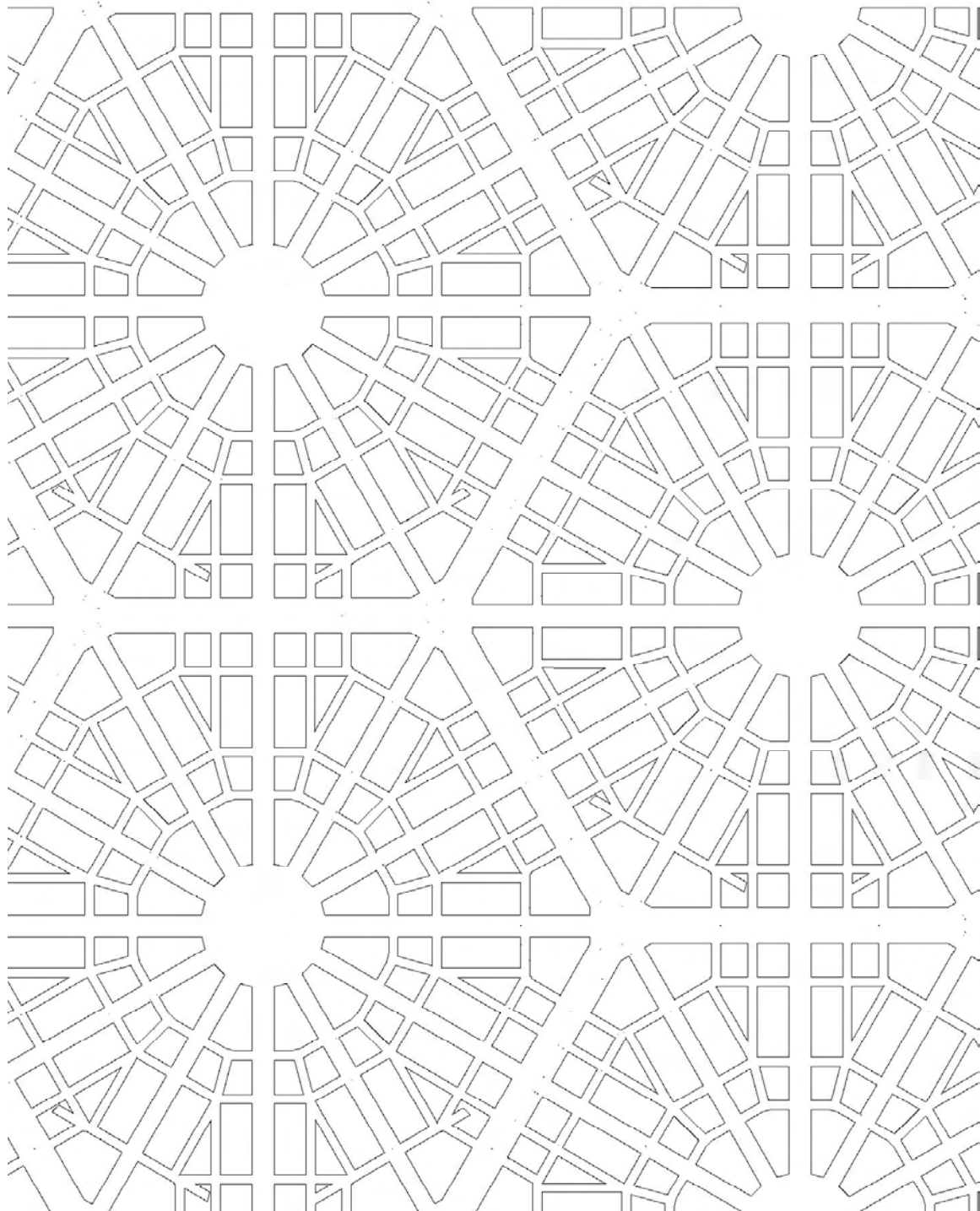
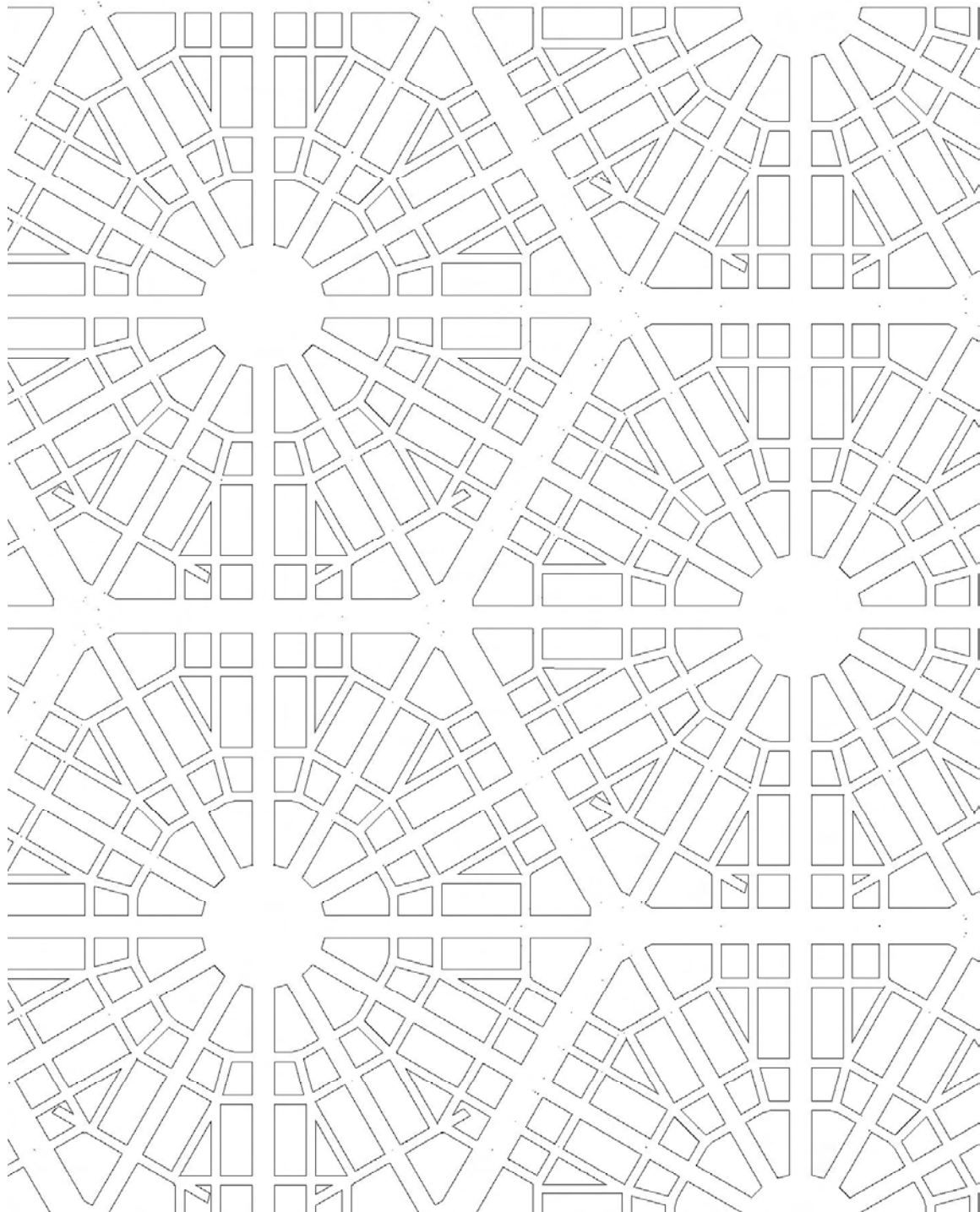








THE “D”

Detroit in the New Millennium

Contemplating a Post-Post-Modern City

by

Douglas William Halsey

A thesis submitted in partial fulfillment
of the requirements for the degree
of
Master of Architecture
in
Architecture

MONTANA STATE UNIVERSITY
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Douglas William Halsey
November 2007

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INTRODUCTION



“The Motor City.”

“Motown.”

“The Automotive Capital of the World.”

The connection between Detroit and the American automobile industry is indisputable. Perhaps no other city in the world is as connected with a single industry as Detroit. For seventy years Detroit enjoyed the prosperity that the booming auto industry created. Between 1900 and 1950 the Detroit population swelled from 285,700 to nearly two million.

By 2000 that number had fallen to less than a million.

The failure of Detroit to sustain its industry and its population in the last fifty years has created a modern shrinking city. The gradual decline has created a ghost town of sorts, with much of its building stock deserted and awaiting demolition. Crime plagues the city; poverty and illiteracy are common.

Chrysler, Ford, and General Motors, the “Big Three,” as they are known, are each facing desperate times. Their future is unclear. What is becoming apparent however is the demise of the production industry itself. The prospect of Detroit as an automobile producer in the future is not likely. The city will have to redefine itself in the era of Globalization. The Motor City is no more. The emerging nickname is the “D.”

What does the future hold for the “D?”

