

A20 CORRIDOR

Distension of Space and 'instant'-iation of time are part of the spatial production of the Superhighway. Moving is defined as the passing from one point to the next: in effect, to be in transit. As mechanical speed increases, the measurement of space and time (miles per hour) is temporarily distended, creating spatial distension. Expressways designed for velocity distort the measure of distance since, with the speed of automobility, space seems greatly reduced. As a result, the freeway network has paradoxically reduced the measure of time while maximizing spatial distension, changing the experiential dimension of an expanded space, creating a state of mind fixated on destination over journey. Within this phenomenon of excessive "distanc'-lation," in which the commuter's consciousness is submitted to "passive transit", that which surrounds is "by-passed" literally and figuratively. The phenomenon of passing through, passing by and passing over generates a notion of time--what passes away is actually the present slipping away from a fixed reality.

Mass transit flows choreograph a moving landscape, undulating from the action of moving through. The passive transit is sequenced by driving through experiences within the relay stations, an action place with unfolding events, linking trajectories and offering transfer and services. Flows delimit fluid spaces transformed by the action (transit through - passby - stop), the change of direction and ultimately the forms.

The topology in an effect of movement, where movement is not only understood as an experiential phenomena, but as a grouping of heterogeneous flows capable of reshaping the landscape/architecture/infrastructure as part of one dynamic system of possibilities.

1 THE SUSTAINABILITY OF THE PROPOSED INTERVENTIONS

The proposal seeks to attain sustainability by reshaping the circulation network into a more effective comprehensive network from the pedestrian (landscape architecture) to the superhighway (infrastructure architecture), with interacting flows shortening distances and space. This network is designed as a mesh intertwined with two types of threads, an anthropomorphic one for pedestrians and parks (landscape architecture) and an anthropomechanical one organized in linear fashion connecting through relay stations that create sequences and link to the overall transit circulation.

2 INFRASTRUCTURE NATURE OF THE EAST WEST CORRIDOR









The various network systems of mass transportation (superhighways, railways, waterways) create an anthropomechanical gateway to the metropolis. They have functioned as an organizing structure, wherein the superhighway has taken the lead in developing the west island suburban environment, shaping its spatial production, its scale and order with its building typology (suburban home, big box retailers, warehouses...etc). Paradoxically, this infrastructural system, has bypassed the modernist, multifunctional opportunities inherent in its infrastructural nature.

