

2000(A)

AIA/IDP CHARETTE

Urban planning for a contemporary performing arts institute within Portland.

Fostering the enhancement of intellectual growth and experimentation.



2000(A)₁ - Eastbank



2000(A)₂ - North Macadam



2000(A)₃ - River District



2000(A)₄ - None of the Above

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Objective:

The AIA/IDP Competition is organized by the American Institute of Architects: Portland Chapter's Intern Development Program Committee. The purpose of the competition is to allow students, interns and artists a venue to express their ideas and create a critical discussion around current issues in the City of Portland.

For this competition, we are looking at three distinctive post-industrial areas in Portland's urban core. (All sites were heavily used for marine and rail shipping prior to the atrophy of their regional industries.) While as there has been an on-going discussion about the development of these areas, their grand scope has not yet been either codified or constructed. Therefore, we see this as a competition ripe with opportunities for young vibrant minds to cast their ideas into the mix and see what we can stir up.

Type:

First part in a two stage competition revolving around a multi-disciplinary arts institute in Portland's urban core; winning entry from 2000(A) will become the impetus for 2000(B) AIA/IDP Charette 2000(B) will be held during the Fall of 2000.

Eligibility:

Open to all students, artists and interns (individual or team).

Fee:

US\$20 per entry

Schedule:

Competition Packet Available:	31 March 2000
Submission Date:	24 April 2000
Jury Discussion:	1 May 2000
Public Awards Presentation:	4 May 2000 (First Thursday)
Public Display of Finalists:	4 - 26 May 2000

Jury:

L. Rudolph Barton	Portland State University
Peter Keyes	University of Oregon
Thom Mayne	Morphosis
Sharilyn Olson-Rigdon	Sienna Architecture Company
Garry Papers	SERA Architects pc
Jacqueline Stoeckler, Ph.D.	Portland Institute for Contemporary Arts

Awards & Exhibition:

\$400	First Prize
\$100	Honorable Mention (up to three at Jury's discretion)

A public awards ceremony will occur on Thursday, 4 May 2000 @ 7:00 PM.; 1231 NW Hoyt Street. Mahlum Architects will host an exhibition of finalist boards for the month of May in their Pearl District Gallery.



Site(s):

- 2000(A)₁ - Eastbank
- 2000(A)₂ - North Macadam
- 2000(A)₃ - River District
- 2000(A)₄ - None of the Above (Hey, it's a free county. If you do not like our area selections,... prove that another would be a more provocative and viable option.)

Presentation Requirements:

- Narrative Position: 100 words (min.)
- Site Plan: 1" = 100'-0"
- Site Section: 1" = 100'-0"
- Detailed Site Plan: 1" = 20'-0"
- Three-dimensional renderings or model photographs showing the proposal in its context.
- All imagery should foster a creative solution to this urban planning charette. Specific building resolution is beyond the intended scope of this charette, as it will be the focus of 2000(B).

Submission Format:

- One 32"x40" Board (indicate horizontal or vertical format)
- Maximum depth 5", Maximum weight 15 lbs.
- The back of competition boards must be free of projections.
- Attach registration form in a sealed blank envelope with entry number clearly displayed on the back of board.

Submission Deadline:

- All submissions must be received at the American Institute of Architects, PDX Chapter 315 SW Fourth Avenue, PDX OR 97204 by no later than Monday, 24 April 2000 @ 3:30 PM (physical delivery, not just post-marked).
- Late submissions will not be accepted. Don't take chances.
- AIA/IDP assumes no responsibility for lost or damaged competition entries.
- Competitors are advised to make record copies of their design solutions prior to submitting them.

Rights:

- In entering the design competition, entrants grant the American Institute of Architects: Portland Chapter unrestricted licence to exercise the contestants' rights regarding their design submissions including, but not limited to, reproduction, preparation of derivative works, and distribution of copies of the design submission, and the right to authorize such use by others.

Information:

- E-mail questions to the American Institute of Architects, Portland Chapter <aiapdx@teleport.com>.
- American Institute of Architects, PDX Chapter 315 SW Fourth Avenue, PDX OR 97204
- Questions will be answered on Tuesday and Thursday evenings and posted to all contestants electronically.

Supportive Materials:

- Drawings, Site Images and Aerial Photographs are available: <www.aiaportland.com/events/idpcompetition>.



2000(A) GOALS

AIA/IDP CHARETTE

Catalyst

The proposition of this charette to create a dynamic symbiosis of uses within a birthing district. It is integral to this vision to either extrapolate from the existing context or to insert a new seed for future growth. From this evolutionary node a ripple effect must awaken the whole of Portland's urban fabric.

History

All designs are meant to express the natural and cultural archaeology of the sites, by making reference to the ever evolving form and character of the district over time. These sites all have a permeable irregular edge with many vertical and horizontal layers of built structures constantly in flux; shaping and reshaping the district to meet changing social needs and technologies. In form, material and use, the elements of all design entries should rigorously delve into history and extrapolate a future vision with their site interventions.

