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Urban Stitch: A Game In Section

Jesse Garner

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URBAN STITCH

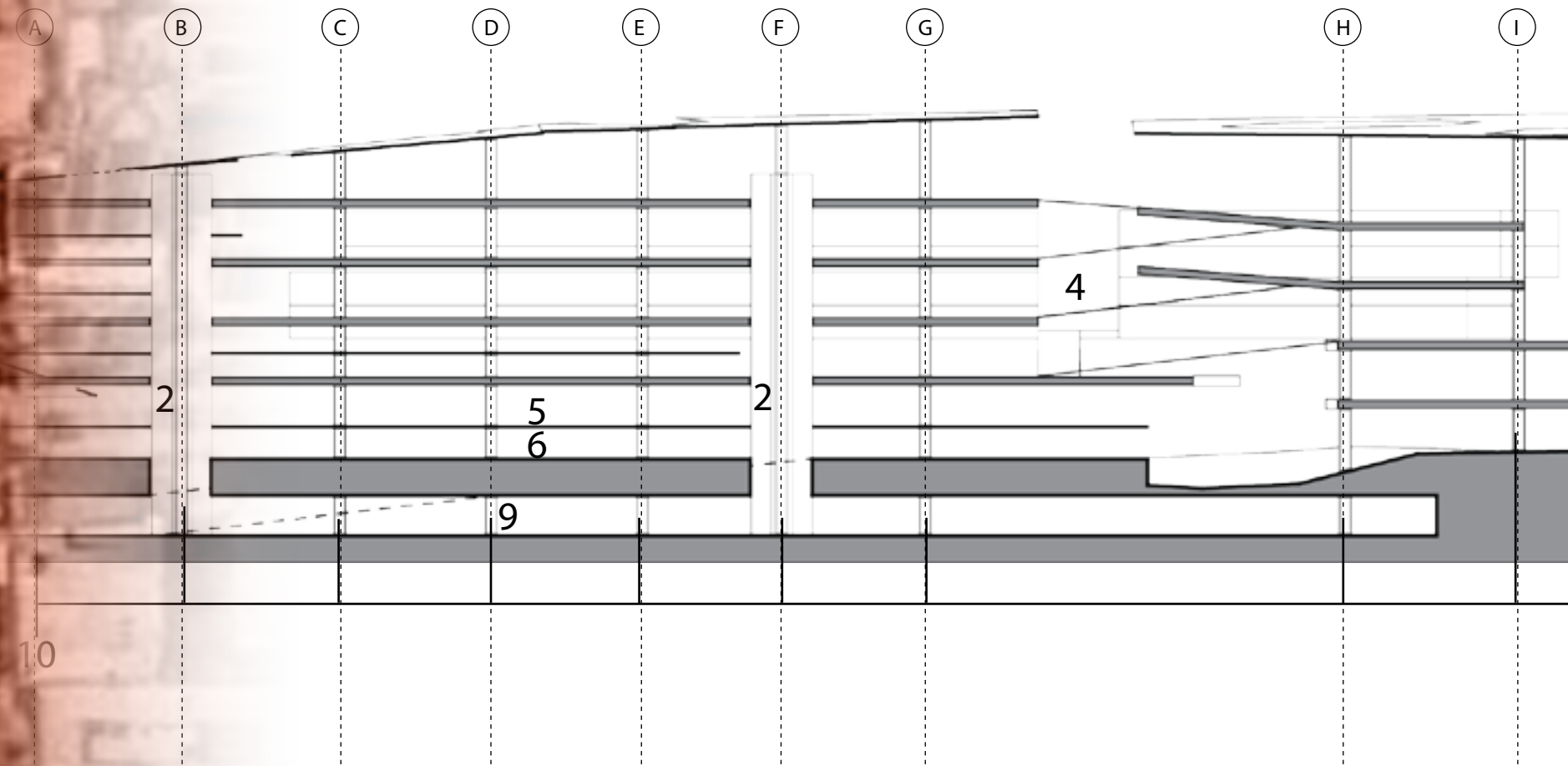
A GAME IN SECTION

AN OBSERVATION IN

SECTION ON HOW A CITY

TORN BY INTERSTATES

CAN BE STITCHED



JESSE D. GARNER

SPRING 2019

Urban Stitch: A Game in Section

Atlanta, GA

Thesis Proposal is Presented to the
Faculty of the Department of Architecture
College of Architecture and Construction Management

By

Jesse D. Garner

In Partial Fulfillment of the Requirements of the Degree
Bachelor of Architecture

Kennesaw State University

Marietta Campus, Georgia

May 6, 2019

Thesis Collaborative 2018-2019 Request for Approval of Project Research Book

Department of Architecture

College of Architecture and Construction Management

Kennesaw State University

Student name: **Jesse D. Garner**

Thesis Project Title: *Urban Stitch: A Game In Section*

Thesis Summary:

A study in section of the relationship between Atlanta's downtown connector, I-75/85, and the streetscape of Midtown Atlanta, Atlantic Station, and adjacent neighborhoods affected by interstate construction. A proposal to bring a new architectural typology into Atlanta to reactivate and rejuvenate street culture in affected areas around the highway.

Approved by:

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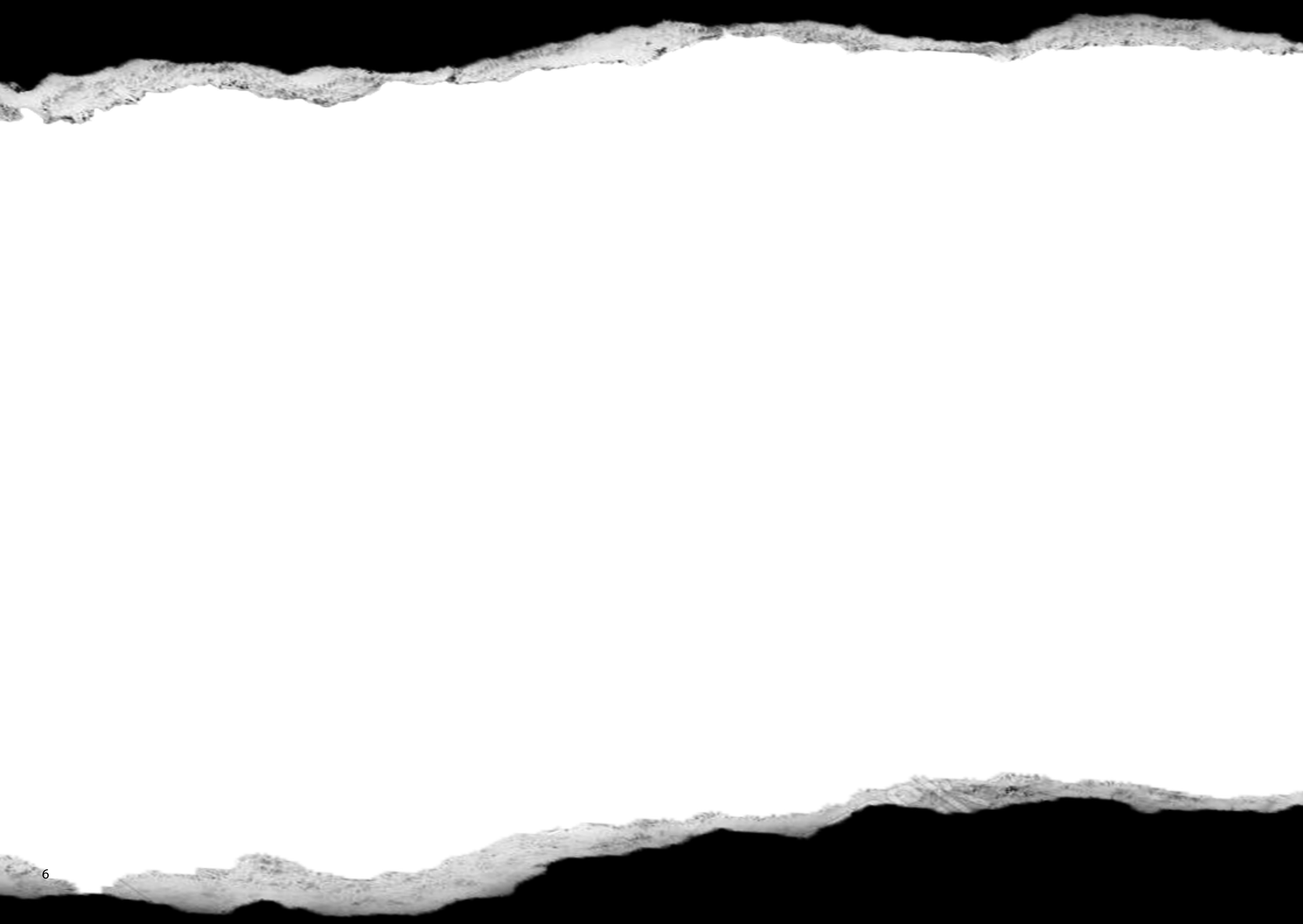
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SECTION I: RESEARCH

CHAPTER 1: DESIGN THEOREM

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THESIS STATEMENT



“But many, many city streets perform their humble jobs well and command loyalty too, unless and until they are destroyed by the impingement of city problems too big for them, or by neglect for too long a time of facilities that can’t be supplied only from the city as a whole, or by deliberate planning policies that the people of the neighborhood are too weak to defeat.”


-Jane Jacobs

A city begins as a centralized community, with everybody knowing one another. As the demands of a city grow, with more residential streets and commercial blocks being installed, so does the demand for highways, railroads, and eventually interstates. At what point do they become the barriers-as described by Kevin Lynch--that are pedestrian unfriendly and create social-spatial displacement? What can be done to bridge those gaps?

This thesis focuses on Midtown Atlanta, over Interstate 75/85 between 17th and 14th streets, where once the interstate system was installed, 15th and 16th streets were split, ending on either side of the highway, separating residents from the Midtown amenities. Furthermore, Atlanta has become the fourth most congested city, with drivers spending more than sixty hours in traffic per year. The emissions alone cause Atlanta’s heat island effect and placing second in the United States in air pollution from traffic.

My proposal is to bring an architecture that can provide pedestrian friendly access across interstates and can clean the emissions rising from the highway. There is further possibility of a foundation for a new architectural identity to a city. My intention is to observe in section how a city torn by interstates can be stitched.

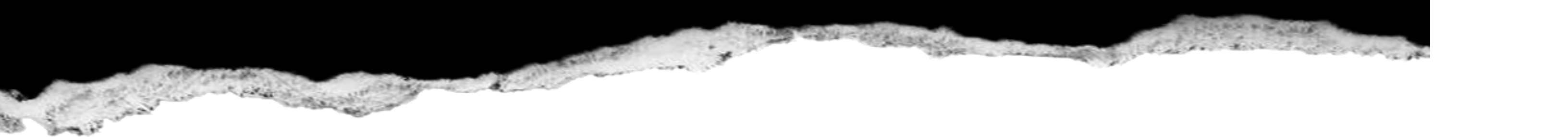




How can urban planning fracture a city? Is it about simply placing grids of streets and randomly placing zones that don't connect? How about laying railroads and interstates that split neighborhoods? Perhaps it can also have to do with politics, and where people affiliate. Or wealth, class, education, diversity. Who has access to the best healthcare, or the freshest foods, and what neighborhoods must people venture into to get them?

How does a city begin? A city begins as a small, centralized community where everybody knows each other. Social events take place in the city square, or even on sidewalks, creating a street culture. As a city grows, so do the demands for larger roads, and eventually highways. The highways and railroads will need to be installed to handle the traffic. With the installation of the interstates, urban and suburban boundaries intruded on agricultural areas, having a detrimental impact on the environment. At what point do they become barriers separating neighborhoods, making it pedestrian unfriendly to cross.

Why is this important today? Addressed, these issues are, and possible solutions are presented, such as the Beltline in Atlanta, but in the long term, what can be done to piece together cities? The interstates were created to connect, not divide. The solution? This thesis will represent in sections how to restructure Midtown Atlanta, incorporating a design typology to activate dead zones and empty lots resulting from I-75/85 to reinvigorate street life. The method? Thom Mayne theorizes that architecture and urban design, when scaled up, begins to morph outside the traditional individual building within a grid. His projects are a collective form of multiple agents and overlays of simple parts, layered through collision and juxtaposition. An application of this morphosis is "stitching," or to make, mend, or unite. How has Boston, for example, shown the potential for future stitching projects? Their Big Dig Project rerouted their I-93 underground, eliminating the elevated highway, allowing for potential development and reconnected streets, relieving traffic by 62% from '95-'03, and a 12% reduction in carbon monoxide over the same time period. Other cities such as Madrid and New Orleans are exploring such restructuring; meanwhile, Atlanta has The Atlanta Stitch Project approaching, but then it simply caps over a section of the downtown connector and will not achieve the same accomplishments as Boston, and it will still comply to the individual building and grid system.



What of diversity? On the east side of 75/85- zip code 30309- whites dominate 70% of the population, while blacks dominate zip code 30318, on the west side of 75/85. Ethnicity is central, and the question is raised class and gender, and why is there no formal discussion on poverty under the disadvantaged and social class rubric.

An argument is formulated that the establishment is geared towards those with “wealth, power, and status,” and also that an establishment can “fracture in its response to the speech of advocates of change,” for example, the case of Walker vs. City of Birmingham from the Civil Rights Movement involving two opposing Supreme Court Justices, Stewart and Brennan.

In a fractured city, where a group of people are dissatisfied with an institution or establishment, a “social movement” will rise and challenge the establishment. The role of the movement, led by a leader who people will recognize as a symbol, is to agitate the establishment, through oral or written speech, until it is forced to enact change to the status quo, politically; however, it has, occasionally, led to more control (just ask most third world countries).

Scholars have suggested that alternative means of persuasion can be non-verbal, body rhetoric, which manifests during more violent protests. Speaking of agitation, there is a different response between the establishment majority (Justice Stewart in this case), and the establishment dissent (Justice Brennan). The majority uses counterpersuasion, a means to twist the social movement as criminals, further giving the establishment a coercive edge. The dissent, on the other hand, usually employs body rhetoric as persuasion, and because their message usually doesn't carry the weight of a majority, they are ultimately overshadowed by the government. The aforementioned case makes this point, where a civil rights group was denied the right to protest without their knowledge, making them look like they were breaking the law. Justice Stewart of the majority, claims that the protesters knew about the injunction, and knowingly violated it. Justice Brennan of the dissent, called out the injustices.

Only through forum can the establishments of each meet and discuss the possibility of non-violent change.

Piece a city back together.

Perhaps the biggest issue is the construction of the interstates, especially in Atlanta. The interstates were created to connect densely populated cities with economic centers. They are needed to meet transportation demands and has attracted economies from the counties they cross through, as well as reduce traffic costs. However they have a tendency to plow through neighborhoods and tear down historical landmarks, not to mention an adverse affect on the environment, reducing agriculture in the United States by 19.23%, 57.1% just in Georgia alone; rather it has been converted into urban land use. If the original plan of only half of the interstate development had been implemented, 2.6 million acres of agriculture could have been preserved.

On the other hand, where there are interstates, there is more economic development.

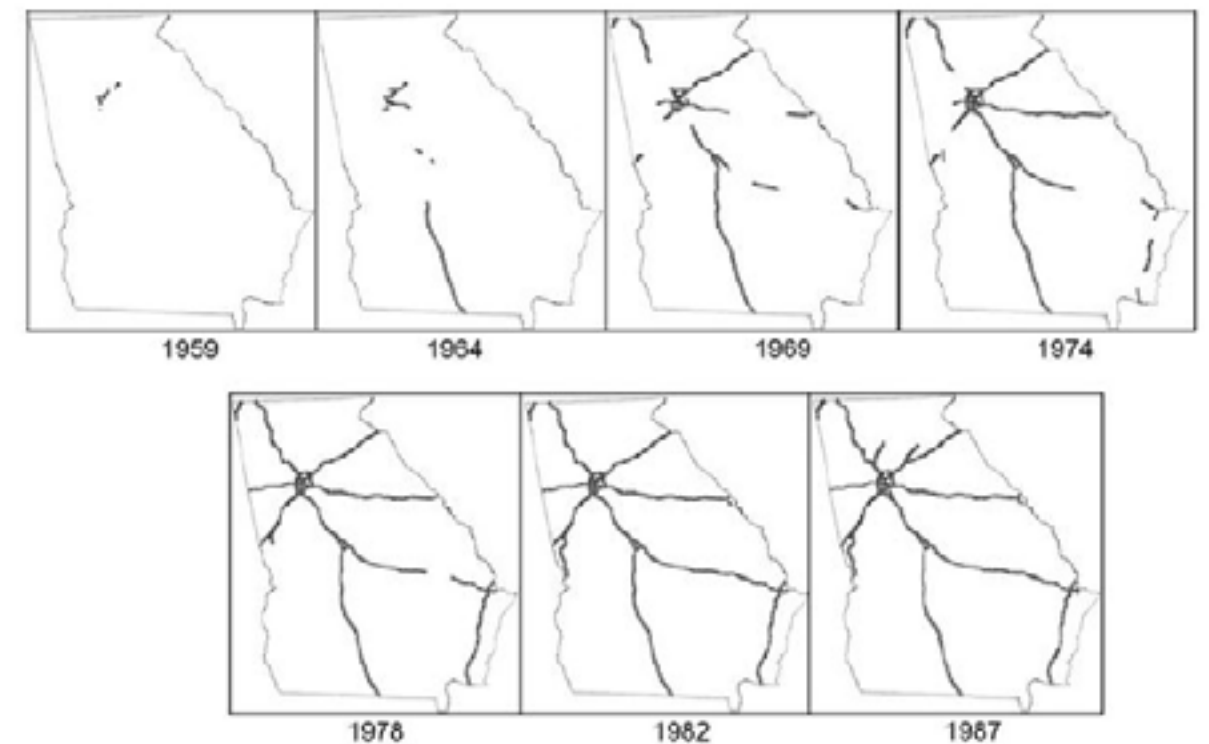


Fig. 2 Opened interstate highway segments by year. Notes the first section of I-75 opened by 1954, and the final section of I-675 was completed in 1992; however, due to their small lengths, they are not visible on full-scale maps

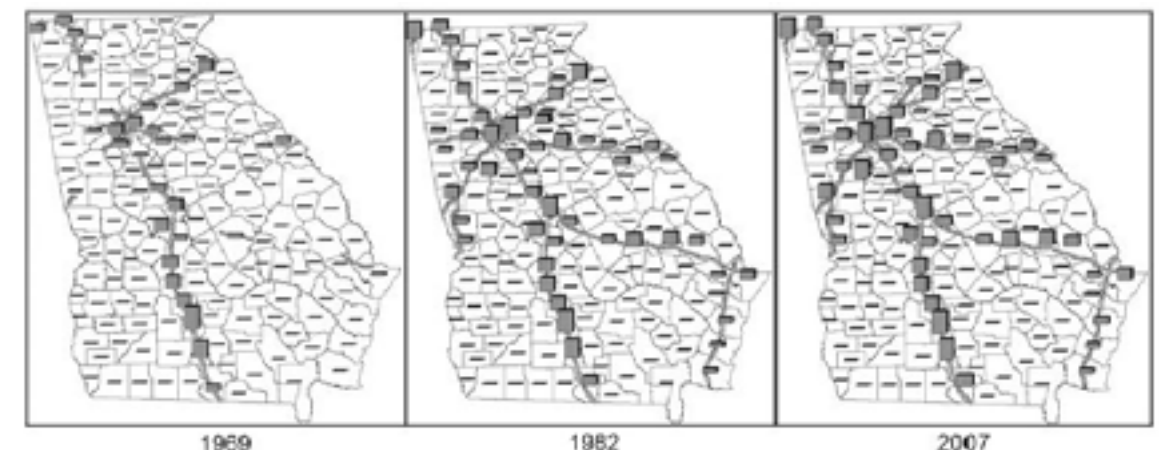


Fig. 10 Simulation results for a 50% increase in interstate miles. Notes constructed interstate highways are shown black lines. Vertical grey bars represent the percent change in non-farm land as a result of a 50% increase in highway mileage. The bars also represent the amount of farm land that would have been preserved if the interstate highway system was built half as large in Georgia

Morthorpe, Hanson, Schnier

In 2005, SAFETEA (Safe, Accountable, Flexible, Efficient Transportation Equality Act) was passed, and two major interstate expansions in Georgia were proposed: the Outer Perimeter surrounding I-285 and creating a border around the metro Atlanta area, and the 14th Amendment interstate. Both interstates would have increased economic activity throughout Georgia, and expanded the urban boundaries of Atlanta and Macon. Ultimately both failed: the Outer perimeter was scaled back to just the Northern Arc for environmental reasons, and eventually the project died. The 14th Amendment interstate, which would have cut Georgia in half from Columbus, through Macon, to Augusta, would have displaced nearly 80,000 acres of agricultural land for urban development.

