
THE OPPORTUNITY IN THE
VACANCY

THE EFFECTS OF AUTOMOBILE DEPENDENCE ON U.S. CITIES

THE CASE STUDY OF LOUISVILLE KY IN ITS EFFECTS, INFLUENCE, AND POSSIBILITIES OF REVIVAL.

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Mentors: Rients Dijkstra and Vincent Nadin

COLOPHON

Master Thesis P5 Presentation
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MSc Urbanism
TU Delft Faculty of Architecture

Design of the Urban Fabric
First Mentor: Rients Dijkstra
Second Mentor: Vincent Nadin

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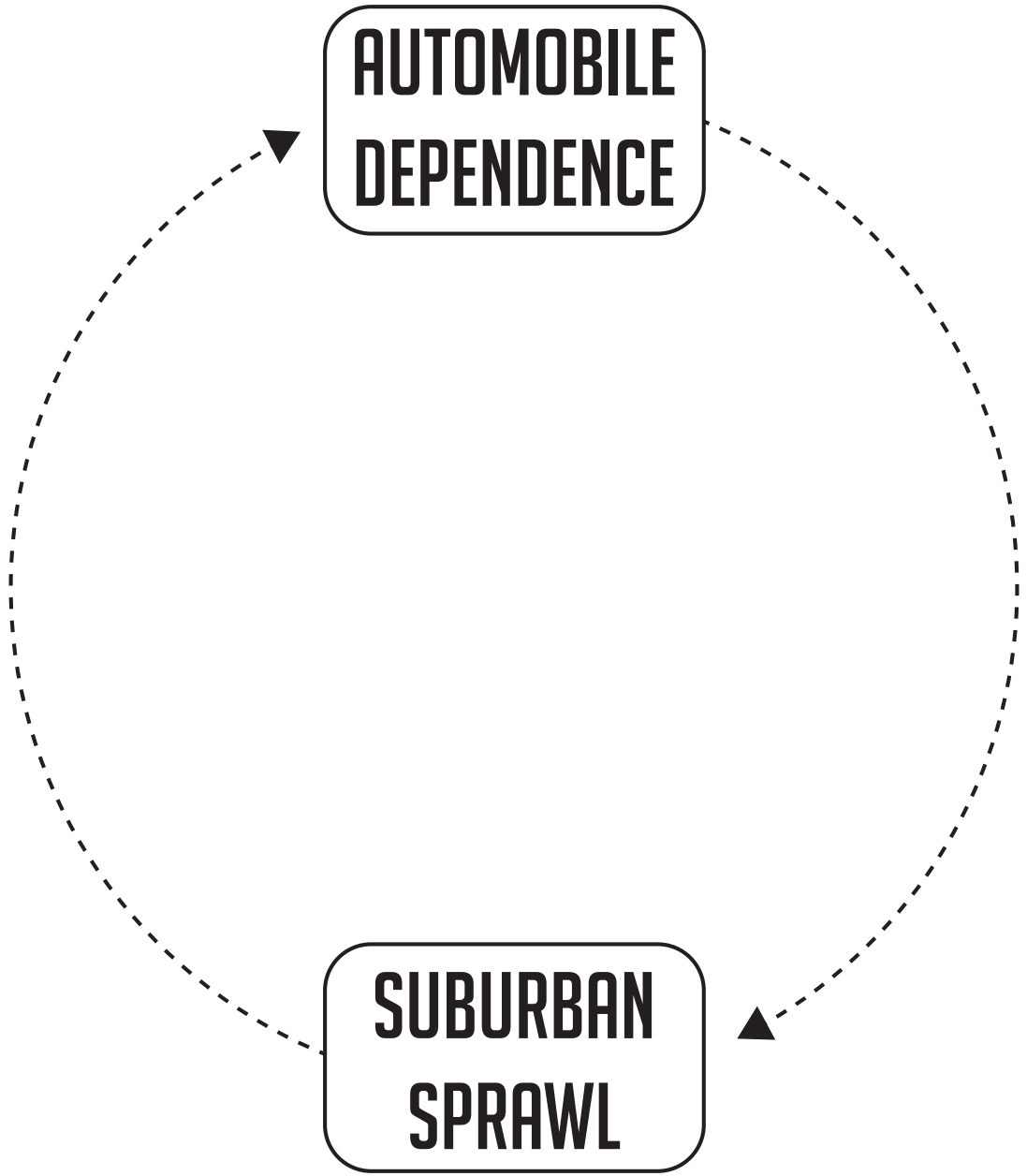

THE CYCLE RELATIONSHIP

Source: Author

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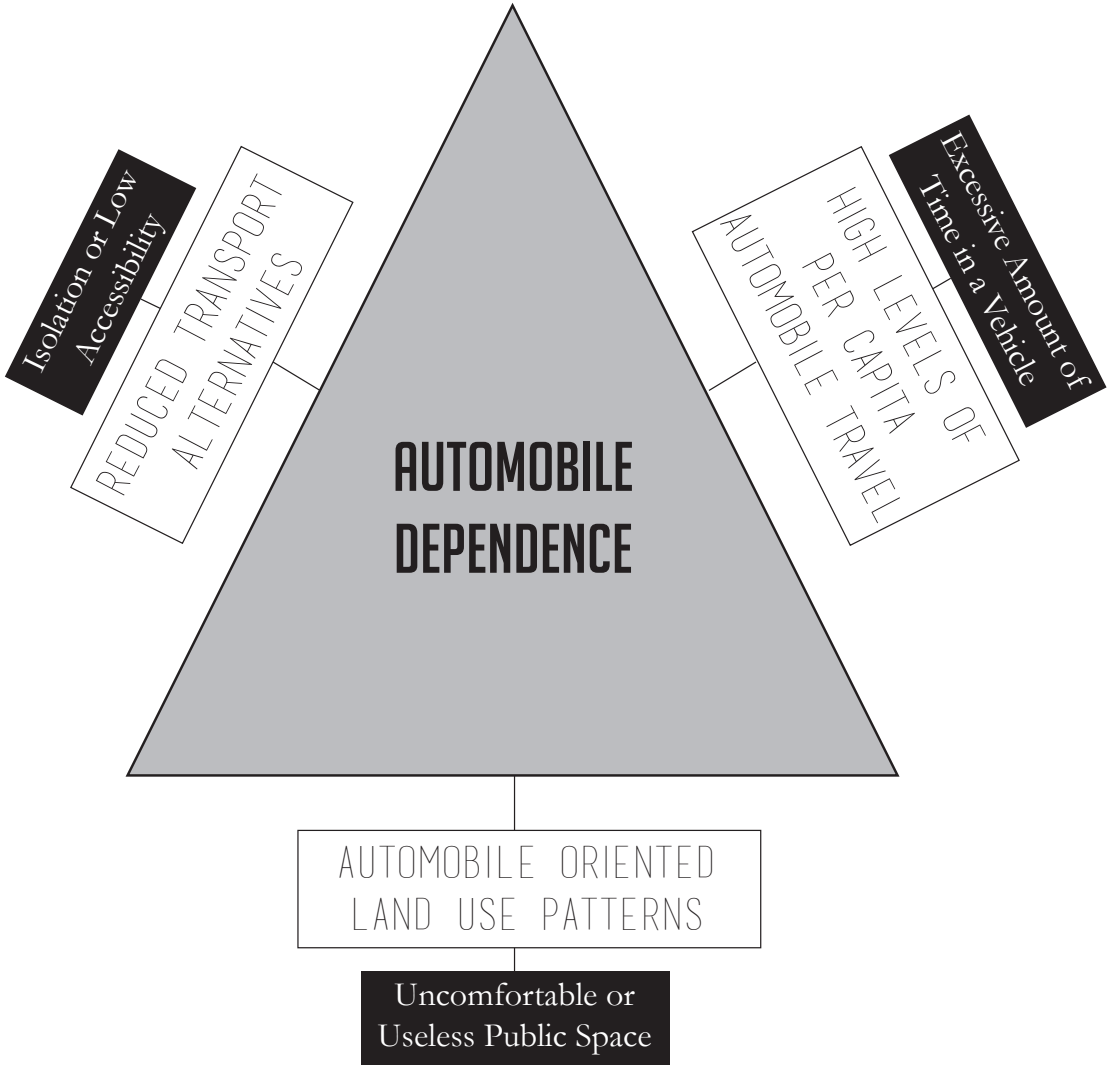

THE CRITERIA OF AUTOMOBILE DEPENDENCE

Source: Adapted from the work of Todd Litman, *The Costs of Automobile Dependency and the Benefits of Balanced Transportation*, 2002
Source: Author

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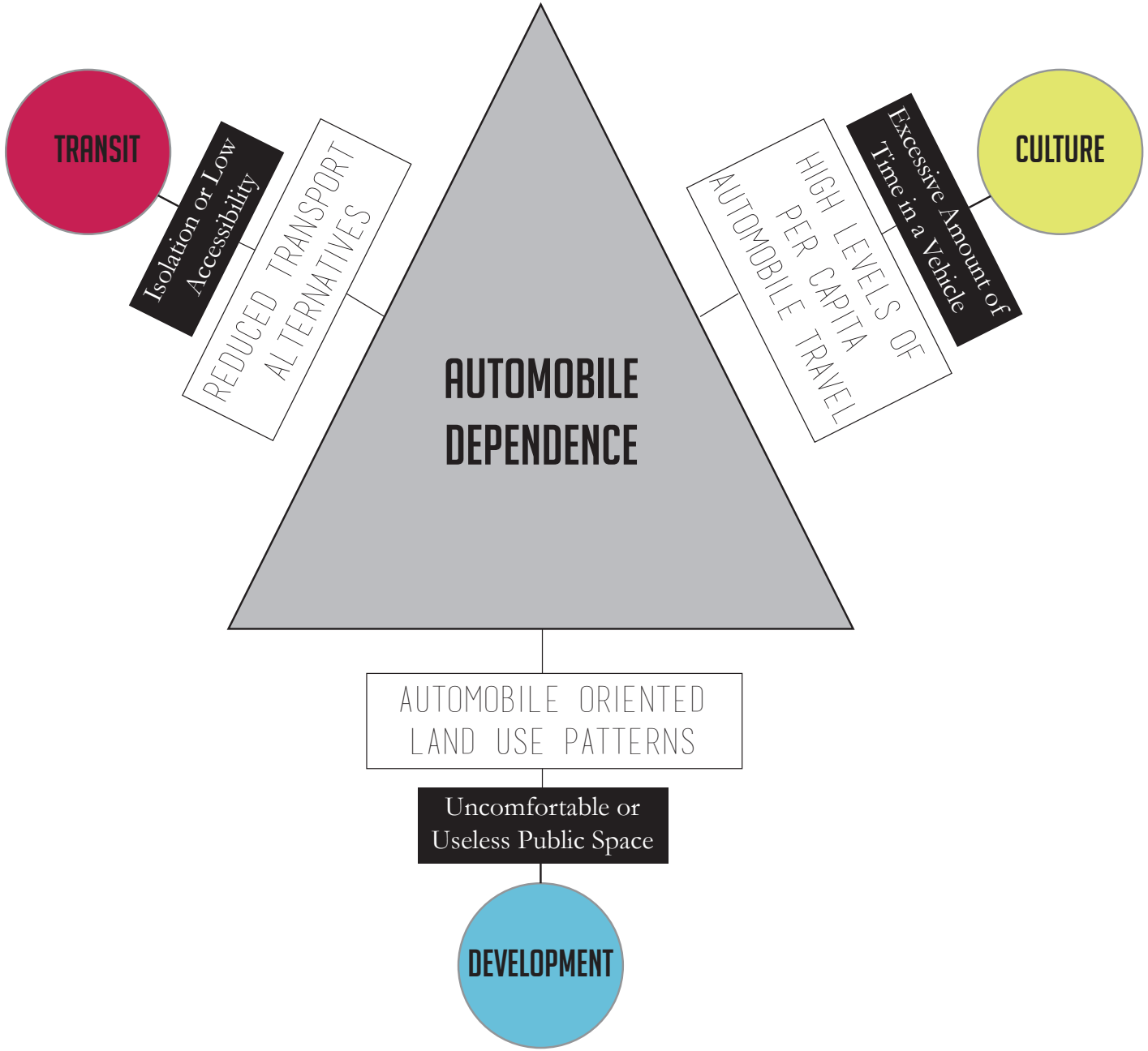

THE CRITERIA OF AUTOMOBILE DEPENDENCE

Source: Adapted from the work of Todd Litman, *The Costs of Automobile Dependency and the Benefits of Balanced Transportation*, 2002
Source: Author

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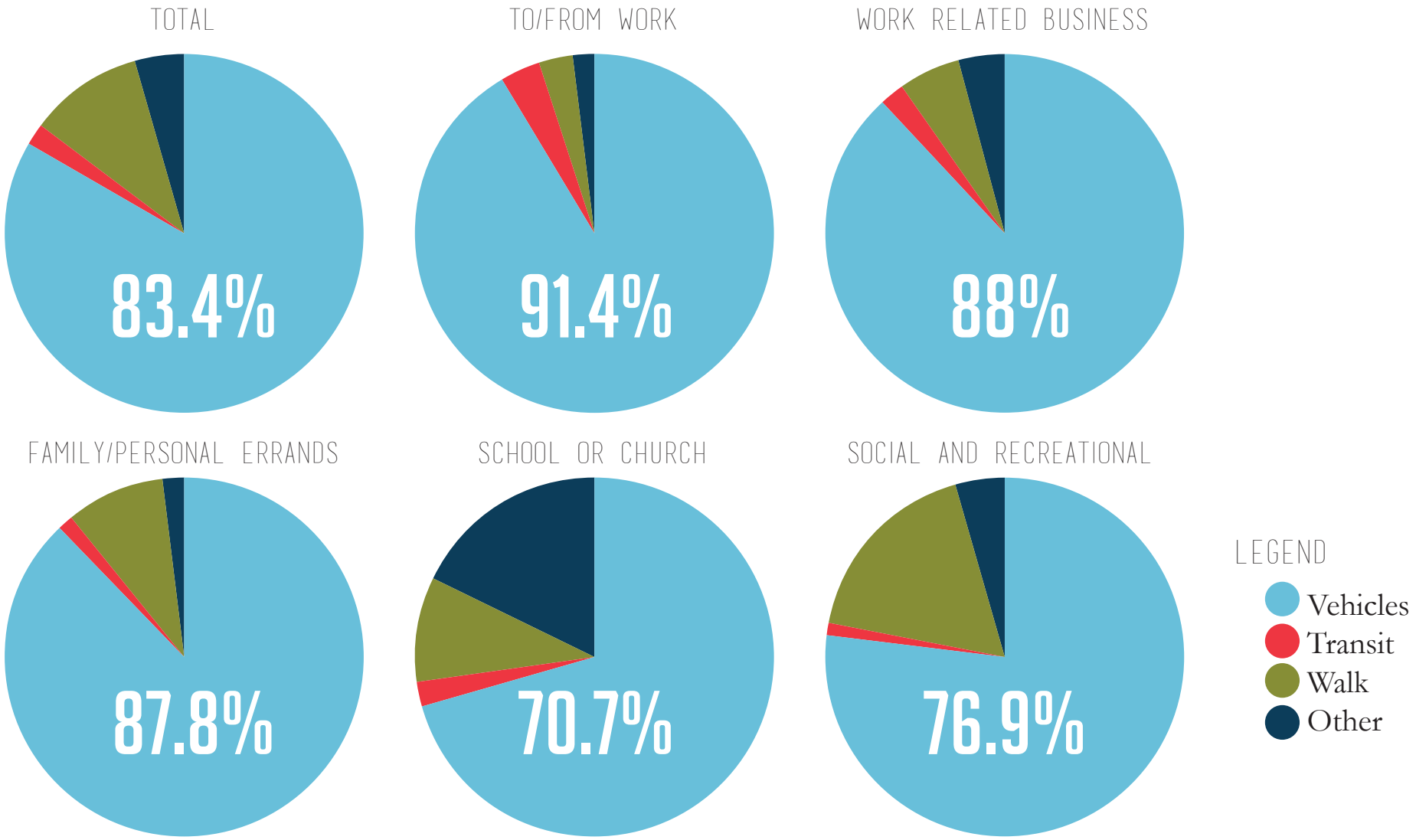
Percent of Person Trips by Mode of Transportation and Trip Purpose
1990, and 1995 NPTS, and 2001 and 2009 NHTS



STATISTICS THAT SUPPORT THE U.S. IS AUTOMOBILE DEPENDENT

Source: Summary of Travel Trends: 2009 National Household Travel Survey, conducted by the US Department of Transportation.

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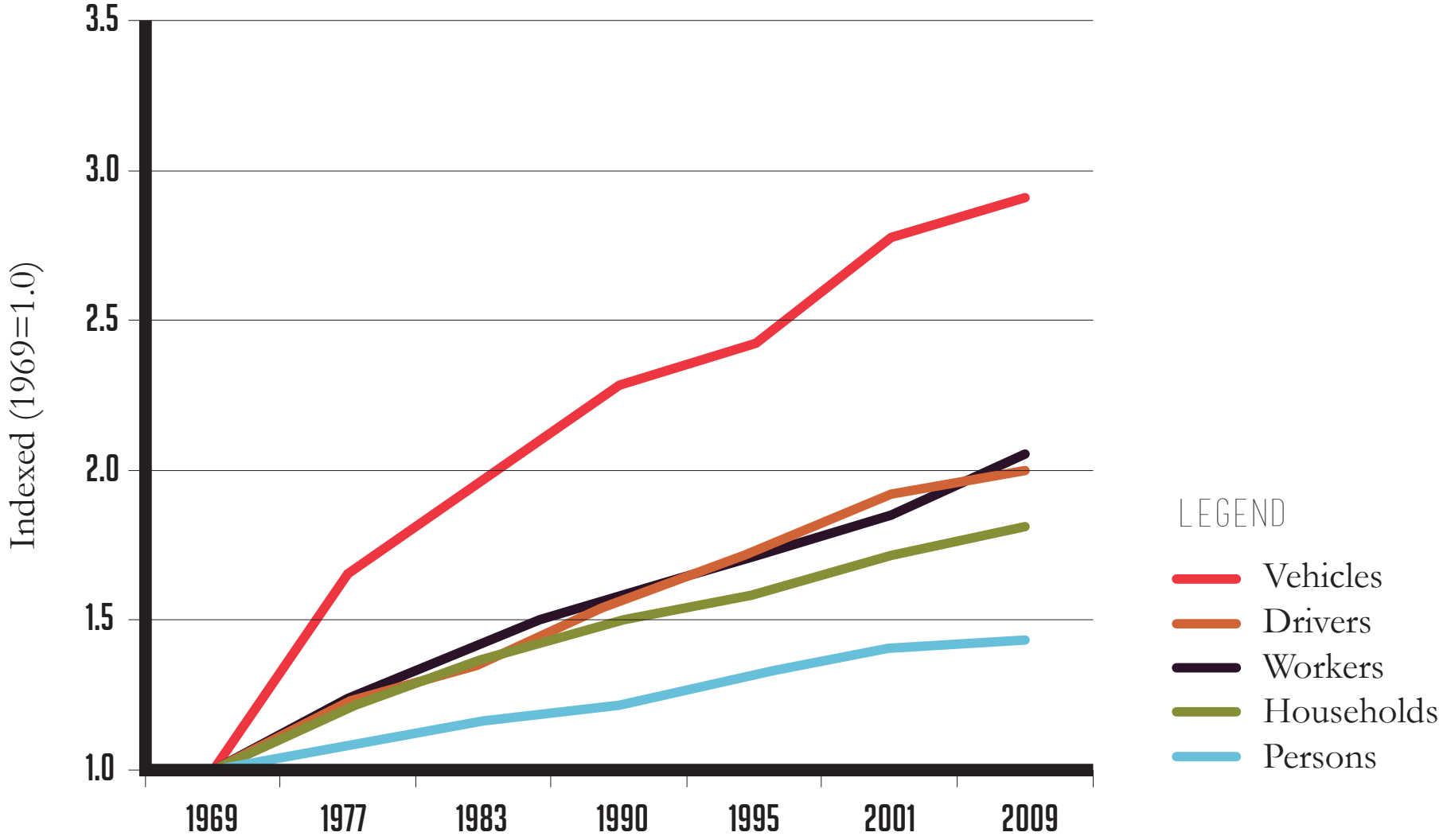
Changes in Summary Statistics on Demographics and Total Travel
1969, 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS



STATISTICS THAT SUPPORT THE U.S. IS AUTOMOBILE DEPENDENT

Source: Summary of Travel Trends: 2009 National Household Travel Survey, conducted by the US Department of Transportation.

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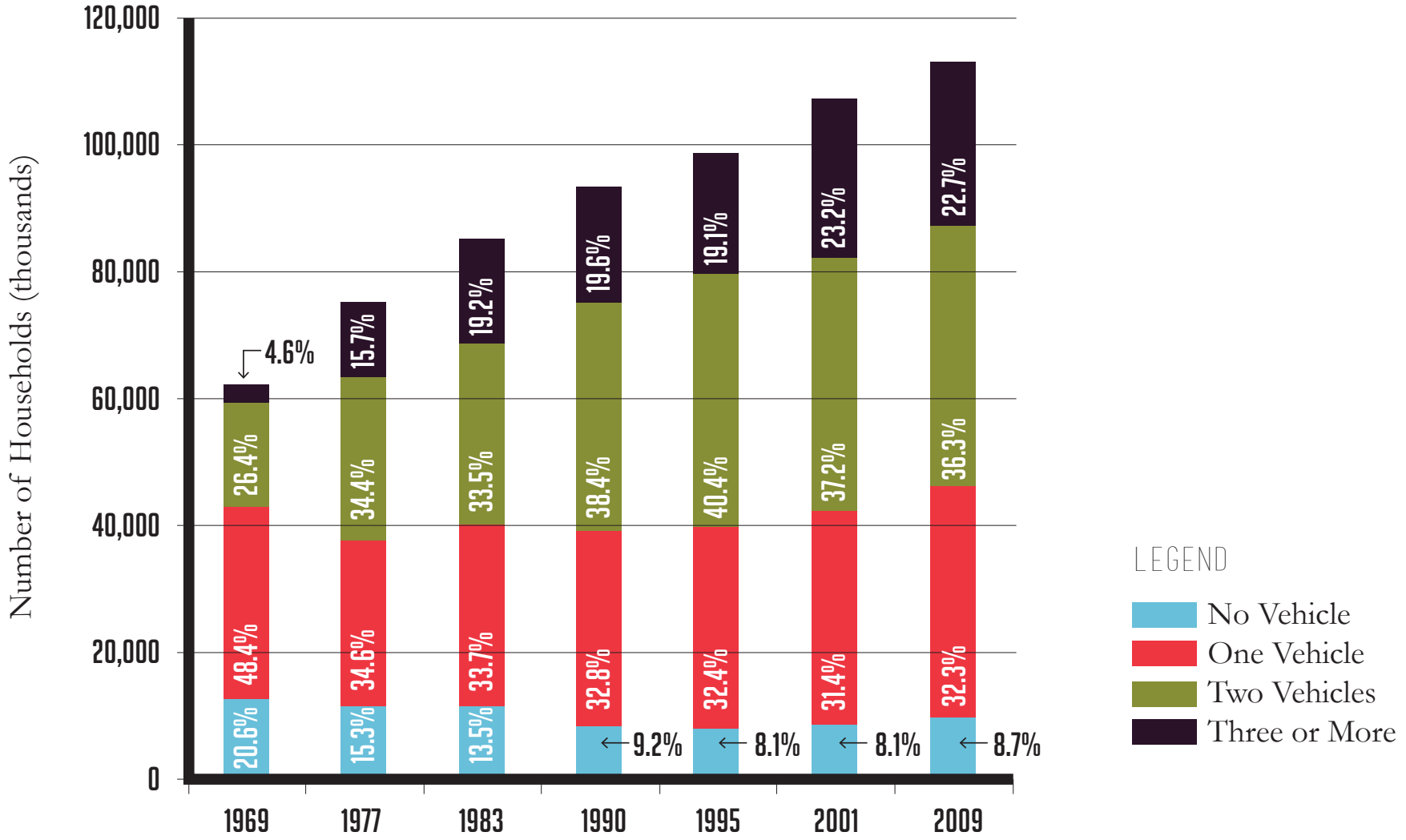
Trend in Household Distribution by Number of Household Vehicles
1969, 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS



STATISTICS THAT SUPPORT THE U.S. IS AUTOMOBILE DEPENDENT

Source: Summary of Travel Trends: 2009 National Household Travel Survey, conducted by the US Department of Transportation.

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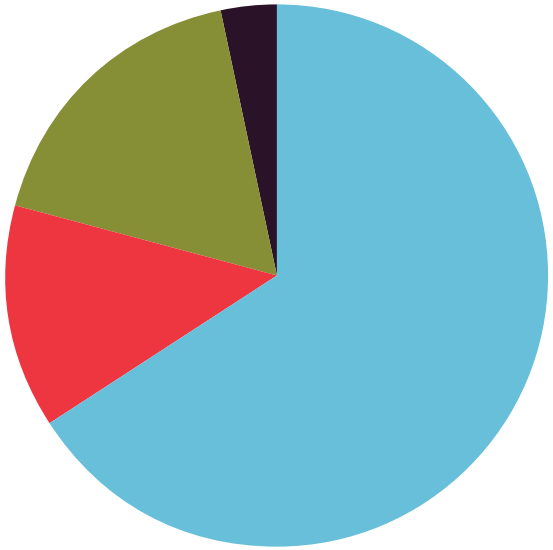
CASE STUDY LOCATION IN THE NATIONAL CONTEXT

Source: Author

THE OPPORTUNITY IN THE VACANCY

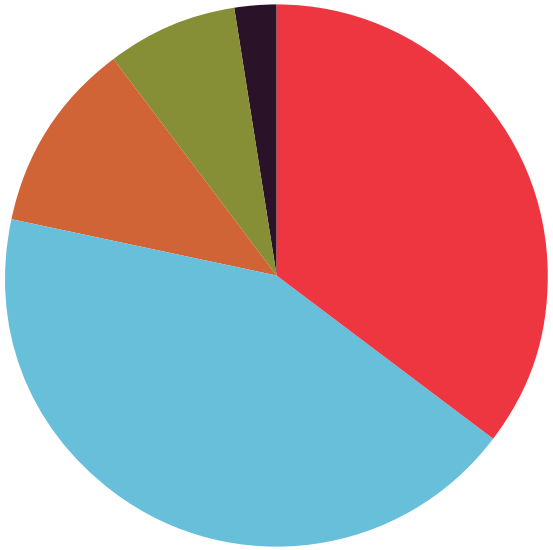
(Louisville Population is 256,000)



U.S. CITIES BY POPULATION

- > 1,000,000
- 300,000 - 1,000,000
- 200,000 - 300,000
- < 200,000

(Louisville Density is 903/km2)



U.S. CITIES BY DENSITY

- > 5000/km2
- 3000/km2 - 4000/km2
- 2000/km2 - 3000/km2
- 1000/km2 - 2000/km2
- < 1000/km2

AVERAGE COMMUTE IN LOUISVILLE

22 MIN

(Average Commute in the U.S. 25.4 min)

LOUISVILLE COMPARED TO OTHER U.S. CITIES

Source: U.S. Census

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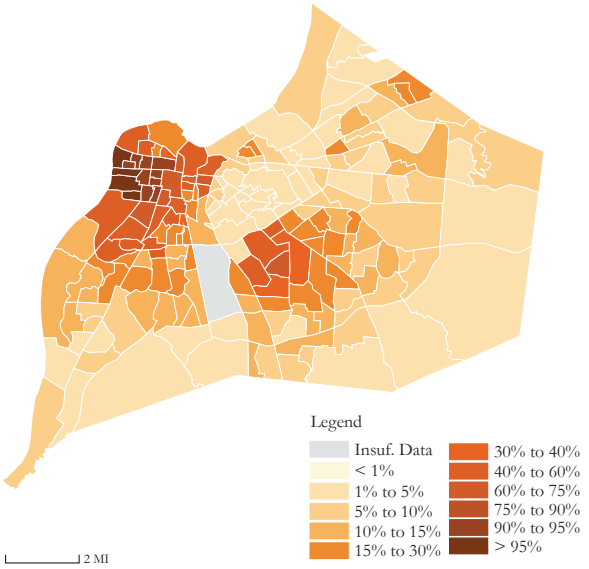
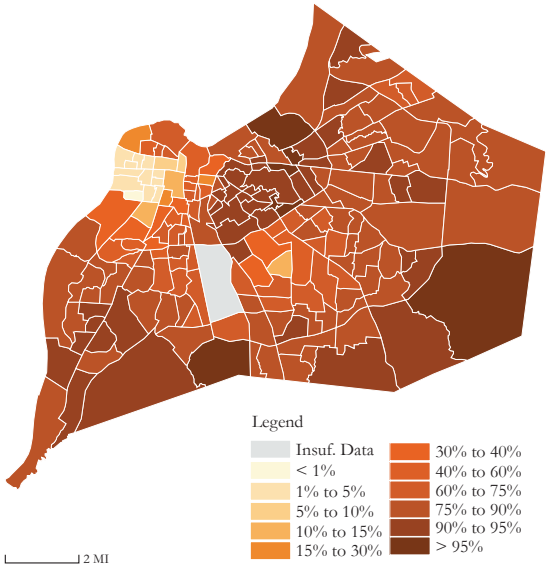
RACE

Percent of Black alone
(Social Explorer, 2010 Census)



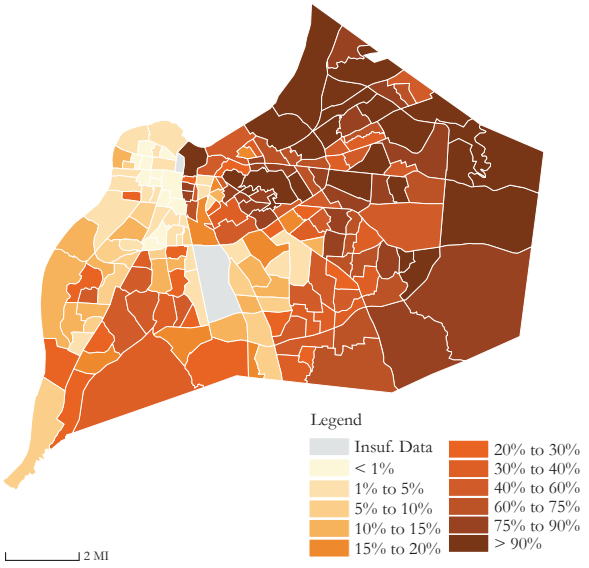
RACE

Percent of White alone
(Social Explorer, 2010 Census)



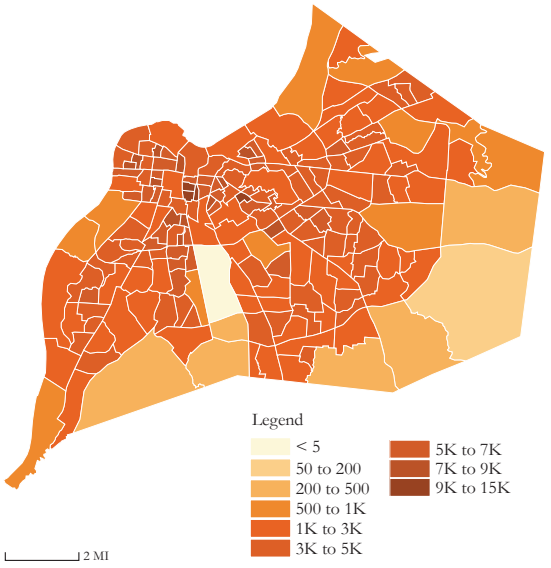
PROPERTY VALUE

Percent of Owner Occupied Housing worth more than $150,000
(Social Explorer, 2010 Census)



POPULATION DENSITY

Number of people per square mile
(Social Explorer, 2010 Census)



CURRENT DEMOGRAPHICS

Source: Social Explorer, *www.socialexplorer.com*, U.S. Census 2010

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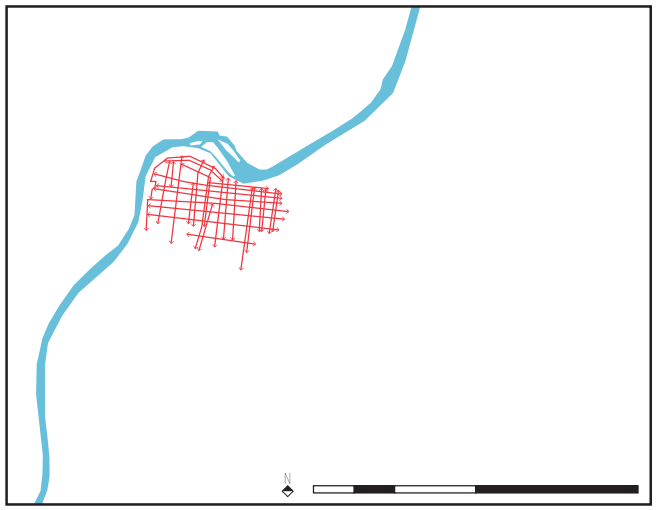
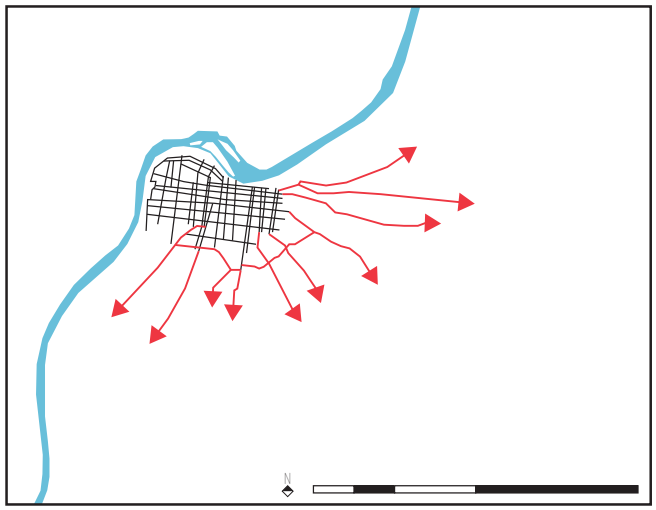
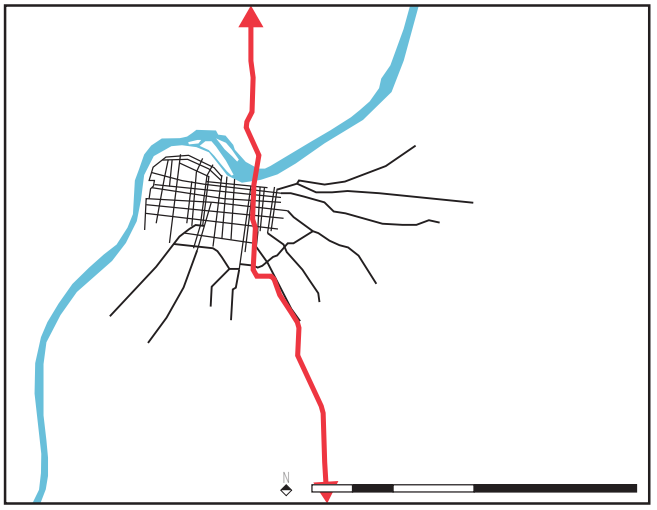


