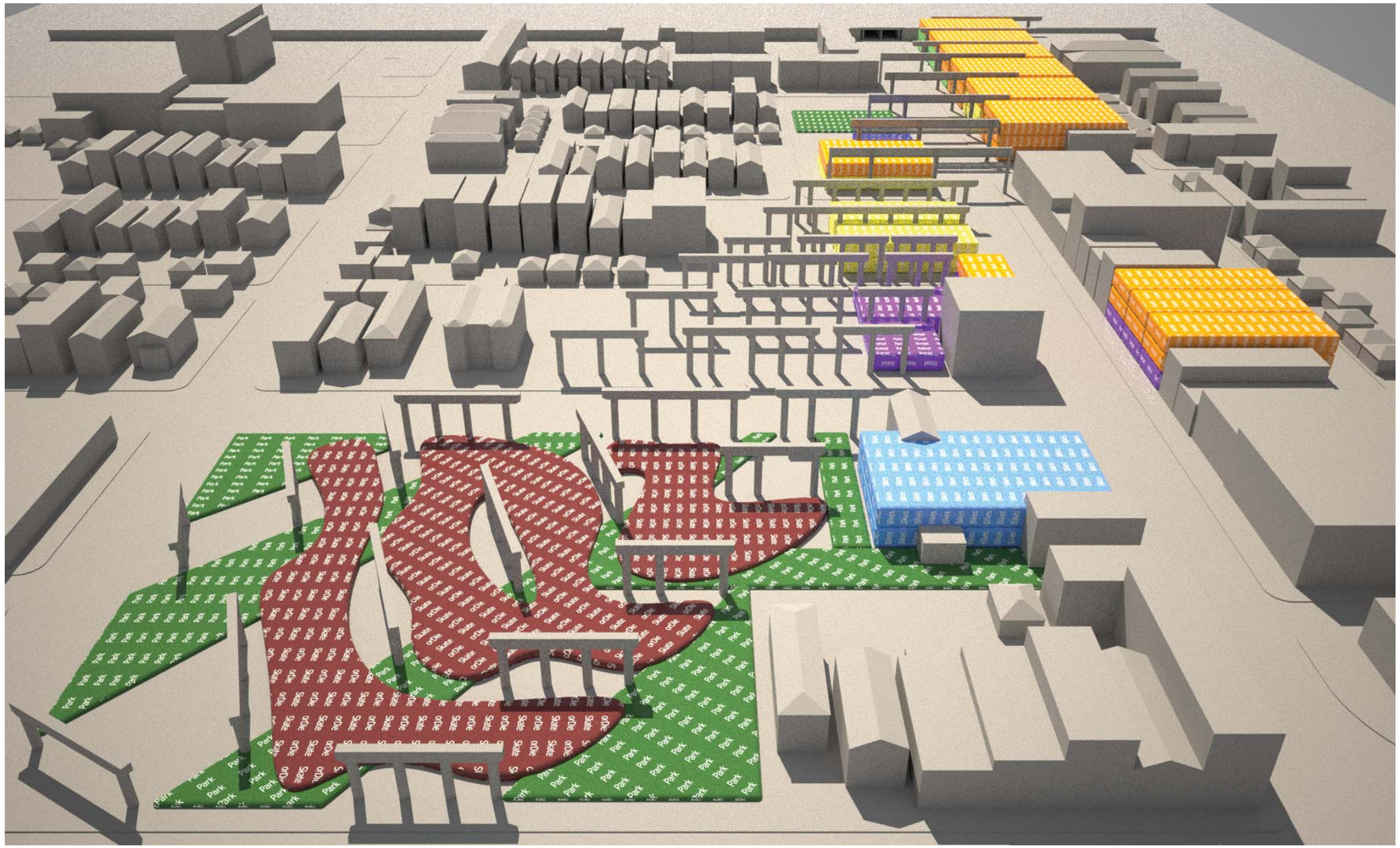
2. CTA Bus Shelter		Quantity	Unit Sq Ft.	Total SqFt.
2.1	Covered Waiting Area	1	300	300
2.1	Tourism Info Kiosk	1	50	50
2.2	Vertical Circulation	1	160	160
2.3	Rooftop Waiting Area	1	300	300
2.4	Cirulation Bridge	1	300	300
	Total			1110

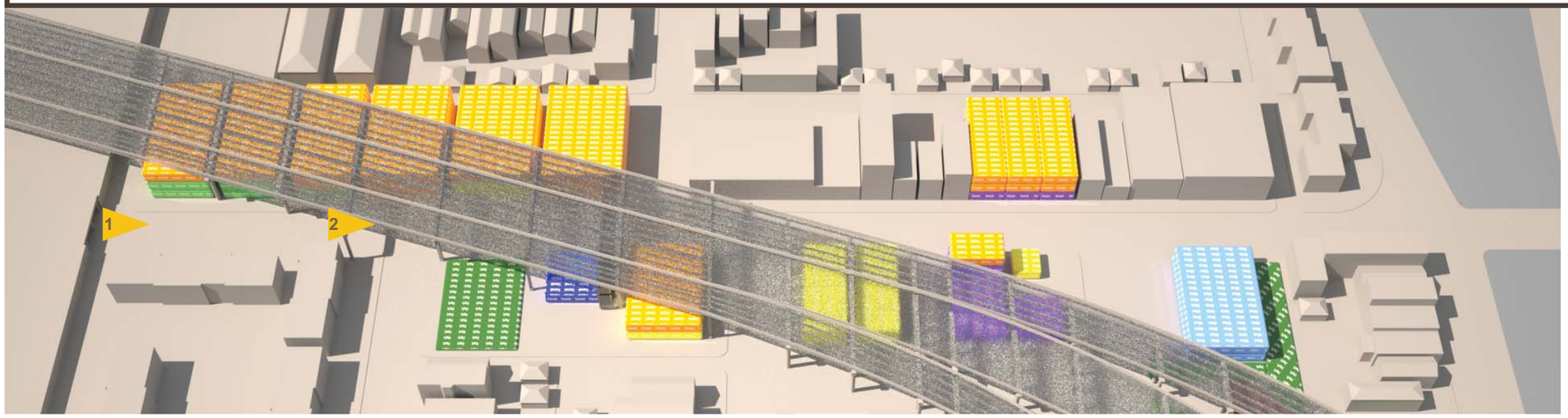
3. CTA Train Platform		Quantity	Unit Sq Ft.	Total SqFt.
3.1	Ticketing	1	300	300
3.2	Vertical Circulation	1	300	300
3.3	Waiting Platform	6	1500	9000
	Total			9600

Tourism Center, Bus Shelter, CTA Platform	13160

Section Three:
Organizational Concepts

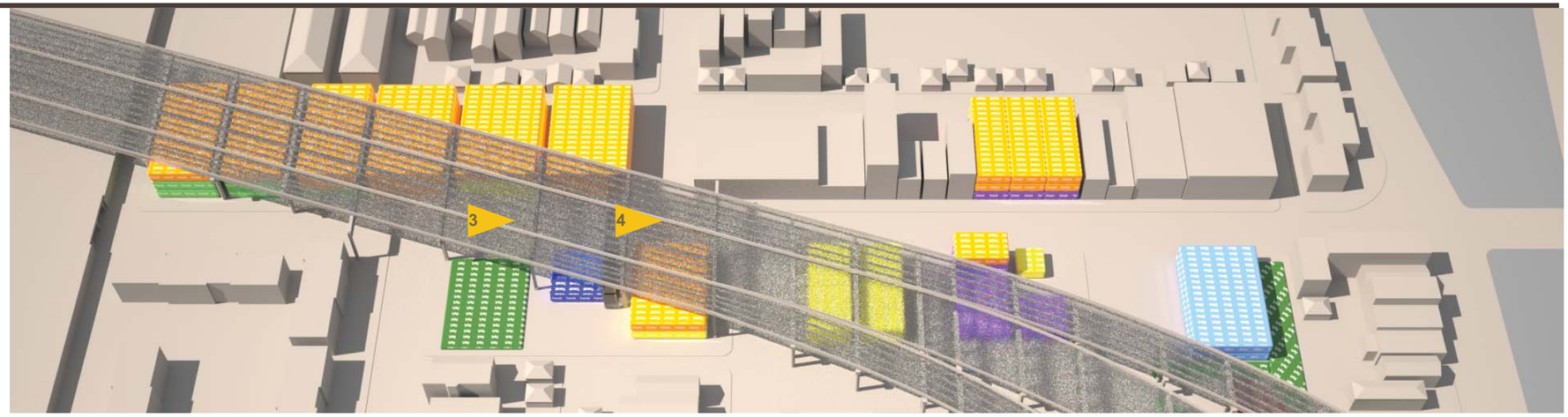






1. Exiting tunnel heading East - Stack hostel and commercial

1. W26th and Shields- Restablish restaurant space adjacent to park

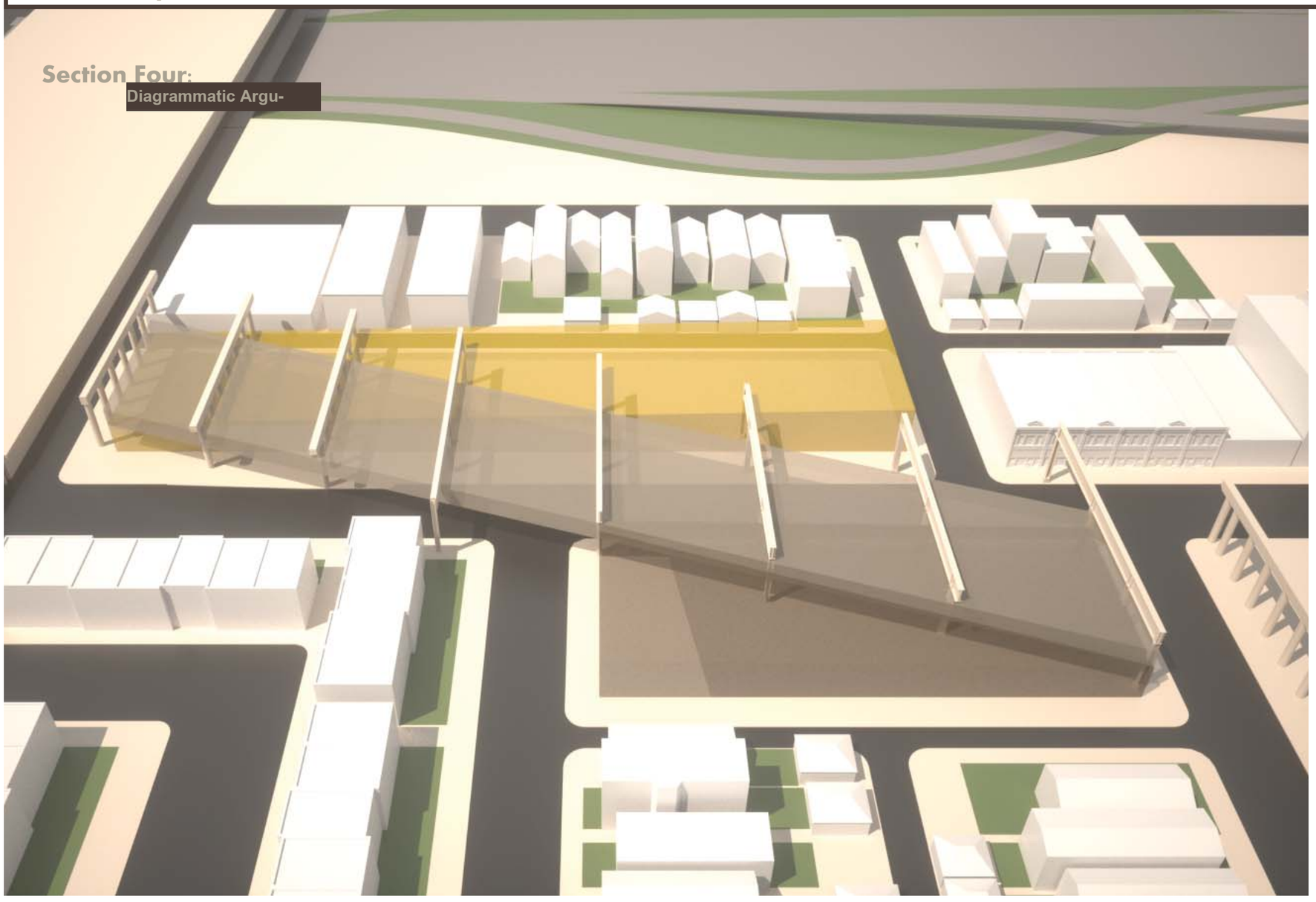


5. W26th and Princeton - Establish transit hub adjacent to park and hostel

4. W26th and Wells - Continue to extend program toward commuter rail

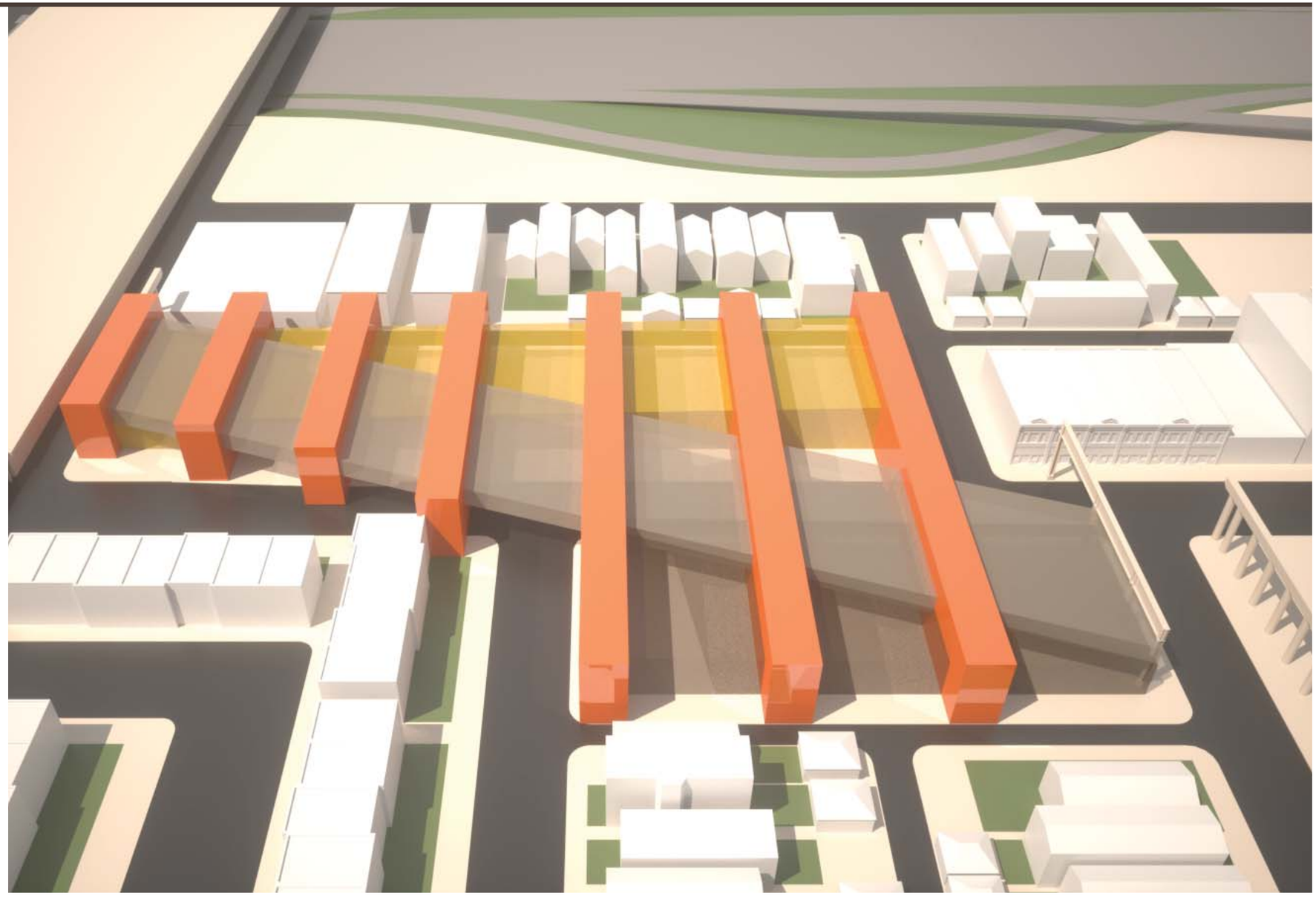
Section Four:
Project Implementation

Section Four:
Diagrammatic Argu-



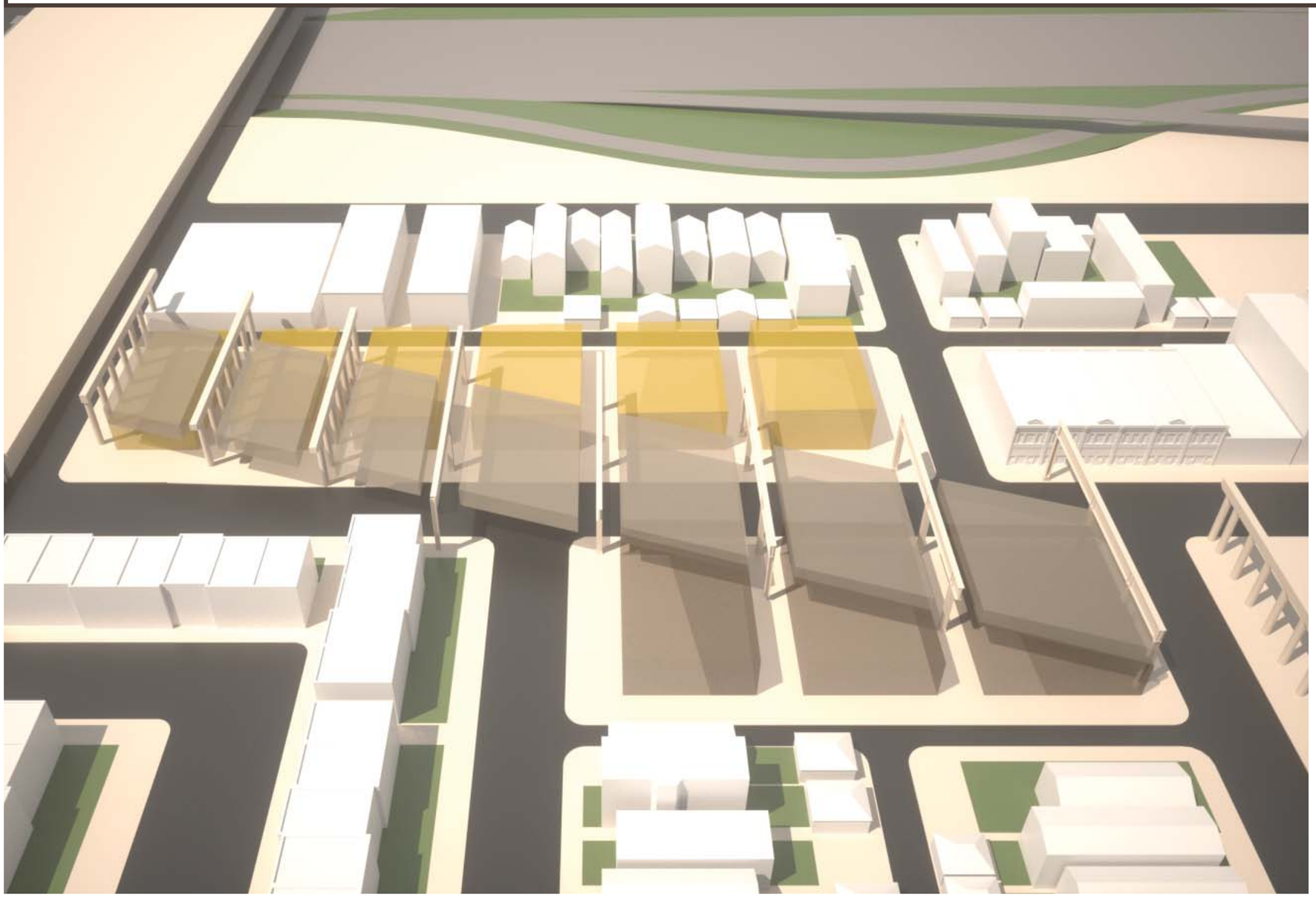
Site Massing Diagram 01

The vacant lots organized along Chicago's rigid master plan set up an axial hierarchy against the sweeping motion of the interstate across the site



