[DIS]connection/[RE]connection

Bryan Carpenter
Masters of Architecture
The University of Detroit Mercy School of Architecture
AR 510 and 520
Tom Roberts, Adjunct Professor
28 April 2008

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Connection: *the act or state of being connected; anything that connects; association with or development of something observed, imagined, or discussed*. Although these definitions are all accurate and indeed have an influence in the architectural realm, there is another way of thinking about the act of connecting. A connection can also be a contextual relation.

In a multitude of environments and for a wide range of reasons, places and things become disconnected from one another. Entities that were once closely related may no longer portray their once evident links. New developments, renovations, or even complete destruction of certain places can ultimately lead to the separation of one place from another. Once this disconnection, or any type of disconnection for that matter, is evident, is it possible for architecture to facilitate in the reconnection process? By considering the both the smaller and larger contexts, can an even stronger connection result than what existed before?

When places are subject to a disconnection of this manner it can most likely be attributed to a change in the surrounding environment. The context where a once thriving place may have existed before can easily evolve into one much less beneficial because of social, economic, or cultural factors. This continually changing context might suggest that the place in question must also change in order to maintain its prominence. What happens when the immediate area around a place also changes so dramatically that it creates a wide space between points of interest? The presence of a void between pockets of activity presents an opportunity for development into something which may reconnect the outlying places.

If a building can aid in the connecting and reconnecting of people and places, inherently, there is an act of mobility. With various types of transportation at one's disposal, can there really be one perfect mode for everyone and everyplace? Personal comfort, efficient means, availability and affordability all affect the desired medium for transportation. In an effort to accommodate several modes, transit stations have emerged to satisfy the needs of a wide range of passengers in a timely fashion. Since different situations call for different solutions, these stations often vary in their range of service and scale of impact. Fitting an urban environment for a station which encompasses the perfect range and modes of transport can provide valuable infrastructure and functionality to the immediate and adjacent urban environments.

The concept of one place becoming segregated or spatially distant from another is an interesting area of exploration. It raises questions as to the cause of such disconnection and the circumstances surrounding it. Thinking forward an additional step, one might also begin to wonder how these separate and distinct areas could not only become reconnected with one another, but also whether or not new relationships could arise with other places, people, or ideas.

One of the primary instances of such a separation can arise out of a seemingly harmless situation. The construction of "super-highways" has recently become rather familiar to a growing number of people based on the assumption that these arteries of transportation will ultimately reduce travel time and increase traffic efficiency. Ironically enough, this positive aspect is offset by an equally powerful negative belief. The environment in which these strips of heavy concrete pavement reside produce boundaries that become impenetrable for many people who lack an automobile or other suitable means of transportation. In reality, these arteries of activity become more of a detriment than an asset because, unfortunately, those who have failed to make their way across previously will most likely not even attempt this a second time. The result are two individually functioning environment rather than a single, cohesive entity. These two zones begin to sever the links they once held with one another and within each, new self-supporting elements such as residential units, strip malls, and work places are built. The landscape is destroyed further by the accompanying infrastructure associated with the highways such as on/off ramps and the rerouting of electrical and sewer works.

A second facilitator of spatial separation is the phenomena of urban sprawl. At its peak, sprawl was something that was attractive to developers as well as corporations look to gain a presence in new geographic regions. Using the foundation that was laid by the aforementioned highways, small clusters of residential and light commercial development began to form in areas just outside of most major cities. Granted, some places suffered worse than others, but some would argue that sprawl has no actual benefits even to this day. Cities began to lose population because

the housing market was shifting an urban context to a bit more of a rural context. People began to fall in love with the allure of owning their own home with the stereotypical two-car garage and fenced-in backyard built on a cul-de-sac. The problem is quite obvious when you think about the numerous spaces between these suburban communities and the true downtown areas. Distances ranging anywhere from a quarter of a mile all the way up to a few miles present huge obstacles for those who are looking to perform even the simplest everyday activities. Grocery shopping, visiting friends or family, and even commuting to work or school become much more exhaustive and inconvenient than what was originally envisioned.

Finally, the deterioration of a once thriving area can result in a pocket of separation which may or may not become avoidable. The previous two concepts present a situation where many downtown centers began to decrease in the number of people who reside there as well as the number of businesses who were able to sustain themselves. Obviously, this was much more visible in some areas than others, but the fact still remained that there were just not as many people in the city as there once was. High rise apartment complexes and businesses would lose their occupancy and ultimately have to relocate elsewhere or close altogether. The interesting part is that when one such building fell victim to this scenario, it began to spread outward to the other surrounding buildings. As more and more people began to see "For Sale" and "For Lease" signs, an overwhelming feeling of angst arose and basically killed any chance that area might have had at salvaging tenants. After all, why would somebody want to live in an area where there aren't any jobs, there are no other people, and the amenities were not going to be funded or supported any longer? Ultimately, these areas evolved into what we see today as rundown, dilapidated communities where gangs and crime are more prominent than schools and jobs. Unquestionably, these zones would be avoided at all costs by commuters who were trying to get from one side to the other.

After looking at these scenarios, as well as a few others, one can make an attempt to formulate ideas which would not only solve the problem but also result in something more beneficial.

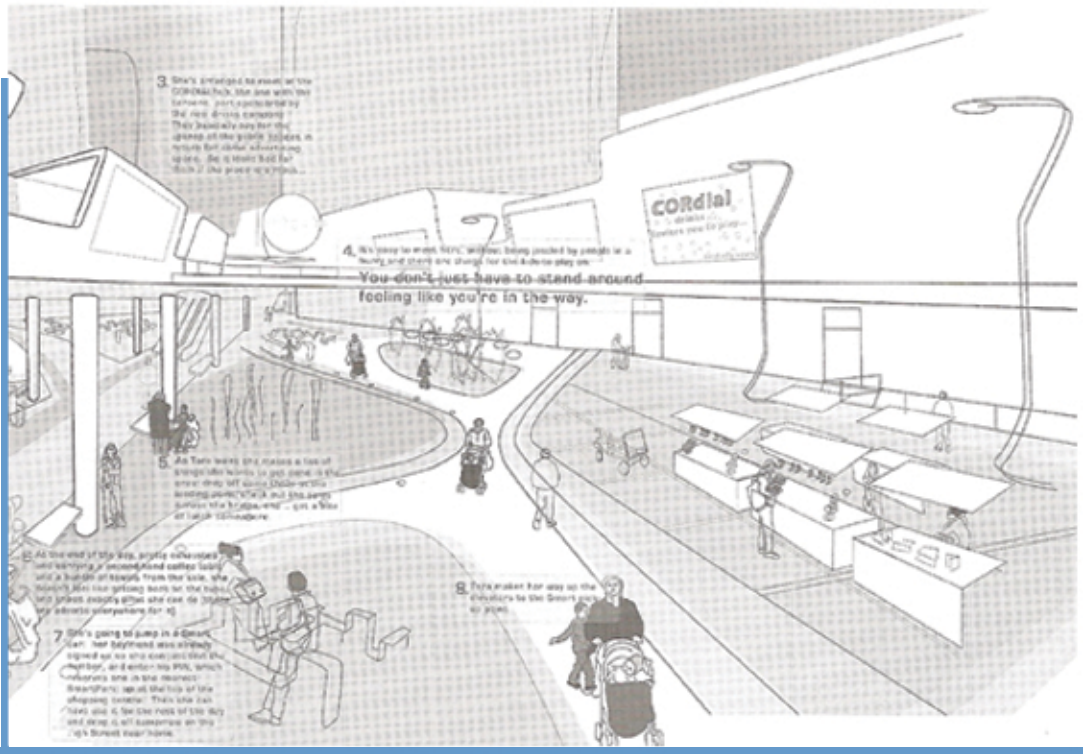
The first step would be acknowledging the types of interactions that have been interrupted. More specifically, do the bigger issues deal with person to person contact, person to place connections, or place to place relationships? It is critical to determine these phases before brainstorming because these are the types of comparisons which would give rise to either physical, visual, or a hybrid connection which would be a combination of these two.

Upon investigation of a disruption in person to person contact, the main objective is to physically reconnect the two entities. While it is true that humans have the capacity to verbally, visually, and physically communicate with one another, it is the latter of these which is the most appropriate. Certain instances arise where simple verbal communication with the aid of the telephone is perfectly acceptable. However, overreliance on this method as time has progressed has gradually separated people from one another. There are still many things which cannot be verbalized and therefore need the visual aspect to accompany the spoken word. Now imagine trying to explain something using both verbal and visual means, but at a tremendous distance. Not only would movements and words be confusing and probably misinterpreted, but this would be highly impractical. An intimate situation where people are able to converse at an acceptable volume and proximity would be the most logical answer. To achieve this goal based on the previous classifications of disconnections, one must explore every potential solution of physical connection from one place to the other. This would include things like transportation paths for the people to use and public or adequate private spaces for the actual interaction to take place.

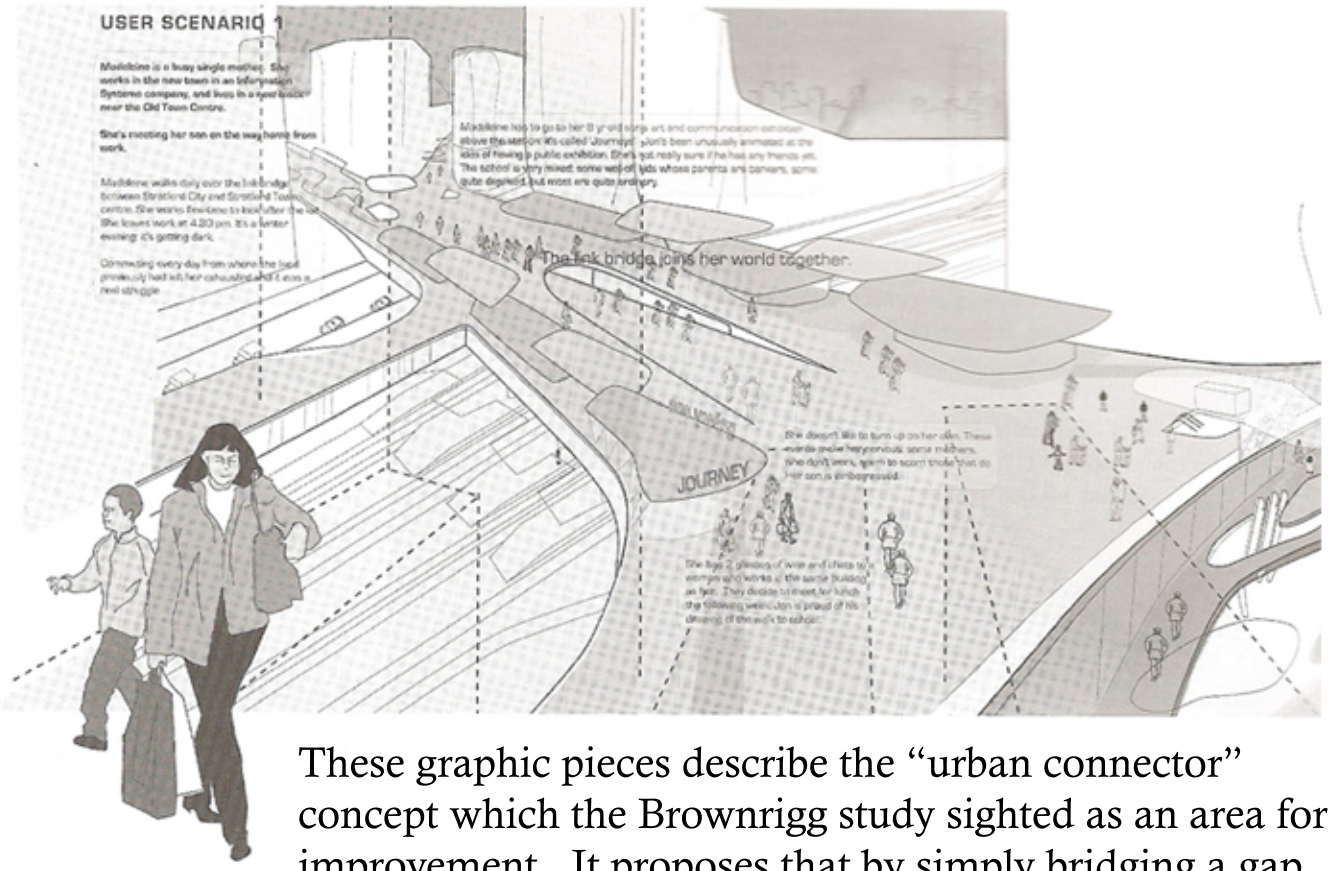
The second interaction to consider is that of a person connecting to a specific place. In this instance, the possibilities for connection go much deeper than a person being in a certain place. Since humans have the ability to experience emotional circumstances, a place that has recognizable characteristics may be a place of strong connection for one person as opposed to another. Upon seeing something in a given place, one might begin to remember previous experiences in the same place or one closely resembling it. This would allow for a further exploration into purely visual means in addition to the previous idea of physical interaction. One also mustn't rule out the possibility of making use of audible or olfactory senses as well, although they are much more difficult. Again, to achieve this in some of the previous scenarios, removing objects which obstruct a person's view or adding elements which might provoke thought can prove to be sufficient.

Finally, the last situation explores the concept of a purely geographic or site oriented interaction. By completely removing the humanistic aspect, the relationship becomes based solely on the physical relationship of one place to another. Proximity becomes the most crucial aspect of this equation and one must understand what types of things the places have in common and do not have in common. Furthermore, one must also explore the outcomes when a human element is added to the puzzle and the sorts of things that might be interpreted. Do the places interact well visually? Are there elements which connect them to each other? Are there elements which connect them to the observer?

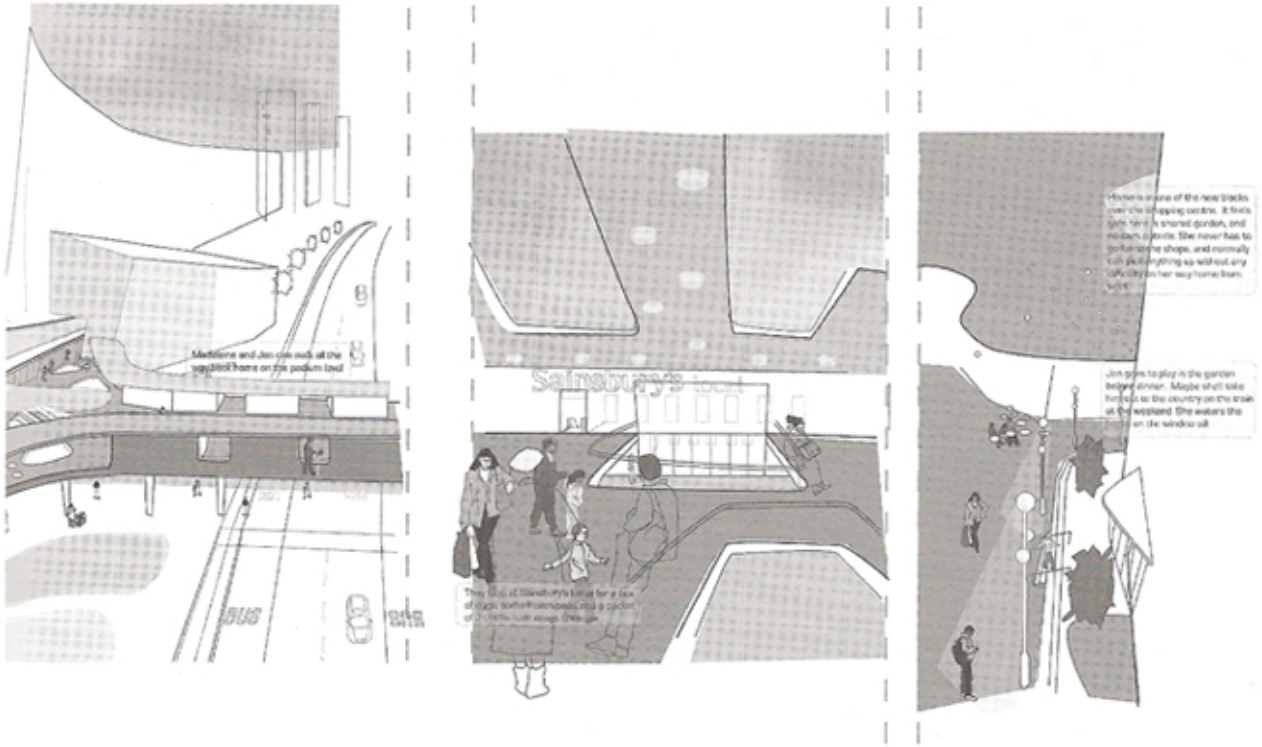
These are the types of issues which often times go untouched when items become disconnected. They are forgotten and aren't really thought about again until a person with initiative comes along and tries to make sense of it all. If a meaningful process of reconnecting these separated bodies is to occur, then answers to these issues and questions must be formulated and acted on.



