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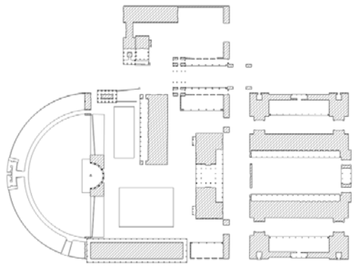

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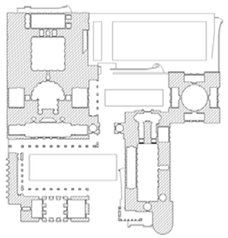

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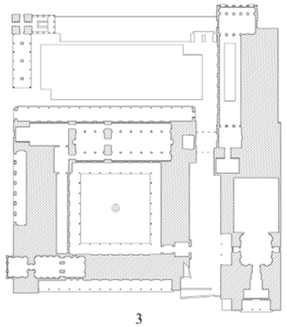

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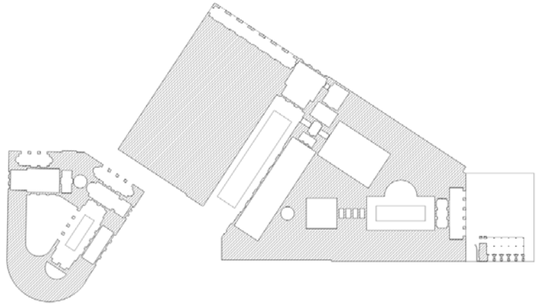

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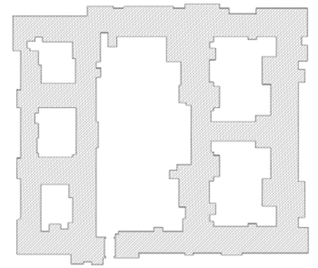

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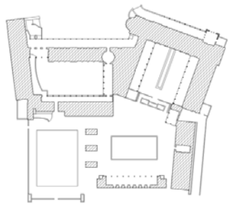

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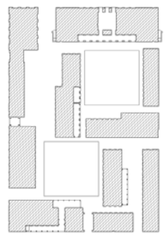

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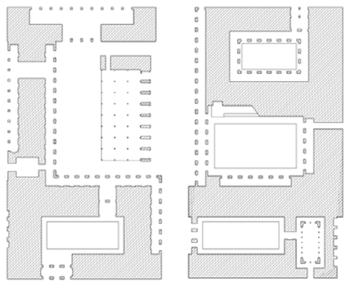

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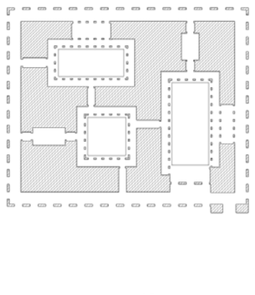

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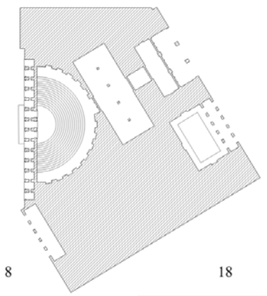

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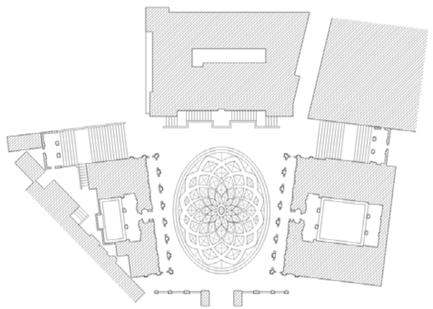

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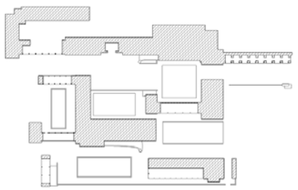

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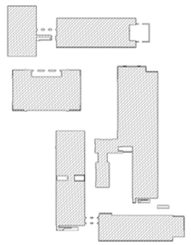

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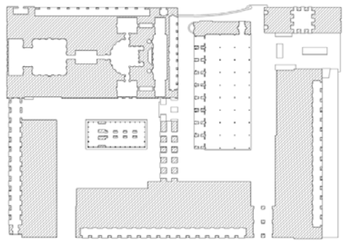

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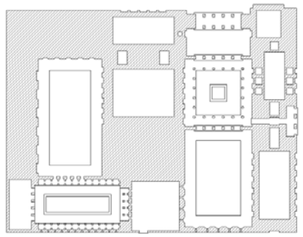

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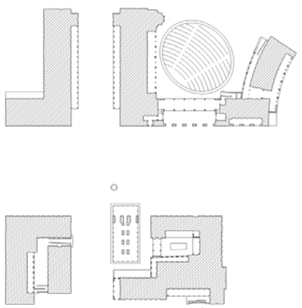

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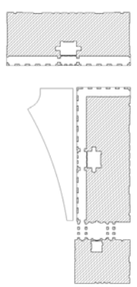

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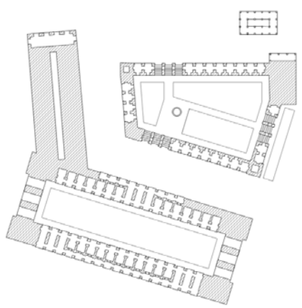

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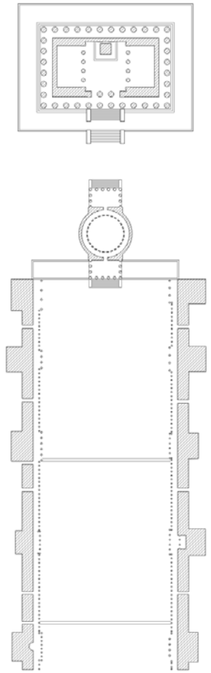
MPCA Projects

1 Windsor Town Center
2 West Palm Beach Library Competition
3 Hotel, St. Petersburg
4 Abu Dhabi Hotel
5 Four Courtyards, Turks and Caicos
6 Mixed Use Georgia Housing
7 FAR 4, Dammam, KSA
8 FAR 6 & 8, Dammam, KSA
9 St. Kitt's Hotel
10 Vero Beach Office Campus
11 One hectare block, Dammam KSA
12 Urban Hotel, Al Ain, UAE
13 Alys Beach Town Center
14 Marina Apartments, New Albany
15 Rail Station, Al Ain

Comparative Plans by Others

16 Memorial Quad, Yale University
17 Campidoglio, Rome
18 Lincoln Memorial, Washington D.C.
19 The Alhambra, Granada, Spain
20 The Lawn at the University of Virginia
21 Rockefeller Center, New York



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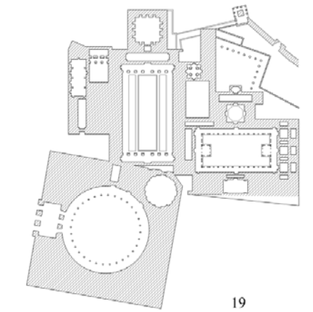

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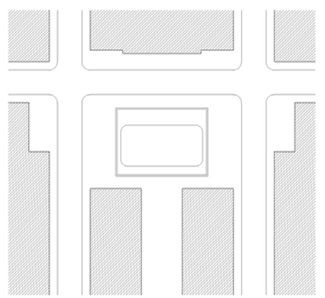

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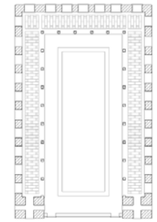
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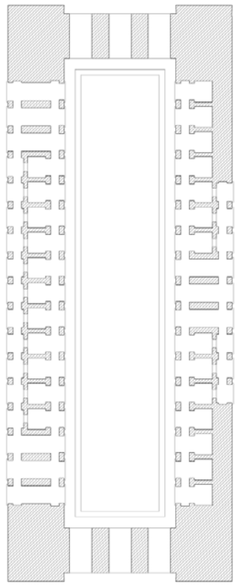
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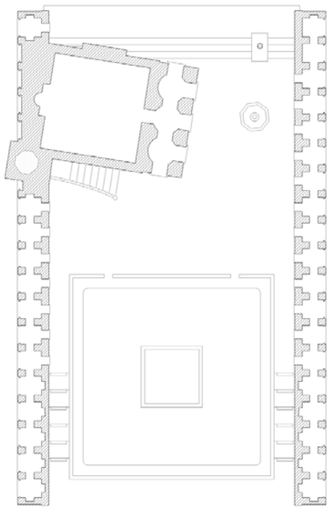
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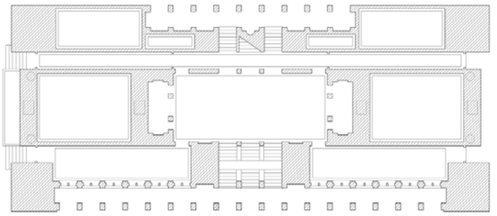
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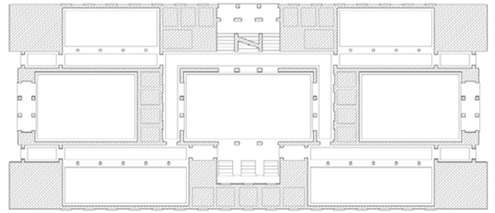
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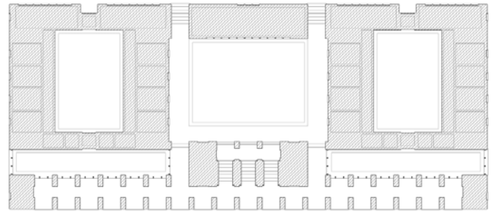
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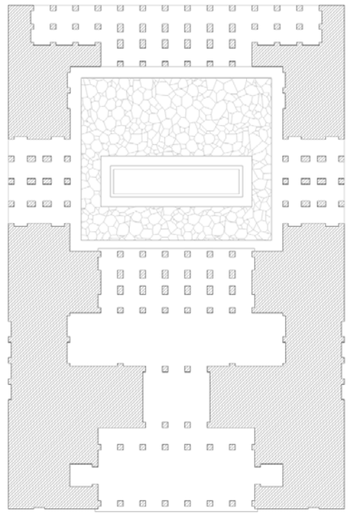
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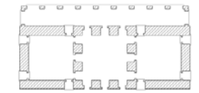
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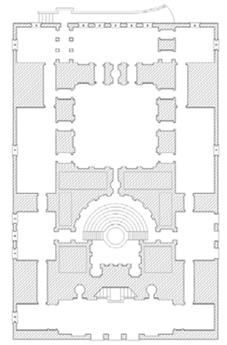
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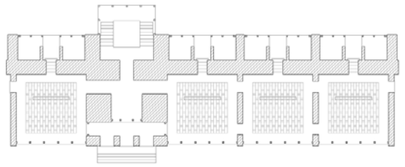
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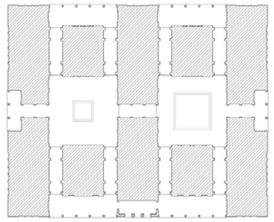
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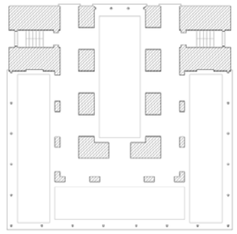
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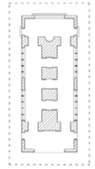
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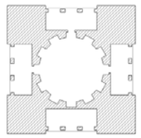
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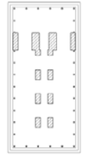
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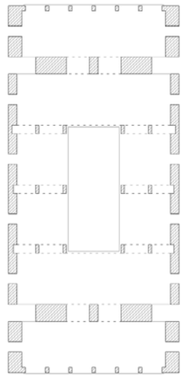
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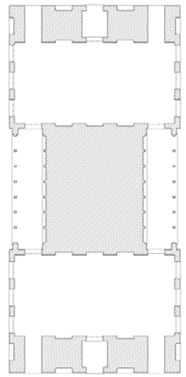
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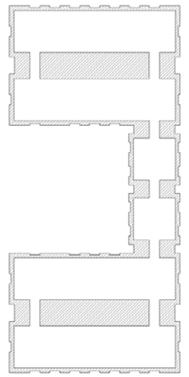
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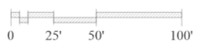
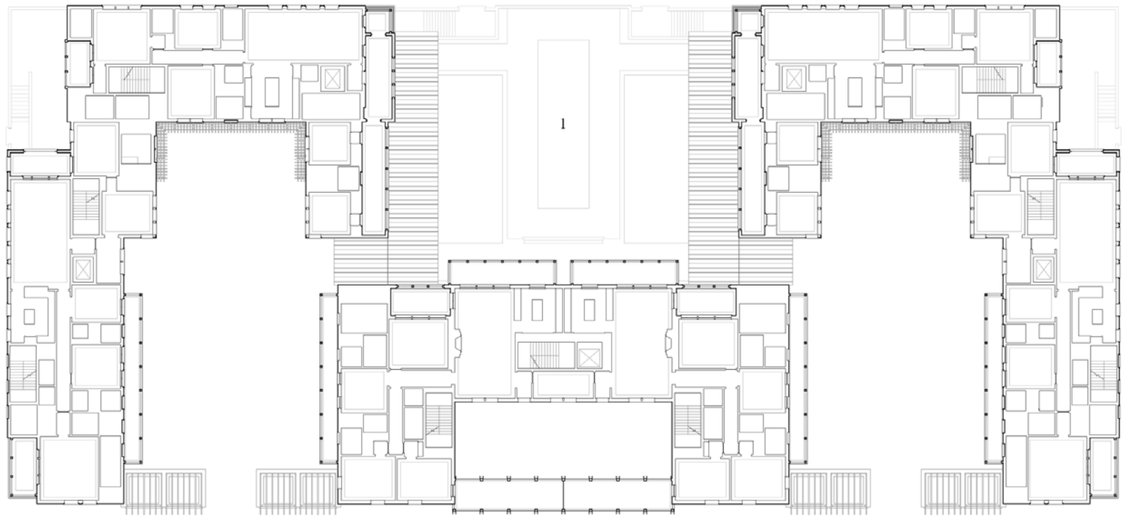
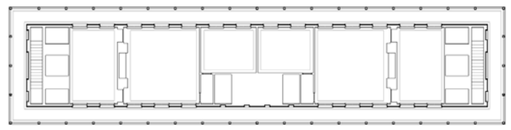
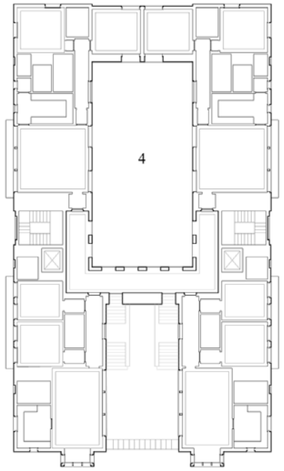
Building Types

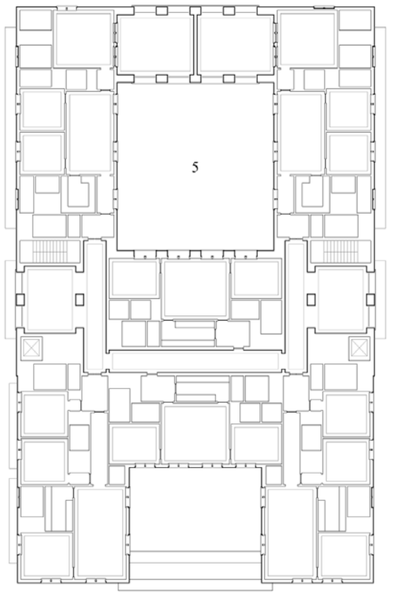
1 Law School Campus
2 Market Building, Edinburgh
3 Post Office, Windsor
4 Train Station, Al Ain, UAE
5 Mosque, Saudi Arabia
6 Market, Al Ain, UAE
7 Courts Building, Port au Prince
8 Hotel, Jeddah
9 Library, West Palm Beach
10 Conference Center, Edinburgh
11 Fitness Center, Windsor
12 Office Building, Louisiana
13 Commuter Train Station
14 Market Building
15 Alternates for a Wellness Center

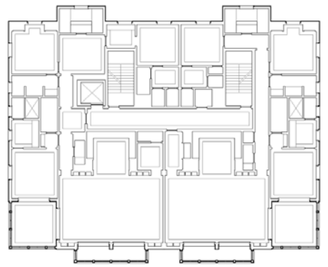


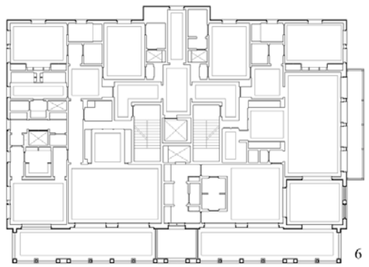


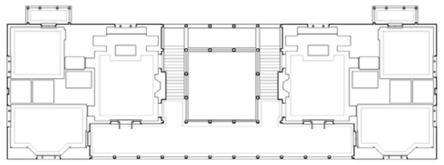


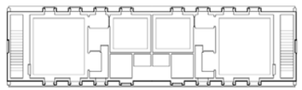


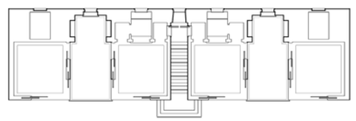


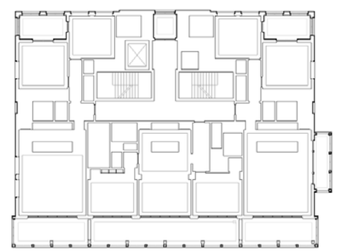


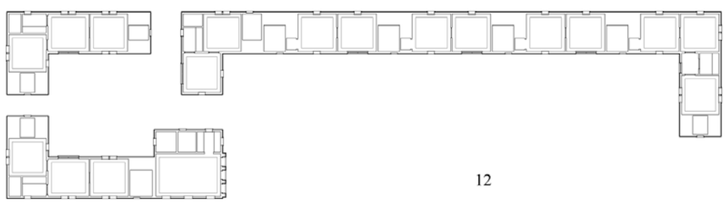


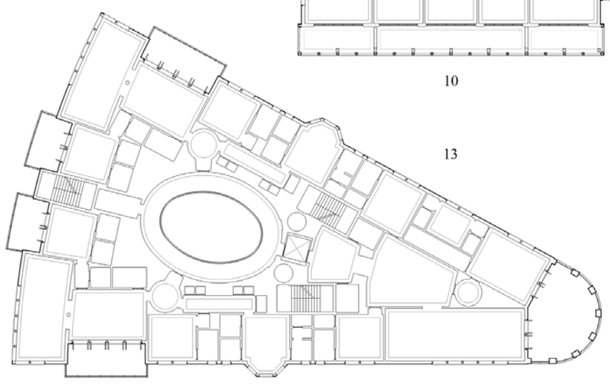








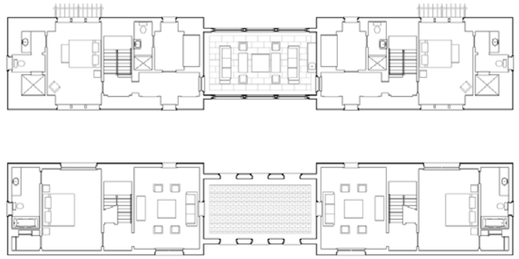




1 Jungle Trail Housing, Windsor, Florida
2 Linear Fourplex
3 Honeymoon Cottages, Seaside, Florida
4 Apartments, Makkah, Saudi Arabia
5 Mixed Use Building, Makkah, Saudi Arabia
6 The Easterly & The Selene, Alys Beach, Florida
7 Atrium Apartments
8 Garage Apartments, Georgia
9 In-Line One Bedrooms
10 Mixed Use Building, Alys Beach, Florida
11 Adjunct Apartments, Lenox, Massachusetts
12 Motor Court, Seaside, Florida
13 The August, Alys Beach, Florida
14 Mixed Use Buildings, Alys Beach, Florida

Multi-Family Projects

0 5 10 20 40



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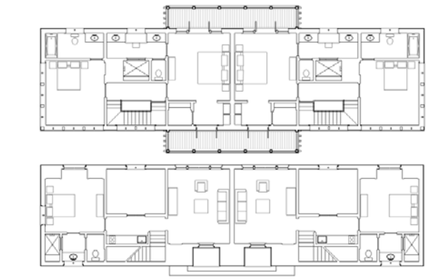

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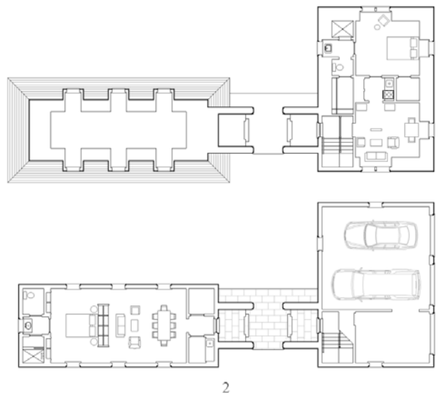

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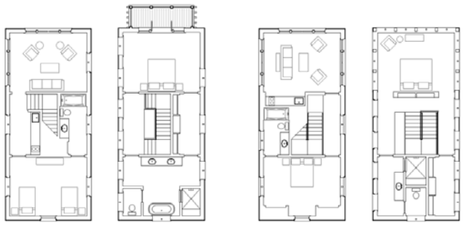

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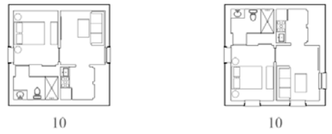

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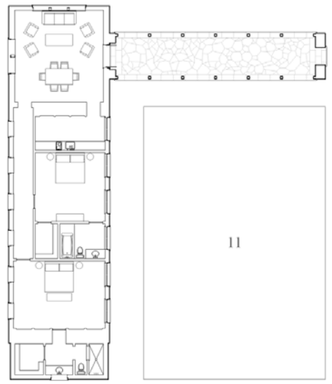

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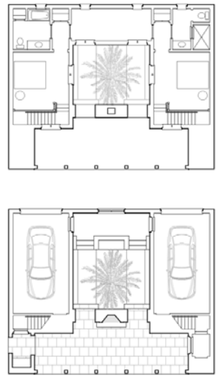

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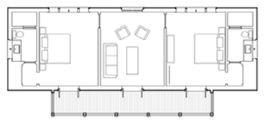

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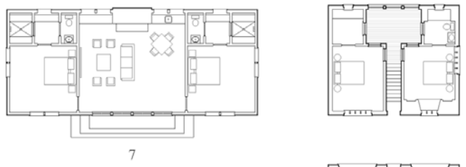

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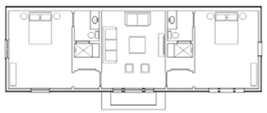

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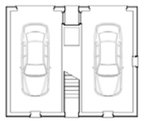

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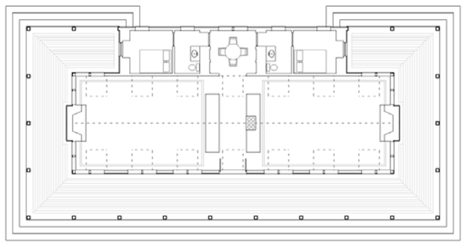

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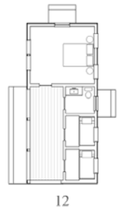

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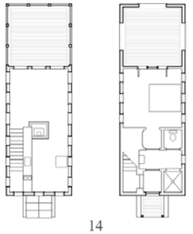

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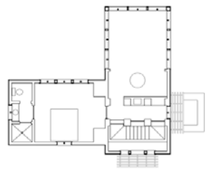

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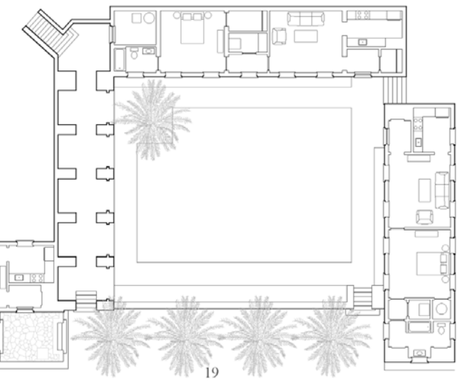

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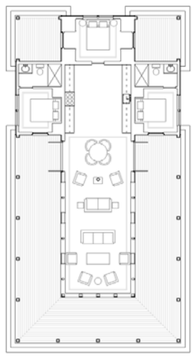

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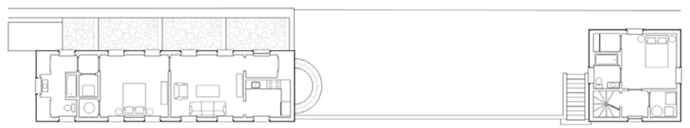

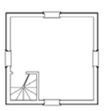

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Guest House Prototypes

1 Two Bedroom Dogtrot, Nassau
2 One Bedroom Dogtrot, Nassau
3 Dogtrot Garage Apartment, Vero Beach
4 Three Bedroom with Wraparound Porch, Georgian Bay
5 Two Story, Three Bedroom Duplex, Vero Beach
6 Two Story, Two Bedroom Houses, Vero Beach
7 One Story, Two Bedroom Houses, New Brunswick
8 Dogtrot Garage Apartment, Vero Beach
9 Two Bedroom with Wraparound Porch, Georgian Bay
10 One Story, One Bedroom House, Nassau
11 One Story, Two Bedroom House, Nassau
12 Three Bedroom Bunk Cabin, Georgian Bay
13 Two Story, Two Bedroom House, Seaside
14 Two Story, One Bedroom House, Seaside
15 Atrium Garage Apartment, Vero Beach
16 One Story, Two Bedroom House, Vero Beach
17 Two Bedroom, One and a Half Story House, Jupiter Island
18 One Story, Two Bedroom House, Jupiter Island
19 Hillside Courtyard and Tower, Nassau

View of the proposed library from the foot of Clematis Street, showing the connection to Lake Worth. The ground floor outdoors spaces under the community building on the left, connect the existing fountain plaza and the main library courtyard, beyond.

West Palm Beach Library Competition

2001

(We were finalists in this international competition placing second. None of the designs, in the end, were built.)

This is a proposal for a new library on a site that has historically been the heart of this midsize city. The site has figured in city master plans of the last one hundred years, including an early plan by John Nolen. The site is the terminus of the principal east-west street of the city, and is located on a prominence on Lake Worth, looking east to the barrier island town of Palm Beach.

Clematis Street, leading to the site from the west, is now a small scale street of restaurants among larger blocks of five to nine story buildings toward the water. A triangular fountain at the west end of the site, just a few years old, has quickly become a gathering point. The eastern part of the site has been the main staging area of a yearly music festival that attracts tens of thousands of people.

The criteria for the project included several urban design considerations. The city wanted to connect Clematis Street and the existing Centennial Fountain plaza with the waterfront, while simultaneously commissioning a workable library facility three times the size of the existing library on the site. They wanted to continue to accommodate the annual music festival, and to maintain the fountain. And they wanted to create a civic symbol for their city. The library program provided for a cafe, and community outreach spaces for after hour meetings, research and exhibits. Consequently there was a good programmatic opportunity to engage the activity of the fountain plaza. The design committee minimized the need for surface parking, as so many existing parking structures were within a few blocks of the site.

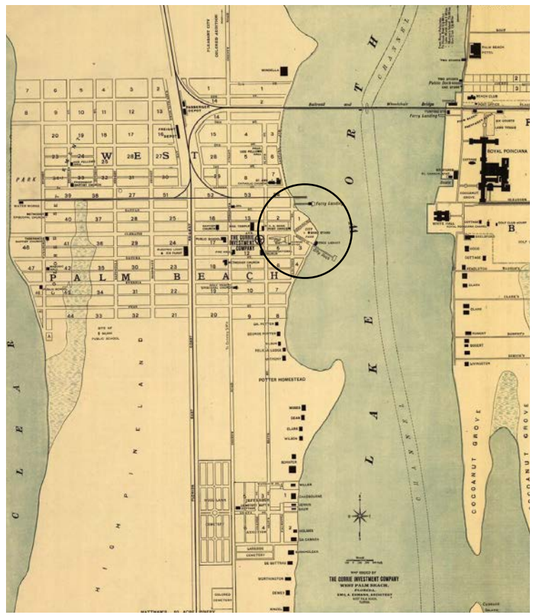
Our inclination was to organize several buildings around a new courtyard, and to create a new terrace on the east (river) side, both spaces located on an extension of the Clematis street axis. By this means, we proposed to draw people from the crowded street and fountain plaza, through a series of intimately scaled, but varied spaces, to the seriously underused river esplanade. The two larger buildings were connected on the second level. The outreach meeting spaces, and the cafe were placed in a free standing building. The plaza level cafe sits on both the fountain plaza and the new library courtyard in a dogtrot that connects the two spaces at terrace level.

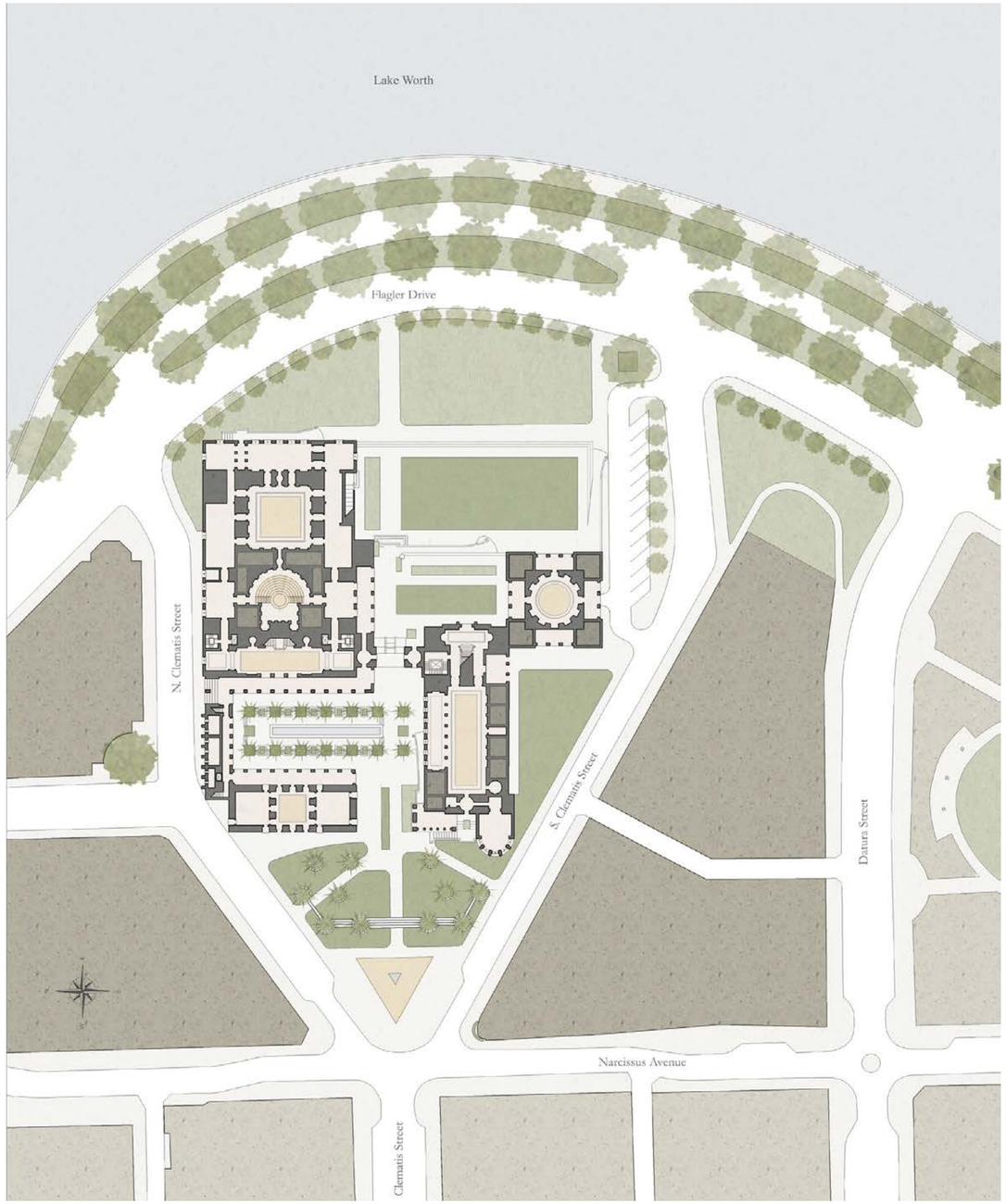
The buildings are composed and sited to serve the creation of the new spaces. They are a picturesque group of structures meant to be attractive from all sides, and intended to make pedestrian movement through the site fun and stimulating. The courtyard and the river terraces extend the axis of the existing street, teasing crowds by degree from the popular fountain plaza to the water front, and thereby fulfilling the project's primary urban responsibility.

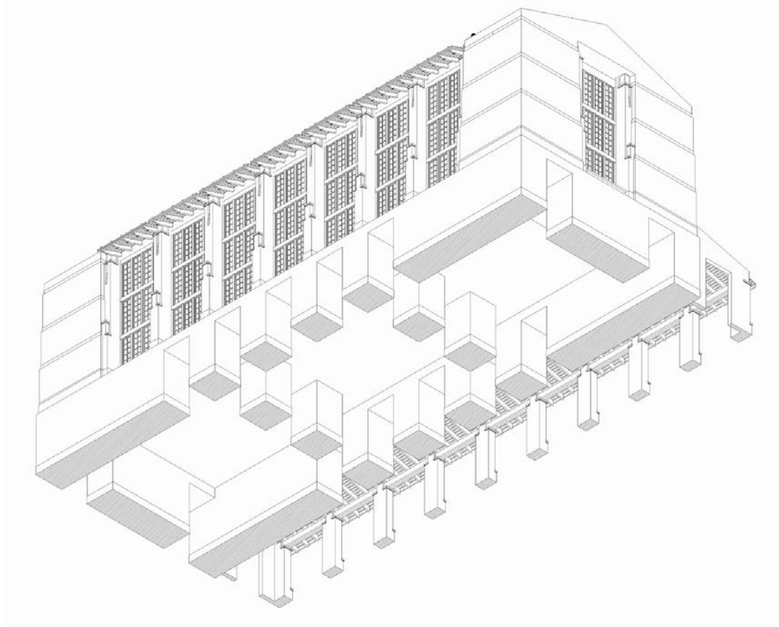
The design derives from specific regional traditions, building practices, climate and culture, without aspiring toward parochialism. The project would be among larger and bulkier commercial buildings at the waterfront. The basic composition of the pieces, the monumental language of the buttressed walls of the buildings, the typology of the constituent elements, and the iconography were all developed to convey the highest public aspirations for an important civic building on a prominent site.

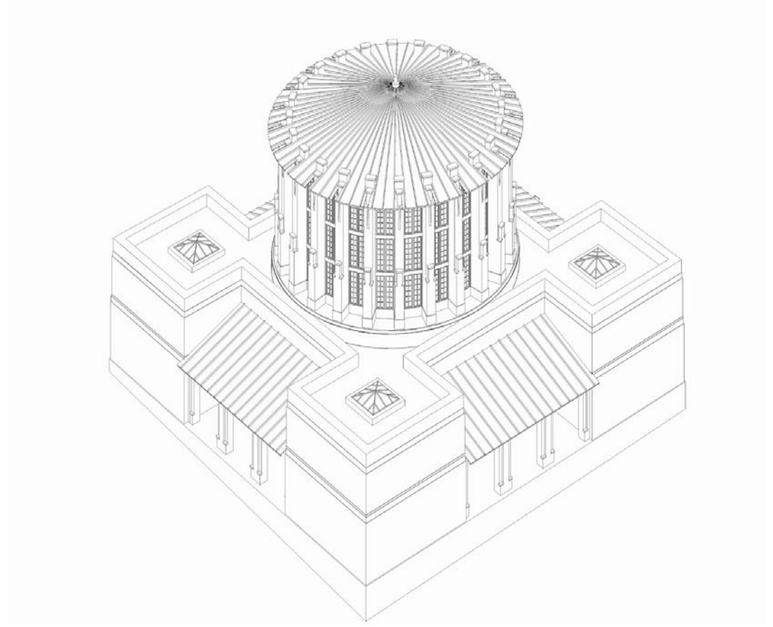
Below: *Map of West Palm Beach, FL from 1907. A prominence facing the home of Henry Flagler across Lake Worth in Palm Beach. Map courtesy of Library of Congress.*

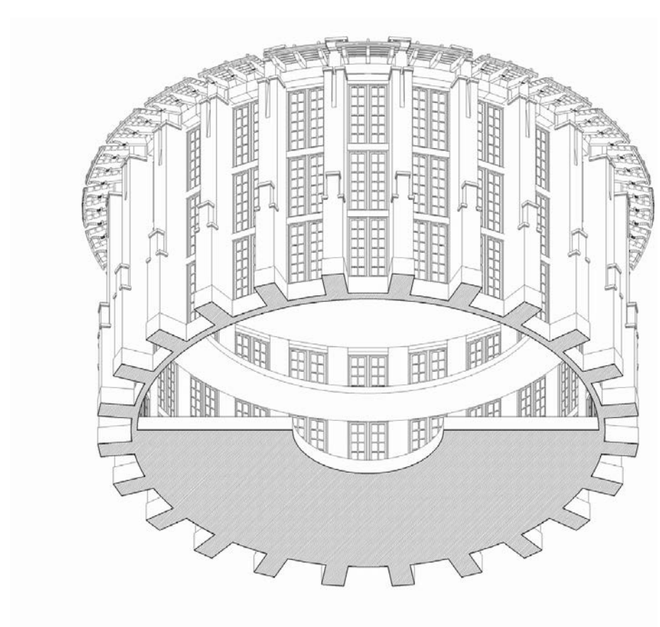
Right: *Site plan of the library and the surrounding blocks. Clematis Street approaches the immediate site from the west (bottom). The fountain plaza at the west end of the site was to be kept, and Clematis was to be reconnected with the waterfront of Lake Worth at the top of the drawing. The three principal pieces of the library form a new courtyard and waterfront terraces at the east side of the site.*











View of terraces on the lake side of the buildings. Stairs from the north end of the lawn lead up stepped terraces on top of the main building.

View of the main library courtyard, looking south. The community building, which operates independently of the library, is on the right.

Master Plan for Berkshires Summer Estate

2013

Spring Lawn, a Berkshire summer estate built on the edge of Lenox, Massachusetts in 1904, is a distressed property listed on the National Register of Historic Places. The property sits between the beautiful Romanesque Trinity Church, across the street, and a summer theater complex to the south and west. It has long views west toward the mountains. Tanglewood is just over a mile from the site.

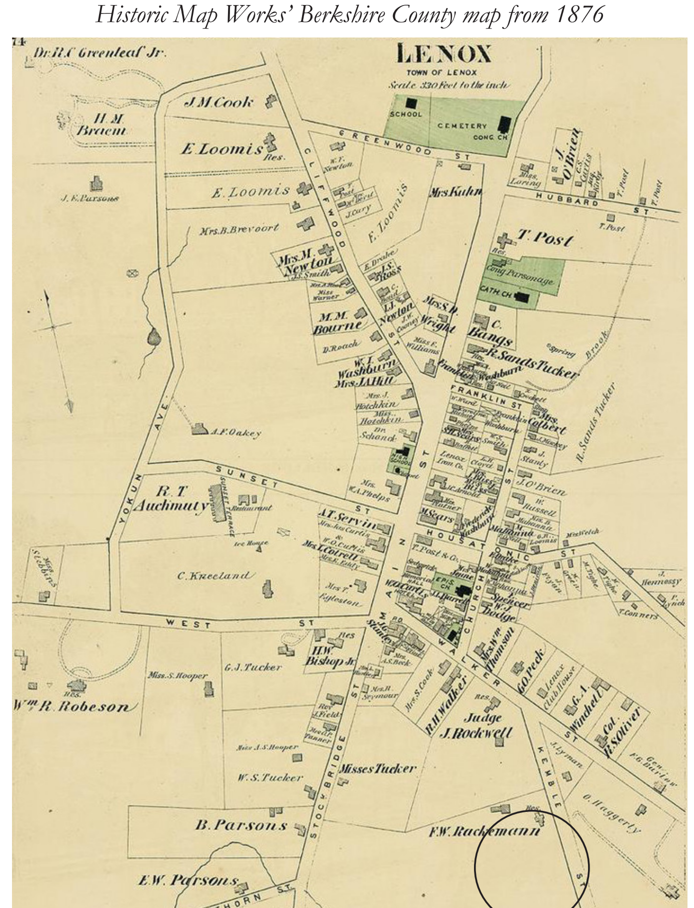
As with most of the other local estates in this same tradition, Spring Lawn faces finding an alternate use in order to be saved and restored. The financial means proposed for doing this requires that a small portion of the thirty acre property be intensely developed, leaving the greater portion of the property, and the entirety of the fifteen acre historic easement around the house, unbuilt upon as a natural setting.

The buildable site is effectively less than ten percent of the overall property, owing to the easement, setbacks, wetlands, ledge, and steep grades on portions of the property. The two buildable sites we identified are still on steep wooded hillsides and so the site plan is driven by the most feasible routes for the road, and by a terracing plan that minimizes extraordinary site costs.

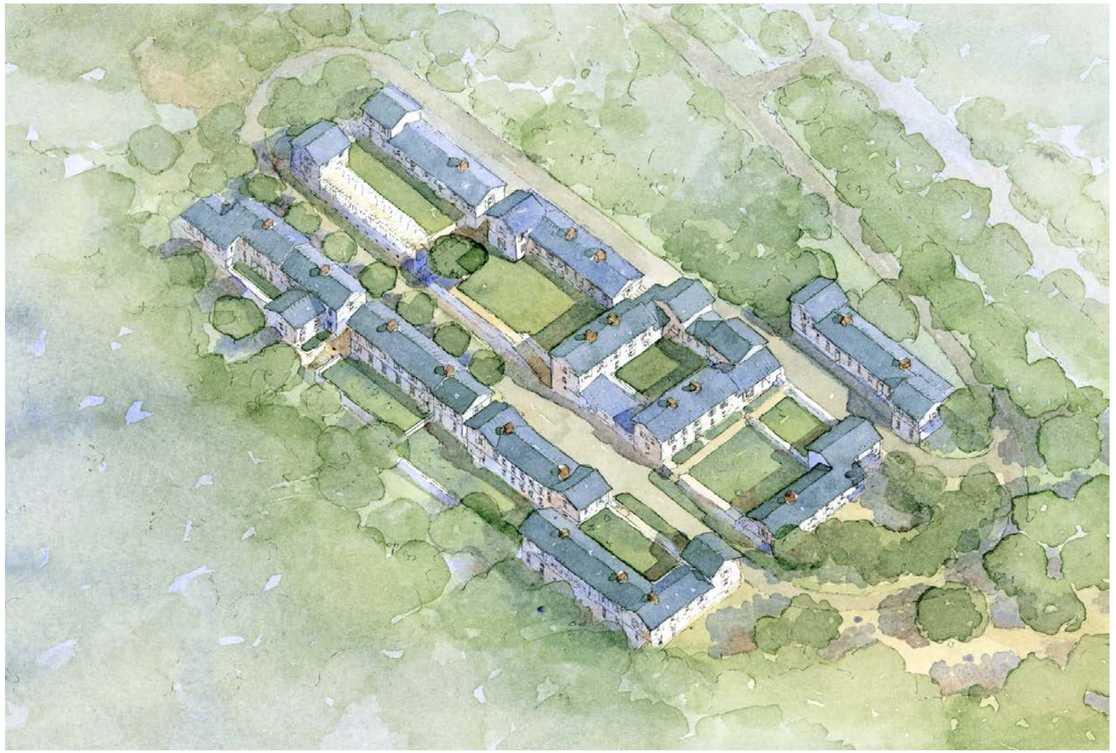
The program consists of eighty one bedroom suites of about five hundred net square feet. We also added an indoor pool to an existing carriage house. The buildings types were chosen for a balance of envelop efficiency and a capacity to hide the repetition of the program. The largest buildings, roughly 50 feet by 110 feet are one and one half story structures with double loaded halls. The extruded types are organized around vertical stair cores that each serve four suites, and there are occasional smaller buildings with single units just to vary the scale and help make courtyards.

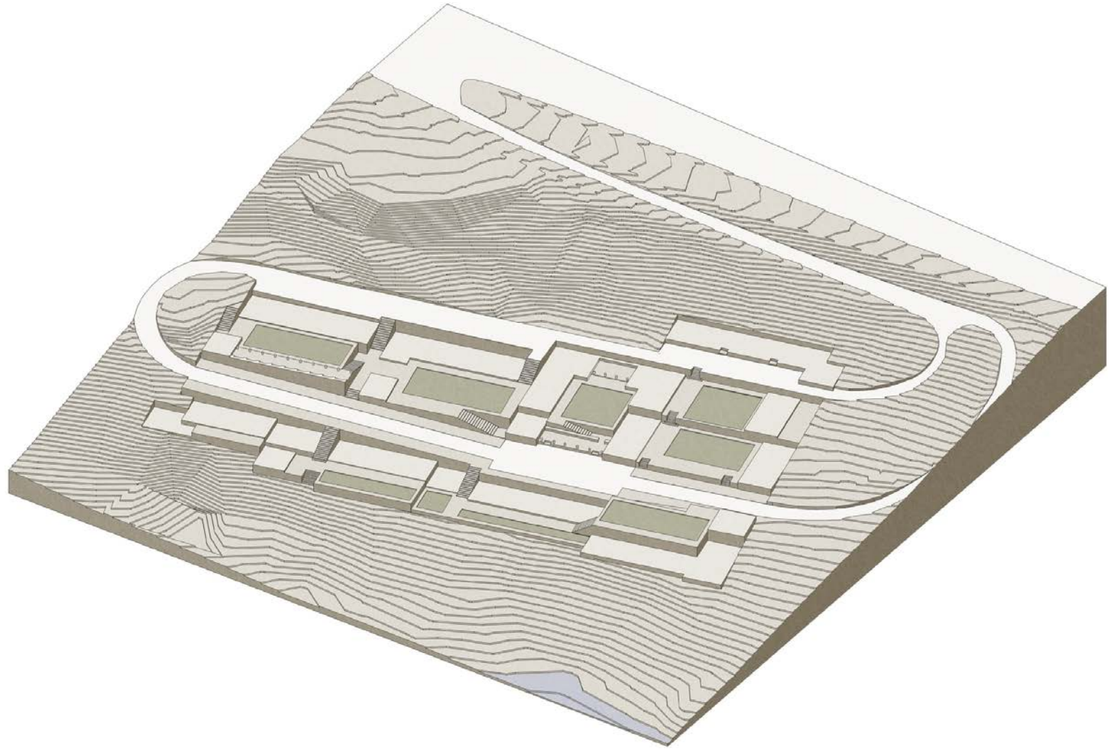
Building foundations typically hold the hillside and minimize site walls. Terraces fall in two directions and are generally open to long views on their low sides. They are sited to enhance the experience of the road that descends from Spring Lawn to the lower site. Parking is spread out to minimize its impact on the site. Much of the hillside parking is along the length of the road.

Historic Map Works' Berkshire County map from 1876



Above: *The new hillside housing uses only about two of the property's thirty acres. The buildings are tucked away in the woods at a remove from the fifteen acre historic easement surrounding the main house. The new buildings are shown in black.*





First Phase Studies

2012

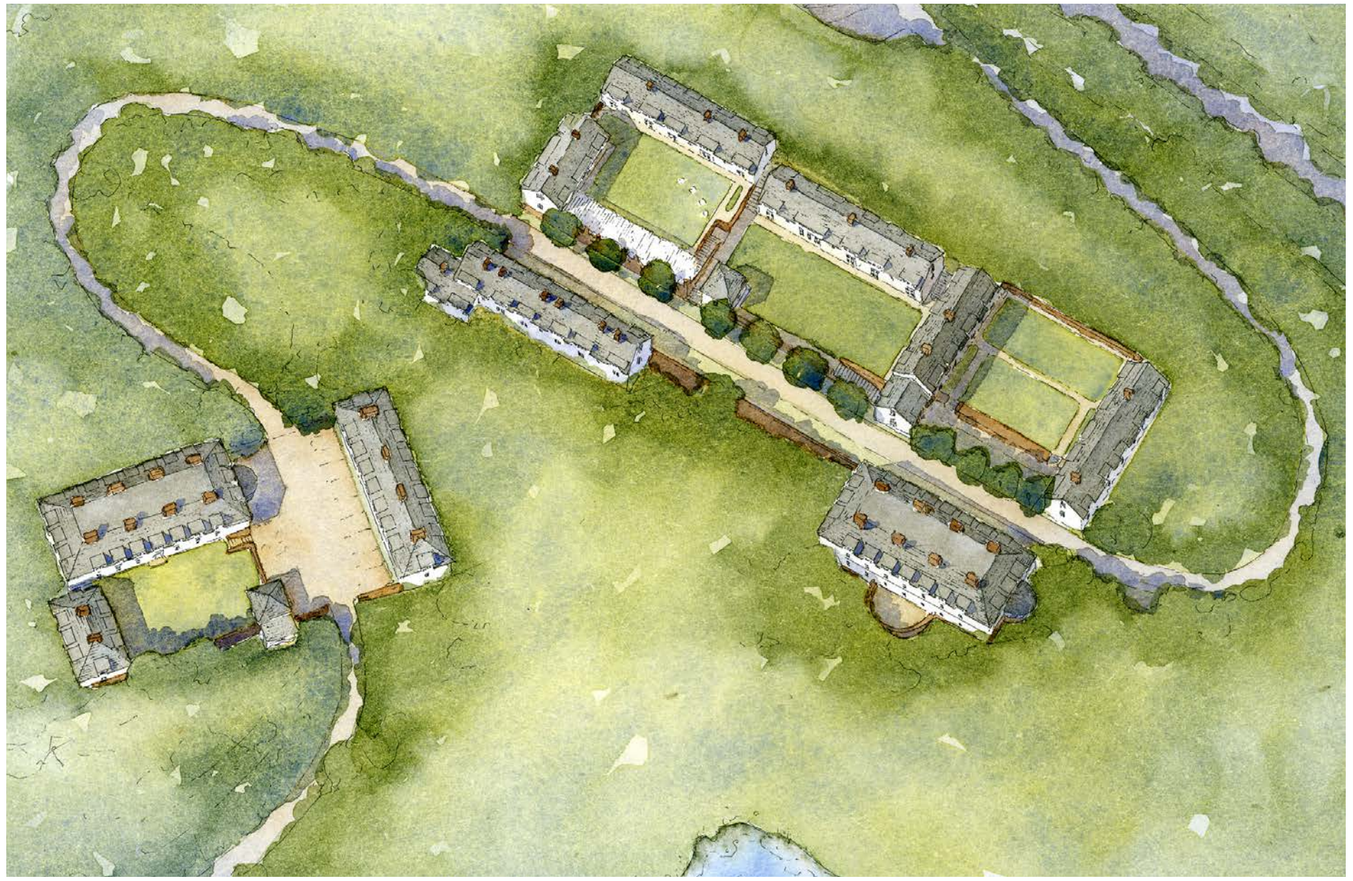
The first site capacity study was based on the stipulation that all units have their own outside entrance. This limited the height and the density of the site but it established the basic terracing strategy that would eventually be used in the second phase of studies. The site has a two way fall and an irregular slope so the terracing plan is almost infinitely flexible in both directions, and building foundations serve as retaining walls on upslope sides of the terraced lawns. At the steepest slopes, buildings run parallel to the contours in order to minimize the fall across a building's foundation, but they break at intervals for both surface and subsurface drainage. Buildings can turn perpendicular to the slope on the flatter parts of the site, and these terracing considerations almost completely determine the shape and direction of the lawns around which the twenty foot wide buildings are splayed.

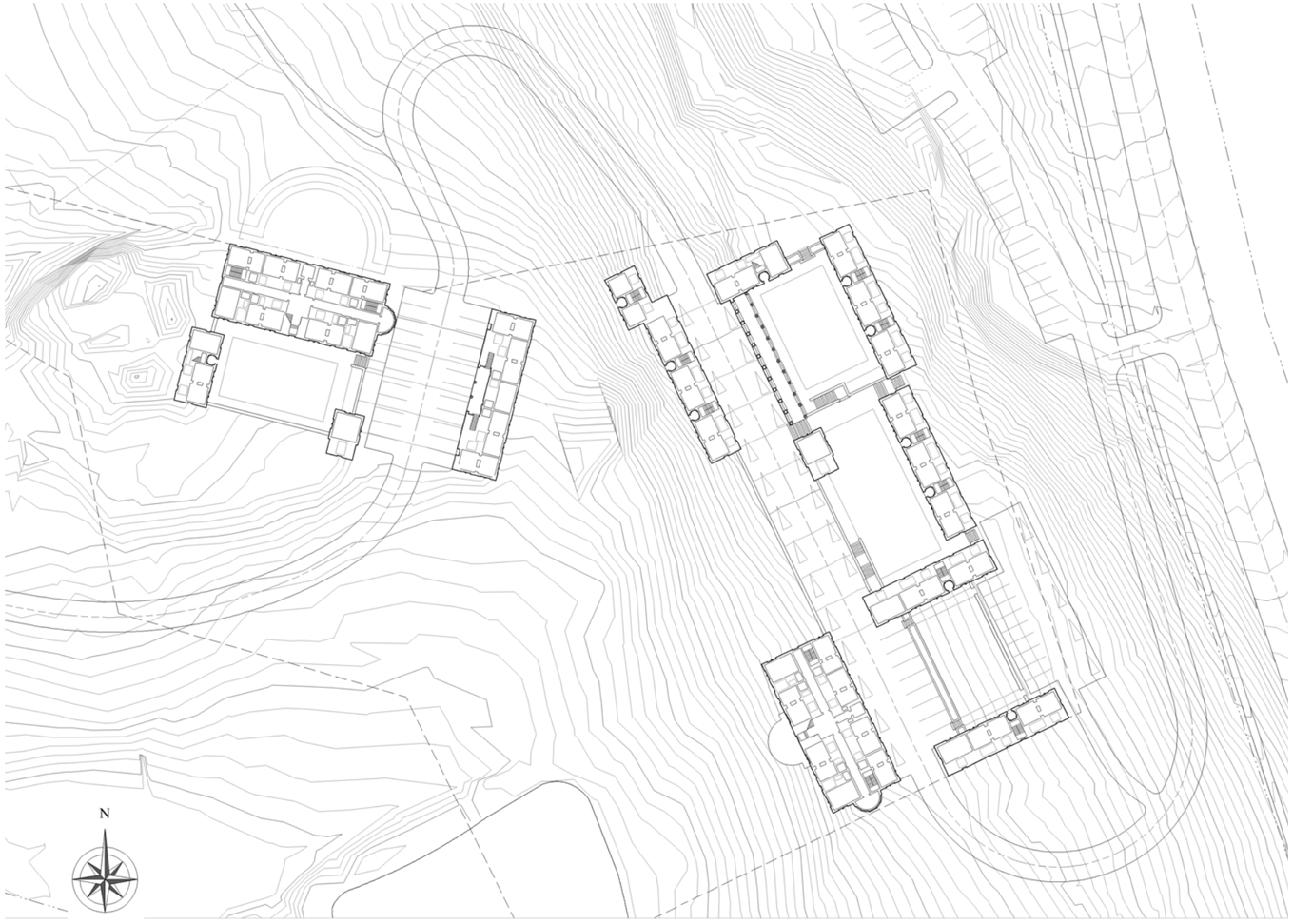
Above: *View north toward the buildings of the lower site.*

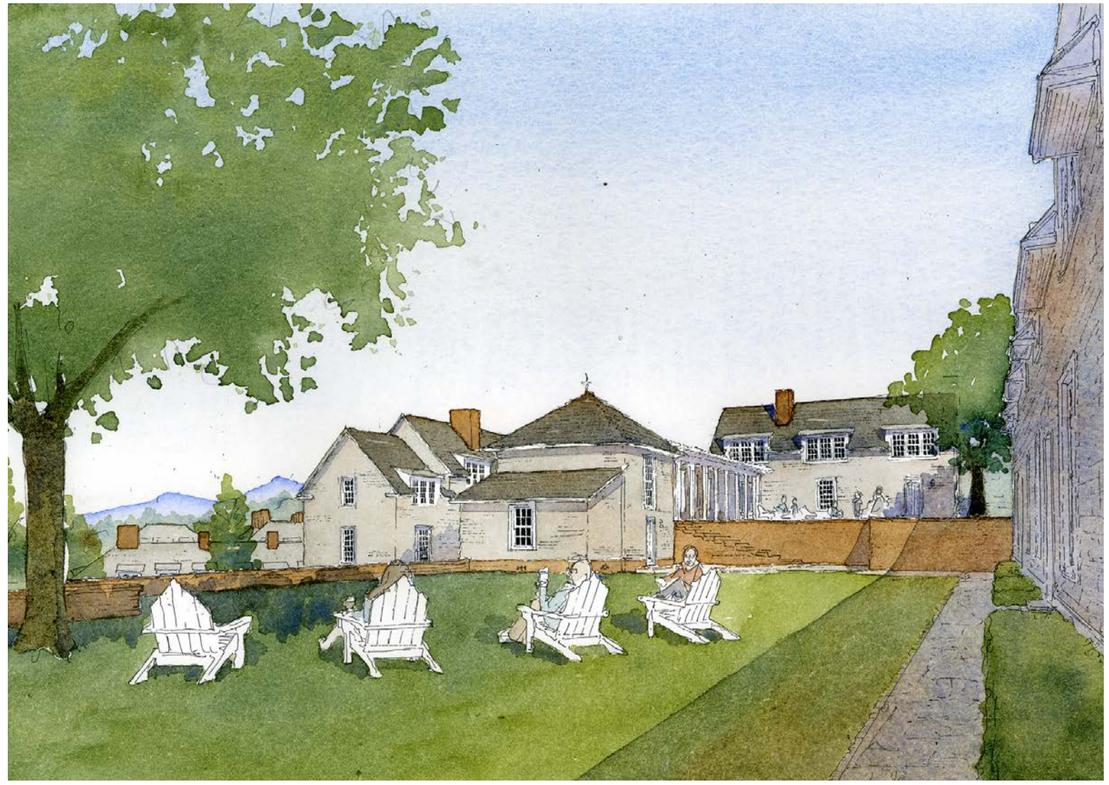
Below: *View of upper site looking north from near neighbor's north property line.*

Top Right: *Watercolor aerial of upper and lower building sites.*

Bottom Right: *Site section looking upslope, to the east.*



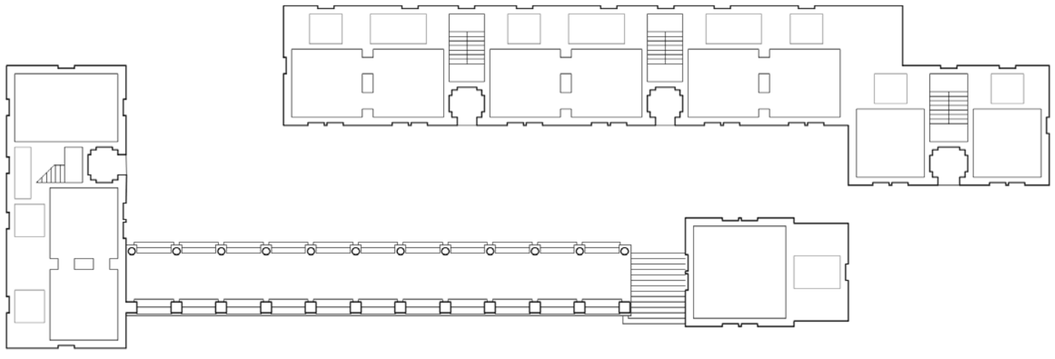


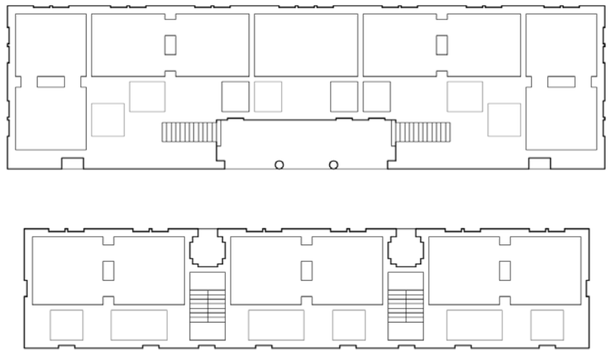


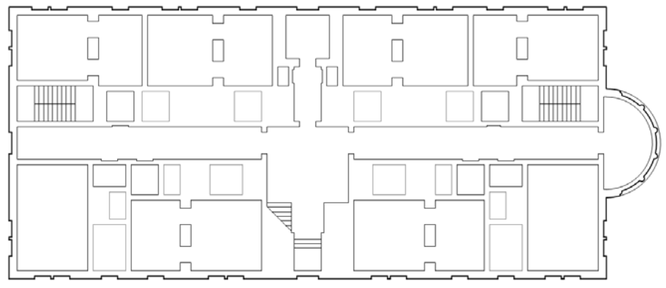
Above: *View from middle terrace of upper site, northwest over buildings of the lower site. A retaining wall completely hides cars parked along the road.*

Left: *Site plan of the cottages.*

Below: *The basic plan types that comprise the site plan. Each 500 square foot suite has a sitting room and bedroom. Thin buildings have four units off stair wells. Fifty foot wide buildings have double loaded halls. There are variations of these buildings that can address very specific conditions on the site plan or site.*







Right: *Site section, looking north.*

Bottom Left: *View northeast toward middle and upper terraces of upper site.*

Bottom Right: *View from upper terrace south toward middle terrace.*

The May
Alys Beach, Florida
2016-2019

The early phases of Alys Beach have been almost exclusively single family residential. They are characterized by the types of alternating streets and pedestrian walks you see in towns like Mission Beach in San Diego, except that where Mission Beach has alleys, Alys Beach has beautiful, carefully hidden parking courts that keep the service program off both the pedestrian walks, that serve as front doors for the houses, and the streets. The residential architecture is based on the small courtyards of cities like Antigua, Guatemala that descend from Spanish traditions.

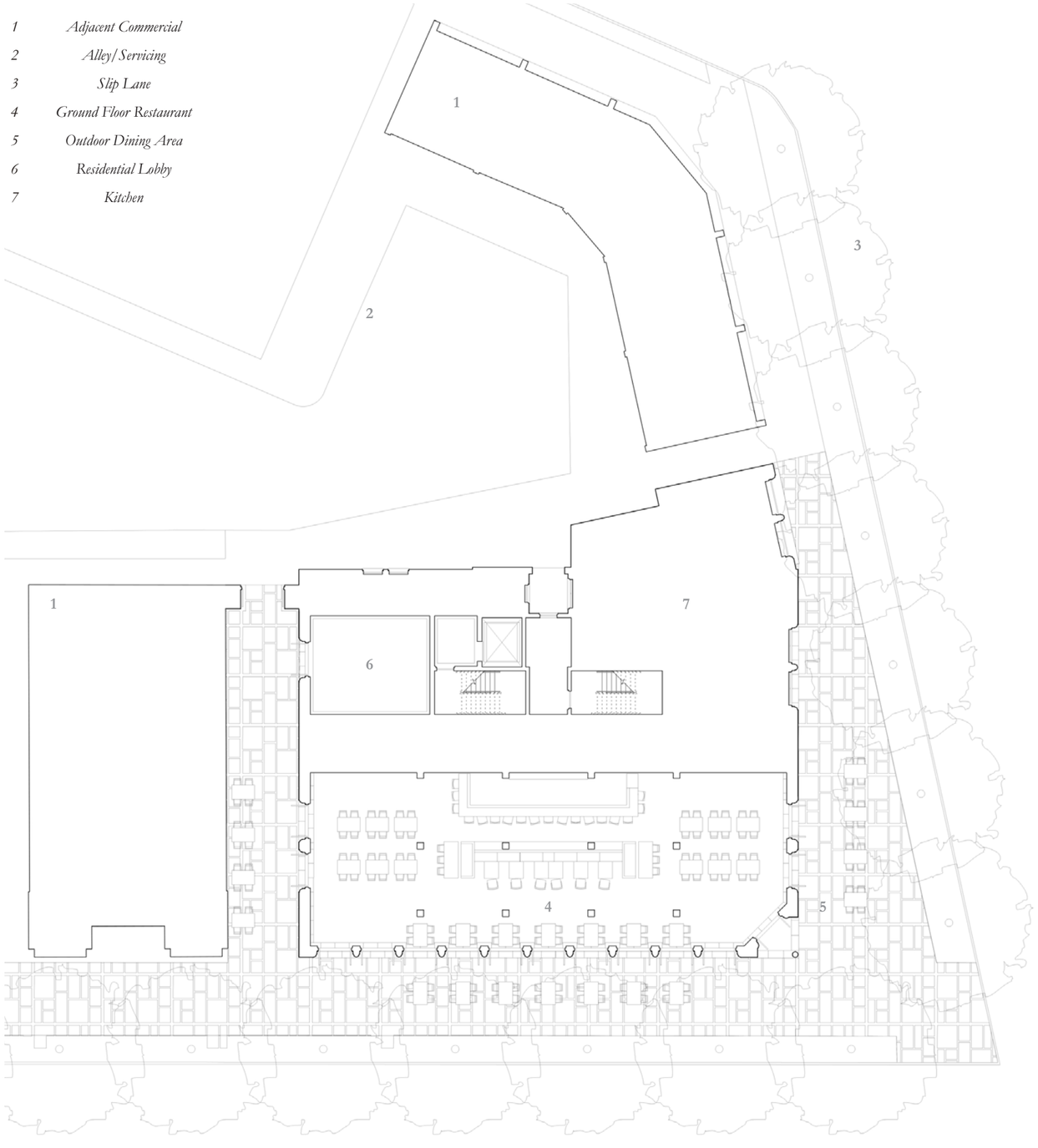
The May, by contrast, is a four story mixed use building with three floors of residential units above a ground floor restaurant. It is only the second building to be built on the main public space in the town, and so it represents a break in the scale, programming and even the language of Alys Beach. This section considers both the new building type and the setting of the May.

The May has a prominent corner site on county road 30-A, at the town's amphitheater. It sits between two existing one story buildings and is effectively designed on upper levels as a building with four exposures. It is 90 feet wide, 70 feet deep and 50 feet tall, the limit in the county. It has two to three units per floor, with a single commercial tenant on the ground floor. It is served by mid-block surface parking, with one off-street space per unit

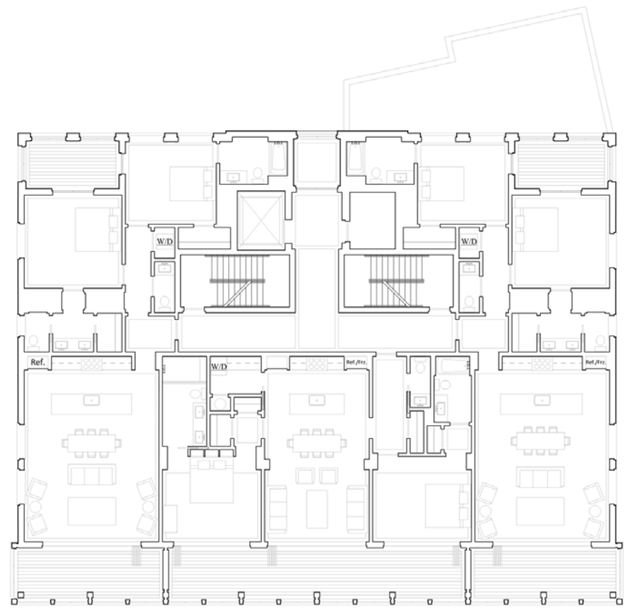
We pushed the May's core a little more into the interior of the plan, however, in order to take advantages of better views out the back of the building, and placed porches across the entire amphitheater elevation, and in the back corners, so every bedroom had a porch. The shutters help control afternoon sun and help hide the dividing walls between units.


NEAT
NEAT
NEAT
NEAT

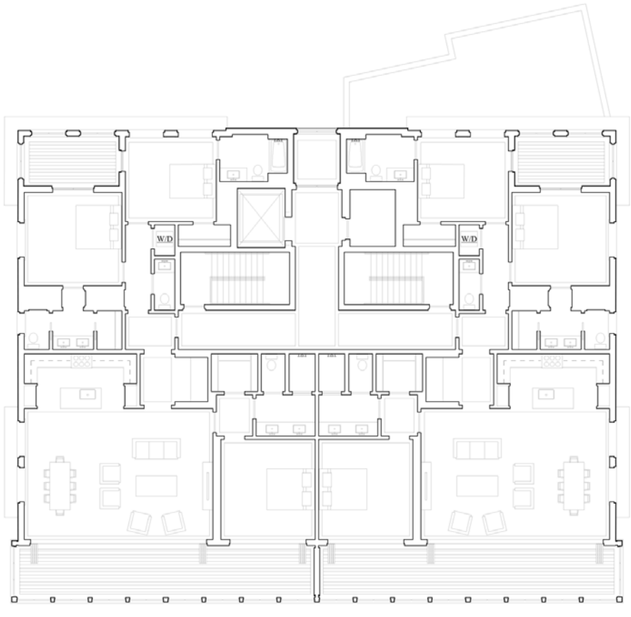
1 *Adjacent Commercial*
2 *Alley/ Servicing*
3 *Slip Lane*
4 *Ground Floor Restaurant*
5 *Outdoor Dining Area*
6 *Residential Lobby*
7 *Kitchen*



First floor plan.



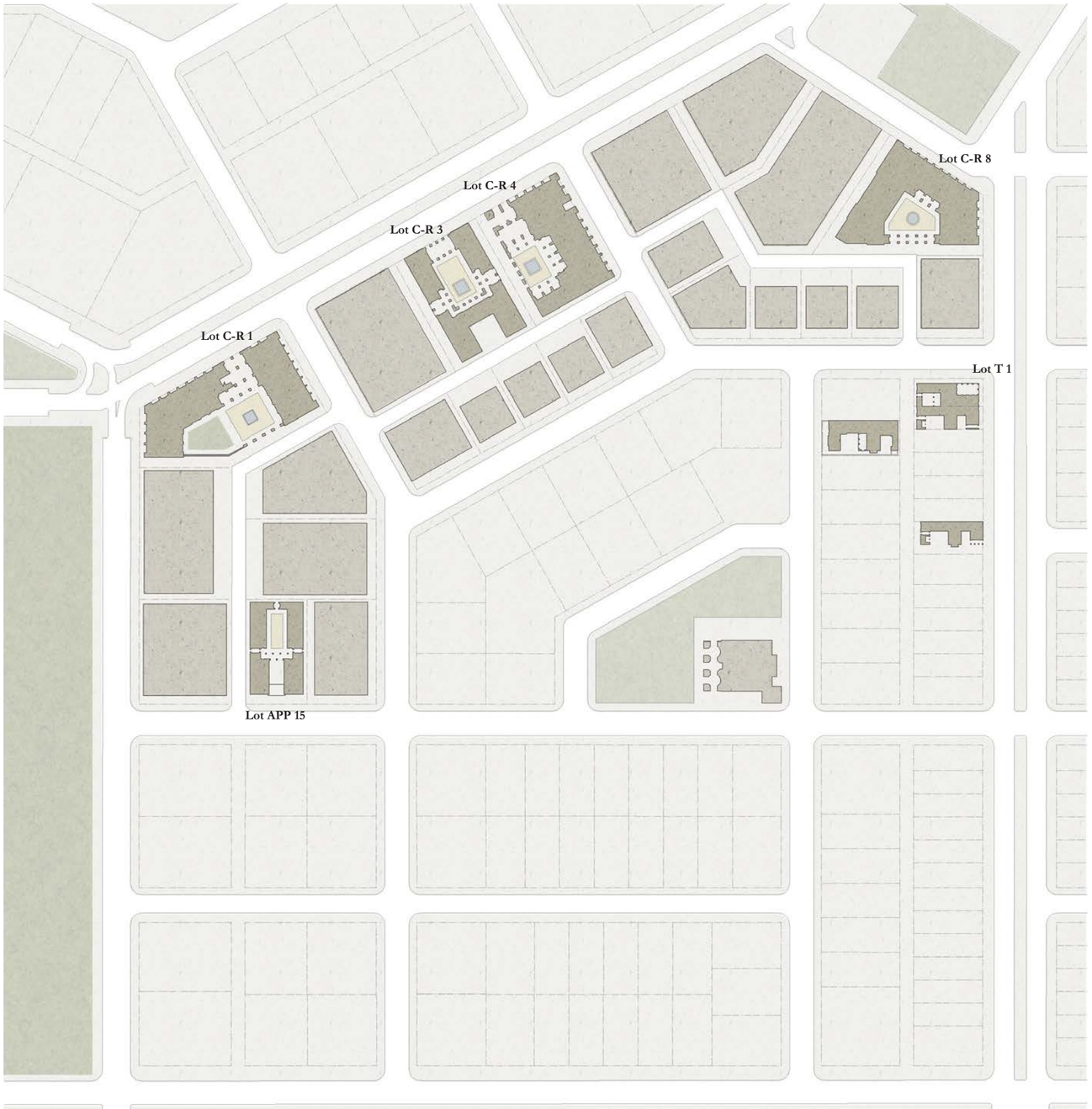
Second and third floor plan.



Fourth floor plan.

View from the slip lane looking west.

View from the amphitheater looking east.



Multi-Family Housing

Makkah, Saudi Arabia

2013

These housing prototypes are for a large master plan by DPZ flanking the road from Jeddah to Mecca. The evolution of the master plan proceeded generally from picturesque variety to blocks with more uniform lots where building types could be repeated and built at lower costs.

House types ranged from freestanding villas to large rowhouses, small apartment buildings, and large 6-8 story apartment buildings with one level of sub-grade parking and ground floor commercial program.

One challenge is cultural. Apartments don't naturally lend themselves to the separation of men and women. Additionally Saudi Arabia continues to require housing for drivers outside the family, and in apartment buildings it is especially difficult to humanely accommodate aggregated housing for numbers of drivers.

Each large apartment building had a different geometry. Deep mid-block lots were a little more difficult to plan as they had the same FAR as corner lots with more street frontage. Elevations employed a 4.25 meter module and for the most part repeated the same windows, so any variety had to come from the aggregated patterns of the windows and a modest amount of variety in the massing of the buildings.

Where any apartment's primary exposure was to a common property line with a small setback, we tried to provide another exposure to a larger courtyard. In buildings like APP 15 this reduced envelop efficiency a little. On lots 1 and 8 we could form courtyards out of more efficient double loaded buildings.

Lot C-R 1

Left: *Aerial view.*

Above: *Roof plan.*

Below: *Third residential floor plan.*

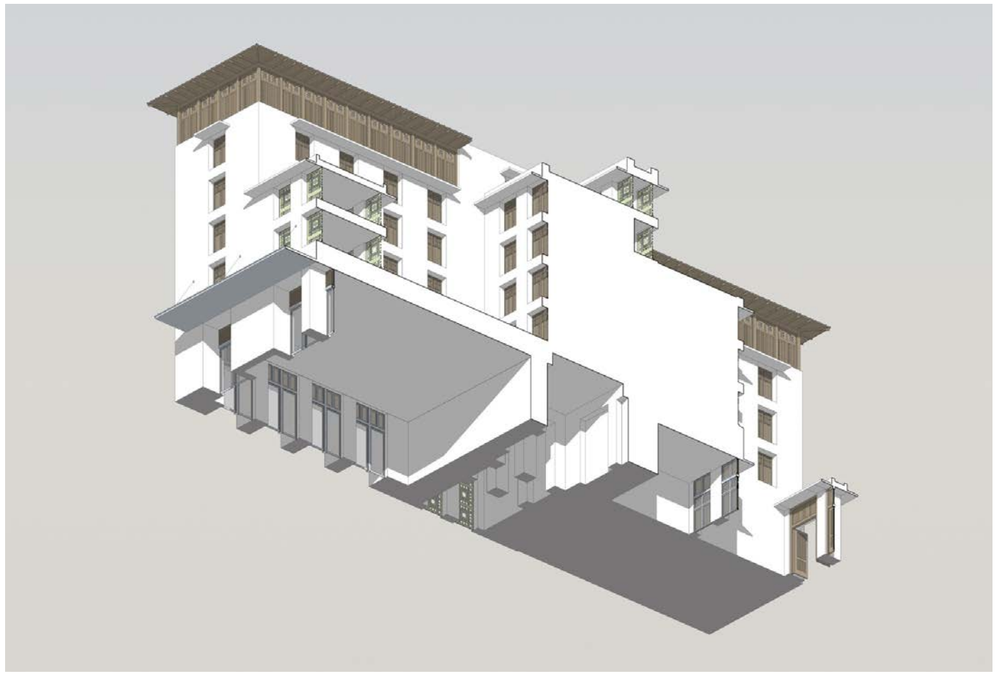
Lot C-R 3

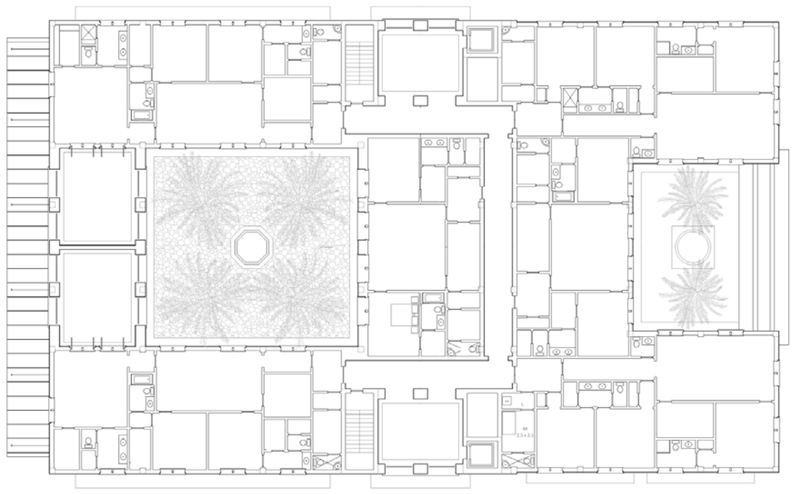
Top Left: *Section - preliminary study.*

Bottom Left: *Section - final design.*

Top Right: *Roof plan.*

Bottom Right: *Worm's eye view.*





Lot C-R 3

Top Left: *Mid-block elevation.*

Bottom Left: *First residential floor plan.*

Top Right: *Street elevation.*

Bottom Right: *Alley elevation.*

Lot C-R 4

Left: *Aerial view (Lot C-R 3 on the left, Lot C-R 4 on the right).*

Above: *Street elevation of CR-4.*

Lot C-R 4

Top Left: *Avenue elevation.*

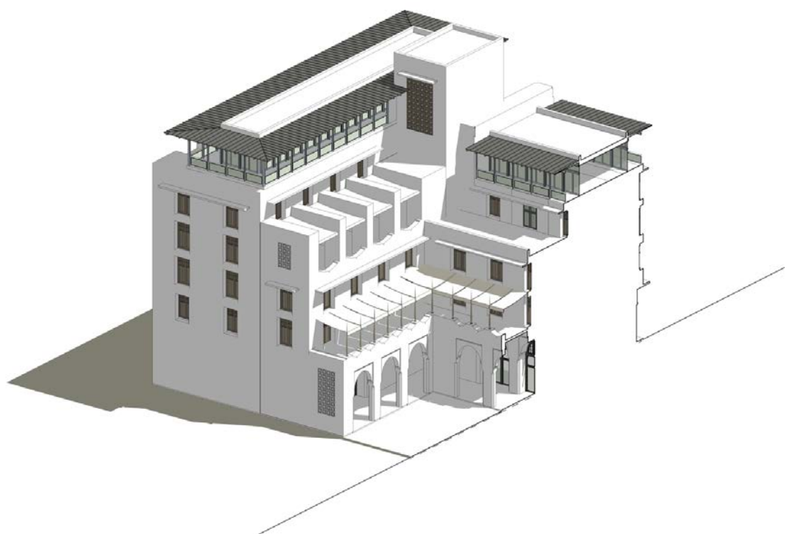
Center Left: *Alley elevation.*

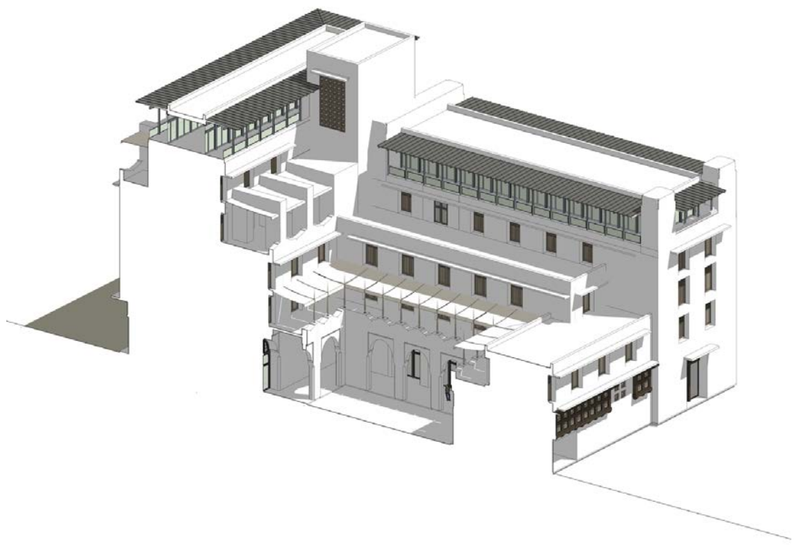
Bottom Left: *Section elevation.*

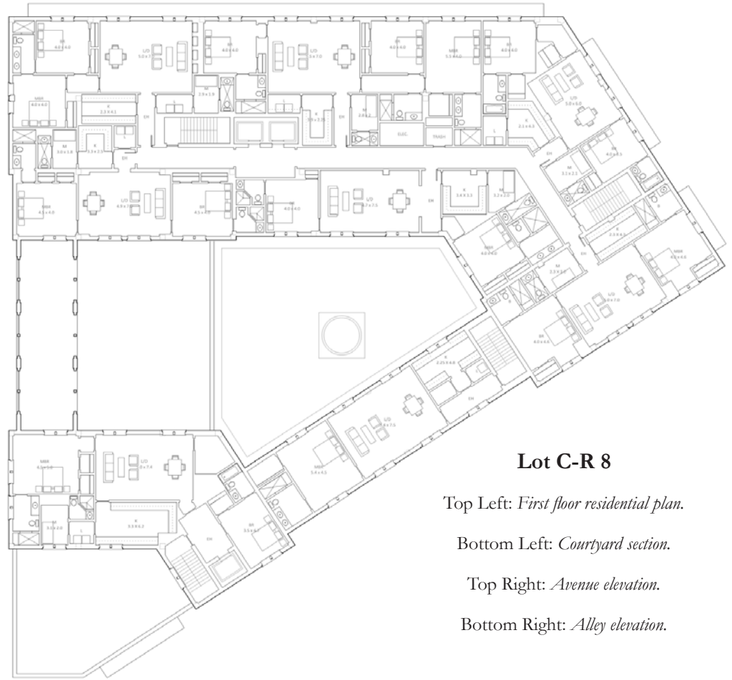
Above: *Roof plan.*

Below: *Section axonometrics.*

Right: *Mid-block elevation.*







Lot C-R 8

Top Left: *First floor residential plan.*

Bottom Left: *Courtyard section.*

Top Right: *Avenue elevation.*

Bottom Right: *Alley elevation.*

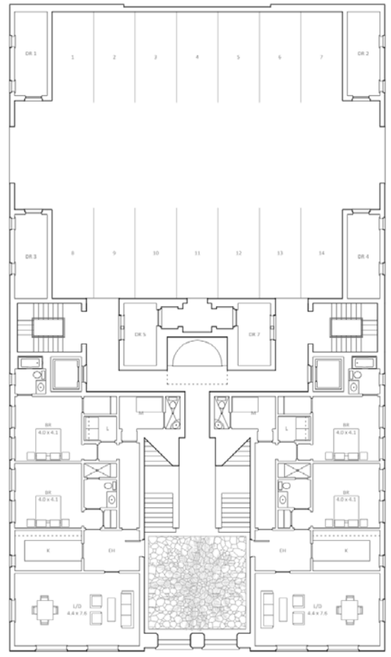
Lot APP 15

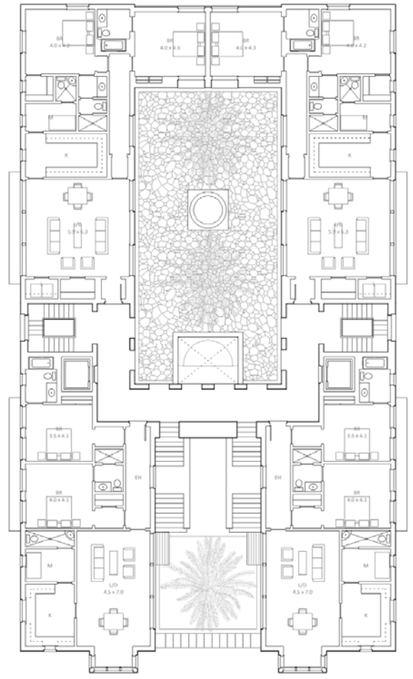
Top Left: *Street elevation - alternate 1.*

Bottom Left: *Street elevation - alternate 2.*

Top Right: *Eye level view, building LR-1 can be seen in the distance at the bend in the alley.*

Bottom Right: *Ground and first floor plans.*





Lot APP 15

Left: *Eye level view.*

Top Right: *Section.*

Bottom Right: *Section axonometric.*

Fort Pierce Federal Courthouse
2003-2012

The Government Services Administration undertakes to build courthouses for the federal courts. The GSA's design excellence program has produced a federal courthouse initiative in recent years that has demonstrated both the invention and the programmatic discipline that building typologies afford designers.

The southern district of the Florida courts required an adjunct courthouse to address metastasizing Sun Belt population growth in its northern most counties. Fort Pierce is a small city with a downtown that has retrenched and attenuated since the Second World War. The post war development for which most south Florida cities were unprepared has largely by-passed the central business district for either the barrier island or the damp pine and palmetto woods in the western part of the county, leaving the center of Ft. Pierce's downtown under built but reasonably intact.

Modest wooden bungalows at the fringe of the downtown survive from the years following the arrival of Henry Flagler's East Coast Railroad. Mediterranean buildings survive from the years of the Florida land boom, and small, astringent moderne buildings survive from the interwar years. The city's recent centennial has left a period of modest renewal in its wake, even as intractable problems remain.

