

01 INTRODUCTION NYC

GROUP STRATEGY
FASCINATION
PROBLEM STATEMENT
RESEARCH QUESTION
DESIGN PROPOSAL

02 RESEARCH

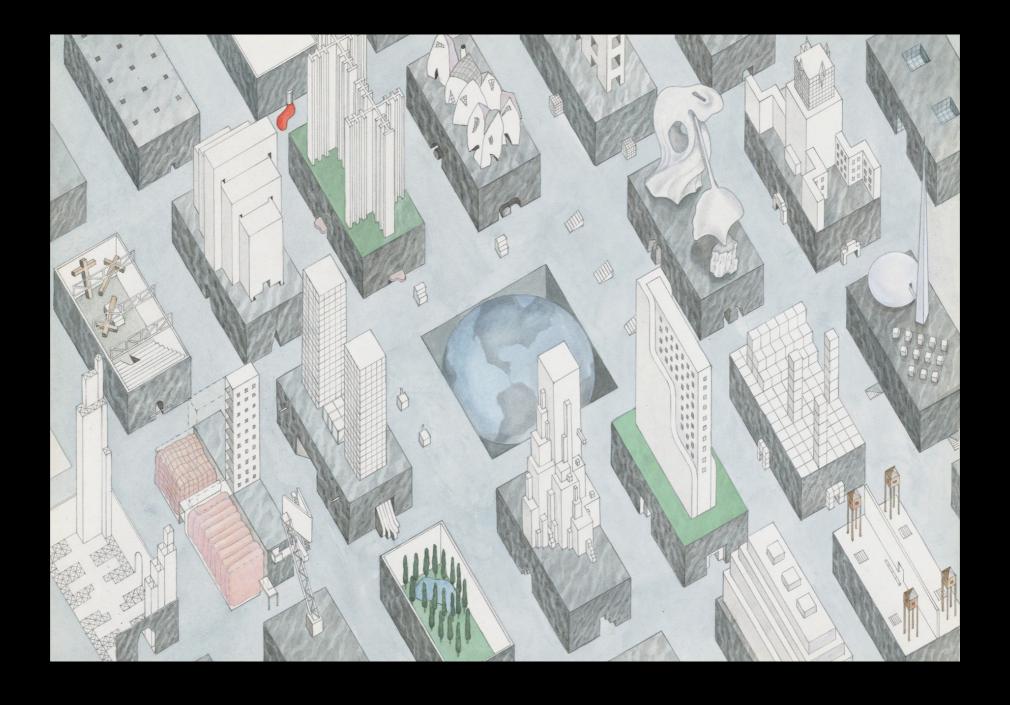
03 DESIGN BRIEF

04 DESIGN









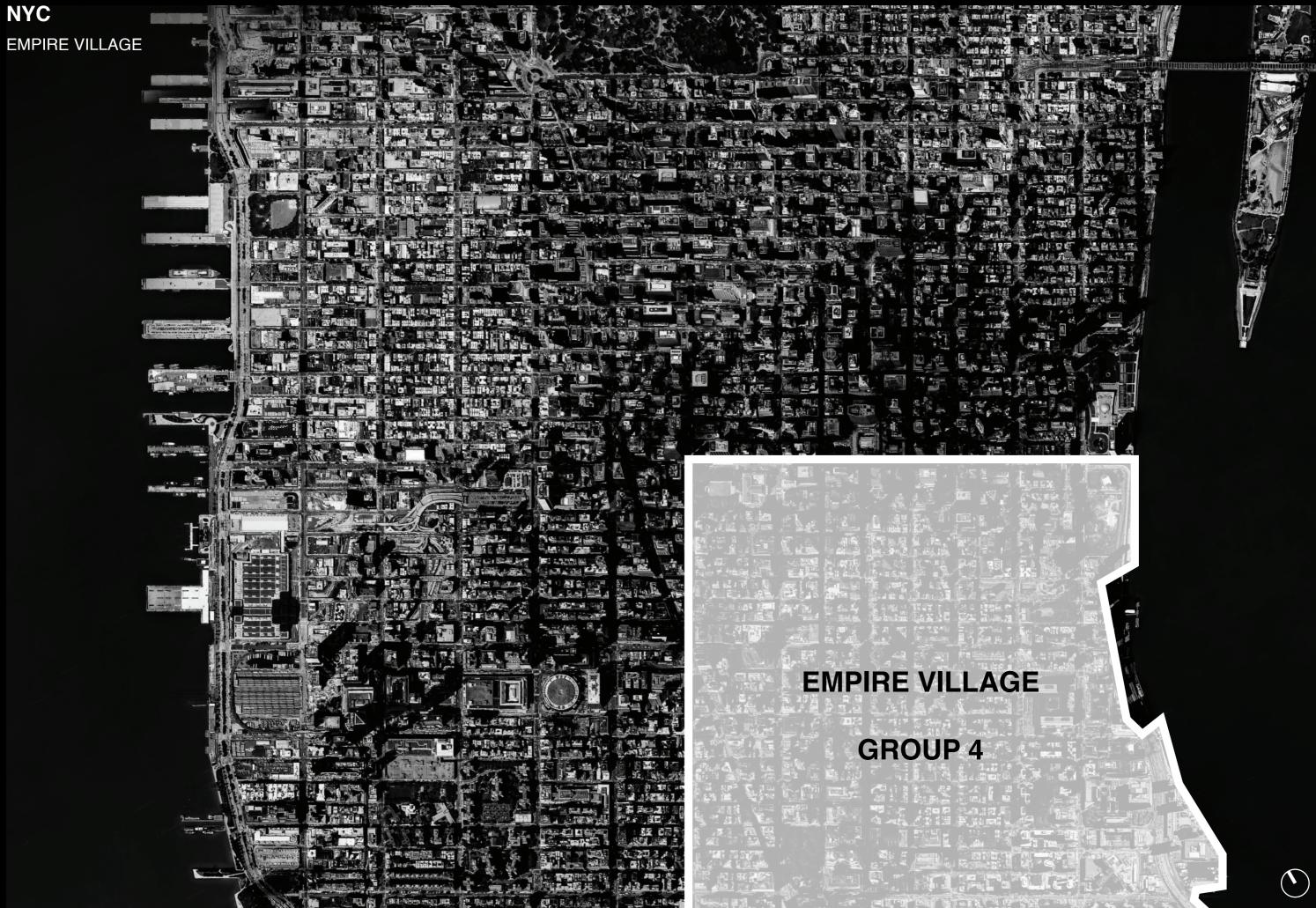
"The grid describes an archipelago of "Cities within Cities".

Each skyscraper develops its own autonomous instalment. Creating a city where permanent monoliths celebrate metropolitan instability."

- Rem Koolhaas, Delirious New York







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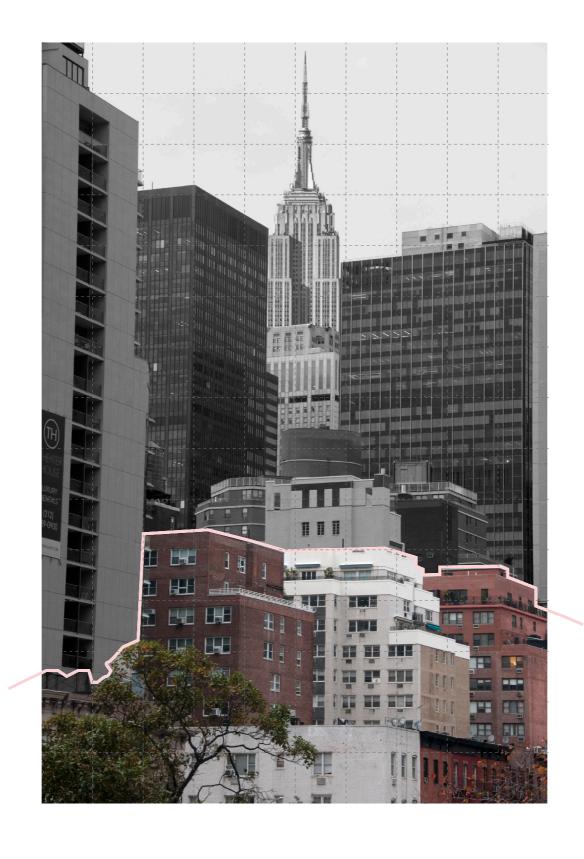
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GROUP STRATEGY

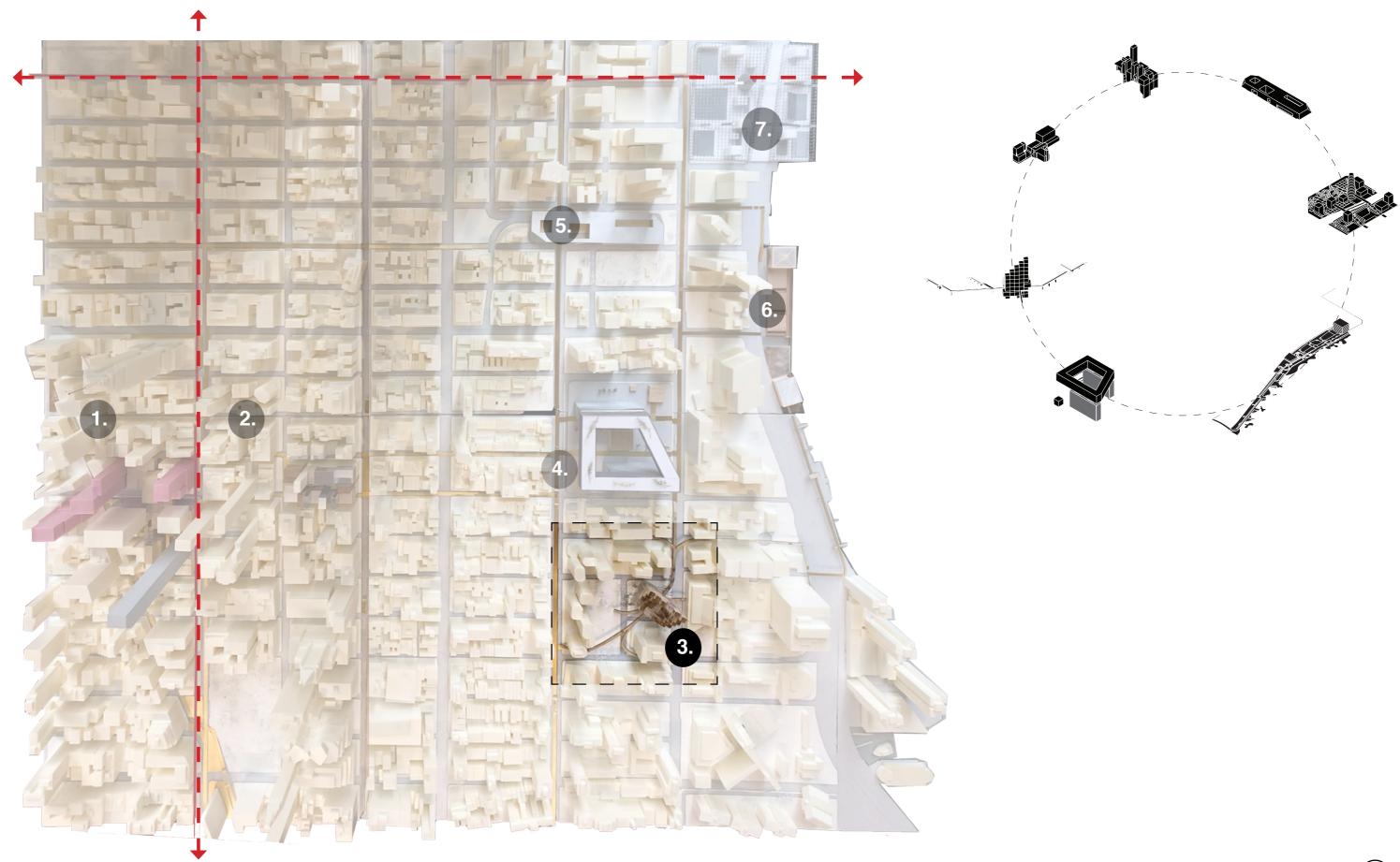
EMPIRE VILLAGE





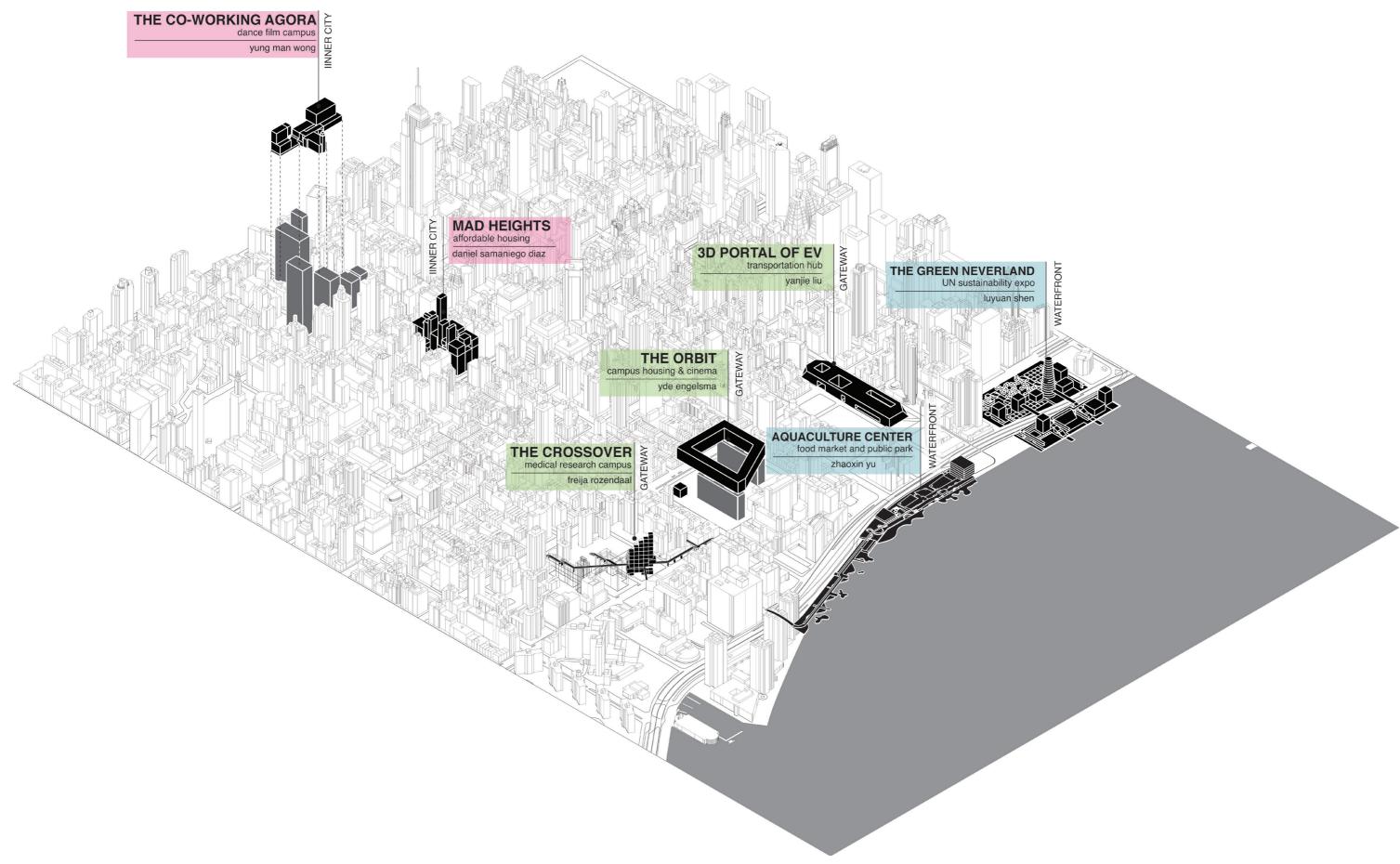
GROUP STRATEGY

GROUP PROJECTS



GROUP STRATEGY

INNER CITY - GATEWAY - WATERFRONT



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FASCINATION

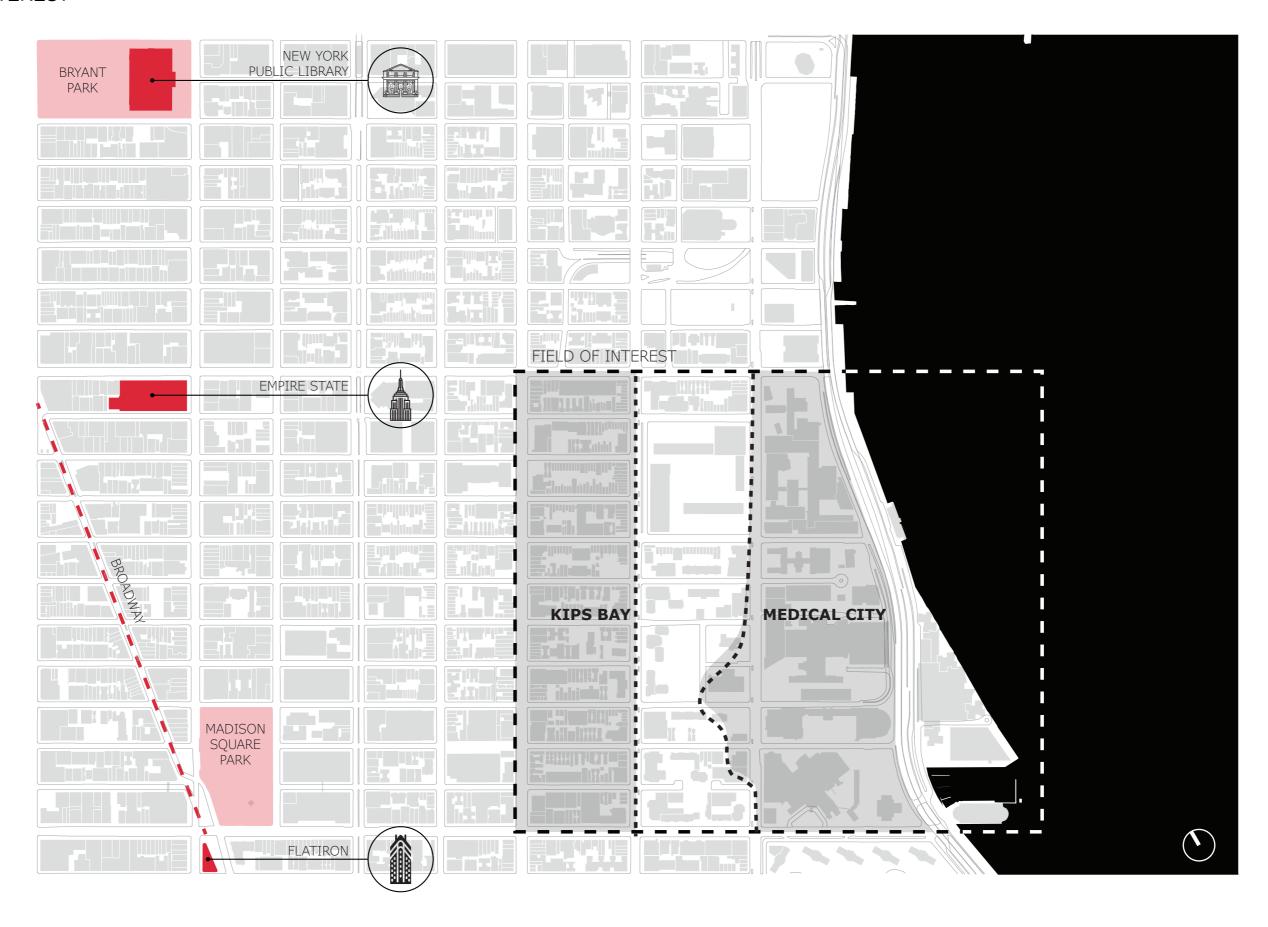
PROBLEM STATEMENT RESEARCH QUESTION DESIGN PROPOSAL

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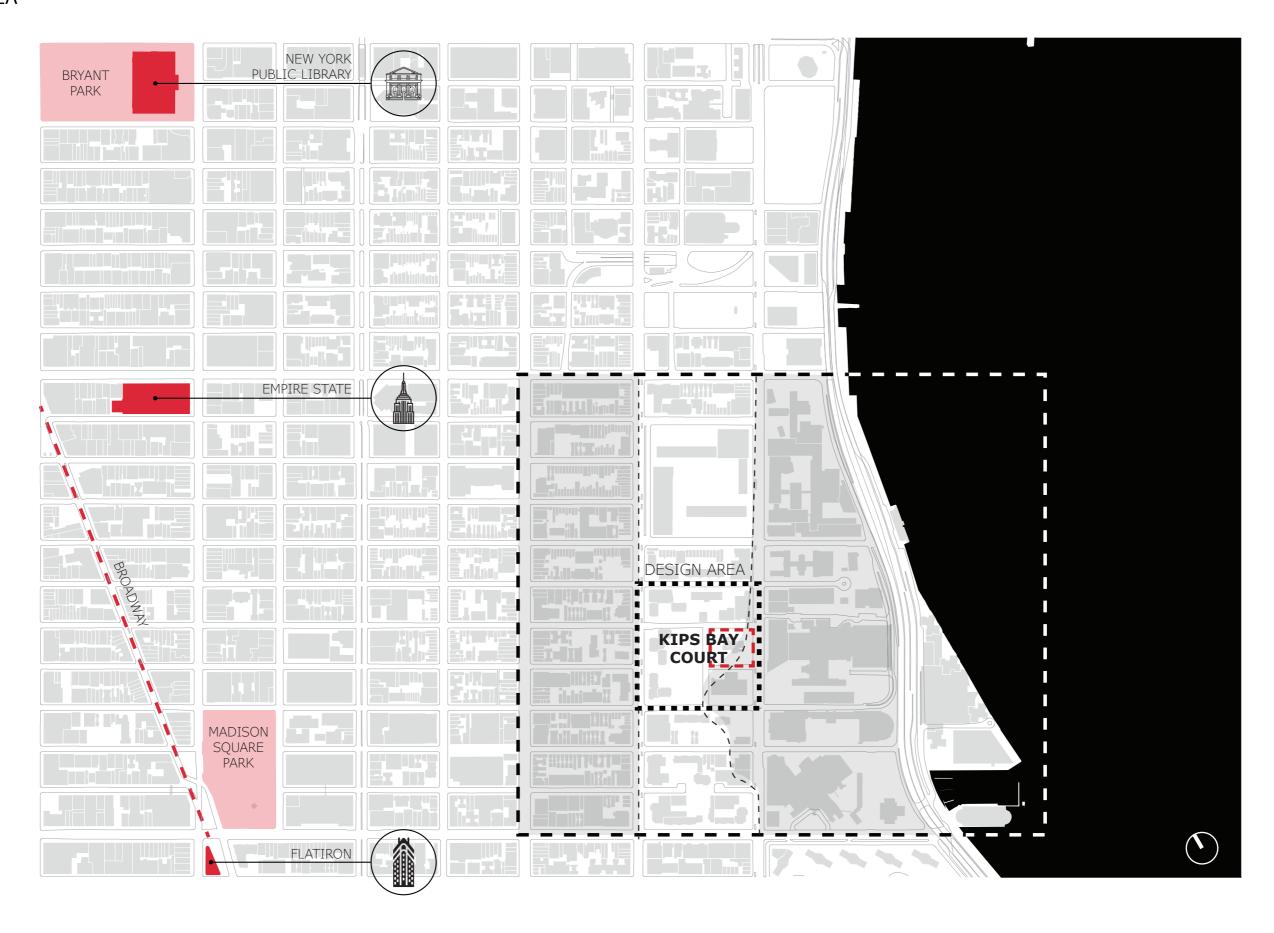
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FIELD OF INTEREST



DESIGN AREA



THE DISSOLVEMENT OF THE GRID



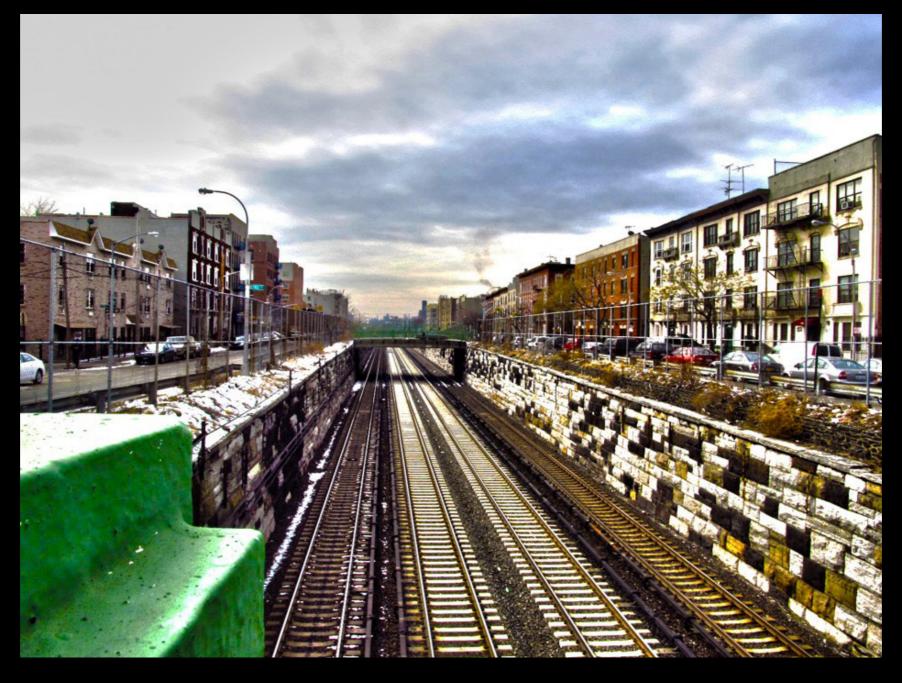
WHY DOES THE GRID DISSOLVE AND WHAT DOES THAT MEAN FOR THE CHARACTER OF THIS AREA?

MASSIVE SINGLE USES





BORDER VACUUM



Massive single uses form **borders**, and borders make destructive neighbours. The street that adjoinsis of **generalized use**. It is bound to be a **dead end place with scant users**.

Understanding the drawbacks of borders should help us from producing them. On the other hand, a city does need universities, large medical centres and large parks for metropolitan attraction.

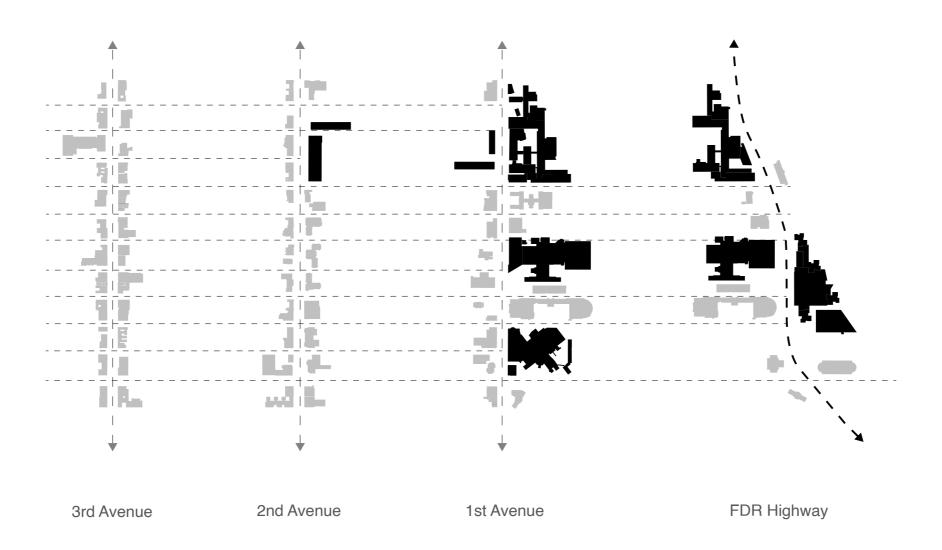
They are **mixed blessings**.

AVENUE TRANSITION





INCREASEMENT OF THE FOOTPRINTS OF THE BUILDINGS



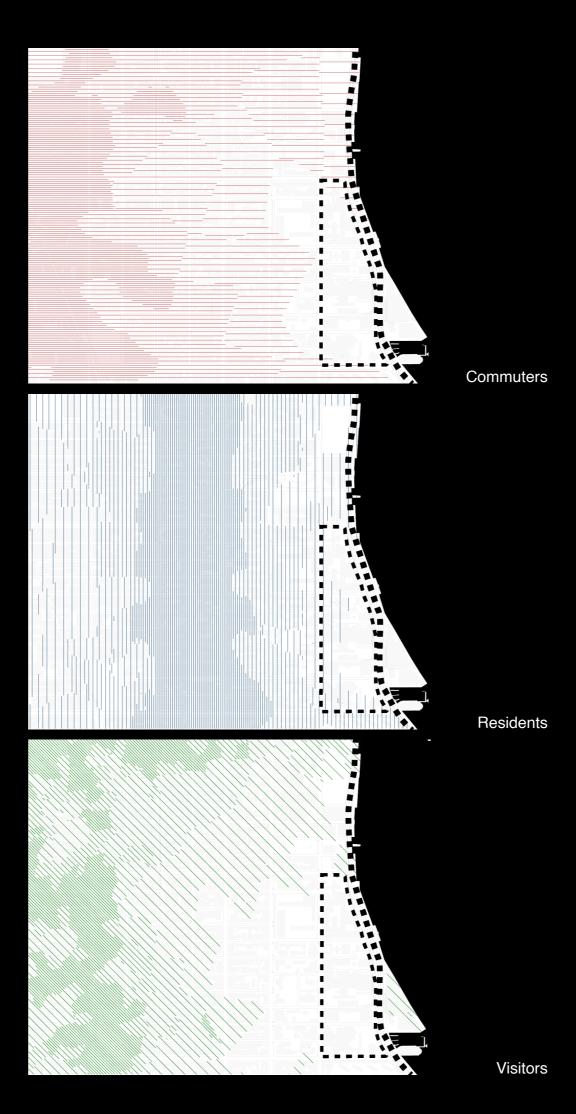








FLOWS OF PEOPLE





RESULTING IN AN EMPTY SPOT





BUT... IS THIS A PROBLEM? OR IS IT JUST A CHANGE IN THE MORPHOLOGY AND ITS FUNCTIONS?

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NYC GROUP STRATEGY FASCINATION

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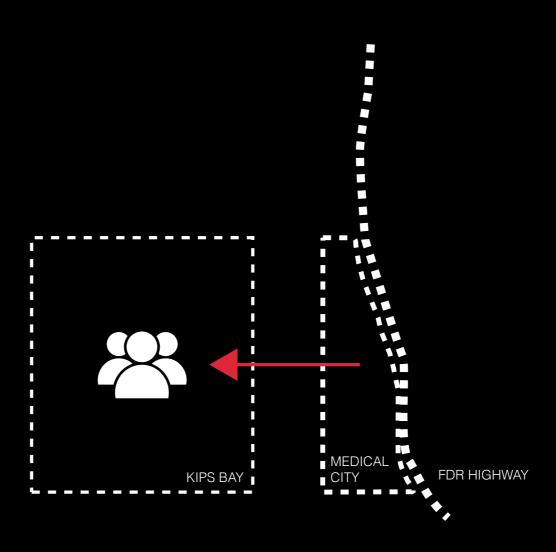
02 RESEARCH

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PROBLEM STATEMENT

IMPACT UPON THE NEIGHBOURHOOD



WHAT IS THE IMPACT OF THE CAUSED BORDERS BY THE SINGLE USES UPON THE PEOPLE LIVING NEXT TO IT?

PROBLEM STATEMENT

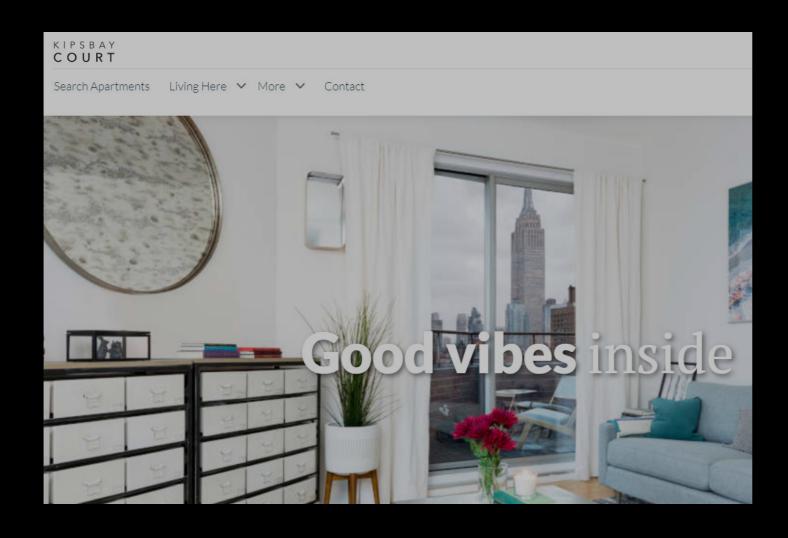
IMPACT UPON THE NEIGHBOURHOOD



UPROAR FROM RESIDENTS IN KIPS BAY WORRYING ABOUT CRIME AND PUBLIC SAFETY

PROBLEM STATEMENT

QUOTES OF THE RESIDENTS IN KIPS BAY COURT



I regret moving here 100%. I really feel unsafe living here and I feel as though my personal space has been violated.

The halls were constantly filled with my neighbors' marijuana smoke.

Anyone could, and did, walk in. Stay away from this miserable hellhole.

The neighborhood is a disaster. Full of garbage, homeless people congregating on nearby park. The smell of weed in my hallway, drug dealers lurking on close by park. I can't wait to moveout.





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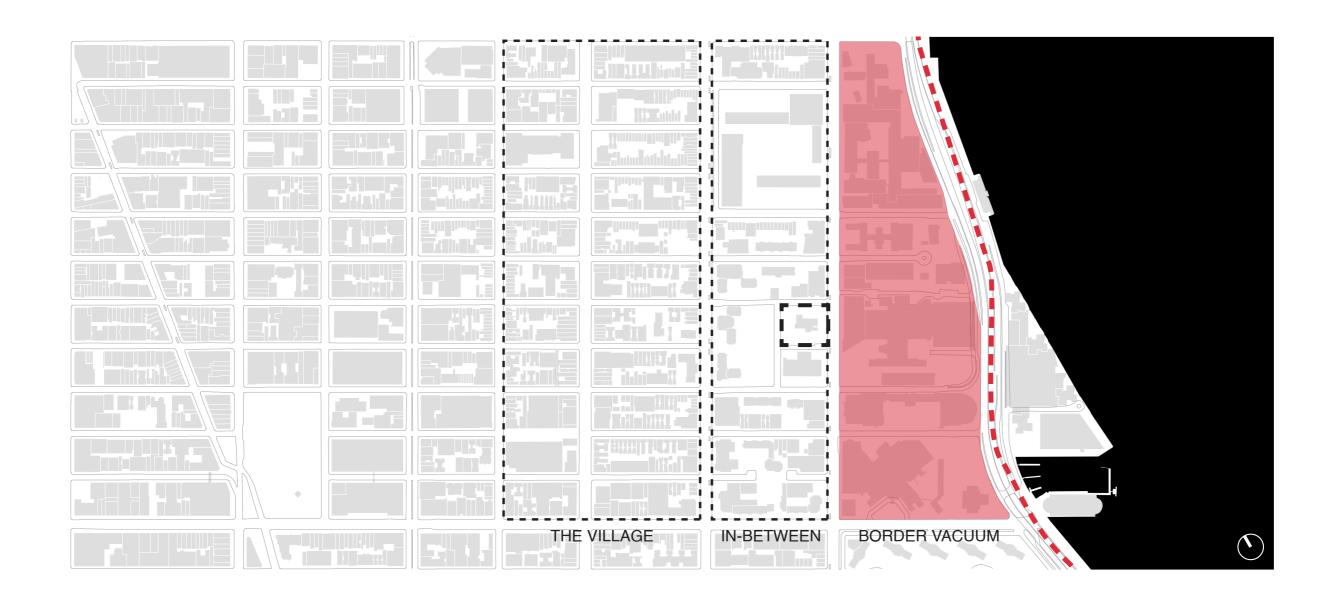
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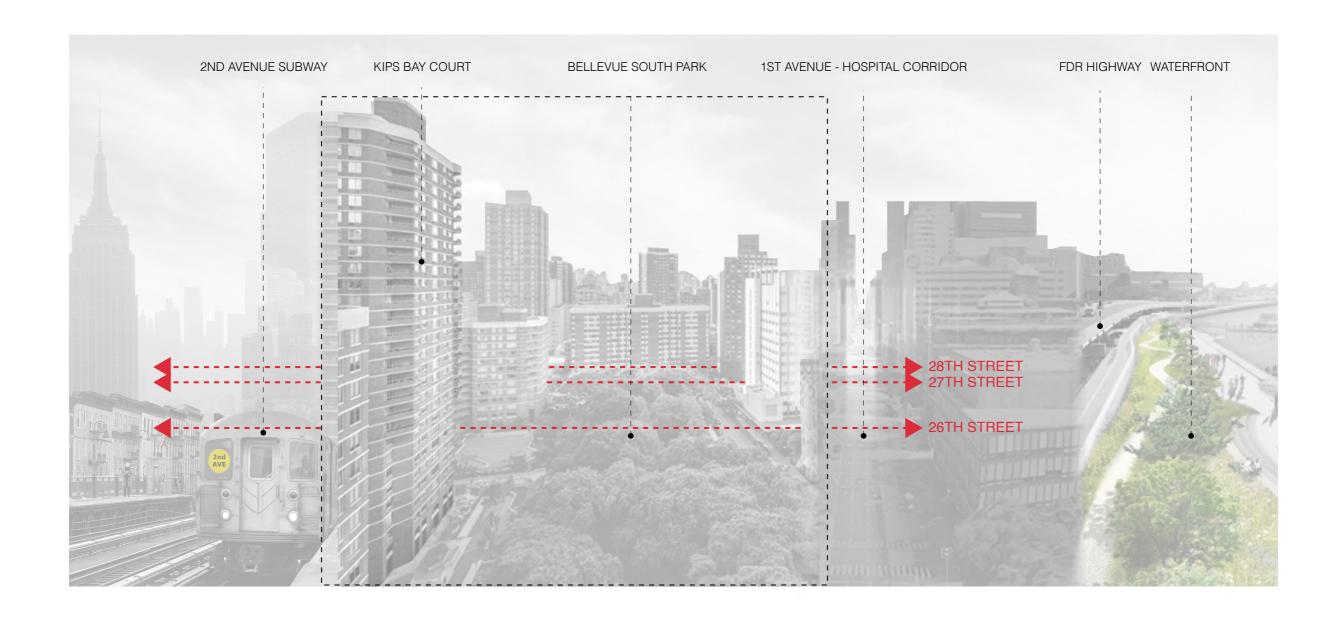
RESEARCH QUESTION

GENERAL

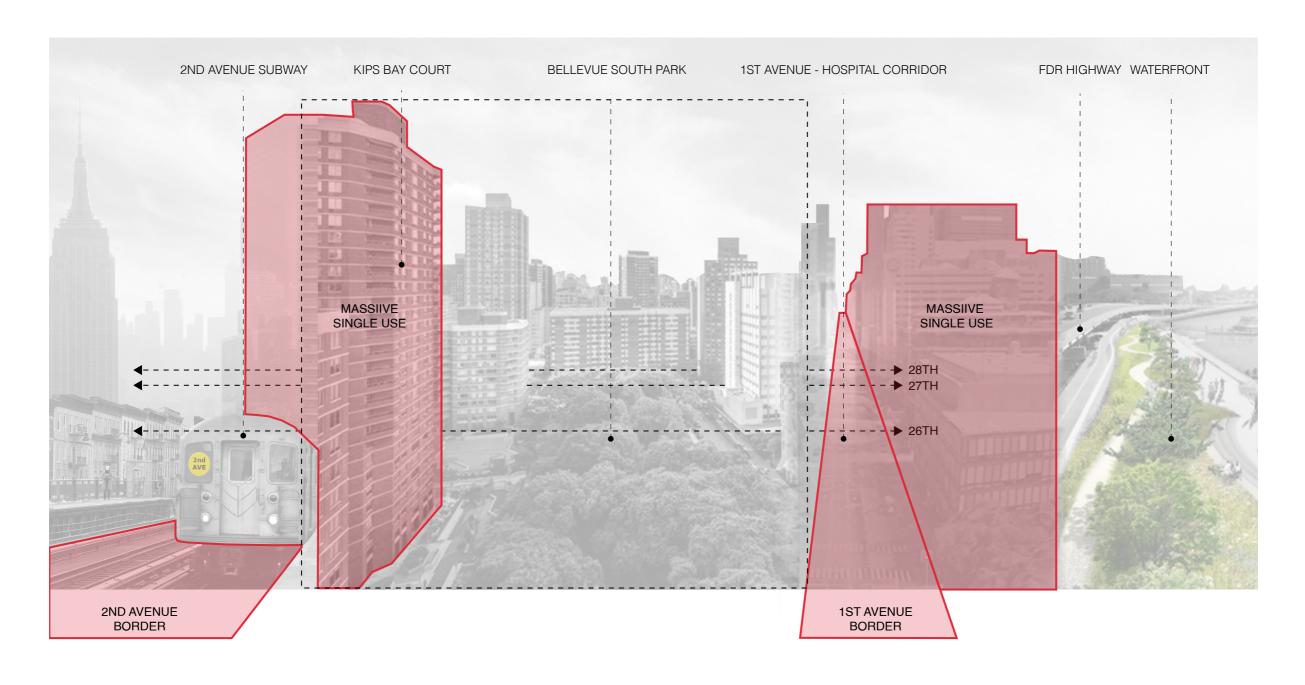
HOW TO DEAL WITH A CITY'S BORDER CONDITION CAUSED BY MASSIVE SINGLE USES AND IMPROVE THE UNDERUSED AREA?



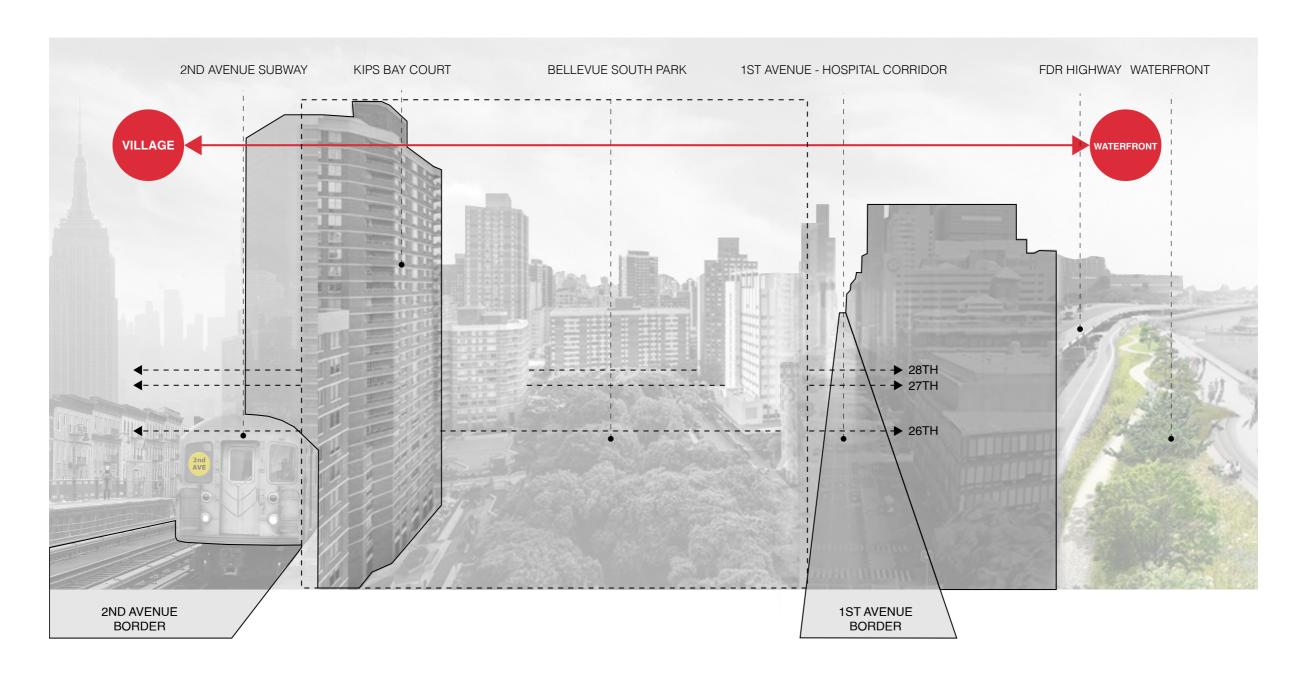
HOW TO MAKE THE 26TH, 27TH AND 28TH STREET MORE PERMEABLE TO SOFTEN THE BORDER CONDITION BETWEEN THE VILLAGE AND THE WATERFRONT?



