



WALKING DETROIT



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CHAPTER ONE

WALKING DETROIT

ABSTRACT

Suburban Sprawl has crippled Detroit. Dependence to the automobile has accelerated the migration of citizens to the surrounding suburbs. Through this exodus, Detroit has deteriorated into a collection of abandoned buildings and parking lots. This departure has caused residual effects within all aspects of the city. Residential vacancies have increased and for those that remain concerns of safety have amplified. Businesses have lost their customers and had to either close or depart from the city. Breathing life back into a rapidly decaying city requires the attention of the architectural community, as it can help to create interest and uniqueness within a city. In order to breathe new life into Detroit it needs to be more than just a city, it needs to become a destination.

The creation of a walkable community will be the vehicle in which Detroit will be redefined as a destination. Creating optimal pedestrian traffic is established by three key components; the five-minute walk, narrow & versatile street, and mixed-use developments. The five-minute walk is a measure of the time it takes to move from the edge of a city to the center of the city. Narrow & versatile streets allow for a network of streets that provide numerous paths to the same destination. They also slow down traffic and encourage walking, as streets are safer and more pleasant. Mixed-use developments, refers to having multiple function occurring within the same building or complex. Utilizing these developments create higher density, and help to remove dependency to the automobile with many functions being within walking distance.

Initializing the concepts of a walkable community, a language of walking will be establish and will be redefined in areas that have forgotten this vernacular. The Goal of this thesis is to establish an architectural framework that will help redefine Detroit with an emphasis on pedestrian activity. It will explore the creation of spaces that bring identity back to the pedestrian and provide a solution for Detroit as a collection of decrepit buildings and deserted parking lots.

THESIS PAPER

“Surplus wealth enables people to persist in building wasteful, inadequate communities and then compensate for the communities’ failings by buying private vehicles and driving all over the metropolitan area in search of what ought to be available at home.” (Langdon 240) Suburban sprawl, an abstract system of carefully separated pods of single uses, has caused self-destructive growth throughout the country. As sprawl expands outwards from cities the void at the center also expands. Despite ongoing efforts to revive downtown neighborhoods and business districts, the innermost rings of suburbia are already at risk of losing residents and businesses to newly established locations on the suburban edge. There are five components to sprawl, housing subdivisions, shopping centers, office parks, civic institutions and roads. The strongest characteristic of sprawl lies in that each of these components contains its own unique identity, completely removed from the other components.

Housing subdivisions are areas that consist solely of residential units. While occasionally in close proximity to one another component of sprawl, it is next to impossible to get around without an automobile. Even when subdivision are placed next to shopping or office parks, due to zoning codes and ordinances it is highly unlikely that someone could walk to and from any destination outside of their suburb. “Adjacency versus accessibility: thanks to the code requirements

for walls, ditches, and other buffers, even nearby shopping is not reachable on foot.” (Duany, Plater-Zybrek and Speck 25) Streets that branch off into cul-de-sacs and subdivisions that only have one entrance contribute to the inaccessibility of life in suburbia without an automobile.

Shopping centers, as one might suspect, are devoid of any activity apart from shopping. They are easily recognized by their single story heights as well as their vast parking lots that separate them from the street. Shopping centers seclude themselves from customers and increased revenues by separating themselves from the rest of society. This seclusion eliminates the possibility that someone could walk to his or her destination.

Office parks and business parks are places that exist only for working. They are the remnants from a modernist vision of buildings standing free in park areas, and the office park today is usually freestanding surrounded by parking lots. The office building isolated in nature still exists, but in practice is it more likely to be surrounded by highways than by parks.

Civic Institutions are public buildings where people are meant to gather for communication and culture. In suburbia these buildings are excessively large and infrequent in number. They are also surrounded by parking lots that far exceed the size of the facility itself. As with everything else in suburbia it is implausible

to assume that one could get to any destination within a reasonable time while walking.

Roads, the fifth component of sprawl, are a necessity to connect the other four disjointed parts. Residents of suburbia will spend an enormous amount of time driving as daily life generates multiple activities, and all activities within suburbia are by definition separated. “The simple truth is that building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. This revelation is so counterintuitive that it bears repeating: Adding lanes makes traffic worse. (Duany, Plater-Zybrek and Speck 88) Traffic throughout suburbia has steadily increased even after the widening of major roads. This is a direct result from the system in which these communities are devised, widening the only road passing through an area does not alleviate traffic, but in fact creates more as it is perceived that there is more space on the road.

Nowhere is this scenario described more clearly than in Detroit, where suburban sprawl has adversely affected urban form. Dependence to the automobile has helped to accelerate the affects of sprawl and has left a decrepit city in its wake. Residential neighborhoods have increased vacancies; to being almost entirely vacant, and for those whom remain concerns of safety have amplified. Safety becomes more of an issue when buildings are not close together it is not perceived that there are eyes on the street at all times. Businesses have lost their customers from the local residential areas and are forced to either close or depart from the city. Old abandoned buildings lay awaiting demolition, only to become overabundant and unneeded parking lots.

The first step to counteracting sprawl is getting people from the suburbs to return to the city. Any hope of success within Detroit lies within creating interest and uniqueness that can feed off any existing successes and reutilizing dilapidated buildings and eliminating superfluous parking lots. This has to be done in a culturally sensitive way that can begin to revitalize the area around it, but does not detract from any areas around that might show some signs of vivacity. “The first rule is that pedestrian life cannot exist in the absence of worthwhile destinations that are easily accessible on foot.” (Duany, Plater-Zybrek and Speck 64) Not only must the first steps in counteracting sprawl be culturally sensitive and create interest, it must also create a destination that inspires a desire for returning to Detroit. The downtown core of Detroit, while deteriorating, shows some signs of life and providing additional support to those areas can provide the tools for revitalizing the city.

The tool in which can begin to revive Detroit is a basic function that virtually every person does on a regular basis.

Walking is about being outside, in public spaces, and public space is also being abandoned and eroded in older cities, eclipsed by technologies and services that don't require leaving home, and shadowed by fear in many places (and strange places are always more frightening than known ones, so the less one wanders the city the more alarming it seems, while the fewer the wanderers the more lonely and dangerous it really becomes. (Solnit 10)

The most basic form of transportation, walking, can become the vehicle that begins to revitalize Detroit. With the waning economy and the fall of the automotive industry, the time is ideal to change the focus within Detroit. Utilizing the concept of a walkable community could begin to create an area dedicated to enticing pedestrian activity that spans the core of Downtown Detroit. The implementation of a walkable community, would create a new city that is culturally sensitive to the existing context of what Detroit was, while providing a much needed solution for a failing city. A walkable community establishes three key elements that can begin to redefine an area as a walkable community, the five-minute walk, narrow and versatile streets and mixed-use developments.

The five-minute walk approximates the time, at maximum, that it should take moving from the edge of a walkable community to the center of that area. The average person will only walk if their destination is within this timeframe, if their destination exceeds this timeframe than the prospect of driving dramatically increases. While the prospect of driving decreases the closer a destination is in relation to the pedestrian, driving can still present itself as the only safe option if the path is littered with abandoned and decrepit buildings and vacant parking lots. The five-minute walk is necessary in revitalizing Detroit, for that it begins to remove dependence to the automobile, helps to encourage density, and creates a feeling of safety that otherwise would be vacant throughout most of downtown Detroit. When used in conjunction with the people mover, an above grade light rail system, already established within the downtown core, almost every function within the core becomes accessible within a five-minute walk.

Mixed-use developments refer to buildings or building complex that house more than one function. These developments are key, as they achieve density, and promote walking by having multiple functions within close proximity to each other. Mixed-use developments are one of the best ways in which housing can be incorporated into the downtown fabric of Detroit.

Not only does the apartment above the store create affordable housing, it also adds population to shopping districts that are otherwise dangerously empty after hours. Additionally, it contributes much needed height to retail buildings, which with only one story fail to adequately define street space.” (Duany, Plater-Zybrek and Speck 50)

Detroit has many buildings that could provide multiple functions within them, although majority of buildings range from one to three stories and only serve one function. Mixed-Use developments need to be fully realized within Detroit in order for new life to take shape. These developments also reduce the dependency upon the automobile once within the downtown core.

Narrow and versatile streets, the third major element of a walkable community, allows for a network of streets, with multiple pathways for reaching the same destination. These streets will begin to slow down traffic and encourage walking, while creating a feeling of enclosure on the street in which drivers react to by slowing down their driving speed. “Streets that once served vehicle and people equitably are now designed for the sole purpose of moving vehicles through them as quickly as possible. They have become, in effect, traffic sewers. No surprise, then, that they fail to sustain pedestrian life.” (Duany, Plater-Zybrek and Speck 64) Encouraging walking prompts fewer accidents and creates pleasant and safer

streets with the reduction of the speed in which motorist drives. The few narrow streets that exist within Detroit are few and far between, and due to the abundant empty lots and almost no pedestrian activity, there is nothing to deter the motorist from driving at any speed they feel comfortable. In conjunction with the other elements, a walkable community can redefine the Detroit as a pedestrian friendly city.

These elements of walkable space show how Detroit can be reborn in a new light. Besides making the city safer and more pleasant for the pedestrian, the city becomes accessible without the necessity of the automobile. More accessible spaces offer other benefits as well. Areas that have achieved optimal pedestrian traffic have increased social interactions. "Given that most time in public is spent driving around in isolation chambers, it is no surprise that social critics are witnessing a decline in the civic arts of conversation, politics, and just simply getting along." (Duany, Plater-Zybrek and Speck 62-63) When a city is not dependent on the car and there are pedestrians, face-to-face interactions increase. With the integration of a walkable community stronger local businesses will begin to emerge. Businesses can thrive easier with foot traffic as the person in the car is more likely to go to the one destination they had in mind and return home, while the pedestrian has the opportunity to stop at many stores on one trip. Dense spaces can help to deter crime, streets are perceived as safer when there is more density and a higher population with more activity.

In order to discourage crime, a street space must be watched over by buildings with doors and windows facing it. Walls, fences, and padlocks are all less effective at deterring crime than a simple lit window. So it is really the windows, no the

occupants, that are the eyes on the street.

(Duany, Plater-Zybrek and Speck 73)

Above all else a walkable community will help to encourage safety and pedestrian life within Detroit.

Examining what suburban sprawl has deteriorated Detroit into, and how the concepts of a walkable community can begin to help Detroit change for the better provides the questions; Where should this community take place? What area of Detroit would receive the most benefit? What would entice people to return to this area? How does incorporating these ideas into Detroit provide a catalyst for changing the city for the better? Answering these questions lead into the study of where within Detroit and why this place over any other within the city.

Detroit's East Riverfront is the first site selected for considering its ability to meet the criteria of creating optimal pedestrian traffic. Throughout history it served many functions and is now littered with empty lots, and vacant buildings. All the streets within the site are narrow and even without a streetscape or feeling of enclosure, a motorist feels encouraged to drive slower. The Riverfront is home to the Riverwalk and to the Dequindre Cut corridor, two walking functions that begin to establish a vernacular of walking within the area. Bordered by Jefferson Ave. to the north, the Detroit River to the south, and the Renaissance Center to the west, no room for smart growth is provided, rendering this area insufficient of becoming a catalyst for reshaping the rest of Detroit.

Five points arbitrarily selected close to Detroit's people mover, make up the

second site selection. These points sought to provide a catalyst for establishing a vernacular of walking within the downtown core of the city. They sought to provide centers of growth within the city, and rectify the inability for growth at the East Riverfront site. Selected based on proximity to the people mover, and without consideration for their surrounding context, proved inadequate for realizing the goal of a walkable community and initializing its concepts throughout Detroit.

Bricktown is the area of Detroit's downtown directly north of the Renaissance and south of Greektown. An area of eclectic nature, Bricktown has a strong historic background illustrated through architecture, including the oldest Church in Detroit, St Peter and Paul's Catholic Church and the oldest pub in Detroit Jacoby's Biergarten. Despite the historic draw of Bricktown over half of the district is covered in abandoned lots that have been converted into excessive and unnecessary parking lots. It is because of this immense vacancy that this site became the ideal solution for adding increased density within the area, and creating an example of how having optimal pedestrian traffic could begin to reshape Detroit.

The desired effect of creating a walkable community is to bring citizens back into Detroit on a regular basis. The solution provided must be culturally sensitive and provide interest and uniqueness. The proposed solution identified for Bricktown was a master plan, focusing upon the current parking structure on the west side of the BlueCross BlueShield complex. This specific area was to be designed as a destination of shopping, entertainment, living and working. The remaining parts of Bricktown would receive a treatment of adding density through mixed-use buildings and reshaping streets so that they are narrower and have on

street parking. This solution would provide an example for the rest of Detroit of how an area can become successful through the implementation of a walkable community, and how Detroit as a whole could begin to be redefined.

While the idea of creating a master plan for Detroit makes sense, it lacks the suspension of reality that a developer would actually commit to these ideas and carries them out. As there was no specific program for Bricktown and no unique opportunity that was identified there, Bricktown was no longer the ideal choice for the walkable community this thesis proposes.

To better fully understand the downtown core of Detroit, a study of cataloging all of the businesses within Detroit and where their entrances are in relation to the street was done. These mappings have helped to show what areas of Detroit already have density what areas have none, and what areas have some density but not enough. This effort also shows that Detroit has walkable neighborhoods; areas such as Greektown, Harmonie Park, The Financial District, and Hart Plaza are evidence of that. Through the mappings it became evident that the final selection of site should be focused upon feeding off successful areas such as the ones mentioned above and establishing additional walkable neighborhoods throughout the city. This new site must be able to feed off of these successes of adjacent areas without detracting from them, and create its own success so that the range of walkable area within Detroit increases. The next step is to uncover which site provides the best opportunity for placing a program that will entice pedestrian activity, and where that site might be within the downtown core based upon its surrounding contexts.

Utilizing mappings of downtown Detroit cataloging functions and entrances,

led to specific nodes of density in which the creation of a walkable community can benefit the surrounding context. The selected site is located to the north of Harmonie Park, which is rich in its musical heritage and can create a connection between Greektown and the Foxtown districts. The program that will encourage walking within the area, is one that draws off of Detroit's own unique musical heritage, a Detroit music hall of fame. Detroit is known for its music scene, but specific artists and genres that have emerged out of Detroit are not as widely known. Everyone is familiar with Aretha Franklin, who grew up in Detroit, but not everyone is aware that Milt Jackson, one of the finest vibraphonists to ever play also called Detroit home. Motown originating out of Detroit is universally known, but Detroit is also considered to be the birthplace of Techno music. This program will fortify the cities musical heritage, with its collection of performing venues, and will bring to the foreground, the artists of Detroit and their musical accomplishments. The Music hall will also incorporate retail spaces, a café, a restaurant, an outdoor performing space and an urban trail.

Throughout researching traditional neighborhoods, walkable communities and the tools needed to create them it has become evident that a single building can never hope to create the walkable community that this thesis proposes. It is for this reason that architecturally a building has become inappropriate, and the development of one of the programs within the Detroit music hall of fame will be brought to the foreground. This program is the urban trail, seeking to connect specific points within the downtown core. These points were selected based upon their culturally relevant musical heritage. These points include hotspots within Detroit such as The Fox Theatre, The Fillmore theatre, The Detroit Opera House, The Gem theatre and The Century Club. This route will create four destinations

that once served Detroit's musical legacy but now are different establishments or deserted parking lots. These points are the Donovan Building site, The Michigan Theatre, The 606 Horseshoe Club site, and The Music Institute site. These four points will become the destination of this urban trail and will incorporate the musical heritage of each of the sites preexisting genres and the artists that performed them.

To entice pedestrian activity a program that creates interest and uniqueness must be established. An Urban Trail that connects the musically relevant sites within Detroit is one such program. It will create a needed energy within Detroit while also providing an opportunity to learn about Detroit and its citizens. This energy can prompt those living in suburbia to return to the city, and help to breathe new life into it.

CHAPTER TWO

PRECEDENT STUDIES



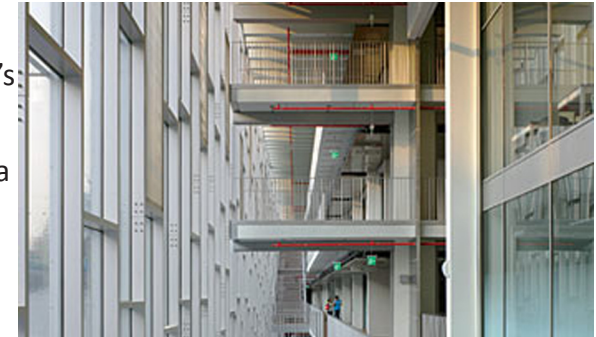
EWHA WOMEN'S UNIVERSITY

French architect, Dominique Perrault, was the designer of the new campus center at Ewha Women's University. His solution was to rebuild the site's original topography, a hill with a slope and introduce the new building into the "constructed" hillside. Adorning the top of the campus center would be placed a park.

Crucial to the project was the decision to divide the scheme into two separate near identical halves that created an immense rift or valley. At its intersection with the street, the valley descends into the reconstructed hillside, allowing entrance into various parts of the campus center. The ramp terminates into a grand staircase that climbs into the campus, but also acts as an informal seating area or an open-air amphitheatre. The valley is meant to create a link to the community and social space for students and visitors.

No programmatic element takes the reins, though more nosier and more social activities tend to take place on the lowest levels, four stories below the park. Almost replicating a commercial district this level contains; a twinned-screen art cinema, coffee houses, a gymnasium, restaurant, theatre, art exhibition space, banks and retail outlets. The higher through the center one ascends, the quieter the activities become. This is due to the fact that one of the most important functions of the center is to provide adequate places to study.

The campus center creates walkable space within the urban environment and an area that is only accessible to the pedestrian.



JACKSON/TAYLOR REVITALIZATION STRATEGY

The Jackson/Taylor revitalization strategy, proposed by Calthorpe and Associates in San Jose, California, represents a ubiquitous urban opportunity to transform decaying postindustrial sites into a mixed-use neighborhood. This project is to be a key piece in the city's effort to redevelop its downtown.

The revitalization strategy will take advantage of an old freight rail system, which is to become a light rail system, connecting the Jackson/Taylor area to downtown San Jose, and other urban nodes, will help to provide housing, shopping, and job opportunities. The redevelopment of this area will create about 1500 residential units, over 100,000 square feet of retail spaces and almost 500,000 square feet of office spaces. The area will also incorporate ten and a half acres of parks. With the redesign of the area into a mixed-use neighborhood, the streets within are to also be redefined. Some streets will become narrower, while others will be removed entirely to make way for pedestrian alleys and walkways.

With the insertion of parks, plazas, mixed-use buildings, and pedestrian friendly streets, the Jackson/Taylor Revitalization strategy shows how an area can become accessible without a dependency on the automobile.





RADBURN, NEW JERSEY

In 1929, the City Housing Corporation developed a plan for a ‘town of the motor age’. The intent for this new town was to build a community, which made provisions of the complications of modern life, while still providing open spaces, community service and economic viability. This ‘town for the motor age’, Radburn was to be located within the borough of Fair Lawn, New Jersey, 12 miles from New York City.

The primary concern that the Radburn Association dealt with was the separation of vehicular and pedestrian traffic to promote safety. The layout of Radburn introduced the innovation of the super-block concept, a large plot of land surrounded by main roads. Access roads or cul-de-sacs, branch off from the main roads, and houses are clustered along these roads.

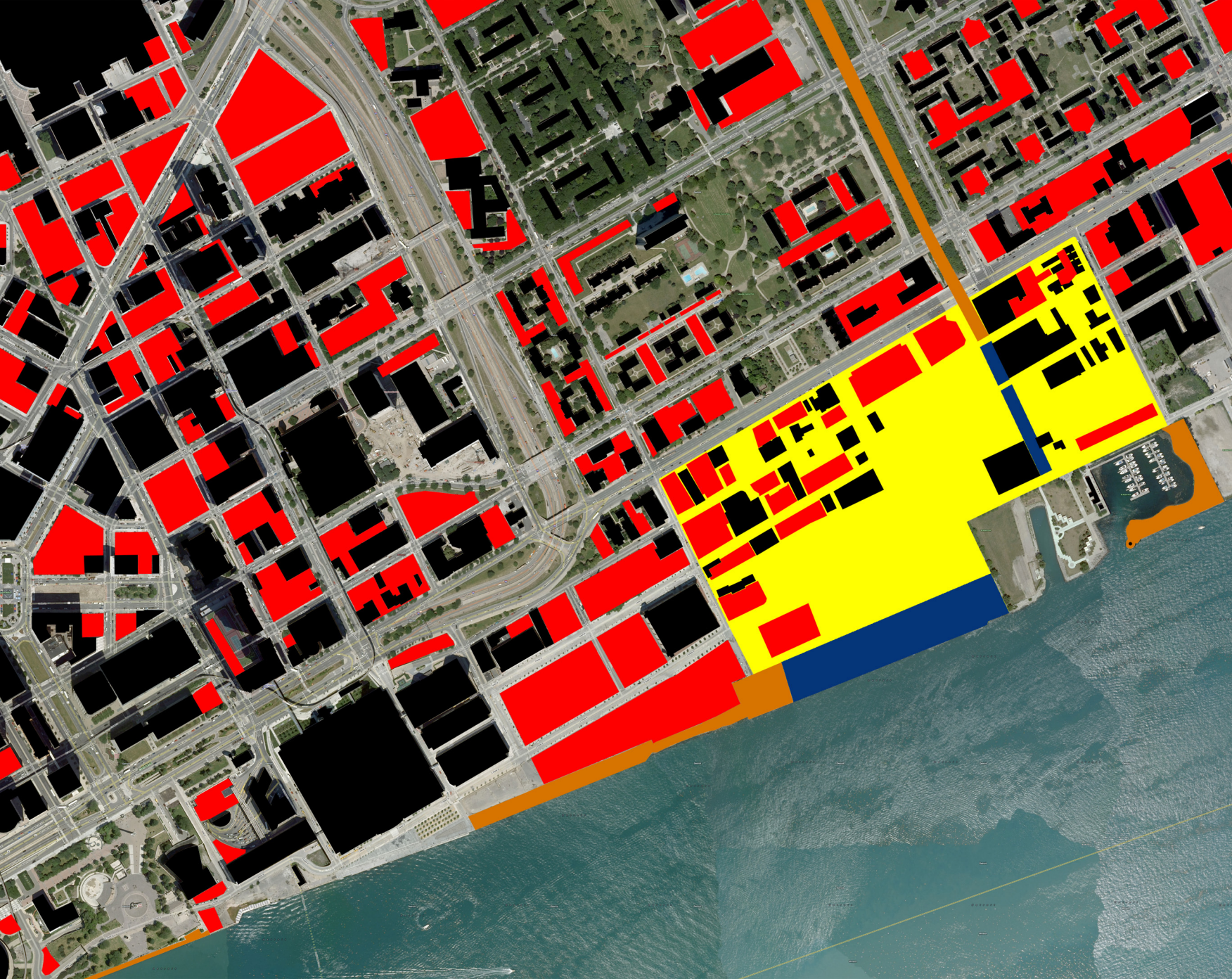
The living and sleeping sections of each home would face interior gardens that lead to large communal park spaces. The service rooms of each home would face towards the access roads. Within Radburn exist a variety of housing units with a wide range of costs. These units consist of 469 single-family homes 48 townhouses, 30 two-family houses, a 93-unit apartment complex, and 10 condominium units.

Radburn was designed to meet to the problems of “modern society”, which are best illustrated in architect Henry Wright’s “Six Planks for a Housing Platform”.



CHAPTER THREE

INITIAL SITE SELECTION



DETROIT'S EAST RIVERFRONT

The area bordered by Rivard St, Jefferson Highway, St. Aubin and the Detroit River creates the site. This area throughout history has served many different functions, agricultural, industrial, residential, commercial, and recreational. Now an area littered with abandoned building and parking lots, would be entirely vacant if not for the Detroit Riverwalk, and Steve's Soul Food. A large parking structure to the west of the site leaves the parking lots covering the site useless. The streets within the site are narrow, which creates roads that feel comfortable in scale.

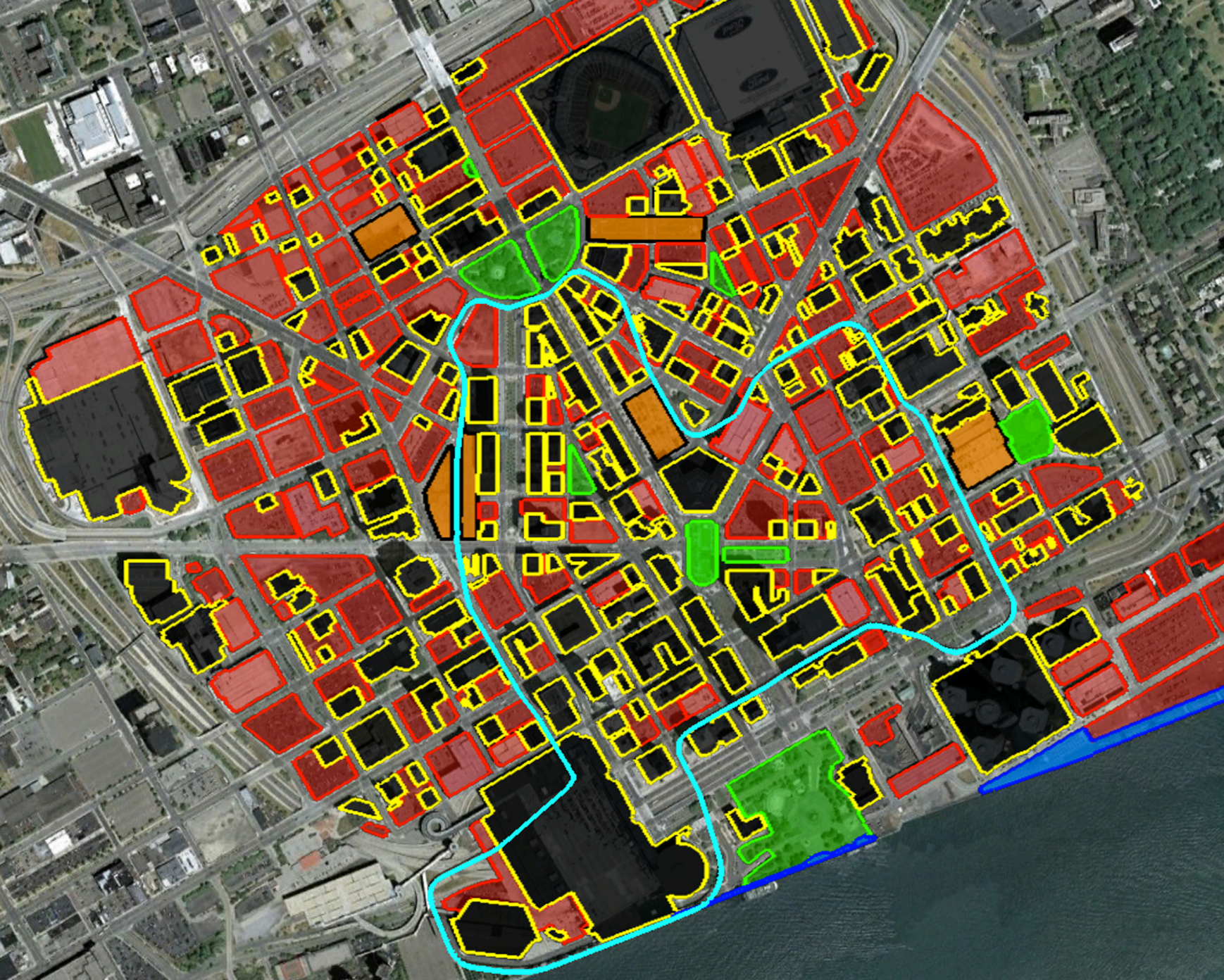
The Riverwalk and the Dequindre Cut draw people into a relatively deserted area, as they can be seen walking and biking through the area. The city of Detroit has plans for St. Aubin Park, located between the river walk and the marina. St. Aubin Park will create a connection through two disjointed portions of the Riverwalk. The Dequindre cut plan, a straight narrow park extending from Woodbridge to Atwater, creating a connection from the Dequindre cut to the Detroit Riverwalk.

