



# TEMPORAL URBANISM

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# Abstract



The city of Detroit is in a transition point in its history; a shift from automotive and heavy machinery to new forms of technology and manufacturing. The sprawl outward has left the urban core barren with abandoned buildings, vacant lots, casinos that are destructive to the individual economies of the citizens, and sporting events that are only a three hour separation from the collapsing city outside of their walls. This makes Detroit more of a destination, rather than a place to live.

The near east riverfront provides adequate information to fully understand the transition that is occurring within the city. The current progress of the Detroit Riverfront Conservancy has taken action to add value, beauty and use to the riverfront space. Thus far, the Conservancy has created 'points of interest' along the riverfront. However the connections between these select areas is lacking. The Riverwalk will serve as the connection between these spaces; the plan has not yet fully been developed, and needs to be re-configured to serve the area better. These new areas are places that you can go to, but the undeveloped space around it restricts its means of access. This continues to express the idea of Detroit as a destination. Once the line of development has been reached, the site deteriorates to broken asphalt and sections of unattended, overgrown grass and weeds. These sites are those for future developments that contain the signage for high-end condominiums and lofts, some of the projects have been scrapped or have not yet broken ground even though they should already be occupied. Even if construction were to begin now, the minimum day of occupancy for any would be two years out. The space will remain vacant with a sign saying, *'this is what could be here'*. But when this will occur and the impact that it will have on the area and its connection with the downtown area has yet to be seen.

The exploration will focus on connecting these temporal interstitial spaces and allow for adequate and proper growth that can sustain the area and restore its value to the city of Detroit. The current plan for the riverfront seems to be attracting a particular audience; the new housing developments are all high-end units that will limit the socioeconomic diversity necessary to stimulate the progress of the area. The project will focus on providing a transition for the city to accommodate for new uses, and increased developments to revive the area.



# Thesis Statement



The condition of the urban fabric is filled with voids. These void spaces within the urban context can be examined at a variety of scales: the gap in the asphalt, a service alley between two high-rise structures, a vacant lot between industrial buildings, or the gap between development. These are all urban interstitial spaces. But what do these voids mean within the social fabric? How do these spaces function when human interaction is introduced? The void is an emptiness, which people have a powerful need to fill with their own presence; it is believed that meaning must be applied to the void.<sup>1</sup> When the space is not filled; it represents an unknown, a condition that leads to confusion and social destruction. This does not mean that the space must simply be 'filled' with a structure, but allow the citizens to connect or often reconnect with that space. The design interventions into the void spaces are not to achieve maximum density of structures, but to reinvent the use of these ignored or misused urban elements. The void spaces are what create links between the functions of the city. Robert Beauregard describes the city as an articulation of 'who we are, how we want to live, and what our society should or does look like'. Yet, the current condition of the city is examined as fragmented, divided, in bits and pieces, and chaotic.<sup>2</sup>

This stipulation is also examined as a transition of the void through time. The urban space will be viewed as a moment; at the point when the historical context, the existing conditions, and the future interventions all coincide. More importantly, the connections that must occur between these temporal instances. These descriptions of the urban context are the basis of this thesis; an explorative measure to understand the fragmentation on a smaller scale of intervention and to understand the city as a reinterpretation of society through the void spaces. The connections that these void spaces create are what compose a thriving city. A new way to articulate architectural interventions that occur within the voids must be considered.

These void spaces may also be examined as the open and public spaces of the city. In order for these spaces to be successful, the function of the urban open space must be defined. There is a distinction between open space that people are consciously aware of and open space that one is unaware of but still has an effect on the individual.<sup>3</sup> When a person is aware of what is around, the individual is more perceptive to what happens in the space. If an open space is socially invigorating, the reaction to the setting is



much greater. Stanley Tankel, the planning director of the Regional Plan Association of New York City described the three functions that these open spaces must maintain in order to peak the awareness of the individuals that use them. The functions are its *use* by means of a wide range of activities and circulation, its *views* from vantage points into the space and out to the surrounding context, and its *feel*, its spaciousness, privacy and scale.<sup>3</sup> All of these elements combined facilitate awareness to the users of the open space. When a person is aware of what occurs, the mental and physical connection with the site is different. The effect on the sites relation to the individual is obvious and allows for greater understanding of the surrounding area. The area of exploration that creates intrigue is the experience of the occupants when not aware of the function of the open space. One aspect of this is how the open space can contribute to the pattern of development in the community.<sup>4</sup> If the space is not defined properly the person is unaware of the surroundings. Empty lots and abandoned buildings will continue to be a fixture if the individual does not pay attention to the context of the public space.



A reinterpretation of open space that has seen success in other cities across the country is the transition of railroad or infrastructure corridors into linear parks. Metropolitan areas such as Baltimore, Seattle, and San Francisco have incorporated proposals of the Rails-to-Trails Conservancy that advise the use of existing (often abandoned) infrastructure to connect communities.<sup>5</sup> The implementation of these projects has increased revenue along these corridors and has increased property values adjacent to the new trails. These spaces that were once seen as unusable are now re-configured to be a contribution to the businesses and the citizens adjacent to the site.

Another such project underway is the transformation of an elevated rail line in New York City, referred to as the High Line. This piece of infrastructure, abandoned in 1980, will be transformed to include 'contemplative gardens, an outdoor theatre and distant views to the river. The idea is to savor the nuances of everyday urban life, to heighten the contrast between vast scale and intimate spaces that give the city texture'.<sup>6</sup> This project excites those that live in these adjacent neighborhoods of the Meat Packing District and West Chelsea because of the beautification and connections that the new development will create within their sector of New York. Initially, the plans were set into motion for demolition of the eighty



year old structure, but the non-profit group, Friends of the High Line prevented destruction of the elevated rail, and saw a chance to create a 'grand, public promenade that can be enjoyed by all residents and visitors to New York City'.<sup>7</sup> The design will increase the flow of visitors into the space and increase the revenue of the community, as well as creating park space among a dense urban context.



*The High Line*

The city of Detroit is also investigating this phenomenon of revitalization with The Dequindre Cut. This space was once a railway that connected the neighborhoods of the north (Hamtramck, Royal Oak, and Ferndale) to Eastern Market and down to the waterfront. The project broke ground in 2005 (after being approved in 2003), as a way to transform this neglected rail line into a mile long pedestrian and bicycle path. This will be located on the eastern portion, while the western half of the Cut will be for future implementation of a possible light-rail system. These proposals allow for growth and revitalization to their respective cities. The newly created connections act as contributors for potential development of the surrounding area.

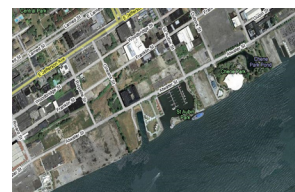


*The Dequindre Cut*

### **Site Selection**

As a general site, the Detroit riverfront articulates the voids that this thesis explores. The area has dealt with social disconnects and is well suited for revitalization. The site has experienced mild redevelopment, and interest in this section of Detroit is slowly increasing. There is, however a fear of improper development; the current scheme calls for the construction of high-end lofts and condominiums in an economy and city that has nearly no demand for this building type. The proposed intervention will not be for urban renewal or master planning, but a small scale examination that deals with re-configuring these connections to allow for adequate growth of this space. The installations will not be an ends to solve the problem of inappropriate growth but a means to increase interest and generate progress in an acceptable manner.

The Detroit riverfront has been vital to the development of the city for both its historic and economic contributions. The site was the original location of French settlements and ribbon farms. The names of the streets within the site still maintain the surnames of the original landowners such as Riopelle, Dubois, Wight, and Rivard.<sup>8</sup> The area later transformed to shipping and manufacturing as well



*Detroit Riverfront*

as metal works, industrial applications and shipbuilding. These new applications established the city of Detroit as an industrial powerhouse until manufacturing in American cities became nearly obsolete.



In 1982, an analysis was undertaken to establish which buildings on this site—from Renaissance Center to East Grand Boulevard and Jefferson Avenue to the waterfront—had architectural or historical significance, or those that had potential to be redeveloped for new applications.<sup>9</sup> Of the twenty-seven mentioned in the report, nearly half of those have been demolished in the past twenty-six years (see diagram on page 043). A majority of the buildings that remain are abandoned or have suffered serious neglect.

*“Historically, there has been very little or no assistance from either the Urban Development Action Grants or the Economic Development Administration programs for projects between Renaissance Center and the Belle Isle Bridge. The Riverfront areas of the City have not been totally neglected as beneficiaries of these programs as projects on the West Riverfront and Upper East Side (beyond the bridge) have been recipients of the UDAG/EDA funds.”<sup>10</sup>*



What does this mean for future development of the waterfront area? The Detroit Riverfront Conservancy is the current organization working on the riverfront; however this was not the first organization to attempt the waterfront revitalization. Green spaces along this area have been proposed for the last twenty-five years, and now is the first time that any of these plans are being realized. In the 1980s plans were designed for linked riverfront parks. In the 1990s the Detroit Riverfront Reinvestment Strategy was established to attempt to revitalize this waterfront space, but without success. In addition to The Dequindre Cut, The Detroit Riverfront Conservancy is to develop the five and a half mile stretch of international riverfront from the Ambassador Bridge to the Bell Isle Bridge; currently three and a half miles of this project have been completed. This stretch of land will include a walkway the entire length that connects several urban park spaces with private developments that include residential lofts, commercial enterprises and restaurants.<sup>11</sup>



The current state of the riverfront is in a contradictory position; the site includes remnants of its industrial past (both vacant and occupied), empty lots, new green spaces and parks, the Riverwalk, and the proposal for new residential developments. No more is this contradiction apparent than on Atwater Street between the newly developed Rivard Park and Tri-Centennial State Park (located directly to the south of the Globe Trading Building). This quarter-mile stretch is more than just a sidewalk; it is the 'Temporary Riverwalk'. It is set four hundred and eighty feet away from the true waterfront, so far back that the water is not even visible because of the overgrown brush and debris. This section of road, known as the Temporary Riverwalk is the site for intervention. This section has portions of the sidewalk missing and movement is restricted by iron fences on either side of the street that prevent entry to empty lots. However great this disconnection is, people still use the space for a brisk walk on their lunch breaks, but pay little attention to the abandoned buildings and the emptiness that is around them. The people that use the space are unaware of their surroundings and have no connection to it, even if they are there every day. Construction is currently underway for the Lowland Park unit (completion date Fall 2009) that will connect Rivard Park to Riopelle Street along the waterfront and will include bike and walking paths in addition to wetlands, fishing grounds and man-made ecosystems. The Upland Park unit located between Riopelle Street and Tri-Centennial State Park is slated to be completed in 2010; unfortunately construction has not yet begun. Projects in the city of Detroit have come and gone, and it is difficult to accept these park units as a given, whether they will be completed on time if at all.

This instance then raises the question, *is the waterfront the most important place to be?* Having the temporary space on Atwater Street pulls individuals back to the city, and incorporates the individual into the urban fabric. This relationship that has been created will add to the dynamic of the space. The temporal interstitial connections between past, present and proposed are formulated and articulated in this one space. The architectural intervention will integrate what is current and what will come in order to address the social condition as an interstitial space. The current designed Riverwalk creates an artificial edge and addresses the shoreline as a construct or obstruction rather than a natural feature. The waterfront is the most southern point in Detroit, with close proximity to the city center; however the waterfront is only



*Rivard Park*



*The Lowland Park Unit*



*Rivard Node*



*Riopelle Node*



*Orleans Node*



*Port Authority Transition*

a destination, leading to separation and isolation that add to the disconnection of the City and its people. Through the reinvention of the Temporary Riverwalk, new connections may be formed to enhance the experience of the users.

This condition is defined by Claudia Faraone and Andrea Sarti as a 'waiting space', any unused or empty space that is in transition while the surrounding area evolves and grows.<sup>12</sup> The Temporary Riverwalk represents a unique condition that can adhere to new design methods of temporary enclosure. The design interventions will be permanent in nature but have the ability to transition in order to enhance the experience of the individuals. The interventions will use short duration of new installations to create a phenomenon and an excitement to the space and increase pedestrian usage. The pedestrian will now be consciously aware of the surroundings and potentially understand the context of the site with a greater meaning.

The nodal points of this investigation are the streets that connect and end at Atwater Street. These roads are Riopelle and Orleans. These nodes are in addition to the transition point that occurs at Rivard Park, where the line between the completed portion of the Riverwalk and what is designated temporary is crossed. This section of Riverwalk will evolve from a waiting space into the public realm by addressing what is missing from public space in this vicinity. The designed intervention will incorporate thematic strips that interconnect through each other and through the entire East Riverfront, further enhancing the area as a whole. These connections will generate the interest for adequate and appropriate growth. The strips are to include functions of recreation, information, services and artistic enterprises and have the ability to be disassembled and then reassembled in different locations on the site to further enhance the static and currently unchanging spaces along the riverfront.<sup>13</sup>

Other potential sites that share similar characteristics as this portion of Riverwalk are, just west of the Renaissance Center along Atwater Street where construction started for the Port Authority building and adjacent to Parke-Davis along Atwater Street and Joseph Campau. These too create awkward transitions and function as voids that interrupt the desired design of the Riverwalk. By using the same thematic interventions at the portion between Rivard





Park and Tri-Centennial State Park, the Riverwalk will function as a cohesive element along the Detroit River, and allow for connection between the density of the city and the waterfront.

Voids and open public space are necessary facets of the urban fabric. These breaks in the density allow for transition, flow, and connection. Problems arise when the transition is not fully incorporated into the city condition. With the temporary portion of the Detroit Riverwalk, the users of the space are unaware of their surrounds and the potential growth of the site. Signs of future development infer better things, but these proposals fall short of what they claimed and of what is necessary for this site to advance to its full capacity. What was once believed to be temporary has become permanent and a different approach need to be taken to understand what this permanence means and how the idea of *temporary* (in addition to assembly and disassembly) may be reinstated as a way to revitalize the Near East Detroit Riverfront. This revitalization will be the driving factor to allow for adequate growth and development of the adjacent sites.









**PRECEDENT STUDIES AND ANALYSIS**

The selected precedents deal with the issue of interstitial space on a variety of scales, from urban planning and redesign of a city block or transit line, to the reinterpretation of a barrier. These examinations are a necessity in understanding this unique urban condition.



The studies that provide master planning of the waterfront sections are used to understand revitalization of the neglected or abandoned area of the city and the connections back to the urban core. The remaining studies examine the urban condition at a smaller scale, dealing with a particular space and the intervention that occurs to improve the surrounding context. Some are of temporary installations that are incubators for adequate growth and once the desired condition has been reached the installation will be removed and reinstalled in a new location to alter another space.

These precedents are of misused or under used spaces that have been reinterpreted to created new experiences and connections. These connections are also examined at all scales for their temporal qualities, how the spaces relate to the historical context, the existing conditions, and the future interventions that will occur on the site.

Barcelona, Spain Olympic Village



Toronto, Canada Waterfront Toronto



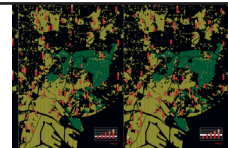
Seattle, Washington Olympic Sculpture Park



New York City The High Line



Venice, Italy Intermittent Cities



Rotterdam, Netherlands Erasmus Medical Centre Fence



PS

# Barcelona, Spain

## Olympic Village

Barcelona has experienced a common condition in most waterfront cities. The waterfront was the industrial sector of Barcelona that included the warehouses, manufacturing facilities, and ports. These spaces were the separation between the historic city and the water. In the mid-eighties an ambitious sequence of interventions and projects were undertaken at different scales to recover the city's access to the sea.<sup>1</sup>

This program for development was preparation for the 1992 Olympic Games that would be held in the city, even though the games had not yet been awarded to Barcelona. The expansion would re-configure the railroad to be underground, and add new beaches and pedestrian corridors to create a connection to the city. New buildings included a conference centers, residential towers (including affordable housing), hotels, sporting complexes, restaurants, wharfs, and park space. The plan called for a complete transformation of the waterfront, not just an upgrade to the existing facilities.<sup>2</sup>

This approach to urban redevelopment limits the connections of the existing with the new development. However, this type of transformation is not what needs to occur at the Detroit waterfront, but serves as a visual of waterfront revitalization. This selected precedent is an examination of the contradictions and the connections that occur when the historic city is reconsidered with contemporary interventions and the success that these connections have on the public life in the city. The city is a place of constant evolution and reinterpretation.

