

URBAN TRANSFER: BRIDGING CHICAGO'S NORTH AND SOUTH ON ABANDONED RAILYARDS.

Urban Transfer engages with an abandoned rail yard in central Chicago, using the logic of the rail locomotive as an active form of material and social transfer to weave nearby Chinatown, Downtown, and Pilsen and develop an urban landscape that is informed by the collage of these three places. In reversing the effect of industrialization which splintered neighborhoods apart, *Urban Transfer* explores various notions of transfer that allow an undercurrent memory to surface and actively

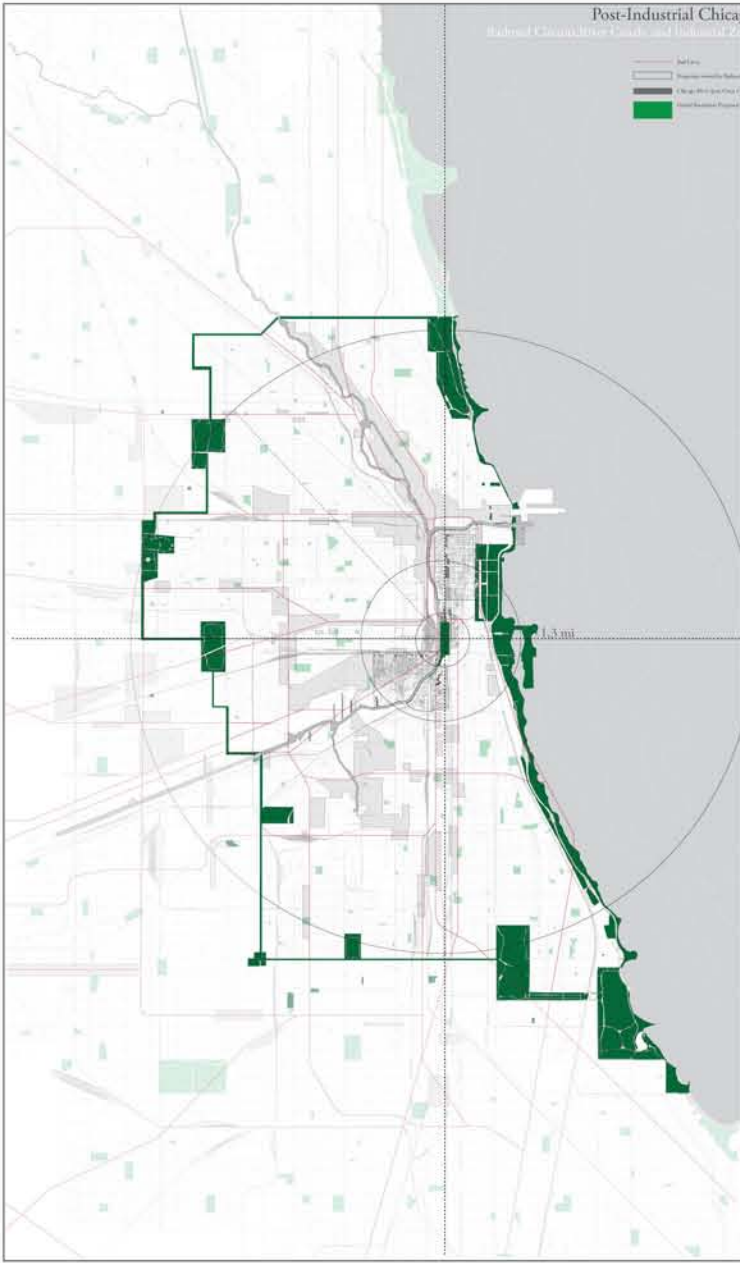
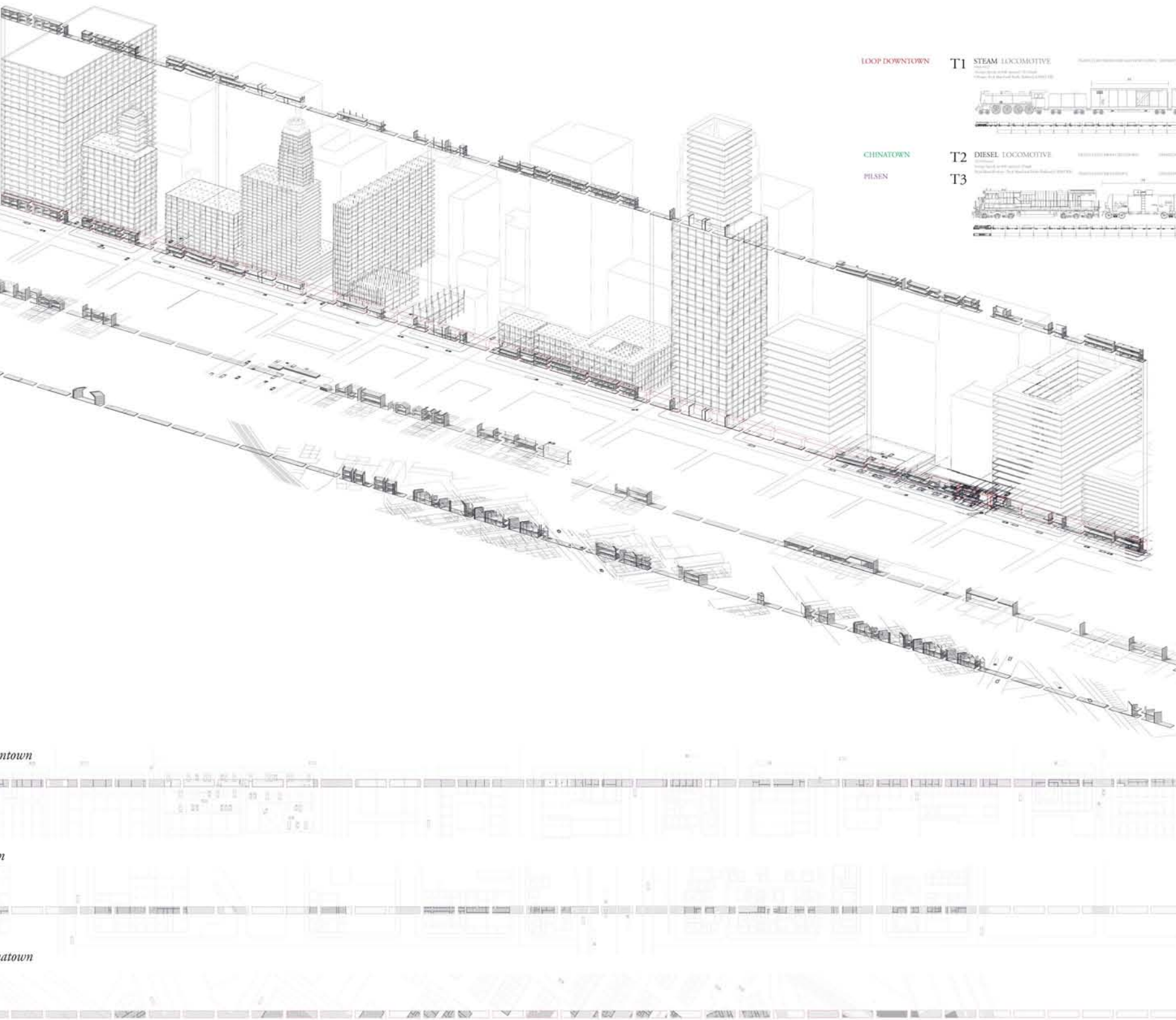
- (1) bridge the deepening economic and social divide between North and South Chicago,
- (2) develop an unprecedented urban framework based on the notion of transfer that is informed both urbanistically by landscape and architecturally with a market hall, and
- (3) revisit and expand upon Daniel Burnham's Chicago master plan for more green space to be used by the public.

