

producing inclusive public space

Inclusive public space is designed for community-specific user groups, with strong consideration for adaptable use.

Inclusive public space provides productive activity for its users, enhancing their sense of belonging within a community and creating productive confrontation between actors.

Inclusive public space encourages users to appropriate and redefine space in order for it to serve its community best now, and well into the future.

existing

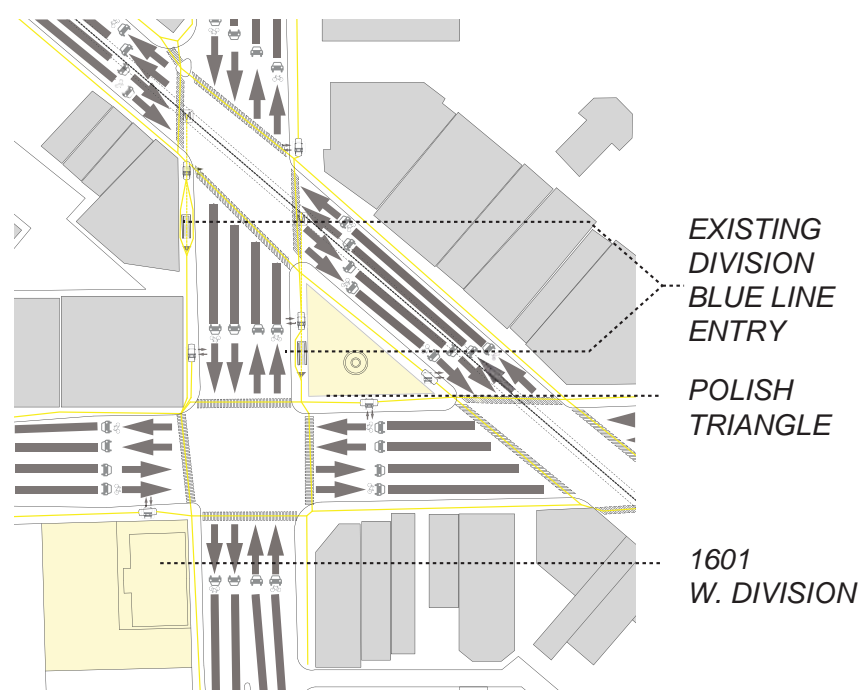
TOPOGRAPHICAL ANALYSIS



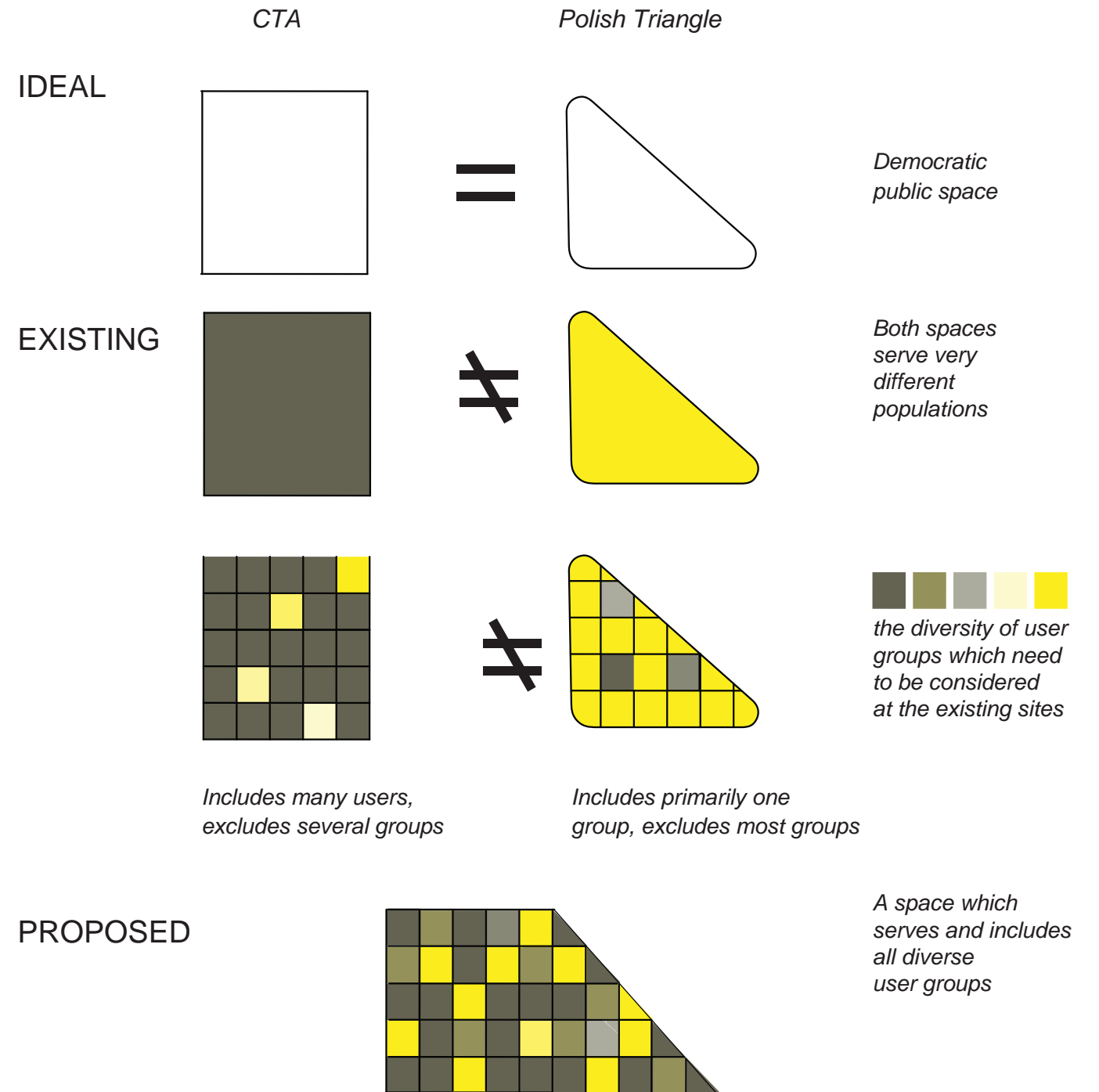
The existing CTA Blue Line Division stop has the unique privilege of having a Chicago Public Park, the Polish Triangle, at one of its entries.

While this adjacency seems to immediately inherit a rich relationship and enhance the immediately surrounding urban space; the existing opportunity has failed to maximize its potential within the community.