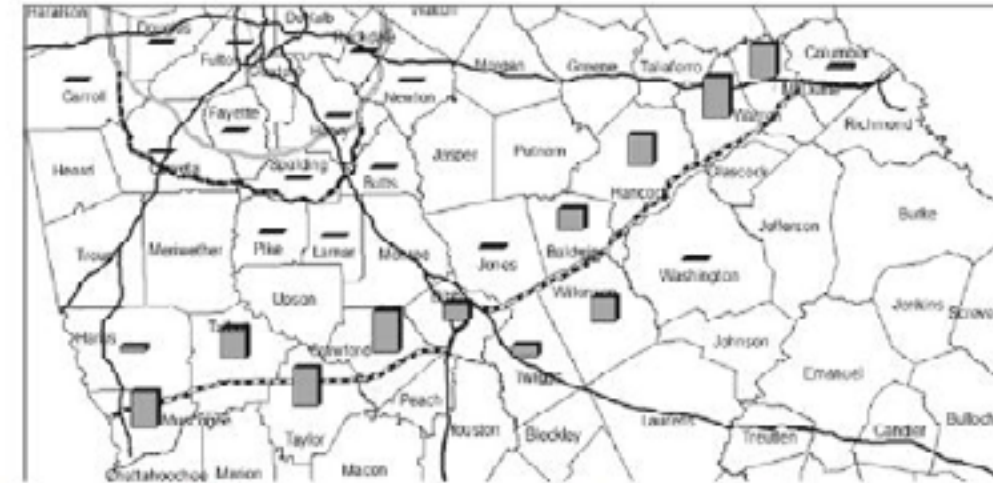


Fig. 9 Simulation results for the 14th Amendment Interstate Highway. Notes the 14th Amendment Interstate Highway is the black and white dashed line and has two segments that coincide with existing interstate. Gray bars represent the percent change in non-farm land that results from the construction of the 14th Amendment Interstate Highway



Fig. 8 Simulation results for the Outer Perimeter and Northern Arc interstates. Notes the Northern Arc is the double white and black dashed line and the Western/Eastern Arcs of the Outer Perimeter are the double black dashed lines. Alternative A of the Southern Arc of the Outer Perimeter are shaded in gray, while Alternative B is the black dashed line. Existing Interstate highways are shown in black. Light gray represents the percent change in non-farm land that results from the construction of the Northern Arc. Dark gray represents the percent change in non-farm land that results from the construction of the Outer Perimeter using alternative 1, and white is from the construction of the Outer Perimeter using alternative 2

Morthorpe, Hanson, Schnier

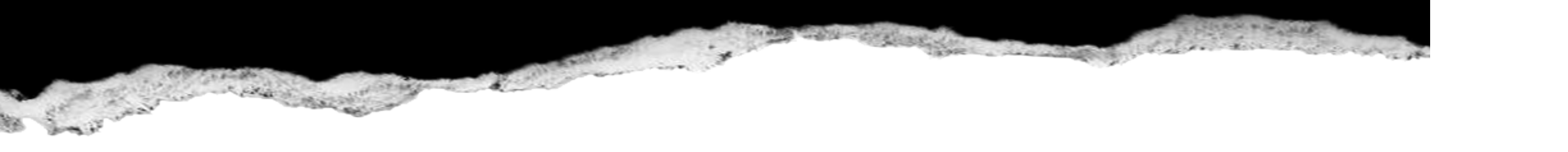
Construction on the downtown connector in Atlanta began in 1948 and, after numerous controversial setbacks, including the removal of thousands of historical buildings, was completed in 1964. Although traffic congestion cleared up a bit, it was underestimated how quickly the superhighway would reach capacity. There was a plan for an additional "intermediate loop" that would cut through Inman and Candler Parks, but it couldn't handle the opposition. By the 1960's the connector alone created a displacement between zip codes and neighborhoods. And the public turned on the interstate engineers.

In the early 1960's there was supposed to be another expressway east of Midtown: The Inner loop, or Intermediate Expressway, The Access Highway, The Peachtree Creek Highway, The Lakewood Expressway, and the Roswell Expressway. However, considering the east side of the Intermediate Loop, designated I-485 would tear an eight lane swath through residential neighborhoods through Inman and Candler Parks, the public revolted, and lost trust with the engineers who created the interstate system. Only the Roswell Expressway was constructed, known today as GA 400.

GA DoT



Figure 8. The 1959 Metropolitan Plan Commission (MPC) called for expanding the 1947 Lochner Plan of radiating expressways from Atlanta's city core by adding inner and outer loop highways. The plan's recommendations for expressways, especially on the east side of Atlanta, would become the flashpoint for Georgia's "Freeway Revolt" in the 1960s and 1970s. Source: MPC, Crosstown and By-pass Expressways (1959), p. 30.



Regarding how these can fracture a city, is there an architecture that can unite everyone and every neighborhood of all classes and political affiliations, and remove the barriers caused by interstates and highways? To remove the distinction between these that fracture an urban fabric, perhaps the endgame is to “stitch” a series of long buildings that precedent a 1920’s European architecture, that can either run through neighborhoods and connect the low income to the high income, or that can run in between, say built over railroad tracks that split two neighborhoods, providing safe passage for residents from one side to another. Mixed use, these buildings would be, providing cheap, affordable housing to curb the high demand. The buildings themselves would precedent several architects of that era; however, residents would be able to arrange their own space according to their own preference.

However, many challenges would arise. How would this project be accepted by the communities? How could these buildings be built and not inadvertently create a wall, or be viewed as a wall?

There are many cities that could use these but Atlanta, GA would be the first; it would be the experiment. Possible sites are over I-75/85 where it separates downtown from midtown, East Atlanta where a series of freight lines cut a series of residential neighborhoods in half, and perhaps West Atlanta from West End into Buckhead, connecting a low-income neighborhood and a high-income neighboring city.

There are many proposals to achieve the same thing I am proposing, to reconnect Atlanta. Again, one main issue is that little is investigated as to the impact of the interstates. The Beltline helps, but there’s only so much it can do. People still have to travel to see it all. There is little or no architectural identity towards any new housing; new apartment/condominiums have almost the same resemblance, erected as blocks on a site with hardly any regard as to direction or situation. What my project offers is the architectural identity that Atlanta is behind on; a series of buildings that people can view and say, “This is Atlanta.”

1864
EARLY YEARS



UGA libraries

1911
EARLY 20th CENTURY



atlurbanist.tumblr.com

1962
DOWNTOWN CONNECTOR
CONSTRUCTION




medium.com

PRESENT



medium.com

PRINCIPLES



HYPOTHESIS: While the Atlanta Stitch will patch over I75-85 where it crosses through Atlanta, there are no perforations over the interstate, leaving it, and drivers, completely in the dark were the resulting tunnel condition not artificially lit. There is also a lot of greenspace proposed, leaving a lot of open space which could be used for additional housing. After further research I conclude that the Atlanta Stitch does not respond to Atlanta's Heat Island Effect.

RELEVANCE: There are similar projects within the U.S., starting with the Big Dig project in Boston, as well as proposed stitching projects in New Orleans and Madrid, Spain.

SCOPE: This is a large scale project, bridging Atlantic Station and Midtown. As mentioned earlier, the Atlanta Stitch will cap over the interstate, but it will not acknowledge the drivers below, or the heat island effect. I will introduce green ecology, with program, to give Atlanta more identity. By using the section cut, I will express the relationship between the drivers below and this architecture above.

PRECEDENTS & CASE STUDIES

CASE STUDY 1: BOSTON BIG DIG BOSTON, MA

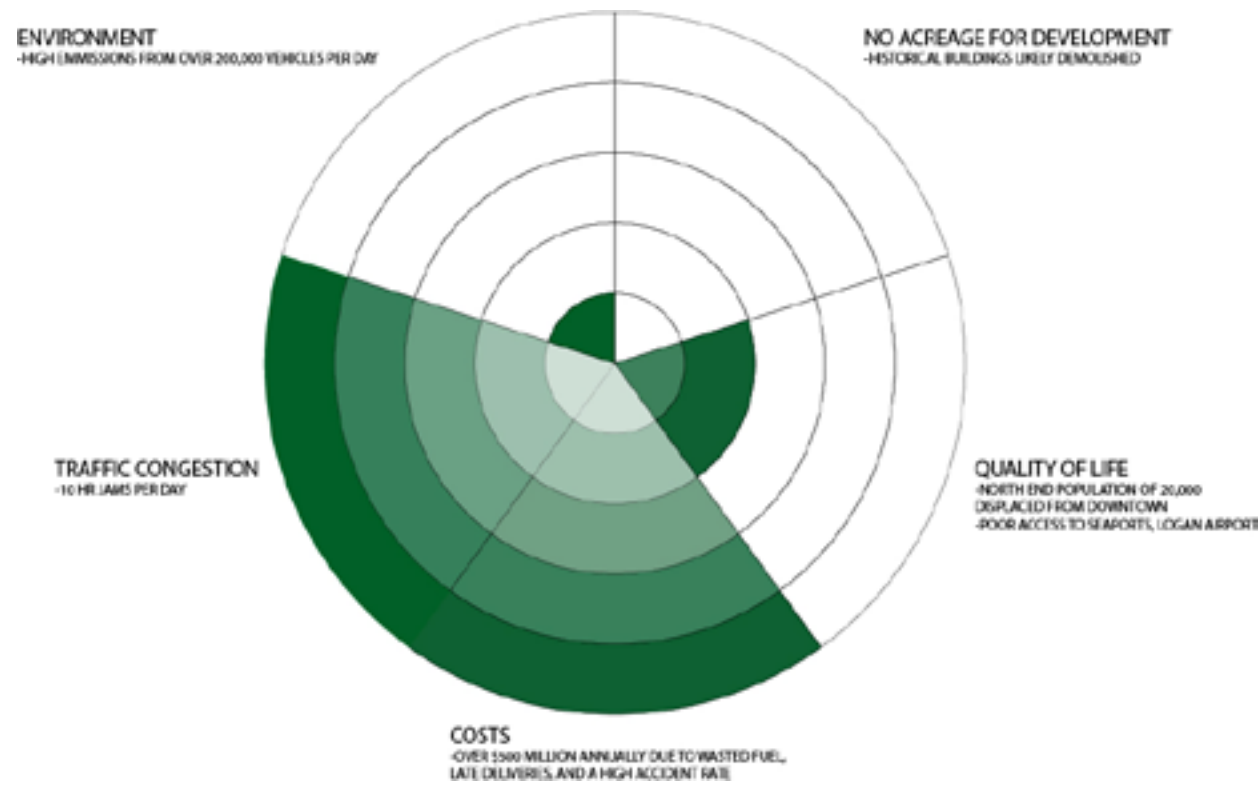
Boston was a city victimized by having I-93 slash through downtown, cutting off an entire waterfront neighborhood, and producing a heat island effect, largely contributed to long traffic jams. The solution was to simply reroute I-93 underground, removing the elevated highway, and stitching the neighborhoods. What resulted was a drop in carbon monoxide emissions, and alleviated traffic due to reconnected streets. Where the highway was is now green space with the potential for development.

The removal of an elevated interstate in favor of a network of tunnels has allowed over a hundred acres of green space. 30 acres in downtown Boston are set aside to be developed. Air quality has improved, and the residents of the North End neighborhood are reconnected to the city.

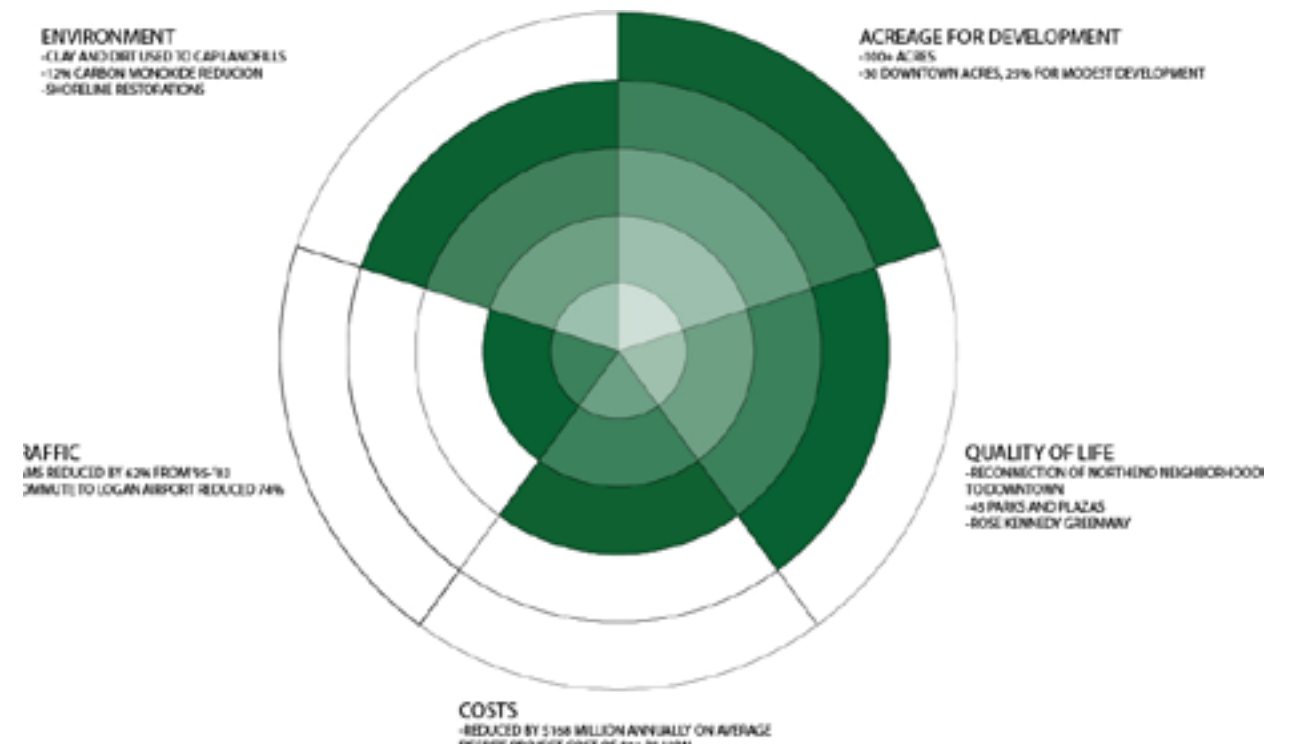
mass.gov



BEFORE THE PROJECT...



...AND AFTER



BEFORE THE PROJECT...



...AND AFTER



CASE STUDY 2: ATLANTA STITCH ATLANTA, GA

Somewhat following Boston's example, this 2016 concept will "stitch" midtown and downtown Atlanta, activating 14 acres around Emory and the Civic Center. There is an opportunity for this project to become the mass transit hub for the city. However the worry is that it will also conform to the single-building-within-a-grid system.

Similar to the Boston project, Atlanta will cap over a section of I-75/85, creating new civic and greenspaces. It is said to also become a major transportation hub, with a MARTA rail just underneath. Green and innovative technologies it is also said to incorporate, but given its location will it be enough to combat Atlanta's heat island effect? As far as typology is concerned it will still conform to the single-building-within-a-grid system.