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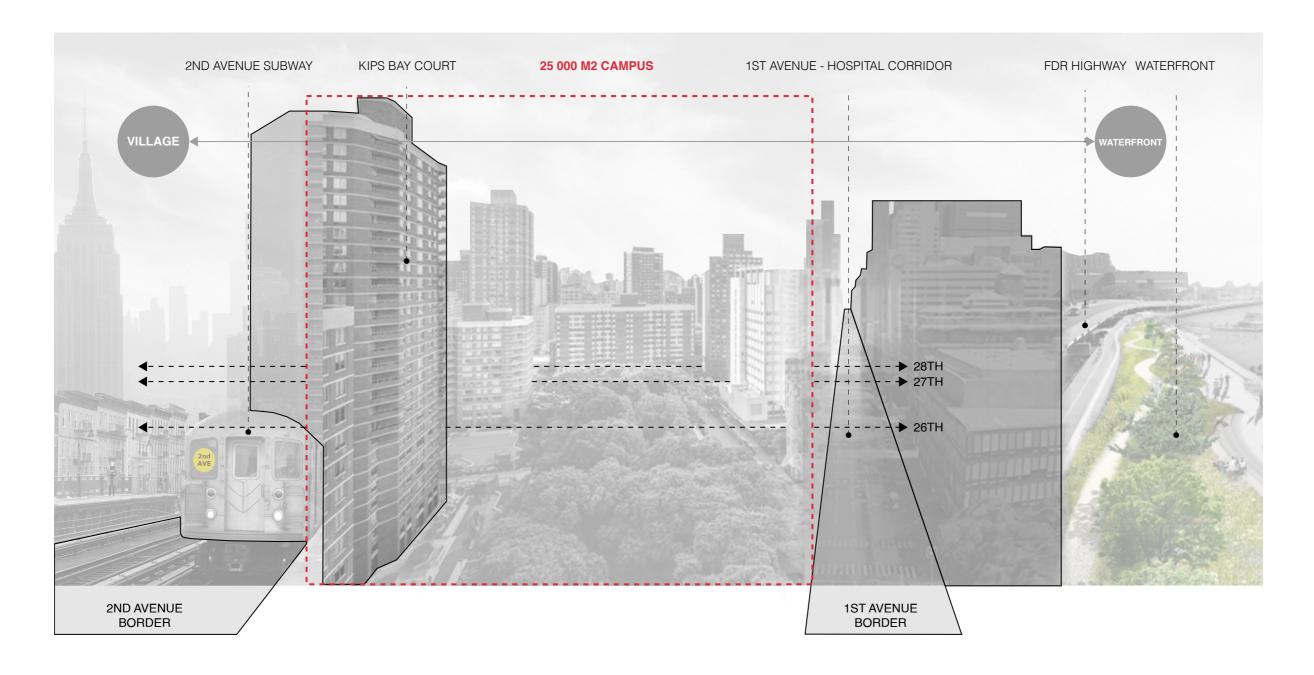
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05 CONCLUSION

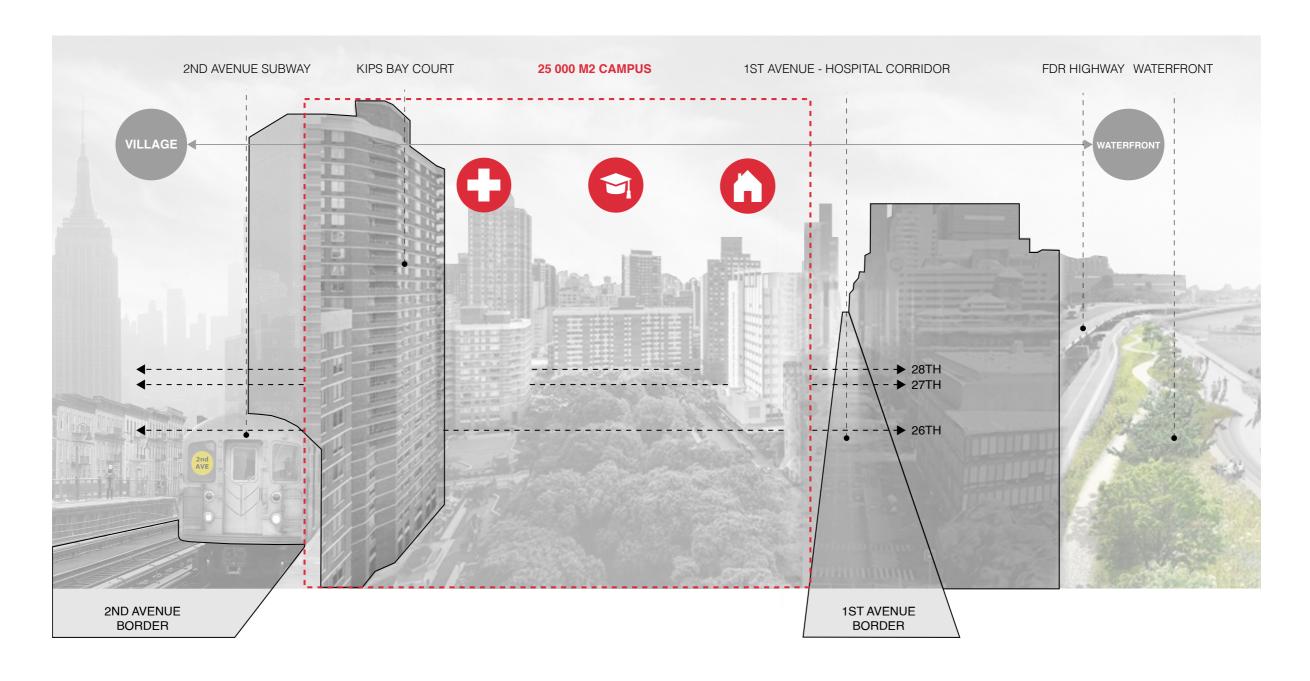
DESIGN PROPOSAL

A 25 000 M2 CAMPUS, TO FAVOUR THE PROGRAMME OF A PUBLIC BUILDING, INCLUDING A RESEARCH INSTITUTE, UNIVERSITY CAMPUS AND HOUSING TO ENCOUNTER THEREFORE THE HOSPITAL EMPLOYEES, STUDENTS AND RESIDENTS TO MEET AND EXCHANGE, IN ORDER TO CHANGE THE KIPS BAY COURT INTO A HUMANE, SAFE AND DIVERSE AREA.



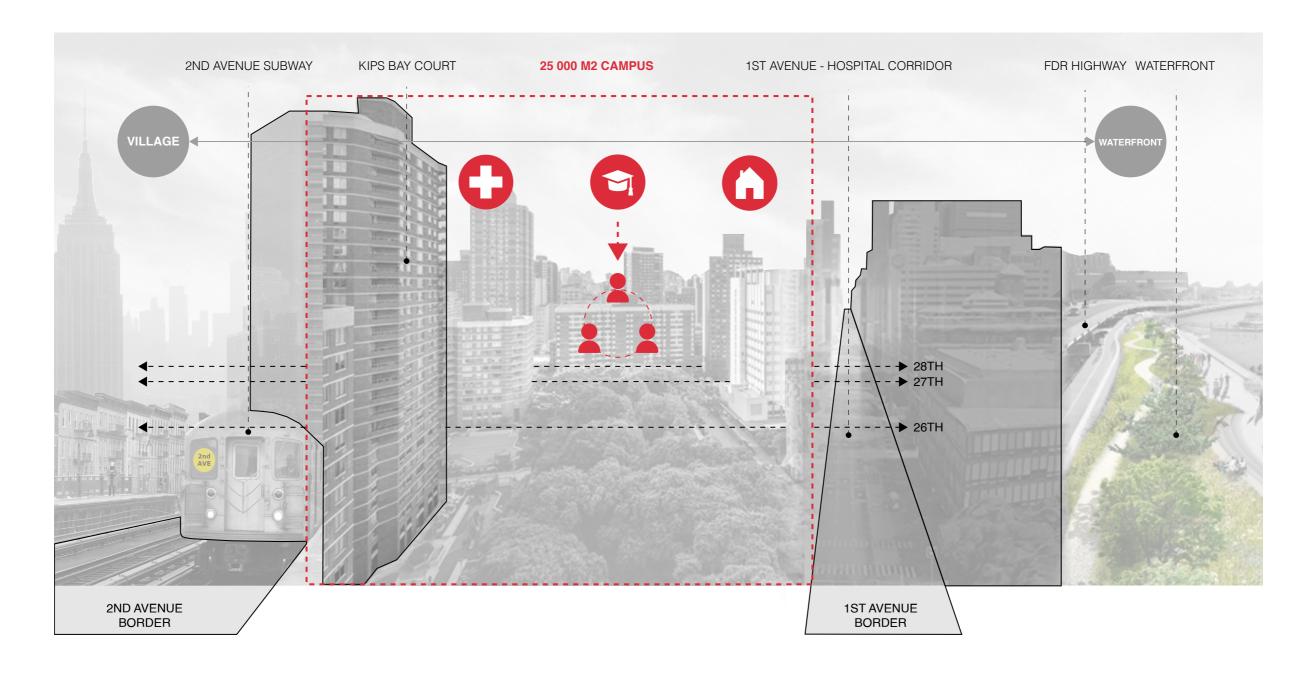
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SITE VISIT & SELECTION
TOP-DOWN VS BOTTOM-UP
FUTURE DEVELOPMENTS
RESEARCH CONCLUSIONS

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MAPPING THE CONTEXT

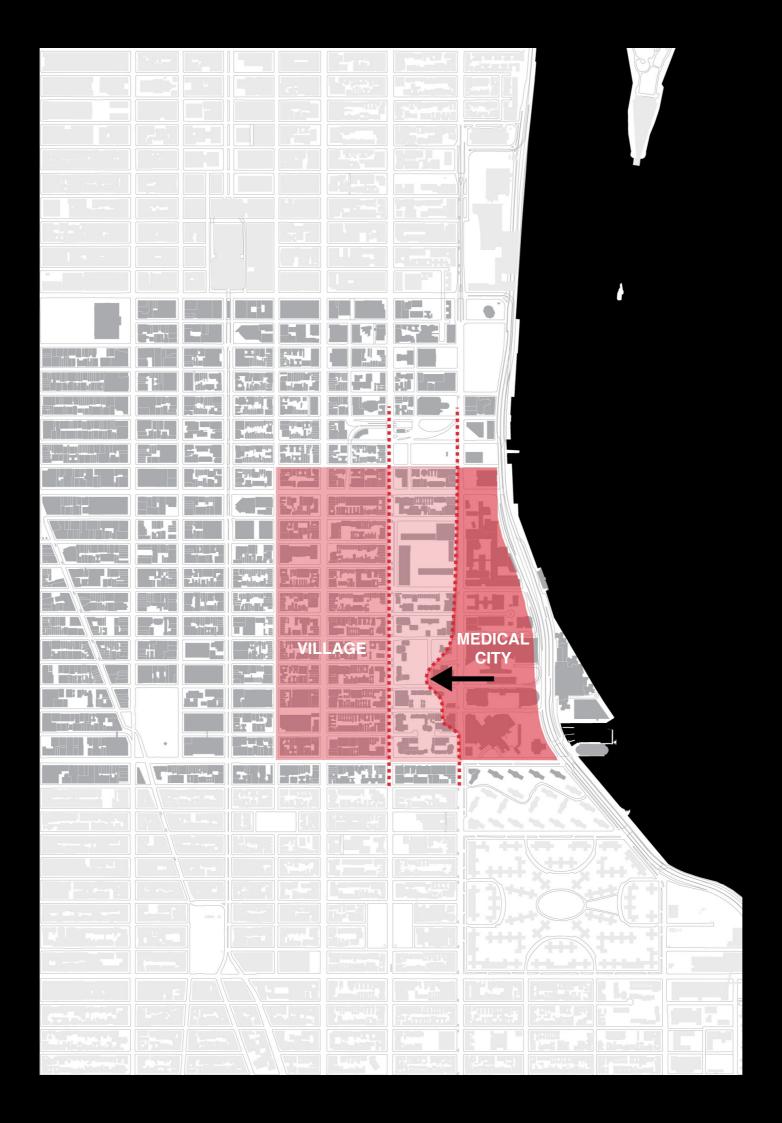




RESEARCH

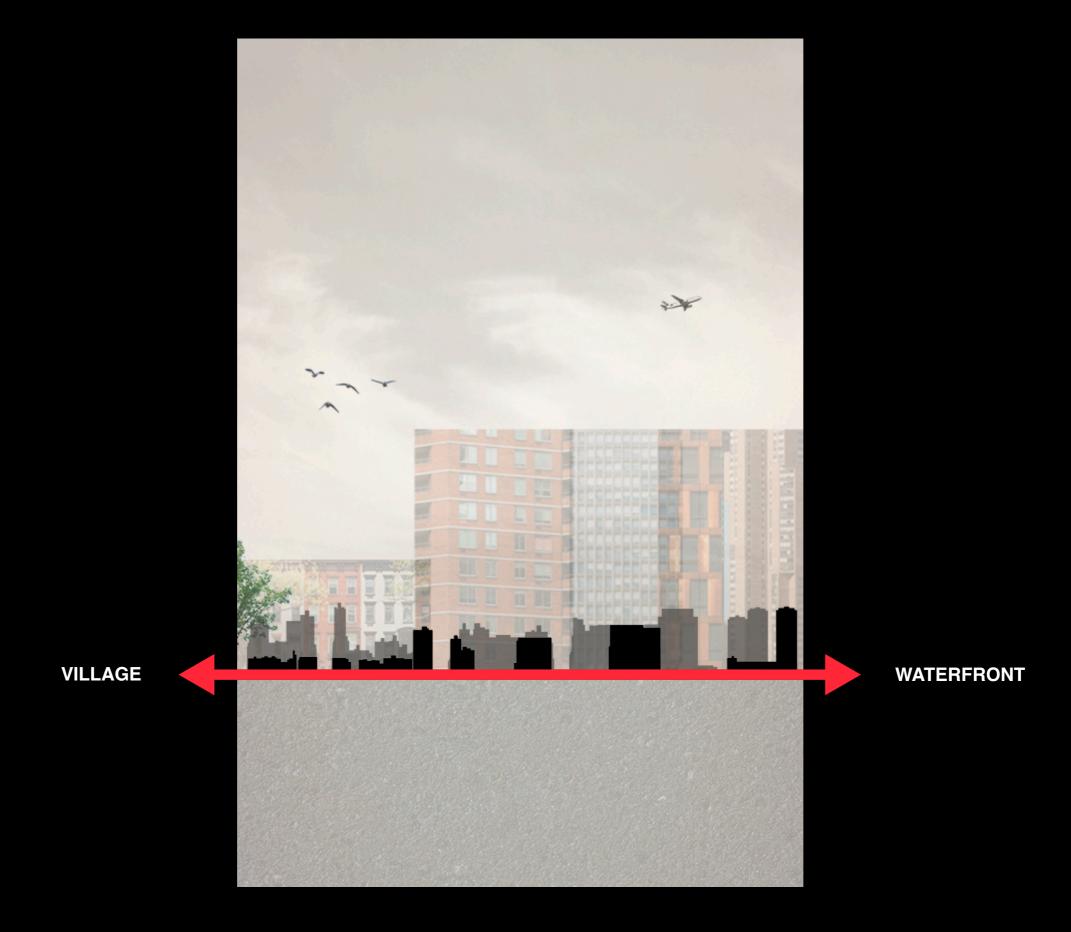
MAPPING THE CONTEXT

BORDER TRANSITION





BORDER TRANSITION



CHANGE IN CHARACTER

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1ST SITE VISIT



2ND SITE VISIT



3RD SITE VISIT



GROUP TOUR



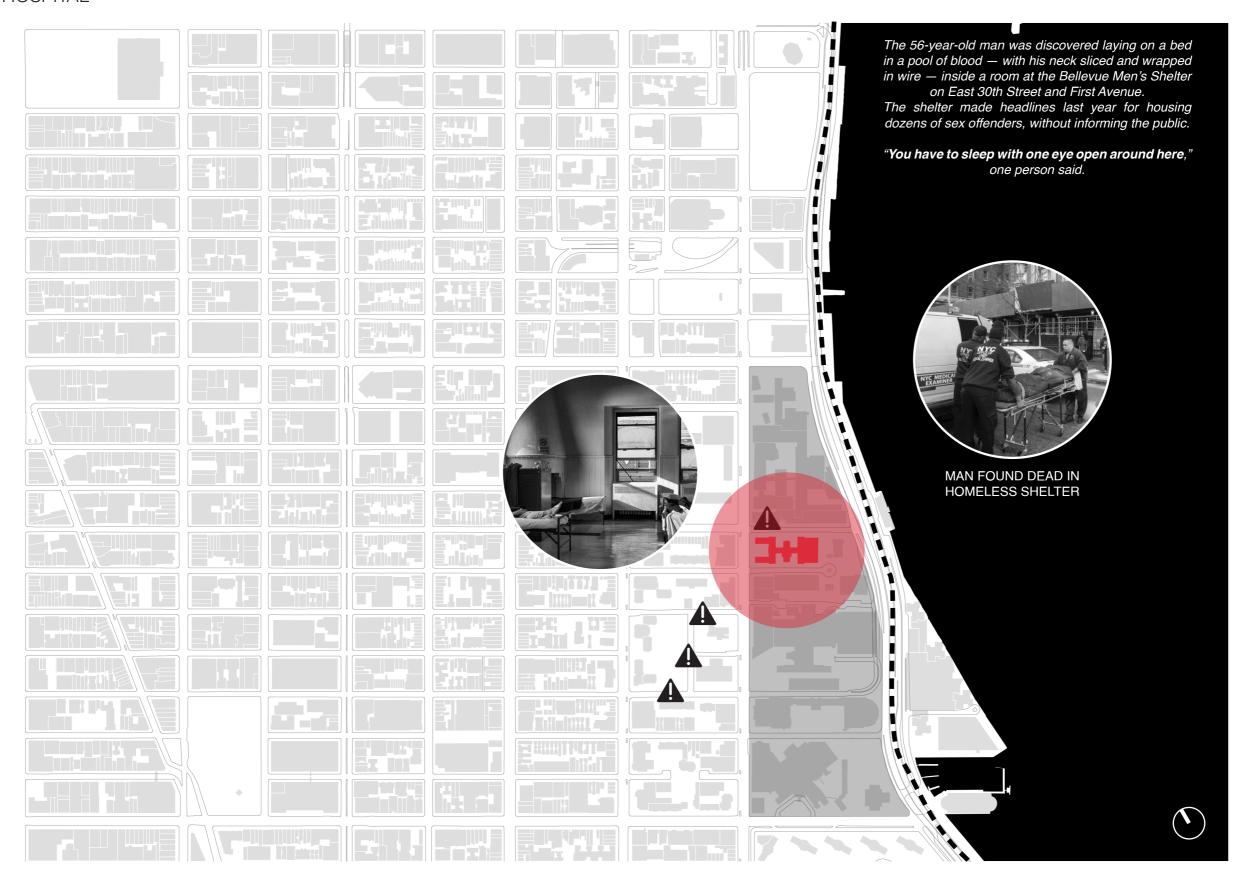
NO-GO ZONES



MASSIVE SINGLE USES

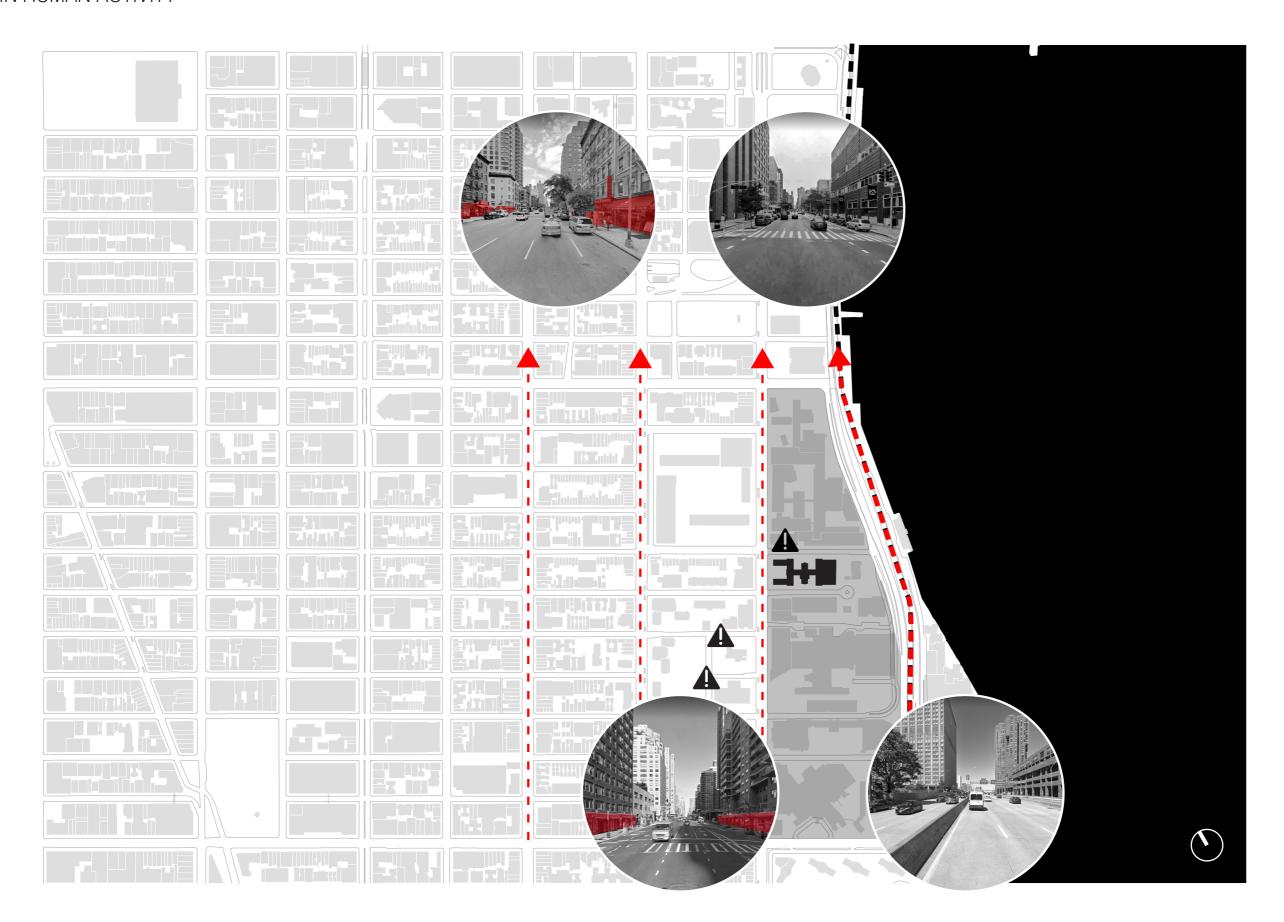


MEN'S SHELTER: FORMER BELLEVUE PSYCHIATRIC HOSPITAL

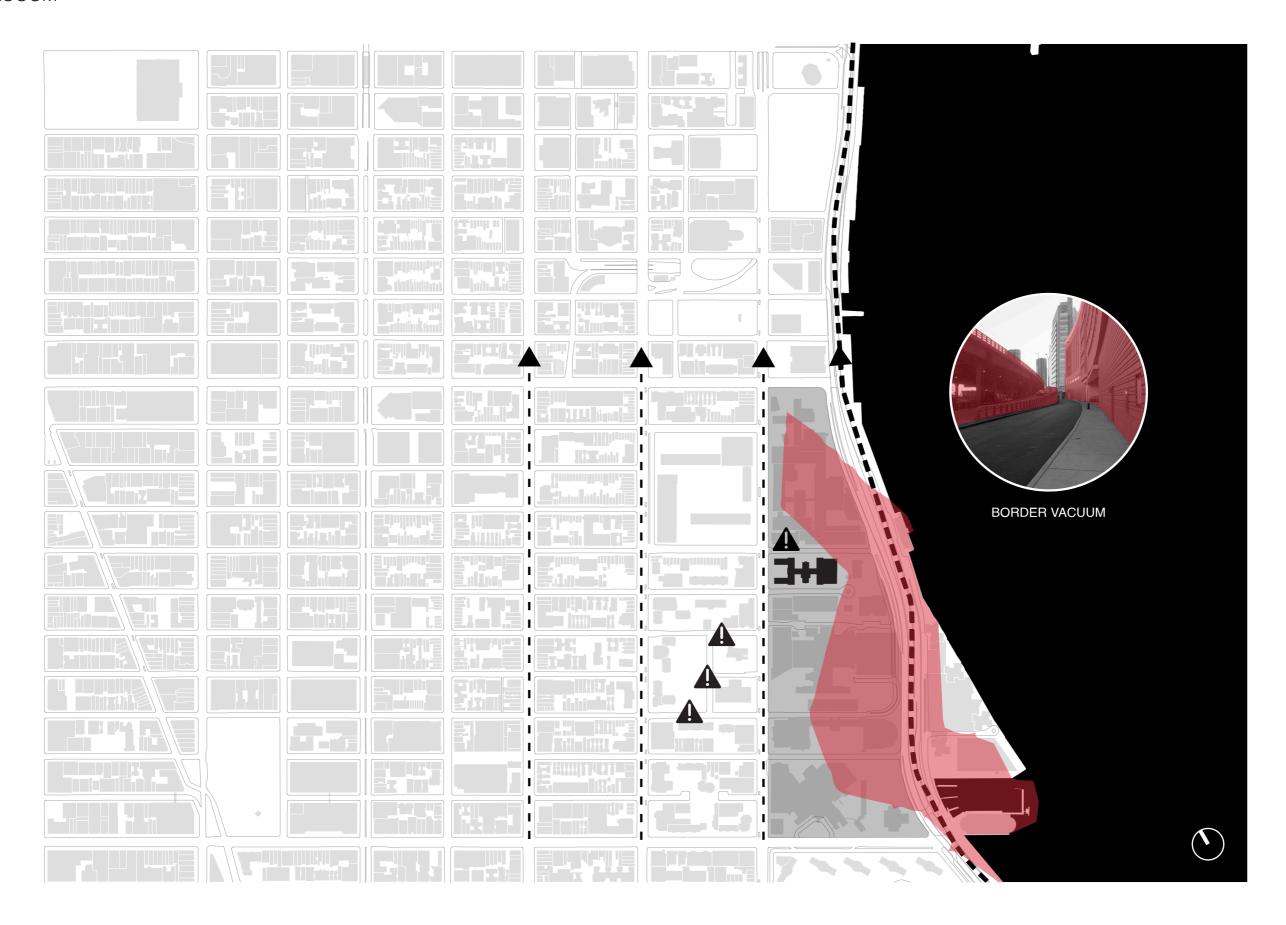


500m

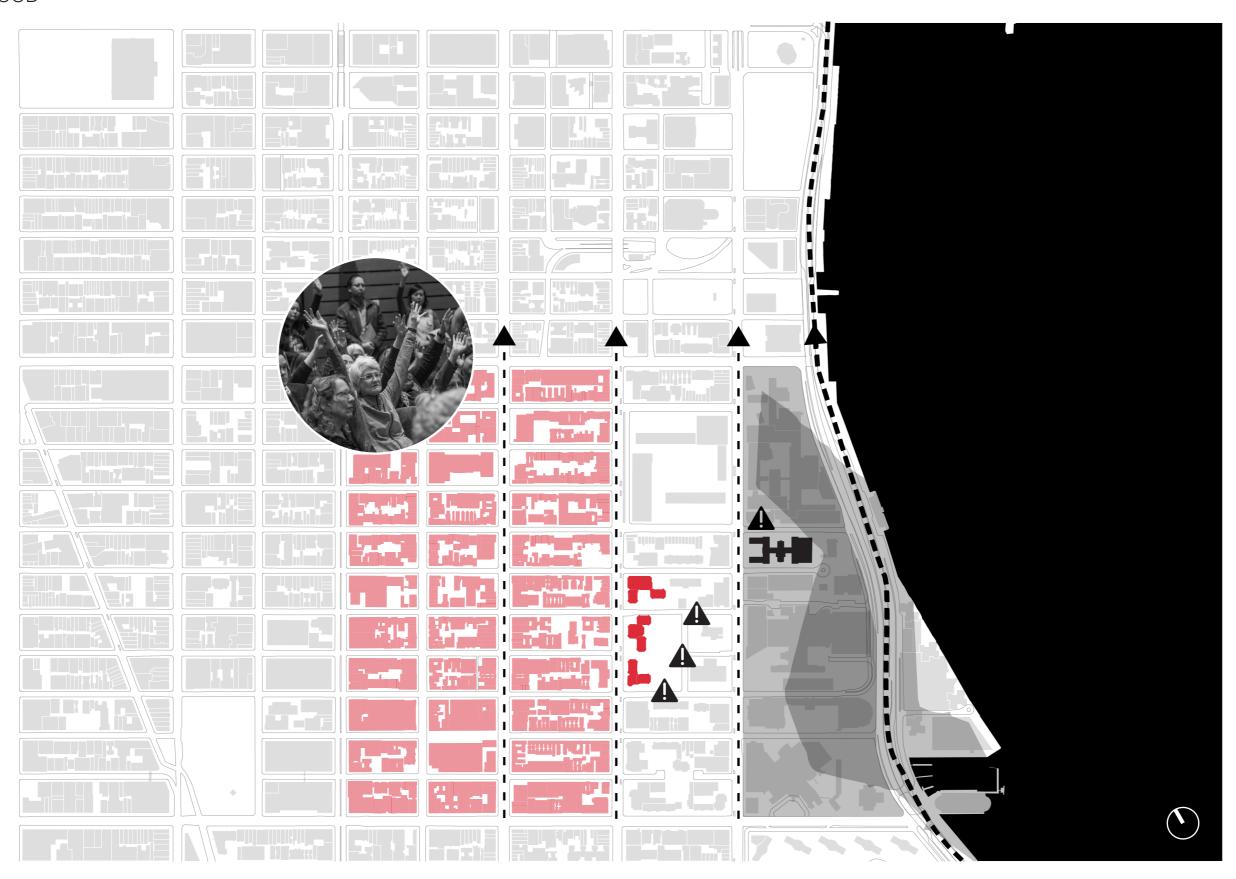
DECREASE IN HUMAN ACTIVITY



BORDER VACUUM



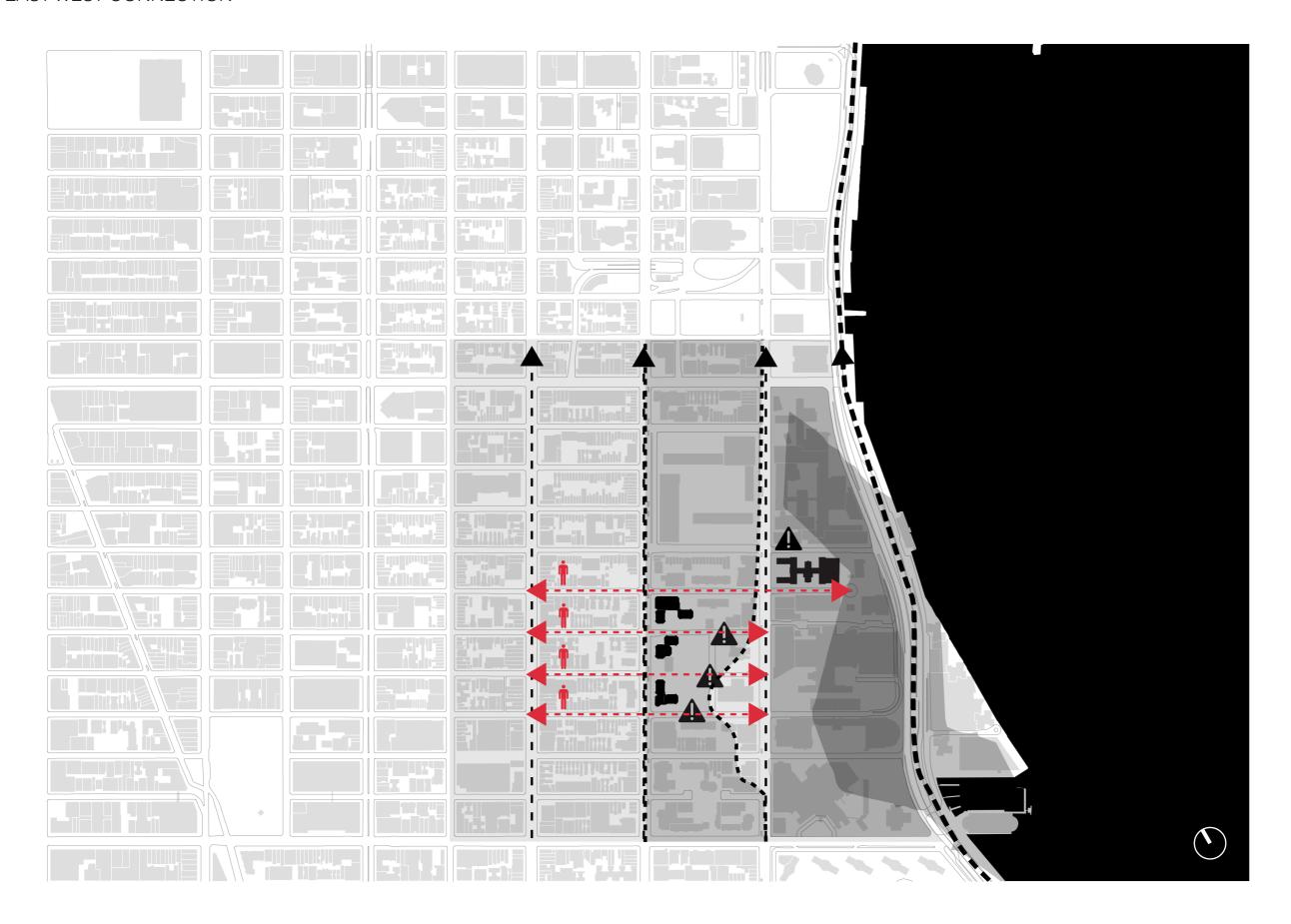
NEGATIVE IMPACT UPON THE NEIGHBOURHOOD



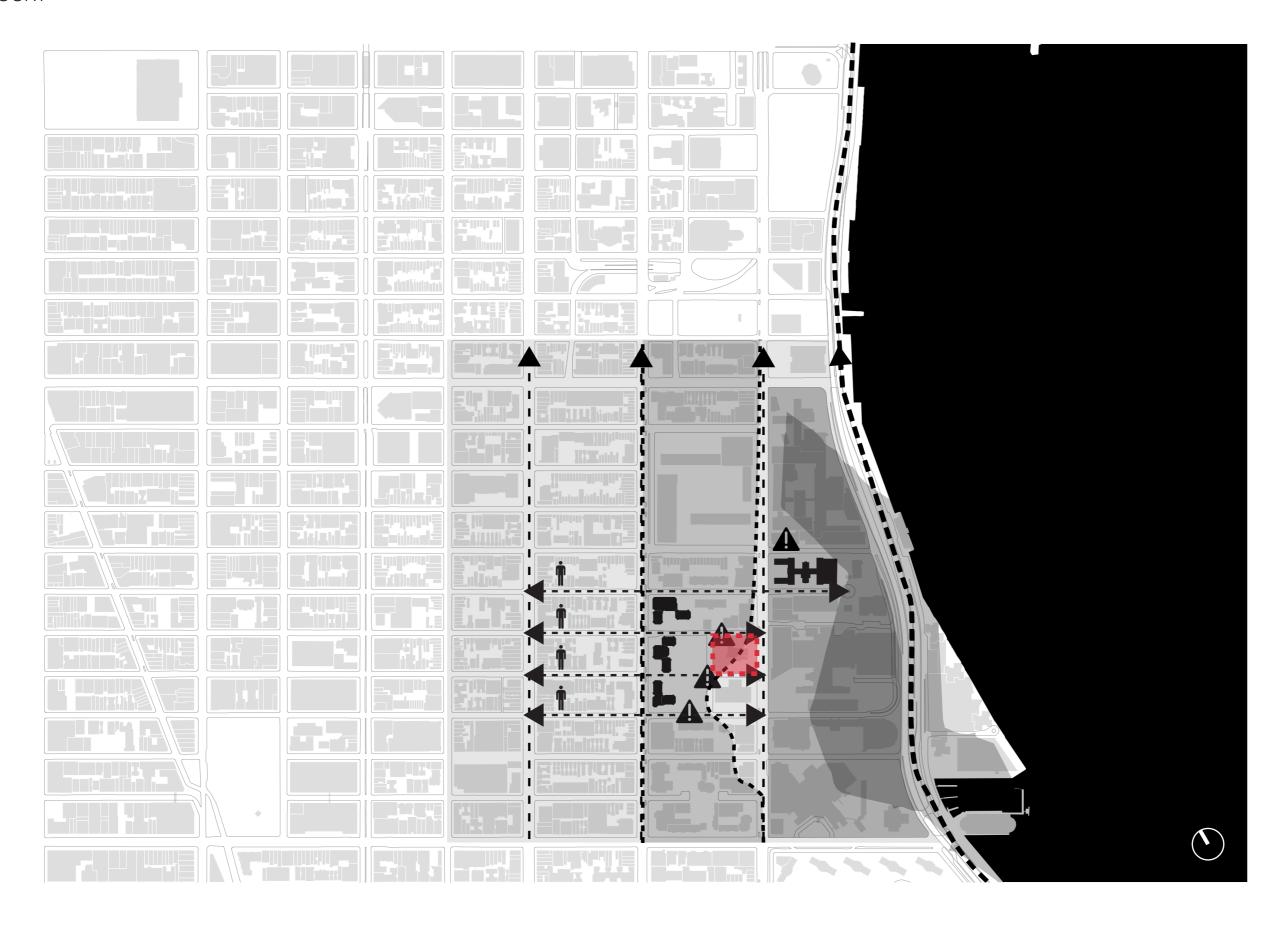
EXPANSION MEDICAL CITY



POTENTIAL EAST-WEST CONNECTION



KIPS BAY COURT



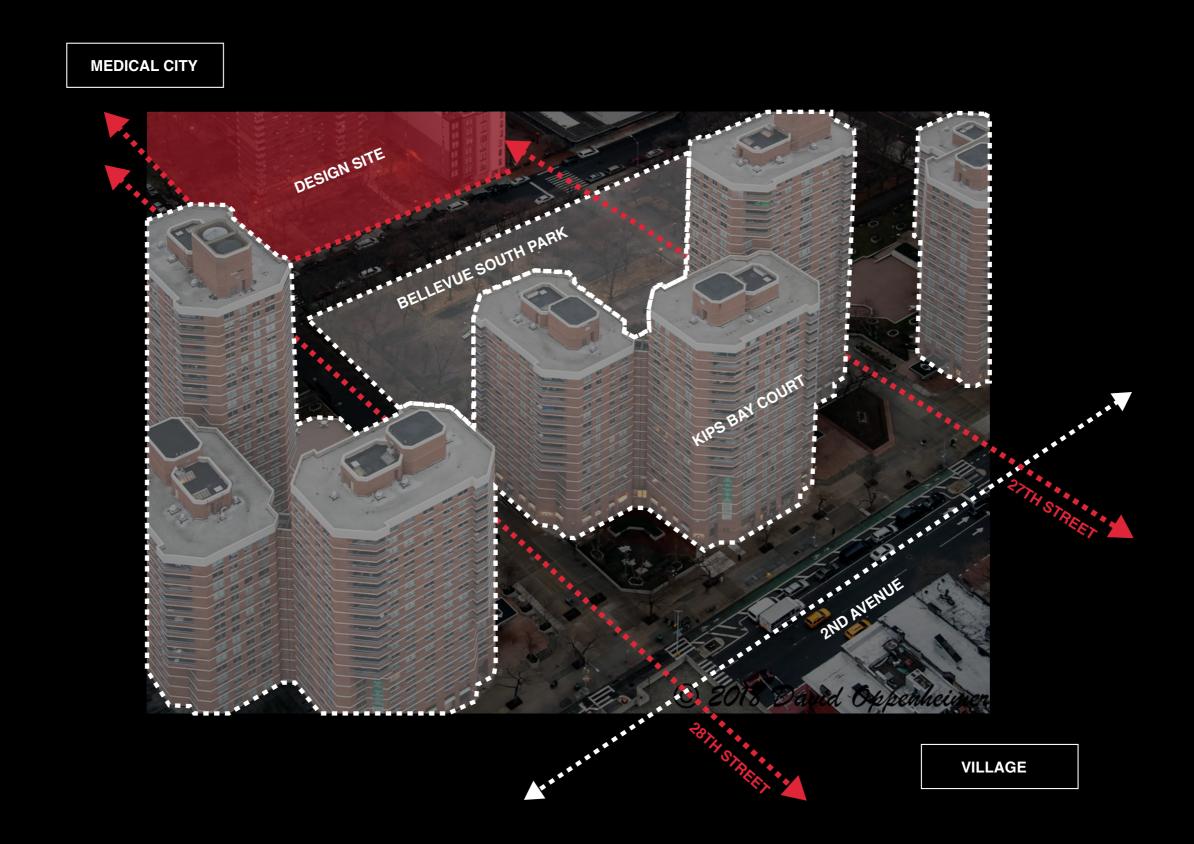
KIPS BAY COURT: MOST INFLUENCED BY THE BORDER VACUUM







RESEARCH



WHAT CAUSED THE AREA TO BECOME LIKE THIS?

