

SOUTH DOWNTOWN

GOVERNMENT DISTRICT IMPROVEMENTS TO THE PUBLIC REALM

*Master of Science in Urban Design
College of Design
Georgia Institute of Technology
Atlanta, Georgia
MS Urban Design Studio Fall 2017*

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ACKNOWLEDGMENTS

In the fall of 2017, the City of Atlanta's Department of City Planning invited me to direct my Georgia Tech Master of Science in Urban Design students to come up with proposals for improvements to the public realm of South Downtown and the Government District. I am very grateful to Commissioner Tim Keane and the Director of the Department of City Planning, Heather Alhadeff for providing this opportunity for the students to work with them and learn many of the nitty gritty details involved in the design, management, and construction of public space. Their encouragement of creative ideas and pragmatic solutions emboldened the students to think big, even on small sites, about the power of better placemaking.

Thanks also to the many faculty, community leaders and professionals who participated in reviews and gave input to the students. Special thanks to Kyle Kessler, Jennifer Ball, Audrey Leous, Kevin Bacon, Amelia Kane, Jeshua Pringle, Walter Brown, Katherine Kelly, Sam Bond, Tom Walsh, Zorana Matic, Blake Reeves, Herman Howard, Julie Kim and Richard Dagenhart.

Most importantly, I would like to acknowledge all of the students for their boundless energy and enthusiasm for the work. This was particularly

evident in their creative use of parklets on National Park(ing) Day to display their ideas and gather input from Downtown employees, residents, visitors, and homeless. They learned a great deal and have helped us all re-imagine a revitalized South Downtown and Government District:

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Jiho Choi
Coston Dickinson
Fenghuan Hong
Tejas Khandakar
Tianqi "Bruce" Ling
Sam Stephen Baskar Sundara Raj
Carley Rickles
Karen Vijayanand
Bowen Xue
Zeyue Yao
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Thank you!
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TOPIC TEAMS

- Curb Management and Streetscaping
- Placemaking and Building Social Capital
- Eco-Infrastructure and Urban Heat Island

SITE TEAMS

- Georgia Plaza Park & Talmadge Plaza/Peachtree St & Mitchell
- GSU Marta + Capitol & Memorial intersection
- Fire Station Park & Garnett Garden
- Central Ave. x Trinity Ave. & Pulliam St. x Memorial Dr.

INTRODUCTION

Atlanta's Government District is home to both the Georgia State Capitol and Atlanta City Hall. During the day it fills with government employees, but its streets are empty at night and not much more lively during the day due to the lack of residents, welcoming public spaces, or other amenities to attract them.

Immediately to the west, South Downtown is home to a fledgling arts community, a sizable homeless community, and a smattering of small local businesses. In contrast to the Government District, South Downtown is at its liveliest on Broad Street on the nights of art openings. But it too suffers in general from a lack of enough residents or amenities to support a vibrant street life.

While the two adjacent areas have very different uses, building types, and character, both have an excess number of surface parking lots and vacant retail spaces despite having very good transit access and buildings with good bones. Mayor Kasim Reed would like to enliven the Government District so as to be better able to recruit talented employees and has dedicated \$1.5 million dollars for public realm improvements. At the same time, South Downtown is poised for massive investment in the private realm. Newport US RE has bought eight blocks and plans to rehabilitate the existing, mostly century-old buildings before constructing new buildings on the parking lots.

Given the prospect of significant investment and change, students were asked how can the area's neglected public realm encourage creative renewal and collaboration on a shared future?

The 9-week studio project was structured to both serve the city's need for creative ideas and the students' need to learn the core dimensional, morphological, and technical knowledge necessary to the practice of urban design as well as to develop their communication, research, and critical thinking skills.

Students were paired into teams and charged to produce proposals for two sites. One of the proposals would have to be immediately implementable, while the other could be a more substantial pilot project or intervention. Four of the seven teams were assigned key gateway sites:

- GSU MARTA Station + Capitol Ave and Memorial Drive intersection lid
- Talmadge Plaza + SE corner of Mitchell and Peachtree
- Green at SE corner of Central & Trinity + Central Avenue, Memorial Drive and Pulliam St
- Garnett MARTA Station + Ted Turner Drive, Peters St, and Fire Station No 5 Park

The three remaining teams were given a specific topic to research and then find appropriate sites for their implementation. The topics were:

- Curb Management and Streetscaping
- Placemaking and Building Social Capital
- Eco-Infrastructure and Urban Heat Island

All students were encouraged to do additional research into precedents on the following:

Complete Streets: taming cars, going multi-modal

- Road diet: remove drive lanes, narrow drive lanes
- Traffic calming
 - Bollards, weaves, shared space...
- bike lanes
- bike share stations
- missing crosswalks
- curb management: on-street parking, deliveries, PUDOs, disability mobility, bike racks/bike lanes
- pavement to plazas
- curb cuts/accessibility
- pilot project: Pick-up/Drop off station network promoting shared rides?

Eco Infrastructure: stormwater management, reducing urban heat island

- Street trees – guerrilla gardening
- Bio-swales
- Pervious pavement, solar pavement
- Edible landscaping, composting stations
- Green walls
- Light-colored surfaces
- Renewable energy infrastructure??
- Resilience/disaster recovery
- Wildlife habitat
 - Pollinators at parking lots
 - gardens
- Pilot project: geothermal under the streets??
- Pilot project: new uses for captured air conditioning condensate?

Streetscaping: celebrating the public realm, streets as safe, attractive people places

- Water features
- Decorative plantings
- Street furnishings
- Public art, murals
- Lighting
- Wayfinding
- Better Bus stops/PUDOs
- Recommendations for pedestrian-friendly building frontages
- Pilot project: Atlanta history/character mural or branding...?

Placemaking: Multi-activity: places to linger, eat lunch, play, be social, build social capital, be inspired

- Stakeholder input
- Urban living room, shared amenities, shared activities, shared resources
 - Liner buildings to shape public spaces, screen pkg
- Seating, micro-cafes,
- Performance “stages”, soapbox platforms
- democratic expression
- local identity
 - The Beloved Community
 - City in the Forest
- Parklets, pocket parks, dog parks
- Food trucks, vendors
- Things to do while waiting: games, swings, music.
- Places for kids
- WIFI hotspots
- Public showers, restrooms
- Beauty and belonging for all
- Night uses: parking lots transformed to night markets, b’ball/tennis courts, skate rinks?
- Pilot Project: seasonal alterations to add cooling in summer and warming in winter
- Pilot Project: shared space/temporary festival space/beach

Smart City

- Robot delivery
- Manage waste as food
- Managed truck delivery
- Managed parking
- Traffic management
- Tidy Street Project?? Usage
- Estimate revenue from VMT usage?
- New modes of sharing
 - Shared umbrellas
 - Shared rides
 - Shared tools
 - Shared
- Pilot project: Autonomous Rapid Transit dedicated lane route??
- Pilot project: data kiosks?

SOUTH DOWNTOWN ATLANTA



0 0.05 0.1 0.2 Miles

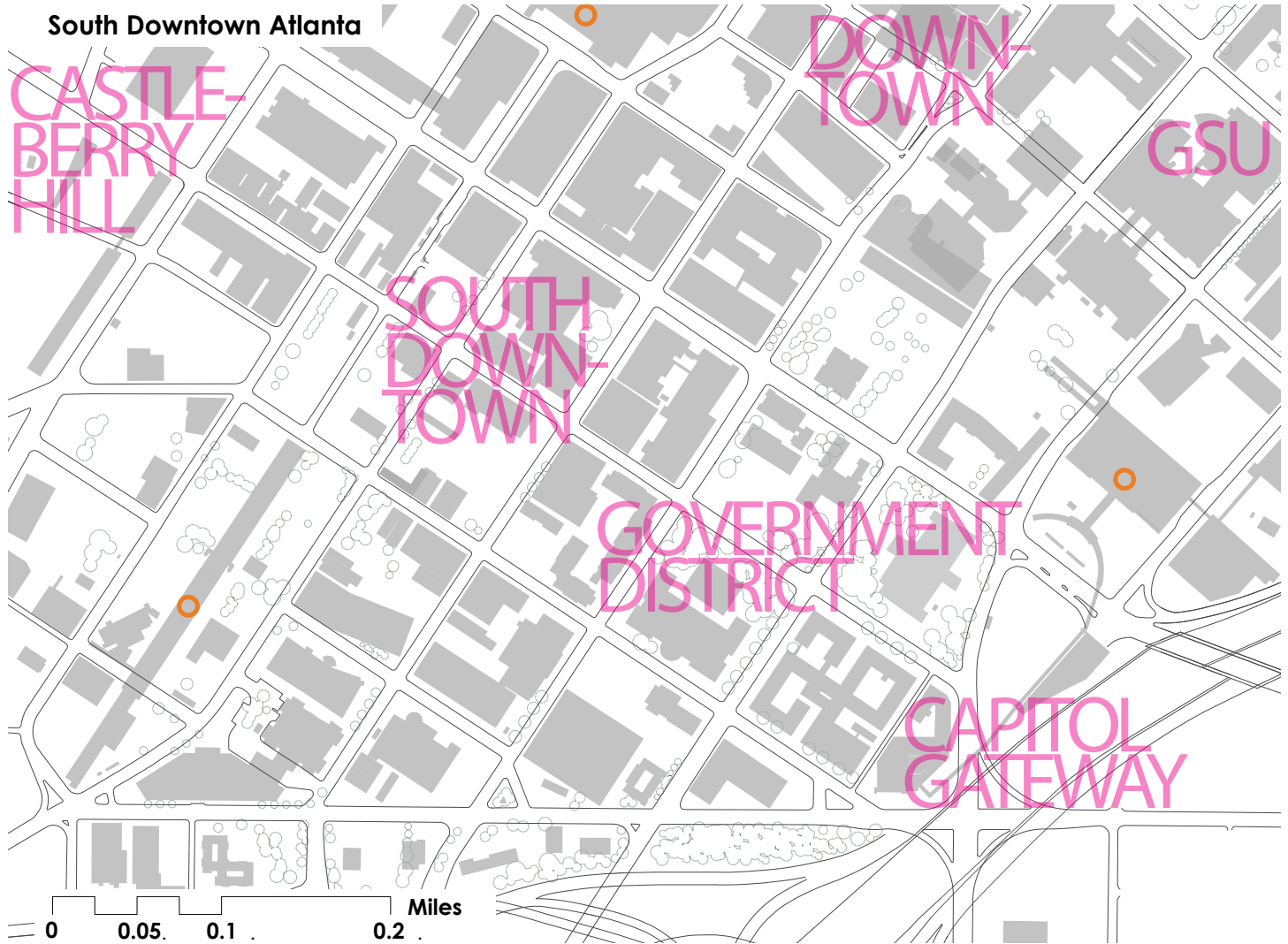


- 1. Urban Living Room
- 2. Garnett Color Garden
- 3. BROADWALK
- 4. Having Fun Day & Night
- 5. Five Points Community Hub
- 6. Multi-Use Parking Lot
- 7. Pulliam Grove
- 8. Central Ave Park
- 9. Park in the Sky
- 10. Georgia Plaza Park
- 11. Capitol Gateway

SOUTH DOWNTOWN/ GOVERNMENT DISTRICT ANALYSIS

from VACANCY to REDEVELOPMENT •
from GRAY to GREEN •
from FEAR to FUN •

from VACANCY to REDEVELOPMENT NEIGHBORHOODS



South Downtown and the Government District are well-connected to neighborhoods to the north, but are largely cut-off by the Gulch to the east, I-75/85 to the west, and I-20 to the south

from VACANCY to REDEVELOPMENT

STREETS WITH BLANK AND DEAD WALLS



The red indicates blocks whose building frontages are largely blank or vacant. This creates a sense of a lack of safety for pedestrians and is very prevalent in the study area.

from VACANCY to REDEVELOPMENT

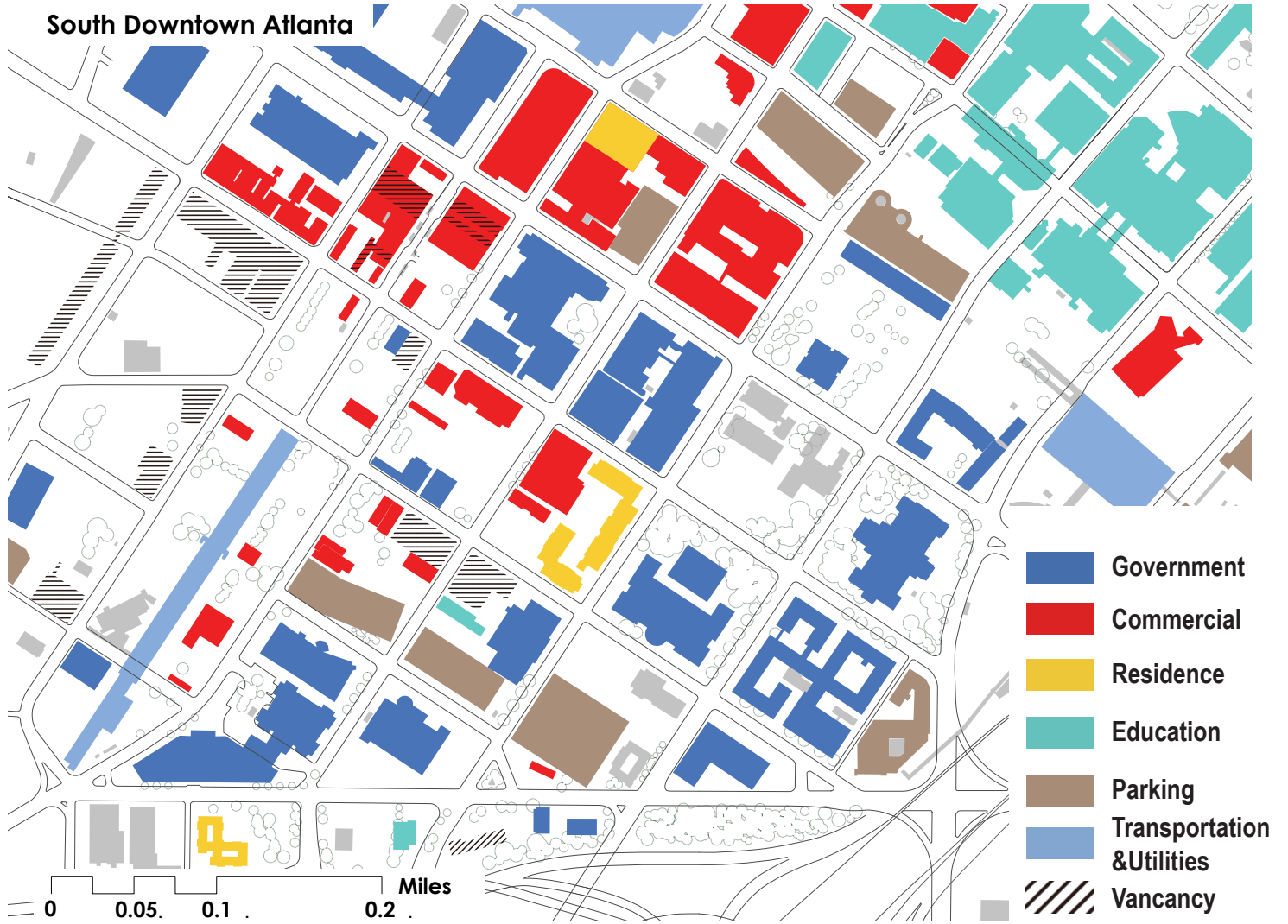
PARKING SPACE IN SOUTH DOWNTOWN



Despite having small blocks, MARTA and a walkable street network, the abundance of parking lots and parking garages in the area make this an unfriendly walking environment for pedestrians. Although, they also provide many opportunities for future upgrades and redevelopment.

from VACANCY to REDEVELOPMENT

BUILDING USES IN SOUTH DOWNTOWN



This map of uses shows the heavy number of governmental buildings to the east and the commercial buildings to the west. While several of them have residential above the retail on the ground floor, in general, there are very few residents.

from GRAY to GREEN

GREEN SPACE IN SOUTH DOWNTOWN



There are many publicly accessible green spaces in the Government District. However, there are very few in South Downtown.

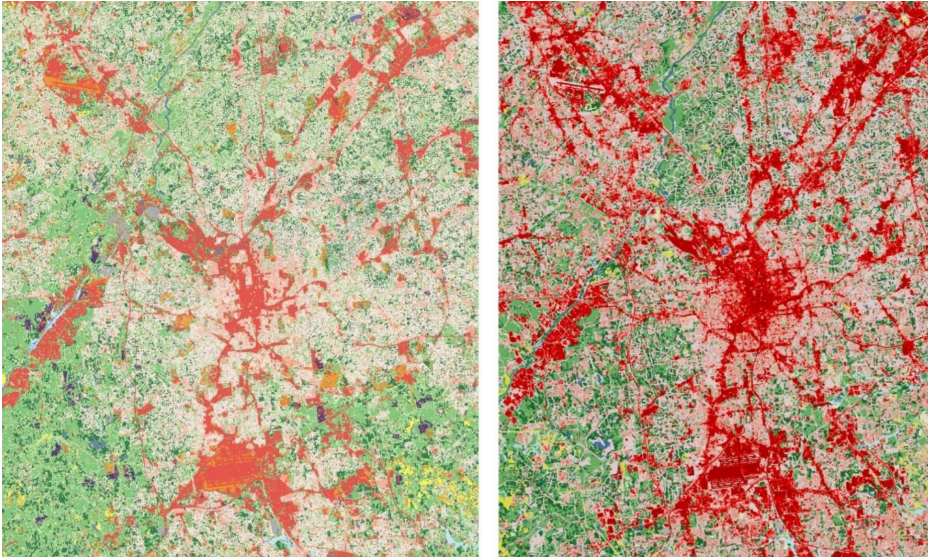
from GRAY to GREEN

TREE CANOPY IN SOUTH DOWNTOWN



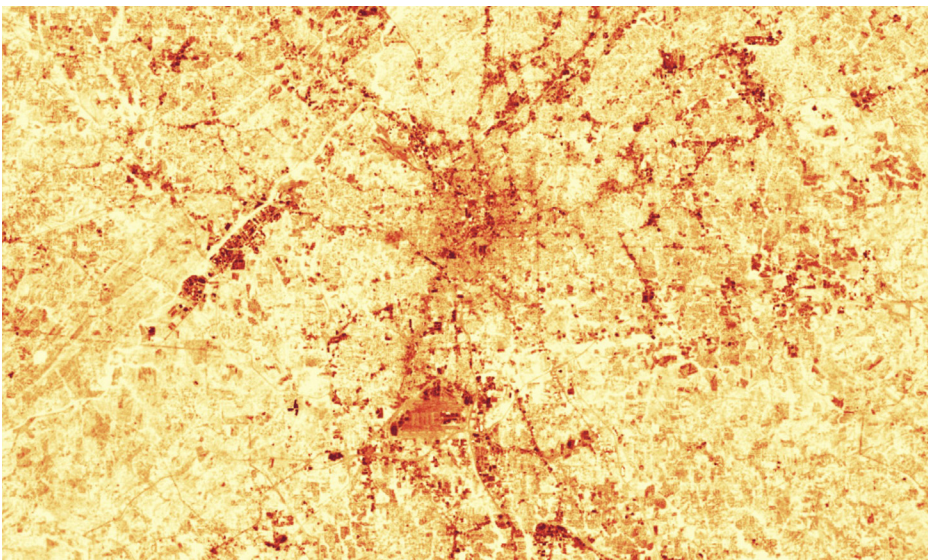
Trees, like green spaces, are concentrated in the Government District. There are some along Broad Street, but most South Downtown streets lack trees.

from GRAY to GREEN DENSITY MAP: 1991-2008



In only ten years, it is possible to see the level of population growth in Metro Atlanta. While density is a good thing, overgrowth and overpavement of the landscape with impervious surfaces causes many problems for the contemporary city. It creates storm water runoff that is usually polluted, storm water surge water displacement and death of the surface layer of topsoil, degrading the overall health of local ecologically. Urban stormwater runoff from Downtown Atlanta significantly impairs Proctor Creek, on its way to the Chattahoochee River. Steps to mitigate these problems in Downtown include more street trees, more green space, and more opportunities for stormwater to infiltrate at its source.

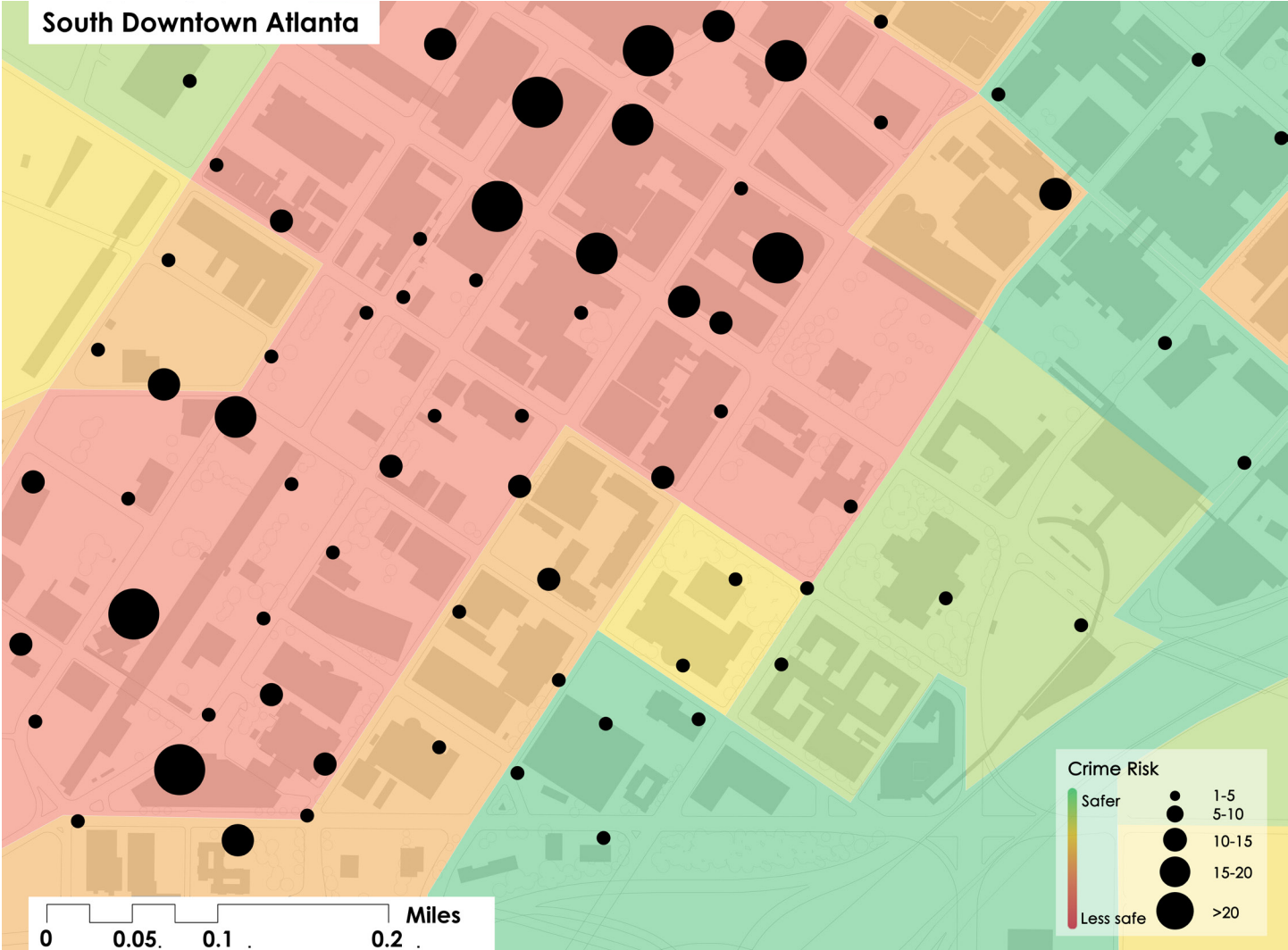
THERMAL MAP: 2008



This map of Metro Atlanta with Downtown at the center shows a surface heat map which depicts the stark contrast in surface temperature for paved areas. They amplify the Urban Heat Island Effect and raise urban temperatures to potential lethal limits. It also shows how trees and other green areas can mitigate heat gain by 85%.

from FEAR to FUN

CRIME RATES IN SOUTH DOWNTOWN



The crime risk in the area increases in the area south and east of the 5 Points MARTA station.

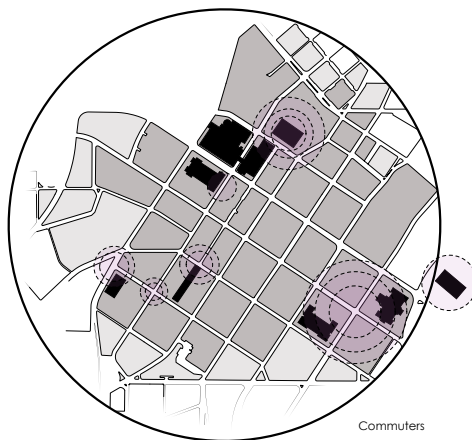
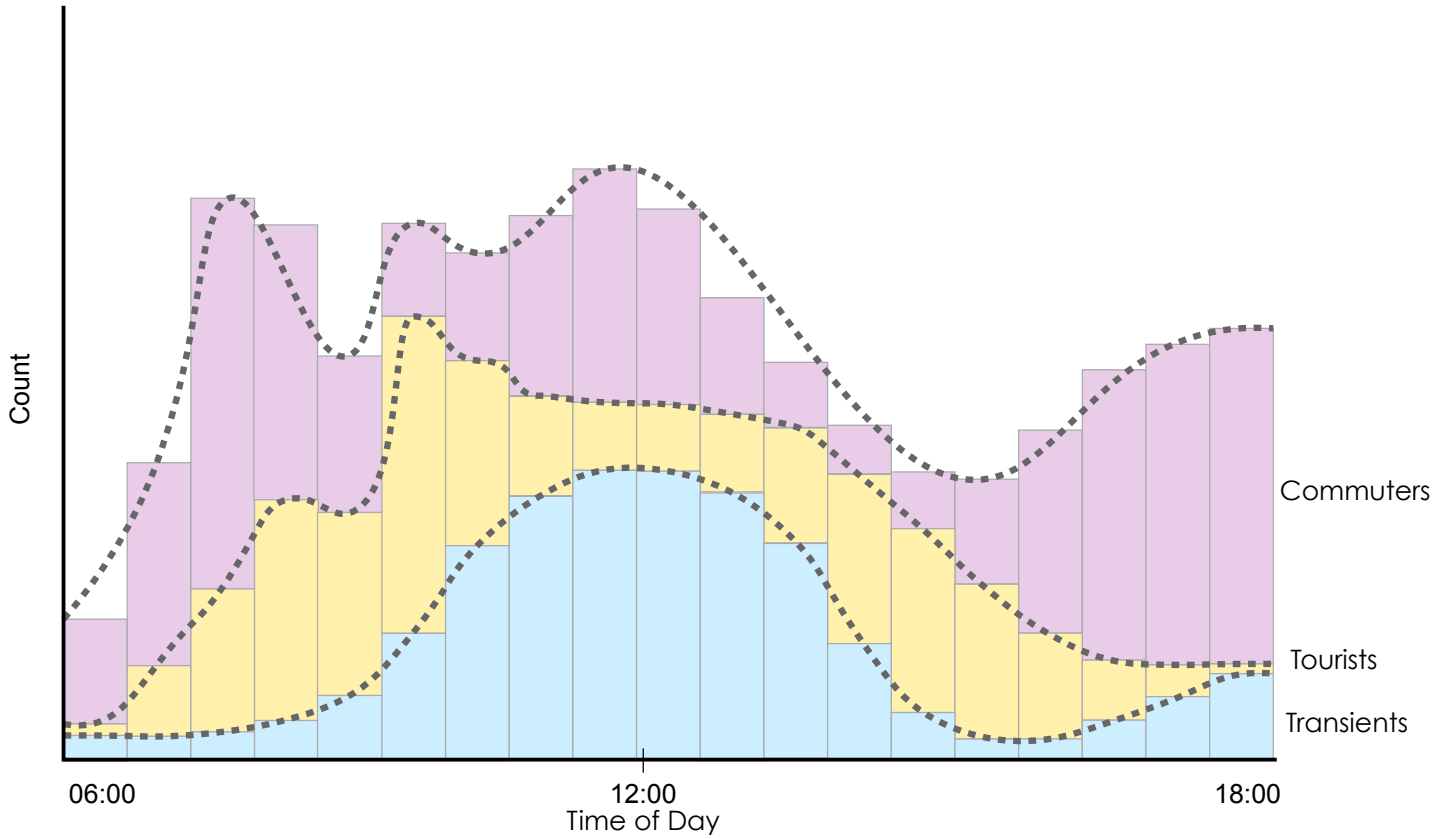
from FEAR to FUN
DEFENSIVE CHARACTER



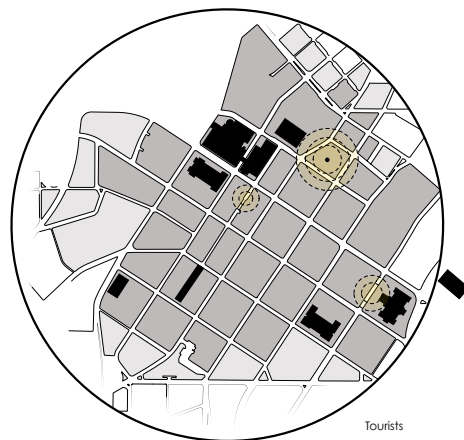
This shows the defensive design prominent in South Downtown. These design elements reflect an attitude of distrust.

from FEAR to FUN

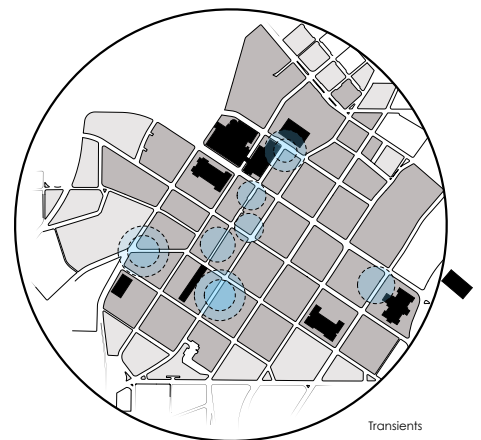
SOUTH DOWNTOWN FOOT TRAFFIC OVER A DAY



Commuter Frequented Space



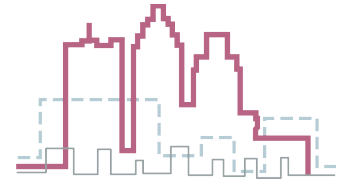
Tourist Frequented Space



Transient Frequented Space

TOPICS TEAMS

- Placemaking and Building Social Capital •
- Curb Management and Streetscaping •
- Eco-Infrastructure and Urban Heat Island •



Community Bonds

**Research Topic: Placemaking + Social Capital
South Downtown/Government District, Atlanta, Georgia**

TEAM:
Christy Dodson
Carly Rickles

COMMUNITY BONDS is a project centered around creating opportunities for placemaking and social capital in South Downtown. Currently, the design of the public realm in South Downtown communicates an attitude of defensiveness and distrust through barred and blank storefronts, high fences, restrictive signage, and limited seating. The proposed strategies seek to design an environment that encourages spontaneous interactions, vibrant streets, and strengthened community bonds.

TOPIC RESEARCH

PLACEMAKING + SOCIAL CAPITAL

placemaking: utilizing a community's assets to create public spaces that are accessible, loved, and enhance well-being.

social capital: the social relationships and networks that enable communities to function productively.



PLACEMAKING + SOCIAL CAPITAL PROBLEMS IN S DOWNTOWN

TOPIC RESEARCH

PLACEMAKING + SOCIAL CAPITAL



CELEBRATE
SOUTH DOWNTOWN
IDENTITY



PRIORITIZE & ENHANCE
ALTERNATIVE TRANSPORTATION



**solutions for
better public
spaces**



HOW CAN WE
APPRECIATE &
BOOST STREETSCAPE



CREATE MORE ENJOYABLE LIFE
& REASON TO BE DOWNTOWN

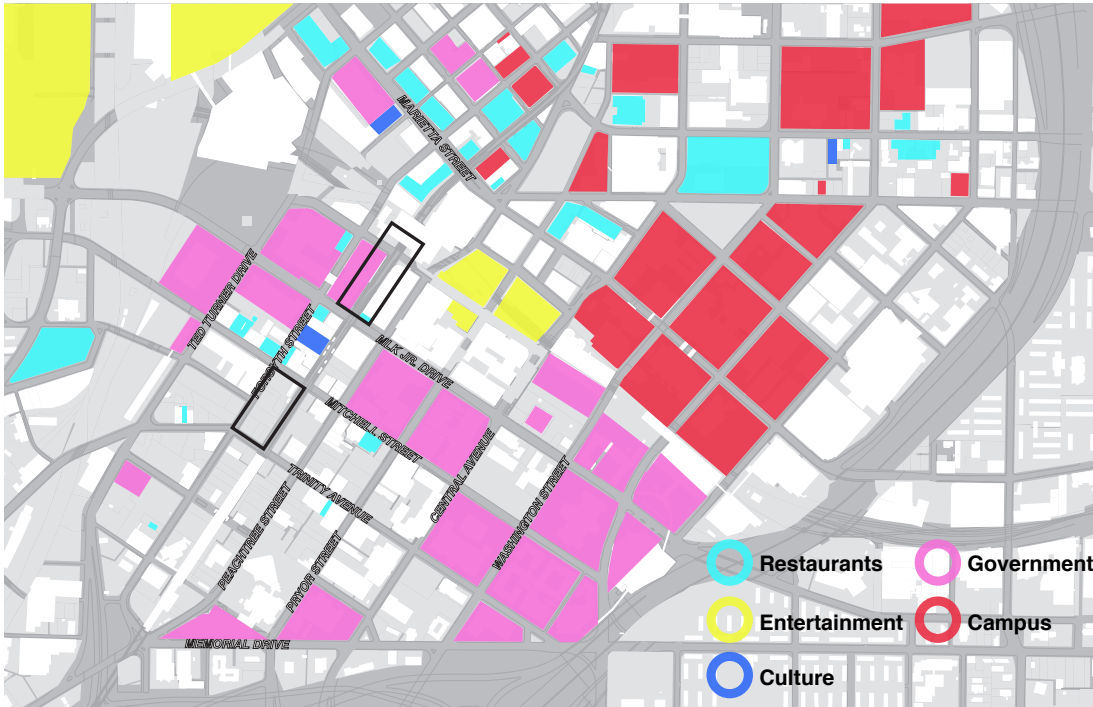


MORE SOCIAL
OUTLETS

PLACEMAKING + SOCIAL CAPITAL SOLUTIONS IN S DOWNTOWN

SITE RESEARCH

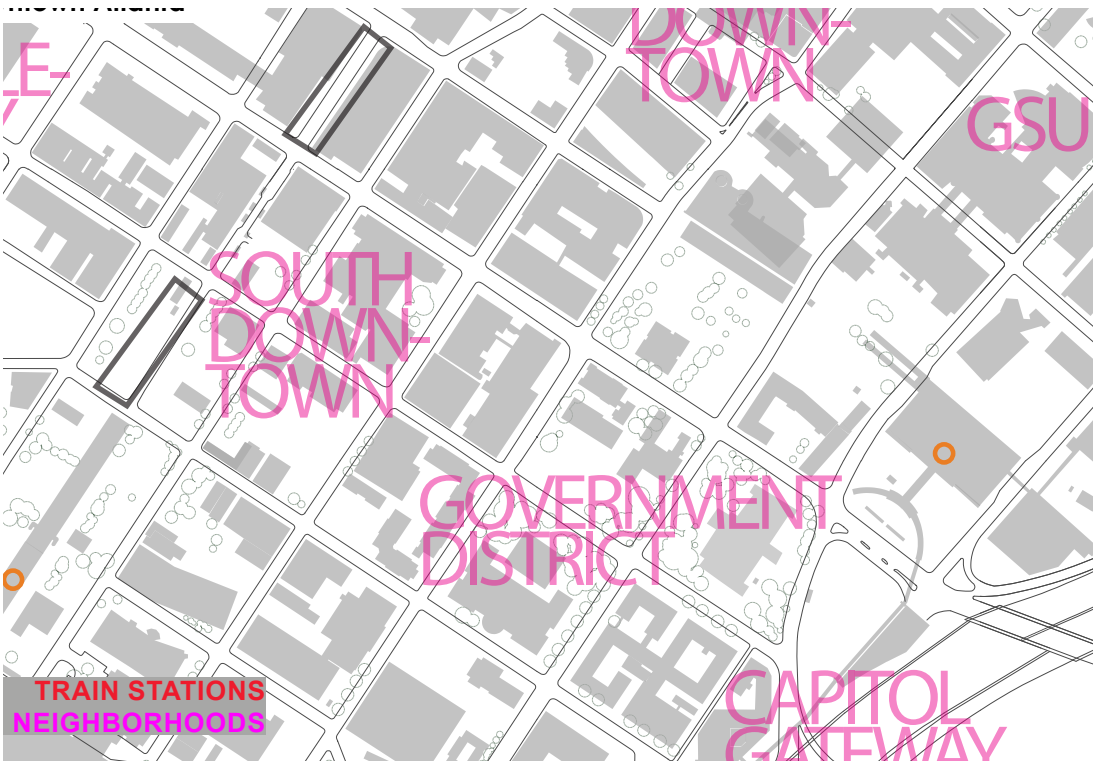
MAPPING COMMUNITY AMENITIES AND NEEDS



KEY FINDINGS:

lack of destination programs, but no shortage of potential users

USER GROUPS DIAGRAM



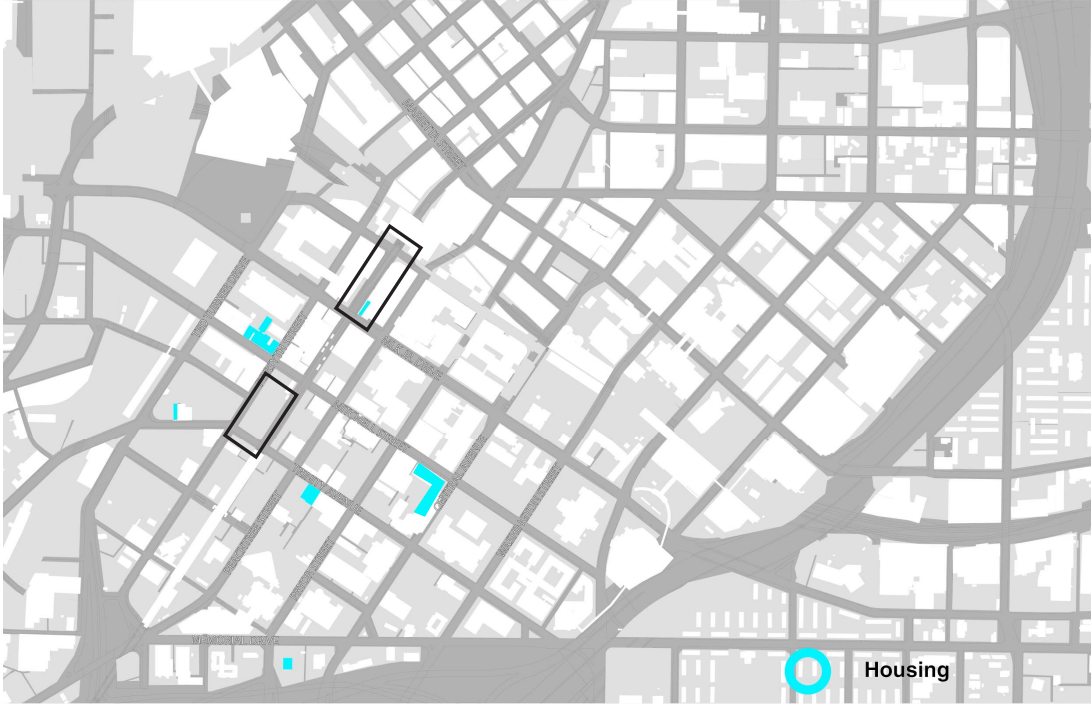
KEY FINDINGS:

Outlined rectangles show sites proposed for interventions to improve placemaking and social capital.

TRANSIT / NEIGHBORHOOD DIAGRAM

SITE RESEARCH

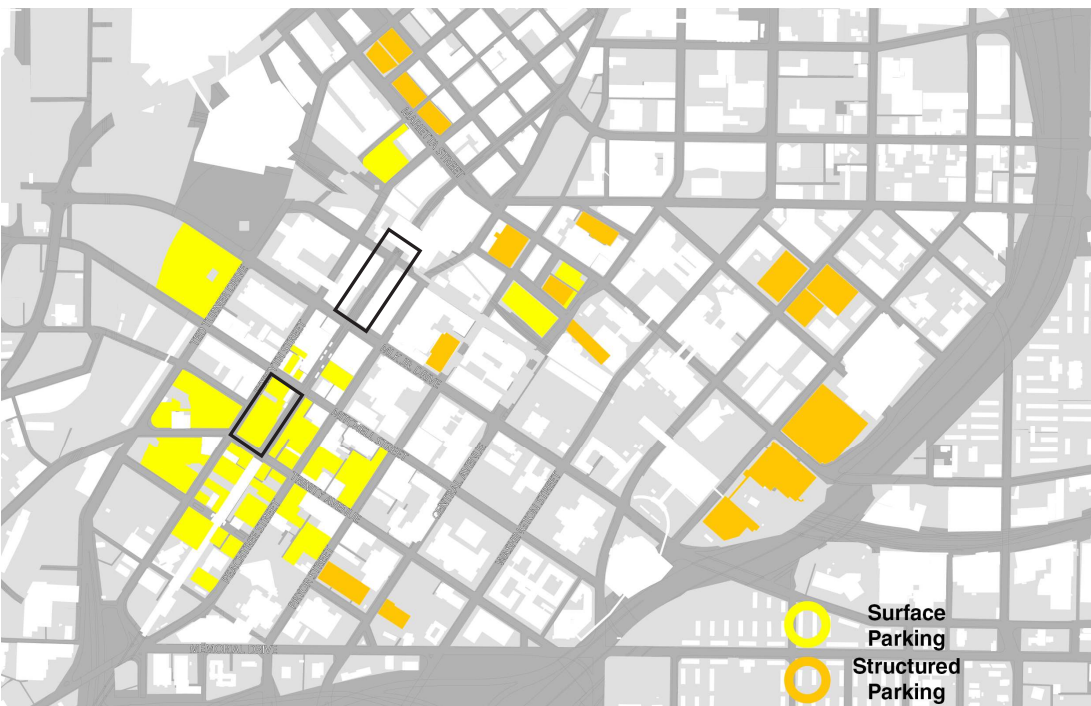
MAPPING COMMUNITY AMENITIES AND NEEDS



KEY FINDINGS:

- +few residential units
- +general disconnect
- +lack of interaction

HOUSING DIAGRAM



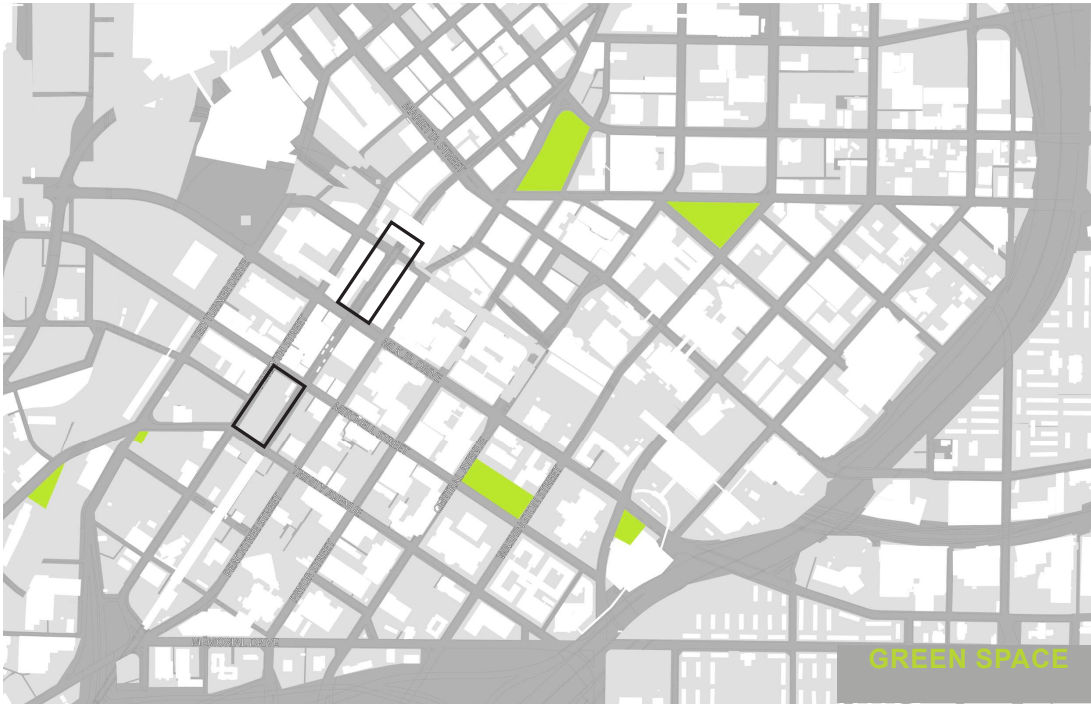
KEY FINDINGS:

- +too much concentrated parking
- +underutilized sites

PARKING DIAGRAM

SITE RESEARCH

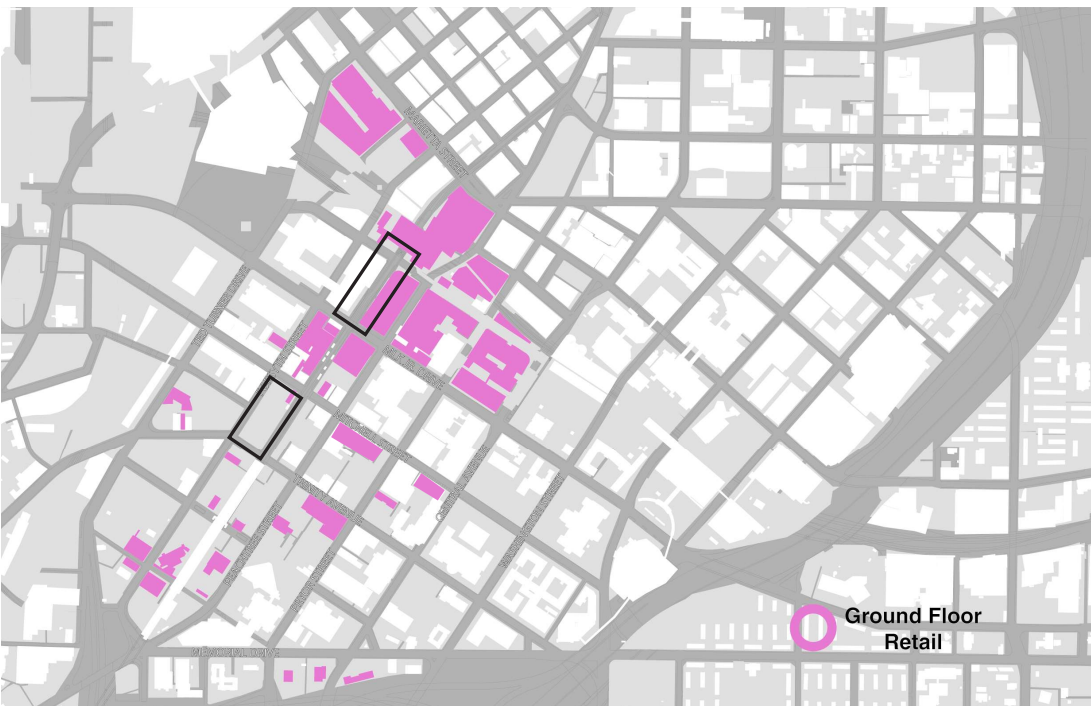
MAPPING COMMUNITY AMENITIES AND NEEDS



KEY FINDINGS:

- +disconnected green space
- +none within walking distance of our intervention sites

GREEN SPACE DIAGRAM



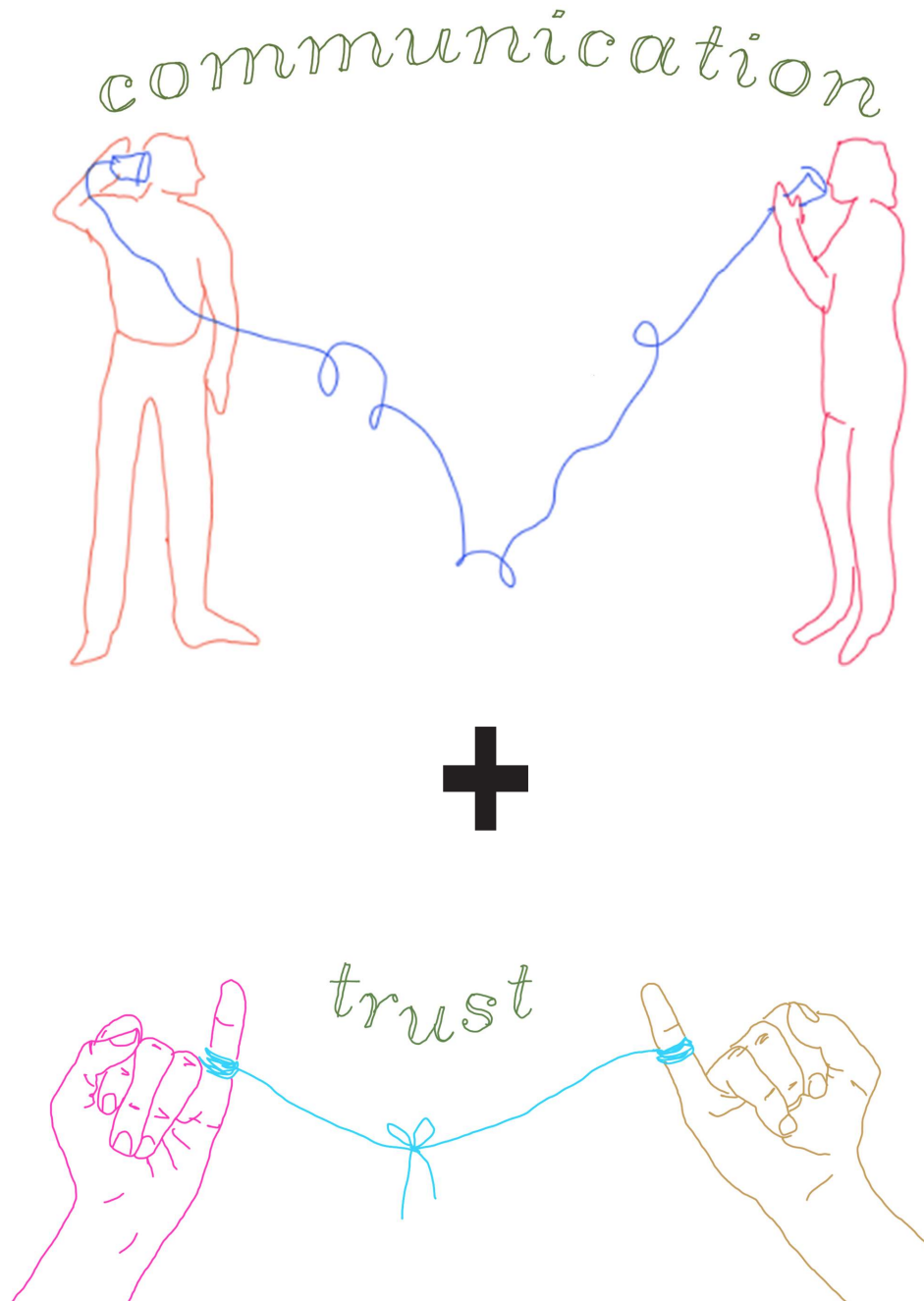
KEY FINDINGS:

- +concentrated retail
- +lack of connection between retail blocks

RETAIL DIAGRAM

MAIN PROBLEMS

COMMUNITY NEEDS



disconnection means missed connections and ultimately results in a lack of communication and trust among community residents and visitors

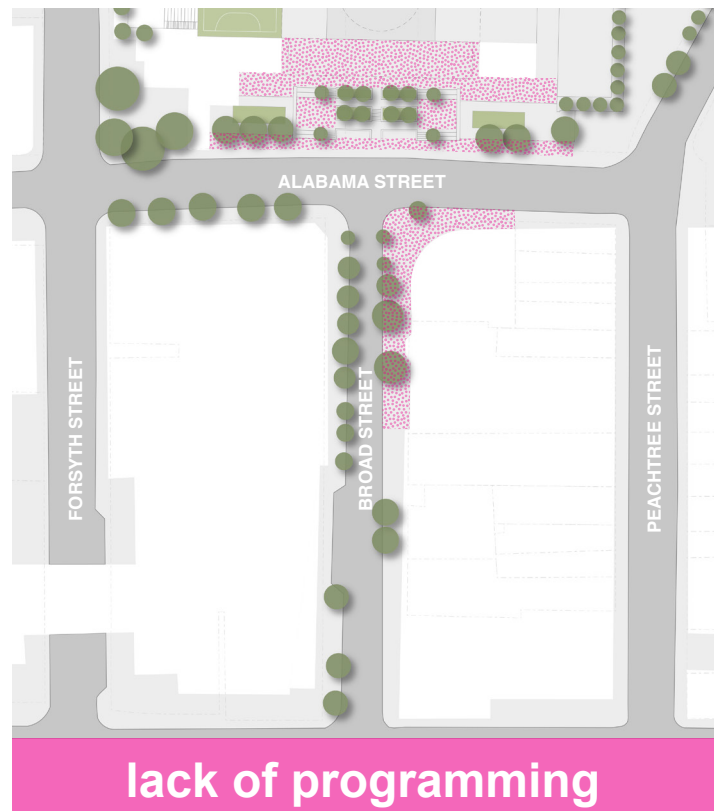
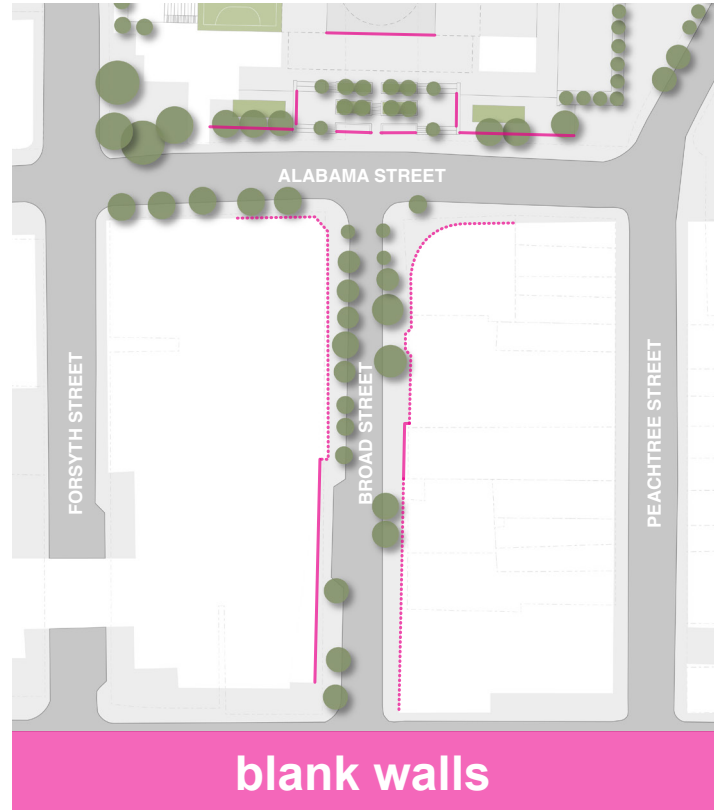
FIVE POINTS COMMUNITY HUB

DEFINING PRIMARY ISSUES



FIVE POINTS COMMUNITY HUB

MAPPING PRIMARY ISSUES



SOUTH BROAD PARK LOT

DEFINING PRIMARY ISSUES



SOUTH BROAD PARK LOT

MAPPING PRIMARY ISSUES



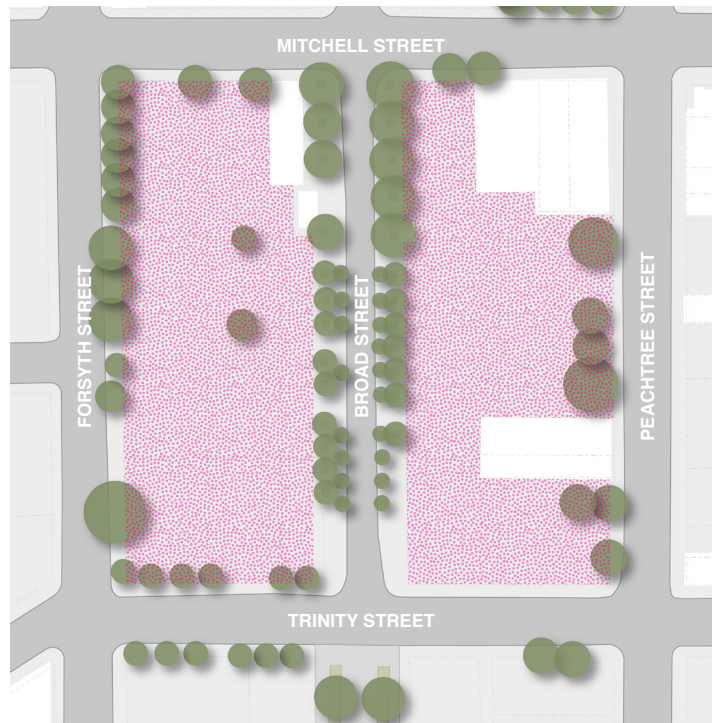
fenced areas



blank walls



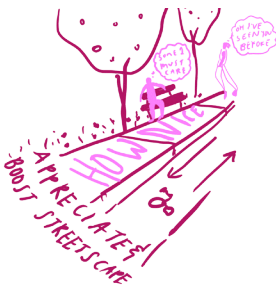
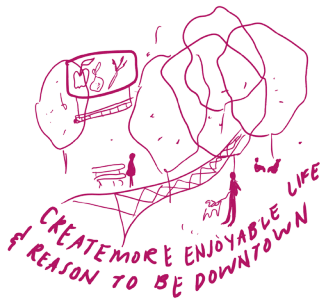
poor streetscape