OPPOSITE: ATLANTA STITCH PLAN

atlantadowntown.com

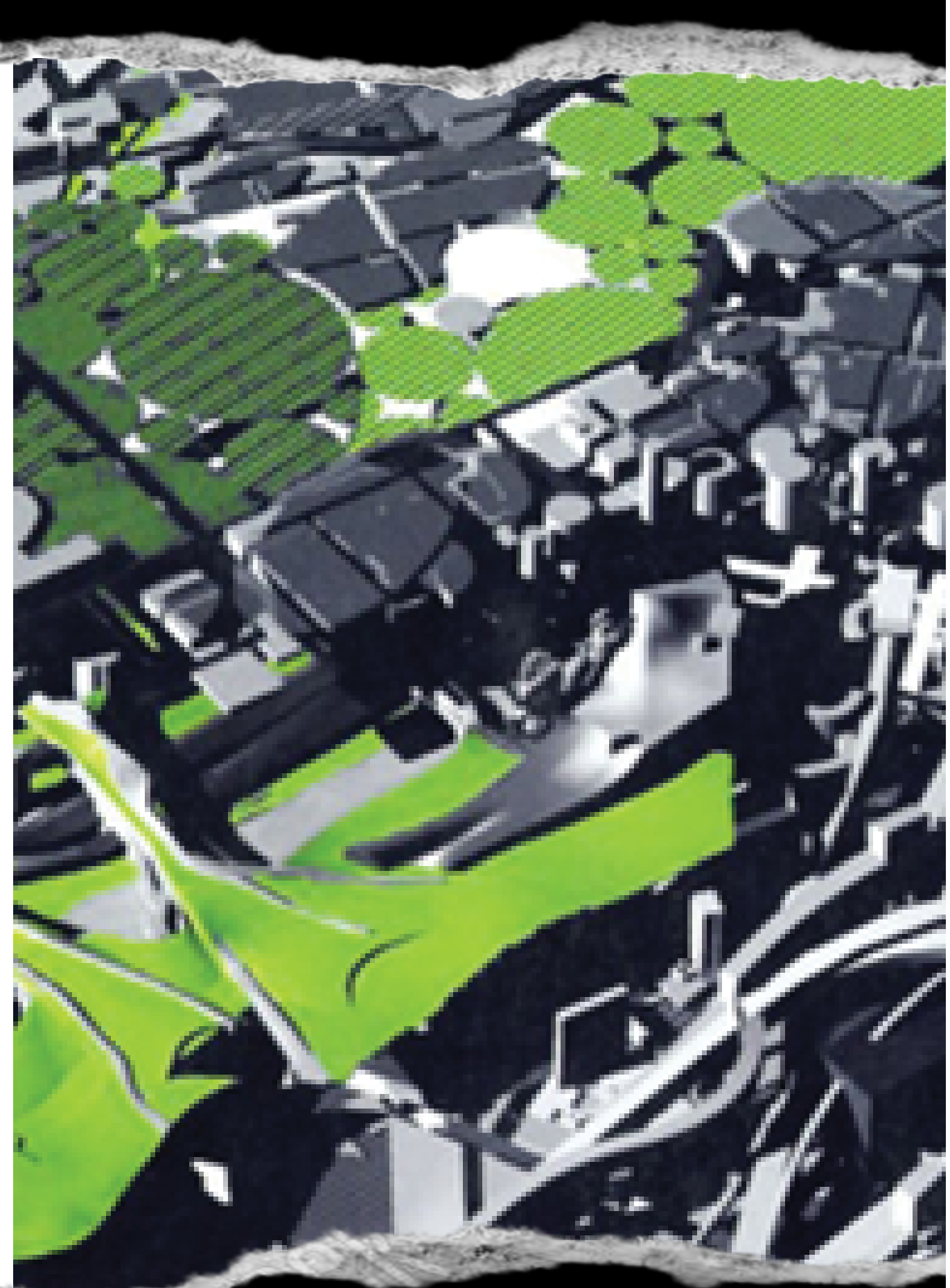


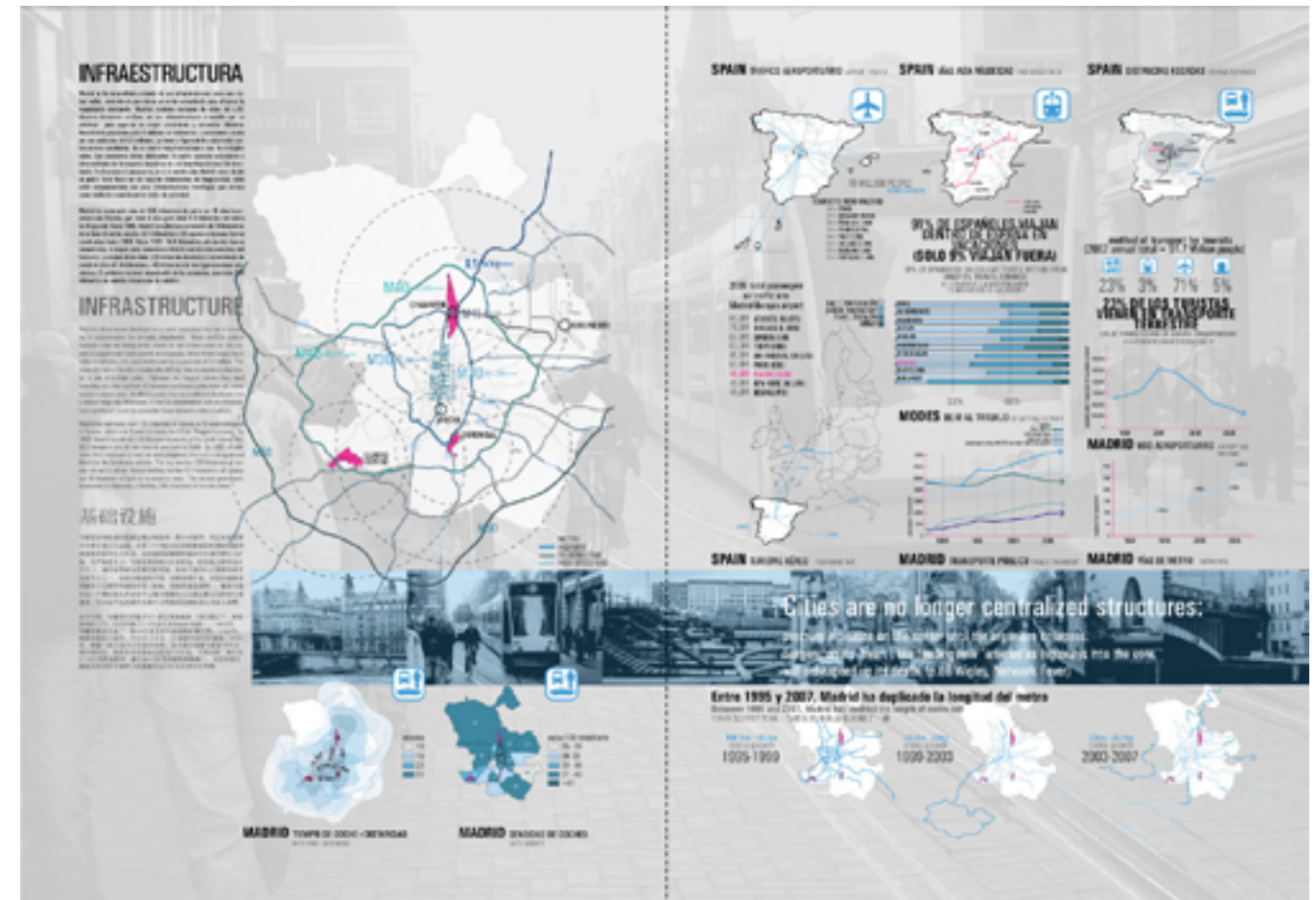
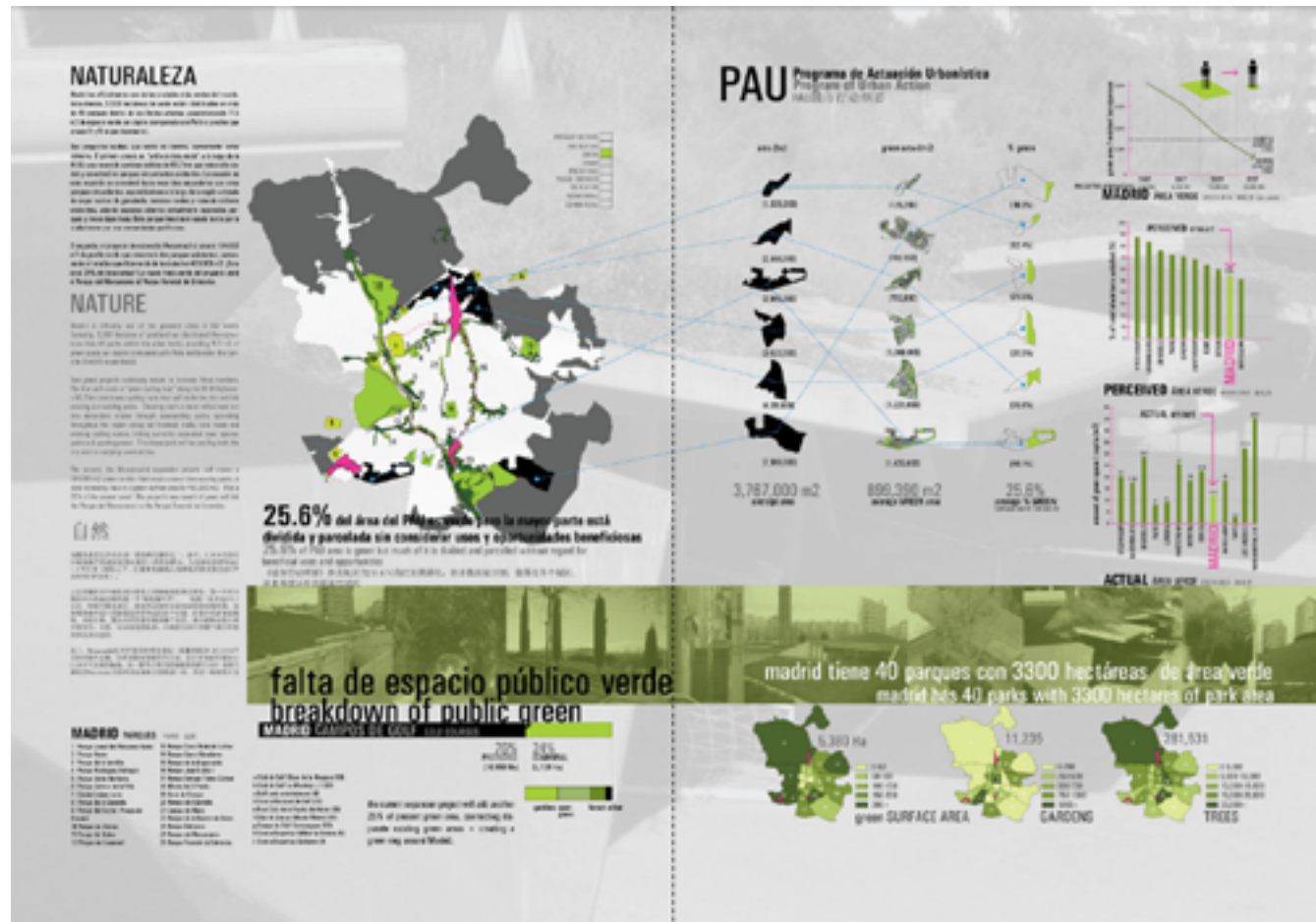


SIMPLY REESTABLISHING THE EXISTING GRID SYSTEM
WHILE COVERING UP ATLANTA'S PROBLEMS

CASE STUDY 3: MANZANARES RIVER MADRID, SPAIN

This is a reconnection project working to reactivate a series of parks throughout downtown Madrid that appear to be suffering from expanding too quickly. The use of “connector and destination” is what inspires the Urban Stitch’s activation and connectivity through stitching.





PRECEDENT 3: HIGH LINE
JAMES CORNER, NEW YORK, 2009

The High Line is a landscaping project that converts a de-funct elevated rail in New York City to one large public park. James Corner and his team designed this park to be path-less, inspired by how nature was already reclaiming the rail.



archdaily.com

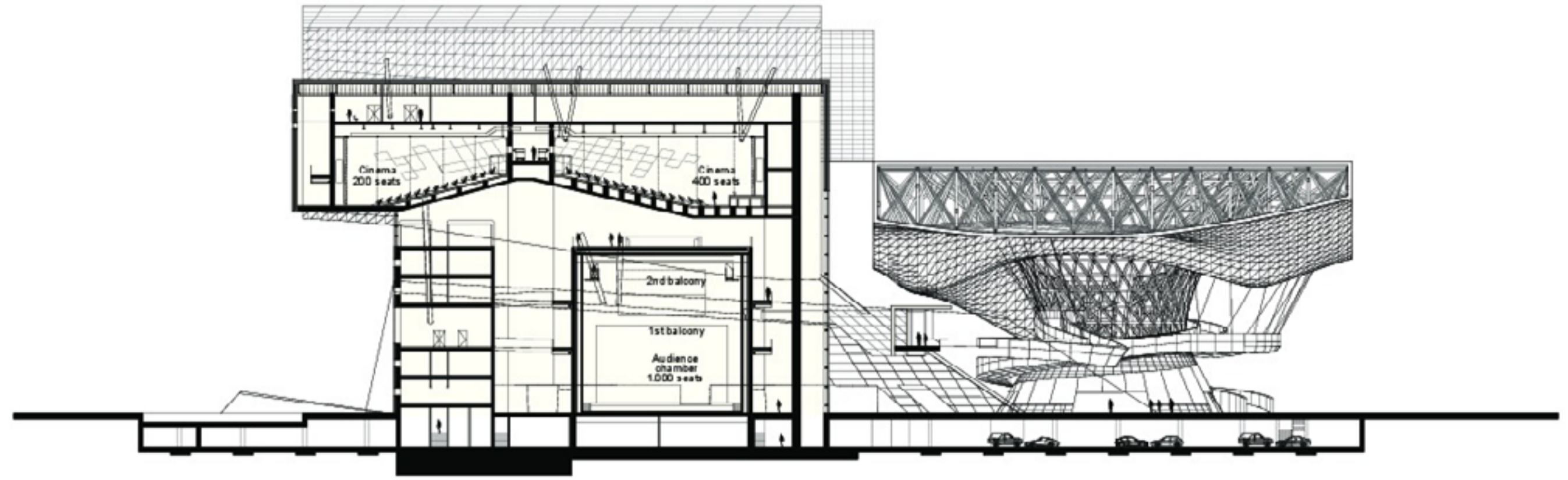
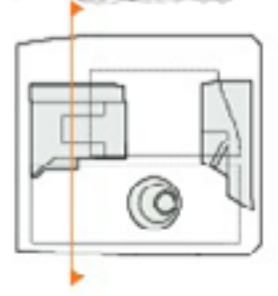


PRECEDENT 1: BUSAN CINEMA CENTER
COOP HIMMELBLAU, S. KOREA, 2013

This project has the ability to loft program off the ground, while its support system also serves as circulation into the building. Its 3D roof, a culmination of integrated public and private, open and closed spaces, is now in the Guinness World Records as the worlds longest cantilever roof. Media, technology, and entertainment are also integrated into the exterior panels, providing a visual element from the outside, as well as the plaza on the ground floor.



archdaily.com



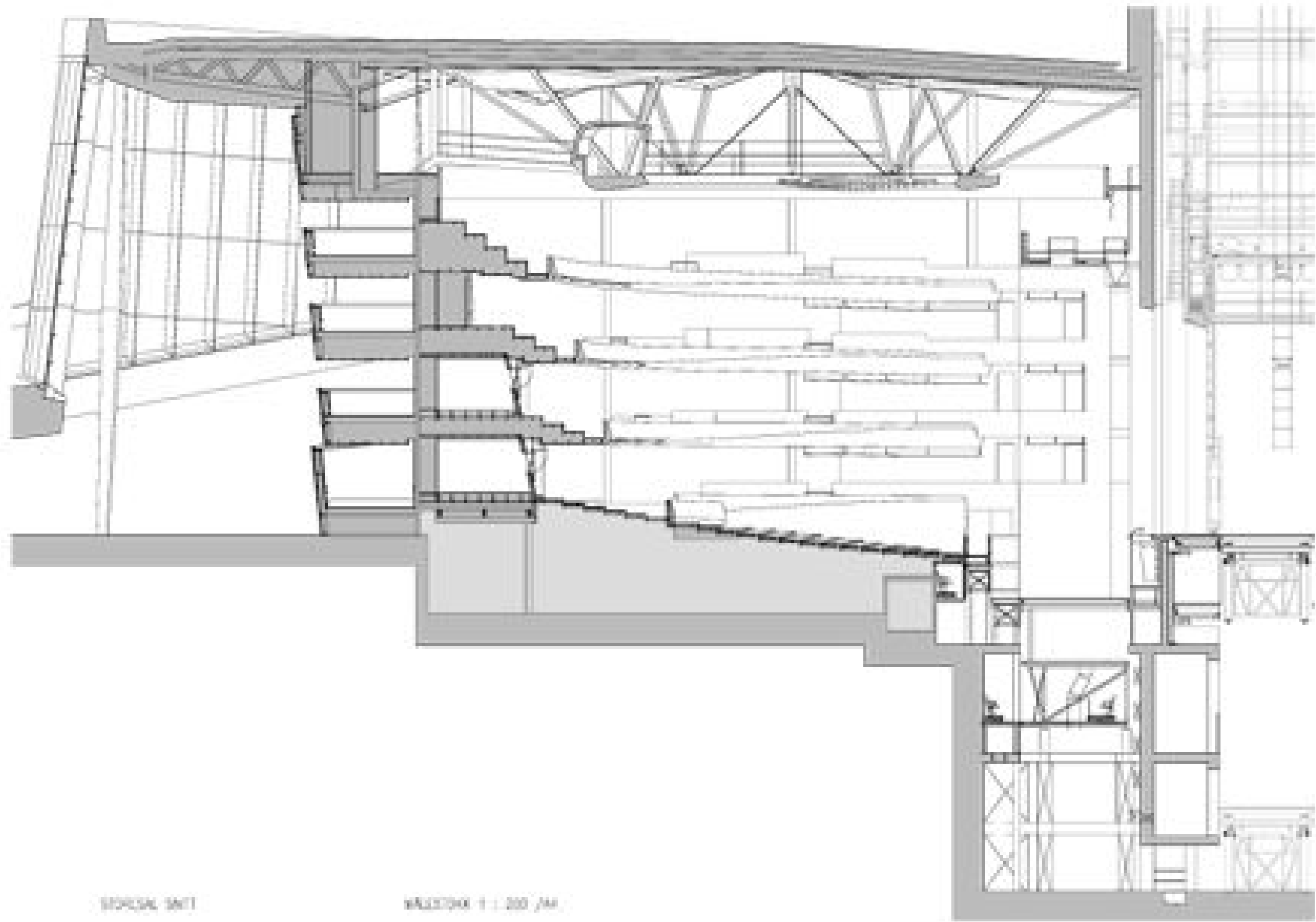
archdaily.com

PRECEDENT 2: OSLO OPERA HOUSE
SNOHETTA, OSLO, NORWAY, 2007

This opera house infuses linear and curvature on the inside, while patrons are allowed to climb the exterior ramps up onto the roof. Instead of a monumental stair, there is a “carpet” that slopes up the exterior sides.



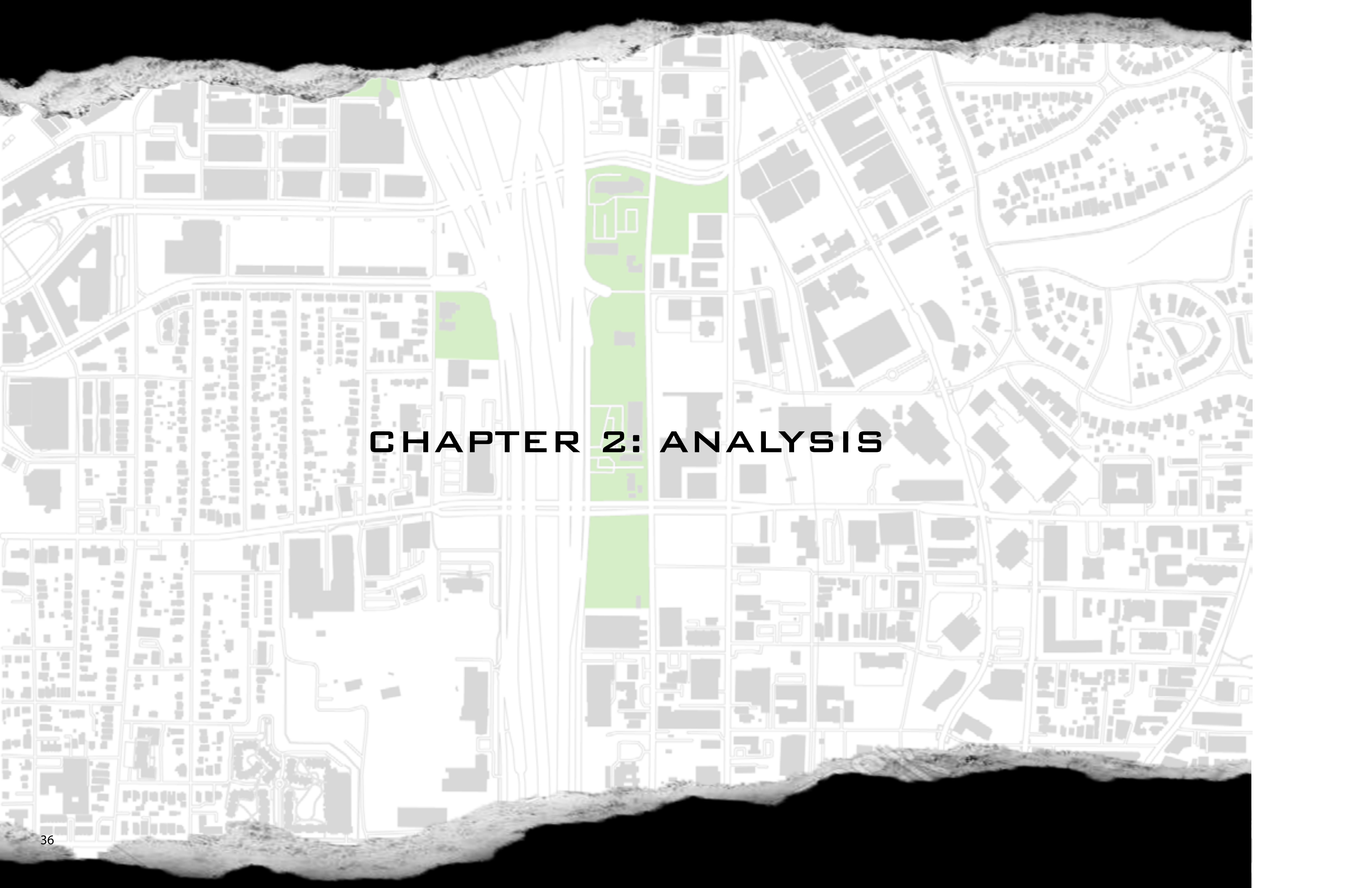
archdaily.com



archdaily.com

GENERAL NOTE

SECTION 1 - 1:200 (MM)



CHAPTER 2: ANALYSIS

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SITE: I-75/85 ATLANTIC STATION AND MIDTOWN

- 15th AND 16th STREETS SEVERED
- TECHWOOD DRIVE AND WILLIAMS STREETS REARRANGED
- DETERIORATION OF STREET LIFE
- ATLANTIC STATION ISOLATED

This thesis and project are about reconnection and activation through a “stitching” strategy. Implementing this strategy on the I-75/85 split north of Midtown Atlanta will connect isolated Atlantic Station, Home Park, and beyond, reactivating dead areas around the highway and solving social conflicts. This thesis continues what the Boston “Big Dig” project began, when that project successfully rerouted an interstate to reconnect two halves of their downtown area, leaving what was an elevated highway open for development. The Atlanta Stitch project proposes the same; however, it is merely a capping project, with little-if any-architecture, and little environmental impact

Within the I-75/85 split are several undeveloped, unused infills between the north end of the skyline and Atlantic Station. It has been talked and written about for years how Atlantic Station has been plagued by isolation; all it has to connect to Midtown is the 17th Street Bridge, which doesn’t get that much pedestrian activity, because of the unsightly highway below, and its bulky benches, despite its facades. 14th Street suffers the same issue.

These infills in the split provide enough surface area to provide program, indoor, outdoor, and landscaping. The purpose of this site is to make use of these infills to provide said program between Midtown and Atlantic Station, making THE connection between them. This project will morph outside the confines of the infills to reconnect 16th and 15th streets, and reach out to other neighborhoods.

