

PERMEATING BARRIERS

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LA 552 Design Thesis 2010

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CELEBREMOS LA COMUNIDAD
Celebrate Community
FIRA GEMENKSAP

PRE-SCHOOL
KIDS
11:30-12:30


Augustana Lutheran Church
9:00 EDUCATION
9:45 COFFEE AND FELLOWSHIP!
10:15 WORSHIP "PREACH THE GOSPEL, USE WORDS IF NECESSARY"
PASTOR MICHELENE VERLAUTZ

Project Genesis -----> Project Evolution

3rd Year Ecovillage Project

Social Stability

Elliot Park

Ventura Village

The Pedestrian

1957



1964



2010



DECK PARK, PHOENIX, AZ

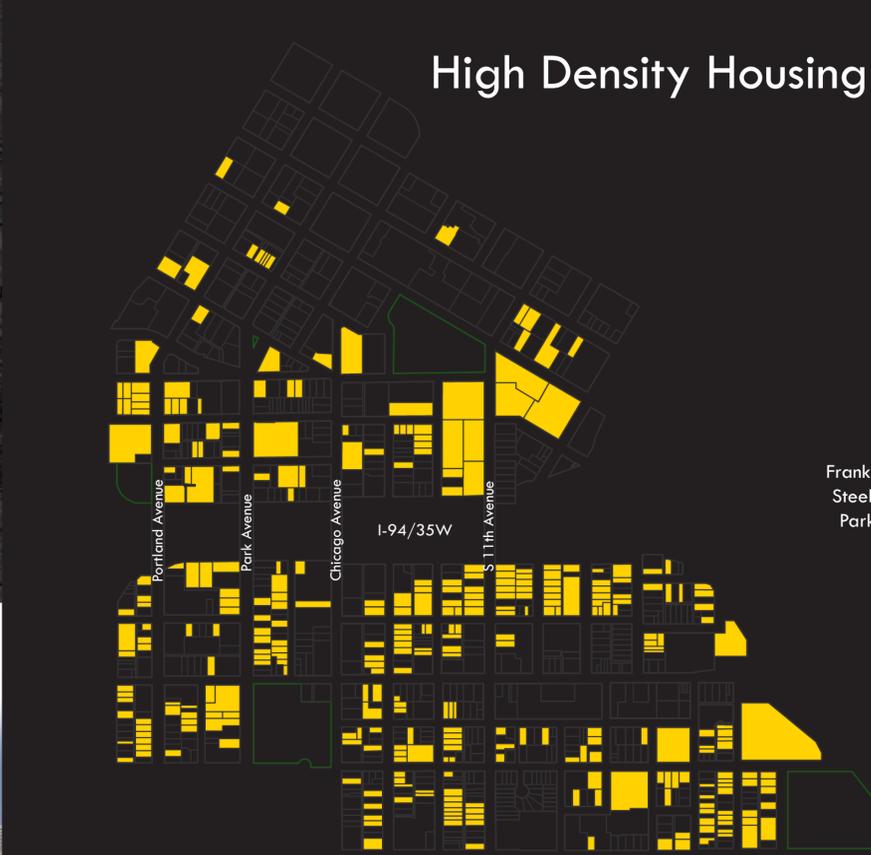
Located in Central Phoenix

Project intended to re-establish community cohesion and to promote redevelopment in the surrounding area

