

# CHAPTER 6

CONCEPT &  
DESIGN DEVELOPMENT

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## 6.1\_CONCEPTUAL INTENTIONS

The intention of the design is to address the issues of barriers and lost space associated with the infrastructural devices within the context.

The existing train station and open spaces, such as the parks and plaza has the potential to evolve into places that can encourage interaction.

The aim of this project is create place within a non-place environment by adding a series of spatial layers to the existing monofunctional and unresponsive conditions created along the railway line. The new building and spaces should address the current movement and flows of people by creating a legible link between places and spaces.

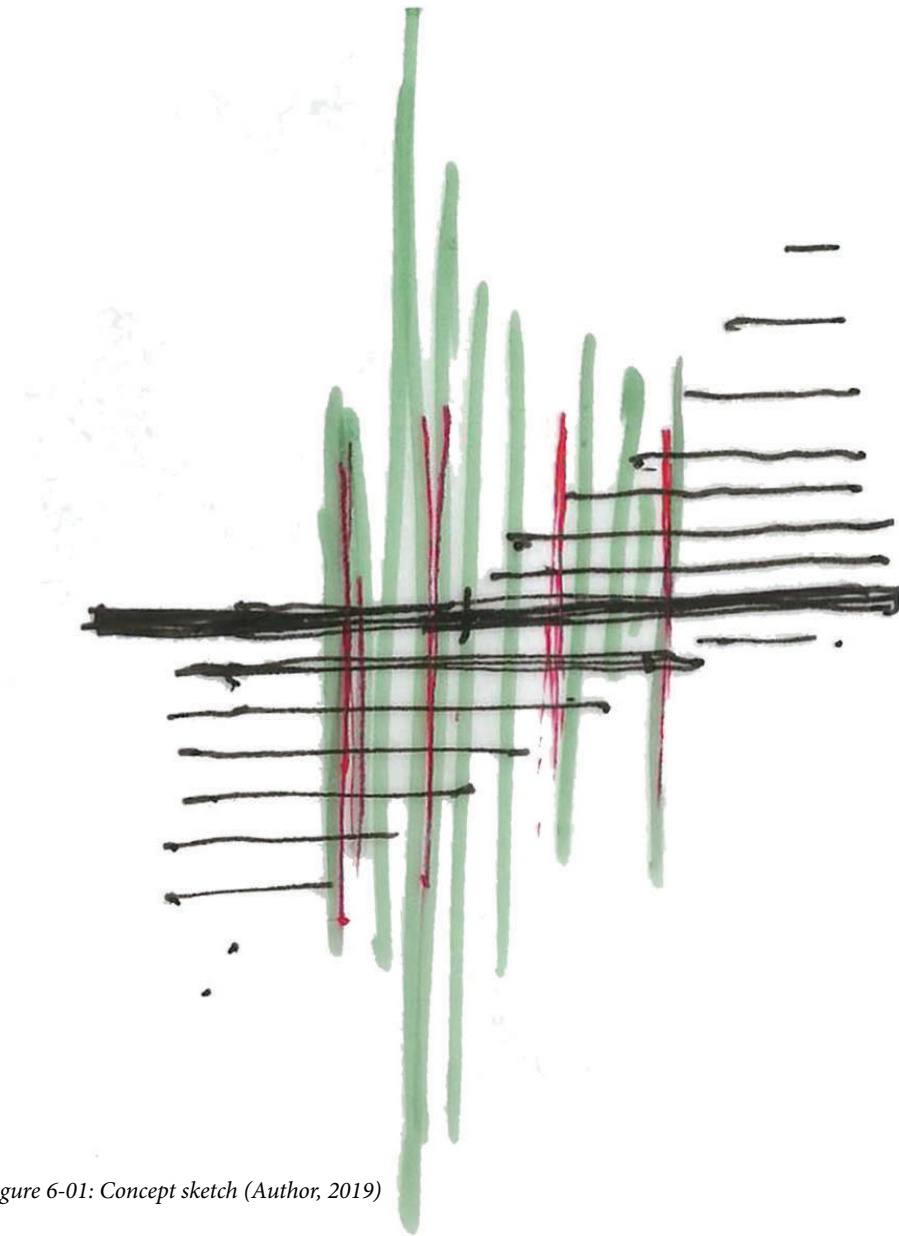


Figure 6-01: Concept sketch (Author, 2019)

## 6.2 - CONCEPT DEVELOPMENT

### MAIN IDEAS

- *Links between places*
- *New access points.*
- *Elevate user/decking railway*
- *Edge definition*

The Existing movement patterns and access points mapped during the site analyses were used to inform new links and access points. The new access points aim to integrate the movement and flows on site whilst encouraging movement along end street park south and the mall's edges.

The access points are in the form of two new stairs along with a ramp to elevate people to the height of the train station's upper platforms. A new platform/decking of the railway line is proposed to create a more direct and legible approach to the station.

The connection is defined by two masses that form the edge of the path. The Library [1] on the north mediates between the school and the public, and the Market spaces [2] mediates between the mall and the public movement.

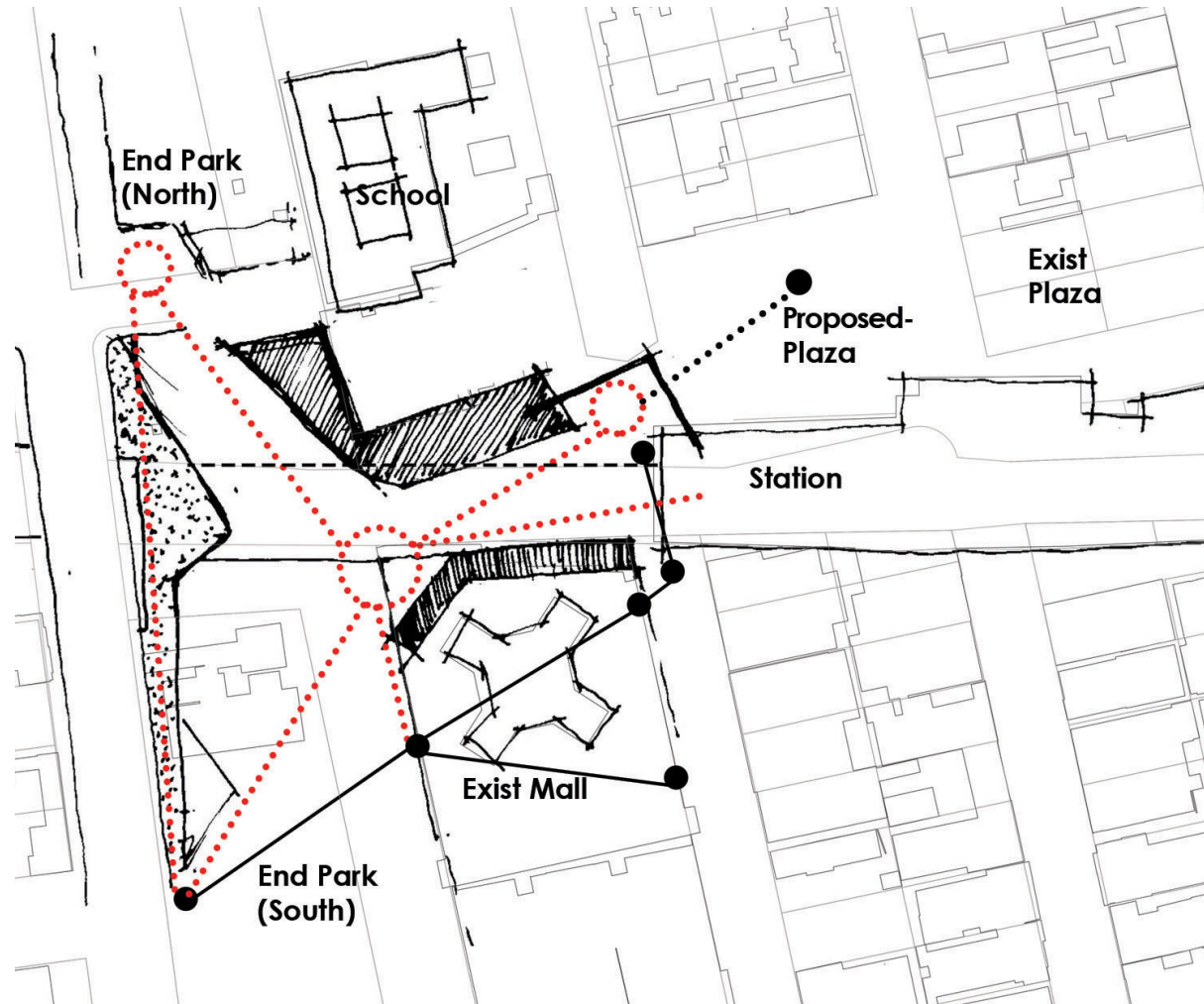


Figure 6-02: New movement and access points on site

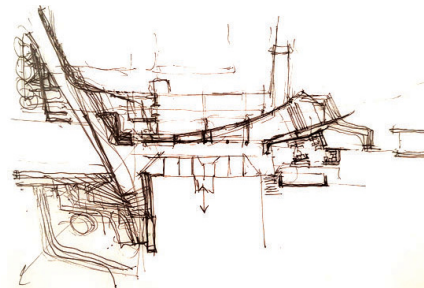
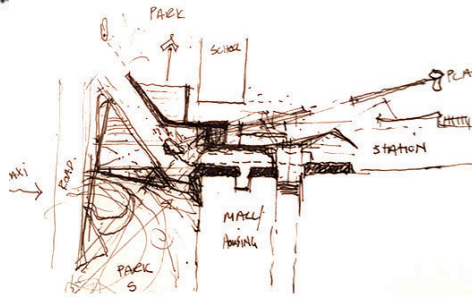
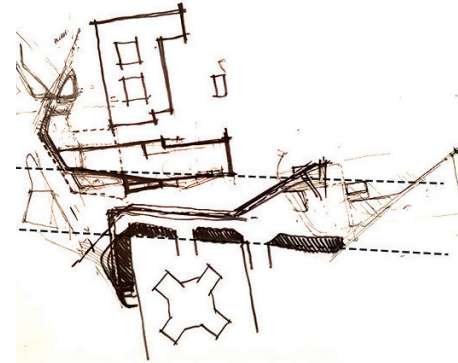
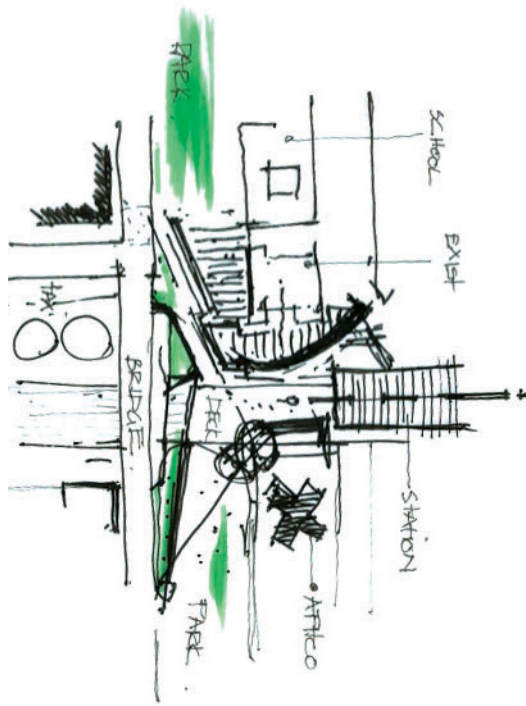
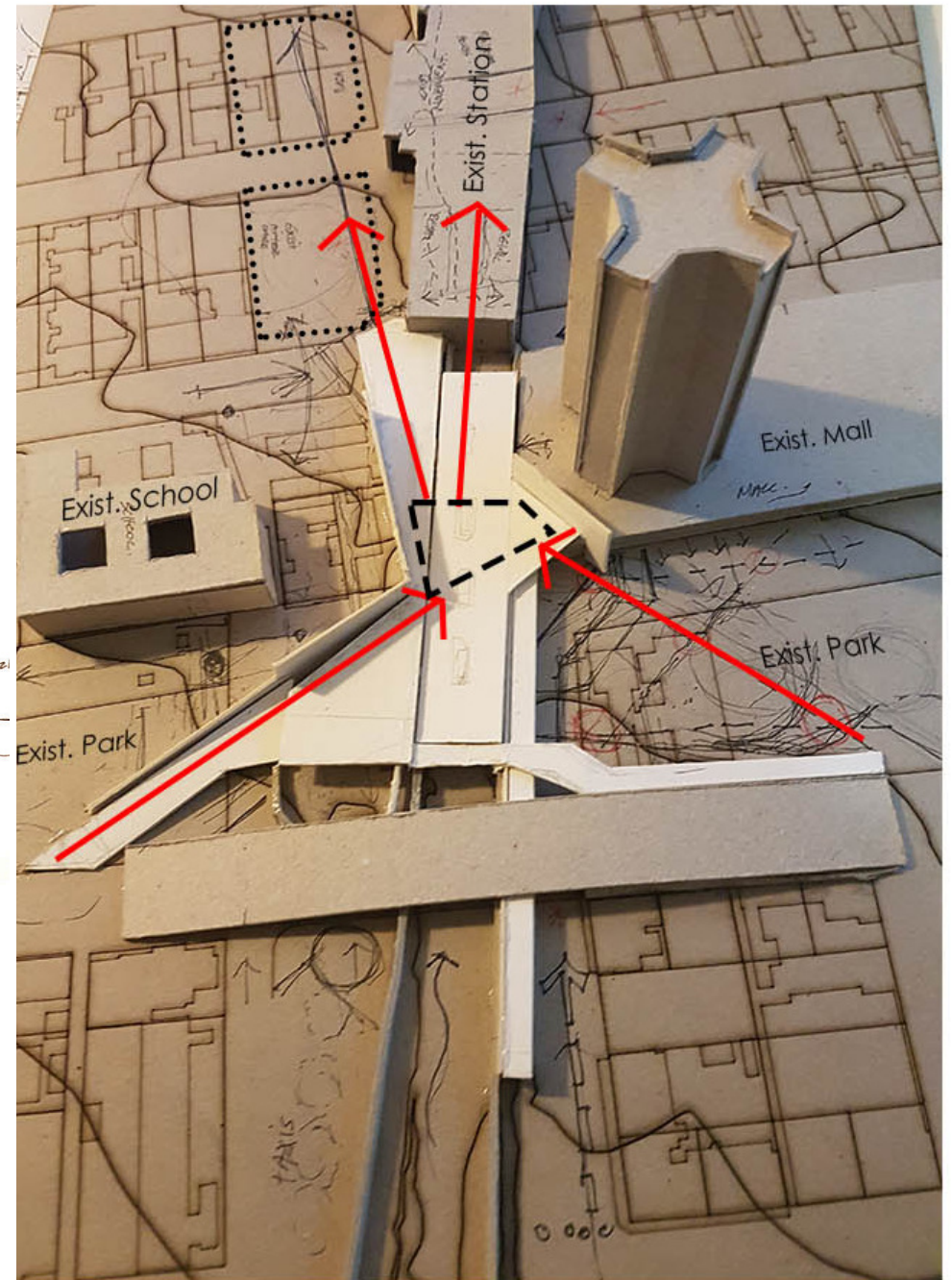