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TOP-DOWN

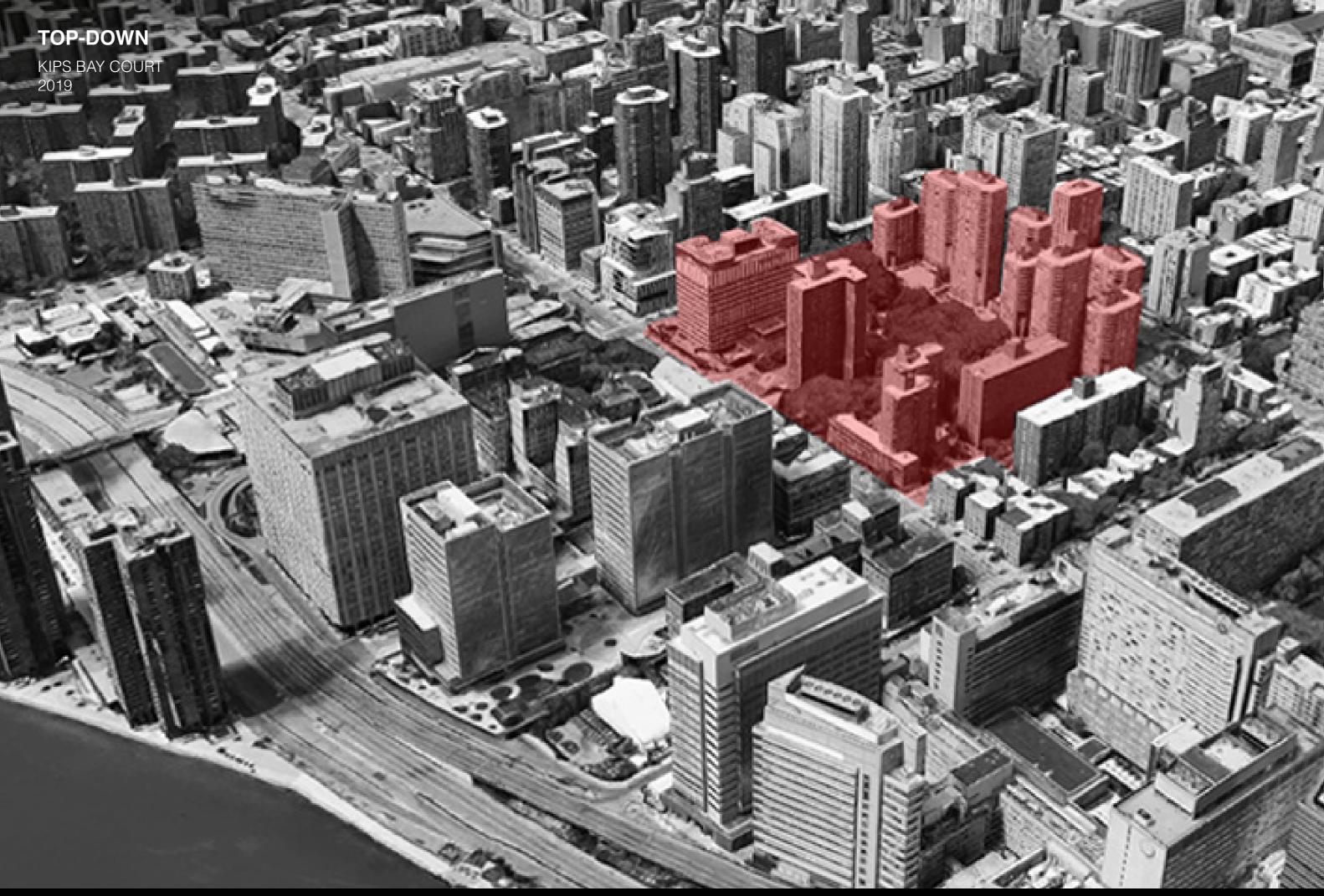
ROBERT MOSES: MASTERBUILDER OF NEW YORK CITY 1950



658 PLAYGROUNDS 416 MILES OF PARKWAYS 13 BRIDGES







TOP-DOWN

EMPHASIS ON EFFICIENT HOUSING 1976

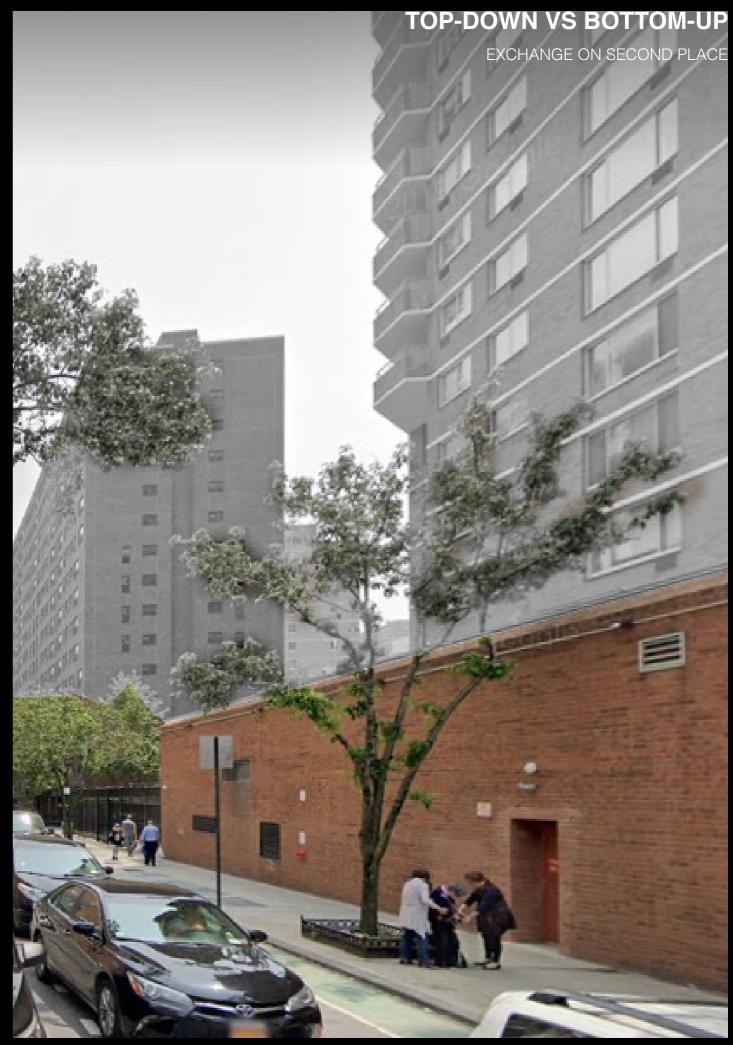






'ONE HOUSING' PROJECT



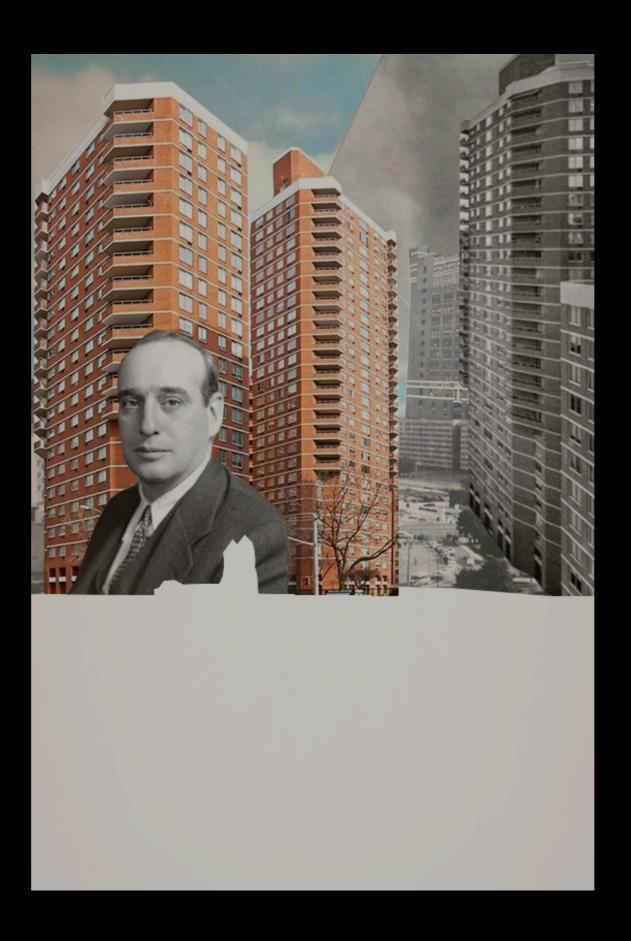






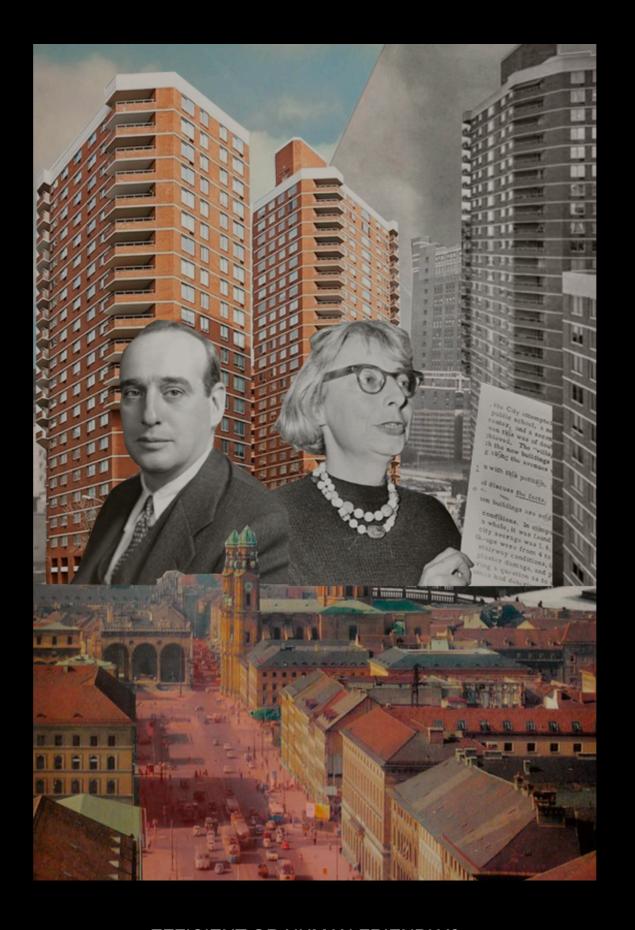
TOP-DOWN VS BOTTOM-UP

RED-BRICK APARTMENT TOWERS



TOP-DOWN VS BOTTOM-UP

PEOPLE'S RIGHT TO THE CITY



EFFICIENT OR HUMAN FRIENDLY?

TOP-DOWN VS BOTTOM-UP

EFFECTS OF A TOP-DOWN APPROACH IN EMPIRE VILLAGE







RECONSIDERING JANE JACOBS 2017



David Green Iprincipal and urban designer at Perkins + Will

"Instead of getting **safety** through homogeneity you get safety and comfort through a significant presence of a **variety of people**"



Ed McMahon I senior fellow at the Urban Land Insitute

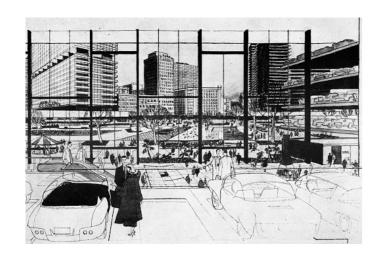
"Today planning starts with asking the community what they want, what they care about and what's important to them"

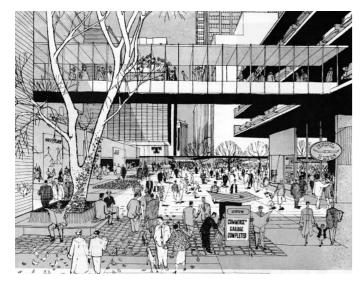


Max Page I professor of architecture and history at University of Massachusetts

"We have fled from big projects. We fled Moses in favor of Jane Jacobs. One of the biggest weaknesses of that, is that in some ways, it's kept us from making big public investments in transportation and infrastructure."

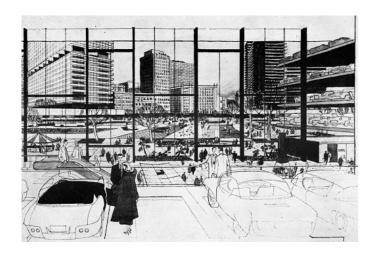
THE GRUEN PLAN
PEDESTRIANS WALK TO THE CITY
1959

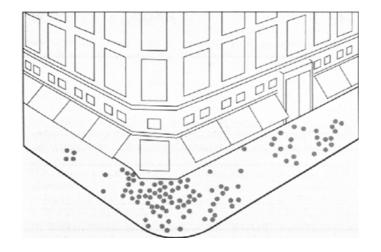


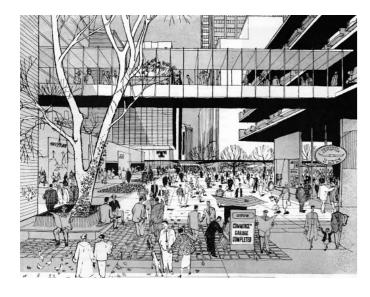


THE GRUEN PLAN, 1959 PEDESTRIANS WALK TO THE CITY

WILLIAM H WHYTE, STREET LIFE PROJECT 1961





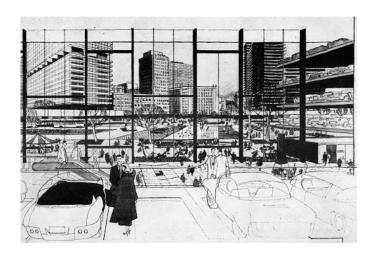


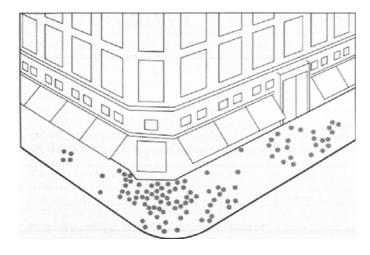
Location of street conversations lasting two minutes or more, studied by Whyte.

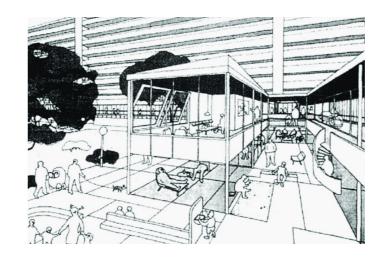
THE GRUEN PLAN, 1959 PEDESTRIANS WALK TO THE CITY

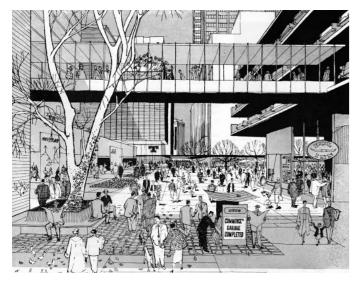
WILLIAM H WHYTE, 1961 STREET LIFE PROJECT

DE BIJLMER, INTERNAL PEDESTRIAN STREETS AND GREEN LIVING 1961









Location of street conversations lasting two minutes or more, studied by Whyte.

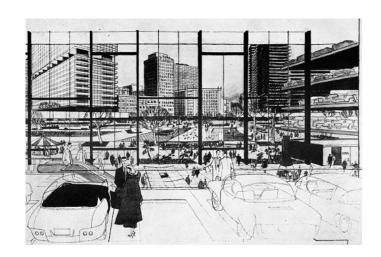
"Plinths are part of a vivid and vibrant city life and city spaces: providing comfort, social interaction and eyes on the street"

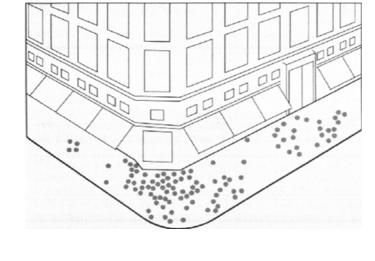
The plinth may be only 10% of a building, but it determines 90% of the building's contribution to the experience of the environment.

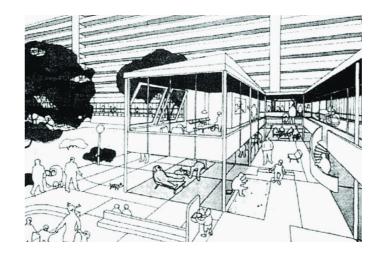
THE GRUEN PLAN, 1959 PEDESTRIANS WALK TO THE CITY

WILLIAM H WHYTE, 1961 STREET LIFE PROJECT DE BIJLMER, 1961 INTERNAL PEDESTRIAN STREETS AND GREEN LIVING

HOFBOGEN ROTTERDAM, JUST AFTER WWII - TODAY











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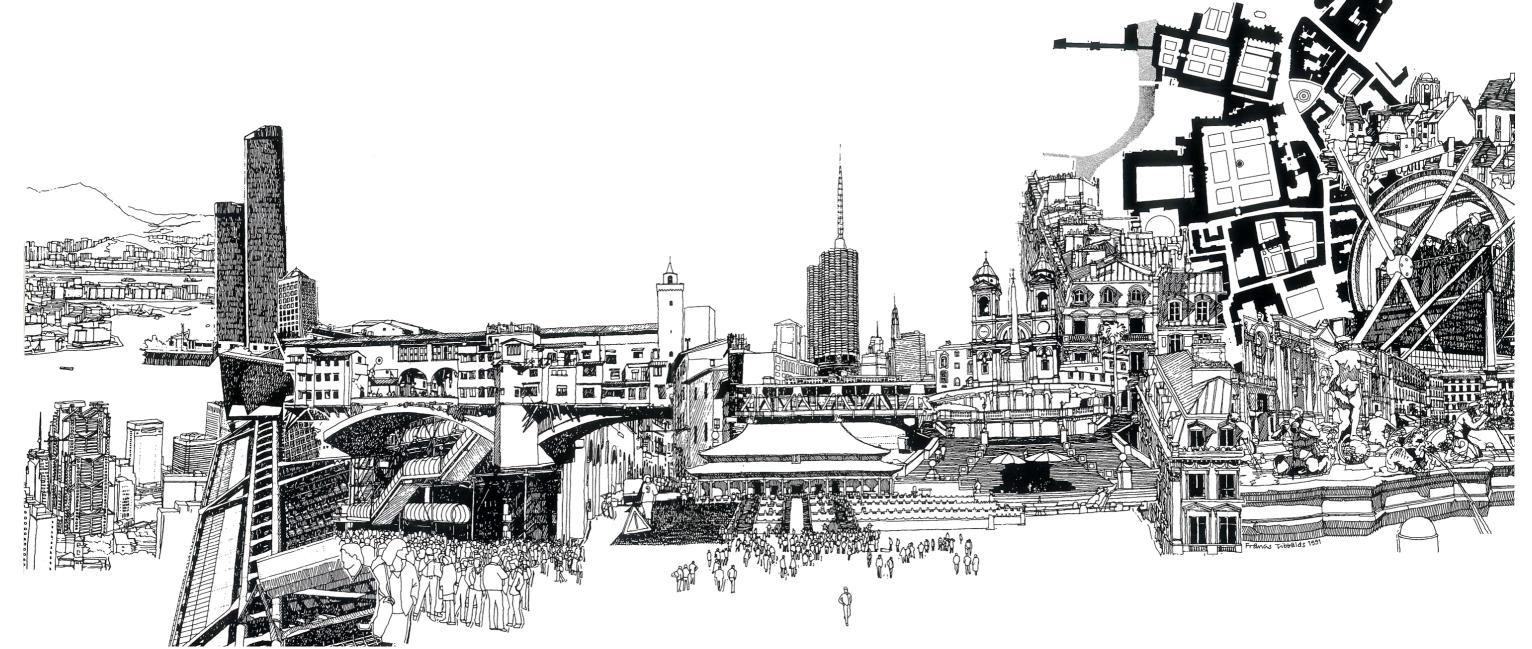


THE GRUEN PLAN, 1959 PEDESTRIANS WALK TO THE CITY WILLIAM H WHYTE, STREET LIFE PROJECT DE BIJLMER, 1961 INTERNAL PEDESTRIAN STREETS AND GREEN LIVING HOFBOGEN ROTTERDAM, JUST AFTER WWII - TODAY

TOWARDS A HUMANE METROPOLIS: EXPERIENCING THE CITY

THE CITY HAS TO BE CONSIDERED FROM:

EXPERIENCING THE CITY AT EYE LEVEL PRESENCE OF A VARIETY OF PEOPLE PEDESTRIAN FRIENDLY MIXTURE OF FUNCTIONS



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WATERFRONT







LOWER MANHATTAN



FLOOD RISK: HURRICANE SANDY 2012



WATERFRONT



2ND AVENUE SUBWAY



500m

EAST-WEST CONNECTIVITY BETWEEN 2ND AVENUE SUBWAY & WATERFRONT





88

050m 200m 500m

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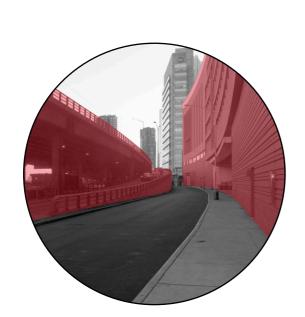
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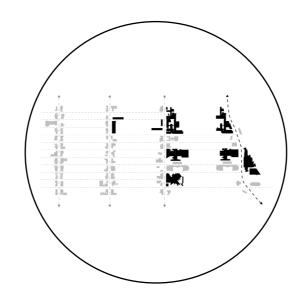
05 CONCLUSION



MASSIVE SINGLE USES



EMPTY SPOT 'BORDER VACUUM'



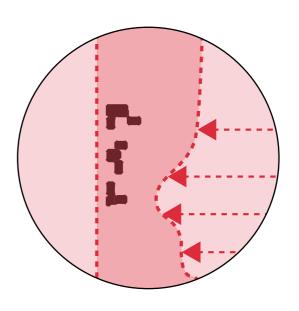
INCREASE OF FOOTPRINTS CHANGE IN CHARACTER



NEGATIVE IMPACT UPON THE RESIDENTS



NO BUILDING-STREET CONNECTION

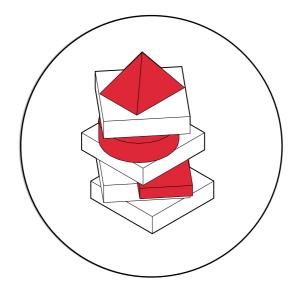


EXPANSION MASSIVE SINGLE USES



WHAT TO DO AGAINST THE EXISTING MASSIVE SINGLE USES?

TOWARDS A HUMANE METROPOLIS AND SOFTENING THE BORDERS



FROM SINGLE USE TO MIXED USE ARCHITECTURE

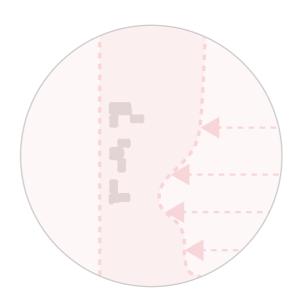




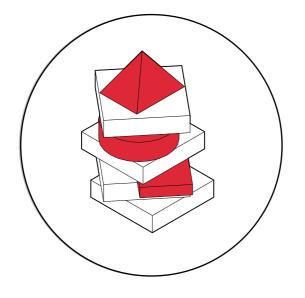






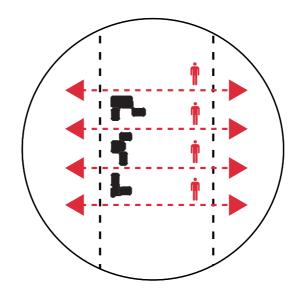


TOWARDS A HUMANE METROPOLIS AND SOFTENING THE BORDERS



FROM SINGLE USE TO MIXED USE ARCHITECTURE

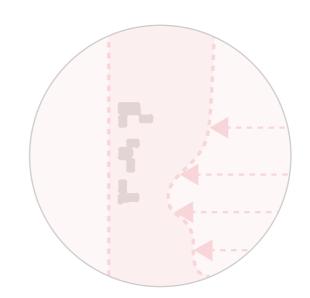




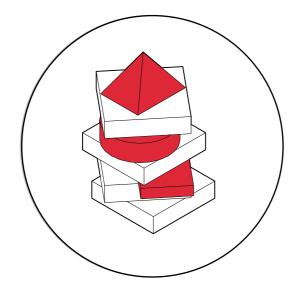
STRIVING FOR PERMEABILITY FROM EAST-WEST



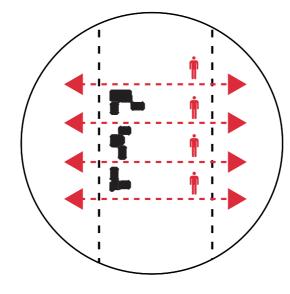




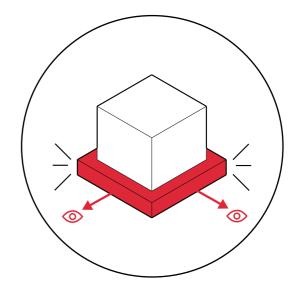
TOWARDS A HUMANE METROPOLIS AND SOFTENING THE BORDERS



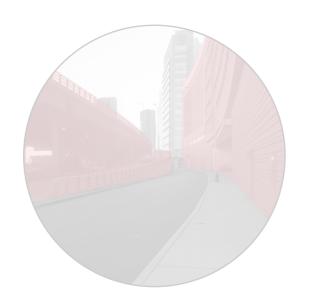
FROM SINGLE USE TO MIXED USE ARCHITECTURE



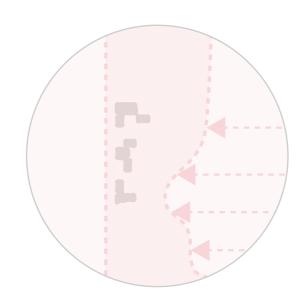
STRIVING FOR PERMEABILITY FROM EAST-WEST



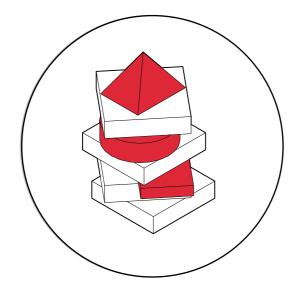
BUILDING-STREET CONNECTION: "EYE LEVEL"



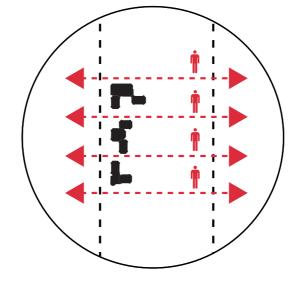




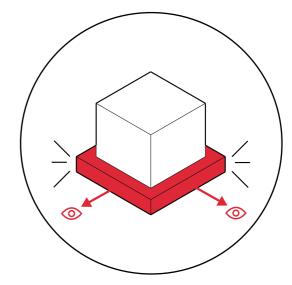
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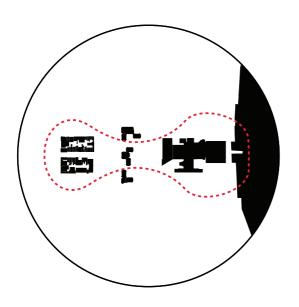
FROM SINGLE USE TO MIXED USE ARCHITECTURE



STRIVING FOR PERMEABILITY FROM EAST-WEST

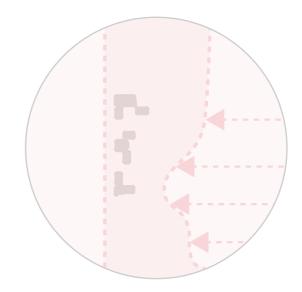


BUILDING-STREET CONNECTION: "EYE LEVEL"

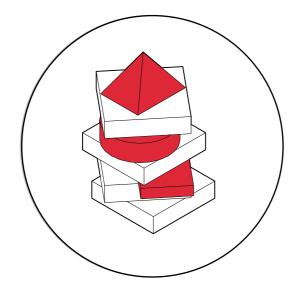


CONNECTING VILLAGE TO WATERFRONT

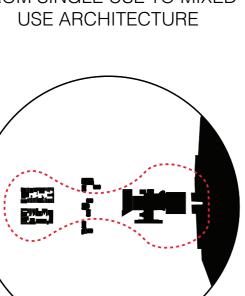




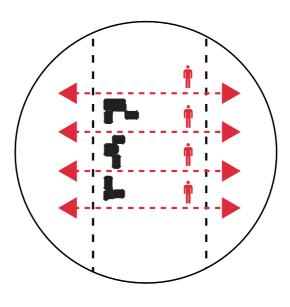
TOWARDS A HUMANE METROPOLIS AND SOFTENING THE BORDERS



FROM SINGLE USE TO MIXED



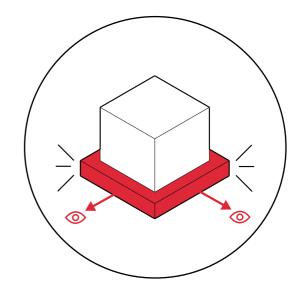
CONNECTING VILLAGE TO WATERFRONT



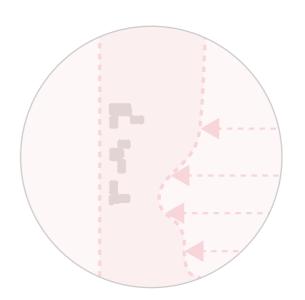
STRIVING FOR PERMEABILITY FROM EAST-WEST



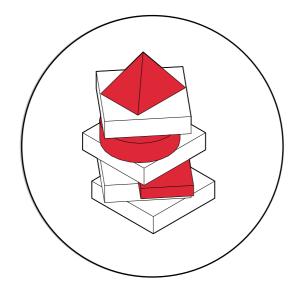
INTEGRATING MIXTURE OF PEOPLE



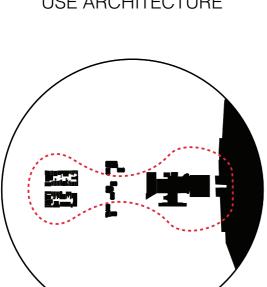
BUILDING-STREET CONNECTION: "EYE LEVEL"



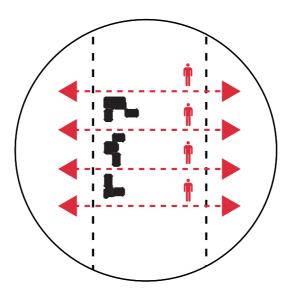
TOWARDS A HUMANE METROPOLIS AND SOFTENING THE BORDERS



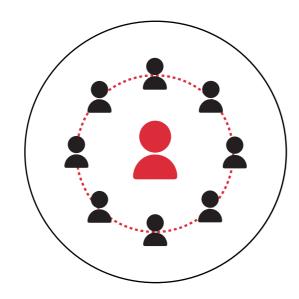
FROM SINGLE USE TO MIXED USE ARCHITECTURE



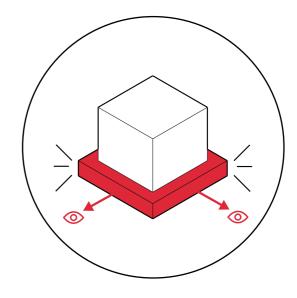
CONNECTING VILLAGE TO WATERFRONT



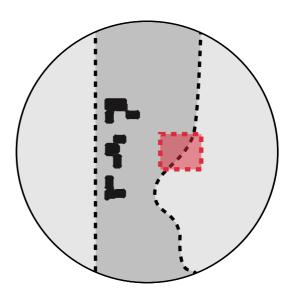
STRIVING FOR PERMEABILITY FROM EAST-WEST



INTEGRATING MIXTURE OF PEOPLE



BUILDING-STREET CONNECTION: "EYE LEVEL"