Circulation

To appropriately graft this project into the urban fabric it will need to create a multi-modal traffic flow, with an emphasis upon a clear alternative to automotive transit. This should encourage a patronage of existing public transportation systems by the current automotive cult and serve as a model for the rest of the urban core. Provide a clear arrival, transition and dissemination to, through and from the site for pedestrian and non-motorized movement.

Extroversion

In an effort to both engage and awaken the critical dialogue within Portland, the Institute for Performing Arts will have scheduled and impromptu performance in both their formal auditoria and in their outdoor stadia. The outdoor environment of the I.P.A. should refer to the grand lineage of piazza and festival grounds, such as our own urban 'living room'; Pioneer Courthouse Square. It will be a flexible space for such activities as; lunchtime discussions, public debate forums, performance arts series and national skateboard exhibitions.

X-Fertilization

Through a multi-disciplinary exchange of ideas, all members of the IPA will gain in their breadth of knowledge. To foster this evolution, both internally and on the urban scale, the IPA will host an Honors Commons, where thesis students and visiting professors may collaborate on reserach, while living in close proximity to each other.

Don't just pick a site; pick a position!



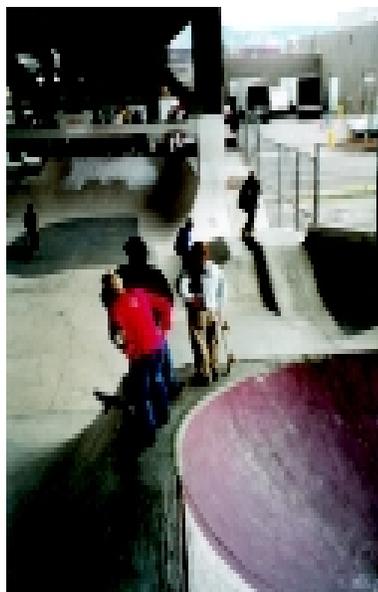
Pearl District Arson

© Brian Laramee, 1999.



Lovejoy Viaduct Demolition

© James Harrison, RIGGA, 1999.



Burnside Skate Park



2000(A) AIA/IDP CHARETTE PROGRAM

Institute Program:

Performance Auditorium
Lecture Auditorium
(20) Studios
(4) Classrooms
(6) Seminar Rooms

35,900 sq.ft.

Computing Center
Media Center
Fabrication Shop
(20) Faculty Offices
Administration Offices

13,500 sq.ft.

Student Organization Office
Cafe
Gallery
Bookstore

5,450 sq.ft.

Honors Commons
(3) Visiting Professor Living Units
(12) Honors Students' Flats

9,900 sq.ft.

Retail Space

Optional

Riverwalk (where applicable)
Outdoor Performance Stage/Arena:
Loading Dock

1,000 linear feet w/ connections to existing trails
900 sq.ft. + auxilliary seating
1 Provide for two semi-trailers

Automotive Parking
Bicycle Parking
TriMet Streetcar Station
TriMet Bus Stop
TriMet Water Taxi Dock

150 stalls + 4 accessible
50 stalls
1 (future)
1
1 (where applicable)

Landscaping

30 % of site area (min.)

Sub-Total:

64,750 sq.ft.

+ 25,250 sq.ft. services

Total:

90,000 sq.ft.

The Institute for the Performing Arts will explore experimental research into all fields of fine and applied arts. (i.e., Architecture, Dance, Drama, Media, Painting, Sculpture and Textiles)



2000(A) AIA/IDP CHARETTE

1 - EASTBANK

Location

Bounded by Clay Street to the North, Caruthers Street to the South, Union Pacific Railines to the East and the Willamette River to the West.

History

When Portland was laid out in 1845, the idea that the city would eventually include land on both sides of the River was not considered. The west bank being higher, with dry ground nearer the river's edge, was the natural choice for early development. The east bank on the other hand was low-lying marshy land which flooded frequently. Pioneers on the east bank were farmers.

In 1868 the railroads began construction of the mainline tracks along the east bank of the river. Immediately, the east bank became a city; it was incorporated as East Portland in 1870, with a population of 1,500, four churches, four schools, a sawmill, a grist mill, and a machinery shop. It was served by two ferries running continuously to Portland across the river, but was still very much a suburb of the big town. In 1887 the Morrison Bridge was opened, and trolleys began to thread their way through neighborhoods and across the river. In 1889 the H.A. Hogues Saw Mill and E. Portland Electric Light Works was located between Main and Taylor Streets. Standard Oil Company had a warehouse for lubricating and illumination oils on First Street between Main and Madison Streets. Prior to development, the east third to half of the site was a lowland area which was inundated seasonally by the Willamette River. Initial development was on piling. The 1901 Sanborn map shows Water Avenue as planked 7 to 10 feet aboveground. The west portion was probably below the water line most of the time.

Dependant on the river for existence, East Portland essentially reached over the marsh to the riverfront, with trestles for rail, wagon and truck traffic connecting over the wetland to piers and docks at the river's edge. This type of development resulted in a very "archtitectural" edge along the eastside riverbank made up of straight lines and large sweeping curves characteristic of docking and rail traffic.