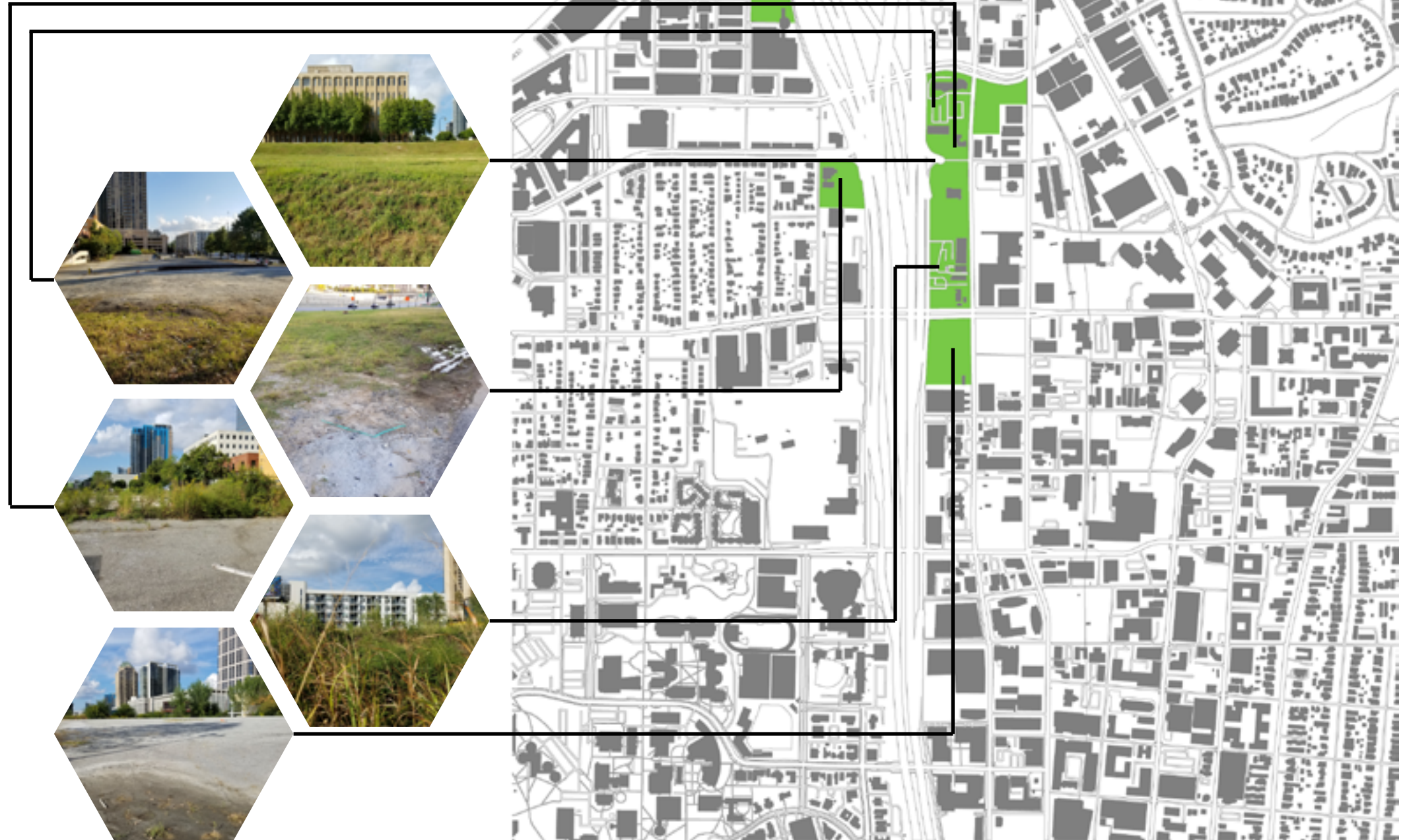


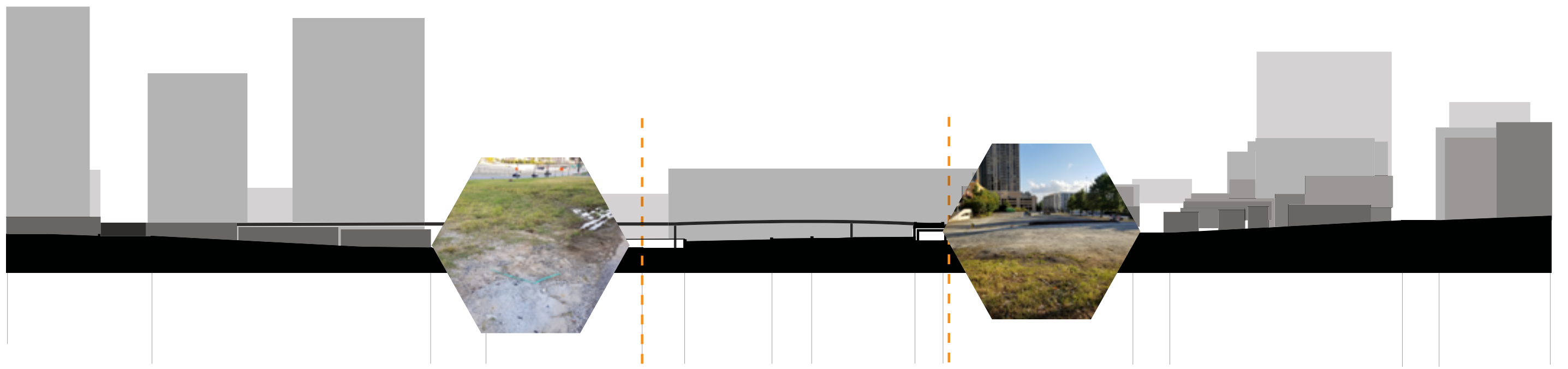
SITE: ADJACENCIES



SITE: CONDITIONS

- OVERGROWN LOTS
- CRUMBLING PARKING LOTS
- GRASS FIELDS
- TRASH







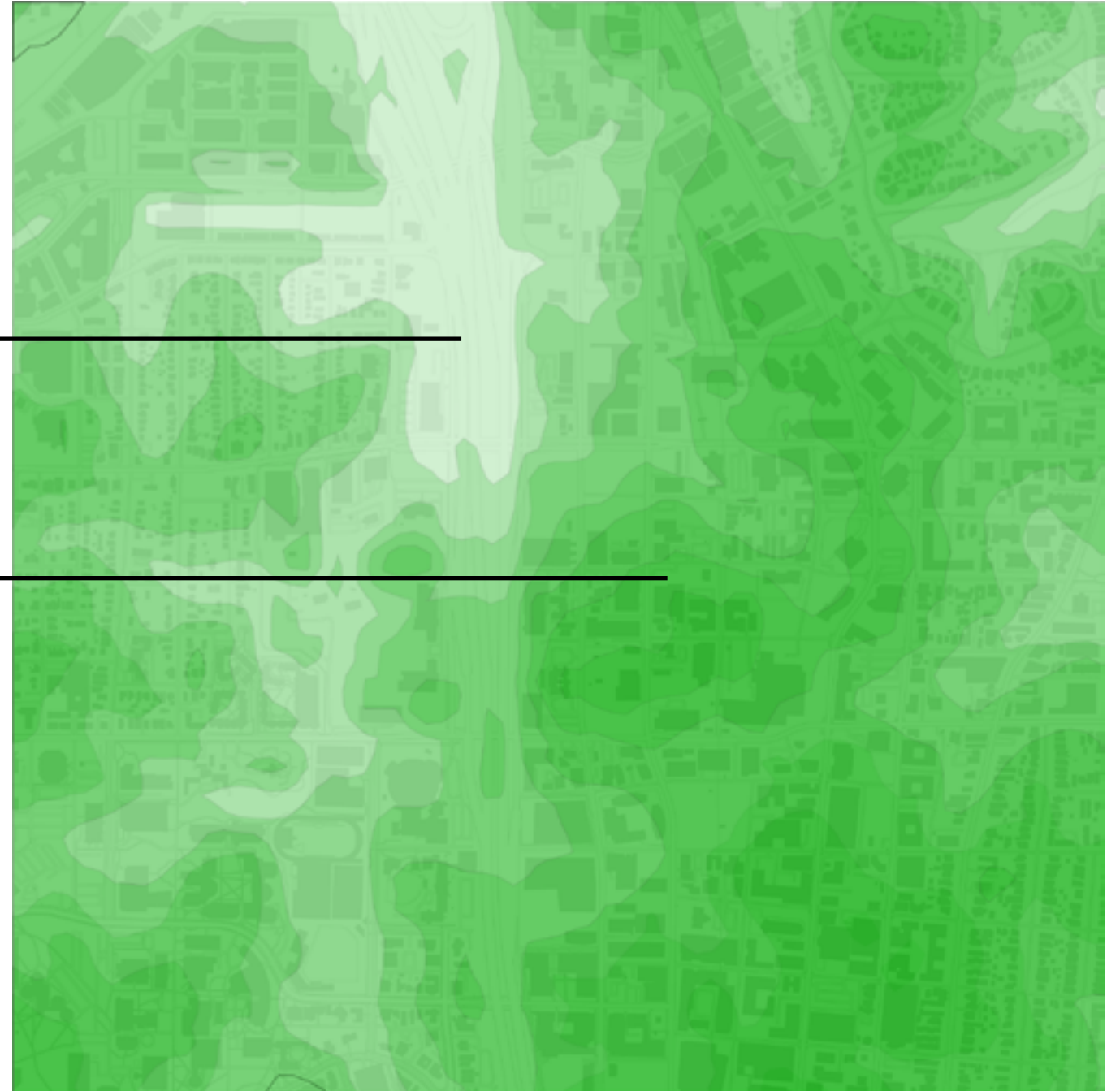
SITE: TOPOGRAPHY

- LOWEST GROUND WITHIN THE SITE ITSELF
- 75/85 DUG INTO A HILL BANK ALONG MIDTOWN
- NATURAL LANDSCAPE TORN BY 75/85 CONSTRUCTION, MANIPULATED TO CONFORM
- ATLANTIC STATION BUILT OVER ONE LARGE PARKING DECK,
ITSELF ABOVE GROUND PLANE
- TRENCH BETWEEN MIDTOWN AND DOWNTOWN

LOW GROUND



HIGH GROUND





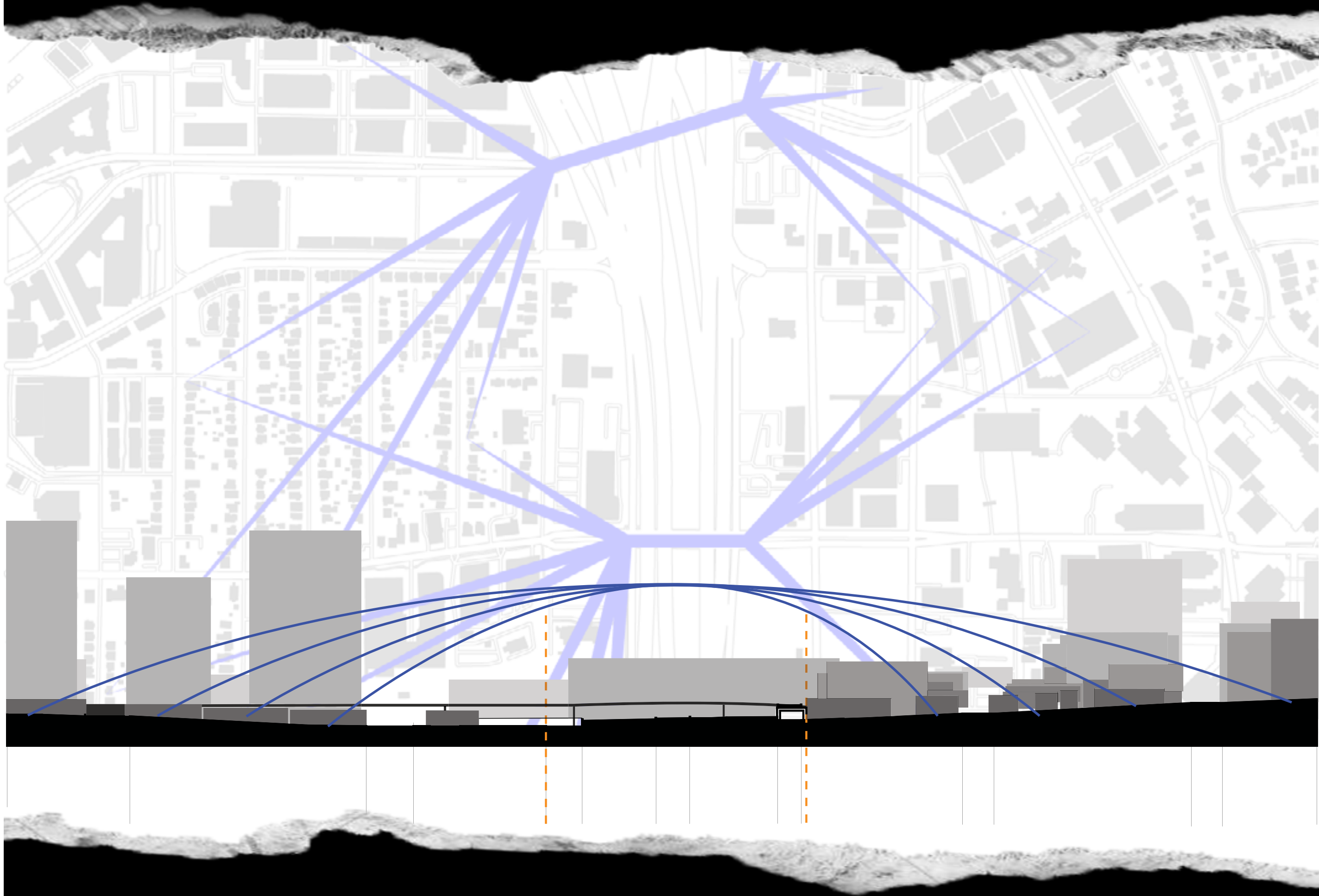
SITE: SOCIAL SPATIAL DISPLACEMENT

THE DOWNTOWN CONNECTOR SPLIT NEIGHBORHOODS, THE PEOPLE HAVE ACKNOWLEDGED. SPECIFICALLY BETWEEN MIDTOWN AND ATLANTIC STATION, EACH NOW HAS A BOUNDARY FROM THE OTHER, CREATING A SOCIAL CONFLICT.



SITE: PEDESTRIAN PATTERNS

- RESIDENTS AND PEDESTRIANS MUST BOTTLENECK ONTO BRIDGES TO CROSS THE HIGHWAY
- ALMOST NO ACTIVITY ON 17TH AND 14TH STREET BRIDGES DESPITE FACADES AND WIDE SIDEWALKS
- LITTLE OR NO STREET LIFE AROUND THE SITE AREA



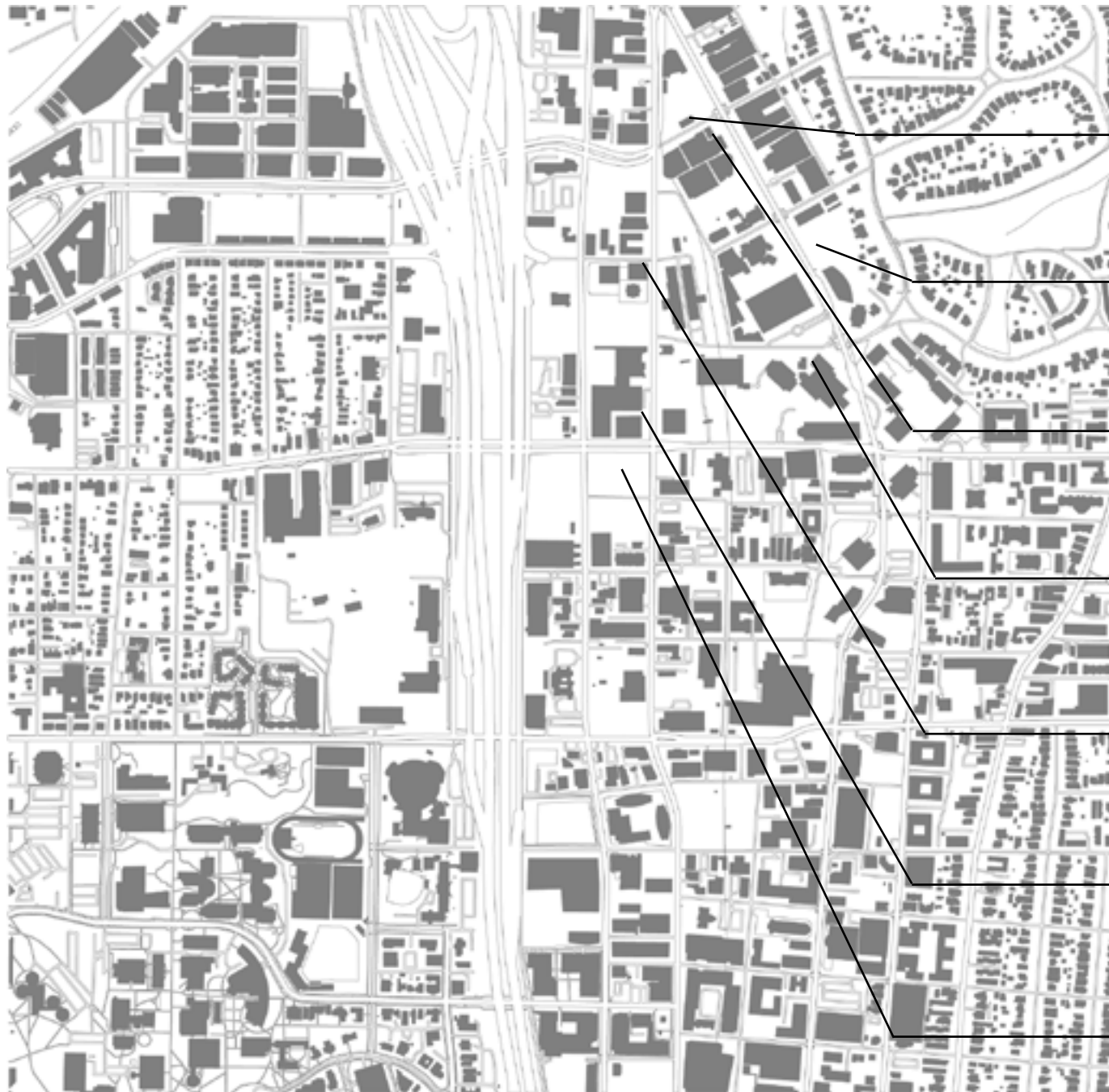
CONVERSION

-A FEW HISTORICAL BUILDINGS REMAIN

-MIDTOWN CONVERTING FROM MODERN TO CONTEMPORARY

MODERN

CONTEMPORARY





TRAFFIC DIRECTIONALITY:
WHY IT CAN BE DIFFICULT TO ACCESS CERTAIN STREETS

I-75

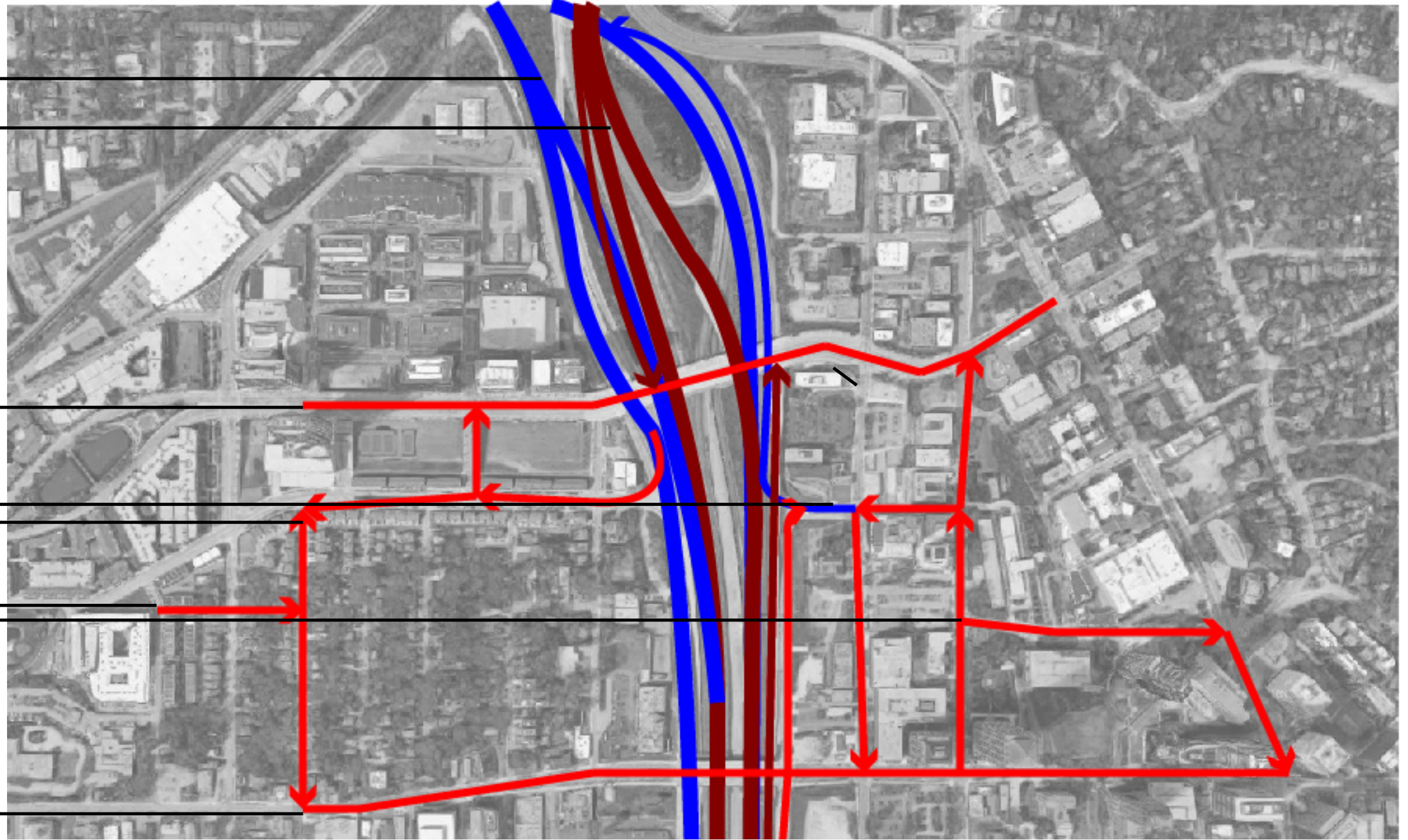
I-85

17th ST.