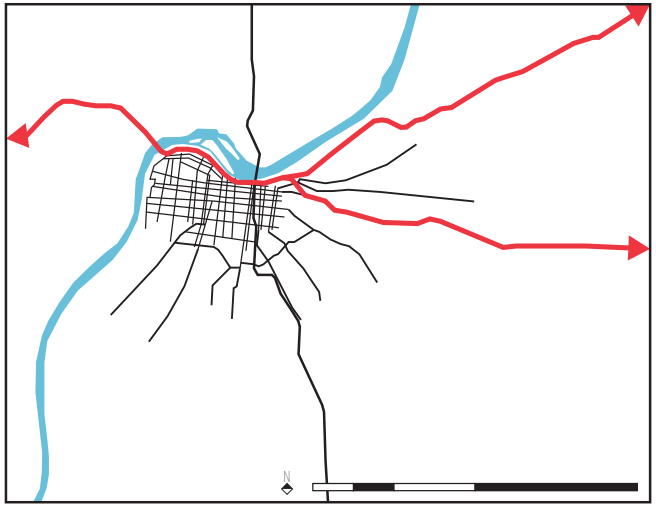
URBAN GRID CENTER



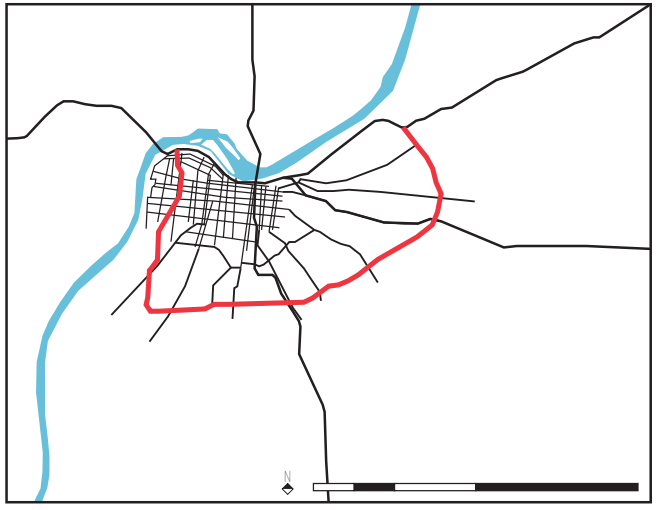
ARTERIAL RADIATING HIGHWAYS



BISECTING INTERSTATE



WATERFRONT INTERSTATE



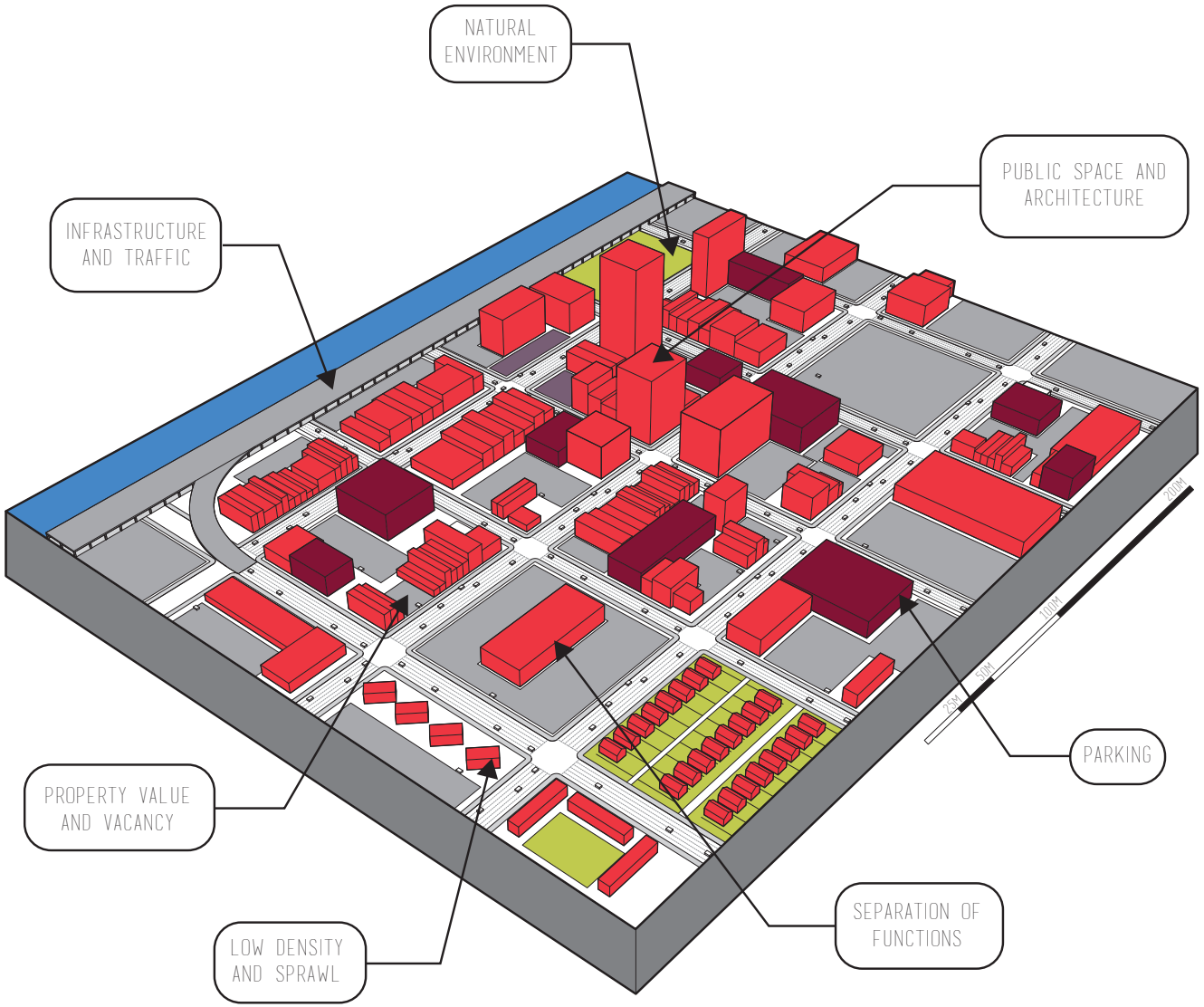
INTERIOR BELTWAY

EXTERIOR BELTWAY AND ARTERIAL HIGHWAYS

LOUISVILLE'S INFRASTRUCTURE DEVELOPMENT OVER TIME

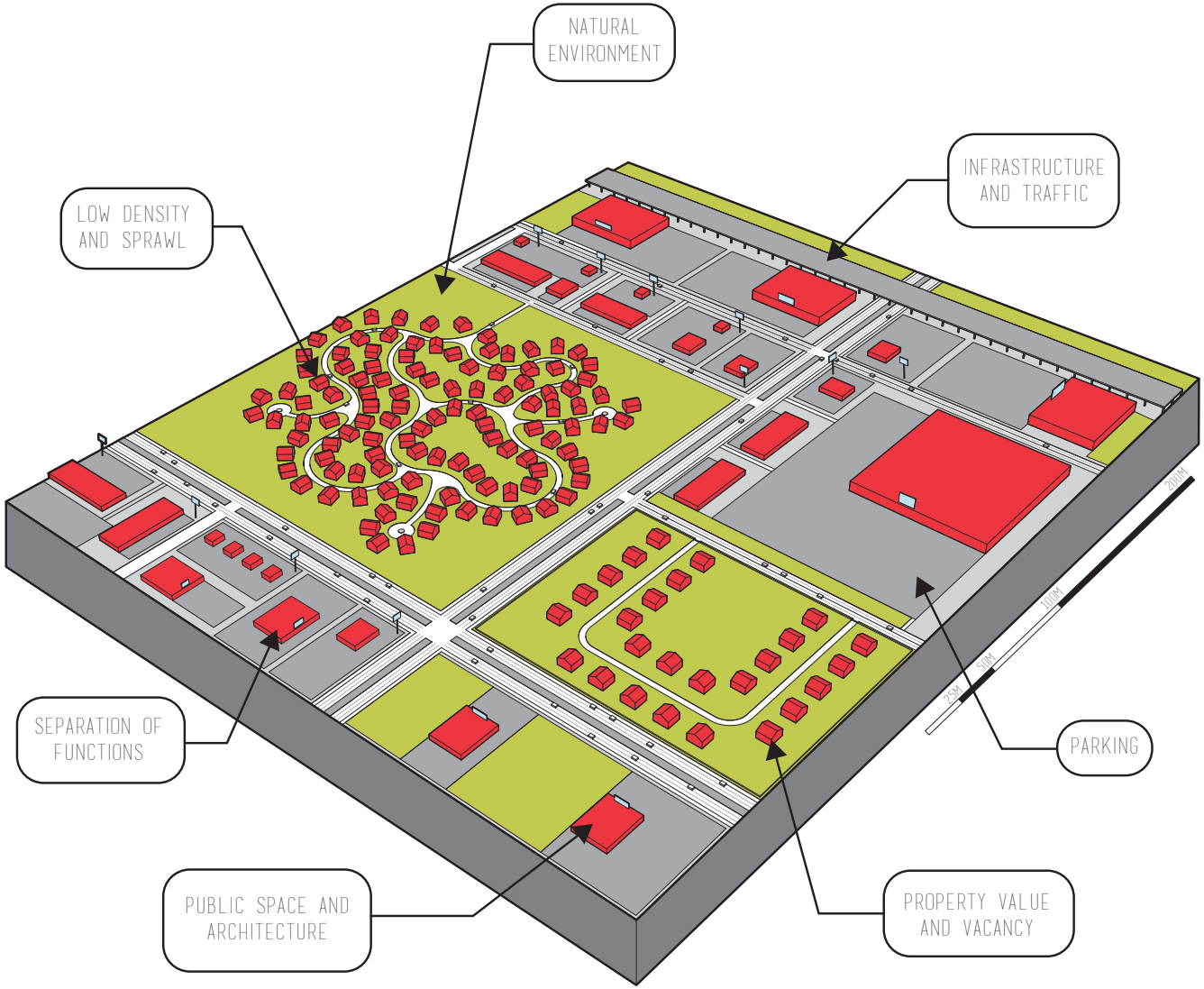
Source: Author

THE OPPORTUNITY IN THE VACANCY



Source: Author

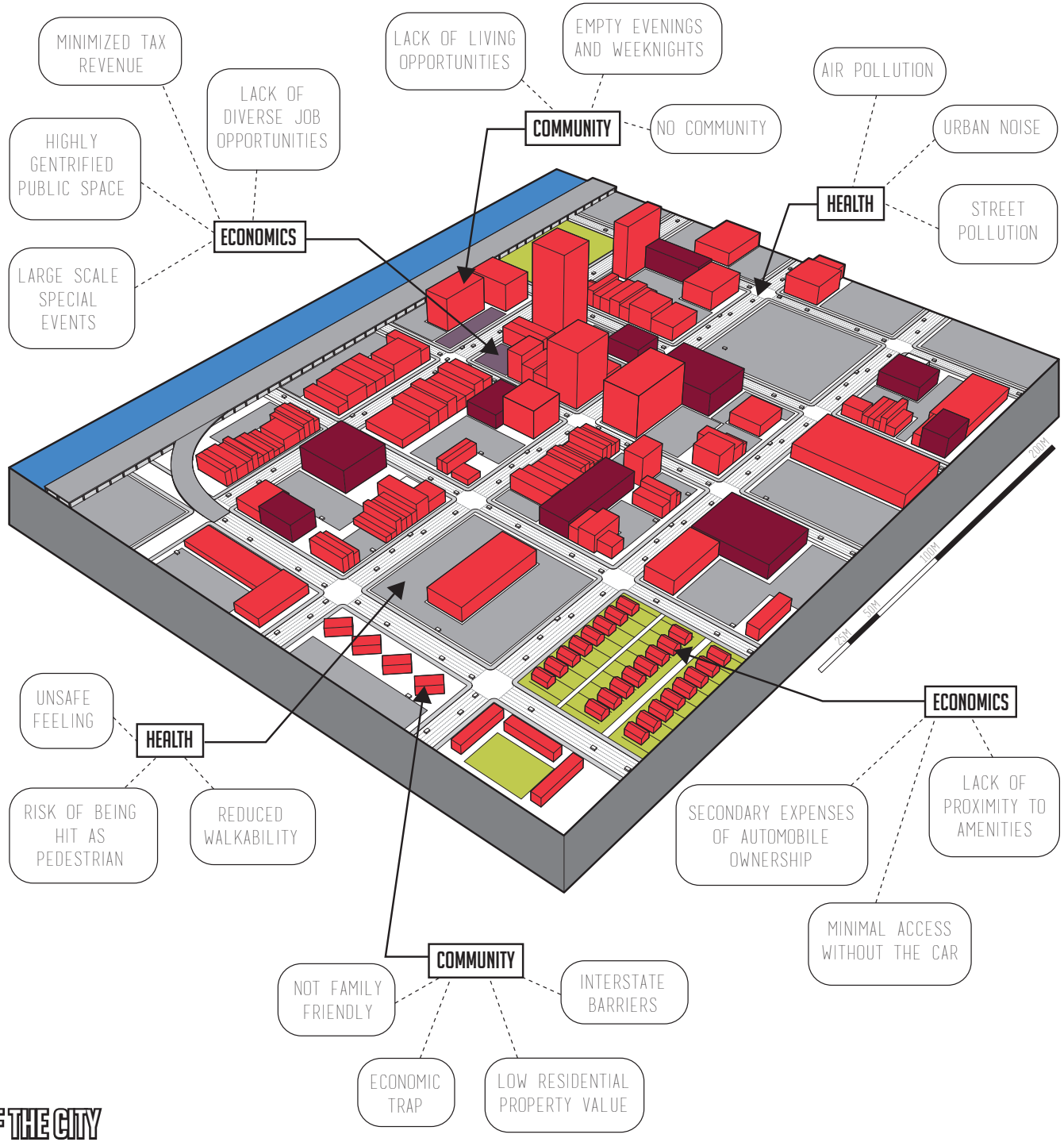
THE OPPORTUNITY IN THE VACANCY



SPATIAL EFFECTS OF THE SUBURB

Source: Author

THE OPPORTUNITY IN THE VACANCY

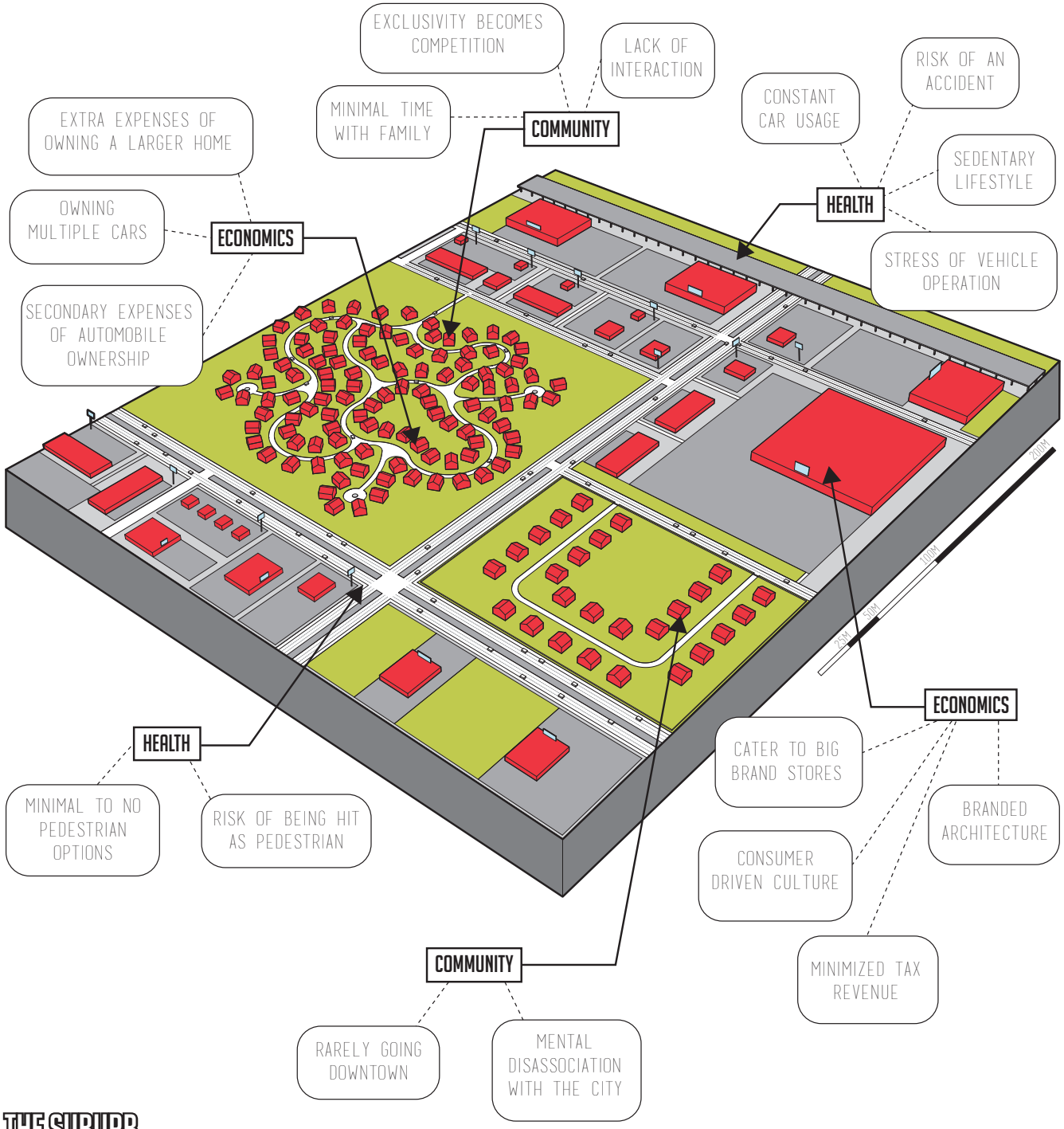


SOCIOECONOMIC EFFECTS OF THE CITY

Source: Author

THE OPPORTUNITY IN THE VACANCY

THE EFFECTS OF AUTOMOBILE DEPENDENCE



SOCIOECONOMIC EFFECTS OF THE SUBURB

Source: Author

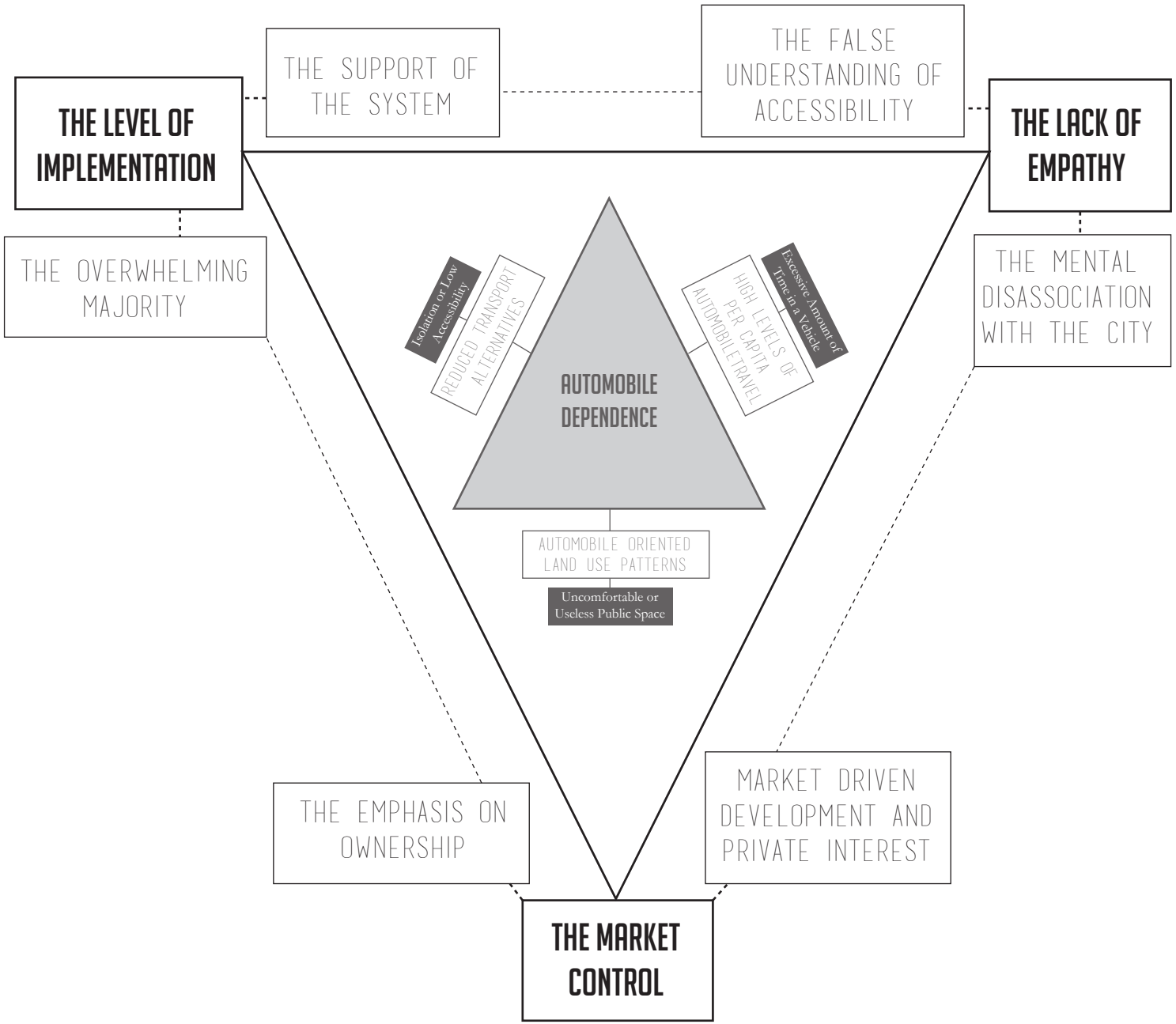
THE OPPORTUNITY IN THE VACANCY

THE EFFECTS OF AUTOMOBILE DEPENDENCE

THE CURRENT DYNAMIC

Source: Author

THE OPPORTUNITY IN THE VACANCY



THE WICKED SYSTEM

Source: Author

COMMON CRITICISMS

THE DEMAND

Critics argue that there is little demand for public transit and consumers prefer to live in automobile dependence and suburban sprawl.

THE EXCLUSION

Critics argue that public transit and smart growth harms disadvantaged people by reducing affordability.

THE CONNECTION

Critics argue that there is insufficient evidence or no connection between the benefits of health, sustainability, and social improvement, and the way people live and travel.

THE CONGESTION

Critics argue that public transit does little to reduce automobile travel or reduce traffic congestion, and smart growth increases density, which increases the congestion.

THE INVESTMENT

Critics argue that public transit is not cost effective, requires significant subsidies, and sprawl is cheaper overall for economic development.

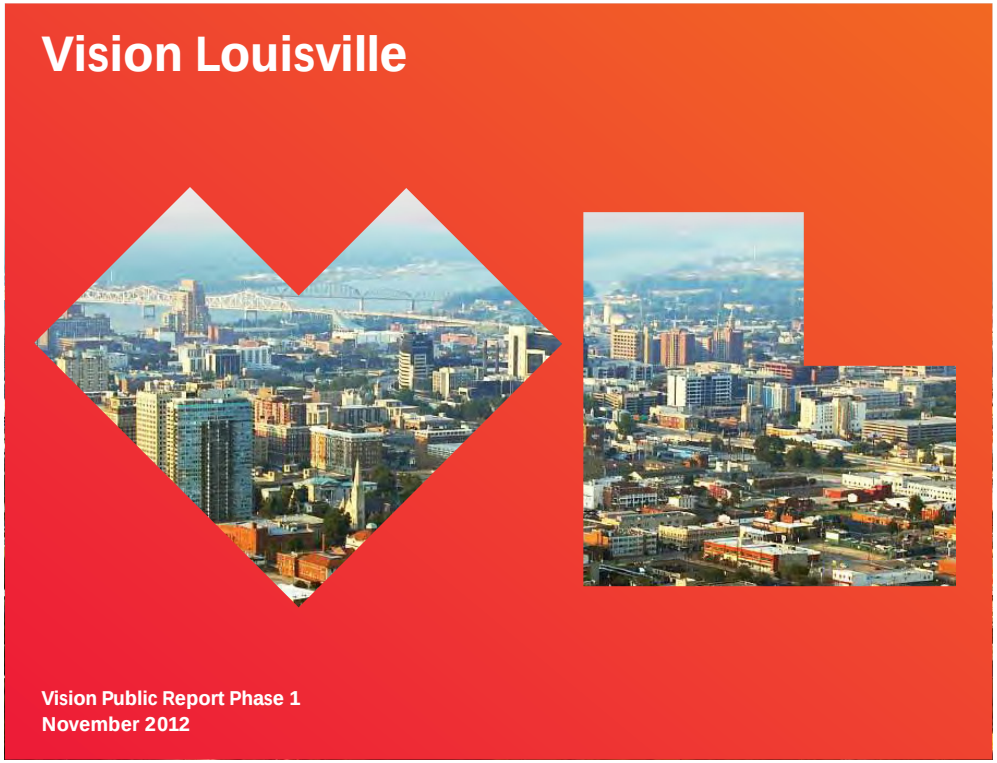
Source: Author

THE OPPORTUNITY IN THE VACANCY

RIGHT NOW THE CITY HAS TWICE AS MUCH PARKING AS PEOPLE.
- Municipality Interview

IN 2016 THERE WAS 33,914 TRAFFIC COLLISIONS IN JEFFERSON COUNTY AND THE ECONOMIC COST ESTIMATE OF TRAFFIC COLLISIONS IN THE STATE OF KENTUCKY WAS 2.7 BILLION.
- Kentucky Collision Report

LOUISVILLE HAS A PEDESTRIAN FATALITY RATE THAT IS HIGHER THAN THE NATIONAL AVERAGE.
- Move Louisville Vision Doc



CURRENT CONTEXT AND PROPOSALS

EXECUTIVE SUMMARY

Like most American cities, Louisville must reduce vehicle miles traveled. Cars will remain the dominate mode of transport, but there is opportunity to shift short trips away from cars. Shifting these trips can have broad impacts on our health, air quality, built environment and connectivity. Move Louisville represents a vision and action plan for transportation policy and investment for Louisville Metro. The Plan provides a path to a healthy, connected and sustainable transportation network that encourages investment, growth and prosperity.

Source: Louisville Metro Government, *Move Louisville*, 2016

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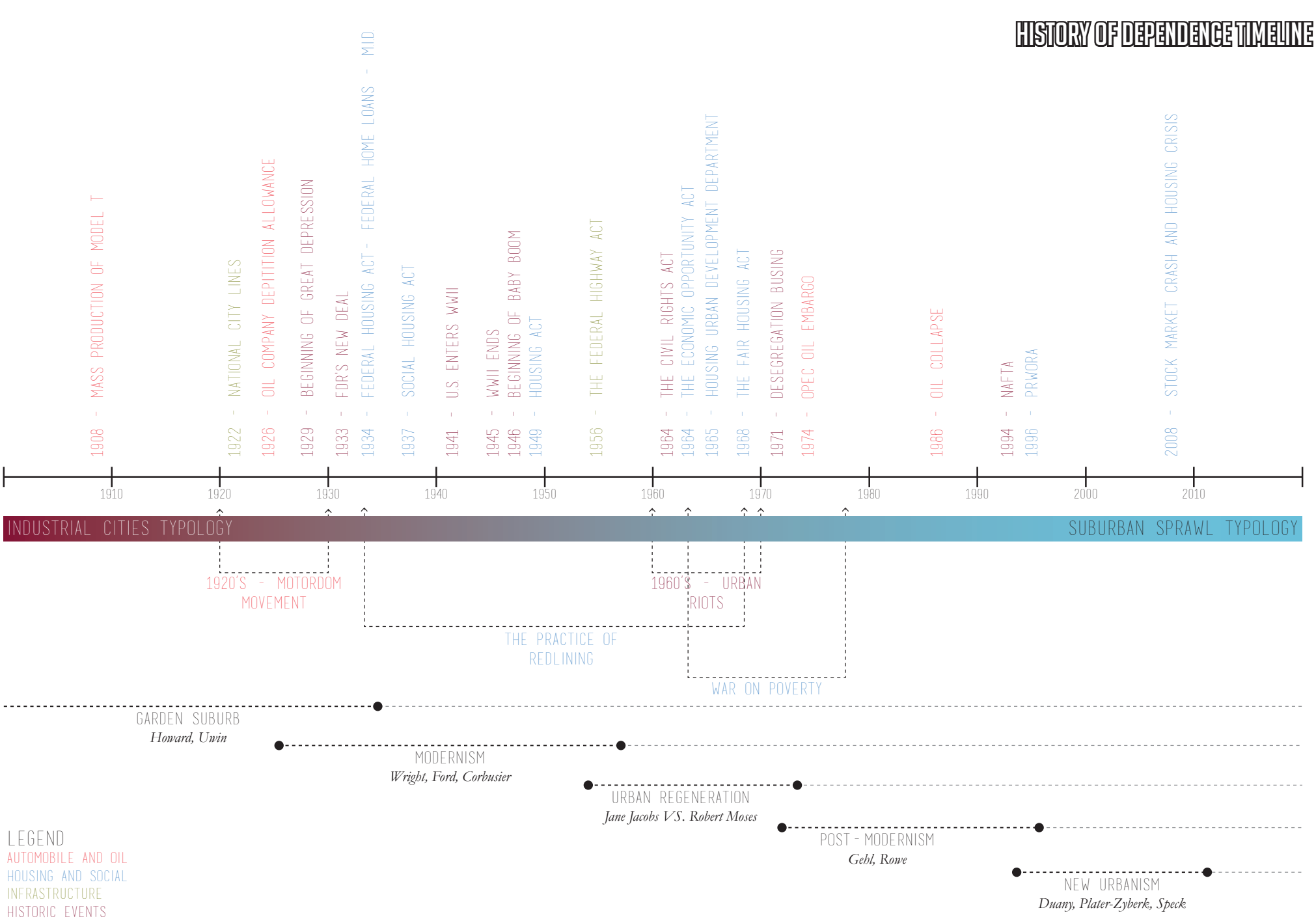
HISTORY OF DEPENDENCE TIMELINE



Source: Author

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LOUISVILLE 4TH ST IN THE 1940S

