

interactively avoiding

Student Entry for the Columbus Rewired Competition

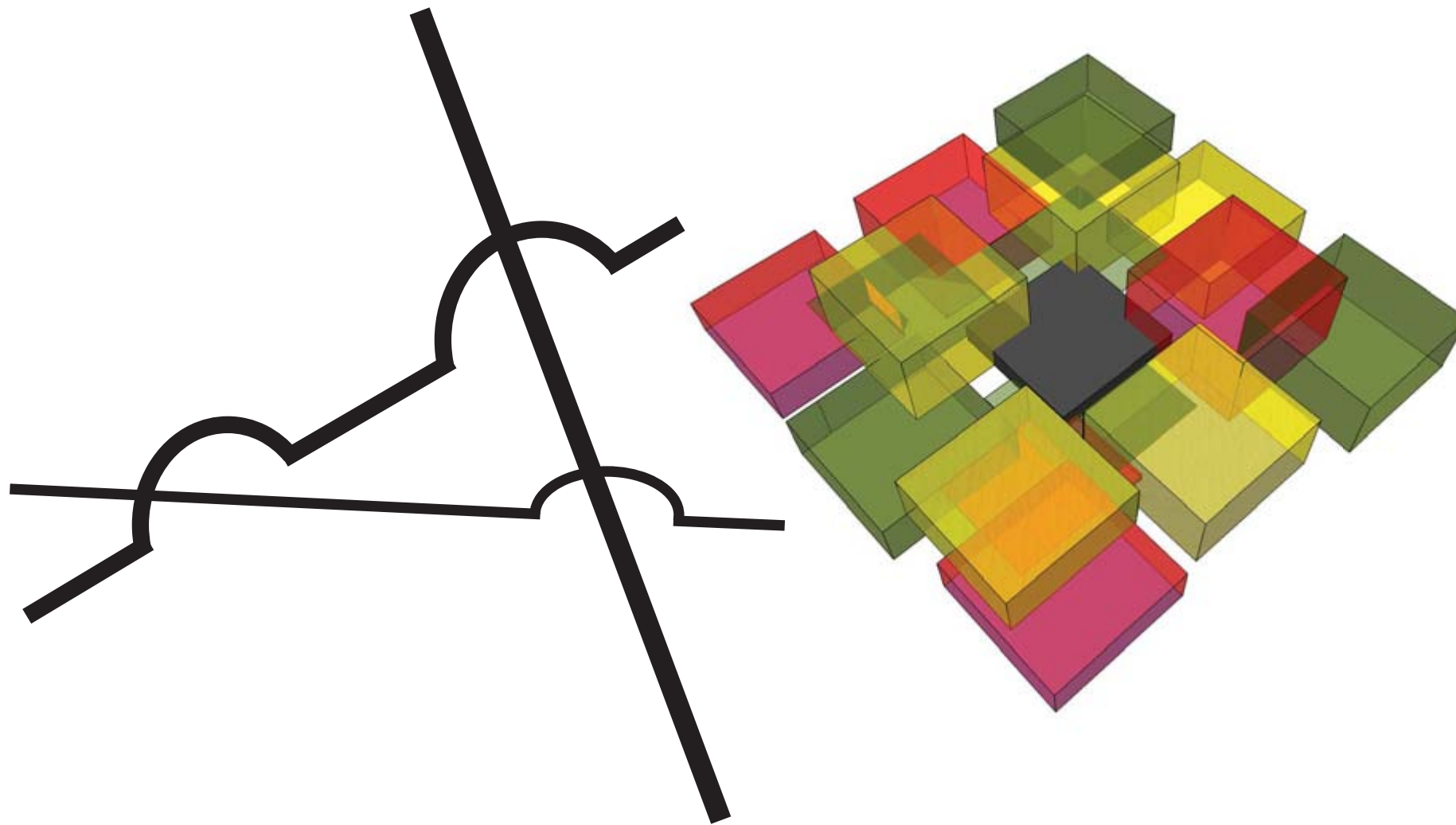
Josh Crandall 

Marco Stack-Simone 

Patrick Leitch 

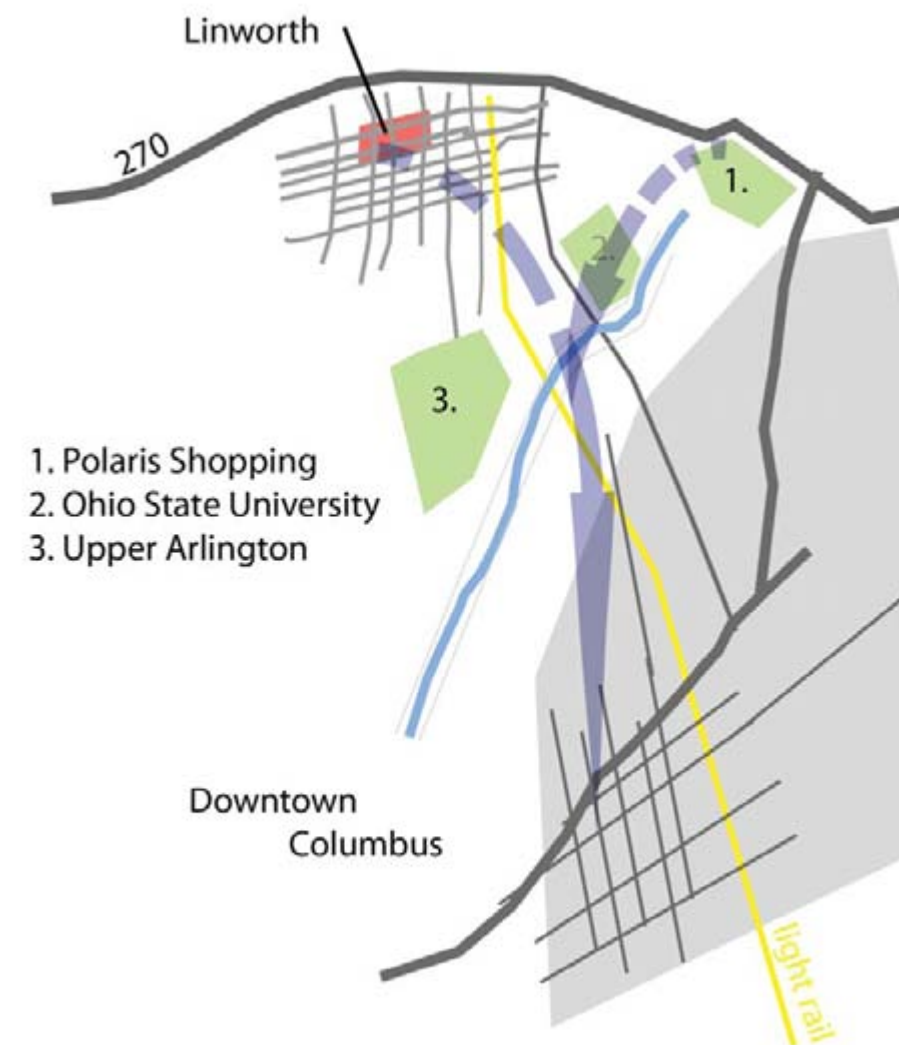


A two part parti involving a system of programs working together without physically intersecting to move, house, employ, entertain, and provide space in Linworth



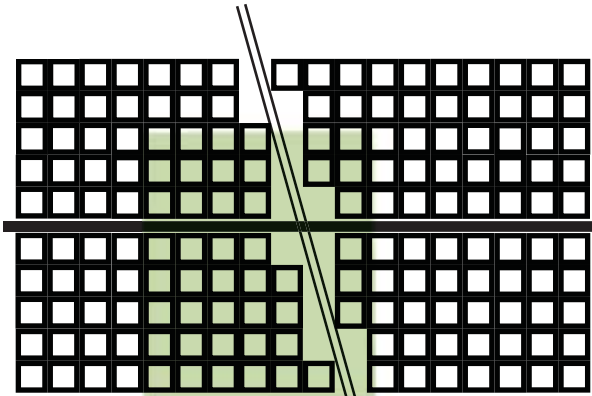
Regional strategy

Demonstrates a connection back to Columbus through transit.

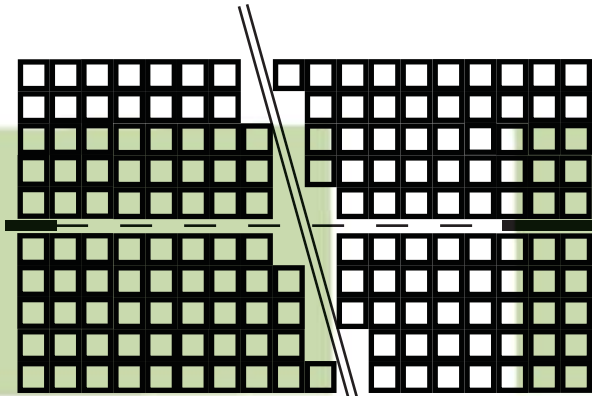


Team Entry

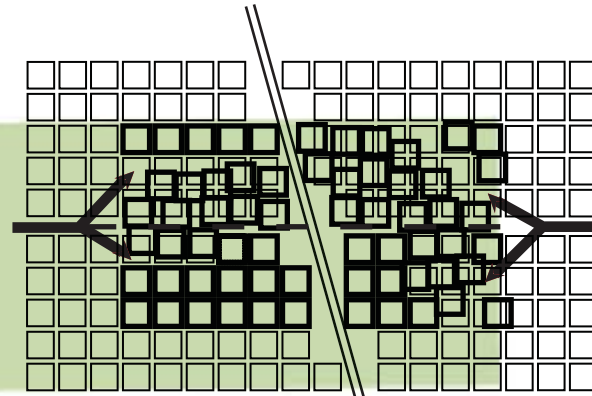
Process
Diagrammatic depiction of how the concept came to be



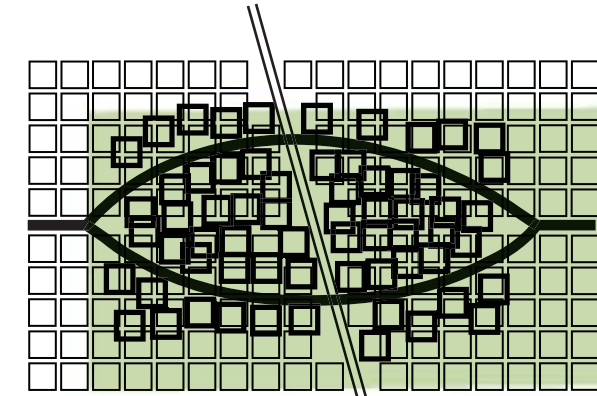
Datum of squares circumvented by existing transportation representing an original condition



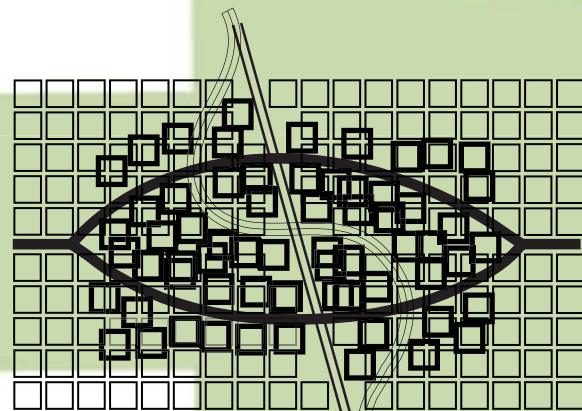
Concept begins with a desegmenting of existing corridors to explore new solutions



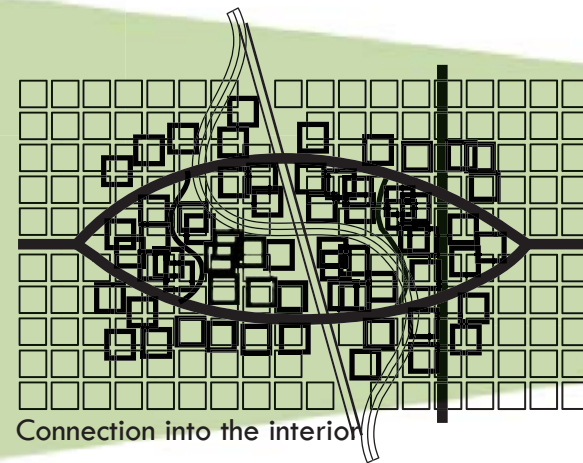
A splitting and rerouting through the community fabric explores the shifting and interaction of program.



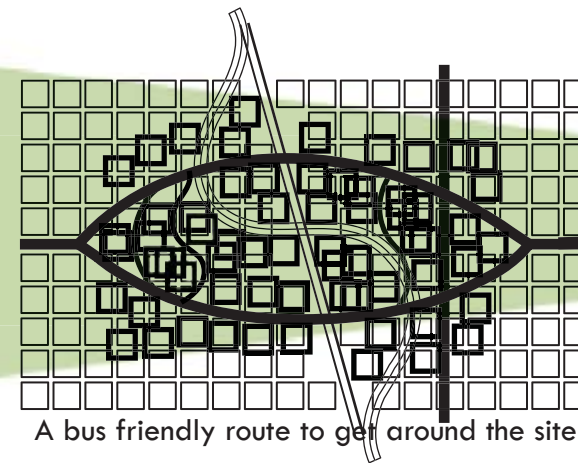
A framework is beginning to reveal itself in which a community can center itself



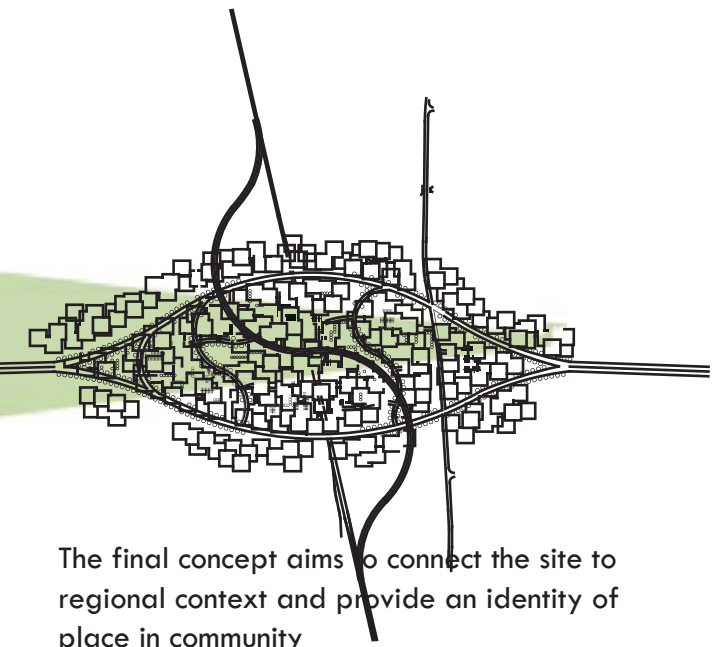
A more durable mass transit system added to the framework



Connection into the interior



A bus friendly route to get around the site

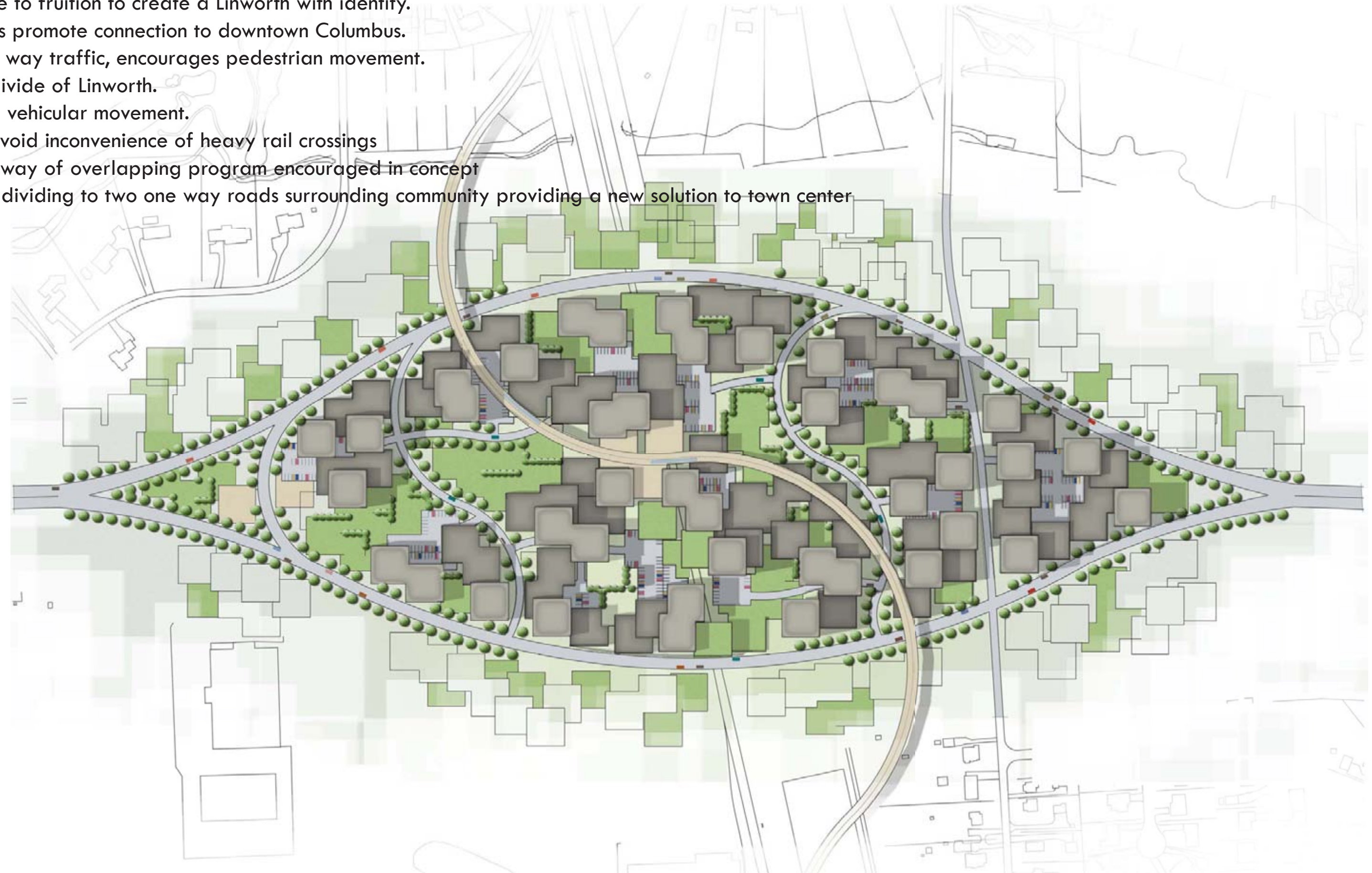


The final concept aims to connect the site to regional context and provide an identity of place in community