In this newfound condition, the project purges the contemporary institution from its social, cultural, and political enclaves by means of circulatory, and programmatic juxtaposition while reviving latent memories to reformulate Chicago's typology and social condition.



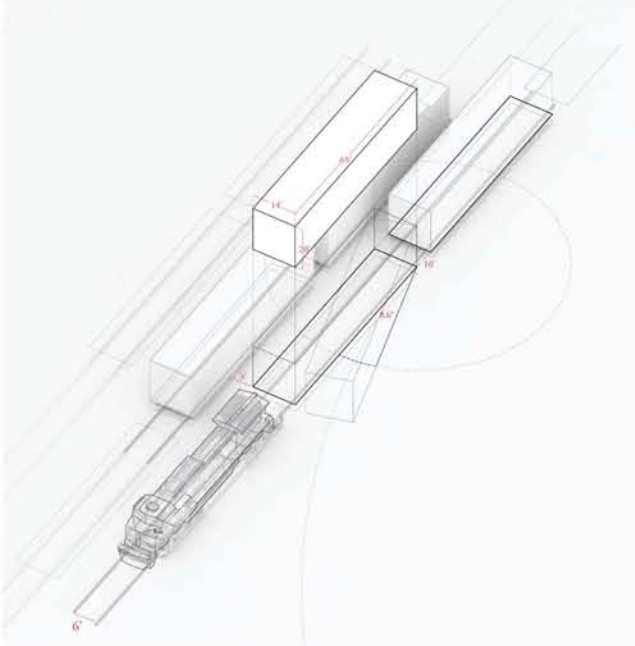
Aerial Photo (1920) during straightening of Chicago River of the rail yard site with transfer of urban components from adjacent sites via existing rail.

CONCEPTUAL PROCESS OF URBAN TRANSFER URBAN EXTRACTION BY TRAIN MODULE IN EACH NEIGHBORHOOD



Daniel Burnham's Chicago Green Masterplan in relation to site

TRAIN EXTRACTION PARAMETERS



Basic profile of train cargo factoring carrying capacity, turning radius, and cross spacing.

DOWNTOWN TRAIN

PILSEN TRAIN

CHINATOWN TRAIN

Drawings of existing rail yards inform a new landscape that is developed by the methodical transfer of program and landscape from surrounding areas. They are framed upon parameters established by analysis of existing rail tracks and the standard capacities of the locomotive (cargo spacing, velocity, turning radius, length, etc) as carriers of landscape and program.

NEIGHBORHOOD DEMOGRAPHICS



**DOWNTOWN
LOOP**
47% Caucasian
36% African American
2011 Median Household Income:
\$91,839

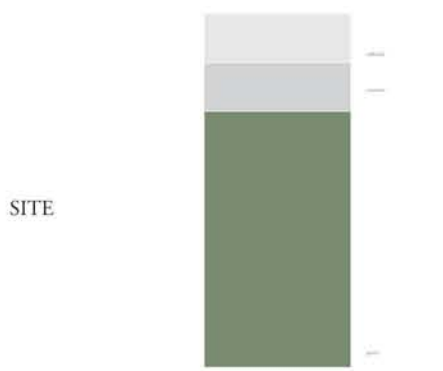
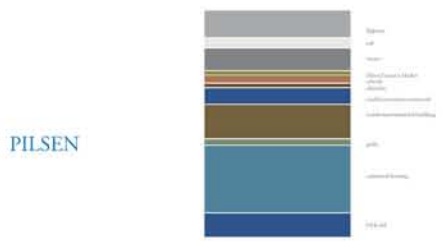


CHINATOWN
82% Asian
7% African American
5% Caucasian
2011 Median Household Income:
\$36,654



PILSEN
68% African American
26% Hispanic
3% Caucasian
2011 Median Household Income:
\$33,149