The current riverbank is radically altered from its natural state of some 150 years ago. Before the final filling of the eastbank for I-5, the riverbank was a permeable irregular edge with many vertical and horizontal layers of built structures constantly in flux – shaping and reshaping the riverfront to meet changing social needs and technologies. The freeway introduced massive shifts in land forms, and denied access to the water in most places. The end result of these years of hard use has been the loss to the city of one-half of its public "river feature".

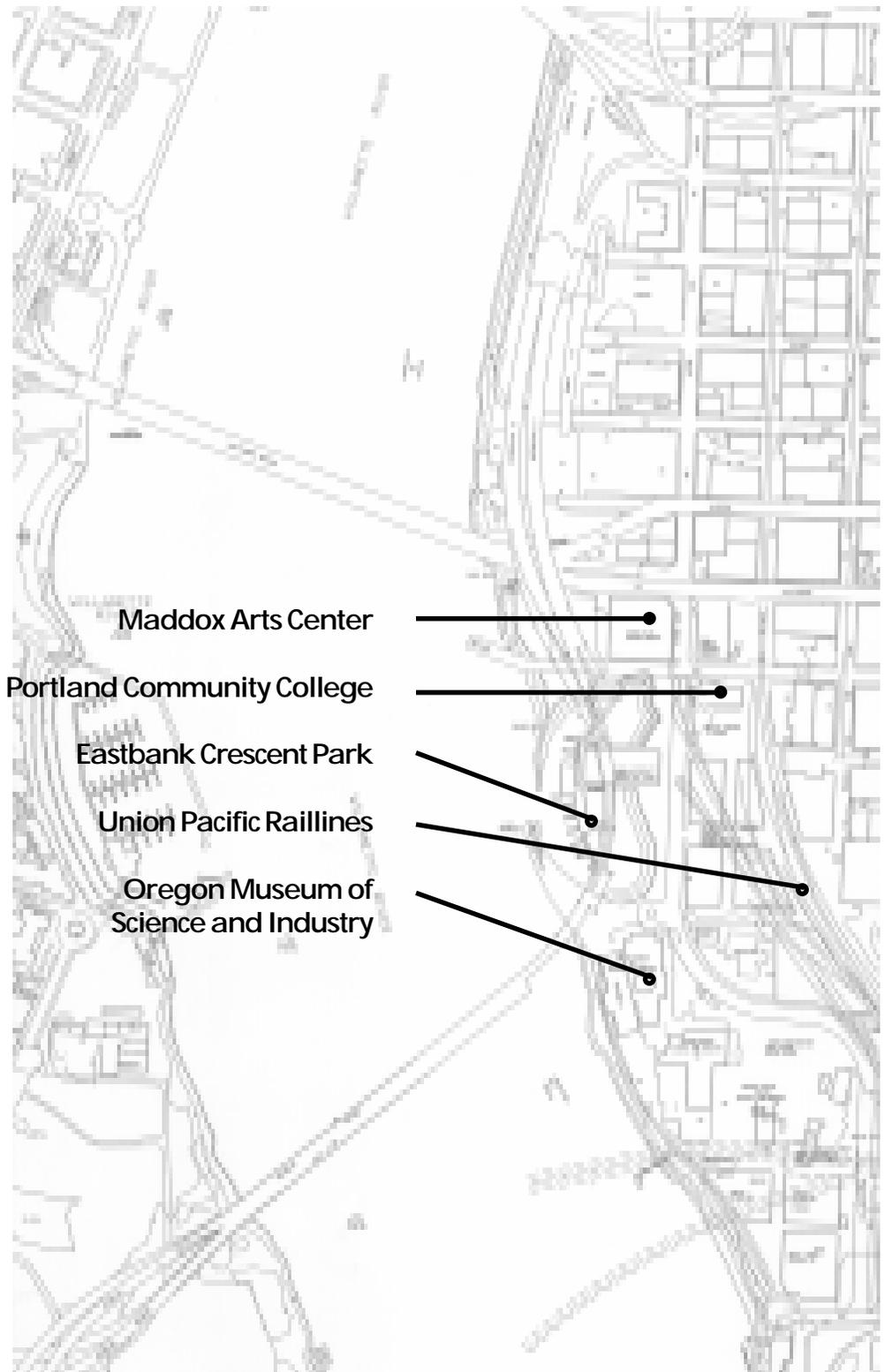
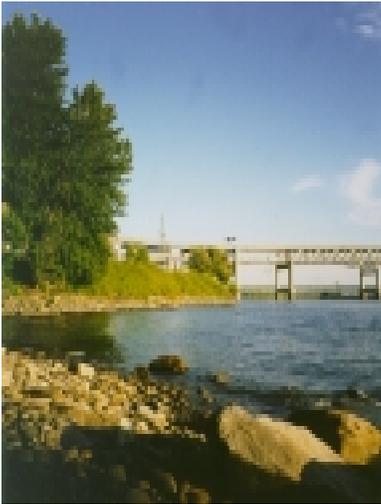
Vision

The eastbank site represents an important connective element at all scales. At the site scale the Eastbank Esplanade will link new park and development elements or "events" along the linear site, as well as connect major public attractions located at either end of the site; the Oregon Convention Center and Oregon Arena complex at the north end, and OMSI at the south. At a neighborhood scale the Eastbank Park Master Plan addresses connections from the River to and through the eastside industrial area to residential neighborhoods beyond. At the regional scale the Eastbank Park will form a link in the larger system of trails, either built or proposed from the Portland area.