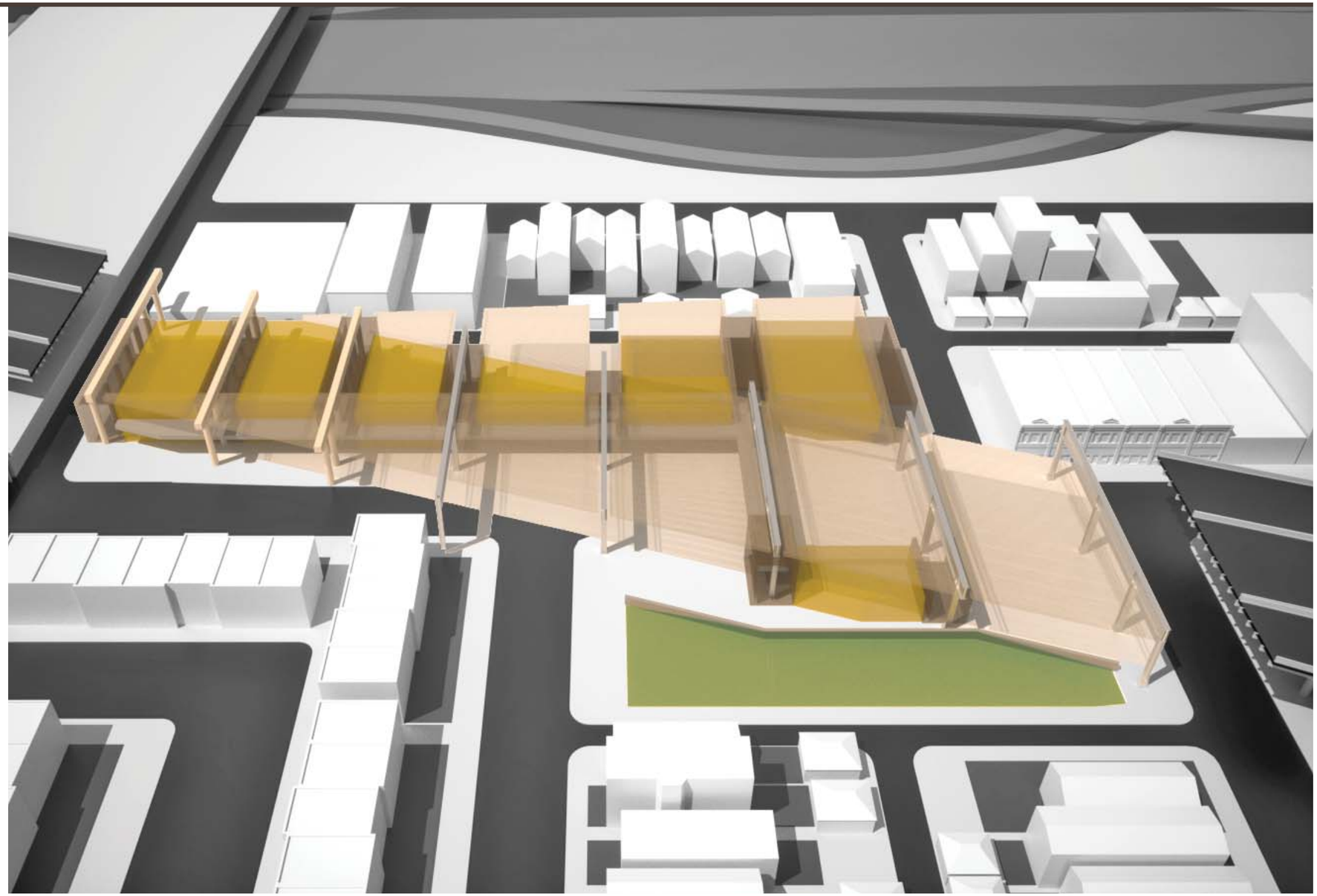
Site Massing Diagram 02

The strips of highway columns enforce the cardinal organization while regulating the massing into smaller programmatic bays.



Site Massing Diagram 03

The sectioned portions of the model provide a reference of scale to the surrounding communities modular organization.



Site Massing Diagram 03

Reacting to the highways orientation, the Southern portion of the site into the landscape stitching itself back into the community.

Ground Floor Program

100 feet

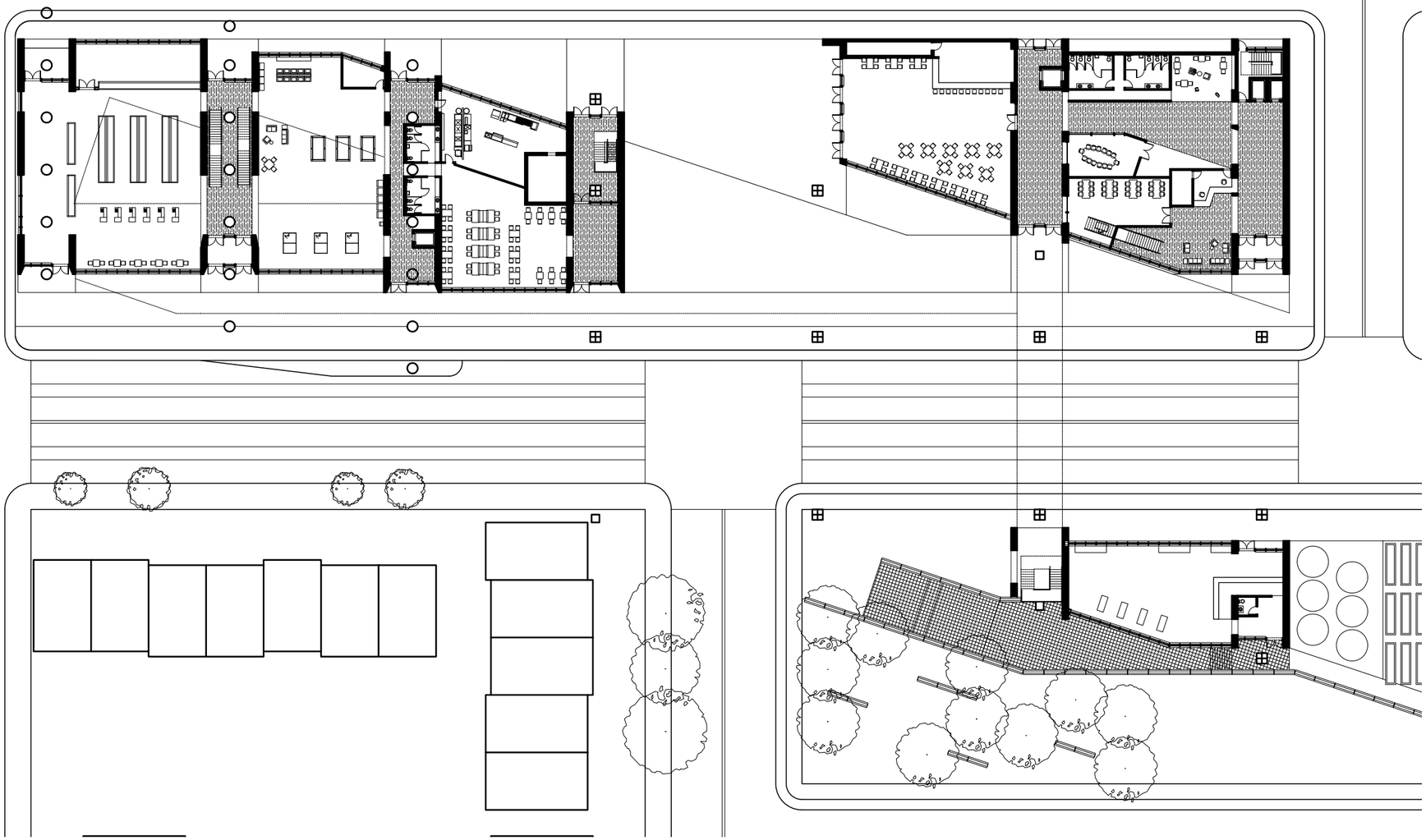
Hostel Program | Hostel Functions | Food Services | Retail Service | Circulation | Landscape

Second Floor Program

100 feet

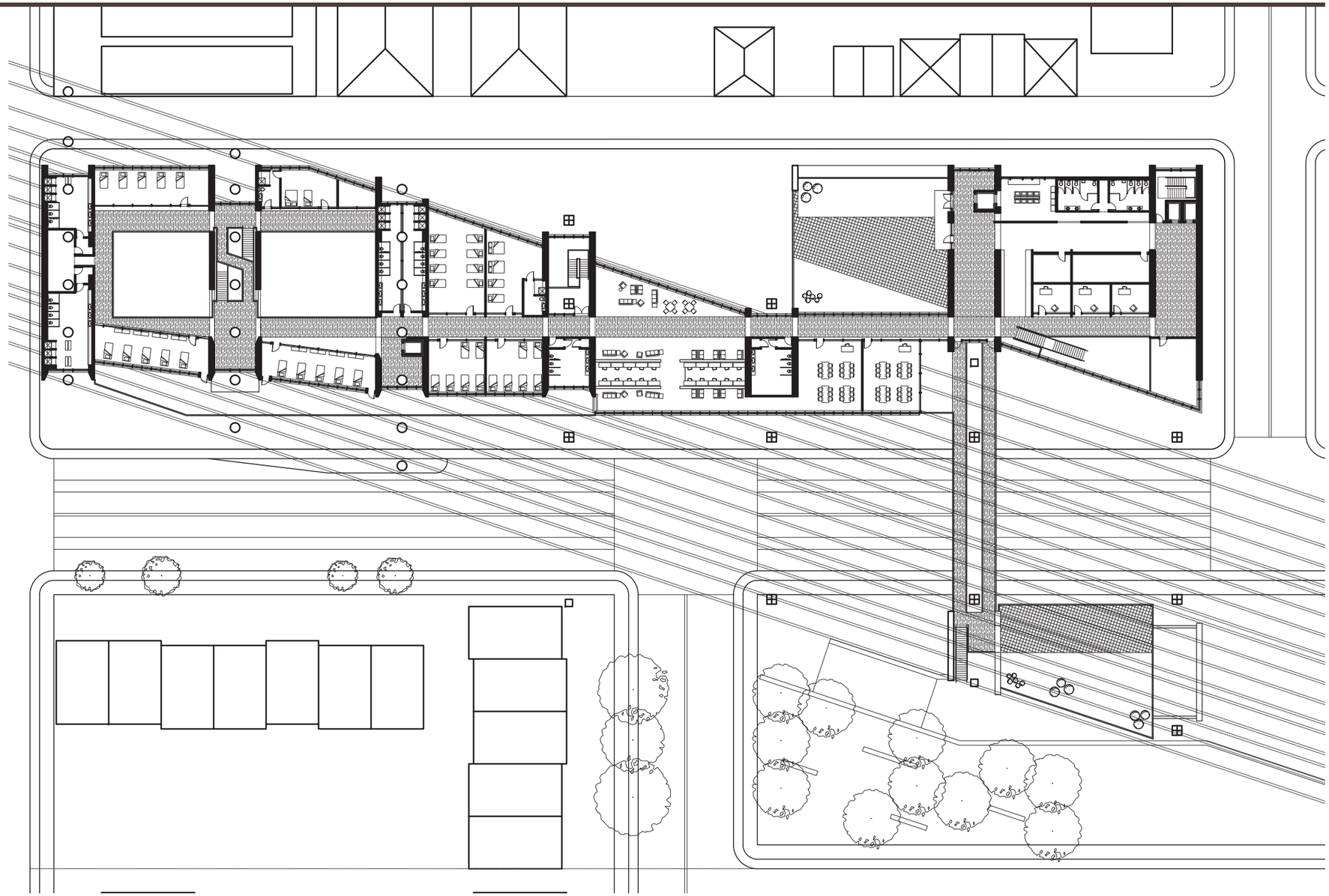
Hostel Program | Hostel Functions | Food Services | Retail Service | Circulation | Landscape