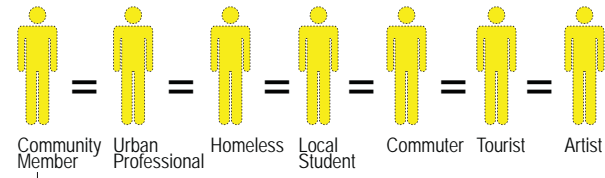
EXISTING SITE ACCESS



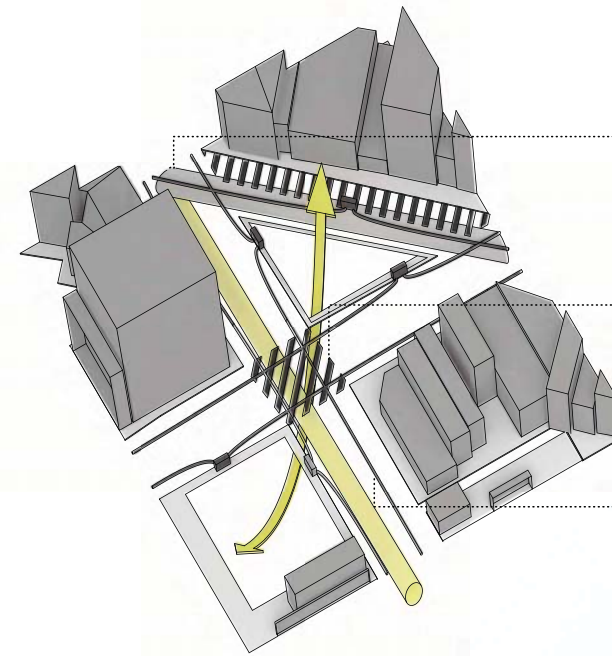
EXISTING RELATIONSHIPS ANALYSIS



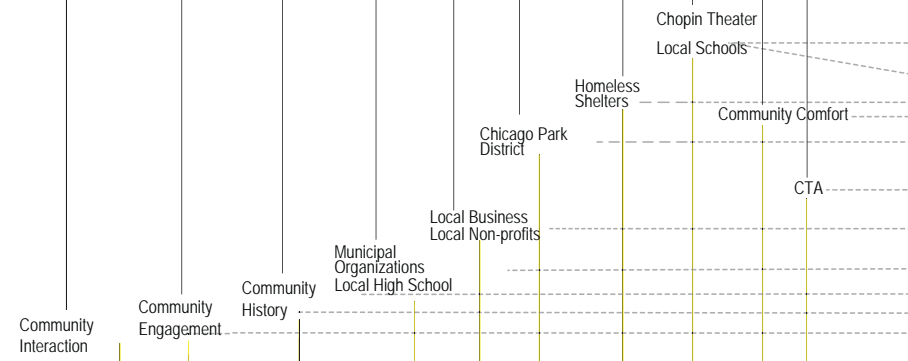
CLIENTS/
USERS
DIAGRAM



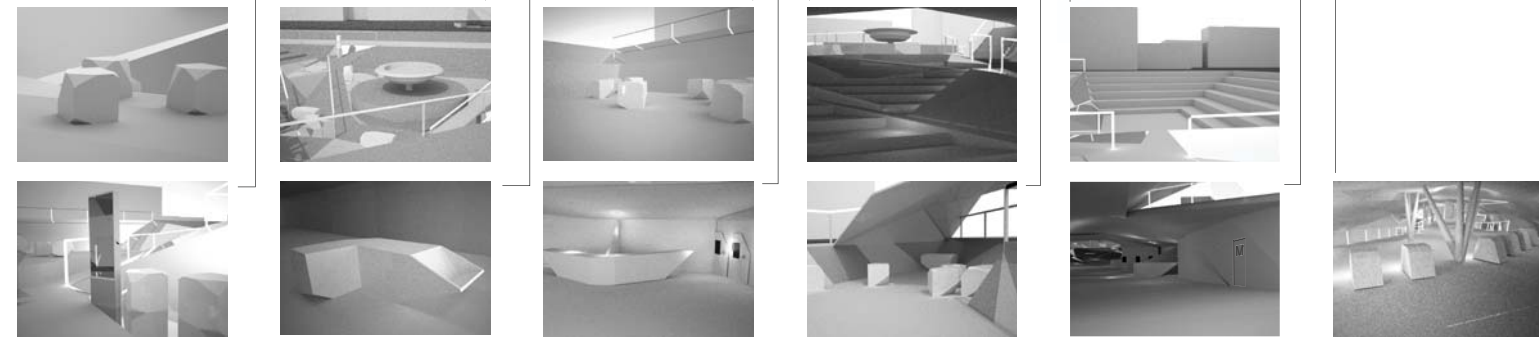
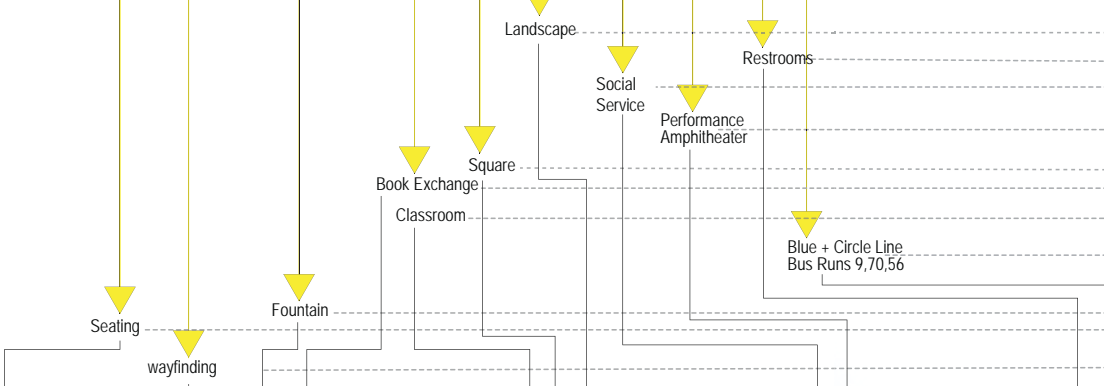
ACCESS



