

I



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BOUNDARY | THRESHOLD urban intervention

urban | building | park | roof | storm |



Centrally isolated

The Thorne neighborhood is physically isolated in the heart of New Orleans. It is located between the main systems of the Mississippi River and Lake Pontchartrain and sits uncomfortably at the center of the city's emergency response requirements. Due to its location, the urban landscape system is fragmented around Thorne. It is surrounded by the interstate and levee systems. One major avenue that such a position would be advantageous, accessible and historically valued.

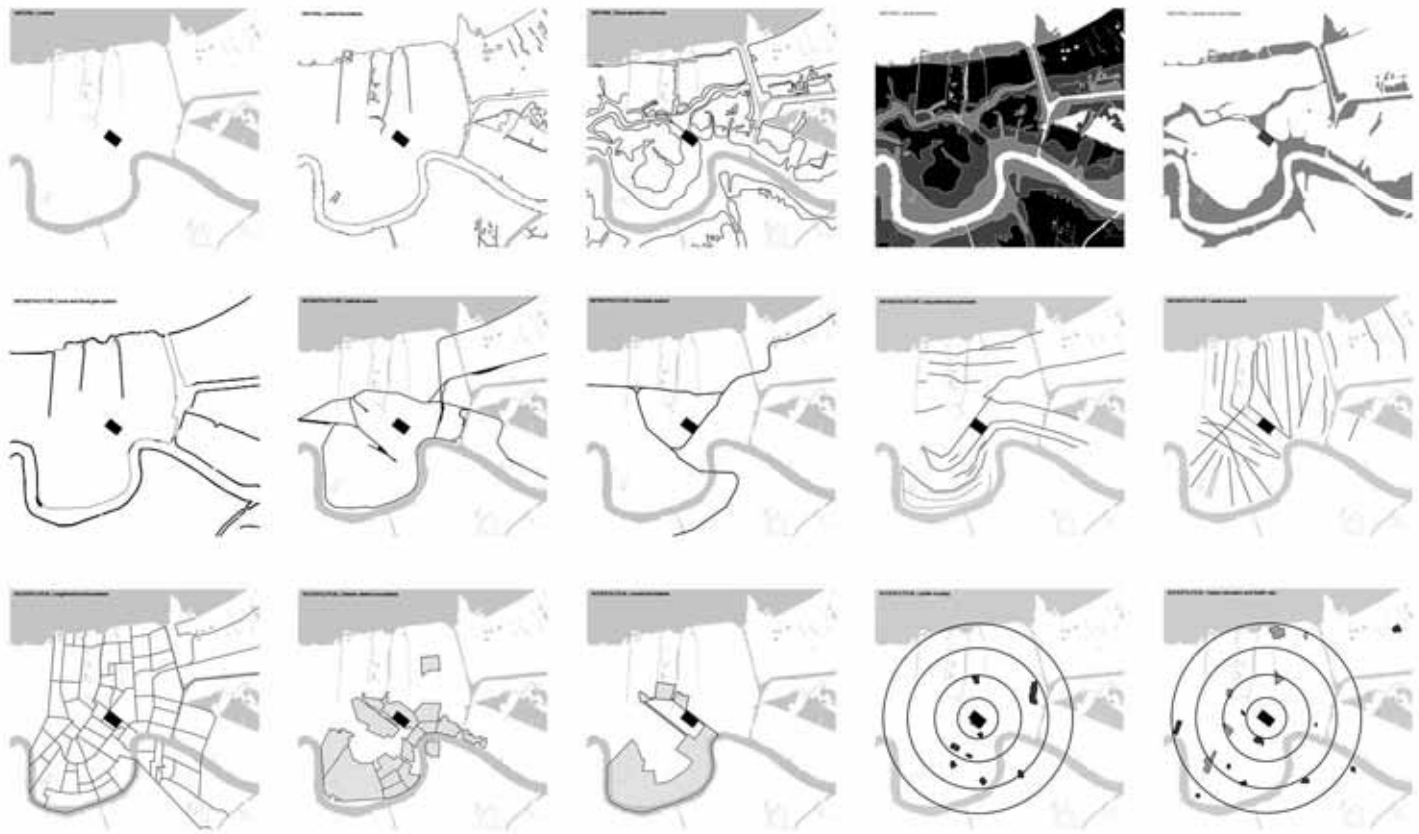
Historically, Thorne's centrality has resulted in its isolation. The neighborhood exists on the edge of the city's urban infrastructure and central business district. The regional location allows access to major highways but not through them. It is therefore a fragmented neighborhood, geographically isolated in its location and disconnected from the city. This is clearly detrimental to the residents of Thorne, but it should also be thought of as a problem for all New Orleans. The heart of the city must remain alive to ensure the safety of its various regions and subregions.



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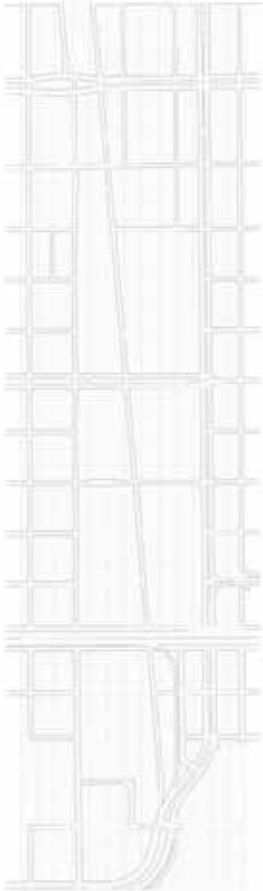
MACRObuild Spring 2006
Professor Alan Lewis

Jessica Dent Zurich

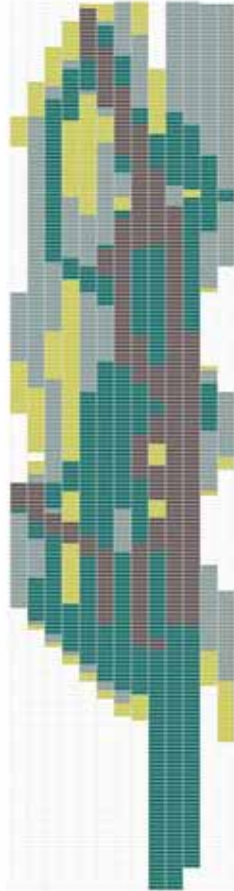


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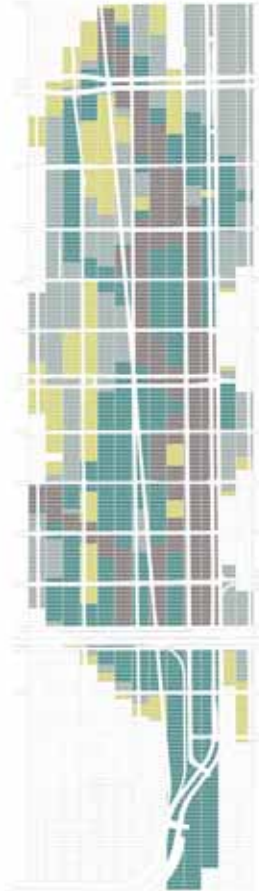
grid overlay



pixelation



breaches



precedent



The Boundary and the Breach

To work the methodology in play, a grid overlay is placed across the entire area. Each part of the grid is 20 by 100 feet. The smallest legal lot size in New Orleans. Each lot is then assigned the maximum density based on zoning within that lot.

Lastly, the breaches must be inserted. In this case, they are the streets that connect the urban grids of Veneré and LaLaurie blocks.



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green space
residential

low density
residential (1 unit per lot)

medium density
residential/commercial (2 units per lot)

high density
residential/commercial (3 units per lot)

composite

Design Strategies

When the systematic strategies are determined by the site plan, the design strategies are more subjective in application.

GREEN SPACE In addition to the systematic assignment of green space, the area toward the urban density and the urban form offers the opportunity for a continuous path that may begin at Lake Armstrong Park and continue north to City Park. Other parts of the space may be further work, there are opportunities for playgrounds, parks, plazas, and public art, in addition to the overall design. Other green spaces are also assigned as green space.

LOW AND MEDIUM DENSITY There are no specific design strategies that allow for systematic strategies of the low and medium density lots.

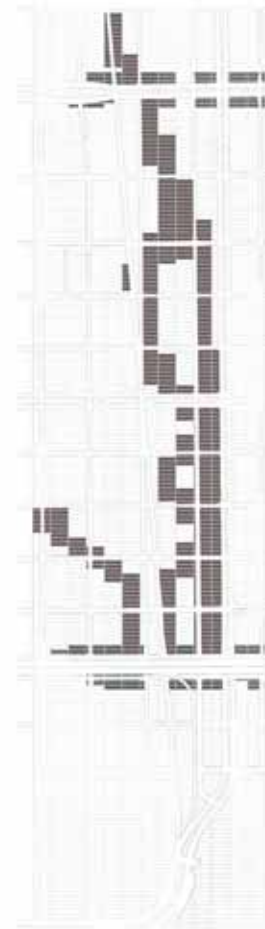
HIGH DENSITY Along the City Center, two lots on each side of the highway are included high density regardless of the location in program. The reduction of height along the site and adjacent lot determined by the height of the adjacent lot on the site. It may be thought to include lots as the mixed context - the reduction of density around an existing boundary. It also offers the opportunity to increase the floor area along City Center as it cross streets where the maximum of 150. A public service is provided along linear which is also a commercial corridor.



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January - Guest Book



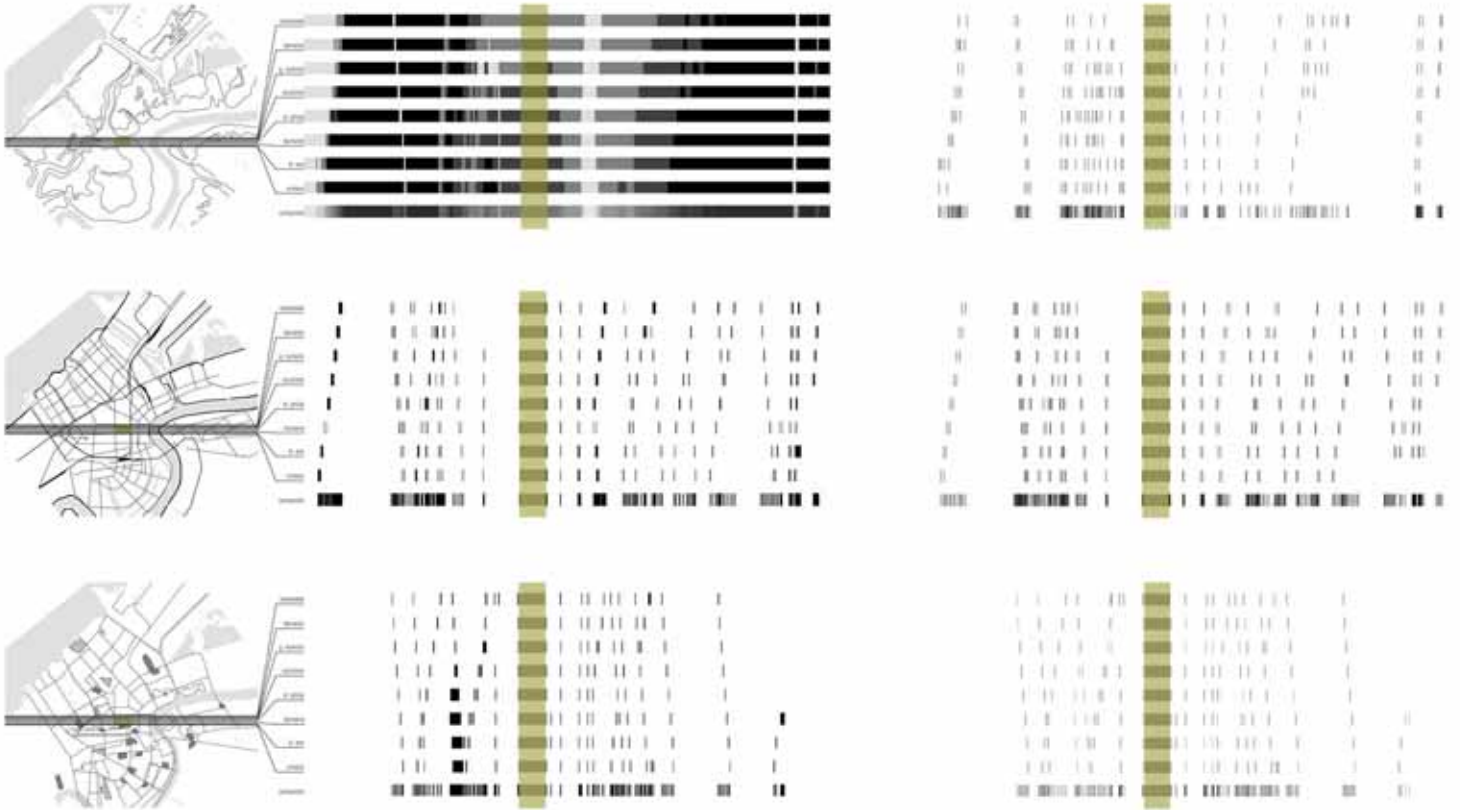
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Rethinking the Boundary

A series of images in the paper, illustrating the way urban systems have a sense of place. It was through the city, taken through each of the urban centers of these interventions that boundaries are understood and redefined and from the neighborhood to the city.

