

Sub/urban Matters



Levittown, Long Island, New York.



Atlanta, Georgia.

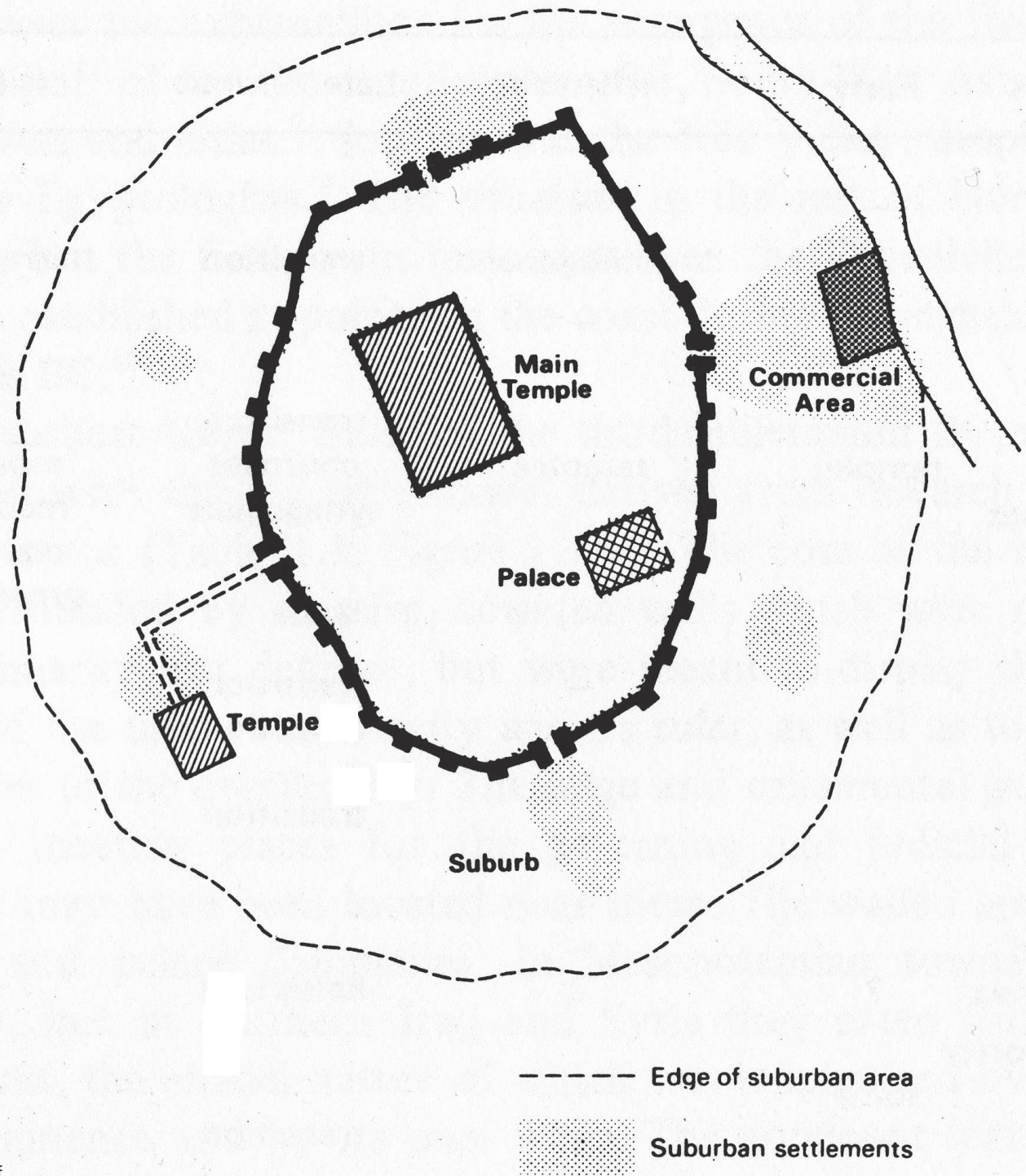
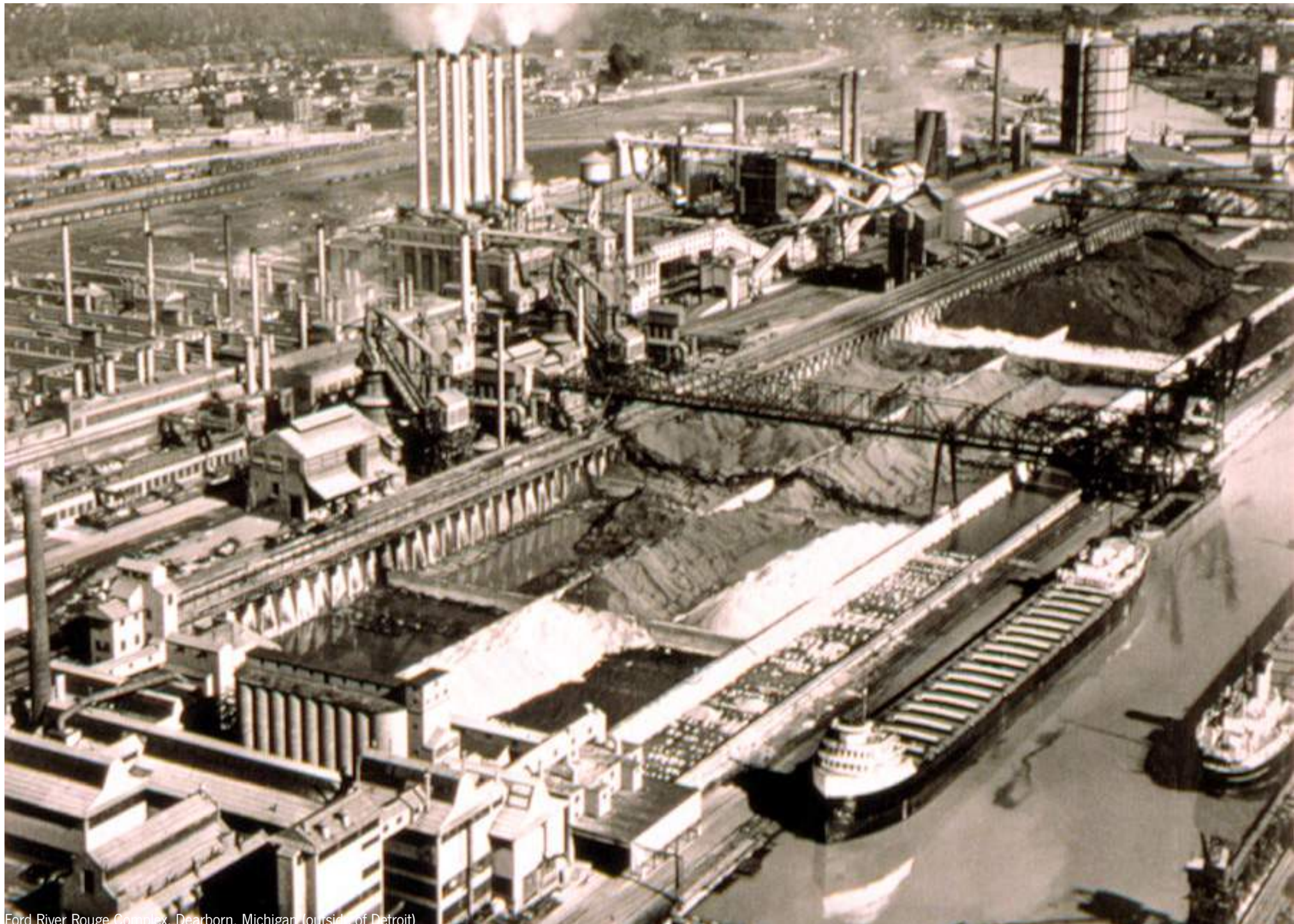


Diagram of typical Mesopotamian city in 3000 BCE, J.M. Wagstaff.



Ford River Rouge Complex, Dearborn, Michigan (outside of Detroit)



Ford Motor Company
Rouge Complex
Scale 1:50,000
Map of the River Rouge Complex
Dearborn, Michigan

Ford River Rouge Complex, Dearborn, Michigan (outside of Detroit)



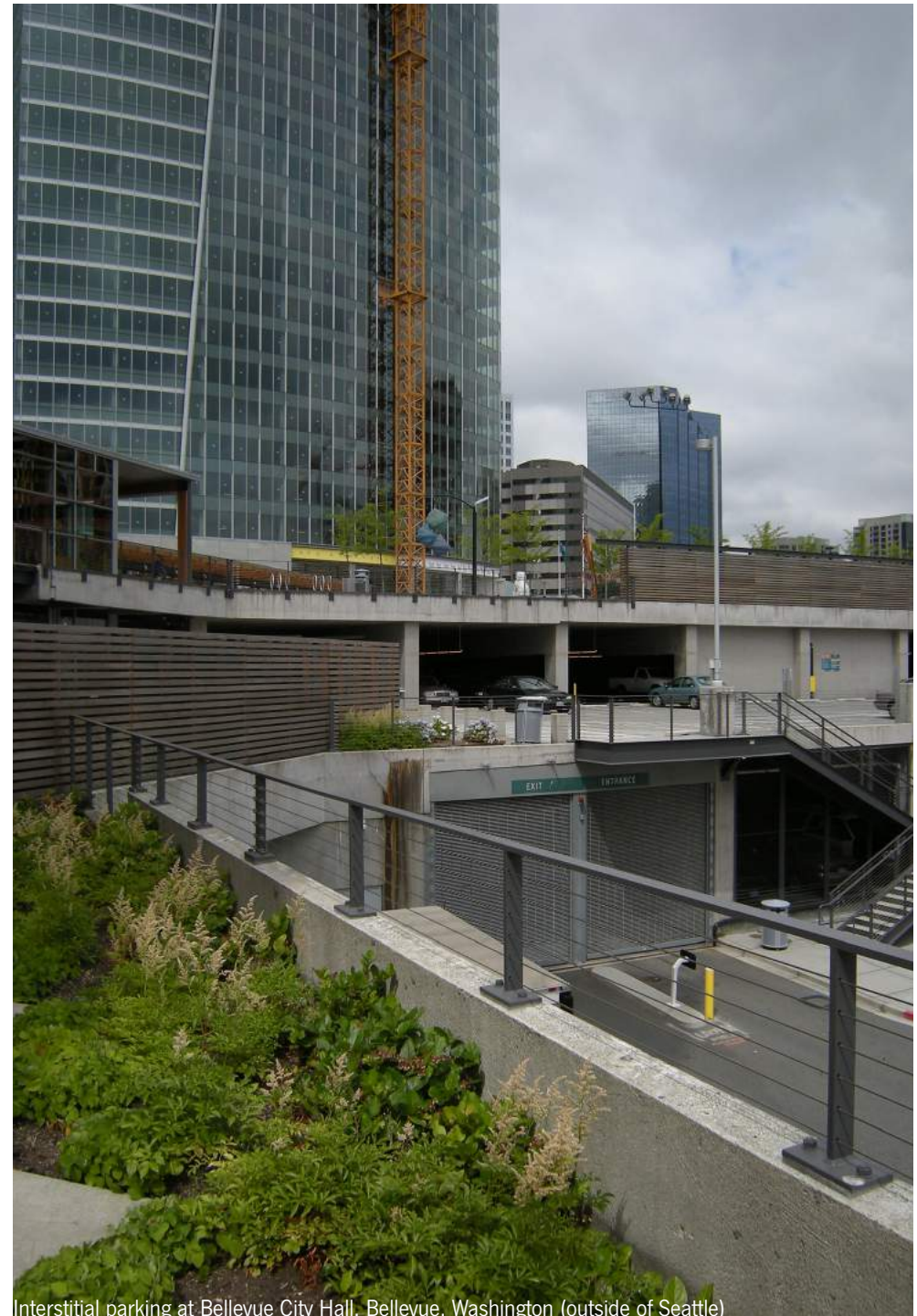
General Motors Technical Center, Warren, Michigan, (outside of Detroit).



Energy Corridor / Memorial City, far west Houston, Texas.



Podium parking at Marina City, Chicago, Illinois.



Interstitial parking at Bellevue City Hall, Bellevue, Washington (outside of Seattle)



Optima Old Orchard condominiums, Skokie, Illinois (outside of Chicago)



Silver Spring Civic Building, Silver Spring, Maryland (outside of Washington, D.C.)



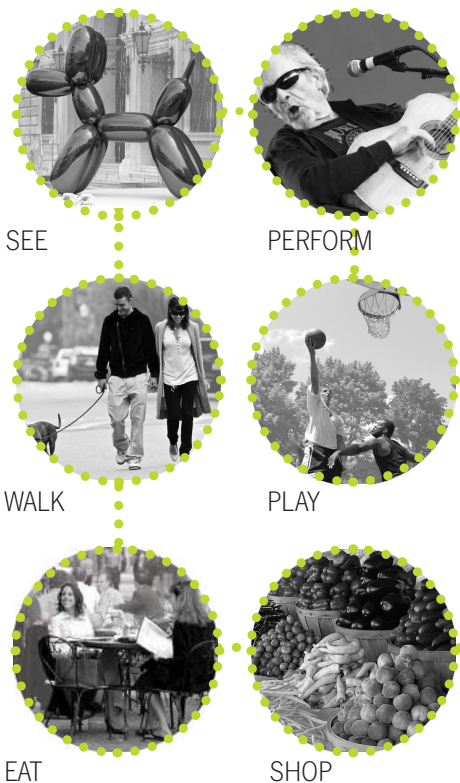
CityTarget in the Carson Pirie Scott building, Chicago, Illinois.

Architecture can catalyze new ways and forms of life in urbanizing suburbs. But rather than simply import traditionally urban forms, *How the Strip Mall Can Save Suburbia: the Remix* proposes that the often vilified standard forms and conditions of suburbia – here, the strip mall and the superblock – can be the generative agents of suburbia's re-formation.