COMMUNITY
ORGANIZATIONS

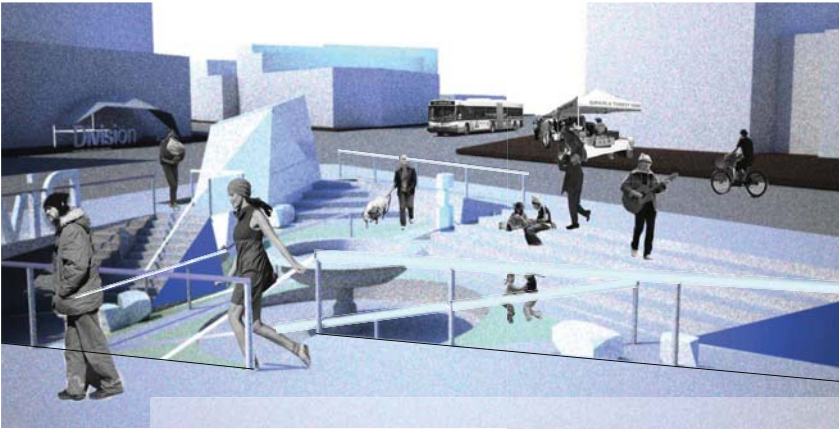


PROGRAM ON
SITE

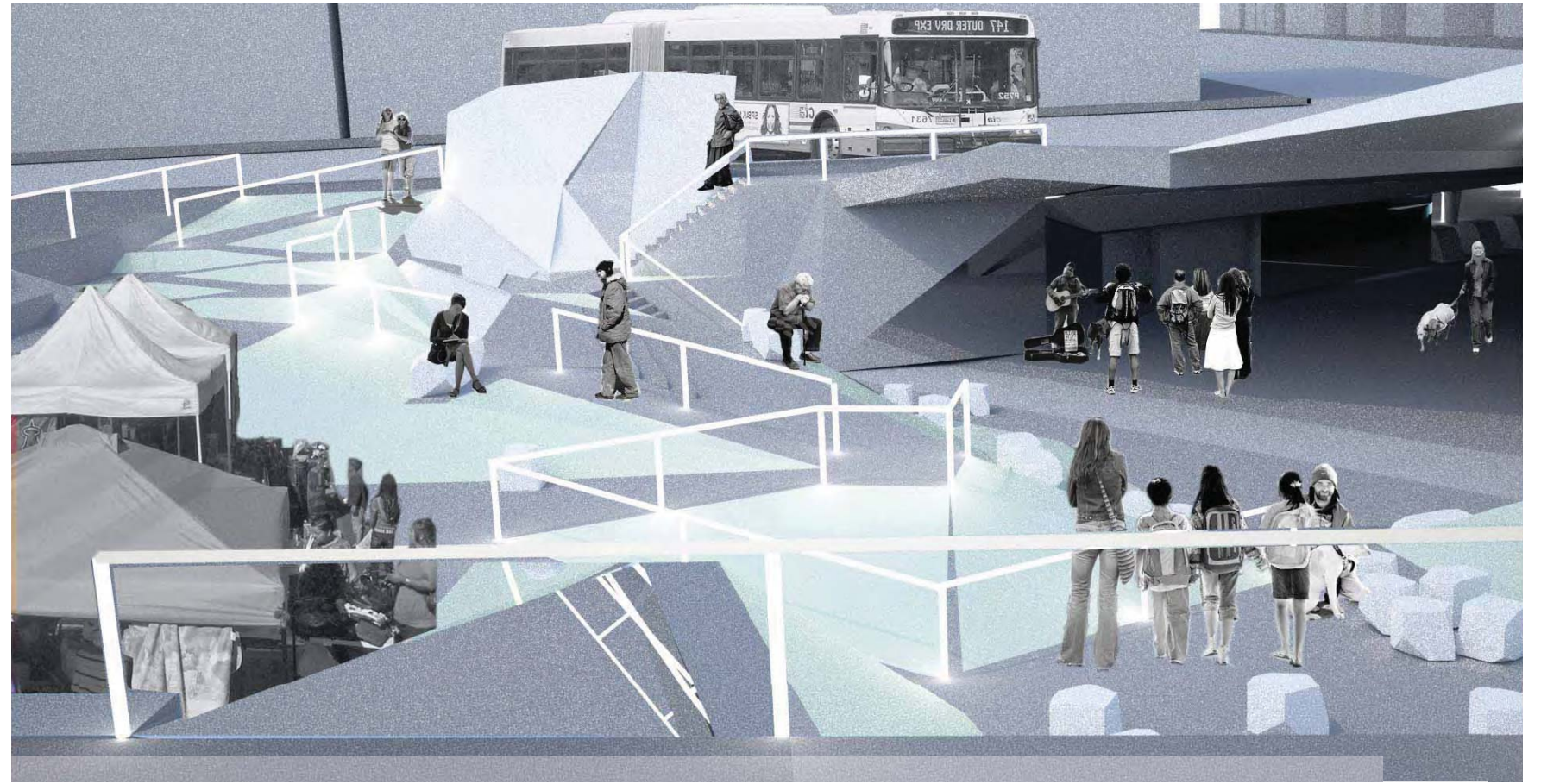




