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Reactivating and Energizing Districts Through Enhancement and Adaptive Reuse

Cody Kucharski

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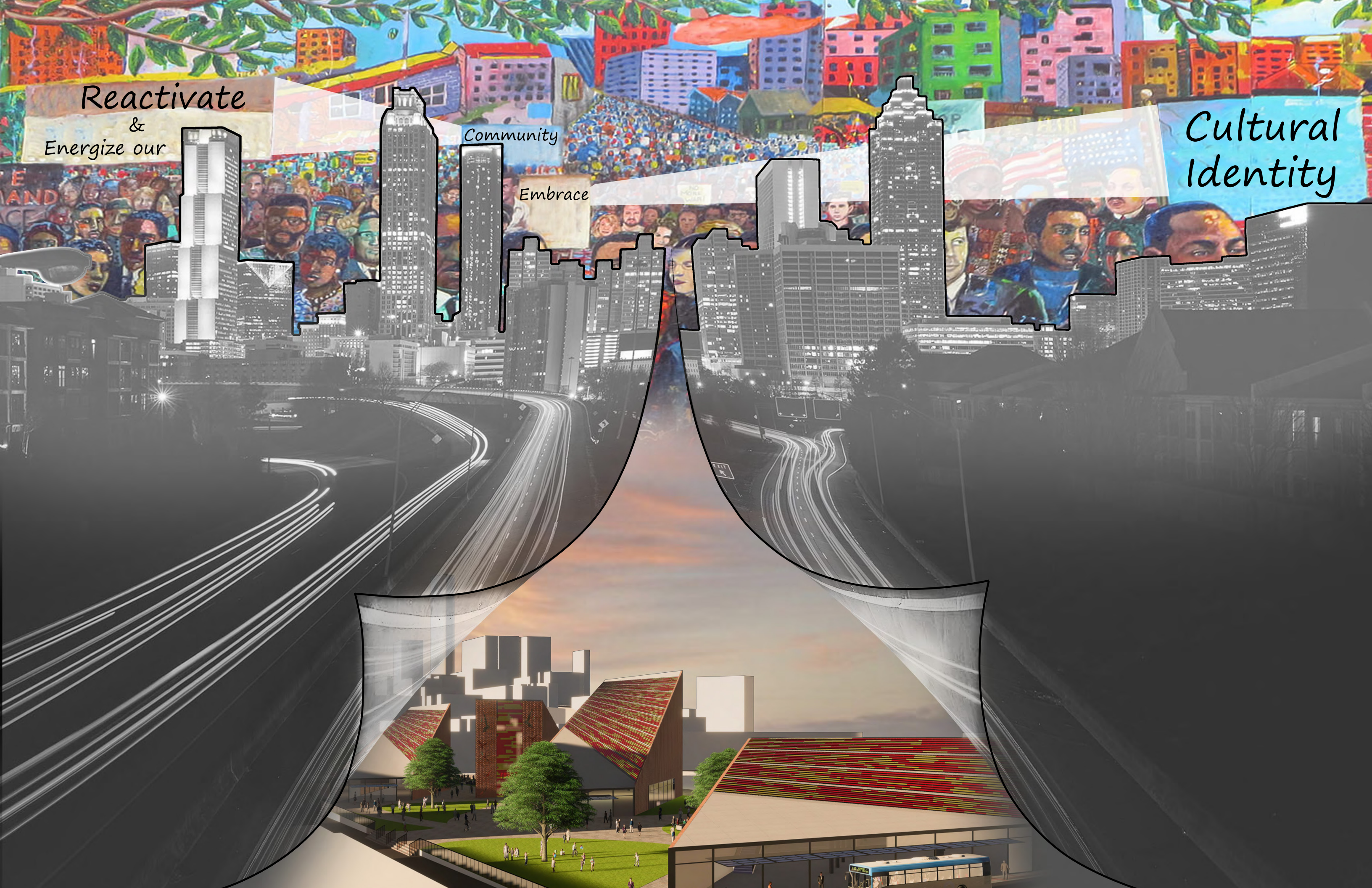


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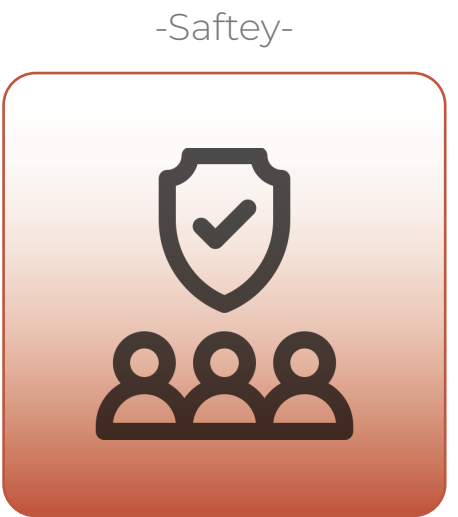
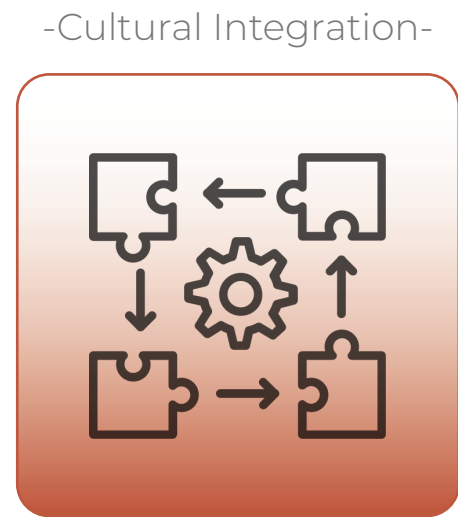
Reactivate
&
Energize our

Community

Embrace

Cultural
Identity

Reactivating & Energizing Districts | Through Enhancement & Adaptive Reuse



Acknowledgments

I would like to start by first thanking the entire Architecture department staff at Kennesaw State University for creating such a rich and colorful learning environment and providing the tools and resources needed for success.

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Approval of Thesis Research
Project Book is Presented to:

William Carpenter, FAIA, PHD, LEED AP, and founder of LIGHTROOM

and to the
Faculty of the Department of Architecture
College of Architecture and Construction Management

by

Cody Josh Kucharski

In partial fulfillment of the requirements for the Degree

Bachelor of Architecture

Kennesaw State University
Marietta, Georgia

May 9, 2023

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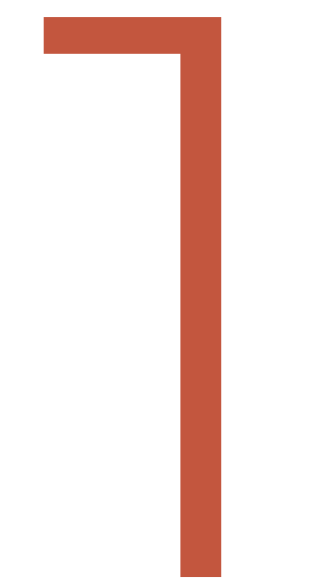
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Research

Chapter



Introduction

My thesis tests a design approach that combats the urban wound created by the I-75 I-85 connector in the Sweet Auburn District of Atlanta, GA. It illustrates analysis through space syntax and demonstrates design guidelines and principles for communities torn apart by the creation of the highway system. In the 1980s, Bill Hillier, using the powerful social theory of space, developed the concept of Space Syntax as a set of rules and methods for modeling and analyzing cities, using space as the fundamental generator of the city. I propose to energize and reactivate communities that have lost their identity by implementing walkability, safety, social cohesion, cultural integration and ultimately achieving economic growth for the area and its locals through a dynamic range of spatial properties of public spaces as an extension to an integrated Interpretive Center.

The exponential growth of automobile usage in the United States ran parallel with racial and economic segregation. Slicing through the built urban fabric with infrastructure is often perceived as a consequence of lazy design decisions by government officials; but more often than not, the interstate highway system was a tool to do such damage.

Highway construction in the United States has an infamous history for displacing minority households and ripping through the centers of thriving minority communities where dwellings, educational buildings, places of worship, and business districts were extinguished. Victims of these actions from the 1950's to the 1960's are St. Paul, Minnesota; Detroit, Michigan; Cincinnati, Ohio; Chattanooga, Tennessee; Atlanta, Georgia; New Orleans, Louisiana; Houston, Texas; and Miami, Florida. With these unethical and damaging design approaches, the construction of the highway system led to a residential and business concentration based on racial qualities amplifying poverty as well as physical, economic, and psychological barriers that carry on today.

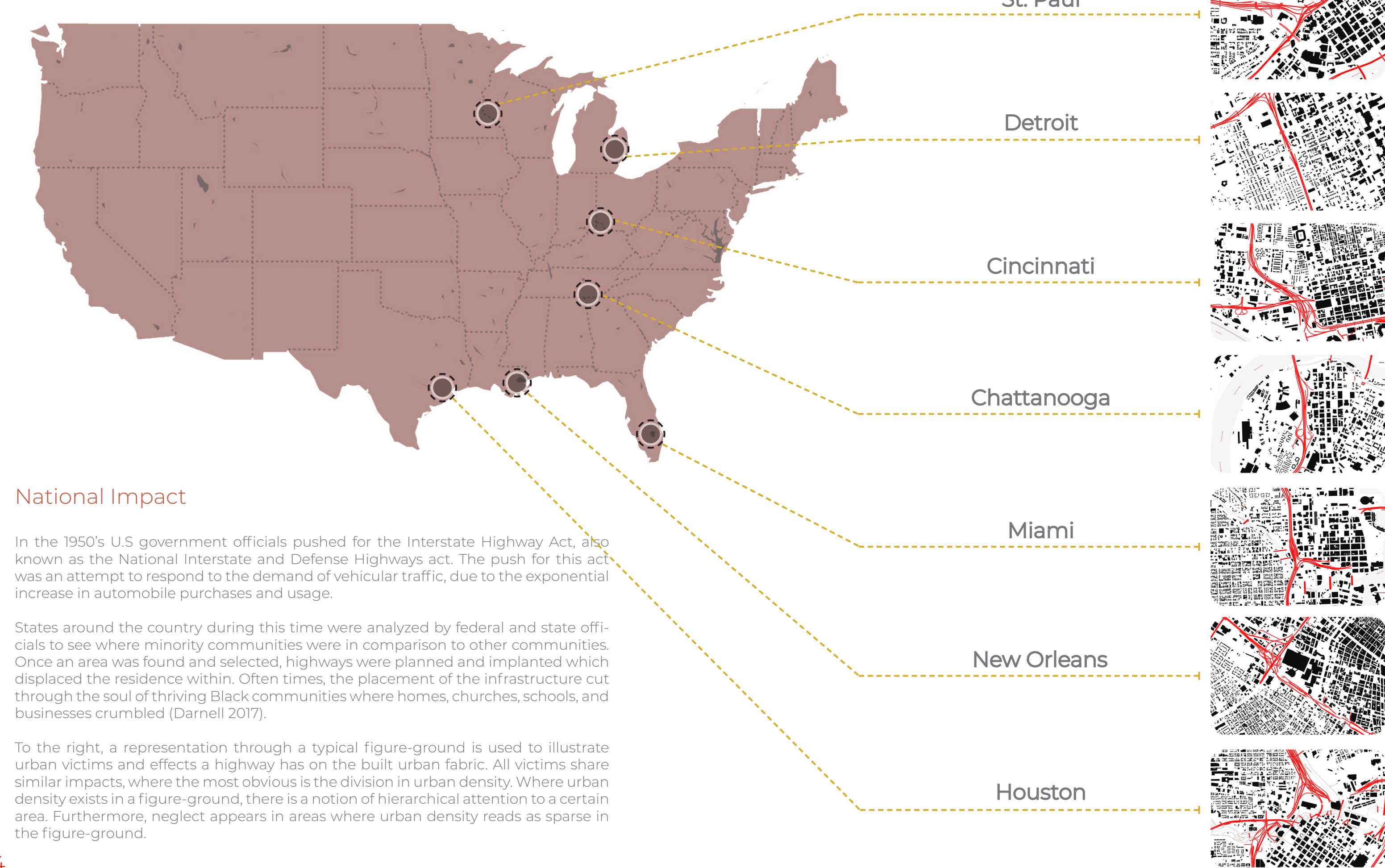
This thesis aims to integrate a new Interpretive Center into the existing historic urban fabric of Sweet Auburn using the latest tools and technologies to revitalize communities severed by Highway construction. The goal is to situate the Center within the existing network so that the program of the building can extend out into the public spaces as an experiential learning circuit of the history and culture of the area, as well as inspiring figures. The marriage of architectural and urban scales in this project offers ground-breaking ways to cherish cultural and historical identities, as it emphasizes social interaction, historic preservation, and shared public spaces in historic centers.



Figure 1

1.2 Literature Review





National Impact

In the 1950's U.S government officials pushed for the Interstate Highway Act, also known as the National Interstate and Defense Highways act. The push for this act was an attempt to respond to the demand of vehicular traffic, due to the exponential increase in automobile purchases and usage.

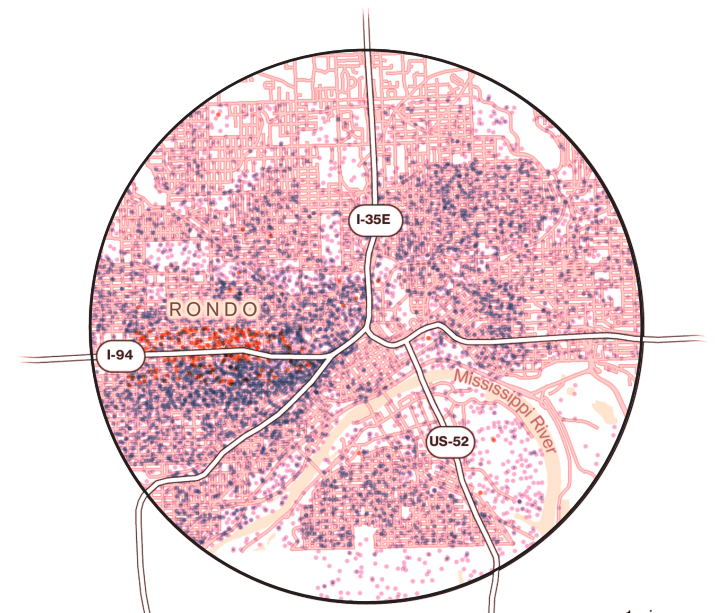
States around the country during this time were analyzed by federal and state officials to see where minority communities were in comparison to other communities. Once an area was found and selected, highways were planned and implanted which displaced the residence within. Often times, the placement of the infrastructure cut through the soul of thriving Black communities where homes, churches, schools, and businesses crumbled (Darnell 2017).

To the right, a representation through a typical figure-ground is used to illustrate urban victims and effects a highway has on the built urban fabric. All victims share similar impacts, where the most obvious is the division in urban density. Where urban density exists in a figure-ground, there is a notion of hierarchical attention to a certain area. Furthermore, neglect appears in areas where urban density reads as sparse in the figure-ground.

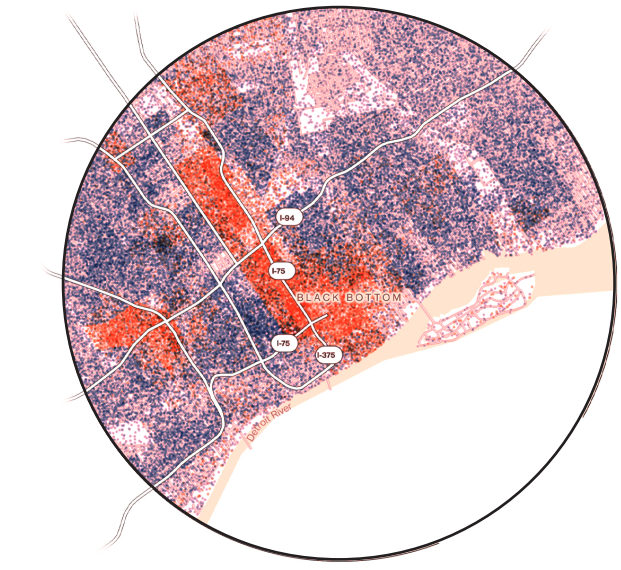
1950 Demographic Maps

By Census Tract

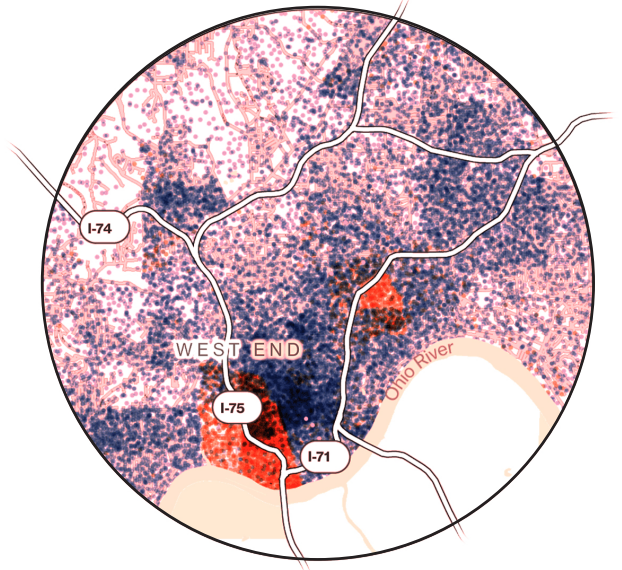
- Black
- White
- Other



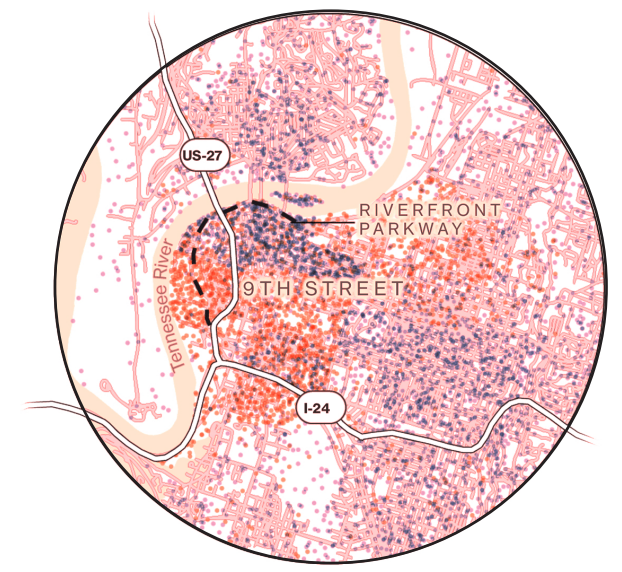
St. Paul
Construction of I-94 through Rondo began in the mid-1950s.



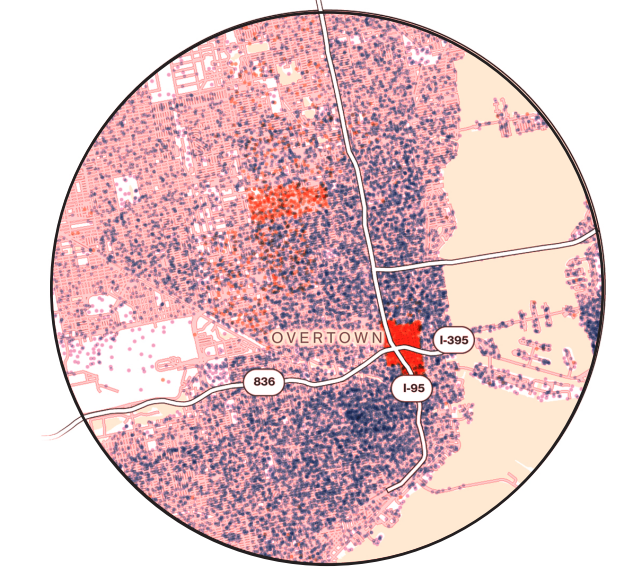
Detroit
The Black Bottom neighborhood in Detroit was destroyed to make way for I-75 and I-375. Centered on Hastings Street, Black-owned businesses lined the streets.



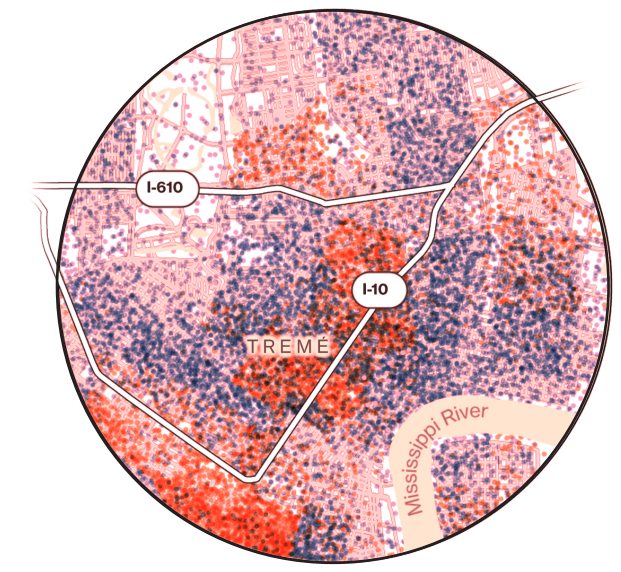
Cincinnati
The West End area of Cincinnati was home to around 25,000 predominantly Black residents who were forced to relocate in the 1950s and '60s to make way for I-75.



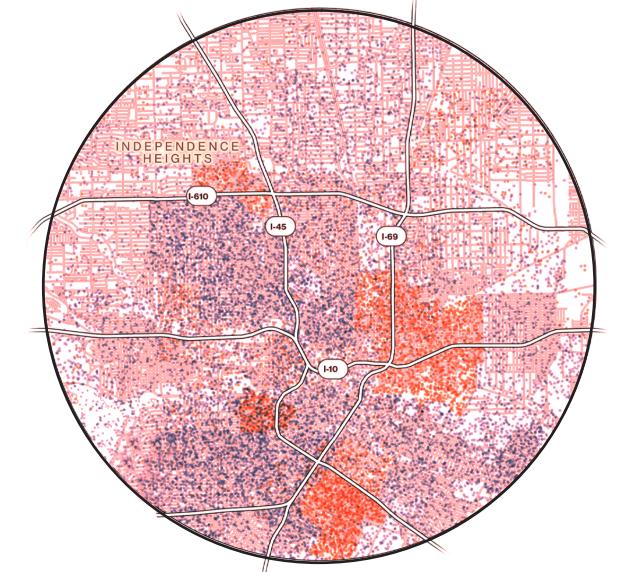
Chattanooga
US-27 and Riverfront Parkways cut off and destroyed Black businesses and homes.



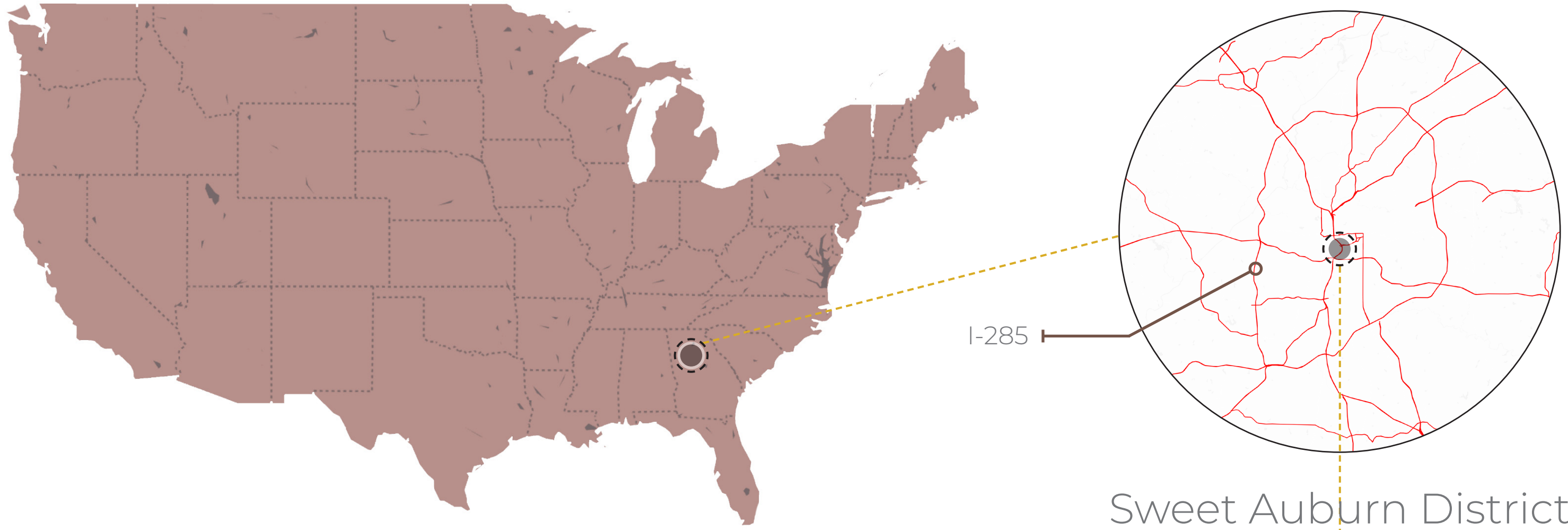
Miami
The intersection of I-395, I-95 and the Dolphin Expressway (State Road 836) turned much of Overtown into empty space under long stretches of intersecting highway lanes.



New Orleans
I-10 was built through the Tremé neighborhood, uprooting historic oak trees and hundreds of Black residents and businesses.