SITE OF INTERVENTION

01 INTRODUCTION 02 RESEARCH

03 DESIGN BRIEF SITE ANALYSIS

BUILDING CONCEPT DESIGN AMBITIONS SHAPING THE BUILDING PROGRAMME

04 DESIGN05 CONCLUSION









01 INTRODUCTION 02 RESEARCH

03 DESIGN BRIEF

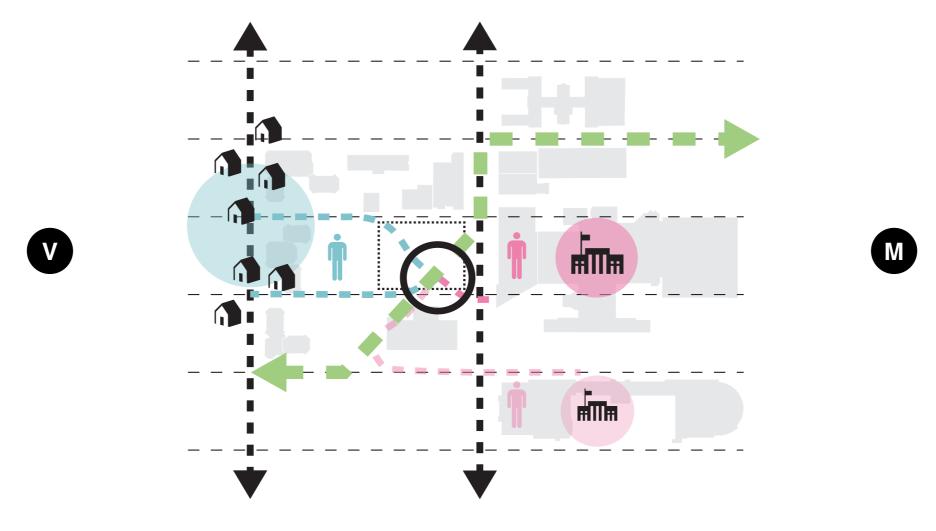
SITE ANALYSIS

BUILDING CONCEPT

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PROGRAMME

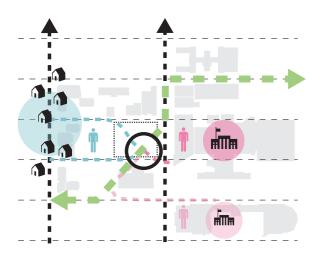
04 DESIGN

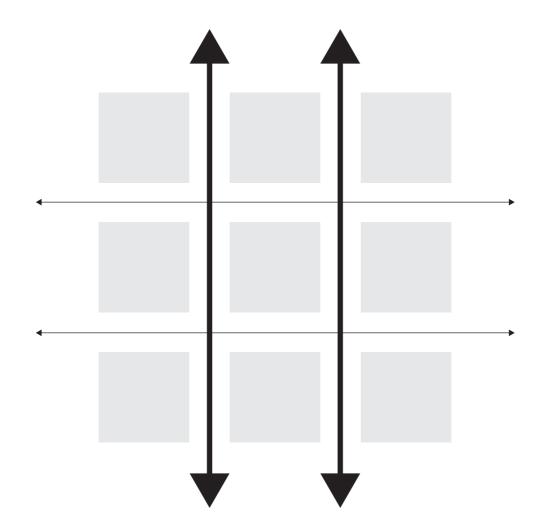
05 CONCLUSION



PUBLIC POINT OF CONNECTION BETWEEN RESIDENTIAL AND INSTITUTIONAL AREA

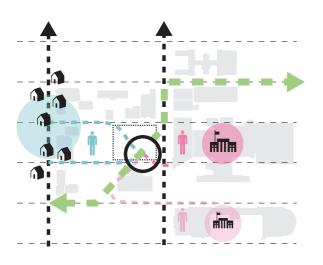
DESIGN BRIEF



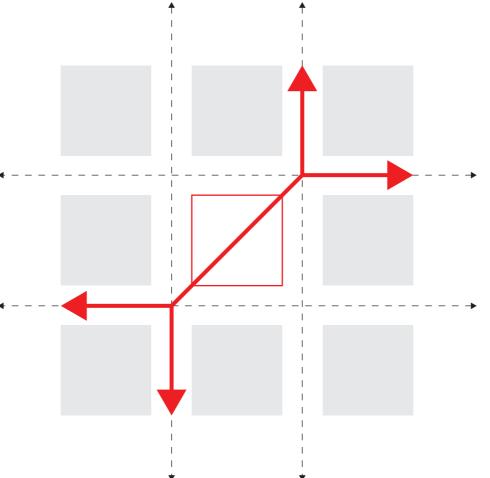


M

RADICAL NYC GRID WITH DOMINANT NORTH-SOUTH CONNECTION

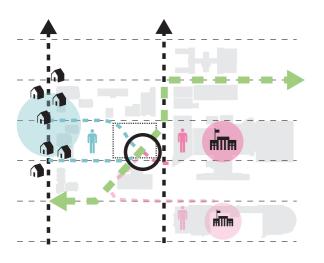


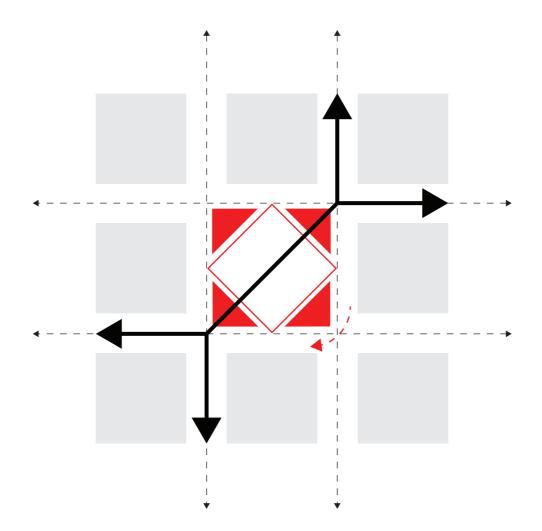






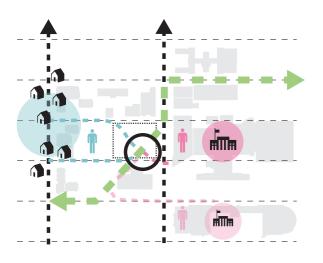
NEW EAST-WEST CONNECTION

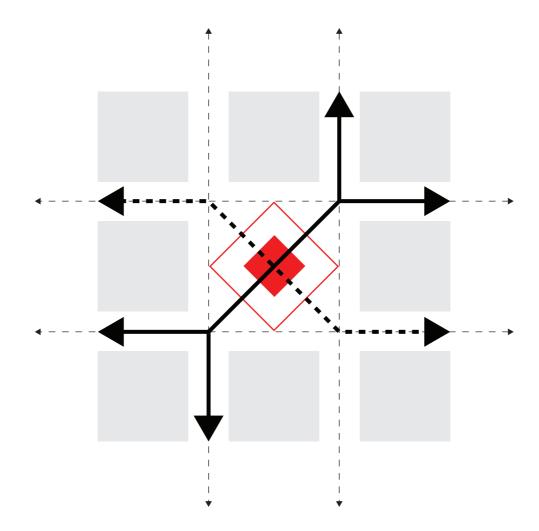




ROTATING THE BUILDING TO CREATE OPEN SPACES ALONG THE AVENUES

DESIGN BRIEF

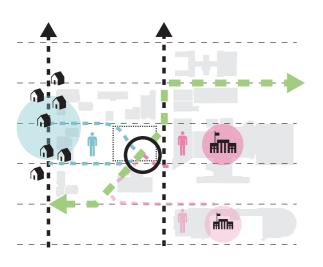


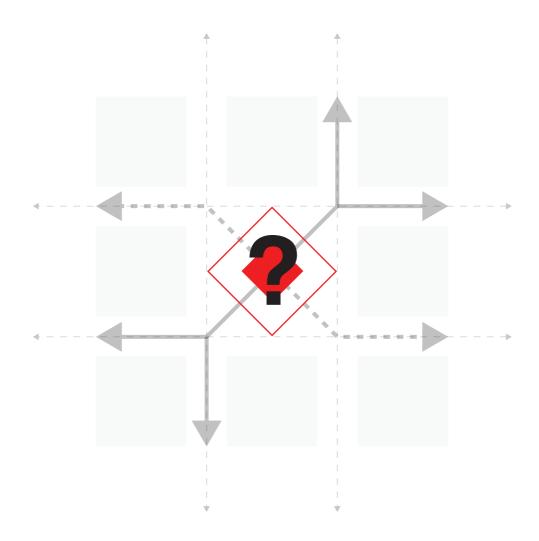


CENTRAL POINT OF CONNECTION

DESIGN BRIEF

BUILDING CONCEPT







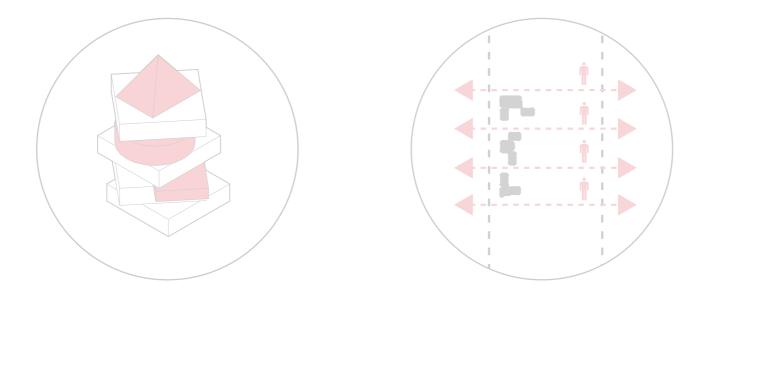
CENTRAL POINT OF CONNECTION

01 INTRODUCTION 02 RESEARCH

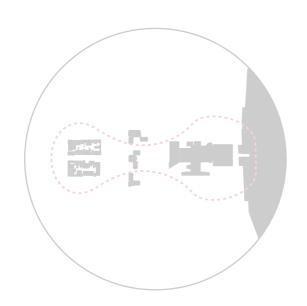
03 DESIGN BRIEF

SITE ANALYSIS
BUILDING CONCEPT **DESIGN AMBITIONS**SHAPING THE BUILDING
PROGRAMME

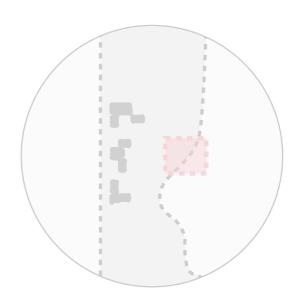
04 DESIGN05 CONCLUSION

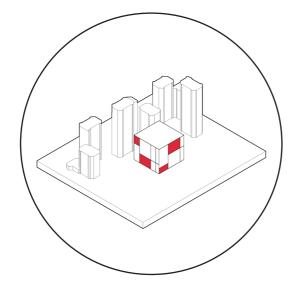


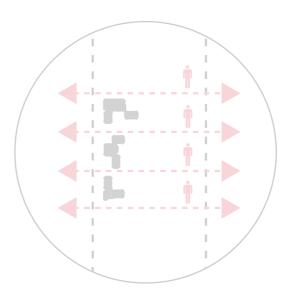






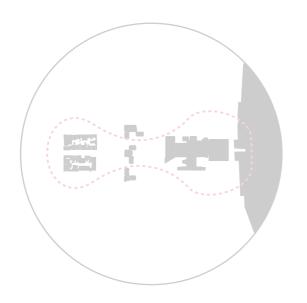




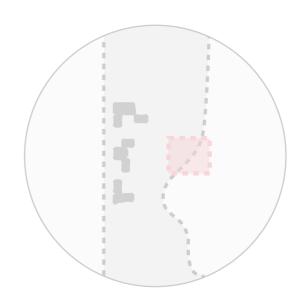


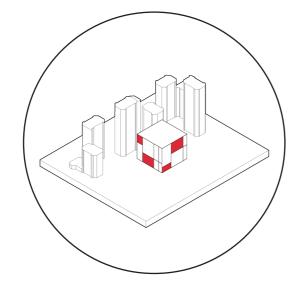


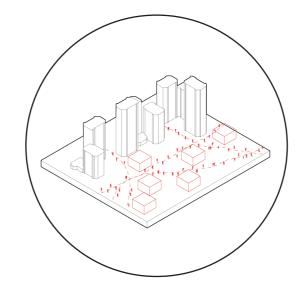
FRAGMENTED







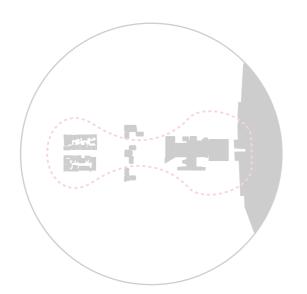




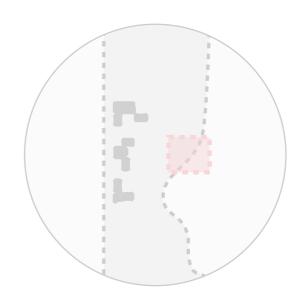


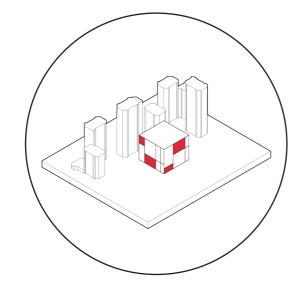
FRAGMENTED

PEDESTRIAN FRIENDLY

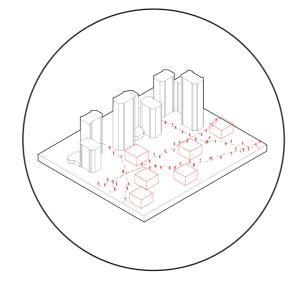




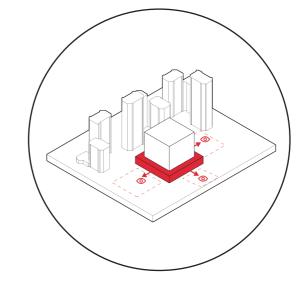




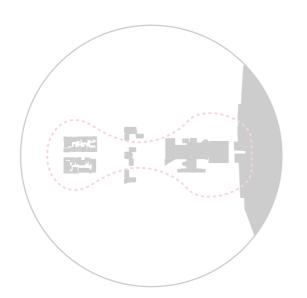




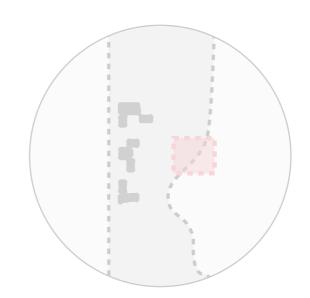
PEDESTRIAN FRIENDLY



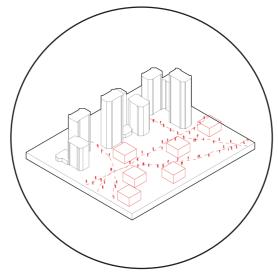
BUILDING-STREET CONNECTION



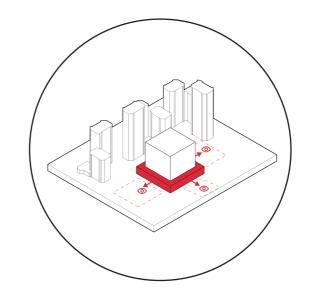


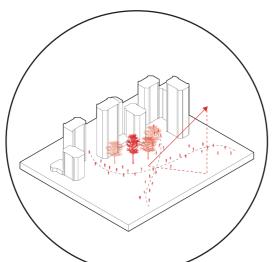




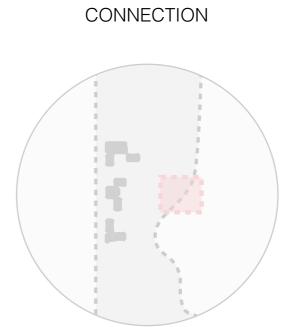


PEDESTRIAN FRIENDLY



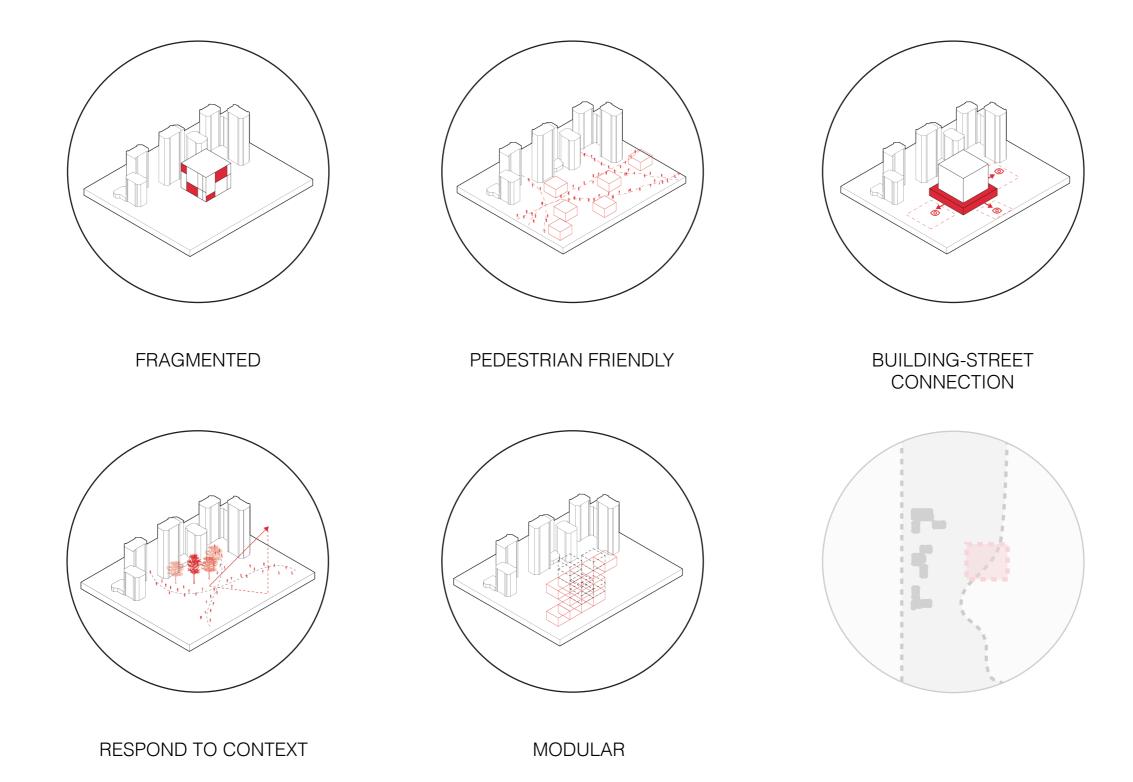


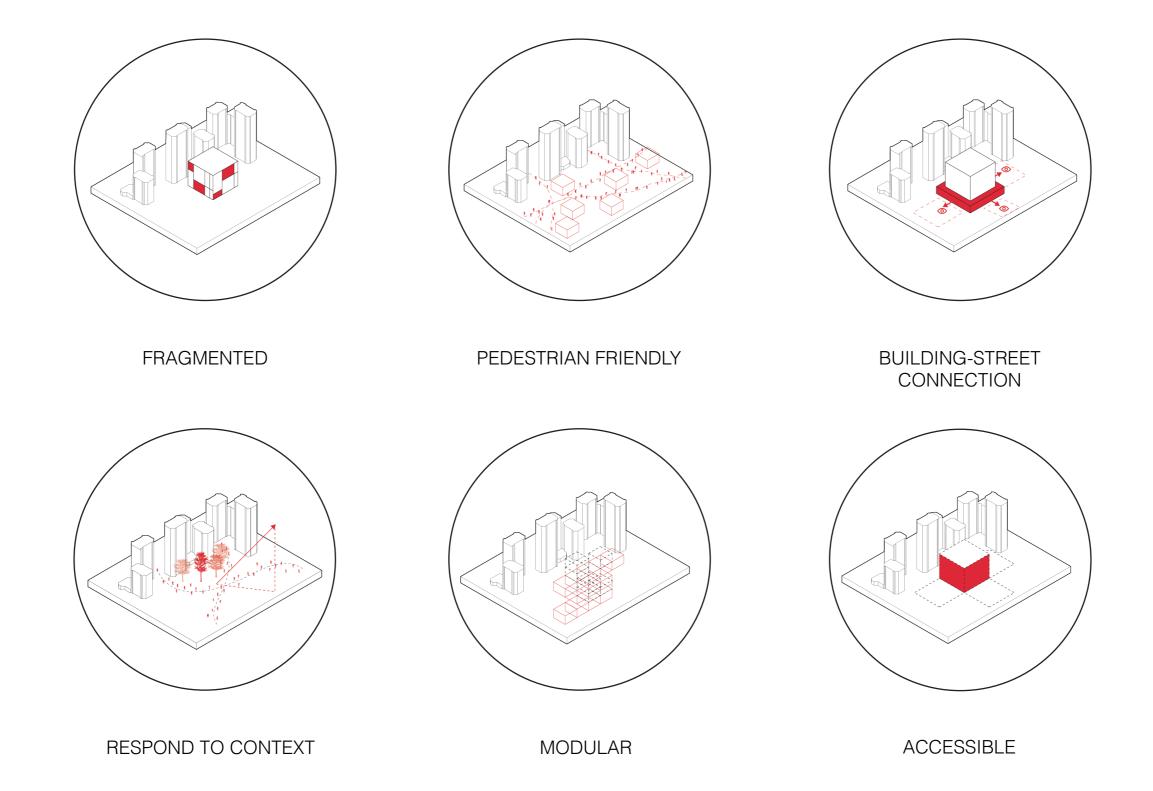




BUILDING-STREET

RESPOND TO CONTEXT



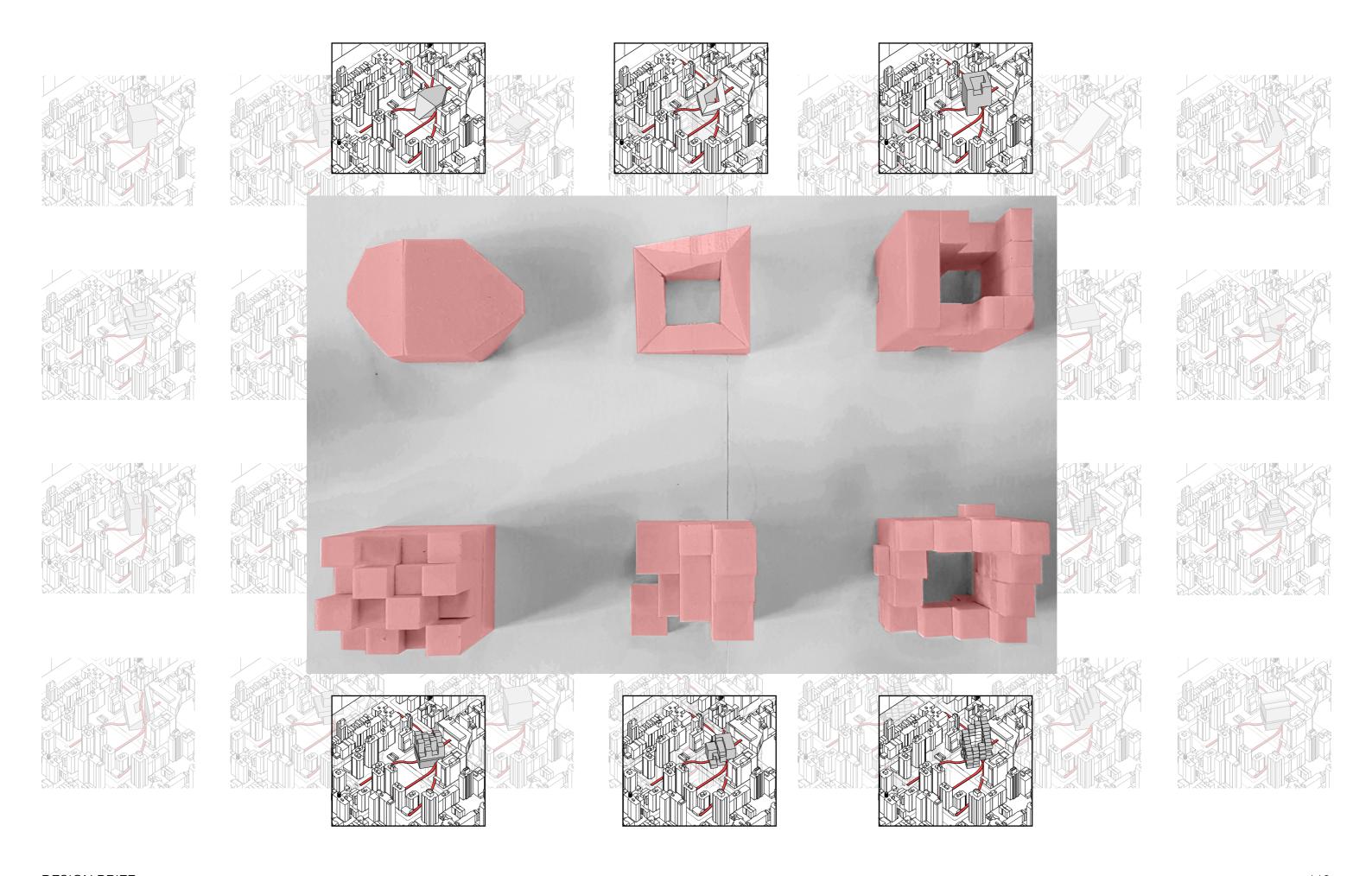


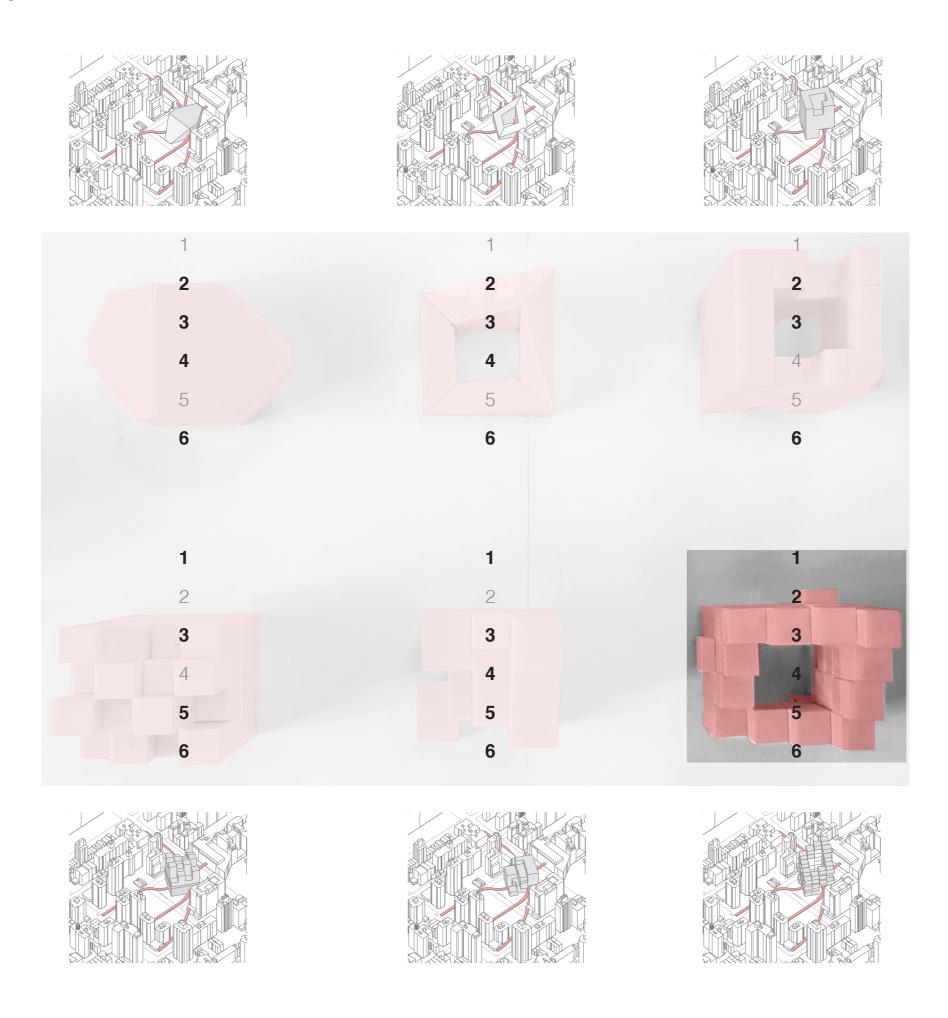
01 INTRODUCTION 02 RESEARCH

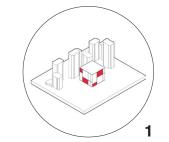
03 DESIGN BRIEF

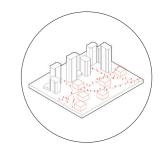
SITE ANALYSIS
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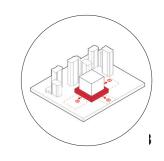
04 DESIGN05 CONCLUSION

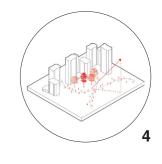


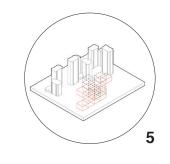


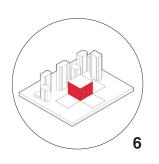








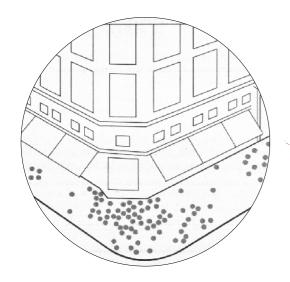




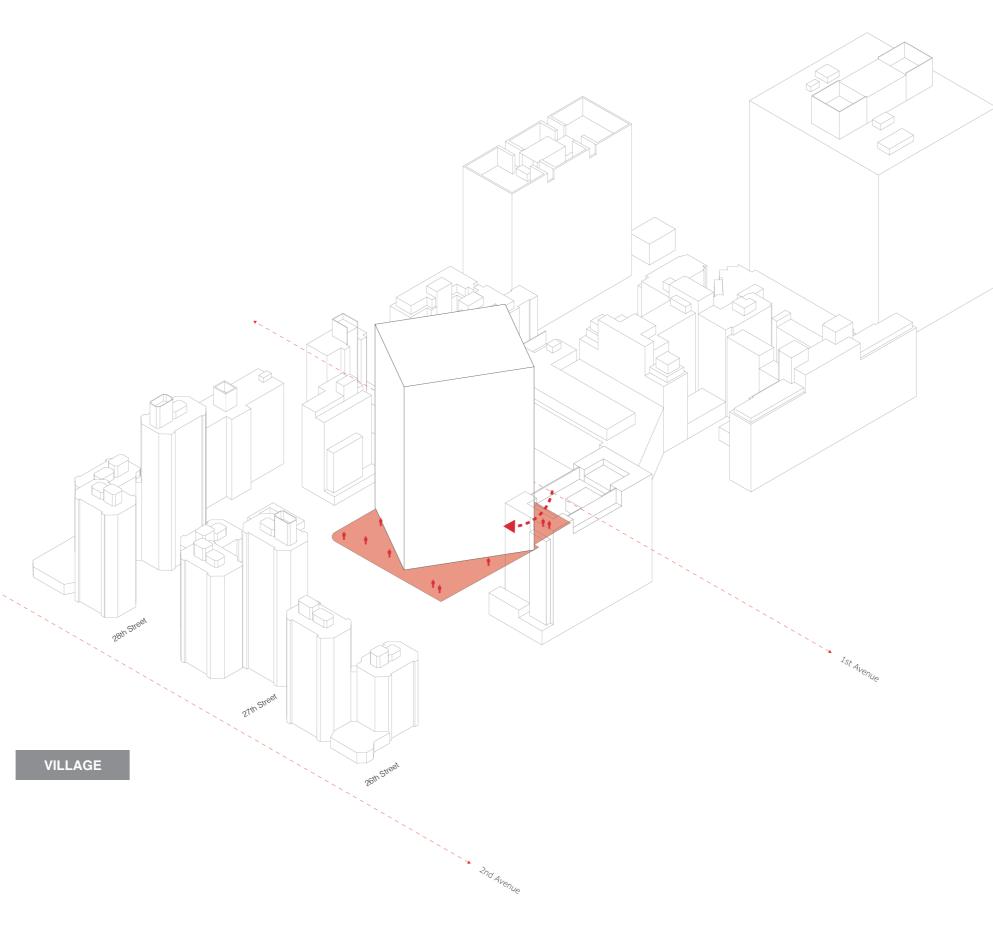




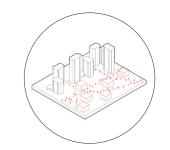
1958: Mies' response to the city: the grand gesture of setting back the building created a highly active open plaza attracting different users.



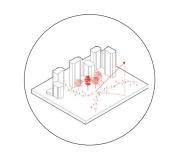
Location of street conversations lasting two minutes or more, studied by Whyte.







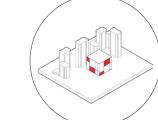






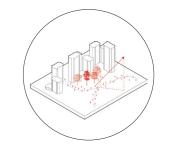


PLACE MAKING ALONG THE AVENUE



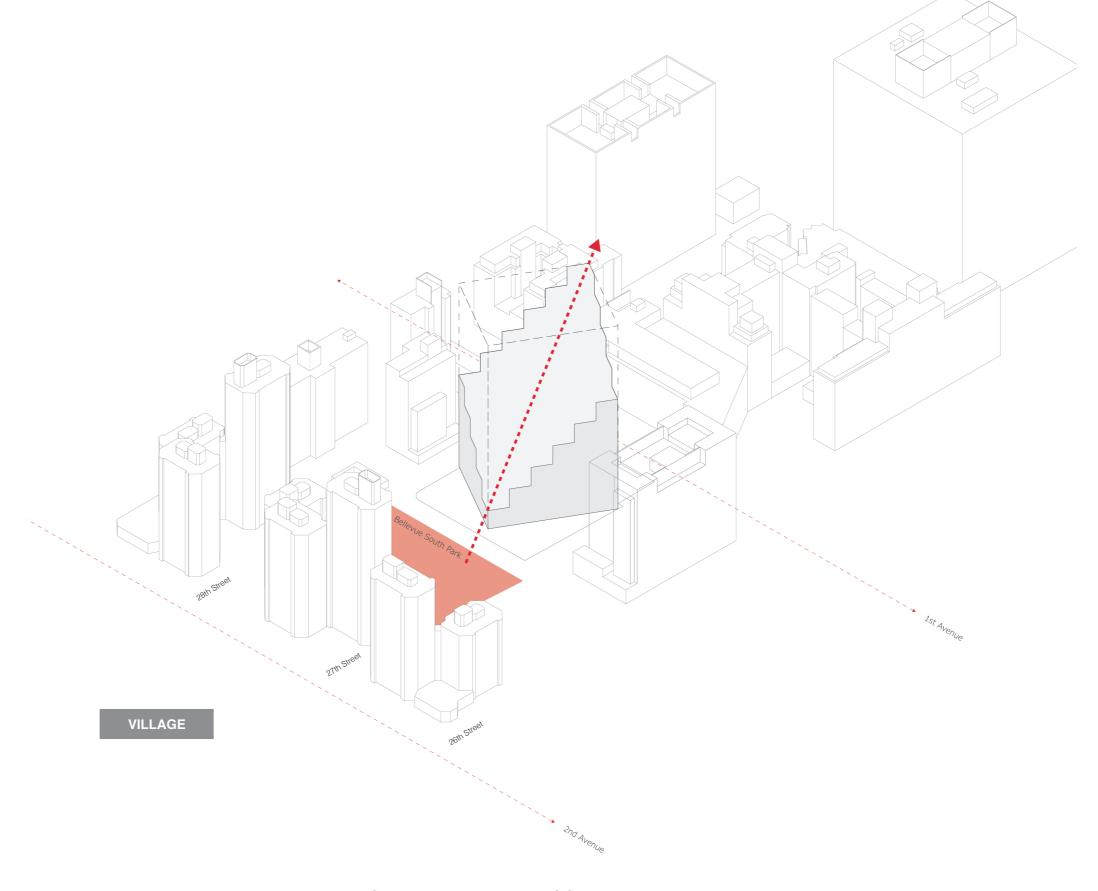










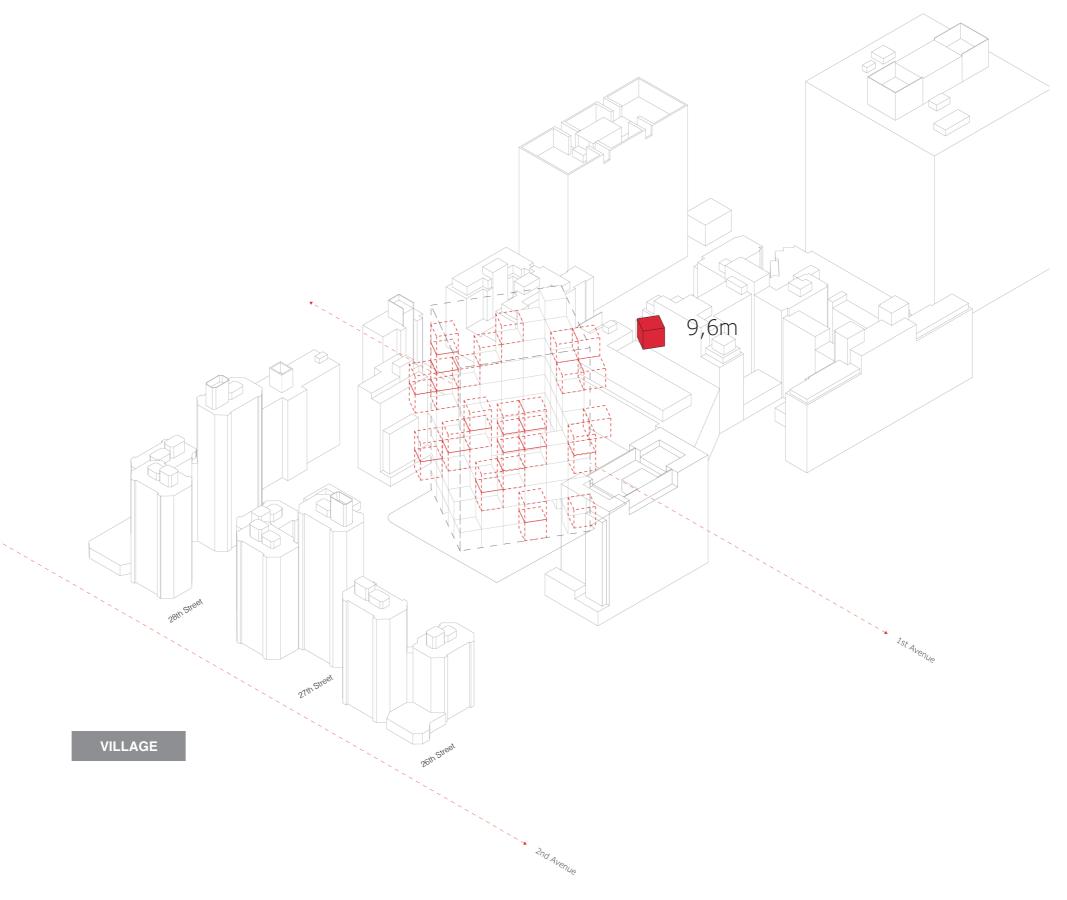


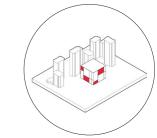
LOWER AT BELLEVUE SOUTH PARK AND HIGHER TOWARDS THE 1ST AVENUE



"The skeleton is a half-product, which everyone can complete according to its own needs and desires." - Hertzberger

"The box is the natural outcome of all rational parameters combined. The box doesn't resist; it complies. It is easy. It suits any use and any size." - Reinier de Graaf



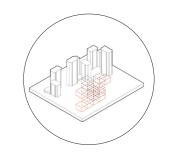


WATERFRONT

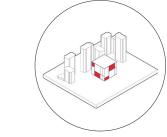






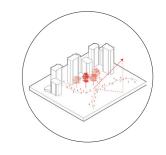






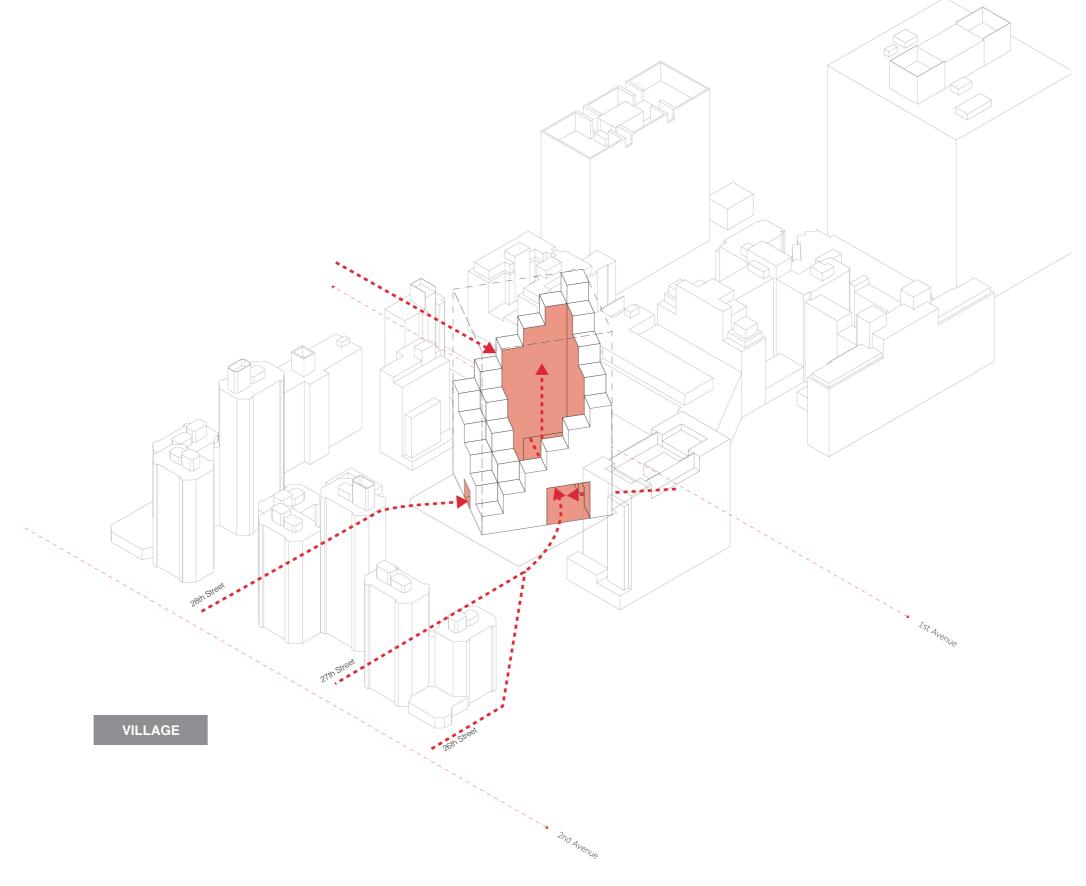




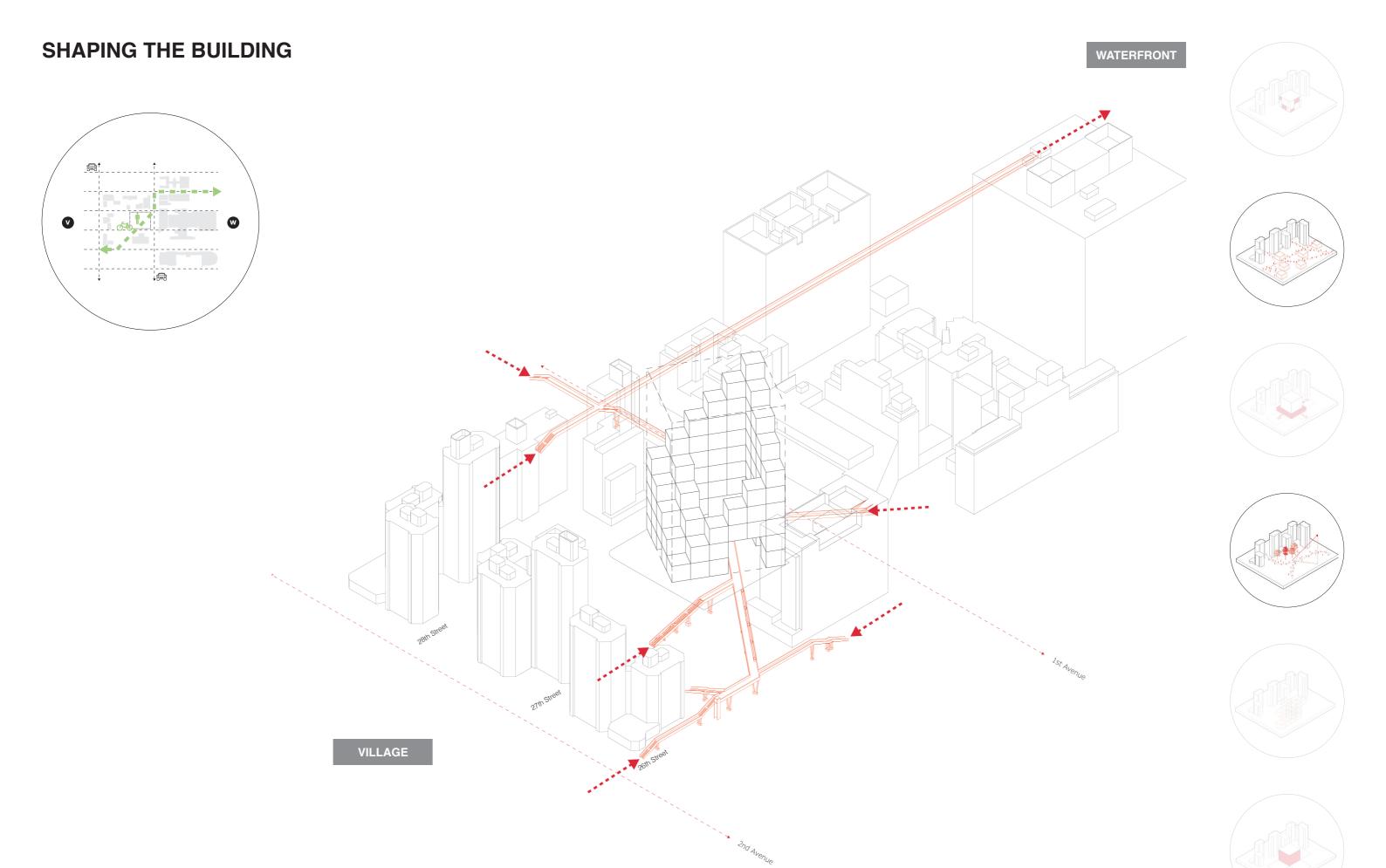








ENTRANCES FROM ALL SIDES COMING TOGETHER IN THE CENTRAL POINT OF CONNECTION



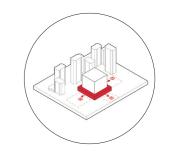
ADDITION OF PEDESTRIAN FOOTBRIDGES

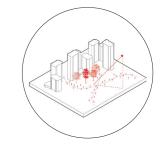




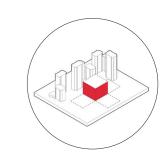


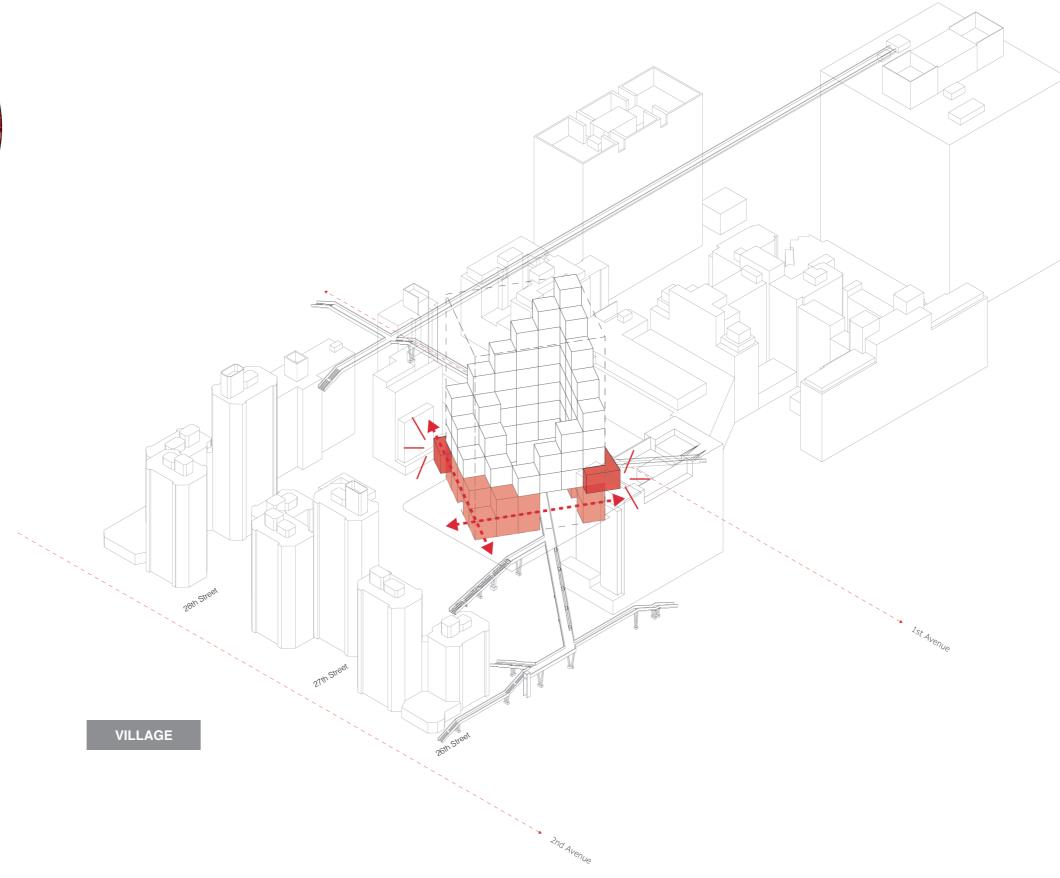








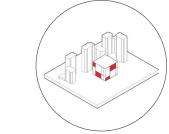




PUBLIC LOWER LEVELS AND URBAN WINDOWS







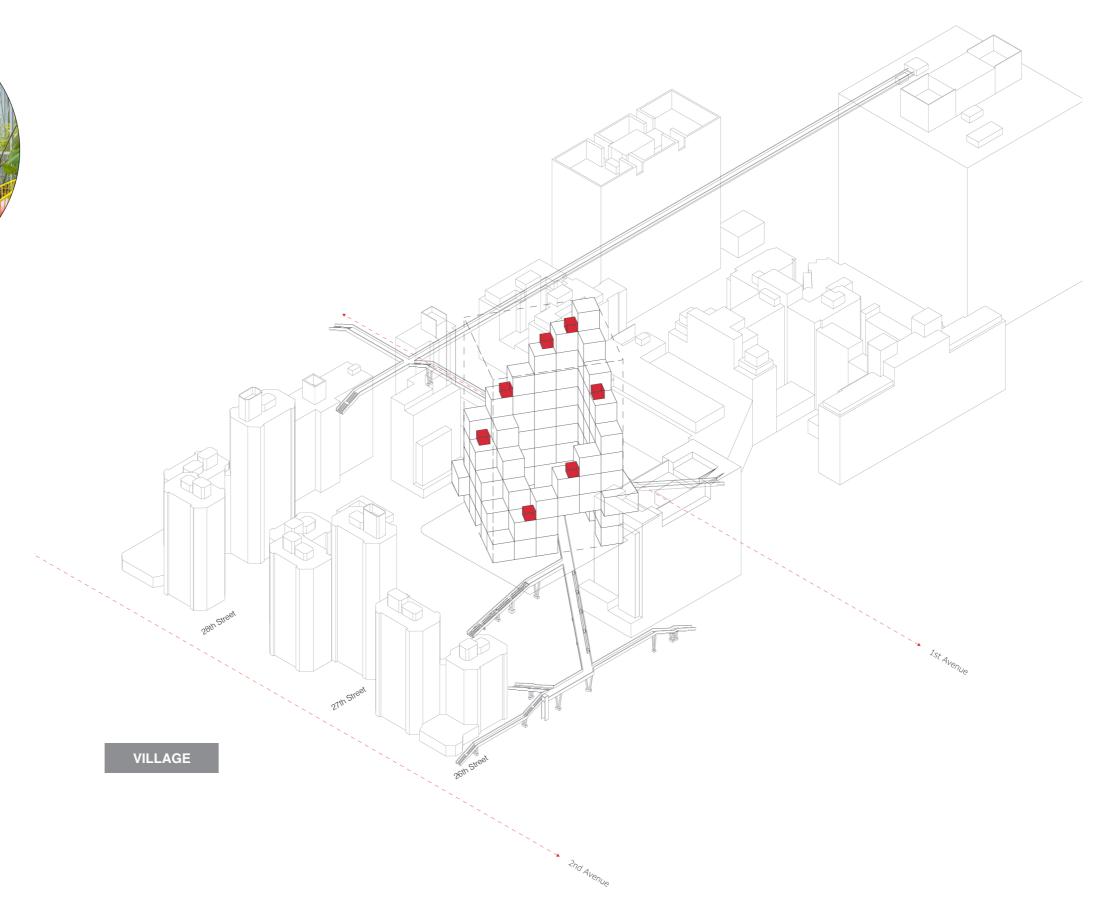










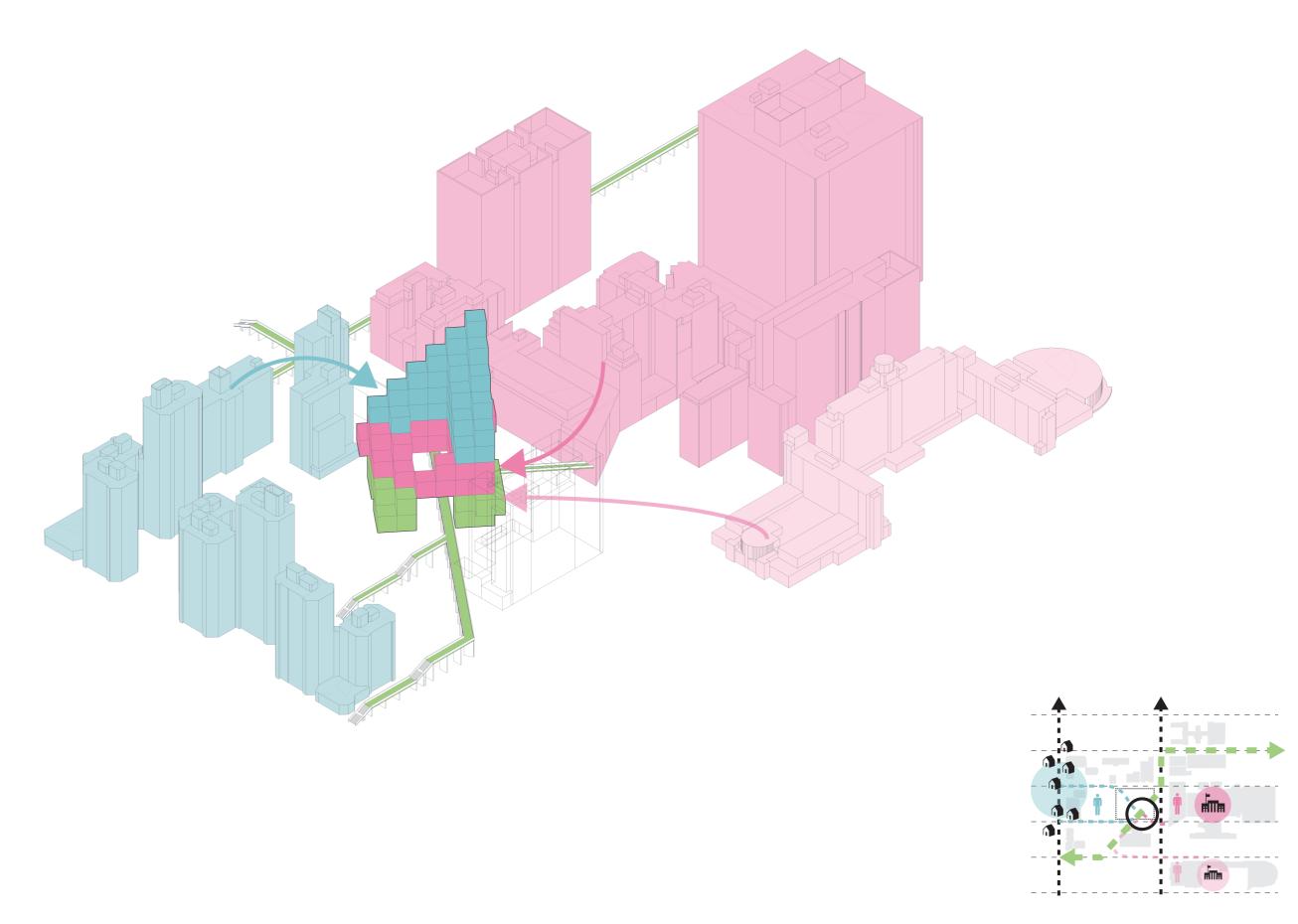


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CLIENTS

City University of New York (CUNY) 25 campuses

11 senior colleges

7 community colleges

7 honors and professional schools

Future plans:

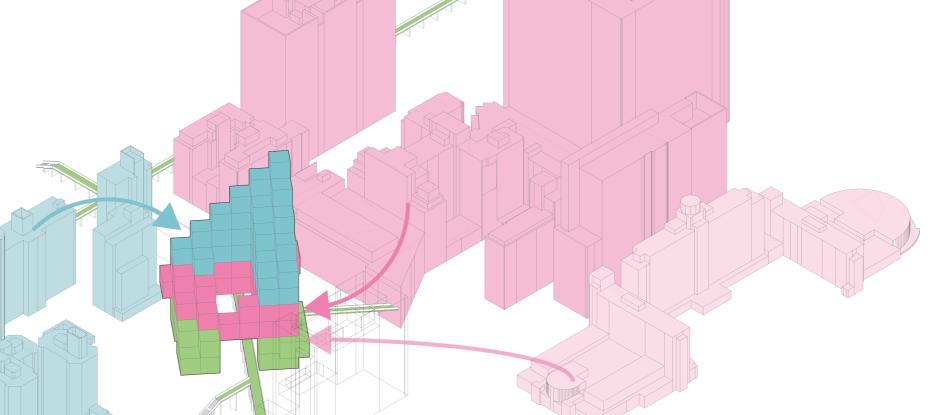
- 3 billion dollar construction program - relocating the MSK/CUNY building



Largest private HIV/AIDS research centre

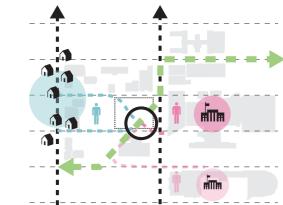
Future plans:

- a new permanent home is needed (currently moved out of the Rockefeller centre)

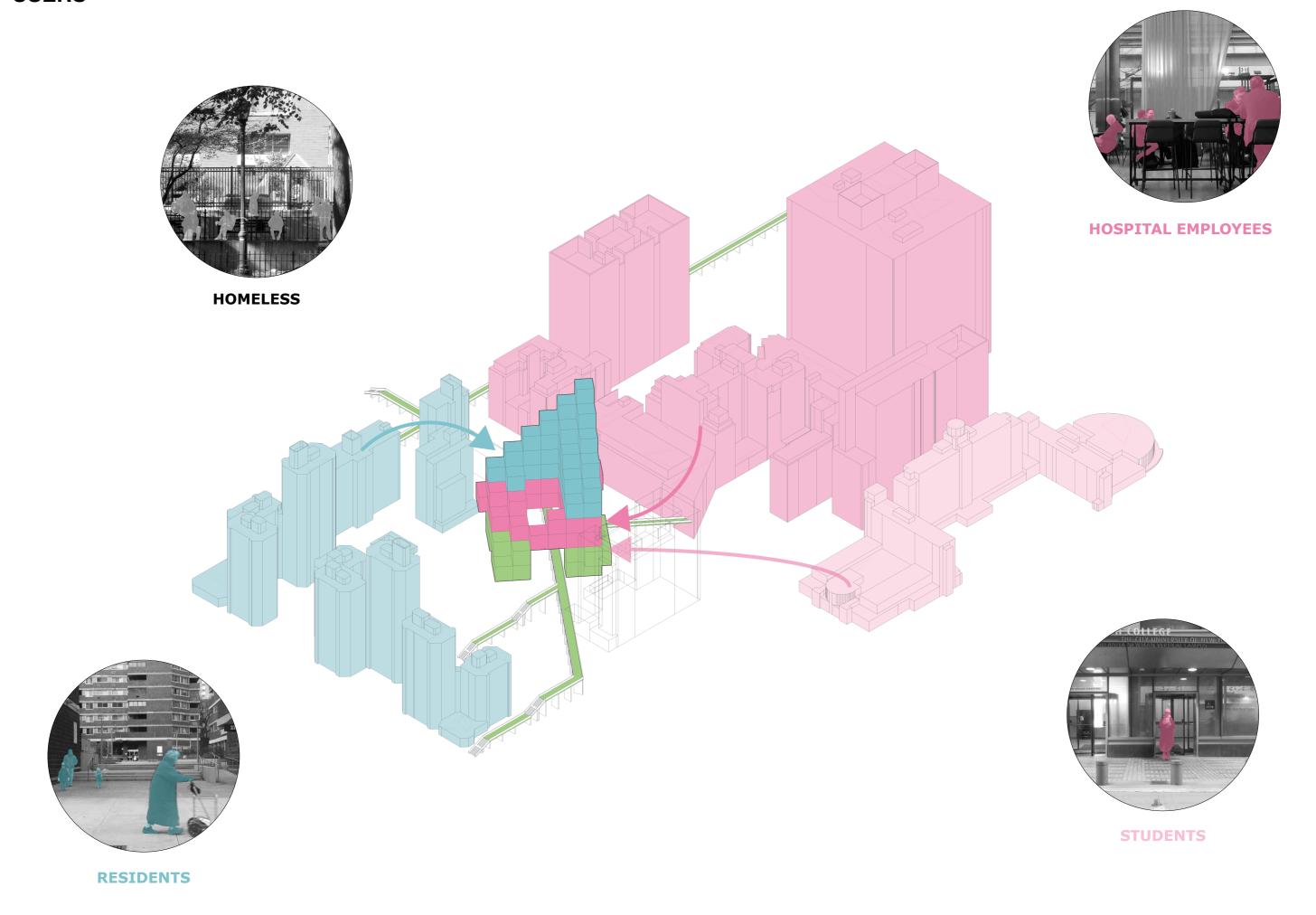




A A R O N DIAMOND A I D S RESEARCH C E N T E R



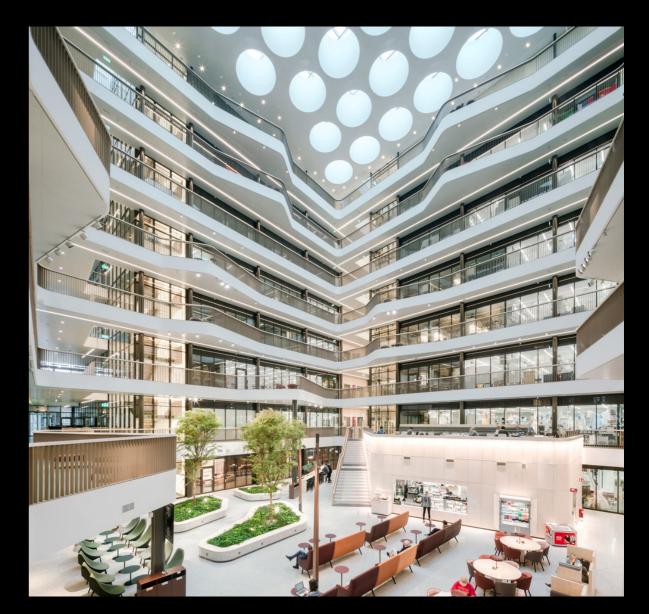
USERS



MEDICAL BUILDINGS: CHANGE IN ARCHITECTURE



BELLEVUE HOSPITAL 1736



BIOMEDICUM LABORATORY BUILDING 2019

UNIVERSITY BUILDINGS: CHANGE IN ARCHITECTURE



COLUMBIA UNIVERSITY 1754



THE NEW SCHOOL UNIVERSITY CENTER 2014

ENNEAD -THE DAVID H. KOCH CENTER

- **70 000 m2** David H. Koch Center
- 31 000 m2 CUNY Hunter College
- **137 m** heigh

