

Figure 9.01: Stage act from roof garden

Coleman North

Rediscovering Identity

Coleman North recovers the identity and use of a currently vacant parking lot in a reaction to the contamination and destruction of the urban fabric left by the Coleman plant across the street.



Introduction

Background

The site was used as parking for the Coleman factory, historically located across the street to the south. Contamination at the factory site is so severe that future use of the land has been restricted to parking only. This inspires consideration of the effects of industry, of anthropocentric development? How has past development affected natural systems? How do we balance efficiency and individual identity? This outlines the paradox of designing places for an individual, but suffering destruction of the environment and identity through efficient processes.

We translate these ideas to the site by considering the effects that industry and development have had on the site and in Wichita. The city is dominated by the automobile. How can we encourage a slower lifestyle that focuses on walkability instead? How can we design a space that speaks the unique history of the site? How can we encourage site users to interact with and change the environment?

We can detail spaces that foster interaction with the site and other site users. We can adopt strategies that make the streets more attractive to pedestrians and cyclists, vary programming to create destination sites, and incorporate environmentally sound practices.

Importantly, Coleman North works with the guidance of the Project Downtown master plan to address the needs of Wichita as it develops in the next 20 years into "a place that enables people to live, work, shop, play, and learn, all within a short walk of each other" (Goody Clancy, 2010, 4.1).

Goals

The intent of the design of Coleman North was to find a way to

- restore a sense of unique identity to the site, especially through an expression of site history,
- give back to the site its ability to heal itself, and
- encourage site users to affect change in their own environment.

Methods

The methods used in the design of Coleman North were cyclical and reflective in that the research and diagramming that was done in the beginning was never abandoned, and in fact was expanded upon even in the final weeks of design. A deep understanding of the site resulted from this working and reworking of information.

Outcomes

Coleman North gives the site an individual identity. A deep understanding of site context and history informs the detailing, and allows us to tell the story of the site to site users. Urban design considerations and an aggressive programming strategy ensure that site users will come to Coleman North many times, making it a place, and not just a space. Overall, identity and agency are given back to the site and the site users in Coleman North.



WHO ARE YOU
BECOME



WATCH
SWITCH



Figures 9.02-4: Become. Watch/Switch.

Programming Recommendations

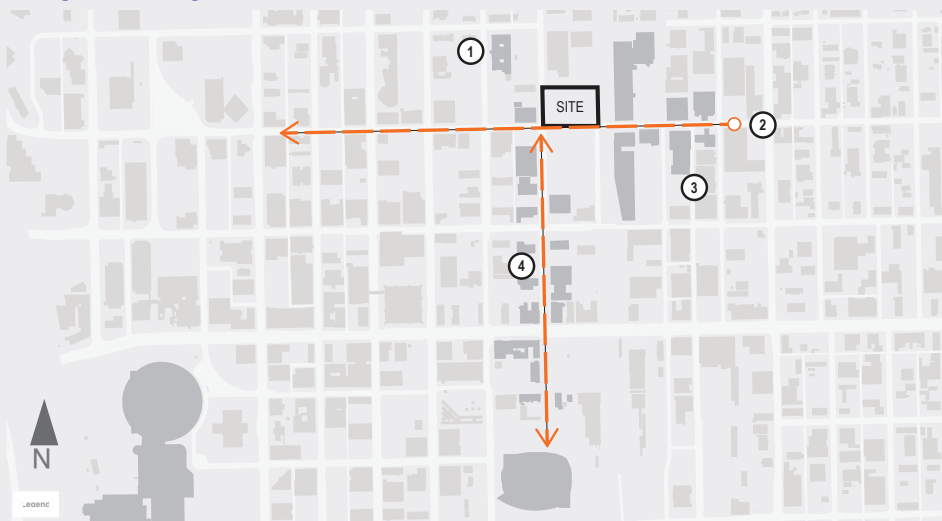


Figure 9.05: Programming Recommendations

- ① Successful nearby residential development >> Expand on residential development
- ② Visible to daily commuters along 2nd Street >> Orient retail towards commuters
- ③ Adjacency to vibrant and walkable Old Town district >> Build off of energy with similar programming, unique site features
- ④ St. Francis Street developing into pedestrian corridor >> Create destination at north end of walkable spine