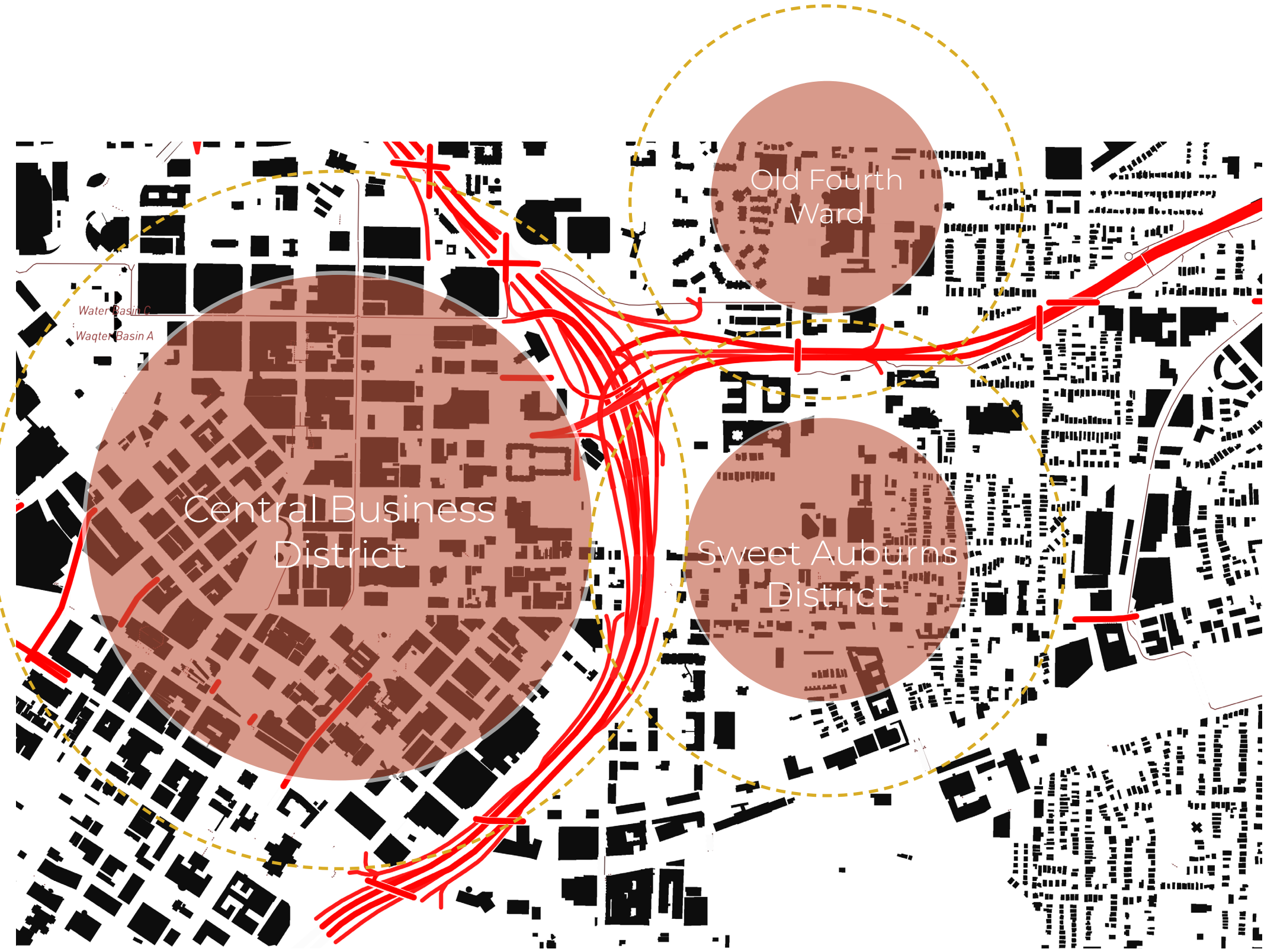
Houston
Hundreds of Black residents in the community were displaced in the 1950s and 1960s by highway construction.



Sweet Auburn District



I-75/I-85 Connector



Local Impact

Atlanta, in the 1920s, saw a spike in the utilization of private transportation where wealthy white residents began leaving the downtown city limits and into the suburbs. The streets leading to and within the downtown area were shrinking, in terms of shared spaces, where cars, streetcar, and pedestrians were competing. This was the beginning of the congestion issue Atlanta currently deals with today.

Throughout the 1920s to the 1950s many proposed plans were brought forward as solutions to relieve the traffic. Small-scale projects like viaducts over railroads and large-scale projects such as highway infrastructure proposals were implemented. These proposals often were geared around efficiency and less towards community consideration.

Bringing Atlanta to life was through the construction of the railway system. The economy was highly dependent on this form of trading system due to its proximity to other prime commerce hubs. An effect of this reliance is seen in the urban fabric of downtown Atlanta where the street network begins to stem from the transit lines and corresponding land-use patterns. It is evident that these historic infrastructural dependencies impacted today's urban qualities.

1.2- Literature Review

“Atlanta didn’t build the railroad-the railroads built Atlanta.”

During the national financial crisis, the planning of the railroad in the heart of Georgia, (Today’s Atlanta), sought to answer to the economic issue regarding commerce and trade. This political and technological gamble offered faster travel and larger quantities of goods to be transported. In terms of the effects of the urban fabric of Atlanta, this focal point of attraction became the roots of how the street network grows.

Constructing and planning the street network around the railway system, as a perpendicular stem, is an integral part to creating a path of least resistance for loading and unloading goods. This hierarchical axis illustrates the impact the railway system had for the growing city.

Bringing Atlanta to life began when engineer Stephen Harriman Long drove a surveyor’s stake into the ground which marked the terminus of the Western and Atlantic Railroad in 1837 (Figure 2).



Figure 2



In 1845, Atlanta formally got its name through two ideas. Originally the town was going to be named after the youngest daughter of railroad champion, Governor Wilson Lumpkin. Richard Peters, the Georgia Railroad superintendent, suggested that the name was too long. After coming to an agreement, they mesh ideas by naming the town Atlanta, the feminine form of the word “Atlantic” (Figure 3).

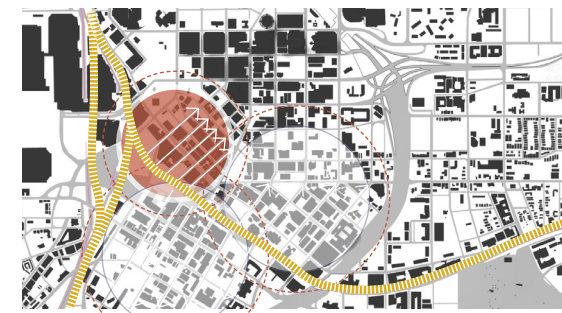


Figure 3

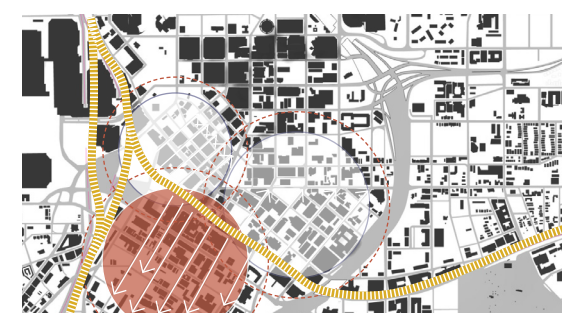
Block Sizes Running Perpendicular to Railroads

Examining a city’s urban morphology provides clues as to what factors were possibly influencing design decisions based on political, sociological, and infrastructural events that run parallel with the city’s growth. In Arnis Siksnas’ *The effect of block size and form in North American and Australian city centres*, he classifies three major block types based on their relative size, where small blocks are (under 10,000m²), medium blocks are from (10,000 – 20,000m²), and large blocks are (over 20,000m²) (Siksnas, 1997).

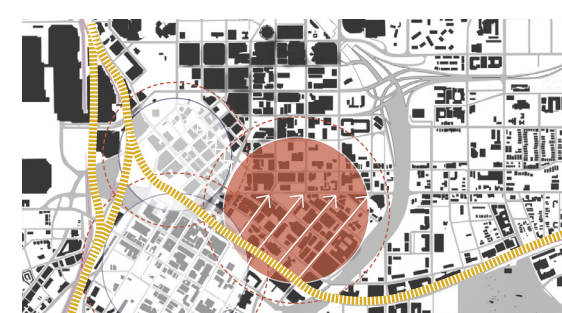
As Atlanta grows from its center, from (Region A), the block sizes begin to increase in area moving from (Region B and C). Looking at this urban morphology through the lens of political and sociological events, we can find that the block sizes area increases parallel with the growth of vehicular demands. Based on Siksnas’ classifications, (Region A) is the optimal block size for pedestrians; (Region B) is the optimal block size for pedestrian + vehicular; and (Region C) is where we begin to see a shift to predominantly designing blocks for vehicular prioritization.



Key Plan A

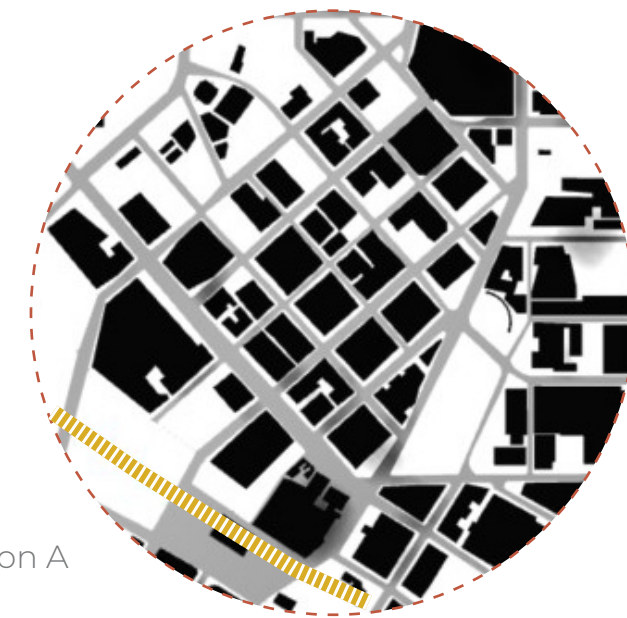


Key Plan B

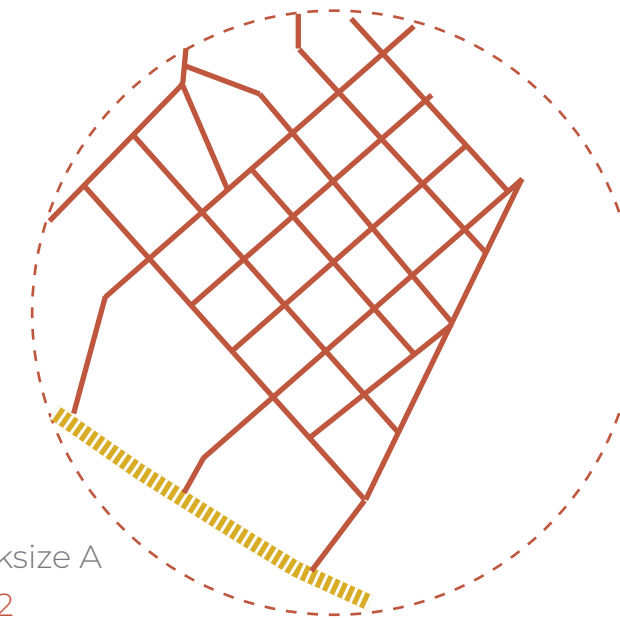


Key Plan C

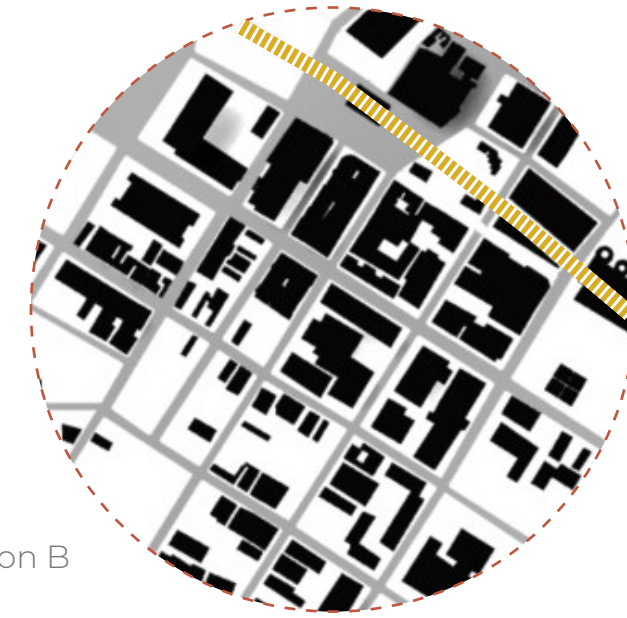
Region A



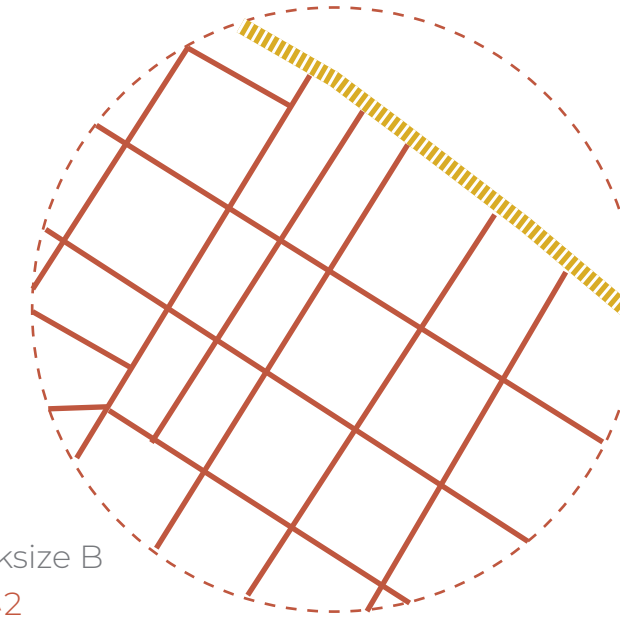
Avg Blocksize A
5,000m²



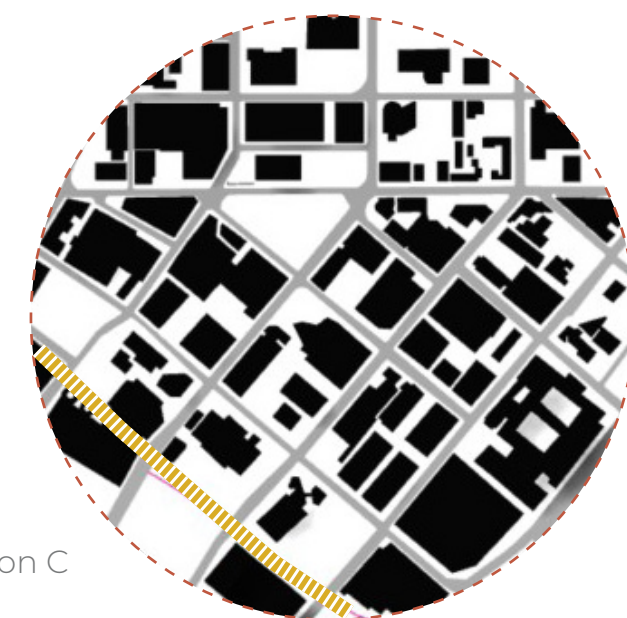
Region B



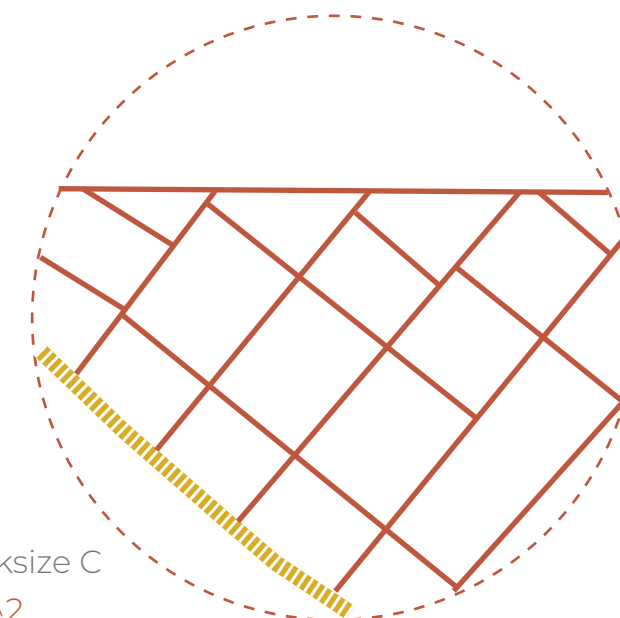
Avg Blocksize B
15,700m²



Region C



Avg Blocksize C
21,900m²



1830's

The first great inland city in the US was to grow at the intersection of two Native American paths, the **Peachtree** and **Sandtown** trails.



1880's

View of Whitehall St looking toward 5 Points (water tower) and up **Peachtree**.



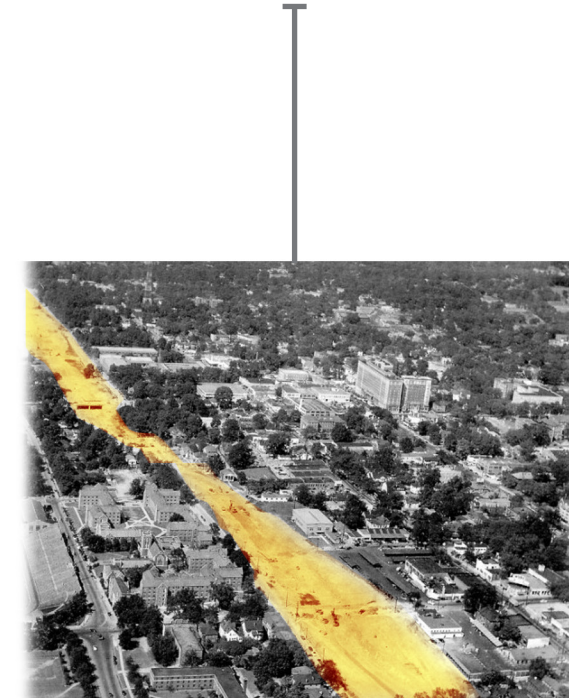
1920's

Middle class **African-American businesses** were expanding at this time on historic Auburn Avenue, including Atlanta Life Insurance Co. which would make Atlanta's first black millionaire.



1940's

Building the **Downtown Connector** through Midtown in 1948. Georgia Tech (since 1888) is on the left and the Varsity is on the right.



1960's

Government officials scouting for potential areas as **targets** for "slum **removal**."



1860's

The Union gaining control of the **railroads** that ran in and out of Atlanta contributed to the Union victory during the Civil War.



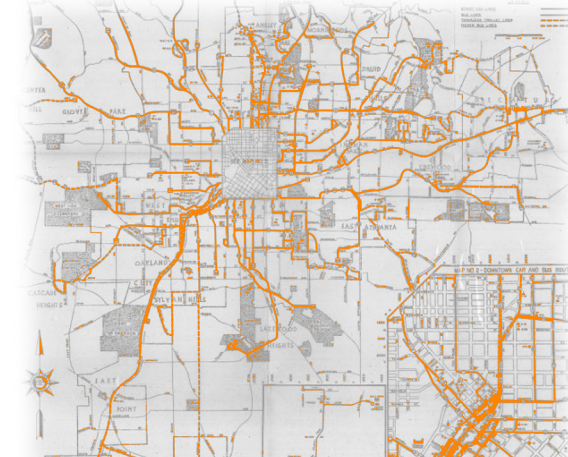
1920's

Peachtree and **Broad Streets** were roaring in the 20's. Today, Broad is partly a pedestrian street. Shouldn't it be completely pedestrian?



1940's

The 1940s saw Atlanta stretch out in every direction, as this streetcar map attests. However, buses were beginning to **replace** the streetcars, which would disappear until 2014.



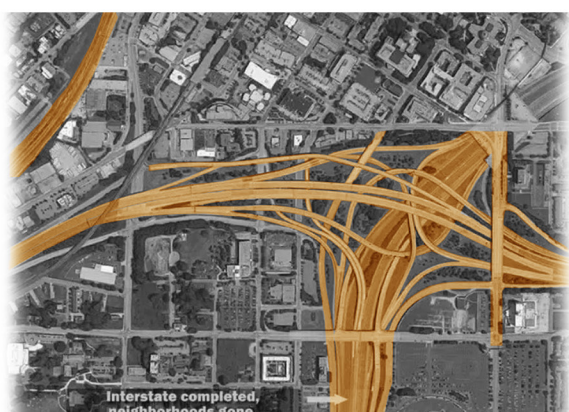
1950's

1950s aerial photo of **75/85 connector** starting construction. Downtown is in the upper part of photo, to the left of the State Capitol; Mechanicsville is on the bottom, left; Summerhill is on the bottom, right.



Current

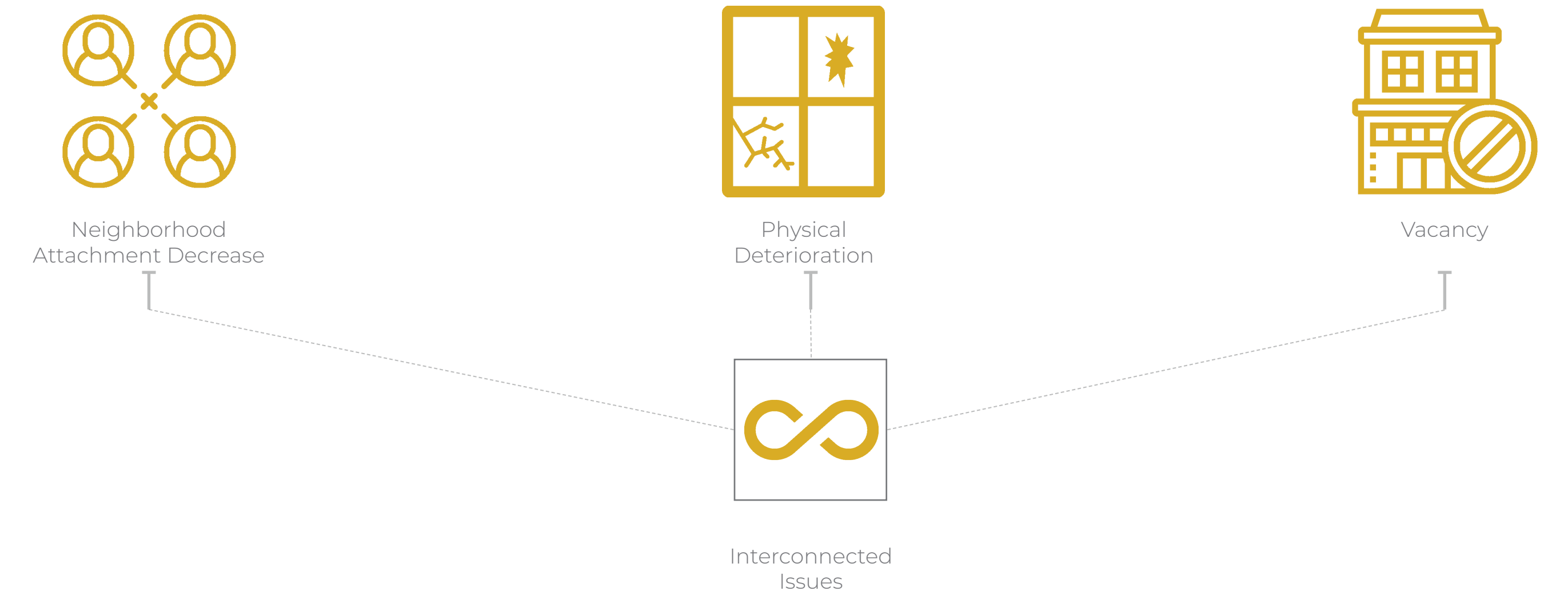
After **interstate construction** was completed, the neighborhoods are unrecognizable. Many homes were lost, and street-level **connectivity** is **deadened** by the highways.



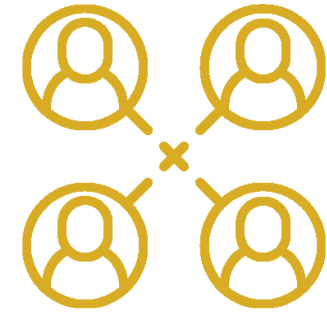
1.3 Highway Repercussions

Highway Repercussions

As neighborhood attachment decreased for residents with the original construction of the Connector, the amount of investment in the physical upkeep of the neighborhood likely declined in Sweet Auburn. Moreover, the physical deterioration that occurred from the creation of the Connector led to a decrease in community involvement, which would have continued to impact the maintenance efforts of the community. At this time, Sweet Auburn began to see an increase in vacancies, a switch from commercial to a more residential driven community, and a decrease in socially driven activities (Darnell, 2017).



1.3- Highway Repercussions

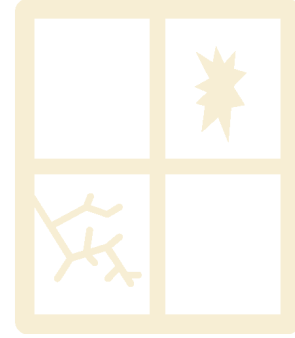


Neighborhood Attachment
↑

-Defined by a system of positive bonds between an individual, a group, or a neighborhood population and the area in which they reside in (Taylor, Shumaker, and Gottfredon, 1985).

-Neighborhood Attachment can be analyzed in a number of ways such as in literature, psychology, and the physical environment.

-Related to neighborhood confidence, where defined as a perception of neighborhood improvement, both of these terms relate to and express the physical and social status of a community.



Physical Deterioration



Vacancy

Neighborhood Attachment

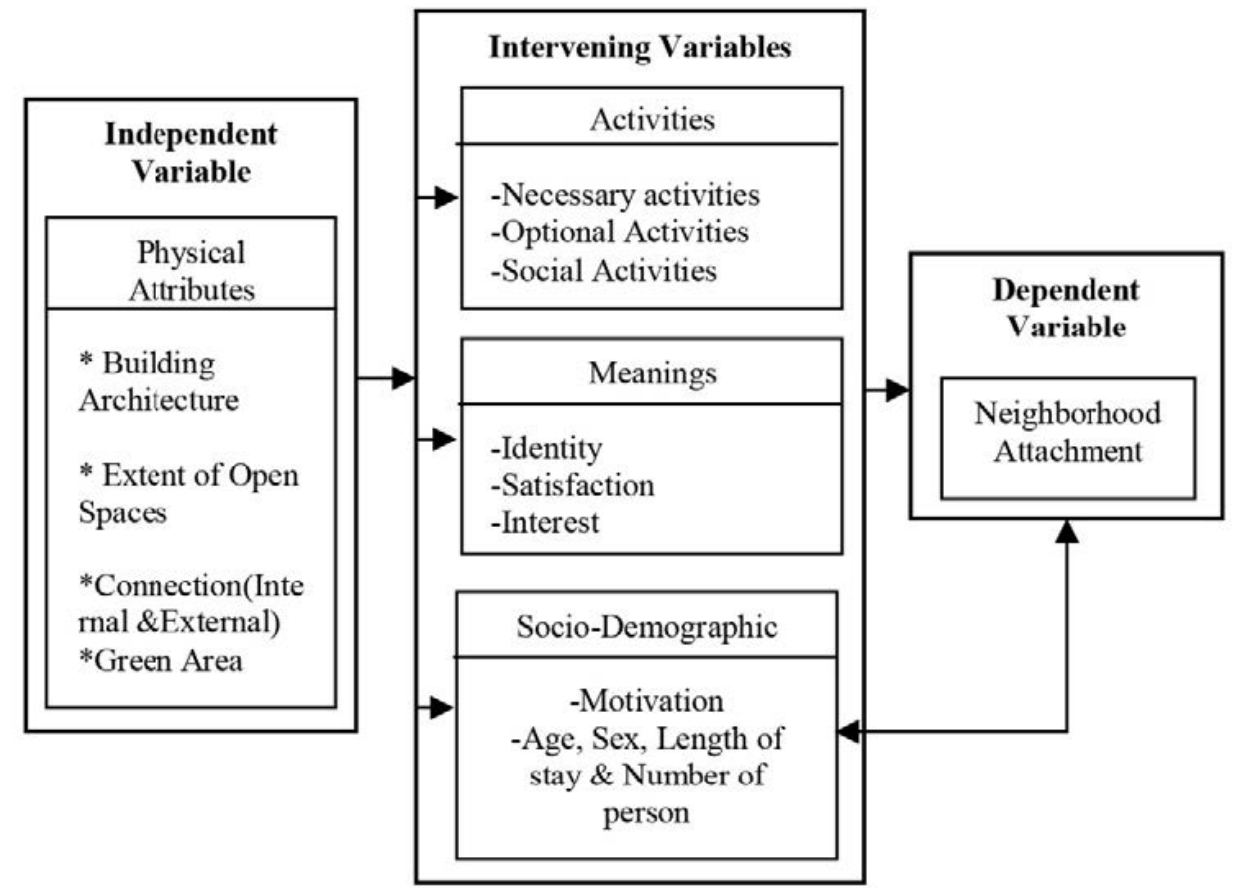
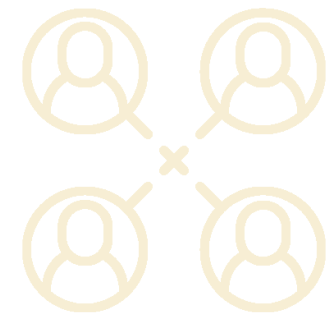


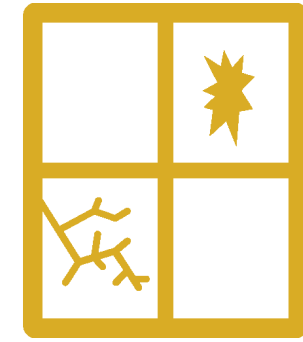
Figure 4

Residents that view their neighborhood as having physical and or social disorder acquire the feeling of despair toward their community, ultimately losing sentimental attachment to the area. When communities are properly maintained by those who value and live within the neighborhood, there is an increase of resident-based control and a lower rate of crime and social disorder. These variables will remain in effect as neighborhood attachment lowers, if not confronted. So how can we bring back neighborhood attachment to the area of Sweet Auburn?