The Eastbank site represents a missing link in the downtown riverfront esplanade and regional trail systems. Completion of the esplanade will create linkages in the 40 mile loop system, the Willamette Greenway trail and the Sullivan's Gulch Trail where these systems converge on Downtown. These trails link a series of open spaces around the city.

At the larger regional scale the site represents a link in major transporation systems: Amtrak and future high-speed commuter lines, freight lines, I-5, and traffic on the river itself all occur on or next to the Eastbank site.





Maddox Arts Center

Portland Community College

Eastbank Crescent Park

Union Pacific Railines

Oregon Museum of Science and Industry

Reference:

- Eastbank Phase II Environmental Site Assessment Report, 1999 (PDC)
- Eastbank Riverfront Park, Schematic Plan, 1998 (PDC)



Location

Bounded by RiverPlace to the North, Zidel Marine to the South, Willamette River to the East and I-5 corridor to the West.

History

The 130-acre N.Macadam District is the last major underdeveloped area within the City of Portland's core. The extraordinary opportunity afforded by so large a tract of land adjacent to downtown Portland and the Willamette River is threefold: to build upon the unique attributes of the place, to reconnect nearby neighborhoods divided by past infrastructure projects, and to compliment what the City already provides with a new neighborhood where people may choose to live, work and play.

The fact that the area remains largely underdeveloped, however, is not an accident. Poor transportation access and circulation, inadequate infrastructure and soil contamination in some areas present significant constraints to development. At the same time, growing awareness of and response to environmental issues – including new clean water standards and Endangered Species Act listings – has appropriately increased expectations about new development near the River. Clearly, the small amount of development in the District over the past decade has occurred at lower densities and without these expectations in place.

Several industrial uses have occupied sites in the North Macadam District, including a steel recycling and fabrication plant, a wood products factory, and the existing barge construction operation. A Brownfield clean-up plan for the properties has been approved by the Oregon Department of Environmental Quality (DEQ) that requires the removal of all hazardous soils and the capping of remaining contaminated soils with clean soil, impervious paving or buildings. The North Macadam District has been identified as a significant opportunity to demonstrate a high potential for environmental restoration and economic reuse of the City's brownfields.

Remnants of the area's historic uses and activities, such as the bargeway and dock structures, should be integrated into development of the neighborhood and waterfront to express the identity of the District.