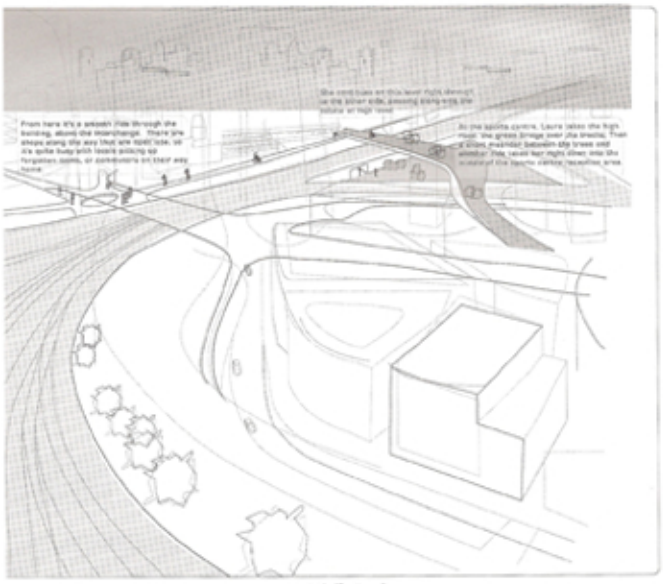
Concept: Scott Brownrigg Interchangeable Research Program



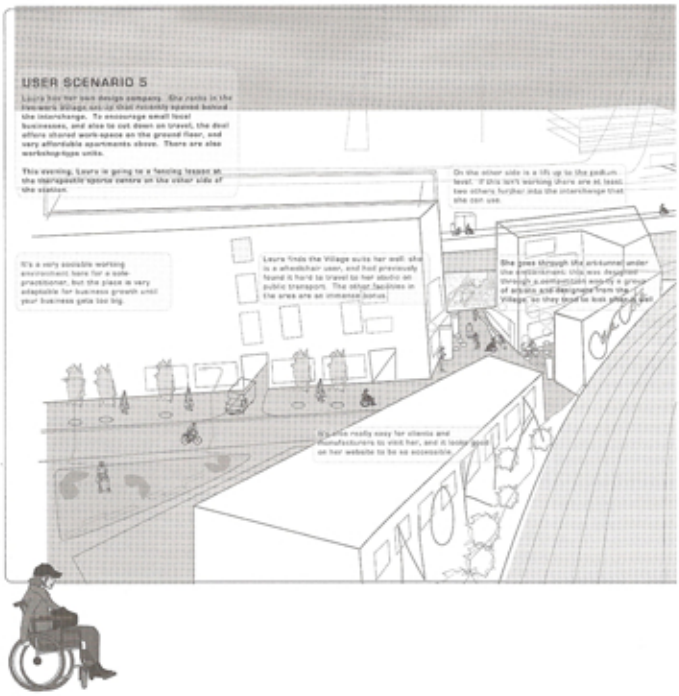
These graphic pieces describe the “urban connector” concept which the Brownrigg study sighted as an area for improvement. It proposes that by simply bridging a gap created by train tracks, an expressway, or the like, the public can perform daily activites in a more convenient manner.



This illustration shows the “urban ribbon” concept where the issue of inaccessibility is resolved by locating critical, every day points of interest along a common path.



The sketches above and below look at what was thought to be unusable space and how integrating the simplest of functions can transform the character of any location.



Concept: Scott Brownrigg Interchangeable Research Program

Scott Brownrigg is an architecture and urban design firm which takes on many conceptual projects to investigate things like feasibility and functionality. This study was done in conjunction with the Royal College of Art in London, England and was an effort to increase the effectiveness of London's transit system.

As a part of the thought process, Brownrigg looked at transportation alternatives that might prove to be better suited to handle a constantly changing environment like London. Secondly, they looked at the social benefits of improved design and concluded that transit stations can also serve as thriving public spaces. The end result was based on making public, rather than private, transportation more appealing to the general population, putting more care and thought in to an overall urban plan, and either retaining or enhancing some of the existing structures which were salvageable.

Ultimately, six issues and solutions were pinpointed and supplemental graphic pieces accompanied these statements.

1. Disconnection and the urban connector.

2. Inaccessibility and urban ribbons.

3. Public spaces and community hub.

4. Low density and stacked program.

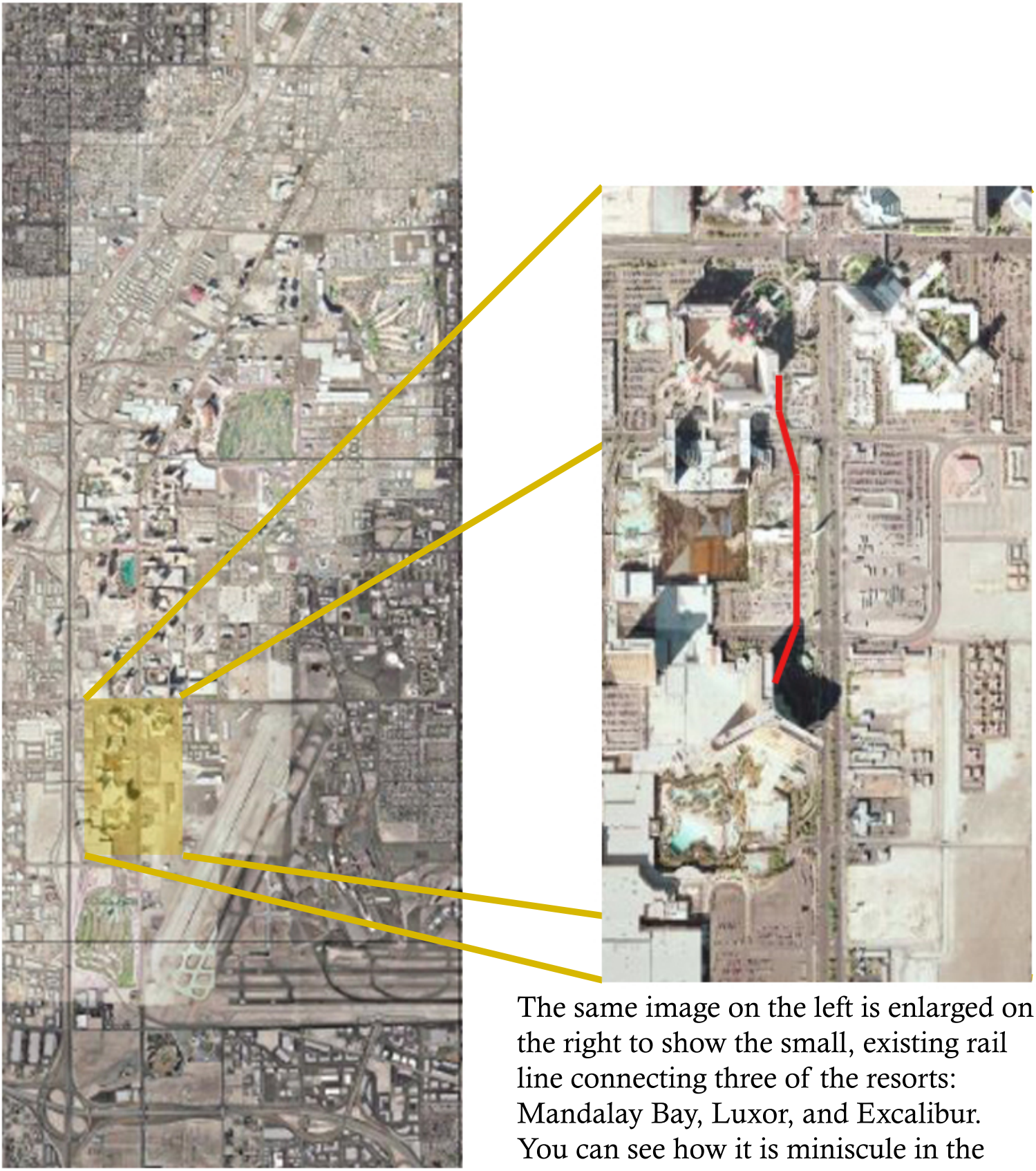
5. In-between spaces and residual space-makers.

6. Information.

City: Las Vegas, Nevada

Aerial image of downtown Las Vegas showing the overall size of the area in question. From top to bottom, this image covers an area almost three miles in length.

Excalibur Hotel in Las Vegas compared to MGM Grand which is just across the street. Notice the incoherence of design.



The same image on the left is enlarged on the right to show the small, existing rail line connecting three of the resorts: Mandalay Bay, Luxor, and Excalibur. You can see how it is miniscule in the greater context of the city.

City: Las Vegas, Nevada

The densely populated city of Las Vegas is a great example of a place with a continually changing environment. With its hotel and casino resorts crammed side-by-side along Las Vegas Boulevard, either renovations or new construction projects aren't something out of the ordinary for "The Strip." Additionally, the vacant spaces behind the existing resorts which do not have street frontage on The Strip are being developed with smaller convenience malls or restaurants to add to the evolution of this place. Having no space left in the current downtown area, new projects are more popular further down Las Vegas Boulevard. These buildings are ultimately changing the entire complexion of downtown Las Vegas and are drastically increasing its size.

An interesting point worth noting is the wide disparity in design for all of the places in this area. In only a few cases can you look at one casino and see any resemblance of it in another casino. Is this necessarily a bad thing? Some would argue that it is what gives Las Vegas a great deal of appeal. The fact that you can walk up and down one street over the course of a day and visit a handful of places that are all different from one another is perhaps what makes it such a unique place. Consequently, this is also what creates a tremendous amount of friction. Since each individual place has no relation to either of the ones next to it, there is no sense of flow or connection. Each building has somewhat of an orphaned feeling to it and could just as well survive if it were placed anywhere else.

While pedestrian traffic is quite prevalent along The Strip as people make their way from one resort to another, automobile traffic creates clutter at almost all hours of the day. Primarily the result of taxi cabs rather than personal vehicles, Las Vegas Boulevard seems overwhelmed with traffic to the point where crossing the street borders on being dangerous. An almost non-existent public bus system has trouble servicing this route as well. Surprisingly, plans for an expansion of an existing

elevated monorail line have been created but, at this moment, will not be acted on because of monetary restrictions. With the large amount of development going on further down the road, a future expansion to service these areas would be extremely beneficial to the city as a whole. Relieving some of the auto congestion by implementing a rapid transit system would not only appeal to the customers who favor speedy service, but the gaming industry would also benefit from increased visitor traffic.

City: Detroit, Michigan

An aerial image of Detroit's downtown area shows the problem the city faces with minimal density and maximum land area.

One of the many open spaces in the downtown area. You can see the remains of what used to be a factory.

The old Michigan Central Station in downtown Detroit. This once lively structure is now almost in ruins because of abandonment in 1988.

City: Detroit, Michigan

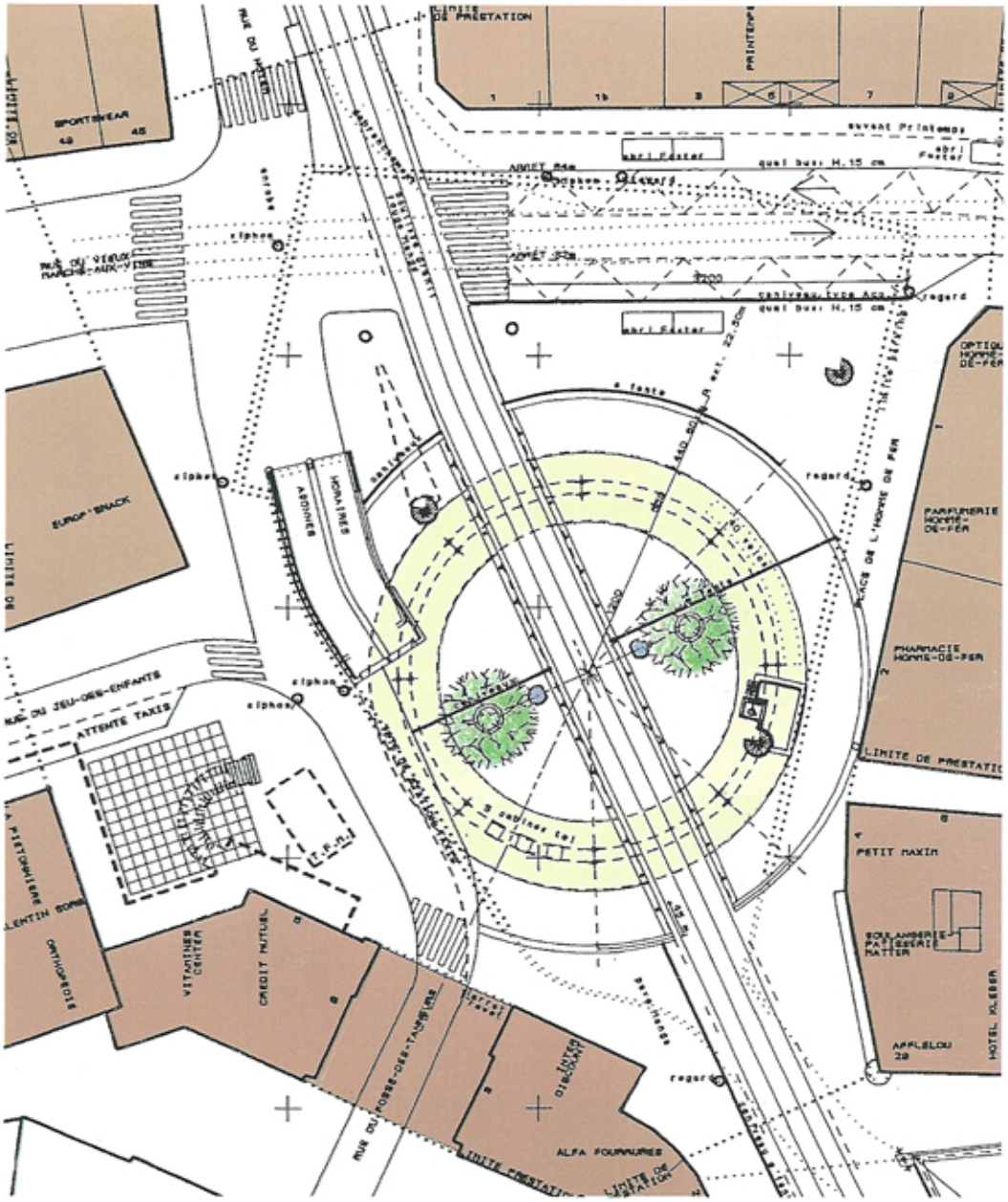
On nearly the complete opposite end of the country from Las Vegas is Detroit. While one might initially think that these two cities are worlds apart from one another, they really have quite a bit in common. Recent economic struggles in addition to an overly generous land area keep these two places in the same realm of thought on some issues. However, density, number of attractions, and environmental issues are drastically different from one location to the other.

Like Las Vegas, Detroit has seen a time of great expansion and outward development. It just happens that this period for Detroit was a number of decades ago in the early and middle parts of the twentieth century. Back then, the booming automobile industry was fueling the need for more residential areas to house Henry Ford's workers. Consequently, some outside businesses saw something about the economy and increasing presence of Detroit and were persuaded to move into the general area. All of this population increase could not be contained within the Detroit city limits, thus, new suburban areas began popping up in areas all around the downtown core. Eventually, the spaces between Detroit-proper and these new suburbs were filled in with more residential and commercial areas and Detroit grew even larger as a result.

Within the past few decades however, Detroit has experienced a period of economic downturn. The decrease in standing of the American automobile industry among companies like Ford and General Motors has resulted in tremendous job cuts. Unemployment has never known heights like this in Detroit. Couple this with a poor economic standing of the city itself in terms of amassing debt and dilapidated facilities, and its safe to say Detroit is going through a tough stretch. Families began foreclosing on their properties and leaving Michigan to follow the jobs wherever they were to wind up. Sizable voids and open spaces are frequent today in the places where once healthy businesses used to stand and make a profit.

Not all of Detroit is currently in ruins. The city still maintains some aspects that it could capitalize on should the proper steps ever be taken to get there. Points of interest for city-goers still exist, but the sizable distances that separate them discourage most people from ever traveling from one to another because of the poorly operated transportation system. Buses act as the main mode of transit, but many Detroiters would argue that the scheduling is sporadic and the buses them selves are in dire condition. Detroit's People Mover was a modest idea back when the main attractions of the city were located in the downtown area which it services. However, being a closed-loop system does not lend itself to expansion of this system without a large amount of demolition and re-organizing.

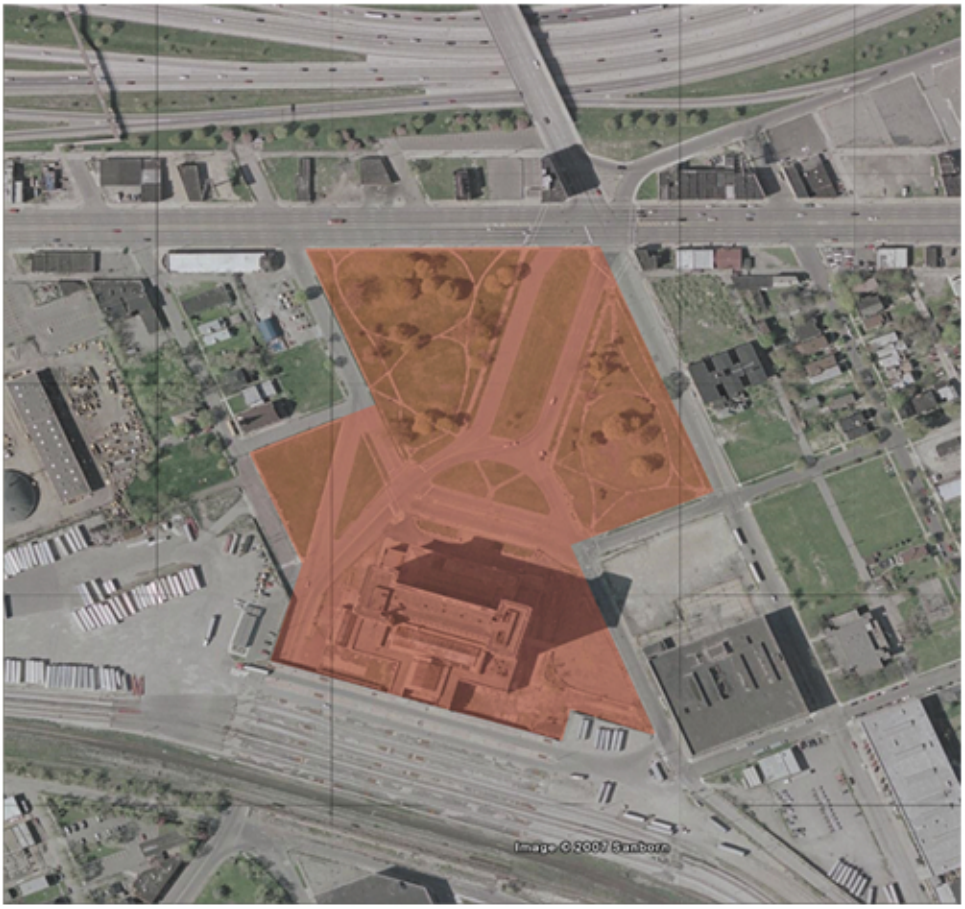
Site: Place de l'Homme de Fer



In plan, it is evident how the circular station covering fits within the surrounding context. The adjacent buildings are of a similar height and the structure functions in an efficient manner.