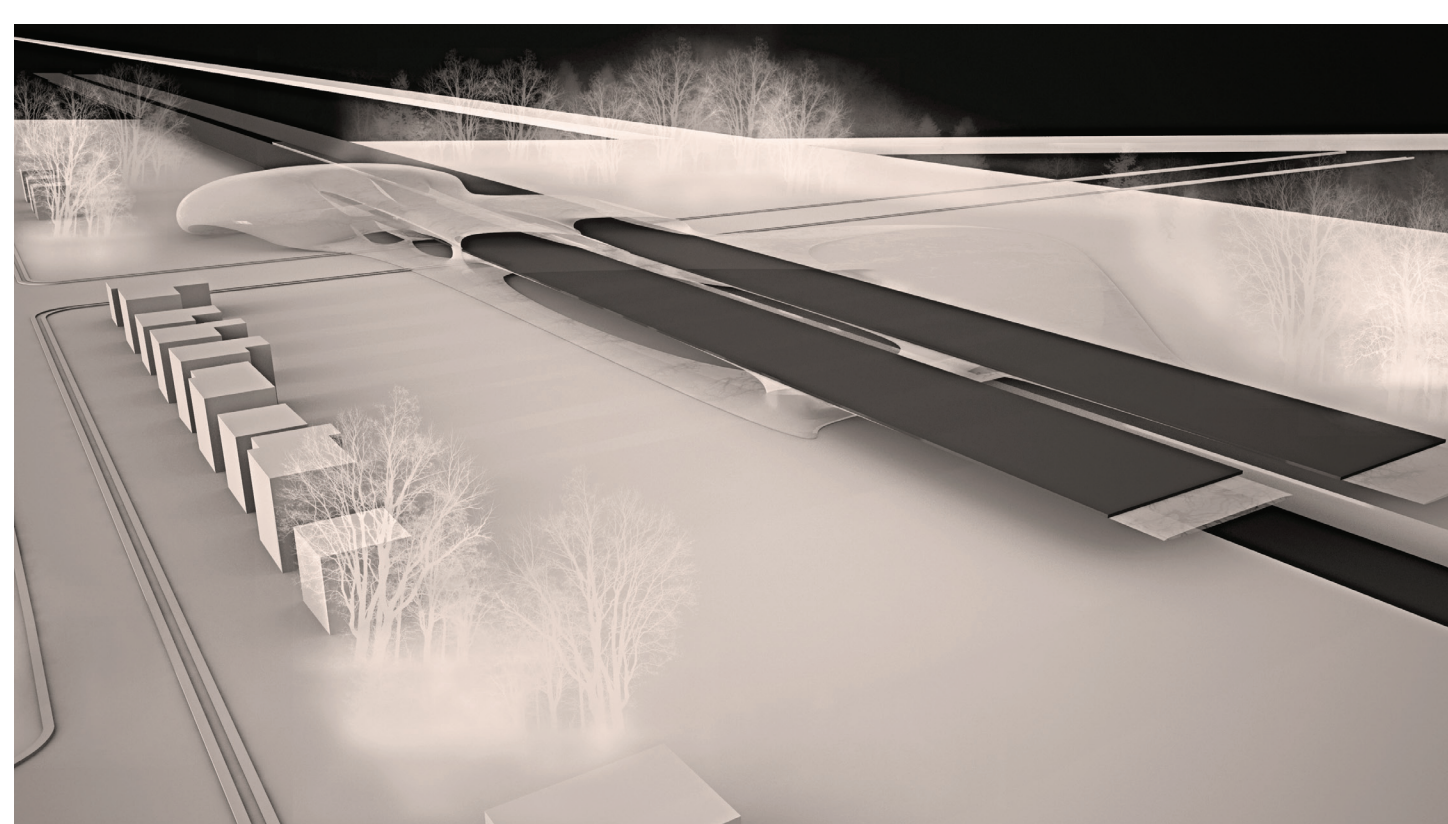
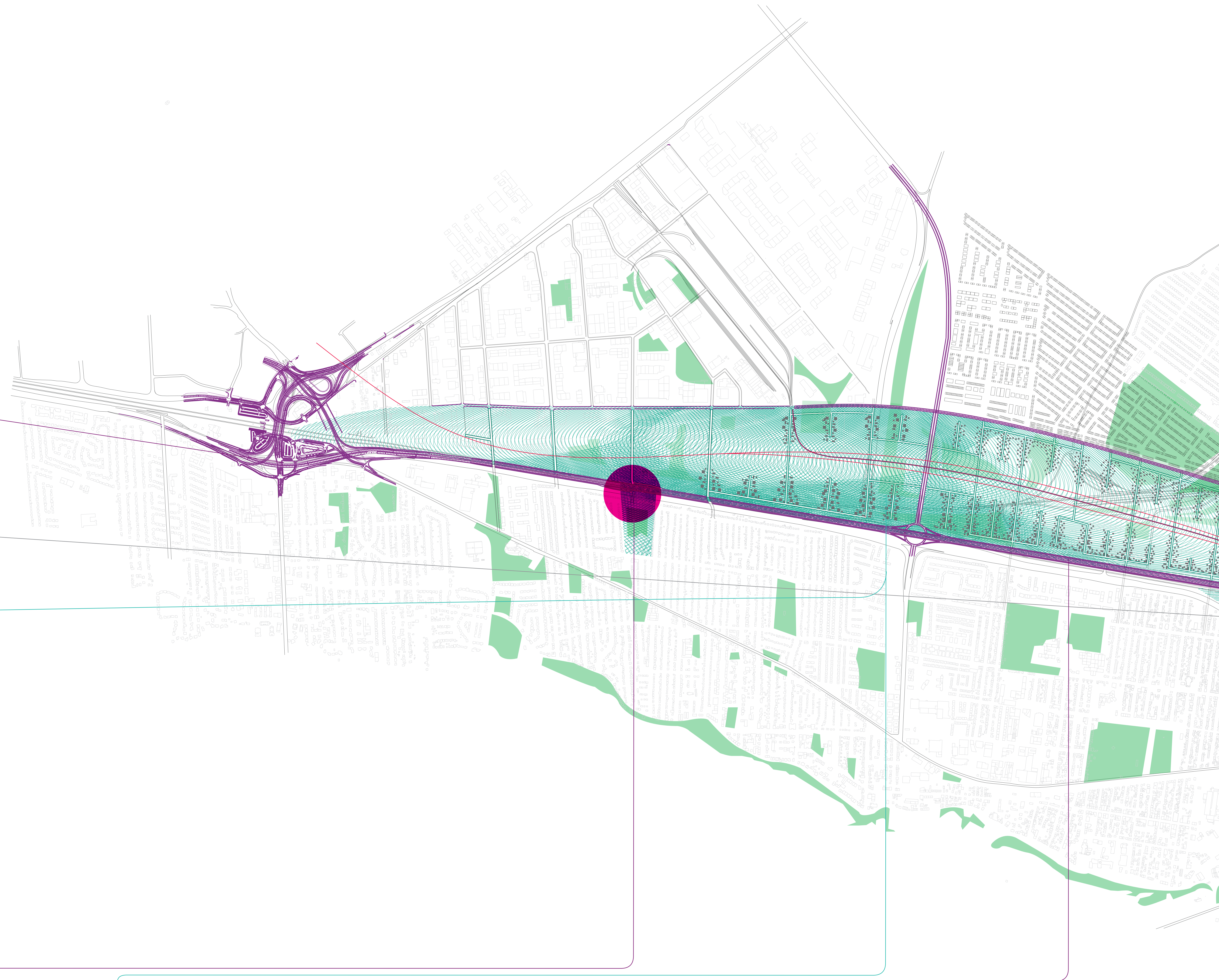
Caught within the threads of various network systems, facing a change in the scale, norms and values, the architecture already existing in the corridor no longer "measures up" and has lost its defining position relative to scale, space, time and culture. We must reconsider its dimensions relative to elements of the infrastructural system that has brought about change to scale, spatial production, time and culture, and with this change in dimension, transform this infrastructure into architecture to become infrastructure architecture.