PRE-AUTOMOBILE HISTORY

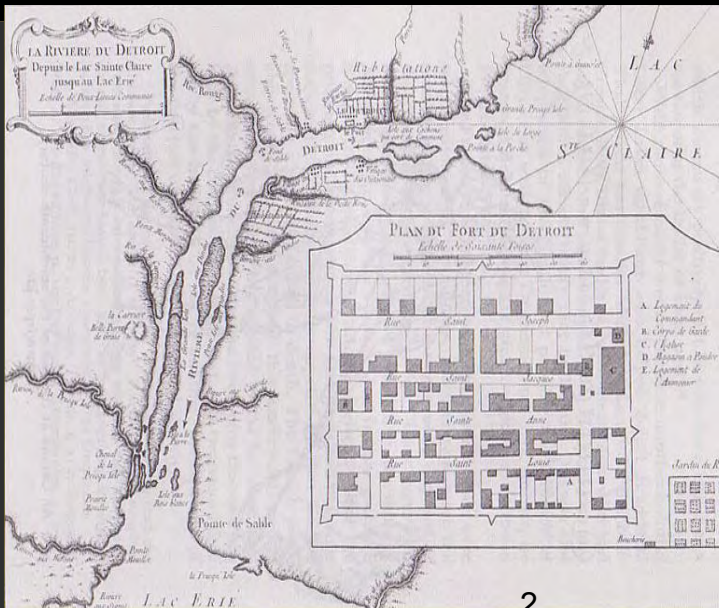
The Great Lakes region of central North America was formed over the millennia by repeated glaciations moving down from the north and then receding. Eleven thousand years ago, the last ice age ended which opened up the great lakes area for human settlement. Nomadic peoples developed villages in what is now southeastern Michigan. Tribes and clans rose and fell leaving traces of their existence along the confluence of the Rouge and Detroit rivers. By the time the first Europeans saw the area, the Iroquois Tribe was in control. French fur traders moved through the region for forty years before Antoine de la Mothe Cadillac establishes a fort on "le Detroit" or "the strait" of a river linking the Great Lakes. The year was 1701. For the first fifty years the settlement struggled with Indian skirmishes and lack of interest from new settlers. French style ribbon farms extend north and south from the river allowing each farmer access to the water. The names of the farmers will someday grace the streets of a modern city; Beaubien, St. Aubien, Chene.

The British took control of the fort in 1763 after the Treaty of Paris was signed. For thirty three years they ruled the city, building a new fort but little else.

The United States claimed the city in 1796. In 1805, Detroit burned to the ground. The city motto is written, "Speramus meliora; resurget cineribus" or, "We hope for better days; it shall rise again from its ashes."¹ It seems as fitting today as in 1805.



Satellite imagery of Michigan and the Great Lakes Region.



1763 Map of French Settlement and Original Fort

Judge Augustus Woodward, inspired by the plan for Washington D.C., proposes a radial street plan for the new city. A series of “circuses” were joined by radiating spokes. Today Woodward, Michigan, Fort, Grand River, Jefferson, and Gratiot are part of the original plan. The heart of the city is created at their intersection at Campus Martius and Grand Circus. Woodward’s plan was halted in 1823 when the Judge was reappointed to Florida from Michigan by President James Monroe.² Later street developments followed a more typical Jeffersonian grid plan compromised by the old layout. Woodward’s plan intended to focus downtown, but by the latter half of the twentieth century the attention had shifted outwards to the suburbs.

From 1837 until 1847 Detroit served as the Capital of the newly formed state of Michigan.³ The University of Michigan was established at the same time.⁴ Soon the capital would move to Lansing, and the University to Ann Arbor. Detroiters found it necessary to reinvent their city. The first industrial revolution of 1850 established Detroit as a manufacturing and shipping area. Its strategic location on the Detroit River established it as a shipping center. The population of the city surged to over 26,000 making it the 23rd largest city in the U.S.⁵

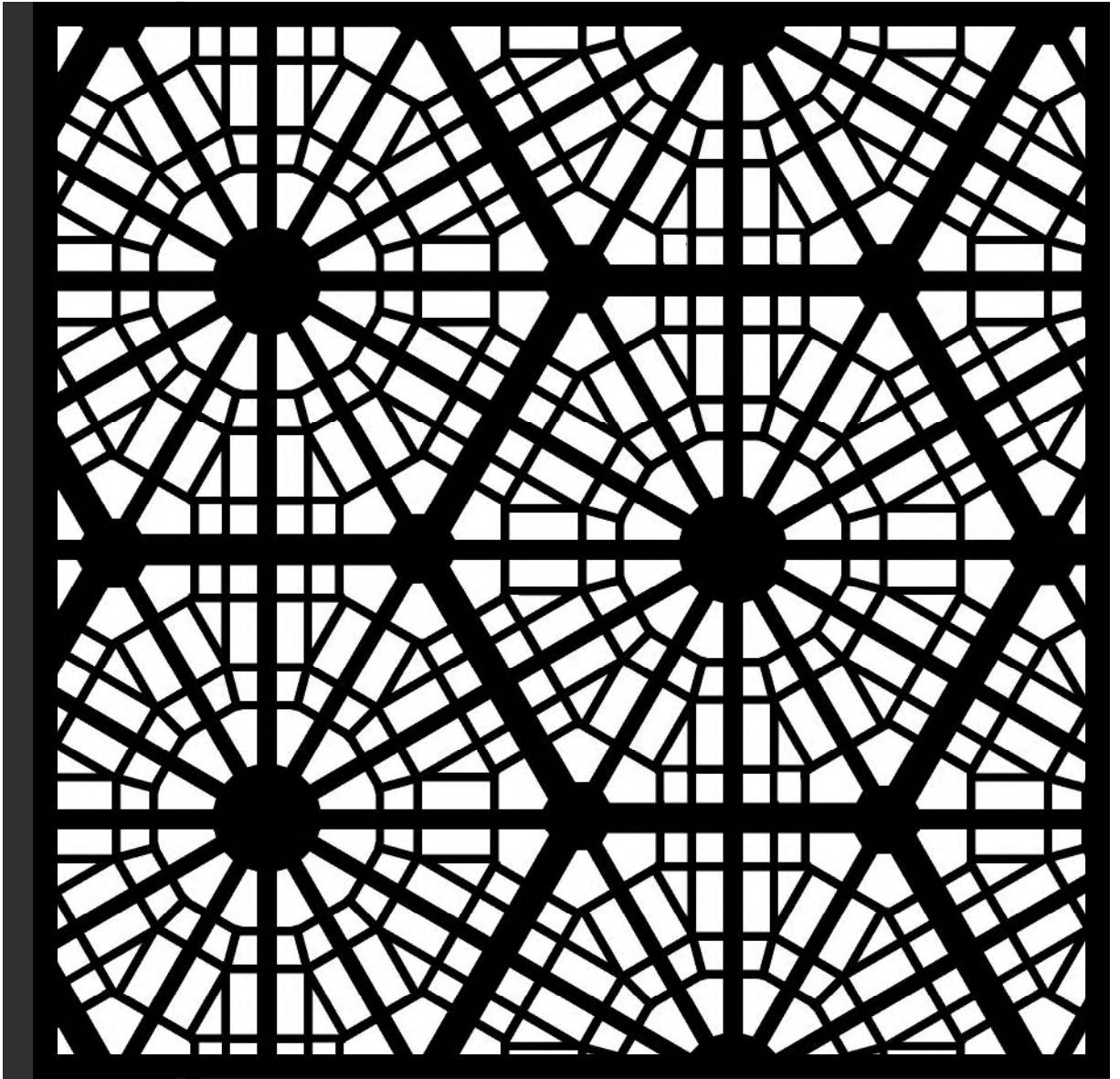
In the 1890’s a young engineer with the Edison Illumination Company, Henry Ford, began designing four wheeled self-propelled vehicles he named the “quadricycle.”⁶ His experimentation with and modifications of this machine led to the formation of the Detroit Automobile Company. Soon however, disputes within the Board of Directors led Ford to start a new company he simply titled the Ford Motor Company.⁷

“History is more or less the bunk. We want to live in the present and the only history that is worth a tinker’s damn is the history we make today.”

*-Henry Ford
Chicago Tribune
1916*

1896 Henry Ford designed “Quadricycle”





Judge Augustus Woodward's Original Plan for Detroit.

The plan as seen at Grand Circus and Campus Martius

THE FIRST 50 YEARS OF THE AUTOMOBILE :THE MODERN

Henry Ford realized, that in order to stand out in the sea of automobile makers in Detroit, he would have to reach a mass audience. Taking the modern notion of the machine, Ford enacted a plan to revolutionize the entire process of manufacturing. Through mass production techniques, Ford could decrease prices while turning a larger profit. He would bring the automobile to the masses. In 1910 Ford opened the Highland Park plant⁸ designed by Albert Kahn. Kahn had already made a name for himself during the previous decade with The Packard Motor Car Company and the first use of reinforced concrete in a factory.⁹ The increased spans and available light with Kahn's system made for a more efficient plant. Ford exploited this system to great effect in Highland Park making Model T's. The plant was so efficient that Ford was inspired to build a larger plant within ten years. The River Rouge plant, also designed by Albert Kahn came to epitomize the modern condition. Here on a one thousand acre site, Ford and Kahn's vision came to its zenith. Production assembly lines were built into massive single story structures enhancing efficiency. The Glass Manufacturing Plant of 1922 created a new standard for functionalist architecture. The building was designed for the specific task of glass manufacturing with raised roofs over the kilns to dissipate heat. Massive louvered windows carried heat away from the workers. A light steel frame system minimized columns and reduced costs. This influential plant inspired futuristic visions and helped define the modern movement of Le Corbusier and Mies van der Rohe. Albert Kahn's work was referred to by both modern masters.¹⁰

"At my first visit to the States in 1924...two things stagger my imagination: Buffalo's grain elevators and Albert Kahn in Detroit."