Boundary-redefined and urban systems are defined. This has the advantage of being a better practice and when the urban systems are defined as a boundary, the boundary must be considered as a device to be the source of people, ideas and culture. The boundary of boundary defines the strength of the city's organization, but also the degree of urban systems, education and urban systems.



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Janette Good Luck

BOUNDARY | THRESHOLD urban intervention

Design Strategies at the Block Scale

A variety of housing prototypes exist at this moment for the MICHO build cluster. We envision the mix of housing to be integrated directly into the blocks along with pedestrian paths to create an accessible and vibrant walk. In this walk, existing structures will be retained wherever possible in the urban housing units.

PEDESTRIAN BRANCHES In some cases units are built at odd angles to allow for larger gas-ventilation openings. This allows for a variety of smaller scaled structures that allow access to blocks.

POROUS BLOCKS An essential part of creating a vibrant neighborhood is through the corner of each block. This gives our residents access as well as provides the opportunity for other to interact with units along the perimeter of individual blocks. This creates vibrant, accessible and vibrant public space of the street.

LAFFETTES/THRESHOLD BOUNDARY Within the prototype residential park layout, a new boundary is introduced. The space is thought as being built from a unique and dynamic set of urban structures. Laffettes is designed to be used as that if they are used for without parking, but it is not the desired street.

DEFINITION OF OPEN SPACE The urban Laffettes Center is currently a vast expanse of open space that is gradually redeveloped to the center of the neighborhood. This proposed area is designed to be a green space of a small scale as that it is a central priority of the urban housing units. These green spaces may be designed different ways of public and public programming, but it needs to provide a neighborhood with a new quality of residential experience.



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Jacques Good, Zurich

existing conditions →



proposed density →



intervention: pixelation →



pedestrian branches →



BOUNDARY | THRESHOLD
City Neighborhood

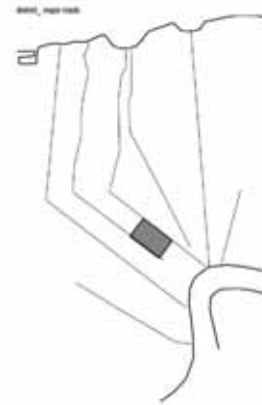
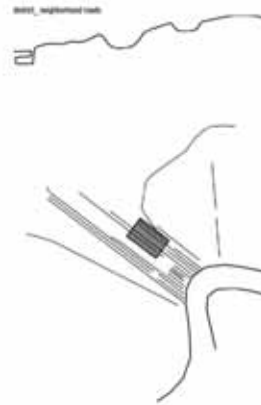
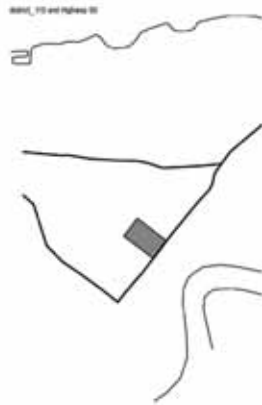
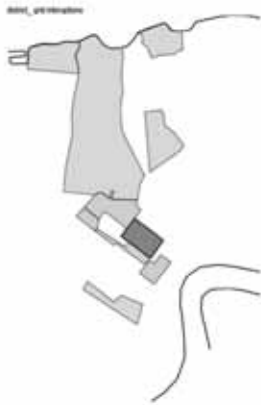
New Orleans city planner attempted to create a grid across one irregularly shaped city. The rigidity of this grid is perceived as consistent and correct when in reality it is varied and irregular. It is the distinction between perception and reality that makes New Orleans difficult to traverse. An area where this occurs is in Treme which lies in a zone where the grid intersects to the south of the river. This area becomes defined by its regular rectangular shape and its proximity to major city intersections that have it separated from its adjacent neighborhood, adjacent to the Lafayette project. Within Treme, the existing residential block structure acts in a similar manner by rigorously maintaining the street front as the highly used public space and the interior block remains an under developed, hinged private. Treme is completely built, with no publicly accessible green space. As the city grows, the neighborhood has become marginalized due to the placement of new city projects. Even with the changes to Treme over the last forty years, character in this neighborhood has withered.



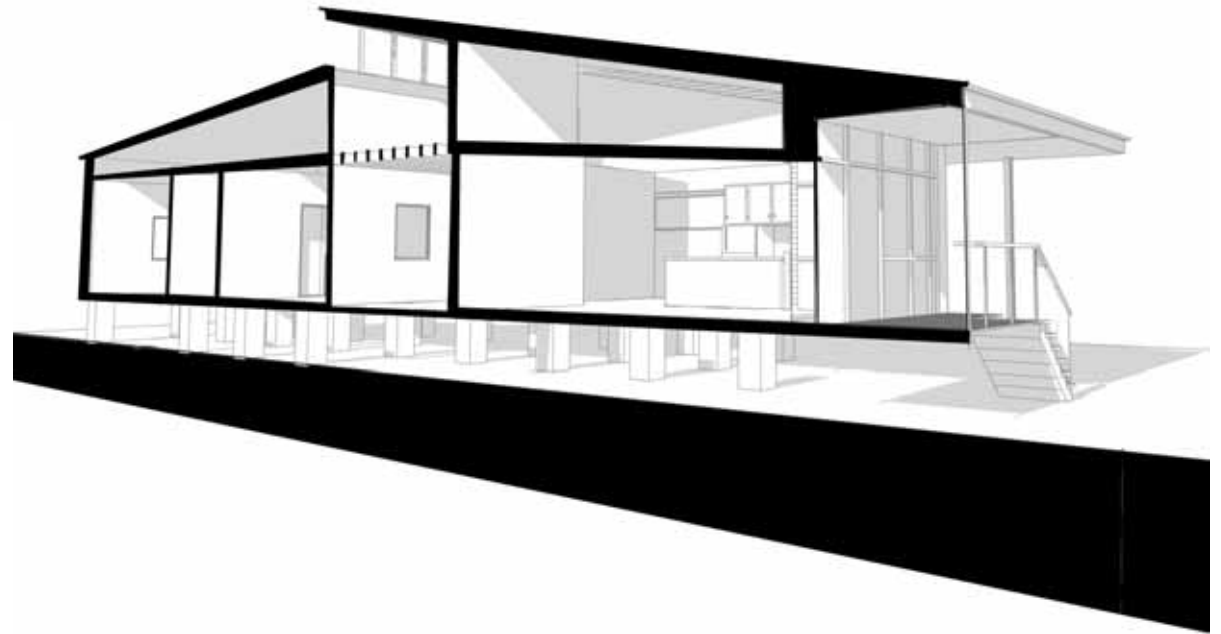
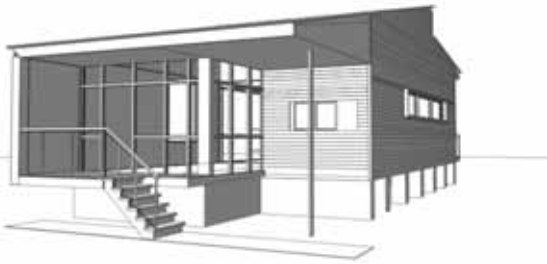
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Professor Alan Levin

David Denton



Prototype A





URBANgreen analysis

Pattern and Disruption

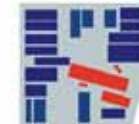
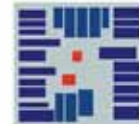
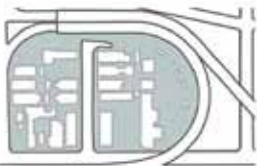
Aerial photos of urban form are a common way to analyze urban form. The dense, interconnected building footprints in a city's center are a key indicator of urban form. The urban form is a key indicator of urban form. The urban form is a key indicator of urban form.



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Professor Alan Levin

Emily Morad



BOUNDARY | THRESHOLD
block scale

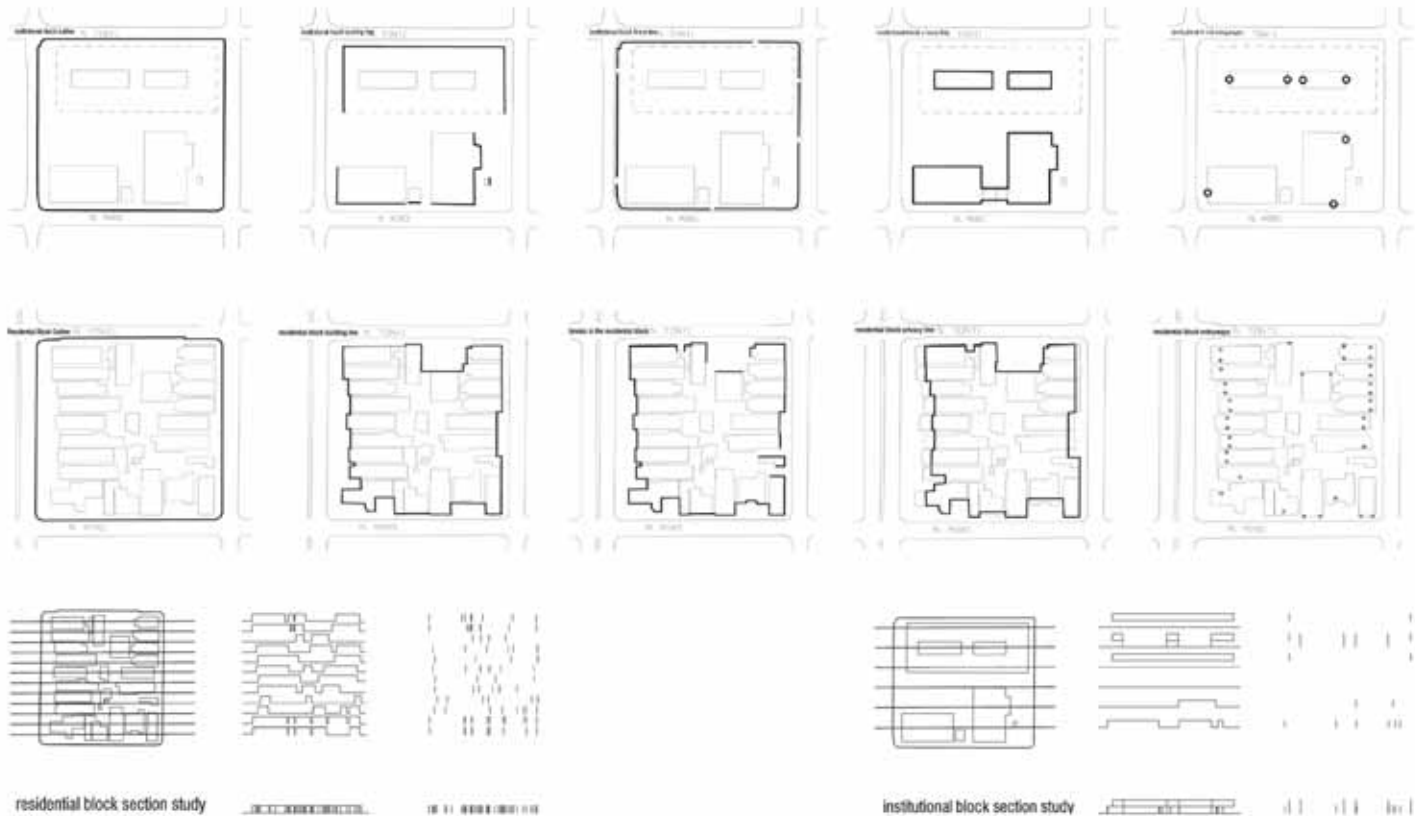
Theme: like much of the city is designed on a rigid grid. The system creates a block structure that generally maintains a regular size, orientation and building type. While diagnosing the Theme at the block scale, a consistent theme emerged: the idea that the neighborhood, homes and people are locked, fixed by its regularity. The theme has both positive and negative concrete lines. It reinforces and bolters up products and capacities at the same time. In the future the positive aspects of the theme can be made dominant and the negative associations can be removed or reduced.

