INTER-LIVING SYSTEM

FORMULATING A LONG-TERM URBAN STRATEGY FOR NEW ORLEANS

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EXPORTING GIS DATA

FOR ARCHITECTURAL DESIGN + PRESENTATION

HOW TO BREAK OUT OF THE 2-D ?

Presenting a proposed **post - Katrina** urban infrastructure:

Compile data in ***Arc GIS***

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Using ***Arc Toolbox***, export **vector** data to ***AutoCAD*** for editing + design

Printing to ***PDF***, export **raster** data to ***Photoshop*** for editing

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Import **vector + raster** data into ***3D Studio Max***

further editing + design

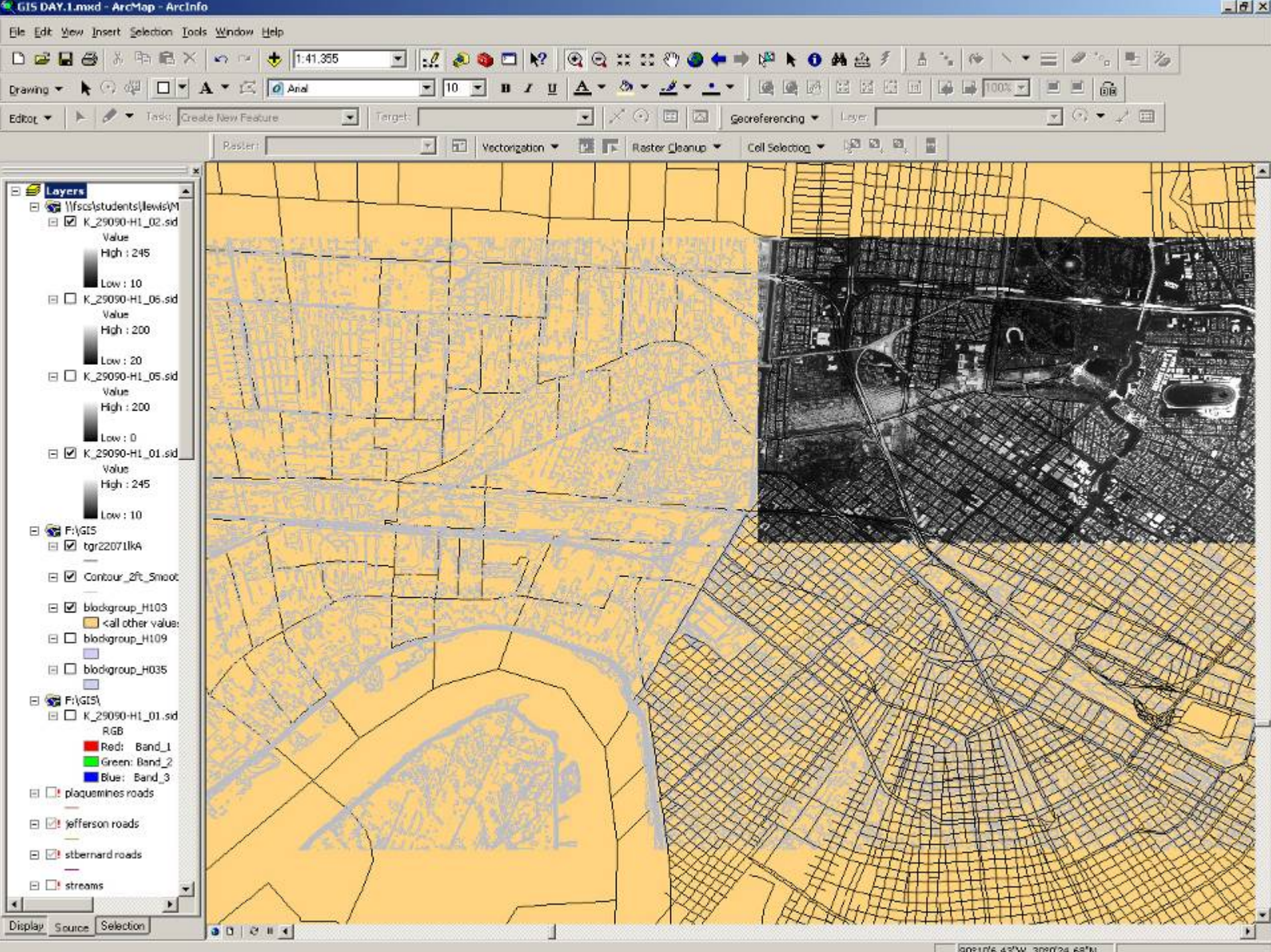
rendering

animation

Optional:

Final animation splicing in **Premiere**

Final board work in **Photoshop / Illustrator**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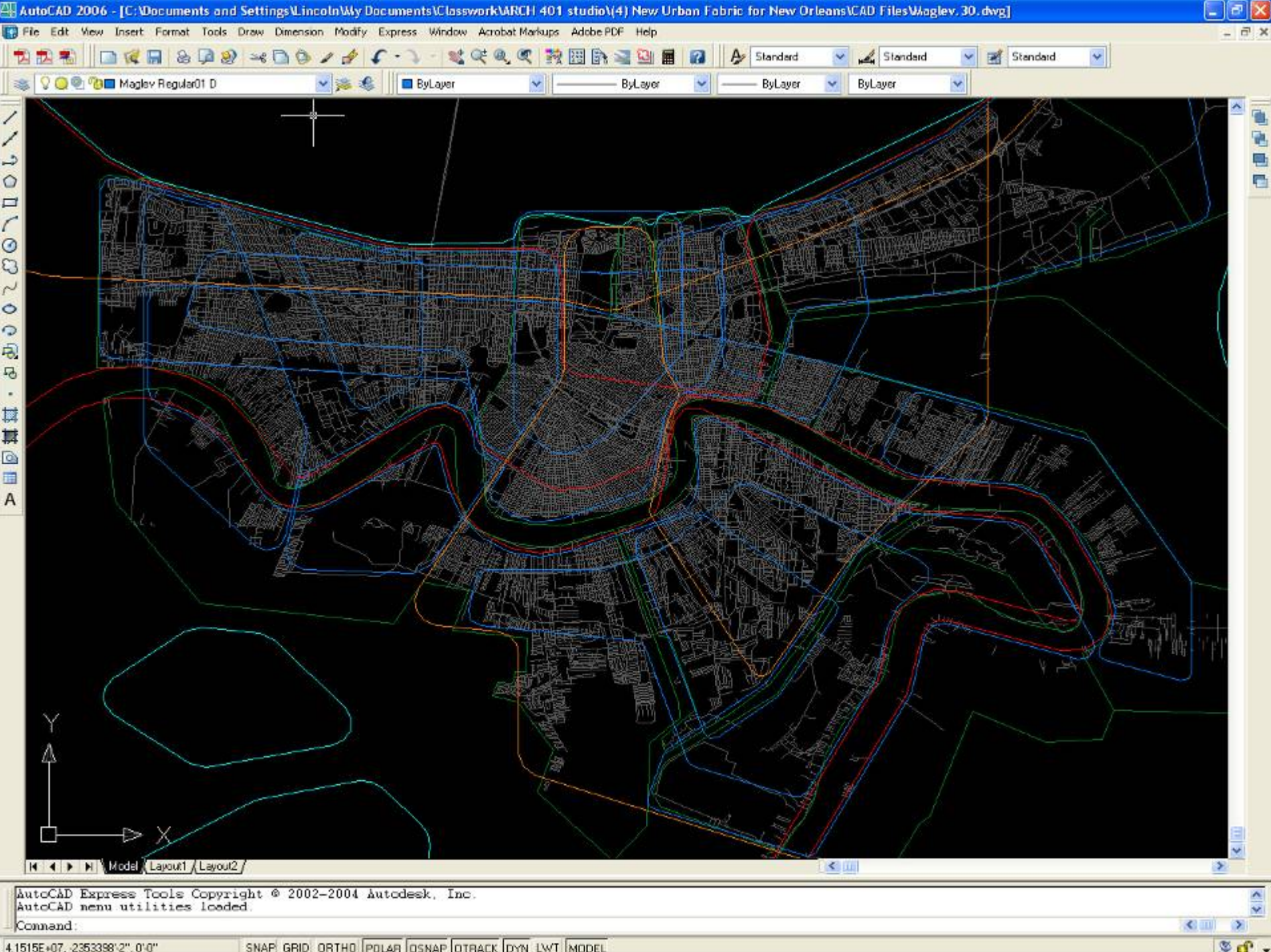
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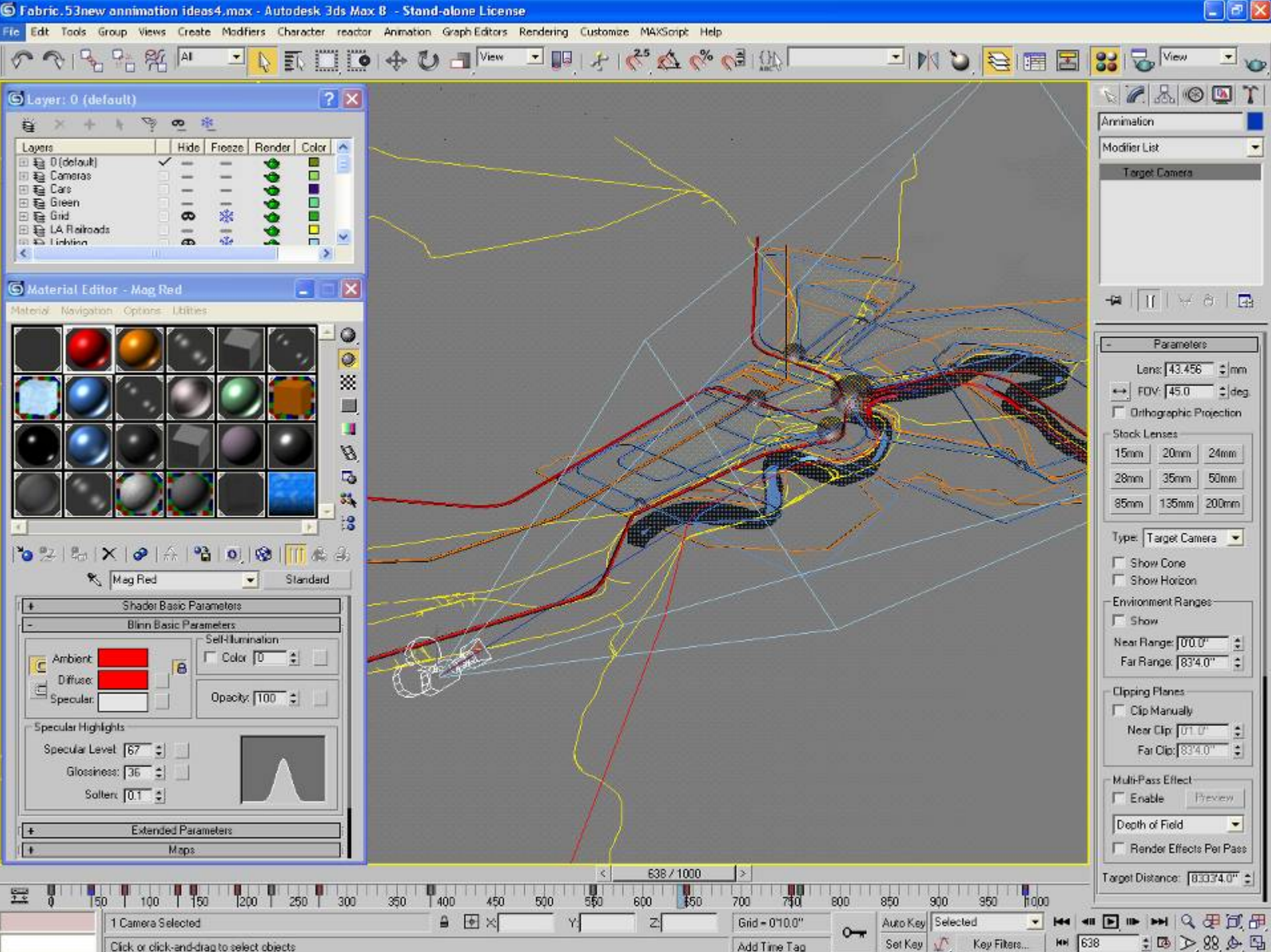
Fabric.53new annimation ideas4.max - Autodesk 3ds Max 8 - Stand-alone License
File Edit Tools Group Views Create Modifiers Character reactor Animation Graph Editors Rendering Customize MAXScript Help
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Layers Hide Freeze Render Color
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INTER-LIVING SYSTEM