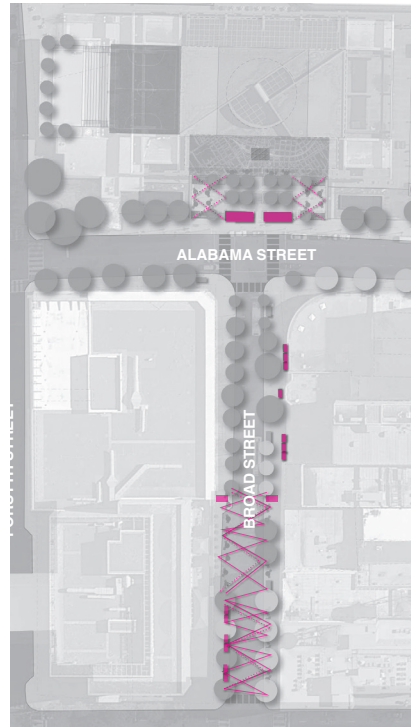
lack of programming

SOLUTIONS FOR SOUTH DOWNTOWN

MAPPING COMMUNITY DESIGN SOLUTIONS

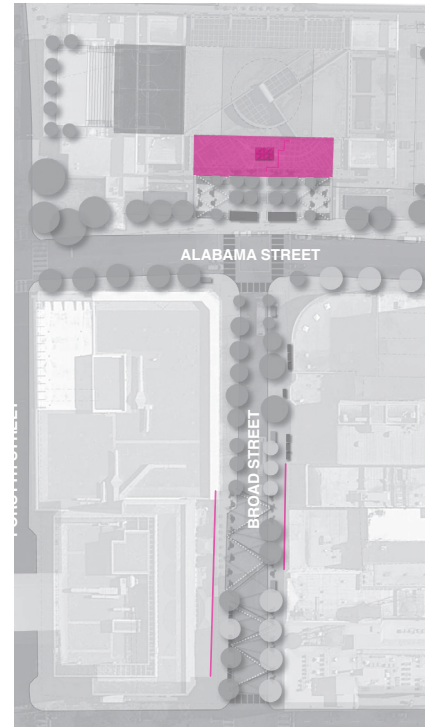


CELEBRATE SOUTH DOWNTOWN IDENTITY

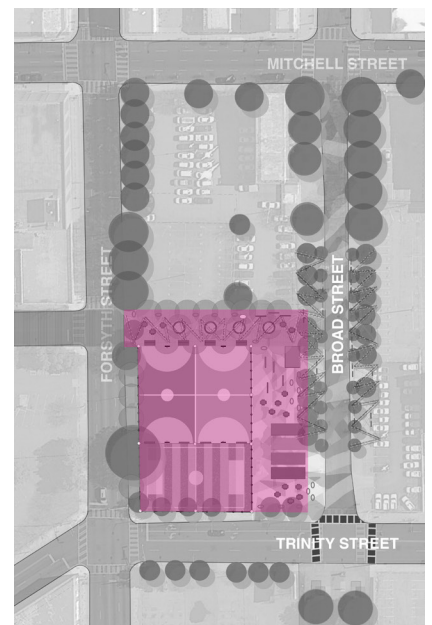


Five-Points Community Hub

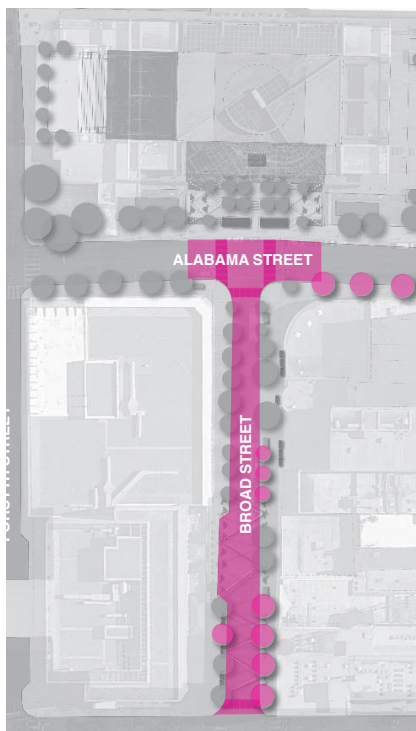
CREATE MORE ENJOYABLE LIFE AND REASONS TO BE DOWNTOWN



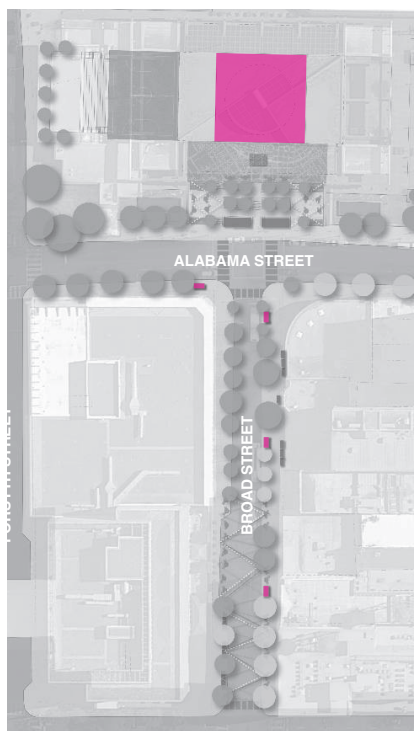
Broad St. Park Lot



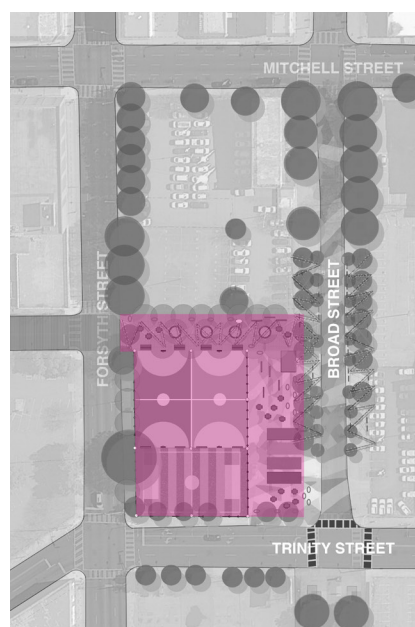
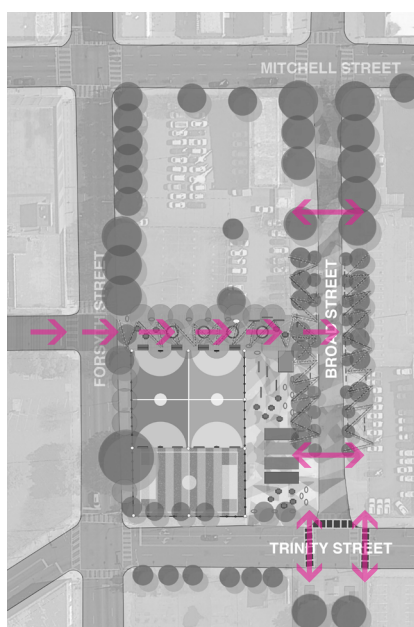
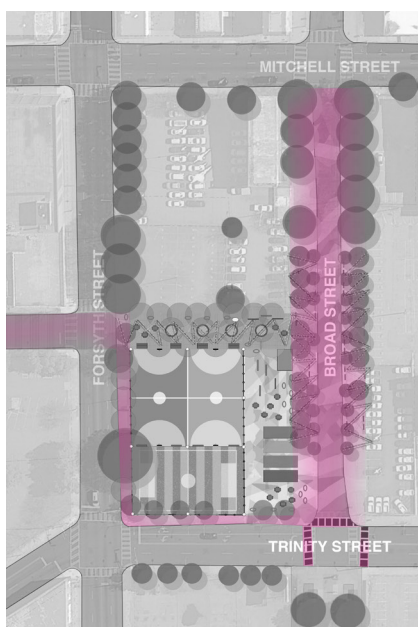
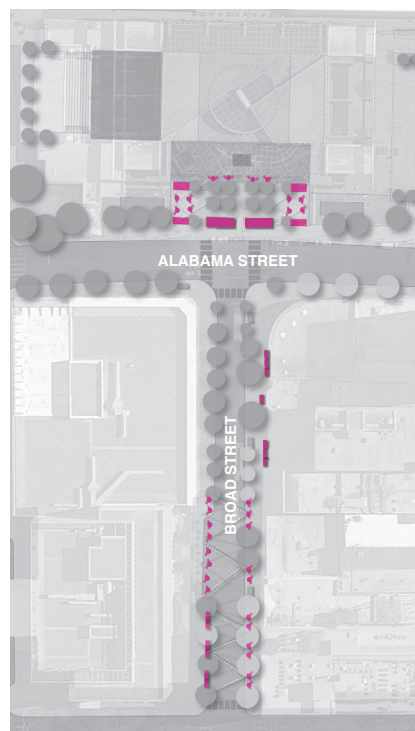
APPRECIATE AND BOOST STREETScape



PRIORITIZE AND ENHANCE ALTERNATIVE TRANSPORTATION



CREATE MORE SOCIAL OUTLETS

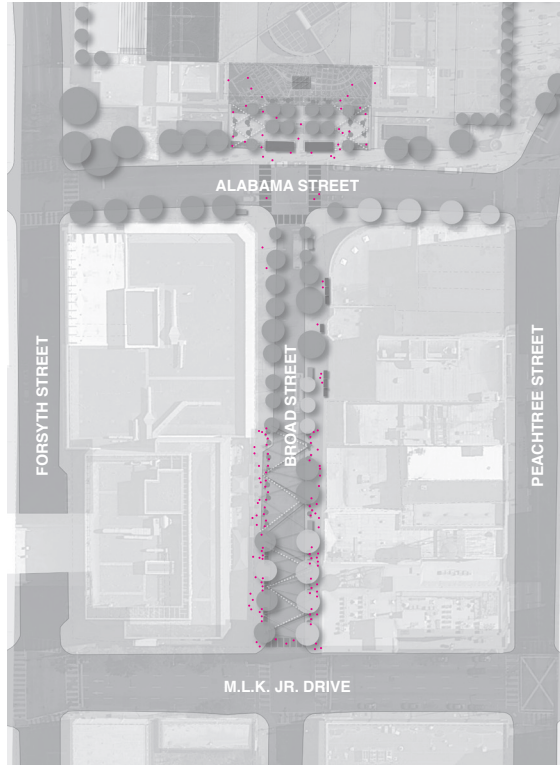


FIVE POINTS COMMUNITY HUB

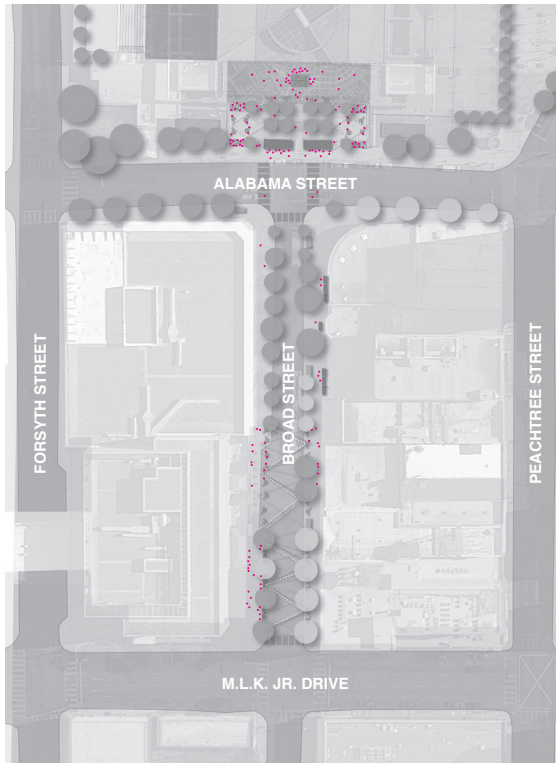
USER GROUPS

The concentration of dots on the User Group Diagrams show how different users will use the Five Points Community Hub. The main users of the site will be residents, visitors, and transit riders.

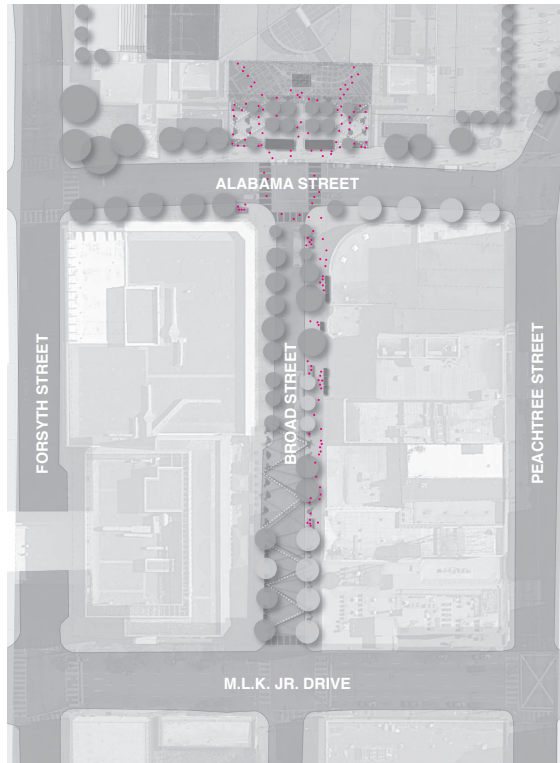
residents



visitors



transit riders



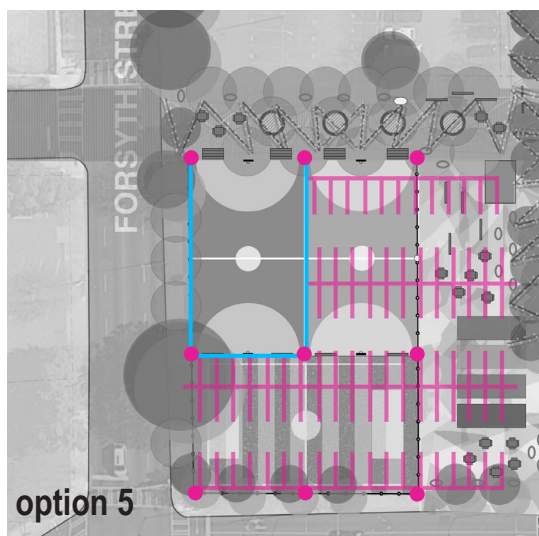
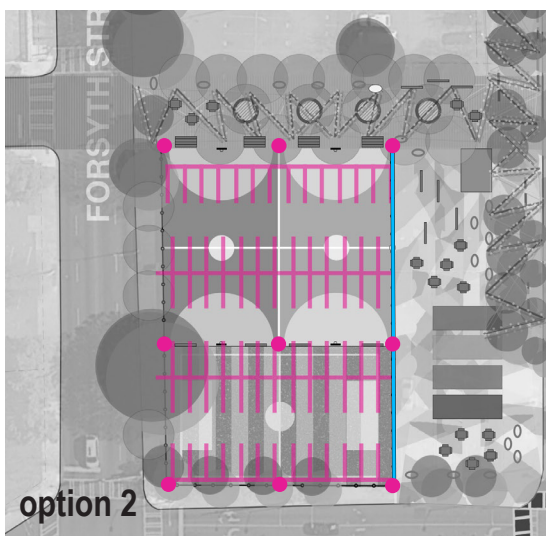
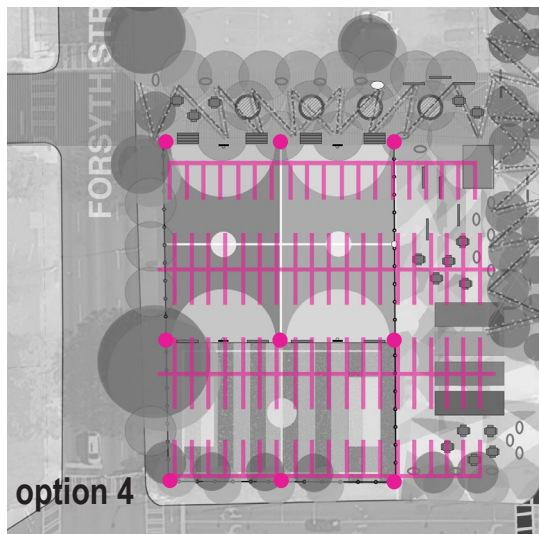
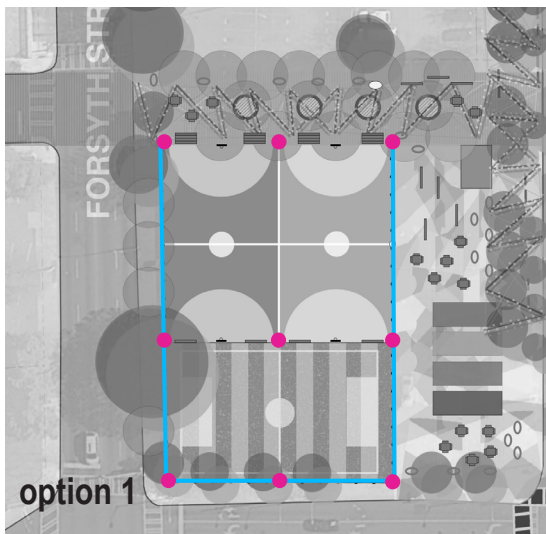
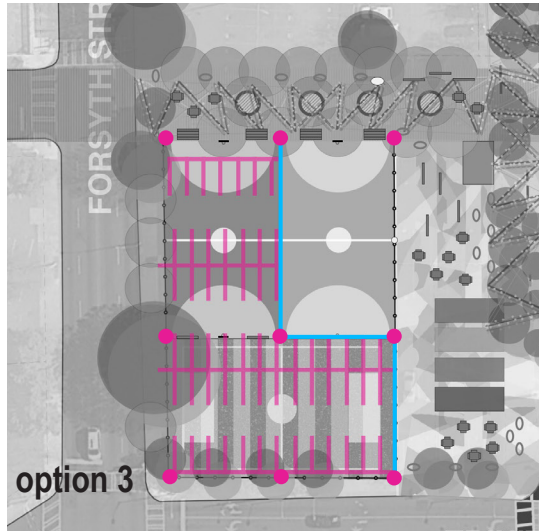
BROAD STREET PARK LOT

PARKING/PARK OPTIONS: repainting and re-fencing the parking lot so that it can dual function as a parking lot and as a park with basketball, soccer and other recreational activities.

Flexible net fencing allows for a range of parking options while visually allowing the park to integrate into the streetscape.

Fencing is strung to light poles according to expected parking necessities.

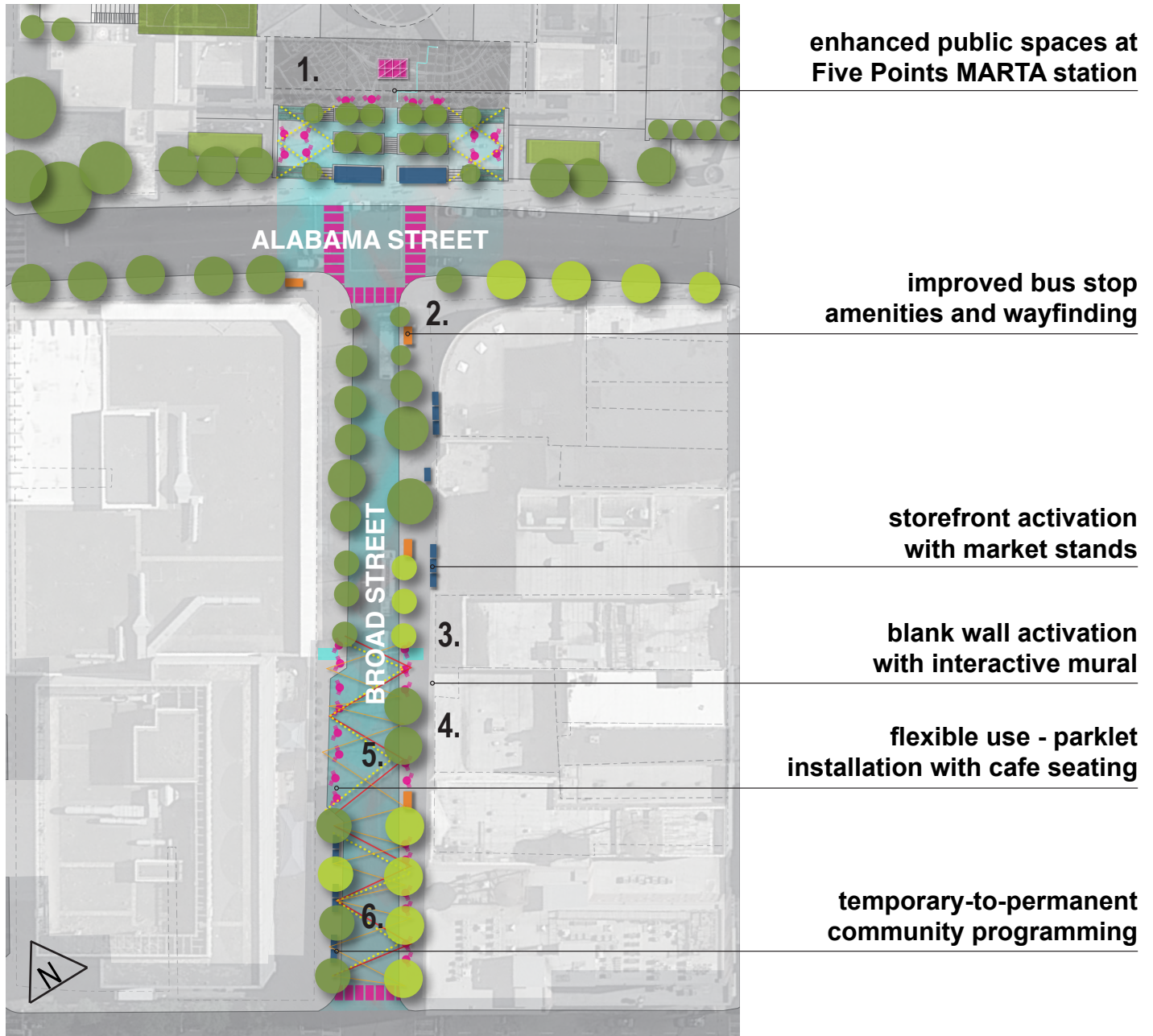
Lights allow for night games and safety. The light post become phone charging stations.



LEGEND:
— fencing
• light poles

FIVE POINTS COMMUNITY HUB

ILLUSTRATIVE MASTER PLAN

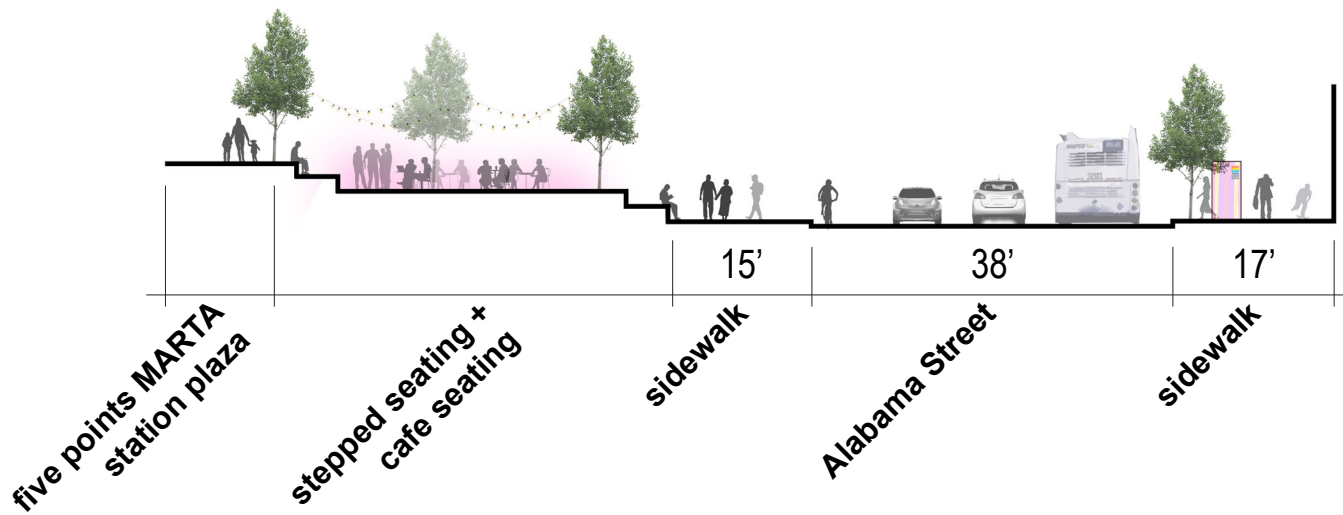


Programming

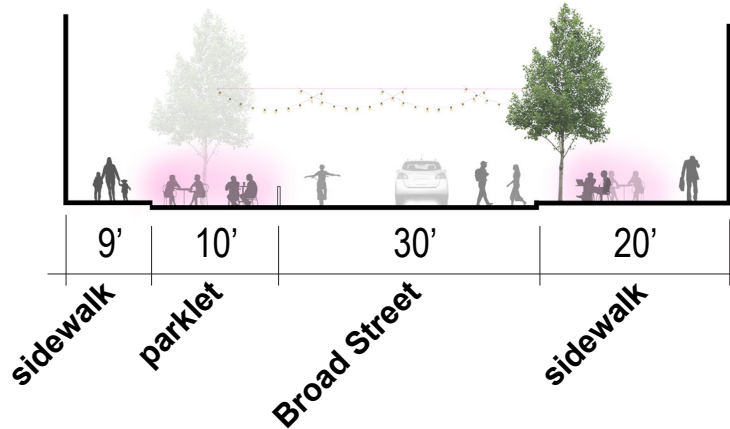
1. map projection + information kiosk + stepped seating + string lights + cafe seating + market stands + improved pedestrian crossing
2. wayfinding + seating + shade + lighting + community event & public engagement posting
3. site activation + building trust + amenities for transit riders and residents
4. site activation + identity of South Downtown + community engagement
5. optional parking or parklet + cafe seating for market carts + improved public space for residents
6. lighting + site activation + cafe seating + community gathering space + temporary-to-permanent structures

FIVE POINTS COMMUNITY HUB

STREET SECTIONS



SECTION A-A'

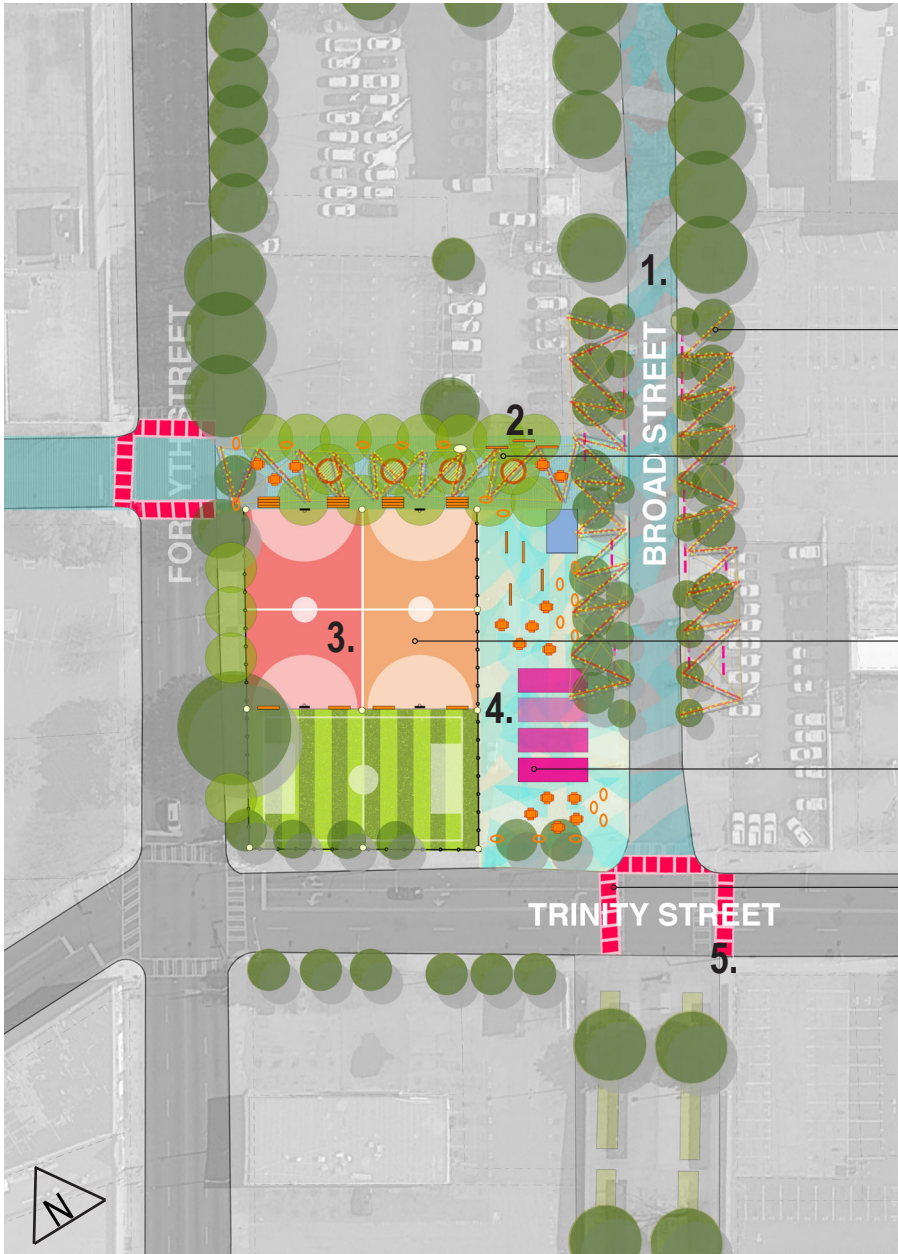


SECTION B-B'

FIVE POINTS COMMUNITY HUB is centered around Five Points Transit Station and enhances and celebrates its existing public spaces. Starting with the map projection at the station entrance, the history of South Downtown is revealed and celebrated. Plaza seating and market stalls bring vibrancy to the street, and communicate that this is a place to gather and build community bonds. The strategies range from temporary and tactical to permanent and long term in an effort to phase implementation. Cafe chairs, market stands, and murals area quickly implementable, and serve as a testing ground for long-term solutions including storefront activation, street trees, and reclaimed parking as public space. These interventions focus on creating spaces that allow for the promotion of information, sharing of our ideas, and telling of our stories.

SOUTH BROAD PARK LOT

ILLUSTRATIVE MASTER PLAN



tactical solutions for streetscape improvements

Nelson St. pedestrian connection + shaded park

flexible use - painted courts + parking during peak hours

flexible use - plaza + parking during peak hours

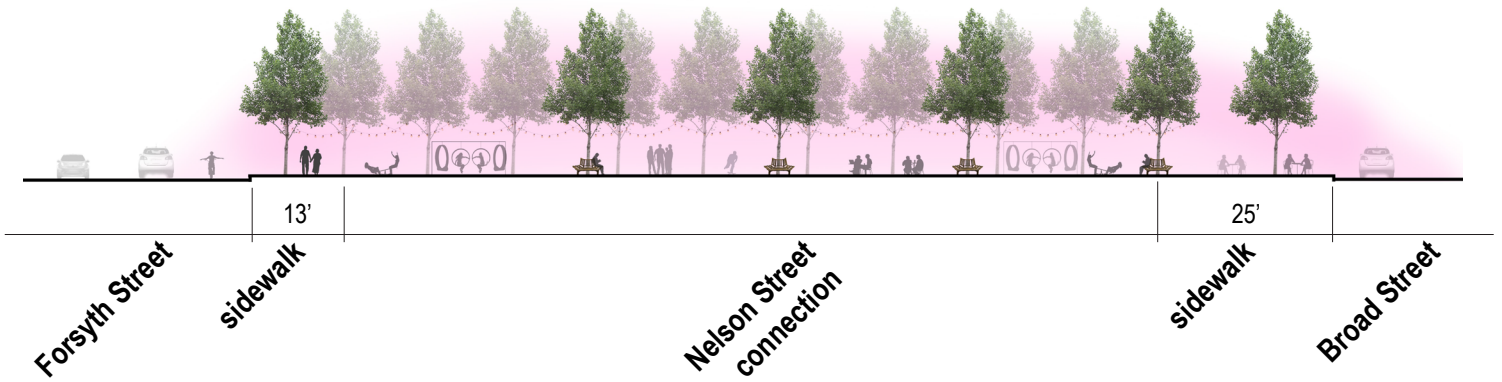
enhanced pedestrian crossing to Garnett MARTA Station

Programming

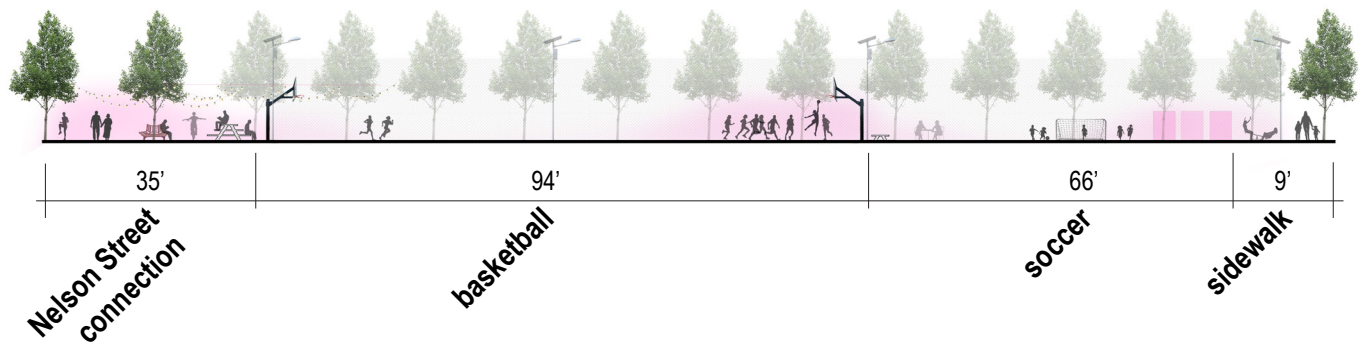
1. string lighting + movable seating + colorful street and walkway + walkable
2. urban play + exercise + shade + greening + seating + lighting + improved pedestrian connection
3. urban play + exercise + lighting + optional parking + site activation
4. urban play + local food carts + lighting + optional parking + site activation + public restroom + seating + blends into streetscape
5. improved pedestrian crossing over Trinity St. to Garnett MARTA Station

SOUTH BROAD PARK LOT

STREET SECTIONS



SECTION C-C'



SECTION D-D'

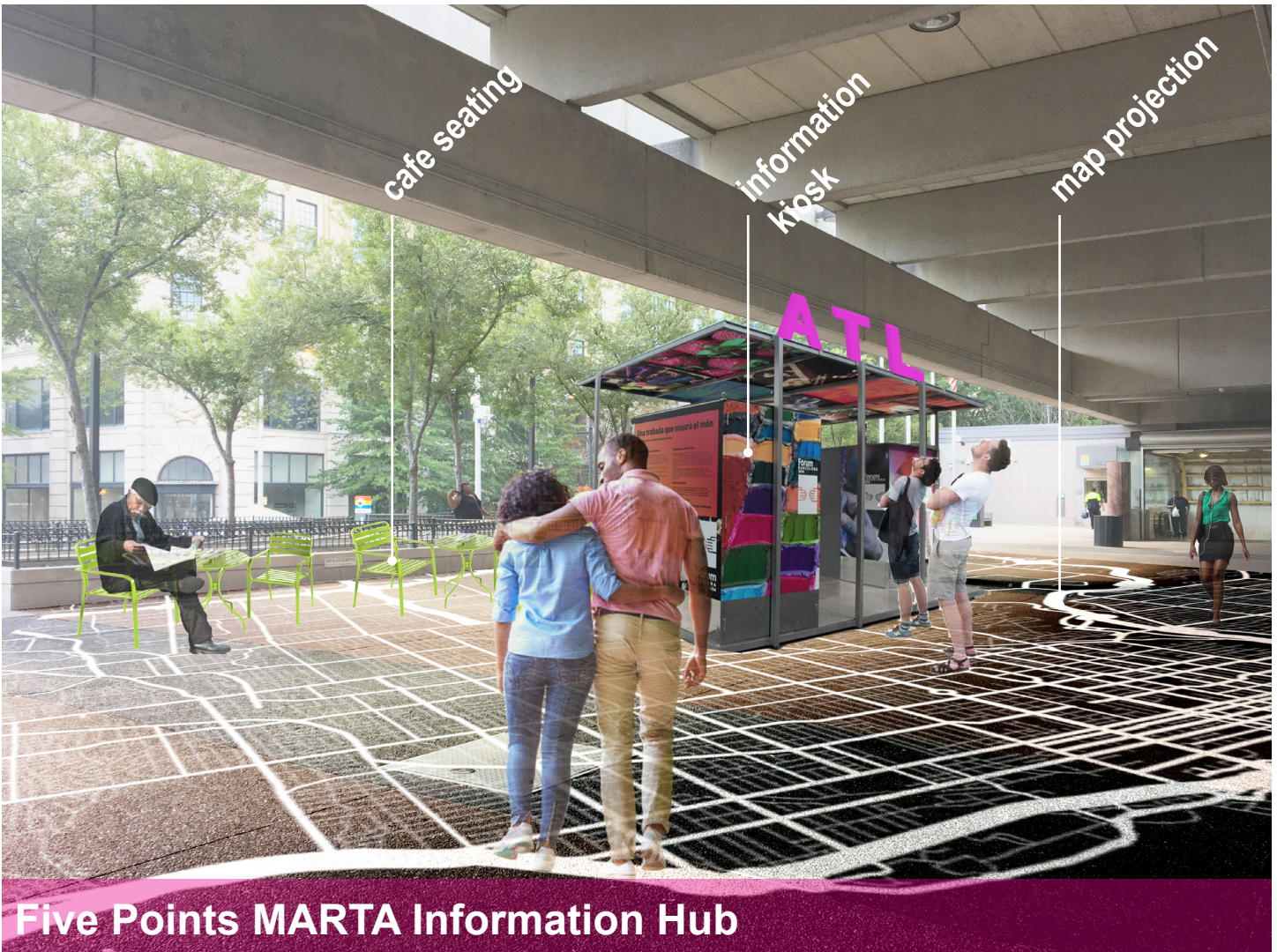
SOUTH BROAD PARK LOT focuses on the activation and use of underutilized parking lots surrounding Garnett Station, and connecting to Castleberry Hill neighborhood through the extension of Nelson Street. Vast, empty parking lots along South Broad make the pedestrian experience isolating and uninviting. Programming the space into flexible sport courts is an easily implementable solution with a profound impact. The flexible nature of the courts allows for the space to be utilized for parking in targeted circumstances of peak demand, while providing an critically needed neighborhood amenity the majority of the time. The focus on programming emphasizes an environment of social spaces for community building.

FIVE POINTS COMMUNITY HUB

PERSPECTIVES



FIVE POINTS MARTA INFORMATION HUB activates the public plaza at the entrance of the station by featuring a map projection of South Downtown. This installation serves both as a wayfinding measure, as well as a point for information on neighborhood history, prominent landmarks, and current neighborhood events. Additional colorful seating encourages activation and liveliness of an otherwise lifeless space.



FIVE POINTS COMMUNITY HUB

PERSPECTIVES



FIVE POINTS MARTA PUBLIC PLAZA activates the public spaces around the station with both long and short term solutions. Cafe seating, improved lighting, and improved wayfinding bring vibrancy to the space by inviting transit riders to sit and linger. Longer term solutions include converting stairs into stepped seating, as well as providing market stalls in place of planters where the plaza meets the sidewalk. This provides amenities to both transit riders and community members, encouraging information interactions, a fundamental part of building social capital.



FIVE POINTS COMMUNITY HUB

PERSPECTIVES



BROAD STREET BUS STOP focuses on providing amenities to transit riders to improve the experience of waiting on the Broad Street “bus boulevard”. Improved wayfinding and bus stops directly impact the level of service offered to riders, while market stalls and cafe seating encourages interactions between community members, transit riders, and visitors. The community mural and neighborhood wayfinding offers opportunities for the development and celebration of community history and identity.



SOUTH BROAD PARK LOT

PERSPECTIVES



BROAD STREET COMMUNITY STREETSCAPE illustrated the transition from transit-focused design to community-driven design for the residents and workers of South Downtown. With the proposal of market stalls, painted street graphics, cafe seating, and street trees, Broad Street becomes an inviting public space that currently doesn't exist in the neighborhood. Additional strategies including creating a parklet in underutilized parking spaces is an effort to reclaim and prioritize public space for people over cars.



SOUTH BROAD PARK LOT

PERSPECTIVES



NELSON STREET PEDESTRIAN CONNECTION serves as a pedestrian-centered connection from the Castleberry Hill neighborhood to South Downtown. The planted alley takes advantage of underutilized parking to form a pleasant outdoor “room” while providing shade and seating. Improved lighting and painted sport courts serve to activate the space, while providing flexibility for parking overflow during times of peak demand. The sport courts seek to provide spaces for community-building through pick-up games and pop-up park programming.



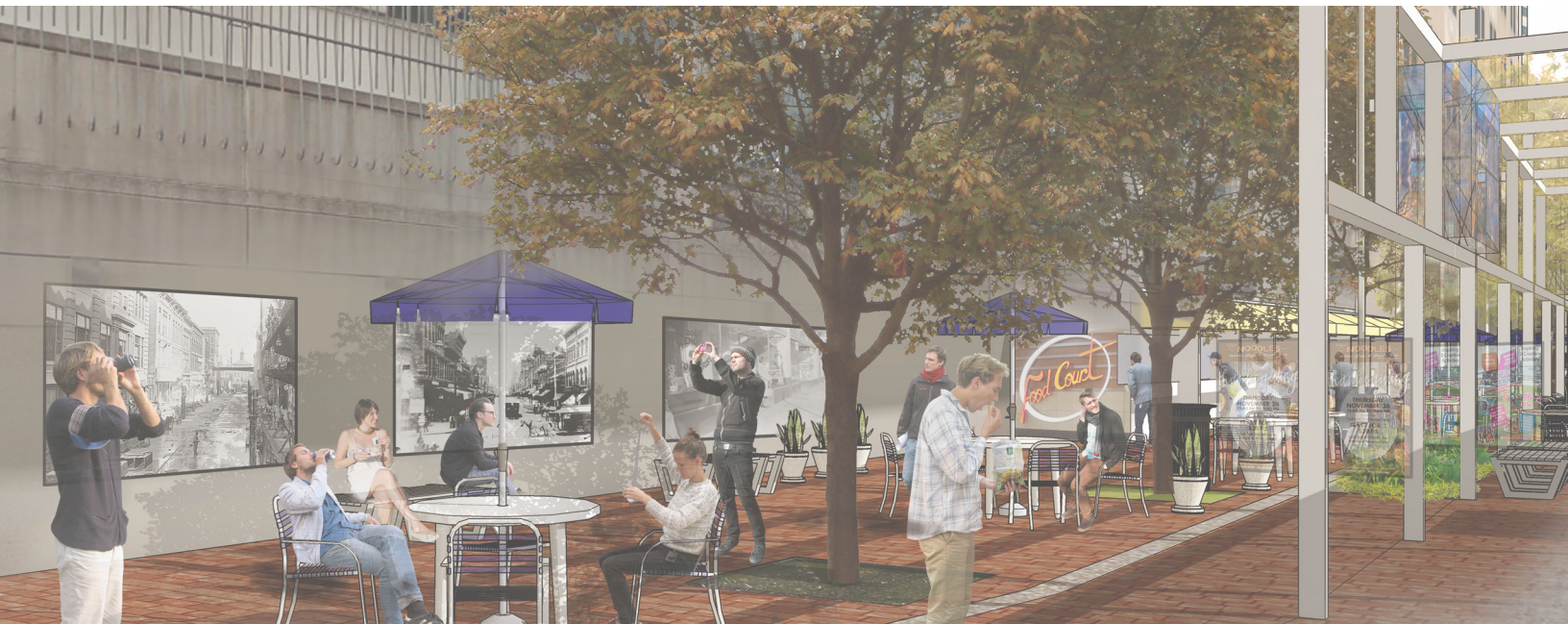
SOUTH BROAD PARK LOT

PERSPECTIVES



SOUTH BROAD PARK LOT activates underutilized parking lots through flexible painted soccer and basketball courts, public exercise equipment, and areas for market stalls. These are short-term solutions proposed towards long-term activation of the land adjacent to Garnett MARTA station. The programming focuses on flexible uses that are responsive to community needs of lacking of greenspace and lacking grocers and commercial spaces. Additionally, these are low-barrier solutions that encourage local entrepreneurship over large commercial interventions.





BROADWALK



Topic: Streetscaping and Curb Management
Location: South Broad Street

Jiho Choi
Fenghuan Hong
Zach Lancaster

South Broad Street was selected as a prototype and example for improvement for streetscaping and curb management after basic research into these two topics. We propose simple changes to the geometry and the access patterns can be easily and rapidly deployed to test and prototype a new vision of Atlanta's streets. This testing allows the refining of this new vision and provides a place to test new ideas.

Topic Research

Streetscaping

From Shared Streets to Shared City

Broad St. is home to a diverse constellation of communities that interact on a daily basis. These include residents of the few developments in the area, workers in the governmental buildings, the Atlanta arts communities and an existing homeless population. The streets become a place to share experiences and resources.

This exchange is mediated within the public realm of the street (Crawford, 1999) and takes place largely within the edge and furnishing zones. A social and shared street scape is achieved by reorganizing the structure and values of these two zones. This reorganization and speculation as to the shape of a social and shared street could be a key element to an “[Atlanta] for all” (Atlanta City Design, 2017) and is critical to the design of this city and cities in general.

Territory of the Street

The public space of the street can be conceptually broken into programmatic zones. These zones are the frontage, throughway, furnishing and edge zones. Each programmatic zone has specific definable function and caters to a different intensity of activity.

Frontage acts as the interface between the public and private realms.

Throughway allows for unimpeded passage through the space.

Furnishing is a public space intended for observing the ballet of the streets

The Edge acts as a protective buffer between the pedestrian realm and that of higher speed transit modes.

Street Structure

The structure of Broad St. does not seem to fit the rather unique morphological condition. The blocks that comprise Broad St. are half as wide as surrounding blocks in the South Downtown area. The current designed condition as a one way corridor, primarily for bus traffic, is out of character for the narrow, human scale qualities present in the buildings, creating a hostile and exclusive environment.

As is suggested in Atlanta City Design (2017) Broad St. is much better suited to a more inclusive use as a pedestrian environment that excludes cars along its length. This reconfiguration of the space provides a space open to a much broader, inclusive and dynamic range of uses and activities than are currently possible.

Street Furniture

Street furniture occupies the furnishing or edge zones and creates central places for people to socialize and for the kinds of ephemeral communities that define Broad St. to form.

This formation of community is critical to the reinvigoration of the street life and integration between the diverse publics that exist along the street.

Furniture that is accessible as a part of the implicit emergent program of the street presents a specific challenge to the creation of a dynamic and shared space.

Greening Street Infrastructure

Atlanta prides itself on being a 'city in a forest' (Atlanta City Design (2017)). This is achieved by a dense and diverse tree canopy. Places like Broad St. lack any sense of this value for nature. While trees are present on Broad St. the other qualities of 'forest' are lacking.

Along side the lack of an image of the forest city, the lack of naturalistic landscape has caused Atlanta to suffer from a major storm water problem. Run off from the copious hardscape of Atlanta's car centric development is overloading the century old sewer system (Brown, 2007).

This calls for a re-examination of existing street infrastructure, how it operates and how it can be improved to leverage or mimic natural processes to provide a new model for Atlanta's streets.

Excess Right of Way and Parking

Parking is plentiful, both on and off street. Due to the relatively narrow width and low speed on -street parking occupies a disproportionately large area along Broad St. This condition has created a total of roughly 20 parallel parking spaces that are rarely used outside of special events.

The under utilization and small relative number of spaces indicates that the parking along Broad St. is largely unnecessary. Given emerging trends in ride share, automation and a general preference towards alternative modes of transit in the growing urban population removal of the parking on Broad St. would not be missed. This right of way can then be used to expand the public realm to build social capital.



From Shared Street to Shared Resource

The introduction of ride hailing services have given rise to a rapidly growing sharing economy and willingness for strangers to share resources. This act of creating a shared society requires changes to physical infrastructure just like the technological shifts of the mid 20th century.

These sharing services have been causing problems. For example 65% of all moving violations in San Francisco can be attributed to the ride hailing services, according to a 2017 Washington Post article. An open question is how to address this, what role does the edge of the street play in creating a healthy sharing economy and promoting this collaborative state of being in urban environments?

Curb Management: the interface between people and machines

Atlanta and other cities are on the cusp of realizing a revolution in transportation. Due to this conversation, the shape and structure of all four zones of the street are being reconsidered. Our proposal presents three prototypes of shared streets on three blocks of South Broad Street. The street should be inclusive of a diversity of methods of organizing and navigating the environment from a diverse collection of minds both human and machine.

Nowhere is this interface more pronounced than at the curb. To accommodate the space required for ride-hailing services, many cities are seeing the need to replace on-street parking with pick-up/drop-off stations. Can those stations be designed to promote social interaction, shared rides, and reduce the confusion of matching riders with drivers? How might such stations work with shared streets and as a network? Are there ways for the city to make up for lost parking meter revenue?



References

1. City of Atlanta Department of City Planning. *Atlanta City Design*, GA: Atlanta, 2017.

Chase, John; Crawford, Margaret; John, Kaliski. *Everyday Urbanism*. New York: Monacal Press, 1999.

Brown, H., *Next Generation Infrastructure: Principles for Post-Industrial Public Works*, Washington DC: Island Press, 2007

4. Kunkle, Fredrick. *San Francisco police say most traffic tickets go to Uber and Lyft drivers*. *Washington Post* 2017, <https://www.washingtonpost.com/news/tripping/wp/2017/09/26/san-francisco-police-say-most-traffic-tickets-go-to-uber-and-lyft-drivers/> (accessed Sep 29, 2017)

SITE RESEARCH

OVERVIEW



EXISTING AERIAL VIEW



EXISTING ROOFTOP VIEW

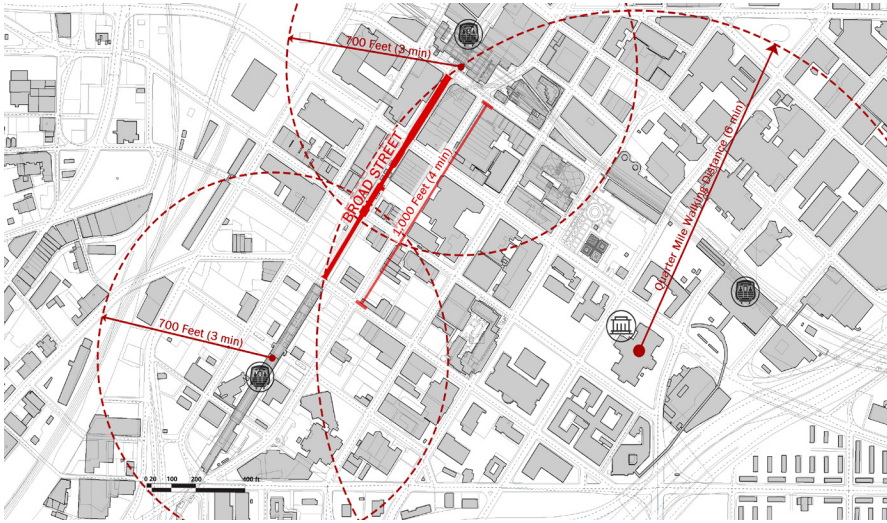
Atlanta is a city of great streets, or it could have been. The dominance of the car has created an environment where the streets are choked by cars and hostile to all but motorized transportation. Renewed interest in South Downtown and the city center as a whole provides the city an opportunity to revisit and re-imagine its aging infrastructure. Specifically, there is an opportunity to create a new vision for the configuration and design of Atlanta's many narrow, human scale streets.

Broadwalk seeks to show a prototype for this idea, for how an existing street may go from hostile passage to an inviting urban mews. We propose simple changes to the geometry and access patterns to prototype a series of new shared street types for three blocks of Broad St. This testing allows the refining of this new vision and provides a place to test new ideas.

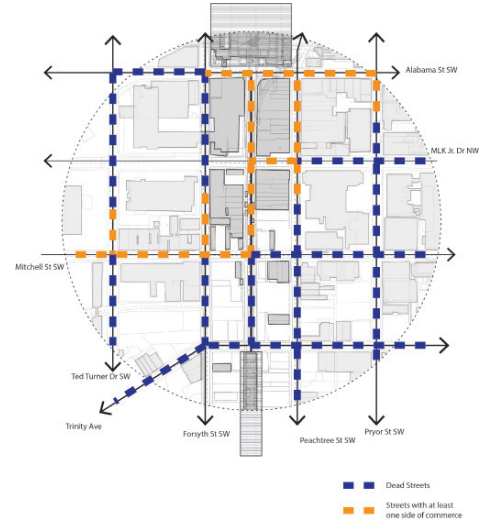
Broadwalk addresses the needs of Broad St. by first reorganizing bus routes to create a high density multimodal terminal at 5 points, along Alabama St. Secondly, removing the curb and existing hardscape by through the application of green infrastructure that preserves the unique character of the urban street. Creating an array of small social nodes, in the form of furniture and spaces, will encourage interaction and sharing of both time and resources for an inclusive population including existing and future residents of all types.

EXISTING CONDITIONS ON BROAD STREET

OVERVIEW



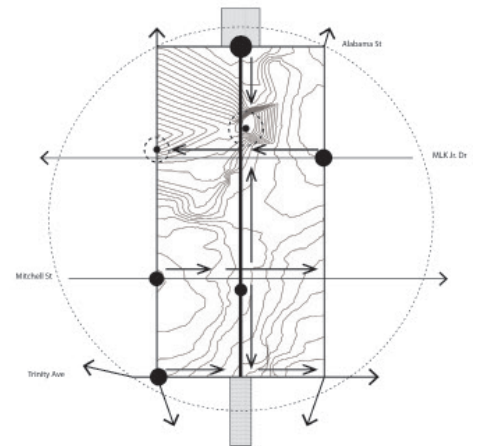
NEIGHBORHOOD DISTANCE



STREET COMMERCE



NEIGHBORHOOD BLOCK SIZE



STREET TOPOGRAPHY

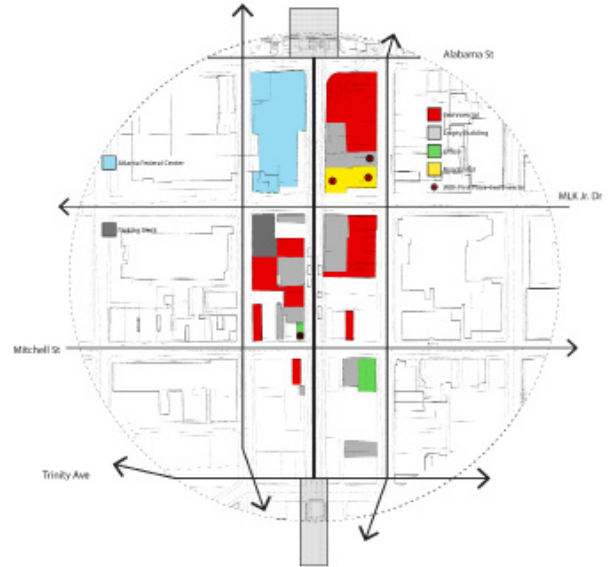
Broad Street will play a fundamental role as a central axis for much of the upcoming development of the neighborhood. Its current conditions make it uniquely prime as a gathering and public space for a neighborhood long neglected.

EXISTING CONDITIONS ON BROAD STREET

A PLACE OF INACTIVITY



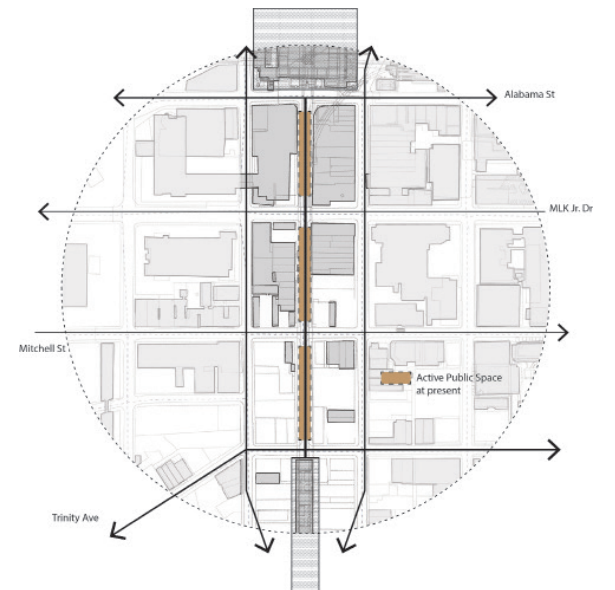
OBSOLETE LOT



BUILDING USES



BLANK FRONTAGE



PUBLIC SPACES

The current conditions of Broad Street include many obsolete and vacant lots and blank walls. The current conditions leave much to be desired. There are a few artist murals, a handful of commercial shops open during the day, and a few art galleries that open at night. Even the most active section of the street is fronted by the Federal Building without any street activation.