The Vision

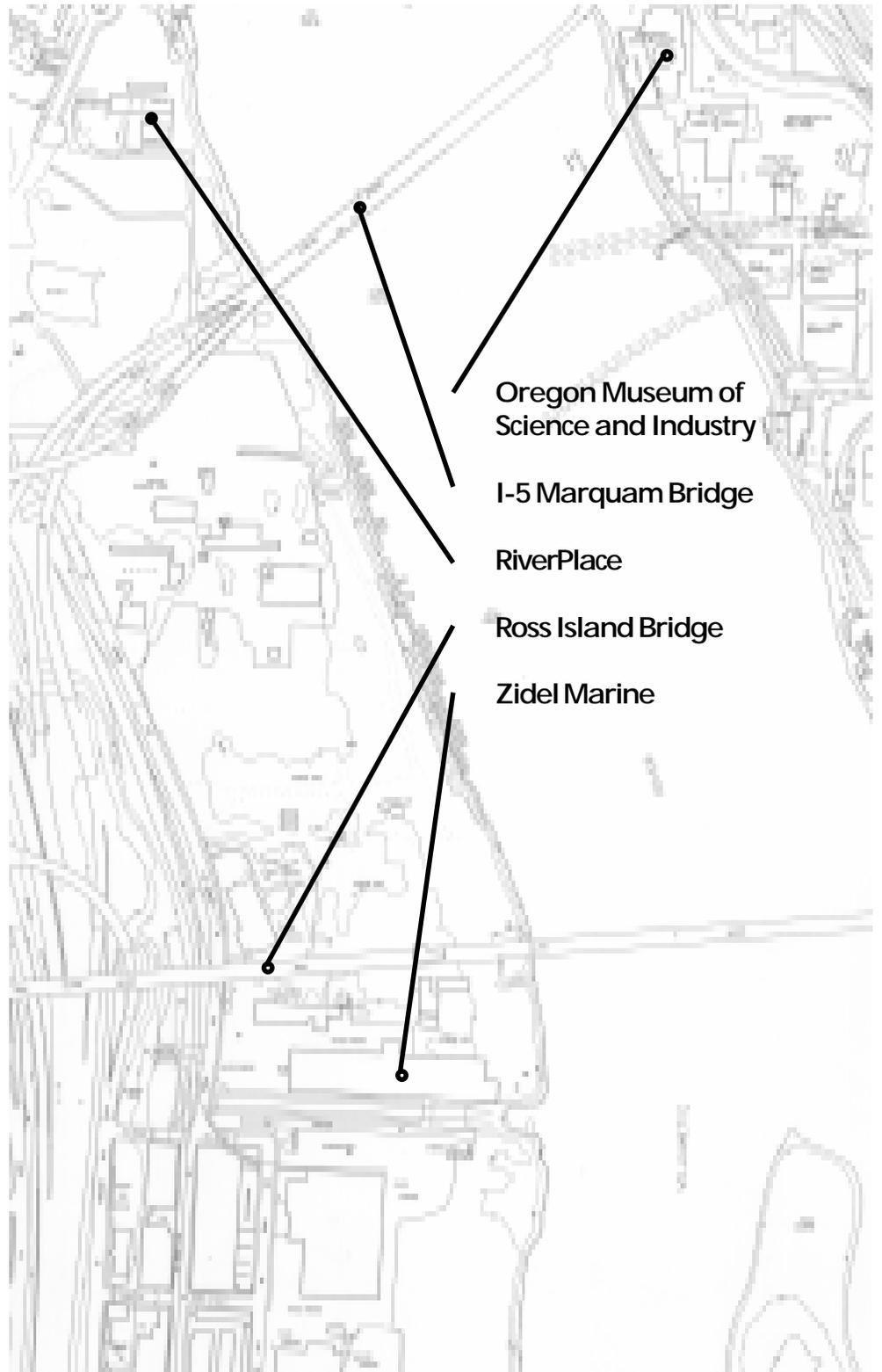
The vision for the North Macadam District reflects and reinforces Portland's unique character and aspirations. A key objective of the City, and the region, is to attract and accommodate jobs and housing at its core in an effort to preserve the Region's natural and agricultural resources. The Framework Plan supports this objective while providing an integrated open space, land use and transportation framework that will encourage a vibrant riverfront neighborhood to emerge. The Plan describes an urban neighborhood designed to accommodate 8,500 – 10,000 jobs and 1,500 – 3,000 housing units during the next 20 years.

The District will provide a wide variety of public parks and open spaces, each differing in size, configuration, landscaping, adjacent uses and types of human activity. Likewise, the development of buildings will include a variety of sizes, uses and styles, reflecting the diverse interests and preferences of Portland's citizenry. Transportation alternatives to, through, and within the District will accommodate pedestrians, bicycles, transit and automobiles. A series of pedestrian-enhanced east-west streets will connect the north-south transit corridors with the greenway and activate the street life of the District's interior.

Like the City's vision for downtown Portland, the District's vision comprises modest but important ideas that create lively, urban neighborhoods: a diverse population, integrated jobs and housing, accessible and well-crafted open spaces, active streets, pedestrian scale, convenient transit and quality urban design.

The City's comprehensive response to the listing of Steelhead and Chinook Salmon as Threatened and Endangered Species is in the process of being formulated. The City Council has declared its goal to be recovery of threatened fish populations.





References:

RiverPlace Redevelopment Strategy, 1997 (PDC)

North Macadam District Framework Plan, 1999 (PDC)



2000(A) 3 - RIVER DISTRICT

AIA/IDP CHARETTE

Location

Bounded by the Fremont Bridge to the North, Broadway Bridge to the South, Willamette River to the East and Naito Parkway to the West.

History

The River District will unite five distinct neighborhoods:

The Pearl District consists of an historic industrial area, in which industrial uses continue on many blocks while redevelopment of historic warehouses into housing and commercial space is occurring rapidly. This subdistrict contains the Hoyt Street Railyards, formerly a rail yard of the Burlington Northern Railways. The redevelopment of this area for a mix of housing and commercial uses has begun. The Pearl District possesses the city's greatest concentration of art galleries and has a lively monthly "First Thursday" art walk attendance at gallery openings. Design studios, interior showrooms and rehearsal lofts, along with loft living units add to the arts population. As property values appreciate, while residential and retail uses increase, the District's industrial base continues to diminish.

Terminal One of the Port of Portland is no longer active and redevelopment of the 17 acre site for a mix of river oriented uses has been in planning for years.

Tanner Basin / Waterfront is currently a transitional industrial area, this neighborhood will be created by the daylighting of Tanner Creek as both a public amenity and a part of the City of Portland's program to virtually eliminate the Combined Sewer Overflow (CSO) problem.

The Industrial Sanctuay has long been an industrial area and is intended to remain in active industrial use.

Union Station / Old Town is mostly being revitalized as part of the City's Downtown Waterfront Urban Renewal Plan.