Source: https://historiclouisville.weebly.com/4th-street.html

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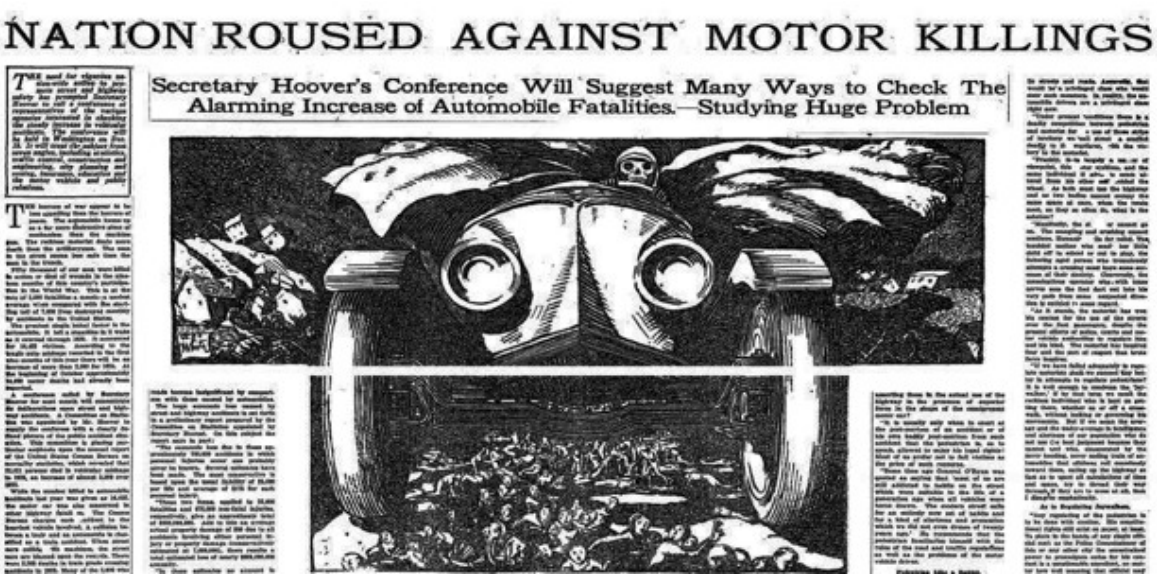
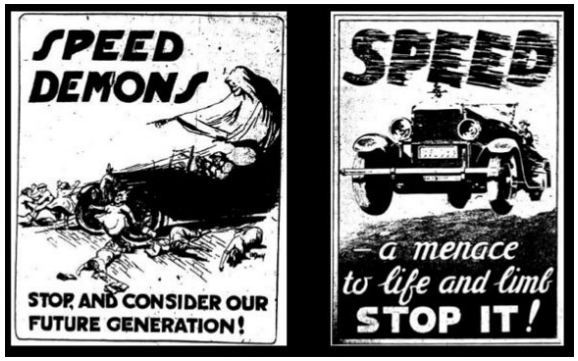
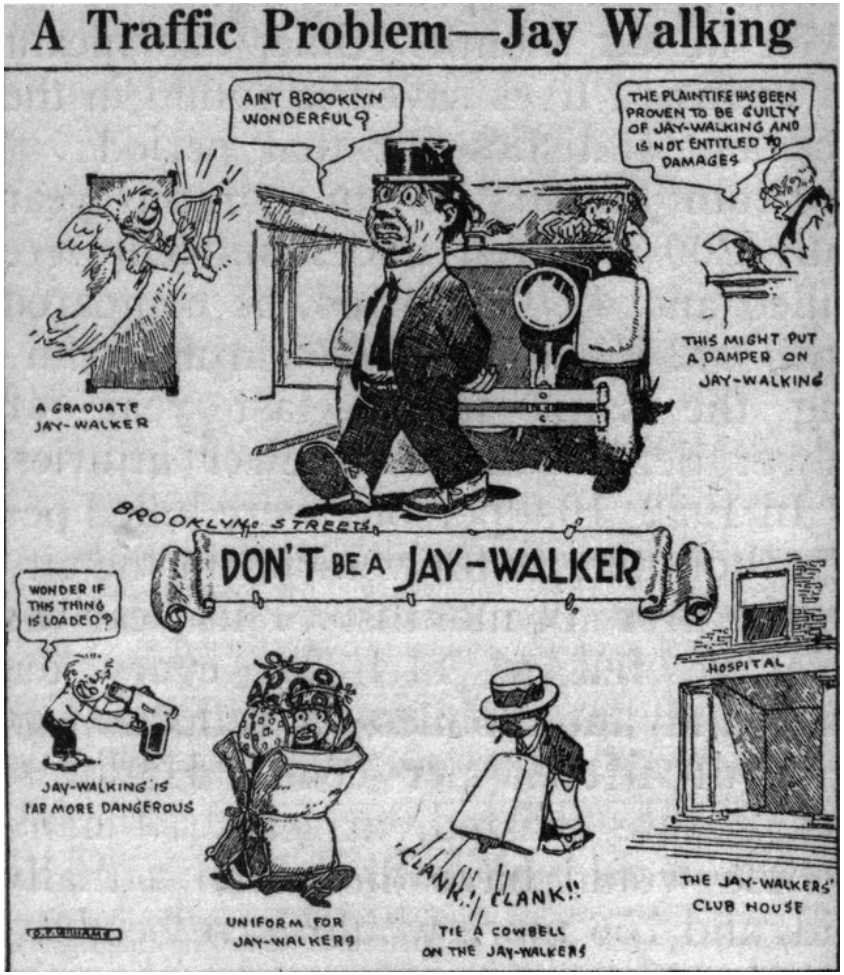


NATION ROUSED AGAINST MOTOR KILLINGS

Secretary Hoover's Conference Will Suggest Many Ways to Check The Alarming Increase of Automobile Fatalities.—Studying Huge Problem



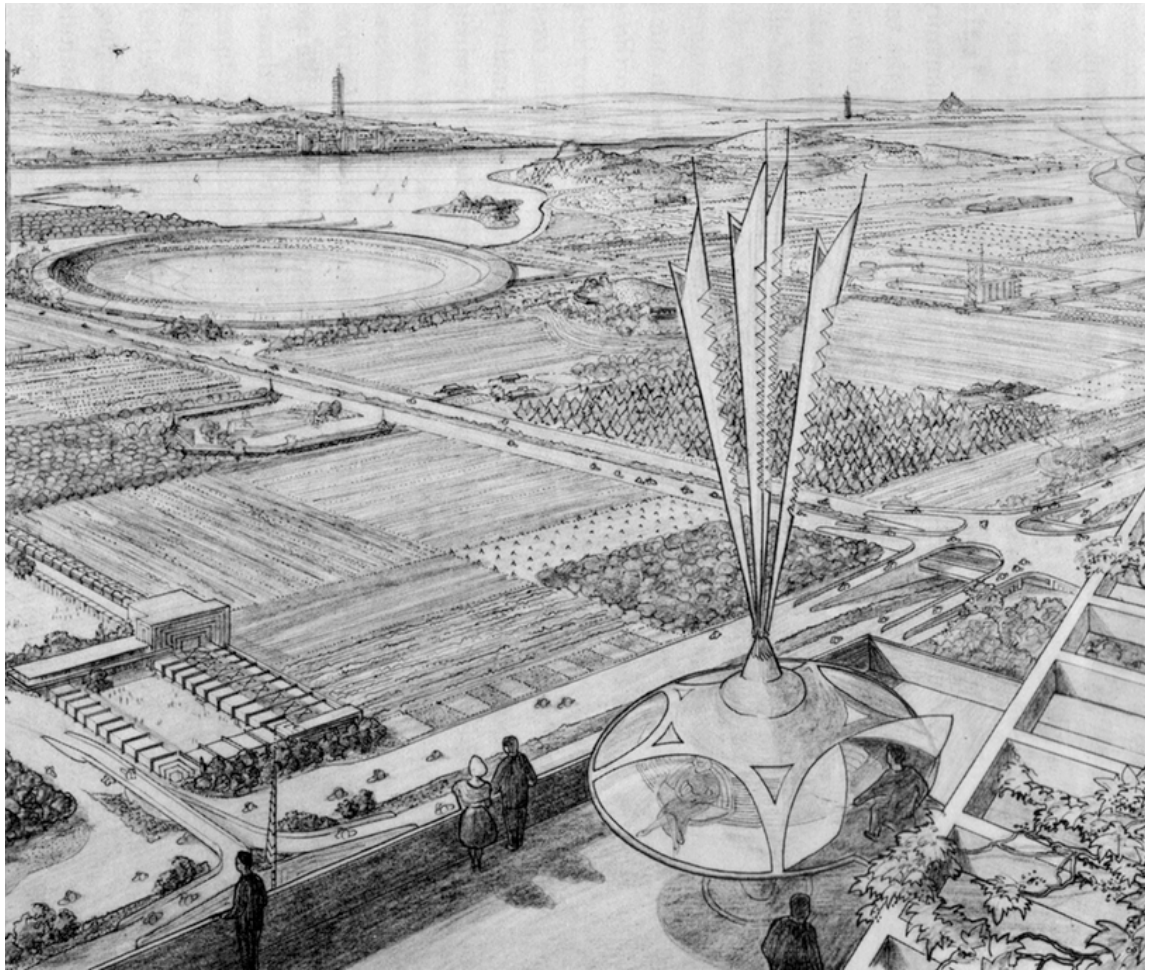


POLITICAL CARTOONS ADVOCATING FOR AND AGAINST CARS IN THE 1930S

Source: https://www.collectorsweekly.com/articles/murder-machines/

THE OPPORTUNITY IN THE VACANCY

THE MODERN CITY IS PROBABLY THE MOST UNLOVELY AND ARTIFICIAL SITE THIS PLANET AFFORDS. THE ULTIMATE SOLUTION IS TO ABANDON IT...
WE SHALL SOLVE THE CITY PROBLEM BY LEAVING THE CITY.
- HENRY FORD, 1922



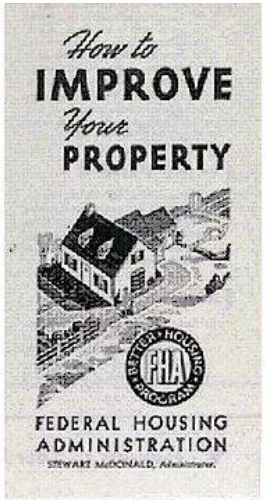
FRANK LLOYD WRIGHT - BROADACRE CITY
1932

1939 WORLDS FAIR - NEW YORK CITY
FUTURAMA EXHIBITION COMMISSIONED BY GM

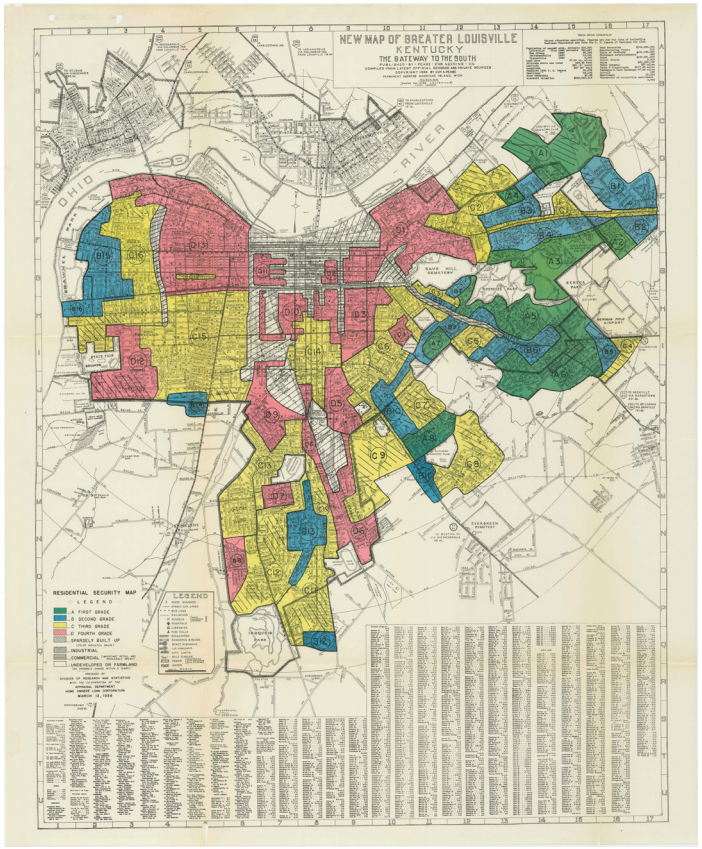
MODERNISM INFLUENCE

Source: https://www.moma.org/explore/inside_out/2014/02/03/frank-lloyd-wrights-living-city-lives-on-conserving-the-broadacre-city-model/
https://lewisnvillegas.wordpress.com/2014/06/08/the-future-of-the-city-1939/

THE OPPORTUNITY IN THE VACANCY



FEDERAL HOUSING ACT OF 1934



REDLINING MAP OF 1937

"If a neighborhood is to retain stability, it is necessary that properties shall continue to be occupied by the same social and racial classes. A change in social or racial occupancy generally contributes to instability and a decline in values" - U.S. Federal Housing Administration 1938, par. 937 (Squires, 2002)

THE RACIAL CONTEXT

POLICIES AND SOCIAL CONTEXT

Source: http://www.pinsdaddy.com/fha-poster_pY%7C8FIHetfPMxxLXTbRPtmb%7CR6OWjWH%7Ctvx6m*n2DrM/
https://lojic.maps.arcgis.com/apps/MapSeries/index.html?appid=e4d29907953c4094a17cb9ea8f8f89de

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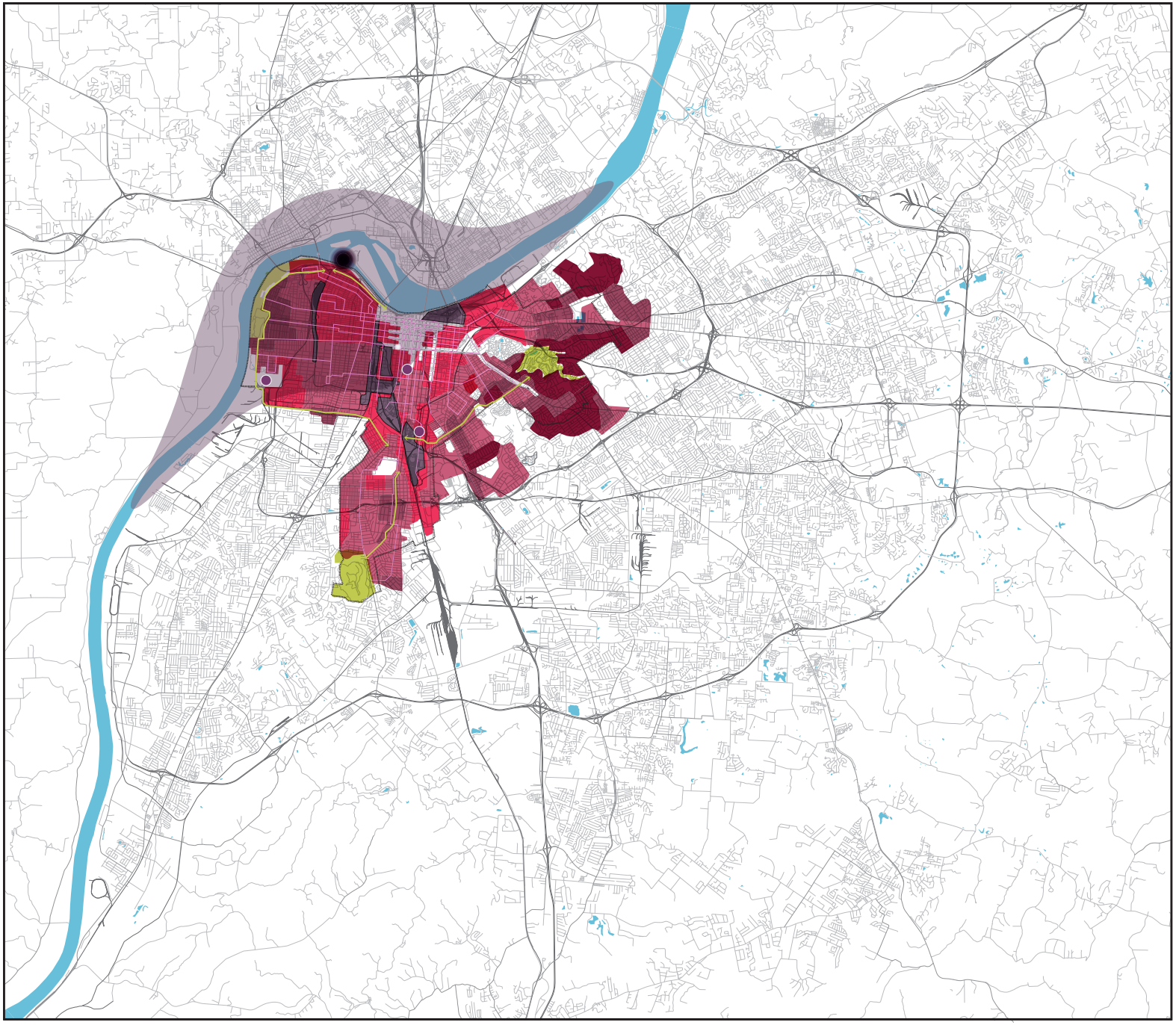
THE GREAT FLOOD OF 1937

Source: U of L University Libraries, 2018, Digital Collections, Accessed 01 September, 2017 < https://digital.library.louisville.edu/cdm/ >

THE OPPORTUNITY IN THE VACANCY



THE INDUSTRIAL CITY

LEGEND

- Ohio River Lock and Dam
- Union Station
- Ford Motor Co Factory Location
- 1937 Flood
- Redlining 'First Grade'
- Redlining 'Second Grade'
- Redlining 'Third Grade'
- Redlining 'Fourth Grade'
- Industry
- Olmstead Parks
- Olmstead Parkways
- Street Car Route
- 1937 City Boundary

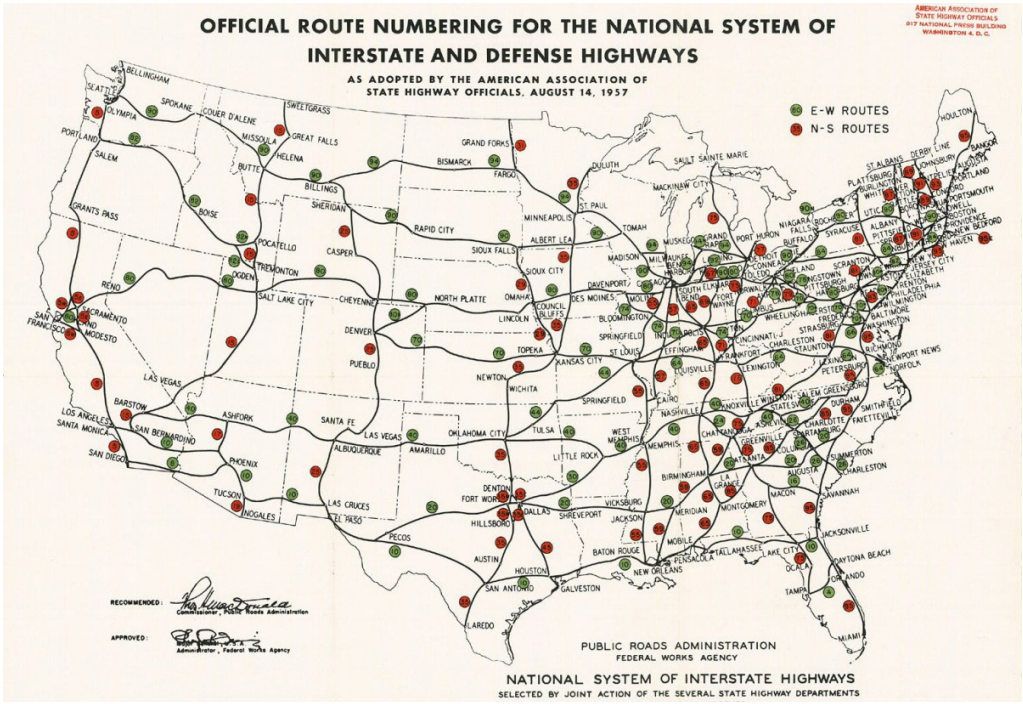
N

0 KM 25 KM 5 KM 10 KM 20 KM

0 MI 15 MI 31 MI 62 MI 124 MI

Source: Author

THE OPPORTUNITY IN THE VACANCY



THE FEDERAL HIGHWAY ACT OF 1956

NATIONAL INFRASTRUCTURE

Source: https://apprend.io/apush/period-8/highway-act-of-1956/

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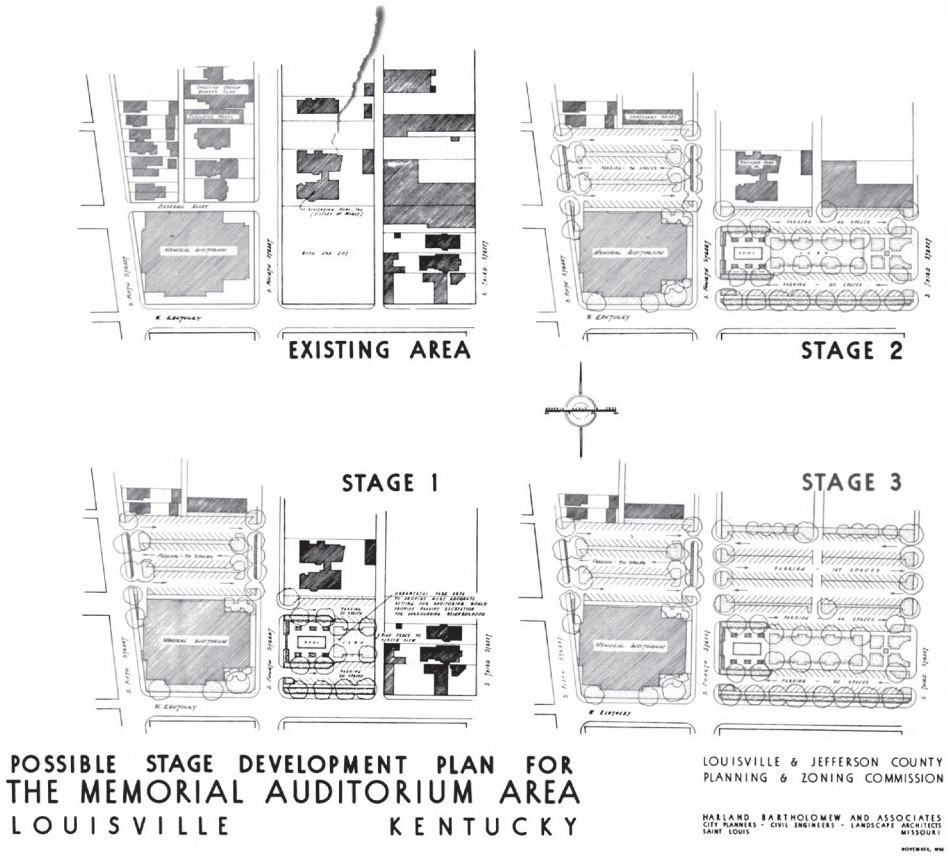
DEMOLITION FOR INTERSTATE 65

OPENING DAY OF INTERSTATE 65

Source: https://www.courier-journal.com/story/news/history/river-city-retro/2014/10/30/celebrating-history-downtown/18205947/

THE OPPORTUNITY IN THE VACANCY



PHASING PLAN OF LOUISVILLE'S 1957 COMPREHENSIVE PLAN

LOUISVILLE BUS SYSTEM

Source: U of L University Libraries, 2018, Digital Collections, Accessed 01 September, 2017 < https://digital.library.louisville.edu/cdm/ >
https://babel.hathitrust.org/cgi/pt?id=mdp.39015050617789;view=2up;seq=28

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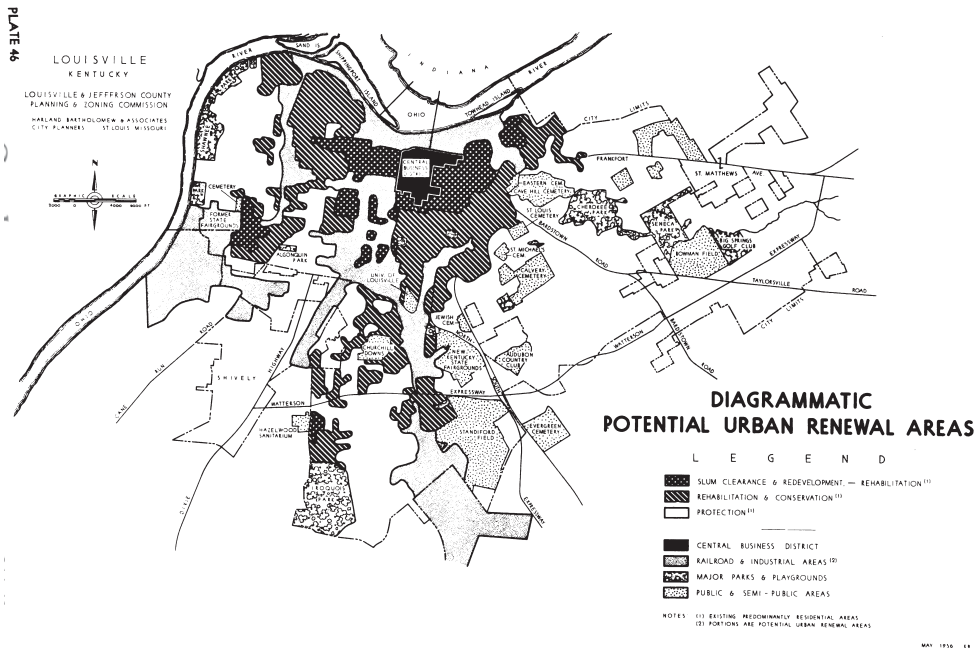

URBAN RENEWAL OF LOUISVILLE'S 1957 COMPREHENSIVE PLAN

LOUISVILLE'S CIVIL RIGHTS PROTESTS IN THE 1960S

Source: https://www.ket.org/education/resources/living-story-civil-rights-movement-kentucky/
https://babel.hathitrust.org/cgi/pt?id=mdp.39015050617789;view=2up;seq=28

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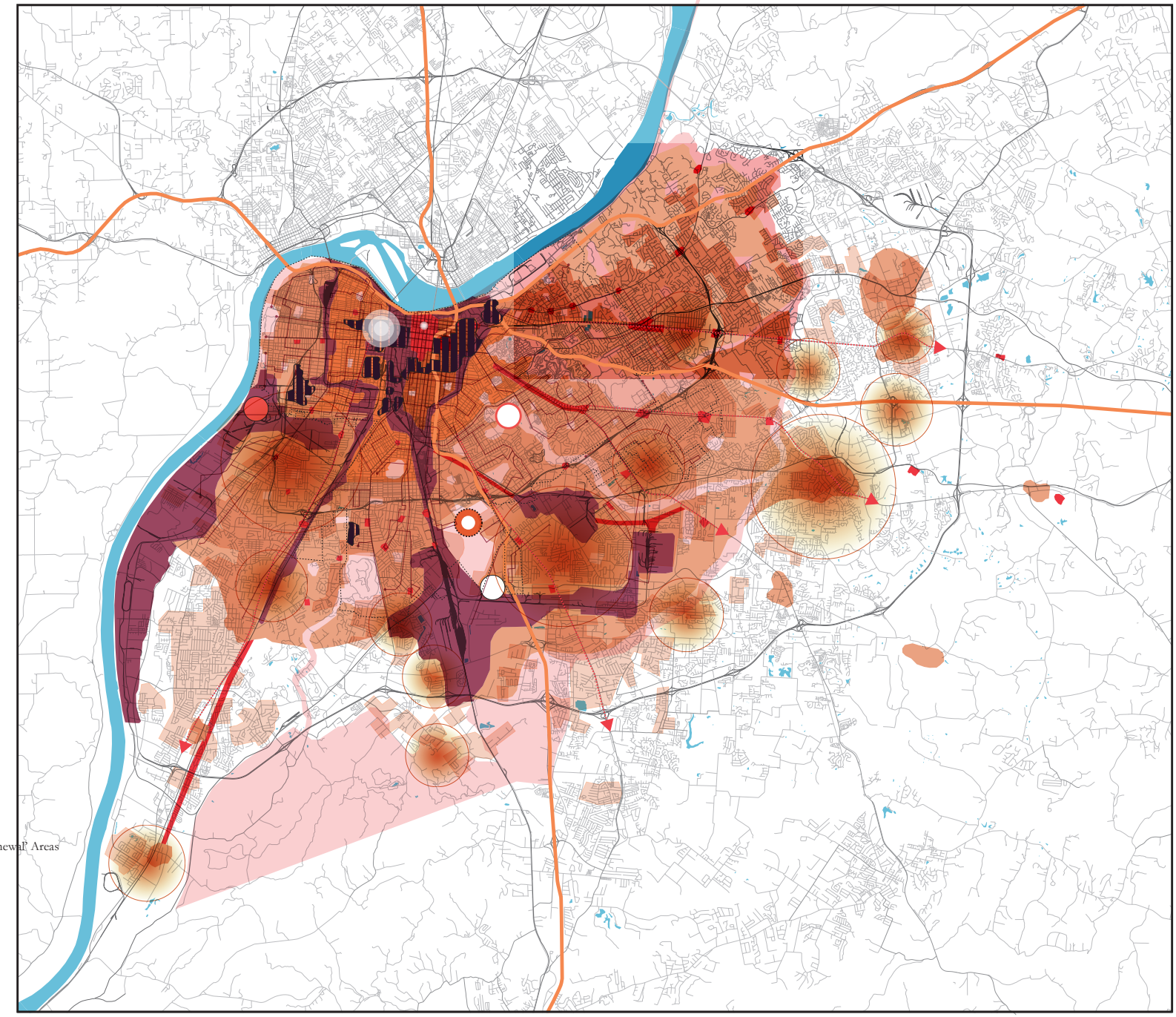
LOUISVILLE'S CIVIL RIGHTS PROTESTS IN THE 1960S

THE WADE FAMILY OUTSIDE OF THEIR SUBURBAN HOME

Source: https://www.ket.org/education/resources/living-story-civil-rights-movement-kentucky/

THE OPPORTUNITY IN THE VACANCY



SUBURBAN FLIGHT

LEGEND

- Rubbertown
- Bowman Field
- Ford Motor Co Factory Location
- Suburb Developments
- Civil Rights Protests
- Louisville Medical Center
- 1956 Urban Boundary
- 1957 Harland Bartholemew 'Slum Renewal' Areas

1957 Harland Bartholemew Land Use

- Medium Density Housing
- High Density Housing
- Low Density Housing
- Commercial
- Industrial
- Semi-Public
- Interstate 65, 64 and 71
- Arterial Highways
- City Limits
- Bus Routes

N

0 KM 2.5 KM 5 KM 10 KM 20 KM

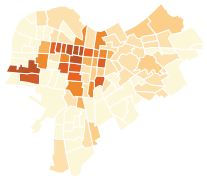
0 MI 1.5 MI 3.1 MI 6.2 MI 12.4 MI

Source: Author

THE OPPORTUNITY IN THE VACANCY

RACE 1940

Percent of Black alone
(Social Explorer, 1940 Census)



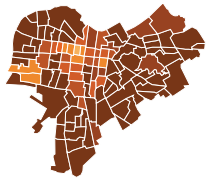
Legend

- Insuf. Data
- < 1%
- 1% to 5%
- 5% to 10%
- 10% to 15%
- 15% to 30%
- 30% to 40%
- 40% to 60%
- 60% to 75%
- 75% to 90%
- 90% to 95%
- > 95%

2 MI

RACE 1940

Percent of White alone
(Social Explorer, 1940 Census)



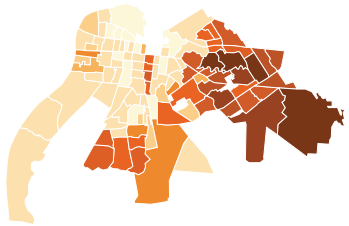
Legend

- Insuf. Data
- < 1%
- 1% to 5%
- 5% to 10%
- 10% to 15%
- 15% to 30%
- 30% to 40%
- 40% to 60%
- 60% to 75%
- 75% to 90%
- 90% to 95%
- > 95%

2 MI

PROPERTY VALUE 1960

Percent of Owner Occupied Housing worth more than $15,000
(Social Explorer, 1960 Census)



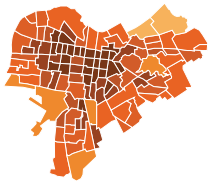
Legend

- Insuf. Data
- < 1%
- 1% to 5%
- 5% to 10%
- 10% to 15%
- 15% to 20%
- 20% to 30%
- 30% to 40%
- 40% to 60%
- 60% to 75%
- 75% to 90%
- > 90%

2 MI

POPULATION DENSITY 1940

Number of people per square mile
(Social Explorer, 1940 Census)



Legend

- < 5
- 50 to 200
- 200 to 500
- 500 to 1K
- 1K to 3K
- 3K to 5K
- 5K to 7K
- 7K to 9K
- 9K to 15K
- >15K

2 MI

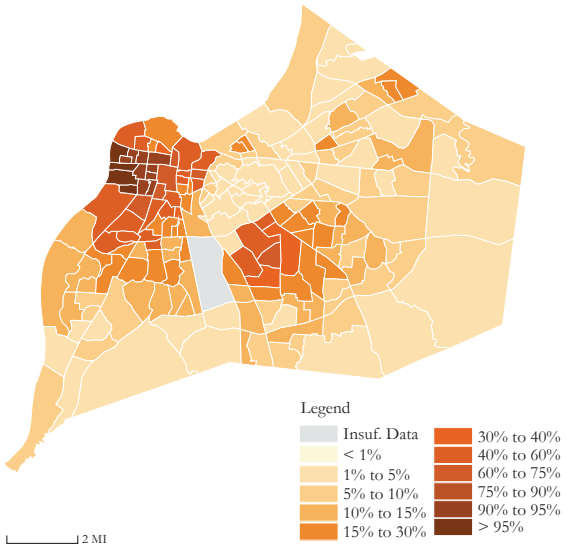
DEMOGRAPHIC SHIFT

Source: https://www.socialexplorer.com

THE OPPORTUNITY IN THE VACANCY

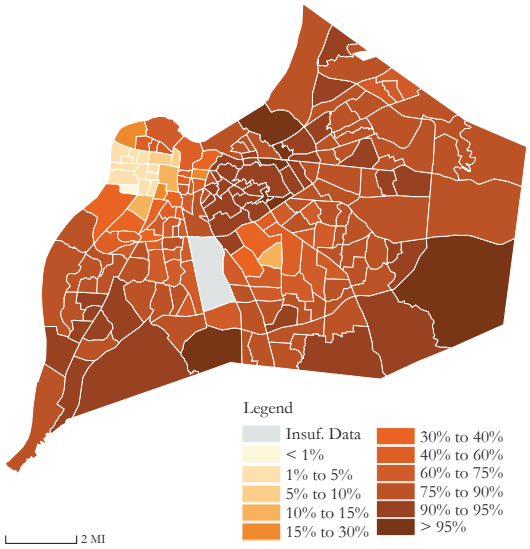
RACE 2010

Percent of Black alone
(Social Explorer, 2010 Census)



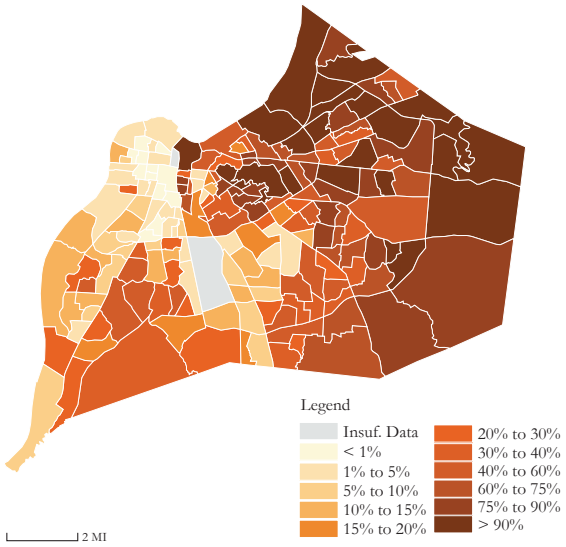
RACE 2010

Percent of White alone
(Social Explorer, 2010 Census)