Physical Deterioration



Neighborhood Detachment



Physical Deterioration

-With the "Broken Window" theory structuring this definition, when one window is broken, it signifies that the occupants of the community lack care to the area. (Wilson and Kelling's (1982).

This lowers the feeling of obligation to provide care to the neighborhood and can ultimately lead to more broken windows amplifying physical disorder.

-According to Wilson and Kelling's "Broken Windows" article, disorder and crime are inseparably related. Social psychologists studying this theory are often supported by police officers who are experiencing these conditions, firsthand. It is reinforced when officers on patrol spot a broken window in an area and within a given time frame, notice that physical damage begins to spread. This pattern of neglect, if not faced, is proven to spread like a disease in the community.



Vacancy

Simple Slopes: Effect of Disorder on Violent Crime in High-, Medium-, and Low-Deterioration Neighborhoods

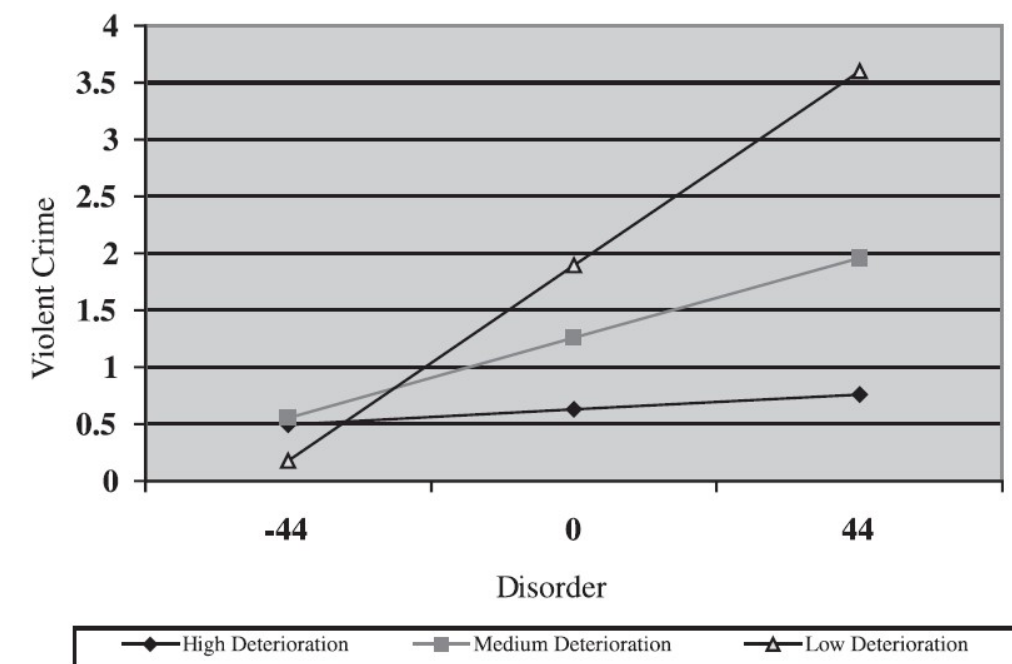
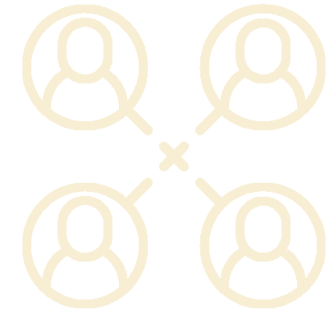


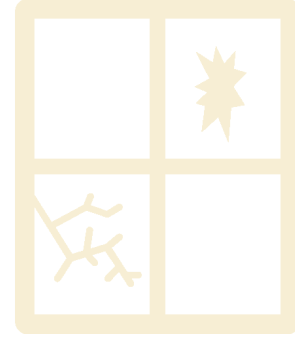
Figure 5

Physical deterioration is the negative result of a community's attitudes and disciplines towards their neighborhood. The definition is best described using the "Broken Window" analogy. But other factors of physical deterioration are also understood to be from littering, vandalism, and building maintenance. This impacting cycle, if not given attention too, will soon swarm a community and become an associated look on the area regarding its residence, the general safety, and well-being. Designing in a way that will reamplify pride for a community is the key component to battling this infectious cycle.

1.3- Highway Repercussions



Neighborhood Detachment



Physical Deterioration



Vacancy



-With a lot not being actively occupied, vacant structures are less likely to be maintained, leading to decay from neglect. Vacancy rates can be an indicator of the stability of a neighborhood.

-An interrelationship between vacancy and crime exists, where an increase in vacancy results in a decrease in resident-based control (related to the idea of the interdisciplinary topic of environmental psychology) which plays a significant role in the pedestrian experience that breaks down the ideas of perception, cognition, and behavior. (Kucharski, 2022) and is reinforced by understanding the dynamic interplay between characteristics of the physical and social environment and its impact on behavior (Normand, M.P., Dallery, J. and Slanzi, C.M., 2021). Less eyes on the street, less safe. More Eyes on the street, more safe.

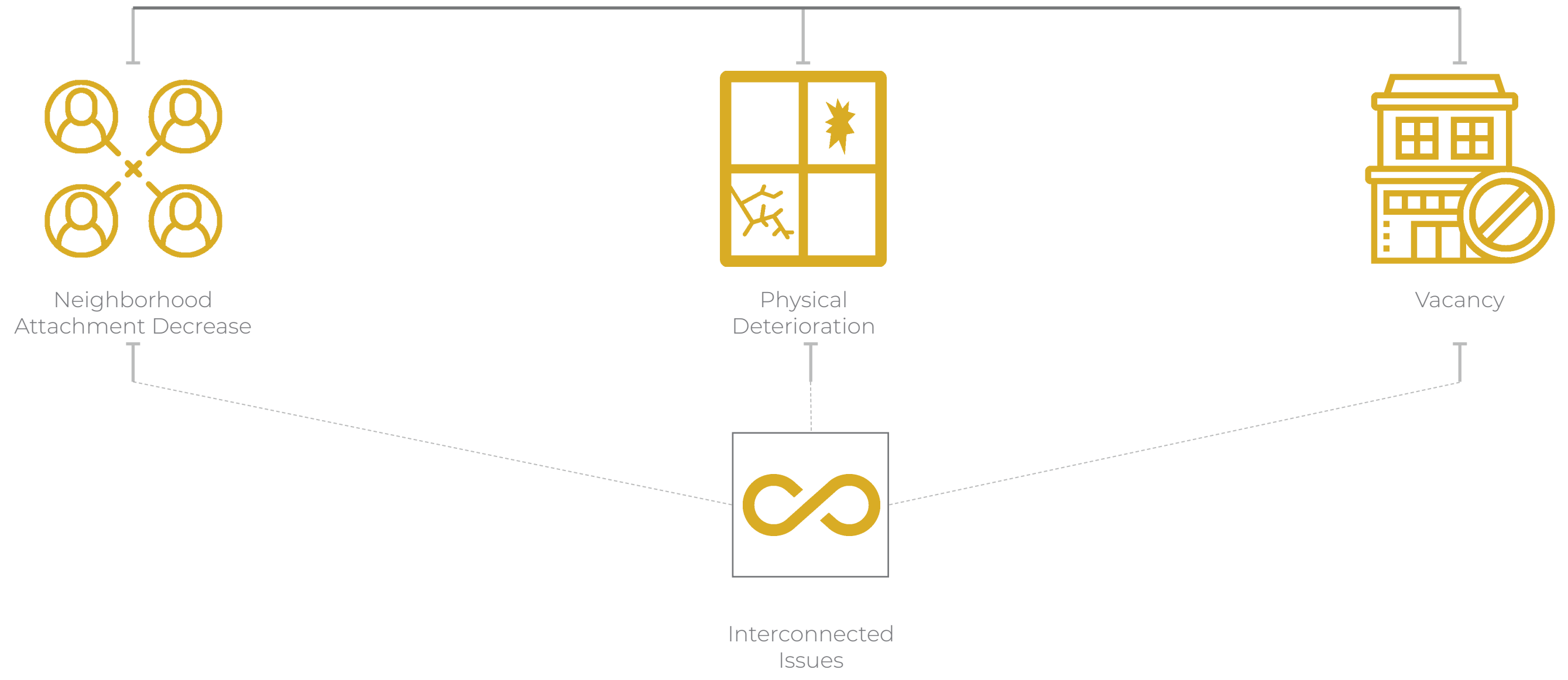
Construction Vacancy Rates in Sweet Auburn			
Year	Directory Entries	Vacant Returns	Vacancy Rate
1947	270	12	4.56%
1948/49	269	11	4.18%
1950	252	11	4.45%
1951/52	226	14	6.28%
1953	245	22	8.89%
1955	286	20	7%
1956	211	13	6.16%
1957	226	16	7.08%
1958/59	135	12	8.89%
1961	122	11	9.02%
1962	170	15	8.82%
1963	160	7	4.38%
1965	148	11	7.43%
1966	142	12	8.45%

Figure 6

Vacancy

Vacancy, being a strong factor in the quality of a community, has many repercussions simply from leaving a space, lot, or building empty. Without a form of occupancy, there is little opportunity for engagement upon citizens and neighbors. In Jane Jacobs "The Death and The Life of Great American Cities", a point is made that no one enjoys an empty street. In order to activate such spaces, we must have large numbers of people to entertain themselves by watching street activity. In the table to the left, the records indicate that highway construction do, in fact, cause an increase in vacancies. The issue in question is how can we reactive this neighborhood by infilling present day vacancies with programs that bring pedestrian life to the area?

Highway Repercussions



As history has shown, highway construction can alter the personality of a community. It can slowly strip away the foundations that make up a strong connected neighborhood. It is key to provide design solutions that create and support neighborhood attachment where eliminating any potential physical and social disorder is a priority. Design factors need to be questioned in ways that can create and support positive attitudes toward neighborhood identity. Ultimately if all of these topics are addressed, then vacancies will become less of a potential. The complexity of these three issues carries interchangeable order of the domino effect, which makes this an interconnected issue. So, it is important to address each topic with equal importance.

1.4

Highway Repercussions

(Through The Lens of Space Syntax)

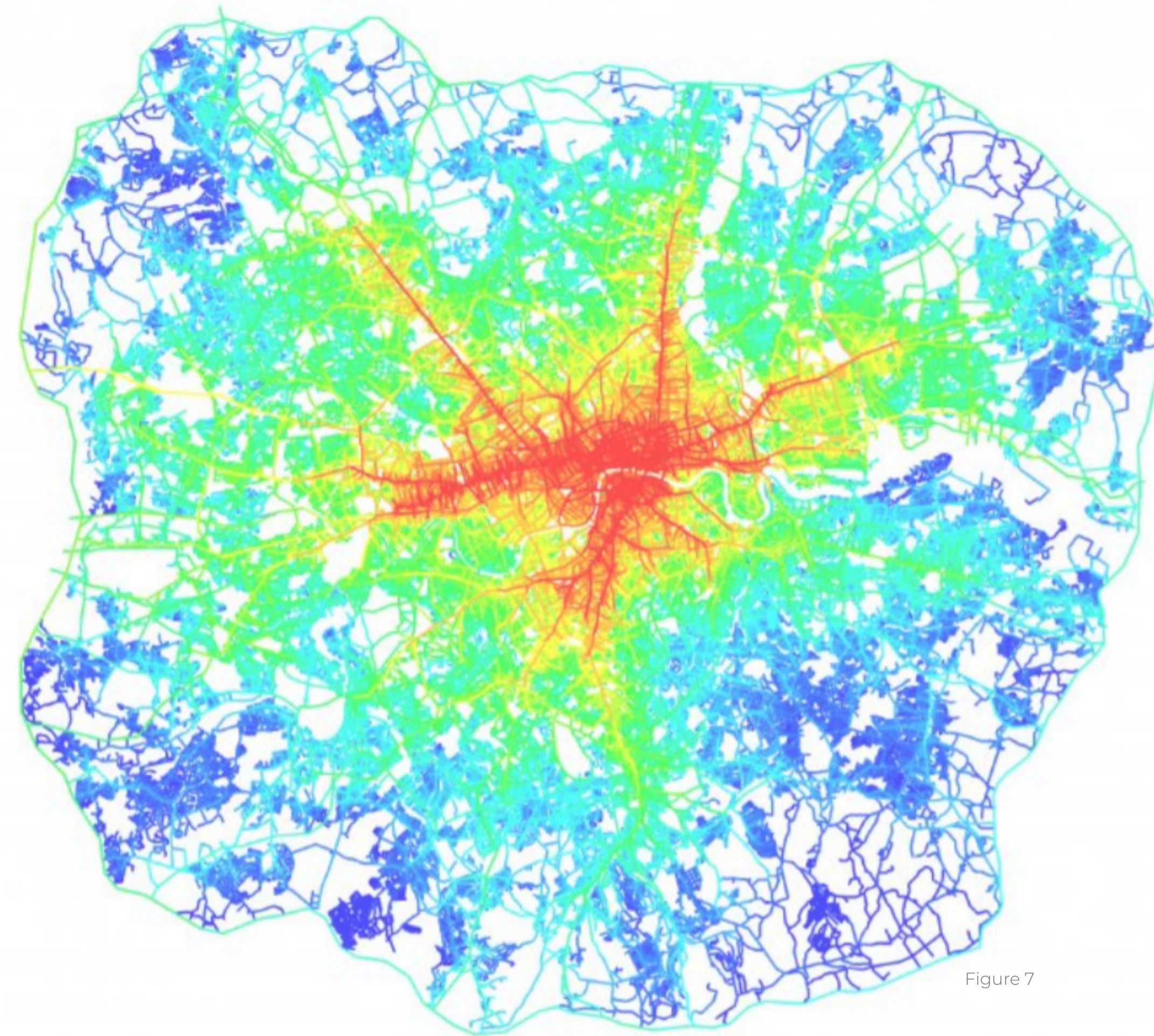
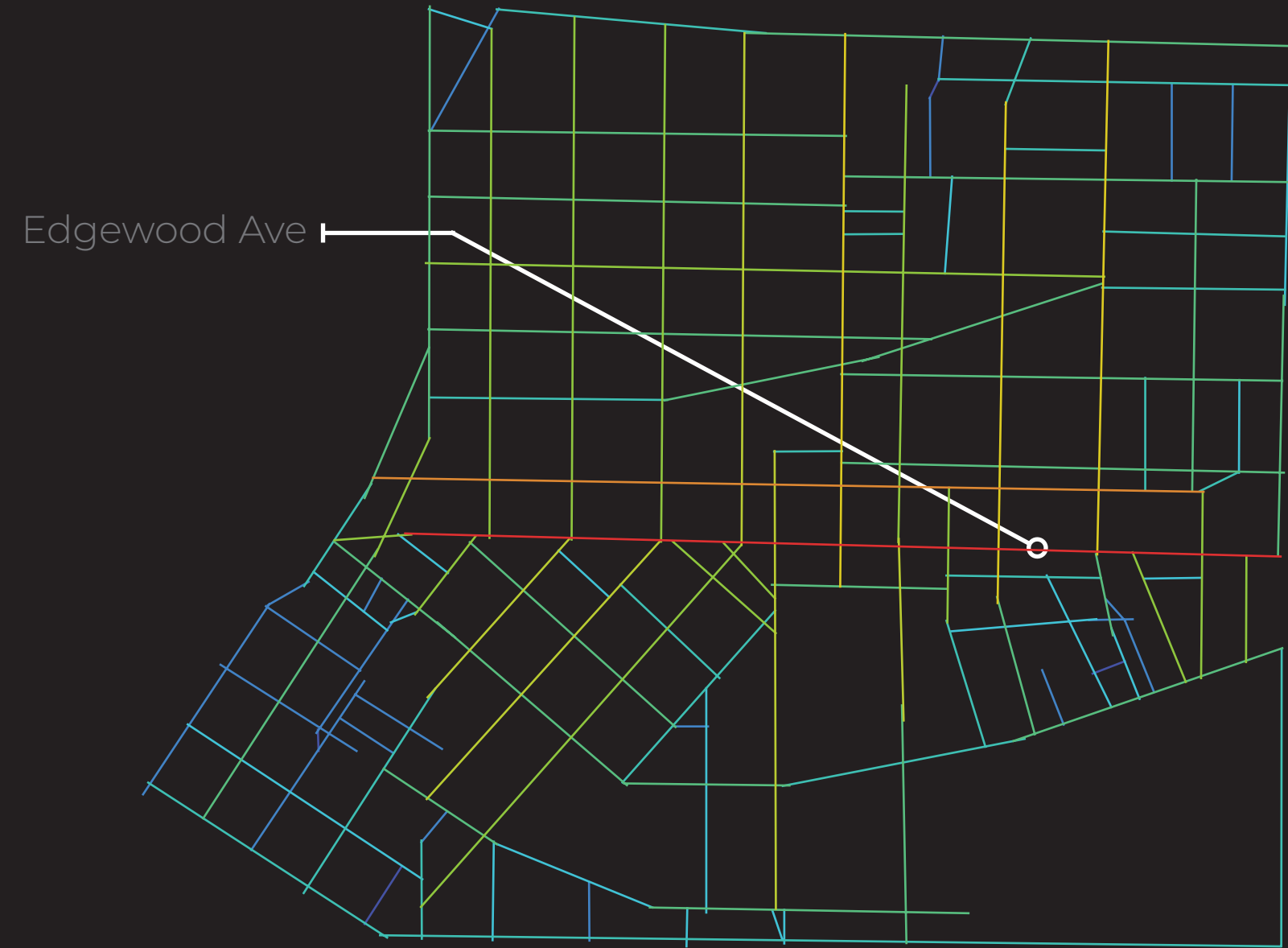
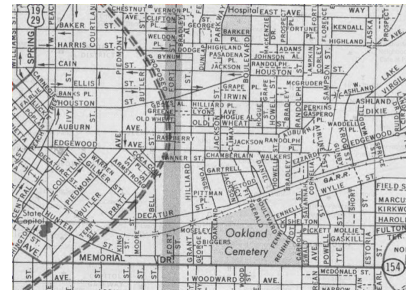


Figure 7

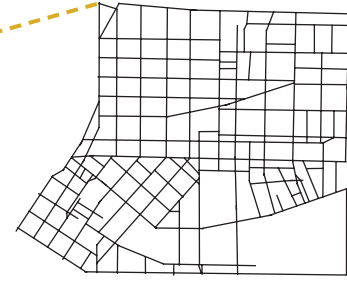
1956 ATLANTA



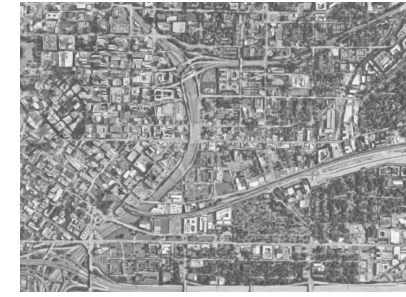
Integration Map 1956



Map of Atlanta [1956]
Figure 8



Axial Map [1956]

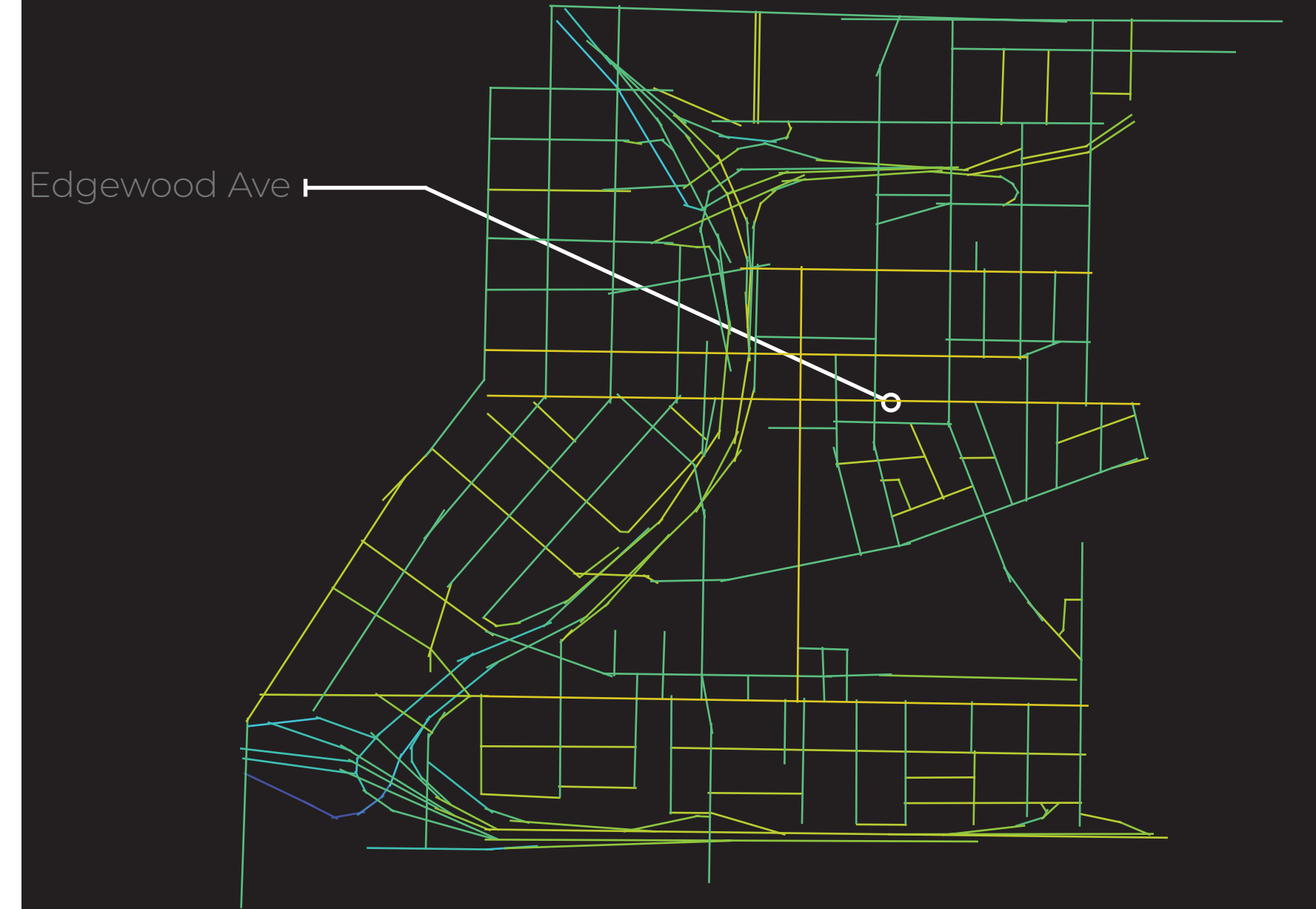


Map of Atlanta [2022]



Axial Map [2022]

2022 ATLANTA



Integration Map 2022

1956 Space Syntax Analysis

Space syntax, – by Hillier and Hanson 1984; is a set of techniques used for representation, quantification, and interpretation of spatial configurations in buildings and in urban planning. The tool used in this analysis is Integration (HH) where the issue at hand requires global measure as it takes into account every space within a given system.

It adapts to plan size based on a unit scale and results in values between the range 0-infinity, allowing for comparison between different plan configurations and system scales. A high value represents strongly integrated space, and a low value indicates segregated space. Graphically, red illustrates the highest integrated values and cyan illustrates the lowest integrated values. The integrated street network before the highway construction boasted a variety of businesses, churches, and other socially driven activities.

Avg. Integration Value:
1.735

2022 Space Syntax Analysis

Research using Space Syntax illustrates and supports how spatial layout design influences urban movement patterns, patterns of pedestrian and property safety. It can be used to investigate relationships of spatial properties with social, economic, and environmental factors.

Research using Space Syntax illustrates and supports how spatial layout design influences urban movement patterns, patterns of pedestrian and property safety. It can be used to investigate relationships of spatial properties with social, economic, and environmental factors. The original integration analysis (1956 before the highway construction) illustrated a high integration value that linked the CBD to the Sweet Auburn District. The current day Space Syntax analysis, (2022 after highway construction), shows that the integration was weakened by the I-75 I-85 Downtown connector and reinforces that the social, economic, and environmental factors run parallel with this weakening integration.

Avg. Integration Value:
0.956

1.5

Case Studies

Factors of walkability

- Presence of continuous and well-maintained sidewalks.
- Path directness and street network connectivity.
- Land-use density.



Walkability

Factors of social cohesion

- Common aims and objectives.
- Social order and social control.
- Strong attachment to place; intertwining of personal and place identity.