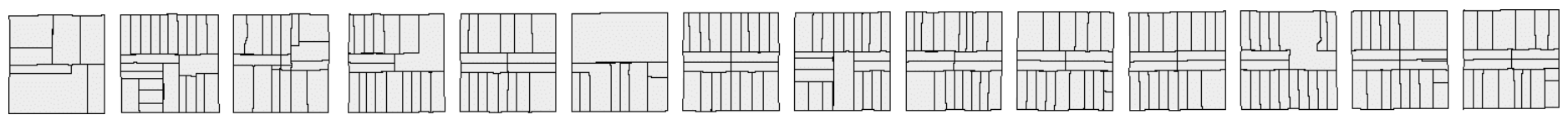
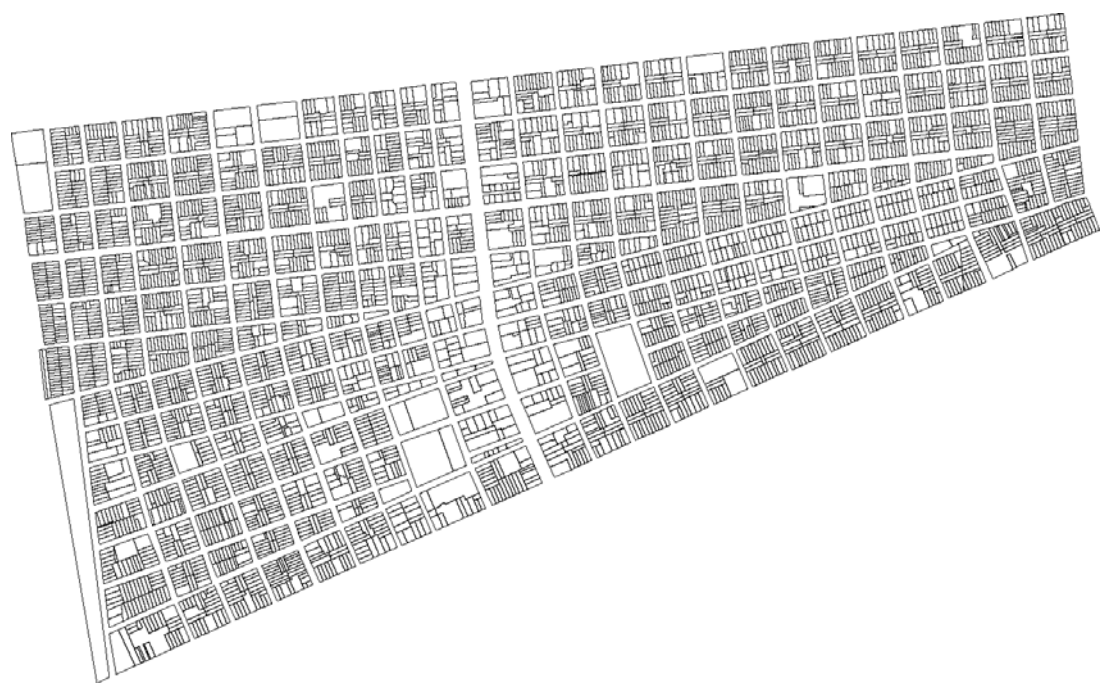


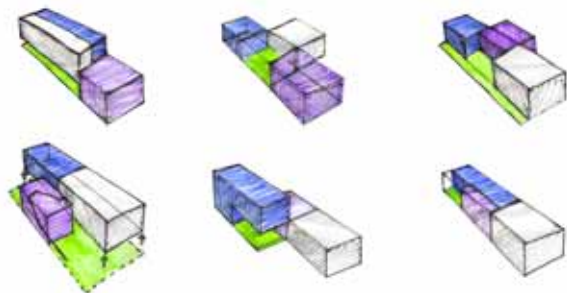
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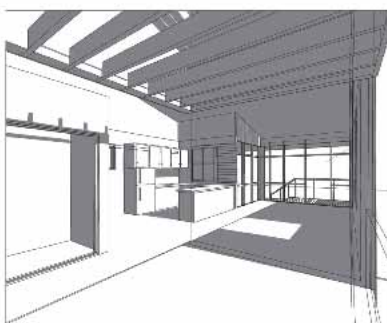
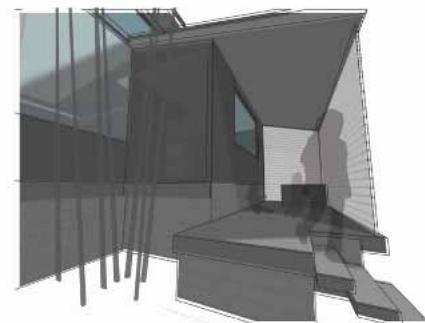
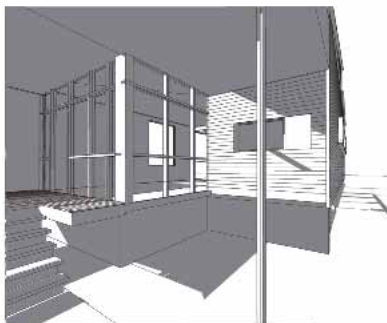
MC2/Urban Spring 2016
Professor Alan Levin

David Dennis

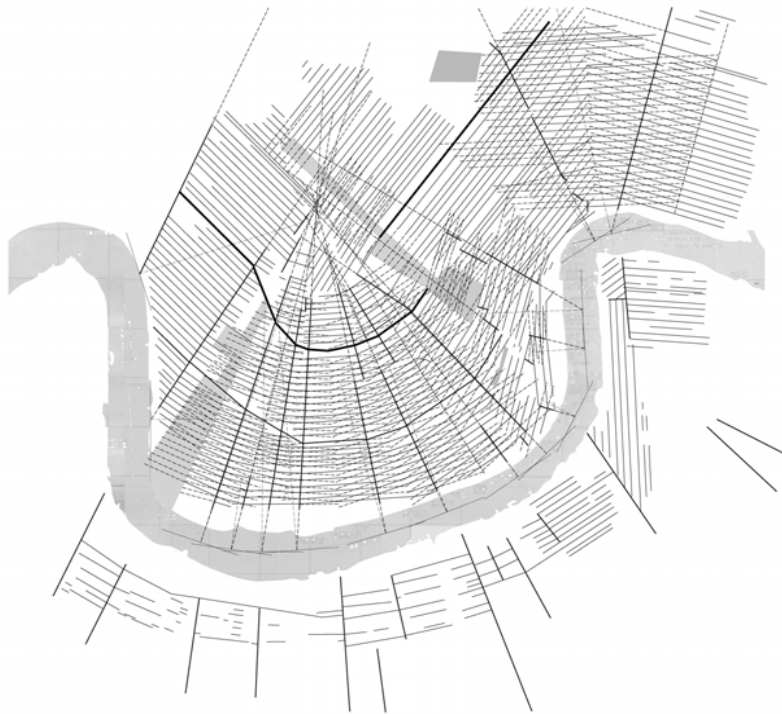


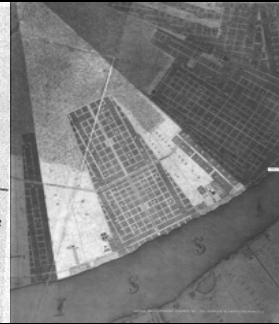
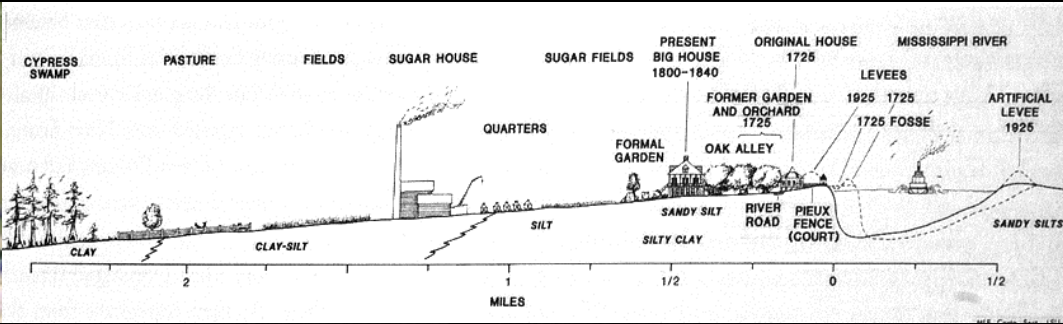






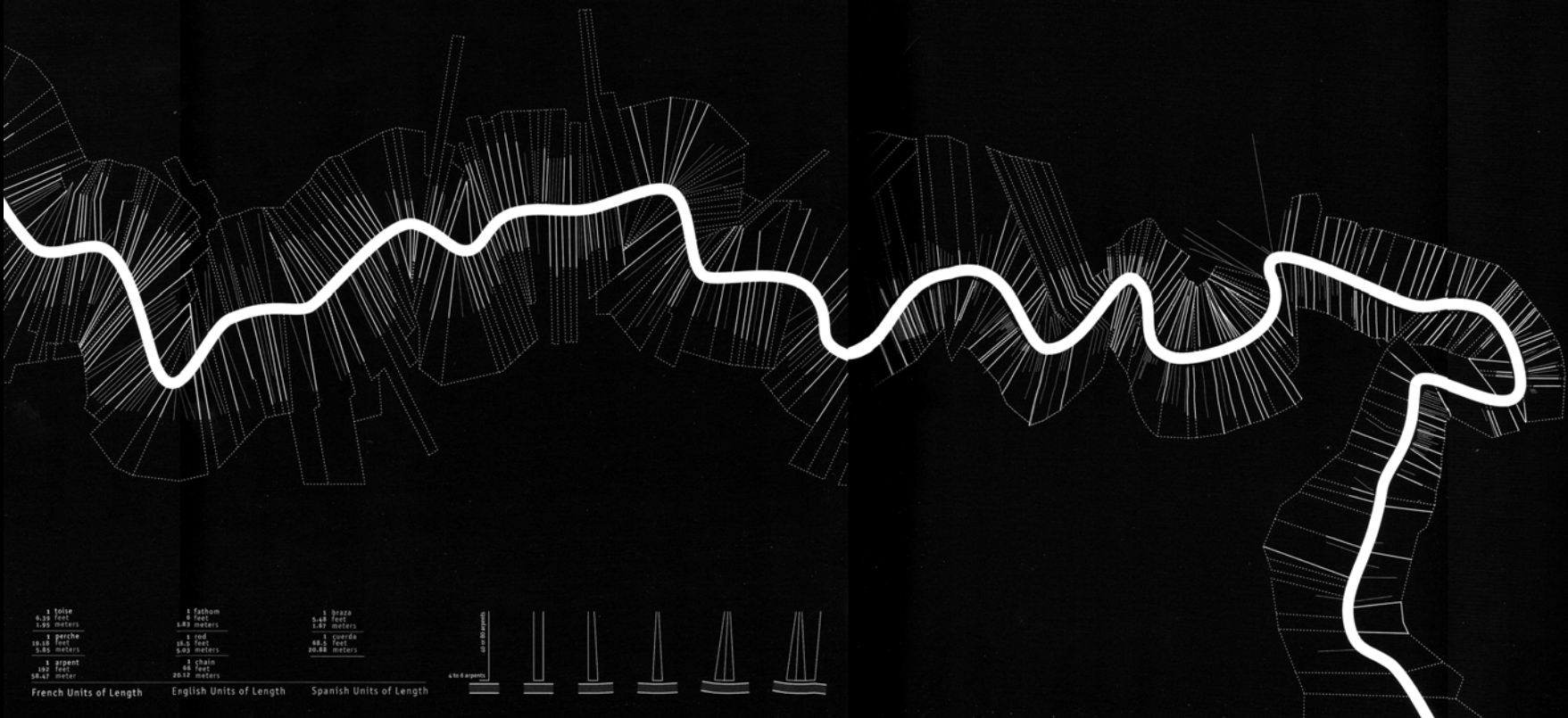




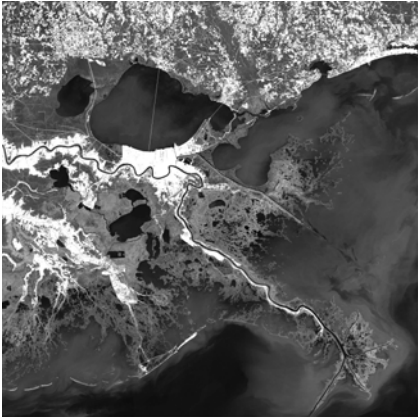


PLANTATION PARCELING

BOUNDARIES PERCEIVED TODAY
OTHER BOUNDARIES



French Units of Length	English Units of Length	Spanish Units of Length
1 toise 6.35 feet 1.95 meters	1 fathom 6 feet 1.83 meters	1 vara 3.47 feet 1.07 meters
1 perche 19.55 feet 5.95 meters	1 rod 16.5 feet 5.03 meters	1 cuerdas 482 feet 146.88 meters
1 arpent 92 feet 28.47 meter	1 chain 66 feet 20.12 meters	1 legua 4 to 6 arpentos



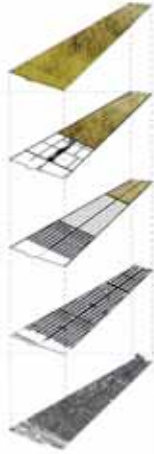
PLANTATION FACTORS



Low-Rise Manor
 Boulevard St., Upper St.



Carrollton - Greenfield - Audubon Park
 Caroline St., Fayetteville Blvd.



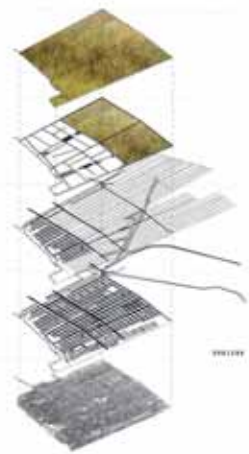
Franklin Buildings
 Market St., Central Express St.



Franklin District - Palmetto - Delaware
 Market St., Market St.