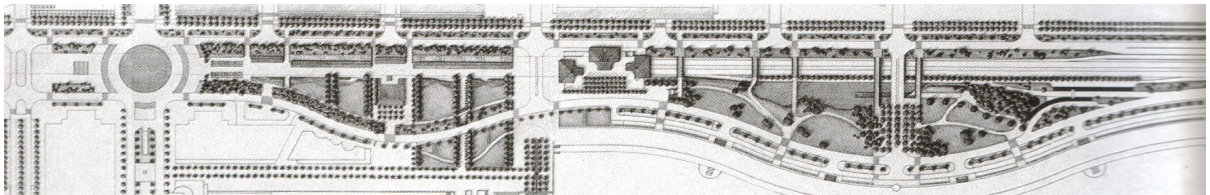
*"No one can survive merely by conservation. If there is no new construction, the city cannot stand; not even the old will endure. Each city must find its own formula for combining existing symbols with new ones. Without the latter, antiquity becomes mere repetition." – Pasqual Maragall, Mayor of Barcelona 1982-1997.*



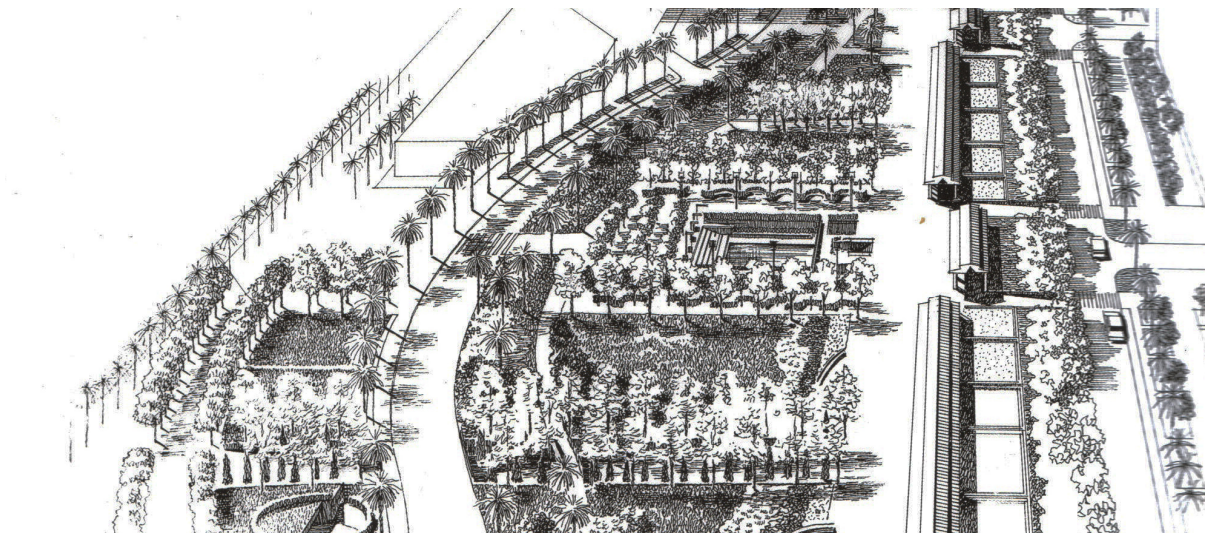
*1985 Poblenou Waterfront*



*1992 Vila Olimpica - Residential Area*



*Pedestrian connections at waterfront*



*New Barcelona Waterfront*

PS

# Toronto, Canada

## Waterfront Toronto

Waterfront Toronto was established in 2001 as a revitalization effort for portions of the land surrounding the Toronto Inner Harbour. The program is focused on collaboration between the community, public officials and private sector partners. For the past three years, the initiative has held monthly public forum meetings to enhance the neighborhood development and the sustainability of the project. The focal points of Waterfront Toronto is to reduce urban sprawl, develop sustainable communities, redevelop brown fields and clean up contaminated land, build more affordable housing, increase economic competitiveness and develop more parks and public spaces.<sup>3</sup> These efforts are concentrated on the East Bayfront, a fifty-five acre section of industrial and shipping facilities, warehouses and ports. Portions to the west of this site have been developed with residential towers and business parks.

Similar to Barcelona, Toronto's waterfront is cut-off from the urban core by vehicular corridors and infrastructure. The proposal is for the removal of the Gardiner Expressway, an elevated highway, and replacing it with an eight lane boulevard. This effort will eliminate the visual separation and enhance the connection to the water. In addition to the removal of infrastructure, linear parks, such as Sherbourne Park, will be introduced into the project that link the downtown area with the waterfront and provide entry to the mile-long water's edge promenade.

The development of the East Bayfront will include 7,000 new residential units, 1,400 of those will be considered affordable housing, and 8,000 new jobs in cultural, retail, entertainment and service industries.<sup>4</sup> The buildings will also transition to relate to their position within the context of the city. Those that are closer to the downtown will be taller, and those near the water's edge will only be four stories to communicate with the human scale along the promenade.

Toronto's decisions about waterfront development are adequate examples of what could be implored in other waterfront cities. The wide range of services and public functions will be successful in revitalizing the urban context. In addition, the diversity of people that will use this space will enhance the overall experience. The connections that are constructed from the downtown to the water's edge, through new means of public transit and new forms of public open spaces are all features that are needed to create a functioning city. The void spaces that take place within this development are appropriately addressed and serve as contributions for the overall project.



*Toronto Waterfront - 1929*



*Toronto Waterfront - 1929*



*Toronto Waterfront - 1980*





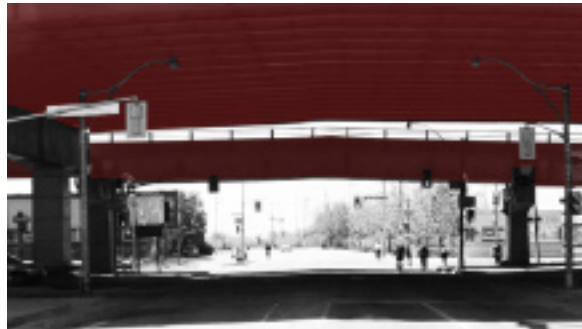
*Rendering of East Bayfront District in Relation to Downtown Toronto*



*Shebourne Park*



*Rendering of New East Bayfront District*



*Transformation of Gardiner Expressway*



*Waterfront Promenade*





# Seattle, Washington

## Olympic Sculpture Park

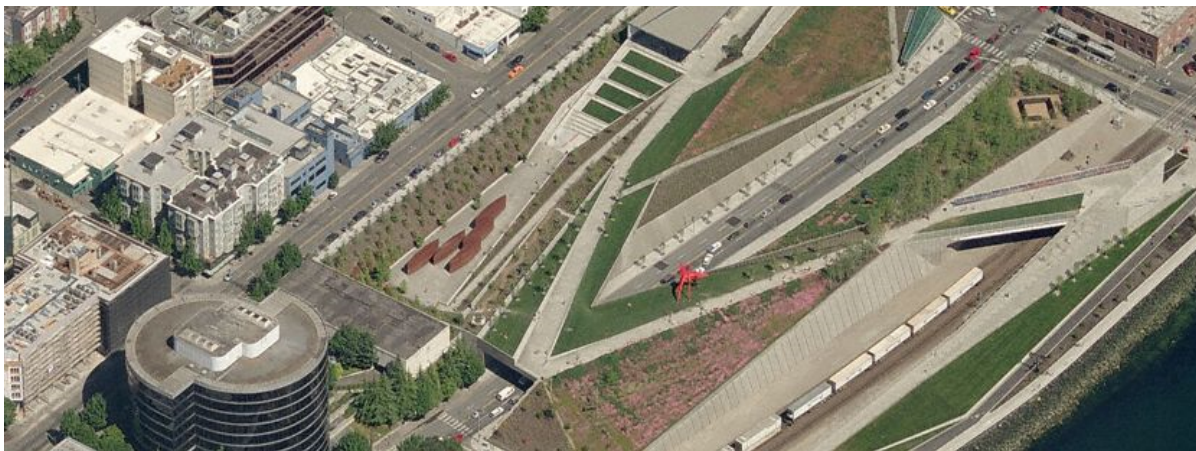
The Olympic Sculpture Park located in Seattle, Washington was designed by Weiss/Manfredi in 2002. The outdoor art exhibit is an extension of the Seattle Art Museum that is open all year round. The new park is located on a former petroleum transfer and distribution facility that closed in 1975.<sup>5</sup> The remediation process of this nine acre industrial site took ten years, and has now been transformed to an open and vibrant green space. The design demonstrates important environmental restoration processes that include brown field redevelopment, salmon habitat restoration, native vegetation, and sustainable design.<sup>6</sup>

The project is seen as the missing link for the city of Seattle, it serves as a connection between the downtown core and the waterfront. The main structure on the site is a small pavilion that serves as the gateway to the park and houses an amphitheatre, art exhibitions, café, and educational facilities.

Once past the pavilion, the visitors experience a 2,200 foot long path that cuts back and forth and gradually descends from the street corner to the water's edge. Patrons cross over a roadway and railroad while exploring the grounds that contain both permanent and traveling exhibits. Each change in direction provides a new vantage point that enhances the experience of those that use the space. In addition to these changing views, the



*Design by Weiss/Manfredi*



*View of the Olympic Sculpture Park in Seattle, Washington*



*Petroleum Transfer and Distribution Facility (1975)*



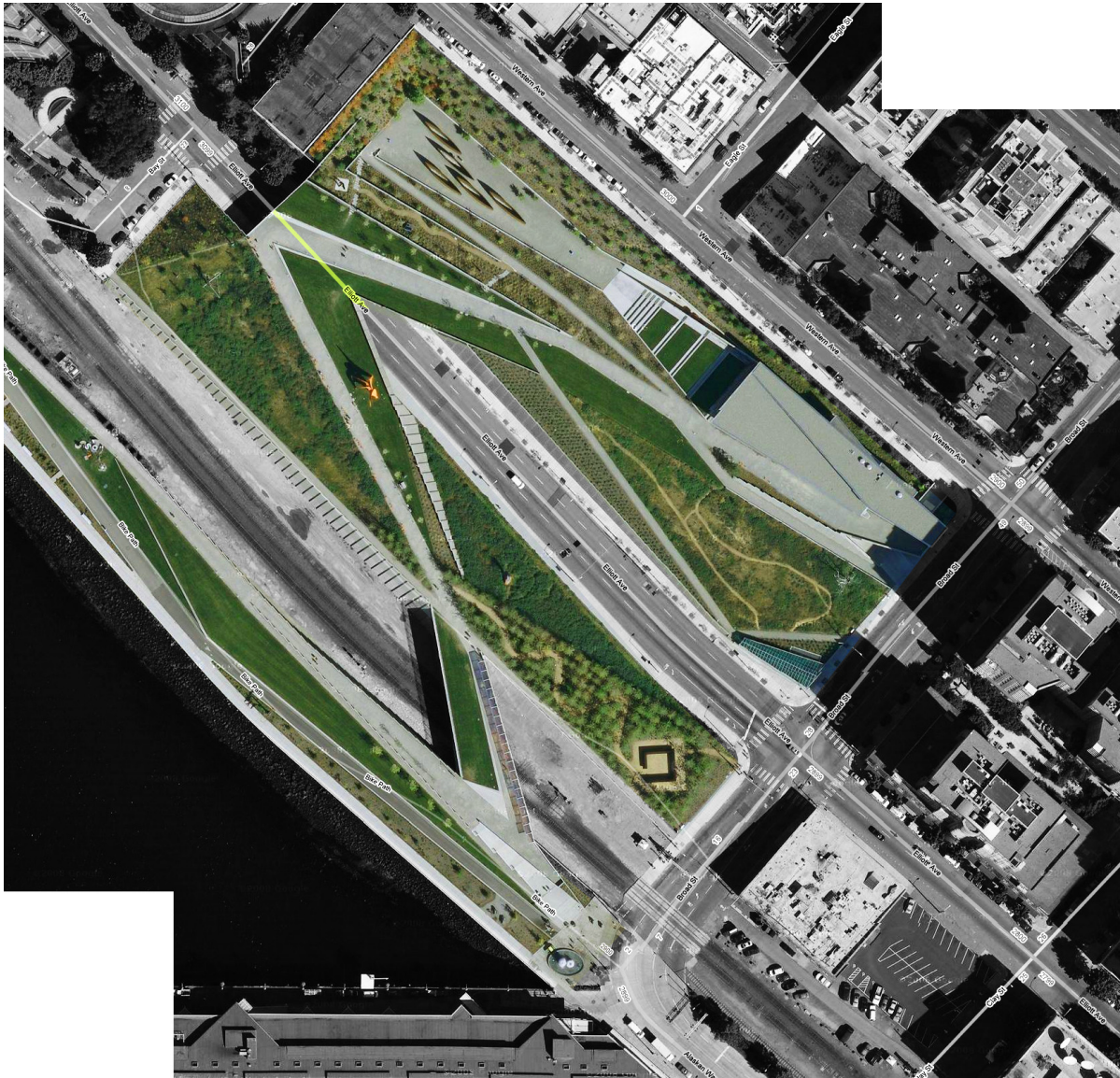
*Pavilion Located at the Entrance to Sculpture Park*



*Designed Path of Pedestrian Movement*

PS

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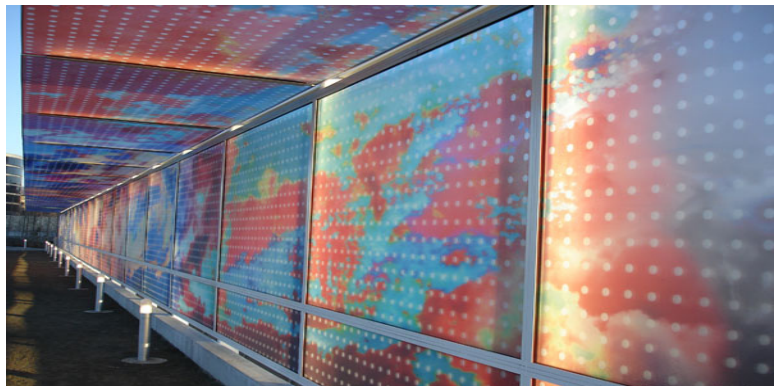


*Plan of the Olympic Sculpture Park*

landscape undergoes a progression and transition of vegetation that are observed in the Pacific Northwest. These elements are; the valley filled with an evergreen forest, the grove that incorporates quaking aspens, the meadow that uses native grasslands and shrubs, and the restored shoreline.<sup>7</sup> These unique characteristics allow the park to be an extension of the landscape in the urban context and to collaborate between art, landscape, architecture, and infrastructure.<sup>8</sup>

Different functions at different scales are all happening within the same space and the user is involved at all levels of interpretation and interaction. The Olympic Sculpture Park serves as the transition between the urban landscape and the waterfront. Manipulation of the ground plane, transition of the viewpoint and augmentation of the cultural experience are all key components to the success of this interstitial space.

PS



*'Seattle Cloud Cover' - Fernandez*



*'Eagle' - Designed by Calder*

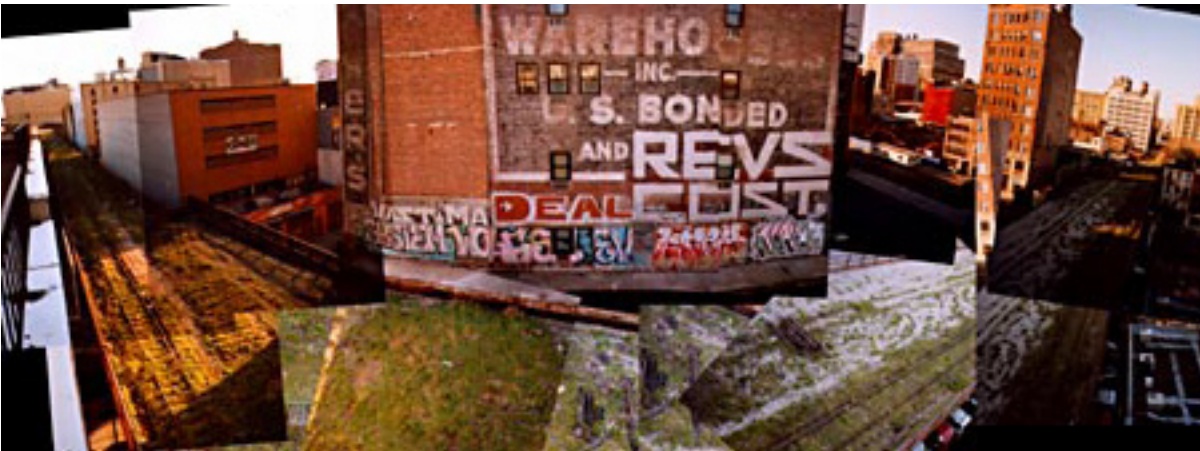
# New York City

## The High Line

A former elevated rail line, The High Line Project is an attempt to alter an unused space into a linear park. This steel and concrete structure that stands 18-30 feet above the streets of New York City was constructed in 1929 and spans nearly a mile and a half.<sup>9</sup> The last train ran in 1980 and rather than abandoning this historic piece of transit, the elevated rail will be transformed into a pedestrian promenade, taking the people off of the streets and allowing for new layers of interaction. The project is a melding of the existing neglected structure and reimagining what is possible; even though the space is no longer used for its original function, the space is still able to captivate and entice users to this unique landmark.

The High Line will serve as a connection point between three districts of the city that were formerly warehouses and industrial buildings, but these spaces now serve as lofts, art galleries, restaurants and design studios.<sup>10</sup> With the shift in the surrounding program already, the alteration of the High Line will enhance the functions of these facilities. With such a unique feature in this area, more people will visit the site and in turn be patrons to the businesses and galleries.