Team Entry

Site Plan

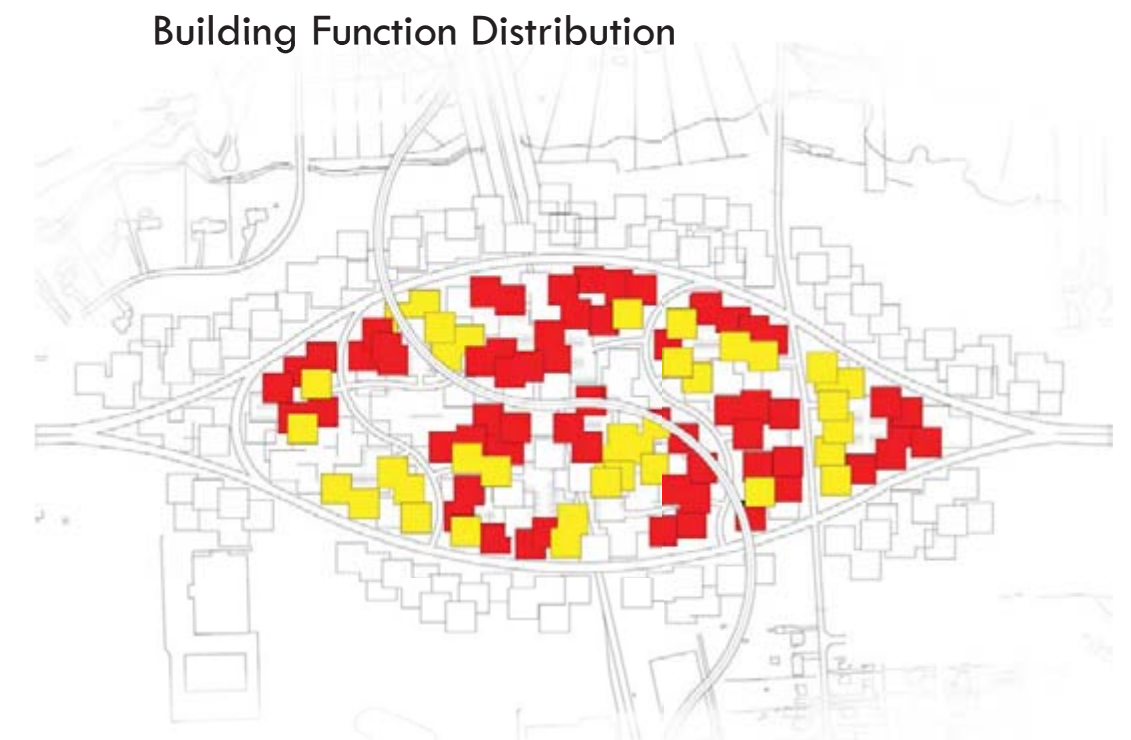
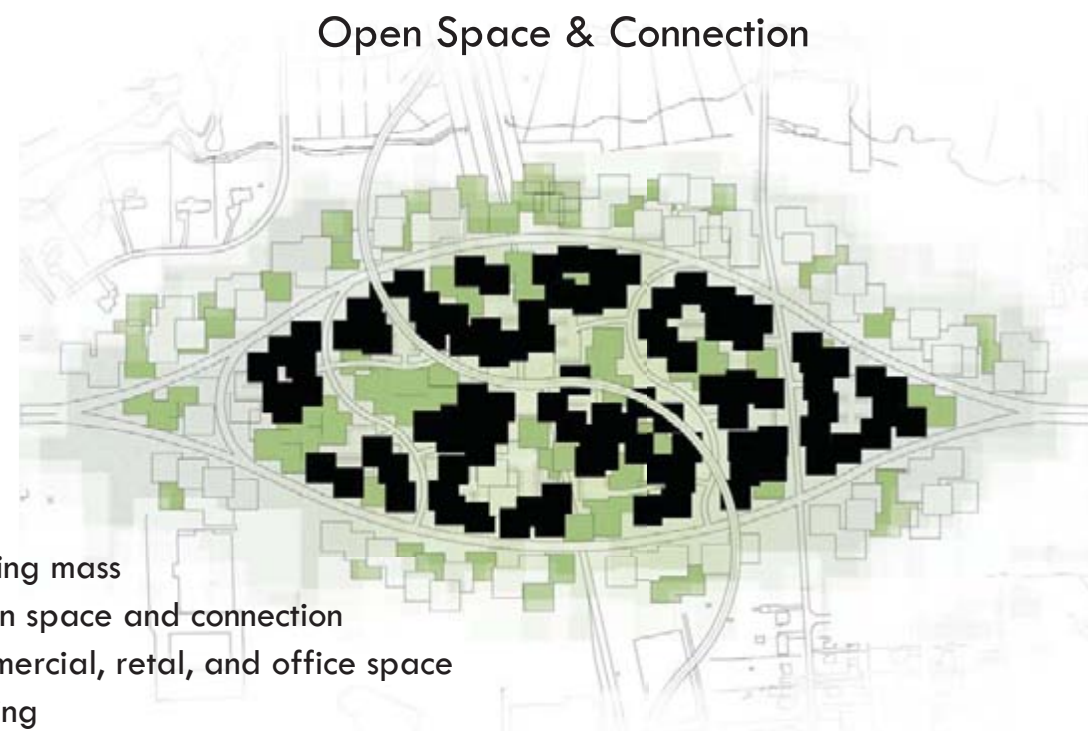
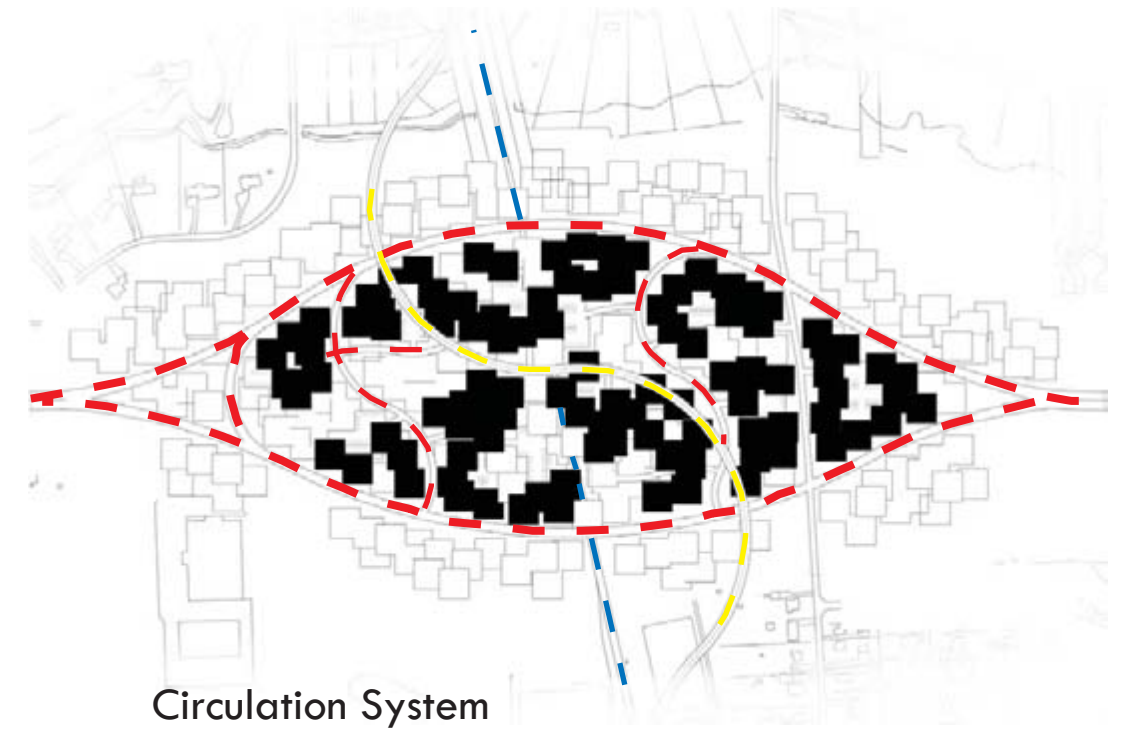
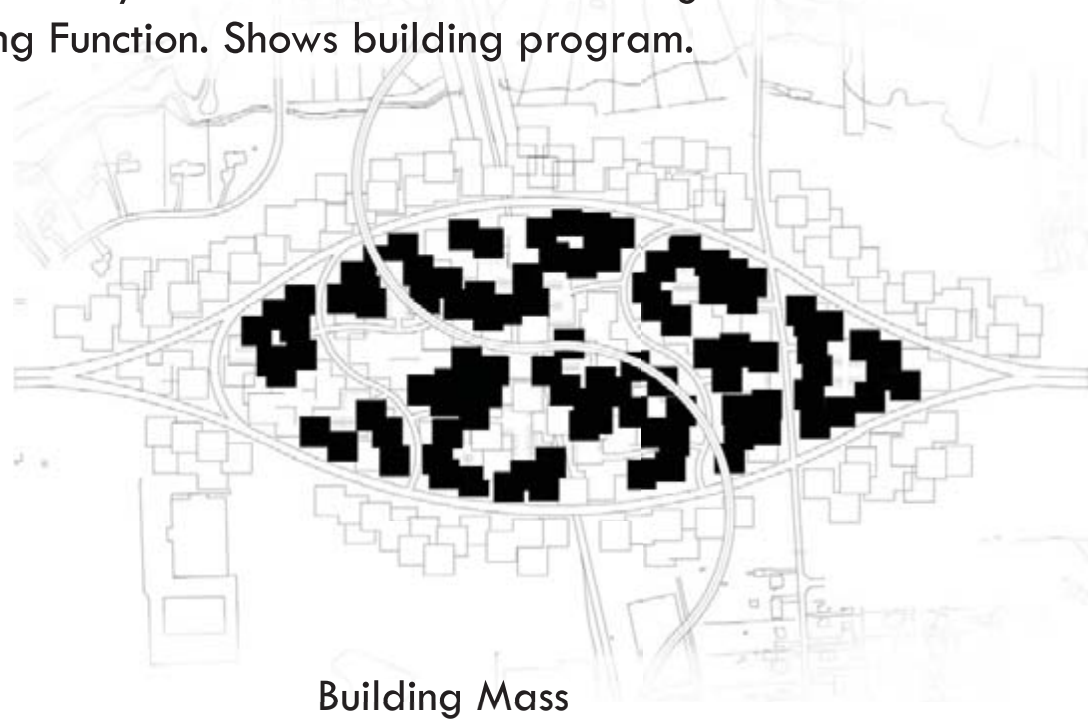
- All ideas come to fruition to create a Linworth with identity.
- Transit stations promote connection to downtown Columbus.
- Two lane, one way traffic, encourages pedestrian movement.
- Eliminates a divide of Linworth.
- Allows smooth vehicular movement.
- Overpasses avoid inconvenience of heavy rail crossings
- Indicates one way of overlapping program encouraged in concept
- Arterial road dividing to two one way roads surrounding community providing a new solution to town center



Team Entry

Parts to parts

- A set of diagrams illustrating the parts of a whole.
- Building mass. Shows density.
- Urban/open space. Shows a green connection.
- Circulation system. Shows movement throughout the site.
- Building Function. Shows building program.



- Building mass
- Urban space and connection
- Commercial, retail, and office space
- Housing

- - - Vehicular system
- Lightrail system
- - - Heavy rail train system

Team Entry

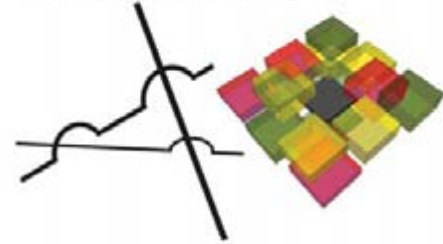
Presentation Board

interactively avoiding

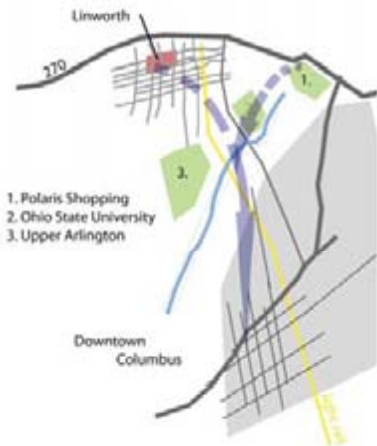
Marco Stack-Simone
 Josh Crandall
 Patrick Leith
 LA 356 SP 07
 Karla Trott
 Charles
 Jake Boswell



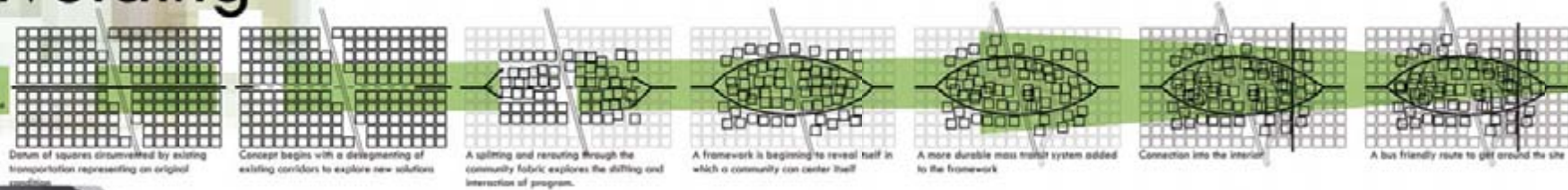
Design Part
 A two part part involving a system of programs working together without physically intersecting to move, house, employ, entertain, and provide space in Linworth



Regional strategy
 Demonstrates a connection back to Columbus through transit.



Process
 Diagrammatic depiction of how the concept came to be

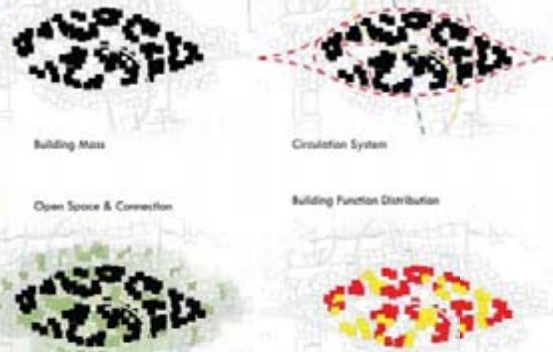


Site Plan

- All ideas come to fruition to create a Linworth with identity.
- Transit stations promote connection to downtown Columbus.
- Two lane, one way traffic, encourages pedestrian movement.
- Eliminates a divide of Linworth.
- Allows smooth vehicular movement.
- Overpasses avoid inconvenience of heavy rail crossings.
- Indicates one way of overlapping program encouraged in concept.
- Arterial road dividing to two one way roads surrounding community providing a new solution to town center.

Parts to parts

- A set of diagrams illustrating the parts of a whole.
- Building mass. Shows density.
- Urban/open space. Shows a green connection.
- Circulation system. Shows movement throughout the site.
- Building function. Shows building program.



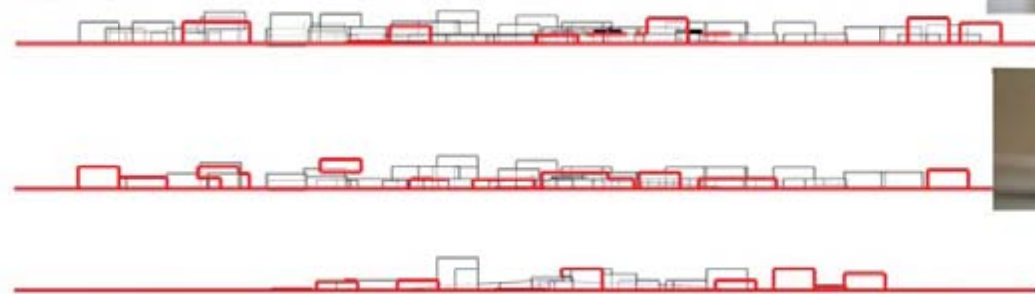
Precedents

Displays ideas and potentiality of transit entities, building practices and architecture. Displays ideas and potentiality.



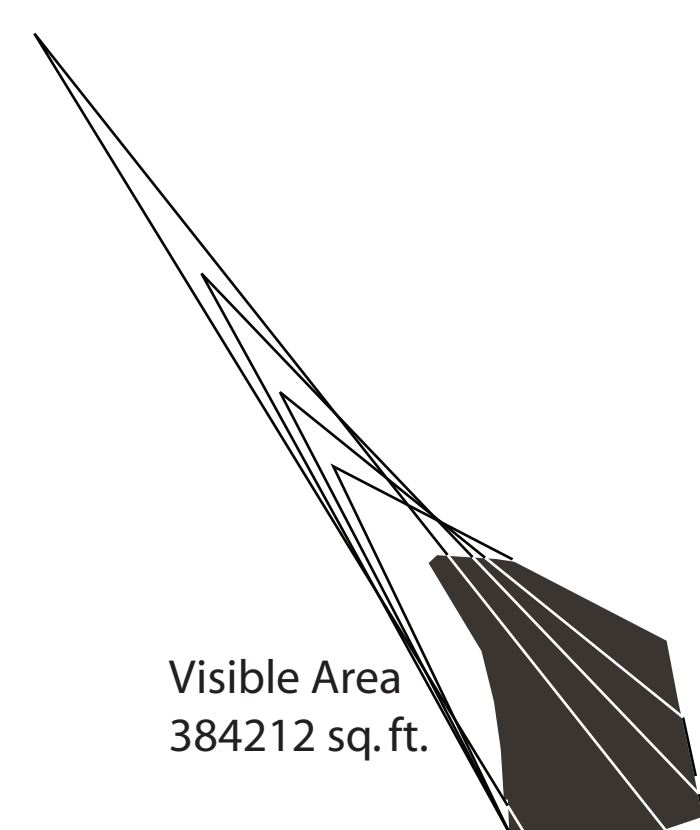
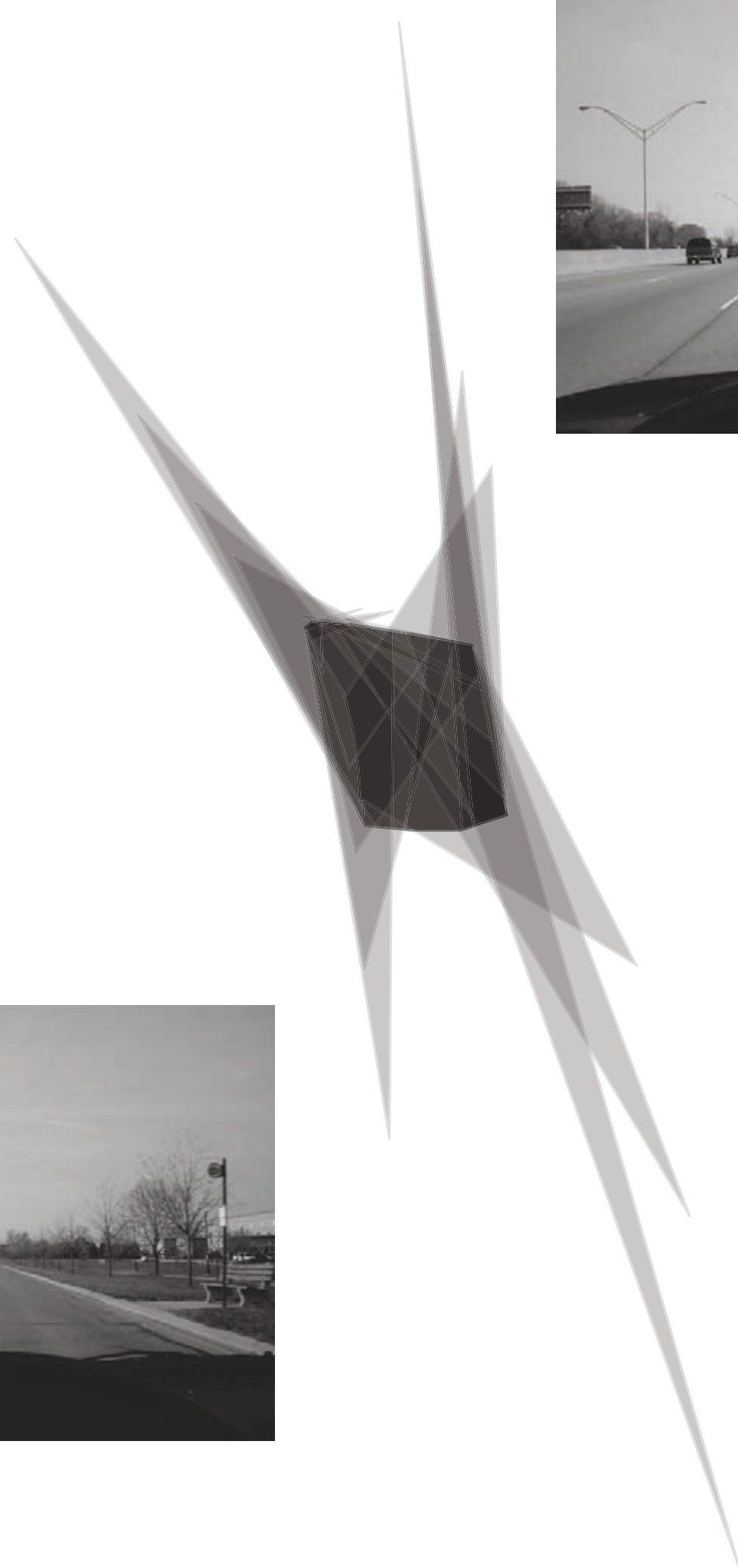
Site sections