Figure 6-03: Concept Diagram illustrating connections and edges between existing and proposed

Figure 6-04: Concept Diagram exploration of movement and links

Figure 6-05: Concept model illustrating proposed movement and decking over the railway line.



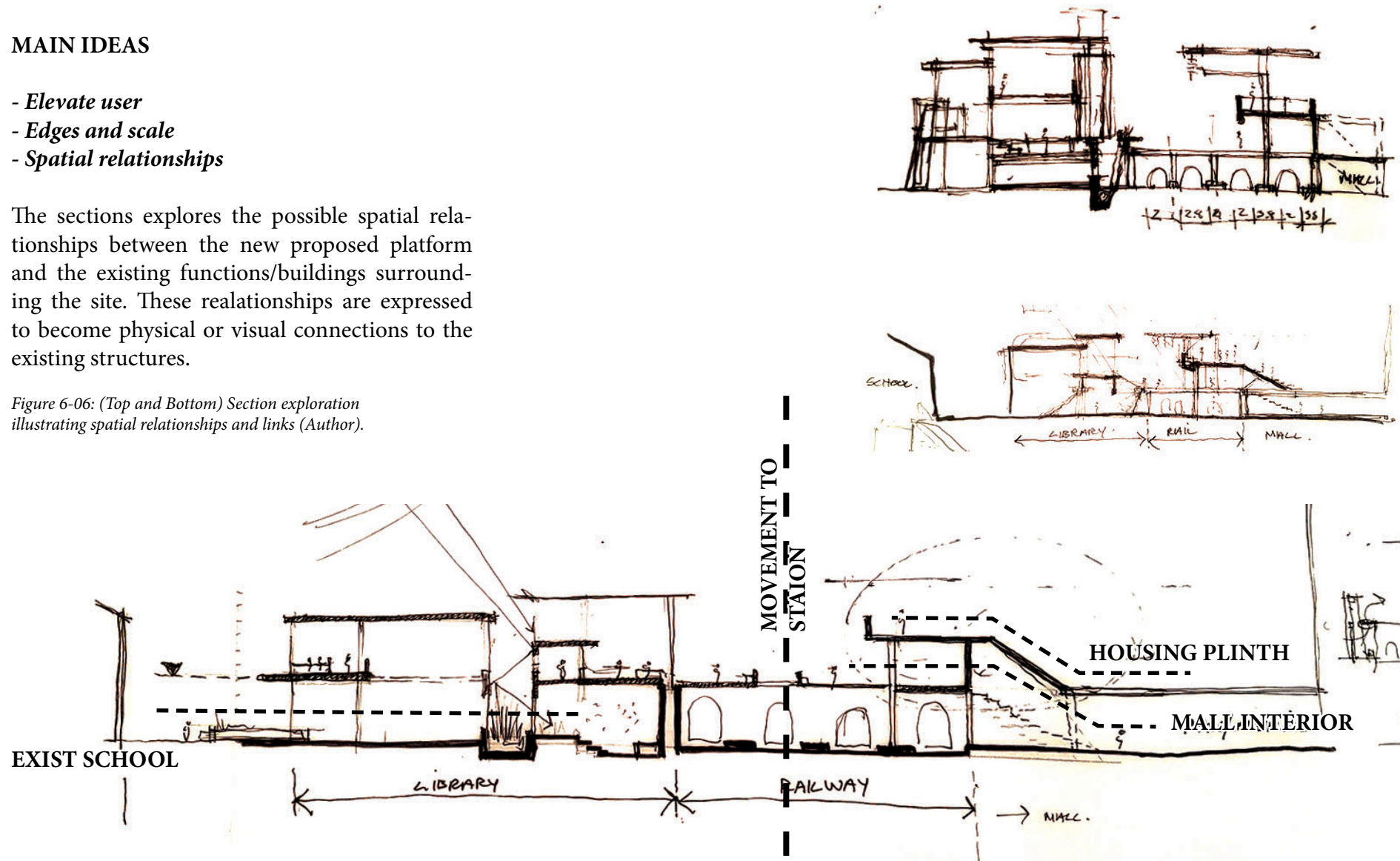
## 6.3 \_DESIGN DEVELOPMENT 1

### MAIN IDEAS

- *Elevate user*
- *Edges and scale*
- *Spatial relationships*

The sections explore the possible spatial relationships between the new proposed platform and the existing functions/buildings surrounding the site. These relationships are expressed to become physical or visual connections to the existing structures.

Figure 6-06: (Top and Bottom) Section exploration illustrating spatial relationships and links (Author).



## MAIN IDEAS

- *Form of the circulation space*
- *Program allocation*
- *Edges and public space*

The form of the movement space were explored by altering between retangular and organic forms. The market spaces form the southern edge, connecting in a straight line towards the station. The organic form of the library on the northern edge responds to the movement around the corner.

The new plaza is defined by the new edge of the library along with the existing station. This Library starts to suggest the form of the outdoor spaces and adds functional diversity to the plaza.

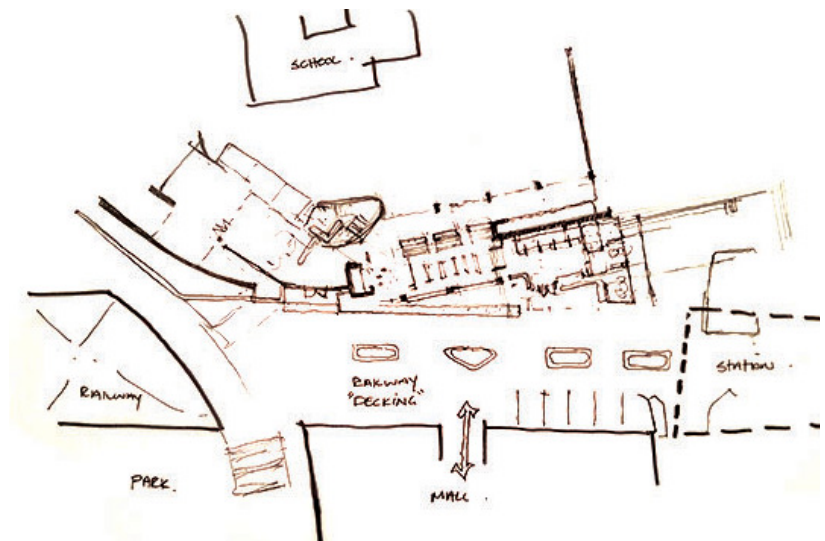
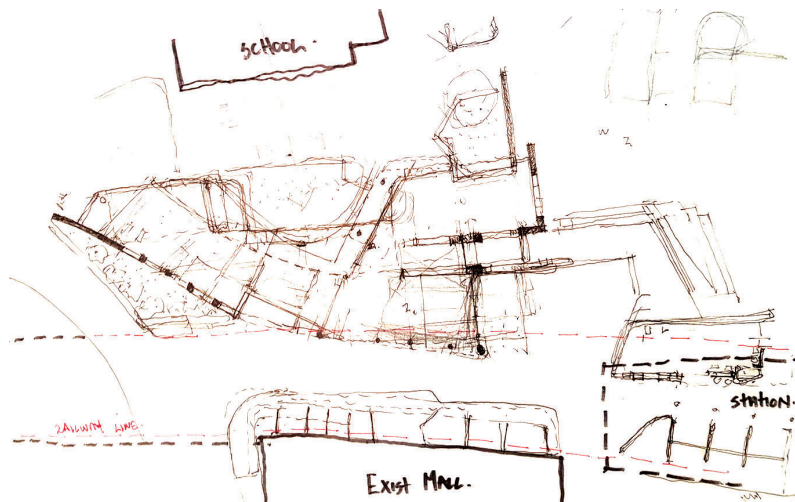
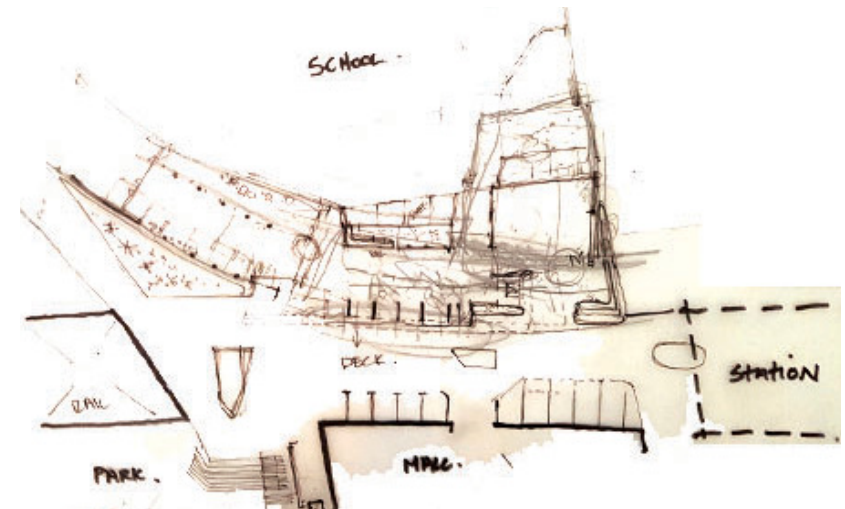


Figure 6-07: (Left, Top right, bottom right) Floor plan exploration

## MAIN IDEAS

### - Program response

The expansion of the market space into station were further explored and an additional food court were added within the existing station to increase activity and act as a entrance space to the station.

The entrance to the library were considered on the corner of the western edge where circulation routes intersect each other. The position also creates the opportunity to serve the school and the park towards the north.