The open structure provides a nice public space for those using the incorporated transit line and those who are simply enjoying the community atmosphere

Michigan Ave.: Michigan Central Station



The available footprint of the Michigan Central Station site is shaded in red. As you can see, Michigan Ave. borders on the north and the train tracks border on the south creating an eclosed space with a unique shape. Additionally, there is a large amount of green space in front of the existing structure which might be incorporated into an extension of the building or a rejuvenated public outdoor space.

View from the south end back at the building and its context. You can see the tracks in the foreground raised slightly off the ground as well as an industrial warehouse adjacent to the site.

View from the northeast corner of the site looking at some of the grassy areas in front of the station. Although they are currently fenced in, this area and similar ones could be revitalized.

Site Analysis: Michigan Avenue: Michigan Central Station

The first site location is in the city of Detroit just outside the downtown core on Michigan Avenue. Currently, the old Michigan Central Station sits on the site but is no longer in use.

One positive aspect about this site is its location relative to the downtown area. Michigan Avenue is one of five major roads which radiate in a circular pattern from the downtown core. As you might expect, these major roads are more heavily traveled than the smaller roads, so automobile traffic is quite frequent in this area. Additionally, this site has a very strong visual link to the rest of the city. It is less than a mile or so to some of the high rise buildings that make up the Detroit skyline, thus giving the site a sense of place relative to its surroundings.

Secondly, this site is readily available to another major transportation mode: the train. The Michigan Central Station has a grand history of servicing Detroit and its railway passengers. When this station was closed in the late 1980s, there was no longer the strong desire to travel via train into or out of the city. The Amtrak lines were filtered out of use and gradually this building has wasted away into what remains to this day.

Recognizing that this building is extremely powerful and significant to the history of Detroit and its early transportation days, this site may be limited in terms of design freedom. A proposal that would call for total demolition of the station might be frowned upon by Detroit's citizens. Conversely, a proposal that hints at the idea of reuse is limiting because of the large massing and volumes which still exist.

Woodward Ave.: Stadium District

The proposed site is shaded in red to the right. Woodward Avenue is the main boundary to the east and the Fisher Freeway service-drive is the border to the south. The buildings in the surrounding context are mostly low-rise industrial warehouses with some sporadic residential areas. The townhouse and a church lie across the street.

View looking south down Woodward. The new townhouses occupy the street front on the other side of Woodward and the downtown area can be seen very well in the background.

View looking north down Woodward the entire length of the site. Notice the cars in the picture and how they are traveling on a road which cuts through the proposed site.

Site Analysis: Woodward Avenue: Stadium District

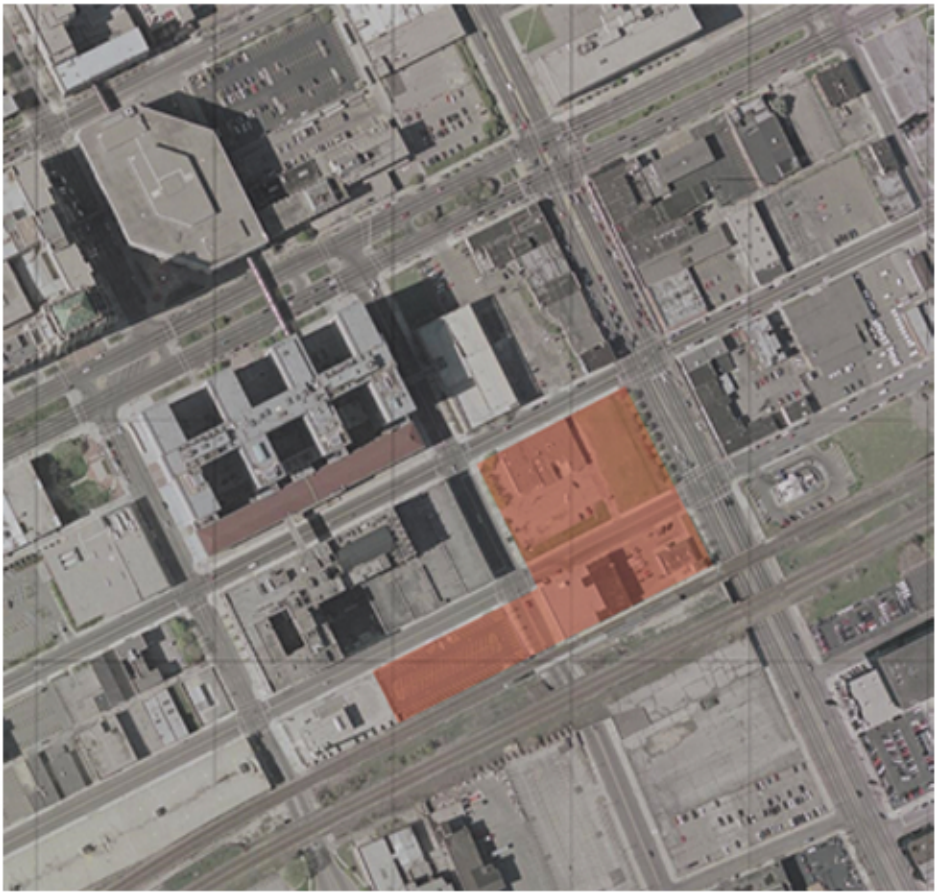
The next site is located along Woodward Avenue and the I-75/Fisher Freeway service-drive. Currently there are no other structures on this site but it is dissected by numerous streets and alleyways.

More so than the previous site, this location is almost exclusively in the downtown area. Just across the freeway are the Fox Theater District, Comerica Park, and Ford Field. It could be argued that on any given night, this area may be the most densely populated in all of Detroit. Its numerous performance theaters and several restaurants coupled with either a Detroit Tigers or Detroit Lions sporting event can create a tremendous amount of pedestrian traffic.

Another positive note about this site is its relation to a residential surrounding. Unlike the previous site where the neighborhood surrounding the station was nearly as rundown as the station itself, this site has full exposure to several blocks of new townhouse developments. In an effort to attract more people to Detroit for residence rather than pleasure, the city began constructing upscale townhomes in some of the more popular areas around town. On the other side of Woodward are a dozen or so fully-furnished homes which waited to be sold.

Unlike the Michigan Central Station site, this site does not have direct access to railway transportation. Obviously, if transportation is at the center of the proposal, alternative ideas and modalities to give the site easier access must be pursued. However, this site does have an abundance of street frontage which could be converted into points for rapid transit pick-up/drop-off or full service bus and taxi headquarters.

New Center Area: Amtrak Station



The proposed site is shaded in red. Woodward Avenue borders the site on the east and to the south, a pair of train tracks create the southern boundary. Milwaukee Avenue is the northern border. An additional parking lot across Cass Avenue is also in the proposal either to be used as a parking site or for building expansion.

View of the north end of the site. The surrounding context in this area is mostly medium to high-rise structures. Currently, nothing occupies this portion but it may have been used as a small parking lot previously.

View from the west end of the site looking to the east along the train tracks. This piece of the site is currently a parking lot for the businesses in the area.

Site Analysis: New Center Area: Amtrak Station

The final site proposal is a parcel of three blocks in the New Center Area, north of the downtown core. The New Center Area is one of the few stable areas in Detroit. In fact, there are several plans in place for renovations of current buildings which will lead to the relocation of certain operations to this area.

Up Woodward Avenue a bit farther than the previous site is the current Detroit Amtrak station. Amtrak still has pedestrian trains that travel along one of the two rail-lines in the New Center Area, but they carry nowhere near the amount of passengers as they did some time ago. Similar to the Michigan Central Station site, this site has direct access to train traffic which is a huge advantage when looking at transportation issues. Additionally, this site currently receives all the Amtrak passenger trains which means it would not require tracks to be re-opened and renovated.

Being made up of multiple blocks, numerous streets dissect the site. This creates plenty of street frontage, although, some roads are much more traveled than others. Its location is also relatively strong being located in an area which is easily accessible from two major freeways (the Lodge Freeway and I-94) and two major city roads (Woodward and Grand Boulevard). This intersecting area of major transportation arteries adds to moderate level of pedestrian traffic in the area which is the result of many businesses and attractions in the surrounding neighborhood.

PROJECT PROGRAM

For the building type which would fit the needs and circumstances of the site, the program must be able to accomodate many various things. Primarily, the function of the transit station is of the utmost importance. Numerous modes are to be incorporated into the project, each with its own individual areas.

Secondly, in an effort to bring together these multiple modes of transportation in a cohesive, unified manner, separate and distinct public spaces are to be incorporated into the program. Some of the various areas which are to be included are an internet cafe, a small-scale restuarant, a juice and sandwich bar, and an outdoor patio area. Additionally, multiple seating areas will further unite the building by being distributed evenly throughout.

The final aspect of the building's program is an outdoor public space. This area is meant to visually stimulate interest in the building for those who are passing by or those new to the area. The public space is to include seating areas and possibly a couple small areas for snack and beverage purchase.

TRANSIT STATION

Train

Ticketing	**600 sq. ft.**
Administration/Offices	**1250 sq. ft.**
Waiting/Seating	**1500 sq. ft.**

Rapid Transit

Ticketing	**550 sq. ft.**
Administration/Offices	**300 sq. ft.**
Waiting/Seating	900 **sq. ft.**

Regional Bus

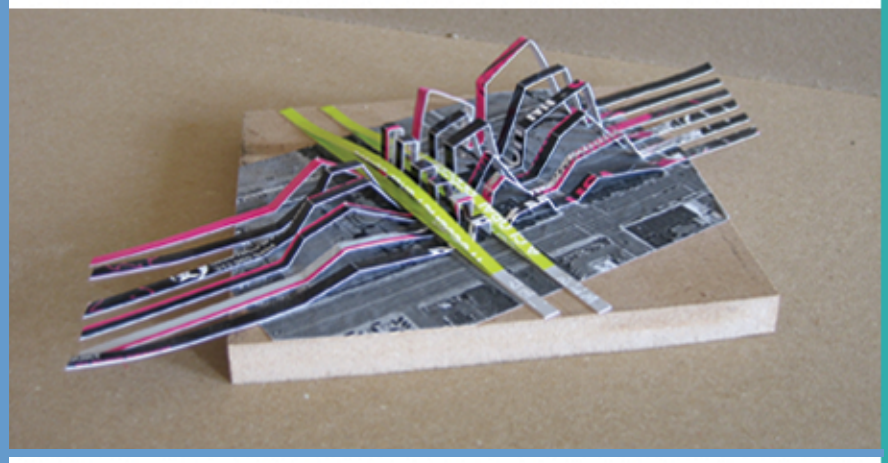
Ticketing	**350 sq. ft.**
Administration/Offices	**300 sq. ft.**
Waiting/Seating	**1200 sq. ft.**

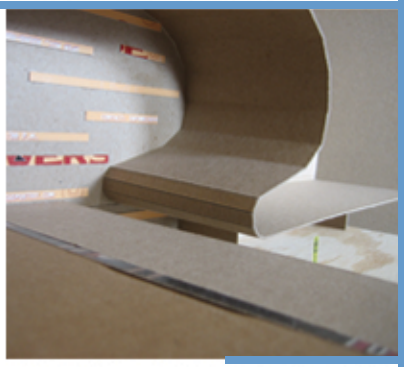
Local Bus

Ticketing	**350 sq. ft.**
Administration/Offices	**300 sq. ft.**
Waiting/Seating	**1500 sq. ft.**

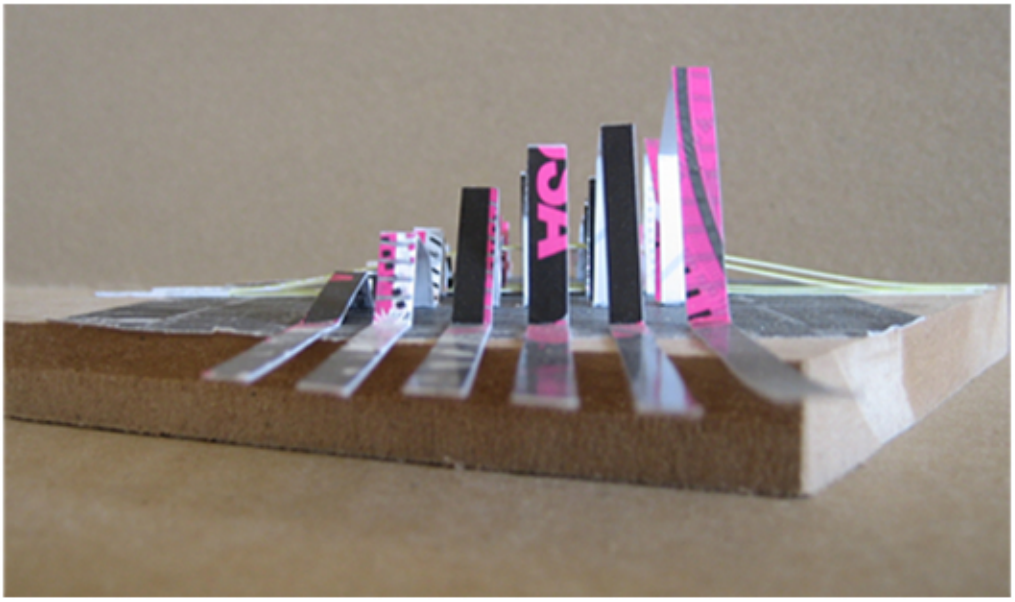
PUBLIC SPACES

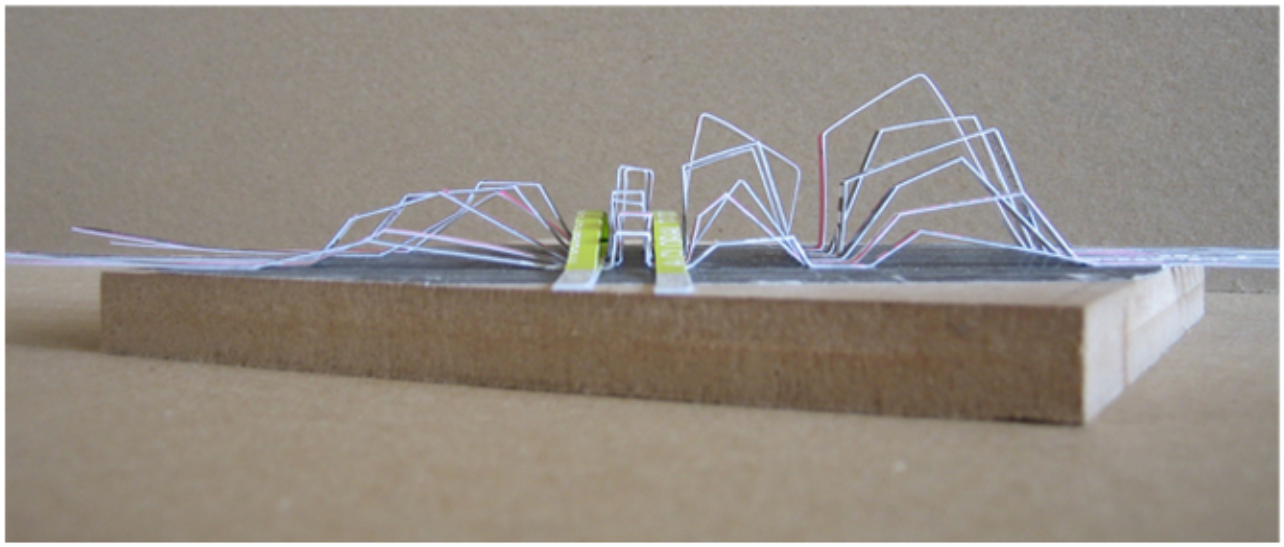
Internet Cafe	**2700 sq. ft.**
Restaurant	**2500 sq. ft.**
Sandwich/Juice Bar	**700 sq. ft.**
Conference Rooms	**1300 sq. ft.**
Vending/Telephone	**450 sq. ft.**
Outdoor Patio	**2000 sq. ft.**