Site is cut from east to west (starting from the southern portion) in 100ft intervals to illustrate how the various shapes of building mass

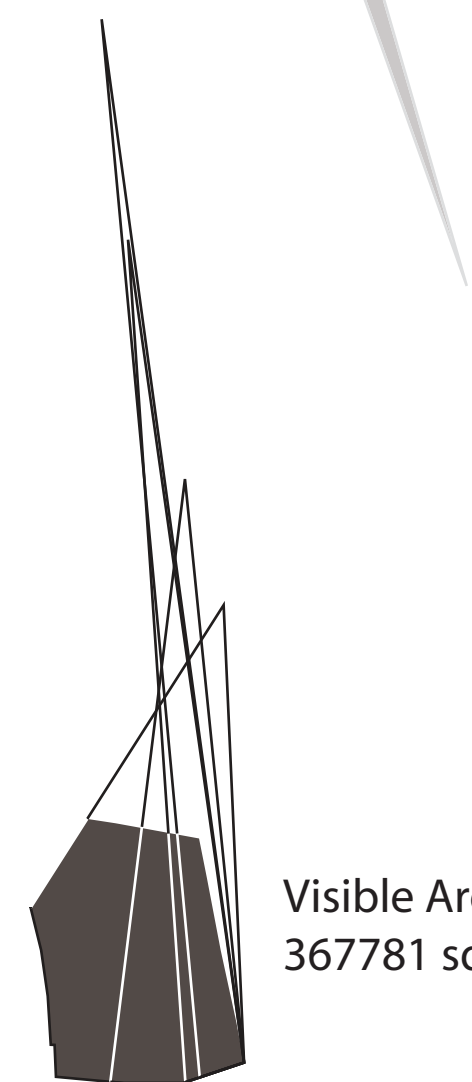


KennyAckerman Corporate Complex

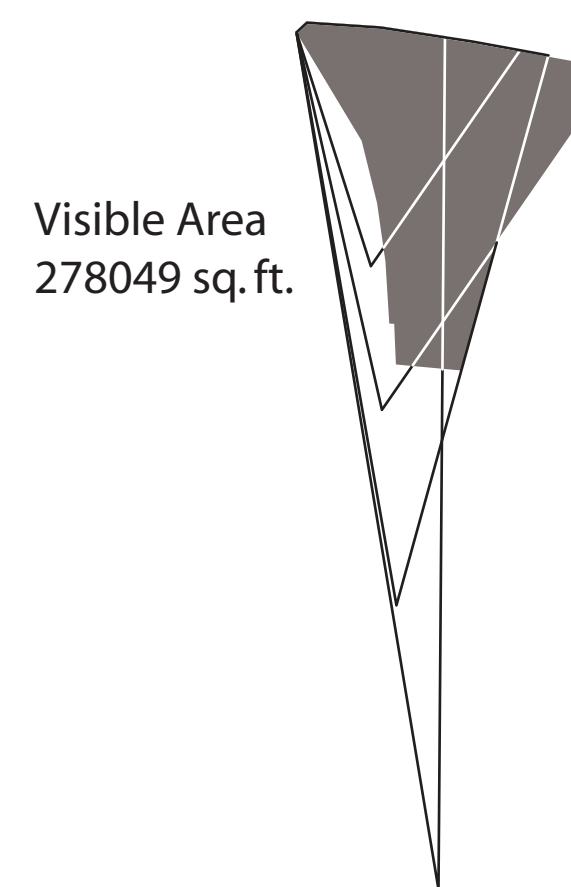
The View



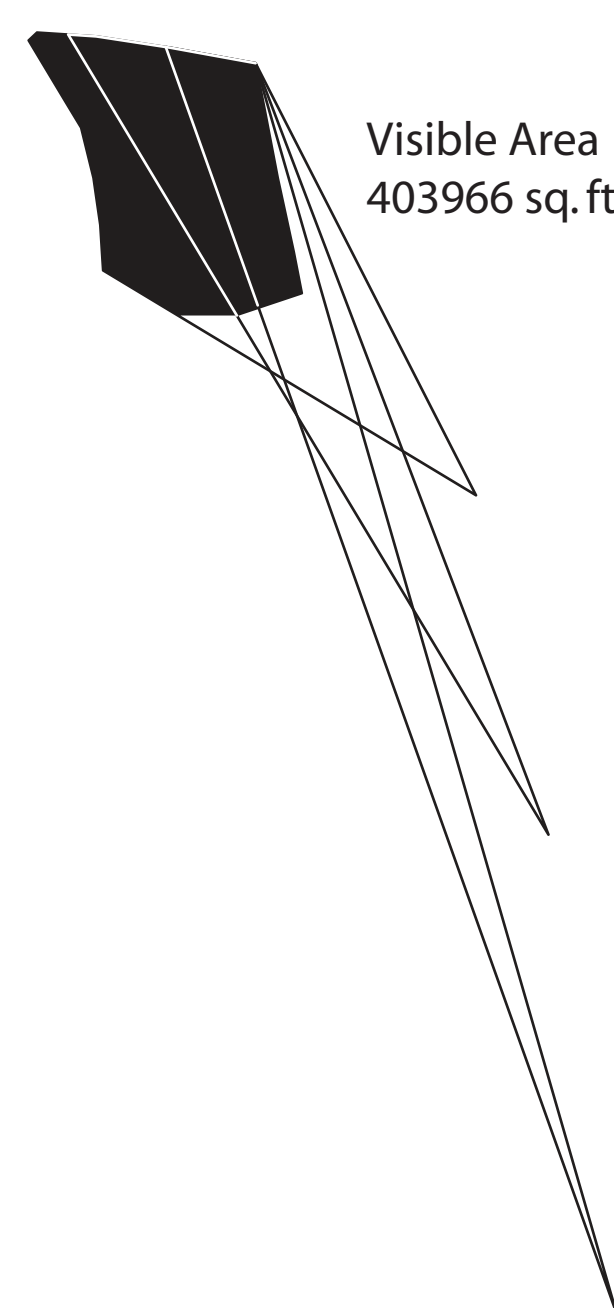
Visible Area
384212 sq. ft.



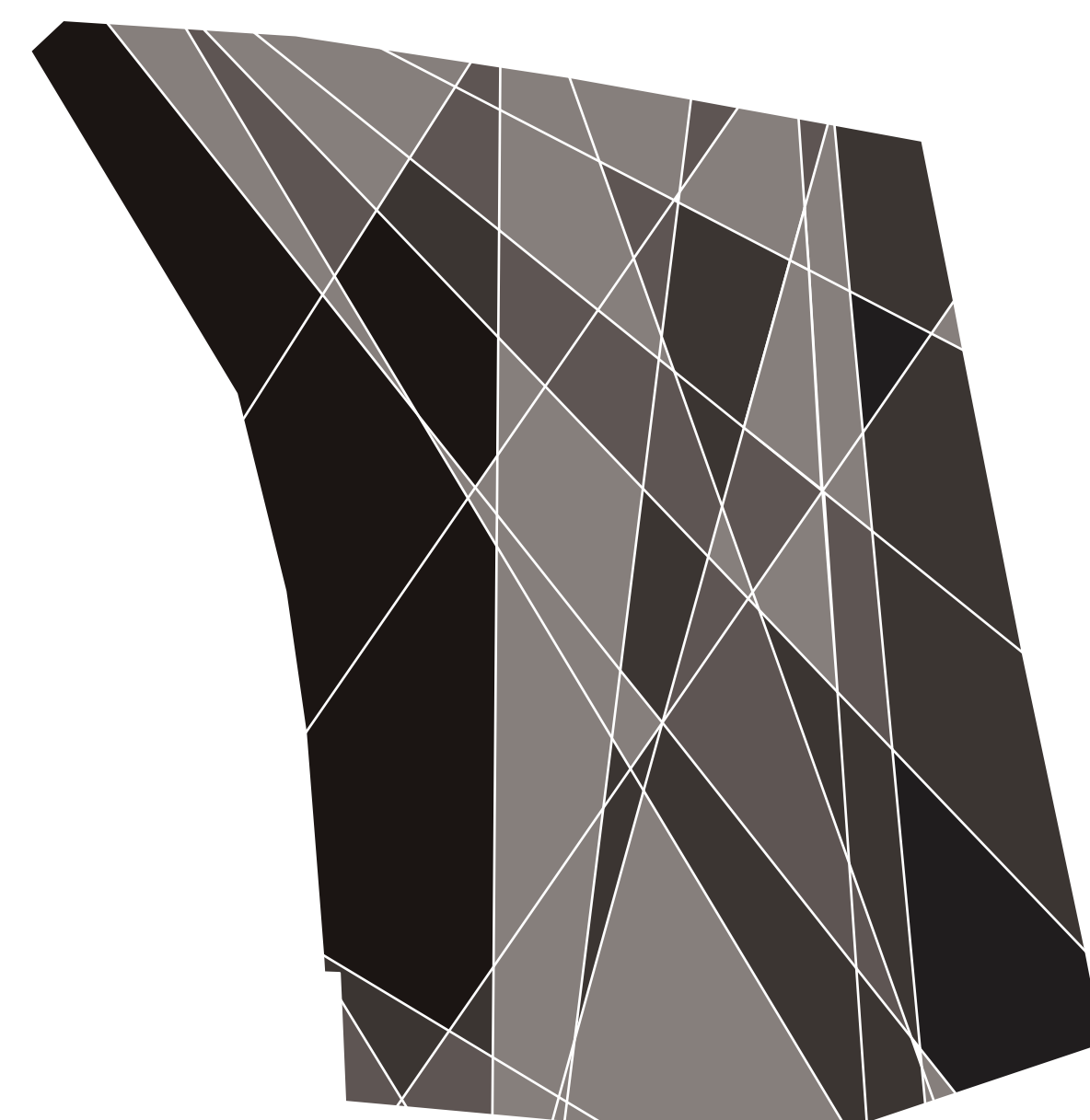
Visible Area
367781 sq. ft.



Visible Area
278049 sq. ft.



Visible Area
403966 sq. ft.



Most Visible Area

Least Visible Area

1481 ft. @ 35 mph
28.8 sec

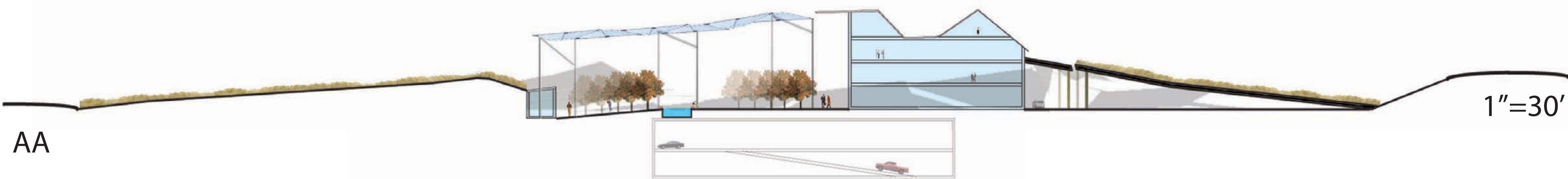
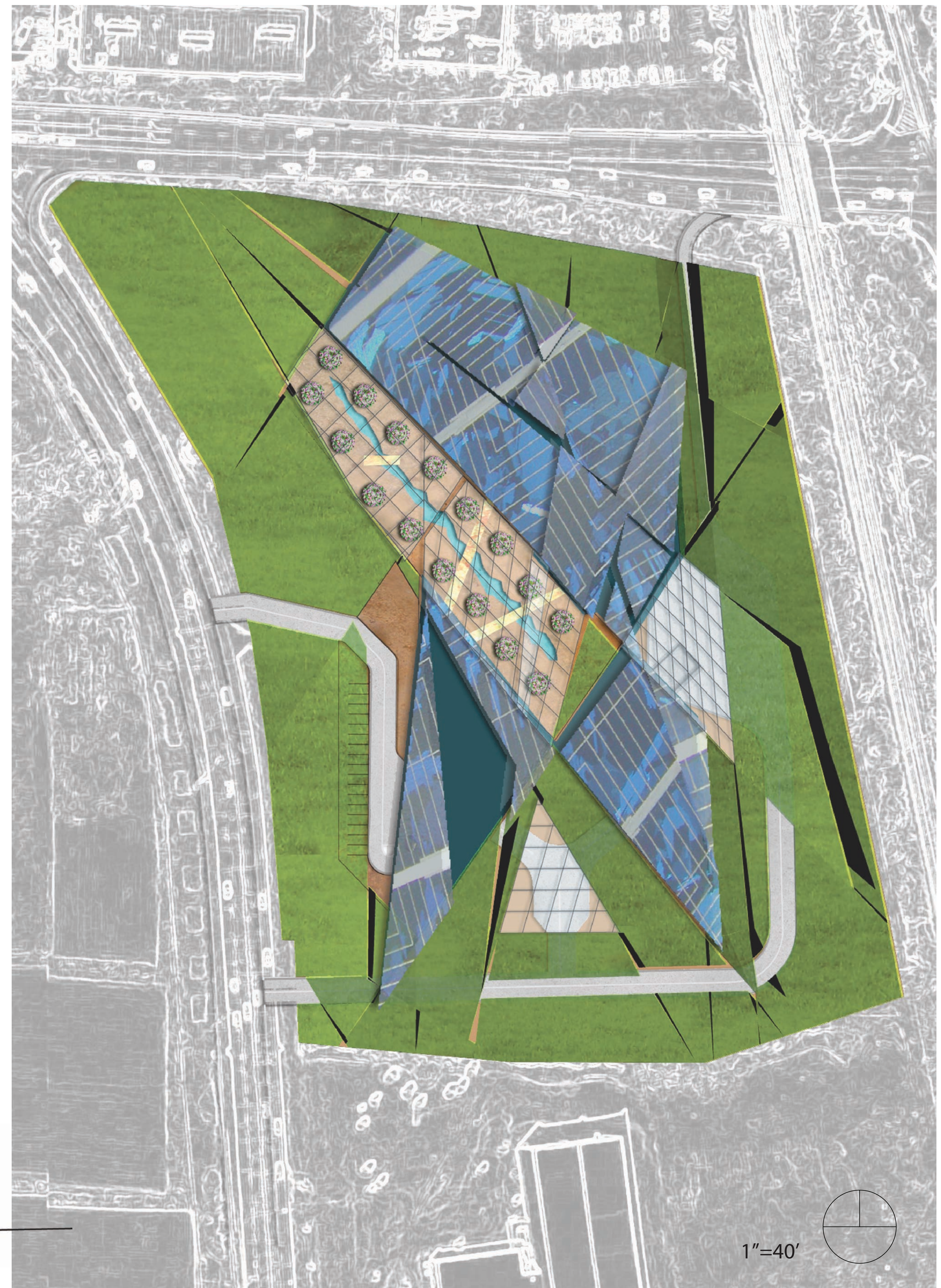
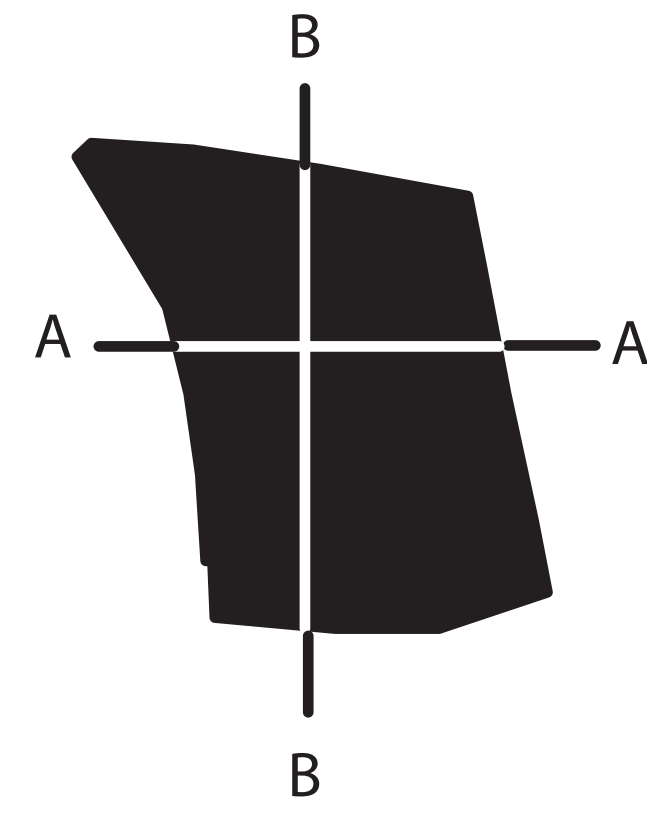
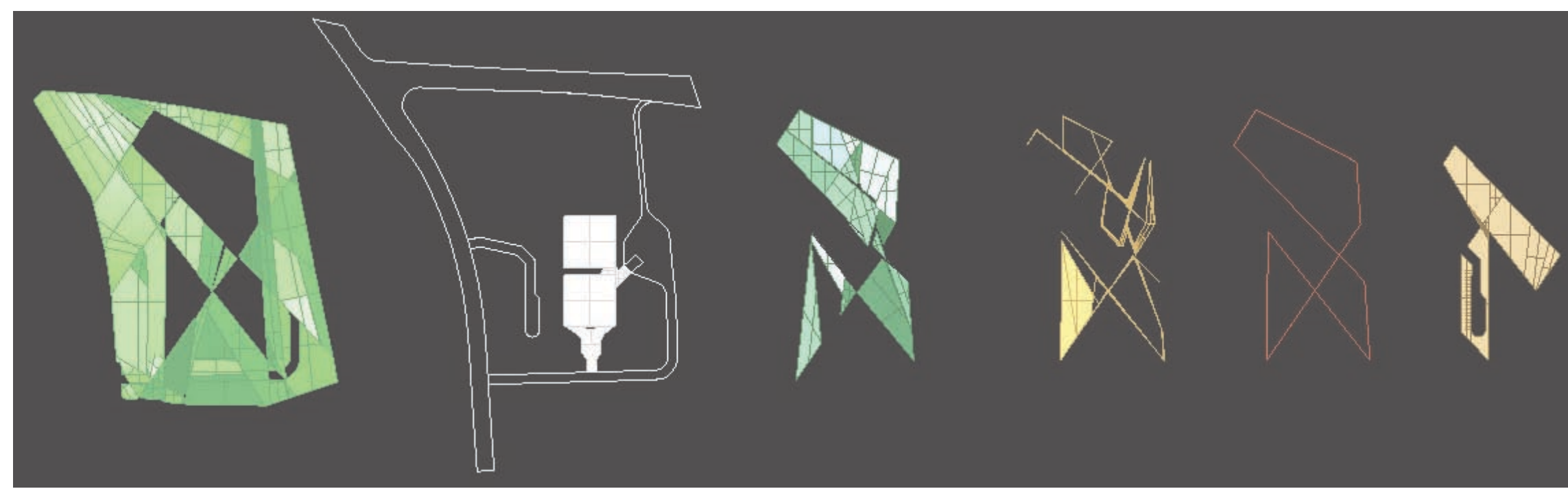
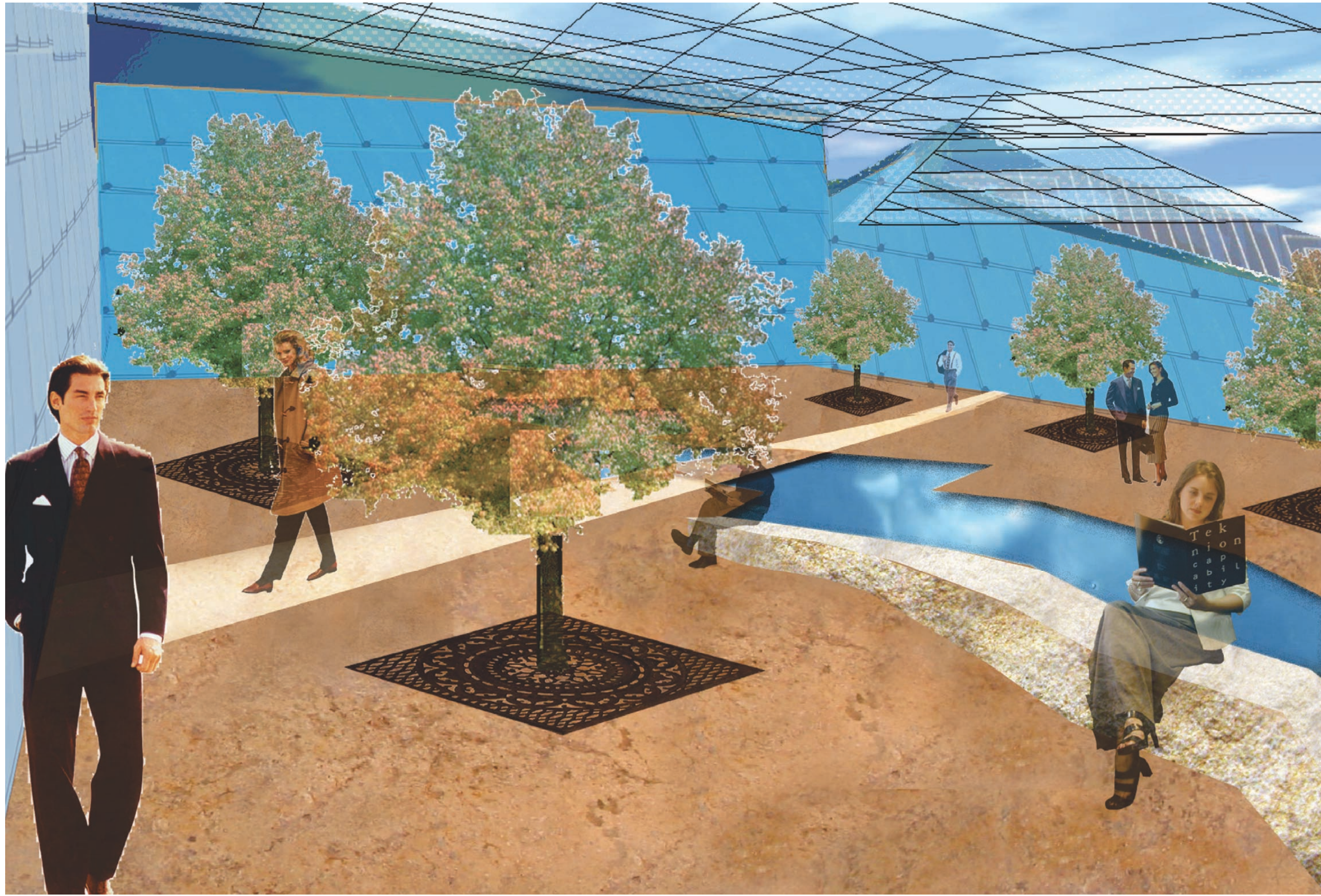
1747 ft. @ 65 mph
18.3 sec