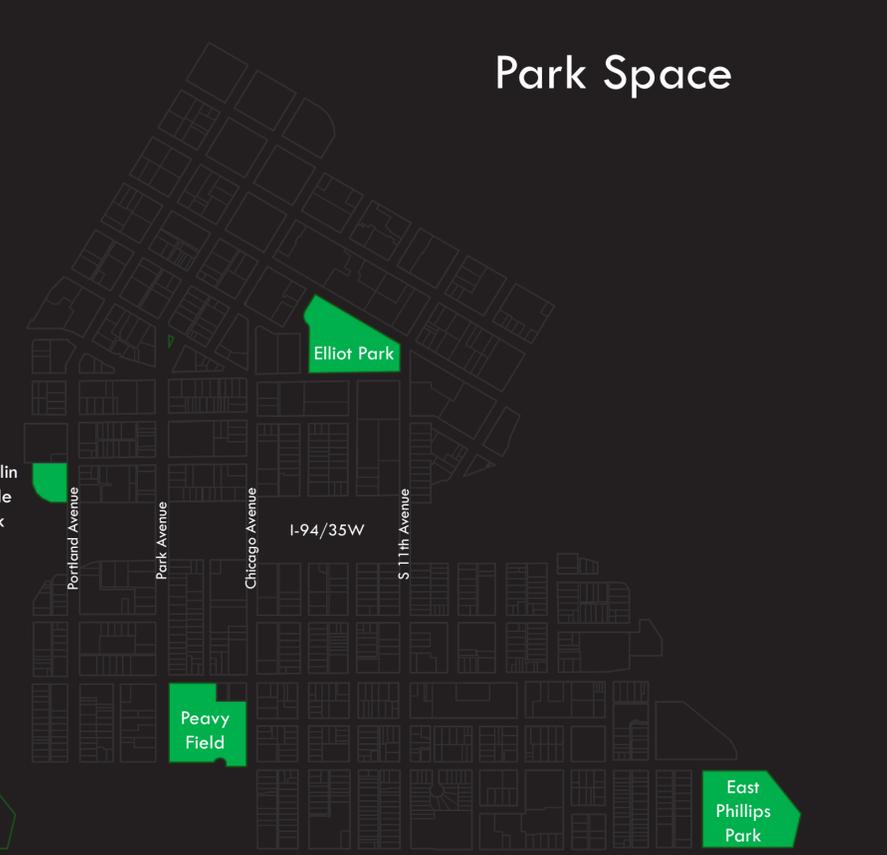
Built over freeway I-10, Deck Park was constructed on a structural deck.

The development strategy includes the creation of a 17-acre park, 950 units of housing, a 250 room hotel and over 1,800,000 square feet of commercial and office space.





A lot of people in a small area.



There are currently four parks in the area. Elliot Park and East Phillips park are used most, while Franklin Steele Park and Peavy Field are underutilized. The area could benefit with the addition of a new park.



For a neighborhood to be truly walkable, destinations from residences to places of work, school, parks, and shopping need to be in close proximity (no more than approximately one-quarter mile from homes).

walkablestreets.com



The clear choice for locating the podium would be between Chicago Avenue and S 11th Avenue. That way it is centrally located and there is a commercial corridor that could be reconnected along Chicago Avenue.



Ventura Village's Proposal was not the first time that development over the freeway has been proposed for Minneapolis. Similar proposals were mentioned in the mid 60's right after the construction of I-94 and 35.

"A viable way to take advantage of land that has been taken off tax rolls, and new building over the freeway could also stretch downtown."