Vision

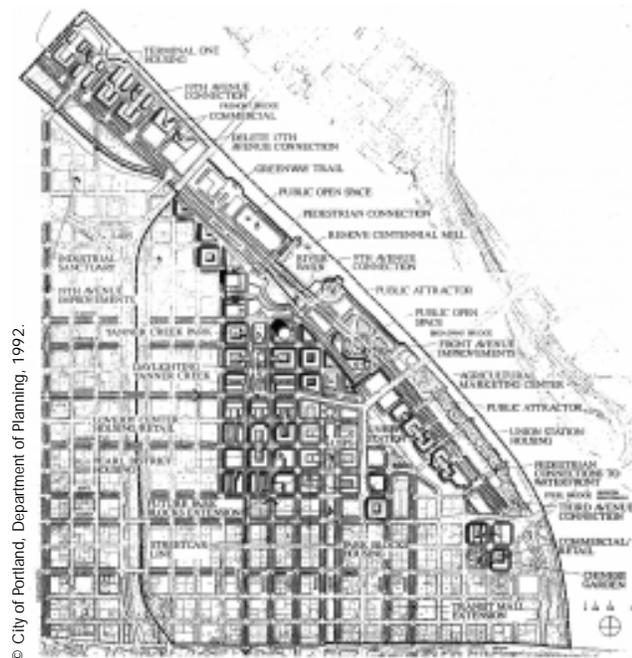
The River District enjoys the biased orientation of the Willamette River to the street grid. Within the District, it provides a strong association between the river and the land that cannot be replicated in other Portland neighborhoods.

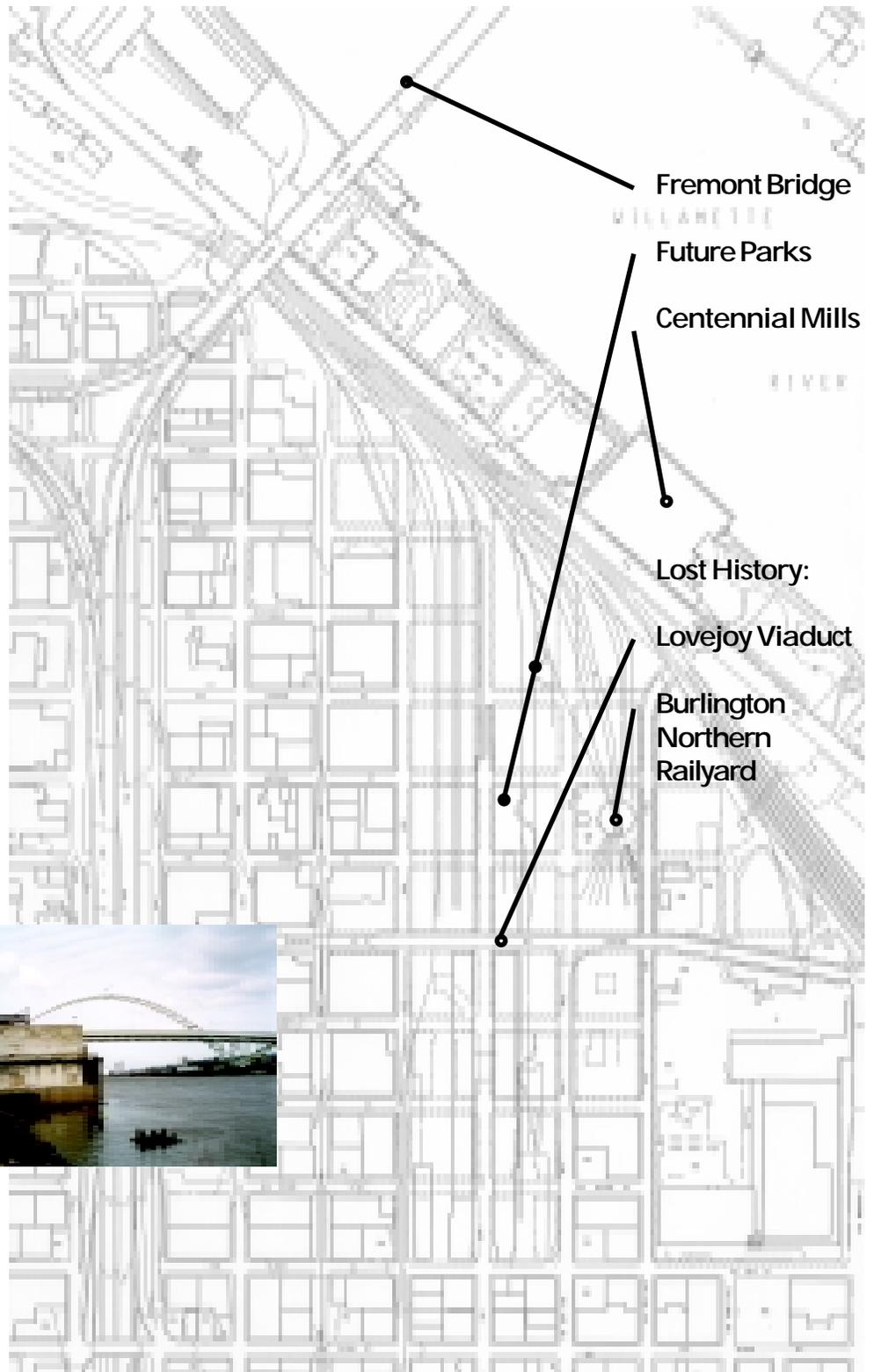
The River District encourages and supports economic, social, and cultural diversity and will provide a range of multi-family housing in terms of style and economics. The opportunity for these new residents to work and play near where they live is fundamental.