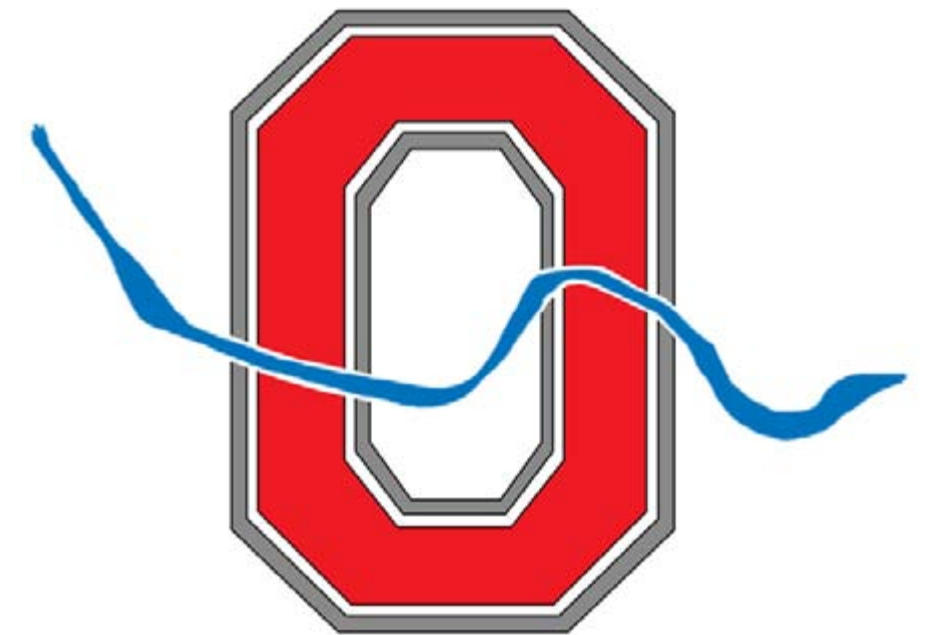
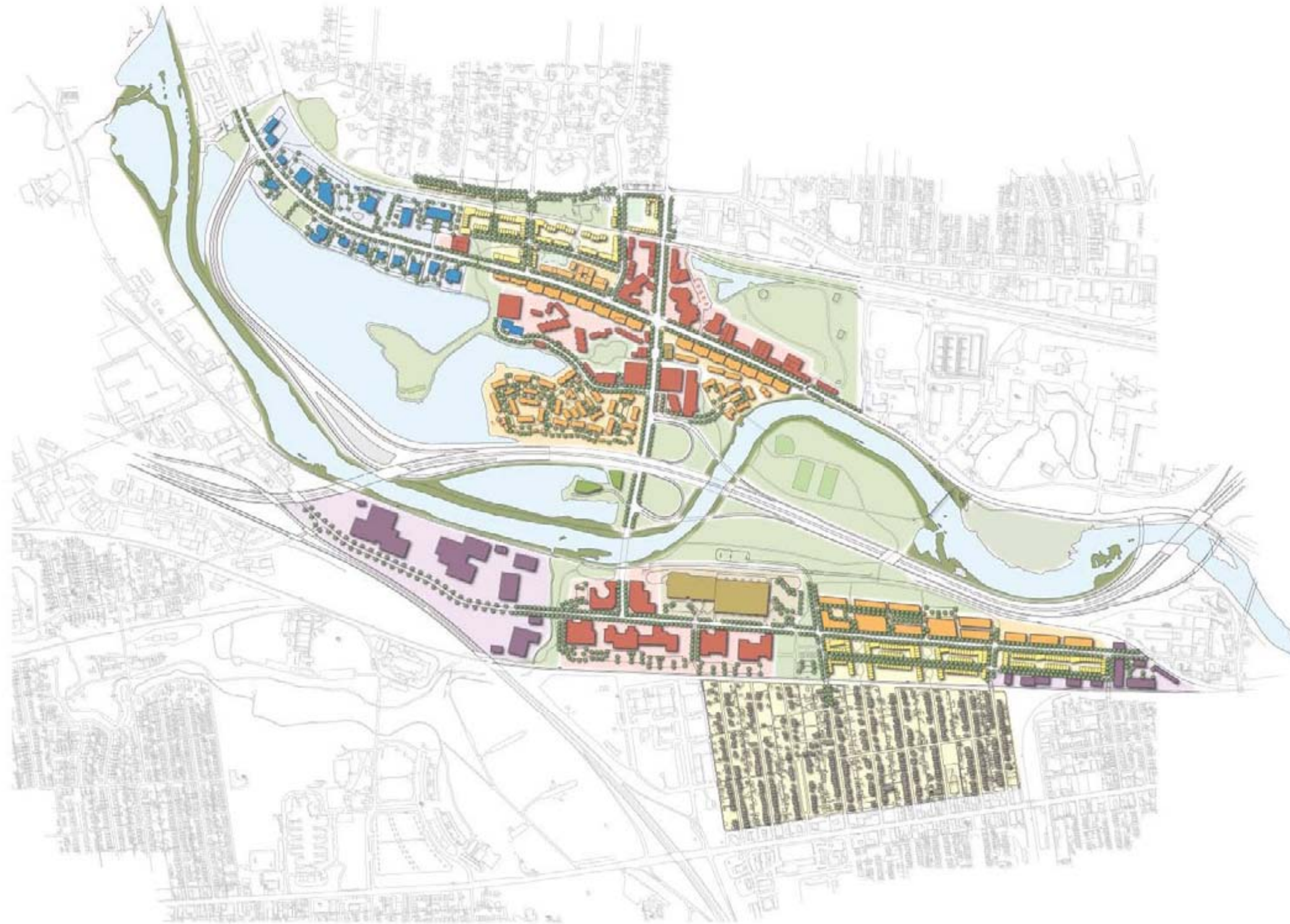
1434 ft. @ 35 mph
27.9 sec

2363 ft. @ 65 mph
24.7 sec

KennyAckerman Corporate Complex

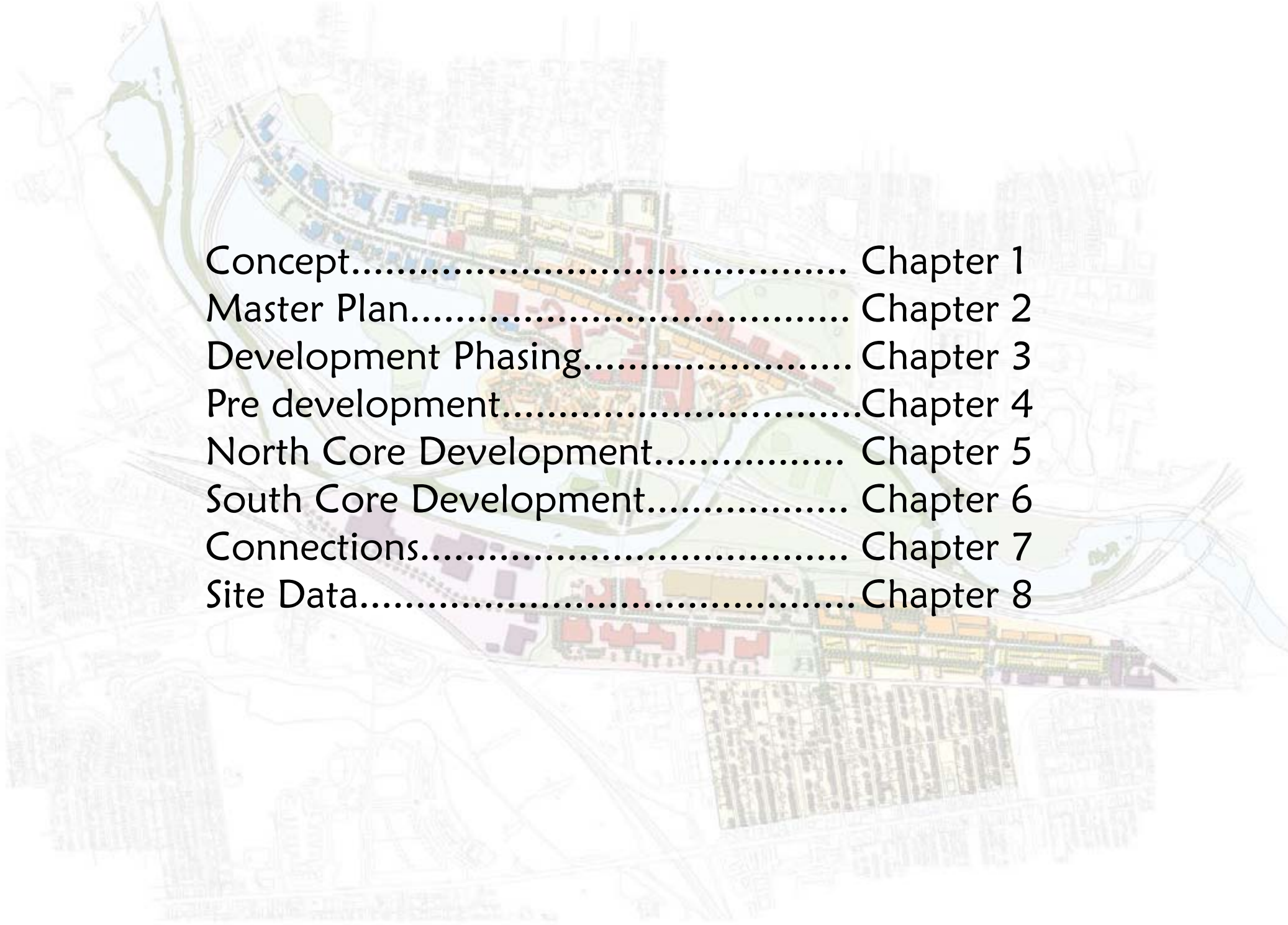
The Plan



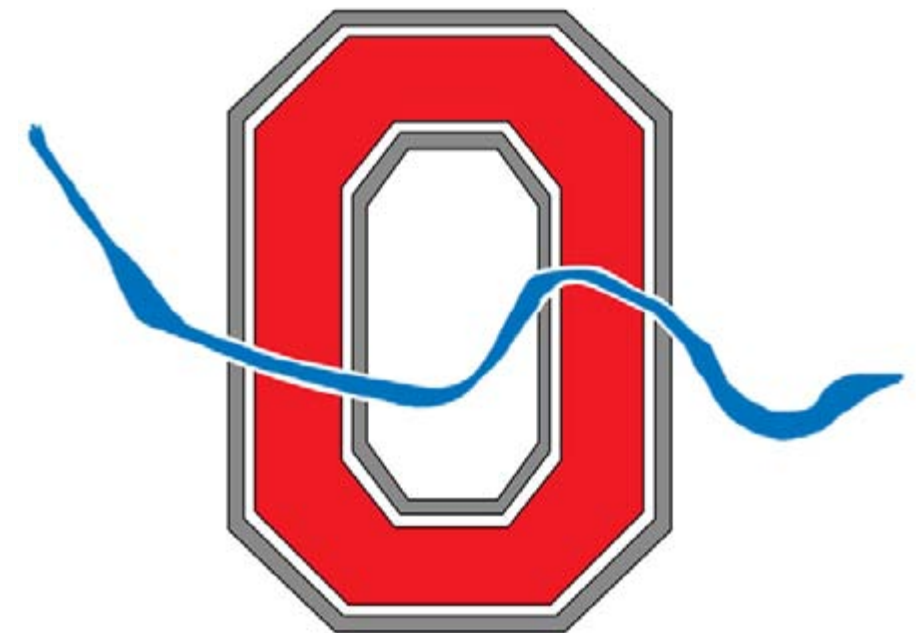


COMMUNITYRELOADED

Phase 5 - Initial Design
Phase 6 - Final Design



Concept.....	Chapter 1
Master Plan.....	Chapter 2
Development Phasing.....	Chapter 3
Pre development.....	Chapter 4
North Core Development.....	Chapter 5
South Core Development.....	Chapter 6
Connections.....	Chapter 7
Site Data.....	Chapter 8



COMMUNITYRELOADED

Phase 5 - Initial Design
Phase 6 - Final Design

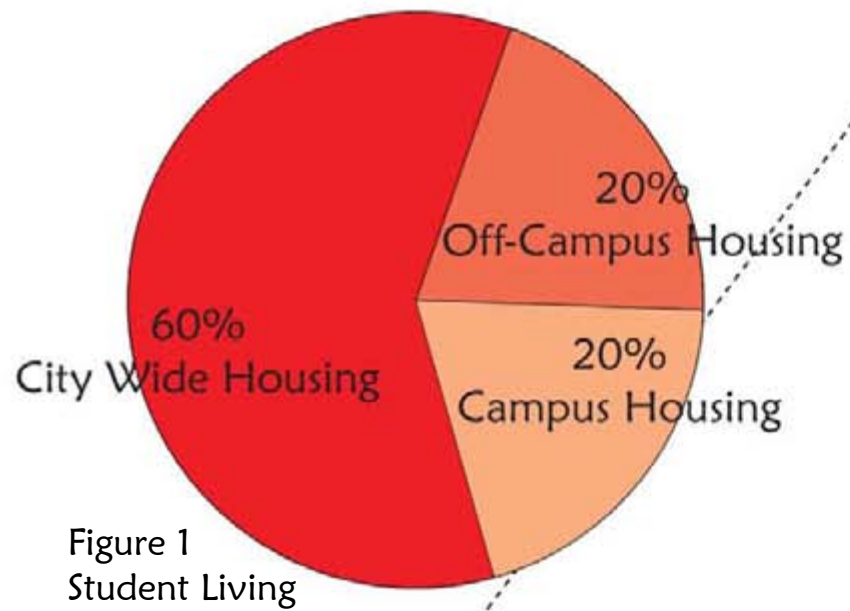


Figure 1
Student Living

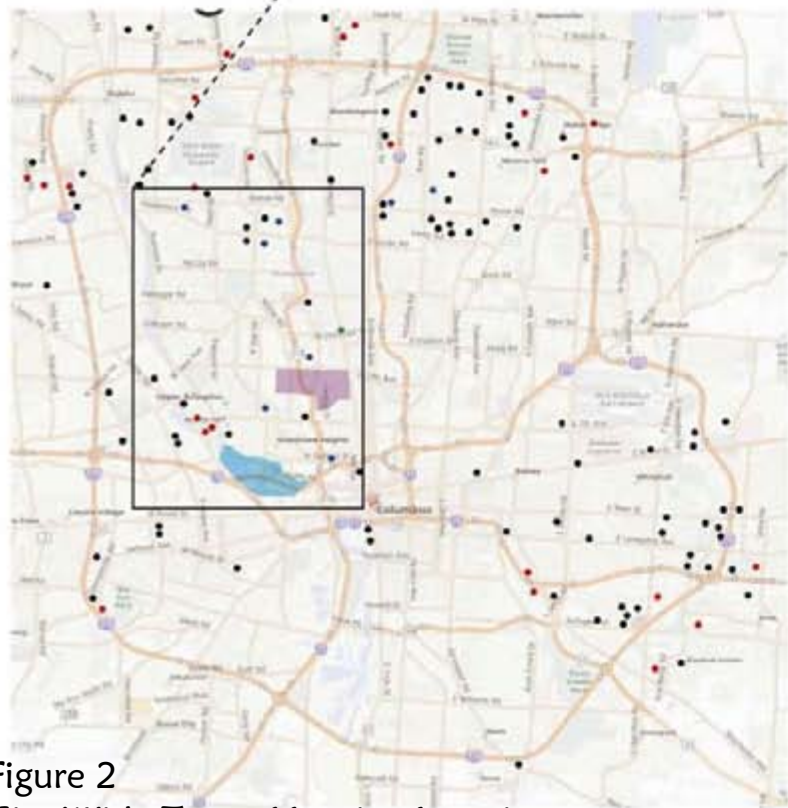


Figure 2
City Wide Target Housing Locations



- OSU Campus
- Project site
- Apartment Complex
- Apartment Complex w/ water feature
- Apartment Complex (Advertising to OSU students)
- Apartment Complex w/ water feature (Advertising to OSU students)

Figure 3
Case Study Residential Communities

The initial analysis focused on how students who attend Ohio State would be attracted to our site because of its context to the university. Of the 50,000 plus students at Ohio State, only 20% live on campus and another 20% off-campus which focuses on housing in close context to the university north of Lane Avenue, East of High Street and south of 10th Avenue. The other 60% of the students commute everyday from all over Columbus. Some drive 20-30 minutes from suburbs like Dublin, Westerville and Hilliard. With the Community Reloaded site being located within 10 minutes from the university, students will want to live here not only because of its close context, but also because the site will include all the amenities that students look for when moving away from campus such as fitness centers, restaurants, bars, shopping and other social aspects.