Transit Improvements

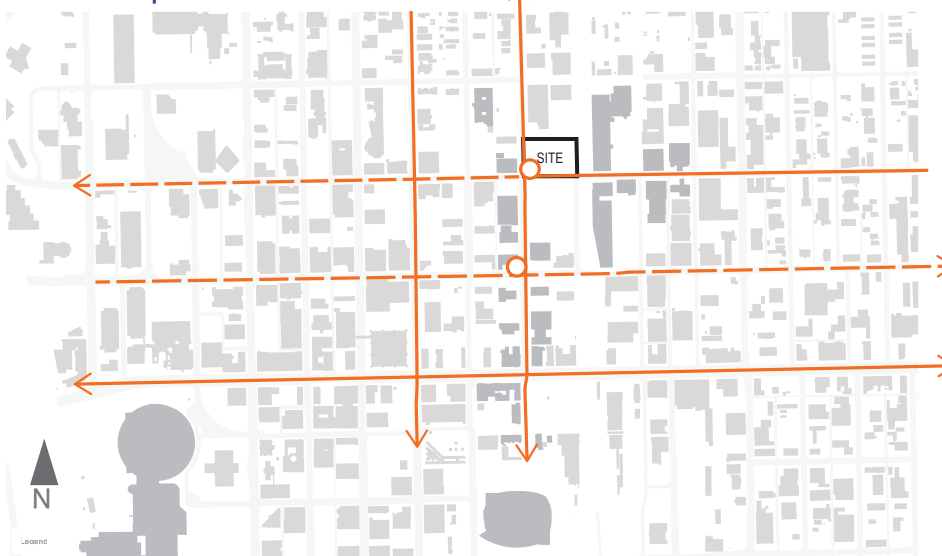


Figure 9.06: Transit Improvements

Existing transit routes pass the site and Project Downtown proposes further transit development is proposed along 2nd and 1st Streets. This will likely increase the number of people traveling to or by Coleman North every day. It is recommended that the southwest corner of the site include a city bus shelter to foster the use of the transit system by site users (residents, employees, and visitors alike).

- > Existing route
- > Proposed route
- Proposed transit stop

Bicycle Improvements

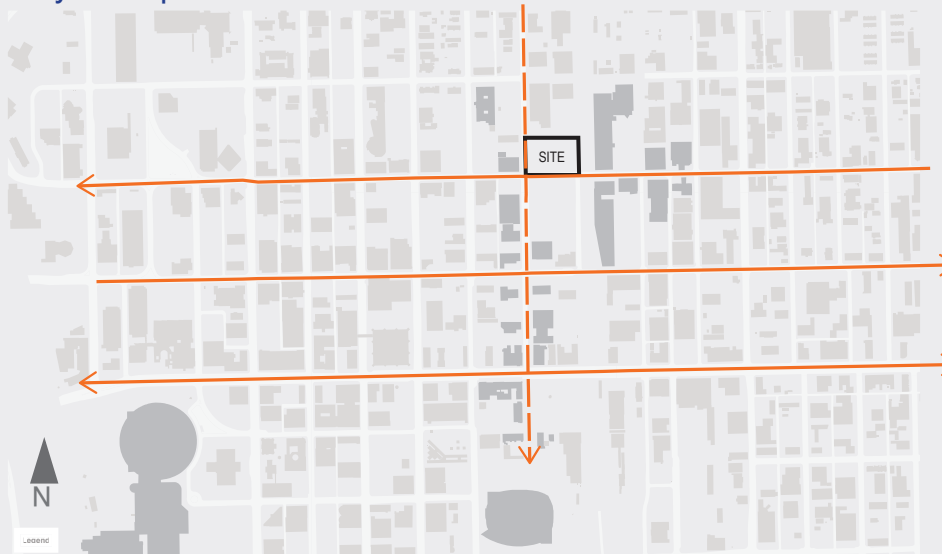


Figure 9.07: Bicycle Improvements

Wichita is trying to develop a web of bike lanes in concert with walkability improvements and dense development. 1st and 2nd Streets are both identified as streets that will eventually include a dedicated bike lane. St. Francis Street has been identified as an important north-south bicycling connection where cars and bikes will share lanes. The site is, therefore, placed at the intersection of two bicycle corridors. Bicycle racks should be considered as a site amenity.