-Erich Mendelsohn

"the most significant monument in America"

-Vanity Fair describing the River Rouge Plant 1928

1915 Ford Model T





Highland Park Plant today



In the 1920's Detroit had arrived as the modern industrial city. Henry Ford was revolutionizing production and society. Fordism, as it became known, involves the mass production and consumption of goods. Ford envisioned a system in which well paid employees became consumers of their own products, thereby expanding the market. He believed in a decentralizing industry to enhance production by the terms of the market. While Henry Ford was grounded in Dearborn, he had farther reaching plans for his company. He built plants overseas and helped to develop the foreign auto market. He was in many ways a pioneer of modern globalism, the system that ultimately would help lead to the demise of Detroit.

Henry Ford employed a vertically integrated system at Ford Motor Company; incorporating mills, mines, shipping, rail lines and employee housing. Henry Ford had complete control over his operations, a lesson learned while struggling with the Detroit Automobile Company. The efficiency in which Ford Motor Company went from raw materials to finished product was unsurpassed.¹¹ Wages were among the best in the nation with Henry Ford's "\$5 a day" system.¹² Workers, including many southern African-Americans, flocked to the city for lucrative jobs in the auto industry.

With the arrival of new immigrants came new culture. Hastings Street on the east side between Warren and Gratiot became the heart of the black culture. Named "Black Bottom" for its dark soil, the

"The belief that an industrial country must concentrate its industry is, in my opinion, unfounded. That is only an intermediate phase in the development. Industry will decentralize itself. If the city were to decline, no one would rebuild it according to its present plan. That alone discloses our own judgement on our cities."

-Henry Ford



1929 Chevrolet



River Rouge Plant designed by Albert Kahn, 1917-1941

neighborhood housed the majority of black owned businesses. Jazz clubs flourished in the “Paradise Valley” district of Black Bottom. McKinney’s Cotton Pickers, an early influential jazz combo, called Paradise Valley home. Later acts included Duke Ellington, Tommy Flanagan, Billie Holliday, Barry Harris, the Jones Brothers, Cab Callo-way, Paul Chambers, Curtis Fuller and many more.¹³ Jazz became the soundtrack of the modern era in Detroit.

Detroit also emerged as a leader in architecture. Between 1920 and 1930 several skyscrapers were built downtown. Douglas Kelbaugh, Dean of the School of Architecture at the University of Michigan, claims Detroit has the fourth finest stock of pre-World War II high-rises. The Buhl, the Penobscot, the Guardian, General Motors, the Fisher Building, as well as the “city beautiful” cultural center all were created during this decade.¹⁴ It was Detroit’s decade.

The rise of Socialism in the decades before World War II brought attention to the great city of capitalism. Worker groups were organized and repressed frequently. Some of the actions turned violent. A labor march during the Depression, reacting against Henry Ford, was met by tear gas-throwing police and fire hose-wielding firemen. The activists responded with rocks and bricks. Ford security workers then fired into the crowd killing five people. Five years later UAW organizers were severely beaten by Ford security forces. Sixty members were treated for injuries and one organizer died from injuries four months later.¹⁵

*“I’m going to
Detroit,
get myself a
good job,
tried to stay
around here
with the starva-
tion mob.
I’m goin’ to get
me a job,
up there at Mr.
Ford’s place,
Stop these eat-
less days from
starin’ me in the
face.”*

*-Blind Blake
“Detroit Bound
Blues”*



1934 Chrysler Airflow

*"Architecture
is 90 percent
business and
ten percent art."*

- Albert Kahn



Fisher Building designed by Albert Kahn, 1929

The struggles of the workers in the heart of American industry inspired creative efforts from artists around the world. Leftist painter Diego Rivera painted perhaps his most influential work outside of Mexico,¹⁶ in Detroit. The massive mural entitled “Detroit Industry” morphed the idea of machine and man, celebrating the worker while casting suspicion on the bosses. On its unveiling in 1933, “Detroit Industry” was widely criticized as blasphemous, pornographic, and as an attack on capitalism. Critics demanded its destruction.¹⁷ Today it serves as a reminder of a long gone era of Detroit Industrial domination and the rise of the labor unions.

The automobiles produced during the pre-war era were tributes to the glory of the machine. Exposed chrome exhausts, long sleek hoods, and aerodynamically sweeping fenders established the Detroit automobile as the world standard. The Chrysler Airflow of the mid 1930’s exemplified forward thinking automotive design of the time.

With the start of World War II the modern era ended for Detroit. Automobile production halted as the city retooled for wartime production. Detroit, the “Arsenal of America”¹⁸ produced war machinery for the military. Albert Kahn designed a B-24 bomber plant at Willow Run for the government; Ford Motor Company operated it. It was the largest war plant in the world, at over a thousand yards long. Its single product was the B-24 of which it produced 8,685 during the war.¹⁹ No new automobile designs were produced during these years. After the war Detroit would find itself in a new world.

*“Unless we
cleanse our
hearts of hate
- racial and
religious - this
war will only be
half won. We still
have to stand
guard against
those in our
midst who have
been nurtured
on the myths of
the superior and
inferior races
and who practice
discrimination
against fel-
low Americans
because of the
color of their
skin.”*

*-U.S. Supreme
Court Justice and
Detroit Native
Frank Murphy
Sept. 2, 1945*



1947 Ford



"Detroit Industry" by Diego Rivera, 1933



THE SECOND FIFTY YEARS OF THE AUTOMOBILE: THE POST-MODERN

After World War II the nation faced an unprecedented housing boom.²⁰ The return of soldiers and a desire to kick start the economy led to large scale residential developments. The Federal Housing Administration policies created a new long term, low interest mortgage to empower the middle class into new homeownership. During the first twenty years however, the FHA restricted these mortgages only to whites living in the new suburban fringe. Developments in older neighborhoods were refused. In 1950 white people found it easier and cheaper to move to the suburbs than to stay in the city.²¹ It was the “American Dream.” It was the beginning of Post-Modernism. Blacks were left behind.

The Interstate Highway Act of 1956 accelerated the exodus.²² Designed to alleviate the automobile congestion, the highways were intended to serve the central business districts. They also created a more efficient way to live outside of the city. The first of these expressways was actually built before the Highway Act during World War II. The Detroit Industrial Freeway served the workers at the B-24 bomber plant west of the city. It established a model for future interstate expressways. Interstate 75 allowed for easier travel from the northern suburbs to the industrial jobs in the city. The beltway of I-94 created an east west corridor north of downtown that allowed for inter-suburban travel without having to enter the city. Perhaps most damaging to Detroit was the destruction of Black Bottom and Paradise Valley. Hastings Street was removed to accommodate the Chrysler Freeway. The black neighborhood was divided almost perfectly in half.



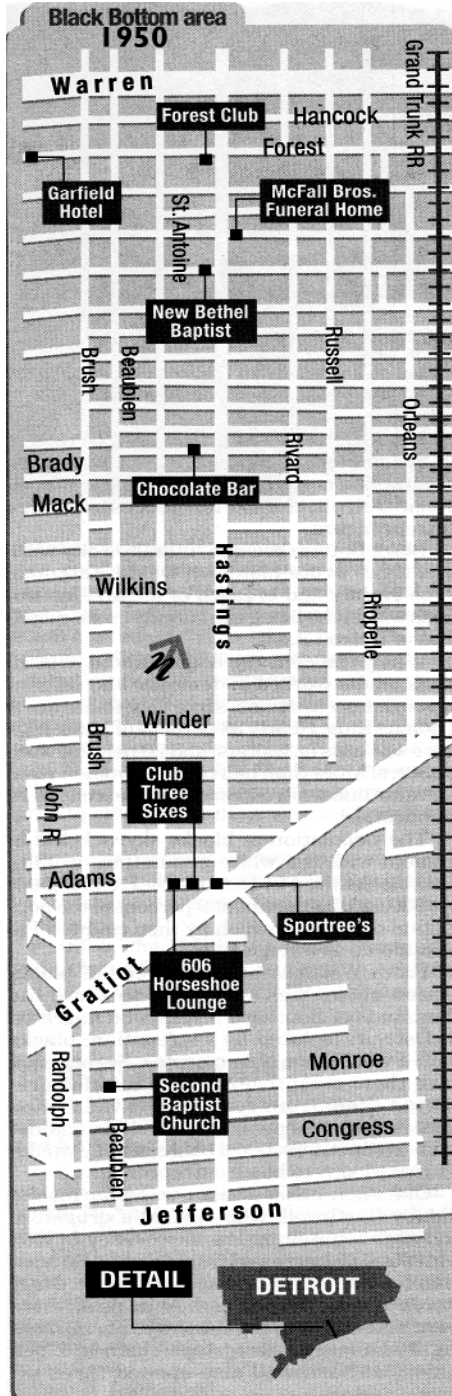
Inner ring
Detroit suburb



1959 Cadillac Eldorado

Black Bottom became "literally a city within a city," wrote historian David Katzman. "The variety and breadth of life and institutions within the black community could match that of Detroit itself."

-Detroit Free Press



Then Secretary of State Richard Austin denied popular theories that the route was chosen to minimize impact on white businesses.²³ Intention aside, the primary black neighborhood in the city was destroyed.

Many African Americans were forced to find new housing in the city, often moving into homes vacated by the white exodus to the suburbs. Blacks moving into formerly white neighborhoods created an increase in racial tensions that has always been present in Detroit.²⁴

New architectural development was serving the emerging postmodern culture. Most notably for Detroit was the first shopping mall. The 1954 opening of Northland Mall in suburban Detroit changed forever the shopping patterns of Americans and the role of downtowns.²⁵ American retailing could now be controlled by a single developer. The national chains grew at an unprecedented rate while smaller more regional stores and “mom and pops” suffered. Detroit’s main downtown department store, Hudson’s, would soon close its doors forever.²⁶

Postmodernism was also visible in automotive design. The post war era brought a fascination with atomic energy, space exploration, and speed. The tailfin first appeared in 1948 and gradually emerged on the rear of many American automobiles. The apex of tailfin design is commonly considered the 1959 Cadillac.²⁷ Completely functionless, the tailfin conveyed everything the 1950’s auto consumer desired: futuristic, fast, and sexy.