We looked at several residential complexes that focus on attracting Ohio State students to study why students often want to live there. The number one reason was the short distance to and from Ohio State. Other reasons included access to public transportation, on-site amenities such as pools and fitness centers and social aspects like safety and having many people around of similar ages.



COMMUNITYRELOADED

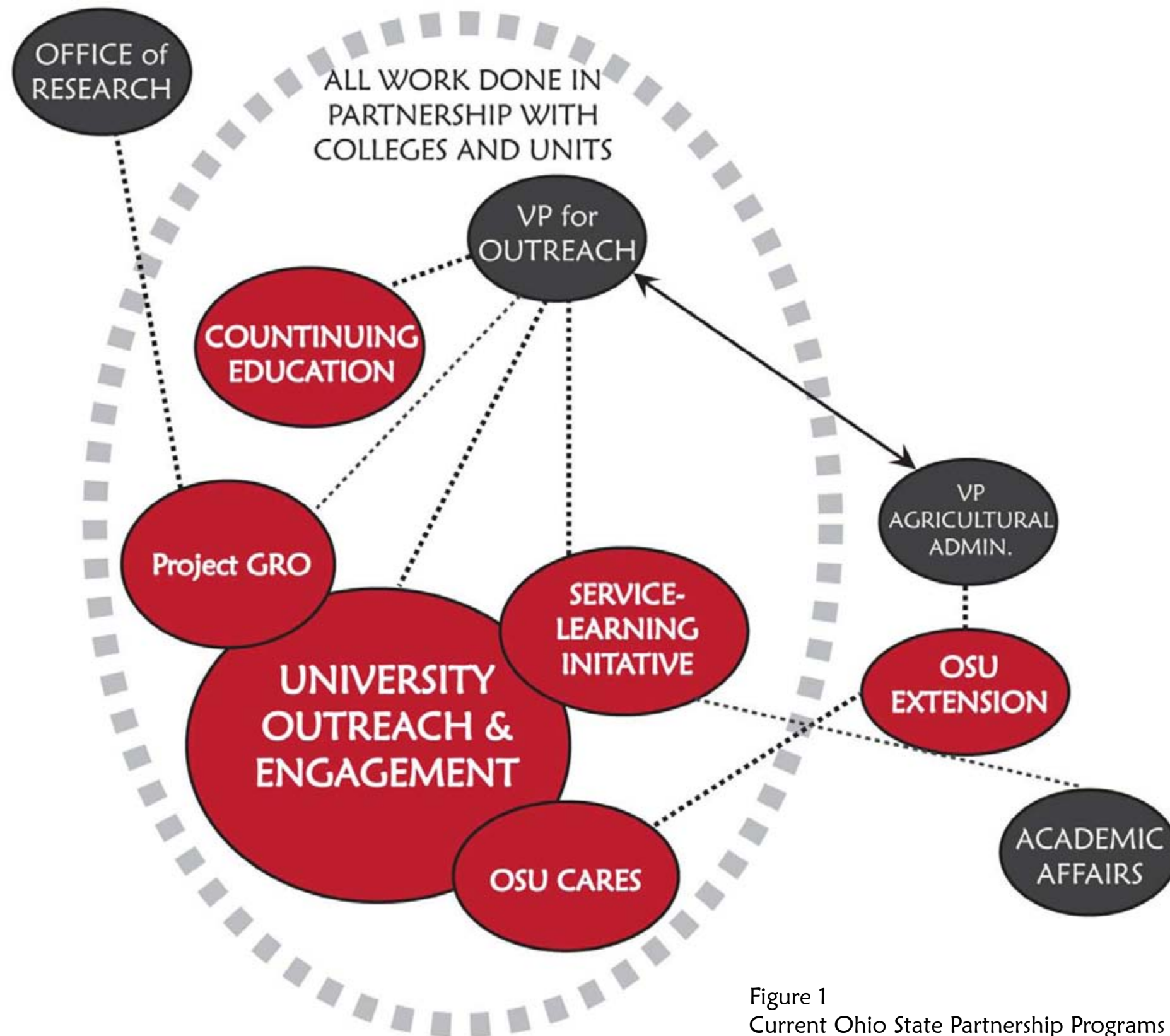


Figure 1
Current Ohio State Partnership Programs

The Ohio State University has several programs that provide services and resources to the communities surrounding campus and in the surrounding region. The majorities of these organizations work with the Department of University Outreach and Engagement. This department focuses on growth of students and the communities within Ohio and in the United States.

Many of these programs provide easy access to resources such as OSU CARES and OSU extension. Others like the Service-Learning Initiative and Project GRO give back to the communities. Community Connection which is part of the Service-learning Initiative provides a direct link between communities and OSU students.

Within the Community reloaded site we propose to use these programs to strengthen the communities adjacent to our site. In addition to these resources already provided by OSU it is proposed to include addition services that are tailored specifically to this site.



COMMUNITYRELOADED

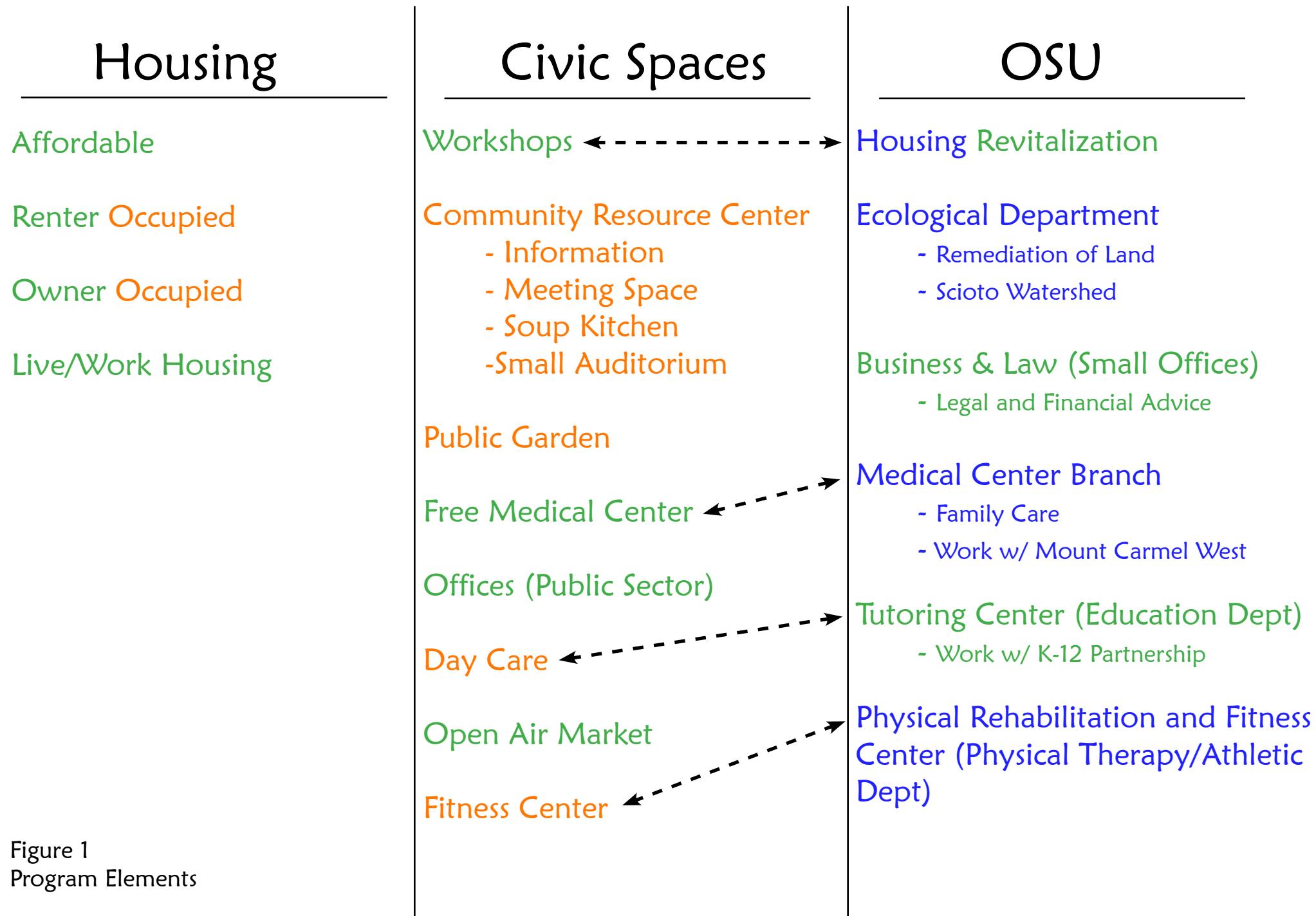


Figure 1
Program Elements

- Economic Benefit
- Social Benefit
- Community Partnership Benefit

After completing case studies from other universities with community partnerships such as Duke and Syracuse and observing programs that they are implementing, we chose to add several programs to the already established at Ohio State. These programs would focus on the Community Reloaded site and be carried out through the efforts of Ohio State and its faculty and students. The programs are divided into housing, civic spaces and OSU programs. Each will have a certain benefit to the community whether it is economically or socially.

Housing programs will focus on all ranges of people and include affordable housing for renter-ship and ownership as well as live/work housing where students can live and work on revitalizing a house. When completed, the house could then be sold back to a family at an affordable price.

Some of the civic programs will work alongside OSU programs through the partnership. For example, an OSU Medical Center Branch that offers classes to students can also act as a free medical center for families that cannot afford regular medical attention. Another program will include a combination of tutoring local students and providing day care for younger families that either attend Ohio State or work in the Columbus area and need somewhere to take their children.



COMMUNITYRELOADED

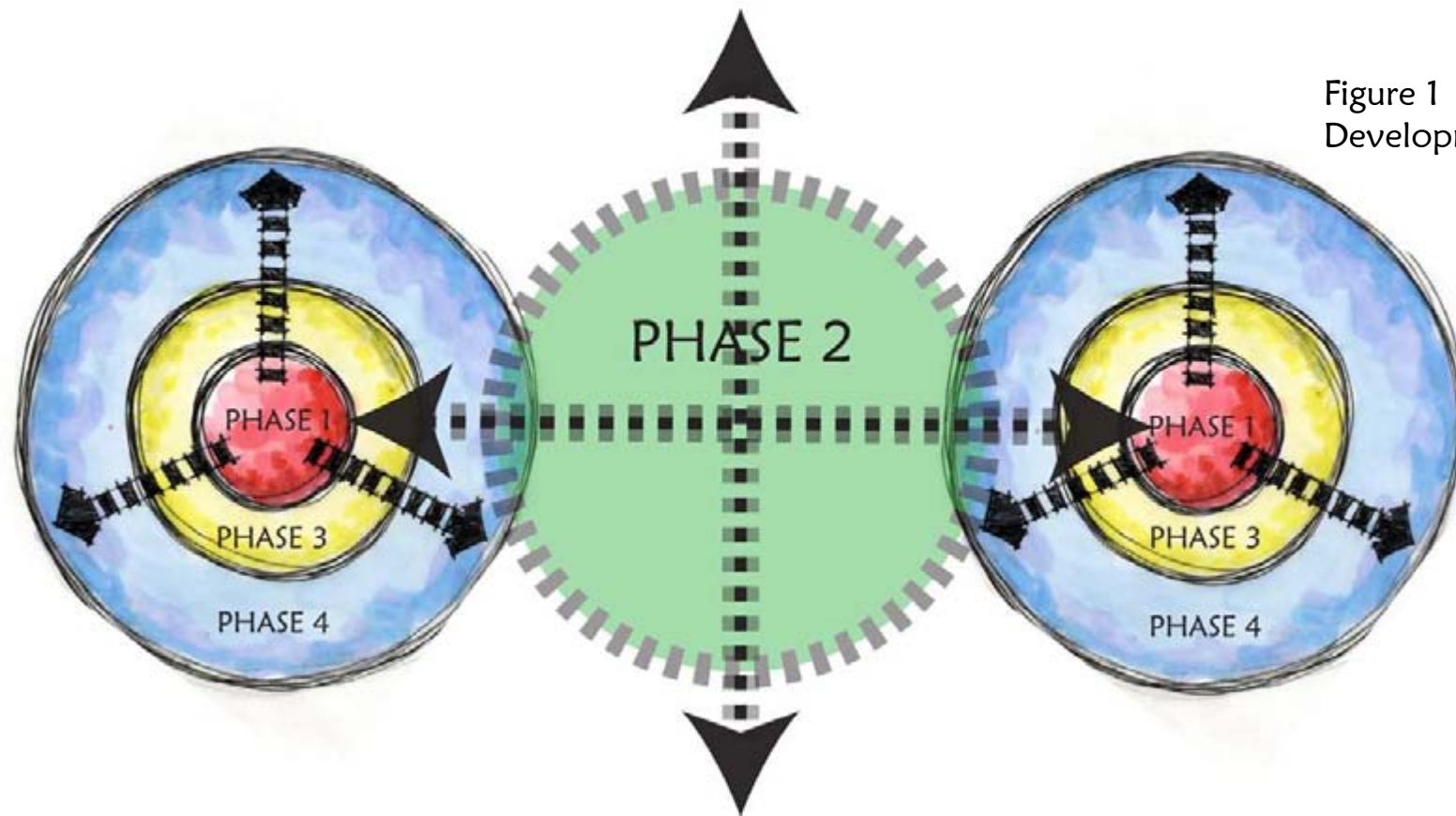


Figure 1
Development Phasing Concept

The development of the site is organized in to four phases (Figure 1). Phase 1 begins with the development of two cores. One located at the Grandview Avenue / Dublin Road intersection and the other at the Grandview Avenue / McKinley Avenue intersection. Once these cores are beginning to establish, phase two, an extensive connection of greenway, bike path, road system and public transportation network will join the cores together as well as with the surrounding communities. Phase three consists of the densifying and expansion of the two cores by adding more residential, business and industrial programming. Phase four is the final phase of development and focuses on the implementation of the program with the surrounding communities.

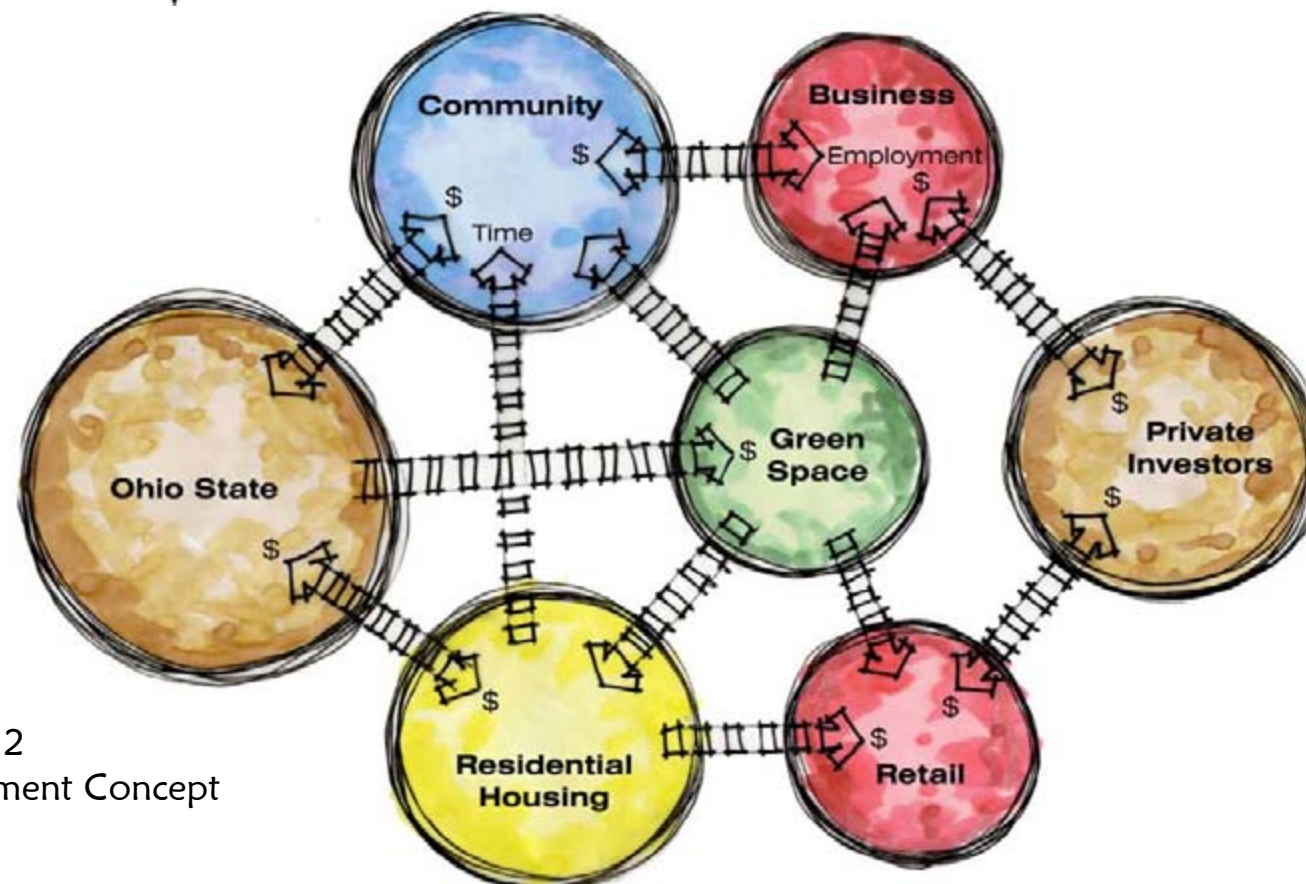


Figure 2
Investment Concept

The site will be developed by allowing every programmatic element to take something from its relationship with others creating a symbiosis among everyone involved (Figure 2). Ohio State and private investors will be the major contributors to the initial development phasing. After other elements move into the neighborhood, they will work together to create a neighborhood that is not only self sufficient, but also an asset to surrounding communities.