16th ST.

15th ST.

14th ST.



POTENTIALS

-ACTIVATION

- SHOPS
- RESTAURANTS
- ARCADES
- COMMUNITY GARDENS
- INDOOR RECREATION

-CONNECTIVITY

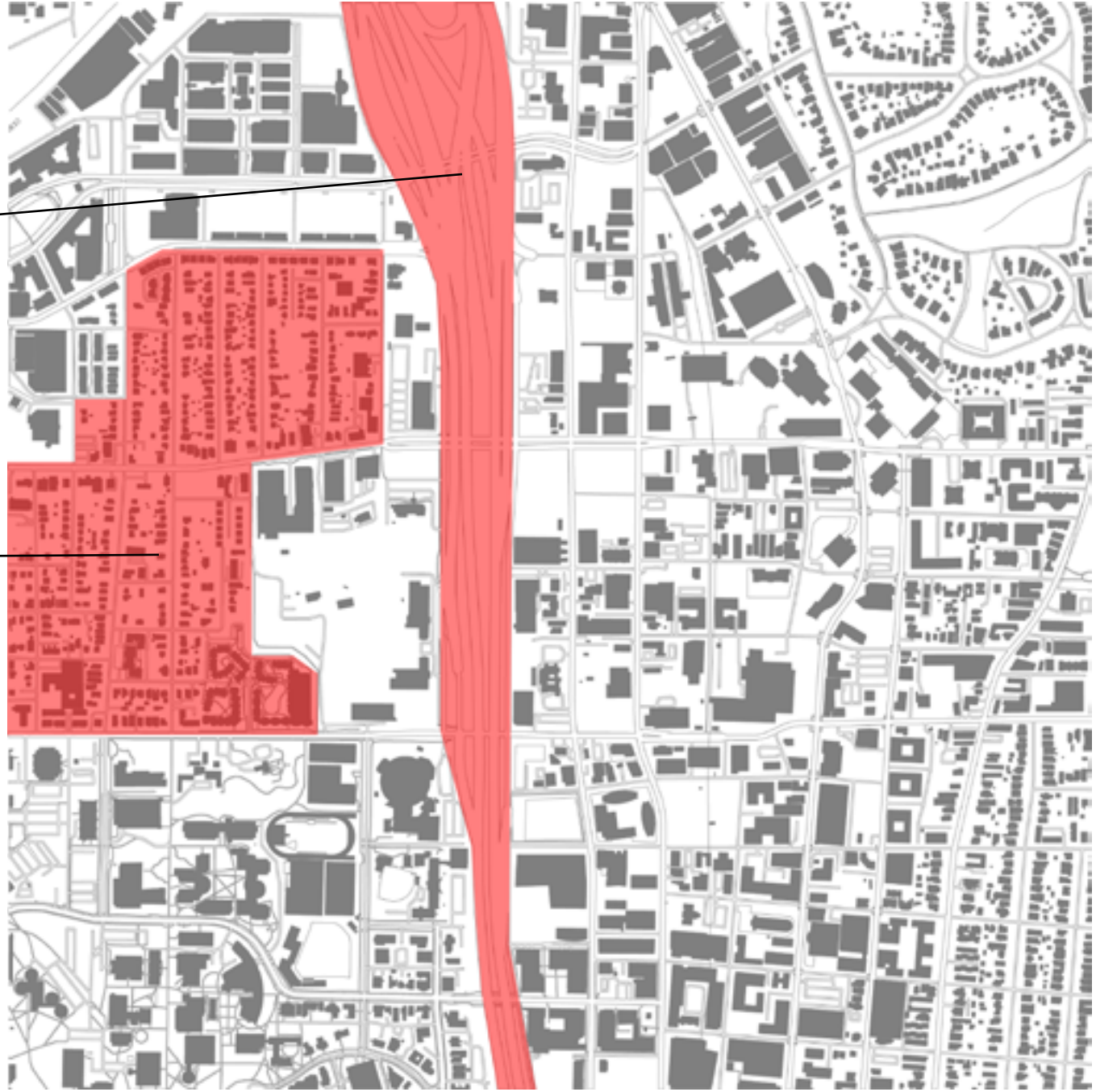
- SIDEWALKS
- NETWORK OF PEDESTRIAN BRIDGES ACROSS 75/85
- BRINGS NEIGHBORHOODS TOGETHER
- REACTIVATE DEAD ZONES AROUND THE SITE
- INCORPORATE 17th AND 14TH STREET BRIDGES





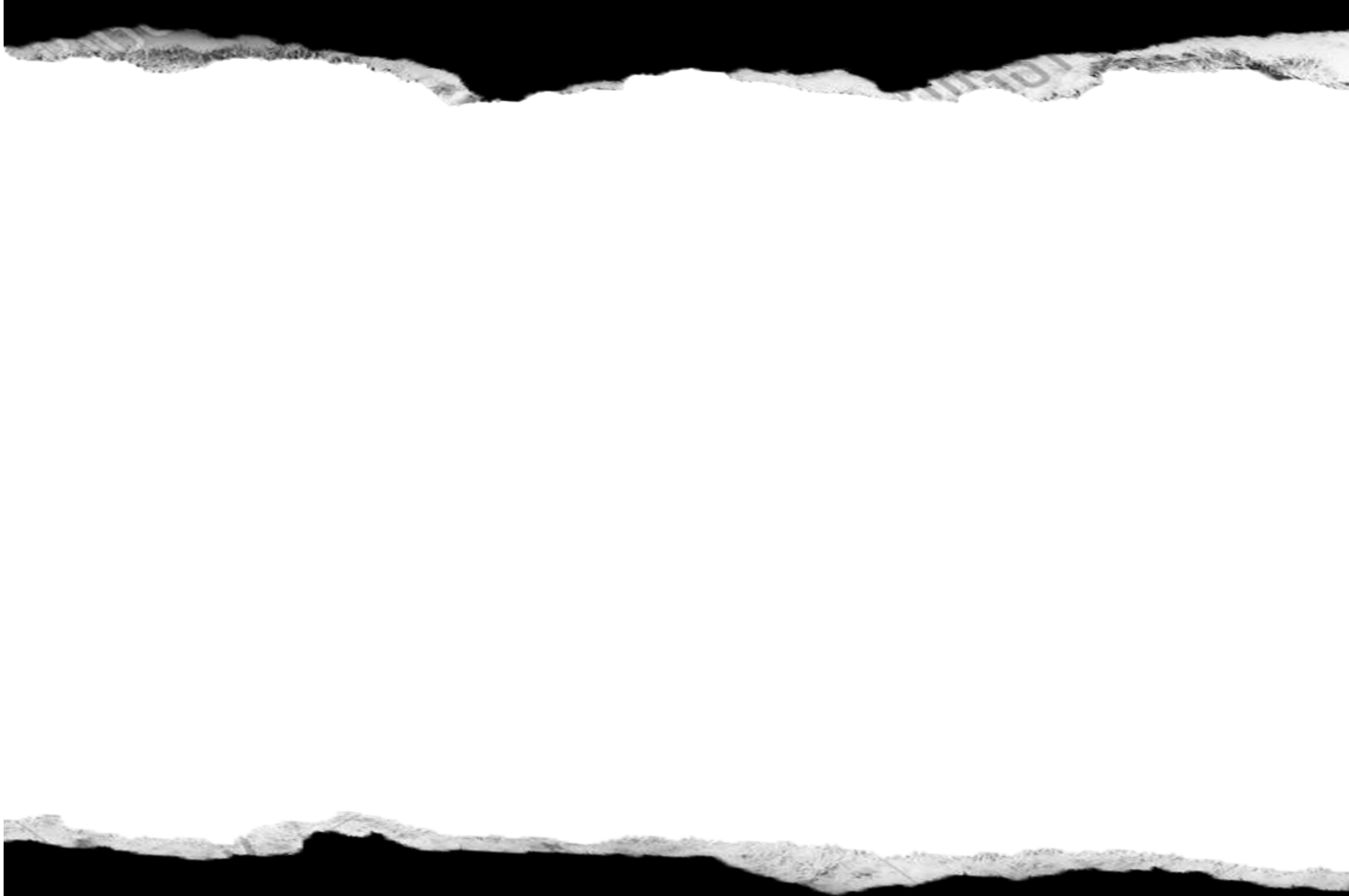
CONSTRAINTS

- INTERSTATE
 - HEAVY TRAFFIC
 - RESIDENTIAL NEIGHBORHOODS
 - LOW INCOME
 - HISTORICAL LOCATIONS
- 



MINIATURES PRESENTATION
FALL 2018







SECTION 2: DEVELOPMENT





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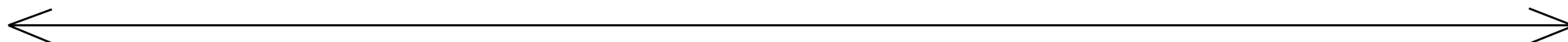


DESIGN CONCEPT

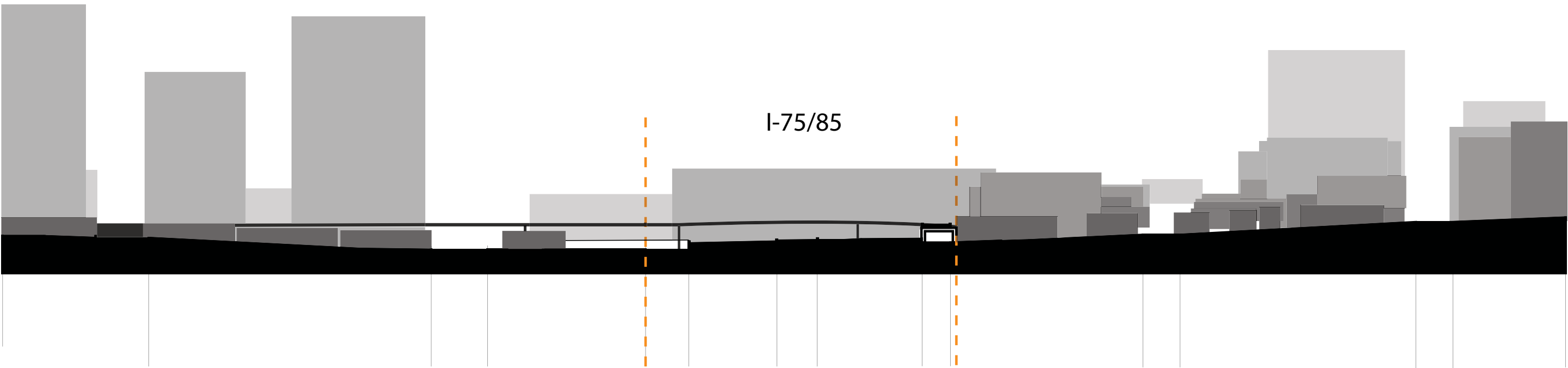
This site was specifically chosen to bridge the gap between Atlantic Station and Midtown by reactivating the infills within the I-75/85 split with architecture and program. It was time that Atlanta gain a new typology for such a venture. A morphing typology would not only achieve this; the way the project can morph and extend into other neighborhoods has the potential to reference and mimic the interstate below, rather than simply capping it and forgetting about it. As architecture has the ability to adapt to its immediate environment, so can this stitching project adapt to the current conditions for which the stitching is applied.

The project form begins as a rigid shape, then pieces are carved to first conform to the interstate. Then as the floor plates are shifted and offset, the project splits in the middle, then itself stitched by ramps. The floor plates are shifted even more, breaking through the exterior facade, which is now being pushed open, exposing one side.

ATLANTIC STATION



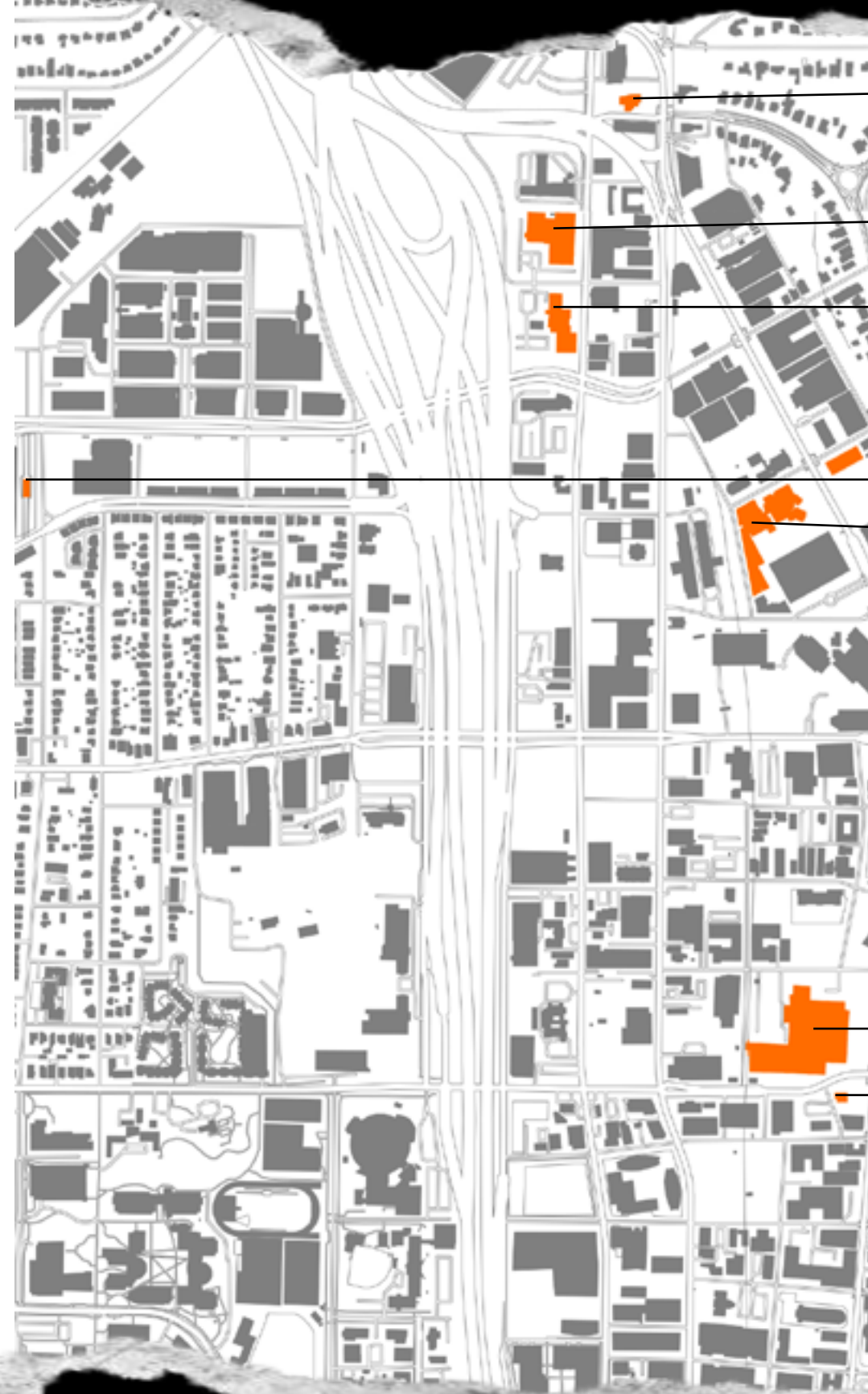
MIDTOWN





MUSEUM PROJECT

Why a museum as the project? Museums offer viewers cultural, historical, artistic, and even scientific artifacts of great significance. A museum is open to everybody, and is considered to be one of THE social nodes. Museums boost economies, provide social services, partner with schools and communities, and are one of the most trusted educationally. Atlanta does have several spread throughout Midtown and surrounding Atlanta; the High Museum of Art and the Fernbank Museum near Druid Hills are two of the large ones. The rest are small, and are either art or history, or historical locations. Atlanta doesn't have anything that measures up to, say, the Smithsonian, or the Met in New York City, or the Louvre in Paris.



RHODES HALL

BREMAN JEWISH MUSEUM

CENTER FOR PUPPETRY ARTS

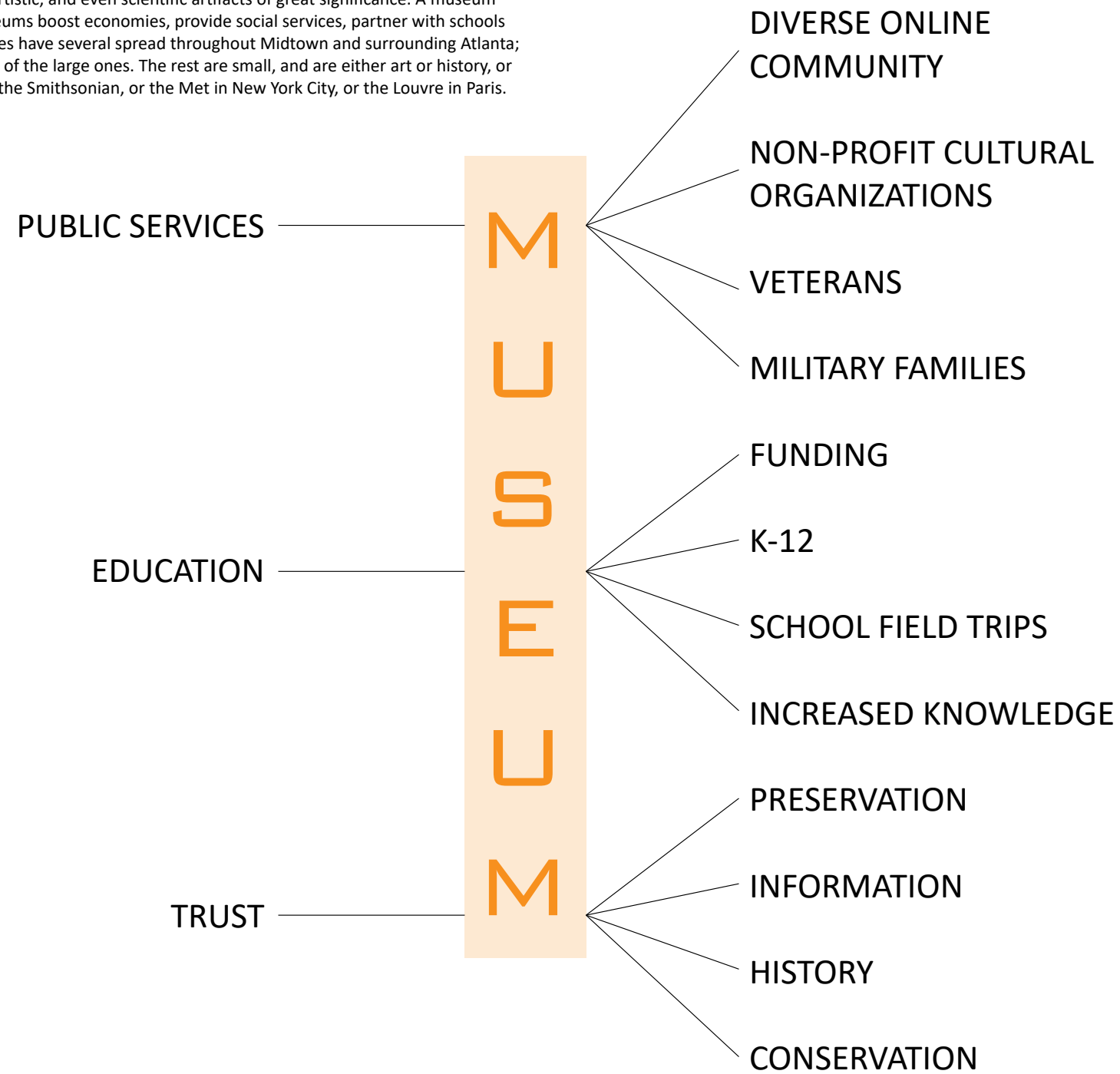
MILLENIUM GATE

HIGH MUSEUM OF ART

FEDERAL RESERVE

MARGARET MITCHELL HOUSE

cal, artistic, and even scientific artifacts of great significance. A museum
Museums boost economies, provide social services, partner with schools
ta does have several spread throughout Midtown and surrounding Atlanta;
e two of the large ones. The rest are small, and are either art or history, or
say, the Smithsonian, or the Met in New York City, or the Louvre in Paris.