Section Four:
Formal Response



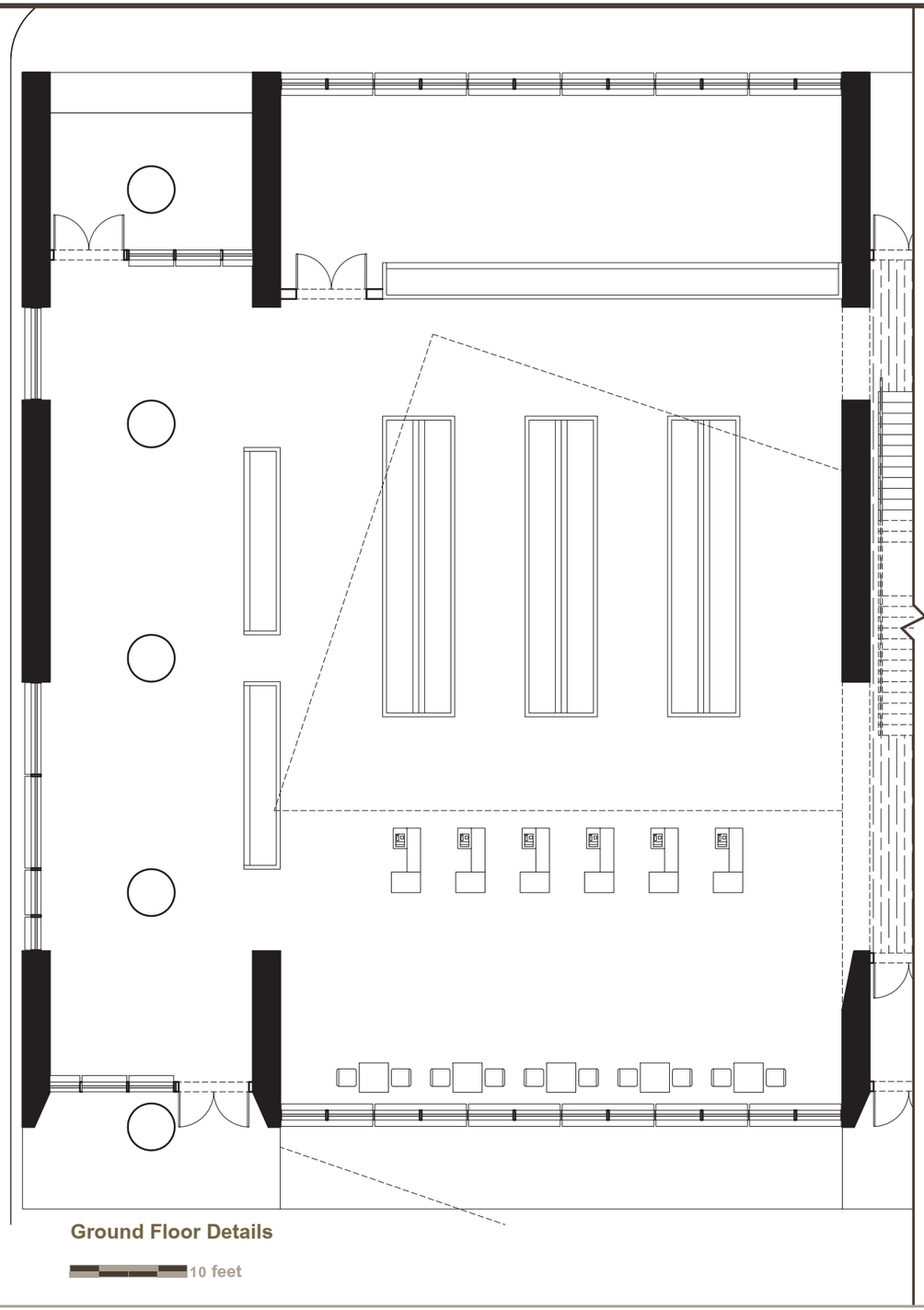
Ground Floor Plan

100 feet



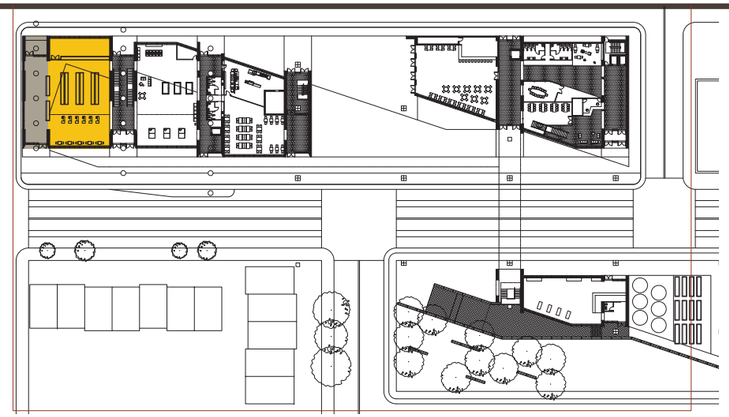
Second Floor Plan

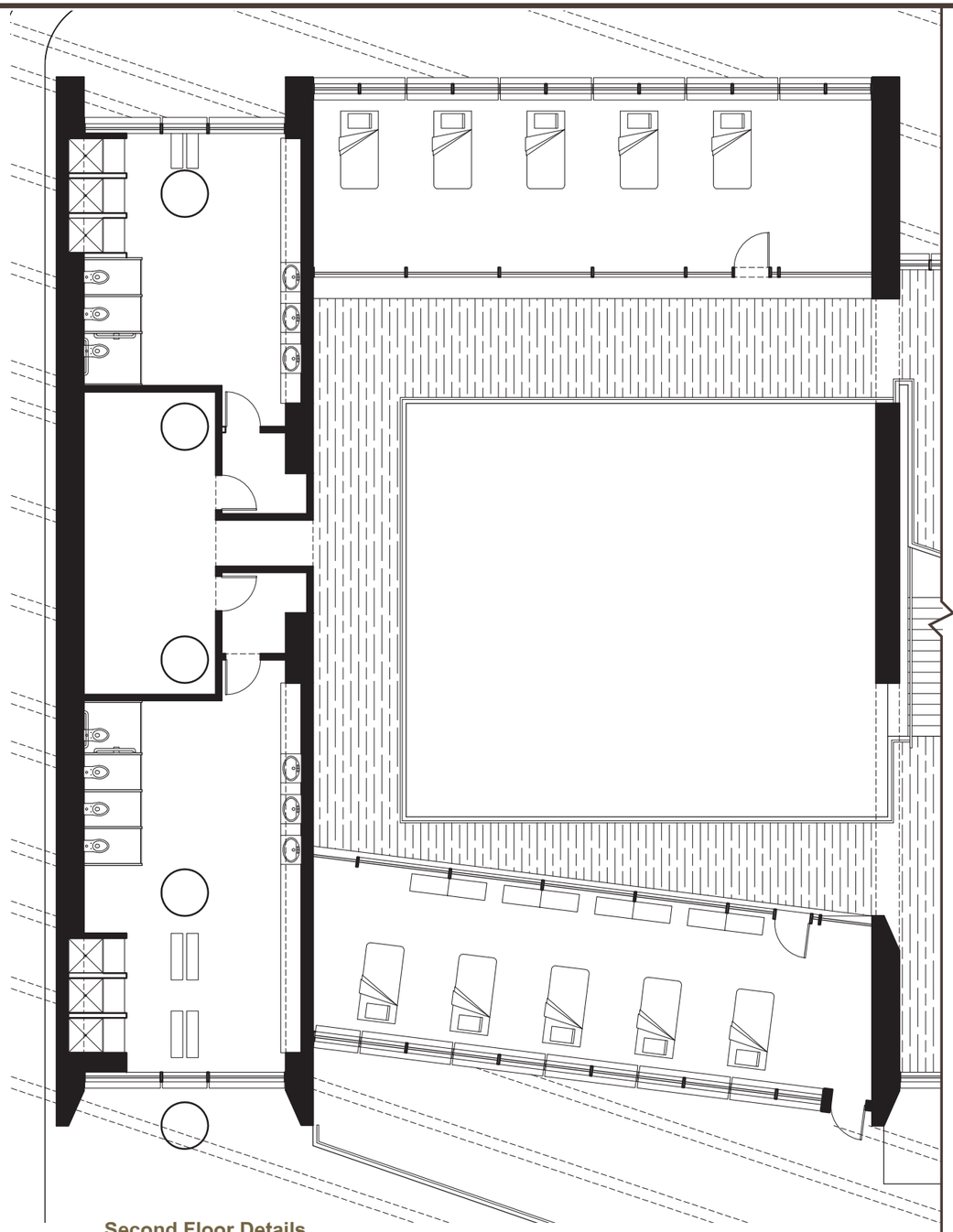
100 feet

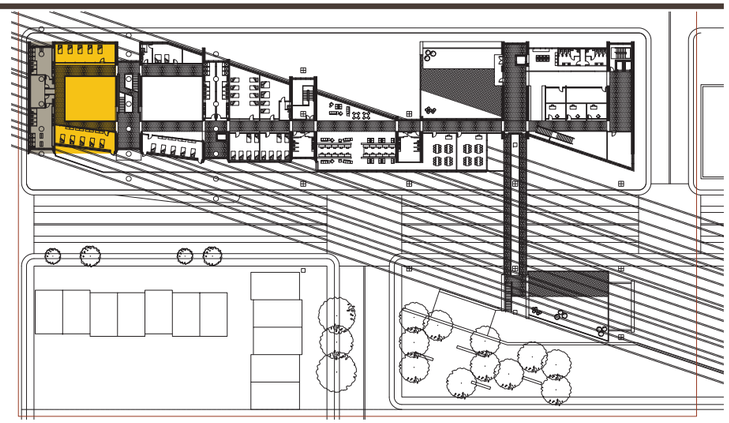


Ground Floor Details

10 feet

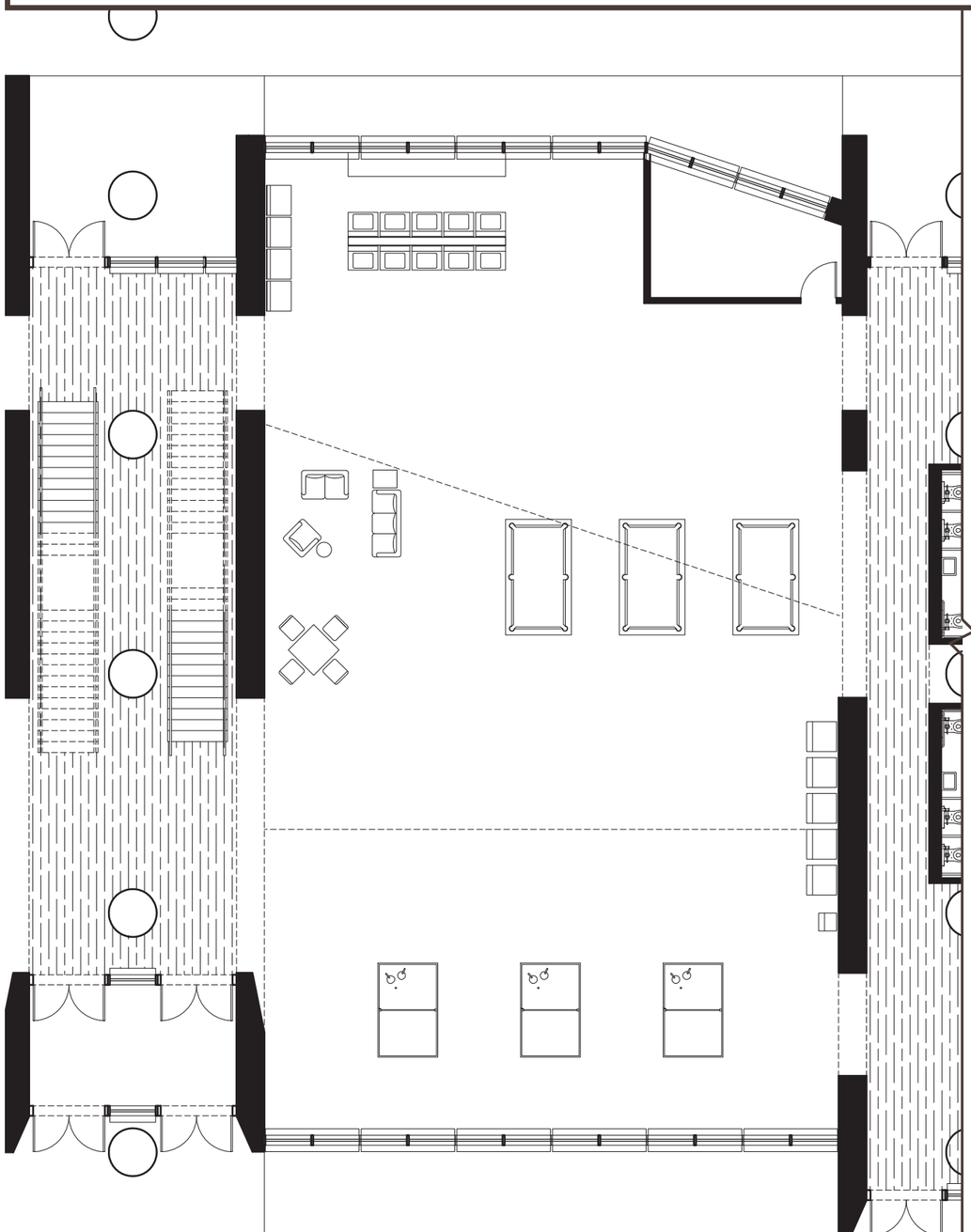


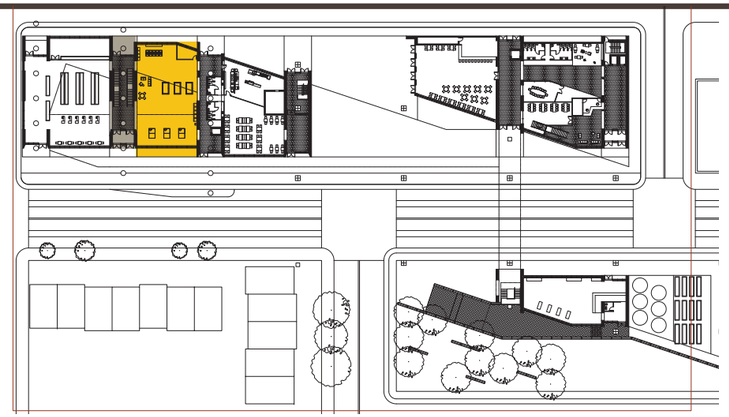




Second Floor Details

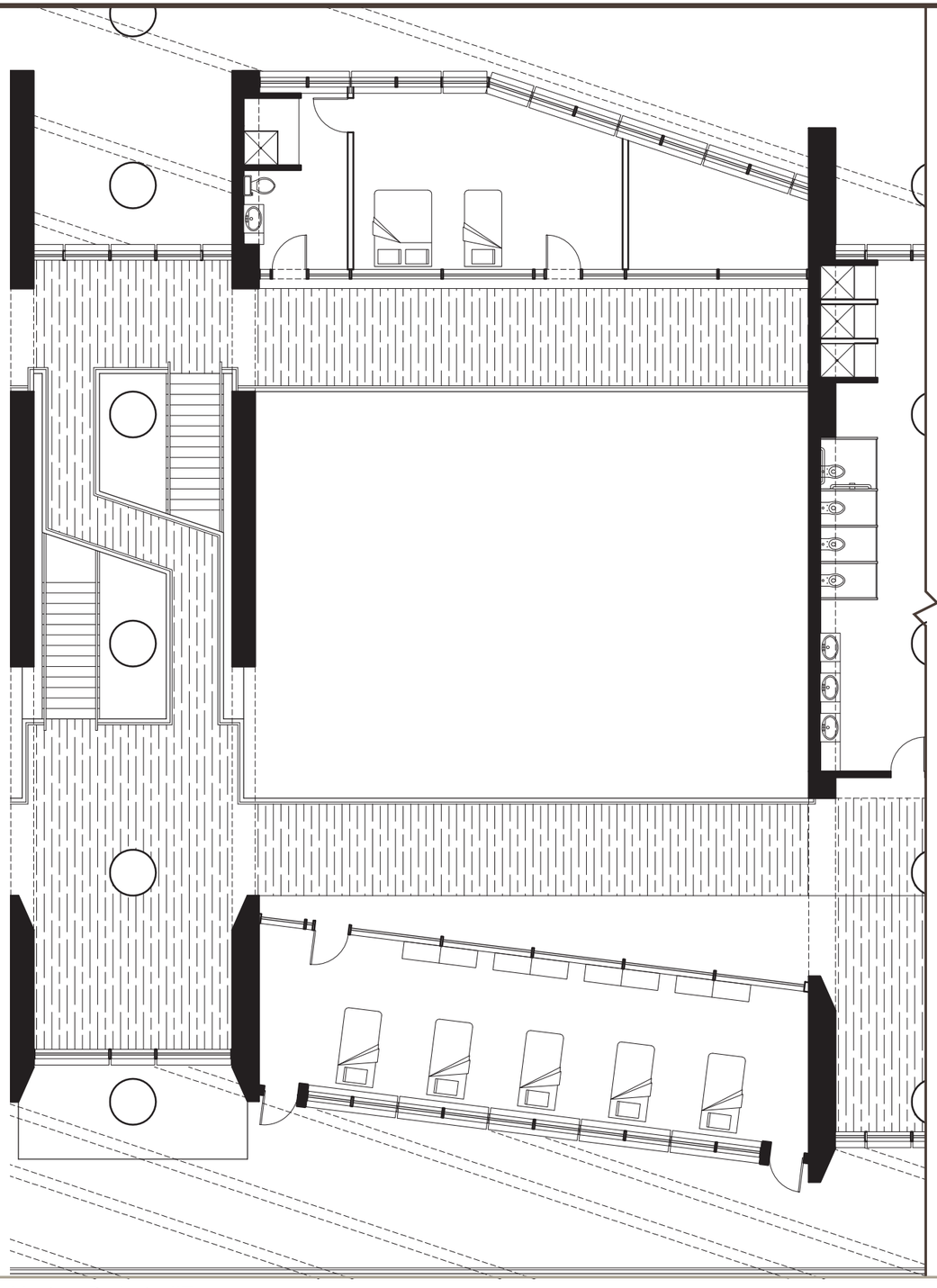
10 feet

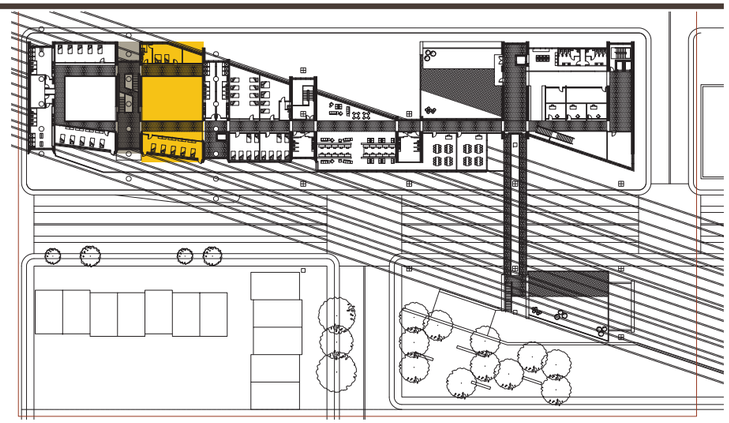




Ground Floor Details

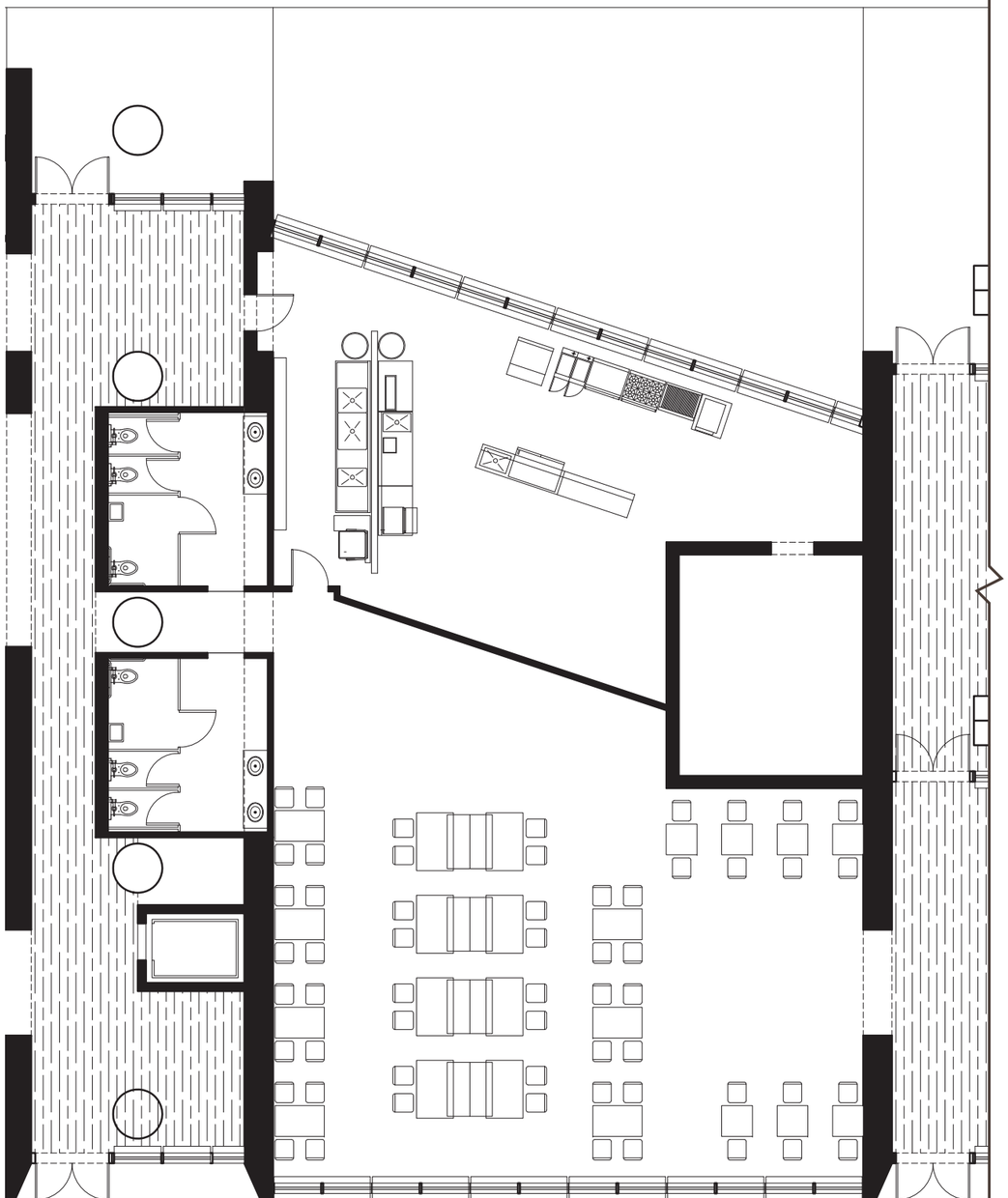
10 feet

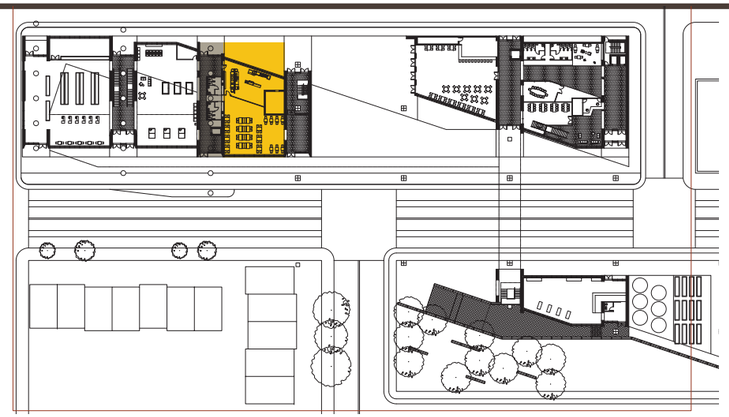




Second Floor Details

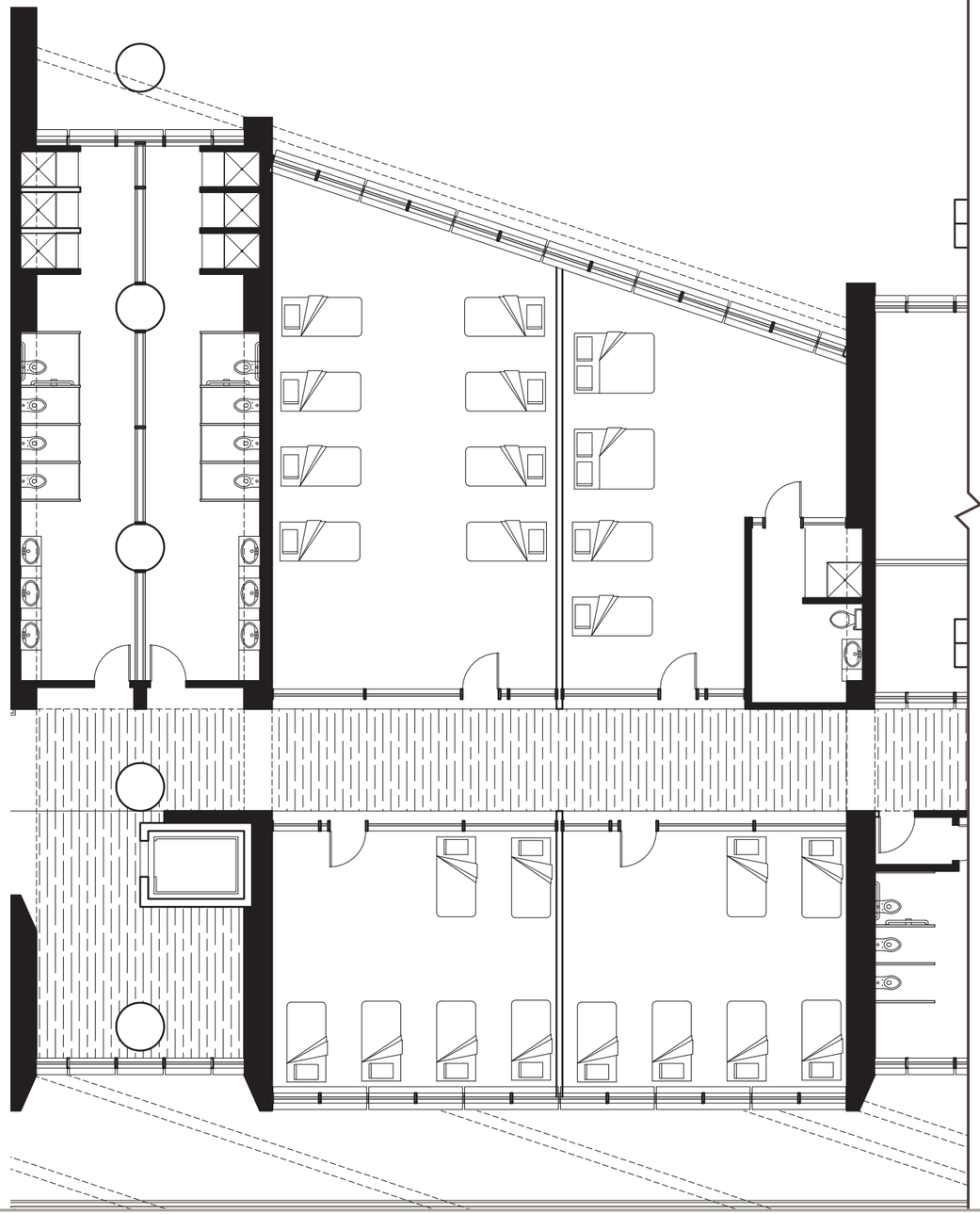
10 feet