Social Cohesion

Factors creating community

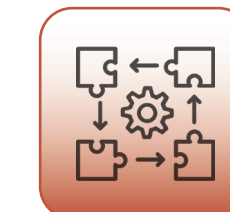
- Social networks and social capital.
- High degree of social interaction within communities and families; civic engagement and associational activity;



Community

Culture integration factors

- Place attachment and identity
- Visual interest and a sense of place as defined under local conditions.



Cultural Integration

Safety factors

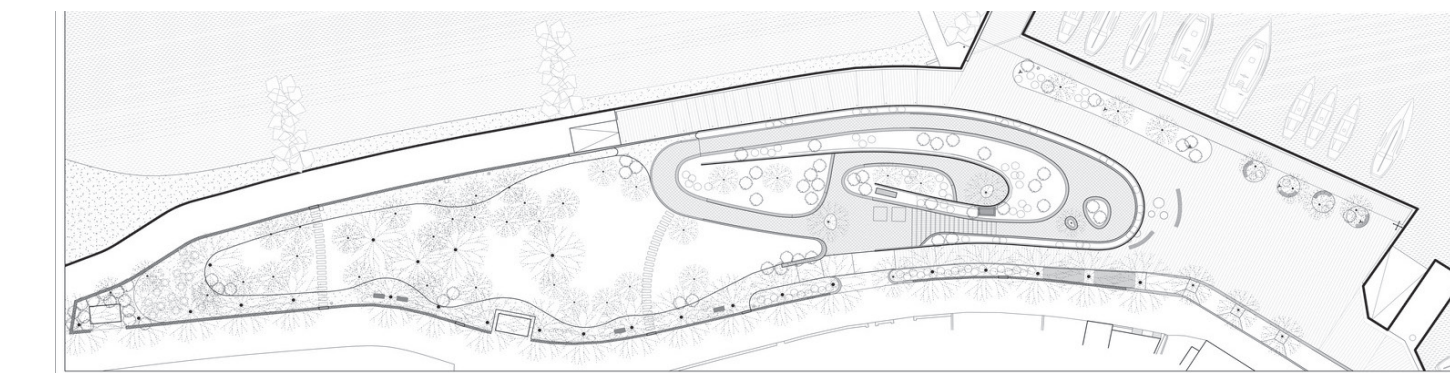
- Absence of heavy and high-speed traffic.
- Street trees and landscaping.
- Safety of at-grade crossing treatments.



Safety

Applying Filters to Precedent Analysis

Selecting precedents and analyzing them through specific lens and filters offers insight into designing a new project. Learning from existing projects who have exercised design solutions is a key aspect when extracting components to include into a project in formulation. The following lens/filters are listed and defined briefly to the left. Key factors that intended to be included in the proposed design are **walkability**, **social cohesion**, a sense of **community**, **cultural integration**, and **safety**.



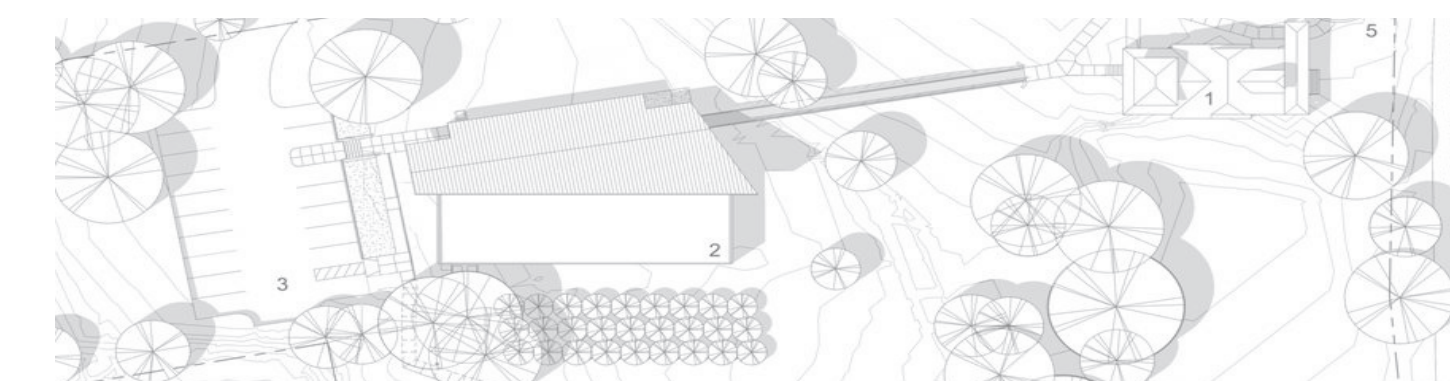
DUBoak Maritime Heritage Interpretation Center

Figure 9



Interpretation Center of the Andalusian Prehistory

Figure 10



Bob Dylan Interpretation Center

Figure 11

1.5- Case Studies



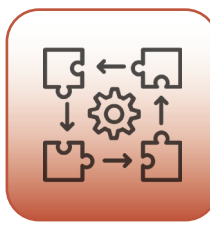
Walkability



Social Cohesion



Community



Cultural Integration



Safety

Project:

DUBoak Maritime Heritage Interpretation Center

Architects:

NFO

City:

Malinska

Country:

Croatia

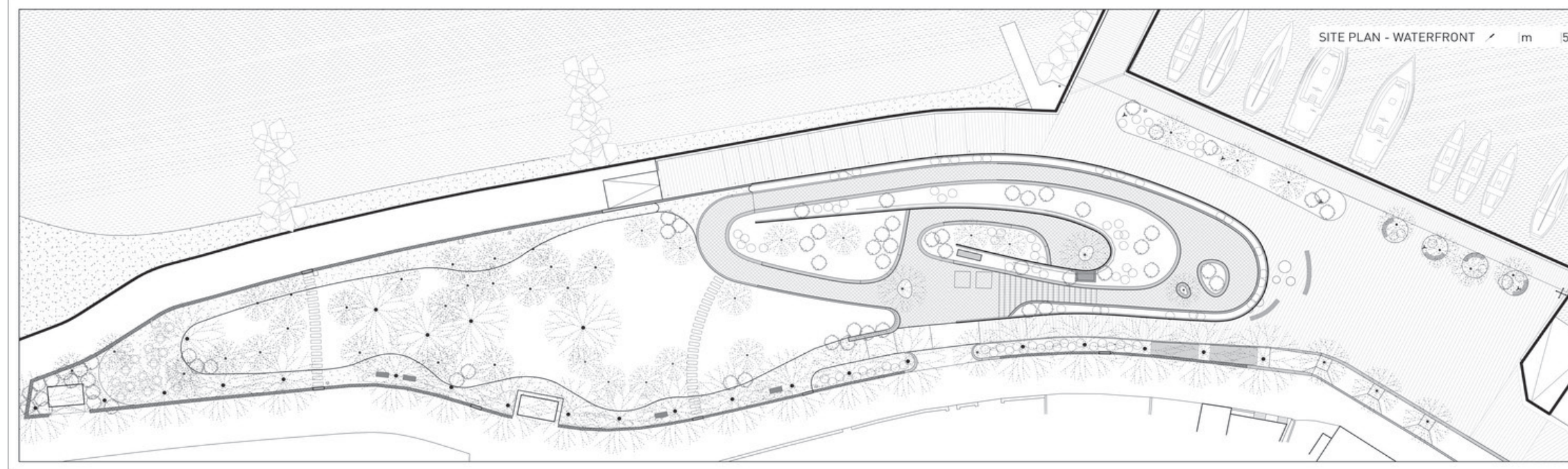
Project Type:

Interpretation Center

Findings

The Maritime Heritage Interpretation Center is one of many parts to a revitalization project that responds to neglected public spaces in the city of Malinska, a coastal region. The V-shaped structure system is arranged in a way to allow for lines-of-sight, from the outside, to reach into the interior of the building. This concept offers a framed view of the program inside that reflects the traditional heritage and history of the Malinska area.

The visitors are presented with artifacts, authentic objects, documents, and other displays that define the culture. To give insight and inspiration to future generations, the center offers educational events, workshops, and public gatherings to share the skills and knowledge of the island's shipbuilders. In addition to the flex-exhibition space, there are outreaches for locals to engage in, such as sailing and sports fishing clubs. This component of the facility maintains activity outside of tourist season and caters to the locals.



Social Cohesion

Factors of social cohesion

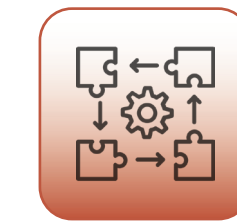
-The centers program outside of tourist season brings locals together through a sense of common goals and interests.



Community

Factors creating community

-The program brings people together with workshops, public gatherings, and educational events.



Cultural Integration

Culture integration factors

-The site and program offer elements of place attachment and strong sense of identity.

-Visually linking the local conditions to the building and site enhances cultural identity.



Safety

Safety factors

-The site plan conveys that there is seclusion from vehicular traffic.

-Street trees and landscaping exists on site.



Figure 12



Figure 13



Figure 14



Figure 15



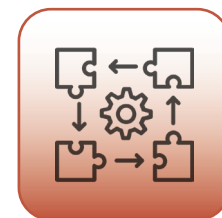
Walkability



Social Cohesion



Community



Cultural Integration



Safety

Project:

Interpretation Center of the Andalusian Prehistory

Architects:

Luis Machuca & Associates

City:

Unknown

Country:

Unknown

Project Type:

Interpretation Center

Findings

The proposal for this interpretation center, by Luis Machuca Associates, is an attempt to strengthen and connect the site to the national landmark territory. A design objective was that the neighboring museum and park could still be distinguishable from their immediate surroundings, both during the day and at night. Situating the building into the hillside adapts it to the place through informal characteristics and material choices that make up the buildings envelope.

The program creates pathways, flowerbeds, and straightedge design elements into the land where necessary. Other areas will use recycled wood, giving a sensation that you are floating over a prairie. Many paths eventually guide you to convergent points where intersecting nodes offer viewing areas, connecting the visitor to the adjacent landscape. The overall experience guides the occupant in and out of a series of paths that give the feeling as if they were in a cave.

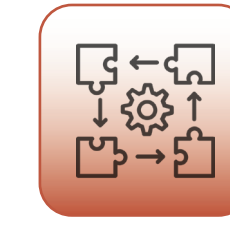


Walkability

Factors of walkability

-The pathways that exist on site are well maintained for visitor viewing outlooks.

-The pathways also provide directness and circulation network connectivity.



Cultural Integration

Culture integration factors

-The program addresses the national landmark territory by strengthening the connection of site-building to contextual elements through viewing areas.

-Material selection is local.



Safety

Safety factors

-The degree of site seclusion offers major safety from vehicular conditions.

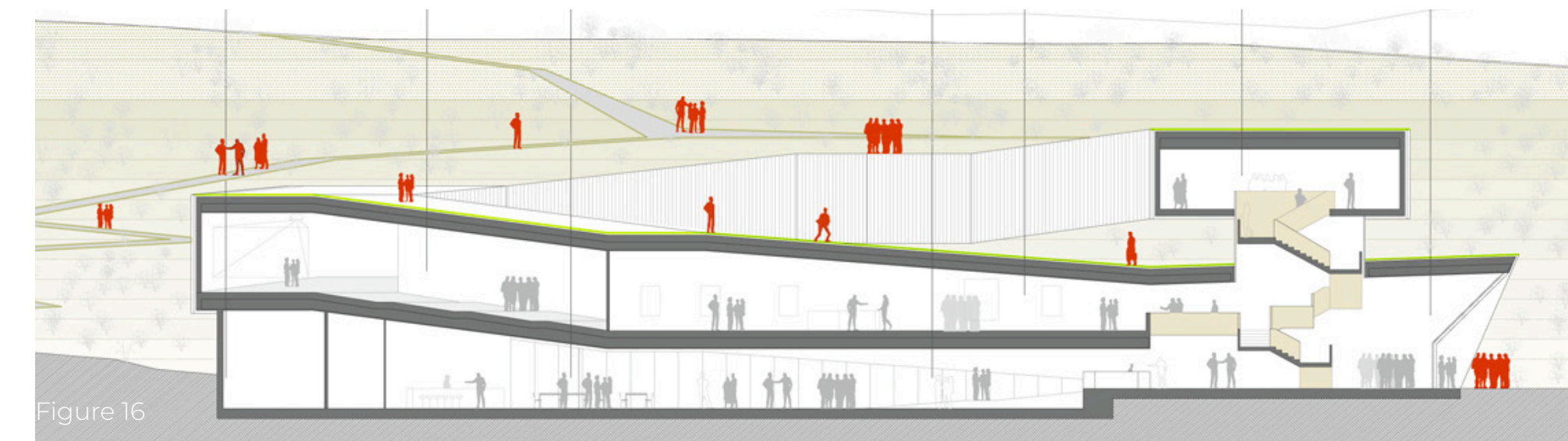


Figure 16



Figure 17



Figure 18



Figure 19



Figure 20

1.5- Case Studies



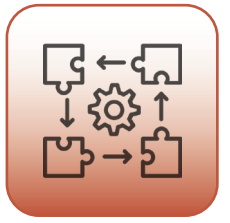
Walkability



Social Cohesion



Community



Cultural Integration



Safety

Project:
Alex Haley Interpretive Center

Architects:
Askew Nixon Ferguson

City:
Henning, TN

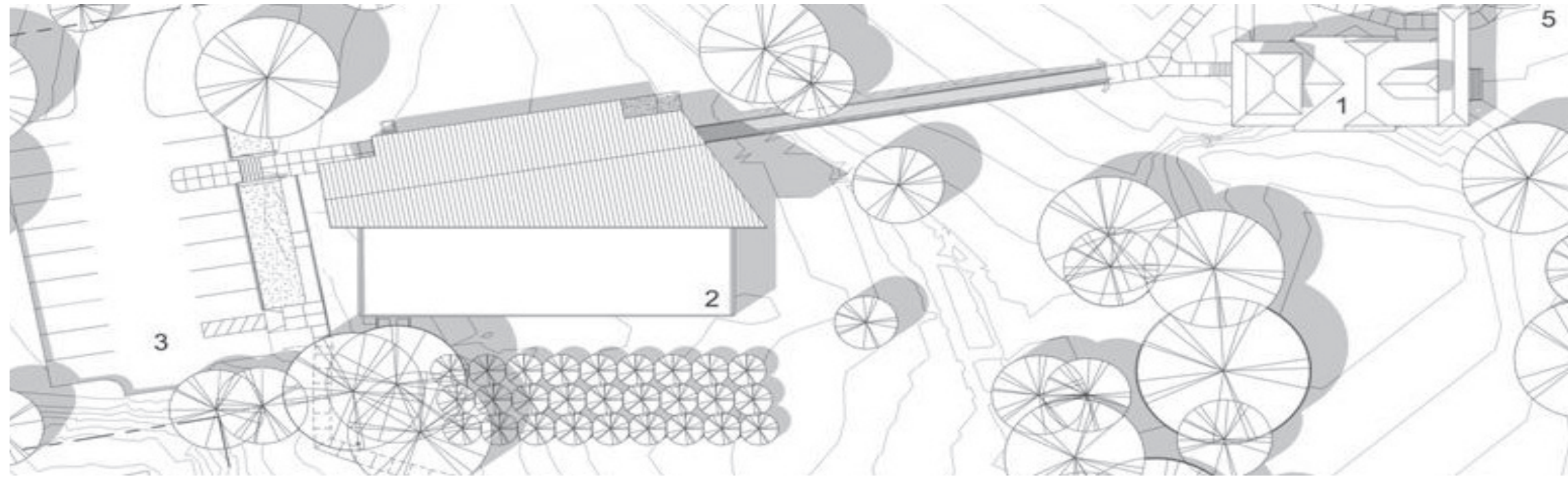
Country:
United States

Project Type:
Interpretation Center

Findings

This interpretation center, located on a State Historic Site, strives to enhance the educational mission of the site by offering a venue for the public to experience the life and career of the Tennessee author, Alex Haley. The formal language of the building uses an angled wing and folded roof to define the spatial properties of the central lobby. Using this same formal language, the form acts as a gesture, pointing towards the Haley House that sits nearly 200ft away. The building materials of wood cladding, tin roof, and steel structure refer to local vernacular architecture of the area.

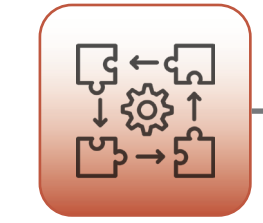
When approaching the entry of the interpretation center, you are welcomed to tall glass incasing the lobby where its interior walls focus your view to the residency using a layering of transparent vertical surfaces. The mass is situated on the site in a way that preserves existing trees and is shielded by a row of trees that connect to public transit.



Social Cohesion

Factors of social cohesion

-The State Historic Site management has a common goal to inform and educate people about the life of the famous author, creating unity.



Cultural Integration

Culture integration factors

-The integration of culture is satisfied through its formal language and material selection as it relates back to vernacular architecture of the area.



Safety

Safety factors

-Safety on site exists through the placement of tree buffers from public transit entry points.

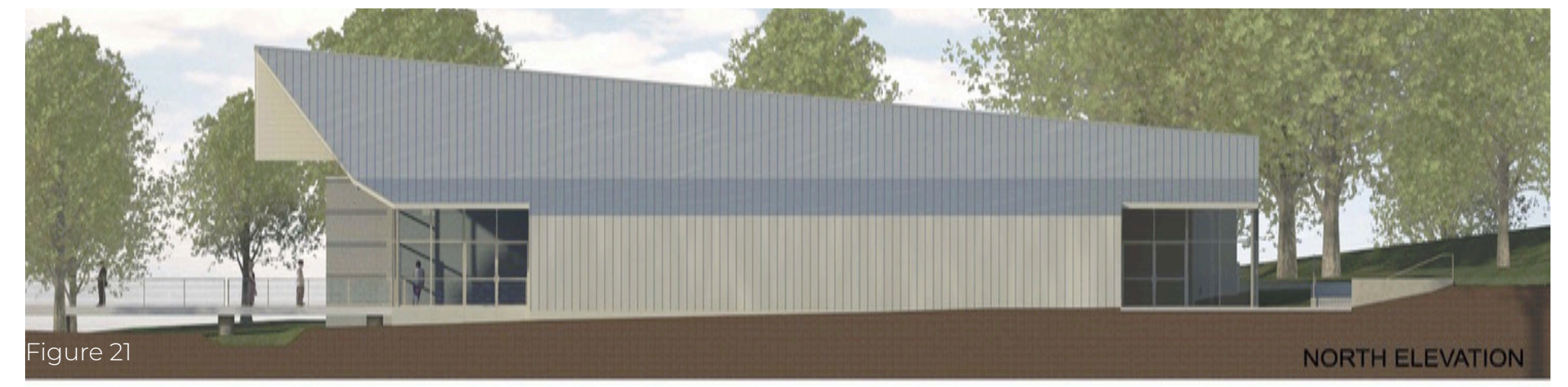


Figure 21



Figure 22



Figure 23



Figure 24



Figure 25

2.1- Site Selection

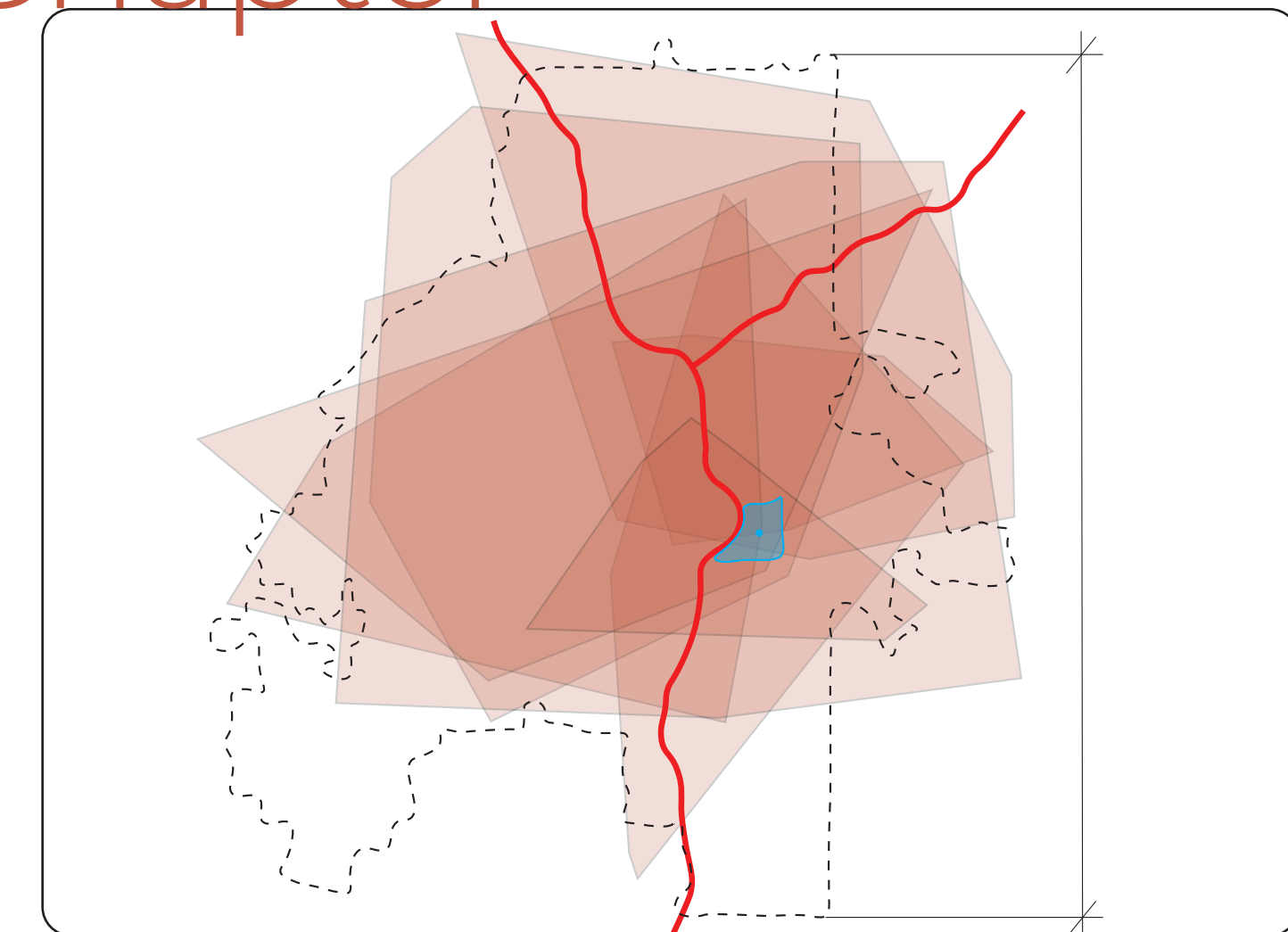
2.2- Site Analysis

2.3- Experiential Analysis

2

Site
Analysis

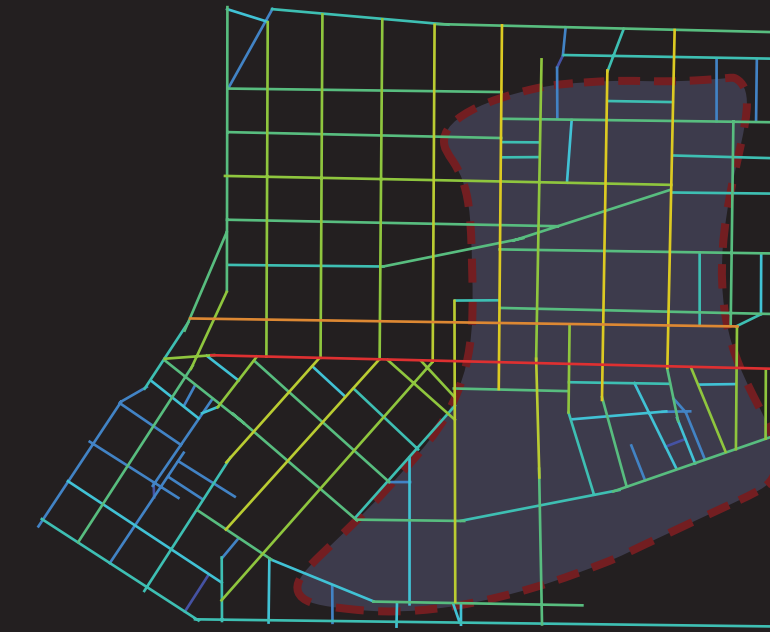
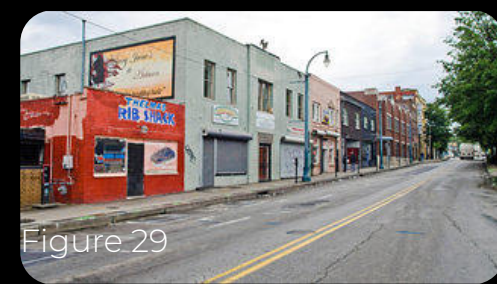
Chapter



2.1- Site Selection

Location: Sweet Auburn, Atlanta.

The Sweet Auburn Historic District is a historic African-American neighborhood along and surrounding Auburn Avenue, east of downtown Atlanta, Georgia, United States. The National Historic Landmark District was designated in 1976, and is significant for its history and development as a segregated area under the state's Jim Crow laws.