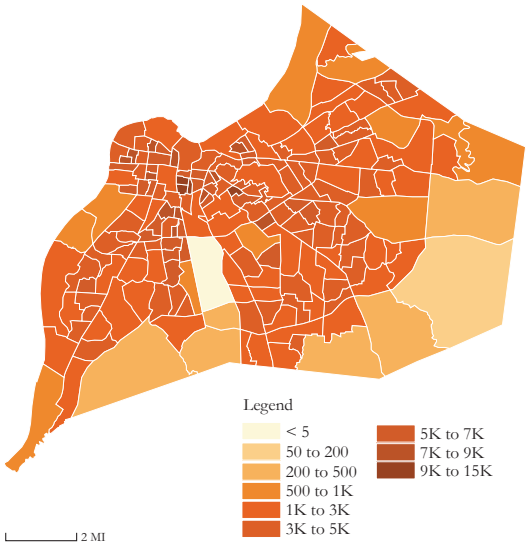
PROPERTY VALUE 2010

Percent of Owner Occupied Housing worth more than $150,000
(Social Explorer, 2010 Census)



POPULATION DENSITY 2010

Number of people per square mile
(Social Explorer, 2010 Census)



DEMOGRAPHIC SHIFT

Source: https://www.socialexplorer.com

THE OPPORTUNITY IN THE VACANCY

LOUISVILLE, KY: 1952

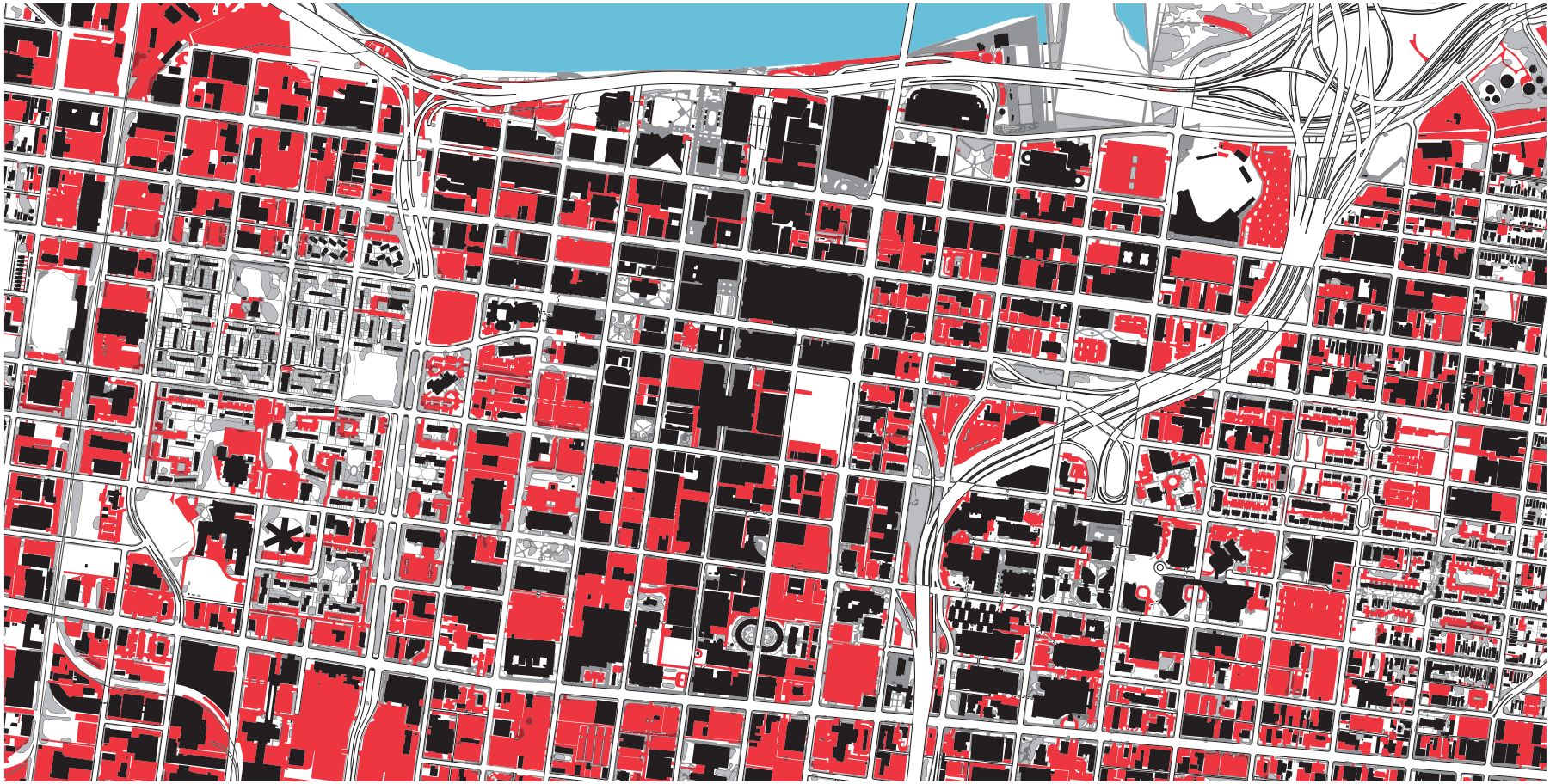
Source:http://iqc.ou.edu/2014/12/18/60yrssoutheast/

THE OPPORTUNITY IN THE VACANCY

LOUISVILLE, KY: 2018

Source: Author

THE OPPORTUNITY IN THE VACANCY



LOUISVILLE, KY: VACANCY ANALYSIS

Source: Author, INSPIRED BY: http://www.citycollaborative.org/#programs

THE OPPORTUNITY IN THE VACANCY

MARKET AND 6TH ST 1940'S

Source: U of L University Libraries, 2018, Digital Collections, Accessed 01 September, 2017 < https://digital.library.louisville.edu/cdm/ >

THE OPPORTUNITY IN THE VACANCY

MARKET AND 6TH ST PRESENT

Source: https://mapstreetview.com/

THE OPPORTUNITY IN THE VACANCY

OLD WALNUT ST 1940'S

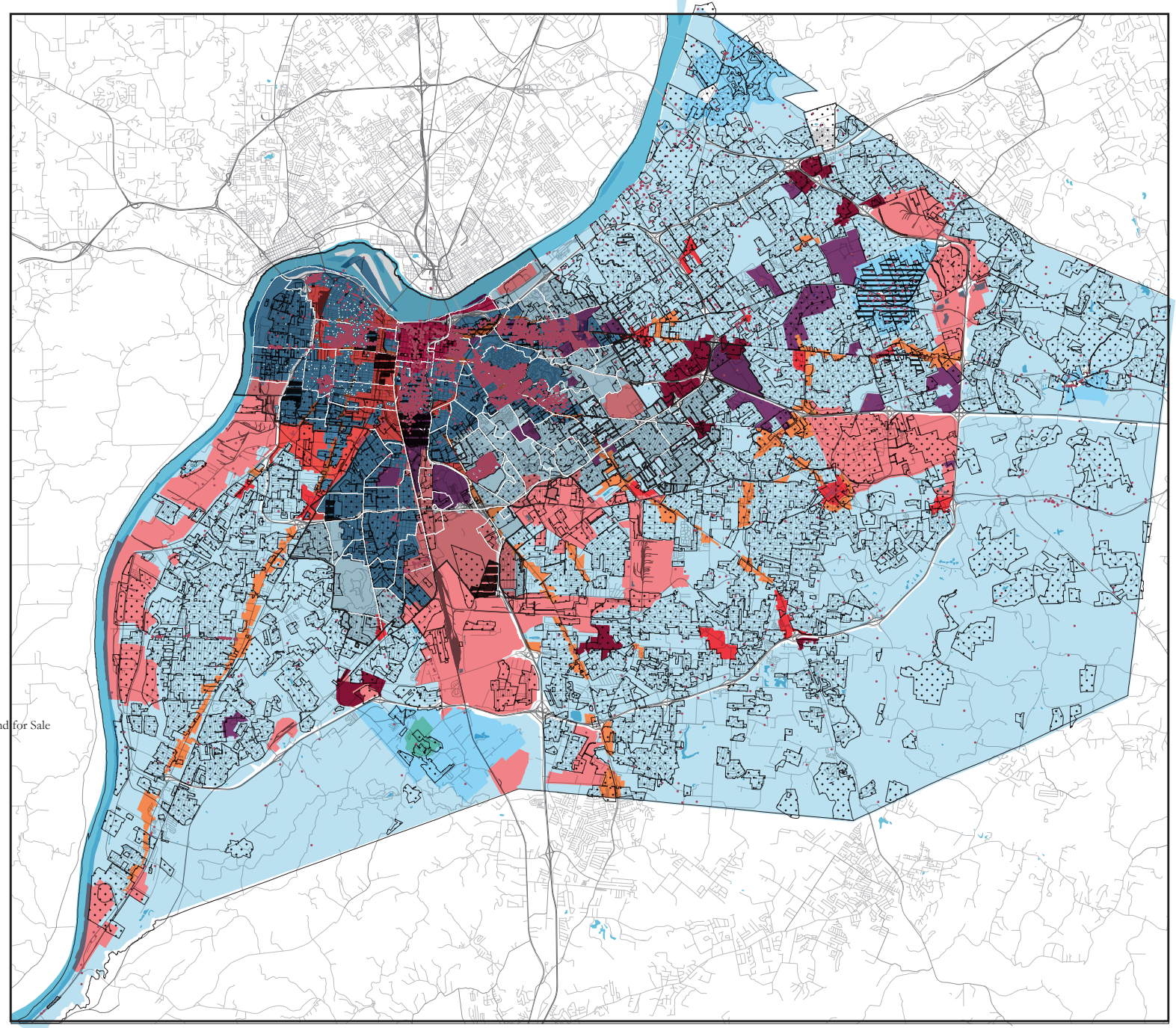
Source: U of L University Libraries, 2018, Digital Collections, Accessed 01 September, 2017 < https://digital.library.louisville.edu/cdm/ >

THE OPPORTUNITY IN THE VACANCY

OLD WALNUT ST - RENAMED MUHAMMAD ALI BLVD - PRESENT

Source: https://mapstreetview.com/

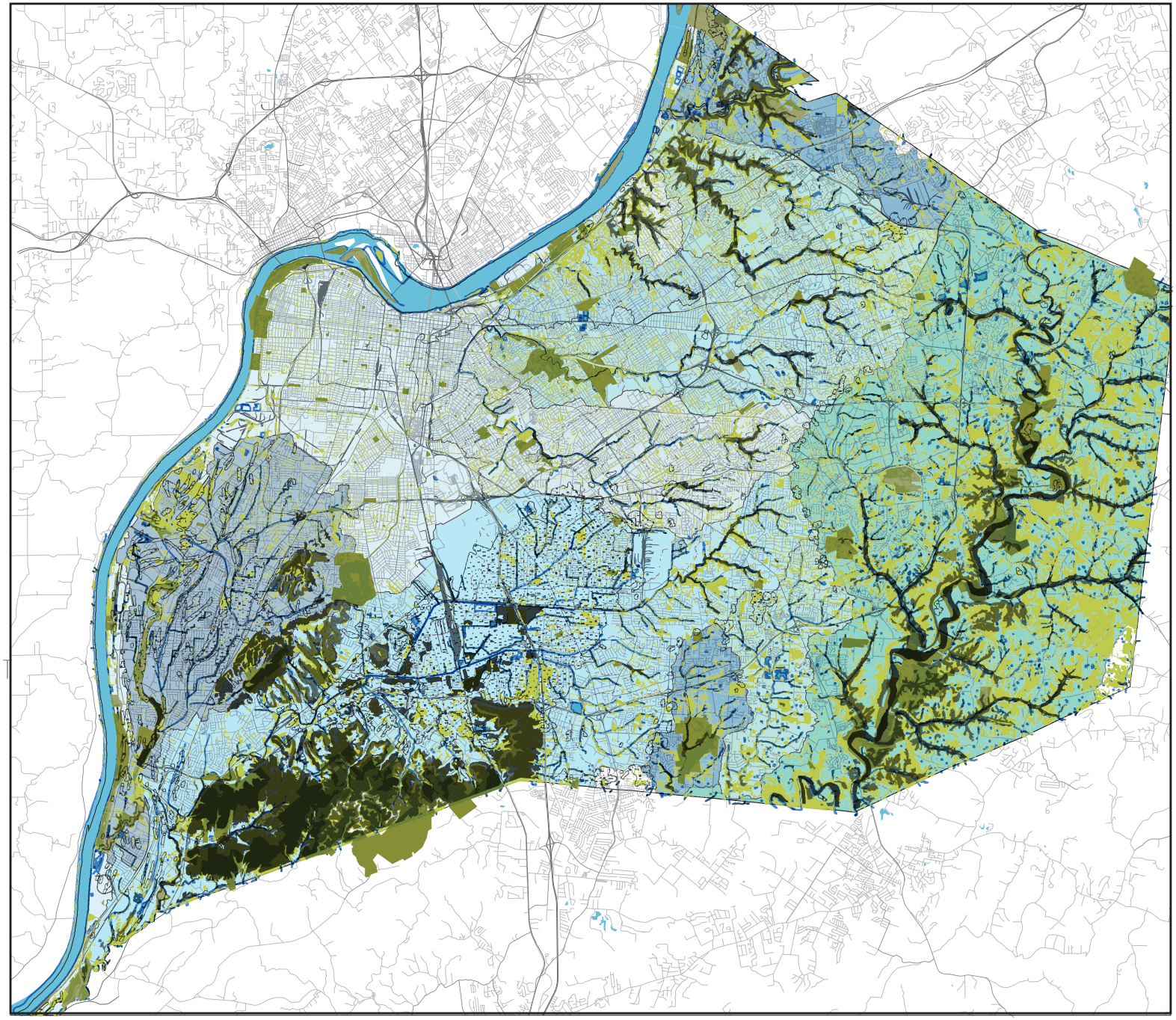
THE OPPORTUNITY IN THE VACANCY



Source: Author

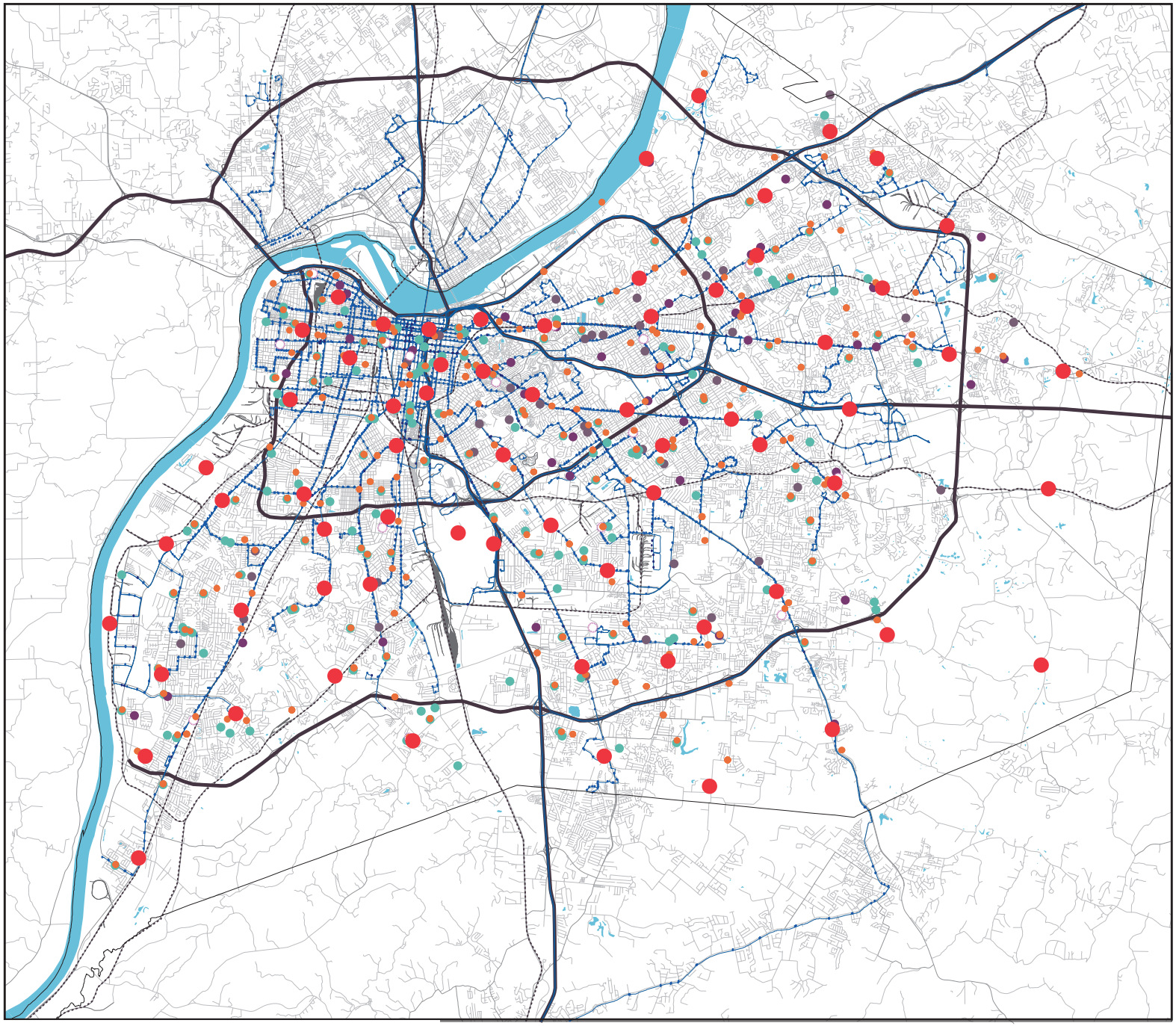
THE OPPORTUNITY IN THE VACANCY

NATURAL ENVIRONMENT



Source: Author

THE OPPORTUNITY IN THE VACANCY



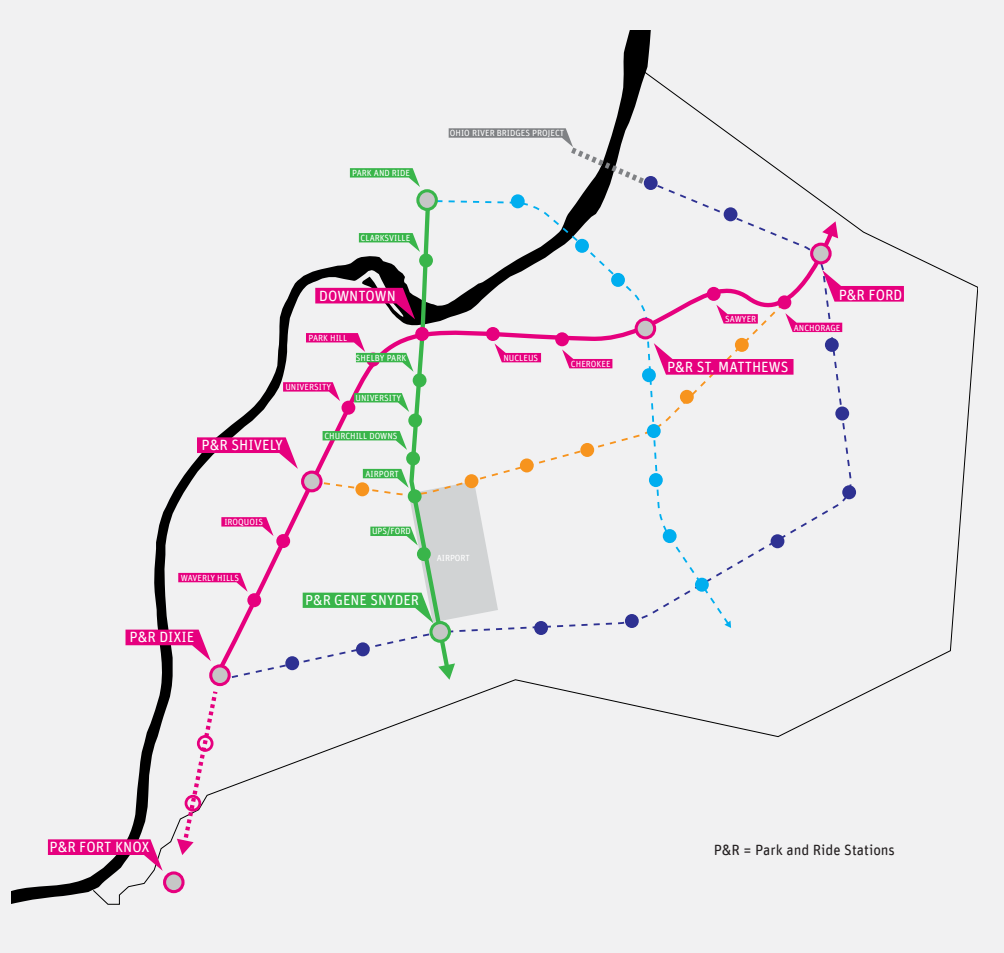
FUNCTION AND INFRASTRUCTURE

LEGEND

- Fire Stations
- Voting Sites
- Public Library
- Private School
- Public School
- Private Religious School
- Interstate or Beltway
- Railroads
- Bus Routes

Source: Author

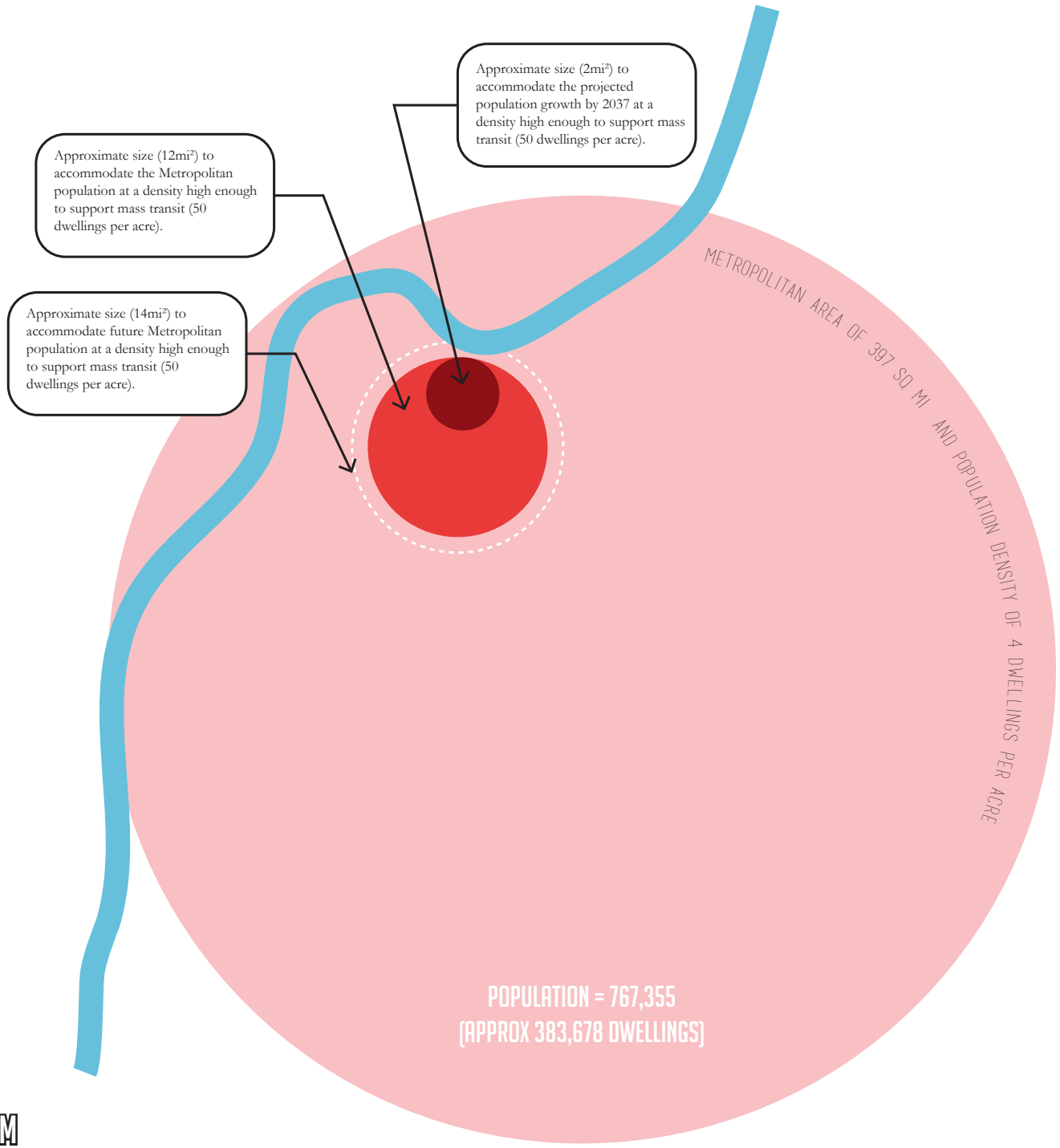
THE OPPORTUNITY IN THE VACANCY



Source: GROUP, S. 2012. Vision Louisville. In: ADVANCED PLANNING DEPARTMENT, L. K. (ed.). https://www.flickr.com/photos/80464769@N00/with/3329175762/

PREVIOUS PROPOSALS

THE OPPORTUNITY IN THE VACANCY



POPULATION DENSITY DIAGRAM

Source: Author

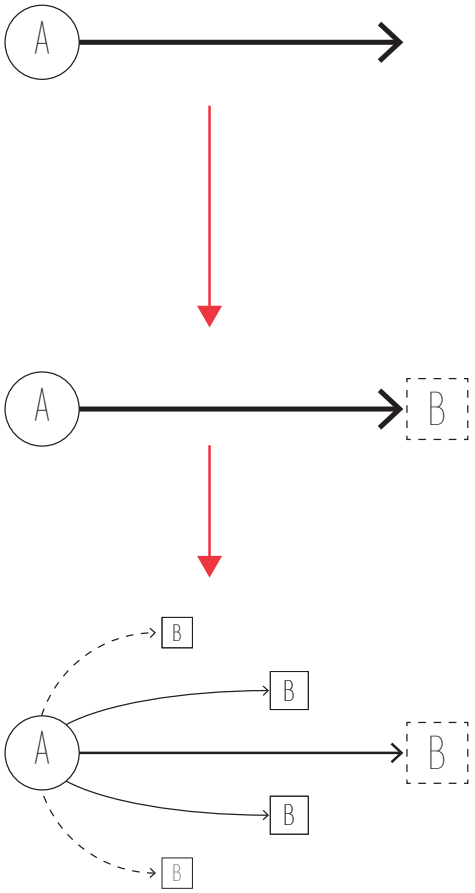
How can U.S. cities transform to combat the effects of automobile dependence on the urban form?

How can U.S. cities transform to combat the effects of automobile dependence on the urban form?

AND WHERE DO WE START?

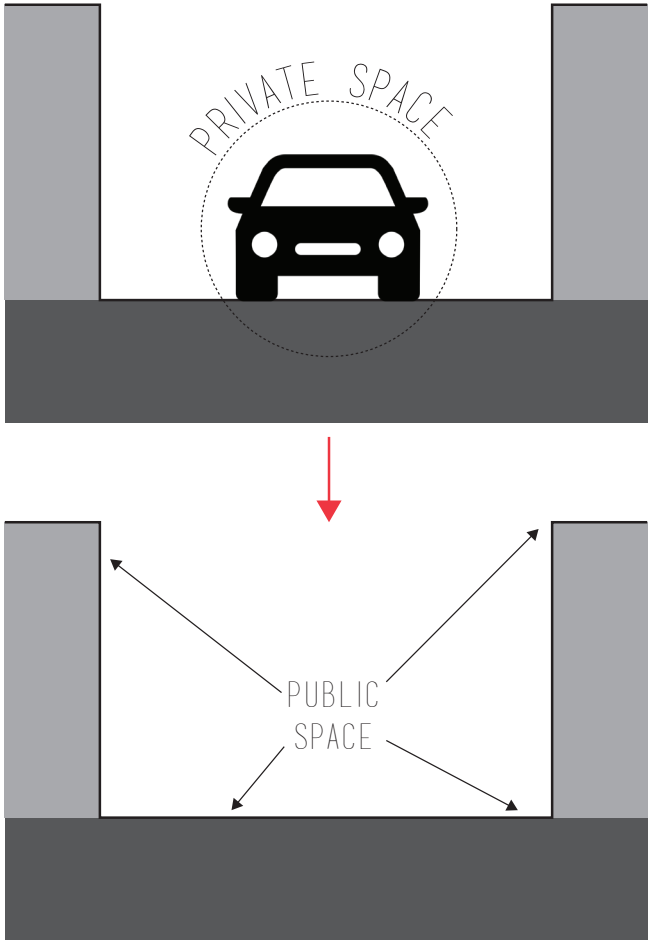
THE OPPORTUNITY IN THE VACANCY

1. MUST CONSIDER NOT ONLY TRANSPORTATION BUT ALSO DESTINATION. WHERE ARE PEOPLE GOING AND WHY?



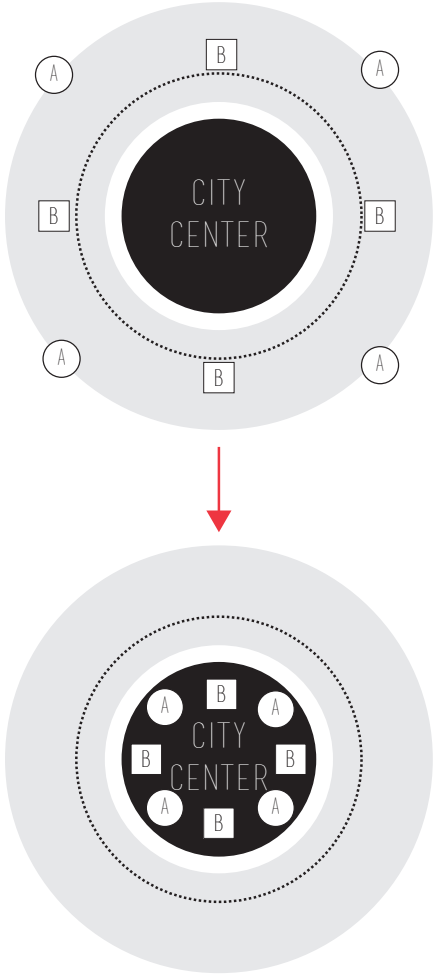
REPLACING CARS WITH SMALL TRIPS MEANS RELOCATING DESTINATIONS IN RELATION TO THE TYPE OF TRANSIT USE.

2. AS THE USE OF CARS GOES DOWN THE USE OF PUBLIC SPACE GOES UP.



IN ORDER TO GET PEOPLE OUT OF THEIR CARS CONSIDERING PUBLIC SPACE AND ACCOMMODATING THE PEDESTRIAN SCALE IS CRITICAL.

3. AS LONG AS THE ORIGIN OF TRIPS IS LOCATED OUTSIDE OF THE CITY CAR USE CANNOT TRULY BE REDUCED.

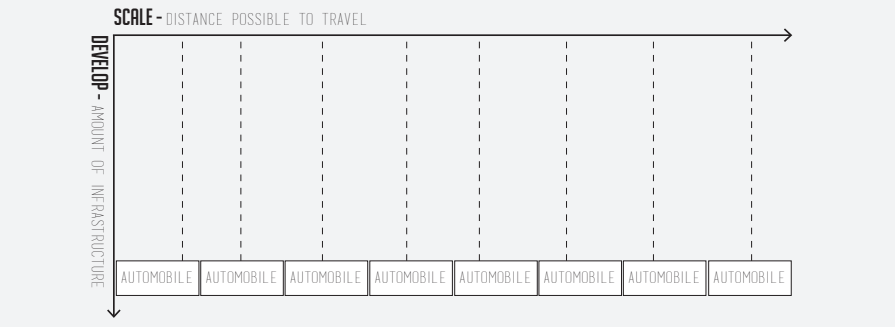


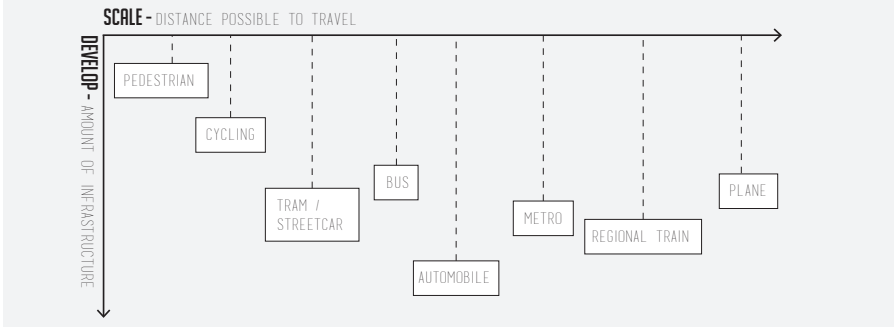
ATTRACTING INHABITANTS FROM THE SUBURB INTO THE CITY IS CRITICAL TO SUPPORT PUBLIC SPACE AND REDUCE CAR USE.

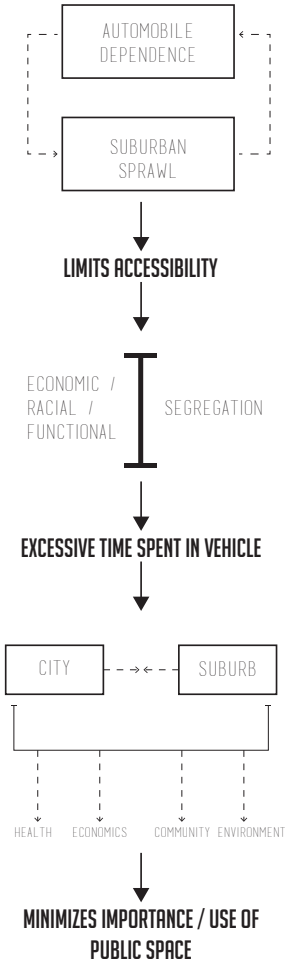
KEY CONCLUSIONS

Source: Author

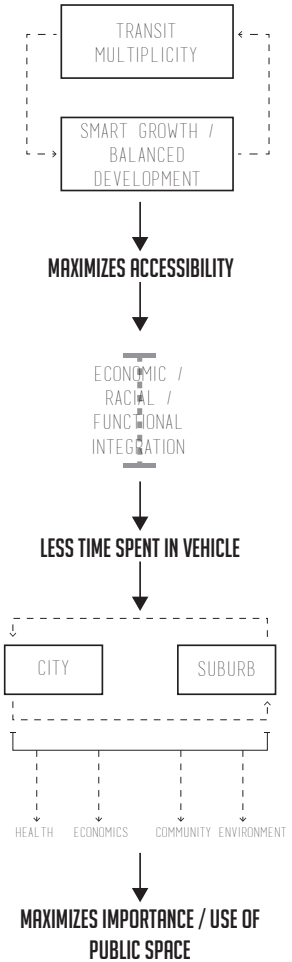
THE OPPORTUNITY IN THE VACANCY







V.S.