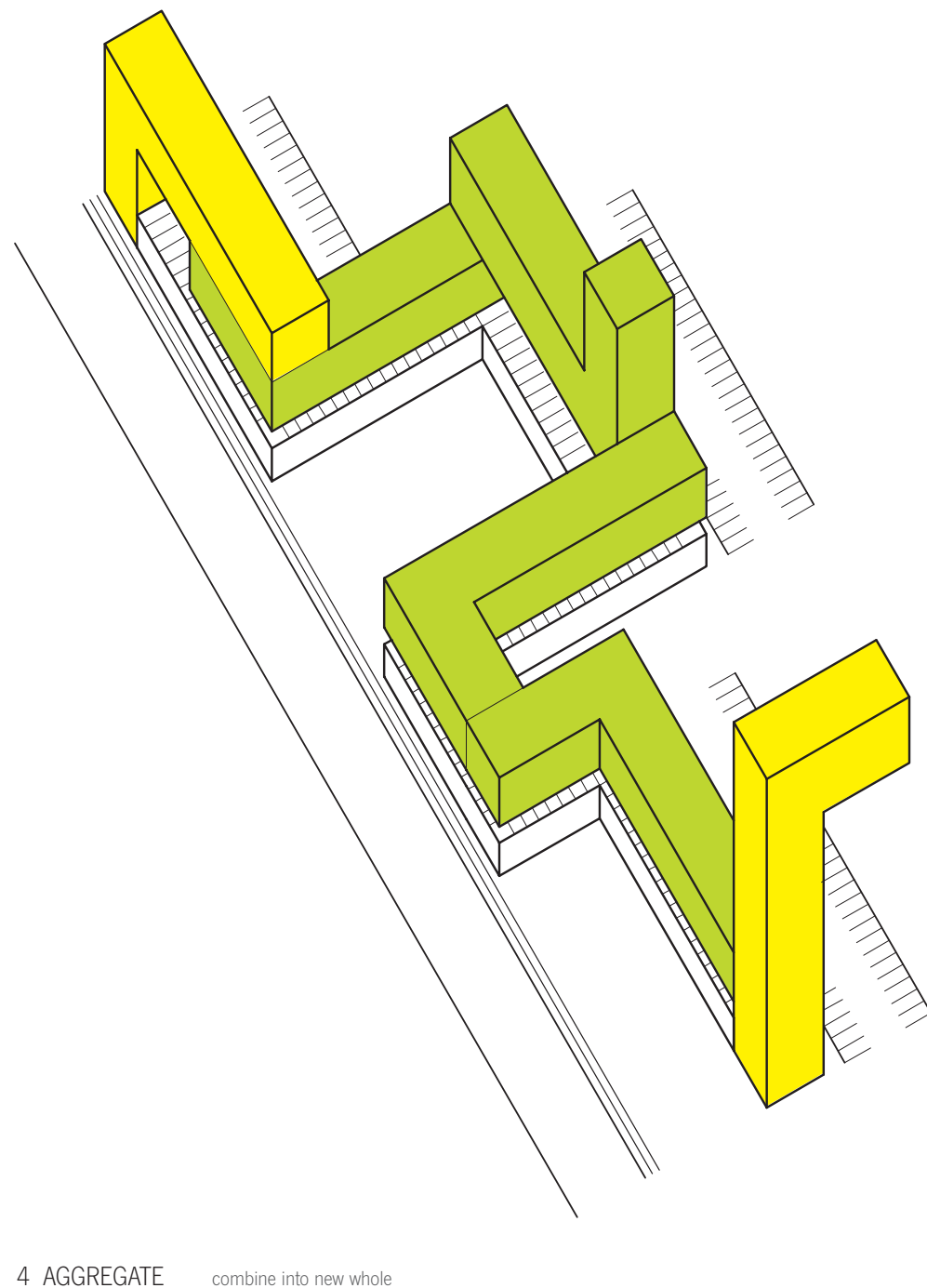
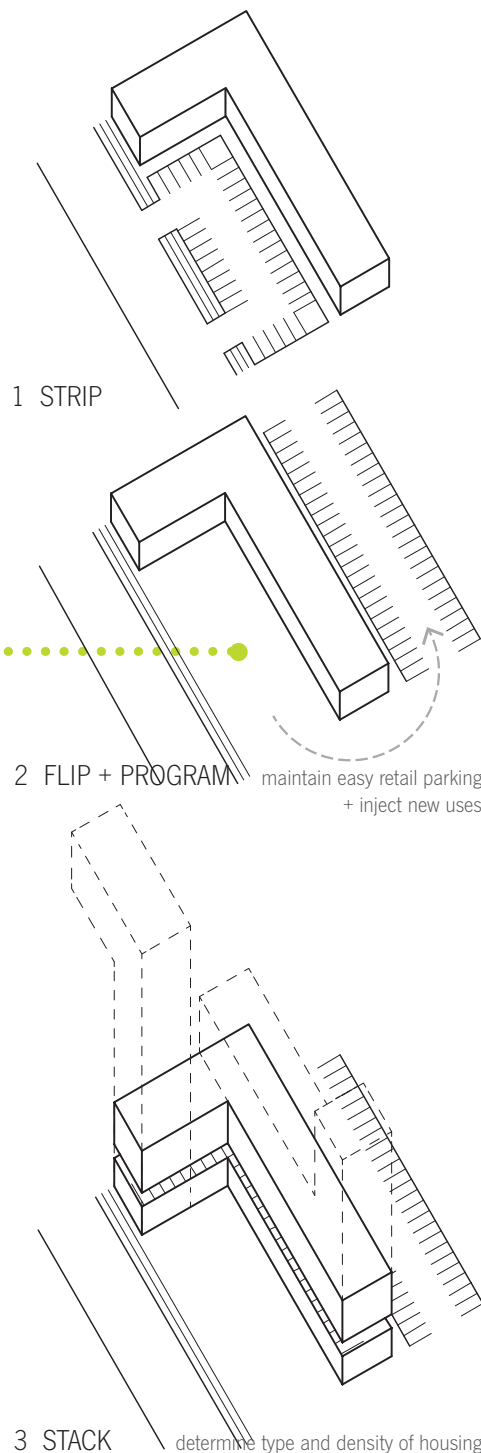
The strip mall has a remarkable systemized flexibility; it can accommodate many programs, be deployed many places, and produce many versions of its standard form. However, this potential has never been fully explored; rather, in its current guise, the strip mall typically produces islands of architectural sameness, further isolated by seas of surface parking. *How the Strip Mall Can Save Suburbia: the Remix* proposes a new, opportunistic strip typology that maintains a formal clarity but simultaneously adapts to the specific conditions of its implementation.



HOW THE STRIP MALL CAN SAVE SUBURBIA: the REMIX



A base of retail, live/work, and/or civic programs is stacked with housing typologies that can be adjusted – in type and density - for the target audience(s). Parking, which remains a crucial condition of suburbia even in walkable scenarios, is “flipped” behind the strip, creating a new programmatic zone at the street that can not only reflect adjacent conditions but also project new uses. Residential parking sits between the base and top, revealing the sculptural and kinetic qualities of the car, and providing easy access to the walk-up residential units. Flipped on its end, the classic strip mall shape becomes residential towers that amplify formal identity and long distance visibility – and provide an alternative housing type. *Remix* can be deployed across medium or large sites, but is particularly effective at the scale of the suburban superblock, where its formal potential and adaptability become most explicit.

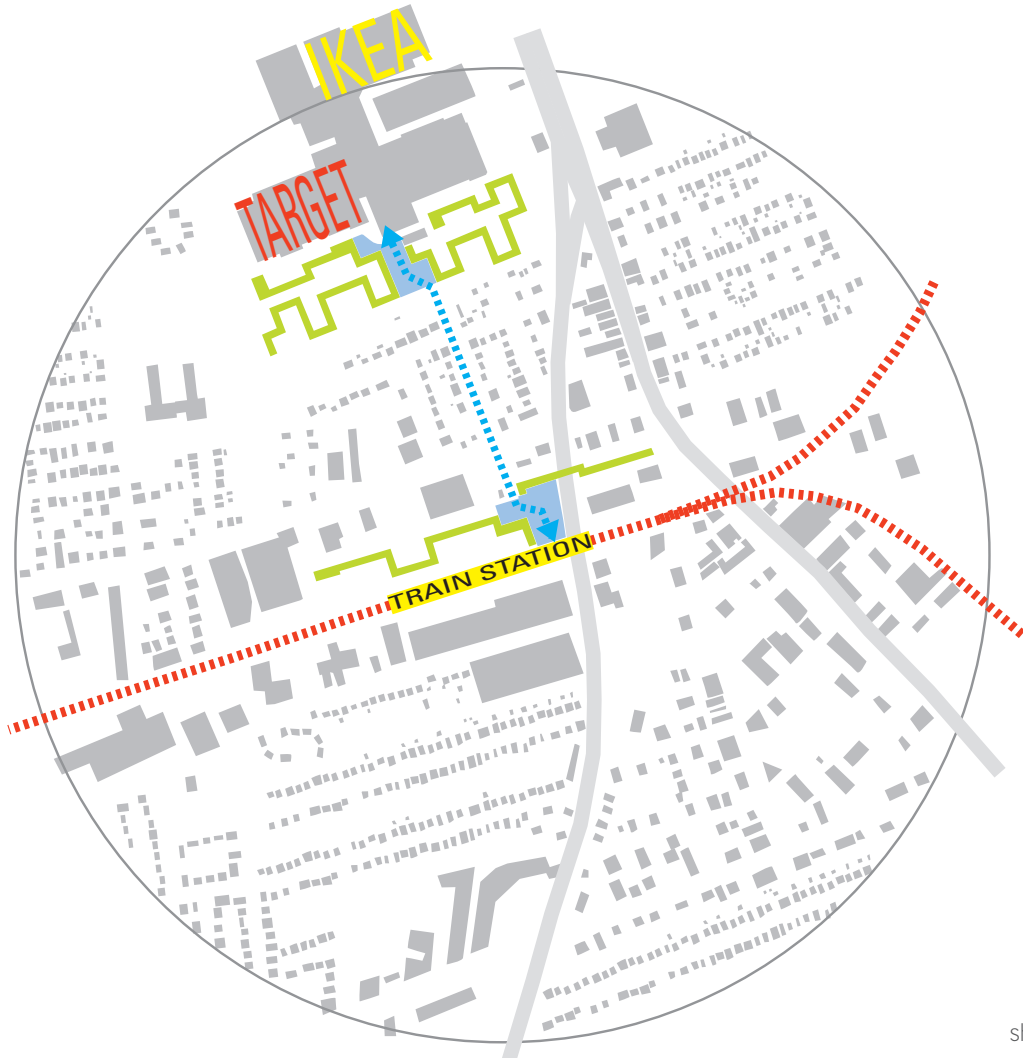




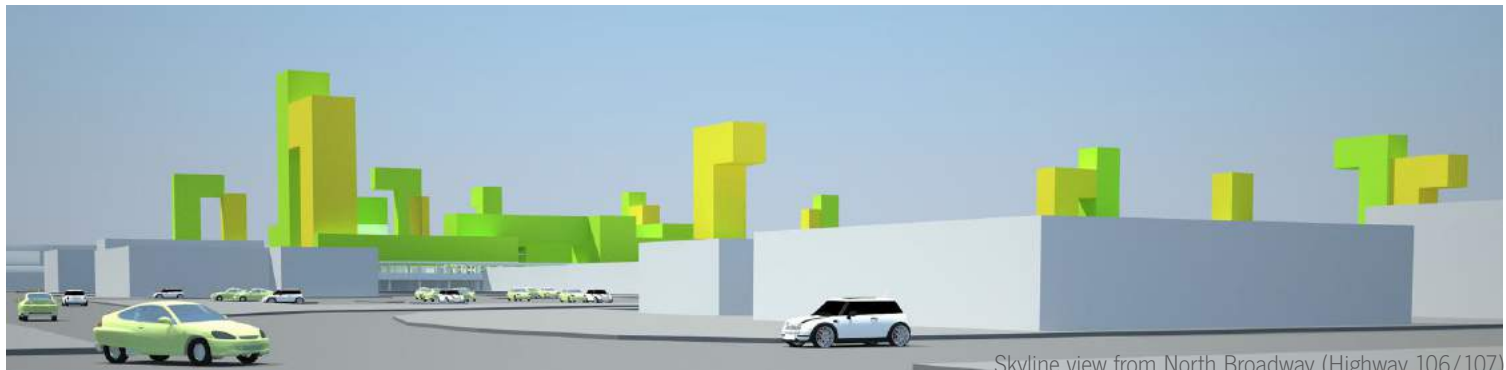
Hicksville, Long Island, NY

Like many post-war suburbs, Hicksville, Long Island, is seeing significant demographic change. On one hand, Hicksville is experiencing “brain drain”; only 9.4% of its population is between the ages of 18-34, well below the national average of 13.4%. At the same time, Hicksville’s population is aging; 18.4% are age 62 or older. Housing in Hicksville tends to be large and single family (approx. 78% are three bedrooms or more), owner occupied (approx. 86%), and expensive. In total, housing options for not only young adults but also seniors who wish to downsize but stay in their community are limited. (Data from <http://factfinder.census.gov/> Accessed 13 September 2014).

But Hicksville has three key characteristics that make it optimal as a test site that targets both young adults and active seniors: Manhattan is easily accessible via high frequency LIRR trains, and the nearby Long Island Expressway; its train station is within easy walking distance to the Broadway Mall, the anchors stores of which are a Target and an IKEA (the only one on Long Island); and there is plentiful vacant land between the train station and mall. *Remix* seeks to leverage these characteristics to re-form suburbia for both young adult and active senior publics in Hicksville.