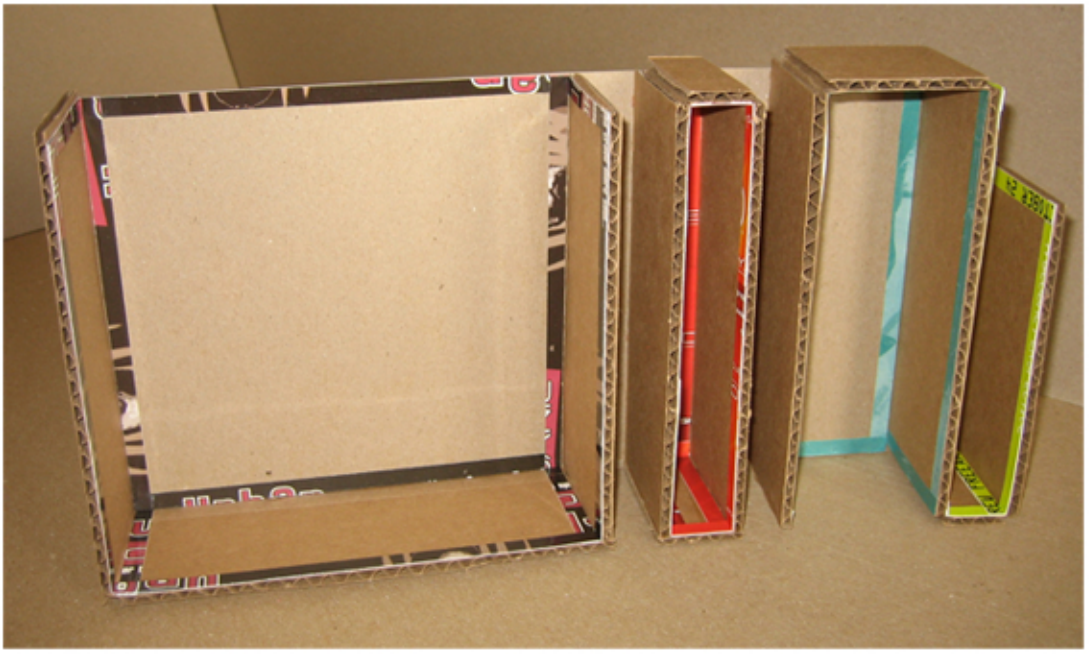


Preliminary Schematic Design

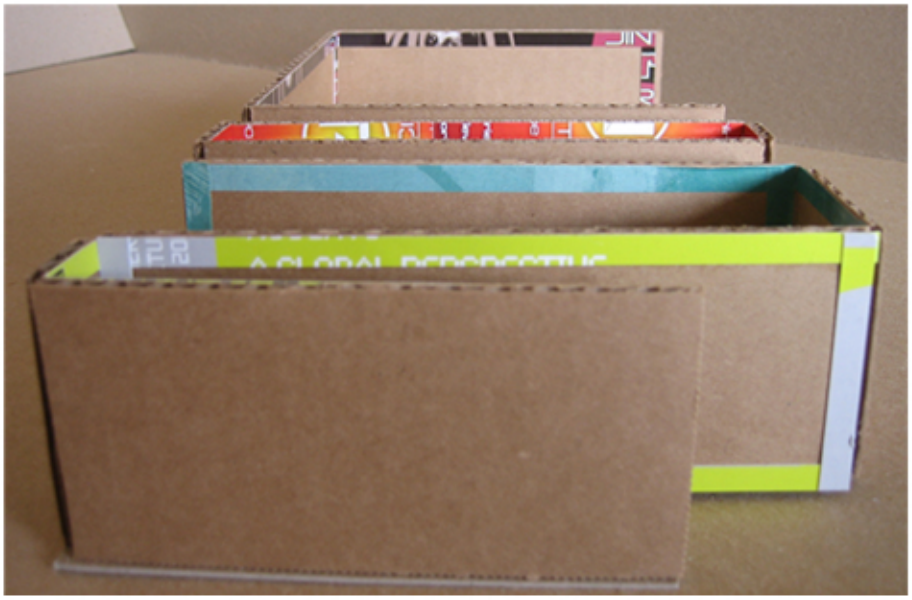


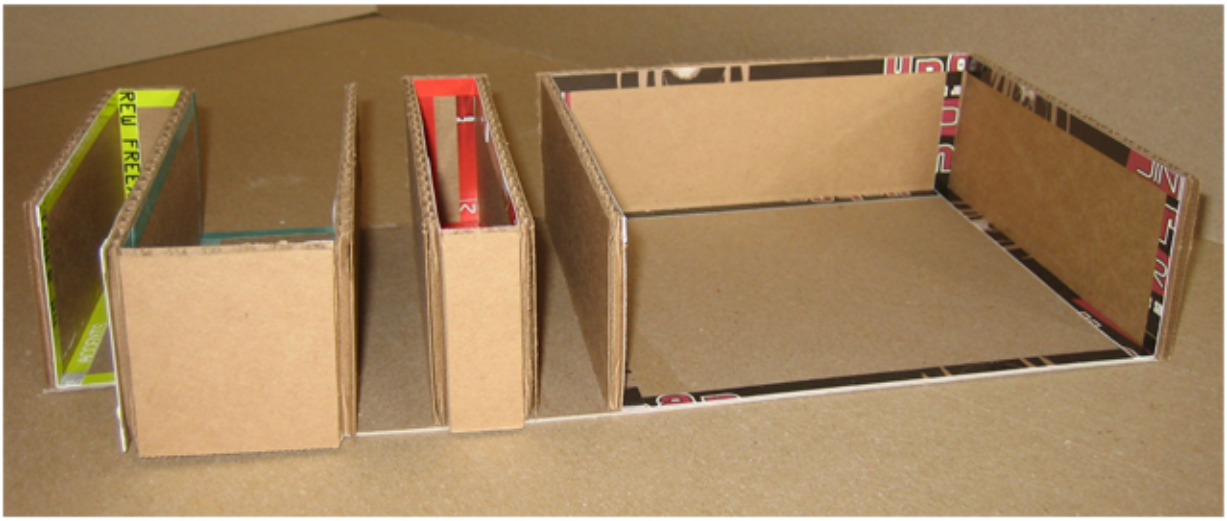


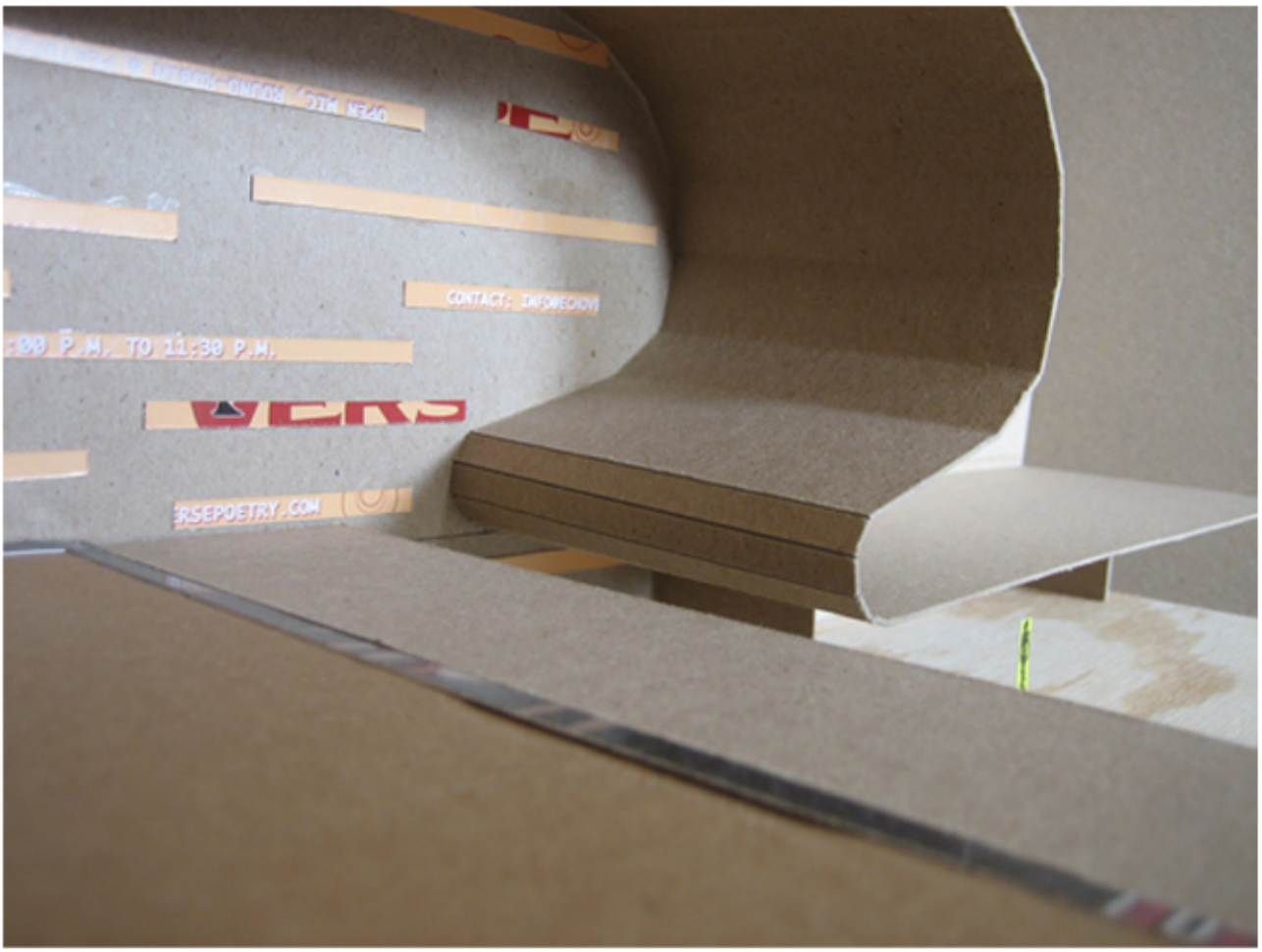
These initial study models were an attempt to not only explore the site, but to generate ideas for a building form that fits in the existing context. The linear elements/strips will be a theme that fits the program and building type because of it fluidity and length.



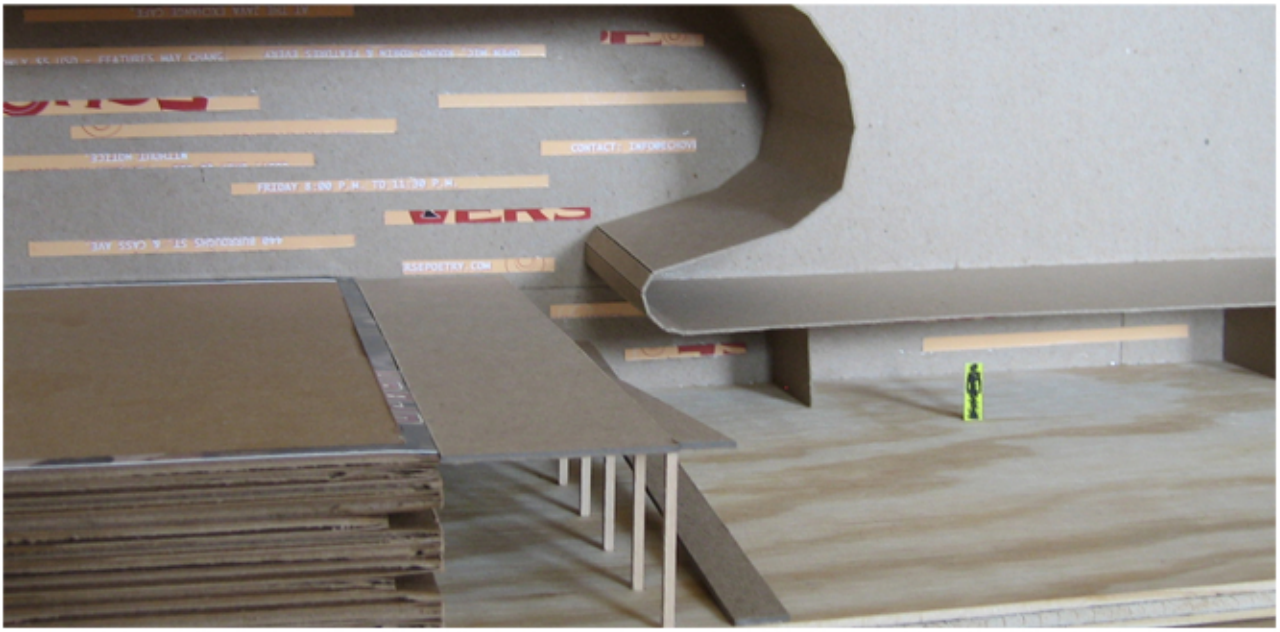
My next sketch model was an exploration that followed up from the folding and flowing forms from the previous models. I was able to generate spaces and compartments where the floor on one level also acts directly at ceiling for another.

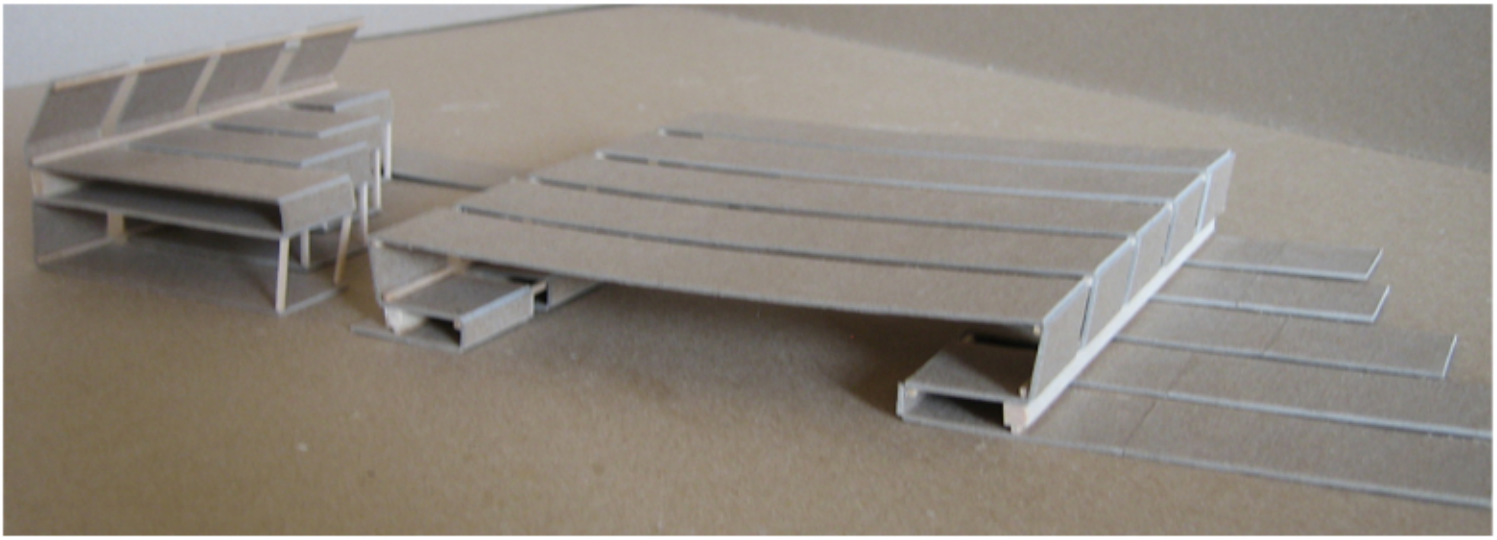


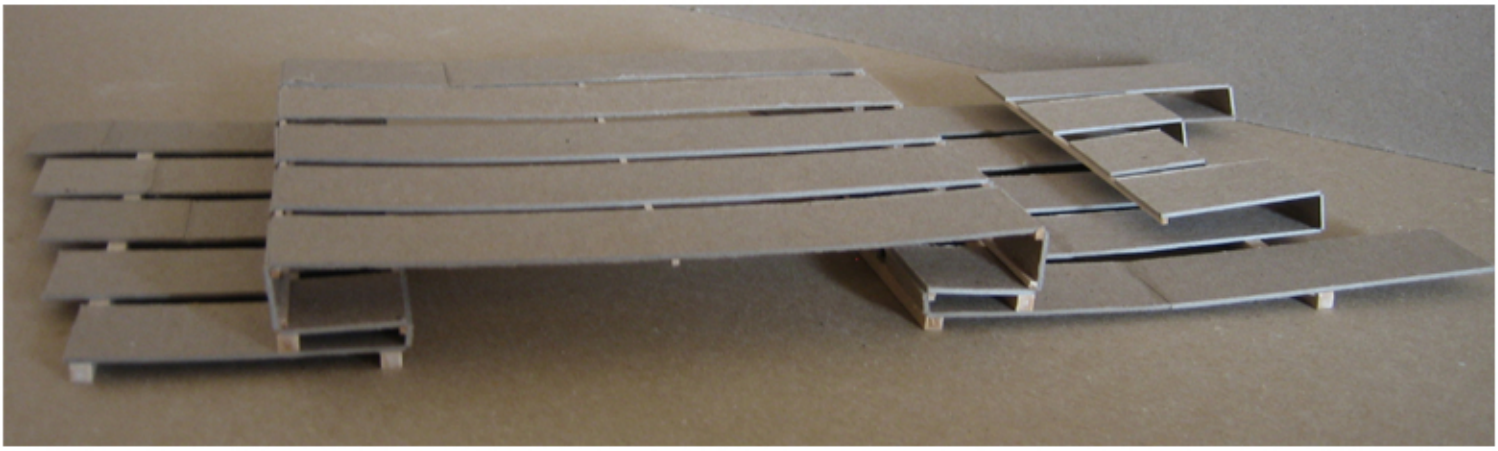




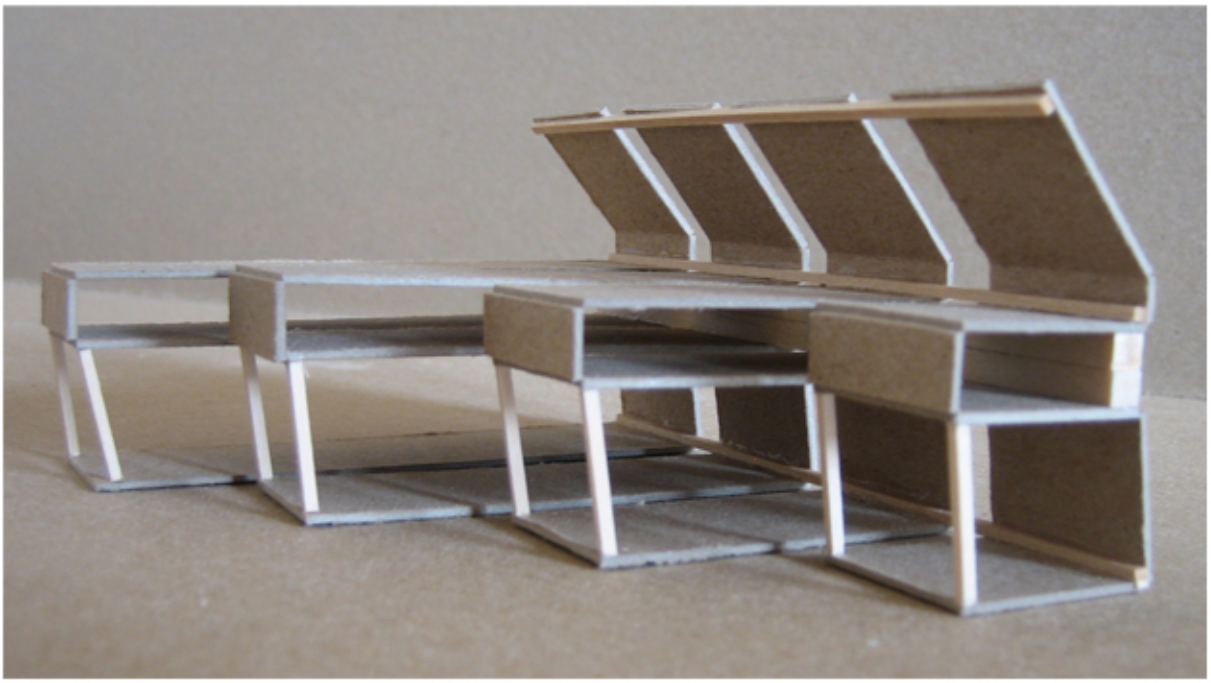
This model was done as a one day charrette during a studio session. My concept was a continuation of the previous model where spaces were created from simply folding an element. Here, the roofing structure folds and pinches in near the train track area and a unique space is created where I propose a crculation route.