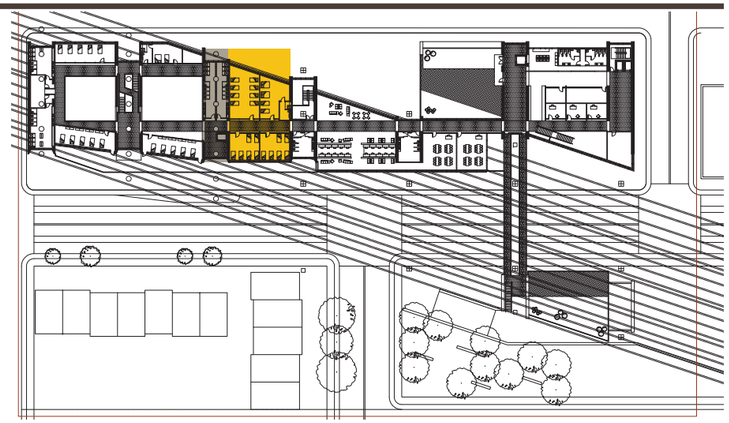




Ground Floor Details

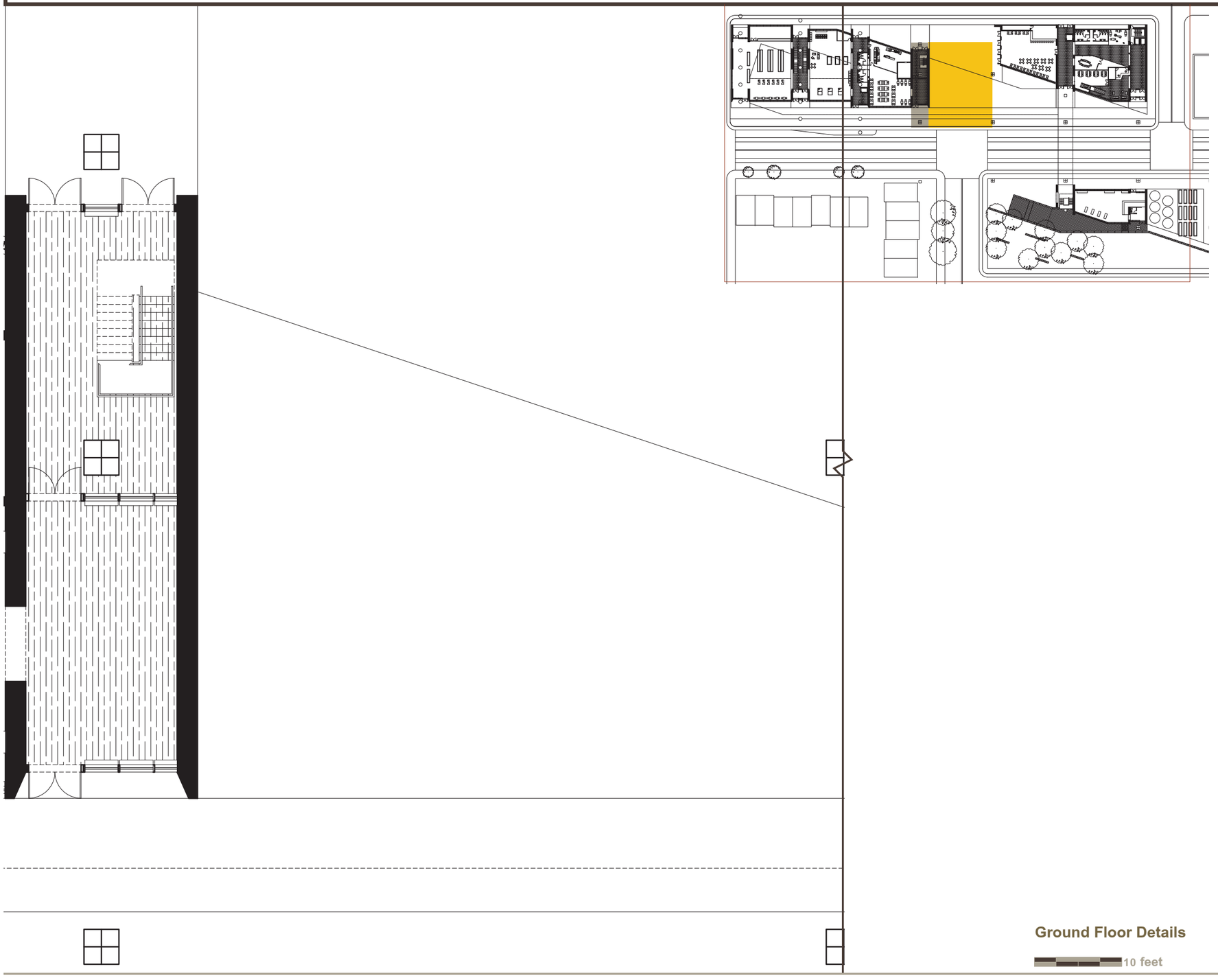
10 feet





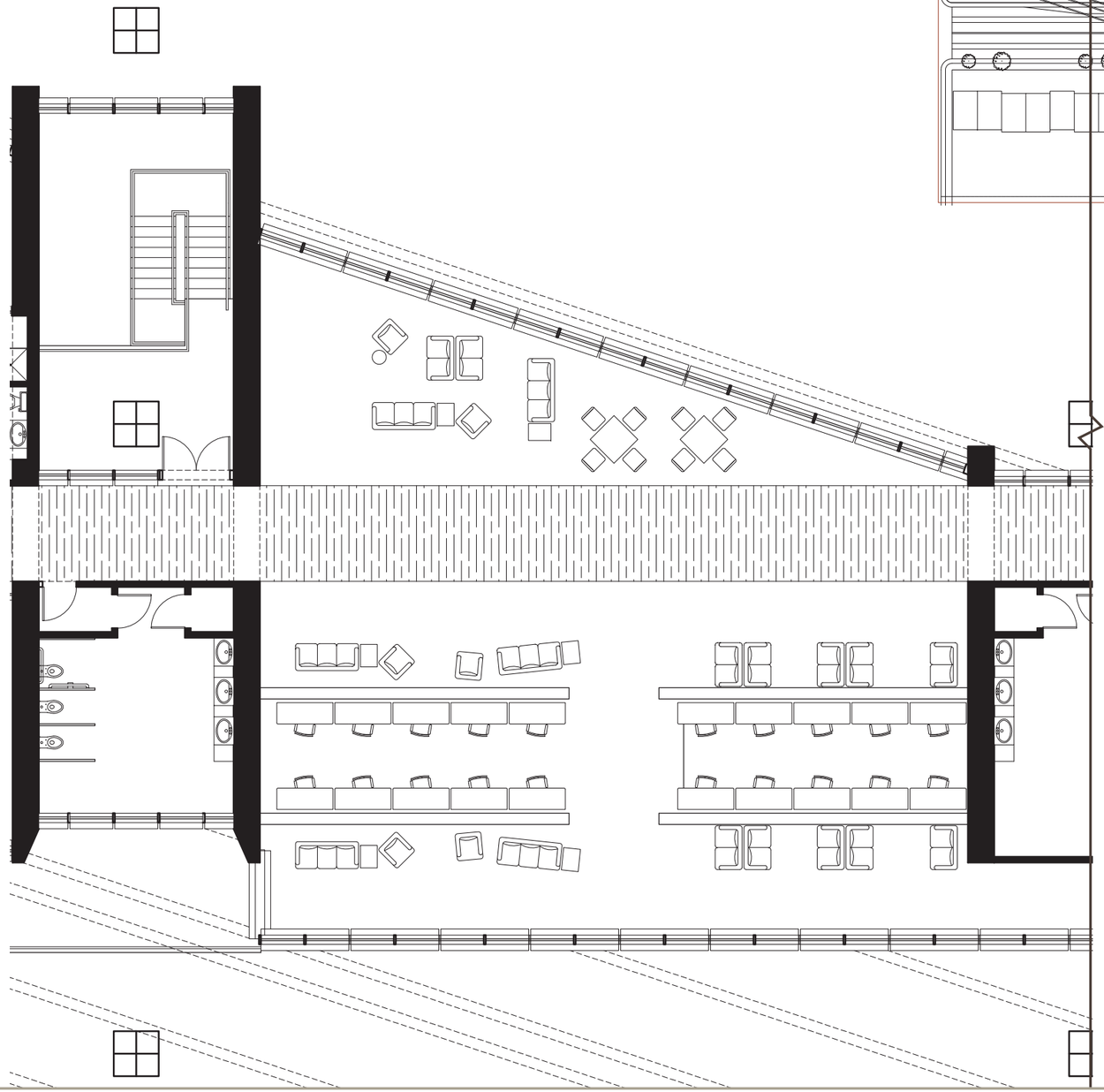
Second Floor Details

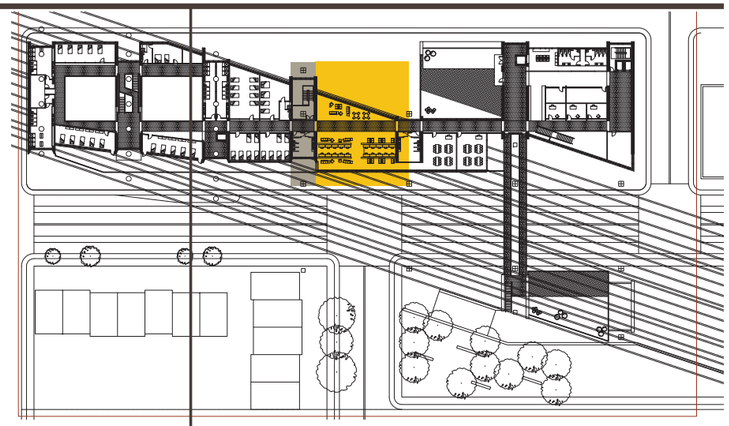
10 feet



Ground Floor Details

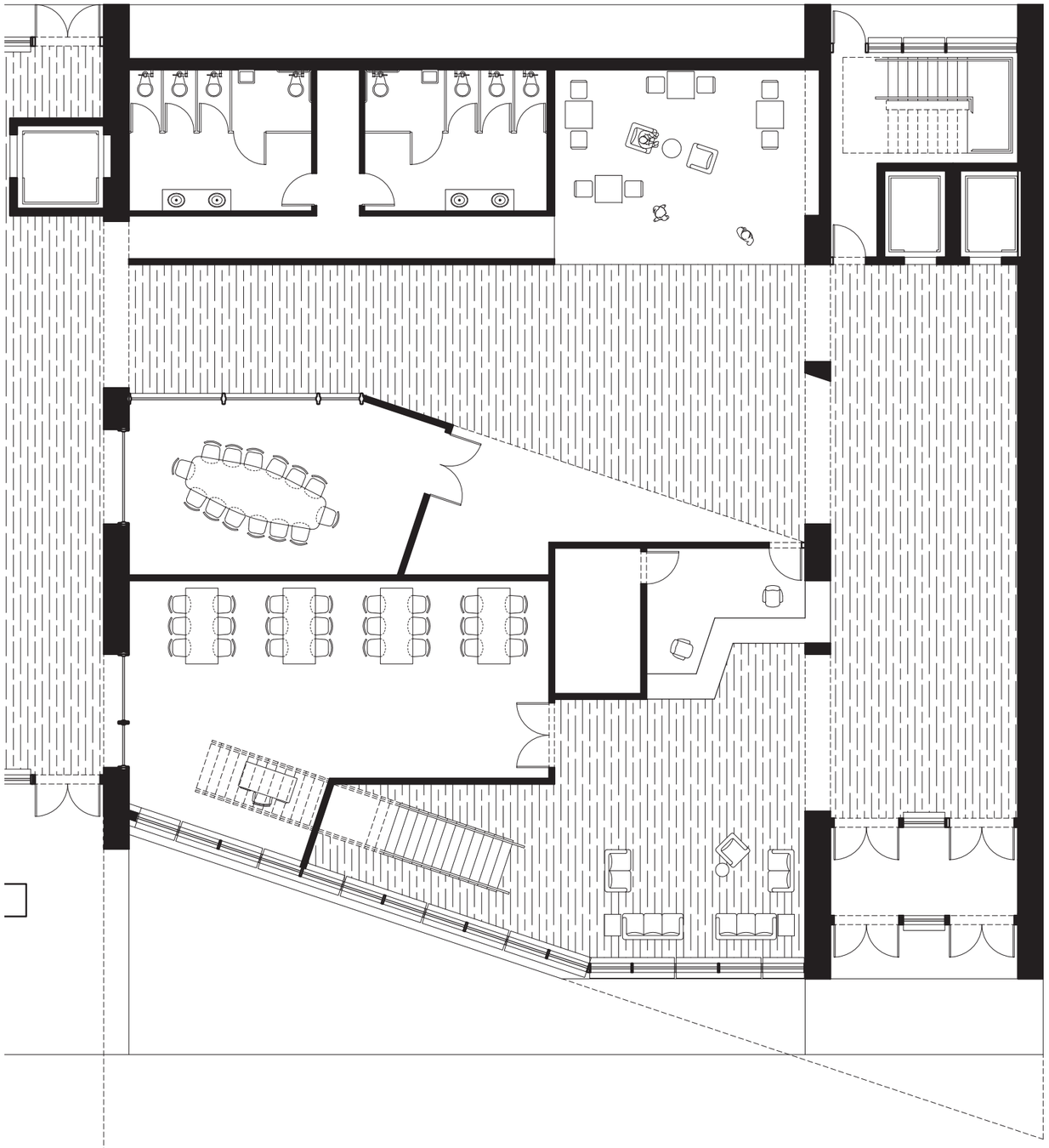
10 feet

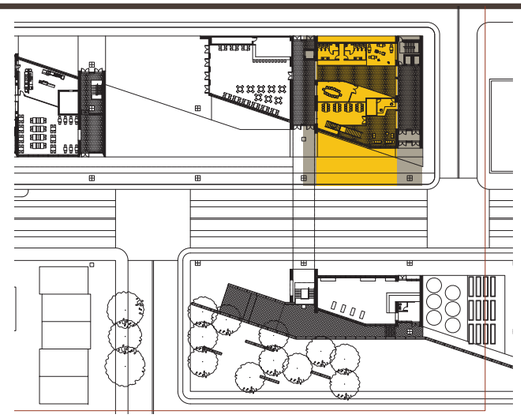




Second Floor Details

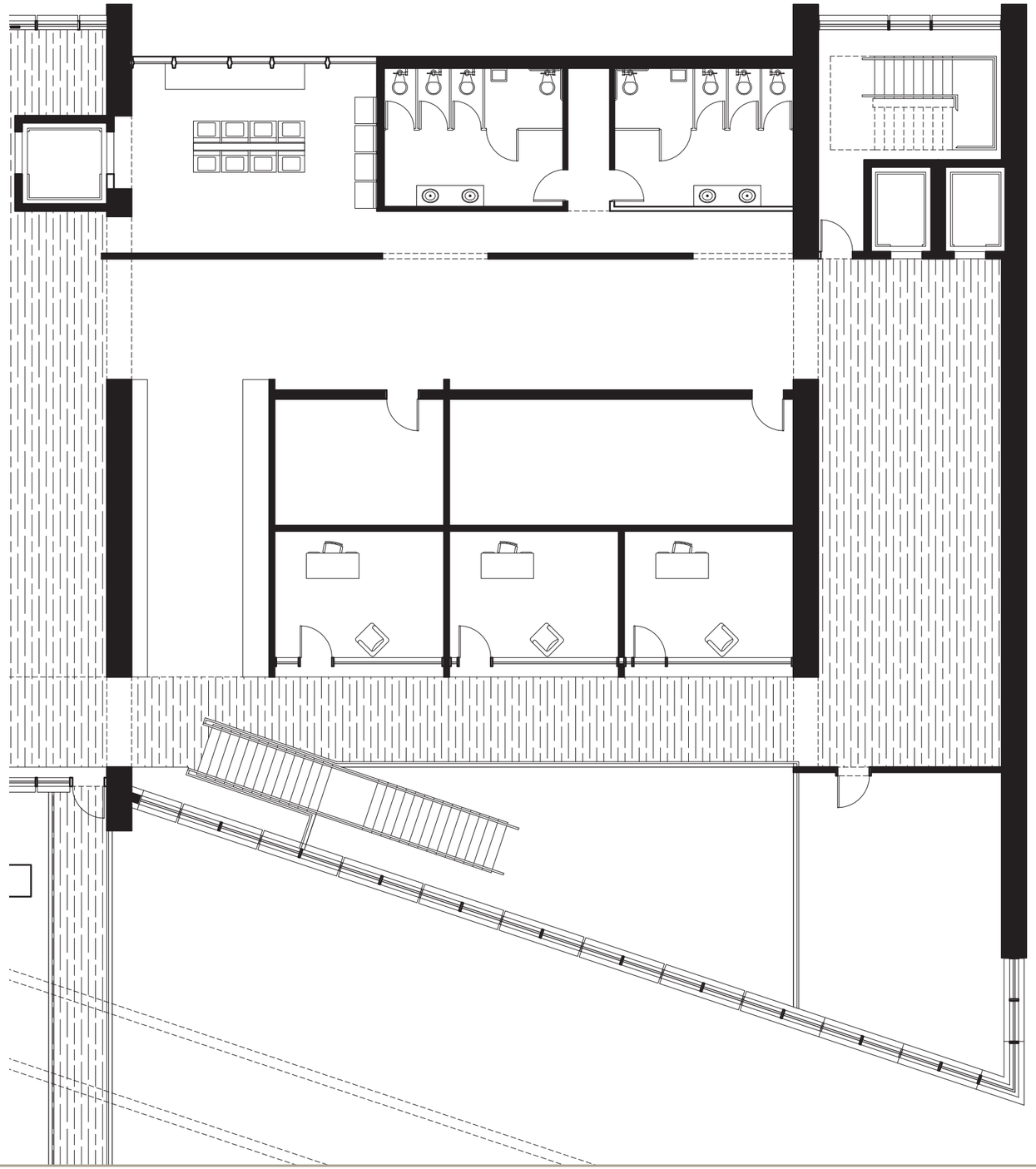
10 feet

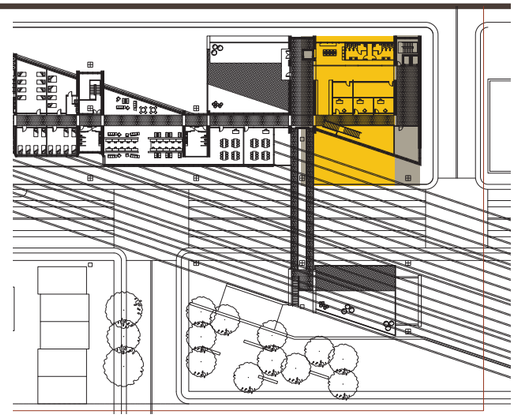




Ground Floor Details

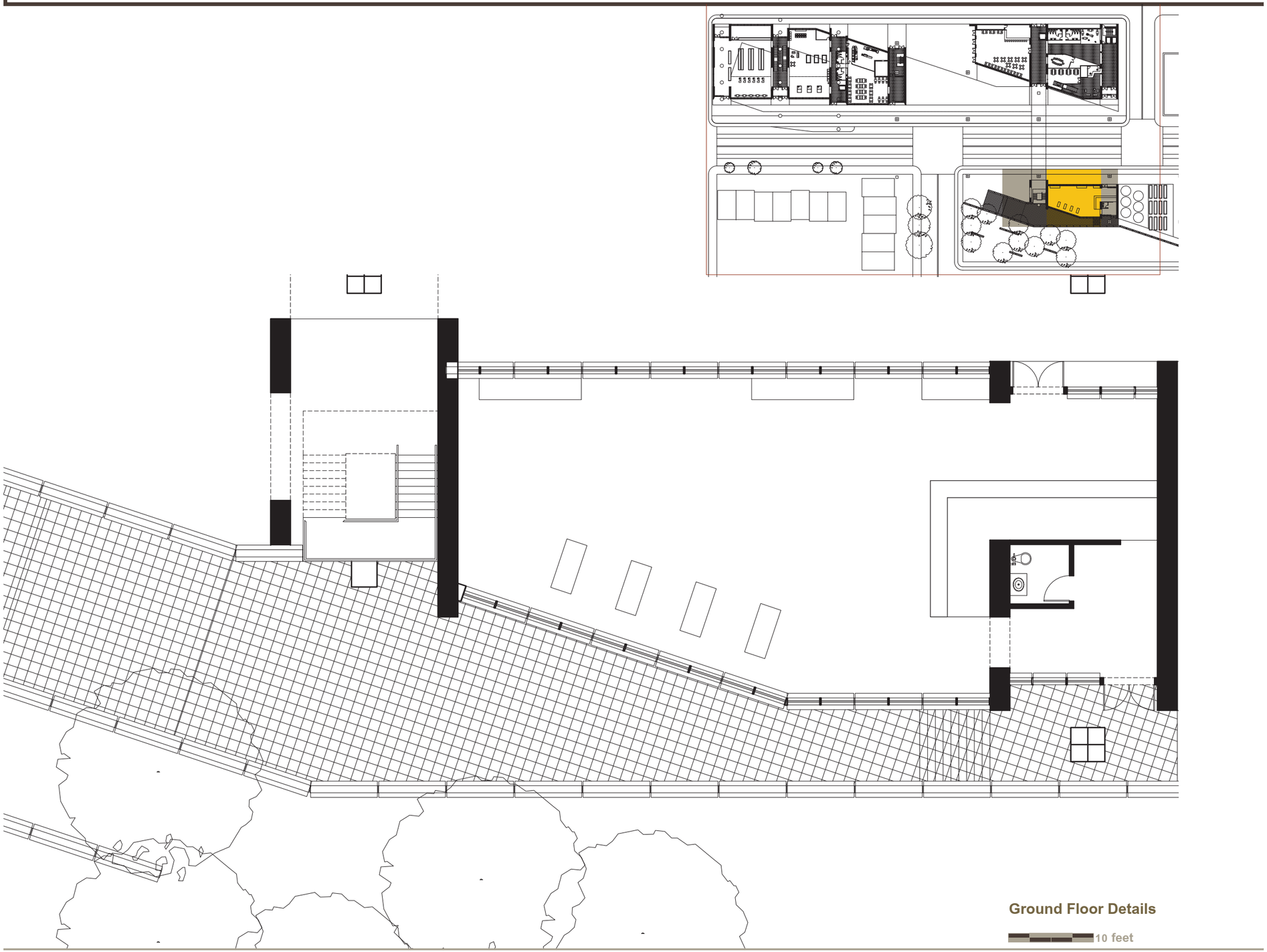
10 feet





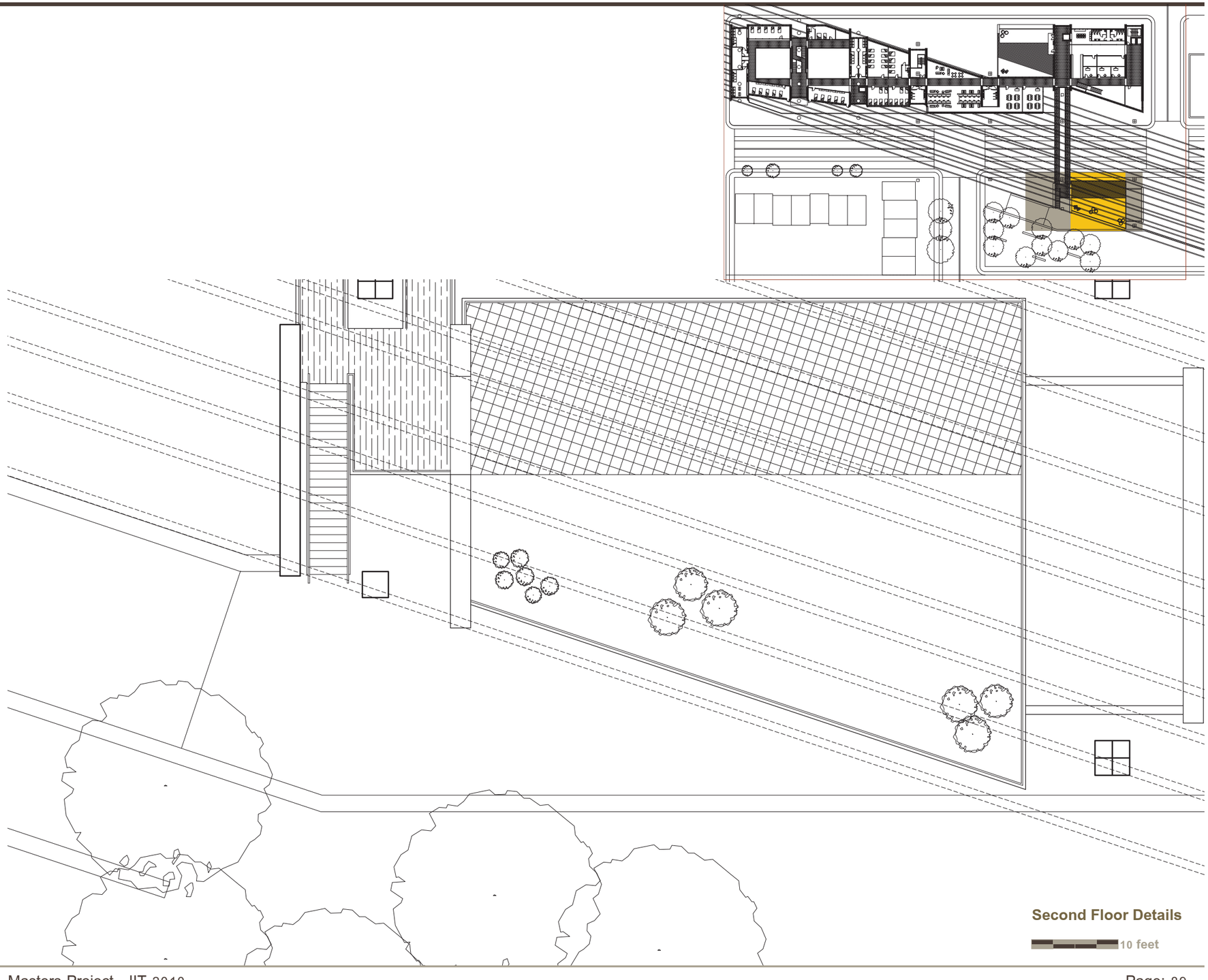
Second Floor Details

10 feet



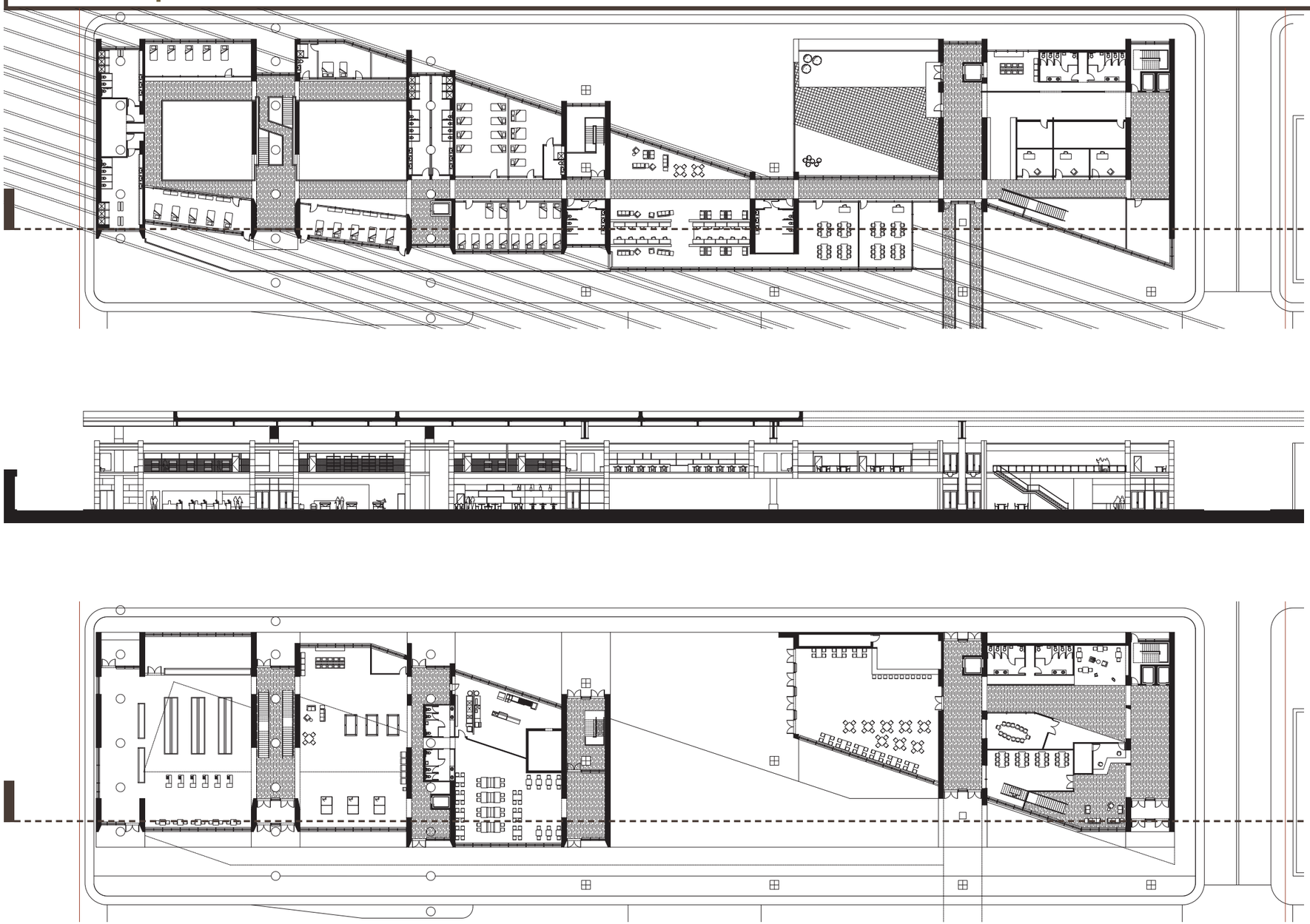
Ground Floor Details

10 feet