The design was awarded the architecture firm Field Operations with a design collaborative with Diller, Scofidio + Renfro. The new vision includes walkways, viewing platforms, theatre spaces and places for relaxation and reflection.<sup>11</sup>



*View of the High Line*



Construction of the High Line - 1929



Abandoned High Line - Present Day



Analysis of Different Terrains and Landscape Features



Street Perspective of the High Line Additions

PS

# Venice, Italy

## Intermittent Cities

Claudia Faraone and Andrea Sarti attempt to define waiting spaces within the urban context. The contemporary city is a constantly changing condition with transitions of structure to abandoned, void to filled, or vacant to proposed. These shifts in development patterns are prime locations for new interventions to take place. The areas adjacent to these locations have seen construction or interest; the waiting space will facilitate as a connection between these functions, and enhance the transition. "By networking a series of sites—either officially or unofficially awaiting development—they provide the city of dispersal with highly dynamic, ready-made urban culture."<sup>12</sup>



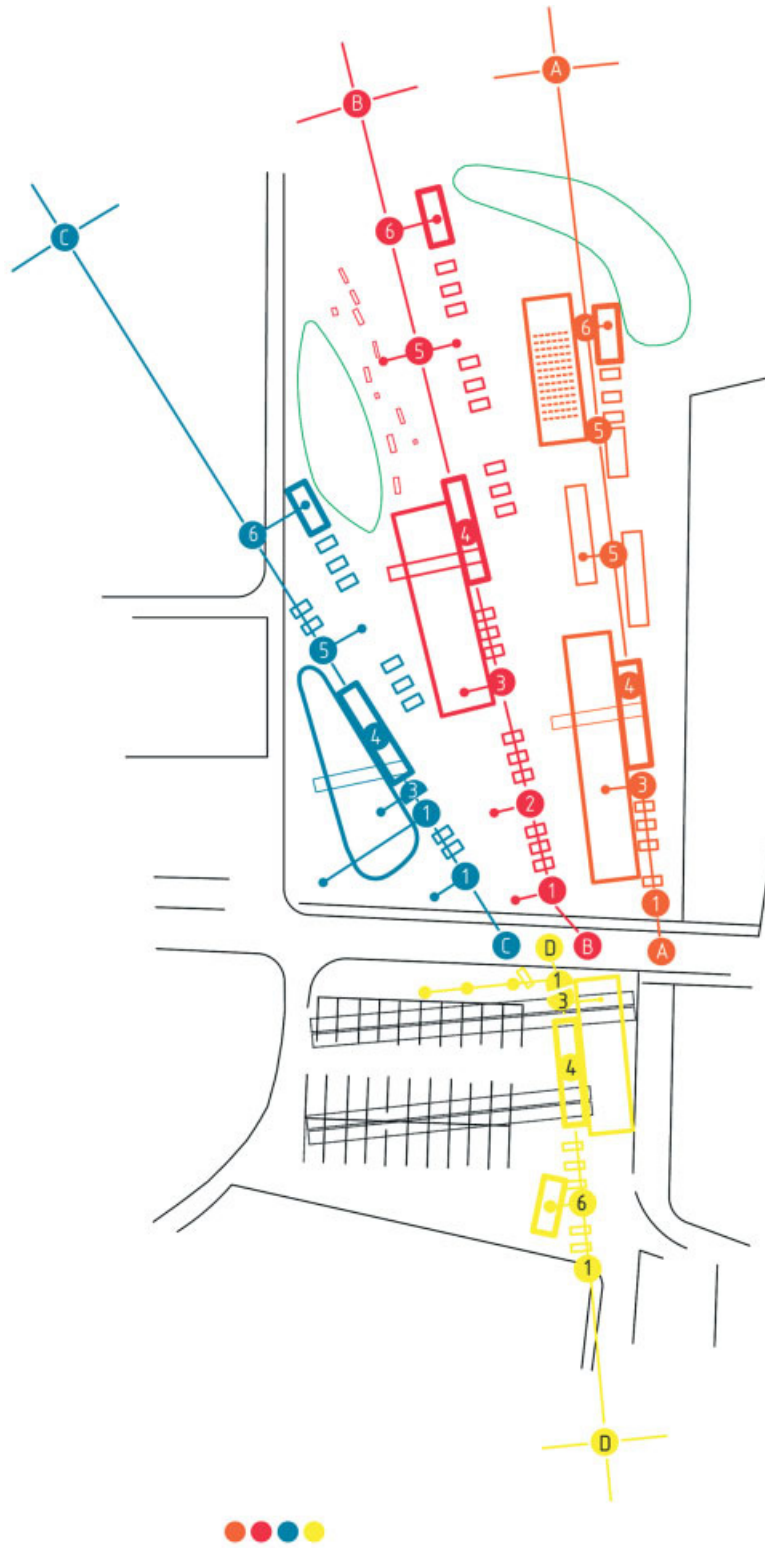
These spaces are not just empty. They serve as necessary links between already existing urban fabrics and use the existing infrastructure of the city in order to enhance the progression of the space. This means that there is no burden on the city of creating new connections, the installations will occur on "roads, cycle paths, exchange parking lots, and bus lines to create an interconnected network."<sup>13</sup>

In order to determine what makes a waiting space, the team examined essential criteria about the spaces based on its location,



*Waiting Spaces Located in Venice and the Connections through Bike Paths and Exchange Lots*





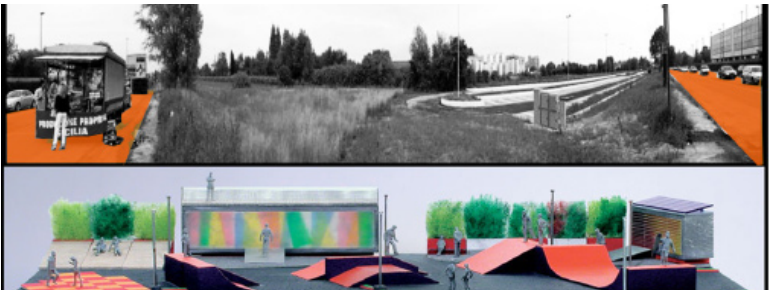
Thematic Strips: Artistic, Recreational, Infos, Services

*Claudia Faraone and Andrea Sarti's Diagram of Connecting Waiting Spaces*

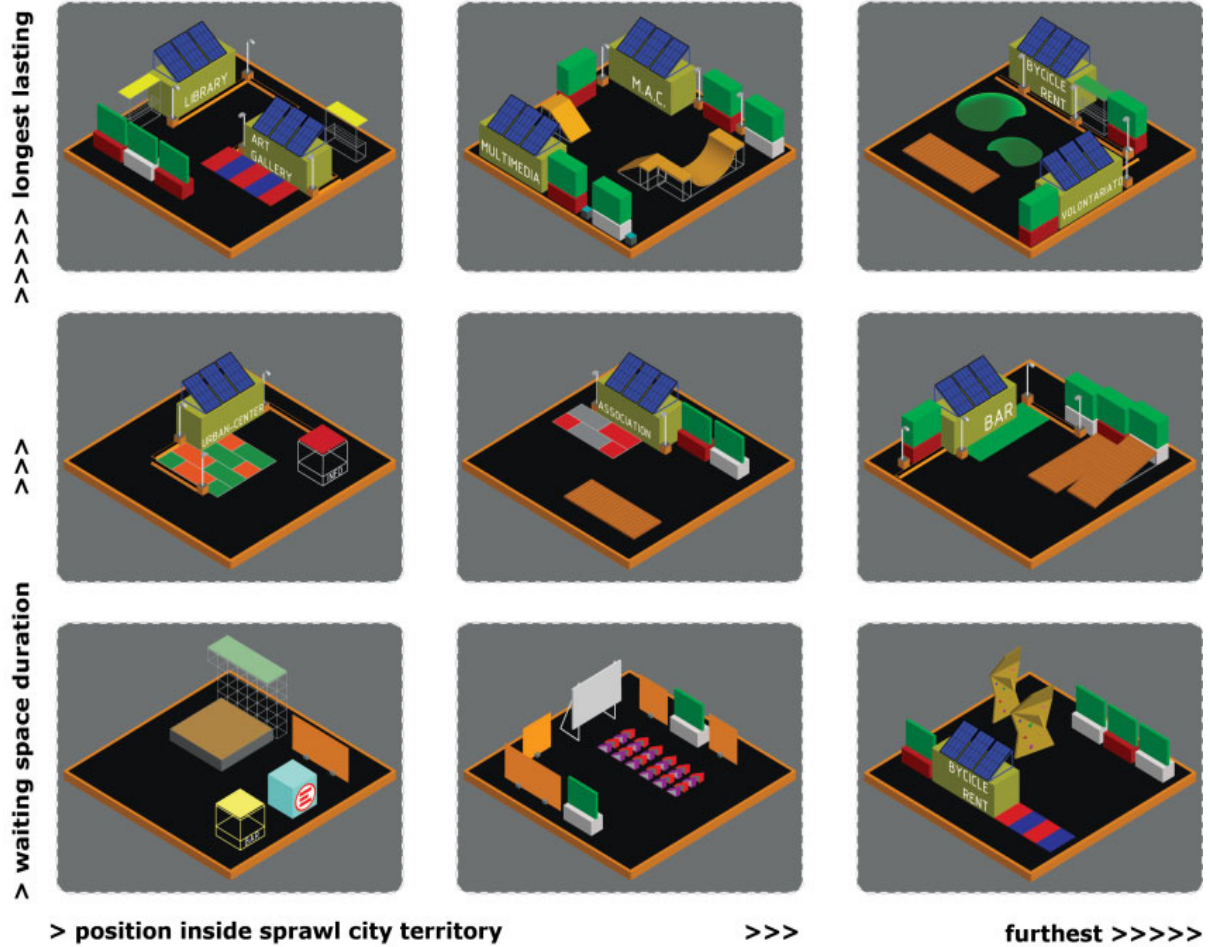


duration, and availability. This meant determining where the site was within the city sprawl, and what sequence would occur in order to create a successful network. Based on these criteria the program would be determined, and establish the activities that would revitalize these spaces. This new network would create 'thematic strips' that would incorporate different levels of social interaction between artistic, recreational, informational, and service corridors; activities that would be included are concerts, conferences, sports performances, art galleries, libraries and bike rentals.<sup>14</sup>

Because there are so many waiting spaces within the chosen city, the architecture of this project will be able to be disassembled and then reassembled in a new location to maximize the capability of addition waiting spaces within the sequence. Through these spaces, the project hopes to encourage appropriate develop and enhance the activities of their context. This project works with what is already provided by the urban condition and rethinks what is possible and how these transitional qualities can enhance the users of the city.



*Diagrams of the Transformation of Waiting Spaces*



*Determining the Program based on Location and Duration*

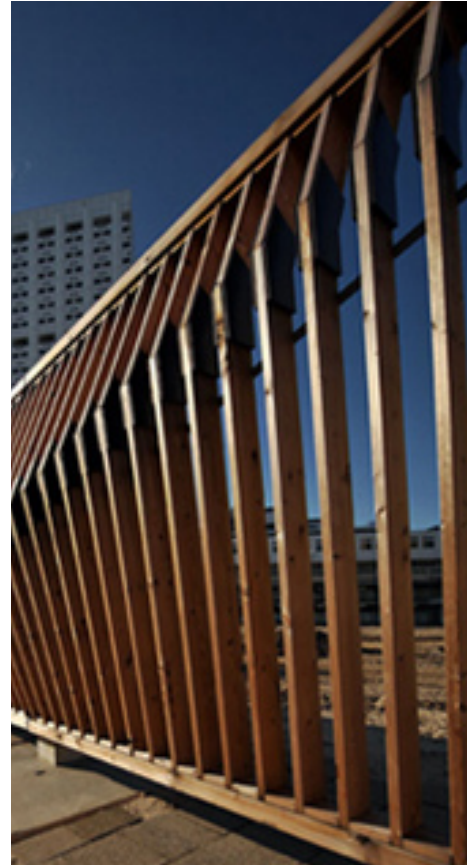
# Rotterdam, Netherlands

## Erasmus Medical Centre Fence

Designed by the architecture firm Origins, this fence serves as a community asset by providing beauty to a construction site. In the Netherlands, 1% of the budget for civic projects must fund an accompanying artwork.<sup>15</sup> Rather than putting up a chain link fence that can be an eyesore, the firm looked to address the condition of temporary, which, in the case of the renovating the Erasmus Medical Centre, could be as long as 15 years (the single largest renovation project in the country since World War II). According to Lydia Bogstra, art advisor and curator of the EMC, "Given the enormity and length of the renovation, and examining other construction fences around the city, we wanted to do a better job. We could've done it the cheap and easy way, or we could genuinely make something that would be a positive presence for the city and people."<sup>16</sup> The system is based on modular units comprised of timbers and steel connections and frame, creating the appearance of a complex form. The spacing allows for views into the construction, but still prevents entry. What was once seen as a barrier has been transformed into a work of art.

For the riverfront, a similar approach will be taken, by addressing the condition of the barrier between the waterfront and the future development and the Temporary Riverwalk. By altering the experience on the sidewalk for the individuals using the space, there will be a greater connection to the surrounding context. The focus will be on creating an enclosing structure that will work on the twelve foot section between the road and the fence.





PS

*Construction and Installation of Fence Reinterpretation*





# Site Criteria

The selection of the site was an early consideration for this project. The Near East Detroit Riverfront was selected as the vicinity that the exploration of temporal urbanism would occur because of its historical context and the current efforts to restore the riverfront. The specific site was chosen because of its transitional qualities within this contradicting space. From Rivard Park to Tri-Centennial State Park, the pedestrian is moved away from the waterfront and placed on a Temporary Riverwalk, nearly five hundred feet from the actual river's edge. This space serves as the connection of completed waterfront amenities but is lacking in connecting the site as a whole. The transition occurs around abandoned buildings, vacant lots, and proposed construction projects. This site will serve as a link between the existing structures and future interventions. The link will be enhanced through facilities that include services to the park spaces, informational kiosks, recreational involvement, and artistic installations.



*View of Near East Waterfront from the Renaissance Center*



*Contradiction of Space*



*Lowland Park Unit*

*Elevation of Site*







*New Signs to be Placed in Temporary Sections of the Riverwalk*



*The Lack of Connection Between Rivard Park and Tri-Centennial State Park along Atwater Street*



# Historical Context

The riverfront was known for its industrial and manufacturing capabilities. From ship building to iron works, this area was crucial to the development of Detroit in the early 1900s. However in recent years the site has been neglected. Buildings that were believed to have historical or architectural importance to the city have been demolished, leaving the site empty and abandoned. The businesses that still operate within this context are in poor conditions, and is further expressing disconnect between the downtown core and the riverfront. If this space were to be revitalized, it is possible to improve the working condition of these facilities and bring in new production and retail.



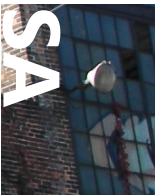
There is a tension between the historical and the newly developed spaces and the connection for these spaces to coexist. The intent is to revitalize this area as a pedestrian district, but the current proposals have only increased the separation by creating points of interest and have diminished people’s perception of their surroundings.

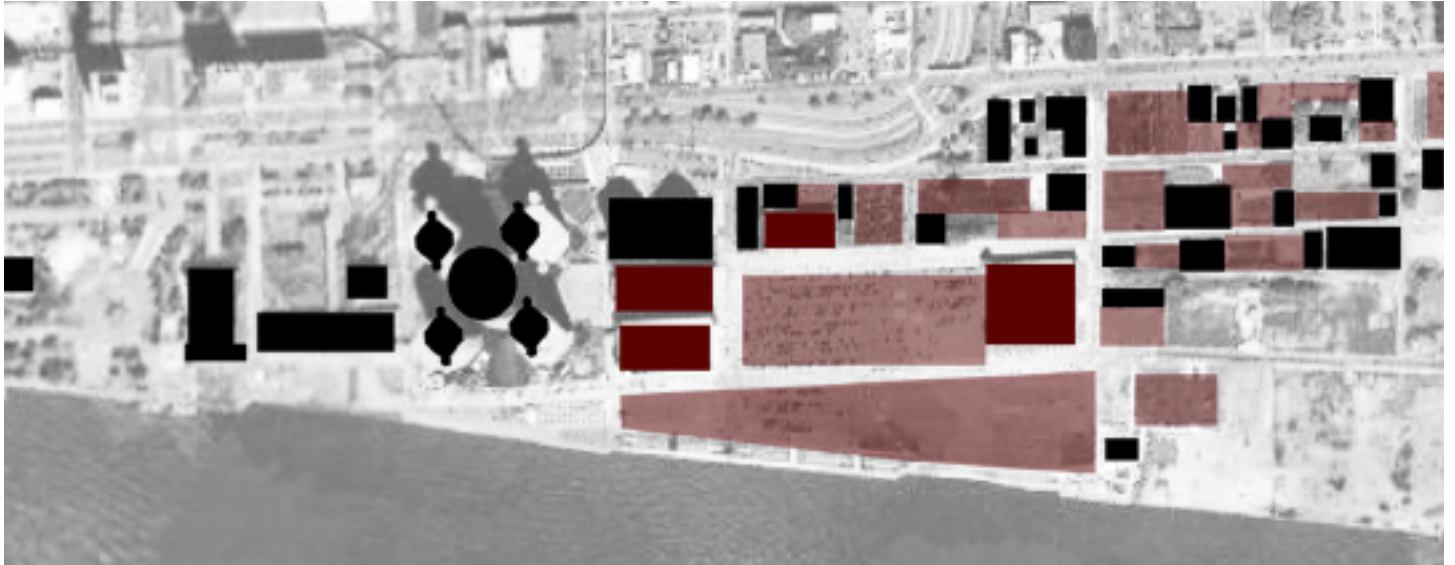
The progress that takes place on this site needs to accommodate appropriate growth to allow for diversity and connections to enhance the overall condition of the site. The new proposals call for high-end condominiums and loft units that attract only a specific audience, one that will not stimulate the surrounding context, because the functions to make this space advance are not in place. There needs to be more of a reason for the people to experience the space before residential units can be worked into the scheme of redeveloping the riverfront district.



List of buildings from *The Engine Works: An Adaptive Re-Use Study of the Globe Trading Company, 1801 Atwater St. in the Riverfront Area of Detroit*. The buildings highlighted in grey are those that the developers examined for possible site locations or those that could occupy future intervention. Those highlighted in yellow were building with historical or architectural importance. Of these identified buildings, nearly half of them have been demolished.