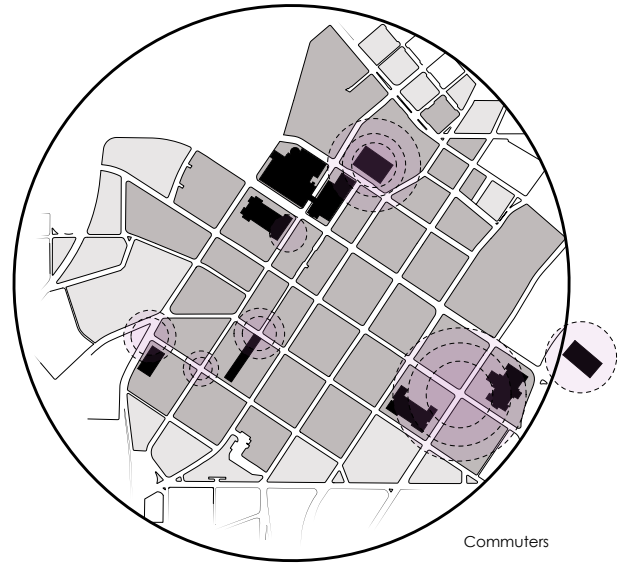
EXISTING CONDITIONS ON BROAD STREET

A PLACE IN PASSING



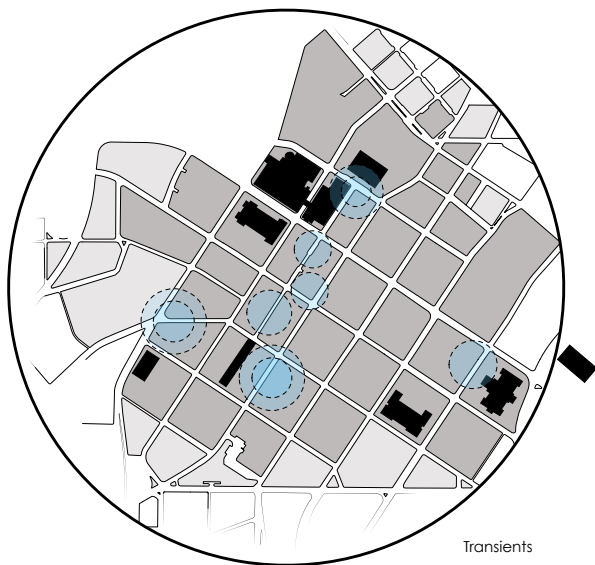
Tourists

TOURISTS



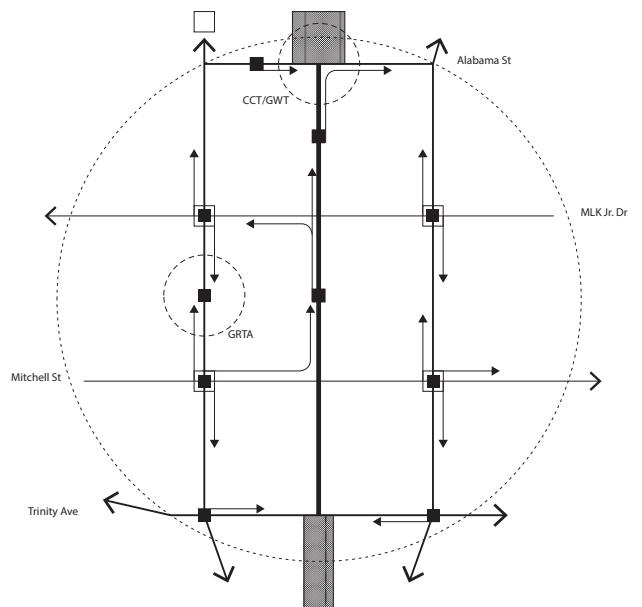
Commuters

COMMUTERS



Transients

TRANSIENTS

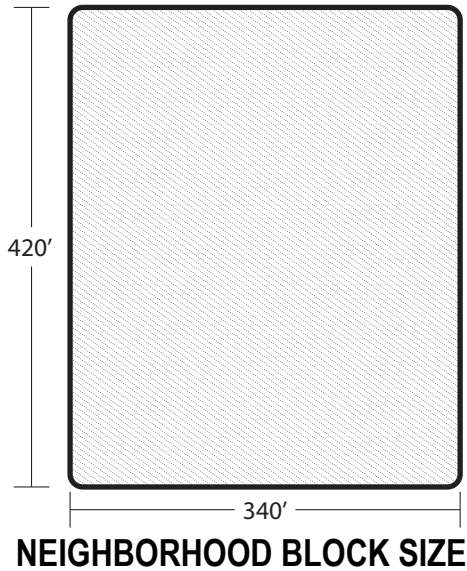


RE-ROUTING GRTA AND CCT BUSES

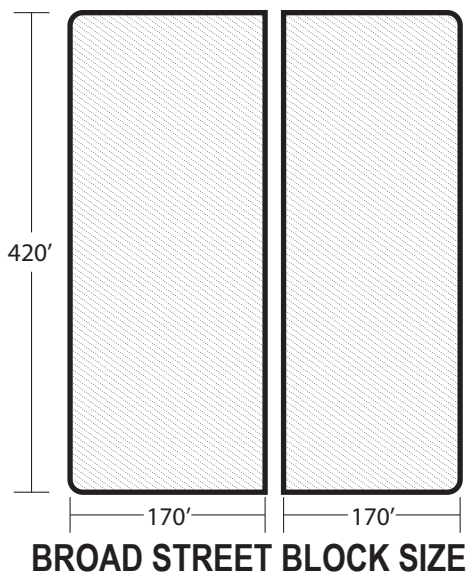
Through astute observation, we classified the users of South downtown and of Broad Street to be defined as tourists, commuters and transients. By analyzing the users, we try to respect all current users of Broad Street while thinking of the possible future users of the area. The goal was to bring a harmonious condition for these very different types of users to come together. The most important factor was to make sure that transient people without homes, who are the most frequent users of the area weren't neglected by the oncoming change. The goal was to put all users together without creating conflict.

EXISTING CONDITIONS ON BROAD STREET

A PLACE NEGLECTED



STRONG MATERIALITY

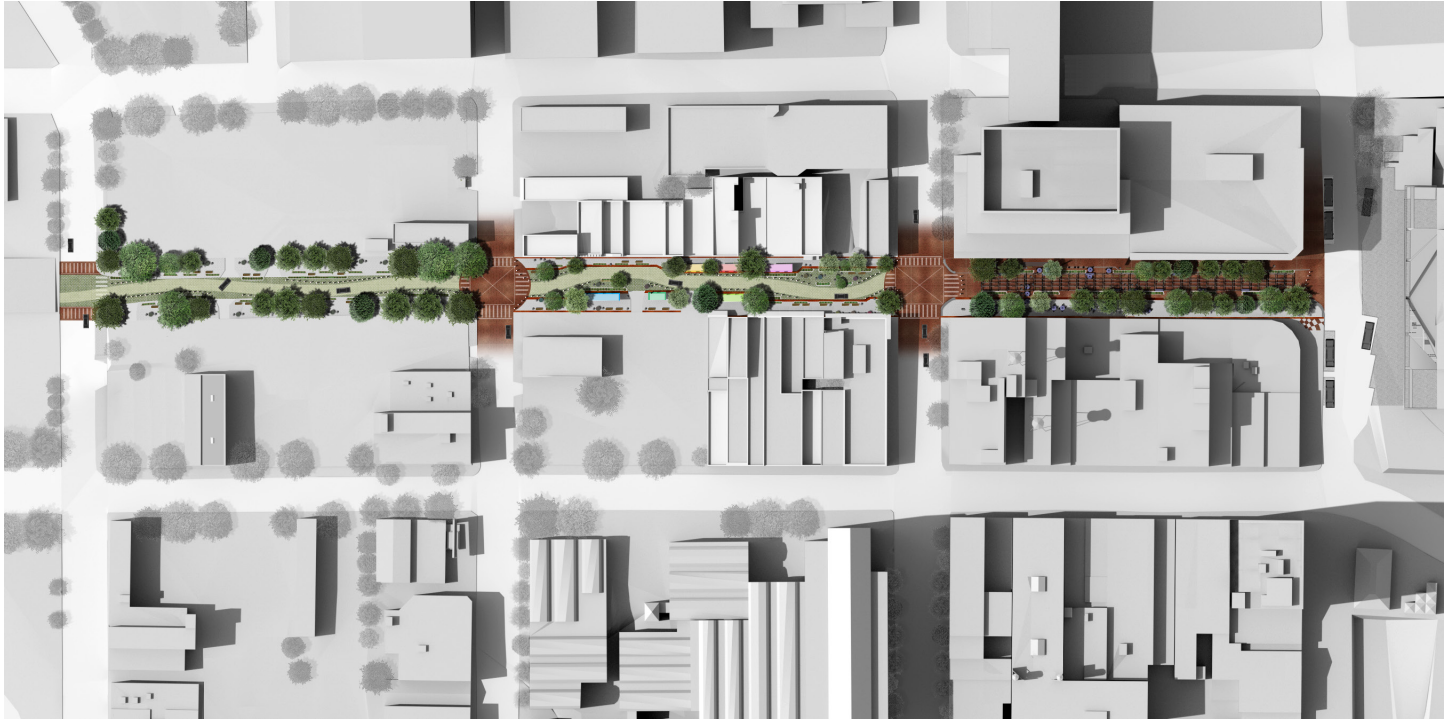


FORGOTTEN SPACE

Broad Street in South Downtown has great urban form in the form of good structures, art, and infrastructure. The difficult part of the area is that the blocks around it are large, making the experience of walking across South Downtown difficult to manage for the casual pedestrian. While there are good bones here, there is plenty of crumbling infrastructure that needs to be addressed because it shows that Broad Street is not cared for. In addition to revising the public spaces along Broad Street, we recommend cutting new publicly accessible alleys through the large blocks to both increase walkability and create a more intimate sense of space.

PROPOSAL OF BROADWALK

STREET PLAN



STREET MASTER PLAN featuring the proposal for South Broad St. featuring the three typologies of shared streets along the South Downtown district.

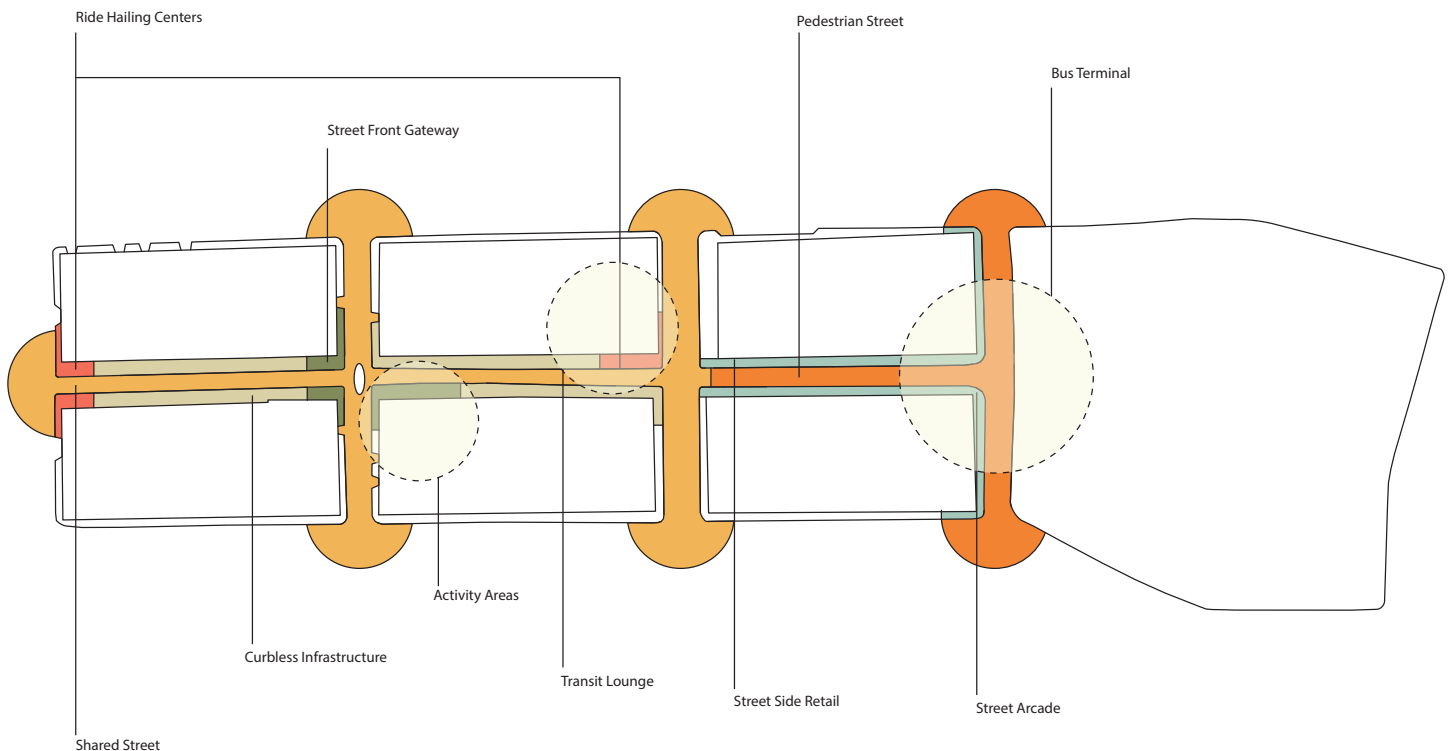


DIAGRAM of STREET PLAN showing different typologies & intentions for activities along Broad St.

**PROPOSAL OF BROADWALK BETWEEN ALABAMA ST AND MLK DRIVE
AXONOMETRIC DRAWING AND PERSPECTIVE OF THE STREET**



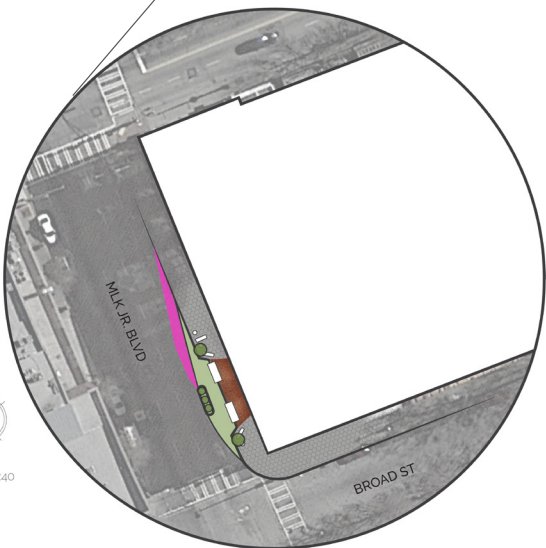
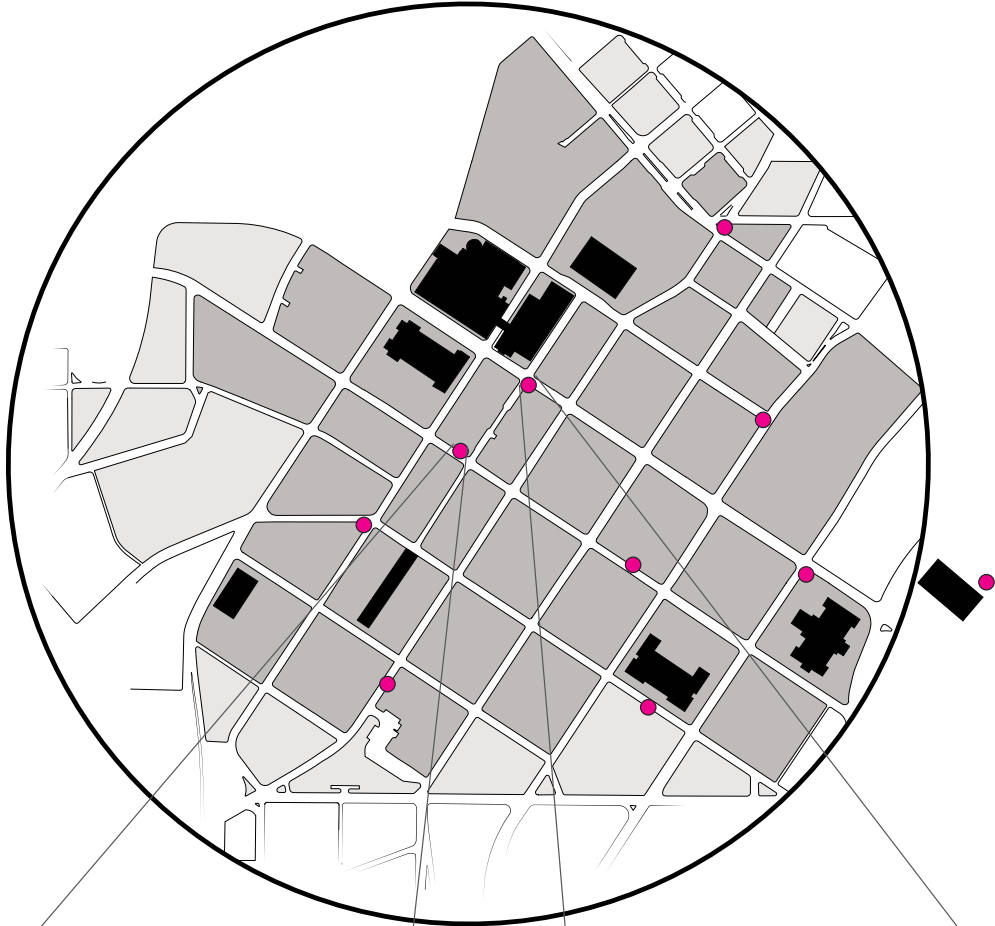
**AXONOMETRIC DRAWING OF PROPOSED SHARED STREET ON
BROAD ST. ALONG THE ARTS SEGMENT**



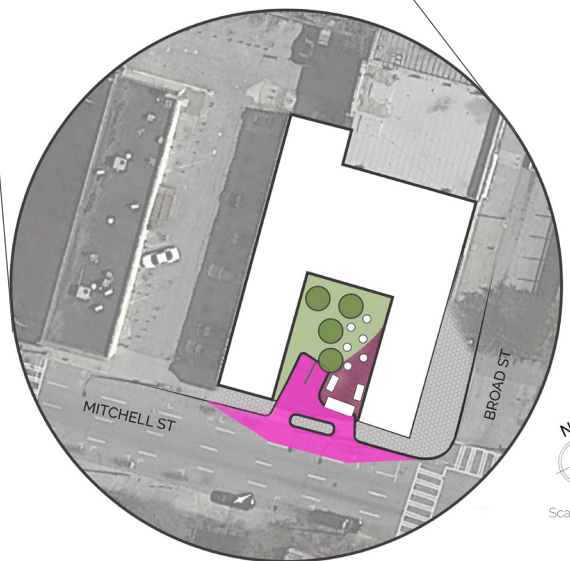
**PERSPECTIVE LOOKING TOWARDS ARTS SEGMENT AT BROAD ST.
IN FRONT OF FIVE POINTS MOSQUE**

PROPOSAL OF BROADWALK

PLACES TO WAIT AND SHARE



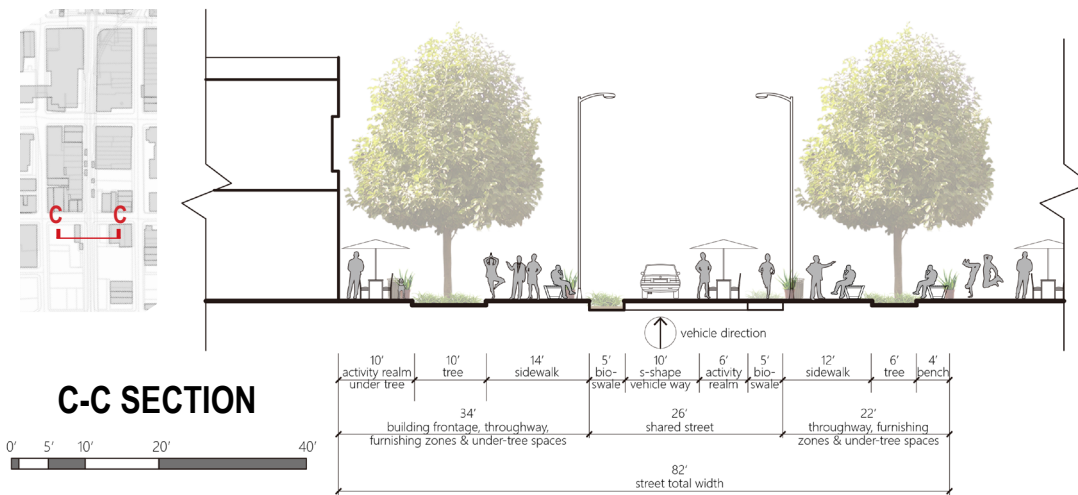
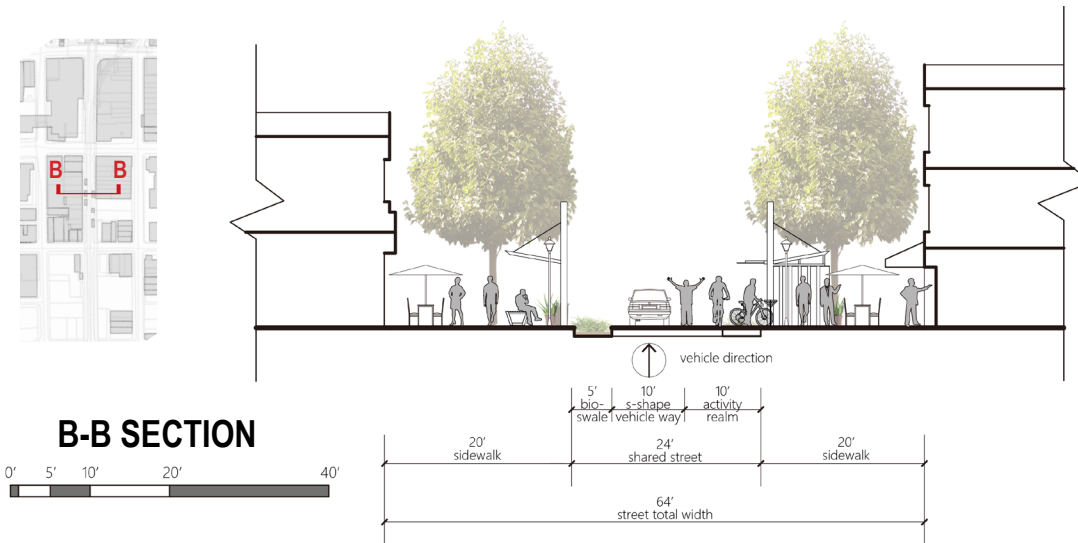
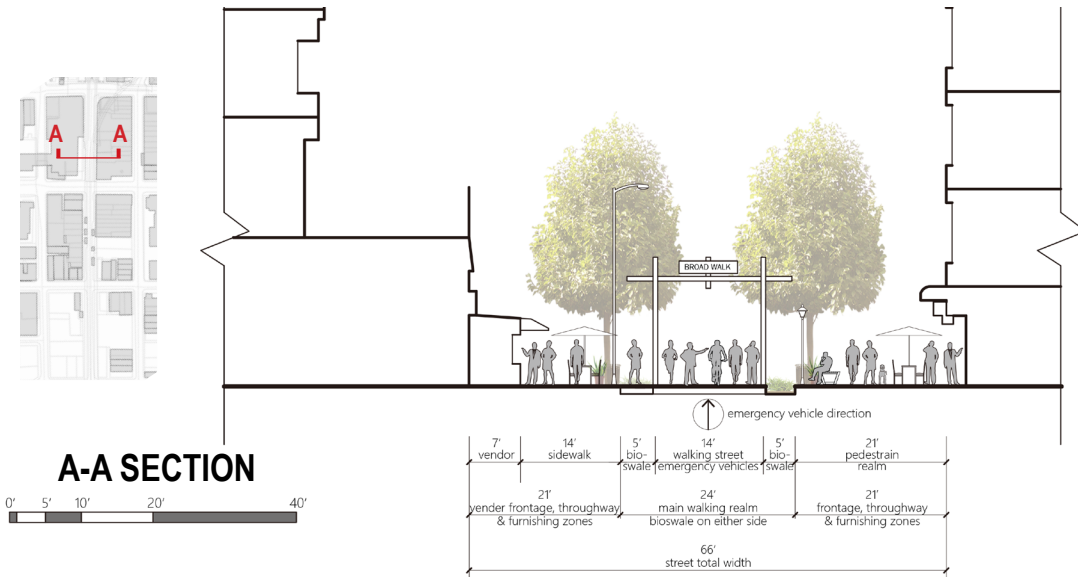
Parking Lot Condition
Mitchell & Broad Transit Plaza



Store Front Condition
MLK & Broad Lyft Lounge

PROPOSAL OF BROADWALK

STREET SECTIONS



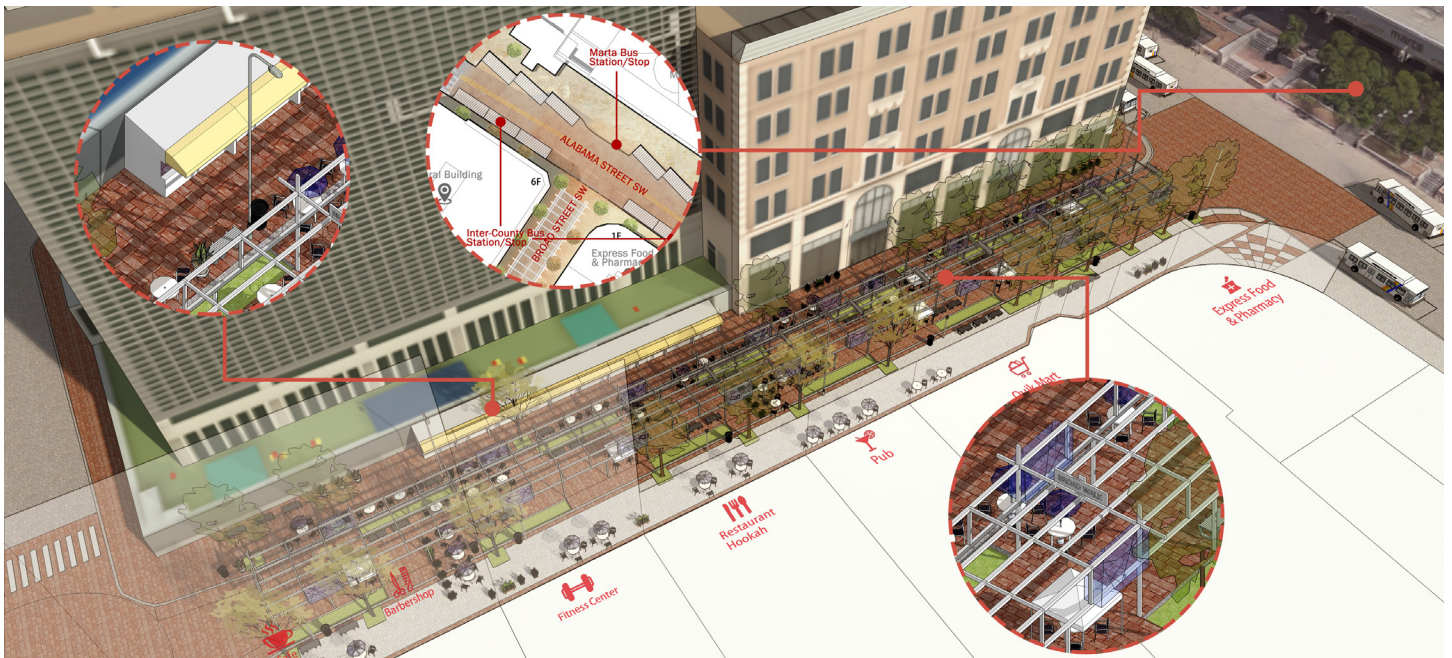
PROPOSAL OF BROADWALK- BETWEEN ALABAMA ST AND MLK DRIVE

SHORT-TERM AND LONG-TERM PROPOSALS



SHORT-TERM PROPOSAL

Broadwalk between Alabama and MLK Streets starts at the 5 Points MARTA station with a grand design gesture: a large commercial zone wrapped around a bus transit hub. This space creates opportunity for both small local businesses in the kiosks and more established retailers in the ground floor shops along the first floor of Broad St.



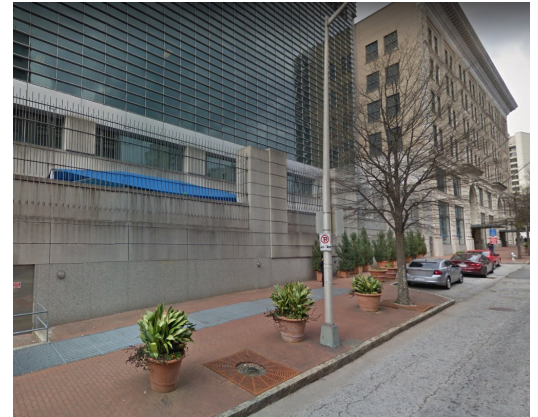
LONG-TERM PROPOSAL

In the long term, the temporary kiosks would transition into more permanent retail space along Broad Street in order to create a double sided street with activity on both sides. At this point, cars will no longer be allowed on this block of Broad Street so as to allow for more permanent overhead structures and seating for restaurants and businesses.

PROPOSAL OF BROADWALK- BETWEEN ALABAMA ST AND MLK DRIVE

PERSPECTIVES OF SHORT-TERM AND LONG-TERM PROPOSALS

The short-term solution will use the existing infrastructure and add movable non-permanent temporary kiosks to offer business and activity along Broad Street. As the long-term transition begins, the blank dead walls of the Federal Building will be occupied by more permanent retail and activity spaces while the main street will be paved over with brick to create a permanent shared street space. This permanent space will then stop allowing automobiles to enter the space allowing for more permanent installations. With cars prohibited from the space, the street may be turned into a shared street allowing for the inclusion of more furniture and seating for the two sided retail to occur along Broad Street.



CURRENT SITUATION



SHORT-TERM PERSPECTIVE

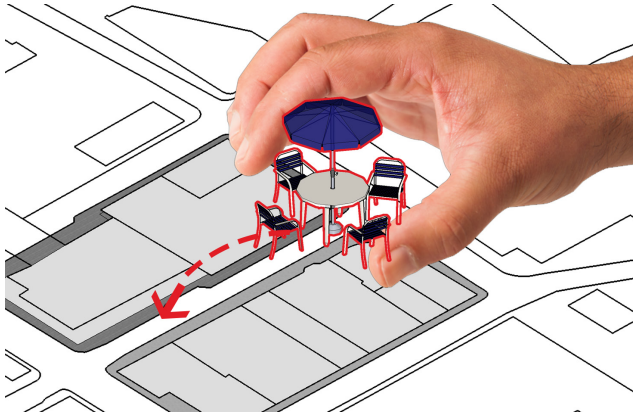


LONG-TERM PERSPECTIVE

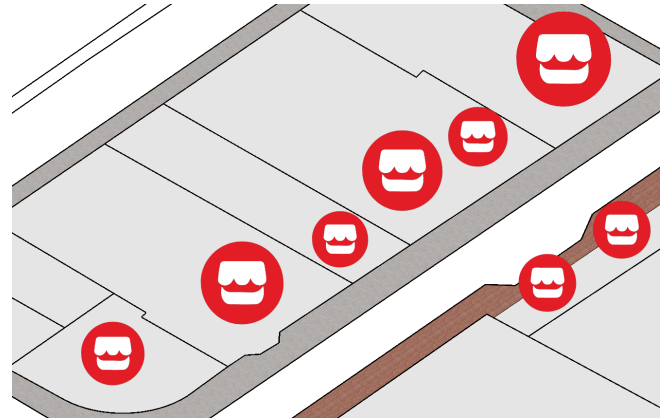
PROPOSAL OF BROADWALK- BETWEEN ALABAMA ST AND MLK DRIVE

DESIGN STRATEGIES

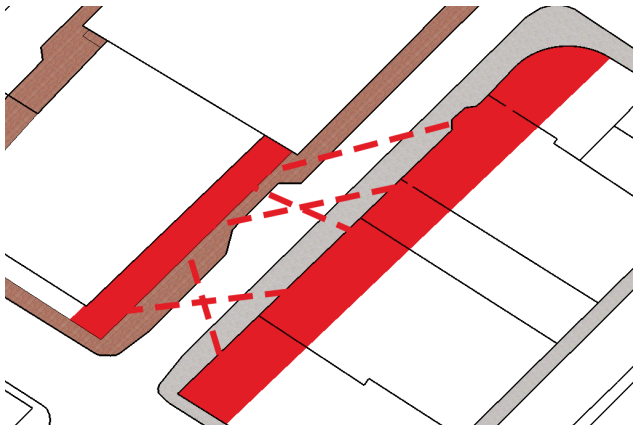
1. Add street furniture



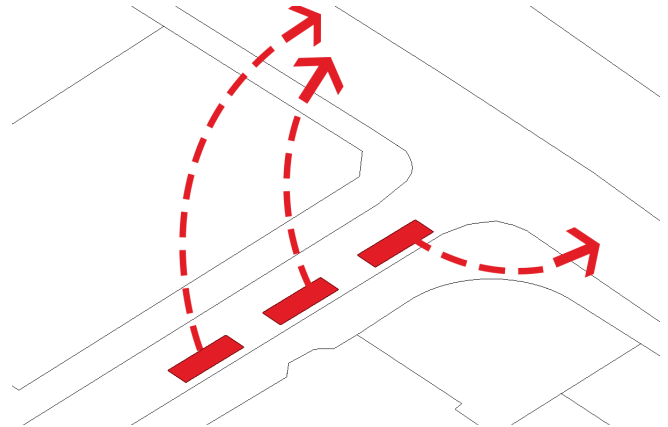
2. Create ground floor commerce



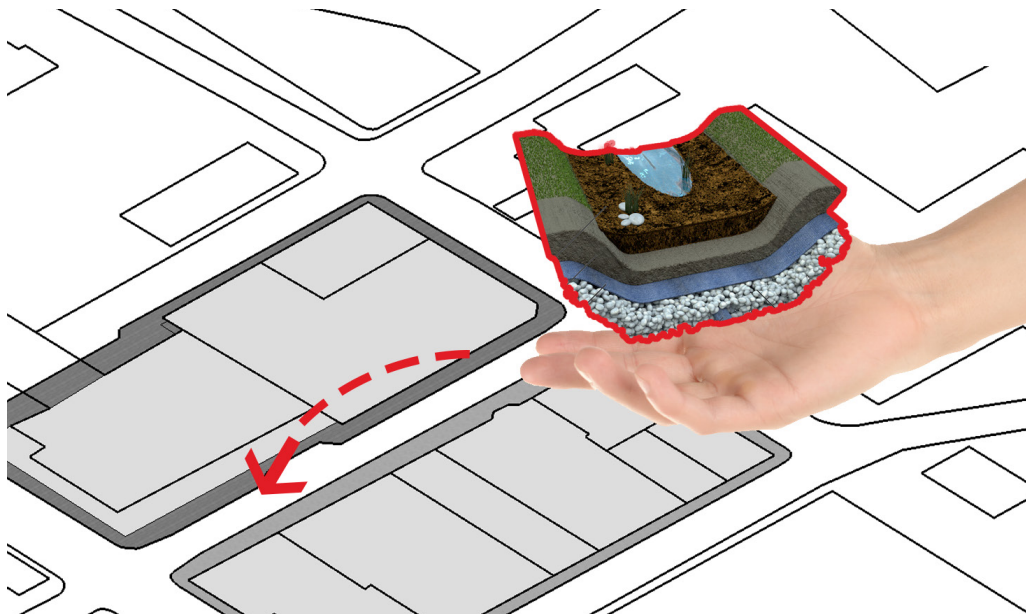
3. Create double sided street presence



4. Move transit stops



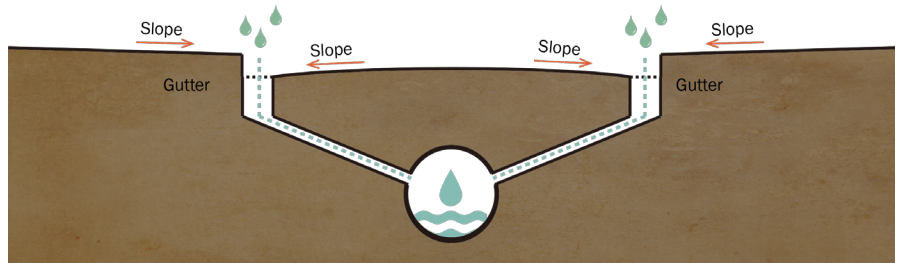
5. Create structures & bioswales



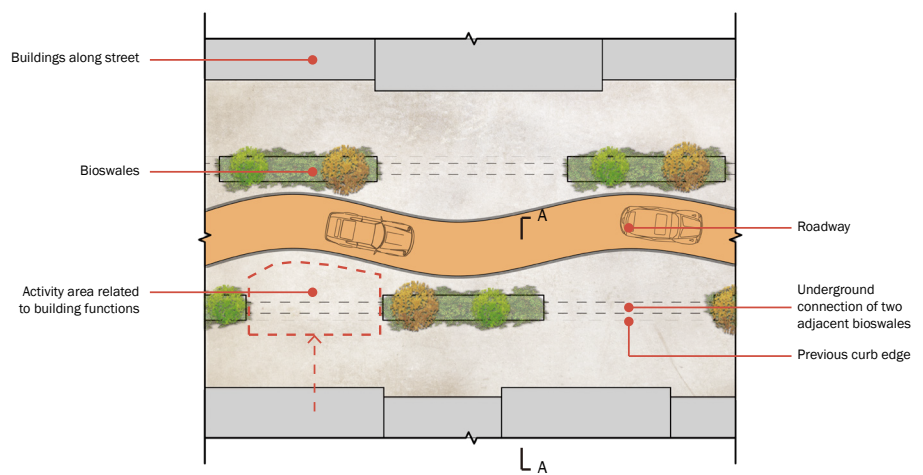
FUTURE IMPLEMENTATIONS

PROTOTYPING GREEN STREETS

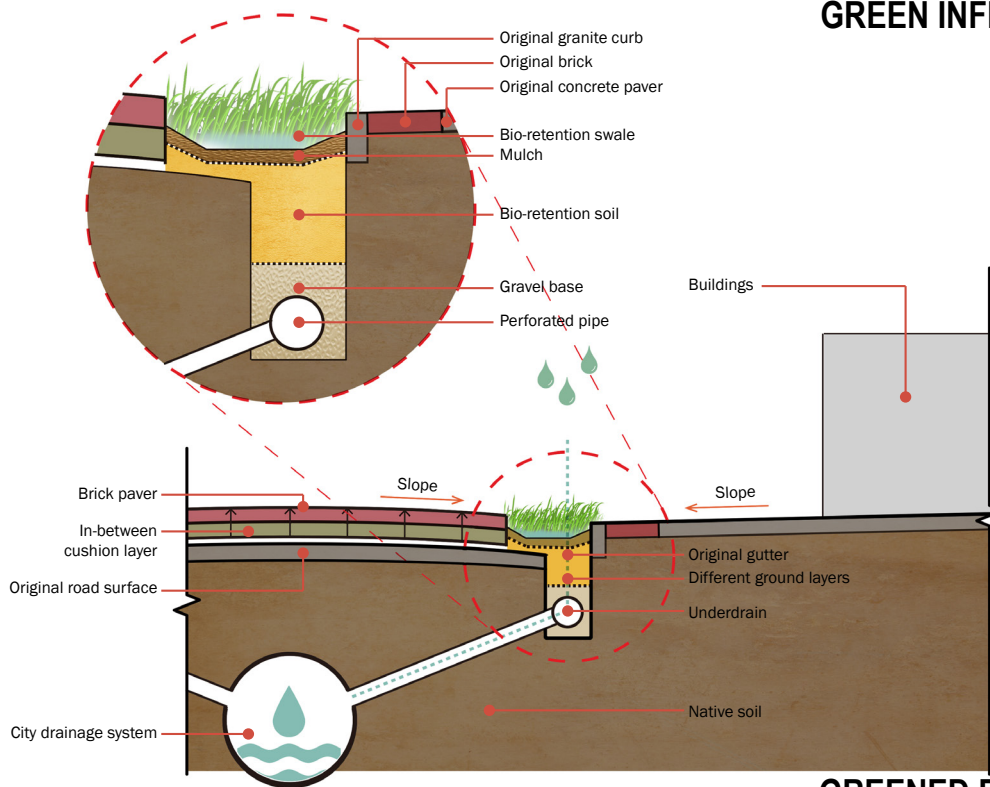
Through the installation of small, inexpensive and temporary versions of more complex systems specific performance metrics can be tested for efficacy in broader application. We propose testing the Bioswale in a Box which allows for testing which types of plants and materials have the best performance. Through long-term permanence on Broad Street, bioswales will be some of the green infrastructure to come to the South Downtown District.



EXISTING DRAINAGE CONDITION



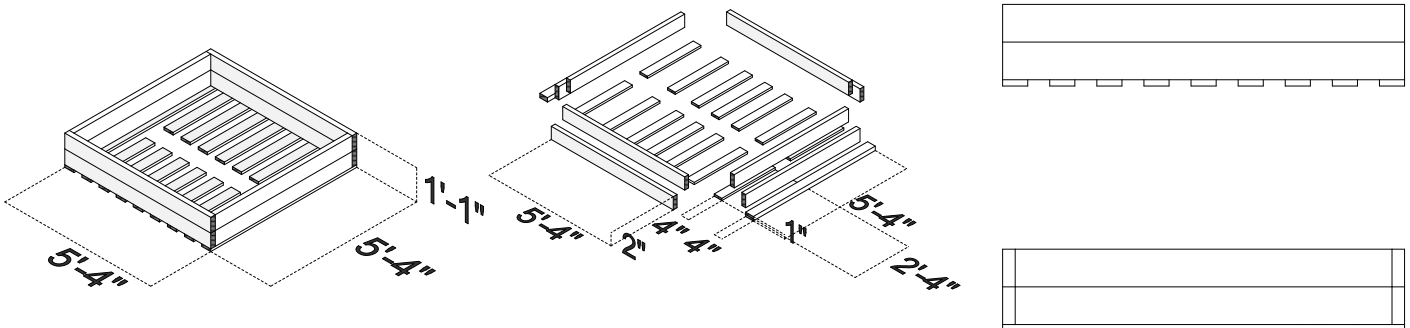
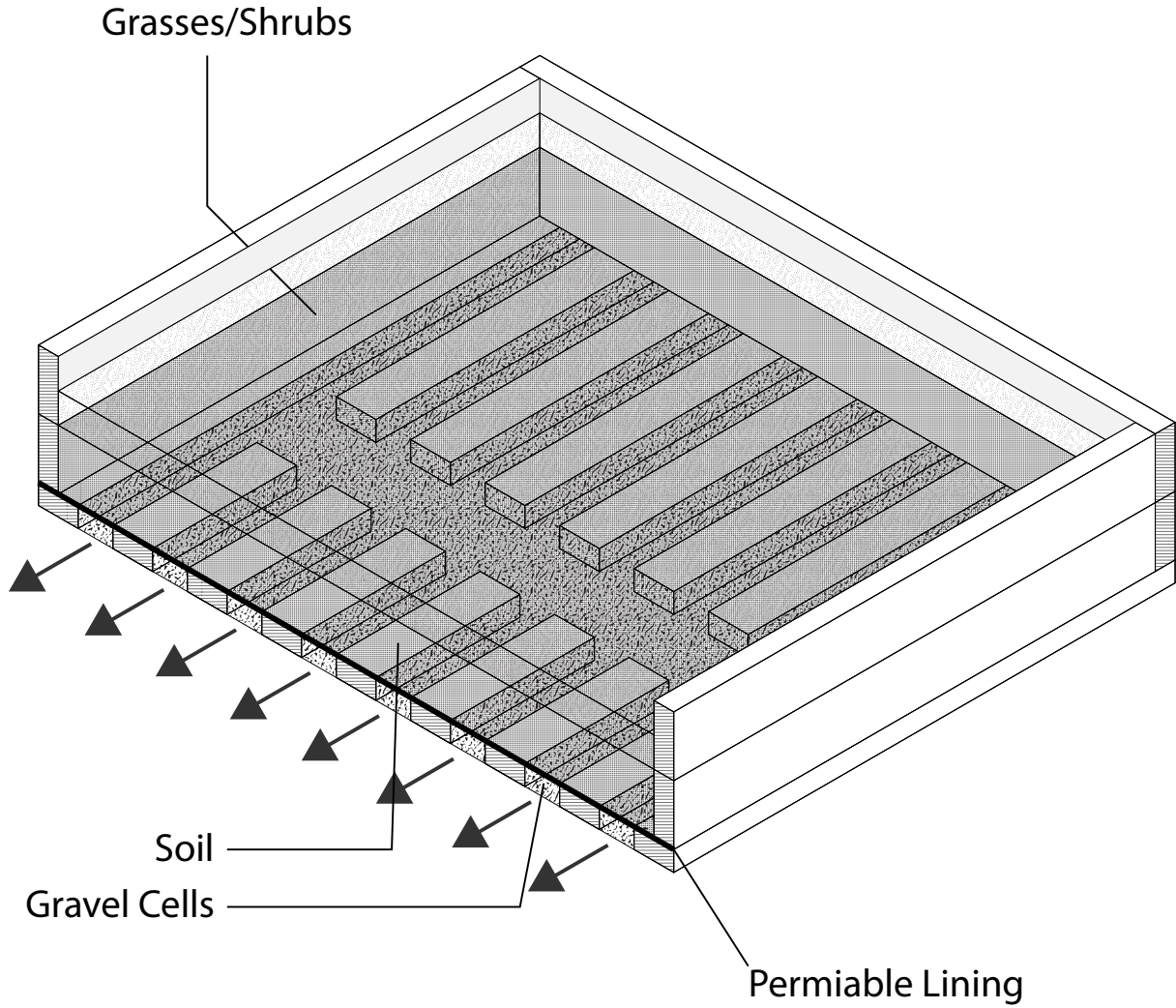
GREEN INFRASTRUCTURE



GREENED BROAD STREET

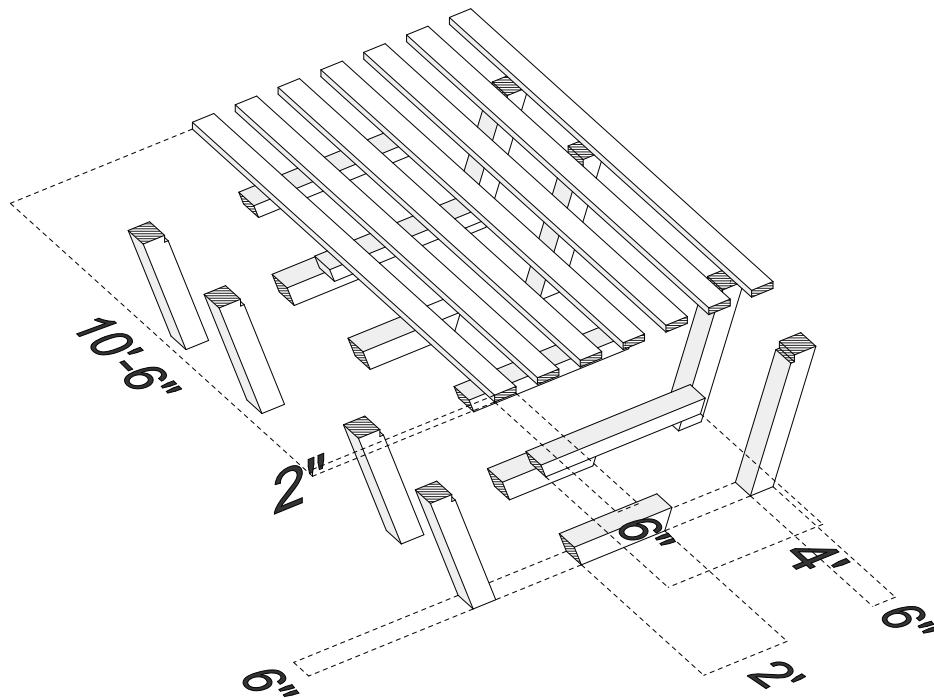
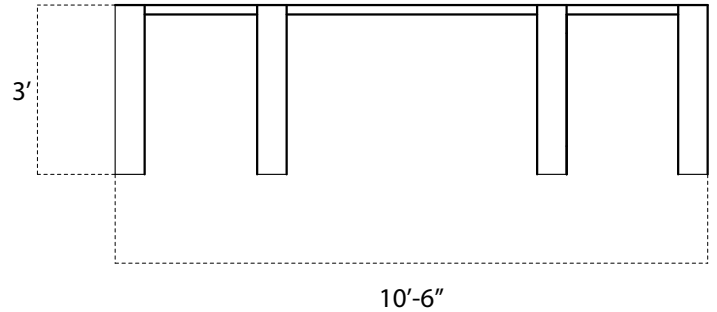
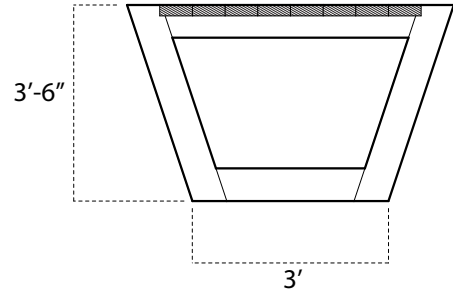
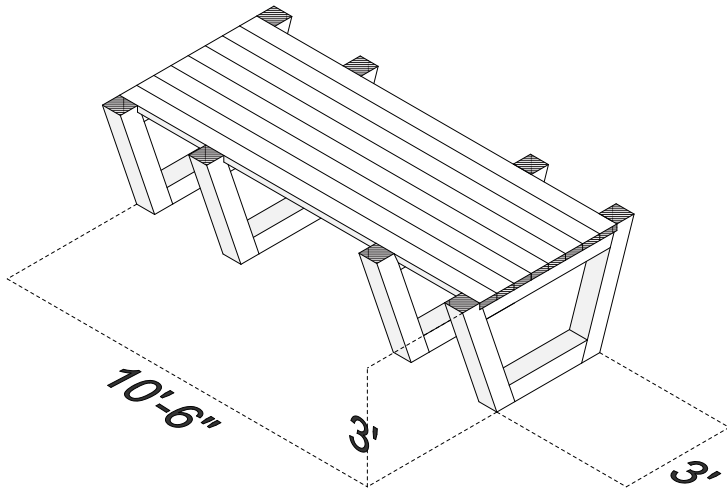
FUTURE IMPLEMENTATIONS

STREET FURNITURE - BIOSWALES IN A BOX

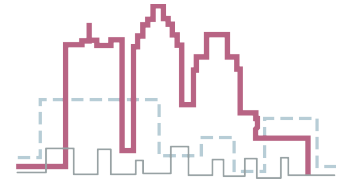


FUTURE IMPLEMENTATIONS

STREET FURNITURE - BENCH



Our incremental, DIY street furnishings are intended to empower existing and new residents to engage in building their own shared communal spaces. The local organization Pillr can assist with the Bike Bar (as demonstrated during Park(ing) Day, 2017.) These furnishings are for the transitional phase before the inevitable larger-scale development comes to the area.



PARK IN THE SKY

**Research Topic: Eco-Infrastructure and Urban Heat Island
Central Ave. Downtown Atlanta, GA**

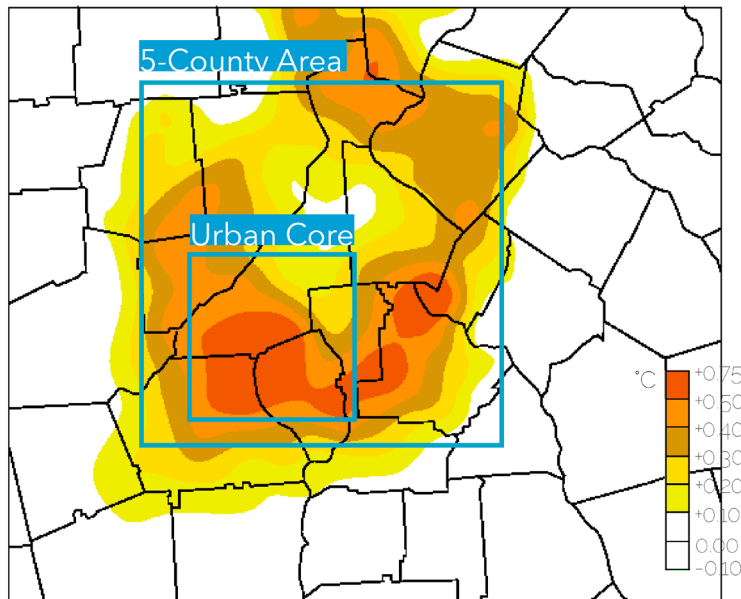
TEAM:
Coston Dickinson
Yilun Zha

Green infrastructure solutions can use or mimic natural processes to infiltrate, evapotransporate, and reuse stormwater runoff on site where it is generated. It's an approach to water management that aims to protect, restore, and mimic the natural water cycle. Such innovative solutions can mitigate the high cost of conventional, large-scale infrastructure interventions like centralized stormwater management systems. The Park in the Sky is a green infrastructure parking deck retrofit that serves as a sustainable stormwater management system and a needed public space for the government district of south downtown Atlanta.

TOPIC RESEARCH

URBAN HEAT ISLAND

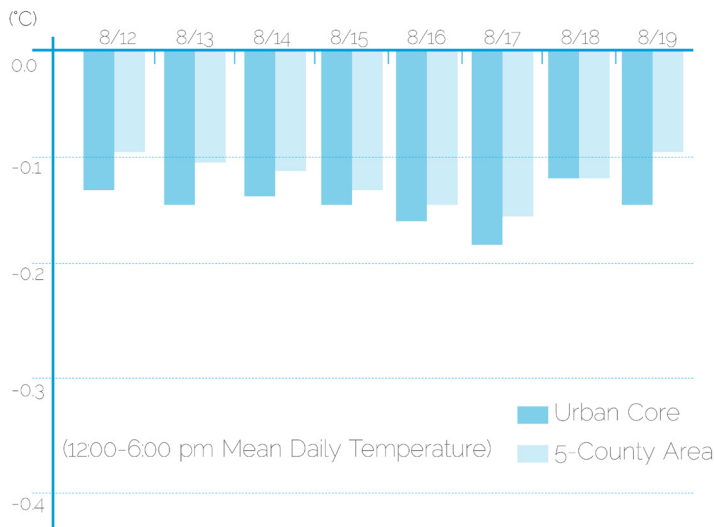
Surface Air Temperature Difference



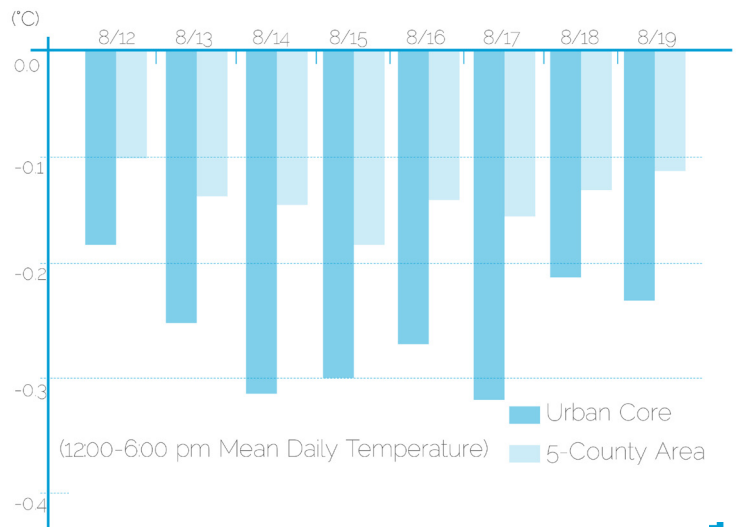
One of the main problems of south downtown Atlanta is the excess of impervious paved parking lots. This creates a heating effect known as the urban heat island, and can increase urban areas' temperature by ten to fifteen degrees fahrenheit. Incorporating green infrastructure solutions like green roofs can mitigate urban heat island by up to 85 percent. Additionally, adding water bodies can increase the passive cooling effect via evaporation. The Park in the Sky utilizes both rooftop green spaces and constructed wetlands to reduce the heating effect.

This analysis by others shows the extreme urban heat island effect of Hartsfield-Jackson Airport compared to the larger 5-county area.