C.F. MØLLER ARCHITECTS -BIOMEDICUM LABORATORY

- 65 000 m2
- **44 m** heigh

CANNONDESIGN - KALEIDA HEALTH GATES VASCULAR

- 44 270 m2
- **55 m** heigh

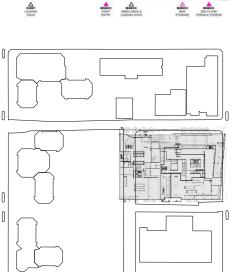
SKIDMORE, OWINGS & MERRILL -THE NEW SCHOOL UNIVERSITY

- 35 000 m2
- **76 m** heigh

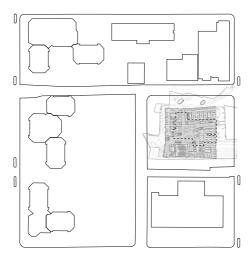
DILLER SCOFIDIO, RENFRO - EDUCATION CENTER

- 10 000 m2
- **55 m** heigh

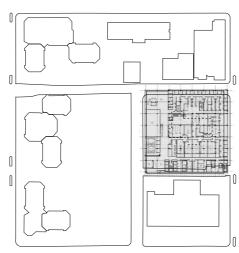




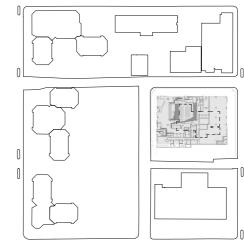




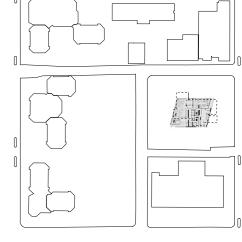


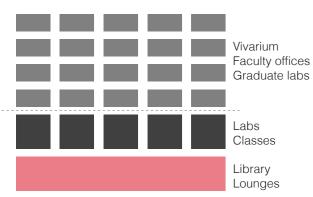


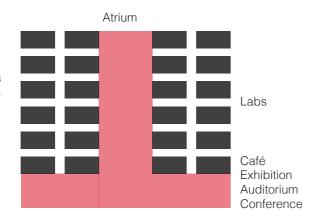


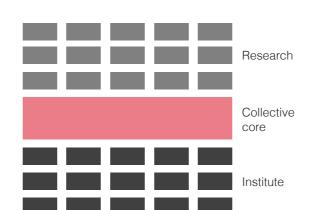


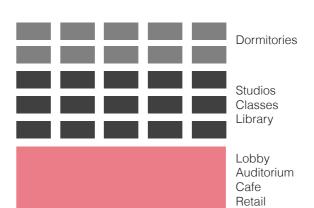


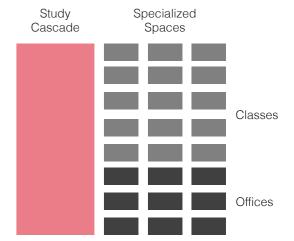




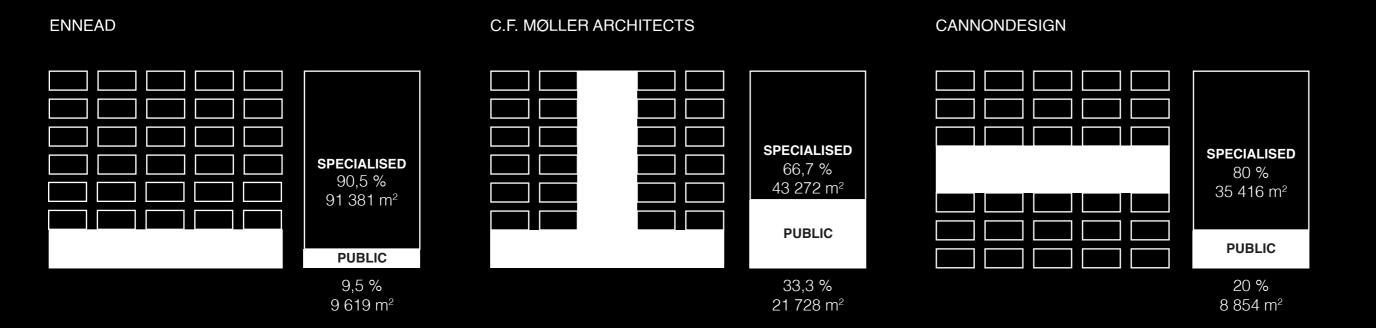


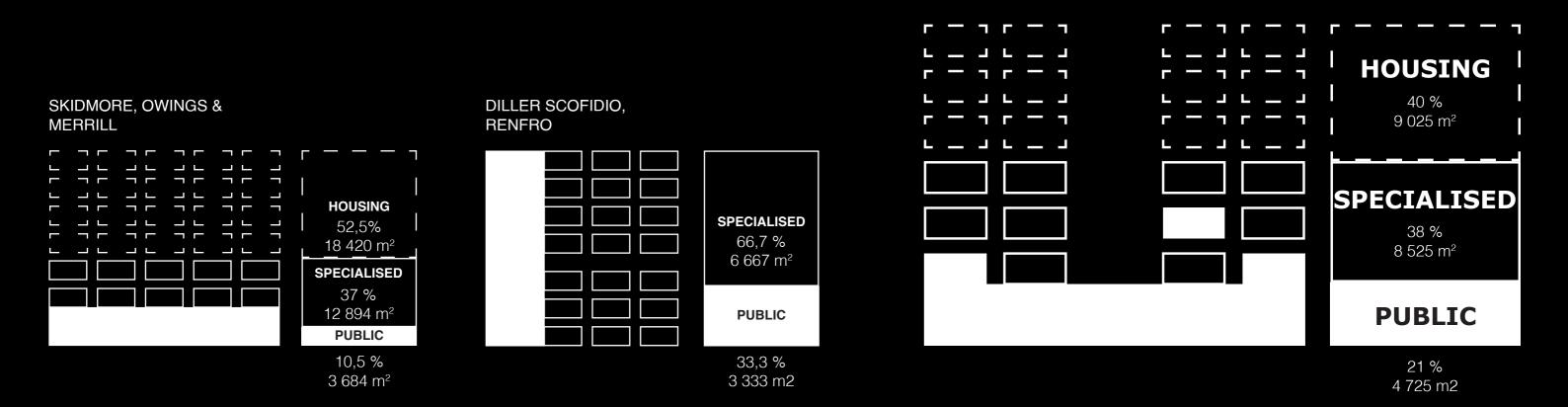




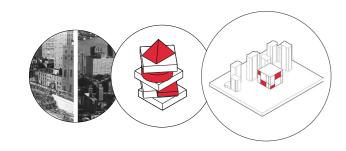


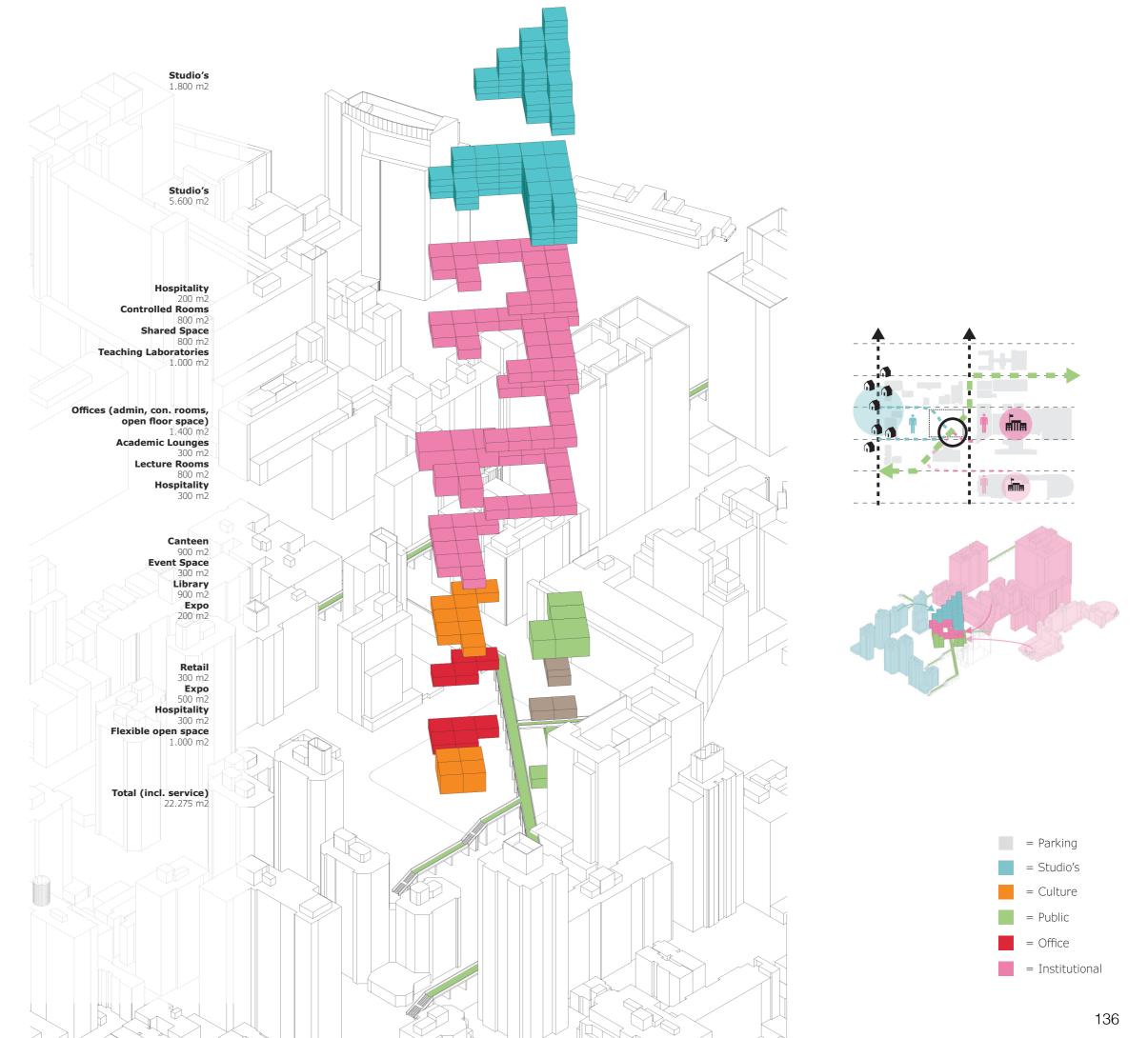
PUBLIC - PRIVATE & PROGRAMME RATIO'S



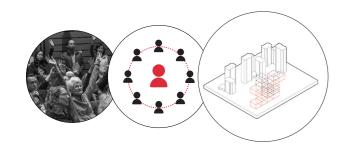


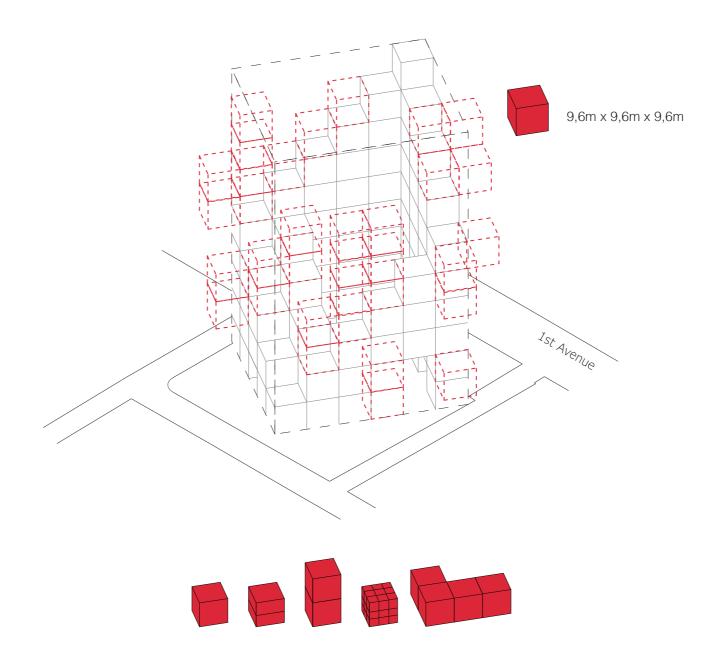
THE INTEGRATION OF ALL USERS





MODULE DIMENSIONS





PROGRAMME DISTRIBUTION IN MODULES

MODULE DIMENSIONS: EUROPE VS NYC

EUROPE: 7,2 m x 7,2 m

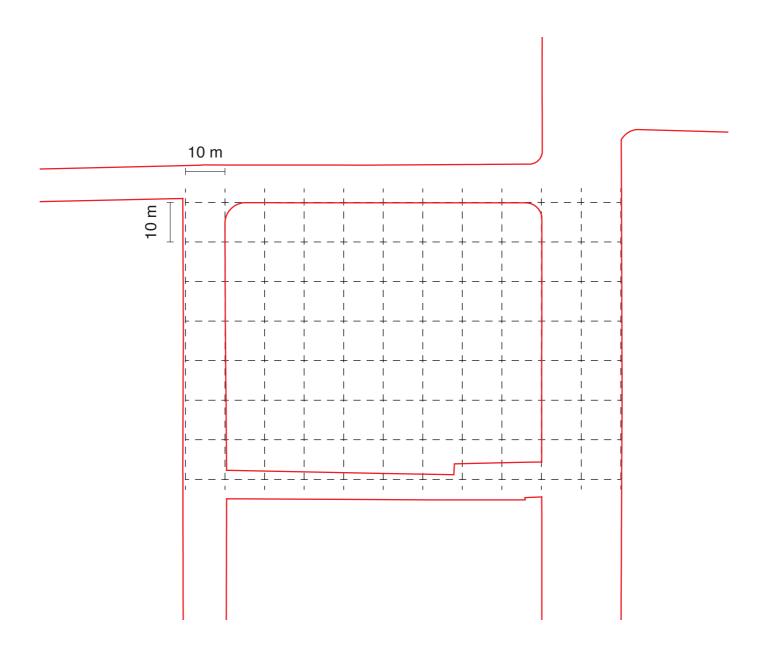


NYC: 9,6 m x 9,6 m

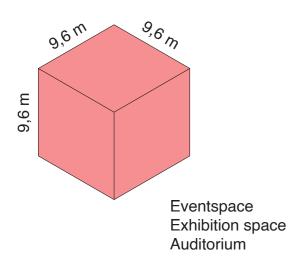


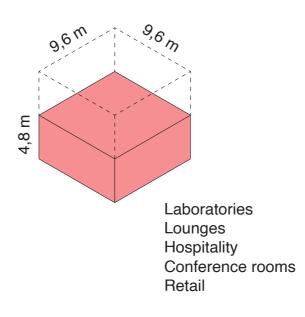


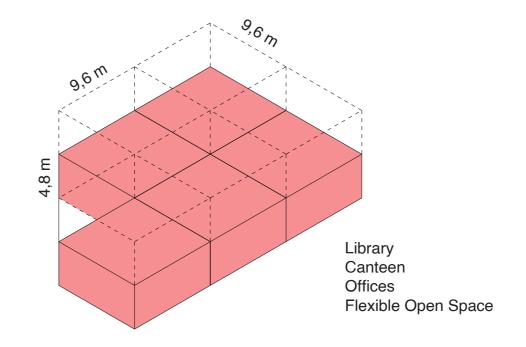
MODULE DIMENSIONS: NYC GRID

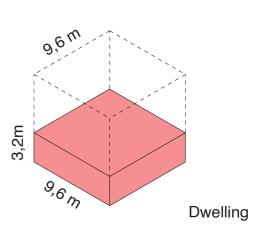


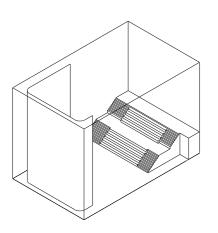
MODULE DIMENSIONS: FLEXIBILITY

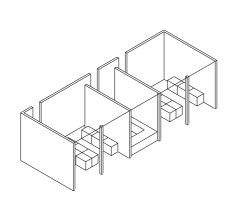


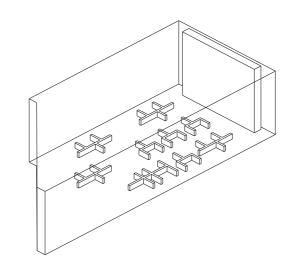


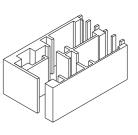


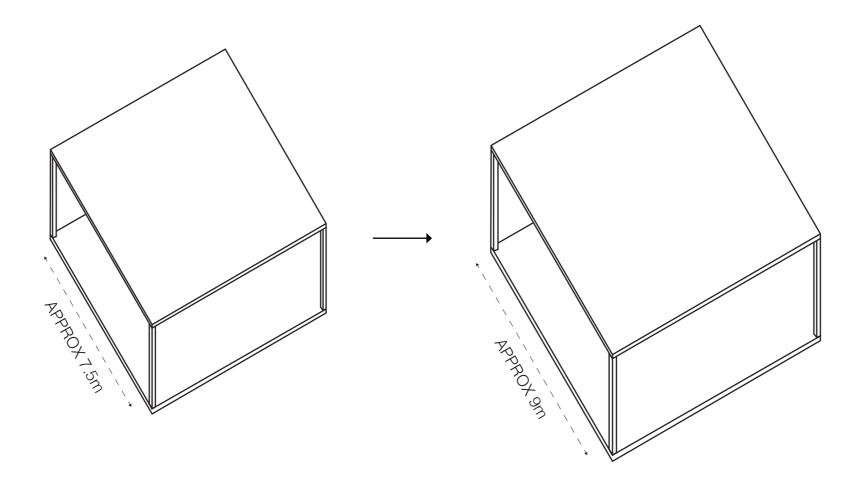












TIMBER HYBRID CLT SLABS WITH GLULAM COLUMNS AND BEAMS

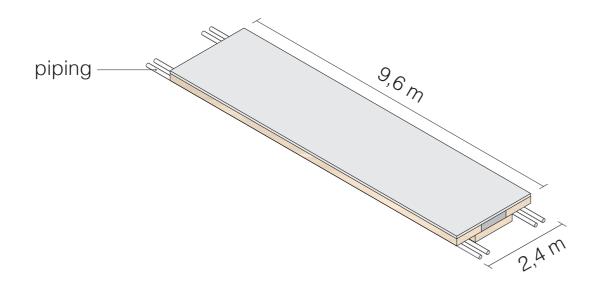
HYBRID

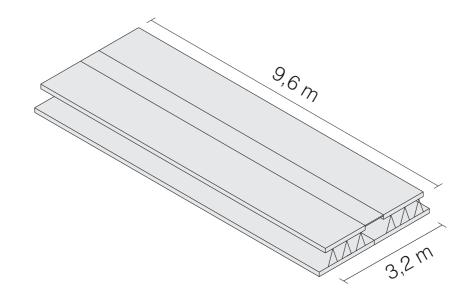
CLT SLABS COMBINED WITH CONCRETE

AND STEEL CONNECTORS

AND GLULAM COLUMNS AND BEAMS

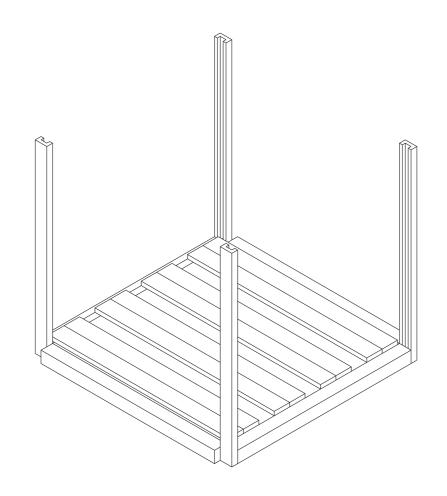
MODULE DIMENSIONS: PREFABRICATION

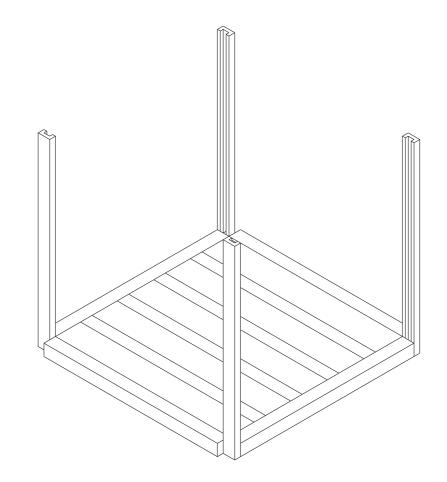




Composite Mass Timber floor

Holcon floor





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04 DESIGN

PEDESTRIAN FOOTBRIDGES

URBAN IMPLEMENTATION INTERIOR LOGISTICS FACADE TINY-MODULES

STRUCTURE

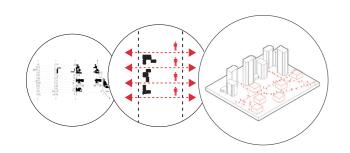