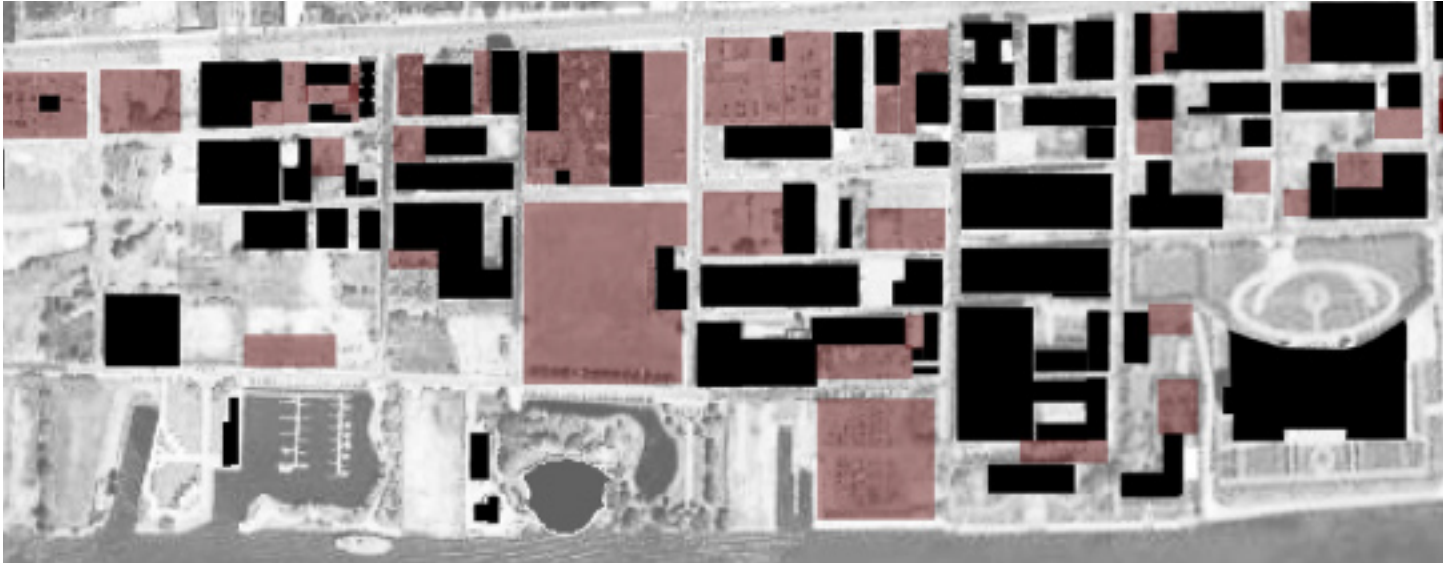
Building	Location	Condition
Buhl Sons and Company	120-160 Adair	DEMOLISHED
Ambassador Steel Company	1469 Atwater	DEMOLISHED
Detroit Screw Works	1471 Atwater	DEMOLISHED
Huron Portland Cement Company	1516 Atwater	DEMOLISHED
Northern Engineering Corporation	2633 Atwater	
Detroit River Iron Works	2655 Atwater	
Parker Majesting Inc.	2766 Atwater	DEMOLISHED
Frontier Iron Works (Northern Engineering Corp)	210 Chene	
Taylor Water Tube Boiler Company	1440 Franklin	
Stone Soap	1490 Franklin	
Service Steel	1435-1461 Franklin	DEMOLISHED
Aluminum & Architectural Metal Company	1964 Franklin	
Hayes Grinding Services	1986 Franklin	
Merket Meat Market (Lafayette Tool & Die)	2024 Franklin	
United Forge	2101-2179 Franklin	
Ainsworth Manufacturing	2200 Franklin	DEMOLISHED
Jefferson Chevrolet	2601 Franklin	
Residential Working-Class Homes	3251, 3257, 3243 Franklin	DEMOLISHED
Machine Shop	2699 Guoin	
Parke-Davis Pharmaceutical	Jos. Campau & Guoin	
Industrial Park	217 Jos. Campau	DEMOLISHED
Uniroyal	6600 E. Jefferson	DEMOLISHED
Advanced Welding	235-253 St. Aubin	DEMOLISHED
Detroit Woodoleum Company	284 Walker	
U.S. Lighthouse Supply Depot	3766 Wight	
Horse Drawn Vehicle Station (Detroit Citizen's Railway)	600 Woodbridge	
Victorian Style Light Industry	1518 Woodbridge	DEMOLISHED





*Figure Ground of the Current Riverfront Condition*





*Red Indicates Parking Lots and Parking Structures*



# Temporary Riverwalk

The Temporary Riverwalk is a unique condition to the waterfront area. What was only supposed to be for a short duration while construction occurred along the water's edge has now become a permanent fixture of the site. The quarter-mile stretch along Atwater Street between two new urban park spaces does not suffice as a link between them. The space lies in a unique context of conflicting processes. The past, present and proposed all have correlations with this space, and yet the necessary qualities to enhance the experience of any of these relationships is nonexistent. The temporal intersection provides the basis for exploration and this strip of sidewalk will be a driving force for adequate growth. The space will address issues of temporary and permanence through means of assembly and disassembly to generate interest and movement. The intervention will work with the proposed park units adjacent to the Temporary Riverwalk as a supplemental attribute to produce a more cohesive transition and balance to the space.



*Port Authority Transition near Renaissance Center*

Other portions of the Riverwalk that are temporary occur to the west of the Renaissance Center and on Joseph Campau near the Parke-Davis. These transitions may also be beneficiaries of re-configuration while in this temporary state. With changing facilities and exhibitions these sites will serve as additional venues for circulation and social interaction.



*Partially Completed Section of Riverwalk near Parke-Davis*





*Proposed Plan for the Near East Riverfront Development*



*View of the 'Temporary Condition' along Atwater Street*



# Riverfront Conservancy Plan

Although there are items from the proposed plan that are positive interventions for the riverfront development, there are problems with the plan. The thesis will work to adjust the plan to create a cohesive riverfront condition that will work with the existing context, the temporary installations and new construction.

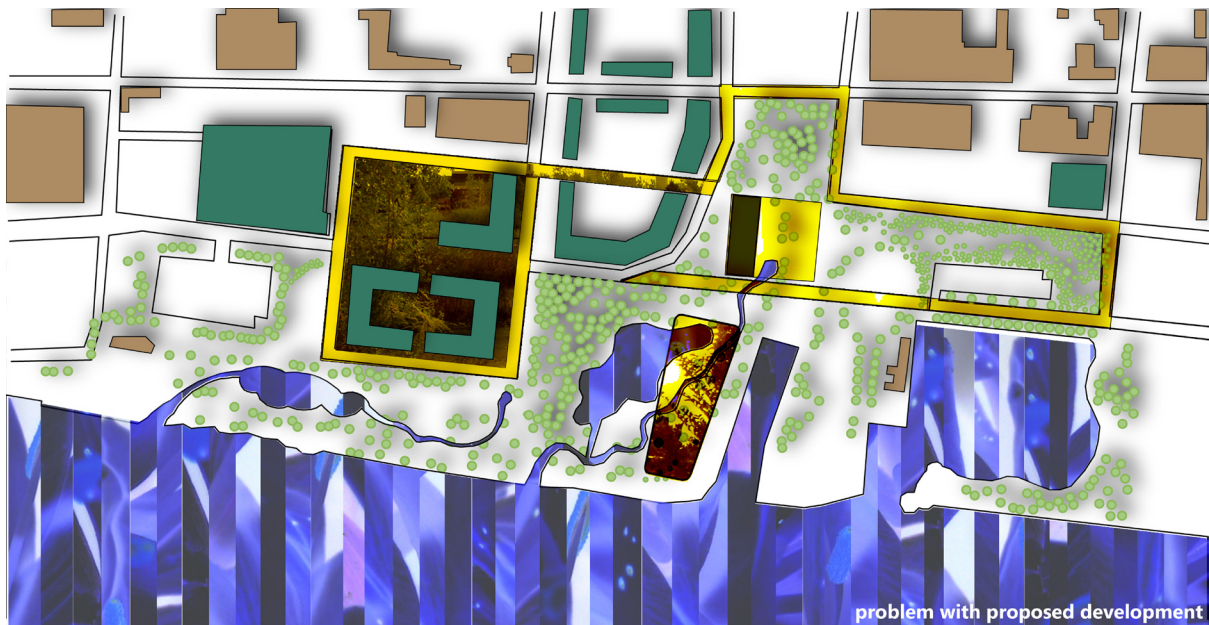
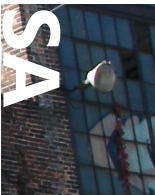
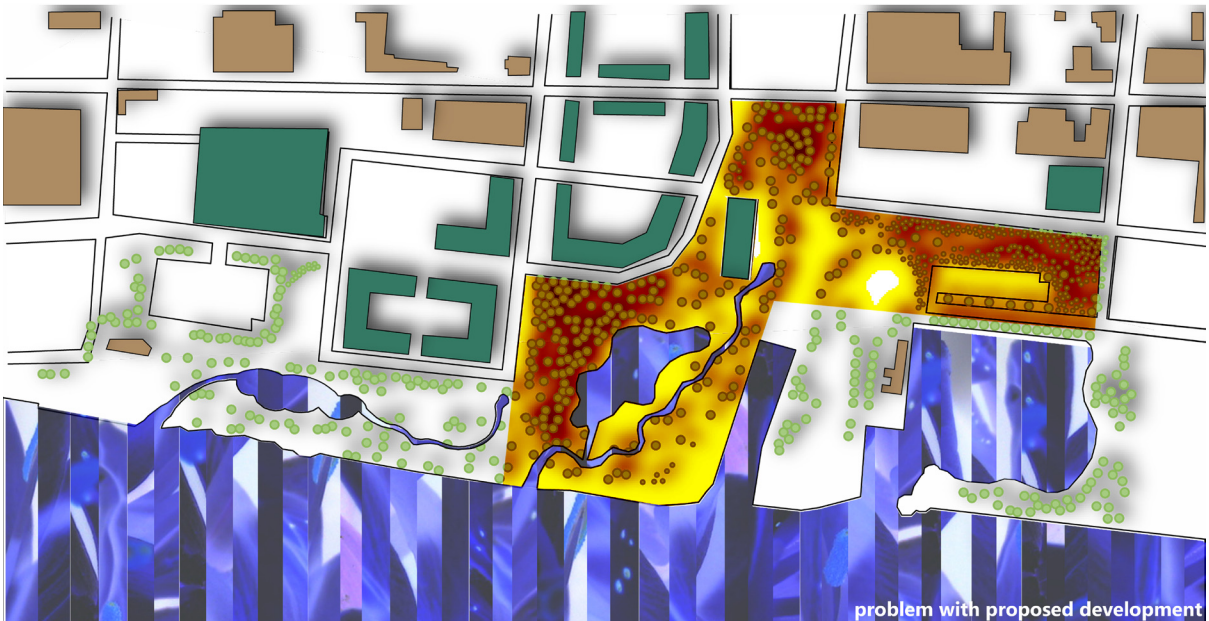
The Upland Park Unit has not yet broken ground, and will not be implemented for the thesis. This portion creates an enormous concentration of green space that is not necessary for a space that requires density. In order for green or public space to be successful within the urban context the development must occur among the buildings to create pockets of interaction and intensity. This park unit would also eliminate a portion of the Globe Trading Building, a building that is a landmark of the waterfront and serves as one of the few remaining connections to the industrial past of the waterfront. The building was formerly a service building for ships and engine construction (the tracks that were used to transport the large machines in and around the structure are still visible). This facility was connected with the dry docks just to the south across Atwater Street; the proposed plan also calls for the elimination of this historical element as well. To increase the size of the water feature, the proposed plan would remove the hill, the only topography within this entire vicinity. The hill provides a unique vantage point to view the city and the context of the site. The removal of these important elements to the history of the site would be detrimental to the overall experience of the riverfront.

The new plan removes the vehicle from Atwater Street. The new path creates superblocks, and an awkward movement for transit between Rivard Street and St. Aubin. This proposal eliminates multimodal transportation; Atwater Street possesses the ability to incorporate automobiles, cyclists and pedestrians all within the same context and still giving each mode adequate space for movement and interaction with the newly developed space.

These portions of the overall site will be examined as space that must be readjusted in order to create a more cohesive Riverwalk experience while in the temporary transition. This reinterpretation will address the issue of adequate growth by incorporating new spaces that would be beneficial to the site, not only high-end residential spaces.







# Nodes

The nodes serve as the place for the main intervention of services and function. These spaces will provide much needed public space along this section that will enhance the connections between Tri-Centennial Park and Rivard Park.

*Rivard Panorama*



*Globe Building*



*Rivard Park*

*Renaissance Center*





*Riopelle Panorama*



*The Hill*

*Access Gate from Riopelle Street to Construction Site*



*Rivard Park*

*Renaissance Center*





*Orleans Panorama*



*Tri-Centennial Park*



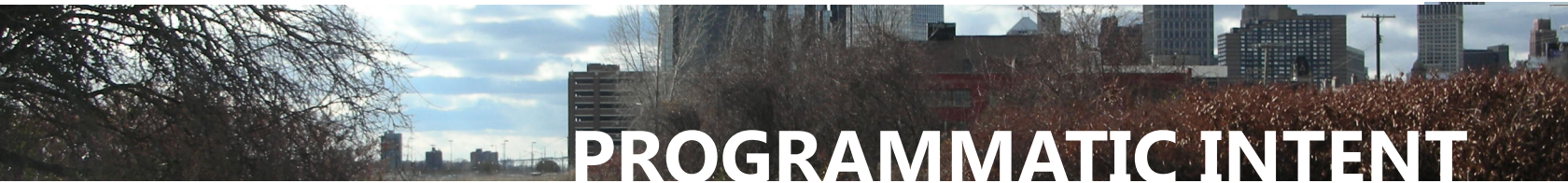
*The Hill*

*Renaissance Center*





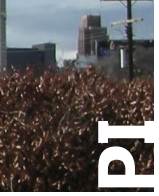




# PROGRAMMATIC INTENT

# Project Program

The programmatic element of this site is the crucial aspect that will create the connections and transitions that are the focus of the thesis. The selected portion of the Temporary Riverwalk will serve as a linear park, but will enhance the experience beyond the elements of a general park space. Different strips of the public interaction will be introduced to those that use the space to increase the awareness of what has transpired in this vicinity. A portion of the interventions will take place at the three nodal points along Atwater Street at Rivard Park, Riopelle Street and Orleans Street. These locations serve as connections and access points to the site and respond to the greater need of public space in this area. These nodes will serve as introductory pavilions to the vicinity and include aspects of recreation, service and information. These spaces that connect these nodes will also be examined in context to the site as a whole.



It is important to understand that this proposed intervention is not a complete disregard for what is intended by other parties, but it is not a complete acceptance of the Riverfront Conservancy's implementation of the parks or the work of private investors. Detroit has had a tendency not to complete projects. The park systems have the potential to increase pedestrian usage of the site and create interest in future developments. The exploration will examine studies of temporary conditions and permanence, assembly and disassembly. These functions work well with the uncertainty of Detroit projects, because it is unknown how long temporary will be. The portion of Riverwalk between Rivard Park and Riopelle Street has the potential to only be a temporary installation. There is a proposed mix-use structure to be located on the south side of Atwater Street (@Water Lofts), but the expected occupancy date has already passed without ground-breaking even occurring. There is no answer to how long this project will be sidetracked or if it will be scrapped completely. It is necessary to understand that development, eventually, will take place on this site, whether that is two years or ten years, the intervention will work with this time scale.

The designed intervention can serve as both a functional transition until these spaces are complete or work in relation with the parks once these spaces are concluded. The space occupied by the Upland Park unit (located between Riopelle Street and Tri-Centennial State Park) possesses the capability to include permanent structures and intervention. The designed spaces will

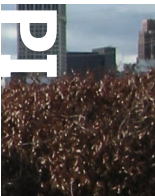
not be permanent to mean unchanging but permanent to mean fixture. The design will transition with the changing needs of the developing site conditions. The structures themselves will house services to include bathrooms, concessions, and equipment rental to be used with in the park, recreational amenities, information about the park facilities and historical context of the Detroit waterfront. In addition to these qualities, cultural spaces will provide artistic interventions of local artists, theatre and lecture spaces for performances and conferences.

The focus will not be on these structures alone, but on the connections between each of the nodes and how those interrelate with the site as a whole. These transitional spaces will provide shelter from the elements so the Riverwalk may be used in all weather situations, so it is not just a destination but an integral part of the riverfront development and the City of Detroit. In addition to improved walkways the program will take into consideration the ability to alter the ground plane to enhance the experience of the users. These alterations will generate awareness of the transition that has occurred and the progress that is being made. Instead of including only open space while experiencing these connections, the design will provide limitations rather than restrictions. These limitations will allow for conscious observation of the site and its surroundings. Provided will be 'viewpoints' to assess the riverfront condition; these will frame the waterfront, the skyline and the decay of the surrounding context.

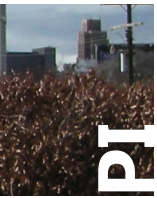
### ***Additional Development***

Other locations along the Riverwalk where additional interventions may take place are to the west of the Renaissance Center, and at the corner of Atwater Street and Joseph Campau. Near the Ren Cen, there is a portion of the Riverwalk that is temporarily closed, where the pedestrians using the site must traverse between fences set three foot apart to a sidewalk along-side a bustling street while construction is under way on the Port Authority building. The transition is awkward and uninviting. This location has the potential to be temporarily redesigned to create a satisfactory transformation while construction occurs.