COMMUNITYRELOADED



The initial master plan of the Community Reloaded project utilizes the double core concept to create a north and south core consisting of programs relating to Ohio State University, civic/community, retail and office. An extensive greenway network allows for several pathways to connect the neighbor as well as branching into the regional network. These paths promote biking and walkability throughout the site. Expansion of the cores allow for more residential, retail, office and industrial space to be added to the site program. In addition, several successful areas have been preserved for the plan including the business corridor along the western part of Dublin Road, the residential community located along the north side of I-670 and to the west of Grandview Avenue and finally the COTA regional office building located along the north side of McKinley Avenue.

The Community Reloaded project pushes the given boundaries of the project site to better work with the adjacent communities. Residential program has been pushed north of the site into the community of Grandview whereas a proposed housing revitalization program extends the southern boundary into the existing Franklinton neighborhood. This program will promote the revitalization and ownership of homes in the neighborhood.



COMMUNITYRELOADED



Final Master Plan

LEGEND

BUILDING COLORS

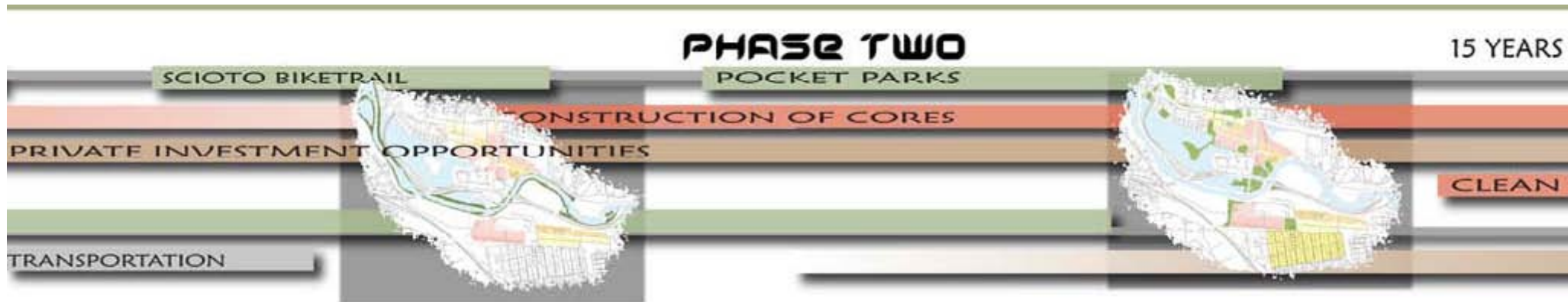
- MIX USE (FLATS/RETAIL)
- MIX USE (TOWNHOUSE/RETAIL)
- MIX USE (OSU/CIVIC/RETAIL/OFFICE)
- LIGHT/CLEAN INDUSTRY
- PRESERVED BUSINESS
- COLUMBUS TRANSIT
- FRANKLINTON HOUSING REVITALIZATION
- GREENSPACE

The final master plan of the Community Reloaded project reinserts some of the community programs that drive the surrounding communities by providing jobs and a tax base. This includes adding more clean and light industry to the south-eastern corner of the site. Other revisions are center around the Grandview Avenue and Dublin Road intersection. Development along the southern edge of Dublin Road now contains residential flats along with the retail that was incorporated in the initial master plan. Overall, the initial plan contained too much retail space along the Dublin Road corridor. In order to fix this, much of the space was converted from retail to residential.

In addition to the land use changes that were made, other revisions were added to promote a working and more walkable neighborhood. These included the addition of street trees along all streets within the site at 50' on center. Not only will the trees create a more walkable environment, but they will also establish a character that links the surrounding communities together.



COMMUNITYRELOADED



Phase 1 of the development consists primarily of infrastructural changes and gaining support and building partnerships for development. Partnerships will be formed between the Ohio State University and the community, the city of Columbus, and private investors. Remediation will also begin when phase 1 starts and midway through phase one the interchange between interstate highway 670 and Grandview Avenue will be changed so that Grandview avenue goes under I 670. Commercial and industrial areas will also be preserved and enhanced during this phase.

Phase 2 of development has several developments going on at different points throughout the phase. At the beginning of the transportation network will be established with the CABS and COTA bus routes. Followed by the Scioto Biketrail connection being finished, and the beginning of construction of the North and South Cores. Private investment will continue throughout this phase, and the community outreach programs will begin to develop as the cores are developed. Remediation of the contaminated sites will also continue throughout the majority of phase 2.

Phase 3 is primarily further investment and outreach with the additions of extending development. Also, concentration will be given to bring in clean industries into the area which started at the end of phase 2. The regional community parks will be built on the large areas of land that were remediated.



COMMUNITY RELOADED



Existing I-670 / Grandview Avenue Interchange



Proposed I-670 / Grandview Avenue Interchange

The interchange of Interstate 670 and Grandview Avenue is a crucial area to the connection between Franklinton and Grandview. Currently, Grandview Avenue is elevated over twenty feet above Interstate 670 and the Scioto River. Spanning over a half mile, the current Grandview Avenue corridor is not walkable containing no sidewalks and is entirely disconnected from the river. Traffic flow from Grandview to Franklinton is very awkward forcing drivers to overpass McKinley Avenue and then circle back down to meet with it. All spaces between the westbound exit ramp and the McKinley intersection are currently not utilized because they are unseen and inaccessible.

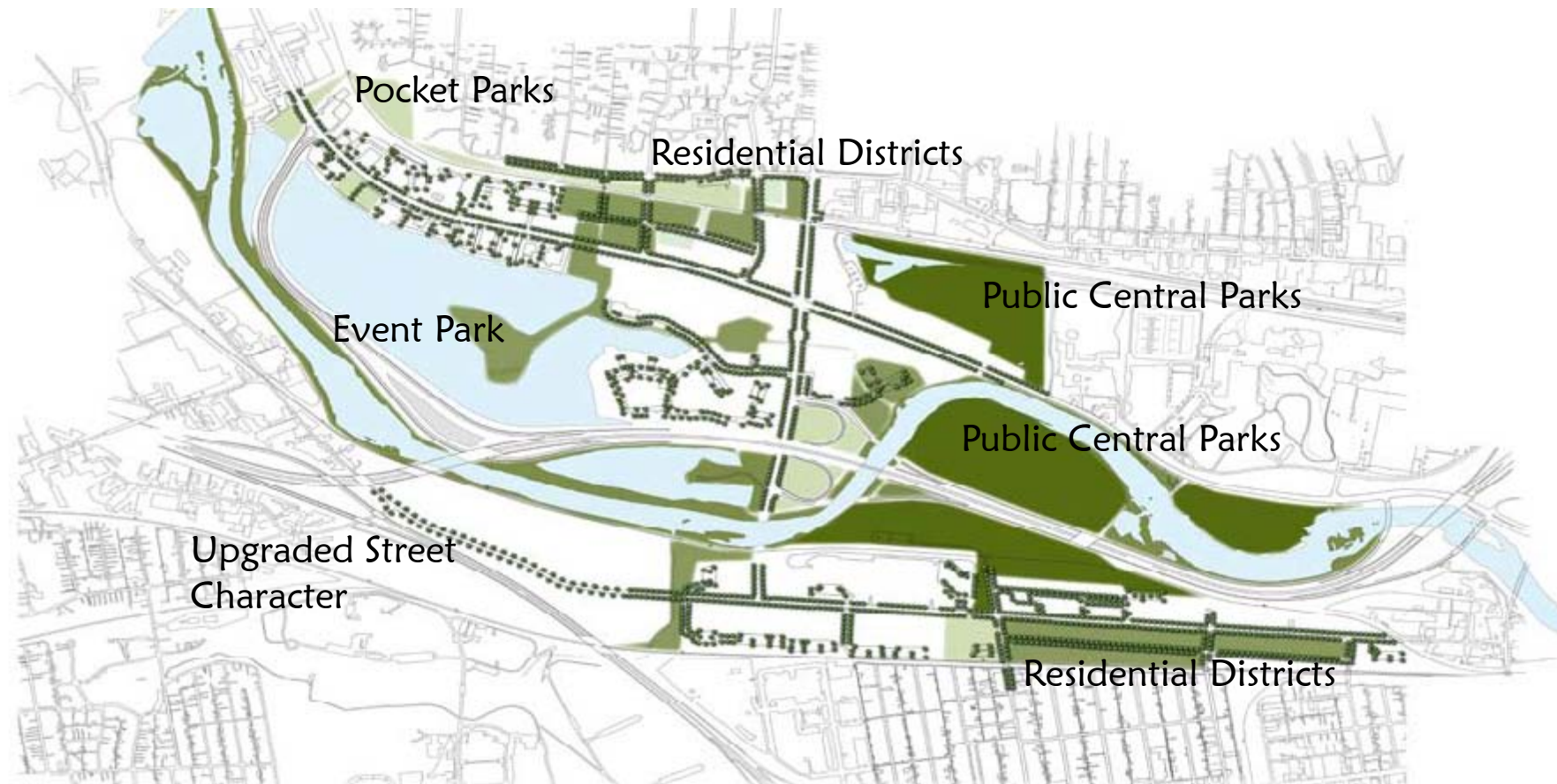
The proposed interchange reintroduces the current unusable spaces by placing Grandview Avenue at grade and allowing Interstate 670 to flow over. Grandview Avenue is now much more walkable. The addition of street trees, opening of spaces adjacent to the road, bringing the pedestrian closer to the river and giving a terminus point at the McKinley Avenue intersection all contribute to a working streetscape. In addition, there is now lake access from Grandview Avenue as well as views being enhanced of downtown from Interstate 670.



Preservation



Remediation



COMMUNITY RELOADED

Site Preservation is key in the Predevelopment of this and river Corridor. Along 33 in the Northeastern section there are several successful businesses and a thriving residential neighborhood that continue to prosper. It is in our best efforts that the character to these nodes be renewed or upgraded to promote a sense of pride within the site and establish that sense of place quite immediately.

Another aspect of our site that is preserved and will be revitalized are the 500 residences within the Franklinton Community. Being a historic community, Franklinton, will significantly contribute to the sense of character that is potentially available with the design.

Lastly, the industry that drove most of the development within the area to begin with will also get a facelift from the traditional image it has held since the beginning of the 19th century. Within the McKinley Corridor, old industrial buildings that are unsalvageable will be demolished for a new development and the remaining ones will be converted into Light and Clean Industries, all being a part of the renewable energy movement.

Site Remediation is another component in the Predevelopment of this site design as well. Without the immediate attention to industrial sludge pits and new residential districts, the constraints would be too great to provide the means necessary for the potential urban community that we want to establish.



Detail Plan/ Section/ Perspective



2 Image Provided by Suki



3 Image Provided by Suki



4 Image Provided by Suki



Plan Provided by Stegman



5 Section Provided by Stegman



Figure 1. The detail plan illustrates the greenway connections that are established throughout the residual space between high density residential development and mixed use commercial retail. This type of green space is essential in creating an interactive social community.

Figure 2. Street Character is another addition to the site that will help create that sense of character within this community as well as establish the pedestrian as the dominant form of circulation.

Figure 3. Mixed Use is was definitely added into the program for our design as well. The bottom floors progra-matically have streetside retail and apartments on the sec-ond and third floors.

Figure 4. The Tutoring Institution is essential in connecting different generations through academics and will provide an atmosphere conducive to learning while reaching out to both Grandview and Franklinton communities.

Figure 5. The final image depicted illustrates another of the iconic buildings within the Northern Core. The Physi-cal Rehabilitation Center, on the corner of 33 and Grand-view Avenue will benefit from the high density residential and will in return provide much needed amenities that communities desire. From the section, you can see the civic space provided. Within these areas, aquatic aerobics classes, lap pools and spas are envisioned. The upper floors are used for both the incilned rehab residents as well as the offices for the Physical Rehabilitation Center.

One main characteristic that we are striving for is the future sprout of private investors to come into the area once Ohio State has guid-ed the Core Development.



COMMUNITYRELOADED

Characteristic

Fig.1 <http://www.citywindsor.ca/002201.asp>



Fig.2 <http://www.strans.org/plaza.html>



Fig.3 <http://www.ncaonline.org/products/play-surfaces/index.shtml>



Fig.4 <http://www.strans.org/plaza.html>



Fig.5



<http://blog.pasteljournal.com/default,month,2007-08.aspx>



Fig.6 <http://www.la-quinta.org/Index.aspx?page=447>



Fig.7 <http://www.abhv.com.au/200605/attractions.html>



Fig.8 <http://www.hammer-schlagparking.com/projects/advisory-services/4/>



Fig.9 <http://h21.hani.co.kr/section-021046000/2006/12/021046000200612060638029.html>



Fig.10 <http://www.belvoir-familyhousing.com/latest-news/news082306.asp>

Fig.1 - Community event park. The area will be a wide open public space when there is not event. There is a jogging and bike route at the edge of island so people can enjoy an exercise.

Fig.2 - Narrow streets in several areas. It will create a strong community relationship by contact with lots of people at street.

Fig.3 - Toddler zone with shredded rubber playground. The area includes day-care center and baby support retail. We are expecting to have 20~30 years old people for residence. The median age of mother's first birth is 25 years old in Ohio. (source: http://www.cdc.gov/nchs/data/nvsr/nvsr52/nvsr52_19acc.pdf) It means we will have a 1~5years old babies in residence. They will need a day-care center or baby support retails. The area's building structure is that first floor is a retail space and second floor is an office space. Worker who works at the office can use a day-care center also.

Fig.4 - Civic center of mixed use development. The plaza will have a flea market and open air market such as an event. The public space will create a social setting.

Fig.5 - Student art district. There will be art district to bring a cultural aspect to the site. We set a program for the student art district. Ohio State University manages the development so school rent a gallery with little money to art students. Multi owner lease is acceptable. They must have pieces to fill gallery before they sign contract. They are responsible to do open-air art exhibit once a month. Lease is only good for 10weeks. Having a gallery is a dream of art professional. It will be a good opportunity to them to build their carrier and to make money by selling their pieces. They will also have opportunity to communicate with professions by having mix ownership between students and professions.

Fig.6 - Community event park at night. Free movie show will brought people to area at night.

Fig.7 - Water entertainment at quarry.

Fig.8 - Parking garage with first floor retail.

Fig.9 - Pedestrian bridge. It will increase accessibility and safety of our site for pedestrian and bike rider.

Fig.10 - Streetscape with OSU architect style building, majority brick construction. Good pedestrian environment will enhance accessibility.

Fig.11 - Nightlife core. There will be movie theater, club, sports bars, public houses, and restaurants. This area will hub for local residence, worker at site and visitor at night. There is no movie theater between I-670 and south boundary of I-270. The movie theater will be a key element to bring people at night. 20~30 years old people will prefer to have a place for nightlife which close to their houses.

Fig.12 - Transportation hub. There will be a bus stop, bike parking and bike store.

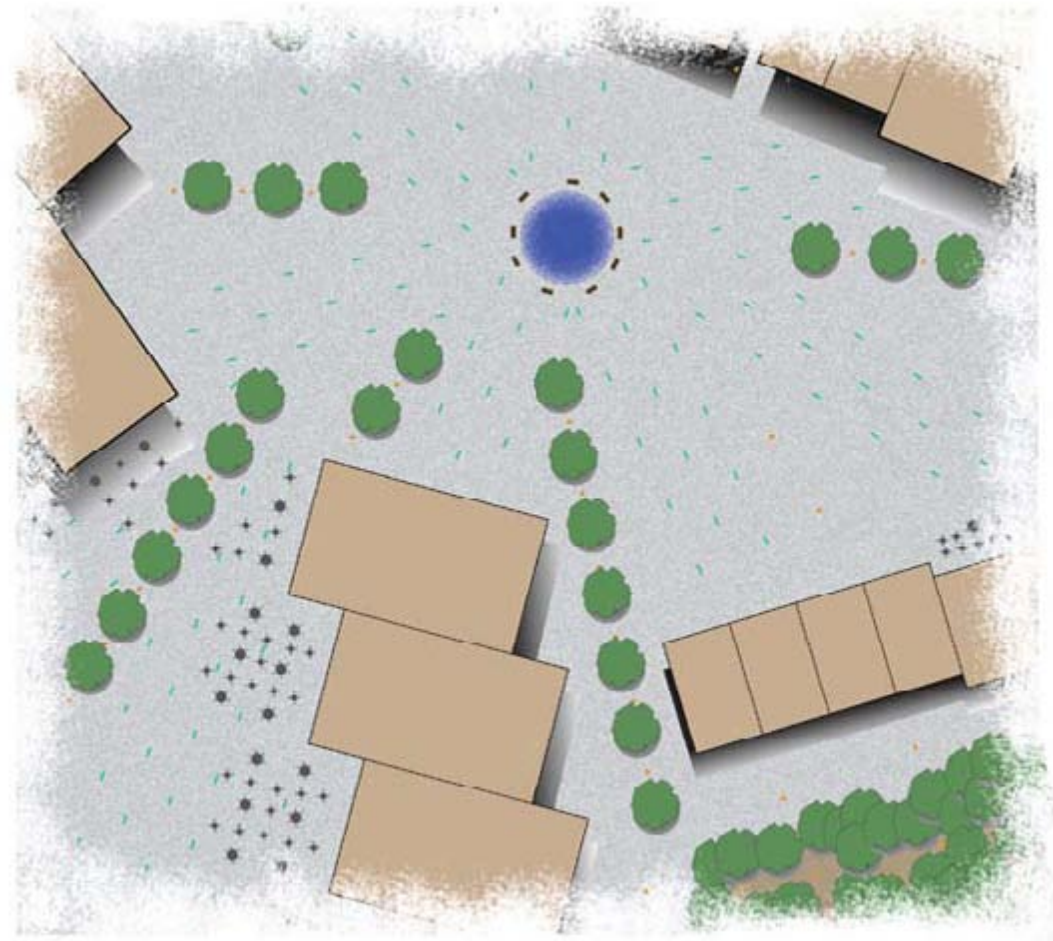
Goal of Design:
 Pedestrian friendly design to increase accessibility
 Increase safety by reducing number of automobiles
 Integrate public spaces to development for accessibility
 Provide cultural aspects
 Have a lot of retails for variety kind of community retail
 so residence won't need car

Design by Hyung-suk Kim

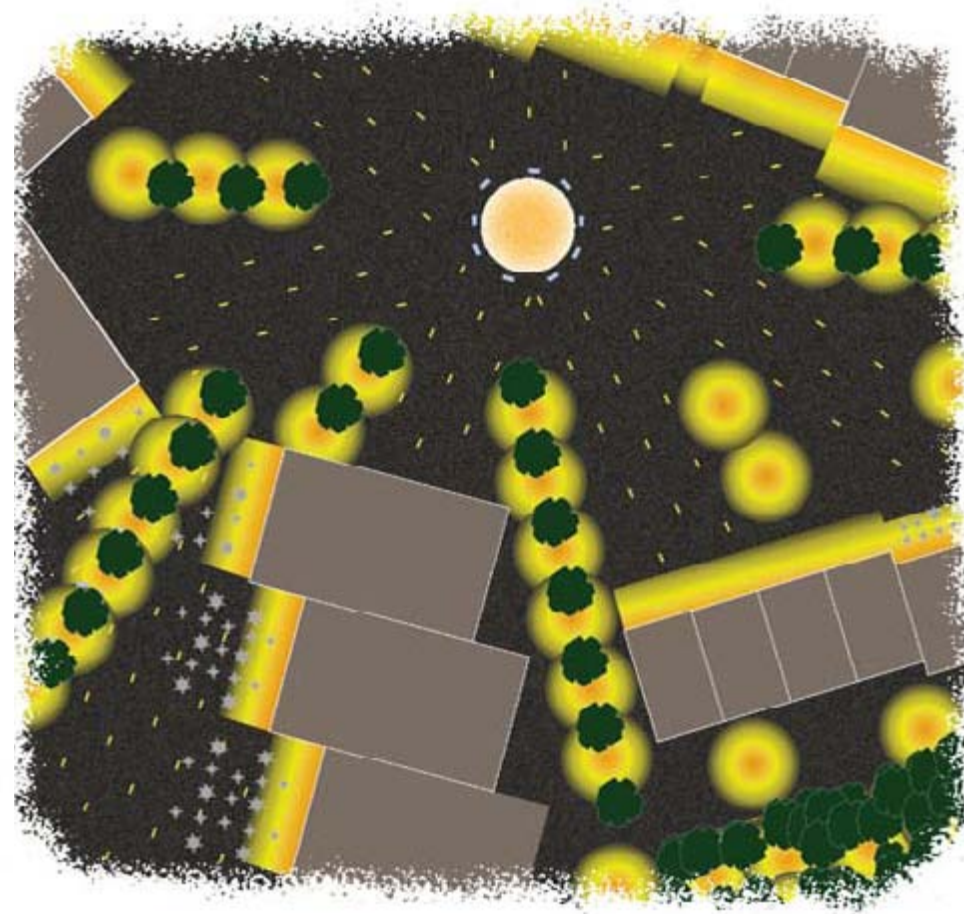
COMMUNITYRELOADED



Detail plan



Drawn by Hyung-suk Kim Fig.1



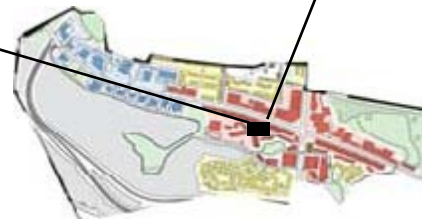
Drawn by Hyung-suk Kim Fig.2

Fig.1 - It is a detail plan for mixed use development civic center. The plaza will provide an event such as flea market or open air market. Left bottom corner of plan is restaurant core. There will be out door eating space and customer can enjoy their food with great quarry view. Right bottom corner of plan is green stripe, nature zone. Landscape will increase an accessibility for pedestrian and bike rider. It will be a connection between residences to retail core. Fig.3 is a precedent of pavement at plaza. Blue feature is a water fountain, small orange strips are ground lights and orange circles are light post. Lots of light will keep activity at night. (Fig.2) Lines on building are division of lot size in buildings. Right side of off plan continues to student art district. All retails in this mixed use development are community supporting retail. We will have a lot of students and they don't have a lot of money in pocket. Even they want to move out from the school, they cannot move out because of transportation access to school. There are COTA and cab bus system so student can live at off campus but they still need a car to keep on living. The development will provide variety of retails such as food, food service, entertainment, shoe, cloth, bank, doctor's office, hair care, day-care, etc.