FORMULATING A LONG-TERM URBAN STRATEGY FOR NEW ORLEANS

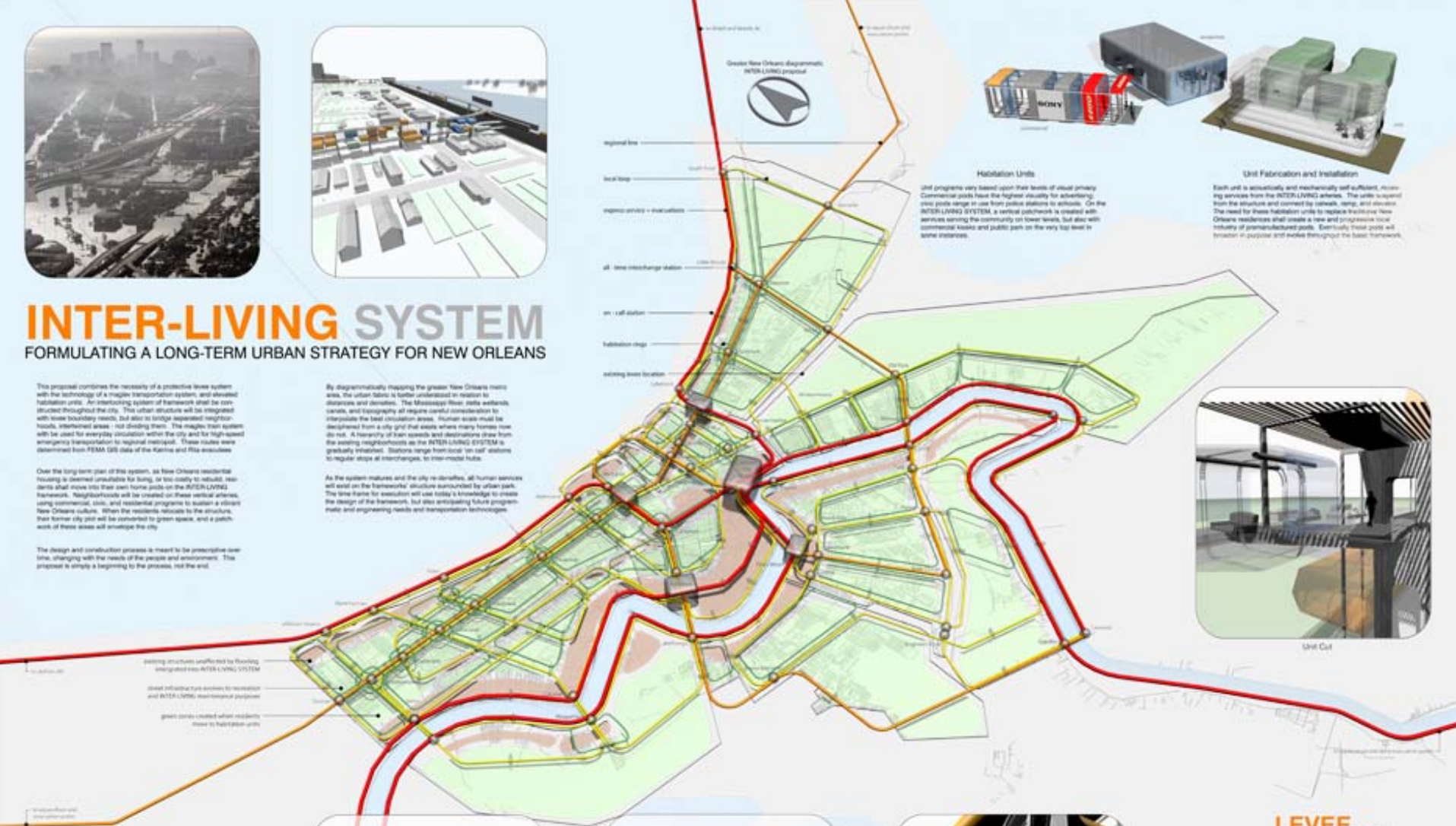
This proposal combines the necessity of a protective levee system with the technology of a maglev transportation system, and elevated habitation units. An interlocking system of framework shall be constructed throughout the city. This urban structure will be integrated with levee boundary needs, but also to bridge separated neighborhoods, intertwined areas - not dividing them. The maglev train system with be used for everyday circulation within the city and for high-speed emergency transportation to regional metropoli. These routes were determined from FEMA GIS data of the Katrina and Rita evacuees