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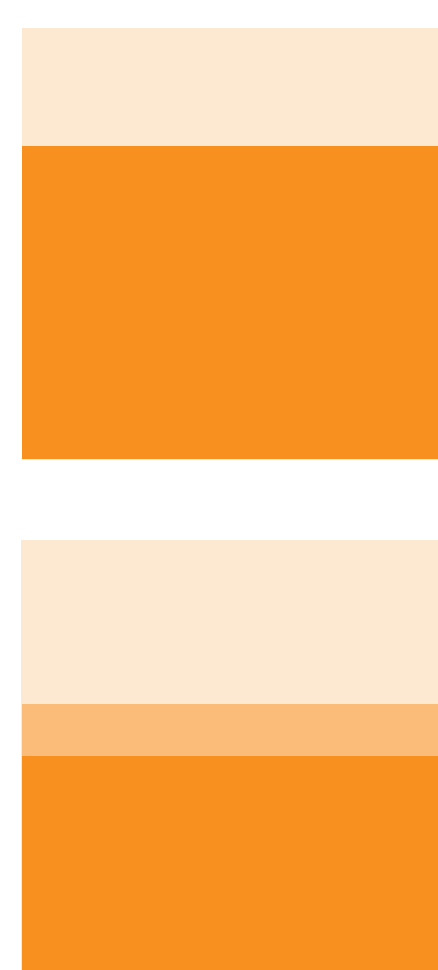


483 MILLION VISITS TO PARKS
AND SPORTING EVENTS

850 MILLION VISITS
TO MUSEUMS

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1,000,000

726,000 JOBS

0

\$100 BILLION

\$12 BILLION TAX REVENUE

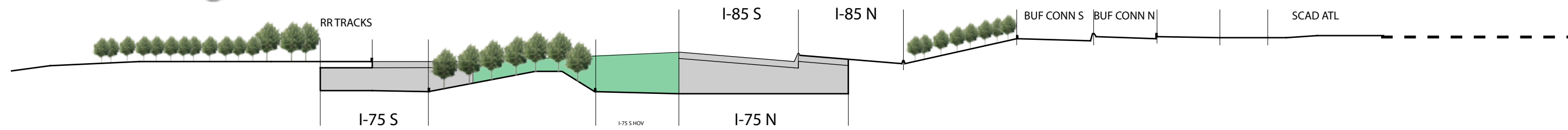
\$50 BILLION CONTRIBUTION
TO ECONOMY

CONCEPT MODELS



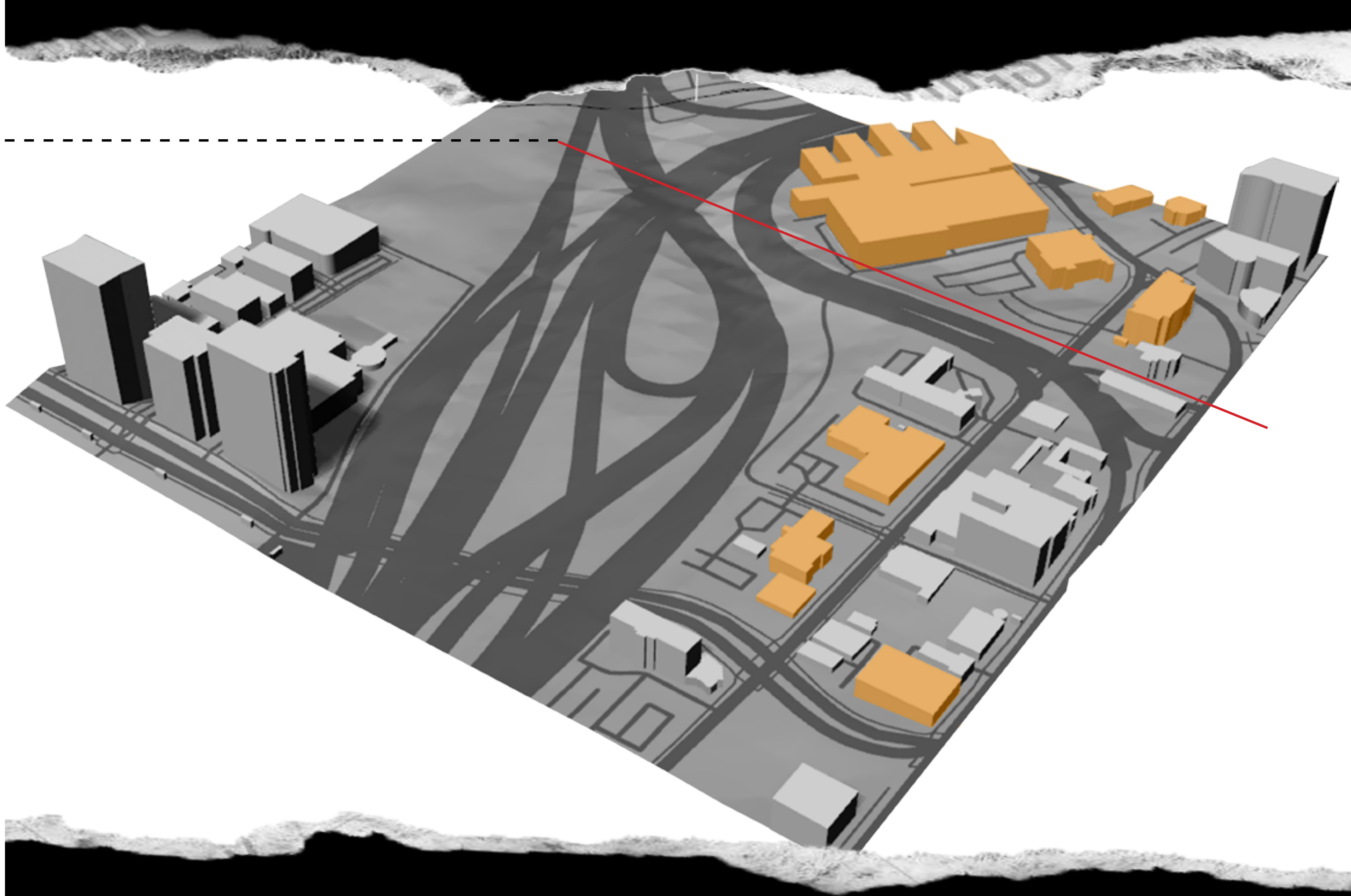
EARLY PROGRAM MODELS

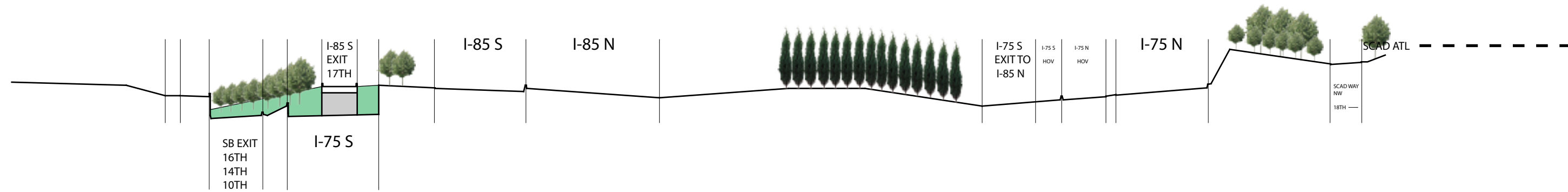




ZOOMED-IN SITE ANALYSIS

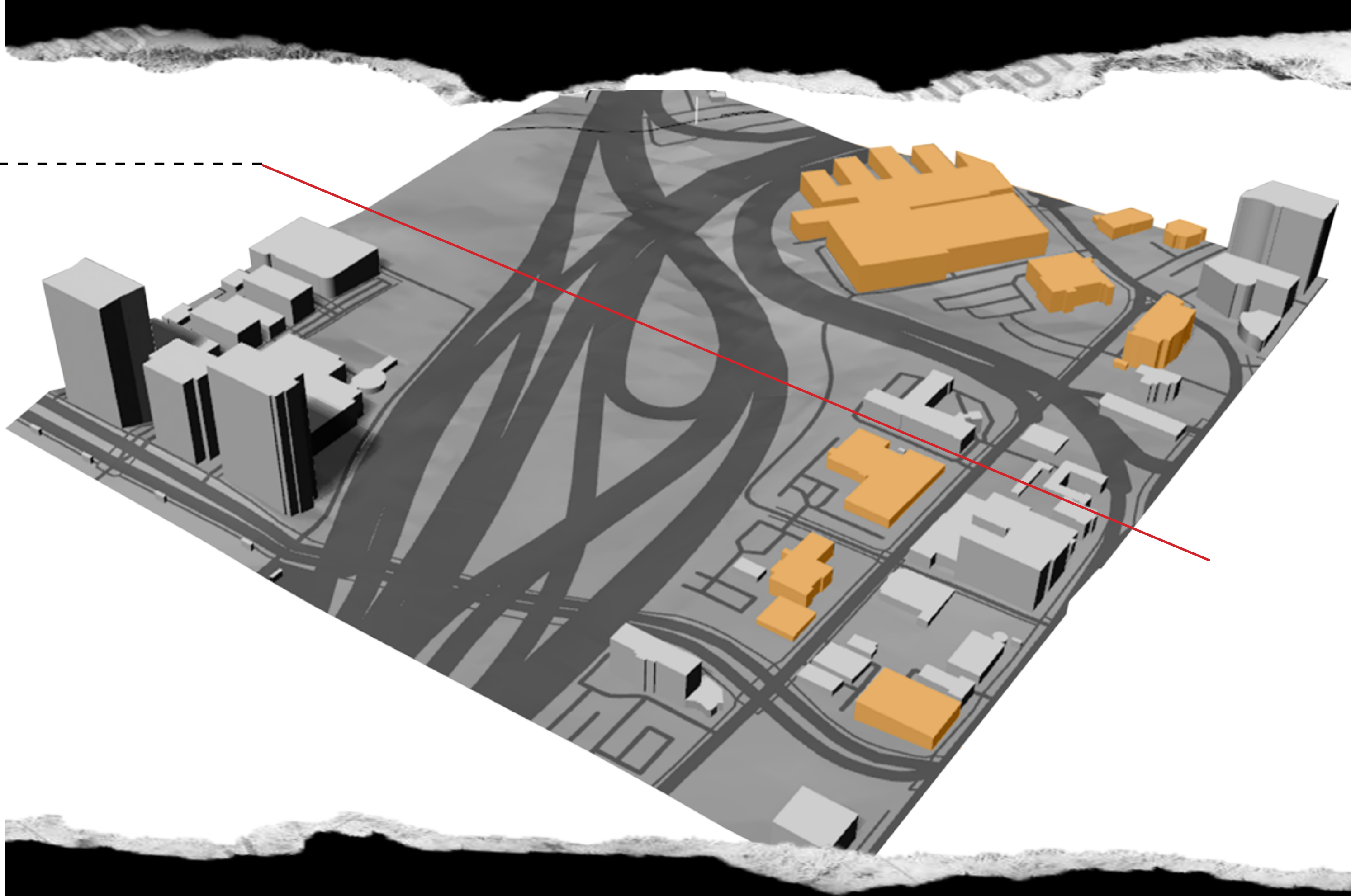
Using Kevin Lynch's Five Points of Urbanism to identify the highway as a boundary for both sides (zip codes), different contexts are investigated to understand the isolation of Atlantic Station and Home Park from Midtown. Different demographics on either side can create social conflicts. People would rather drive across 17th and 14th streets, which were created to accommodate large amounts of pedestrian activity. When cutting through Atlanta, 75/85 creates traffic noise and a heat island effect that nobody wants to walk around, leading to vacant, abandoned, and overgrown lots around the highway.



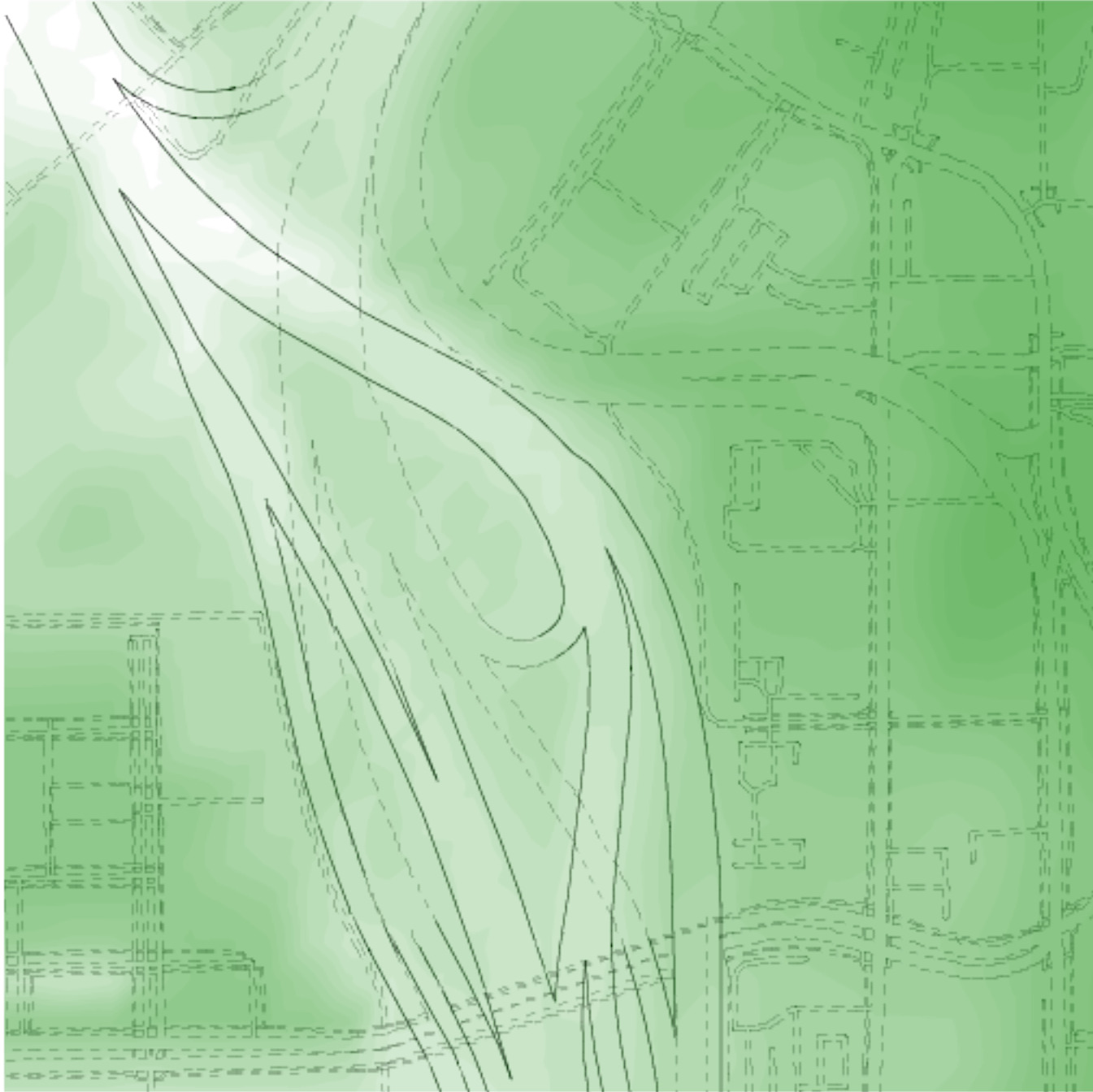


One site investigation was about the relationship between the highway and topography, and how the topography was manipulated for the highway. The two highways and the streets were separated to understand their interaction, and how the interstates merge. Studying the topography helps to understand the square footages of each infill within the split which will determine where the main program is placed and how high it can go.

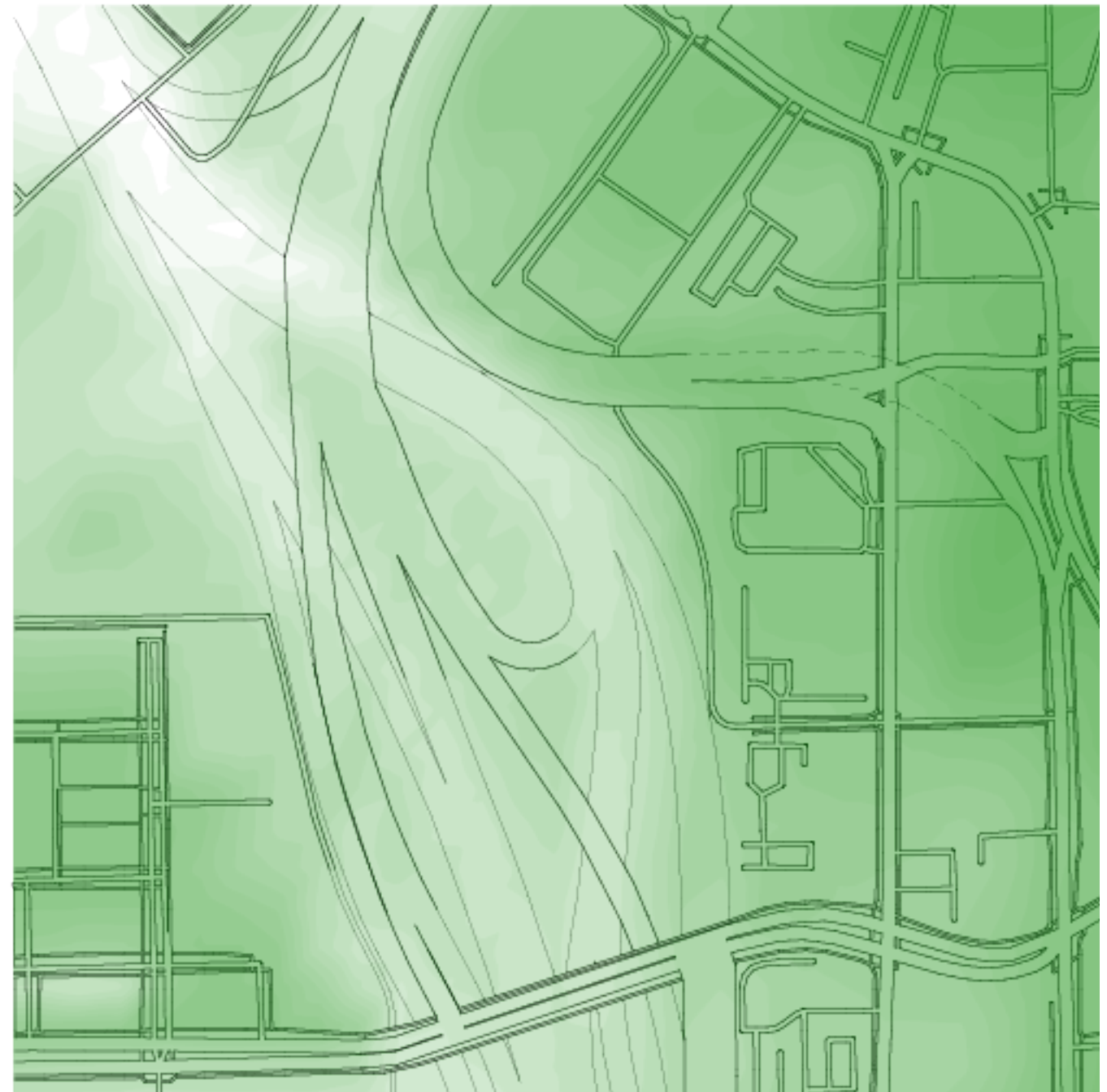
A second investigation observed where the retaining and rock walls are, creating areas that appear to be dug out. The retaining walls create boundaries preventing underground perforation. After picking out the infills a series of sections going through the ones to use as the project site are created. Knowing where certain elements of the site-bridges and retaining walls-in plan is useful, but knowing these in section will ultimately inform how to proceed with the project. Through section, one sees where and how high retaining walls go, how high the bridges are, and how high the infills are, informing how deep the project can dig for parking.