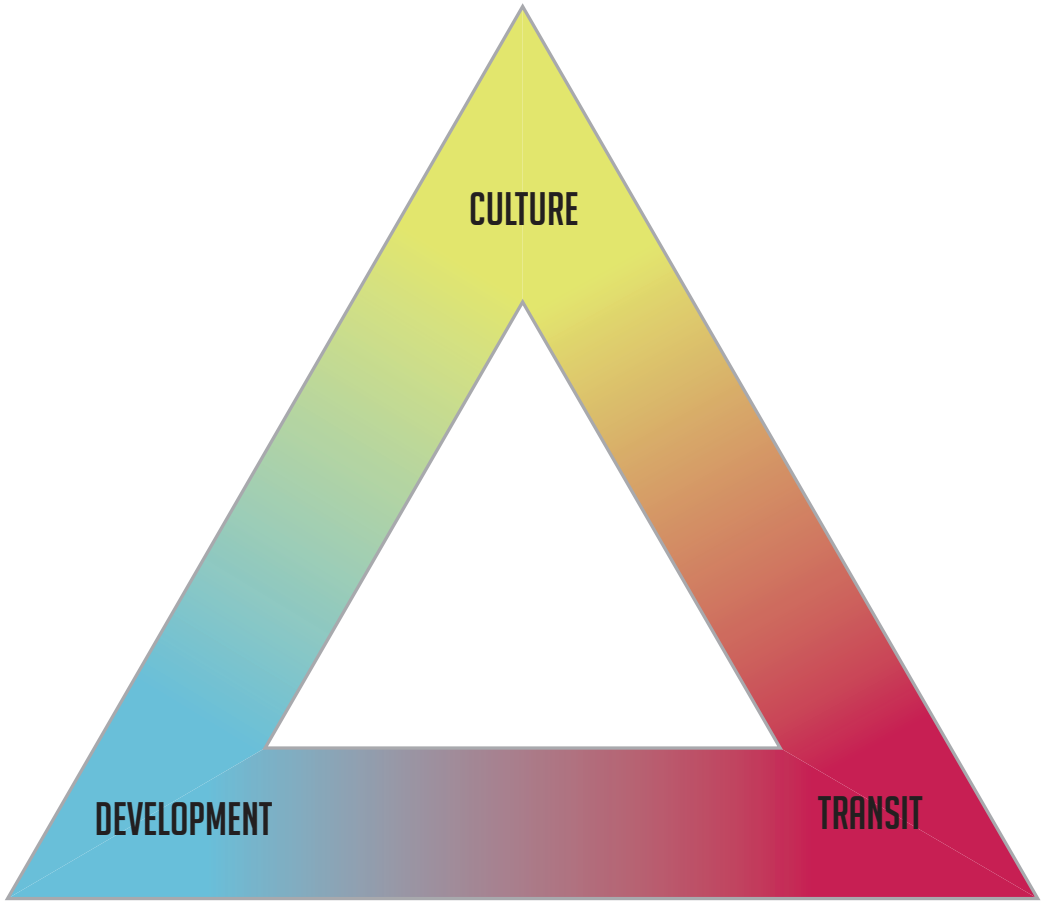


AUTOMOBILE DEPENDENCE V.S. BALANCED TRANSPORTATION

Source: Author

THE OPPORTUNITY IN THE VACANCY

MUST CREATE A CHANGE IN PERCEPTION



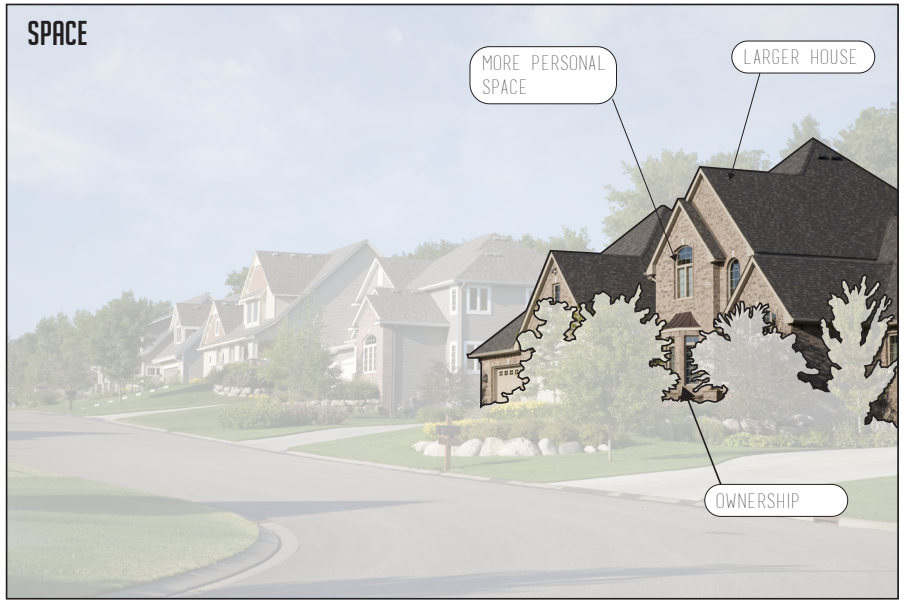
ALTERNATIVE MUST PROVIDE VIABLE CHOICE

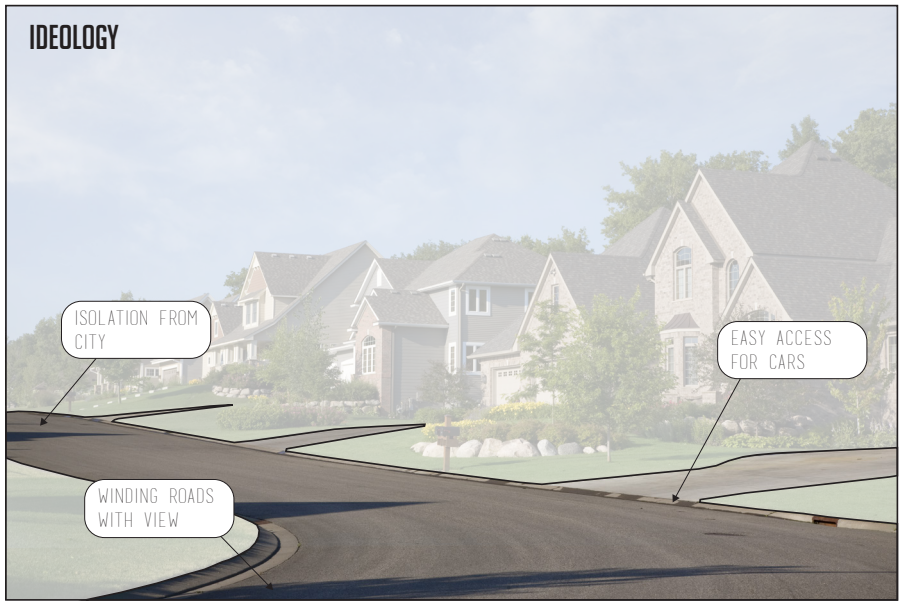
CANNOT FORCE THE TRANSITION OR IMMEDIATELY IMPEDE TRAFFIC

KEY THEMES

Source: Author

THE OPPORTUNITY IN THE VACANCY

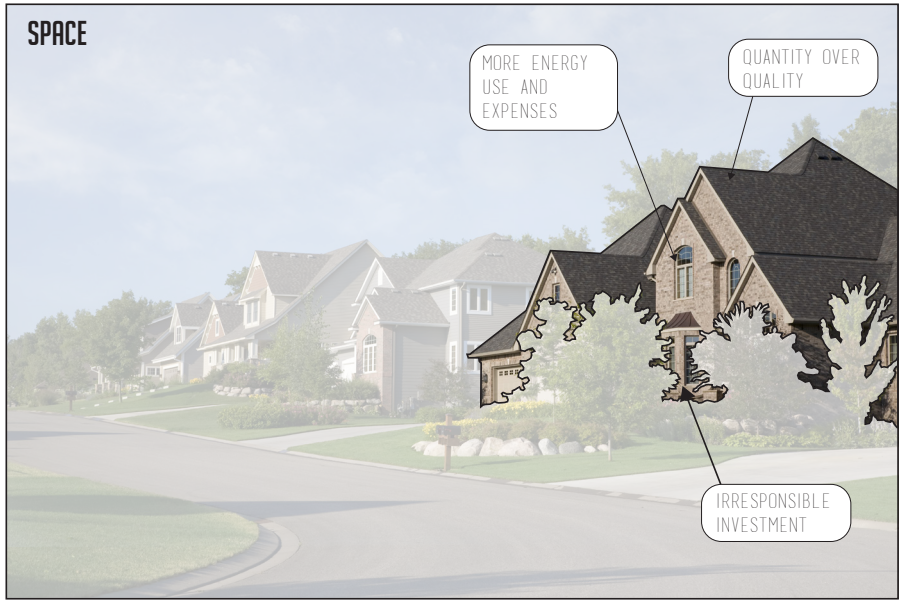


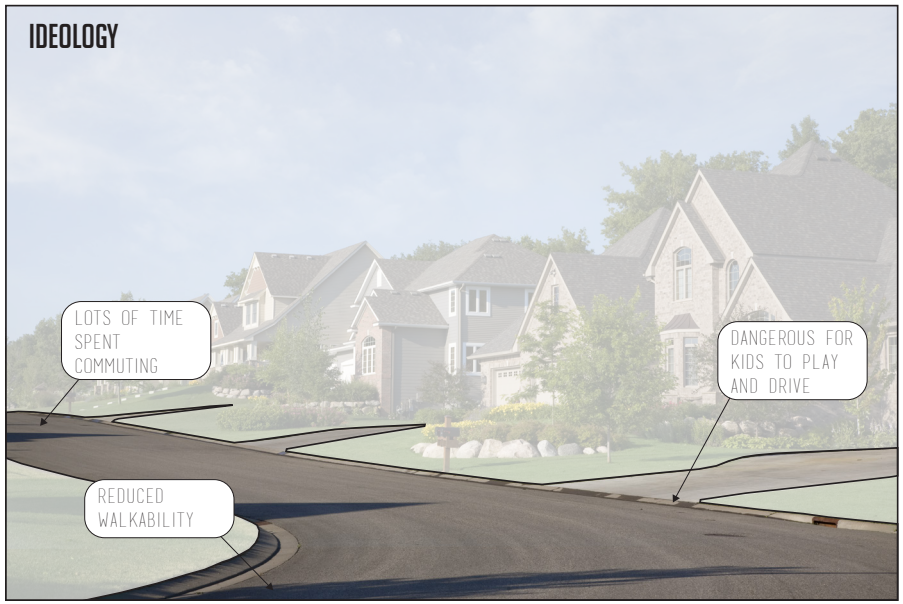


DESIRES

Source: Author
https://mariposachamber.org/houses-on-upscale-suburban-street-in-morning-sunlight/

THE OPPORTUNITY IN THE VACANCY

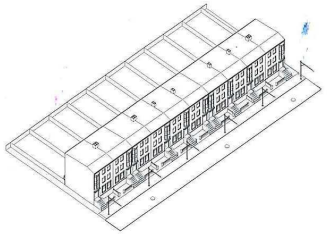




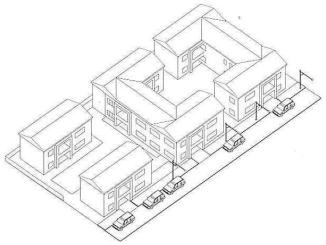
DRAWBACKS

Source: Author
https://mariposachamber.org/houses-on-upscale-suburban-street-in-morning-sunlight/

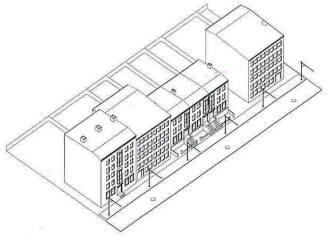
THE OPPORTUNITY IN THE VACANCY



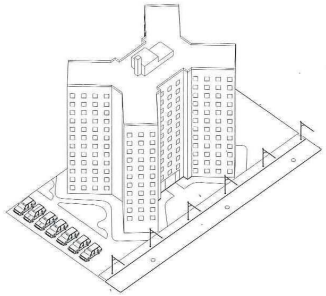
30 dwelling units per acre



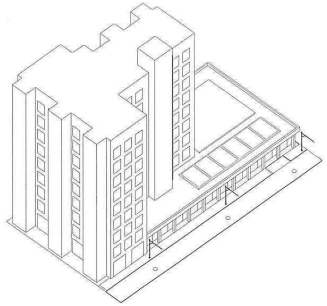
40 dwelling units per acre



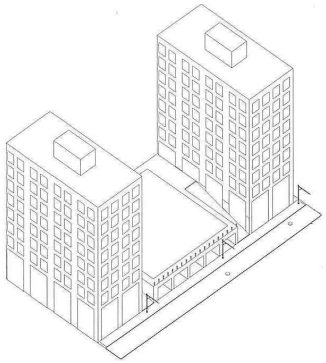
50 dwelling units per acre



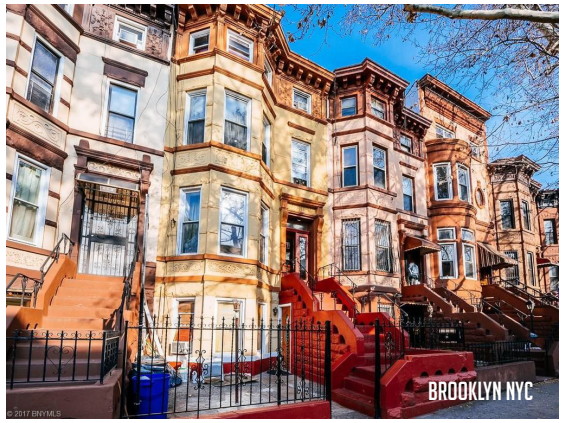
75 dwelling units per acre

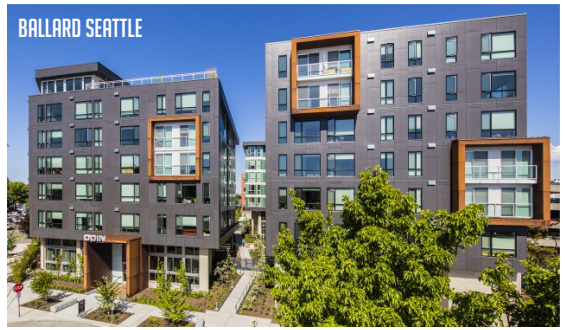


100 dwelling units per acre



150 dwelling units per acre

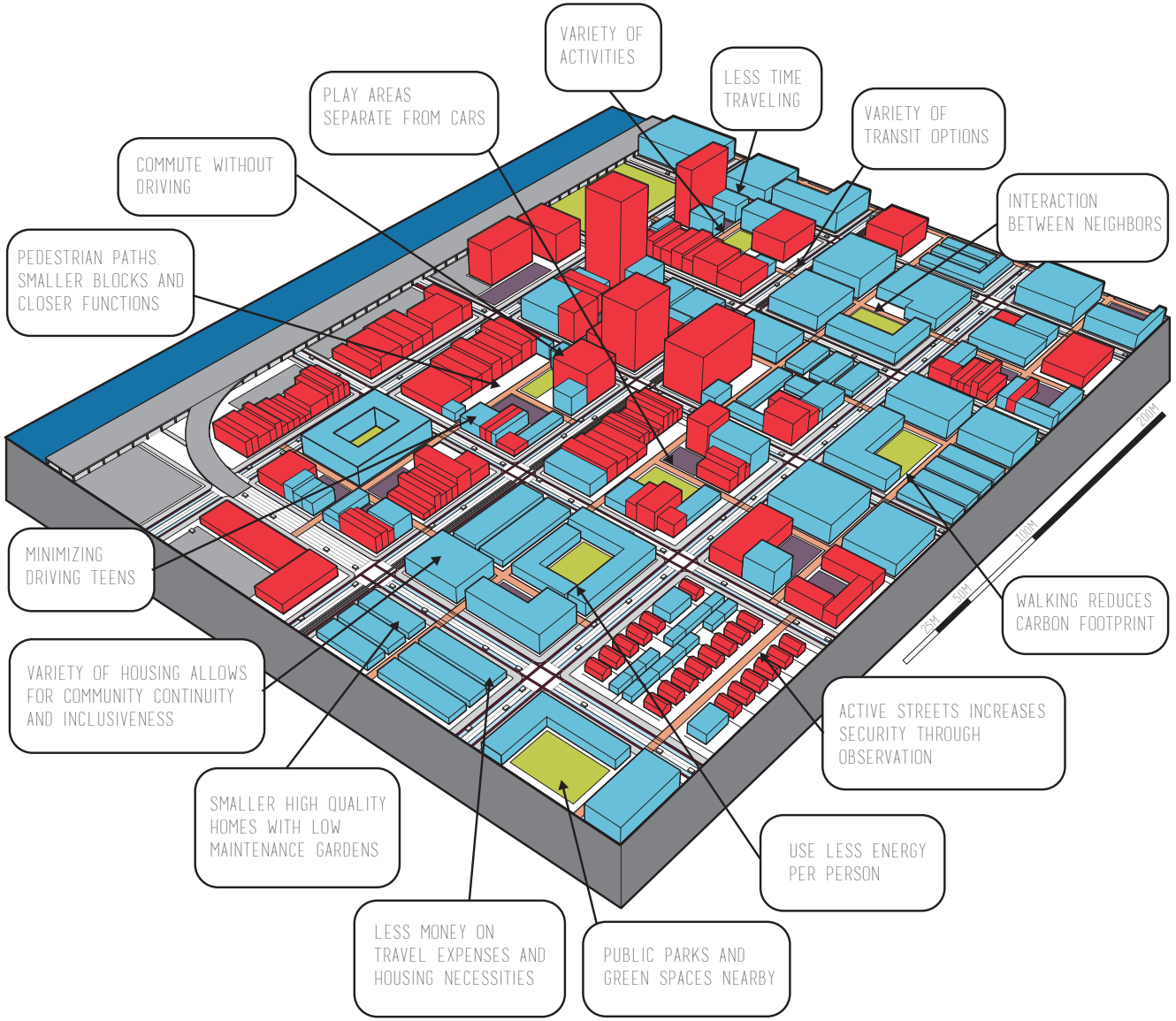




ALTERNATIVE OPTIONS

Source: CHAKRABRTI, V. 2013. A Country of Cities, A Manifesto for an Urban America, New York, NY, Metropolis Books.
https://www.realtor.com/realestateandhomes-detail/417-55th-St_Brooklyn_NY_11220_M30013-80496
https://news.theregistryps.com/runberg-architecture-groups-odin-apartments-awarded-naiop-multi-family-development-year/
https://www.apartments.com/the-flats-at-dupont-circle-washington-dc/qn0c0cx/
https://www.urbanrealestate.com/property/2300-N-Lincoln-Park-West-Unit-625-CHICAGO-IL-60614-6WqFjaKokaPs.html

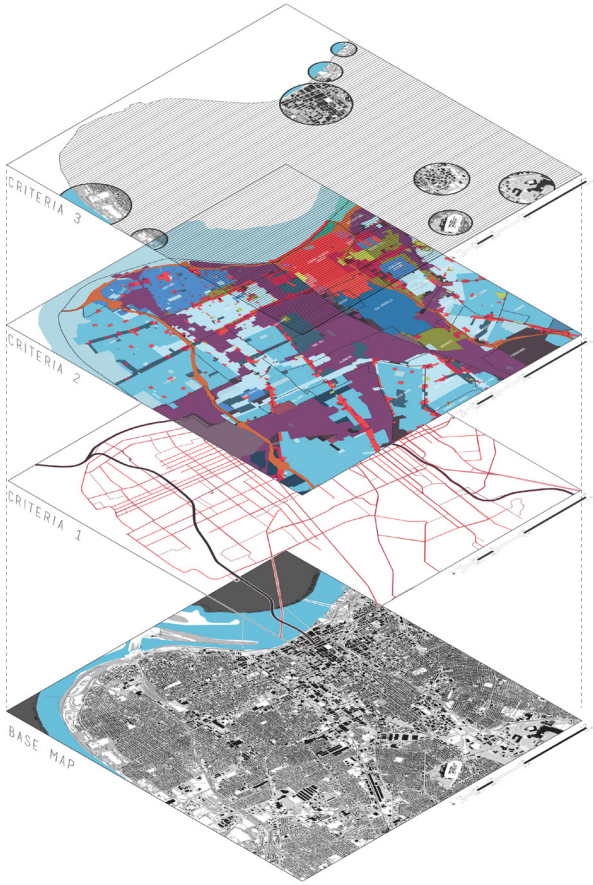
THE OPPORTUNITY IN THE VACANCY



WHAT IS THE ALTERNATIVE?

Source: Author

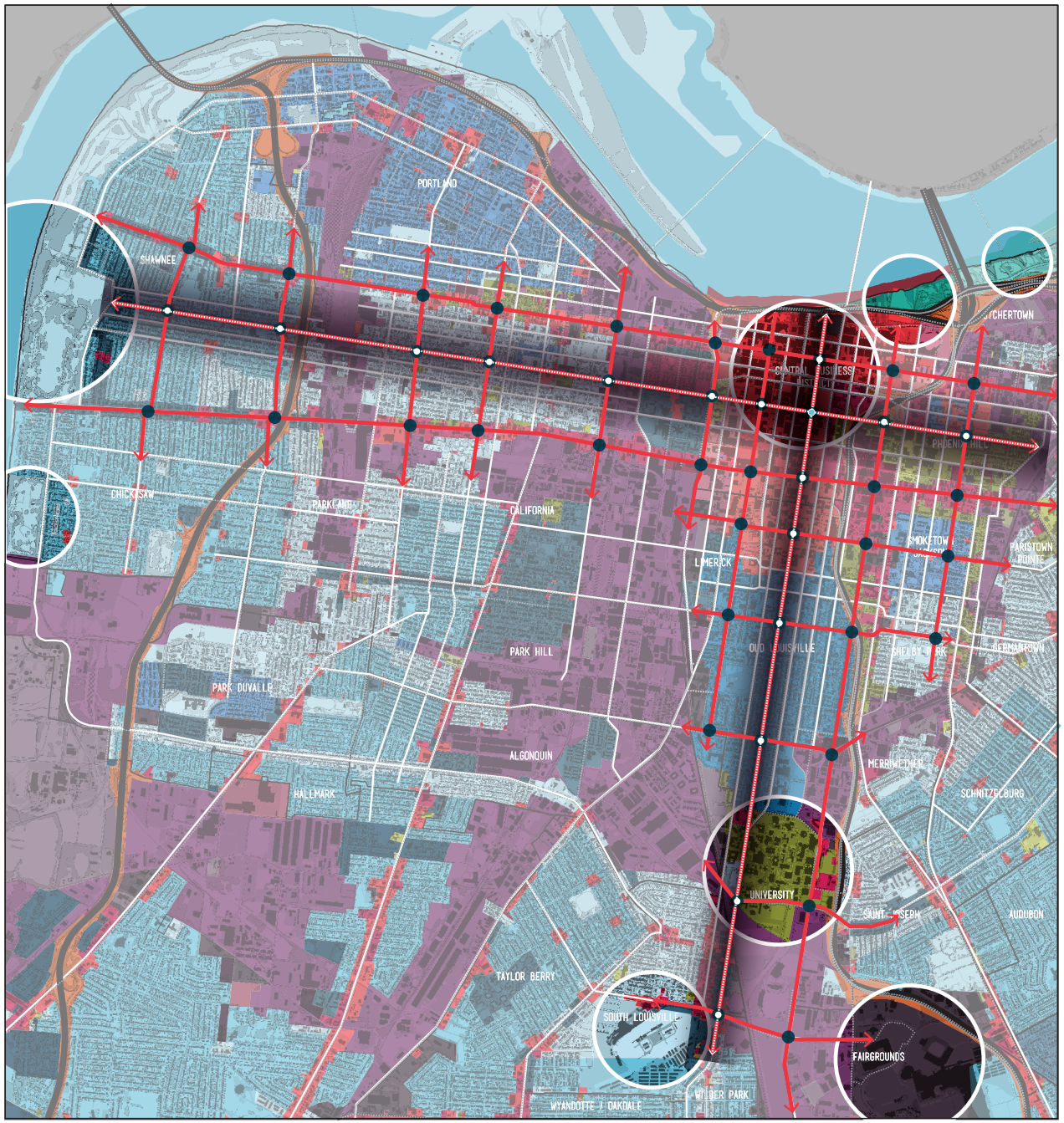
THE OPPORTUNITY IN THE VACANCY



CONCLUSION

LEGEND

- Density Increase
- Urban Corridor - Street car Route
- Urban Axis - Metro Line
- Urban Corridor Intersection
- Urban Axis Intersection