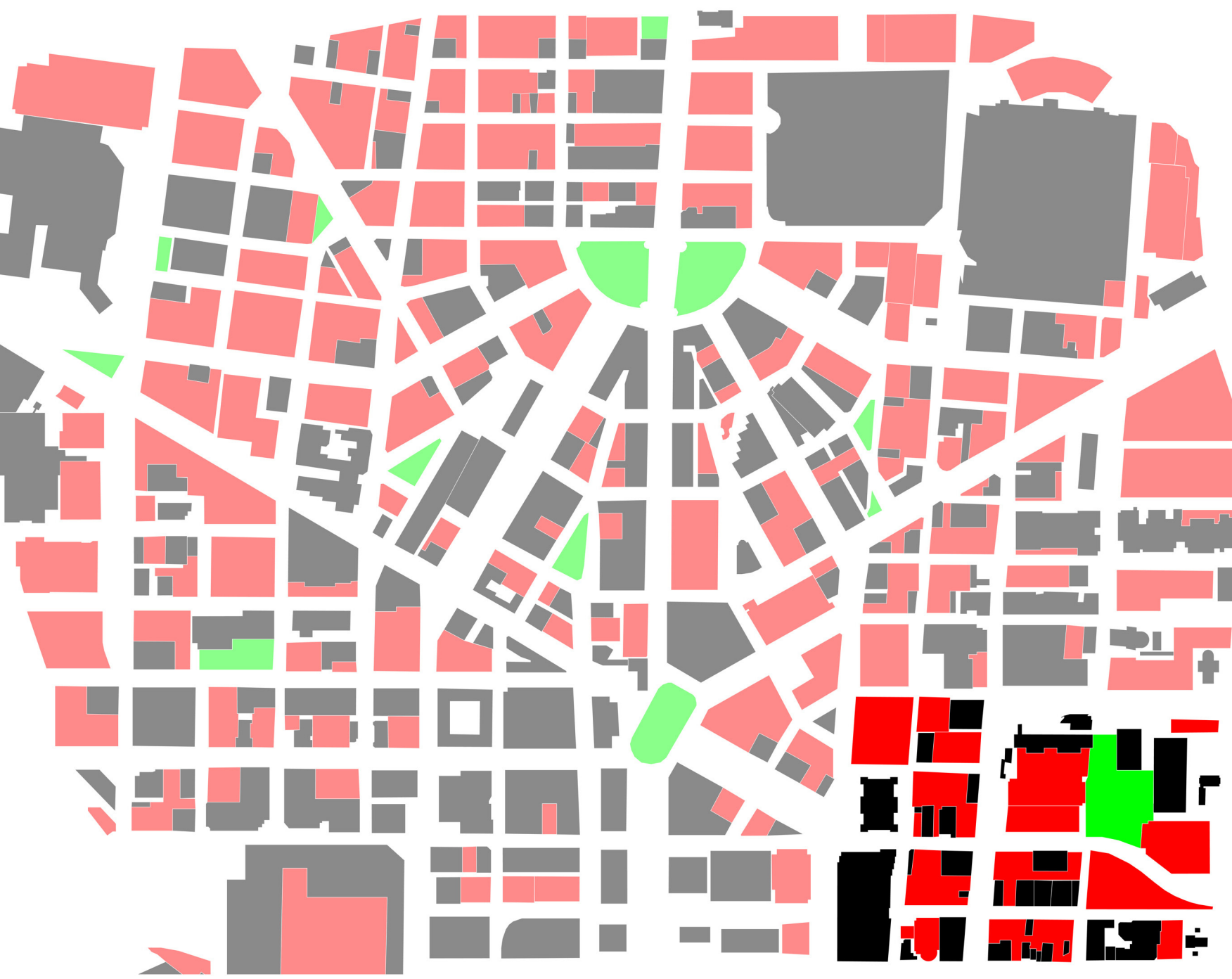
This site was selected for its location as a desirable place for a walkable community. One of the goals of this thesis is to create a catalyst within Detroit, this site lacks this ability, and so the decision to move on was made.



FIVE POINTS THROUGHOUT THE DOWNTOWN CORE

The selection of five points throughout the downtown core came with the idea of expanding upon an area that already had the qualities of becoming a destination. The points selected could begin to act as centers for growth within the city, and provide the area with key destination points that would further expand optimal pedestrian traffic throughout the downtown core. Three of the sites selected are areas that are along the people-mover route. This will provide a connection throughout the Downtown core, which does not require vehicular transportation. With the intention of my thesis creating a walkable community within Detroit, and this community acting as a catalyst to help reshape a deteriorating Detroit, this site selection lacked the ability for the creation of a community. Once again because of this reason the decision to move on from this site was chosen.





BRICKTOWN

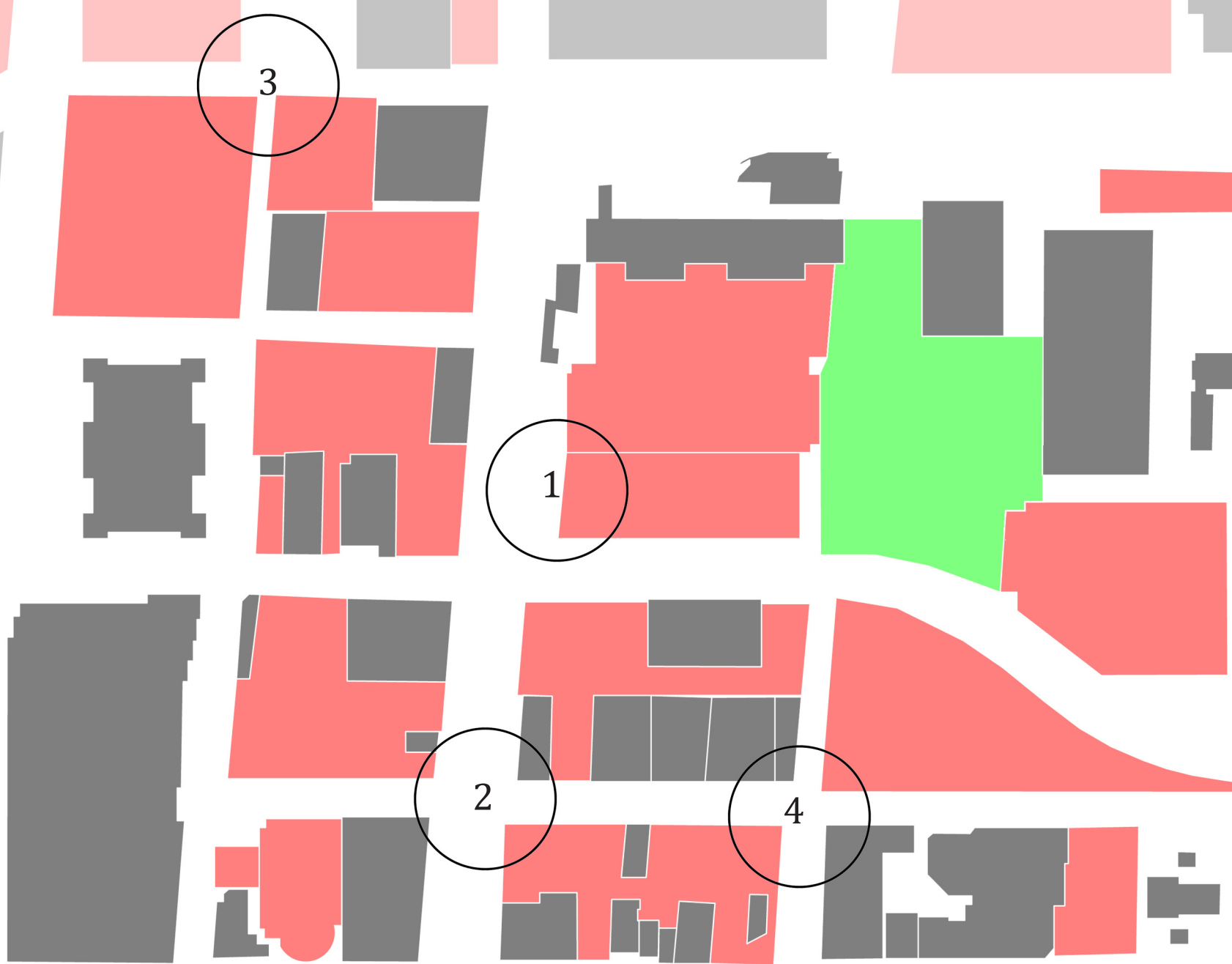
Through the desire to create a walkable community that would act as a catalyst for downtown Detroit the district of Bricktown was selected. In an area separating the Renaissance Center from Greektown, Bricktown is an area of an eclectic nature, and has a strong historic background through architecture, yet over half of the district is covered in abandoned lots that have been converted into unnecessary parking lots. This immense vacancy helps to create an ideal site to add density as a walking community within an urban context without removing the surrounding context.

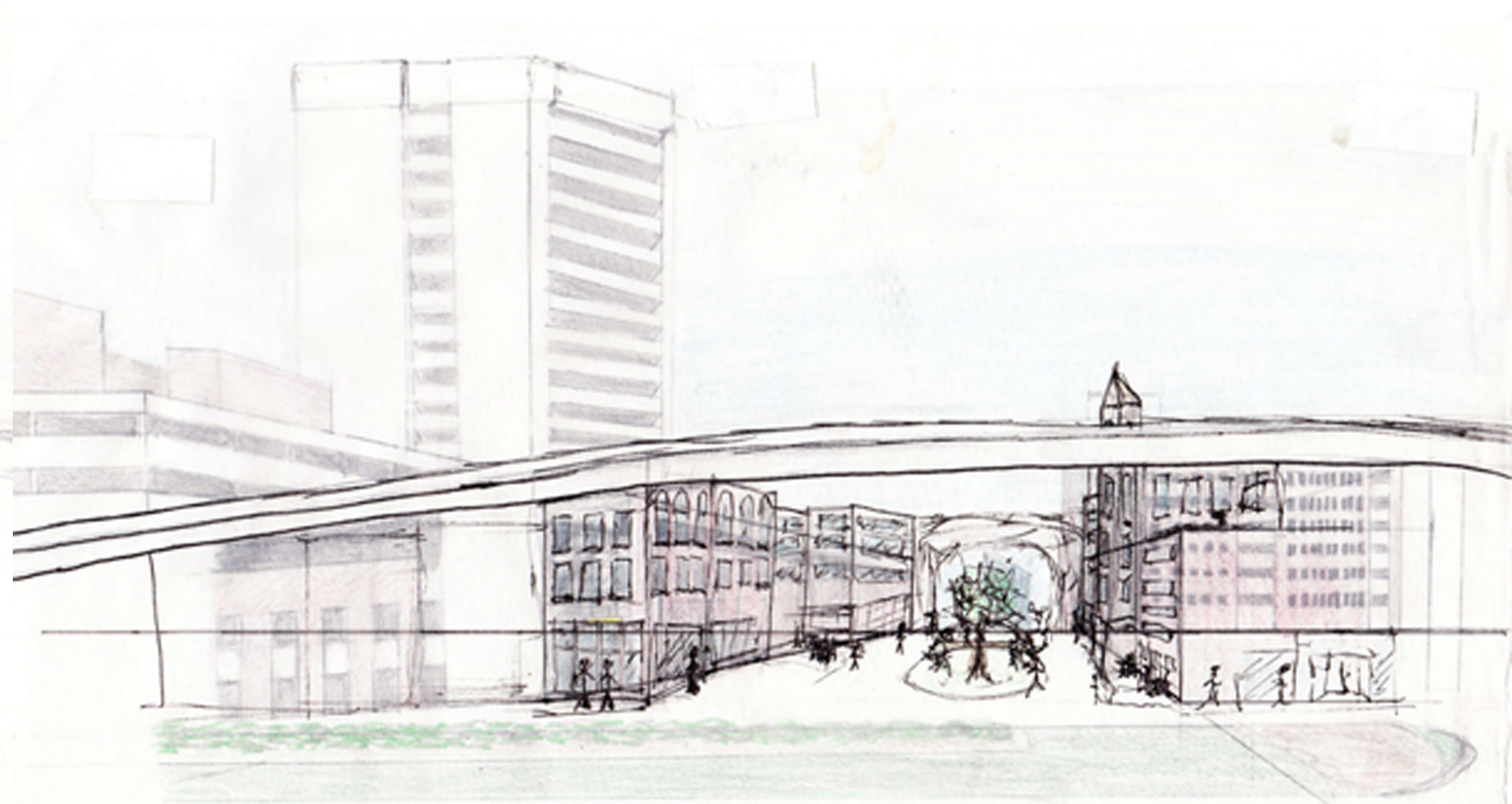
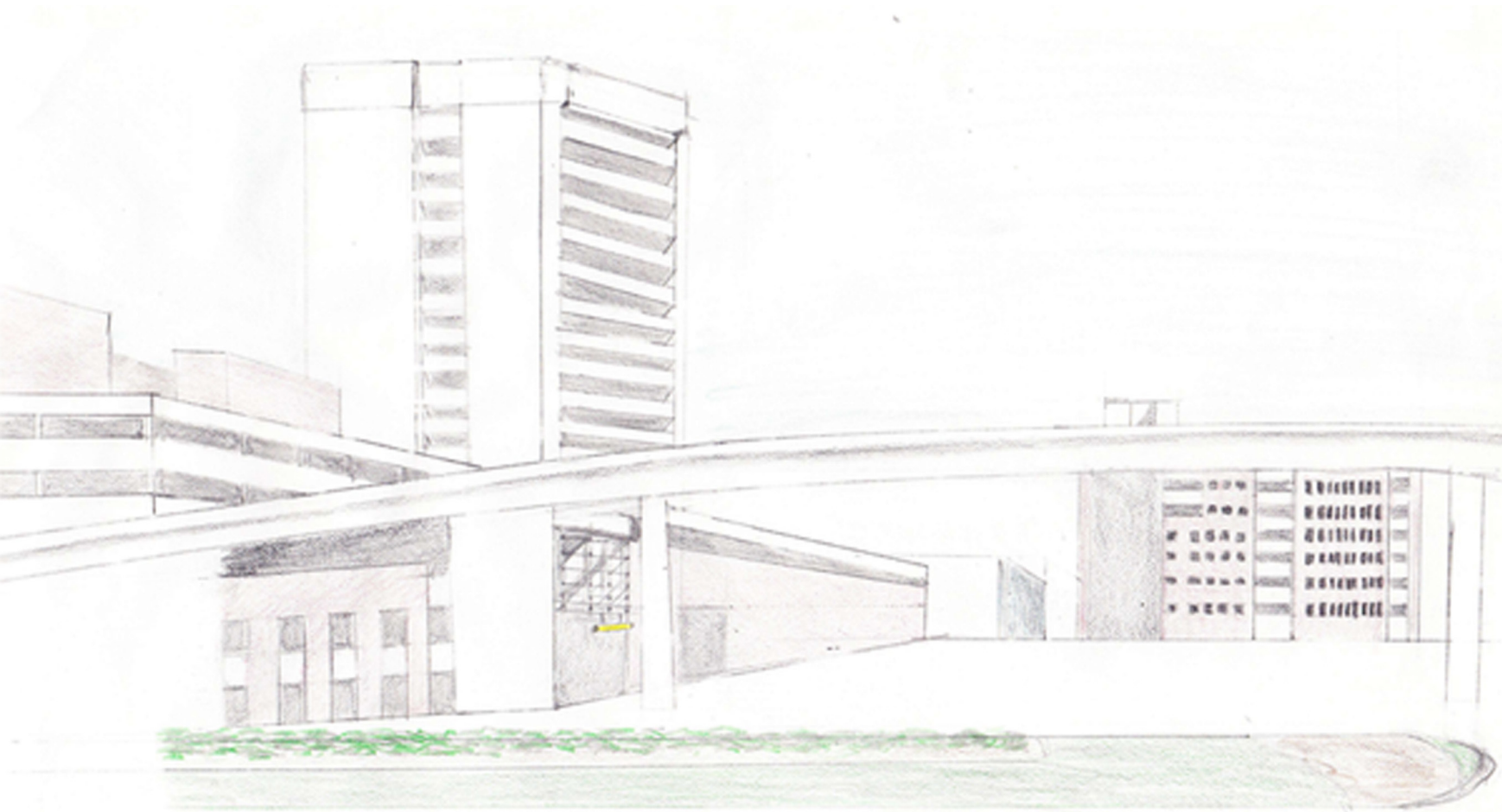
The Panoramas on the following pages showcase the area known as Bricktown as a collection of positive spaces and of negative spaces. The positive spaces, located on the top half of each page, show green spaces, density, and pedestrian scaled buildings to help create a feeling of safety and interaction. These successful areas begin to establish a goal of how Detroit as a whole should begin to take shape. The negative areas show single story buildings placed next to wide streets with no barrier between the sidewalk and the road, creating an unnerving feeling for the few whom walk this path. These spaces also show immense vacancy, utilized only as unneeded parking and naturally are usually half-empty.

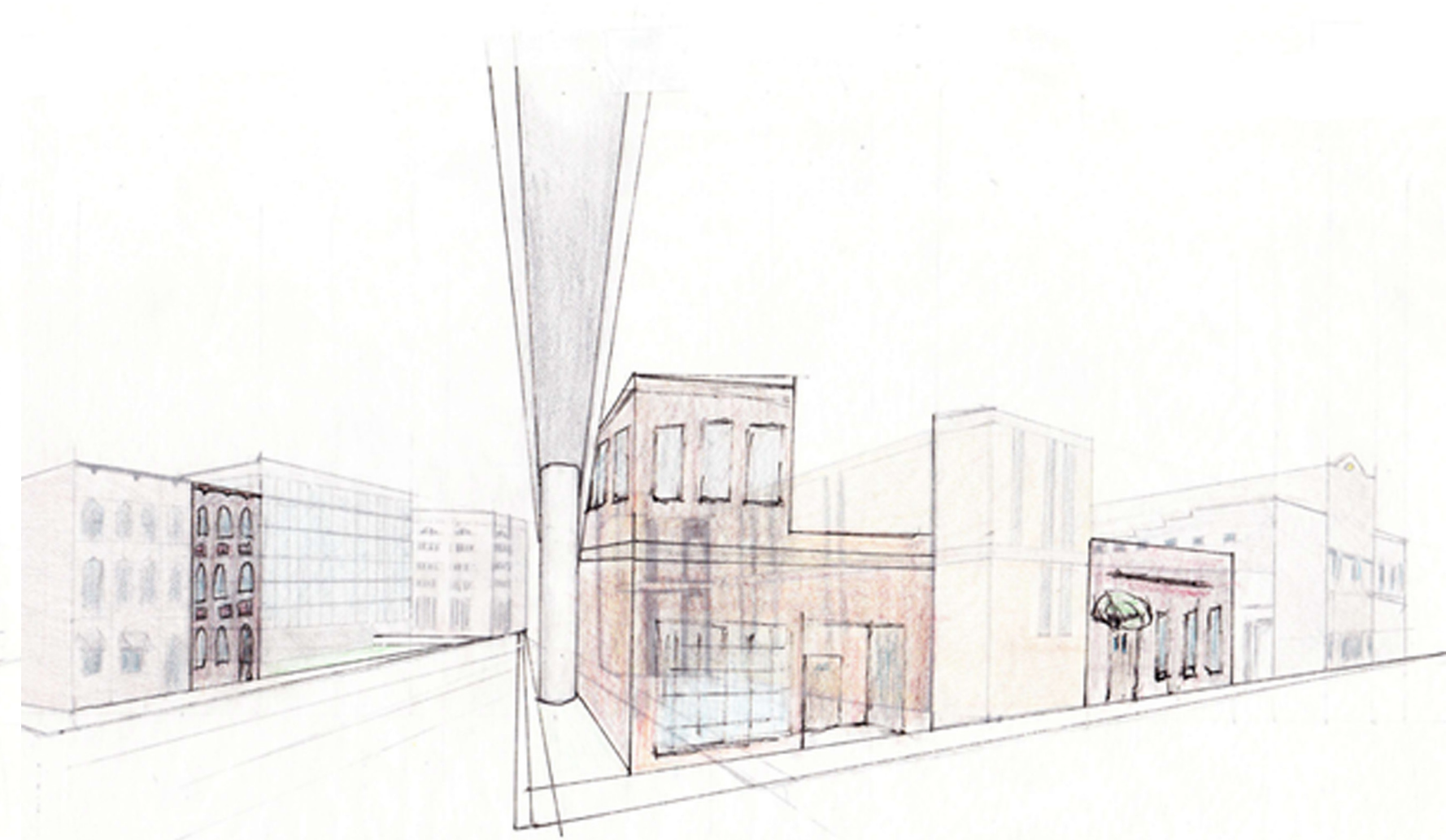
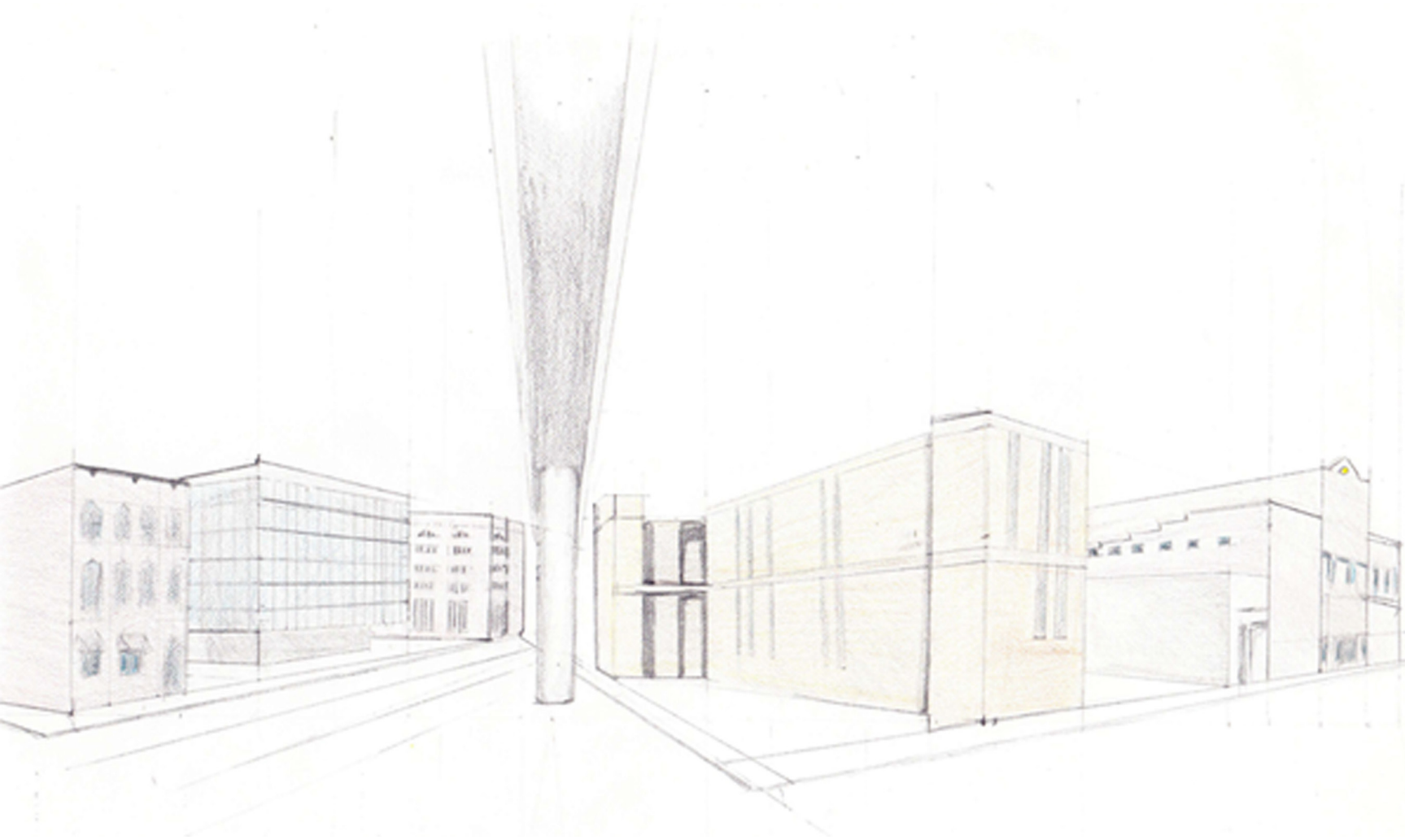