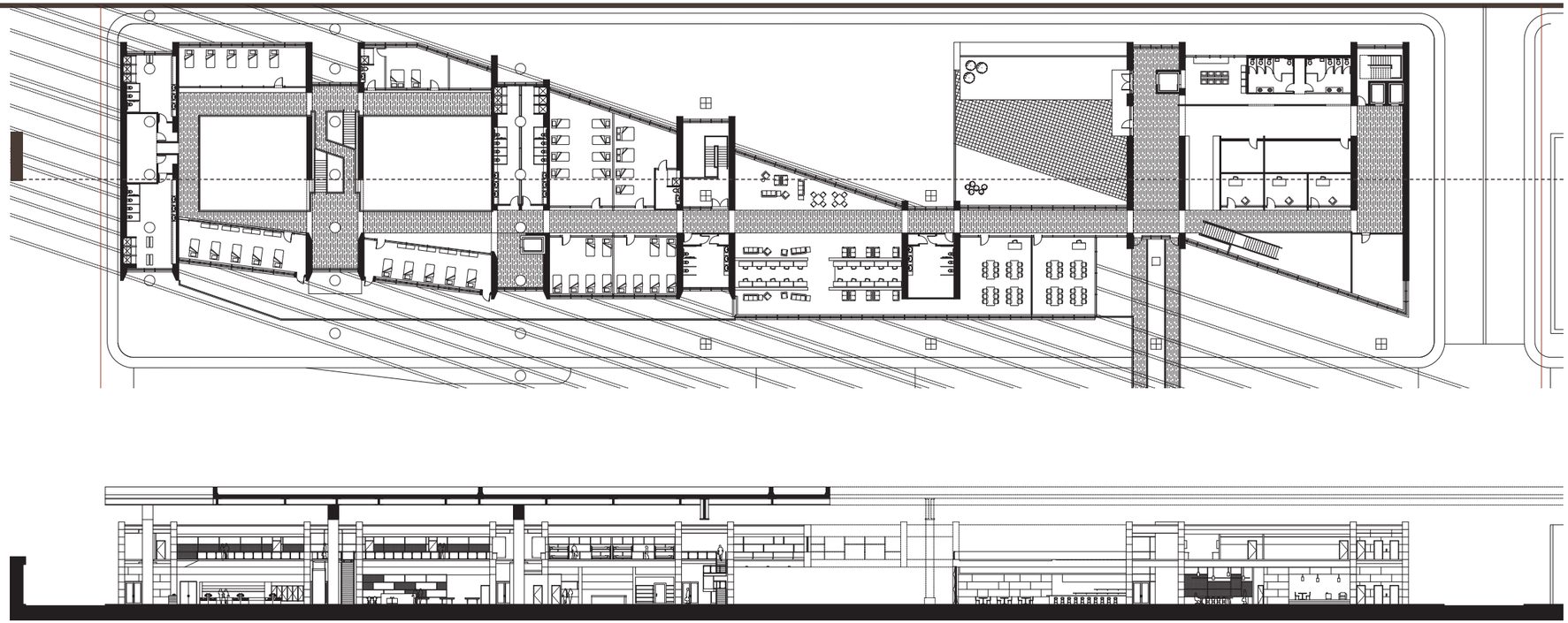


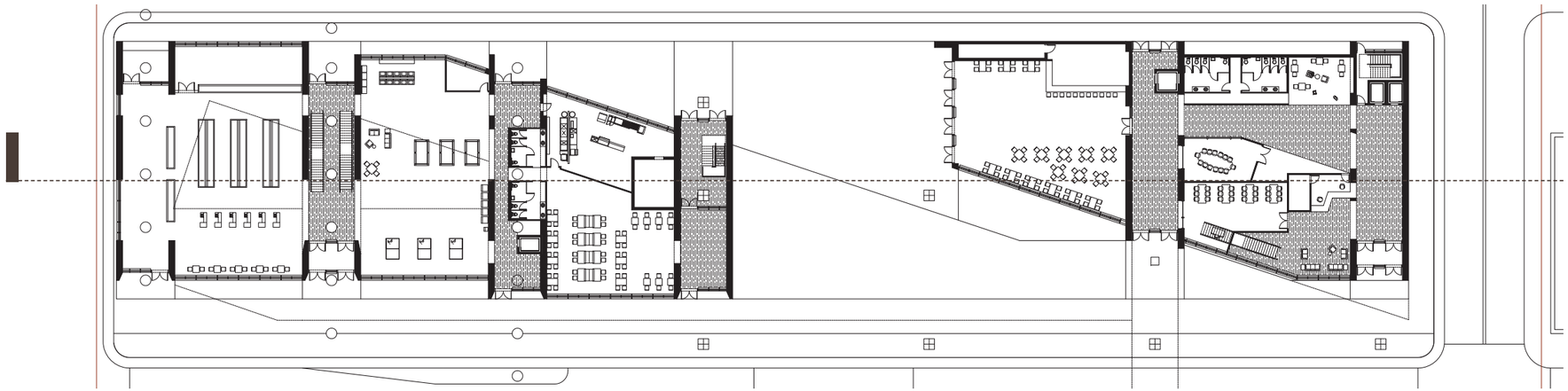
Second Floor Details

10 feet

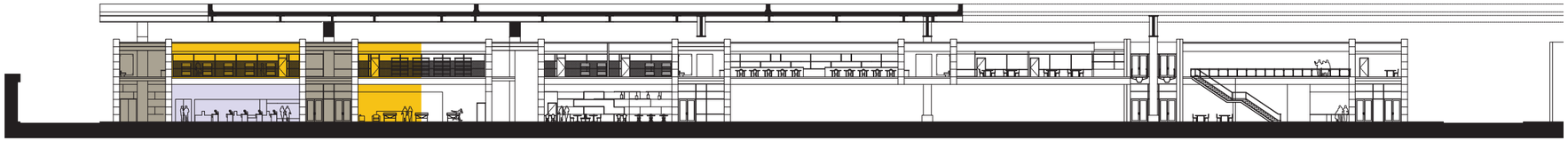


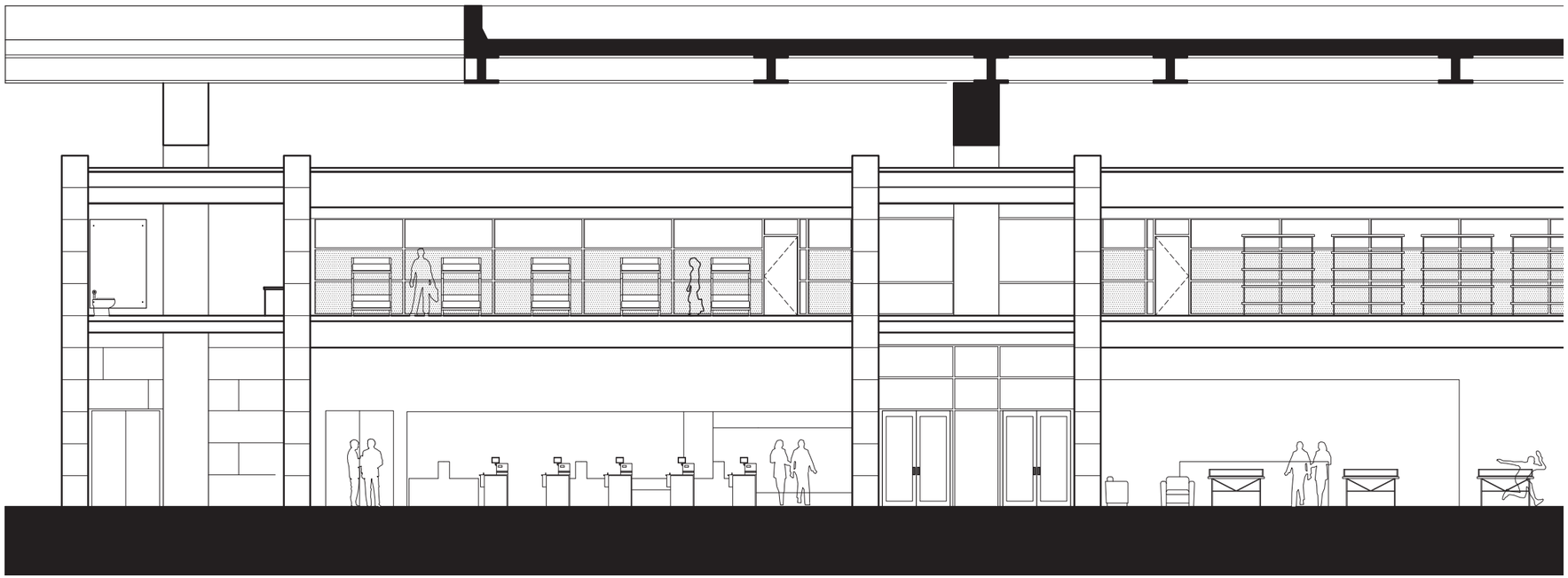
Longitudinal Section A





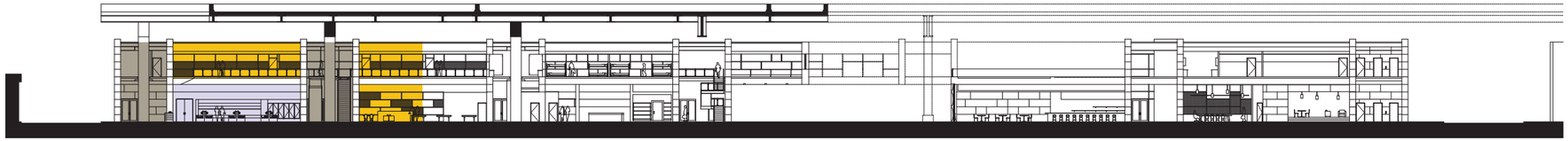
Longitudinal Section B

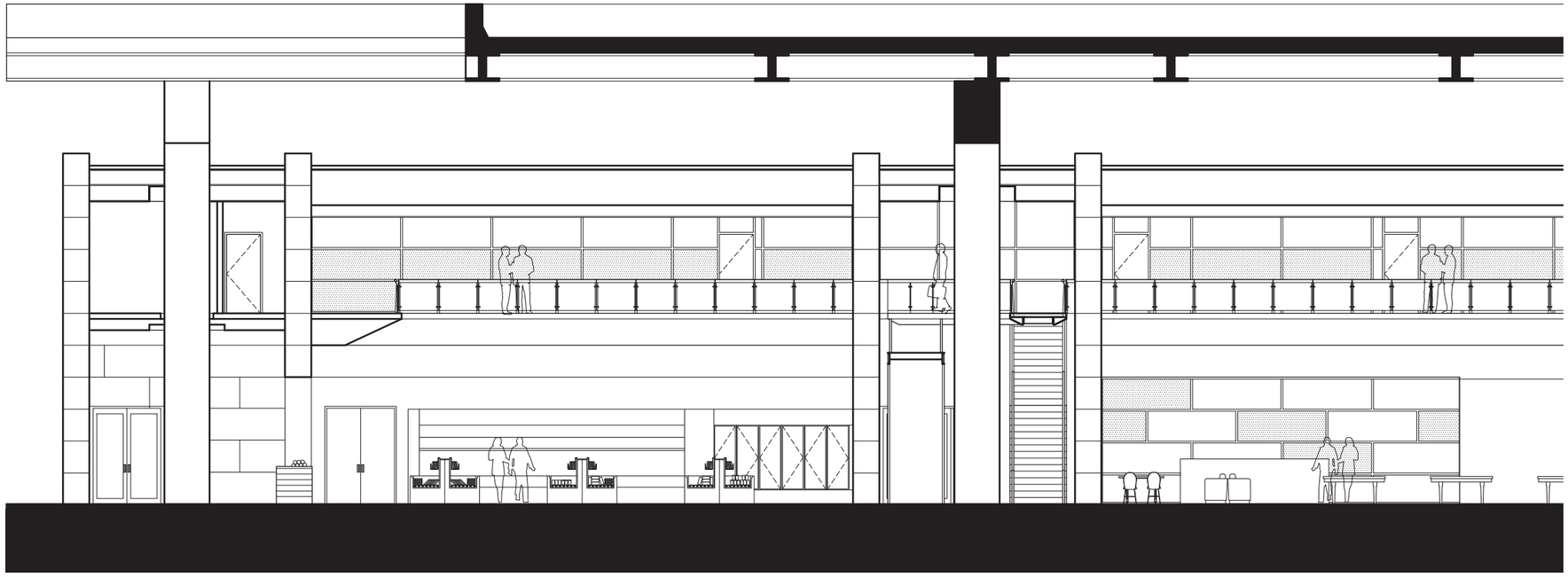




Sectional Detail A

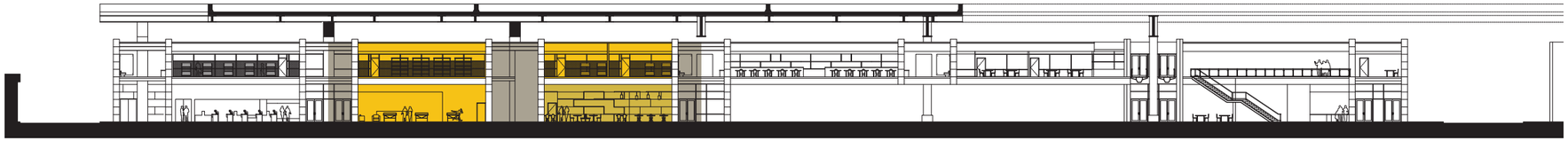
10 feet

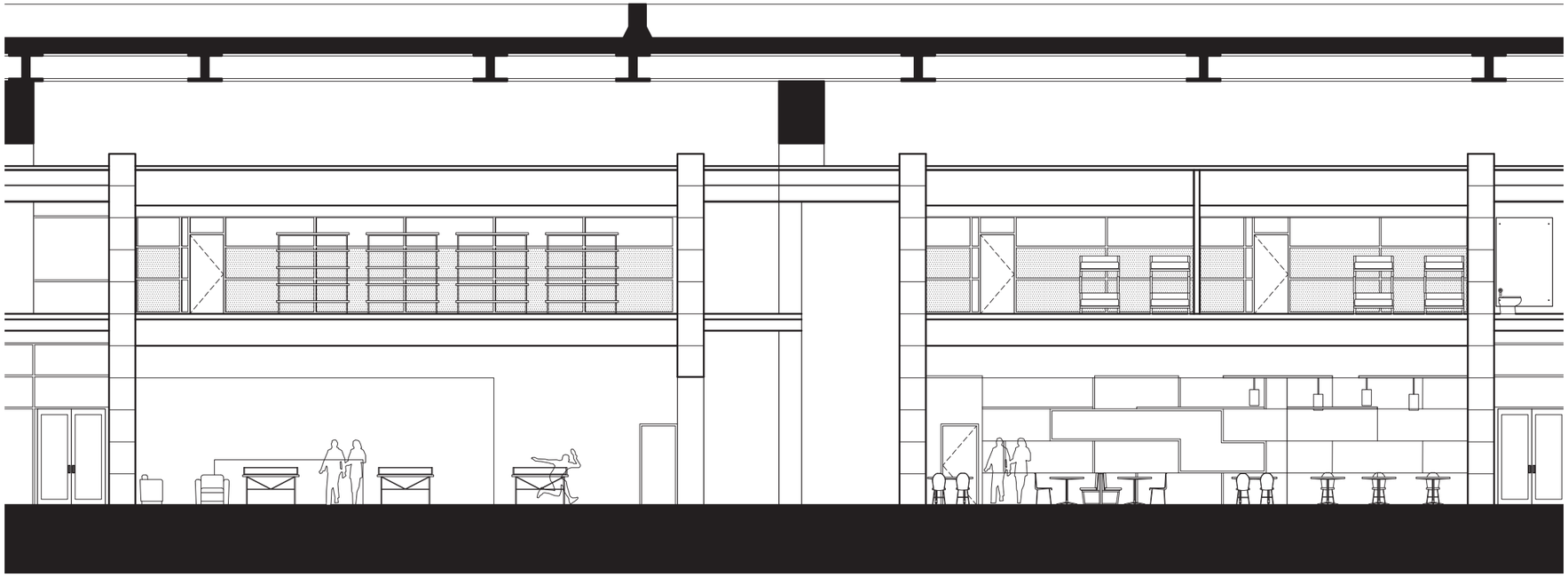




Sectional Detail B

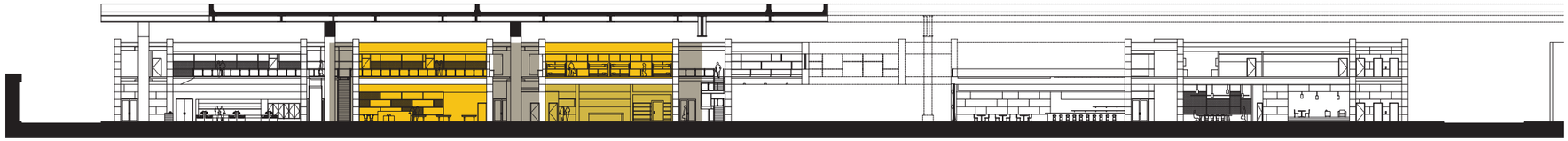
10 feet

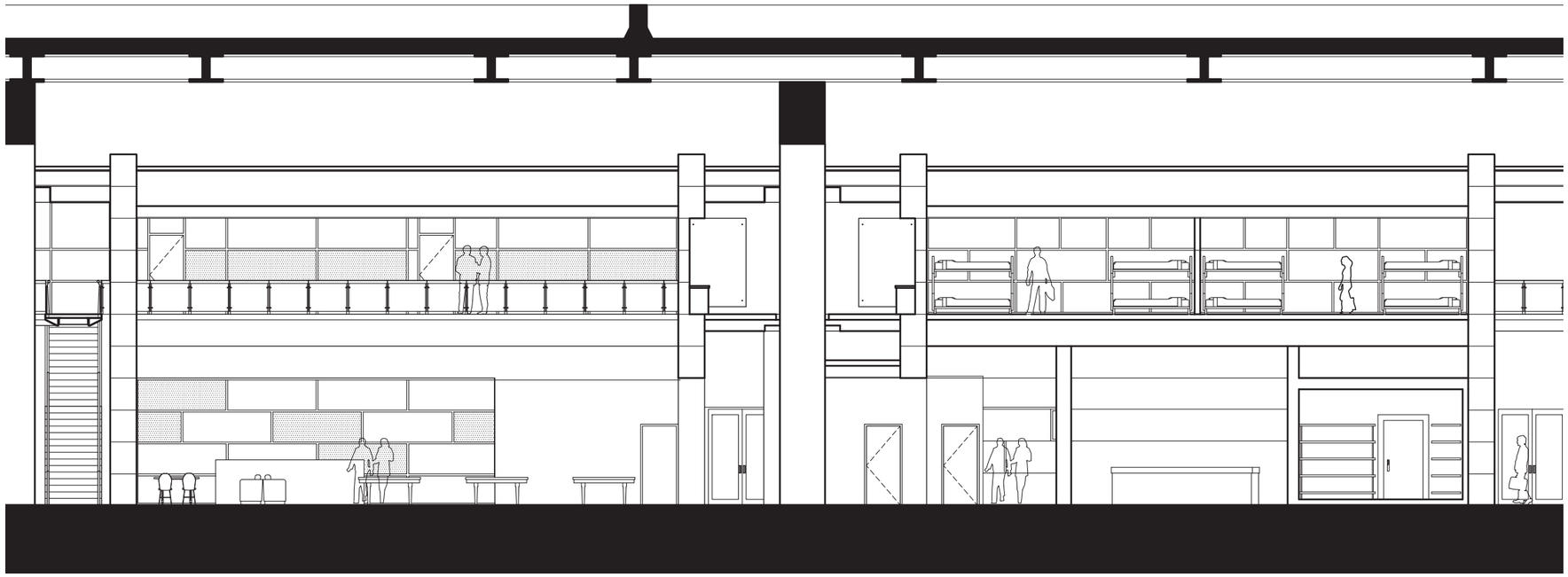




Sectional Detail A

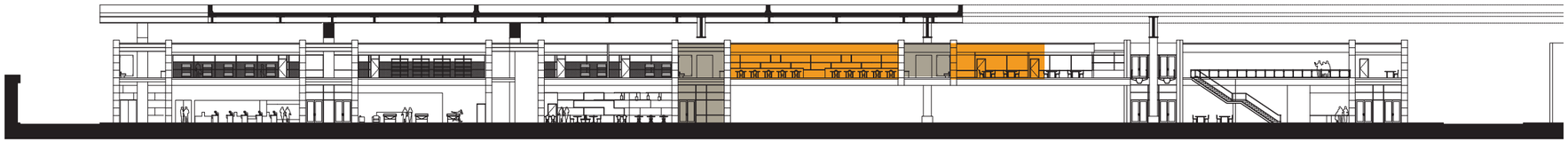
10 feet

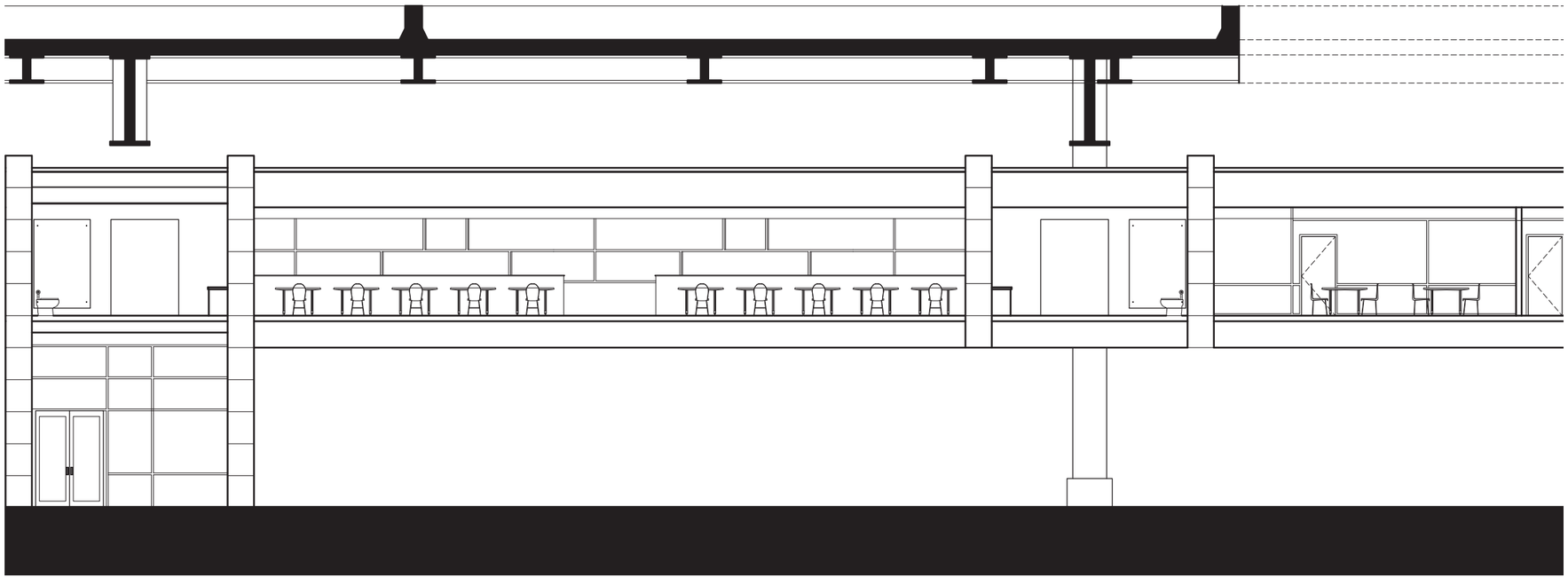




Sectional Detail B