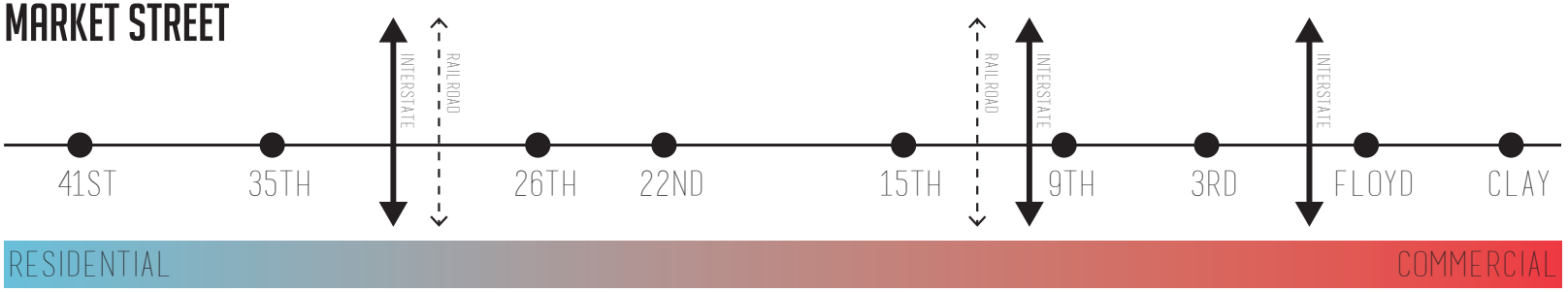


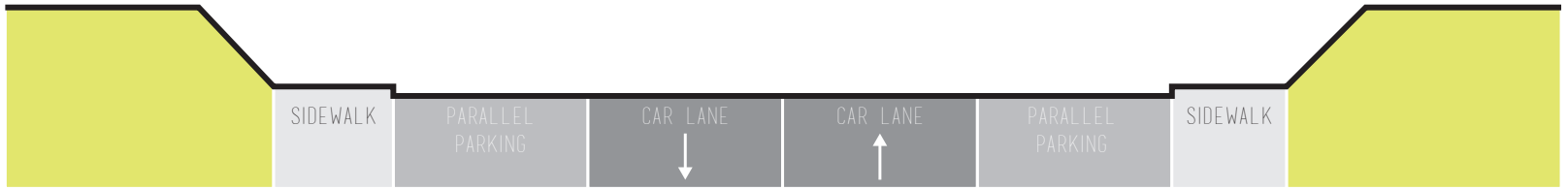
Source: Author

DOWNTOWN ANALYSIS

THE OPPORTUNITY IN THE VACANCY

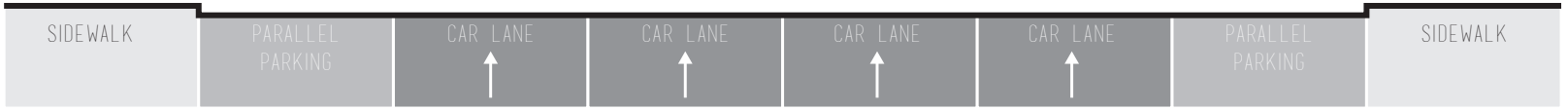
MARKET STREET





41ST TO 22ND STREET

22ND STREET TO 10TH STREET



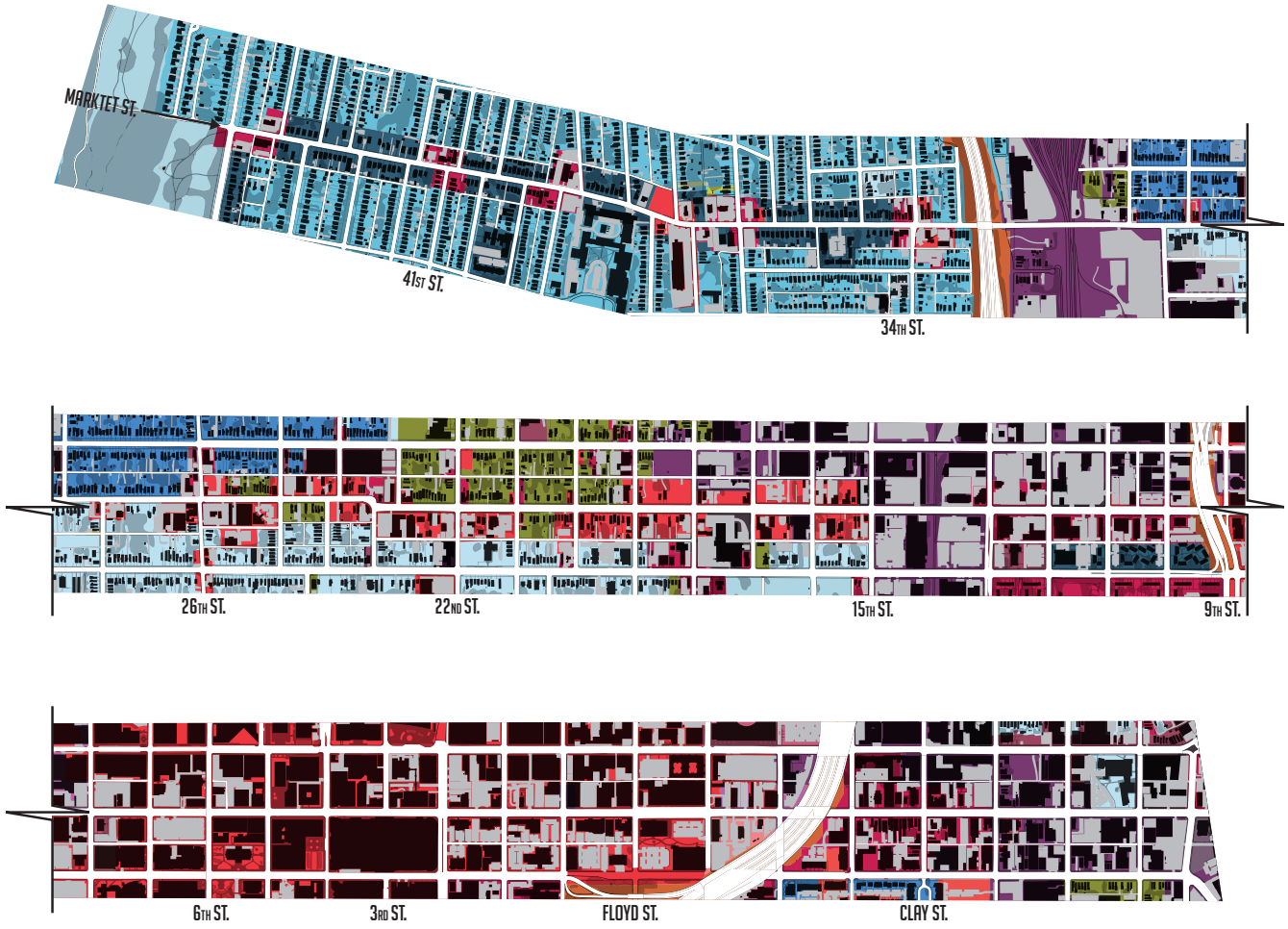
10TH STREET TO FLOYD

FLOYD TO CLAY STREET

Source: Author

THE OPPORTUNITY IN THE VACANCY

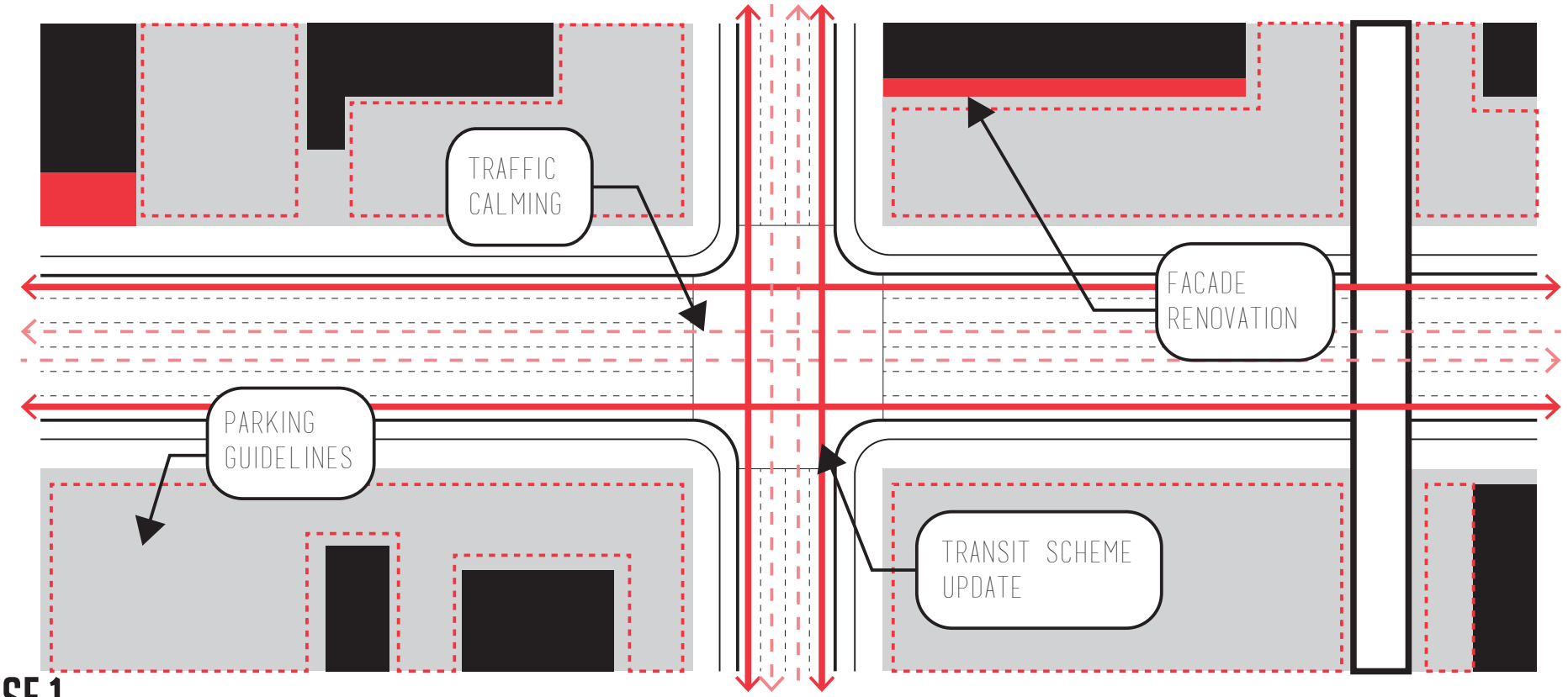
MARKET STREET - PARKING ZONING CORRIDOR ANALYSIS



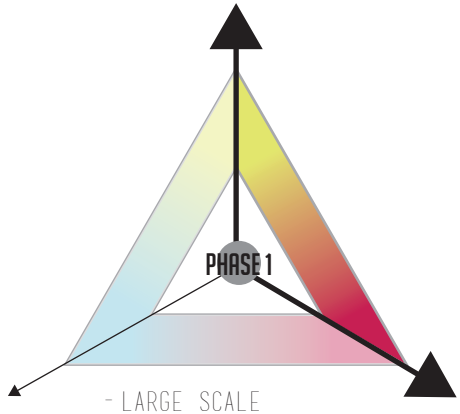
CORRIDOR ANALYSIS

Source: Author

THE OPPORTUNITY IN THE VACANCY

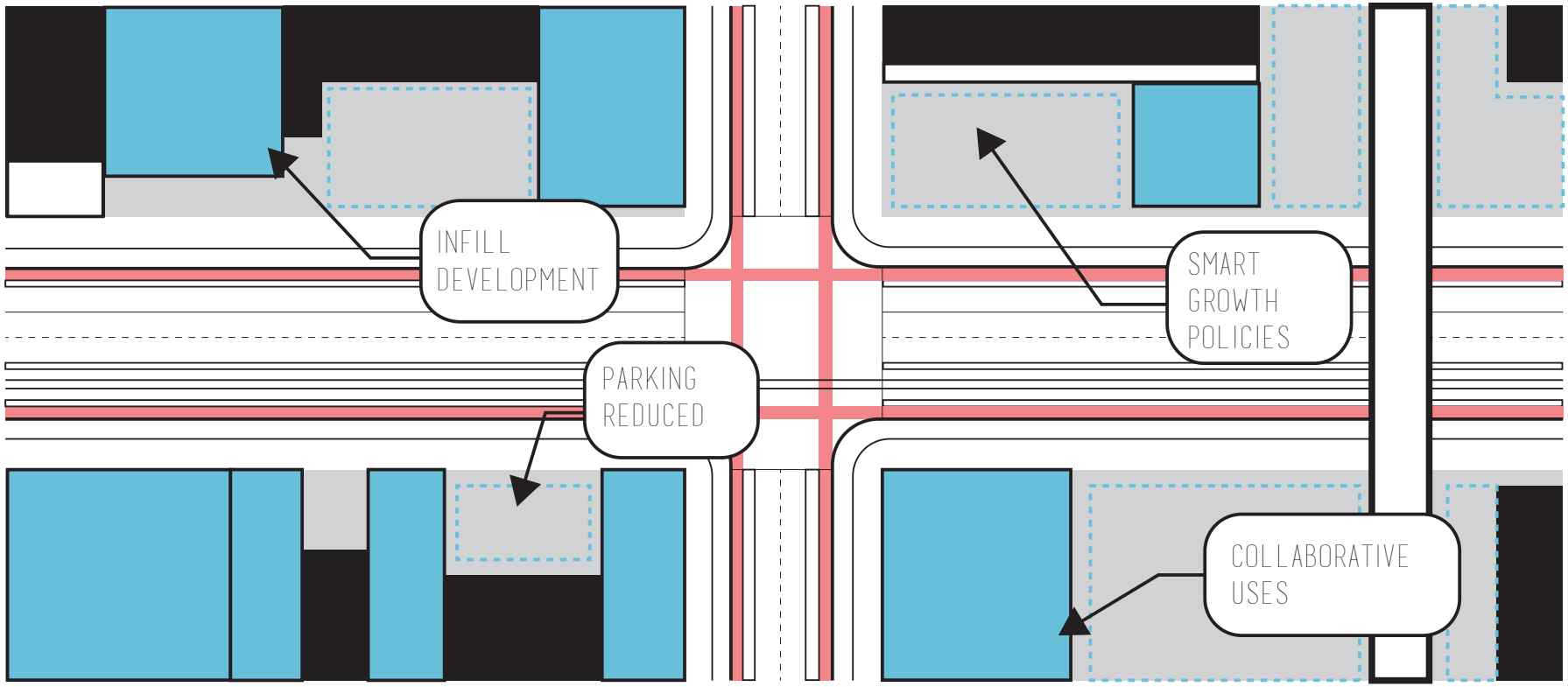


PHASE 1

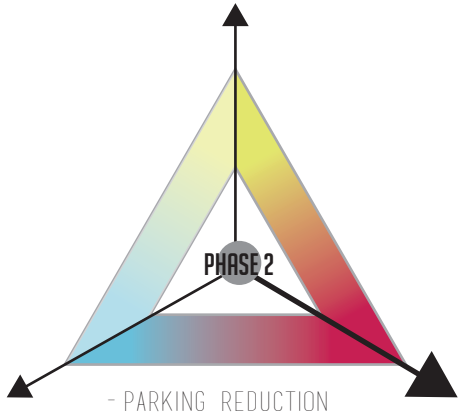


- LARGE SCALE TRANSPORTATION PLAN.
- ALTERING STREET FUNCTION.
- MARKETING AND PHASING AMONG CITIZENS.

THE OPPORTUNITY IN THE VACANCY

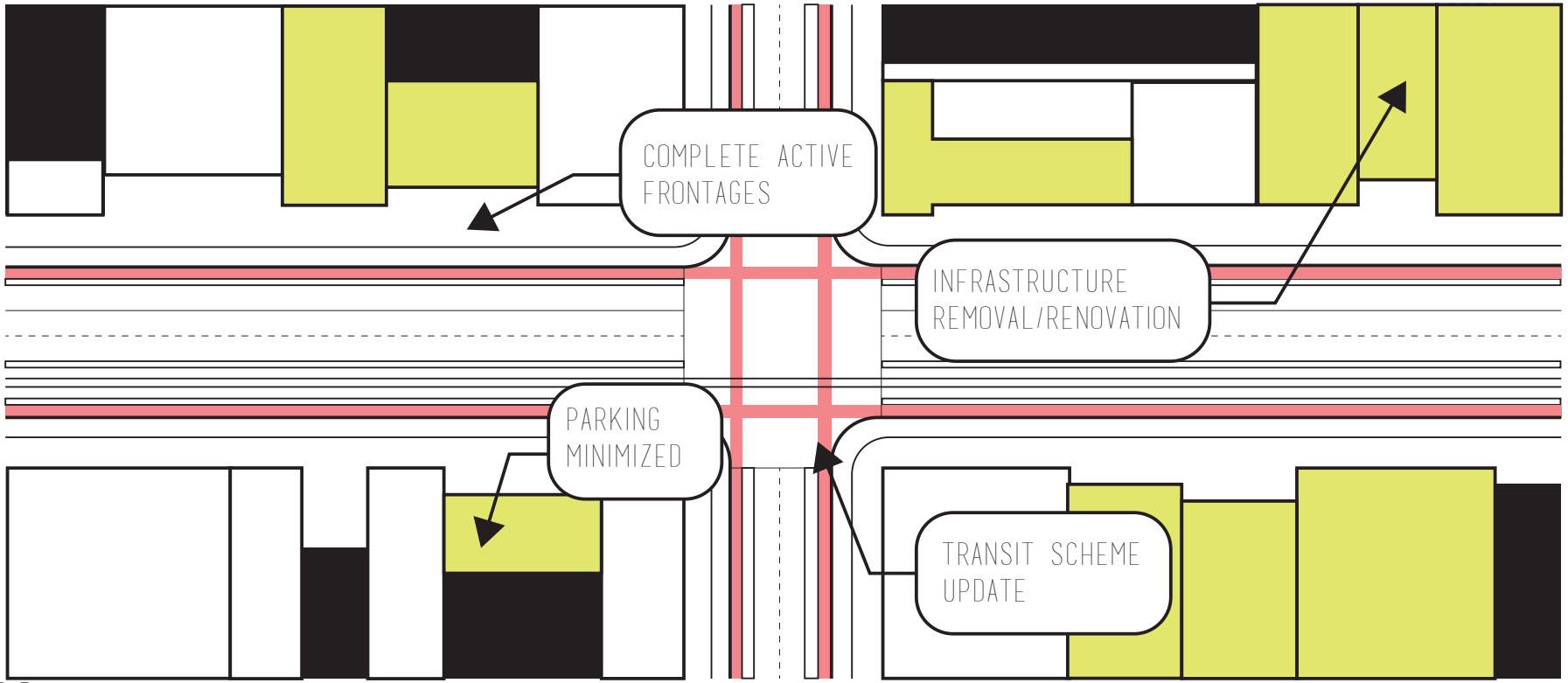


PHASE 2

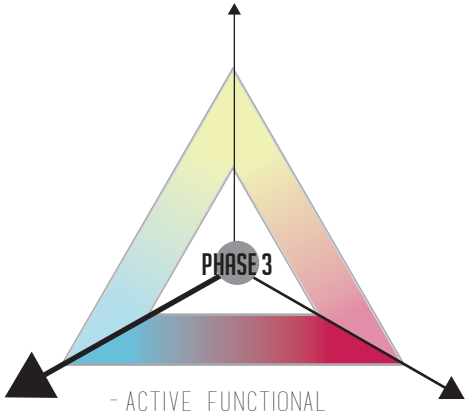


- PARKING REDUCTION AND INTEGRATED TRANSIT.
- SMART GROWTH POLICIES AND FRONTAGE DEVELOPMENT

THE OPPORTUNITY IN THE VACANCY

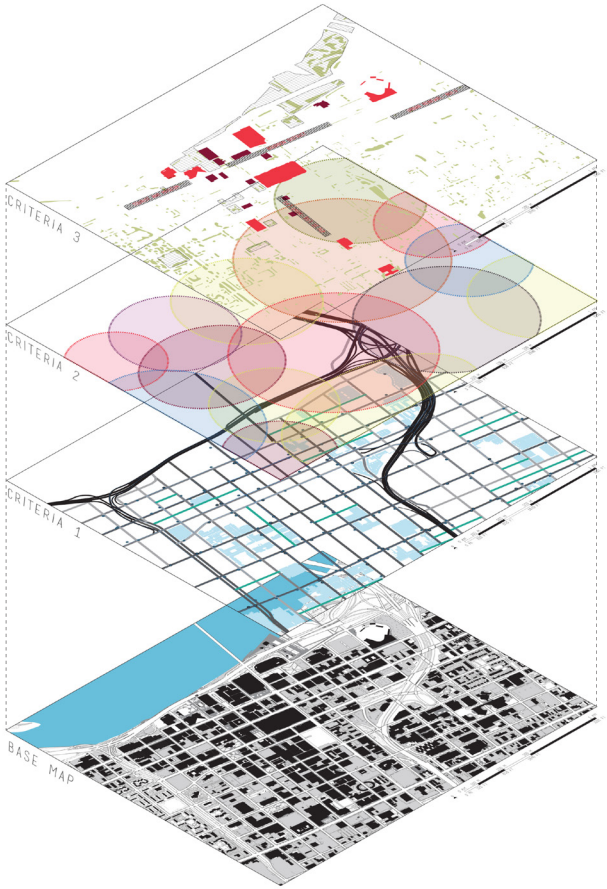


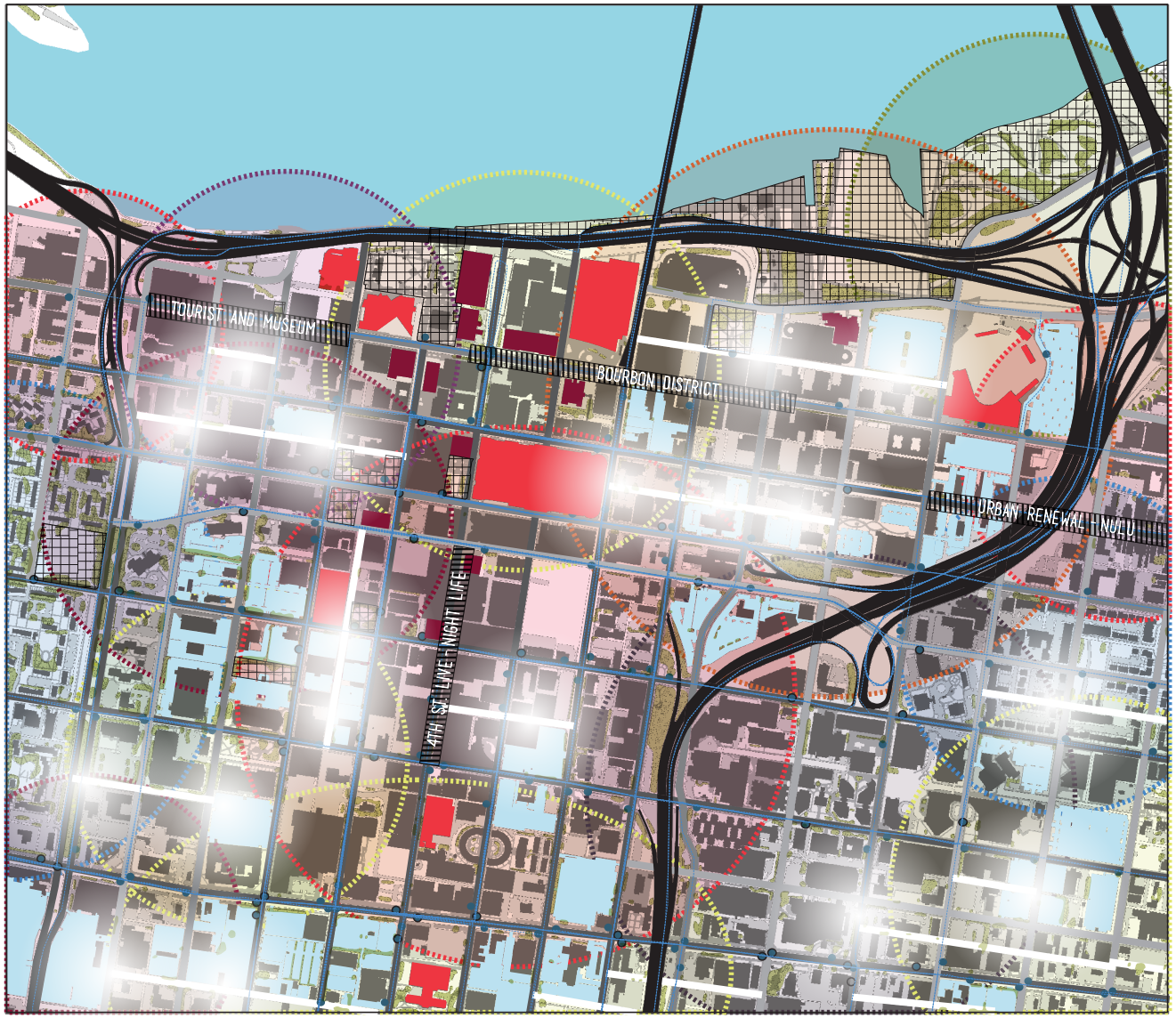
PHASE 3



- ACTIVE FUNCTIONAL URBAN AREA.
- REMOVAL OF INFRASTRUCTURE BARRIERS AND UNFIT PROGRAM.

THE OPPORTUNITY IN THE VACANCY





CONCLUSION

LEGEND

New Focal Points for Development

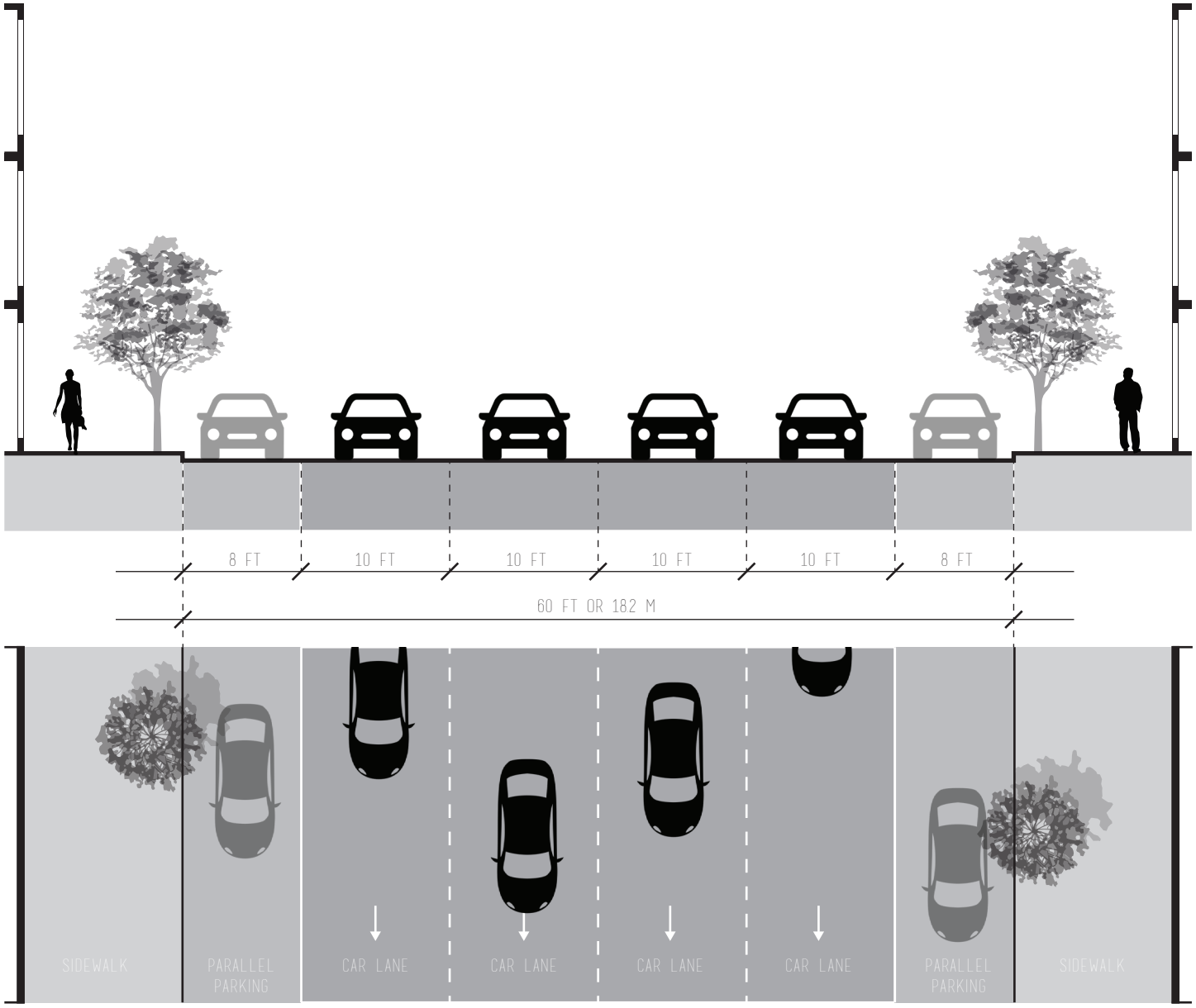
N

0 KM 100 M 200 M 500 M 1 KM
0 MI 328 FT 656 FT 1640 FT 3281 FT

CENTRAL BUSINESS DISTRICT ANALYSIS

Source: Author

THE OPPORTUNITY IN THE VACANCY

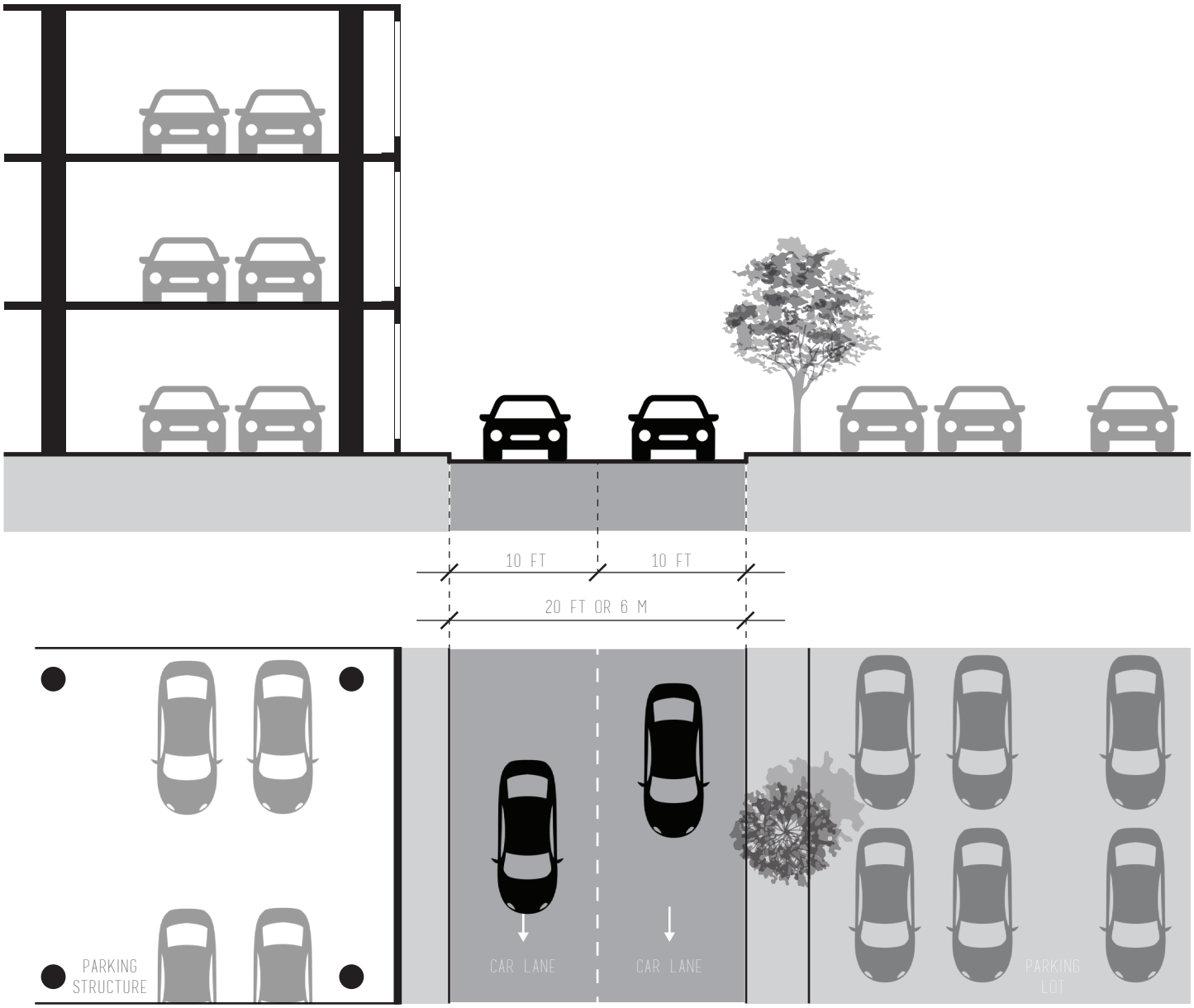


STREET SECTION EXISTING - MAJOR STREET

STREET SECTION ANALYSIS

Source: Author

THE OPPORTUNITY IN THE VACANCY

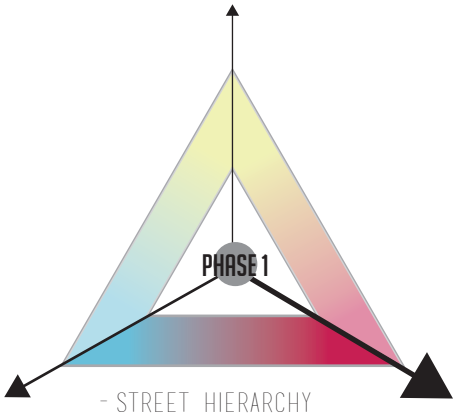


STREET SECTION EXISTING - ALLEYWAY

STREET SECTION ANALYSIS

Source: Author

THE OPPORTUNITY IN THE VACANCY



- STREET HIERARCHY DEVELOPMENT
- INTRODUCTION OF NEW STREET TYPOLOGIES

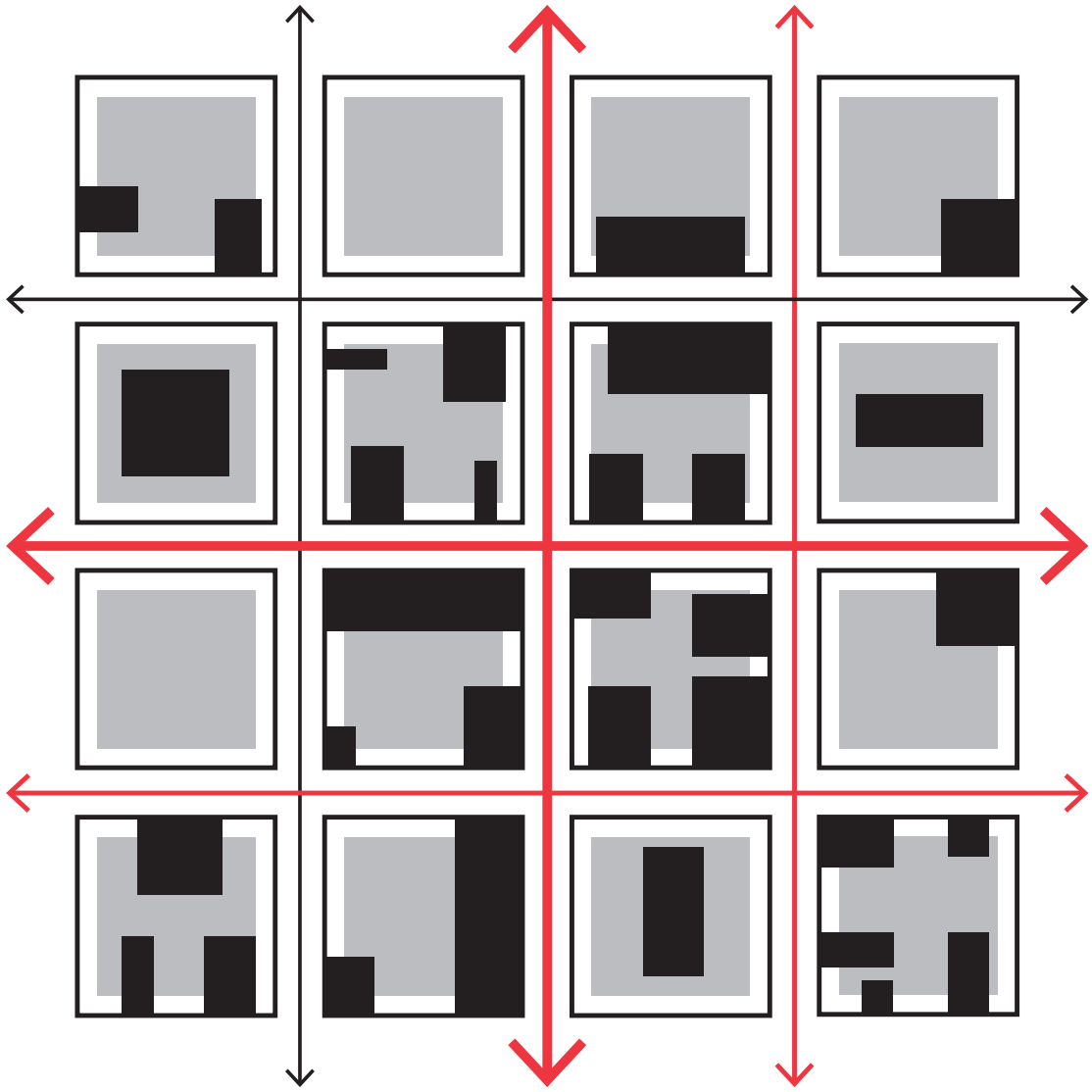
LEGEND

Street Hierarchy

Buildings

Parking Lots

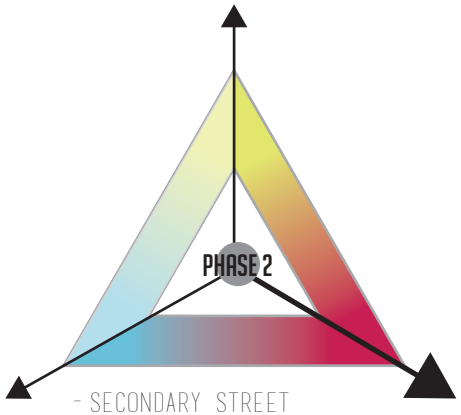
PHASE 1



DISTRICT DEVELOPMENT PHASING

Source: Author

THE OPPORTUNITY IN THE VACANCY

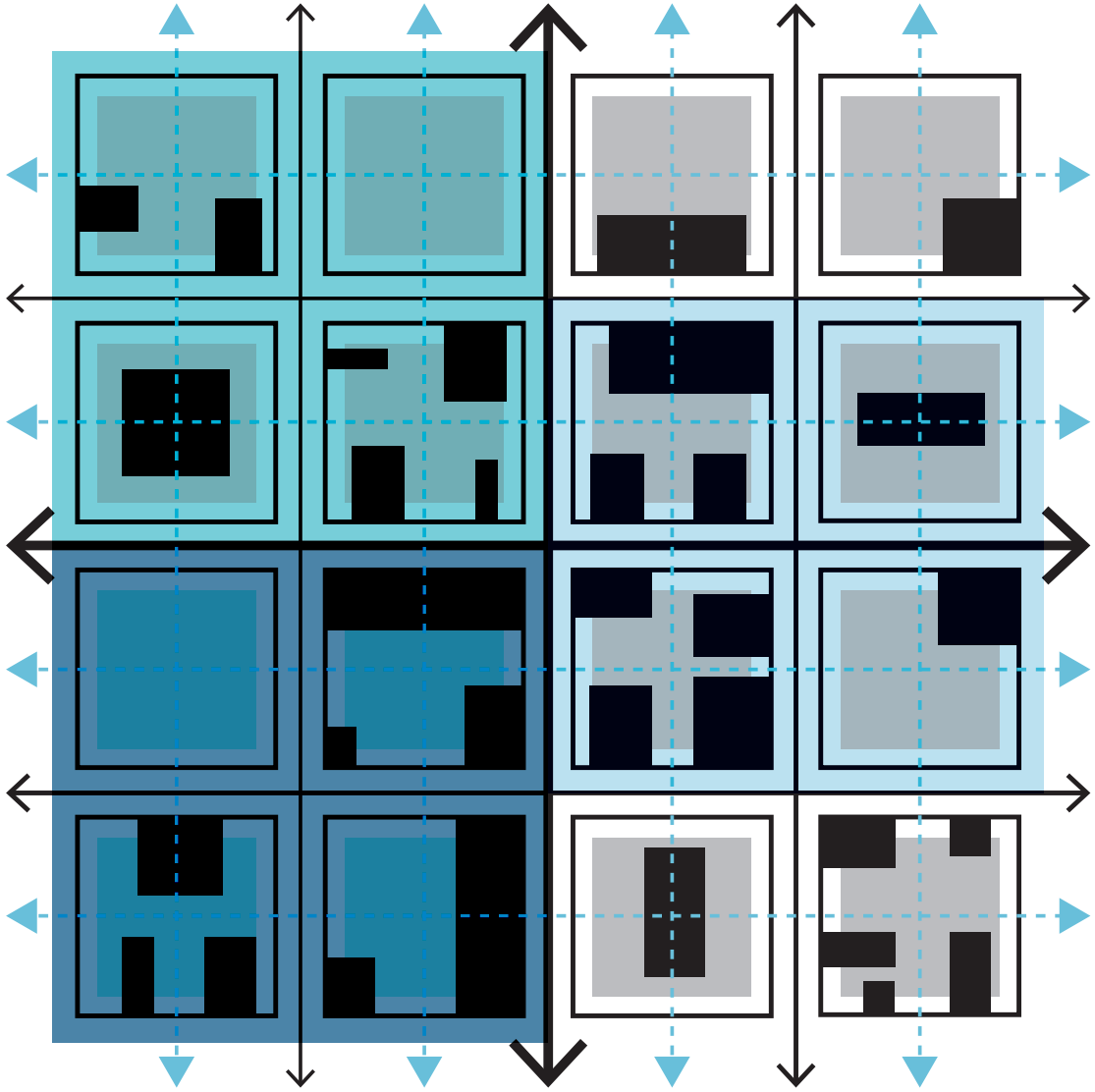


- SECONDARY STREET NETWORK OF PEDESTRIAN AND CYCLING AREAS
- DISTRICT SUBDIVISION IN TERMS OF FUNCTION AND THE SCALE OF WALKABILITY.