URBAN COMPOSITES

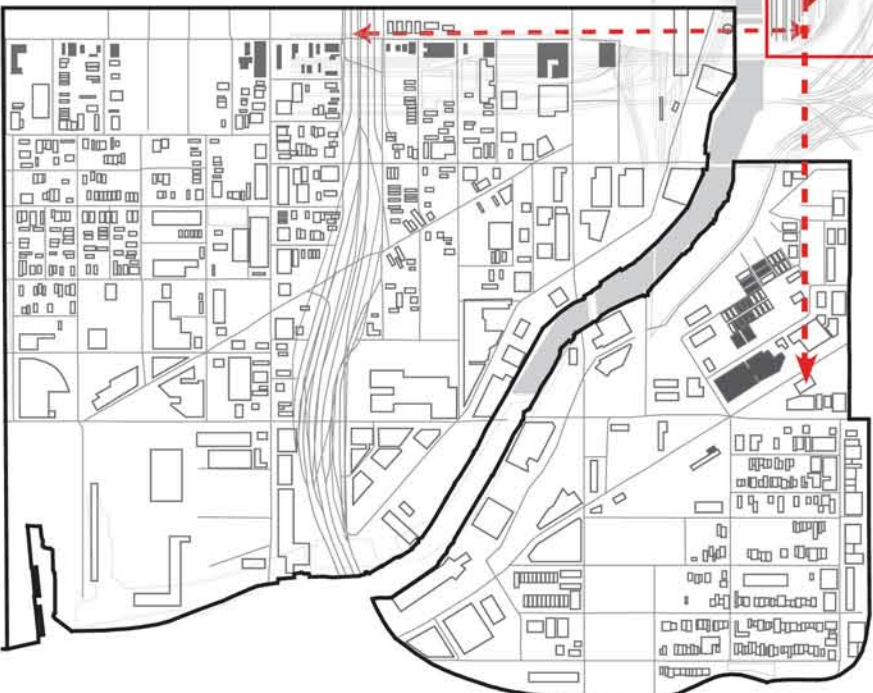


MASTER PLAN

The close proximity of the restricted rail yard site to downtown Chicago offers a potent opportunity to re-connect the Downtown Loop with Chinatown and the rest of South Chicago by opening public access into the site and providing a larger framework for further public and private development.

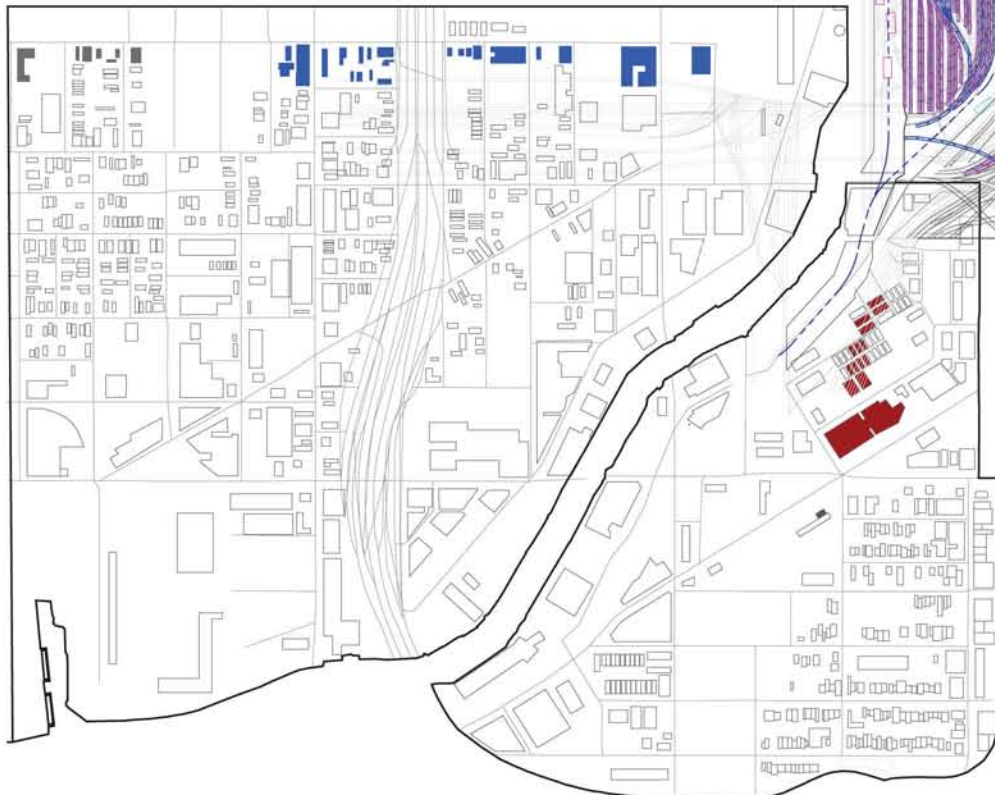
Restoring access and linking the three enclaves together through the rail allows for tremendous opportunity for urban growth as well as the potential opportunity for new diverse urban and land forms.

A Market Hall (in red) is proposed as the core programmatic connector to further tie the three areas together on site.

