Centralized

The focus of the project is the development of the Centralized
area. This area is located in the heart of the city and
provides a central location for the different
activities. The Centralized area is
connected to the surrounding areas
through a series of pedestrian
walkways and streets.


development

The Centralized area is
developed with a mix of
residential, commercial,
and community spaces.


design

The design of the
Centralized area is
innovative and
sustainable. The area
features green
spaces, water features,
and energy-efficient
buildings.


distribution

The Centralized area
is designed to
maximize the
distribution of
services and
amenities.


driving

The Centralized area
is designed to
encourage
sustainable
transportation,
including
bicycling
and walking.


dependence

The Centralized area
is designed to
reduce
dependence on
private vehicles.


diversity

The Centralized area
is designed to
promote
diversity in
living and
working.
Rethinking the Boundary

A reimagining of the urban: transformation, the deconstruction/reconstruction of the urban environment through the reorganization of the urban landscape.

The integration of technology and urbanism in the development of new urban environments. The exploration of the boundaries of urban design and planning.

This project is part of a larger initiative to reframe the urban landscape and redefine the role of technology in urban design.
BOUNDARY: THRESHOLD
City Neighborhood

New Orleans city planners attempted to create a grid where use was logically aligned with the grid. The result of the grid got produced as inconsistent and constant, which led to the creation of a town with a more axial grid. The grid is designed on the basis of the grid and the grid is the grid with the grid. The grid is the grid with the grid.

The grid is the grid with the grid. The grid is the grid with the grid. The grid is the grid with the grid.
Prototype 1
BOUNDARY | THRESHOLD
block scale

The block is a fundamental unit of urban planning and design. It is characterized by a grid of streets and blocks that define the spatial relationships between buildings and open spaces. The block scale is important in urban design because it provides a framework for the organization of urban form, the interaction between public and private spaces, and the integration of various land uses.

In this section, we will explore the block as a unit of analysis and design. We will examine the physical and functional characteristics of the block, including its boundaries, street patterns, and internal organization. We will also consider the role of the block in creating a sense of place and community in urban environments.

1. Residential block analysis
2. Institutional block section study

Further reading:

tulane | URBANbuild

Studio: Housing Studio
Professor: Mark Levin
Course: Design
Process
Process
Treme is an interesting neighborhood located at a district center location in Orleans Parish, but in relative desolation. It contains nearly every scale and dimension of analysis. Orleans contains central locations with a strong esthetic condition in terms of relationships to its surrounding areas at the city, district, neighborhood, and block scales.
Studying Trame with the initialFormal-Spatial theme became the backbone for a new ideation. Trame are defined by spatial corridors, the resultant of streets and open spaces as one moves from Chorine to Espéboucle. Trame 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.
Intervention Treme

Connections were made to the streets of Orleans, the
Emerald Triangle, and the Bastille by removing the street grid and
strengthening the pedestrian focus areas. Key
placemaking points along with the official
architecture in the districts create a
network of culturally significant
destinations that reflect the
rich oral and written history of New Orleans.

Tulane URBANbuild

Hand-drawn plans and diagrams

Maps and plans for the
Intervention Treme project

New Orleans, LA
Using ideas introducted by the Emerald Necklace initiative and La Rambla in Barcelona, this project aims to create important spaces within the urban fabric to revitalize the culture and commerce of New Orleans. A similar idea could be created by evolving a strong plaza at the breaks create dynamic spaces, Galvez Street could become a thriving heart of the Tremé area.
Early String

Galvez String with Strong Boundaries

Addition of Bayou Road and Strong Boundary and Gateway

Necessity of Anchor Points

Breaking of boundaries being not a take shape
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 (special 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.
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.
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.

Ramp Conditions

Existing conditions along I-10

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

Process

Spatial “Hooks”

Connective green spaces with destinations defined by forms

Bordering forms broken up to address scale and proportion

Bridges under I-10 defined by commercial forms with destination spaces and a reinforced street front
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 where a destination zone exists. Residential townhouse units are above these commercial forms along the street edge. Parking is pulled off of 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 intensive 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.

Residential
- Larger units set up as townhouses, divisible as single, double, or family units
- MICRO build prototypes mainly along park spaces

Commercial/Institutional
- Retail along Claiborne as revitalized shopping avenue
- More quiet shopping/dining in set back units
- More inwardly focused retail/institution under the interstate. Adult education facilities/computer training rooms are placed here. Coffee shops and study areas as well as entertainment exist in this new block.

Green Spaces
- Parking exists to the exterior of these new blocks. This encourages a more pedestrian oriented realm.
- Soft green spaces are used to calm traffic as well as treat destination spaces as small parks.
- Hard green spaces further identify pedestrian crossings and slow traffic through treatment of road surface.
Bridging 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 MICRObuild prototypes front a larger connective part space that links up with Armstrong Park, and possible the Lafitte corridor. Destination zones (where setbacks occur along the street edges) 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.
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 space.

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**URBANbuild**

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Prototype B
Prototype D
Prototype D
Prototype 1
Prototype 1