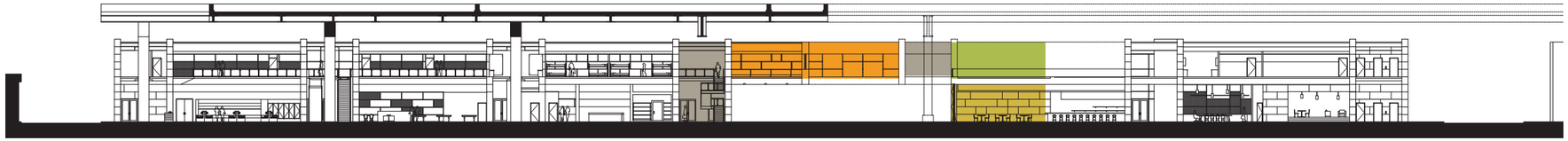
10 feet

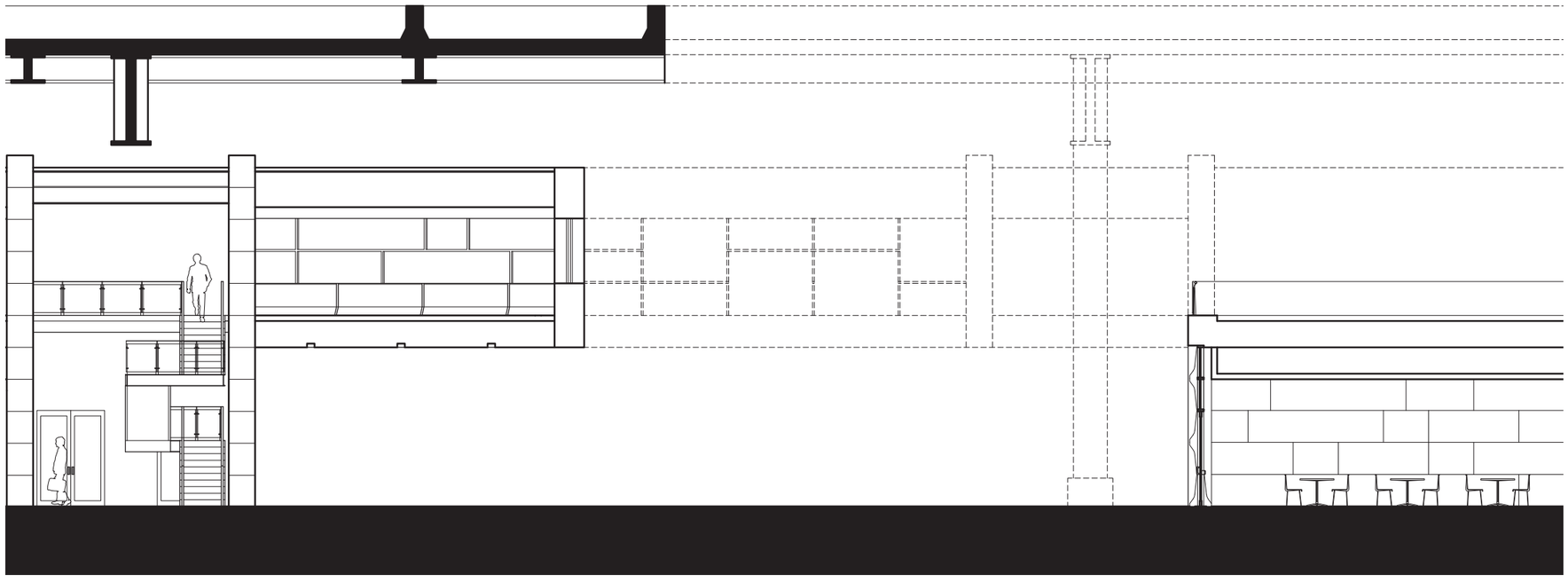




Sectional Detail A

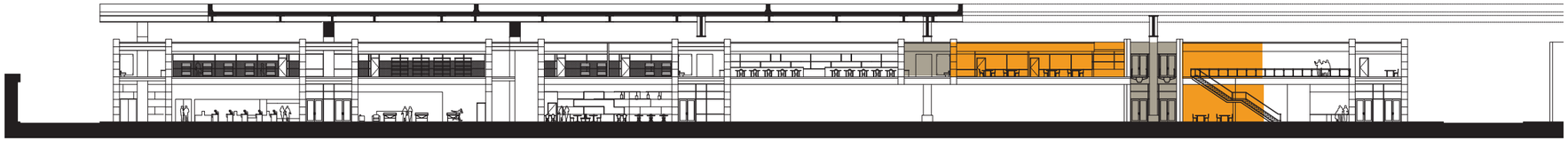
10 feet

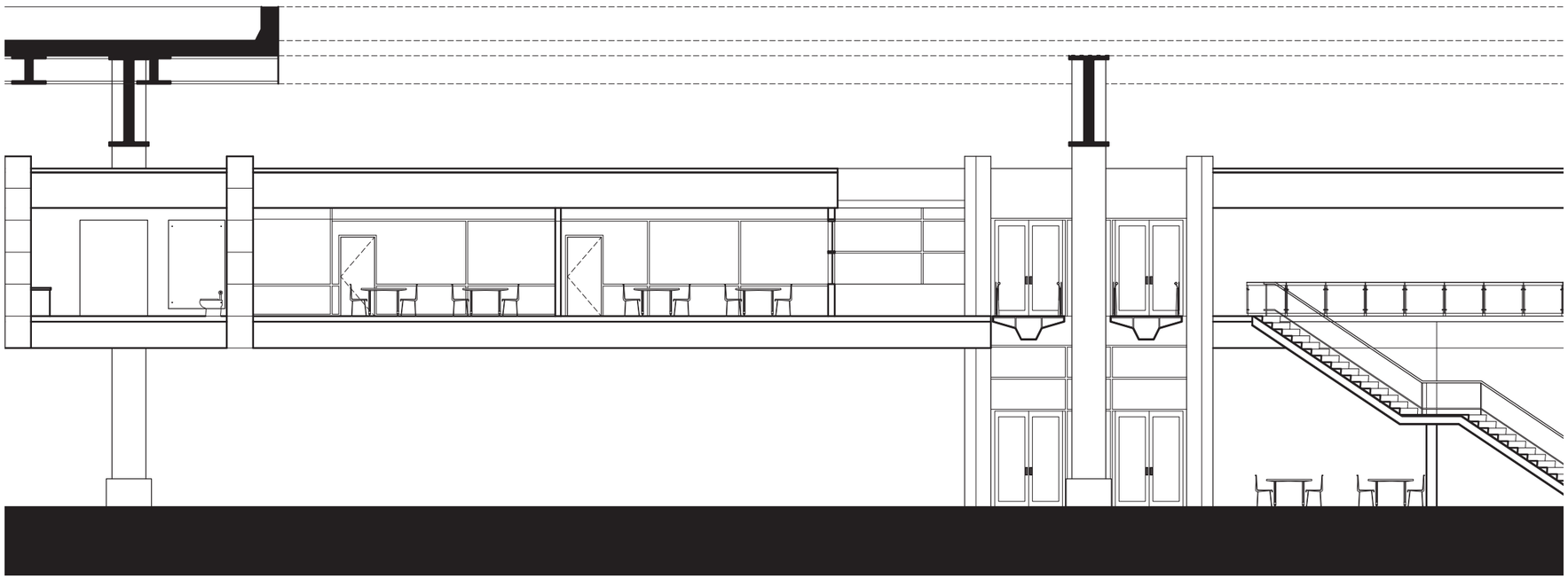




Sectional Detail B

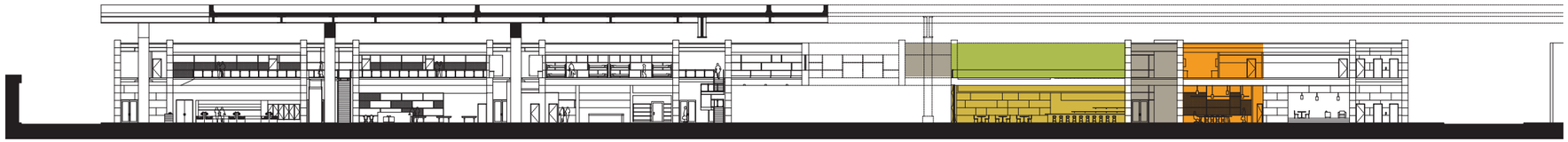
10 feet

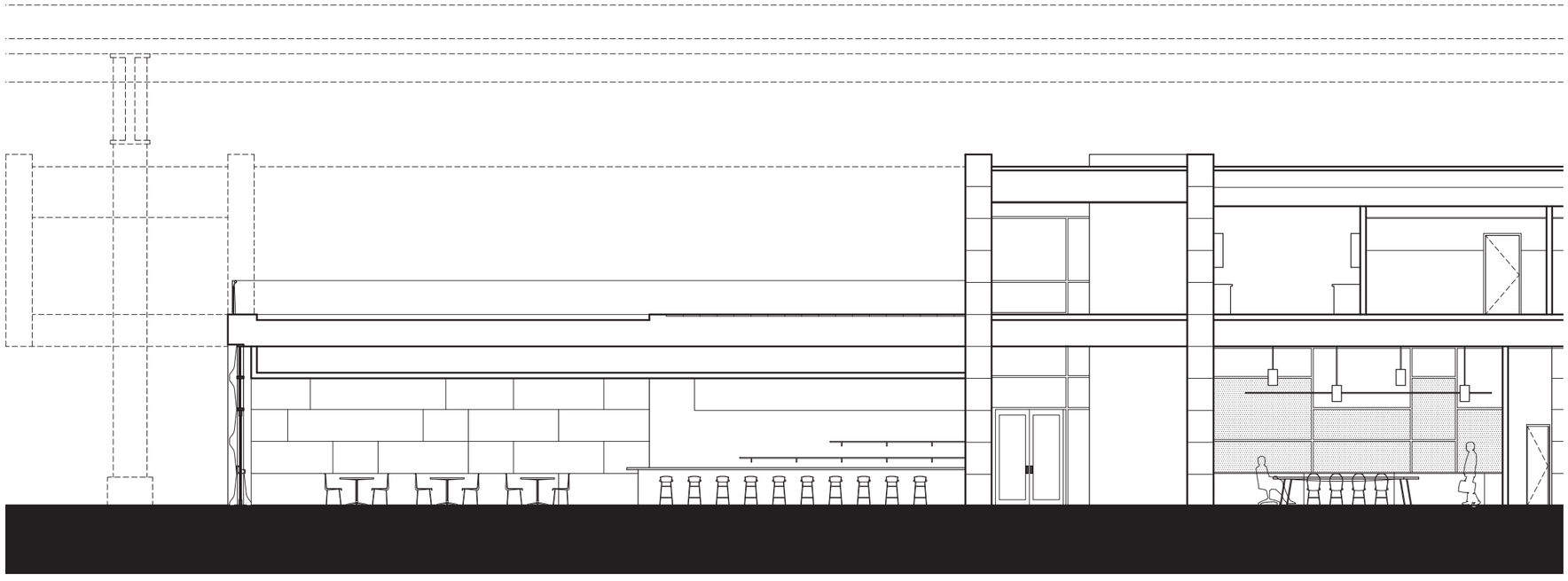




Sectional Detail A

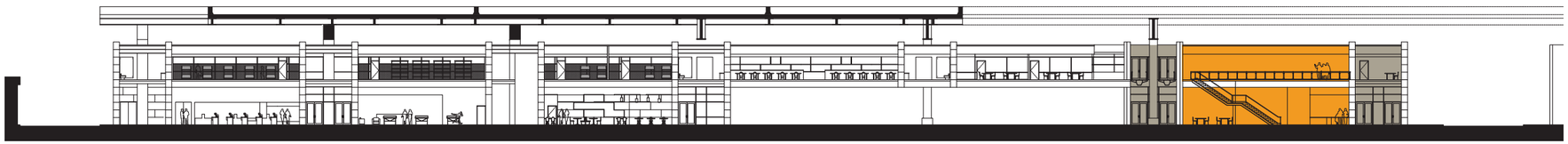
10 feet

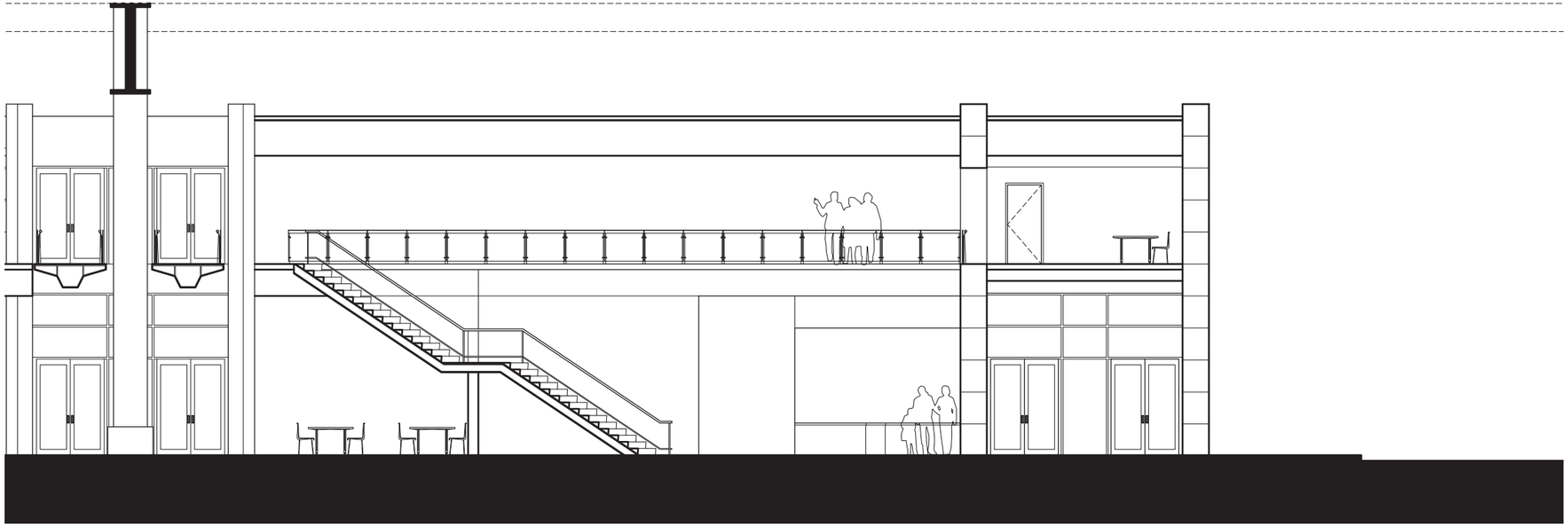




Sectional Detail B

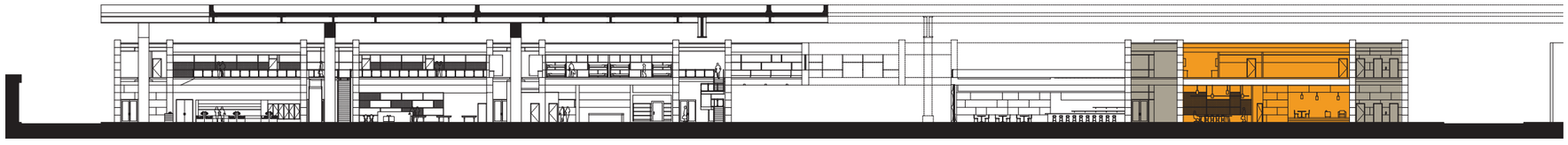
10 feet

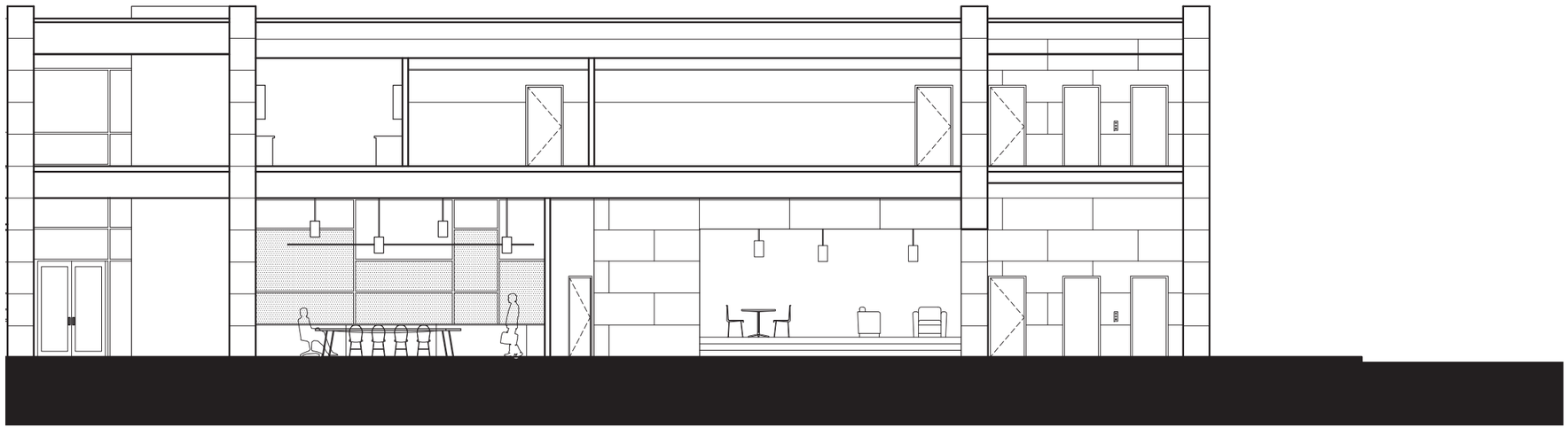




Sectional Detail A

10 feet

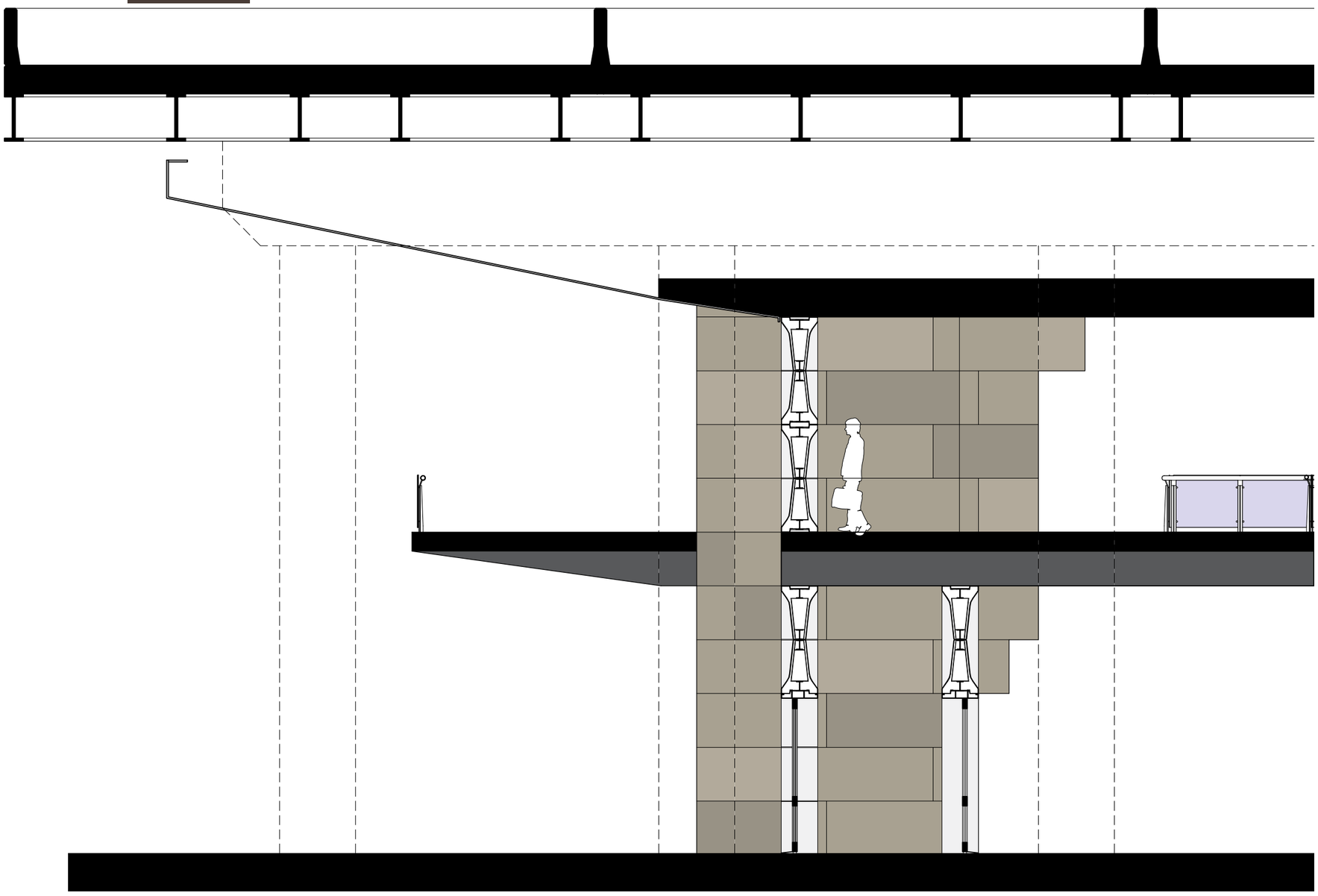




Sectional Detail B

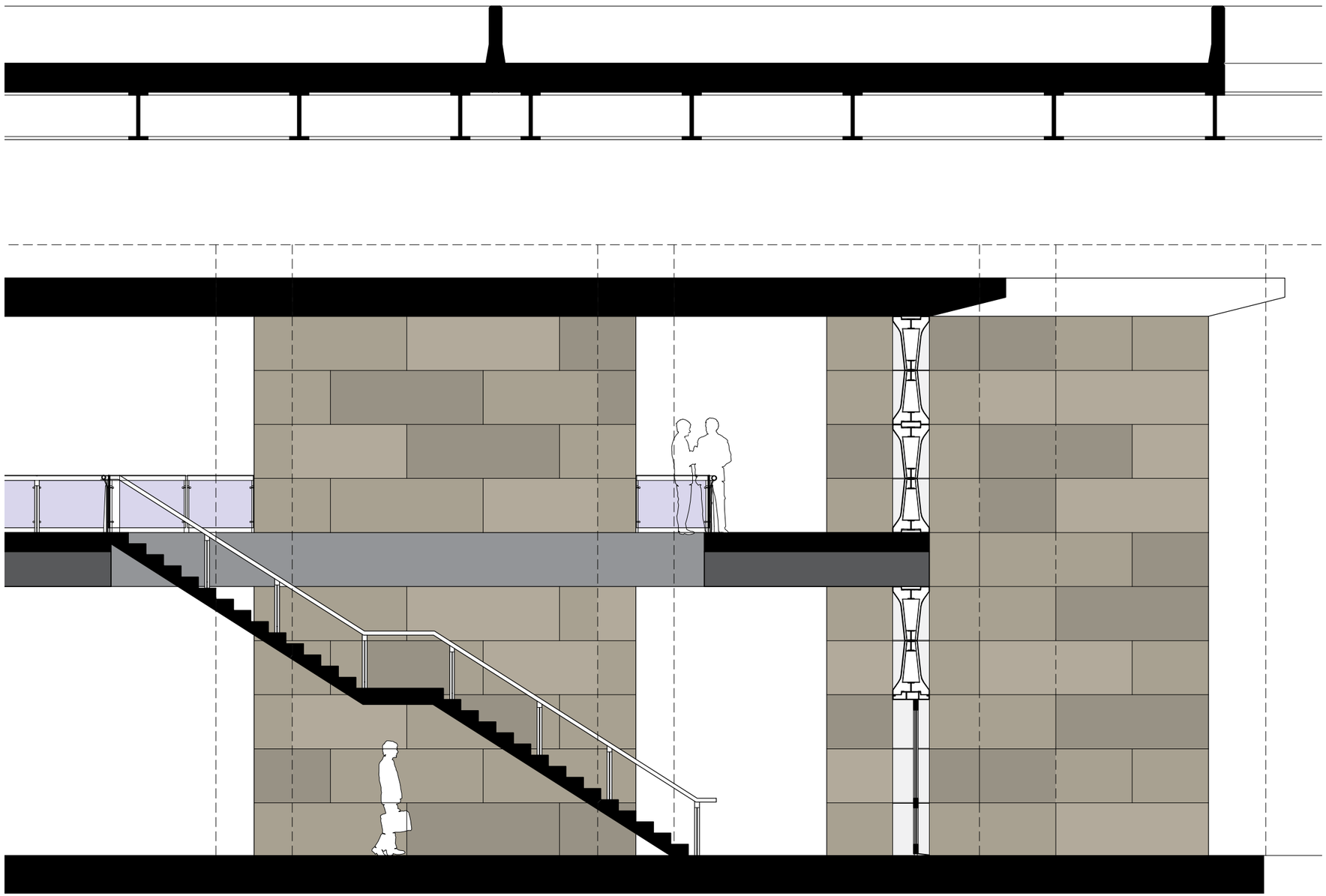
10 feet