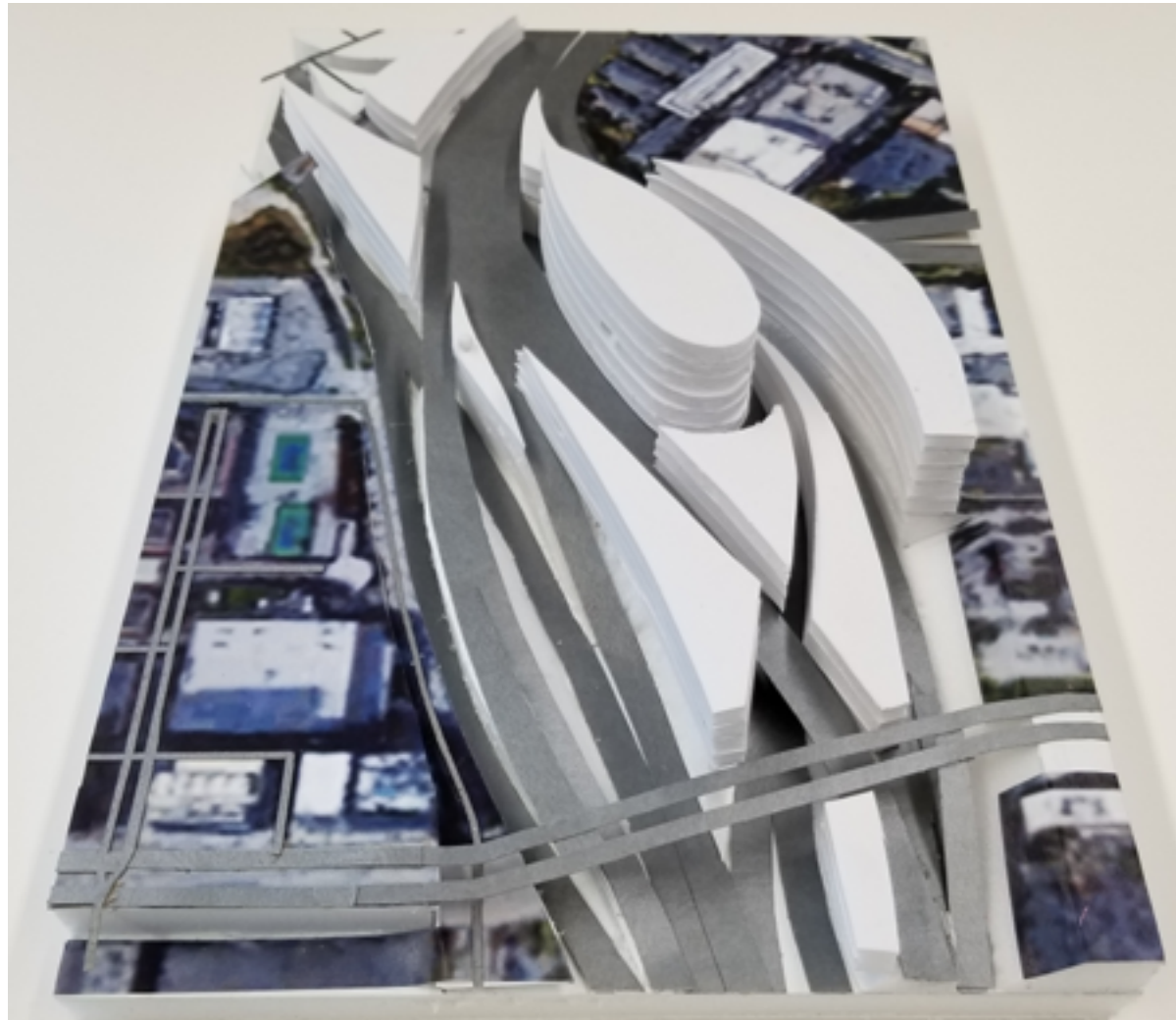
I-75



I-85



THIS MODEL REPRESENTS THE INFILLS WITHIN THE I-75/85 SPLIT BASED ON SURFACE AREAS. THE LARGER THE AREA THE HIGHER A BUILDING COULD GO.



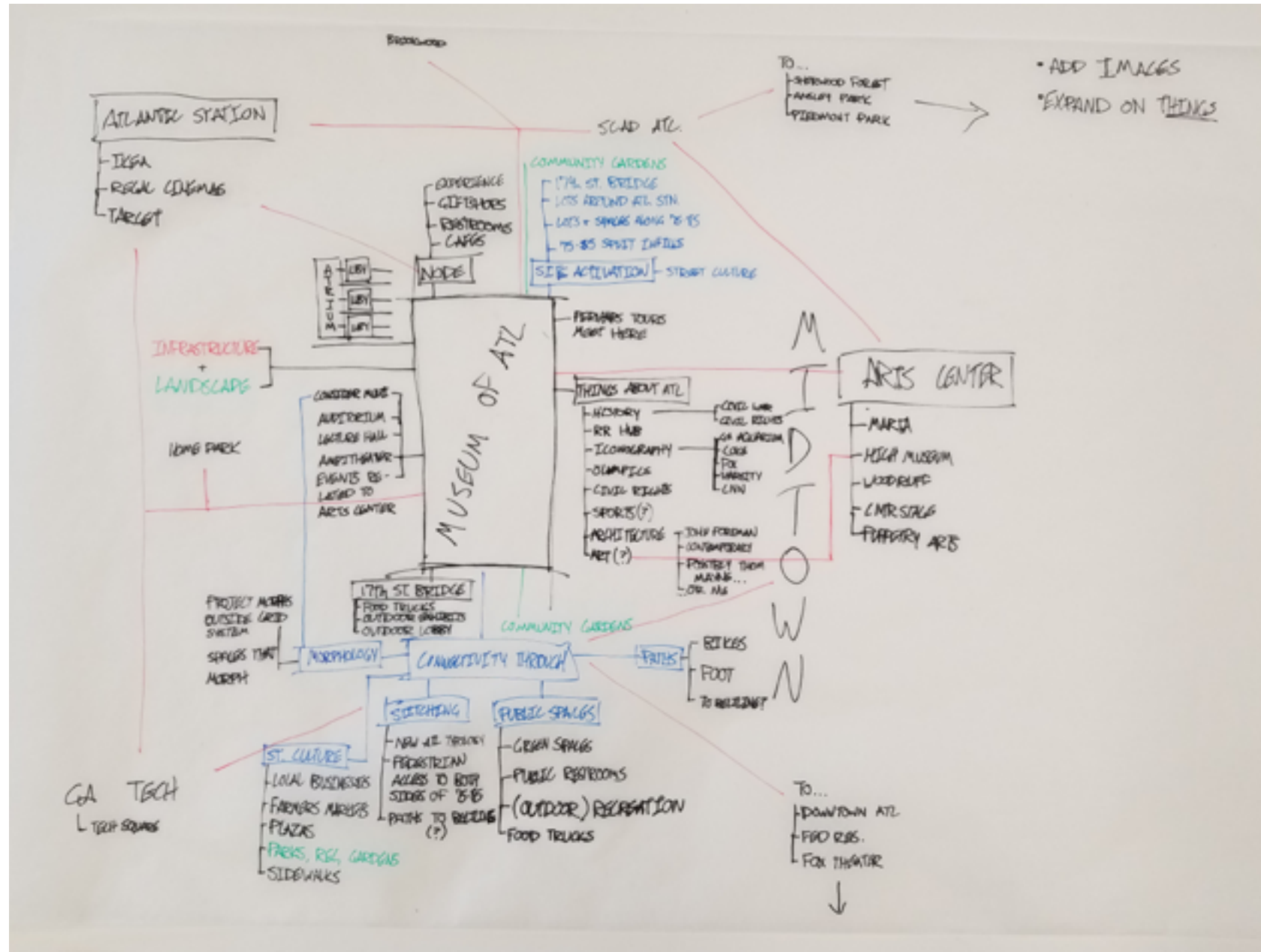


CHAPTER 4: SYNTHESIS

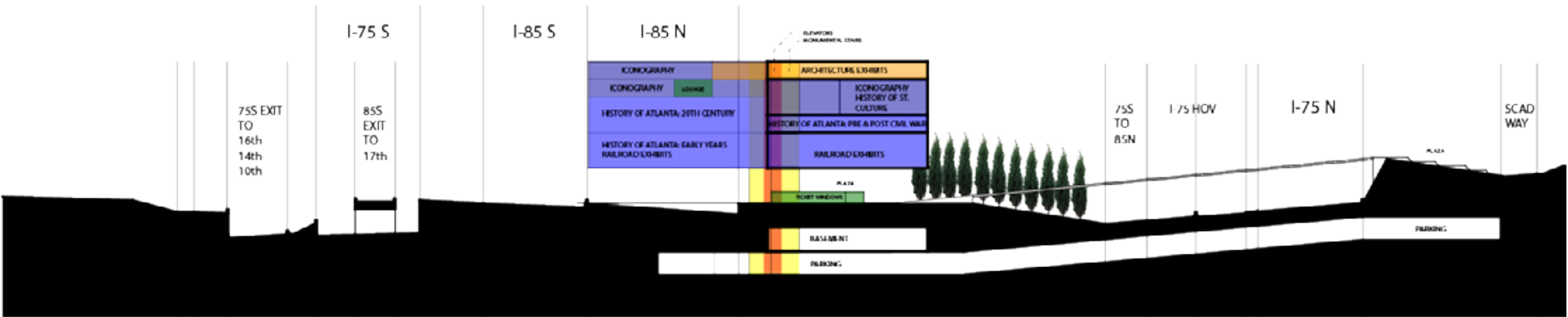
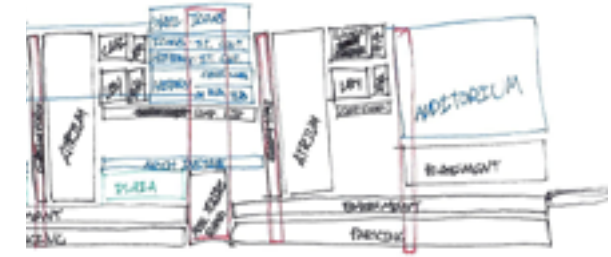
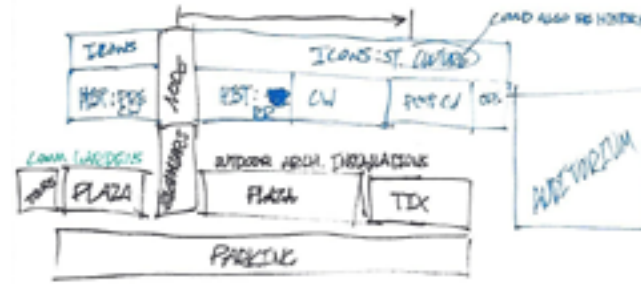
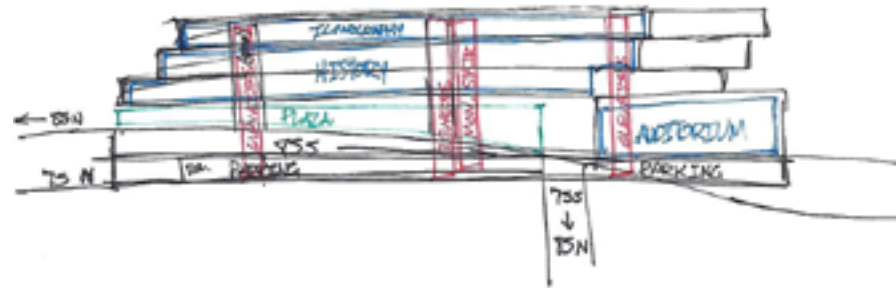
-PROGRAM	80
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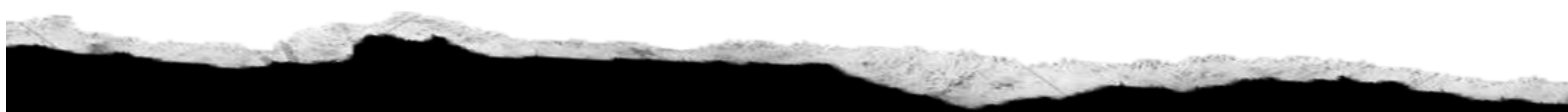
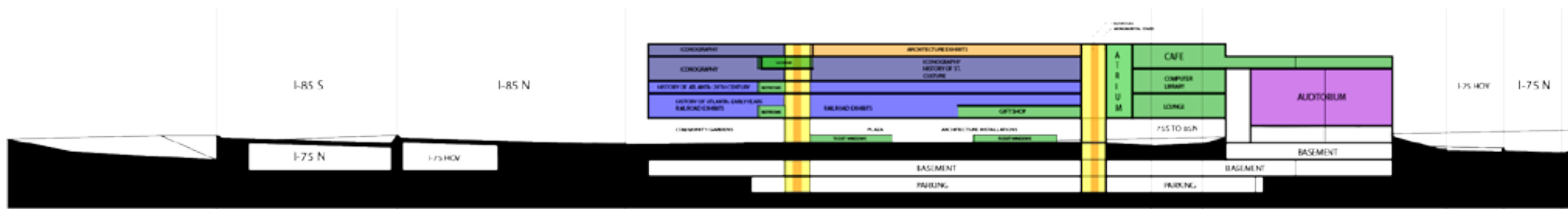
PROGRAM

What shall people experience when they enter this museum? A culmination of everything Atlanta, from history to iconography, all in one destination. This is the node from which the promotion of all other museums, theaters, etc. comes from seminars and events held here. By reaching out to everyone within Atlanta fulfills the intention of activation of vacant lots through connectivity.



PARTI SECTIONS

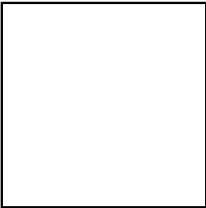




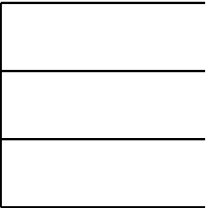
DESIGN STRATEGY: MORPHING FORM AND ITS RELATIONSHIP TO THE HIGHWAY



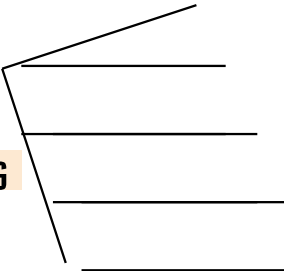
BASIC SHAPE



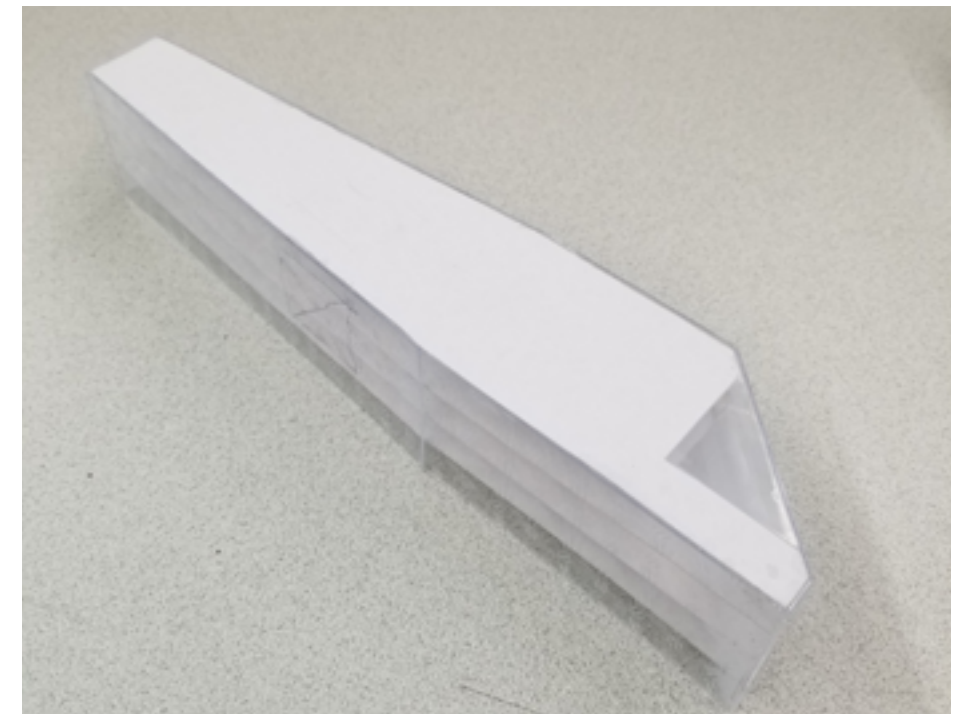
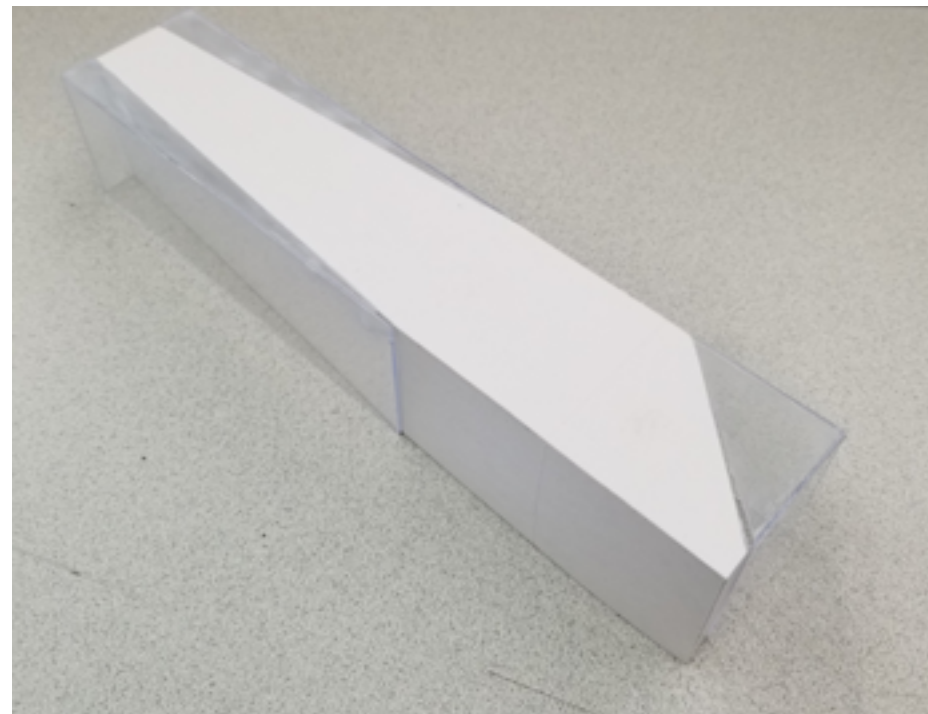
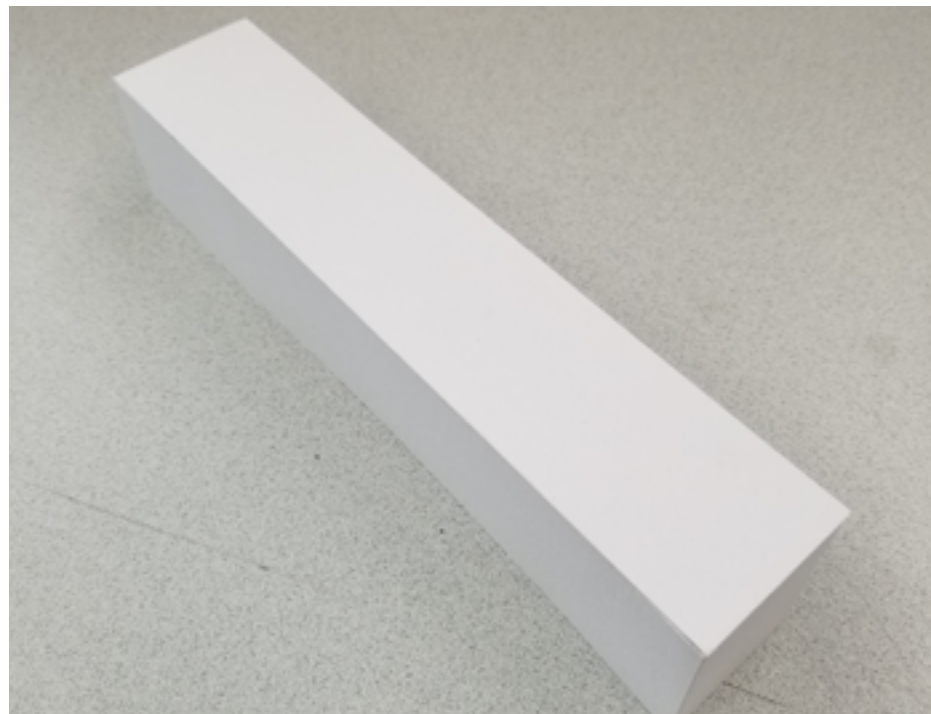
LAYERING



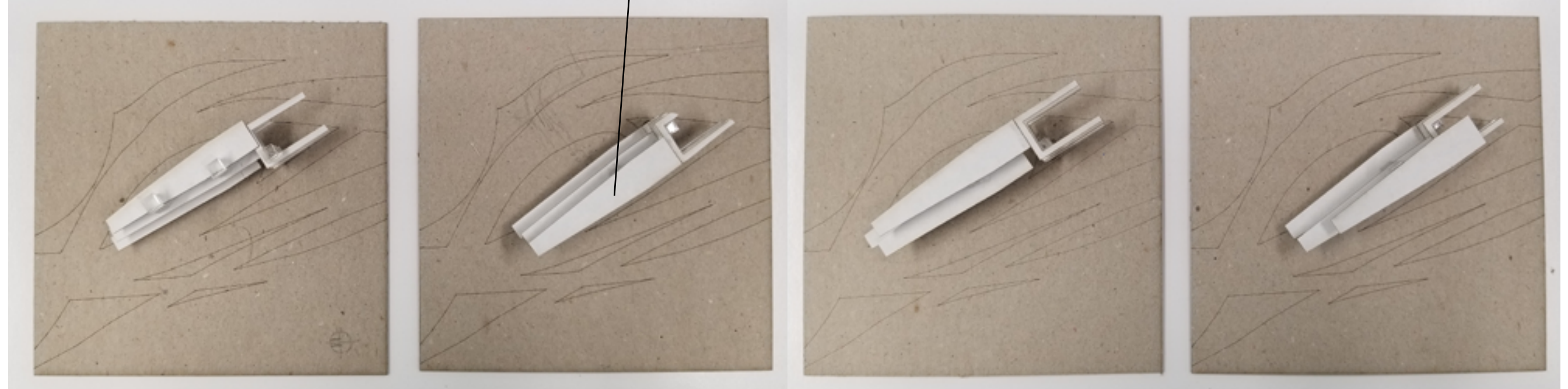
JUXTAPOSITIONING



STUDY MODELS: CARVING THE FORM



STUDY MODELS: DIFFERENT CONFIGURATIONS. CHOSE THIS BASED ON SUN STUDY.