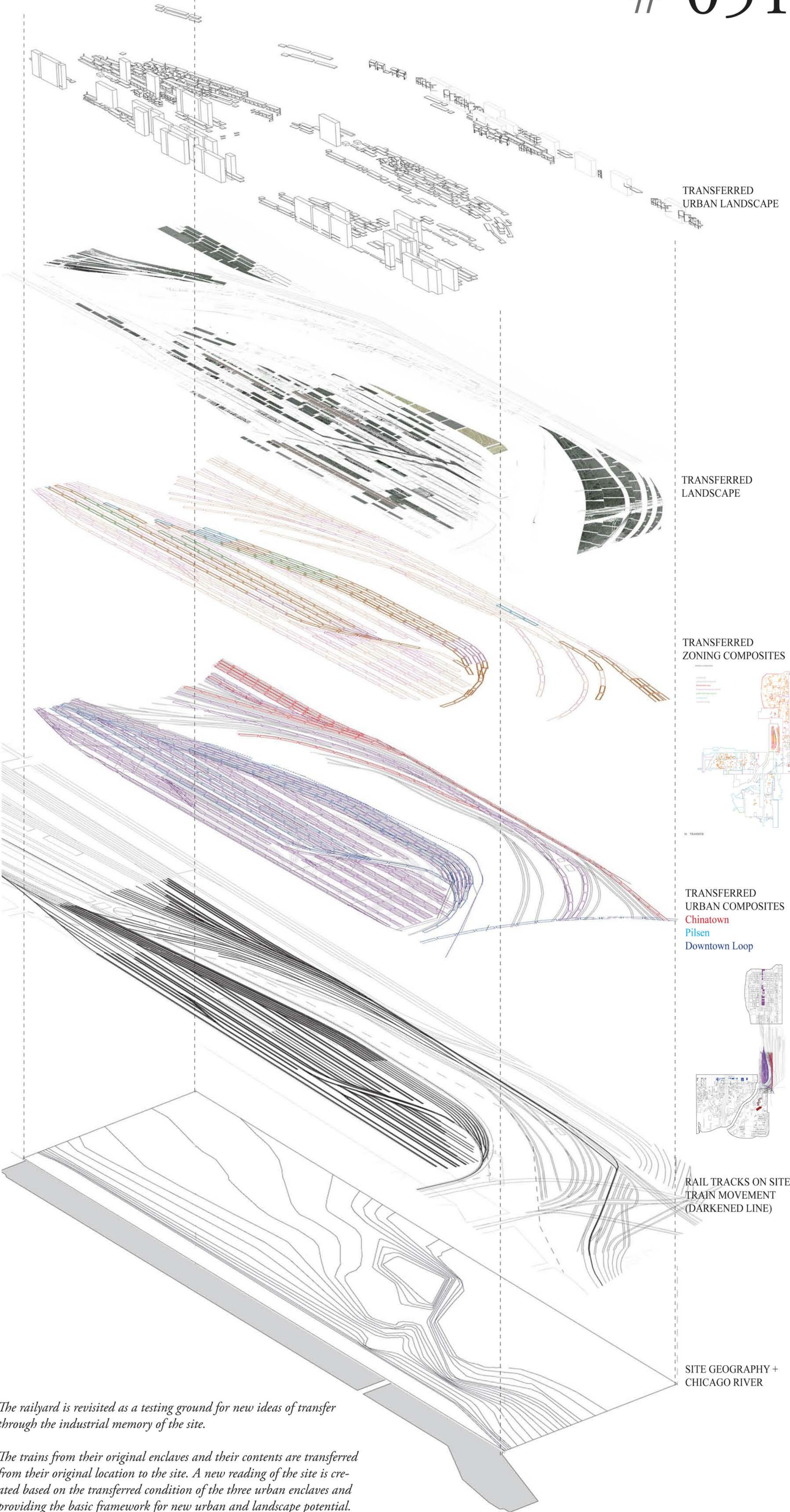


Extraction of urban program and landscape from each respective neighborhood (by color) are moved onto the site based on the railways that exist on site and rail tracks that used to extend into their respective neighborhoods.

The process reverses the urban effects of industrialization, using the rail tracks as a way to both physically and conceptually link these three enclaves together, producing a collage of landscape of these three neighborhoods with programmatic diversity, new parks and green spaces transferred onto site, as well as new zoning possibilities.