3 CENTRAL PUBLIC PARK

To retrofit A20 with strategic multifunctional nodes creating sequences and choreographing various transit flow motion into movements and dynamic system of energy shaping building forms and the topology of the landscape.

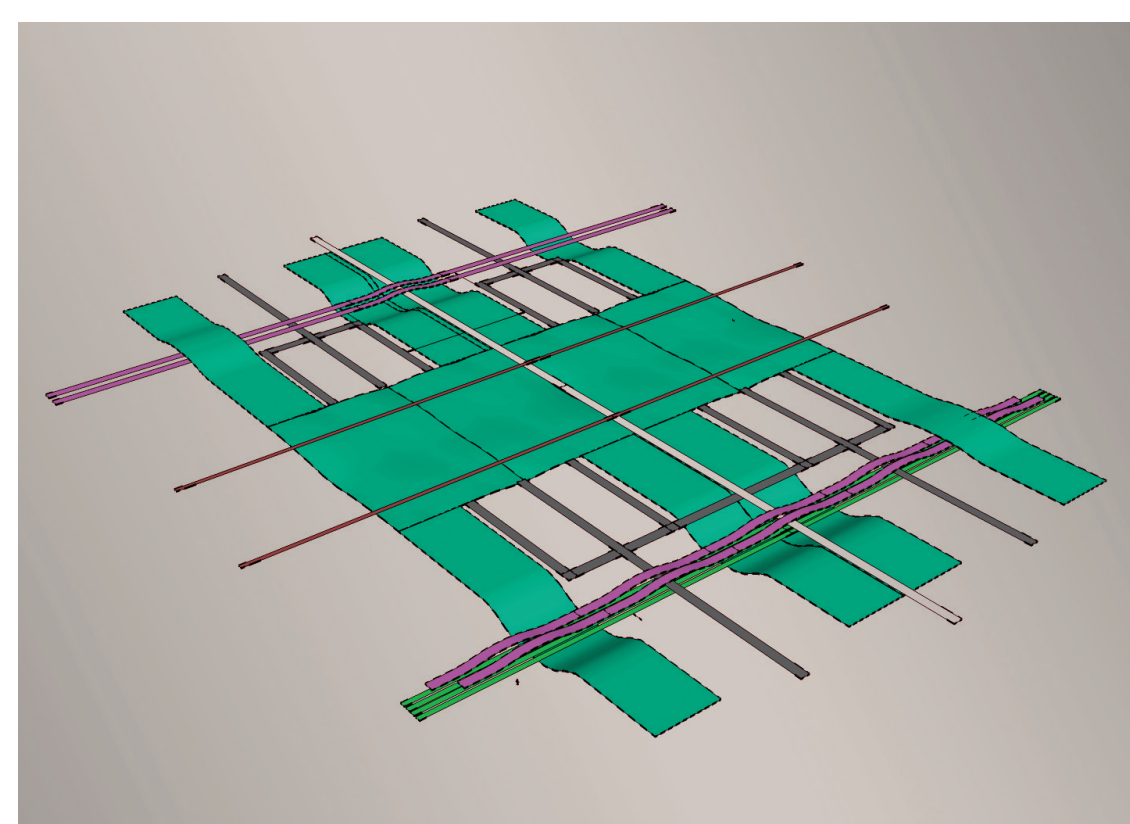
LEGEND

-  Intervention point
-  Landscape zone
-  Existing parks
-  Existing buildings
-  Train lane
-  Bike lane
-  Highway
-  New house configuration



INFRASTRUCTURE EXIT RAMP AS JUNCTION POINT

This transit junction include exit, parking, missing facilities lacking in the area and a safe pathway for the pedestrian. It function as an entrance gate to local neighborhoods.