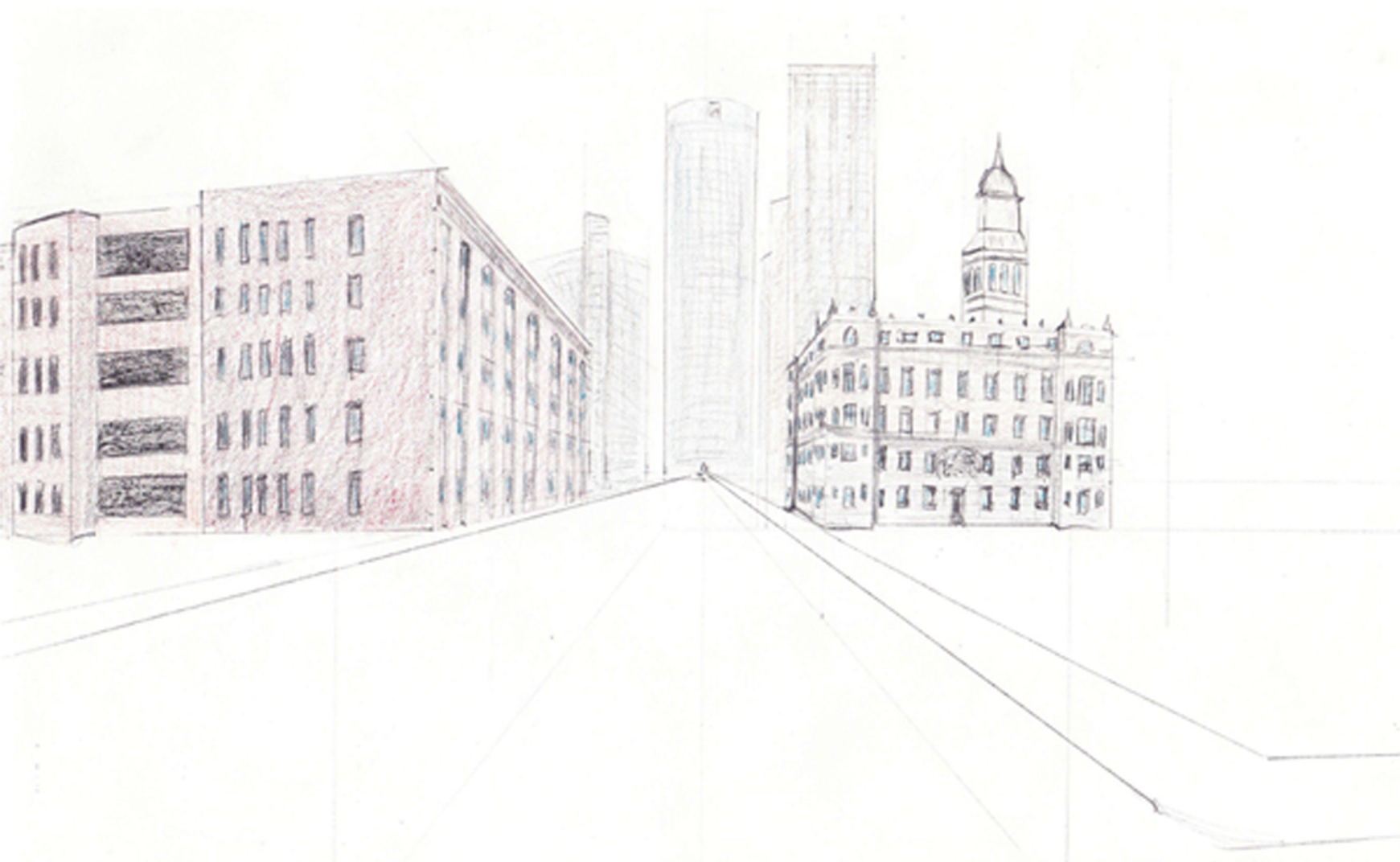
BRICKTOWN SKETCHES

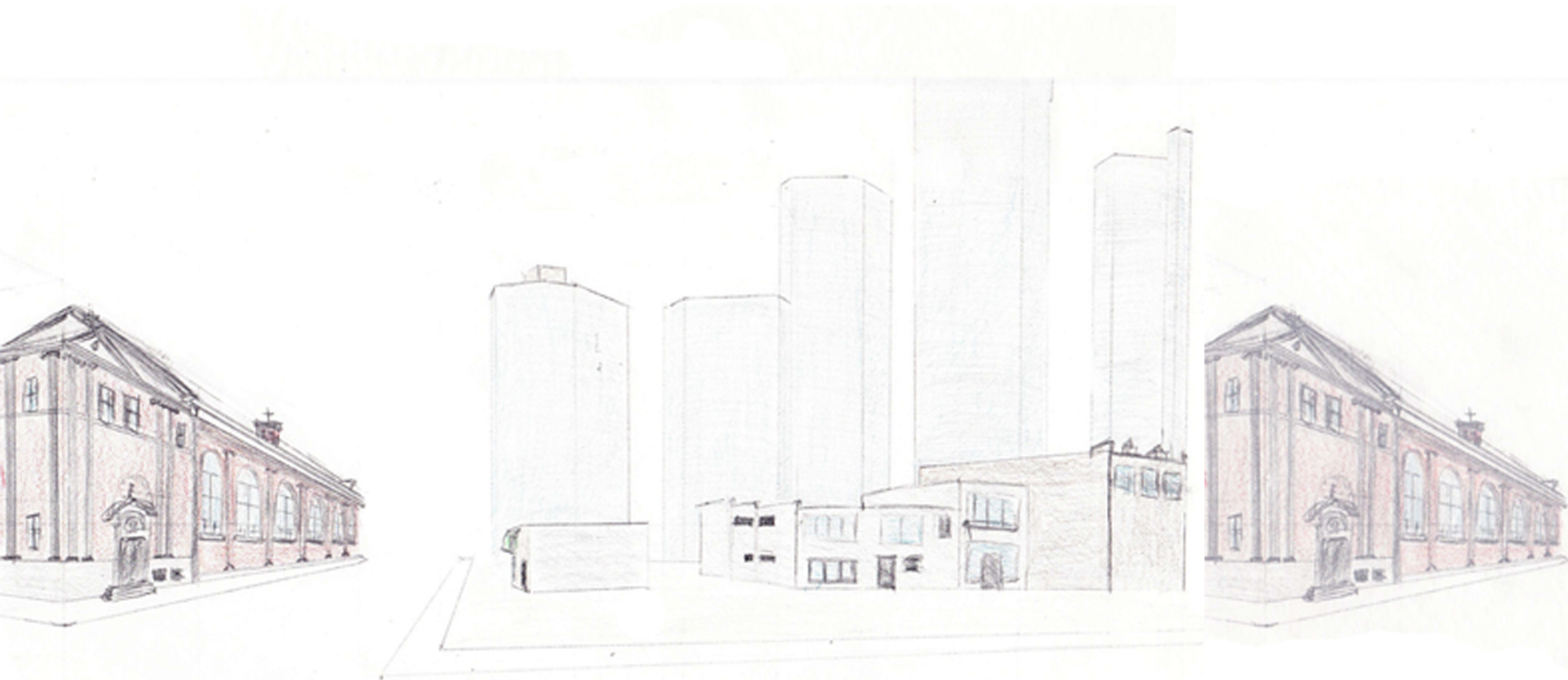
The following pages are illustration of different areas within the district of Bricktown. The image to the left shows where the sketches on the next pages are taken from. The sketches that appear on the left side of the page show existing conditions, leaving the impression of a deserted area, with immense voids in the shape of parking lots. The drawings on the right side of each page represent how these failing areas can be transformed into successful areas that entice pedestrian activity. The idea behind these drawings, illustrate how providing a treatment of density to a near deserted area, can re-shape and revitalize them. These hypothetical areas provide needed green spaces within each area; narrow streets to create pedestrian safety much needed density.





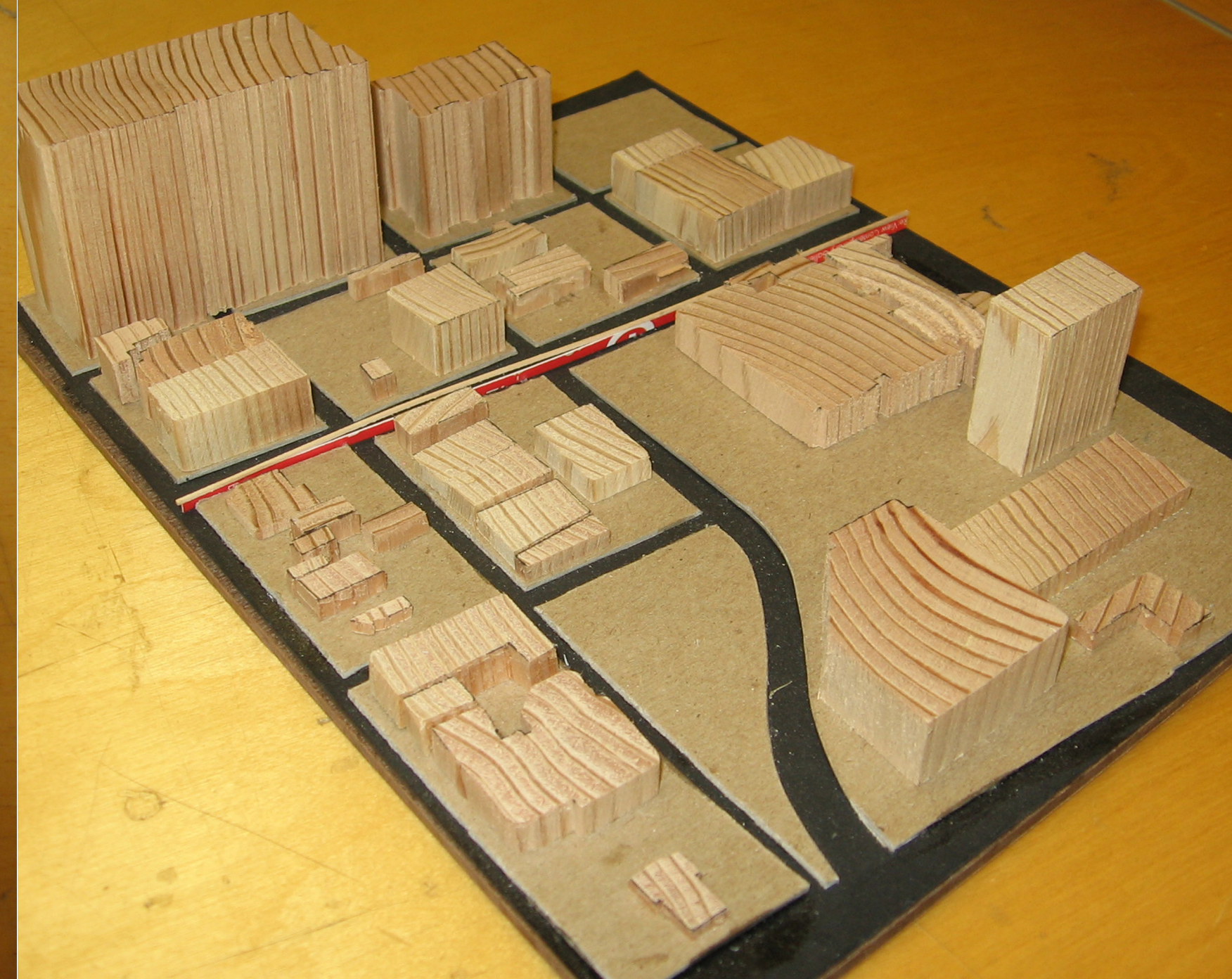
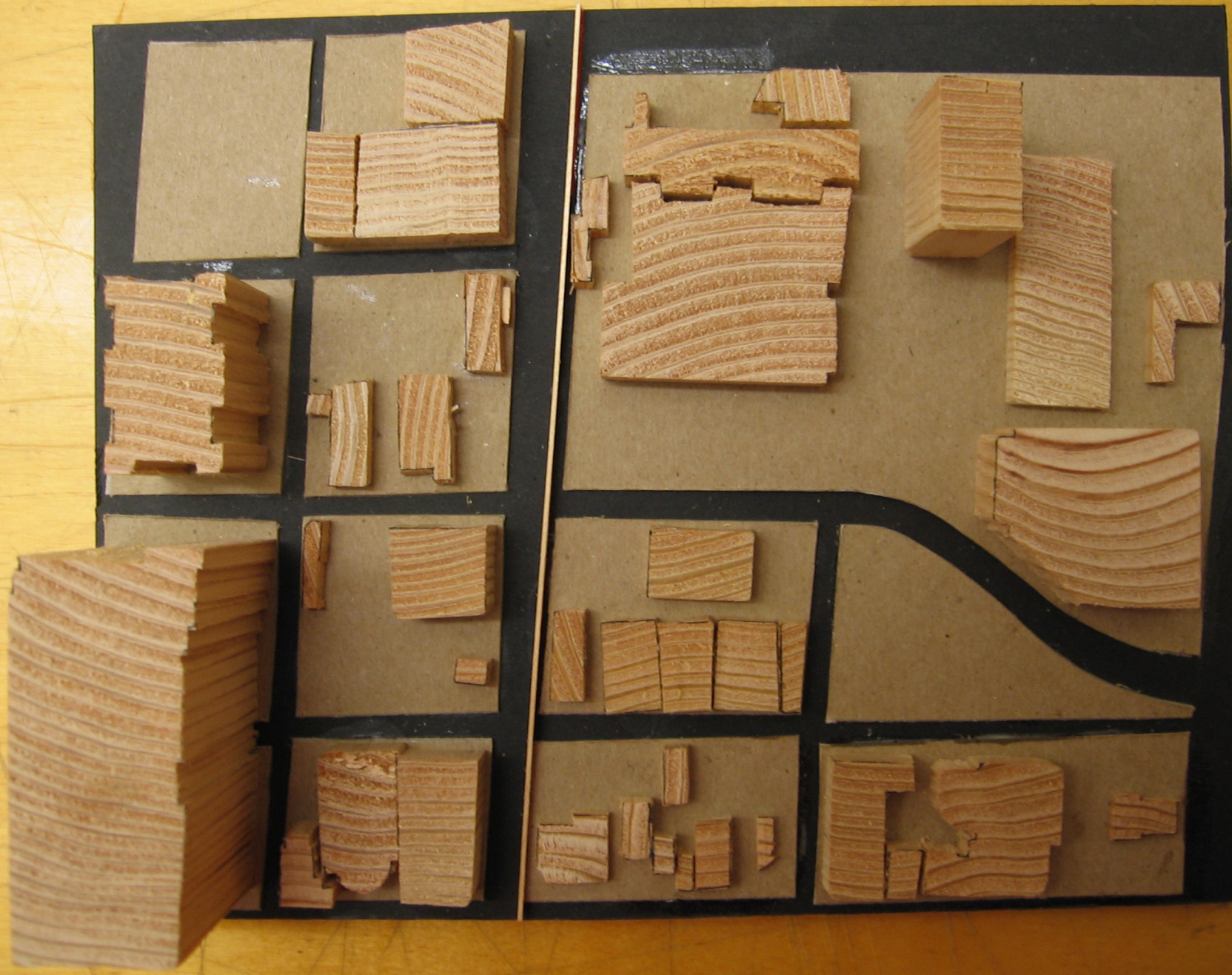


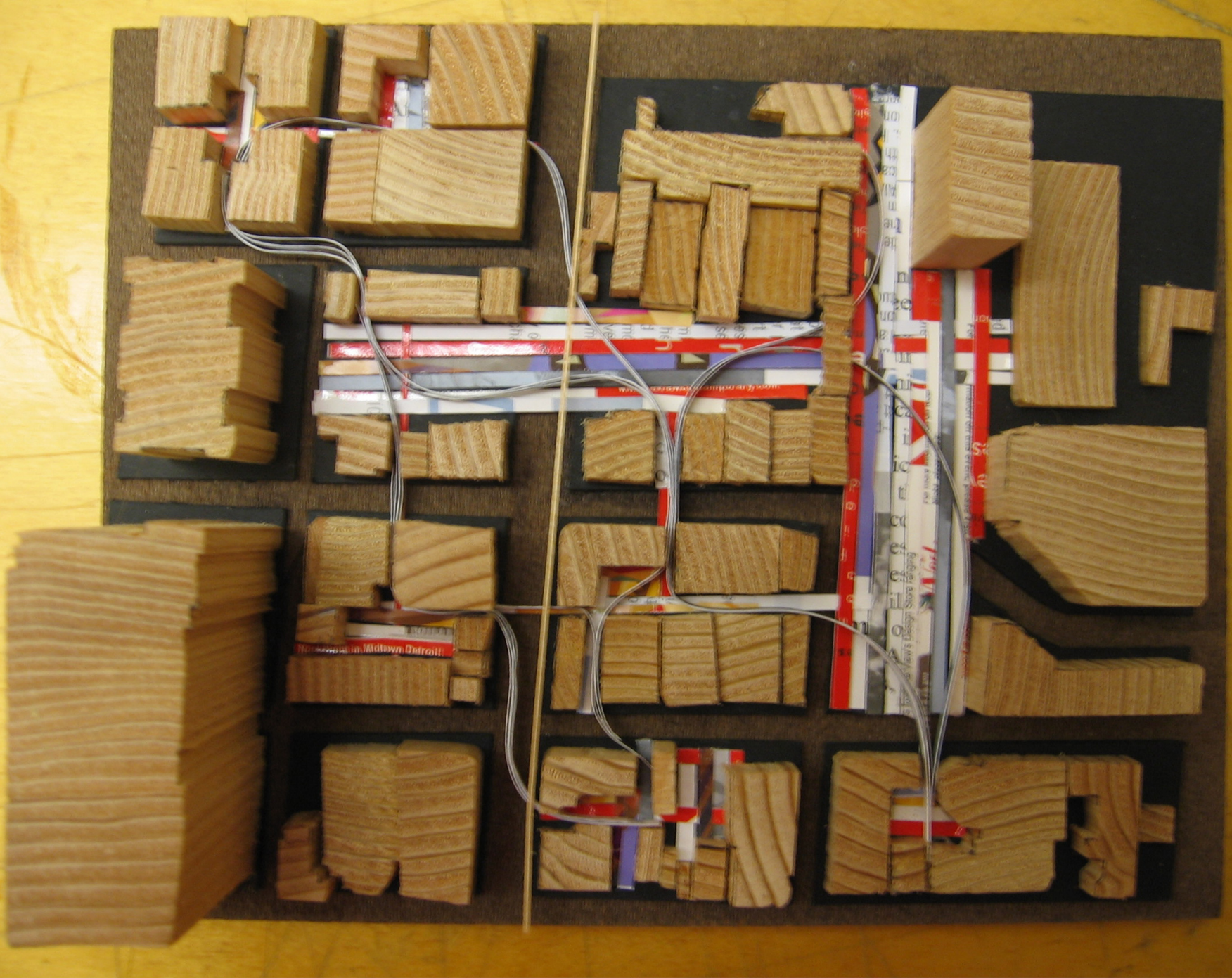


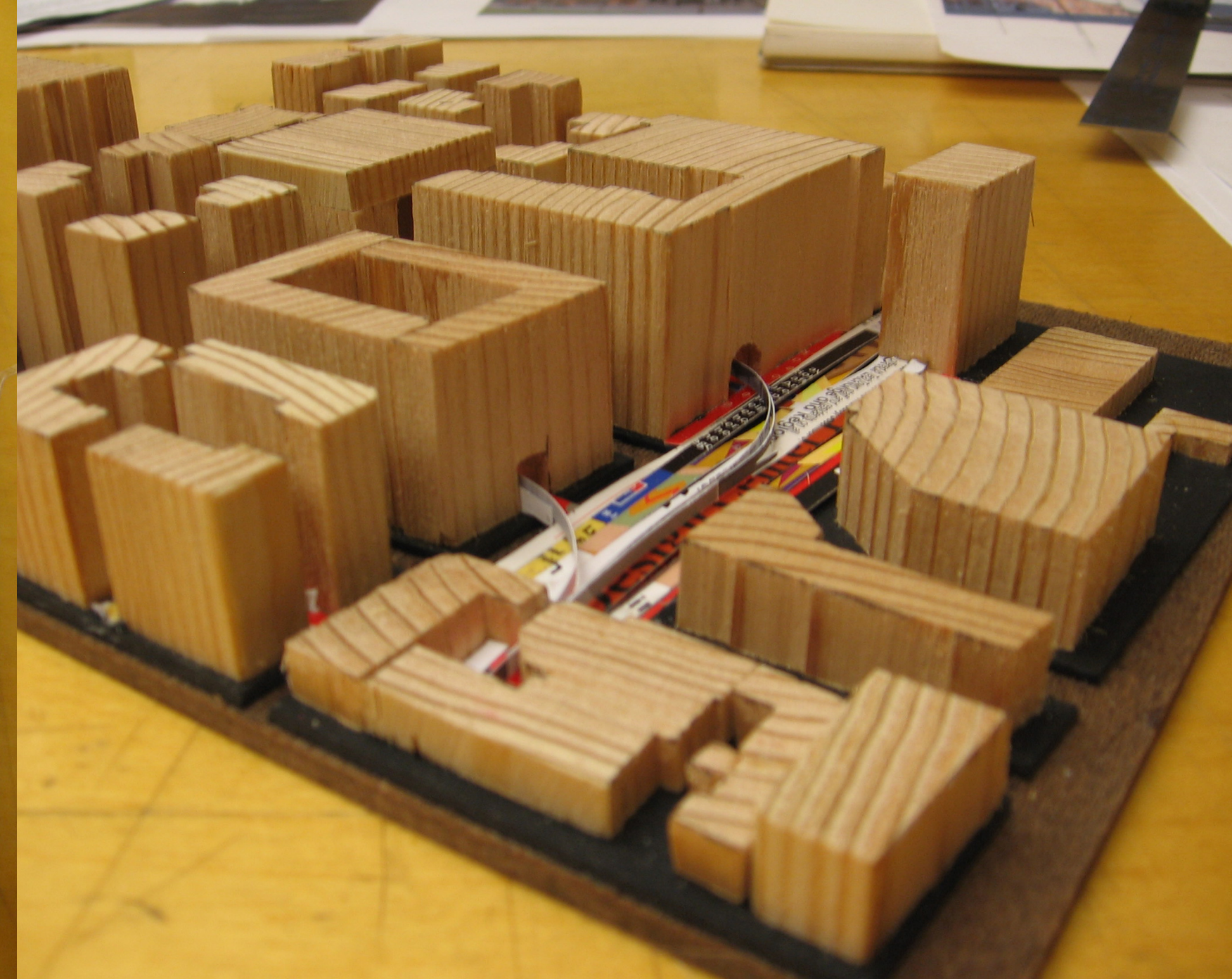


BRICKTOWN MODELS

The following models illustrates how the district of Bricktown exists today and how through the creation of a walkable community, Detroit could be reshaped. The first model shows what the existing conditions of Bricktown, and how the area can begin to be viewed as a contrast between mass and void. Over fifty percent of the area is dedicated to parking. The next model shows how a treatment of density can create liveliness within an area and if planned with the pedestrian in mind, can create spaces that are unique to pedestrian. This area is focused upon the square in the northwest corner of the model, where the existing BlueCross BlueShield center is located. An existing park has been extended to Brush Street to the east and to E. Larned to the south, becomes the center of the area, and one exclusive to the pedestrian. If this type of mentality is taken into account and proves to be successful the next model shows how future development could take shape, and how Detroit as a whole could begin to redefine itself.