Over the long-term plan of this system, as New Orleans residential housing is deemed unsuitable for living, or too costly to rebuild, residents shall move into their own home pods on the INTER-LIVING framework. Neighborhoods will be created on these vertical arteries, using commercial, civic, and residential programs to sustain a vibrant New Orleans culture. When the residents relocate to the structure, their former city plot will be converted to green space, and a patchwork of these areas will envelope the city.

The design and construction process is meant to be prescriptive over time, changing with the needs of the people and environment. This proposal is simply a beginning to the process, not the end.

By diagrammatically mapping the greater New Orleans metro area, the urban fabric is better understood in relation to distances and densities. The Mississippi River, delta wetlands, canals, and topography all require careful consideration to interpolate the best circulation areas. Human scale must be deciphered from a city grid that exists where many homes now do not. A hierarchy of train speeds and destinations draw from the existing neighborhoods as the INTER-LIVING SYSTEM is gradually inhabited. Stations range from local 'on call' stations to regular stops at interchanges, to inter-modal hubs.

As the system matures and the city re-densifies, all human services will exist on the frameworks' structure surrounded by urban park. The time frame for execution will use today's knowledge to create the design of the framework, but also anticipating future programmatic and engineering needs and transportation technologies.



Habitation Units

Unit programs vary based upon their levels of visual privacy. Commercial pods have the highest visuality for advertising; civic pods range in use from police stations to schools. On the INTER-LIVING SYSTEM, a vertical patchwork is created with services serving the community on lower levels, but also with commercial kiosks and public park on the very top level in some instances.

Unit Fabrication and Installation

Each unit is acoustically and mechanically self-sufficient, receiving services from the INTER-LIVING arteries. The units suspend from the structure and connect by catwalk, ramp, and elevator. The need for these habitation units to replace traditional New Orleans residences shall create a new and progressive local industry of premanufactured pods. Eventually these pods will broaden in purpose and evolve throughout the basic framework.

Unit Cut

Levee + Maglev = MagLevee

Maglev + Units = MagU

Habitation Units

LEVEE protection
+
transportation **MAGLEV**
+
habitation **UNITS**

The levees of New Orleans must be rebuilt for the city to exist in it's current state. This proposal is based upon the need for an engineered system to protect the higher ground from stormsurge, and resettling the areas topographically insecure to the INTER-LIVING SYSTEM. An interlocking system will combine three necessities for the city, letting them thrive in their own structure.

Lincoln L. Lewis - University of Kansas
4th Year B.Arch - Professor Sengupta


habitation rings
existing levee location
Seabrook
Lakefront
Kiefer
9th Ward Reserve
Inner Harbor
Franklin
Gentilly
Press
University
Crescent City Station
West End
Lake Lawn
Fairgrounds
Algiers
Mardi Gras
Carrollton
Westbank

My other interests in:

EXPORTING GIS DATA

FOR ARCHITECTURAL DESIGN + PRESENTATION

Modular Housing Prefabrication
transportation logistics
client conceptualization

Studio 804_07

Rio de Janeiro's FAVELA organization
Peru's ROGUE VAN transportation system
mapping abstract boundaries / routes
understanding the creation process

EXPORTING GIS DATA
WHY BREAK OUT OF THE 2-D ?

Volume of data available from GIS

raster

vector

Importing from GIS faster than entering data into *CAD*

wider scope

***AutoCAD* a faster editing + design program**

3D Studio Max great for design + presentation

Result : a professional 3D presentation based on real data !