Section Four:
Project Details



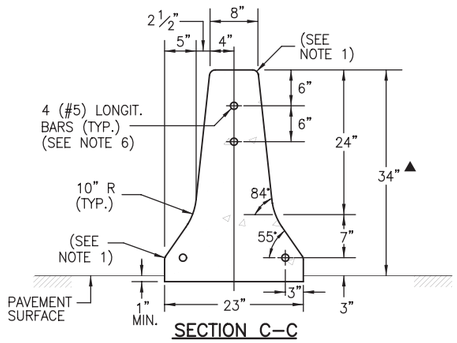
Rendered Cross Section

10 feet



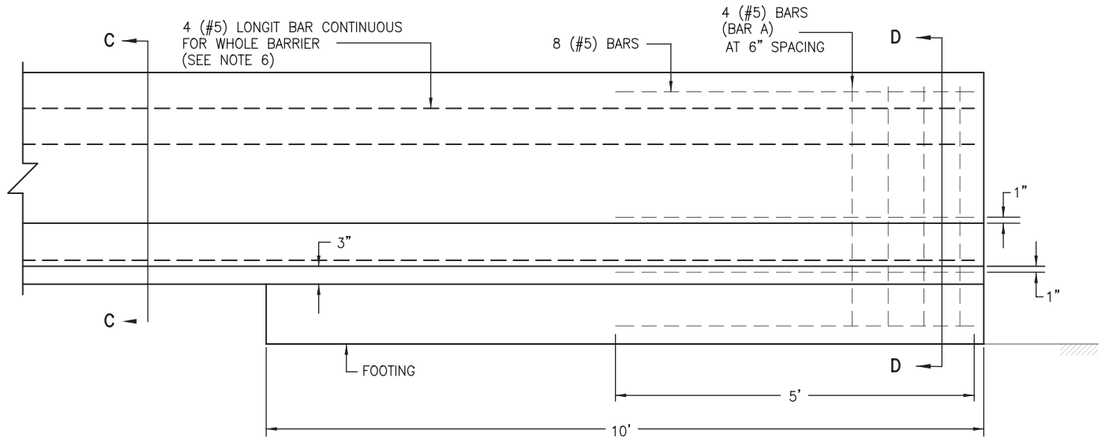
Rendered Cross Section

10 feet



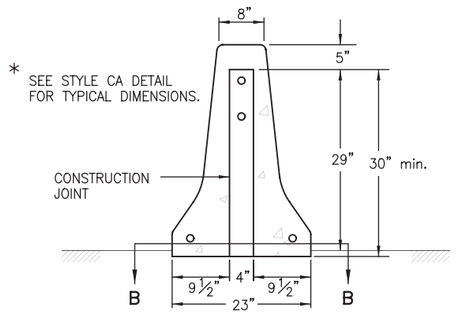
SECTION C–C

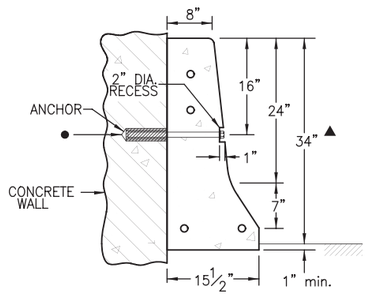
STYLE CA
CONCRETE BARRIER (TYP.)



ANCHORAGE

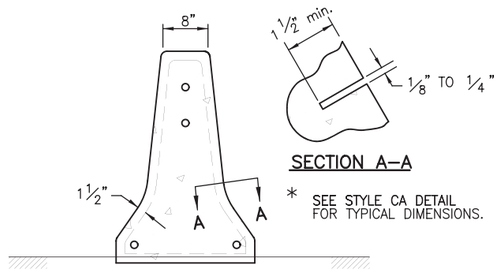
BARRIER ELEVATION VIEW INCLUDING REINFORCED ANCHORAGE AT END





STYLE CD

BARRIER AGAINST WALL

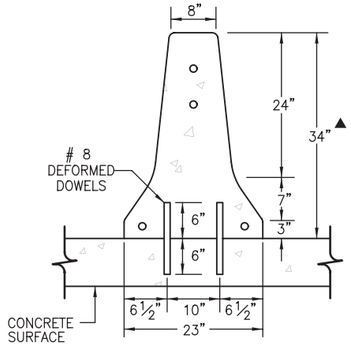


SECTION A–A

* SEE STYLE CA DETAIL FOR TYPICAL DIMENSIONS.

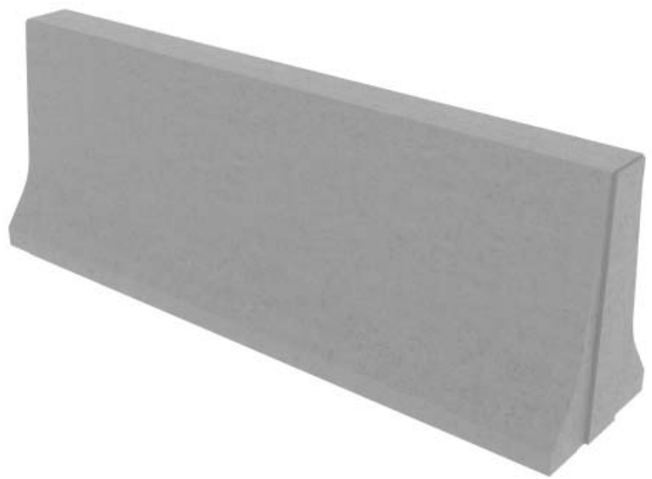
* TRANSVERSE CONTRACTION JOINTS

FORMED OR SAWED TRANSVERSE CONTRACTION JOINTS ARE REQUIRED AT 20 FT. INTERVALS