SITE PLAN

- 1.) ATLANTIC STATION TERMINAL
- 2.) SCAD WAY TERMINAL
- 3.) 17TH ST. BRIDGE CONNECTIONS
- 4.) WILLIAMS ST. EXTENSION; DRIVEWAY
- 5.) PLAZA
- 6.) TERRACES
- 7.) EXISTING TREES
- 8.) MAIN PROGRAM
- 9.) OFFICES
- 10.) AMPITHEATER

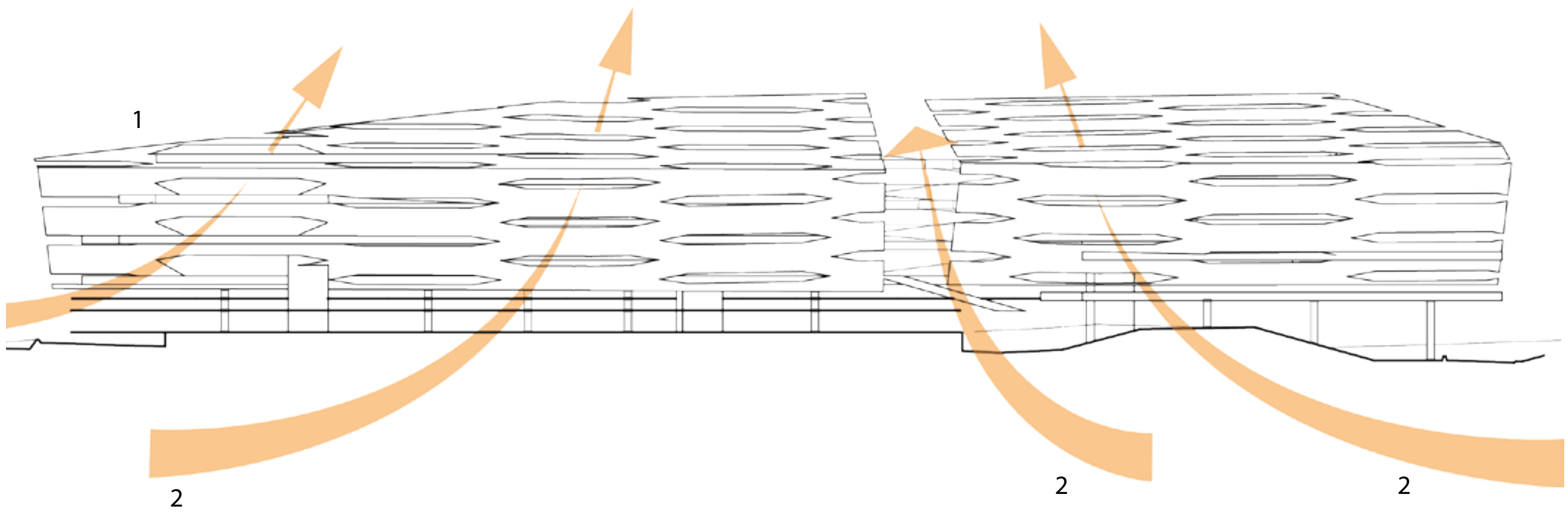




ELEVATION

1.) PASSIVE FACADE

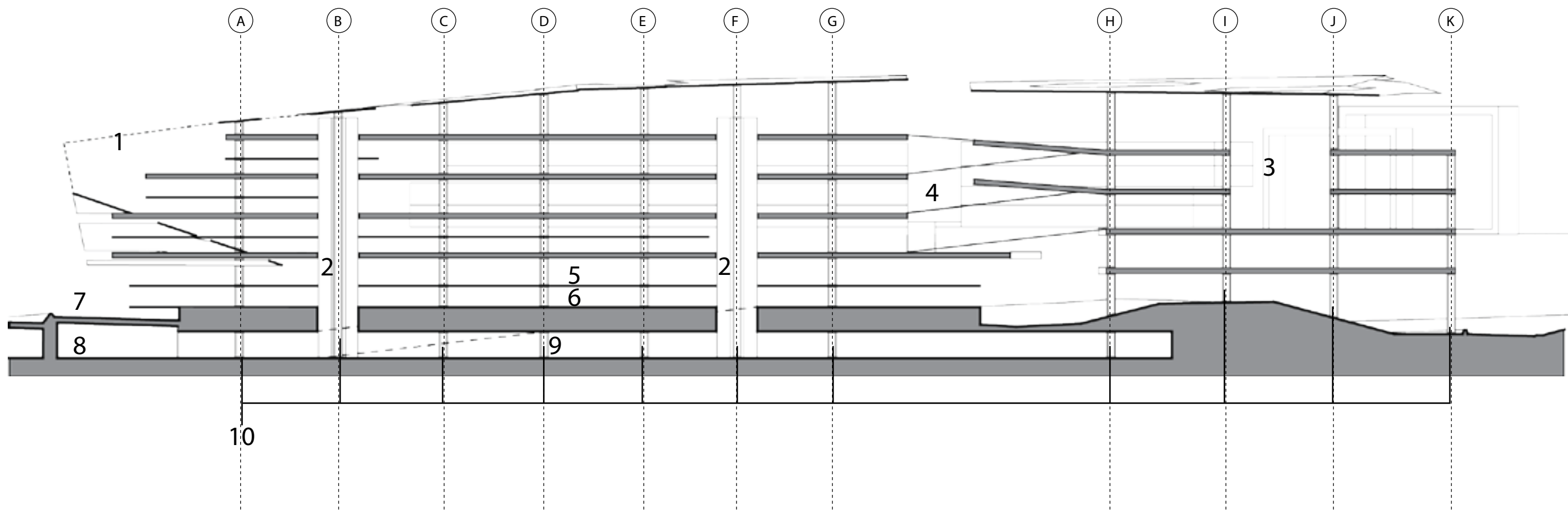
2.) AIR FLOW





SECTION

- 1.) SKIN
- 2.) CORE
- 3.) AMPITHEATER
- 4.) ATRIUM
- 5.) PLAZA
- 6.) TERRACE
- 7.) I-85
- 8.) I-75
- 9.) PARKING
- 10.) STRUCTURAL COLUMNS



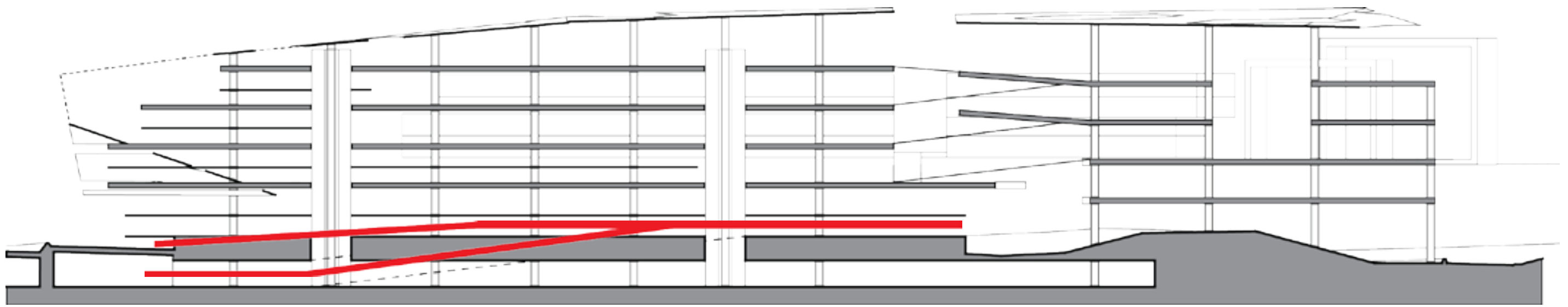
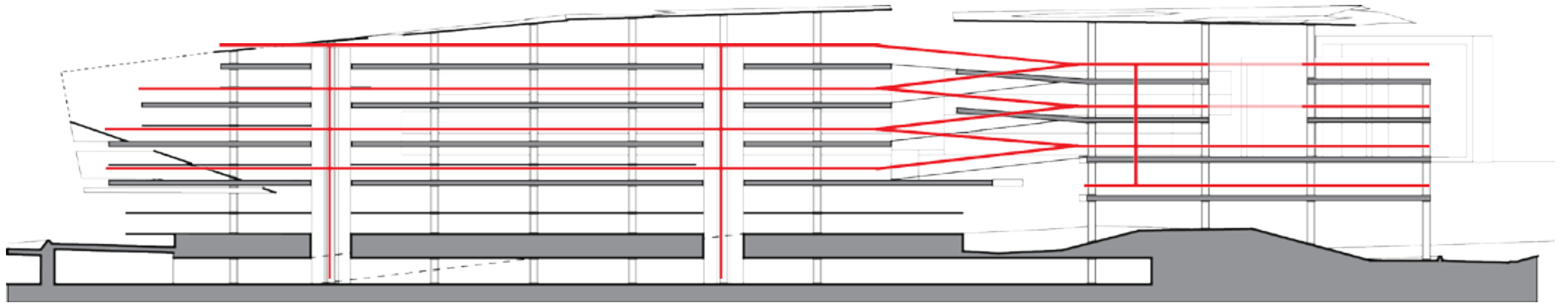
CIRCULATION

CIRCULATION



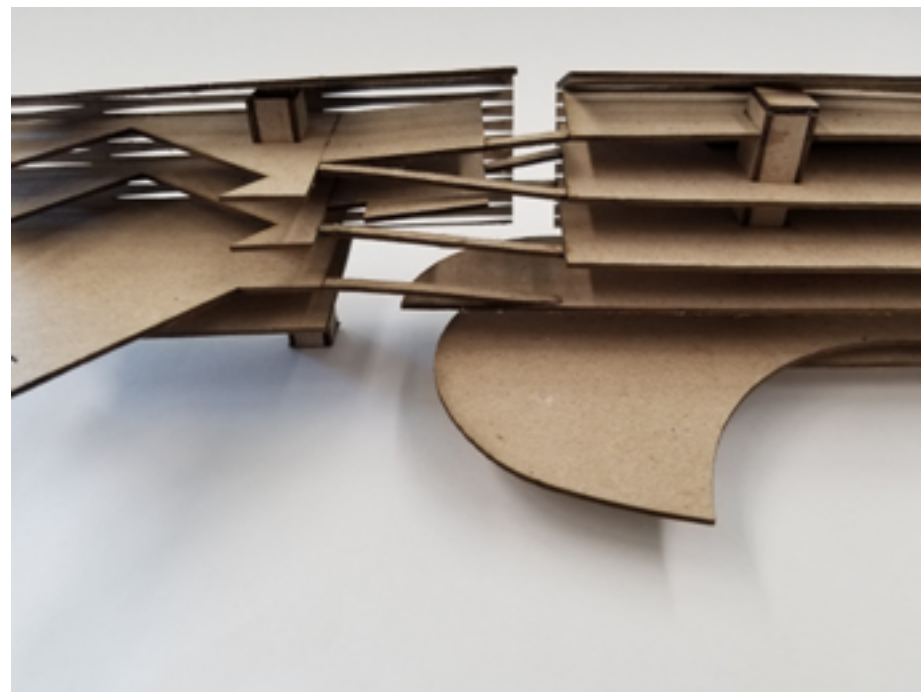
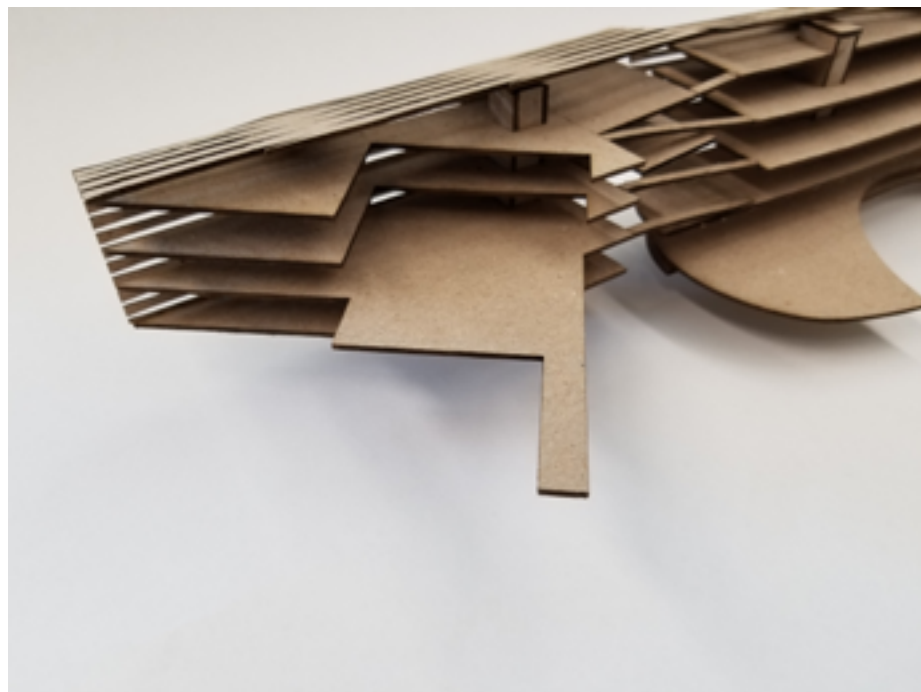
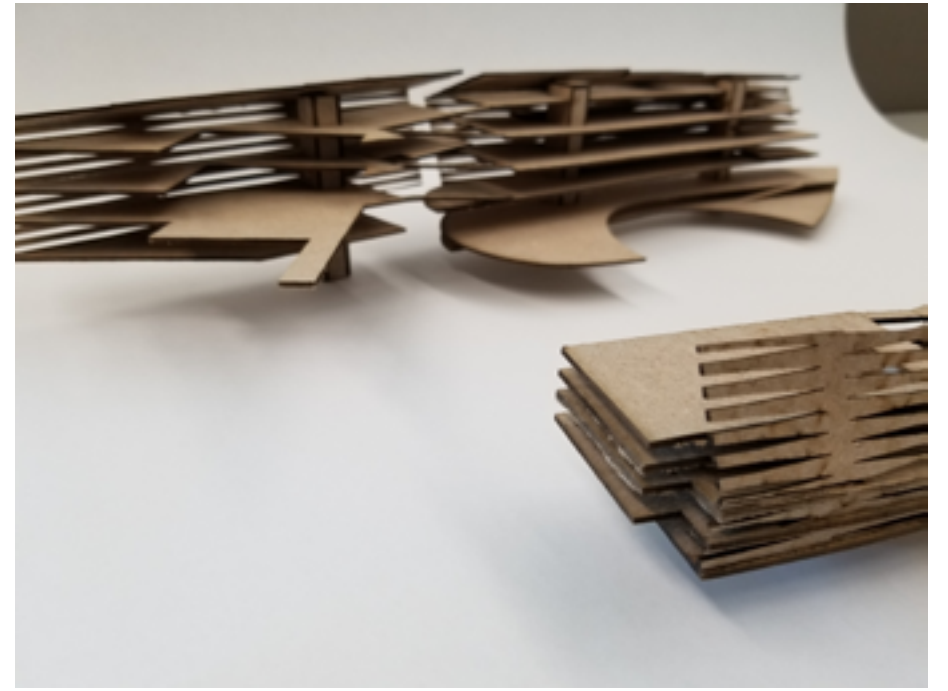
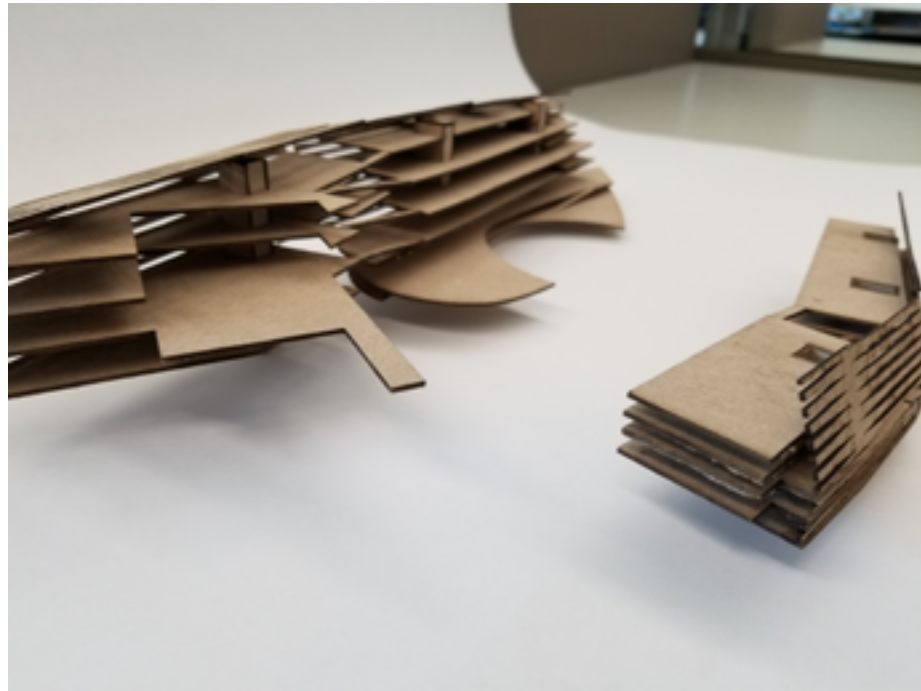
TRAFFIC
ENTRANCE FROM 17th ST.
RETURN TO I-85 N
ENTRANCE FROM I-75 S





FINAL MODEL





CHAPTER 5: RESPONSE

-REFLECTIONS	100
-NCUR PRESENTATION	101
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FINAL THOUGHTS

Throughout this thesis I gained an understanding of not just the site and the highway, but also why the highway was detrimental to the street culture, as Jane Jacobs warned us about. Now I understand why street culture must be preserved to truly make a city work.

The point of this thesis was to present my own take on the restructuring of I-75/85 through Atlanta, only I offer architecture where I feel there was none offered by other projects. I was able to present my findings on my research, my site, and my proposed project to a national conference. It was exciting to explain the different locations of Atlanta to outside travelers. It lifted me to know that people were interested in my project, and I'll continue to develop it throughout my architecture career.

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