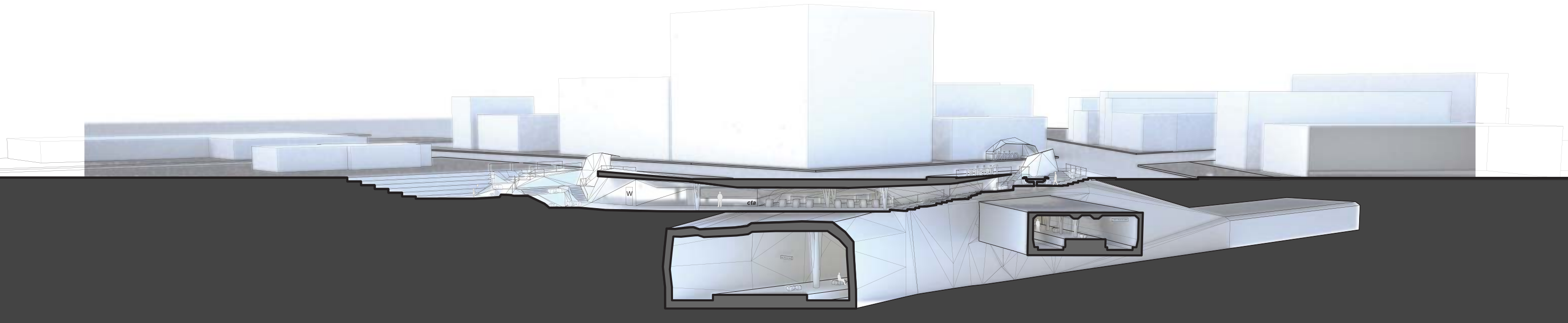
a. Pedestrian Corridor And Entry To Subway