The other site, Atwater Street and Joseph Campau, has experienced a portion of the Riverwalk completed. Unfortunately this section is only accessible in one direction, and leads to a fence and the



former site of concrete silos. The pedestrian must back-track, walk through a parking lot to be re-configured onto the Riverwalk. If this transition is reconsidered, the dynamic of the space would be heightened. This may mean abandoning what has been completed temporarily to allow for the proper adjustments. These portions would function as a second phase to what has been proposed for the re-configuration of the Temporary Riverwalk. Once installations at the primary location have been addressed, those components may be disassembled and reassembled in these locations to enhance these satellite position. When observing the movement of pedestrians near these spaces, the transitions are typically avoided. The user will travel up to the point of temporary before retreating in the other direction. With proper design intervention and including similar principles of the Temporary Riverwalk, these spaces will be more inviting and provide a better transition. The program for this space is to allow for transition to occur.



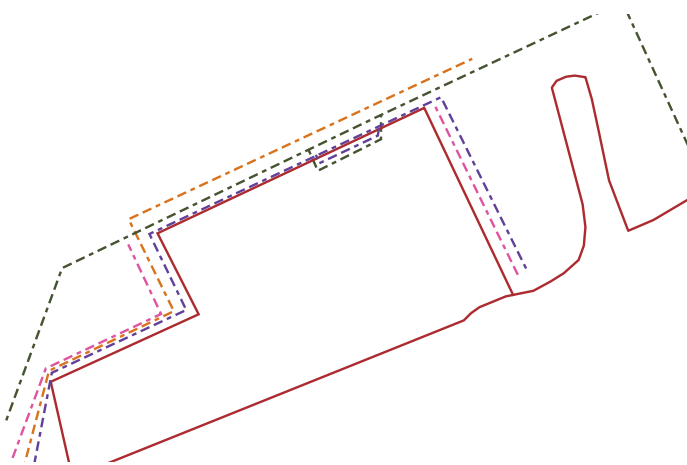
The vision is to permit growth through these interventions. Some of these interventions will be permanent fixtures in relation to the landscape, while still being changing elements that work with the evolution of the site. Others will only be temporary installations that provide a waiting space for future development. The focus will be on understanding the components of assembly and disassembly to work with short durations that generate intensity and intrigue on the site. These alterations will create the interest needed for adequate growth.

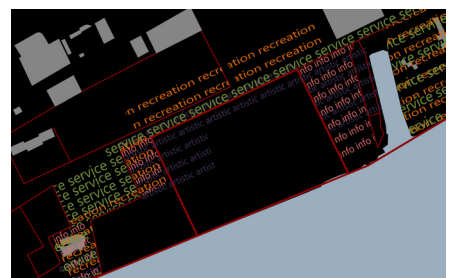
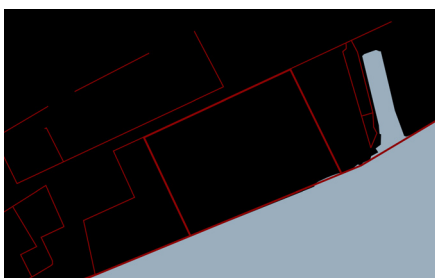
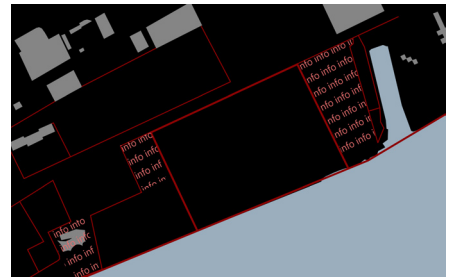
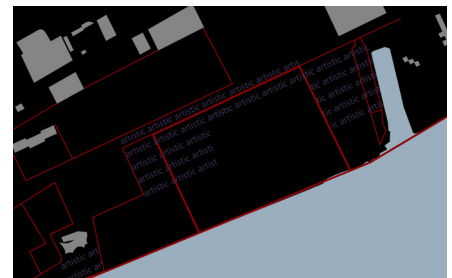
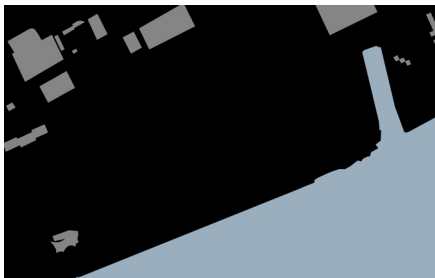
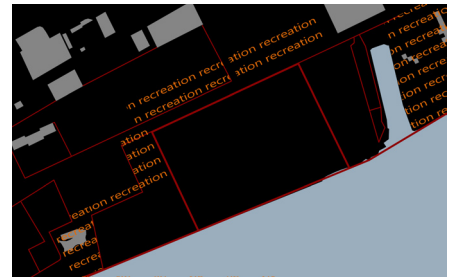
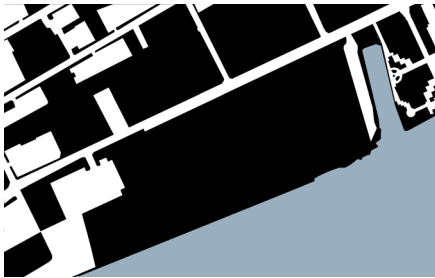
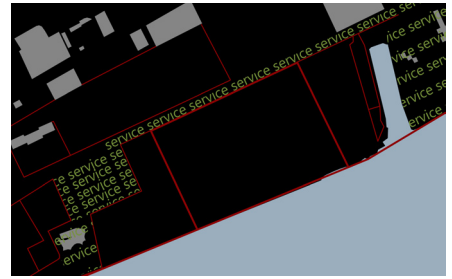


# Program Diagrams

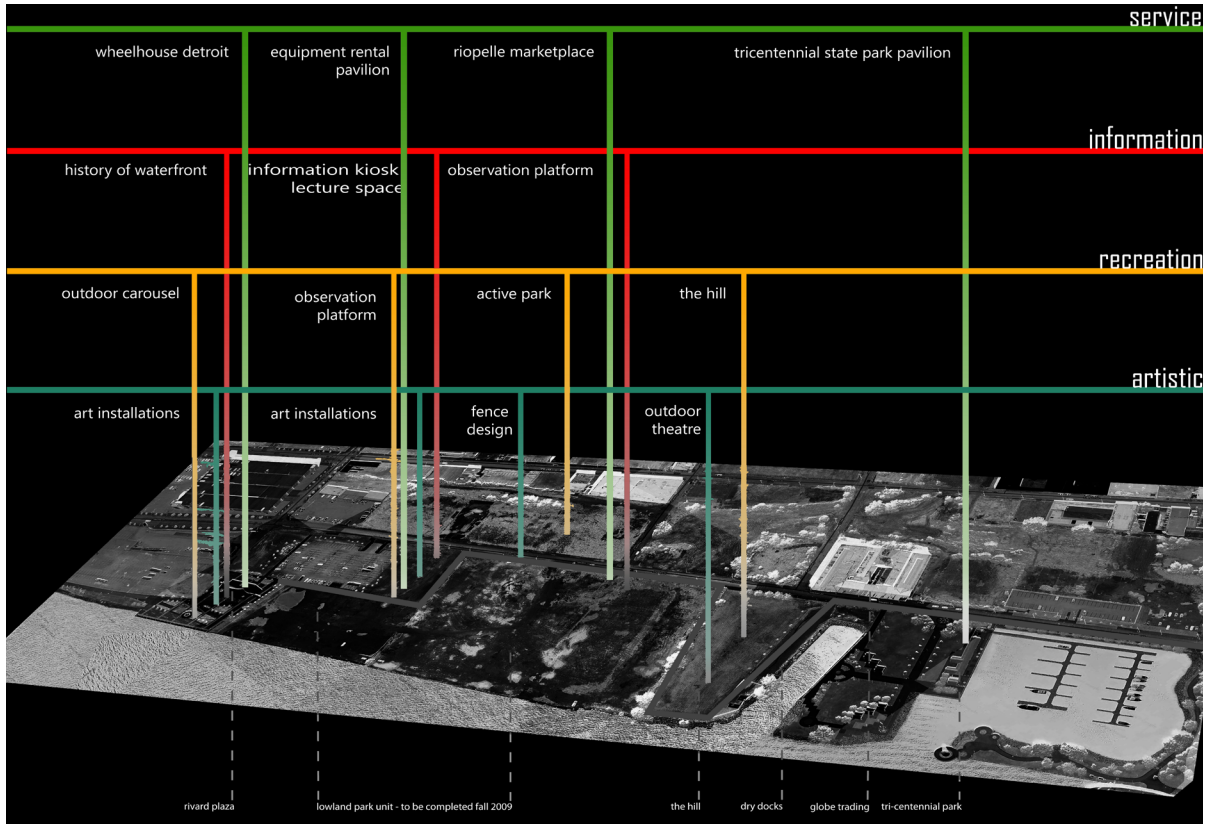
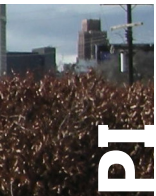
In order to fully understand the necessary programmatic interventions, the site conditions were examined. The strips that were created advance the connections between the existing structures and the temporary position. The spaces will not be located only at the nodal points, but be an expression along the quarter-mile stretch of the Temporary Riverwalk. The understanding of infrastructure, buildings, open space and boundaries led to the connecting lines of service, recreation, artistic intervention, and informational services. Such program elements that would be included in the service strip would include equipment rental for the fishing grounds or kayaks in the new water features. Recreational interventions would include additional park space, for the pedestrians and pets, and space for more intense outdoor activities. The artistic involvement would include gallery space for local artists, at both an indoor facility and along the Temporary Riverwalk, and additionally a new performance space integrated into the hill. Informational services will include office space for the members of the Riverfront Conservancy and space for lectures or fund-raising events. This will provide a space along the riverfront to create a greater understanding of the existing condition. These strips will function as temporary elements that can work with the progress of the development. The structures will be stable enough for multiple years of function and use, but will also have the ability to be disassembled so the facilities have the potential to be moved to other portions along the waterfront, if necessary.

The resulting analysis created the strips of intervention and how the connections between the existing services and facilities will relate. Opportunities will be taken to break through the boundary of the fence to create access closer to the waterfront and allow for the intervention of additional facilities that enhance the experience of the Temporary Riverwalk.





Diagrams of Infrastructure, Existing Buildings, Green Space, Boundaries and the Interjection of Programmatic Requirements





The diagram demonstrates the areas of intensity that are to be increased along the Temporary Riverwalk. From this, it clearly defines the nodal points and the intersection of activities that will occur at these points.







# DESIGN PROCESS

# Design Process

The schematic design attempts to enhance the experience of being separated from the Riverwalk by altering the condition of the temporary. The approach was to create new interventions at the nodal points of Rivard Park, Riopelle Street and Orleans Street in addition to an installation along the path. The most important aspect of the new scheme was to work with the existing structures and proposed buildings of the surrounding context and how to combine these spaces cohesively. These spaces would need to be designed and implemented quickly in order for the new facilities to have the largest effect on the site and to promote adequate future intervention. This would be achieved through modularity of design and reusable materials. Through these conditions the Temporary Riverwalk would be altered into a series of interventions that would enhance the interaction of the pedestrian.

At the first node of Rivard Park, there is already a collection of services and meeting space. These existing functions of bicycle rental, maintenance facilities, concessions and bathrooms, and recreational spaces would be supplemented with new structures adjacent to the parking lot. These new program spaces would include informational services such as offices for the members of the Riverfront Conservancy and a small lecture space, so there is a facility directly on the waterfront for fund-raising events and to create excitement about the progress of the riverfront. The interjection of these new facilities would allow those involved with the altering the site to be more closely involved and those that would be interested in contributing to their efforts would be able to view the overall progress and scheme as it is developing, opposed to looking at pictures of the progress. This nodal point would also include an art gallery featuring the work of local artists, so the surrounding community would be contributing to the beautification of the overall scheme of the riverfront. The final building at Rivard Park will be a new service facility. Within this complex would be services that would enhance the experience of the users of the Park Units located just to the south of this section of Riverwalk. New services would include rental of fishing equipment and kayaks both of which could be used in the new water features of the Lowland Park Unit.

The condition at Riopelle Street is an attempt to connect with the surrounding context, both existing and proposed. Riopelle is the boundary line of the Lowland Park Unit between Atwater and the riverfront, where a pedestrian path will be brought up from the



riverfront to Atwater Street until the Upland Park Unit is complete. This node also has a connection to Eastern Market through the Dequindre Cut, to the northeast. The facility will be a multi-level design that will break through the existing fence at the gate located at Riopelle on Atwater to allow for a richer program to occur at this space. This push into the blocked off site would extend the boundary, creating space for new program. This program would be a changing supply of produce and food products that are also sold at Eastern Market and follow the same principles. This function would only occupy the ground level of the installation; the upper level would serve as an observation deck and outdoor seating space. From this, pedestrians and visitors would be able to see the progress of construction unfolding and be able to view the waterfront without the obstruction on the fence or the overgrown brush. Once the construction of the Lower Park Unit is complete (expected in fall of 2009), the path that established the boundary back to Atwater Street will then connect with this node allowing for the insertion of these facilities within the park setting.

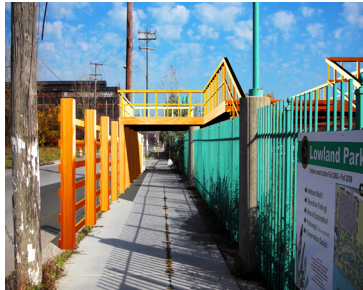


The final node occurs at the hill at the end of Orleans Street adjacent to the Globe Trading Building. The site provides the only topography within the riverfront district; it is essential to keep this element (the current scheme of the Upland Park Unit appears to be removing this condition). With the potential of Chene Park being removed due to the lease expiring this year, and it is unlikely that it will be renewed (because residential units are proposed on both side of the amphitheatre) there will be no performance space along the riverfront.

The hill has the ability to function as the new site for a smaller scale theatre. The new performance center would work with the natural topography of the hill to create the seating, and essentially wrap around the hill at the southern end. This space would be similar to the movements experienced at Tri-Centennial State Park, where pedestrians leave the street and engage the waterfront briefly before returning to back to the street. This movement would create a new public plaza between the performance center and the waterfront. The position of the structure would give the patrons a sense of reveal. The building would have a low profile, so that from the road it would not be visible. It is not until the pedestrian has traveled far enough down the path that the building can be seen. The design of the space would allow for performances all year round, by having the ability to be both open in the summer and closed in the winter (unlike what is possible with Chene Park). The design would take advantage of the river by providing views out and provide natural cooling when needed. Additionally, patrons would still be able to access the top of the hill, creating a unique outdoor space for gathering. This institution would be the final point of the design before linking back up with the existing Riverwalk at Tri-Centennial State Park.

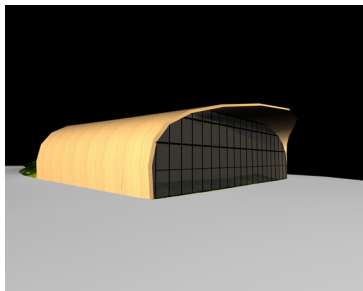


The connections between these nodes are the most important aspects of the thesis. These spaces must serve as not only the connection between a wide scope of facilities and venues but also connect the site through its historical development. The space would create an encapsulating structure that would connect back with the rigidity of the fence. Rather than removing this barrier, the new installation will work with it that would enhance the experience of the pedestrian making one more aware of the surrounding context. The installation would be made out of wood 2x6s to contrast the existing concrete and metal, providing a more natural element to the urban landscape, and would be modular



for ease of movement, assembly and disassembly. The ability to be assembled and disassembled will allow for these installations to be moved to other transition points along the Riverwalk.

The design is undulating in all three planes. The ground plane is a progression where one side gradually rises while the other remains flat and then switches, so that as the opposite plane rises the other remains flat before they both return to an even height against the ground. The width of the wood members are wide enough to fit within the spacing of the existing fence and are spaced evenly between these elements. The side wall creates a spiraling effect as the pedestrian passes through. The space is twisting in both plan and elevation as it creates an encompassing structure. These modular interventions are spaced according to the current fence design not to interrupt the flow of traffic into the site at the gates that are spaced along the quarter-mile stretch.