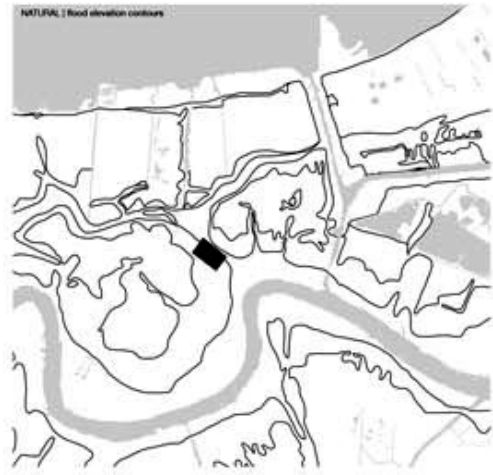
Franklin District - Palmetto - Delaware
 Market St., Market St.



Holly Creek
 State Street, Fayetteville Blvd., Greenfield St.



PHOTOGRAPHY



documentingTREMÉ

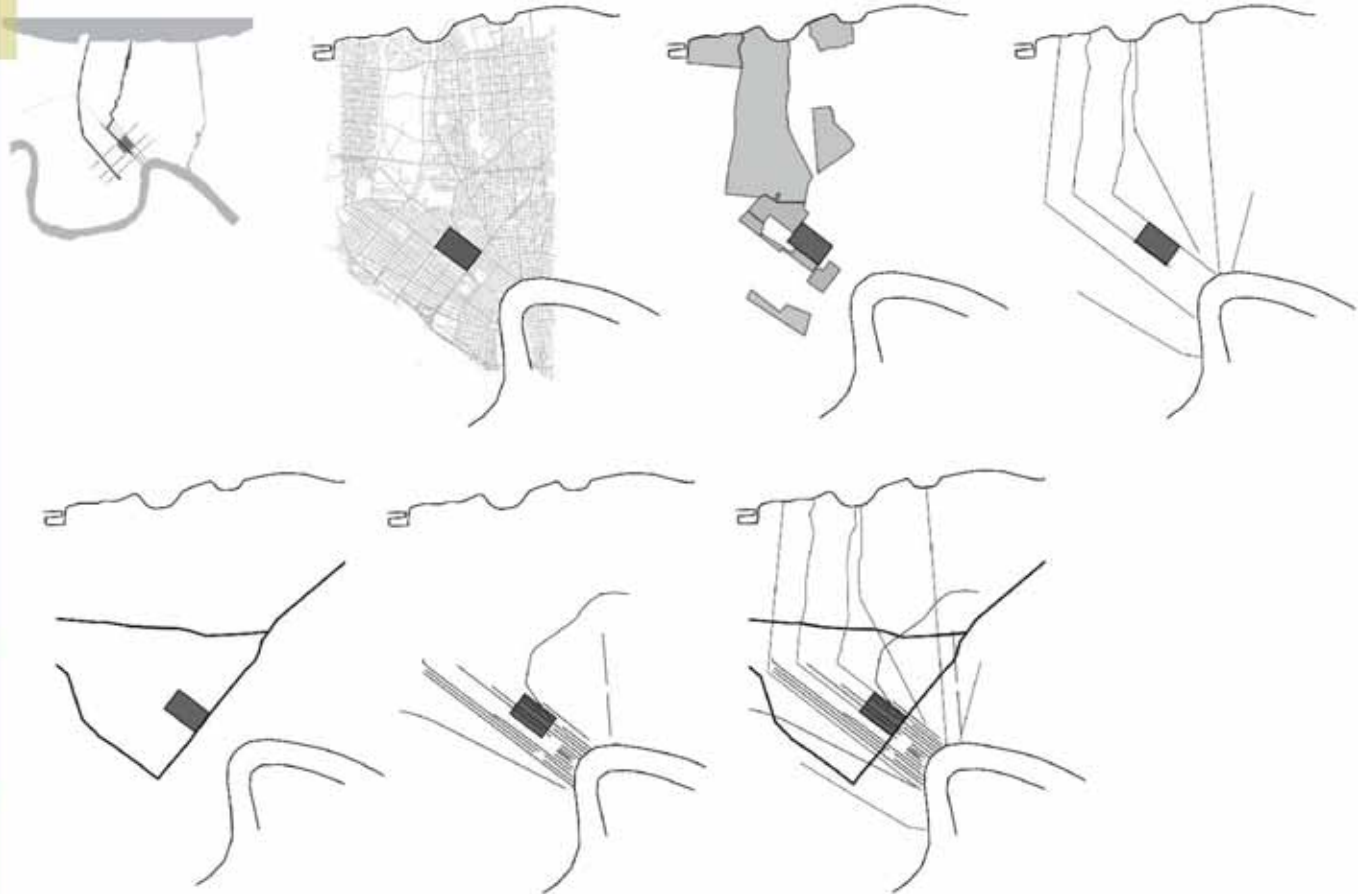
BoundarySTITCH

Treme is a very interesting neighborhood because of its almost central location in Orleans Parish, but its relative edge condition at nearly every scale and dimension of analysis. Orleans combines central location with a strong edge condition in terms of relationship to its surroundings at the city, block, neighborhood, and block scales.



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Tyler Hutchinson



Initial Investigations: Mappings and Precedents

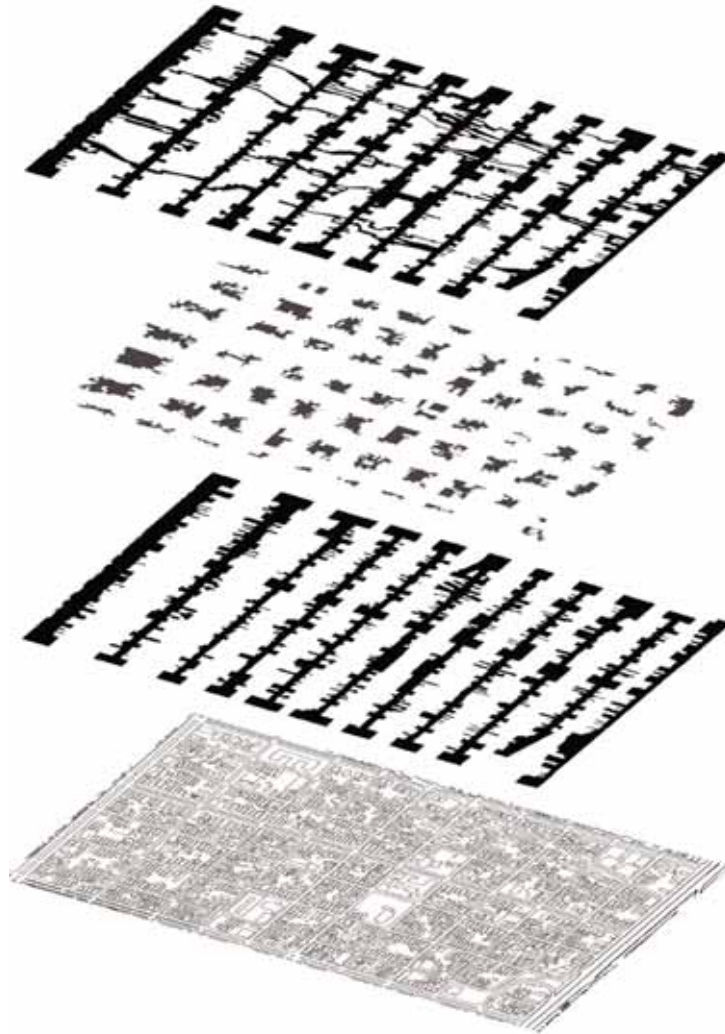
Studying Tremé with the initial Formal-Spatial theme became the backbone for a new identity. Forms are defined by spacial corridors, the resultant of streets and open spaces as one moves from Orleans to Esplanade. Tremé can be further understood as a series of encasements where streets enclose block which in turn surround courtyards.

The Best example of this is found as a violin's relationship to its case. Between the hard case and instrument lies an intermediate layer which forms the pocket.



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New Orleans, Louisiana



BOUNDARY | THRESHOLD
Schematic Plan

- Mixed Use
- Residential
- Pod-type Residential
- Public Space
- New Circulation



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intervention TREME

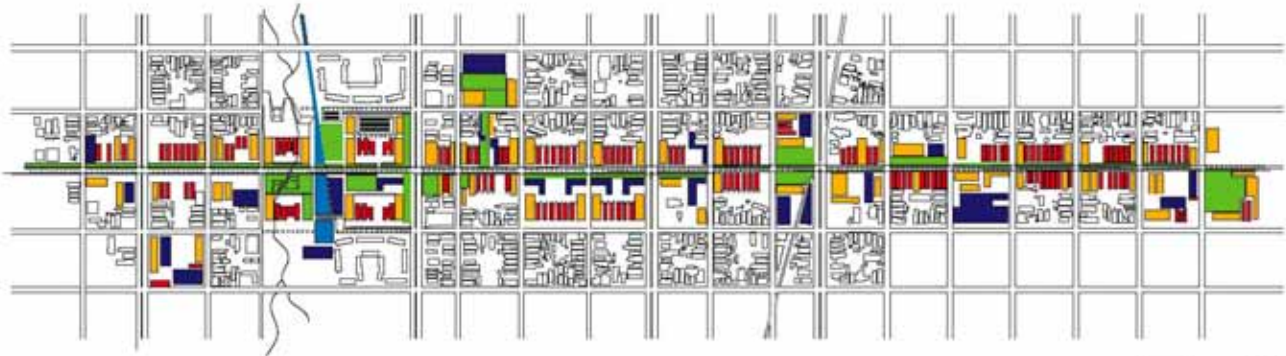
Public Plan

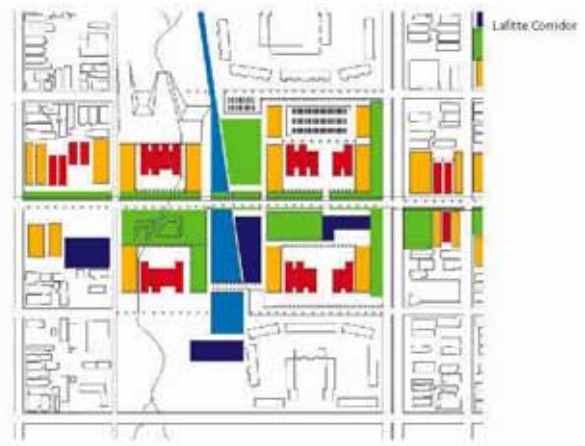
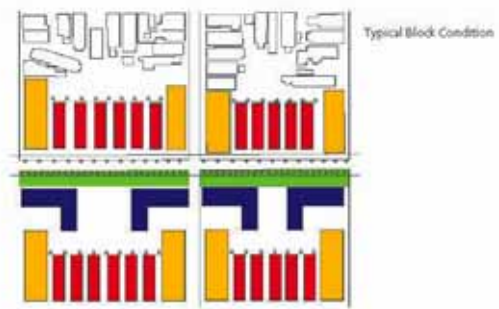
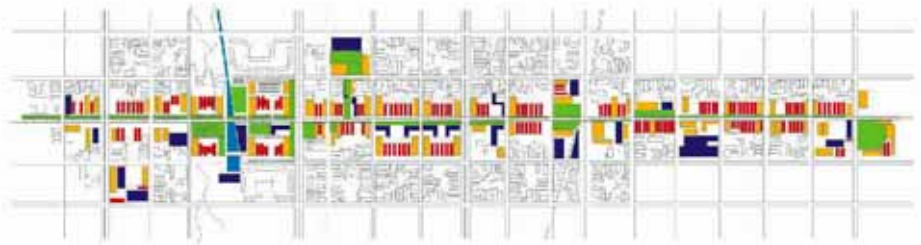
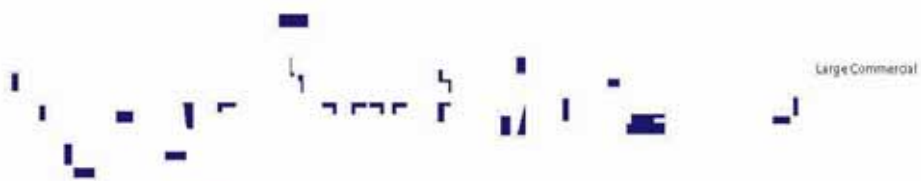
Considerations were made to the points of interest along the central downtown and La Randa by reinforcing the street and breaking the reinforcement to key gathering points. These gathering points along with street-level changes create a chain of cultural destinations. Gathering points along with increased emphasis on the pedestrian create a string of destinations that attract people from both inside Tremé and from neighboring districts of New Orleans, La.



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Professor Alan Green
Tulane University





rethinkingTREME

with presidents

Using ideas informed by the Emerald Necklace in Boston and La Rambla in Barcelona, the project aims to create important spaces within the urban fabric to revitalize the culture and commerce of Galvez. If a similar idea is used and a similar result obtained by creating a strong idea and the break create dynamic space, Galvez can become a beating heart of the Tremé area.