In 1956 the first Japanese car was sold in the U.S.A.

“Take all the fins off,” said Ford styling executive Robert H. Maguire, “and you have a piece of soap with wheels on it. Those fins finish off the metal. They give full length to the car.”

-Populuxe



1960 Chrysler 300



1959 Cadillac Eldorado

Perhaps the best example of an emerging postmodern architecture and the decentralizing auto industry is the GM Technical Center of 1956. Designed by Saarinen, Saarinen, and Associates, the tech center would be the second great campus in the region to bear the Saarinen name. While Cranbrook is primarily a masterpiece of the elder Eliel Saarinen, GM would make a name for his son Eero Saarinen.

From the outset, Eero looked to create a more futuristic celebration of the technical aspects of the automobile industry. He worked with the materials of the automobile, glass, steel, and aluminum. He employed neoprene to secure the windows. Then there is the campus itself, a 155-acre lawn, 60,000 plants and shrubs, 13,000 trees, and an artificial lake with four islands. A “floating” staircase in the styling building is an iconic symbol of the corporation. The Design center is housed in an aluminum clad dome spanning 186 feet.

Perhaps the most enduring feature, however, is the use of glazed brick. Working with the ceramics experts at the General Motors AC Spark Plug Division, a new glazing compound was invented that would allow bricks to retain their color. Saarinen chose crimson, orange, yellow, and blue to instill a sense of Michigan's autumnal foliage. This technique of glazing is now widespread. Finally Eero Saarinen chose to highlight the water tower as a design element. Originally slated for the far edge of the compound, Saarinen placed the tower in the middle of the lake and clad it in aluminum. It was instantly seen as futuristic. It was the tailfin, so to speak of, the campus.

Warren was the fastest growing city in Michigan during the 1950's and 1960's.



1964 Ford Galaxie 500



General Motors Technical Center
Warren, Michigan
Designer: Eero Saarinen 1956

Music was also reflecting the changes of the postmodern. Youth culture was emerging in the birth of Rock and Roll. "I don't sound like nobody," a brash Elvis Presley told his record producer.²⁸ What he meant of course, is "I don't sound like white people." The repackaging of the blues as white popular music broke ground for a mainstream black music. Motown records ushered in the sixties with a string of hits from the Supremes, Marvin Gaye, the Temptations, the Four Tops, Stevie Wonder, Martha and the Vandellas, Smokey Robinson, and Aretha Franklin.²⁹ Through its music Detroit was seen as a progressive city of racial unity. In the streets though, the tension was rising. The tumultuous era of the sixties would have major implications for the city of Detroit.

On July 23, 1967 just before dawn, Detroit police raided an after hours club on 12th street.³⁰ Emboldened by the riots in California and the civil rights movement, black members of the community met the police on the street in front of the club. Bottles and rocks were thrown as they began to taunt the police. A week later 43 had died, 467 were injured, 7,231 arrested, and 2,509 stores had been looted or burned.³¹ It began the public relations nightmare that still haunts the city today. Although not technically a race riot, the aftermath was a greater polarization of blacks and whites in the city. The "white flight" to the suburbs accelerated and many of the factories also moved out to the suburbs.³²

"Let white America know that the name of the game is tit-for-tat, an eye for an eye, a tooth for a tooth, and a life for a life... Motown, if you don't come around, we are going to burn you down!"

*-H. Rap Brown
June 29, 1967*



1969 Dodge Challenger



TWELFTH STREET, DETROIT

The post-modern counterculture of the sixties was best represented in Detroit with the radical White Panther Party. The White Panthers professed a manifesto of a “total assault on the culture.”³³ Rock and Roll was their delivery method and the Motor City 5 was the voice. The MC5 raised hell at the 1968 Democratic Convention. They were the house band at the Grande Ballroom on the city’s Westside. They were a pioneering proto-punk band; political, loud, and snotty. Their sonic assault inspired seventies heavy metal and punk. They are the finest example of the gritty Detroit sound that included Iggy Pop, Alice Cooper, Ted Nugent, and the modern day White Stripes. It was in the sixties that Detroit gained its tough image. The post-modern Muscle Car reflected this toughness, cruising the strip of Woodward Avenue with flaring fenders, rear spoilers and bulging hoods.³⁴

The seventies hit Detroit hard. The first gas crisis of 1973 caught the Big Three unprepared and unable to adapt.³⁵ Cars of the day were monstrous gas guzzlers. Smaller more fuel efficient imports began to make waves with consumers who preferred to stay out of the long lines for gas. What Thomas Friedman calls Globalism 2.0³⁶ was shaping as the US auto market opened to Honda, Toyota, Datsun, and Volkswagen. Foreign cars suddenly became a real threat. Quality of the domestic cars also suffered during this era. Faulty paint jobs, rattling parts, and the infamous exploding Pintos contributed to falling consumer loyalty. Detroit automobiles were becoming a joke. Between 1970 and 1980 Detroit lost 208,000 jobs due to the failing industry.³⁷ During the same decade the city lost 300,000 people.³⁸ By the late seventies another oil crisis



"It was inevitable to me that I was going to do time or get killed. I didn't care. I had no idea that I would do 2 1/2 years in prison... where I was challenged on marijuana laws and they ruled that I was a danger to society."

But I would have been offended if they hadn't said I was a danger to their society. I was determined to be one."

-White Panther founder John Sinclair



1970 Cadillac Fleetwood Eldorado

"We were purged from the White Panther Party for counterrevolutionary ideals, because we bought sports cars... I got a Jaguar XKE. Yeah, man, it was about the coolest thing I've ever had from playing rock and roll. Fred Smith bought a used Corvette. Dennis bought a Corvette Stingray - a big 427 muscle car. Michael Davis bought a Riviera..."

"Fast cars and drinking beers doesn't exactly go with brown rice and zen."

-MC5 members Wayne Kramer and Dennis Thompson on their dismissal from the White Panthers in 1969.



The MC5



had emerged. Chrysler was already struggling after reporting losses in the billions of dollars. They soon required a federal loan guarantee in order to survive.³⁹

The seventies were also hard on Detroit's image. The 1974 murder toll of 714 people propelled the city onto newspaper headlines around the country; "The Murder Capital of the Country!"⁴⁰ Ironically in the post-modern society this became a point of pride for the suburbs. White teenagers, many of whom never set foot in the city proudly wore t-shirts proclaiming the toughness of the city as if it would rub off on them. The phenomena continues today with the popular, "Welcome to Detroit, where the weak are killed and eaten" t-shirts. You don't see those shirts in the city much.

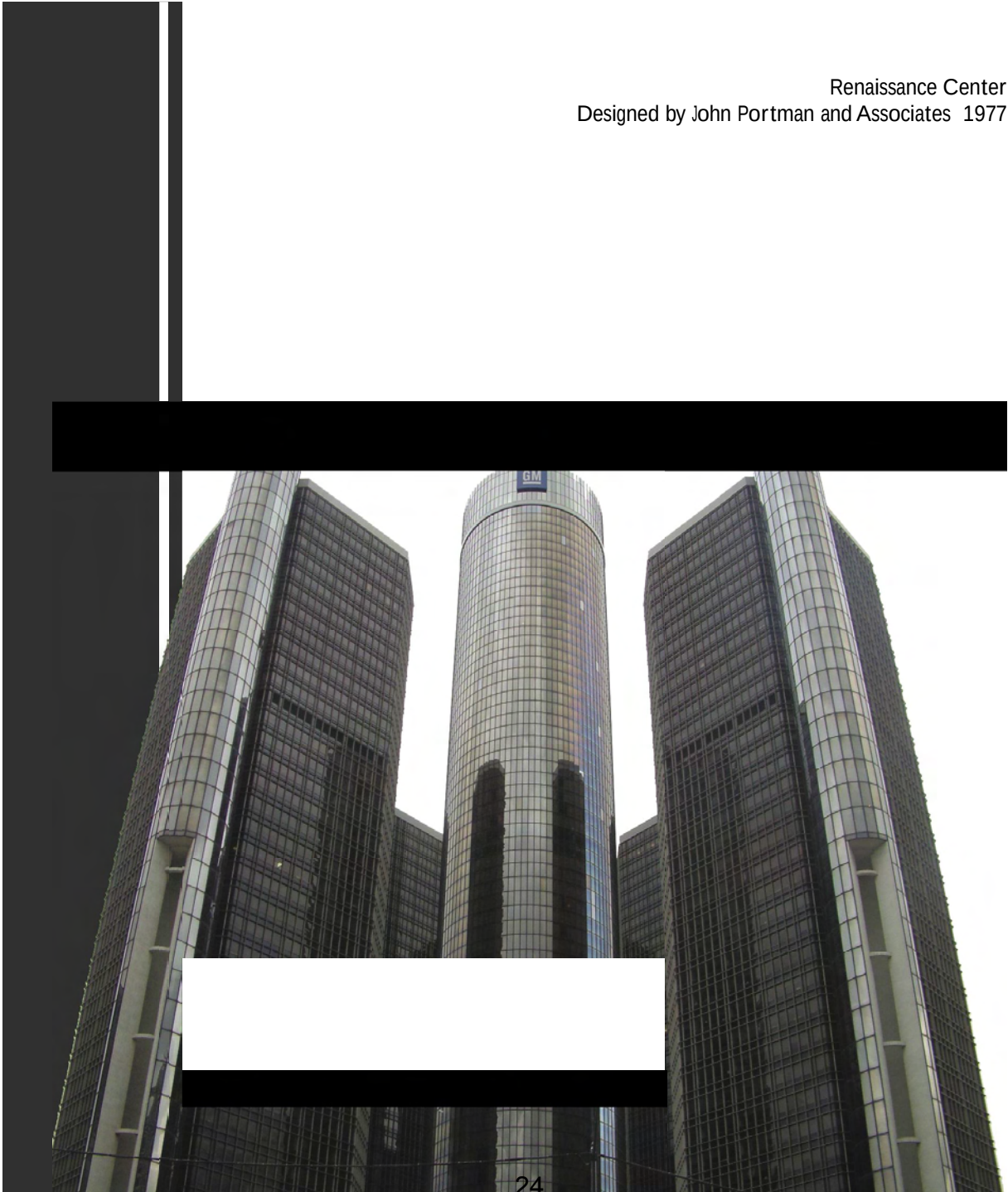
In an effort to revitalize downtown, Henry Ford II developed a new office complex. The Renaissance Center designed by John Portman and Associates in 1977, "rose from the river in a complete defiance of place."⁴¹ The five towers are the defining elements of the skyline but did little to slow the exodus from the city. There was no "renaissance." By the nineties the building was suffering from vacancies as jobs continued to flee the city. A makeover by Skidmore, Owings, and Merrill in 2000 and the occupation of the center tower by General Motors has helped. Of course GM's future is uncertain.