1/2 mile site diagram showing “spatial looseness”



Skyline view from North Broadway (Highway 106/107)



View of the new strip implemented at existing Broadway Mall and existing train station



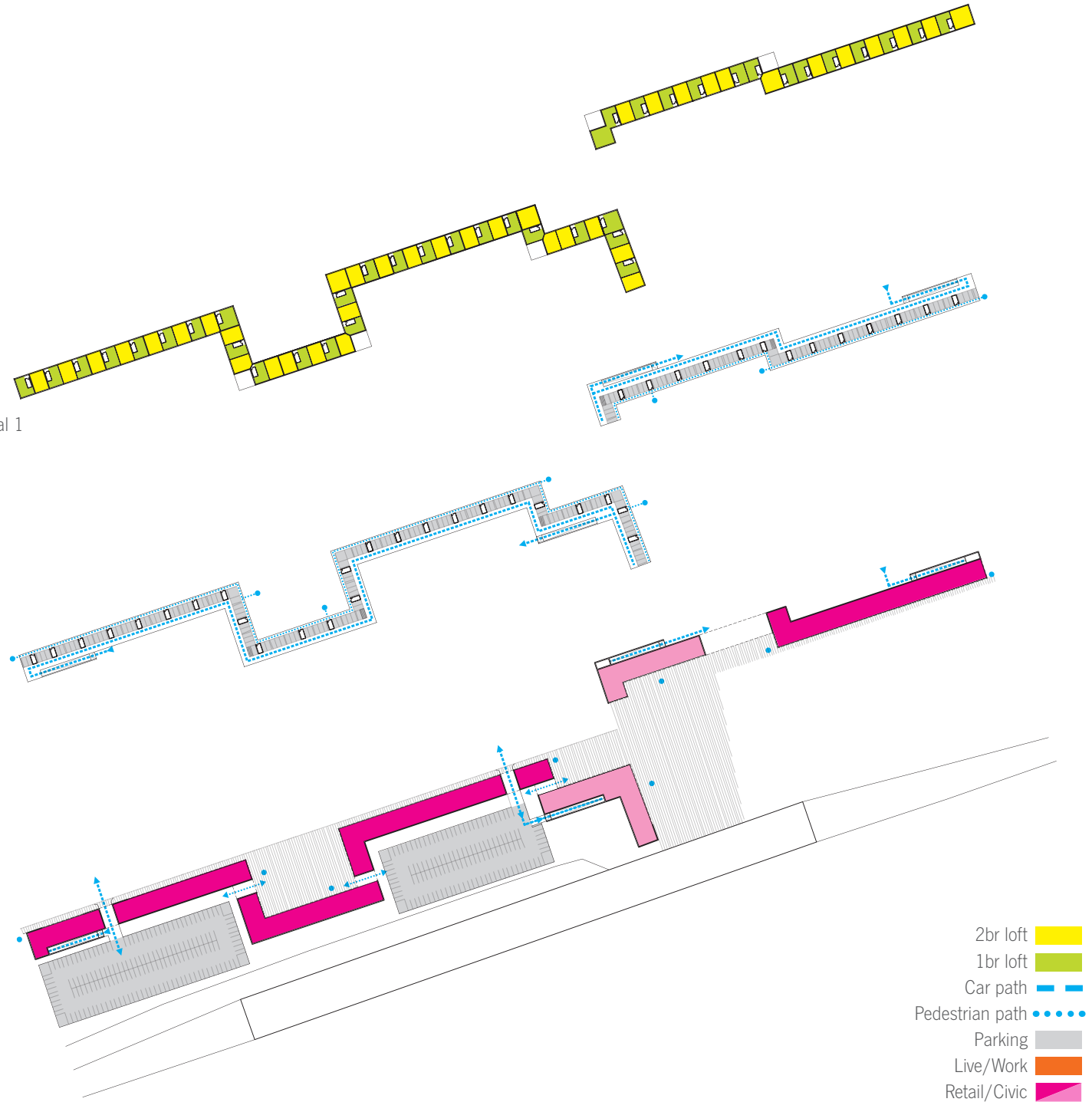
Hicksville Train Station

The train station site presents a long, linear condition. The ground level is primarily retail, with complementary small scale civic functions, such as the DMV and a branch library, that cluster near the heavily used station. The new outdoor court at the train station is programmed for performance, such as music and film, as well as for food. Commuter parking is located behind the retail bar; drivers pass through and along stores and courts on their way to the train station.

Residential 1

Parking

Ground



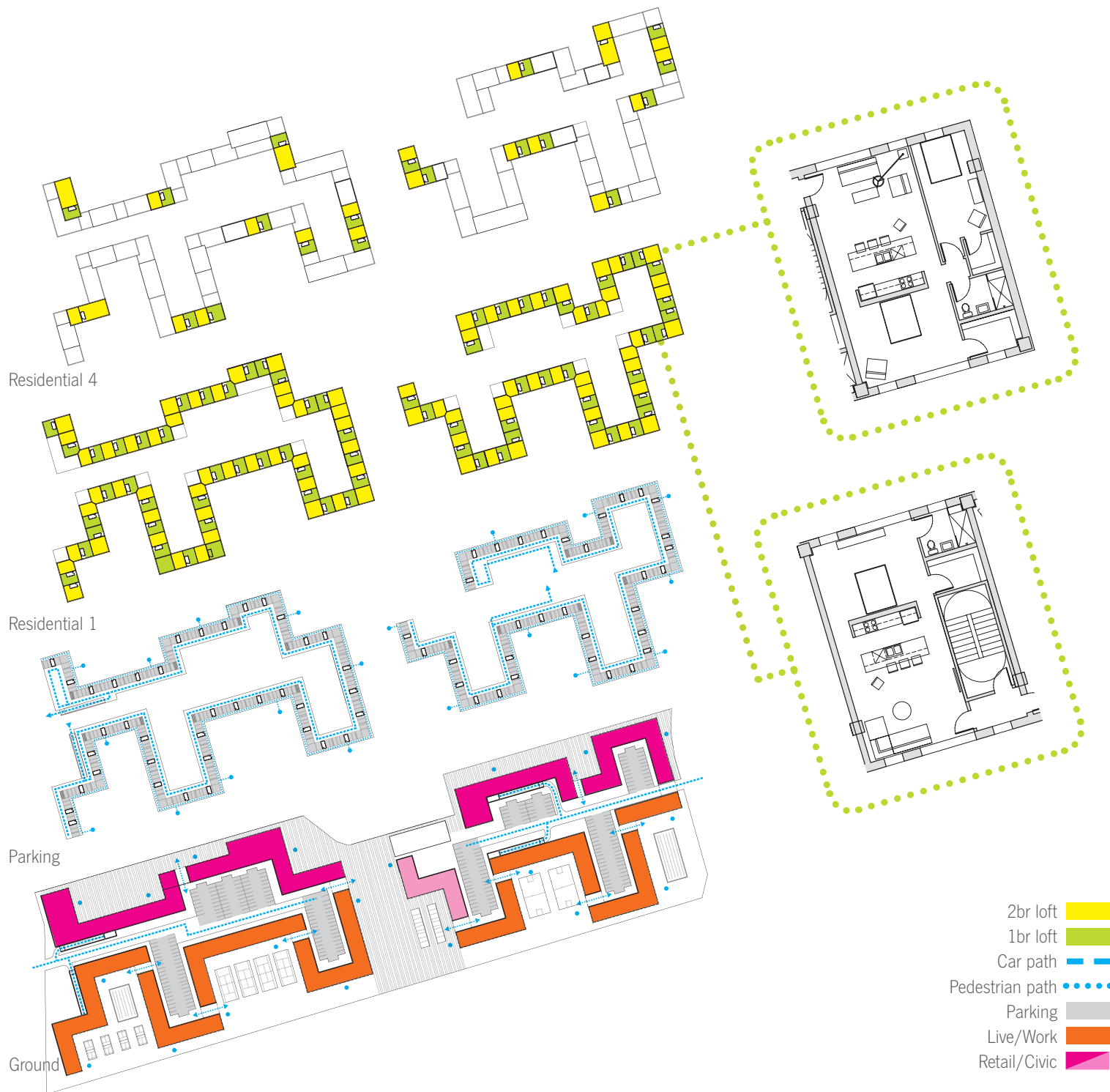


View from existing train platform to new court, with mall beyond



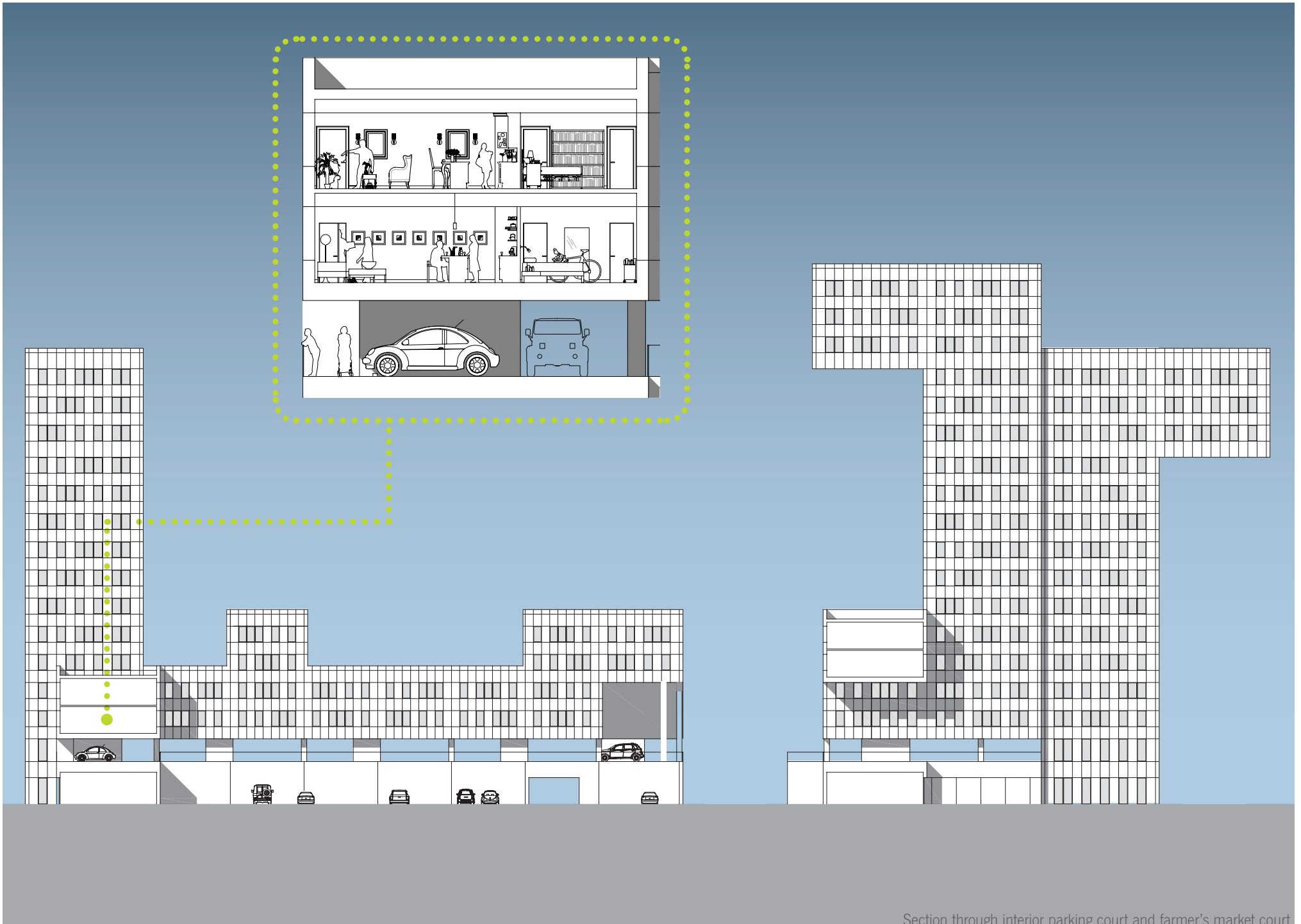
Broadway Mall

The Broadway Mall site - currently parking - presents two distinct conditions and scales. The north side faces Target and a collection of outward facing restaurants in the mall. Here the new strip is anchored by retail space; it creates courts focused around a farmer's market across from the Target, and cafes and nightclubs at restaurant row. The south side, however, faces a residential neighborhood, and thus the courts are more domestic in program; they are lined with live/work space, and are programmed with sports and leisure activities, such as basketball, a public pool, and bocce courts.