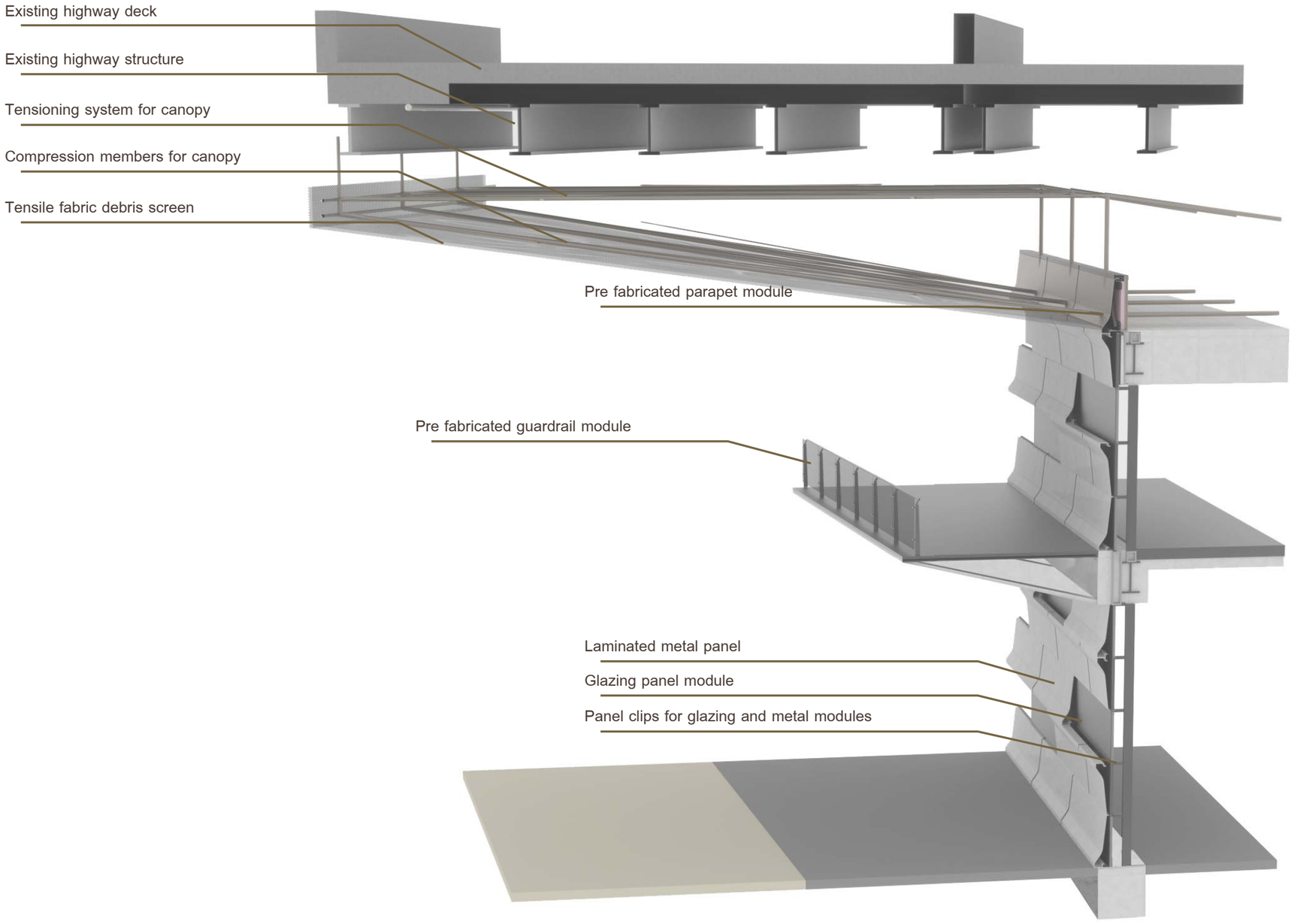


STYLE CC

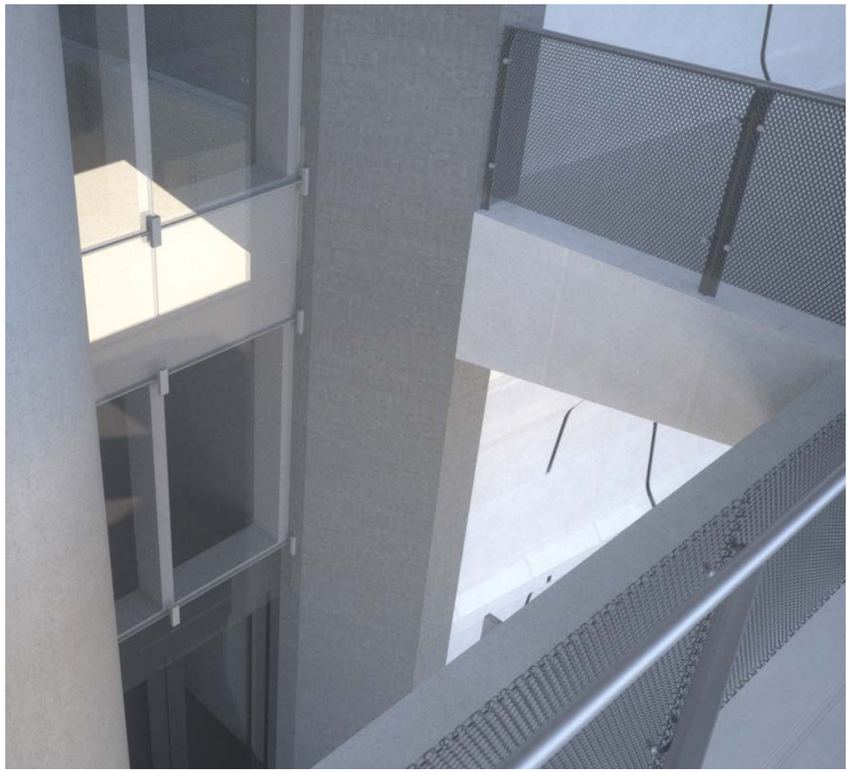
BARRIER DOWELLED TO CONCRETE SURFACE



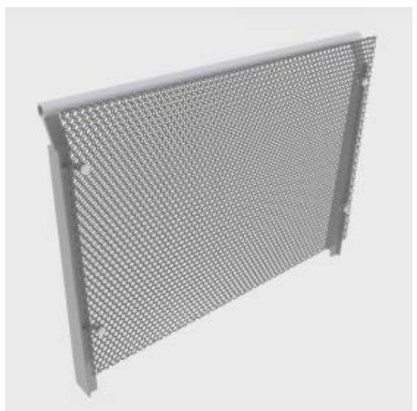
Infrastructural material precedent



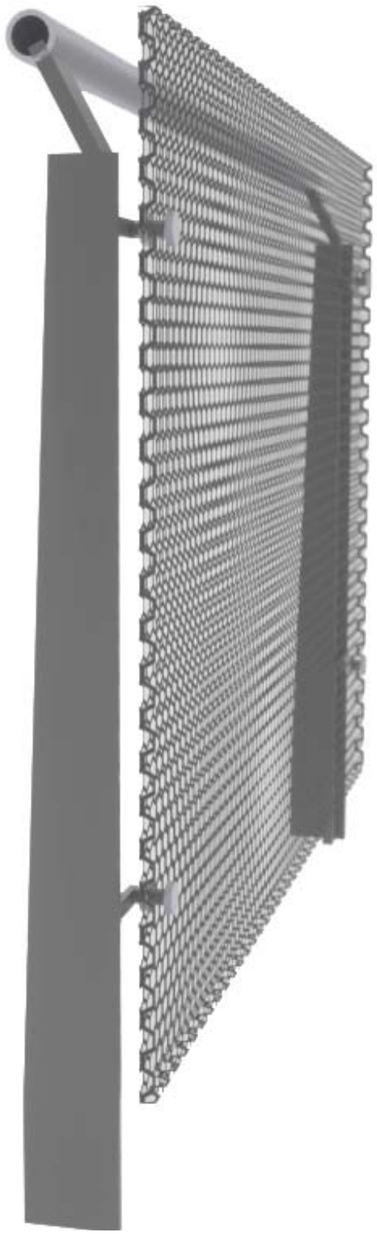
Wall section assembly



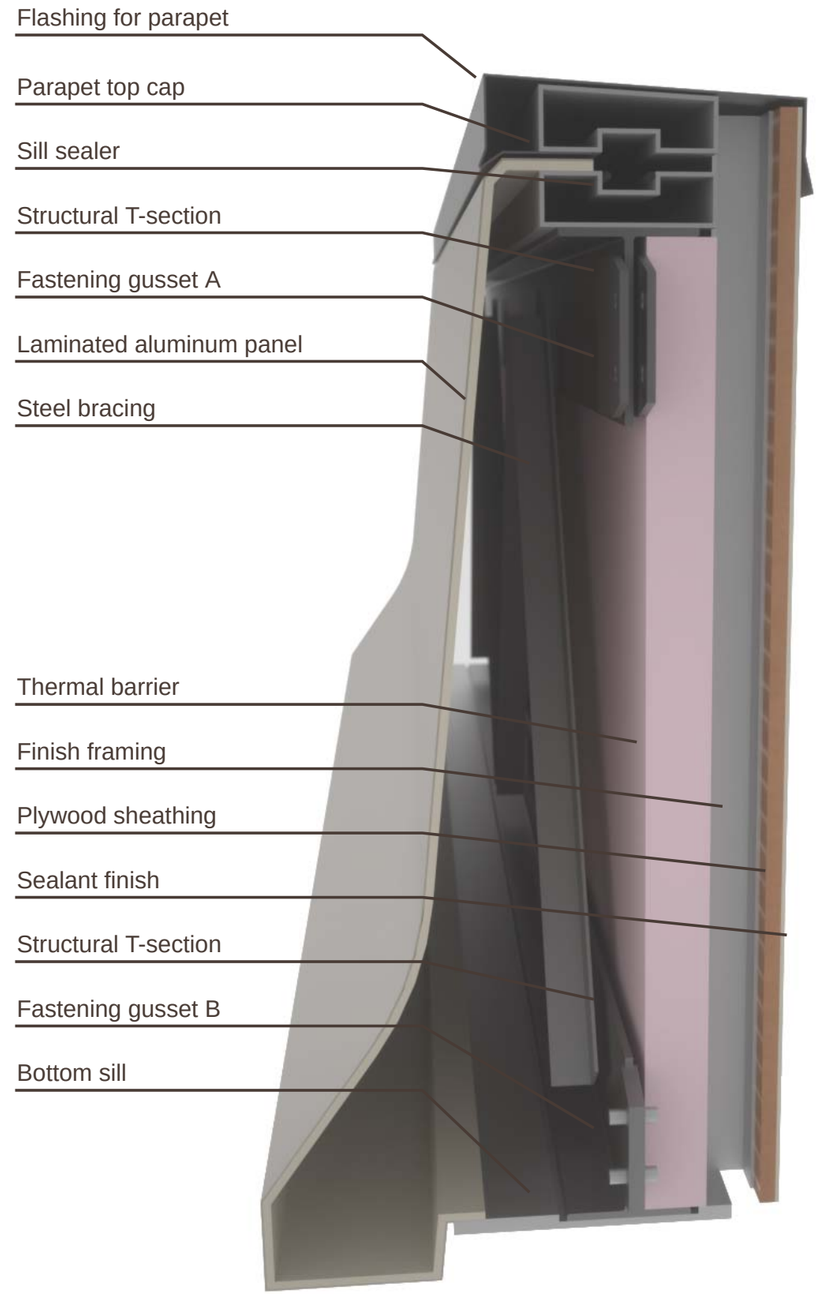
Exterior guardrail mock-up



Guardrail Assembly models for interior and exterior spaces



10 feet



Rendered Cross Section

10 feet

View of material component implementation

View of material component implementation

Rendered Cross Section

10 feet

View of the garden center from Princeton Ave.

View of the hostel headquarters from Princeton ave.