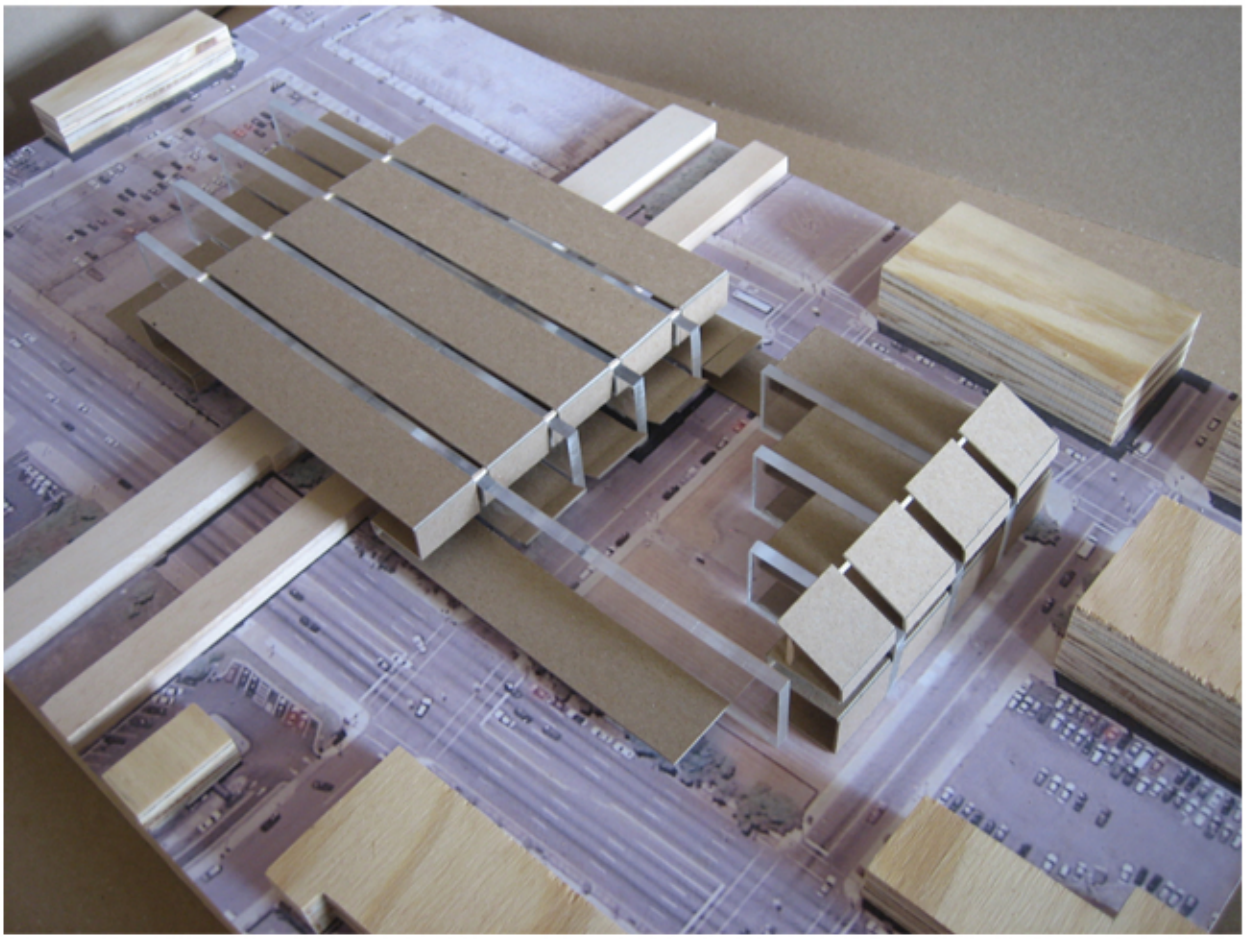


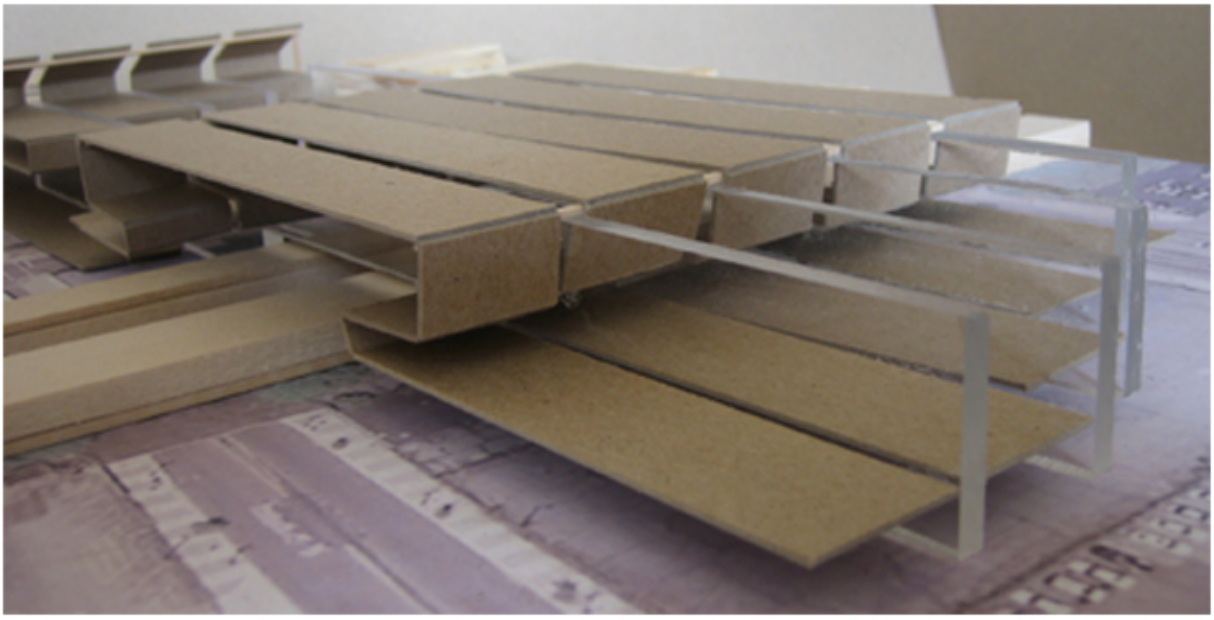


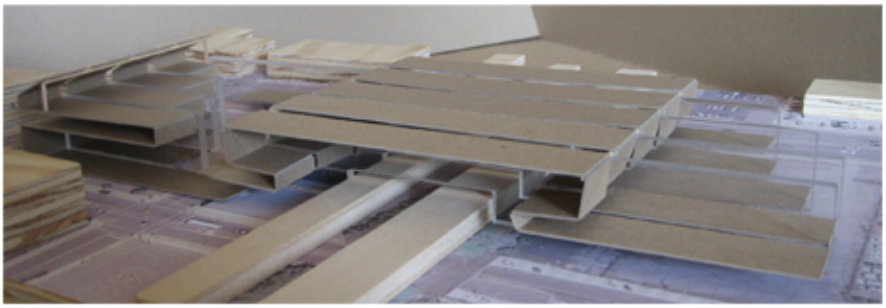
The next series of models actually deal with a building form. The long, solid linear elements are meant to be the roofing structure and the spaces in between are meant to represent an open roof/flooring structure such as glass or void.