View from residential balcony to basketball courts

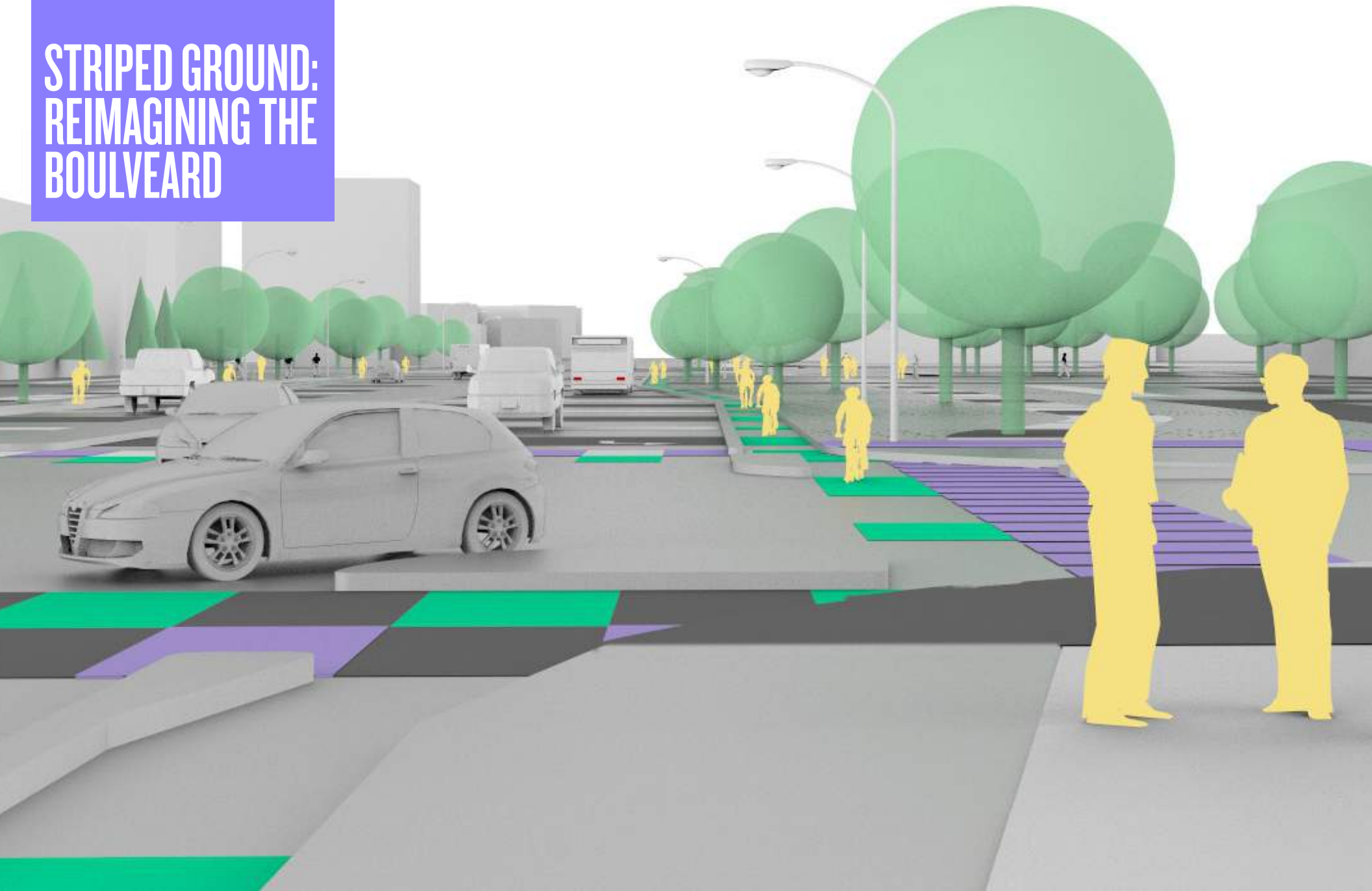


Section through interior parking court and farmer's market court.



View to new farmer's market court opposite existing Target.

STRIPED GROUND: REIMAGINING THE BOULEVARD



Genealogy: High + Low

Striped Ground: Reimagining the Boulevard is a speculative street scape project that is a work-in-progress. It combines the mosaic “floors” of Portuguese outdoor “rooms”—later reinterpreted at a super-scale by Roberto Burle Marx at the Copacabana beach in Rio de Janeiro—and the brightly colored stipe paintings of Frank Stella with the dimensional logics of the parking space and the cul-de-sac, to reimagine the boulevard in the context of wide suburban roads. The nine foot wide parking stripe provides the underlying patterning structure on the road, and stretches over the curb to define outdoor collective “rooms” at key spaces along its length. The cul-de-sac appears at multiple sizes: when small or medium, it is a bus stop, when large or extra-large, it is a park. Color highlights other mobilities such as bikes and pedestrians, as well as primary collective spaces.



Baxia District, Lisbon, Portugal



Copacabana Beach Promenade (Roberto Burle Marx, 1970).



Harran II (Frank Stella, 1967).



Hampton Roads (Frank Stella, 1961)..



Suburban Mall Parking Lot



Typological Cul-de-Sac

Skokie, Illinois

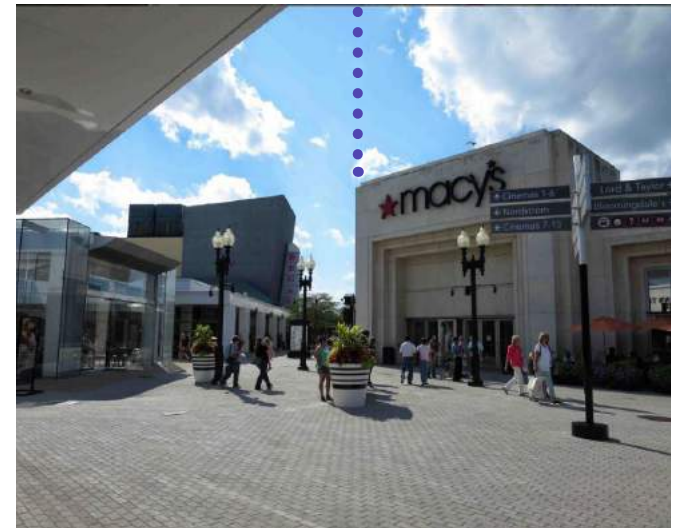
Proposed for Golf Road in Skokie, Illinois, an urbanizing suburb adjacent to Chicago, Striped Ground connects the Harms Woods Nature Preserve with Niles North High School, the Old Orchard Mall, and the residential neighborhoods to the east, while catalyzing other development along its length. Working within the existing right-of-way, Striped Ground remakes the roadway for multiple mobilities by narrowing the car lanes to ten feet each (thus slowing traffic), introducing dedicated bike lanes that are physically separated from the car lanes, and substantially widening the sidewalks.



Optima Old
Orchard Woods

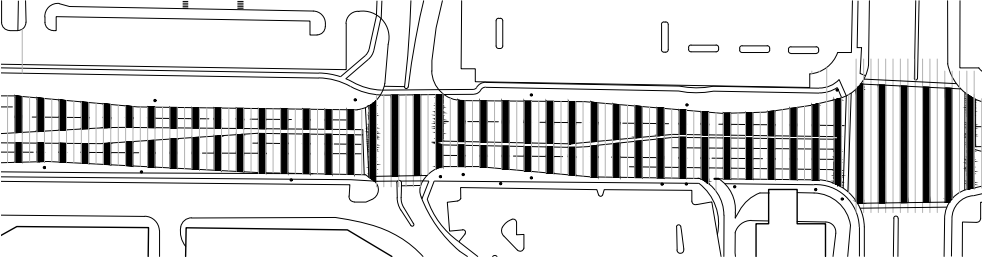
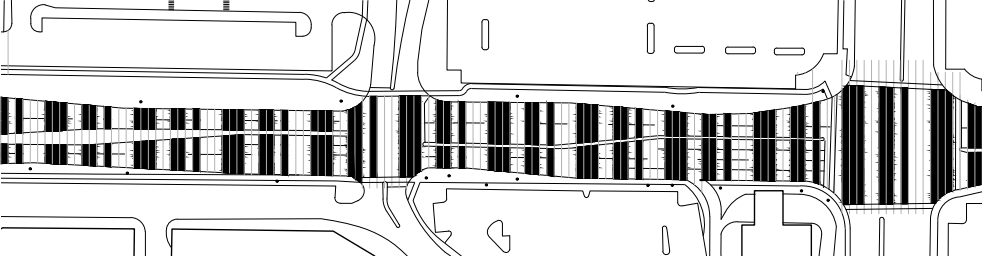
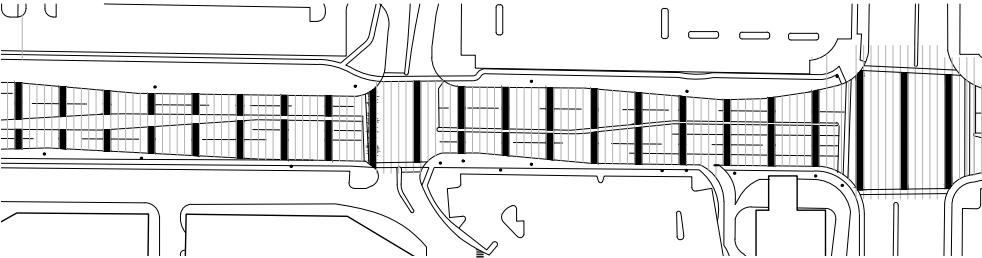
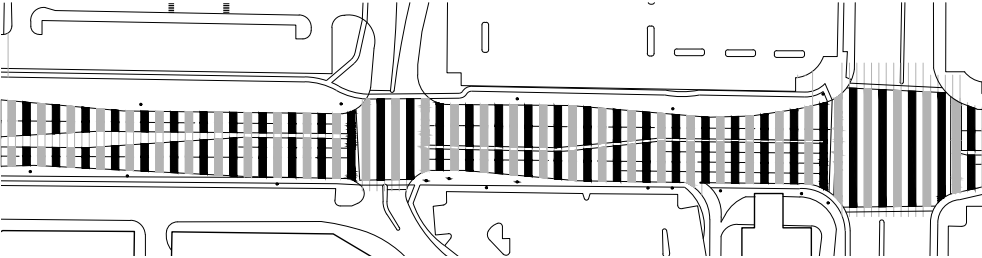
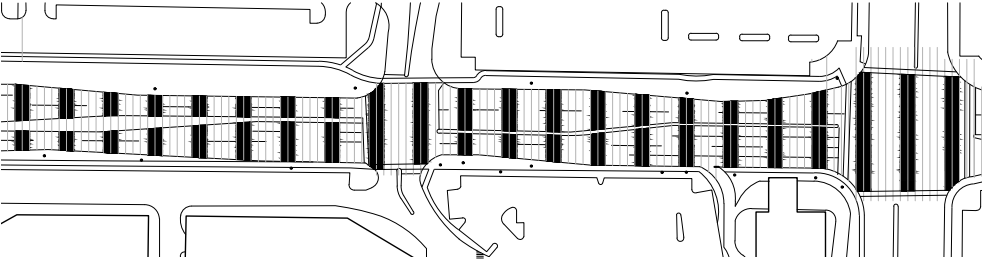
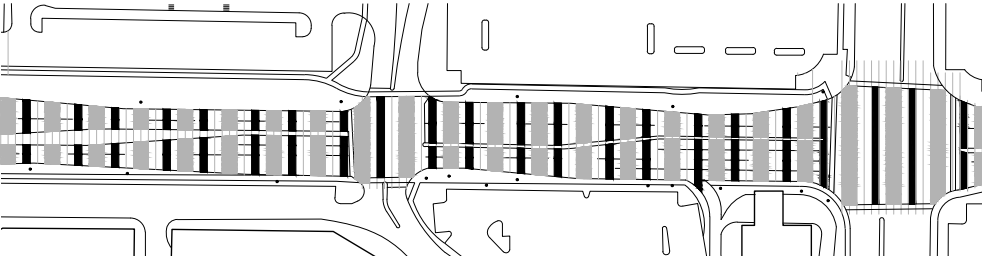
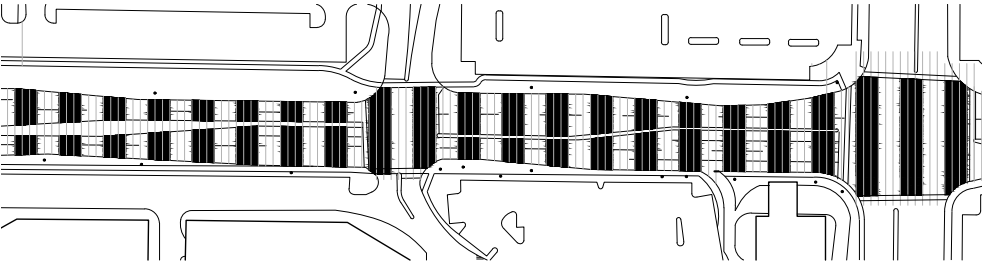
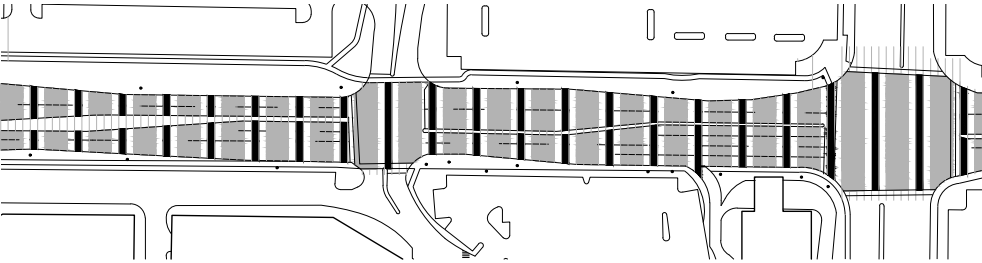