CLIMATE

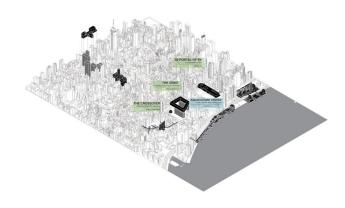
DETAILING

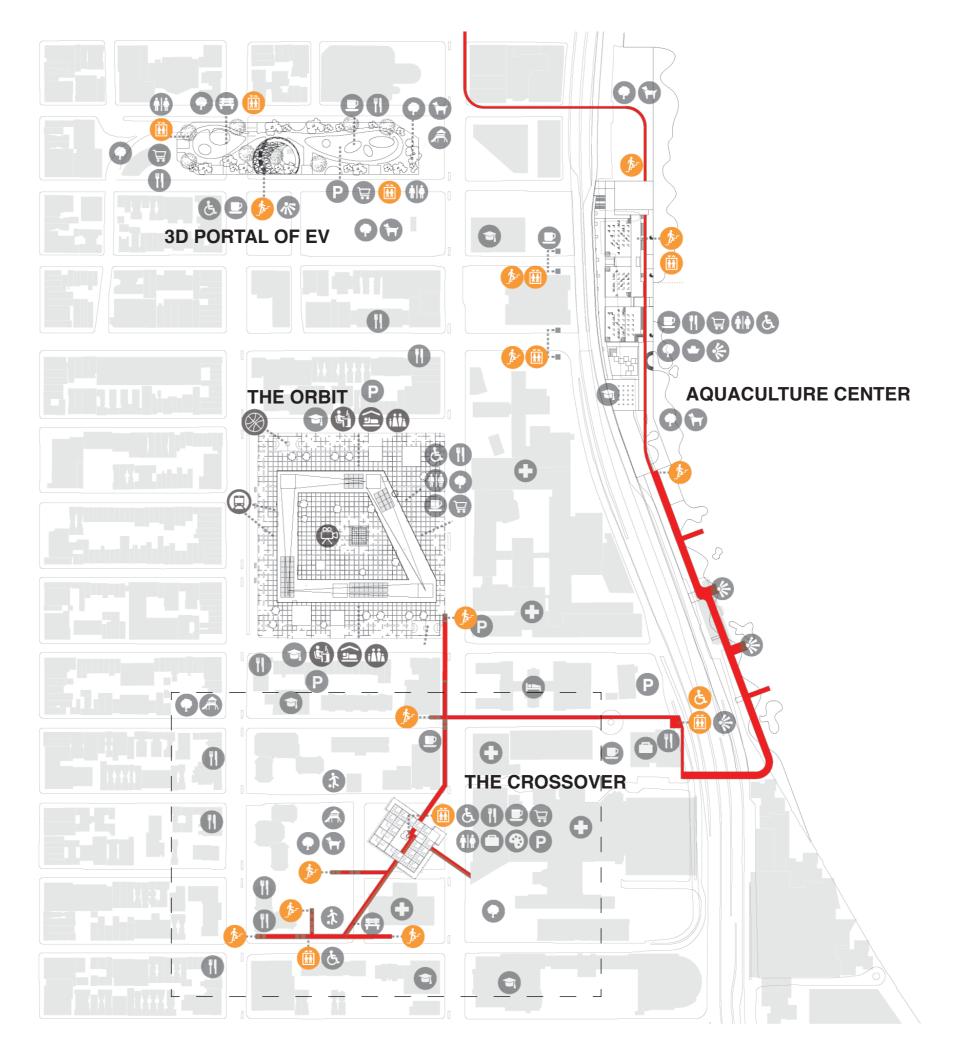
05 CONCLUSION

PEDESTRIAN FOOTBRIDGES

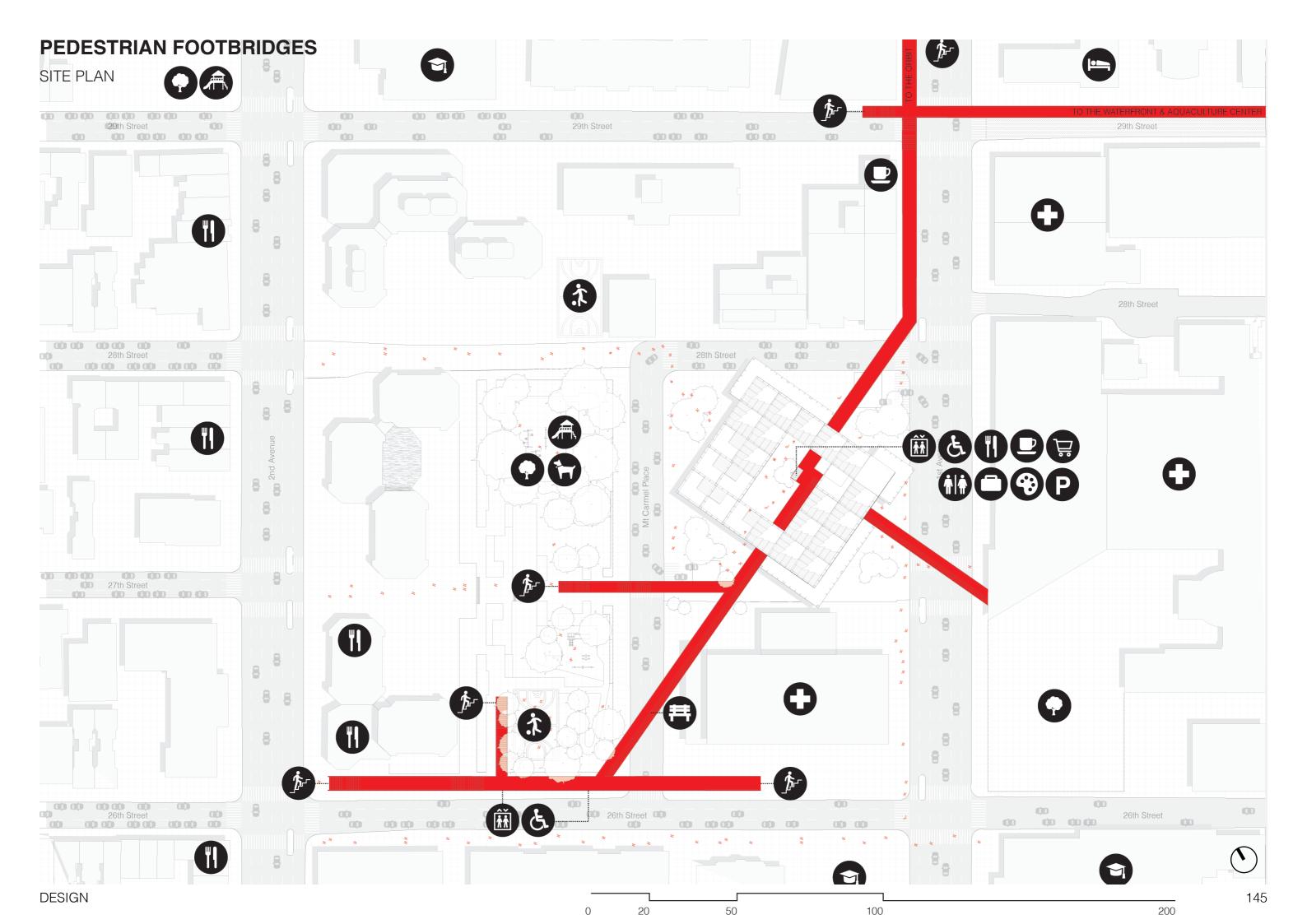
MASTERPLAN

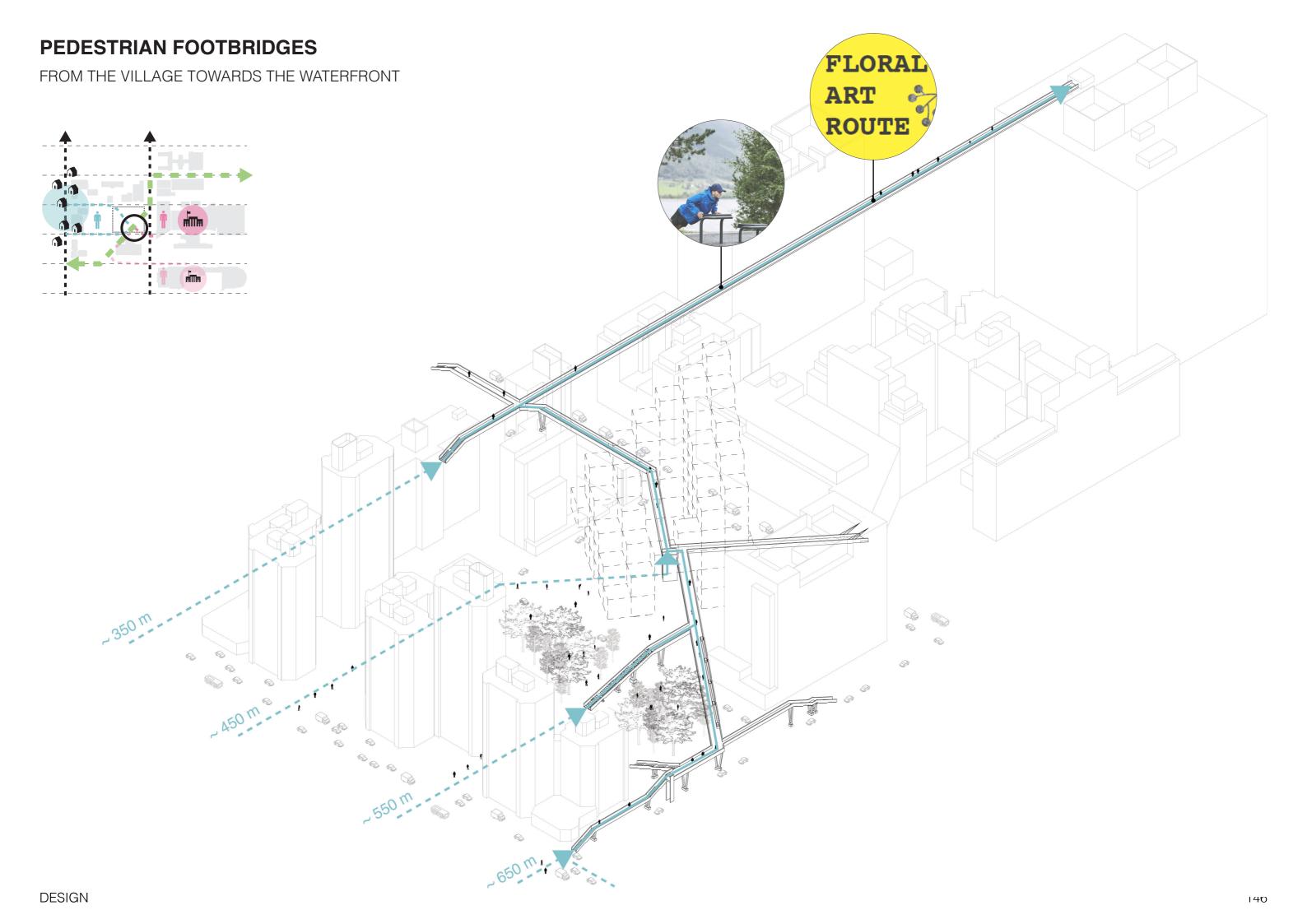


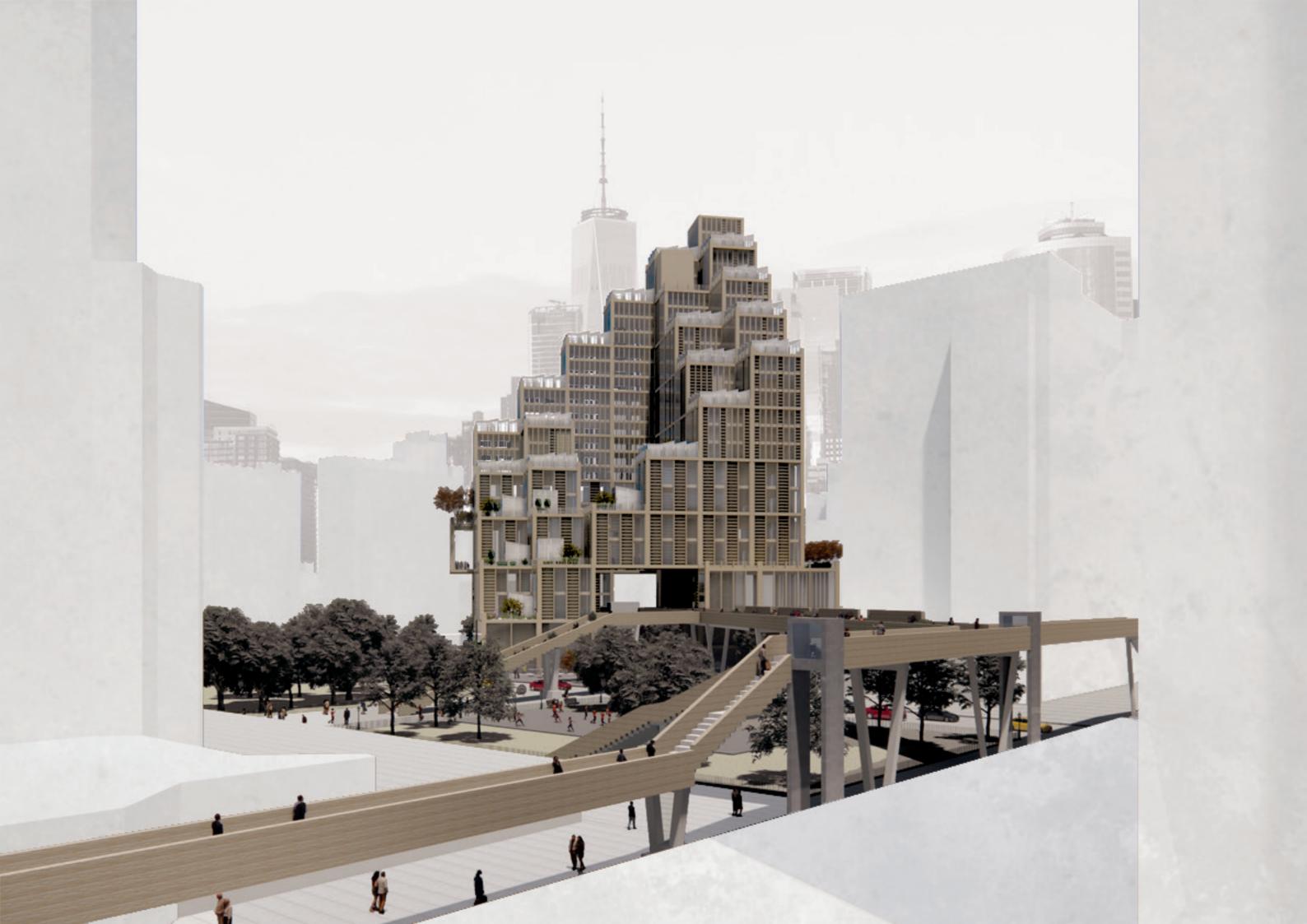


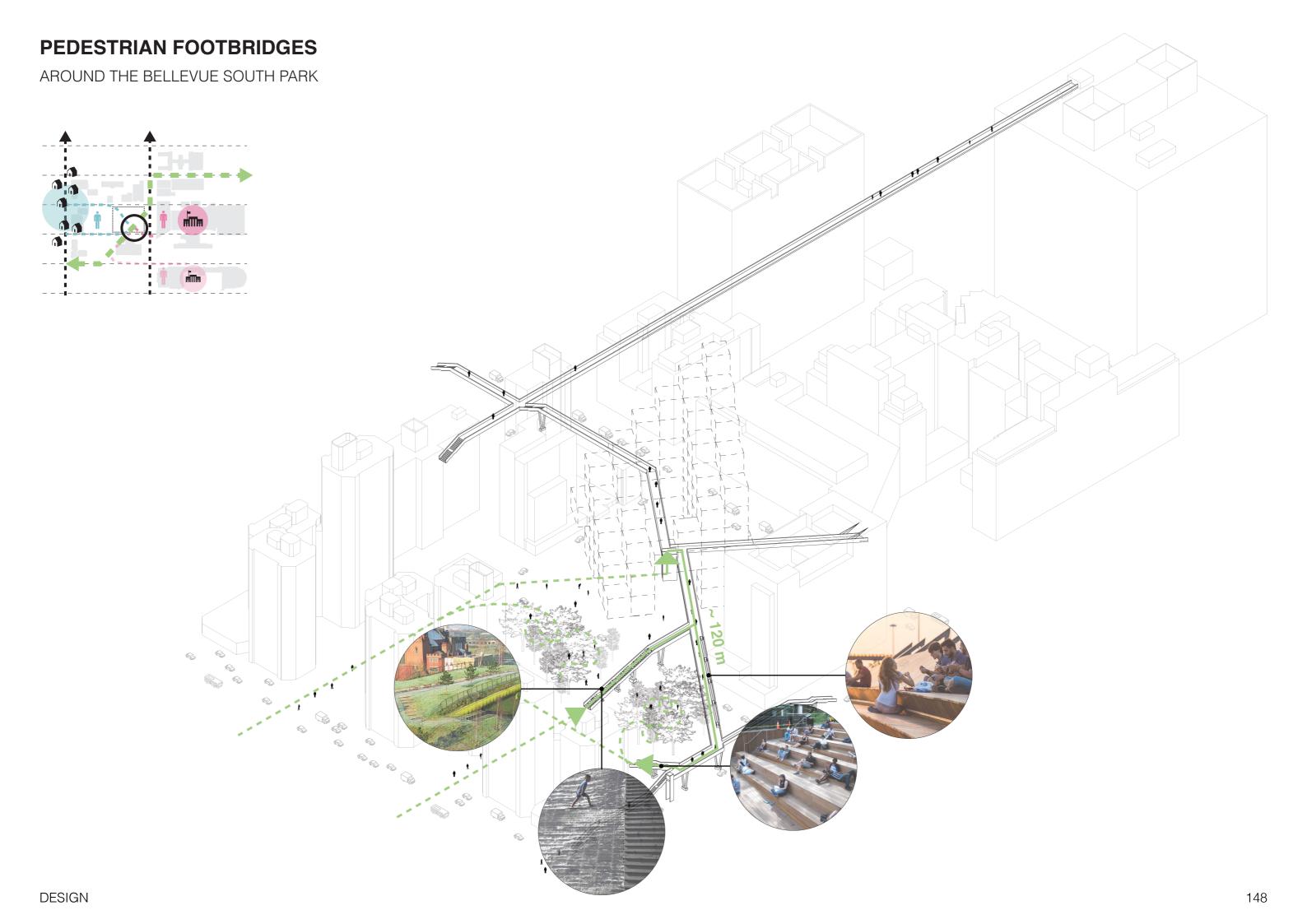


DESIGN 144

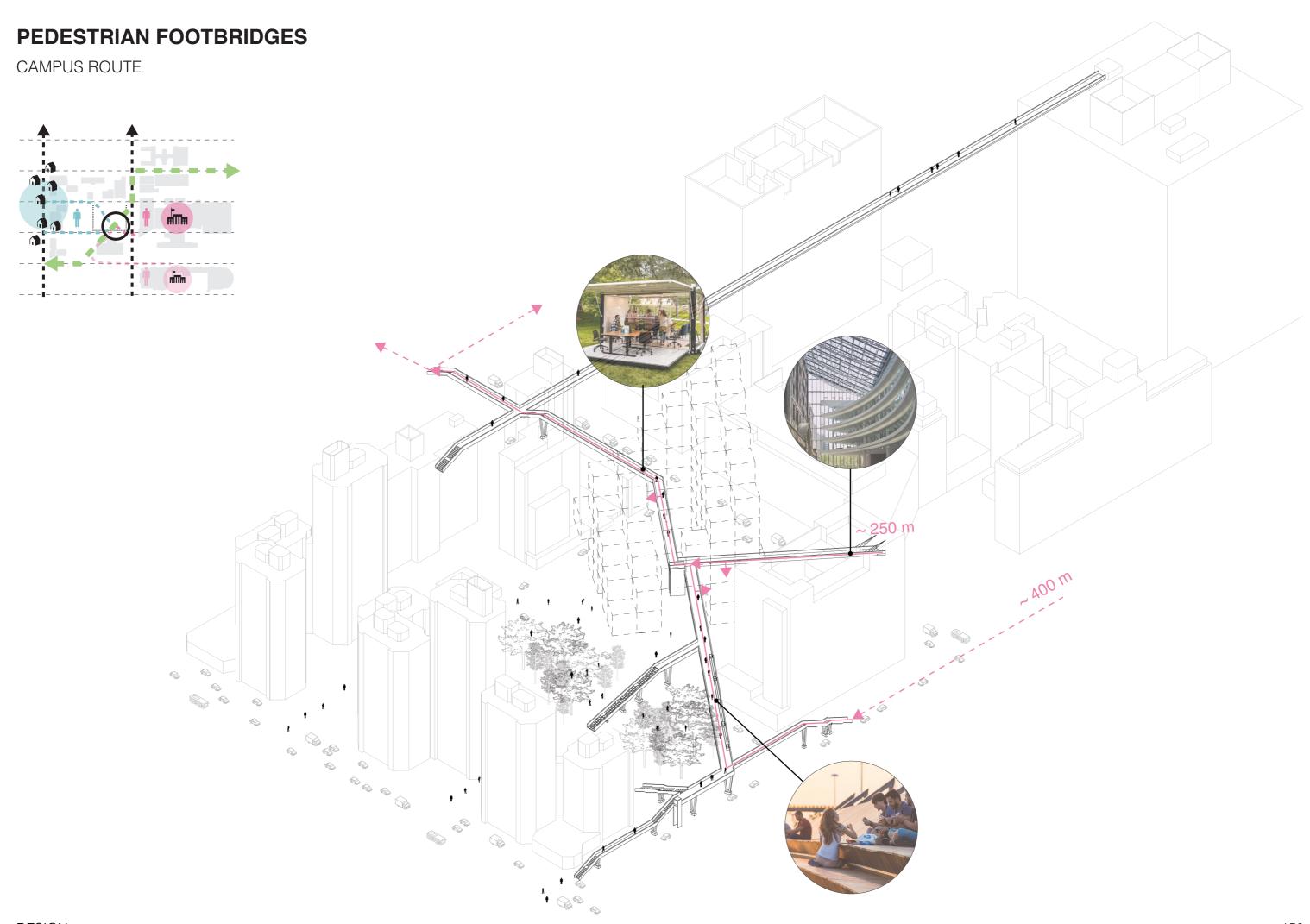








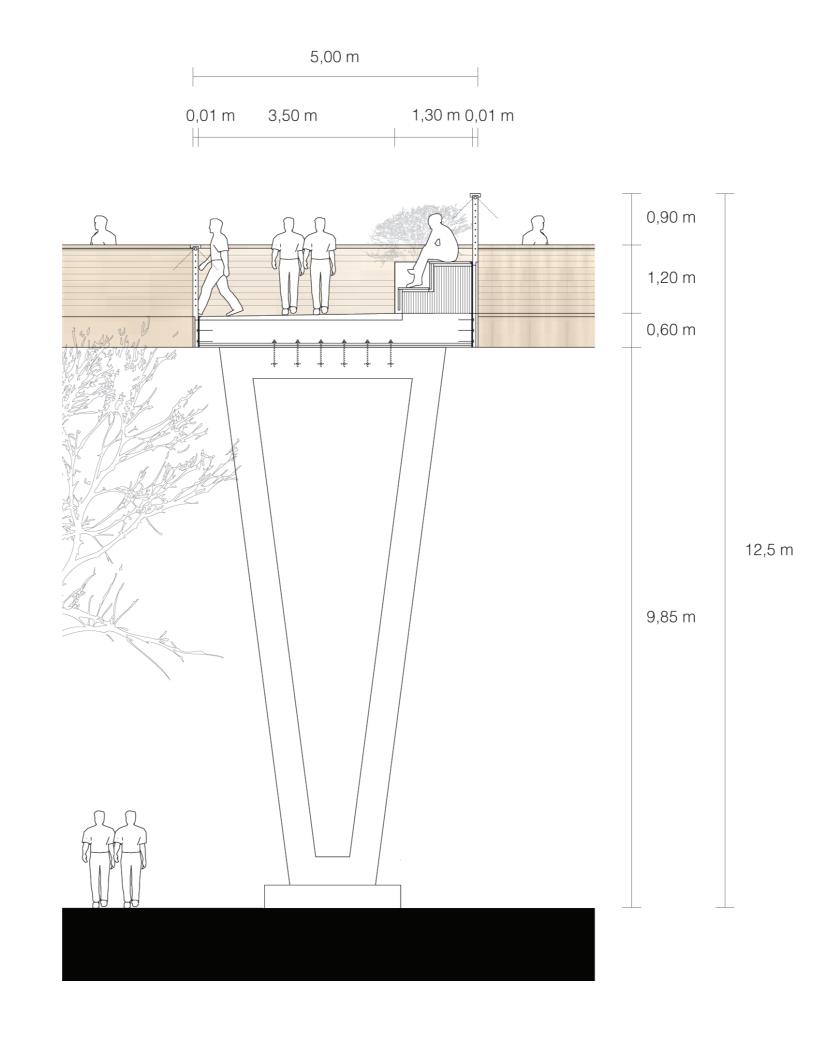




DESIGN



LAYOUT



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PEDESTRIAN FOOTBRIDGES

URBAN IMPLEMENTATION

INTERIOR LOGISTICS

FACADE

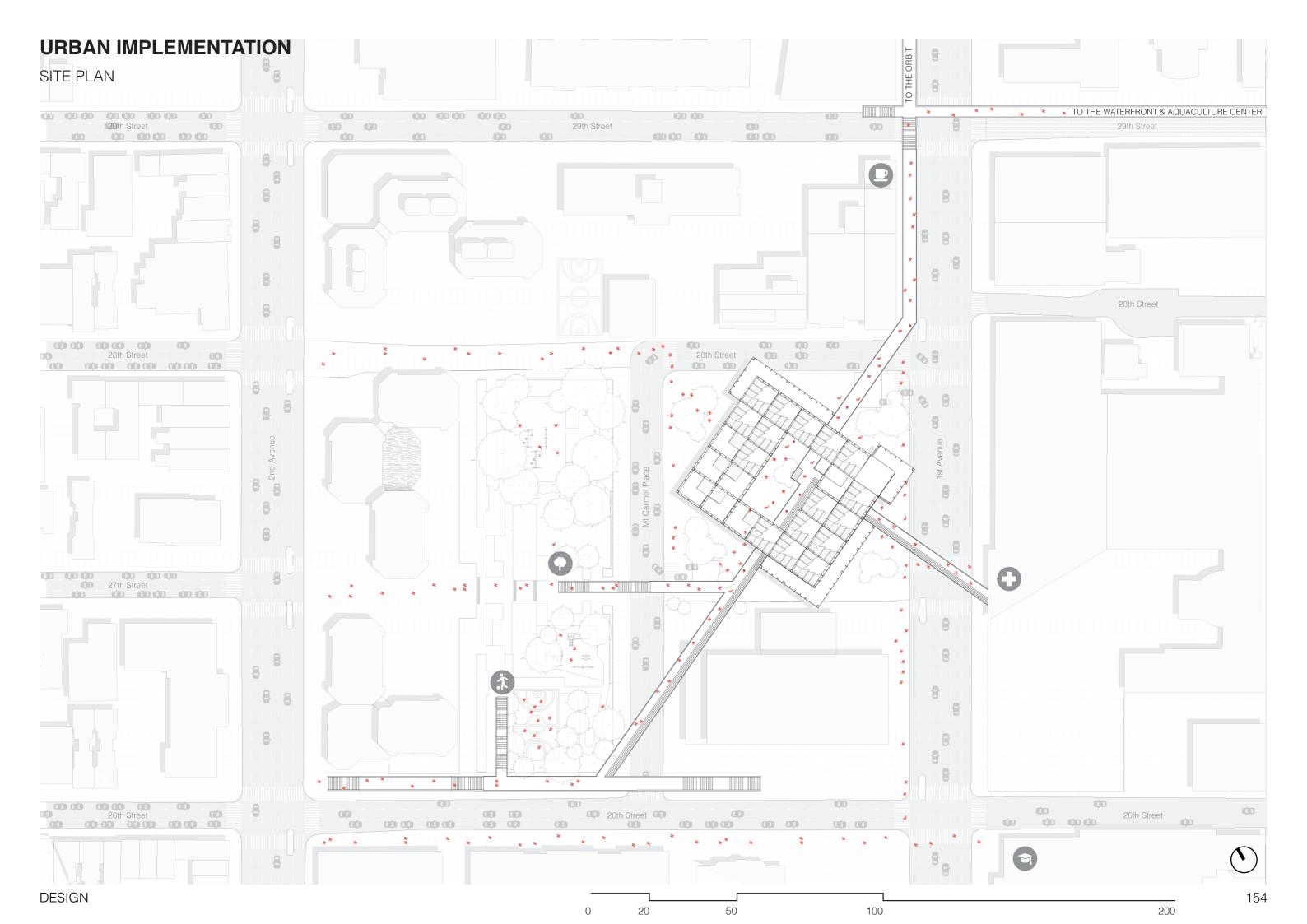
TINY-MODULES

STRUCTURE

CLIMATE

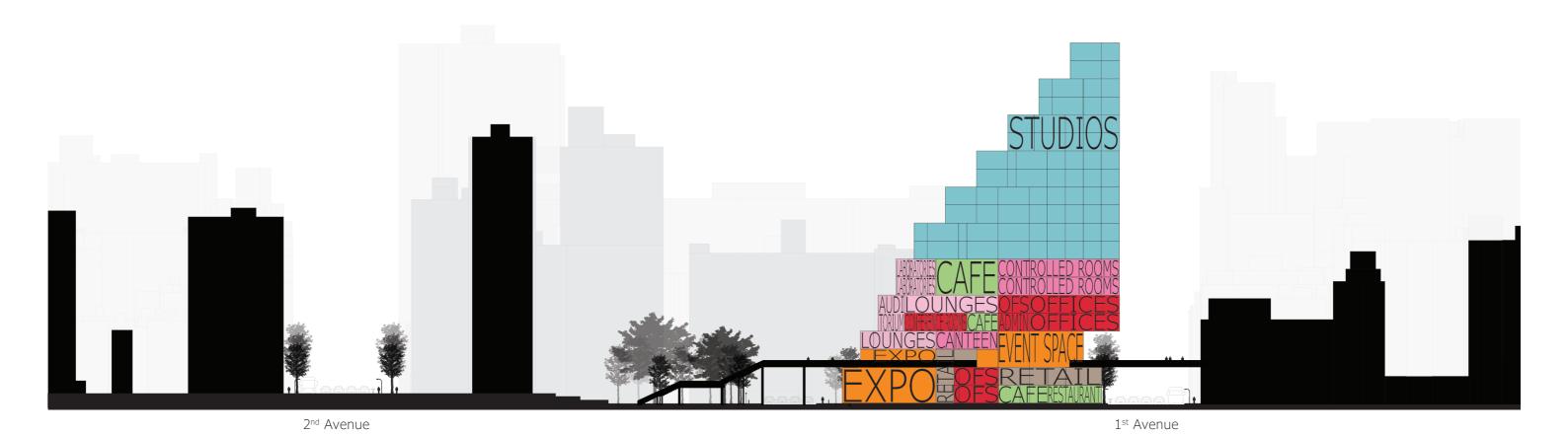
DETAILING

05 CONCLUSION



URBAN IMPLEMENTATION

SECTION



50

20

100

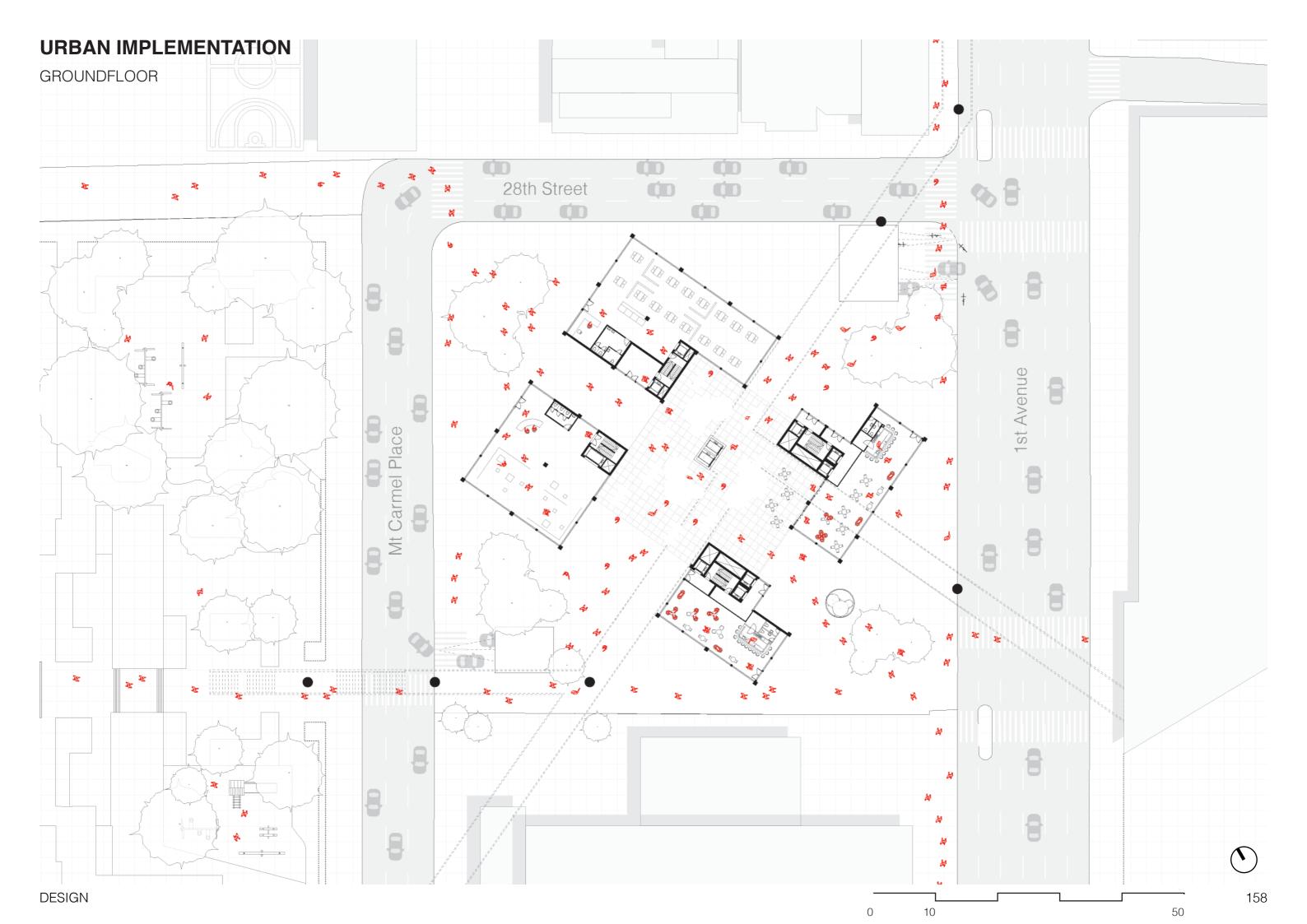
= Institutional

200

= Parking











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PEDESTRIAN FOOTBRIDGES
URBAN IMPLEMENTATION

INTERIOR LOGISTICS

FACADE

TINY-MODULES

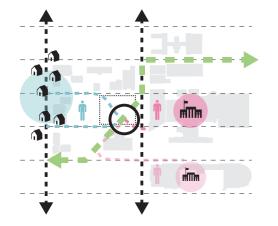
STRUCTURE

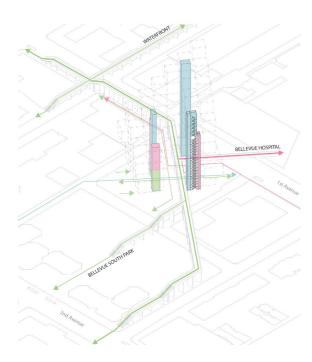
CLIMATE

DETAILING

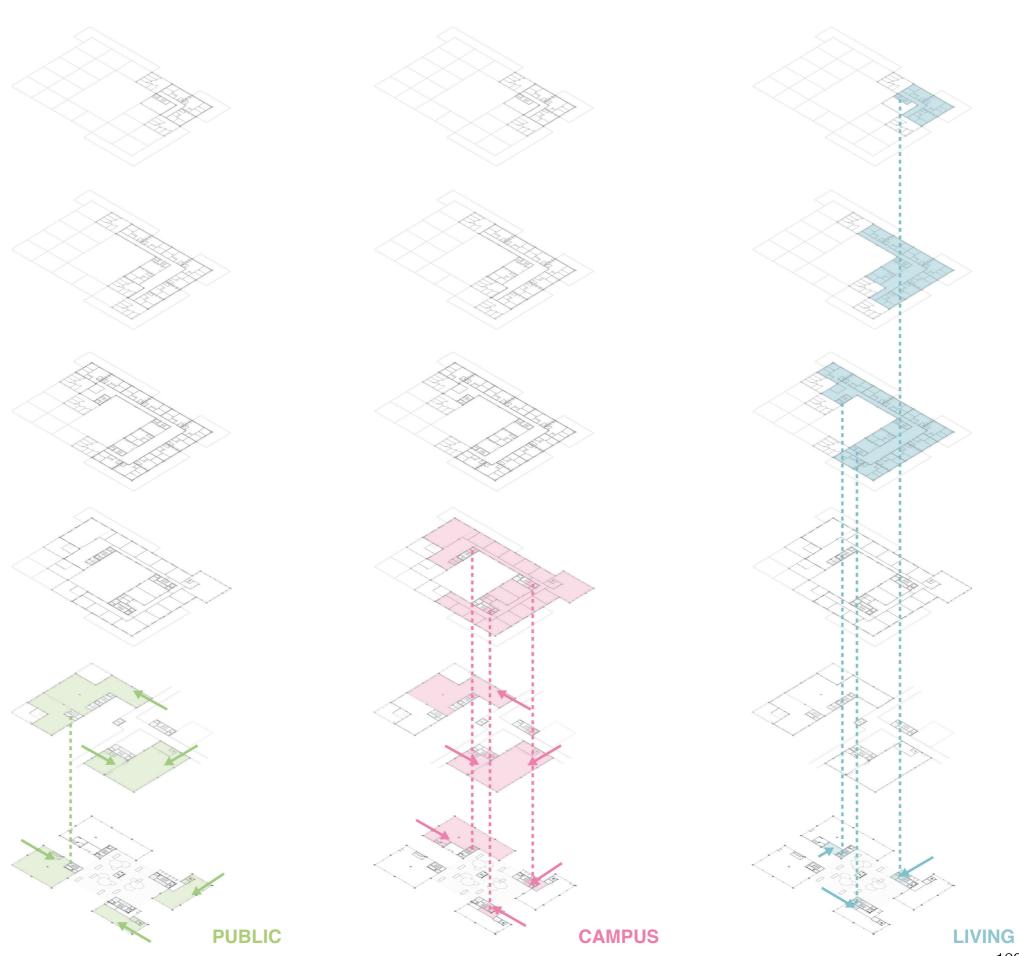
05 CONCLUSION

ROUTING



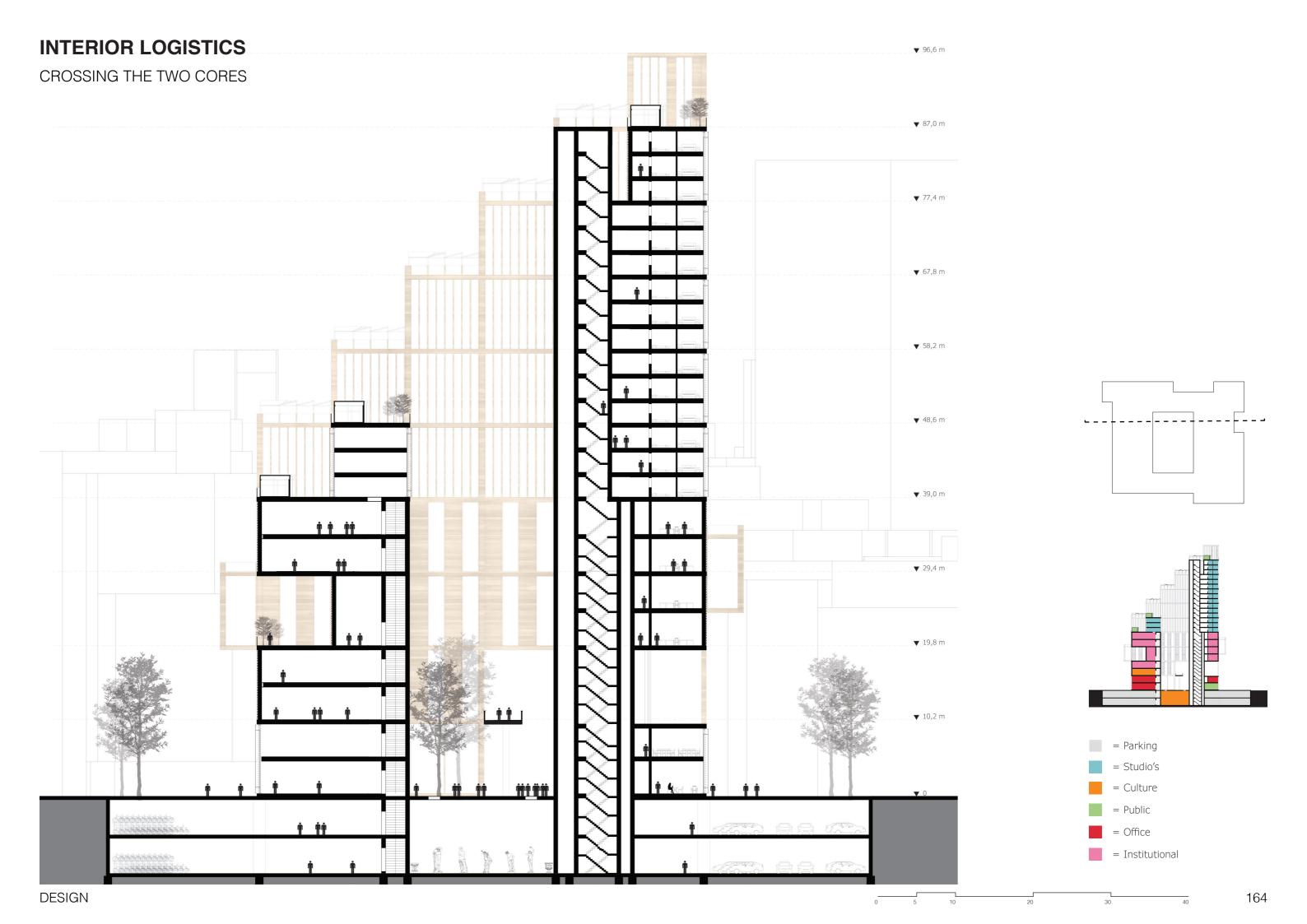




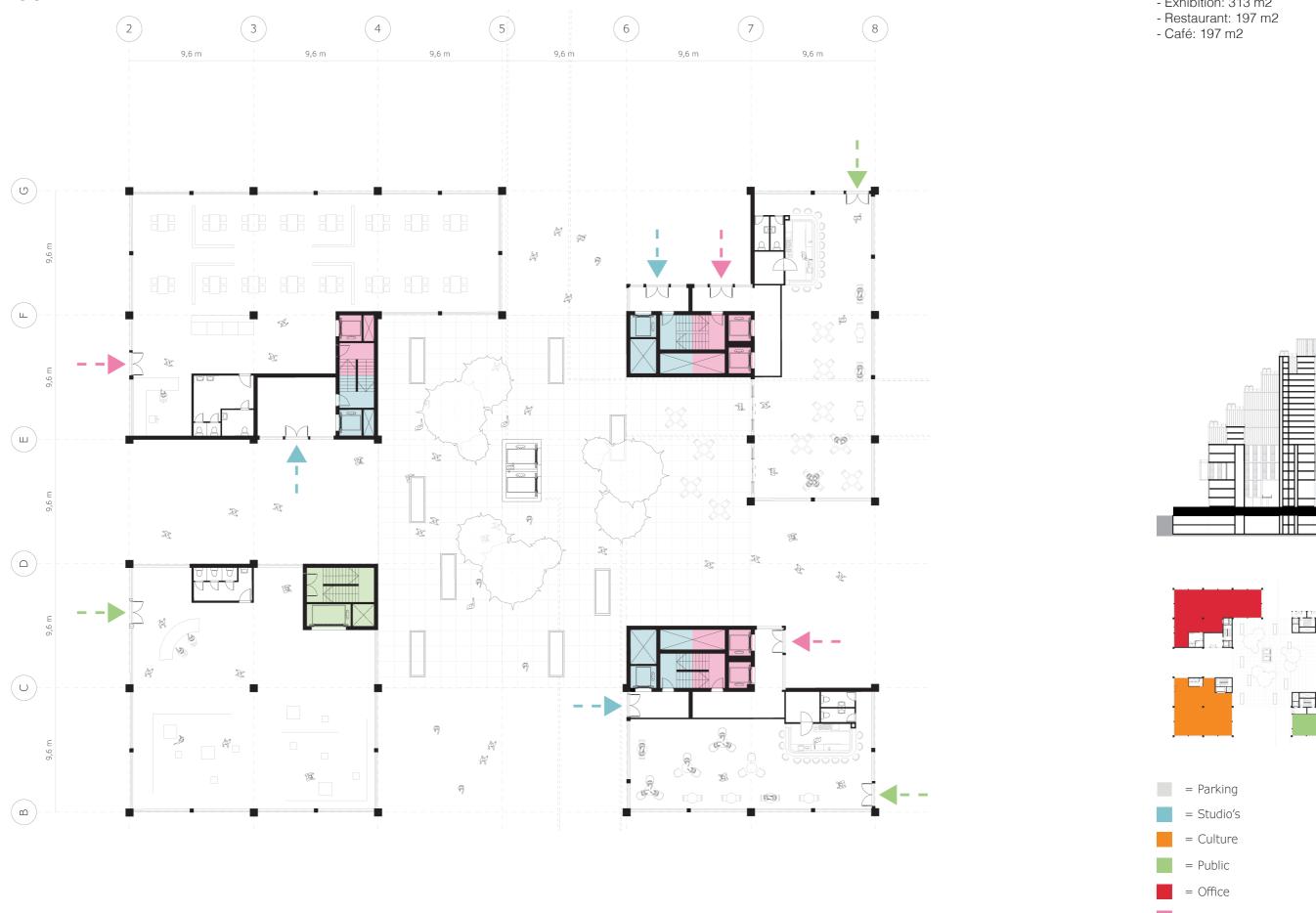


DESIGN

INTERIOR LOGISTICS Specifications I - 57 cars - 80 bikes UNDERGROUND - 10 motorcycles - 60 storage units - Exhibition loading area - Underground museum: 550 m2 - Service area 1: 43 m2 - Service area 2: 179 m2 (I M = Parking = Studio's = Culture = Public = Office = Institutional DESIGN 163

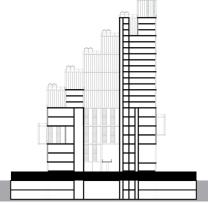


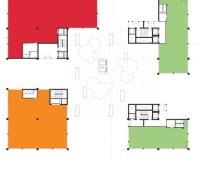
GROUND FLOOR



- 11 toilets

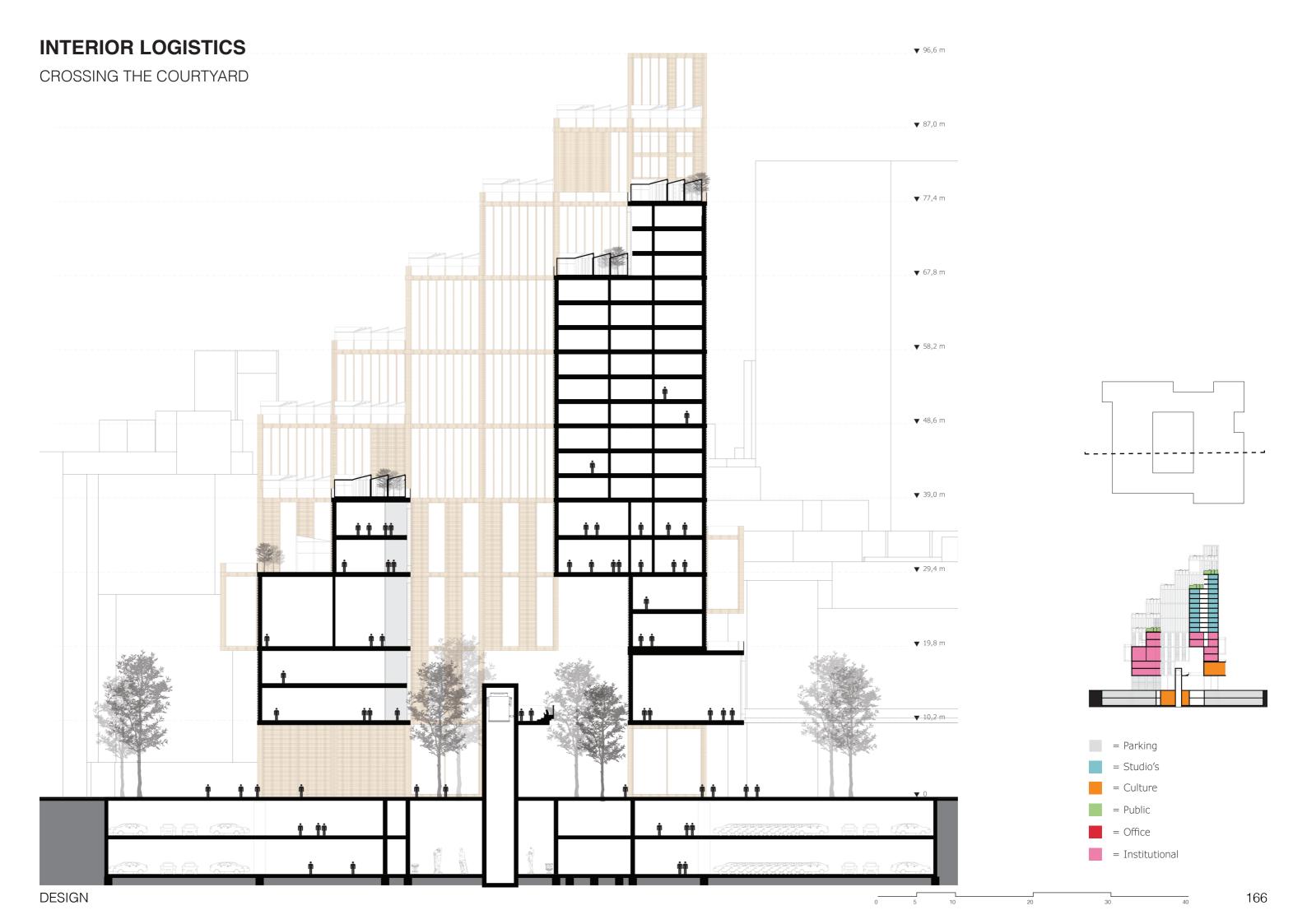
- Open Office Space: 345 m2 - Exhibition: 313 m2





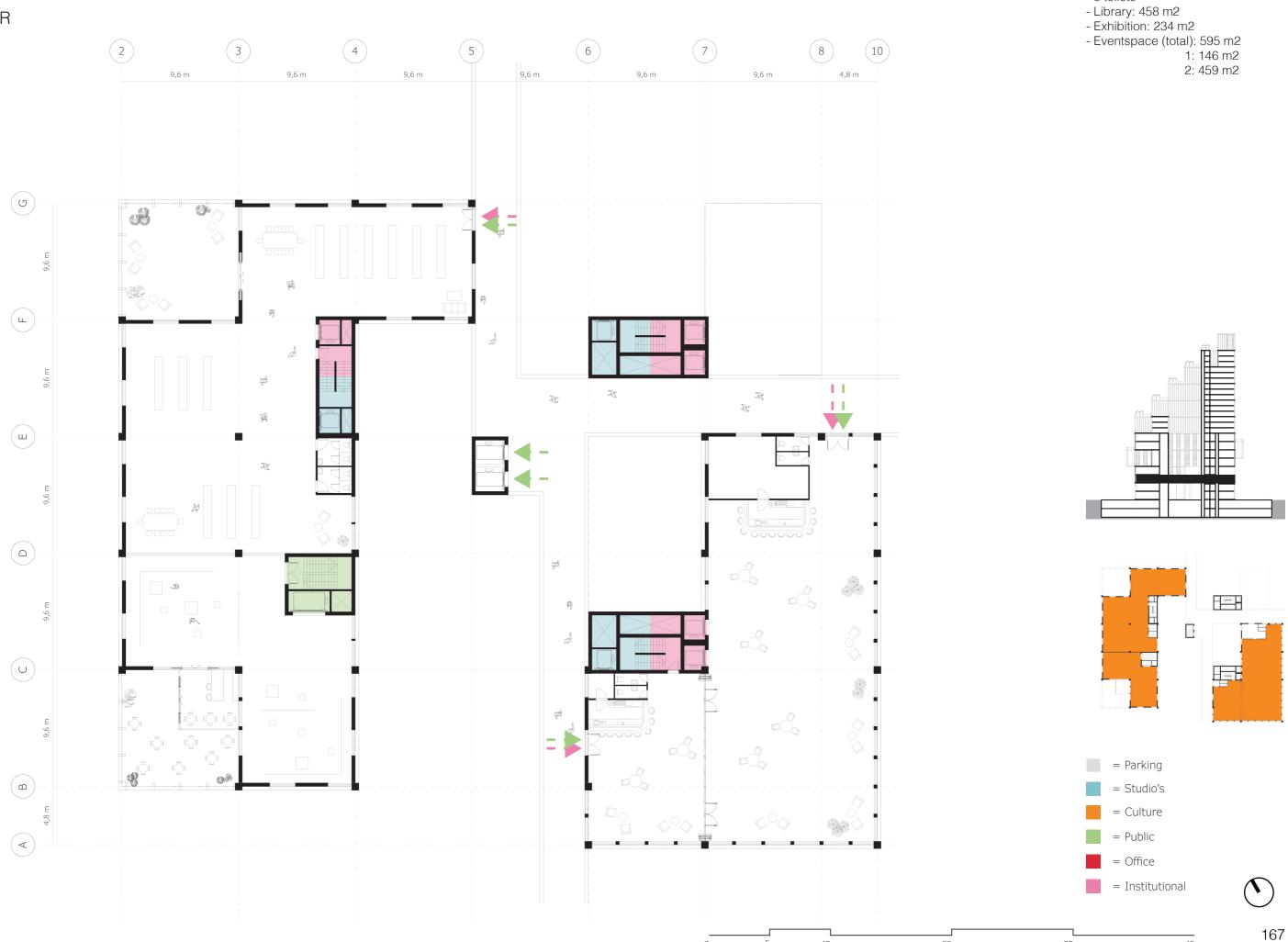
= Institutional





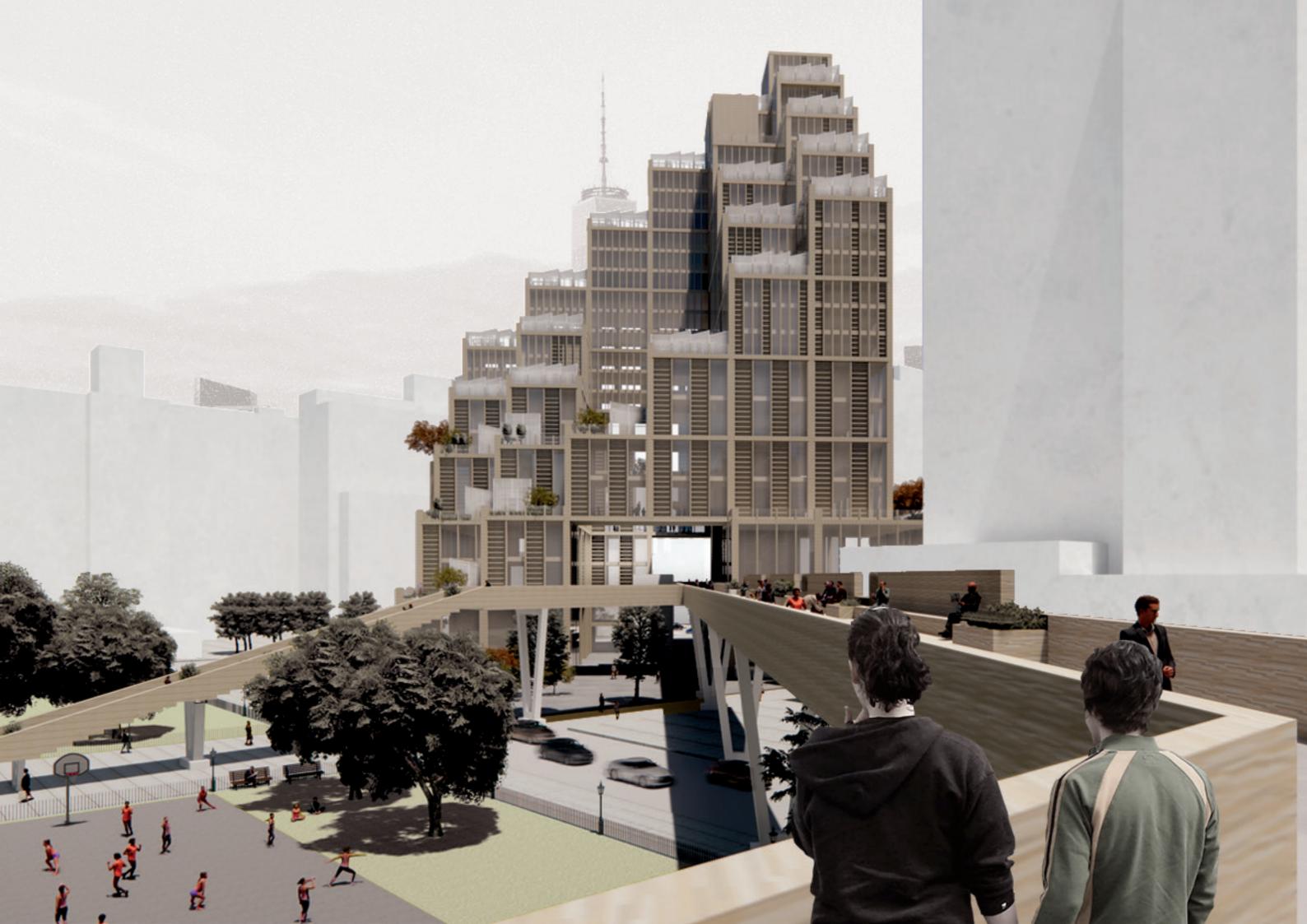
3RD FLOOR

DESIGN



Specifications I

- 8 toilets





7TH FLOOR

DESIGN



Specifications I
- 10 toilets





9TH FLOOR

DESIGN



Specifications I

15TH FLOOR

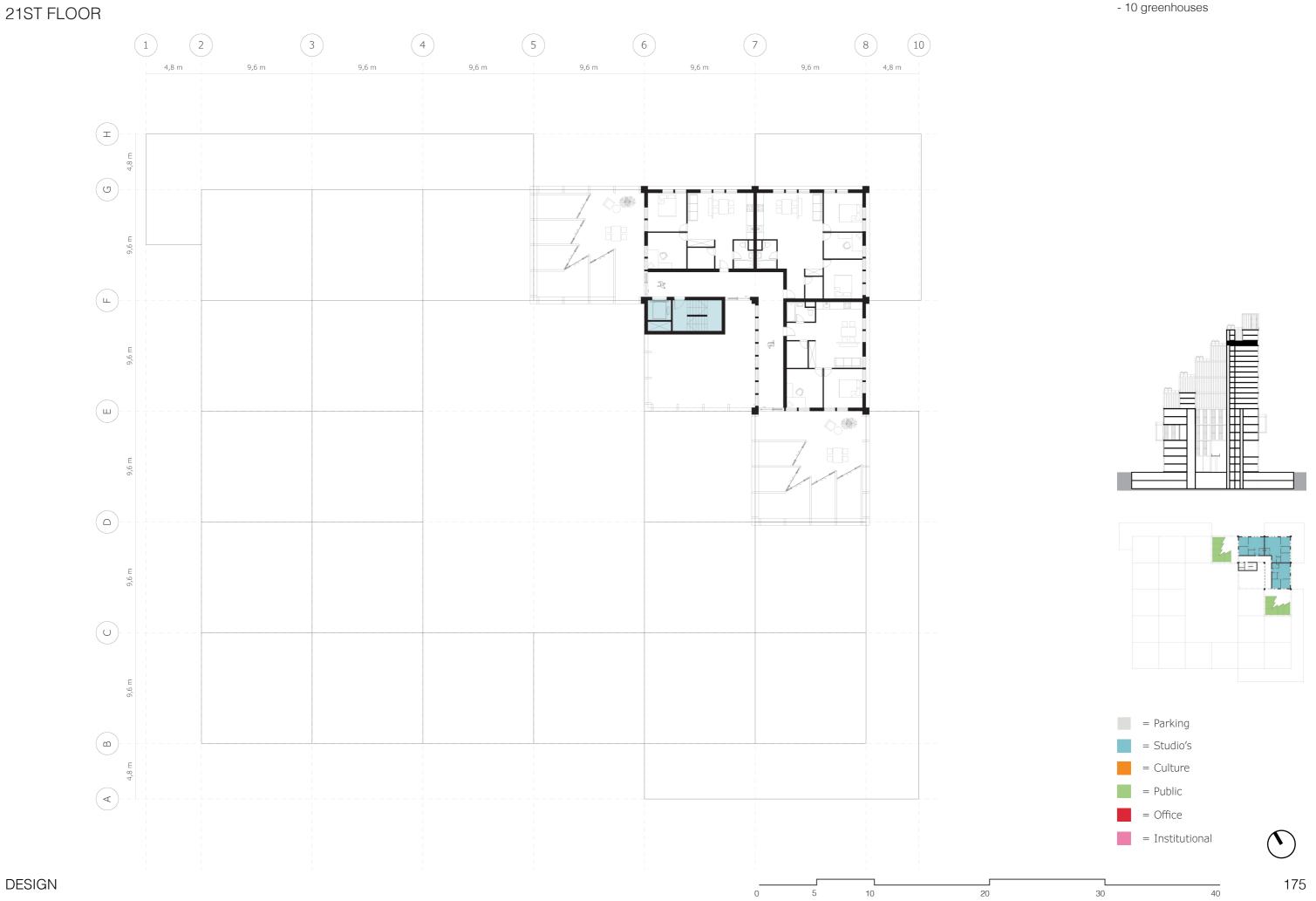
DESIGN



Specifications I

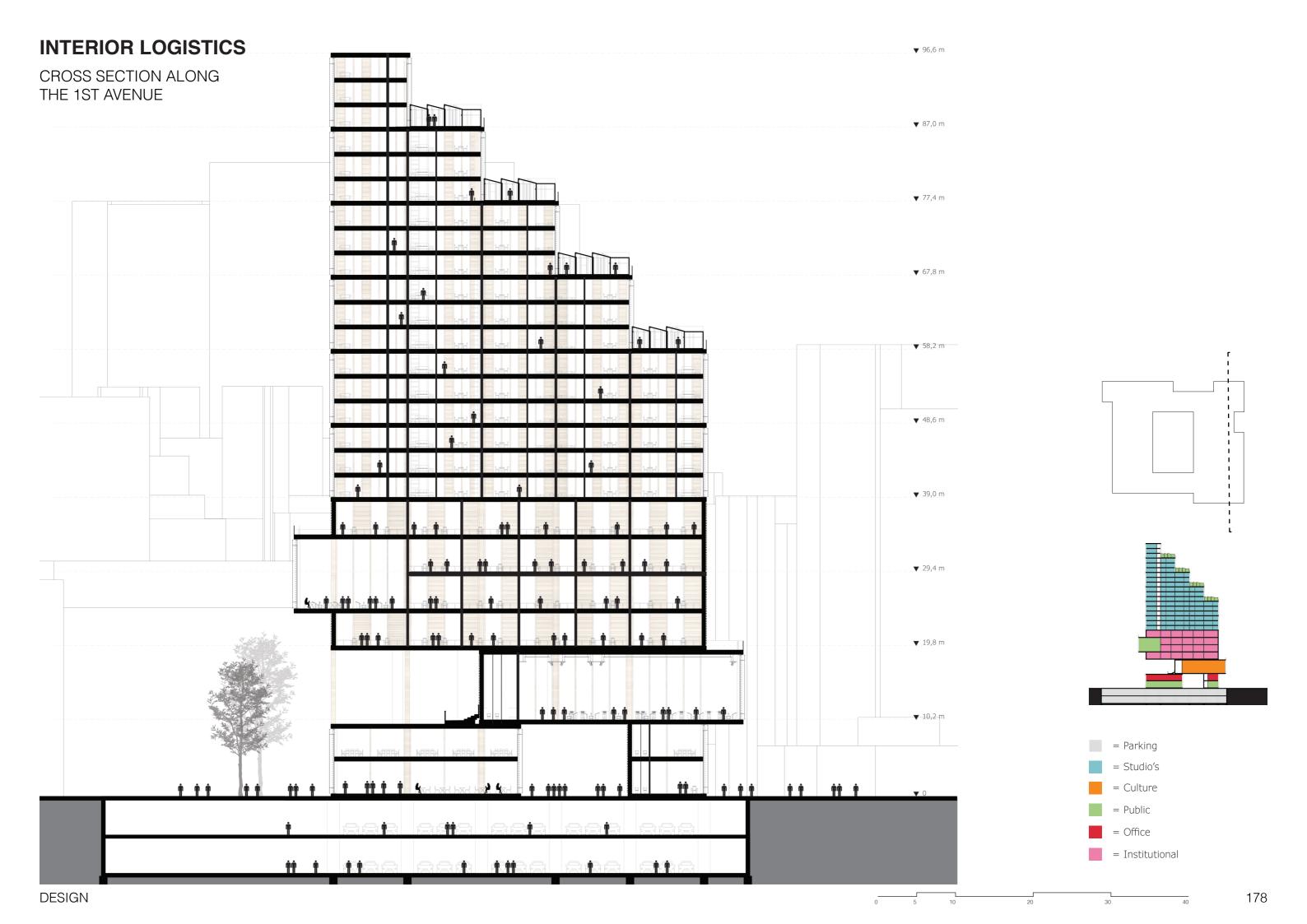
DESIGN

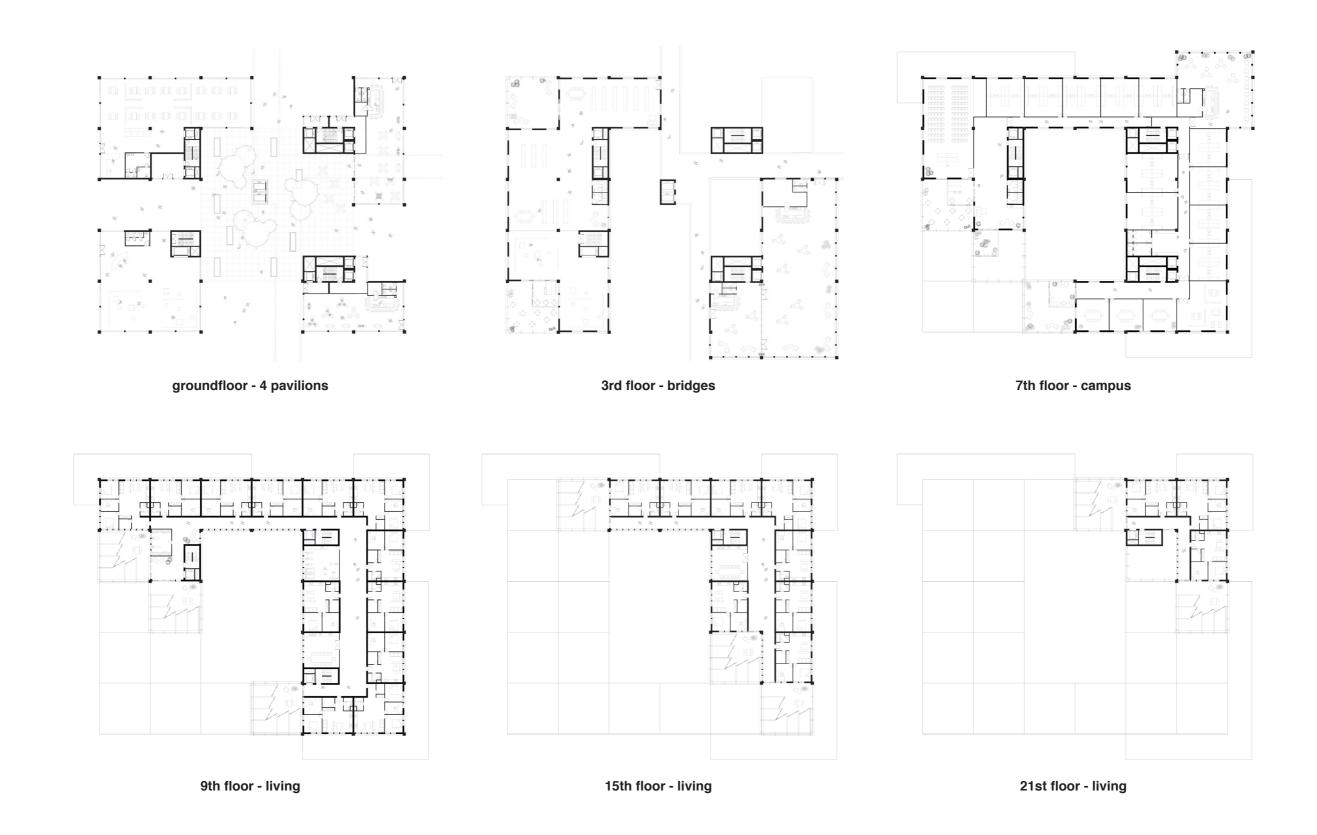
- Specifications I
 3 living units: 60 m2 each
 10 greenhouses