LEGEND

- Street Hierarchy
- Secondary Network
- Buildings
- Parking Lots
- New Districts

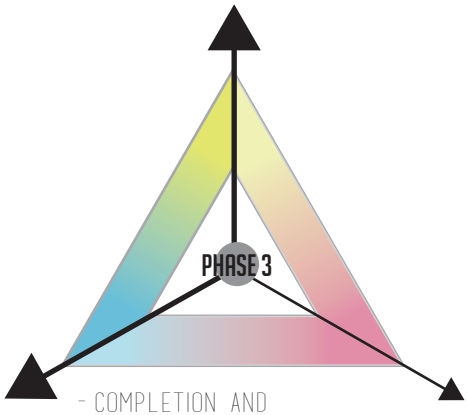
PHASE 2



DISTRICT DEVELOPMENT PHASING

Source: Author

THE OPPORTUNITY IN THE VACANCY

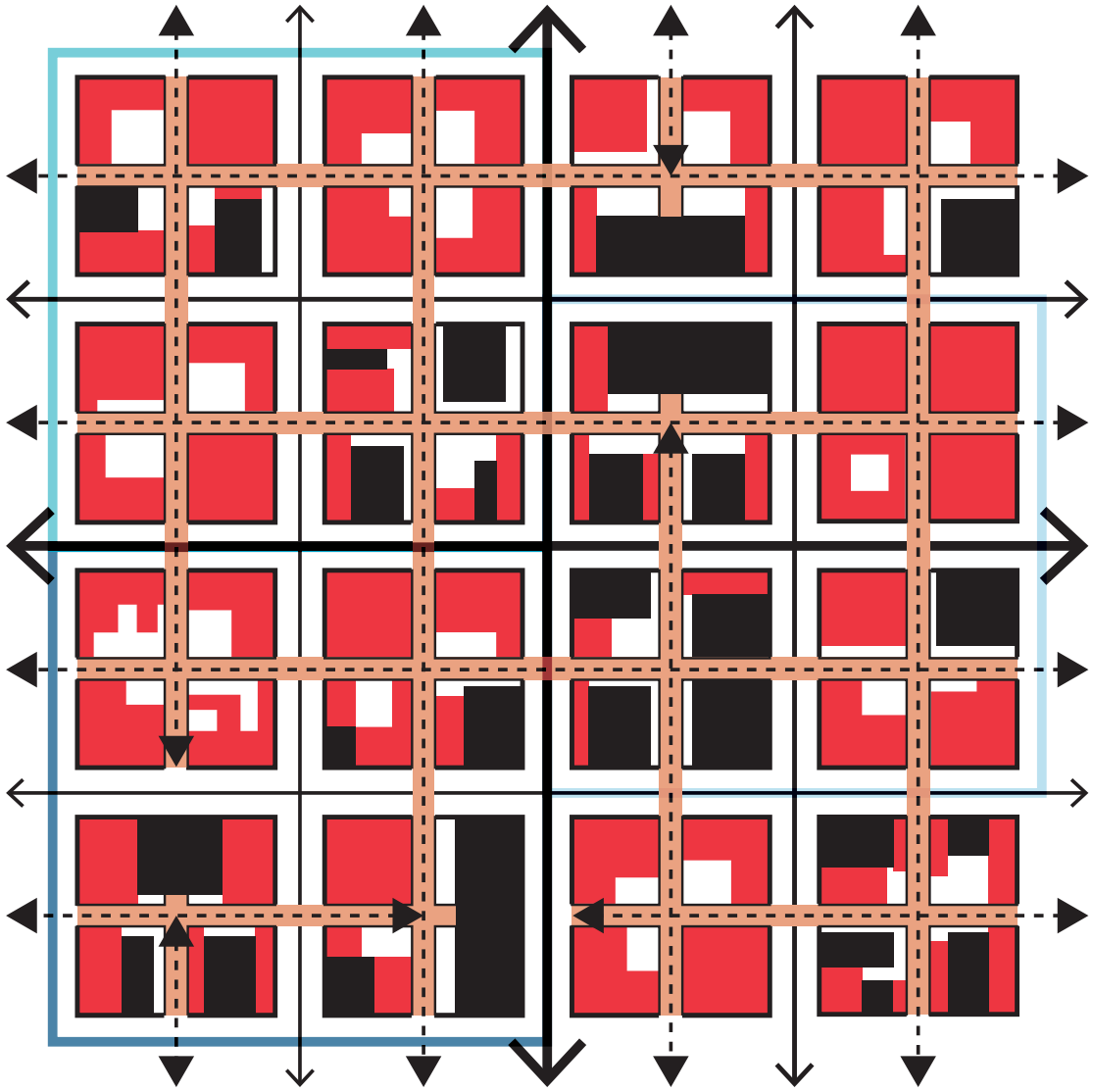


- COMPLETION AND CONNECTION OF THE NETWORK THROUGH A SERIES OF DEVELOPMENTS.
- PUBLIC SPACES, SQUARES
- BUILDING BLOCKS REDIRECTED TOWARDS THE SECONDARY NETWORK.

LEGEND

- Street Hierarchy
- Secondary Network
- Buildings
- Parking Lots
- New Districts
- New Buildings

PHASE 3

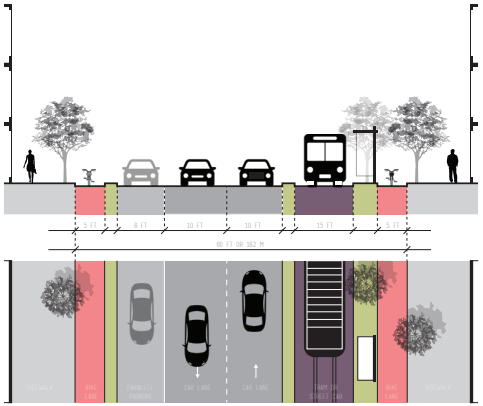


DISTRICT DEVELOPMENT PHASING

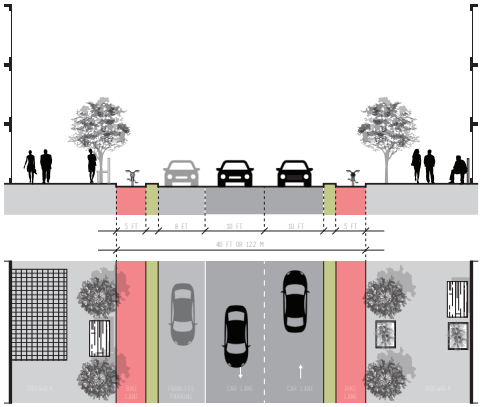
Source: Author

THE OPPORTUNITY IN THE VACANCY

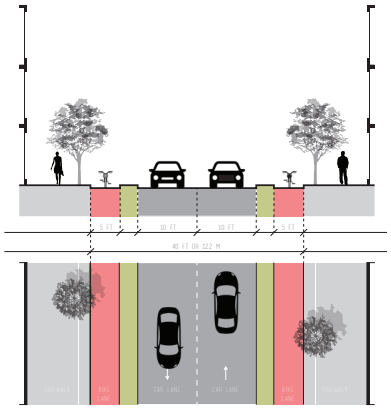
STREET SECTION PROPOSAL



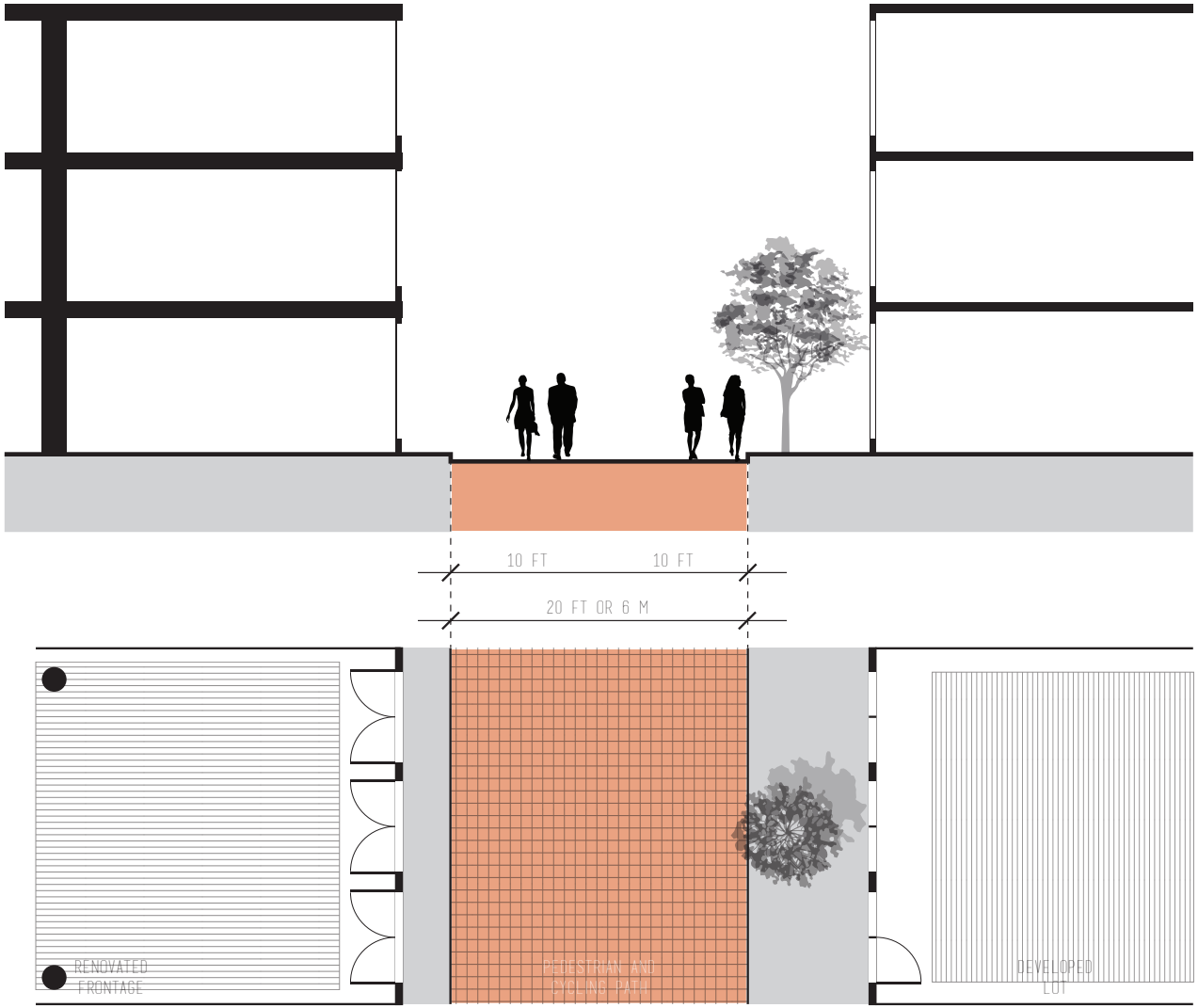
STREET SECTION PROPOSED- URBAN CORRIDOR



STREET SECTION PROPOSED - CAR STREET 1



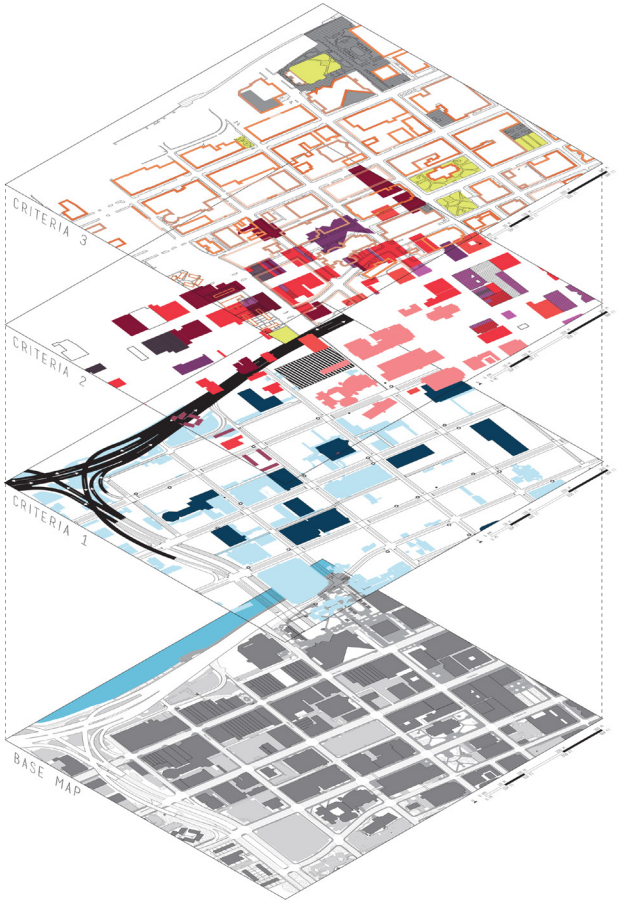
STREET SECTION PROPOSED- CAR STREET 2

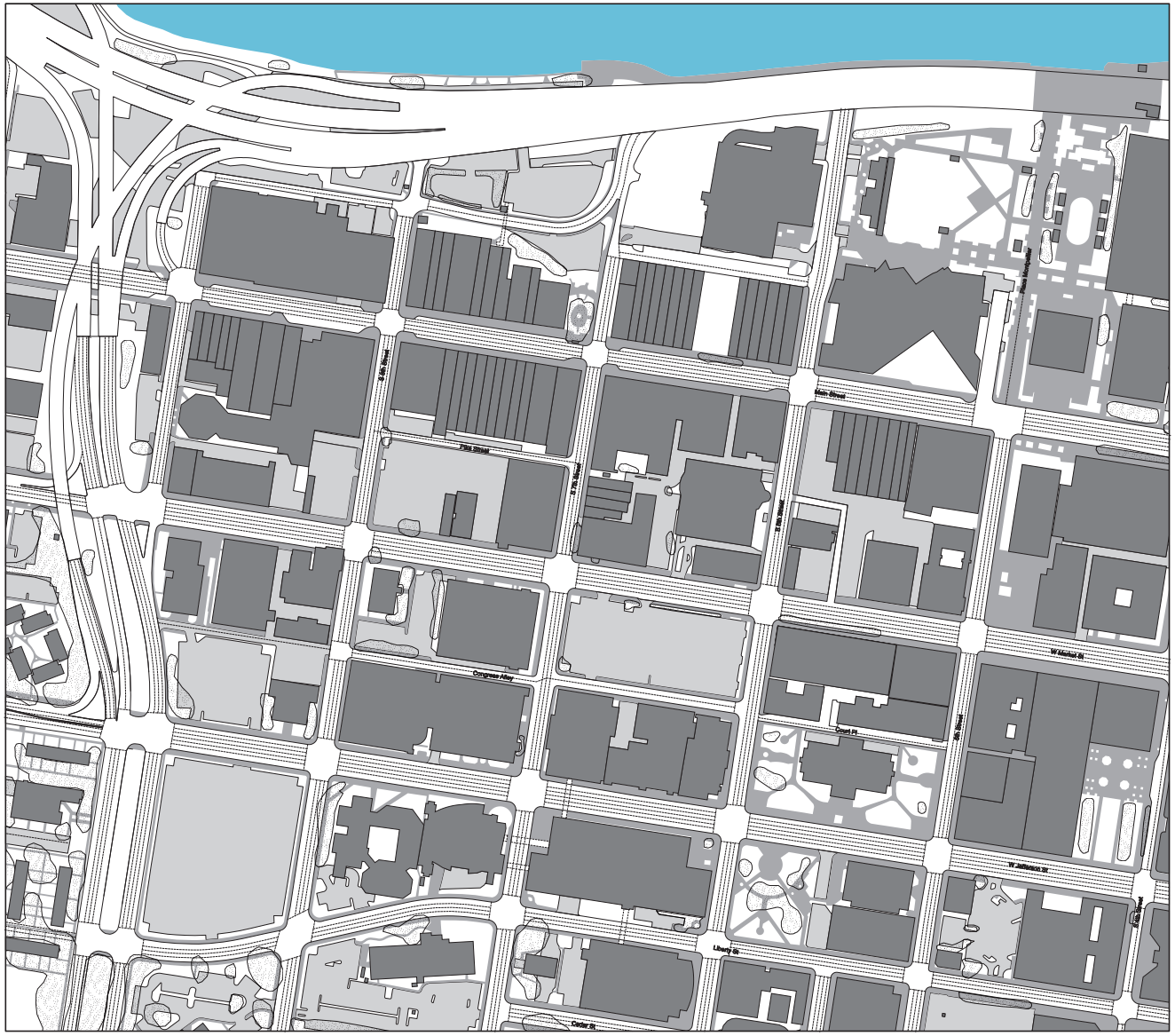


STREET SECTION PROPOSED - PEDESTRIAN CYCLING STREET

Source: Author

THE OPPORTUNITY IN THE VACANCY





CBD NEIGHBORHOOD BASE MAP

LEGEND

- Ohio River
- Buildings
- Parking
- Sidewalk
- Tree Canopy
- Road
- Interstate
- Street Center Lines

N

0 KM	50 M	100 M	200 M	300 M
0 MI	164 FT	328 FT	656 FT	984 FT

9TH STREET ANALYSIS

Source: Author

THE OPPORTUNITY IN THE VACANCY

CRITERIA 2

LEGEND

Week Days
- Office
- Civic
- Bank
- Education

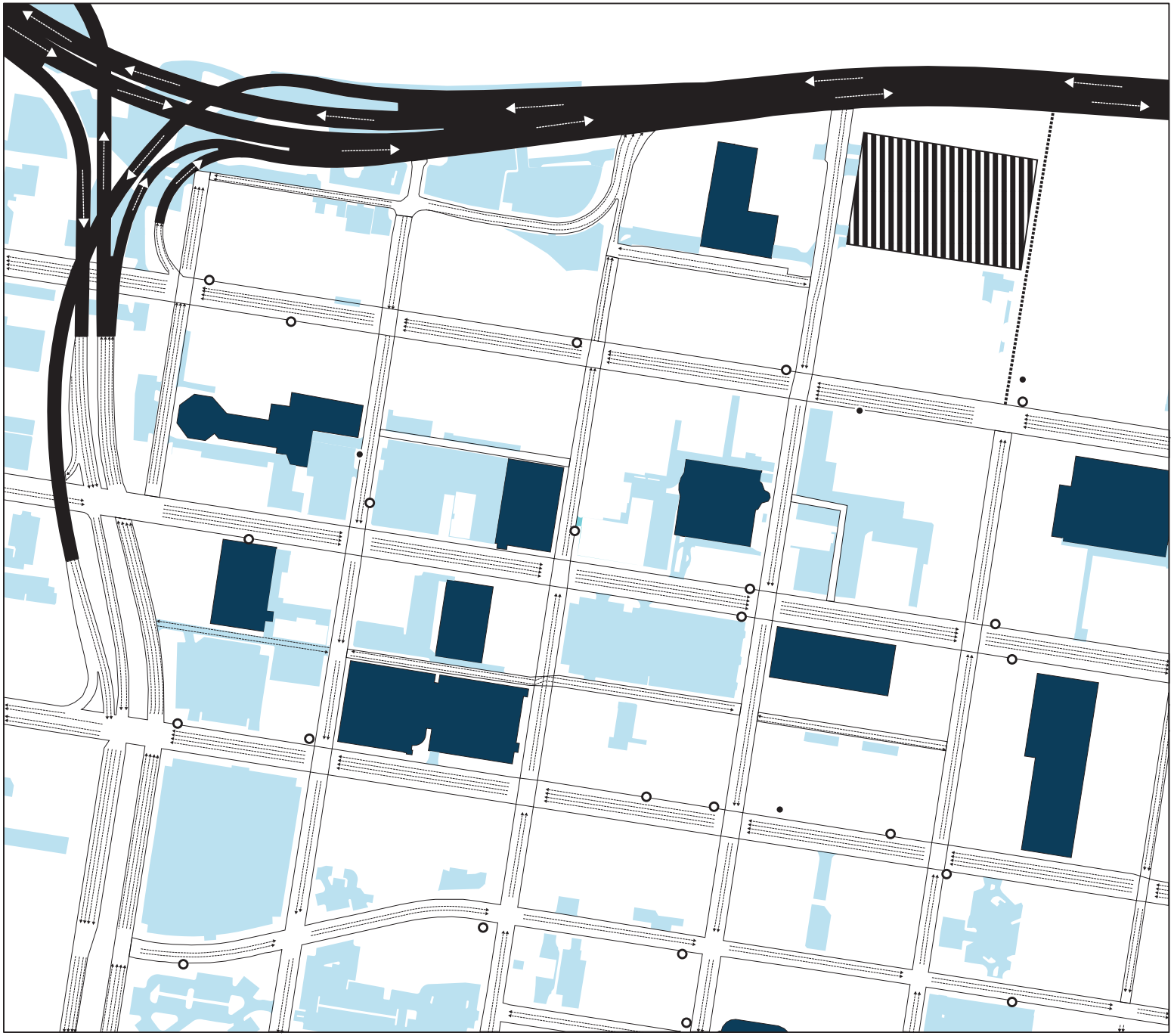
Weekend and Evenings
- Tourist
- Residential

Constant (Minimal)
- Fine Arts
- Venue
- Food
- Commercial
- Services

- Vacant
- Mixed Use

Source: Author

THE OPPORTUNITY IN THE VACANCY



CRITERIA 1

LEGEND

- Parking Lot
- Above Ground Parking Structure
- Below Ground Parking Structure
- Interstate
- Interstate Direction
- Street Direction
- Pedestrian Route
- Bike Share Station
- Bus Stop

Source: Author

THE OPPORTUNITY IN THE VACANCY

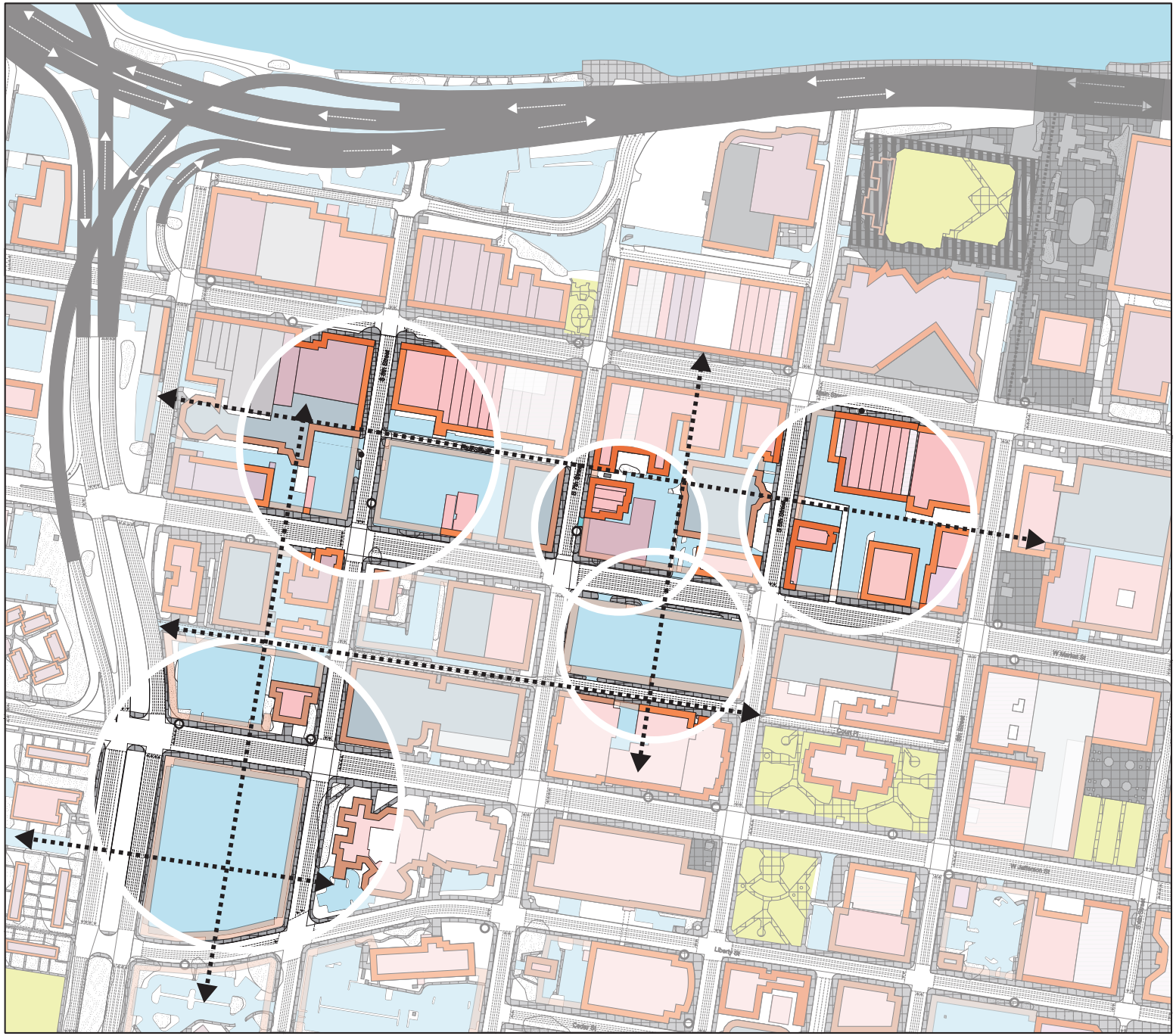
CRITERIA 3

LEGEND

- Sidewalks
- Parks
- Public Space
- Strong Facade
- Average Facade
- Poor Facade
- No Facade

