REDEFINING COMMUTE

CULTURAL TRANSPORTATION HUB

MIDWAY, CHICAGO
INFRASTRUCTURE & TRANSPORTATION

CULTURAL - SOCIAL - ECONOMIC
BUSIEST & LARGEST RAIL HUB IN THE STATES

1,000 TRAINS DAILY
500 FREIGHT - 700 PASSENGERS

16,000 ACRES
TWICE THE AREA OF O’HARE

78 YARDS
21 INTERMODAL

12 COMMUTER RAIL

“1/4 OF ALL RAIL TRAFFIC CONVERGES TO CHICAGO”
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follows the historic 1 square mile grid and forms the connection from the interstate freeways to the numerous different neighborhoods.
CHICAGO IS **CAR ORIENTED**. THIS IS AMONGST OTHERS BECAUSE OF THE STRONG CAR PROPAGANDA IN THE 60s. THE CAR WAS A STATUS SYMBOL AND PART OF THE AMERICAN DREAM.

THE YOUNGER GENERATION HAS A VERY MUCH CHANGING PERCEPTION OF TRANSPORTATION. THEY DON’T FEEL THE NEED TO CONTINUE THE CAR SOCIETY. STATUS SYMBOLS ARE FOUND IN DIFFERENT OBJECTS, SUCH AS ELECTRONICS.
Downtown - The Loop

Heart of Chicago

Cultural & Artistic Hub

More than 70 Museums & Galleries

More than 60 Theater & Performing Arts Venues

Public Art Installations
URBAN STRATEGY
Life. They say that life is full of contradictions, full of desires and decisions, full of eithers, full of ors. But wouldn’t it be much nicer not to have to decide, but to bring together opposites, to fulfill more than one dream and simply to enjoy more? Wouldn’t that be a better life? Why do they say EITHER OR and not simply AND? Wouldn’t that make things much easier, make life more fulfilling? Not EITHER career OR family, but career + family. Not EITHER work OR pleasure but work + pleasure. Not EITHER city OR countryside but city + countryside. Is that really so hard? And is it too much to want more? In any case, we want one thing: a good life! A life in which there is room for many different things. And a place in which we can find one thing: a full life!

- UDO WEILACHER
PROBLEM STATEMENT

“THE LACK OF INFRASTRUCTURE IN THE OUTSKIRTS OF CHICAGO HAS CAUSED THE CITY TO BE CAR ORIENTED AND LOOP ORIENTED.”

INSUFFICIENT PUBLIC TRANSPORTATION
CAR ORIENTED - LOOP ORIENTED

UNSUSTAINABLE URBAN LAYOUT AND TRANSPORTATION MODEL

“THE MONOCENTRIC MODEL IS NOT SUITABLE & SUSTAINABLE FOR TODAY’S DEVELOPMENT”
VISION

INTRODUCTION OF A TRANSPORTATION NETWORK NOT ONLY AS A MEANS OF TRANSPORTATION BUT AS A DESTINATION, AN ALTERNATIVE EXPERIENCE TO THE LOOP.

GOALS

CONNECTIVITY

ACCESSIBILITY

SEAMLESSNESS
FUNCTIONAL + VISUAL

SOCIAL
COHESION
“The dis-economies of urban sprawl are well known but transport congestion, the need to reduce pollution, and the need for more livable environments are all being used to argue that the multi-functional city is now a distinct reality. Given the fact that modern economies are largely based on soft activities, on the knowledge economy, and on services, the economic conditions appear favorable for high density and mixed use location.”
OUTCOMES

CONTINUOUS NETWORK
WITHIN SEGREGATED AREAS

INCREASE IN DENSITY AND PUBLIC FUNCTIONS

GREATER PROTECTION OF PUBLIC OPEN AREAS

INCREASED SAFETY & SOCIAL COHESION
LONG RUN VISION

INTERCONNECTED GREEN NETWORKS IN THE WHOLE CHICAGO
MIDWAY NODE
REDEFINING THE EXPERIENCE OF COMMUTE
ECONOMIC IMPACT

ECONOMIC ENGINE FOR CHICAGO

90,000 JOBS ASSOCIATED WITH MIDWAY

$7 BILLION ANNUAL ECONOMIC IMPACT

$7 BILLION

$14 BILLION

O’HARE

MIDWAY

Chicago O’Hare International Airport
THE ‘ISLAND’ PHENOMENON

LACK OF CO-EXISTENCE BETWEEN AIRPORT/NEIGHBORHOOD DUE TO HIGH WALL - HIGHWAYS/TRAFFIC
COMMERCIAL USES ARE FOUND ACROSS THE MAJOR ROADS. THESE COMPRIZE MOSTLY FAST FOOD RESTAURANTS.
HOW CAN WE MAKE THE **MIDWAY NODE** A **DESTINATION** AS PART OF THE **TRANSPORT NETWORK & BENEFIT THE** **LOCAL NEIGHBORHOODS AS WELL?**
SYNERGY
MIDWAY AIRPORT + NEIGHBORHOOD + CITY
ART & CULTURE