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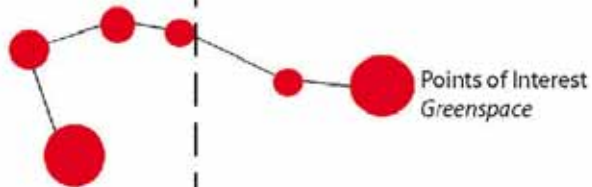
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Tyler Haskins



Emerald Necklace

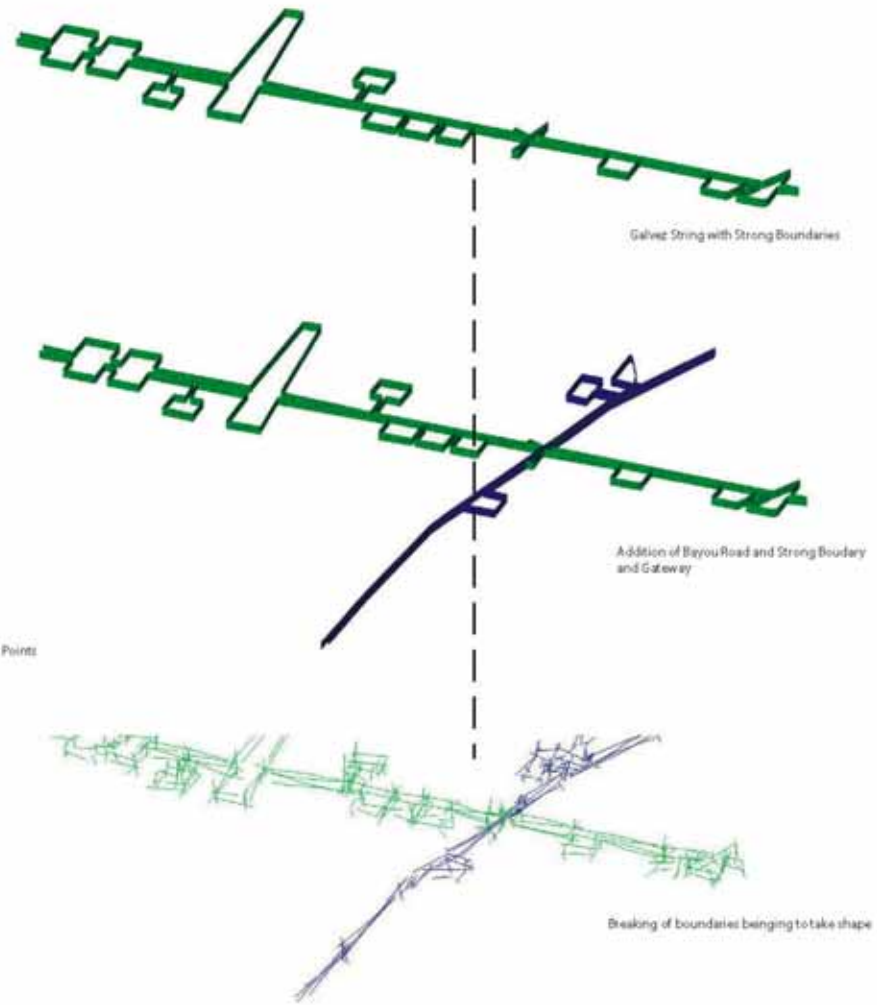
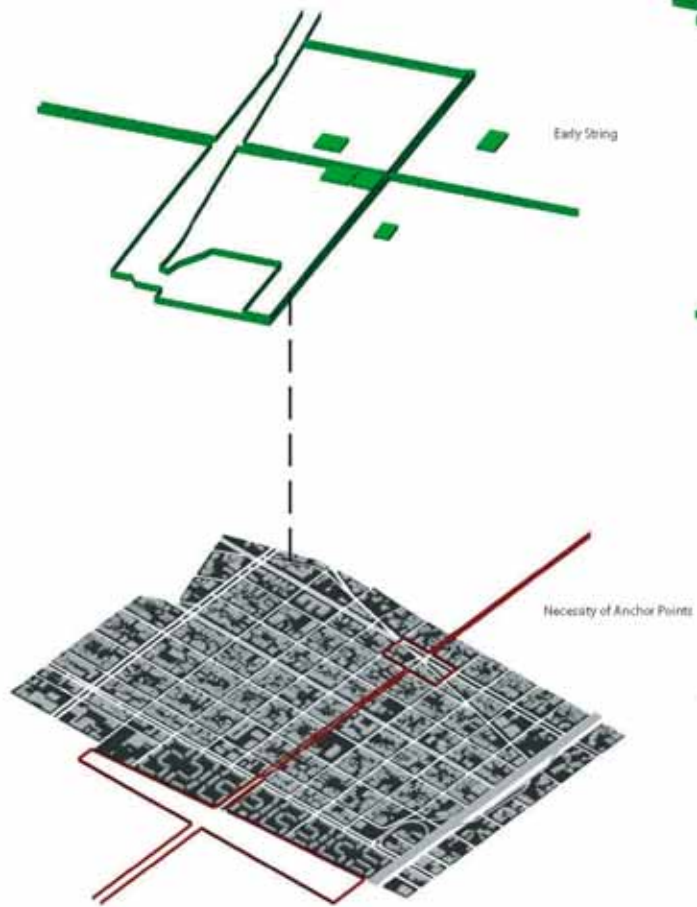


La Rambla



Galvez Street, New Orleans, La





SITE ANALYSIS Formal Spatial

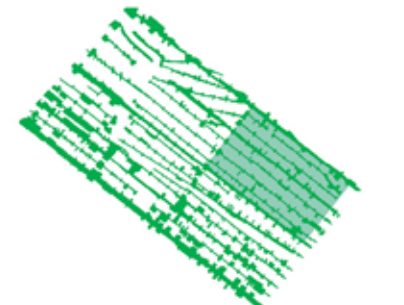
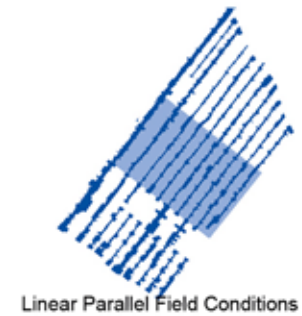
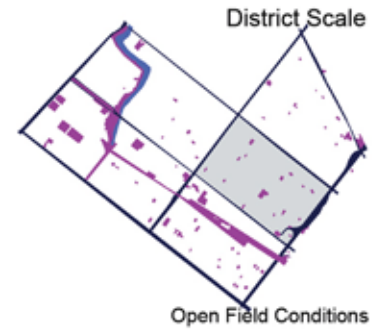
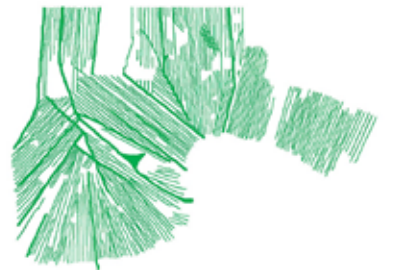
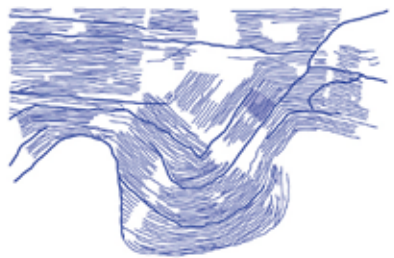
The original site analysis consisted of an investigation into the field conditions that existed in the area. Analyses were conducted with regard to linear field conditions (spacial corridors created by avenues), and open field conditions. These open field conditions were larger and less strictly defined such as parks, playgrounds, industrial and residual spaces.



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SITE ANALYSIS Formal Spatial

Thorough investigation of the open field conditions led to the identification of 2 types. Smaller interior court conditions exist as a result of leftover space between street facing lots. These are often more enclosed and defined by bordering forms. These spaces are largely unused and overgrown. Larger field conditions were found to exist along street edges where there were vacancies in the block. Larger vacancies are caused along Claiborne, where interstate ramps create large amounts of dead space. These larger spaces often occur on either side of an avenue, allowing the space to span the corridor.



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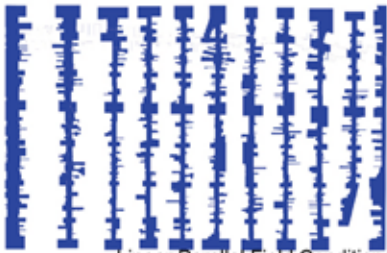
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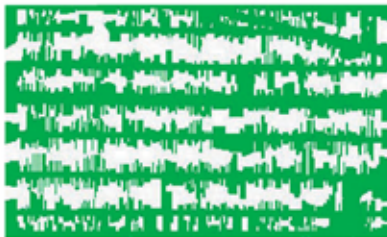
Neighborhood Scale



Open Field Conditions



Linear Parallel Field Conditions



Linear Perpendicular Field Conditions



Street Facing Spaces



Interior Court Spaces

Block Scale



Open Field Conditions

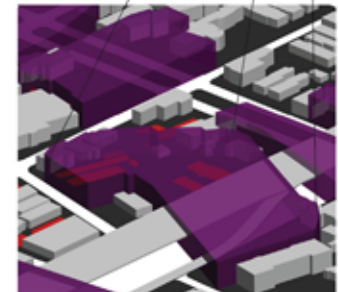


Linear Parallel Field Conditions



Linear Perpendicular Field Conditions

Street Facing Field Conditions along Claiborne and Esplanade



Open Field Conditions
Spanning Major Avenues

BRIDGING UNDER I-10
Research/Process

The Treme Neighborhood was the first free black neighborhood in the United States and celebrated the rich cultural diversity of its inhabitants. The Treme ran directly into the french quarter and was bordered by larger commercial avenues. The neighborhood was cut in half with the installation of interstate-10, and the original vitality of the area was extinguished. Claiborne was once known as the "Black Canal" street; a major commercial avenue that has since become residual space for on/off ramps. These open spaces spanning Claiborne are viewed as sites to be "bridges" under the interstate. These bridges will reconnect the severed halves of the Treme and revitalize Claiborne as a major commercial zone.



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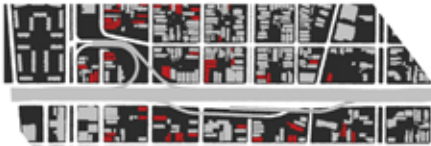
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Ramp Conditions



Existing conditions along I-10



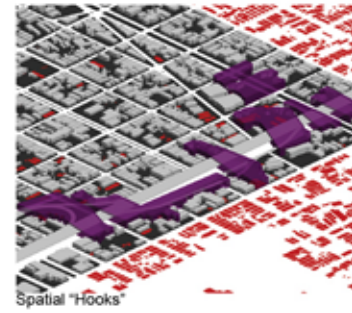
Destroyed, missing, or otherwise unsalvageable structures



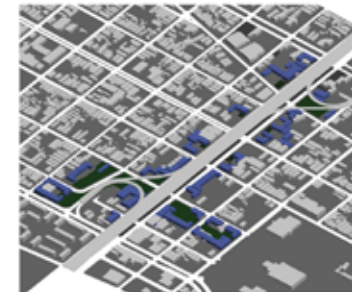
Esplanade ramps consolidated to allow for more cross traffic and a stronger street edge



New ramp conditions reconnect severed avenues allow for the expansion of several blocks towards Claiborne

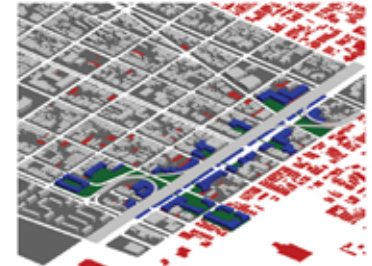


Spatial "Hooks"

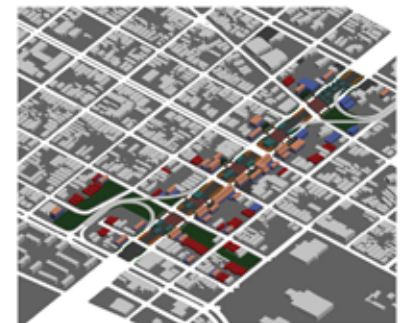


Bordering forms broken up to address scale and proportion

Process



Connective green spaces with destinations defined by forms



Bridges under I-10 defined by commercial forms with destination spaces and a reinforced street front