As the River District develops, it should balance its enthusiasm for a new future with a commitment to respect and improve existing structures, activities and characteristics which are strong and indigenous. A creative and constructive use of the area's resources will accelerate its development and provide a framework which will enhance its success.

The River District's distinct physical boundaries are an asset to development. However, those boundaries must be bridged by strong connections to neighboring communities to attract their support and secure complimentary relationships.

It is an objective of the City to provide adequate access between home, work, services and recreational destinations. It is also an objective of the City to provide that access with economy, efficiency, and sensitivity to natural and man-made environments. More than any other transportation or land use measure, the attraction and accommodation of a large resident population, proximate to the region's greatest concentration of employment, service and recreational opportunities, will effectively improve access while limiting car trips.





References:

- River District Development Plan, 1992 (Bureau of Planning)
- River District Design Guidelines, 1996 (Bureau of Planning)







Download these aerial photographs from:
www.aiaportland.com/events/idpcompetition



2000(A) AIA/IDP CHARETTE

JURY BIOGRAPHIES

L. Rudolph Barton

Portland State University, Chair Department of Architecture

B.Arch., 1971, Tulane University; M.Arch., 1981, Harvard University

L. Rudolph Barton is an Associate Professor of Architecture at Portland State University (PSU). He has been Chair of the Department of Architecture since September 1998. His major area of interest is Urban Design. His most current articles have included "Jim Carey Goes to Seaside" in *Constructing Identity*, and "The Janus Paradox: Notes on the Collapse and Convergence of Urban Boundaries" in *Architecture and the New Geographies of Power*. His most recent commissions have included Innovations in Civic Design for the Oregon Community Foundation and a Campus Master Plan Update for Providence Medical Center in Portland. He is very active in the Portland arts community. He served as a member of the Portland Design Commission, and was chair of the Regional Arts and Cultural Council's Public Art Advisory Committee. He has also served on committees of the Metropolitan Arts Commission such as the Portland Visual Chronicle, the Public Art Advisory Committee and the Art Selection Committee for Gresham City Hall. In 1997 he received the *Escape to Create* artist fellowship to Seaside, Florida and in 1998 he received the *John Nolen Research Fellowship* from Cornell University.

Thom Mayne

Morphosis

B.Arch., 1968, University of Southern California; M.Arch., 1978, Harvard University

In 1972 Thom Mayne founded Morphosis to develop an architecture that would eschew the normal bounds of traditional forms and materials and that would go beyond the limiting dualism of modern and postmodern. Currently, the firm is comprised of 20 architects and designers directed by Thom Mayne, John Enright, and Kim Groves. Their objective is to develop a critical practice where creative output seeks to engage the contemporary discourse of the discipline through both architectural design and writing.

While studying at U.S.C., he met five other students and educators with whom he would later join to create the Southern California Institute of Architecture, or SCI-ARC. His commitment to the education of young design talent has not wavered over the past 30 years. He currently holds a faculty position at UCLA and has held visiting professorships at such Institutions as Columbia University, Harvard, Yale, Cornell, The Berlage Institute (Netherlands), and The Bartlett School (London). Distinguished honors include the Rome Prize Fellowship from the American Academy in Rome (1987), the Alumni of the Year Award from USC (1996), and Member Elect from the American Academy of Arts & Letters (1992).

Morphosis has participated in and won numerous international design competitions including the Alpe-Adria Hypothenkenbank in Austria, The University of Toronto Graduate Student Housing in Canada, and the Diamond Ranch High School in California.

Morphosis has been the recipient of 20 Progressive Architecture Awards, 36 AIA Awards and numerous other design recognitions. Their firm has been the subject of numerous group and solo exhibitions around the world, most notably the Contemporary Art Center in Cincinnati, Ohio, the Walker Arts Institute in Minneapolis, and a major retrospective which is currently on view at the Netherlands Architectural Institute (NAI). In addition to these, Morphosis has been included in prestigious group exhibitions in Tokyo, London, Vienna, Buenos Aires, and at MOCA as part of the "100 Years of Architecture" exhibit. Drawings, Furniture, and Models produced by Morphosis over the past 25 years are included in the Permanent Collections of such Institutions as the MOMA San Francisco, the MAK Vienna, The Israel Museum, Jerusalem, and the FRAC, France.

The work produced by Morphosis is published extensively in prominent architecture publications worldwide. They have been the subject of 18 monographs, including three by Rizzoli, two by Korean Architect, two by El Croquis (Spain), and one by G.A. Japan.