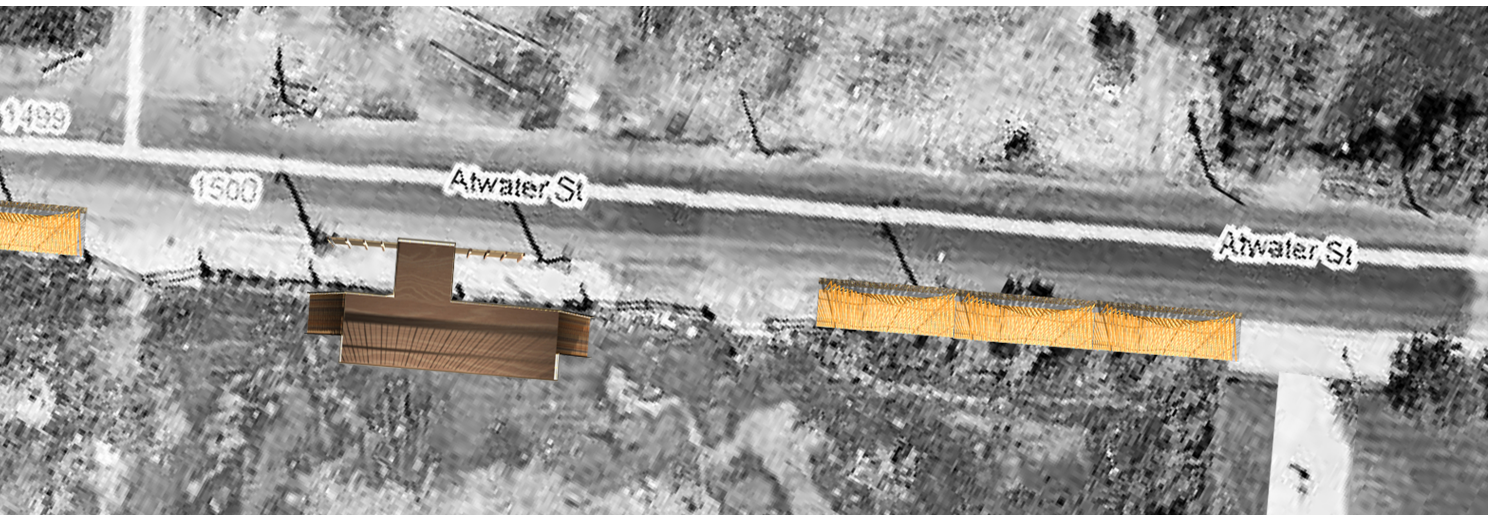
These elements are combined to form a more cohesive vision to the riverfront, providing amenities not currently seen in this space, and adding to the existing to create better function. The designs are meant to be temporary, but it is unknown how long temporary is going to be, so the structures must be stable enough to last for several years. These interventions will allow for the Temporary Riverwalk to function as the development occurs and later provide



an alternate path within this space, creating a circular motion between Rivard Park and Tri-Centennial State Park from Atwater Street to the Riverfront. The process will continue to implement the 'thematic strips' along the pedestrian corridor and to alter the master plan of the Park Units to work more closely with the proposed interventions.











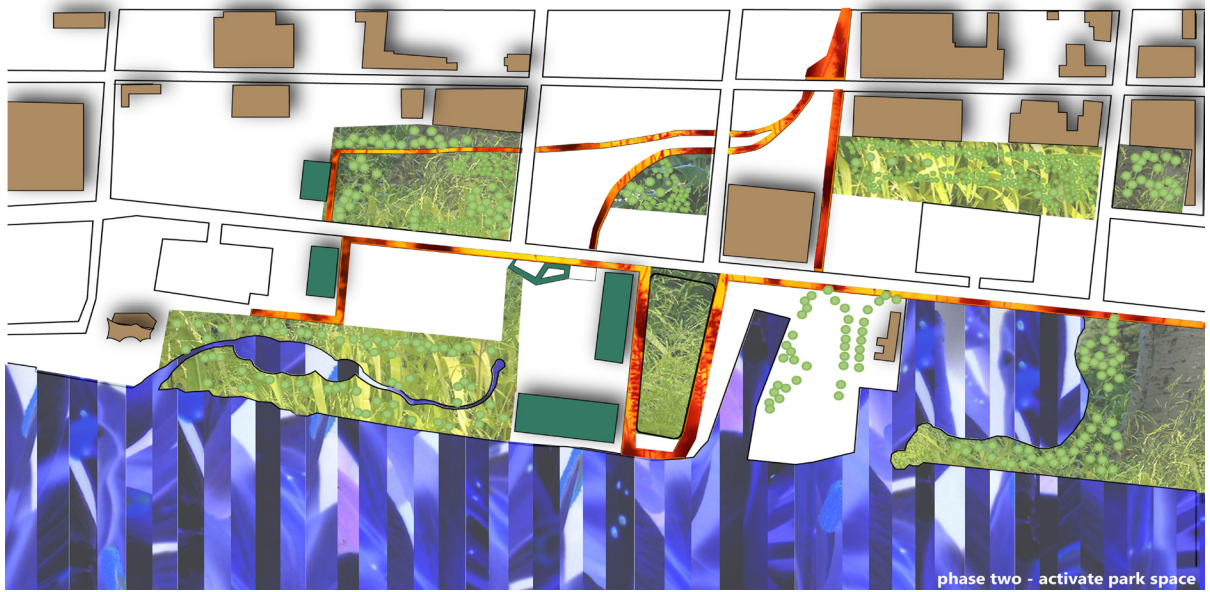
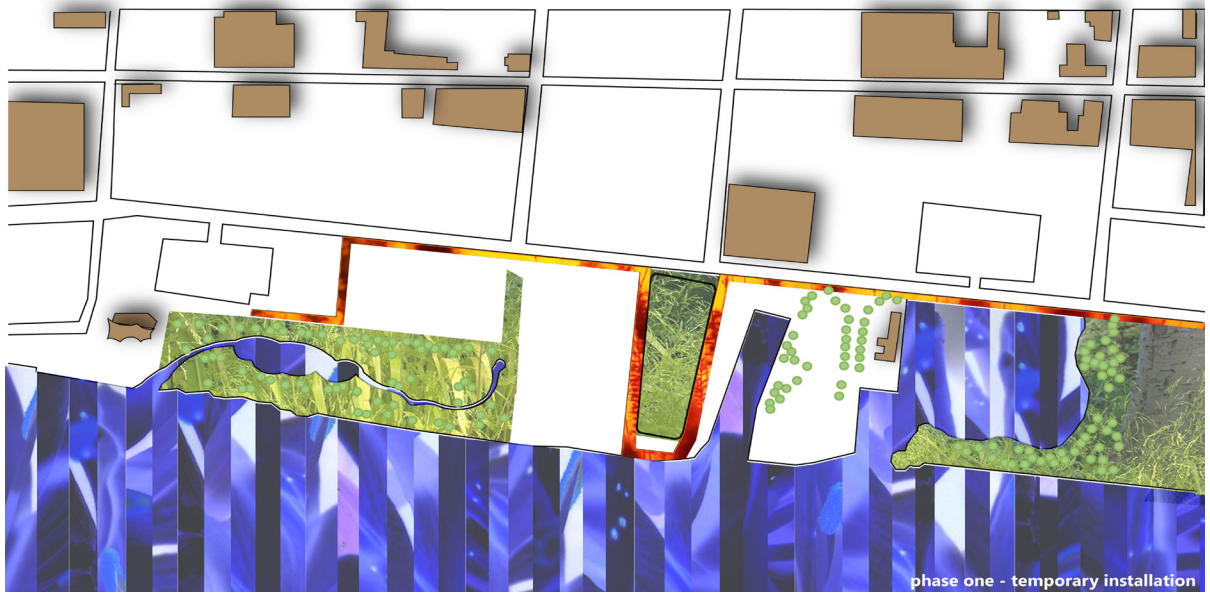
# Phasing of Development

The phasing of development is crucial for the interpretation of this thesis. This process is what will determine how adequate growth will occur within this district. The focus of the phasing is done incrementally based on the scale of the projects. With this, the larger scale projects would have more time to be developed as the needs of the space are transitioning. Also the small scale elements (with their ability to be altered) are evolving with the use of the site, allowing pieces that were programmed to be temporary are now able to work as permanent fixtures among the newly developed context. This phasing will create interest within the existing context of the sidewalk and expand outward as the needs of the space increase.

The first phase would address the condition of the Temporary Riverwalk. This space would be developed within the same timeframe of the Lowland Park unit, creating a cyclical movement of the pedestrian from the Park at the river to the street, so the space may be experienced at these different levels of interaction. This sidewalk alteration would be the only intervention to occur within this first phase, spanning from Rivard Park down to Park-Davis at Joseph Campau. This would create a visual connection of the Temporary Riverwalk and enhance the experience of not being at the actual water's edge.

The second phase will be the development of activating the park spaces and creating new connection in the vicinity. The nodal points will be connected via the rail lines that still exist on the site and converting them to new trails. These railways stem from Dequindre, which has been reinterpreted as a pedestrian corridor. This would create a connection to the residential space north of the site and to Eastern Market. Off of these pathways would be newly developed green space. This would also include the active park space across from Rivard Park, a space that can utilize green space other than pedestrian circulation, but to create active interaction. This phase would also include the construction of the buildings that occur at the nodal points that provide service, information, and recreations bringing in a larger, more diverse group of users to the riverfront experience. The implementation of this phase will occur within two to three years.



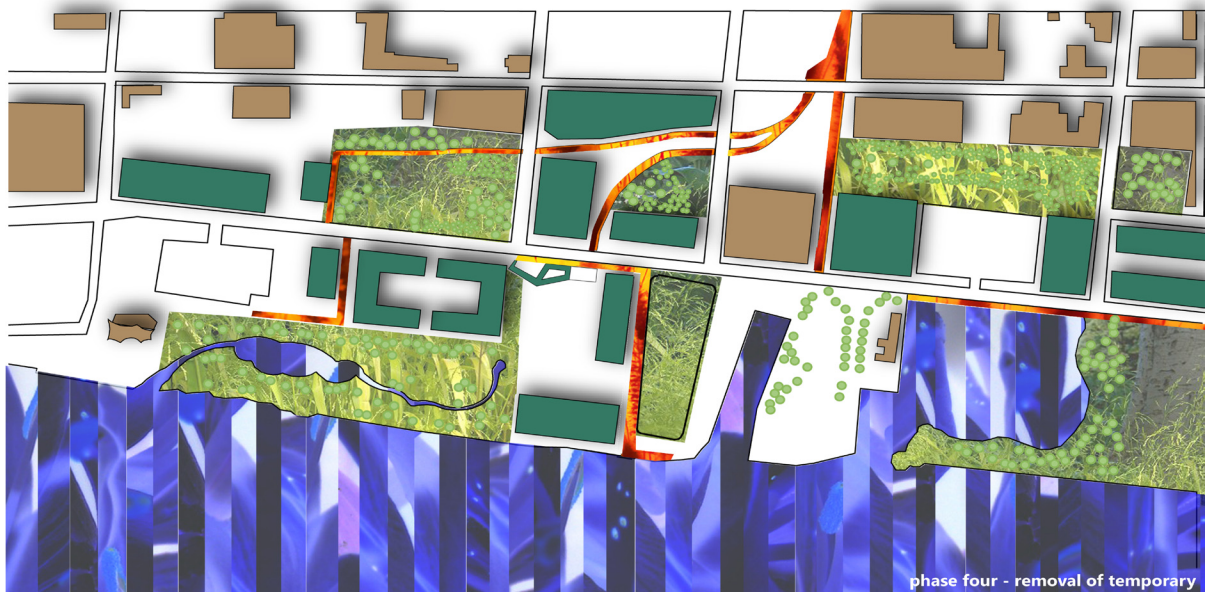
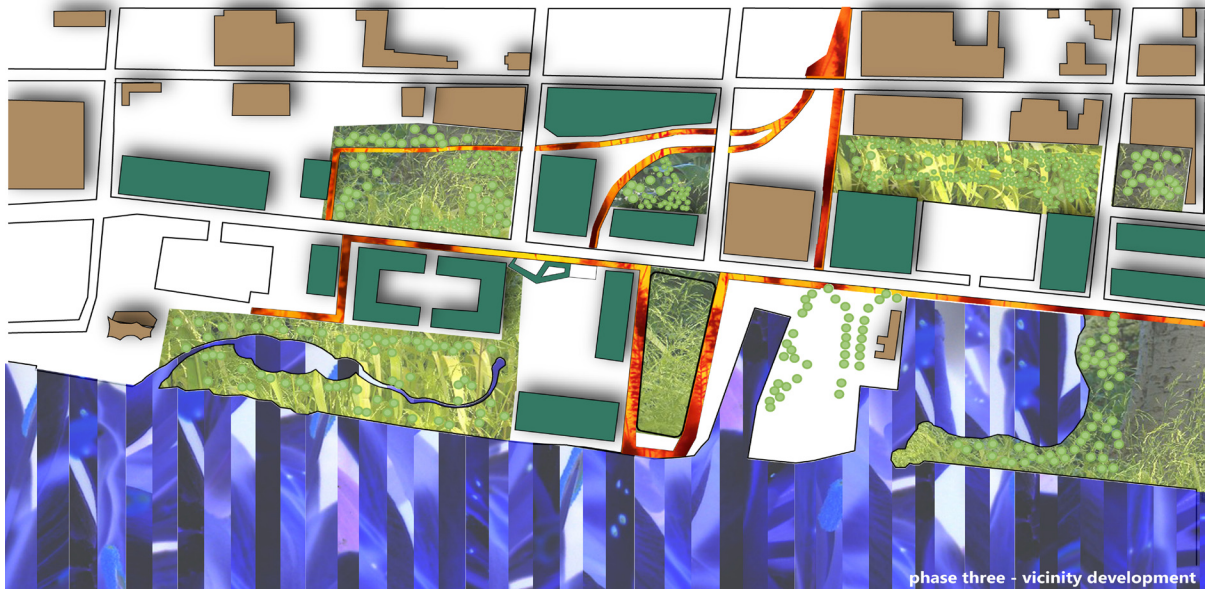


The third phase would be development of the surround vicinity. Now that the program has activated the park space and has created a dynamic space, the area can now develop providing additional services of more permanent facilities. Within five to seven years, this phase would add more retail, commercial, civic and residential space to the waterfront. By addressing the small scale interventions first, interest has accumulated in the riverfront development, making the proposal for these larger scale venues more practical as opposed to announcing these projects first with no activities to accompany them along the waterfront.

The fourth and final stage of this process would be the removal of portions of the initial temporary installation. As the space develops, it will be necessary to disassemble sections to allow for access and circulation. These sections would then be able to be moved to other portions or sections that are waiting for the proximity development. Portions of the temporary installation would remain as an artifact of the transition that has taken place in this interstitial space. This would allow the piece to breakdown the temporal divisions that currently exist on the site. The artifact would not only define what was temporary but still allow for the cyclical motion of the pedestrian to occupy both the waterfront and the street while experiencing this edge condition.

The incremental developmental boasts the ability to develop not only new points of interest, but also a means of connection from one section to the next and involves the pedestrian in this transition. The process of developing from small scale to larger scale will allow for adequate growth and address the current scale of the user initially before expanding outward to new opportunities in the space. The portions of the initial stage that remain will act as a bridge that connects the past, present, and proposed of the Near East Detroit Riverfront.





# Temporary Installation

As the first phase of the development process, the temporary structure will serve as the immediate connection between Rivard Park and Tri-Centennial State Park. This intervention provides an enclosing structure that permits a varied experience of the users of this space. The pattern of the design opens and closes along the edge of the street creating framed viewpoints out of the structure to the surrounding context. This form is created on a modular pattern for repetition of installation to formulate this connection. The temporary structure that encapsulates the sidewalk between the road and the fence still remains as the fixture that serves as the connection between the nodes of development within this riverfront development. The plan of the structure has been altered to create a tighter regiment and to allow breaks at the points of transition. These transitional points occur at the gates into the construction site. Not all of these gates are being used for this intrusion, and those that are not have been reconfigured to expand the sidewalk beyond the limits of the path.

The first gate that is encountered by pedestrians as they approach from Rivard Park serves as an installation for art pieces. Forms of artwork that would take place within this space would be those that break down the rigidity of the fence creating a softer texture. Other installations that have the potential to work with this gate would be housed on the inside of the barrier, whereas the barrier enhances the separation between the artwork and viewer.

The second gate along this path would still remain open as the only construction entrance into the development area. Here, the articulation of the path experience would be removed to permit the movement of vehicles onto the field. Due to the large construction equipment of earthmovers and dump trucks, a structure will not be implemented over this space because of the unrelated height difference of the pedestrian and the equipment.

The third and fourth gates (the final two) are implemented into the design of the market space. These serve as openings and access into the site and expand the installation beyond the sidewalk and connection to the developing community.







## Rivard Node

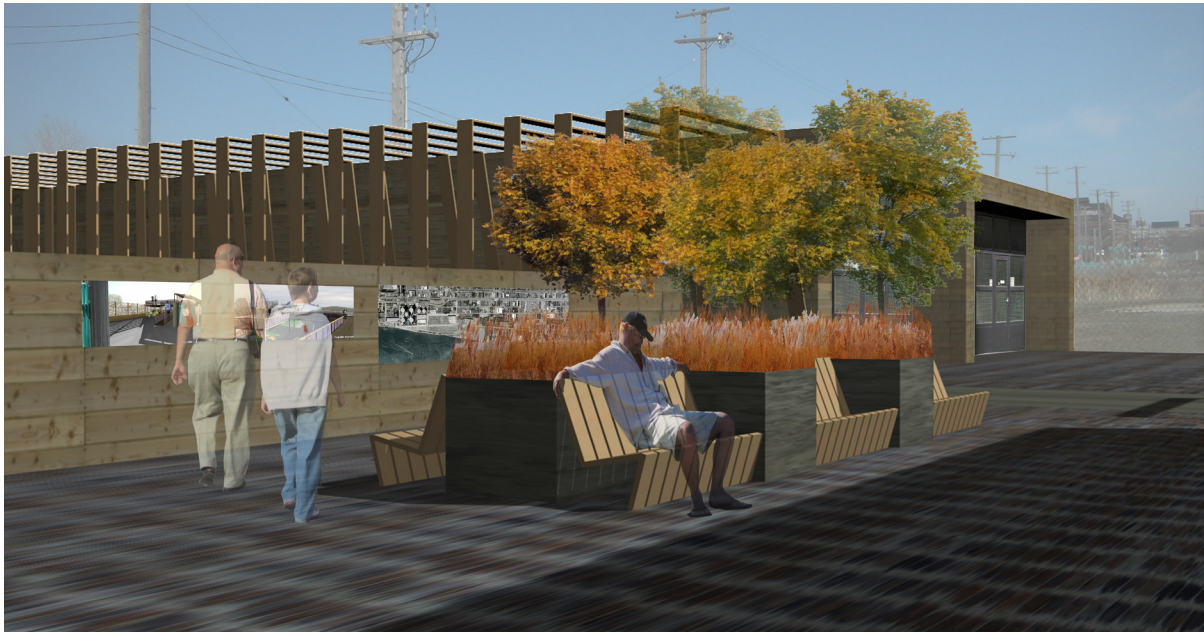
The first node that the majority of pedestrians will experience is located adjacent to the parking lot of Rivard Park. This space serves as the gateway to the Temporary Riverwalk by creating the connection from the completed to the fragmented in two axes. This space is pivotal in creating an appropriate transition for the pedestrians to acquaint themselves with the intervention in the temporary.