"Are the shrinking cities a natural product within the dynamics of capitalism that shift urban growth from one city to another? Or do shrinking cities imply the failing points of the capitalist model? Do shrinking cities give a greater dominance to capitalism worldwide, or are they the places where post-capitalist economic models would form?"

*-Kyong Park
"Shrinking City
Detroit"
2004*



Renaissance Center
Designed by John Portman and Associates 1977



Musically the late seventies brought a unique sound to Detroit. A collection of black college students created a network of European influenced cliques. Most importantly was the notion of the European new wave and post-disco nightclub music. The group began to rent out halls and play their own music. A unique fusion of the German band Kraftwerk and American funk artist George Clinton created a brand new style. Because of limited venues in the now crumbling city, the techno movement often shared space with punk bands or jazz outfits. The sound continued to evolve as several record companies opened along Gratiot Avenue. Detroit techno music sought to take the city into the future. It was mechanical, but also warm. It was as if the machines of the auto industry had come to life. It was industrially emotional. They were trying to create a soundtrack for a future Detroit.⁴² Techno was mostly ignored in the U.S. but was hugely popular in Europe and inspired second generation European Techno bands like Depeche Mode. Today Detroit celebrates its Techno Music with an annual festival on the river. The three day event drew crowds between 900,000 and 1.5 million in the year 2000.⁴³

The eighties and most of the nineties saw the fruition of Henry Ford's decentralization plan.⁴⁴ The suburbs now were the obvious leader in the region for economic development and growth in population. The city was essentially dead. Media coverage of the city focused heavily on the annual embarrassment of "Devil's Night." In 1983 Detroit had over 600 fires during the three day Halloween holiday. The following year the national news media sent helicopters to capture the anticipated inferno.

"Artists that can live anywhere in the world but choose to live in a city like Detroit are, to me, looking far into the future, because to live in Detroit you can only think about the future. You cannot think about the past or you will suffocate in misery."

-Derrick May

Owner of Transmat Records and original Techno innovator.



1983 Dodge Aries



They were not disappointed. That year 810 fires were started. The nation watched as Detroit's funeral pyre blazed. The causes were simple enough; a mischievous holiday, the rise of "crack houses," abandoned buildings ... all contributed to the problem. While much vandalism was attributed pranksters, there were also cases of absentee landlords clearing out their problems for insurance money. Community activists also saw this as an opportunity; if the city would not demolish abandoned buildings, they would burn them down. In some ways it represented a Do-It-Yourself form of urban renewal. National attention to the event also contributed, it was expected. Providing an audience for pyromaniacs is not advised. Anti-arson efforts in the city have helped in recent years, along with strict curfews. In the last decade the amount of fires during Halloween is less than typical nights. In the eyes of America however, the damage was done.

Culturally this era was the pinnacle of postmodernism. Suburban mall culture, MTV, and retroactive automotive design marked the era. Anita Baker, Kid Rock, Insane Clown Posse, Eminem and The White Stripes kept Detroit on the national radar musically. Population continued to plummet, finally falling below one million in the 2000 census.⁴⁵

"1984 was our worst 'Devil's Night', the worst fires scenes I've seen since the riots of 1967. We had fires burning where there were no fire companies available to respond...It was the worst thing I've seen on a non-riot basis

*-Former Detroit Fire Chief
Jon Bozich*



2001 Dodge PT Cruiser



THE NEXT FIFTY YEARS: THE POST-POST-MODERN (POPOMO)

Today there is a sense of renewal in the city. A national trend towards urban living is being reflected in Detroit. Corktown, Brush Park, and Indian Village are the primary areas being renovated. These older neighborhoods represent areas where the architectural stylings defy the rest of the city. Corktown is the oldest neighborhood and is where many of the Irish immigrants settled. Brush Park and Indian Village contain many fine homes once housing the cultural elite of the city and now in desperate need of repair. Financial incentives are offered to repopulate these areas.⁴⁶ Downtown the development of two new stadiums for the Lions and Tigers has brought an increased economy to the area. The theaters by the stadiums have also been restored to their art deco original state.⁴⁷ Closer to the river high rise luxury residential towers are being developed. In terms of this limited region, Detroit is looking better than it has in a long time. However, without an economic recovery it can only be a short term trend. The 2005 Census estimates the population to be below 900,000.

The auto industry is tanking. Chrysler was bought by German based Daimler in the nineties. Ford and GM are reporting record losses. Once again caught unaware by rising fuel prices, Detroit lose market share to the imports. The big three reported billion in the first three quarters of 2006.⁴⁸ Toyota will sc

*"Where there
is no vision, the
people perish."*

-Proverbs 29:18

Fed-Ex Boeing 777
29



Compuware Headquarters
Designed by Rosetti Architects, 2004



ber one producer of automobiles in the world. In the post industrial new economy it makes less sense for the United States to continue to manufacture automobiles. Detroit will need to once again reinvent itself in the mold of current trends. But what are those?

Thomas Friedman describes in his book, “The World is Flat,” the ten forces that he believes have led to a new paradigm in our society.⁴⁹ The “flatteners” are as follows:

1. The fall of the Berlin Wall with the coincidence of the rise of the personal computer.
2. The World Wide Web
3. Work flow software (Fordism for the new economy)
4. Open-sourcing
5. Outsourcing
6. Offshoring (China)
7. Supply chaining (Walmart)
8. Insourcing (UPS)
9. Informing (Google)
10. The steroids (Digital, mobile, personal, and virtual)

Friedman demonstrates an emerging system utilizing high-speed technologies to manage a globalized manufacturing industry. The horizontal organization of the new communication technologies reaches out to anyone in the world with access to those communication tools. Access to mobile phones and the internet are increasing around the world. New technologies make it easier and more affordable every day. Translation devices and digital presentation tools allow

"Can you hear
me now?"

-Slogan for Veri-
zon Wireless.



"The Steroids" Modern Communications
tool the Blackberry

for clearer understanding between distant collaborative partners. The current system looks to exploit labor, materials, and new shipping practices in an unprecedented global form.

I believe that we are now in transition to a new global cultural identity. The western era of the postmodern is not sustainable in the age of Globalism. Simply put, much of the world that is now involved with the “new economy” has no knowledge of the postmodern. The world may begin to adapt to some of the west’s Postmodern arbitrary conventions, but we too will have to adapt to a new cultural reality. Our consumption patterns, denial of science, and sentimental attachment to the past is hindering our ability to lead in a leaner, forward thinking, proactive economy. The new economy is based on “hypercapitalism.” Hypercapitalism describes the effects of globalization on the traditional methods of capitalism. Hypercapitalism uses the flattening tools described by Thomas Friedman to accelerate the process of global enterprise.⁵⁰ Hypercapitalism can best be described by the phenomenon of the daytrader. Emerging in the late 90s, these investors bought and sold stocks at an unprecedented rate. These investors used the internet, new trading software, and cell phones to monitor corporate stock values by the minute. Fortunes are made and lost in a single day.



As the tools of the daytrader expand to a greater global market, others have entered the fray. Most striking about hypercapitalism is the inclusion of formerly excluded players; the so called “creative capitalists.”⁵¹ The success stories of the last decade are the young corporate start ups that exploit the most current tools the most effectively. Two years ago YouTube didn’t

exist.⁵² Last month it sold for \$1.65 billion to Google. Who?⁵³ Their ability to see the world through the lens of a webcam has redefined what American Corporate power looks like. Lean, young, smart and constantly evolving they are the anti-IBM. They are the anti-General Motors. They are the future of corporate power.