Fig.3

<http://www.strans.org/plaza.html>



Elevation/Section

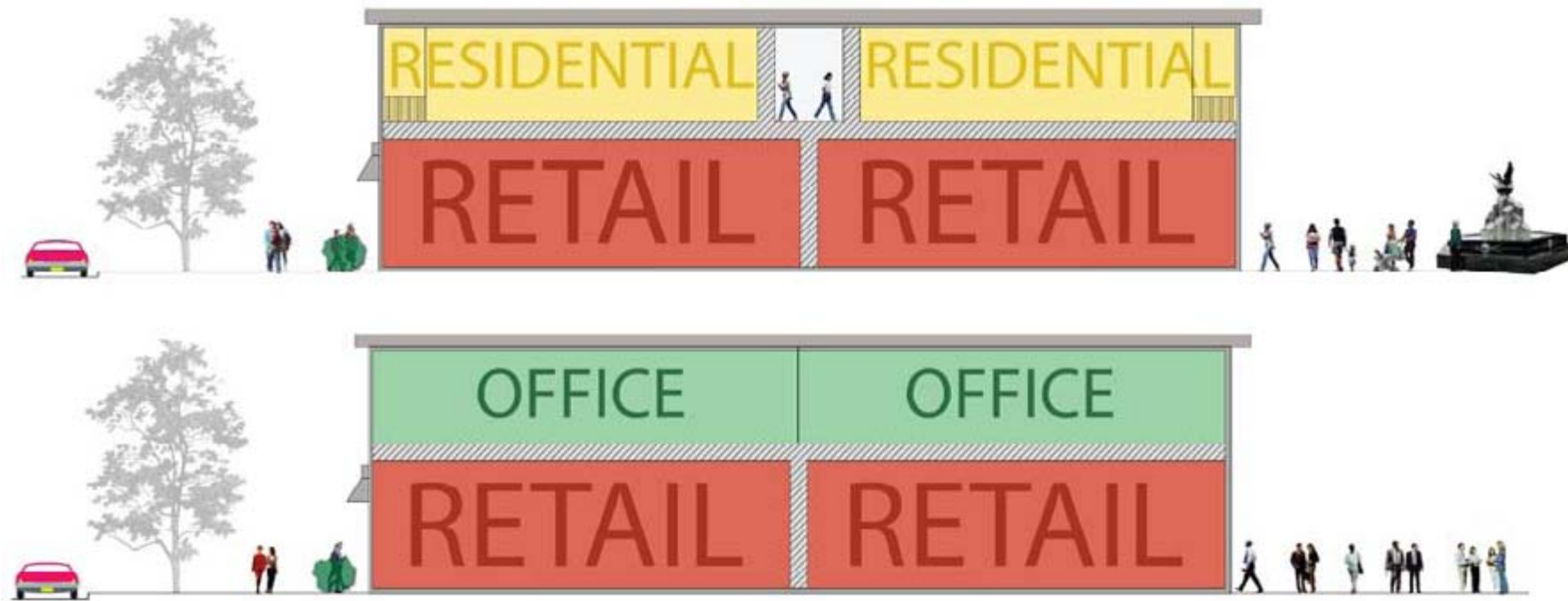


Fig.1

Drawn by Hyung-suk Kim 1:20



Fig.2

Drawn by Hyung-suk Kim 1:20

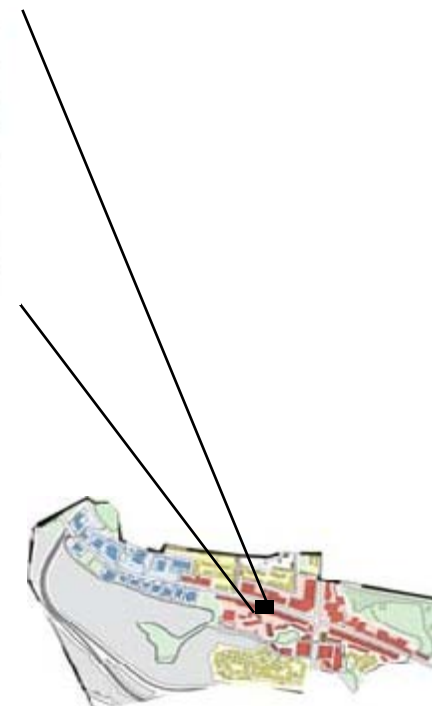
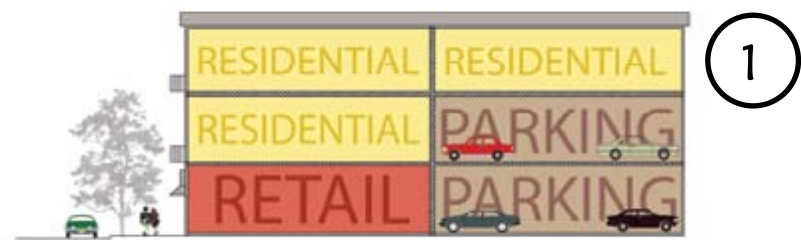
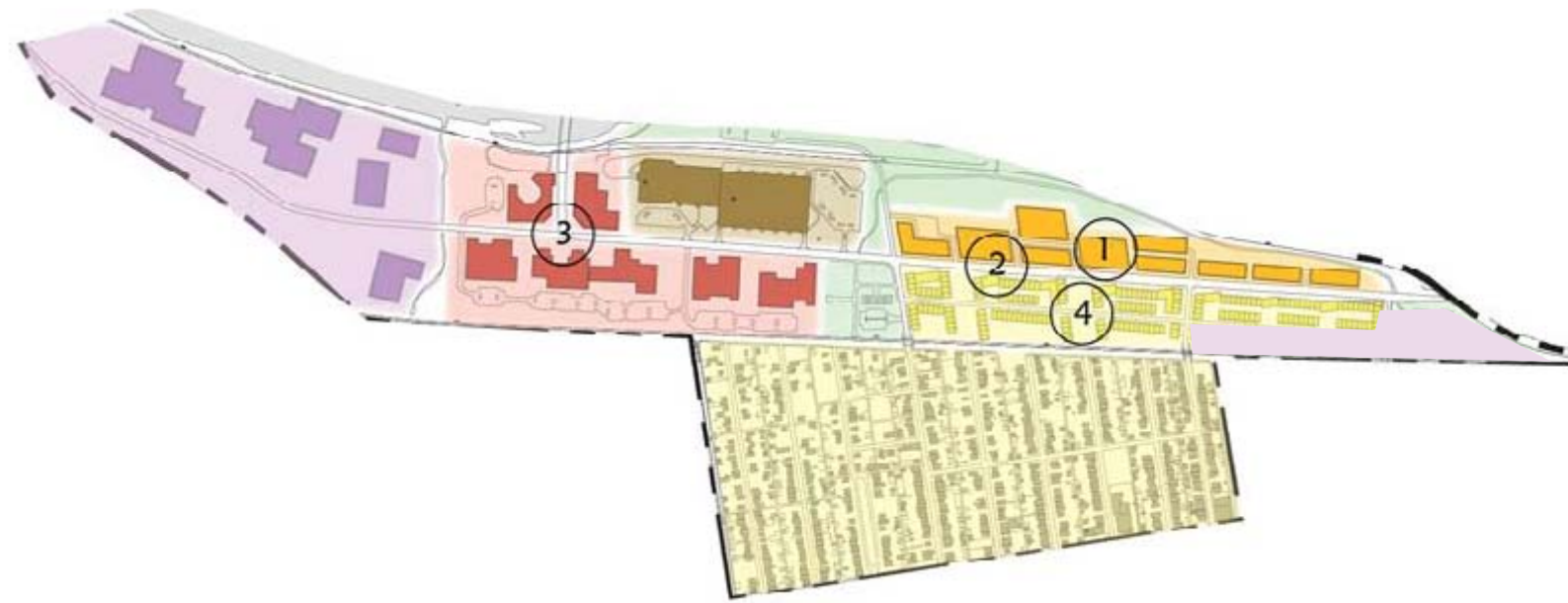


Fig.1 - Section of typical building structures. There are two types of mixed use buildings; first floor retail and second floor offices, first floor retail and second floor residence. Retail space is divided by half. A half which is facing to street will be able to access from street only. The other will be able to access from back of building which is facing new development. Office and residence all access from back of building. 2nd floor residence has hallway at center to both side of 2nd floor Residence and retail entrances are separated.

Fig.2 - Street elevation of Dublin road facing south. There is an outdoor eating and drinking space at left side of elevation. 10 feet pushed back building shape will create an enough space for outdoor activity such as outdoor eating. Second floor is residence. The elevation shows terraces for residence. Studio and one-bedroom has 15 feet front. Two-bedroom and three-bedroom has 30 feet front. Right side of building shows second floor office. There is an access point, 10 feet wide, to development, every 180 feet. Architecture style is based on Ohio State Architecture style which is constructed with bricks and little concretes. Street is 35 feet wide. It consisted as 15 feet set back from road, 10 feet pedestrian walk and 10 feet set back from building to pedestrian walk.





SECTION OF TYPICAL BUILDING STRUCTURE ALONG NORTH SIDE OF MCKINLEY AVENUE



STREET ELEVATION OF MCKINLEY AVENUE FACING SOUTH

The Southern Core of the project is based on the establishing a diverse program that will function together while also creating several programs that can be used by surrounding neighborhoods. The South Core has three main types of land use light/clean industrial, civic and institutional, and residential.

The buildings along McKinley Avenue are close to the street to create a pedestrian friendly environment with parking located to the back of the buildings and parking garages in many of the larger structures. There is two types of residential in the development, the first type on the north side of McKinley Avenue has retail on the bottom floor and apartment type flats on the second and third floors. The second style of residential is two-story town homes that also have office retail along the streetscape of McKinley Avenue.

There will also be on street parking along this section of McKinley Avenue and there will be four lanes to allow the Cota and CABS buses to have stop without blocking traffic.





In the South Core in the area where Grandview Avenue terminates at McKinley Avenue is where the majority of the OSU and civic mixed use is located. This area will include an Ecological Dept. Branch that can work on the remediated lands in the area along with Scioto watershed. It would be located along the Scioto river, and may be able to work with the city water treatment plant. Also there will be offices for both the business and law schools that can provide legal and financial advice for the community, and an OSU family care medical branch can provide a free medical center for local residents, and can also work with Mount Carmel West. OSU can also work with the community and provide various workshops for the citizens, and give an area to come for advice on housing revitalization.

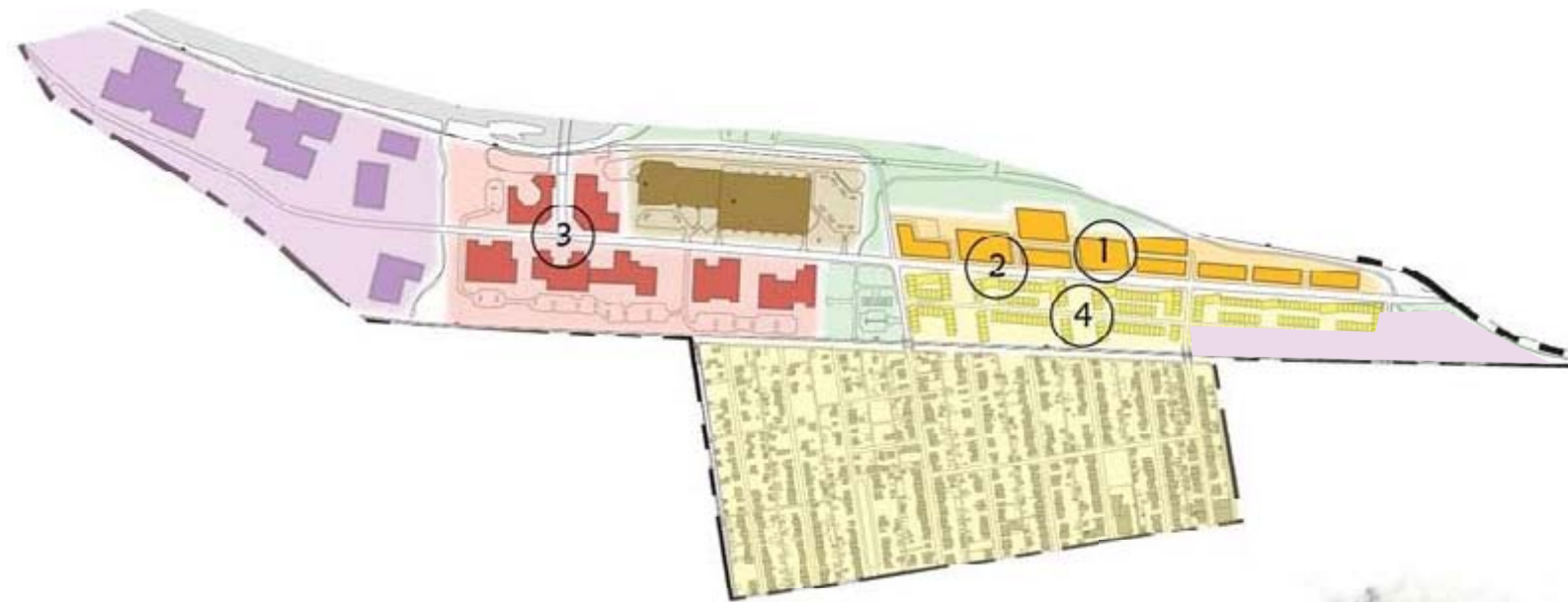


SECTION OF PLAZA AND GRANDVIEW AVENUE TERMINUS

3

At the terminus there will be a large plaza and the building at this point is four stories tall, and the first floors will have parking and civic use and the top two floors will have Ohio State University facilities and offices. From this point the building heights drop down to three stories tall, and the building closest to North Central Ave is two stories. In addition to the parking within the buildings there will be minimal surface parking to the back of the structures.

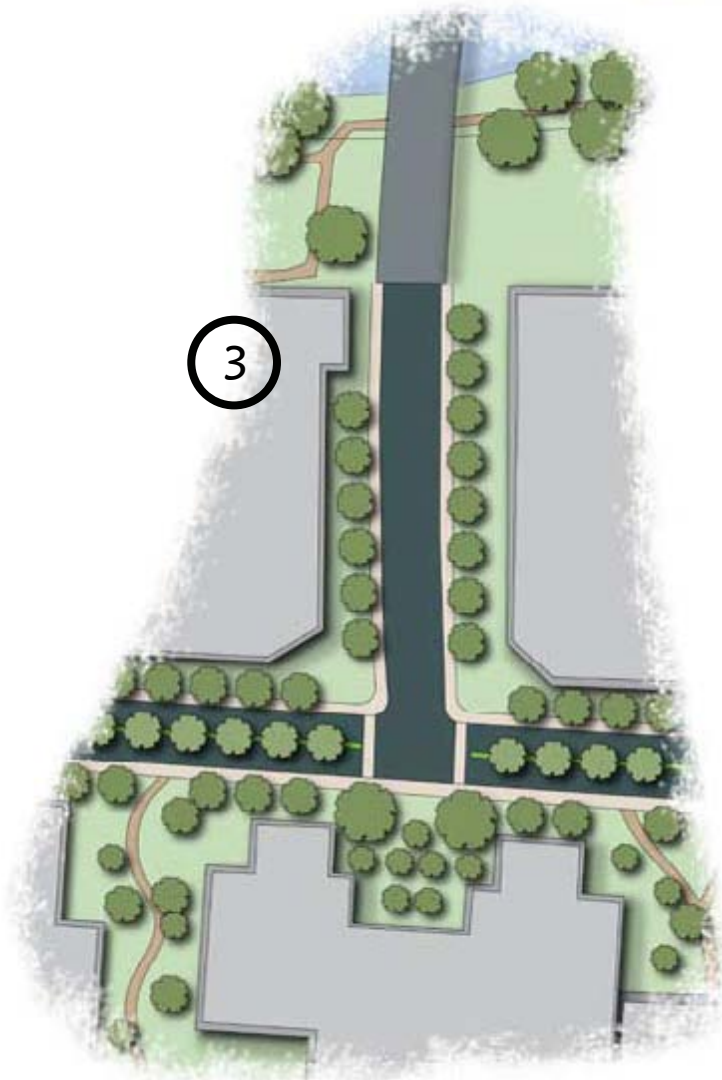




In the South Core along with the connecting to the community through involvement and resources. There is also a strong connection through greenways and garden and park spaces. Some of the industries will be maintained throughout development and incentives will be given for the movement to clean industries.

There are two community gardens that flank the new residential along McKinley Avenue, and there are paths going through the residential that connect into the Scioto Bikeway. Along the southern edge of the residential pedestrian greenways tie back into the existing residential south of the railroad. These are designed to encourage the community to come into the site.

The terminus of Grandview acts as an entrance into the community of Franklinton and as one comes over the bridge into Franklinton from Grandview it is easy to understand where you are going to as the plaza and buildings can be seen as the enter. The plaza at the terminus also provides additional community use and provides an introduction into the development for the South Core. This portion of McKinley is four lanes with a green median down the center.