The space is defined by two separated buildings that anchor the corners of the chosen location, and are placed on opposite sides of the path. This allows for the canopy system that attaches to the building to run along the spine creating the connection between the buildings and generates dynamic shadows while directing the users in the space. The first building, closest to the Rivard Plaza, would act as a service building. This structure provides the rental equipment to be used within the park space to create uses beyond walking. These activities include kayak rental, fishing pole rental, and ice skate rental during the winter. These facility would enhance the opportunity that the wetland and park space creates by allocating the users opportunities to activate the space. The façade that faces the park would be equipped with glass garage door that allow for easy entrance and removal of the bulky rental gear and to notify those walking past the prospect of the new experiences.

The second buildings north and south facades is the opposite of the service building. Rather than having the portions of the building punch out, these wall planes are set in to serve as sun shading devices. This building provides information for the development of the riverfront experience by not only housing resources about the Detroit waterfront but also lecture spaces to hold fundraisers and meetings for the public. This interaction allows the citizens to understand the current scope of work and allows more community input into the future projects on the site.







The space between the buildings forms a small public courtyard that provides shade, seating and social interaction. This section works as a congregating point, a space to gather additional information about the temporary development or for relaxation. A new axis is created that not only separates the different buildings and their functions, but also serves as a connection from the parking lot to the west and the proposal for future intervention to the east, enhancing the social aspect of the space at the intersection of the two axis lines.

Beyond these buildings is the first installation that constructs a platform for a different viewpoint. The newly formed elevated platform surrounds the deactivated telephone poles and provides a different level of engagement with the site. From here, the user is able to view the progress of the construction and better understand the process taking shape. By reinterpreting the function of the telephone poles, the space reinvigorates additional abandoned elements of the site.

This first node serves as the gateway to the temporary condition. At this section, the user is able to gain a new perspective of how the current condition of the riverfront functions and the new interventions that are designed to enhance the experience of being separated from the water's edge. These new spaces of service, information and social interaction provide much needed elements to the overall context of the transition that is to occur within this section. The height variation in this scheme creates new viewpoints and multiple levels for individuals to interact with the space.

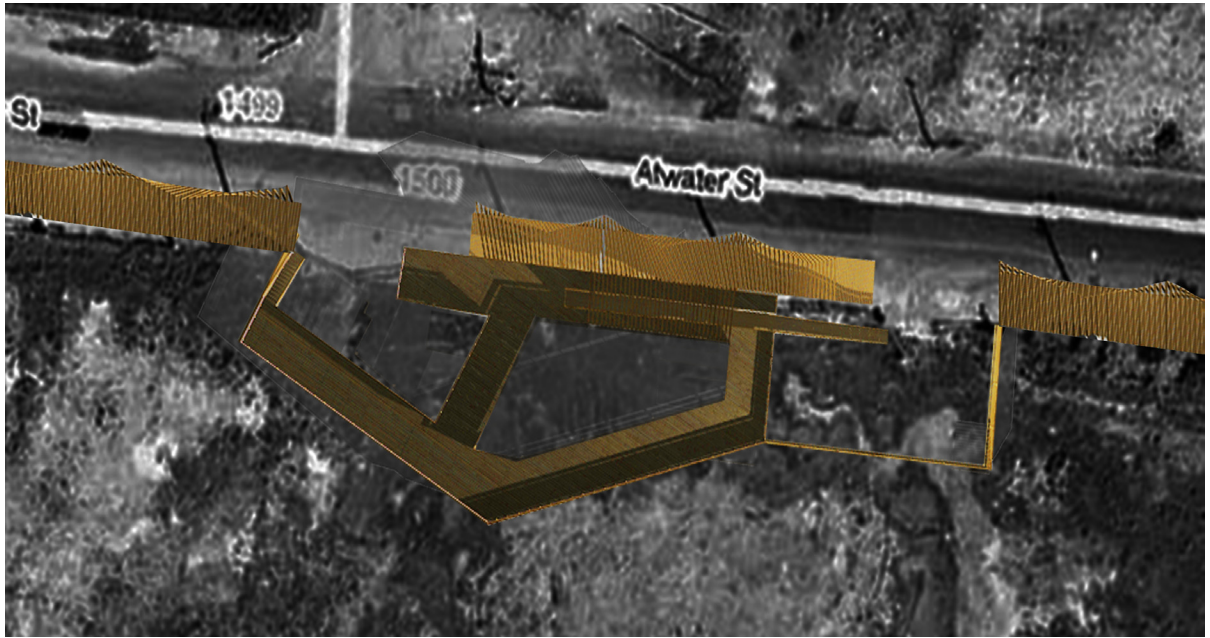


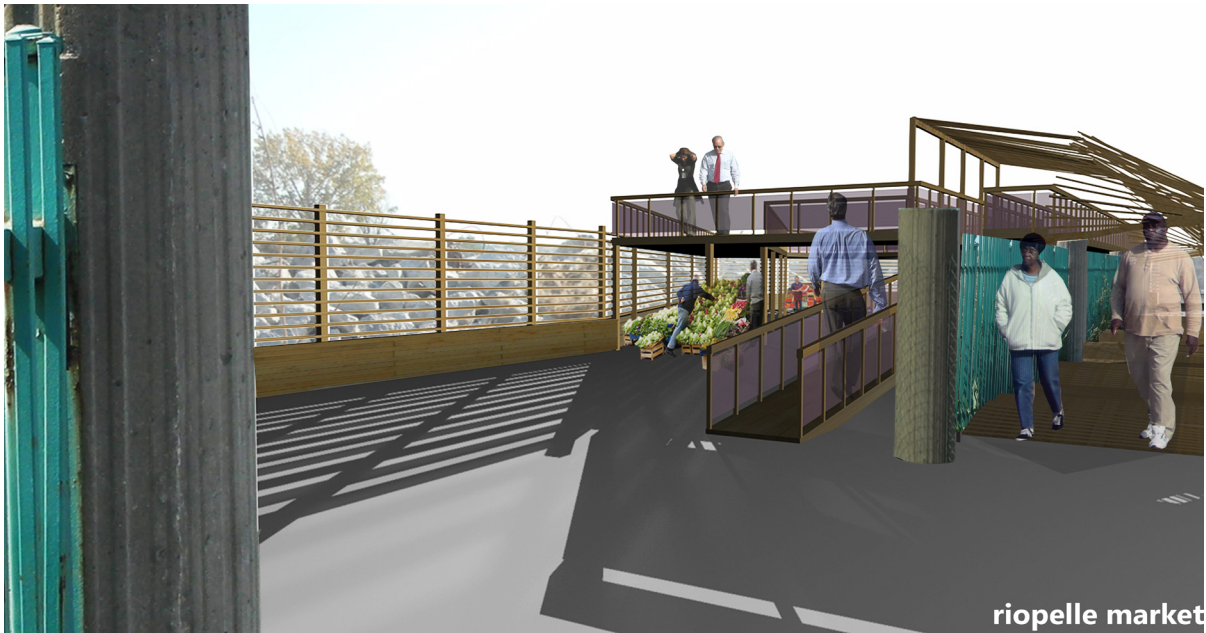
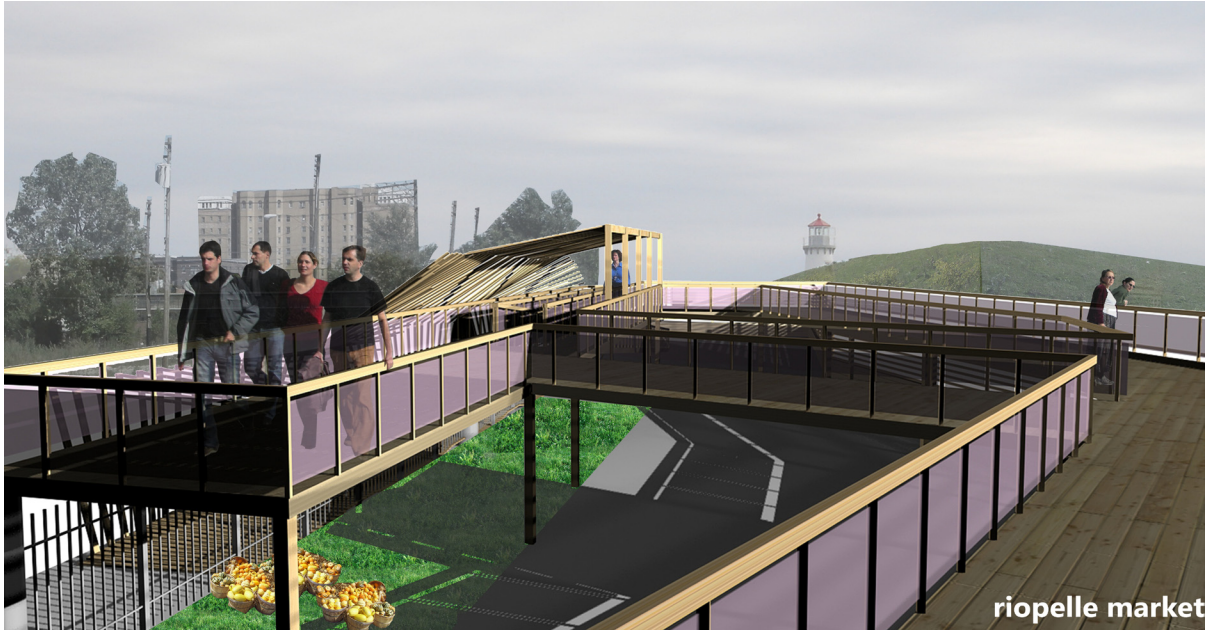
# Riopelle Node

This node is converted to a market to increase social interactions and the buying and selling of local goods. The design incorporates the existing gates as entrances into the facility and opening up the market to the street. The location of this node is at a crucial point within the context of the developed site. To the north, it will serve as a connection to the Dequindre Cut and Eastern Market (by means of program) through the use of abandoned rail lines that have been converted to trails. To the south, the Lowland Park Unit has a path that links the waterfront and Atwater Street in line with Riopelle and the first entry gate. The design is an extension of the temporary installation and provides new program within this space.

Along Atwater Street the temporary installation remains, but is altered in this portion. Rather than being connected at the top of the fence, this section begins to open up and creates an additional canopy over a second balcony level. While the lower level of this space is to be a green space for the use of vendors, the upper level







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expresses a new orientation to the Riverwalk. Pedestrians can use the space as simply a means to transition the nodal point and to see the riverfront from a new vantage point. The experience of this elevated platform allows for multiple levels of pedestrian circulation and interaction.

At the second gate, the space has been converted to a courtyard to permit social gatherings and resting place along the Riverwalk. The lattice work that surrounds the plaza space functions as shading devices that still allow the views out of the space to the developing context and the water while still functioning as a barrier to the construction site.

With this intervention, retail and public space will be implemented along the Riverwalk that provide increased levels of social interaction at different scales and at different levels. Through the use of the elevated platform, the pedestrian is able to create multiple paths of circulation throughout the nodal point.



## Orleans Node

The hill provides the only topography within the context of this thesis, and the current plan proposed by the city has this landscape feature being removed. This scheme would be destructive to the overall context of the waterfront condition. The space provides natural sloped seating, suitable for a small scale stage and performance space. The new proposed theatre design has been altered to be a completely outdoor experience that allows the hill to remain open. The stage space has been moved out over the water by creating a new seawall around the space. This opens up more space at the bottom of the hill making for a larger public gathering space.

This site serves the waterfront similarly to other portions of the developed space by bringing the pedestrian that has been transitioned from the riverfront to Atwater Street back to the water and along the dry dock. This experience would also contain the elements of canopy structure seen throughout the selected site.

The hill theatre serves as the last point of proposed intervention along the Temporary Riverwalk and acts as a means to create additional public and artistic interventions into a place that is lacking in these facilities.





# Final Design Elevation

The following series of images is the overall site elevation of the proposed intervention of the temporary structure. Here, the nodal points that have been developed and the connection that links these spaces together is identified. This portion of the Riverwalk is nearly a quarter mile long and is located five hundred feet away from the true riverfront.

