Vegetation Mitigation

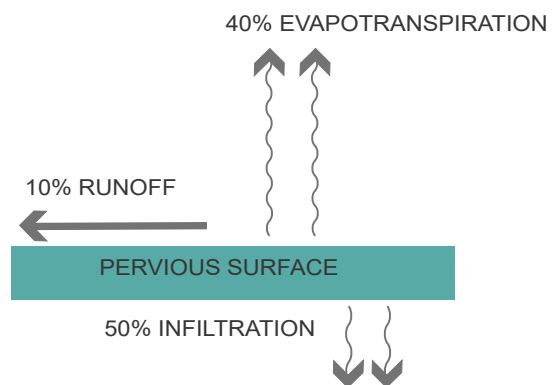
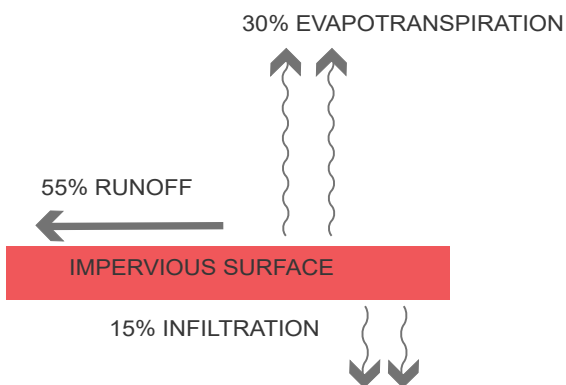
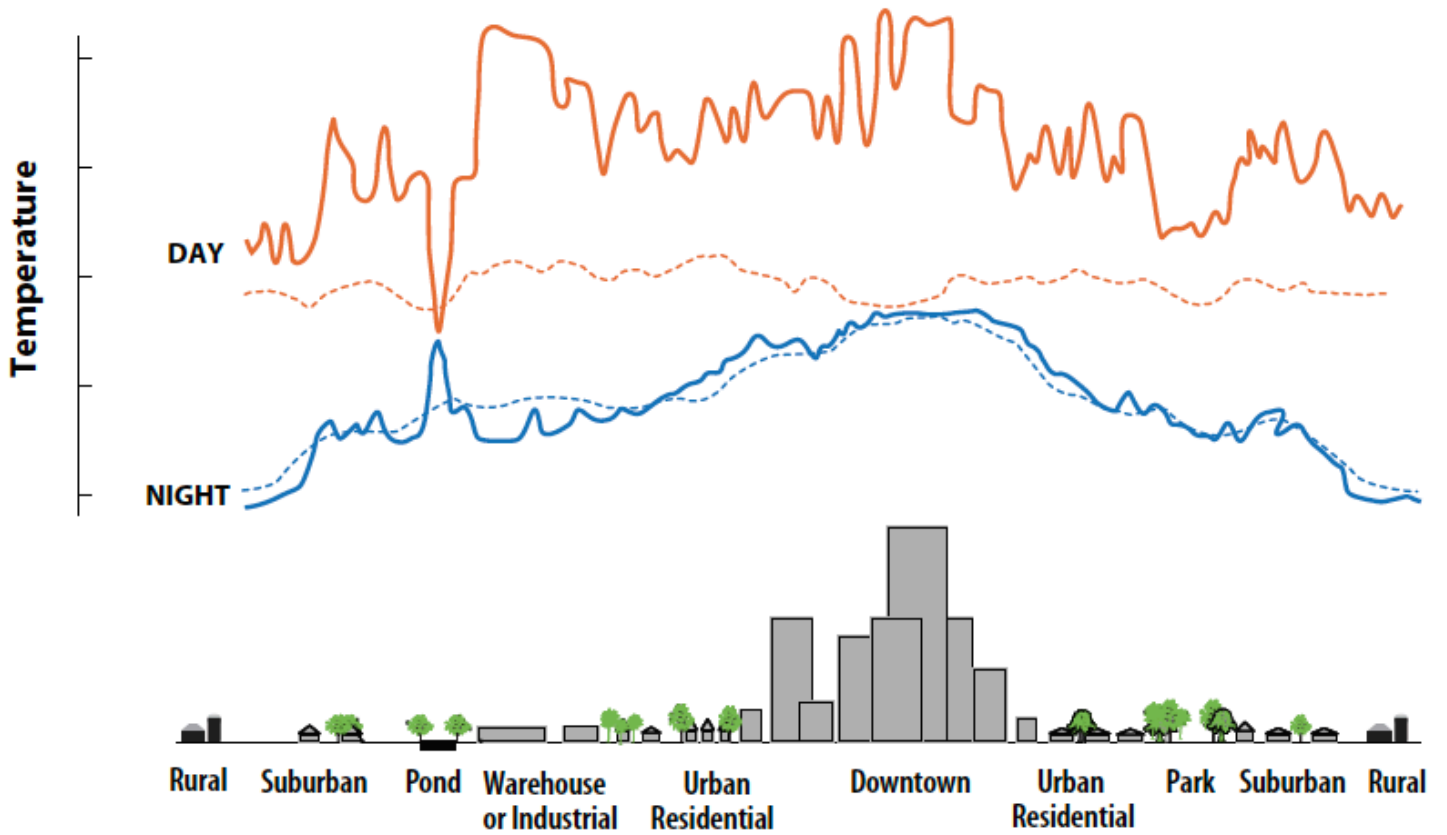


Albedo Mitigation



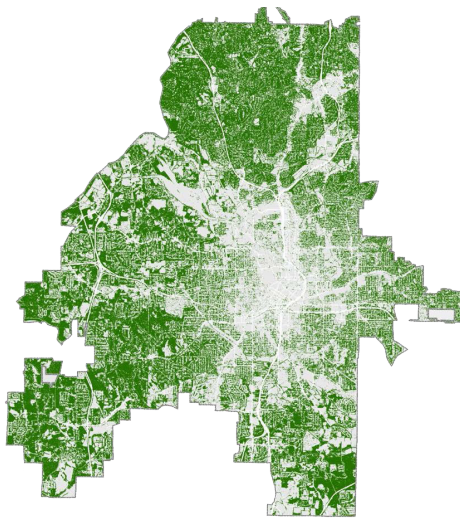
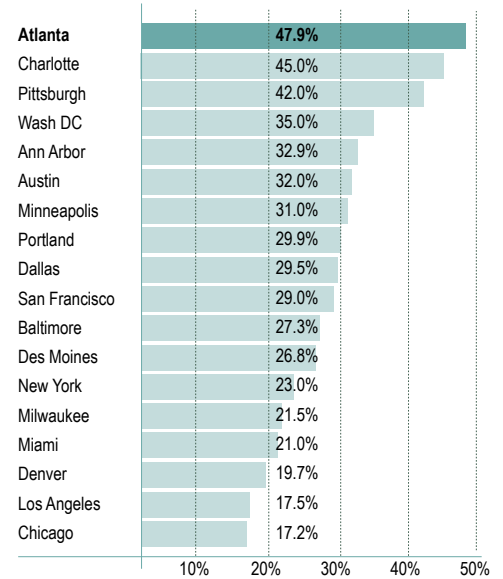
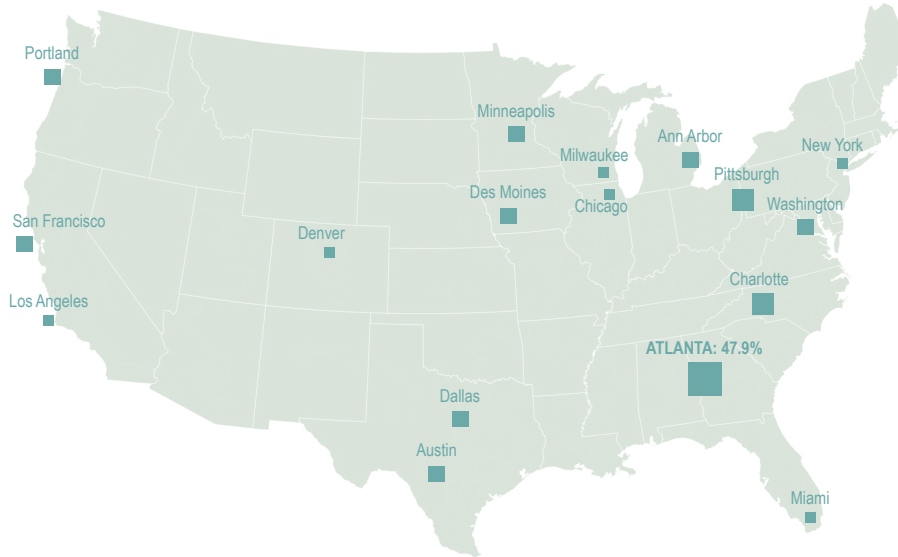
TOPIC RESEARCH

URBAN HEAT ISLAND



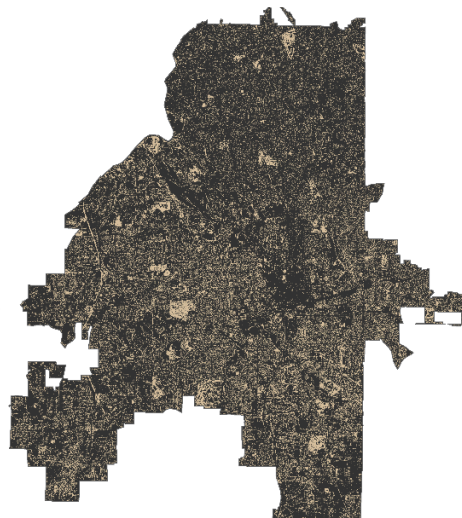
TOPIC RESEARCH

URBAN HEAT ISLAND



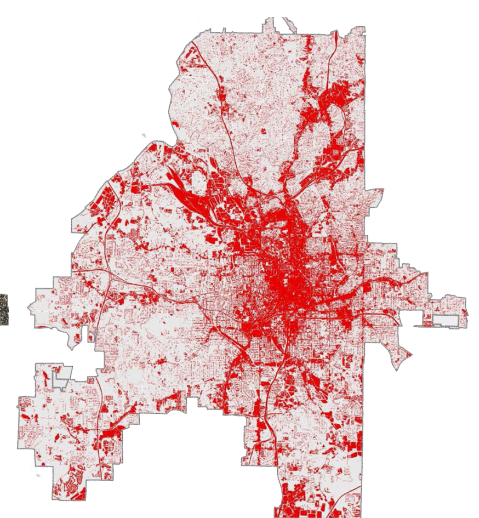
Tree Canopy

47.9%



Non-Tree Vegetation

22.1%



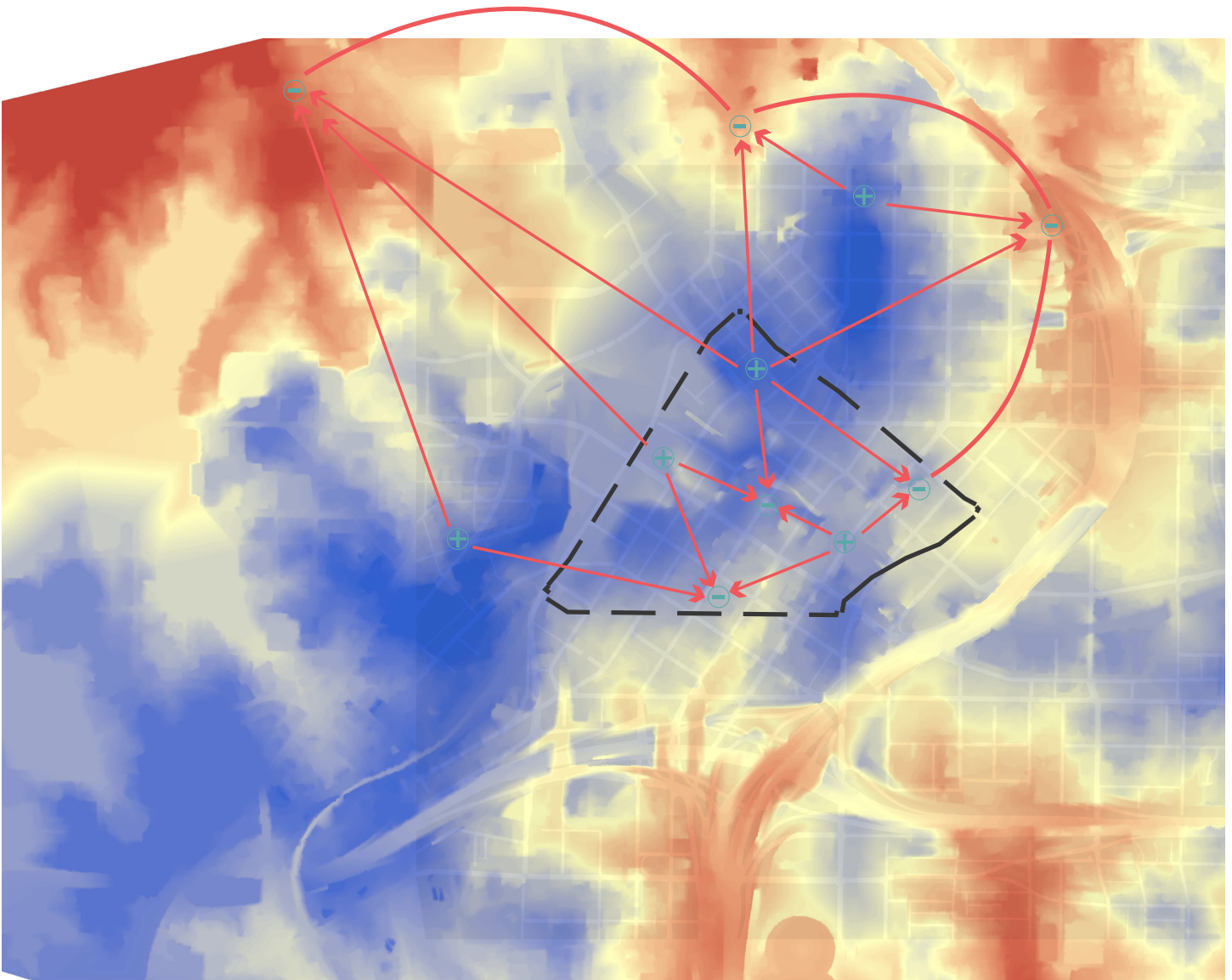
Non-Vegetation

30.0%

These diagrams depict the tree canopy coverage for the Atlanta metropolitan area. While Atlanta is one of the best cities for tree-canopy coverage, the rapid growth and lack of urban heat island awareness has led to the overpaving of the urban core. If continued, we can expect for the heating effect in the urban core to become substantially worse. Tree leaves and roots are also very helpful at managing stormwater. Green infrastructure and the planting of more native trees can allow Atlanta to be one of the best in the nation for natural and passive cooling effects.

TOPIC RESEARCH

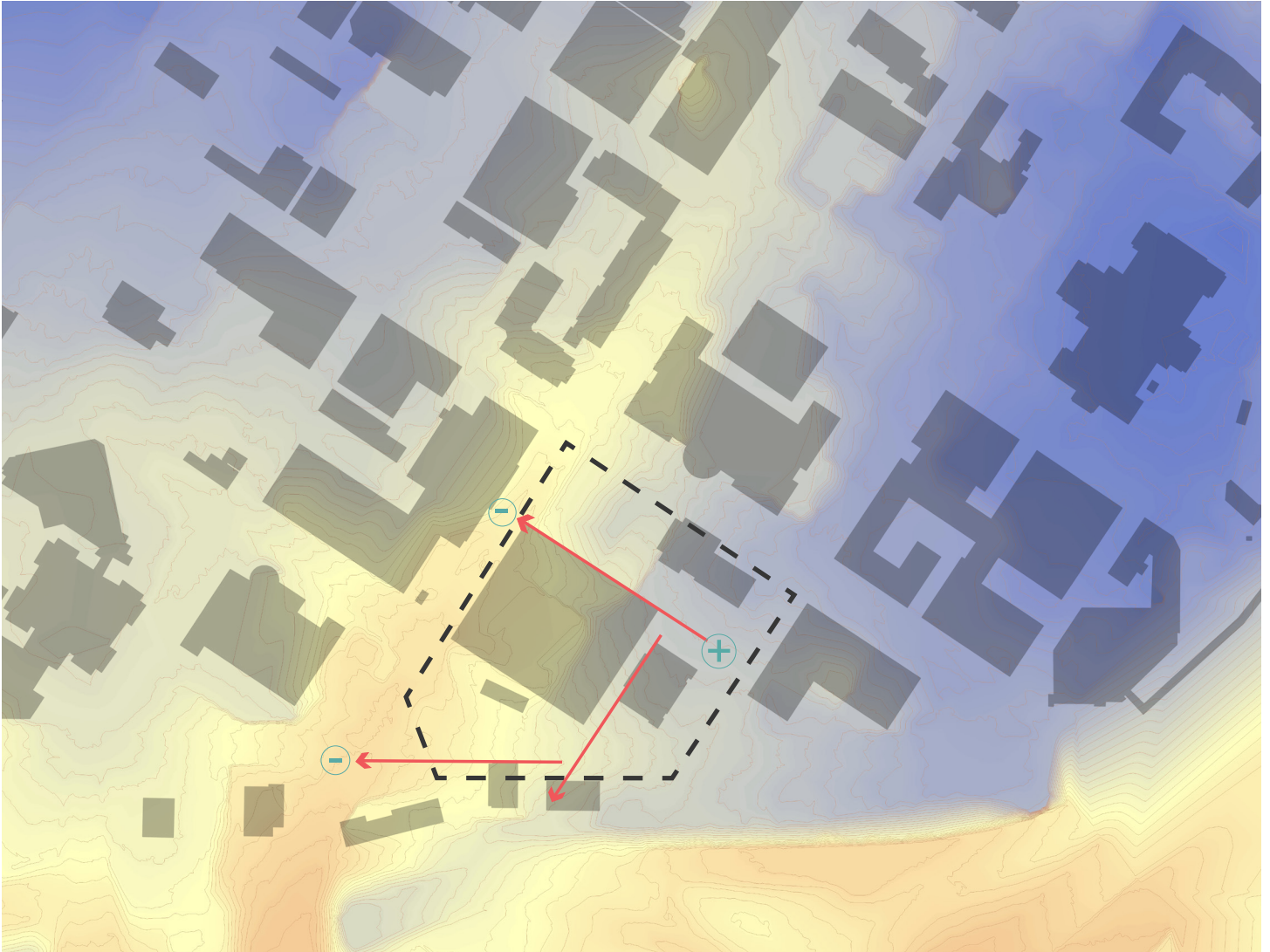
STORMWATER MANAGEMENT



This diagram shows the larger context of elevation change for our site. As you can see, water flows from the high points (in red) down into a valley (in blue), where a majority of the city's water collects to be redistributed into the city's stormwater management system.

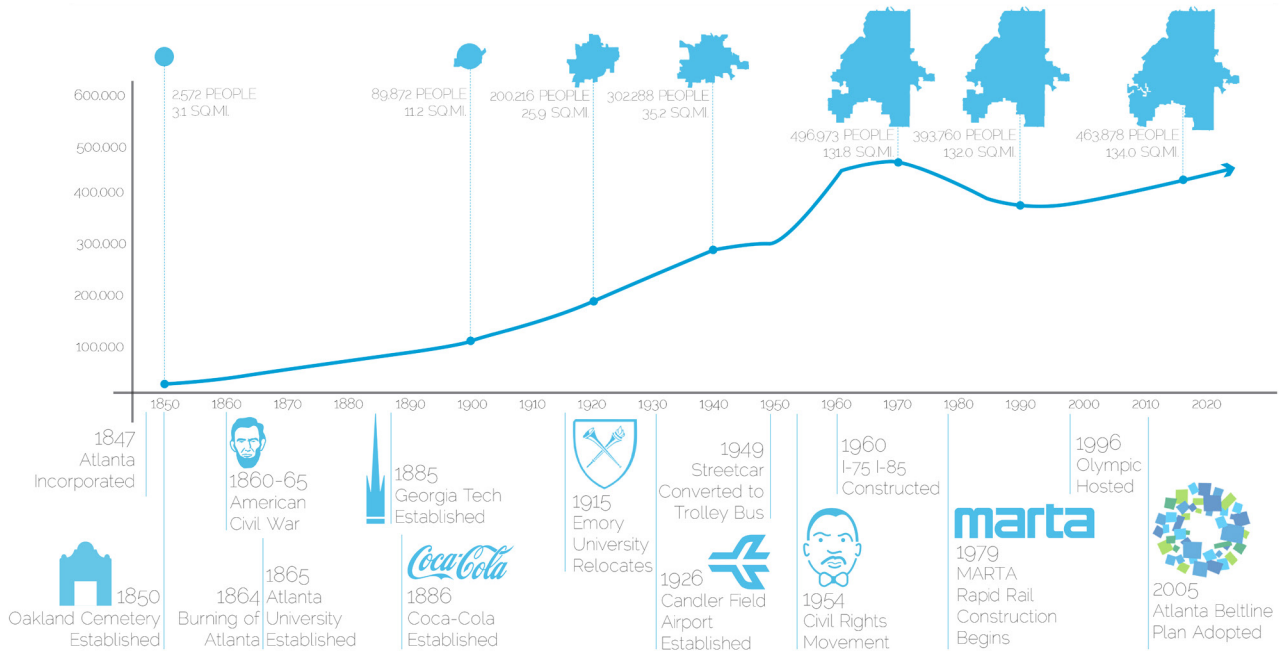
TOPIC RESEARCH

STORMWATER MANAGEMENT

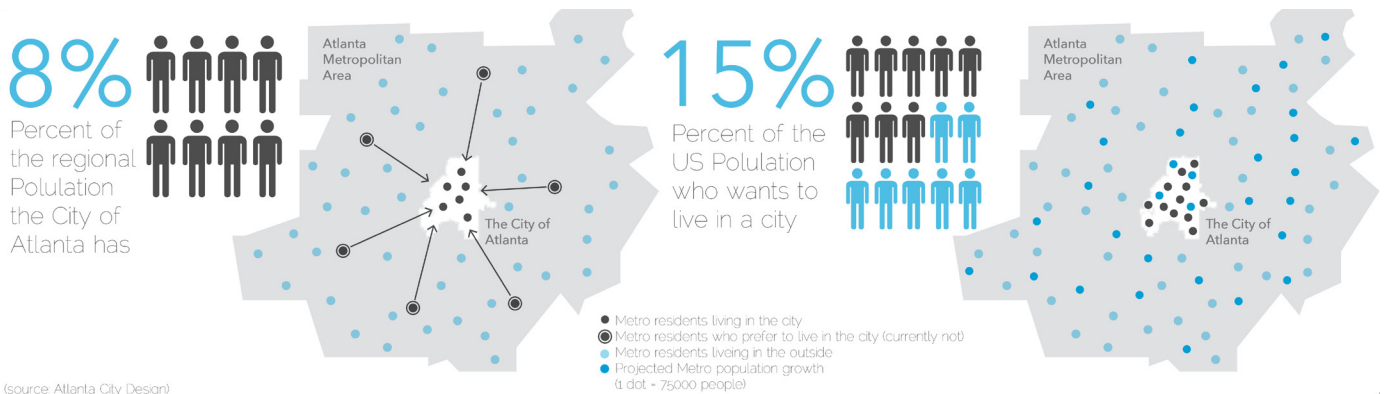


We chose the parking deck immediately south of City Hall due to the fact that it is the lowest lying elevation for our site, giving us the opportunity to collect a majority of the city's stormwater runoff and utilize it as an asset for enhancing public space and showcasing innovative green solutions.

URBAN CONTEXT



The Park in the Sky addresses three main problems facing south downtown: stormwater-runoff management; urban heat island effect; lack of social capital. Currently, the downtown area suffers from an overpaved landscape, pollution, smog, and minimal-to-no-adequate public spaces for government employees and local residents to hang out during the day and night. The Park utilizes existing infrastructure for retrofitting as a sustainable solution because the built infrastructure is existing embodied energy and should be seen as a resource. In this way, we design for water to be seen as a city asset, rather than a problem to be obscured.

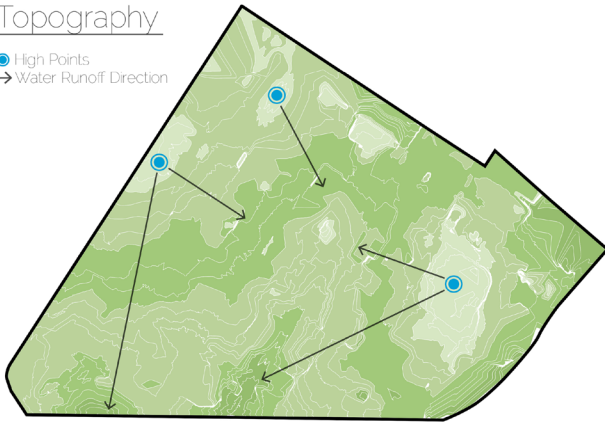


Currently, the population of the city of Atlanta is approximately 500,000 people. Eight percent of the population that works in downtown lives in the same area. This number is projected to go up to 15 percent over the next twenty years. By infilling the lack of density for south downtown, we intend to design in such a way that retains a larger portion of Atlanta's working population.

SITE RESEARCH

Topography

- High Points
- Water Runoff Direction



Height

- 8+
- 6-7
- 4-5
- 1-3



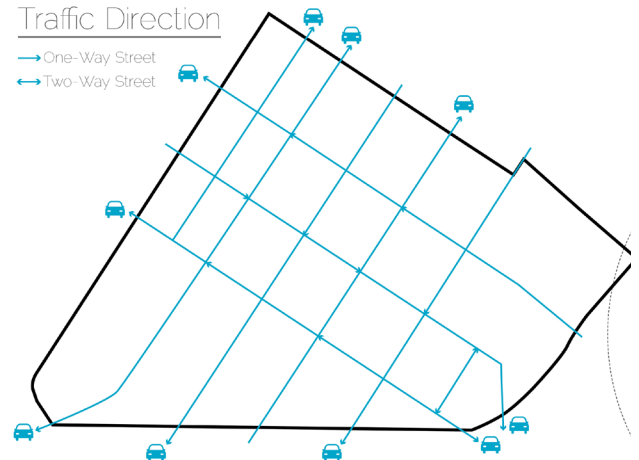
Functions

- Government
- Residential
- Commercial
- Cultural
- Office
- Utility



Traffic Direction

- One-Way Street
- ↔ Two-Way Street



Cycle&Hotspot

- Commercial
- Cultural
- Cycle-Friendly Road



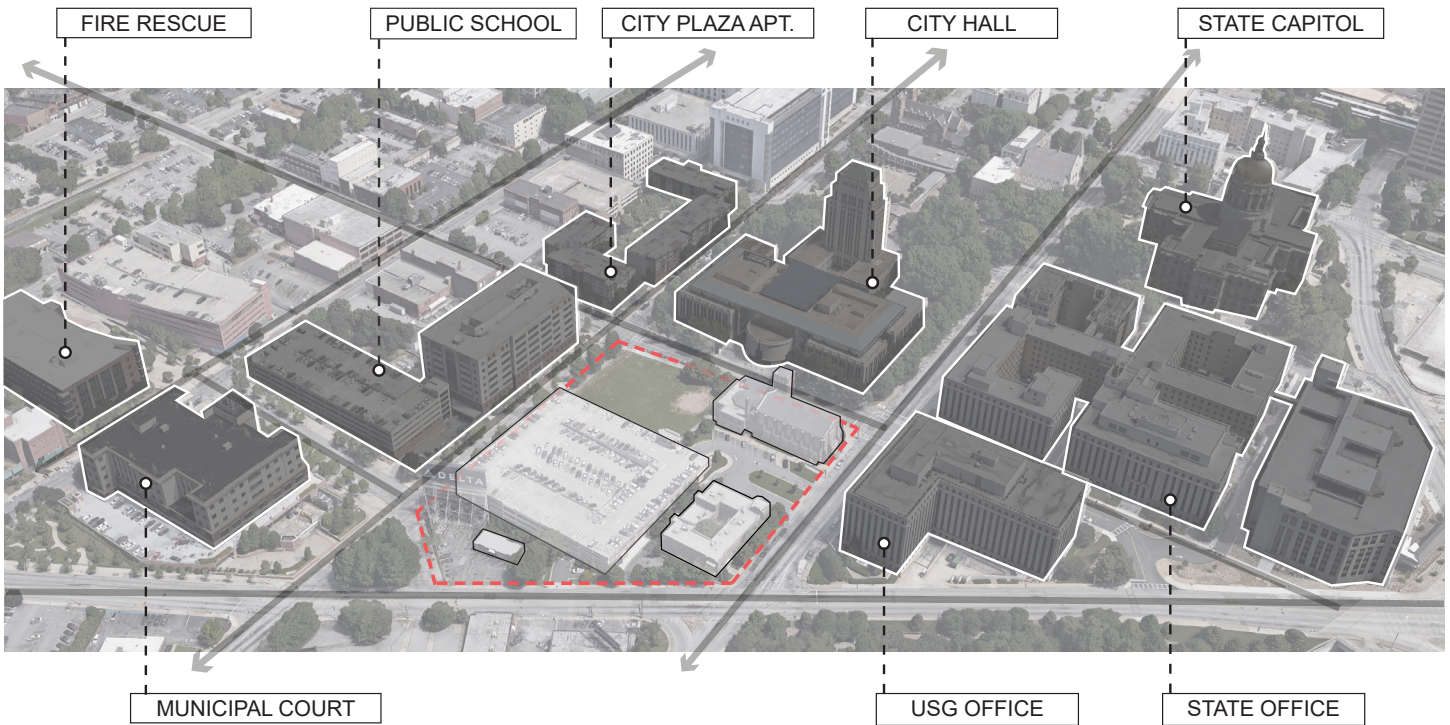
Parking

- Parking Garage
- Ground Parking



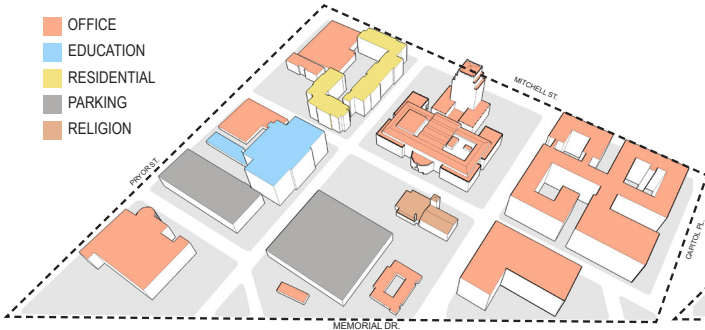
Based on the diagrams above, we can have a better understanding of the context of south downtown Atlanta. The first diagram in the top left shows that the topography of the site is generally high land and most of all the water on site flows down to the government parking deck where our project is located. This is intentional in order for us to be able to capture as much stormwater runoff as possible and clean it, allowing for a more healthy infiltration. The diagrams also depict the low-density nature of development in south downtown.

SITE RESEARCH



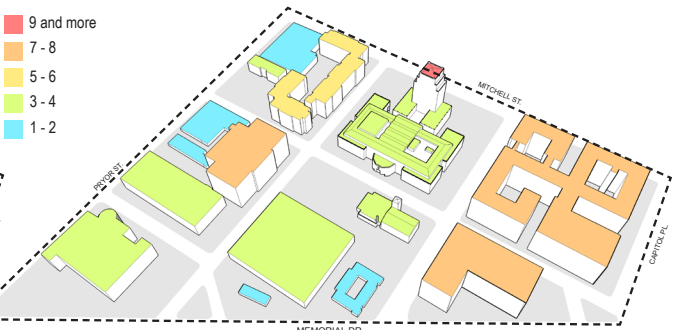
LAND-USE

- OFFICE
- EDUCATION
- RESIDENTIAL
- PARKING
- RELIGION



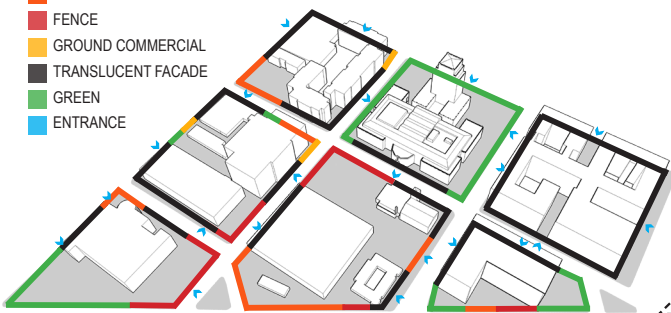
HEIGHT

- 9 and more
- 7 - 8
- 5 - 6
- 3 - 4
- 1 - 2



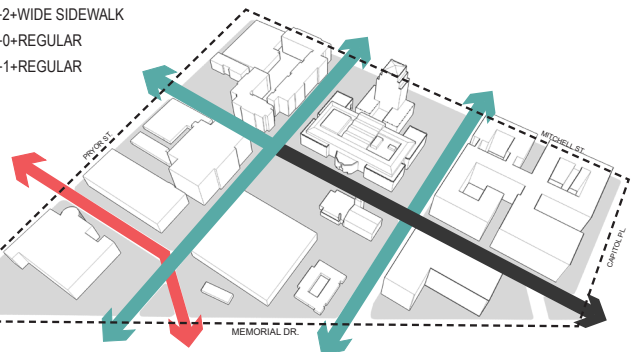
FACADE

- VOID & PLAZA
- FENCE
- GROUND COMMERCIAL
- TRANSLUCENT FACADE
- GREEN
- ENTRANCE



STREET TYPOLOGY

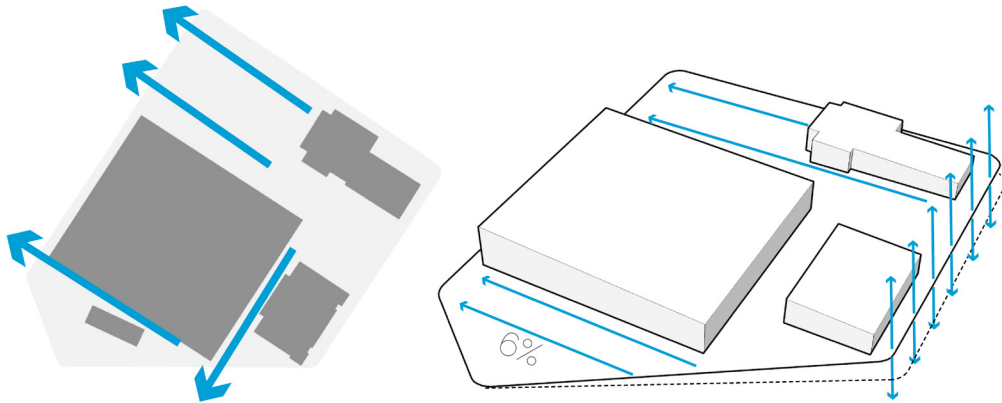
- 2+2+WIDE SIDEWALK
- 4+0+REGULAR
- 3+1+REGULAR



SITE RESEARCH

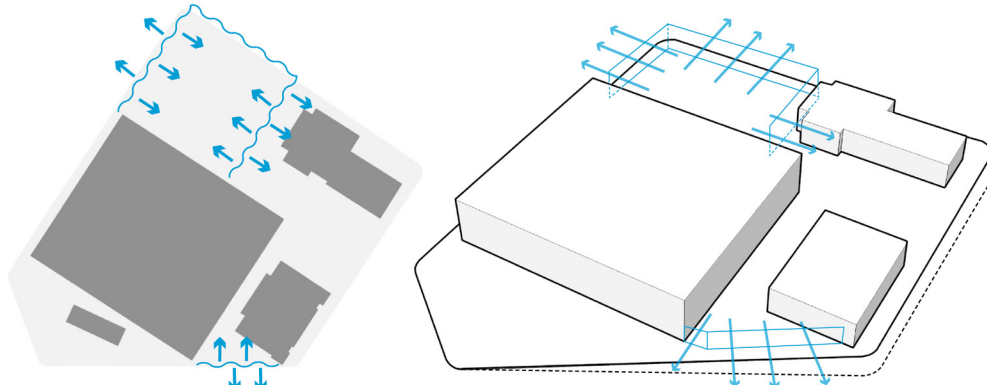
SEGREGATED LANDSCAPE

INCLINE



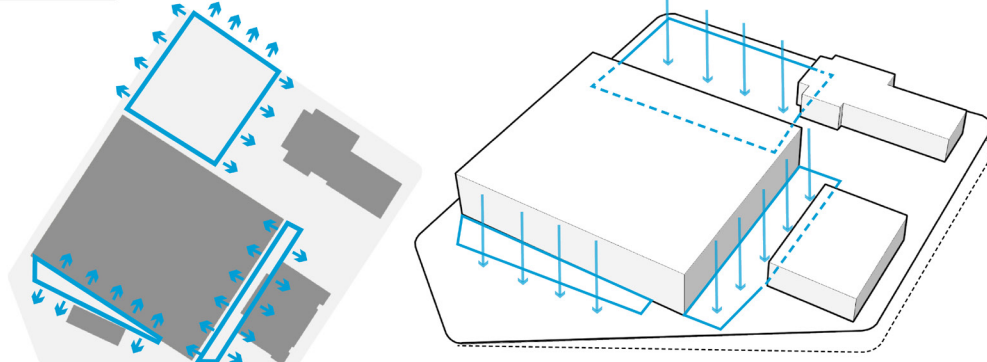
Due to the one-way streets that proliferate the site, there is a lack of accessibility in the downtown area.

FENCE



Due to security concerns, there has been a tendency to fence many of the properties in downtown, segregating people from public spaces.

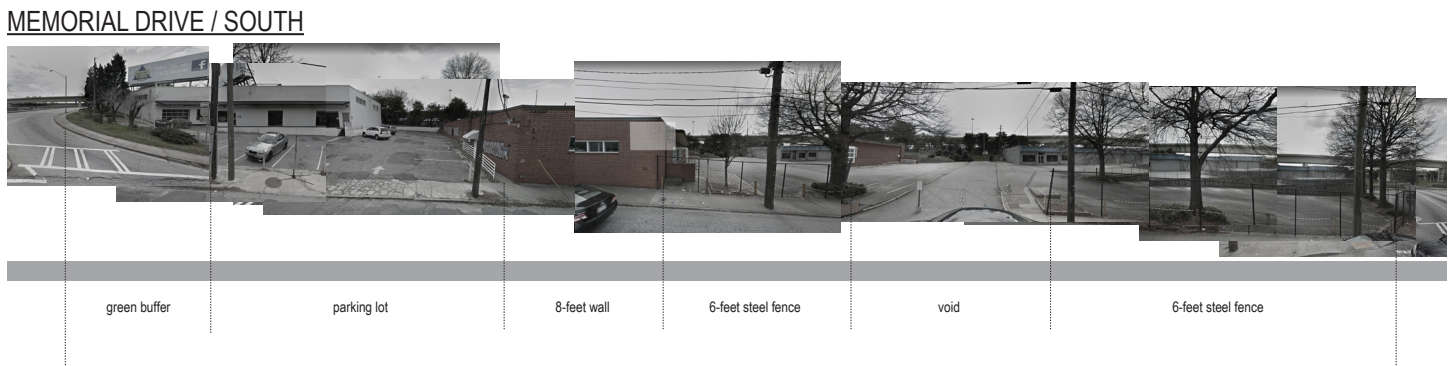
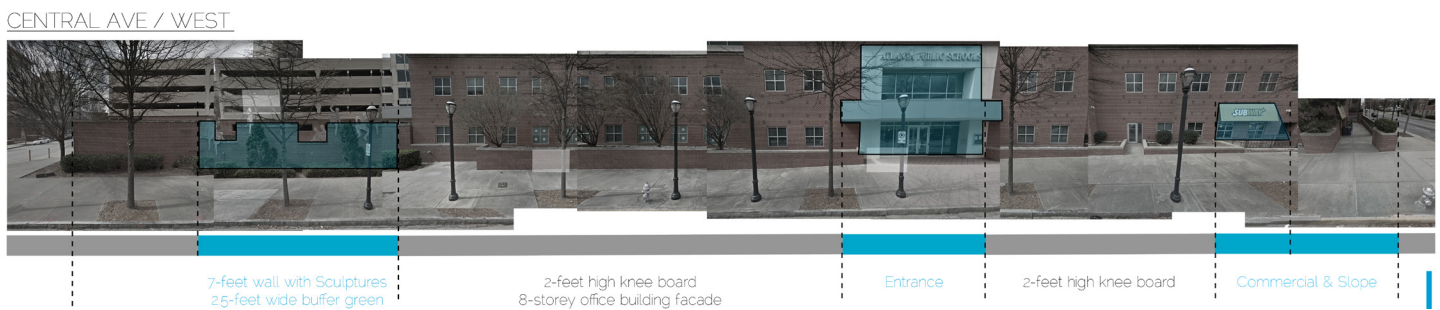
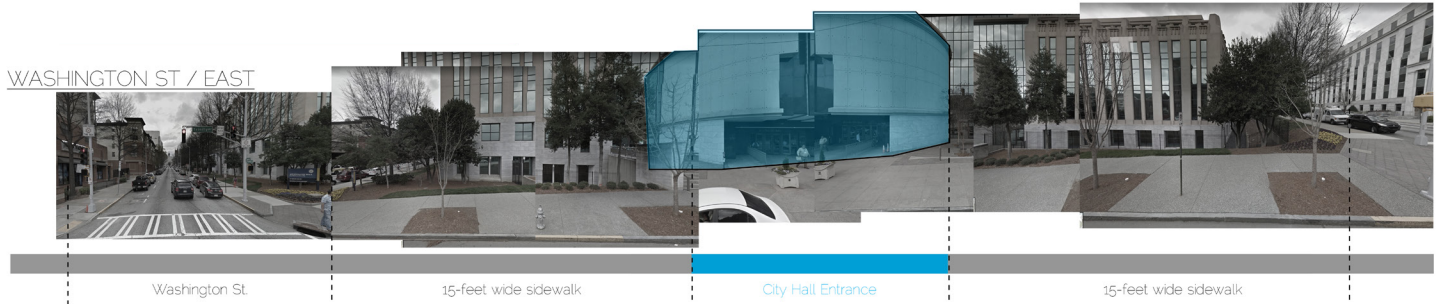
BUFFER



Low-density buffers decrease walkability and create unsafe spaces, deterring people from wanting to live and gather in downtown.

SITE RESEARCH

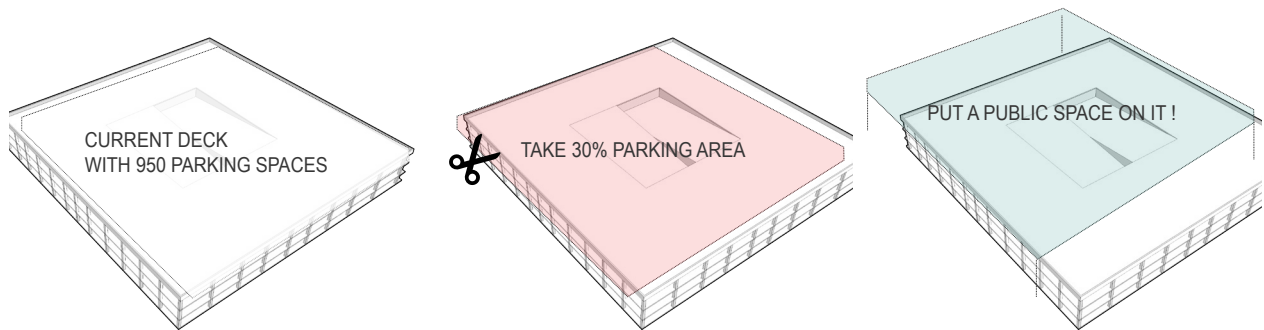
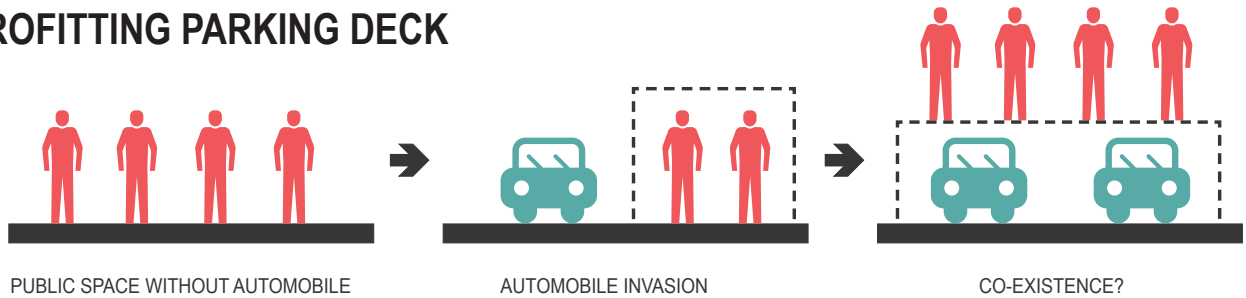
DEFENSIVE ARCHITECTURE



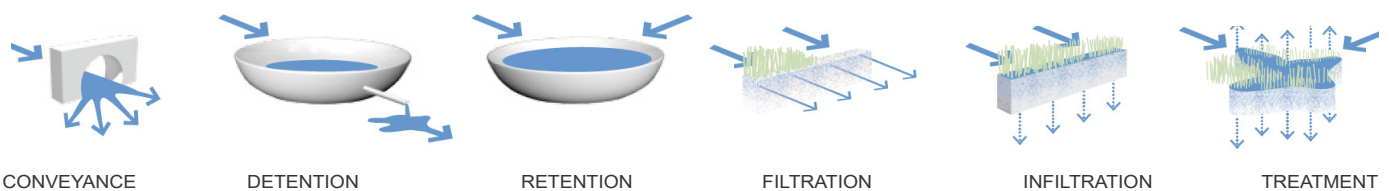
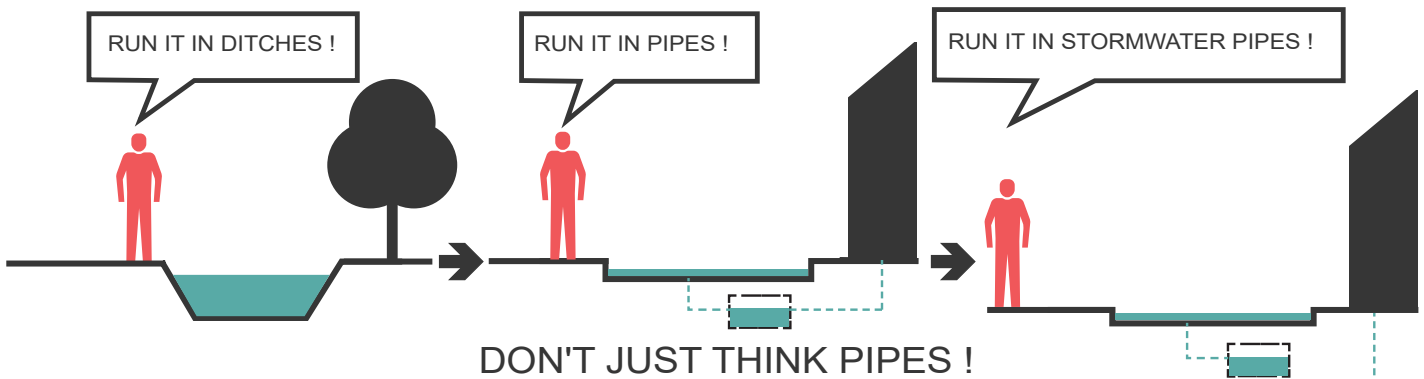
As you can tell from the picture-analysis of adjacent buildings to our site, all buildings and structures are independent from each other with a sense of “self-protection.” This results in the isolation of South Downtown’s urban landscape.

CONCEPT

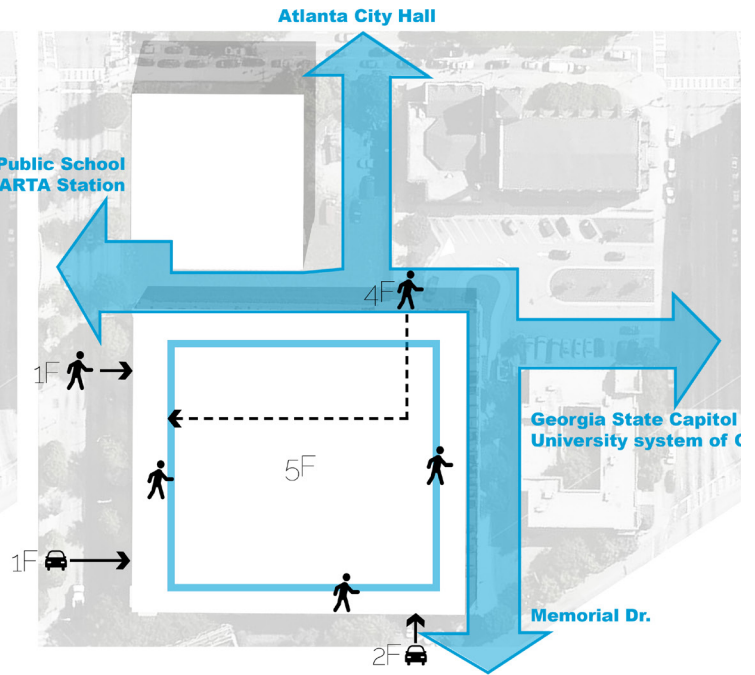
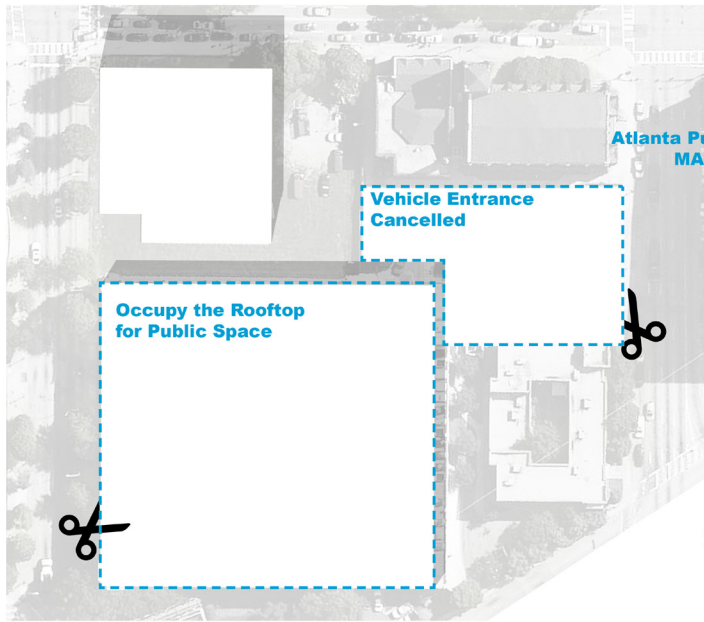
RETROFITTING PARKING DECK



ARTFUL RAINWATER DESIGN



FORMATION

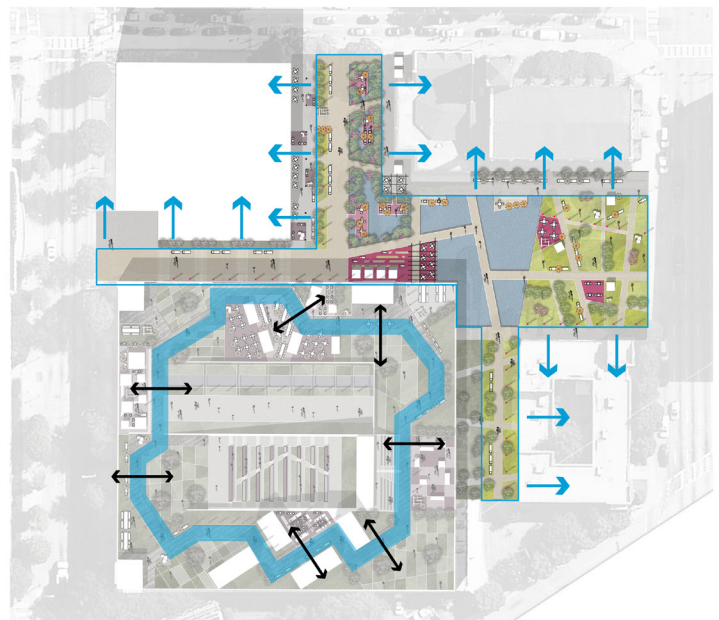
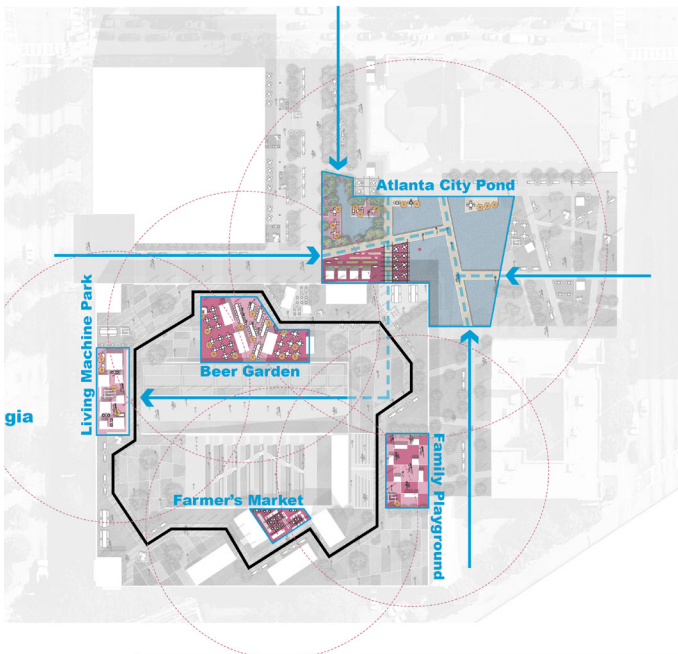


1

OCCUPY THE ROOF

2

CREATE CONNECTION



3

DEVELOP CENTERS

4

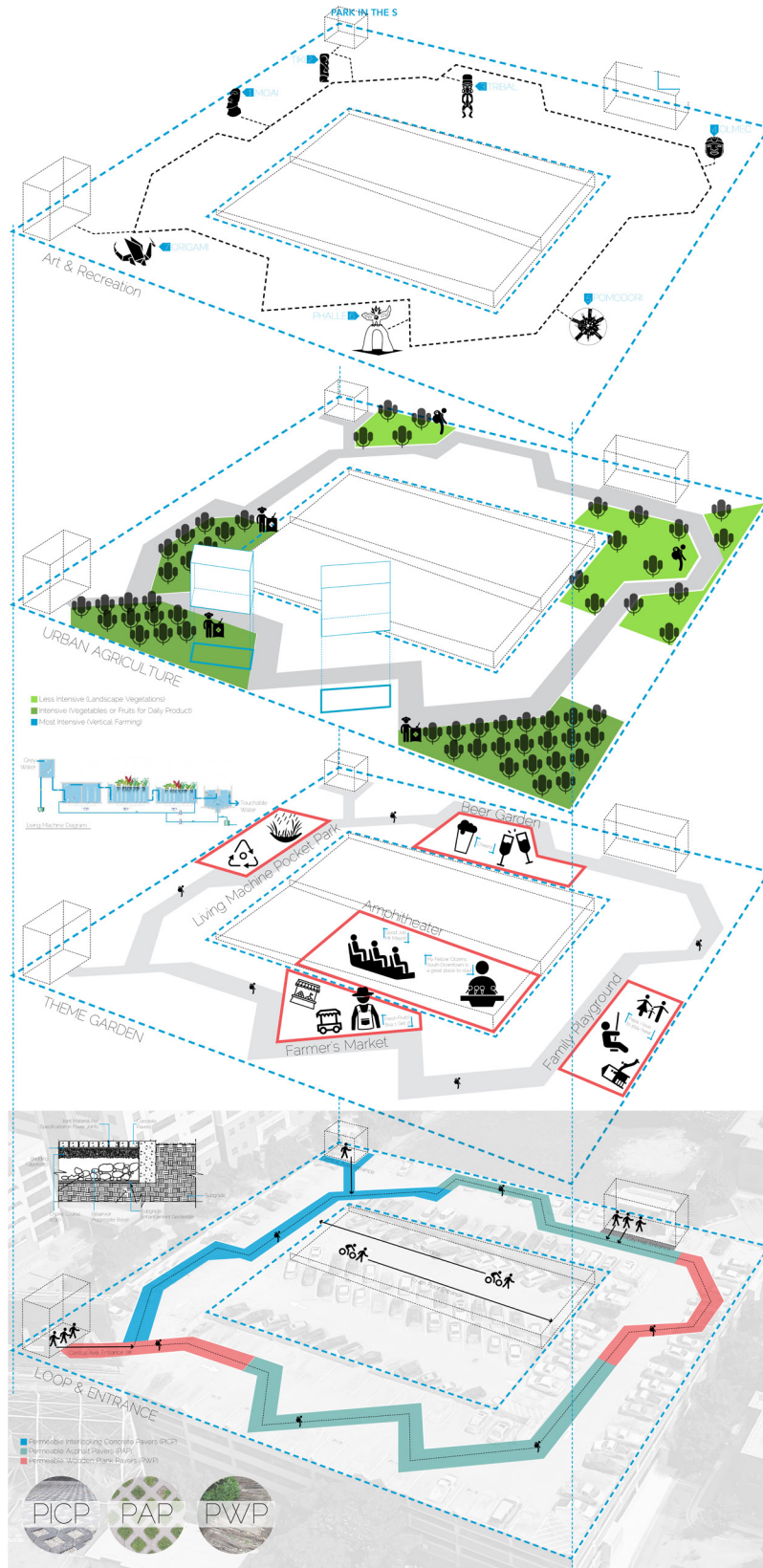
THICKEN THE EDGE

SITE PLAN



This illustrative plan for the Park in the Sky shows an integrated landscape that unifies the ground plane condition that connects Atlanta City Hall to the Atlanta public school, the Trinity Church, and the Progressive Hope House with an exemplary public space that cools urban heat island and functions to serve as a stormwater cleaning system and a public space. It also shows a new lot for office and commercial development at the corner of Central Avenue and Trinity Avenue in order to advocate for vertical construction and greater urban density.

ANALYTICAL DIAGRAM



PHASE ONE

We sought to utilize the rooftop of a parking deck due to a 30 percent vacancy of the existing deck. By reclaiming this site, we gain access to 65,000 sq. ft. of prime public space on the fifth floor of an urban parking deck. This diagram shows public art being showcased as a way to attract people to the onset of the project,

PHASE TWO

The next phase is to introduce green areas and pocket gardens in order to begin mitigating the urban heat island while providing public gardening space for the adjacent Progressive Hope House.

PHASE THREE

The third phase consists of programming different areas of the parking deck. On the west side, you can see living machines that collect and clean stormwater runoff and recycle it for the garden irrigation system. To the north, a beer garden for residents and workers to be able to relax and unwind at the end of the day. To the east, a multifunctional space for different local activities, such as playgrounds, tables and benches, and games. To the south, a vertical gardening system that allows for productive urban agriculture space. And finally, in the center, an auditorium for movies, concerts, and public initiatives.

PHASE FOUR

The fourth phase is to integrate all of these programmed spaces with a path that allows for people to circulate at leisure to any part of the Park in the Sky they wish. It also is a quarter of a mile in length, allowing for daytime workers to utilize this path as a fitness track.