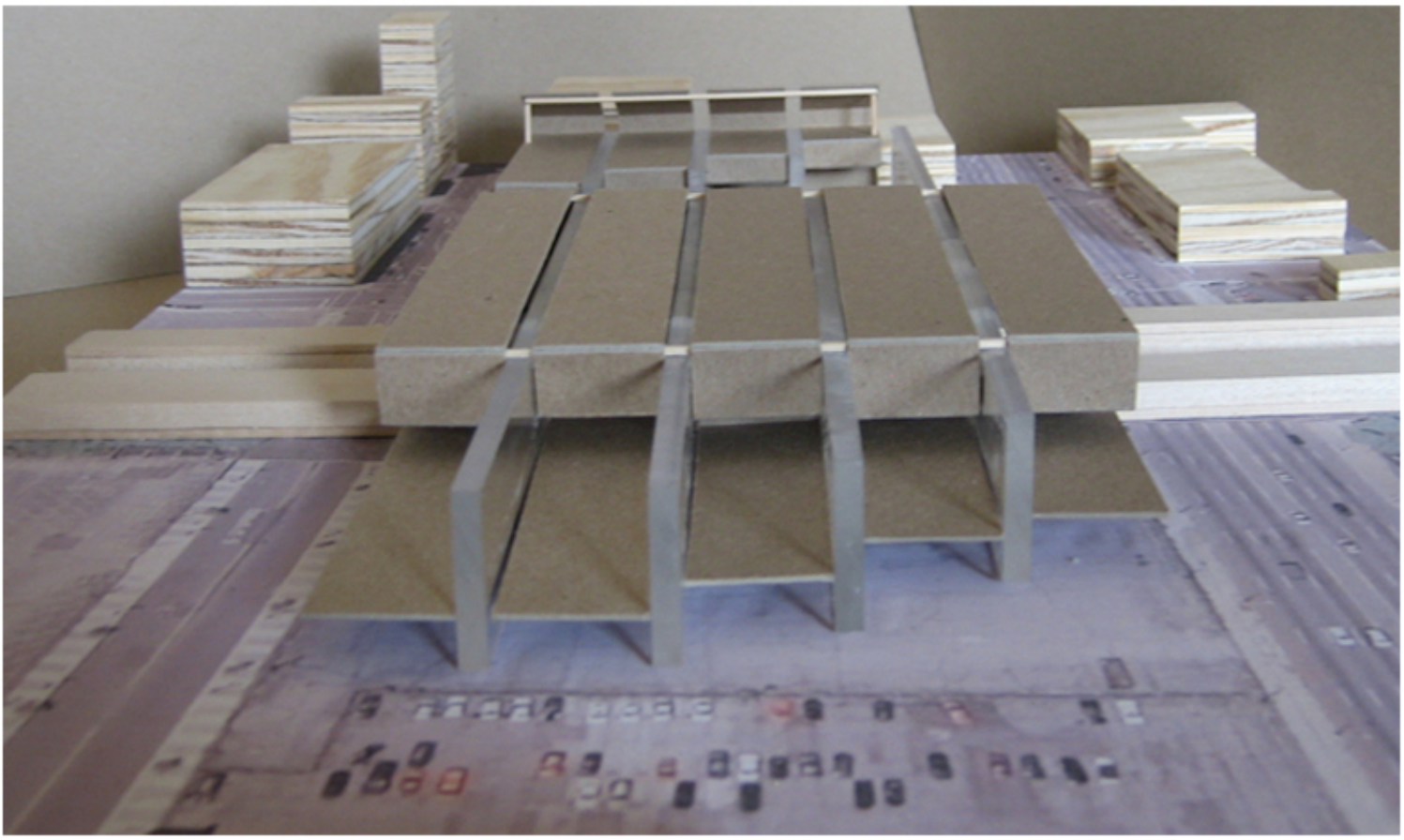
FIRST SEMESTER, FINAL MODEL

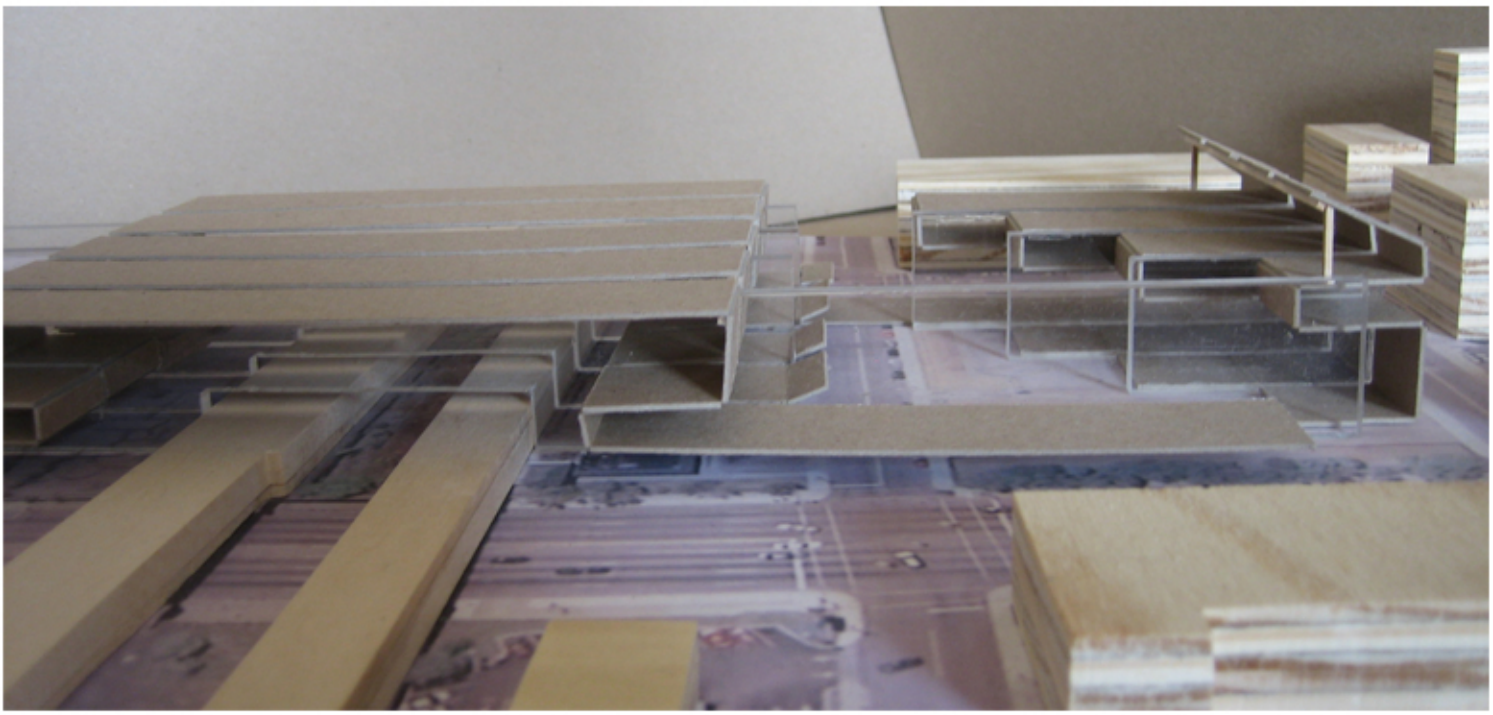


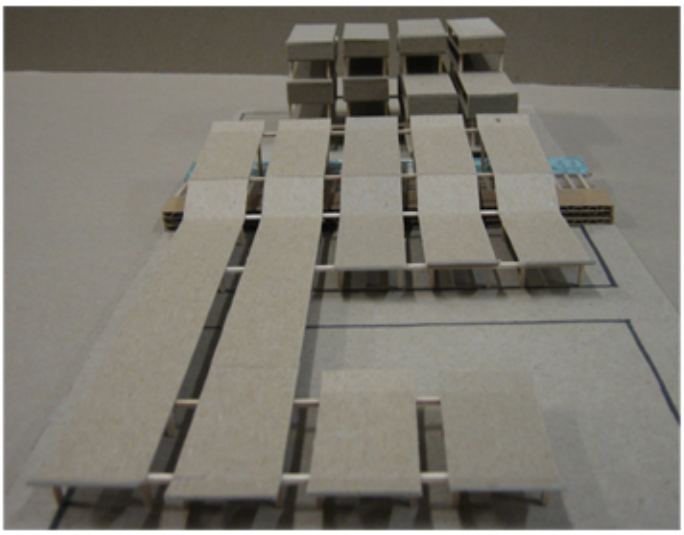


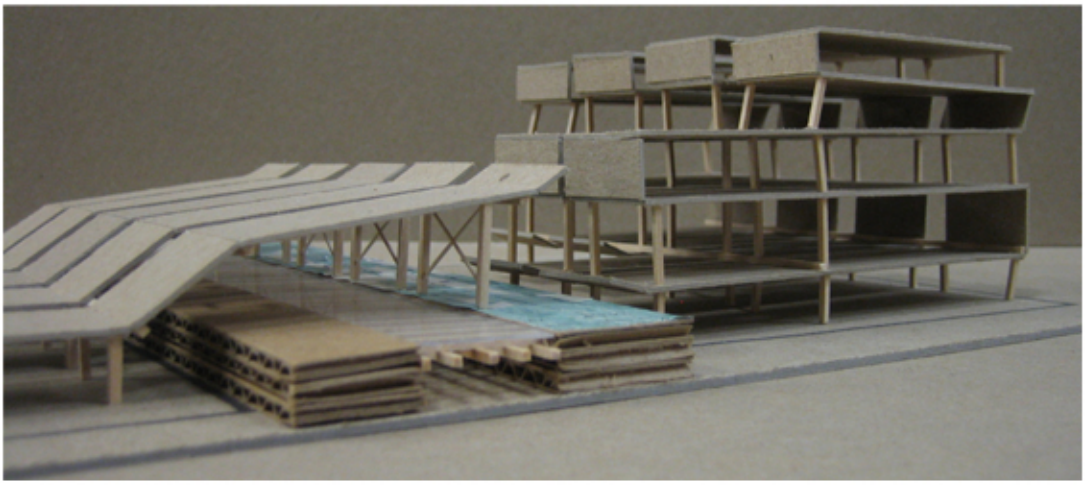


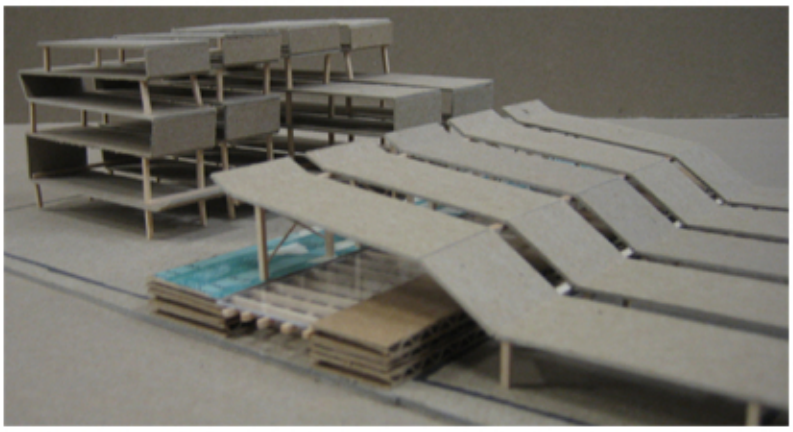
FIRST SEMESTER, FINAL MODEL





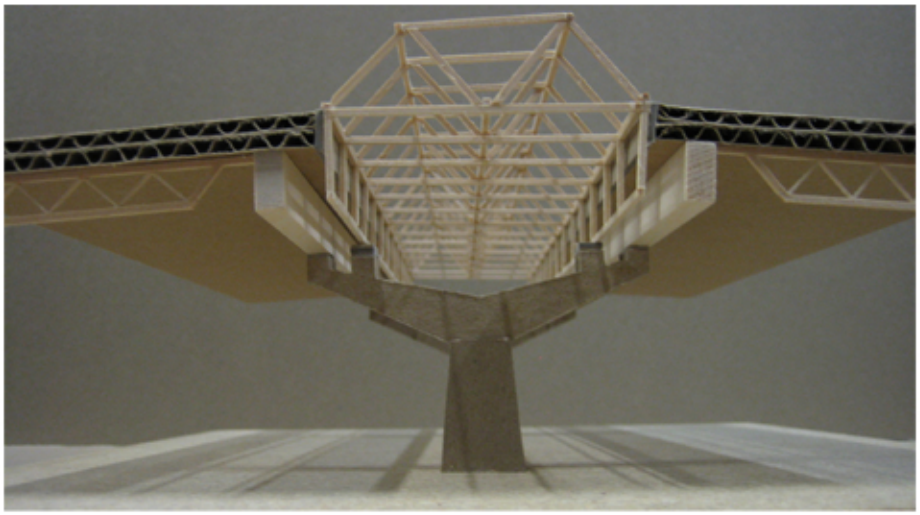


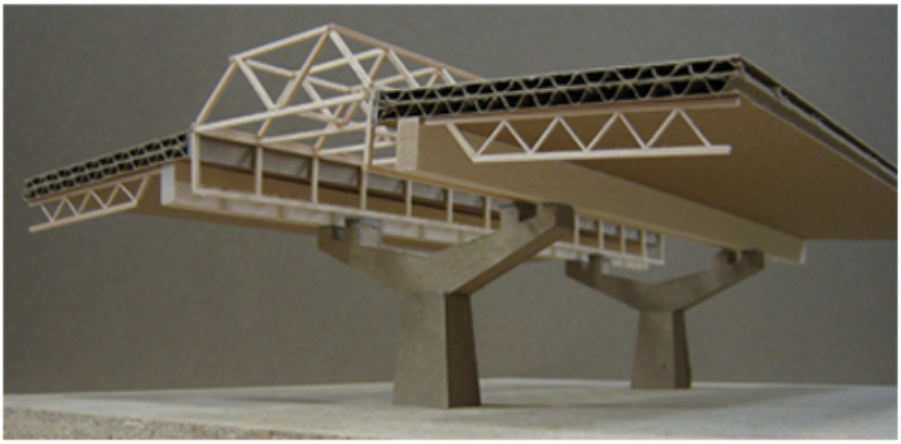


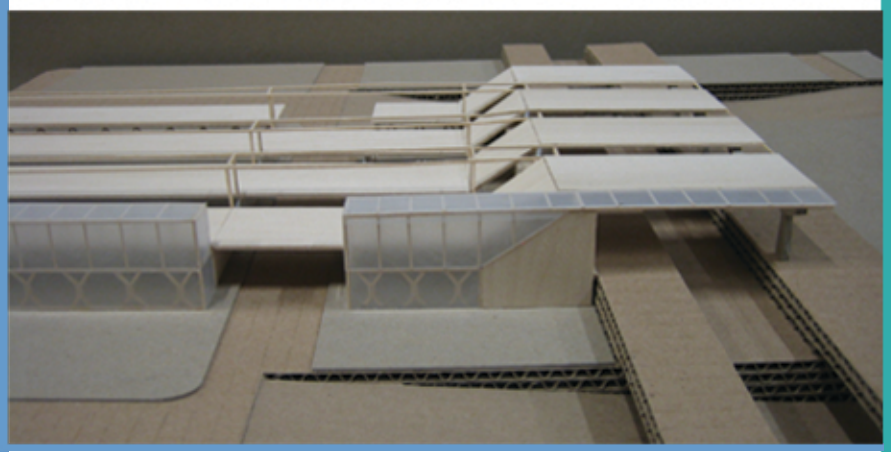


Following the critique I received about my first semester design, I determined that the form I was working with began to consume the site. Since the project was at such a large scale, I began to think of ways to break down the form and open up some of the site for outdoor public spaces. Additionally, I received some valuable information that the southern set of train tracks on my site were no longer usable because they had fallen into such disrepair. I then began to develop that area into what would eventually become a linear walking path that leads to the transit station.

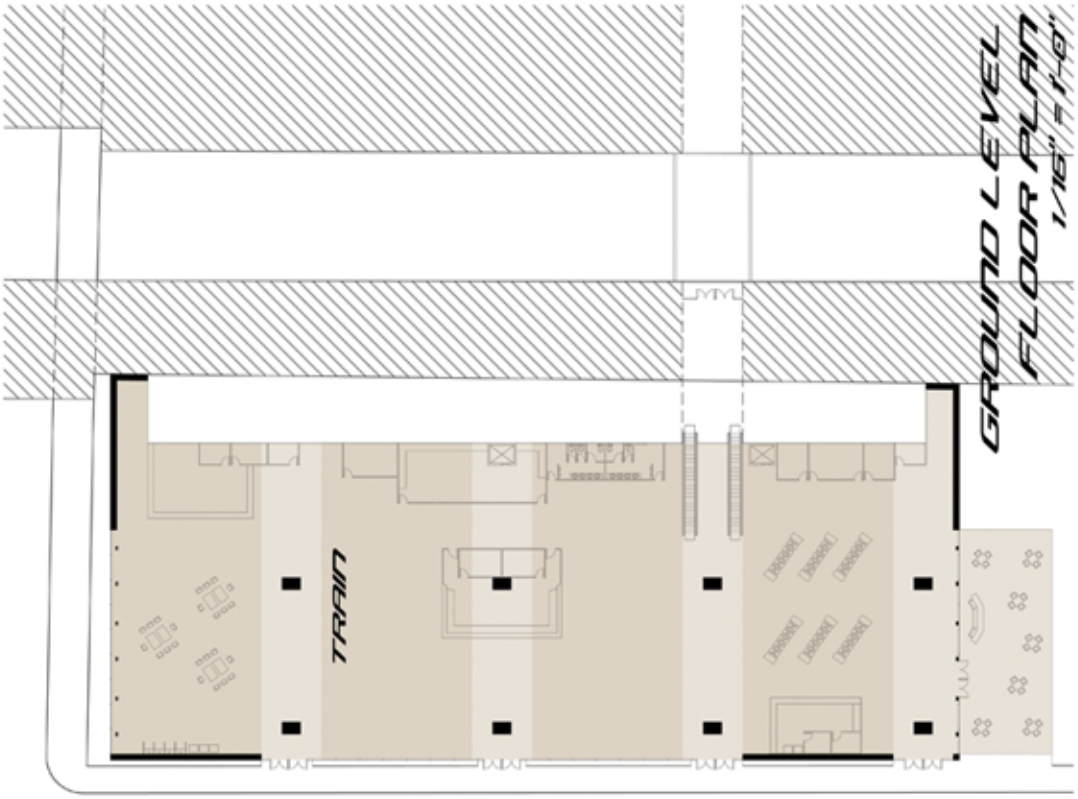
One of the more innovative aspects of my design is the structural system. In an attempt to free the maximum amount of floor space and address the issue of my linear theme, I devised a large column system that somewhat resembles the sturdy highway supports many of us are used to. The intricate truss members represent the area that is to be clad in glass