Niles North
Highschool

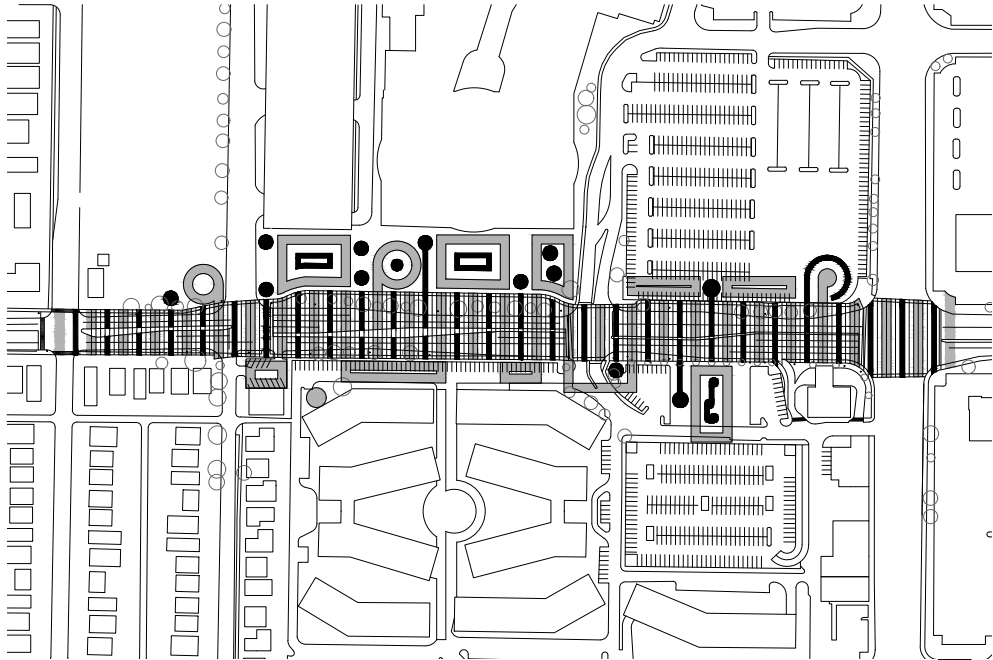
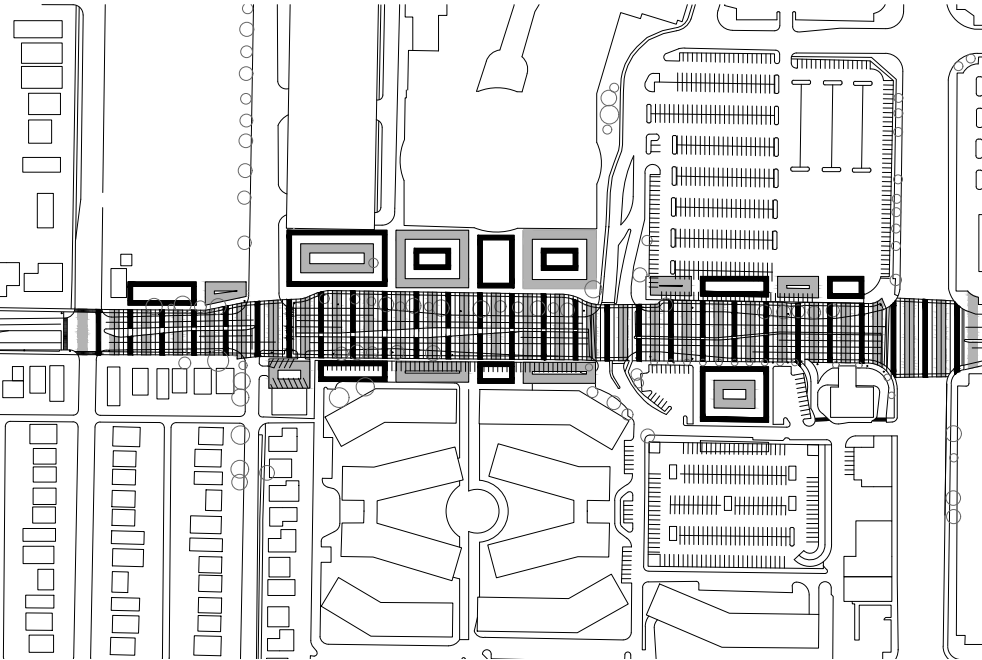
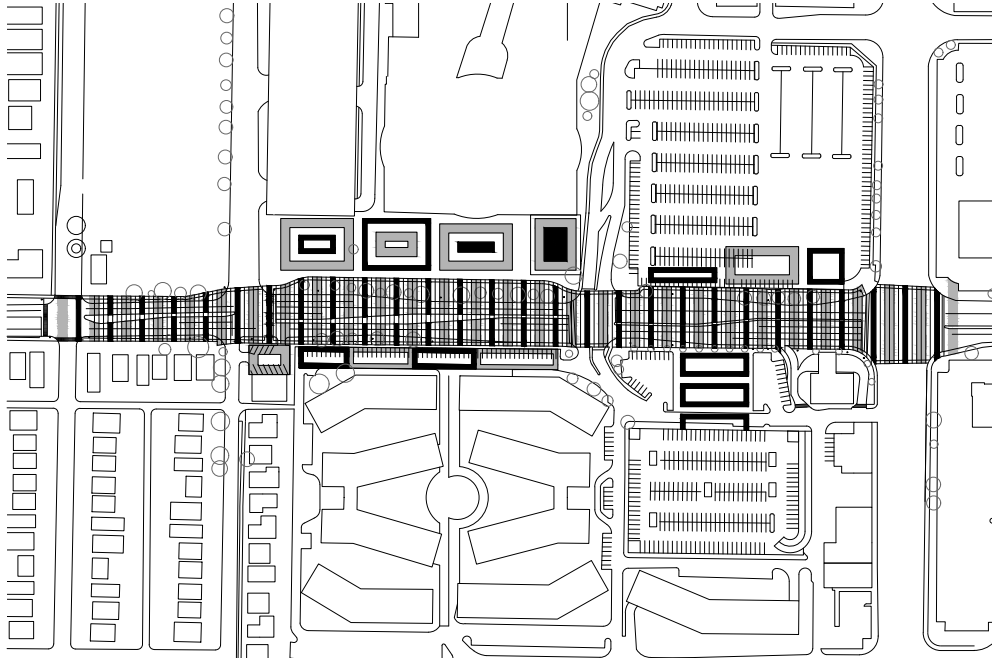
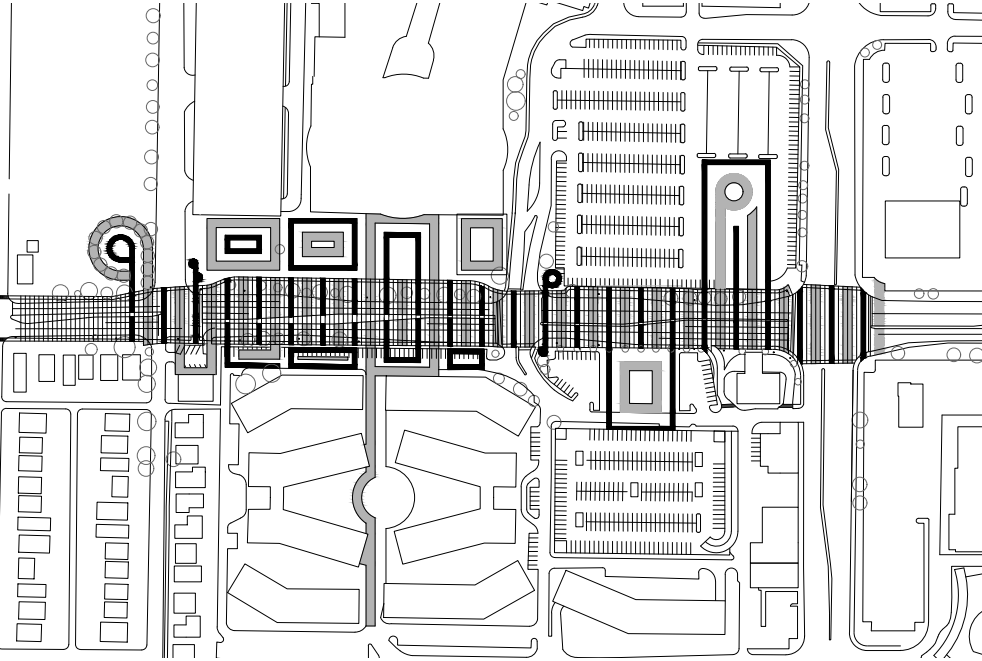


Westfield Old
Orchard Mall

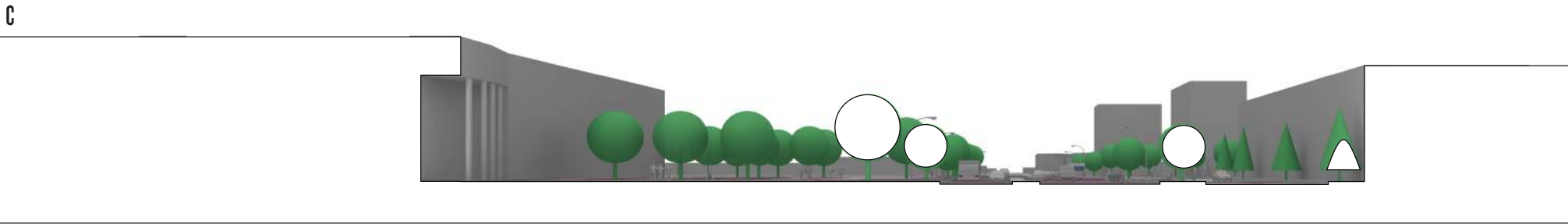
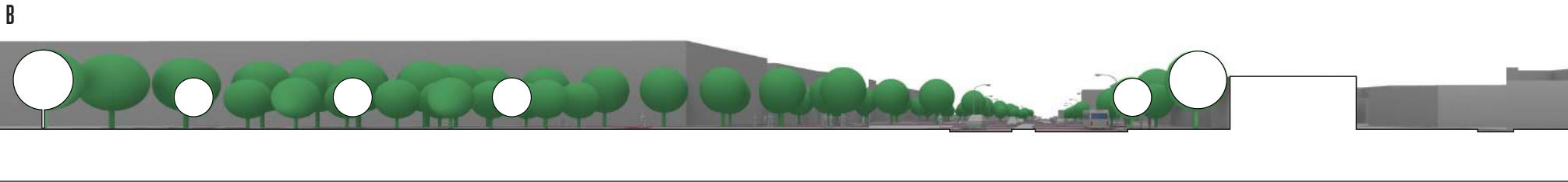
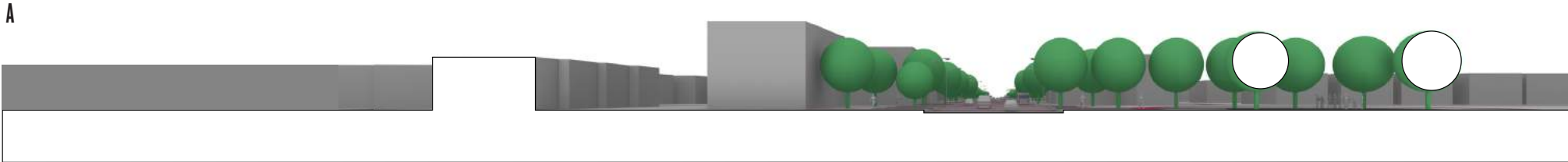
Pattern Studies