ANALYTICAL DIAGRAM

SECTION

Vertical Farming & Farmer's Market



Family Playground



ANALYTICAL DIAGRAM
SECTION

Amphitheater

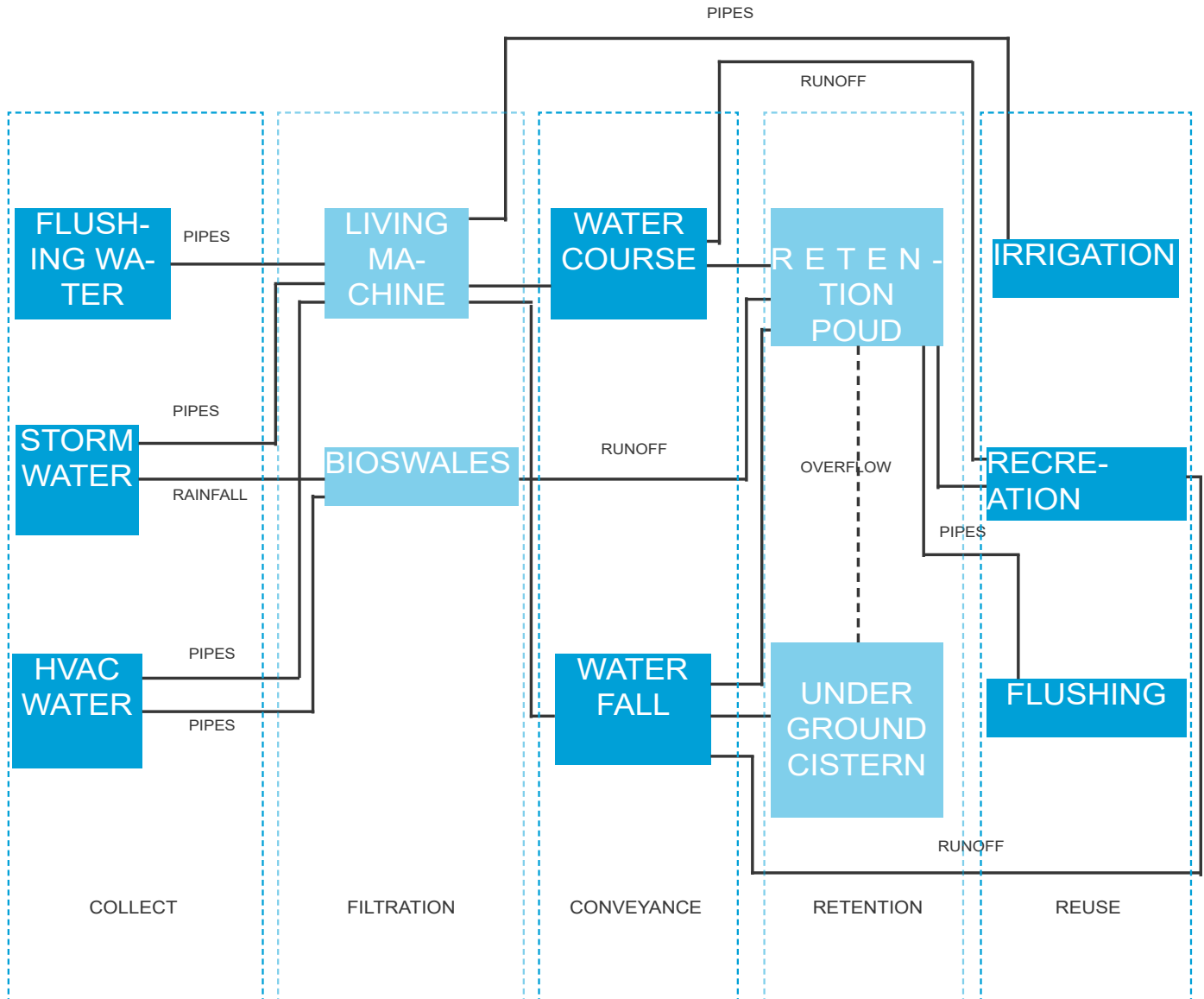


Living Machine Pocket Park



ANALYTICAL DIAGRAM

WATER SYSTEM

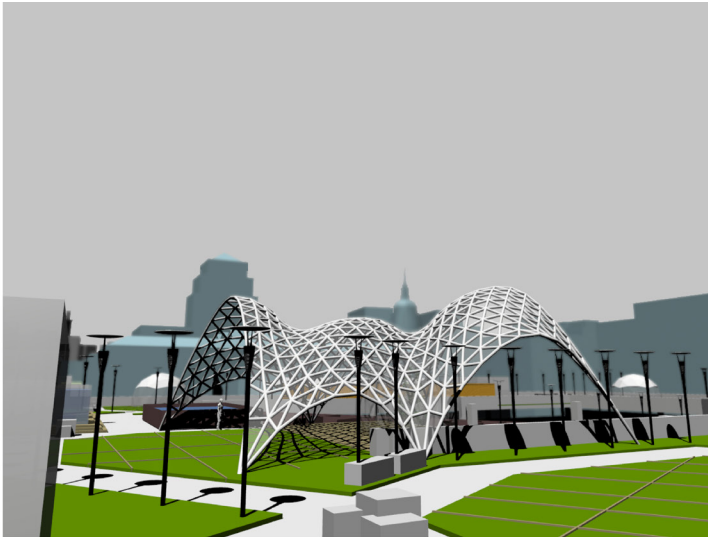
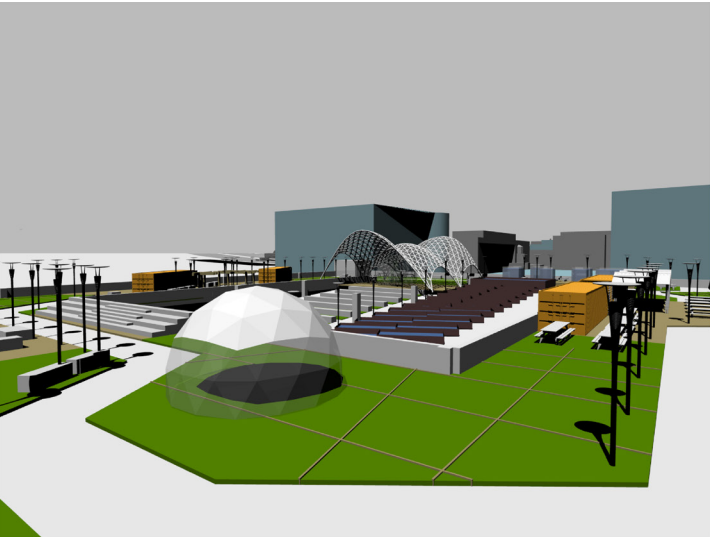
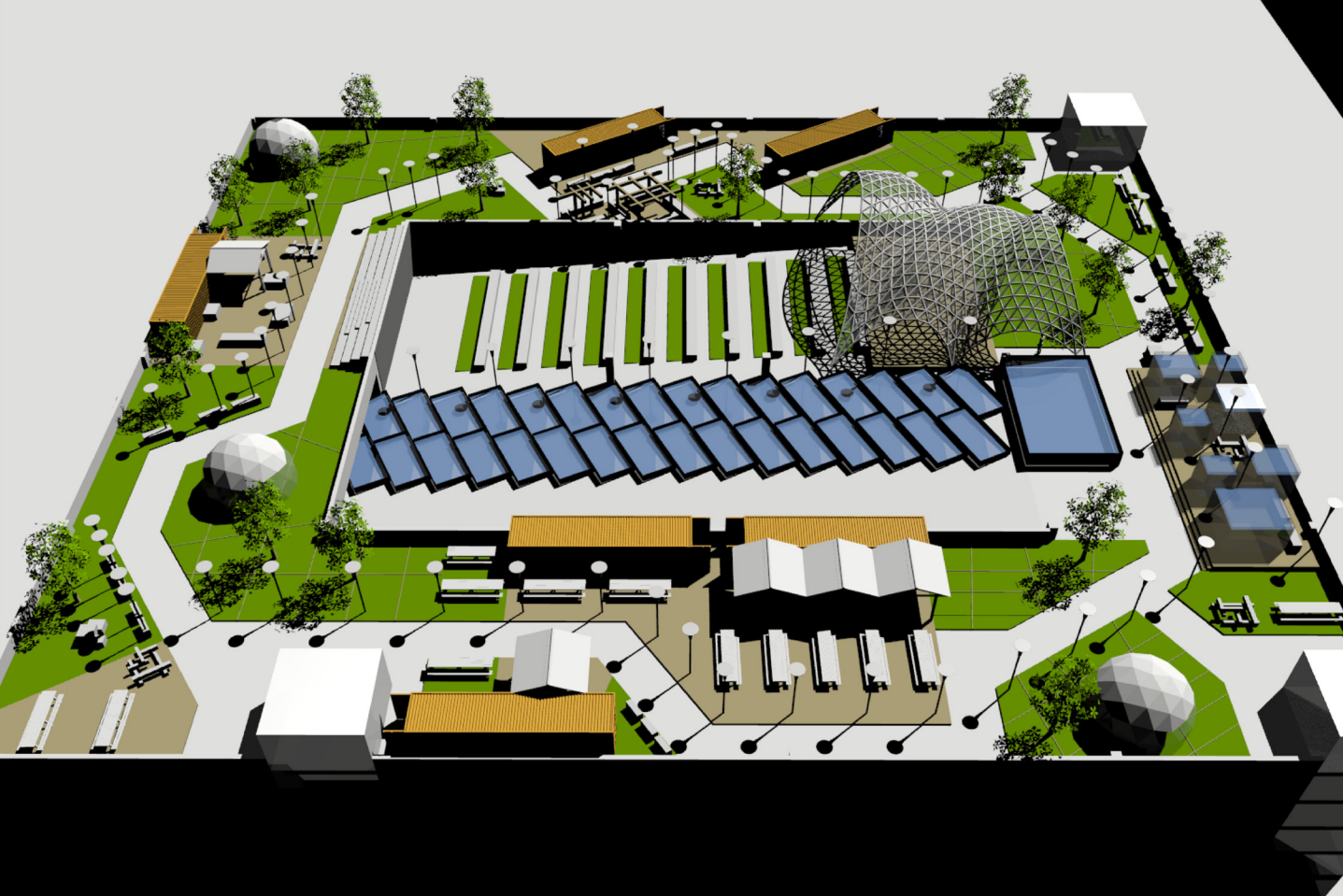


This water-flow diagram shows the process in which water is collected from various sources, like rain, gray-water systems, and HVAC systems into living machines and bioswales. It then depicts how, after a cleaning cycle, the water runs through different filtration systems in order to be touchable and safe for the public as it gets collected into an urban plaza retention pond and the excess to be returned to groundwater sources or repurposed.

RENDERINGS

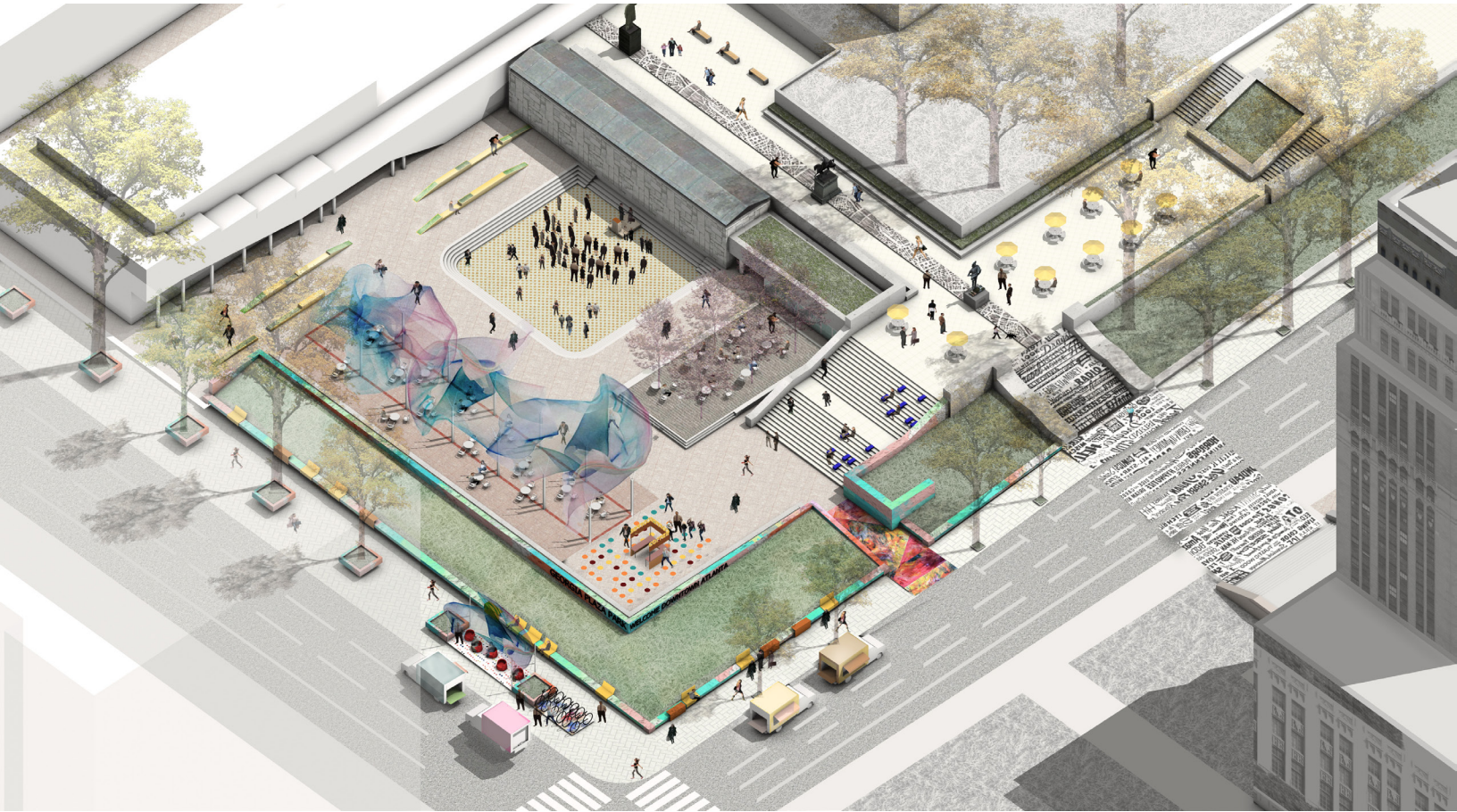
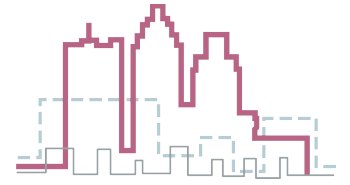


RENDERINGS



SITES TEAMS

- Georgia Plaza Park & Talmadge Plaza/Peachtree St & Mitchell •
- GSU Marta + Capitol & Memorial intersection •
- Fire Station Park & Garnett Garden •
- Central Ave. x Trinity Ave. & Pulliam St. x Memorial Dr. •



Revive the Forgotten Plaza

Location :Georgia Plaza Park & Talmadge Plaza

TEAM:
Zeyue Yao
Tianqi Ling

The Talmadge Plaza in Atlanta's downtown area has been empty due to lack of programming and certain physical factors. Recognizing its potential of being revived as a concentration of urban activities, the proposal puts forward a phasing process of gradually transforming its physical space and organizing events and daily activities according to the surrounding context and the intended users, in the vision of recreate an active public space serving as a catalyst in the downtown institutional district.

SITE RESEARCH

OPPORTUNITY AROUND THE PLAZA



Georgia Plaza Park is located at the heart of the Government District. It is surrounded by municipal institutions, which brings in a lot of government employees. However, the surrounding area lacks green space to accommodate their activities, such as having lunch or hosting events. The plaza has proximity to two important landmark buildings. The entrances are on the axis toward those buildings, and we try to organize the site plan to reflect this hidden logic.

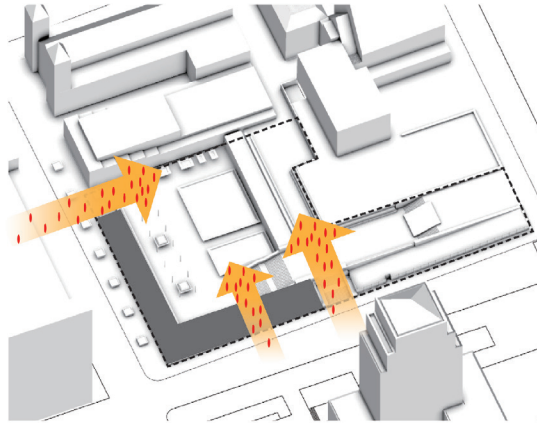
Challenges In The Plaza



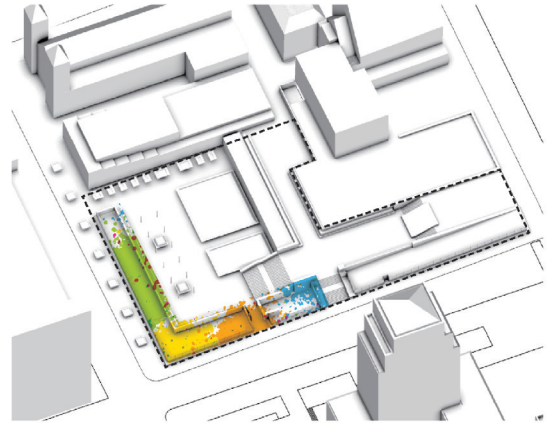
When zooming in more to the street level, the main issues that we find about the site is that the existing plaza lacks the appropriate physical elements to accommodate the employees' activities. Another significant issue is the berm on the edge that blocks both the sightline and the path from the street toward the plaza, which further discourages people from using this site.

DESIGN STRATEGIES

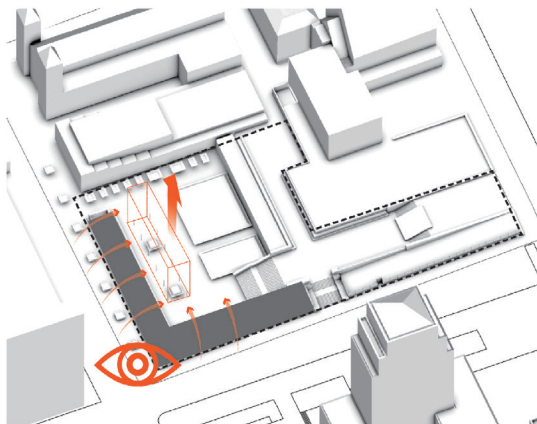
CREATE WELCOMING EDGE



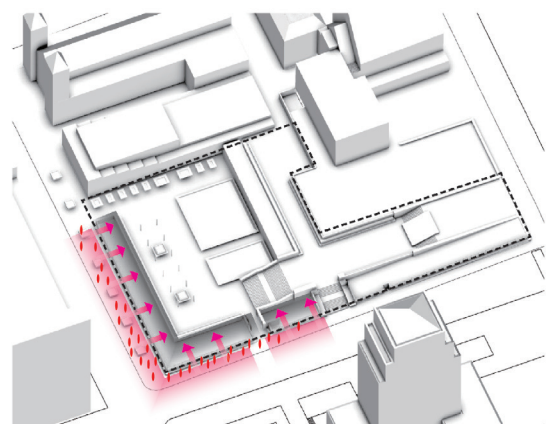
Emphasize the Entrance



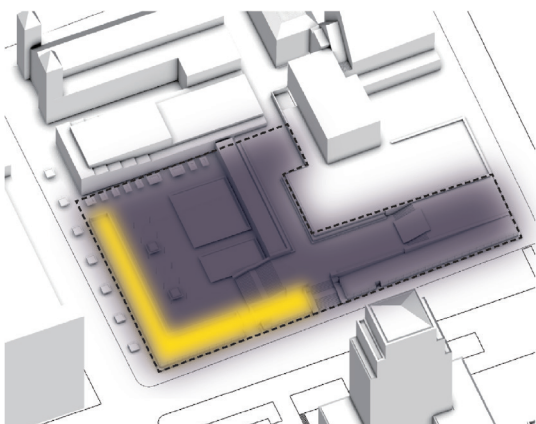
Painting on the Berm



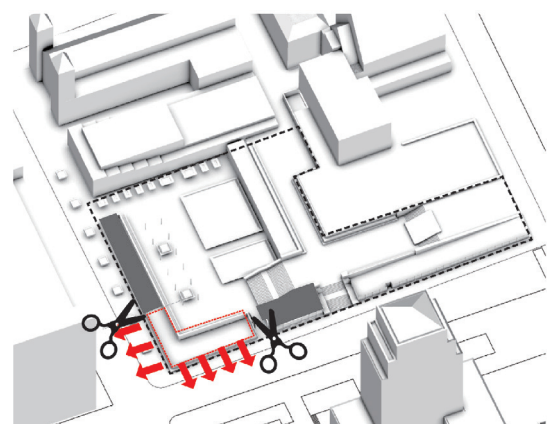
Create Visual Landmark



Add Seats Facing The Street



Improve Lighting

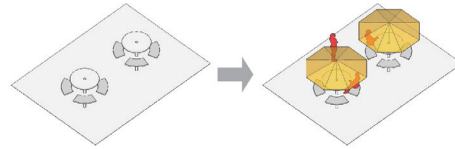


Open Up New Entrance

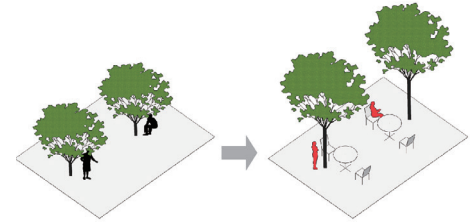
For the berm, we intend to improve the situation step by step through different strategies. Some of the strategies such as emphasizing the entrance or painting on the berm, can be quickly implemented to attract people. Other strategies are more permanent and require more work to be done, and our final goal is to open up some part of the berm at the street corner to minimize the negative effect of barrier.

DESIGN STRATEGIES

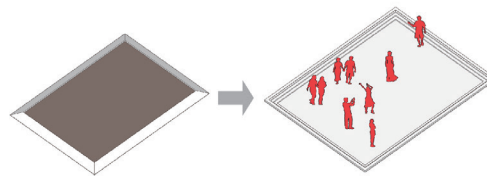
REPROGRAM THE PLAZA FOR DIVERSE ACTIVITIES



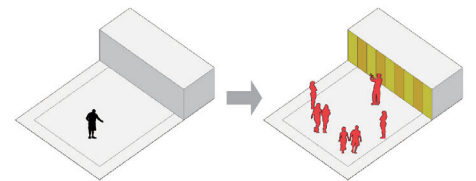
Provide Shaded Seats



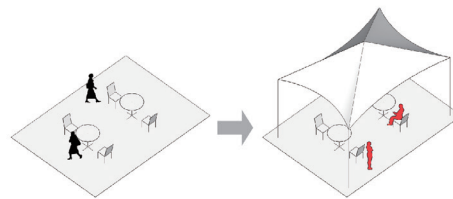
Adjust Tree to Human-Scale



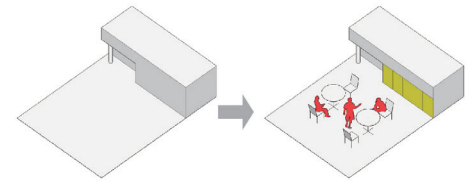
Create Event Place



Activate Wall as Background

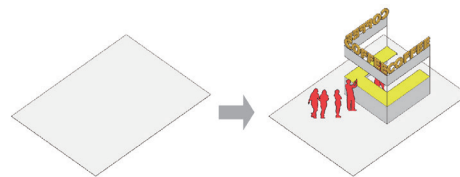


Canopy to Define Space

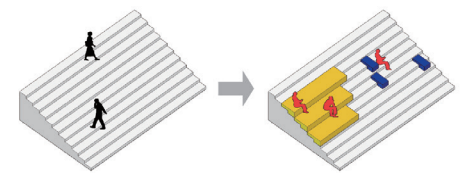


Re-occupy Coffee Shop

We base our proposal on the existing physical form and try to identify the potential changes that could happen in the site. These strategies could either provide some comfortable space for people to stay or insert some catalytic elements that can stimulate activities in the site.



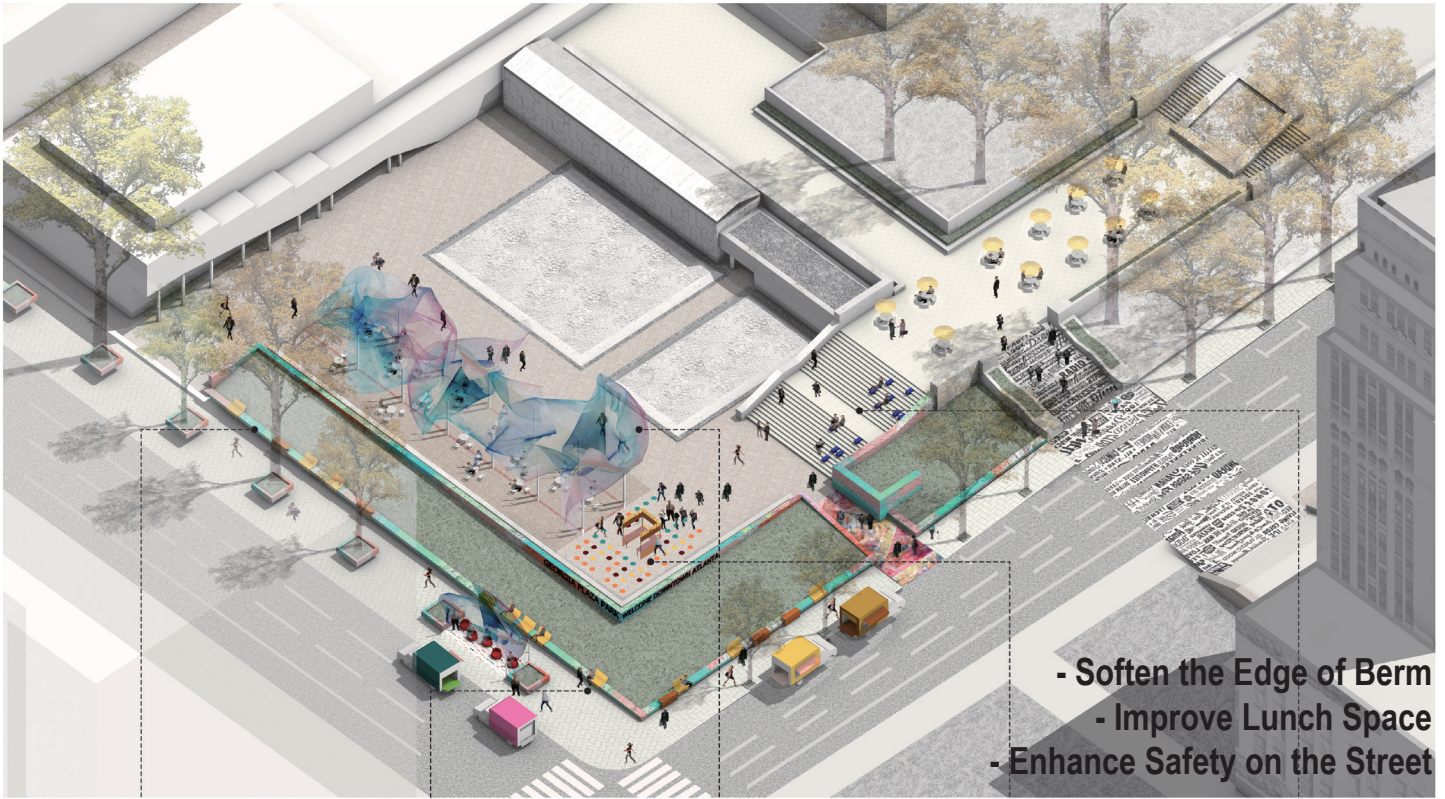
Insert Retail Spot



Provide Seating Area on Stairs

DEVELOPMENT PHASE

PHASE I: IMPROVE THE EDGE



Graffiti on Short Wall



Chair on Berm



Fabric Canopy



Outdoor Coffee Stall

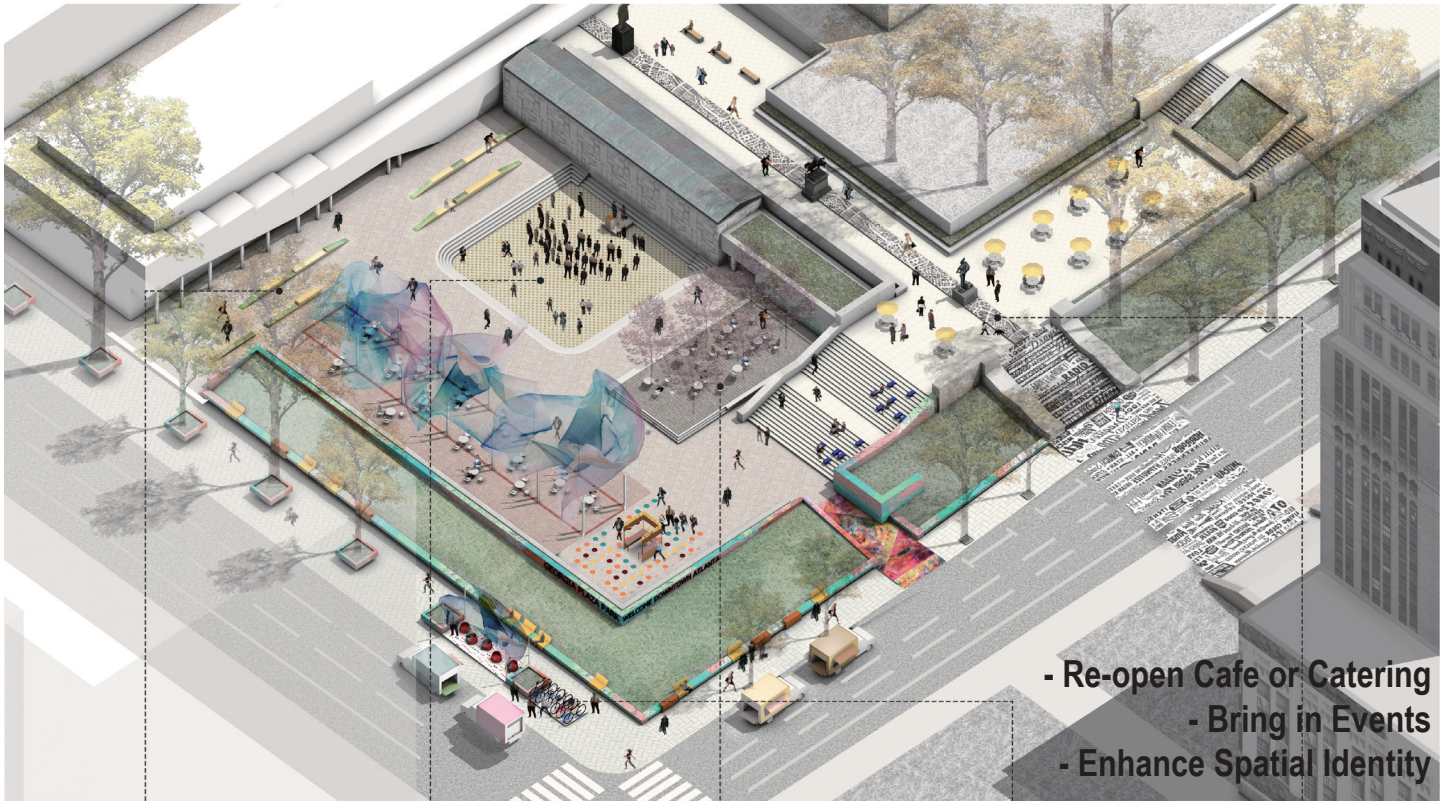


Leaning Furniture on Stair

Starting from small things and gradually improving the site through a phasing process, the first phase will focus on the edge because it is close to the street and is the most accessible area for pedestrians. There would be some improvement to the berm to draw people's attention and provide place to rest. Also, the fabric canopy could be erected on the existing columns to act as a visual focus from the street, and once people are attracted into the plaza, there would be stalls and furniture to encourage them to stay and maybe have lunch at noon.

DEVELOPMENT PHASE

PHASE II: ACTIVATE THE CENTER



Linear Green Space and Bench



Sunken Square



Tree Square



Bike Parking Installation



History Walk

In the second phase we could further activate the plaza by introducing more activities in the center. The empty cafe could be re-occupied to provide catering, and existing hard ground near the café can be transform into a gathering place for people to host events. There will also be special pavement on the axis towards the landmark building to enhance spatial identity.

DEVELOPMENT PHASE

PHASE III: OPEN UP THE PLAZA



Lighting on Square



Water Curtain Wall



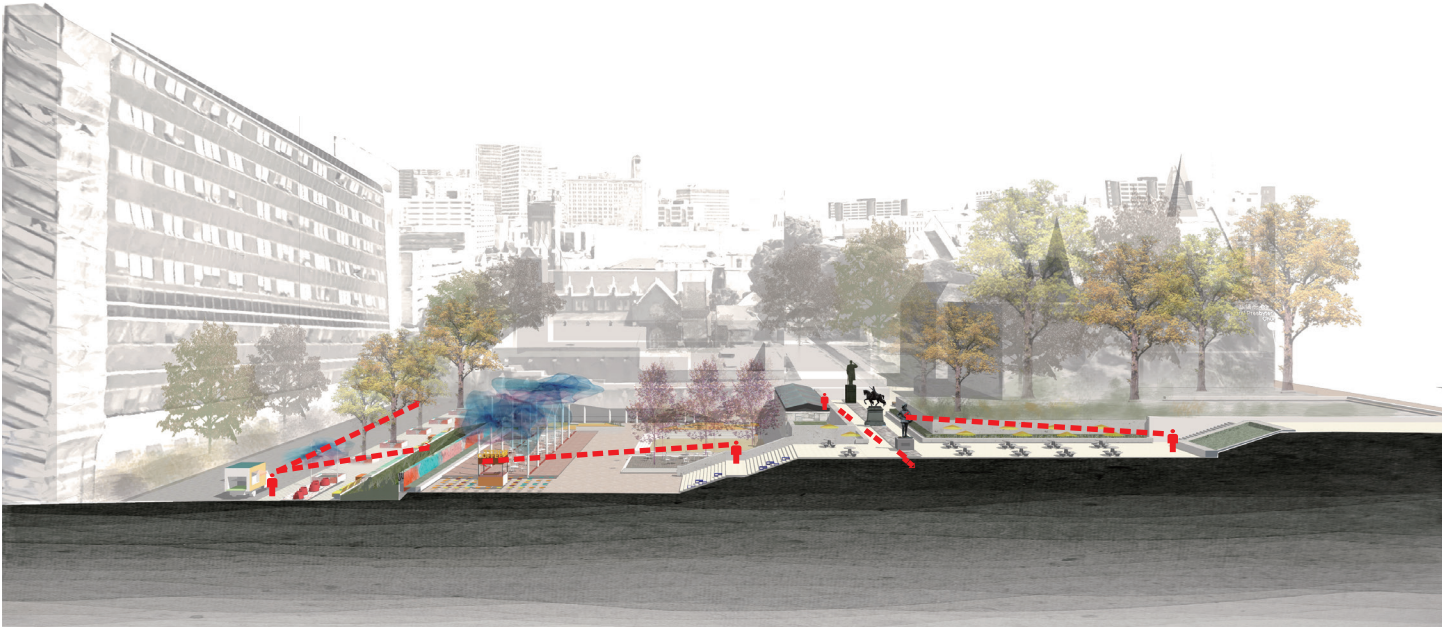
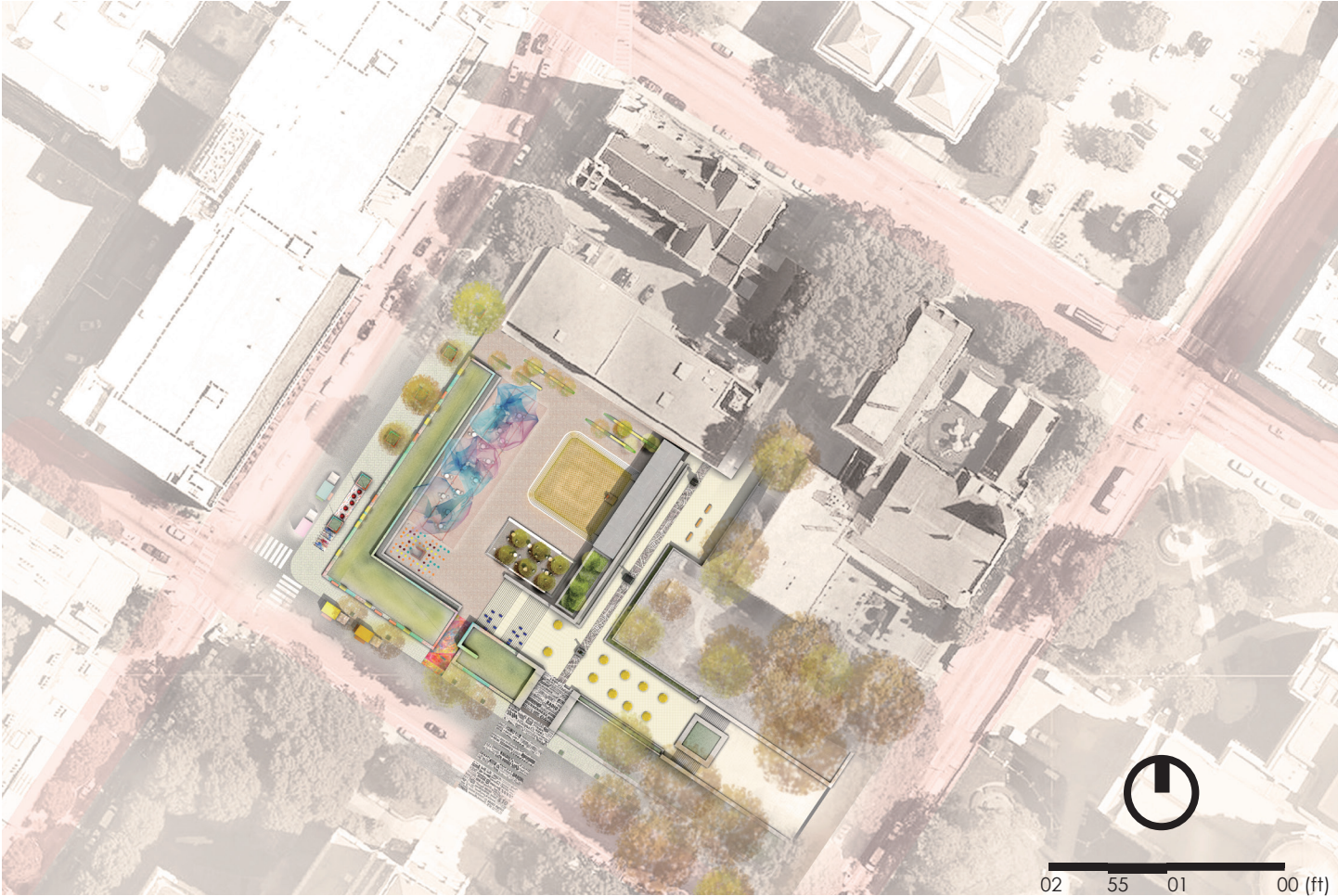
Fountain at Entrance



Sculpture at Entrance

The third phase is a future vision of the area. We think it would be beneficial to open up the street corner to invite more activities and the space can be re-imagined for more diverse activities.

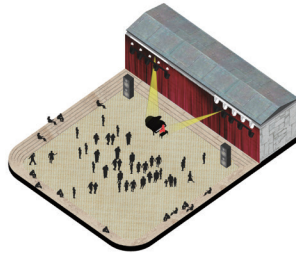
CONNECTIONS WITH SURROUNDING BUILDINGS AND STREET



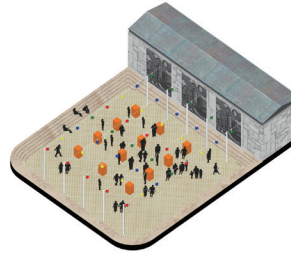
ACTIVITIES TYPOLOGY



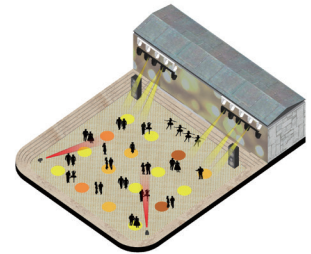
CELEBRATING FESTIVALS



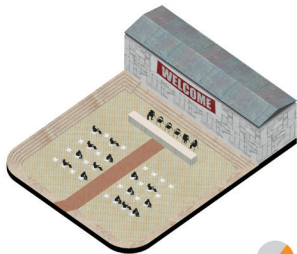
CONCERT



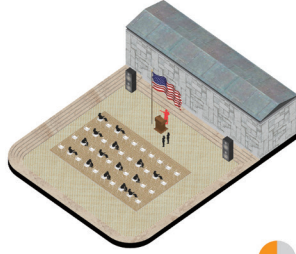
DISPLAY



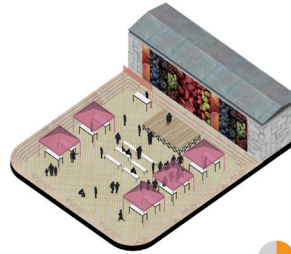
DANCING



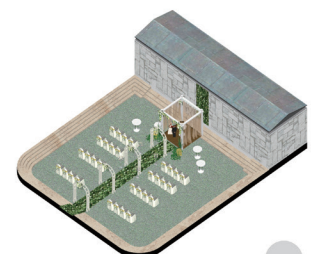
CONFERENCE



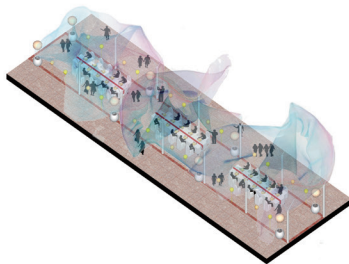
SPEECH



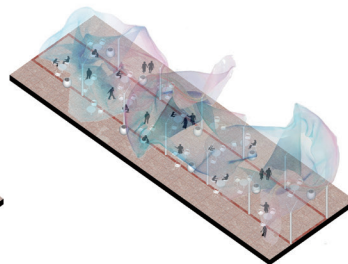
TRADE FAIR



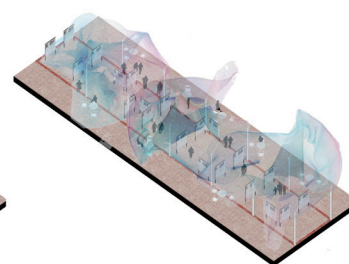
WEDDING



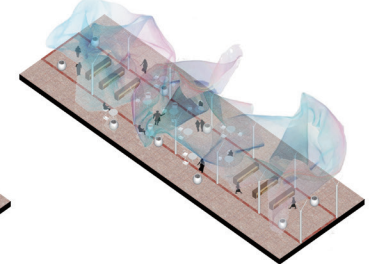
BANQUET



LUNCH



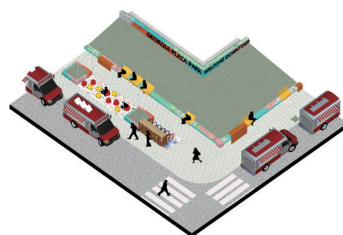
EXHIBITION



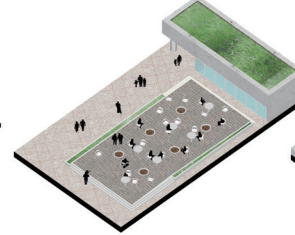
BUFFET



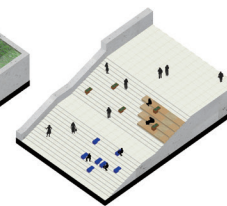
COMMUTING



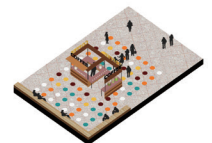
LUNCH



CAFE



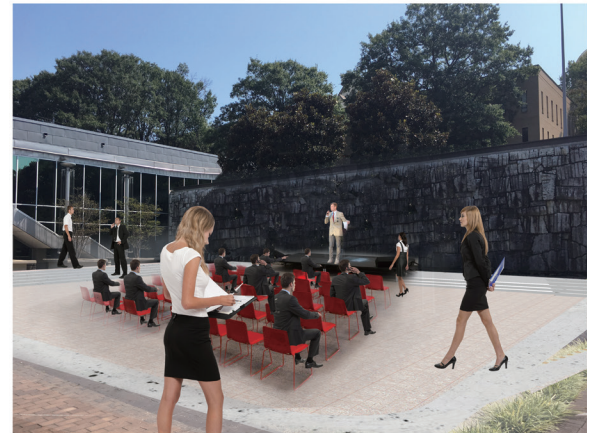
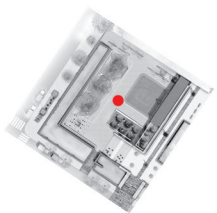
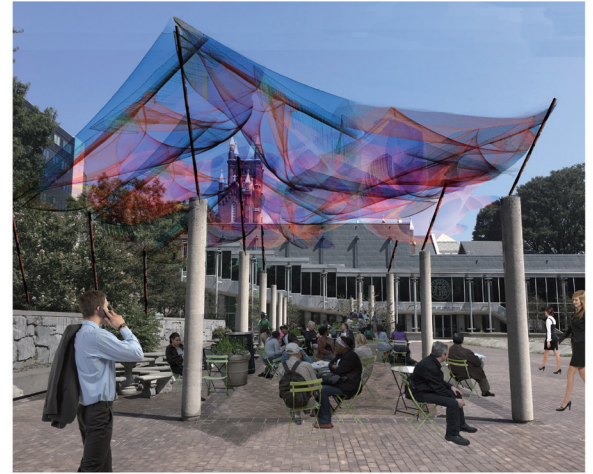
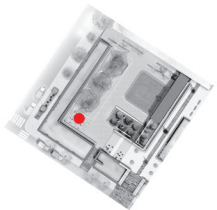
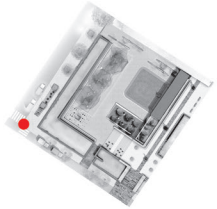
SITTING & WATCHING



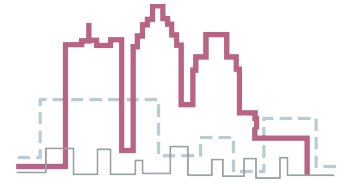
COFFEE STALL

A variety of events could happen there under careful programming. This could include festival ceremonies, speeches, concerts or weddings. By doing this, the plaza could be occupied not just in work days lunch time, but also the weekends and night.

BEFORE AND AFTER



To compare with before and after, we want to change the forgotten, vacant space into an active public space to enhance the attraction in this government district of downtown.



HAVING FUN DAY & NIGHT

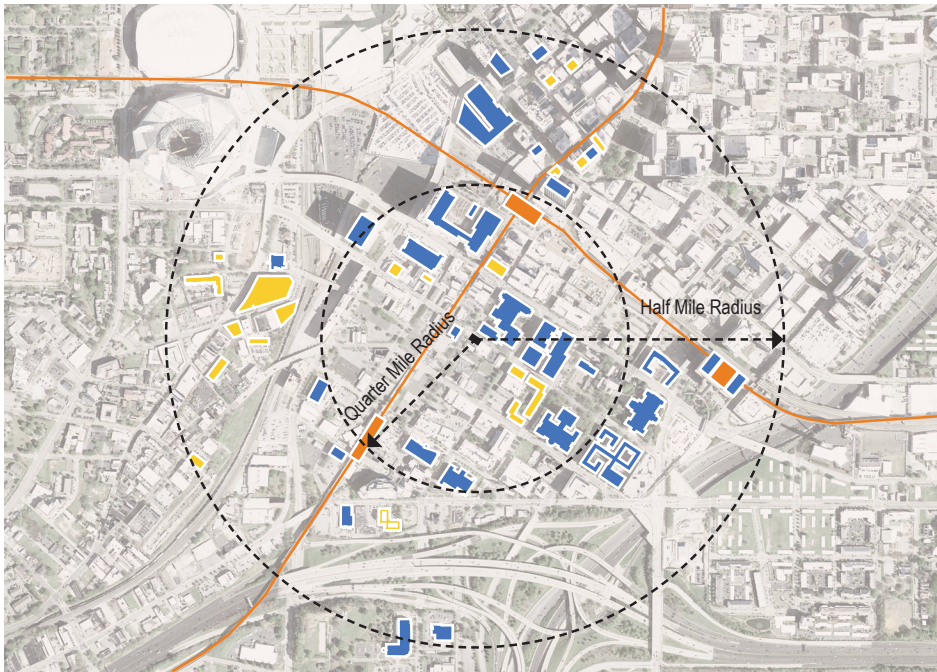
Location: Peachtree St & Mitchell St Corner

TEAM:
Tianqi Ling
Zeyue Yao

The project is located at Peachtree Street and Mitchell Street corner, in South Downtown of Atlanta. The site has been already bought as a private property along with the bar next to it and will probably be redesigned as part of the bar sometime in the future. The main challenge for us is how to redesign the site in the meantime for public use on private space. Our focus is on relatively simple, cheap, short-term implementation.

SITE RESEARCH

USERS IN THE DAYTIME

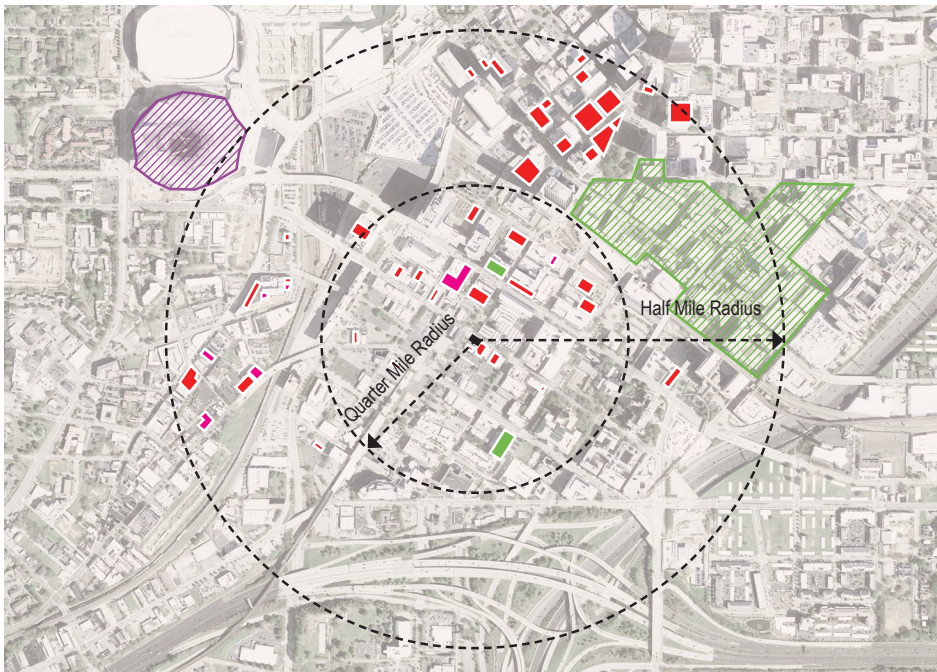


■ Site ■ Office ■ Residence ■ Marta

We first try to find some basic information based on the site's location. It's located at south downtown of Atlanta and lots of mixed-use buildings surround the site, which provide great opportunity to redesign it.

After analyzing the surrounding area within quarter-mile's radius and half-mile's radius, we found that there are many offices, including some government office buildings, residences and two MARTA stations, which means that employees, residents and people who use MARTA as daily public transportation are the potential users of the site in the daytime.

USERS AT NIGHT



■ Site ■ Gallery ■ Restaurant & Bar ■ Marta
■ University & Institute ■ Mercedes-Benz Stadium

Besides, there are many restaurants, bars and galleries scattered around along with the new Mercedes-Benz stadium. Those buildings are usually open to the public at night. On the other hand, Georgia State University and some institutions are close to the site. We consider that students, artists and people who prefer to hang out in the evening are the potential users at night.

According to this, we find that the site can be used with different functions based on different times, which makes the principle of our project to activate the site both in the daytime and at night.

SITE RESEARCH

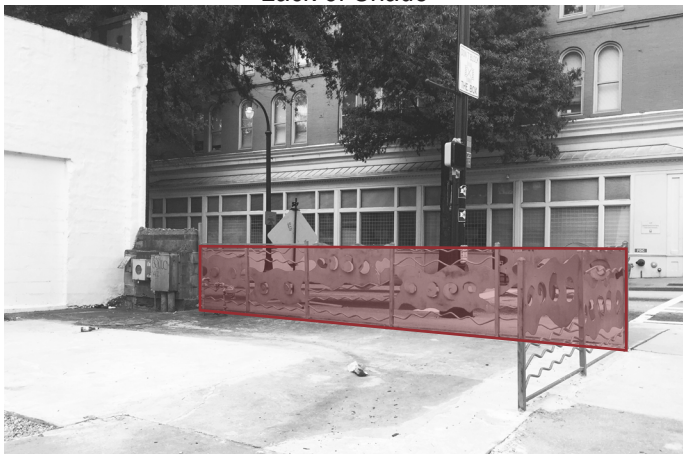
PROBLEMS IN THE DAYTIME



Lack of Program

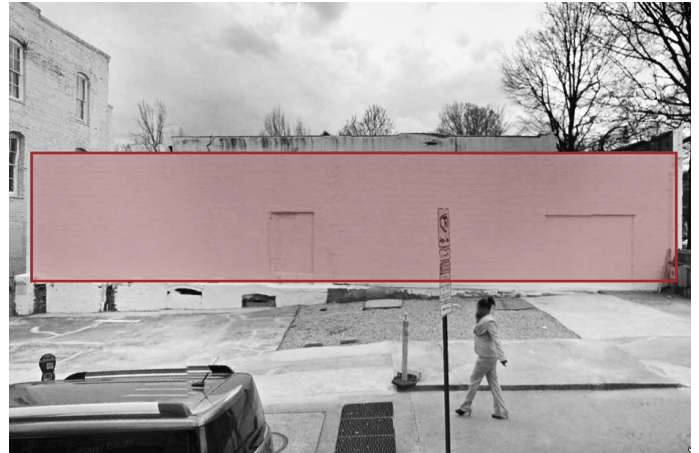


Lack of Shade



Lack of Accessibility

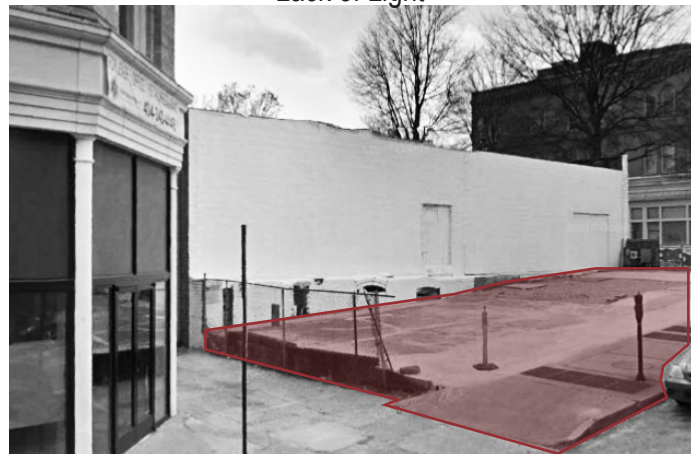
PROBLEMS AT NIGHT



Lack of Attraction



Lack of Light

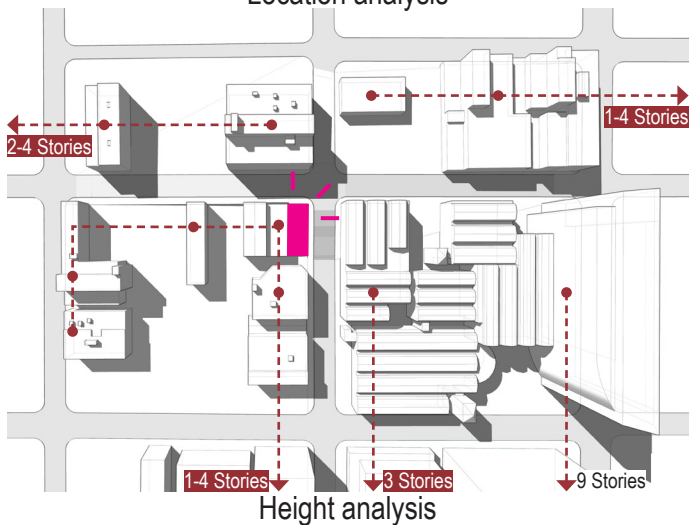
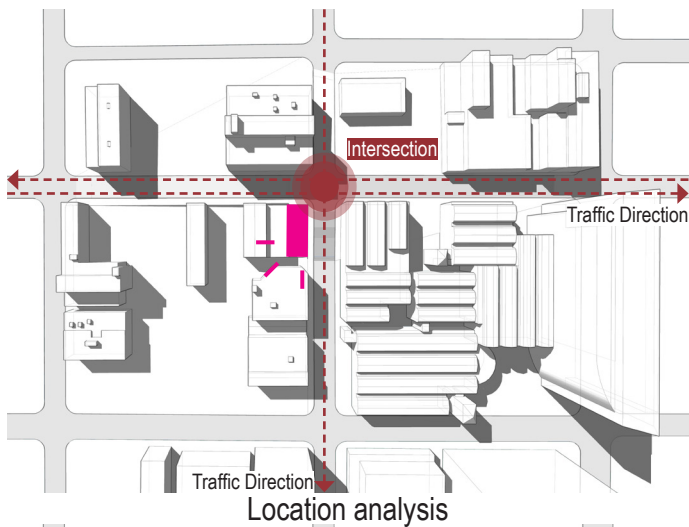


Lack of Construction

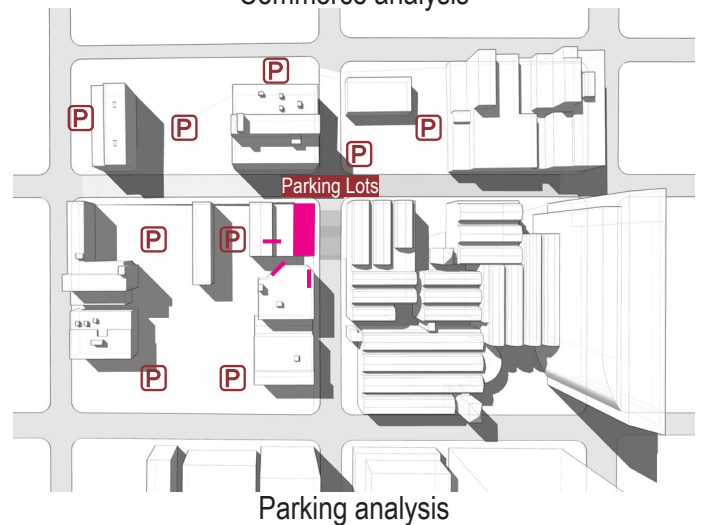
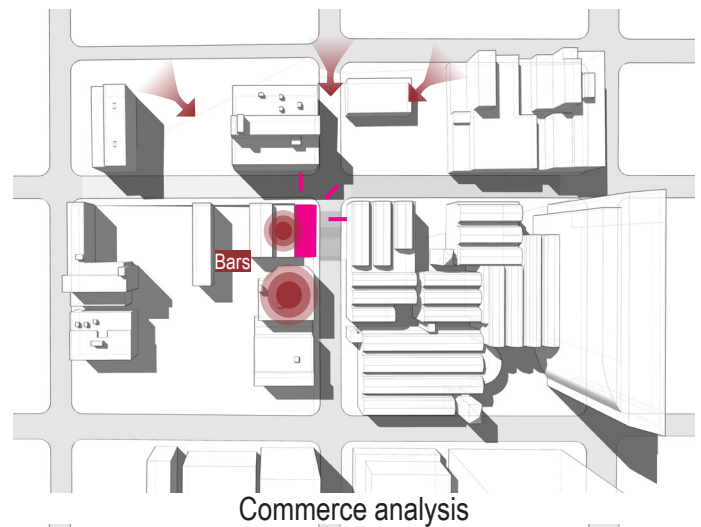
The site is quite small and human scale but it is almost entirely vacant now, and the only use is as a temporary parking. We believe there are several causes: 1. there is no single activity holding here in the daytime and at night. 2. There is no canopy. 3. Though the existing red fence is well designed and could protect people inside, it blocks the accessibility from the street. 4. The white wall is repainted well but not attractive. 5. there has no light at night, which is also a major problem of downtown Atlanta. 6. the ground is uneven and badly constructed, making it hard for people to walk.