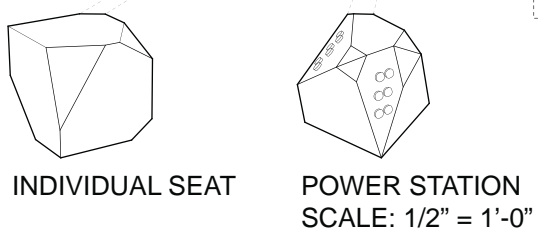
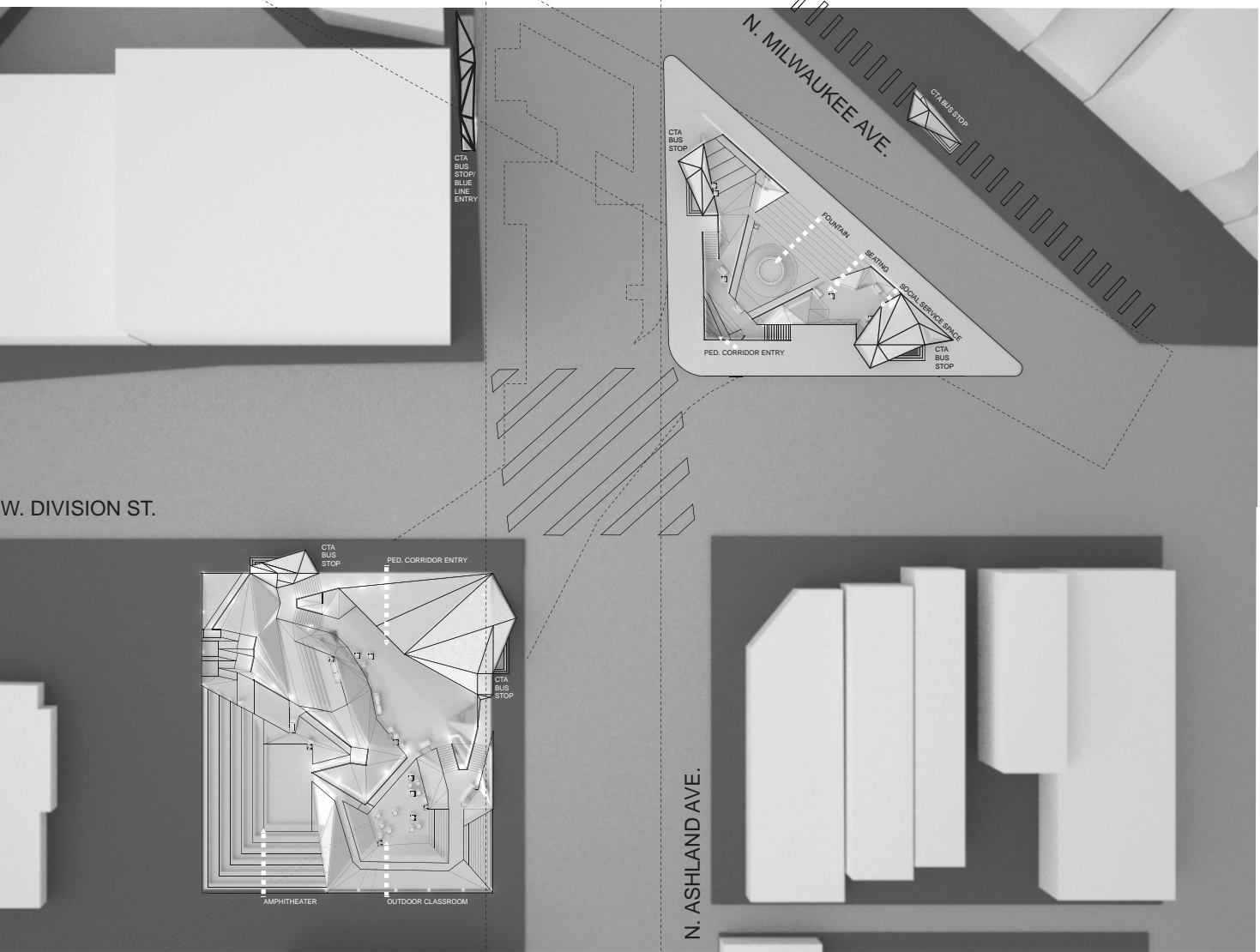