- > Proposed shared lane
- > Proposed dedicated lane

Urban Design Rationale

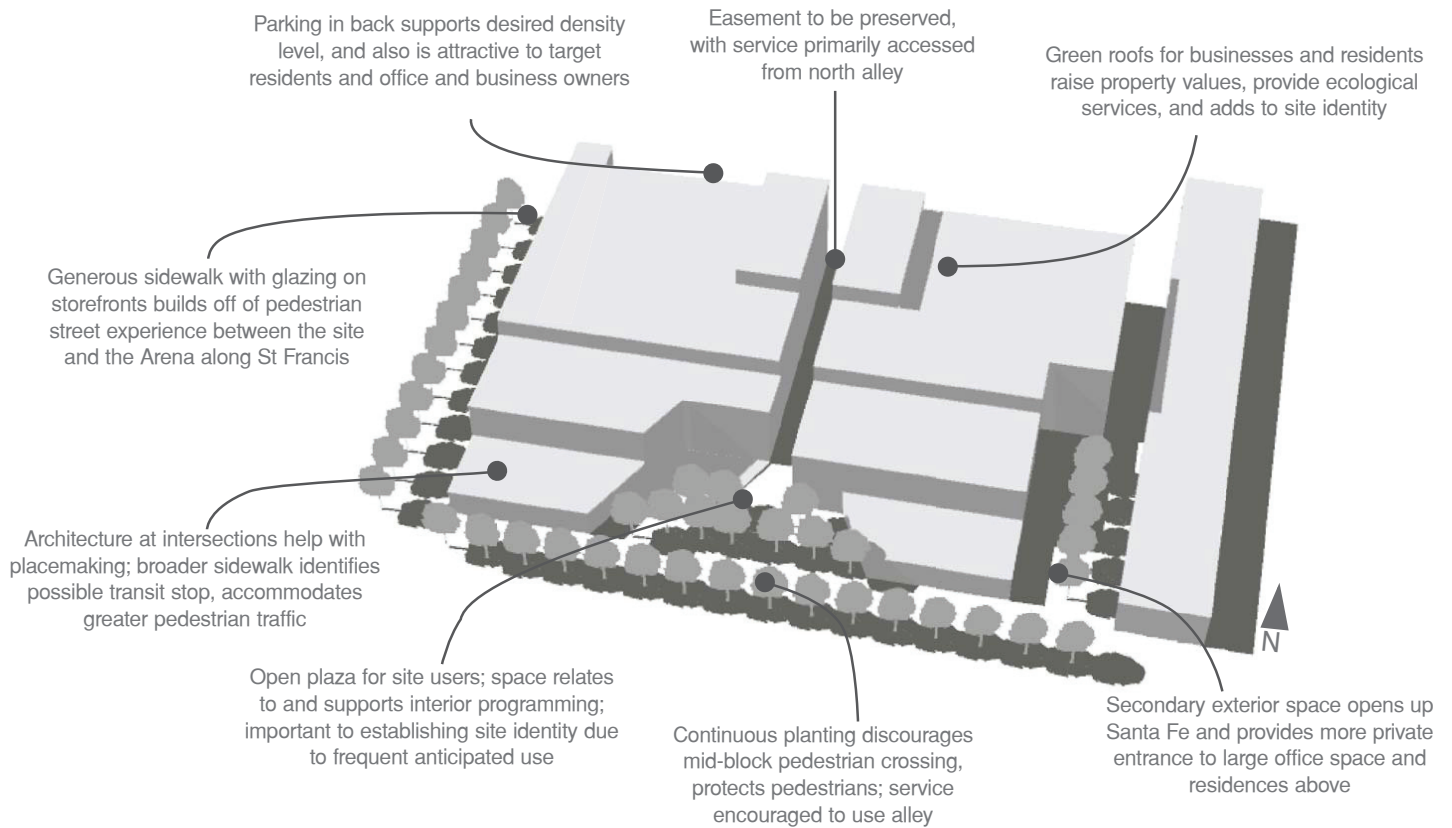


Figure 9.08: Urban Design Rationale

Design decisions such as building form were dictated by urban design principles. Some strategies used include:

- glazing
- shade
- seating
- enclosure
- related interior and exterior programming
- multifunctional space
- generous sidewalks

Sun and Shade

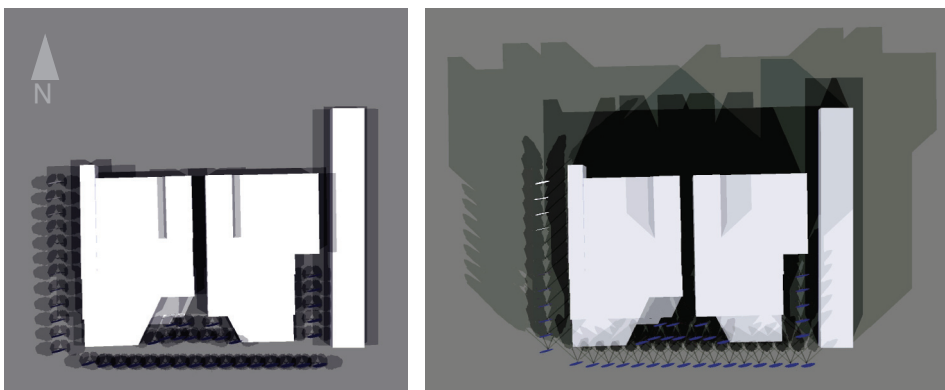


Figure 9.09: Sun and shade at summer and winter solstice
Diagrams show shadows at 9am, 11am, 2pm, and 4pm on each solstice.

In the summer, which is when the site will be used most, trees are required to help shade the plaza spaces. In the winter, solar access is limited by dense canopies and a low sun angle.

Program

At Coleman North, we envision an ever-increasing flow of pedestrian and bicycle traffic, as well as the clear demarcation of a transit stop to be phased in along with transit development at the southwest corner of the site. This traffic would primarily be comprised of those heading to Old Town from their residence, or heading from Old Town to the Arena. This traffic would be lesser in the mornings, and experience growth throughout the day as people go to the restaurant and shops and continue to Old Town or the Arena. On weekends our program supports activity all day long. On week days, some of the traffic on site would be commuters, primarily in the mornings and evening. Site users will always be circulating through our site to shop, eat, go to work, or head home.

Aside from pass-through traffic, we envision that the interior programming of Coleman North would support the use of the exterior spaces, especially the larger plaza facing 2nd Street. Moveable furniture in that plaza space that supports outdoor dining and lounging, for patrons and passersby alike, can be maintained by the restaurant and retail businesses. The plaza space also has a stage area built into it to encourage the use of the plaza for live music, slam poetry, presentations, art displays, and even events like campaign speeches.

Since many of the programmed spatial activities ask users to stay a while in the space, it is likely that the main plaza would be most heavily used in the summer months. However, deciduous street trees with good solar access are proposed for the site to accommodate use of the plaza on more temperate winter days.

BUILDINGS

Loft/apartment/condo	24 Units
Storefront retail	18,502 Square feet
Office	59,707 Square feet
Entertainment	17,342 Square feet

CIVIC SPACE TOTAL

Plazas	0.20 Acres
Pedestrian streets	0.19 Acres

PARKING TOTAL

Dedicated parking	17 Stalls
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Figure 9.10: Site Metrics