CHAPTER FOUR

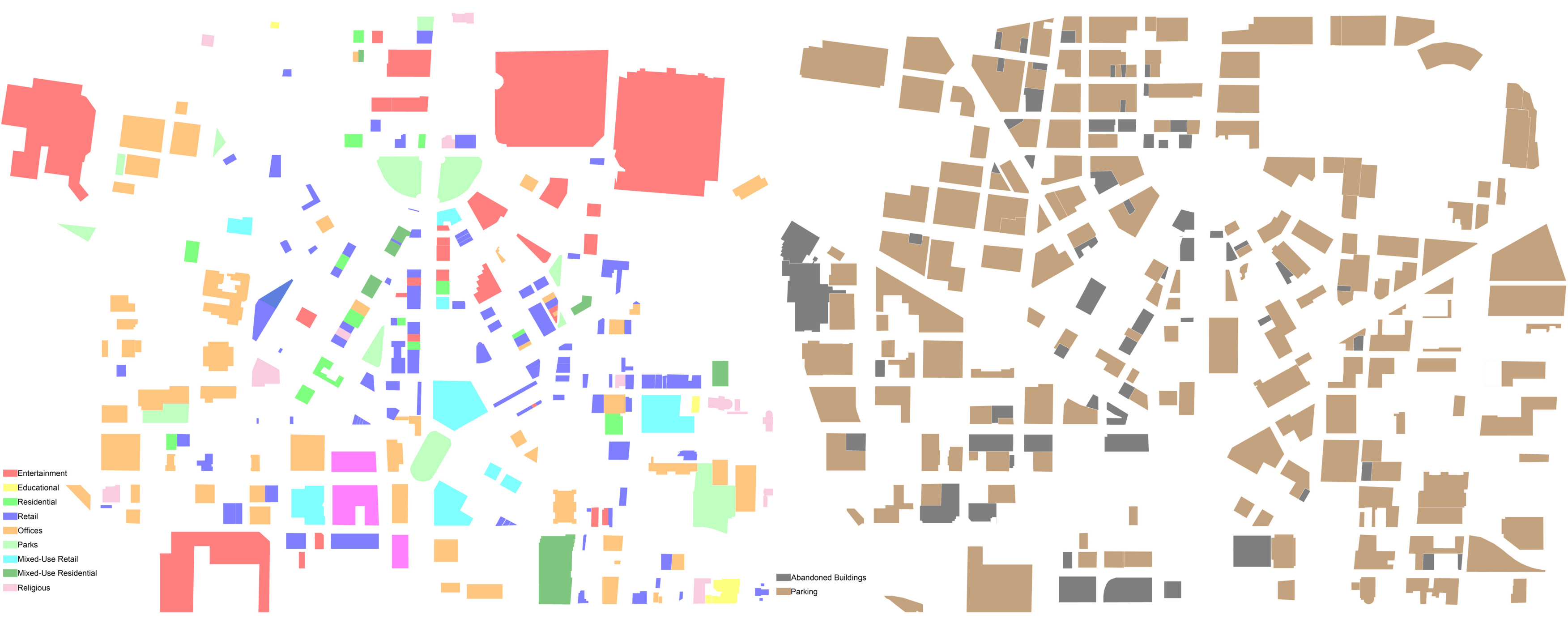
DOWNTOWN CORE ANALYSIS

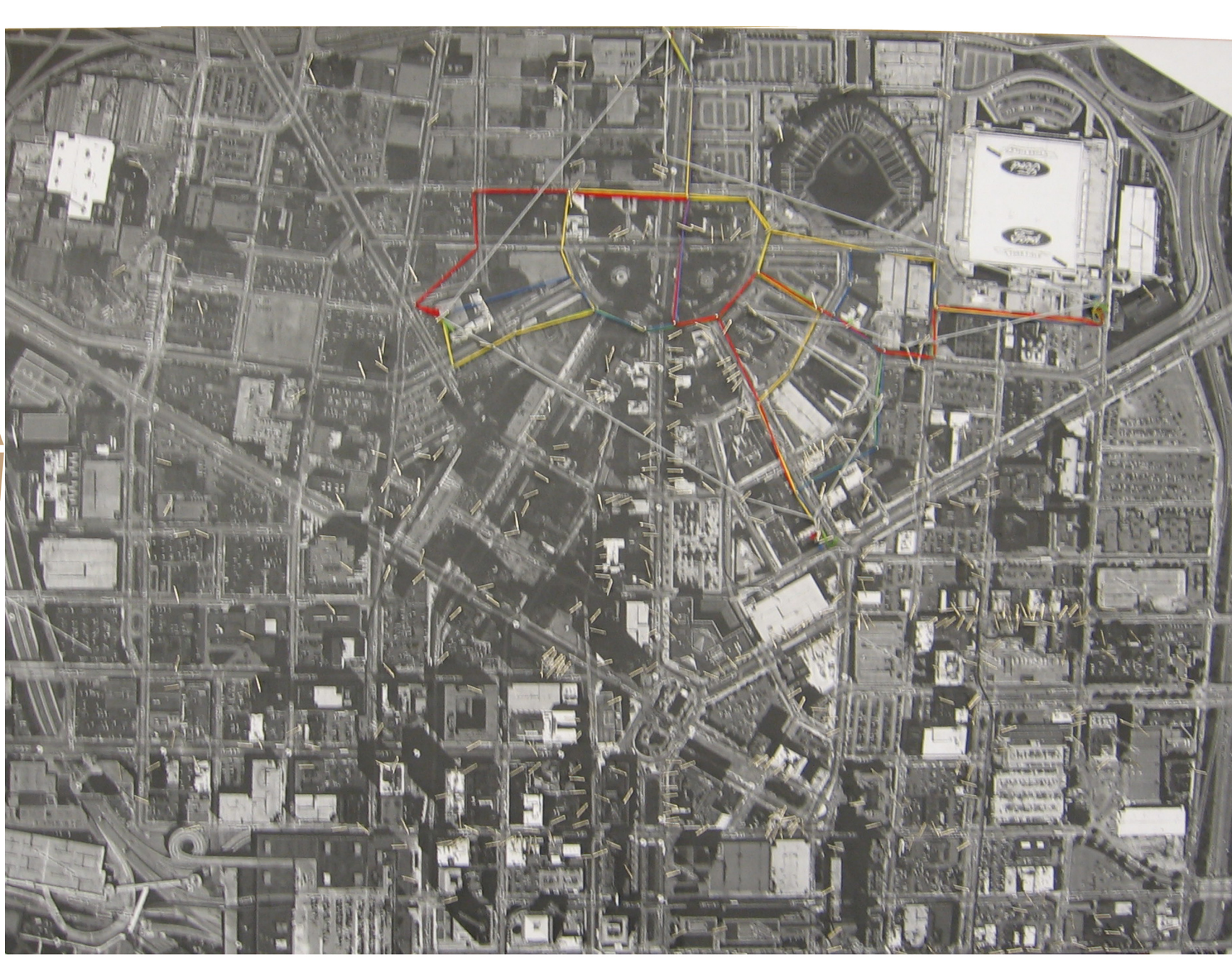
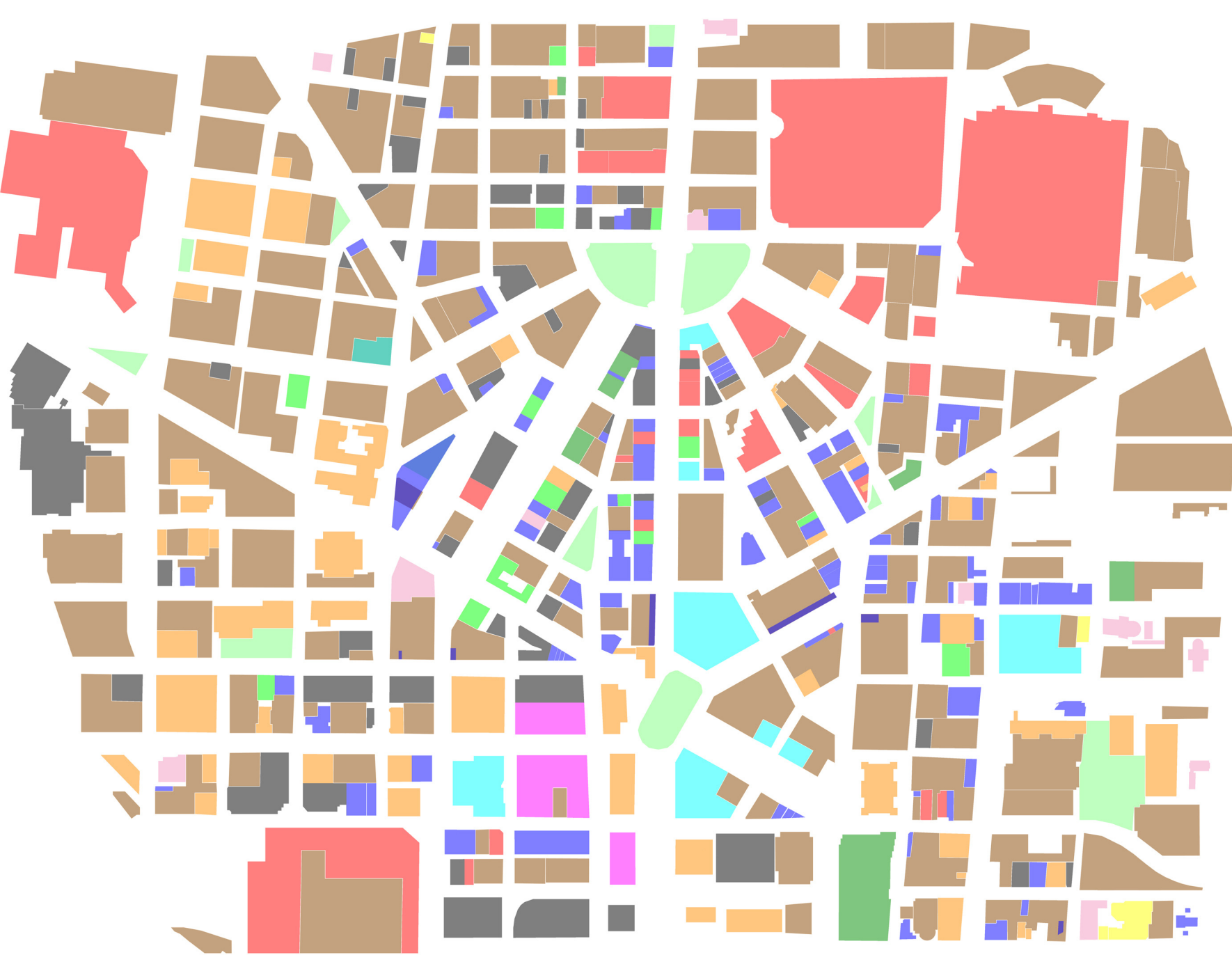
DOWNTOWN MAPPINGS

After issues arose with the Bricktown site, and with no specific program elements to carry the project there was nothing to suggest that Bricktown was the ideal location for a walkable community, a more detail analysis of downtown Detroit needed to take place. This analysis took the shape of cataloging the businesses within the downtown core and where their entrances were located. This study manifested itself into two distinct mappings.

The first set of mapping shows different functions that takes place within the downtown core of Detroit, highlighting the different amenities taking place within the city. The two mappings on the following page, on the left side show the areas within the city that have activity going on within them, while the mapping on the right shows vacancy through parking lots, parking structures, and abandoned buildings. On the next page shows these maps combined into one map of the downtown core and the second mapping.

The second mapping uses T-pins to point out the existing entrances of the buildings. This begins to show pockets of density and possible existing successes within Detroit. It is from this map that observations regarding site selection can be made, as previously stated, this new site must be within close proximity to these successes and incorporate them into the new site without detracting from them.



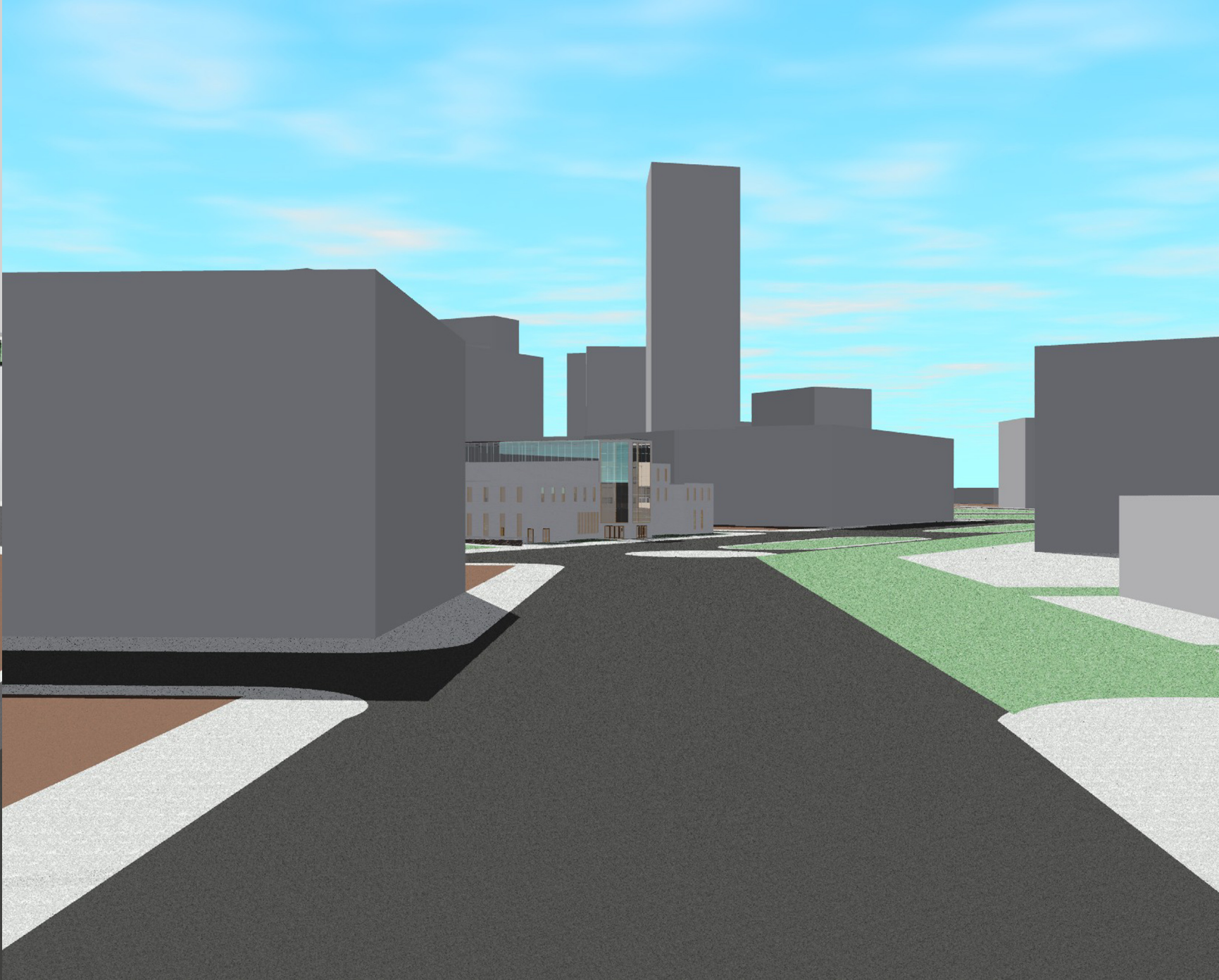


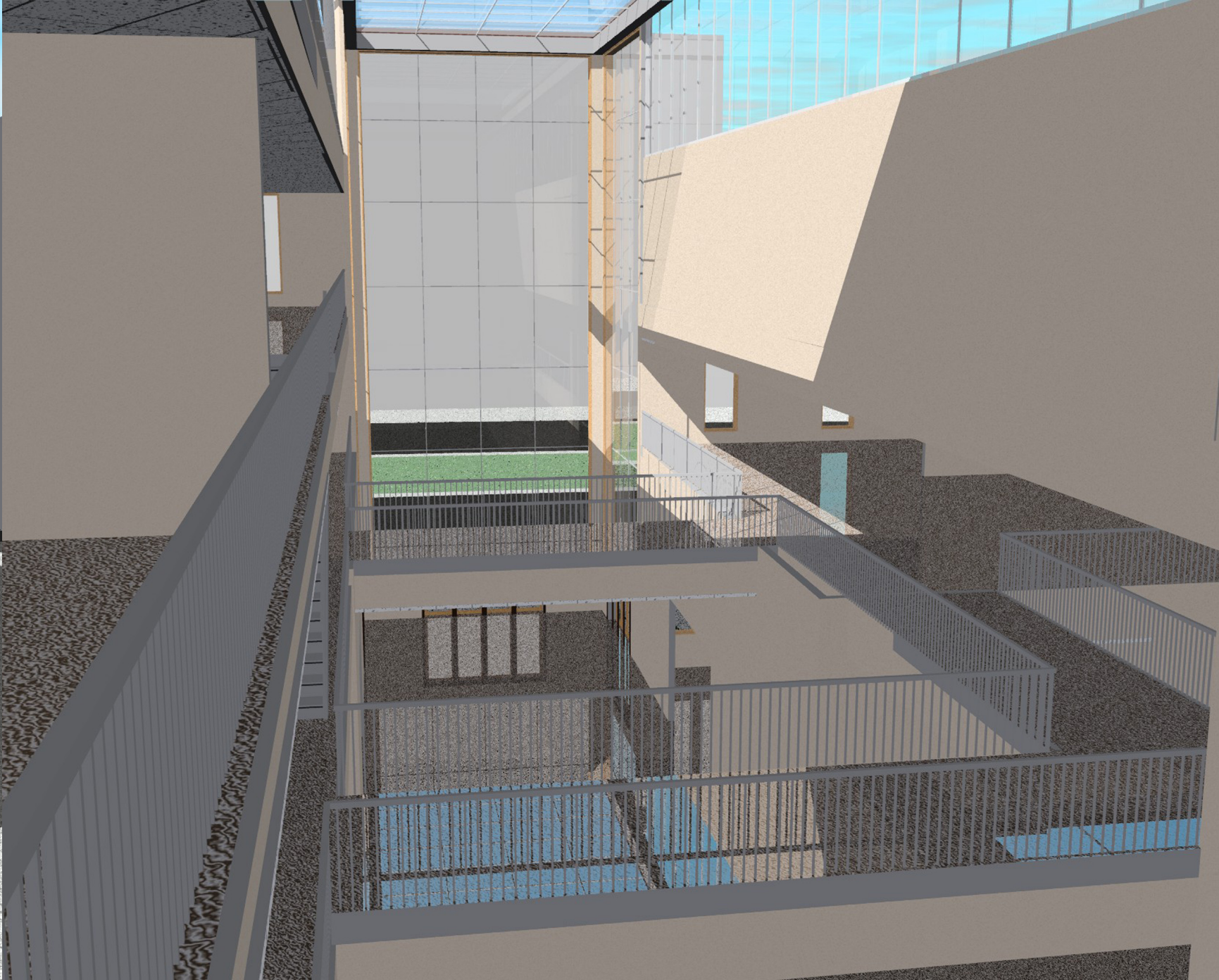
CHAPTER FIVE

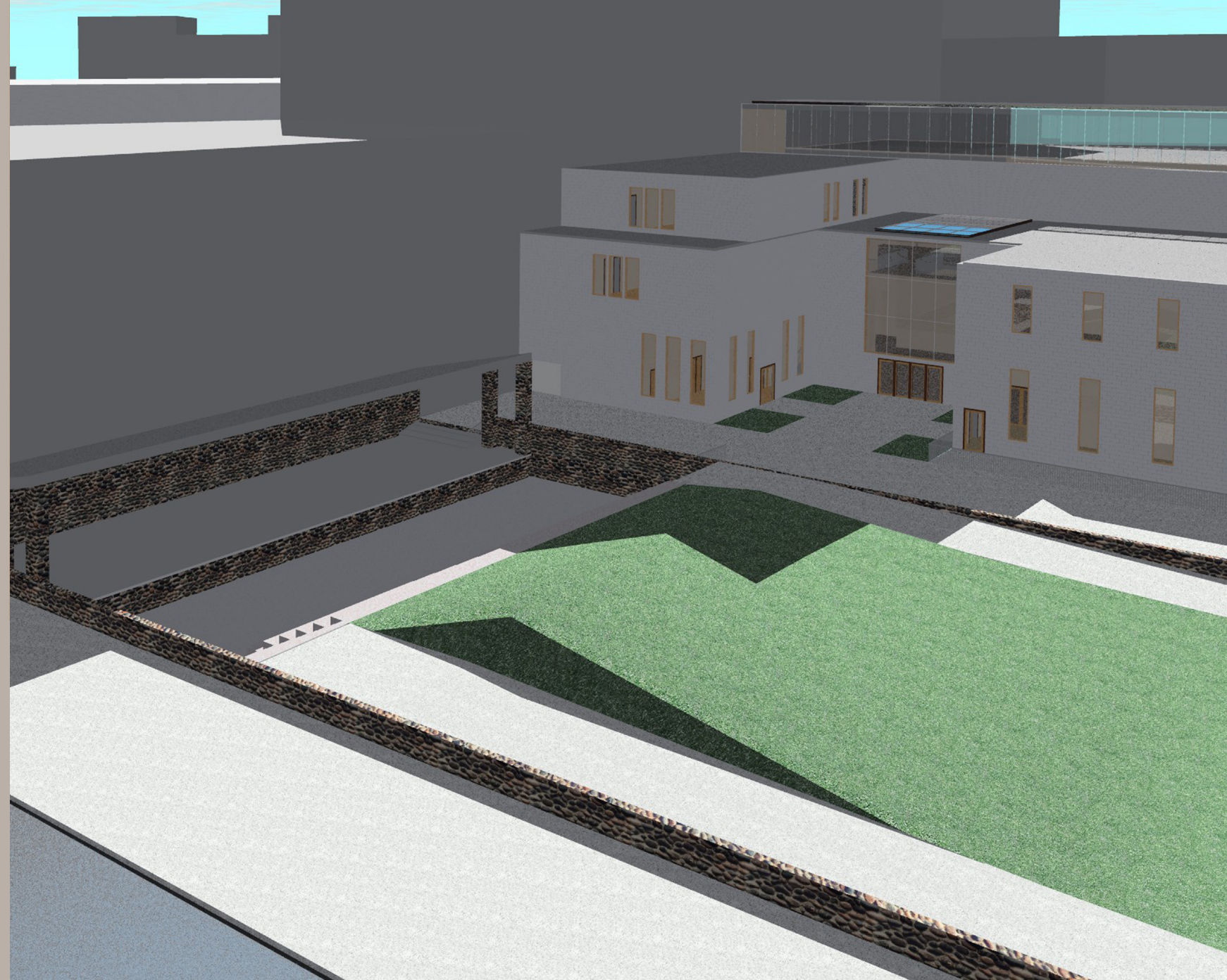
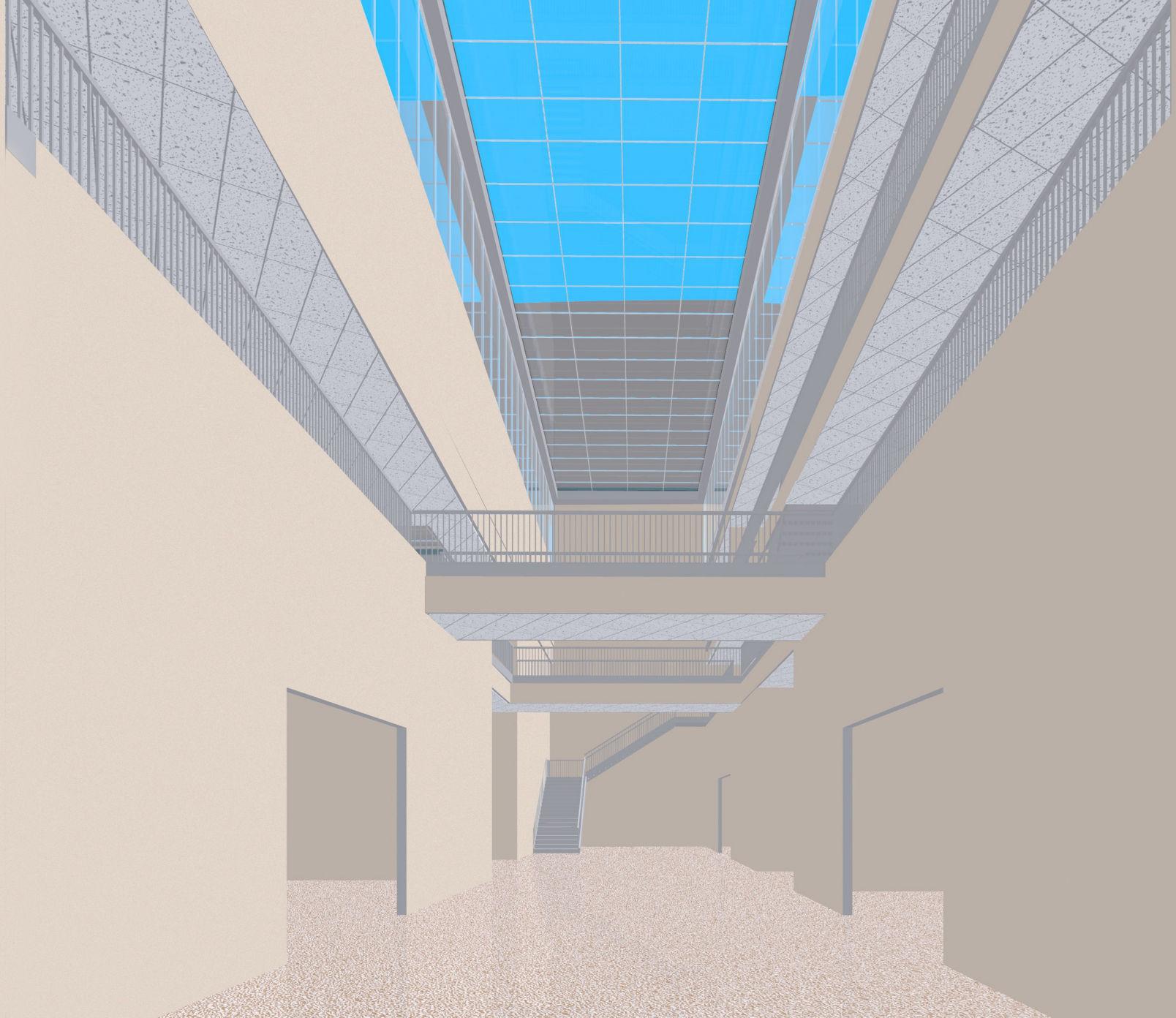
INITIAL PROGRAM, MUSIC HALL OF FAME

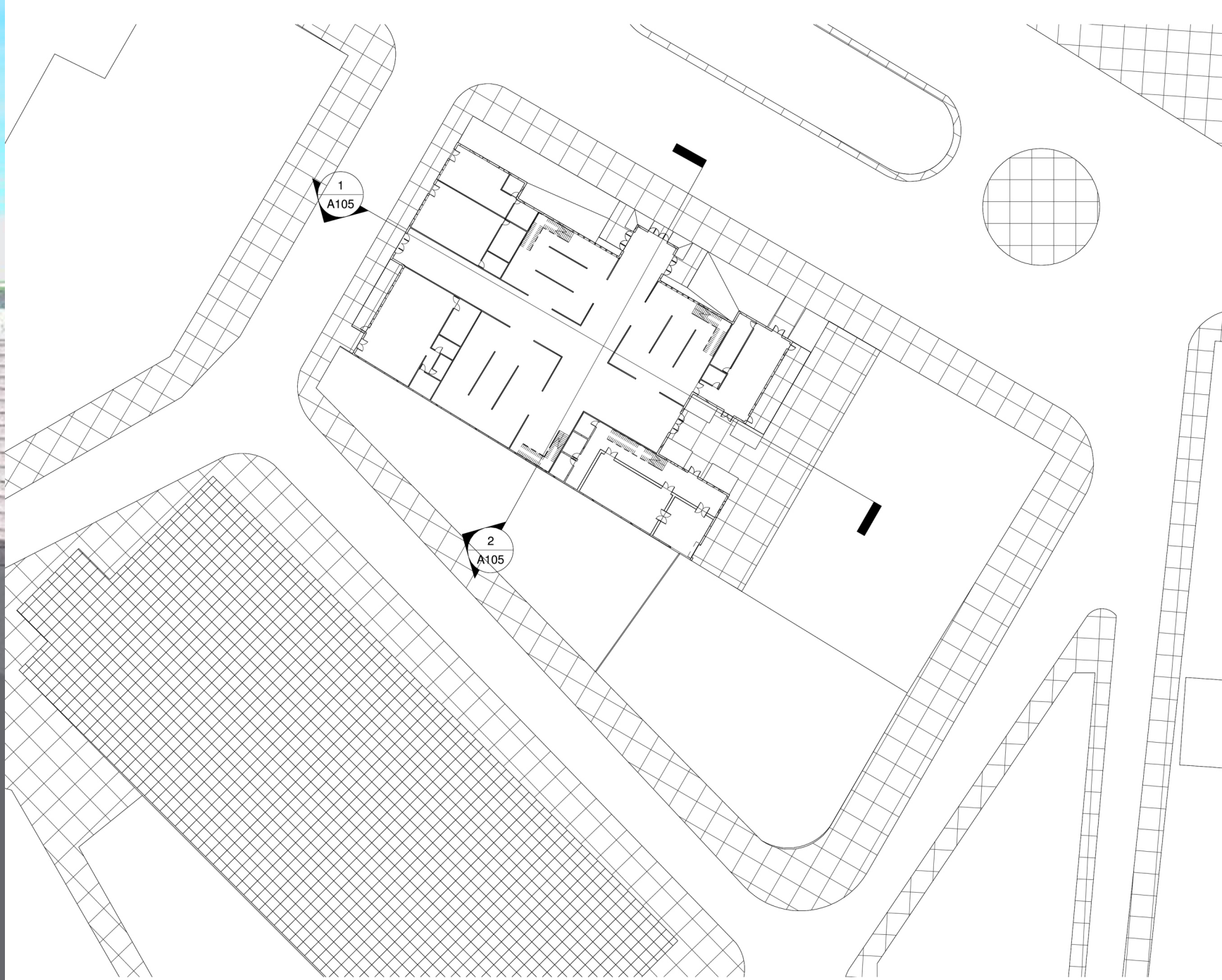
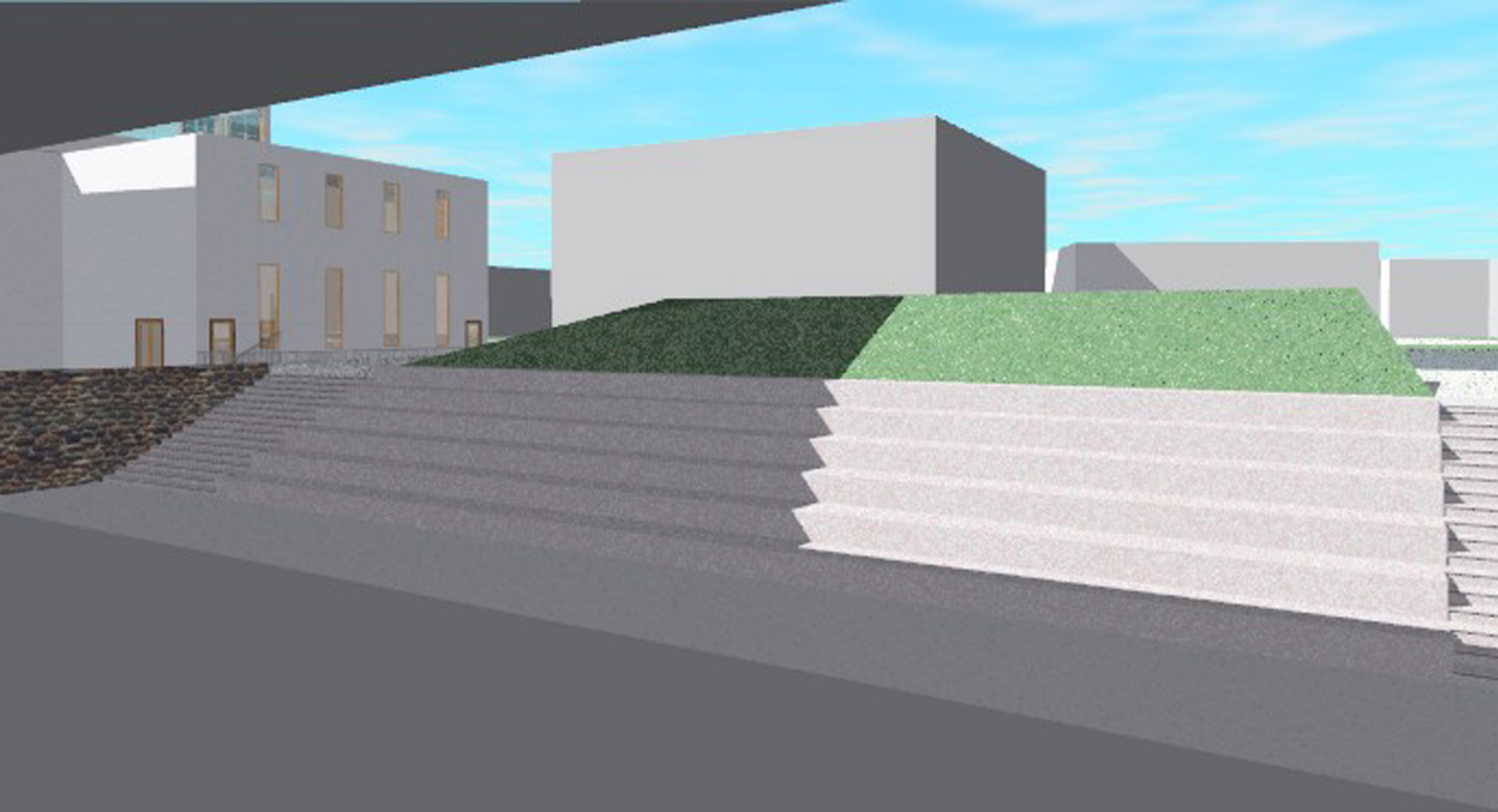
DETROIT MUSIC HALL OF FAME