BRIDGING UNDER I-10 Intervention

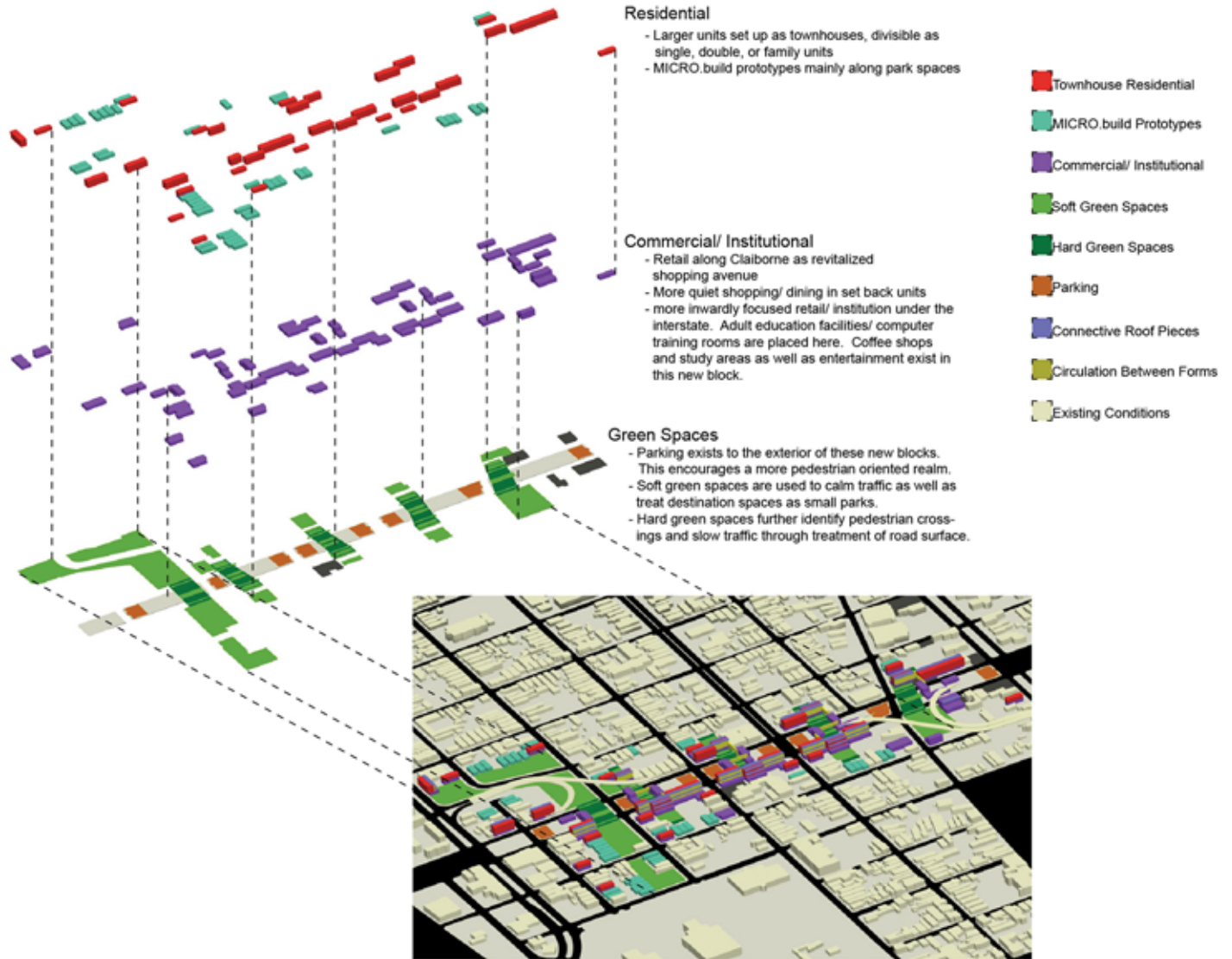
The spatial "hooks" that were discovered in the analysis were used as destination spaces for pedestrian bridges across Claiborne. These destination spaces were defined by built forms. These forms vary in program according to location within the "bridge". A strong commercial street front is created that is broken only when a destination zone exists. Residential townhouse units are above these commercial forms along the street edge. Parking is pulled off the street and placed at certain points underneath the interstate, encouraging pedestrian travel and utilization of "bridges", the destination green space is pulled into the street as a traffic calming measure, and traffic is further calmed through the treatment of road surface. More introspective programs are inserted beneath the interstate such as study areas, classrooms, coffee shops, etc. Circulation exists at an upper level, connecting forms across the avenue in a wandering pattern. Like roof structures are used at varying levels, tying the various forms together.



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Jared Bowers



BRIDGING UNDER I-10 Intervention

Bridging green spaces consist of both hard and soft scapes. Soft green spaces would be actual landscaped park spaces. Hard green spaces are concentrated more underneath the interstate and would consist of paved areas. Pedestrian crossings are marked with a raised material across the road surface. Clusters of MICRO.build prototypes front a larger connective park space that links up with Armstrong park, and possible the Lafayette corridor. Destination zones (where setbacks occur along the street edge) are treated as soft green spaces whose programs are influenced by the program of the commercial forms defining them. Mediating forms of commercial/residential are placed stepping back from the interstate to negotiate between the scale of the neighborhood and the larger I-10 corridor.



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BRIDGING UNDER I-10 Intervention: Block

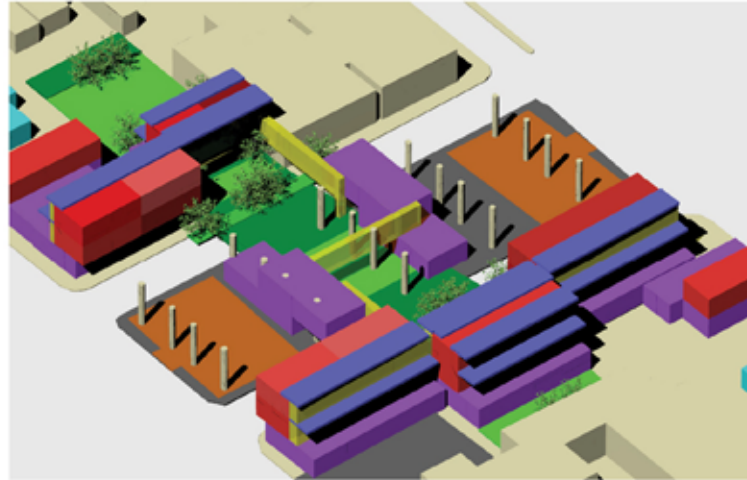
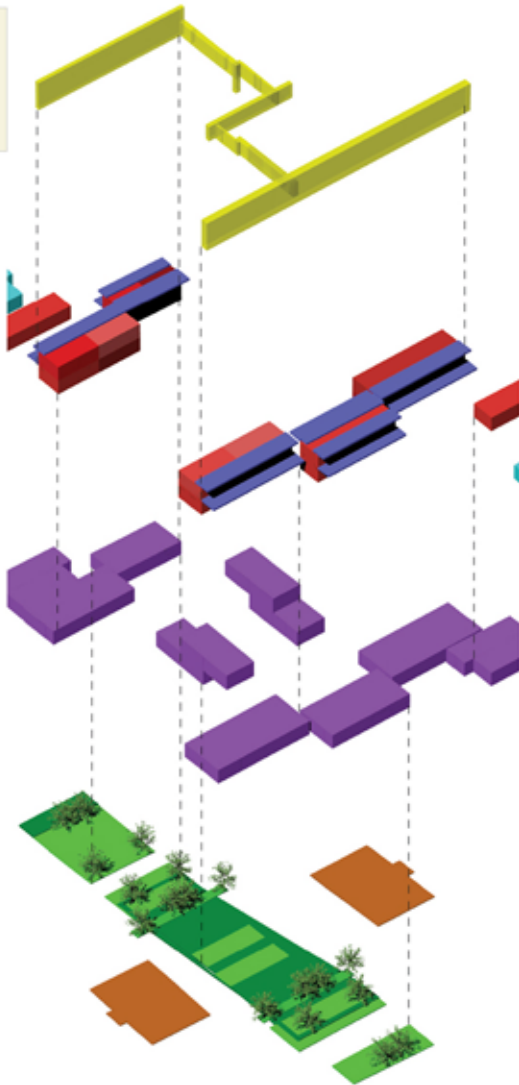
The larger residential forms are subdivided into townhouse units, with multiple options for customization. A band of circulation exists at a higher level that connects both sides of the street with the commercial forms beneath the interstate. Vertical circulation occurs at junctures where the circulation changes from exterior to interior. Areas between the forms are treated as soft green spaces that break up the large hard green spaces. A planter is pushed out into the street, calming traffic and shortening the distance one must traverse in order to cross the street. The largely unused interior "court" conditions become communal park spaces for residents that are broken by bands of hard green scape.



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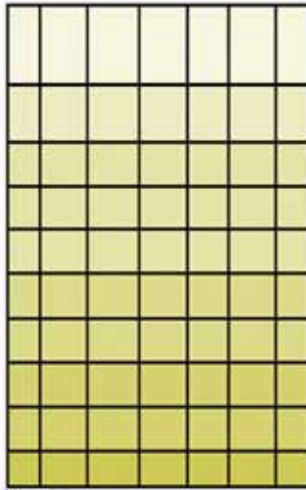


- Townhouse Residential
- MICRO.build Prototypes
- Commercial/ Institutional
- Soft Green Spaces
- Hard Green Spaces
- Parking
- Connective Roof Pieces
- Circulation Between Forms
- Existing Conditions

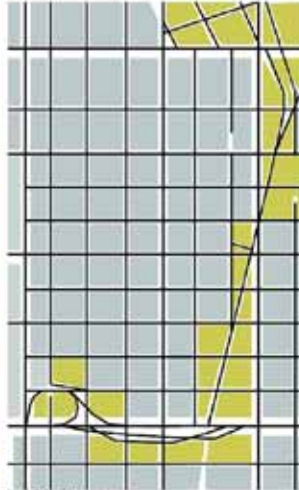
URBANgreen process & precedents

Compression and Linkage

Several layers of compression at work in the design of the landscape during the latter stages of the implementation. The regular blocks, narrow lanes and wide compressed block street form set in Charleston's historic 10' block residential scale and French Street and Johnson's Green added further pressure on the blocks creating a compression of the urban fabric leading to a densification along compressed leading paths. This condition is an urban fabric, it is present throughout the city, identified by narrow, street grids, (streets 10' and blocks in the grid) and by the form of the street. The condition of compression is there along a road along the street. However, moving from the park to the French Street, the condition of green spaces to reduce the compression along the street. The green space has led to a series of green spaces and future developments in forming part of a new green path. A network of paths from City Park to the riverfront and through the middle blocks and the alignment of the existing green landscape to connect the park. Projects like West 9 and the 100' wide street in proximity to the existing middle green spaces to create green paths in a large scale urban plan.



Mid compression



Highly form compression



High form plan



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Emily Marshall



Network Diagram



0200 - Station Town Center
 1. Station Road
 2. Green Park
 3. Station
 4. Station Center Market Place



0201 - Station Market Place



URBANgreen intervention proposal

Green Links

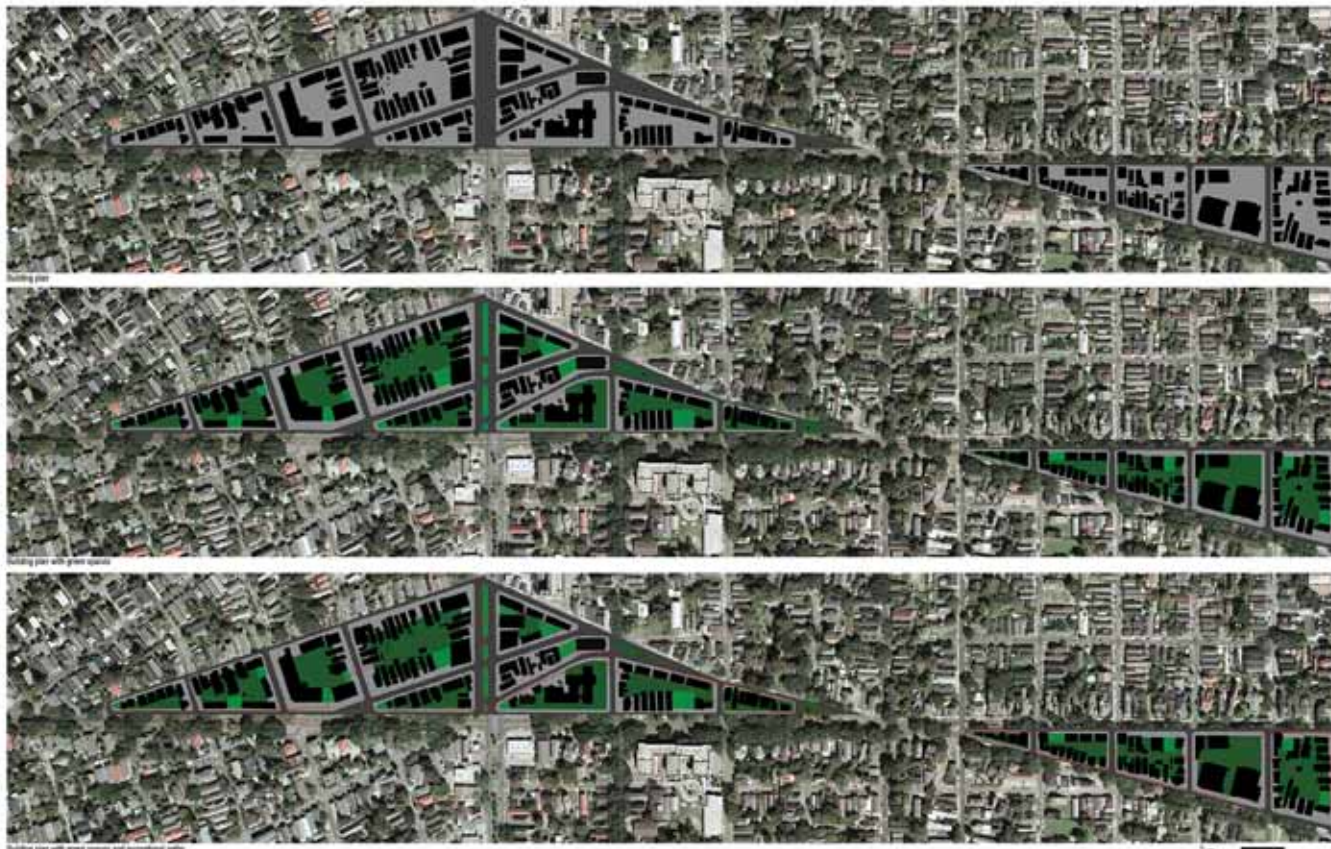
At the edge of Tulane, commercial and residential buildings will be integrated into the existing landscape. Green spaces surface into the building blocks, creating a network of green links at the periphery of the neighborhood.