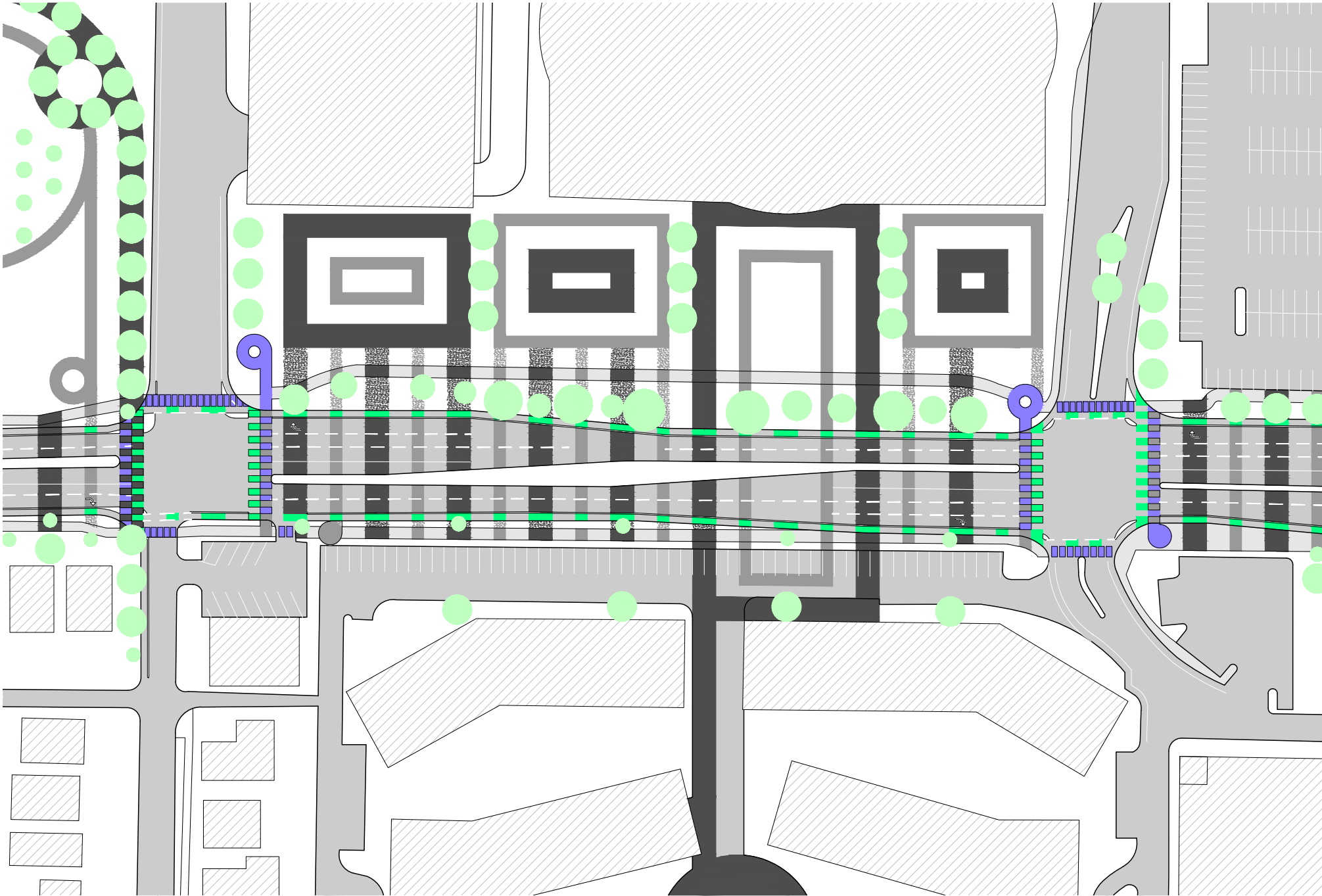
Great-Room Studies



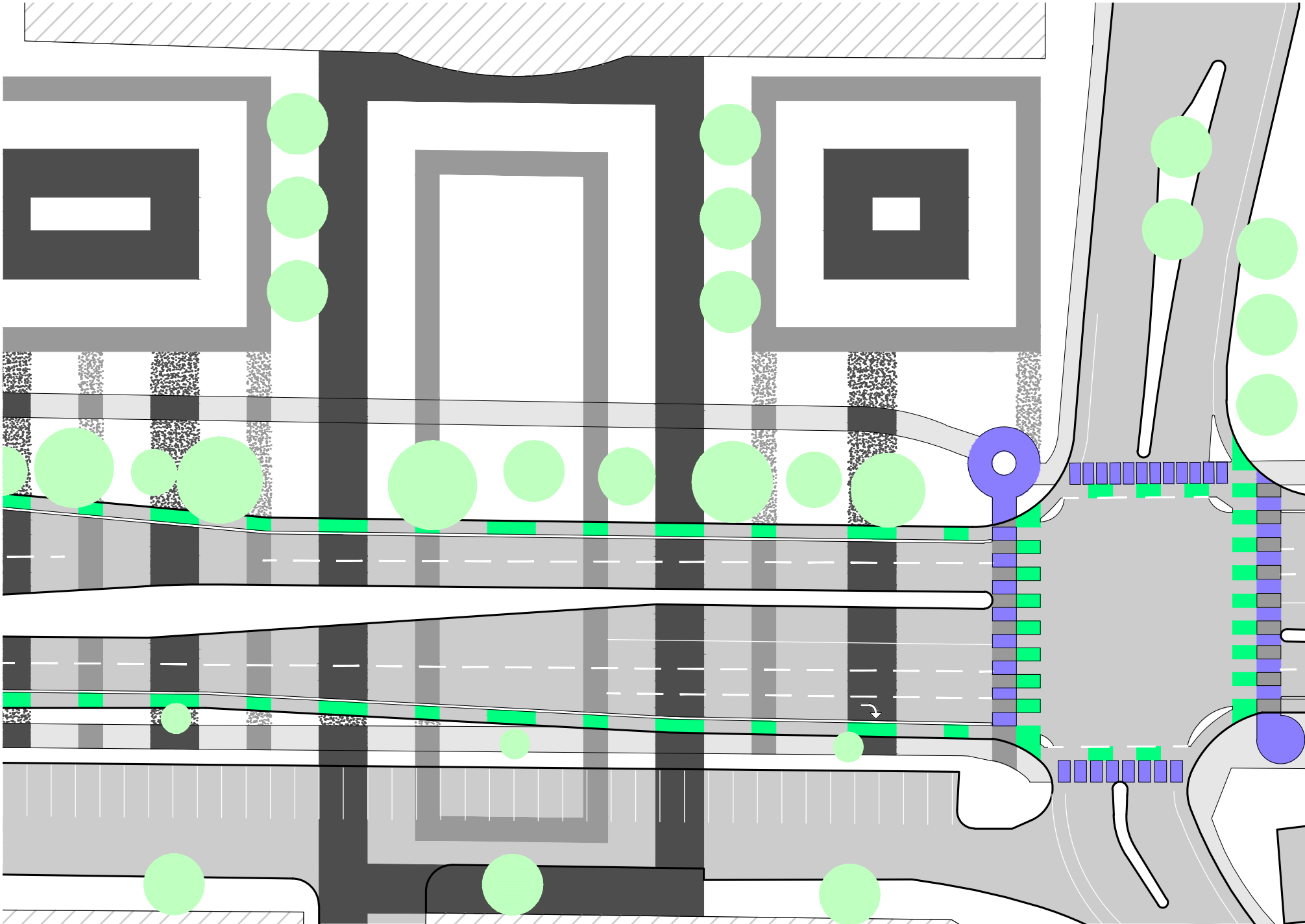
Sectional Studies

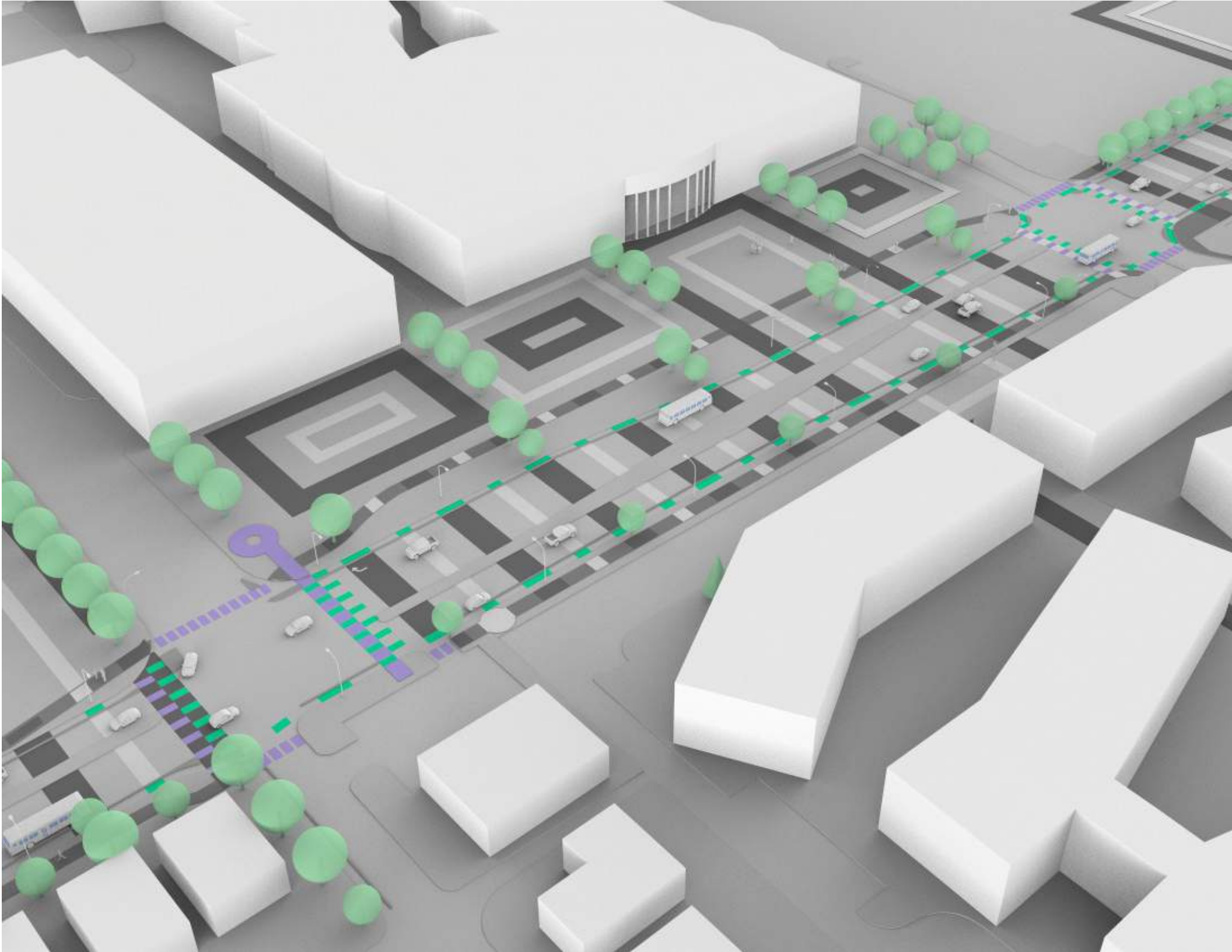


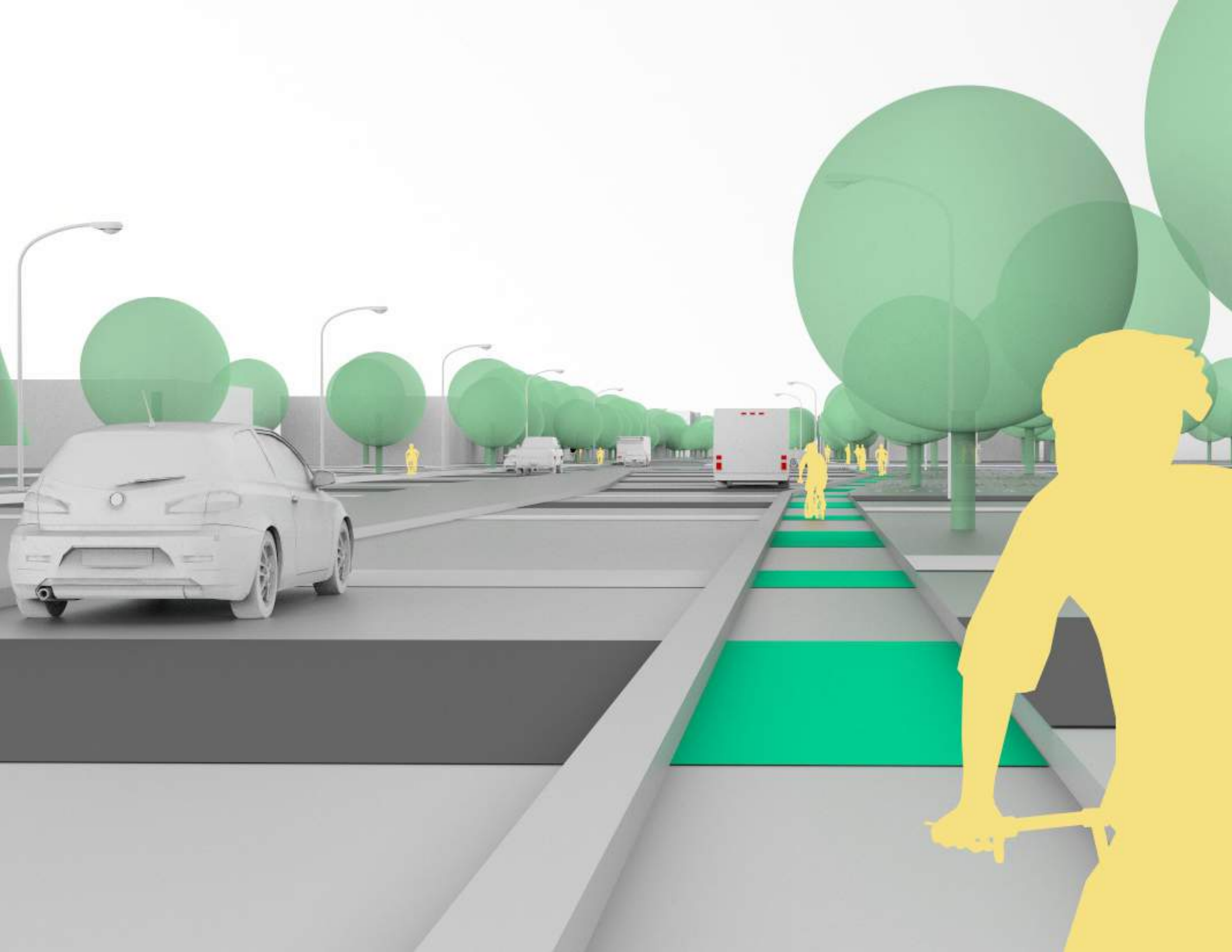
Mall Room Detail

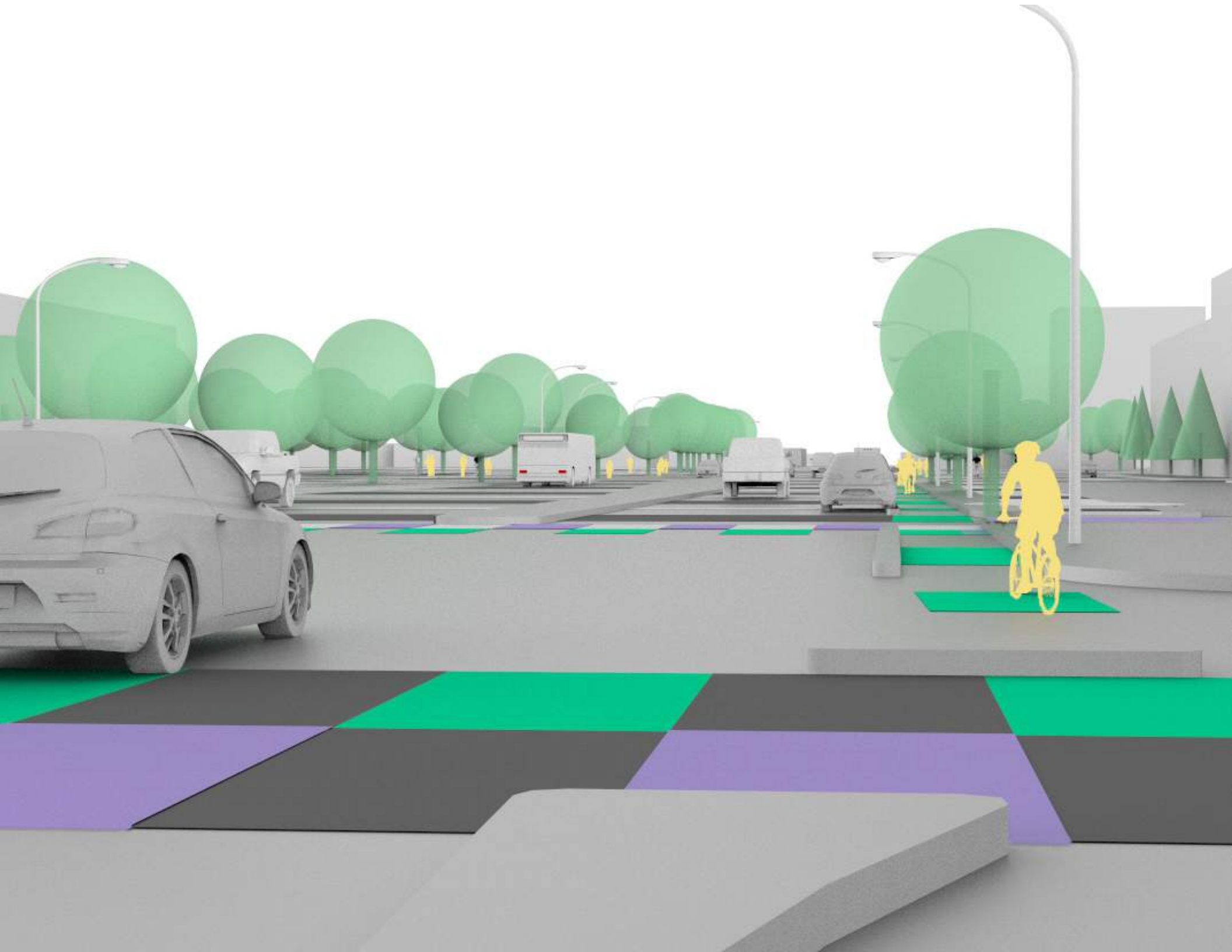


Mall Room Detail













Tysons Corner, Virginia (outside of Washington, D.C.)