SITE RESEARCH

ADVANTAGES IN THE DAYTIME



ADVANTAGES AT NIGHT



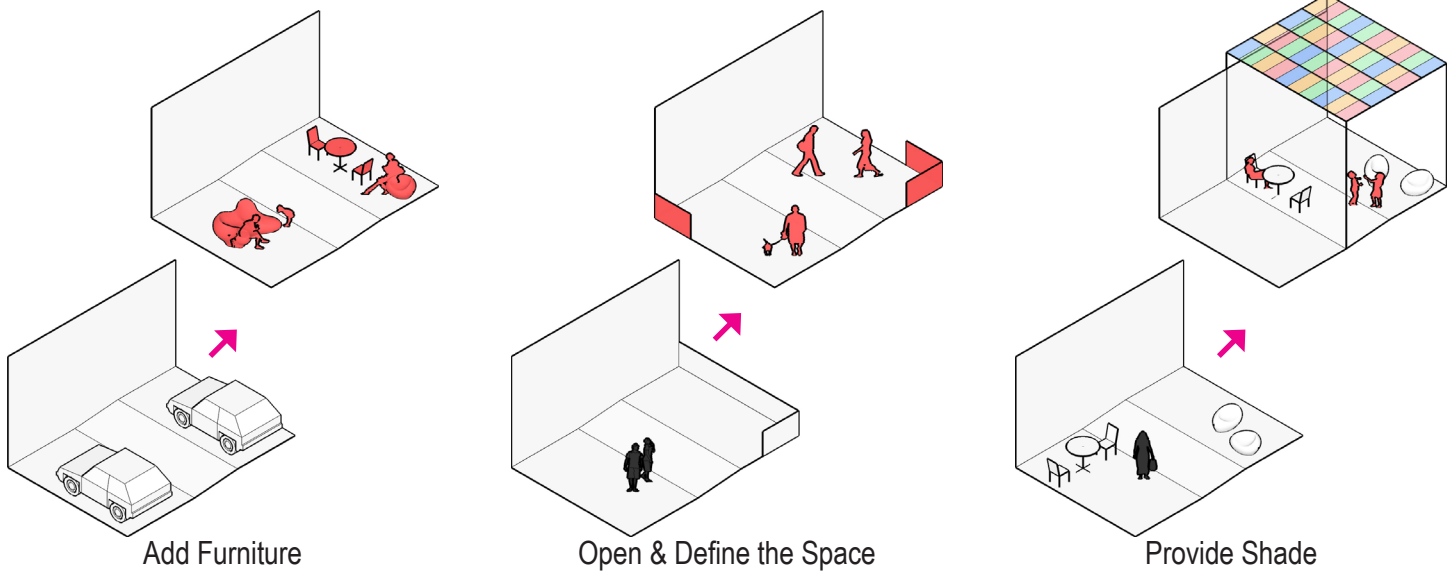
We further analyze the site in a smaller scale, except for those problems mentioned before, there are also some advantages in the current situation that the site has great opportunity to be fully redesigned and activated both in the daytime and at night.

The site is at an undoubtedly great location, since it is right beside the intersection, where has a large flow of traffic and people during the daytime. Once the site is redesigned successfully, it could be attractive and people could easily find out what is going on here and then join in the fun. In this case, it could even be a mark of the new identity of south downtown of Atlanta. Moreover, the surrounding building are actually quite short, basically from one to four stories, except for one nine-story buildings. Since this site is actually quite small, and those short buildings make it more human scale at the street level, this site has the opportunity to easily enhance the intimate scale with a welcoming and comfortable space.

Furthermore, as we have already found that there are lots of restaurants and bars in this area, and the most important part is there are two bars just right next to the site, which would provide huge opportunity for the night function of it. If the site is more like a casual place with casual functions during the day, then it will take great advantages of those bars and form a strong relationship with them at night. Besides, the parking lots around the site could provide enough places for those people who prefer driving. Within this distance, people could easily park their cars and walk to the site in a minute, which is obviously convenient for many people.

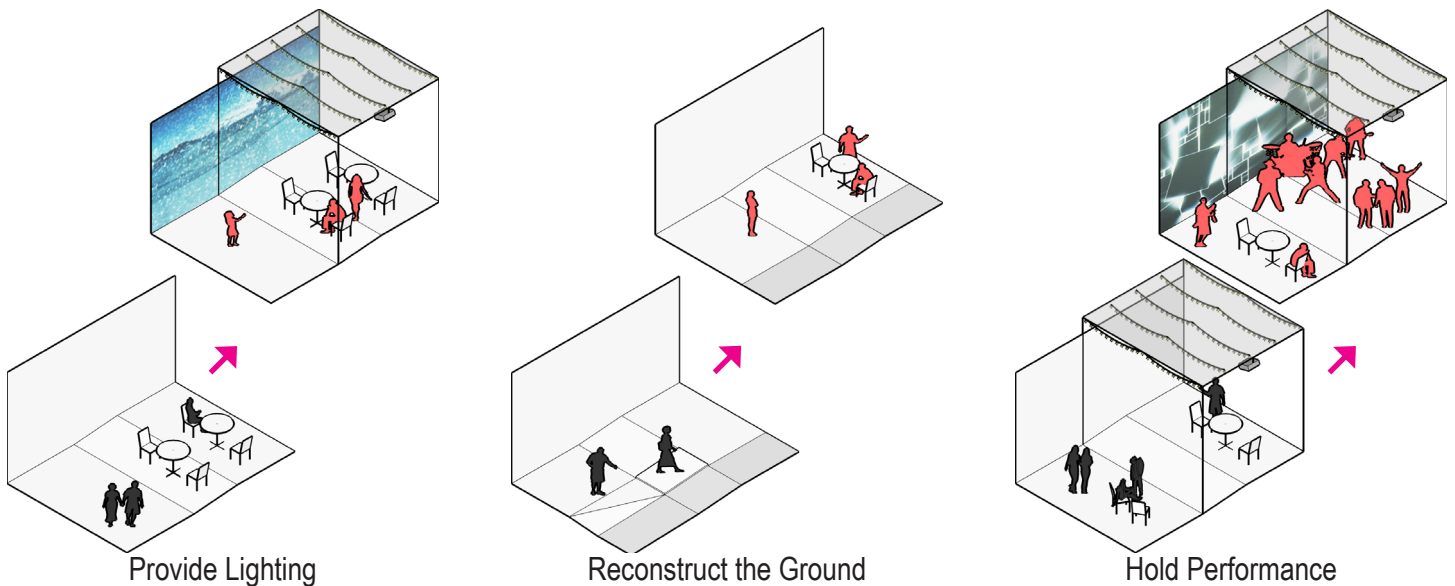
DESIGN STRATEGIES

IMPLEMENTATION IN THE DAYTIME



The purpose of the immediate implementation in the daytime is trying to activate this place as soon as possible. Since it is actually a private property, it is more like public use at private space. As a casual place for casual function, adding movable furniture and canopy could make people willing to come to have a rest, take some food and have some coffee. We also try to install the existing fence at two corners to open the blocked side and meanwhile, define the whole space with such symbols.

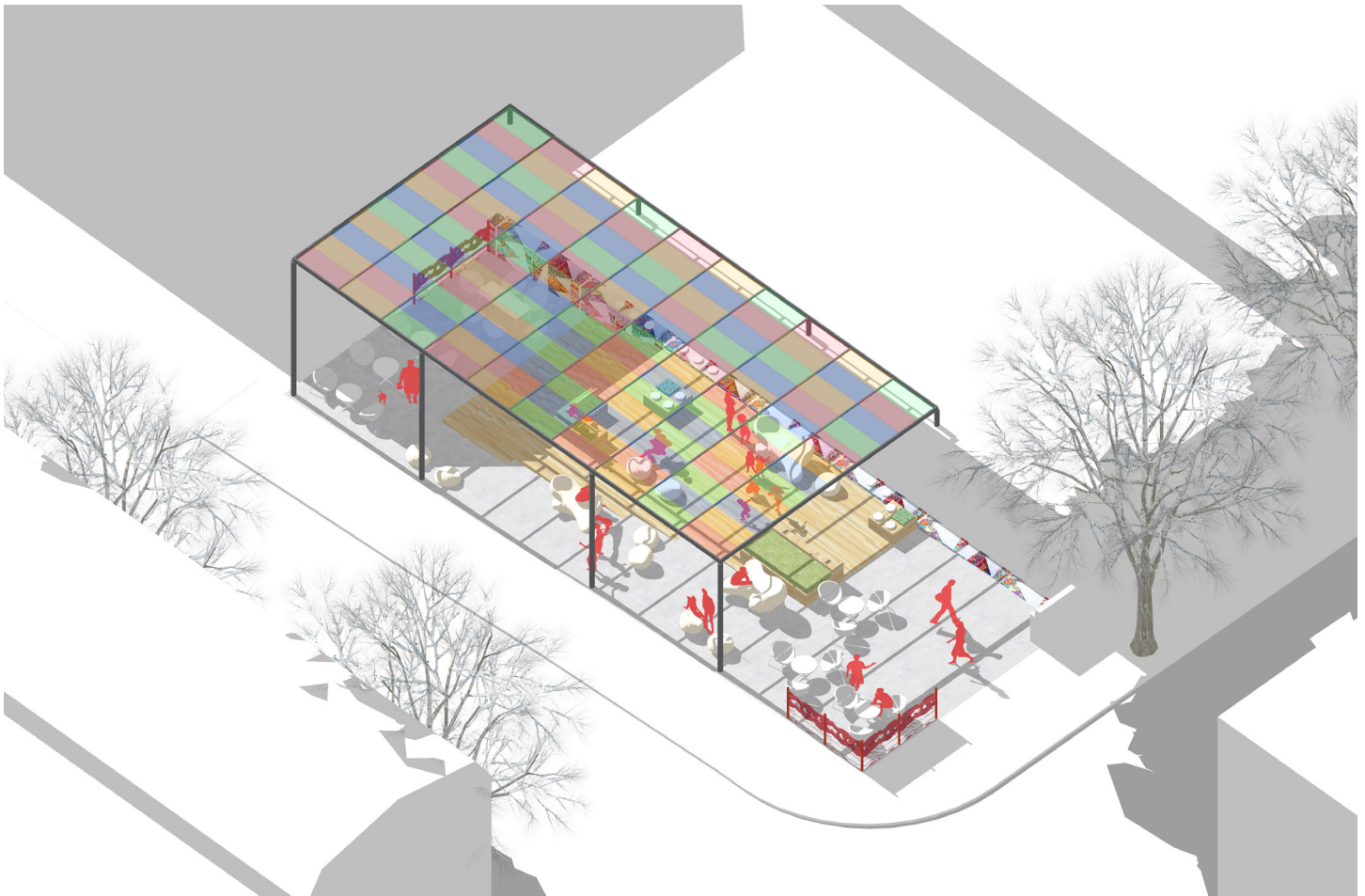
IMPLEMENTATION AT NIGHT



Since the most important thing here is safety, the very first implementation at night is adding lighting device and reconstructing the ground, which could also be useful for activities at night, because frankly, no one wants to go to a dark place with uneven ground. In addition to the light bulbs under the canopy, we also use projectors to provide fascinating light effects on the white wall. At night we could use the site as an outdoor space for the bars, and people need to pay for the seat, so it is more like private use at private space, which is different with daytime. We also suggest that we could invite some bands or singers to hold some performances to make this place more mixed use and more attractive.

DESIGN STRATEGIES

PROPOSALS IN THE DAYTIME



Color Glass Canopy



Fancy Furniture



Movable Furniture

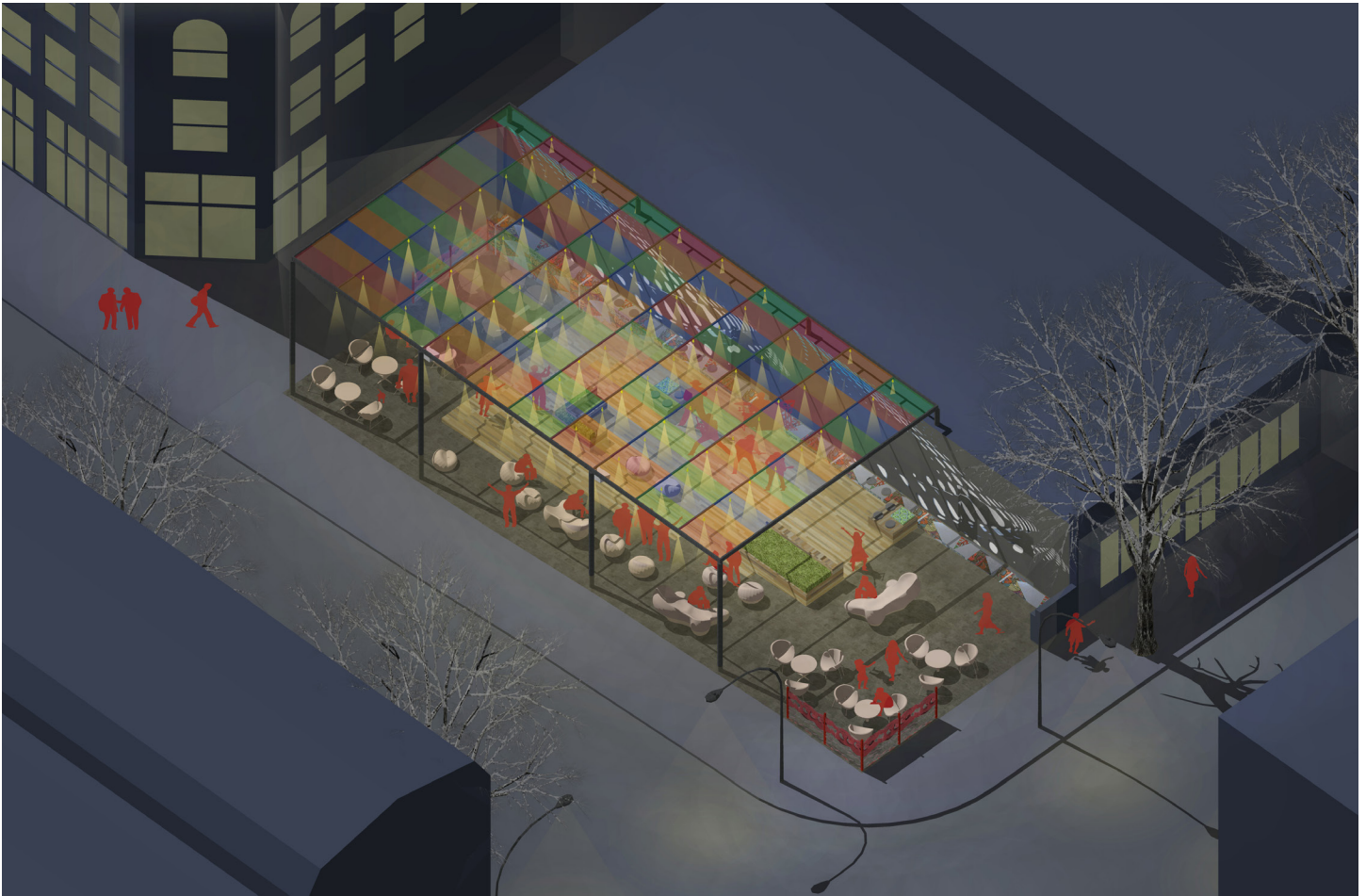


Doodles & Graffiti

We decide to use color glass as canopy because it is semi-transparent and colorful, it won't block people's sight and it will form a colorful ground when sun shines on it. The furniture we try to add should be interesting, which could attract more children since they have such curiosity to find some new stuffs and have fun with them. With movable furniture, people could place them freely as they want under different situation. For example, if someone wants to read a book, then he/she could sit alone; A couple of friends want to have some food together, then they could use one table with some chairs; they can be used even a group of people want to have a quick meeting here. The center area is designed with a wood stage that children could play on safely, and they have such opportunity to draw doodles and graffiti on that white wall because children have the purest inspiration. We can maintain those arts to the public for several months and then repaint it easily, which is a quite cheap way to recreate it.

DESIGN STRATEGIES

PROPOSALS AT NIGHT



Program



Lighting



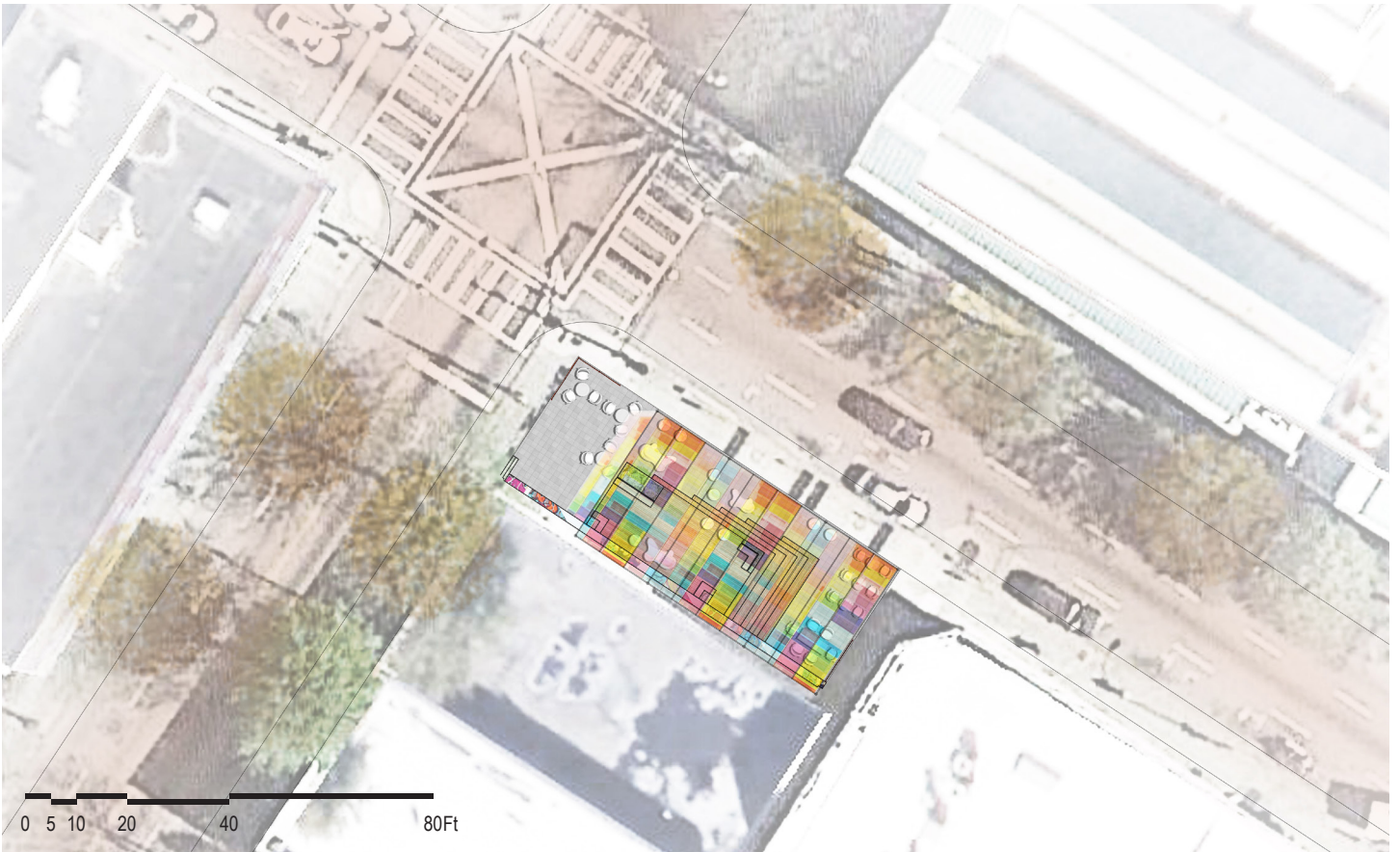
Performance



Movie & Game

For night time, we focused more on programming and lighting device. People could not only have drinks, but could also play table games, watch movies and sports games here with the projectors. It might be possible to install large digital screens for esports and shows, but that would be expensive and pretty hard to maintain. On the contrary, using projectors is much cheaper and with almost the same functions. We could even use the projectors to create fancy lighting effects on the white wall designed on computer which people could interact with and provide extra lighting. Inviting some bands and singers are also a way to activate this place. The wood stage in the center area would be a perfect place for those performances at night.

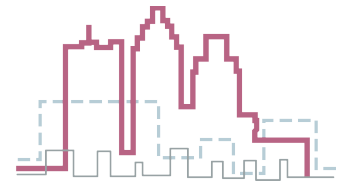
MASTER PLAN



RENDER



We try to show the scenario at night that this site could be activated like this, and we can even see the new stadium at the end of the road. After games, there could be a large flow of people coming to the site to drink and play, especially if more sites along Mitchell Street are re-activated and redeveloped.



PUBLIC REALM +/-

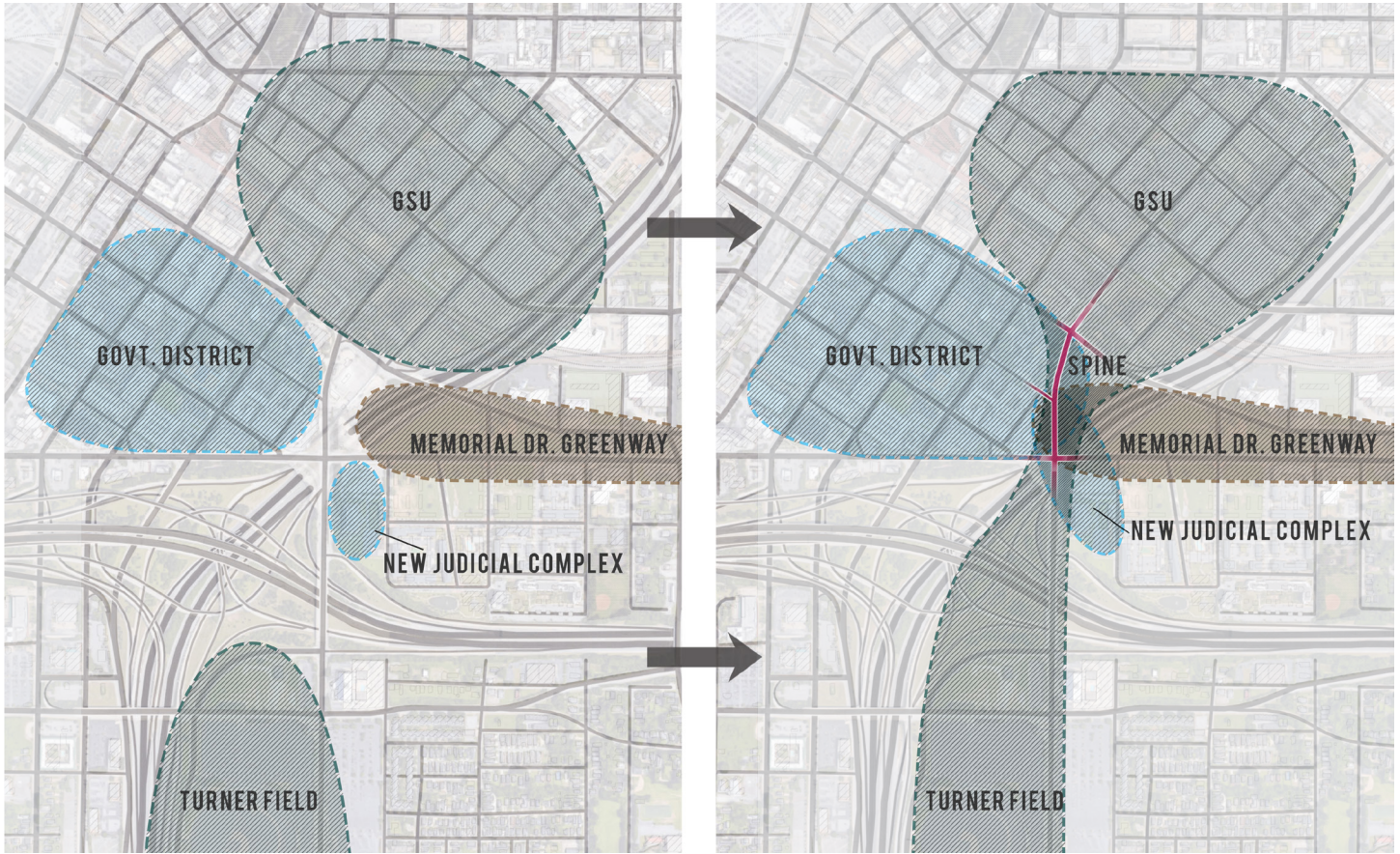
Location: GSU MARTA + Capitol & Memorial intersection

Team:
Mariam Alzaabi
Sam Stephen

The site which extends from the GSU MARTA station to the Capitol & Memorial intersection is broken down into three main parts of focus, namely - the south entry of the MARTA station, the flag area of the Liberty plaza and the bus stop opposite the GDOT building. These zones are then redesigned using short term tactical interventions that will give way to a new experience being created in the public spaces which in turn cements an experience that can be preserved using long term solutions, providing long term change in the way people think about the government district.

CHANGING THE CHARACTER

PULLING THE FRAGMENTS TO CREATE A SPINE

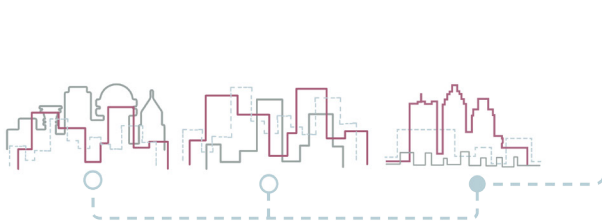


The given sites are at a walkable distance to each other and are connected by the Capitol Ave. The Georgia State University to the North, the government buildings to the west and the upcoming judicial complex as well as the expansion of the GSU campus around Turner Field to the south and Memorial Drive development to the east offer a strategic culmination of potential users that could benefit from the development done along the spine. The idea was to pull the fragmented characters on each side into the central spine.

BRANDING



INITIAL IDEAS



FINAL ITERATIONS



PROBLEMS IN THE PUBLIC REALM

DESIGN AND UPKEEP ISSUES



INACTIVE
SIDEWALKS

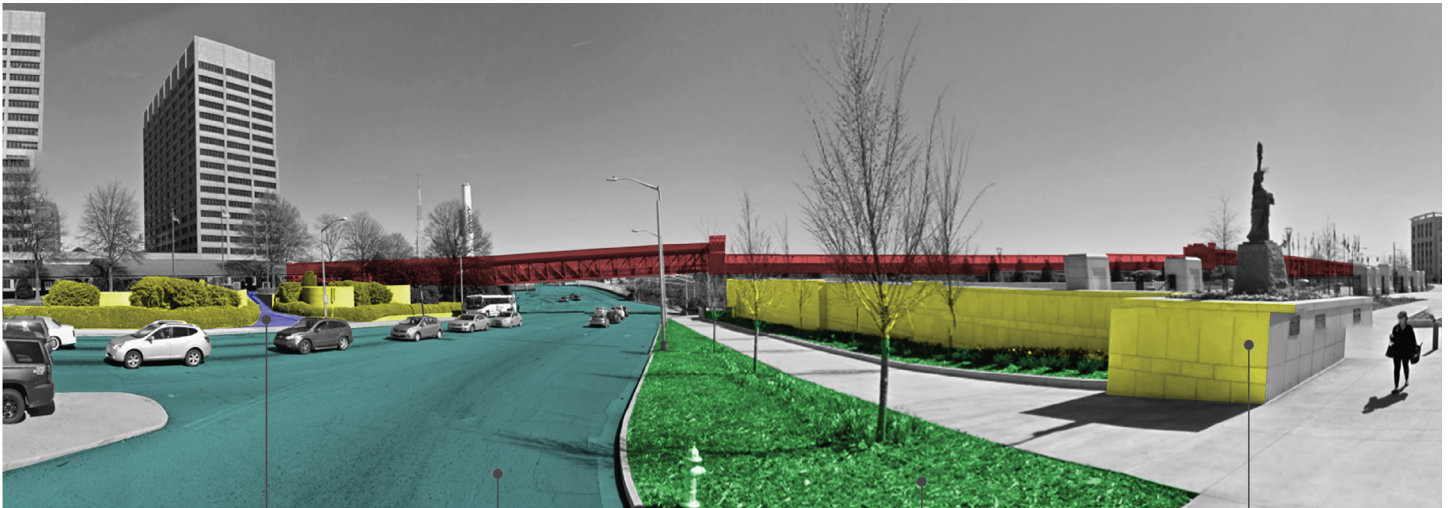
NOTICE A
HUMAN HERE?

DISCONNECTED &
BARREN

NO REGARD TO SCALE

UNINVITING TO
WALK THROUGH

DISCONNECTS THAN
CONNECTS



MINISCULE ACCESS
WAYS

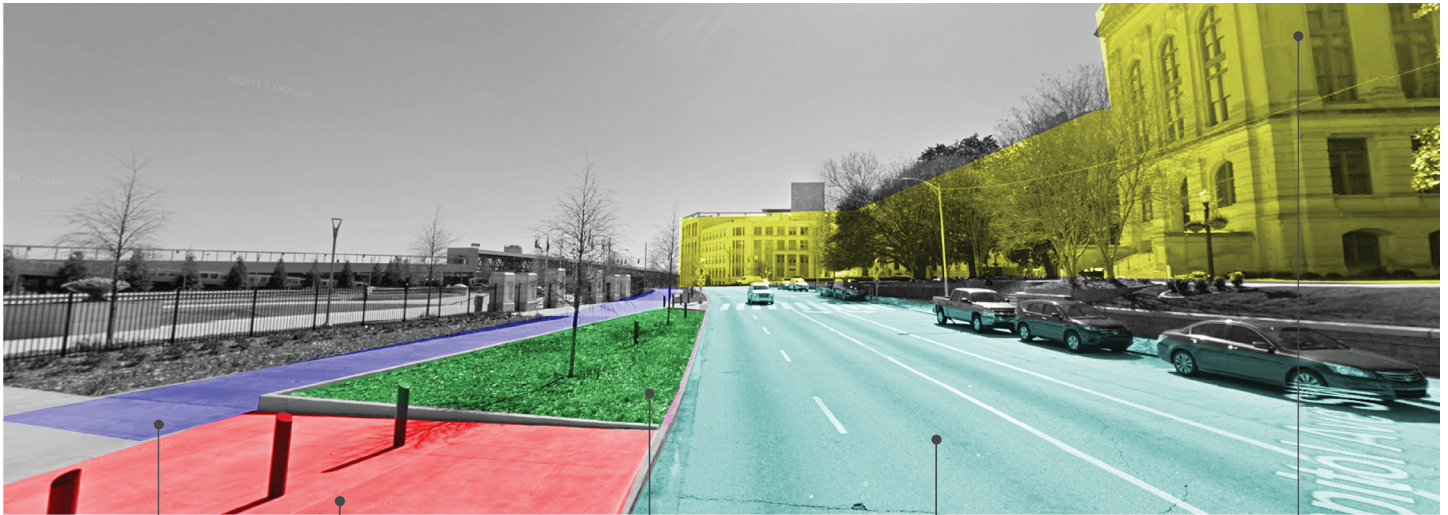
ROAD BECOMES
DIVIDER

VEGETATION NOT
RESPONDING TO NEED

IMPREVIOUS
BOUNDARY WALL

PROBLEMS IN THE PUBLIC REALM

DESIGN AND UPKEEP ISSUES



INACTIVE SIDEWALKS

URBAN HEAT ISLAND

VEGETATION NOT RESPONDING TO NEED

WIDE ROADS INHUMAN SCALE

BUILDINGS NOT RESPONSIVE TO STREET

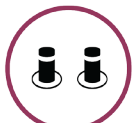
The main problems that are identified are the wide roads with excessive right of way, inadequate vegetation and shade, resulting in a severe urban heat island effect. The key challenge is to claim the excessive right of way from the cars and to develop streetscaping to foster social capital in the the Government District.

STREETSCAPING TO FOSTER SOCIAL CAPITAL



PLACEMAKING

- // FOCUSED ON CREATING DESTINATIONS
- // TRANSFORMATIVE
- // FLEXIBLE
- // COMMUNITY-DRIVEN
- // COLLABORATIVE
- // PLACE SENSITIVE
- // LOCATION MARKS



PEDESTRIAN || CARS

- // PRIORITY OF PEOPLE OVER CARS
- // SAFE + COMFORTABLE + EFFICIENT TRANSPORT SYSTEM
- // SAFETY BETWEEN PEOPLE AND CARS



CARS || SIDEWALKS

- // EXCESS RIGHT OF WAY
- // CREATIVE CROSSWALKS
- // SLOWING TRAFFIC
- // REDUCING DRIVING LANES
- // CONNECTION BETWEEN LANES AND SIDEWALK



VIEWS

- // REORIENT VIEWS
- // VISUAL VISTAS
- // PHOTO OPS
- // PUBLIC ART
- // ORIENT INTERVENTIONS TO STREETS
- // PLACE PARKINGS BEHIND OR BELOW BUILDINGS



SEATING

- // PUBLIC SEATINGS
- // LANDSCAPES THAT CAN ACT AS SEATING
- // HARDSCAPING
- // WELL SIZED SEATING
- // TYPES OF SEATING (FOOD/LOUNGE/REST/WAIT)



LANDSCAPING

- // ADD MORE TREES
- // DEDICATED SHADED AREAS
- // PHOTO OPS
- // PUBLIC ART
- // ADDRESS HUMAN SCALE
- // LANDSCAPING FOR SHADING



ACTIVITIES

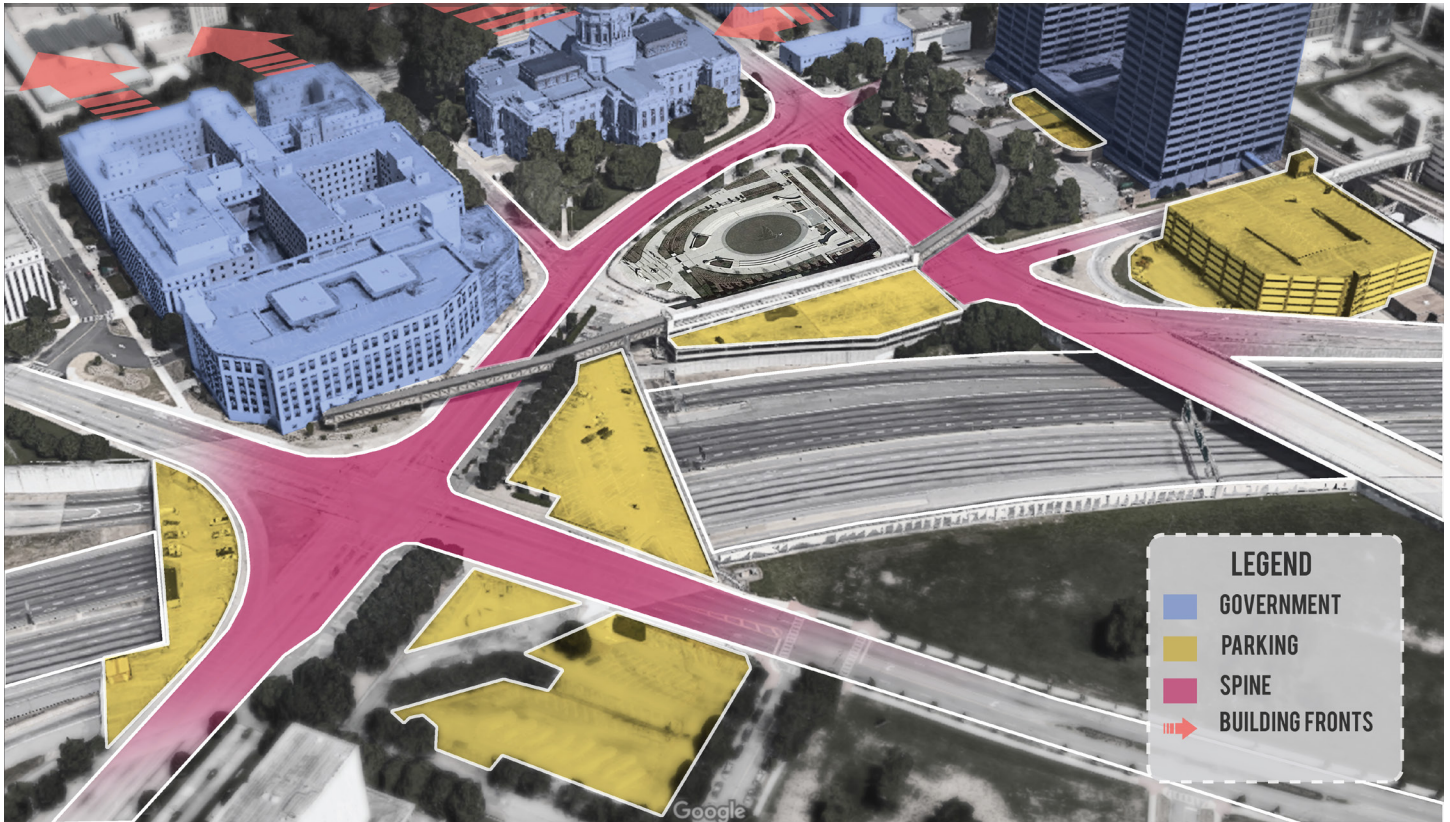
- // FOOD TRUCKS
- // PUBLIC FREE ACTIVITIES
- // SHARED SPACES
- // COMMON INTERESTS
- // BREAKING THE SOMBER ATMOSPHERE OF THE GOVERNMENT DISTRICT
- // CREATE NETWORKS



SAFETY

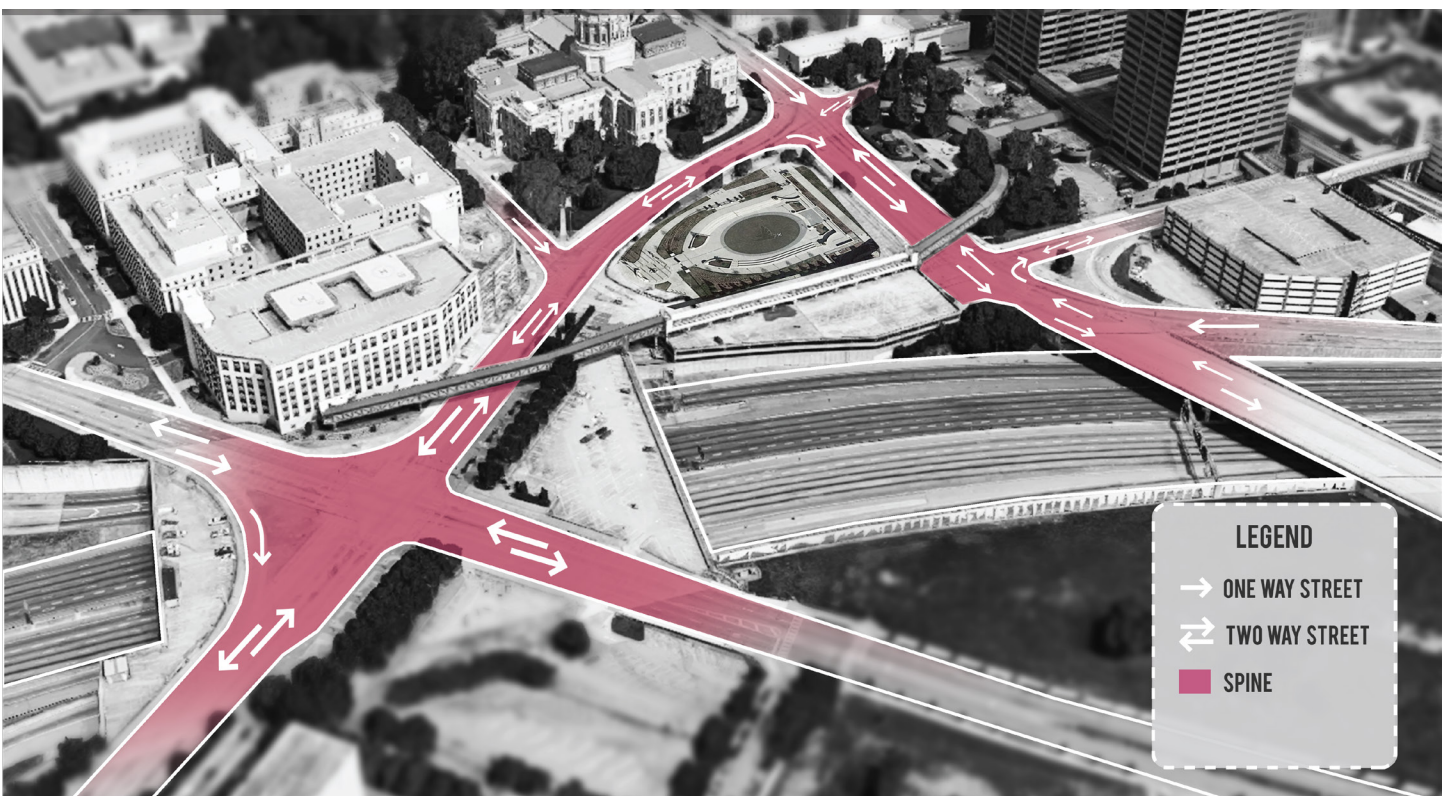
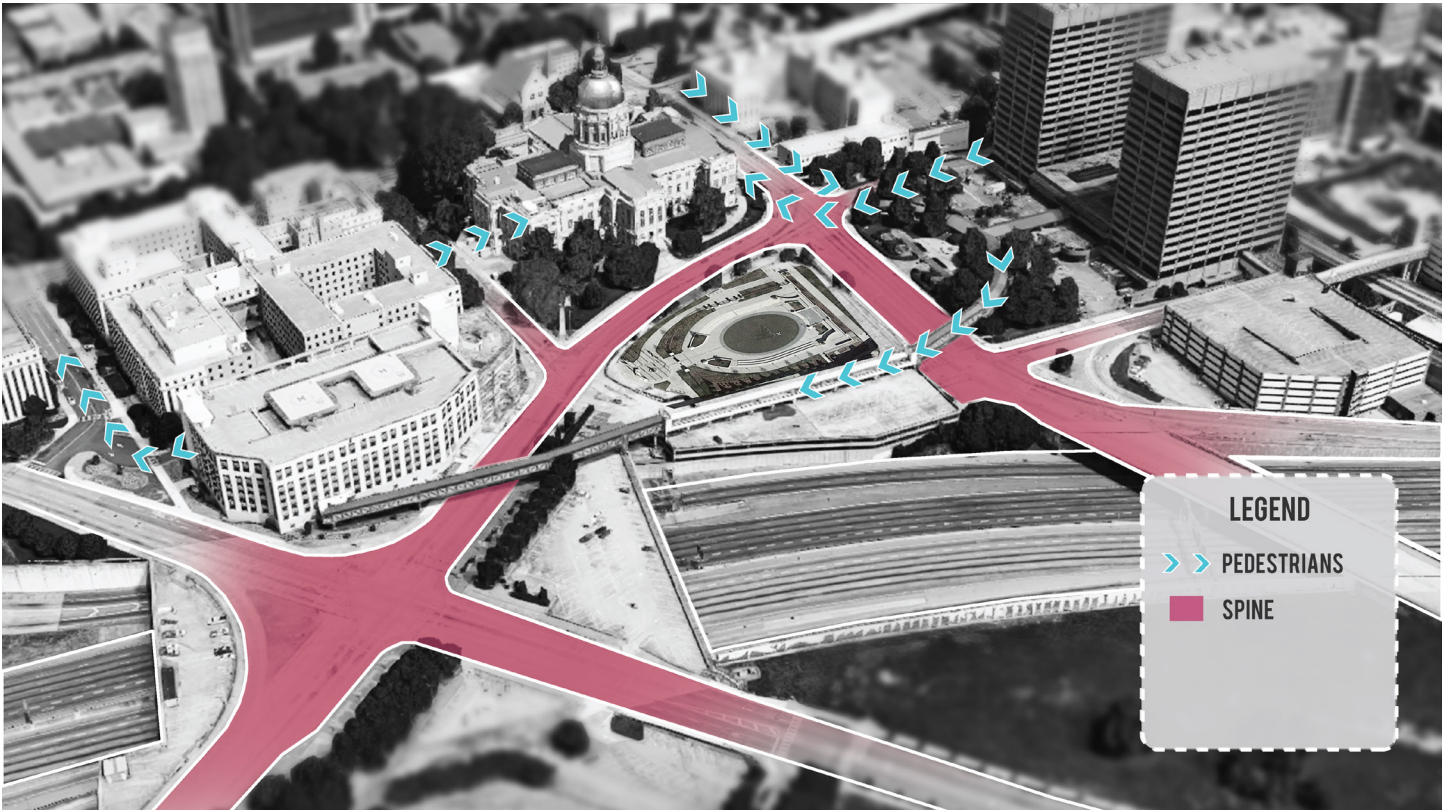
- // SLOWING DOWN CARS
- // PROVIDE CLEAR, CONTINUOUS PEDESTRIAN ACCESS
- // EYES ON THE STREET

As the first step towards the regenerative process, analysis is done to identify the surrounding context, its character and the effects it has on the spine. The spine is currently a back. Can it become a front to the Government District? Surrounding traffic patterns and pedestrian walk paths are identified to utilise towards the quick solutions. Heat analysis is done to identify zones that are excessively emanating heat and to identify pre existing cool zones that could be used for the first few steps of short term interventions to generate long term solutions.



PEDESTRIAN AND MOTOR TRAFFIC PATTERNS

THE ELEVATED WALKWAYS AND ONE WAY MAZES



PRECEDENTS

Newcastle, Australia

Successful urban renewal project of a central business district through tactical urbanist interventions.

Deliver public spaces, light rail and a new public transport interchange

Mixed development, job opportunities, tourist



Sishane Park, Turkey

Design intends to re-engage residents and visitors into the natural qualities of the urban environment as an alternative public space for people to enjoy together in the dense city. Attractions and public open space.



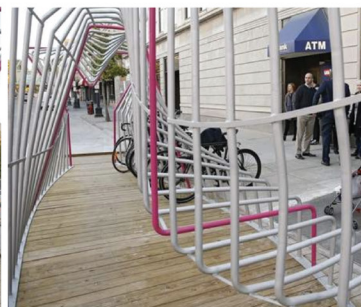
GROW ROOM

Designed for cities and with its size it has a small spatial footprint as you grow vertically. It is designed to support our everyday sense of well being in the cities by creating a small oasis or 'pause'-architecture in our high paced societal scenery, enables people to connect with nature.



UPTOWN CIRCLE, ILLINOIS

Roundabout created as the centerpiece of Normal's new district, helps decrease traffic. More efficient than four way stops, breaks up the spaces of mundane expansive lanes that cross between highways and intersections while cleansing stormwater for public wading pools and tree irrigation.

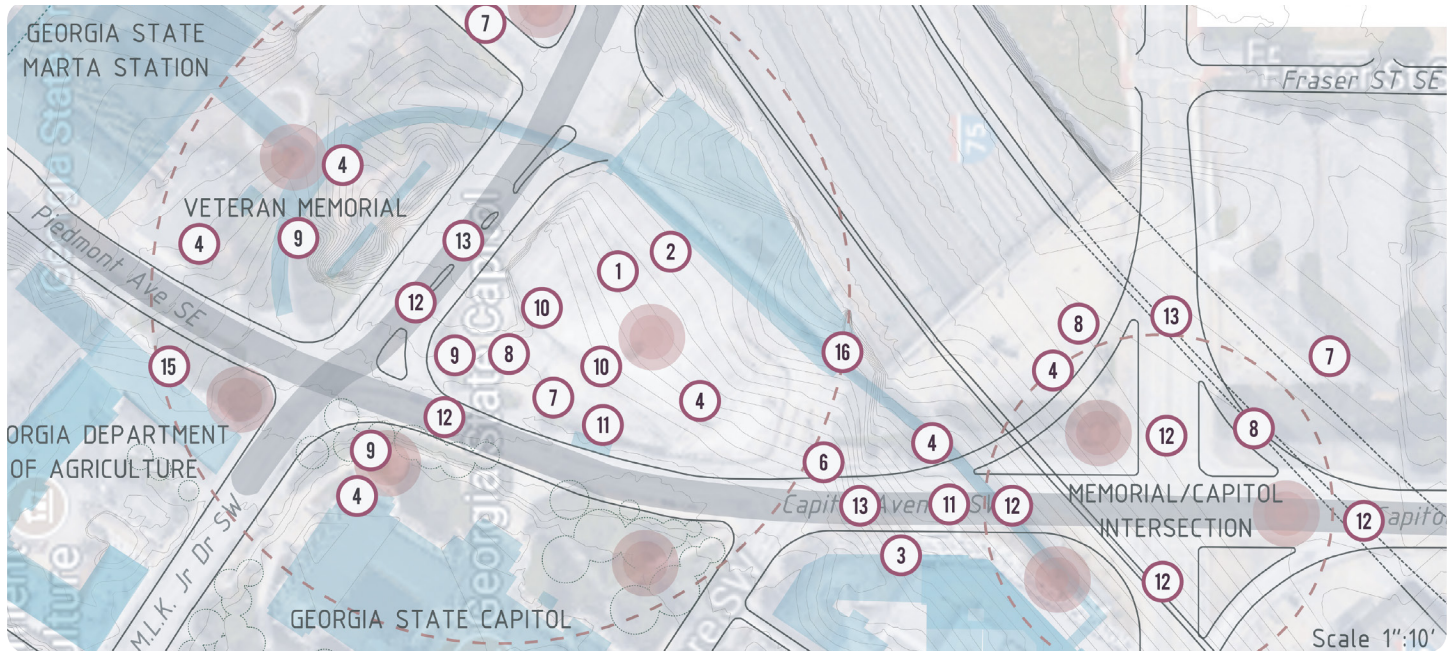


IOWA CITY BIKES

Placemaking with the usage of urban street element such as bike racks designed to fit the proposed aesthetics of our branding. Exaggerated text that forms a bike rack as a sculptural element that invites people to provide both as function and artistic form.

INTERVENTION MAP

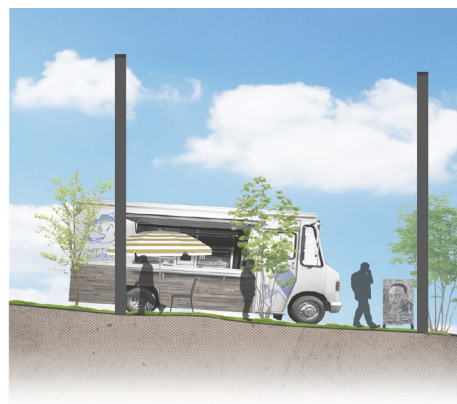
LIST OF ALL THE SHORT, MID AND LONG TERM INTERVENTIONS PROPOSED



- | | | | | | |
|----------------------------|---------------------|-------------------|------------------------|------------------------|-------------|
| 1 Chess Board/Games Tables | 4 Furniture/Seating | 7 Public Toilets | 10 Expression Platform | 13 Excess Right of Way | 16 Highline |
| 2 Art | 5 Container Boxes | 8 Water Fountains | 11 Permanent Parklets | 14 Grow Room Space | 17 Bus Stop |
| 3 Blank Wall Display | 6 Relay Bike Stand | 9 Info/Signage | 12 Colorful Crosswalks | 15 Garden | |



SHORT TERM



MID TERM

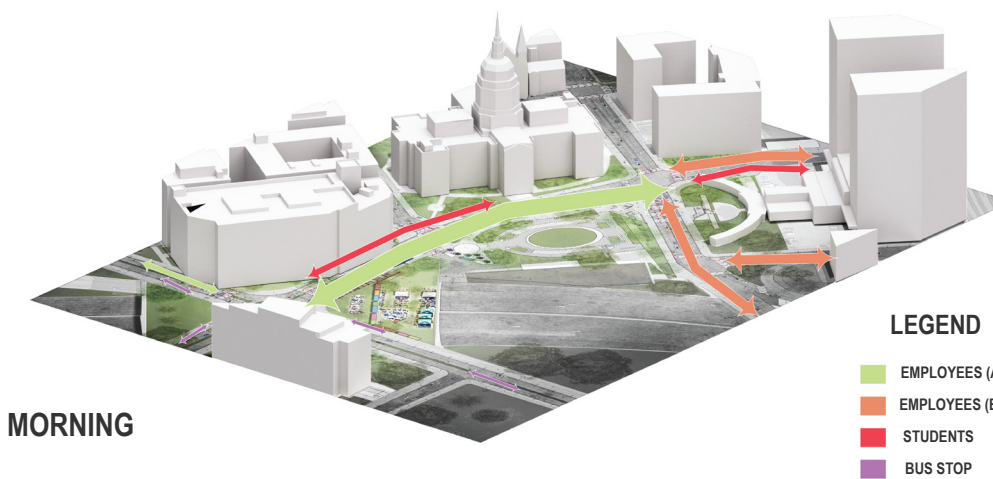
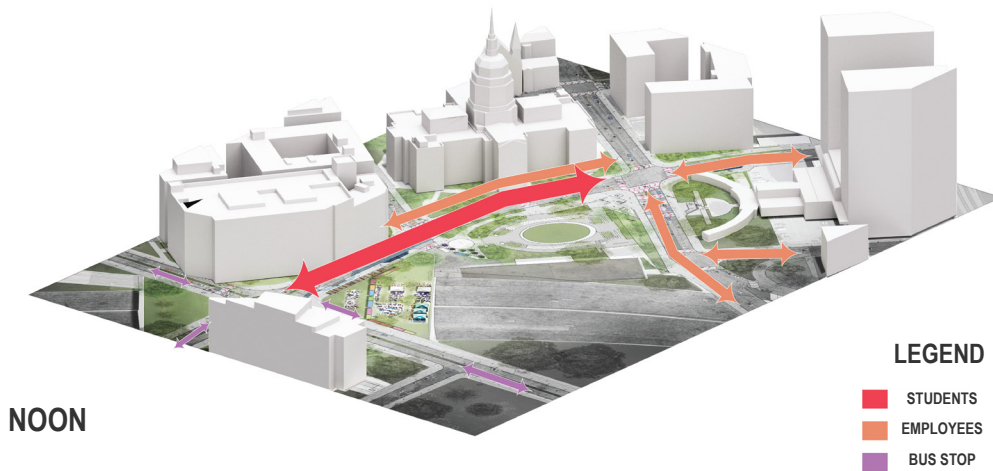


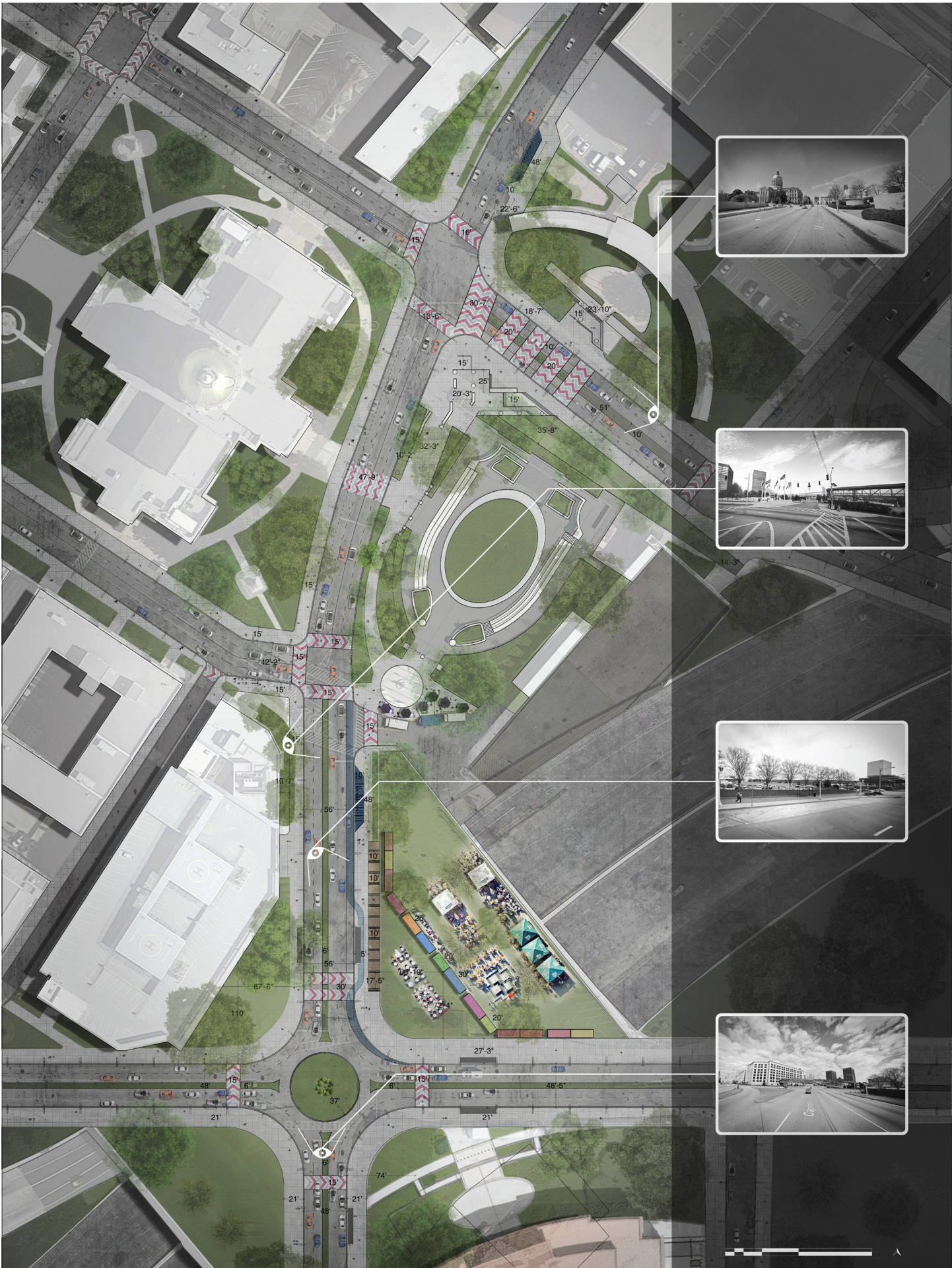
LONG TERM

Interventions are phased out according to the time, effort and capital required to create them. Short term interventions are to literally and metaphorically plant a seed in the intervention zones. Mid term interventions are geared towards growing the feel that was created and long term interventions cements and roots the experience and rebrands the neighbourhood.