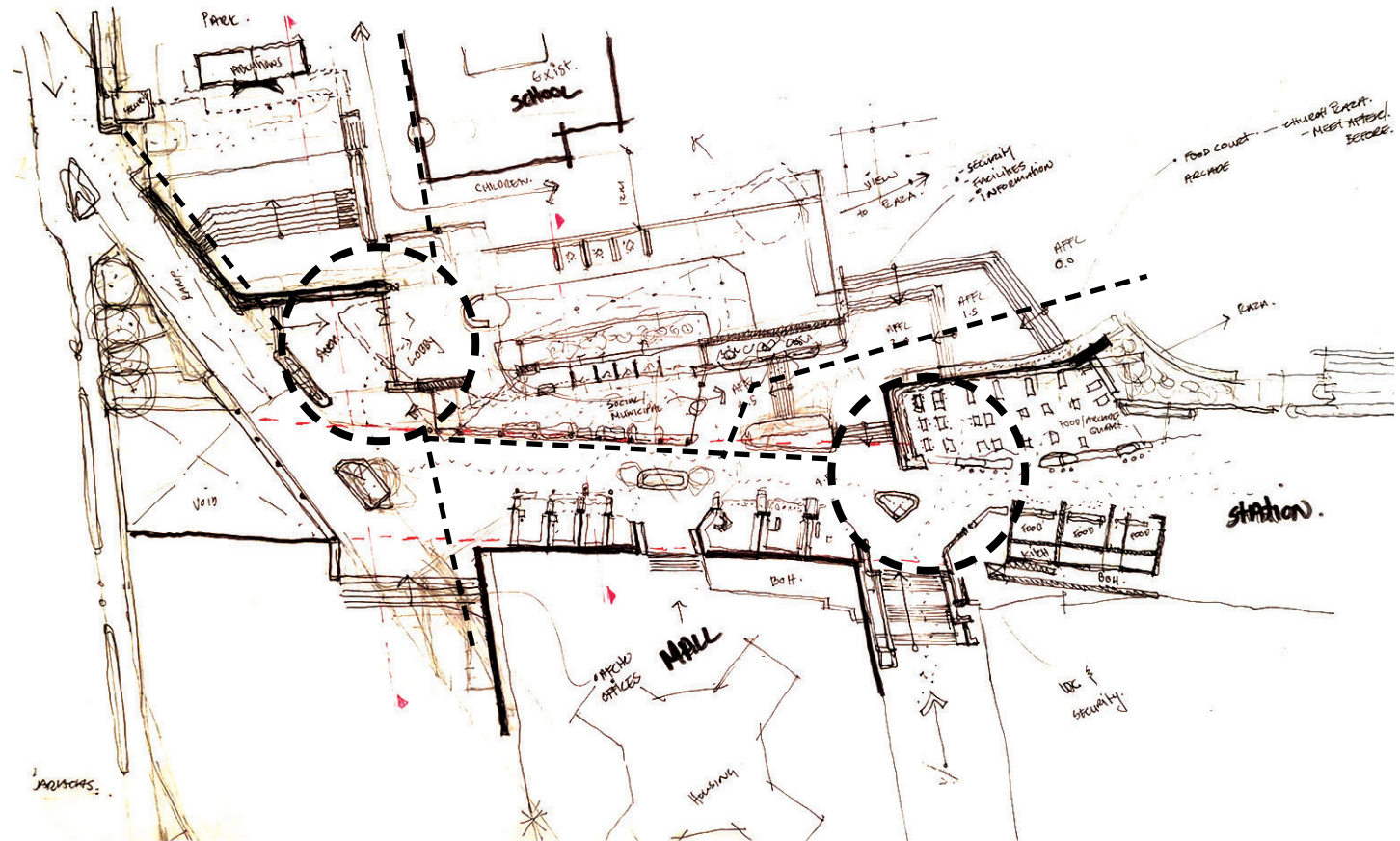
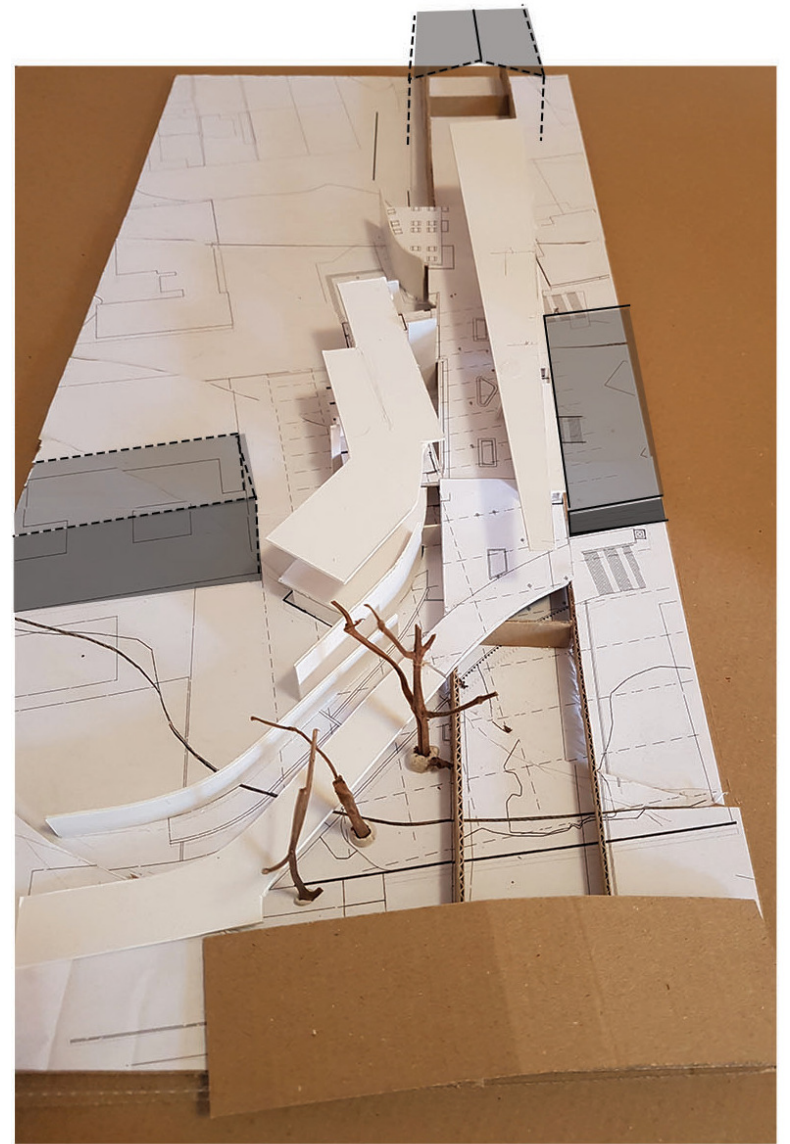
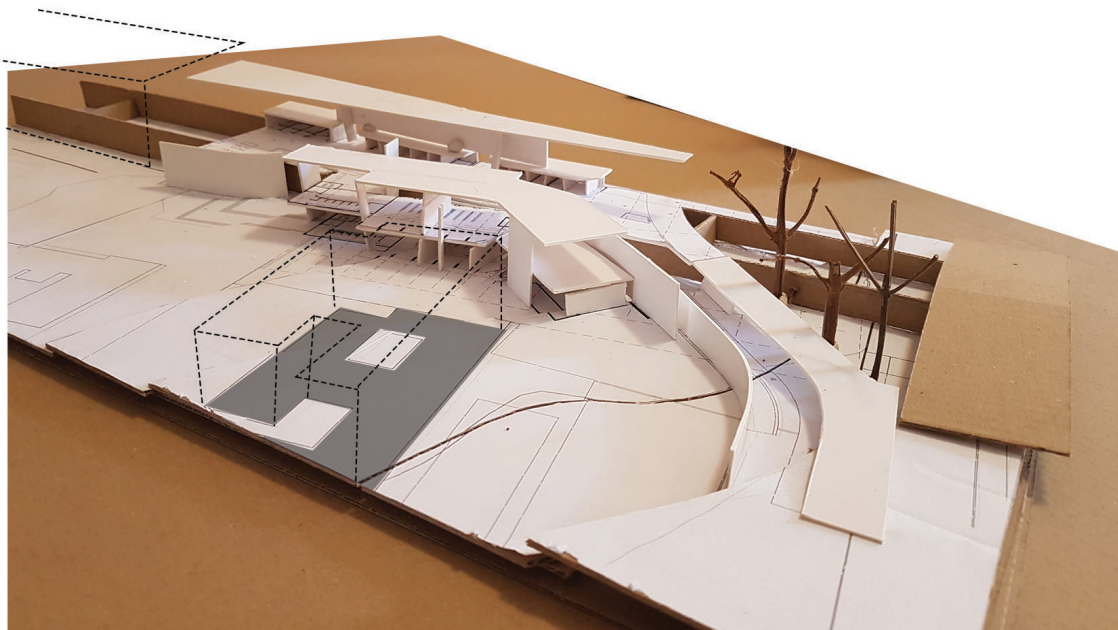


Figure 6-08: Design development 1 - Sketch plan development in May (Author, 2019).



Figure 6-09: (Left and right) Model built in June (Author, 2019).



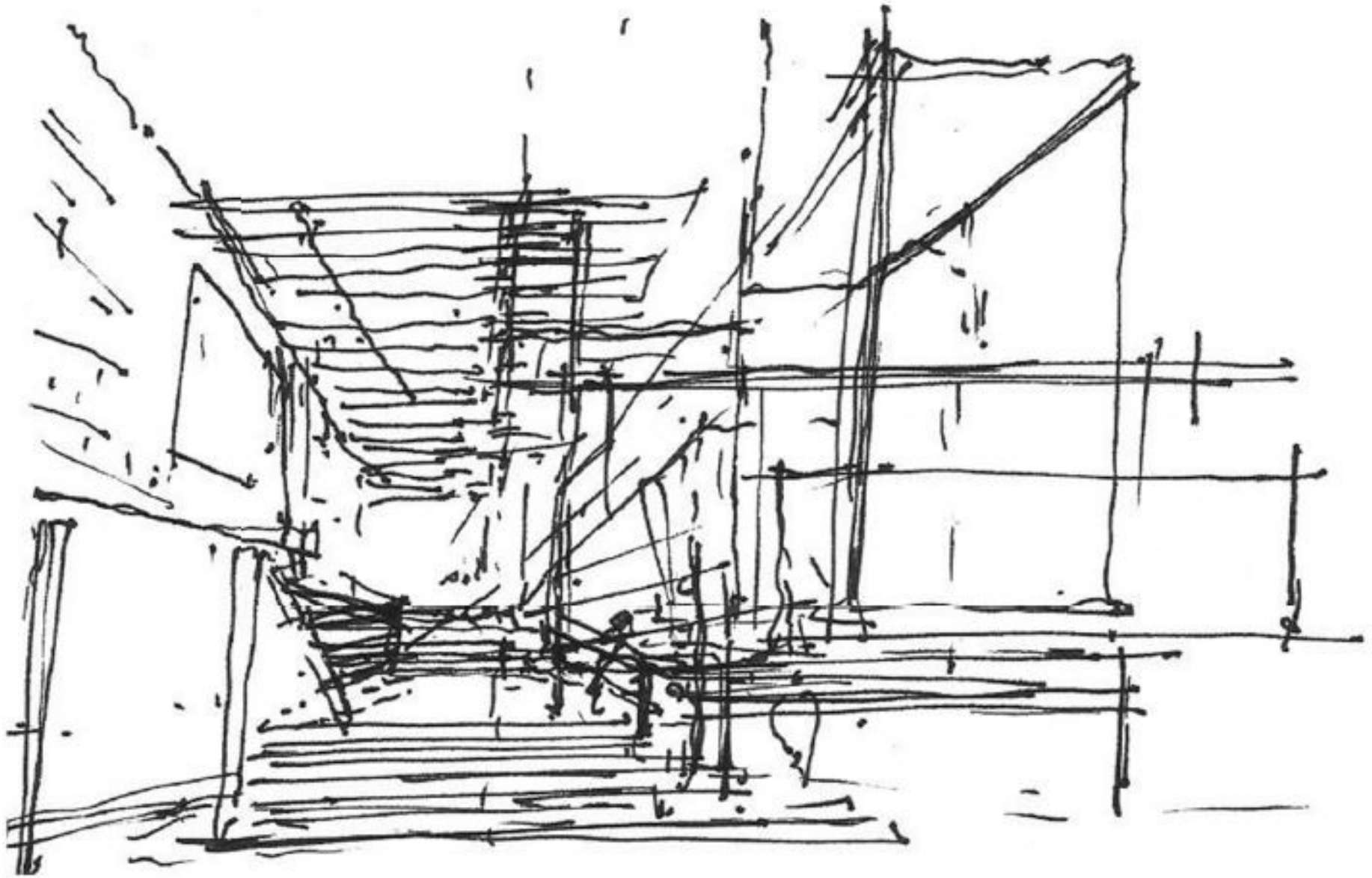


Figure 6-10: Concept sketch - Threshold defined by staircase and edge conditions (Author, 2019).

## 6.3 DESIGN DEVELOPMENT 1

### REFLECTIONS AND OUTCOMES AT THIS POINT

The exploration of the design to this point is aimed to create a more integrated connection between the spaces identified. The strategy to deck/bridge the railway line formed the primary connection device to cross the infrastructural barrier and allow the integration of movement and people. The library and market spaces adds a pragmatic layer to and along the infrastructure by creating two edge condition along the path of movement.

The exploration of the program has been neglected at this stage to allow for the exploration of spatial opportunities on the site. This will need attention moving forward.

The proposed railway platform allows for a more integrated connection towards the station. However, the configuration of the new edges has neglected the continuation of the east-west open space system, affecting sight lines and legibility. Further more, the success of the intervention relies on the platform which is questionable.

Criticism during the June exam highlighted elements to consider to develop the project further. They were as follow:

- *How much infrastructure is necessary to achieve the aims set out to connect spaces, connect people and cross the barriers?*
- *The decking proposal requires more density in order for it to become a feasible solution.*

## 6.4 \_ DESIGN PRECEDENT 1

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**Project:** Seattle Art Museum; Olympic Sculpture park  
**Architects:** Weiss Manfredi  
**Location:** Seattle, Washington, USA  
**Programme:** Exhibition pavilion, pedestrian route/landscape  
**Year:** 2007

### BACKGROUND

The olympic sculpture park is located on an industrial site that divide the area into three portion by the active railway line, a main arterial road. The site is one of the last undeveloped properties at the waterfront.

