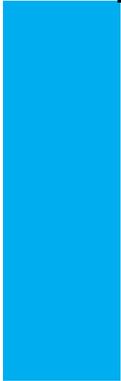


Graduation Plan

Master of Science Architecture, Urbanism & Building Sciences



Graduation Plan: Architecture

Personal information	
Name	Geert Reinders Muñoz
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Studio		
Name / Theme	Complex Projects: Bodies and Building	
Main mentor	Benjamin Groothuijse	Architecture
Second mentor	Joost Woertman	Building Technology
Argumentation of choice of the studio	<p>The studio provides an opportunity to design complex, multifaceted projects where the broad spectrum of topics within architecture are included. The studio teaches methods to understand and simplify large-scale, challenging designs, an indispensable competency for any architect in my own opinion. As the last point of motivation, it offers the opportunity to experiment with unique combinations of building functions and program, resulting in innovative and dynamic architectural designs.</p>	

Graduation project	
Title of the graduation project	Milan Linate Experience Node: Destination Airport
Goal	
Location:	Milan, Linate Airport
The posed problem,	<p>Airports are often architecturally conceived as utilitarian "non-places," lacking identity and failing to foster meaningful connections with their users. Despite the significant amount of time users spend in these spaces, the experience is frequently negative, and stress filled.</p>
research questions and	<p>How can airports be reimaged as destinations beyond travel to create engaging event-based experiences?</p>

	<ul style="list-style-type: none"> - How can airports be designed to transition from occasional visit buildings to daily visit buildings? - How can Milan Linate Airport be designed as a destination by leveraging Milan’s event calendar and cultural identity? - How can an airport’s security infrastructure be leveraged to foster a sense of safety to positively improve social behavior and experience?
<p>design assignment in which these result.</p>	<p>The project entails designing a completely new terminal for Milan Linate Airport that integrates airport operations with multifunctional event spaces. The goal is to create an attractive and engaging destination that enhances the experience for travelers while serving as a vibrant hub for the local community.</p>
<p>Process</p>	
<p>Method description</p>	
<p>The research will be conducted with the method of research by design. This approach integrates iterative design processes with in-depth analysis, allowing for the exploration and testing of architectural concepts in response to the posed problem. Techniques such as site analysis, case studies, precedent research, and spatial modeling will be employed to inform the design process. Visual tools like sketches, diagrams, and 3D modeling will be used to develop and evaluate design solutions, ensuring a comprehensive understanding of both functional and experiential aspects.</p>	

Literature and general practical references

- Marc Augé's '**Non-Places**' theory (1995) can help guide the transition of airports from 'occasional visit' spaces into 'daily visit' buildings by redefining their purpose and spatial design to foster deeper human connections and a 'sense of place'. Augé created the term 'non-places' to describe transit spaces, like airports, highways, and shopping malls, where individuals experience an absence of identity, history, and social connection. In such non-places, people are present only temporarily, usually with no meaningful engagement with the space itself or with others in that space.
- The '**Experience Economy**' theory of Pine & Gilmore (1998) posits that customers seek memorable experiences rather than just products or services. For airports, the theory encourages the creation of immersive, engaging experiences that cater to the emotional and sensory aspects of the passenger journey, integrating elements such as local culture, art, and entertainment. It means designing environments and experiences that go beyond functional needs is essential.
- Bianchini's **theory of 'event space'** (1999) refers to how certain urban spaces can shift in their function based on time. These spaces could host various events at different times of day or year, allowing for the same space to serve different purposes. The underlining of this theory could essentially be adapted towards buildings that include large public areas such as airports. Through this theory we could understand airports as an 'urban' venue that could host multiple types of events in a flexible, time-bound manner.

Airports have started shifting from purely functional to multifunctional destinations, also investing in high-tech innovations like self-service kiosks and biometric identification (Electrosonic, 2023). Some modern airports, like **Singapore's Jewel Changi Airport (1981)** or **Qatar's Hamad International Airport (2014)**, have started to resemble city-like environments, attracting locals and travelers, serving as significant economic hubs and drivers of regional growth (Kasarda, 2014).

Reflection

1. The studio theme "Bodies and Building" directly aligns with the research project's objectives. The project seeks to explore how to design for the "Bodies", human users, by addressing the human scale and user needs. It focuses on understanding how architectural design can create spaces that serve and respond to their users. Within the broader context of Architecture and the Built Environment, the project examines how the interaction between bodies and buildings can and will impact the greater sense of its context.
2. The graduation work explores innovative architectural solutions for real-life multifunctional issues, addressing emerging demands for flexibility and user-centered design within the infrastructure of airports. These concepts are designed to be adaptable across various building typologies, serving as a precedent for addressing contemporary and future architectural issues. If considered, the work could contribute to the ongoing debate about transforming contemporary "non-places" into spaces that enhance societal value through improved user experiences.