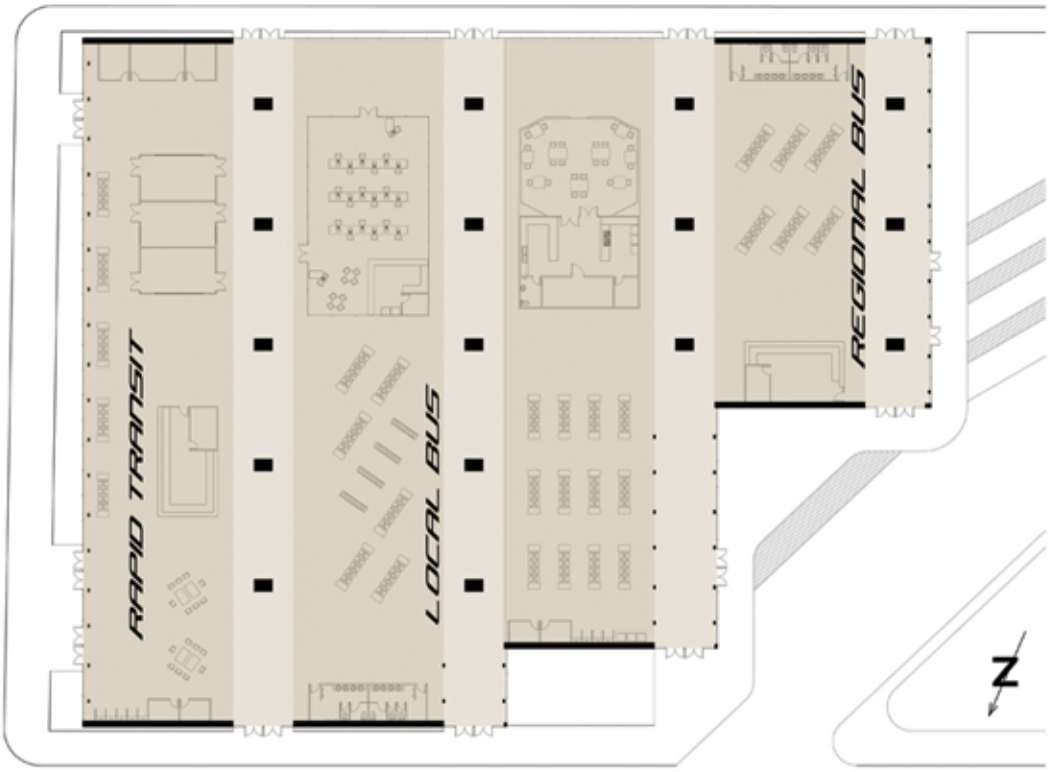




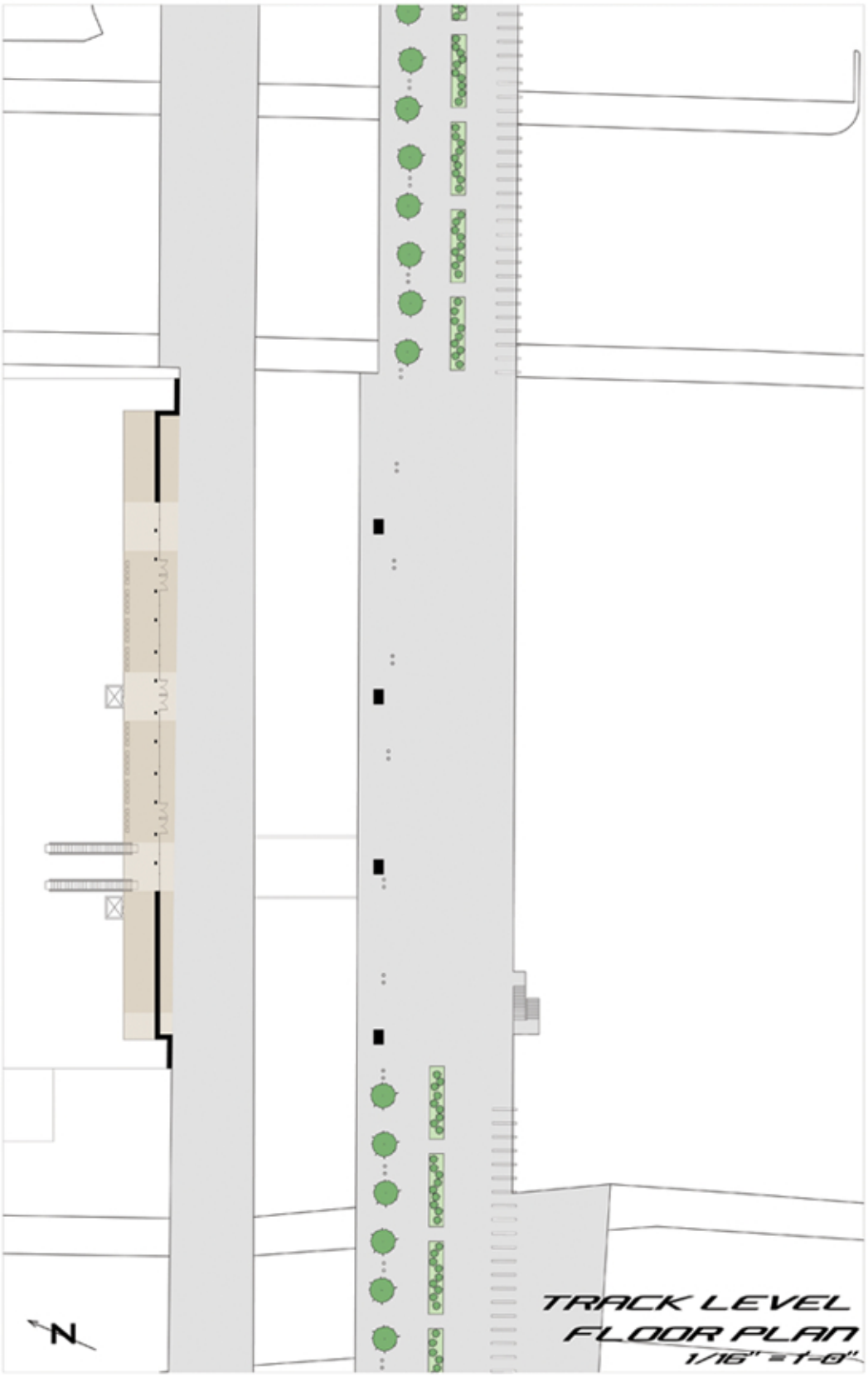


Drawings and Models

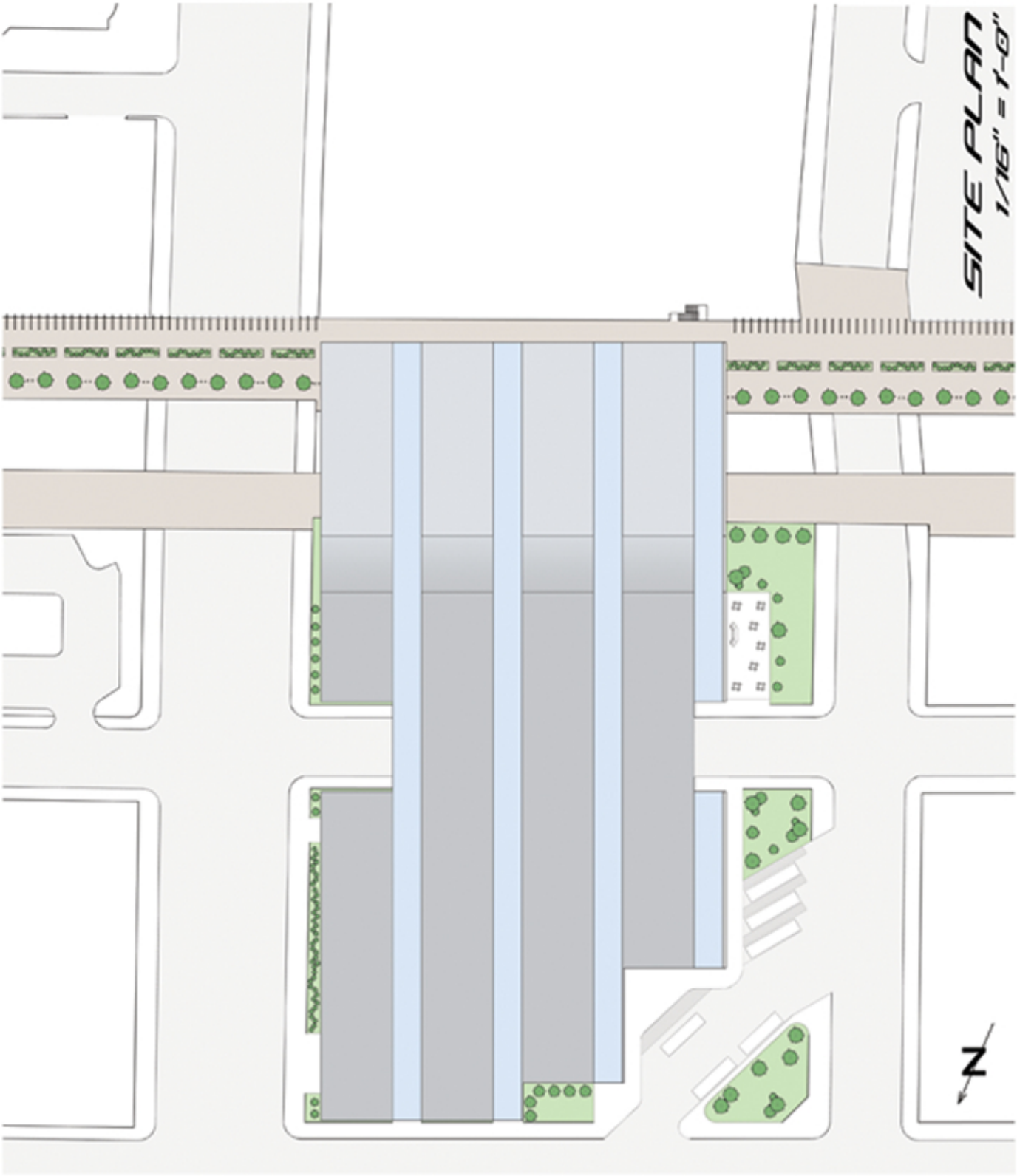




The final floor plan shows the areas which are covered in solid roofing in a darker shade than the areas which are covered by the strips of glass cladding.

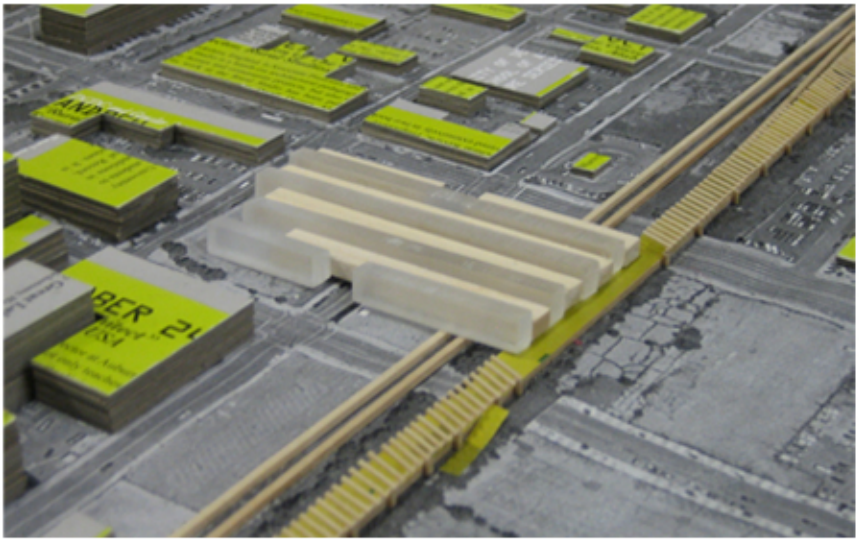


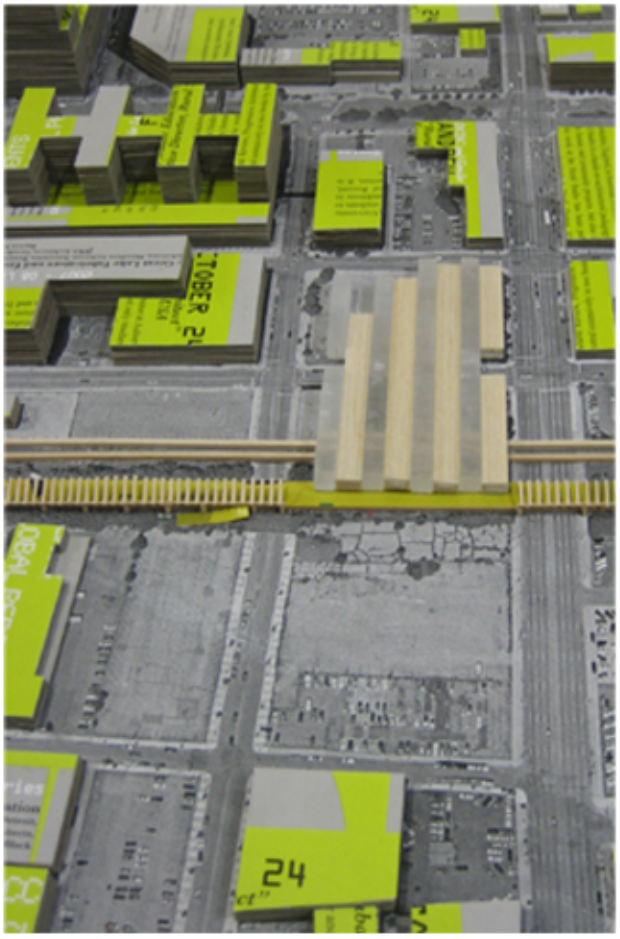
The track-level floor plans details the wall that encloses the building from the boarding area as well as some of the linear greenway.

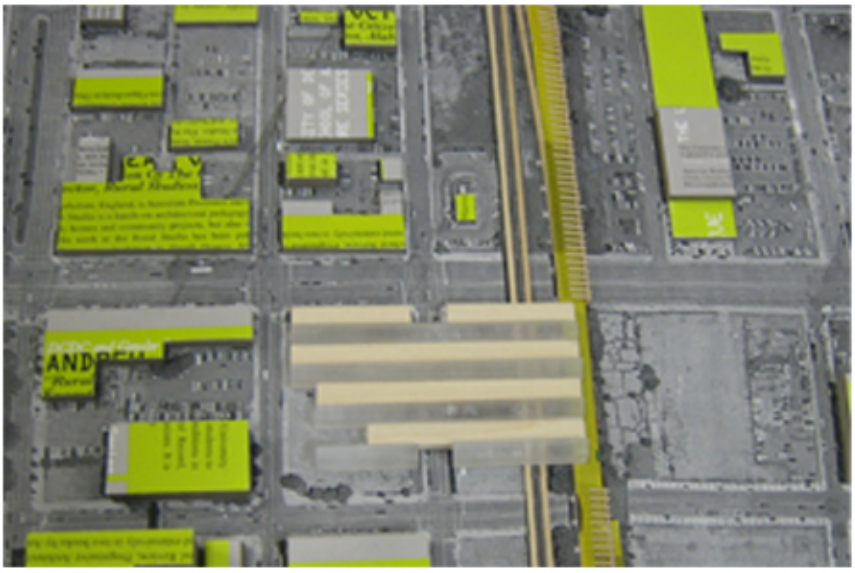


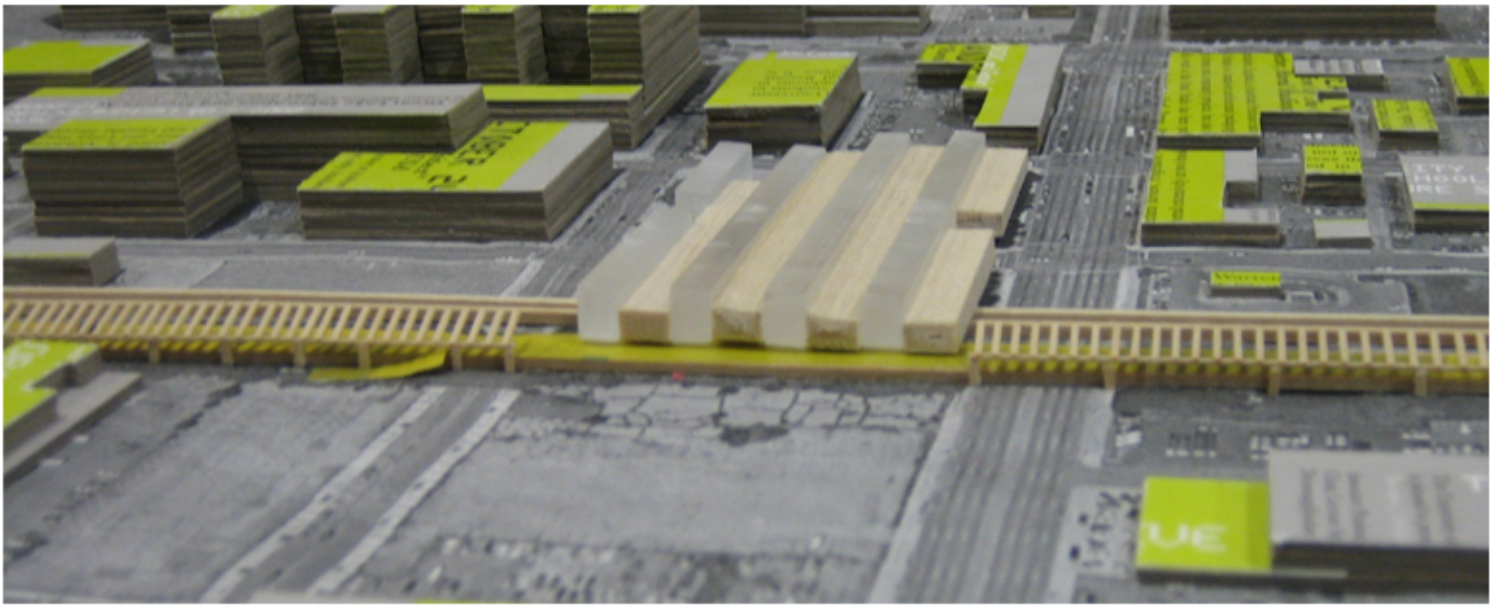
The site plan shows how driveways and access roads interact with the building for things like bus loading and relationship with adjacent roads.

Elevations of the final buildings proposal.