GOLF IS A GOOD WALK SPOTTED

SENIOR LIVING ON A DIFFERENT COURSE

H. S. Scrivener



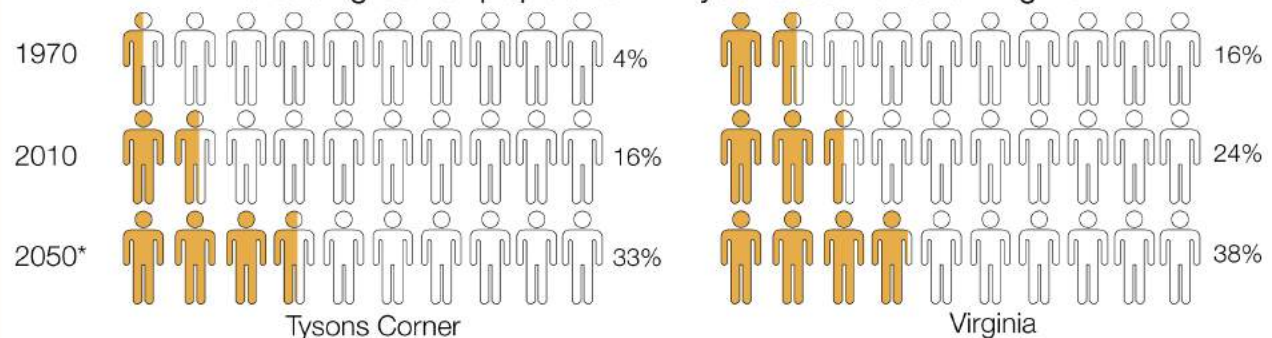
Myth says that suburbanites do not walk, yet we find walkers at two places in the typical post WWII suburb: Golf courses and Shopping Malls. Typically, these two cases are separated, with the mall sited near the "center" of the town and the golf course situated on the periphery. One of the key demographics that uses these places to walk is senior citizens, and the number of seniors in suburbia is growing rapidly as Baby Boomers choose to age in place. This project, located in Tysons Corner, VA, proposes to combine two existing unconnected malls, and the amenities they provide, with the Golf course typology to create a continuous loop of circulation.

The nine hole course is no longer used for the game of golf but is re-appropriated for various other programmatic functions ranging from tennis, to walking or gardening. These new amenities cater not only to the seniors who will live along the edge of the course, but also to people of all ages who desire a similar social, amenity-driven lifestyle. A band of single family houses will wrap around the edge of the course, much like what is typical at existing golf courses; here, however, it will be much denser. From this ring will stretch strips of housing that provide secondary connections between the malls and the course. All of the new housing will allow independent seniors to age in place and maintain their freedom, while also providing places for younger families to live and grow in a good sized house. This new landscape infrastructure will serve as a central recreational space and function as a catalyst for the increasing densification of Tysons Corner.



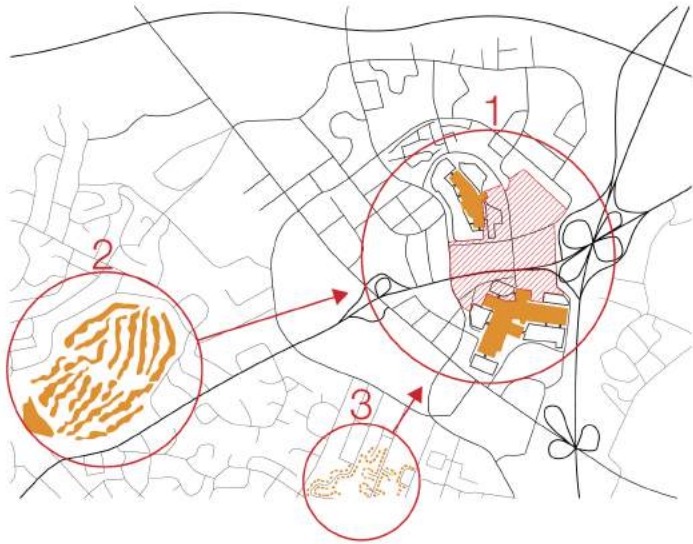
Tysons Corner, Virginia 

Increasing senior population in Tysons Corner and Virginia



Tysons Corner

Virginia



The two malls in Tysons are lifestyle centers, they are not far from each other yet people are unable walk from one to the other. Around the two malls is 78 acres of minimally developed area and a brand new metro line. This land could be developed in a way that links the two malls while providing additional amenities, creating an oasis in the center of the growing city.



Typical 18 hole golfer
Distance traveled 5.3 miles

Playing a round of golf on 18 holes can take upwards of four and a half hours, and the golfer will travel around five miles. The layout of the holes on the course directs movement, thus the course orientation could be manipulated to achieve an orchestrated pathway.



Typical Tysons neighborhood
Single family detached

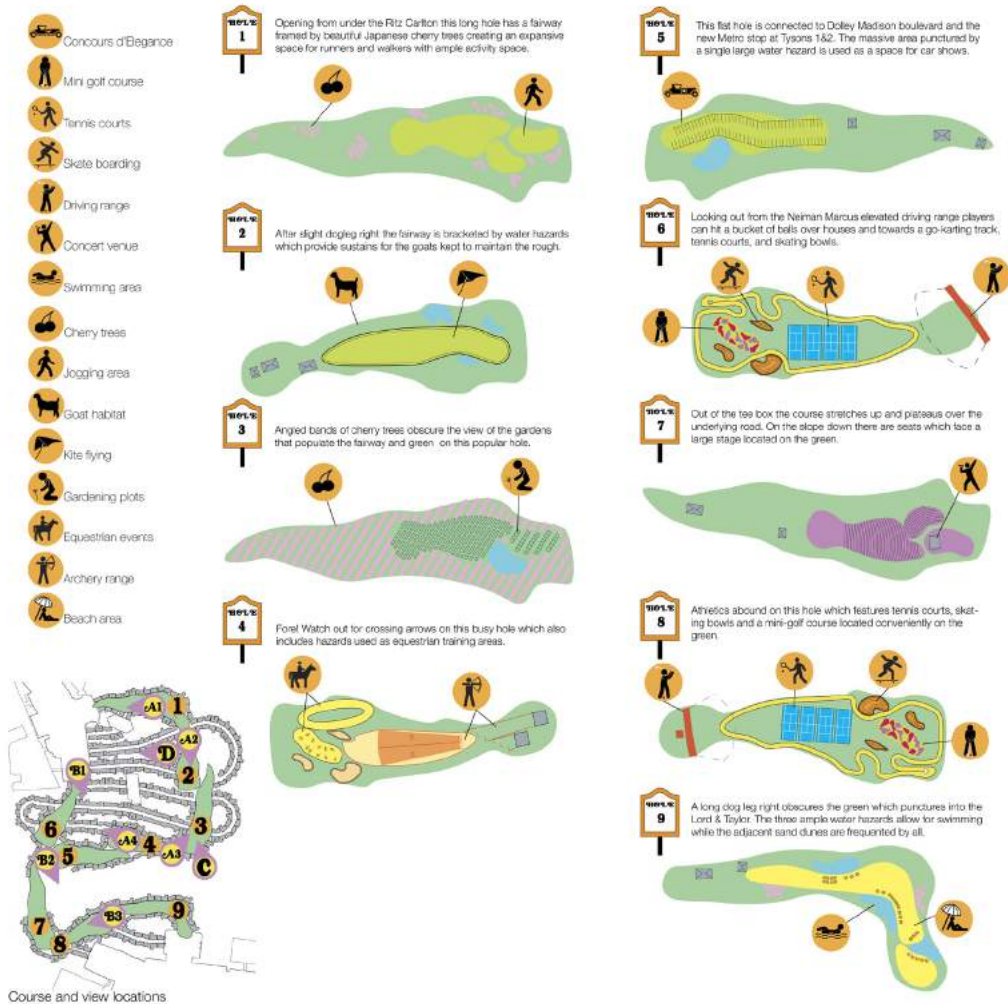
Large houses
Private yards

Baby Boomers in Tysons typically live in detached houses on large yards. As they age they prefer to stay in their communities, but currently this forces them to live far from amenities. The housing could be arranged so that Boomers can maintain an independent lifestyle with in a shared community while having easy access to amenities.

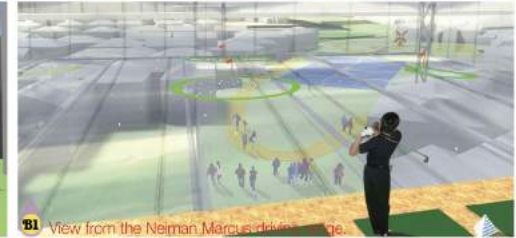




Golf Is A Good Walk Spoiled, Tysons Corner, Virginia. Conor Libit.



A2 View of the hole 2 Mackay lake flying field.



B1 View from the Neiman Marcus driving range.



A3 View from the archery on hole 4 and the rows of trees beyond.



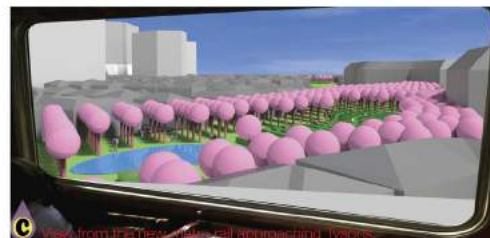
B2 View of the 7th hole featuring the Chevrolet Corvette car show.



A4 View of the Ralph Lauren equestrian center on hole 4.



B3 View of the McEnroe tennis facility on the 8th hole.



C View from the Viewmaster approaching Tysons.



D View of one of the semi-private back yards.

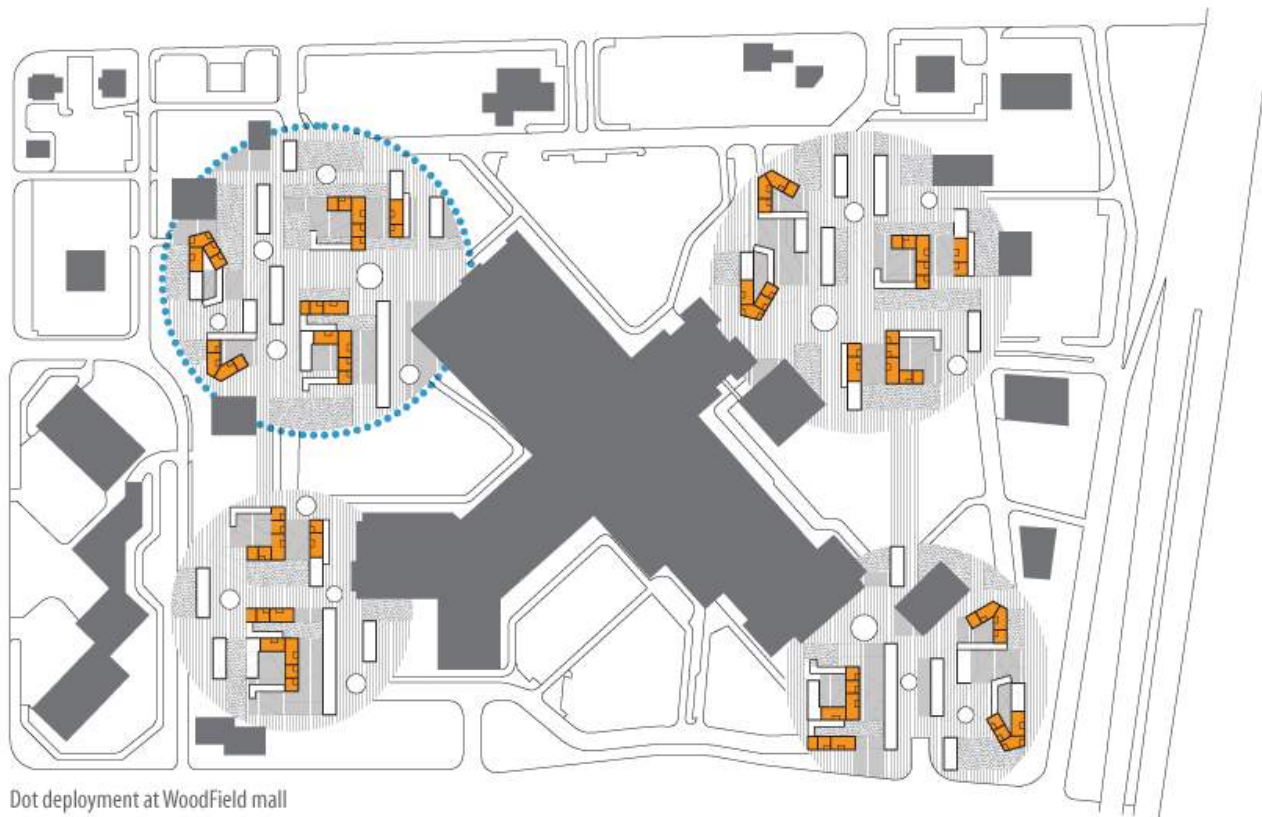


441 m

© 2016 Google

Schaumburg, Illinois (outside of Chicago)

Imagery Date: 5/22/2016 42°03'02.29" N 88°02'26.48" W elev 227 m eye alt 1.88 km



Dot deployment at WoodField mall

Subdivision Deployment

With an abundance of residual space, the WoodField Mall serves as a primary location for a deployment of one the many new subdivision dots throughout Schaumburg. Ultimately, this zone is understood as a collective space in which different uses can emerge as well as multiple users. The aim is to activate this area with a public space which serves as a destination for the community.