Source: Author

THE OPPORTUNITY IN THE VACANCY



CONCLUSION

LEGEND

- New Connections
- Focus Area

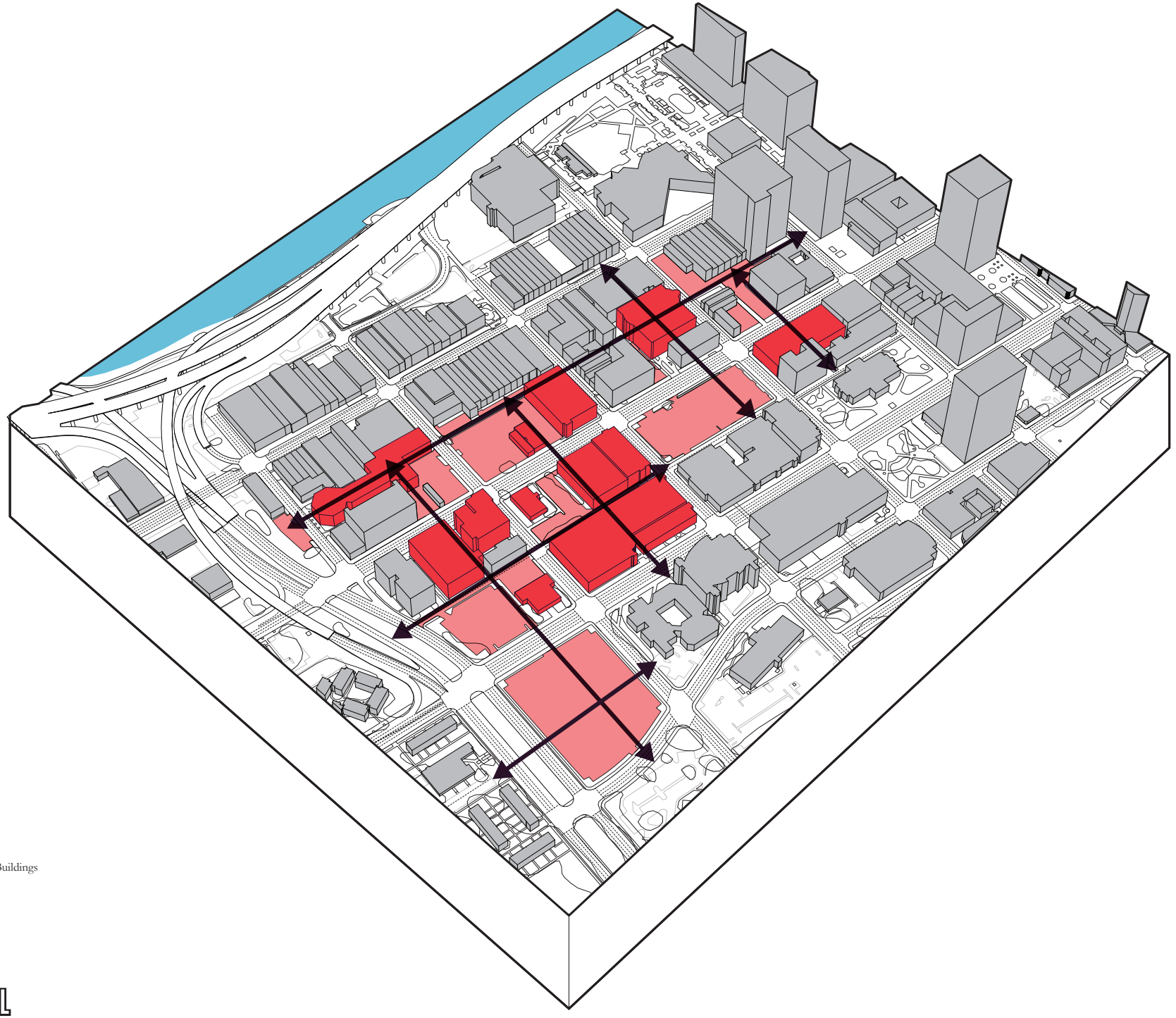
N

0 KM 50 M 100 M 200 M 300 M

0 MI 164 FT 328 FT 656 FT 984 FT

Source: Author

THE OPPORTUNITY IN THE VACANCY



DEMO PLAN

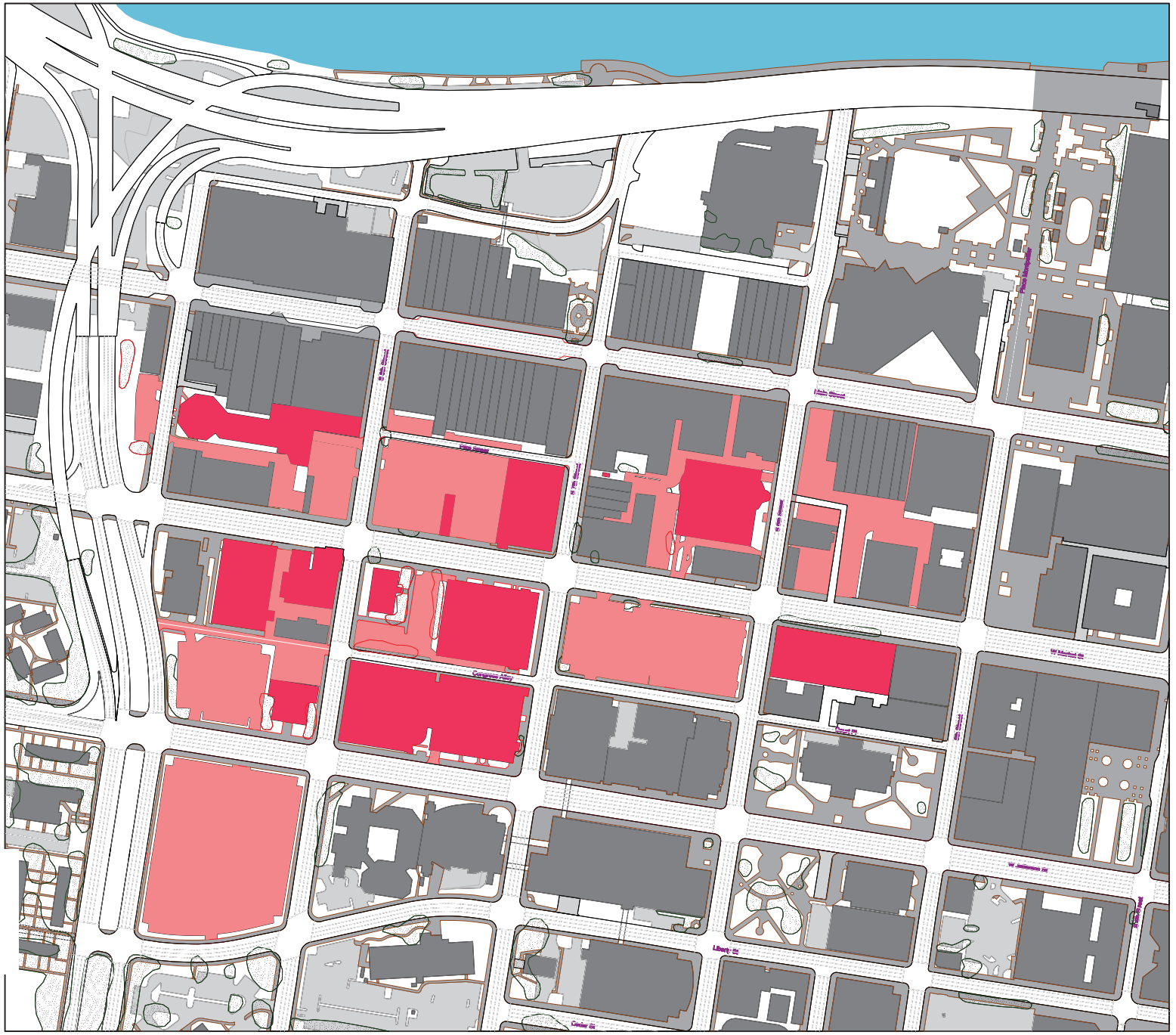
LEGEND

- Parking Lots
- Parking Structures or Buildings
- Tree Canopy

DEMO PROPOSAL

Source: Author

THE OPPORTUNITY IN THE VACANCY



DEMO PLAN

LEGEND

- Parking Lots
- Parking Structures or Buildings
- Tree Canopy

N

0 KM 50 M 100 M 200 M 300 M

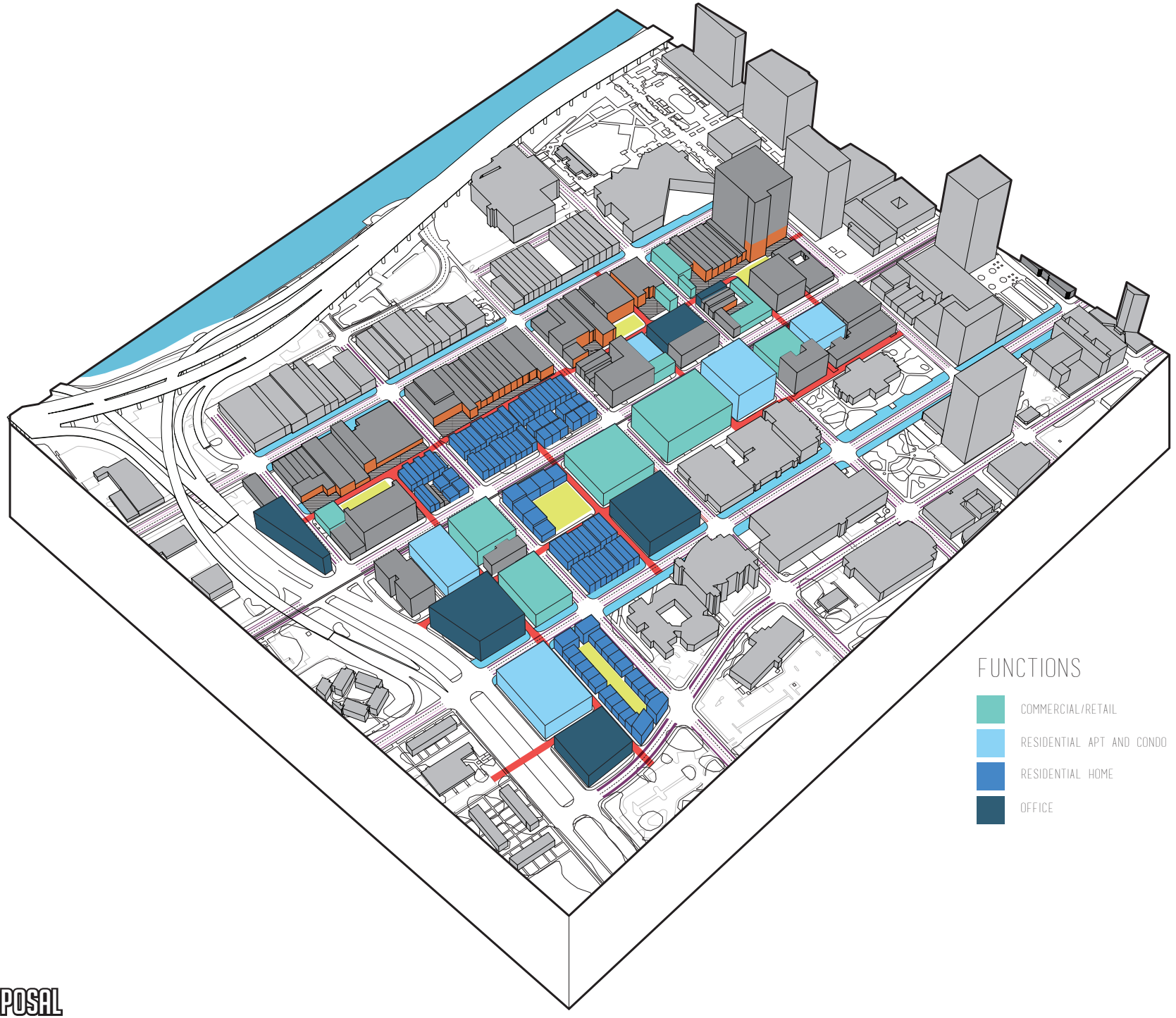
0 MI 164 FT 328 FT 656 FT 984 FT

DEMO PROPOSAL

Source: Author

THE OPPORTUNITY IN THE VACANCY

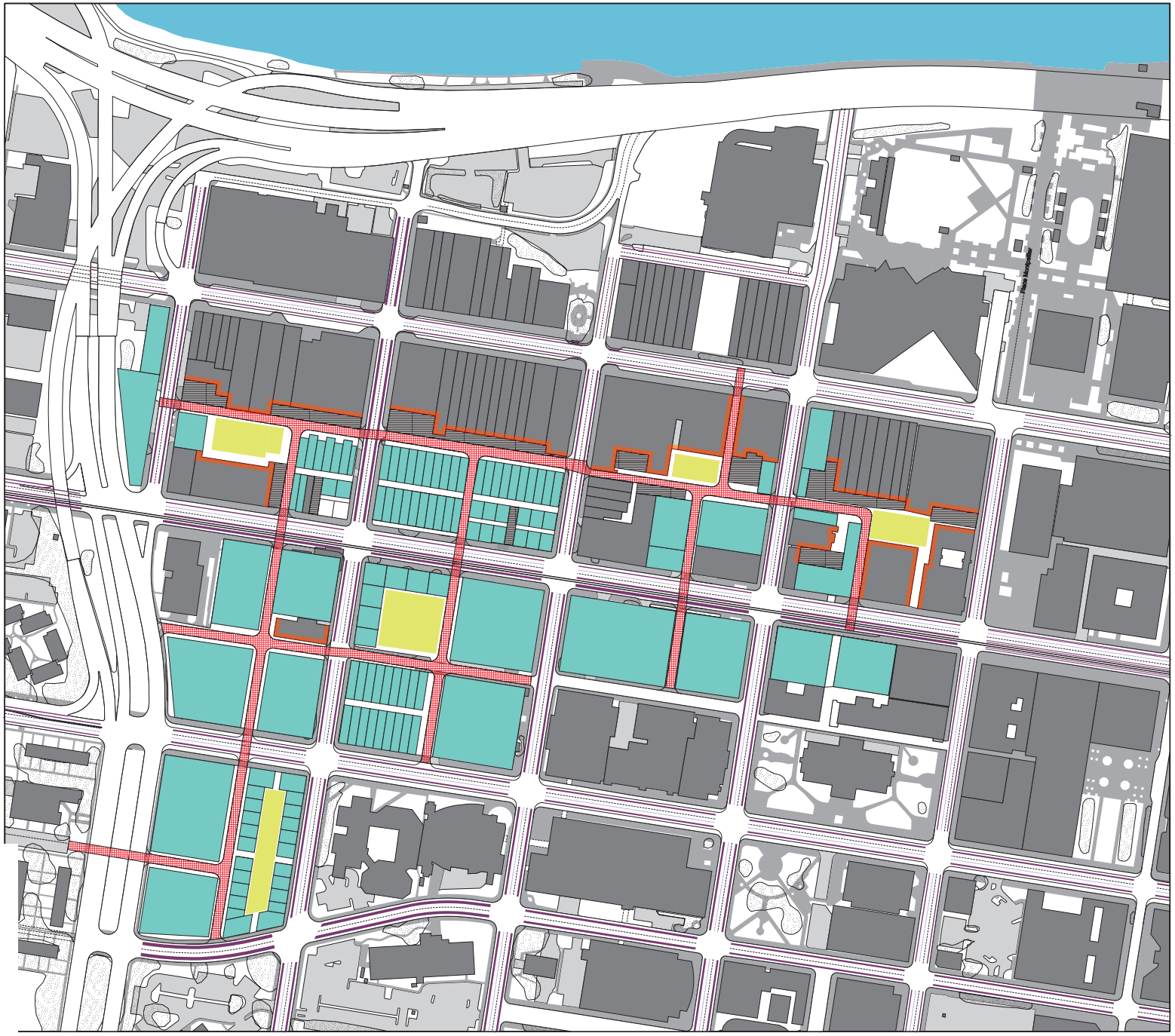
THE EFFECTS OF AUTOMOBILE DEPENDENCE



NEW WORK PROPOSAL

Source: Author

THE OPPORTUNITY IN THE VACANCY



NEW WORK PLAN

LEGEND

- Buildings
- Green Space
- Public Square or Frontage
- Facade Development
- Pedestrian and Cycling Route
- Street Center Lines
- Paralell Parking Lanes
- Bike Lane or Street Car Median

N

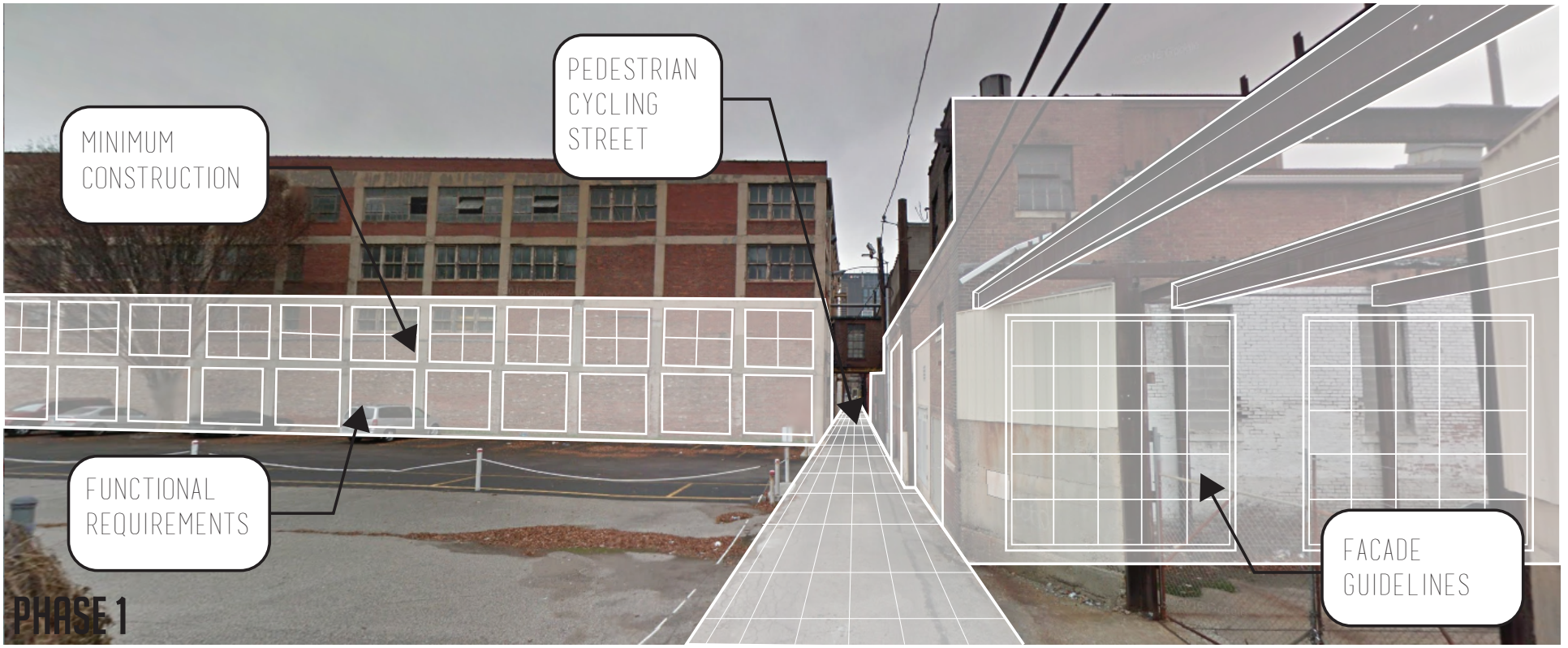
0 KM 50 M 100 M 200 M 300 M

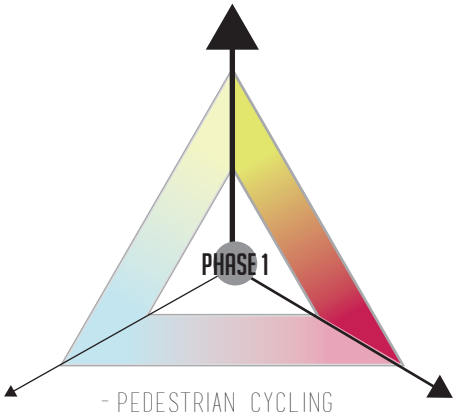
0 MI 164 FT 328 FT 656 FT 984 FT

NEW WORK PROPOSAL

Source: Author

THE OPPORTUNITY IN THE VACANCY



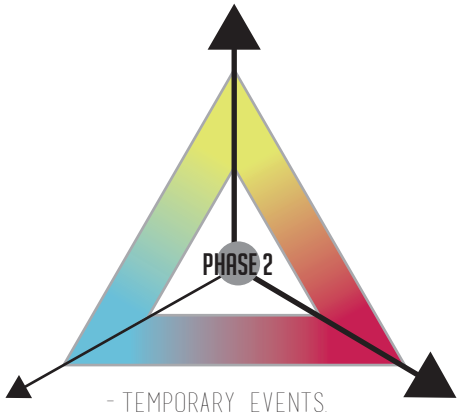


- PEDESTRIAN CYCLING STREET INTRODUCTION
- DEVELOPMENT AS INDIVIDUAL PROJECTS

PEDESTRIAN NETWORK PHASING

Source: Author

THE OPPORTUNITY IN THE VACANCY

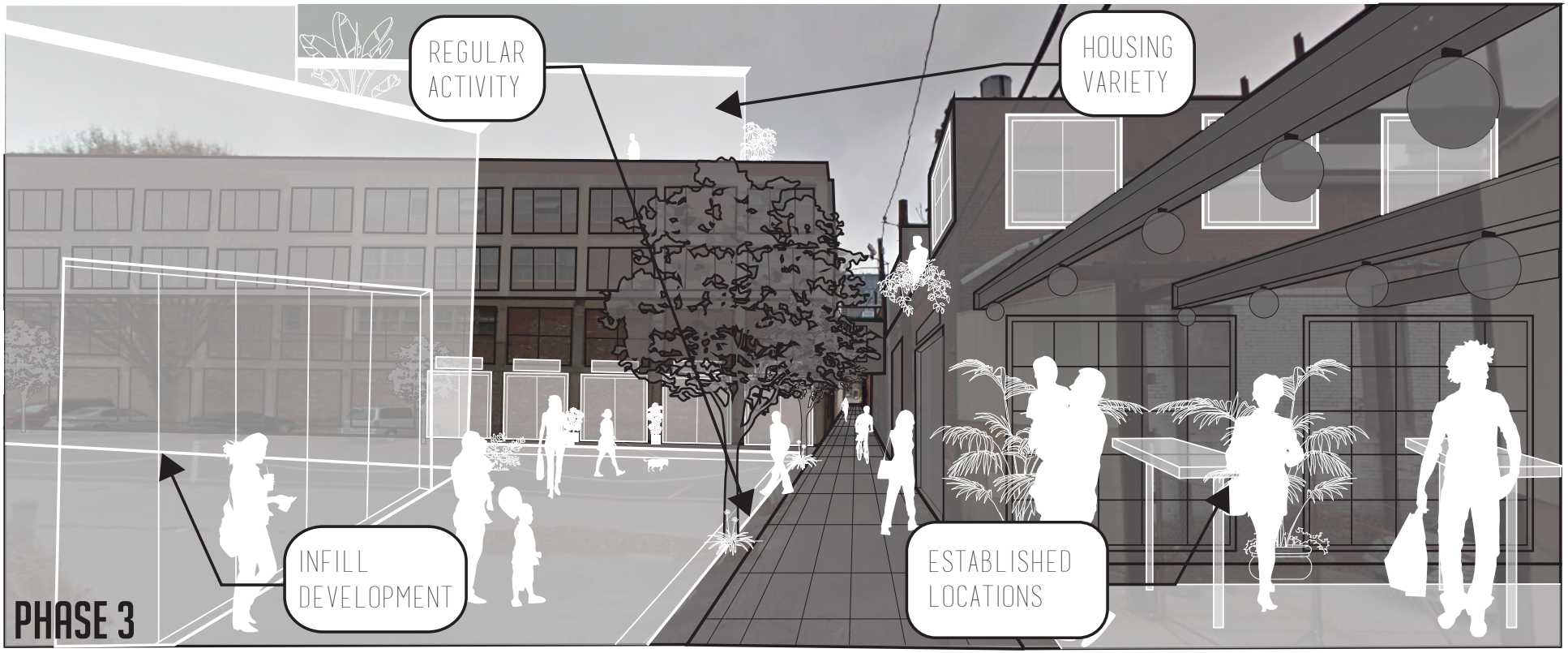


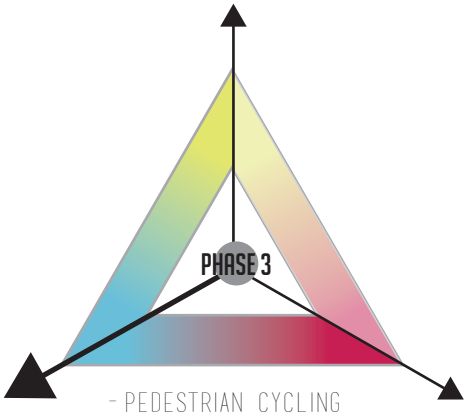
- TEMPORARY EVENTS.
- PEDESTRIAN USAGE CHANGES PERCEPTION.
- DEVELOPMENTS CONNECT NEW PROGRAMS.

Source: Author

PEDESTRIAN NETWORK PHASING

THE OPPORTUNITY IN THE VACANCY





- PEDESTRIAN CYCLING NETWORK.
- EVERYDAY USE AND ACTIVITY.
- FUNCTIONAL VARIETY FITS INHABITANT USE.

Source: Author

PEDESTRIAN NETWORK PHASING

THE OPPORTUNITY IN THE VACANCY

EXISTING CONDITION

Source: Google Street View

THE OPPORTUNITY IN THE VACANCY

PROPOSED CONDITION

Source: Author

THE OPPORTUNITY IN THE VACANCY

HOUSING THAT APPEALS TO SUBURBAN DWELLERS

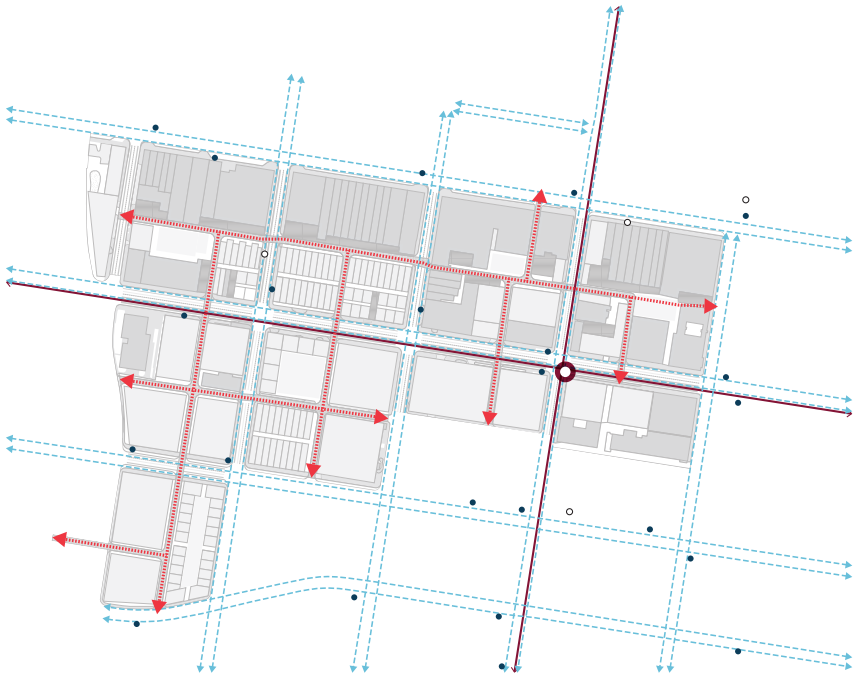
Source: Author

THE OPPORTUNITY IN THE VACANCY

LOCATION AND ACCESSIBLITY

LEGEND

- Home
- Weekday Route
- Weekday Evening Route
- Weekend Route
- Special Occasions



TRANSPORTATION OPTIONS

LEGEND

- Pedestrian and Cycling Exclusive Route
- Streetcar and Metro Route
- Bike Lanes
- Metro Stop
- Bus Stop
- Bike Share

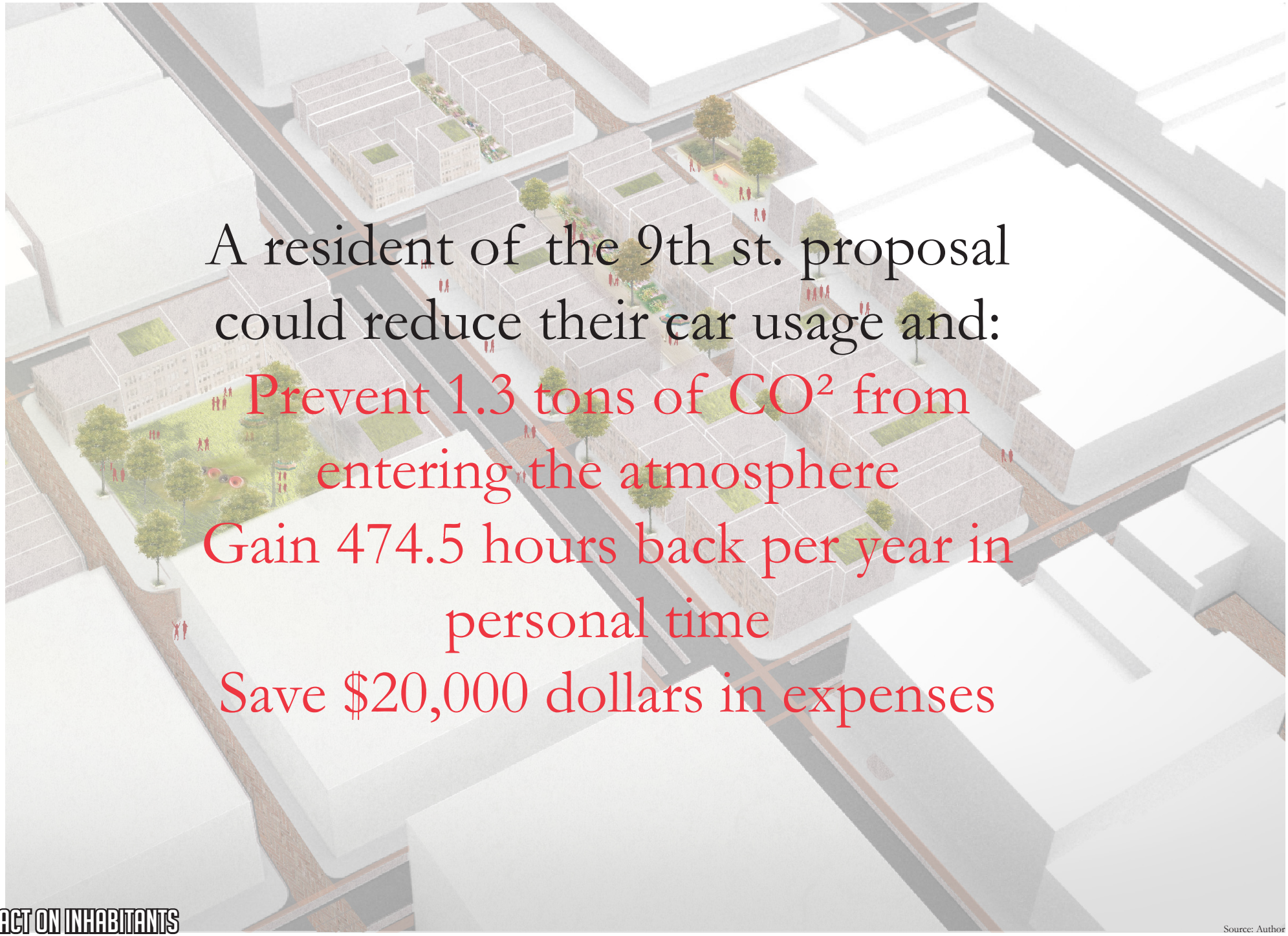
CONNECTION AND ACCESSIBILITY

Source: Author

THE OPPORTUNITY IN THE VACANCY

NEW ECONOMIC OPPORTUNITIES

Source: Author



A resident of the 9th st. proposal could reduce their car usage and:

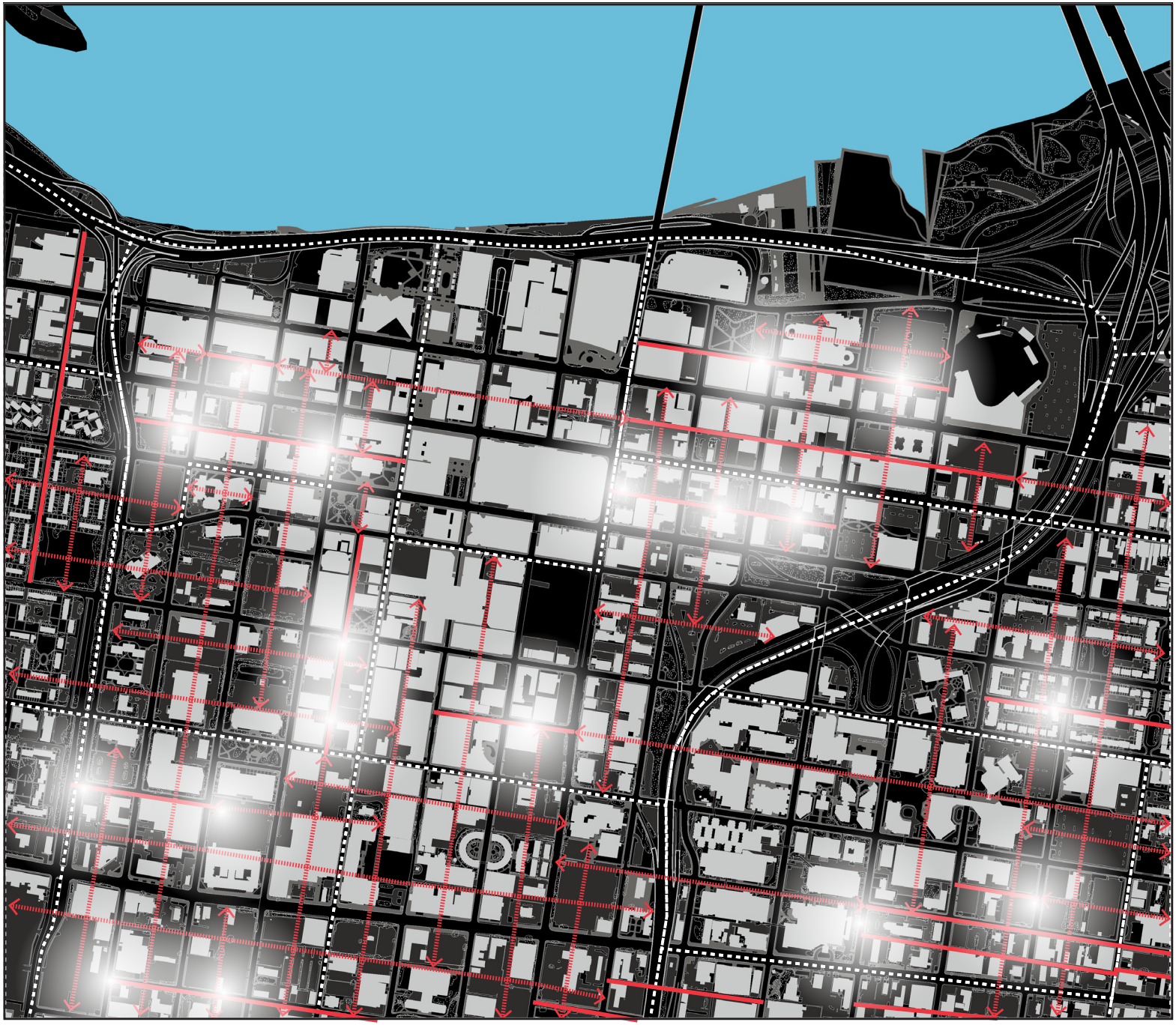
Prevent 1.3 tons of CO^2 from entering the atmosphere

Gain 474.5 hours back per year in personal time

Save $20,000 dollars in expenses

Source: Author

THE OPPORTUNITY IN THE VACANCY



CBD FUTURE NETWORK MAP

LEGEND

- Areas of opportunity determined by analysis
- Alleyways with opportunity determined by analysis
- Pedestrian and cycling network connections

CONNECTED DISTRICT NETWORK

Source: Author

THE OPPORTUNITY IN THE VACANCY

EXISTING CONDITION

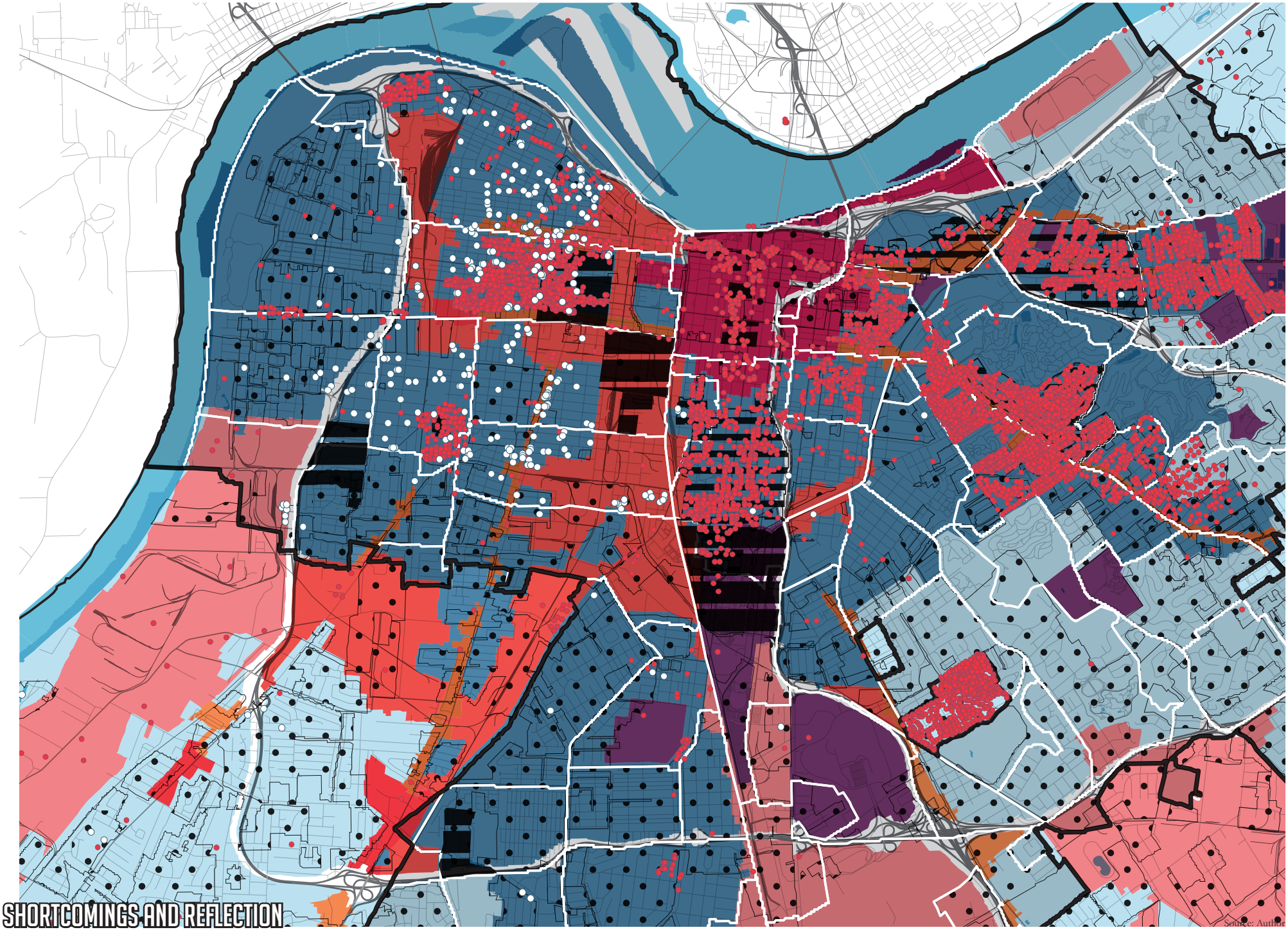
Source: Google Street View

THE OPPORTUNITY IN THE VACANCY

FUTURE POSSIBILITIES

Source: Author

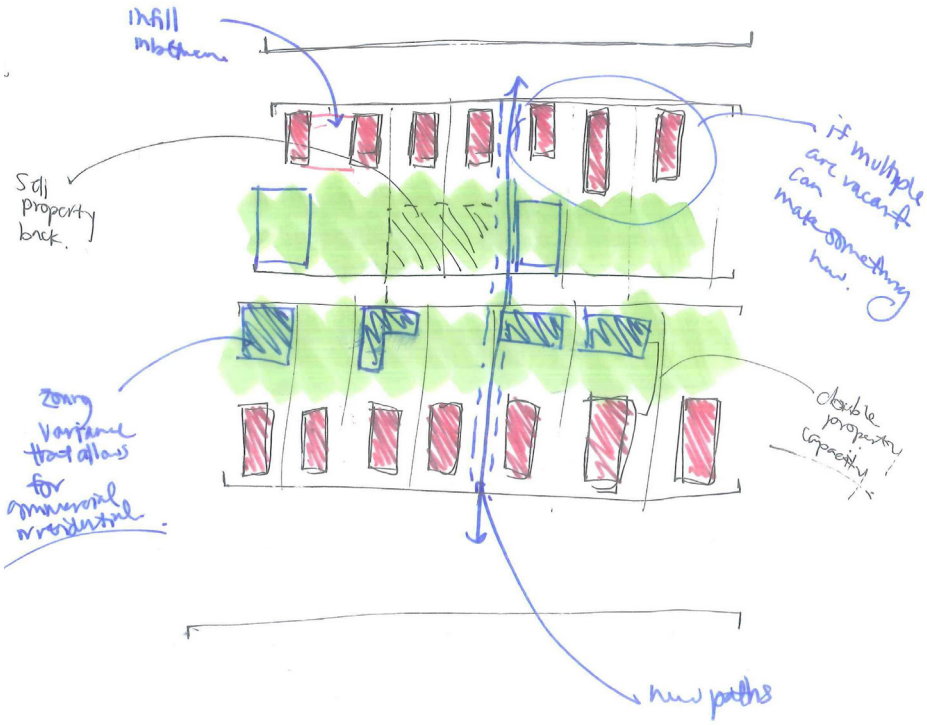
THE OPPORTUNITY IN THE VACANCY



THESIS SHORTCOMINGS AND REFLECTION

Source: Author

THE OPPORTUNITY IN THE VACANCY



Source: Author


THANK YOU
FOR YOUR
TIME
and a successful year !