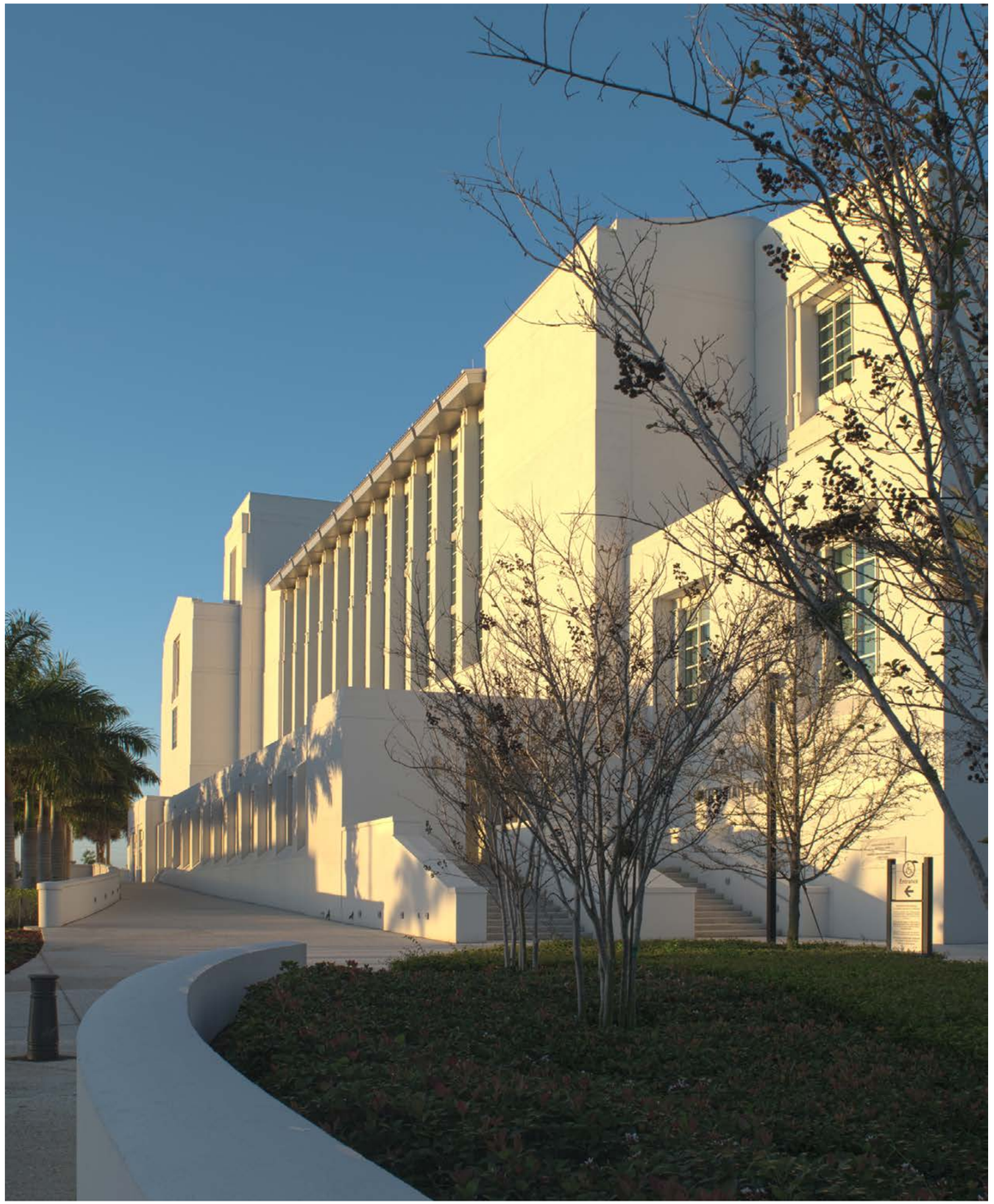
The site for the courthouse is the corner of U.S. Highway 1 and Orange Avenue, the principal intersection of the city. Highway 1 is a traffic corridor that has not figured prominently in the pattern of the development of the downtown. Orange Avenue, a viable pedestrian street, starts across the state, comes through cattle land and the grapefruit groves, through a gateway of storefront churches and missions just west of the site, and ends at the Indian River Lagoon just east of the site. Surrounding buildings are twenty to twenty five feet tall. The courthouse will be about seventy feet high. Many of the considerations in designing and siting the building have revolved around addressing the divergent requirements of these two principal streets.

The courthouse site comprises a 300' by 300' block, and part of an adjacent block at the southwest corner of the central business district. A portion of the street separating these blocks is to be abandoned. The program is for a 100,000 square foot federal courthouse. The program of a courthouse includes the courtrooms themselves, judicial chambers, and those agencies that prosecute, defend, house or escort defendants

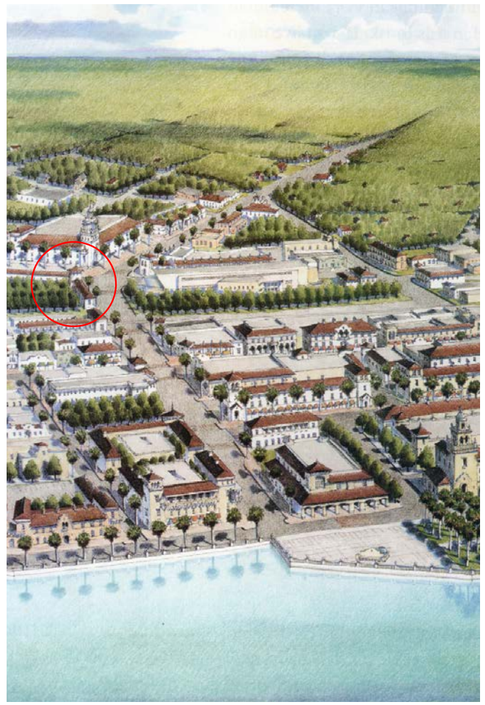
Since the Oklahoma City bombing, security setbacks for courthouses have increased to the point where it is impossible in most urban settings to match setbacks of adjacent buildings. Accordingly this building sits back from the curb, somewhere midway between two models for urban courthouses, neither holding the corner, nor sitting in the center of its own square. There is a public garden on the north side of the building, which helps to mitigate the effect of this taller building along the diminutive avenue.

There are at least two fundamental symbolic contradictions that require resolution. First, as the courtrooms themselves are typically buried in the core of the upper floors, courthouses run the risk of looking like office buildings, belying their significance. Second, they are nominally public buildings but are increasingly secure, resistant to bomb blasts, and difficult to access. The courtrooms here have been placed on the upper floor where they are marked by their silhouette, and the public, multi-story glass lobby dominates the long exposure on highway 1. Secure parking has been pushed up due to the water table, so the entrance sits a full story above grade, marked by a long flight of steps and a monumental ramp. A porch delivers people under cover from the corner to the lobby entrance.

The capacity to withstand blasts requires a conservative structural design, whether this is expressed in the skin of the building or not. The relatively inexpensive masonry skin of this design transfers more blast load to the structural frame than more expensive glass walls do- glass is essentially permitted to fail and absorb blast loads. The structural piers of this design are expressed in the lobby and exposed as the building wall peels back in the floors just beneath the roofs.



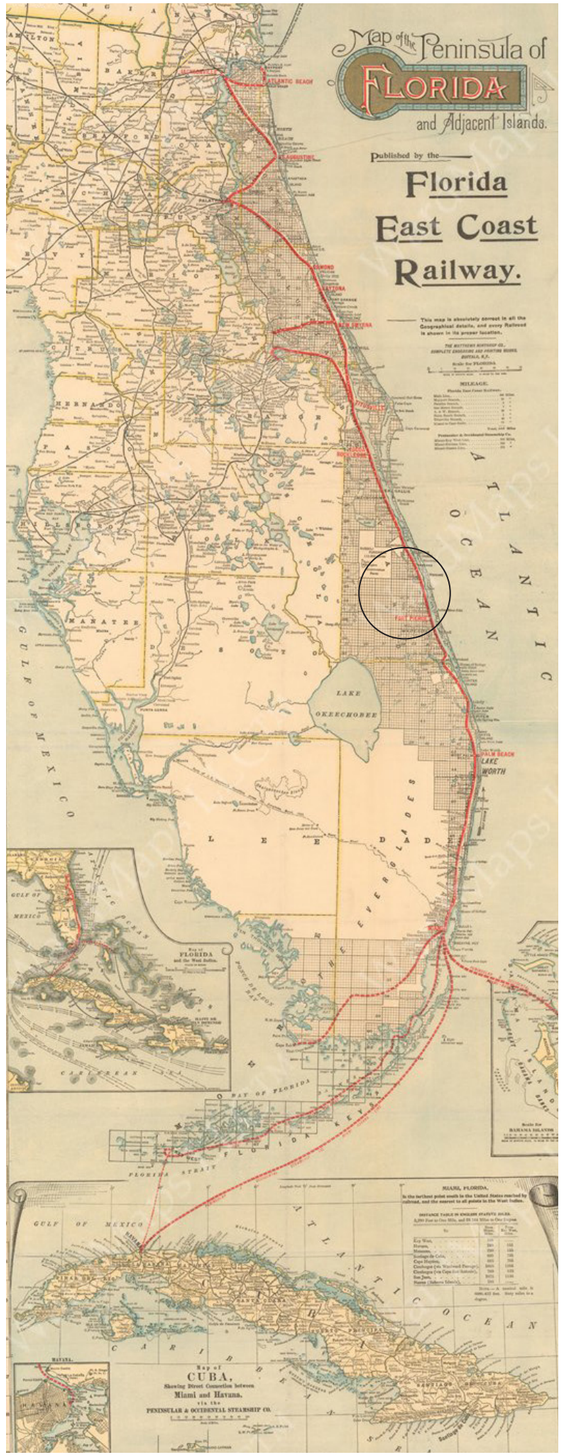
There is a high water table, and the parking level pushes the main floor a full level above the street. There are three ways to ascend to the lobby of the building from both Highway 1 and Orange Avenue.



Top Right: *Watercolor perspective by Michael McCann.*

Above Left: *Plan showing the courthouse and the Orange Avenue Corridor down to the Indian River Lagoon.*

Above Right: *A view from Fort Pierce's planning office speculating on the form the corridor's development might ultimately take.*



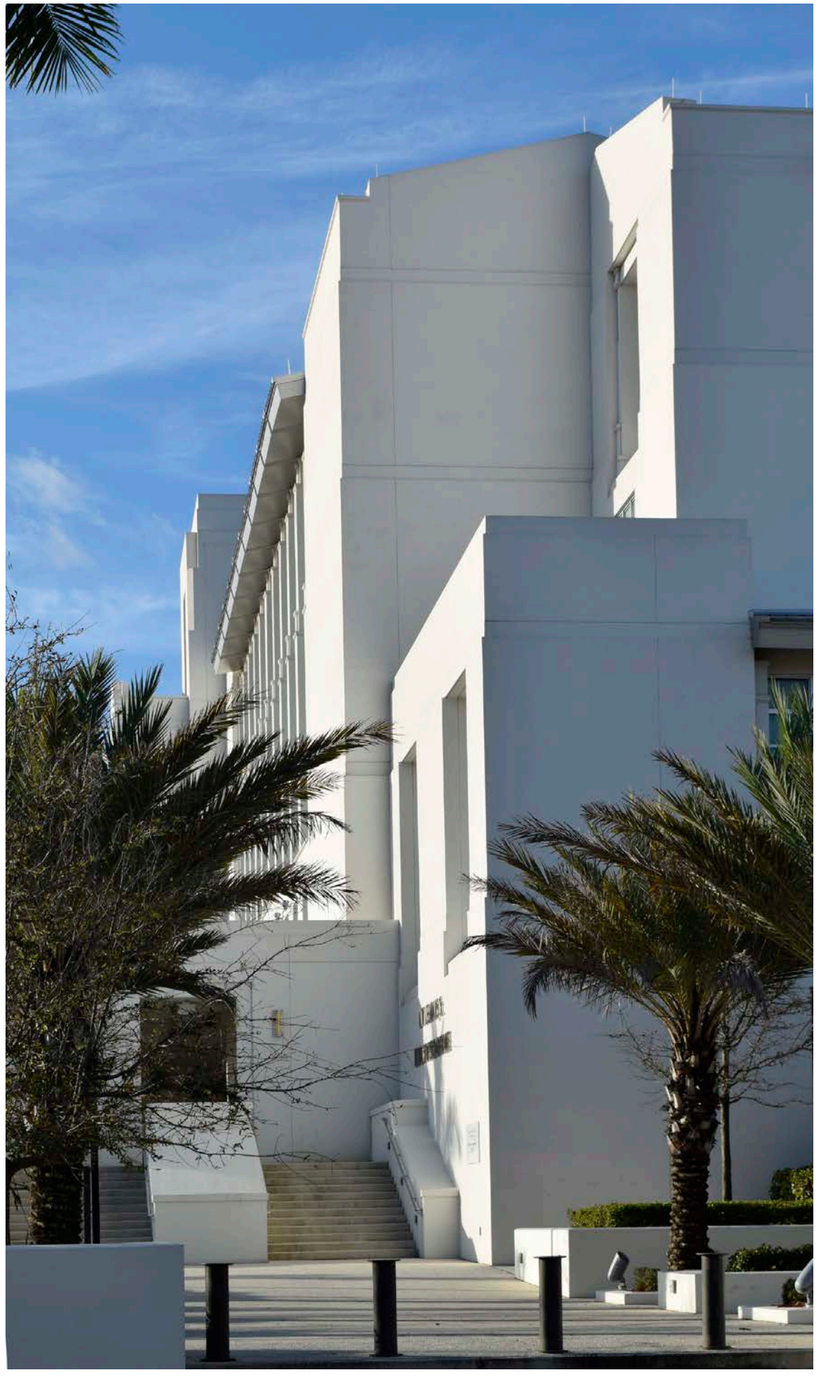
Ward Map's map of Florida's East Coast Railway System in 1907

The FEC & Highway 1

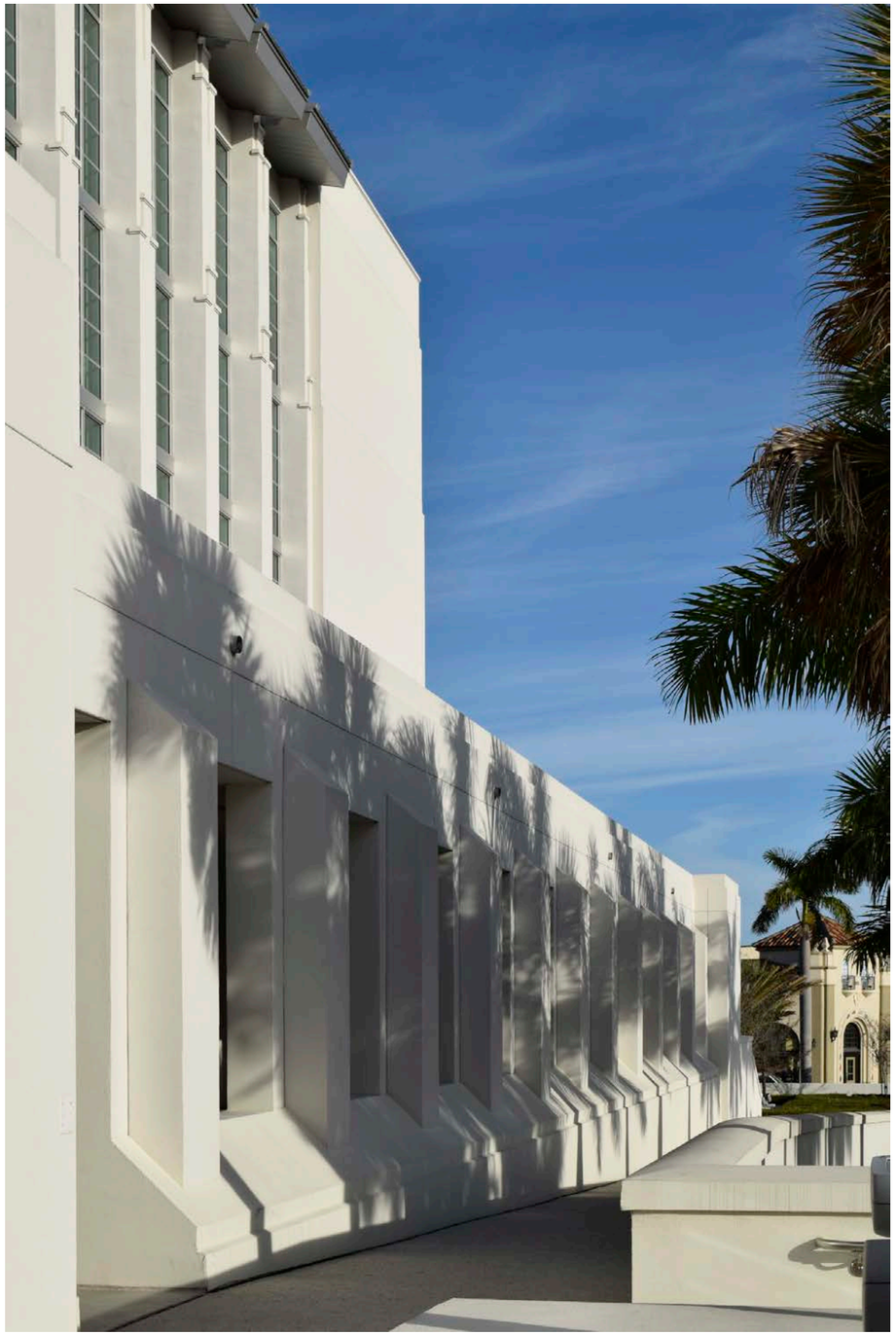
Fort Pierce grew up along Henry Flagler's Florida East Coast Railroad. The extension of these tracks from Jacksonville to the Keys by a man who commenced work on it after he retired from Standard Oil at age 56, is one of the greatest stories in the settlement of the state. Florida's east coast has no natural deep water ports and so the state's development lagged until the FEC tracks came down the coast.

Except for Orange Avenue, on the courthouse's northern edge, the best streets in Fort Pierce had always been just to the east side of the FEC tracks. Modern Fort Pierce is oriented more along highway 1, a block to the west of the tracks. Consequently the courthouse, Fort Pierce's largest and tallest building, springs from a relatively underdeveloped part of the downtown and this is reflected in its immediate setting. The parcels between the track and the courthouse are all but empty and so the building currently looms above isolated one story service buildings, waiting for a more mature setting.

View from the southeast across Highway One.

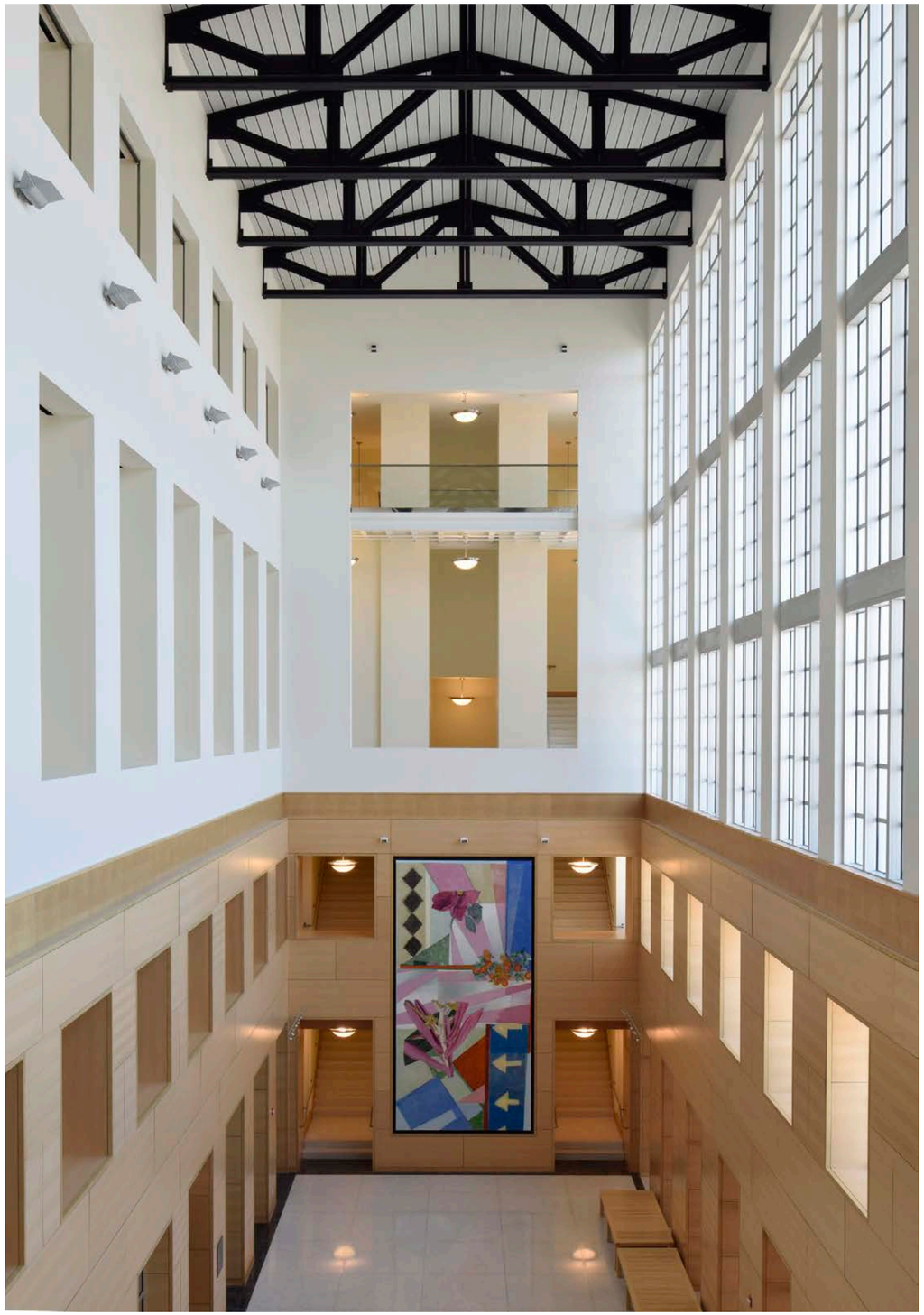


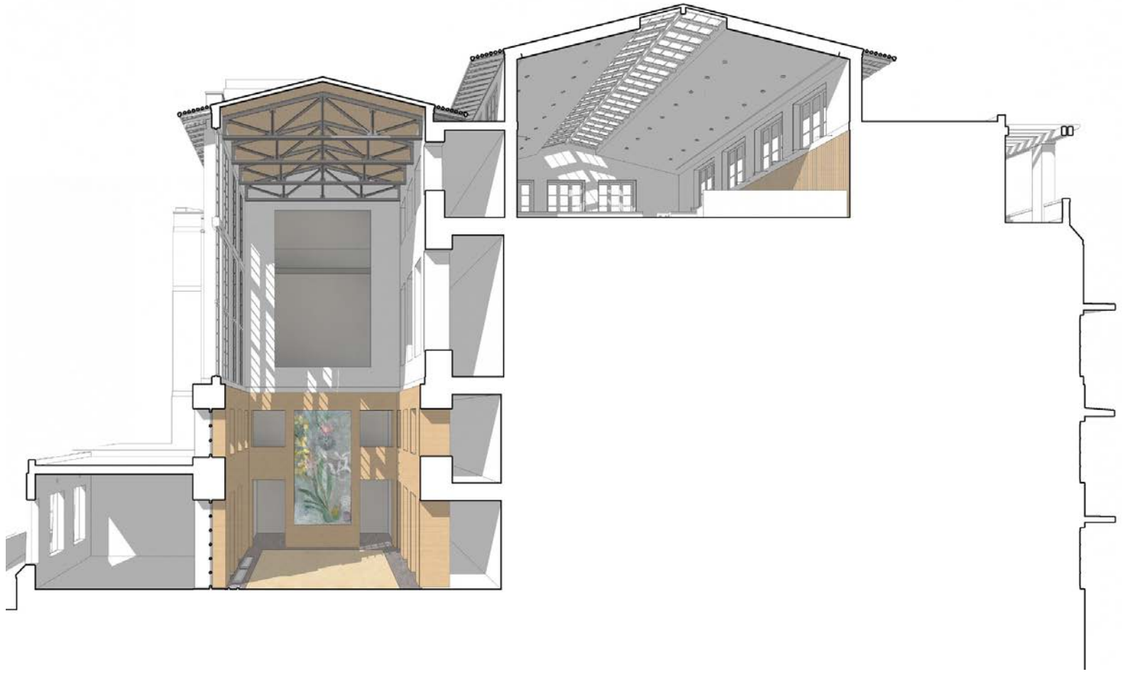
View from Orange Avenue.

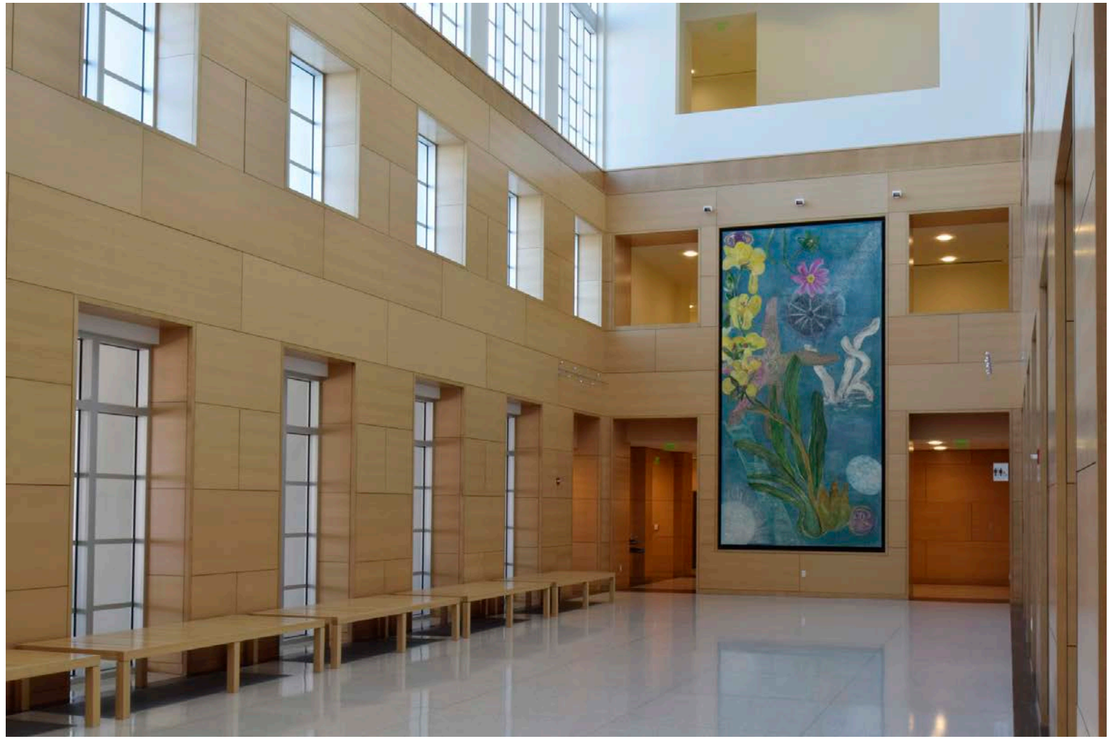


View from the top of the main stairs looking down the ramp that ascends from Orange Avenue.

View of entry stairs.







View of Housing on Jungle Trail overlooking the Indian River Lagoon

Housing on Jungle Trail,
Developing a Square
2014-2018

This site is on a perimeter road between an undeveloped square and Jungle Trail, an old service road along the Indian River that served the grapefruit groves of the barrier island. Pelican Island, the country's first federally protected wildlife preserve, established under Theodore Roosevelt, is half a mile up Jungle Trail from the site.

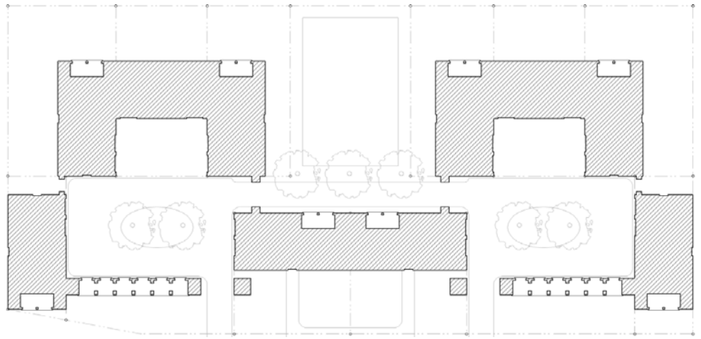
The program called for twelve large apartments of about 3000 square feet, plus ground floor garage parking. While the value of the land lies in developing long views of the off shore archipelago, including Pelican Island, it was important at the same time to use the housing to help develop the square.

The square side of the lot, nominally the parcel's back side, had to present the equivalent of a second front side. The onerous off-site parking requirement of two cars per unit could not be allowed to diminish any side of the site. This required enclosed parking courts, hidden both from the square and the semi-public gardens that run through the middle of the site plan

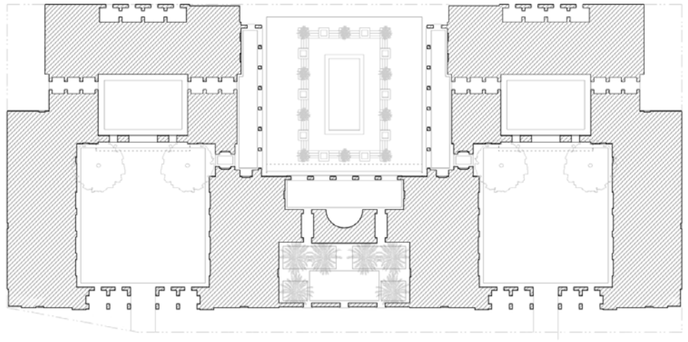
The larger site plan was to develop the square's park across the street from the immediate site, to integrate the perimeter road and street parking into the development of the square, and to propose further development of the north side of the square in a subsequent phase.

Five buildings checkerboard the site, maximizing the long views, providing a foreground for long views, separating service courts from gardens and keeping the scale of the three story buildings reasonably consistent with existing houses on two sides of the square. Most units access their lobby both from their own garages and from the public gardens.

The Indian River Lagoon is like an archipelago between the barrier island and the mainland, a number of narrower channels separated by islands covered in native mangroves and some invasive species. The main channel is maintained at a depth of 12 feet, as the inland waterway.

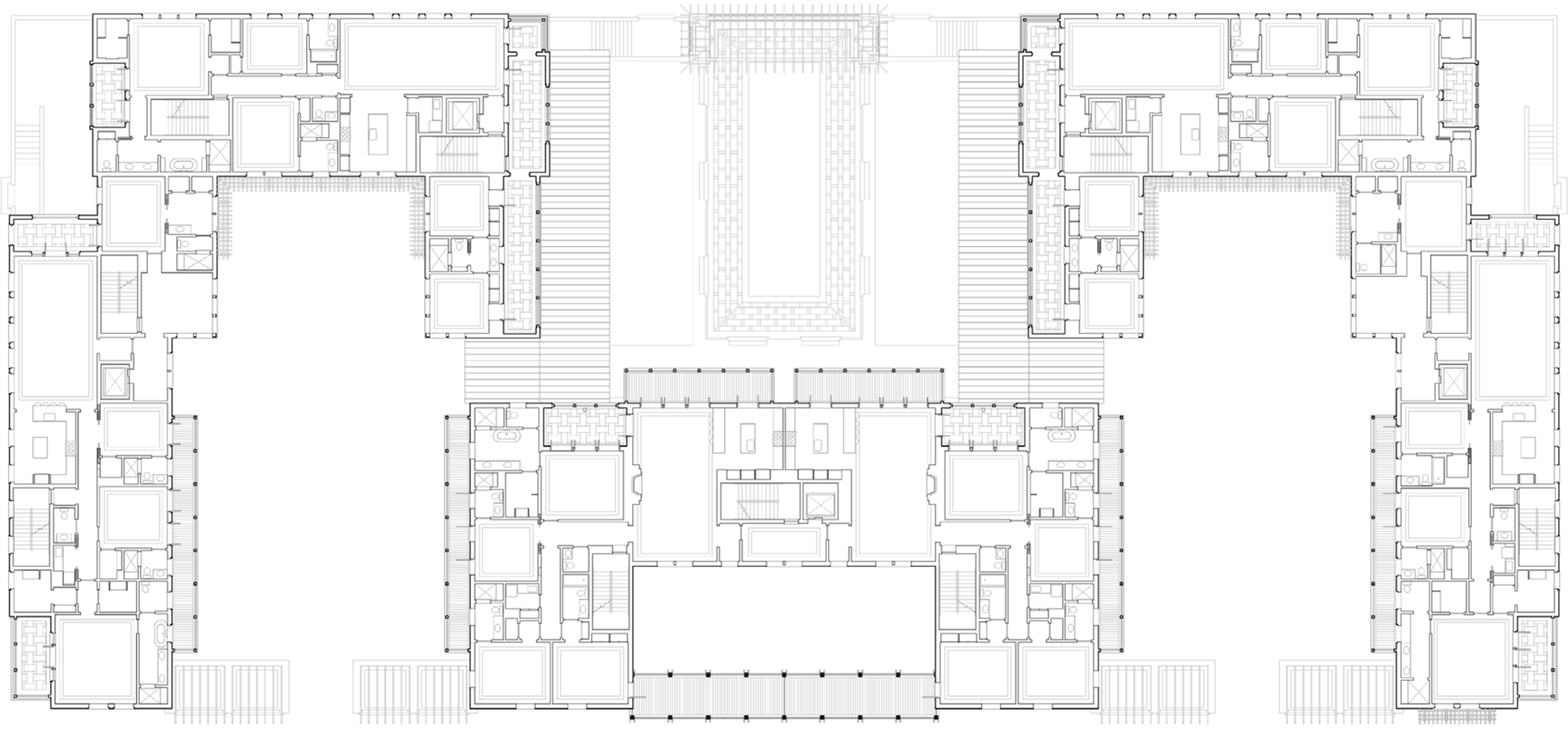


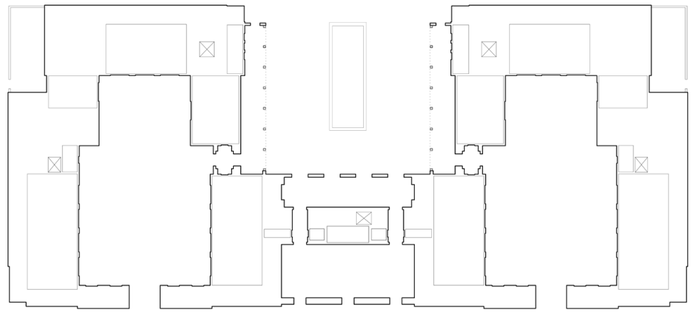
Rowhouse Program.



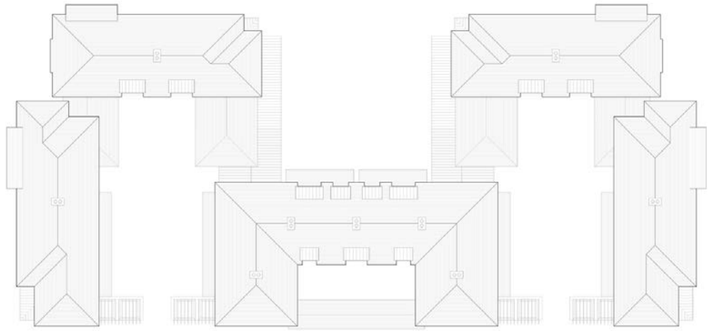
Apartment program.

We studied the site with ten and twelve fee simple row houses and with 12 condominiums. The density and coverage increased slightly with the condominiums, but mostly at the perimeter of the 1.1 acres site.

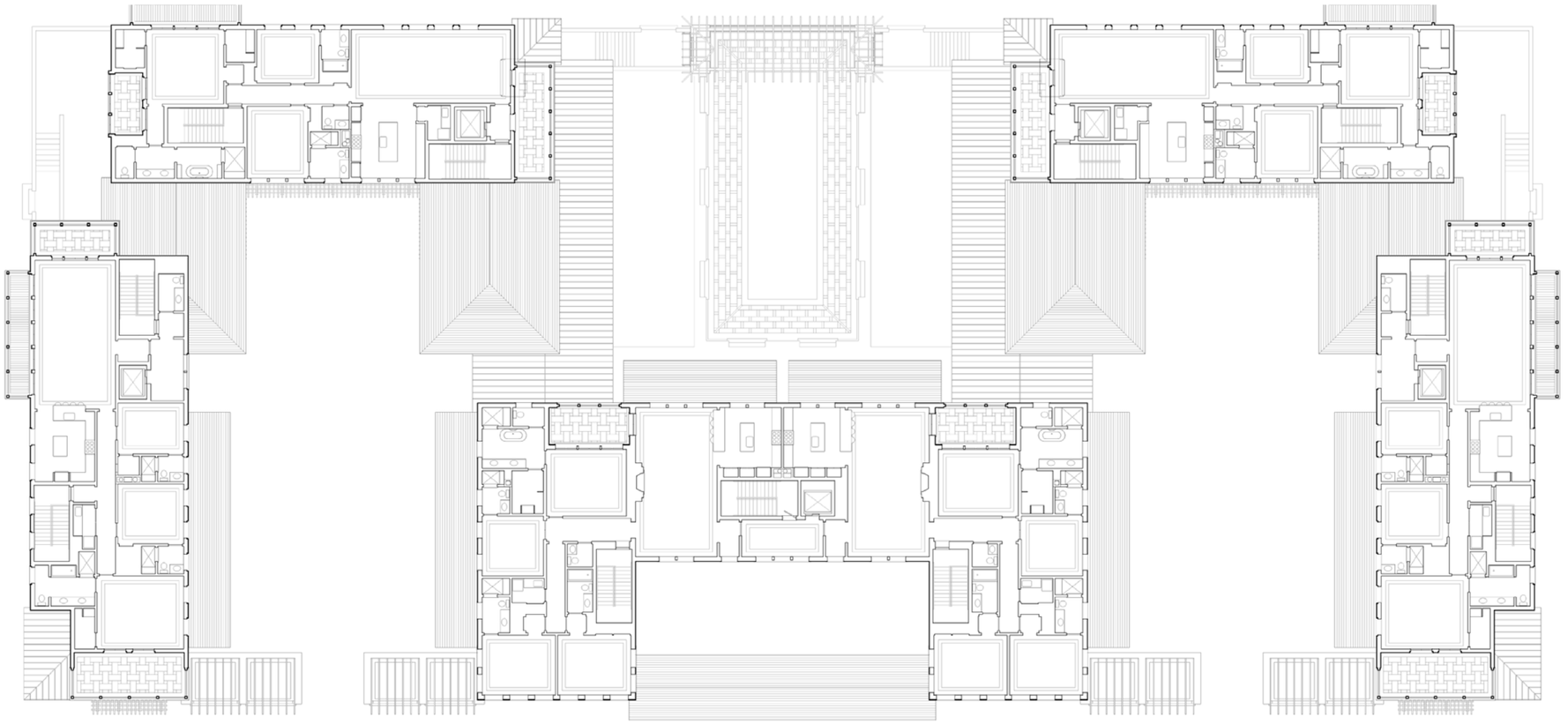




Garaage and lobby diagram.

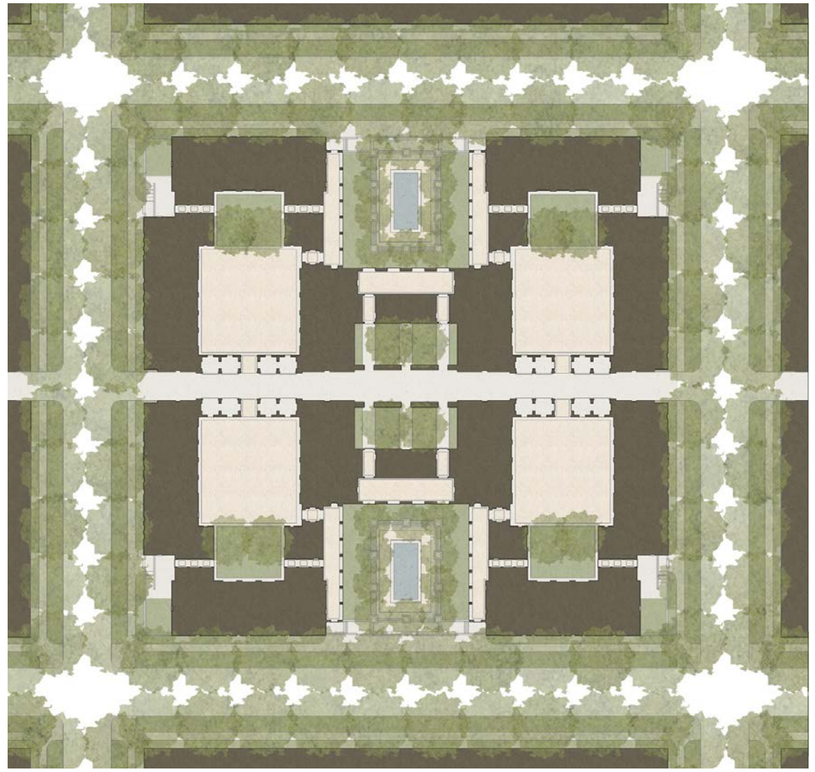


Roof plan.



Parkside Views


10895



Above Right: A s*peculative site plan showing how a mirrored plan would work on a large 330 foot block with auto court access off an alley.* Below Right: *Site plan of the one acre site.*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204-206
304-306


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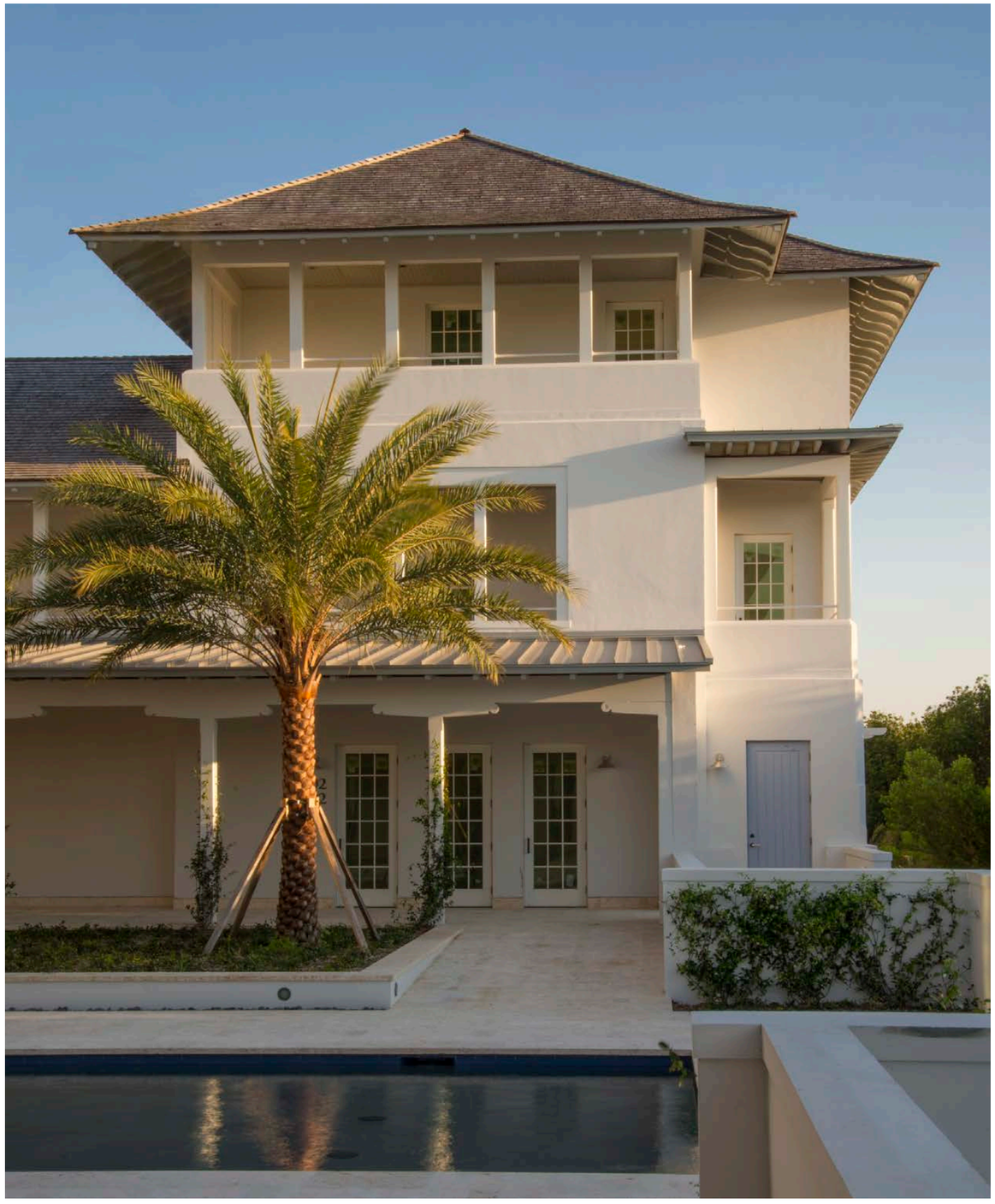
Riverside Views



Katy Trail
Highland Park, Texas
2018

The Site and The Precedents.

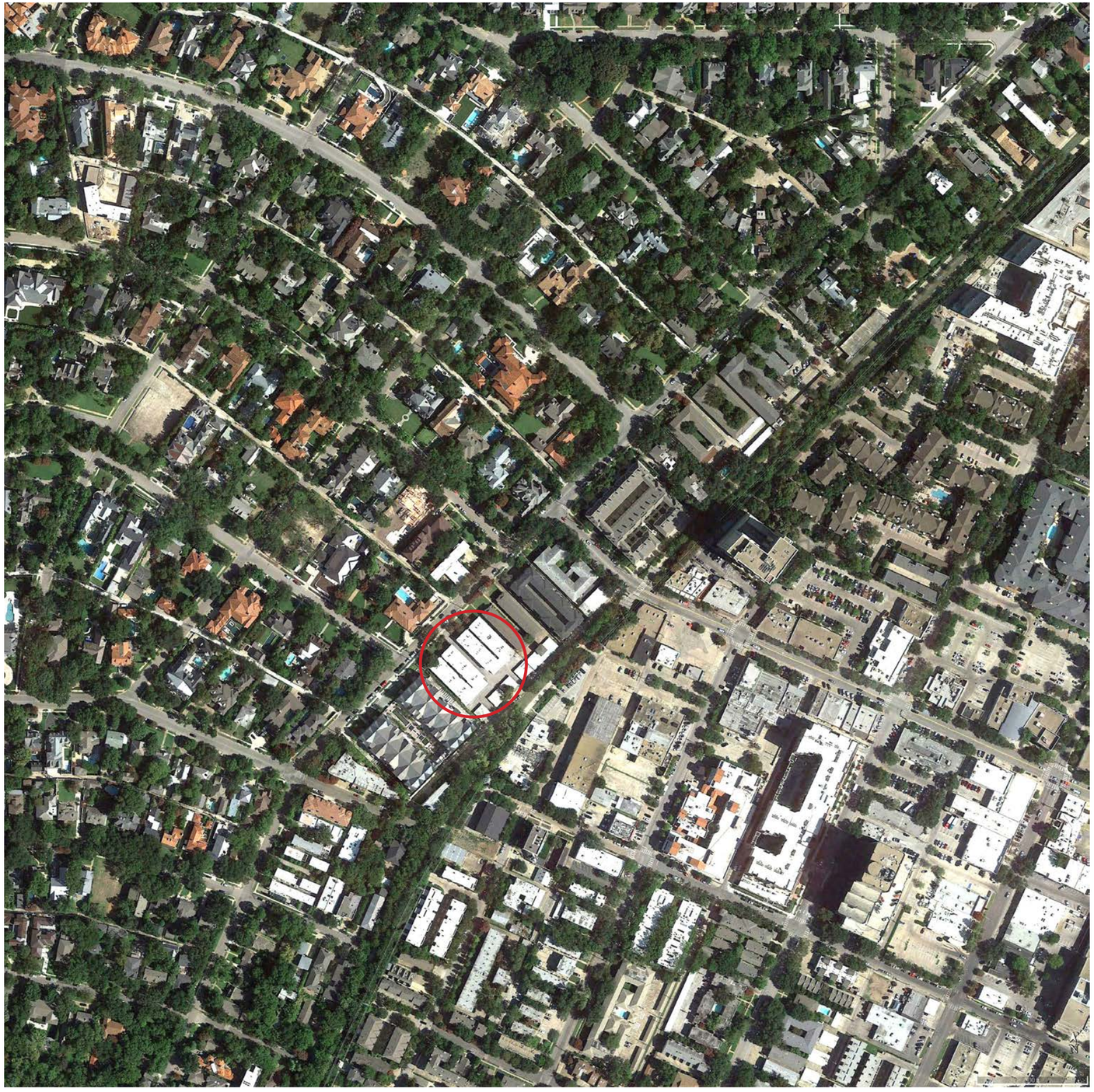
Katy Trail runs along an abandoned railroad right of way separating leafy Highland Park from Dallas. Highland Park buffered its verdant streets with a transitional high coverage block of apartments between Abbot Street and the tracks. Now that the tracks have been abandoned for a trail, this transitional block is relatively more attractive.

This project is part of an ongoing reappraisal of the block. The land is now valuable enough to warrant sub-grade parking and the highest allowable coverages, as the height limit on the Highland Park side of the tracks will only allow three stories. The parcel is roughly 1.1 acres, a little more than 200 feet on a side. There is a service alley running along the old tracks and there is an electrical substation on the far side of the trail. Side setbacks are minimal.

We studied two precedents. One has been built on the adjacent parcel and that project served as a programmatic and financial model for this parcel. A second precedent is a sort of counterproposal we built in Florida. (See previous project). The precedents represent the widest possible spread of solutions.

The adjacent parcel addresses the challenges of the side and rear property lines by creating a central space on the lot onto which half the units face. The buildings either side of this central space are 90 feet wide, with central halls that divide those units that can face the central courtyard from those that have to face the minimal side setbacks. No unit has to face the alley and substation. The interior halls limits the number of cores which in turn makes it easier to plan the parking level.

The problems with this precedent is the depth of the units, which renders them dark, and the disparity in value and appeal of the units either side of the central halls. The Florida precedent has thin 32 foot wings and multiple cores serving one apartment per stop. It has better light and views but is correspondingly expensive for the greater extent of exterior walls. The Florida project has ground floor parking. The multiple cores would eviscerate a sub-grade parking level.



Google Earth image of site, circled in red

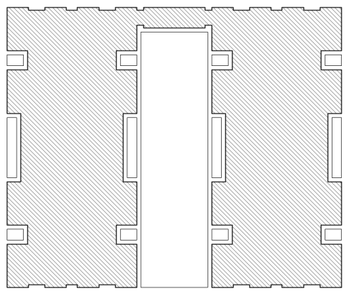
The Alternate Studies

The precedents established the trade-offs. The alternates we generated tried to help give these trade-offs relative weight. Unit count and unit size fixed for each alternate. The variables were not only the widths of the wings, but the size of the central court, which contributed to unit privacy, the way units configurations dealt with the challenges of the side setbacks, the degree to which the alley and tracks were prominent exposures for some units, the disparity in value between different exposures, the location and number of cores, and the extent of interior hallways.

The alternates generally proceed from the simple to the complex, from wide units to thin units, from unvarying units to highly varied units, from large central courts to smaller multiple courts, from fewer cores serving more units, to more cores serving fewer units. It falls to someone else to decide if additional construction costs will yield corresponding increases in the appeal and value of the units.

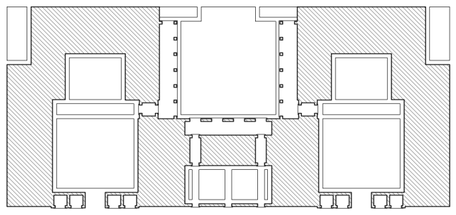
The precedent on the adjacent lot is typical of modern condominiums in that the layout of the residential plates is driven to such a degree by the width and capacity of the parking level. The Florida precedents is an explicit appeal to the garden apartments developed in the 1920's. Those garden apartments had multiple cores and great light and privacy and views, but they did not have to deal with on-site parking or two means of egress.

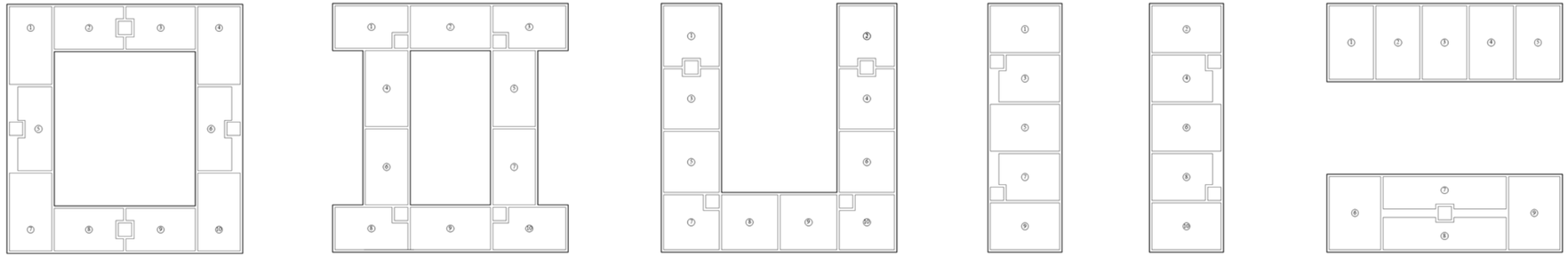
The Katy Trail apartments are part of an ongoing attempt to find some modern solutions to multi-family housing that strike a better balance between the two precedents we studied.

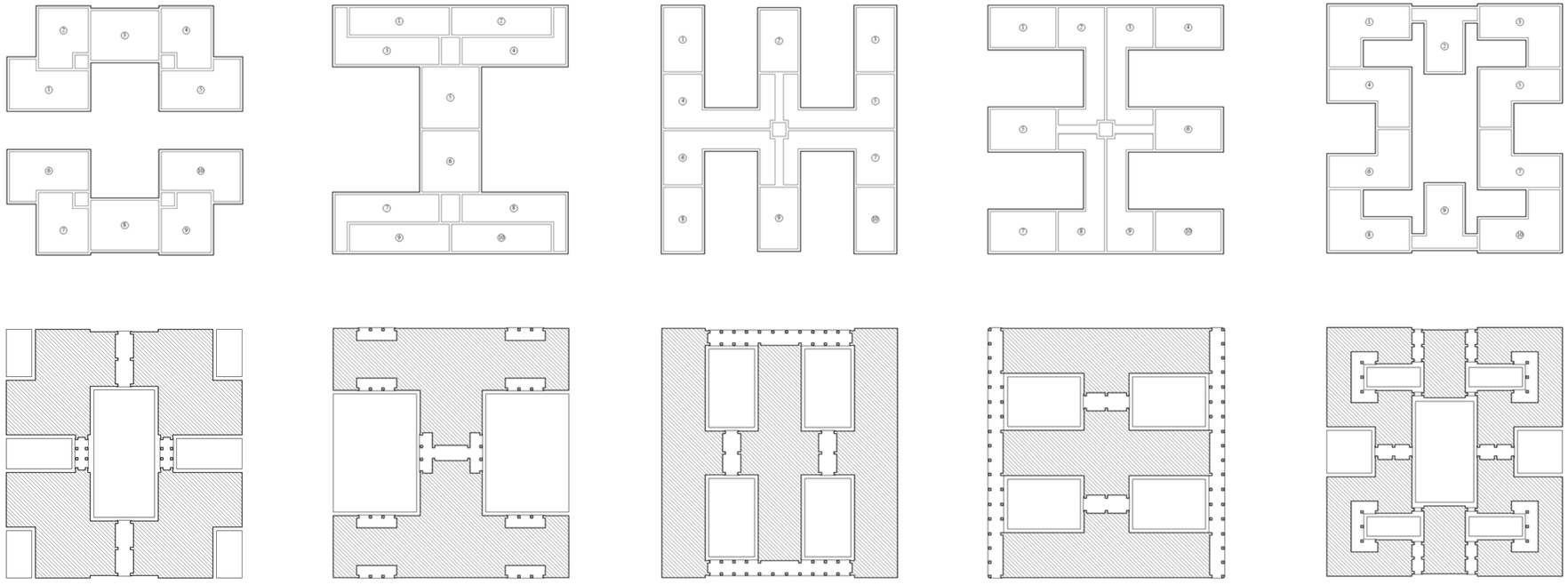


Top: *Precedent on adjacent lot*

Bottom: *Counter proposal on a similar size lot*







South Somerset Street and Public Plaza
on the Gulf of Mexico
2017

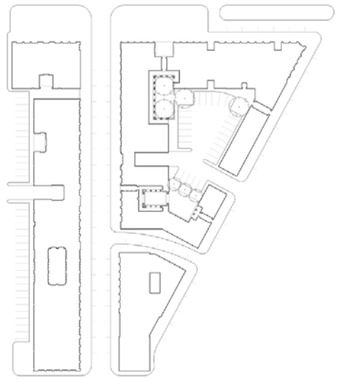
South Somerset Street in Alys Beach extends from the amphitheater on county road 30-A to the public plaza on the dunes above the Gulf of Mexico. The mixed-use buildings throughout its length will likely become the focus of the town's retail, and so part of the purpose of the study was to determine the street's retail, residential, and parking capacity. Buildings will range from one to three stories of residential above continuous ground floor retail. Parking can be accommodated in a combination of mid-block surface parking and select sub-grade parking.

At the bottom of Somerset, thirty-foot-wide stairs ascend from the foot of Somerset Street to the plaza and beach club. The site is about an acre, 200 feet on a side, and divided equally between the club and plaza program. Both halves of the gulf front site pile up in terraces that rise from south to north so that all points on the site enjoy great water views. Bars, restaurants and a few residential units line the north and east sides of the plaza. The club site on the west side of the site also has a public restaurant and bar on its north side. The entire program is over a podium of structured parking, so that the plaza might clear the primary dunes and the scrub oak that grows on top of it.

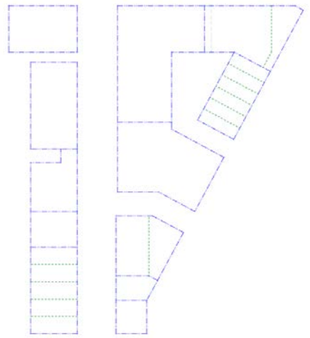
Above: *View down South Somerset Street toward the Gulf of Mexico.*

Right: *Overall site plan with key.*

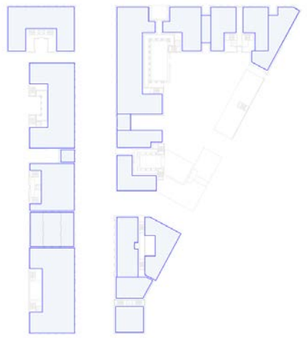
1 Caliza Pool
2 North Somerset
3 Amphitheater
4 County Road 30-A
5 South Somerset
6 Beach Club and Public Plaza
7 Gulf of Mexico



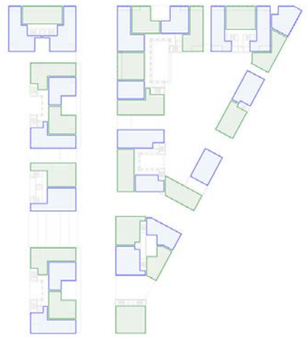
Site diagram.



Lot diagram.



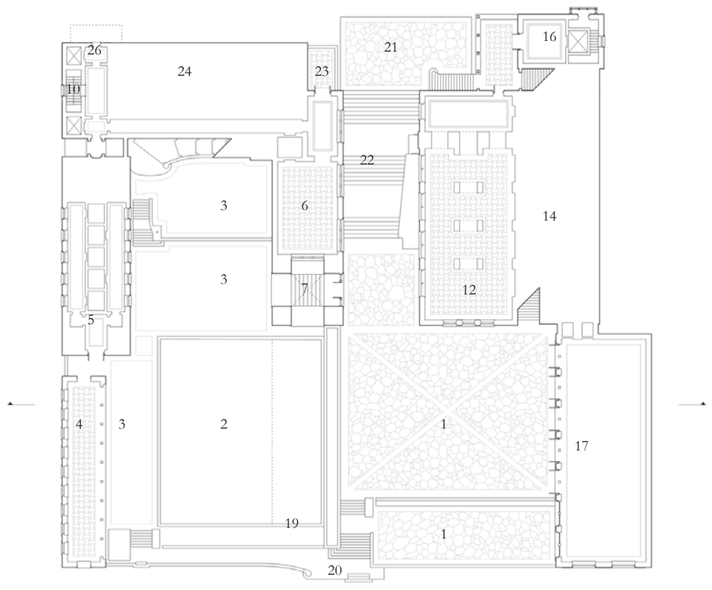
Retail diagram.



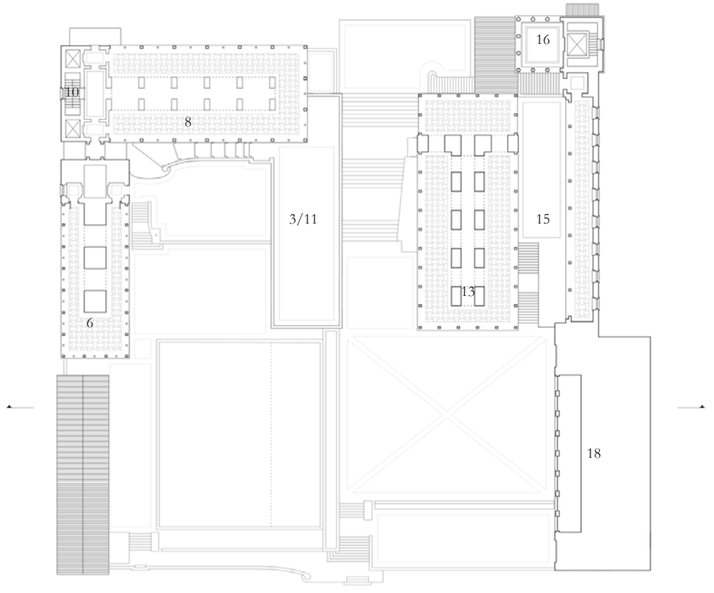
Residential diagram.

Core diagram.

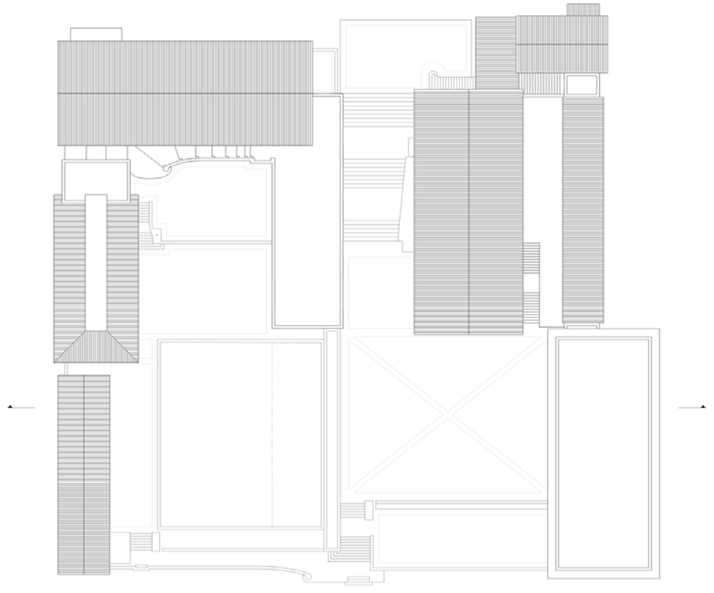
Detail of plaza from the Gulf of Mexico.



First floor plan.



Second floor plan.

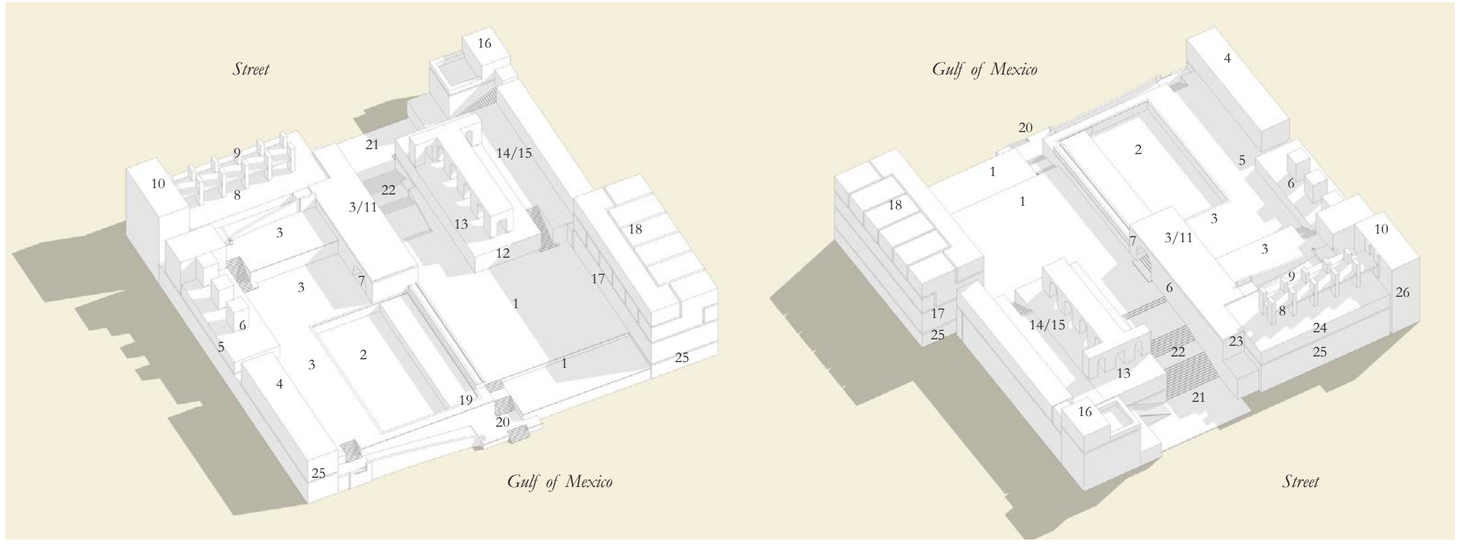


Roof plan.

PLAN AND PROGRAM KEY

Note: Elevation 0.0 corresponds to the street.

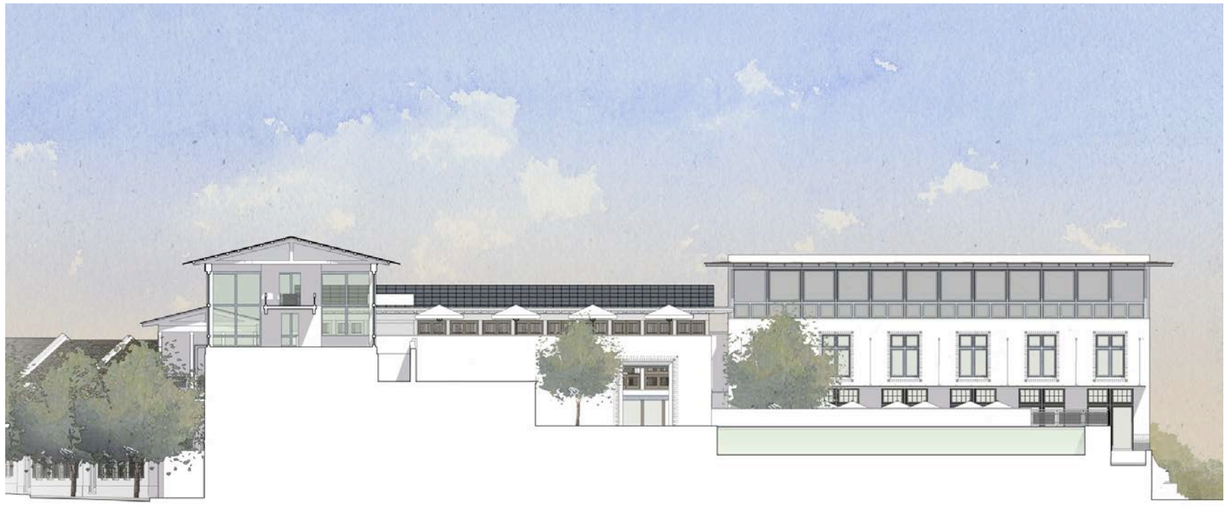
1	Public Plaza	(10.0)
2	Club Pool	(15.0)
3	Pool Terraces	(15.0, 24.0, 30.0)
4	Covered Terrace	(15.0)
5	Pool Deck Kitchen	(15.0)
6	Club Dining Room	(15.0, 24.0)
7	Club Entry off Plaza	(10.0, 15.0)
8	Public Restaurant	(30.0)
9	Public Bar	(Mezzanine 40.0)
10	Vertical Core/Egress for Club and Street Entrance for Public Restaurant/Bar	
11	Alternate as outdoor dining terrace	
12	Public Restaurant	(10.0)
13	Public Bar and Bar Food	(22.0)
14	Kitchen	(10.0)
15	Bar Terrace	(22.0)
16	Vertical Core and Egress for Plaza Program	
17	Restaurant	(10.0)
18	Rental Units	(25.0 and 36.0)
19	Public Restrooms	(3.0)
20	Beginning of Dune Walkover	
21	Entry Plaza	(0.0)
22	Stairs to Upper Plaza	(0.0 to 10.0)
23	Terrace	(15.0)
24	Kitchen or Hotel Suites	
25	Parking Podium	(0.0)
26	Entrance to Public Restroom/Bar and Accessible Entrance to Club	



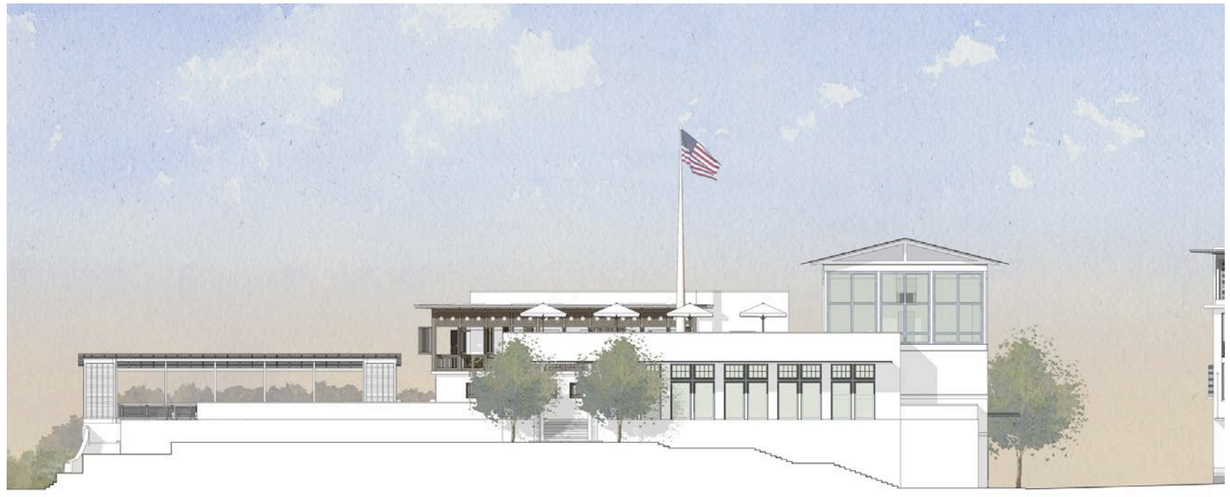
Blocking and stacking diagram.

E-W section looking north.

N-S section looking east.



N-S section looking east.



N-S section looking west.

View from the beach and the Gulf of Mexico.

Alys Beach Gulf Front Plaza

2019 - 2022

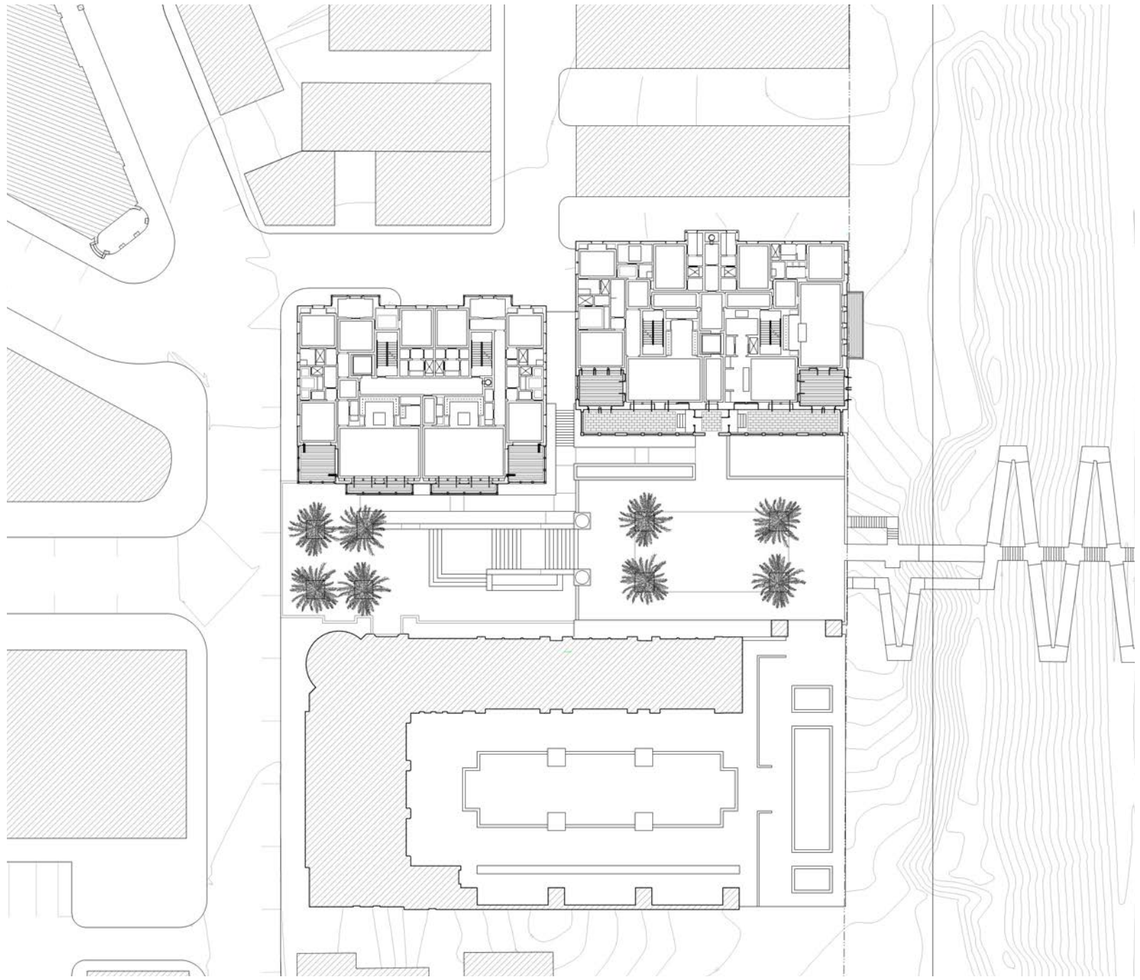
(The speculative project for this site of 2017 was not built. In 2019 we had a chance to design the east side of the plaza as it was finally programmed and laid out)

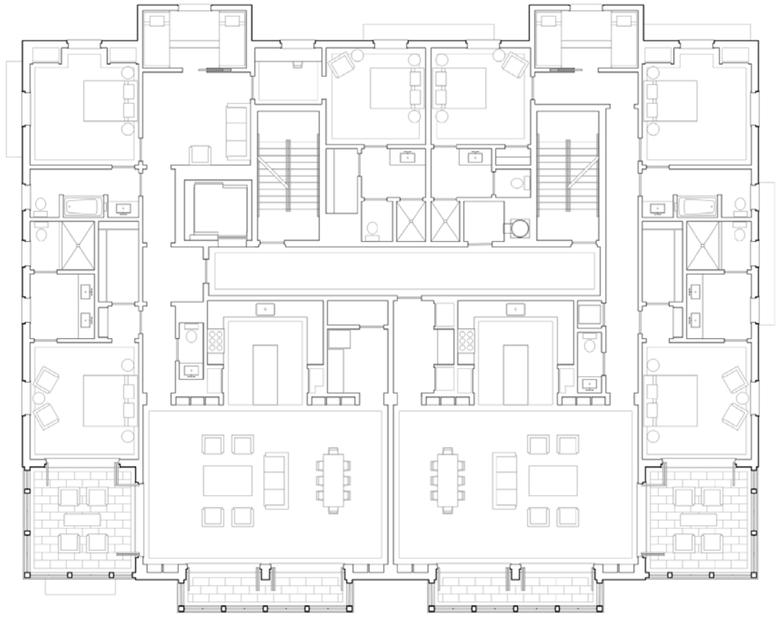
Our office is a block from Sexton Plaza where state route 60, having come across the interior of the state from Tampa, ends at the Atlantic Ocean. It should be a magnificent public space, but despite a decent enough boardwalk, it is just a tepidly landscaped parking lot.

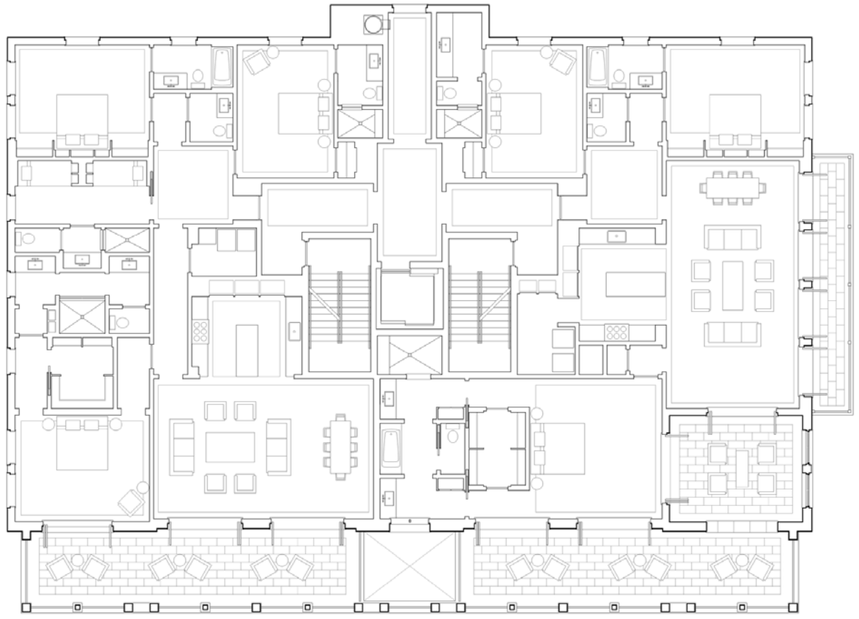
Public spaces like Alys Beach's plaza on the Gulf of Mexico are rare. Rosemary Beach has several beautiful lawns at the Gulf, which are remarkable for their generosity. Alys Beach has other beautiful small plazas edged by houses. Seaside aspires to a public plaza on the south side of 30-A and has planned one.

The plaza at the beach club is just the southernmost component of an incomparable series of public spaces extending from the wooded north edge of town to the Gulf. South Somerset Street descends from 30-A, affording a glimpse of the Gulf over very high primary dunes. As you approach the foot of the street, the Gulf disappears, and views of the water are restored by ascending the plaza stairs. The lower plaza narrows a little. The upper plaza widens to the east.

The success of the plaza will depend not only on the design of the plaza itself, and on the beach club, but also on the success of the condominiums on its east edge. The master plan is clear about their general siting. Their depths and their programming suggests the buildings will be fairly stolid and simple buildings. Their scale will be more the scale of the buildings on the amphitheater than the scale of Alys Beach's residential streets.





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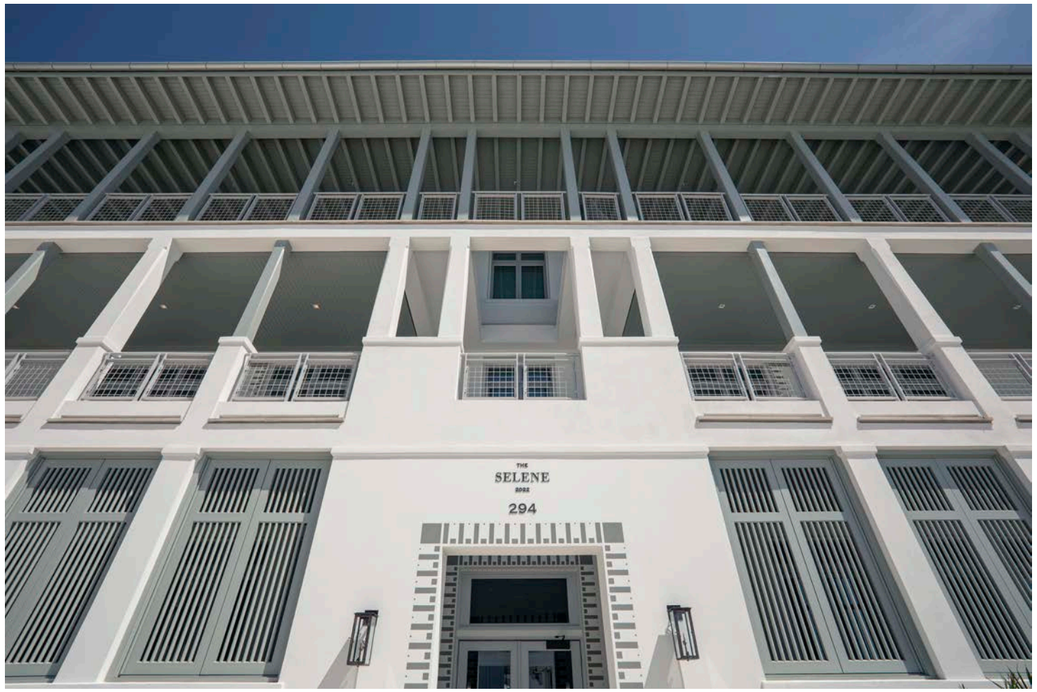
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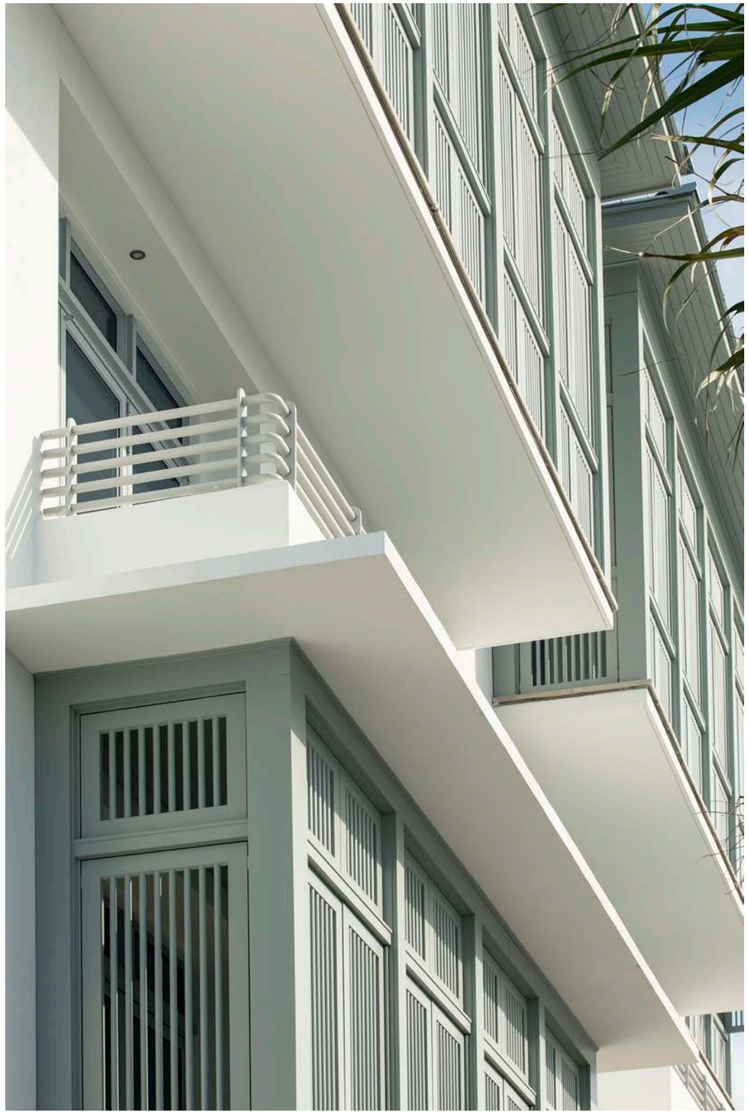
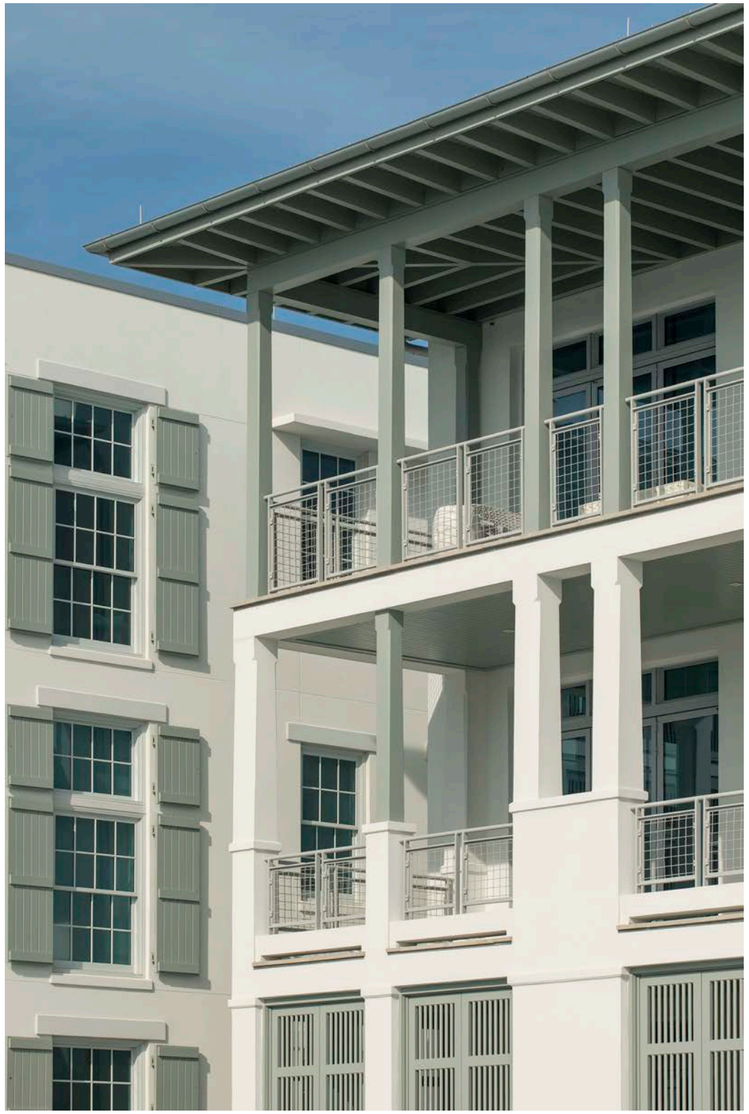
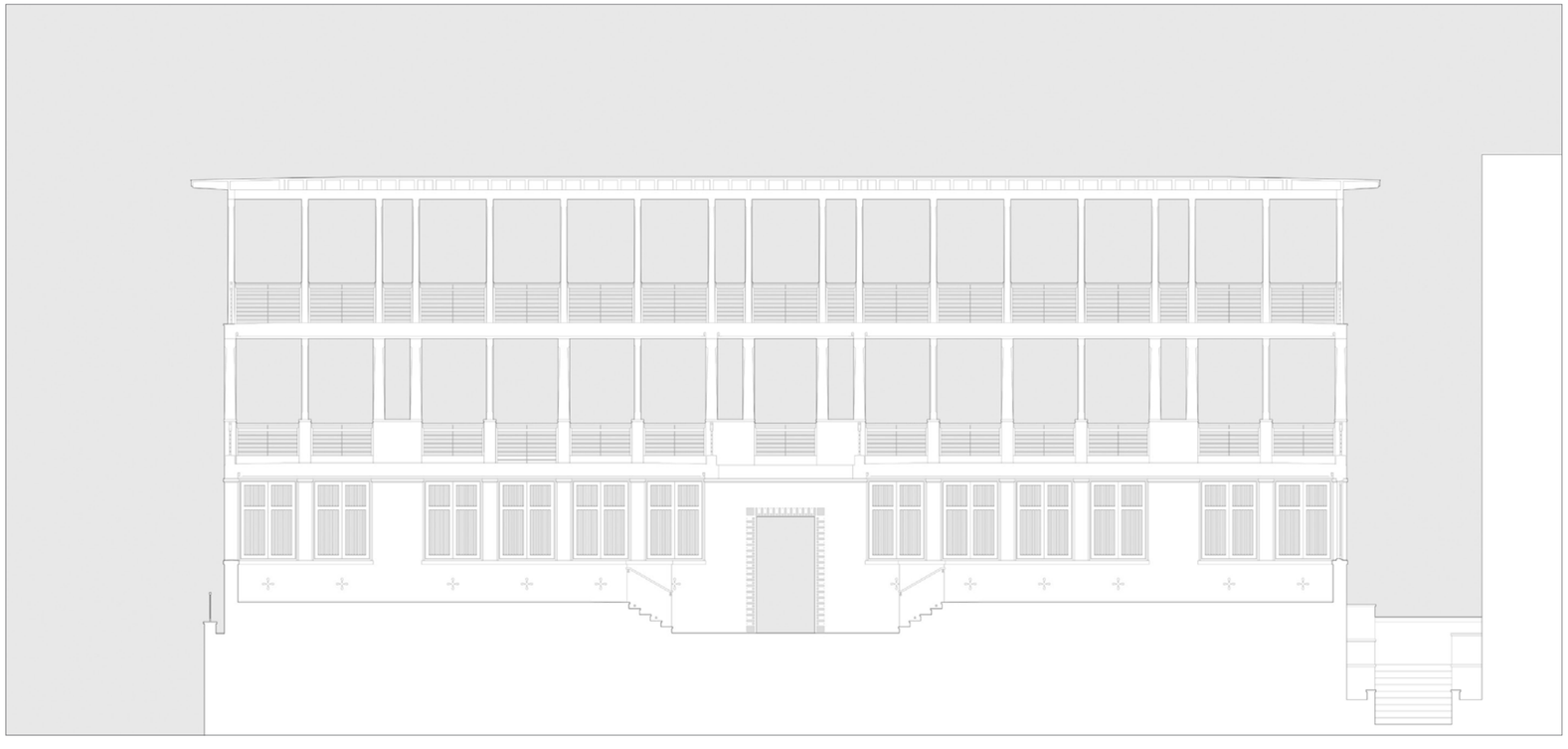






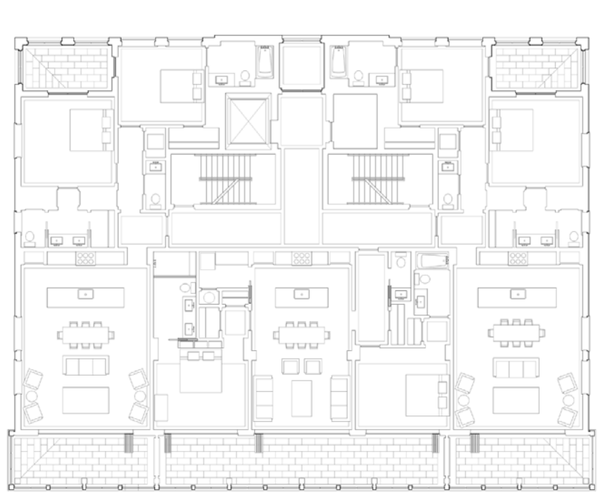
Public Facade for a Private Building

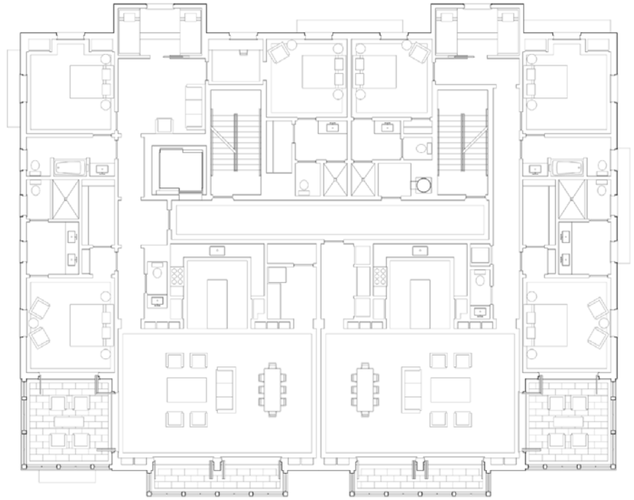
Private buildings are often called on to contribute to public spaces. The one-story building above is just a simple shed building but the attached loggia has more monumental detailing that helps form the public lawn in front of it. The apartment building below has an atrium that is a dedicated public element, and its porch, similar to the porch of the store, is scaled to be seen from two blocks away, from across a lawn and down an alley of trees.