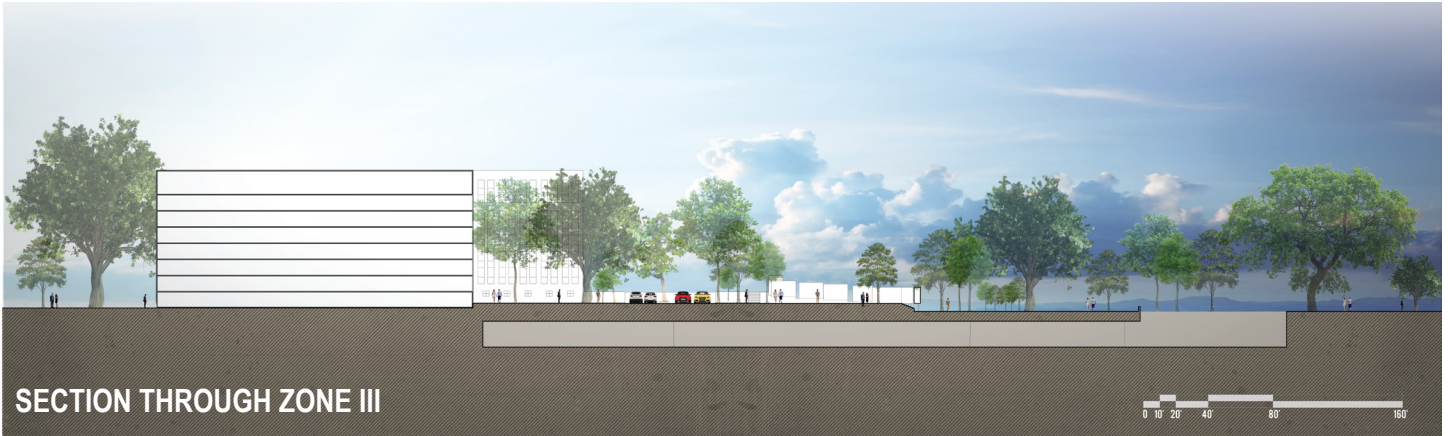
FUTURE MOVEMENT PROJECTION

PRIORITIES OF THE DIFFERENT USER GROUPS





SECTIONS DEPICTING THE INTERVENTION ZONES



At Zone III, the excess right of way is claimed and a floating bus stop is proposed, creating way for a bicycle lane with a parklet containing a bike share node. The eastern side of the road has a wider pavement allowing for pop up restaurants in shipping containers to serve food towards seats placed on the pavement. This also becomes a hub for GSU shuttles. Here students and professionals eat together while a screen is on the western side of the road, on the GDOT building to screen games and events providing for a view to watch while eating. The shipping containers that are elevated to the road level also have chairs tucked in to create open air seating in the night for nearby residents to gather at.



VIEW SHOWING ZONE III

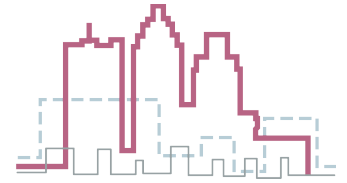


VIEW FROM THE JUDICIAL COMPLEX SHOWING THE ROUNDABOUT

A collective vision of a revitalized downtown is dreamed. To work towards the dream, short term tactical urbanist solutions that are quickly implementable and provides for community engagement are proposed which change the mood and the setting of the sober environment. It creates a more lively atmosphere that encourages walkability, social capital and also creates revenue.

The upcoming judicial complex is an important resource considered in the creation of the Zone III, geared mainly towards the GSU students and the officials that will use the judicial complex.





AMPLIFYING URBAN GREEN

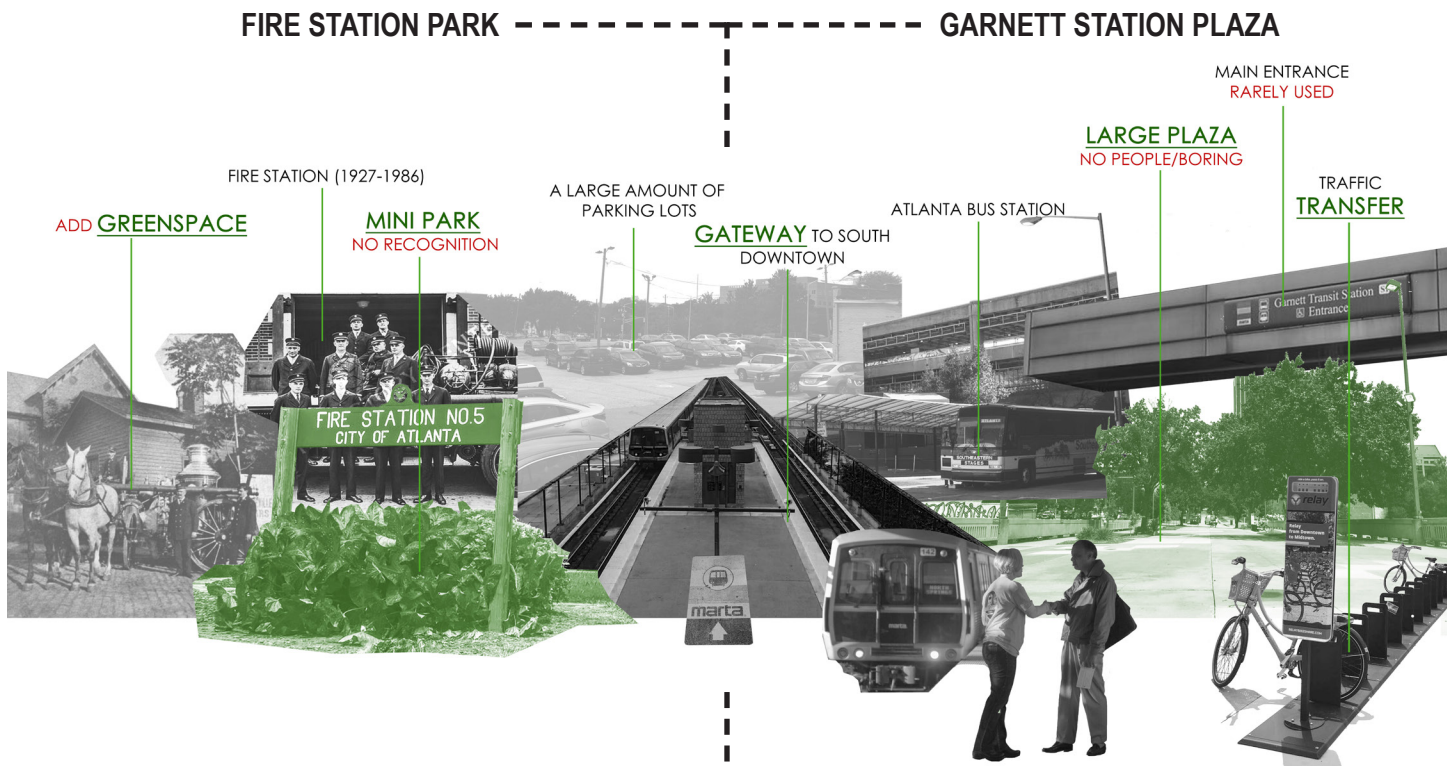
Location: Fire Station Park & Garnett Garden

TEAM:
Tejas Khandekar
Wenyue Zhang

Atlanta takes pride in being the “City in a Forest”. Surprisingly, **Downtown**, the heart of the city has a significant **shortage of trees, accessible green space - and people**. Through this proposal we are trying to bring people back to downtown through **compelling Green Urban Spaces** that are 1.) points of attraction, 2.) promote multiple kinds of interaction at different times of day and 3. adaptive to changes in uses and its users. But, trees take a long time to grow and plant. In the meantime, we also propose short-term interventions with paint and light to amplify the visual presence of our two green spaces: Fire Station Park and Garnett Station Plaza.

SITE RESEARCH

RECOGNIZING OPPORTUNITIES AND WEAKNESSES



Very small, limited uses



Very long walk, limited uses



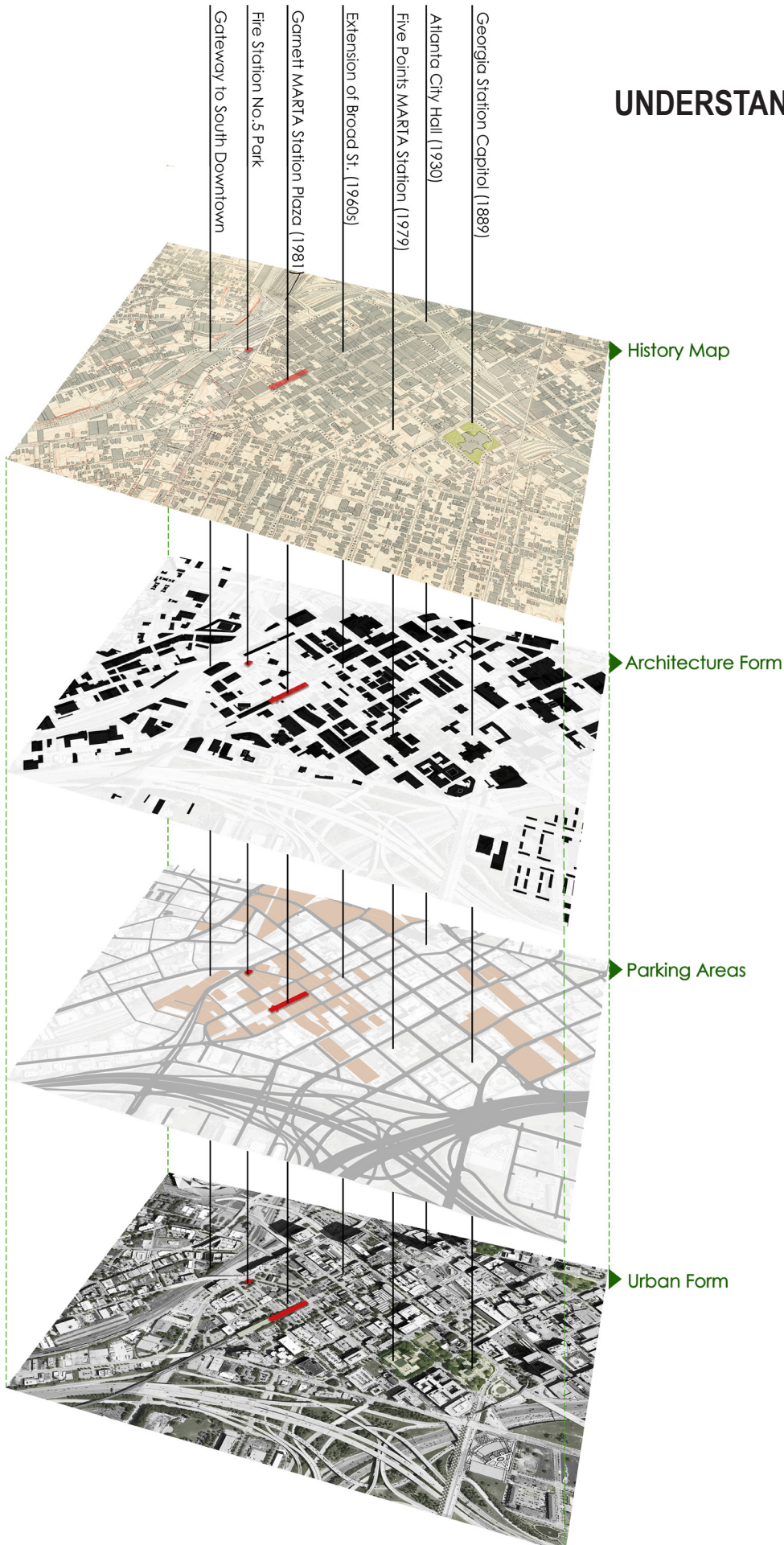
Unrealized gateway to south downtown



Parking lots and abandoned buildings

AREA ANALYSIS

UNDERSTANDING THE URBAN FABRIC



- In the early 20th Century South Downtown was filled with buildings and activities. It was well connected to the Government District and neighborhoods on all of its sides. However, the arrival of the highways broke those connections.

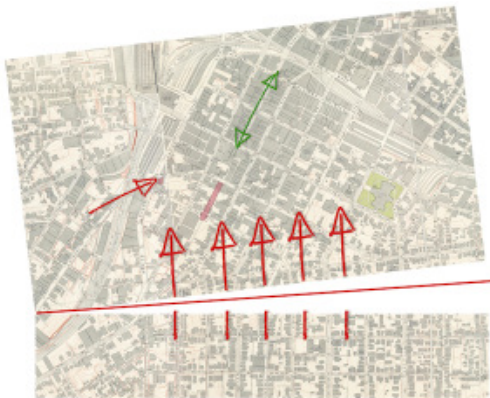
- Parking lots for all the cars arriving on the highways began to replace buildings. Many remaining buildings became abandoned.

- Green spaces make cities more livable in a variety of ways. However, there are very few accessible green spaces in South Downtown.

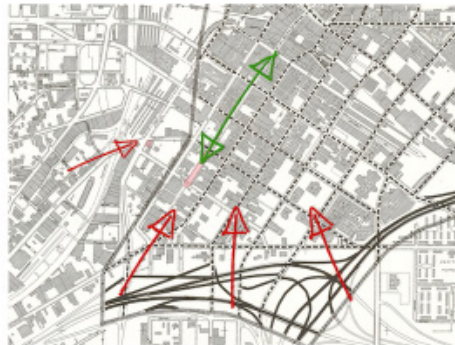
AREA ANALYSIS

UNDERSTANDING THE STREET GRID AND TRANSIT

A brief history



downtown atlanta in 1928



downtown atlanta in 1967

- Highways cut off contact with the South and reduced interaction of people.
- Broad Street extended to Garnett and broke the grid of streets;
- Downtown gradually lost residents and pedestrians and became car-oriented.

Transit - Bicycle/Bus/Subway Relative to Garnett Station



EXISTING CONDITIONS OF FIRESTATION PARK

UNDERSTANDING THE NEIGHBORHOOD



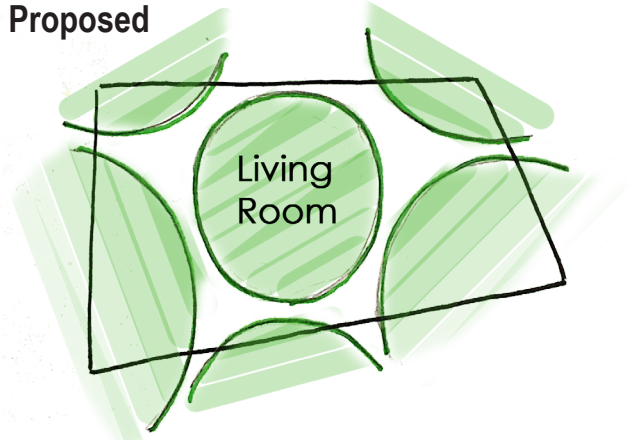
- **What we found:** Small piece of land with a long civic history, now unnoticeable to the passer-by. Located in one of the busiest street intersections that serves as an entry into South Downtown.
- **The plan:** To create a space that serves as a **Landmark Gateway** that develops itself into a recreational and commercial space in the long run, while it serves towards amplifying and urbanizing the green that is so scant in the area.

FIRE STATION PARK: THE LIVING ROOM

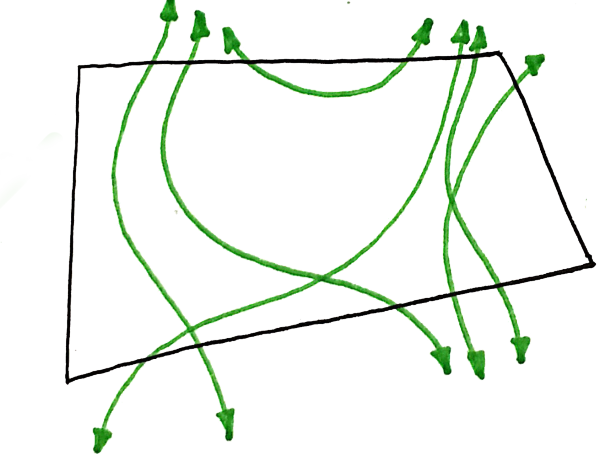
Strategy one: A PLACE TO BE



Activities Proposed



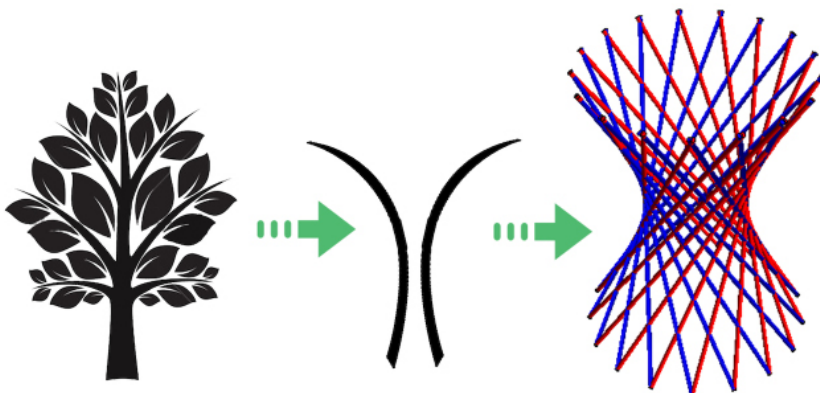
Movement Predicted



- At present, there's little reason for anyone to use the small green space with no seating or suggested activity. It is surrounded by busy streets and parking lots with movement that goes around it, not through it.

- Our proposal adds seating and a sculptural attraction.

URBANIZING THE FOREST

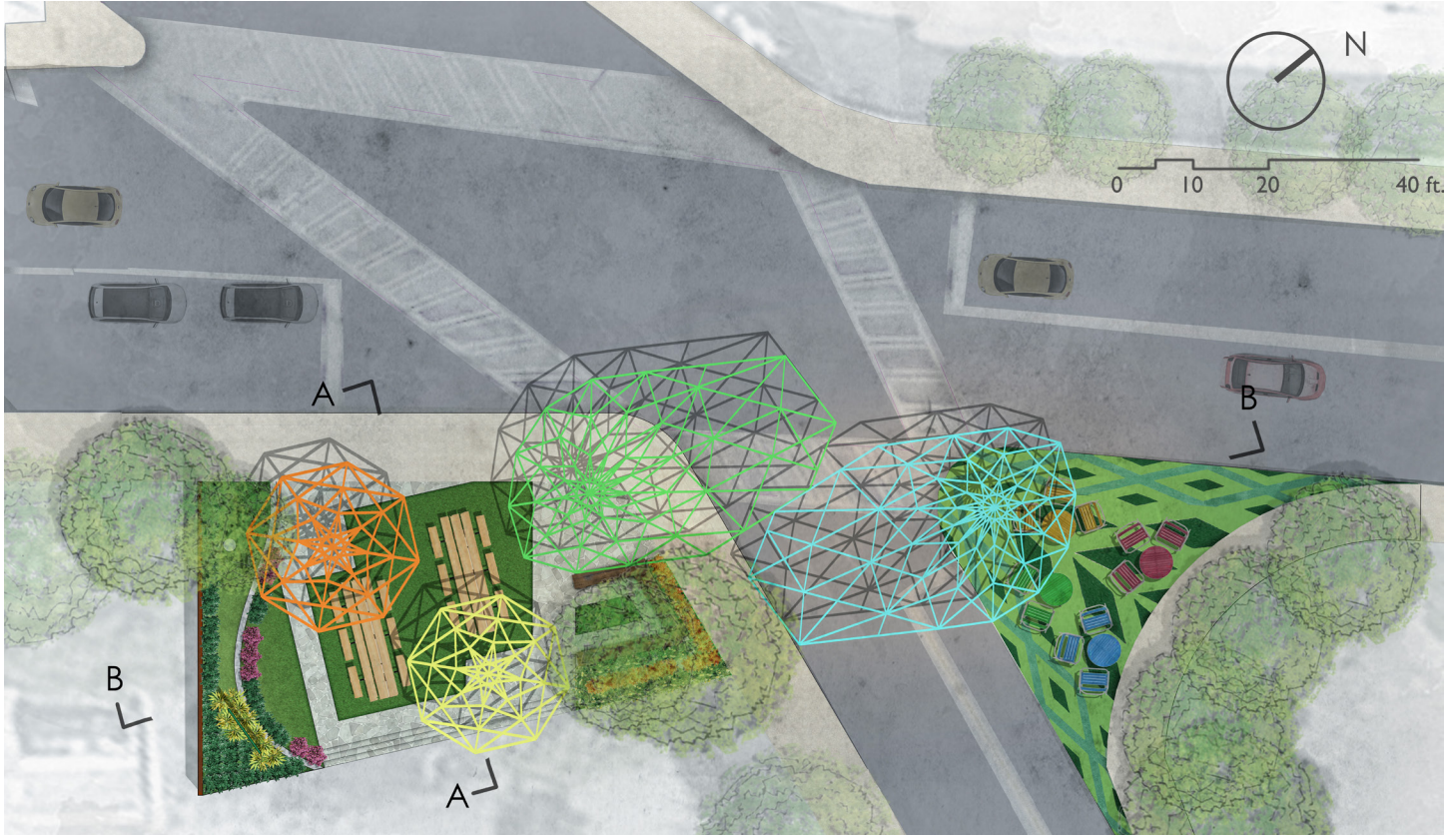


To Re-Imagine is to Re-Engage.

- The only way to create an attraction was to do something out of ordinary.
- Our effort was to represent the tree and ultimately forest in an urban context using tree-like steel fabrications.

FIRE STATION PARK: THE GATEWAY

Strategy two: A WAY THROUGH



A-A SECTION



B-B SECTION

The green park is amplified by taking over the underused slip lane and traffic island on Trinity Street. Painted with a green pattern, this excess right-of-way now makes the two-part park into a gateway that is further amplified by the addition of more reimagined trees. The idea of re-imagining the tree not only attracts people to take a closer look but also works as an arched gateway that announces you into the place. The individual spaces invite people to go through and the canopies do the same for cars on the street.

THE EVER EVOLVING SPACE

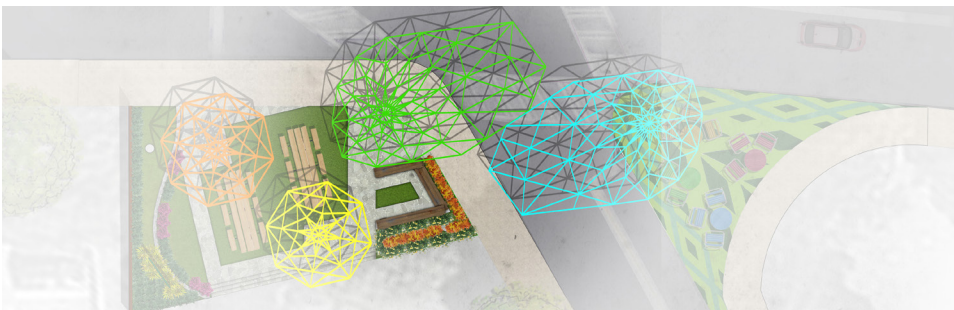
DEVELOPMENT PHASES



The Quick Fix:
Excess right-of-way claimed is painted and populated with movable furniture that will kick-start the change.



Setting up the Living room:
The park will be returned and repaved and furniture added make it serve as the Urban living room.



The Canopies move in:
Recognising that the canopies may take longer to fabricate and install, the main attraction will move in the end then forming the Gateway.

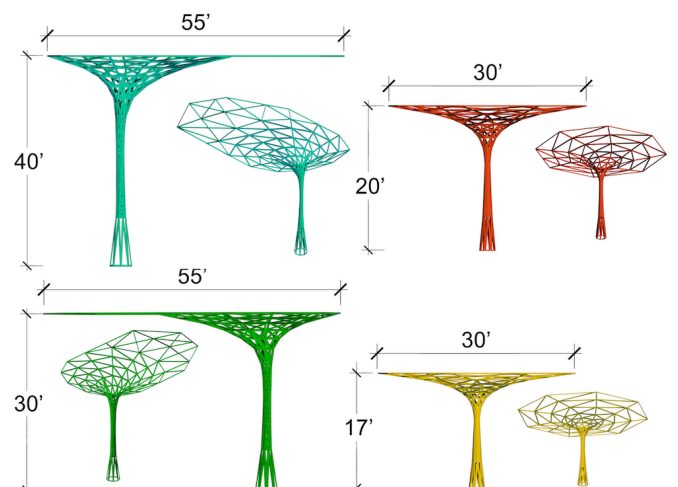
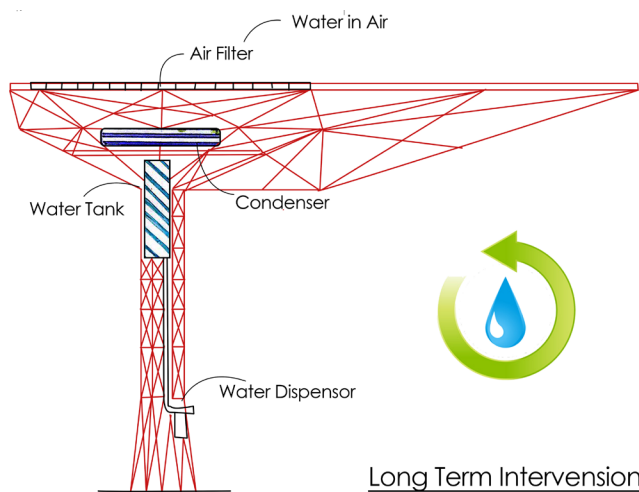
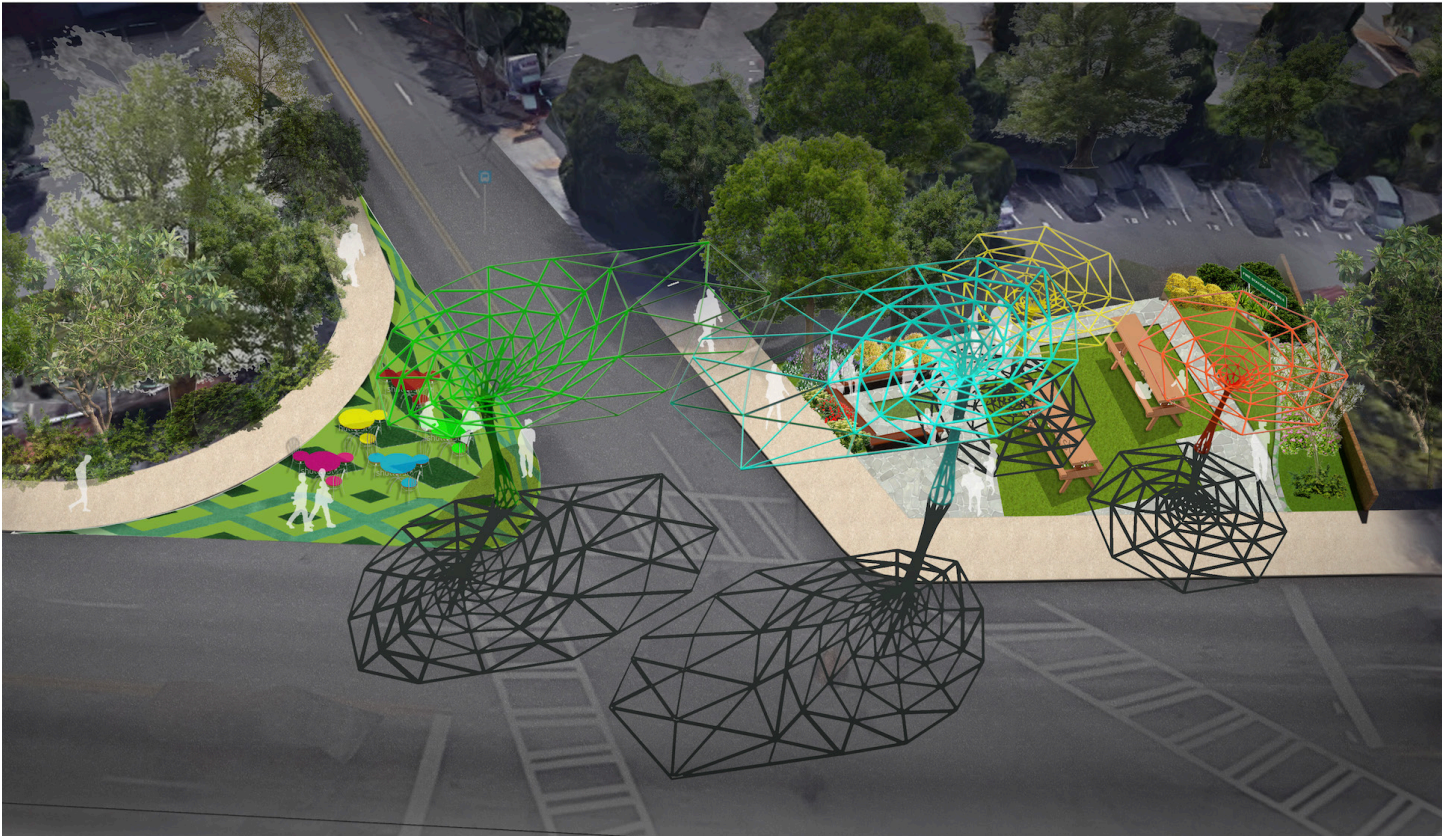


The inviting sight of the canopies and the park encouraging entry.

THE TREE: RE-IMAGINED

DESIGNING THE CANOPY AND ITS FUNCTION

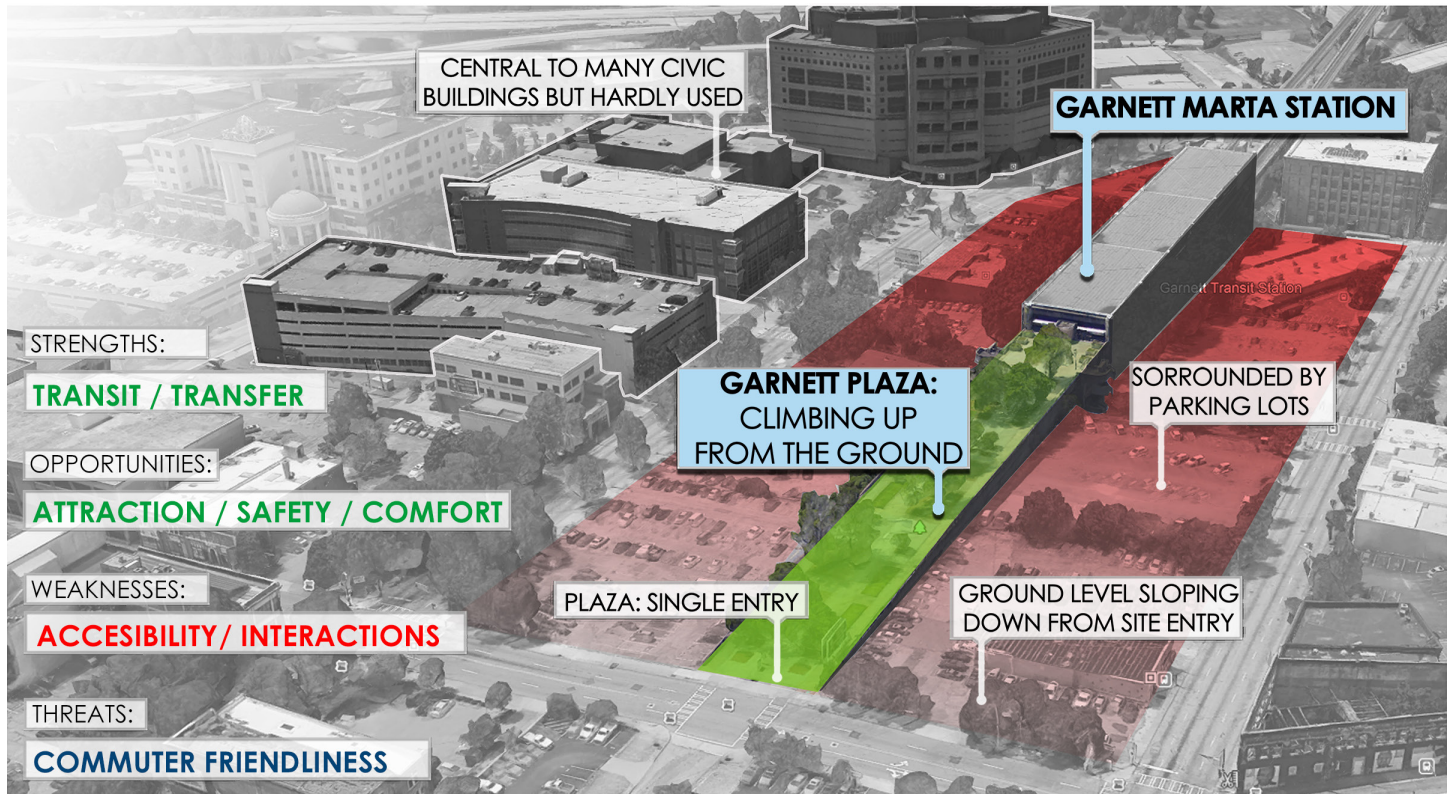
Bird's eye view of project showing the play of shadows on the street



The shadows formed by the canopies make an interesting play on the street. There's a different outcome every moment and the two canopies might align once a year, making it an occasional treat to watch. The Canopies themselves in the long term can function as water catchers, where captured water from the atmosphere can be used for landscaping and even drinking if possible.

EXISTING CONDITIONS OF GARNETT STATION

UNDERSTANDING THE NEIGHBORHOOD



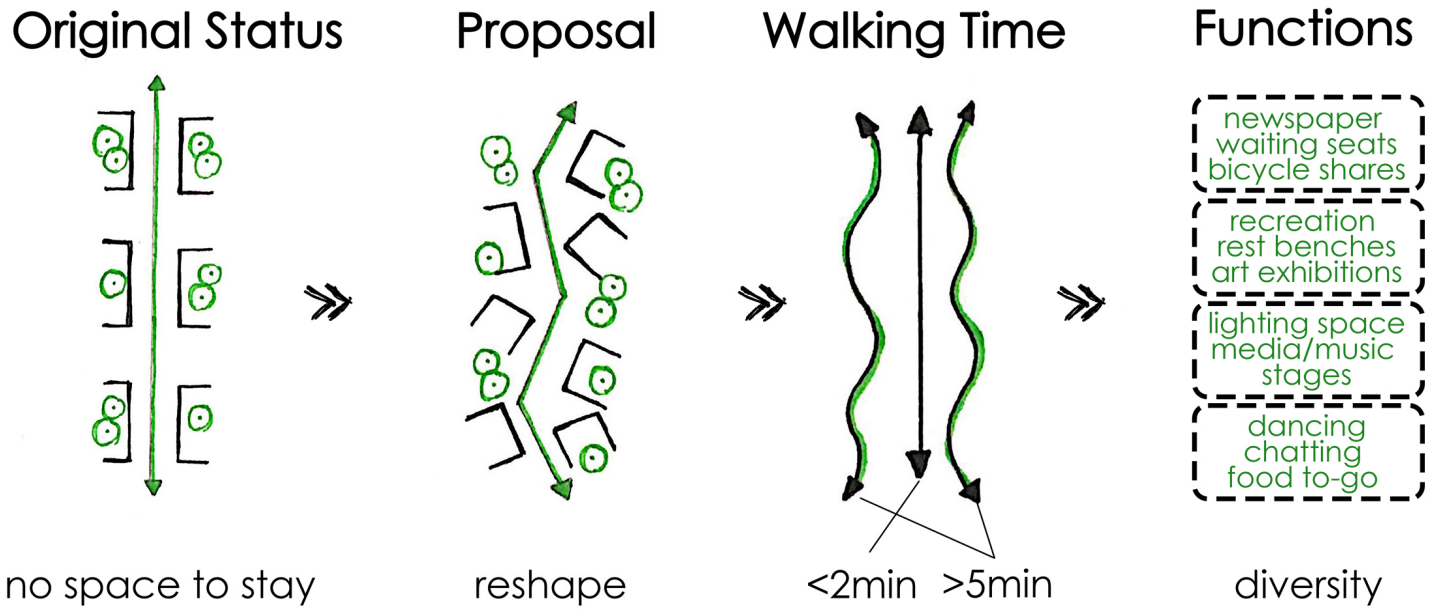
A grand but dull entrance to a neighborhood filled with tremendous hidden potential to be as vibrant as any other city center.

What we found: A long, empty, boring stretch of land 'undesigned' so as to discourage people from spending much time on it in order to maintain a feeling of safety in the dwindling occupation of south downtown.

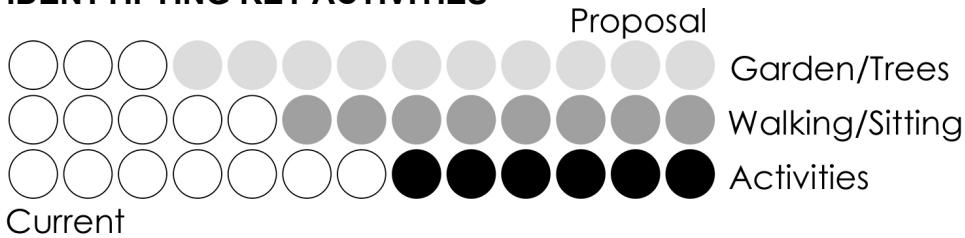
The plan: To transform it into the lungs of south downtown with the formation of a garden that not only breaths fresh life into the almost empty area but also compliment the arts scene that seeds itself from Broad Street through its interactive light and media displays.

CHANGING USES: FROM ONE TO MANY

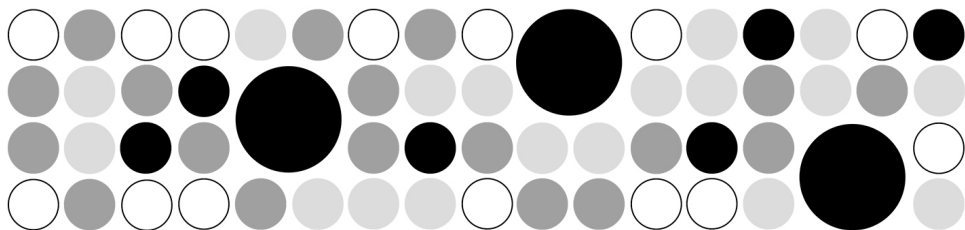
DISTRIBUTING ACTIVITIES THUS TIME ACROSS THE LENGTH



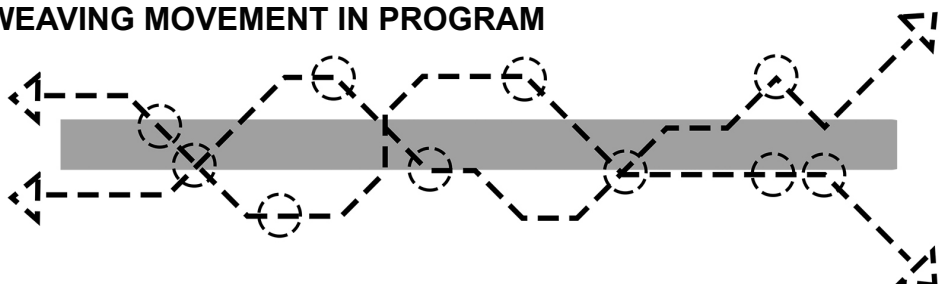
IDENTIFYING KEY ACTIVITIES



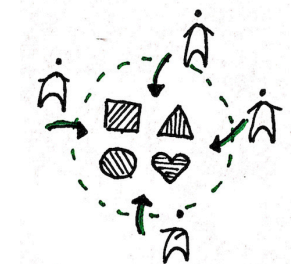
RECONFIGURING THE PROGRAM



WEAVING MOVEMENT IN PROGRAM



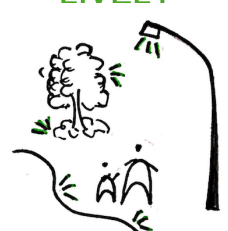
MAKING GARNETT:



ATTRACTIVE



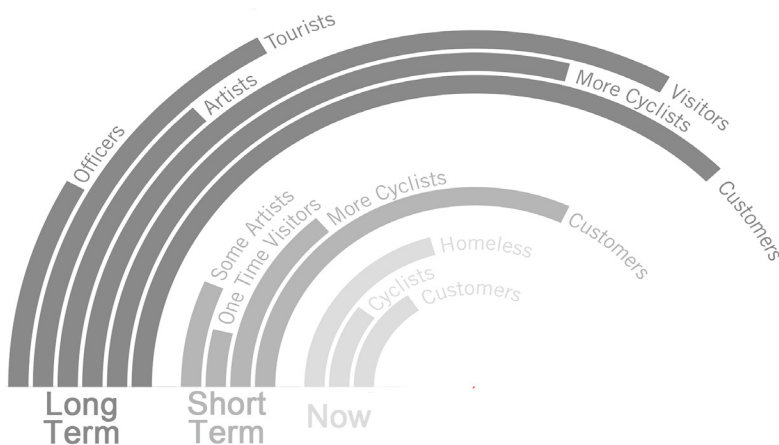
LIVELY



SAFE

MODULAR SPACE AND ACTIVITY METRICS

CONFIGURING ACTIVITIES/SPACE ON EXISTING FLOOR GRID



The fastest, easiest, cheapest way of development was to change the least number of things while having the most impact. Having received a 5' X 5' floor grid readymade on site, we shaped our activity spaces to form a modular layout.

Users and uses of the space designed are proposed to change and increase as the site develops and stabilizes itself as its surroundings develop because of it. The adjacent model is intended to help the plaza's activities evolve over time along with the rest of the neighborhood.

CREATING THE GARDEN

DESIGN PROCESS

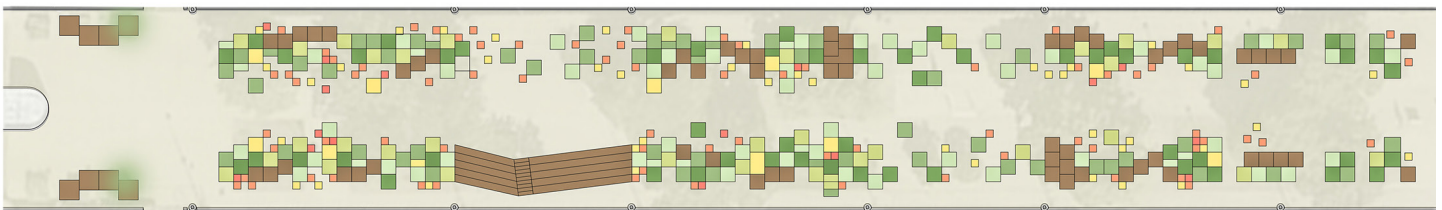
Phase 1: Change/Create Shape of Green Space



The Quick fix: The green spaces are expanded by placing planters of the same size of the grid or lesser. Thus, virtually increasing the green space without any actual construction. Existing open areas kept untouched to accommodate activities that need them.

The lasting design: The planters can be later turned into permanent concrete planters if needed.

Phase 2: Adding steps, podium, lights and Involving more live activities



1) Added steps for seating and looking at the multimedia screen, with a small podium for performances in one of the open areas making an activity center.

2) The second open will be kept open for large gatherings, exhibitions, etc.

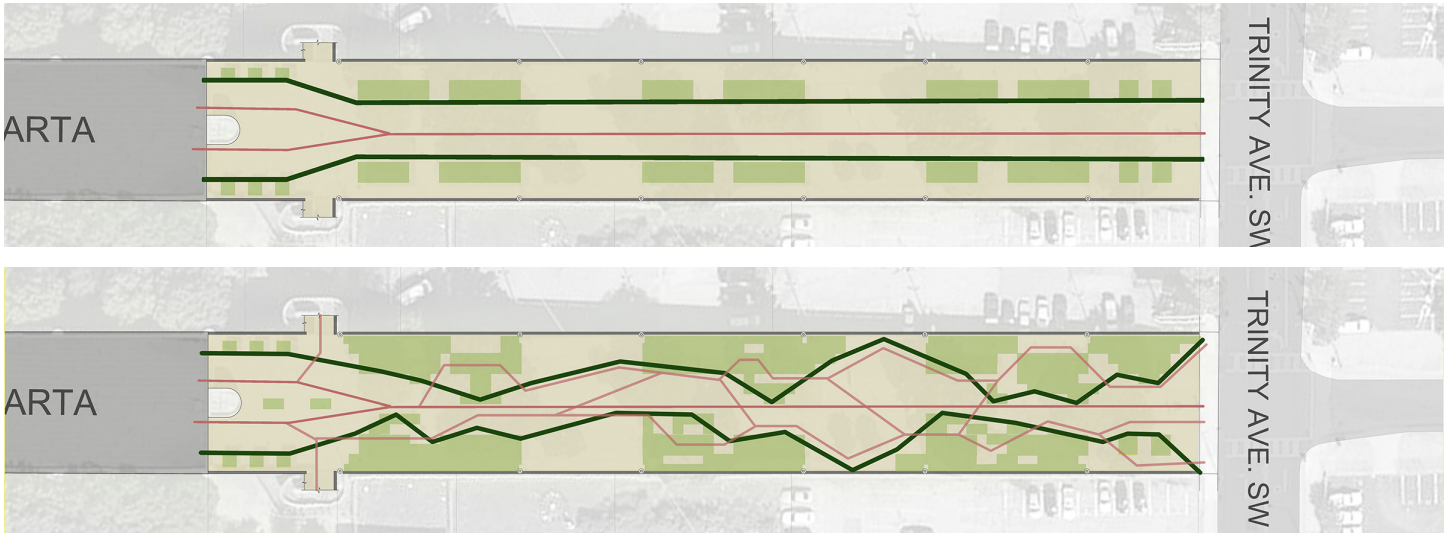
3) Existing green spots can be changed into self-luminating pebble pools, thus creating alternative interesting pathways through the glowing pebbles.

Thus, transforming the space into a Natural/Green Garden for the day and a Light and Colour Garden at night by solving the problem of the perception of safety with more and more types of light.

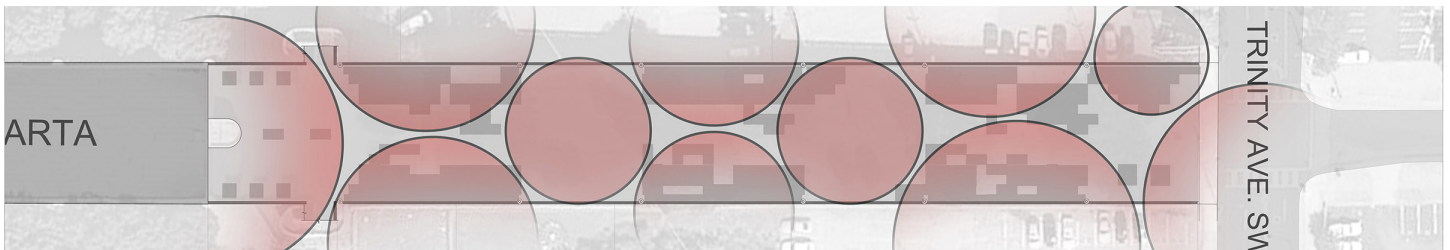
ACTIVITY - DISTANCE - TIME

DESIGNING MOVEMENT AND TIME SPENT ON SITE

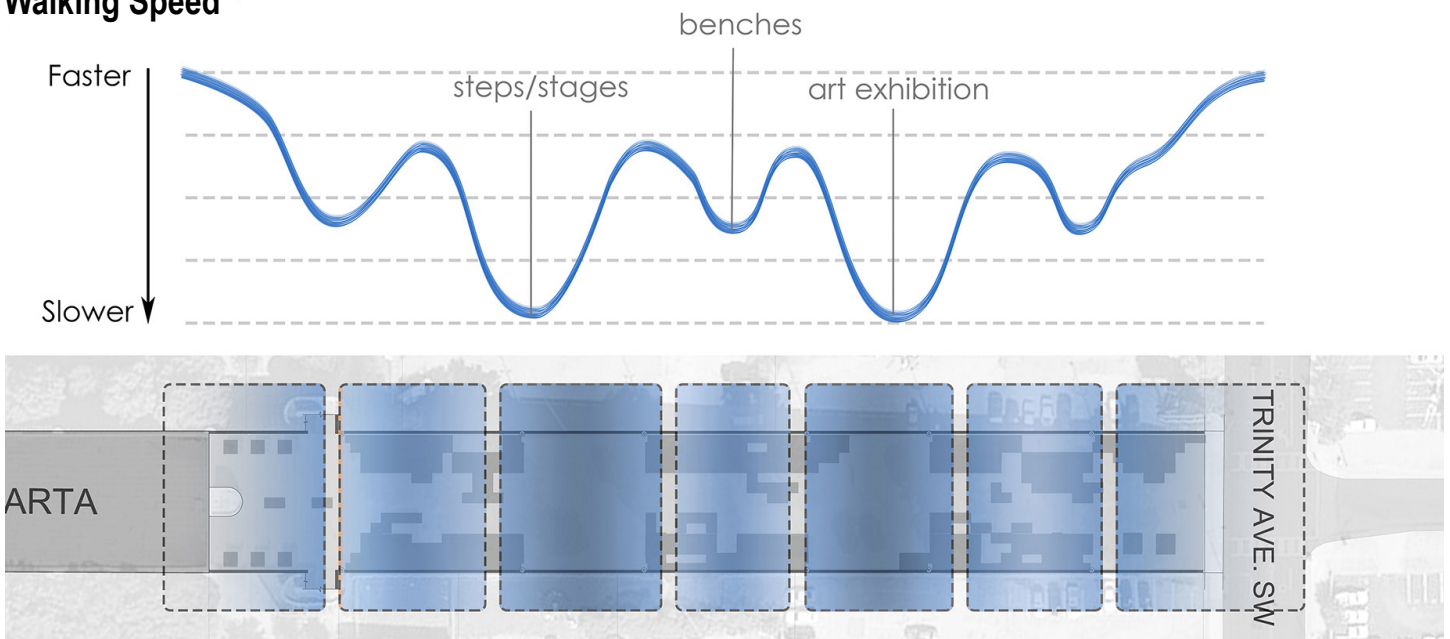
Landscape Interface/Pedestrian Movements - Before/After



Activities Density

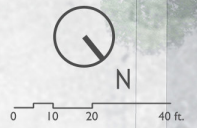


Walking Speed



COLOR GARDEN - Garnett Garden

MASTER PLAN



PEACHTREE ST. SW

FORSYTH ST. SW



BENCHES WITH LIGHT

B-B Section



GLOWING PEBBLES



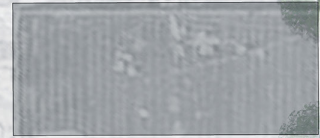
MEDIA/STAGE



TEMPORARY ART EXHIBITION



BICYCLE SHARE



NEWSPAPER STANDS

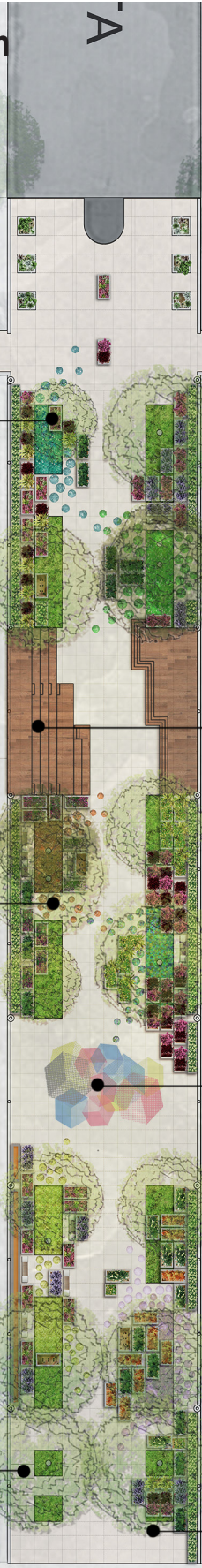
TRINITY AVE. SW

A

A

B

B



VISIBLE CHANGE

TRYING FOR MORE ACTIVE GREENER PUBLIC SPACES



While the place looks and plays the part of a traditional garden, It transforms itself into a playground of colors and lights at night.



The images show comparison between the current sad empty spaces and proposed development.

Incremental interventions such as painting the Right of Way begins to activate the space acting towards making it into an informal garden and further towards the lungs of south downtown.

VIBRANT 'A'CROSS-SECTIONS

SECTIONS SHOWING DIFFERENT PATHS AND ACTIVITIES



Section showing how the steps and stage play different roles on either sides and the center of the garden.

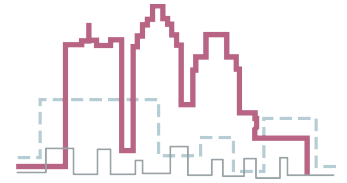
- A change in level of the walkway,
- A path winding around a beautiful flower bed,
- A bench in the middle of aromatic wild flowers,
- All found in the same available width brings in opportunities for different types of interactions and experience making it vibrant **ALL 'A'CROSS**.



Section showing small pockets formed between among planters as they become little spots of calm and respite.

Sharing all of that with a range of activities along the length of the plaza, makes it an all inclusive experience.





THE PARK + GROVE

Location: Central Ave. x Trinity Ave. & Pulliam St. x Memorial Dr.

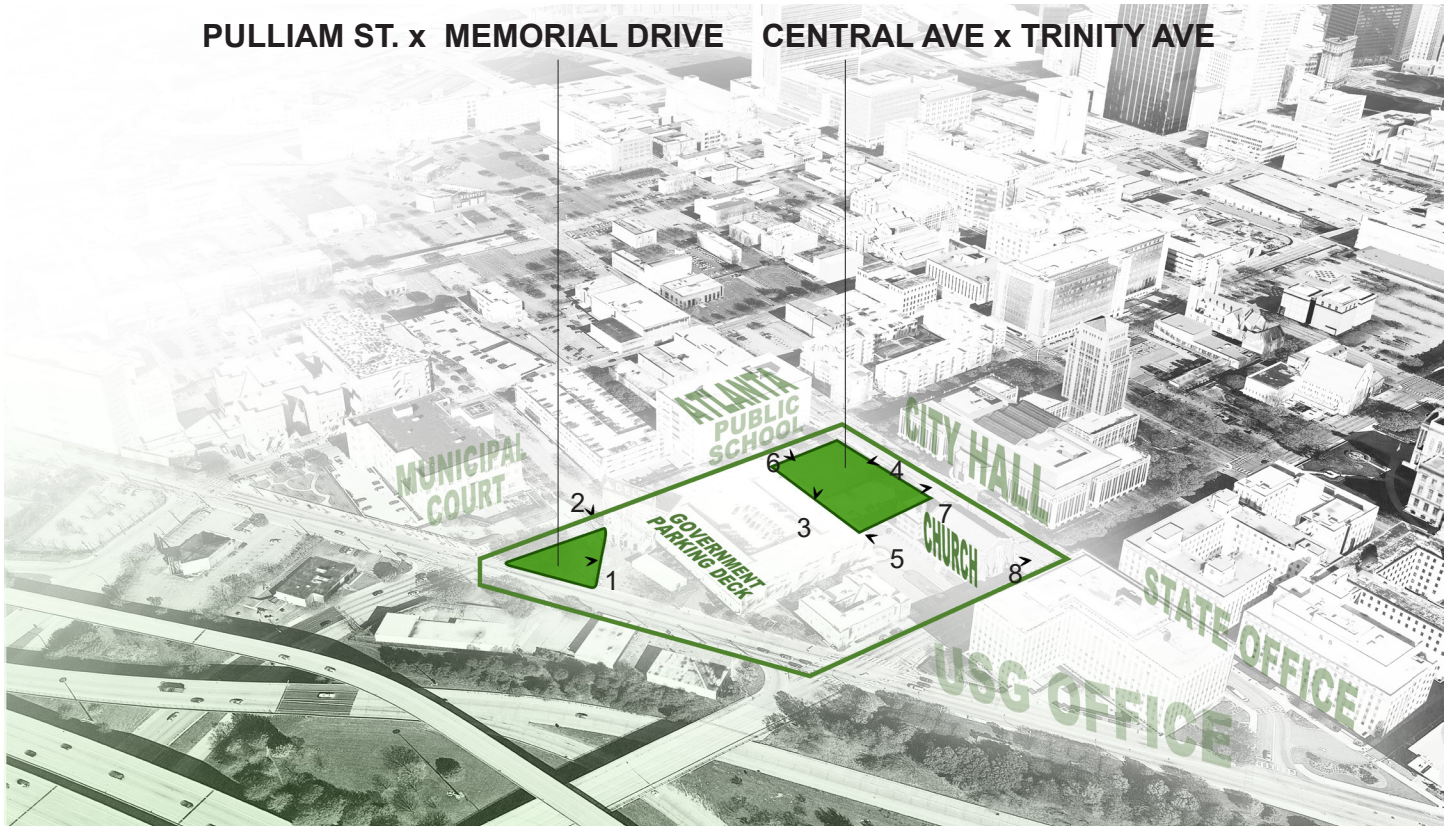
Team:
Karen Vijayanand
Bowen Xue

The first site is the Green Space at the intersection of Central Ave and Trinity in front of the Atlanta City Hall. A 5 minute walk southwards leads to the second site at the Pulliam and Memorial intersection - The Traffic Island. They are viewed both as individual sites with specific needs and requirements and as a connected site with a more comprehensive impact on the surroundings. This public realm improvement proposal focuses on building community, programmed social spaces, reclaiming the excess Right-of-Way and multiplying the Tree Canopy.