Culturally this new hypercapitalized, globalized world will also reflect the inclusion of the previously excluded. Today we can enjoy music from self-published artists from around the world, delivered to us by high speed internet, satellite radio, and cell phones. The music is often free of Western conventions opening up new collaboration possibilities. Current artists take the Detroit Techno model to new lands and produce Techno Islamic or Techno Indian sounds.⁵⁴ Art is increasingly delivered digitally with creative commons replacing traditional copyrights,⁵⁵ allowing anyone to continue to build on it. Today anyone with a computer can create, publish and share creative works. In what is being termed Web 2.0⁵⁶ the tools to do so are increasingly common. Most of the photos used in this publication come from Creative Commons copyrights and were found on the website Flickr. Today what is needed is not a traditional media delivery provider but a media filter. What you want is already out there. The key is being able to find it more easily. Branding becomes an important filter device. By associating yourself or your product with an identity or keywords, a greater audience can find it.⁵⁷ Branding also becomes important in urban development. Neighborhoods become known by their branded identity. A character of place is a marketable commodity.



The new economy therefore is represented by a boundary-less globalized market, interconnected with high speed technologies, and operating 24-7. Information sharing, collaboration, and creative problem solving mark the new success stories of Google, Apple, and Toyota.

The understanding of Global Collaboration leads to the new cultural identity that is post-post-modern, the PoPoMo. It is a transitional shift from the notion of western dominance to the emergence of a west collaborating with the rising third world. It seeks creative solutions to overcome traditional barriers of culture. It seeks hypercapitalism to bring all people under the banner of an economic standard such as the dollar, euro, or yen.

Architecturally these ideas are represented by the green movements as well as the digital spectacle movement. “When the Guggenheim Museum Bilbao - Frank Gehry’s signature building - went up in the heart of Spain’s turbulent Basque region in 1997, it symbolized three things: the so called globalization of art and architecture, the worldwide boom in museum building, and the priority of culture in the economic life of communities.”⁵⁸ Bilbao represented the collaborative efforts of architecture and city planners to stimulate an economy through architectural spectacle.



Guggenheim Bilbao
Designed by Frank Gehry

Colorado Court by Pugh + Scarpa



Hypercapitalism ideals are shown as the buildings economic effects radiate through the region.

Additionally green architecture can represent hypercapitalism through environmental creativity and unique collaborations. William McDonough has been developing his “cradle to cradle” for several years. A recent proposal took this idea to a great scale, that of the city. His firm has looked at sites up to twenty square kilometers in China. China is in the midst of a huge building era, seeking to house 400 million people in the next 12 years.⁵⁹ The government is working with regional development agencies to accomplish this goal. William McDonough +Partners use creative entrepreneurship to help sell the idea of a cradle to cradle sustainable city. Cradle to Cradle manufacturing does not ask “Am I doing it the right way?” It asks, “Am I doing the right thing? Then I’ll go about doing it the right way.”⁶⁰

The Colorado Court Building by Pugh + Scarpa in Santa Monica, California utilizes green technologies and systems to generate more electricity than the residents consume.⁶¹ The resulting rebate from the power company is shared by the residents. Good for the residents, good for the environment, good for the power grid. It’s an example of a win-win-win situation.

What does the PoPoMo condition mean for Detroit? One way of looking at the situation is through McDonough's "Waste=Food" concept.⁶² A primary idea of cradle to cradle is to effectively exploit your waste as a new commodity. Detroit has a lot of waste. Contaminated or vacant land, decrepit or vacant buildings and an under utilized labor force are just a few examples of waste waiting to be converted to food.

Detroit is roughly 135 square miles in area. It has a density of 10 people per acre. That ratio is more sub-urban than urban.⁶³ This suggests that if a creative effort was made to increase density without increasing population, some of the "waste" land could become productive "food" land. A density similar to San Francisco's would open up approximately 50 square miles. A density of New York's would create 90 square miles.⁶⁴ The potential of this land has more real value than raw land outside of the city. The existing infrastructure includes buildings, roads, shipping access, train lines, airports, public transit, and institutes of higher education. These elements, though many are in need of improvement, are valuable assets.



Neighborhood in East Detroit, near City Airport

*"well i've said it
now
nothing's
changed
people are
burnin for
pocket change
and creative
minds are lazy
and the big
three killed my
baby yeah yeah
yeah
and my baby's
my common
sense
so don't feed
me planned
obsolescence
and my baby's
my common
sense"*

*-"The Big Three
Killed My Baby,"*

*The White
Stripes, 2002*

Detroit's competitiveness in the global scheme is available land inside an urban infrastructure. What Post-Post-Modern industry would see this?

The availability of land suggests a large scale project or connected smaller projects that would exploit the available land while plugging into the infrastructures that already exist. Detroit offers a variety of shipping channels developed by the automobile industry. Rail lines crisscross the city ending at numerous auto manufacturing plants such as Packard and Chrysler. They provide access to the Canadian border cities of Sarnia and Windsor. They link to the Detroit City Airport and to the Interstate highways 75 and 94. They link to the Detroit River and the traditional shipping ports which are currently being improved.⁶⁵ The infrastructure designed to move automobiles from Detroit to the world can also reverse and bring products from the world to Detroit and the central United States and Canada. Shipping should be a consideration for a future Detroit.

Global GDP has gained 154% in the last 30 years. World trade has gained 355%. Air cargo is up 1395%. Currently only 1% of the total weight of all products shipped is air shipped. However, that 1% of weight equals 40% of the overall total value. Additionally one half of that value is U.S. exports valued at \$554 billion.⁶⁶ The new economy of hypercapitalism is air shipped. Electronics, pharmaceuticals, medical technologies, fashion, and sushi are a few examples of new economy products being air shipped. The trend of the Post-Post-Modern is speed. Raw materials are still shipped by slow boats, but the PoPoMo travels by jet. Around the world major airports are emerging as new economy shipping centers, just as railroads once were. These airport centers develop their own

identities as regions of economic development flock to them. They are defined by the new term “Aerotropolis.”⁶⁷ Amsterdam, Dubai, Bangkok, and Hong Kong are the current leaders in Aerotropoli development. India is currently developing several of their own.⁶⁸

The rise of the Global supply chaining⁶⁹ requires manufacturers and retailers to manage their inventory on a “just in time” basis. It is no surprise then that many distribution and assembly centers are located as close to a major airport as possible. In Amsterdam, rent in the airport region exceeds that of downtown.⁷⁰ In Dubai a new airport is being built to serve the emerging global economy. When completed it will serve 1.2 million square meters of factory and warehouse space in the inner ring of its development plan.⁷¹ Currently in the United States, Memphis provides the closest example of what a future Aerotropolis would look like. As the primary FedEx hub Memphis has been in the Global economy since 1973. They are currently the busiest cargo airport in the nation. FedEx is directly and indirectly responsible for 166,000 jobs and 20 billion dollars in output.⁷² Businesses based in Memphis enjoy faster shipping with more flexible drop off hours than anywhere else in the nation.

John Kasarda, Professor at the University of North Carolina Business School is a driving force for the rise of the American aerotropolis. His theory places the new airports as close to the city center as possible. Bucking the current theory of placing it where the environmental impacts are less noticed. Kasarda claims that, as seen in Amsterdam, future real estate value, rates and commercial types will be determined by the time involved to reach the airport.⁷³ Most American cities don't have the luxury however of available land in the city center. Most cities are not like Detroit.

Detroit has potentially 90 square miles of available land and an existing airport in the city proper. Detroit city airport is owned by the city of Detroit and is underused. In fact the airport was closed for two years due to budget shortages.⁷⁴ A revival of this airport as a new economy cargo shipping center would serve the Detroit economy well.

Kasarda points out that few American cities are willing to consider the aerotropolis role. Zoning, NIMBY-ism, and the love of the suburban ideal are too powerful opponents to such a scheme. The ability of the United States to envision the competition of supply chains and networks instead of individual corporations is critical to our future success. The desperation of Detroit and its already decrepit land may make the opposition easier to win over and allow Detroiters to once again see themselves as world leaders.



PROGRAMMING

The design challenge will be to adapt the current Detroit City Airport region as an air cargo center. This will be demonstrated at three scales of increasing detail.

First the master planning for the Aerotropolis region itself. Care must be taken to apply PoPoMo ideals of creative collaboration between the airport area and the downtown business district. Branding efforts to establish an identity for the area is an example. The aerotropolis region must establish its own branded identity.

The infrastructure servicing the aerotropolis will be examined and adapted, particularly the linkage of Gratiot Avenue to downtown and to the traditional sea port area. This area of design will remain fairly abstract with a greater importance of conceptual linkages being demonstrated over materiality, appearances, and construction methodologies. However, the branding efforts mentioned above would be visible along Gratiot Avenue. Ideas on facilitating and easing trade along this corridor will be explored.

Narrowing from this region will be a site analysis of the Packard Motor Car Company Plant which lies within the region of the aerotropolis. That is to say between the airport and downtown, close to Gratiot Avenue. Demonstrations at this scale will also be in the master plan format. Distances to the airport will be measured in physical scales and time to assess a new economic value for the plant. Potential uses for the various buildings will be analyzed as well as the impact on neighboring areas. Displaced populations will be offered housing within the zone. Economic opportunities for this population will be a major incentive for the success of the project.

Finally a project will be developed for Building #10 within the plant. This building provides an opportunity to demonstrate a win-win-win situation. Adaptive reuse

strategies can preserve the historic structure and generate employment for the community; the environment is served by cleaning an industrial site and reusing existing structures; and the client is served by potentially reduced costs of construction in an era of rising material costs. Additionally the city is given an example of how it's industrial past can still serve them in the post-industrial era.