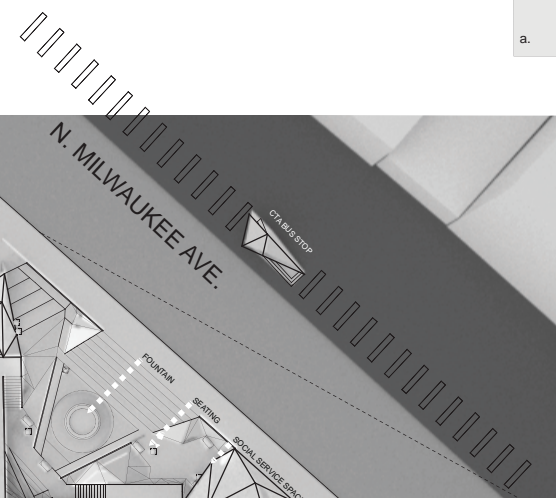
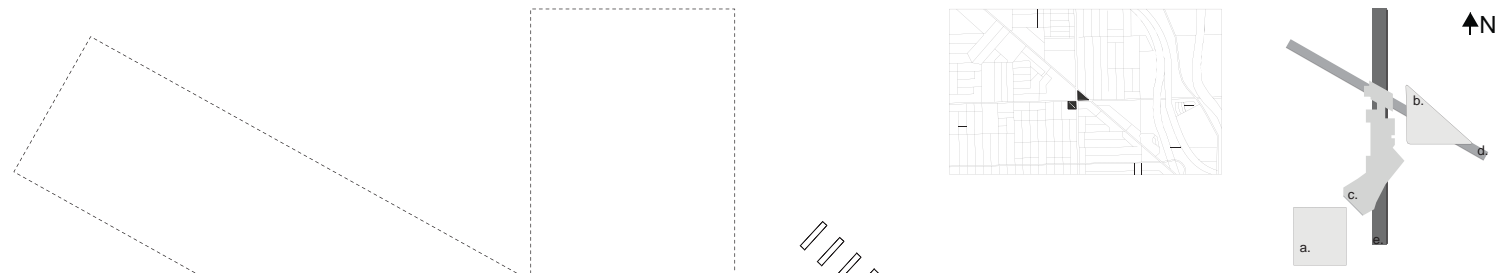
c. RIGHT: 1601 W. Division