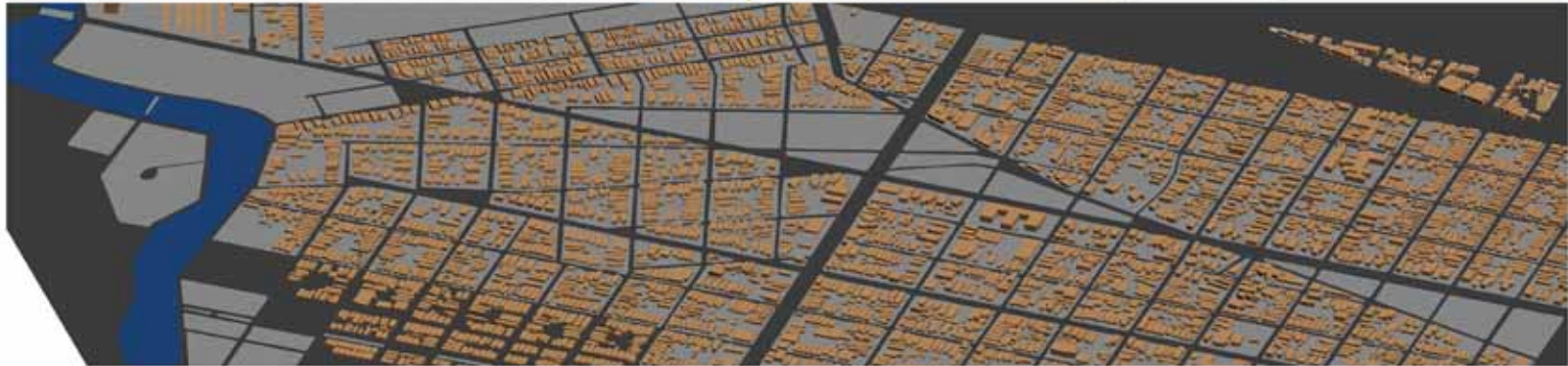
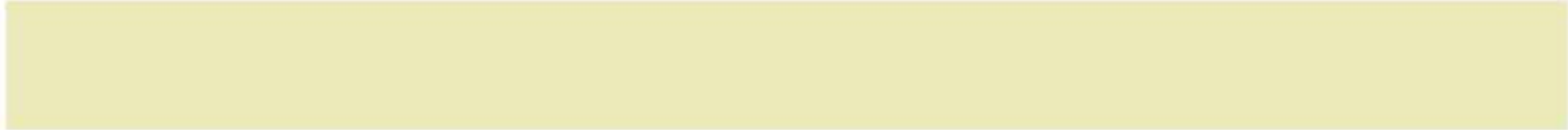


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Faculty: Michael

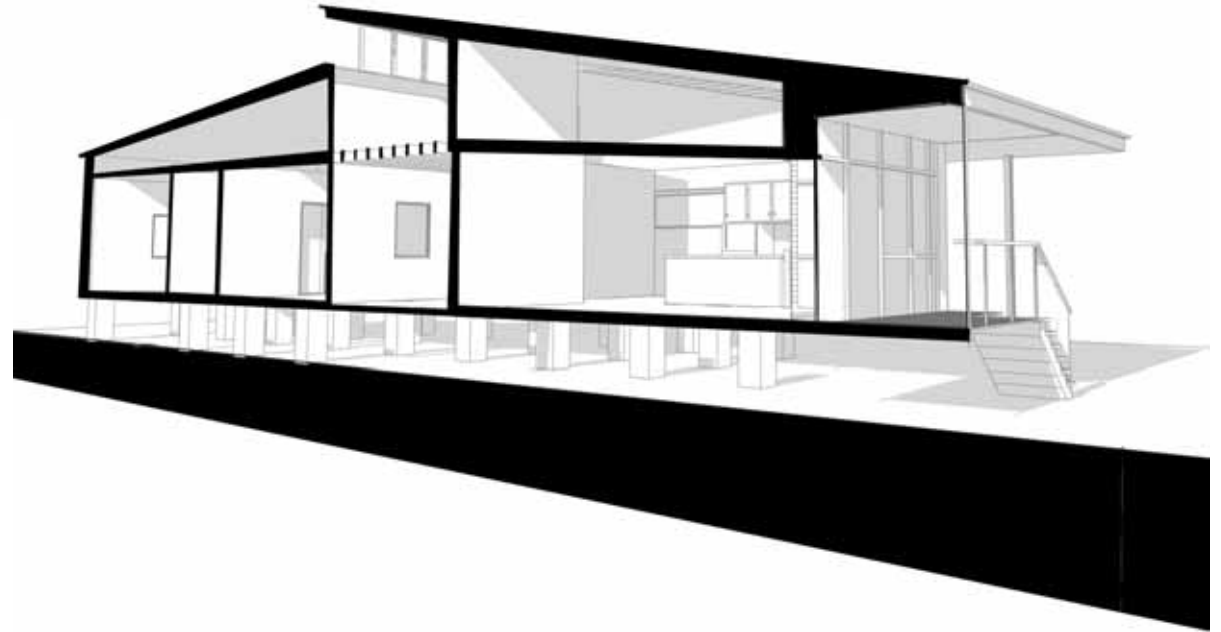
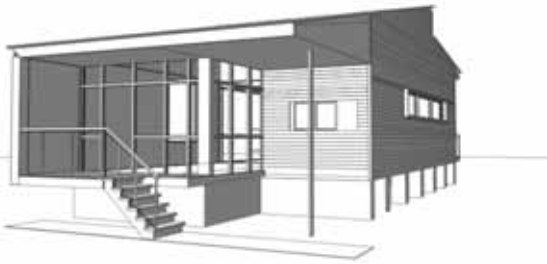


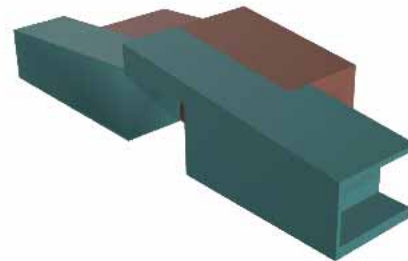
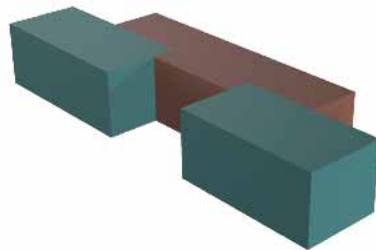
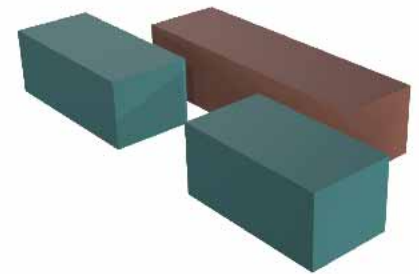
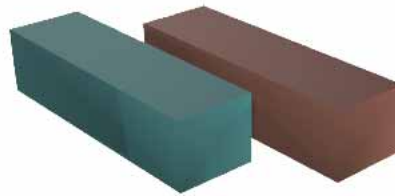
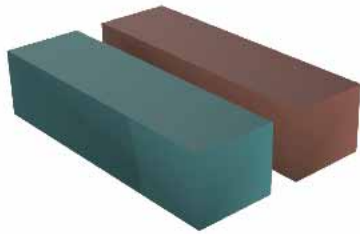






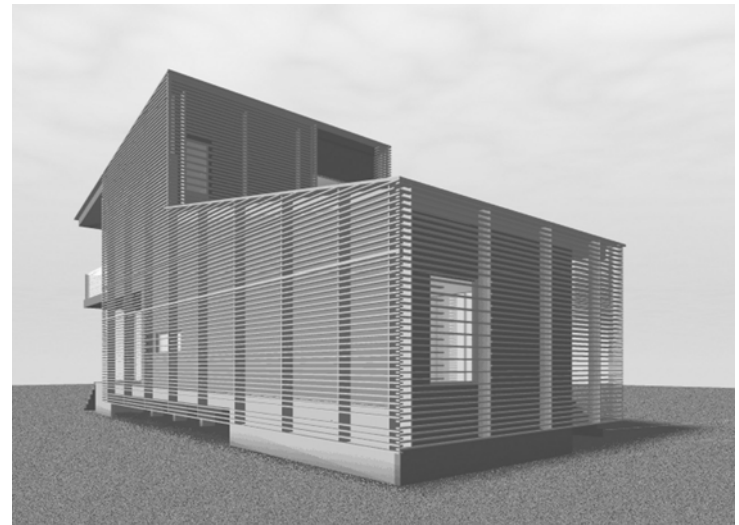
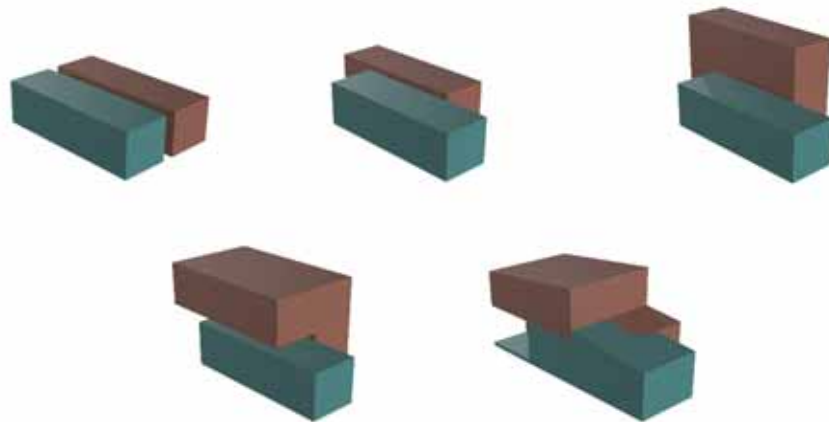
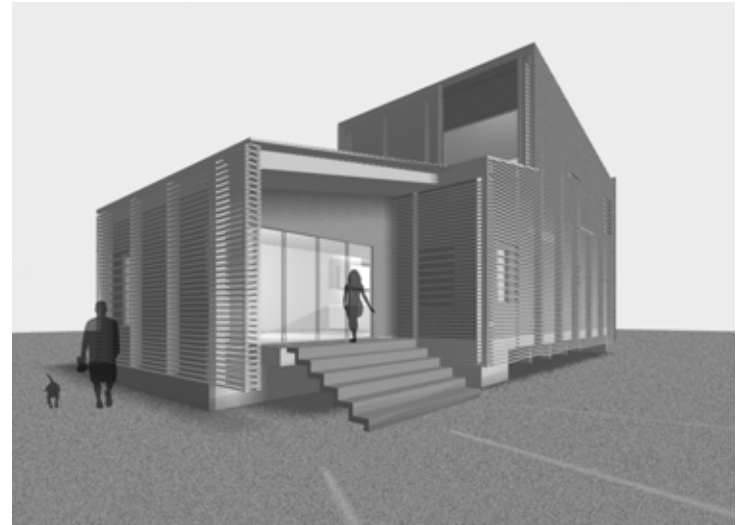
Prototype A



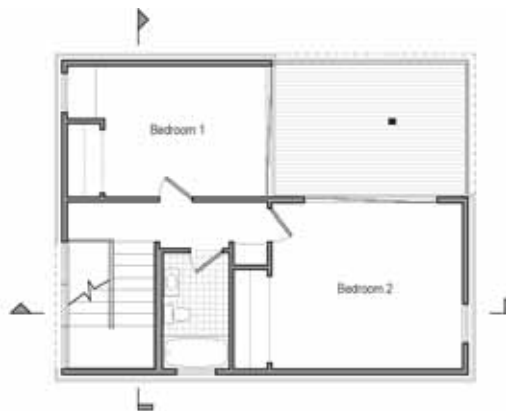
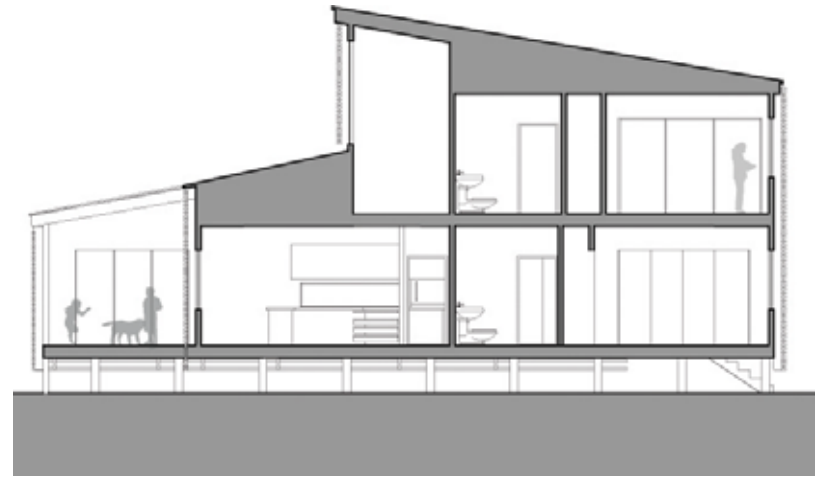
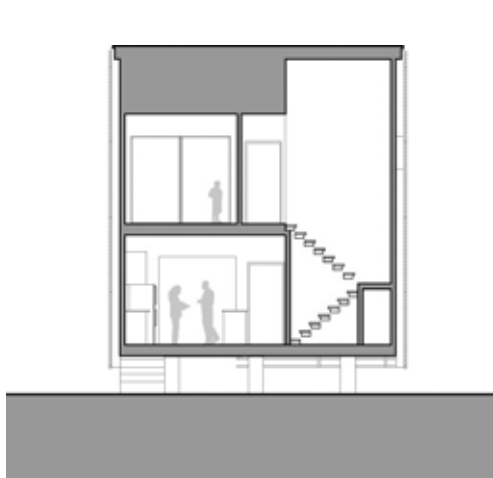