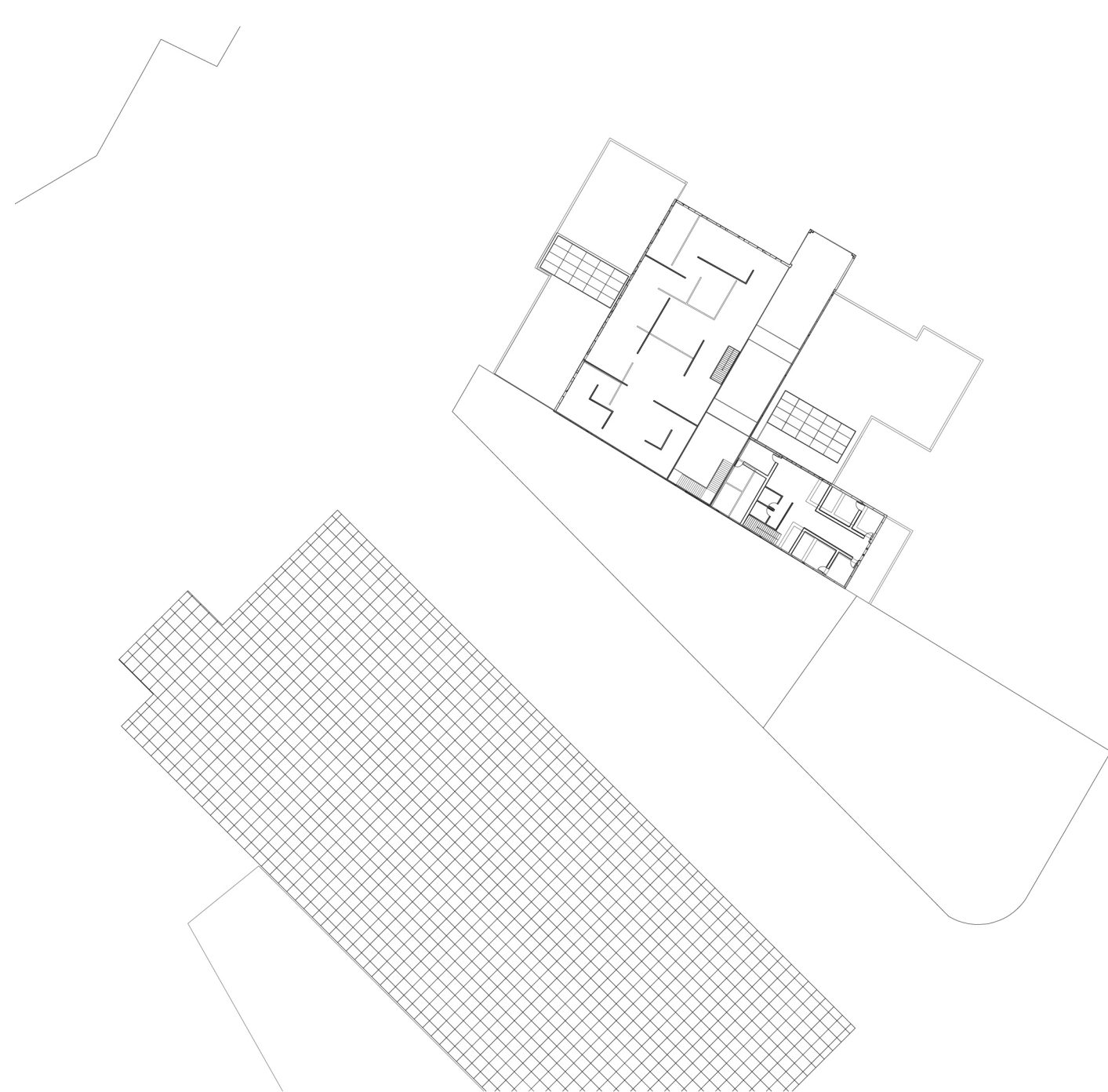
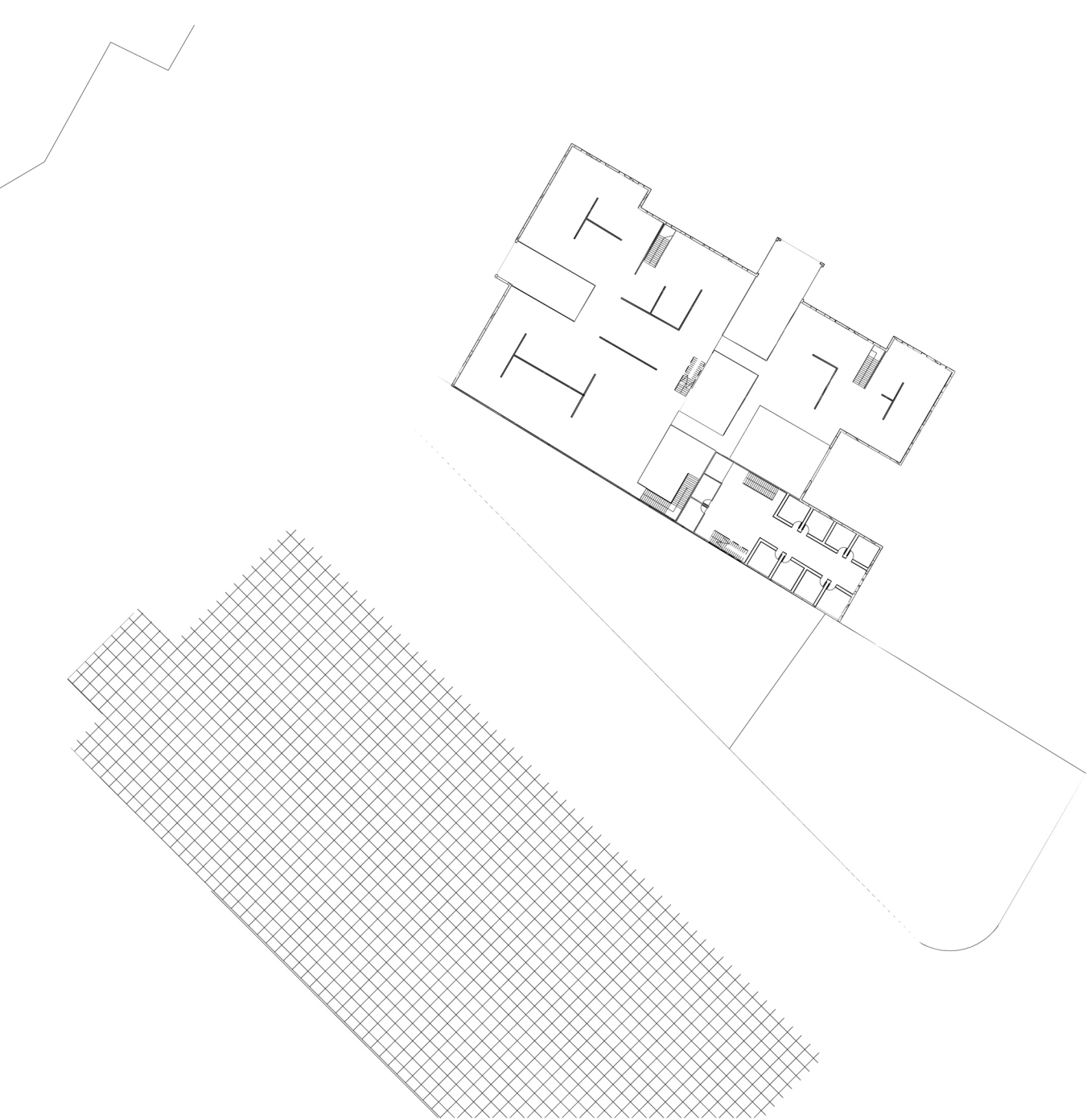
Utilizing the mappings of downtown Detroit cataloging functions and entrances, led to specific nodes of density in which the creation of a walkable community can benefit the surrounding context. The selected site is located to the north of Harmonie Park, which is rich in its musical heritage and can create a connection between Greektown and the Foxtown districts. The program that will encourage walking within the area, is one that draws off of Detroit's own unique musical heritage, a Detroit music hall of fame. Detroit is known for its music scene, but specific artists and genres that have emerged out of Detroit are not as widely known. Everyone is familiar with Aretha Franklin, who grew up in Detroit, but not everyone is aware that Milt Jackson, one of the finest vibraphonists to ever play, also called Detroit home. Motown, originating out of Detroit is universally known, but Detroit is also considered to be the birthplace of Techno music. This program will fortify the cities musical heritage, with its collection of performing venues, and will bring to the foreground, the artists of Detroit and their musical accomplishments. This Music hall will also incorporate retail spaces, a café, a restaurant, an outdoor performing space and an urban trail which seeks to connect areas of detroit's musical heritage together.

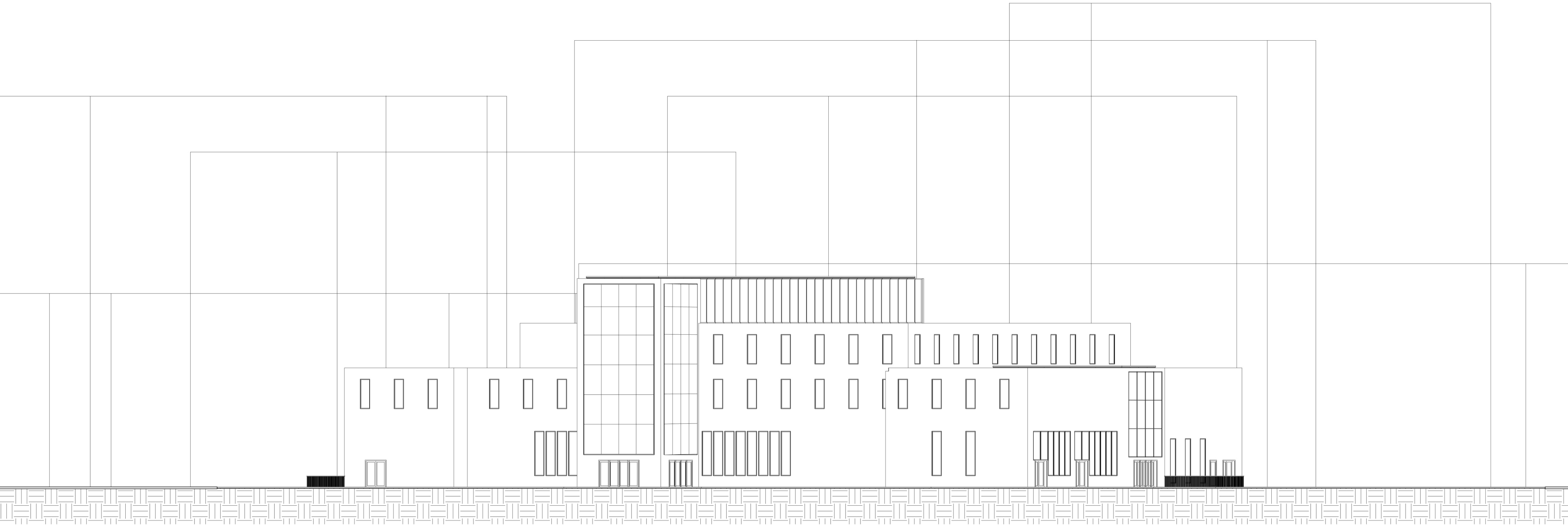


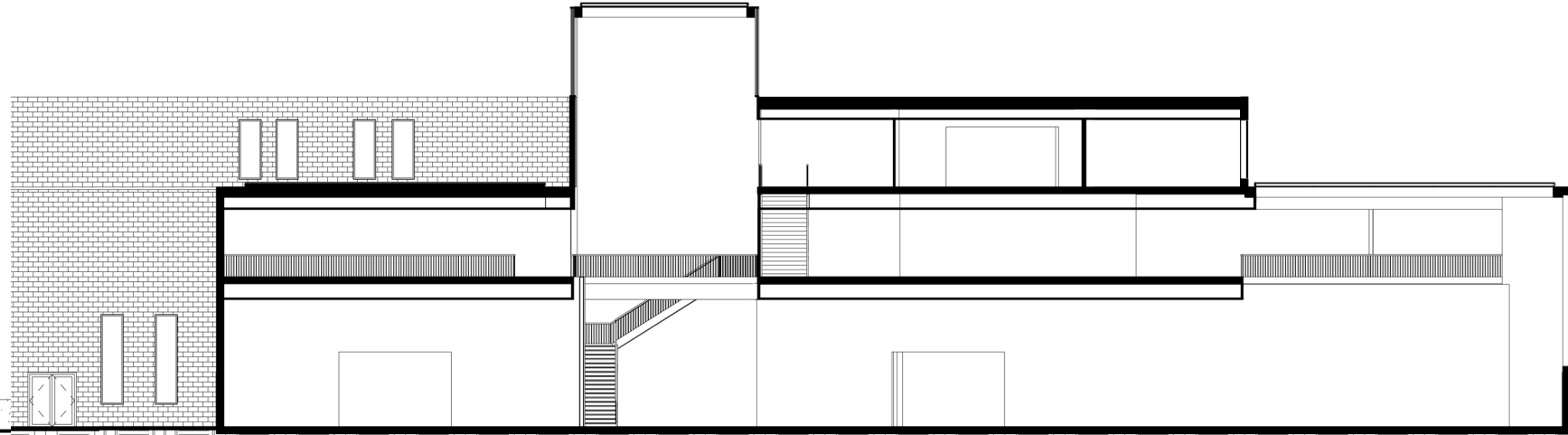
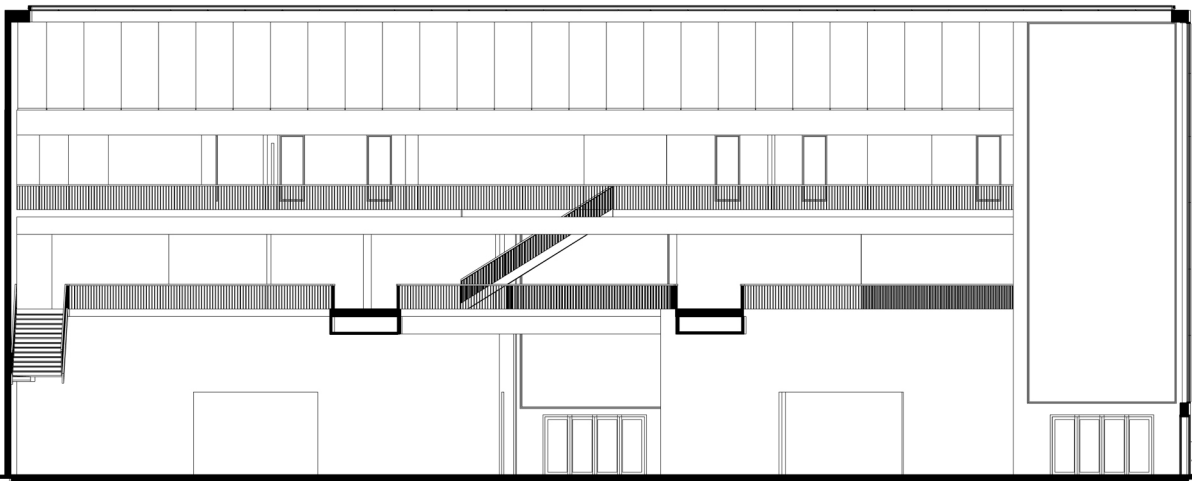
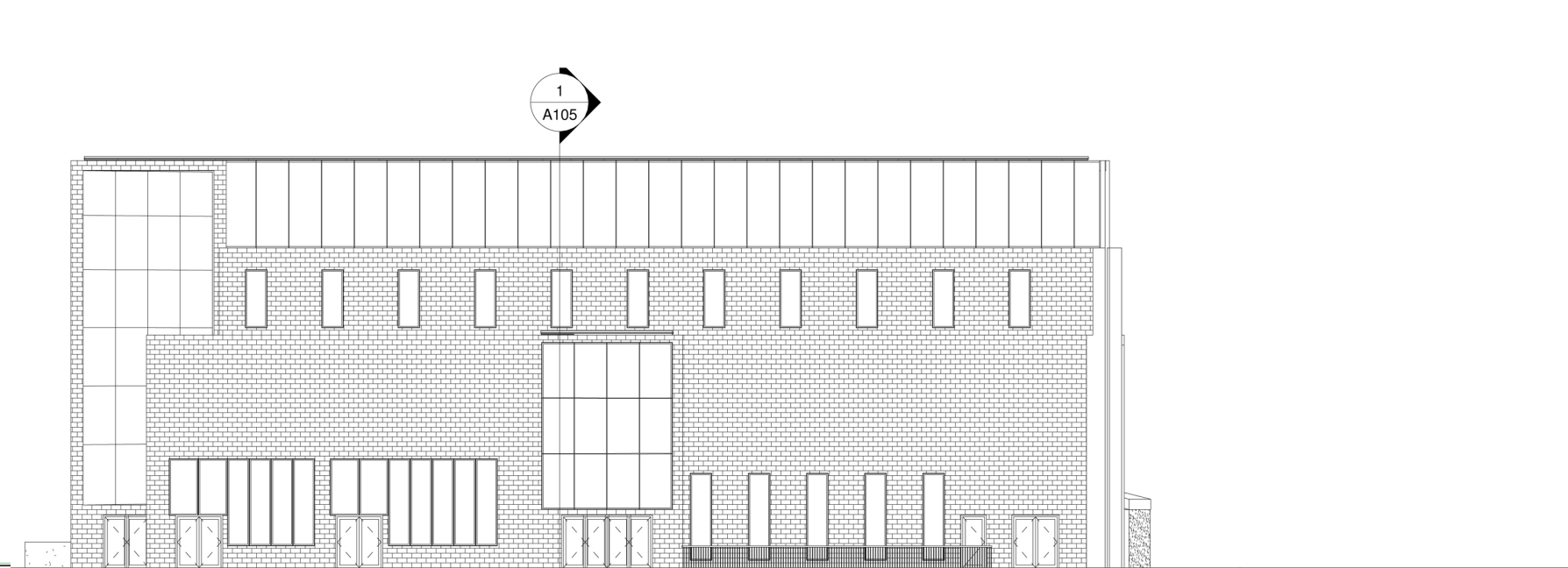










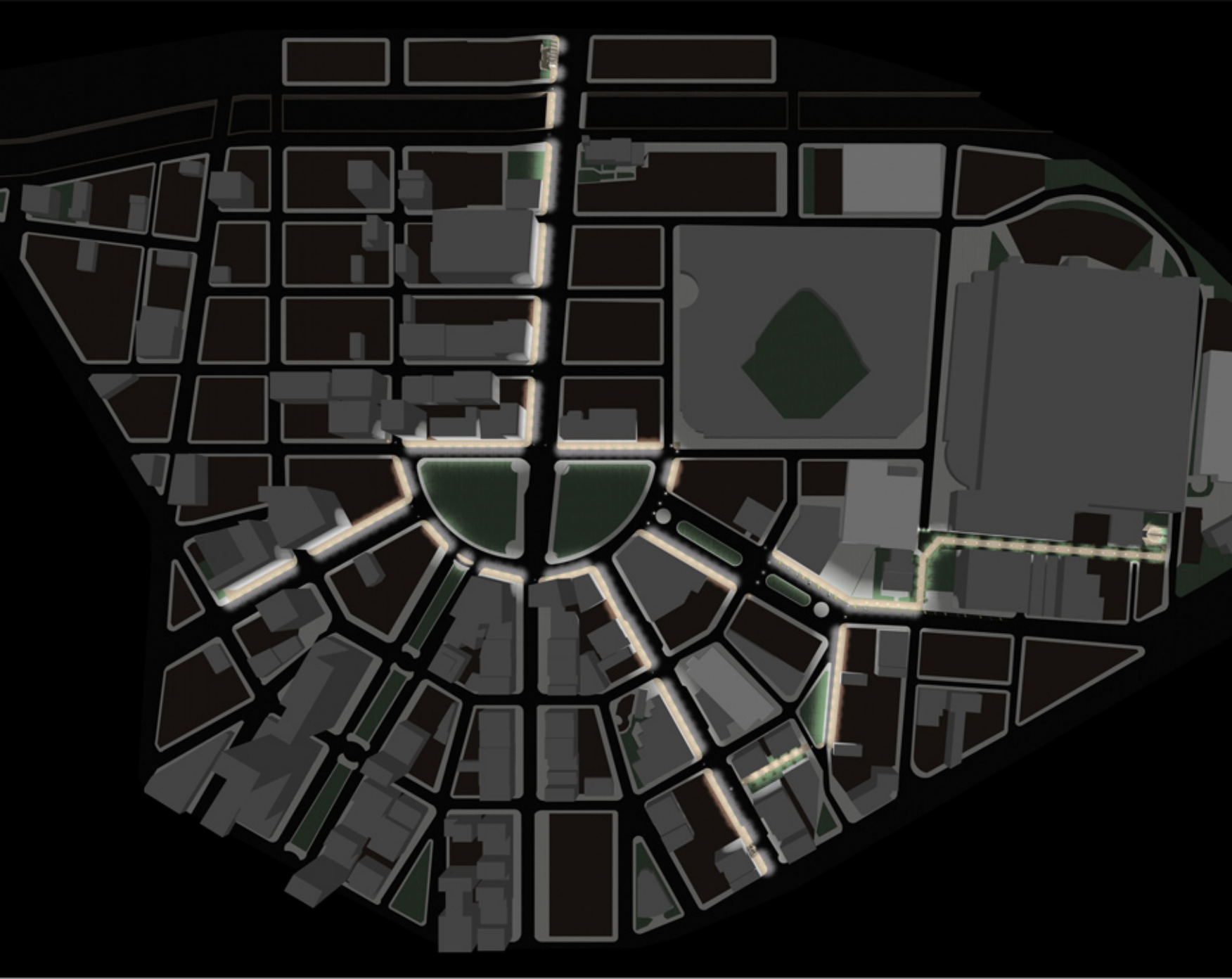


CHAPTER SIX

FINAL PROGRAM, URBAN TRAIL

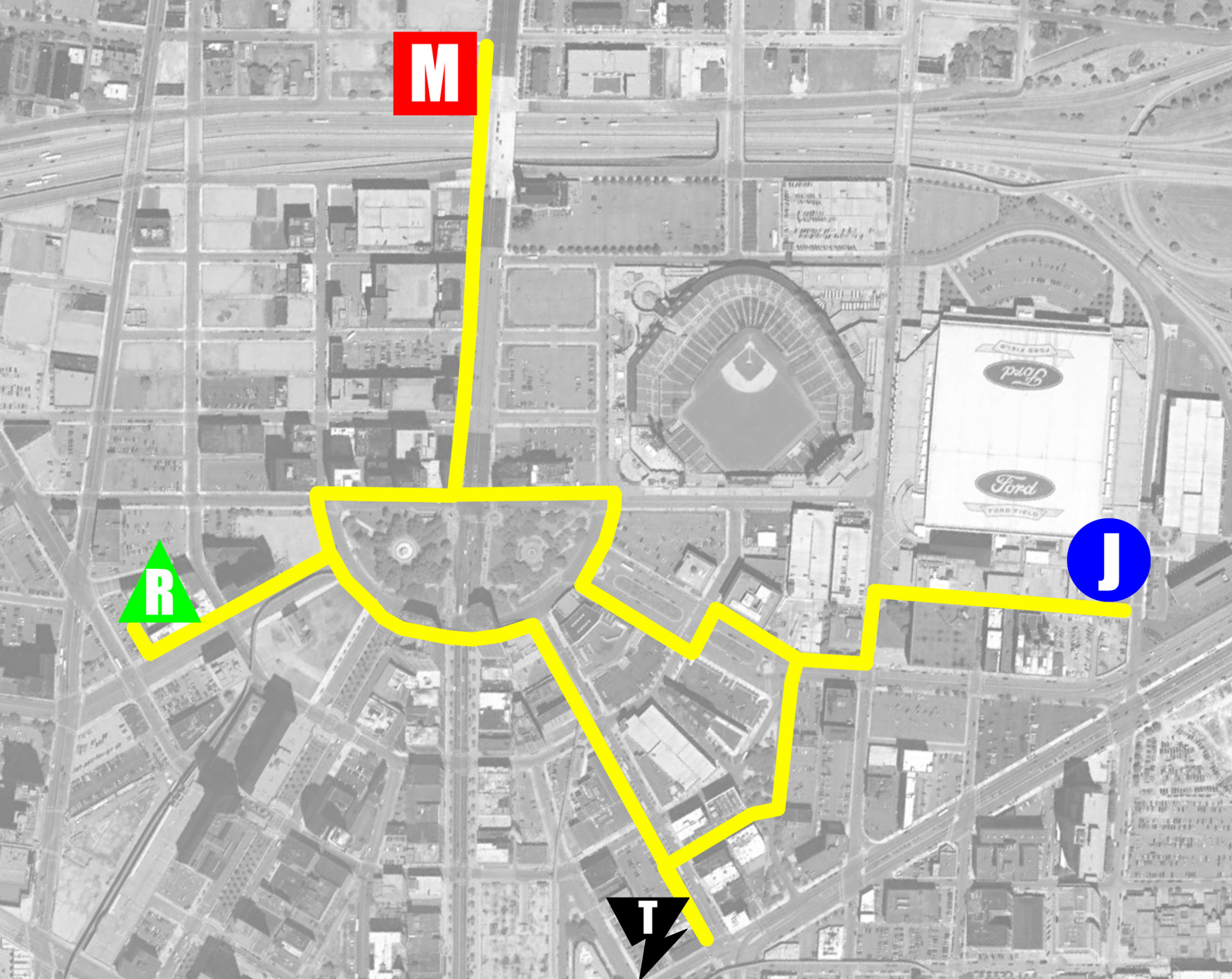
URBAN TRAIL

Throughout researching walkable communities and the tools needed to create them it has become evident that a single building could never hope to create the walkable community that this thesis seeks to develop. It is for this reason that architecturally a building has become inappropriate, and the development of one of the programs within the Detroit music hall of fame will be brought to its full potential. This program is an Urban Trail, seeking to connect specific points within the downtown core. These points were selected based upon their culturally relevant musical heritage. These points include hotspots within Detroit such as The Fox Theatre, The Fillmore theatre, The Detroit Opera House, The Gem theatre and The Century Club. This route will create four destinations that once served Detroit's musical legacy but now are different establishments or deserted parking lots.