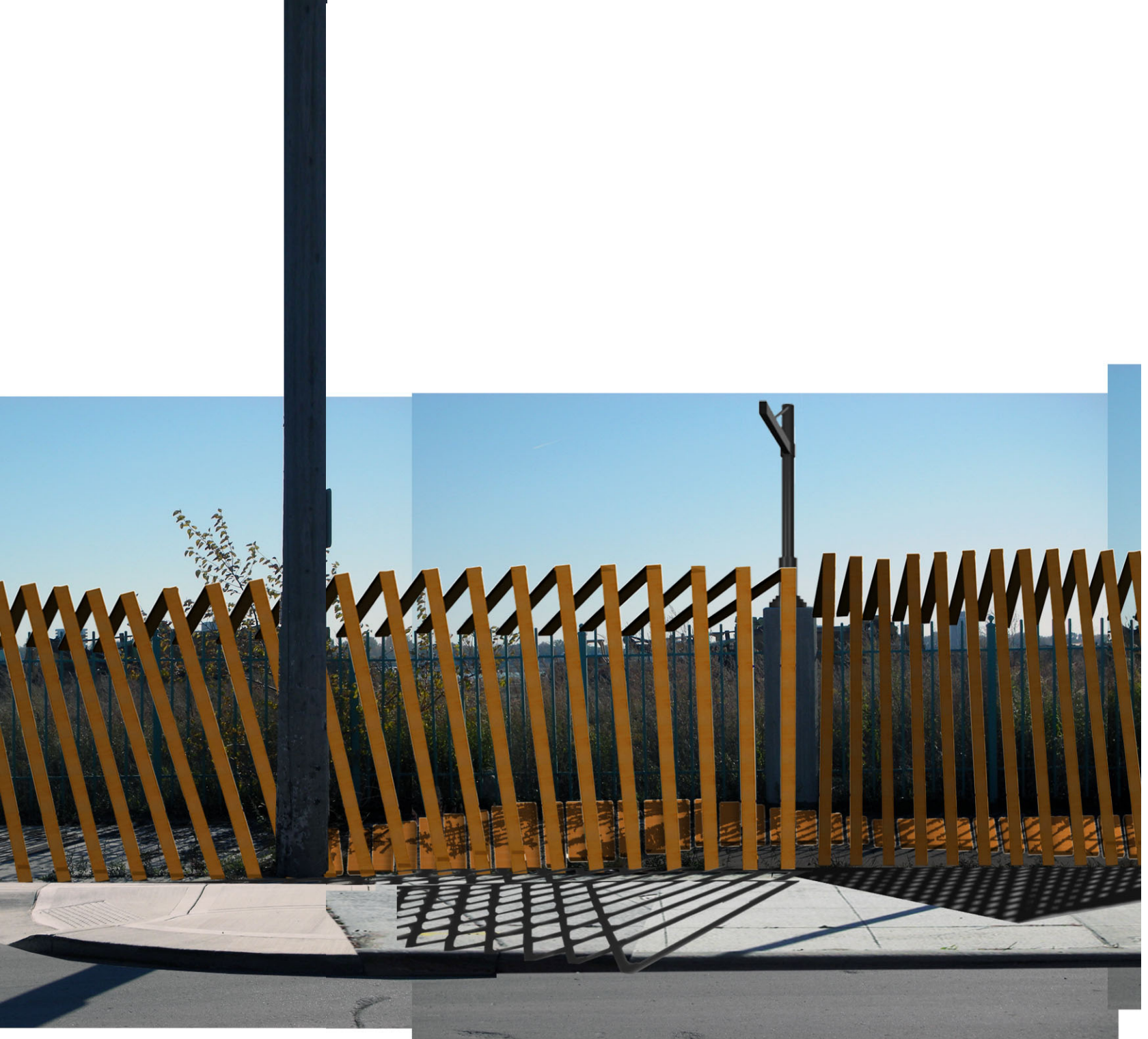






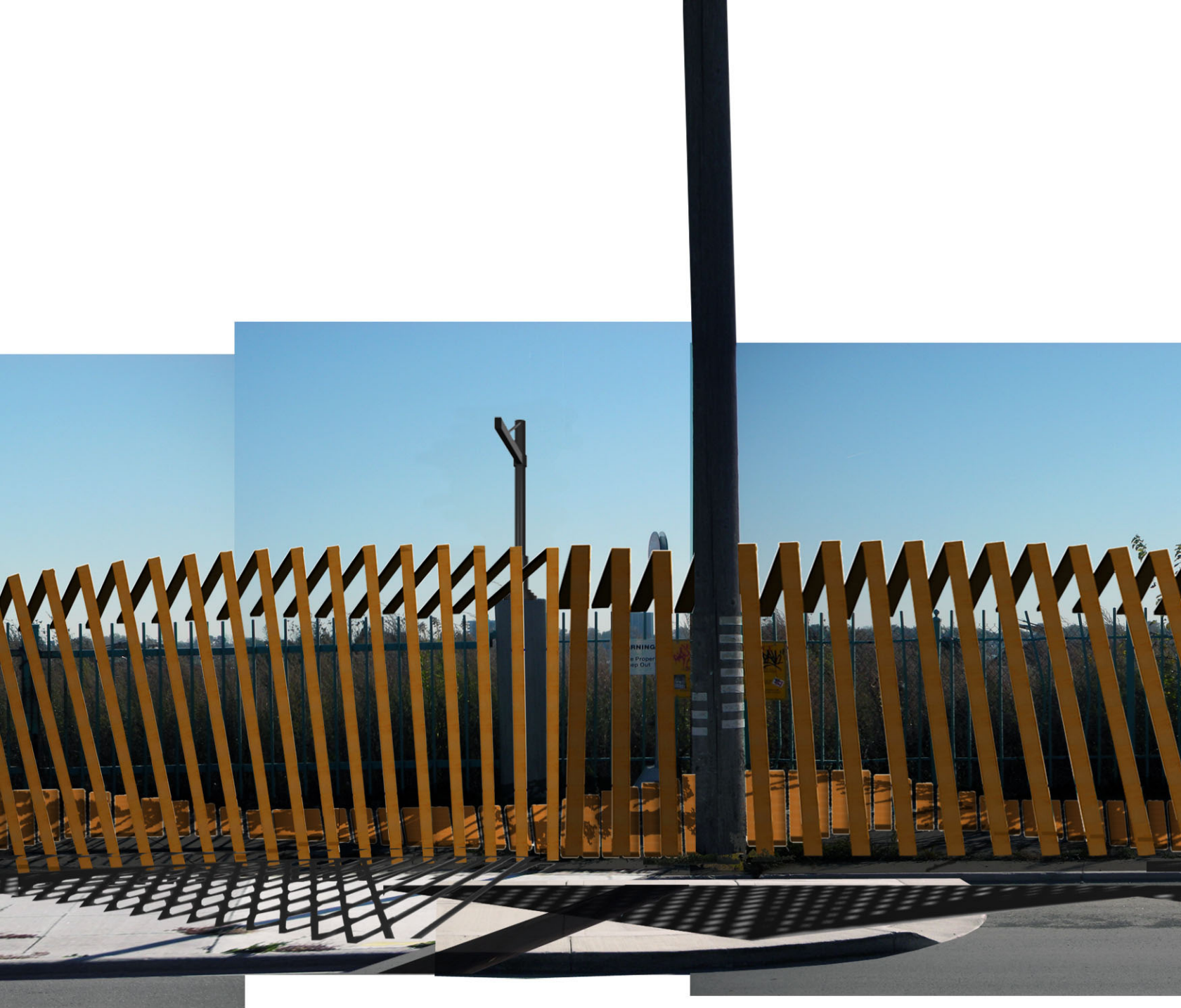








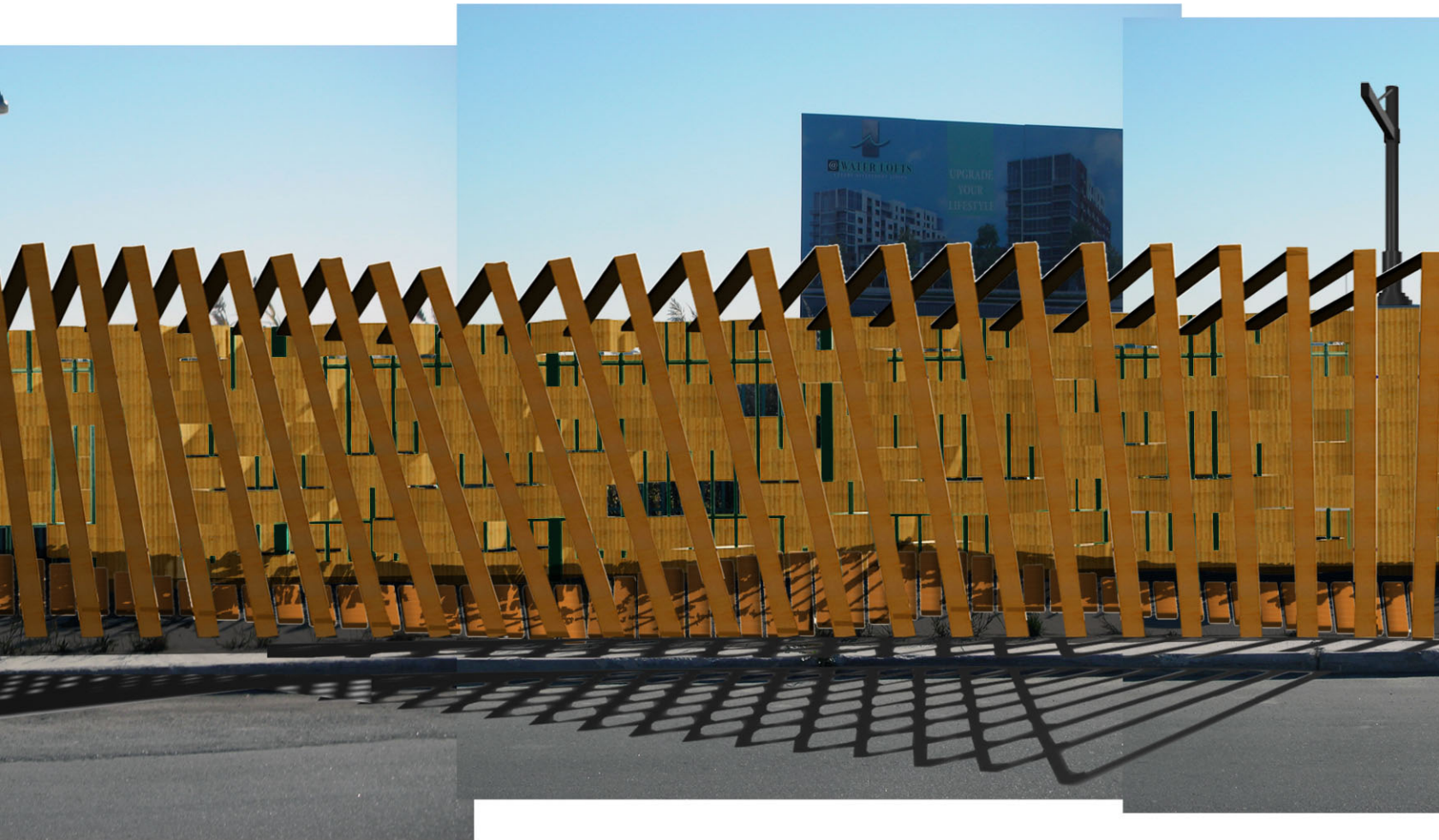




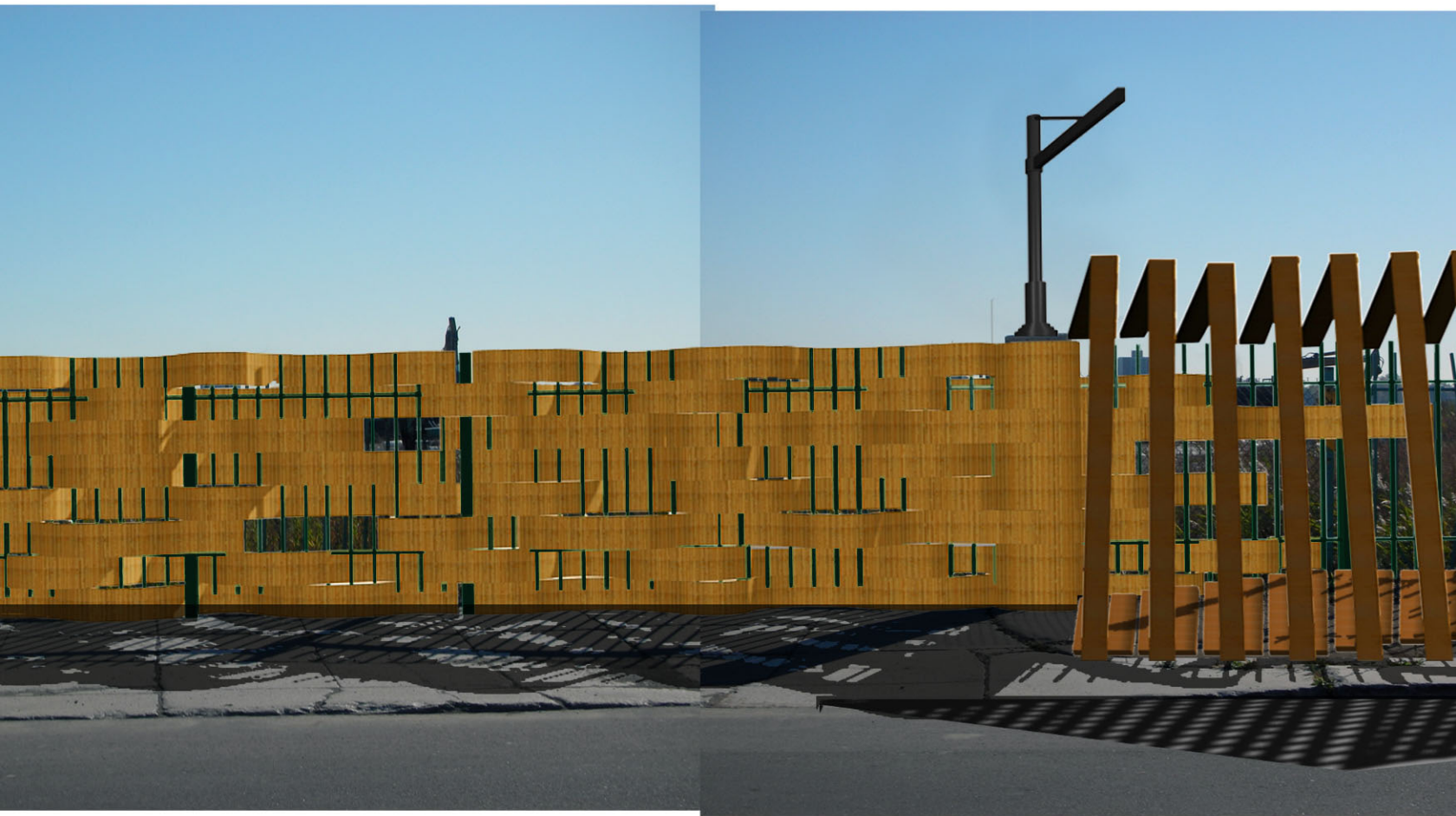




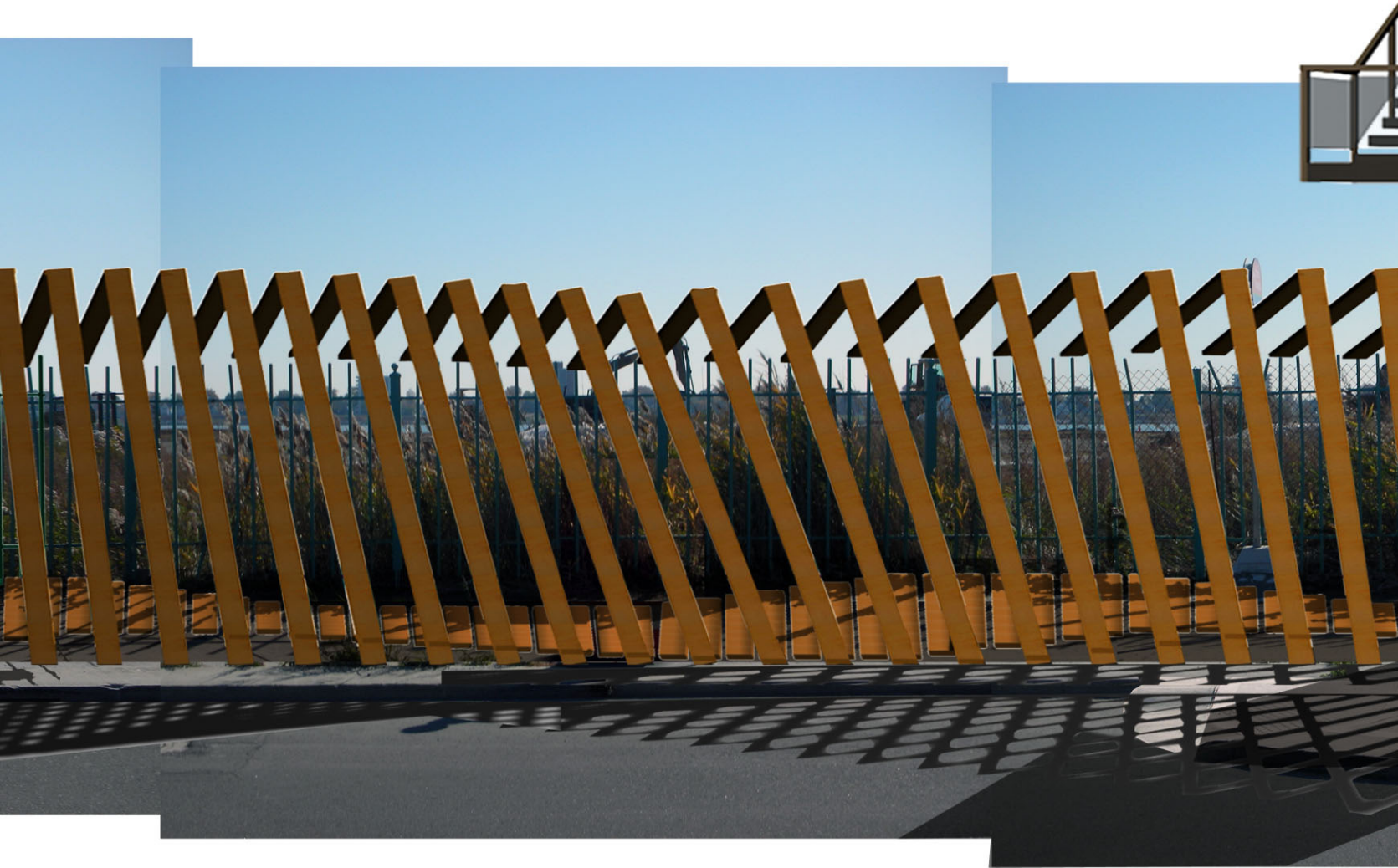






























# CONCLUSION/BIBLIOGRAPHY

# Conclusion Statement

It has been said that this project is too timid, too delicate, and not aggressive enough. The proposal should have spread far beyond the limits of this sidewalk, that this condition, this initial element, should be the first issue to be addressed, but the branching out from this singular line could have been more dynamic and created more vibrant space.

The condition of the temporary space could have been more deeply investigated. Moreover, that temporary does not mean disposable, and how can temporary become permanent. As the site develops and becomes more elaborate the proposed interventions do possess the ability to transition with the needs of the space. This approach to the process would allow the temporary to remain temporary as they are always changing, creating an intensity of time for each transitional period. Even though they would be temporary, the evolution would make them permanent fixtures on the site. The installation of one of these modules onto the site in the proposed location would have made the process more successful and allowed for the potential to understand the human interaction with these interventions.

The elements proposed are conceptual in nature. The idea of only having one architect or one voice design the master plan of the area, or for those buildings proposed in this process would not function successfully. Through collaboration of people and ideas, an adequate growth scheme has the potential to be realized. This proposal addressed the needs of the space and an attempted to remedy what is lacking.

The process of temporary design at an urban scale is something that will continue to be explored. This thesis is the beginning steps to understanding how the intervention of a small scale project has an impact on the surrounding context and the affect that the life span of that structure has on the individuals that use the space.





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- 2 Esther Charlesworth, *City Edge*, (Oxford: Architectural Press, 2005) 2.
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- 4 Ibid. 58.
- 5 Nan Ellin, *Integral Urbanism*, (New York: Routledge, 2006) 42.
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- 7 Friends of the High Line, "About the High Line", 2008, 29 Oct. 2008, <<http://www.thehighline.org/about/highlinebackground.html>>.
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- 10 Ibid. 86.
- 11 The Riverfront Conservancy "About the Riverfront", 2008, 8 Oct. 2008, <<http://www.detroitriverfront.org/>>.
- 12 Claudia Faraone & Andrea Sarti, "Intermittent Cities: On Waiting Spaces and How to Inhabit Transforming Cities", ed. Rafi Segal & Els Verbakel, *Architectural Design: Cities of Dispersal*, V.78, Issue 1, (Hoboken: John Wiley & Sons, Ltd, 2008) 44.
- 13 Ibid. 45.



# Endnotes from Precedent Studies and Analysis

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- 2 Oriol Bohigas, Peter Buchanan & Vittorio Magnago Lampugnani, *Barcelona: City and Architecture 1980-1992*, (New York: Rizzoli, 1990) 29.
- 3 Waterfront Toronto, "Waterfront Toronto", 2008, 27 Oct. 2008, <<http://www.waterfronttoronto.ca/index.php?home=true>>.
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- 13 Ibid, 44.
- 14 Ibid, 45.
- 15 Jeanne Tan, "Good Neighbor", *METROPOLIS* (Jan. 2008) 21.
- 16 Ibid 22.



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