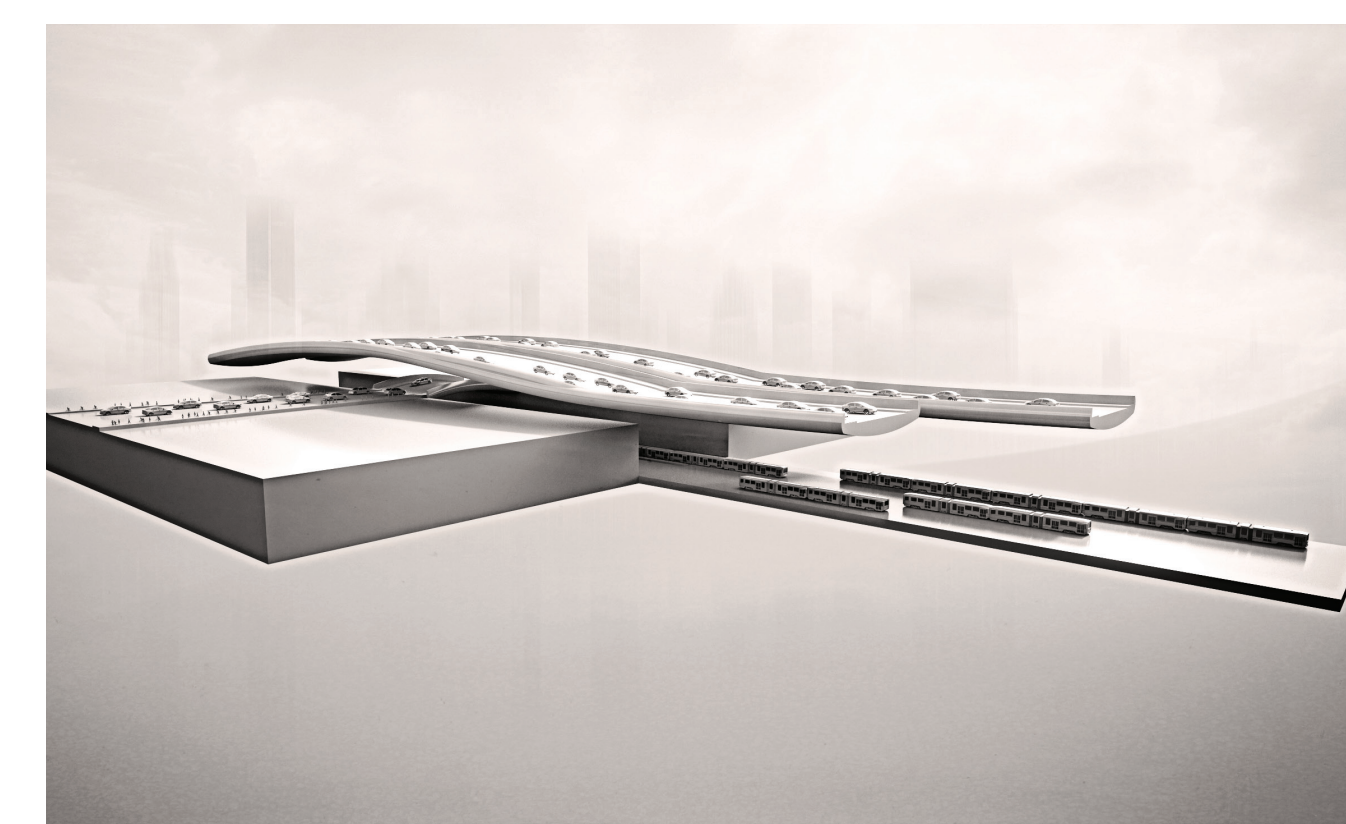
CONNEXION

Beyond the indisputable benefits of this mass transit corridor, the proposal attempts to resolve the barrier effects and the voids it has generated and the direct surrounding which proceeds from it.



LANDSCAPE

The intensity of motion casts wave lengths through a landscape that records movements and action producing its moving landscape. Their motions is directed towards a central clivage, a concave axe sheltering sustainable anthropomorphic transit paths.



NEW INFRASTRUCTURE

Superposition of the train systems and the highway to create a unic transit superstructure, freeing land to create a park.



TRANSFORMING A PASSIVE STATE OF A TRANSIT SPACE INTO AN ACTION SPACE EXPERIENCED THROUGH TRANSIT MOTION

A multifunctional multimodal center, which synchronizes motion to action, function and direction.