TRANSFER OF URBAN COMPOSITE ONTO SITE



The railway is revisited as a testing ground for new ideas of transfer through the industrial memory of the site.

The trains from their original enclaves and their contents are transferred from their original location to the site. A new reading of the site is created based on the transferred condition of the three urban enclaves and providing the basic framework for new urban and landscape potential.



Photos of Existing Site



Aerial of Site and surrounding (1929) showing extent of rail yards in proximity to downtown Chicago

THE TRANSFER OF GREEN SPACES EXTRACTED FROM ADJACENT NEIGHBORHOODS AND THE USE OF CHICAGO RIVER AS A PUBLIC WATERFRONT ALLOW FOR THE RESTORATION OF THE SITE AS A PUBLIC PARK WITH NEW FORMS OF MIXED DEVELOPMENT - ALL SHARED AND USED BY PEOPLE OF ALL THREE NEIGHBORHOODS.

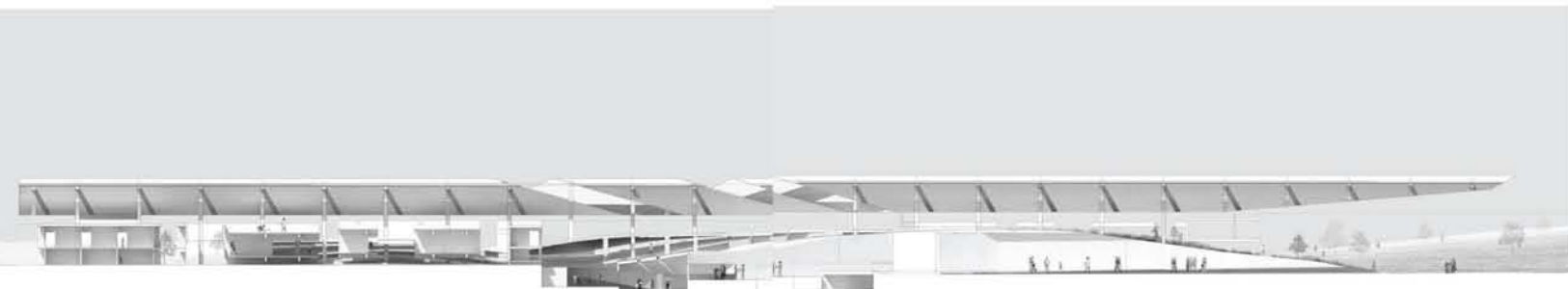
A TRANSFERRED LANDSCAPE BY THE SITE'S RAIL TRACKS ENABLES DIFFERENCES OF CHICAGO TO PLAY OUT. LANDSCAPE BECOMES A MEDIUM OF EXCHANGE FOR PEOPLE AND FOR DIFFERENT PARTS OF CHICAGO TO BE BROUGHT TOGETHER IN BOTH DISRUPTIVE AND SUBTLE WAYS.



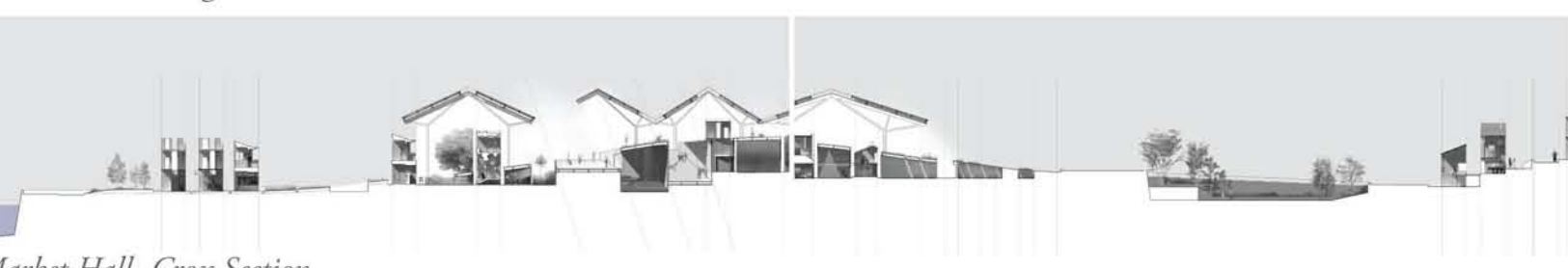
ON SITE: 30% Transferred City Parks 12% Transferred Wetlands/Ponds 18% Transferred Circulation Paths (Pavers, Pavement, Walkways) 19% Commercial Development 12% Residential Development 9% Market Hall