The architects were tasked to develop a design solution to integrate the current open and lost spaces into a coherent urban form to connect the city to its waterfront.



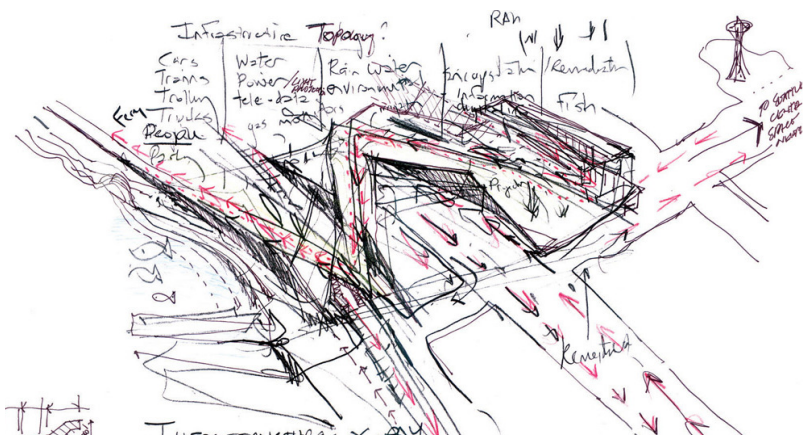
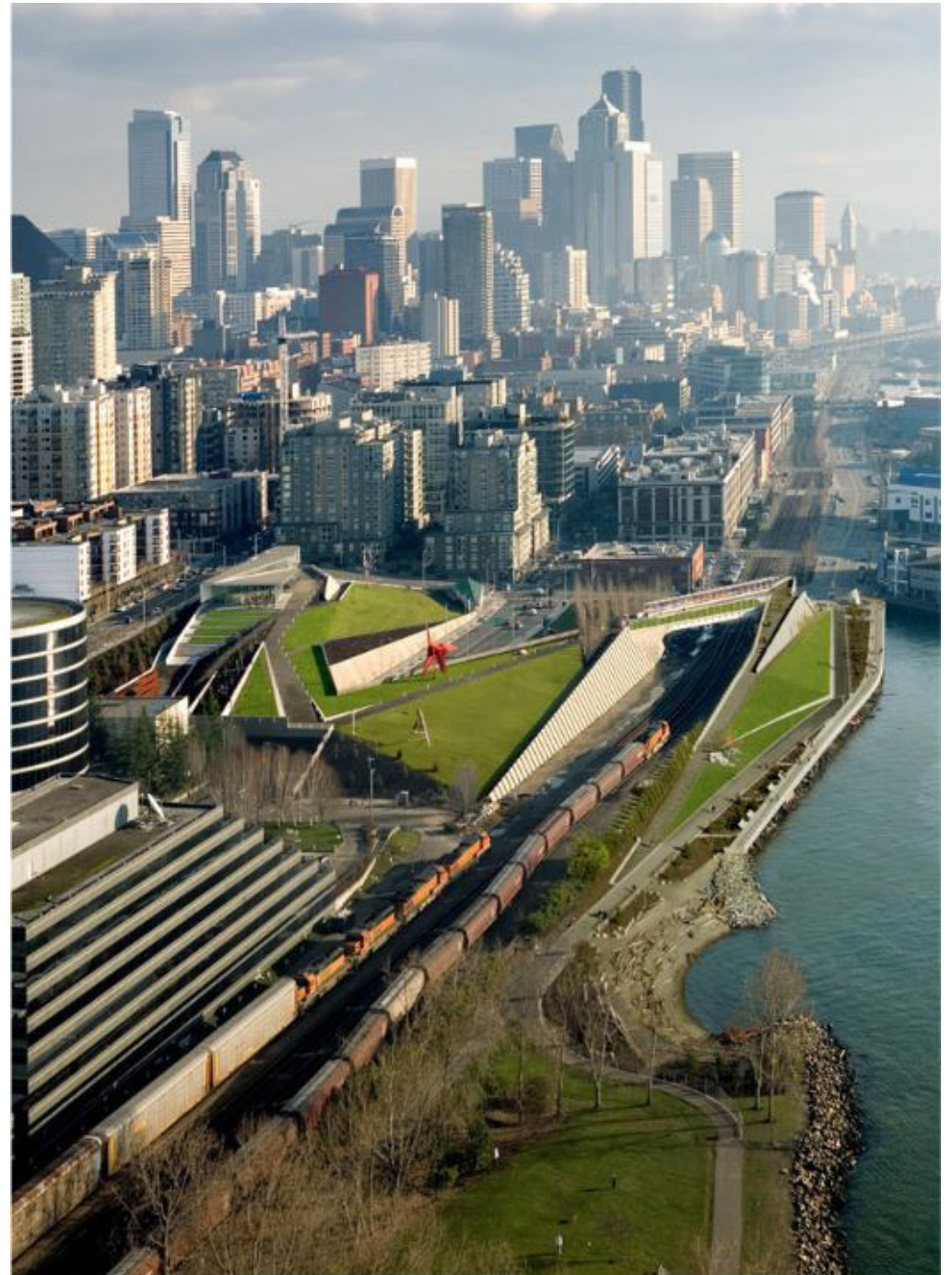
*Figure 6-11: Fragmentation of downtown Seattle caused by the railway and main arterial road (Weiss and Manfredi, 2015).*

## DESIGN RESPONSE

As a solution towards the fragmentation caused by the existing infrastructure on site, the architects acknowledges these devices and proposed a continuous topography of landforms that connects all the sites. The event pavilion are positioned at the top corner of the site, anchoring the project in its context, creating a threshold between the city and the new park.

Figure 6-12: LEFT: Final design of Olympic park connecting the city to the waterfront (Weiss et al,2015).

Figure 6-13: BOTTOM: Concept sketch of the proposed design bridging over the existing infrastructure (Weiss et al,2015).



## 6.5 \_DESIGN DEVELOPMENT 2

### MAIN IDEAS

- *Eliminate Railway decking*
- *Move project towards north*
- *Link open spaces*

The question surrounding how much infrastructure is necessary to establish the project intentions are explored. The continuation of open space is also investigated.

The decking over the railway line is disregarded. The idea to elevate people in line with the station level is still maintained. Instead, the project and edge condition is moved away from the railway line's edge. This allows for the proposed plaza and open space system to be extending into the project's site while maintaining a connection towards the station.

A lift is proposed at the station to allow for universal access and serve as a beacon and point that announce the station.

Figure 6-15: Design 2 (Bottom left to right) - Movement and flows defined by edges (Author, 2019).

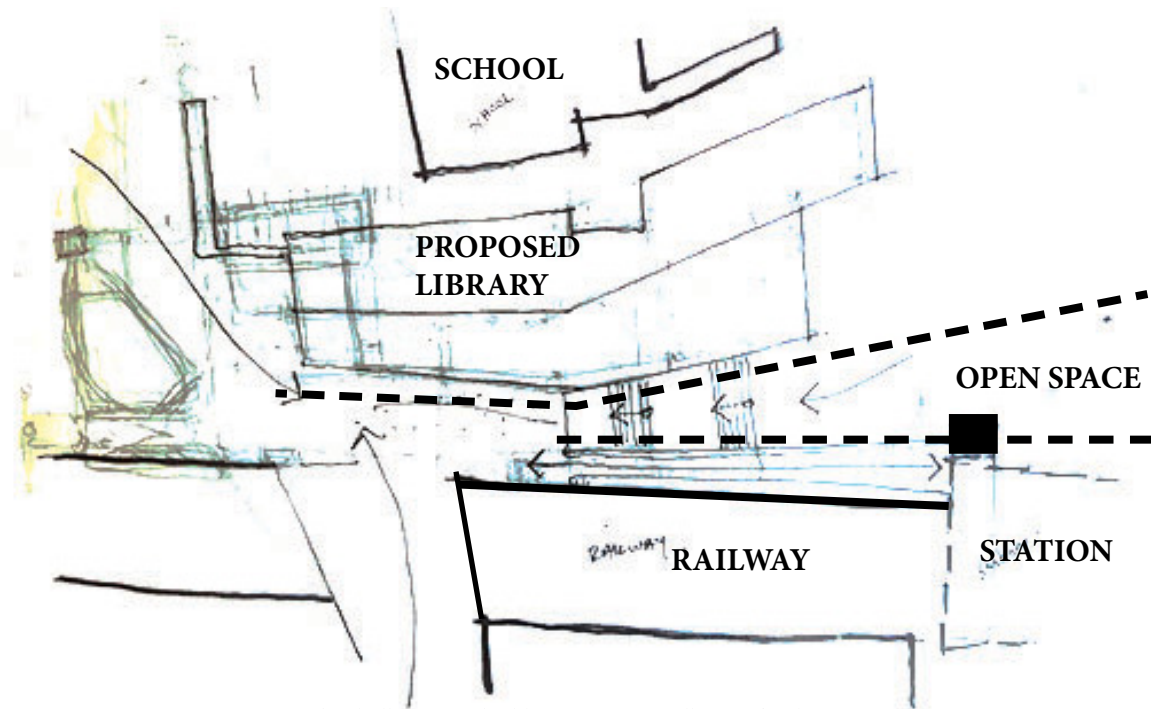
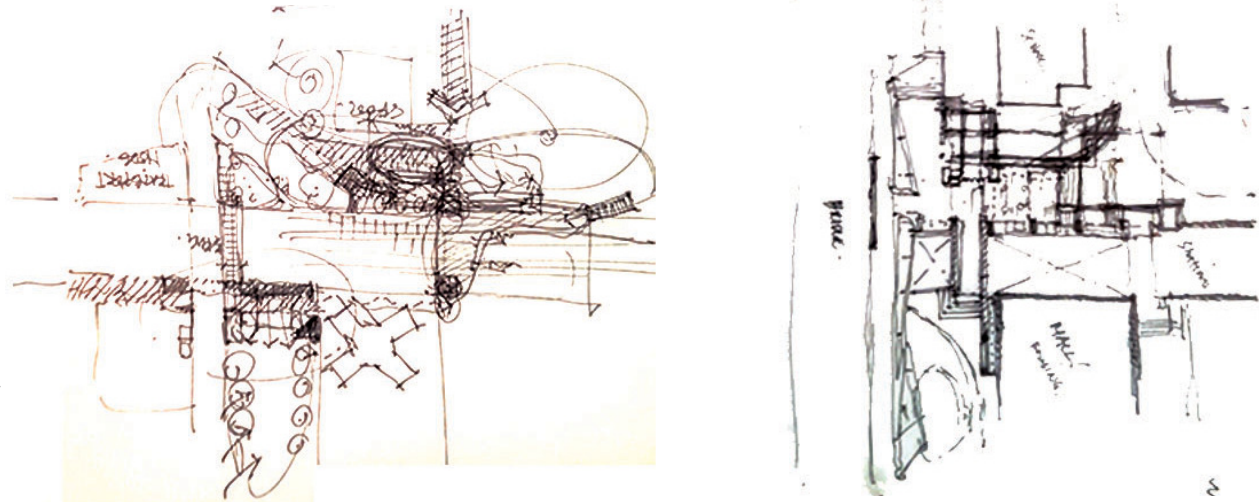


Figure 6-14: Design 2 - Concept sketch illustrating building opening up allowing for the continuation of open spaces (Author, 2019).