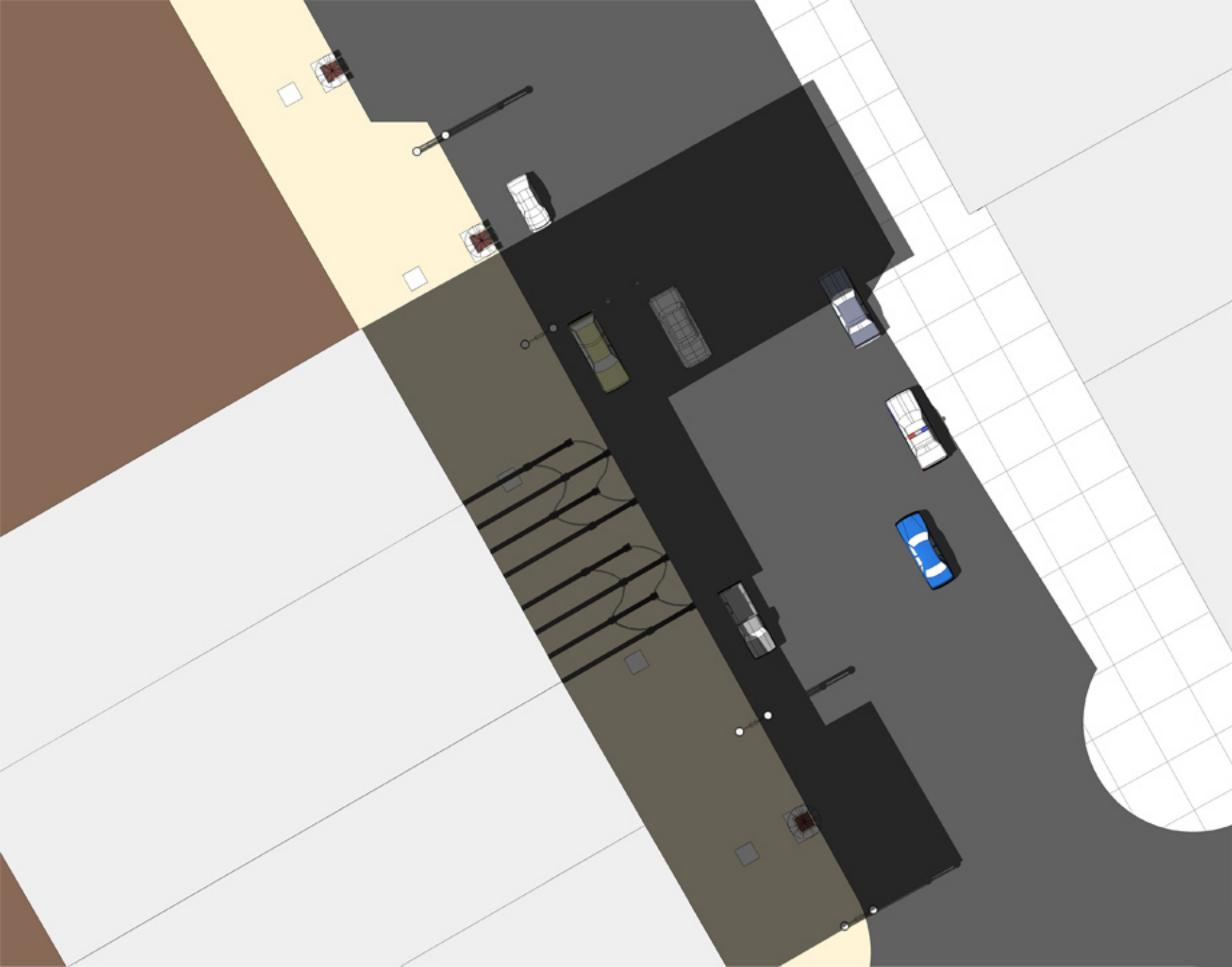


FOUR DESTINATION POINTS

These four destination points are locations that have served as musically relevant places within Detroit's history. These places include sites of the Donovan Building, The 606 Horseshoe Club, The Music Institute Club, and the Remnants of the Michigan Theatre. The Donovan Building was purchased in 1968 to become to the new location of Motown Records after they record label became too big for their Grand Boulevard location. This building was demolished in 2006 to create additional parking for super bowl XL. The 606 Horseshoe Club, which is located on the southeast corner of Ford Field's site, served as a prominent Jazz club in Paradise Valley. This location is currently an unnecessary private parking lot. The Music Institute located at the address 1315 Broadway, was a techno club, which was only open from 1988-1989. After the Music Institute closed, this building has become a number of different establishments and is currently vacant. The Michigan Theatre, once a theatre that housed over four thousand seats, and at the end of its life held many rock concerts has now been gutted and closed to the general public. The current ruins of the Michigan Theatre have become the parking complex for those who work at the Michigan Building. These points will become the destination points for the Urban Trail and will incorporate the musical heritage of each of the sites preexisting genres and make them aware for the citizens of Detroit. The Image on the following page shows a photo documentary of what the selected path currently looks like.



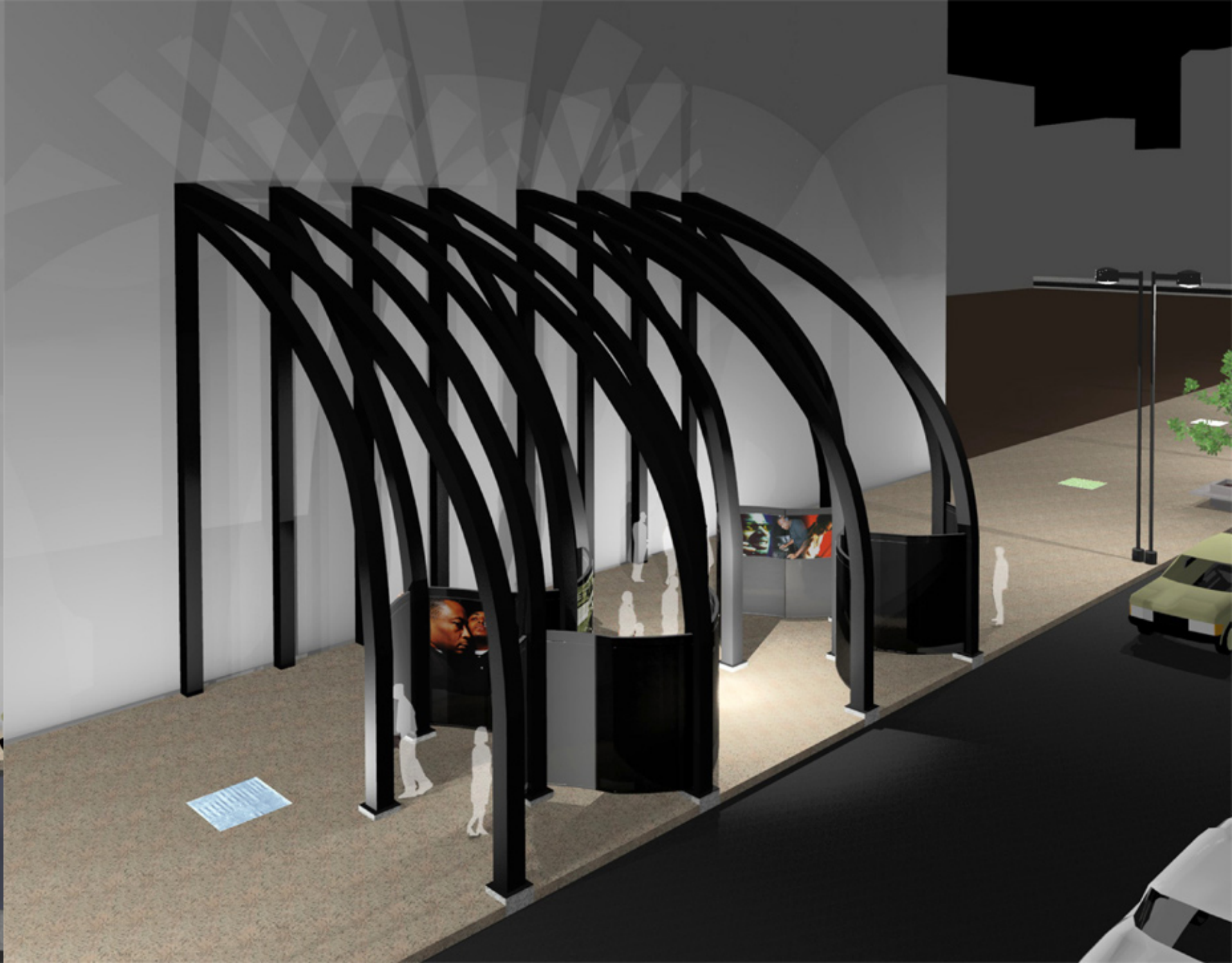
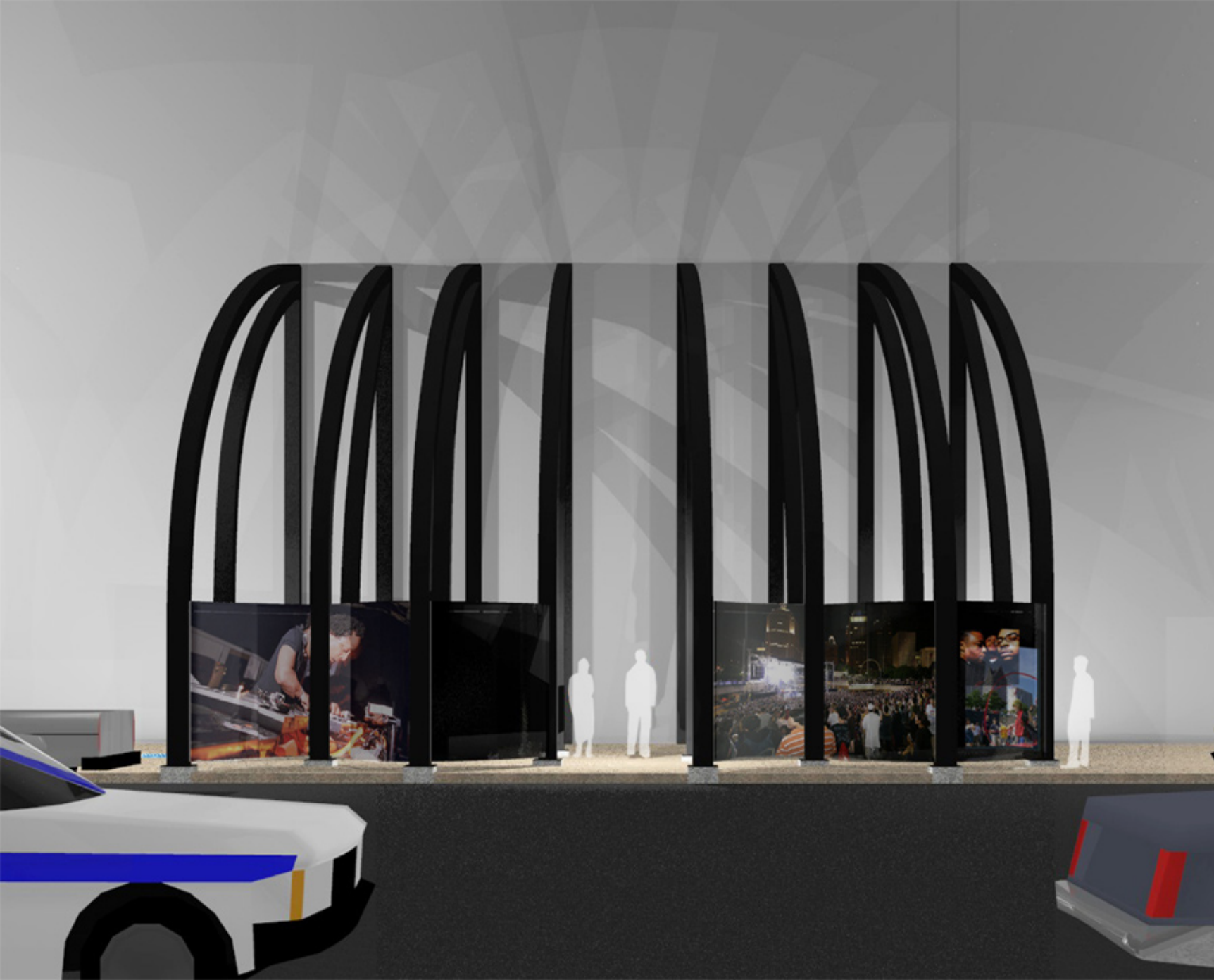


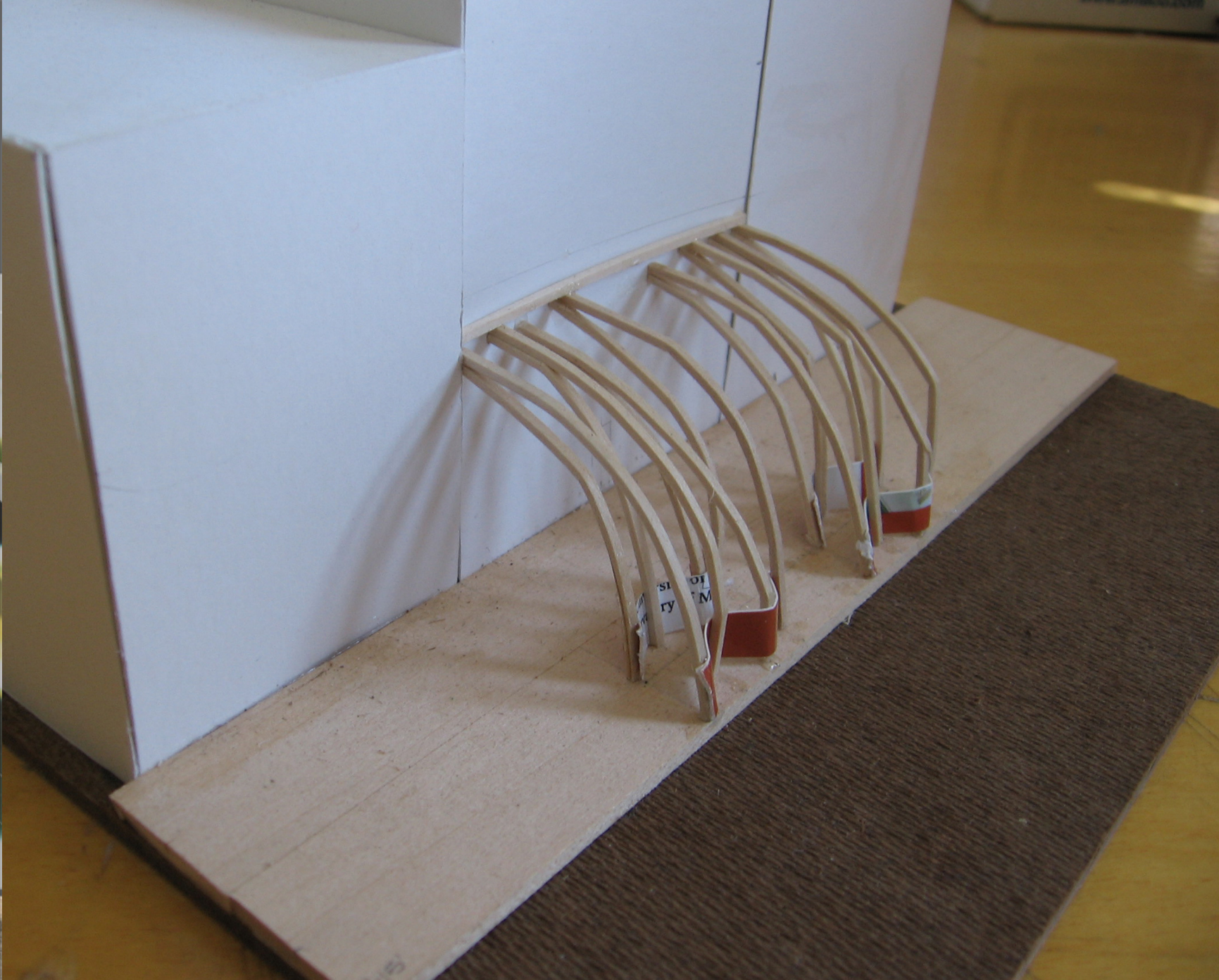


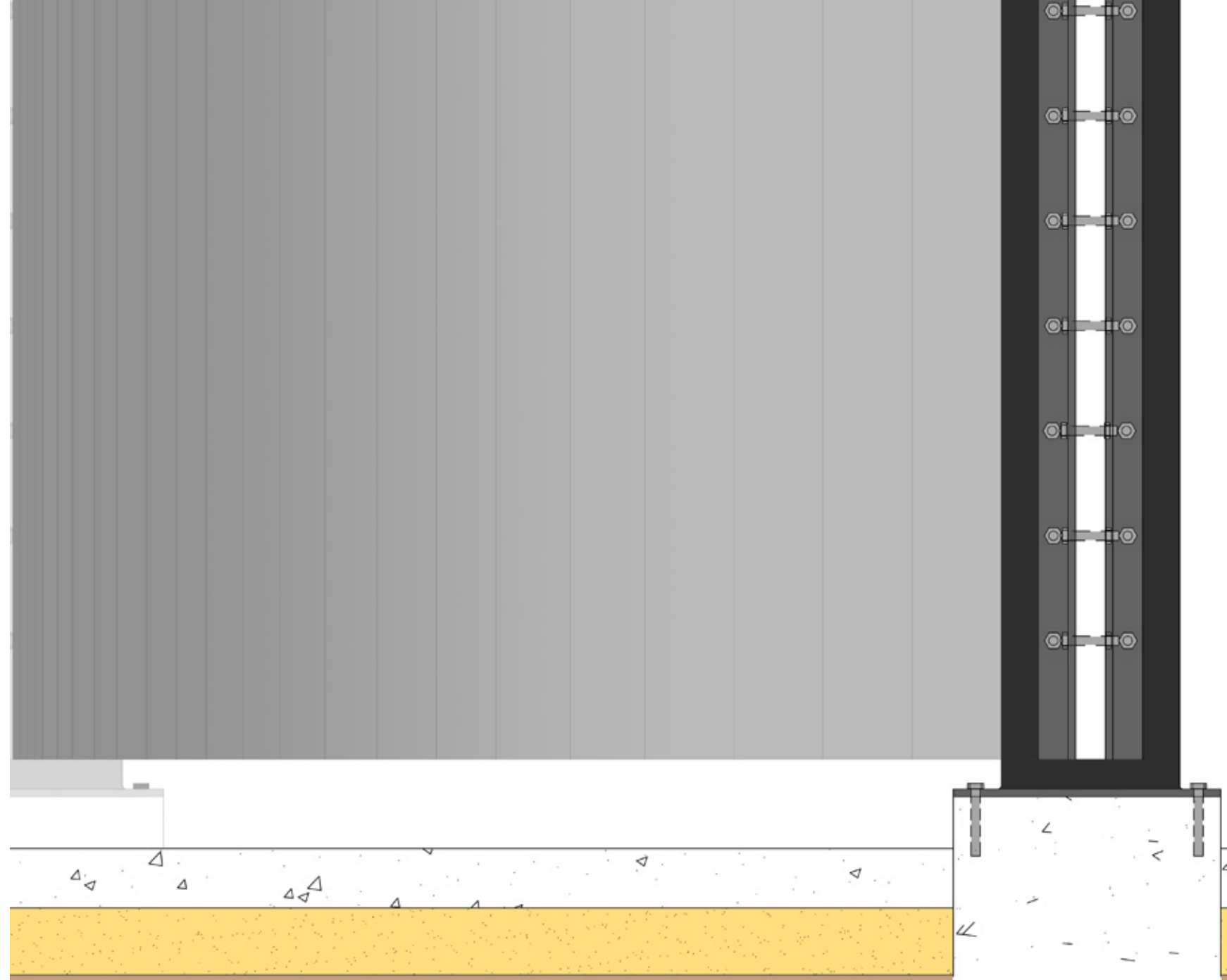
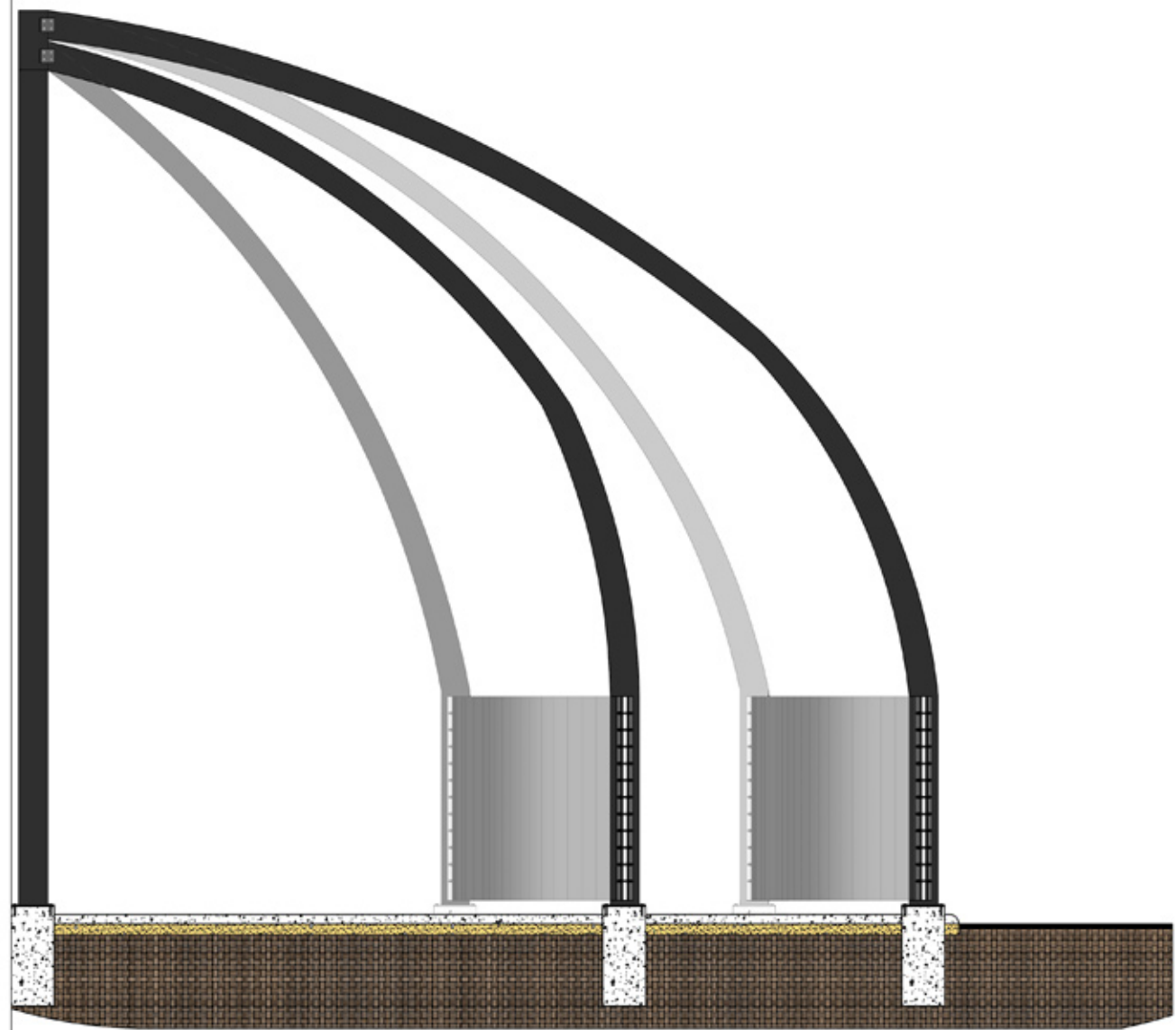
These exhibits have been designed to represent the musical genre that had once been played or produced there. These points are designed to allow for the discovery of information, listening of music and the ability to extract the information or music from each of the specific genres. The exhibits focus more upon the music of the genre as opposed to the specific site in which they are located and allow the music to inform the architectural decisions that were made in the design. All of the artists depicted in each exhibition are from Michigan. Specific rules were generated for these exhibits, could not exceed seventy-five feet in length and they are not to interact with the adjacent building.