- Airport
- Buses
- Lime line
- CTA
- Fast train to O’Hare
- Cars
“The establishment of mass culture has resulted in a society lacking intentional depth, providing possibilities for only commonplace and mediocre experiences.” Edward Relph

“Today, culture is not only recognised for its contribution to the formation of identities and the sense of belonging, for its economic and market impact, but also for its social and educational potential – that is to say, its power to orient co-existence in multicultural and plural societies. Different forms of cultural expression, traditional and contemporary, help interpret social realities that are increasingly marked by globalisation, interdependency and diversity.” Gabriella Battaini-Dragoni

“A society that demonstrates an interest in nurturing cultural and spiritual needs in conditions of liberty has a greater chance of developing a sense of social responsibility among its members.” Annamari Laaksonen

“Cultural development” promotes social action through culture as a basis for development. It aims to contribute to the formation of human capital, the cohesion of the social fabric and the cultural integration of a region.” Cultural Policy Collective

“There is no such thing as ‘High Art’ or ‘High Culture’ or unprepared societies for that matter. Art should be accessible to everyone and we share the responsibility to provide the framework for cultural activities to take place.” Renzo Piano
CULTURAL ACTIVITIES - PROGRAMME FORMULATION

- TEMPORARY CLASSIC & MODERN ART PAINTINGS EXHIBITIONS FROM PERMANENT COLLECTIONS OF ART INSTITUTES & GALLERIES (ex. Art Institute of Chicago, Chicago Cultural Center, Museum of Contemporary Art, Alderman Exhibitions)

- ART EXHIBITIONS (PAINTINGS - INSTALLATIONS - VIDEO INSTALLATIONS - SCULPTURES) OF EMERGING & ESTABLISHED ARTISTS

- MODERN / CLASSIC DANCE - THEATER PERFORMANCES (ex. Blue Man group, Chicago Human Rhythm Project, Hubbard Street Dance Chicago, Joffrey Ballet)

- MUSIC PERFORMANCES (MODERN, JAZZ, BLUES)

- KIDS SPECIFIC CULTURAL ACTIVITIES (MUSIC, ART, DANCE, THEATER - PLAY & CREATE)
ARRIVALS - LEVEL 0

PROGRAMS
1. BAGGAGE CLAIM
2. CURRENCY EXCHANGE
3. BANK
4. INFORMATION
5. TRANSFER COUNTER
6. CUSTOMS
7. LOST & FOUND
8. LIMOUSINE SERVICE
9. CAR RENTAL
10. HOTEL RESERVATION
11. RESTAURANTS
12. SUPER MARKET
13. SHOPS
14. WCs

- BAGGAGE CLAIM: 6200 m²
- CIRCULATION: 5950 m²
- DINING.BSHOPS: 2680 m²
- AIRPORT FACILITIES: 1350 m²
- TOTAL: 16300 m²
PROGRAMS

1. CHECK IN
2. TICKETING, INFO
3. OFFICES
4. INFORMATION
5. WCs
CICERO AVE MOVES UNDERGROUND

ESTABLISHING CONNECTION TO AIRPORT & NEW PERIPHERAL LOW TRAFFIC ROAD

TERMINAL FORMATION

ESTABLISHING TERMINAL & COMMUNITY CENTER INTERACTION

CREATION OF EXTERIOR PLAZA

ESTABLISHING CONNECTIONS WITH NEIGHBOURHOOD
PRECEDENT: TAICHUNG CITY CULTURAL CENTER
SDA & ARUP

ENGAGING SPACE VS WHITE BOX GALLERIES
CONSTRUCTION + MATERIALITY
SEQUENCE OF CONSTRUCTION

STEEL TUBULAR COLUMNS

HOLLOW CORE CONCRETE SLAB (PRECAST)

CONCRETE FOUNDATIONS
COLUMNS - INVERTED TEE BEAMS (PRECAST)
ROOF CONSTRUCTION
INSULATED STANDING SEAM ROOF

TRUSSES ARE BRACED HORIZONTALLY AND AT THE SIDES

LIGHTWEIGHT CONCRETE WALL PANELS ARE ATTACHED TO THE LOAD BEARING STRUCTURE

COLUMNS ARE BRACED WITH TRIANGULAR TUBULAR TRUSSES

CONSTRUCTION OF WING FLOOR

MEZZANINE FLOOR
DOUBLE STEEL TRUSSES - TRAPEZOID METAL STEEL FILLED WITH CONCRETE TOPPING
HOLLOWCORE CONCRETE SLAB TO LIGHTWEIGHT CONCRETE WALL CONNECTION

LIGHTWEIGHT CONCRETE WALL TO SLAB CONNECTION (FOUNDATIONS)

MEZZANINE STEEL TRUSS FLOOR TO STEEL COLUMN CONNECTION

STEEL COLUMN TO STANDING SEAM ROOF CONNECTION - CONNECTION TO GLASS PANEL

STEEL COLUMN TO TRIANGULAR TUBULAR TRUSS CONNECTION
Air-tight compact shell u value: 0.3 m² K/W
High thermal mass

Orientation of functions according to sun requirements
No large glazing surfaces on north facade. Minimum perforations

the building provides sun protection by recessed glazing
transparent PV glazing interior louvers

Rainwater harvesting