## SITE DEVELOPMENT

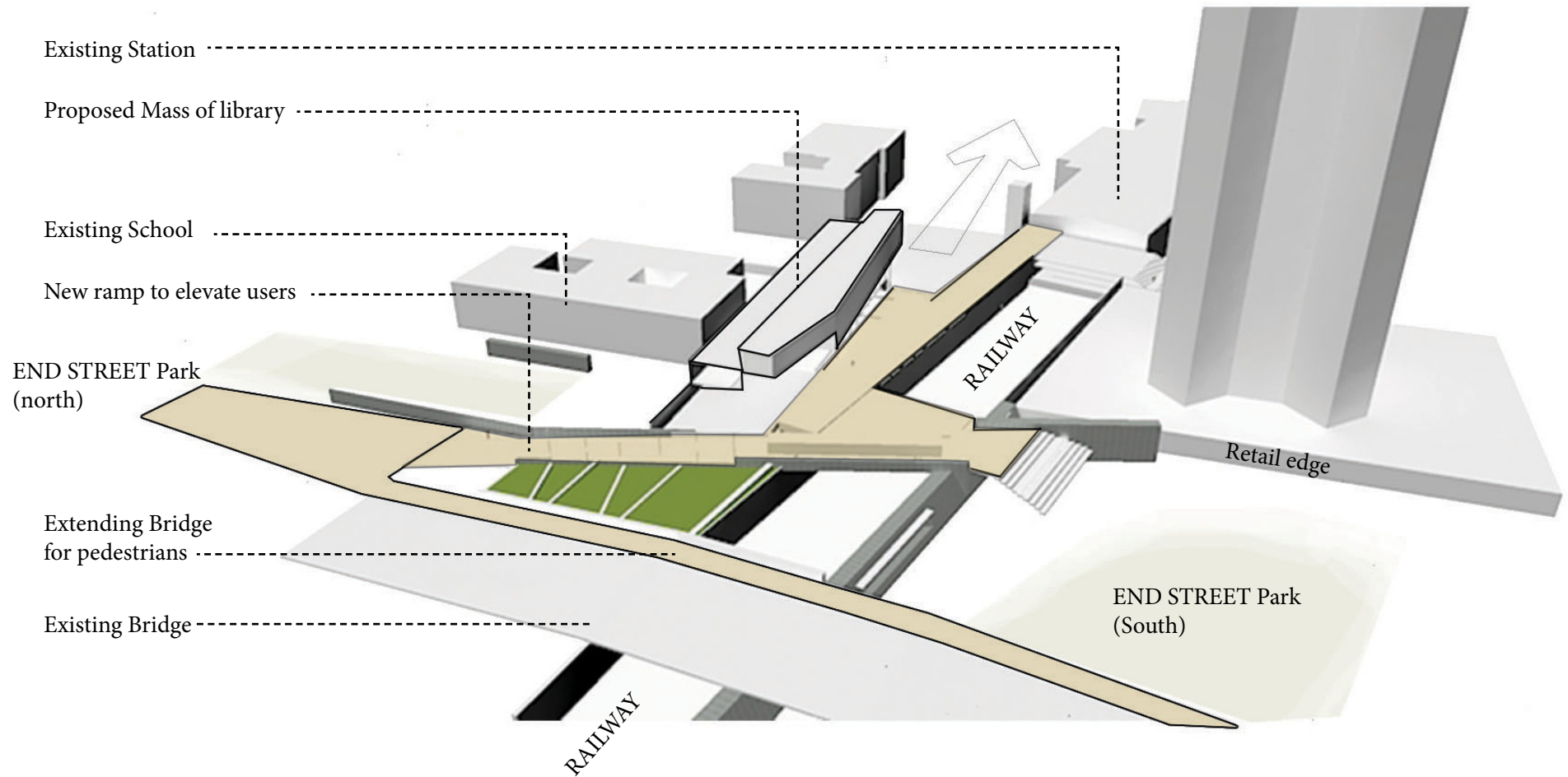


Figure 6-16: Design 2 - 3d site model showing larger connection within the context (Author, 2019).



Figure 6-17: Design 2 - Conceptual perspective sketch showing the intent of the mass to guide users towards the staircase (Author, 2019).

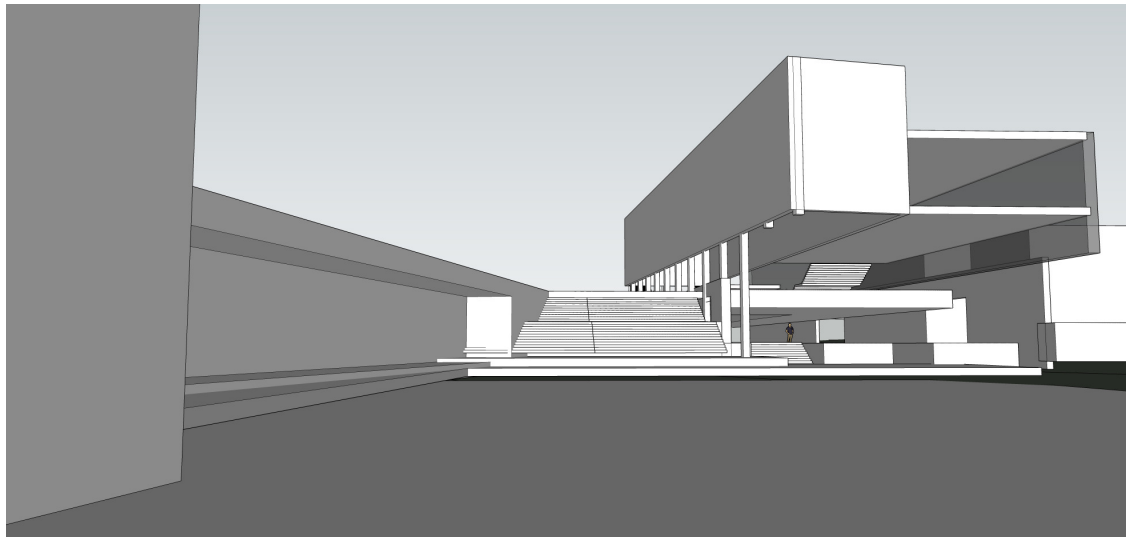


Figure 6-18: Design 2 - Conceptual perspective showing the intent of the mass to guide users towards the staircase (Author, 2019).



## MAIN IDEAS

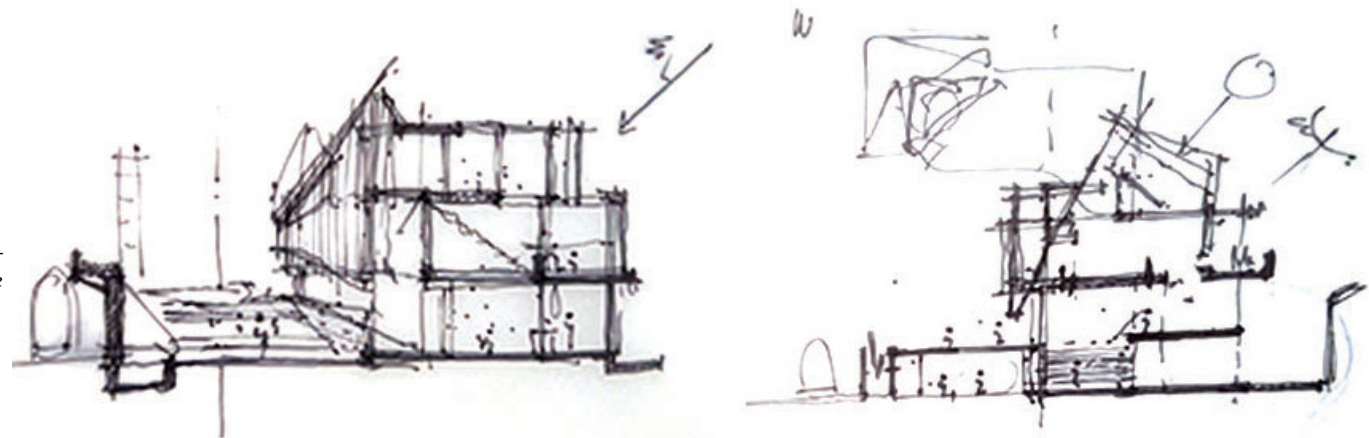
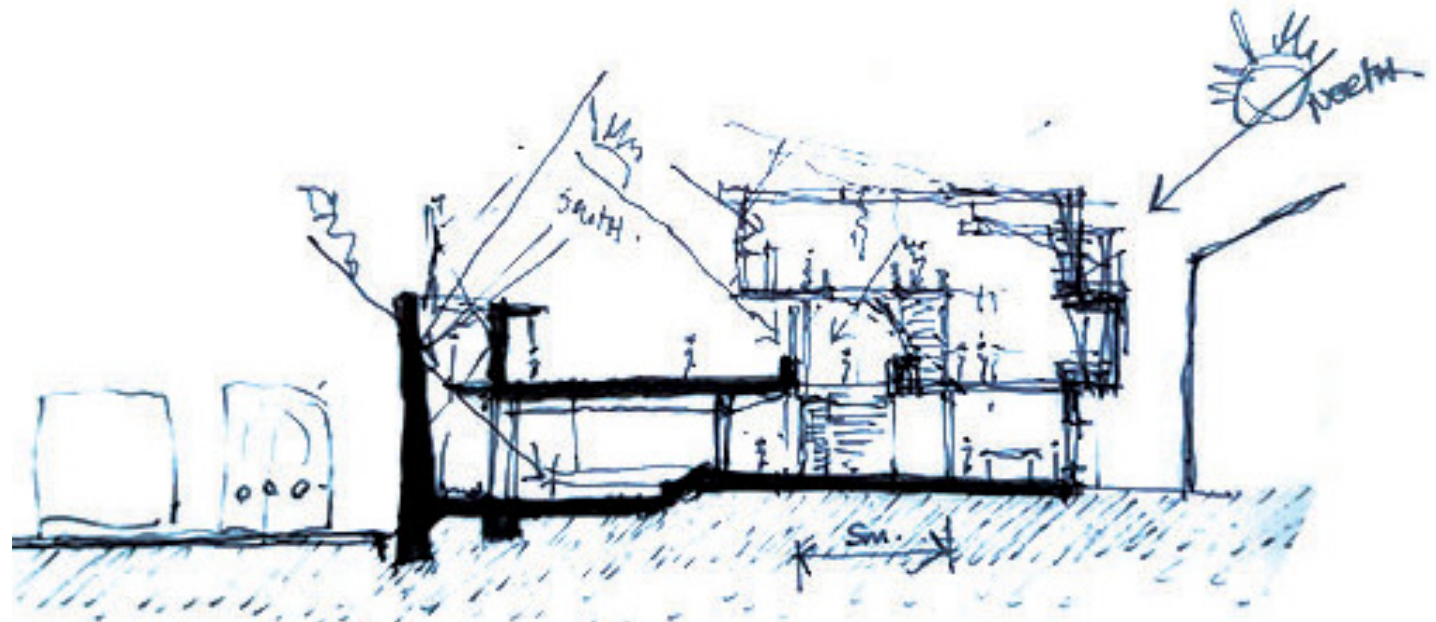
- *Infrastructure space vs Architectural space*
- *Spatial relationships and integration*
- *Environmental considerations*

The efficiency and multifunctionality of the infrastructure of movement is explored in the diagrams. The elevated walkway becomes a floor for movement and a roof for the space below. The platform is removed from the railway to reduce sound and vibration from the passing trains. This also allows for south light and reflected north sun to enter the space below.

The central atrium and the stepped floor plates connects the spaces visually and allow for intercation between the different levels

Figure 6-19: Design 2 - (Top) Section exploration of spatial relationships and multifunctionality of infrastructure as movement and space.(Author, 2019).

Figure 6-20: Design 2 - (Bottom left and right) Section development.



## MAIN IDEAS

### - *Building access and program response*

The location of the buildings programs and access/control points were determined by the existing context and the potential it has to mediate between existing programs on site. The aim is to create new relationships and synergies on site.

The children's section of the library is located on the ground floor. It responds to the old entrance of the school (currently fenced) and the park towards the north. A new outdoor space is defined by this condition that can serve as an outdoor space for the children as well as a threshold condition should the school choose to re-purpose the entrance.

Access for the public is provided on the east responding to the station and proposed plaza. The library service centre will be accommodated on this point to allow for easy access for passengers. The library can also be accessed at this location.

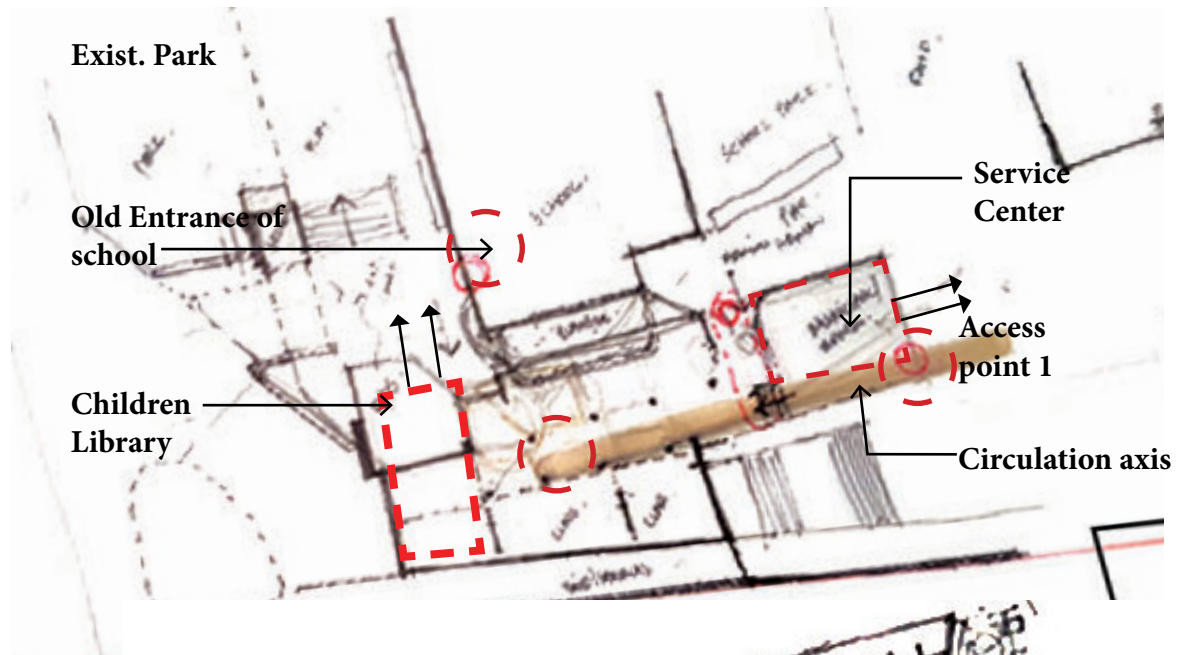


Figure 6-21: Design 2 - Level 0 floor plan development 1  
(Author, 2019)