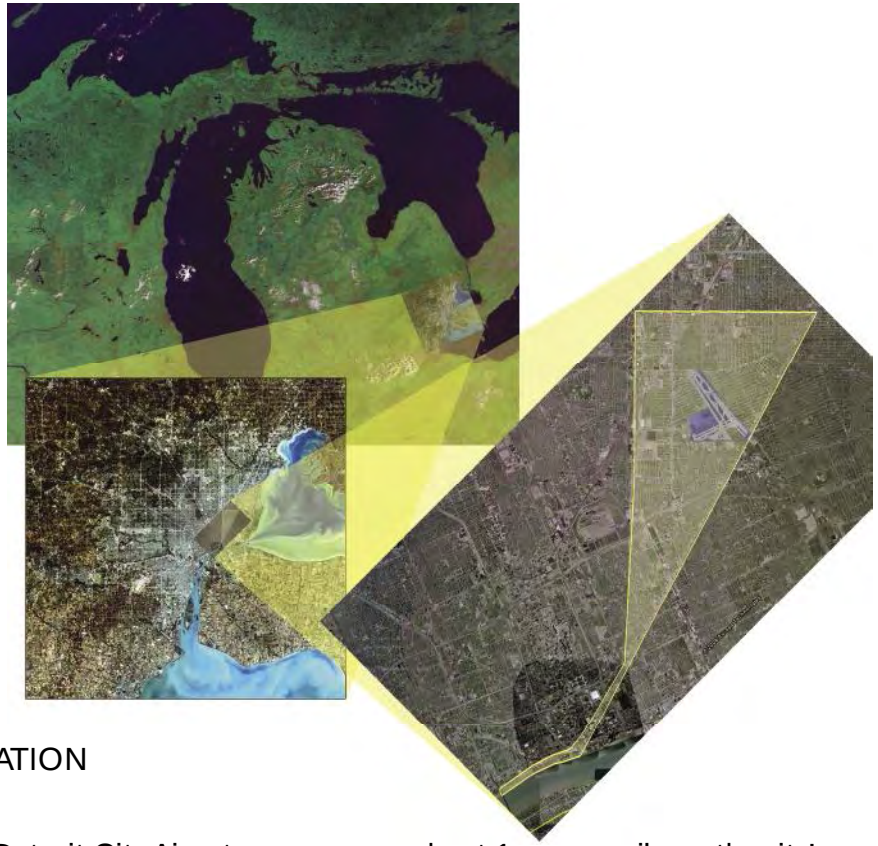
The strategies applied to Building #10 will be documented in typical style for a building of its size. Plans, elevations, sections and models will be presented in a digital format as well as in printed form for review.

The strategies of a Post-PostModern era will be demonstrated at each level of design. In this manner a cohesive strategy will emerge which will help to define our times in terms of architectural and urban design.



Techno Boulevard - Gratiot Avenue

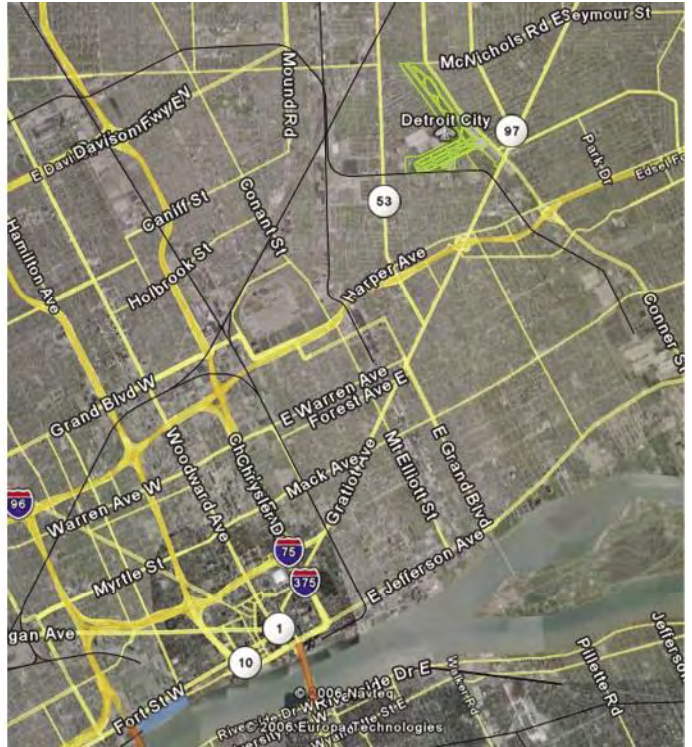
AEROTROPOLIS SITE ANALYSIS



SITE ANALYSIS: LOCATION

The current Detroit City Airport encompasses about 1 square mile on the city's Northeast side. It is bordered by McNichols Rd. to the north, Gratiot and Connor Street to the east, Grinnel street to the south, and Van Dyke to the West. Interstate 94 runs east-west a half mile to the south and has a dedicated exit to the airport on Connor Street. For this thesis the proposed area of study will encompass a triangle focusing on the airport area towards downtown. The western border is Mound Road. The eastern edge is established by Gratiot Avenue. The north boundary is 7 mile road. Once the triangle reaches downtown a link is established along Fort Street to the newly renovated Port of Detroit. In this way the modern economy port is linked to the industrial economy port. Slow boats meet fast planes in Detroit.

- CITY AIRPORT
- HIGHWAYS
- RAIL LINES
- PORT OF DETROIT
- BORDER CROSSINGS



SITE ANALYSIS : TRANSIT INFRAS TRUCTURE

A rail line runs along the southern border of the airport, terminating at the Daimler-Chrysler Jeep Assembly plant two miles to the south. An other line leads to the Historic Packard Motor Car Assembly Plant, now vacant. Several other automobile plants, active and vacant, lie within a 2 mile radius of the airport.

The airport is five miles from downtown, and is easily reached along the six lane Gratiot Avenue, one of the main arterial highways. Access to the interstate highway system is less than one mile from the airport.

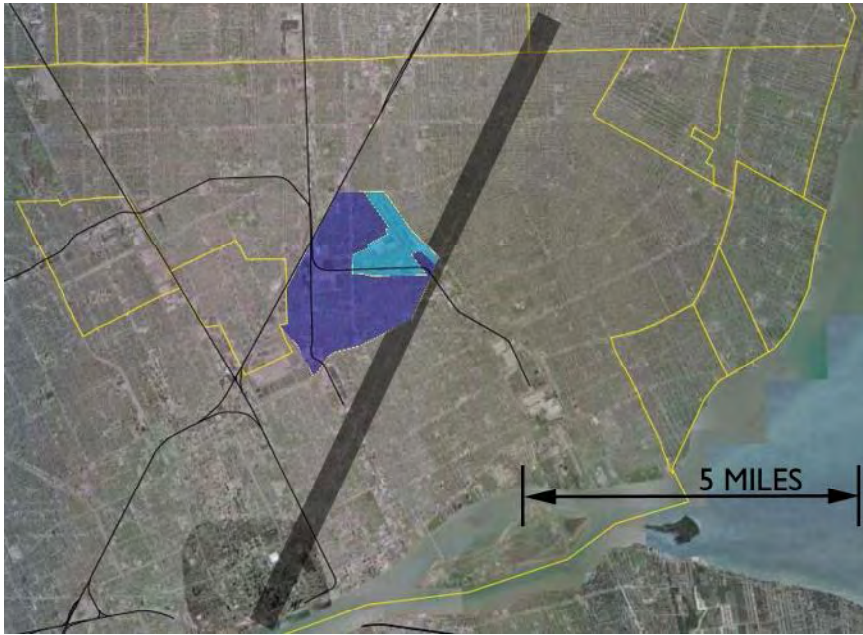
From downtown the Canadian border is reached by the Ambassador Bridge, the Detroit-Windsor Tunnel, two railroad tunnels, and a truck ferry. This is the busiest border crossing between the two countries and has the highest level of trade.

The newly renovated Port of Detroit is an additional four miles from downtown.

The network of available transit therefore includes rail lines, local and interstate highways, an international border crossing, an international port, and air. The shipping lanes of the auto industry were well developed during the twentieth century and are potentially Detroit's most important asset going into the twenty first century.



The International Ambassador Bridge linking Detroit to Windsor, Canada



SITE ANALYSIS :AIRPORT

To be effective the aerotropolis would require a significant expansion of the current airport. Land would have to be acquired by the city for this purpose. It is assumed that eminent domain would be used for this purpose. The displaced neighborhoods lie to the southwest of the current airport. They are represented by census tracts 5109,5107,5108,5045,5046,5047 and 5048. Zoning for this region varies from Residential (R-1,R-2 and R-4), Commercial, and Industrial.

The proposed area of expansion represents some of the lowest population density in the city. Only along the northern edge is there an “urban” density ratio. South of the airport the urban fabric dissolves with many blocks completely vacant. An airport expansion into this area would disrupt the least amount of households while effectively moving the airport closer to downtown.

The federally appointed Detroit Empowerment Zone engages the southern tip of the triangle as well as one census block near the Packard Plant. Benefits of the D.E.Z. include Grant Funding of \$100 million to each zone and employer benefits of \$3000 for each zone resident employee. Certain tax benefits also apply for qualified businesses. (Research Council of Michigan)

The total acreage of the displaced neighborhoods is approximately 4.6 square miles with a population of 13,600. The population density for the area is 4.69 persons per acre. The population is 7% white, 93% non-white. One thousand two hundred sixty persons are unemployed. 642 of the 3779 households are receiving public assistance. The average family household income is approximately \$24,000. A little over 10 percent of all homes in the area are vacant. Homeowner and renter rates are about equal. (U.S. Census 2000)

The airport area was annexed by the city between 1915 and 1918. It is composed by single family homes, warehouses, an automobile junk yard, a Daimler axle plant (active), and the airport. There are nine schools, and twenty four churches primarily along Van Dyke and Harper Avenues. There are few restaurants or bars in the area. Nearby Hamtramck provides the closest retail district.