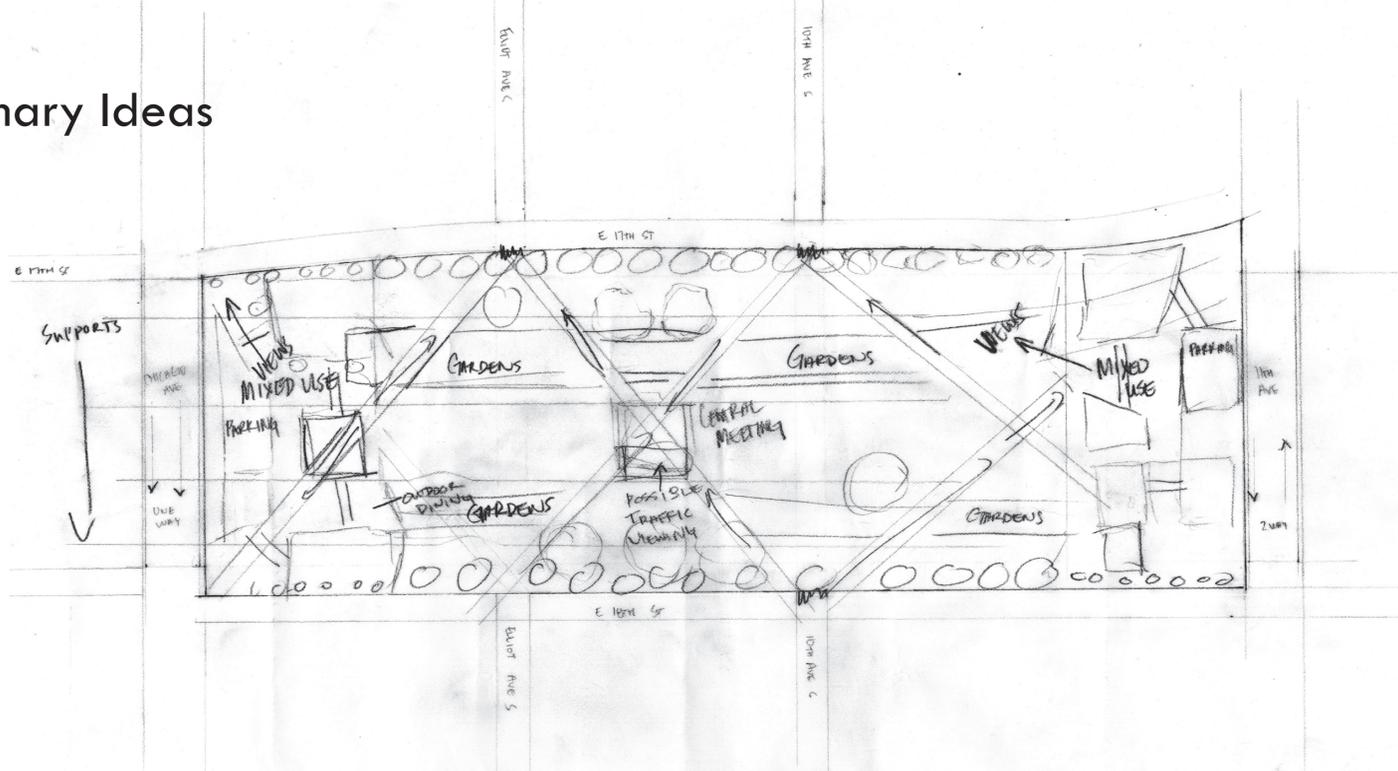
-Weiming Lu (1968)
Head of Minneapolis Planning Department

"Air-rights development would serve the double purpose of linking neighborhoods that now found themselves separated by the freeways."