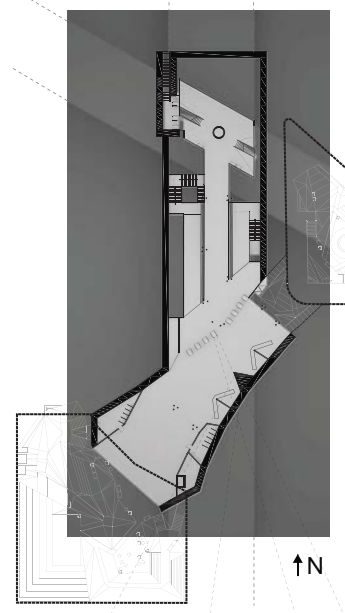
b. Polish Triangle



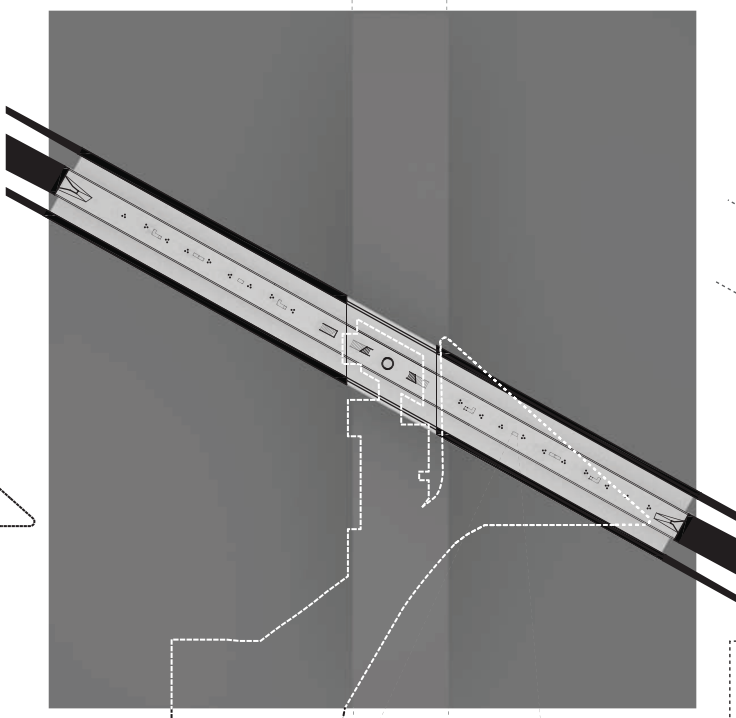
LONGITUDINAL SECTION, NTS



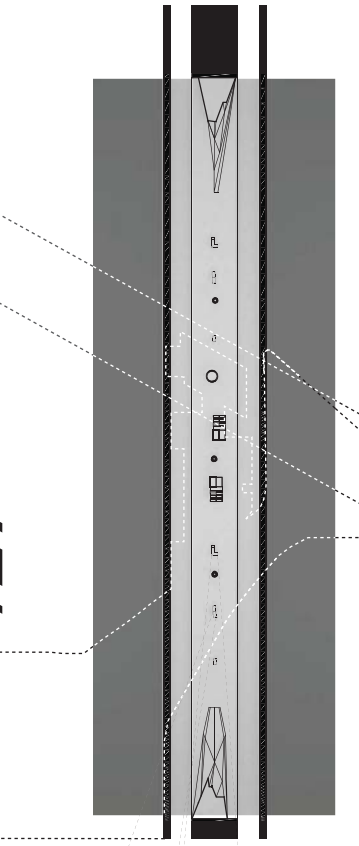
1601 W. DIVISION PLAN (a) AND THE POLISH TRIANGLE PLAN (b)
SCALE: 1/64" = 1'-0"



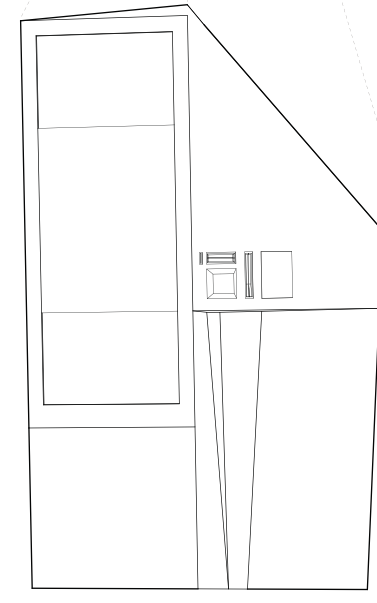
c. PEDESTRIAN CORRIDOR AND MEZZANINE PLAN
SCALE: 1/128" = 1'-0"



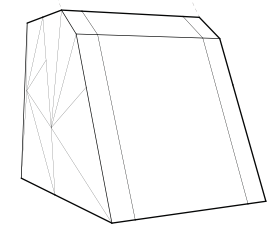
d. BLUE LINE PLATFORM PLAN
SCALE: 1/32" = 1'-0"



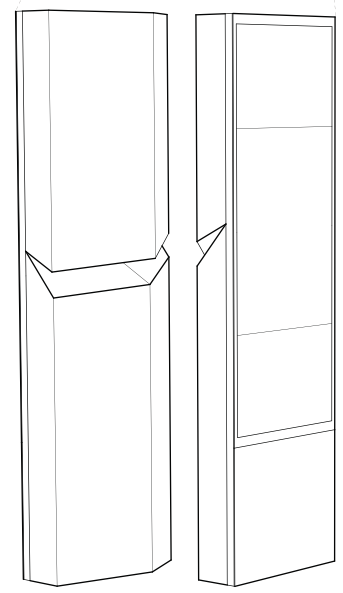
e. CIRCLE LINE PLATFORM PLAN
SCALE: 1/32" = 1'-0"



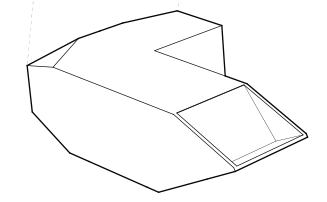
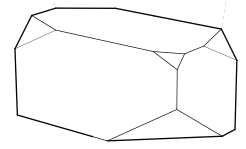
TICKETING MACHINE



TURNSTILE



DIRECTORY BACK AND FRONT



SEATING + BOOK EXCHANGE