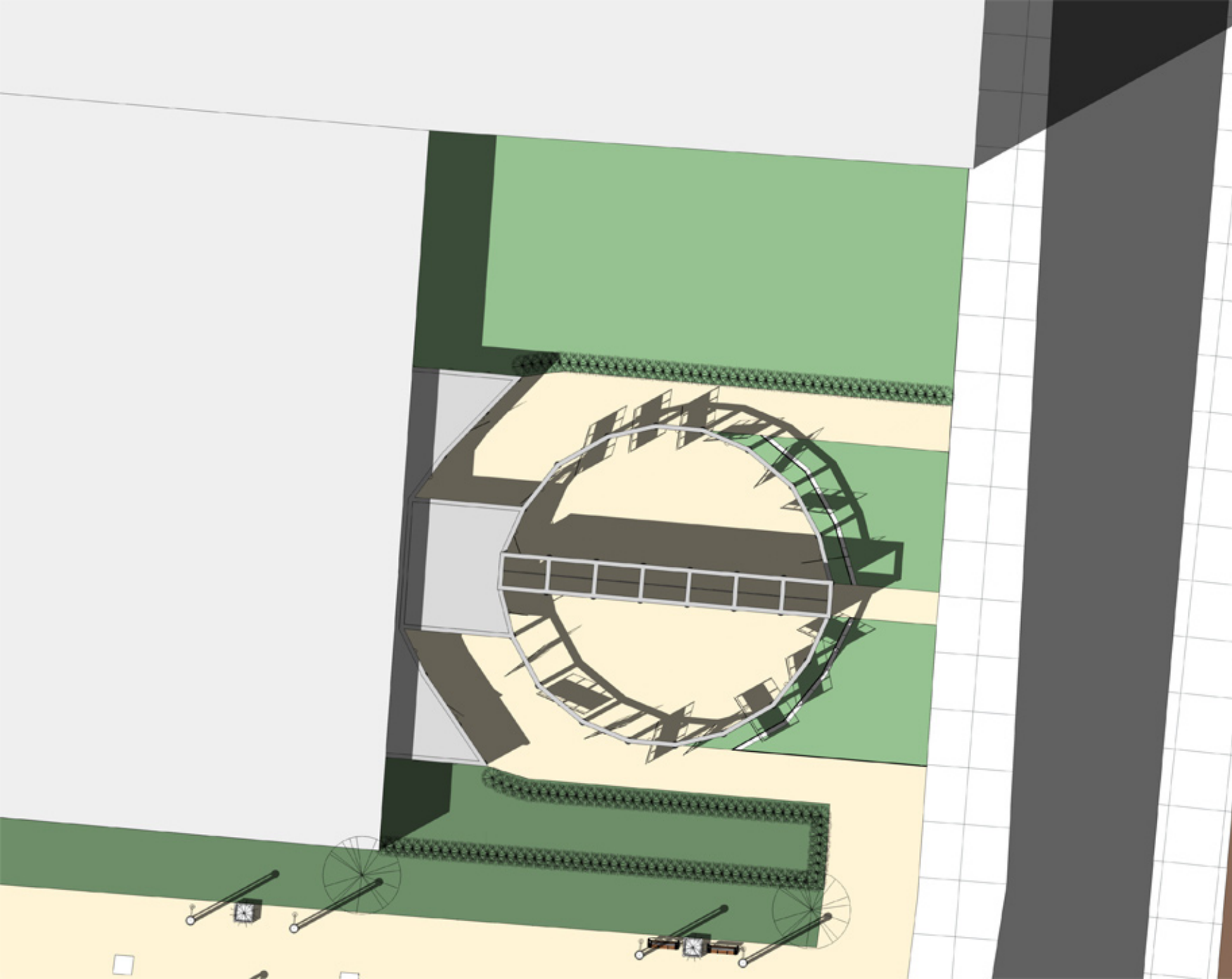
The Techno exhibit focuses in upon Techno music's nature of technological experimentation. With this thought in mind this exhibit would focus upon new technologies specifically touch screen technology. The main goal for this exhibit is interactivity, allow the user to become fully immersed into the exhibit and permit them full discretion in the information that is in front of them.





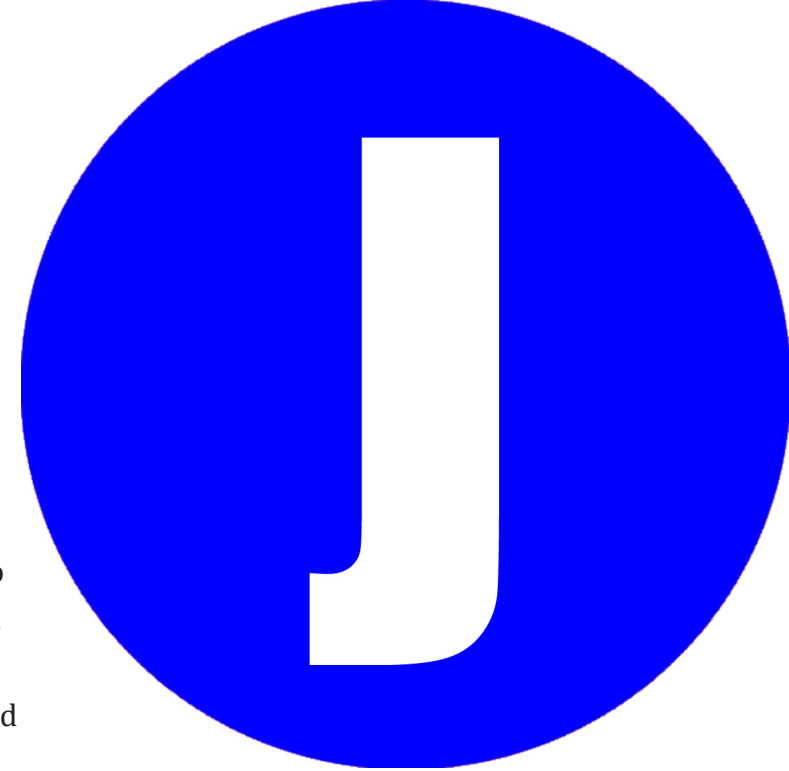




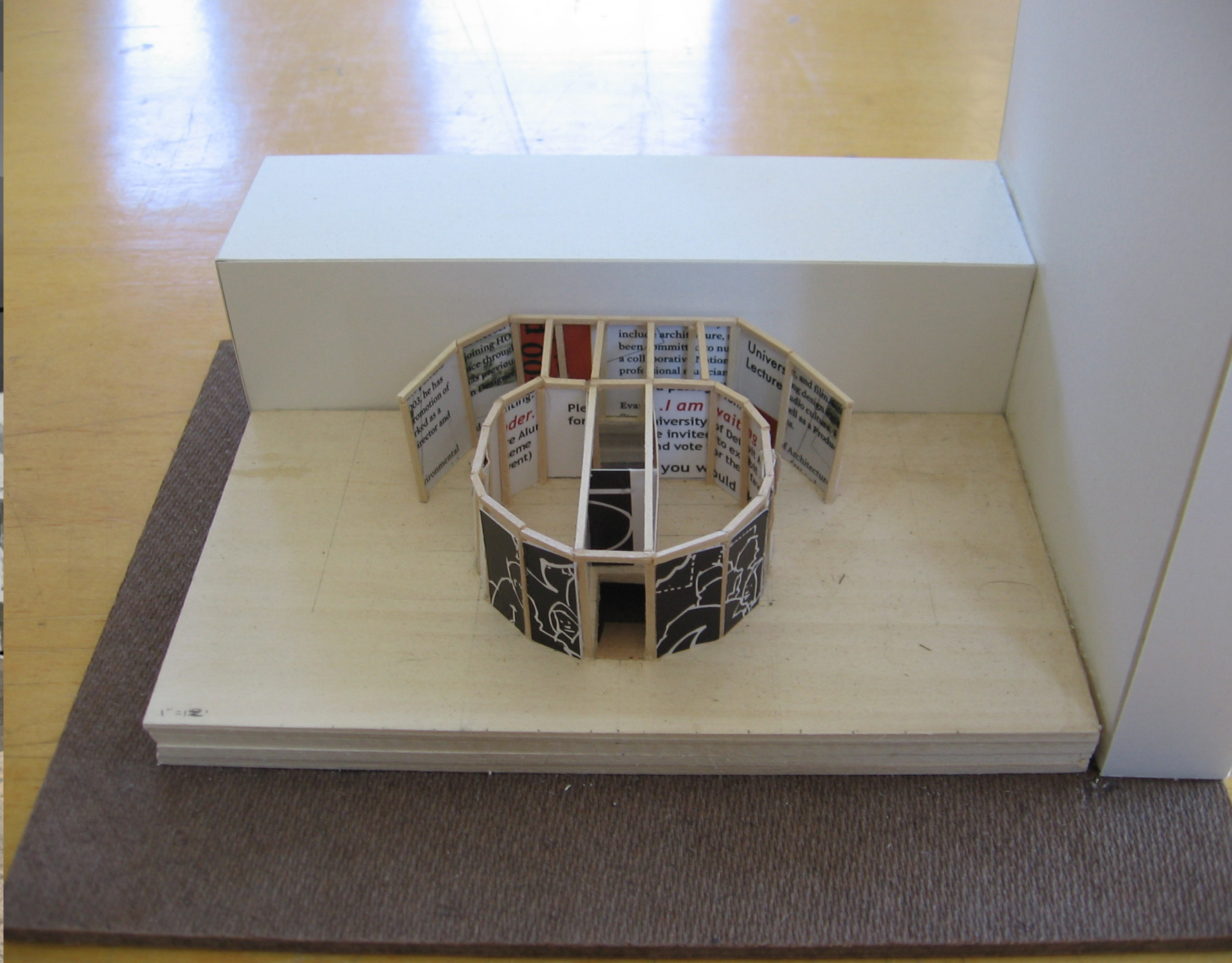


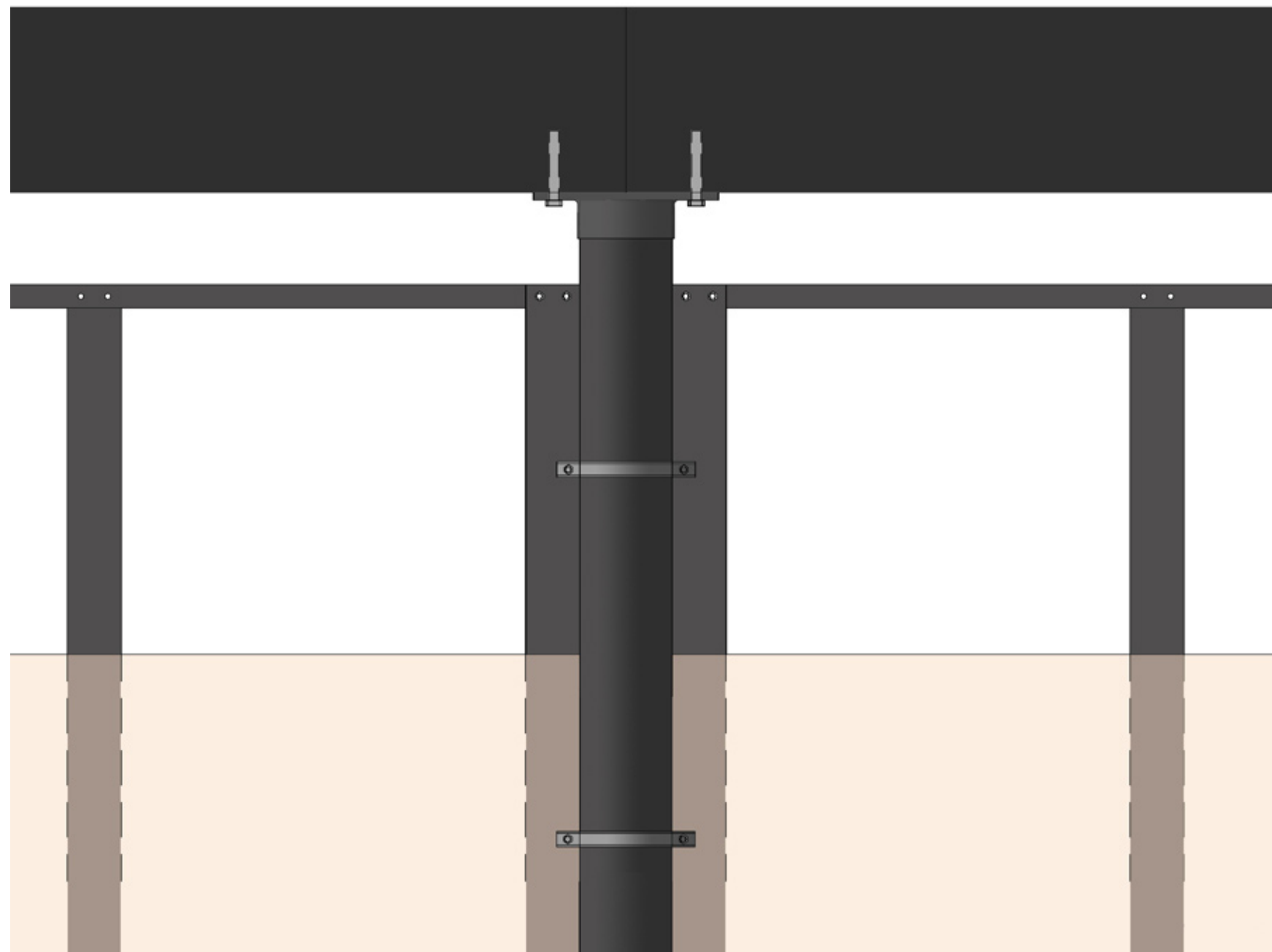
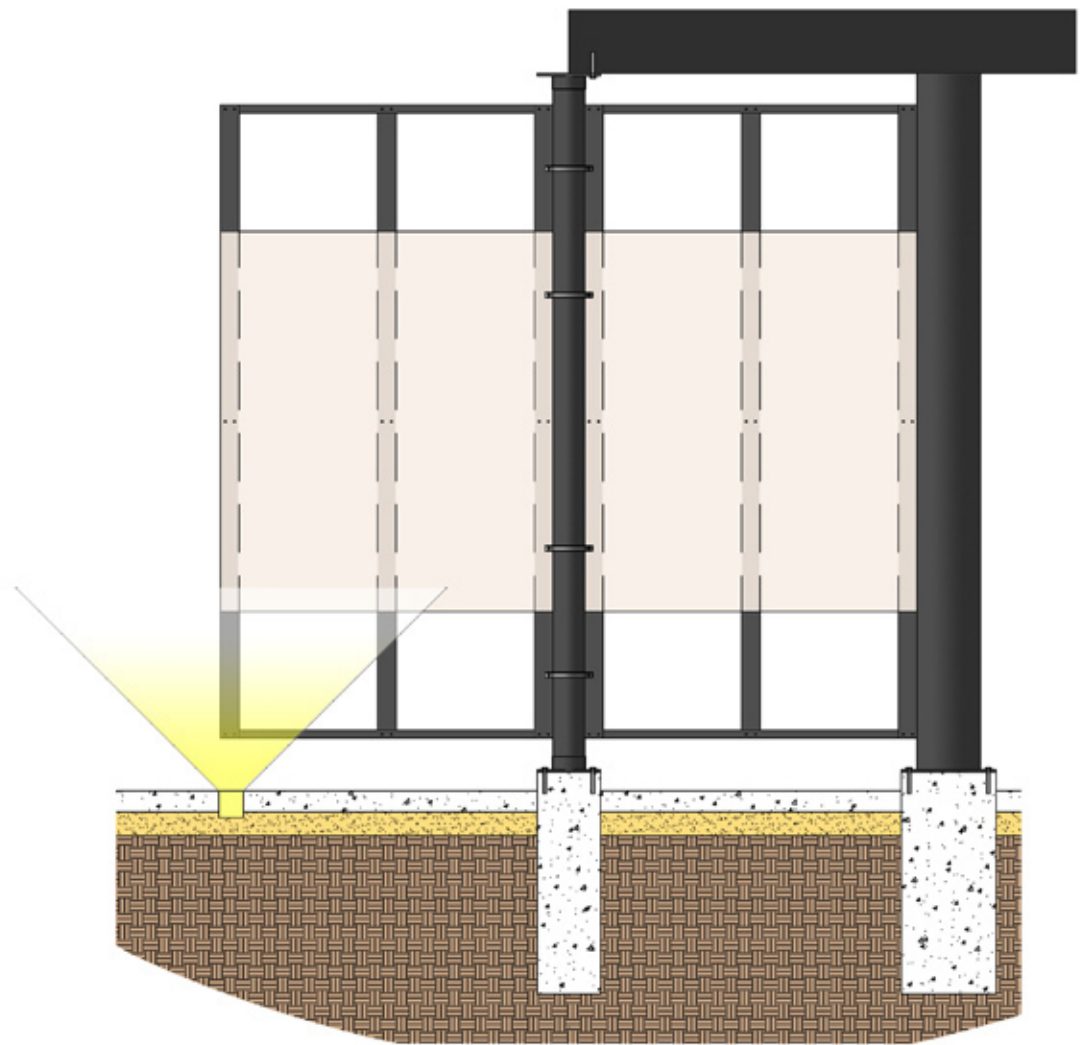
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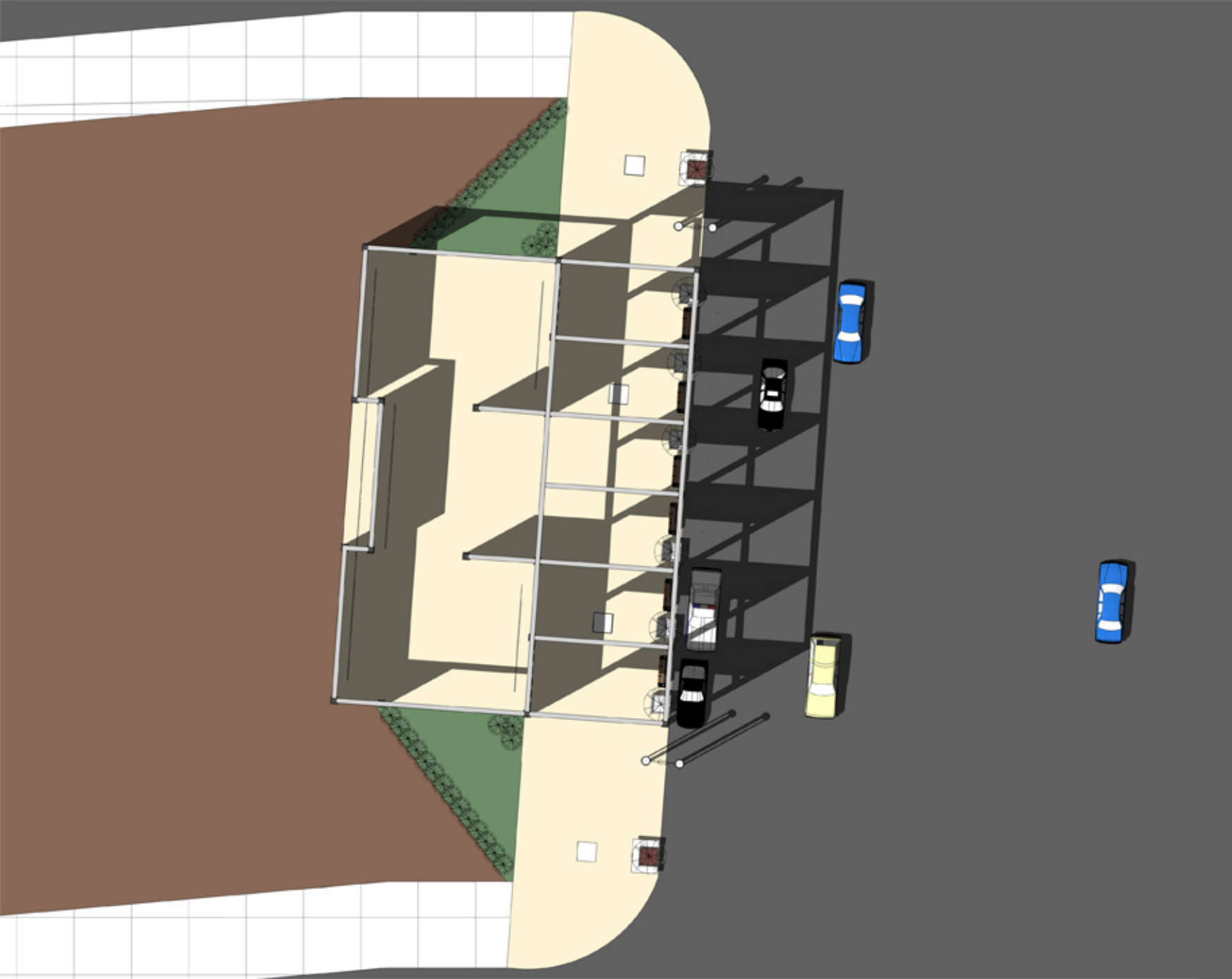
The Jazz exhibit examines the three distinct attributes of the music, Improvisation, syncopation, and polyrhythm's. This denotes that the exhibit should allow for users to move elements creating a sense of creating ones own path, while creating repetition to make available multiple paths to be taken. The design decisions allow for many paths to be taken throughout the space by making almost all of the panels displaying information can be rotated to reveal different areas, generating the opportunity to carve ones own path through the exhibit.









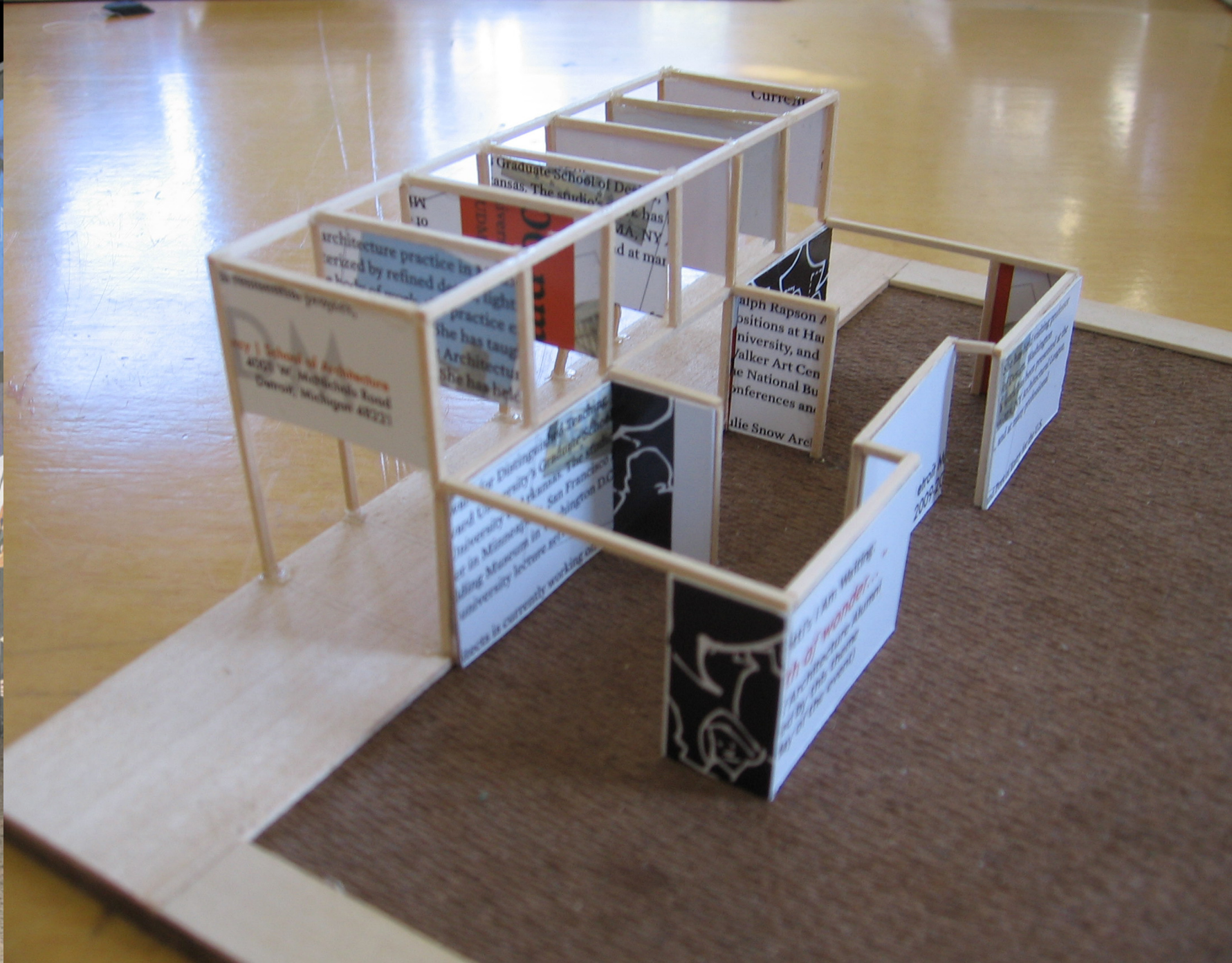
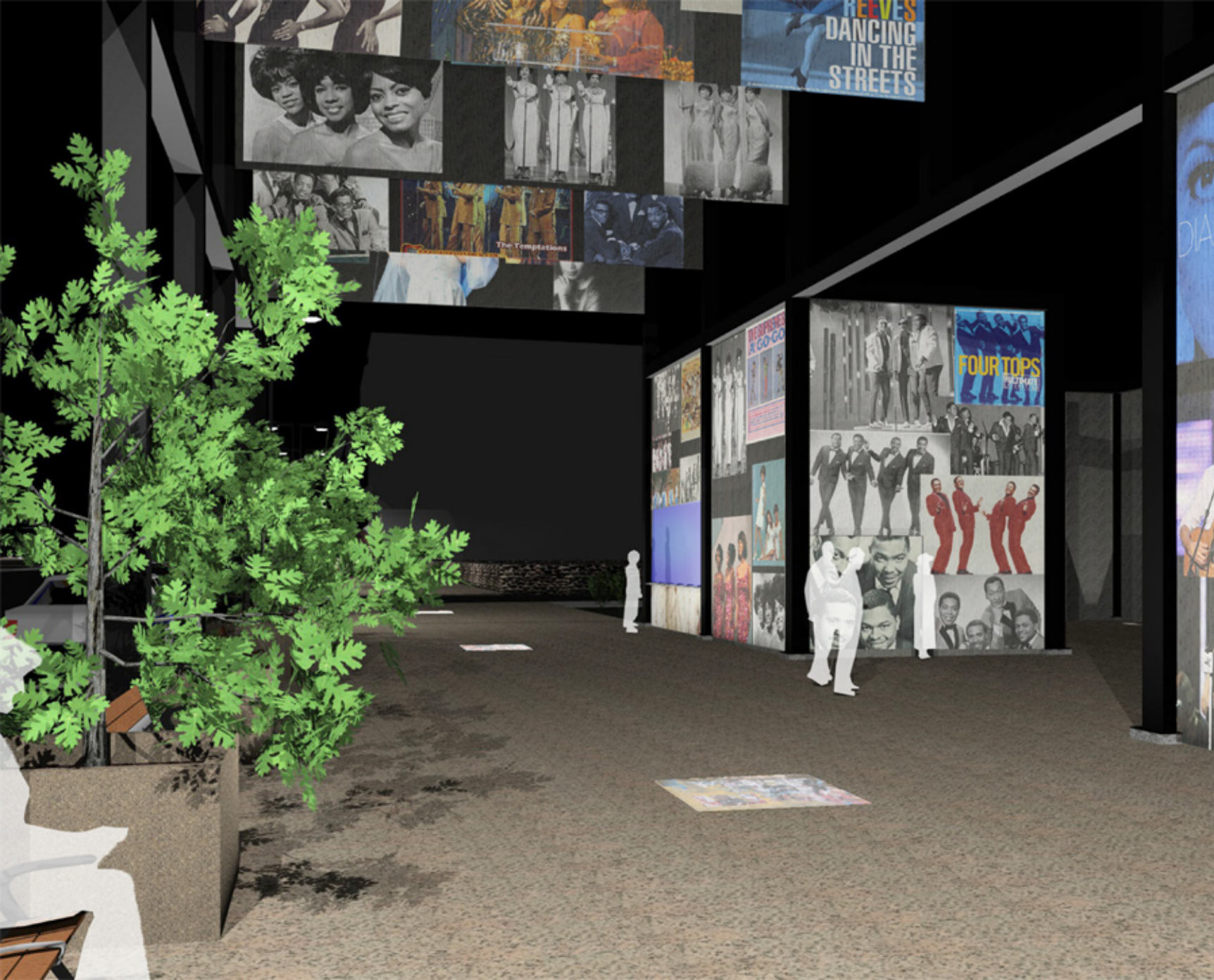