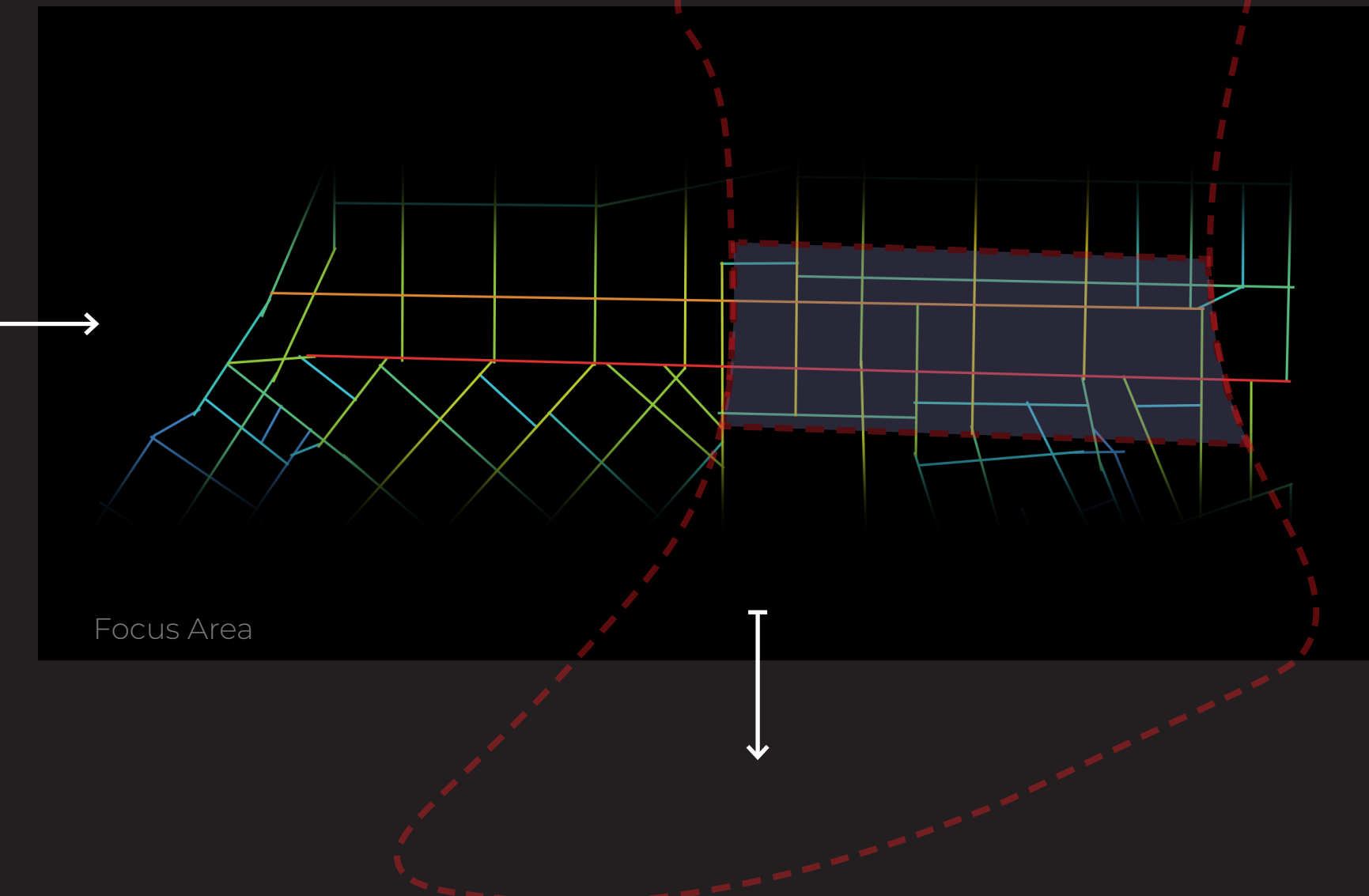


Integration Map 1956

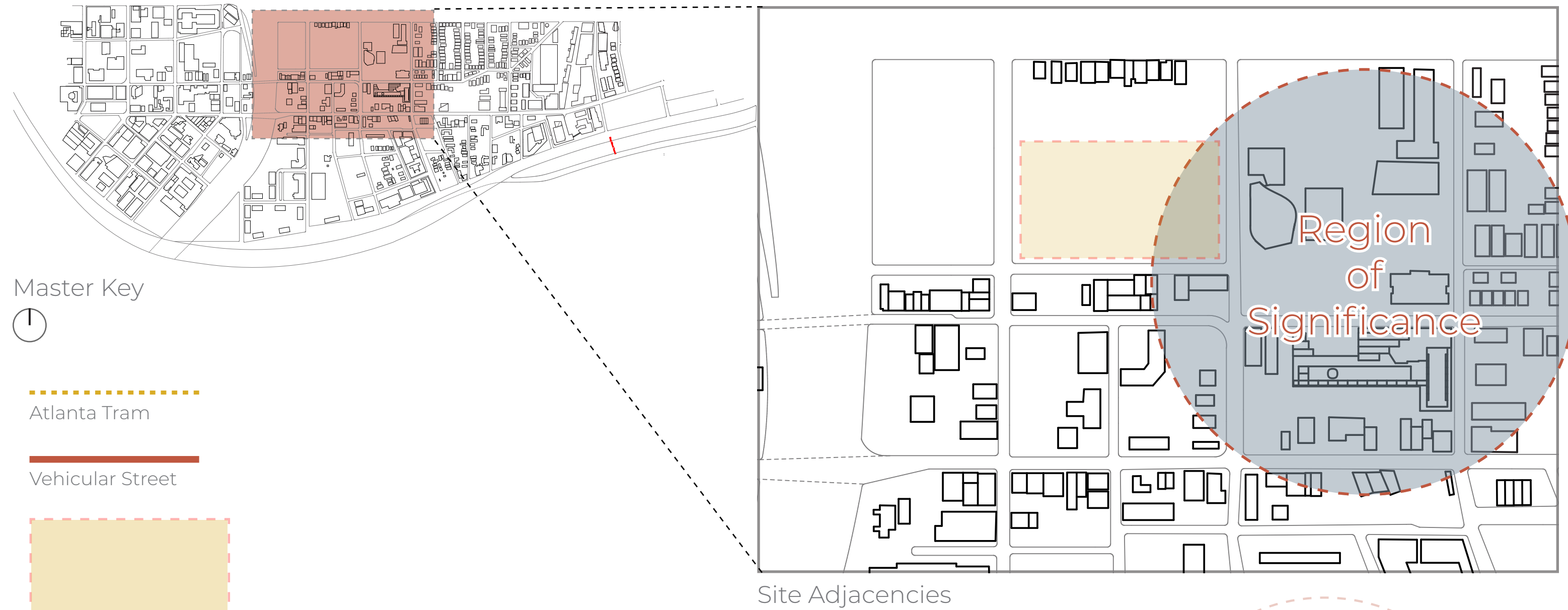
Site Selection Using Space Syntax

After concluding that the relationship of integration from the Central Business District to the Sweet Auburn District diminished as a result of the construction of the I-75/I-85 connector, a further dissection is needed to solidify the area of the site.

It is ideal that the site be as close to the streets of interest as possible. The two streets of interest are Edgewood Ave. (in red) and Sweet Auburn Ave. (in orange), which run parallel to each other and provided the integration relationship to the CBD. Because these two streets are the spine of a historically rich African American area, it is at this point of the research and analysis that suggests the program type of an Interpretive Center and reinforces the site area.



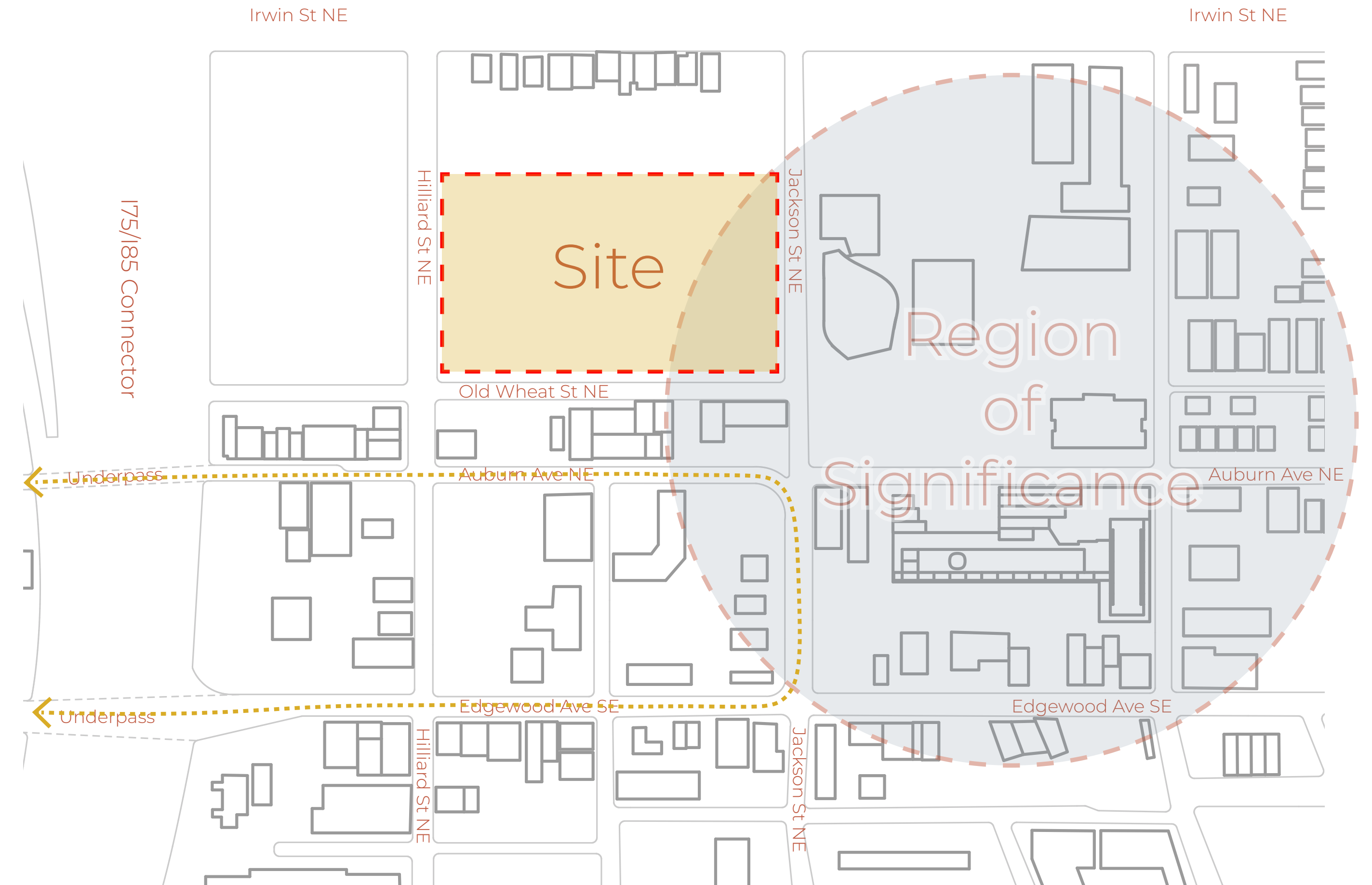
2022 Map Overlaid With 1956 Integration Map



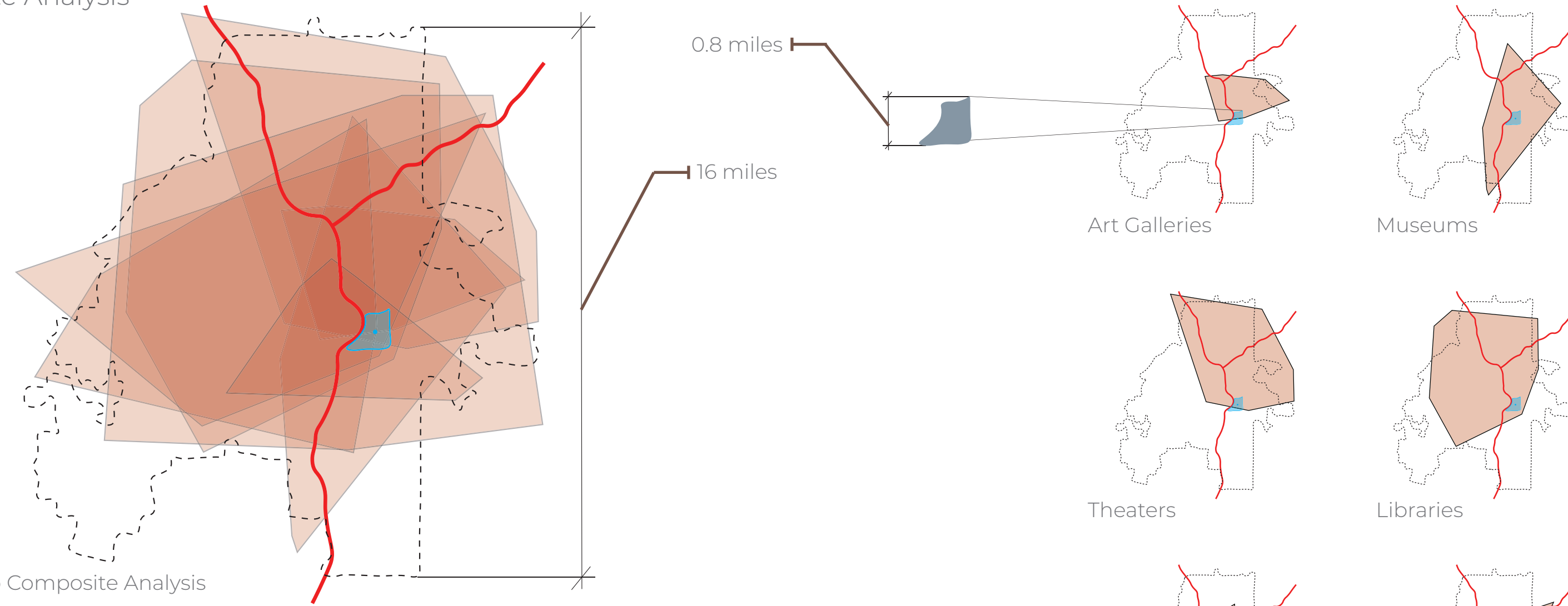
Micro Site Selection

Now that we have identified the site to be in the Sweet Auburn District, it is essential that the site be situated in a relevant area that connects and relates to the heart of Sweet Auburn and the issue at hand, the I-75/185 connector so that design responses can be implemented clearly.

The "Region of Significance" is a cluster of buildings that contribute to making up the identity of Sweet Auburn. The suggested site outline (in light orange), has an equal proximity to the design issue, the connector; the major spines of Sweet Auburn, Edgewood Ave. and Sweet Auburn Ave; and the Region of Significance, which begins to unfold many design hierarchy opportunities.



2.2- Site Analysis

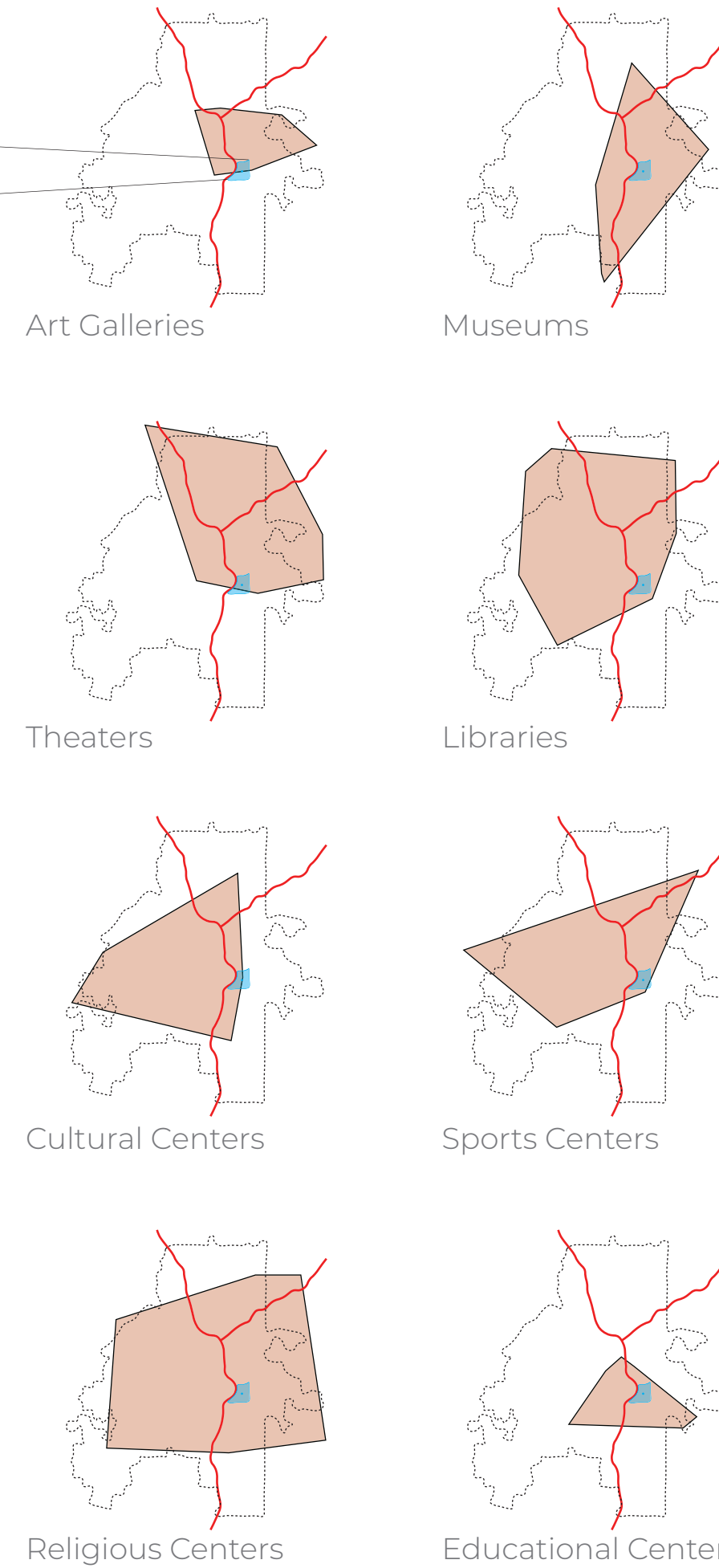


Composite Program Analysis

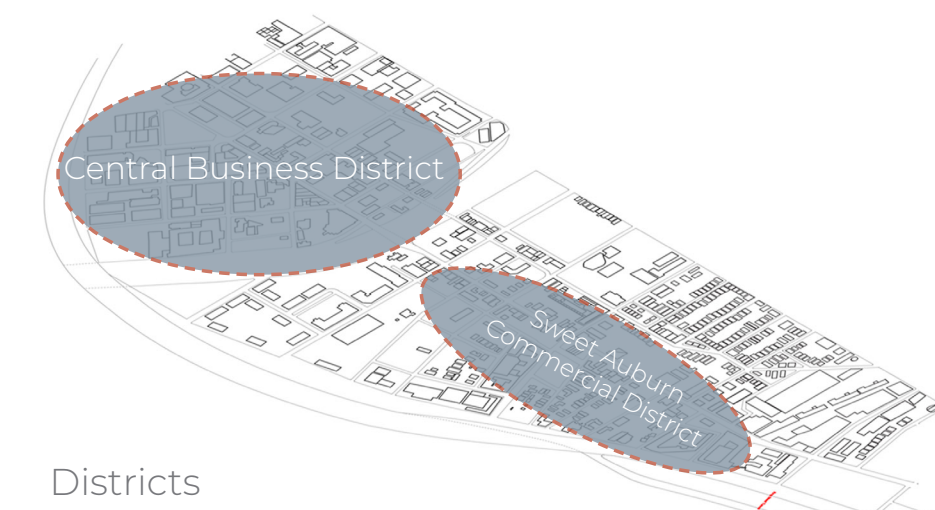
Applying a composite program analysis to a city can discover new ways of defining boundary outside of the political definition of boundaries. This is a key component to macro analysis of urban forms as you can set different input parameters for varying subjects. In this project, the driver is shared public spaces, social cohesion, and social interaction; so, for the input parameters we are setting programs that support these keywords.

Setting the origin reference as our potential site, (in blue), allows us to determine the adjacencies of programs and their relationship to the site area. Creating categories for each program type and then overlaying them provides a new form of diagram that illustrates program densities or program sparseness.

Our site lays just right of the densest region in the analysis. This reinsures that the program of the building fits appropriately in the area, as an Interpretation Center is a type of a museum.



Existing Program Analysis



Housing

Public ■ Single Family ■

Education

K-12 ■ Higher Ed. ■

Social

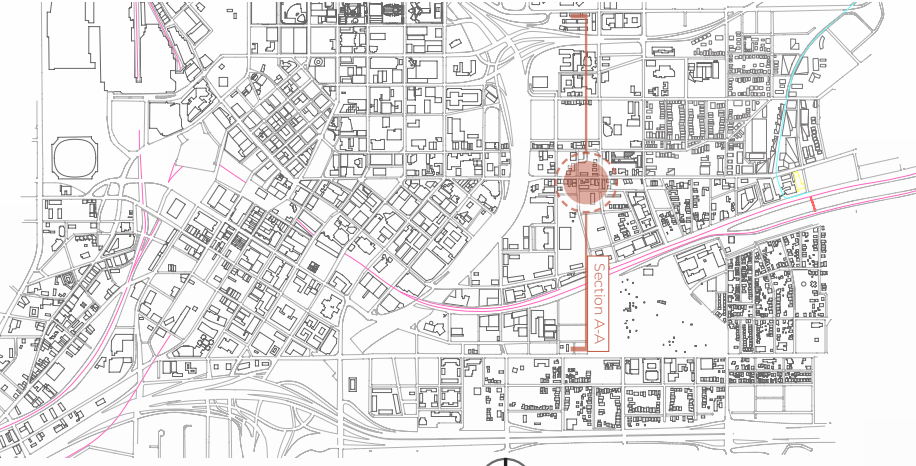
Gov. Assistance ■ Medical ■

Commercial

High Foot Traffic - - - Low Foot Traffic - - -

Transit

I-75/I-85 — Marta - - -
 Rail Line - - - Tram —



Macro Figure-Ground

G.A Division of Family and Children Services

100 Peachtree (Former Equitable Building)

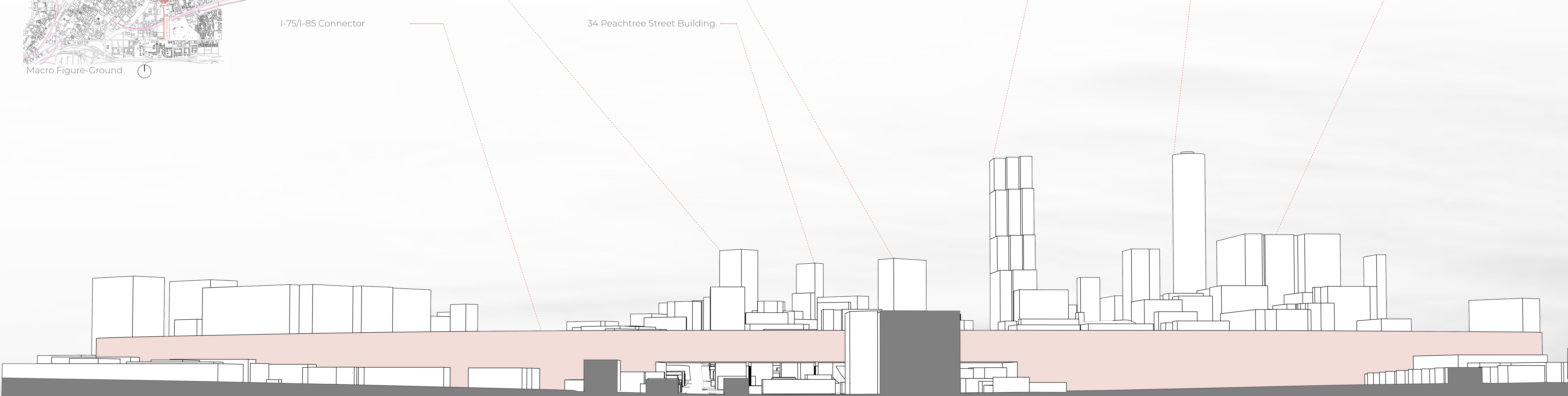
Georgia-Pacific LLC

The Westin Peachtree Plaza

Peachtree Center

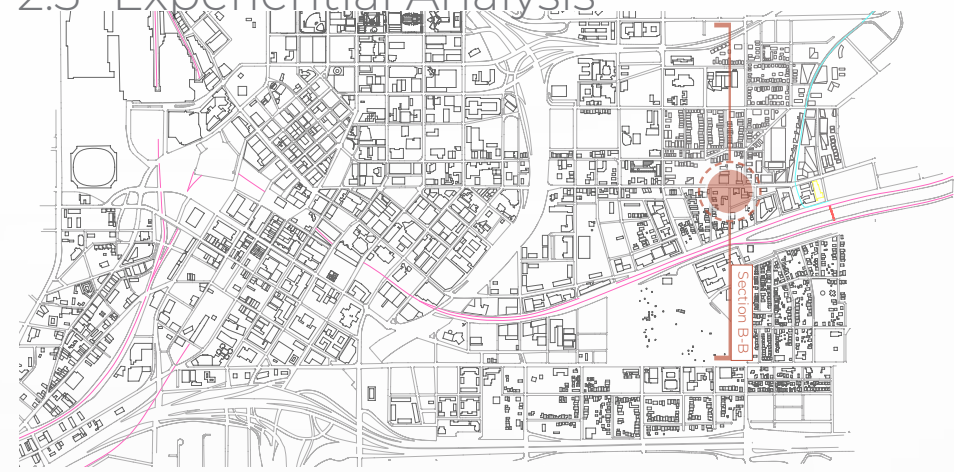
I-75/I-85 Connector

34 Peachtree Street Building



Section A-A

2.3- Experiential Analysis



Macro Figure-Ground

G.A Division of Family and Children Services

100 Peachtree (Former Equitable Building)

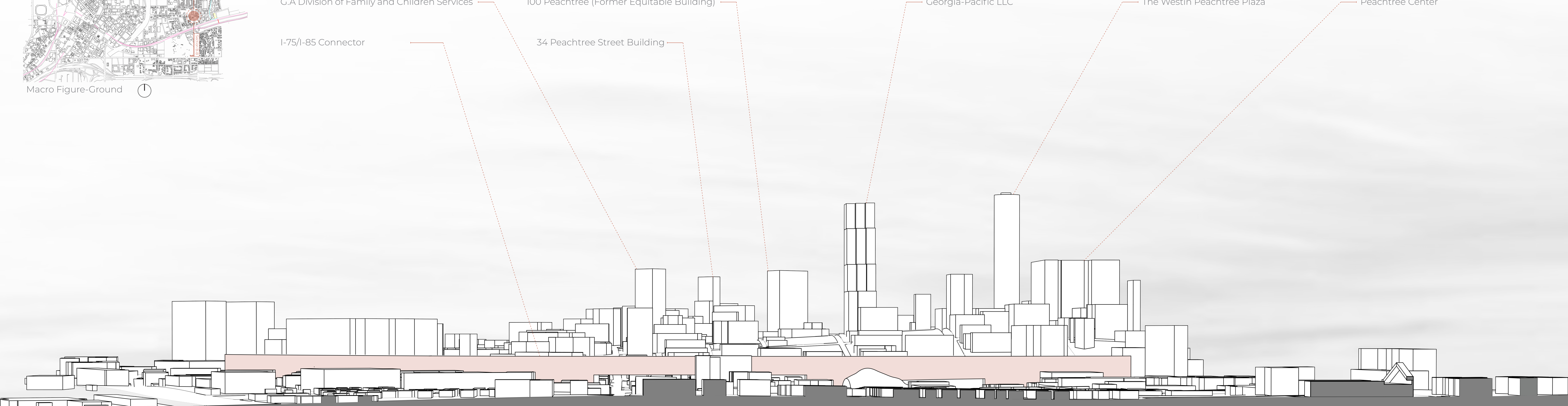
Georgia-Pacific LLC

The Westin Peachtree Plaza

Peachtree Center

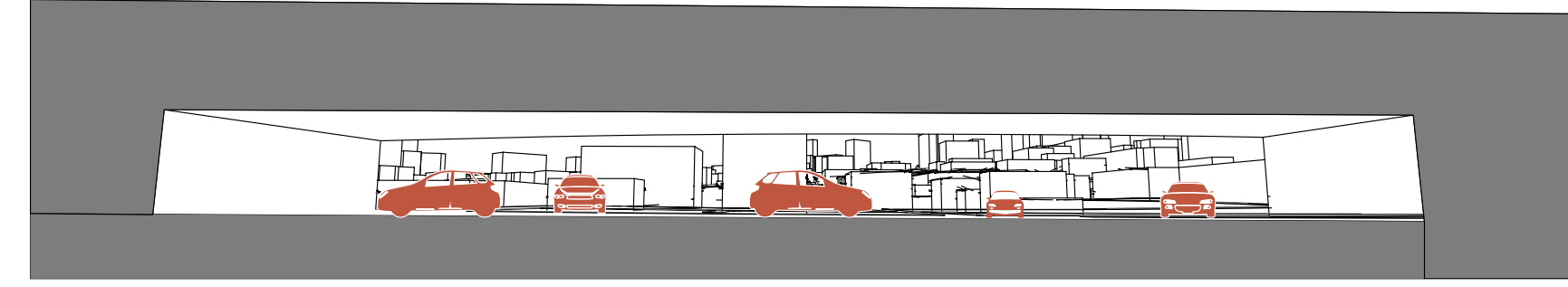
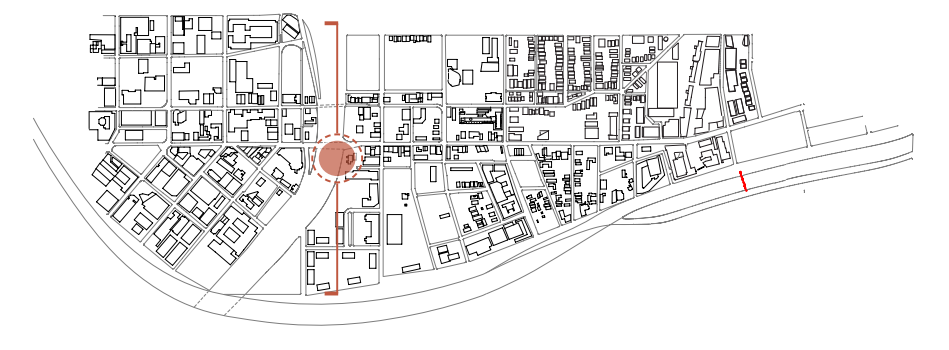
I-75/I-85 Connector