-Marvin Tenhoff (1968)
Planning Director of the Minneapolis Schools



Preliminary Ideas



Circulation

- Connecting Streets
- Movement through spaces
- Open walkways

Tree Placement

- Over supports
- Open Greenspace
- Recreation
- Picnicking

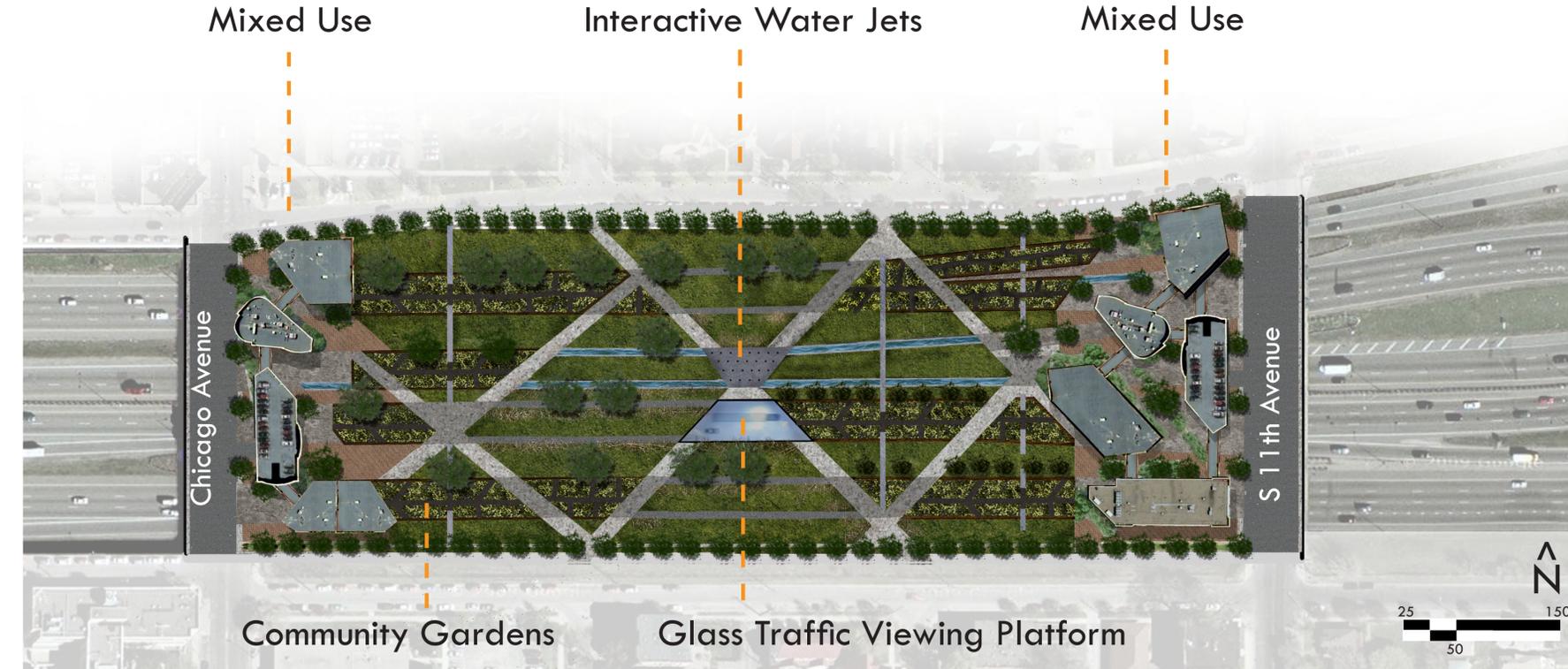
Programatic Ideas

- Community Gardens
- Viewing Traffic
- Interactive Water

Placement of Mixed Use

- Along Streets
- Vehicular Access
- Merging with park

Final Design Elements



The change in materials indicate where the traffic is beneath. Using the linear lines of the highway to dictate where the materials start and stop was a major design element.

Mixed Use Development
Along Chicago Avenue

Public Gardens

Open Greenspace

Glass Platform

Apple Tree Public Gardens

Mixed Use Development
Along 11th Avenue S

Chicago Avenue

11th Avenue South



The implementation of mixed use development along Chicago Avenue will extend the commercial corridor that already exists over to Elliot Park. Creating wide open spaces between the buildings will increase the walkability. The development will be in close proximity to the park, which will create a lively, vibrant atmosphere. This area will also be a great venue for a farmers market.

For a small annual fee, plots of land over the podium can be reserved for community members who wish to show off their garden, or to grow their own produce. Personalization of the gardens will be encouraged. The pathway system will cross through the gardens to try to inspire interaction between the community. Each garden will provide profile plaque engraved in the pathway explaining who the plot belongs to and how long they have occupied it. This will add to the personalization to the garden, and create a sense of ownership.

Interstate Park will include large areas of open green space, which is lacking in the area. Keeping it open makes it a desirable place for recreation and such events like family barbecues and picnics, which will also catalyze relationships between community members.

From the overall size of the podium it will seem as if there is not a massive highway interchange beneath. Not ignoring the traffic will be a major design element. This glass bottom viewing area gives the visitors a new perspective on the traffic flowing underneath them.

Like the gardens on the west side of the podium, there will be reservable plots meant for community members. The members will be expected to pay a small fee every year, and this surplus will pay for the maintenance of the gardens that are not owned by members. This section of the park will include lines of Gravenstein apple trees. Picking apples will be open to the public, creating another activity for interaction between communities.

The implementation of mixed use development along 11th Street South will expand the commercial vitality in the area, which is lacking. The buildings will also be positioned to take advantage of the Minneapolis skyline. The concept will be to use close intimate spaces on the interior of the development, and open spaces as you enter towards the park creating a dramatic display of the skyline.