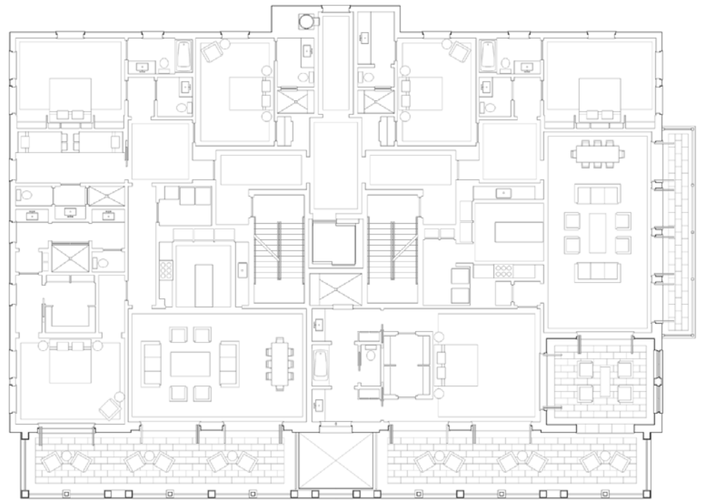
The facade detailed on the left, from the Alys Beach Gulf Front Plaza, has a three-story porch attached to a fairly simple masonry apartment building. The upper drawing shows the façade from the public plaza, and the lower drawing shows the scaffolding of the porch from the building and looking out to the plaza.

The porch grades from a more solid ground floor at the plaza level that affords privacy, to increasingly lighter floors above that facilitate oblique views to the Gulf of Mexico. From left to right, there are different readings of five, seven and thirteen bays.

Like the completed buildings above and below, the façade on the left will give a public presence and public scale to a residential program on the principal public space in the town.







Seventy to ninety years ago, even public housing was built with narrow, well-lit footprints of about 30-35 feet, and a high percentage of corner or through-units with good cross ventilation. Before building codes allowed ventilated interior corridors, and before they required two means of egress, a limited number of units on a given floor, in buildings up to six stories, could be served by a single stair.

Now even people who can afford the best apartments, live in buildings twice as wide, often driven by a double loaded parking aisle on the ground floor. They usually have long, unlit double loaded corridors so that expensive cores might serve as many units as possible, and so that no leasable perimeter space is given up to light the interior corridor. If they are to be served alternatively by a single stair, like the taller garden apartments of the 1920's, they can be no more than three stories.

As land in Florida becomes more expensive, it will be used more intensely and so it will be helpful to have decent models for more urban building types. Good multi-family housing will have to serve a range of incomes and will have to strike a balance between lower building costs, good air and light, a humane scale, and durability.

These three buildings are fairly expensive masonry buildings. The building on the left, for example affords every bedroom a porch. But they have efficient building envelopes, and high ratios of leasable space to non-leasable cores, and they could telescope into large buildings with fewer corner units, or they could be stick built.

As they are all about 6000 square foot plates, four to six of them could be arranged on most any common block type, as corner or mid-block buildings. As they are used at Alys Beach, they can help form public spaces like the Gulf front plaza, or the green. What is essential for them to work, however, is a reduced parking requirement of one off street space per unit.

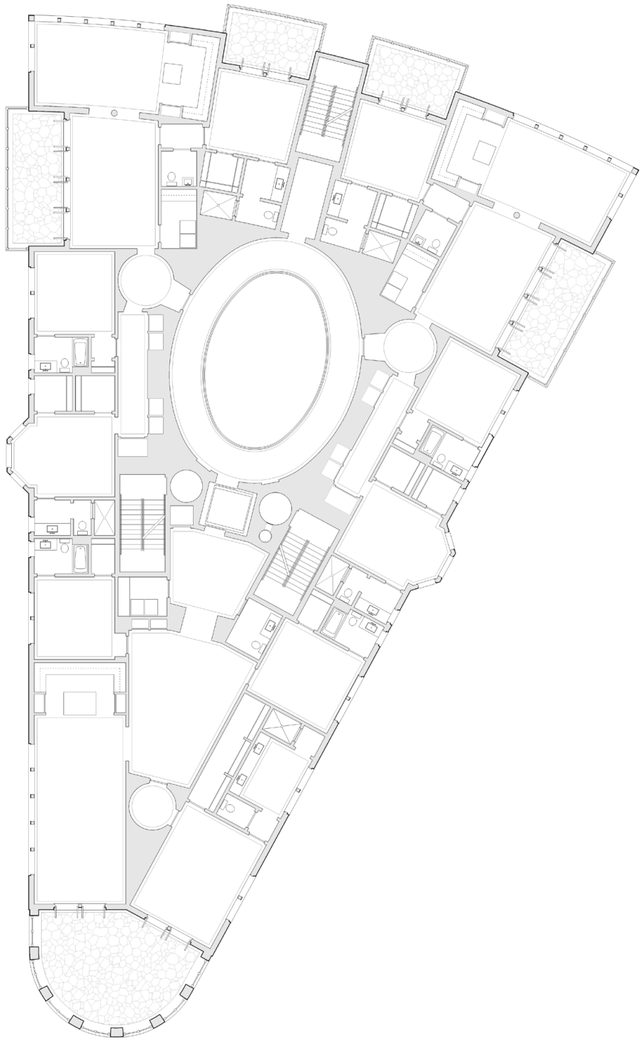
View southwest down Castle Harbor Street. The smaller flatiron is on the left. The large flatiron is on the right. Our Gulf front plaza building is at the end of the street.

Alys Beach Flatiron Buildings

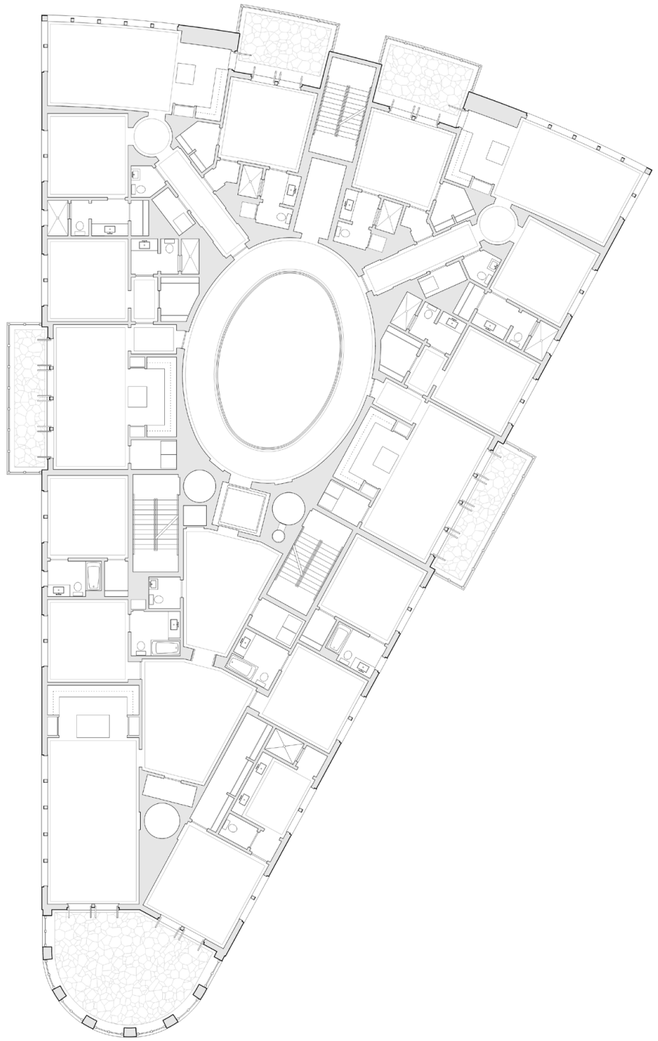
2021 - 2024

The flatiron sites are just north of the Gulf Front plaza, where South Somerset and Castle Garden descend and meet a block from the Gulf of Mexico. Both parcels fill small blocks and have no service side. They self-park and so the parking has to hide in plain sight. They are relatively large buildings on a street of three story townhouses and so a principal challenge is giving them a scale commensurate with both the townhouses up the hill and the four story buildings at the plaza.

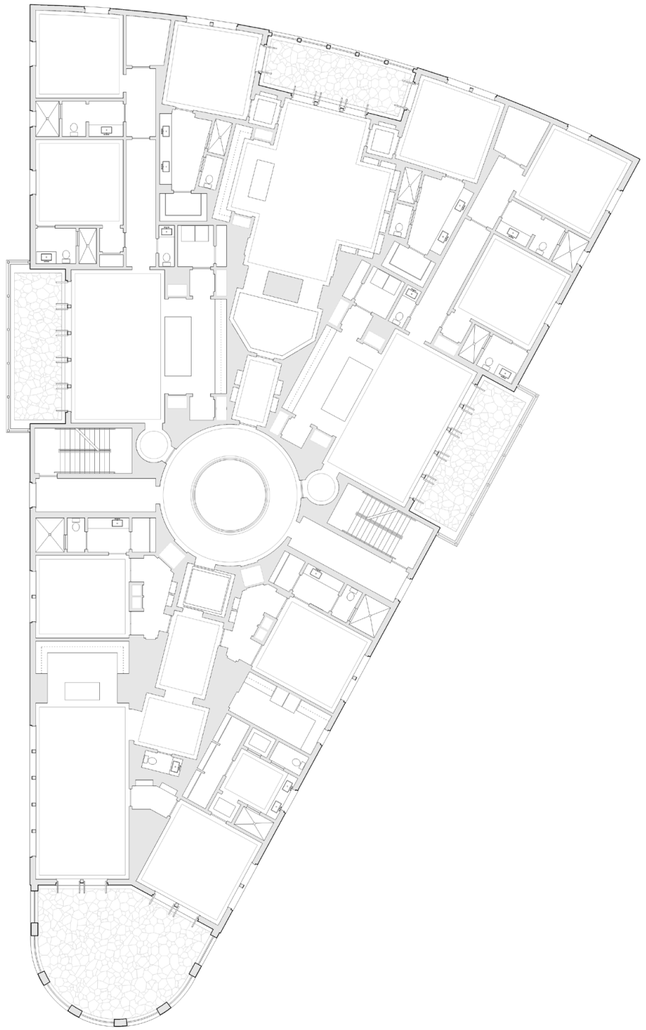
The parking more or less has to go at the wider north end of both buildings. This pushes the core to the narrow south end. In most alternates the parking capacity was the limiting factor in the size of the building. The smaller parcel has three two bedrooms units per floor, each a corner unit. Alternates at the larger parcel have four and five units per floor, with three corner units. At the wide end, the interior of the large parcel is far from outside walls and sources of light and so each alternate has a top lit interior court.



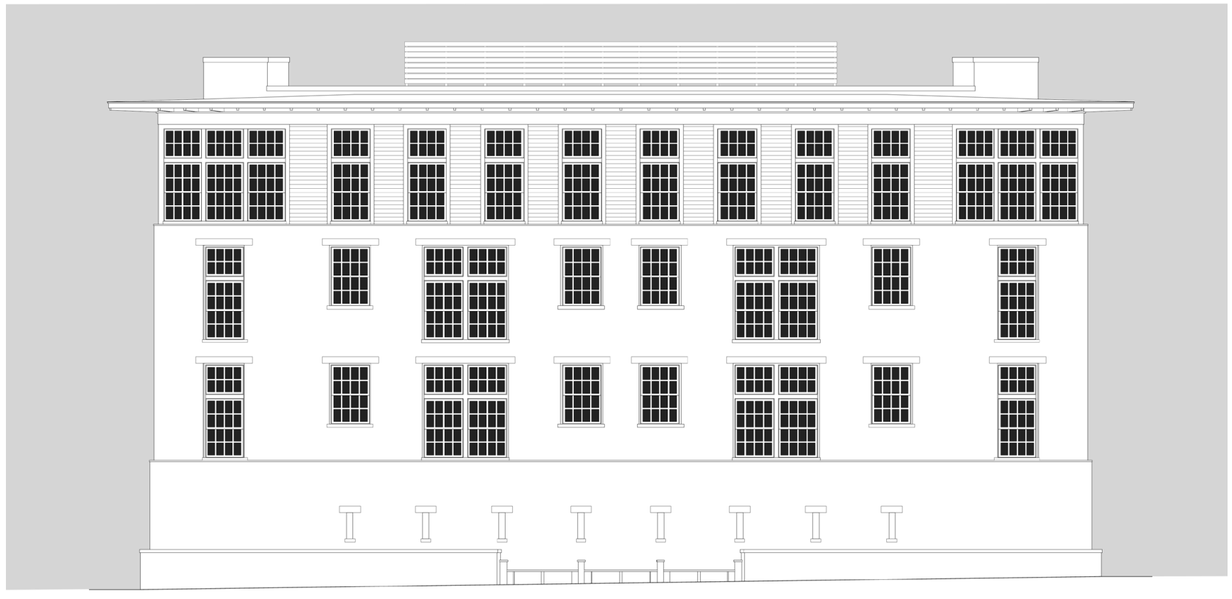
Elliptical light court alternate - upper floor plan with three units



Elliptical light court alternate - upper floor plan with five units



Circular light court alternate - upper floor plan with four units



Convex elevations of the large flatiron, top, and the small flatiron, above.

View looking SE from above South Somerset Street. On the left, Juan Bermudez Crescent curves around the convex facade of the large flatiron. On the right, at the foot of the hill, are our Gulf Front buildings on a raised plaza, with the Gulf of Mexico barely visible in the distance.

View from Gulf Front Plaza looking north up South Somerset Street.

View of the small flatiron building from the east. The buildings in the distance on the left flank the stairs to the public plaza on the Gulf of Mexico. The nearer of the two is our Gulf front apartment building. On the right, Juan Bermudez Crescent arcs along the back of both flatirons. You see the large flatiron in the middle distance. The convex wall of the small flatiron faces a block of rowhouses across the crescent and just out of the frame.

Credit DPZ

New Elliptical Green

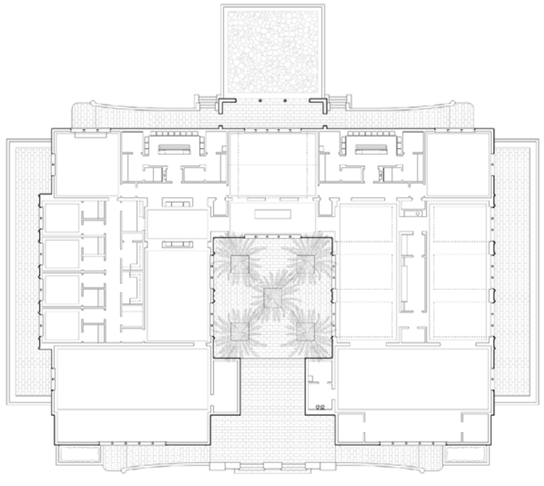
2022

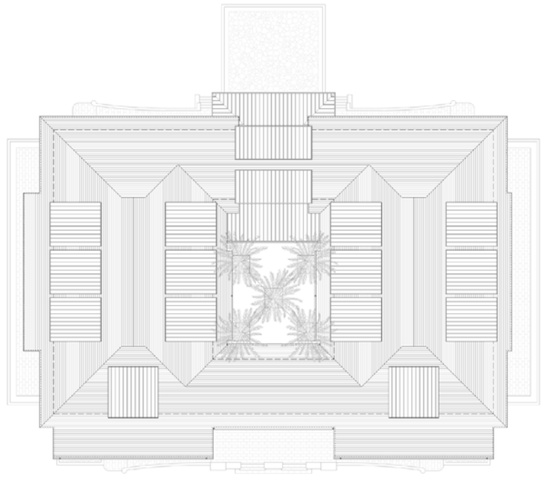
This new elliptical green provides an entrance to a small neighborhood of houses. DPZ did the master plan of the neighborhood, which is a satellite of a larger master plan. The green has been formed in part by a few existing lots on the south side, by a one acre multi-family building on the west end, two groups of rowhouses on the north side, and a fitness center that we have studied on three pervious sites, on the east end of the green.

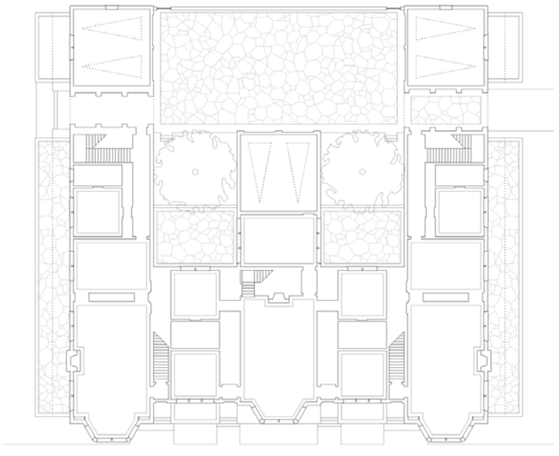
There is a lake to the north, readily visible from the green. Oak trees shade the green. The geometry of the roads is pretty loose, and the buildings are pretty far apart. If these buildings are to form a convincing public space, the buildings have to be simple, strong, and memorable.

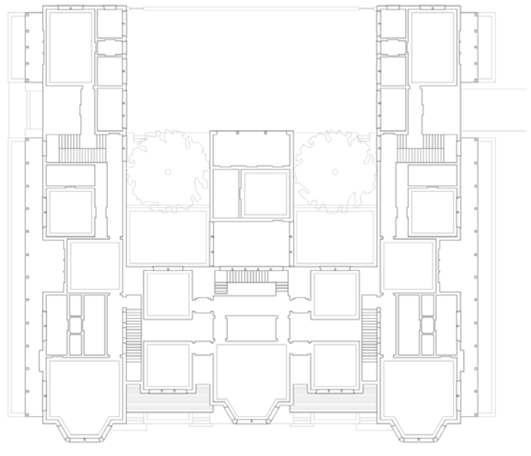
The fitness building is a courtyard building opening to the green. The rowhouses face primarily to the green but have good views in three directions. Consequently they are large for rowhouses. The large existing building on the west end of the green faces primarily to the Indian River to the west and secondarily to the green.

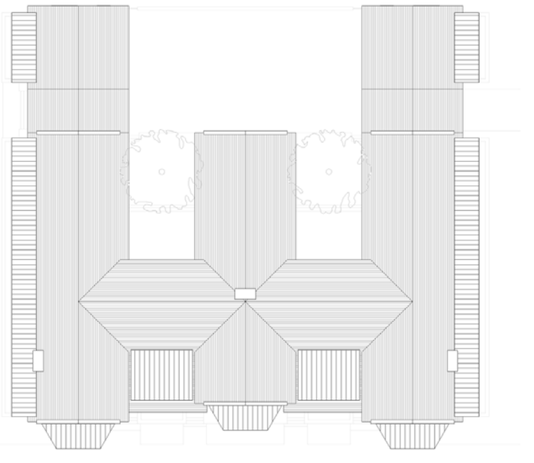
View looking from the west end of the green toward the fitness center which is centered on the elliptical green











'View of the rowhouses from the fitness center.

Top, view of the fitness center from the west rowhouses. Above, view of the rowhouse from the lake.

View of the fitness center from the north, which, with the rowhouses on the right, form the entrance to the elliptical green from the northeast. The rowhouses' primary exposure is to the green but their long sides, running deep into the lots, are just as prominent and important to the setting.

Aerial view of the fitness center looking west toward the elliptical green from the parking side of the building. The two groups of rowhouses are on the right, and Jungle Trail Housing is on the far side of the green. Beyond the green is Jungle Trail, an old dirt agricultural road serving the island's grapefruit groves, and now a historic by-way, and the Indian River, a brackish archipelago lined by mangroves. The inland waterway is in the near channel of the river. The entire foreground is part of a barrier island that runs the length of Florida's Atlantic coast. In the distance is the Florida mainland.

Infill Project

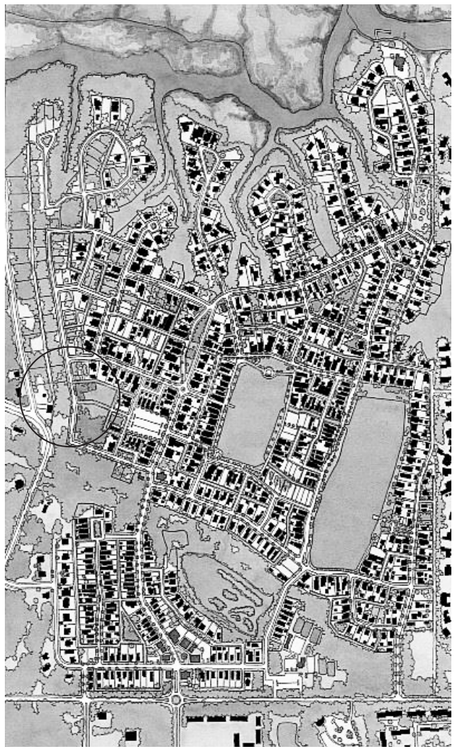
Mt. Pleasant, South Carolina

2016

This is an unrealized infill proposal for a site near Charleston. It is a four acre outparcel of a nearly complete master plan, and surrounded on three sides by existing neighborhoods. There are no remaining entitlements for the parcel and so these alternates were put forward as a means of describing how it might develop, and with what kind of residential program, and at what densities. The parcel, if developed, would complete the existing road network. There are single family buffers against existing single family neighborhoods. The program included a public park next to a state road. Proposed roads, extensions of existing neighborhood roads, conform with existing sewer easements that run jaggedly through the site. Alleys are extensions of existing alleys.

The main block at the center of the parcel is overly large and so we studied spaces developed in other large blocks- from the Beguinage of Bruges and Amsterdam, to Place Furstemberg in Paris, a monumental space of only 5000 square feet, to Morris Square in Charleston and Catfiddle street. Charleston also has extremely large blocks and Morris Square is a new project that reorganizes the middle of one large block around a semipublic green. We did two variants of a mid-block space so that lots in the middle of the large block would have generous frontages. Both alternates are bisected by small twenty foot rights of way that bend along the existing utilities lines.

In the two alternates, we studied different mixes of small free standing houses that would be easily phased, attached single family houses, and small apartment buildings. Lots that couldn't be serviced or parked off streets are serviced off small private courts.



Left: *Site location plan by DPZ with study site circled.*

Right: *The site is in Mt. Pleasant, just south of the Port of Charleston. 1780 map courtesy of the Library of Congress*

Alternate A

Alternate B

View looking west across the mid-block space. We modeled the units on the south side of the space two ways- as separate detached units and as units with a one story colonnade, bottom right. The site plan above only shows the version with the colonnade.

Above: *Alternate B site plan.*

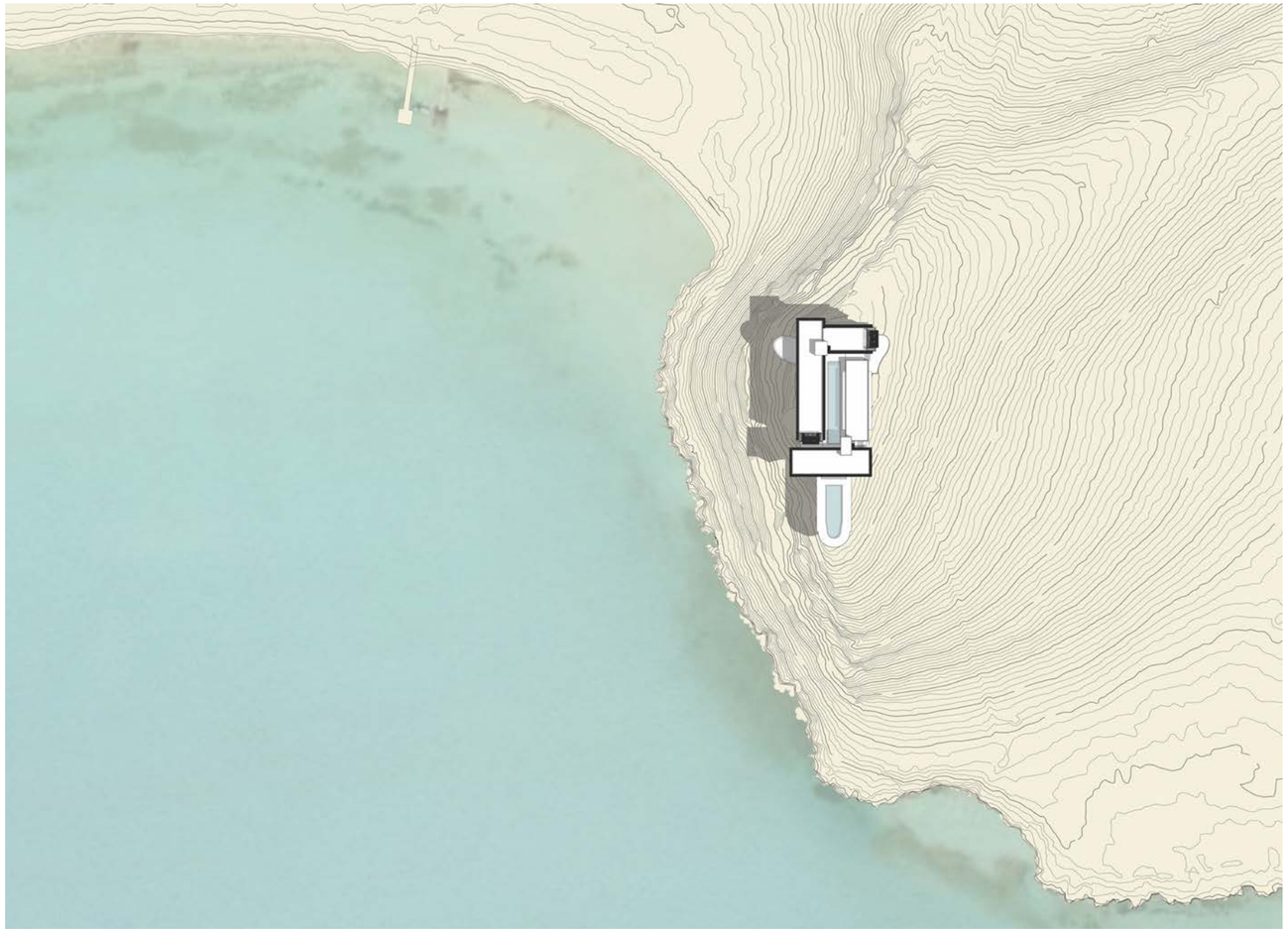
Top Right: *View south from the lower paved area at the north end of the space.*

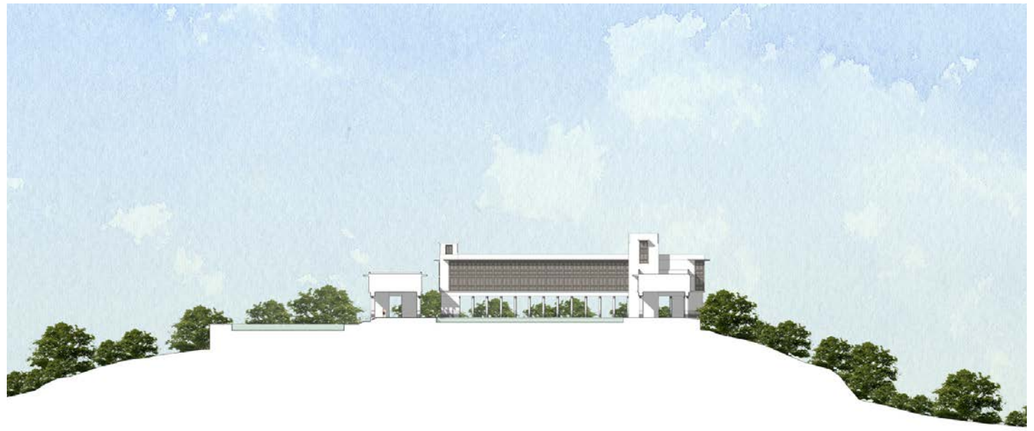
Bottom Right: *View B from the east looking west across the wider north end of the space, toward Jane Jacobs Street.*

Ocean Ridge
Blue Island, The Bahamas
2022

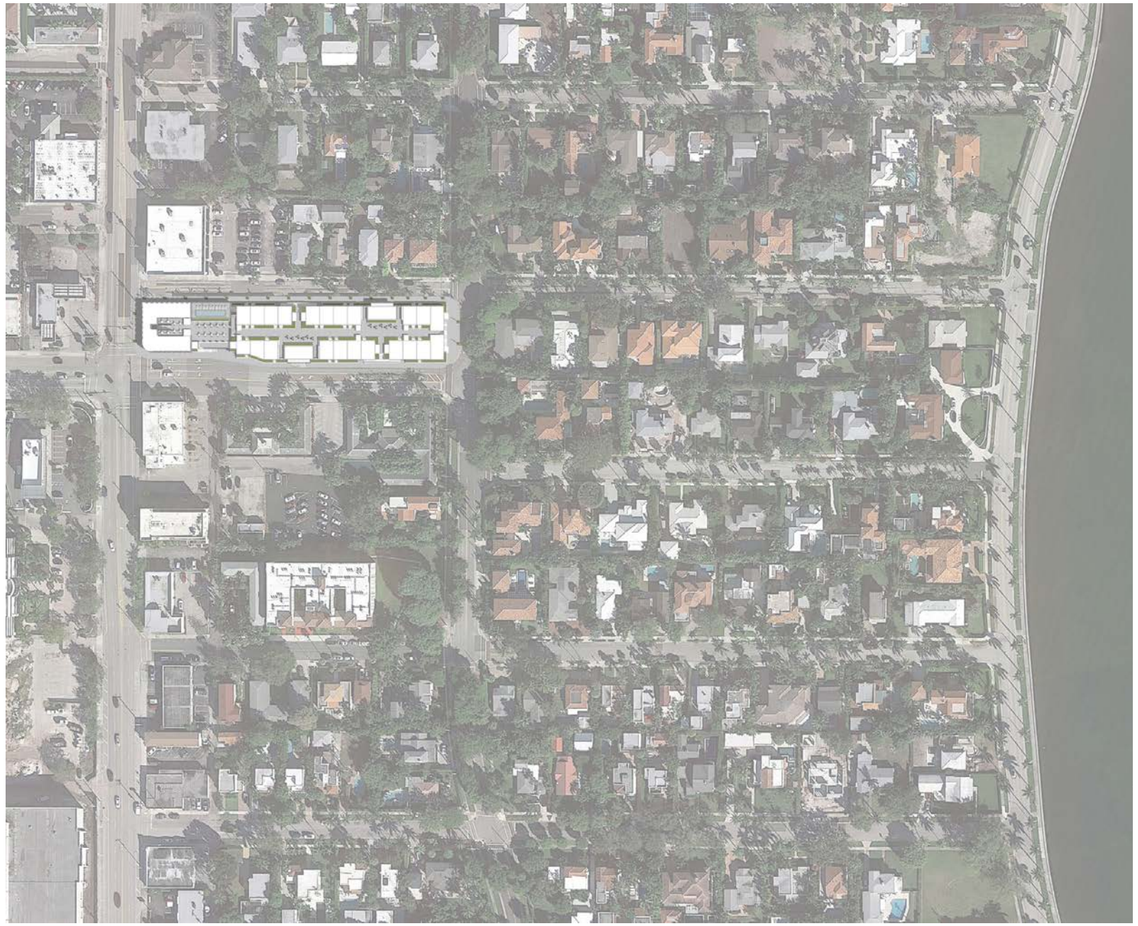
The Exuma Cays extend south and east from Nassau and New Providence, separating the deep blue Exuma Sound to the east from the elevated green shallows to the west. Blue Island is near the southern end of the chain, and Ocean Ridge is on the south side of Blue Island, rising precipitously from the water to ninety feet above sea level and has water views in all directions. The program for this ridge is a hotel that will serve the rest of the Cay.

The master plan for the island, by DPZ CoDesign, with Edgardo Bennett, stipulated the siting and the program. A principal focus of this proposal was to reduce the scale of the project by breaking it into different buildings. This came at some cost to the efficiency of operating the hotel. Even so, the building sits somewhat imperiously on the site.





Clockwise from left: The overall site plan; Long section through the courtyard looking west; Cross section through courtyard looking north



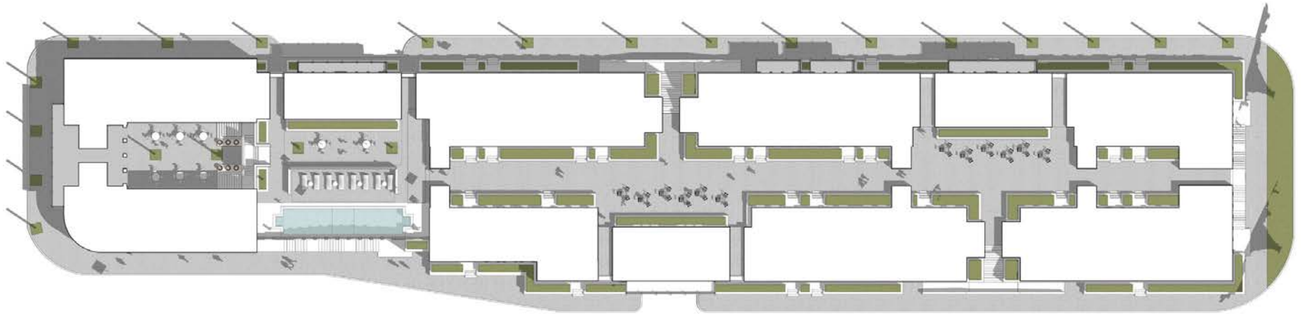
Elevated Paseo, West Palm Beach

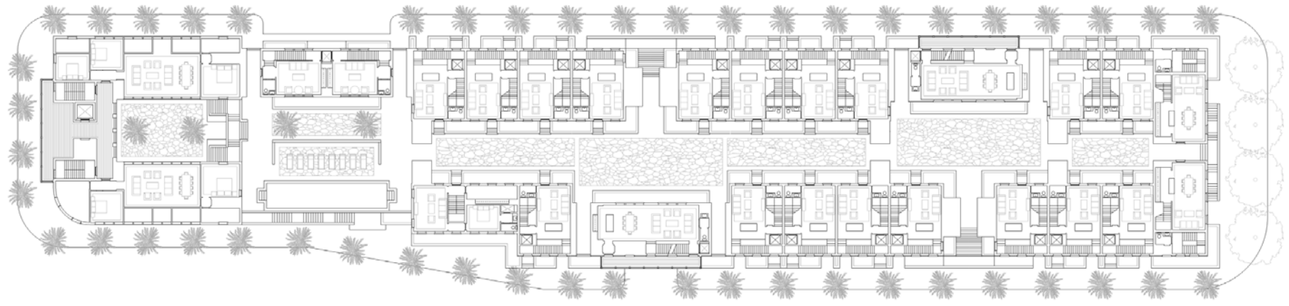
2022 -

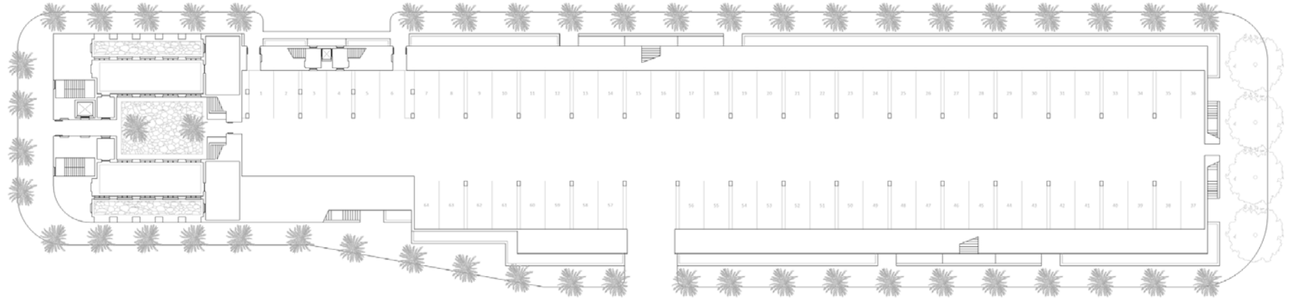
This 100 by 500 foot block is at the southwest corner of the historic El Cid neighborhood in West Palm Beach. It extends from US 1, which runs the length of the east coast, to Olive Avenue. It has a commercial program on the west end and a residential program on the east end. There is a narrow pedestrian street on the second level, above enclosed parking. The allowable FAR, exclusive of parking, porches, and terraces, is 1.5 or about 65,000 square feet.

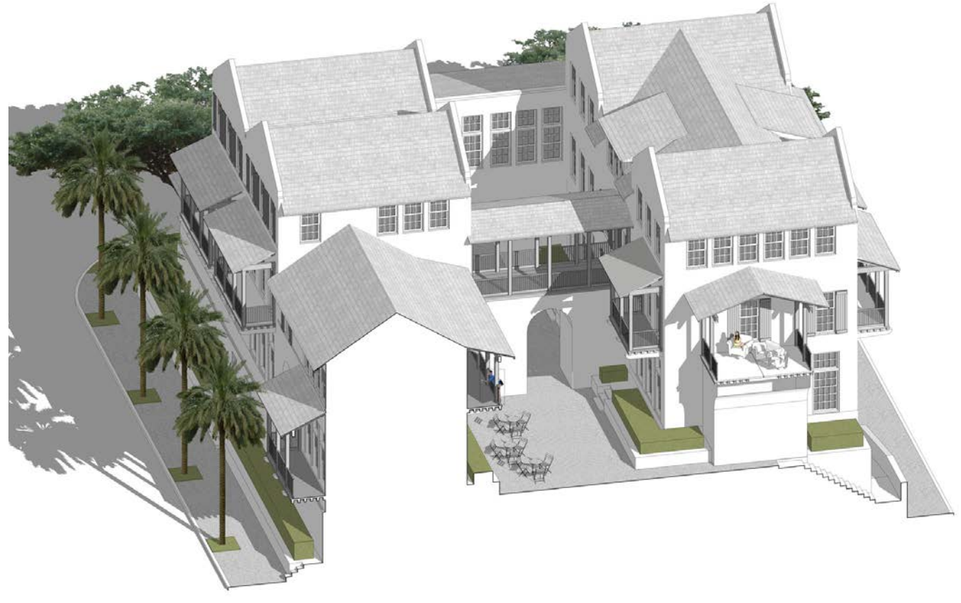
We looked at a number of precedents of comparable width and program – Pomander Walk in New York's Upper West Side, Warren Place Mews and Grace Court in Brooklyn, Sylvan Terrace in Washington Heights, Espanola Way in Miami Beach, American Street in Philadelphia, and via Mizner and via Parigi in Palm Beach – all of which have similar widths but are at grade. The vias of Palm Beach are half the length of this block.

The principal challenge was adhering to the repetitive 22 by 30 structural bays in the garage, while delivering the varied roofline and desired range of apartment sizes on the upper floors. One unit type corresponding to the structural bays came to predominate, and outsized variety came from just two aberrant apartments that were rotated and lower. Each of these apartments helped create a courtyard that breaks up and varies the cross section of the elevated pedestrian street.









The paseo is a series of spaces stretching to nearly five hundred feet. There are four courtyards throughout its length. Three of these are made by long, shallow two story residences. This is a view of the pool courtyard near the west end of the block, the only space that is not double loaded, but opens to the south.

View of 319 Belvedere from South Olive in the El Cid neighborhood.

319 Belvedere, West Palm Beach

2023

The price for the elevated paseo design on the previous pages came in too high for the likely value of the residences in the El Cid/ South Dixie neighborhood of West Palm Beach. The main reasons for this were that the relatively thin buildings that line the paseo have inefficient shell costs, and the vertical circulation was duplicative.

In trying to take 25% out of the construction costs, we reconfigured the very same program as a more conventional condominium with a double loaded hall. The shell is much more efficient. The net salable square footage is about 90% of the gross square footage, and there is a single core serving all but the townhouses laid against the large volume at either end.

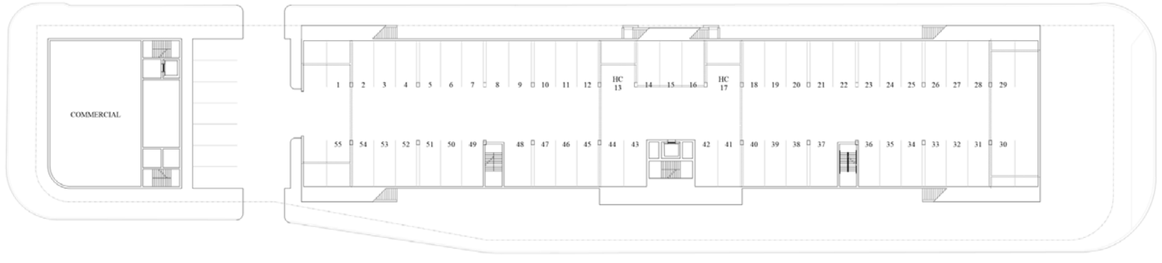
The 500 foot parcel is a full narrow block but this is still a large building for the historic El Cid neighborhood, and so a minimal amount of the total volume of the building has been modeled to give a large building a scale more appropriate to the neighborhood.

Any design of any program can be thought of as a spending strategy. Every building has a discretionary budget- usually a small percentage of the overall budget- that can be spread through a design in a number of ways and used to good effect or squandered. The elevated paseo in the previous pages spent excessively on thin buildings with lots of exterior walls and great natural light.

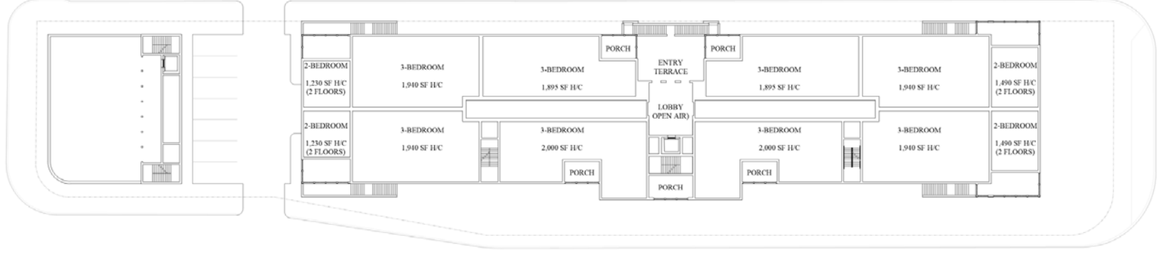
With this design, the envelope of the building is less expensive but discretionary money is still spent on modeling the building to reduce its scale. This design will be priced again to see if money has been spent to better effect.

Above Left: *View of 319 Belvedere from the southeast.*

Above Right: *Site location map with South Dixie highway on the left, the El Cid neighborhood in the middle, and Lake Worth on the right.*



Ground Floor Plan



Upper Floor Plan

Paseo Roof Plan

Compact Roof Plan

Above & Below: *View looking southwest*

Above & Below: *View from the corner of Belvedere and South Olive Street*

Big Bend Housing, Fort McPherson

2017-2019

Part of our charge from the city of Atlanta has been to get as many people and as much housing as possible close to both MARTA stations. There are difficulties at both ends of the property. At the Oakland City Station on the north end, the property is attenuated and sloped, and bounded tightly on the east side by Lee Street, and on the west side by a natural drainage swale.

This part of the Fort McPherson property connects the Lee Street frontage with the Campbellton Street frontage, bending sharply around the east end of the parade ground. It contains a scattering of historic structures around the old east entrance to the fort that need to be absorbed into the new housing program.

This complex of buildings has to operate at two scales. The courtyard building will be the first building you see as you come south to the fort from the city, and as it sits on an arterial with an at grade MARTA line, it needs to have a large scale if it is to have any presence. The interior street that threads carefully between existing structures, however, has a small scale, and so the wings of the courtyard building spiral downward to this interior street.

There are two semi-public spaces- a triangular lawn at the sharp bend on the road, and the small raised courtyard of the large apartment building.

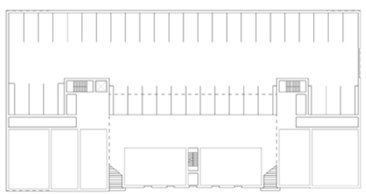
The linear buildings on the west side of the road have a mix of rental apartments and rowhouses that all look the same from the street.

Above: *West elevation.*

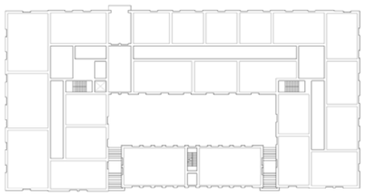
Left: *Fort McPherson connectivity diagram showing site circled in red.*

Right: *Master plan of Fort McPherson.*

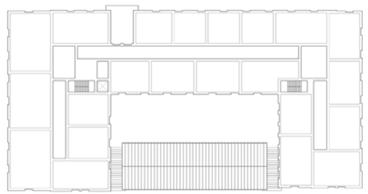
Counterclockwise from Above: *North-south site section through the interior street; east west site section showing the fall from Lee Street to the natural swale at the end of the parade ground; site plan showing Lee Street and the Marta tracks to the east and the swale and parade ground to the west; the integration of new buildings in green, with existing landmarked structures in blue.*



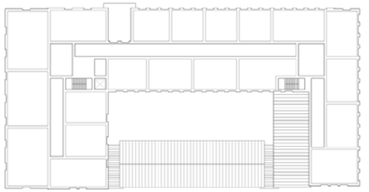
Parking level plan.



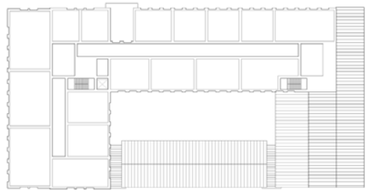
First floor plan.



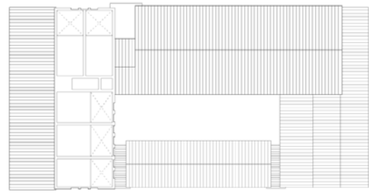
Second floor plan.



Third floor plan.



Fourth floor plan.



Fifth floor plan.

Top Left, Bottom Left, Top Right and Bottom Right: *Site sections looking north.*

Edinburgh Garden District

2010

This fifteen acre site is part of a seven hundred acre DPZ master plan for a proposed development on the western edge of Edinburgh. The site is bounded on the south by an existing road, on the west by a ravine and creek, and on the north by the Union Canal built around 1820 to connect Glasgow and Edinburgh.

The canal is a "contour canal" and bridges and aqueducts maintain a 73 meter elevation throughout its length. There is a magnificent canal bridge over the ravine just off the northwest corner of the site, and just to the west of this bridge, a livestock bridge connects fields that flank the canal.

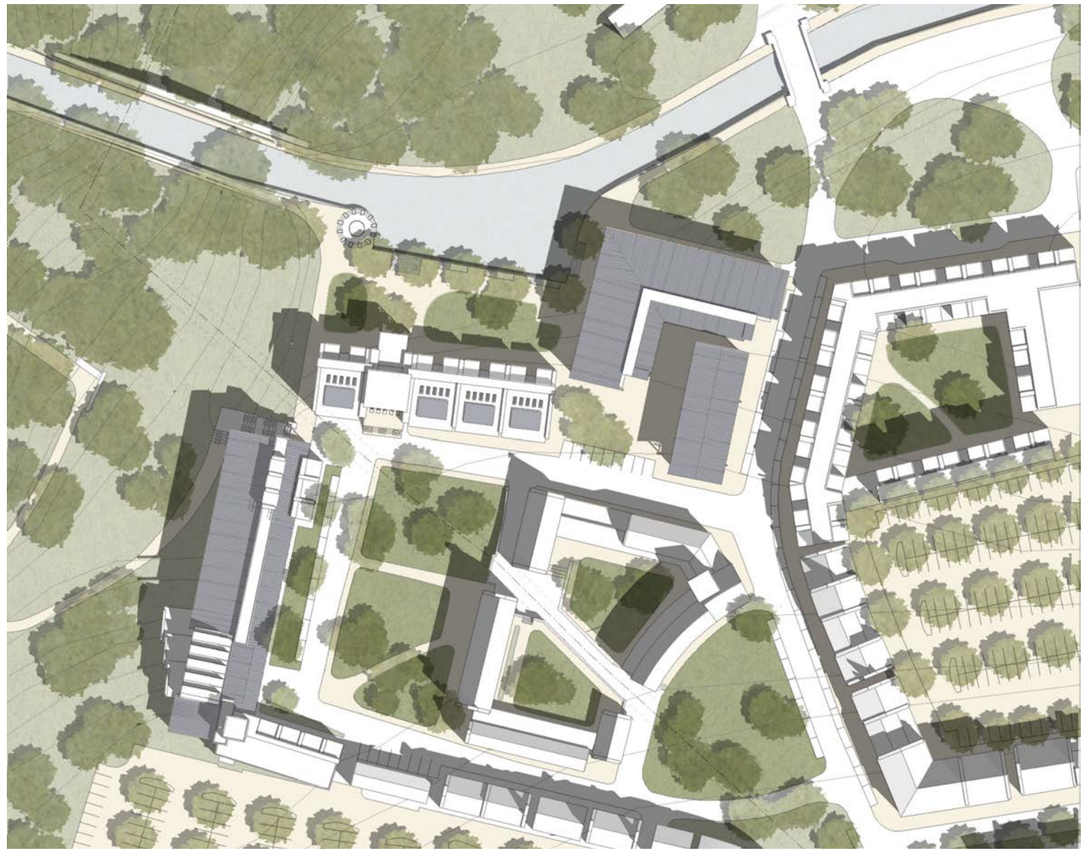
The site has a manageable fall from southeast to northwest. The ravine has grades of about twenty percent. There is an immoveable 10 inch gas pipe and easement running diagonally through the site. The common is about a hectare in area, the size of Charlotte Square in New Town, Edinburgh.

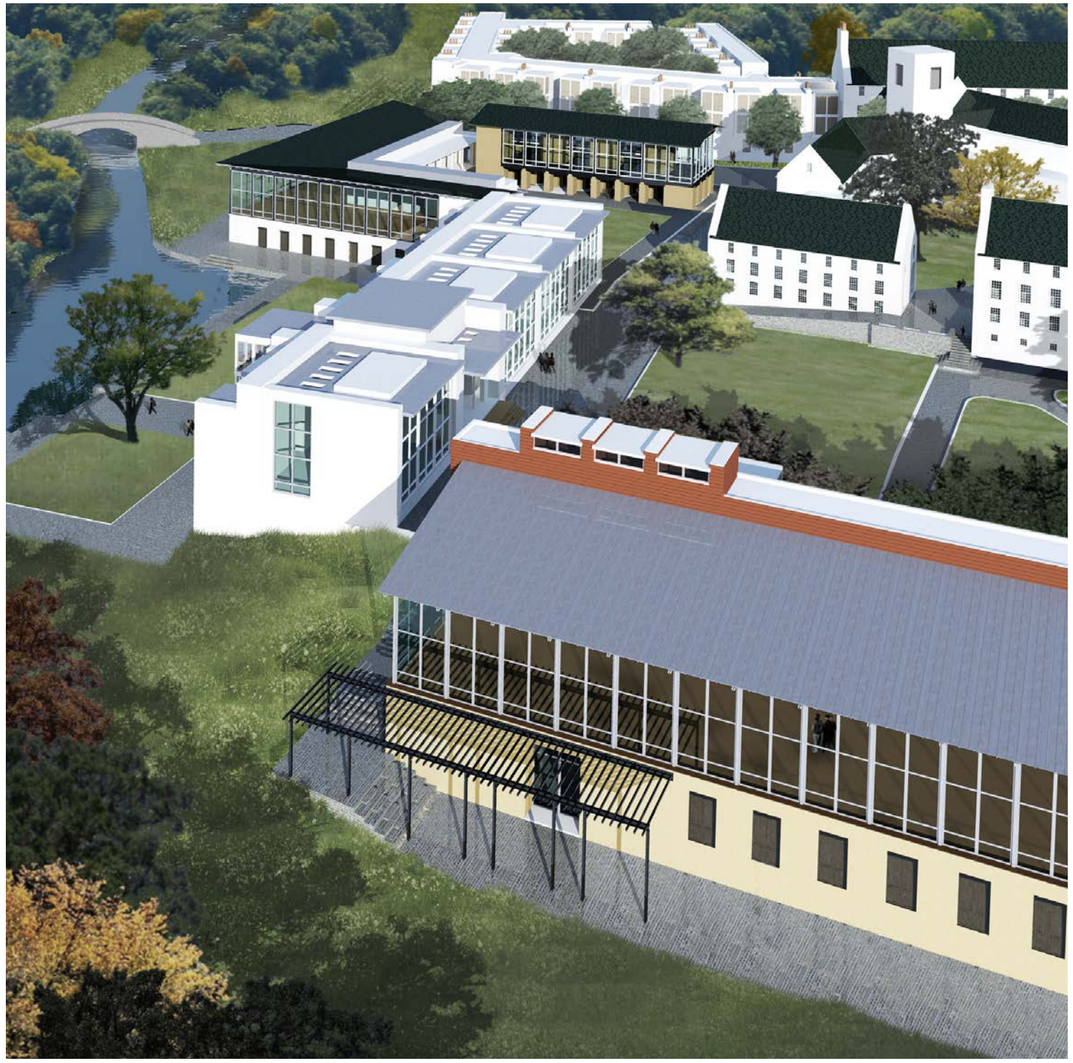
The program consists of the visitor center for a proposed new national garden, a conference center and hotel, a market, a neighborhood school, retail and housing. The thirty four acre garden, across the ravine to the west, will be designed to accommodate about half a million visitors a year, and parking for visitors requires a large portion of the site between the common and the highway. There is a block of retail and housing infill in the middle of the common which divides a large space into two spaces more in keeping with the two, three and occasional four story buildings that line them.

Google Earth image of site

A

Above: *Site plan by DPZ, Masterplanners showing the Calyx Gardens to the west of the site across the ravine.*





Top Left: *Market building in market square.*

Bottom Far Left: *View of visitor's center and conference facility from the canal bridge.*

Above: *View from over the ravine looking east along the canal on the left. From front to back, the Calyx Garden Center, the conference center, market and hotel. The immovable gas pipeline runs from the lower left to the upper right of the view, affecting building placement.*

Left: *Plan of the market building. There are open ground floor stalls below with an enclosed double height restaurant above.*

Top: *Aerial from over the canal looking southeast.*

Bottom: *View northwest looking toward the ravine and the Union canal.*

Right: *Site plan. The dashed line indicates a gas line easement that had to remain undeveloped.*

Babcock Green

Babcock Ranch

2014

According to the Florida Wildlife Commission, Florida's population is expected to double to 36 million people by 2060. The FWC has a map of natural habitat that they project will be developed during this period, a graphic indication of how much wilderness and arable land will be lost to growth if their predictions bear out. Far short of a doubling of population, and even with needed infill everywhere, Florida will also need good models for the development of previously undeveloped land.

Babcock Ranch was a 91,000-acre property sold to Kitson and Partners in 2006. The State of Florida bought 74,000 acres, the largest public purchase of land in the state's history, to help extend a wildlife corridor from Lake Okeechobee to the Caloosahatchee Estuary northeast of Fort Myers. Of the remaining 18,000 acres, another 9,000 will be set aside and so only ten percent of the former ranch will be developed. Much of the land that will be developed has to be restored after decades of timbering and limestone mining, and natural drainage corridors will have to be re-established.

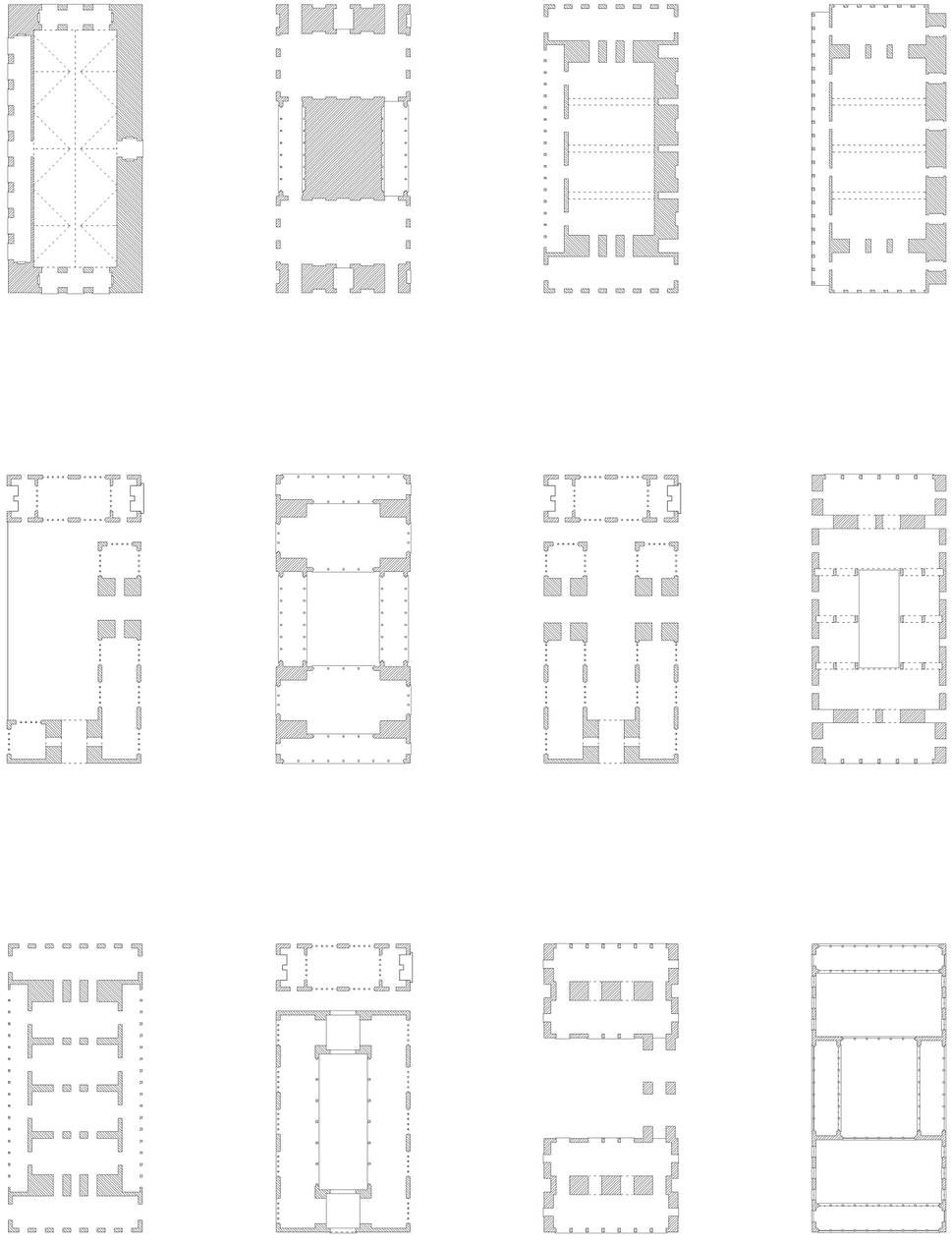
These are studies for the center of the first phase of a much larger project. The reclaimed limestone mine is at the top of the page. The new green is just below it. The lake's edge needs to be cleaned up but the water is remarkably clear. The green is about an acre and a half. The program around the green includes a gym, a boathouse, a café, small food retailers, an environmental learning center, and offices. The gym, central to the public program for the project has been given a piece of land with the prominence typically reserved for churches, town halls or important cultural institutions. It is a rare example of a gym as a civic building.

Building precedents proffered by the development team ranged from industrial hangers, to fieldhouses, to classical boathouses. The alternates described here afford a range of choices for the form that these civic buildings might take. They stress programmatic flexibility and a range of materials and languages. The buildings will be developed in a single building phase.

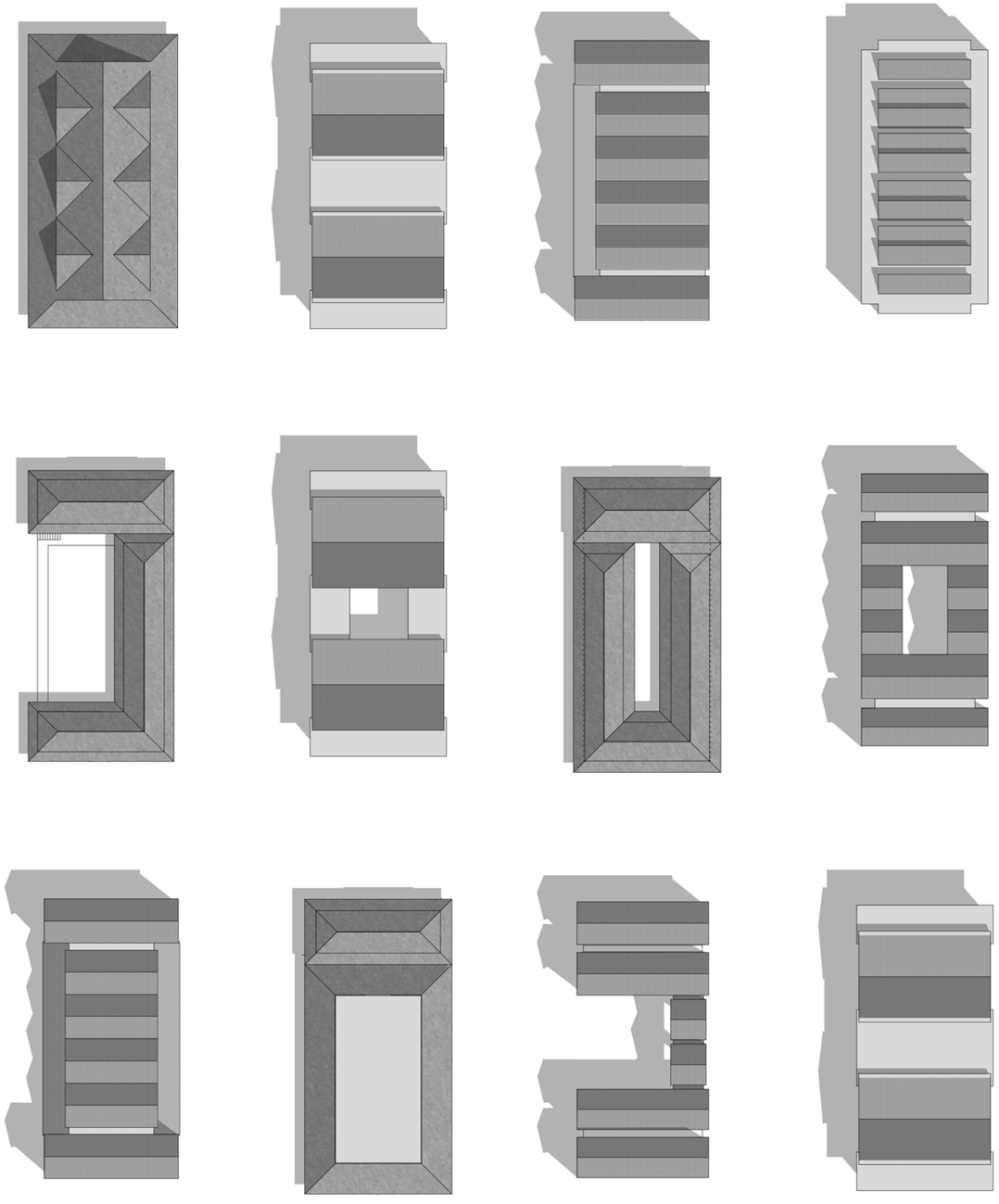
Existing water tank at Babcock Ranch.

Site plan of Town Green.

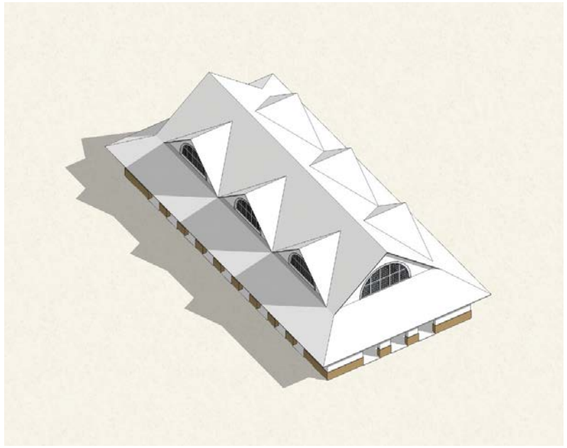
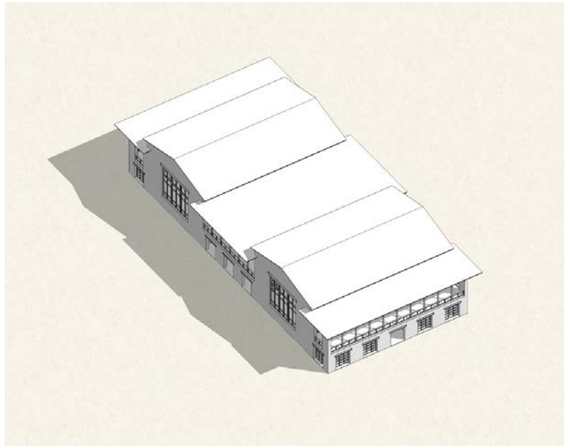
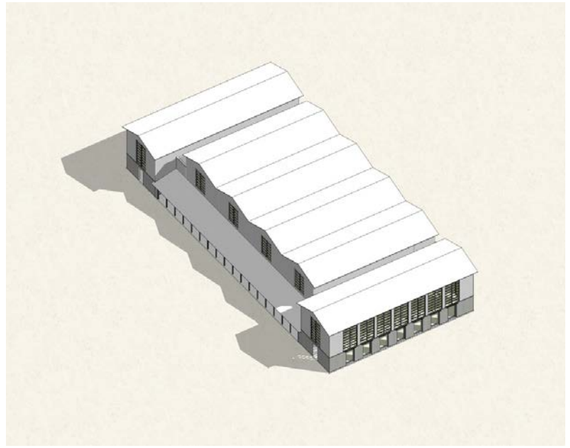
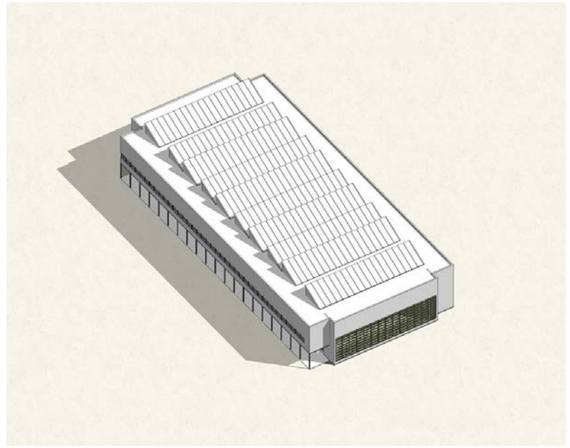
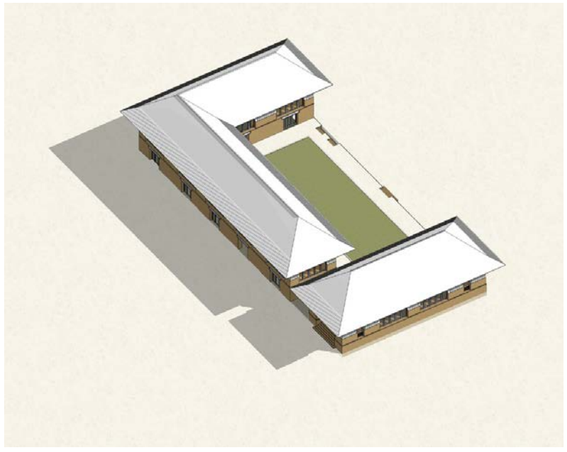
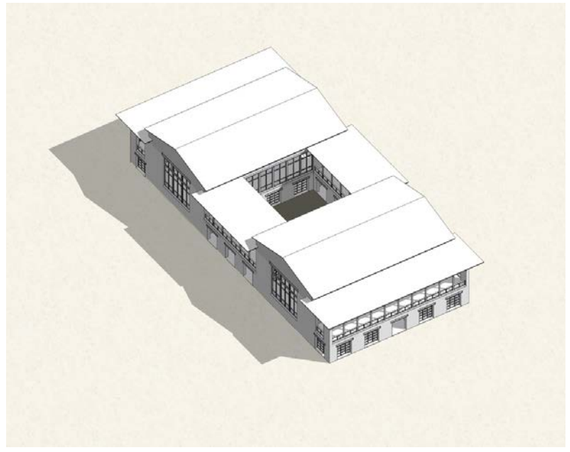
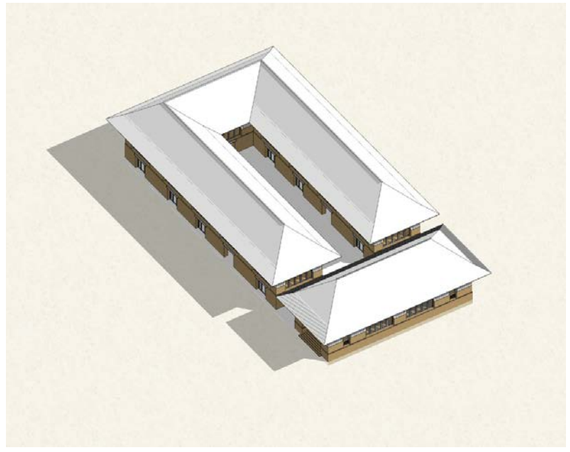
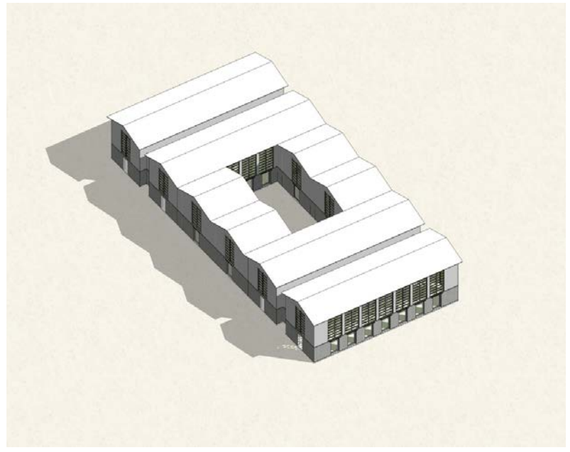
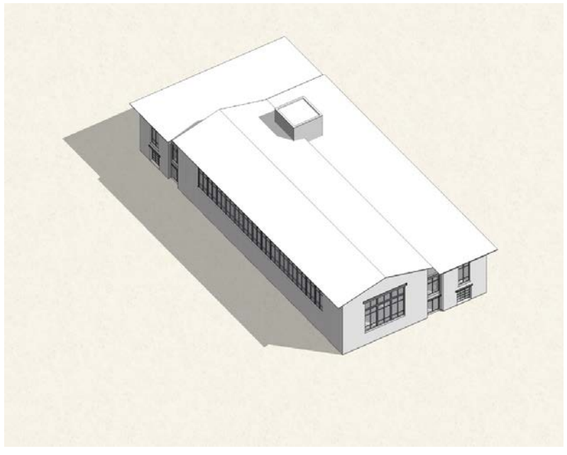
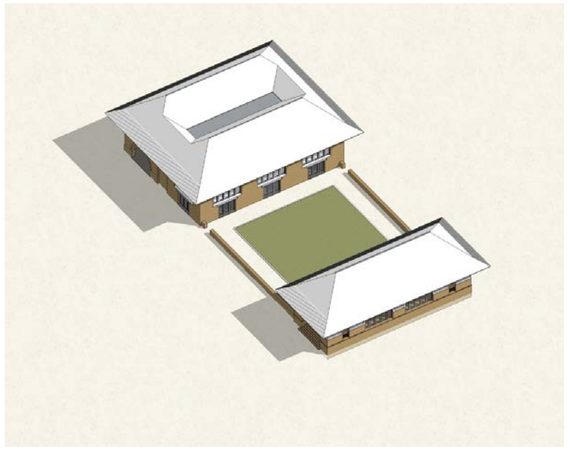
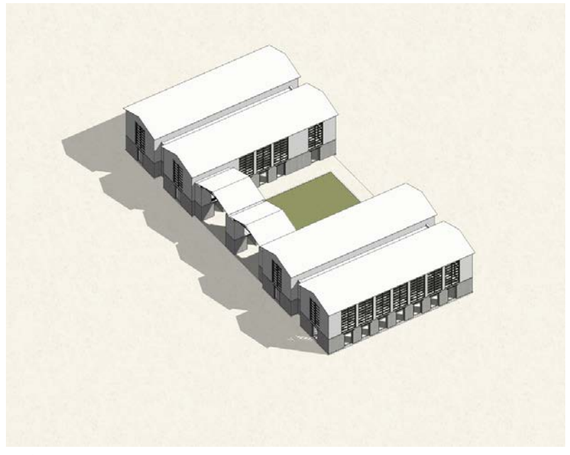
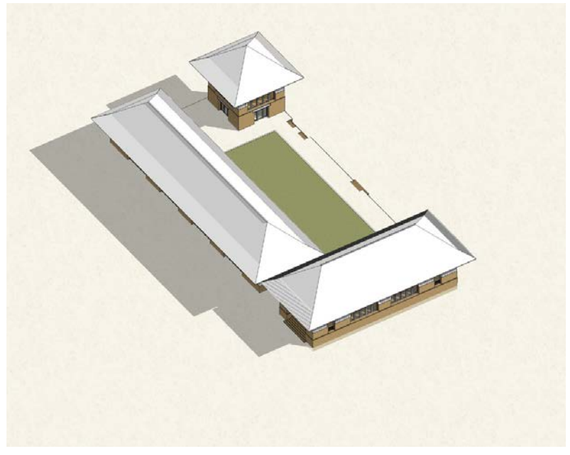
Top: *Early version of the boat house, on approach to the green from the west,* Below: *A later study of the boathouse and market building from the south edge of the green.*



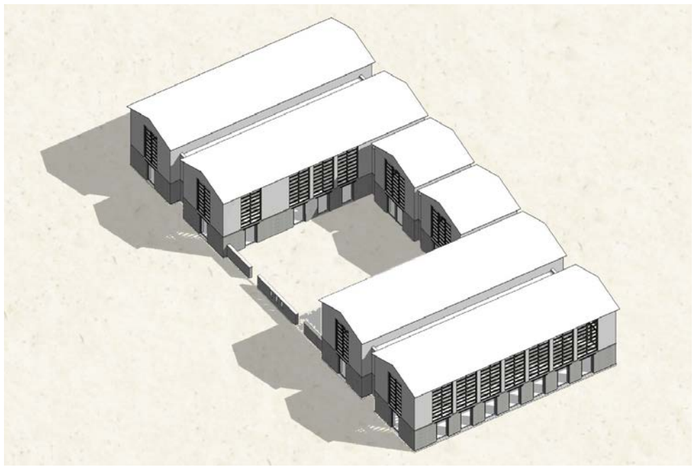
Plan diagrams of boathouse and wellness center alternates.

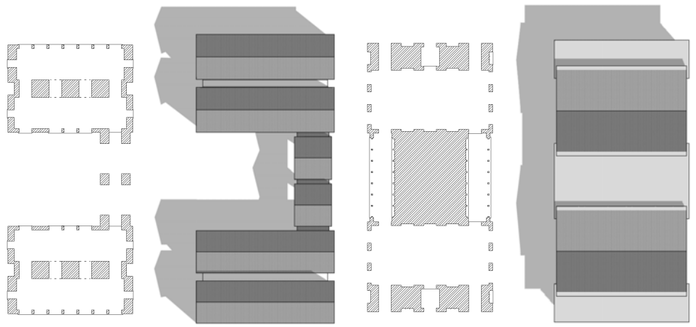


Roof plans of boathouse and wellness center alternates.

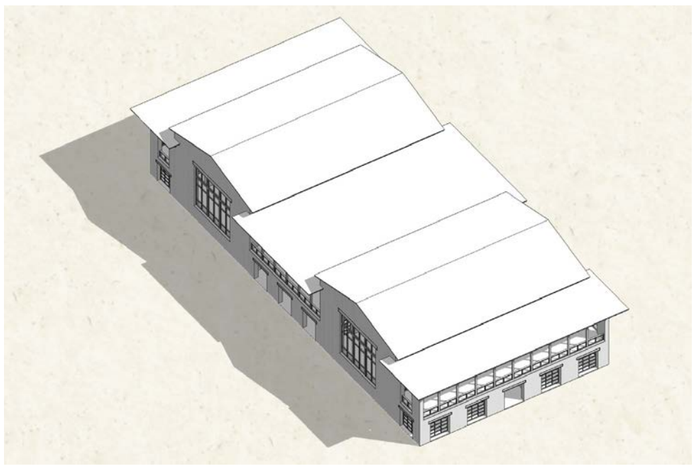













Axonometric drawings of boathouse and wellness center alternates.

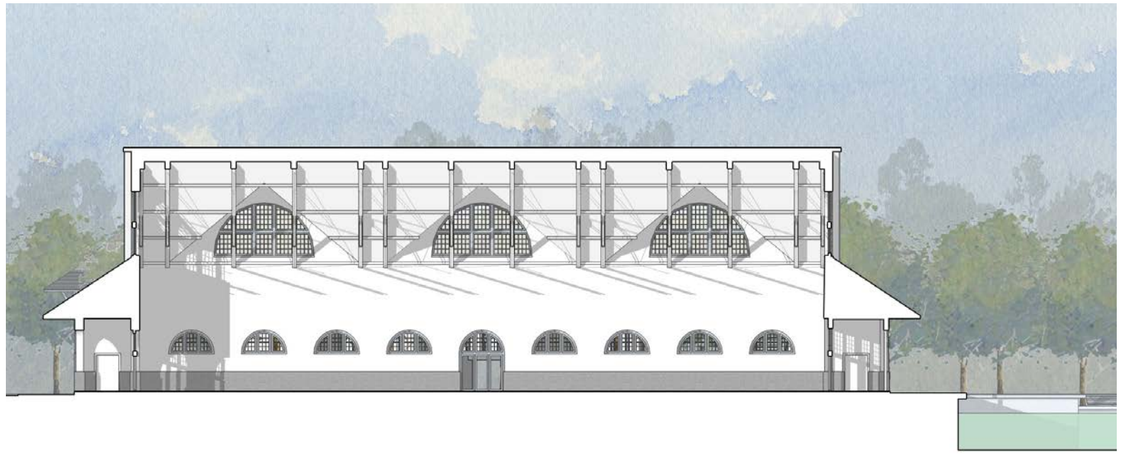




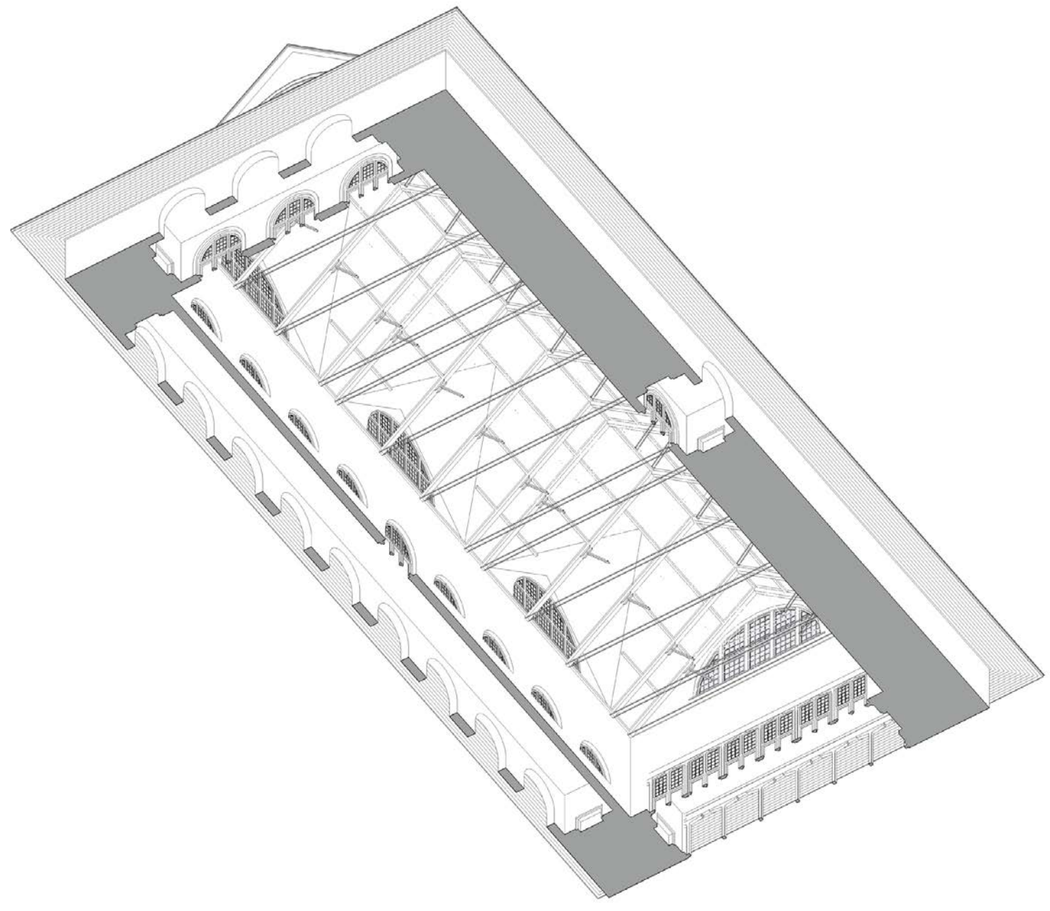
Perspectives, plan diagrams, roof plans and axonometric of two options for public buildings on the east side of the green.



The six gable building is flexible. In the version above the two center bays can be vacated except for porches that make an entry to the green from the park to the west. The long section in the lower left drawing shows a courtyard in the middle bays, stacked floors on either side of the courtyard, and double height spaces at the street and water. The long section in the lower right shows a version where the four interior bays accommodate a large double height space for a gym.



Drawings on this sheet describe a wellness center more like old field houses with larger, flexible central spaces surrounded by porches and top lit by large windows in the cross gables.



Perspective of a boathouse courtyard.

Hai al Humaira Superblock

Al Ain, United Arab Emirates

2009-2010

Al Ain is the fourth largest city in the United Arab Emirates. DPZ was asked to master plan the central district for the year 2030. They drafted a set of urban design principles and our firm took a specific superblock and applied these principles to the block, the vast interior of which had been cleared of all but three mosques, and consolidated under the ownership of the city.

Al Ain's central district is characterized by superblocks of about 250 meters by 750 meters, lined by four story buildings with near identical footprints of about fifteen by twenty meters. The boulevards are enormously wide, approaching eighty meters. For purposes of implementation, we assumed that the perimeter buildings lining the boulevards would stay in the short term, so we subdivided and developed the superblock interior using existing curb cuts.