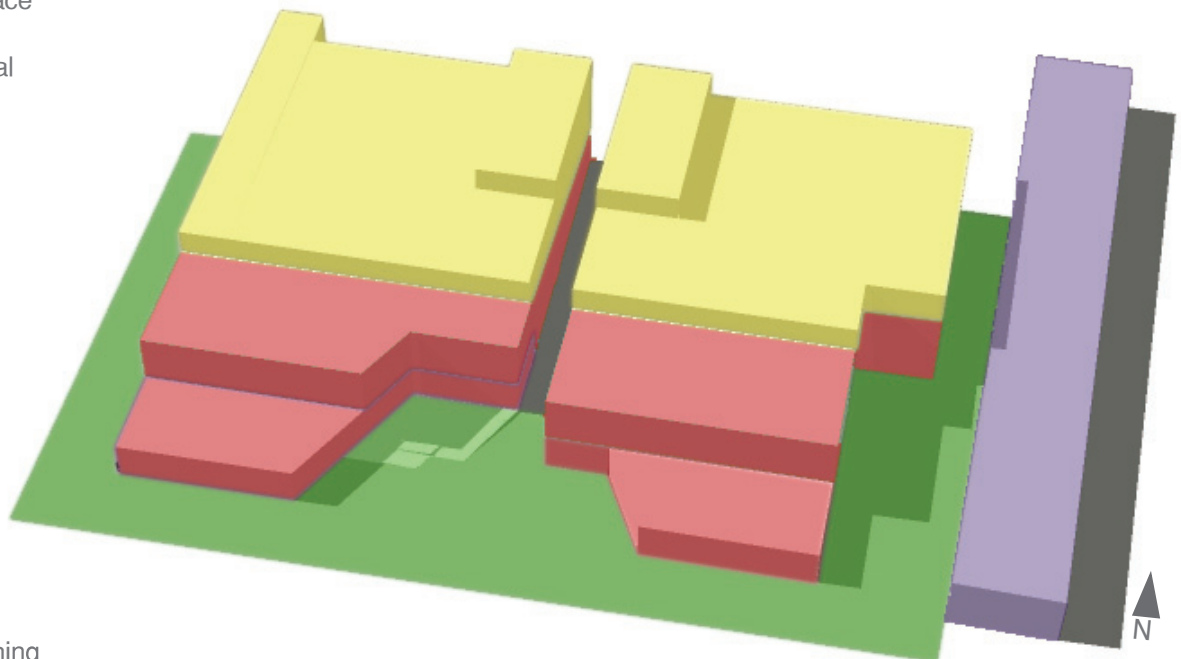


Figure 9.11: Programming

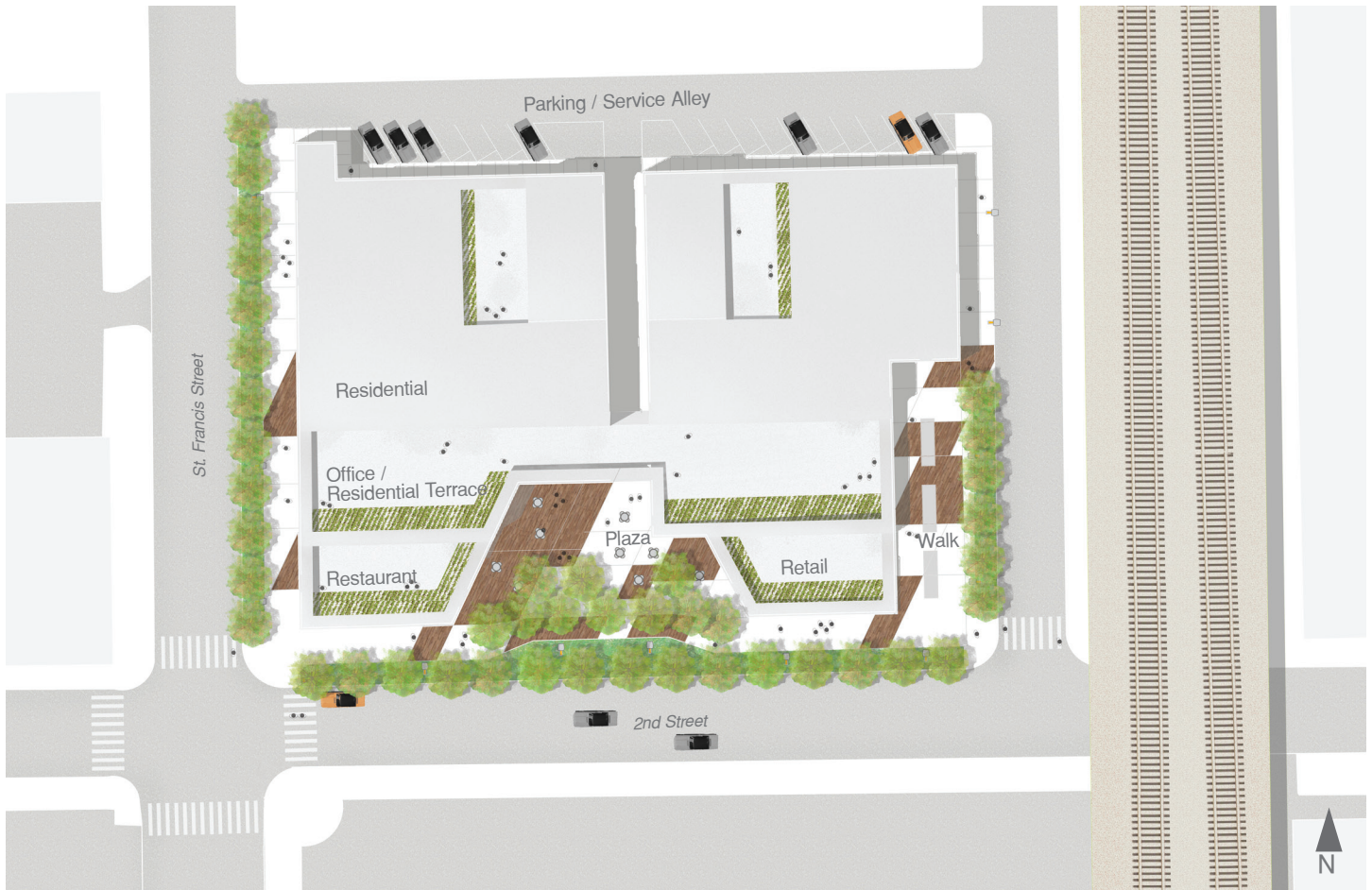


Figure 9.12: Coleman North Site Plan 1" = 80'

Lighting System

The two objectives driving the design of the lighting system at the site are:

- to relate the lamps to the Coleman lanterns, and in doing so relate the site to its history, and
- to cause site users to be slightly uncomfortable, to cause them cognitive dissonance, especially with regard to the site history.

The lamps themselves are reminiscent of lanterns because of the wires wrapping the