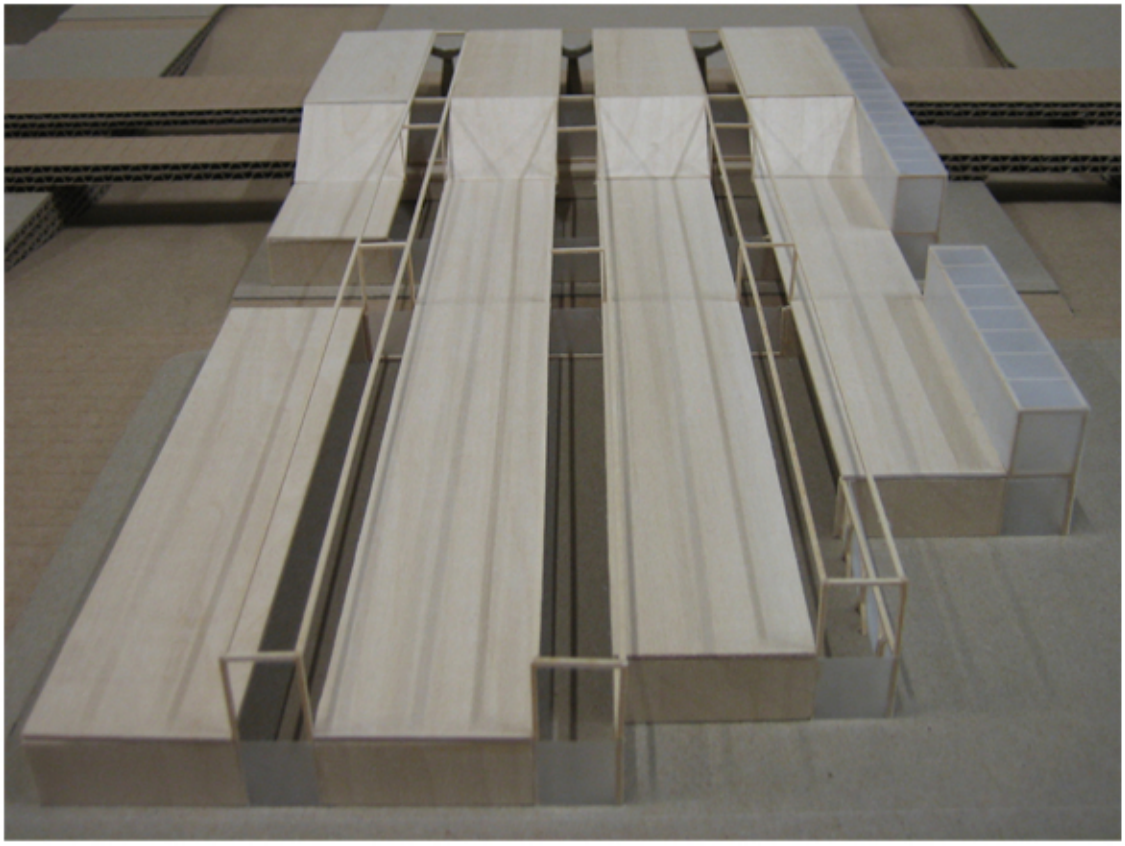


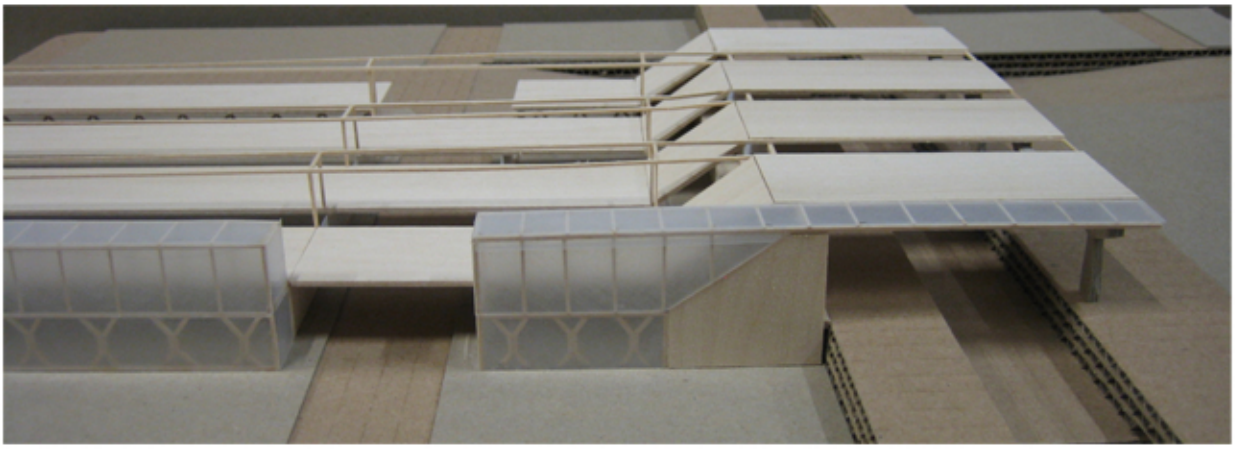


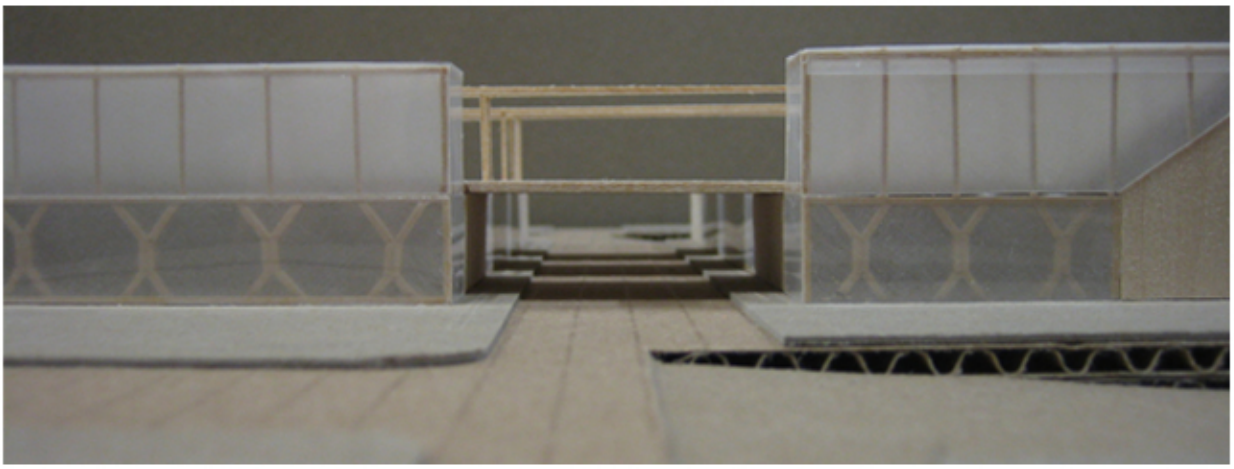




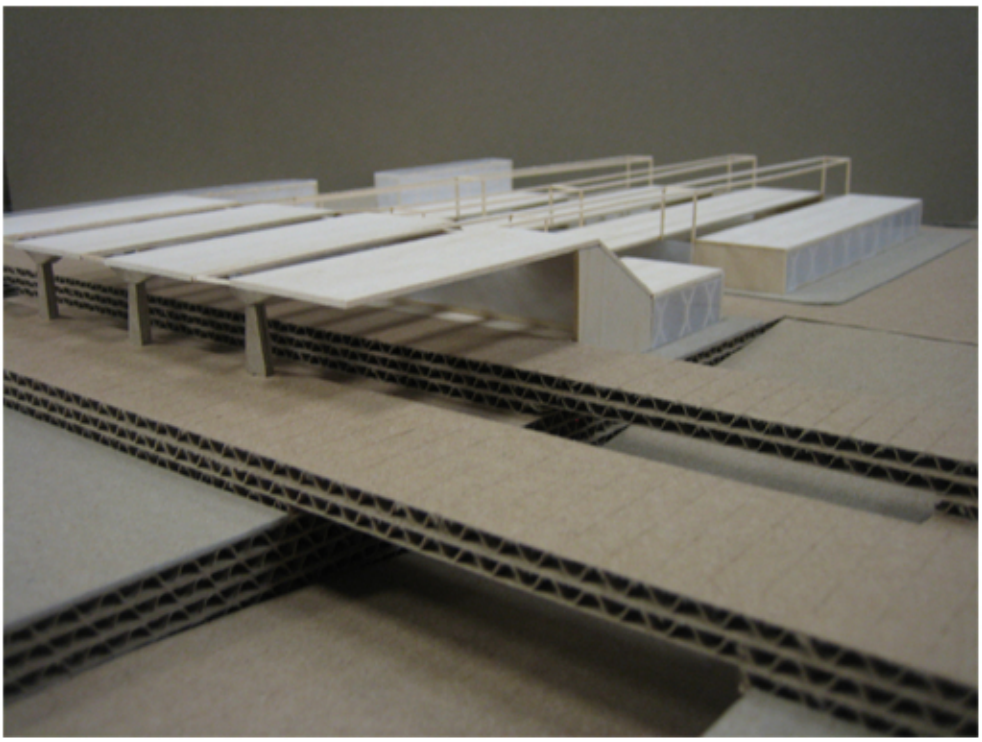
The overall site model shows the final building proposal along with the covering structure for the linear greenway in relation to the New Center area.

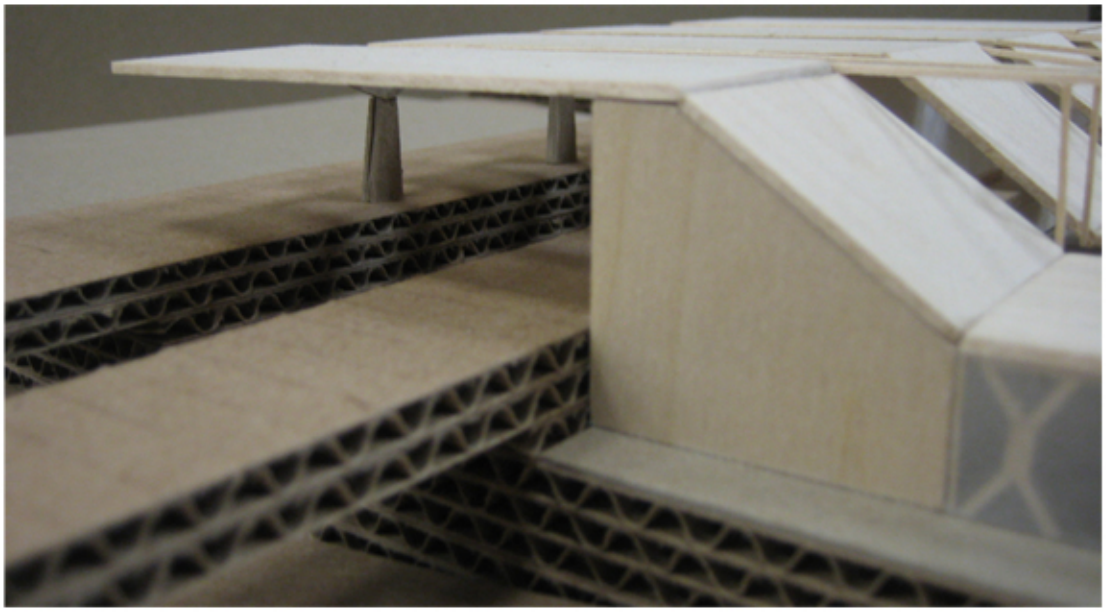


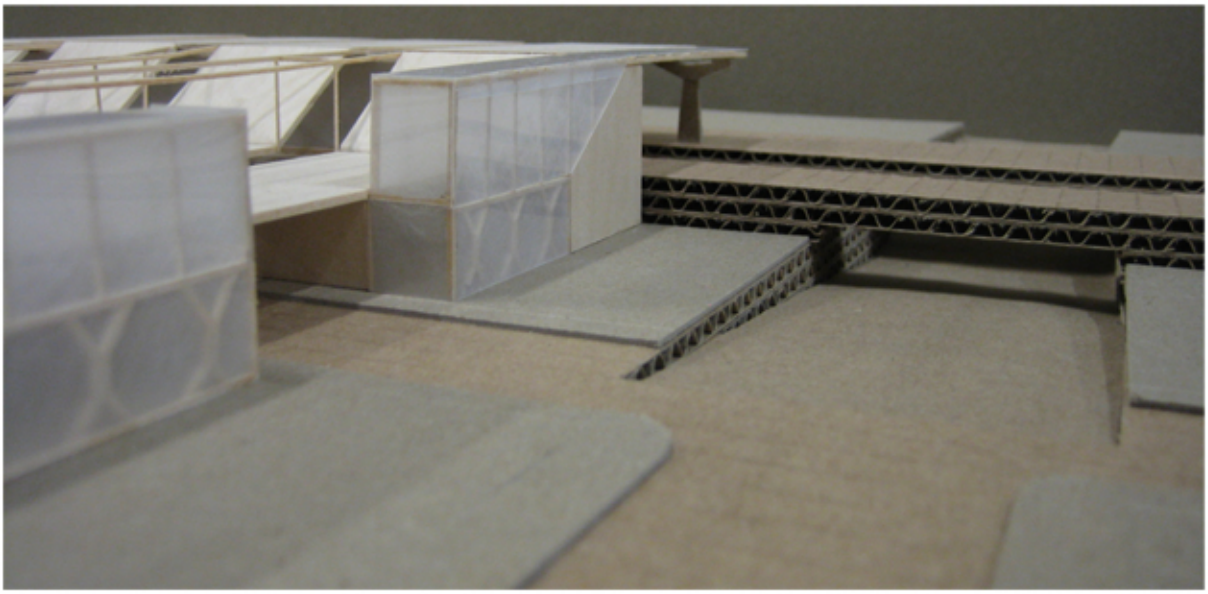


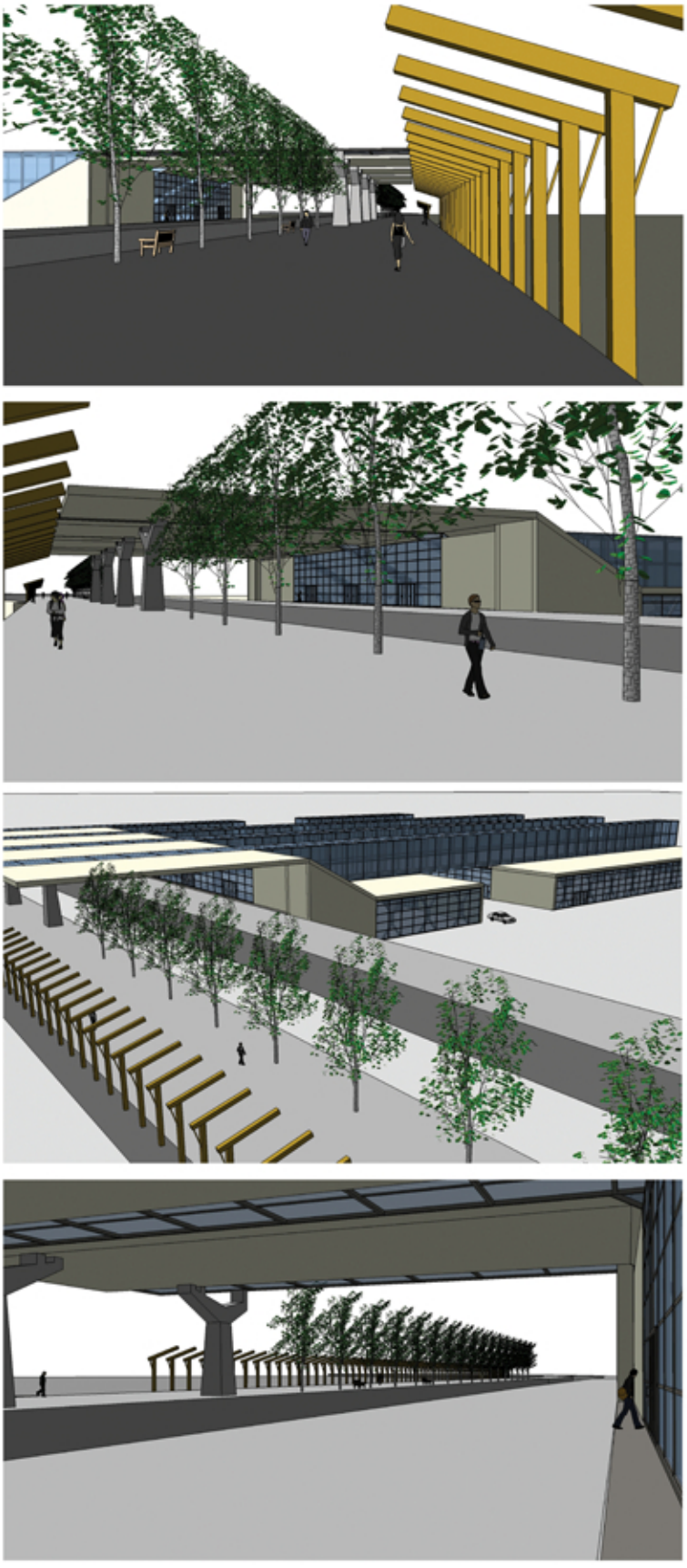


The final physical model showing the proposed building and the context of the site.

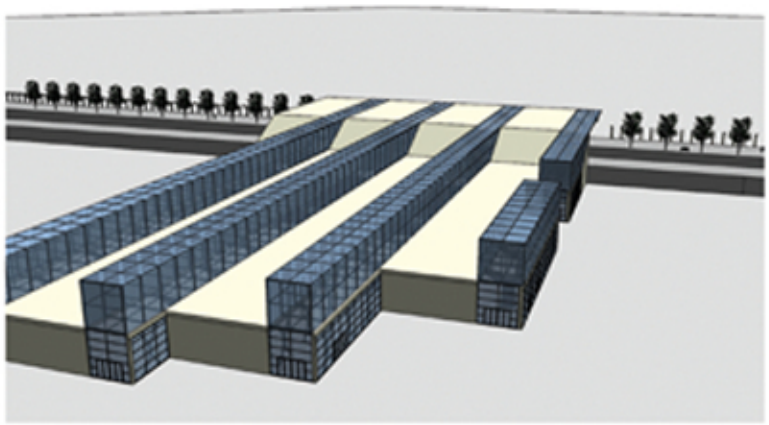


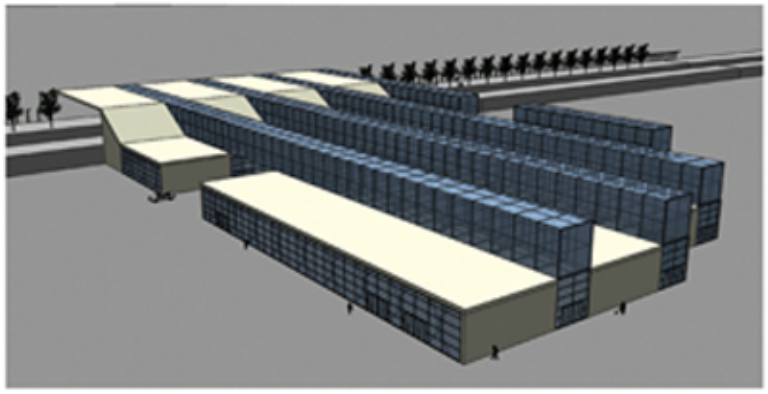


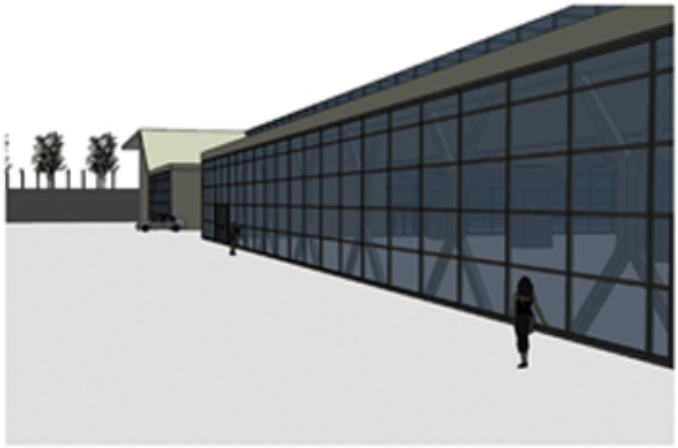


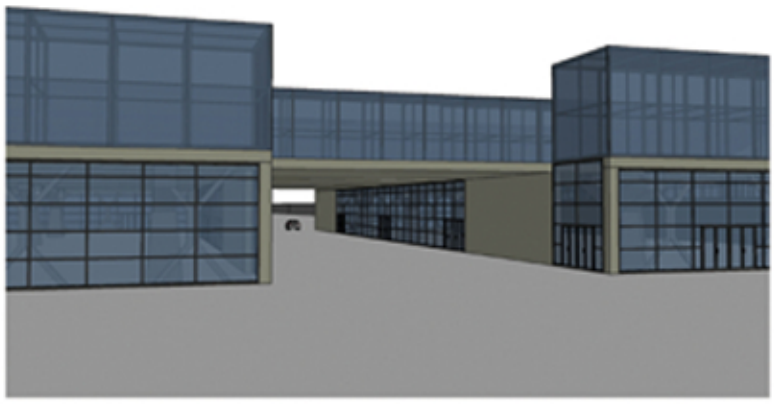


The final boards show renderings of the linear greenway and the buildings









The final boards show renderings of the linear greenway and the buildings

Eames, Charles, Eames, Ray, Morrison, Philip, and Morrison, Phylis. "Powers of Ten." (San Francisco: Scientific American Library, 1982).

"Powers of Ten" accurately put things in context when you examine their size. It dissects how even the smallest alterations (in this case, adding another zero) can greatly change perception. This is relevant to my thesis study because it places added emphasis on the idea that scale affects our personal experience of different things.

Jones, Peter Blundell. "Modern Architecture Through Case Studies." (Oxford: Architectural Press, 2002).

Kunstler, James Howard. "The Geography of Nowhere: The Rise and Decline of America's Man-Made Landscape." (New York: Simon & Schuster, 1993).

This book was primarily used as a resource to pinpoint the moments where some of the disconnections described in my thesis arose. It gives insight as to how they came about and what sort of this could reconcile them.

Leatherbarrow, David. "The Roots of Architectural Invention." (New York: Cambridge University Press, 1993).

Leatherbarrow, David. "Uncommon Ground: Architecture, Technology, and Topography." (Cambridge: MIT Press, 2000).

This book is a theoretical reference on how space is actually defined. It questions the need for walls or other vertical elements to effectively start/stop the boundary of a place. It's relevance to my studies can be found when thinking about how spaces flow in to each other and how people interpret a change in place.

Littauer, Florence. "Personality Plus." (Grand Rapids: Baker Book House Company, 1983, 1992).

It was recommended to me at the start of my project that I try and gain an understanding of the different emotional classifications of people. This book does good job of explaining some of the characteristics that people have, with which I was able to apply toward my design based on the types of reactions I might receive from each.

Muto, Shoichi. "Las Vegas: 16 Hotel & Casinos, 5 Themed Restaurants." (Tokyo: Shotenkenchiku-sha, 1997.) p.172-176

Orr, Frank. "Scale In Architecture." (New York: Van Nostrand Reinhold, 1985).

CONCLUSION

This thesis study was an attempt to bring together some of the fragmented pieces of a city with worlds of potential. For various reasons, Detroit has fallen apart in the eyes of its inhabitants and those who travel there. A poor public transportation system combined with a gigantic foot print in terms of area make Detroit one of the most difficult cities to navigate with any type of ease. By incorporating some of the transit opportunities that are already in place but not completely utilized, and by adding newer, more efficient means, I believe that my proposal could send Detroit in the right direction.