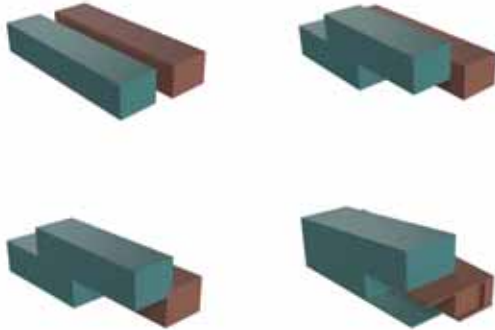


Prototype B

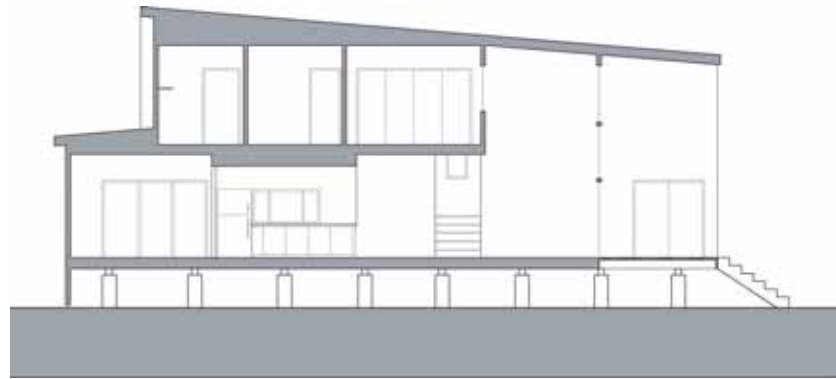
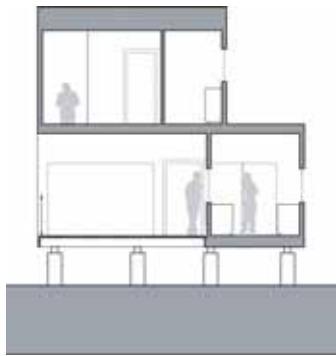


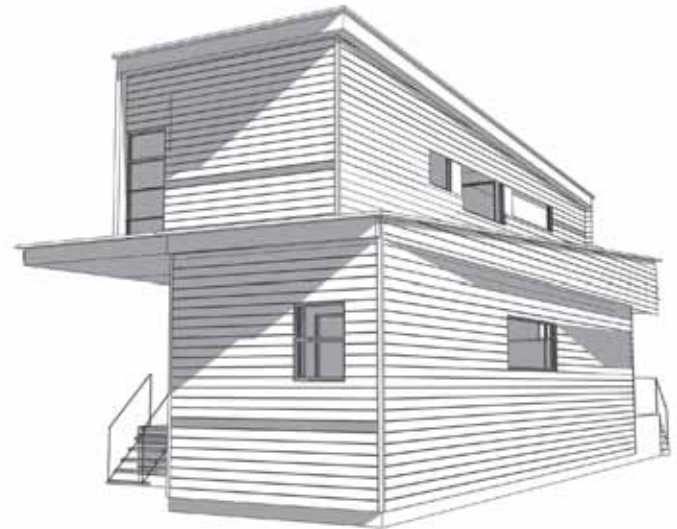
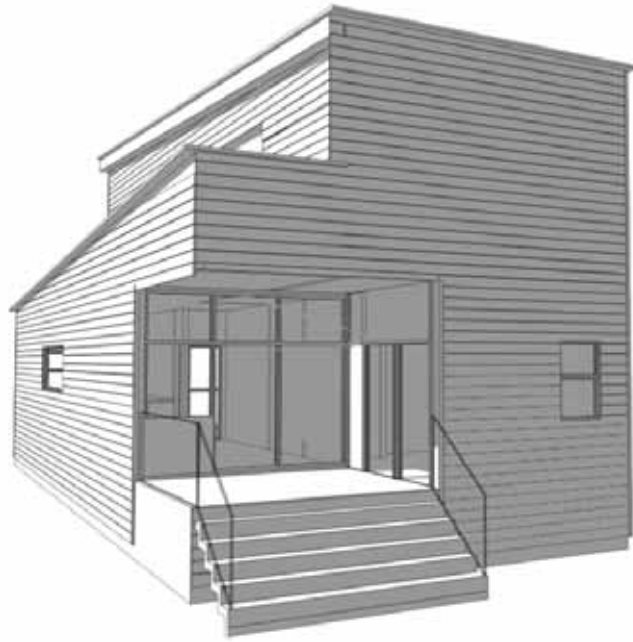
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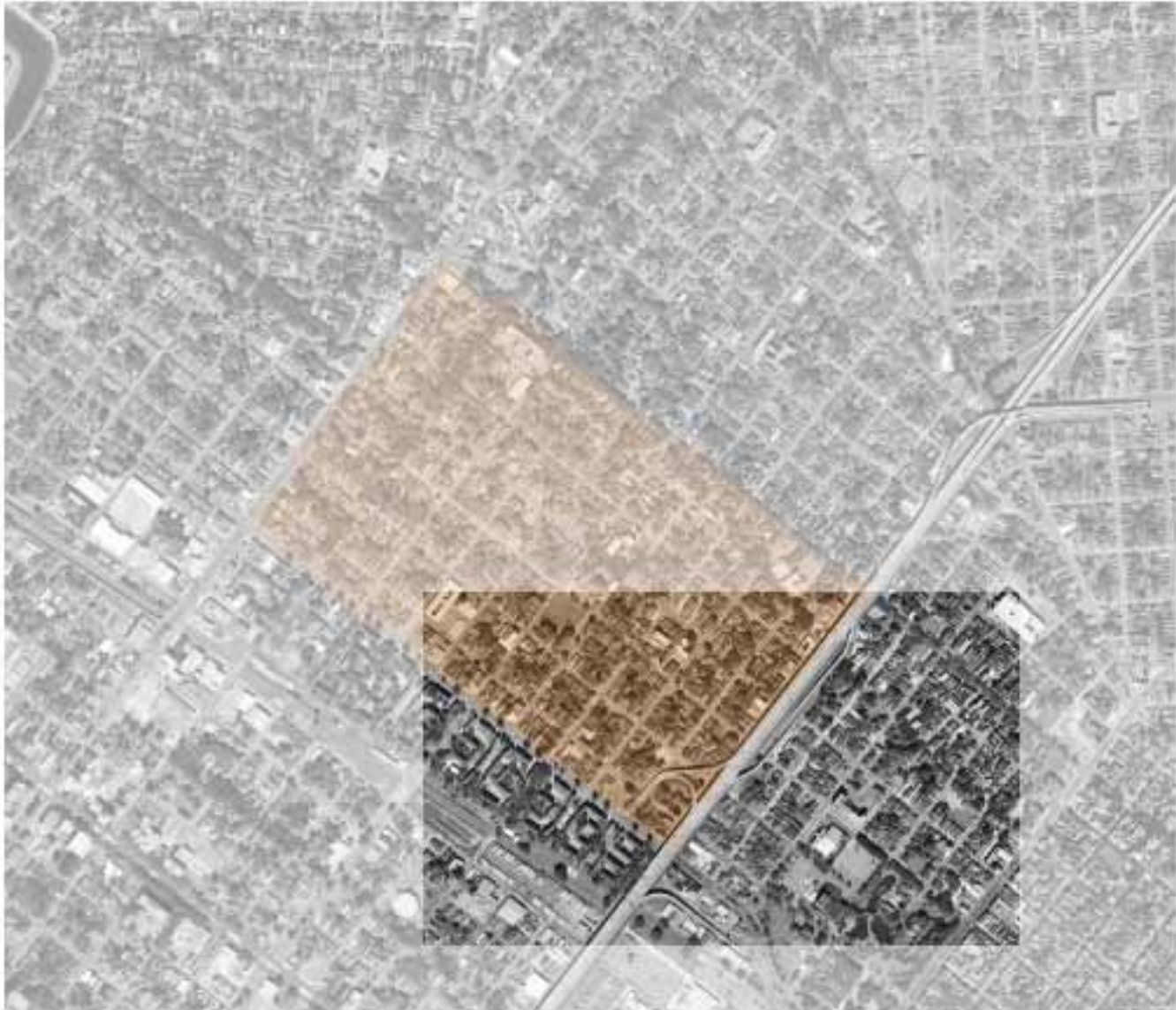


Prototype D





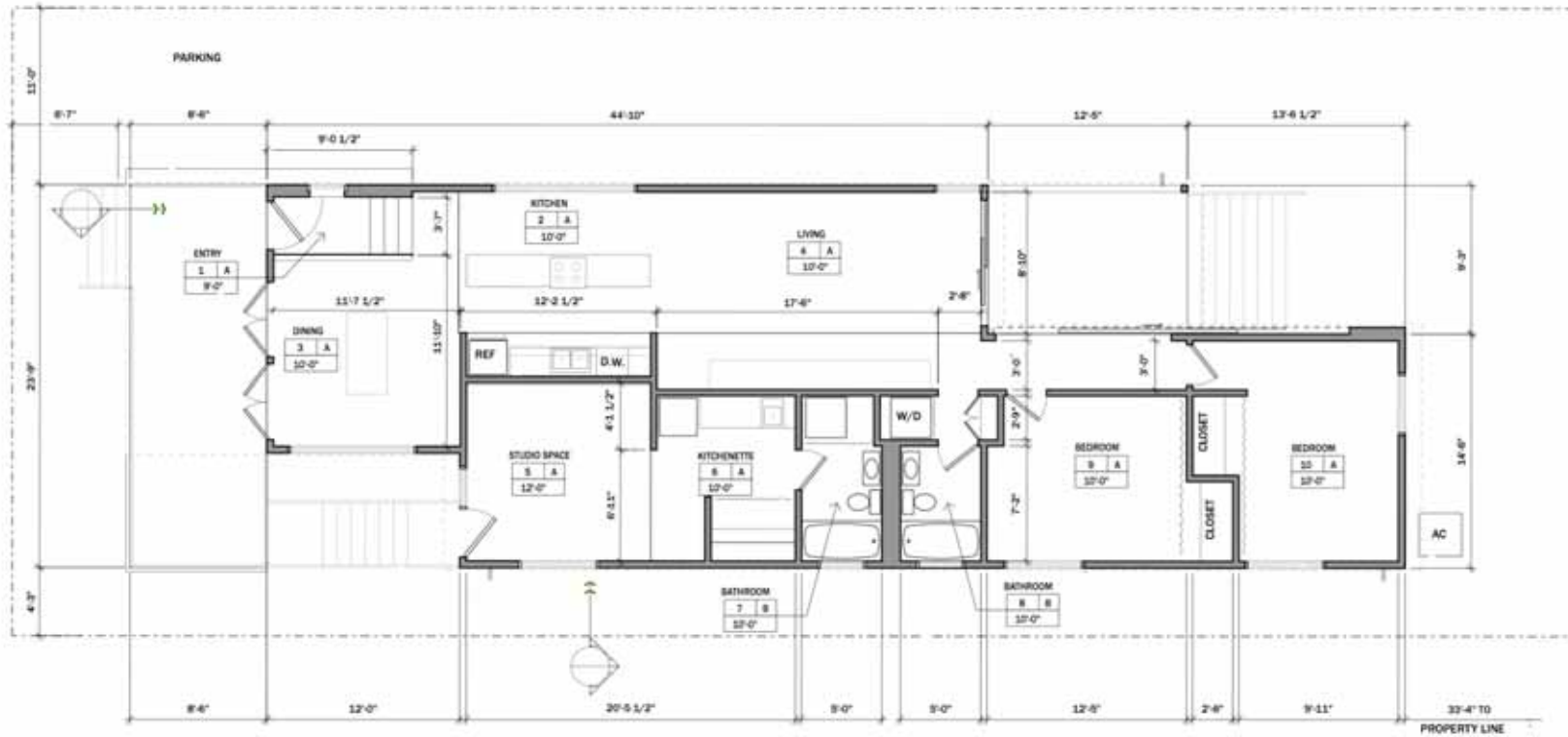








Prototype 1



Prototype 1