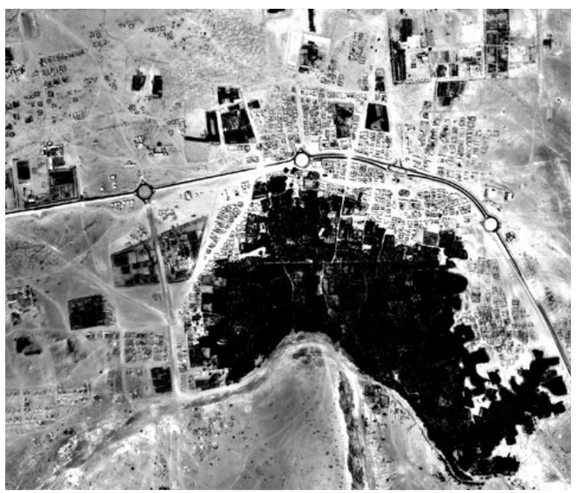
DPZ developed a street hierarchy for the district, and a typical block cross section. They proposed moving the principal service roads to the interior of the superblocks. Streets and building pads in the block we developed had to accommodate the three existing mosques, existing perimeter property lines, new mid-block signal locations, pedestrian crossings and inter-block greenways. Mid-block buildings were limited to three stories by Al Ain's new 2030 plan, and by decree and custom the perimeter buildings are limited to four stories.

Any new design had to anticipate larger building types that don't currently exist in Al Ain- buildings with sub-grade parking, and buildings with ground floor apartments. We developed locations where large sub-grade parking could be accommodated. These large sites are also readily sub-divided into smaller garages as phasing, ownership or financing might require. The buildings surmounting these large garages nonetheless had to maintain, as much as possible, the more modest scale of the existing city.

Of course the main task was to plan the blocks more intensely, and to break down the superblocks into more manageable blocks. The primary sub-division of three more or less equal squares followed from new signals and crossings at more frequent intervals. These still-large areas were then divided in half by the principal east west street through the length of the block. Secondary divisions were based on building types and servicing roads, as the existing city has no real alleys and servicing tends to detract from the principal rights of way.

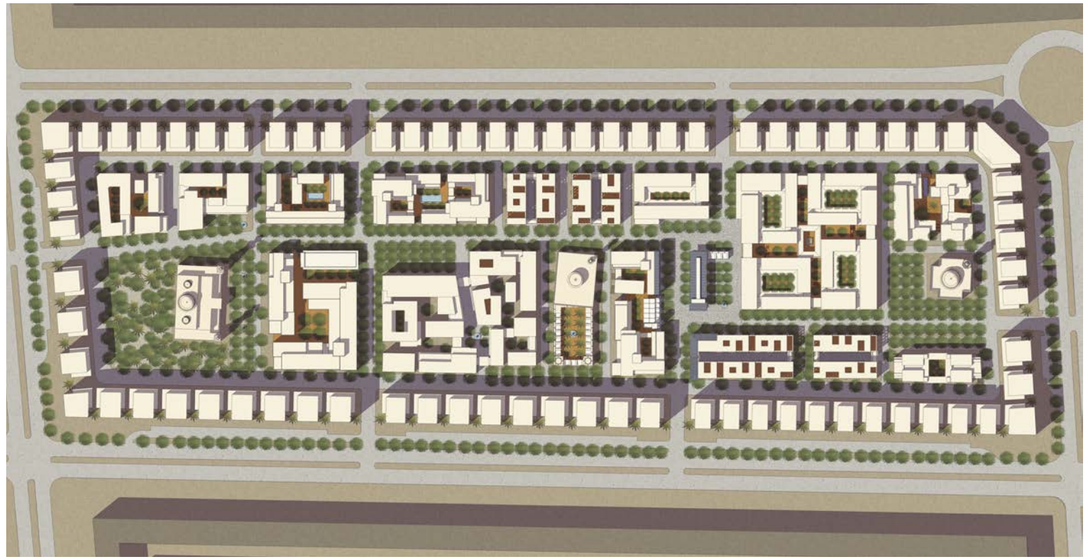
We developed a system of public open spaces, though the sun and the heat required that they be reasonably small and shaded. There is a separate set of unconnected semi public spaces for larger buildings. Though modern standards preclude the re-introduction of three meters sikkas, a tertiary system of connected rights of way provides the same pedestrian permeability sikkas currently afford the city. Streets are lined with as many trees as parking loads will allow. Each of the mosques was placed in a more formal and integrated setting with shaded and enclosed places to gather. A principal market square sits at the intersection of the major north south and east west streets.

Finally, DPZ and our firm proposed the reintroduction of courtyard building types to Al Ain. The smallest courtyards are on 10 by 15 meter lots, one level up from the street. The largest are courtyards are in the middle of blocks between 65 and 100 meters on a side. There are two large blocks of 10,000 square meters where sub grade parking is anticipated. One block has four large pin wheeling courtyards, the other has many smaller ones ranging in size from just a few meters across to a central one 10 by 15 meters.

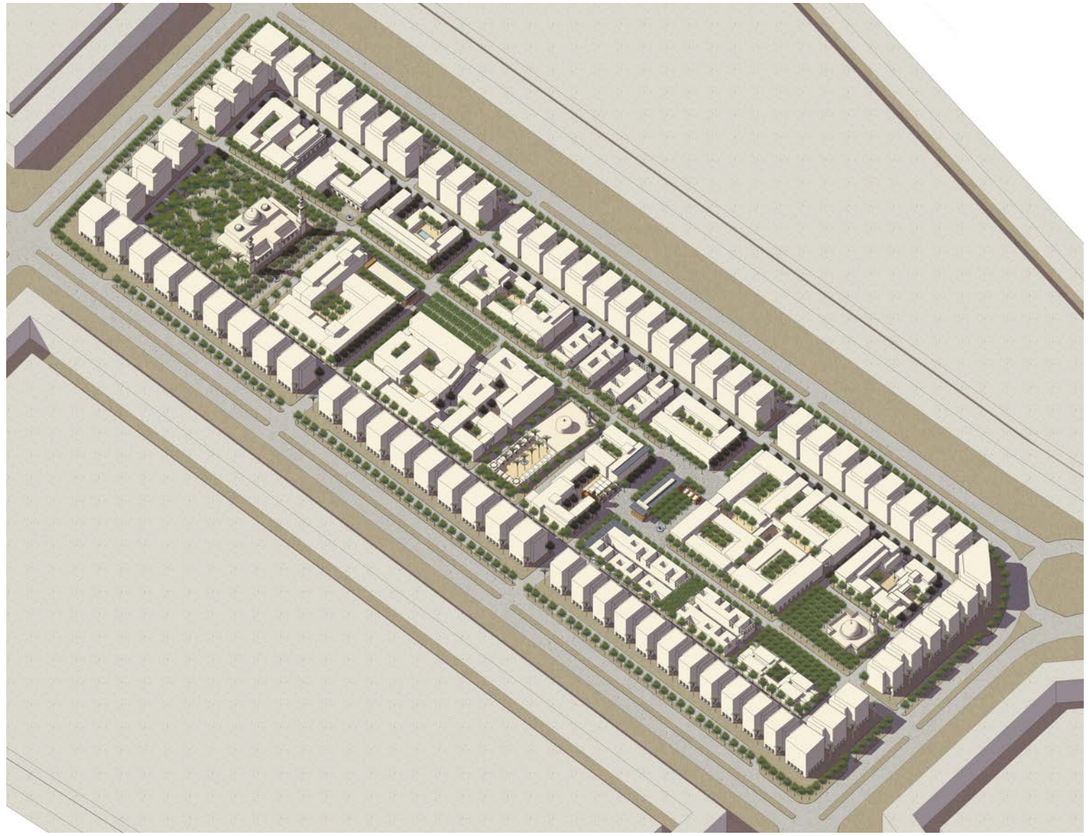


Aerial view

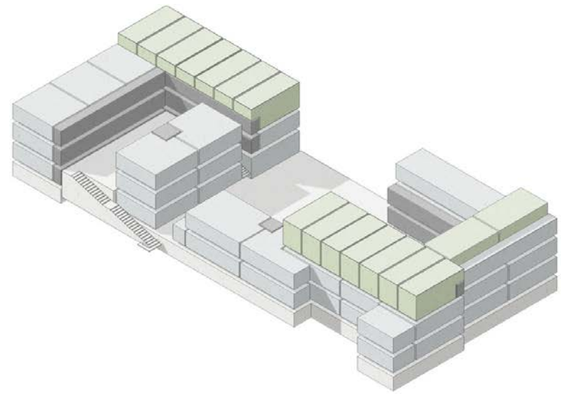
View over the largest oasis.

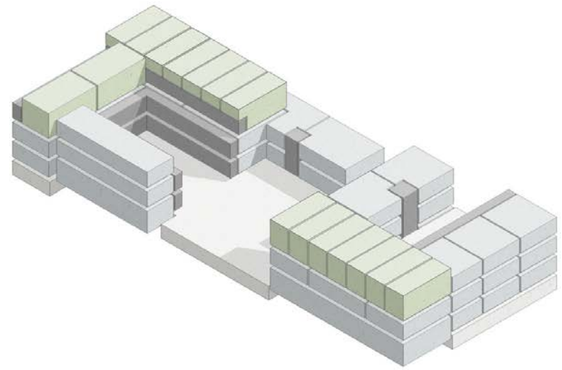


Above, roof plan of Hai al Humaira; Below, axonometric; Far bottom left, the photograph on the left was taken in 1968 at the point at which the four thousand year old trading crossroads settlement was being routed by the infrastructure of the modern city. The first large traffic circles of the new city plan of superblocks are visible among the small scale streets and blocks of the old city. The largest oasis is the dark area on the city's southern edge, also seen in the photograph, lower left.



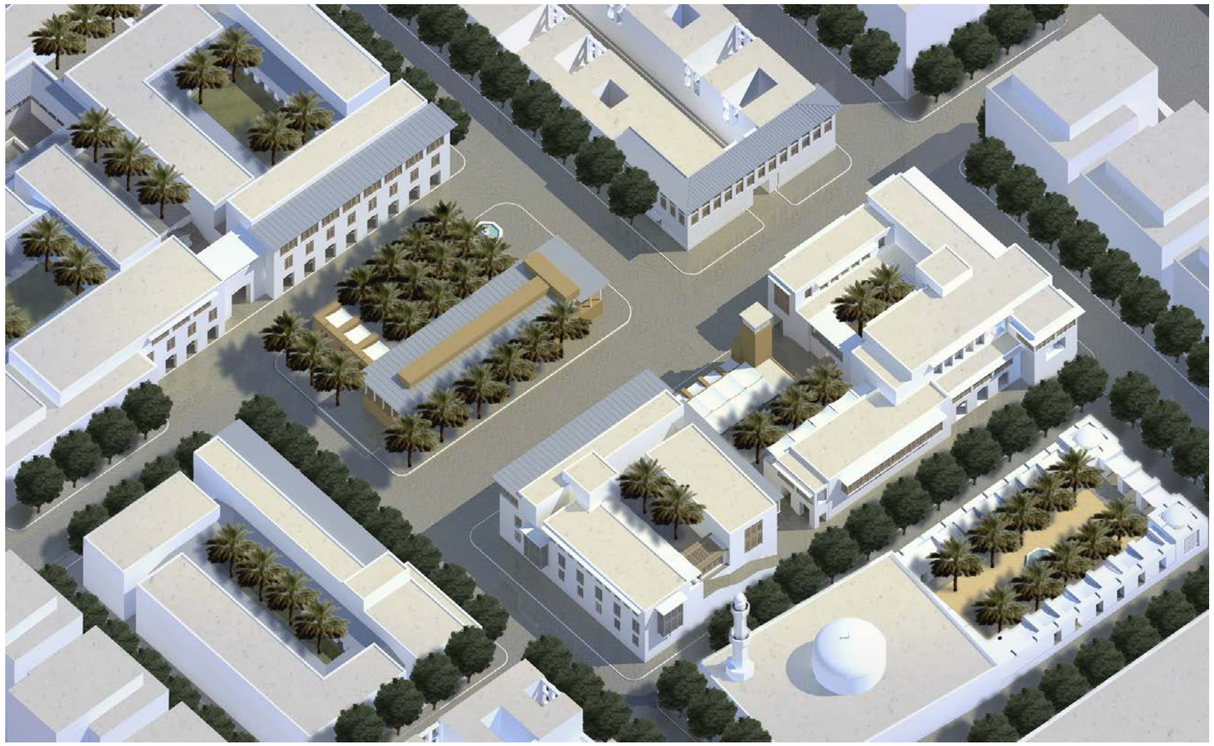
This is an infill project for an existing superblock that is lined by near identical perimeter buildings that face outward toward enormous boulevards. The block interior was nearly empty except for three mosques which were incorporated. A large perimeter alley of 16 meters was created just inside the existing buildings to get equipment and surplus parking off the boulevards. Buildings in the interior are a maximum of three stories. The average net FAR is 2.0 and the gross FAR is closer to 1.0. All development parcels were required to accommodate parking on site and below grade. Consequently care had to be taken not to let the scale of the new buildings undermine the generally small scale of the existing buildings. All parcels conform to multiples of a double loaded parking aisle.





Left: *View looking northeast over the pinwheel plaza. The existing middle mosque is on the far left side with a new courtyard.*

Above: *Stacking diagrams showing units and circulation for the foreground development parcel.*



View looking over the pinwheel plaza. The existing middle mosque is on the bottom right with a new courtyard.

20 meter wide street looking toward the main plaza.

Long Wharf Hotel

Newport, Rhode Island

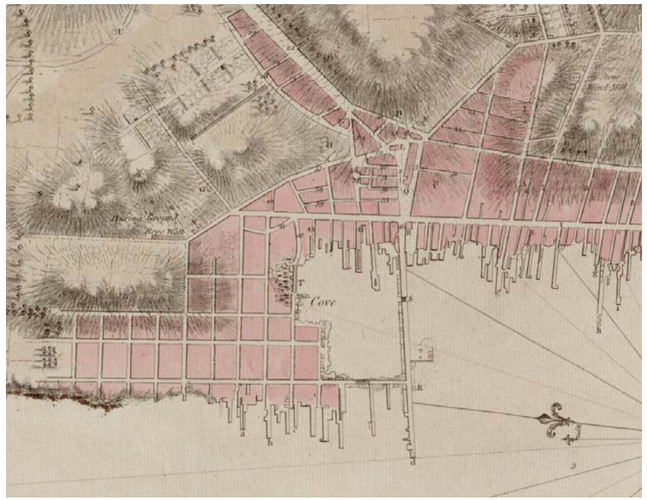
2016-2017

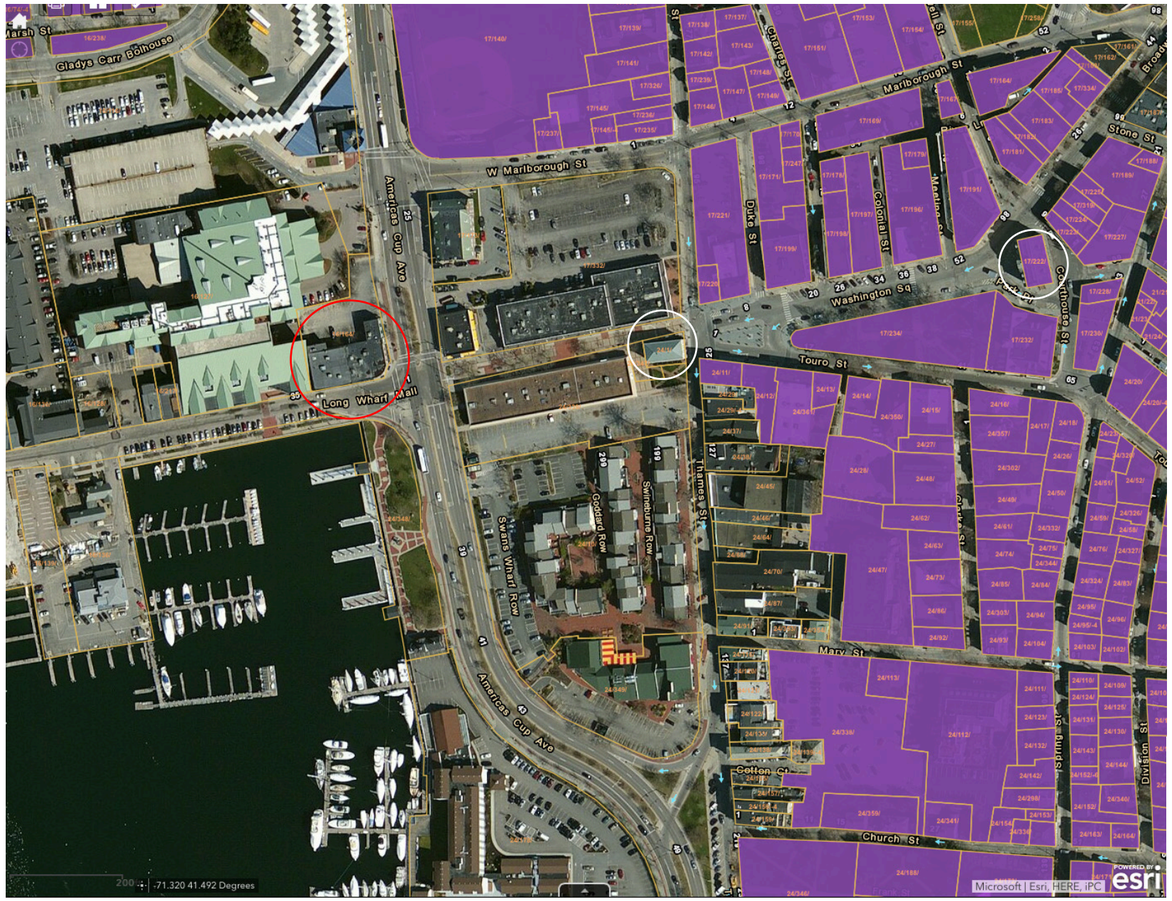
There has always been a strong relationship between Newport's common, known as Washington Square, and Long Wharf, on the waterfront. The building for the colonial legislature (photo below) was completed in 1741 and sits at the top of the square, facing directly down to the water at Long Wharf. Peter Harrison's Brick Market, also once pressed into service as the city hall, sits at the bottom of the square at Thames Street where the wharfs were in the eighteenth century. Since then a block of fill has come to separate Thames and the waterfront. You can see the fill area below, excluded from the historic district, in purple.

This is a proposal for a hotel on Long Wharf where the modern traffic artery passes along the edge of the water. The minimum flood elevation is about eight feet above existing grade, so the four-story building sits above a parking level. Half the required parking will be on site, and half in a nearby city parking garage. The program is for 65-80 rooms. Half the rooms face the long south views over the Newport marina. Others face east toward the market and old colonial legislature building or north over a new green.

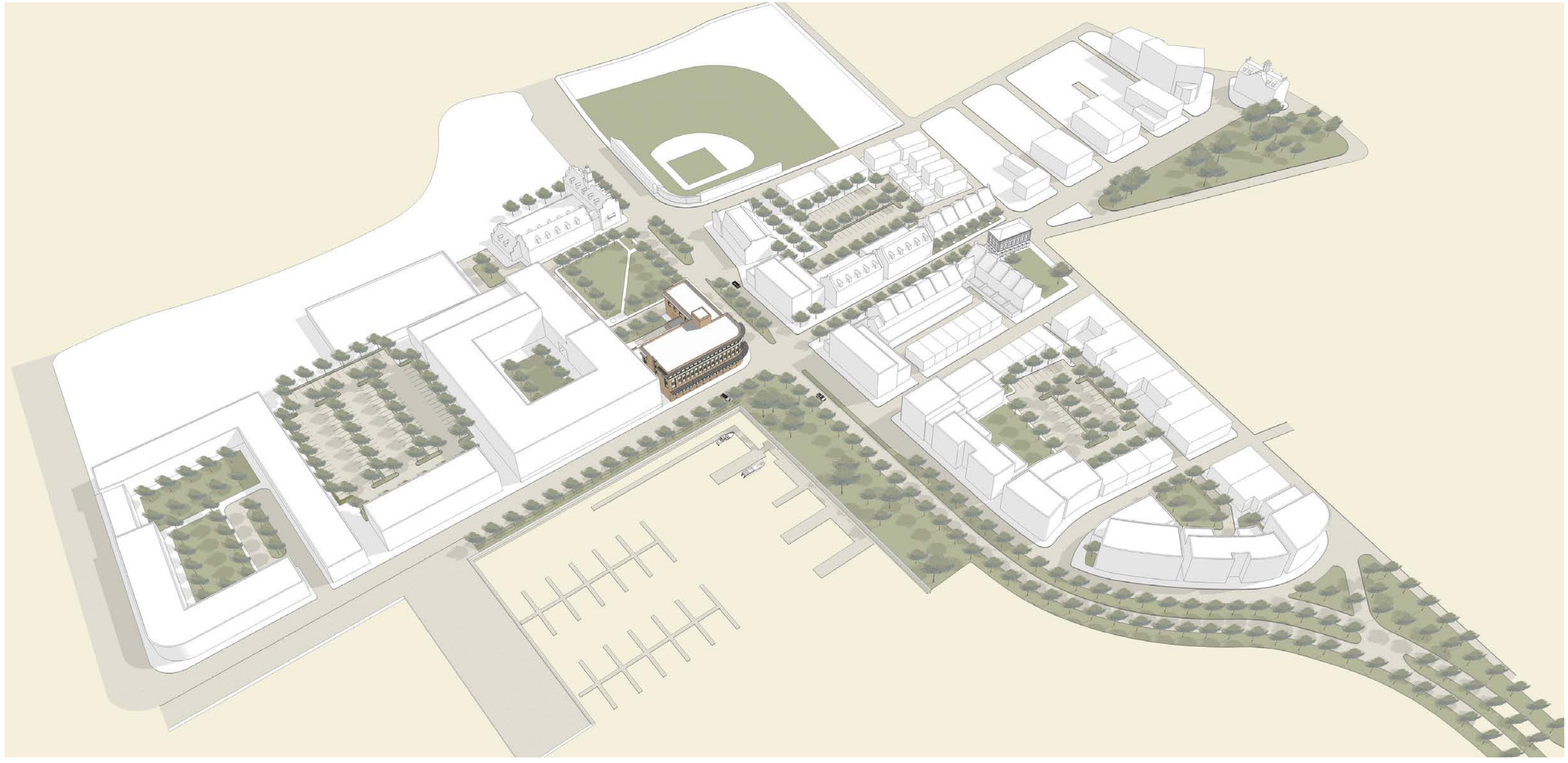
The master plan for the precinct of the hotel includes the re-planning of the north side of Long Wharf where a proposed green is surrounded by two hotels, a new visitor's center, a firehouse, and the bleachers of a 1930 baseball stadium; to the east, the creation of a better setting for the Brick market, and the restoration of sight lines from the Colony House to the water; to the southeast, the restoration of a couple of through streets, the double loading of the small commercial properties along Thames Street, the elimination of surface parking along the main street into the city from the north, and the more intense, larger scale development of the marina side of the block.

Counterclockwise from Below: *Photo of the Old Colony House photographed by Aaron Usher III, photo of Old Brick Market, map of Newport from 1781 courtesy of Boston Public Library and a GIS map that shows historic districts in purple with our site circled in red and the Old Colony House and Old Brick Market circled in white.*





Alternate 1 from the northeast, with the drop off on America's Cup Avenue in the foreground. The marina is barely visible beyond the hotel.

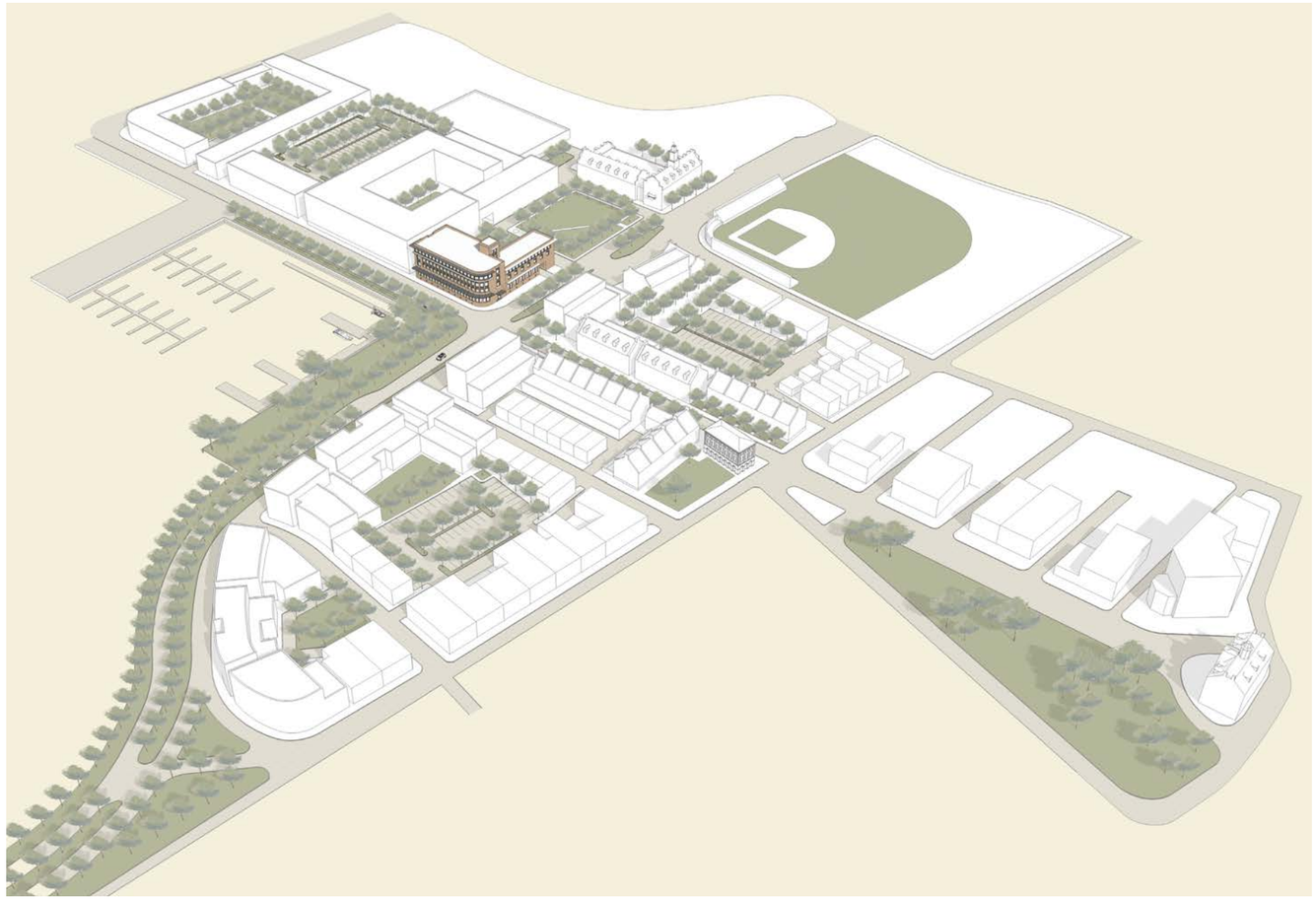


There were three focuses for the re-planning of the vicinity of the hotel. First, the vehicular circulation and access easements north of the hotel have been reorganized to provide a green onto which the visitor's center, the firehouse, the historic 1930 baseball stadium and two hotels all look. A new visitor's center is shown with a secondary exposure onto the new green. The Marriott hotel has been re-planned, decanting the mid-block program to the edges of the block- onto Long Wharf to the south, and onto the new green on the east. This provides for a more urban hotel with a courtyard, and better views for all rooms.

The second focus of the master plan was a better setting for Peter Harrison's Brick Market, and the restoration of the visual connection between the Washington Square and the waterfront at Long Wharf. A pedestrian mall has been re-opened as a street. Trees blocking views to the Colony House have been moved to the south edge of the right of way, and smaller buildings north and west of the market building, and a small green south of it provide the immediate setting for the market. It is now prominent from all four approaches.

Finally, the two large development parcels comprising the superblock south of the market, have been reorganized and two streets cut through and an alley created to connect them. The streets have been located at existing property lines in order to facilitate phased developed of the large parcels. The cross section of the block transitions from the smaller scale of the commercial buildings along Thames street to the larger buildings facing America's Cup Way. The larger buildings have three to four stories of apartment over at-grade parking, and they step down in height toward mid-block. There is surface parking in the middle of the large 400 foot blocks, which could be built as structured parking. Adjacent buildings on two sides would serve as thinner liner buildings.

Roof plan.



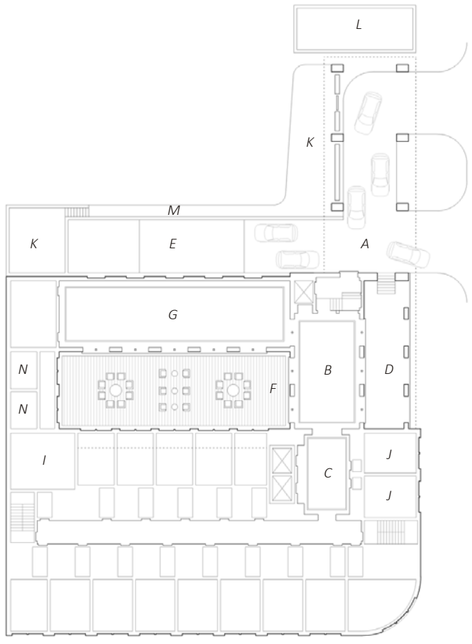
Site plan from the southeast.

1 *Colony House (1741)*
2 *Washington Square*
3 *Brick Market (completed in 1776)*
4 *Restored Long Wharf Street*
5 *Firehouse*
6 *Cardines Field (completed 1930)*
7 *New Visitor's Center*
8 *New Green*
9 *Proposed Hotel*
10 *Reorganized Marriott Hotel*
11 *Wyndham Hotel*
12 *Marina*
13 *Thames Street*
14 *Mary Street, extended*
15 *Public Parking Garage*

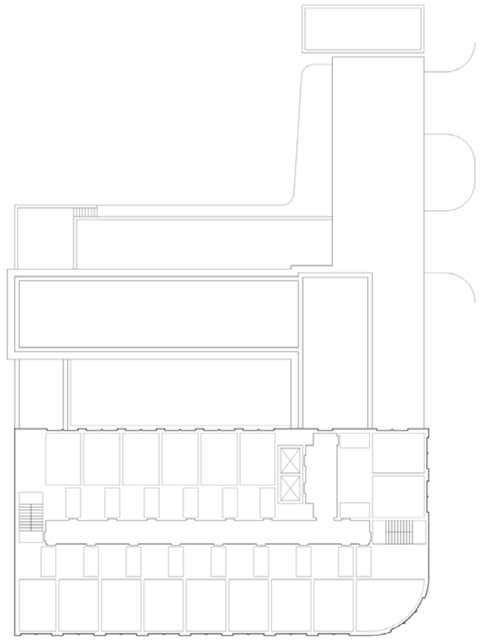
Alternate 1, Double Loaded South Wing

Plan Key

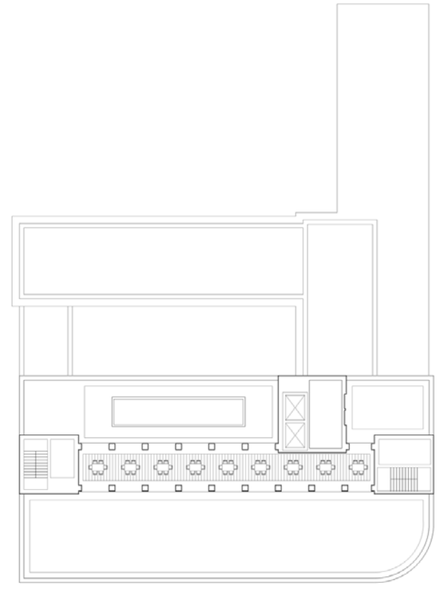
A	*Drop-Off*	H	*Kitchen*
B	*Lobby*	I	*Back of House*
C	*Elevator Lobby*	J	*Executive Offices*
D	*Porch*	K	*Service Yard*
E	*Ramp*	L	*Mechanical*
F	*Courtyard*	M	*Service Access*
G	*Breakfast/Lounge*	N	*Restrooms*



First floor plan.



Second floor plan.



Roof plan.

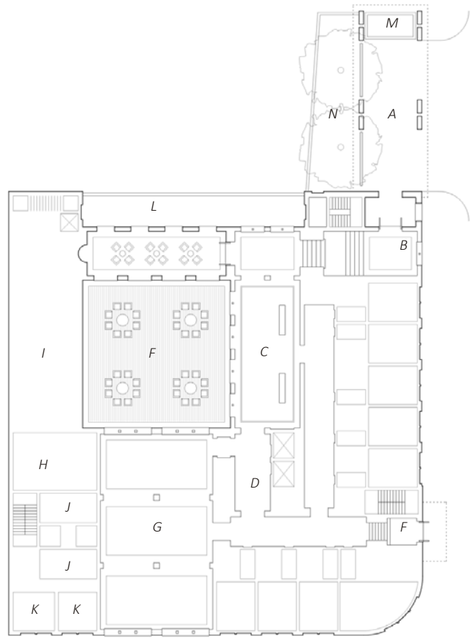
Below: *South elevation.*

Bottom Right: *East elevation.*

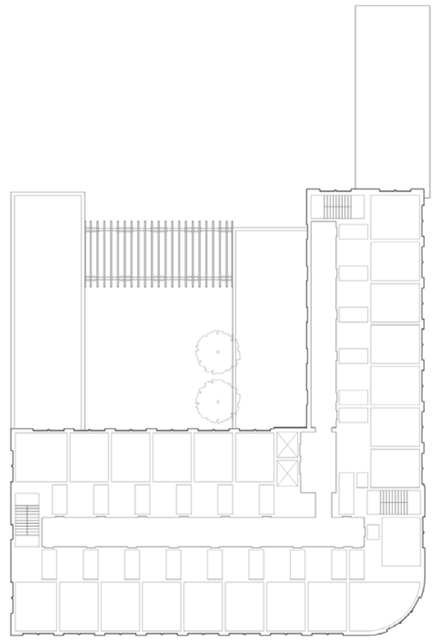
Alternate 2

Plan Key

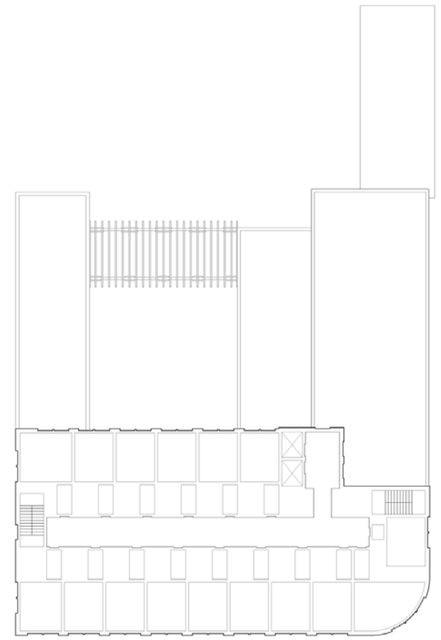
A	*Drop-Off*	I	*Laundry*
B	*Lower Lobby*	J	*Restrooms*
C	*Lobby*	K	*Executive Offices*
D	*Elevator Lobby*	L	*Service Access/Deliveries*
E	*Street Entrance*	M	*Mechanical*
F	*Courtyard*	N	*Service Yard*
G	*Breakfast/Lounge*	O	*Guest Room*
H	*Kitchen*		



First floor plan.



Floor plan.



Third floor plan.

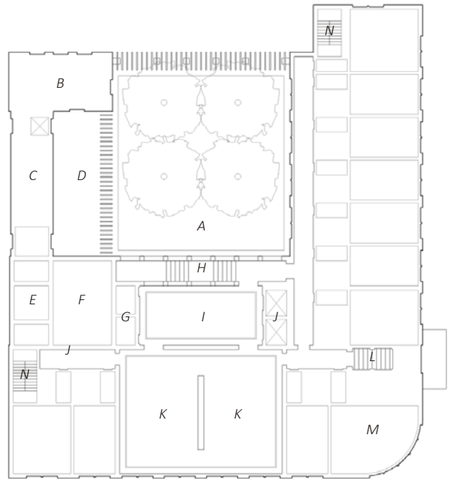
Below: *Section looking south.*

Bottom Right: *East elevation.*

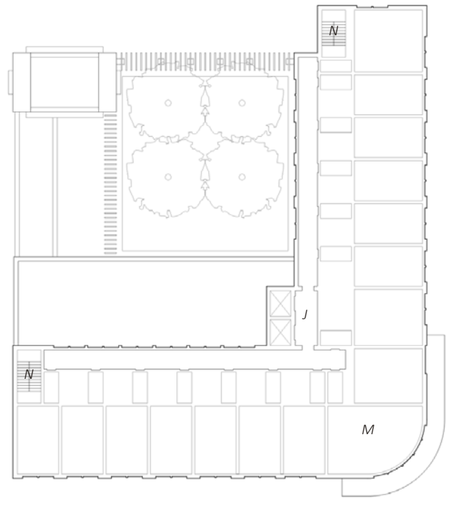
Alternate 3, Mid-Block Access from the North

Plan Key

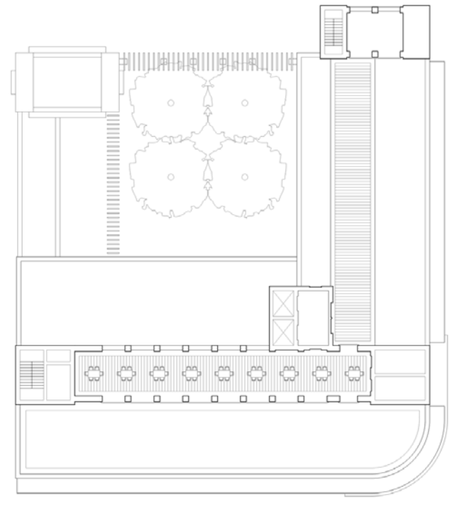
A	*Courtyard*	H	*Entry Stair*
B	*Mechanical*	I	*Lobby*
C	*Back of House*	J	*Elevators*
D	*Ramp*	K	*Dining/Bar*
E	*Offices*	L	*Stair from Street*
F	*Kitchen*	M	*Two Bedroom Suite*
G	*Restrooms*	N	*Egress Stairs*



First floor plan.



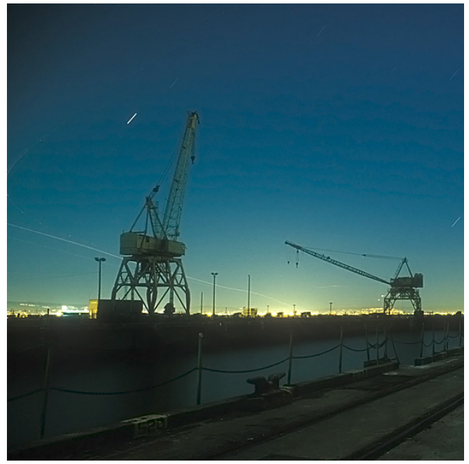
Upper floor plan.

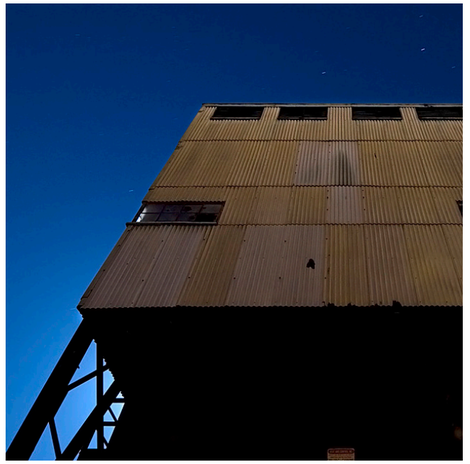
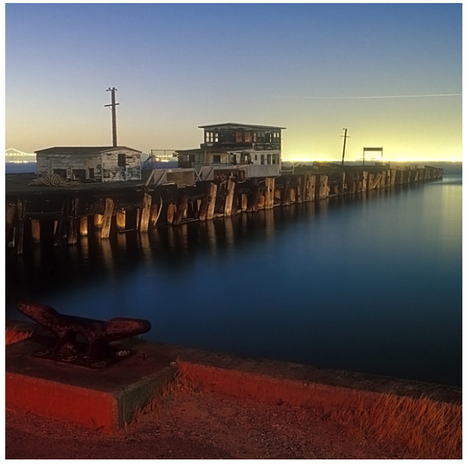
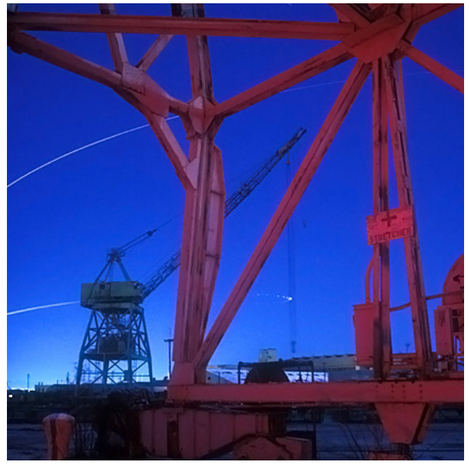


Roof plan.

Below: *North elevation.*

Bottom Right: *Section looking east.*



Hunters Point San Francisco, Lost America, 2007

Hunters Point

San Francisco

2009

The site is a former naval base on the bay four miles south of downtown San Francisco. The master plan by Dan Solomon provides for an immediate neighborhood of about 2500 residential units set amidst a much larger mixed use program that includes office and research space, and a new stadium for the San Francisco 49ers. Our site is on the bay facing a new park at the water's edge, and at the foot of the boulevard going down to the water. The block is roughly 225 feet by 500 feet, with a dedicated 40 foot mid-block alley dividing the block into separate building parcels, each with their own parking podium.

The program called for about 125 units of flats and townhouses. Larger buildings of flats bookend the blocks on the larger streets. Townhouses, including stacked townhouses, flank the alley and line the park side of the block. We accommodated a program of about 187 units, or fifty percent more than what the program called for. This was possible in large measure because the mid block spaces were designed as nice principal addresses for units that couldn't face the streets.

The courtyard on one parcel is about 6500 square feet, or about the size of Place Furstemberg in Paris. Two sides of this courtyard have town houses; two have flats. All four sides step down to admit more sunlight into the courtyard. A service alley skirts this space, making it an accessible and slightly more animated.

The geometry on the other parcel is slightly eccentric because of the curving waterline and the perimeter park along the water. On this parcel there is a small thirty five by seventy foot space through which the other service alley passes. This provides a nice primary exposure for some units, and a good secondary exposure for others. There is also a splayed space over the half submerged parking podium, which provides interior units with views of the San Francisco skyline. The buildings lining the dedicated mid-block alley are staggered and offset slightly to give interior units long views of the park and the bay.

Bottom Left: *view of the boulevard from the park.*

Above Right: *Hunter's Point Gantry Crane (Left) and Dry Dock (Right)*

Below Right: Google Earth *view of the San Francisco peninsula, Marin County, Oakland and the bay area, with the Hunters Point Shipyard site shown in red, four miles south of Market Street.*

Photo by NAParish at https://www.flickr.com/photos/naparish/33977713190/

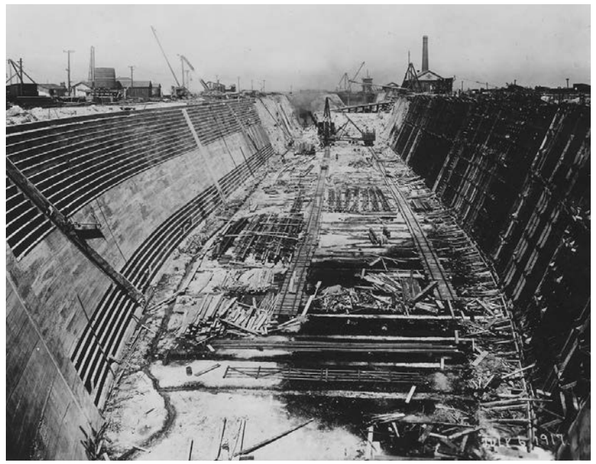
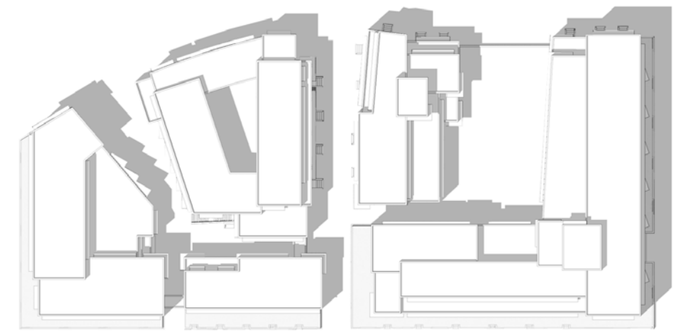
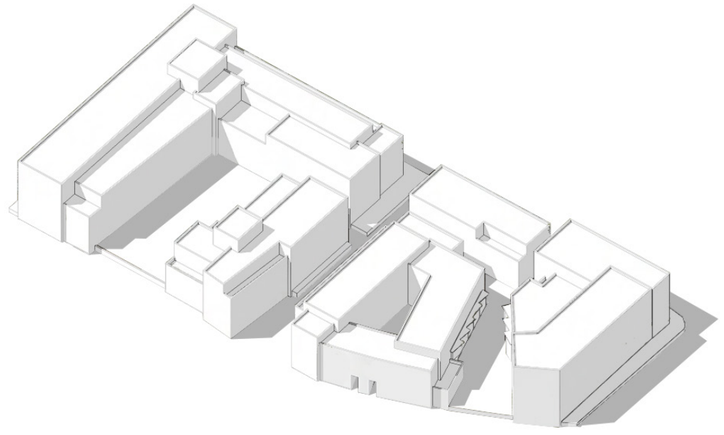
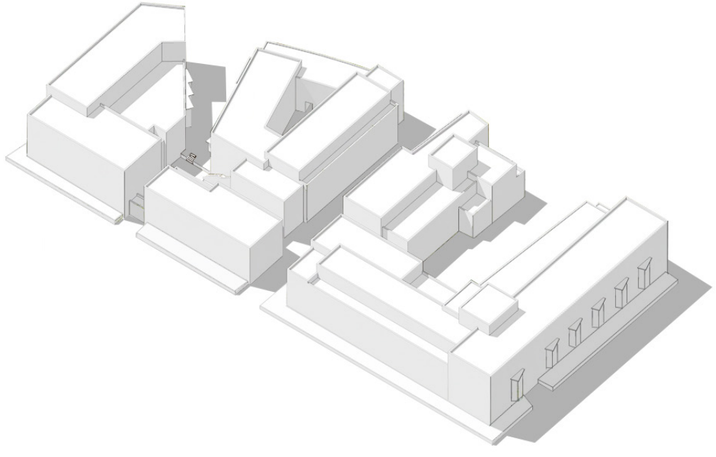


Photo provided by National Archives

Dan Solamon, the master planner, provided for generous 40 foot alleys to bring people from inland blocks to the park along the water's edge.







Seaside Hotel
2017

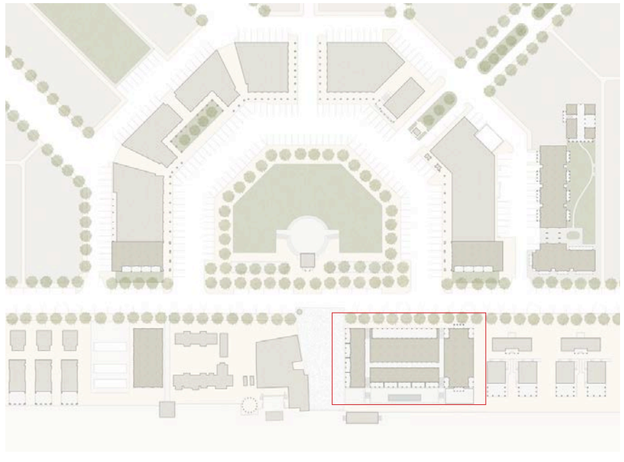
There have been proposals for a beachside hotel in Seaside since the years of planning the town in the early 1980's, but problems have always arisen with allowable height, or parking, or servicing, and it has always been easier and more remunerative to just sell residential lots on the beach.

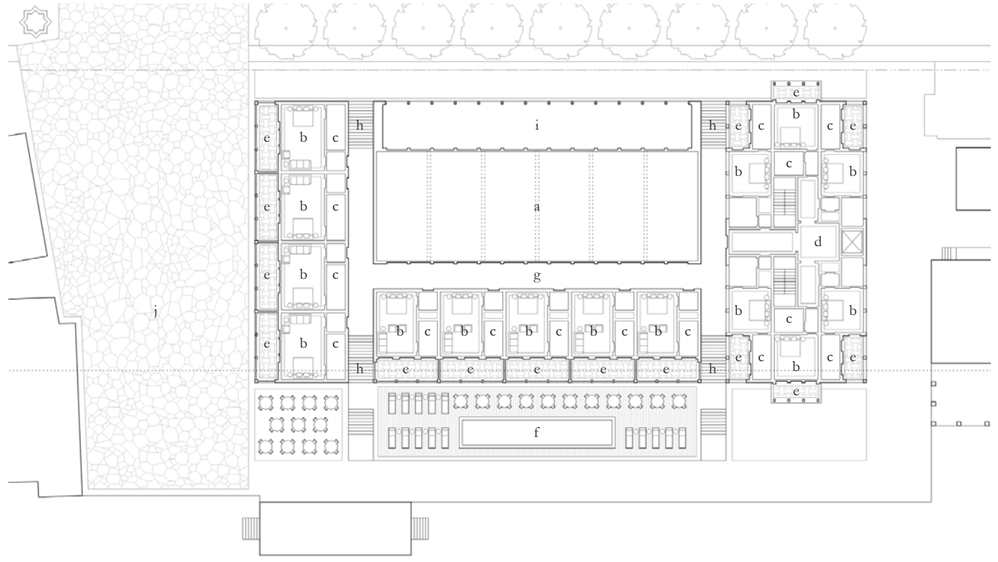
There are very few development parcels remaining in the town. This proposal, based on a master plan by Robert Davis and Dhiru Thadani, sprawls over six separate parcels, both north and south of county road 30-A. The proposal addresses only the three first phase parcels on the east side of town- the current site of Perspicacity, the site of the Seaside Motor Courts, and the undeveloped parcel on Central Square, facing 30-A.

Most of the beach parcel is limited in height to 22 feet, and it is over the coastal construction control line. The east end can go to 49 feet. The motor court site, which we developed with Robert Davis in 1989 with small temporary structures, has a contentious redevelopment history because of proposed densities. Parking problems have only gotten tighter throughout town.

All these parcels are now very valuable and so increased density is inevitable. The biggest challenge was to replace the existing scale of the universally loved bazaar on the dunes, with a building with a 20,000 square-foot footprint that did not look over scaled. The building on the beach also has to help form a new plaza on the Gulf of Mexico and it has to form the south side of the very large Central Square. The east end of the beach parcel, along with the last site on the Square, affords the possibility of forming a gate to the Square as you approach on 30-A from the east.

Previous development proposals for the motor court site had come to grief because of how they crowded the footpath dividing the site from the adjacent houses. In developing the old motor court site, we tried to get all of the required square footage within the western half of the lot in order to place a 50-foot garden buffer between the four-story wing along Quincy Circle and the first street of single family houses behind the town center. This also had the effect of helping change Quincy Circle from an alley into something more nearly like a street.





a	*Upper Commercial*	*f*	*Pool Deck*
b	*Bedrooms*	*g*	*Exterior Hall*
c	*Bathroom*	*h*	*Stairs*
d	*Elevator Lobby*	*i*	*Upper Porch*
e	*Porch*	*j*	*Public Plaza*

Above: *North side of the beach parcel facing Central Square. Height limits are 22 feet and 50 feet.*

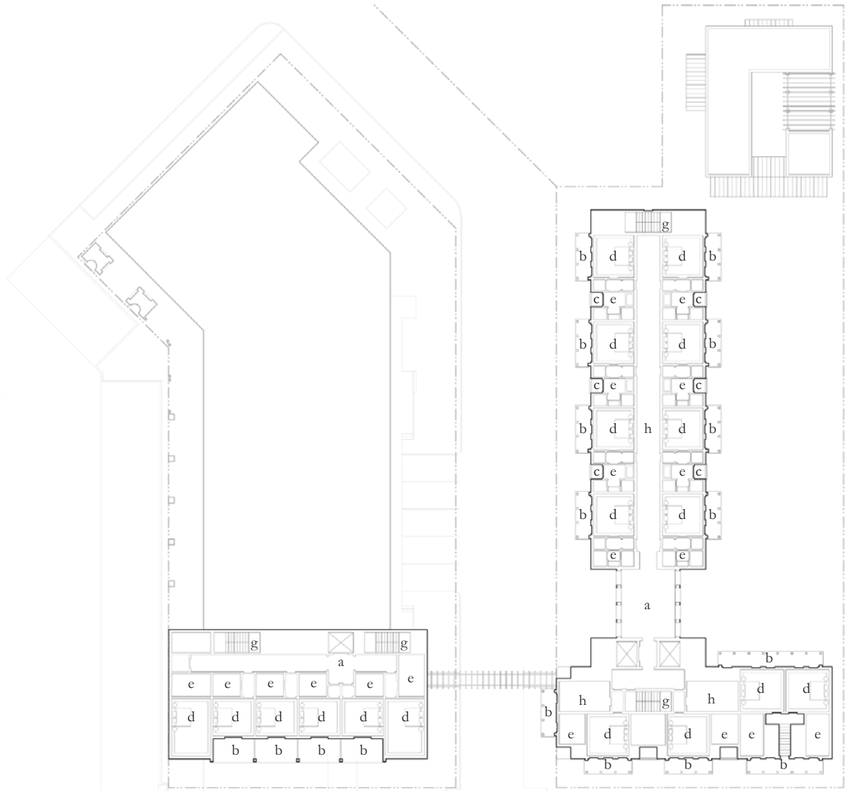
Top Right: *Upper level plan of beach parcel.*

Below: *Section through beach parcel looking east. These two 50 foot buildings hold out the possibility of an east gate to Central Square.*

Quincy Circle elevation.

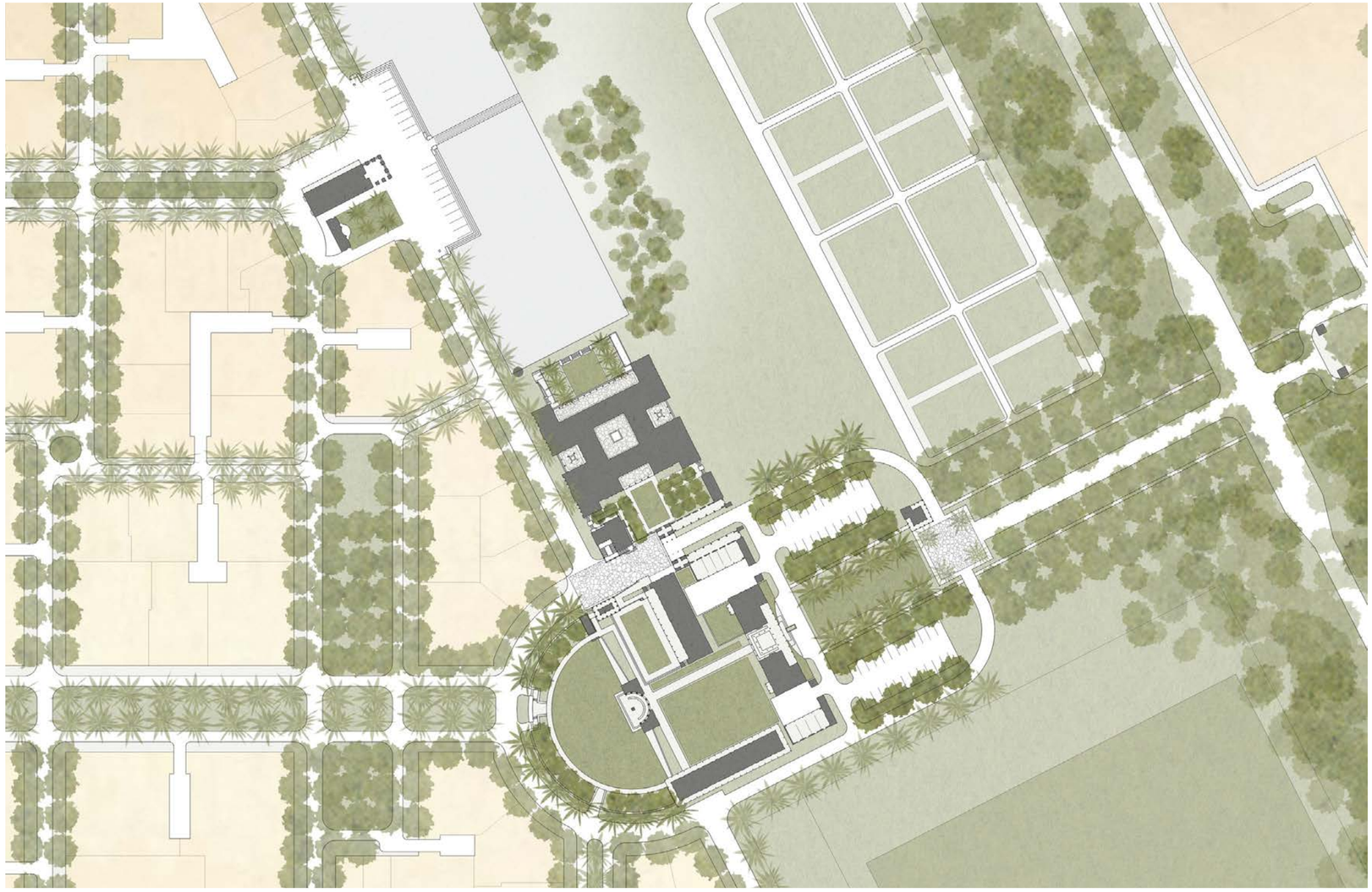
30-A elevation.

- *a Elevator Lobby*
- *b Porch*
- *c Recessed Balcony*
- *d Bedroom*
- *e Bathroom*
- *f Arcade Open to Below*
- *g Stairs*
- *h Hall*



Plan of motor court site.

East-west section.



Fitness Center

Windsor, Florida
2019-2020

We designed the town center in 1994 and added a small fitness center and tower in 1999. This project expands the fitness program.

The town center has always been under programmed. The first phase had six small buildings or structures on an open site where five roads, including the main entrance off state highway A1A, converged. The public gardens formed by these buildings extended the program to fill out a small one acre block.

This block forms the entrance to a village of 150 houses. The vehicular entrance is on the north side of the first phase. The 1999 fitness and tower addition allowed us to double load the entrance. The expansion will allow us to enter the village between two small blocks.

The first two phases established the small scale of the precinct and they established a pattern of perimeter buildings forming interior gardens The expanded phase of the fitness center extends this site planning pattern north of the vehicular entrance.

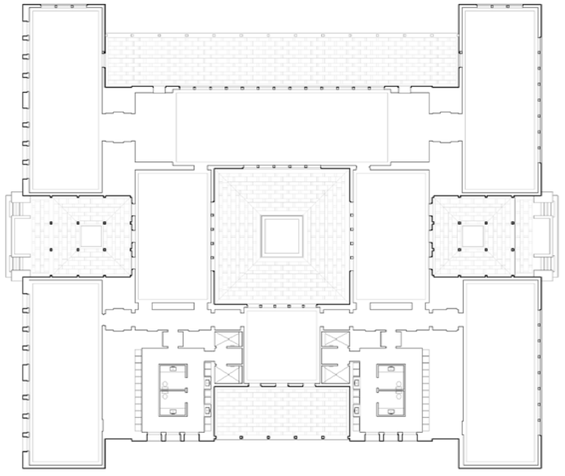
We studied a number of alternates, both one and two stories. We studied alternates that saved the original two story fitness center, and we studied more efficient one story alternates that razed it. This and the following sheet show one of the single story alternates.

Above: *Site plan with selected plan.*

Below: *Street elevation*

Above: *Perspective along North Wittington looking South to Post Office and Town Center.*

Below, Left to Right: *Floor Plan, North Elevation*



Fitness Building
Windsor, Florida
2020-2023

We studied this same fitness program on a more central site. This is a new design for the same program on a perimeter site.

Gyms have been aggrandized for a long time. Some fieldhouses, like U.Va.'s Memorial Gym, even allude to Roman baths. Many fieldhouses that aim a little lower are still fantastically top lit, as if to encourage us to exercise. It has been less common to site gyms prominently. Notre Dame's gym sits at the west end of south quad where a library or a chapel might otherwise be sited, but that is rare.

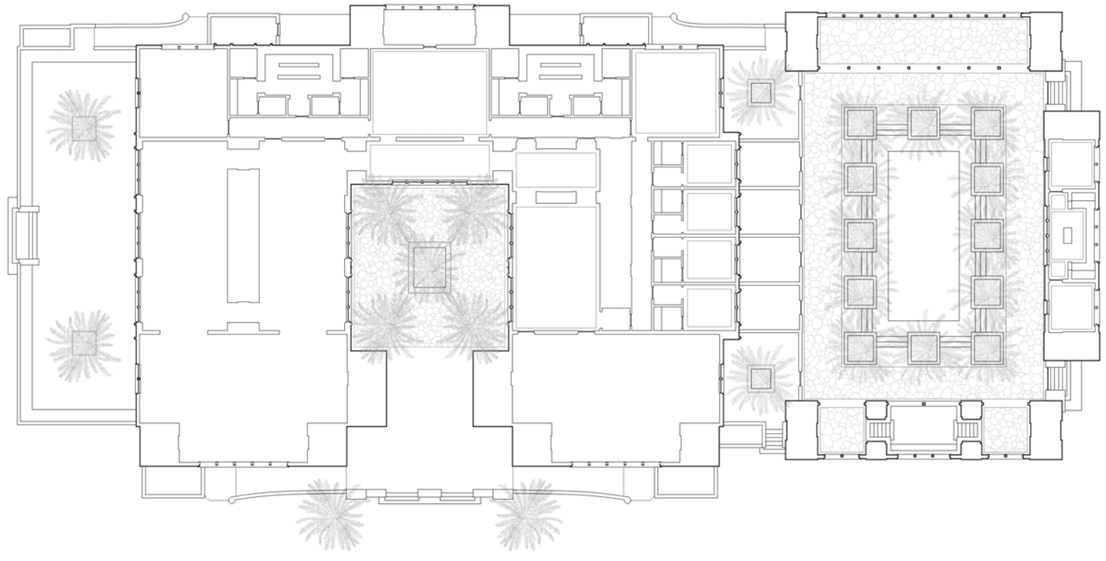
We worked with DPZ on a law school campus where the main donor wanted to give the chapel and the library and the gym equal prominence. That was an interesting idea that afforded each a suitably prominent site. We studied gyms on the main green for Florida's Babcock Ranch, where it was referred to somewhat pretentiously as a wellness center and raised to a civic religion.

But modern gyms are more often in strip centers where space is inexpensive and parking is proximate, and where daylight might not be as important as lighting or music, or mirrors.

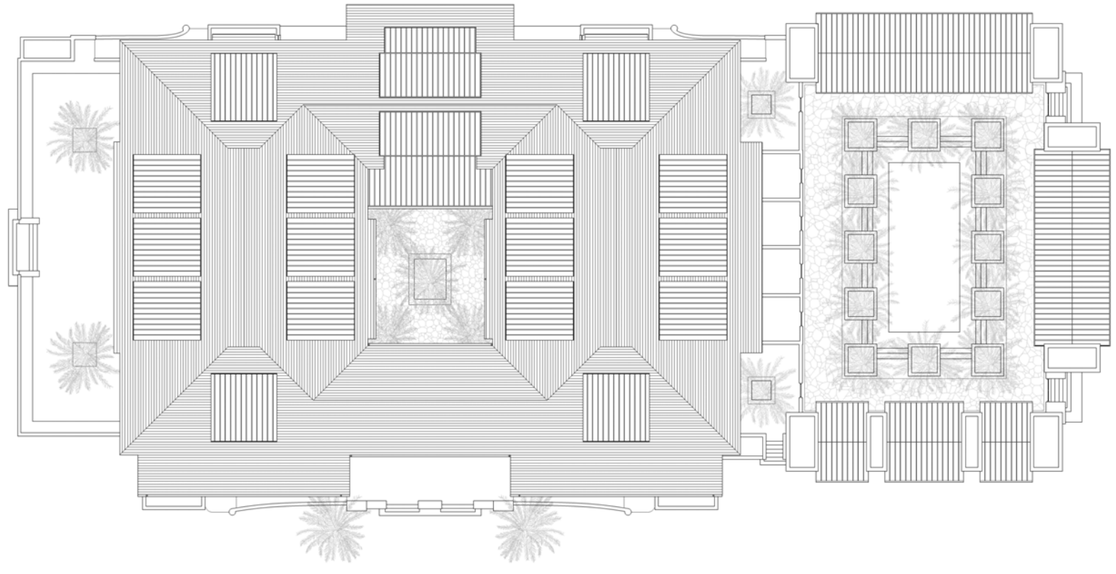
So, this is an interesting time to think of gyms as civic buildings. There are never enough public buildings to fill all of a town's prominent sites. Gyms are increasingly important to us and so it makes sense to see if their programming lends itself to civic architecture.

This particular neighborhood is averse to pretense, self-importance and monumentality and so giving this building a civic presence, aside from its siting, required some accommodation. The building is basically a barn or a shed, and barns deflect any aspect of pretense without totally precluding a civic presence. The barns at Shelburne Farms in Vermont are monumental. Inigo Jones described his St Paul Covent Garden as a barn, but, he said, the most beautiful barn in the world.

Axon of Proposed Design



Floor Plan



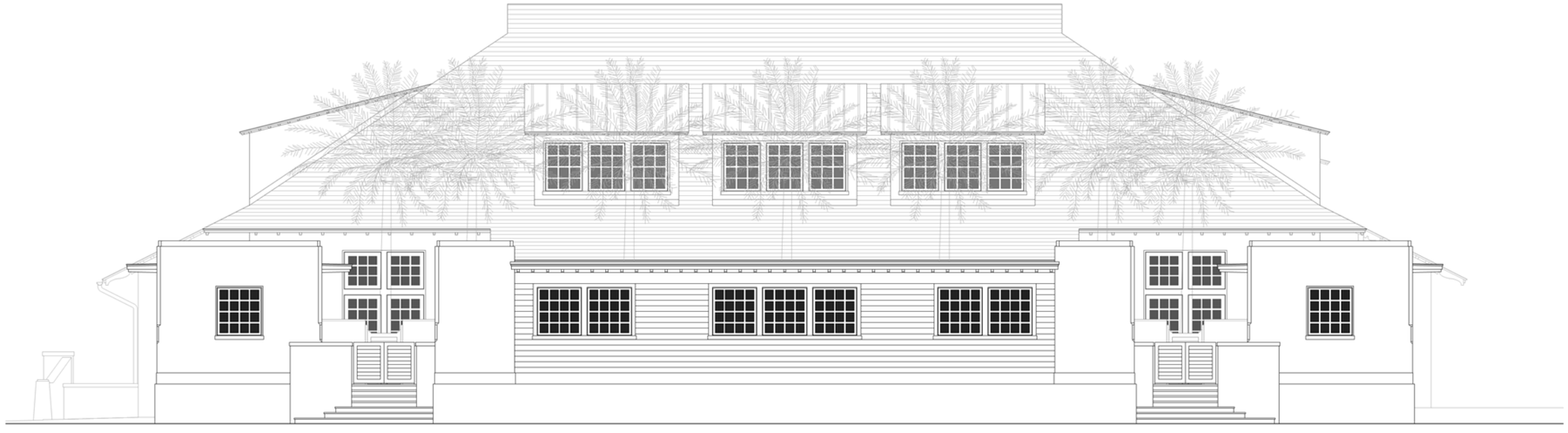
Roof Plan

South Elevation

East Elevation

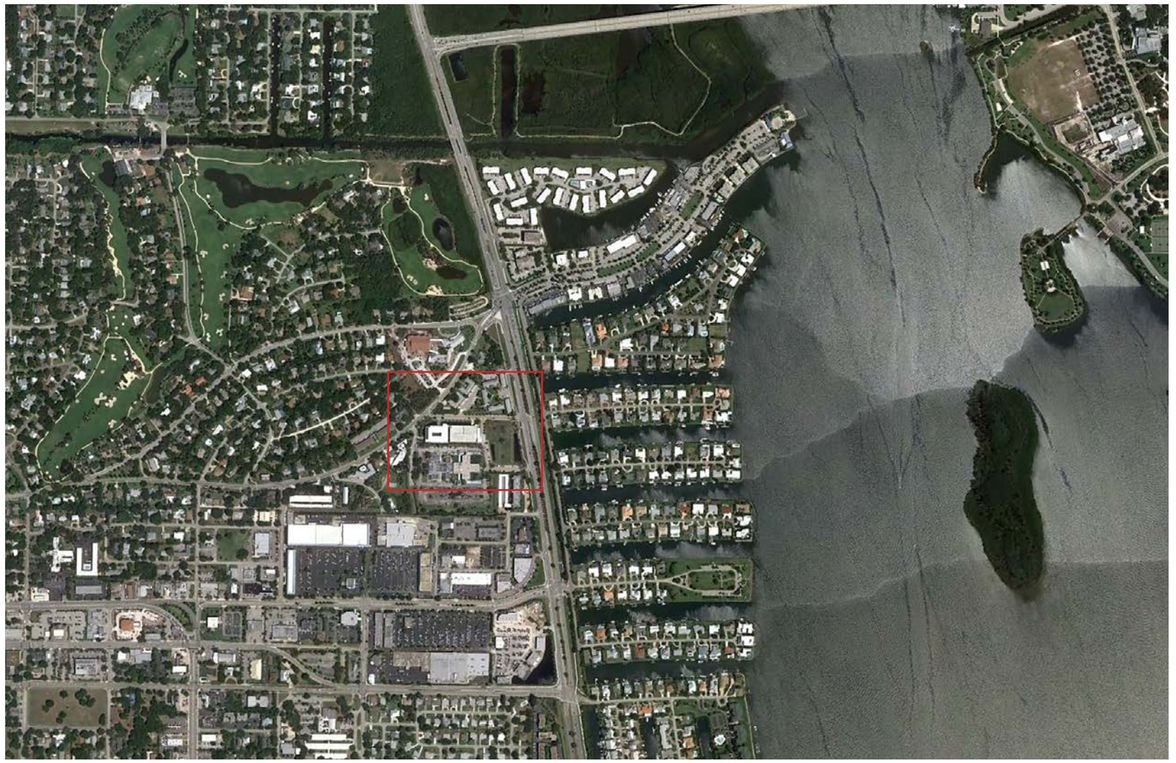
West Elevation

North Elevation

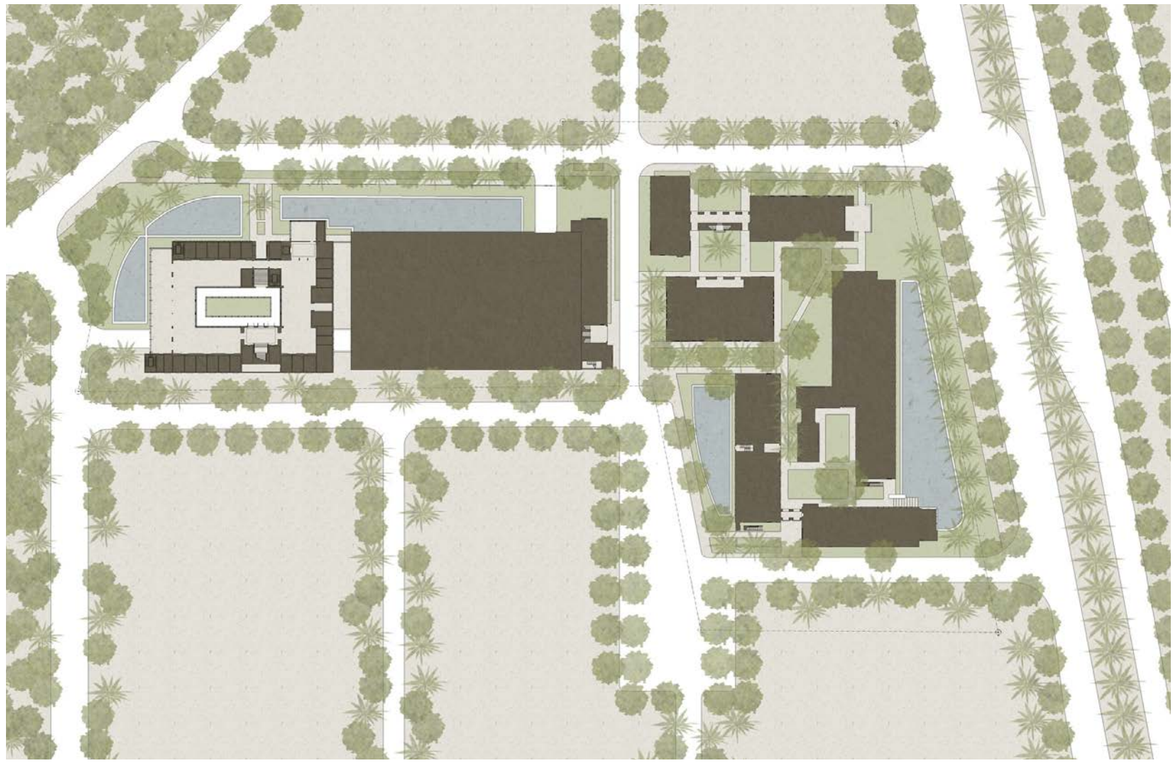


East Elevation of Spa Garden

Section Looking West through Spa Garden



Google Earth view of Vero Beach



Vero Beach Office Campus

2007-2009

With a few extra decades to prepare for the pressures of population growth, Vero Beach has avoided the worst development patterns of the South Florida counties that afforded northerners predictably warm winters. When you crest the bridge over the intercostal to the barrier island, you see mostly the oak canopy, and beyond, only a limited number of older, taller buildings that break the line of the ocean on the horizon. The green and blue archipelago of the Indian River Lagoon stretches continuously to the next bridge ten miles to the north. A1A, the coastal highway, is only two lanes through the county.

The most valuable land in the city has thirty five foot height limits, minimal FAR's of 0.5, limits of ten units per acre, limited allowable uses, large setbacks that can total thirty percent of a city lot, generous open space requirements, and on-site storm water storage requirements. But the zoning that maintains the low spread of the city has forced new development well beyond the reach of existing utilities, and has hastened the development of the agricultural land in the surrounding county.

On average, almost a thousand people come to Florida every day, or a million people every three years. They will come regardless. The only question is where they will go, what new settlement patterns will look like, and what kinds of pressure they will exert on wildlife habitat like the lagoon, on aquifers, and on arable land, like the grapefruit graves that used to surround the city. These questions will pose difficult political decisions. They will be made one at a time, and in apparent isolation, but underused land in one place will unavoidably put added pressure on open land in other places.

This project is in the center of the city, on a five acre parcel of land that is on the northern edge of a surface retail district that we refer to, without irony, as Miracle Mile. It did not seek any relief from the somewhat onerous zoning restrictions, but it did develop the land to the greatest extent possible, so that it might provide a model for how the rest of the area could develop in the future as land prices continue to rise.

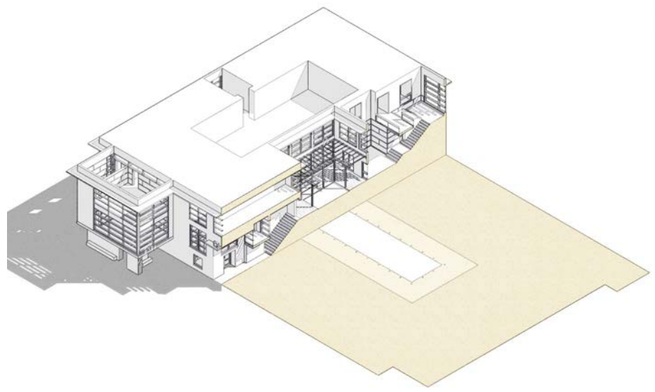
The project was developed by Kimley Horn Associates, a large national, multi-disciplined engineering firm. It has a total of 100,000 square feet of office space. Other uses are precluded by zoning. Kimley Horn occupies a third of the total square footage, in the first phase. The office program has been spread through seven structures. Offices in the city are generally small and the absorption rate is slow. Even though they were costlier than fewer larger buildings, multiple structures facilitated phasing, which helped during the great recession, when the second and third phases were deferred.

A public street has been developed through the northern edge of the site. Storm water storage is structured to save land. The project has only the third parking structure in the city. It is lined at the west end by the Kimley Horn offices, and at the other end by the central plant. The problem with parking garages, which residents dislike, is that, if they are not to be counted against the FAR, have to be fifty percent open, making them difficult to hide. Even though they facilitate the open space the city covets, garages meet stiff resistance.

The most valuable exposure, and the principal source of the land's commercial value, is the eastern edge of the site which faces a heavily trafficked arterial. But our greatest contribution to the project was likely the development of the lot interior. The simple, inexpensive buildings form the rudimentary urbanism of two city blocks. The small buildings guarantee that no one will be far from a window, and each work space looks upon a courtyard garden.

View of the passage between buildings at the school or architecture

Views of courtyard with oak trees



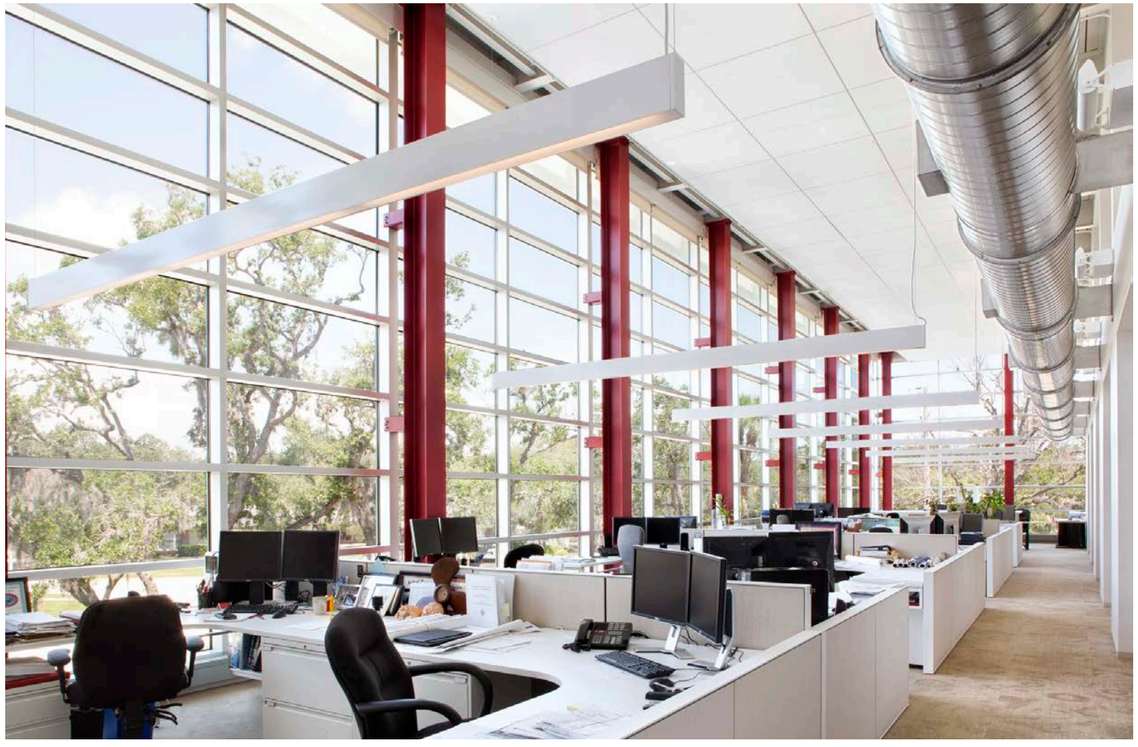
Top Left: *Marion Manley was the first woman architect in Florida and her buildings at the University of Miami are one of three interesting but undeveloped Florida languages, and the Kimley Horn buildings were intended as a further development of that language. The other two underdeveloped languages are Henry Klutho's prairie style buildings in Jacksonville and Paul Rudolph's hovering frame houses in Sarasota's mangroves. We have worked to develop all of them.*

Above: *Section axon of the western-most building of phase I. The parking garage is on the top of the plan. Required on-site water retention is indicated in blue.*

Bottom Left: *View of the entry stair passing under the continous second floor corridor which enjoys a view at that point both into the courtyard and out to the north gardens.*

Top Right: *Entry to the building proceeds from left to right: from an exterior stair, under a glazed interior hall, and into the second floor courtyard; and from the courtyard into the interior main stair hall, and up to the third floor. The ground floor is a parking podium.*

Bottom Right: *View of the second floor courtyard.*



Above: *View inside the drafting room.*

Above and Below: *Exterior views of the drafting room, day and night.*

Parking, Storm Water Retention and Central Plant

Three forms of infrastructure posed a problem for this site: structured parking, storm water retention, and a central plant.

There are only two other parking garages in a county of 150,000 people but prior to the recession land values were rising to the point that it would make more and more sense. Much more common are office buildings with parking underneath the buildings. Both kinds of parking require that the garages be at least fifty percent open if it is not to be counted against allowable FAR, and consequently it is difficult to line garages or to make either type of structured parking look like anything but what it is. This office campus has both types of parking, but in addition, most of the surface parking is accommodated along a city street built by the client, and shared by adjacent apartments after office hours.

Land development regulations also require on site storm water retention. As land prices have risen structured retention ponds increasingly make sense, the added costs justified by dedicating less land to sloping banks that invariably look bad because of fluctuating water levels.

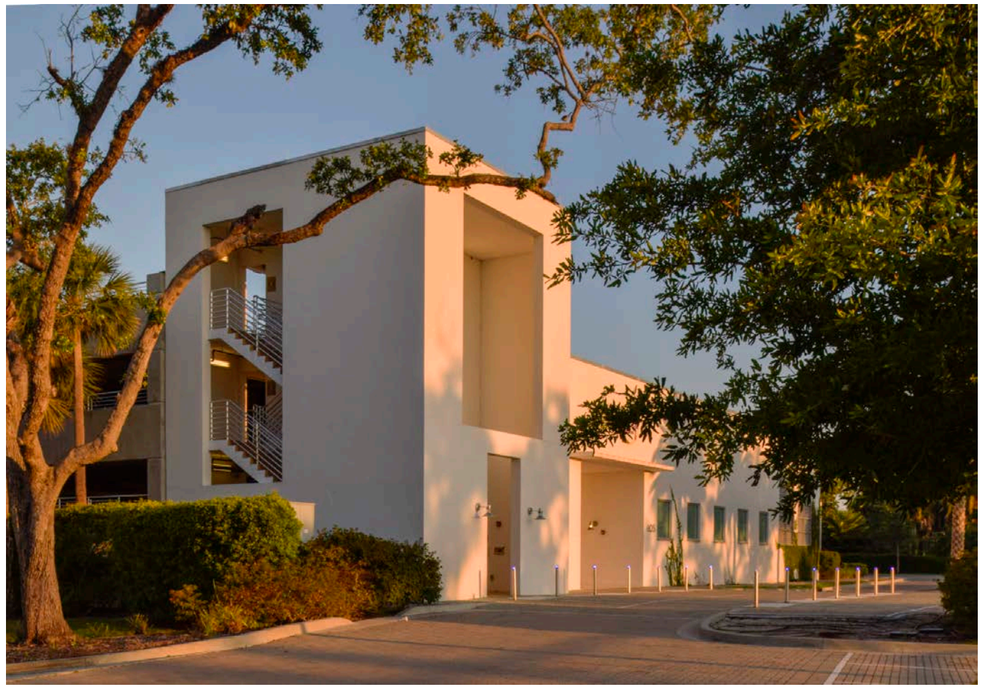
Finally, the central plant required enough space that it just wasn't going to recede with careful planting.

Each type of infrastructure was dealt with by putting it in plain site and in central locations and by being made an integral part of the overall composition of the site plan. The central plant hides the short end of the parking garage, accommodating the stairs and elevator that discharge people into the gardens that lead to their desks.

Storm water retention is held right up against the garage and the main building. And ground level parking beneath the building provides a pretext for a monumental entrance that would otherwise have been unaffordable. The main stairs just beyond the elevator lobby lead to the second floor courtyard over the parking, through which the offices can be entered.

Below, Left: *From left to right, the parking garage, structured stormwater retention, that portion of the building that conducts people from the garage to the lobby, street trees, sidewalk, and the public street that the tenant built through the site in part to handle additional surface parking.*

Above and Below: *Views of the central plant in the middle of the fully phased site plan.*



Vero Beach Office Campus

Phases II & III

2007-2009

Phasing plan with reconfigured blocks to the north and south of the site.

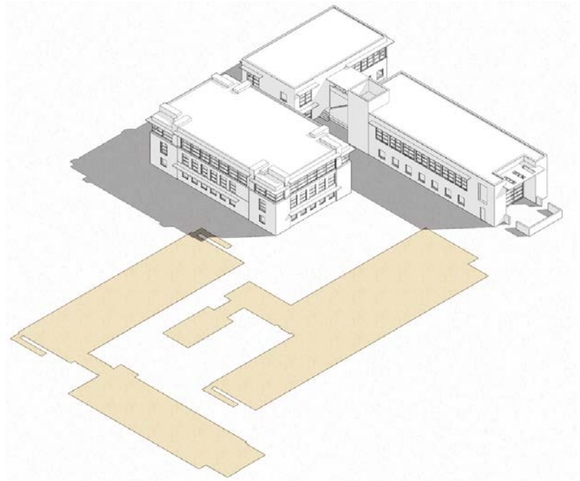
This office campus of 100,000 square feet is spread over five acres, eight buildings and three separate phases. The first phase, completed in 2009, is described in a separate section that addresses the planning and zoning, site planning and permitting issues. The first phase included the largest single building for the developer and principal tenant, Kimley Horn; a parking garage, storm water retention, and the central plant. The FAR, excluding the parking garage, is 0.5. The required open space is 25%.

The second and third phases are described further here. Each subsequent phase has three buildings and will be brought on line as the demand for commercial office space rebounds. We did a number of studies with fewer, larger buildings but it was decided that smaller buildings provided the leasing flexibility appropriate for a small town with generally small tenants, and that whatever modest premium was required for smaller buildings would be recovered by the value of offices with more daylight and views of interior gardens. Though they vary, the buildings are typically about forty feet wide, the greatest span possible with twelve inch concrete plank floors. This type of construction is inexpensive and provides flexible column free spaces and extremely well lit offices for everyone.

The combined second and third phases are laid out around structured storm water retention and existing adjacent office buildings. They comprise a separate block from the first phase, though they are served by the same garage and central plant. Kimley Horn bought the land in large measure for its prominent exposure to the heavily trafficked Indian River Boulevard, but they also built a public road, 24th street along the north edge of the site. The parking garage made it possible to develop gardens between all the buildings, giving offices with interior exposures, views and quiet repose. There is a somewhat onerous 35 foot height limit, but every effort was made to vary the roof lines. The fundamental economy of the construction is belied by the variety of the buildings and the spaces they form.

Second phase buildings from 24th Street, the new public road built through the site by Kimley Horn.

Interior courtyards of third phase.