34 Peachtree Street Building

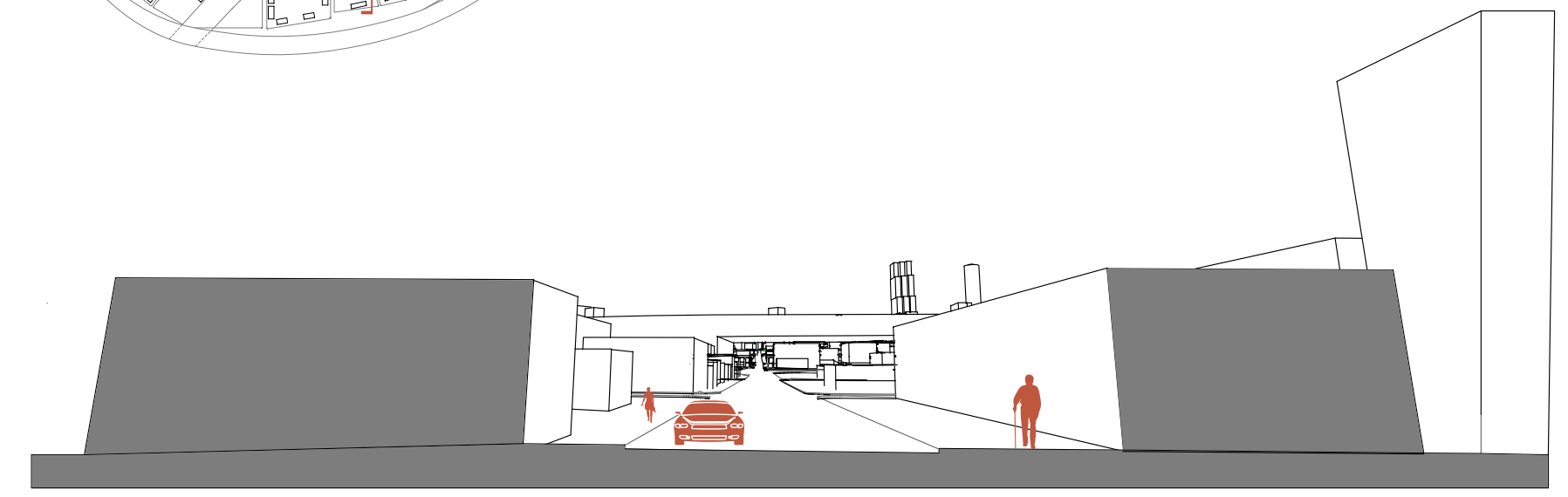
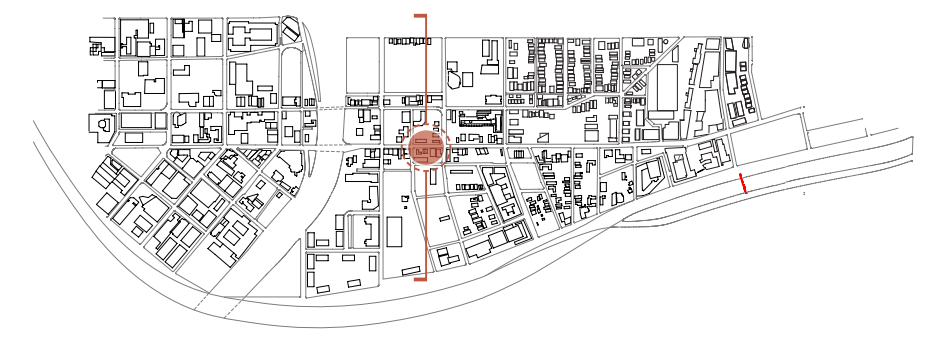


Section B-B

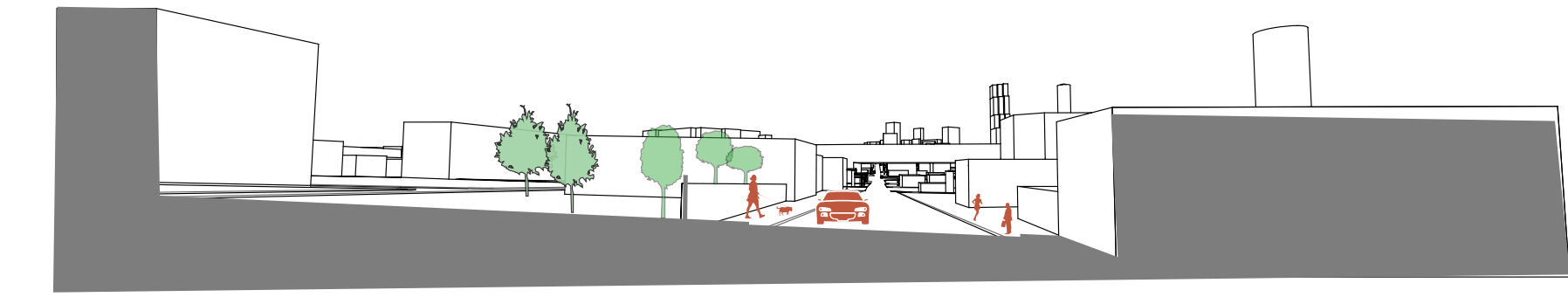
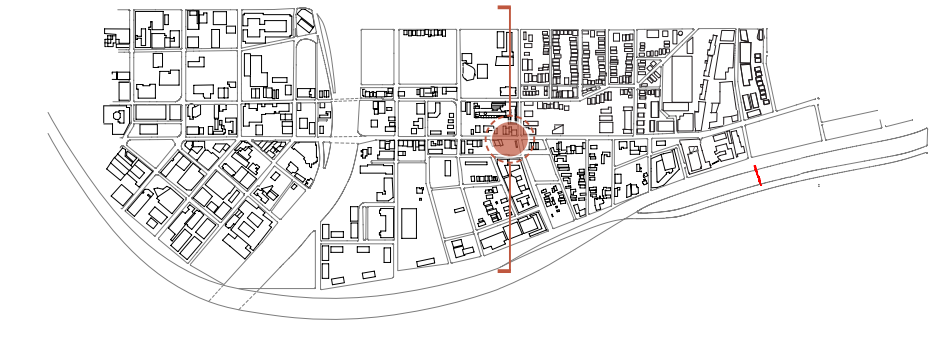
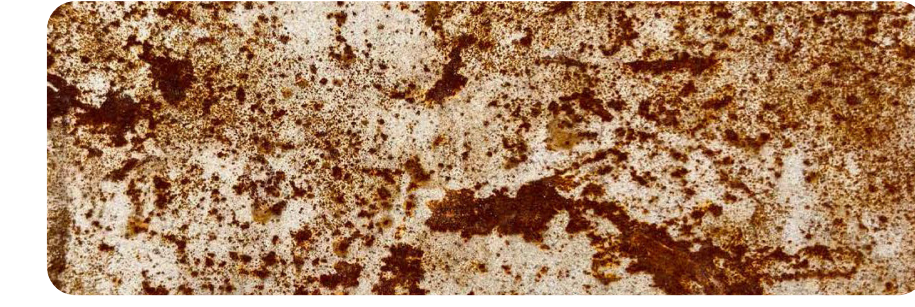
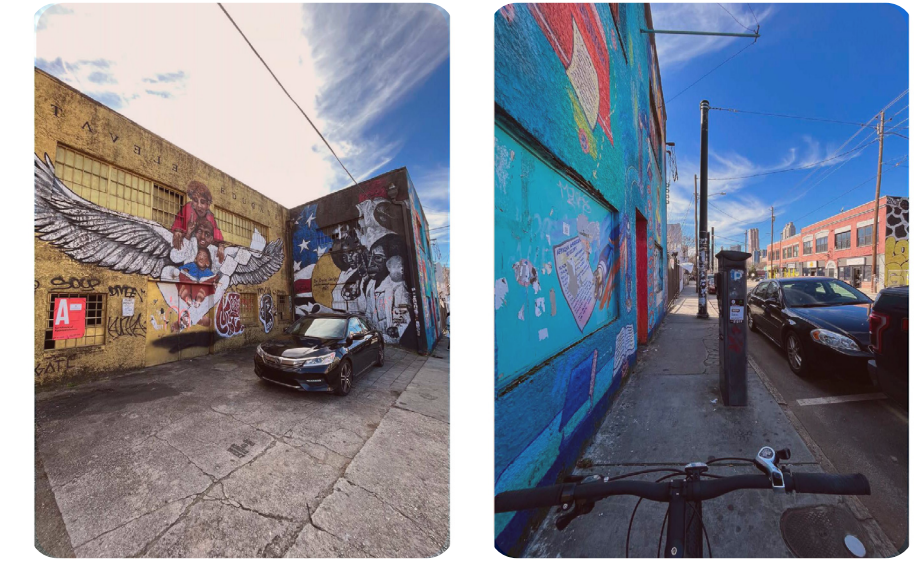
Master Key



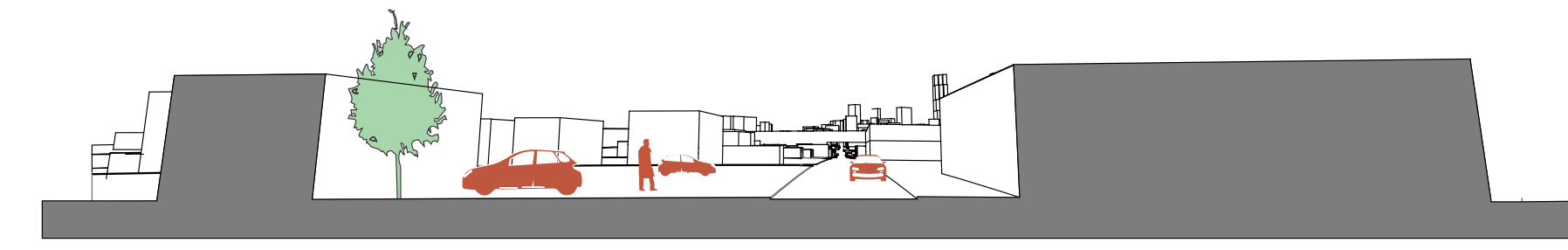
Section 1



Section 2



Section 3



Section 4

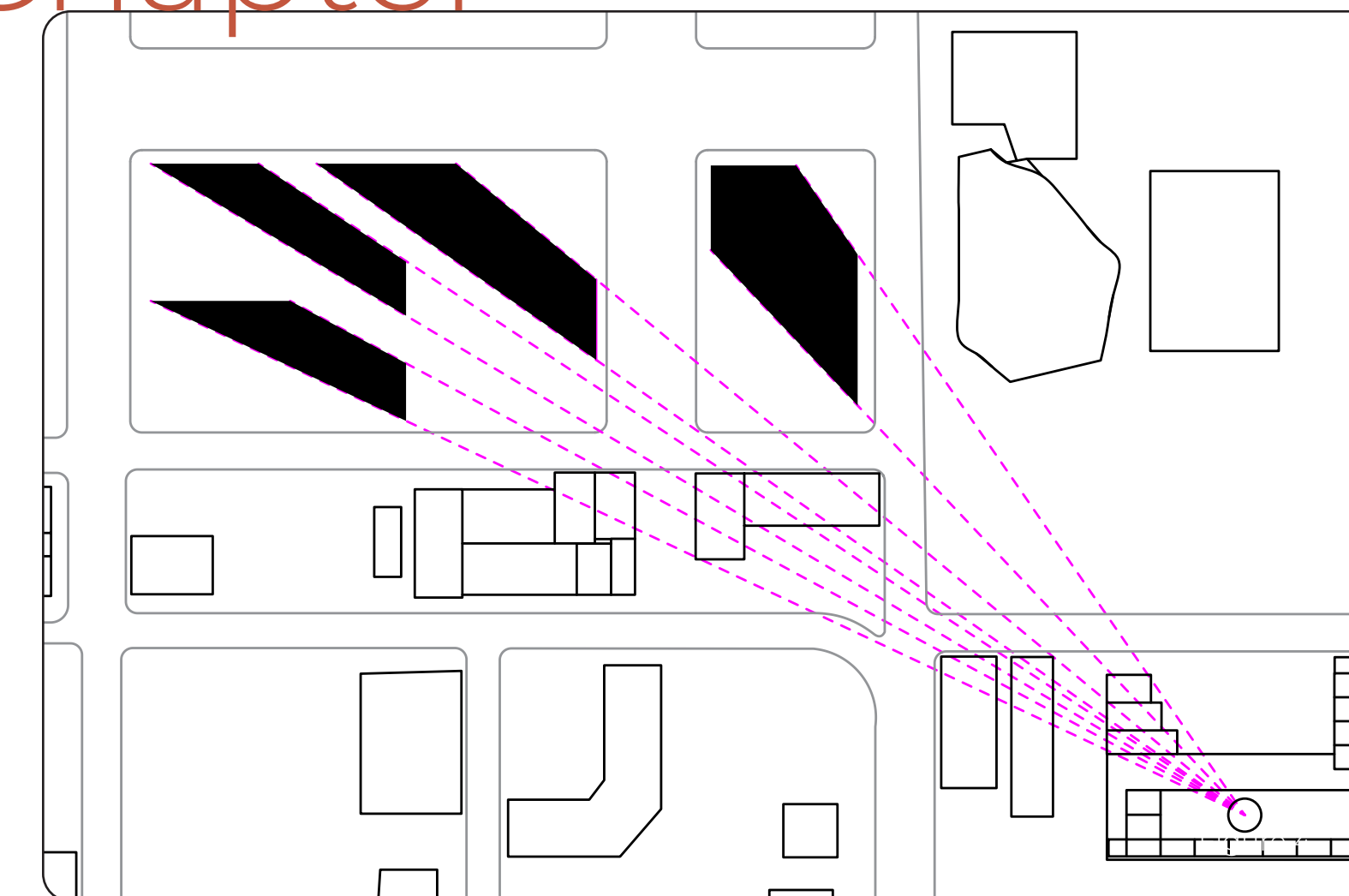
3.1- Design Hierarchies

3.2- Design Process

3

Design
Process

Chapter



3.1- Design Hierarchies



Representative Pieces That Mark Sweet Auburn

There are many historic buildings and artifacts distributed around Sweet Auburn that give the district its cultural richness. The heart of the area is created by a dense arrangement of representative buildings such as 100 Black Men of Atlanta Inc., Martin Luther King, Jr. Memorial, Ebenezer Baptist Church (MLK's Former Church), Historic Fire Station 6, Birth Home of Martin Luther King, Jr., and The King Center.



Figure 31

Yolanda King - Born in 1955

Yolanda King was an African-American activist, actress and first-born child of civil rights leaders Martin Luther King Jr. and Coretta Scott King who pursued artistic and entertainment endeavors and public speaking. Her childhood experience was greatly influenced by her father's highly public activism.



Figure 32

Martin Luther King III - Born in 1957

Martin Luther King III is an American human rights activist, philanthropist and advocate. The oldest son of civil rights leaders Martin Luther King Jr. and Coretta Scott King, King served as the 4th President of the Southern Christian Leadership Conference from 1997 to 2004.

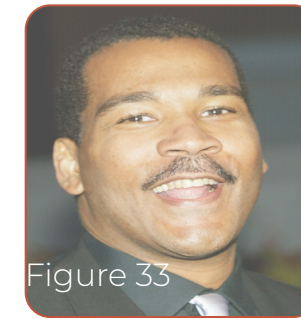


Figure 33

Dexter King - Born in 1961

Dexter Scott King is an American civil rights activist and the second son of civil rights leaders Martin Luther King Jr. and Coretta Scott King. King is also the brother of Martin Luther King III, Bernice King, and Yolanda King.



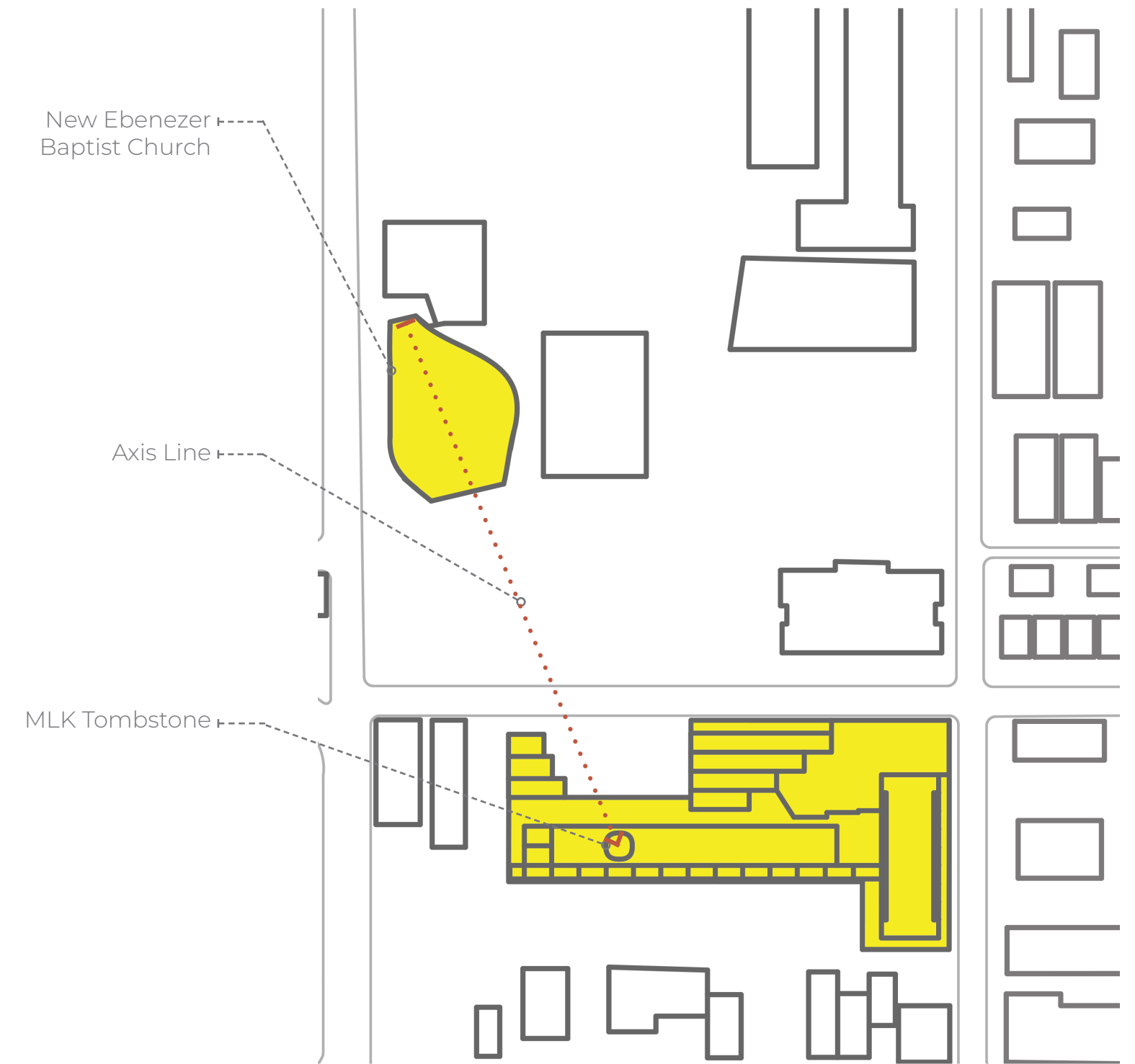
Figure 34

Bernice King - Born in 1963

Bernice Albertine King is an American lawyer, minister, and the youngest child of civil rights leaders Martin Luther King Jr. and Coretta Scott King. She was five years old when her father was assassinated.

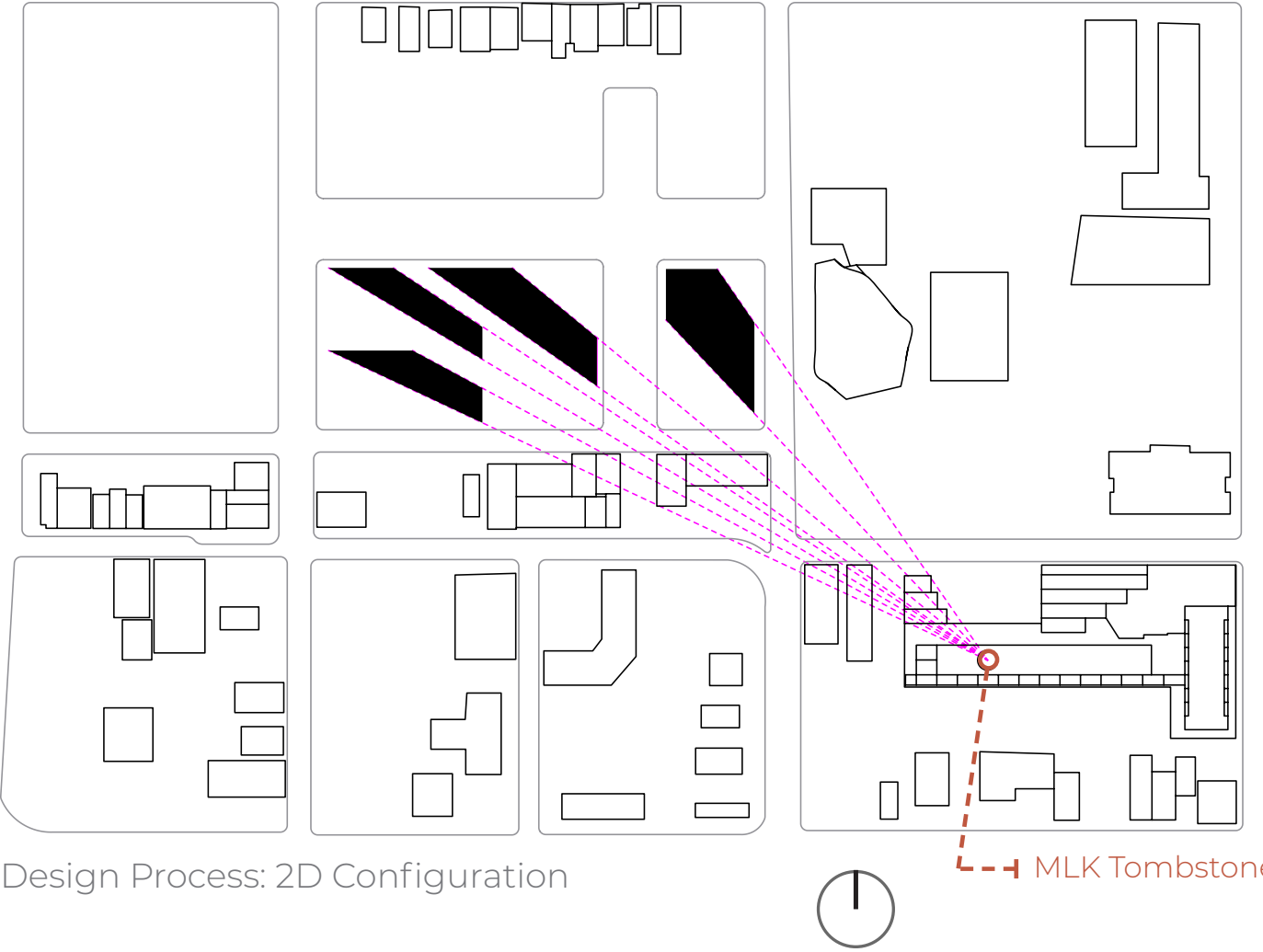
Design Inspirations

Each member in the immediate King family is involved in African American activism and American Human Rights movements, standing on the frontlines protecting rights and civil justice.



Design Influences

The new Ebenezer Baptist Church is oriented with a central axis that gestures directly towards Martin Luther King's tombstone.