Your Back Yard in the City

Since most people live in high density without their own yards, community gardens provide them a chance to personalize their own plot. The annual fee will go towards the maintenance of the park, and pay for plant material used in the unused plots

The people of the community could use these plots as an outdoor classroom for the neighborhood



Creating Views

Taking advantage of the close proximity to the downtown area, the placement of the buildings and the open spaces will frame the Minneapolis Skyline

Farmers Markets Location

The close proximity to the community gardens makes this area a great venue for a possible annual farmers market

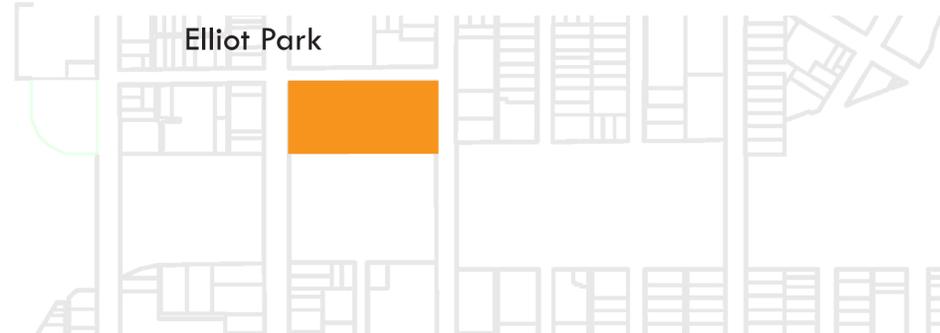
A New Perspective for Viewing Traffic

This is meant to be a feature that gives the park its unique quality.



BLOCK CIRCULATION

walkability in Elliot Park and Ventura Village



Fence Barriers

Fences in the middle of the blocks are just one reason why the walkability in the area is so difficult. Removing these barriers will help people navigate through the neighborhood much easier.