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PEDESTRIAN FOOTBRIDGES
URBAN IMPLEMENTATION
INTERIOR LOGISTICS

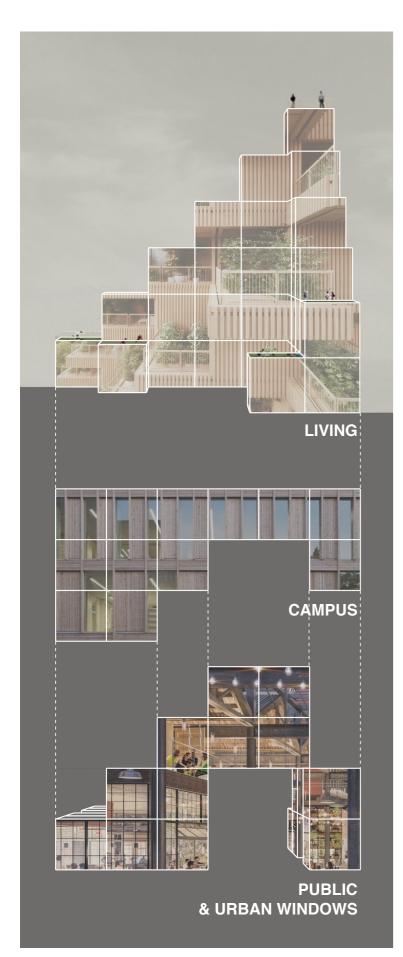
FACADE

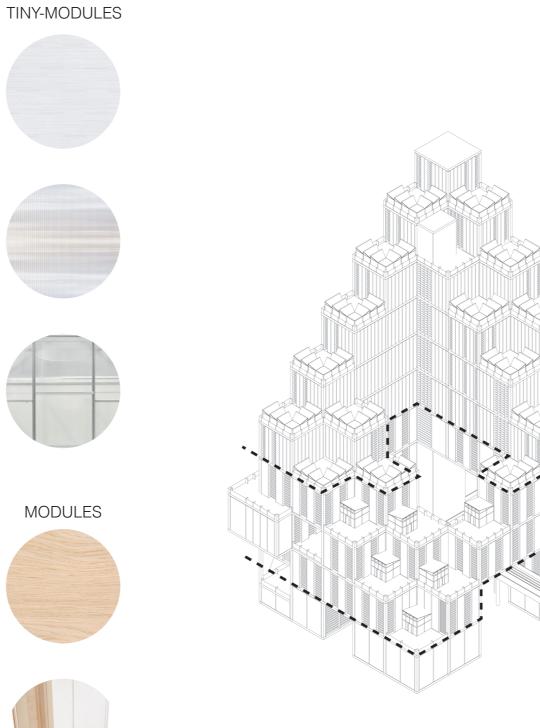
TINY-MODULES STRUCTURE CLIMATE DETAILING

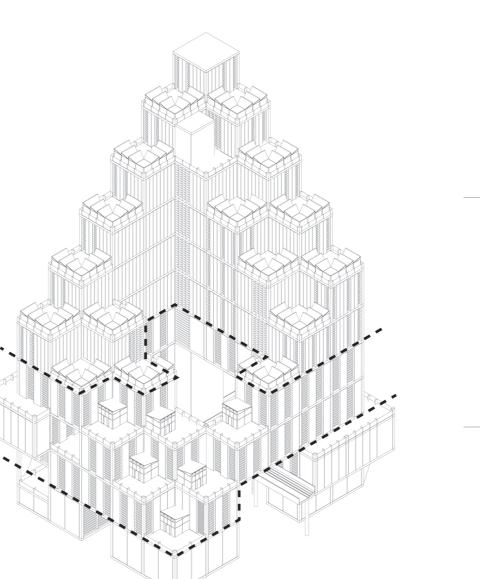
05 CONCLUSION

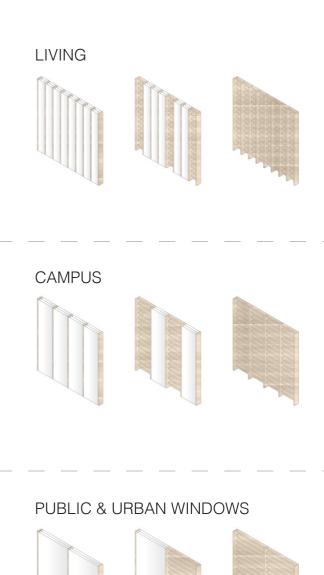
FACADE

MATERIALISATION





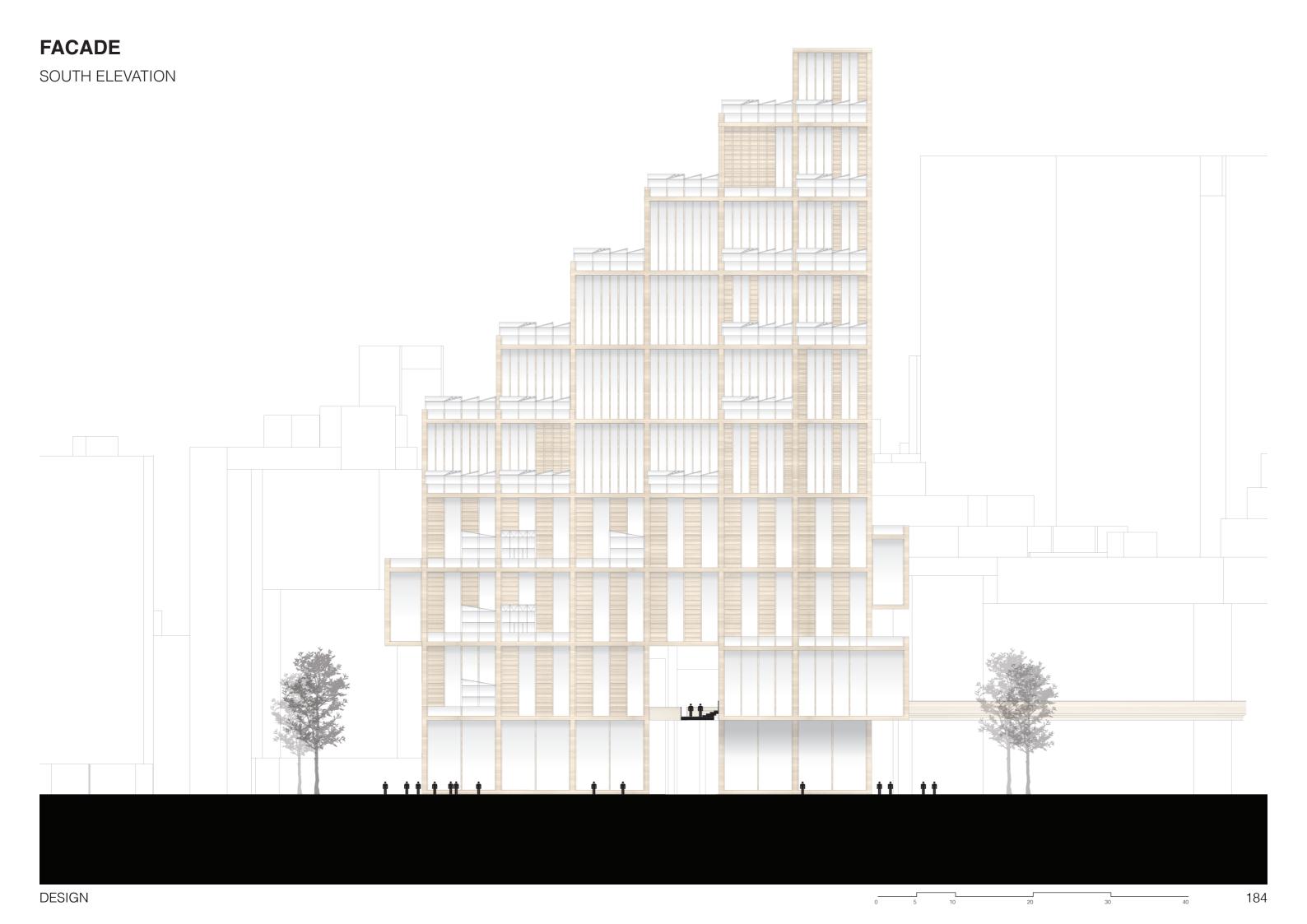


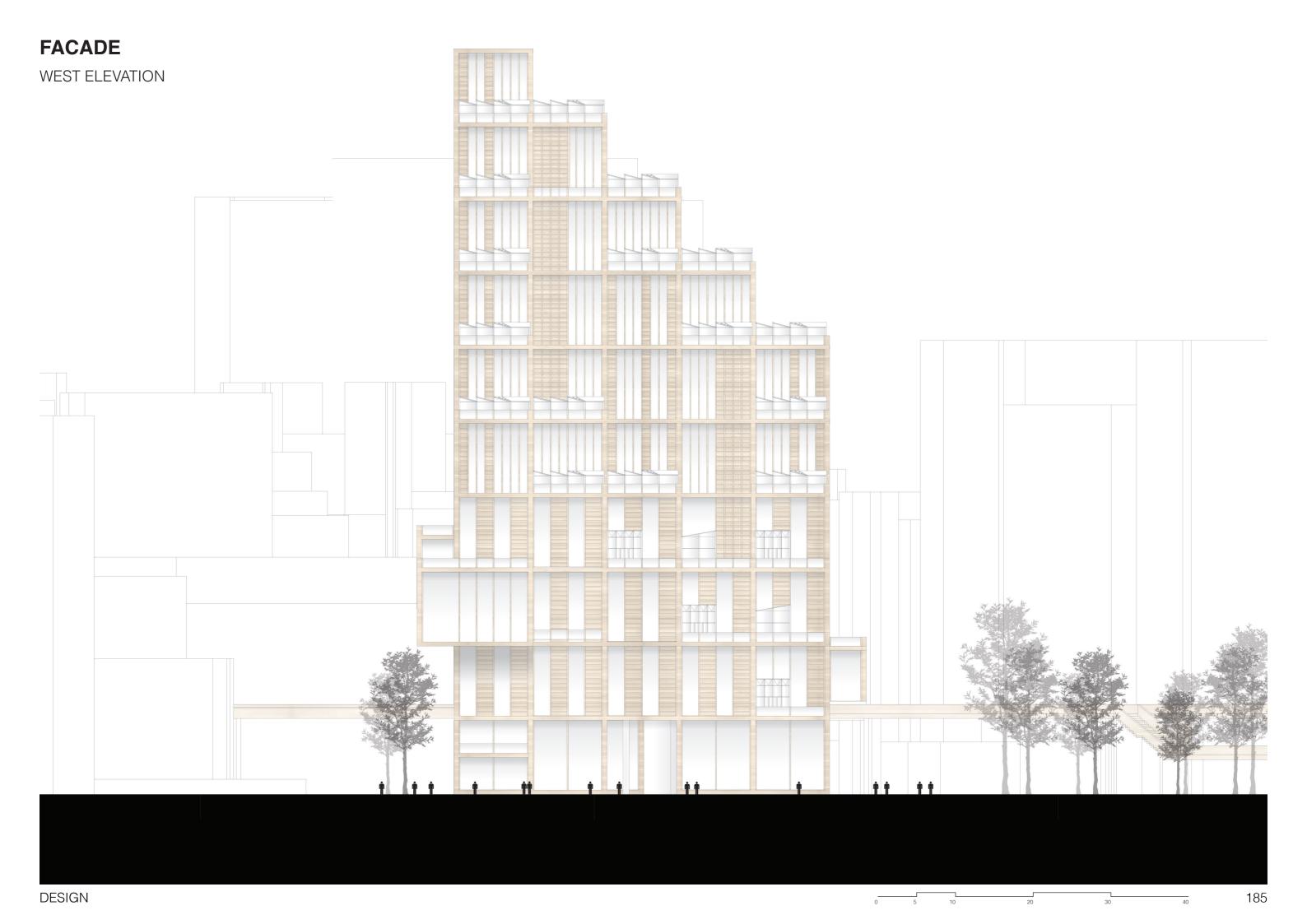


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PEDESTRIAN FOOTBRIDGES
URBAN IMPLEMENTATION
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FACADE

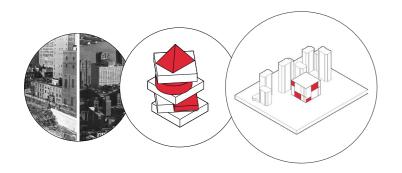
TINY-MODULES

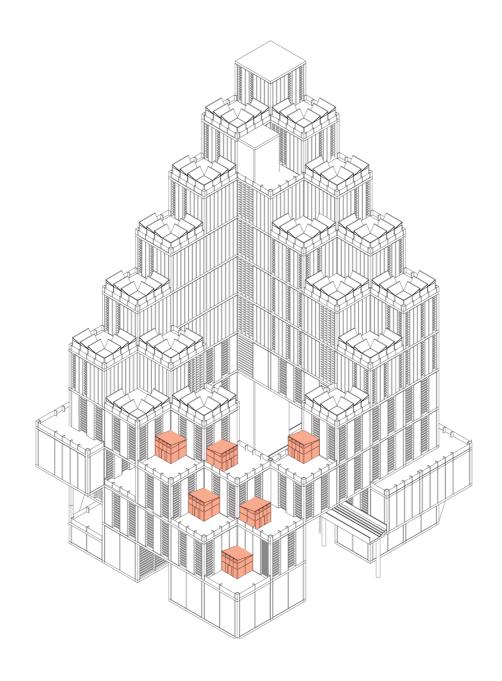
STRUCTURE CLIMATE DETAILING

05 CONCLUSION

TINY-MODULES

PUBLIC





20 M2

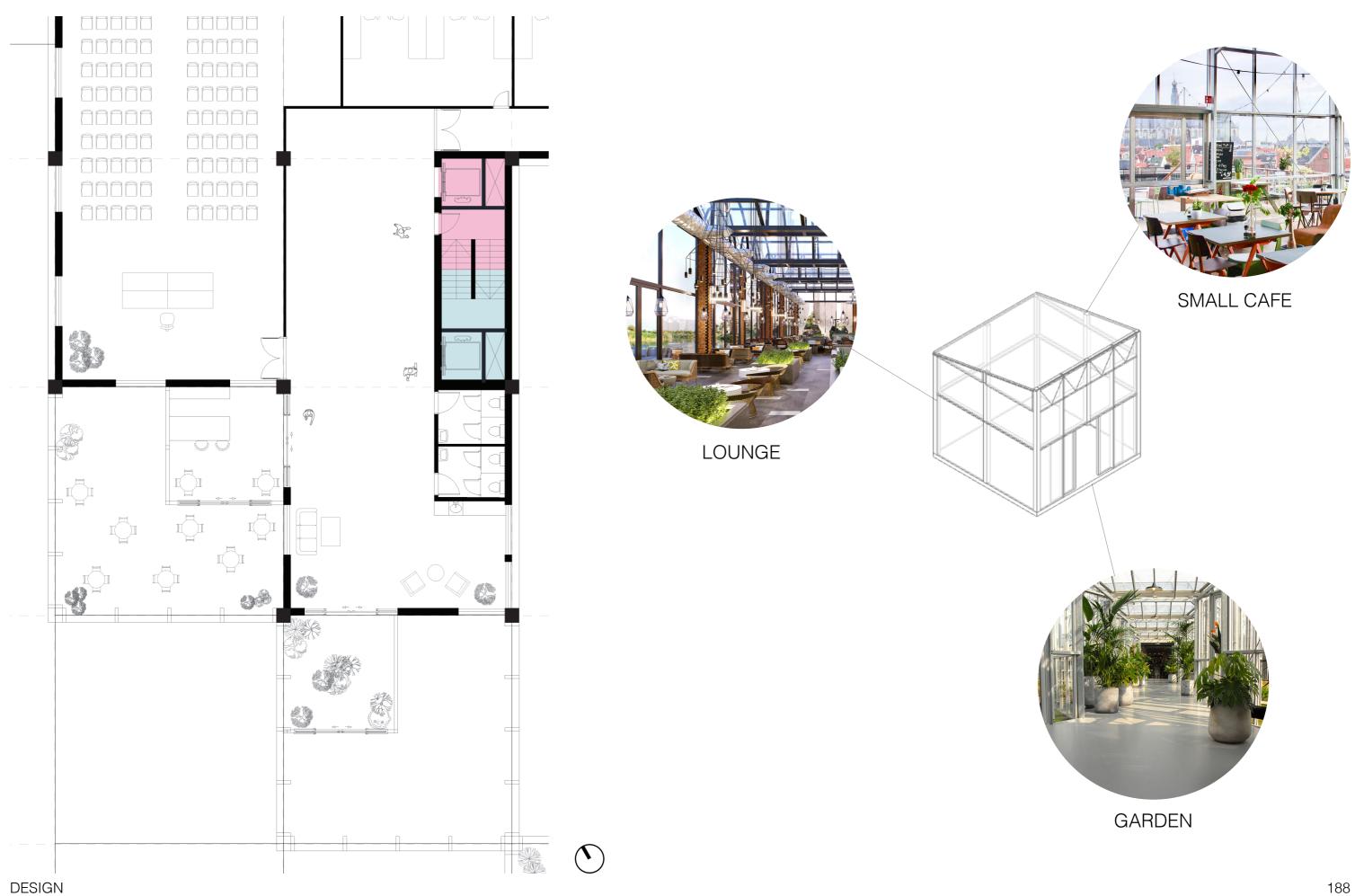
EXTENSION OF THE BUILDING

1 AT EACH ROOFTOP

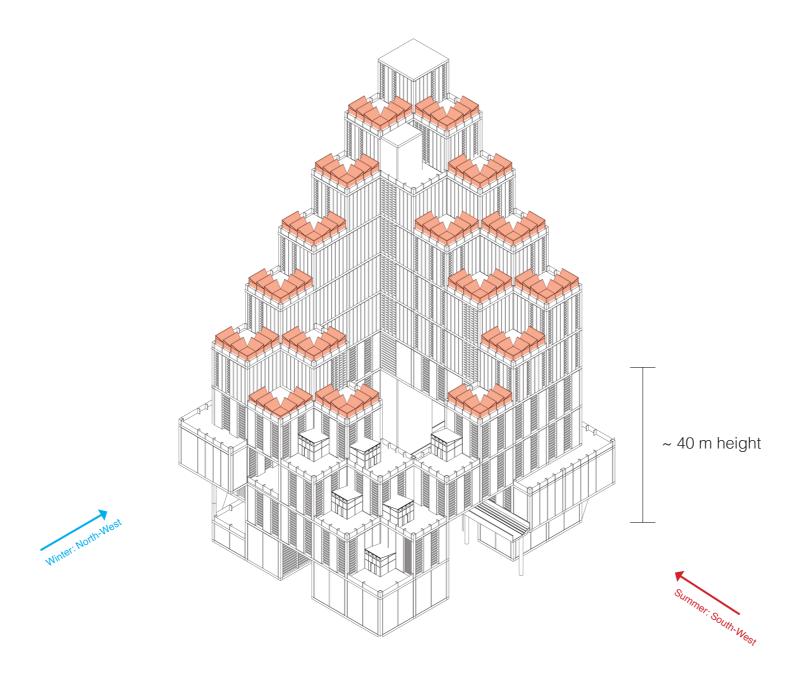
25% OF THE ROOFTOP

TINY-MODULES

PUBLIC



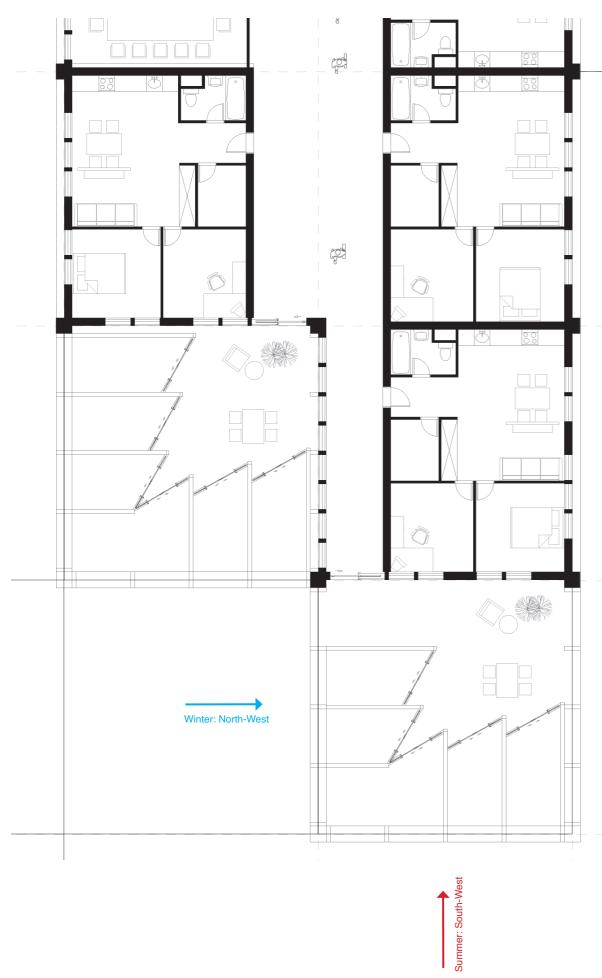
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DETACHED FROM BUILDING
WORKING AS WIND SHIELD
75% OF THE ROOFTOP

TINY-MODULES

PRIVATE









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PEDESTRIAN FOOTBRIDGES
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STRUCTURE

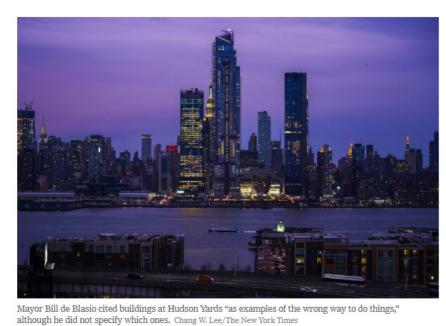
CLIMATE DETAILING

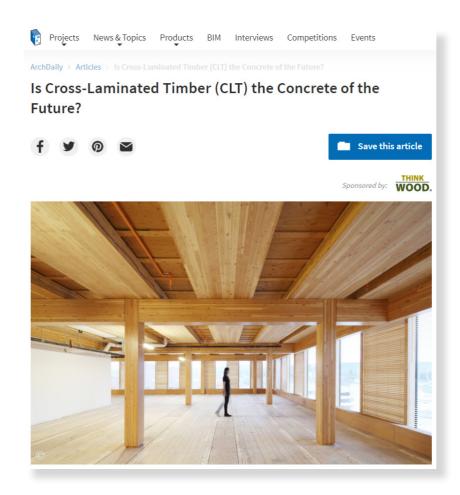
05 CONCLUSION

MATERIALISATION

De Blasio's 'Ban' on Glass and Steel Skyscrapers Isn't a Ban at All

New York City may require more eco-friendly building materials, but neither glass nor steel would be prohibited.







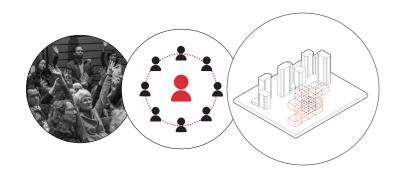
COULD TALL WOOD CONSTRUCTION BE THE FUTURE OF HIGH-RISE BUILDINGS?

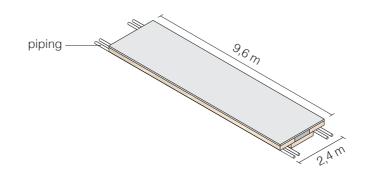
Lifecycle emission of wood is 74% lower than steel and 69% lower than concrete

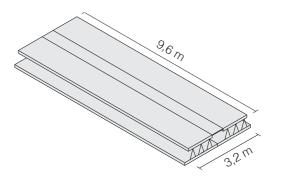
Potential of dismantling to reuse/recycle