COMMUNITY RELOADED



Transportation Connections

CURRENT COTA BUS ROUTES WHICH PASS A PROJECT SITE

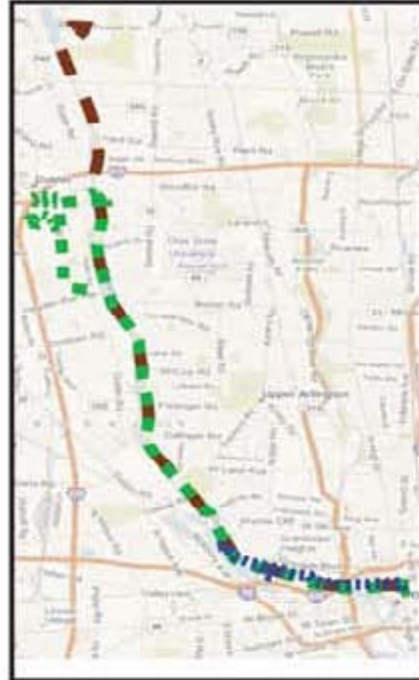
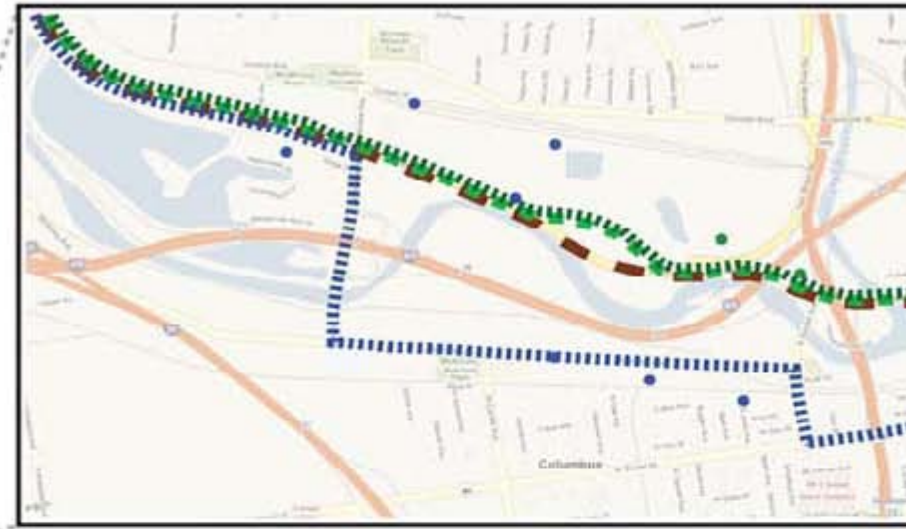


Fig.1 Drawn by Hyung-suk Kim

PROPOSED COTA BUS ROUTES WHICH PASS A PROJECT SITE



Fig.2 Drawn by Hyung-suk Kim



Drawn by Hyung-suk Kim

Fig.3

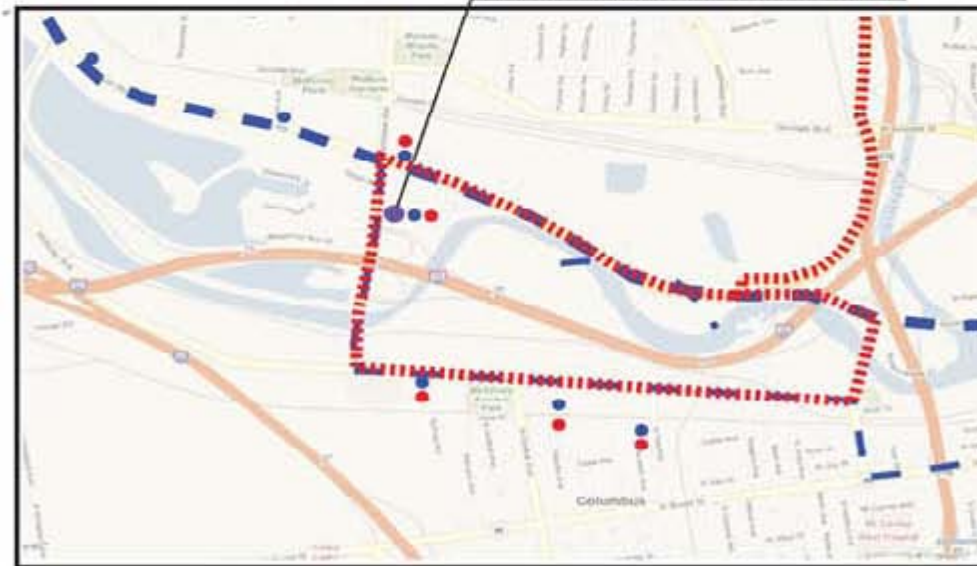
- PROPOSED #98 BUS ROUTES
- PROPOSED #58 BUS ROUTES
- PROPOSED #58A BUS ROUTES
- PROPOSED #69 BUS ROUTES
- PROPOSED COTA BUS STOP
- EXISTING COTA BUS STOP

CONNECTING TO OHIO STATE UNIVERSITY



Fig.4 Drawn by Hyung-suk Kim Drew Russel

TRANSIT HUB ON PROJECT SITE



Drawn by Hyung-suk Kim Drew Russel

Fig.5

- PROPOSED COTA BUS ROUTE
- PROPOSED CAB BUS ROUTE
- TRANSIT HUB
- PROPOSED COTA BUS STOP
- PROPOSED CAB BUS STOP

Fig.1 is a map of current COTA bus route and Fig.2 is a proposed bus route. Currently, #98 runs from downtown Columbus to Columbus zoo, Delaware County. #58 runs from downtown Columbus to Dublin city. #69 runs from downtown Columbus to Dublin rd. It turns around at one of office park, which is close to our site, on Dublin rd. We just added one more line, #58A, which runs through Dublin rd (same end point as #69) - McKinley ave - W Broad st- Downtown Columbus. We proposed more frequent bus runs than current COTA system (Fig. 6). Cab, OSU school bus system, will come down to our site. It will be helpful to gather student population to our site (Fig. 4)

Fig.6

CURRENT/ PROPOSED FREQUENCY OF BUS RIDING IN A DAY		
	CURRENT	PROPOSED
#58	4 TIMES	18 TIMES
#69	1 TIMES	30 TIMES
#98	4 TIMES	4 TIMES
#58A	X	30 TIMES



Community Connections



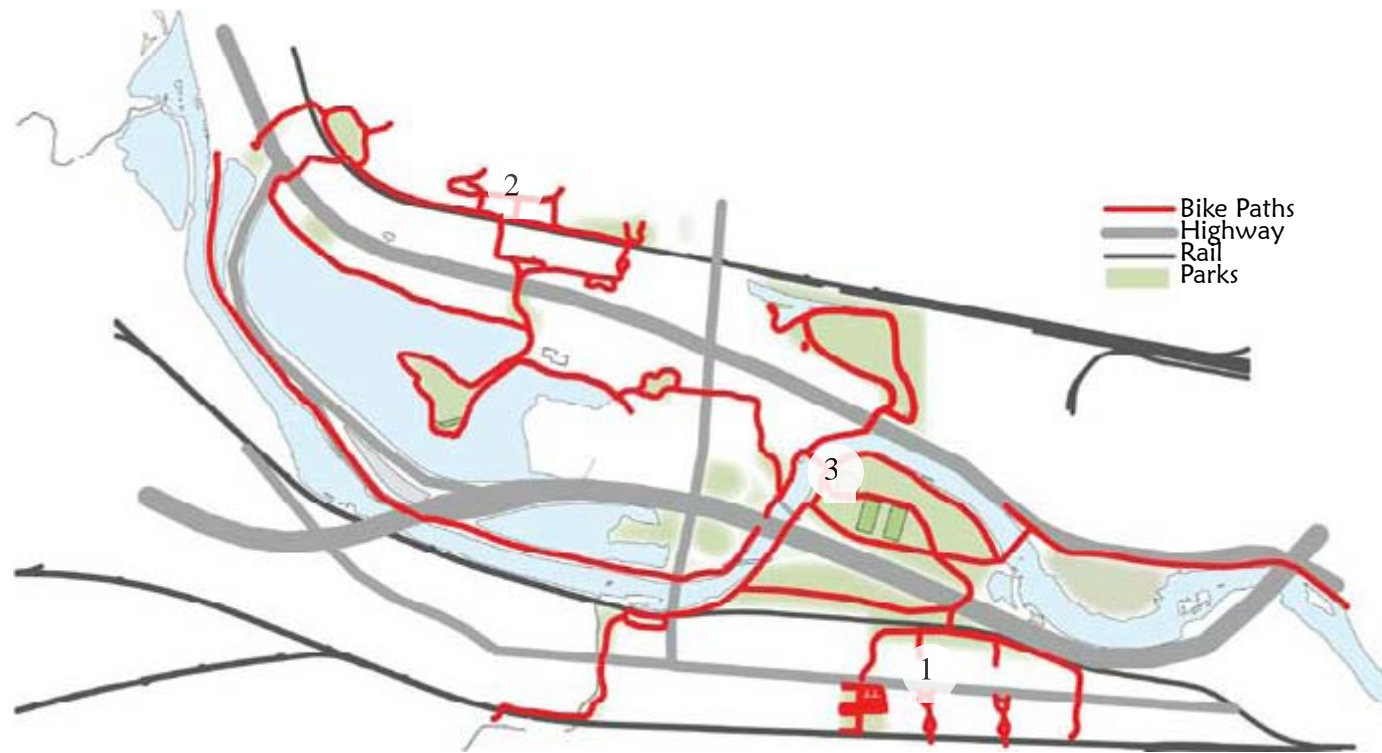
2 Plan Provided by Russel



3 Photomontage Provided by Stegman



1 Plan Provided by Russel



3 Section Provided by Stegman

Figure 1. The detail plan illustrates the greenway connections that are established through into the neighborhood of Franklinton. This type of green space is essential in connecting the site together as an interactive social community.

Figure 2. The detail plan depicts the greenway and bike path connections that are established through into the Grandview Heights neighborhood. Both of these elaborate circulation systems allow for pedestrian access into the site and are key to stitching the site together over so many dividing factors.

Figure 3a. The Photomontage displays the bridge that crosses the Scioto River from the North Core to the South Core and establishes the connection of the Scioto Bike Trail

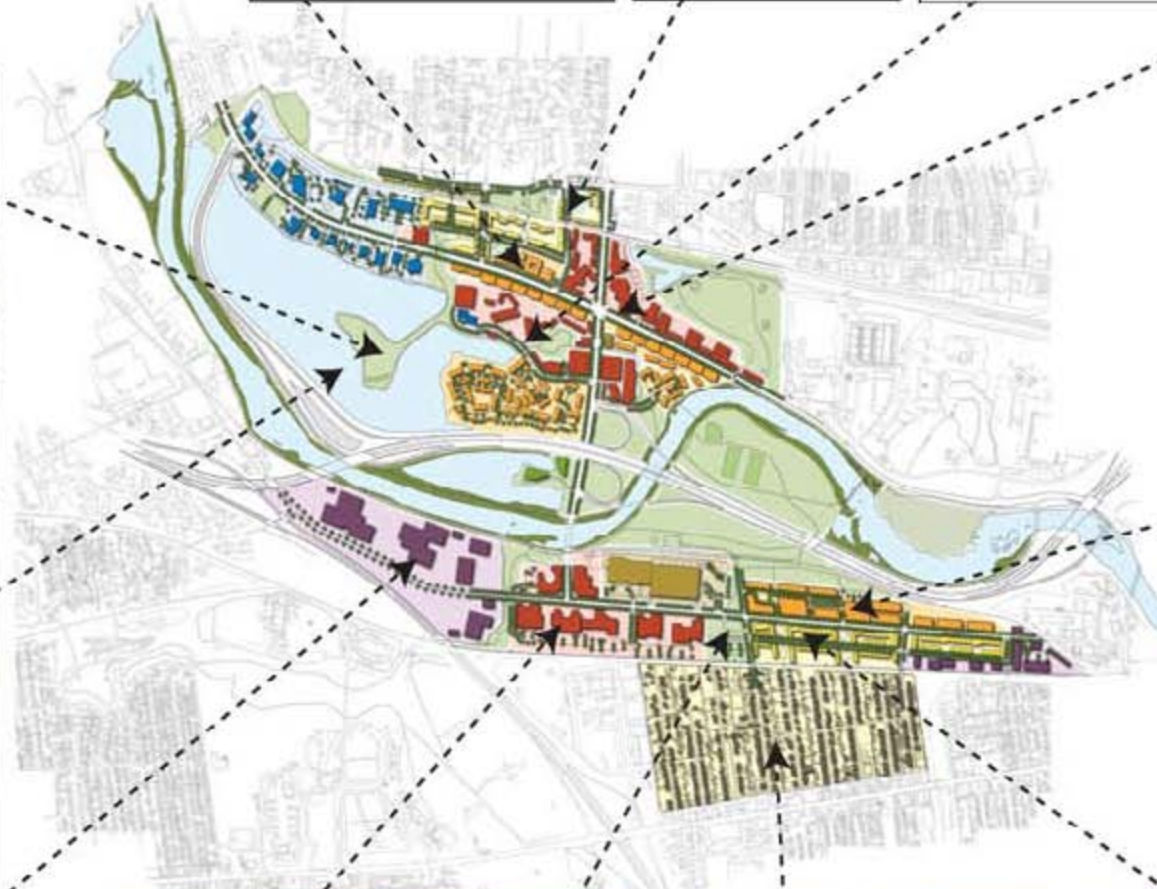
Figure 3b. The section below demonstrates how the greenways continue even across the bridges so that it implies that you are not even at a crossing point to the Scioto River.

The elaborate bike path system intertwined with neighborhood connections allows for the site to enter and exit the site at many locations as well as provide many hot spots for pedestrians to interact with one another and establish a relationship that helps improve the quality of this Urban Renewal Site.



Site Data

SPATIAL PROGRAM AND SITE INVENTORY



We like to have a community event park (Fig. 1) on island at Quarry Lake. There will be free movie show, community concert and community activity, etc. When there is no event, it will open to everyone for jogging, bike riding and sports activity. We included owner/ renter occupied apartment (Fig. 2), community garden (Fig. 3) for local market supply, open air market, transit hub, day-care center, nightlife block, mixed use community with first floor as retail and second floor as residence (Fig. 4), community support retail, tutoring center, fitness center and mixed use buildings with first floor as a retail and second and third floor as an offices or OSU related offices on north core. We included a restaurant, bookstore, drugstore, owner/ renter occupied townhomes and apartment (Fig. 7, Fig. 8), community garden (Fig. 10) for local market supply, co-operation market, hardware, public offices, community resource center, free medical center, community workshop, OSU related offices (Fig. 11) such as OSU medical center branch, OSU ecological branch, OSU business school offices, OSU law school offices, and clean and light industry (Fig. 12) for renewable energy and new community jobs. We also included five hundred revitalization homes and revitalizing street (Fig. 9) for Franklinton in the program. We propose Quarry Lake as recreational lake (Fig. 13).

OSU branches/ offices = 1389160sqf
Retail = 1716060sqf
Civic = 3494050sqf
Dwelling units = 2319 units
Parking = 7469 spaces

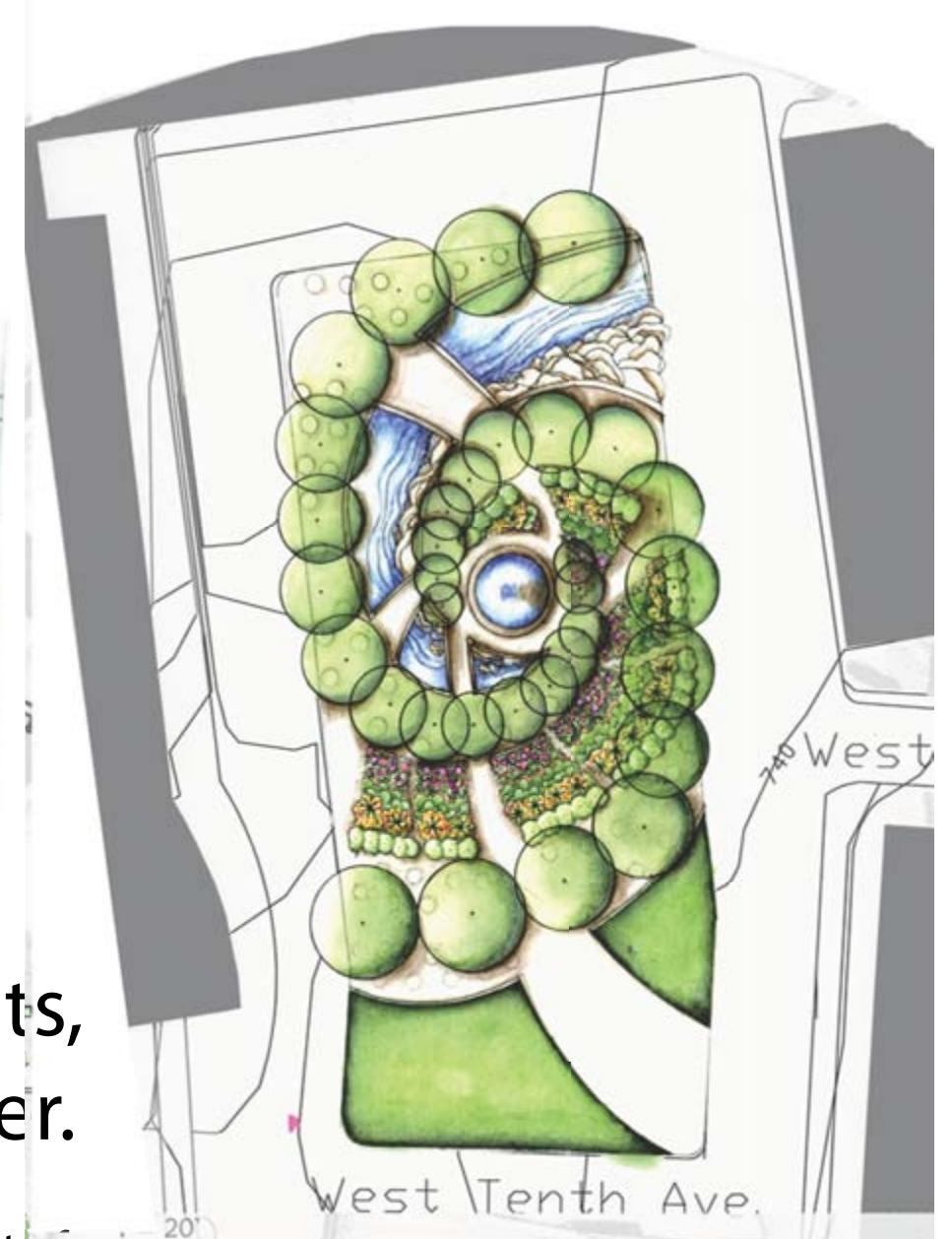


COMMUNITYRELOADED

Parti diagram reflects radiating arcs that will create pathways, punctuated with various garden spaces around central water feature.



Preliminary freehand designs show evolution of design and process of creating optimal environment for creation of healing space and functional plaza. Final plan generated from preliminary drawings to create graphically and physically pleasing design.



LArch254: The therapeutic garden design for staff, patients, and visitors of The Ohio State University Medical Center.



Site located directly in front of Rhodes Hall at The Ohio State University Medical Center, surrounded by roads and tall buildings, which became a major factor in the design.

After completion of a site analysis it was apparent that the circulation and views were two key elements that needed to be addressed.