MARKET HALL

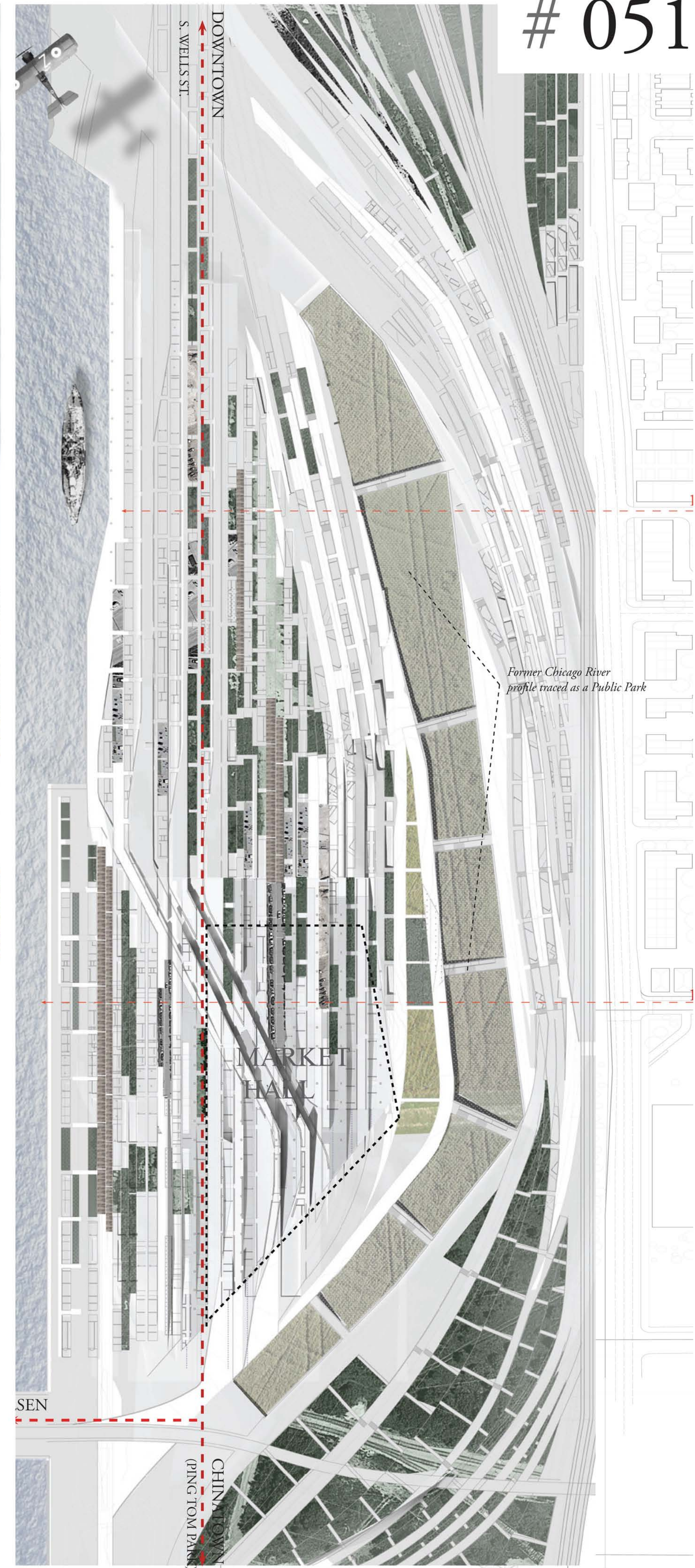
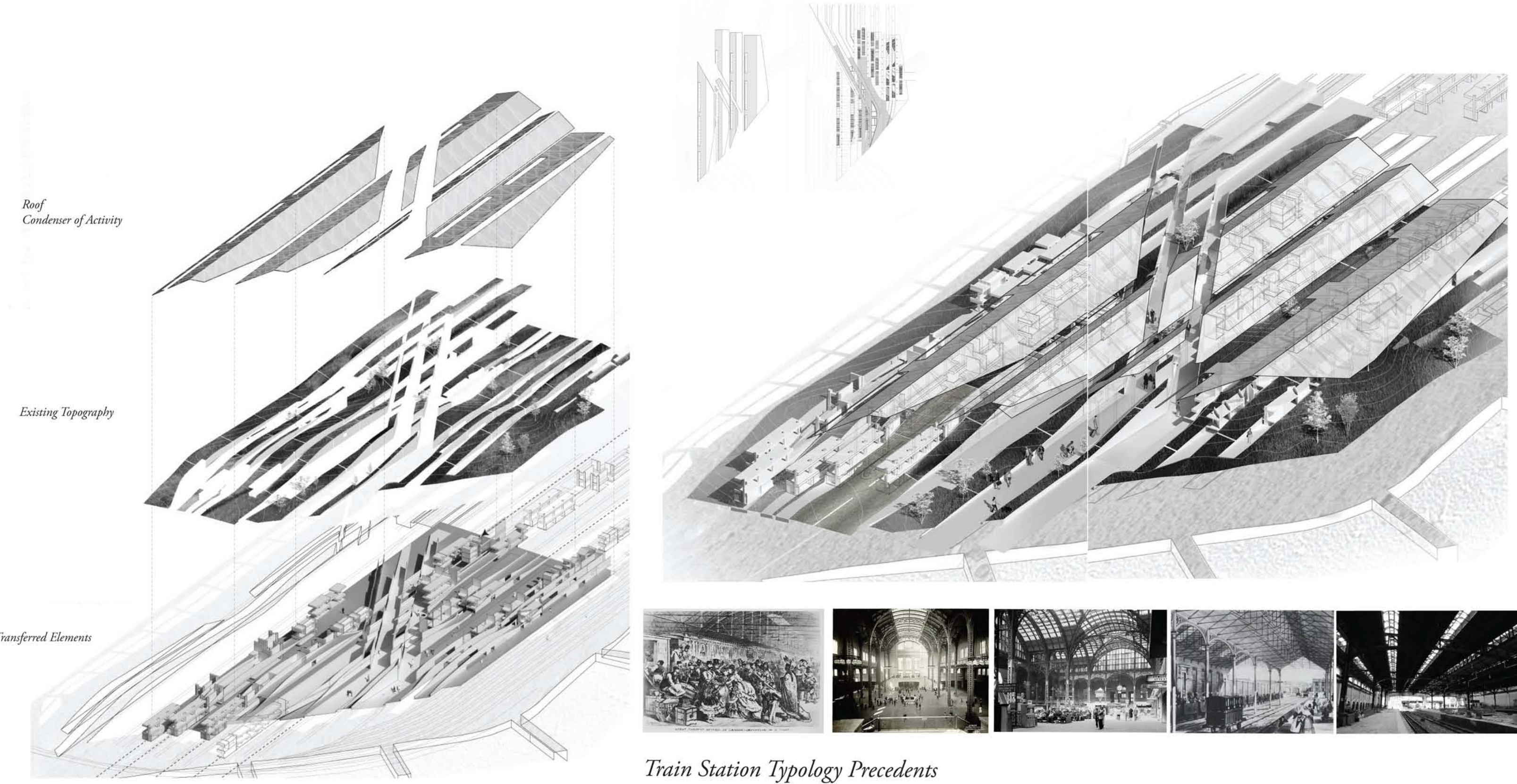
A market hall is placed on site where the tracks converge - a programmatic connection between the three neighborhoods. It is designed like a train station where people and events from all three neighborhoods converge - a micro collage of urban events that enable opportunities for multipla paths, diverse experiences, and discrete forms of transfer. Under one large roof, the existing topography negotiates in section with different levels of transferred parts, showing moments of coincidence, autonomy, and contrast between city's contrasting entities.



Market Hall - Longitudinal Section



Market Hall -Cross Section



Spacing between each train container function as cross circulation from one band to another, offering adequate porosity across site from one programmatic band to the next. Spaces in between the tracks are programmed based on the transfer of zoning conditions of the three enclaves. Spaces in between each track allow for pedestrian circulation and provide the infrastructural framework for movement and activities to flow through the site.