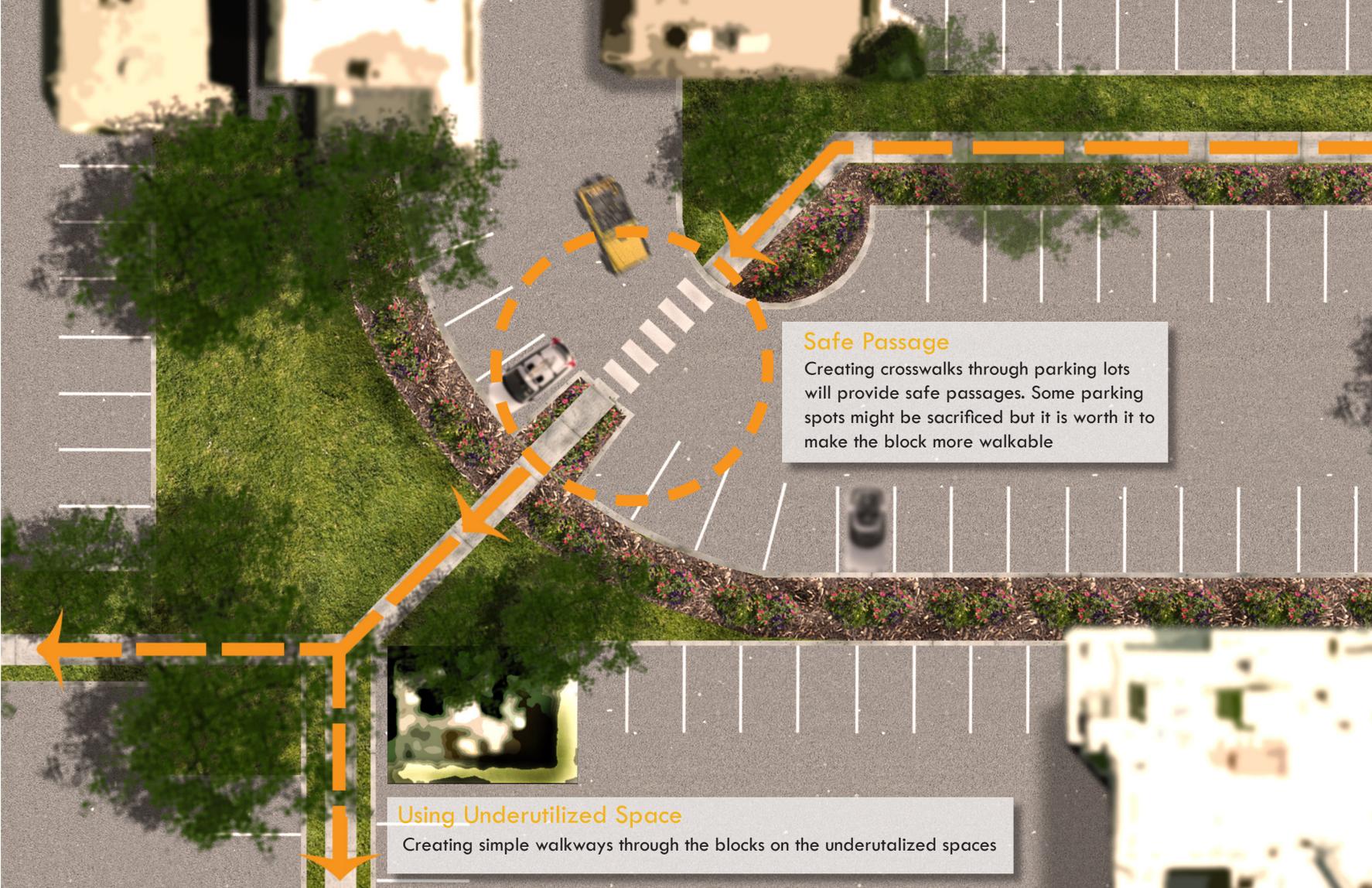
Quickest Circulation Routes

In situations like these the quickest and easiest way to navigate through the neighborhood is to go completely around the block.



New Possible Routes