Left: *Plan and axonometric of second phase buildings at north end of the block.*

Right: *Interior gardens between the buildings of the second and third phases.*

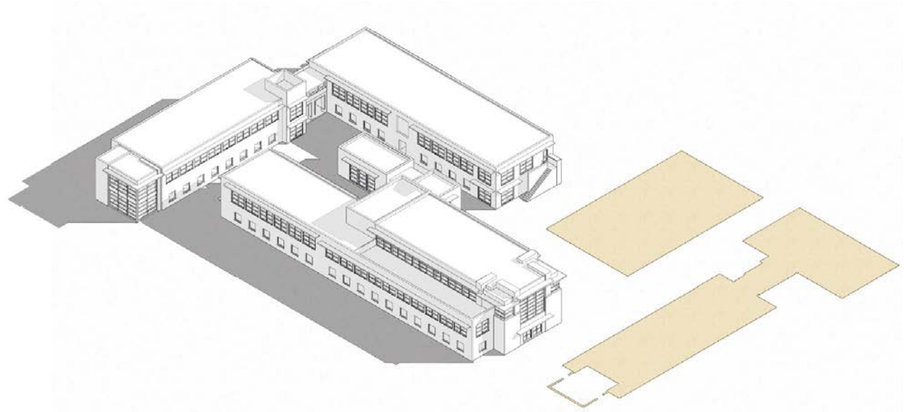
Bottom Right: *Second and third phase buildings from Indian River Boulevard.*

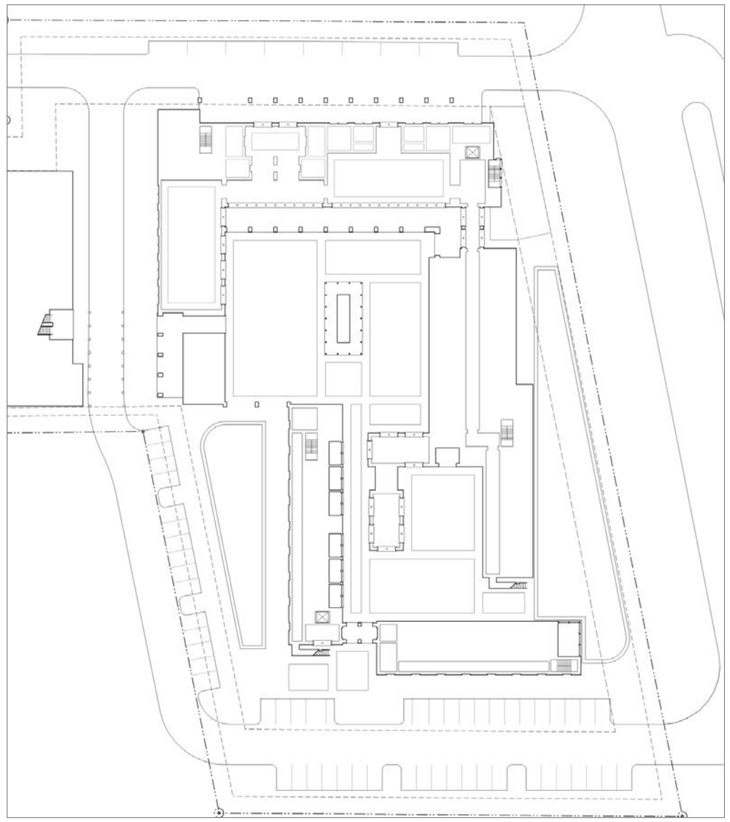
Below: *View over storm water retention to interior gardens of the third phase.*

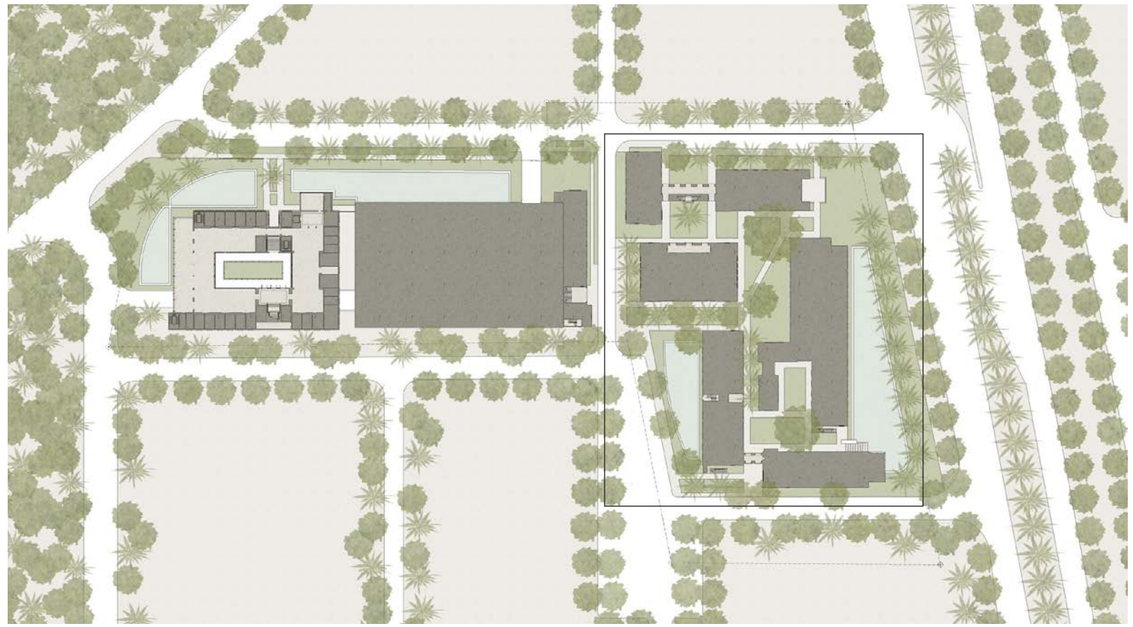
Right: *Plan and axonometric of third phase buildings at south end of the block.*

Below: *South edge of third phase showing the gateway to the block interior and the gardens beyond.*

Left: *View of interior gardens looking toward the south gateway.*







Assisted Living Facility

2017

We originally master planned this five-acre parcel in Vero Beach as an office campus with eight phased buildings and a parking garage. The western half of the campus- a third of the office square footage, and the parking garage and central plan liner building- was built before the recession of 2008 wiped out the market for office space. To this day, this small-town market has been unable to absorb this much additional office space.

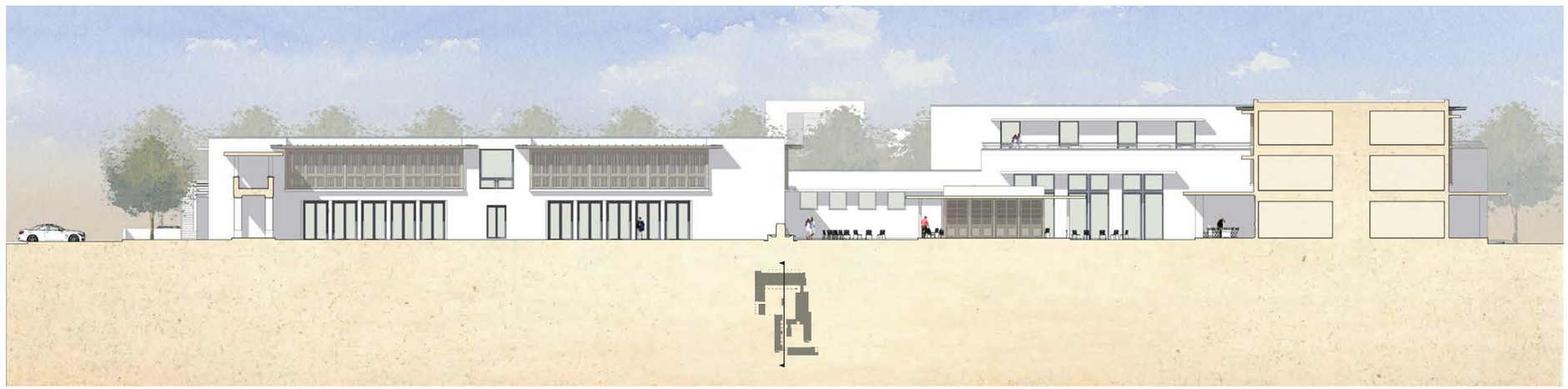
The site is zoned for a very limited number of uses. The owner of the site, Kimley Horn Associates, asked us to study an alternative for an assisted living facility. Where the original master plan was comprised of smaller buildings, the new program required a single large building.

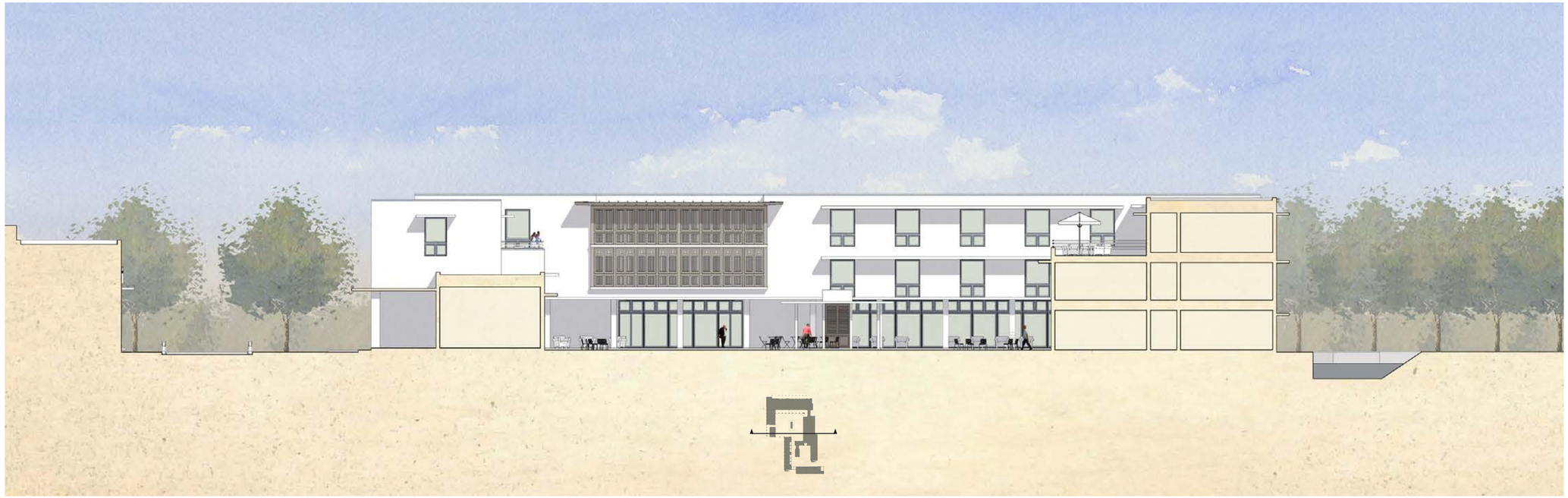
There is a punitive 35-foot height limit on the site that made it difficult to do the pitched roofs typically found on ALF's. There are entitlements for an additional 75,000 square feet. There are two existing storm water retention ponds that we kept in place.We increased the coverage to a point where we could vary the roof heights, and we took advantage of the adjacent parking garage to largely clear the site of parking for courtyard gardens. As roof terraces and open porches do not contribute to the allowable square footage, we leveraged conditioned space with roof terraces and porches. Most rooms look onto quiet gardens that are shielded from the traffic of Indian River Boulevard on the site's eastern edge. Hallways have lots of natural light.

Top Left: *New site plan for east end of master plan.*

Top Right: *Original master plan with study area indicated.*

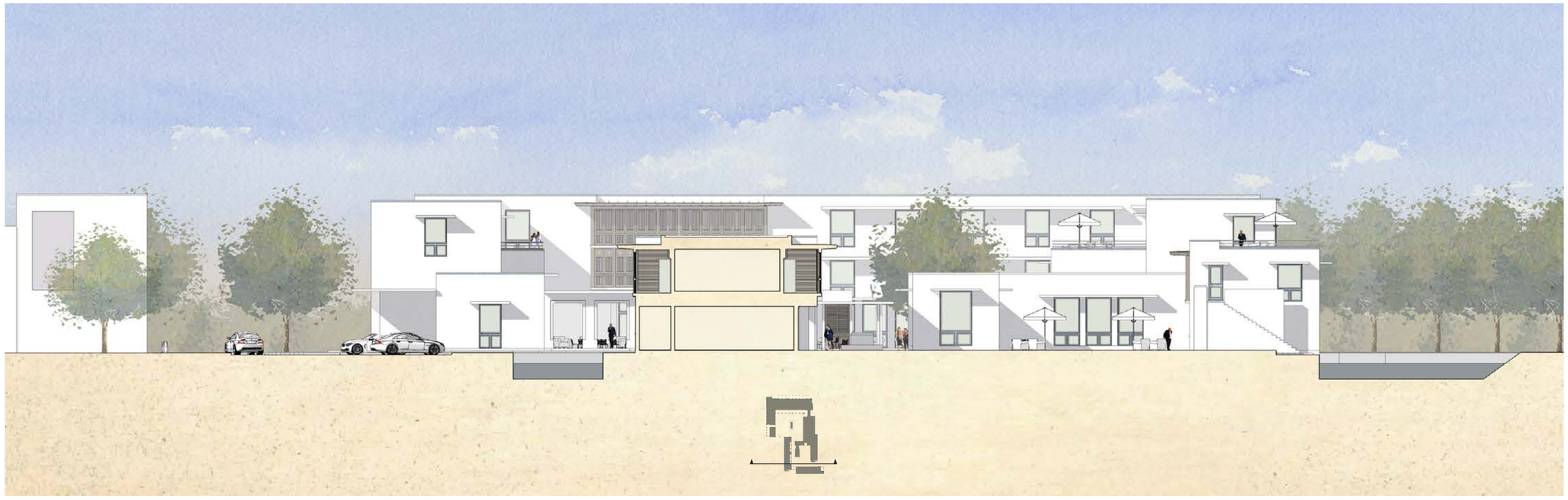
Below: *North-south section through site, looking west.*

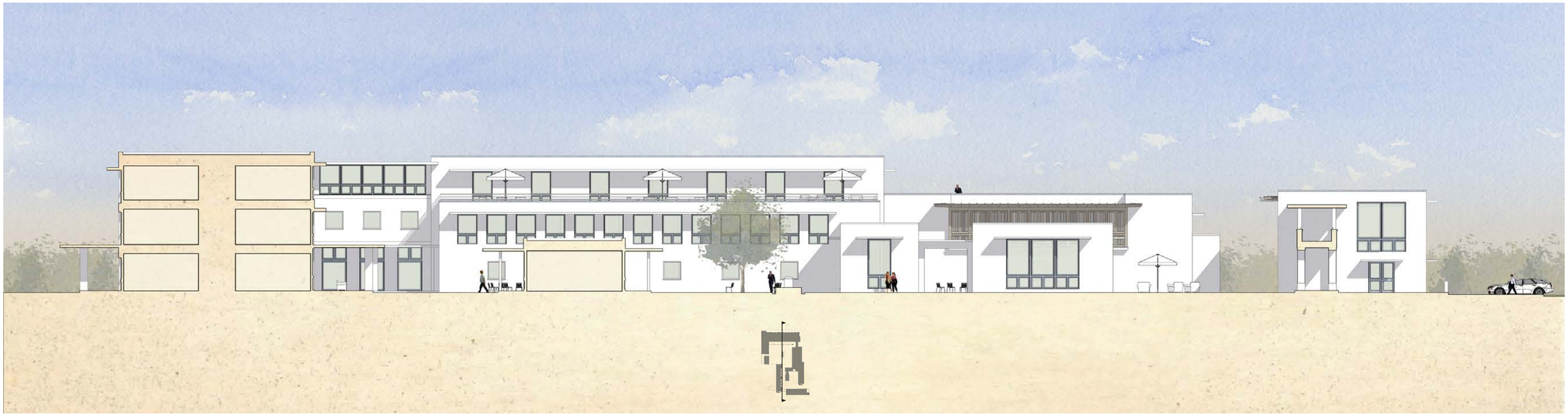




Above: *East west section through garden, looking north.*

Below: *East-west section, looking north.*





Above: *North-south section through site, looking east.*

Below: *South elevation.*

Site location map (site in white).

Site roof plan.

The Lakes District

With DPZ, Master Planners

2016-2017

Windermere, just west of Orlando, was settled in the late nineteenth century. The outstanding natural feature of the town is a chain of lakes, and what land there is in town threads between these lakes. The town roads are narrow and many of them are single lane dirt canopy streets arched over by native live oak trees. These attributes distinguish Windermere from the rest of Orange County and the preservation of its scale is important to the town.

This project is on Windermere's eastern town line at the intersection of two arterials. One helps carry heavy traffic along Windermere's eastern edge. The other, Conroy Windermere Road, carries traffic into the heart of the town, narrowing and backing up as it approaches. The large parcels at this intersection were zoned as mixed use gateways to the lakes of Windermere.

The thirty-seven acre parcel on the northwest corner of the intersection is encumbered by water storage requirements for two other large parcels at the intersection. More than twelve of the thirty-seven acres will be set aside for on-site water storage and filtration. There is a forty foot fall from the SE corner to the NW of the site with three to five percent slopes. The lake water on the parcel's NW corner is extremely clean and needs to be protected from run-off. Stored water will have to terrace. Upper terraces will be seasonal. Even the lower terraces can be used recreationally with over-excavation and permeable fill.

The total program rendered here is about three quarters of a million square feet and includes retail, restaurants, offices, a hotel, an assisted living facility, a 30,000 square foot grocery store, townhouses, condominiums and about 15 single family houses. Parking is split nearly equally into surface lots, on-street parking and sub-grade parking beneath the hotel and big box retail.

Residential types are very limited. The repetition of the units is mitigated by the concave and convex curves of the principal streets. The fall of the site affords a large number of the multifamily buildings views of the lake across the terraced water storage.

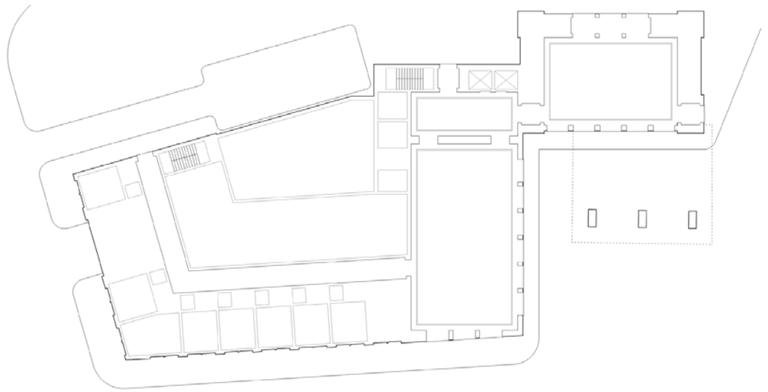
The retail program requires surface parking and clear visibility from the main intersection. Otherwise, the big retail tenants are completely embedded in the plan, forming a street on one side that leads up to the hotel; a public space between them, and an eccentric public space where a dogleg forms a space in front of the hotel drop off. Outparcels help form parked courtyards in front of the big boxes. Parking and servicing of the big retail is off the alley on the low side. Large two story porches form the central space, which is closed at one end by a retail outparcel and at the other by the back of a pair of condominiums.

Aerial view towards the north with retail parking, retail outbuildings, and large retail tenants in the foreground.

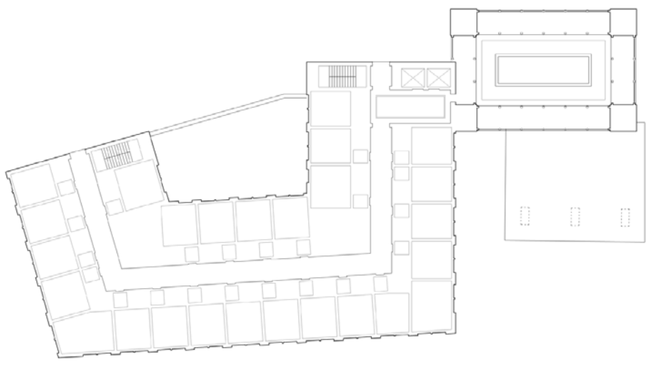
Parking - Required

Programming Key	Area	Parking Ratio	Spaces
Multi-Family One	181,440 sf	2/Unit	144
Multi-Family Two	174,300 sf	2/Unit	120
Tertiary Housing	83,280 sf	2/Unit	70
Single Family Residence	56,000 sf	2/Unit	28
Assisted Living Facility	85,000sf	1/Unit	56
Offices	42,200 sf	4/1,000	169
Club	3,000 sf	4/1,000	12
Hotel	59,400 sf	1/Room	85
Retail	36,300 sf	4.5/1,000	186
Grocery	28,000 sf	4.5/1,000	126
Fine Dining	6,600 sf	10/1,000	151
		TOTAL:	1,146

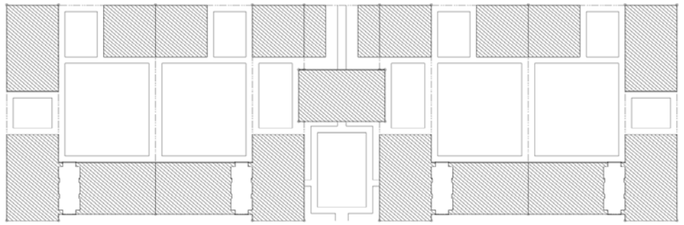
There was no fixed program for the site. There was a requirement for some visible surface parking for the big box retail. Beyond that, it was a question of how much space storm water storage would require, and how much square footage could be parked under the buildings, so that the site and program had an optimal balance of density and open space .



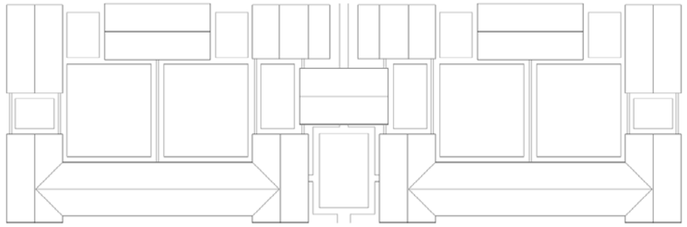
Ground floor of the hotel



Typical upper floor of the hotel

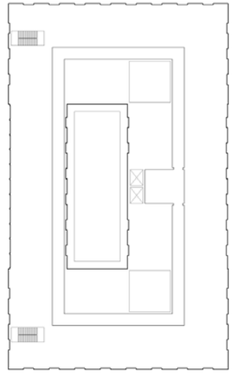


Townhouse block

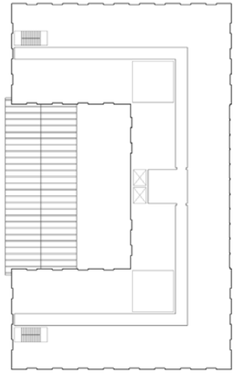


Townhouse block roof plan

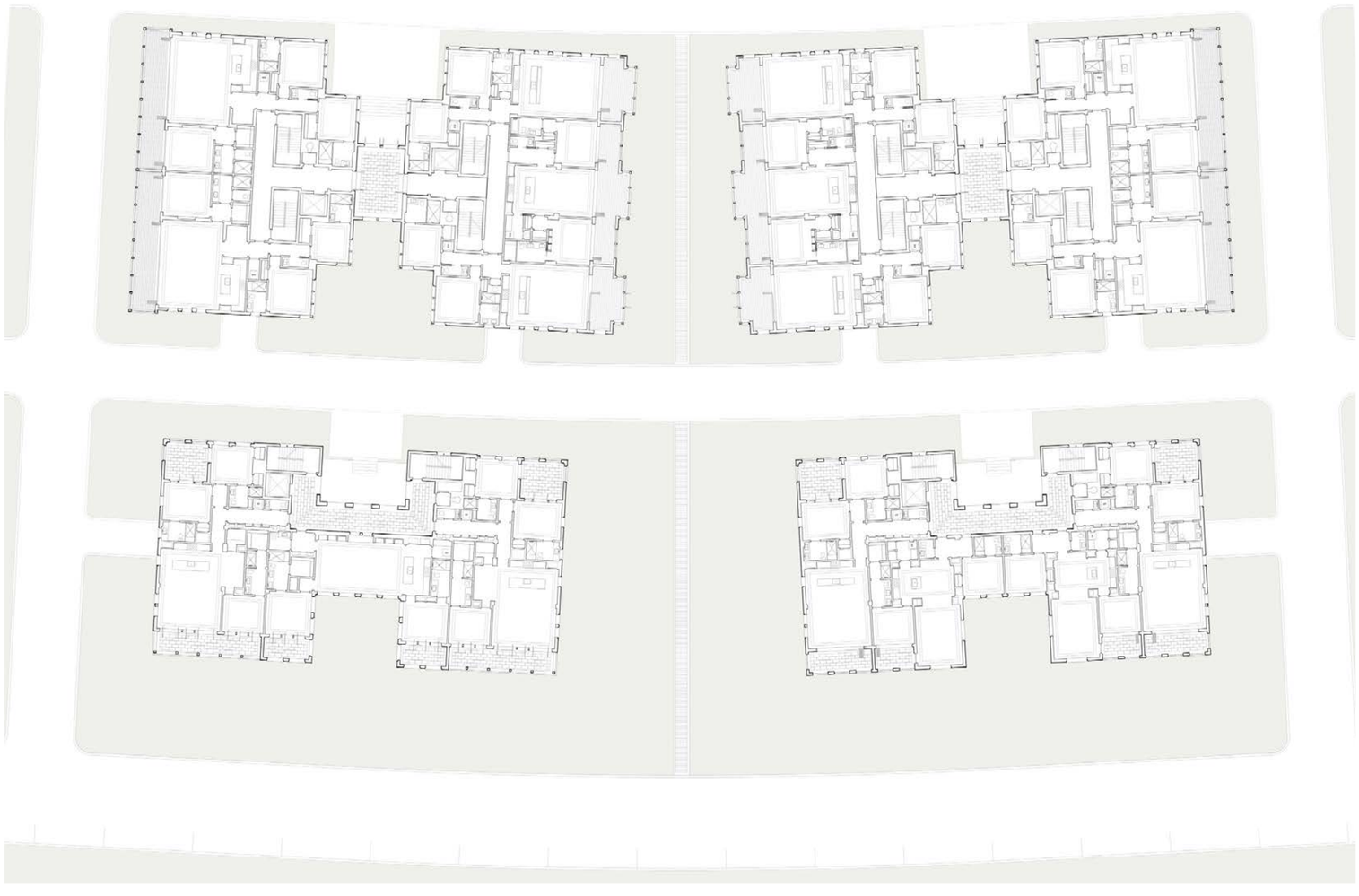
First floor of the ALF



Second floor of the ALF



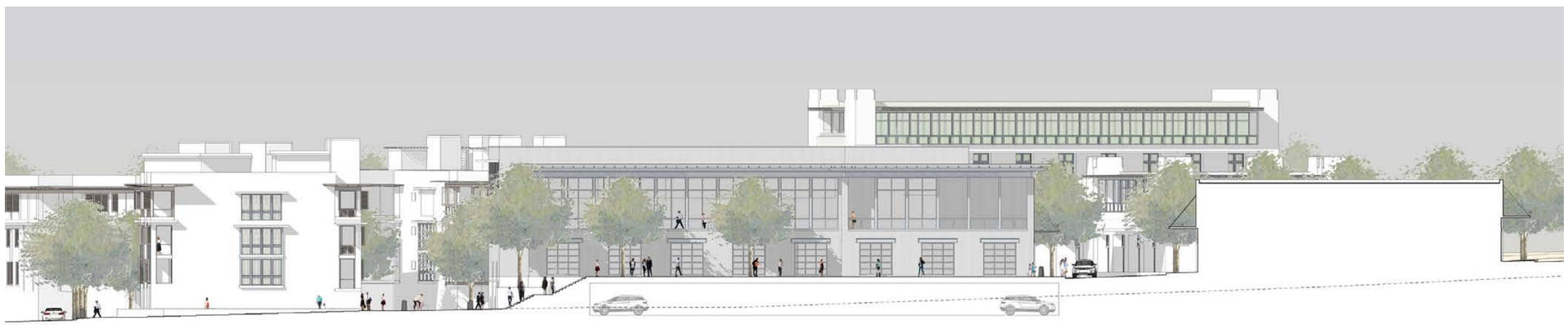
Third floor of the ALF



Plans variations of two (upper left), three (bottom left), and four (bottom right) units per floor


MARKET
THE HOTEL APOTEKA
TAPAS

Perspectives in the vicinity of the main plaza.

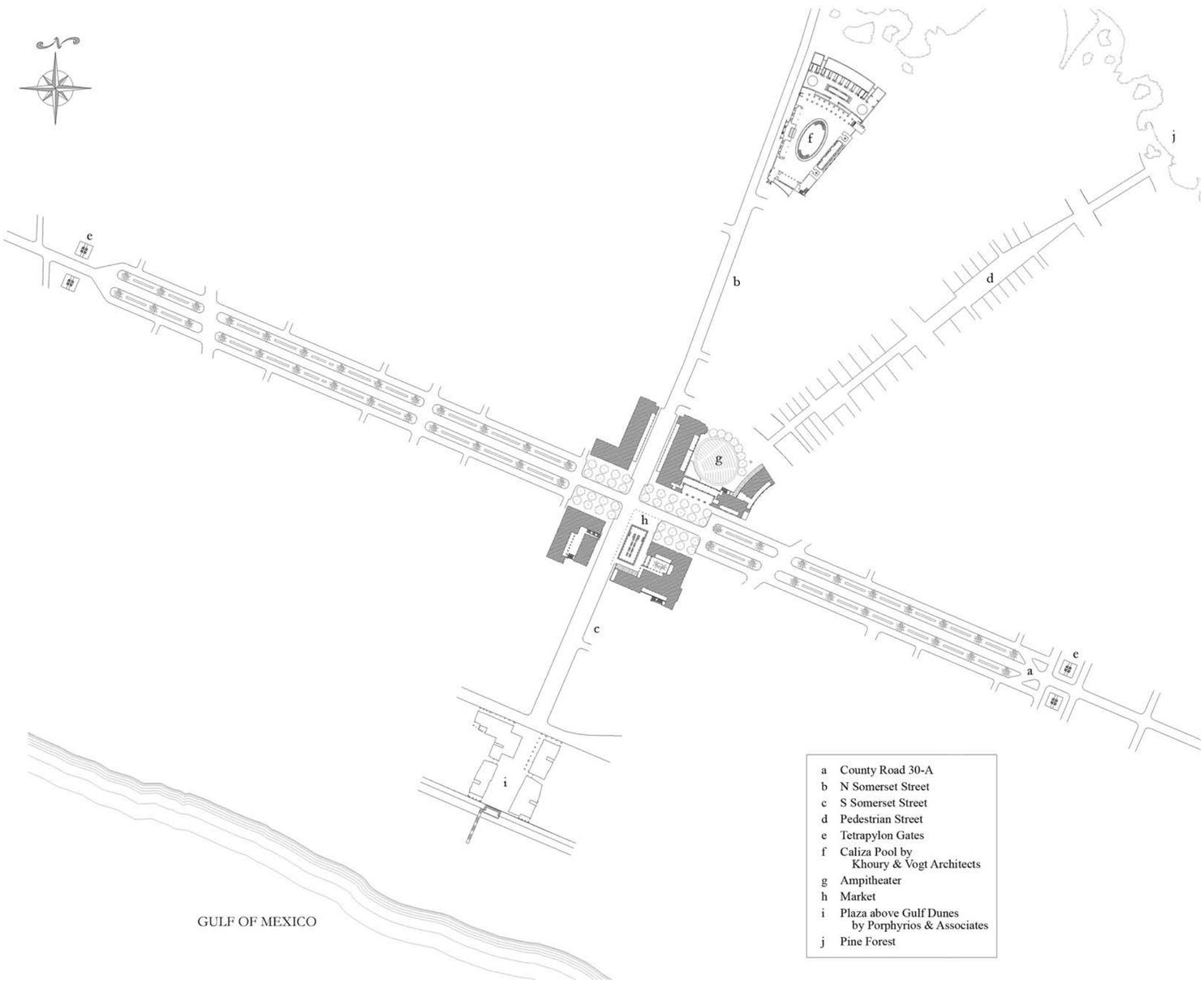


Top: *View from the park, looking between two residential buildings up the steps and into the central plaza.*

Above: *Long section through central plaza. Existing grade is dotted.*

Central Plaza in Final Design

The original hotel plaza sloped down to the park. The revised plaza has been leveled off, and the town hall added in the center here. A flight of steps separates the plaza above and below the hall. The assisted living facility, now in the center of the master plan, faces both of these plazas.



Alys Beach Town Center

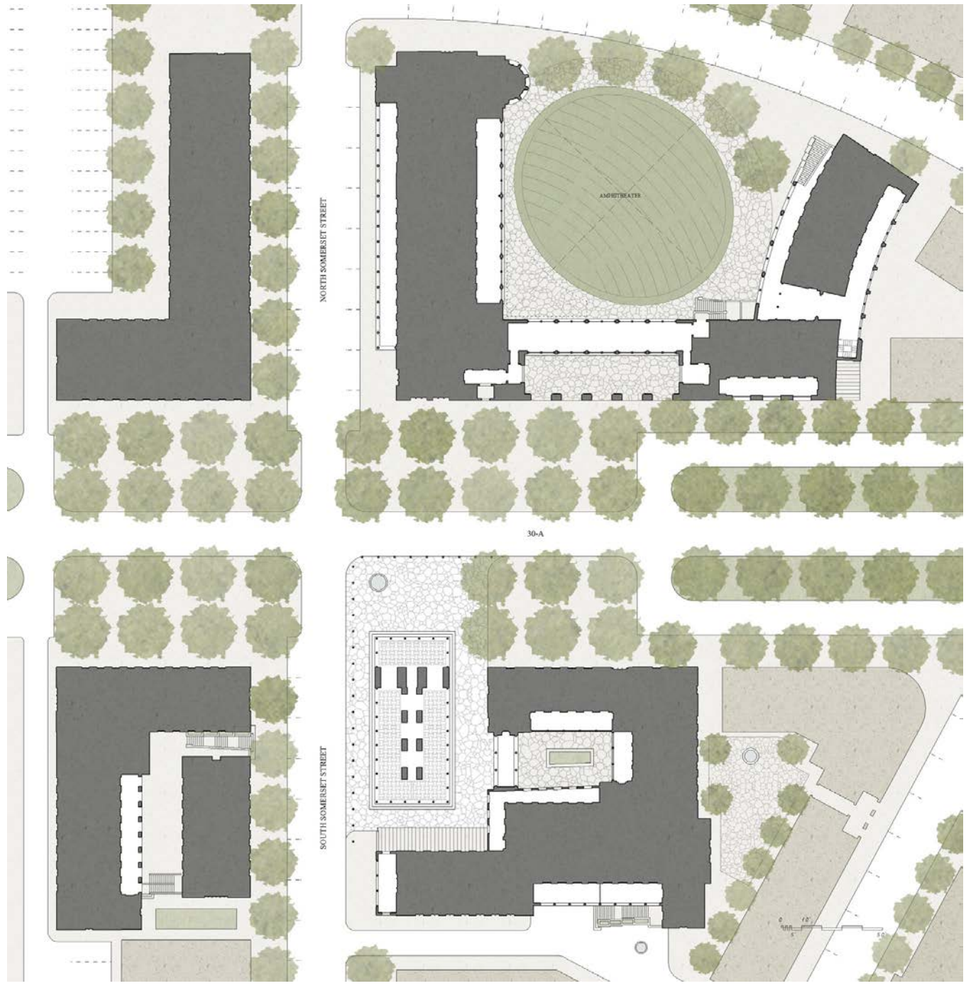
2005 - 2009

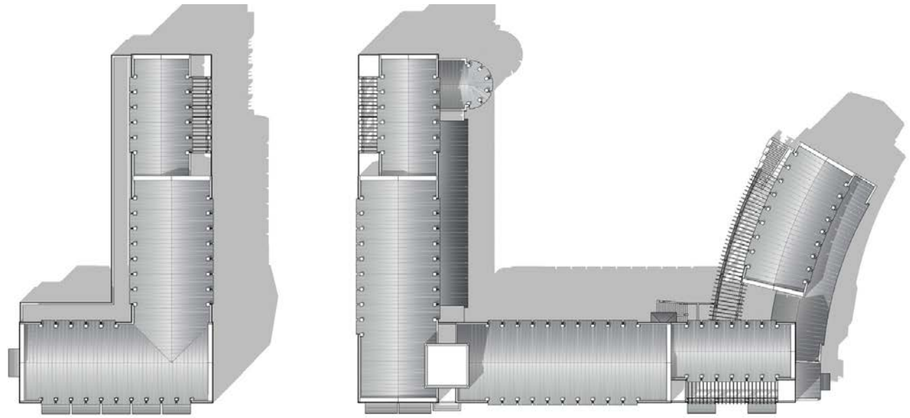
These four buildings sit at the principal intersection of a new resort town. County road 30-A runs east to west, dividing the town into neighborhoods oriented around either the beaches of the Gulf of Mexico, or the pine woods to the north. Somerset Street, running north and south, conducts people from one neighborhood to the other. There is a public plaza at the foot of South Somerset, which descends from thirty feet to sea level over a single long block. The buildings at the intersection will redirect some of the traffic from 30-A to the plaza at the Gulf.

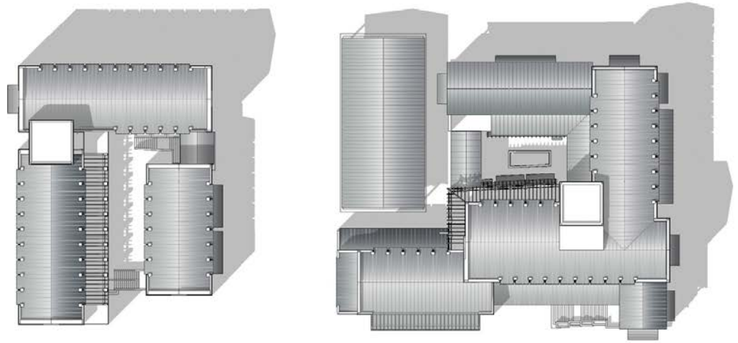
The program for these four buildings amounts to about 170,000 square feet. There are fifty four apartments on the upper three floors of the four buildings. Ground floors are commercial, with a restaurant in each building. Car trips from similar towns along this stretch of the Gulf are generated primarily for eating dinner off site. The restaurants provided in this program should help reduce off site trips. The building on the northeast corner that encloses a public amphitheater has a market on the corner and bars and restaurants on all four levels. There is a small free standing open market on the southeast corner, an aberration on an intersection that otherwise goes to the county's maximum allowable height. Buildings south of 30-A rise around this smaller building in a roughly semi-circular bowl.

Top Left: *Master plan showing vicinity of site. Gulf of Mexico is at the bottom of the plan. Courtesy of Duany Plater-Zyberk.*

Above: *Plan showing roads converging on the project.*







As the buildings face a 130 foot right of way and mark the principal intersection, these are the largest buildings in town. They must make this large right of way feel like a single public space even as large volumes of traffic have to be conducted through on 30-A, unavoidably dividing it in two. As they are immediately adjacent in places to blocks of two story courtyard houses, the buildings are modeled and scaled to keep them from overwhelming neighboring structures. Repetition is used, but sparingly.

Slip lanes along 30-A that accommodate parking throughout the rest of the town, end short of this intersection, giving way to wide 50 foot planted sidewalks that dwarf the traffic lanes and reduce the crossing distance. The single row of medjule palm street trees typical of 30-A elsewhere, give way to double rows of trees with crowns that will provide shade and relief from sub-tropical glare. The amphitheater will occasionally be a large performance space with serving porches arranged around its perimeter like upper seating. Typically, it is a lawn onto which apartments, shops and restaurants open. A monumental porch conducts people from 30-A sidewalks to the interior of the amphitheater block. A major pedestrian path brings people in from the northeast quadrant of the town, and through the amphitheater, porch and intersection as part of a sustained sequence of public spaces that ultimately ends at the plaza by the sea.

Apartments are thirty two to forty feet deep and have light and air from at least two exposures. Most units are one story with three bedrooms, but there is a range of unit sizes and occasionally units spread over two floors. Most units have porches or balconies and long views. The building on the southeast corner is a courtyard apartment building, the court coming to the ground and the shops like the vias off Worth Avenue. The building on the southwest corner has a second level terrace as part of a path of egress that keeps the residential core from excessively dividing up the larger retail plate. Although underground parking was considered, all parking is currently on streets or in alleys.

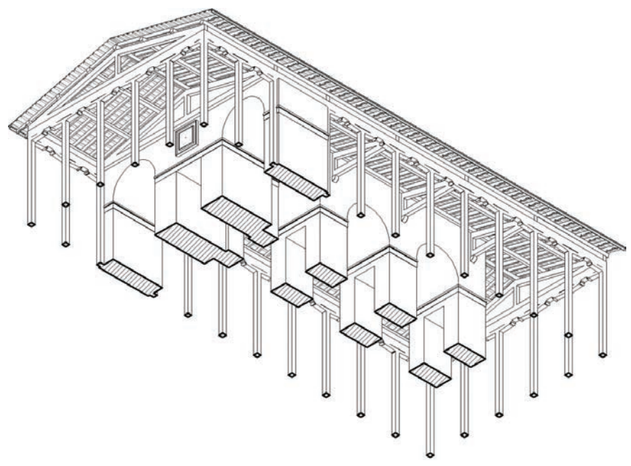
Top Left: *First floor plan of the four buildings.*

Top Right: *Roof plan of the four buildings.*

The mid-block path on the far left comes into the amphitheater from the edge of town. The east wing of the block curves and splays to pick it up. Stairs at the end of this path deliver people to the dining porch on the second floor, over the open loggia between county road 30-A and the amphitheater.

Above: *View of the southeast block with an outbuilding that accommodates an outdoor oyster bar and a porch that faces 30-A.*

Below: *Worm's eye view of market pavilion*



Abu Dhabi Hotel
With DPZ, Master Planners
Abu Dhabi, United Arab Emirates
2008

This 100-room hotel is on a proposed plaza on the west end of a master plan in the Grand Mosque district of Abu Dhabi. The site borders a long narrow tidal inlet, and the hotel sits at a point where the plaza descends to meet the end of the inlet.

The extended hotel and spa program occupies parts of three small, low density blocks of the master plan. It includes a little over 100 large 750 square foot rooms concentrated on the block facing the water. The preponderance of the rooms face either the plaza or the water directly. The ground floor of this block is organized around a number of low scale courtyards that accommodate pools and a spa.

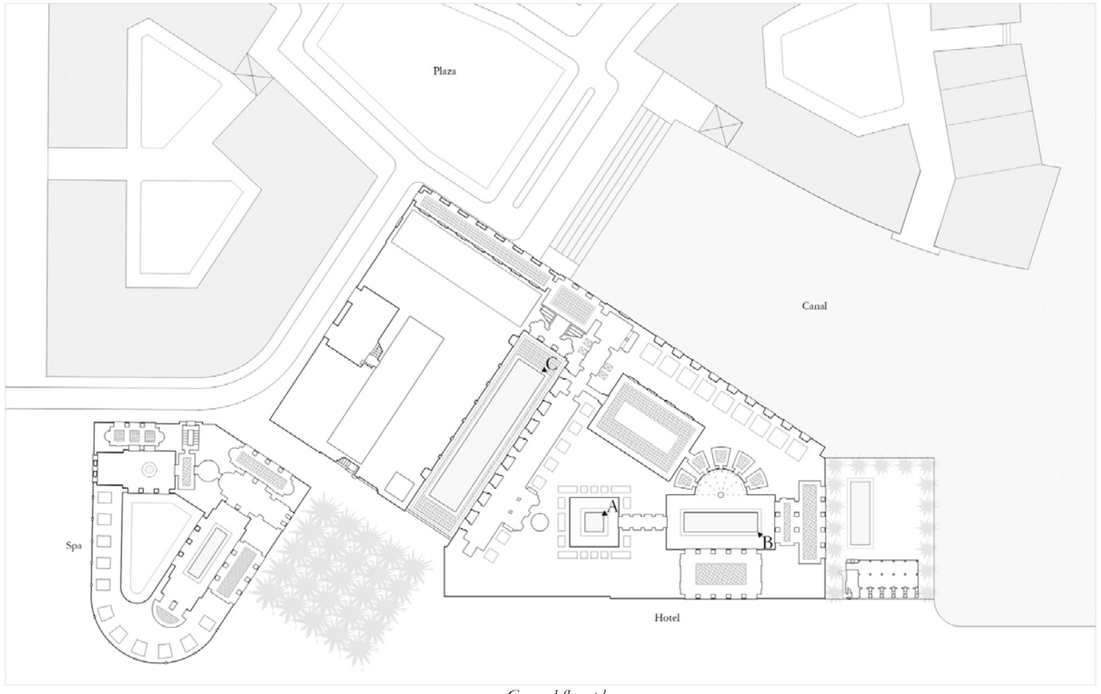
The middle block handles the servicing of the hotel. There is underground parking under the entire block and some structured surface parking. There are two restaurants, a kitchen and servicing, and some adjunct suites in this block. You enter the hotel on this block, down a short colonnade at the corner of the plaza, past two restaurants. The hotel lobby sits prominently astride these two blocks, like a bridge over a canal, with water views in both directions. A third, smaller block accommodates a separate spa for women. This facility is secluded and private, organized like the hotel, around a series of outdoor spaces.

The watercolors describe the massing of the hotel- the public scale and character of the hotel seen from the plaza and from the water, and the smaller, private scale of the hotel's individual courtyards.

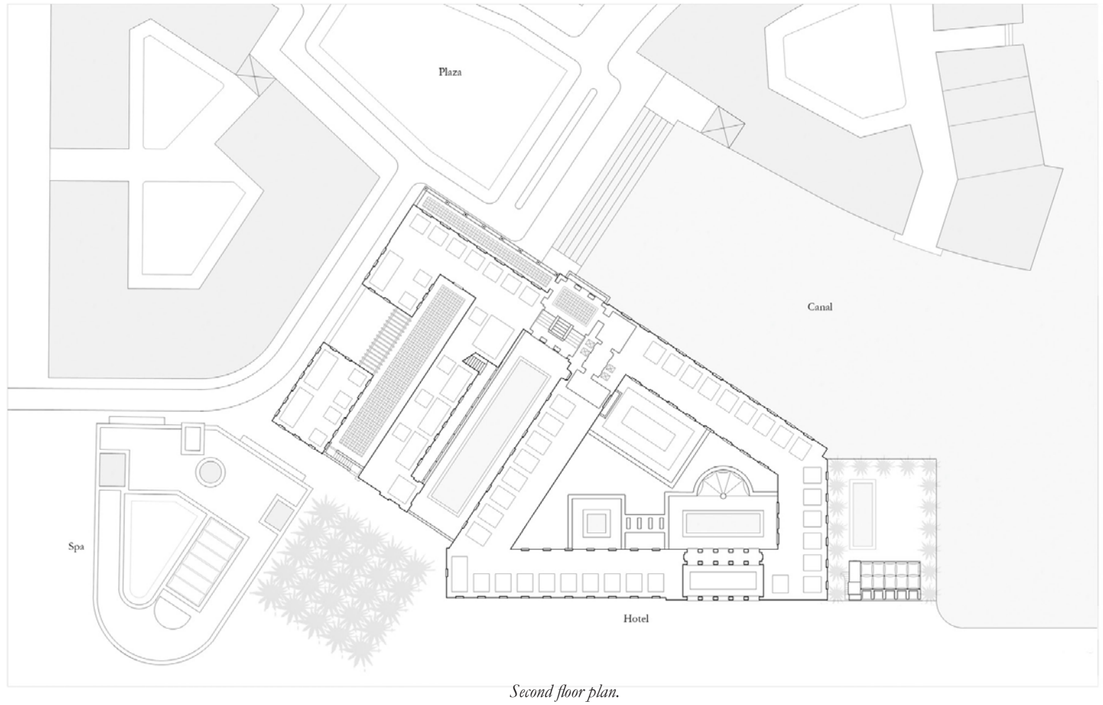
Top Right: *View of the courtyard that presents itself from the lobby of the hotel. This courtyard has views through the lobby to the canal. See previous page and plans on the following page (courtyard C on the plan).*

Bottom Right: *View of the hotel from the plaza, looking toward the canal.*

Below: *Site location plan. The hotel is located where the steps of the plaza descend to the end of the canal.*



Ground floor plan.



Second floor plan.

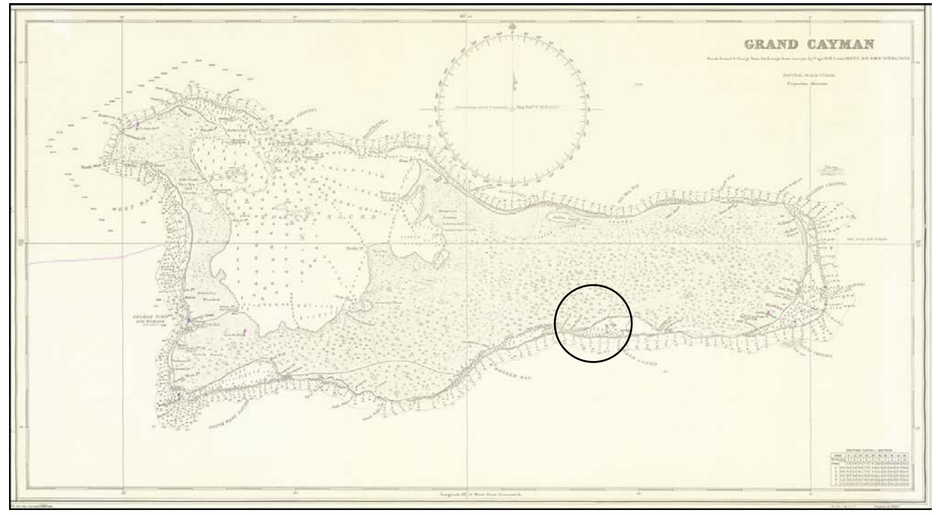
Courtyard A

Courtyard B

View toward the end of the canal where steps from the square descend to the water. The hotel is on the left.

Abu Dhabi and Dubai, like Venice before them, have tried to position themselves as a natural gateway between the east and the west.

View across steps descending to the basin, toward the hotel lobby and beyond toward a pool courtyard.



We have done projects in Haiti and Saint Kitts, Antigua and the Turks and Caicos, and in New Providence, the Abacos and the Exuma chain in the Bahamas. The Cayman Islands lie south of Cuba, west of Jamaica, and east of the Yucatan Peninsula.

Frank Sound
Cayman Islands
2022

Frank Sound is on the south coast of Grand Cayman Island, far removed from Seven Mile Beach on the west end of the island where most of the hotels are located. The parcel master planned here is about 11 acres with about 1100 feet of beaches. There is a reef about half a mile offshore. Palms grow to the water line. The site is flat.

Adjacent parcels are zoned residential. This parcel has been up zoned to allow hotels, apartments, and commercial uses, at heights up to five floors. There can be twenty-five apartments per acre. There is an outparcel for a hotel and for four residential lots. The rest of the program is apartments and townhouses. Heights are greatest at the water and in the center of the parcel. The plan tapers to residential heights and coverages at either end.

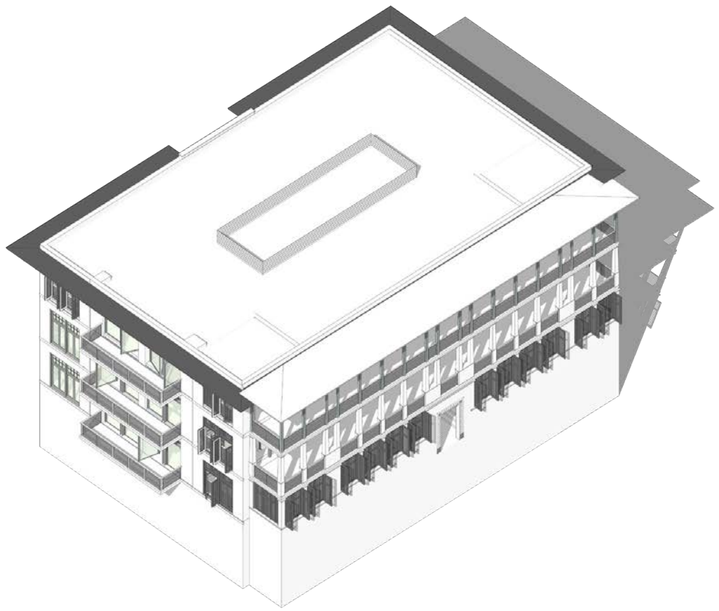
The depth of the parcel requires an interior street which is the main armature of the plan. There are two plazas – a central plaza and a plaza that provides a setting for the entrance to the hotel. The east west street is offset or doglegged. There is a boardwalk at the 130 foot beach setback, and a slip lane at Bodden Town Road.

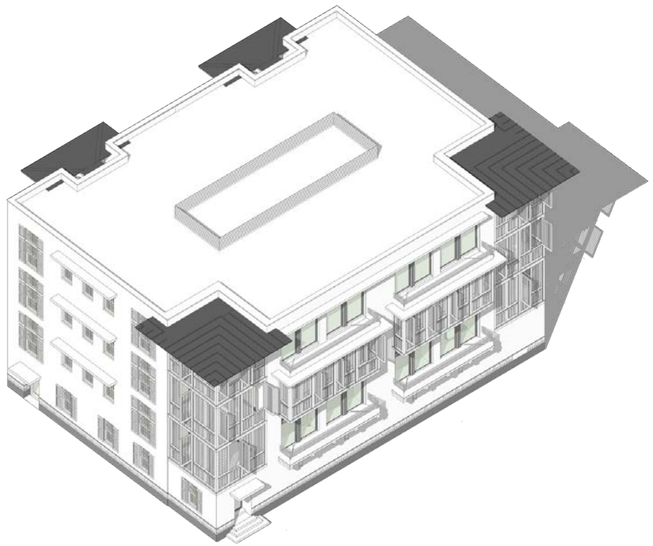
The zoning disincentivizes single family lots and townhouses with large minimum frontage and lot size requirements. So every residential type is essentially permitted as apartments, the most forgiving zoning category and the one that offers the most hope for a denser urban plan. Fire truck access and public beach access leaven the plan and provide a number of ways to make your way through the property. Parking requirements are a little onerous. Two thirds of the parking is under buildings, which effectively limits the number of floors more than other zoning requirements.

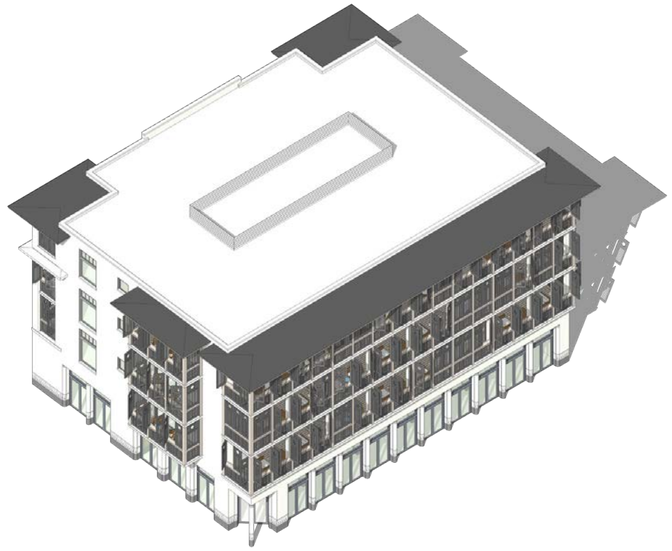
Roof Plan/Site Plan. The frontage on the Sound is about 1100 feet, and the distance from mean high water to Bodden Town Road, at the top, is about 500 feet.

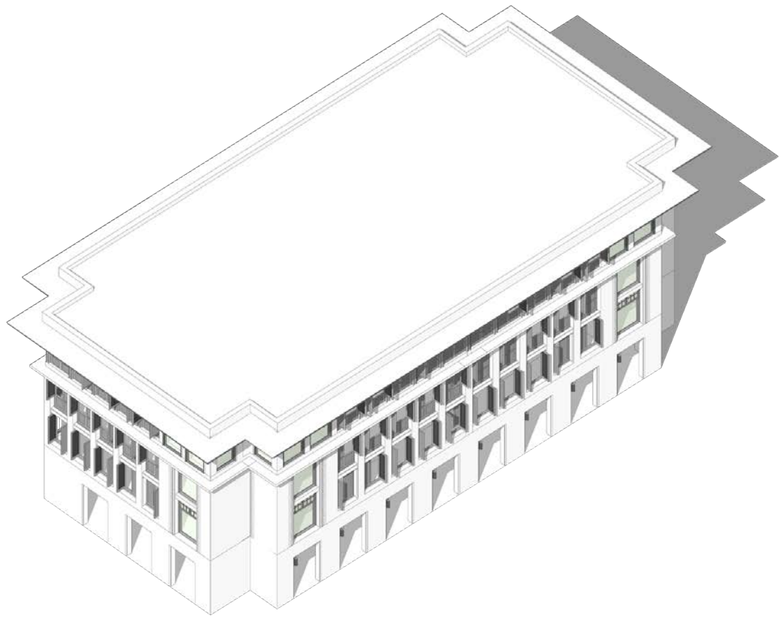
Aerial of the central plaza.

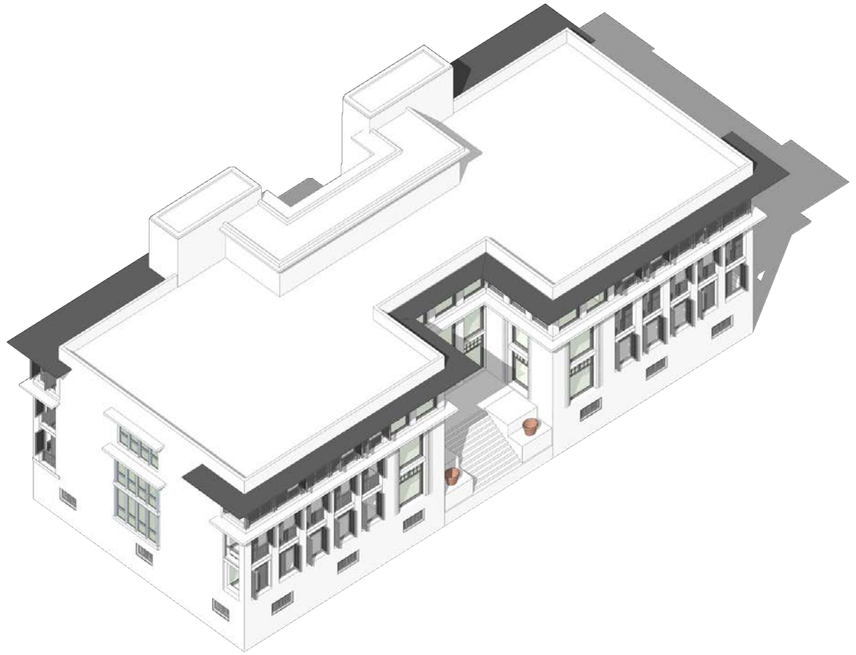
Eye level view of the central plaza.



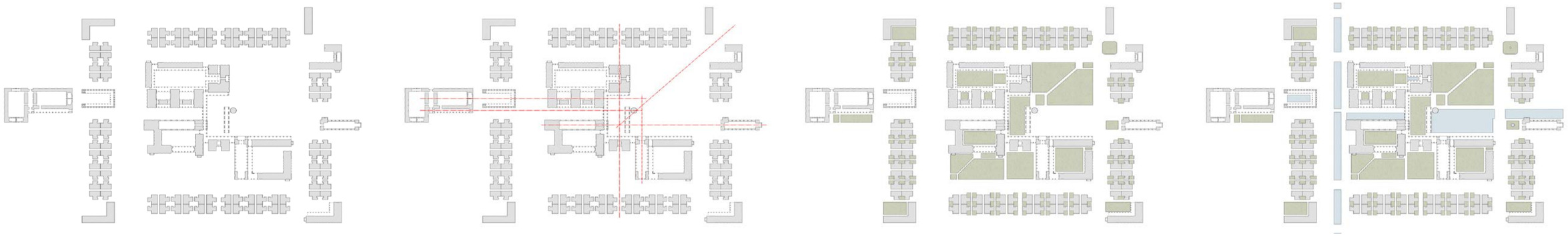


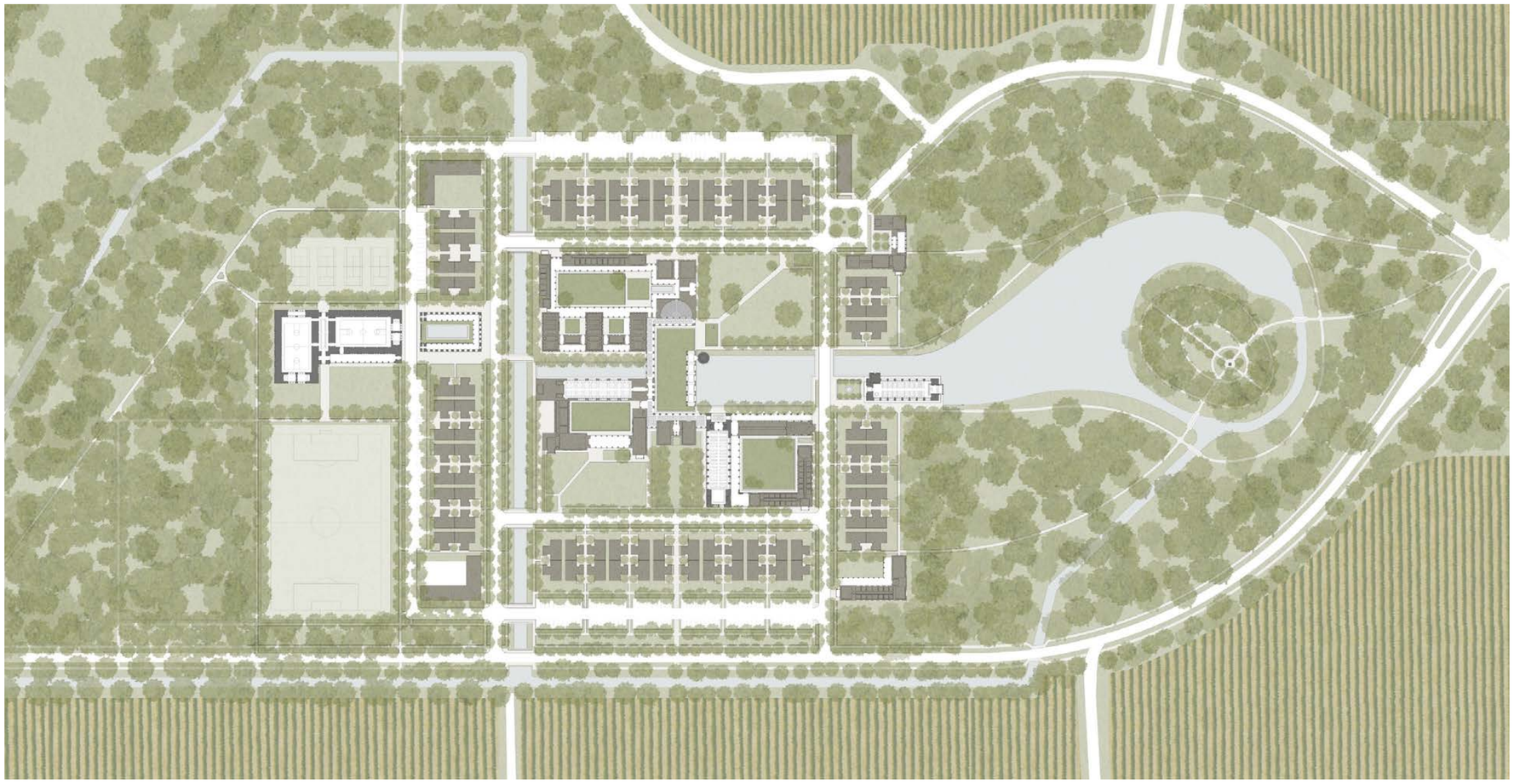






The housing precedents for Frank Sound are based on work done at Alys Beach. The plate sizes of all these buildings are in the 6000-8000 square foot range. Buildings this size at three stories can park one car per unit under the building. There can be two to four apartments per floor, the smaller apartments having 2 bedrooms and the larger ones, three bedrooms. At roughly 70 by 90 feet they are large enough to realize some modest scale economies, and all apartments have at least two outside walls and some have three. With limited apartments per floor, the halls can be short, and so the net to gross ratios can be in the mid to high eighty percent range. All apartments have porches or balconies. In some, every living room and bedroom opens to a porch. Buildings this size are easily phased to avoid downturns, and despite their simple, stolid proportion, buildings this size are flexible enough to form blocks or public spaces, as they do in the master plan.





New Campus - First Study Phase

2015

This was a collaboration with DPZ who did the master plan and the perimeter housing. The program is a residential campus for a new school of 300-350 students. The remote site is in Florida's agricultural interior, among tomato fields and on the edge of the wetlands

There is a band of housing around the edge of the campus, enclosing an inner campus of about five acres. The regular planning of the repetitive one story dorms is a foil for the irregular cross axial layout of the inner campus.

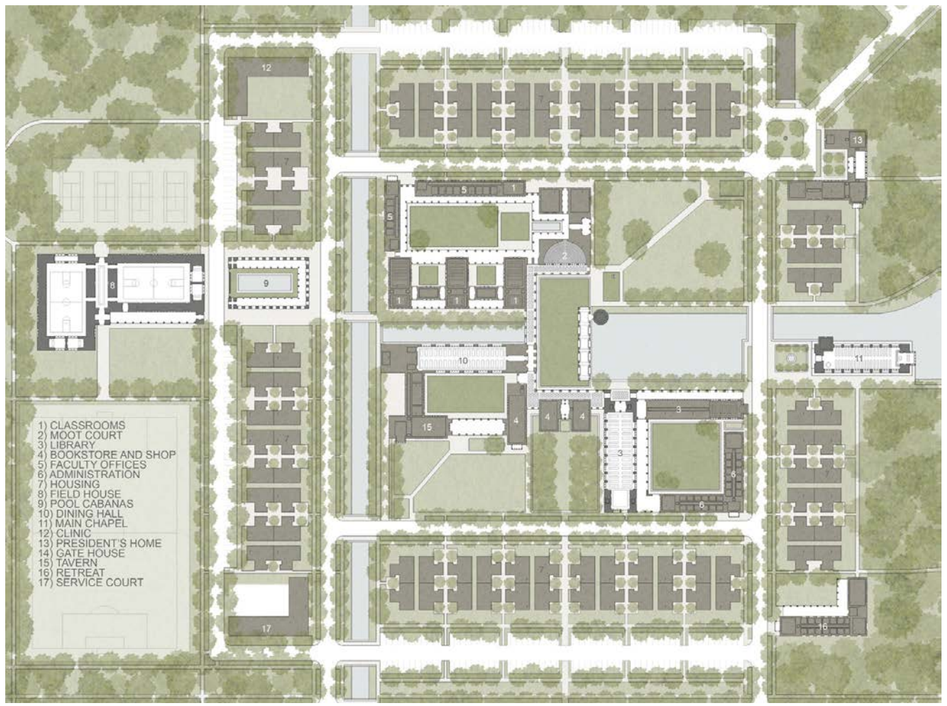
The inner campus has four quadrants. The northeast and southwest quadrant are open and the northwest and southeast quadrants are enclosed courtyards housing classrooms and offices, dining and student center, and library and administrative offices. The chapel and gym are at opposing ends of the principal east-west walkways. The play fields are west of the main campus either side of the gym.

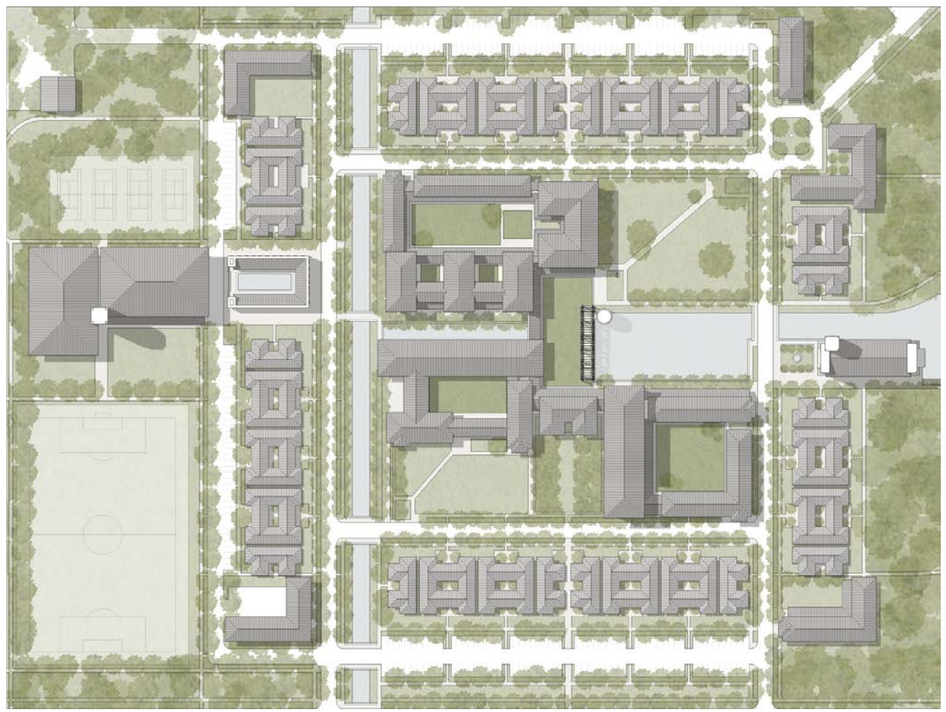
On site water storage is laid out along both a north-south, and an east-west axis, and eventually drains offsite into existing canals and then into the wetlands. There are wetlands both east and west of the campus. New roads have to be brought to the site. The entrance road approaches on a diagonal from the northeast, providing a view of the principal structures around the large open quadrant. There are inner and outer services roads either side of the housing. Parking is outboard of the housing, convenient but out of sight of the inner campus.

Top Left to Right: *Diagrams showing buildings, principle site lines, greenspaces, and on-site water storage.*

Left: *Overall site plan showing campus, wetlands, and tomato fields*

From Left to Right: *Freudenstadt, Germany, whose core is bounded by concentric layers of houses; the tomato fields that dominate the area around Immokalee, and Timgad, the Roman town in modern Algeria, where the civic core is also surrounded by small blocks of houses.*





Top Left: *Campus site plan.*

Bottom Left: *Campus roof plan.*

Top: *Site Section looking west, toward the gym.*

Bottom: *Site section facing east, toward the chapel.*

New Campus - Second Study Phase

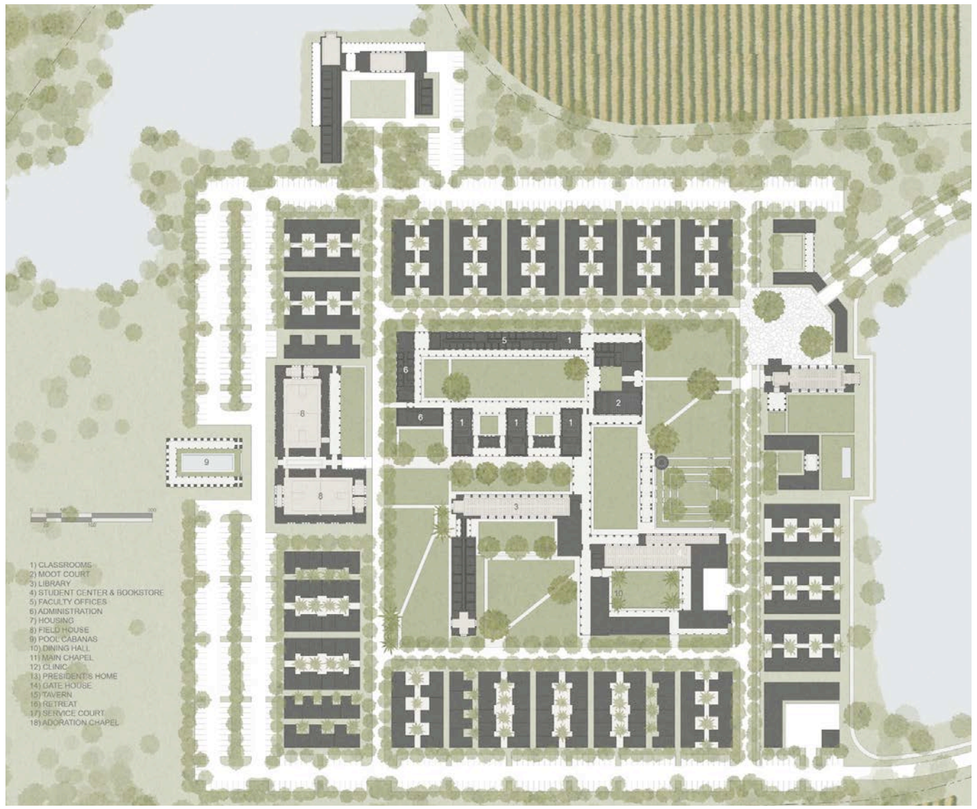
2017

In this follow up phase, the area of lake was increased fivefold in order to reduce the cost of fill. The site has to be raised almost five feet. At the same time water and drainage was removed from within the central part of the campus. The square footage of housing was increased by fifty percent and parking more than doubled.

As the water was removed the central campus tightened up a little more and the housing layer at the perimeter got deeper. While the core campus still has four discernible quadrants, and while most of the principal axes organizing the campus remained in place, several shifted, and almost every building in the central core moved around. The chapel moved to the gate at the northeast corner in order to give it more prominence upon approach to the campus. The gym came closer to the rest of the campus. The library and dining halls switched locations. Only the classroom group in the northwest corner remained in its previous location.

Top Left: *Revised campus site plan.*

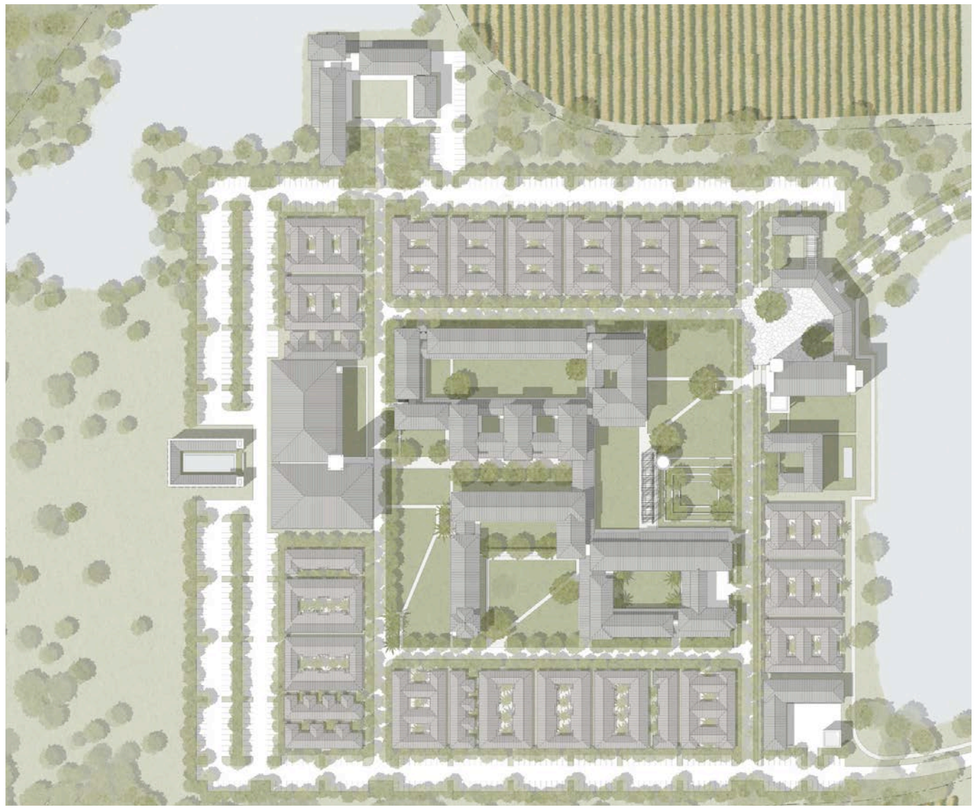
Below: *Section through classroom courtyard and library facing east.*



Left: *Revised site plan.*

Right: *Revised roof plan.*

Below: *Site section through NE quad and library, facing west.*



View northwest across the center of the academic campus. The dining room is on the left margin. The academic buildings are visible beyond the amphitheater and the round adoration chapel. The larger roofs of the gym are visible in the distance.

School of Architecture Expansion Plan

University of Miami
2008-2010

The University of Miami has undertaken a campus wide master planning effort with Cooper Robertson and Partners. We have been engaged at the same time by the school of architecture to advise them on an expansion that would double the square footage of their current campus. This precinct plan will have to mesh with the overall efforts and interests of the University, as they plan a new quad off the southeast corner of the school of architecture, demolish a number of existing buildings, clear lines of sight between the School of Architecture and the elevated transit stop on highway 1, and expand adjacent athletic facilities just off the SW edge of the school.

We studied other schools of architecture but there are considerations unique to the school. First, they have to decide whether they will undertake the renovation of the 1947 Marion Manley buildings that largely comprise the existing architecture precinct. These buildings have undeniable historic significance, but they are small for classrooms and will be very expensive to renovate. Any renovation will divert money from new construction options.

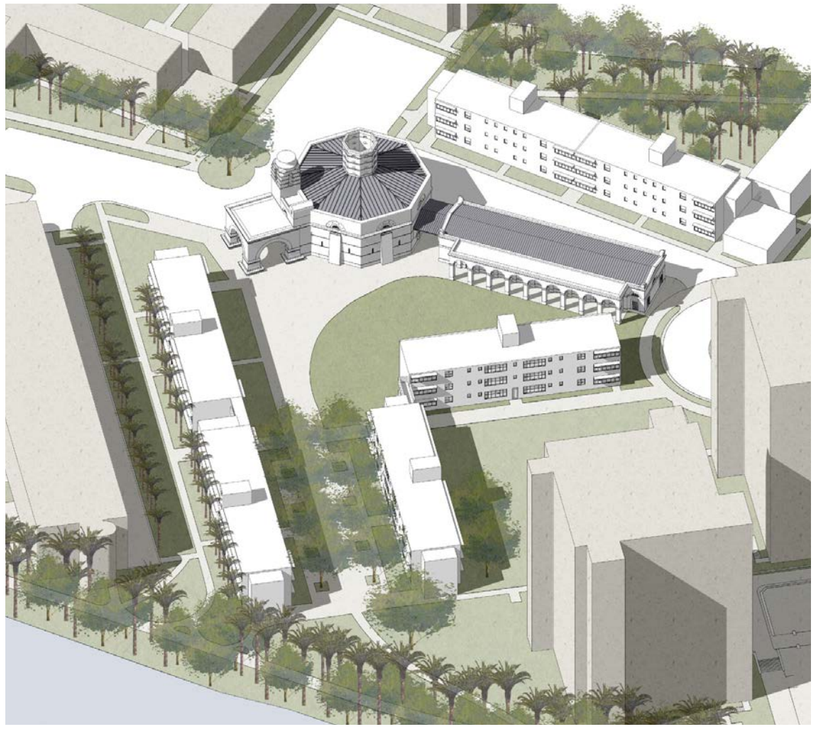
Second, the school of architecture faculty want to use their property more intensely even as they consider renovating low, historic buildings that will effectively drive densities down. Third, fundraising constraints require that expansion occur in small increments. These second and third considerations conflict, as a denser campus would likely require fewer larger buildings that would be difficult to raise money for.

The plans that seem to balance all these considerations best spread the school out to the south of the existing buildings, across Dickinson Drive. The new building sites, indicated on the plans as five sided courtyards, raise the prospect of placing Leon Krier's 2005 lecture hall at the center of the expanded campus. The octagonal hall would be tightly framed, bounded by the dogleg of Dickinson drive, and surrounded by two plazas. The Krier addition is approached from four different directions- from both approaches of Dickinson Drive, from the lake, and through a gate, from the future transit stop on highway 1. The south edge of the new courtyards anticipate a quad, jointly formed by the new buildings and part of the athletic facilities, between the school of architecture and the transit stop.