Parking:
Connect to existing roads



Housing Block:
Organize circulation routes

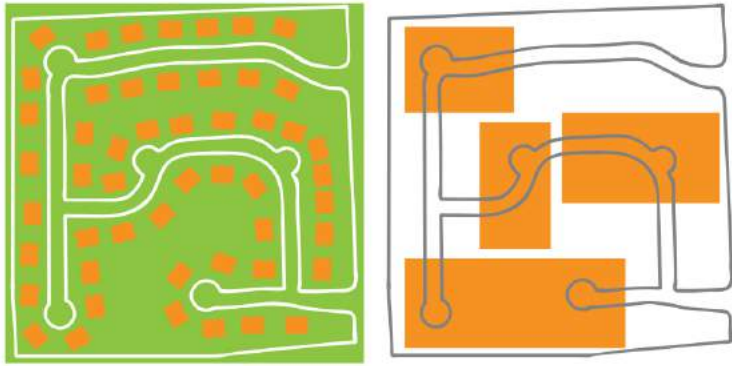


New Program:
Situating new program according to context and circulation routes



Surface Materiality:
Designate surface condition to reflect public landscape and program

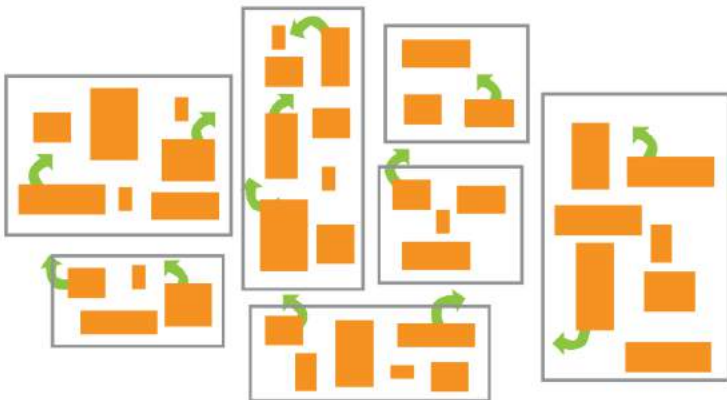




From a landscape superblock to an architectural superblock



Suburbs are a collection of closed systems

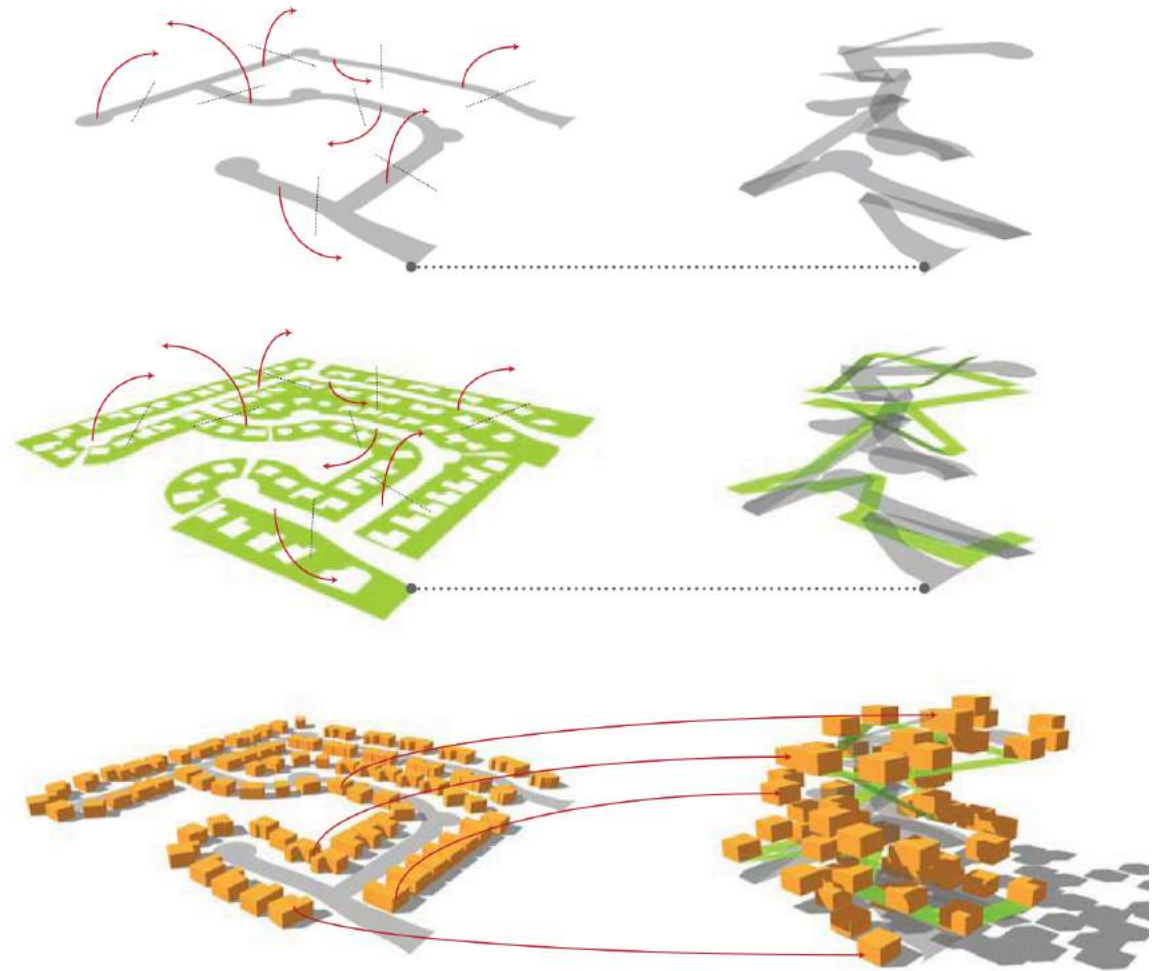


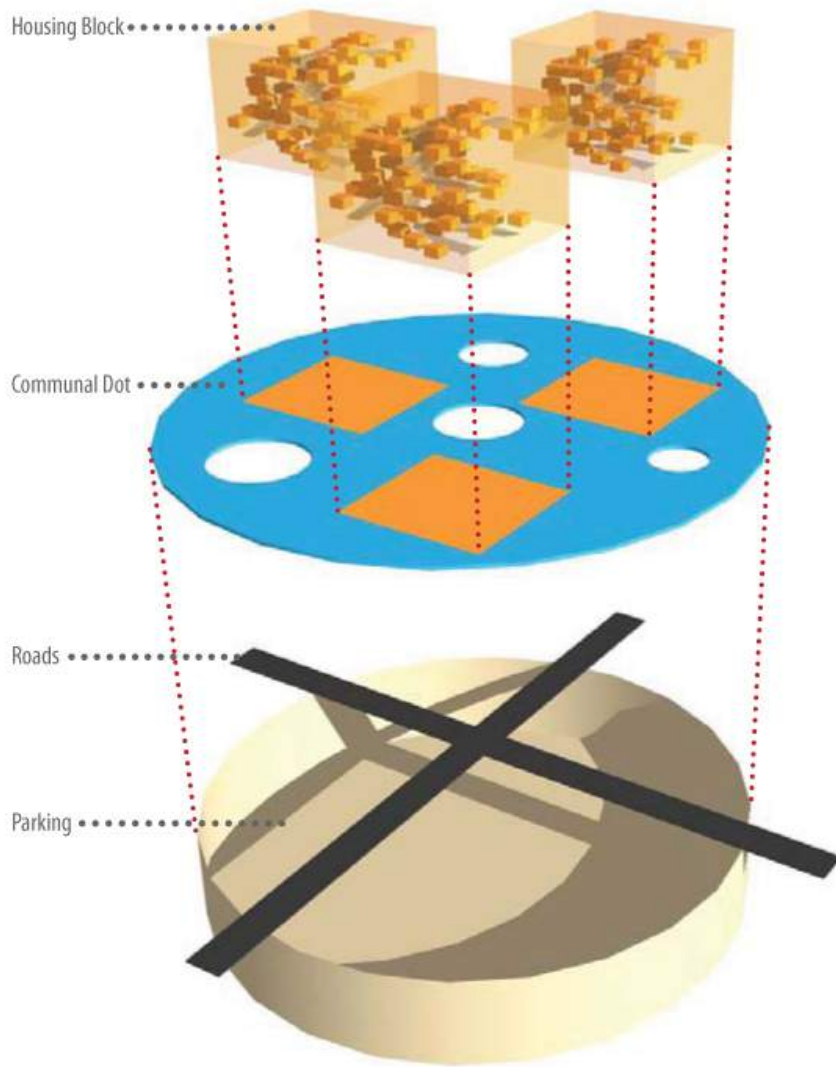
The New Suburban Subdivision, Schaumburg, Illinois. Kevin Geist.

Inverted Subdivision

The current residential subdivision is understood as a large landscape superblock which is inefficient. The subdivision is re-imagined as an architectural superblock which allows for the ground plane to be activated with a new public space.

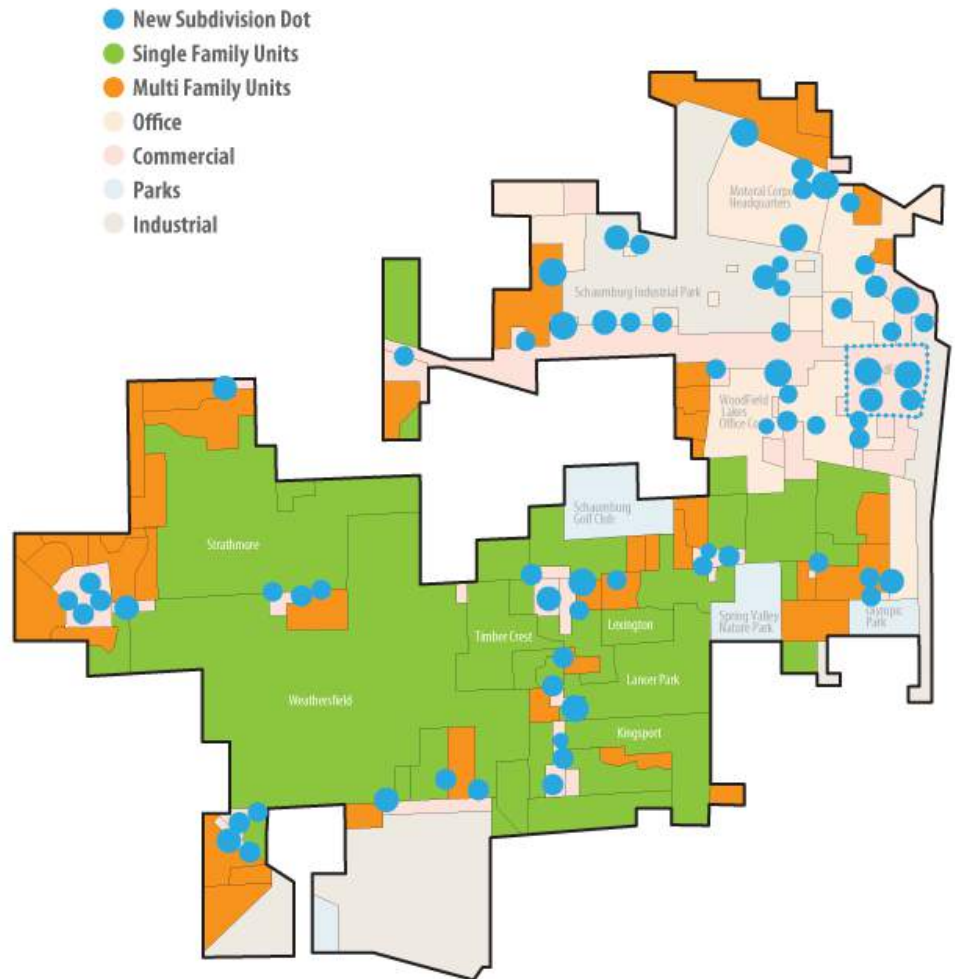
Conceptual folded subdivision





Subdivision Sited

Each new housing block created from the folded subdivision is assembled upon a communal plane which serves as a new open public system. These communal dots are then deployed throughout Schaumburg in various locations where land is under utilized.





The New Suburban Subdivision, Schaumburg, Illinois. Kevin Geist.