Once the barriers are removed, it opens up the block, allowing several routes



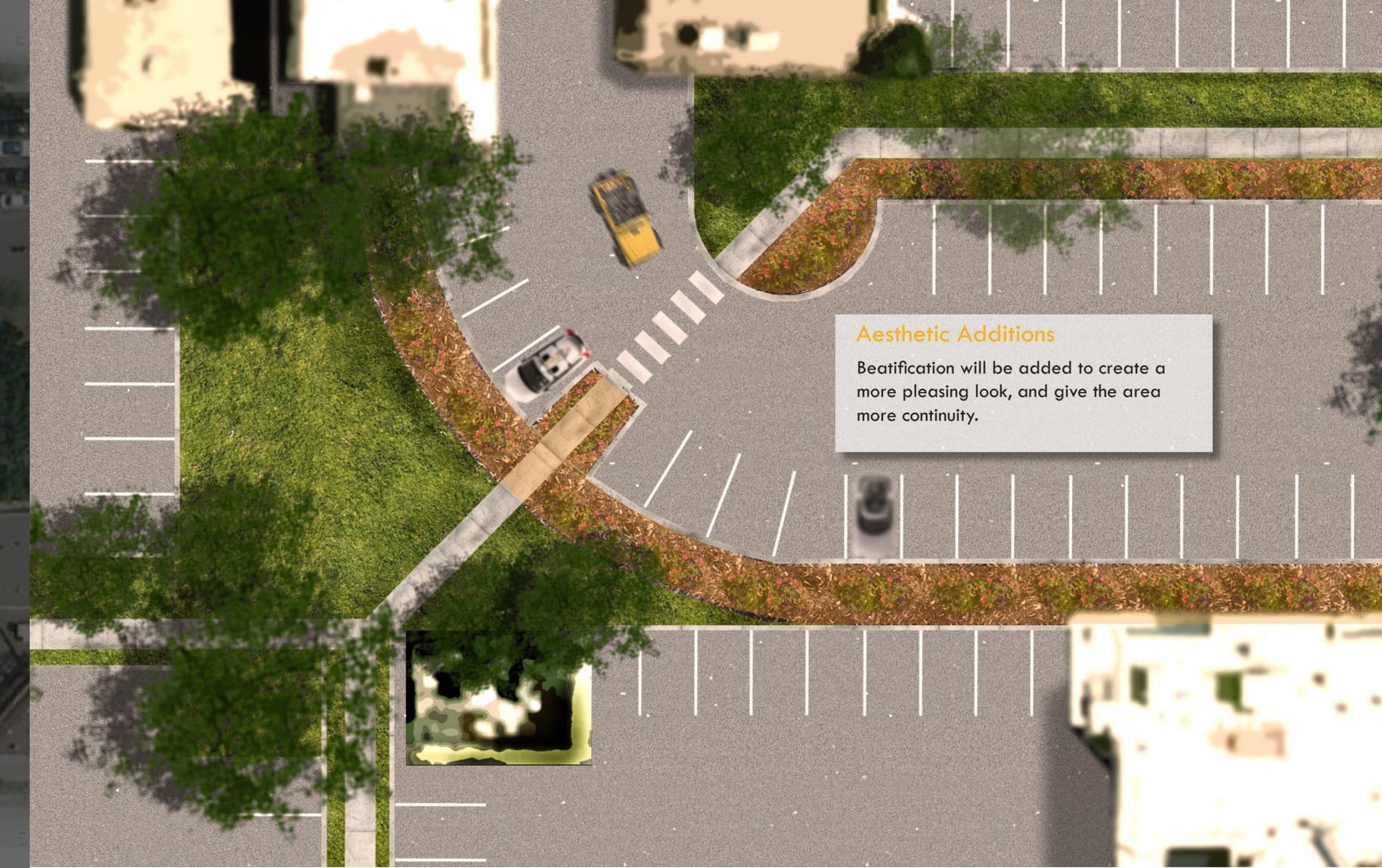
Safe Passage
Creating crosswalks through parking lots will provide safe passages. Some parking spots might be sacrificed but it is worth it to make the block more walkable