Healthy indoor climate

MODULE ELEMENTS

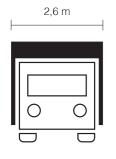


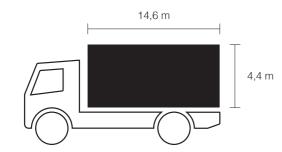


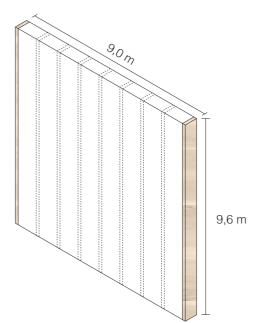


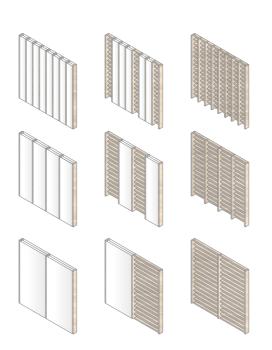
Composite Mass Timber floor

Holcon floor

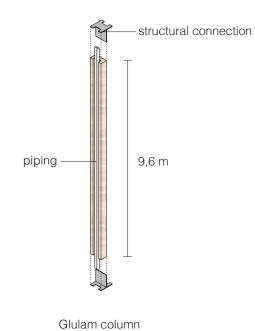


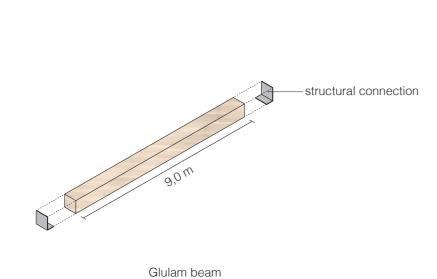


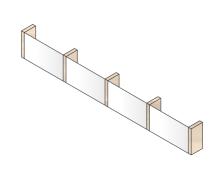


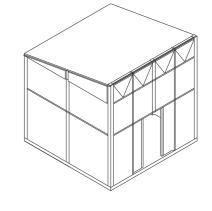


Facade panel





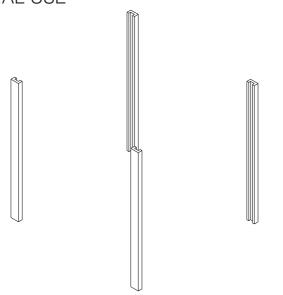




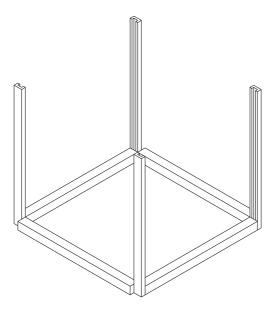
Railing

Greenhouse

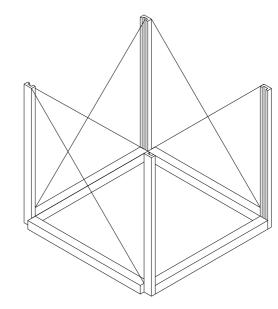
PREFABRICATION SAVES CONSTRUCTION TIME ON SITE & MATERIAL USE



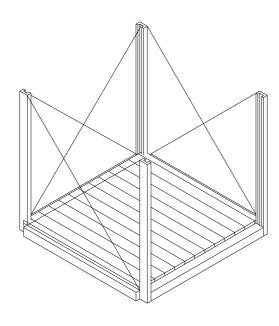
GLULAM COLUMNS 600MM X 600MM



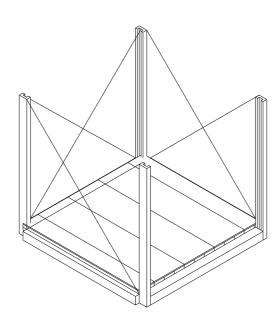
GLULAM BEAMS 600MM X 600MM



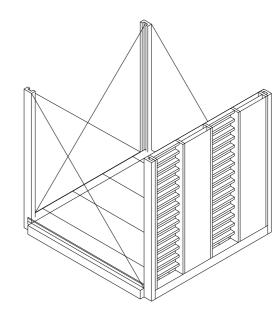
TEMPORARY STABILITY CROSSES



PREFAB MASS-TIMBER COMPOSITE FLOOR SYSTEMS

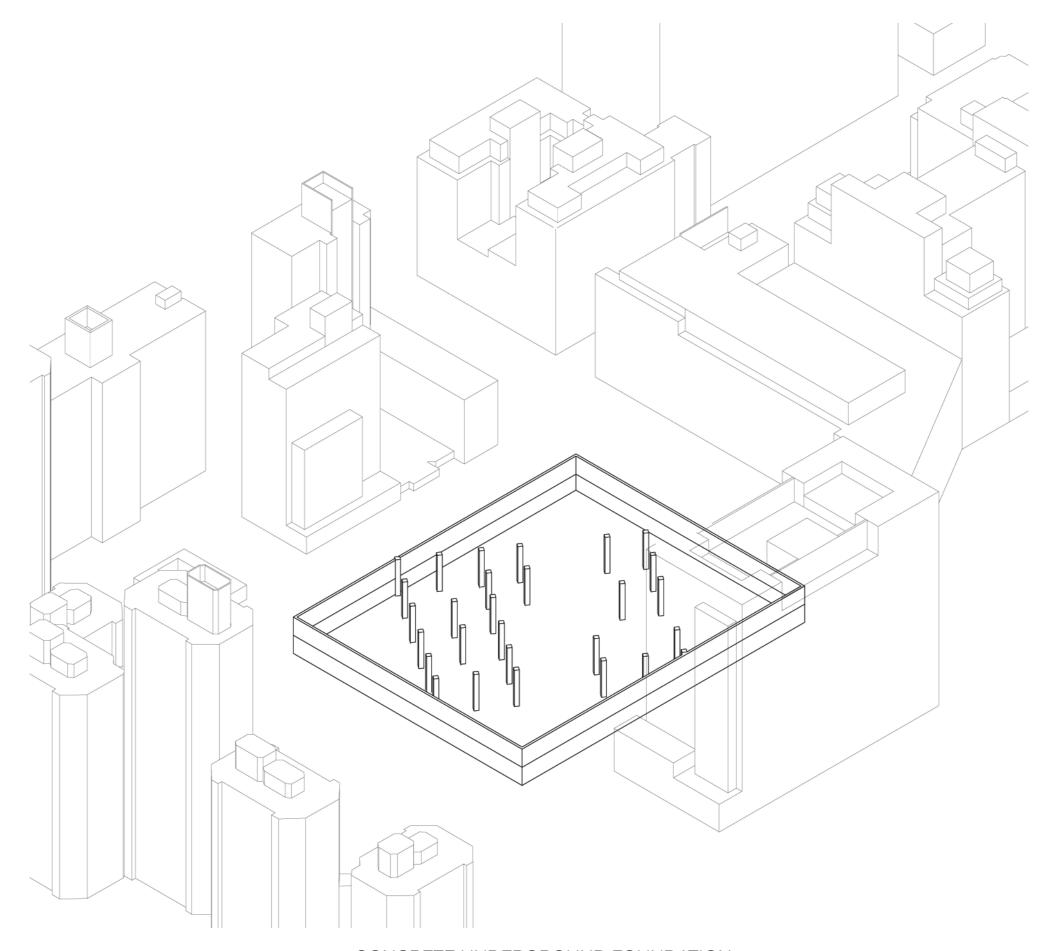


REINFORCED CONCRETE TOPPING SLAB

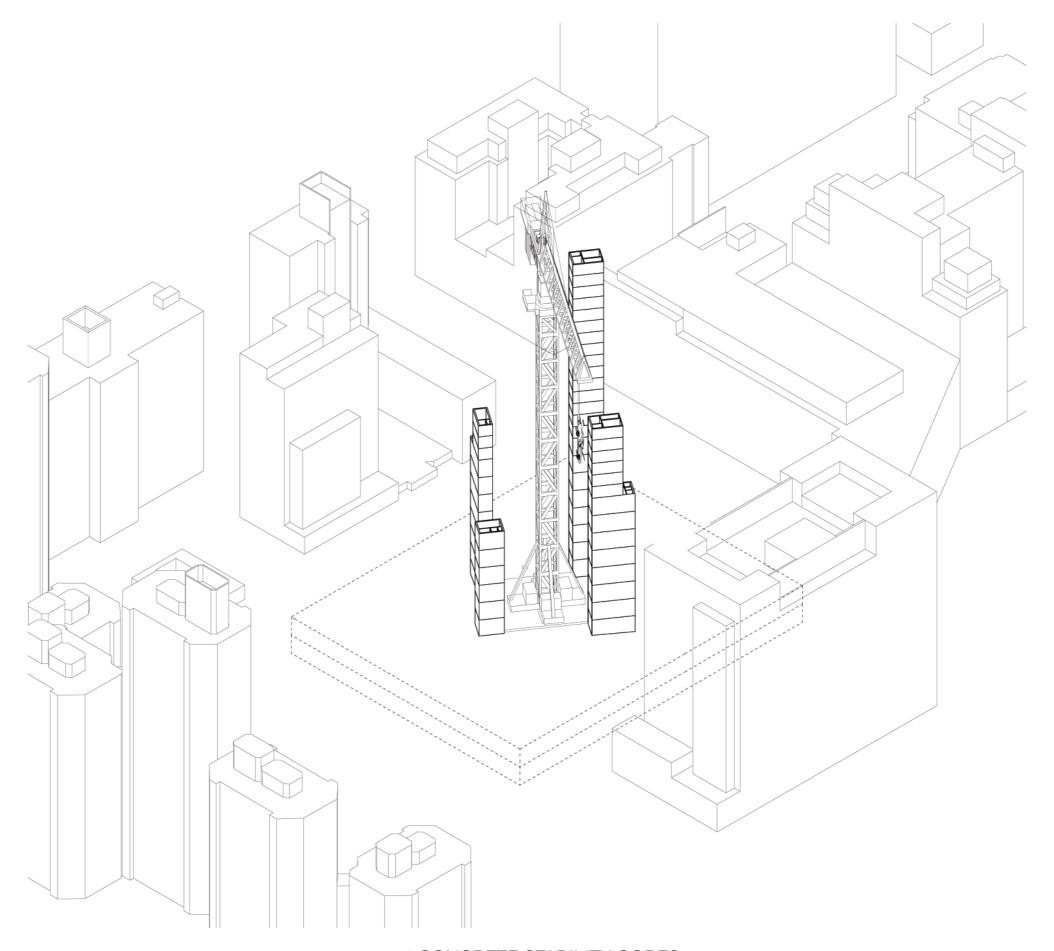


FACADE ELEMENT

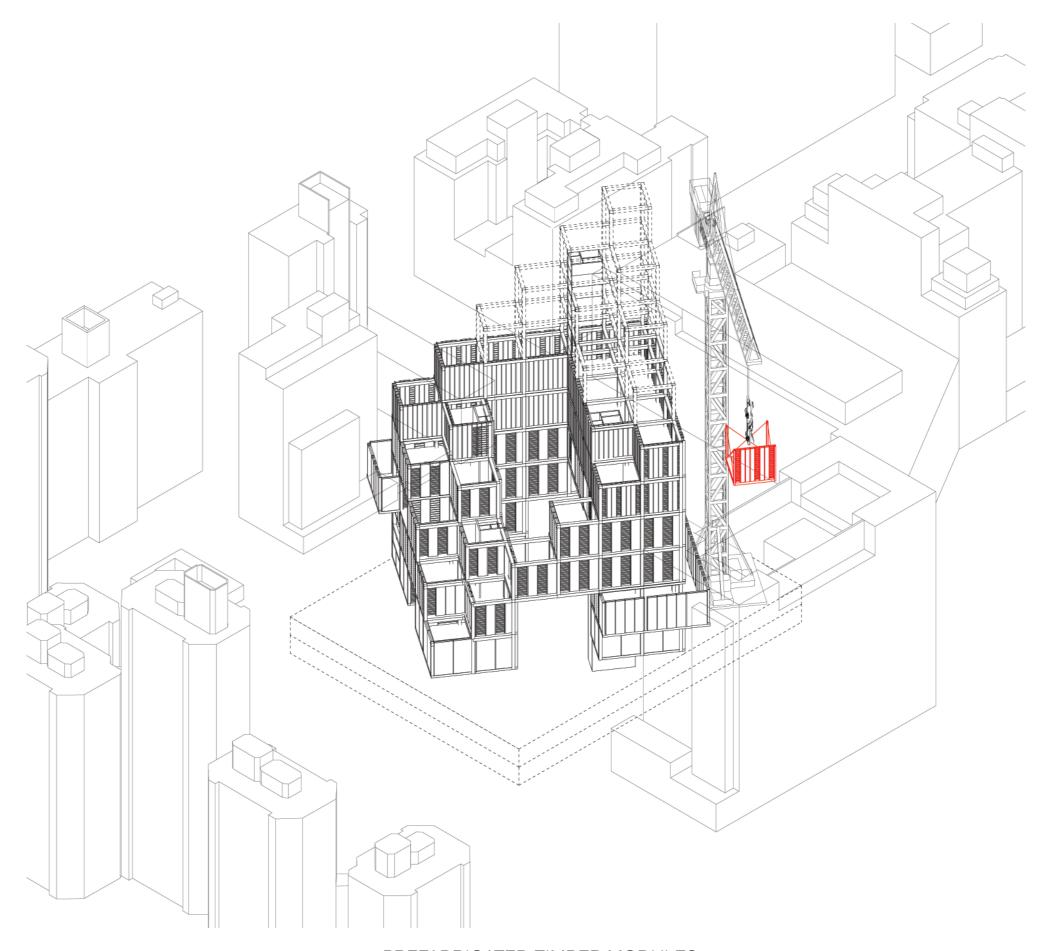
9600MM X 2400MM



CONCRETE UNDERGROUND FOUNDATION

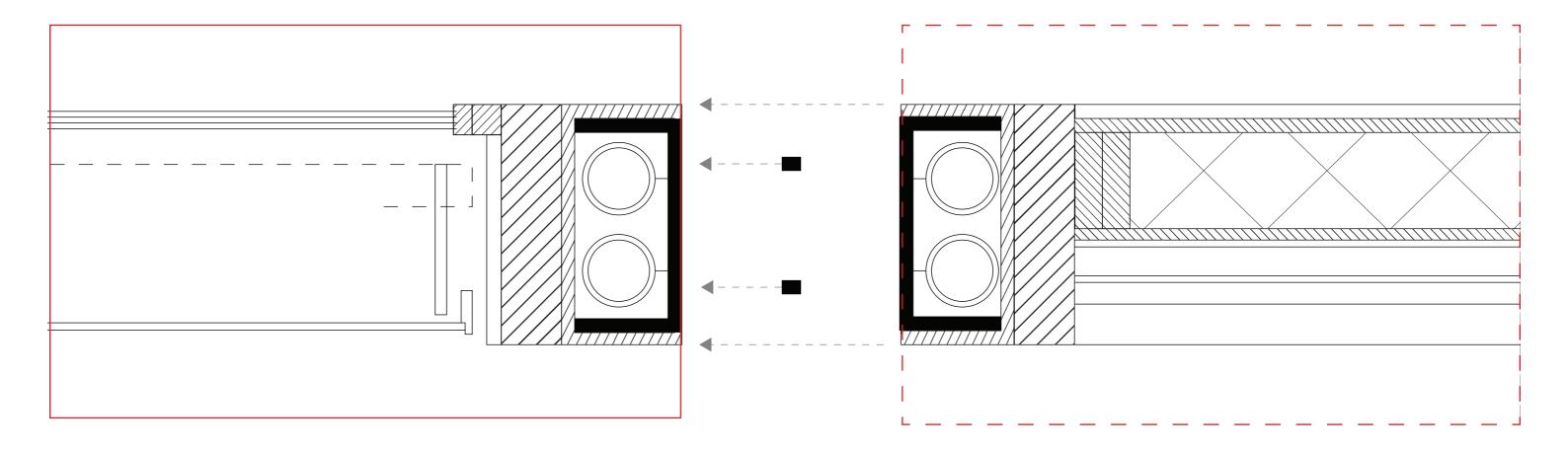


4 CONCRETE STABILITY CORES

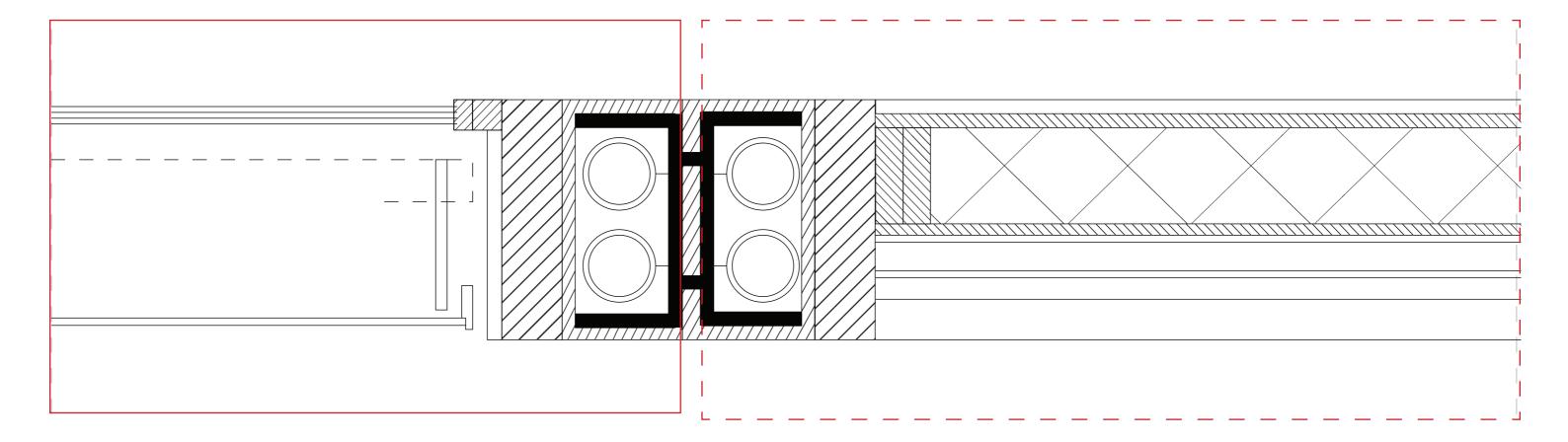


PREFABRICATED TIMBER MODULES

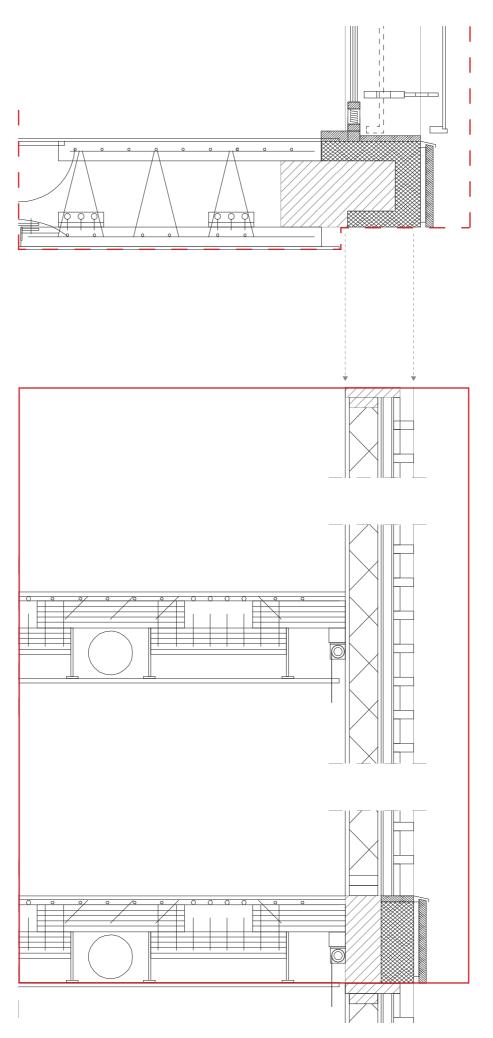
BUILDING ASSEMBLY HORIZONTAL SECTION



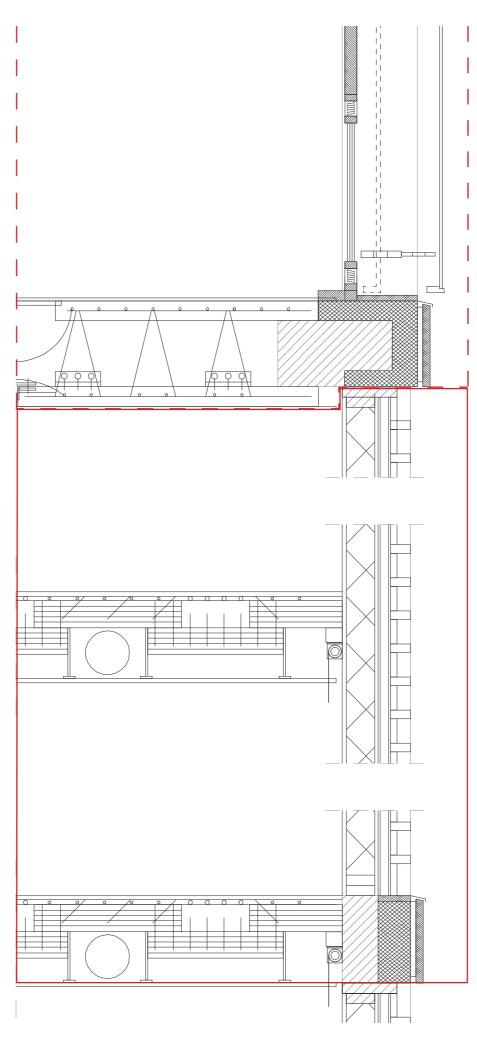
BUILDING ASSEMBLY HORIZONTAL SECTION



BUILDING ASSEMBLY VERTICAL SECTION

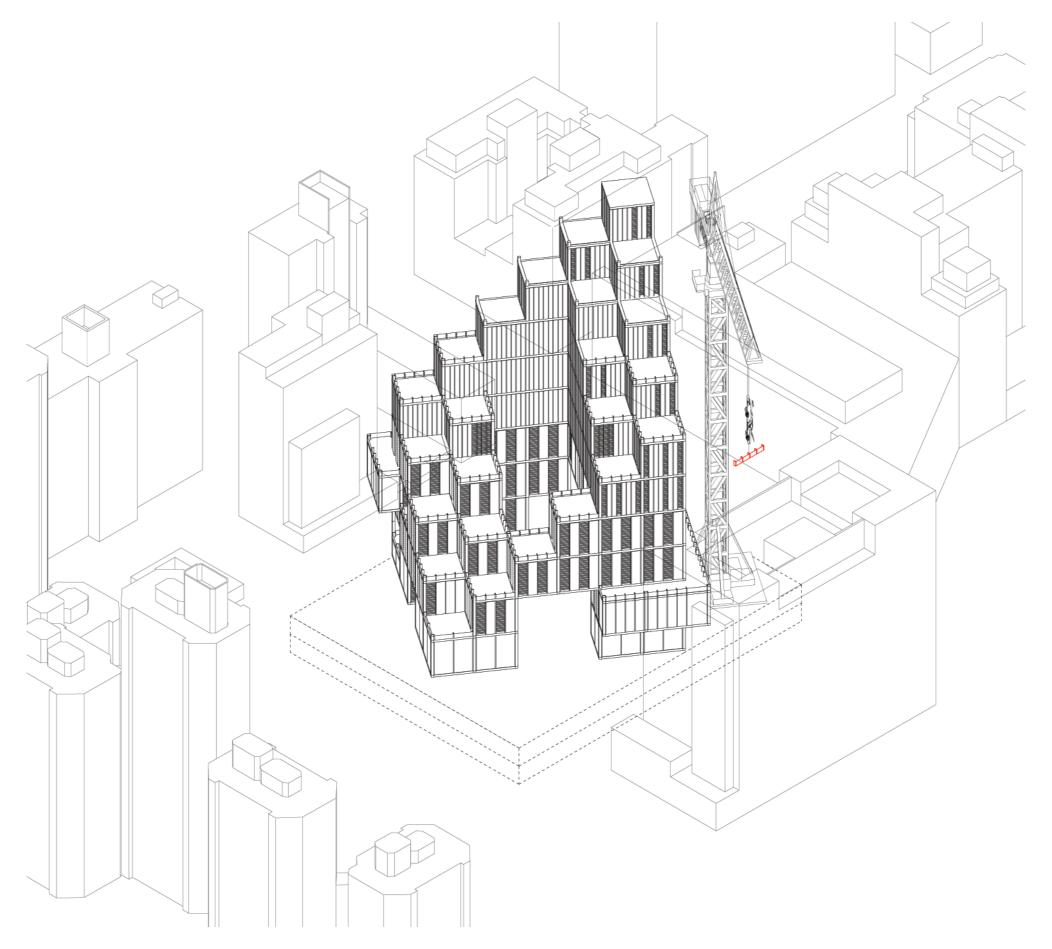


BUILDING ASSEMBLY VERTICAL SECTION





ROOFS/TERRACES



RAILINGS



GREENHOUSES

01 INTRODUCTION

02 RESEARCH

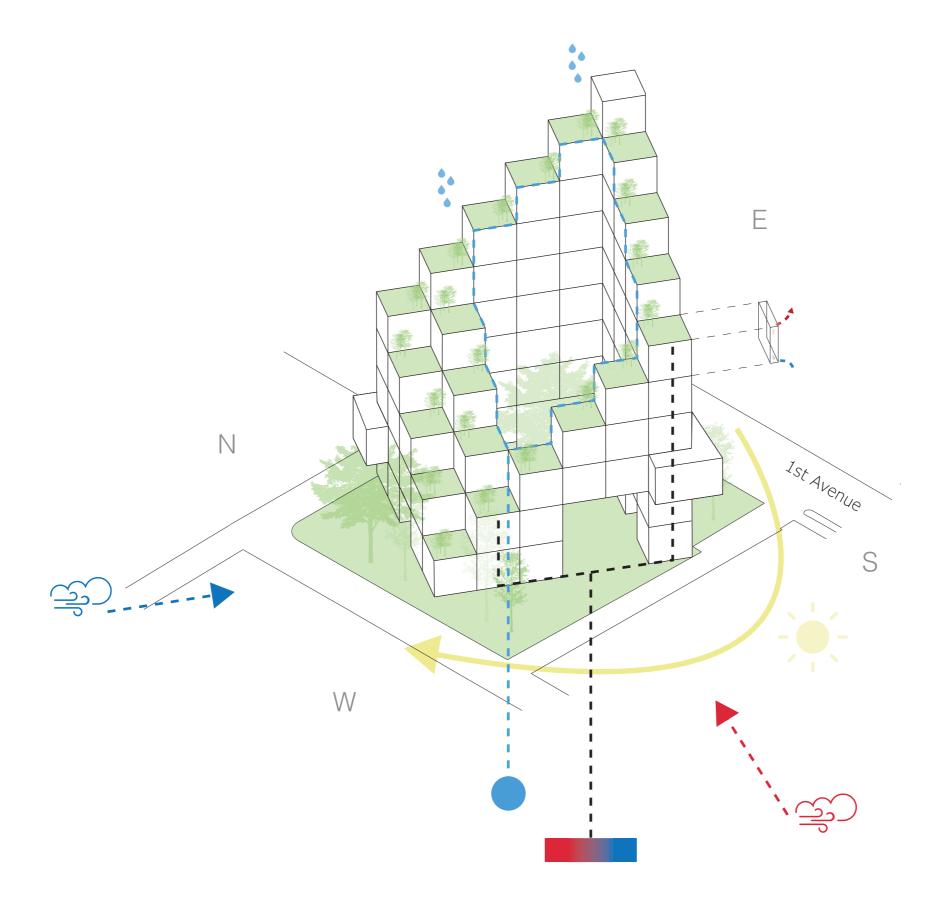
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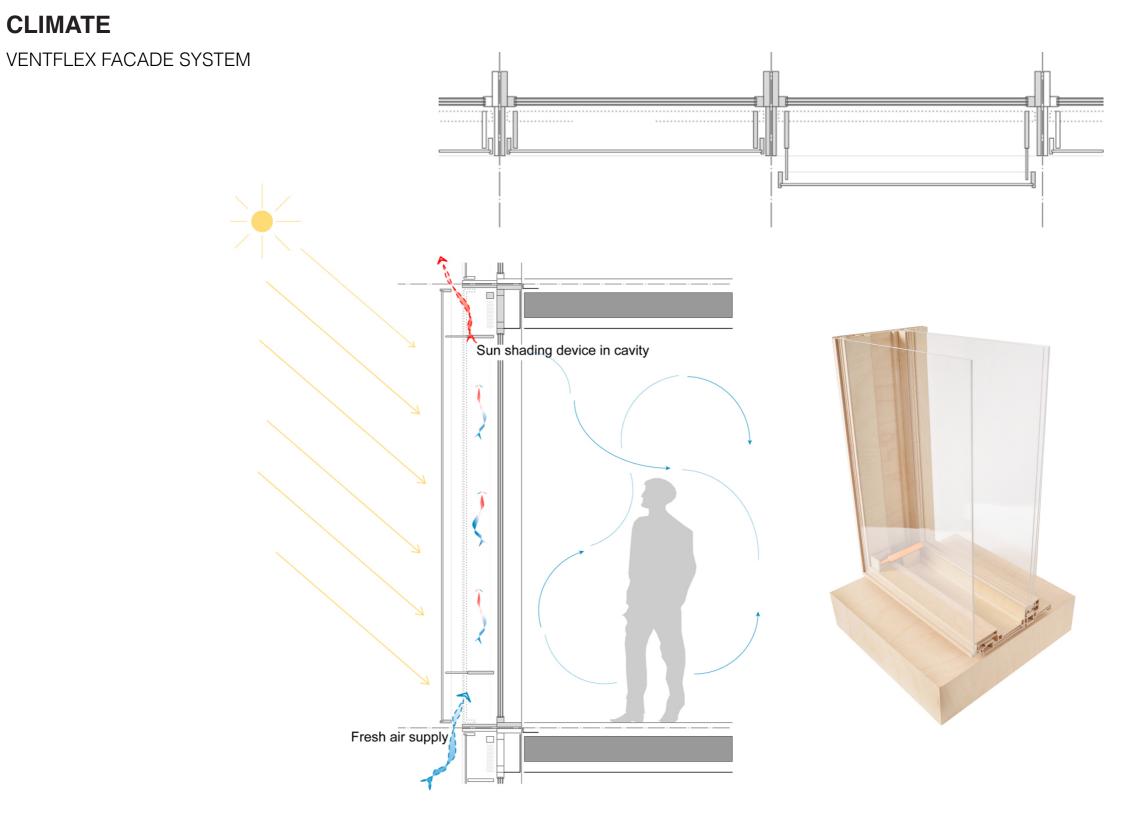
DETAILING

05 CONCLUSION



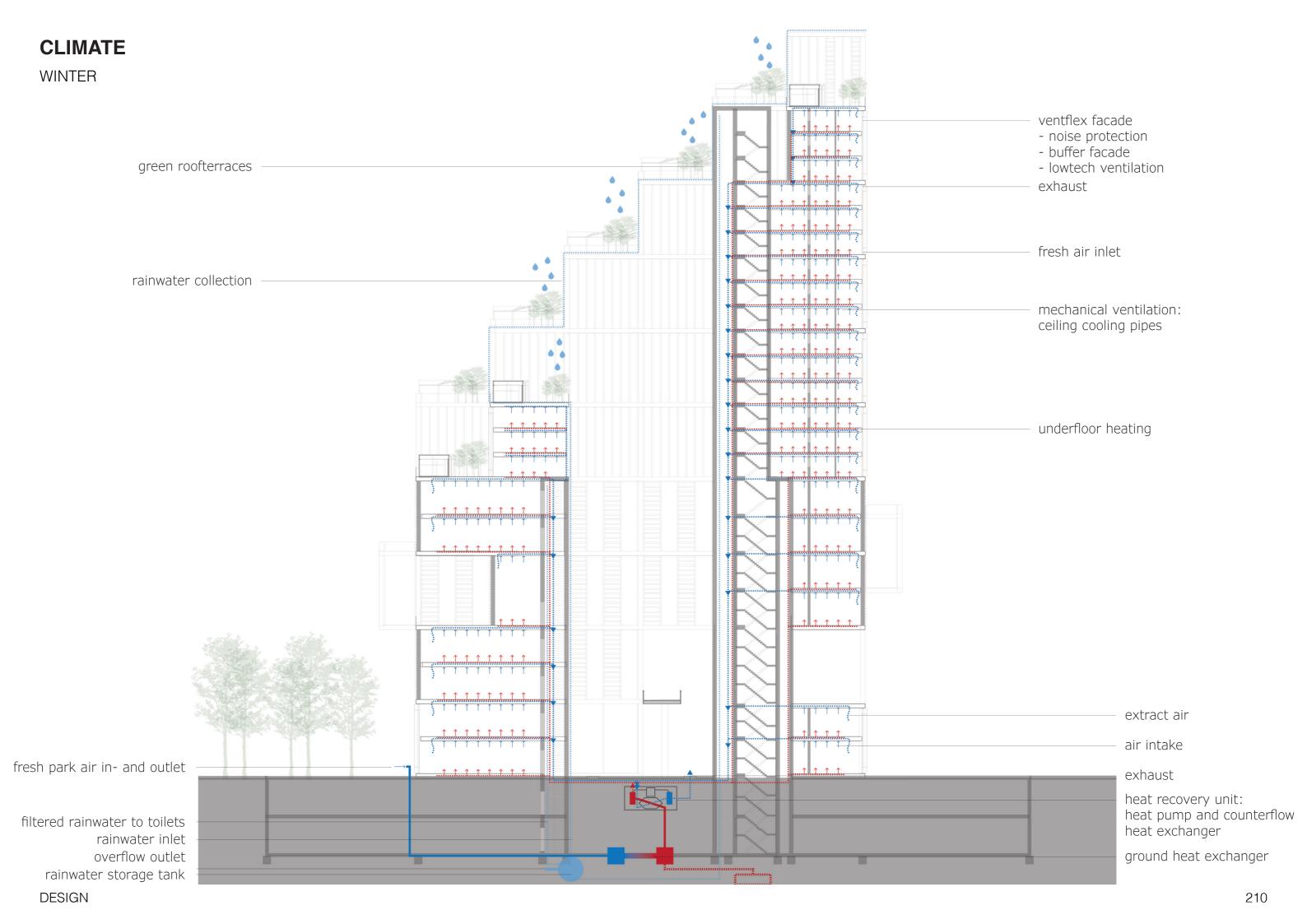
CLIMATE SUMMER greenhouse effect ventflex facade - noise protection - buffer facade green roofterraces - lowtech ventilation exhaust stack-effect natural ventilation fresh air inlet rainwater collection mechanical ventilation: ceiling cooling pipes indoor sunshading (East-South-West) Facade mounted solar air heating collectors extract heated air cooled air intake fresh park air in- and outlet exhaust heat recovery unit: heat pump and counterflow filtered rainwater to toilets heat exchanger rainwater inlet ground heat exchanger overflow outlet rainwater storage tank

CLIMATE



A VENTILATION SYSTEM THAT ALLOWS ENERGY CONSUMPTION TO BE ALMOST HALVED THANKS TO AUTOREACTIVE COMPONENTS.

If the temperature between the panes rises above 23 degrees, the cylinders push the external glassfront 5 cm outwards. The vent between the frame and pane allows cooler outside air the enter and naturally ventilate the space between the panes occupied by the heated solar protection. If the temperature drops below 23 degrees, the gap closes again.



01 INTRODUCTION

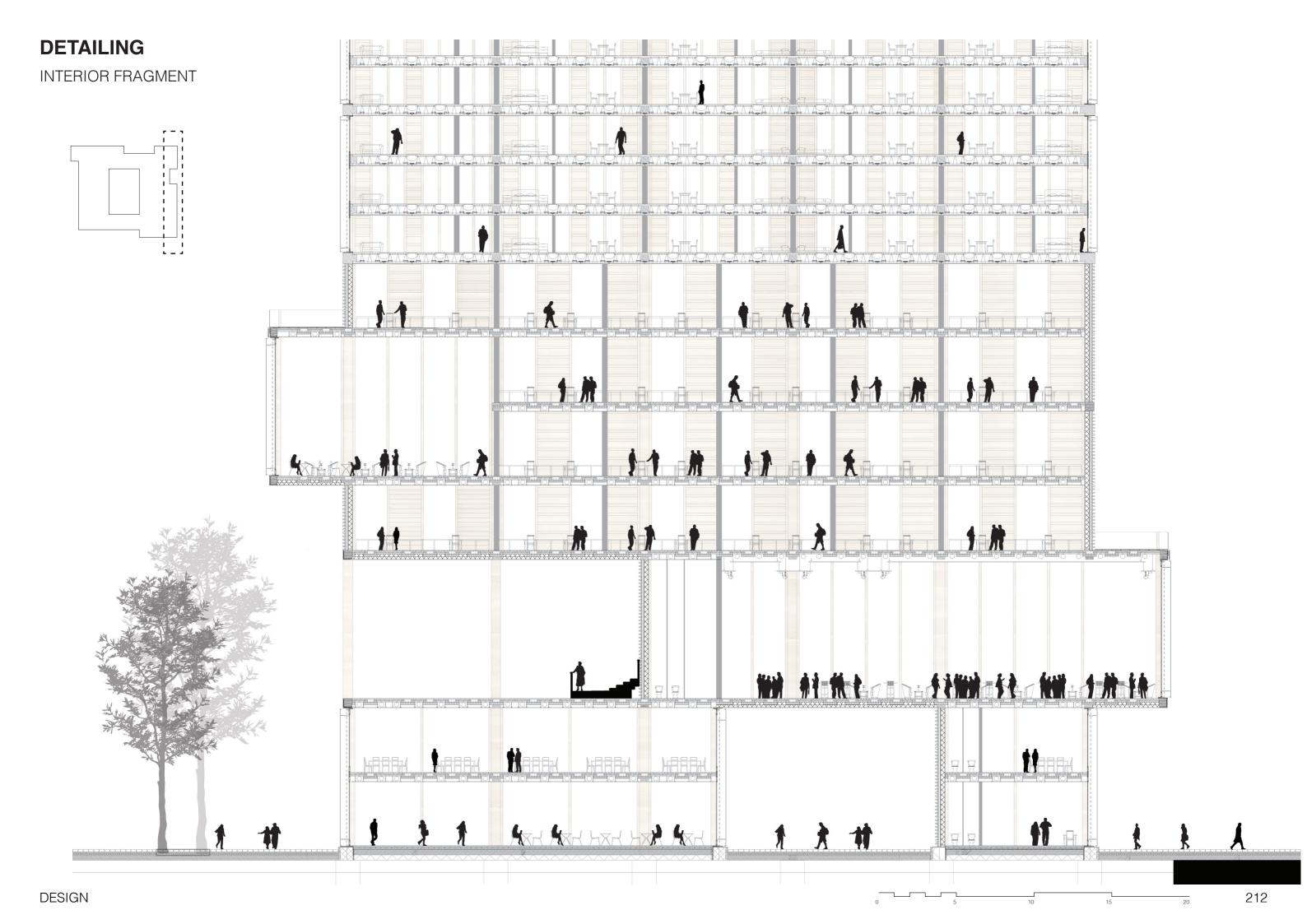
02 RESEARCH

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DETAILING

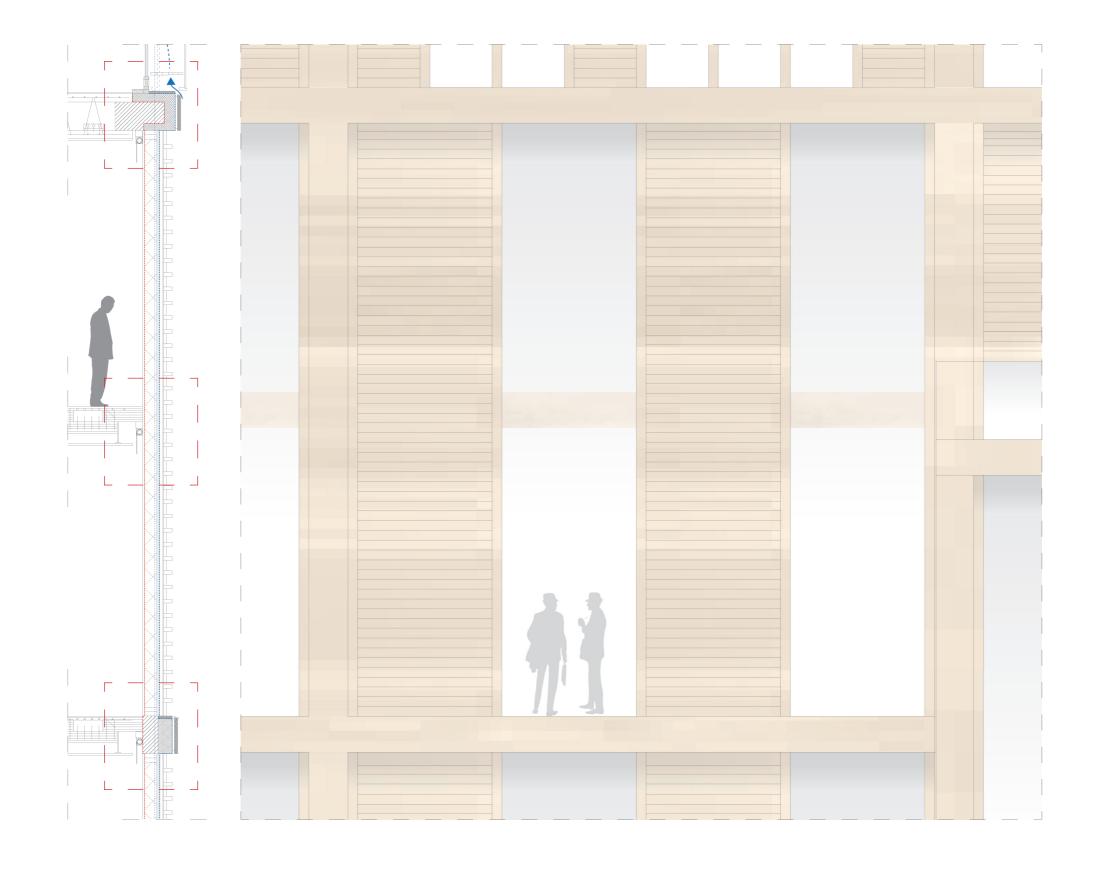
05 CONCLUSION

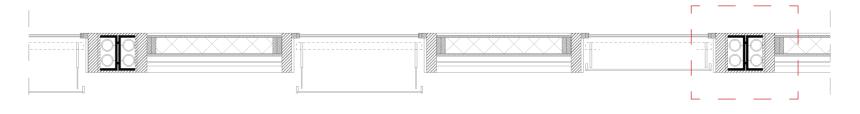


DETAILING EXTERIOR FRAGMENT Air outlet ventilation grille Living unit T = 22 °C ACH = 3 RH = 50% Ventflex facade Floorheating pipes Ceiling cooling pipes Living unit T = 22 °C ACH = 3 RH = 50% Stack effect Holcon prefab concrete flooring Living unit T = 22 °C ACH = 3 RH = 50% Air inlet ventilation grille Living unit T = 22 °C ACH = 3 RH = 50% Indoor sunshading Controlled labs T = 20 °C ACH = 10 RH = 45% Closed facade: glulam wooden panels Mass-Timber composite floor system Vapor barrier foil Water-resistent foil Controlled labs T = 20 °C ACH = 10 RH = 45% Rainwater drainage via columns Floorheating pipes Ventilation ducts Cafe T = 22 °C ACH = 8 RH = 50% DESIGN 213

DETAILING

CAMPUS MODULE

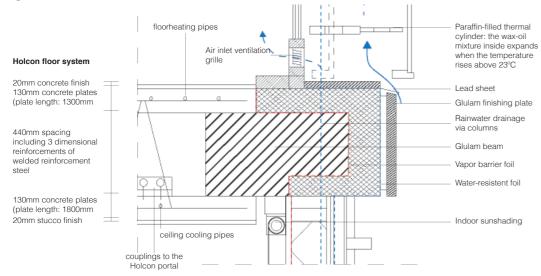


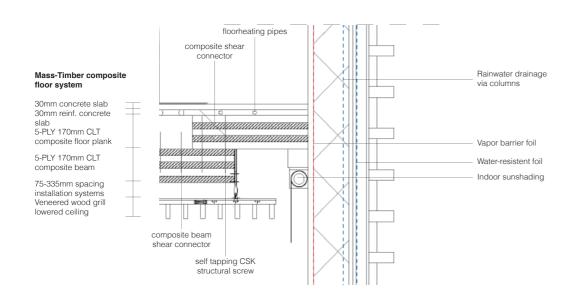


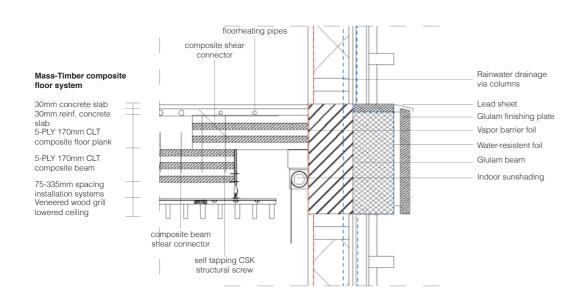
214

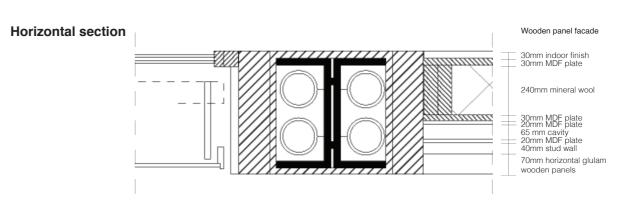
DETAILING

CAMPUS MODULE



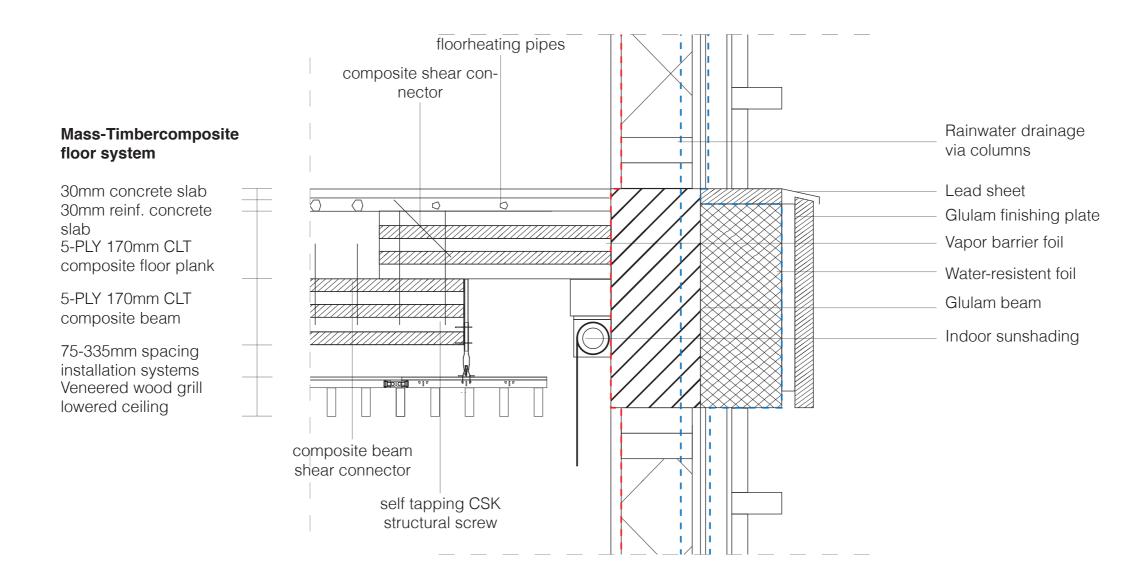


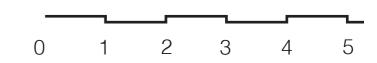




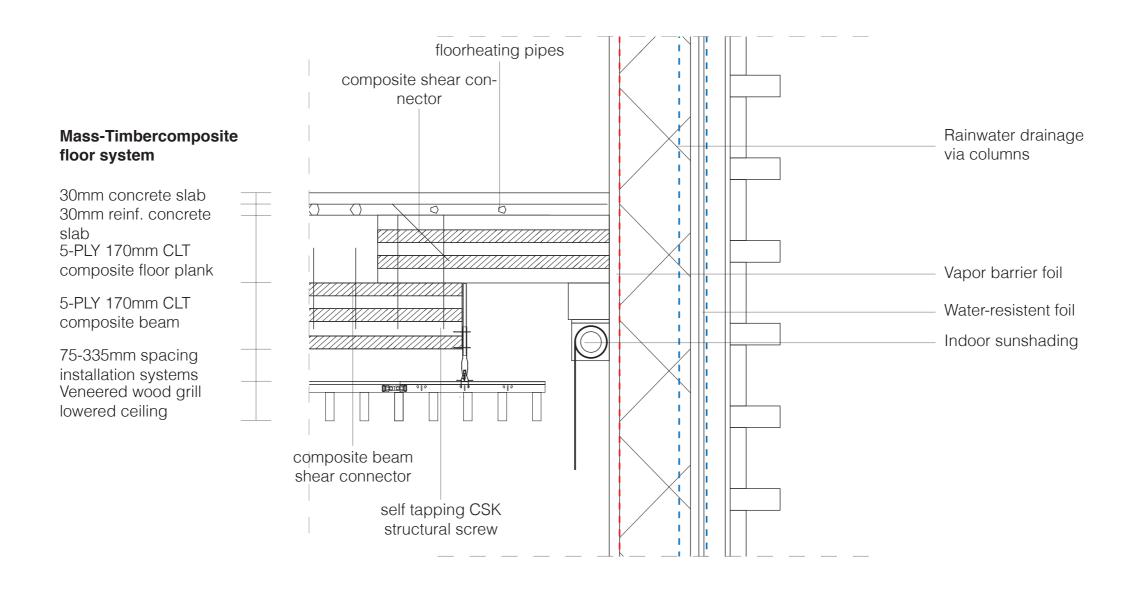
DETAILING

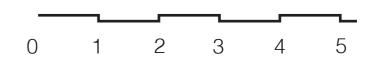
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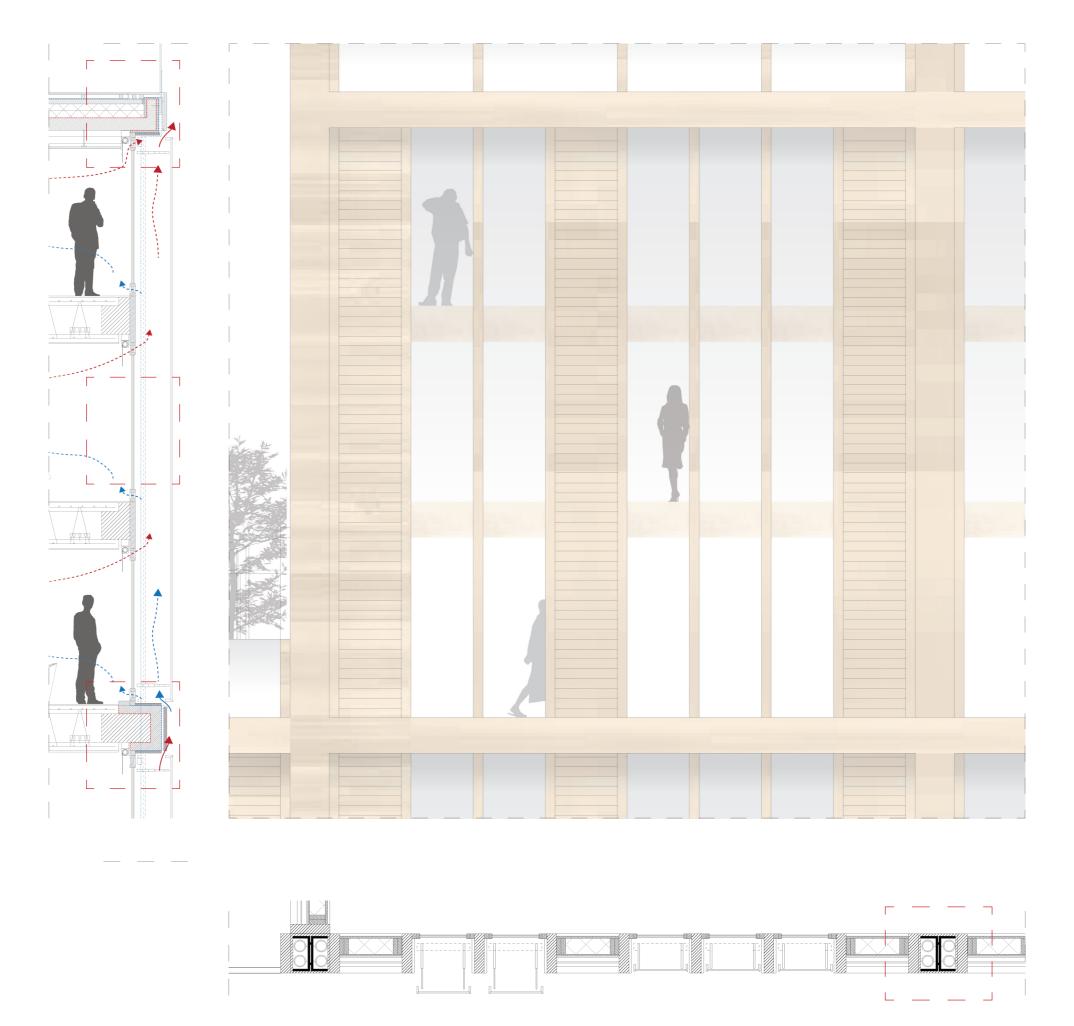


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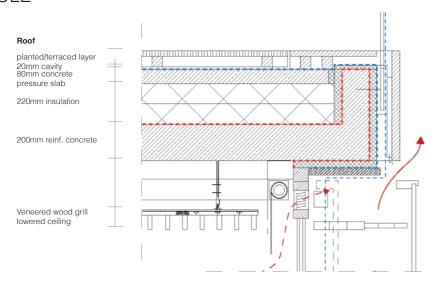


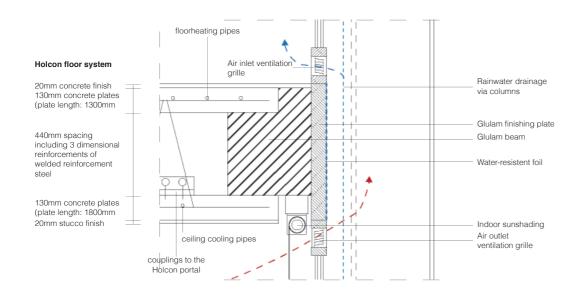
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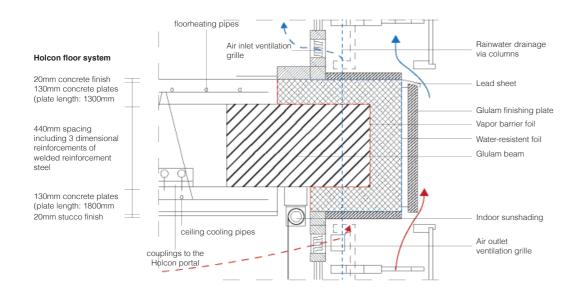


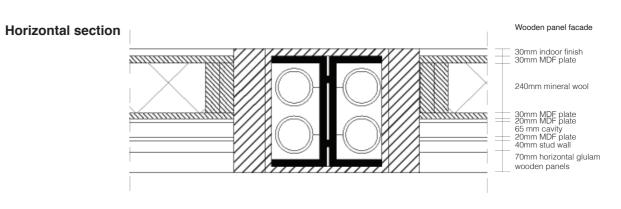
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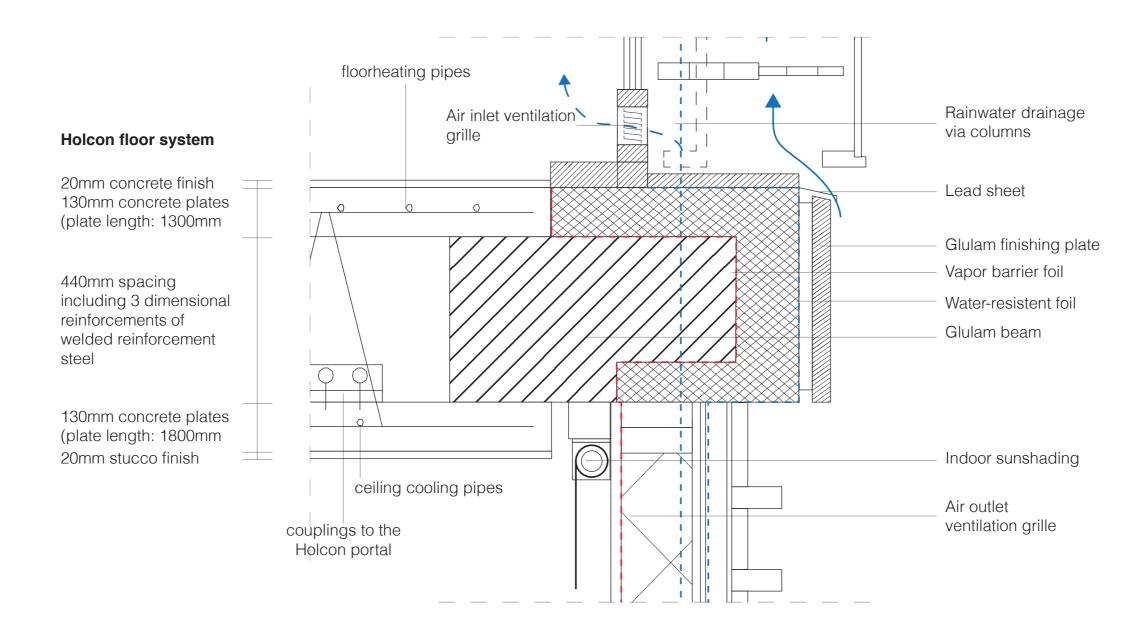
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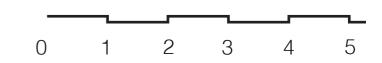




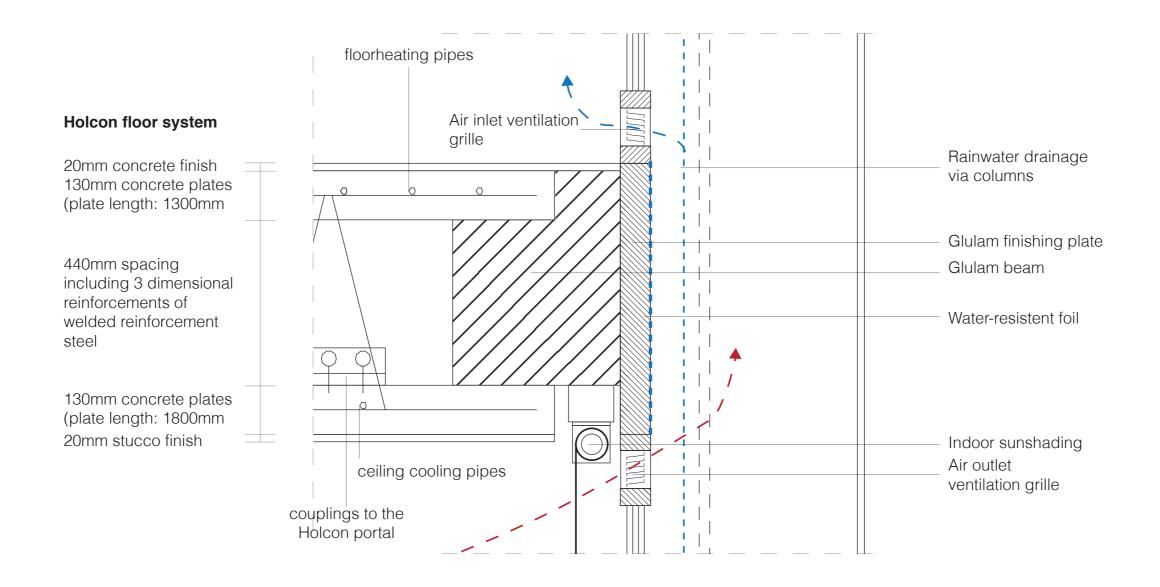


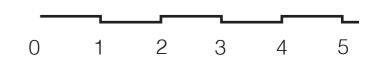






LIVING MODULE





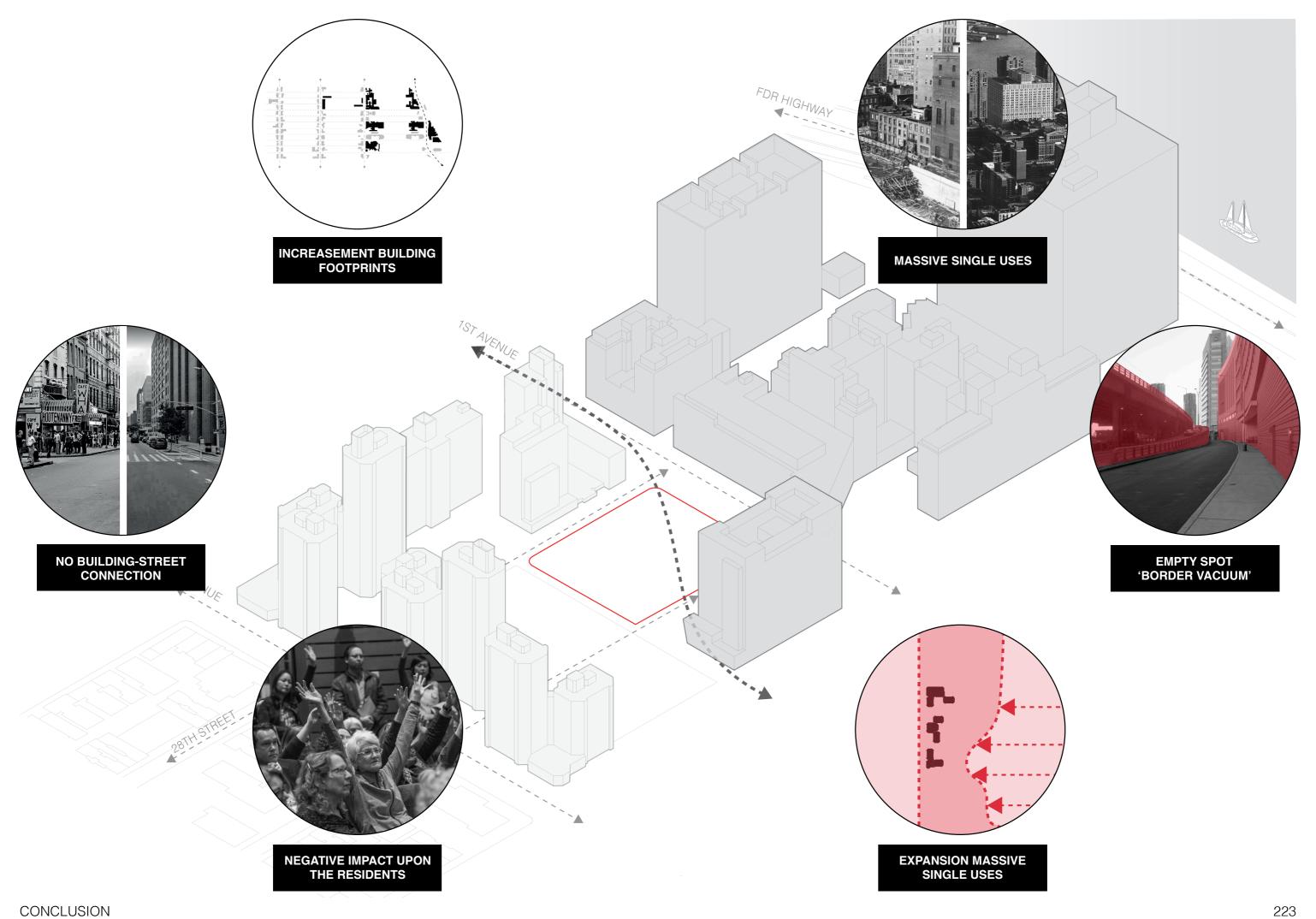
01 INTRODUCTION

02 RESEARCH

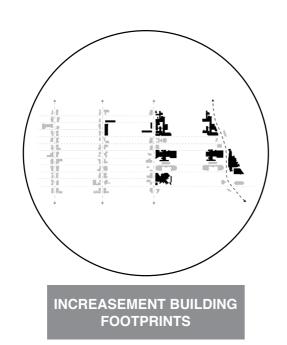
03 DESIGN BRIEF

04 DESIGN

05 CONCLUSION



CONCLUSION





general

MASSIVE SINGLE USES



NO BUILDING-STREET CONNECTION

HOW TO DEAL WITH A CITY'S BORDER CONDITION CAUSED BY MASSIVE SINGLE USES AND IMPROVE THE UNDERUSED AREA?

site specific

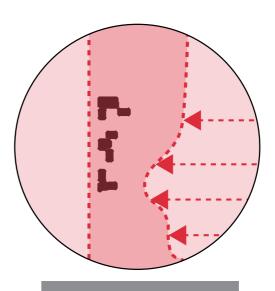
HOW TO MAKE THE 26TH, 27TH AND 28TH STREET MORE PERMEABLE TO SOFTEN THE BORDER CONDITION BETWEEN THE VILLAGE AND THE WATERFRONT?



EMPTY SPOT 'BORDER VACUUM'



NEGATIVE IMPACT UPON THE RESIDENTS



EXPANSION MASSIVE SINGLE USES