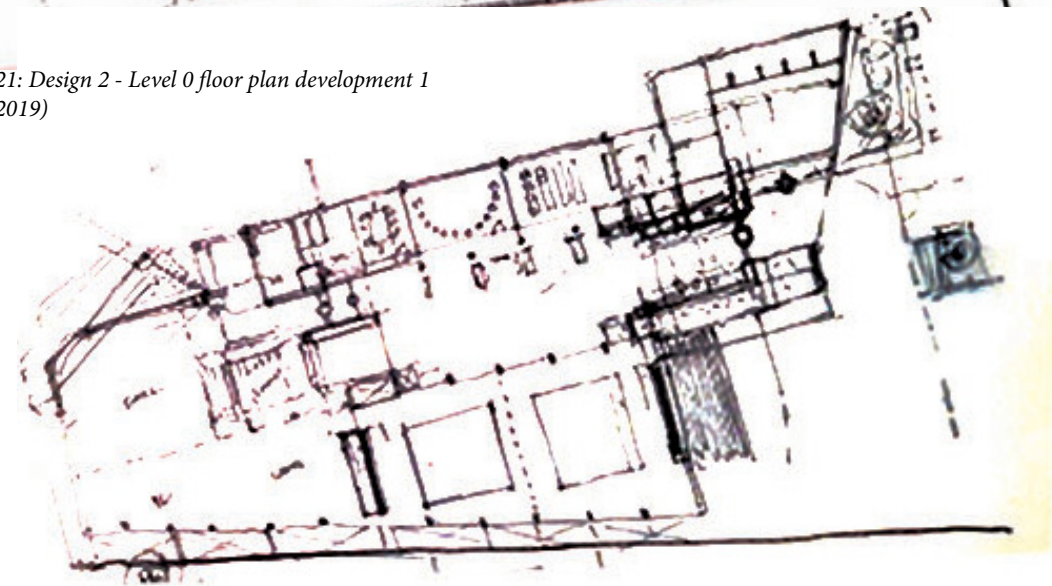


Figure 6-22: Design 2 - Level 0 floor plan development 2  
(Author, 2019)

Access  
point 2

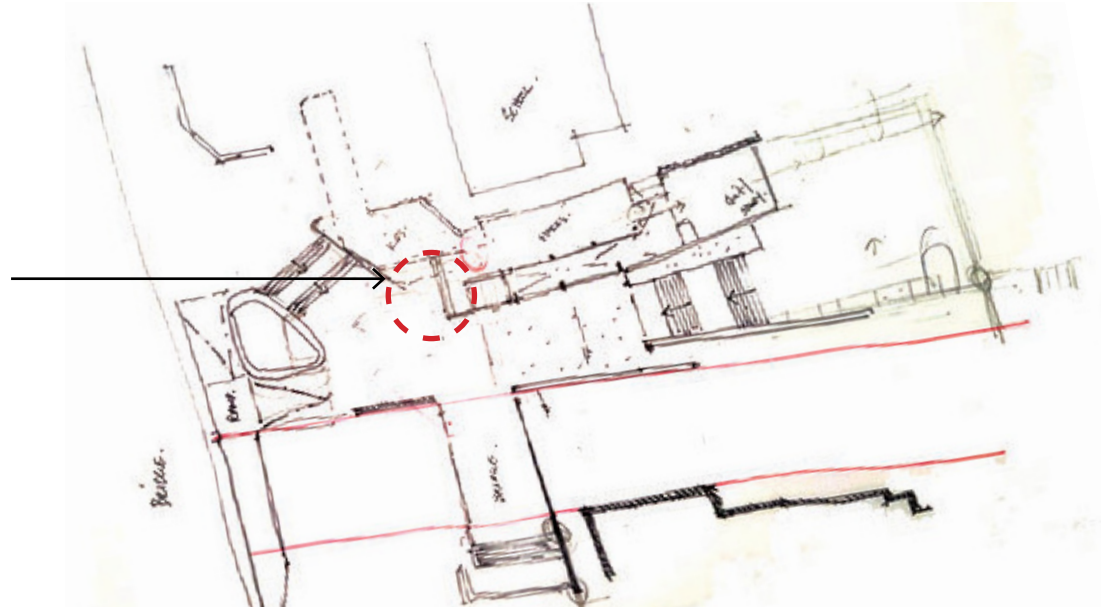


Figure 6-23: Design 2 - Level 1 floor plan development 1  
(Author, 2019)

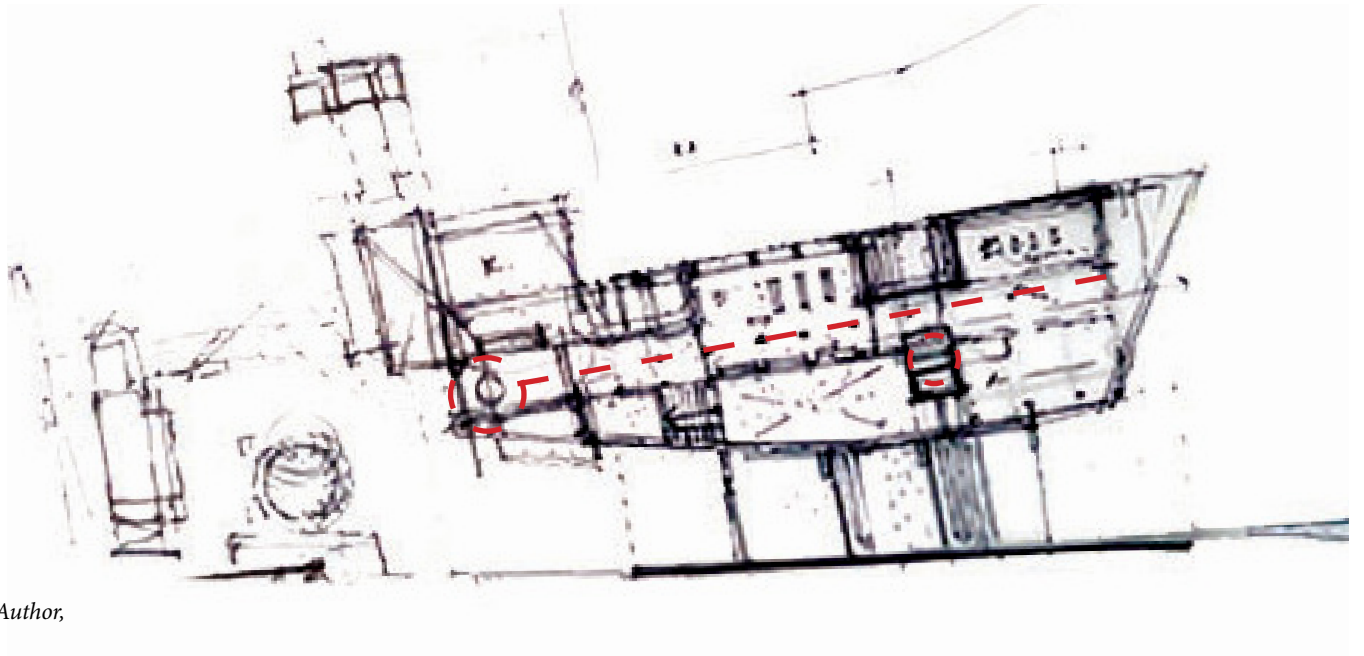


Figure 6-24: Design 2 - Level 1 floor plan development 2 (Author, 2019)

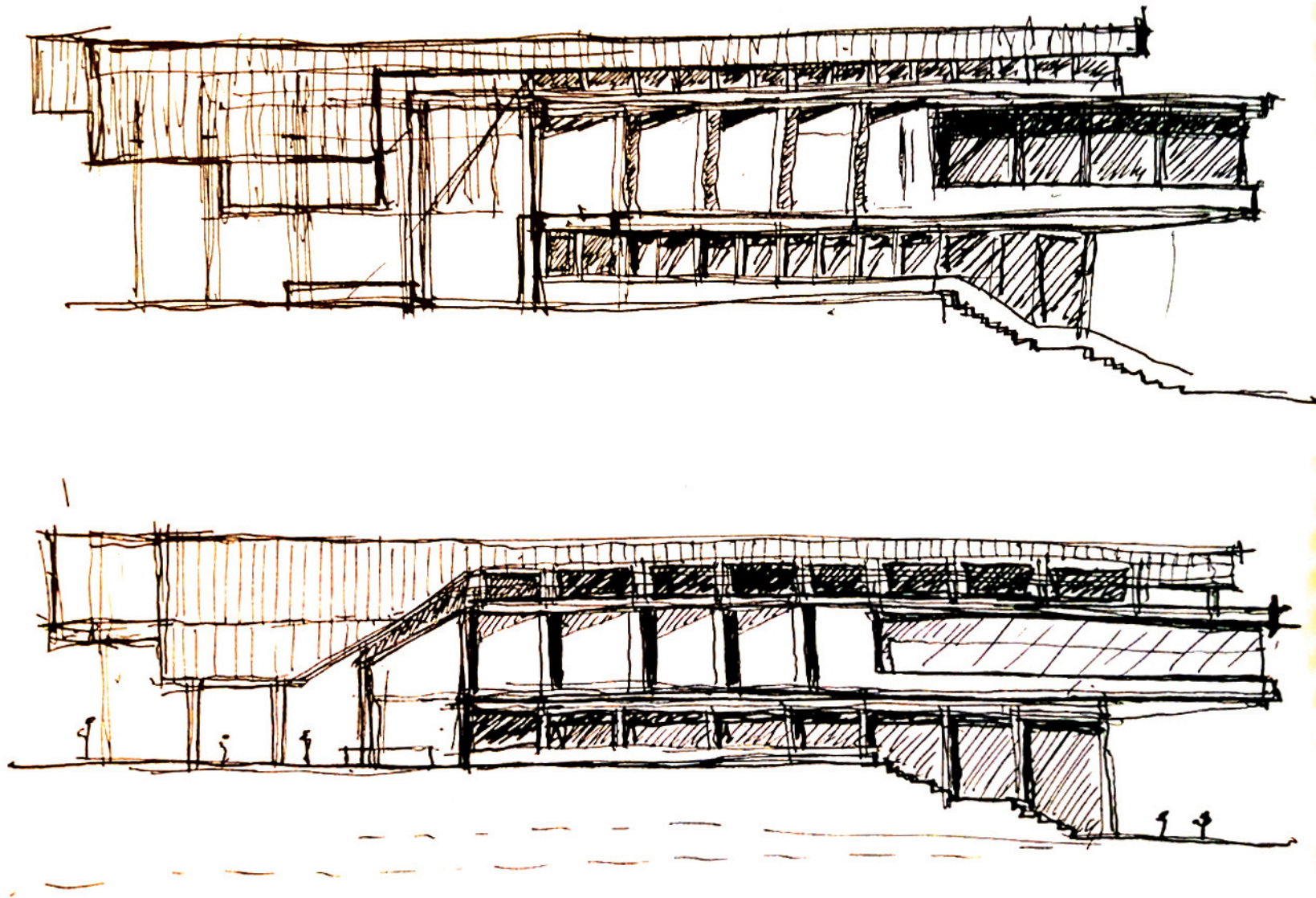


Figure 6-25: South elevation development, scaling edges and introducing rhythm (Author, 2019)