Using Underutilized Space
Creating simple walkways through blocks on the underutilized spaces

Focus in on areas to increase permeability



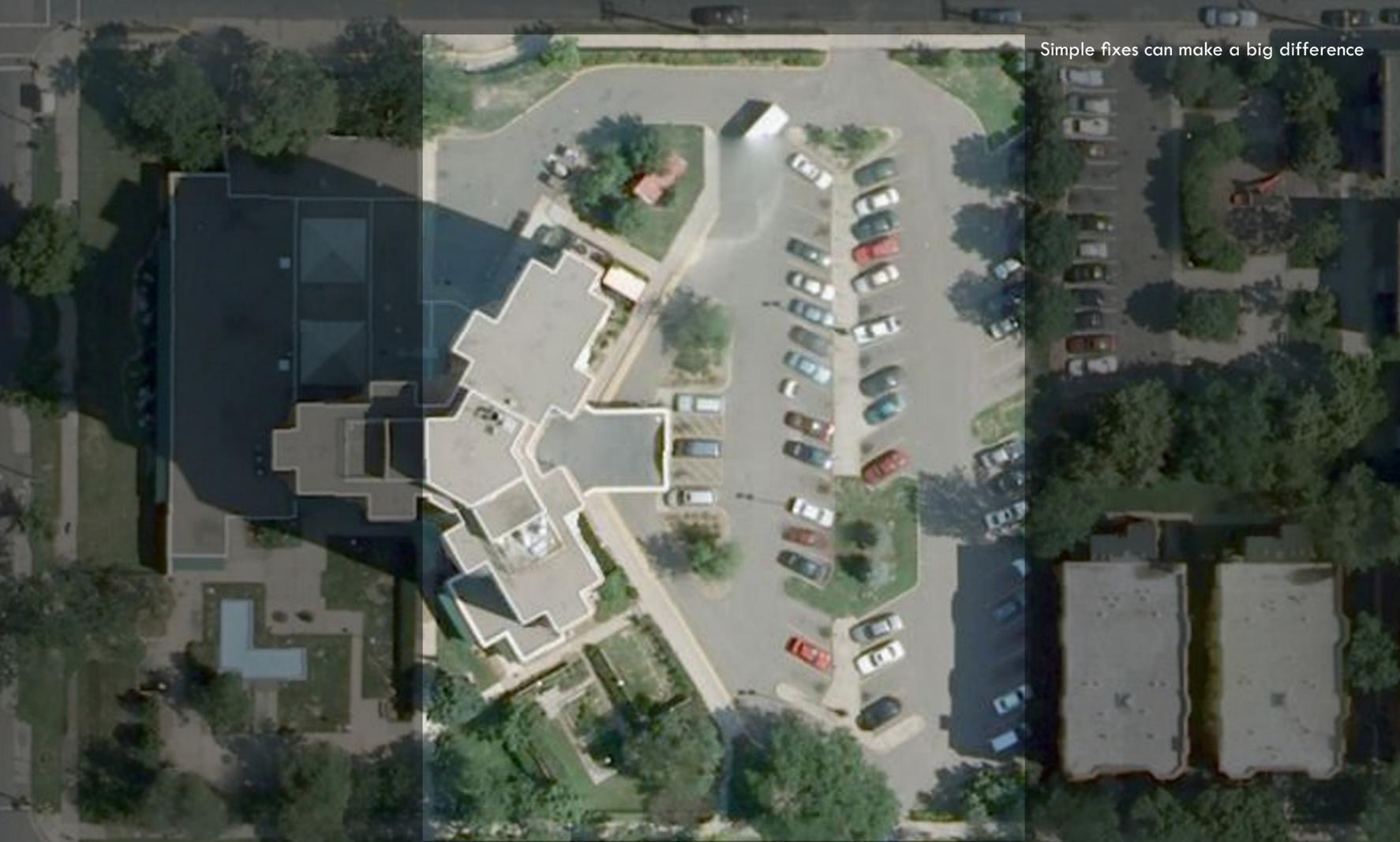
17th St E



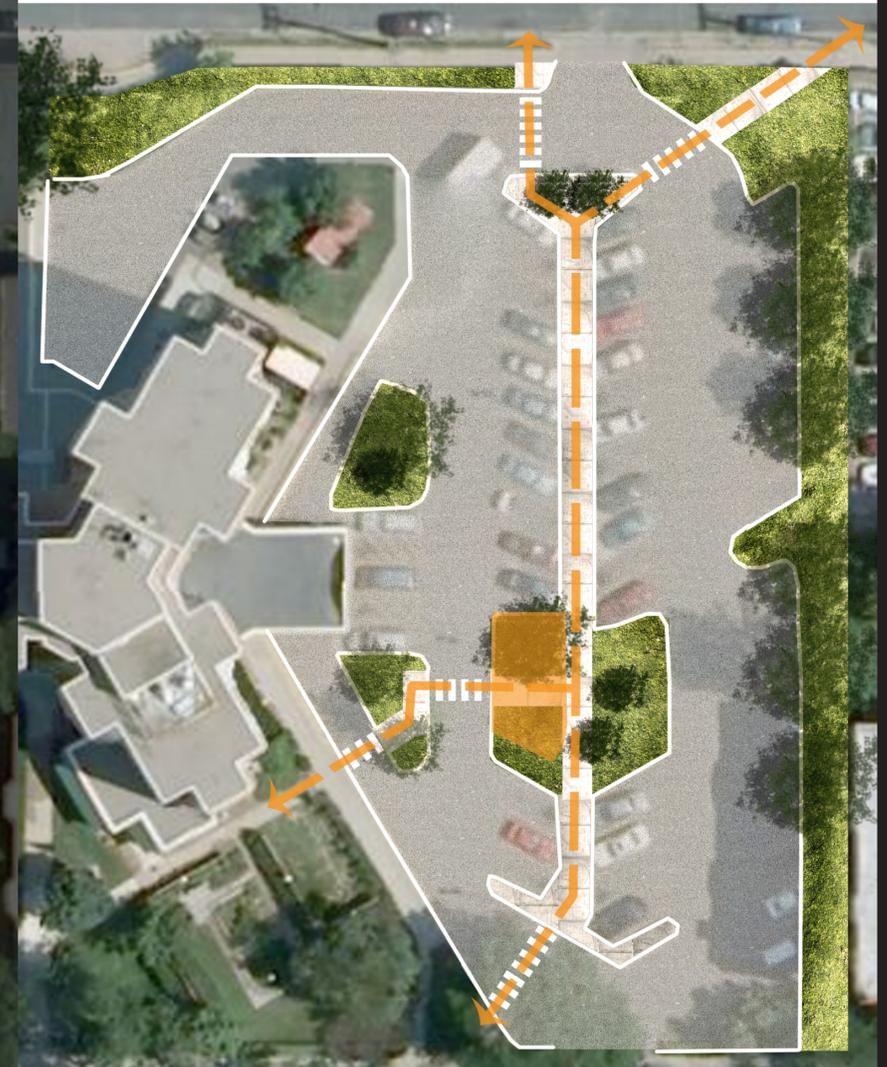
Aesthetic Additions
Beatification will be added to create a more pleasing look, and give the area more continuity.



Fence Barriers
Along with acting as a barrier, fences do not give a welcoming feeling while passing through the neighborhood.



Simple fixes can make a big difference



Giving up parking spaces in order to make it walkable



ELLIOT PARK
NEIGHBORHOOD
WELCOME

Questions...