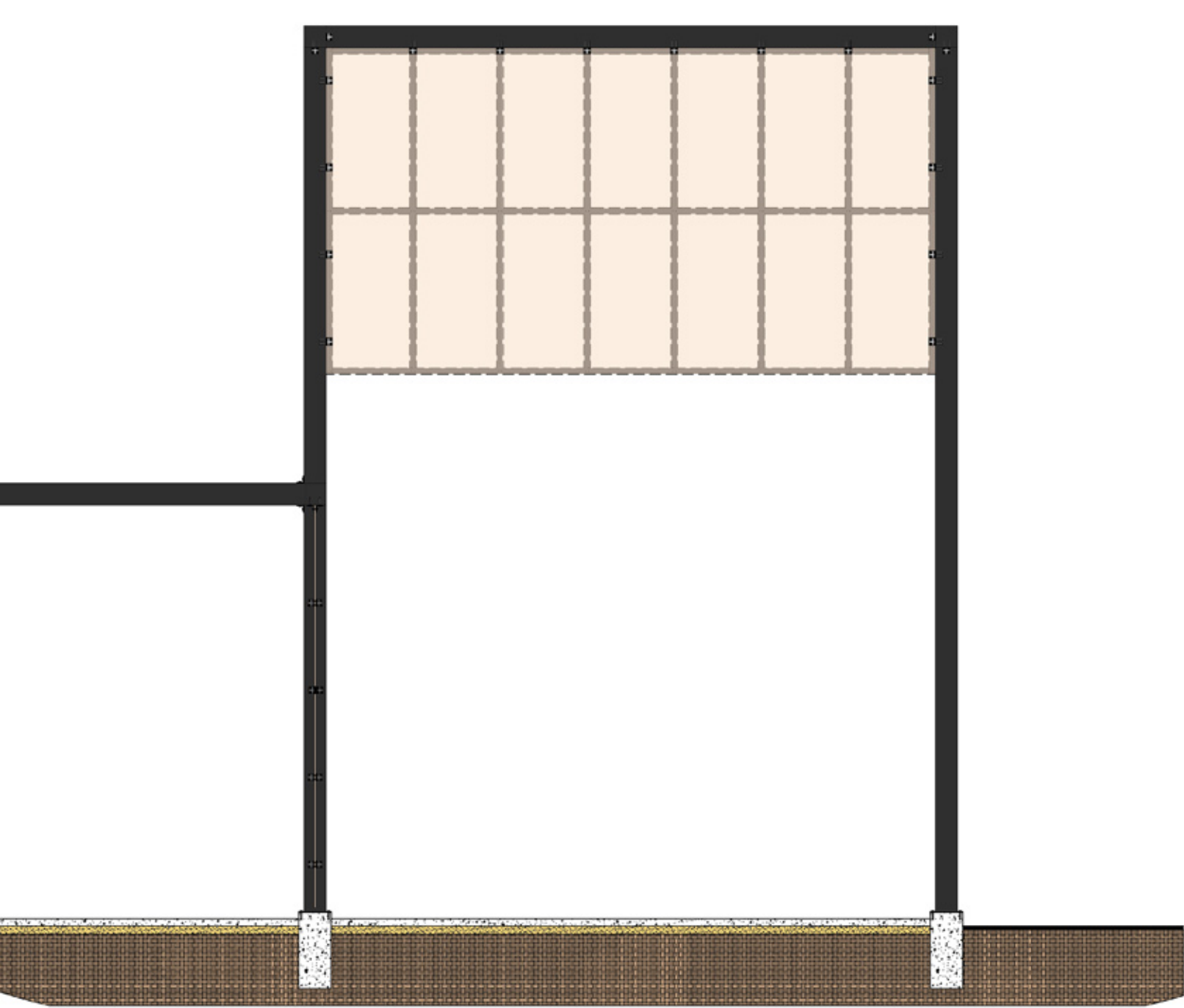
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The Motown exhibit focuses upon the intrinsic nature of Motown music of being simply constructed and carefully arranged. This brought forth the design decision of spacing on a grid pattern and the omission of any awkward angles. The main goal of this exhibit was to architecturally express what is Motown music while allowing for users to learn more about the artists of the genre that originated out of Michigan.





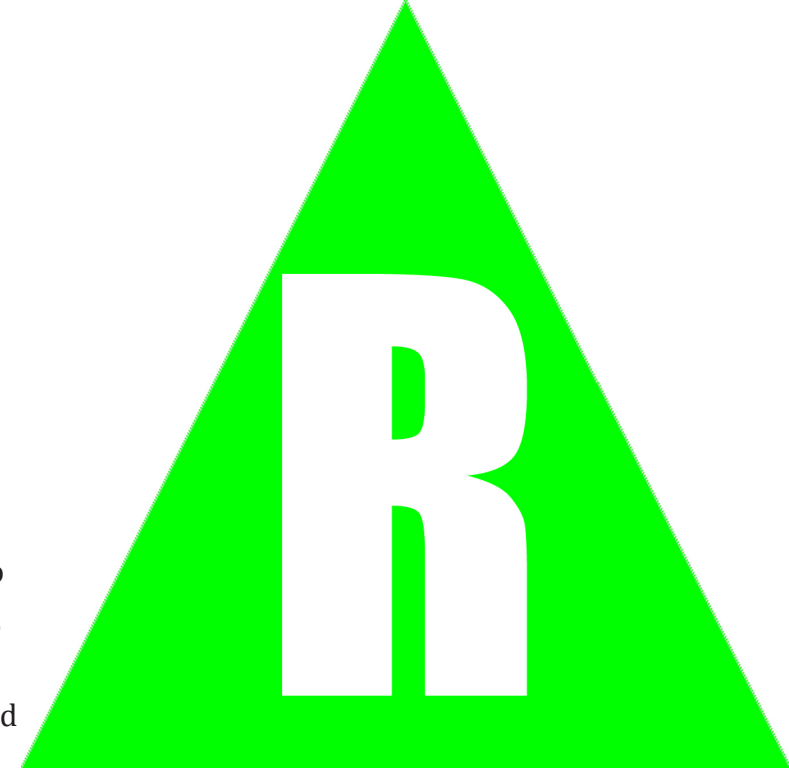


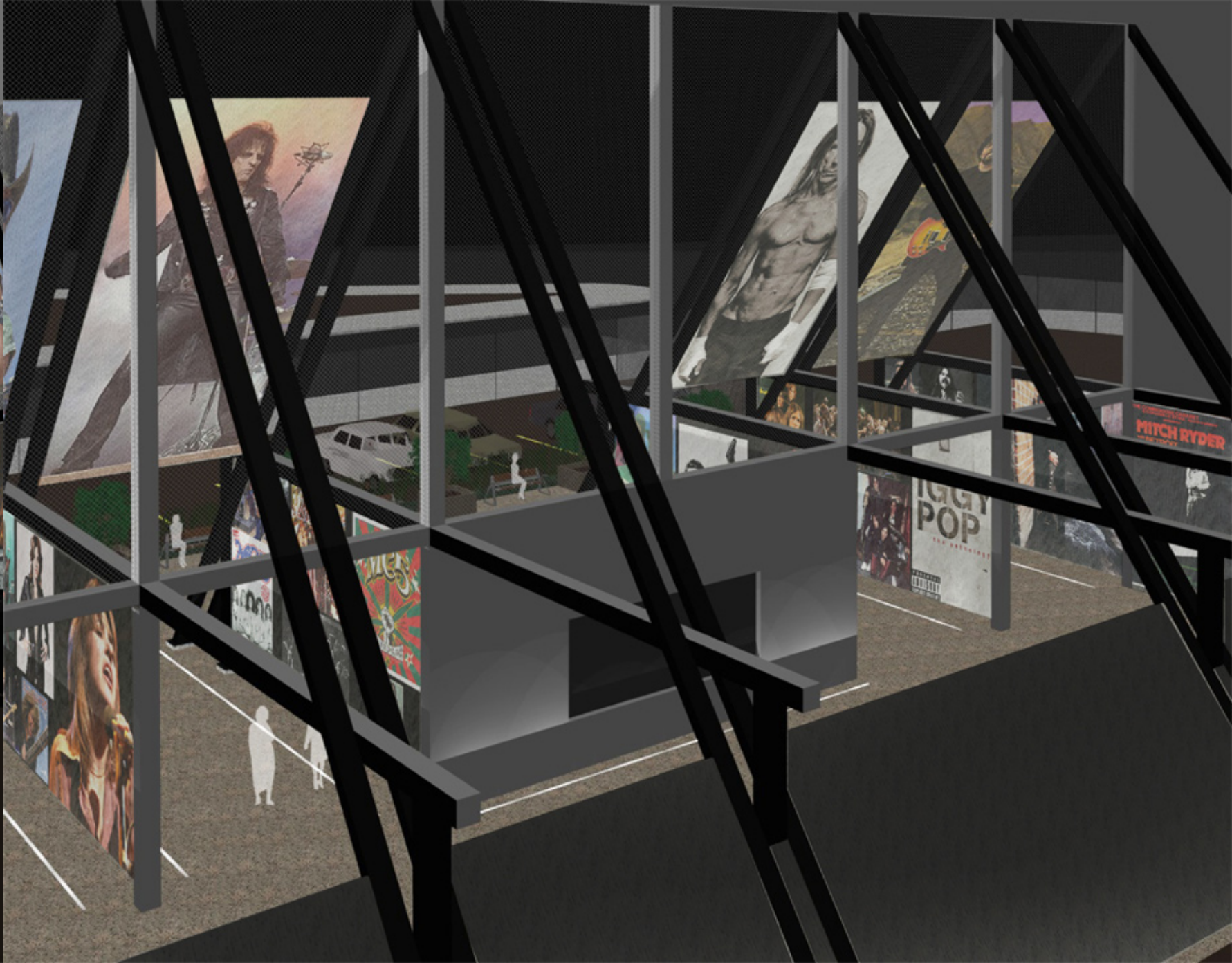


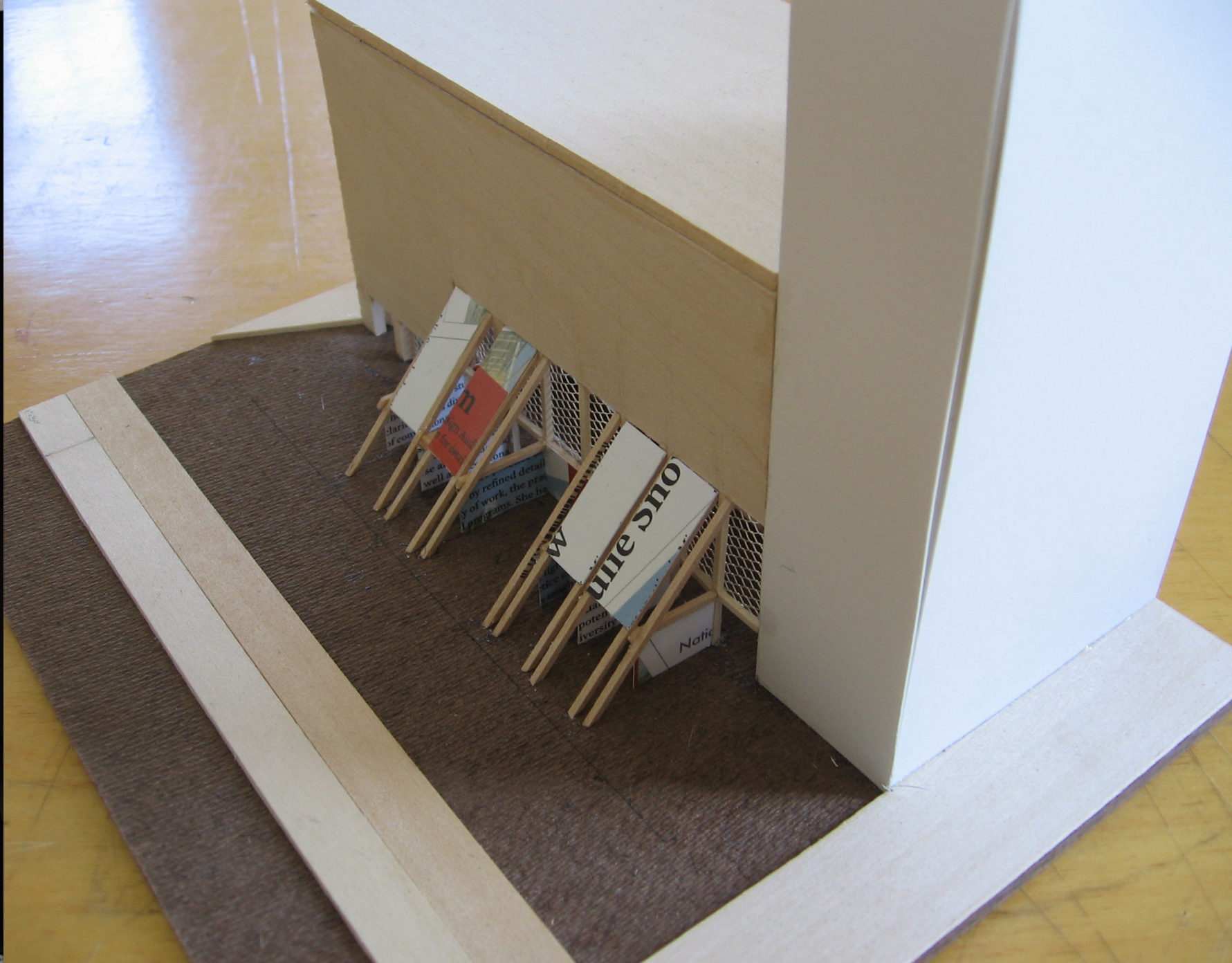
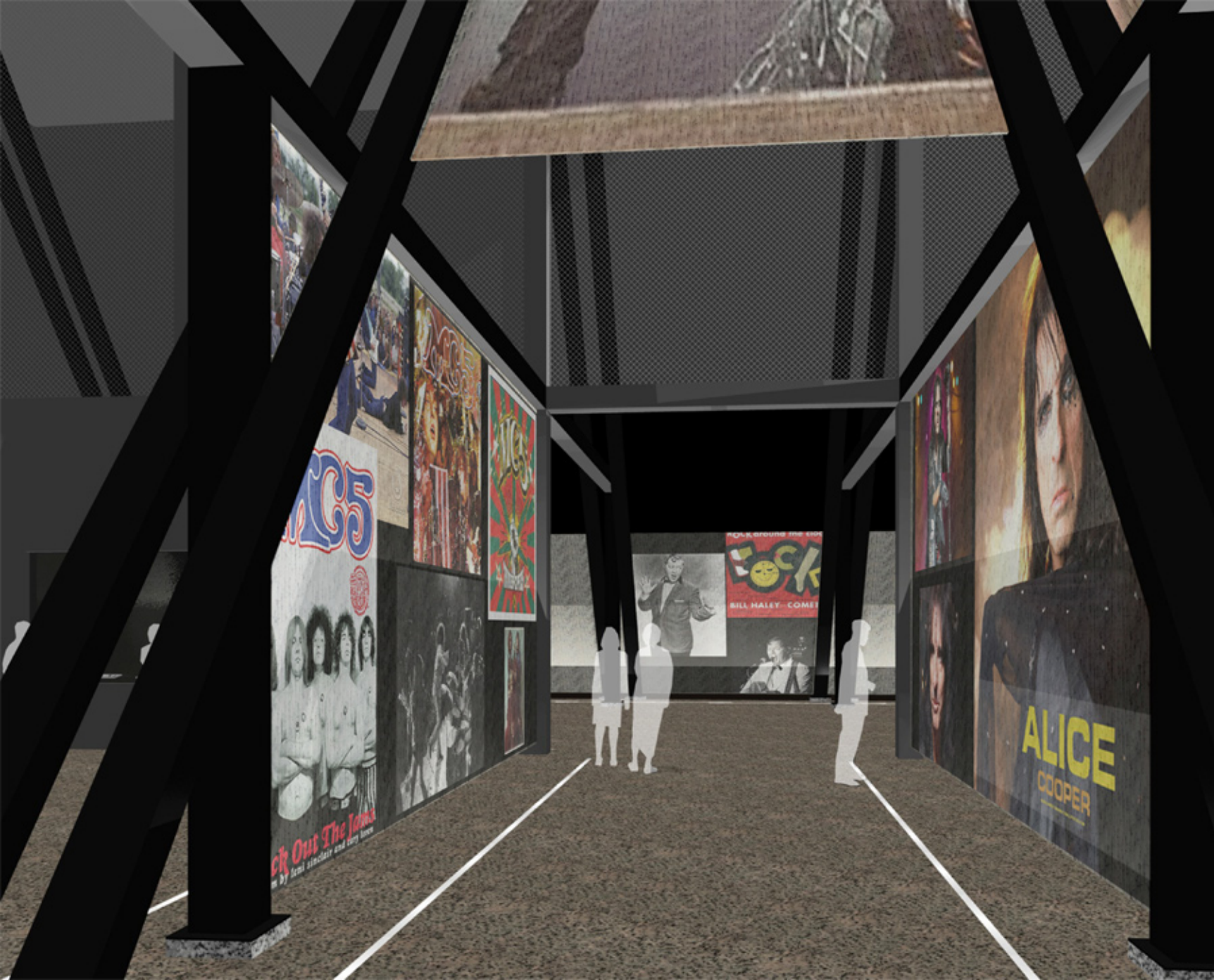


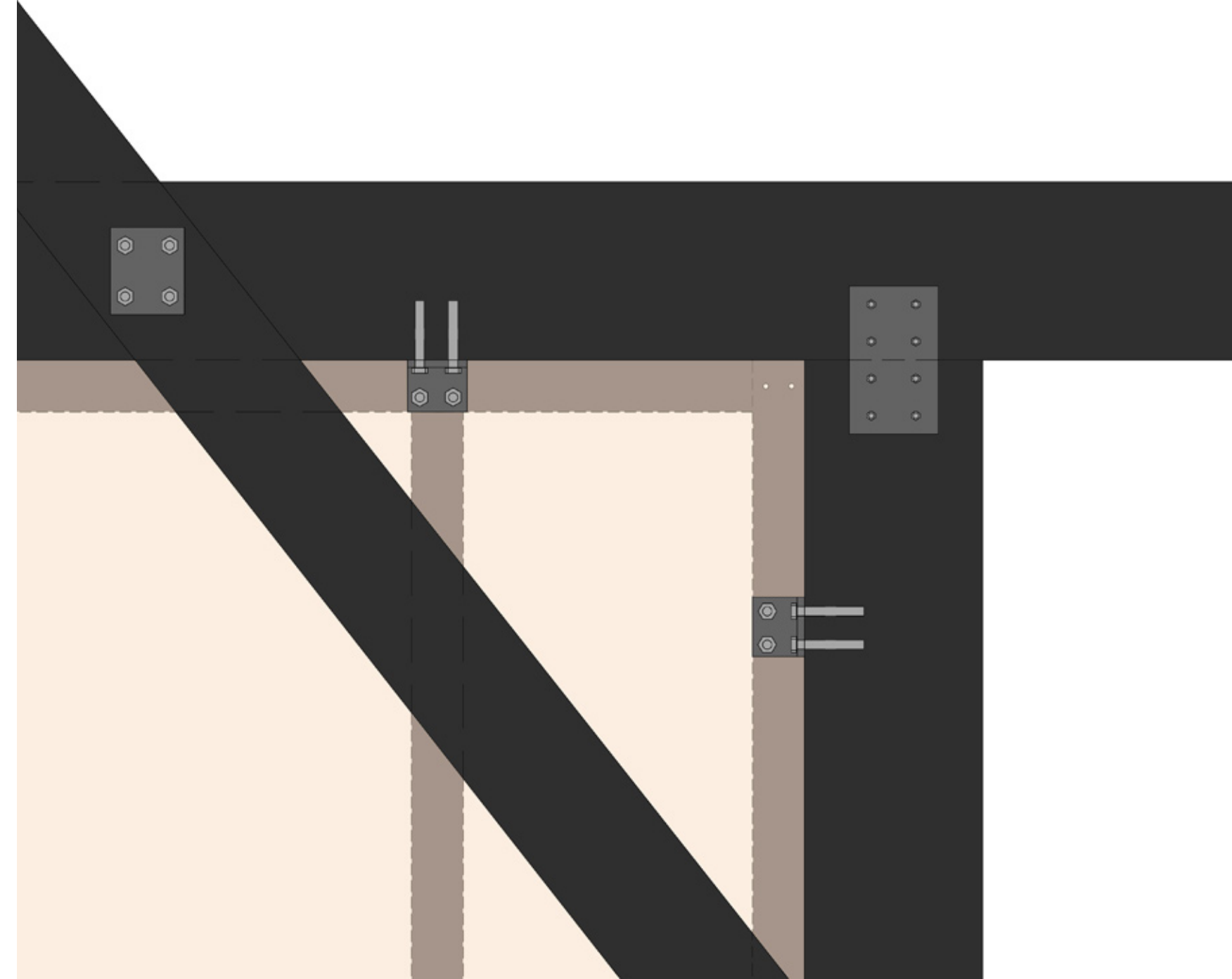
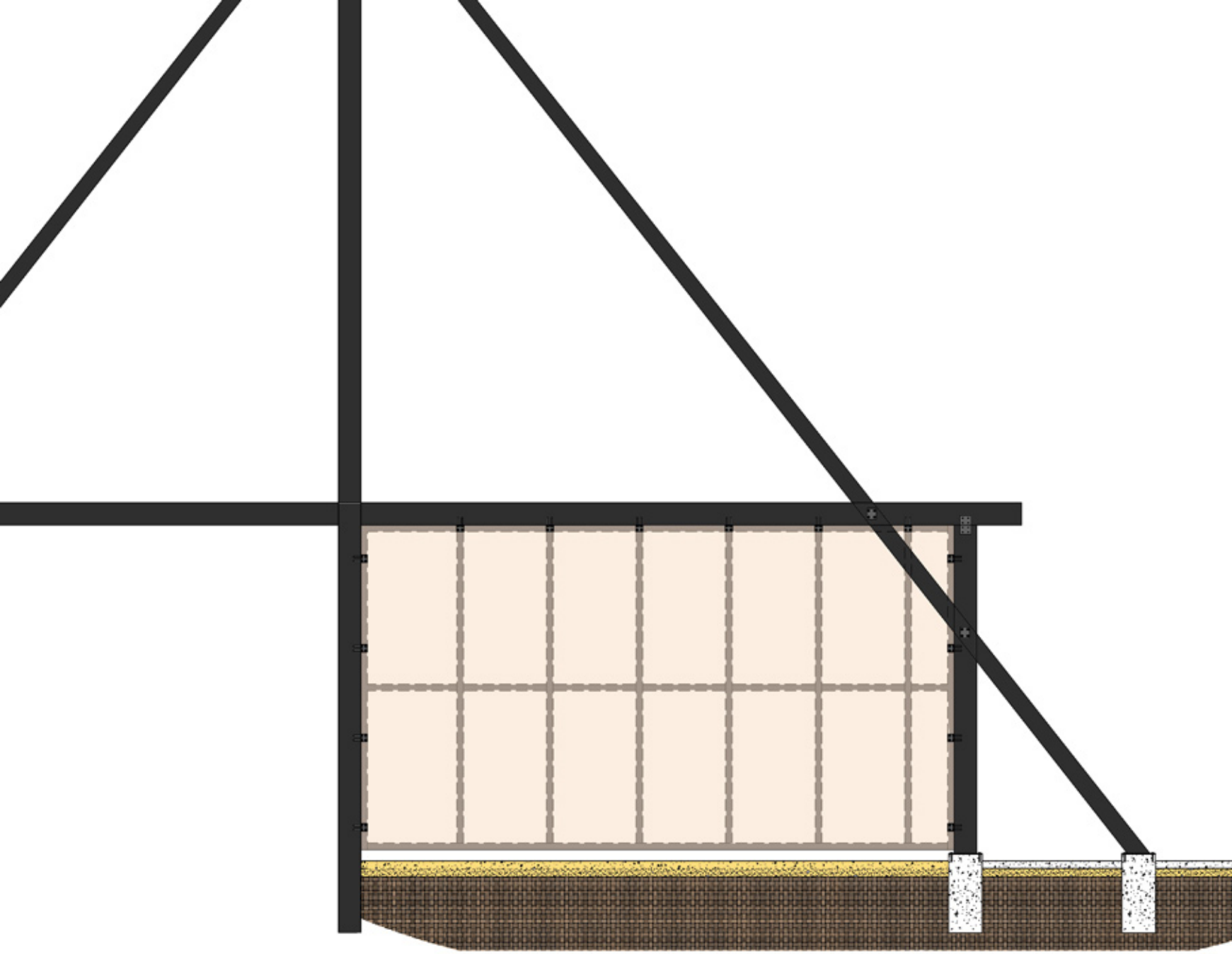
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The Rock exhibit generates its qualities from the image that is associated with Rock music, the bad boy image. For this reason it was appropriate for this exhibition to break the rule and it purposefully interacts with the adjacent building. The interior of the adjacent buildings is the remnants of the Michigan theatre and is currently closed to the public. This installation will partially open the ruins to the general public, while still allowing for the Michigan building to retain its parking lot.









CONCLUSION

Initially this thesis project sought to explore the concepts of a walkable community and to begin to establish these concepts into downtown Detroit, as a means for rebuilding the city through treatments of density. As the year progressed it became obvious that while in discussion this idea works and makes sense, the execution of such a task is impossible. Through research and experimentation, architecturally a building was in appropriate and could never create the walkable community that this thesis hoped to establish. The current end product, an urban trail, seeks to engage the people of Detroit and energize the pedestrian activity within the city in hopes of providing a catalyst to revive the city.

CHAPTER SEVEN

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WORKS CITED

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