fixture. Cognitive dissonance was explored through a rusting material on both the fixtures and the ground plane, and the slant of the light poles to distort the site user's sense of up and down.

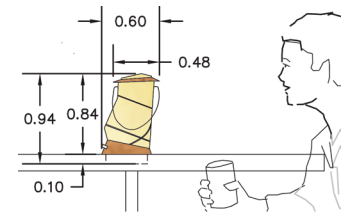


Figure 9.13: Interactive table lamp

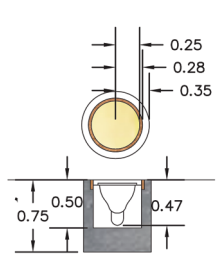


Figure 9.14: In-grade lamp

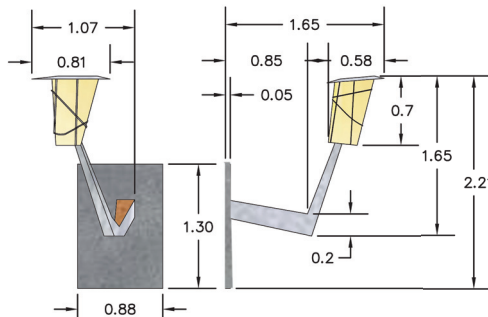


Figure 9.15: Wall-mounted lamp

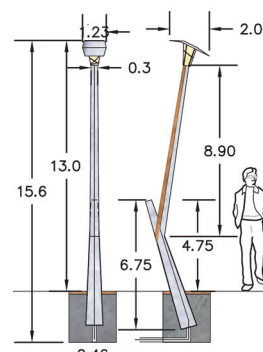


Figure 9.16: Lamp post

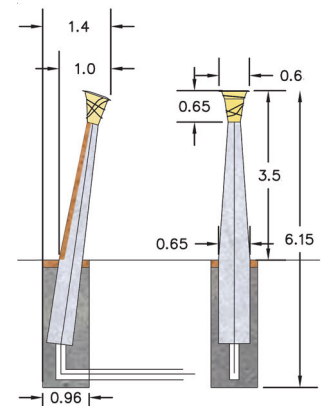


Figure 9.17: Bollard lamp



Figure 9.18: Coleman North