SITE RESEARCH

Central Ave x Trinity Ave + Pulliam St. x Memorial Dr.

Aerial View showing the two sites marked in green.



The photos below correspond to the numbers marked on the above site diagram. They show the view from the marked points.

Photos of Existing Site.



1



2



3



4



5



6



7

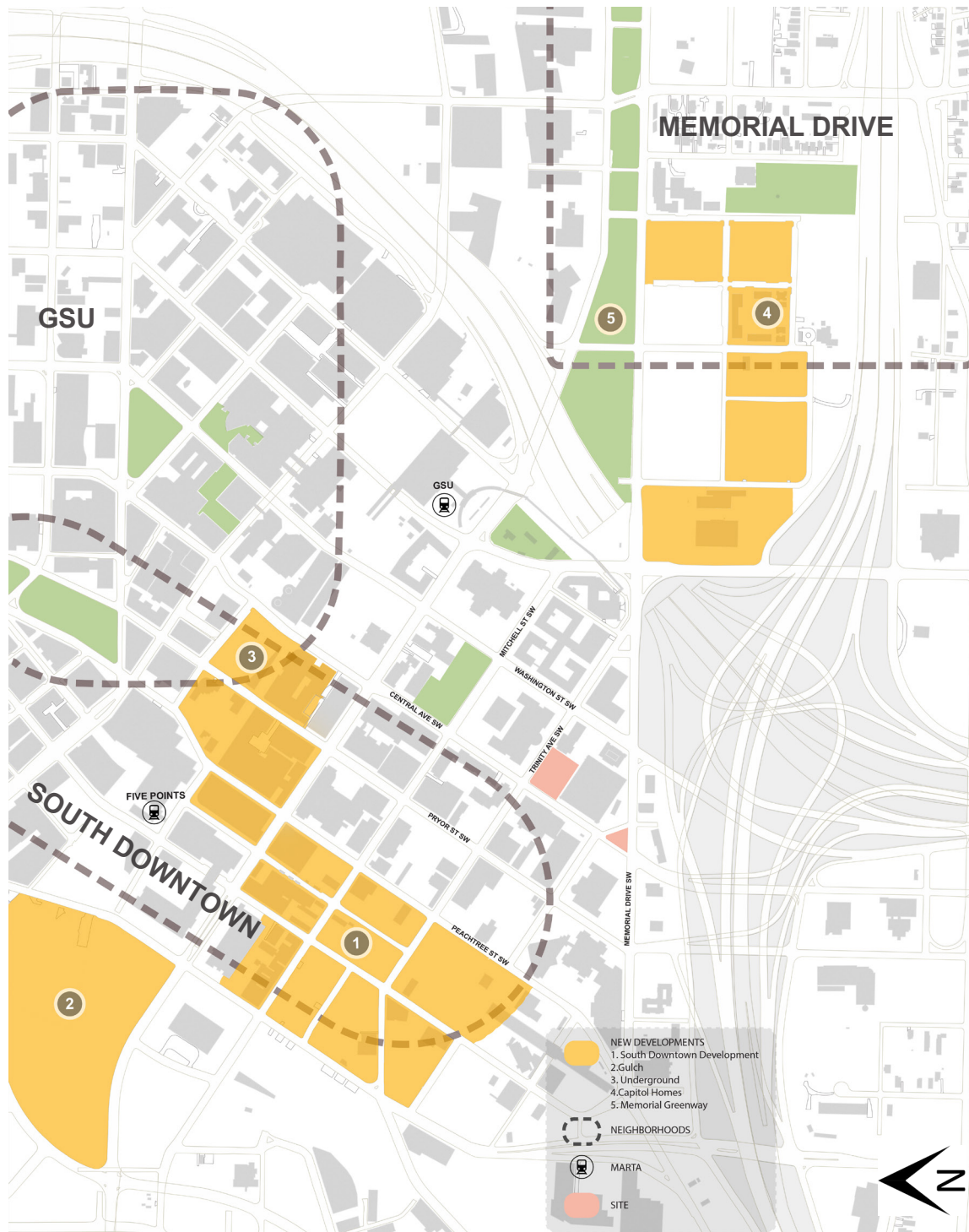


8

NEIGHBORHOOD ANALYSIS MAP

NOTE: unlike the rest of this document, the maps in this section show North pointing left, not up.

Map indicates in yellow, the upcoming residential developments in the region.



Both the sites are located in a neighborhood which is yet to see its fair share of residential developments. The above neighborhood analysis map gives us a view of the forthcoming residential developments in the area. Growth in residential development should lead to more effective use of public space. At the same time, better designed public spaces are needed in order to attract more residential development to South Downtown and the Government District.

CONTEXT MAPPING



GREEN : GREY

The neighborhood being analyzed is not one with an extensive tree canopy. This analysis Map shows the ratio of buildings to trees to open green spaces.

This analysis invokes the need to focus on changing this ratio in favor of trees and promote more of Green than grey.



THE BLUE DISTRICT

The area surrounding both the sites are predominantly Government/ Institutional buildings therefore a 9 to 5 culture is what the neighborhood is used to. It also has its fair share of parking decks. This analysis map shows the government buildings in BLUE.

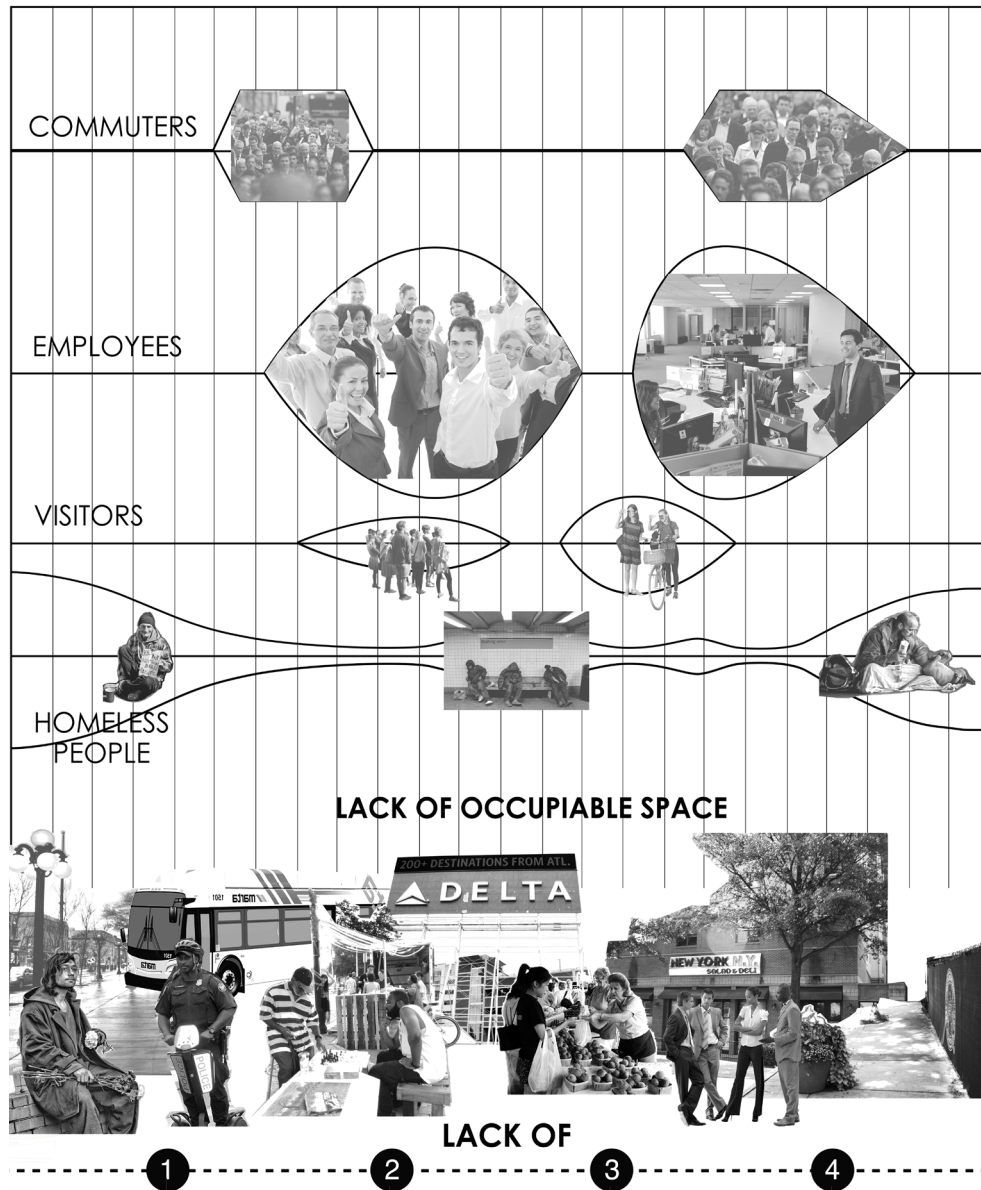
From this analysis we can state that the neighborhood would benefit greatly from more mixed-use and residential development. This would help activate the streets and public spaces at night, increasing safety while allowing more Government District employees to live next to their work in a more vibrant area. Attractive public spaces are important to this transition.

USER GROUP ANALYSIS

The predominant user group in this neighborhood are the employees of the Government District. The infographic below shows all the main categories of users and what they feel are the changes the neighborhood needs and the issues which need to be addressed.

Who are the Users? What do they do? What do they need?

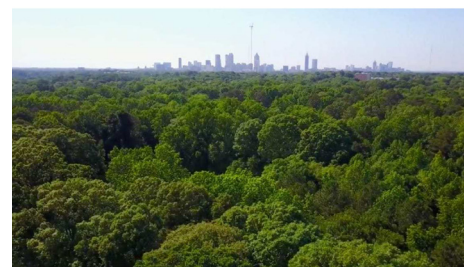
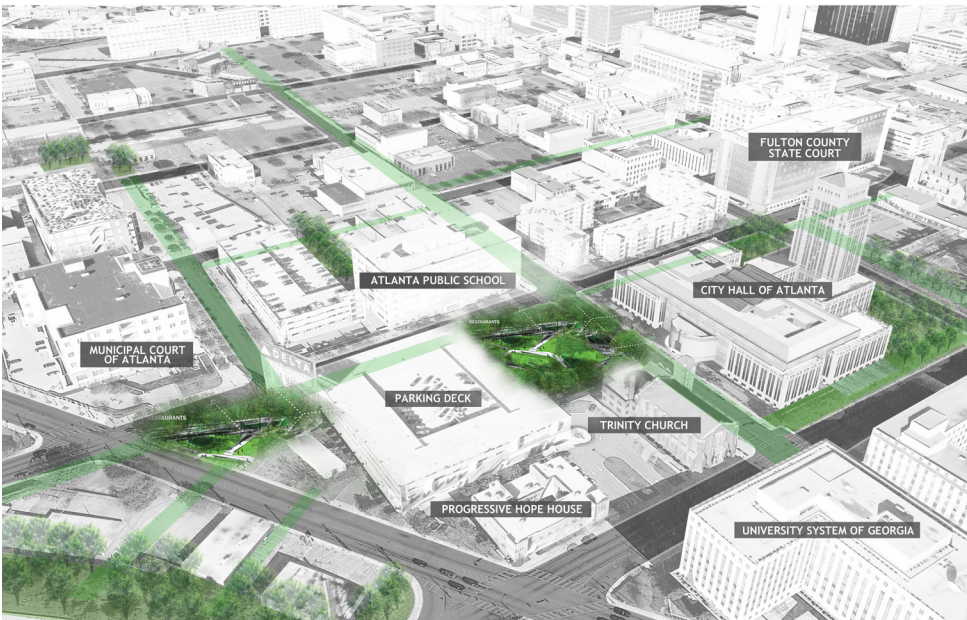
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24



<p>SAFETY & LIGHTING Too many defensive buildings leading to lack of street activity has led to increased safety concerns for the few existing residents of South Downtown.</p>	<p>COMMUNITY ENGAGEMENT With the Predominant users in this area being Government Employees and the commuter groups there is no room nor space dedicated for the community.</p>	<p>RESIDENTIAL & MIXED USES With more residences always comes more of everything. This area is an armored Government district and the lack of mixed use and commercial space is in turn pushing it toward residential extinction</p>	<p>FACILITIES For the hundreds of Workers who commute to and fro everyday to the City Hall and the other surrounding buildings, facilities are sparse. Not enough eateries and places to relax and engage after a long day of work.</p>
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CONCEPT AND DESIGN IDEA

Augmenting Atlanta's Urban Forest and Improving the Public Realm



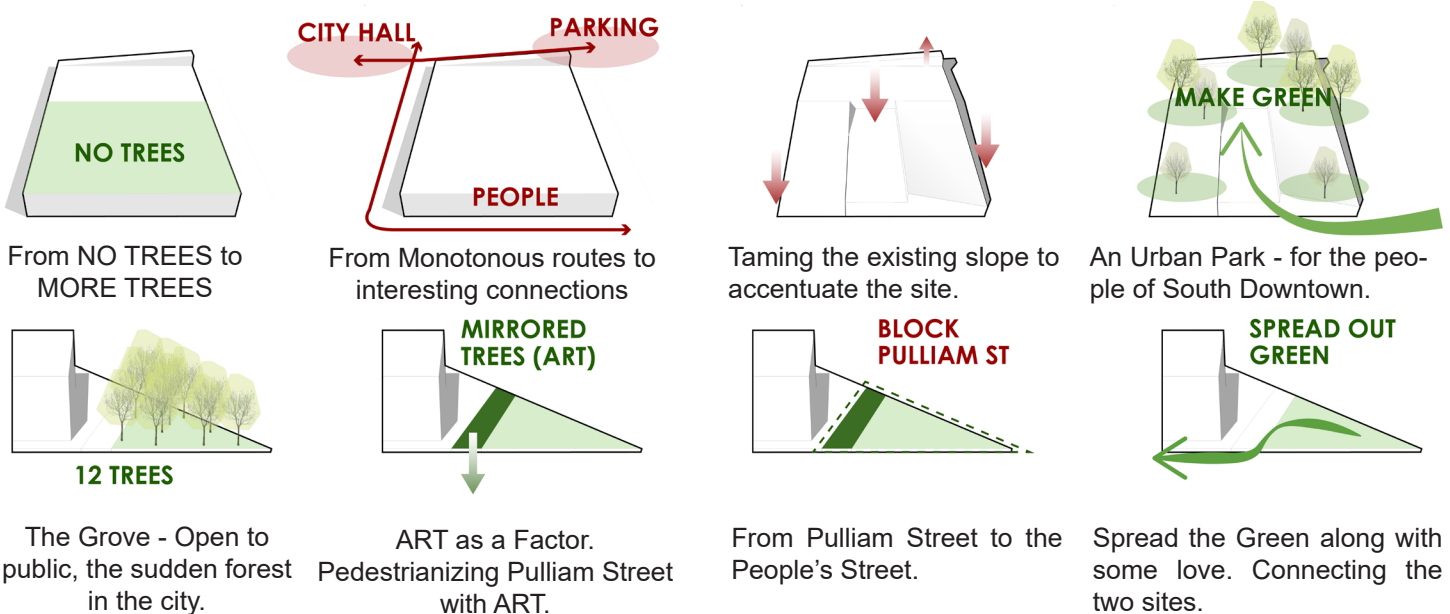
A Vision of Re-Greening the Site.

A View of the existing Green.

“Our challenge for nature is to protect and expand the ecological value of our watersheds, forest, and habitat in the face of rapid urbanism” - ATLANTA CITY DESIGN

Our design interventions will also be addressing the need to amplify the Tree canopy and protect the existing. By doing so also to create more accessible open green spaces which promote community and builds social capital.

DESIGN THOUGHTS

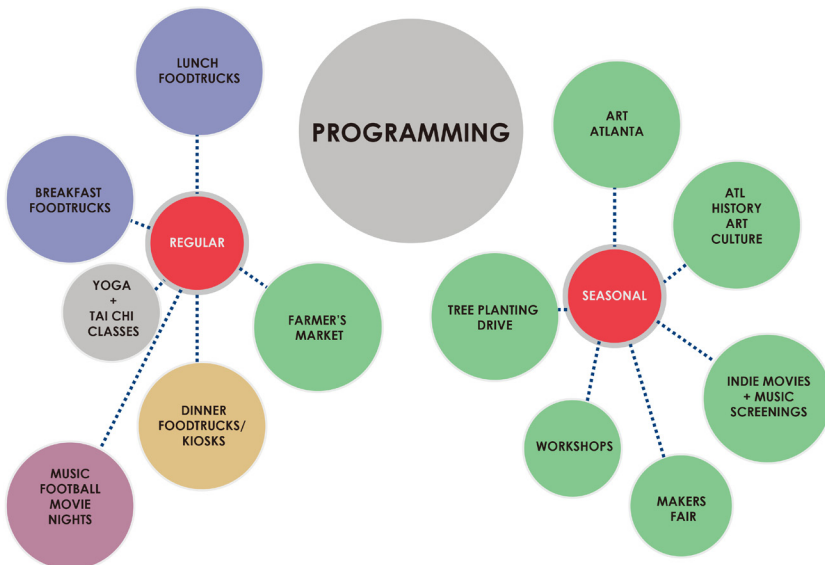


WHAT DO THE PEOPLE NEED, WANT AND LOVE?



On International Parking Day, Parklets were set up near the site. The purpose was to interact with the people who use the neighborhood everyday either for work, stay or play and to ask them what they would want , need or love to see built or improved in South Downtown and also specific to the site. Their Inputs were collected in the form of surveys and interactive picture boards.

SITE PROGRAMMING

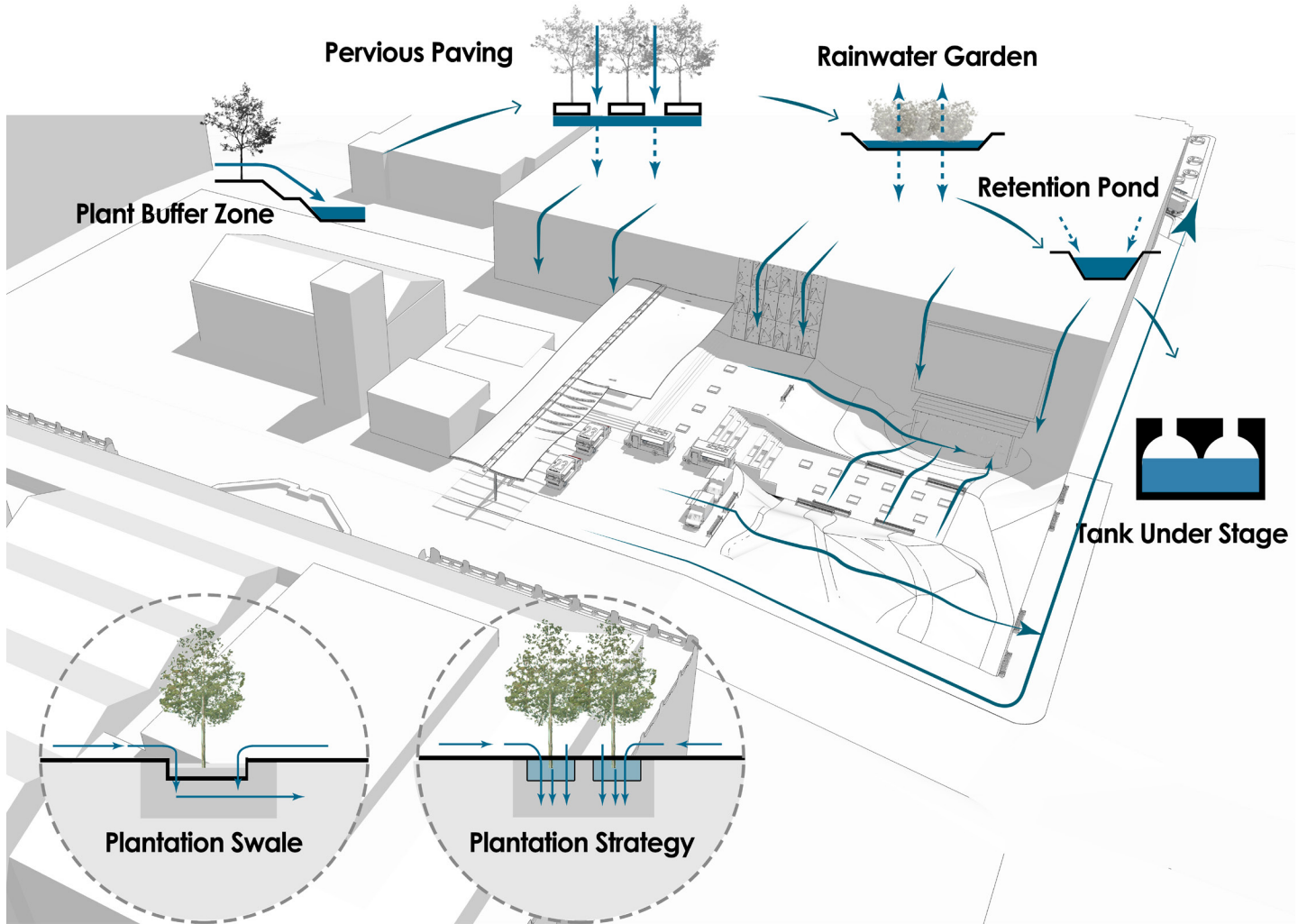


SITE PROGRAMMING - is essential in activating a public space. Based on the inputs from the folks of South Downtown the programming for the site was done. The programming chart gives an idea of all possible programs which can be used on the site to activate it. These programs will not only allow variety but also build community and increase the social value of the place.

The program of the site also focuses on bringing in more Facilities for the office goers and commuters in the area. A future increase in residents will lead to a fully functioning and activated Park.

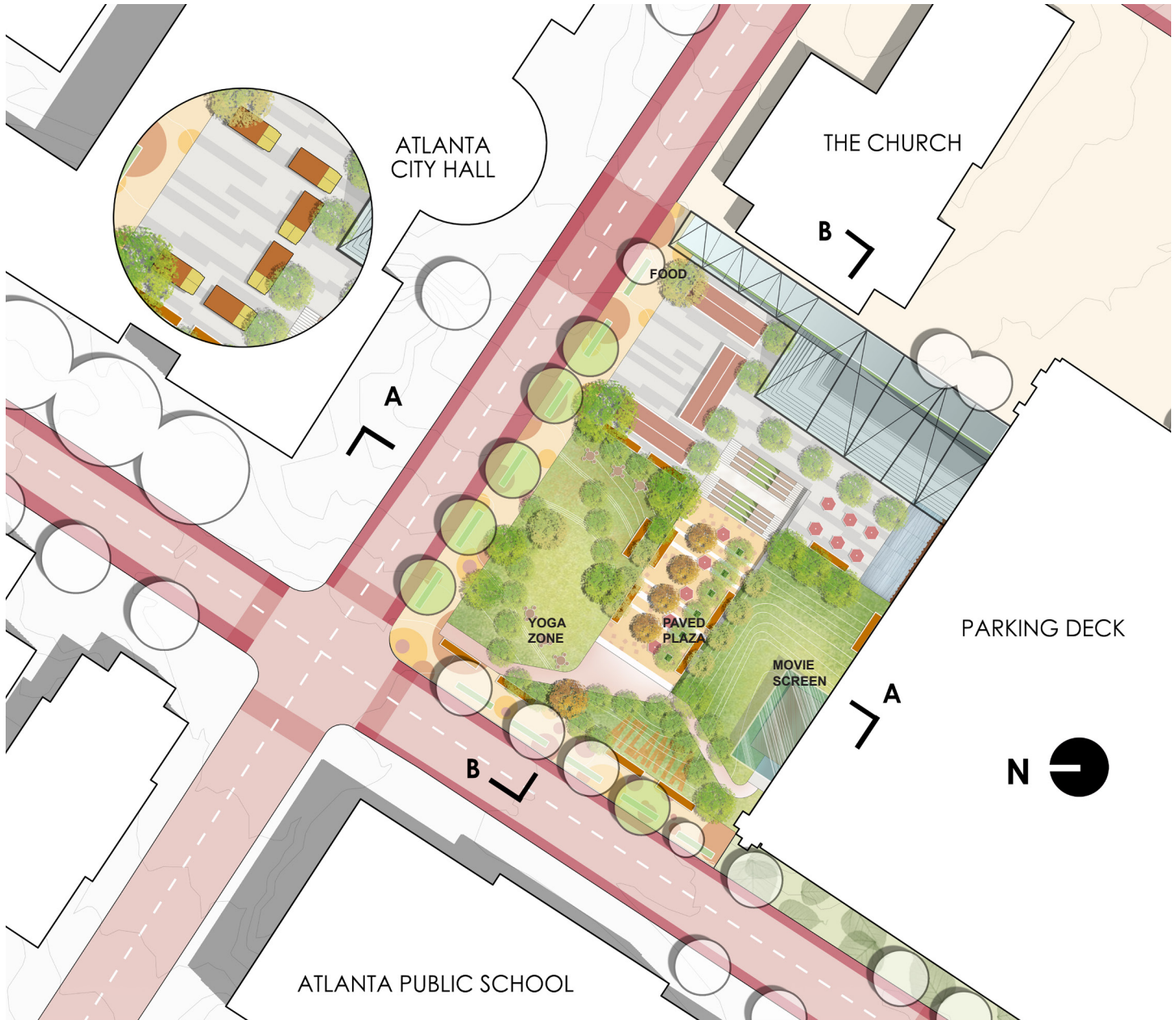
SITE SYSTEMS

Stormwater Infrastructure for the surrounding buildings and site.



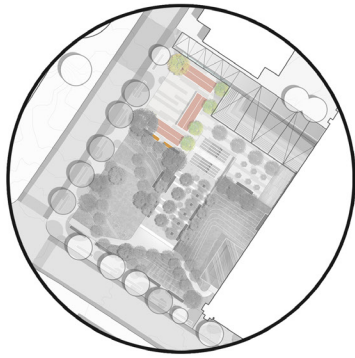
THE PARK - MASTER PLAN

An Urban Park for South Downtown.



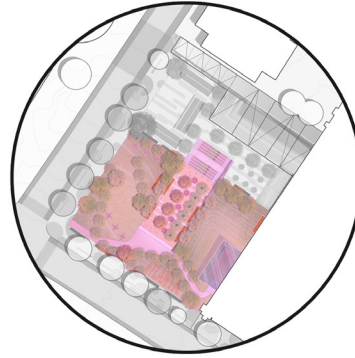
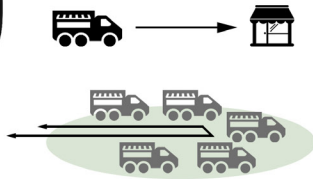
Regreening and Improving the existing green space at the Central x Trinity intersection is a much needed step toward promoting social life and community. The Park offers sufficient space to conduct various programs at the same time. It has been approached in a way that it can accommodate one to many functions. The existing site is configured for singular use whereas the proposed Park is one which can adapt to many functions over the course of a day. From Morning yoga floor and breakfast zone to mid-day relaxations under the shade or the evening movies, games, laughter and food. The Masterplan gives a view of the zones created on the site to accommodate all these functions.

PHASING PLAN



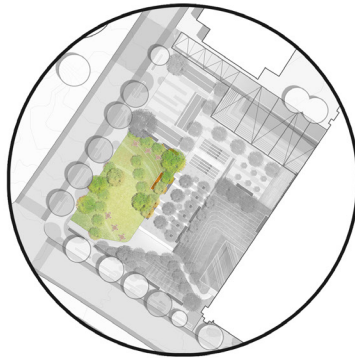
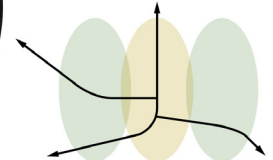
PHASE 1

Permanent construction to replace temporary food trucks



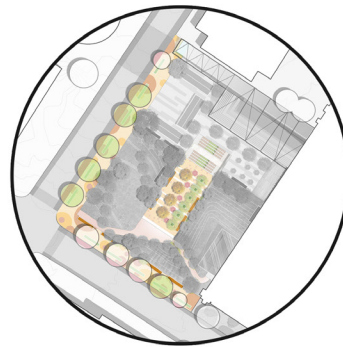
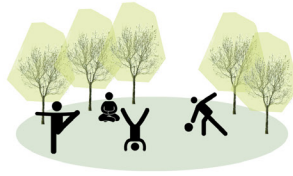
PHASE 2

Pathway and people flow



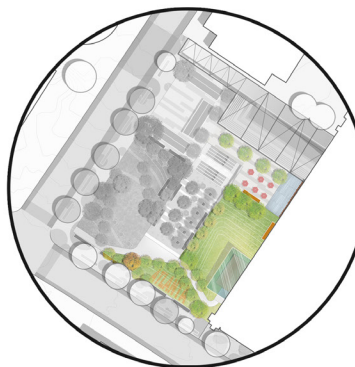
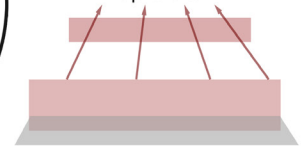
PHASE 3

Different activities on the flat grass land



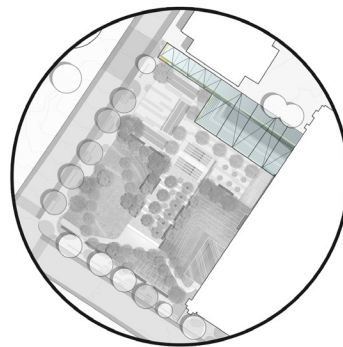
PHASE 4

Push back the boundaries of site and extend sidewalk space



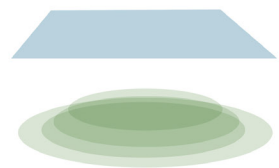
PHASE 5

Climbing wall and stage



PHASE 6

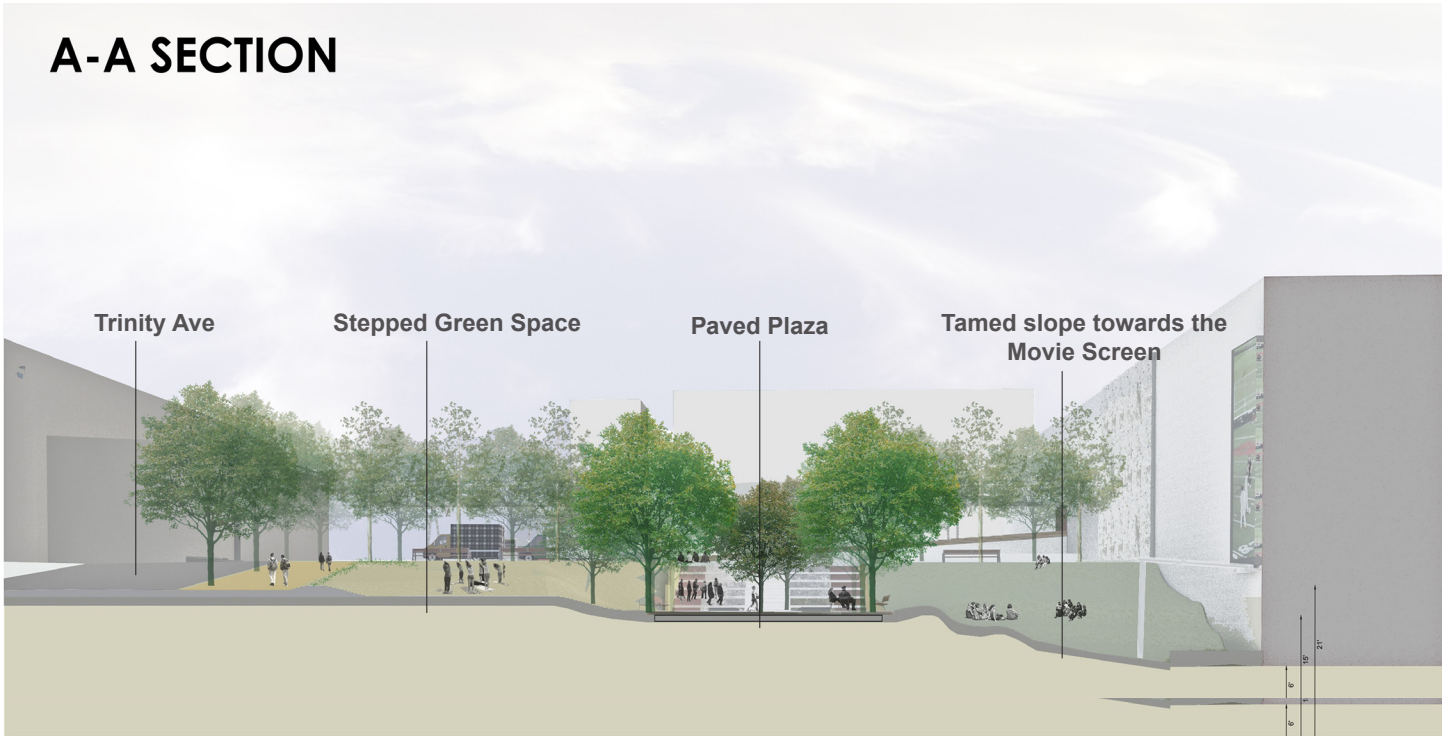
Permanent canopy for the way to the parking deck



The Phasing plan above shows the process of how the site can be incrementally improved over a course of time to become the envisioned urban park. This step by step phasing allows for experimentation of various elements to see how people respond to the new spaces and can be designed as per the people's needs.

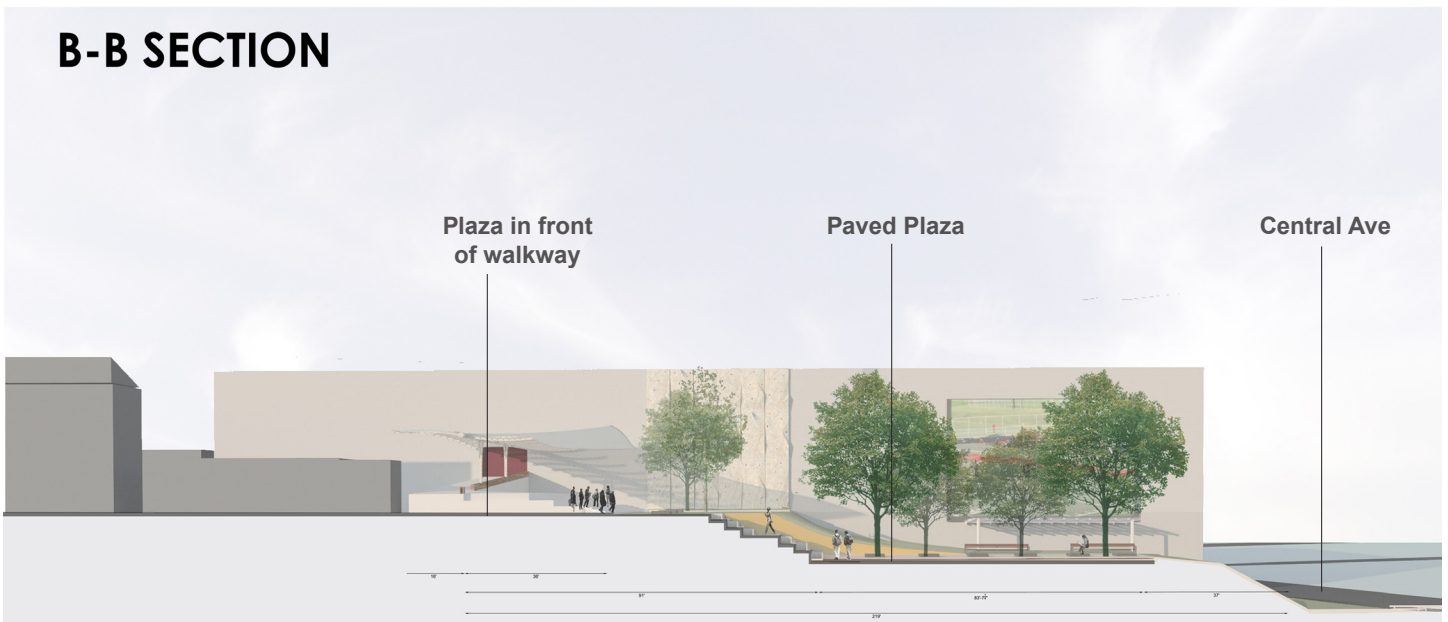
CUT VIEW THROUGH THE PROPOSED TOPOGRAPHY CHANGE

A-A SECTION



Section through Trinity Ave and the parking deck showing the various spaces created by the proposed topography change.

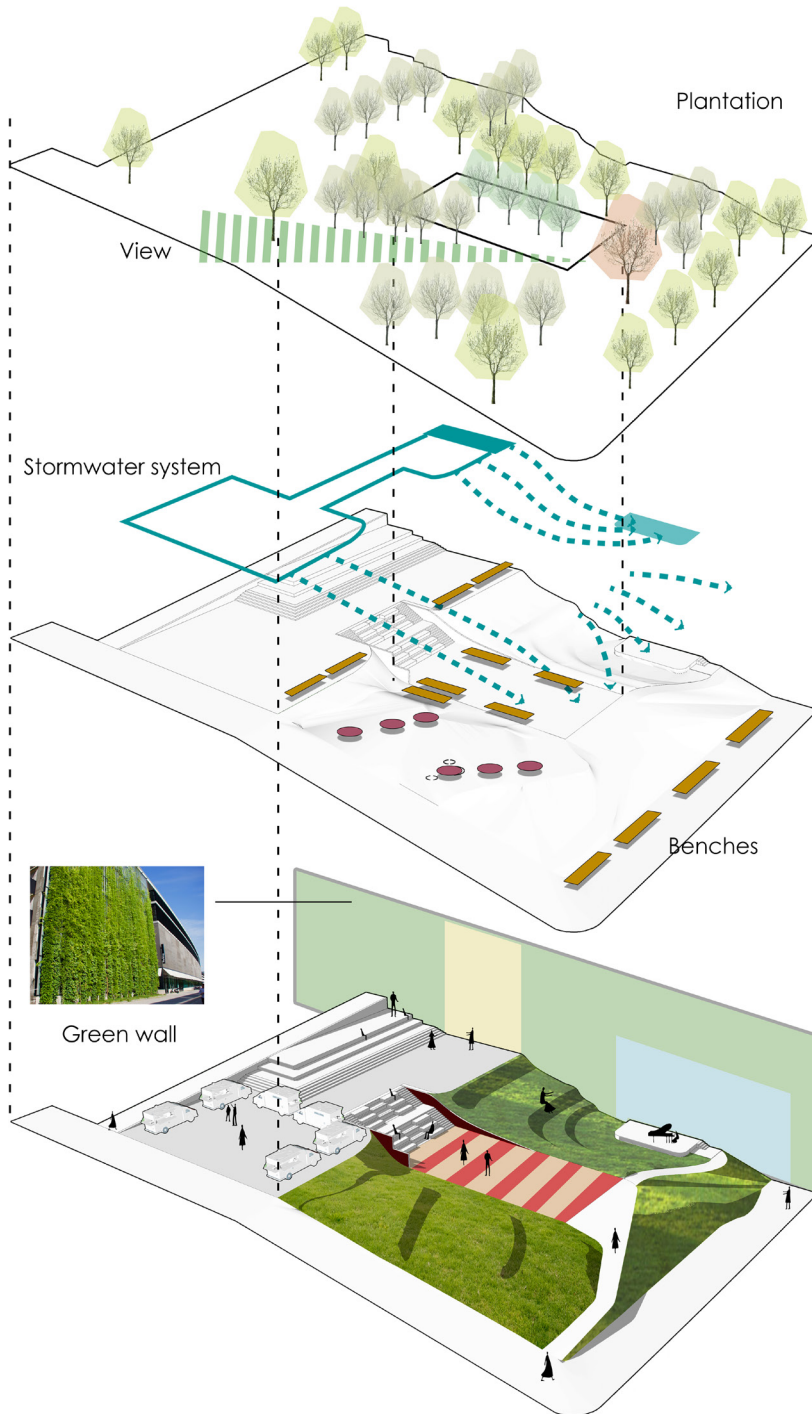
B-B SECTION



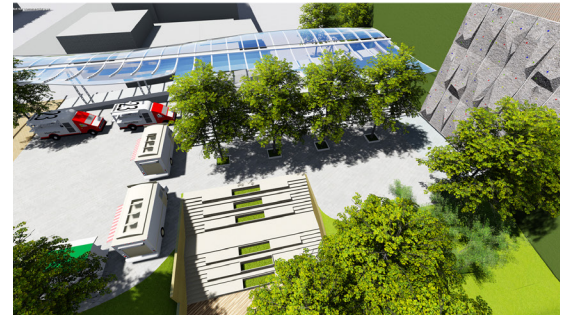
Section through Central Ave and the church showing the proposed walkway to the parking deck from City Hall and plaza proposed in front of it.

PROPOSED LAYERS

Various layers which form the new URBAN PARK



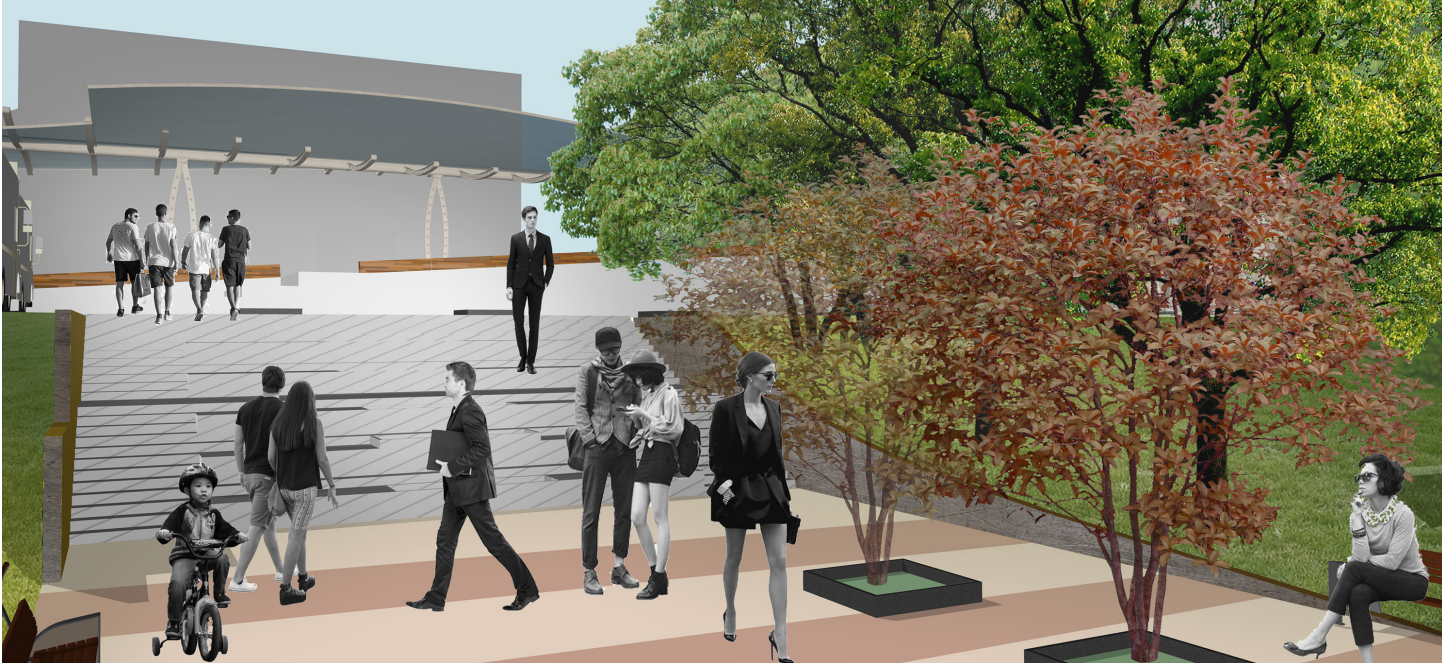
Aerial shots of the new Urban Park



From the aerial views one can see how the proposal brings a new character to the once empty site. A new Urban Park with a high density of trees to add on to Atlanta's existing Tree Canopy and also various zones which invite people to participate and dwell in the Park and its activities.

VIEWS OF THE PARK SHOWING THE CHANGE TO THE DIFFERENT ZONES

THE HARD PAVED PLAZA



THE ZONE WHICH DOUBLES AS AN OUTDOOR THEATRE



THE PARK



FROM THE PARK TO THE GROVE.

The Park was an opportunity to make use of a piece of land with a lot of potential and large enough to accommodate various functions. Southward from this Park is the Pulliam x Memorial Intersection which transforms a traffic island into an expanded grove of 12 trees.

As one traverses through both these sites the transition experienced is from “ **The Urban to the Forest**”.

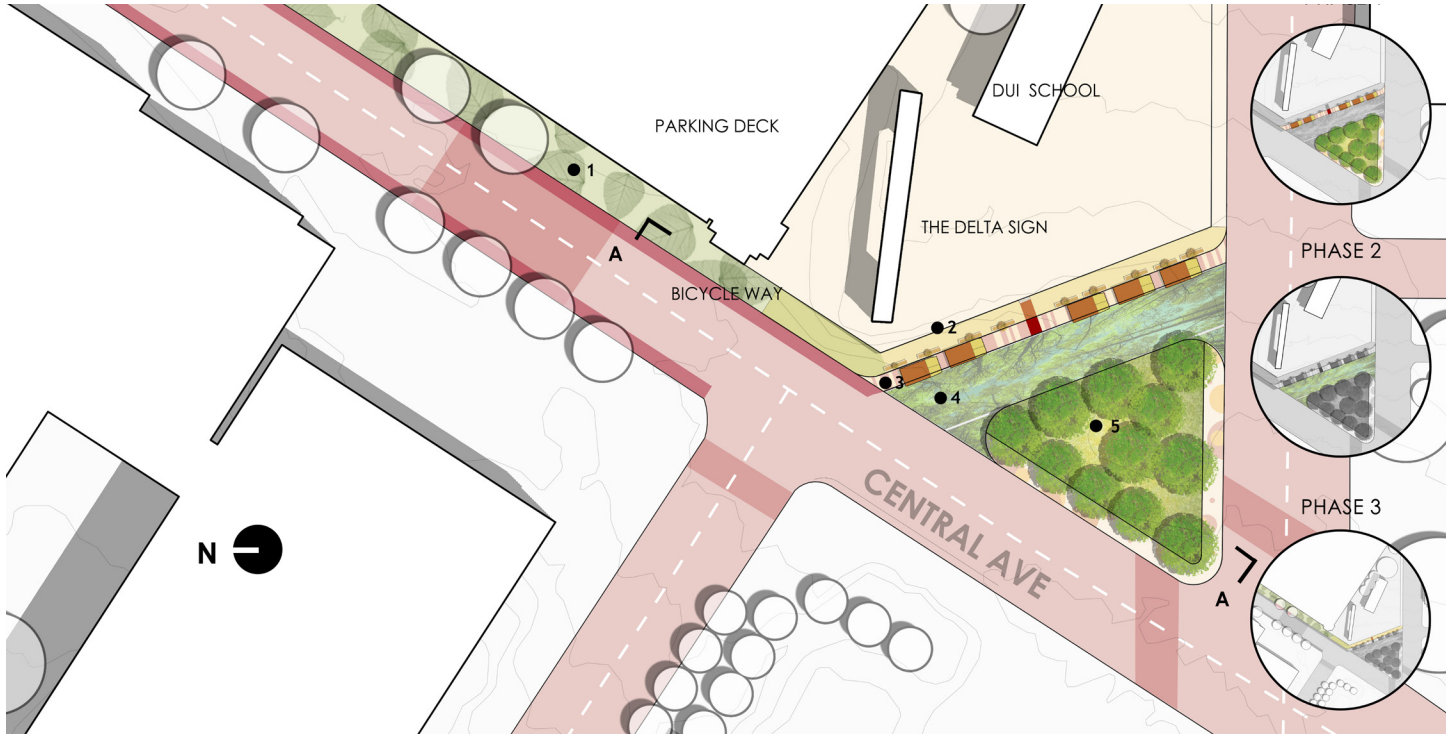
A sudden change in environment, the grove presents itself as a sudden forest in the middle of a busy intersection.

How do we make this area pedestrian friendly so that the crowd from the Urban Park can spill out into this space or vice versa?

THE GROVE

The Pulliam grove is the traffic island at the PulliamxMemorialxCentral Ave Intersection. Tactical urbanist approaches were the inspiration to activate this space. Widening this space and pedestrianizing this zone is made possible by claiming Pulliam Street as Excess Right-of-Way. This allowed us to use various approaches which will pull more crowds southward and create a more welcoming entry.

PULLIAM GROVE MASTER PLAN



Section through Pulliam Grove, past the parking deck, leading up to the The Urban Park



Various Elements added to the Pulliam Grove site



Leaf Patterned Sidewalk Pavement

The brick edge of the platforms

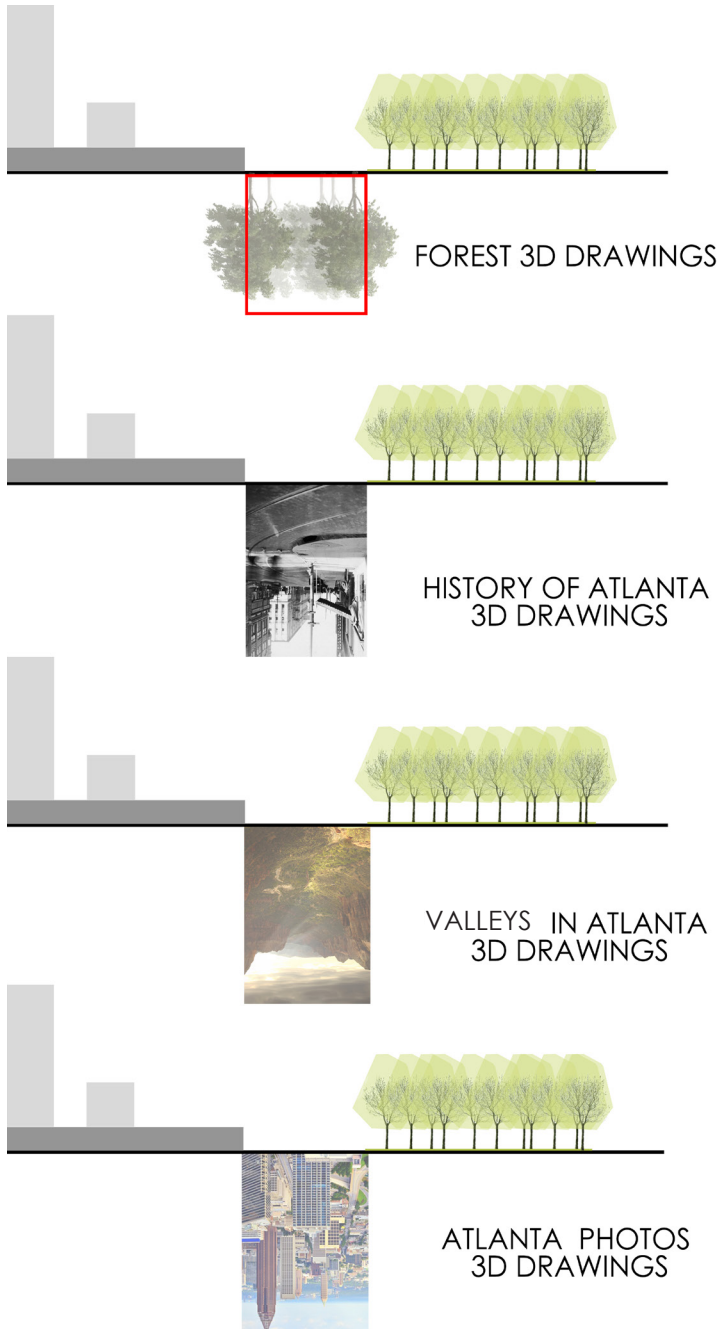
Paved patterned parking space.

3D Drawings painted on Pulliam Street

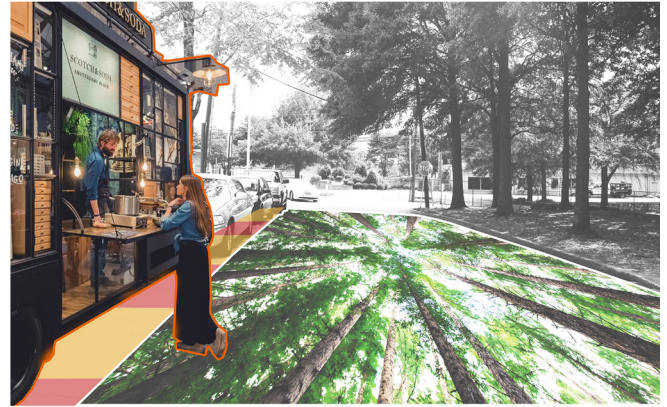
The feel and smell of the forest

3D ART AT PULLIAM

Various Options for the 3D ART at Pulliam



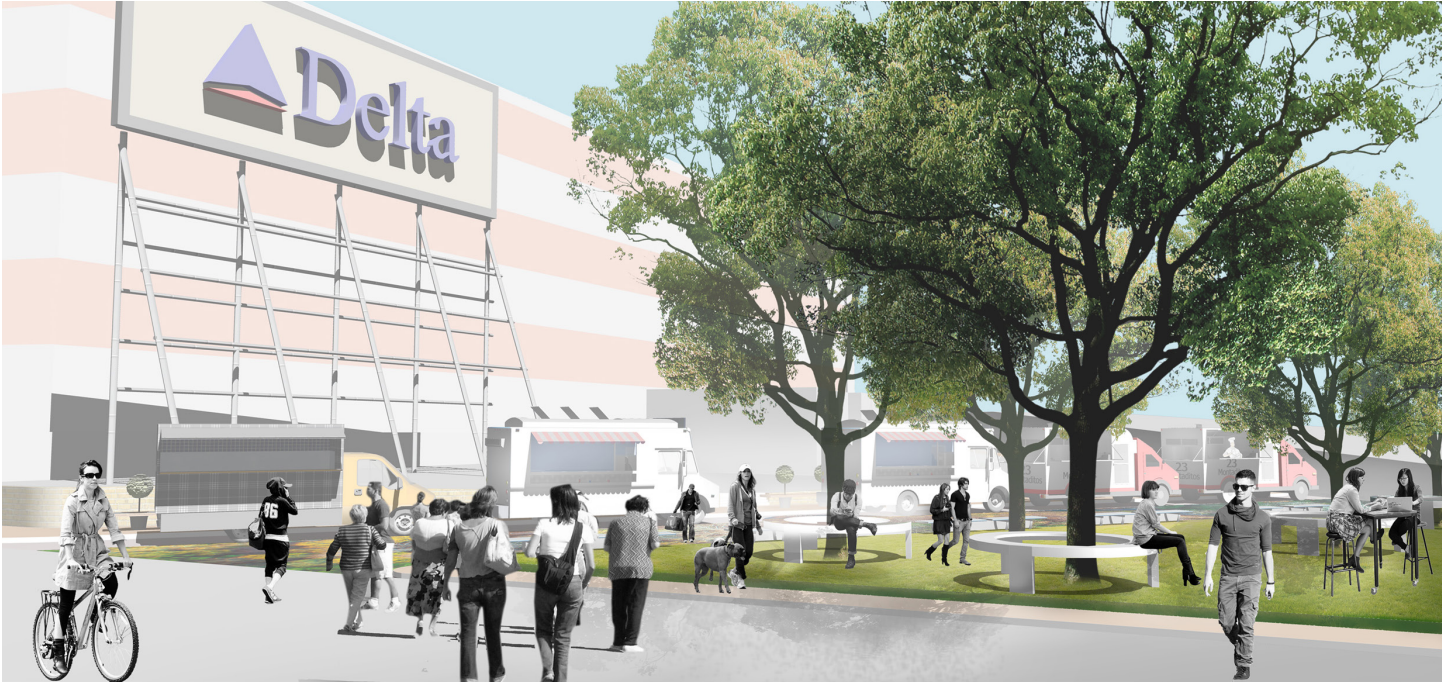
Views of Pulliam after the 3D Art intervention.



3D Art is an element which instantly pulls crowds out of curiosity. The reclaimed excess right-of-way at Pulliam is proposed to be painted as a 3d Art Piece. Above are some inspirations of how the art can change seasonally and images showing how it interacts with people.

VIEWS OF THE GROVE

View showing the Pulliam Grove and the proposed activation using tactical urbanism approaches.



View showing use of the Triangle as seating and recreation spot due to the pedestrianization of Pulliam Street.