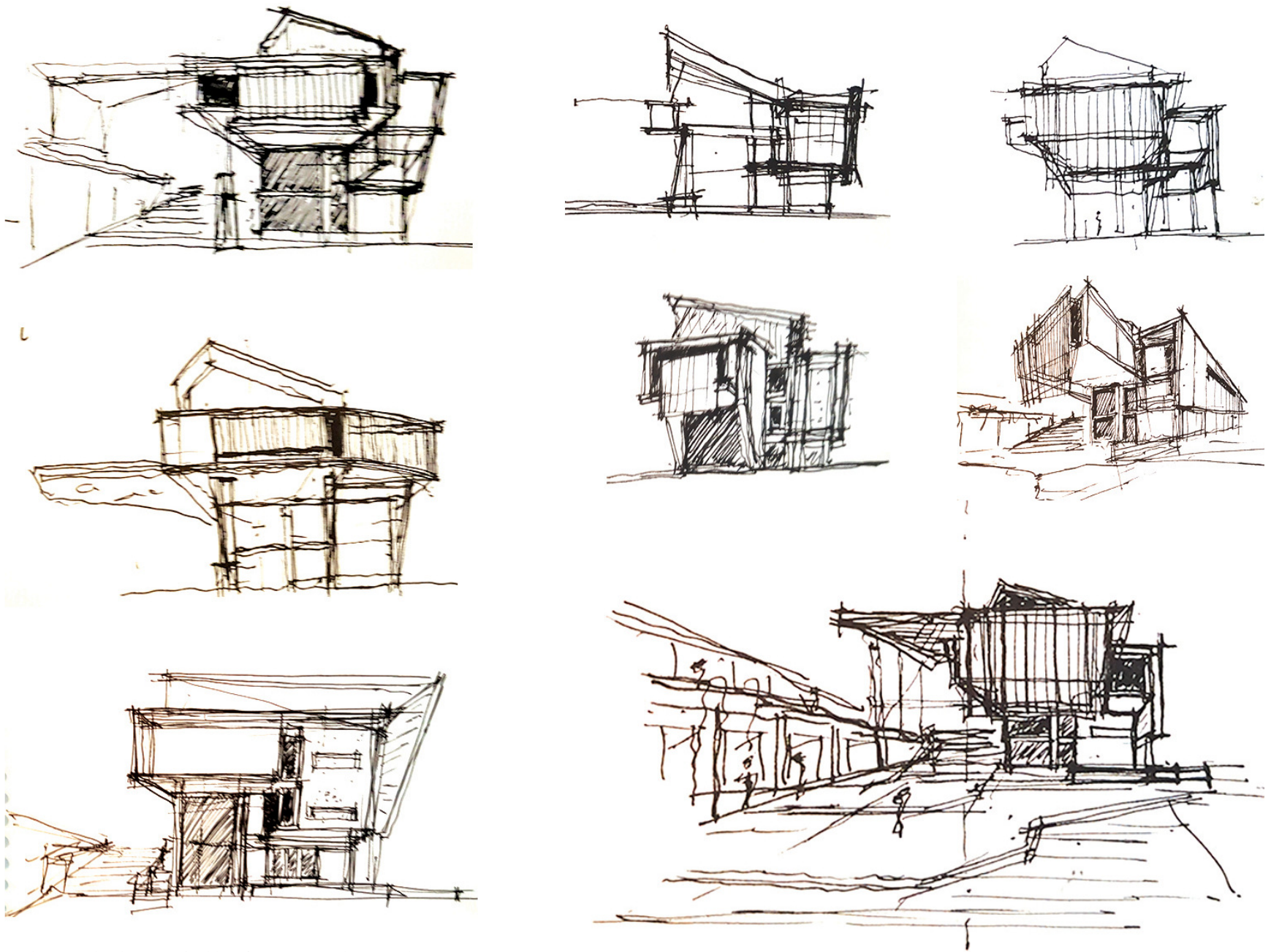


Figure 6-26: East Elevation development, building fronting new plaza (Author, 2019)

## 6.6\_SKETCH PLANS

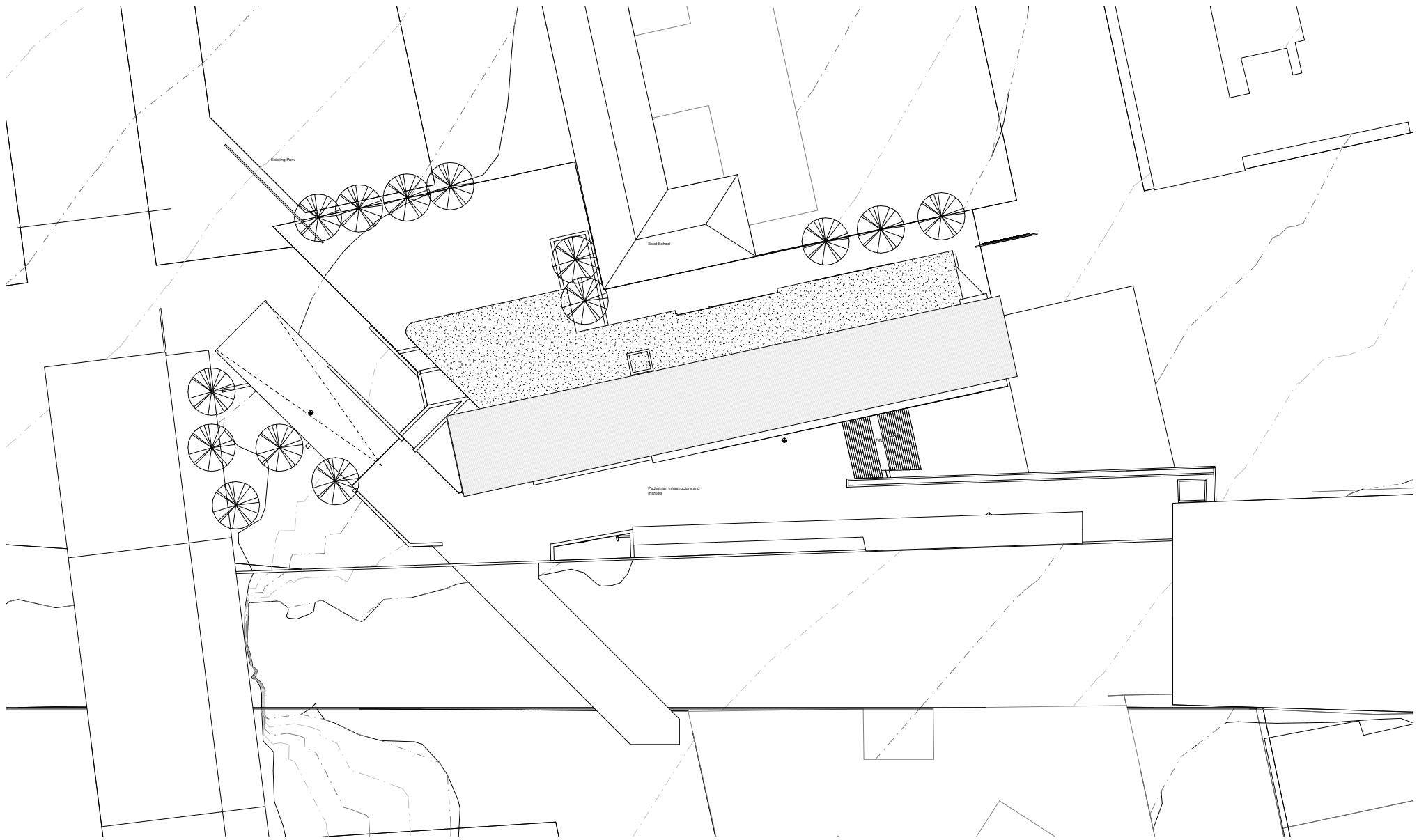


Figure 6-27: Site Plan (Author, 2019)

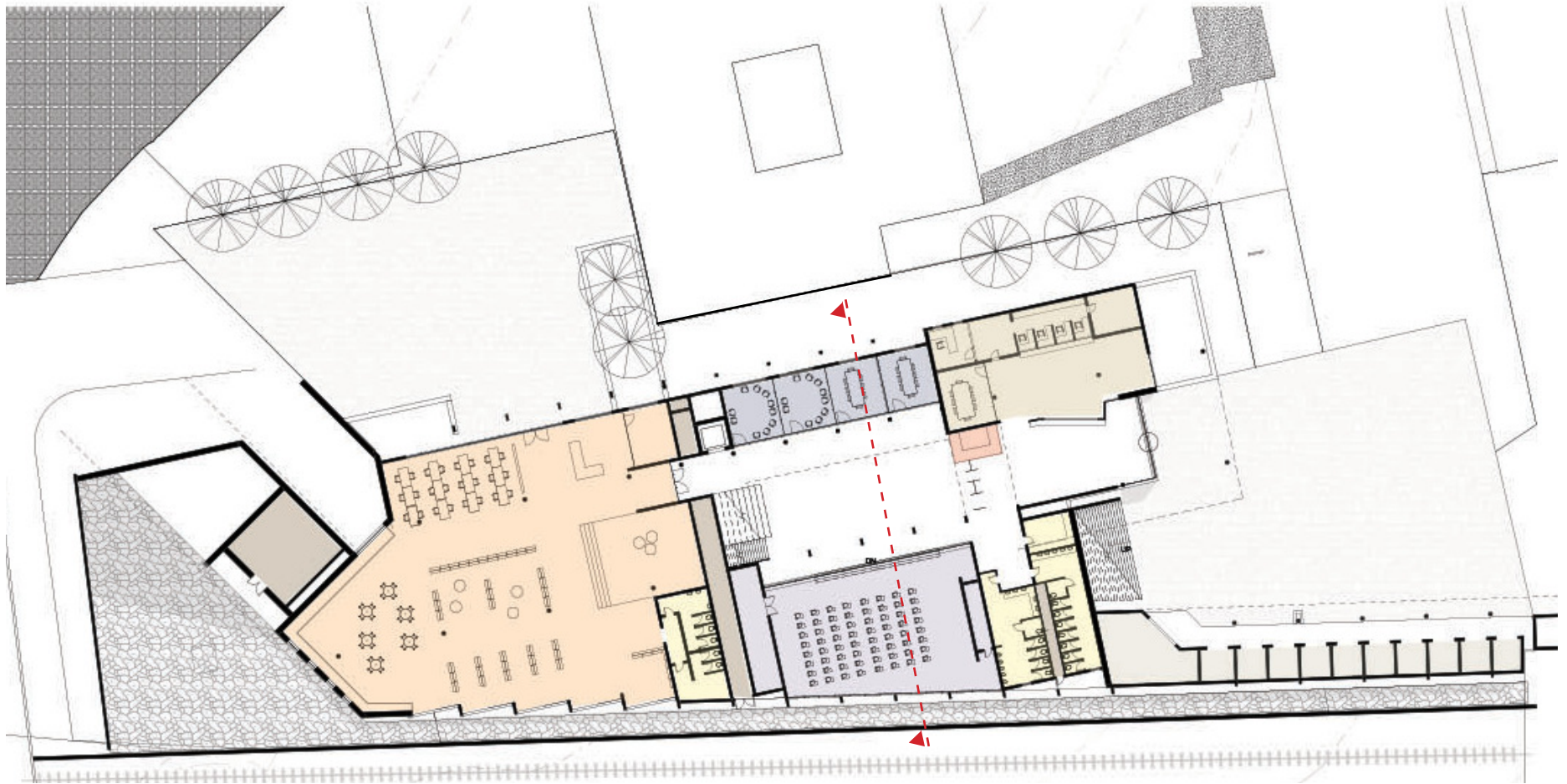
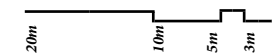
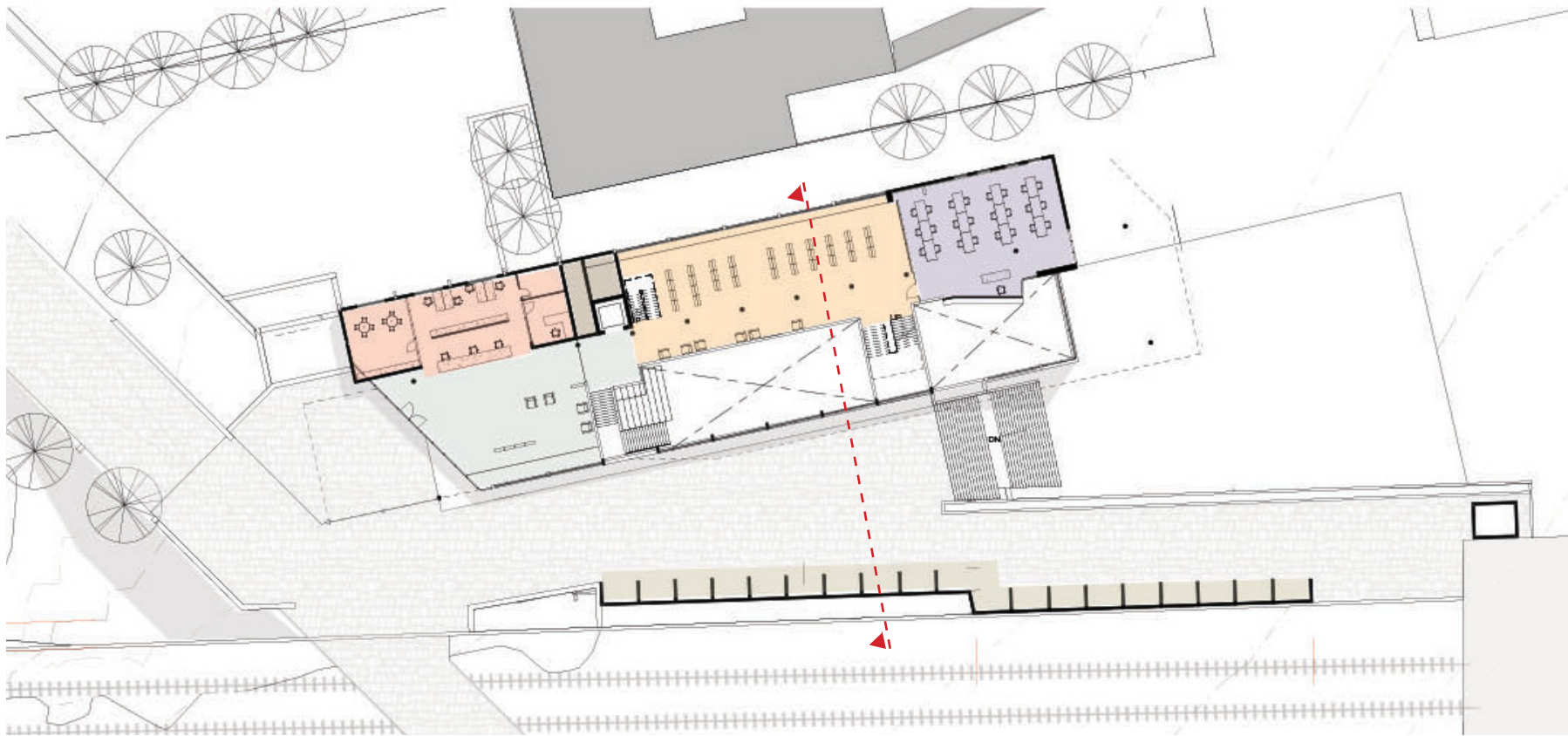