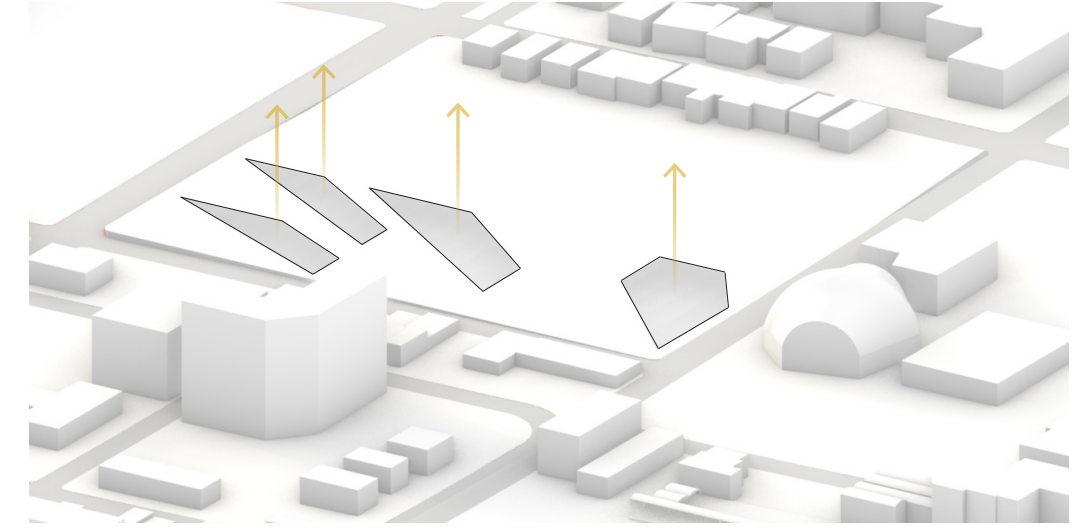


Design Process: 2D Configuration

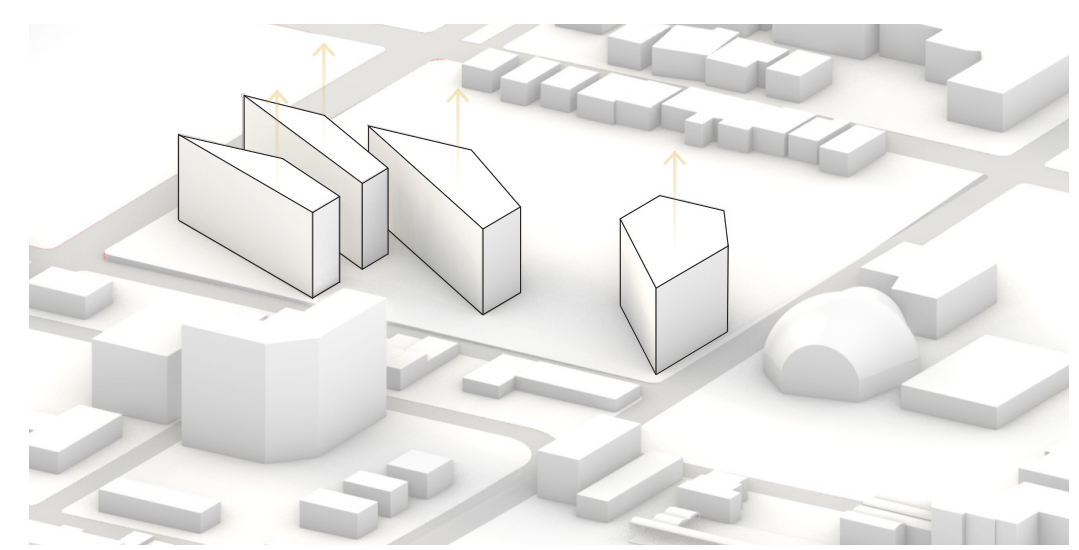
Design Concept & Formal Language

Using a similar design approach derived from the new Ebenezer Baptist Church, where the central axis of the building is gesturing directly towards Martin Luther King's tombstone; here in this design proposal, 4 independent structures are situated on site that represent the 4 children of MLK. Each of the massing's are carved in a direction that sends a gestural motion to their father's memorial.

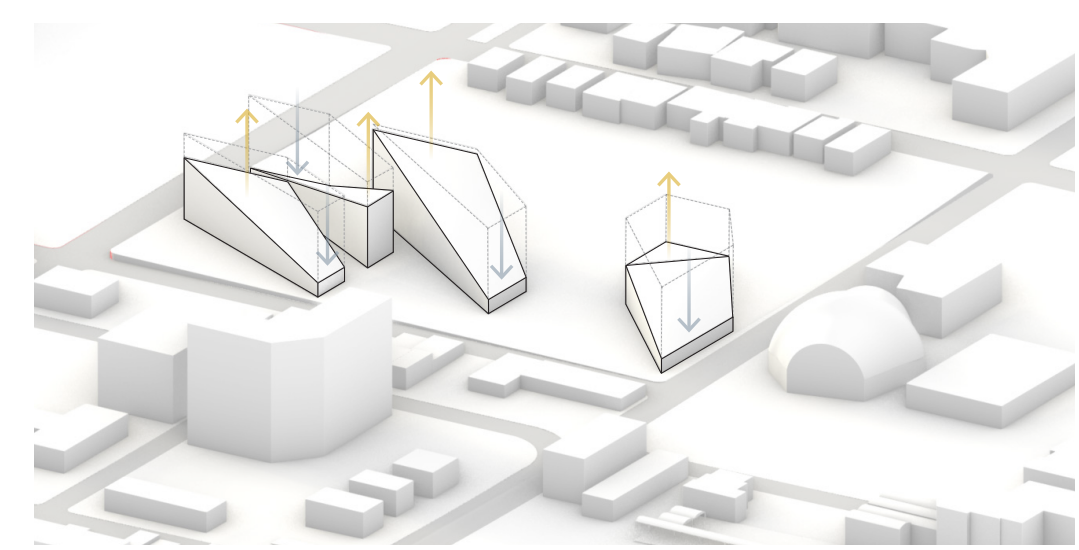
Each member in the immediate King family is involved in African American activism and American Human Rights movements, standing on the frontlines protecting rights and civil justice. As a gestural representation towards their contributions, the sharp edges facing west stand as a defense towards the highway construction that split through the community in the 1960's.



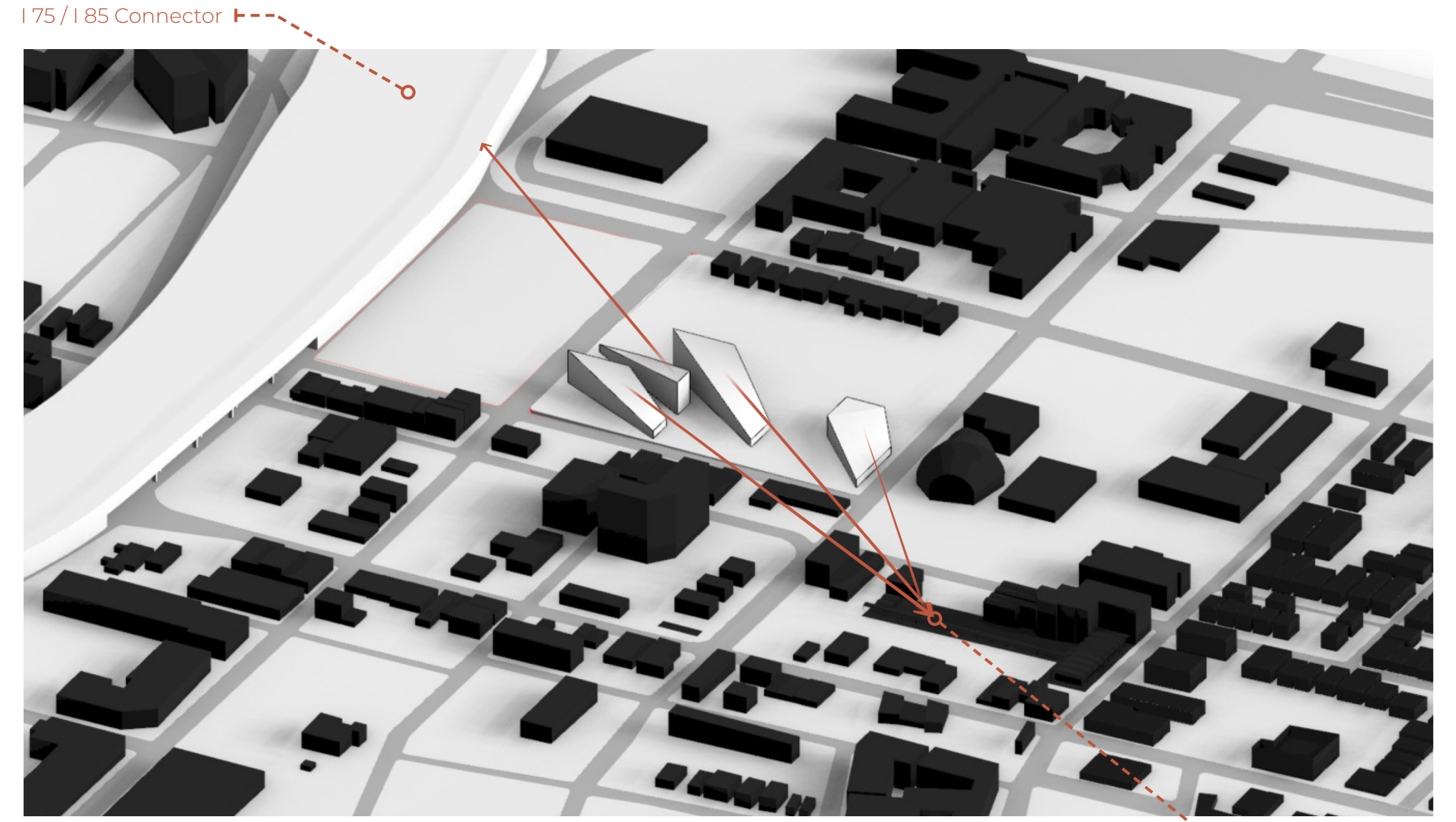
Design Process: Extrusion



Design Process: Optimal Height Extrusion



Design Process: Push and Pull



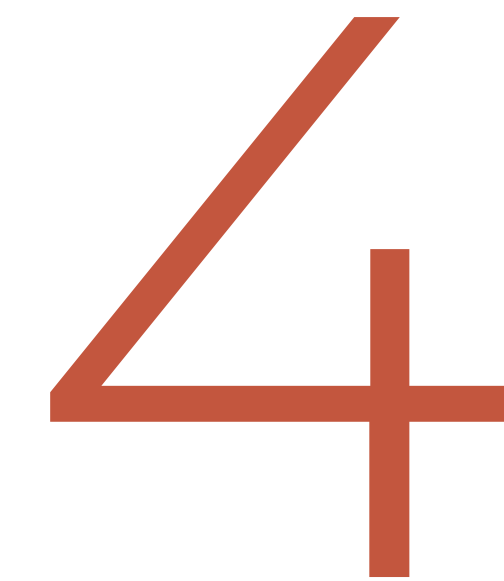
Design Process: Forming Directional Gestures

MLK Tombstone

4.1- Plans

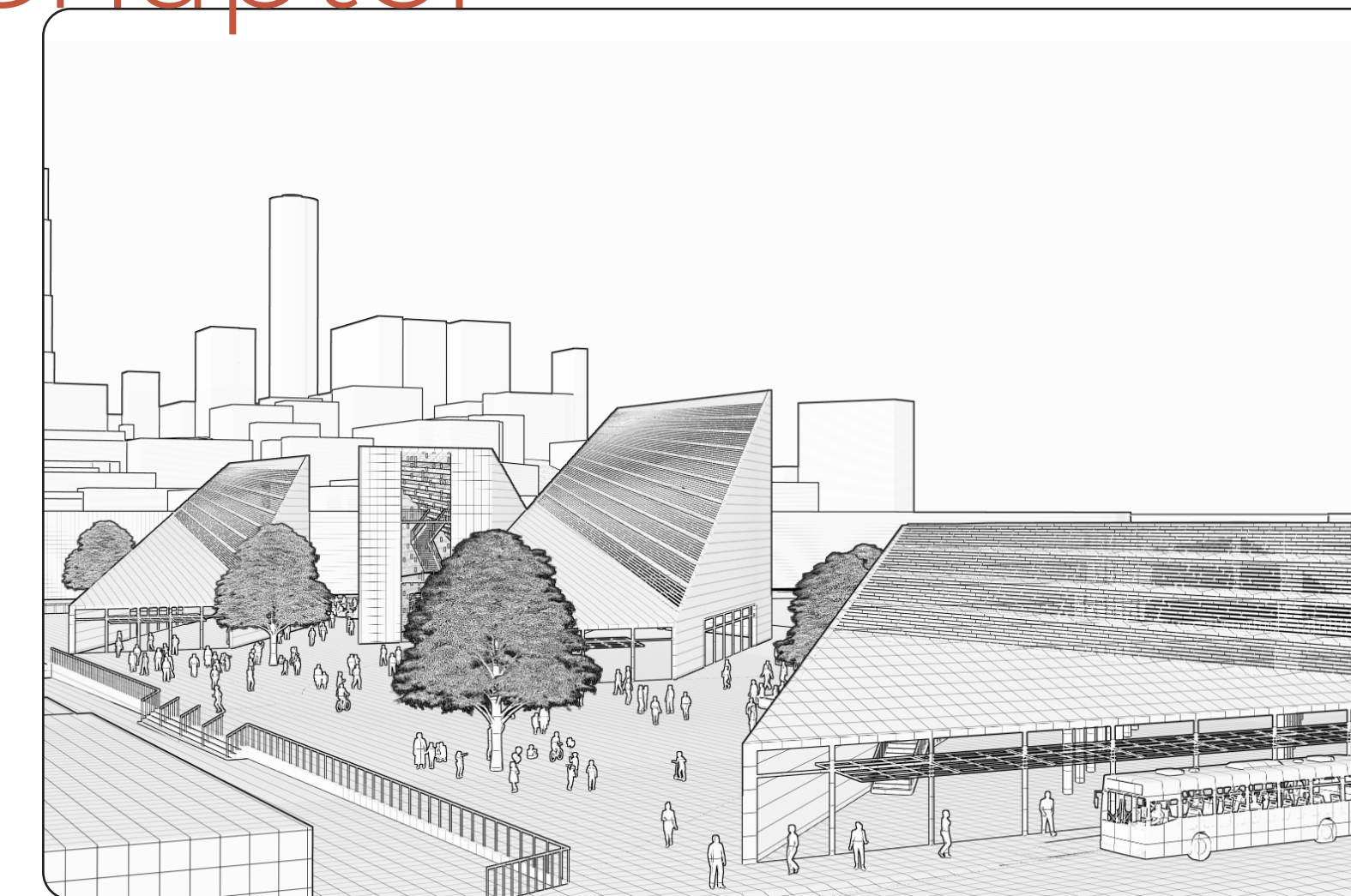
4.2- Renderings

4.3- Conclusion



Design
Proposal

Chapter





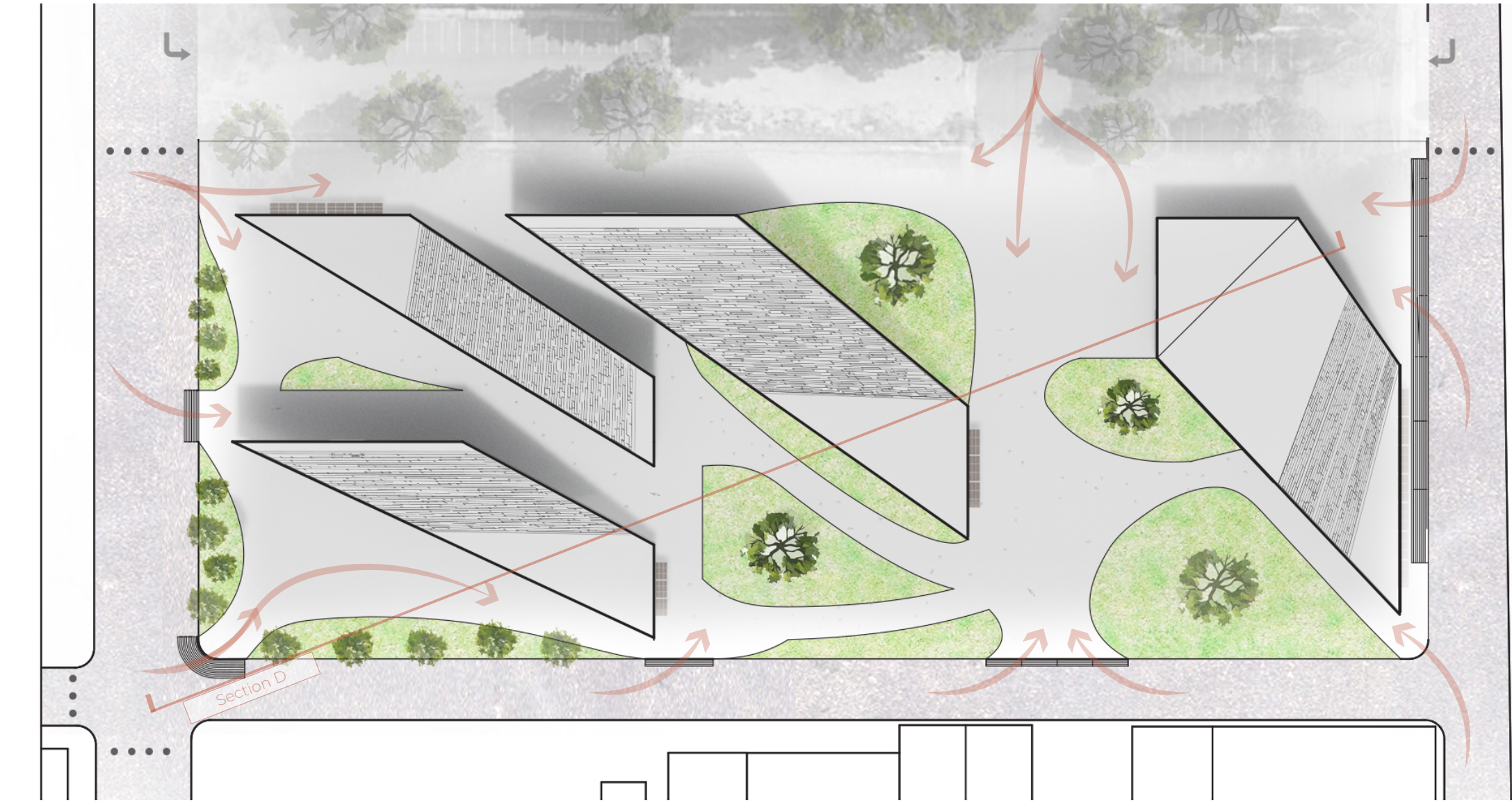
Interior Render

Program + Material Language

Blending the conceptual driver of the project, social cohesion, and integration, with material language; the façade facing the focal points are glazed with a mix of colored glass signifying separate entities working together to create one unified entity. This idea symbolizes different cultural backgrounds working together to create a successful community.

The colored glass illuminates the interior of the space emphasizing the feeling of unity and projects light and shadow onto the walls and floors. The program of the spaces in each structure are flex spaces, where different programs can be arranged. In this rendering, a high flux art auction arrangement is illustrated. This type of program offers opportunities for local artists, creators, and designers to auction off their creations potentially increasing the economic growth for the area and its locals using the dynamic range of spaces.

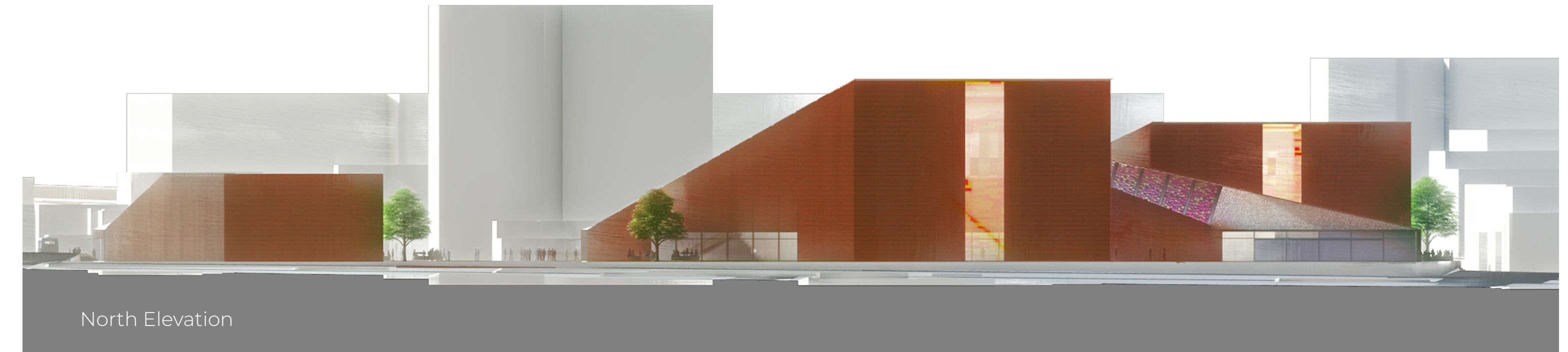
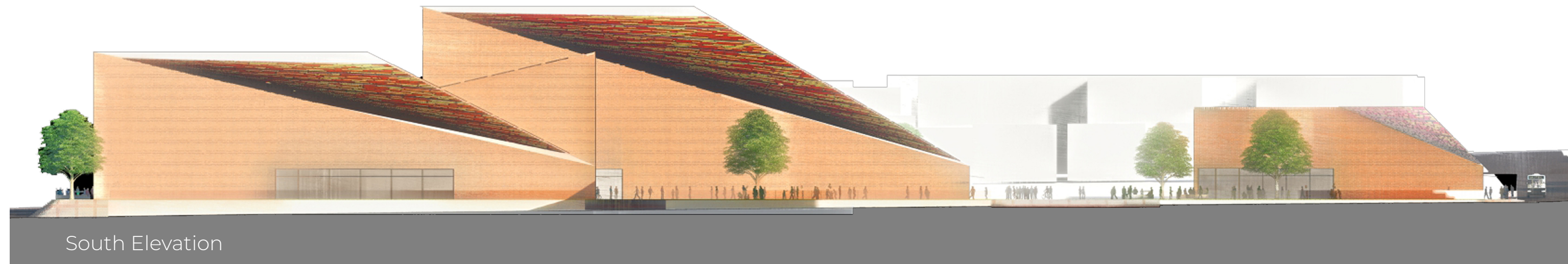
The overall material selection of brick is used to blend into the historical adjacencies. Due to the large glazing on each structure, no additional windows are added, excluding pedestrian entry points, to allow for large surface areas for digitally projected murals. This concept of projection art is intended to spark interest for artists to submit entries to have them showcased on the facades. These kinds of events offer opportunities for congregation and social interaction.

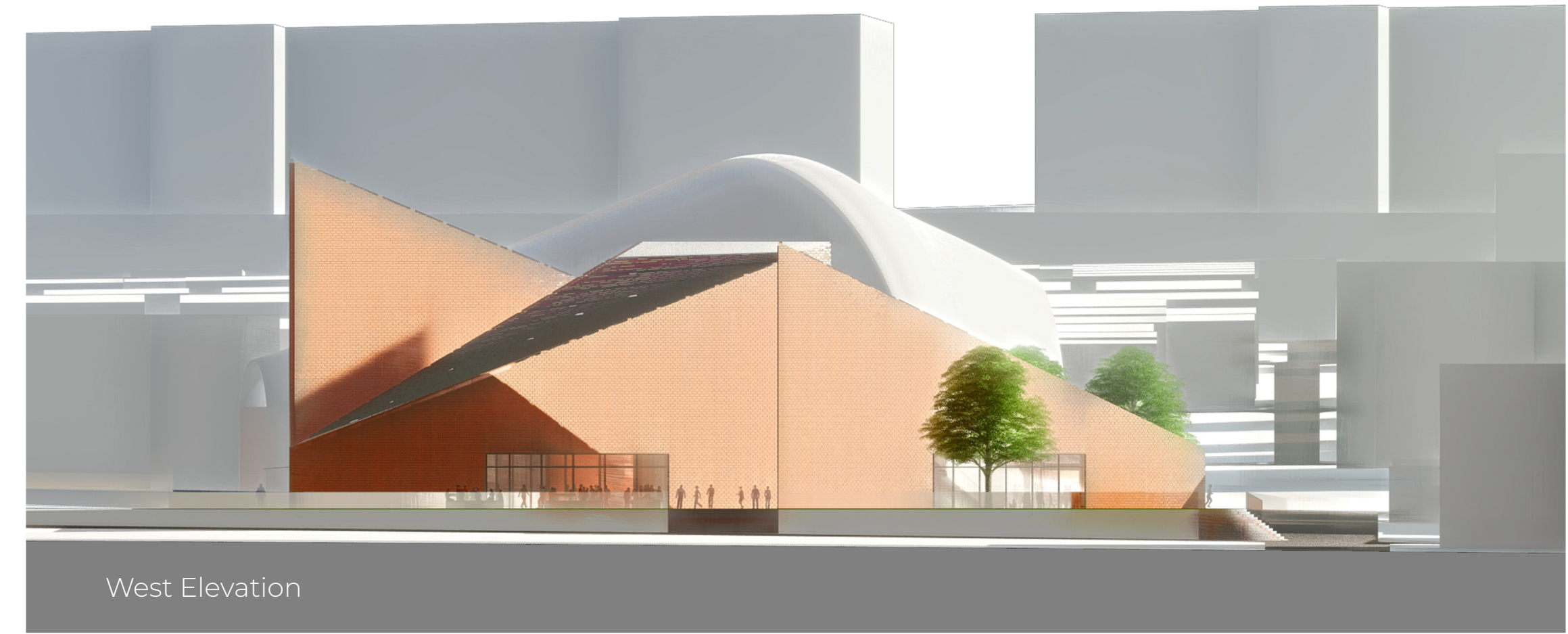
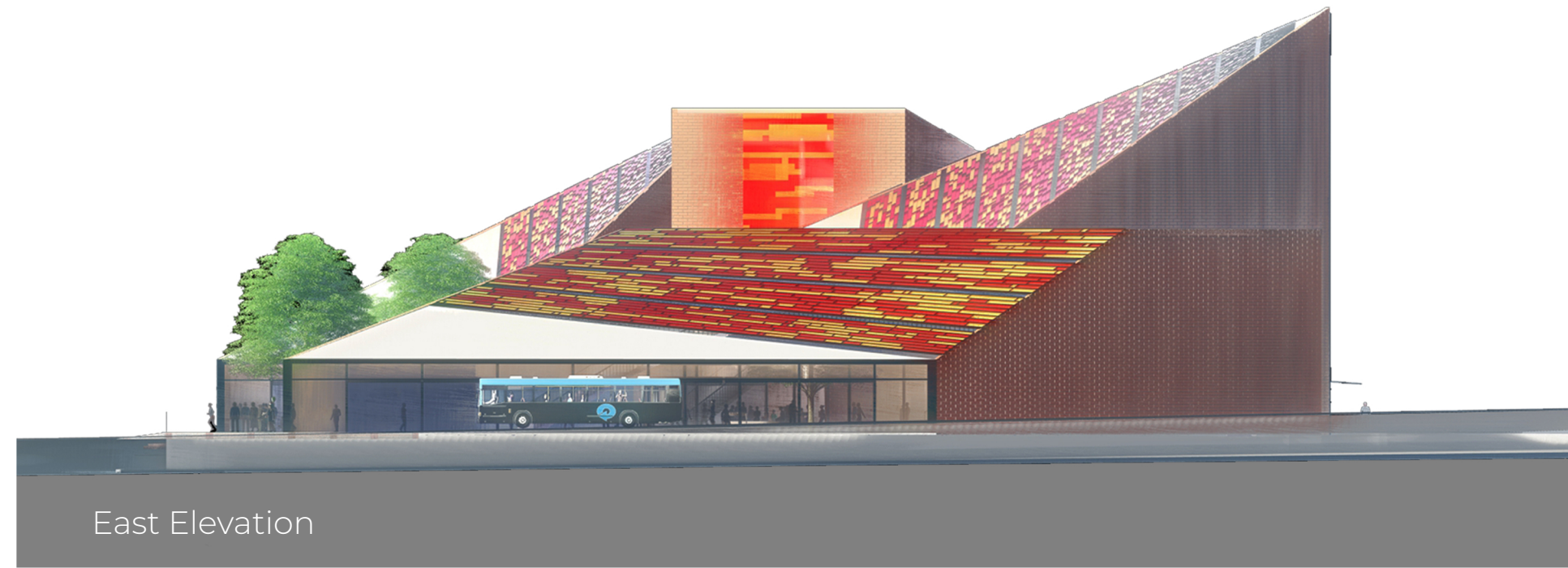