Below: *Views of the existing School of Architecture campus.*

Top Right: *View of the existing campus from the north. Leon Krier's octagonal lecture hall and gallery sit on Dickinson Drive which bisects the precinct.*

Bottom Right: *Axonometric views of the existing campus from the northwest.*



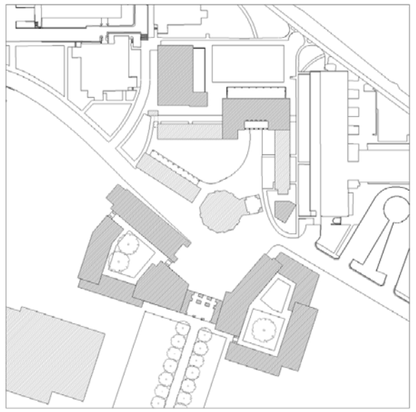


DIAGRAM A

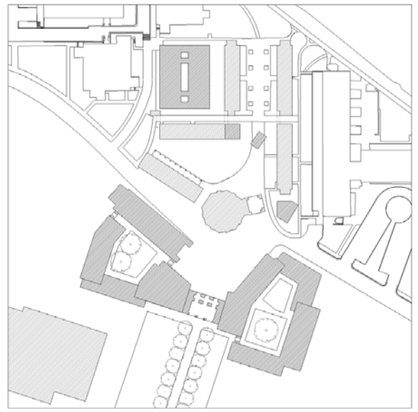
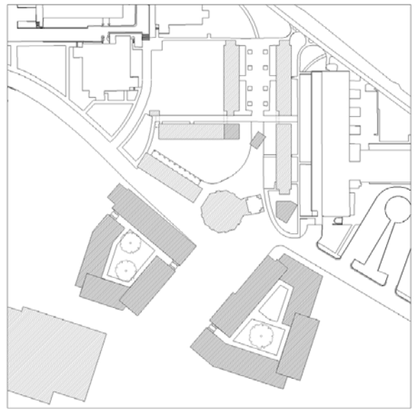


DIAGRAM B



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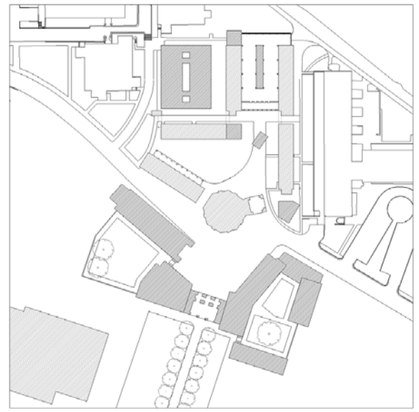

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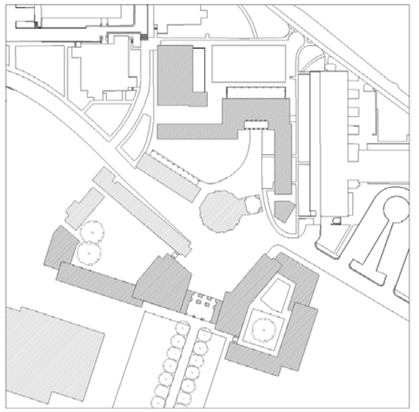


DIAGRAM E

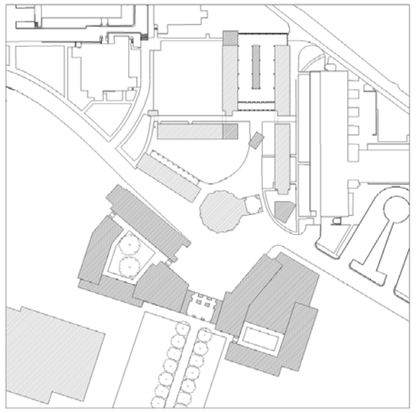
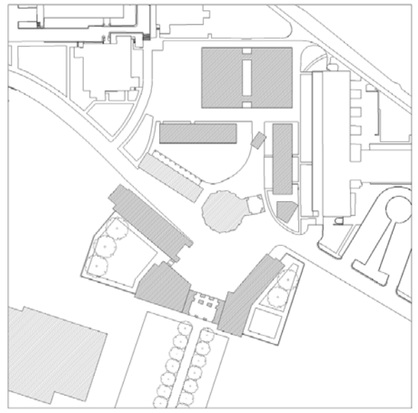


DIAGRAM F



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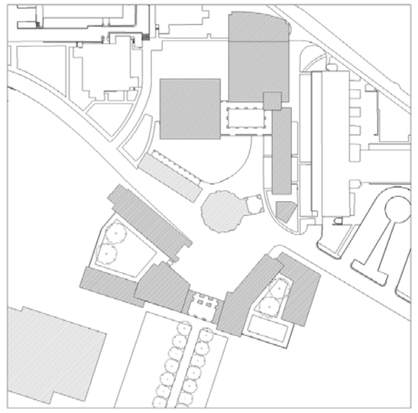


DIAGRAM I

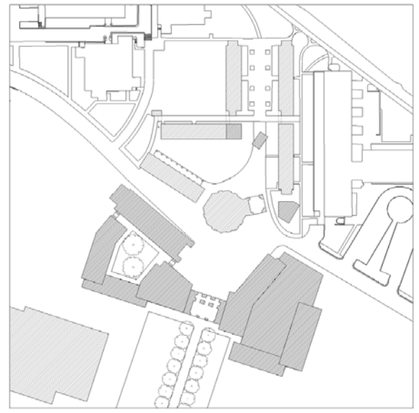


DIAGRAM J

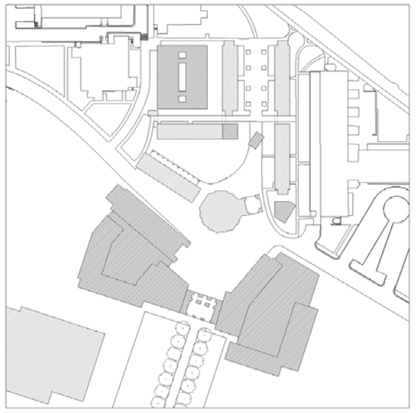
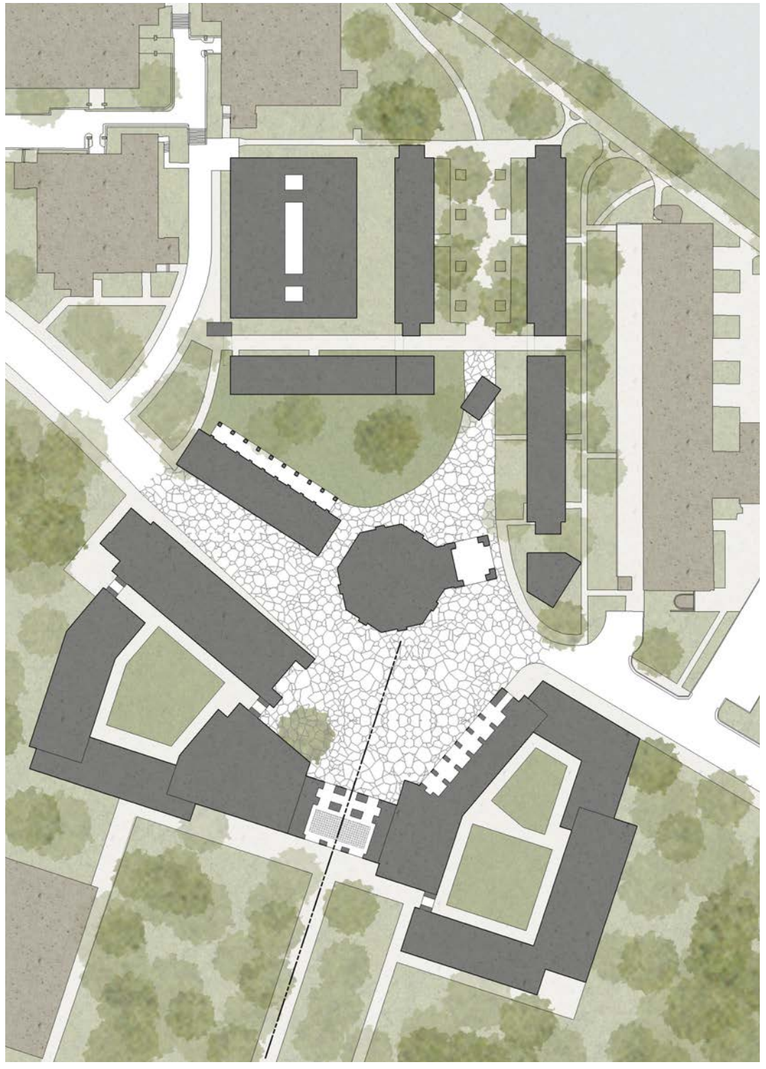
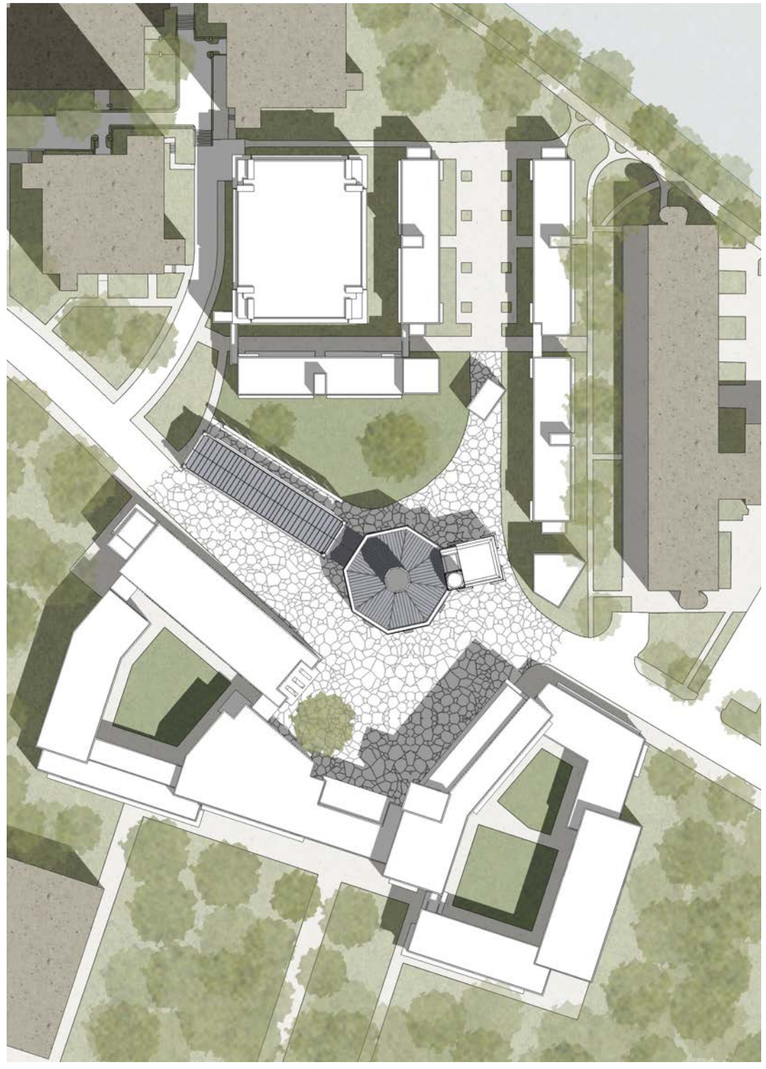
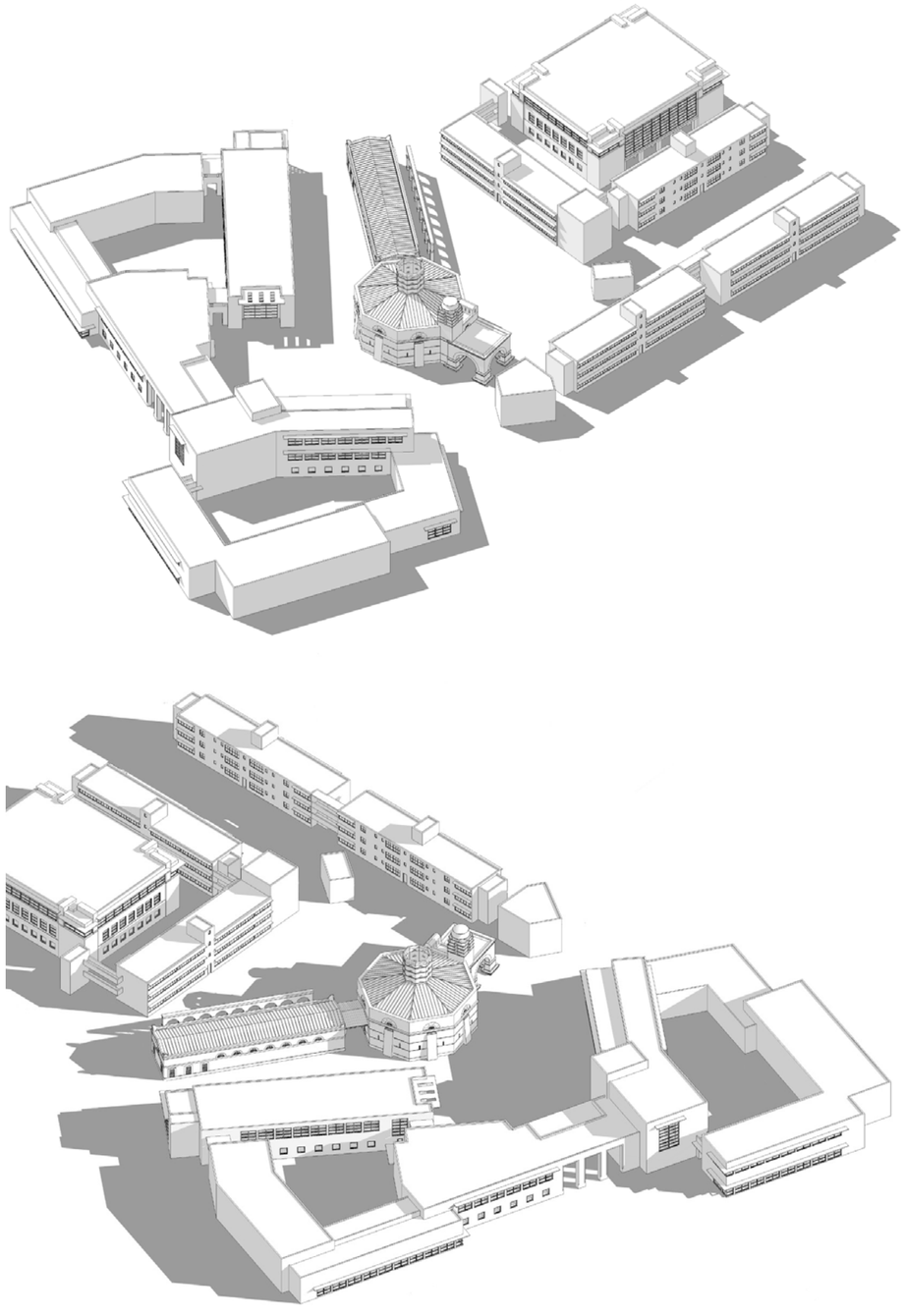


DIAGRAM K

Expansion options looked at a range of preservation scenarios, saving more or fewer of the original Marion Manley Buildings that comprise the existing campus. Most of the additional square footage was placed between Leon Krier's new lecture hall, and the transit stop on U.S. Highway 1, to the east, making that building the centerpiece of an expanded precinct.







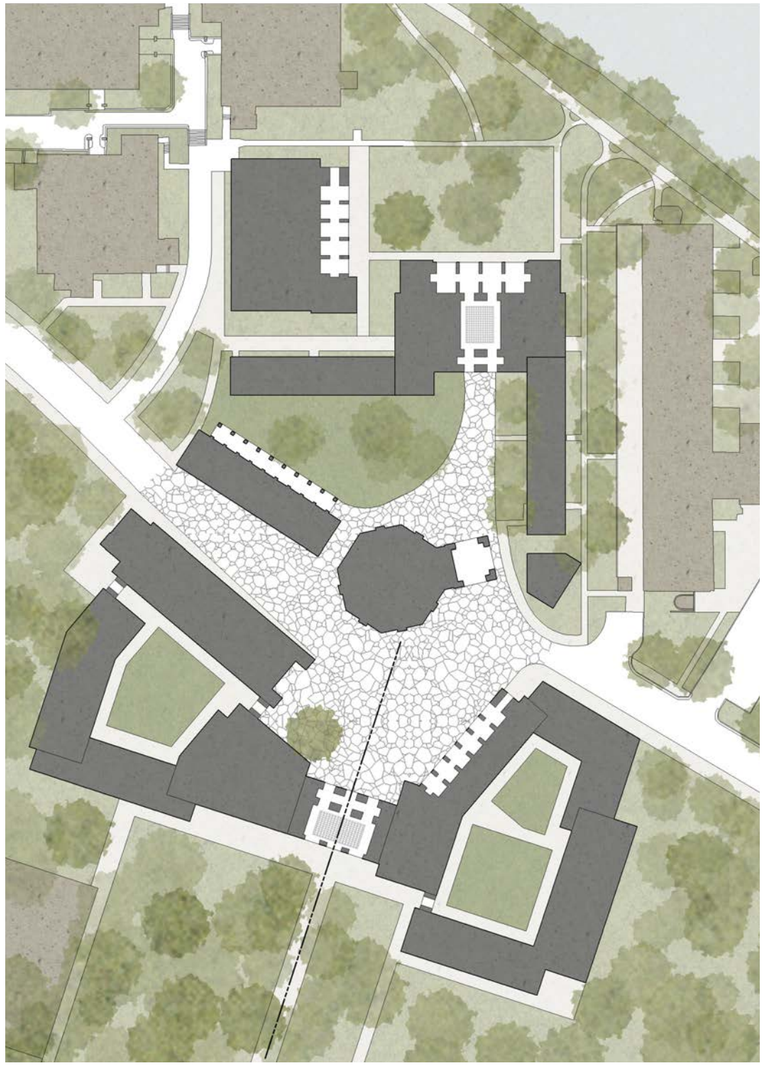
Full Preservation Scenario

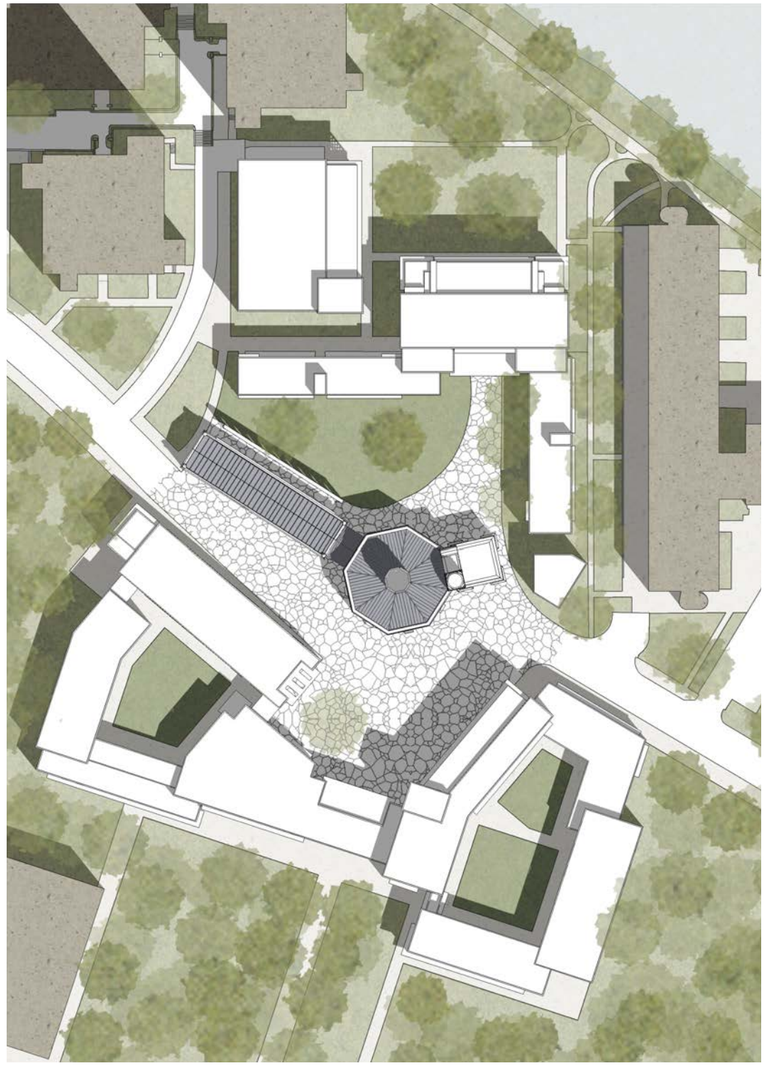
Top Left: *Site plan. Krier's lecture hall, which is on the edge of the existing campus, is the center of a plan that expands east toward the transit stop. The approach from the transit stop is indicated by the black line. The tower of the lecture hall is visible from a distance, then disappears. The full building is visible upon passing through the new gateway.*

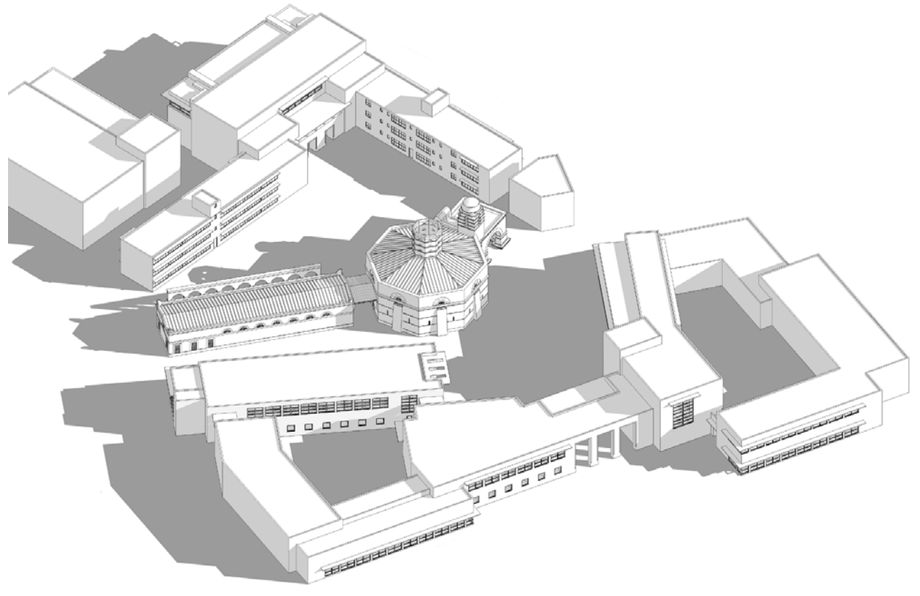
Top Center: *Roof plan.*

Top Right: *Aerial from the north.*

Bottom Right: *Aerial from the southeast.*







Alternate Scheme

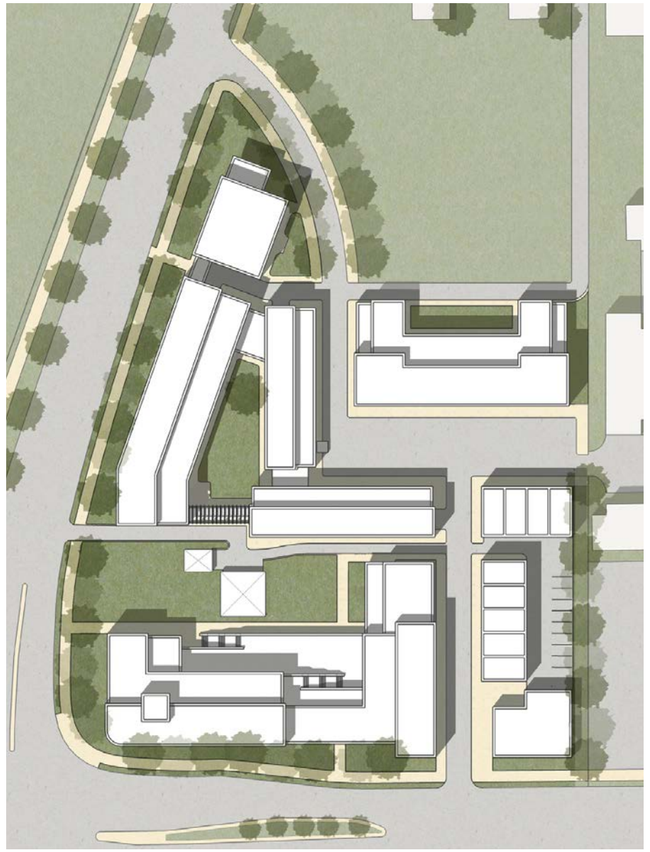
Top Left: *Site plan.*

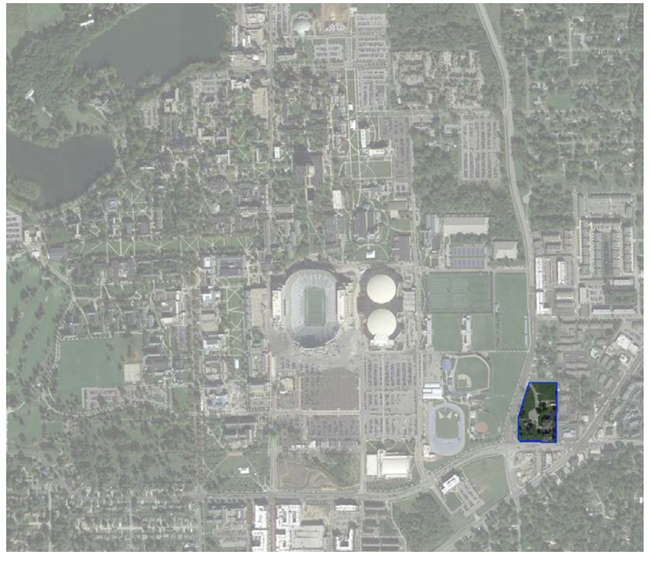
Top Center: *Roof plan.*

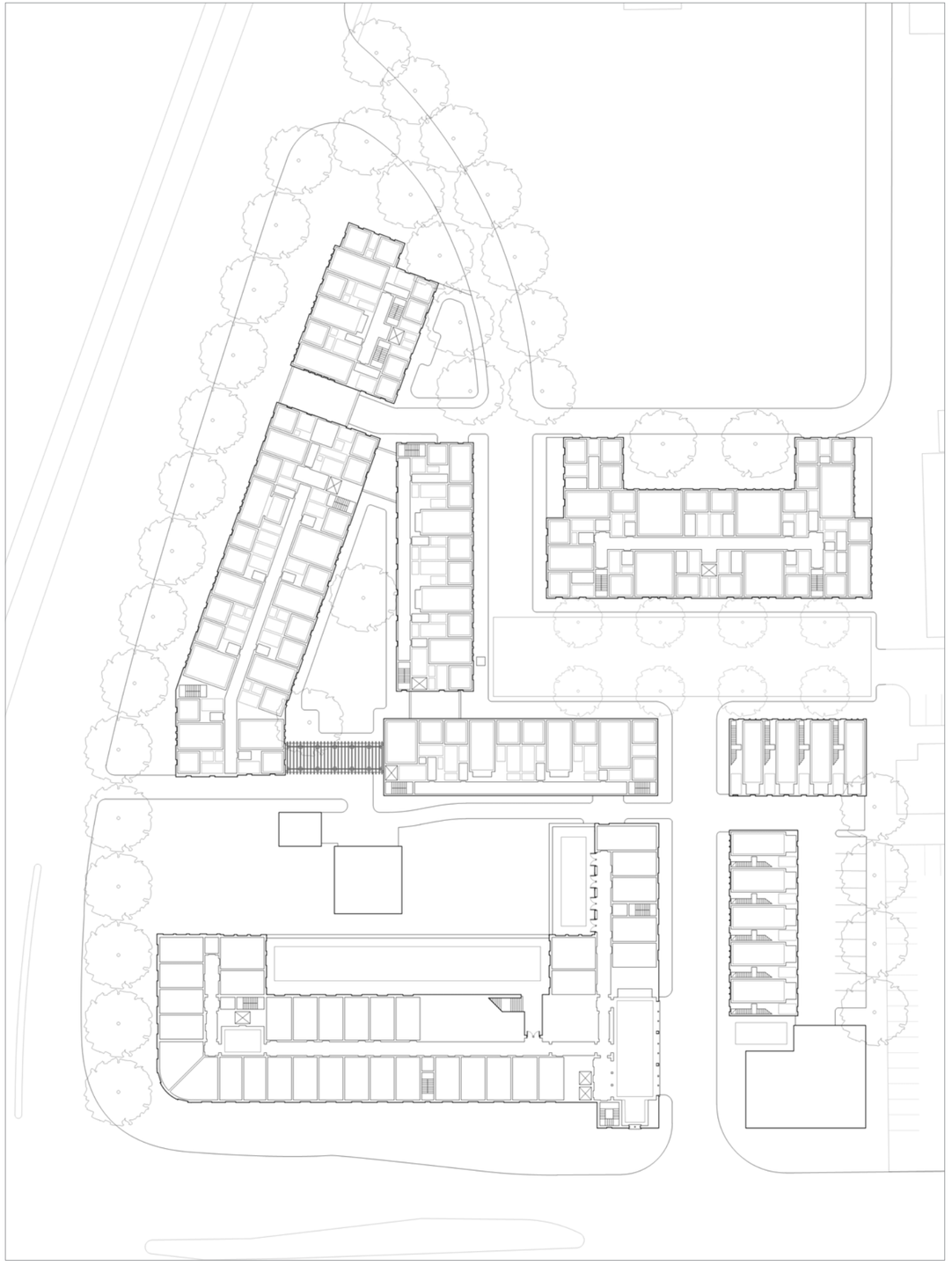
Top Right: *Aerial from the north.*

Bottom Right: *Aerial from the southeast.*

Eye-level view from the northwest with Leon Krier's existing lecture hall on the right.







Campus Corners

Ivy Court, South Bend, Indiana

2017-2018

This four acre site is just off the SE corner of the University of Notre Dame campus. It is at the intersection of two large roads, a gateway of sorts as you approach the campus from the east. The property has been assembled from private and University owned parcels. The University has been instrumental in developing or partnering in the development of housing, research facilities and mixed use on the eastern and southern edges of its large campus.

There is an outparcel in the middle of the assembled parcels that has to be accommodated. There were rights of way and utility lines that had to be abandoned, and the land, partly in the city and partly in the county, needed to be consolidated within the city limits of South Bend.

There was no program. The first phase of work was a site capacity study to see what the site could accommodate, what there might be a market for, what could be parked, and what would comply with existing zoning. The studies looked a hotel on the corner, and some combination of townhouses and condominiums for most of the site. There was a modest commercial component.

Parking requirements in South Bend are left up to the market. Parking was tight by any measure and most parking was accommodated in a ground floor parking podium. Reasonable height variances would be required from the city. As always, parking and storm water storage were the limiting factors in maximizing the program. There can be no additional storm water added to the city system. Storm water is currently stored off site in a University owned pond. Storage requirements based on higher coverages would have to be stored on site. Coverages will cap at around 75-80%.

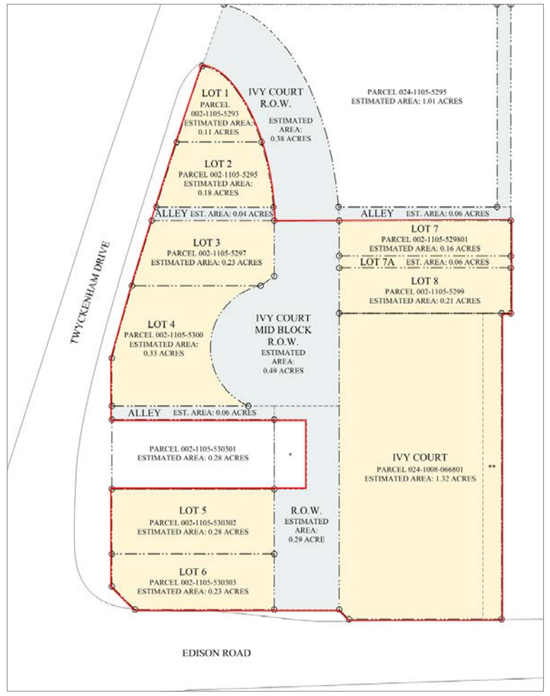
The perceived value of the site graded from higher values facing the campus on the NW edge, to lower values on the southeast corner, which abutted or faced strip commercial uses. The street coming in from the north had to be kept in place. Internal streets had to stay away from the main intersection and so the main internal street doglegged as it came south. A central space on the interior of the assembled parcel created valuable exposures where there was little perceived value.

Top Left: *Roof plan.*

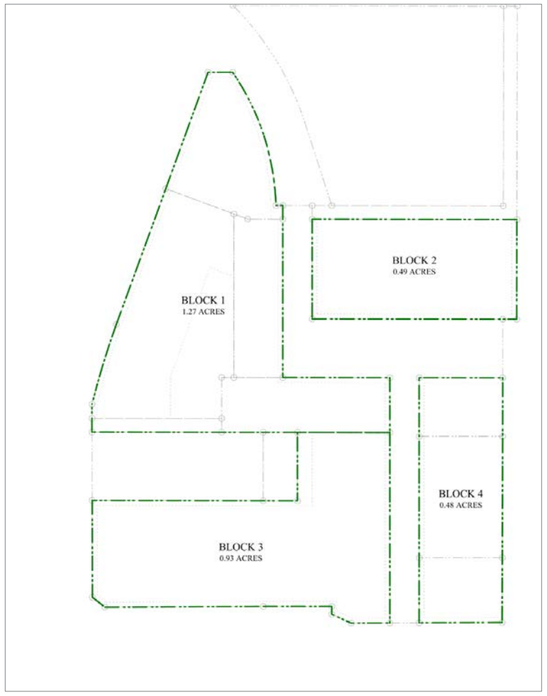
Bottom Left: *Google Earth image of the site in relation to Notre Dame's campus.*

Left: *Proposed site plan. There is an outparcel in the middle of the assembled property that has to be worked around.*

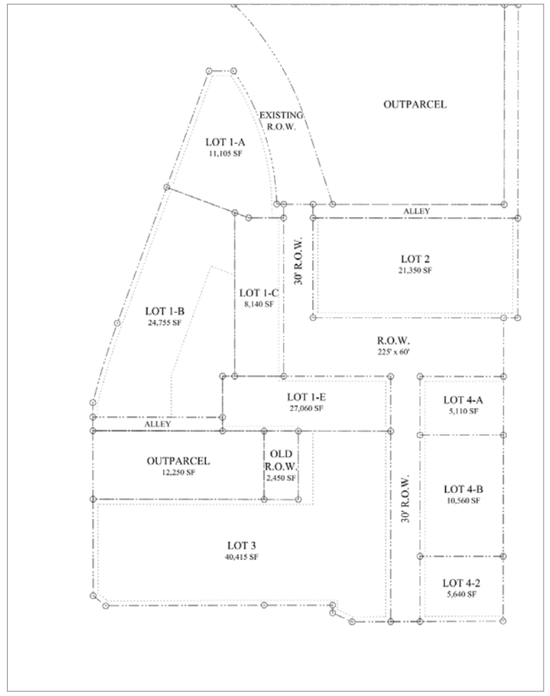
View from Edison Road looking north towards what is currently Ivy Court. The hotel side is on the left with a drop off. On the right is a small commercial parcel with townhouses beyond. The main square is in the distance, at the statue.



Existing parcels.



Revised blocks diagram.

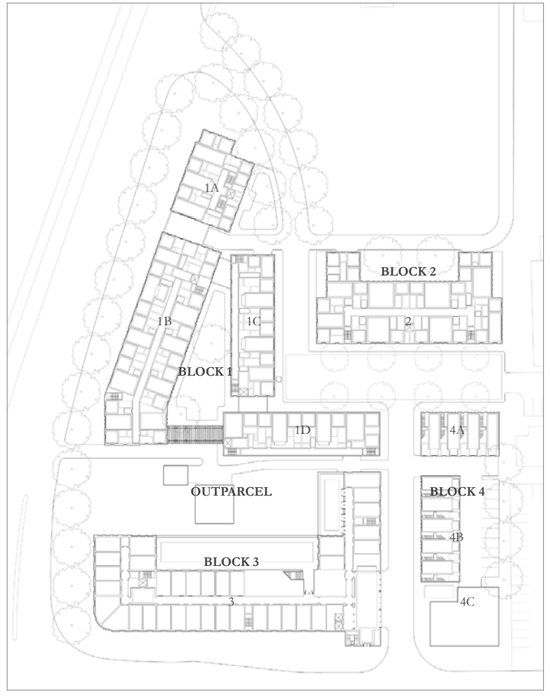


Revised lot diagram.

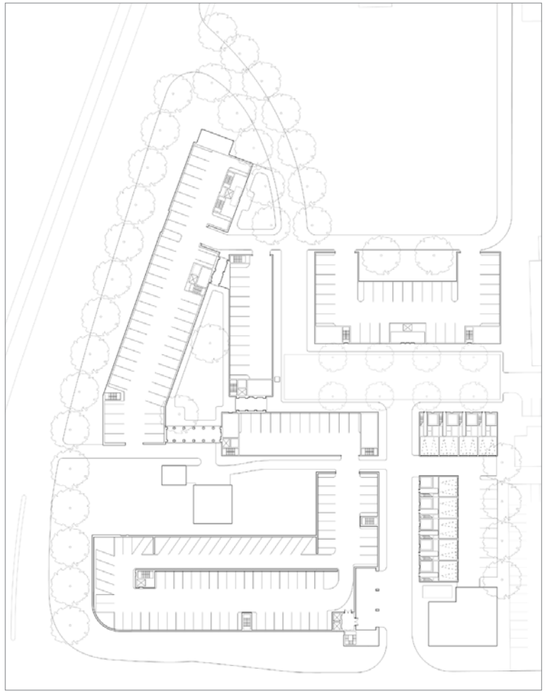
The four-acre parcel was stitched together from several owners, including the university, and from numerous small parcels. There was an outparcel that eviscerated the capacity of site. Half the existing north south right of way had to be kept, the other half abandoned and reapportioned. Alleys had to be abandoned. Half the land had to be annexed by the city.

There could be no curb cuts close to the main intersection. This posed a serious challenge to accessing the hotel and locating the lobby. Access to parcels to the east had to be maintained through the site. Water, sanitary, gas and power lines from adjacent owners ran through the site and had to be re-routed. Off-site storm water storage had to be negotiated with the university. The proposed vehicular circulation, block layout and lot layout followed from all these considerations.

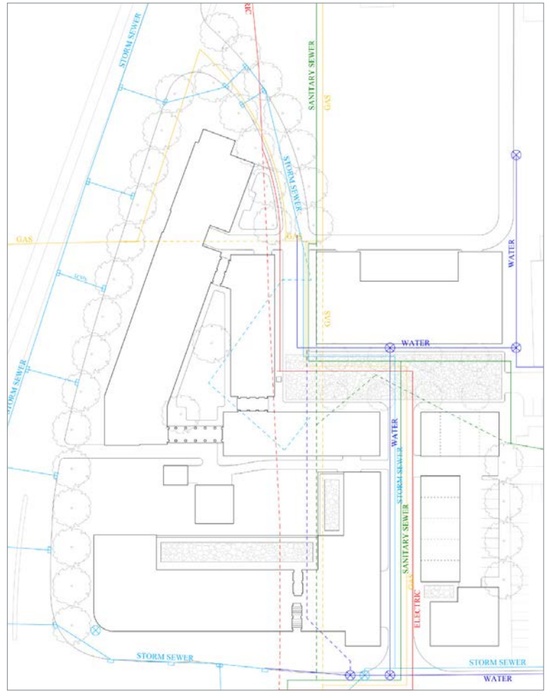
The value of the land was highest facing north and west to the university, and lowest facing south and east to strip commercial uses. The program tested a mixture of townhouses, for which there were precedents and comparables, and condominiums, a market with an insufficient history in the city. There was a hotel on the southwest parcel. Townhouses buffered the rest of the program from adjacent commercial uses. Most parking was at grade or half below grade.



Site program diagram.



Parking diagram.



Utilities diagram.

Site Program Key

1A	*Condominium*
1B	*Condominium*
1C	*Condominium*
1E	*Condominium*
2	*Condominium*
3	*Hotel*
4A	*Townhouse (4)*
4B	*Townhouse (6)*
4C	*Commercial*

Utility Plan Key

- *Electric*
- *Gas*
- *Sanitary Sewer*
- *Storm Sewer*
- *Water*

Al Mudheef Counter-Proposal

Al Ain, United Arab Emirates

2010

There is a standing development proposal for the Al Mudheef block that predates the master planning efforts by the DPZ team. The site comprises the entirety of the block interior, most of the block's east perimeter and about half of the block's north perimeter. The site has approximately 90,000 square meters of land. The program for the project consisted of approximately 159,000 square meters of residential, office, retail and hotel program. The ALDAR program did not conform with Al Ain height limits, as many of the buildings ran to six, seven, and even nine stories.

During the January charette MPCA re-designed the Al Mudheef superblock according to principles from the Al Ain 2030 plan, as they were more specifically formulated by DPZ's master plan guidelines. Significantly, Nelson Nygaard, the transportation consultants, had just recommended that the high speed train station be located on the Al Mudheef block. While the station location was beyond the ALDAR property, track extensions did run along the southern edge of the proposed project. It was determined by the UPC that the land over the tracks extension would not be built upon.

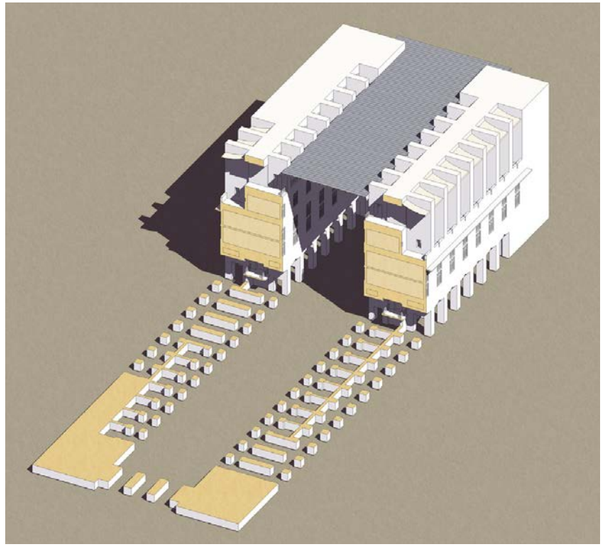
Through-streets were matched up with signal locations for other blocks to the west and south. A continuous service alley extended from existing alleys on the west and south sides of the block, along the east and north sides that are within the ALDAR property. Open spaces were integrated into the plan. Large plots were set aside for block-wide utilities. A second mosque site was designated.

The ALDAR program was then matched up with buildable pads from the new block layout, to test whether a super block designed according to the principles of the 2030 plan and the master plan guidelines could accommodate the proposed ALDAR program plus the 16 meter service alley, the train tracks extension, the public parks, and the municipal parking, without exceeding existing height limits.

The counter proposal, with these imposed constraints accommodated 95% of the ALDAR program, including 100% of the hotel and office program. The parking totals for the redesigned ALDAR property alone stands at about 2800 spaces, matching that proposal's parking count, but we allotted considerably more area for each space.

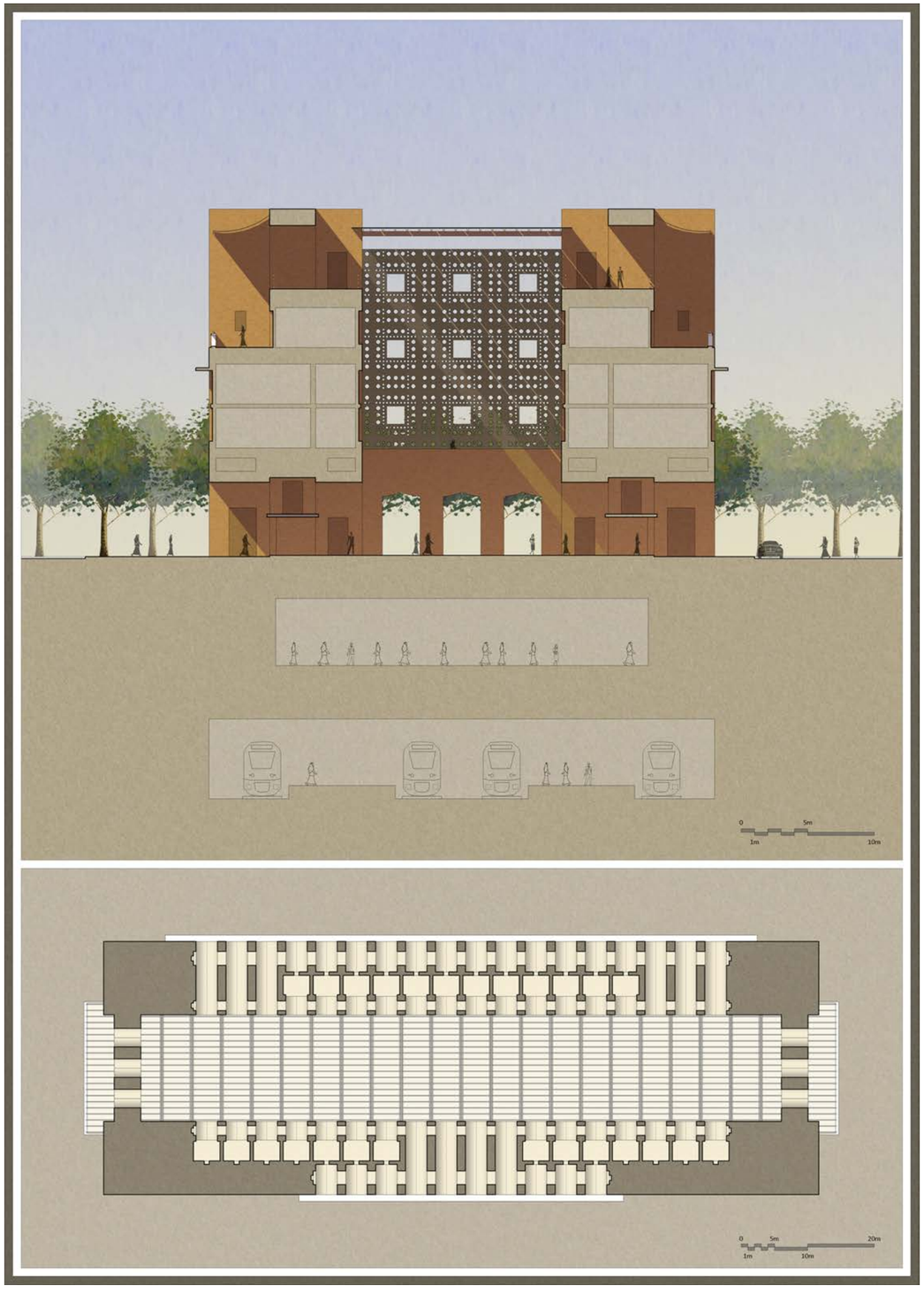
The hotel and office space was placed where it had been shown in the ALDAR program, with offsite views north and east. The office buildings enjoy the long views east over the large adjacent farm. The hotel is entered off the boulevard to the north. It is organized around interior courtyards and serviced from the new alley on its southern edge. Both the hotel and the office program are fully integrated into the street network. The combined hotel and office program forms a public plaza in the northeast corner of the block.

Above: *an outline of the forty acre Al Mudheef block overlaid on an aerial image by Paul Prescott of Dubrovnik indicates how much more intensely this block can be used.*

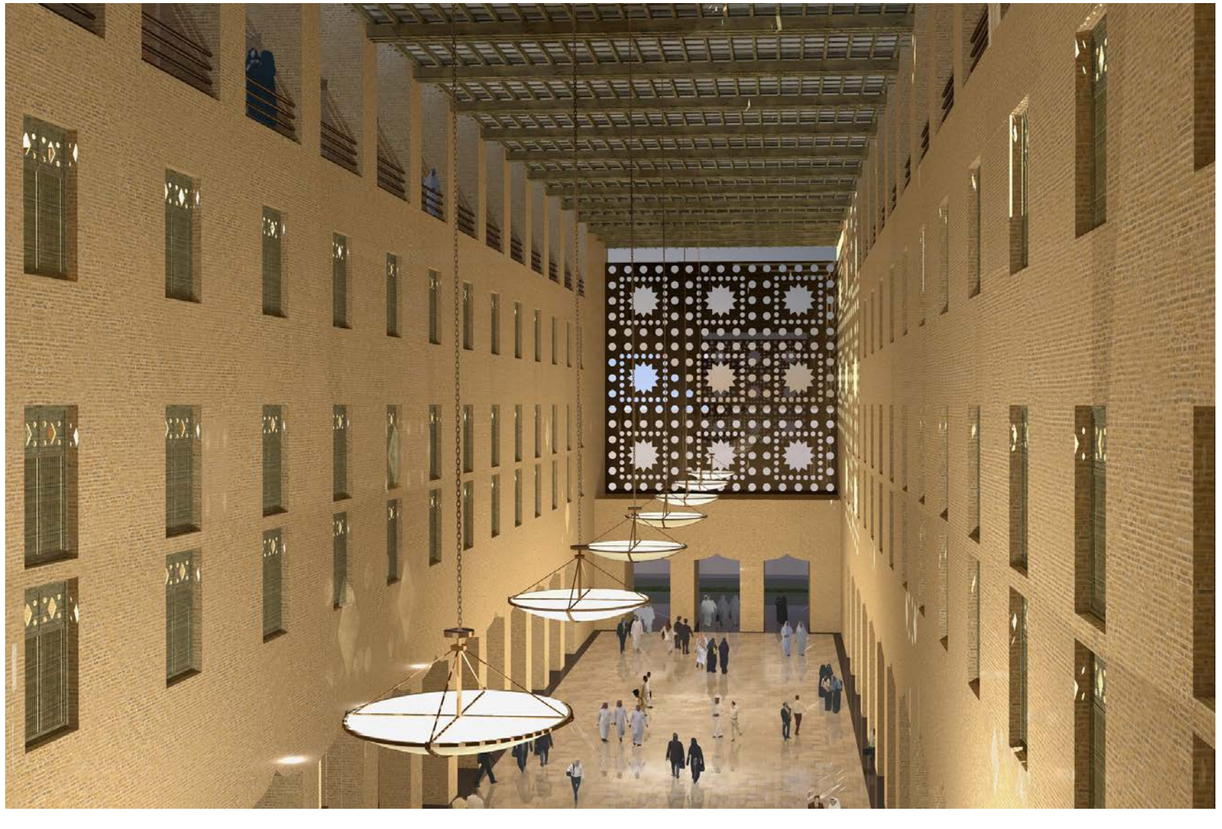


Cutaway axonometric of the proposed high-speed rail station.

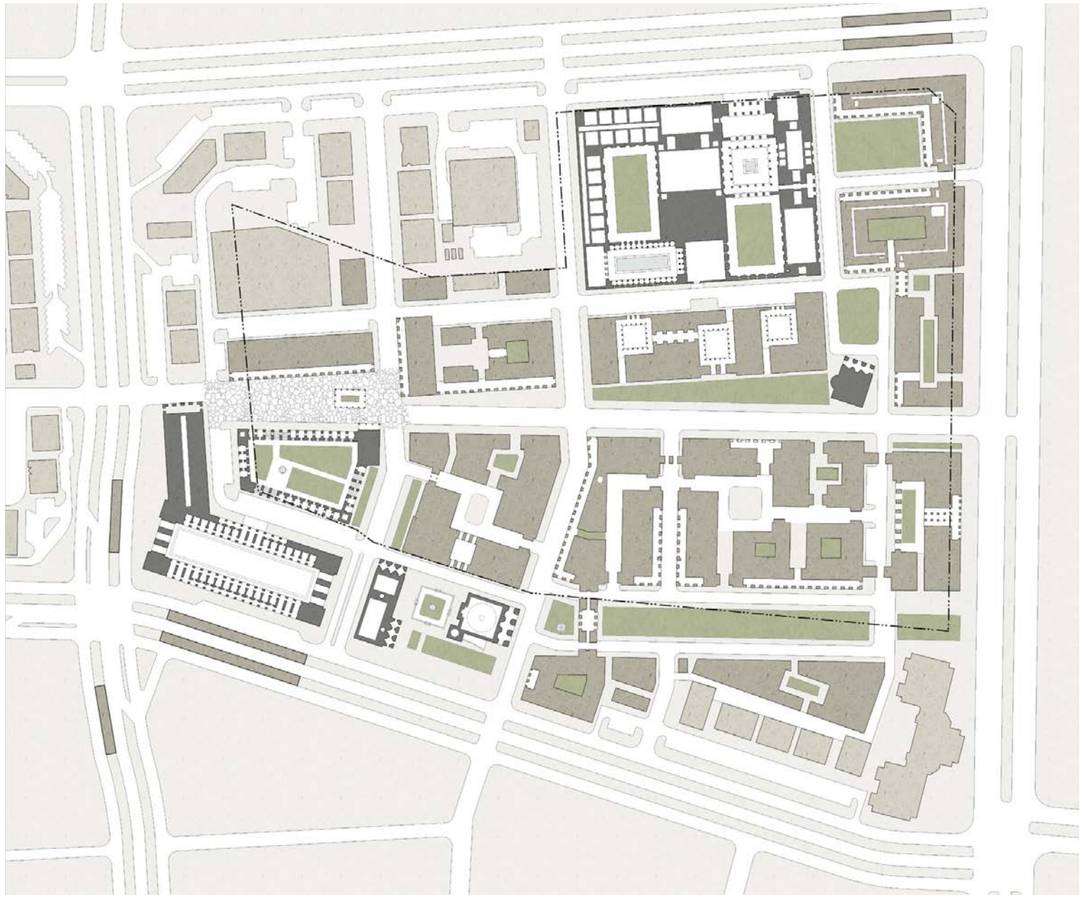
Worm's eye view of the proposed high-speed rail station.



Cross-section and reflected ceiling plan of the proposed high-speed rail station.



There are two precedents for the interior of the train station; below, the informal scaffolding over a Cairo street in a lithograph by David Roberts, and the top lighting of Trajan's Market, above.

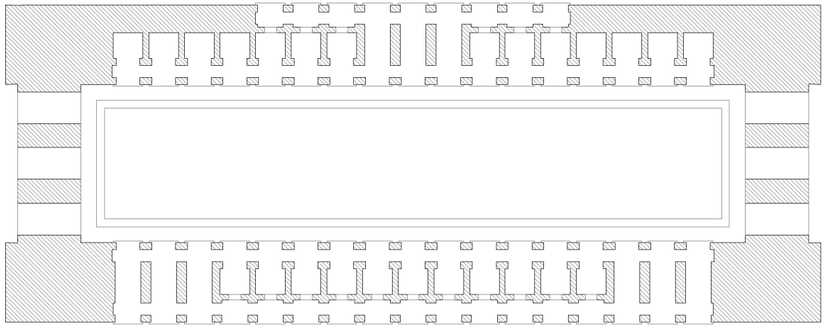


Above: *Plan of the Al Mudheef superblock. The property line shows the extent of the first-phase counterproposal. The rail station, rail station square, hotel and mosques are indicated in black.*

Bottom: *Plan of the rail station*

Top Right: *Aerial view of the rail station precinct.*

Bottom Right: *Axonometric view of the entire proposal looking north and east. The hotel and office program is at the far corner of the block.*



Nauru

2021 -

Nauru is the third smallest nation in the world, with the second smallest population, and remote as it is, the least visited country in the world. It was colonized by Germany, becoming a protectorate in 1888, and then after WWI was a protectorate of three countries from the British Empire that mined its high-quality phosphate deposits. It was occupied by Japan in WWII, and it received its independence in 1968 at the height of its production of phosphate.

After its independence, and on the strength of its natural resources, it was, on a per capita basis, among the wealthiest countries in the world. Its wealth fund was subsequently squandered. Its phosphate has helped feed Australia and New Zealand, but all of its food is imported and high in calories, and so obesity and diabetes are common.

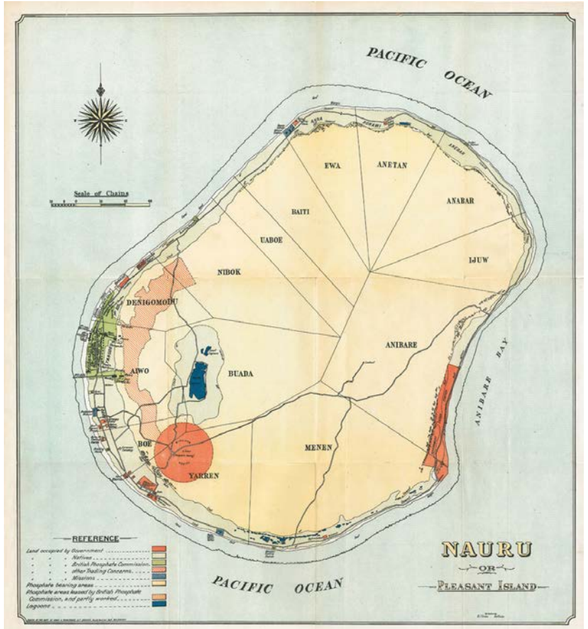
Most water is desalinized sea water. Electricity is generated entirely from imported fuel. 38% of the workforce works for the government. There is a low-lying airstrip. Small launches shuttle between sea going vessels and the shallow port. Phosphate is delivered to the holds of ships out beyond the reef by huge cantilevered cranes, the most memorable structures on the island. Anything imported – and everything is imported – is punishingly expensive.

The housing, subsidized by vanished wealth, is aging. As average household sizes inch up, domestic violence has risen. No industry looms to replace phosphate mining. Half the island's revenue is from one of Australia's controversial Immigrant Processing Centers. Australia, aware of its obligation to the island, offered to house the population on an Australian island. Nauruans declined to move.

Nauru's inhabitants, many of whom still depend on fishing, live at low elevations on the island's verdant perimeter, between rising seas and the escarpment forming its tabletop interior. The phosphate mines pockmark the entire topside. The landscape is remarkable. The phosphate lies between limestone pinnacles and the pinnacles remain, and the depleted mines look like the hoodoos in the Badlands of North Dakota or the slender granite intrusions of southern Utah.

What's really remarkable is that mining was conducted successfully and for a long time, with incredible inefficiency. Nauru's phosphate mines are to Florida's massive open phosphate mines, what West Virginia's labor-intensive coal mines are to Wyoming's surface strip mines.

The Higher Ground Initiative (HGI) proposes to move the entire population of the island to the pitted and depleted interior. The phosphate mines are being mined again and will be remediated by chopping off the limestone pinnacles, grinding them down, and filling the low points, leaving a featureless, glaringly bright marl landscape that is nonetheless supposed to be a buildable and arable new landscape.



Nauru has a high table top interior, in ochre, map - above right, which has the island's phosphate deposits. The British Phosphate Commission had a compound on the west side of the island, in green, and mined the hatched area of the interior, above the escarpment. The Island is surrounded by a coral reef, and so the phosphate is conveyed to the holds of ship beyond the reef by elevated scaffolding. The old conveyors, now collapsed, have been replaced by newer ones, top. The phosphate is laboriously dug out from between harder limestone pinnacles which remain after mining. Top photo taken by Vlad Sokhin, https://roadsandkingdoms.com/2015/no-way-nauru/

Economists hired by the HGI have modeled the economy's prospects and have suggested that the county's budget deficits might go to zero provided that solar energy draws down expenditures on imported fuels and provided that domestic food production replaces 20% of its food imports. It also presupposes that the Immigrant Processing Center remain as a principal source of the country's revenue – impoundment as foreign aid.

The last time Nauru undertook a government housing program in the late eighties and early nineties, it could afford to underwrite about 30% of the cost of the housing. Even with the reduced import expenses the economists modeled for the island, there stands to be no money to subsidize housing now.

We are part of a team hired by the Republic of Nauru, and under the guidance of the HGI, to re-plan the six square miles of the island's interior. About a third of this would be dedicated to residential neighborhoods.

The economists' targets for domestic food production could theoretically be met with a little over a square mile of additional land. It is theoretical because the estimates assume topsoil and fresh water, both of which would require considerable investments. Despite having fed the British empire, supplying twenty percent of its own food will be challenging and expensive. It remains unclear how much land would be required for solar to replace sufficient imports of fuel for generating electricity.

The government corporation that is extracting the last grudging phosphate deposits from the interior owns all the topside land. There is no real estate market to facilitate the transfer of property to citizens. There is no history of savings. There is no financial industry. Government housing programs of pre-fab housing have caused private construction and construction skills to atrophy.

There is a real need for housing but there is no indication people will elect to leave the sea and the trees of the perimeter, or if relocation will be benignly coercive. One senses an inchoate wish on the part of decision makers to be transformational, somewhat heedless of the risks. Living topside looks a lot like exile.

Every profession tends to think of problems in terms of its own expertise. When a tsunami in the Indian Ocean kills an unconscionable number of people living at sea level, planners from all over the world descend to provide housing at higher elevations. Then people forsake the housing and move back to a shoreline that gives their life meaning.

Nauru serves, in part, to disabuse a small group of us of the centrality of architecture and planning. Meanwhile, the consulting economists, undeterred, muse in their immutable slide presentation about the role of exports, digital economies and eco-tourism, like some touring band that can't remember what city they are playing in.

Above left; Artillery left from the Japanese occupation of Nauru during WW II. Above right; industrial ruins in the vicinity of the port and on the hillside below Topside, where the phosphate was mined. Below, limestone pinnacles that remain after phosphate is laboriously removed from the interstices. These harder intrusions resemble the Hoodoos of the North Dakota Badlands.
Above right photo taken by Vlad Sokhin, https://roadsandkingdoms.com/2015/no-way-nauru/

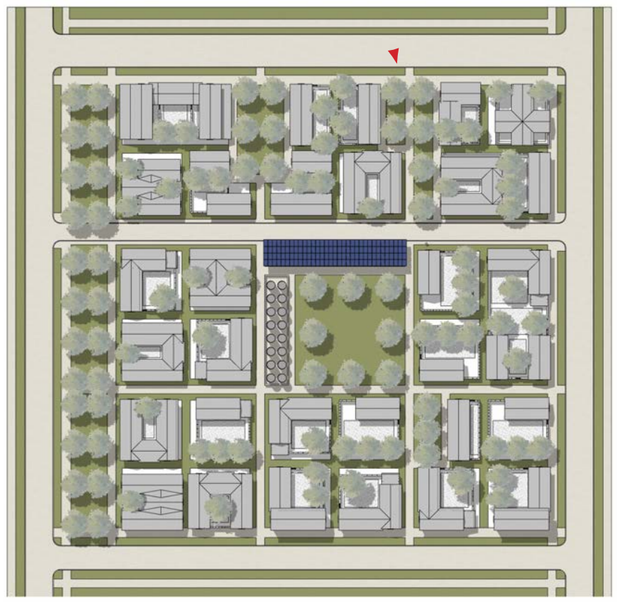
Nauru Housing

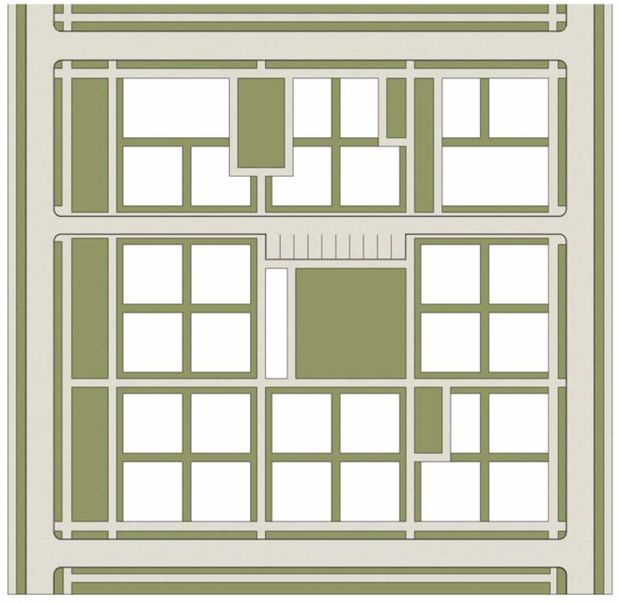
Twelve house types, ranging from 40 to 120 square meters, were developed based on existing housing types, on the 2011 Nauru Census describing household sizes, on unmet needs, on the need for security, and on the opportunities afforded by urban settings that will be introduced by the island's master plan.

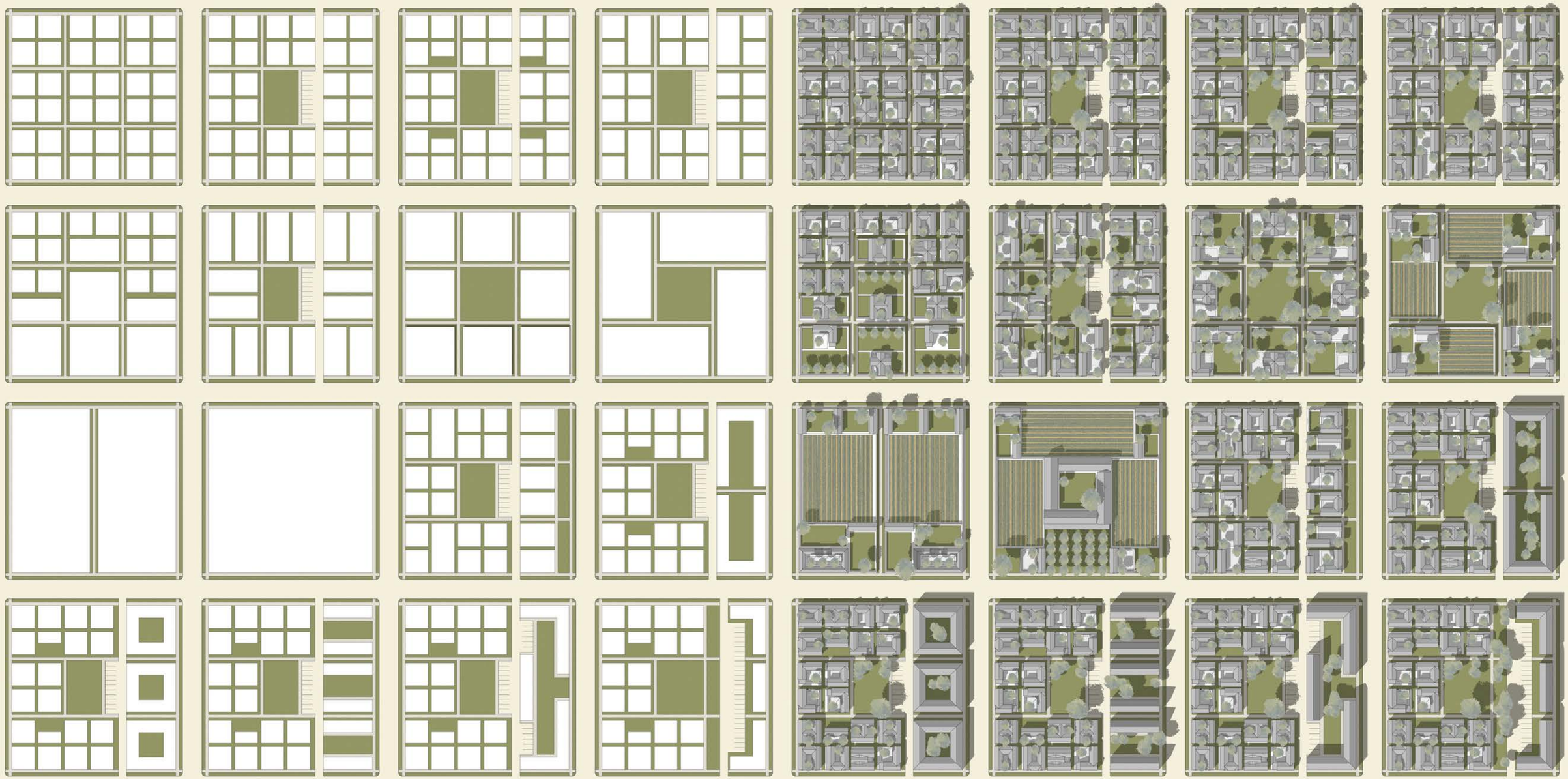
This was one of several studies – using types that all worked with 15 by 15 meters sites – of aggregated housing on a one hectare site. The site can accommodate up to thirty-six house sites on nine small blocks of four houses each. This alternate vacates the center square for parking and utilities. The master plan stipulated a network of footpaths, which here are 5 meters wide, and divide the small blocks.

There is no real estate market in Nauru. All housing is subsidized. Lots are gridded to respond to as many preferences as possible. Lots can be split or endlessly recombined into larger lots with lower densities as this site plan shows. Every small lot either faces a street or a small landscaped mid-block space. Sizes of these green public spaces vary, and they enhance the experience of the footpaths.

This study ended up on the edge of the master plan's largest public space and diagonal from the block of public buildings. An arrow shows the point from which the perspective rendering is taken.







The sixteen blocks on the left show different ways of parceling up a hectare and dividing it up between different uses. The corresponding sixteen blocks on the right show the same blocks populated with houses, courtyards, inner yards, gardens, and outbuildings, and different ways to introduce multi-family, live-work and mixed-use buildings into blocks of single family lots. Lot counts range from 36 single family lots per hectare to 1 large lot.

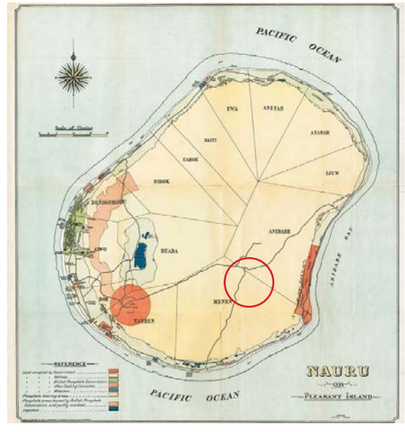
Section 230

Land tenure in Nauru, administered through a byzantine combination of tribal and colonial law, is so entangled in fractional ownership, that master planning started in the one irregular, nine hectare tract in the interior of the island that the government owns outright. The parcel is located on the map of the island, below. Like the rest of the interior it has been mined for phosphate and must be built on remediated land.

Three parcels within 230 have been described here in more detail. The hectare north of the large playfield has been developed with higher coverage single family houses. The east end of the playfield has been laid out as a civic block. A separate neighborhood to the east has more single family lots.

The hectare north of the field is divided into nine squares of four houses each on 200 square meter lots. The small blocks are divided by five meter pedestrian paths. Lots can be further divided or combined in open ended combinations as future circumstances may require.

The block of public buildings is a hinge between the two neighborhoods. Relatively small buildings with more monumental languages than the houses, form four spaces- a terrace overlooking the playfield to the west, a paved commercial plaza in the northeast formed by live-work units, a small mid-block courtyard for the church, and a green space in the southeast corner.



This is a civic and commercial block that serves a neighborhood of about 900 people. The new neighborhood is in the island's interior. One of the goals of the master plan is to re-claim the topside of the island from more than a century of phosphate mining by German and British companies that has left it uninhabitable.

The block is at the end of the neighborhood's largest public space and surrounded by live-work housing. The program includes a church – Nauru is largely Christian – and (2) 200 square meter buildings hoisted up on colonnades. The upper floors are open and flexible. The ground levels provide instant shade, which may be hard won for the foreseeable future.

The five-sided block has several public spaces- a small courtyard next to the chapel, a long terrace facing the rugby field, a green space behind one of the halls, and a commercial space formed by the live-work housing. There is a two meter fall from the commercial plaza to the rugby field, half of which is accommodated right at the edge of the field, lifting the buildings on a plinth.

Top left, view of the church and civic buildings from the southwest across the play fields. There is a two meter rise across the civic block so the buildings sit on a plinth on the west side.

Bottom left, view of the same buildings from the south as you enter the precinct. The single family housing is on the far side of the field. Above, site plan showing the civic block and the housing. The buildings in the civic block form four spaces of different sizes, including a commercial plaza on the northeast corner.

The British Phosphate corporation built this housing for ex pat workers prior to Nauruan independence in 1968. The uniform buildings, sited in long rows, are 25 feet wide with 25 feet between them. The buildings are all about 140 feet long. Where the second floor units have collapsed many ground floor units remain occupied. One photo shows how close the housing comes to the water and where it is in relationship to the ships that take phosphate from the port. Top left and bottom left photos taken by Vlad Sokhin, https://roadsandkingdoms.com/2015/no-way-nauru/

The Nauru Port

The British Phosphate Commission built housing for ex pat workers just north of the Nauru port on the west side of the island. It still stands, derelict but occupied, 53 years after independence.

The Nauruan government is determined to relocate its population from the verdant coast where the entire population now lives, to the topside, which has been completely mined for phosphate. This is a counterproposal for housing on the island's perimeter which affords many building sites that are still high above projected sea level rise. Such sites, should complex issues of land ownership be untangled, could re-house Nauruans in familiar, green settings near the water rather than on remediated land which is all treeless marl glare.

This proposal extends from the island's ring road, here at elevation 18 meters above sea level, 200 meters west to an elevation of 7 meters, and roughly 100 meters from the shoreline. The average gradient is five percent. In the north south direction it is a wide as three rows of the BPC housing. The proposal covers roughly 4.5 hectares.

There is commercial space along the ring road and around an upper plaza, multi-family courtyard housing just downslope from the ring road, and single family housing nearest the water. On the center line of the precinct there is a hall on the high side and a chapel on the lower plaza, replacing two Pentecostal churches in the vicinity.

Site coverage and scale generally decrease toward the water so the proposal does not present a phalanx of buildings from the public beach. Footpaths in four locations lead from the highest parts of the site to the water. The water can be seen from points all over the site. Security is an issue on the island so the single family houses have walled inner yards and the multifamily housing has secure semi-public courtyards. At the same time there is a significant network of public spaces.

The single family housing is thin and relatively expensive. The multi-family housing has the more dimensions of the BPC housing being replaced by the counter proposal. Unfortunately, the gradient, which makes the site so beautiful, also requires the burden of additional site costs.

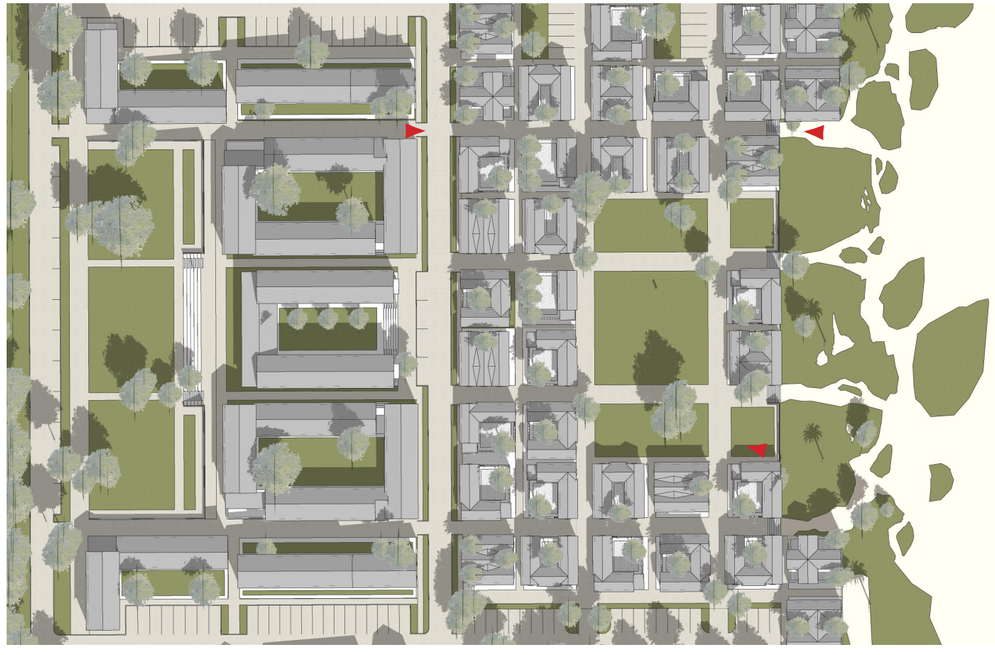
This is a proposal for the development of a key perimeter site that might provide an alternative to topside housing, for those who need new houses but wish to remain near the sea and the lush vegetation of the coastal zone.

The scope of this infill study is bounded on the south side by the new port, on the north side by the hospital and community college, on the west by the sea, and on the east by the wooded slope above the island's ring road. The bounded are corresponds roughly to the derelict housing built before independence by the British Phosphate Corporation. The site is on a nice, buildable 5% slope. The lowest housing, at about seven meters, is well above conservative projections for sea level rise.

The beach is about three times as wide as the existing beach. This serves several purposes. It keeps the housing at higher elevations. It increases a public asset. It absorbs temporary uses, like the construction camp for port workers. It provides a buffer where housing is upslope from the container yard, allowing views over it.

The upper portion of the site has larger development pads for multi-family housing. The lower site has the same small parcels and blocks used in Section 230 for single family houses.

There are provisions for open landscaped parcels next to most every home. Parking is in select areas, but vehicles can use the narrow streets that subdivide the site. Provisions have been made for public spaces and public buildings. Paths and small streets lead to the sea at regular intervals, providing access for all Nauruans.



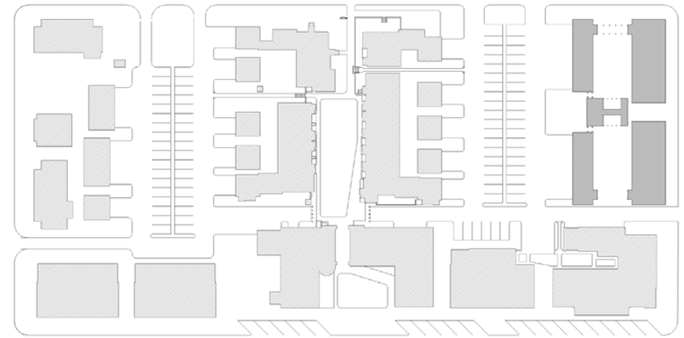
Views of the single family housing on the lower site. Left, above and below, views up and down one of four footpaths from the main ring road to the sea. Top right; view of the lower plaza that faces the sea with multi-family housing visible upslope. The site plan indicates the locations of the views.

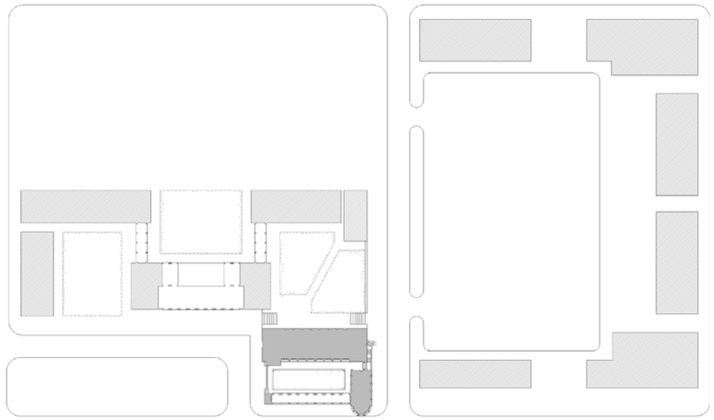
This view looks upslope over the south portion of the master plan that lies partially behind the container yard (see the Google Earth overlay). The beach at this point is about 100 meters wide, or three times as wide as current shorelines. The beach in the foreground corresponds to the resettlement area required by the new port facility, or roughly three rows of the BPC housing. The beach to the left in this view is where the port requires a temporary construction camp.

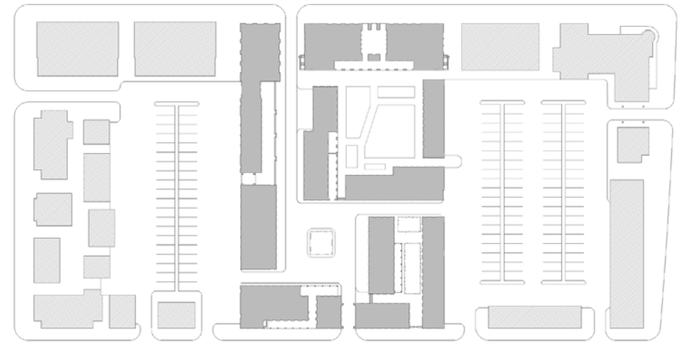
This higher view, however foreshortened, shows most of the aspects of the site plan that have already been described – single-family houses on the lower site, multifamily housing on the upper site, ample public spaces spread evenly throughout the site for everyone's use. The housing thins toward the water to open up views from the land which also improves the quality of the public beach.

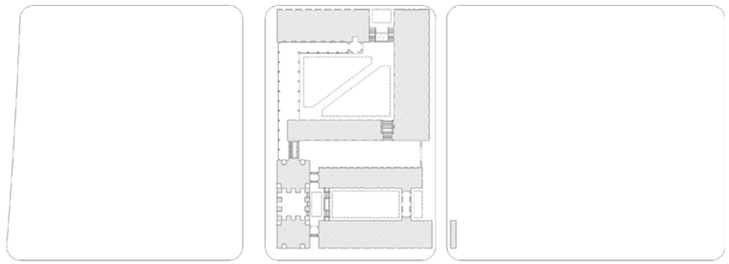
The height and cost of the sea wall is variable. It is high here because the lower public plazas have been leveled. This is a beautiful, sloped site but sloped sites do increase site development costs. On the hillside you can see a chapel on a prominent site reserved for public buildings. This wouldn't have to be a chapel but there are two churches in the re-development area that should be replaced. The World War II monument is just to the south of here, and this could also be a memorial chapel.

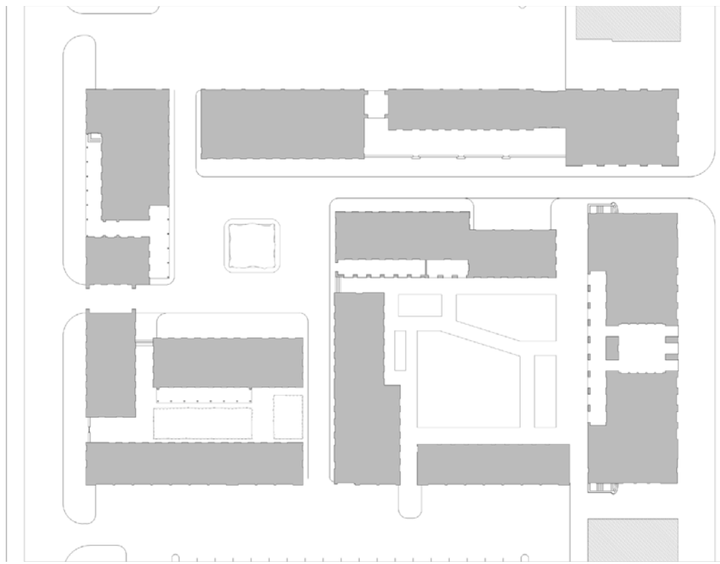
The wooded hillside in the upper portion of the view is a prominent part of this coastal setting. It will take a while for vegetation and shade to be restored to the topside, whereas the coast is already lush with irreplaceable canopy trees, and these trees should be incorporated into development sites wherever possible.

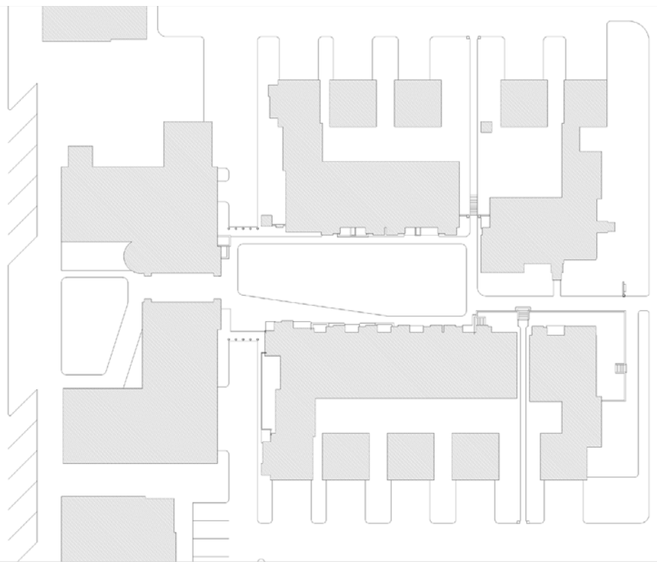


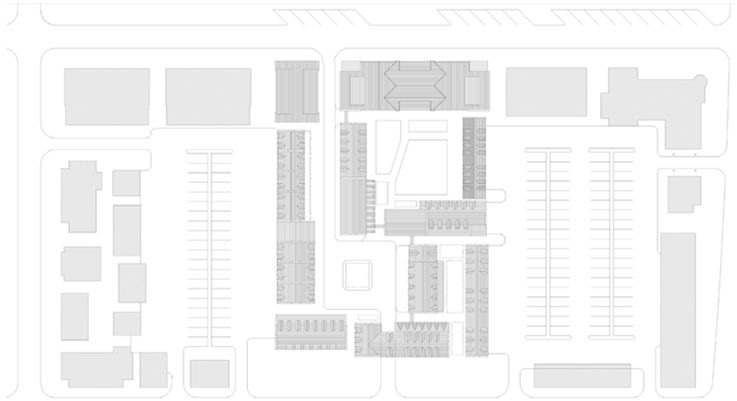












Georgia Housing,

Between Two Parking Lots

2007

The unpromising site for this housing is in a small retail district, between mid-block parking lots that serve the retail tenants. Both adjacent blocks are approximately three hundred feet on a side. The housing, comprising approximately forty units, takes up an acre and three quarters. The street was to have been a simple double loaded street of condominiums. We reconfigured an existing street, making it narrower and offsetting it in a dogleg or a pinwheel, from which the parking lots and garages can be discreetly accessed. This in turn provided the opportunity to make two semi public spaces onto which most all of the housing could face.

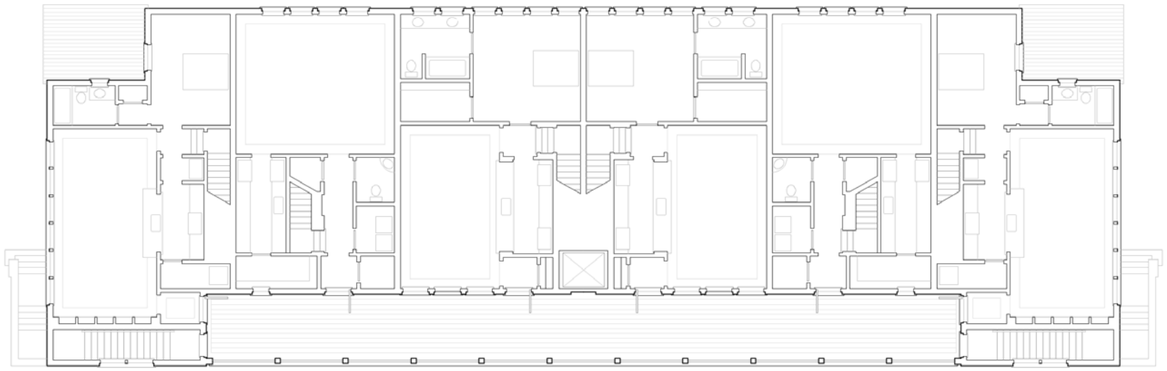
The pinwheel and the courtyard behind the retail buildings are both on the order of ten thousand square feet, each roughly one hundred feet on a side. As the rest of the town has numerous streets like the one we reconfigured, this block will have two distinct and generous spaces that distinguish it. At the same time we provided for larger spaces, we managed to accommodate an extra thirty five percent more housing than the straight double loaded street originally provided for. The mid-block parking lots are neutralized by treating them as you would treat alleys. All but four garages face onto these already compromised exposures. This allows the rest of the site to be relatively free of cars.

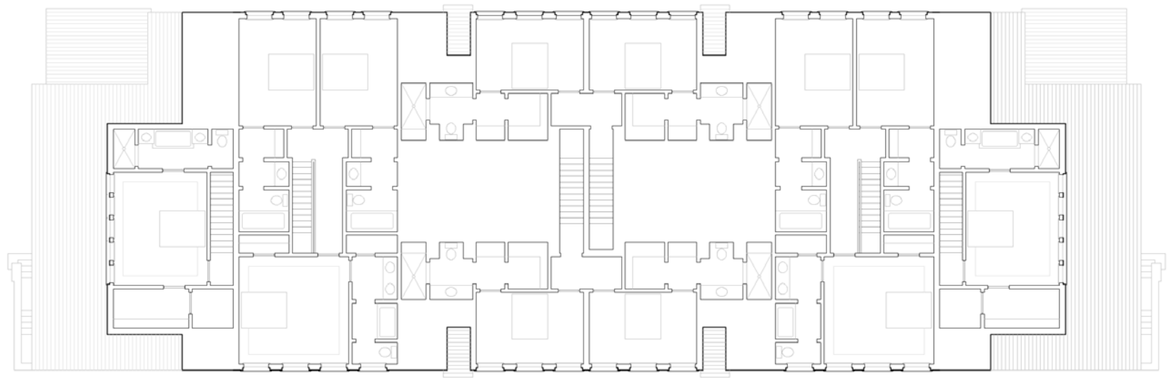
We proposed mixing fee simple rowhouses with the condominiums of the program we were given. The units are all similar in program. The condominiums are condominiums only because of the economies of shared cores and the flexibility of accommodating parking at a slight remove- typically not more than thirty feet- from the front door of a given unit. This flexibility also helped us to disguise the essentially repetitious nature of the units, repetition that is more evident in the rowhouses. Even this repetition, however, is mitigated by taking the same units and turning them different ways to the street. The overall impression of variety is heightened by varying numbers of stories and by gable roofs at different angles that present an active silhouette to the common spaces.

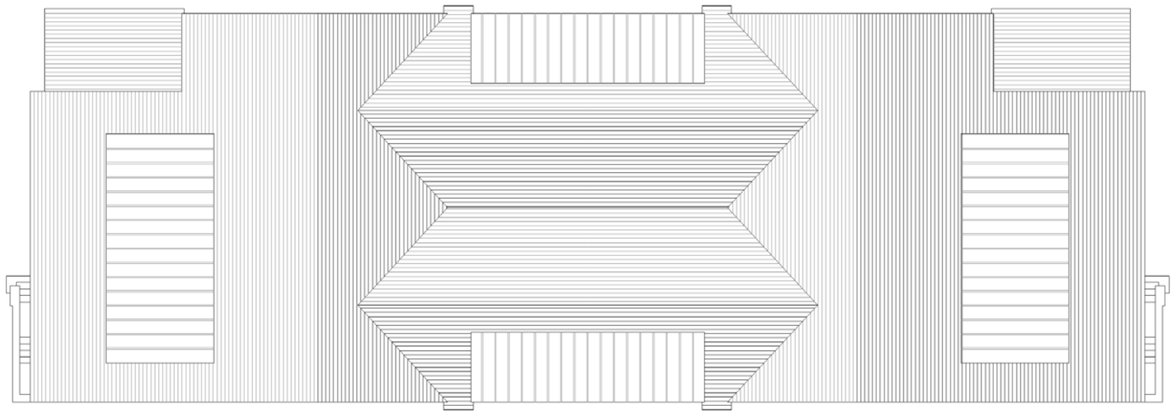
The courtyard garden is accessible to both the pinwheel and to Main Street by passages, and this entire series of semi-public mid block pedestrian spaces links up with a rowhouse mews on the north side of Main Street designed by Urban Design Associates of Pittsburgh. This combined site plan provides the small retail district with a series of accessible gardens and semi public spaces of more than seven hundred feet in length.

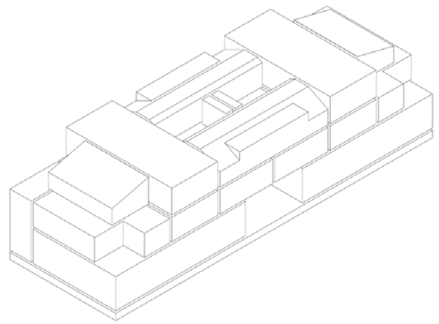
Top Left: *Site location map showing site located between two mid-block parking lots.*

Bottom Left: *Site plan with MPCA buildings on the left and the UDA buildings on the right.*

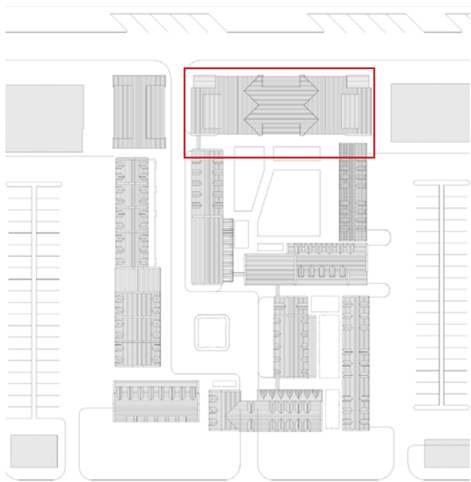


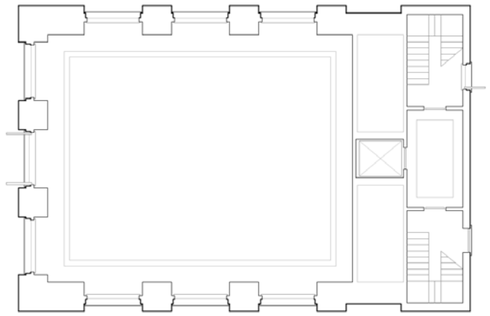


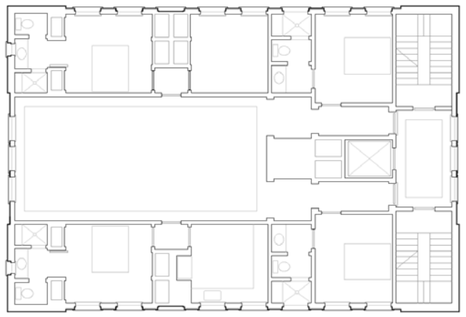


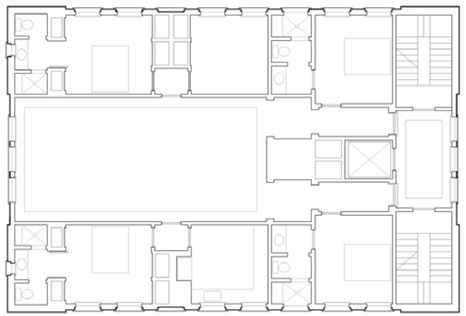


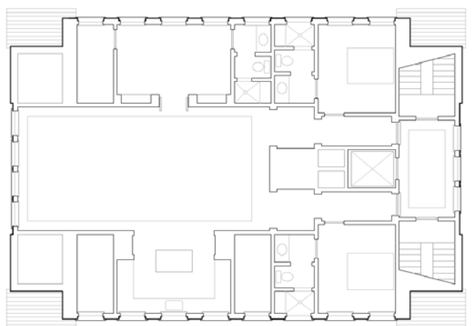
The large mixed-use building has two retail spaces either side of the pass through. There are six two-story apartments on the second and third floors in the three plan variants. They are all accessed off a long porch overlooking the courtyard. The end units under the lower roofs are two bedrooms. The middle units are all three bedrooms.