Figure 6-28: Floor Plan - Level 0 (Author, 2019)

- Service Centre*
- Information/Control*
- Service Centre*
- Ablutions*
- Meeting areas*
- Classroom*
- Childrens library/ After school*
- Services/ Ducts*

**FLOOR PLAN\_LEVEL 0**





- Administration/Control**
- Entrance Foyer**
- Library collection**
- Computer training room**
- Informal markets**

Figure 6-29: Floor Plan - Level 1 (Author, 2019)

**FLOOR PLAN\_LEVEL 1**





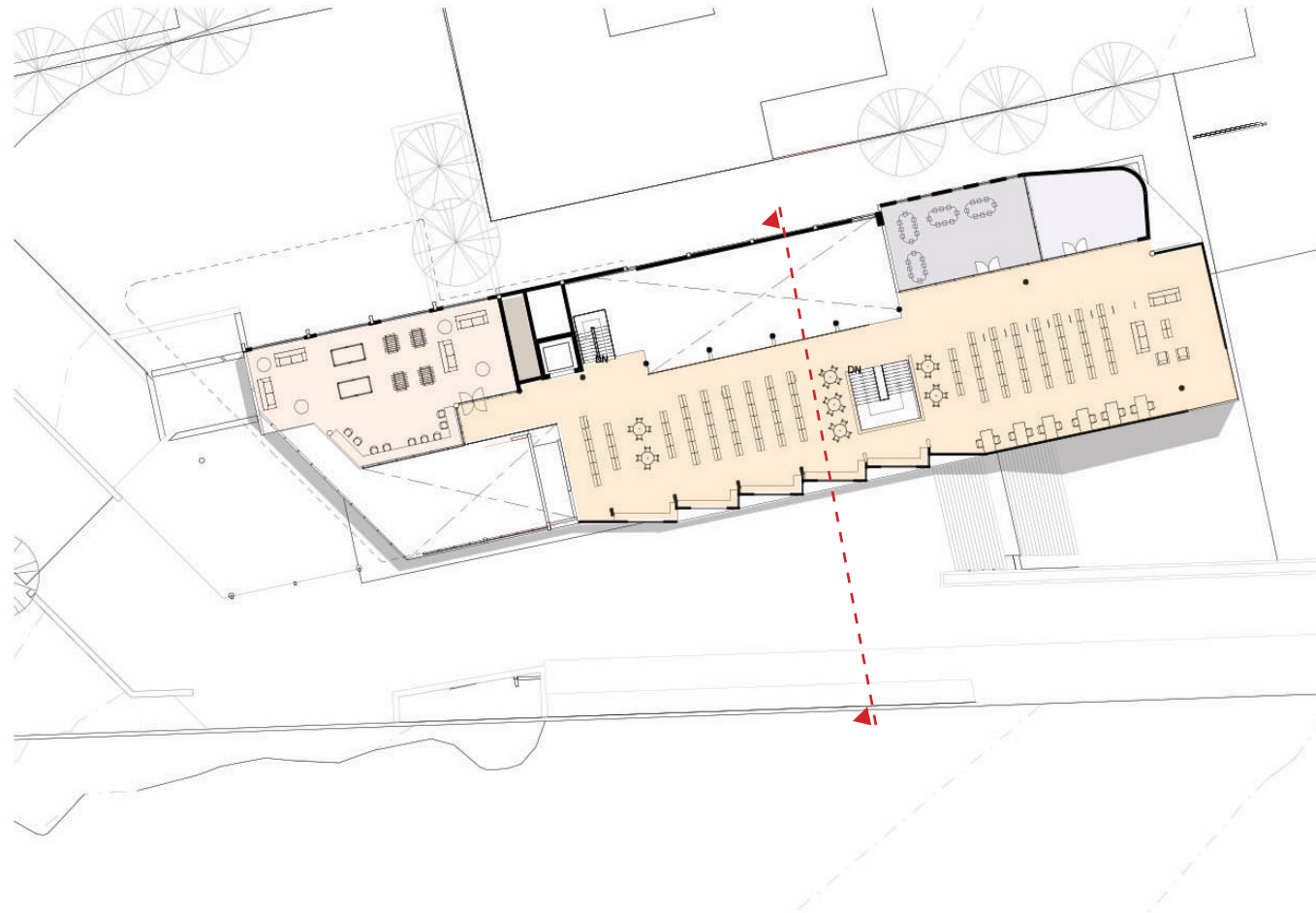
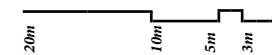
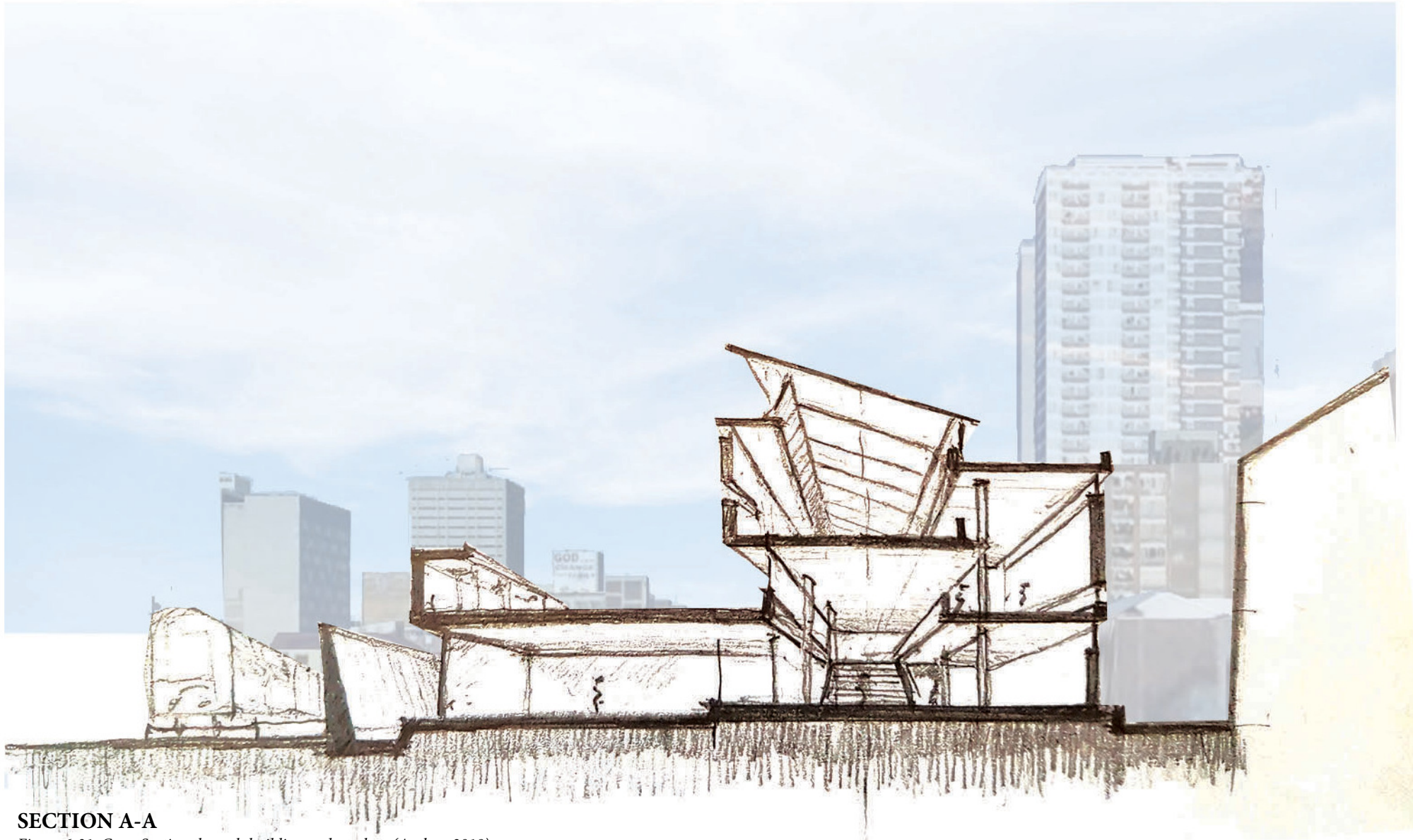


Figure 6-30: Floor Plan - Level 2 (Author, 2019)

- Teen area
- Library Collection
- Services/ Ducts
- Senior room
- Reading room

**FLOOR PLAN\_LEVEL 2**



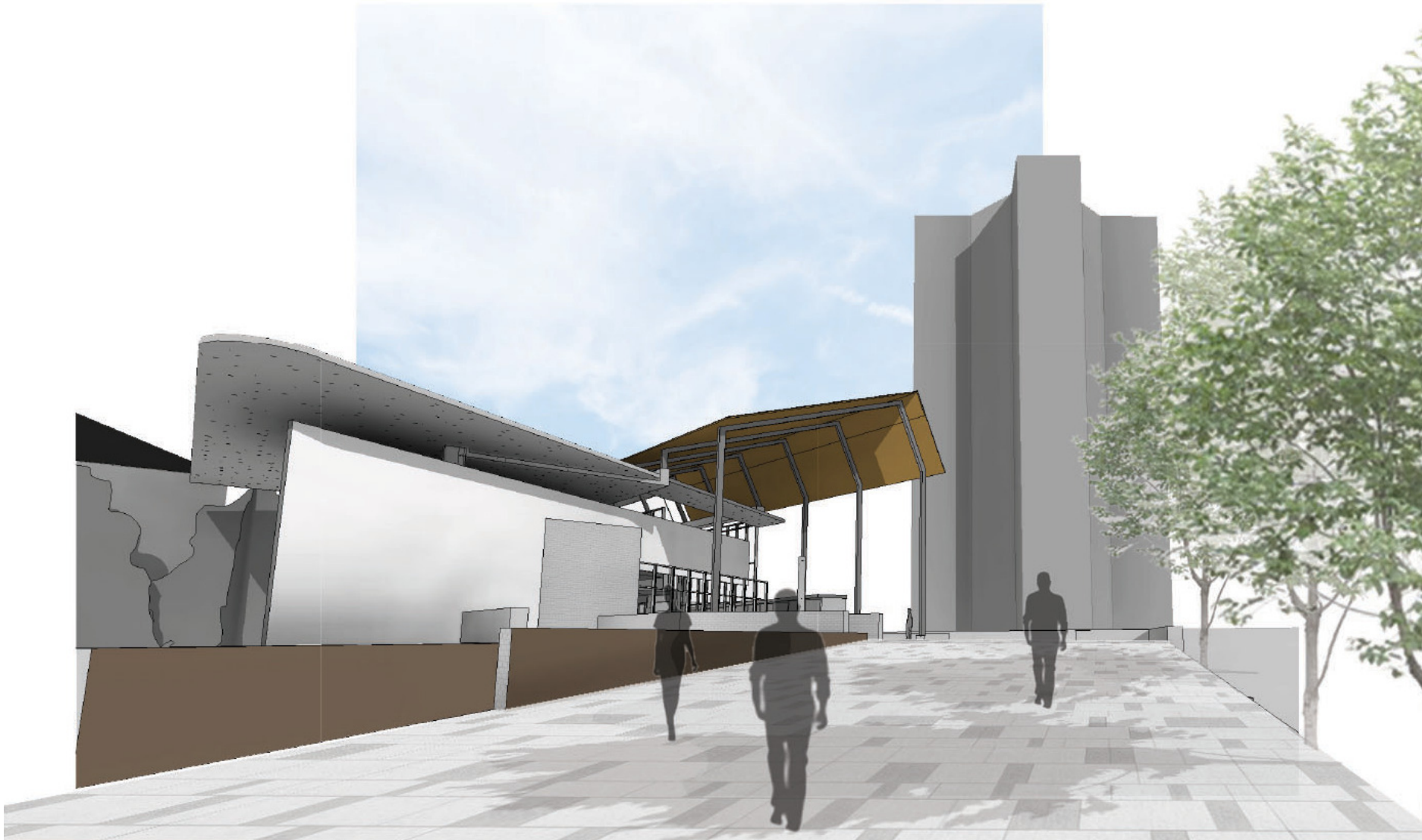


**SECTION A-A**

*Figure 6-31: Cross Section through building and markets (Author, 2019)*



Figure 6-32: Perspective view: From station exit looking west (Author, 2019)



*Figure 6-33: Perspective view: Approach from End street park north, looking south towards AFHCO housing building (Author, 2019)*



*Figure 6-34: Perspective view: Approach proposed station plaza extension, looking west (Author, 2019)*