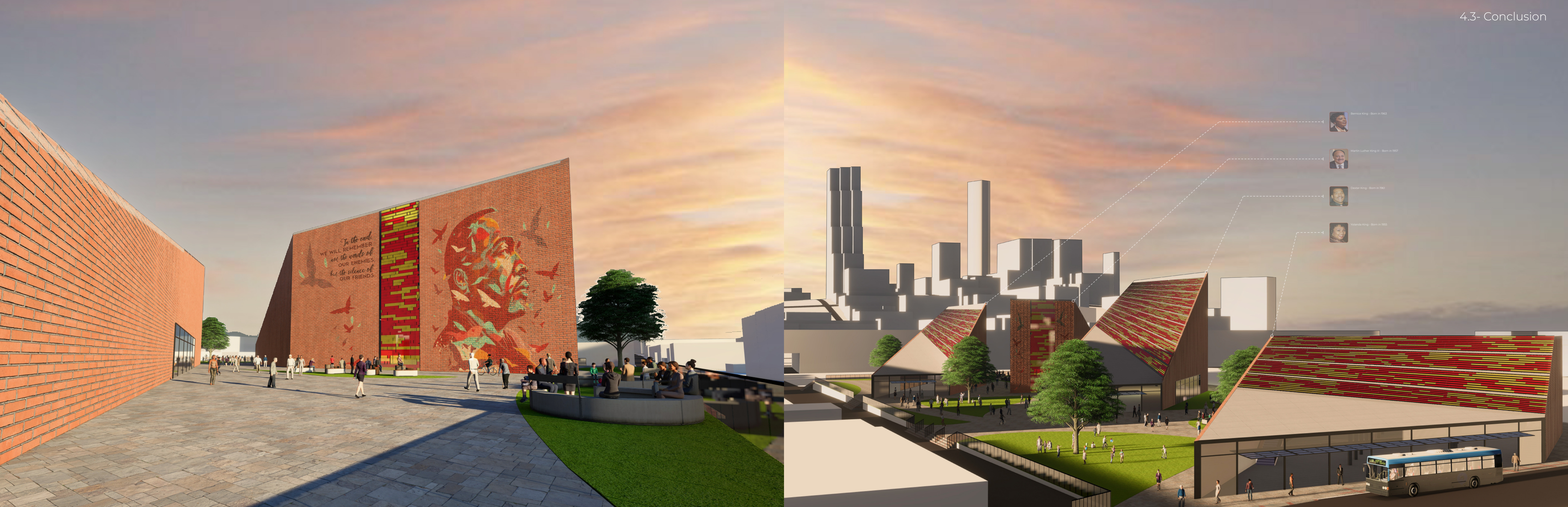
Site Plan: Pedestrian Entry Points



Section D







Bernice King - Born in 1963



Martin Luther King III - Born in 1957



Dexter King - Born in 1961



Yolanda King - Born in 1955

Final Presentation Boards

Reaching & Emerging Districts Through Enhancement & Adaptive Route

2022 Demographic Maps

- Black
- White
- Other

My Vision

The Sweet Auburn Historic District is a vibrant African American neighborhood in the heart of Atlanta, Georgia. It is a place of rich history, culture, and community. The district is home to many historic buildings, churches, and businesses. It is a place where people of all backgrounds and ethnicities live and work together. The district is a place of pride and identity for its residents. It is a place that has shaped the city of Atlanta and the state of Georgia. It is a place that we must protect and preserve for future generations.

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By the Numbers

Historic Landmarks, Buildings

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Experiencing Sections

Section A-A

Site Plan, Pedestrian Entry Points

Design Concept & Formal Language

The design concept for the Sweet Auburn Historic District is based on the historic architecture and urban form of the district. The design aims to preserve the historic character of the district while providing modern amenities and services. The design language is inspired by the historic architecture of the district, featuring brick walls, gabled roofs, and large windows. The design also incorporates modern materials and technologies to create a vibrant and sustainable community.

Interior Design

Highway Reprojections

Atlanta

Sweet Auburn District

Local Impact

The Sweet Auburn Historic District is a vibrant African American neighborhood in the heart of Atlanta, Georgia. It is a place of rich history, culture, and community. The district is home to many historic buildings, churches, and businesses. It is a place where people of all backgrounds and ethnicities live and work together. The district is a place of pride and identity for its residents. It is a place that has shaped the city of Atlanta and the state of Georgia. It is a place that we must protect and preserve for future generations.

Building Program Analysis

Building Program Analysis

The building program analysis identifies the key building types and their characteristics in the Sweet Auburn Historic District. The analysis includes a breakdown of building types, such as single-family homes, multi-family units, and commercial buildings. It also identifies the key characteristics of each building type, such as their size, height, and architectural style. The analysis is used to inform the design and development of the district, ensuring that the historic character is preserved while providing modern amenities and services.

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Section B-B

Section B-B

"Atlanta didn't build the railroad - the railroad built Atlanta"

Block Size

Running Perpendicular to Railroads

1956 ATLANTA

2022 ATLANTA

Representative Pieces That Mark Sweet Auburn

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Section C-C

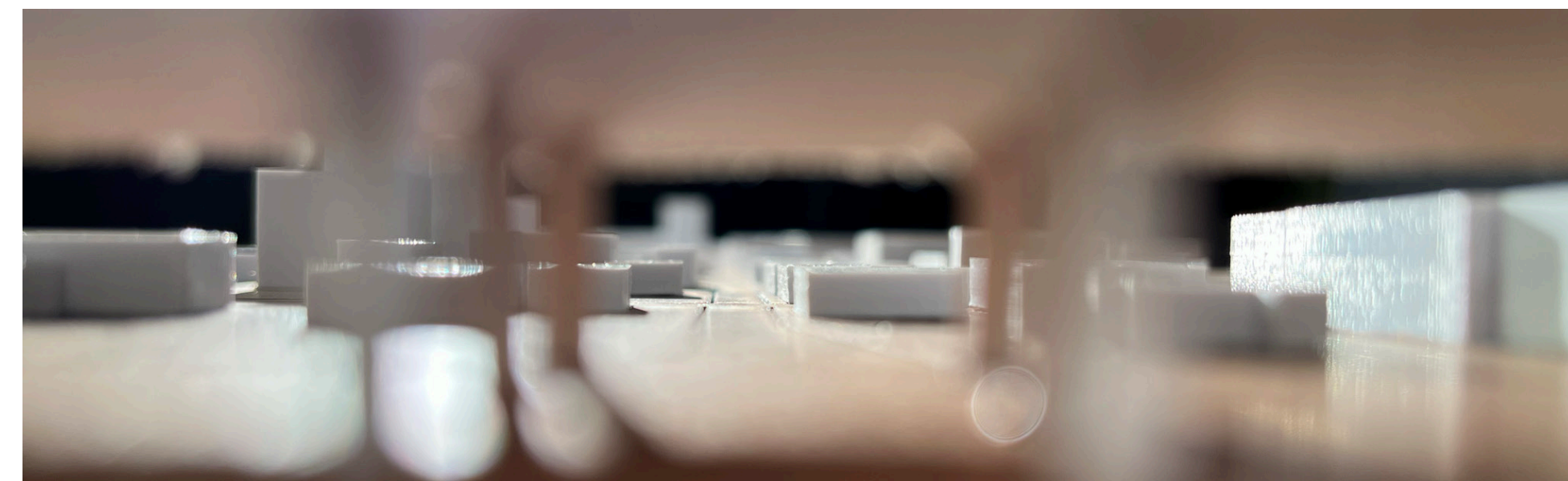
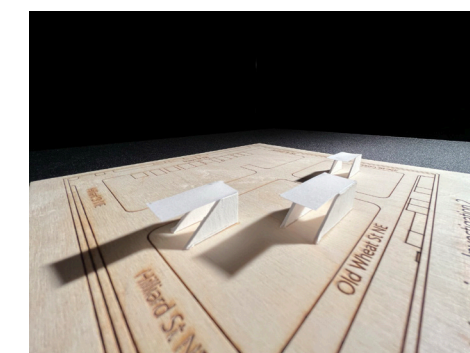
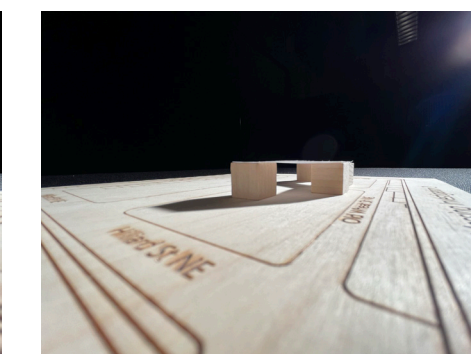
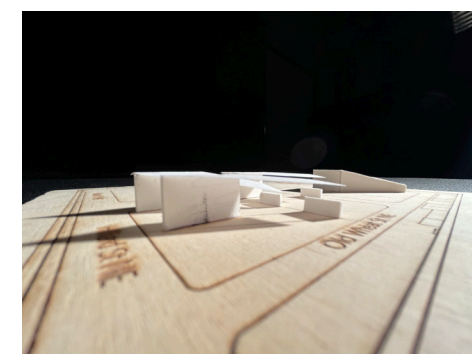
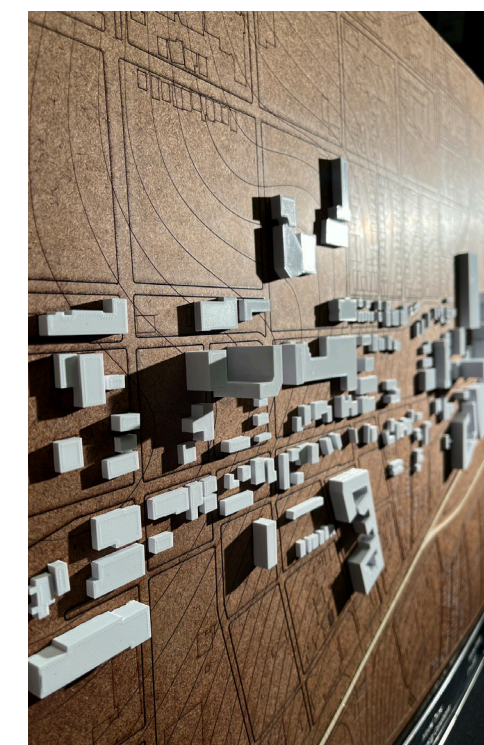
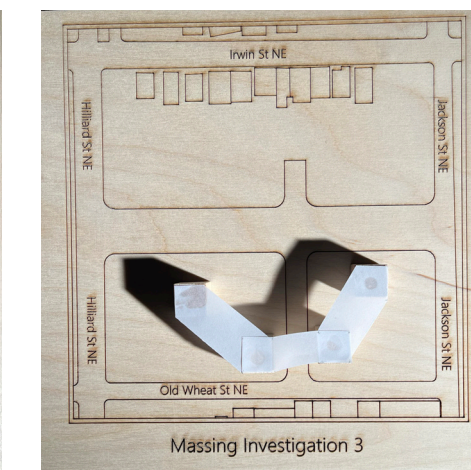
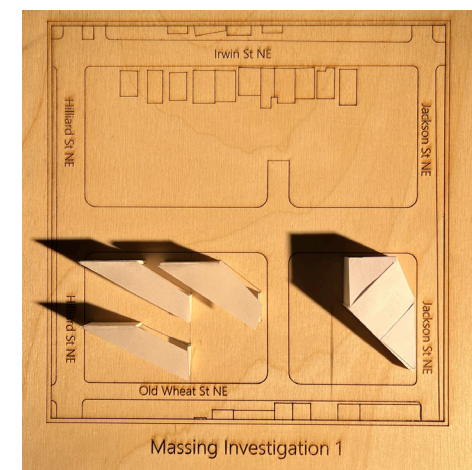
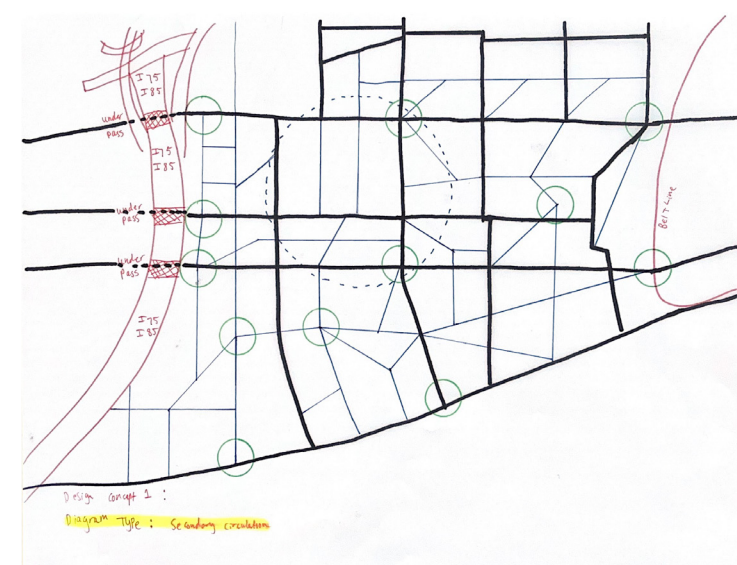
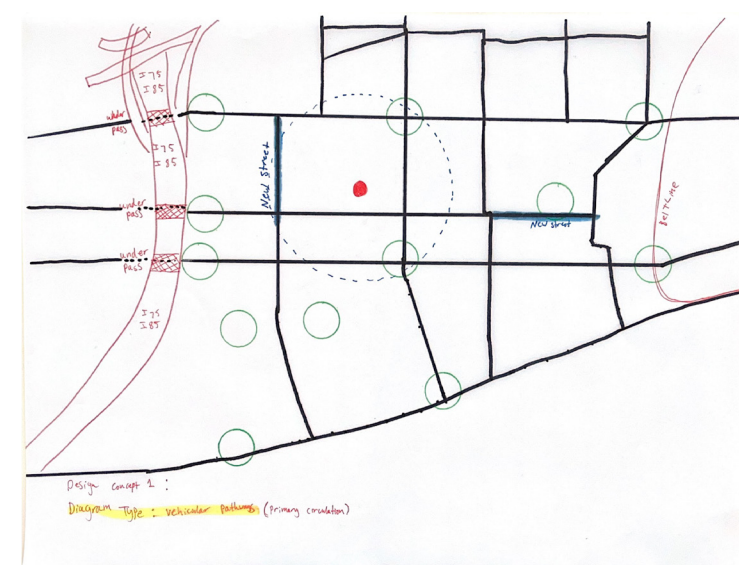
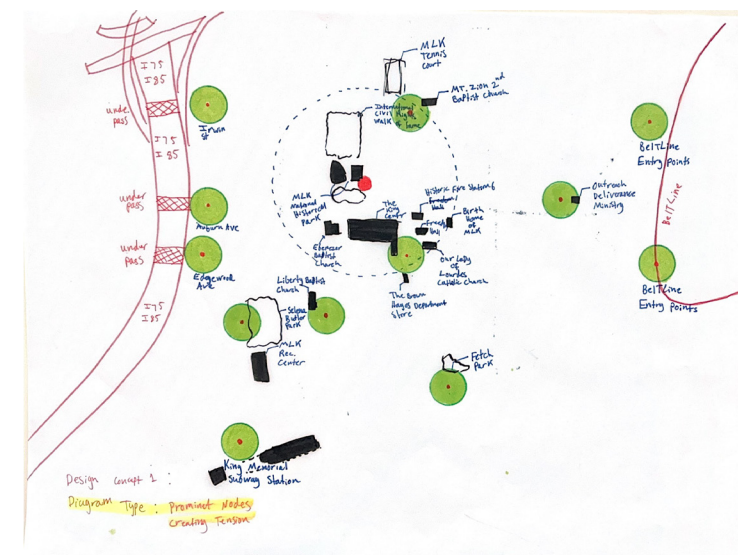
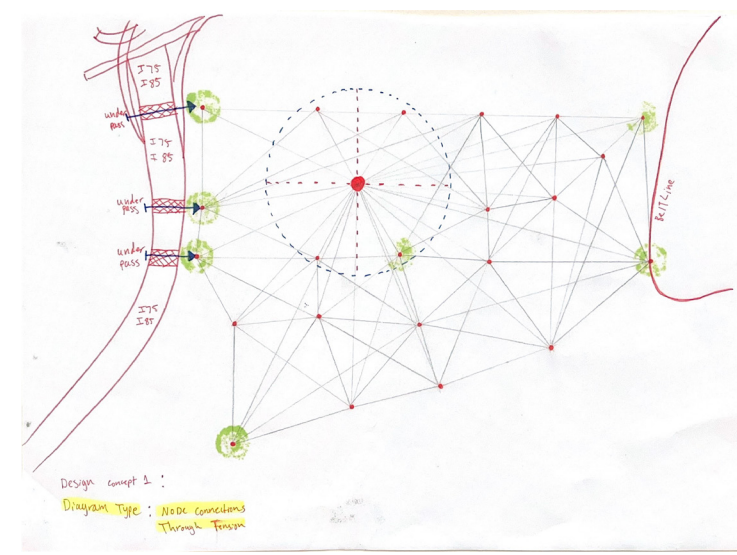
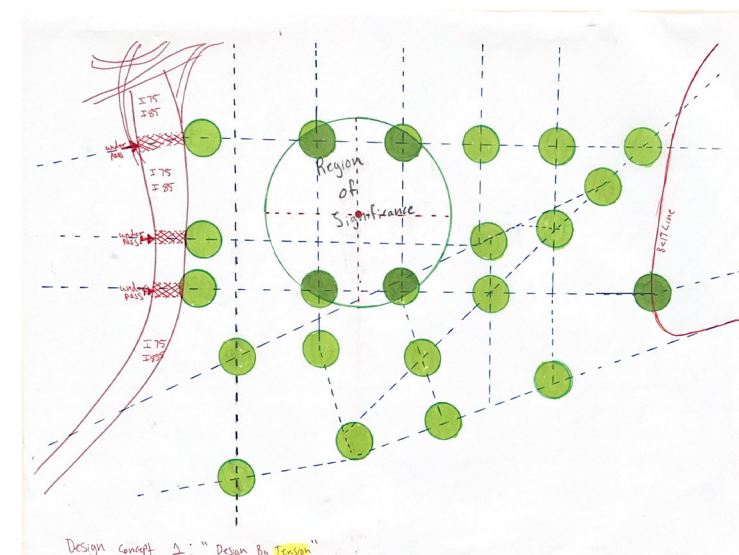
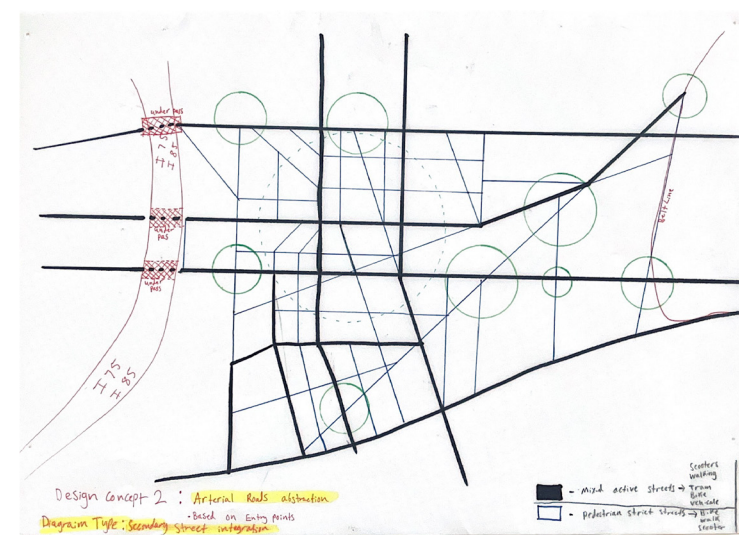
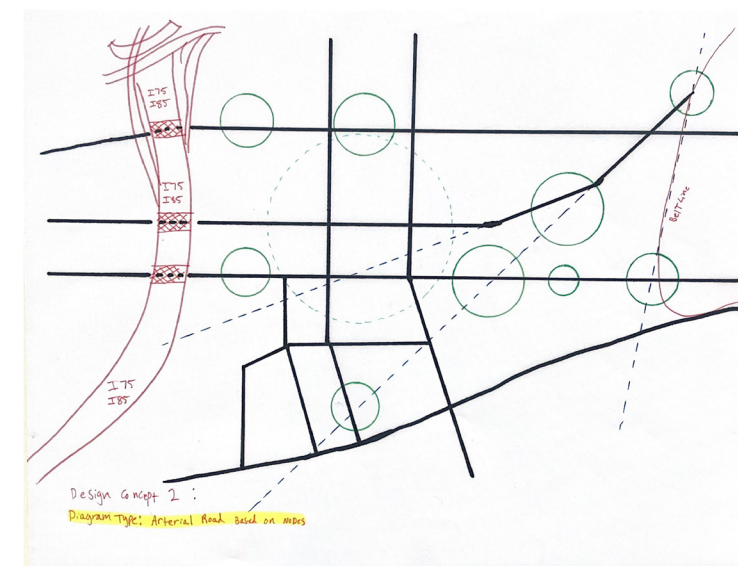
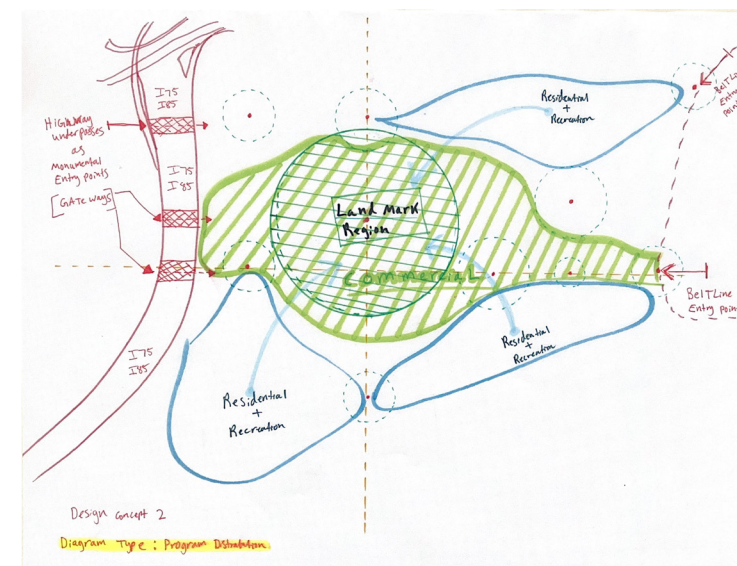
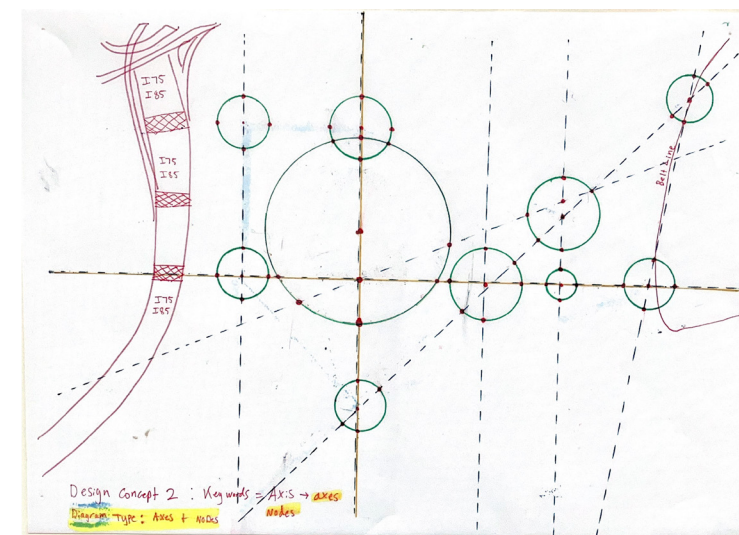
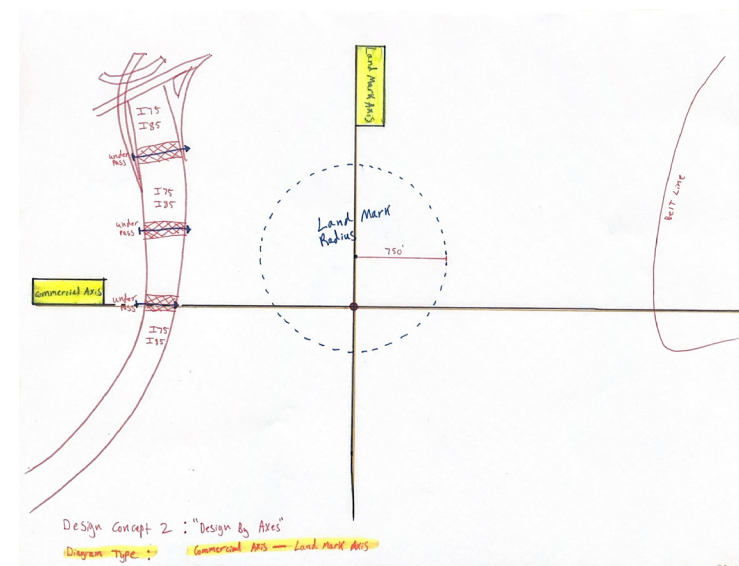
Section C-C

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