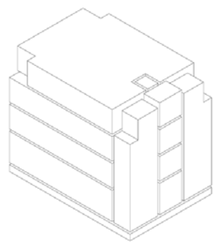




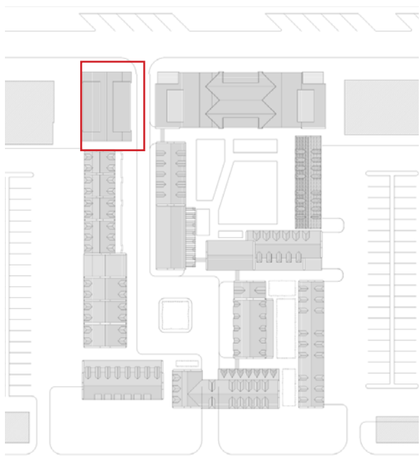


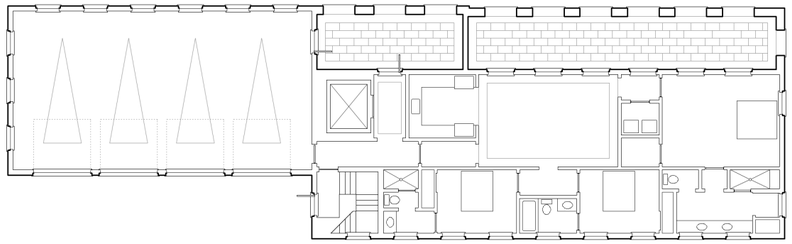


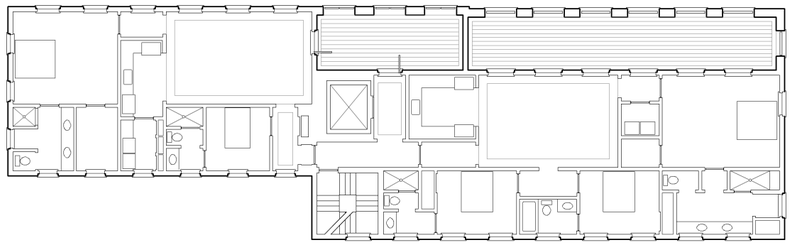


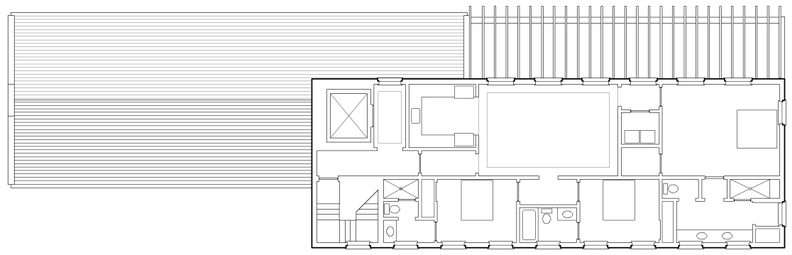


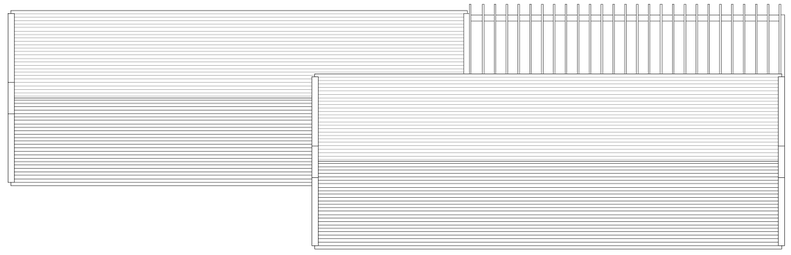
The smaller retail building, roughly 40 by 60 feet, has a single retail space and three flats above it. The retail space has three exposures and the residential lobby is in the back off a mid-block garden. The entry hall of each unit faces south over this garden. The units all have short exposures on two sides where the bedrooms are and longer views to the retail street where the living rooms face.

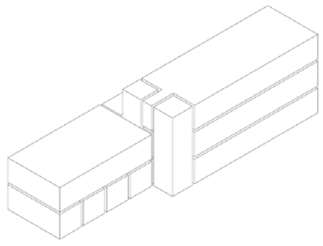




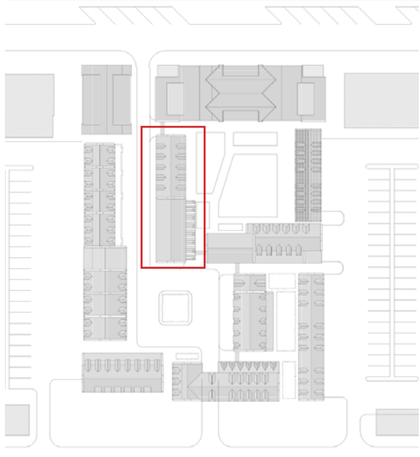


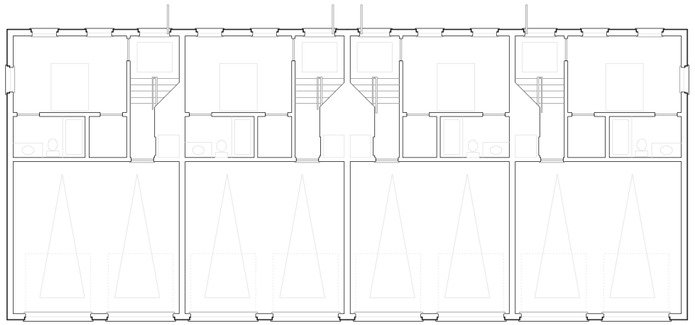


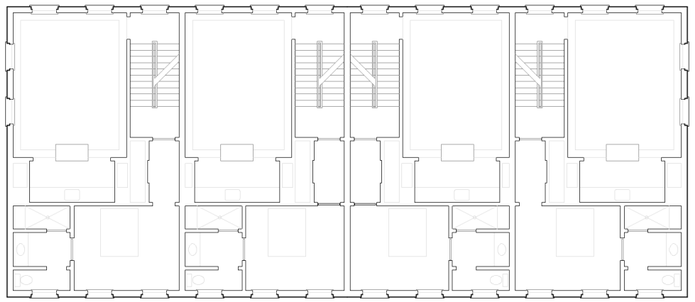


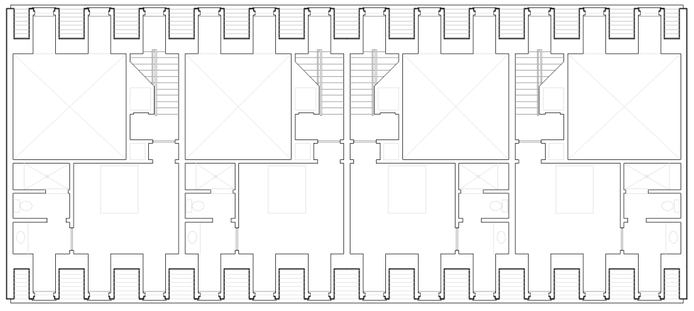


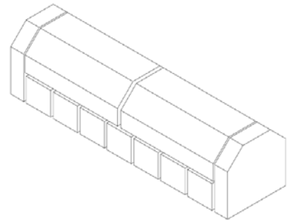
There is one mid-block building with attached parking where the garages face the street. This four unit building has a one-bedroom apartment over the garages and three stacked three-bedroom units in a slightly deeper wing. All apartments face the large courtyard. Three also face the pinwheel courtyard. Two units have porches facing the large lawn.



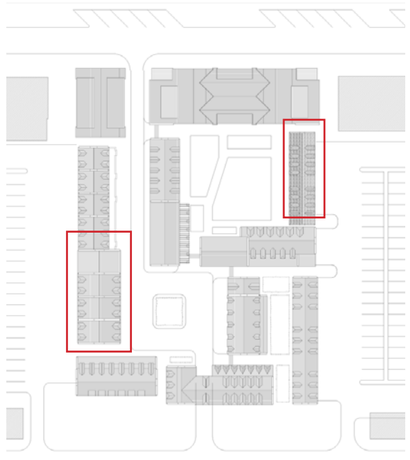


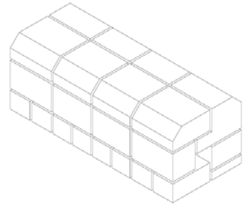


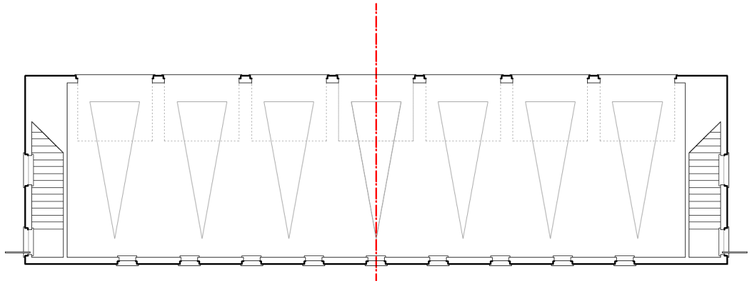


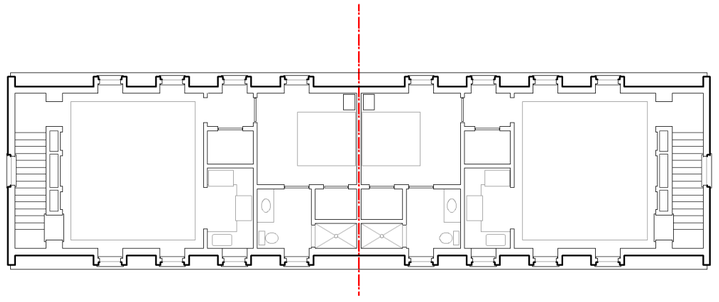


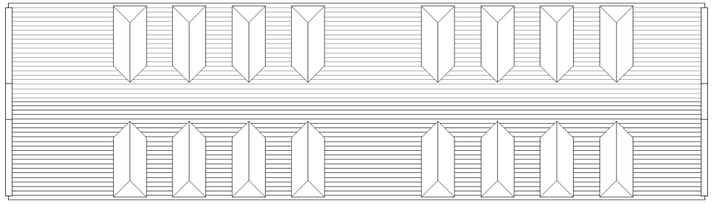
The garage bays are ganged and face the parking lots so for efficiency the back up space is also the aisle of the retail parking lot. Because the ganged ground floor parking program is relatively unattractive, there are second floor apartments tucked underneath the roof of the one and a half story buildings. The one story apartments are 25 feet deep and about 40 feet long.

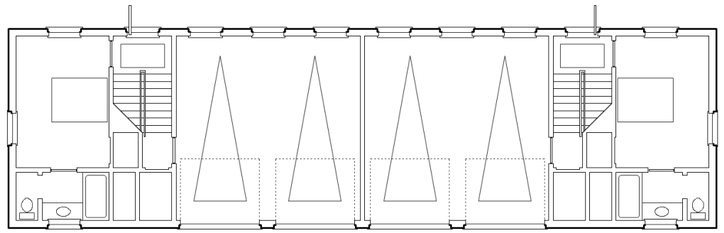


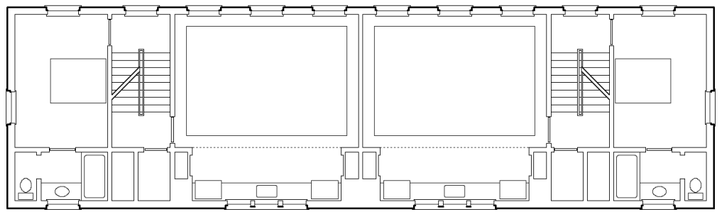


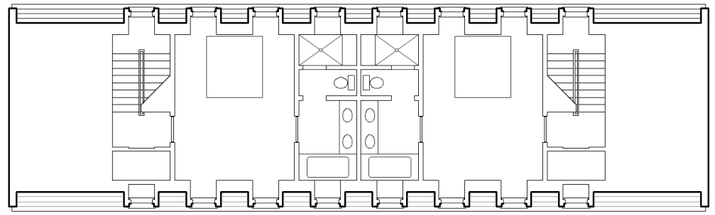


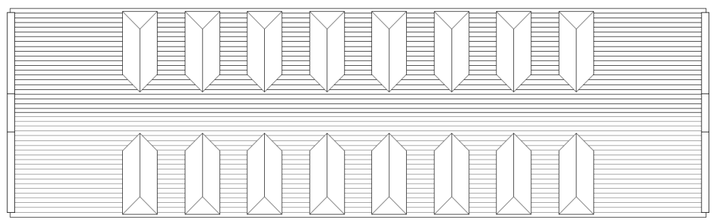


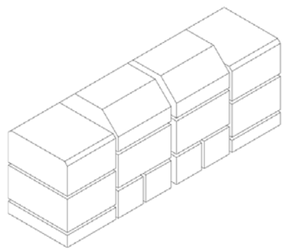




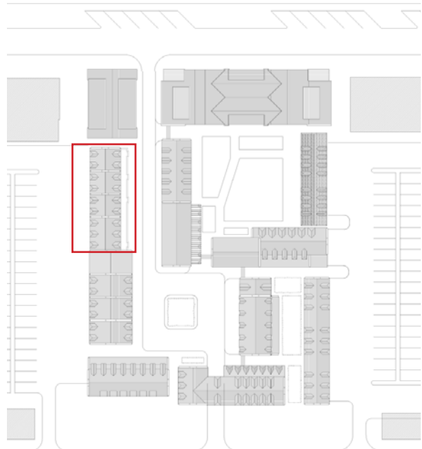








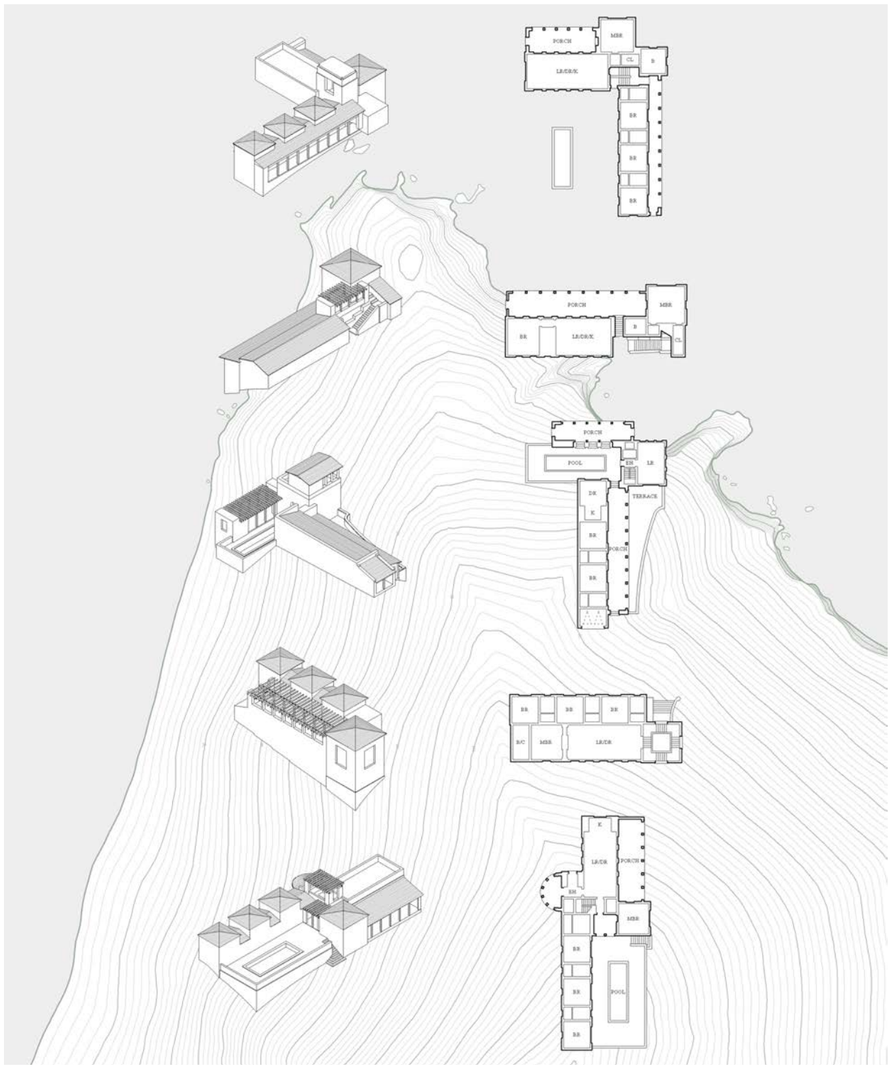
The two rowhouse types vary primarily in their depth and width. The narrow units, shown here, are the depth of the garage and enjoy a width of about 45 feet. The deeper units (see previous page), more or less the same size, are narrower and deeper, the width of a two-car garage and about 45 feet deep. The garages of each unit are half a level below the street on which they face, and so each plan variant has a split section with rooms off alternating landings. This provides a story and a half living room.



St. Kitts Housing
2010

This site, at the opening to Sandy Bank Bay where we also studied a small hotel, has 25% to 60% slopes. There is a spine down the mountain where the contours bend at roughly ninety degrees. We developed five prototypes for seventeen sites, grouping the building sites to preserve open space and minimize scarring. "L" shaped houses afforded views in four directions. Stairs located between the two wings-some times parallel and sometime perpendicular provided for infinitely adjustable differences in the heights of the adjacent wings, which was helpful on such a varied site.

Above: *Site plan at the point showing 17 houses clustered in groups of two to four with significant open space in between.*



Above: *Plans and axonometrics of the five plan types that are used on the denser site plan; three and four bedroom plans averaging 2200 square feet. The types were developed to address recurring grade conditions. Stairs typically occur where wings are joined so wings can slip vertically in adapting to different slopes.*

Expansion of Corporate Campus,

With DPZ, Master Planners

Monroe, Louisiana

2012

This is an office expansion of 300,000 square feet for 11-1200 new employees who will be brought to this small town from acquired companies all over the country. The expansion would nearly double the size of the existing facility when fully implemented. Part of the charge was just the phased accommodation of such a large increase in staff. But part of the job was also to create an especially attractive work environment that would help make relocation more attractive.

The existing facility sits on a beautiful 30-acre parcel within an existing pecan grove, and at the edge of a bayou. The company wanted to build on the natural advantages of the site by expanding toward the water, without cutting the existing facility off from views toward the water. The several newer structures need to reconcile freer access to the outdoors and more flexible movement throughout an expanded campus with the security requirements of the single access facility there now.

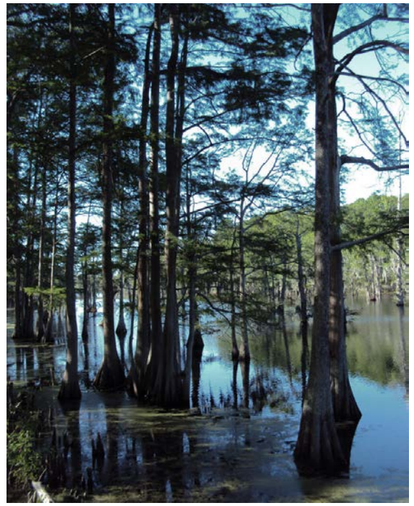
While the siting of the new buildings takes advantage of off site views to the bayou, the expanded campus needs to give the facility a center, as well, so centrifugal and centripetal tendencies need to strike a reasonable balance. The servicing of the expanded facility needs to be recalibrated and a parking garage is all but inevitable.

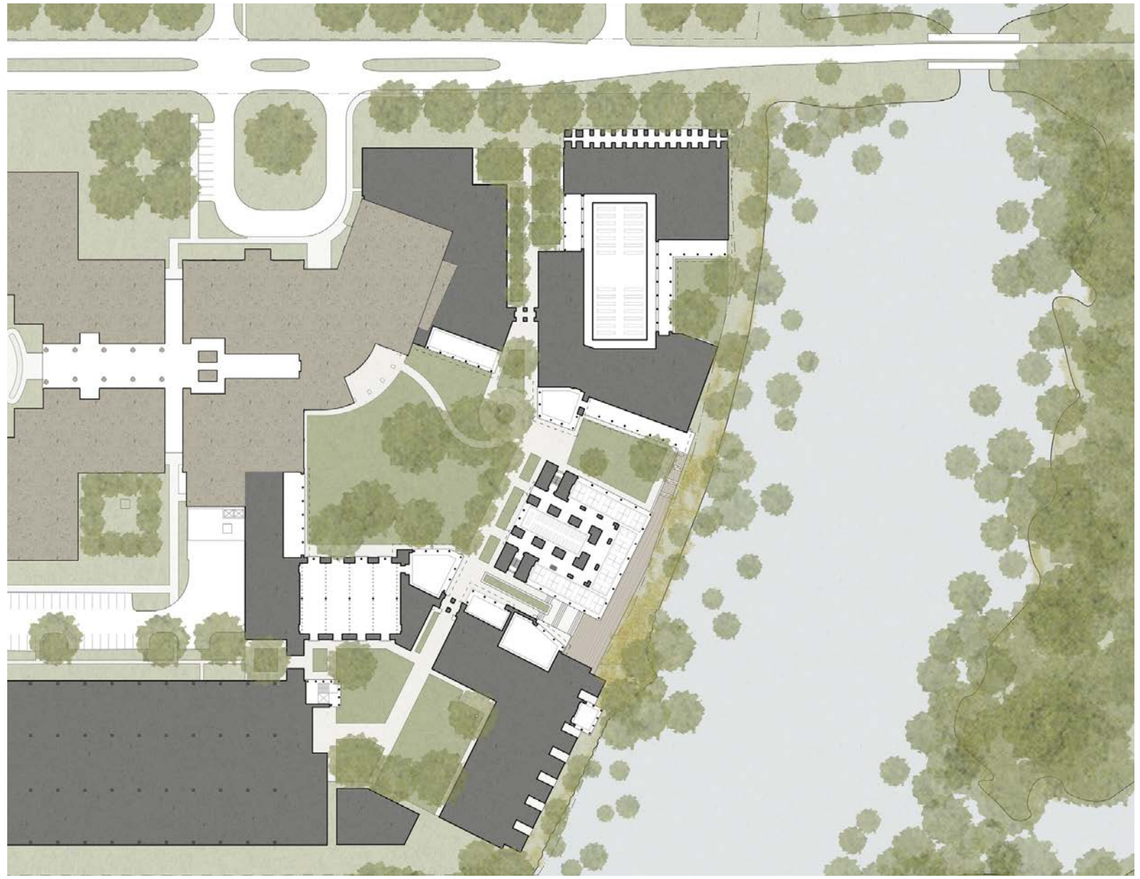
For all these reasons, the proposal lines the water's edge but forms a strong central space through which all employees will pass several times daily on their way to or from parking and lunch. The trip from the parking garage to any given desk was designed to be as pleasant as possible. It is essentially a pedestrian street comprised of smaller shaded spaces strung together, with two secure points just outside the central green. It skirts the edge of the common space. The lobbies of all buildings open off the green, as does the entrance to the cafeteria. The green itself is partially open to the water. Existing views are preserved by keeping structures on the green as low as possible.

The existing building has large, efficient structural bays and deep 120-130 foot plates. Ironically workstations gravitate toward the twilight of the centers of these floors while the uncontrolled sun renders the plate perimeters too hot or bright for occupation. The new buildings had to have the same envelop efficiency so distances from natural light were limited or cores had augmented sources of light.

Few people venture outdoors at the existing buildings because the climate is hot and damp and the outdoor spaces are large and daunting to cross. Exterior spaces of the expanded campus are smaller, more numerous, and more varied in their character or orientation. The new buildings are used to afford the new gardens increased shade.

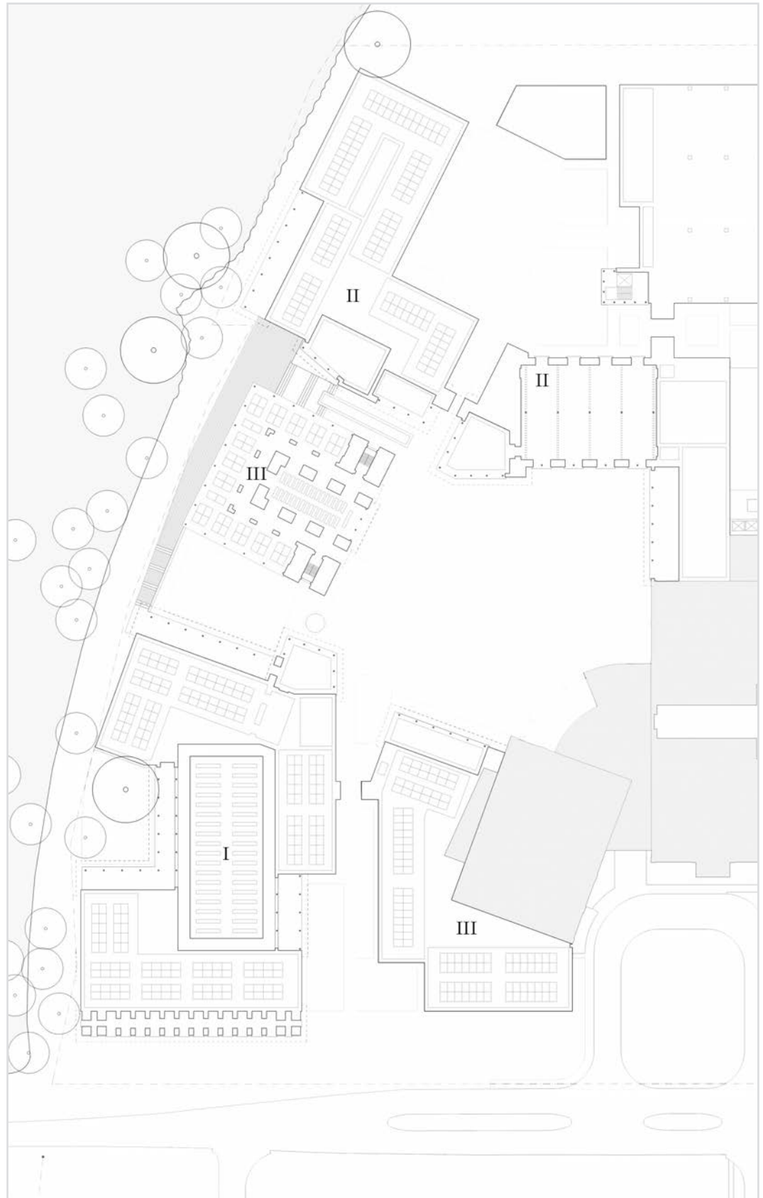
The new servicing of the building uses the existing service dock, surrounding it by back of house program on additional sides. The parking garage is at a sufficient remove from any offices. The proposed central plant contributes to spaces along the walk from the parking garage and would be passed several times daily without effect.



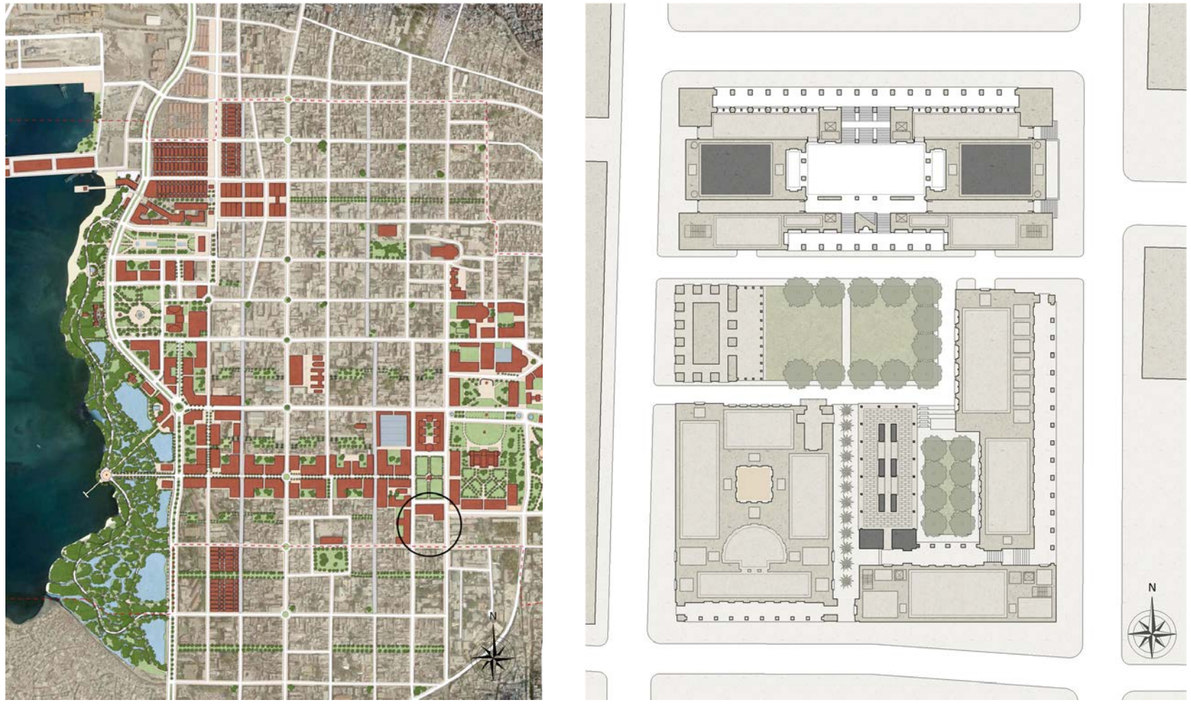


Top Left and Right: *The cypress trees in the bayou on the campus's eastern edge, and a grove of pecan trees on the north edge.*

Bottom Right: *Site plan of the proposed new buildings (in dark gray). Planning reflected a wish to take advantage of the water's edge without blocking views from the existing buildings (in lighter gray). A new parking garage is on the south edge. The gardens are laid out to give everyone a nice walk from their cars to their desks. Most buildings are entered off the central lawn, which is lined with glass rooms like the dining room, and porches. The size of gardens was kept small because people won't cross large unshaded spaces in the heat of the summer.*



The main path through the campus expansion runs north to south. The major outdoor space, onto which both the new and older buildings open, is just beyond the near gate, where there is an existing monument to the company's founder. Buildings adjacent to the space are lower in order to preserve the view from the older buildings to the bayou. The parking garage is in the distance where the main walk curves out of sight. Roman numerals refer to the phasing.



Master plan by DPZ

Palace of Justice

Port-au-Prince, Haiti

2011

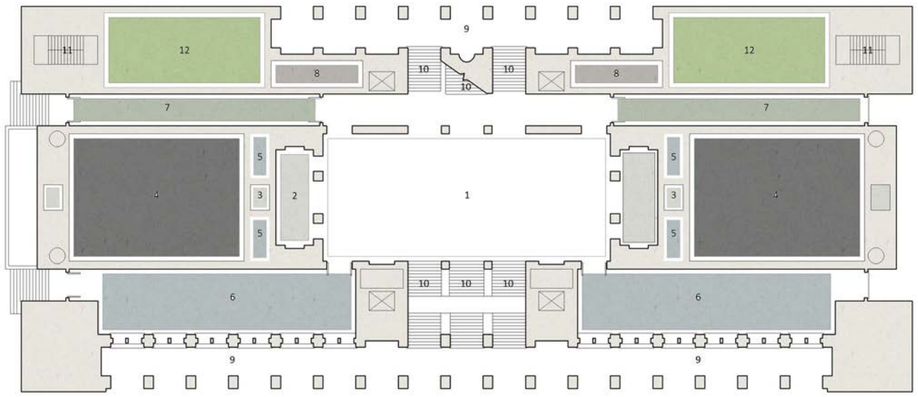
These studies bridge DPZ's and the PFBC's (Prince's Foundation for Buidling Communities) master planning efforts for the core city, and the more detailed programming and contracting process for new buildings to replace those damaged by the 2010 earthquake. While the block was planned for the Haitian courts, the studies describe a model block consistent with master plan requirements for administrative buildings. The studies test block capacity, and the impact of stipulated ground floor parking and small mid-block utilities plants, both of which will require innovative planning.

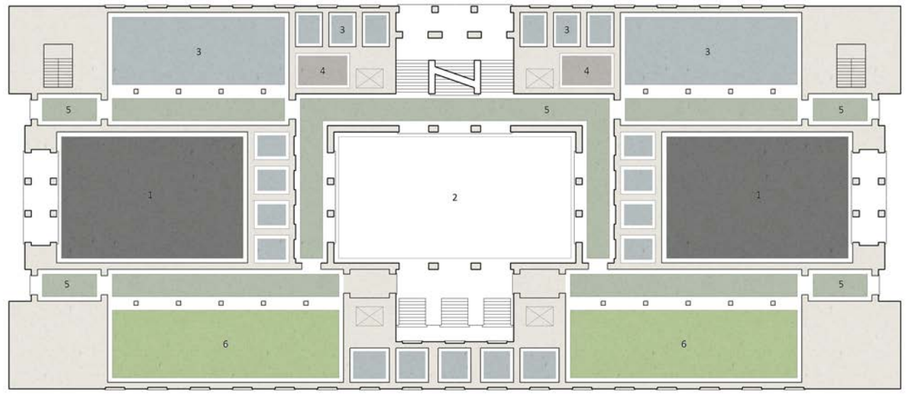
The block is roughly a hectare in area, and is diagonally across from the National Assembly block. The old Palace of Justice building had spanned the length of the north side of the block, and with the National Assembly building, had dominated the Port-au-Prince skyline with its height and its distinct French Second Empire rooflines. And while this is overwhelmingly a planning exercise, the question of appropriate building methods- structural systems, materials, shading, ventilation- arise as a matter of course. And as this is a study for a national institution questions of iconography also arise unavoidably.

The block was planned with minimal programming input, but there are to be three to four buildings sites- at minimum, the courts building on the old Palace of Justice site, the district attorneys, and the bar association. The master plan stipulated ground level parking because there is a high water table. And while the master plan anticipated three possible scenarios for bringing utilities on line for the core district, it is likely that the courts block will be built before utilities are in place and will have to depend on a mid-block plant. Specific efforts were made to mitigate the impact of either the parking or the package plant on the interior of the block.

As the master plan anticipated, parking is typically hidden from the streets by colonnades. Because the parking levels have large, deep footprints office floors above the parking level are typically organized as thinner buildings around upper level courtyards. This would add costs to the administrative buildings and may not always be affordable, but it would add light and ventilation to deep buildings. There is a semi-public mid-block space in the middle of the large block, at grade, and part of the pleasure of moving through the blocks could be moving between these at-grade spaces and more secure private courtyards above the parking.

The second half of this study focuses on alternates for the courts building. Four alternates show different way to stack and phase anywhere from one to four courtrooms and integrate them with the rest of the agencies in the block that will be using the courts building. Typically courtrooms either face the large park across from the courts site, or face one another across a common atrium or courtyard that provides passage from the park to mid-block spaces. Alternates vary in height, but all tend to span the 86 meter park exposure.





Alternate IV

From Top To Bottom: *Courts floor plan.*

Courts mezzanine floor plan.

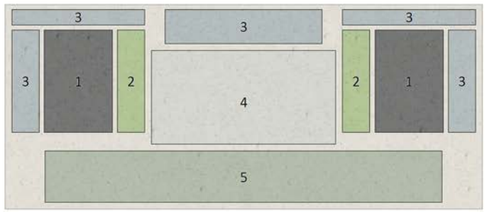
Section through atrium (left) and section through courts (right).

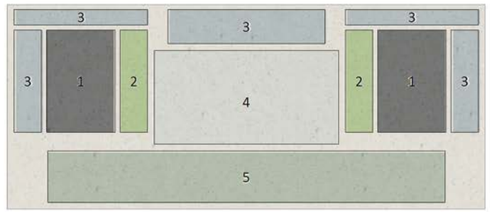
ALTERNATE

MAIN FLOOR

UPPER FLOOR

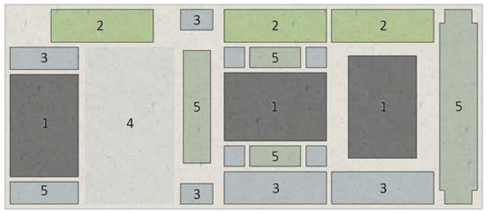
I.





(optional third and fourth courtrooms)

II.

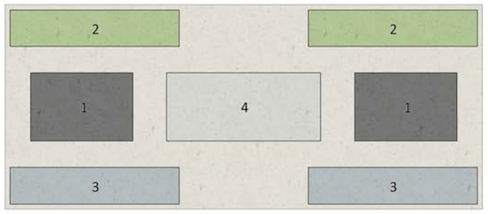


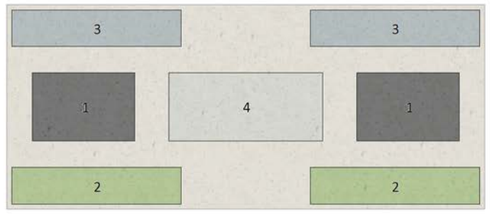
KEY

1. COURTROOM
2. JUDGES' CHAMBER
3. COURT SUPPORT
4. COURTYARD / LOBBY
5. CIRCULATION

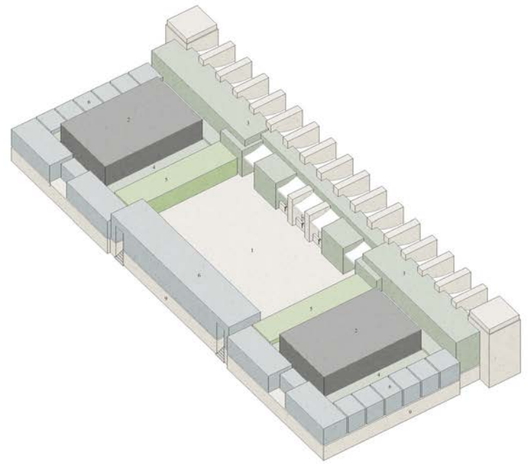
III.

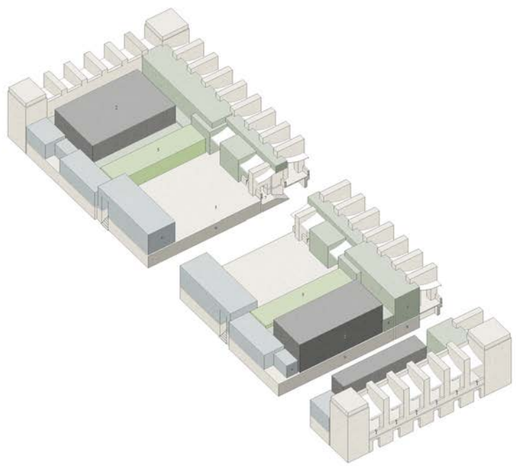
IV.



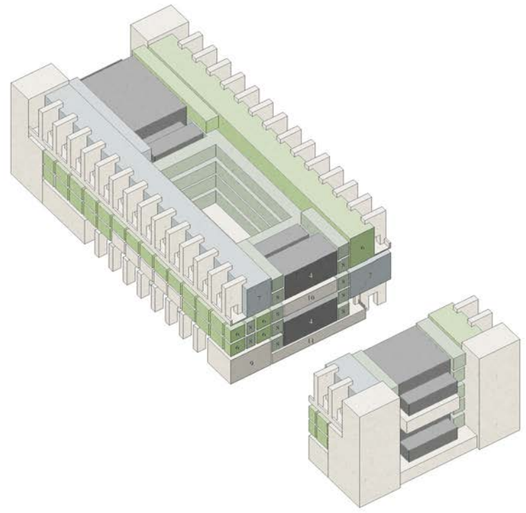


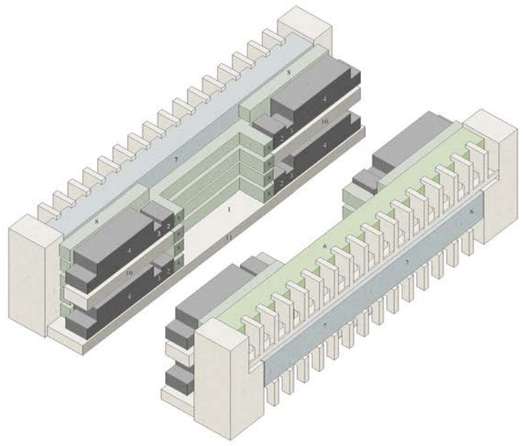
Courtroom plan diagrams.



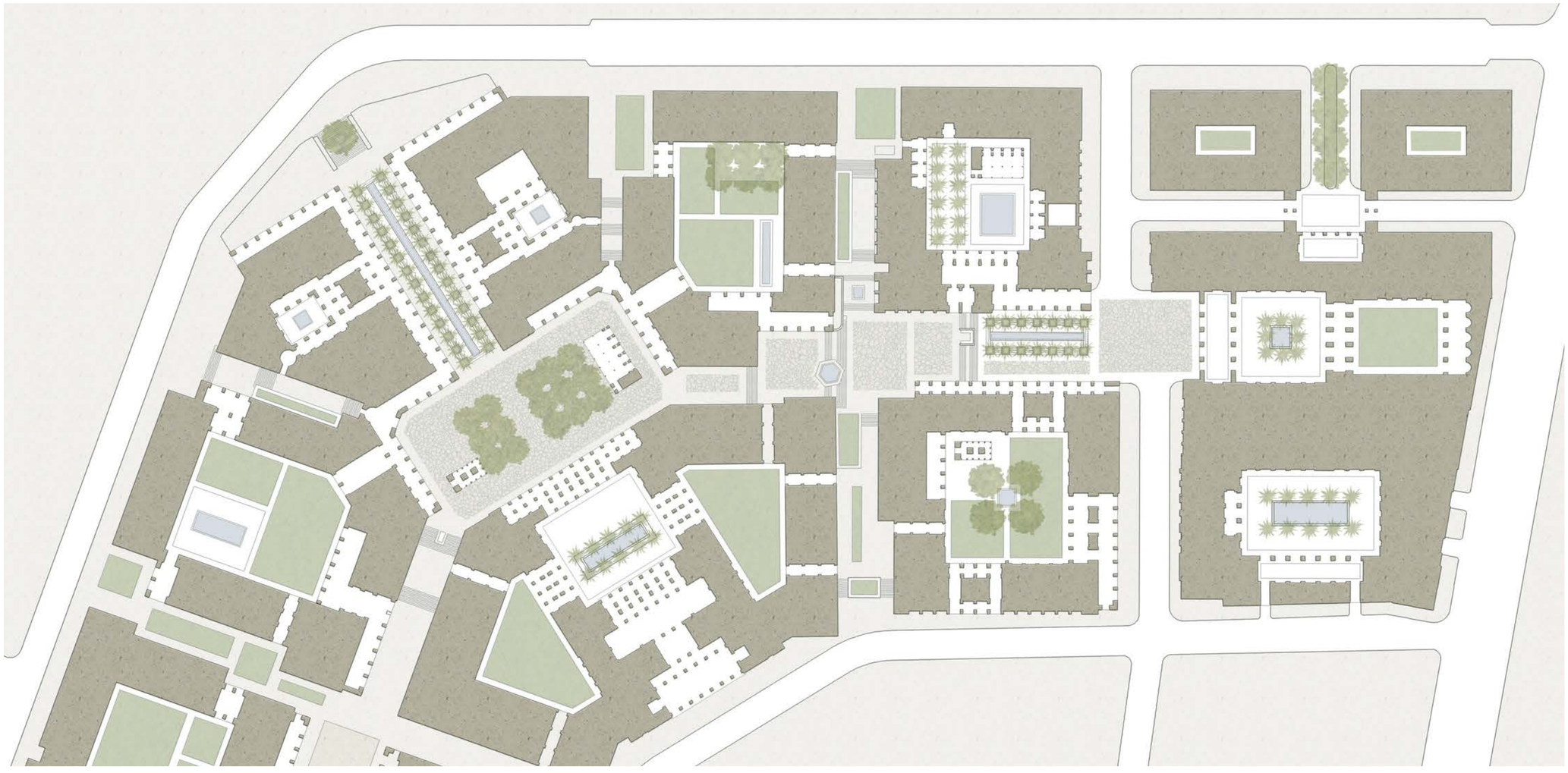


Alternate I axons.





Alternate IV axons.



Al Malik Road Competition

Jeddah, Saudi Arabia

2013

This was a collaborative competition with the master planners, DPZ. The architecture was designed and documented over a period of two weeks.

Roads and streets in Saudi Arabia are typically very wide so the most interesting prospect of designing the architecture for DPZ's plan was the further development of a relatively narrow pedestrian retail street in a zone of the parcel that required seven story buildings that meet allowable densities. This street extended approximately 500 meters in length.

A second major initiative was to study alternate sites for a large hotel. Both hotel alternates have large 7000 square meter footprints, are organized around three courtyards and are located at the end of a series of public spaces. The east hotel site has gardens that extend the pedestrian street. The plaza site has a courtyard that extends a series of public spaces going out toward the roundabout. The hotel on the central plaza would have to be serviced from the story below the plaza.

Parking had to be accommodated primarily in two levels of sub-grade parking. A small portion of the total load of 7000 cars had to be accommodated above grade, so the main plaza, and one of the two hotel sites was elevated five meters. Special structures in semi-public spaces conduct people up from the large parking structures into the most beautiful spaces of the plan, and allow light to penetrate down into the garage.

The retail street had to rise over this parking from two directions, but this rise and fall in the street was combined with a narrowing of the street toward the plaza, and the combination had the effect of enhancing the approach to the central space in the project.

The central plaza is about 50 by 100 meters. It is entered diagonally on the corners. It is distinguished in part by a colonnade called for in the master plan, and in part by one of the hotel sites that sits on the long closed side of the plaza. The hotel has a semi-public forecourt separated from the plaza by a loggia

Blocks throughout the master plan are approximately 75 meters on a side. Buildings are typically 17 or 18 meters wide and suitable for any of the uses contemplated. The site coverage limit is 60%, and with narrower streets this allows for large semi-public mid-block spaces. There is a system of walks and passages that connects these courtyards in a continuous circulation system.

Above: *Site plan of Merrill, Pastor and Colgan Architects area of focus.*

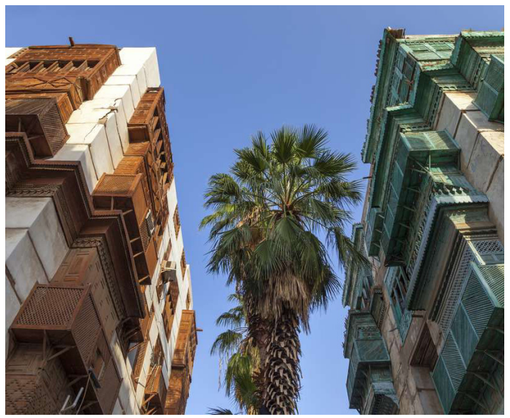


Photo by Andrea Bachofen-Echt

Above: *View up the pedestrian street toward the main plaza.*

Left: *Jeddah's Al Balad, left, with its high coverages, narrow shaded streets and multi-story buildings, provides decent precedents for Al Malik's density. However, Al Malik's parking requirements and continuous sub-grade parking are unprecedented. They defy phasing, and they require that development be undertaken by large companies.*

Right: *The hotel gardens in the foreground, which are the combined length of the gardens of the villa Guilia, are an extension of the street that descends from the plaza.*

Top Left: *Section through mid-block courtyard buildings.*

Bottom Left: *Roof plan of mid-block courtyard buildings.*

Top Right: *Aerial view of the mid-block courtyard buildings.*

Bottom Right: *Site section.*

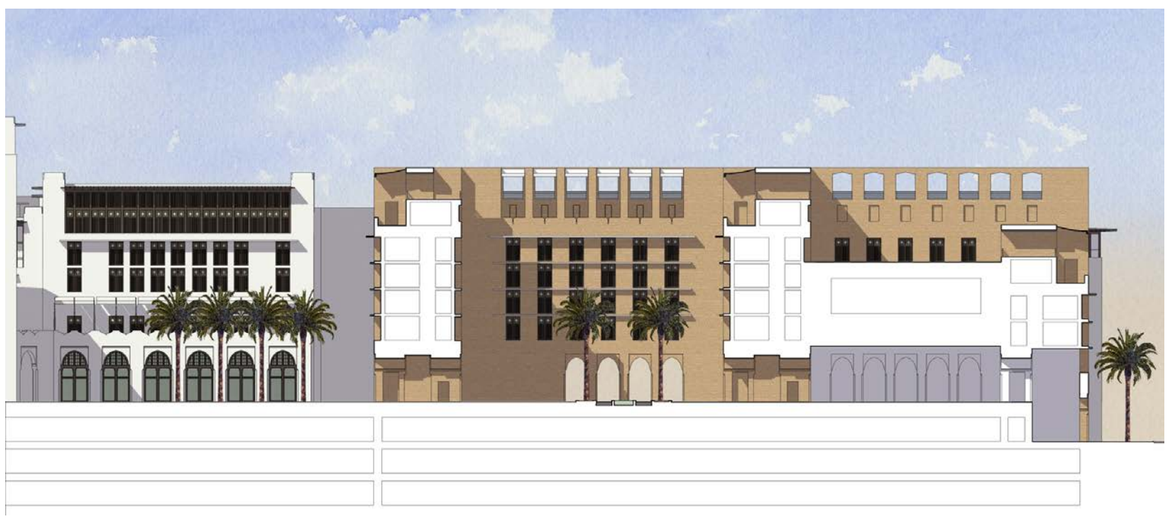
Hotel

Top Left: *View from central hotel courtyard.*

Bottom Left: *Long section through hotel.*

Top Right: *The hotel facade is 30 by 60 meters, the size of the Palazzo Farnese. It faces the main plaza which is the size of Piazza Farnese.*

Bottom Right: *View of central hotel.*

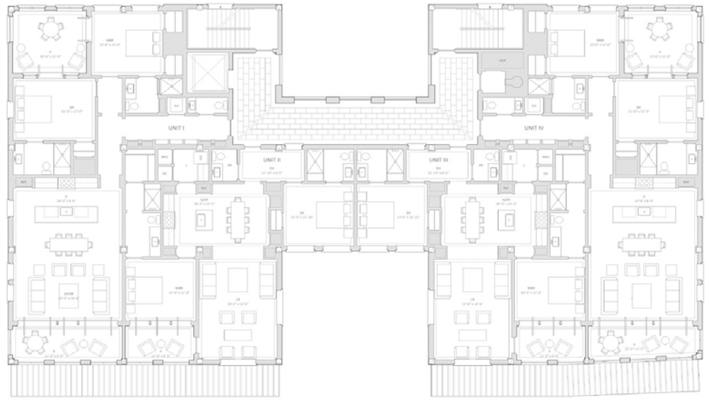


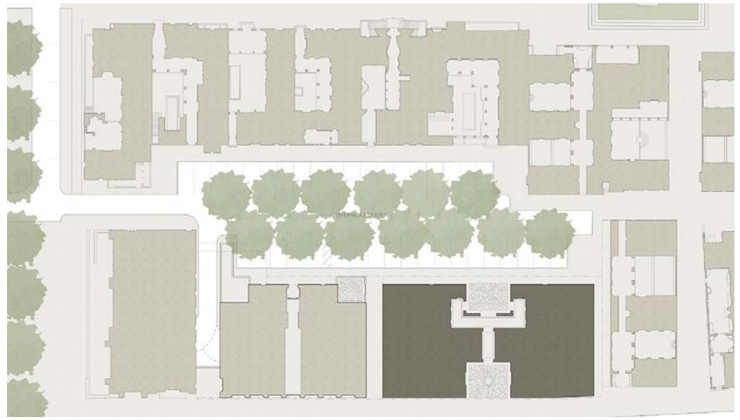
North Somerset Street

2015

This mixed use building is located on the principal public space of Alys Beach, on county road 30-A in Florida's Panhandle. There are three floors of (four) two bedroom apartments, over retail. There is a treed parking court behind the building. Across the parking court are one and two story houses on a mid-block footpath. Any building on this site has to respond to the scales of both exposures.

The building is 125 feet long and seventy feet deep. It is separated from adjacent buildings by an easement and minimal setbacks, so most light has to come from the front and back walls. The plan is an 'H' shape, with a thinned connector between two fifty foot wide and fifty foot tall wings. This configurations increases daylight in a deep floor plate. The circulation core is in the rear of the buildings. Despite a very efficient ratio of net to gross square footage, the residential corridors, along the edge of a west courtyard on the parking court, have lots of light and fresh air.





Far Left: *Alys Beach site plan.*

Left: *Residential floor plan.*

Top Right: *Elevation from parking court.*

Right: *Block plan.*

Top Left: *Detail of front elevation*

Bottom Right: *Section cut through center of building with midblock parking on the right and the amphitheater on the far left*

Center Bottom: *West elevation from alley*

Riomar Club

2000-01

Florida's Atlantic coast barrier islands were settled long after the mainland, with the first tentative settlements in Indian River County occurring in the 1920's. The Riomar Club is a golf course right on the Atlantic Ocean, organized by early islanders from the Midwest.

The neighborhood is largely residential, but the club sits across the road from the old Riomar Club, which is now St. Edwards School. The immediate area is dominated by live oak trees, something members rightly regard as a singular asset of the property.

There has been an explosion of new golf courses in the area, with ever longer courses and clubhouses with ever more overweening ambition, but Riomar has long maintained an endearing cranky, contrarian informality.

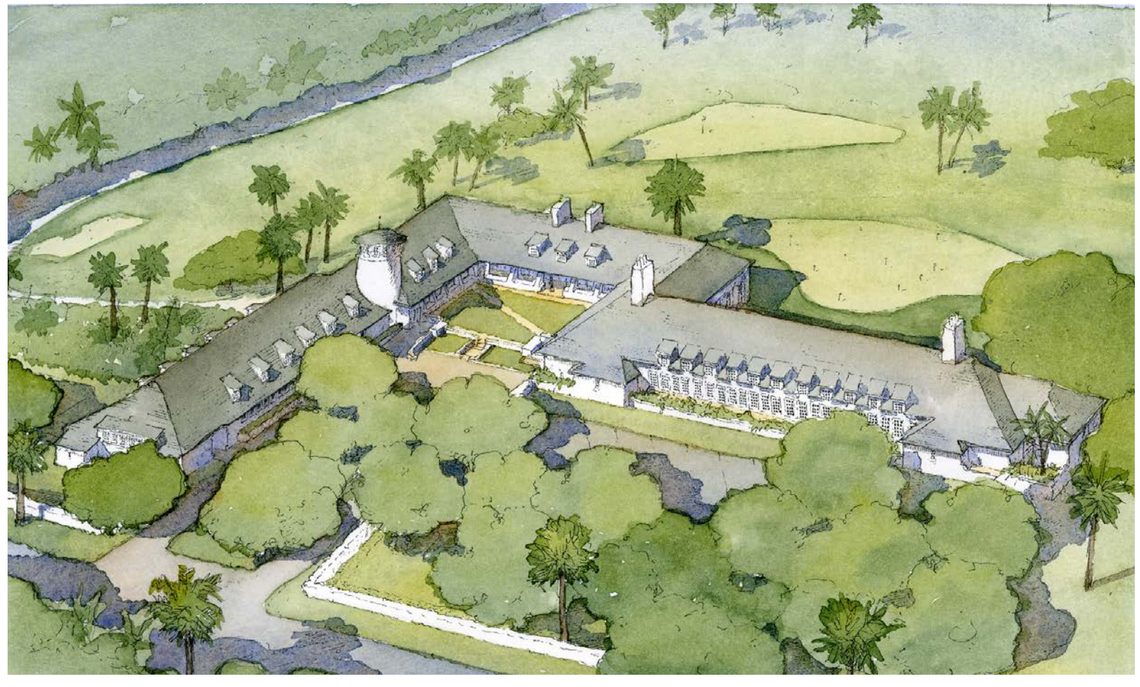
The club asked us to compare the costs and feasibility of expanding and renovating the existing club, and razing the existing club and building a new club altogether. The program calls for a cart barn, a large dining room, kitchen, card rooms, and locker rooms. This is the proposal for a new club.

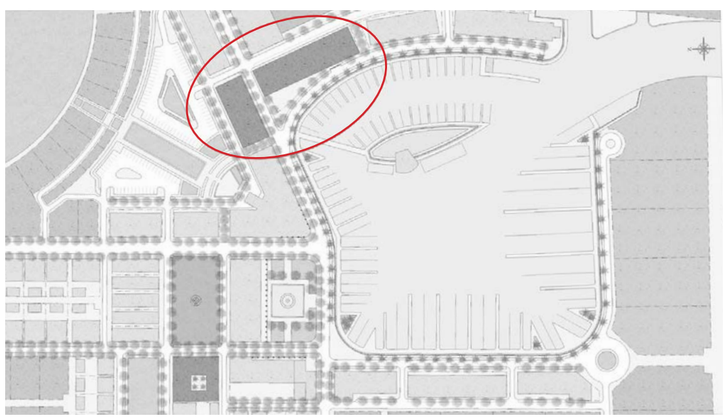
The preponderance of the club sits back from the road in order to preserve the live oaks. The basic configuration of the design maximizes views to the course and toward the ocean. It allows remote ends of the scheme to be quite close to one another, and to contain and isolate the parking lot. Two outdoor spaces organize the club into separate spheres relating to golf, and dining and entertainment.

The cart barn extends toward the road as the most conspicuous element of the project. Placing it so close to Club Drive separates it from the rest of the club and places it next to the first tee. It keeps the cart storage from blocking views of the course, but it also requires that the most utilitarian part of the program can be a sort of public face for the club. Spaces in between the cart barn and the principal dining room transition naturally from golf related functions along the north side facing the first tee, to lockers, and card and dining rooms at the south side of the courtyard. The entry garden provides long views of the golf course through a dogtrot porch at the center of the east wing of the courtyard.

Above: *Proposed site plan.*

Right: *Aerial views of two different club schemes.*





Above: *Upper level plans.*

Below: *Site location plan.*

Right: *Perspective showing the relationship of the gate buildings to the marina.*

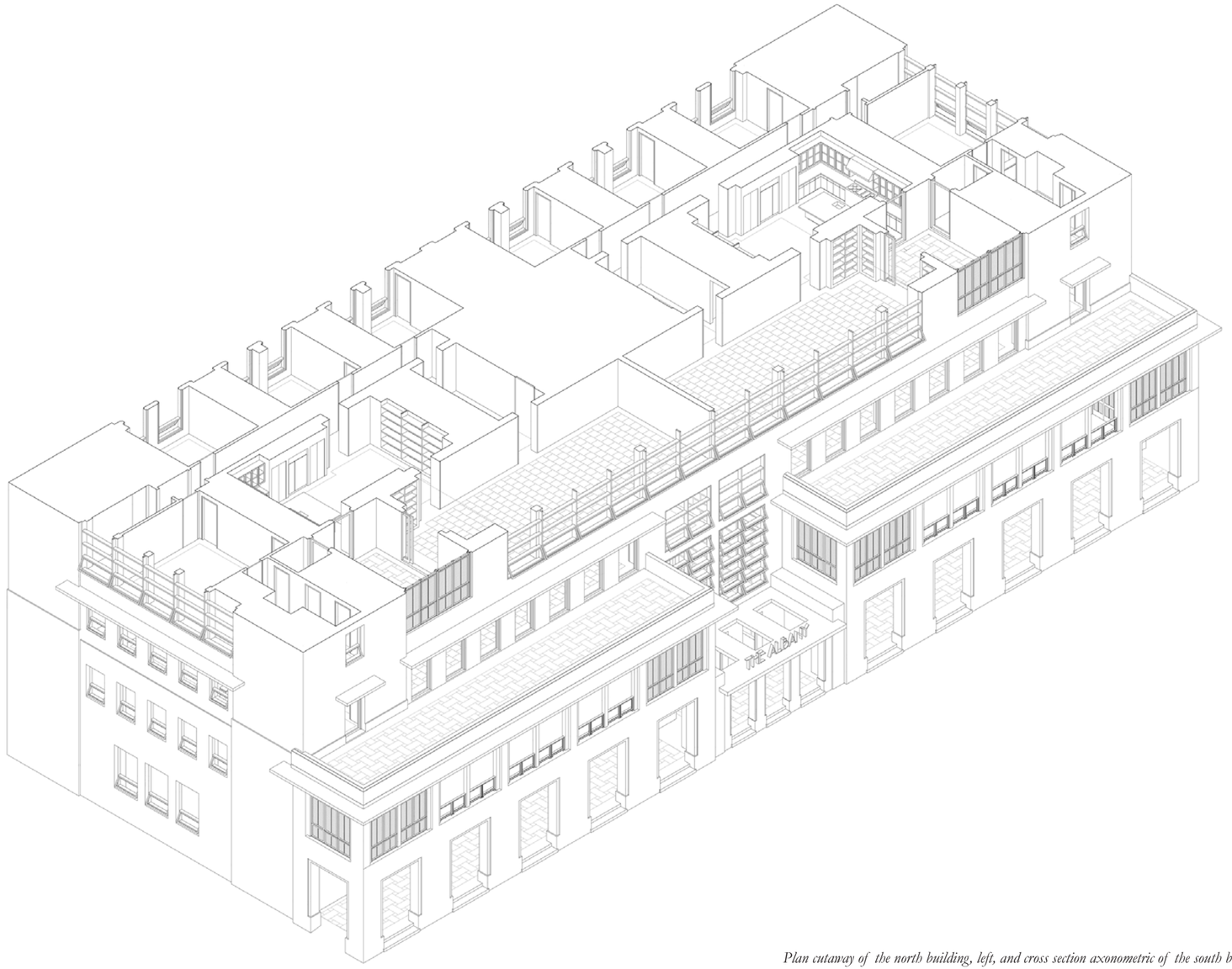
Gateway at Caribbean Marina

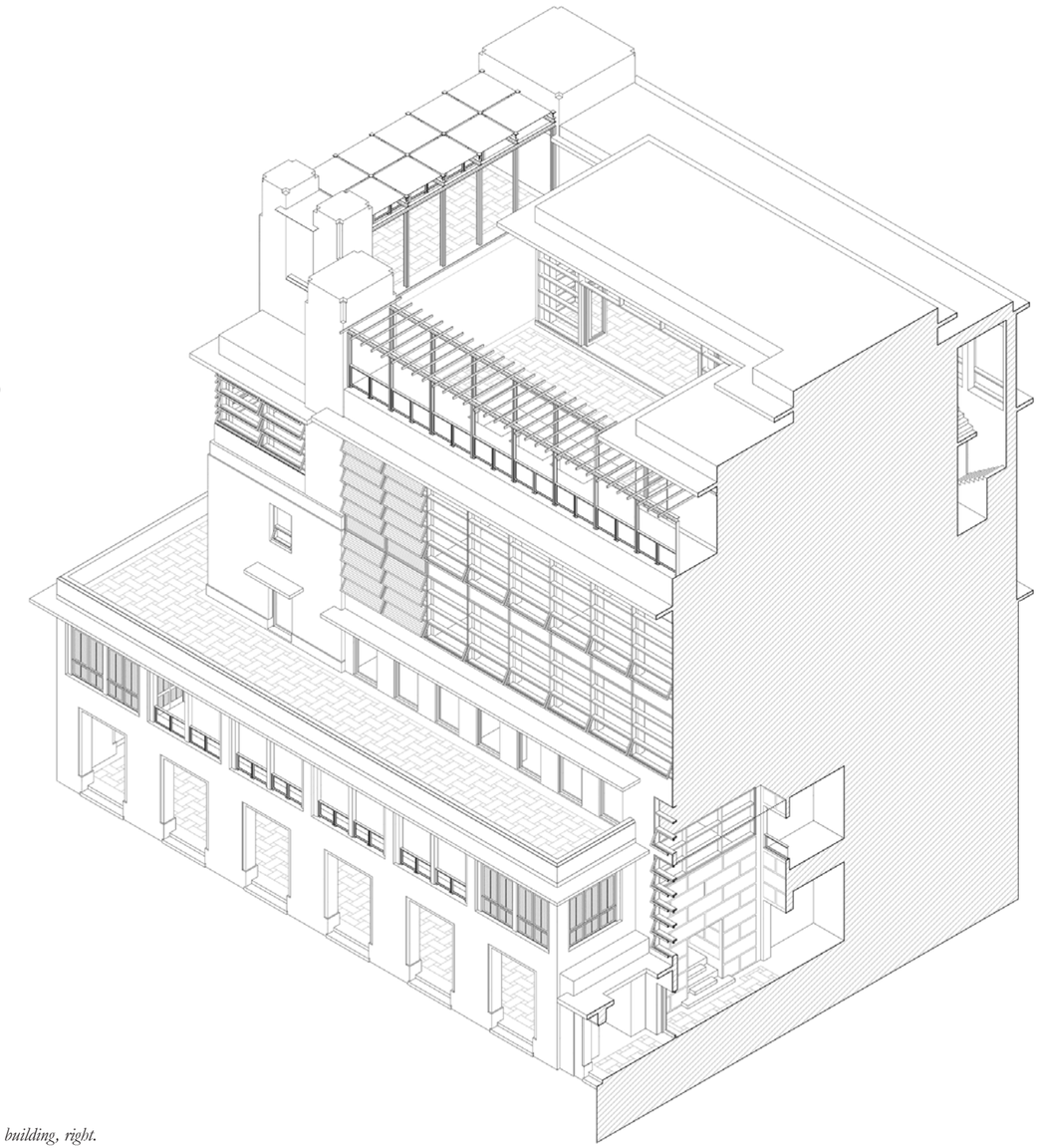
2007

This marina and the surrounding resort are on the south shore of New Providence in the Bahamas, near Nassau. These two six story buildings form the entrance to the northeast corner of the marina basin. Two story colonnades surround a small piano shaped park. The lobbies are integrated into the colonnades. There are twenty large apartments in the two buildings, ranging from two to five bedrooms. Units are typically afforded outdoor terraces. Upper apartments are two story units, with roof terraces.

The scale of the building is commensurate with the size of the large marina. There are typically shear walls at the corner of the buildings, and the center parts of the walls have a high percentage of glass because the plate of the buildings is 65 feet deep, and interior spaces require as much outside light as possible.

These two buildings sit at right angles at the back corner of the marina, either side of a small park that affords relief from the bright glare of the Bahamas. Together they form a gate as the approaching road leaves a more verdant setting and enters the marina precinct. The two story colonnades mitigate the full six story height of the marina buildings, which are more appropriately sized for the large marina, and provide shade and conduct to the building lobbies.





Plan cutaway of the north building, left, and cross section axonometric of the south building, right.

Left: *View of the lawn fronting both apartment buildings.*

Above: *Perspective from the top floor apartment.*

Below and Right: *Vignettes from the top floor apartment.*

Stanford's Map of Central London, 1897

Society of the Diffusion of Knowledge's map of Central London, 1848

Housing at Chelsea Barracks, London
With DPZ, Master Planners
2009

Chelsea and South Kensington are great examples of speculative real estate developments that have produced a patchwork of beautiful urban fragments. The SDUK map of 1843 shows this in a partial state and the Stanford map of 1897 shows it more or less fully developed.

The Chelsea Barracks site, in the midst of all these inspiring places, should be as good as Cadogan Gardens or Cadogan Square, or Egerton Crescent or Collingham Gardens. The site is on the NE side of Chelsea Bridge Road across from Christopher Wren's Chelsea Royal Hospital, and a quarter mile SE of Sloane Square. The original Chelsea Barracks were built in the 1860's, a dignified and laconic phalanx facing Ranelagh Gardens and the hospital grounds. They are on the Stanford map but not the SDUK map.

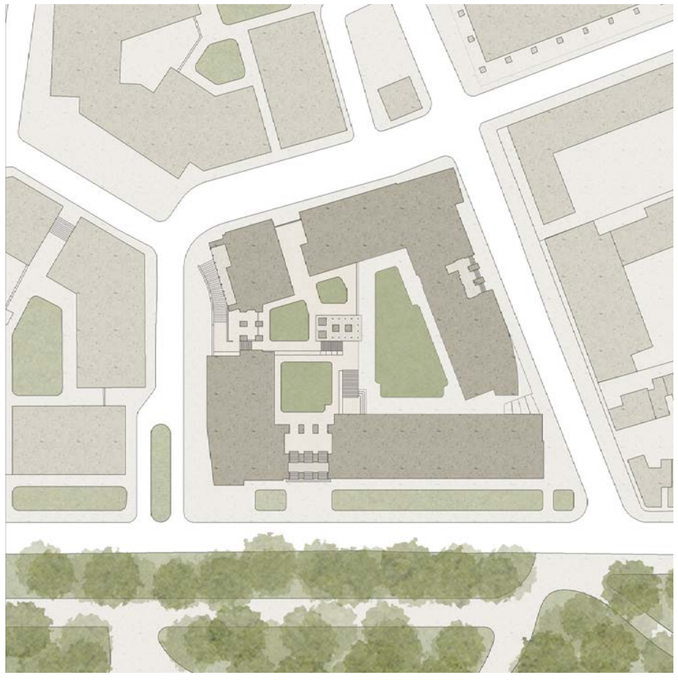
The original buildings were razed in the late fifties and towers erected in the early sixties. In 2005, the site was put up for sale and the City of Westminster programmed it for housing, including fifty percent low cost housing. The site sold for an unexpected amount of almost a billion pounds, which brought with it unexpected pressures on the 13 acre site.

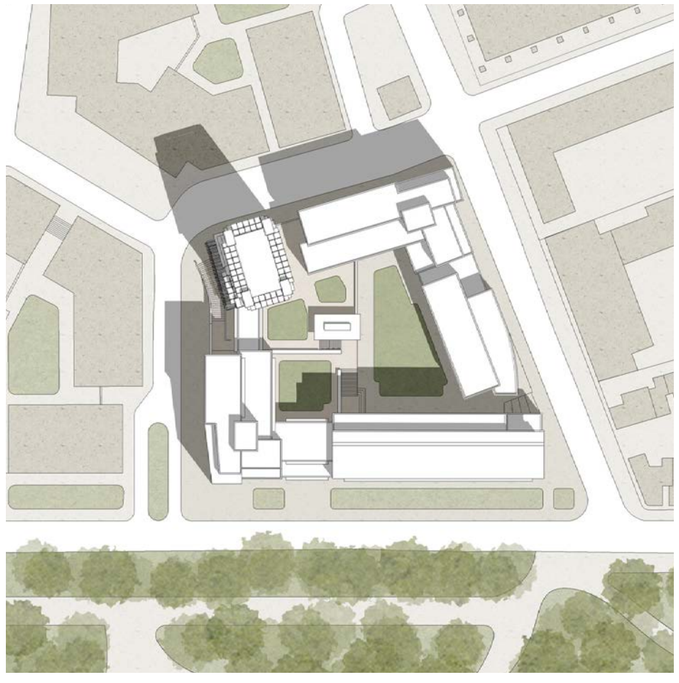
The first proposal for the site comprised a number of elegant parallel bars of uniform height running in varying lengths, perpendicular to Chelsea Bridge Road. The dense master plan met the city's requirement for low cost housing. The design was withdrawn in the face of very public criticism, and a limited competition was held to reconsider the master plan. DPZ was invited to submit and we did a proposal for one of the blocks, designing about 450,000 square feet on a two acre site.

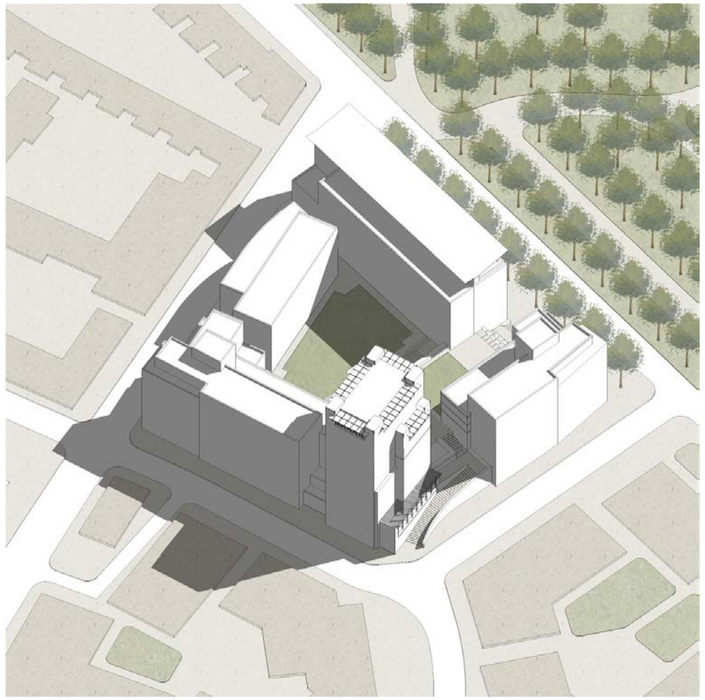
Of course the main challenge remained the same- how to absorb the historically high land costs, meet low cost housing requirements, and maintain a density that would not block out daylight. The starting point was the irregular blocks of the master plan, which guaranteed a very different arrangement of the buildings on the site, and large blocks that allowed perimeter housing with substantial mid-block spaces..

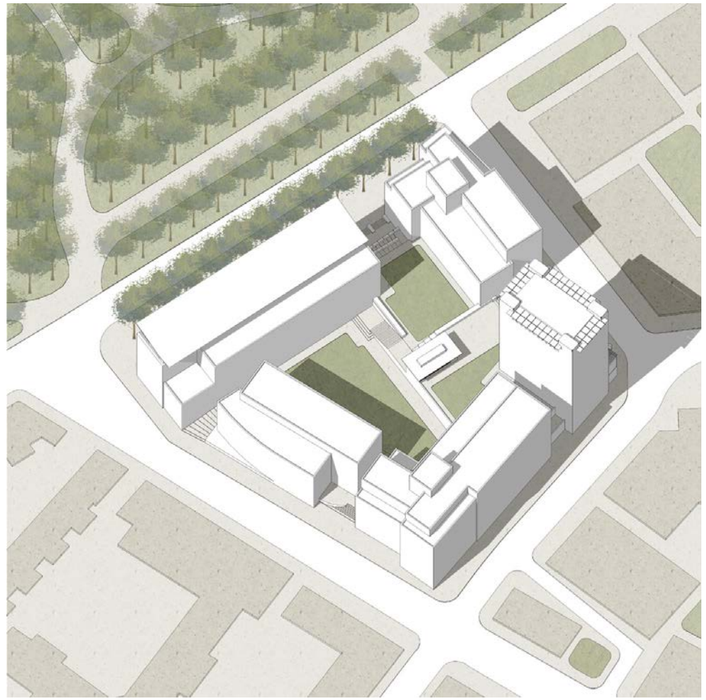
Three decisions created more variety. We exceeded the height limit with one building on the north corner of the block so we could be low on others. Terracing within each building compounded the variety. And the mid-block space had three terraces levels, over and through which a public path made its way. Finally, the mid-block space was large enough to admit winter sun.

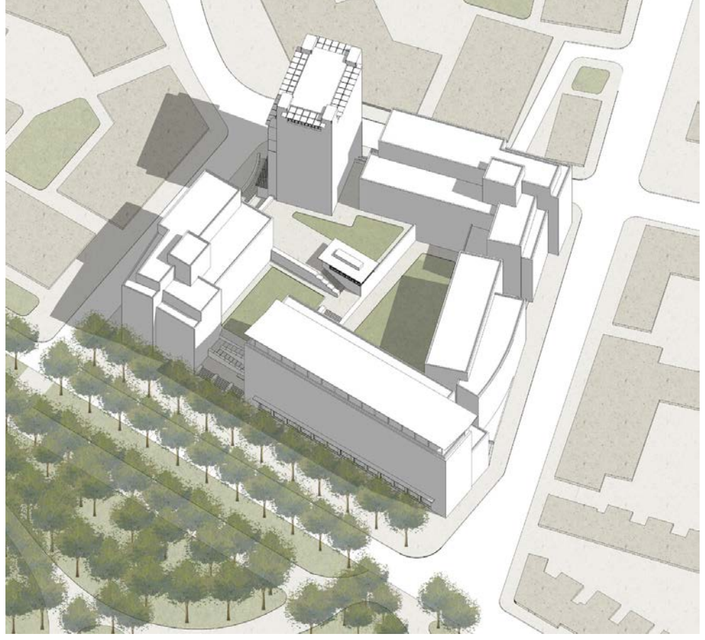
Clockwise from Left: *Site location map, showing master plan by DPZ. Christopher Wren's Chelsea Hospital is in the park across the road, roof and site plan.*

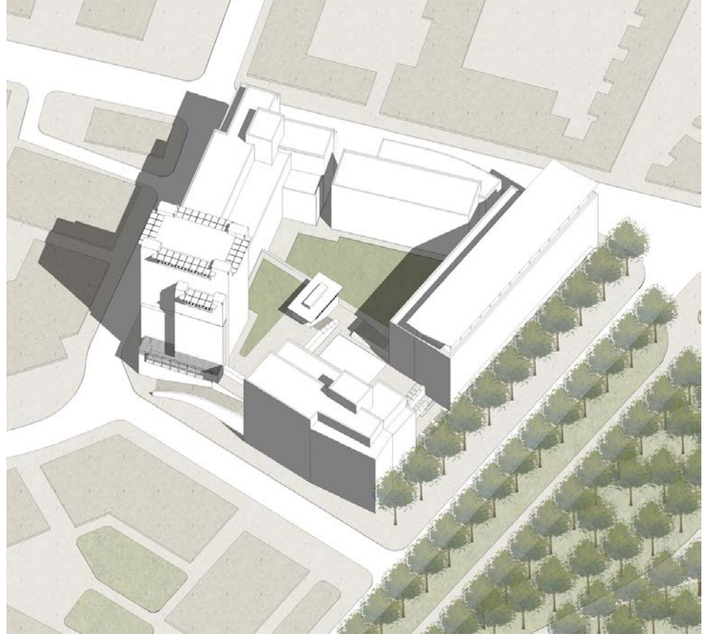












Axonometrics showing the massing of the five buildings that comprise the block. The three interior terrace levels are stitched together by stairs near the little central pavilion on the upper terrace. A path through these terraces leads diagonally from one corner of the block to another. The tower shown in a watercolor above and in the axon on the left, is at the end of a short park, opposite the existing church.

New Central Business District

Dammam, Saudi Arabia

2009-2010

Merrill Pastor and Colgan Architects, in association with master planners Duany Plater-Zyberk, won an invited competition to design a new central business district in the city of Dammam, Saudi Arabia. DPZ did the master plan and MPCA developed representative blocks and buildings that conformed to the high FAR's that the developers required.

The blocks of the master plan are large and were required to be uniform multiples of ten thousand square meter parcels- that is, ten thousand, or twenty thousand or thirty thousand square meters. Large blocks were subdivided into parcels of ten thousand square meters and these parcels were separated by small private roads. The public roads are large and broad. Allowable heights generally increase toward the center of the master plan, and descend toward the perimeter where there was less control of long views (The area is still rapidly developing).

Beyond meeting the developer's density requirements and the city's other zoning requirements, the blocks we developed attempted to foster a level of variety that the blocks themselves could not always afford. Each block, no matter the FAR, had a range of building heights, and mid-block spaces that varied in size, shape, material and natural light. There was obviously more freedom in designing the mid-block spaces on parcels specified for lower densities, but the mid-block spaces of blocks with middling densities, and of even the skyscraper blocks, are critical to the enjoyment of the blocks.

Mid-block spaces are linked to the streets and to each other to form a secondary pedestrian and vehicular circulation system with a smaller scale. Most of the views of this project are of either these mid-block plazas or gardens, or of points along these smaller mid-block streets.

The mid-density block has an FAR of 6 and an allowable coverage of fifty percent. The massing describes perimeter wings of five to twelve stories- the height on a given exposure a function of the size of the street width. Two towers- of different heights, orientations, and wall treatments, are located so they don't block each other's views or those views of towers in adjacent blocks.

There are three courtyards, also each of differing size, shape, and section. These courtyard gardens run between and among a series of ground floor retail spaces and residential lobbies. Low rise mid block wings have double garden exposures to offset their lack of exposure to the streets. Even the upper residential units of the towers benefit from the courtyards.

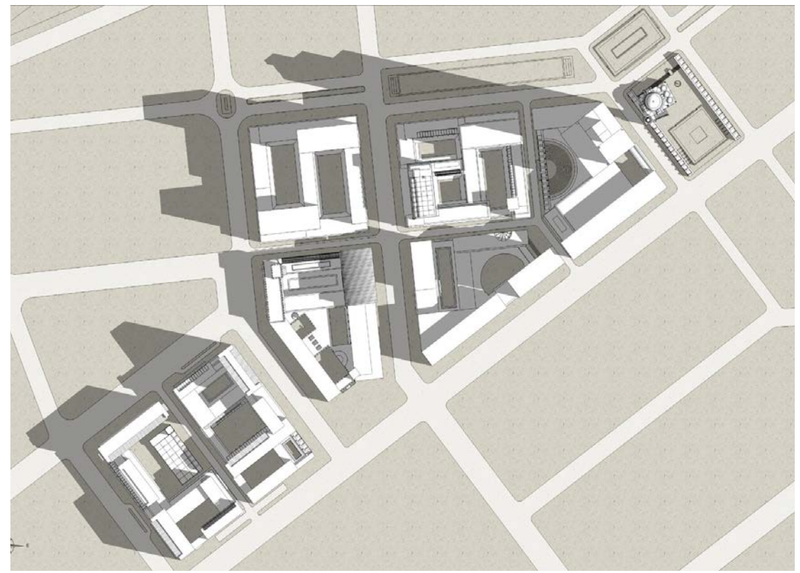
The FAR for the low density blocks are 3.5 to 4.0. As noted, the lower FAR provides for more freedom in the accommodation of mid-block spaces. Coverage in these blocks is a low forty percent, more or less mandating large mid-block squares and plazas. The plazas were designed to be second frontages.

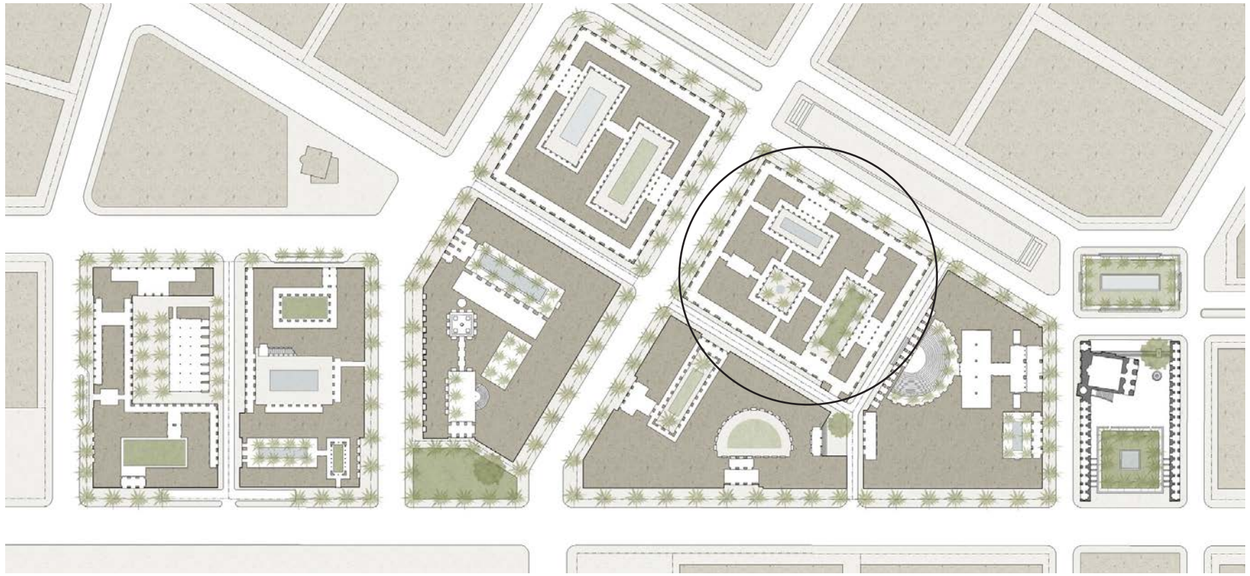
Both low and mid-density blocks can have their parking requirements met with one or two levels of sub grade parking. Residential units throughout average a generous 150 square meters.