Peter Keyes

University of Oregon, Associate Professor
A.B., 1978, Harvard; M.Arch., 1983, Columbia

Professor Keyes works in the area of affordable housing design and development strategies, including prototype development, integration with existing neighborhoods, use of appropriate technology to achieve design and budget goals, mixed-income communities and integration of housing unit and site design. He also works in the areas of industrialized housing production technology, building envelope and materials issues, and the development of prototype resource-efficient production housing units.

Professor Keyes, who is a member of the Center for Housing Innovation and based at the Department's program in Portland, teaches courses in design technology, housing, place issues and studios in design.

Sharilyn Olson Rigdon

Sienna Architecture Company, Associate
BA, 1985, Portland State University;
M.Arch., 1989, UCLA Graduate School of Architecture and Urban Planning

Sharilyn Olson Rigdon's professional experience includes working with Franklin D. Israel Design Associates, BOORA Architects and Zimmer Gunsul Frasca Partnership, among others; before joining Sienna Architecture Company in 1997. She is a past professor of design at Portland State University's Department of Architecture and visiting critic for the University of Oregon. Professional involvement has been in the Architecture in the Schools program, National Historic Preservation Society and the AIA's Design Awards and Lecture committees. Along with her experience in retail, corporate and institutional projects, she has received numerous awards and exhibitions for both adaptive-reuse and affordable housing prototypes. Her most recent projects consist of urban mixed use, including the AIA award winning North Park Lofts and Cascadian Court.

Garry Papers, AIA

SERA Architects pc, Director of Urban Design and Planning
B.A., 1977, Colgate University; M.Arch., 1983, University of Oregon

Garry has more than 14 years of leadership experience as project designer of planning, urban design and architectural projects for a range of public and private clients. He has special expertise with neighborhood and context-sensitive design, pedestrian and transit-oriented design, architectural and urban design guidelines and interactive charette processes. Garry regularly teaches architectural design studios, is chairman of the respected and influential Urban Design Committee of the Portland AIA and serves on numerous volunteer steering committees and task groups. He is a registered architect in Oregon and is NCARB Certified. His professional affiliations include American Institute of Architects, North Macadam Framework Plan Land Use Committee and The Waterfront Center. He is also currently the director of the Portland AIA chapter.

Jacqueline S. Stoeckler, Ph.D.

Portland Institute for Contemporary Art, Education Liaison
B.A., 1980, Lewis and Clark College; Ph.D., 1999, Northwestern University; School of Speech
Subject of Dissertation: An Aesthetic of Landscape and Border

Her academic work has focused on landscape and border as character and implicit in all forms of identity formation. During the period of her doctoral research, she taught in Prague, then Czechoslovakia both at Charles University and FAMU the national film school, directly following the events of 1989. This was followed by a teaching post at the Turku School of Communication in Turku Finland where she was a participant in the redesign of "Arts Schools" towards a precise professionalism not attached to the University system.

Jacqueline Stoeckler has lived in Portland Oregon, in reality or by extension since 1975. As a city and a landscape it has been altered both by economy and attitude. It is a definitive work in progress, which she embraces both in her work and as a concerned and active citizen.



Sponsors:

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Hega Bojo

Mahlum & Nordfors Smith Gordon Architects pc

Willamette Print & Blueprint co, inc.

Special Appreciation:

We would like to express our appreciation to the many individuals and organizations, whom donated their time and ideas to this competition. In particular, we would care to thank the following people:

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Larry Brown, Portland Development Commission

James Calvelege, Opsis Architects

John Cava, Architect

Gerald Gast, University of Oregon

Randy Gragg, Oregonian

James Harrison, RIGGA

Lynn Henderson, WPH Architecture inc.

Brian Libby, AIA/PDX

Michael McElwee, Portland Development Commission

Guenevere Millius, WPH Architecture inc.

Anna Moça, Morphosis

Gail Palma, Portland Development Commission

Steve Pinger, WPH Architecture inc.

Amy Sabin, AIA/PDX

Scotto Saskill, Sage Designs

Donald Stastny, Stastny/Brun Architects, West Coast Competitions Advisor

Sandra Stevens, AIA/PDX

Andy Strange, Willamette Print and Blueprint, co, inc.

Doug Walton, WPH Architecture inc.

Patty West, formerly of AIA/PDX. Enjoy the Florida Keys, we will miss you immensely!

AIA/IDP Competition Committee:

Fredrick H. Zal

Matt Janssen

Dana Richardson

Brett Keith Laurila, AIA

Todd Moon, AIA

Credits:

Desktop publishing by WPH Architecture inc.

Unless noted otherwise, all photographs by Fredrick H. Zal.

Exhibition photography by Hega Bojo.

Disclaimer:

All materials within this competition packet are based upon actual urban issues and planning documents and/or proposals, but do not imply either approval or bias towards any particular siting or development options by any involved either directly or indirectly. Their narration is for pure theoretical speculation, even if it can or does lead to an actual urban manifestation.