Above: *Comprehensive section elevation.*

Left: *Aerial showing the lower FAR 4 block in the foreground and the tallest FAR 8 block at the center of the master plan, in the distance.*

Right: *Comprehensive roof plan.*



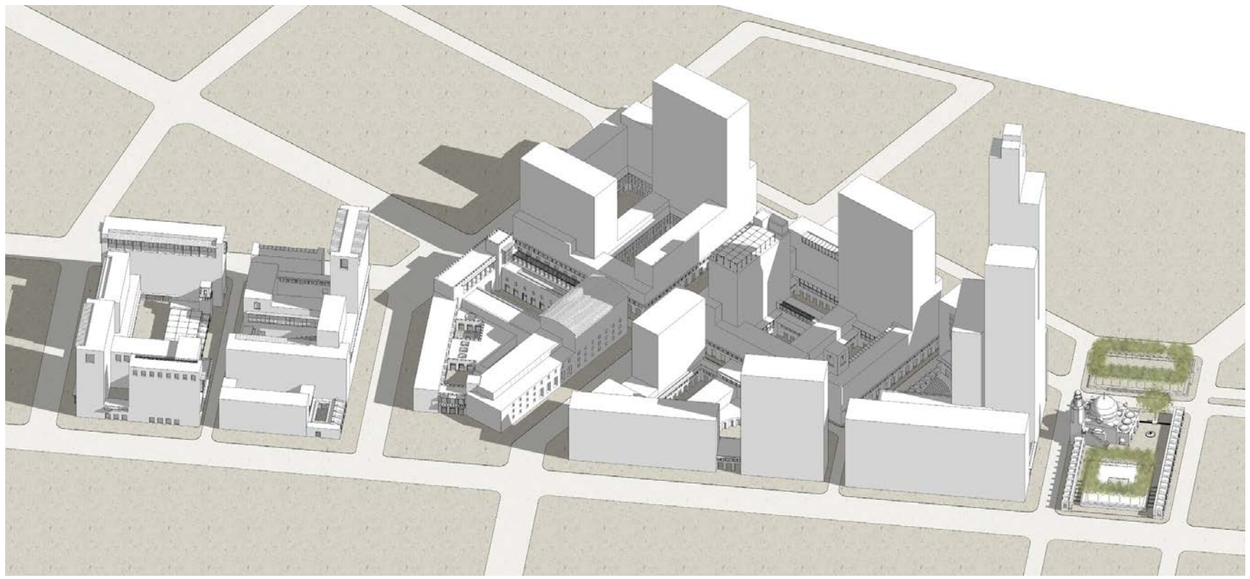


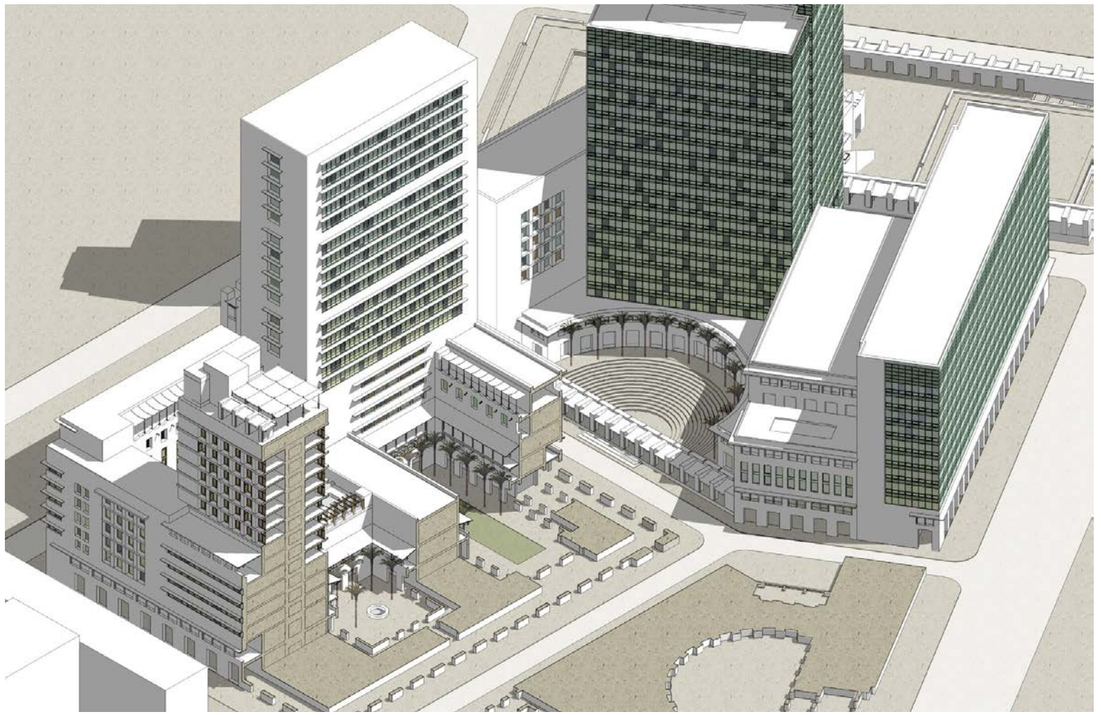
Medium Density Parcel

Top: *Site plan.*

Right: *View looking south from within medium density courtyard.*

Below: *Aerial from northwest..*





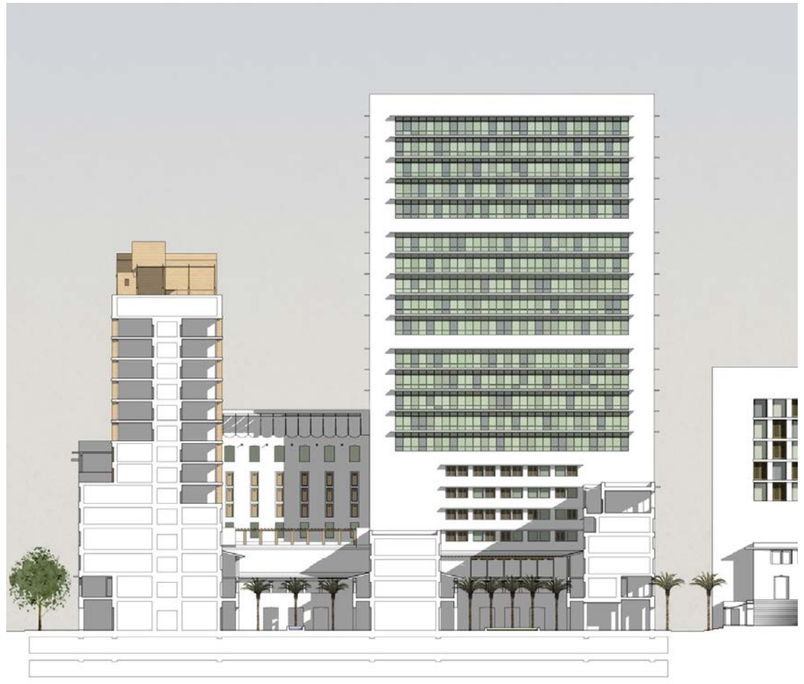
Top Left: *West elevation.*

Bottom Left: *South elevation.*

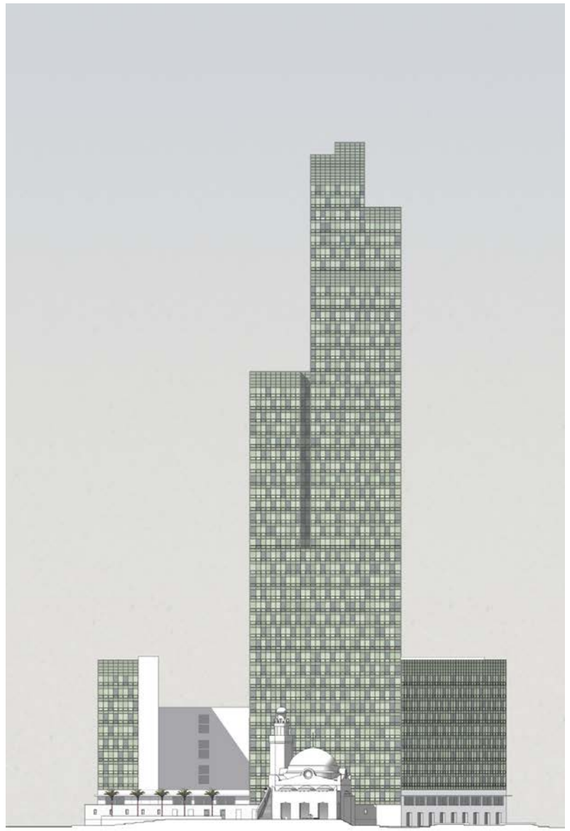
Bottom Center: *Section looking northeast.*

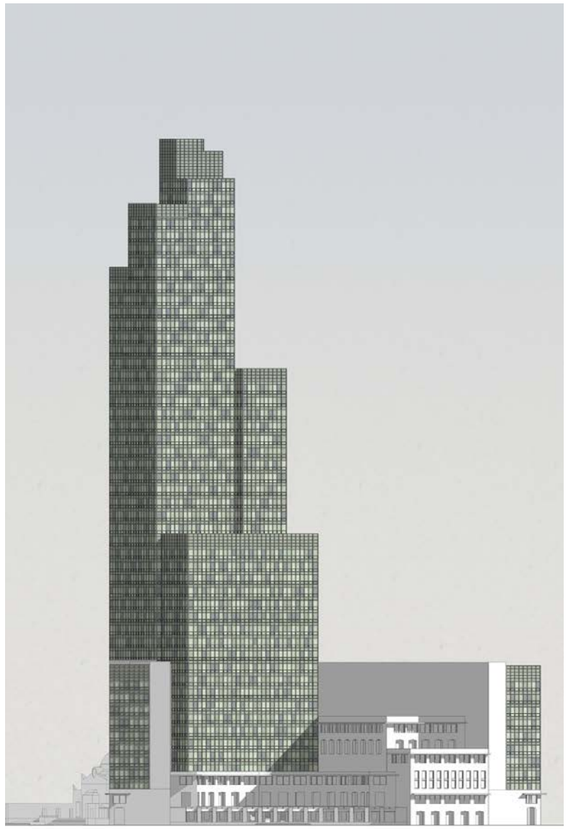
Bottom Right: *North-south section elevation looking west.*

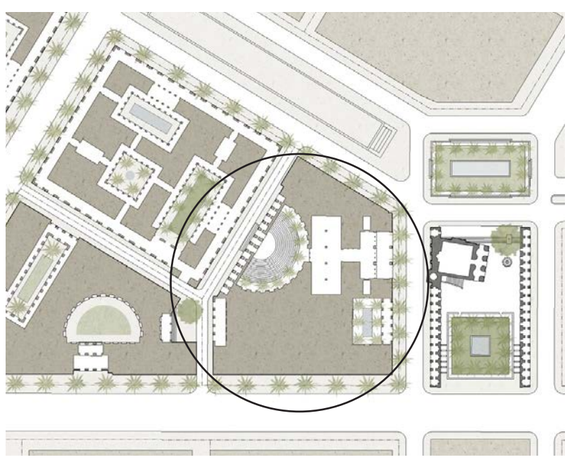
Top Right: *Section axonometric looking northeast.*



The streets of the district are very large and heavily trafficked, so the mid-block alleys, where buildings are only about 45 feet apart, provide many of the nicest settings. Alleys between three blocks of about a hectare each converge at the intersection in the middle distance here. The mid-density block beyond has lower wings at the alley and the taller buildings are on the streets and boulevards. The mid-block courtyards can be entered off streets and alleys alike and consequently a person can move across the district through a connected system of alleys and courtyards that provide shade, commercial frontage, and a smaller scale. The buildings and colonnades of the foreground blocks have been cut at four feet above the ground so the organization of the entire block beyond is visible.







High Density Parcel

The zoning guidelines of the master plan provide for increased building heights and densities toward the center of the new central business district so there is a gradual increase in height as the main intersection is approached. The low allowable coverage of sixty percent here, in concert with a market driven FAR, more or less forces the tower to be as high as the city will permit.

This tower is fifty one stories. It sits on a superblock of thirty thousand square meters. The FAR on this parcel is 8.0. It is separated only by alleys from parcels with FAR's of 4.0 and 6.0- that is, densities half its own density.

The principal problem was to integrate the enormous tower into a series of well scaled adjacent blocks, streets, public parks and services alleys. The most jarring juxtaposition of scales is between the tower and the adjacent mosque to the east which sits at the base of the tower like Trinity church sits, somewhat overwhelmed, at the end of Wall Street.

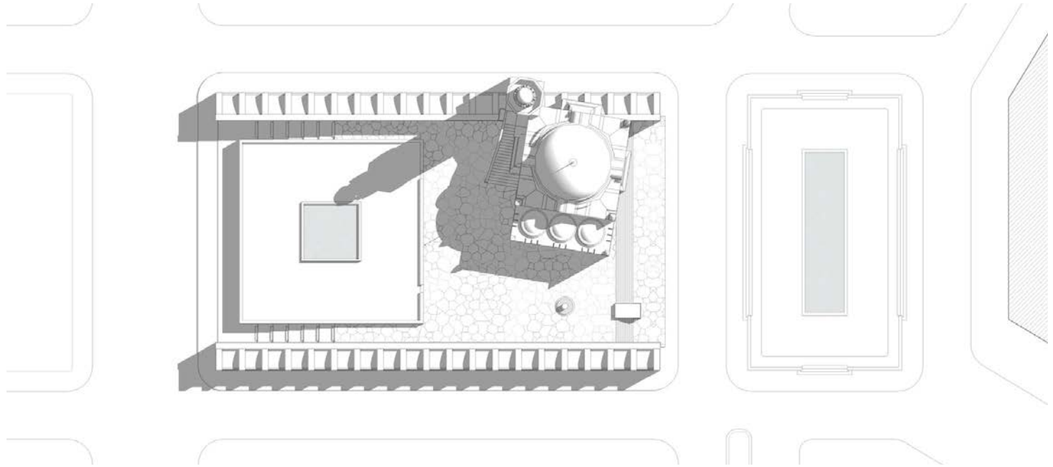
Lower buildings line most of the block perimeter. The volumes that face the lower density parcels are more or less the same scale as the buildings across the alley. Consequently the alley, about forty five feet from building to building, produces a series of spaces tailored to walking.

The mandated open space, comprising forty percent of the lot area, is distributed in three places- in the minimal perimeter setbacks (where they can have no positive impact), in a small courtyard that provides a secondary entrance to the tower from either the street or the parking garage, and- primarily- in a stepped semi-circular terrace minimally screened from the alley.

The terrace affords a back entrance to the tower's upper lobby. This route through the block and the tower lobby builds on a series of mid-block passageways, courts and plazas developed through all the blocks, and it renders the tower base an integral and animated public space.

The tower itself has mixture of retail, office and residential floors. It has a base of 150 feet on a side. It tapers at decreasing intervals as it rises, its terrace setbacks spiraling around the center (core) bays. The tower lobby can be entered from three sides- off the street through a recessed porch opposite the mosque; off a side atrium at the east end of the parking garage; and mid-block from the upper terrace into an upper lobby.

The section shows how the tower is integrated into the block vertically. The lower lobby faces the street and the side entry atrium. The upper lobby, shown in yellow on the section, is visible upon entry up broad central stairs. It is a tall (forty five foot) indoor garden that can open onto the outdoor terrace. A third floor hall over the lower lobby overlooks the upper portion of the upper lobby and has views out to both the mosque across the street and to the mid-block garden terrace.

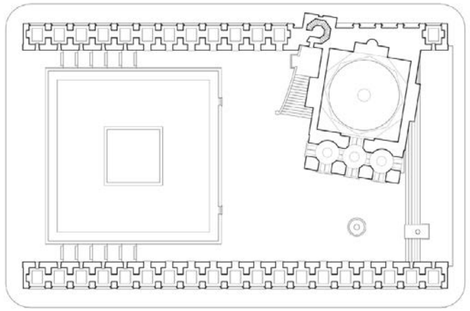


Main Mosque

The main mosque is located at the center of the master plan at the intersection of two major roads, and at a point where the adjacent buildings go as high as fifty stories. It is designed to show how to integrate a prominent building into the high density part of the plan. The principal problem is that of Trinity Church at the end of Wall Street or Boston's Trinity Church at the base of Pei's Hancock tower. How do you give an important but diminutive public building presence in a large space among much, much larger commercial buildings?

The site for this central mosque has prominence as it is approached from the west, the north and the southeast. It is relatively hemmed in on the northeast and southwest sides. Several things contribute to the presence of the mosque, but we developed a small raised enclosure for the mosque, still broadly open on the sides of the principal approaches, but with enough of the sense of an enclosure to make the mosque feel large within its own precinct. The enclosure provides separation from traffic and a tranquil setting on the busiest intersection of the master plan.

From the outside the enclosing walls are shaded, nicely scaled and inviting. The principal approaches are from the southeast and northwest. From the northwest wide steps under a large shade tree lead to the small paved plaza in front of the mosque's porch. From the southeast, two smaller sets of stairs lead up between the enclosures and the lower walls of a grove of date palms. The lawn and pool of this other space complement the small paved plaza in front of the mosque. There are many places to seek shade and relative solitude among the skyscrapers.



Above: *Mosque plan.*

Below: *North-south section elevation looking west.*

Right: *North elevation.*

Left: *East-west section elevation looking north.*

Kiawah Garden Houses

2012

Kiawah is known for long views over tidal rivers and grasslands but as in most places, there are interior parcels of land with no long views and relatively less inherent value. The logic of perimeter lots with long views is uncontestable and houses with a sort of ruthless logic face the view that gives the lot its value. The site plans for perimeter lots- whether on estuaries, or lakes or oceans or golf course, are almost dispiriting in their predictable sameness. The lots that often provide the most pleasing surprises are those lots with no preferred view where interest has to be created on the lot interior.

This three acre parcel of a dozen lots has remained empty as adjacent water parcels have been built upon. It is at a dead end of the street and a large portion of its perimeter is unlikely to be afforded street frontage. The proposal for this parcel calls for smaller houses with prices roughly half those of houses on adjoining streets. Following in the planning tradition of Radburn, New Jersey, or more recent projects like Rosewalk in Seaside, there is a series of semi-public spaces down the middle of the two blocks that augments private gardens and yards. Consequently a number of the houses have two entrances and two fronts- one off the street, and one off the public gardens. The semi-public spaces are larger than any private gardens could be so there is a variety of spaces onto which the houses face. This means that the semi-public spaces benefit the houses not only when these spaces are being actively used but even passively when sitting in the house and looking upon mid block spaces lined with houses as carefully designed on the middle of the block as they are on the street.

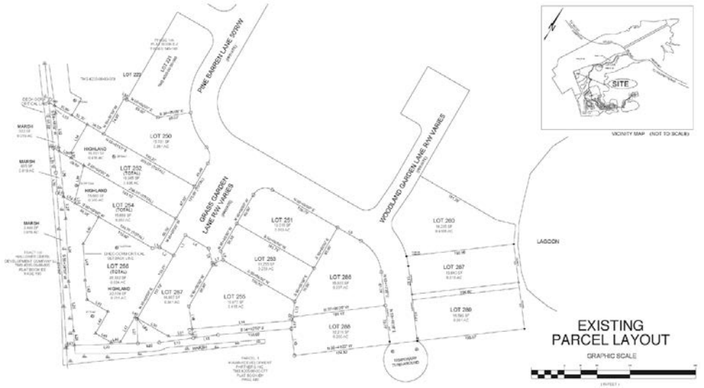
Ultimately Kiawah developed more conventional lots where two houses, one upon the other, got the entire lake front, and there were three houses developed on the other side of the road where we had nine. There are no gardens, off site views or semi-public spaces. Garages are attached. Side setbacks are minimal. Plans are deep and enjoy less natural light.

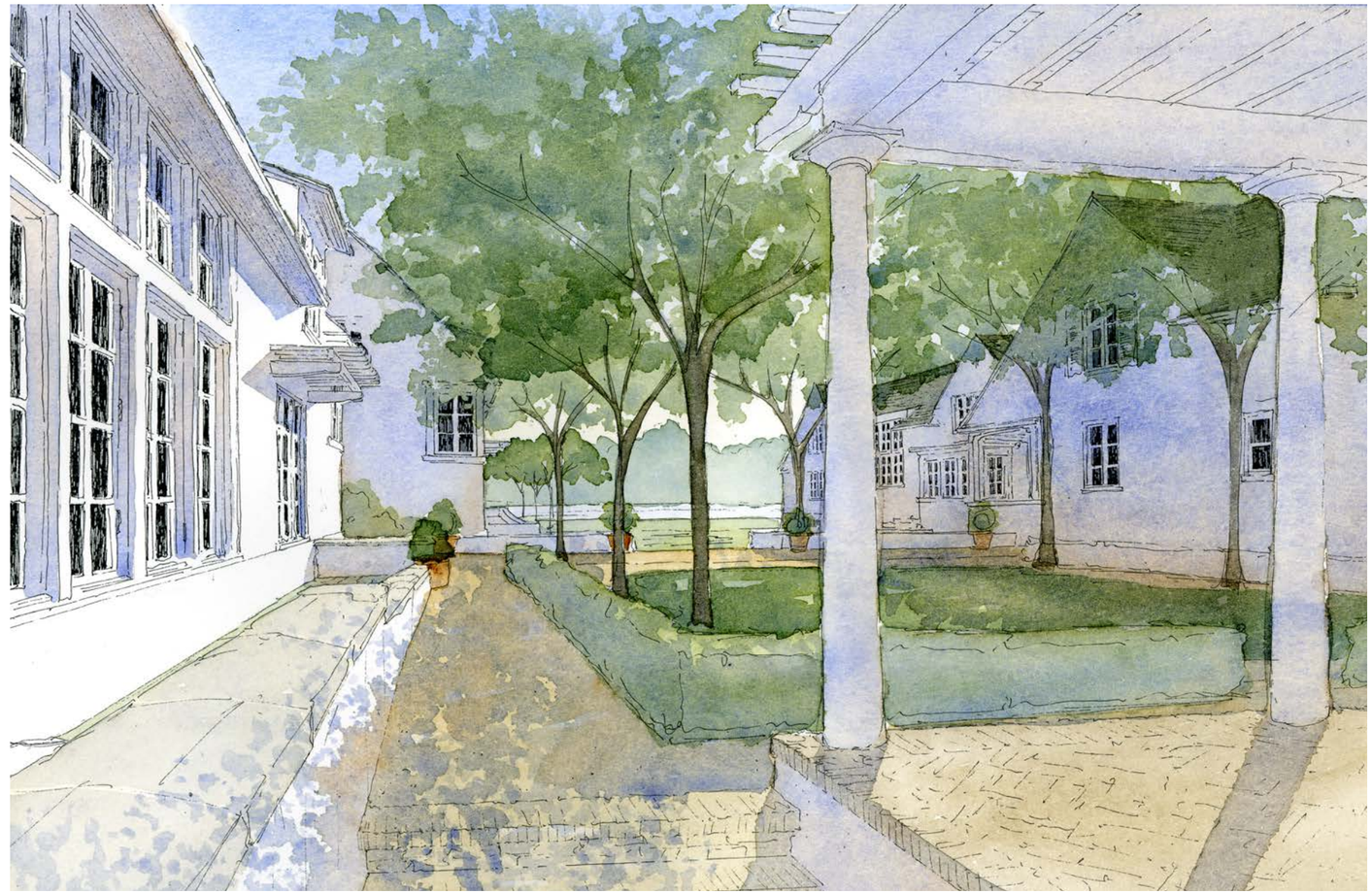
Below: *Aerial view of golf course and marshes*

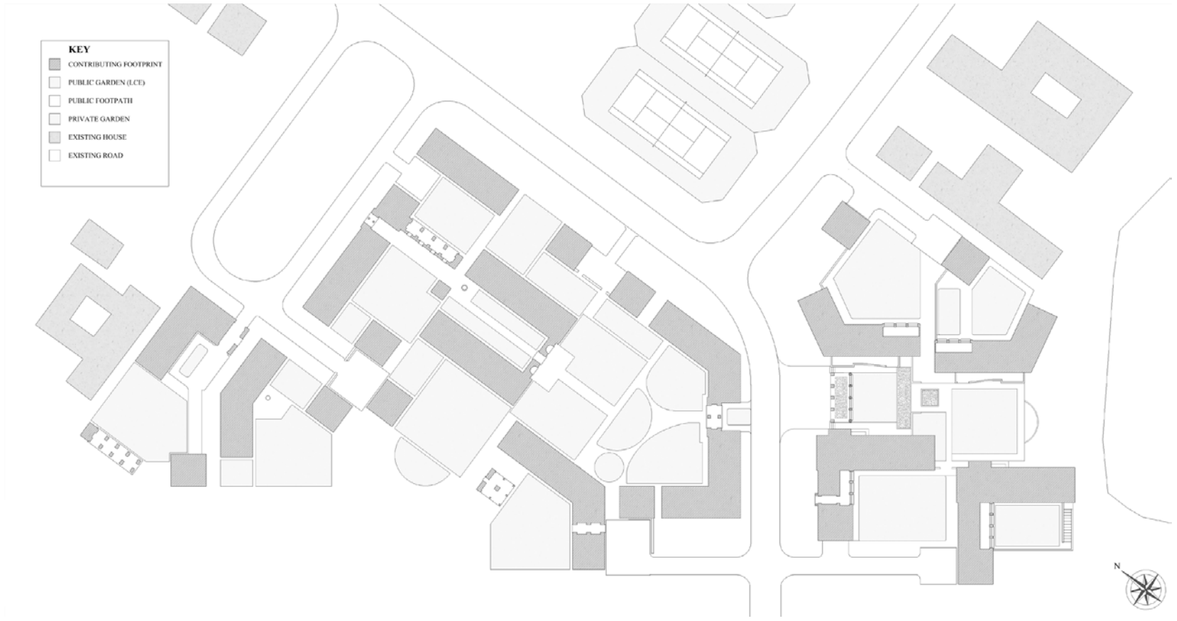
Top Left: *The existing parcel layout.*

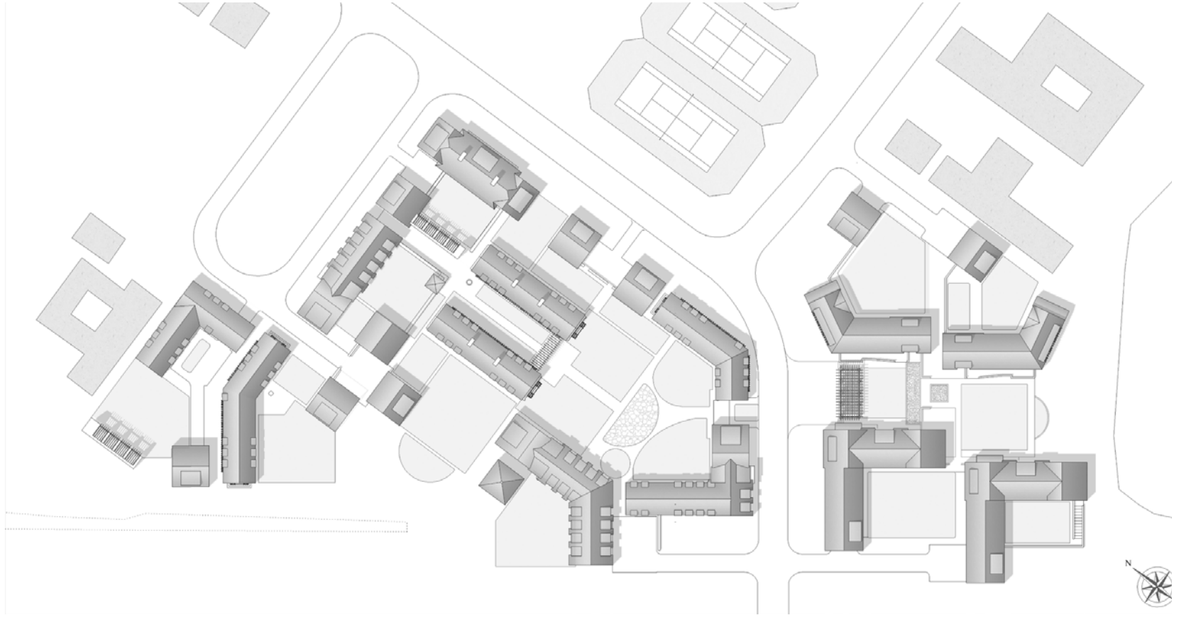
Top Right: *Site plan created by the developer in* RFP *with ganged garages.*

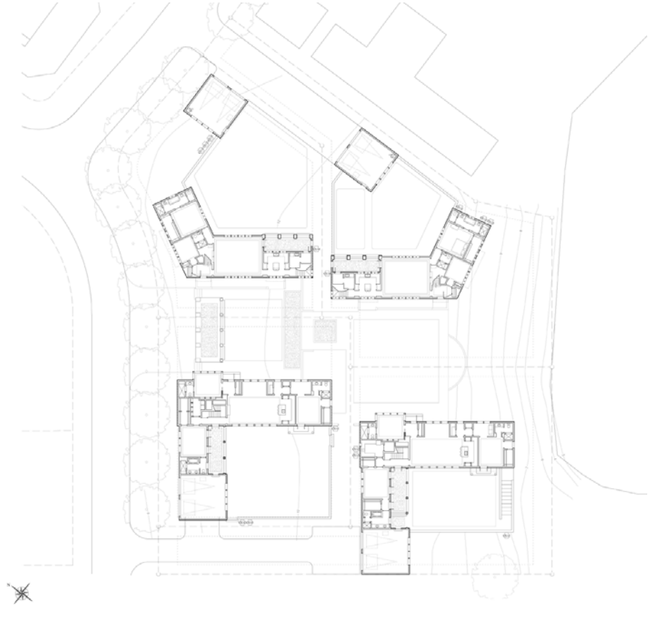
Right: *A view of the semi-public gardens formed by the four houses of the first phase.*











Final Approved Design

Top Left: *Proposed site plan with dispersed parking by MPCA.*

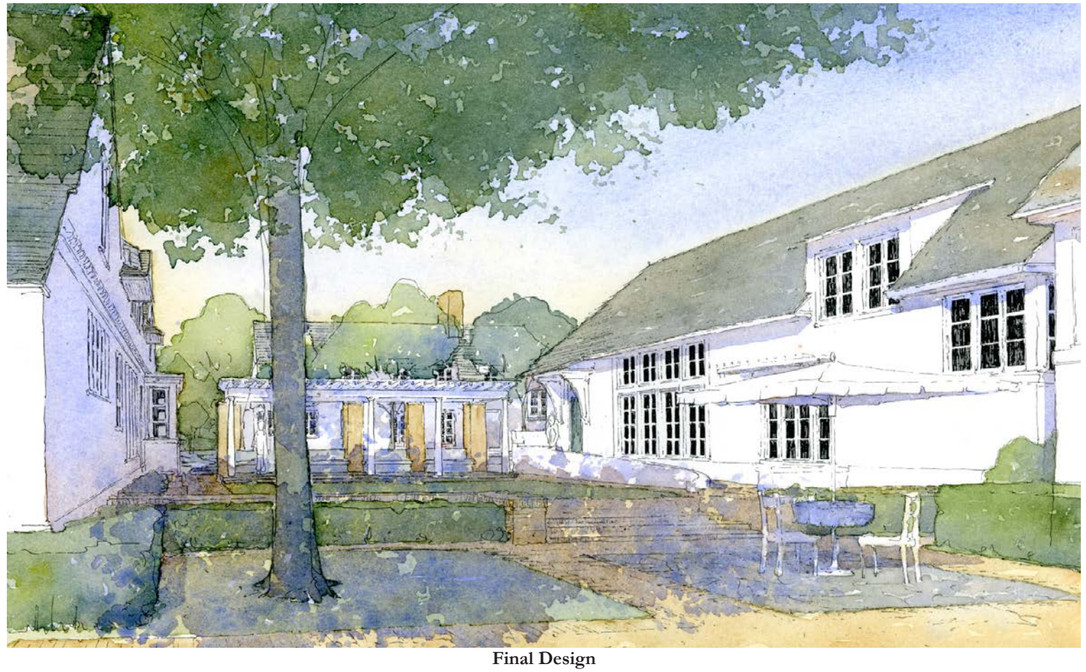
Bottom Left: *Proposed roof plan with trees by MPCA.*

Top Right: *Watercolor aerial of site.*

Bottom Right: *First floor plans.*

Final Design

Above and Below: *Views of lots 1 and 2 from water's edge.*



Final Design

Above: *The semi-public garden between lot 3 and 4.*

Below: *Lots 1, 2 and 3 from the southeast.*

Earlier Designs

Left: *Earlier site plan of phase I.*

Bottom Left: *Preliminary study from road between phases I and II.*

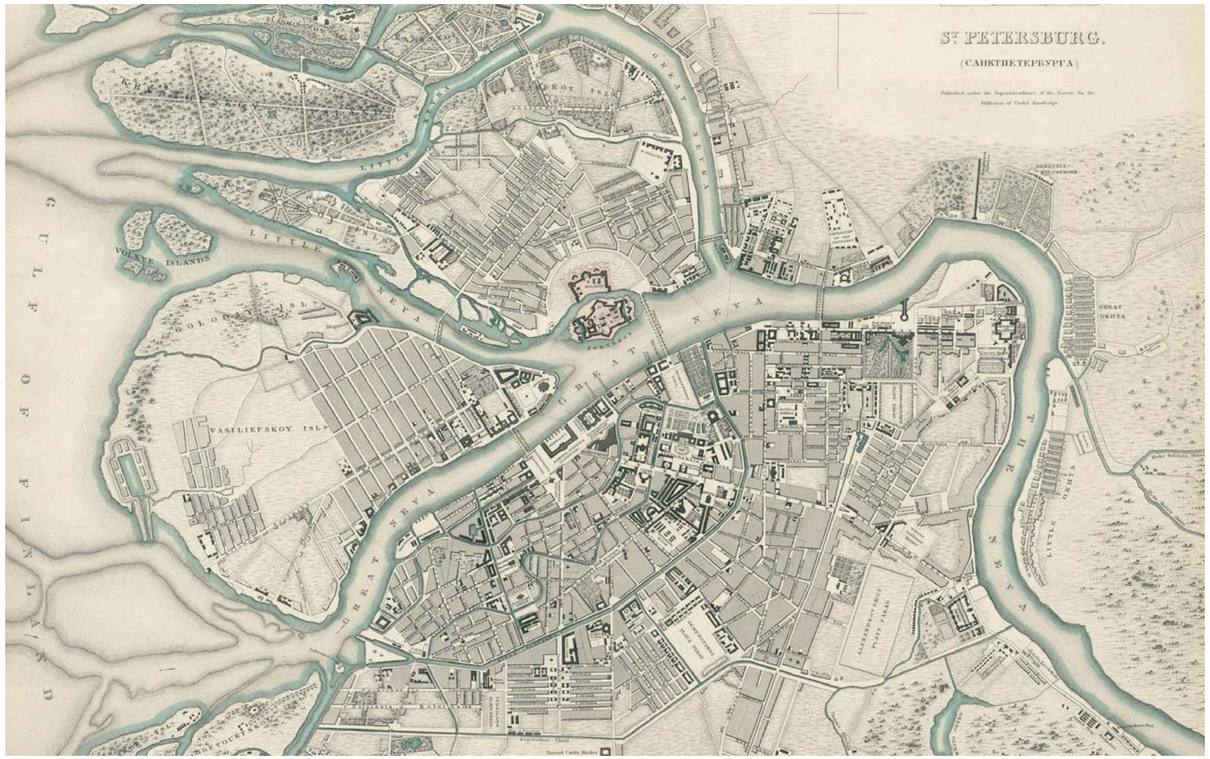
Right: *Aerial view from water.*

Bottom Right: *Private gardens of lots II and III.*

A

B

C



Above: *Society of the Diffussion of Knowledge's map of St. Petersburg from 1834*

Above: *Wiki Common's map of the Gulf of Finland from 1730*

Hotel, Spa and Conference Center

Hotel, Spa and Conference Center

Near St Petersburg, Russia

2008

Peter the Great founded St Petersburg in the early 18th century on a low marshy site where the Kiva River drains into the eastern end of the Gulf of Finland. The canals for which it is justifiably famous, made the site buildable and Kronstadt, west of the city in the Gulf of Finland, made it defendable.

With Peter's defeat of Charles the XII of Sweden, the south coast of the Gulf of Finland became the site of a string of summer palaces running west out of St. Petersburg. Peter founded Peterhof near Kronstadt. Peter's childhood friend, Prince Menshikov built a summer palace here. Catherine the Great's husband, the short lived Peter III, lived nearby at Oranienbaum.

This new town of about 200 acres is five miles west of Peterhof on a low marshy coast. Kronstadt is visible across the water to the northeast. The distant coast of Finland is visible on clear days to the north. The land rises gradually from reedy marshes behind the low dunes, to stands of small birches and then a pine forest, and to the road that connected the palaces to the city.

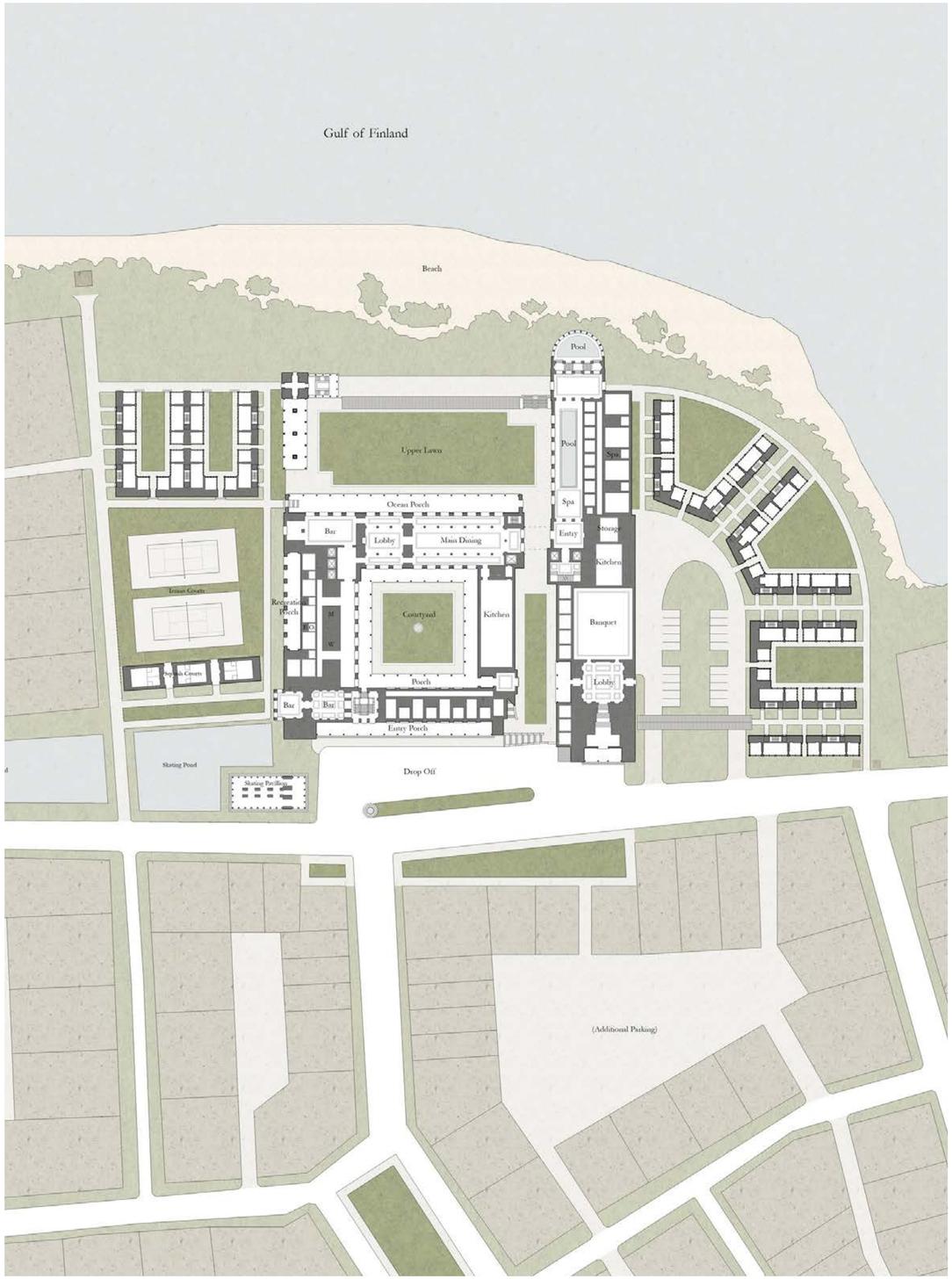
The program for this project is a two hundred room hotel, spa and conference center. It is the largest building in a master plan by DPZ. There are several urban design considerations. First, the hotel's bulk must be integrated gracefully into the residential scale of the surrounding blocks. Second, the site is prominently situated on the water and along a road that connects two marinas. There is no back side from which servicing can take place so servicing has to be hidden by other means. Three prominent land approaches to the hotel require that it present an affecting massing on all sides. A two hundred by four hundred foot forecourt will have to be the first major plaza for the project.

The hotel is instrumental in forming a number of important spaces- not only its interior courtyard, which is about 140 feet on a side, but the forecourt itself, and a pedestrian passage that conducts non guests to the conference center and spa. Sixty adjunct cottages have to be made to feel like an integral part of the hotel. Cottages help form a seaside promenade for guests and non-guests, alike. Sports and health care are an important part of the hotel's program and the hotel site plan incorporates tennis courts, a skating rink, squash courts, swimming pools, and a lower and upper lawn on the gulf side of the hotel.

People will come here because of the sea, but the courtyard is the heart of the hotel itself. The tall wings of the hotel are on the north side of courtyard, the low wings on the south side. This protects the courtyard from stiff winds off the Gulf and allows as much low angled sun into the courtyard as possible. All rooms are afforded great views, most toward the water, but some toward the south- toward the courtyard, the town, and the pine forest starting a block from the hotel. The hotel is lifted above a plinth of parking and service spaces that run continuously below the main floor, so all rooms clear the roofs of surrounding houses. The hotel's size is mitigated by laying lower wings up against the higher wings, and cottages against lower wings.

Above: *Master plan showing vicinity of site. Gulf of Finland is at the bottom of the plan. Courtesy of Duany Plater-Zyberk. Painting by Michal Suffczyñski.*

Right: *View from the water's edge of the long conference center over one of the adjacent buildings that house more hotel suites.*



Left: *Site plan with Gulf of Finland at the top of the plan. The main road of the plan leads to the hotel. There is a forecourt of roughly 200 by 400 feet in front of the hotel.*

Top: *View of the 100 by 100 foot main courtyard.*

Bottom: *Hotel forecourt and the passage between the hotel and conference facility.*

Four Courtyards, Turks and Caicos

2005

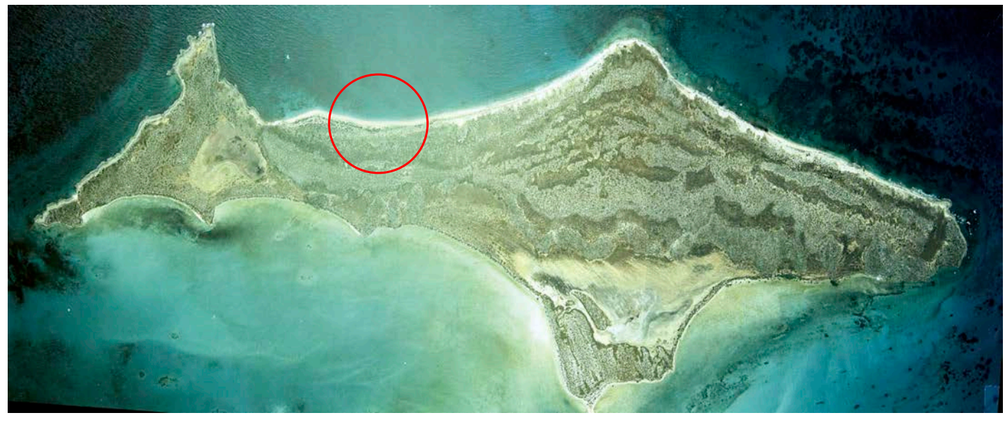
The Turks and Caicos are a roughly circular formation of islands around a high forty mile plateau of shallow water, surrounded in turn by steep sea walls and 4000 to 7000 foot Atlantic troughs. This produces spectacular combinations of deep blue and shallow green water throughout the chain of arid islands.

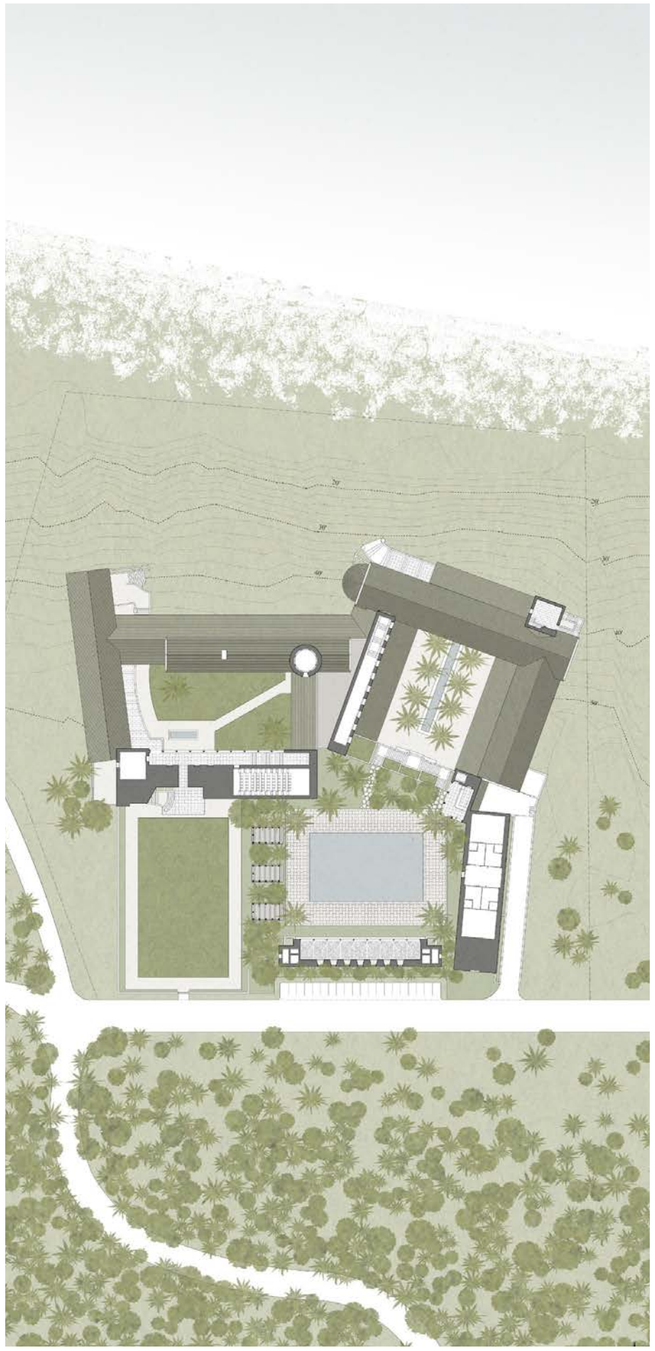
This project is a clubhouse sited on a steep rocky parcel that falls eastward to the Atlantic surf and looks west over shallow green flats. The wind blows steadily off the ocean so the program is organized around three courtyards corresponding to three related groups of spaces- the dining room, bar and kitchen; the game rooms- billiards, library, bowling alley and theater; and the fitness rooms- squash, lockers, exercise and weights.

The entry sequence to the club falls steadily from courtyard to courtyard, starting at 54 feet above sea level, descending to a middle garden at 48 feet - at which point you enter the building itself - and descending another six feet to the courtyard around which the dining and bar are arranged. At that point one faces large walls of glass opening onto the Atlantic. The geometry of the courtyards is splayed in order to widen the scope of the views to the water. The bar has views of 180 degrees, even as the wings at either common property line blinker buildings on adjacent parcels. The precinct of the club is gained from the west by a break in the row of adjunct cottages at the top of the ridge facing the bone fishing flats.

Bottom Right: *Google Earth aerial of the entire island, site, and eye-levels in the vicinity.*

Ambergris Cay was inhabited for a time by American Loyalists. Foundations and cisterns still exist throughout the interior of the island. The south shore of the island has a sixty foot ridge and the water falls quickly into an Atlantic trough. The north side of the island is part of a forty mile shallows rimmed by the circle of the Turks and Caicos chain of islands..





Left: *Site plan. The road behind the building follows the top of the dune at elevation sixty. The steep west side of the dunes affords protection to small trees. Little grows on the top or the Atlantic side of the site.*

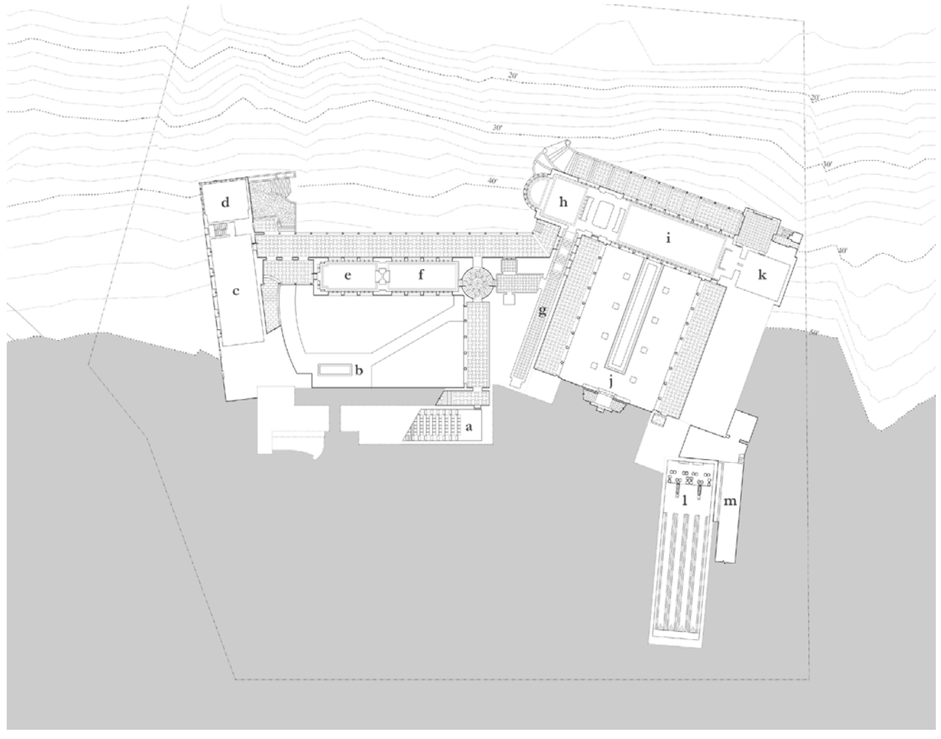
Above: *Section elevation looking west.*

Below: *South elevation.*

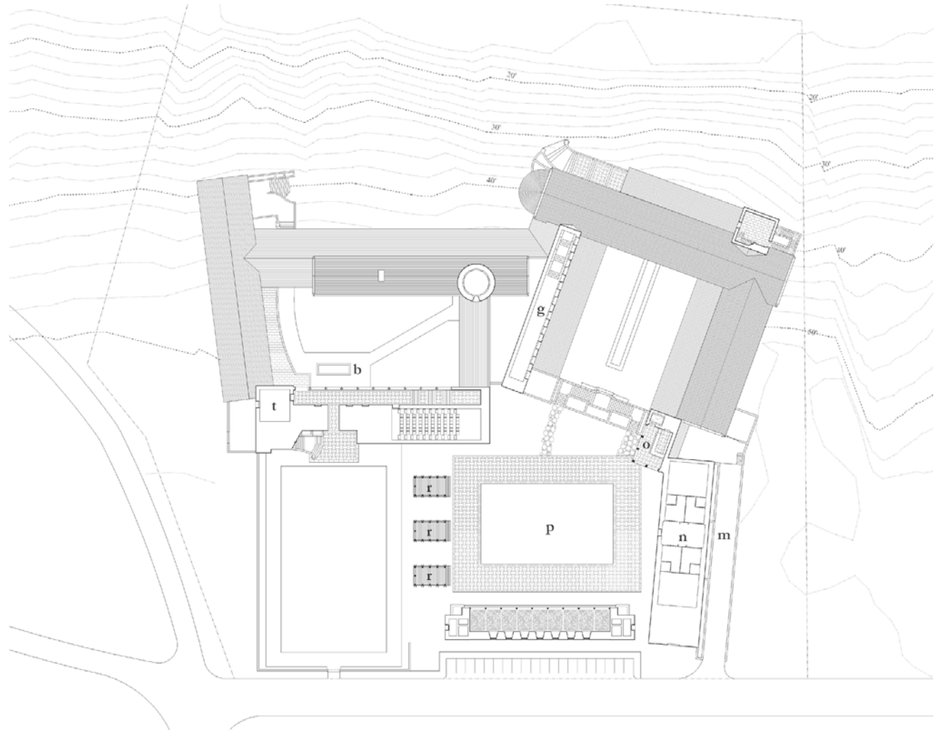
Above: *East elevation from the ocean.*

a Theater
b Mid-Level Courtyard
c Fitness Center
d Game Room
e Library
f Billards
g Stair Hall
h Bar
i Dining Room
j Dining (Lower Level) Courtyard
k Kitchen
l Bowling Alley
m Service Ramp
n Squash Courts
o Pool Bar
p Pool (Upper Level) Courtyard
q Cabanas
r Cabana Suites
s Entry Lawn
t Offices

Below: *Plan at 48' above sea level.*



Below: *Plan at 54' above sea level.*



Master Plan for Fort McPherson

2017- 2019

Southwest Atlanta has not benefitted from the same agreeable forces that have lifted the rest of a great city. There has been no significant investment there in decades and the closing of Fort McPherson in 2005 brought the loss of 7000 jobs.

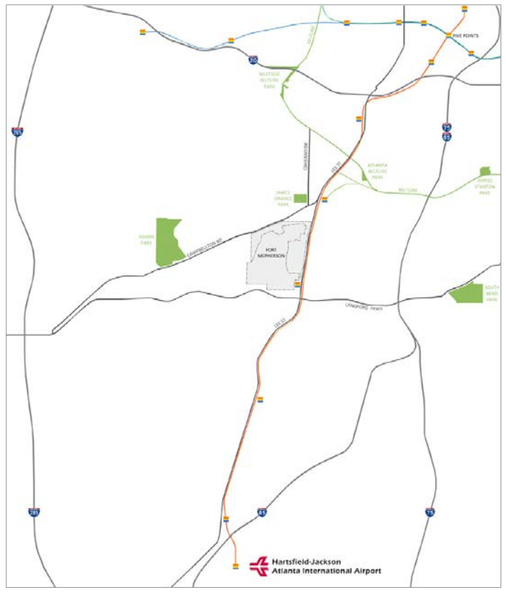
A local redevelopment authority was established to figure out what was to be done with five hundred sylvan acres so close to downtown Atlanta. HOK did a study in 2007 that was heavily programmed toward tech and research. A 2010 plan revised assumptions about growth and development based on the new realities of the economy.

Georgia has become a major film center. In 2014 two thirds of the fort property was sold to Tyler Perry Studios. Developing the remaining land, lining two miles of development corridors along Lee Street and Campbellton Road, fell to the Fort Mac LRA.

The Urban Land Institute did a study of the divided property in 2015, delivering a realistic appraisal of the challenges. A Livable Centers Initiative (LCI) study was conducted in 2016 and adopted by the city as a guideline for the redevelopment of the area around the fort property.

The LCI's major goals included housing more people near the MARTA stations at either end of the fort, maximizing the isolated fort property's connections to the community, and minimizing displacement. In 2017, the LRA hired a master developer. The master developer consulted the Prince's Foundation for Building Communities and retained our firm to collaborate with PFBC on the master plan, which follows in the slipstream of the LCI plan.

The challenges identified by the Urban Land Institute study remain. The biggest likely challenges will involve investment, lending, parking, preservation, affordability, and the ever-present threat of displacement.



Top Left: *Aerial view looking northeast towards Downtown Atlanta.*

Above: *View north along Lee Street with the MARTA line visible on the far right.*

Left: *Drawing showing the site in relationship to downtown Atlanta, MARTA and Hartsfield Jackson airport.*

Right: *Drawing showing the relationship of the fort property to the MARTA stations at either end of the property, to Lee Street, and to Campbellton Road.*

Building footprint diagram.

Green space diagram.

Master Plan

Market district pedestrian network diagram.

Market district green space diagram.

The Urban Land Institute study of 2015 cited the configuration of the remaining LRA property as one of the challenges of developing it. That has proven to be true, but the eccentric boundaries of the property have forced the attenuated 145 acres into distinct precincts, each with their own topography and geometry, strung along a single interior road. Buildings in light gray are on the larger fort property but beyond the area of the master plan, on the property of Tyler Perry Studios.

1 *MARTA Line*
2 *Lee Street*
3 *New Signaled Intersection*
4 *Relocated VA Signal*
5 *Fort McPherson Station*
6 *Market Square*
7 *Principle Retail Street*
8 *FORSCOM Building (existing)*
9 *VA (existing)*
10 *TPS Entrance*
11 *TPS Security*
12 *Property Line*

0 100 200

The 60 acre market district, within walking distance of the Fort McPherson MARTA station, contains the greater portion of the total square footage of the master plan. At this point, the master developer had program and parking requirements for all the major development partners, and we had worked out a district wide shared parking plan with Kimley Horn engineers.

The following pages show the distribution of public and semi-public spaces throughout the district, the series of spaces that conducted you from the station, up the hill, through the district, to the VA on the north edge of the district, and the buildings that front the main square

Density is greatest at Lee Street where there was housing above retail. By contrast, the NW quadrant, behind the existing FORSCOMM building, has townhouses. The three southern blocks on the rise above Tyler Perry Studios, accommodated Teacher Village housing requirements. The pinwheel on the west edge accommodated the Mercy senior housing and work force housing. The market square, the size of Madison Square in Savannah, had the market on the east side, a hotel on the north side, a large market on the west side, an arts building on the SW corner and housing on the south side.

Atlanta has no parking requirements, and in a funny reversal of roles, developers were the ones setting minimum requirements for parking. Only 20-25 percent of the required parking could be accommodate on the streets and so we still needed three parking structures, two of them on Lee Street serving retail. One surface lot was required to accommodate the FDA which leased the FORSCOM building.

Lee Street is a federal highway (US 29) administered by the state. Therefore curb cuts and signals were minimized. Lee Street is currently under capacity but MARTA has narrowed its right of way and there are plans for a bike trail on the east side of Lee that will compete for space with turns lanes into the market district. Two large existing facilities- FORSCOM and the VA dictated the location of the main north south road, which GDOT considers too proximate to Lee Street.

Connectivity was challenging. The original partitioning of the fort and the sale of land to Tyler Perry Studios left the redevelopment authority with a very attenuated parcel of land. TPS wanted no access from the fort property, even on the south where we had anticipated it. And the surface MARTA tracks effectively preclude connections to Sylvan Hills to the east.

Market District

The 60 acre market district, nearest the Fort McPherson MARTA station, has four million square feet, the highest coverage and greatest density. It is organized around the principal north south street and the central market square. There is an urban armature that connects the station (off the left side of the drawings to the left) and the small square at the north end of the district.

Above: *View from Lee Street across the width of the district at the VA hospital.*

Left: *The pedestrian loop through the district has been laid out to maximize the variety of the experience of pedestrians.*

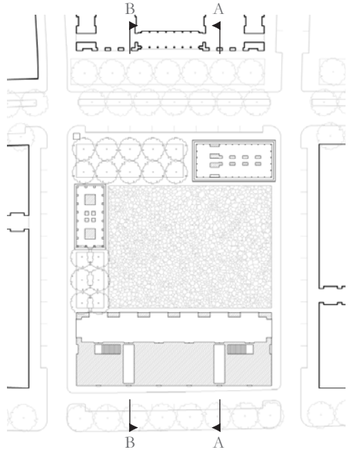
Right: *This diagram shows ancillary pedestrian spaces located throughout the district for maximum dispersion.*

Market square section A.

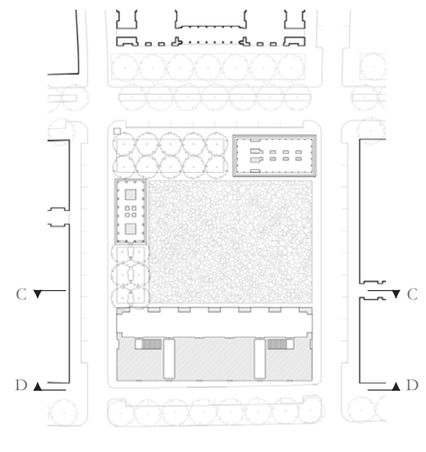
Market square section C.

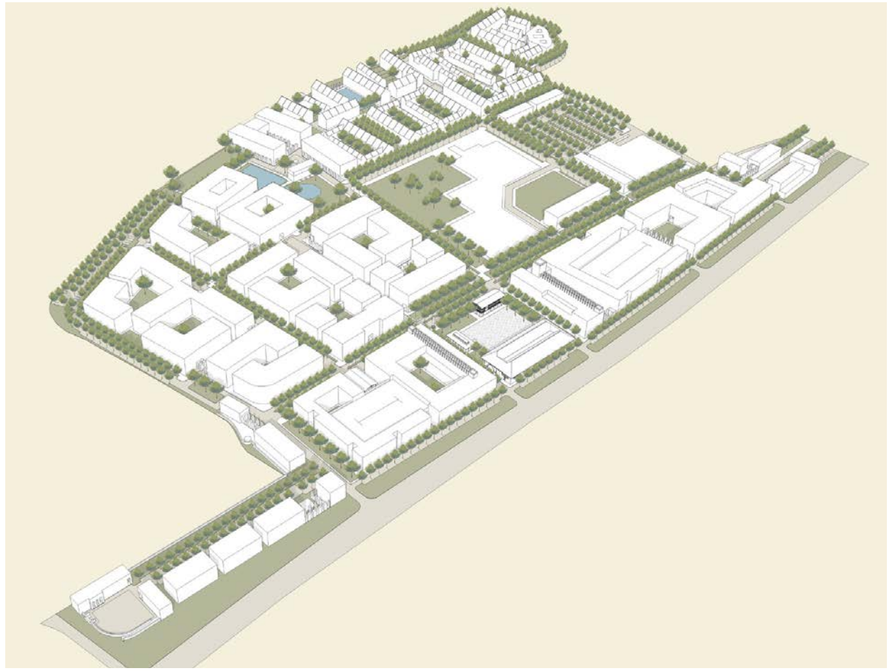
Market square section B.

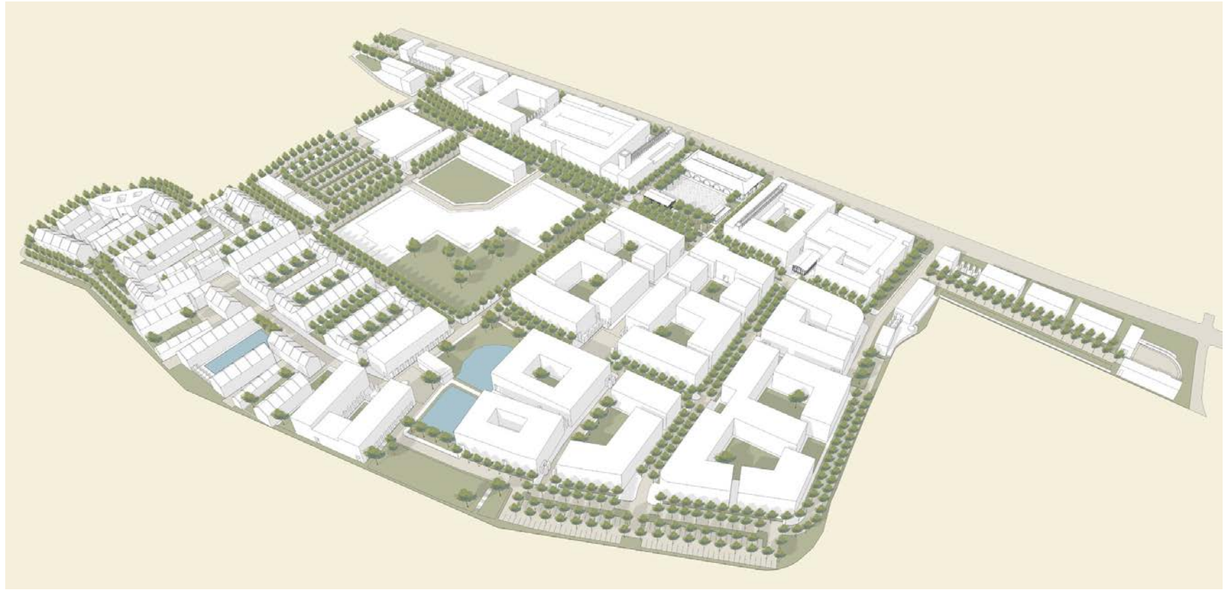
Market square elevation D.



The central space of the market district is the market square which is roughly the size of Madison Square in Savannah. Drawings on this page, keyed on the plan detail, show the section of the square, three of the square's elevations, and the elevation of the market from Lee Street.



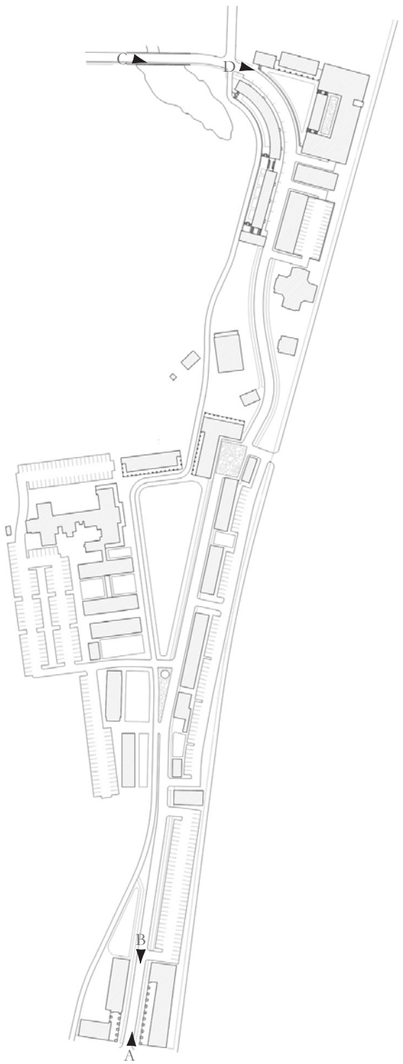




Upper left and lower left, aerial views of the massing in the market district; upper right and lower right, eye level views showing structured and unstructured storm water storage in the swale on the western edge of the district.

North of the market square the high street widens to 100 feet, with a linear park on the west side and a bike trail between the park and the travel lanes. This view looks north toward the south end of the historic district.

Northeastern District



There is a new signaled entrance at the existing VA hospital, with a small square and buildings that form a south gate to the historic district.

A

B

C

The new housing at the attenuated NE corner of the property backs up to Lee Street on the east side, but opens west to a small triangular square and to the large natural setting of the retention swale in the foreground of the top view. See key on previous page for view location.

D

Campbellton Road District

A

Kenilworth Street is the old north entrance of the fort, at Campbellton Road. MARTA is planning its first major expansion initiative in twenty years along Campbellton. The master plan proposes the offsite development of a small commercial district organized around a new square roundabout just off the old Kenilworth entrance, for which the development of the fort property, and the expansion of MARTA, would be the catalyst. The rectangular square, like similar squares on Pennsylvania or Massachusetts Avenues in Washington's Capitol Hill, would also ease the convergence of traffic on Campbellton and Venetian Streets.

Views on Following Page:

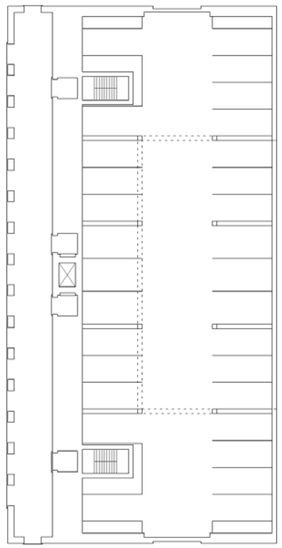
These view, looking SW during the day, and NE after dark, show the widened right of way. In the evening views, you can see the new square on the left and across from the fort, in the middle distance.

B

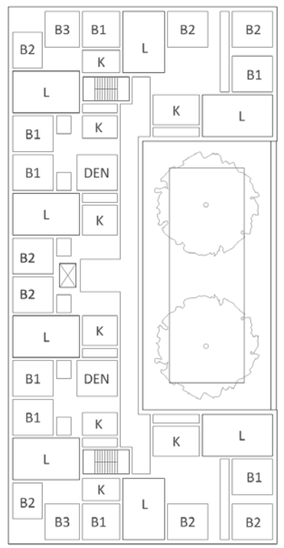
C

Pinwheel residential square approached from the east (top) and from the west (bottom).

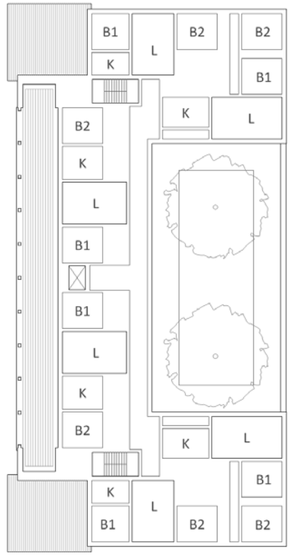
Western District



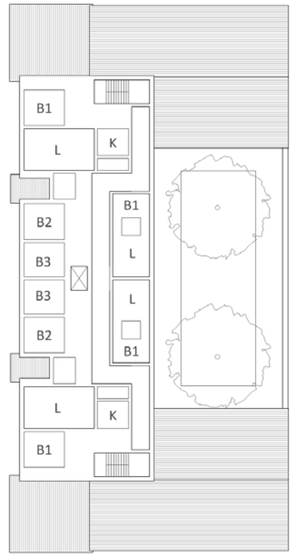
Parking level.



First floor.



Second floor.



Third floor.

Section looking north.

Section looking west.

The terraced lawns of the school sit in the bowl of the fort's old driving range. The housing is backed into the slopes on either side of this dell. The lawns would have to be filled a little, and the housing built over parking podiums hidden behind the arcades that line the fields. There are three levels of housing above the parking. The first opens onto enclosed terraces in the backs of the buildings. The second has continuous porches on the large lawns. The views from the school and from the housing open to the valley to the south, land that is unusually verdant for being three miles from downtown Atlanta.

The principal initiative for the far western part of the fort property is the series of descending lawn terraces flanked by housing and terminating at the upper end by a school. Precedents include the fort's thirteen acre parade ground, Jefferson's Lawn at the University of Virginia and urban parks like Washington's Meridian Hill.

Fort McPherson

Phase II

2018-2019

In the summer of 2018, the master plan became the basis of new zoning guidelines drafted by the planning office, with the explicit intent of approving the master plan as it had developed. The zoning went from industrial to mixed use, with allowable coverages and densities comparable to mid-town Atlanta. In the summer and fall of 2018, the proposed zoning change worked its way through several levels of neighborhood approvals, through planning and zoning, and through the approval of the city council.

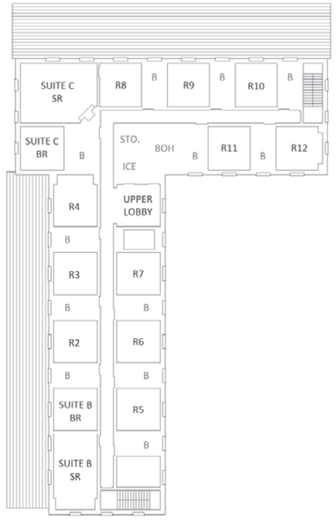
In the same period, MARTA announced a surface rail line on Campbellton, along the north edge of the project, MARTA's first initiative in 20 years. This brought to two full miles, the project frontage served by MARTA.

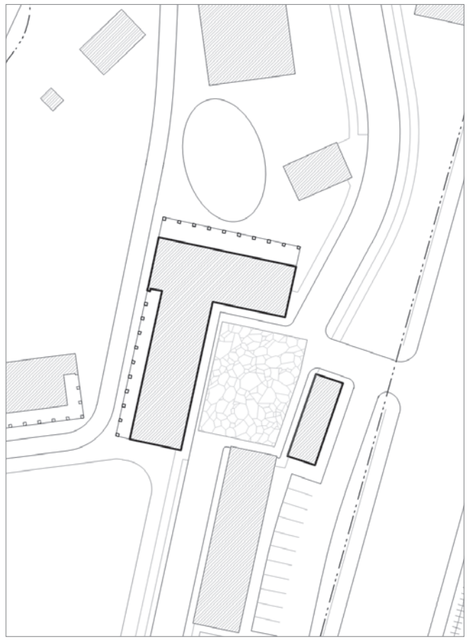
Upon approval of the new uses, coverages, open spaces, heights and densities, the focus of the studies shifted to the accommodation of the programs of the master developer's development partners. More detailed studies were required to confirm, unit count, unit sizes and mixes for residential developers.

The principal partners included developers of affordable and senior housing like Mercy, on the west edge of the market district, a 60,000 square foot market on west side of the main market square, a hotel on the north side of the square, an arts center on the SW corner of the square, Teachers Village in the SW corner of the market district, factory built housing at the Big Bend and affordable senior housing on the ellipse near Campbellton Road.

Above: *The housing at the Big Bend in the Northeastern District.* Right: *Phase II master plan. The scope of the master plan is the attenuated perimeter of the old fort property, along the development corridors established by the city of Atlanta, and adjacent to existing and future MARTA lines. The interior of the property, in light green, is a movie studio developed separately by Tyler Perry.*

Above: *Views along the edges of the Market Square.* Below: *View towards Mercy Senior Housing at the Pinwheel Square on the western edge of the Market District.*

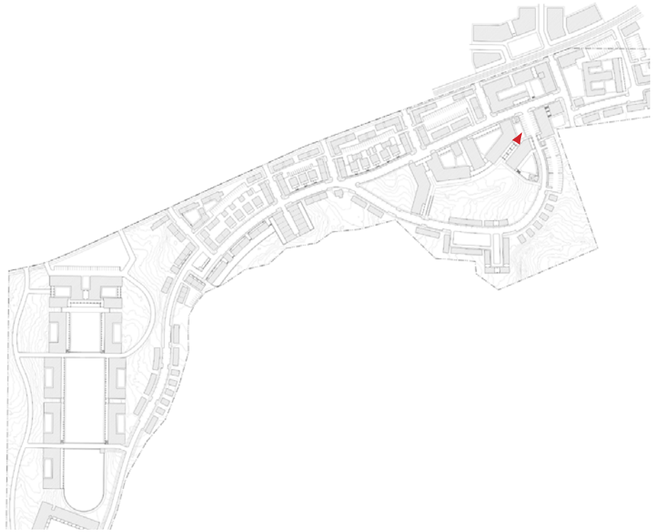




Above, floor plans for the inn. Below (left), site plan showing the inn on a small dogleg in the road, and at the north end of a long park formed by the fort's depot buildings. Below (right,) drawing showing historic buildings in purple and proposed buildings in green. Big Bend Housing is on the upper right corner and new triangular park is at the top just north of the thirteen acre Parade Ground (in white) on the Tyler Perry Studio property.

A new inn, in white, along the multi-use trail and among the historic buildings near the old fort entrance on Lee Street.

Houses around a new park north of the historic Parade Ground looking west.



A plaza just downhill from the new secondary commercial square on Campbellton Road. The tower on Campbellton Road at Kenilworth is visible in both views.

Affordable senior housing from the ellipse, the main park space in the northern part of the project.

CONTRIBUTIONS TO THIS BOOK

The introduction briefly addresses some of our debts. The concluding essay expands on those debts. They are both pretty high level. These notes address the contributions of those in our office, some of whom have been around for decades, and some of whom pass too briefly through the office, leaving indelible marks.

George Pastor has done most of the construction administration over the last twenty years and has made sure the buildings were built according to our documents. David Colgan's modeling has allowed us to study many more design options quickly. Jimmy Michael, our newest partner, works in all phases, helps train young graduates, and keeps us current with technology. Tuesday Turner, our office manager has allowed us all to do what we are best prepared to do.

With the few exceptions noted in the captions, the presentation drawings and renderings have been done by people who have normal professional responsibilities- who might inspect steel in the morning and do watercolors or renderings or take photographs in the afternoon, and who find time to help advance the book in spare minutes.

I started, as many did, with rather obsessive ink on mylar drawings and Koh-I-Noor pens that constantly clogged. As rendering software changes so rapidly, younger staff have often made outsized contributions by prodding us to try new tools.

Rebecca Lischwe, Daniella Cioffi and Cecilia Hall have demonstrated unfailing patience through thousands of small edits to the book over many years, and especially the constant updating of graphic conventions. Stephanie Leung, Kat Shelby, and Cecilia McCammon all advanced the book as interns.

Luke Golesh taught himself photography and brought an architect's eye to documenting many of the projects. Rebecca Lischwe and Peter Harmatuck did the preponderance of the watercolors.

A few people deserve special mention for significant contributions to the drawings in the book- David Colgan, whose sketch up models provided underlays for so many renderings and watercolors: Michael Dixey, our eternally youthful elder, Jimmy Michael, Tony Way, Cory Padesky, Claire Martell, Rebecca Lischwe, Luke Golesh, Daniella Cioffi, and Caitlyn O'Malley.

Others have made important contributions; Jonathan Griffin, Katie Torvinen, Faith Tuttle, Jen Burke, Noah Legare, Caroline Colella, Lizzi Connaughton, Mary-John Blevins, Christian Johnson, Neal Schutt, Peter Harmatuck, Pat Devitt, Carolina Fabrega, Bob Laney, Colleen Mohan, Jill Kapadia, Joe Marshall, Johnny Maas, Erin Dwyer, Katie Gillis, Matt Cummings, Will Merrill.

We are a teaching office. It has been my great pleasure to ease the transition of all these people from school to an office, to steer and harness all this talent and energy, to establish a good balance between individual abilities and office consistency, and between the capacity of new tools and old standards; to encourage them to constantly study and refine graphic representation, which is hard and endlessly subtle; and to explain how

ACKNOWLEDGMENTS

The following remarks were made at the Dreihaus awards in Chicago in 2016

If we were at a conference in South Bend, Michael would just tell me what I wanted to talk about. On this occasion, maybe out of deference, he has said I can speak about anything. Consequently, I am reading from notes marked 'Driehaus Award, Draft 9'. You don't write nine versions of a talk if the first eight are masterpieces. And I'm not saying this version is any better, but I have pretty much run the clock out here. This version is a little different from the others, though, in that it is a little more from my heart.

I'd like to use what time I have today to acknowledge my extensive debts. I will thank Richard and Michael and Notre Dame at the end of these remarks. I would like to congratulate Eusebio Leal Spengler for his work in Havana. I am proud to stand here with his son, Javier today.

Thank you, first of all, to those who lend young architects a hand up. In 1987 Andres came through the Washington office of his classmates, Pat Pinnell and Heather Cass where I worked, just three years out of school. Heather said of me, as one might say of a kid who wants to be an astronaut, 'Scott wants to design buildings at Seaside'. Introductions were made, and a few months later I was designing buildings at Seaside. Lizz and Andres did similar things for countless people.

Robert Davis, in turn, gave someone who had never built anything on his own, two hundred feet of the most beautiful beachfront in Florida, on which to build six little cottages. Robert did things like this for innumerable young architects. The Westons were similarly generous to so many in Vero Beach. How lucky we all were to have the help of people like this.

Thank you to those who inspire us. Leon Krier was a neighbor at Seaside. Someone once asked a singer/songwriter I liked why he didn't write more songs, and he said it was because Buddy Holly had already written them all. I have done more riffs on Leo's ideas than I can count. And it has taught me more about the nature of an elastic tradition than I could have learned in any second hand way. The right kinds of ideas give you plenty of room to learn from others and still make your own way.

When Seaside was just getting under way, the buildings along 30-A were built with pine siding, which rotted in the steamy heat, and they were trimmed with pressure treated pine which dried, shrank and pulled apart at the joints, and they were fastened with galvanized nails which were perfectly fine unless you struck them with hammers. Thank you to the Cajun contractors like Benoit Laurent and Mark Breaux who fled the oil glut depression of the mid-eighties from places like New Roads, Louisiana, where there was a mature building tradition, to places like Walton County where there wasn't.

Will and Ella, I am so glad you could be here. Thank you to Zo Anne for your sacrifices, as they are numerous and unremarked upon. Thank you to George Pastor and David Colgan for your talents, of course, but also for deflecting the occasional frustrations of practice into humor, and for turning work into a source of great pleasure and pride.

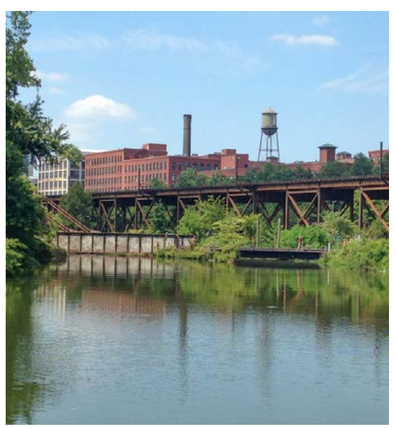
Thank you to a small army of Notre Dame grads, here today from Panama, and Los Angeles, Seattle, Carson City, Denver, Boulder, Madison, Chicago, Chicago, Lansing, Cleveland, Boston, Long Island, Manhattan, Manhattan, Augusta, Spartanburg, Atlanta, and Tampa; who come to our office at the age of twenty-three, and at twenty-four or twenty- five, surprised at what amazing things they are capable of, carry themselves a little differently. I don't know if you notice it but I do, and guiding this transformation is one of the great pleasures of practice. Thank you to the Driehaus jury for acknowledging that teaching occurs well past school.

Thank you, as well, to those who continue to instruct and to offer encouragement throughout your life. When the Seaside chapel had just been completed, I was standing inside with Andres, and he pointed up to a riffle of offsets near where the upper wall met the ceiling in dim light- one of those assemblies you do for your own private pleasure- and he said, 'don't think I don't notice'. To those who offer encouragement throughout our lives, thank you for noticing, and for always pointing up.

I would like to acknowledge the bounty and unimaginable richness of this country's buildings which thrilled me from an early age when my school teacher parents showed me everything from Monticello, which at the age of seven didn't impress me so much, to the cliff dwellings of Mesa Verde, which of course did. These family trips were a bridge to my own peripatetic years after college, to day trips dragging Zo Anne to remote Virginia spring towns, and to the writings of Vincent Scully who was first a teacher and later a friend.

I loved the tobacco drying barns near Hartford and the tobacco warehouses of Richmond alike; the pueblos at Taos and the sod houses of Nebraska; corn cribs, grain elevators and grapefruit sorters; dogtrots, shotguns, and sideyards; the Shaker settlement at Pleasant Hill, Kentucky and the Quaker buildings of Nantucket; grange halls and pool halls and roadhouses; the gossamer metal truss bridges on blue highways, and the

There are many American traditions that influence the projects in this book. These illustrate a few. Thomas Jefferson's lawn at the University of Virginia, demonstrates the exquisite balance of prerogative and restraint required of all communities, towns' cities, and even a republic. Beautiful New England towns were built from a limited number of repeated building types and all buildings, high and low, contributed. There was restraint in the most expensive buildings, and this lent dignity to more modest buildings. The preservation movement gave us an increased appreciation of a broader range of practical industrial, agricultural and engineering traditions, which had been beyond the realm of the profession. Yale first gave us the brick row of stolid dorms that faced the New Haven green and then gave us an urban campus of courtyards and greens. The country's national park lodges gave us a rustic tradition of buildings that settled comfortably into stunning natural settings.



white congregational churches of New England, as Vince might describe them, vertical with rectitude and prosperity.

If you look at vernacular buildings, you learn at least two things. First there is a type of universalism based on reason. Grain elevators, corn cribs, and grapefruit sorters, from Saskatchewan to Vero Beach, to Galicia, all look remarkably similar in certain ways, and you marvel at the unlikelihood that people in remote locations came up with such similar solutions independently. But you also see things that are endearingly odd that could only have sprung up out of certain soils, climates, skills, materials, and cultures and you are thankful that travel still rewards you with these peculiar differences.

I would like to acknowledge the influence of New England towns that predate professional architects. There was always a common or a green. There were a limited number of building types, refined over time to their essential qualities, that still admitted of a narrow but satisfying range of refinement. There was restraint on the high end and therefore correspondingly more dignity on the low end, so the dorms at Middlebury or Hanover looked a lot like the mills. Every building contributed to the town.

Beauty was graded on a forgiving curve. Repetition was ennobled rather than stigmatized. Recurring problems were more important than singular ones. These towns are a sort of rebuke for our overly narrow professional focus on the most glamorous building types, the most refined forms, the most fleeting formal preoccupations, the most gratuitous invention, and the highest cost of entry.

I would cite the Greek Revival, which for a brief time swept everything before it, as an example of a just tradition. A few people could actually afford to build a temple with free standing ionic columns, and some new houses might turn the same old classic cottage ninety degrees to the street so their three bay gable ends affected a simple pediment. But the language was most remarkable for its effectiveness at every level of detail, sophistication, and cost.

The most indelible image for me was of a farmer on a road outside of town, nailing what was little more than wide corner boards to his classic cottage, with a plain frieze board beneath the eaves and a boxed cornice formed simply and rationally by the rafters. This man, whose life almost certainly was very hard, could think of himself as participating in the same noble tradition as that of the ionic temple in town. I saw hundreds of these farmhouses. It was remarkable and touching; a rebuke to our modern lack of confidence in broad, accessible traditions.

As we organized ourselves as a profession, we would present these same beautiful, laconic towns with a parade of increasingly elaborate formal preoccupations, and the ever widening gap between high and low building forms was more or less institutionalized, not least because our value as professionals is pretty much predicated on this gap being readily evident. And so the aspirations of the farmer with the plain corner boards came to seem a little puny and insignificant, and something important was lost. A just building tradition has to bring as many people as possible along with it, and especially that farmer, who will send his children to the two room Carnegie library in town so their world can be bigger than his.

I would like to acknowledge the founders of the CNU because they taught me worldliness. In school we all talked a lot about enlightened clients, by which I guess we meant clients who were discerning enough to understand the nobility of our intentions. We were dismissive of our dean for working with developers. For us it would only be good guys working with good guys.

But this might not be the very best way to prepare yourself for the inelegant scrum of the marketplace, or the unruly passions of the public hearing. In our minds we picture all the great things we will do if we are only given enough freedom and the right clients. But freedom is always more subtle than we think it is. You can't ask for the benefits of freedom without preparing for its more unseemly side. Freedom is often gray brute commerce in bright, disarming colors, and it can just as easily explain the dispiriting strip on the edge of every beautiful town as it can the amazing project in the magazines. And so we need ideas about freedom that are more helpful than invisible hands, or creative classes.

When I was starting my own wobbly practice, two of my heroes were Andrew Thomas, a self-taught New York architect, and Carol Willis, an historian who wrote about what she called the vernacular of capitalism. You can read about Andrew Thomas in Richard Plunz' superb history of New York housing or in Bob Stern's New York 1930. Forty years after the first tenement reform acts, Thomas figured out a way to reduce their site coverage, simplify their shapes, reduce construction costs, maintain the investor's margins, and increase daylight and air circulation for tenants. In losing a tenement housing competition in 1921 he also advanced housing reform by aligning the interests of tenants and investors. This is what I mean by worldliness.

Carol Willis wrote a remarkable article on Chicago skyscrapers, a wonk's feast of net leasable space, office module sizes, optimal column bays, maximum distances from outside walls, minimum ceiling heights, maximum operable window size, and ideal foot-candles. While most every other study on the subject obsesses over the technology- the steel frame or the elevators- Willis's piece focused on the overlap of zoning laws, the investor's interests, and the office worker's interests- the sweet spot of the building type, where the architect worked the margins of large, unruly forces, and the tenant was the measure of a building's success.

The CNU taught me to look for the faint spark of nobility in someone I might have thought coarse or unremarkable when I was in school. Andres Duany said some years ago that developers were the Medicis of our century. He was not being credulous about developers' natures. He was saying that the land use reforms he and Lizz wanted couldn't rest so exclusively on noble intentions. He meant that there are not enough good clients- in the sense that we usually meant it in school- to make a world out of, so we work hard with people who we might not have thought capable of greatness, because they are probably capable of good, and because if we don't work with them, they are certainly capable of great harm.

We are complicated contraptions- vexing, frustrating, noble, coarse and fascinating in about equal measure. But if you love the world enough you will meet it on its own terms because it will not meet you on the terms of your choosing. What did Le Corbusier say in his great moment of grace upon revisiting Pessac, where residents had defiled his pure white buildings with bright colors and their inelegant humanity? "You know it is life that is always right', he said, "and the architect who is wrong."

I want to thank Richard Dreihaus again for having supported those who, in turn, have supported the rest of us, and for giving us a chance to gather and celebrate in such uplifting settings. Like several of the laureates, I practice in relative isolation and institution builders like Richard give us a chance to be part of something greater than our own paltry, isolated efforts.

Finally, I want to thank Michael and Notre Dame. I hired our first Notre Dame students in 1994 and we have hired ND grads just about every year since then. I think 10 of 14 members of the firm now are from Notre Dame. As we are in Florida this is a remarkable figure and it is hard to imagine practice without your graduates.

I know that with Notre Dame students there is a fundamental sympathy for what our firm is interested in- urban design, the effective use of land, the humane organization of buildings, and a broad impact at all levels of cost. Notre Dame students temper civic virtue with a solid appraisal of reality. They are nice, decent, smart people, and they want to be good and do good.

When I go to a student jury in Bond Hall, as I have for years, it is an opportunity to lift my head out of the muck of practice and see the thesis projects of students who are repairing the damage in their own homes towns, the towns they love. And I feel a tinge of guilt that I am learning more from them than they are from me. May you students enjoy the support and encouragement so generously afforded me, even to this incredibly gratifying day.