The current Detroit City Airport

SITE ANALYSIS: PACKARD MOTOR CAR COMPANY AND HISTORIC BUILDING #10



The Packard Motor Car Company moved to Detroit from Ohio in 1903 after being bought by a group of investors. Albert Kahn was hired to design their complex on East Grand Boulevard. Kahn would later become known as the architect of Henry Ford. His work proved to be influential to Le Corbusier and Mies Van Der Rohe and is an important chapter in the development of the Modern style. Despite his accomplishments, Albert Kahn remains relatively unknown outside of Detroit.

With Packard, Kahn had an opportunity to design the first large scale industrial complex in the city. The original complex included ten buildings. Numbers 1 through 9 were built in the traditional heavy timber system of the 19th century.

Number 10 however utilized a reinforced concrete frame and floor structure. The “Kahn Trussed Bar” and the new system proved economical and strong and became a world standard for factory design.

Kahn’s innovation at Packard revolutionized the factory. Columns spaced to thirty feet and an expanse of glass walls created a new work environment that emphasized productivity and better conditions for workers. The building accommodated the notion of mass production in which the machine of man, building, and assembly joined together. The backdrop, though wildly successful, inspired criticism for the man as machine from Socialists of the era. Diego Rivera created his most influential work out of Mexico at the Detroit Institute of Art based on the Ford Highland Park Plant designed by Kahn. The work, entitled “Detroit Industry” was considered so inflammatory that the commission was nearly canceled. The sheer number of workers at the plants, combined with the socialist fashions of the day combined in bloody battles that ultimately would lead to the formation of the United Auto Workers.

For 57 years the Packard Motor Car Company produced some of the most elegant and expensive cars in the world. Prior to World War 2 the nameplate was considered one of the most prestigious. After the war however the company, facing a shortage of materials, relied on a new “tub” style chassis. Sales were slow as the market could no longer distinguish luxury brands from the standard. In the fifties Studebaker bought the brand, further cheapening the brand. By 1958 sales were so slow that the brand was retired and its massive manufacturing center shuttered.

The complex was rented out in pieces over the years but eventually found itself vacant and victimized by vandalism. In 1997 the city of Detroit gained the property due to delinquent taxes and began a plan to dismantle the Packard plant. In 1999 demolition started in the northwest section of the plant. A lawsuit in 2000 has halted demolition for now.

Building #10 remains today, vacant and endangered. The Albert Kahn designed concrete structure though is reportedly sound. Retrofitting a new future for the building is feasible with the right economic conditions.

The plant sits on 37 acres with a northwesterly orientation. It straddles East Grand Boulevard and is bounded to the north by Interstate 94. The south western boundary is Bellevue Street. To the south-east is Theodore and Frederick streets. The northeast side is bordered by Concord.

Building ten is approximately 80,000 square feet on four stories. The entire complex is over one and a half million square feet.





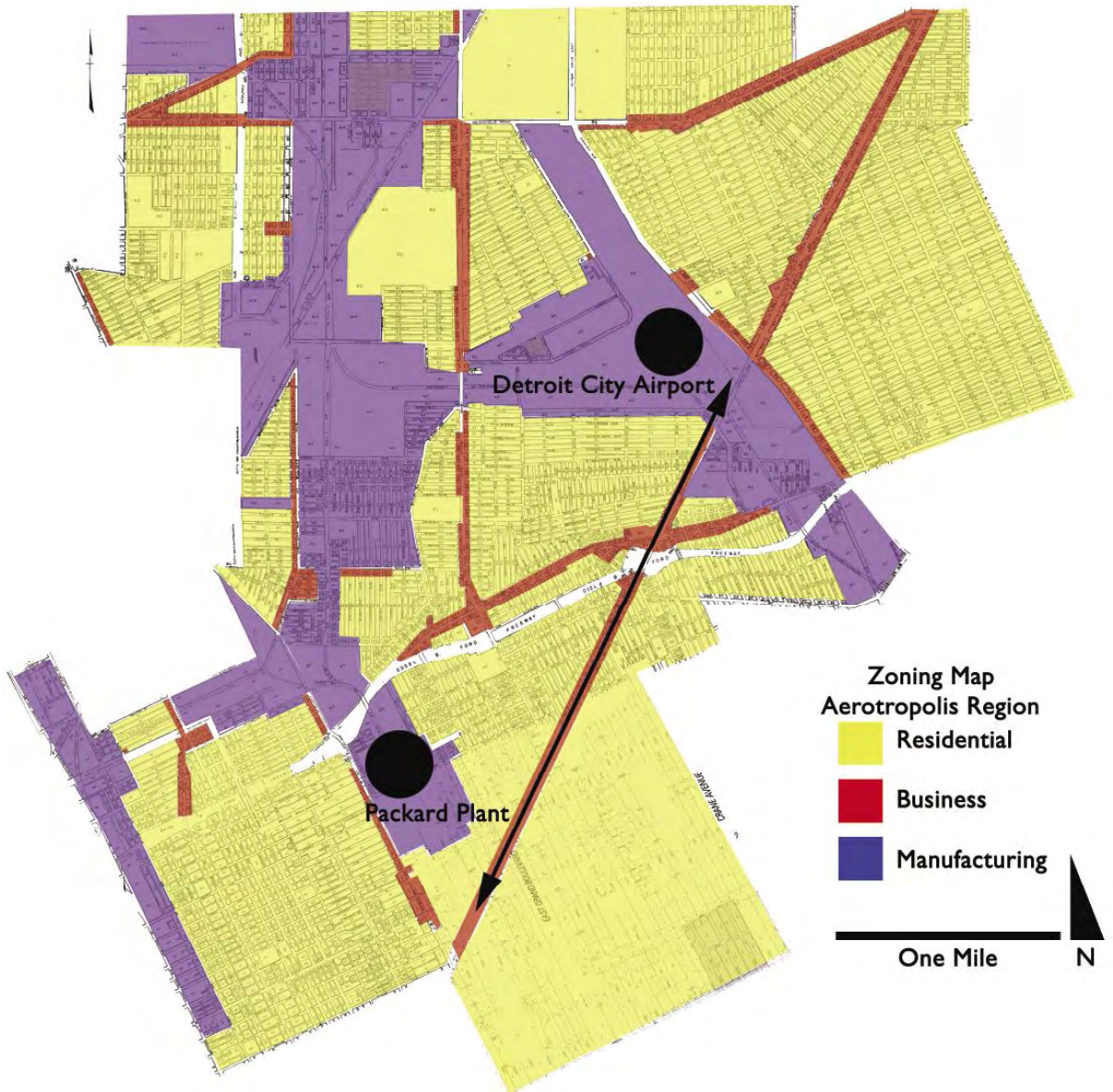
Packard Plant

SITE ANALYSIS: ZONING

The Aerotropolis region, like much of Detroit has a large percentage of industrial / manufacturing zoning. The airport itself is zoned M-2 while the Packard Plant area is zoned M-4. Gratiot Avenue is zoned business B-4 along the stretch designated with the black arrow on the graphic. The area between the airport and the Packard plant is currently classified as residential zoning R-1 and R-2. It is assumed that this area will be rezoned to accommodate greater industrial/ manufacturing and business for the area.

M2: This district is designed for a wide range of industrial and related uses which can function with a minimum of undesirable effects. Industrial establishments of this type provide a buffer between residential districts and intensive industrial districts. New residential construction is excluded from this district with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses. These requirements are both to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

M4: This district will permit uses which are usually objectionable and, therefore, the district is rarely, if ever, located adjacent to residential districts. A broad range of uses is permitted in this district. New residences are prohibited with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses. These requirements are to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.



B4: The B4 General Business District provides for business and commercial uses of a thoroughfare-oriented nature. In addition to these uses, other businesses which may benefit by drawing part of their clientele from passing traffic are permitted. Additional uses which may be successfully blended with permitted by-right uses, are conditional.

R1: This district is designed to protect and preserve quiet, low-density residential areas now primarily developed and those areas which will be developed with single-family detached dwellings and characterized by a high ratio of home ownership. The regulations for this district are designed to stabilize and protect the essential characteristics of the district and to promote and encourage a suitable environment for activities associated with family life. To these ends, development is limited to a relatively low concentration



Packard Plant

and uses permitted by right are limited to single-family detached dwellings which provide homes for the residents of the area. Related, additional residential uses such as religious institutions, neighborhood centers, and utility uses necessary to serve the immediate area may be conditional.

R2: The district is designed to protect and enhance those areas developed or likely to develop with single- or two-family dwellings. The district regulations are designed to promote a suitable environment for homes and for activities connected with family life. The only principal uses permitted by right are single- and two-family dwellings. Additional uses are conditional

All zoning information is from the City of Detroit



Packard Plant

NEIGHBORHOOD ANALYSIS · CENSUS TRACTS 5045,5046,5047,5048,5107,5108,5109

POPULATION & AREA

Total Population in 2000	Households in 2000	Families in 2000	Total Land Area (sq mi.)
13,615	4,227	2,939	4.6

AGE OF RESIDENTS

	2000 Census	% of population
Under age 5	1,282	9.4
Under age 18	4,719	34.7
Age 65 and older	1,221	9.0

RACE & ETHNICITY

	2000 Census	% of population
White	950	7.0
Non-White	12,665	93.0
Hispanic	79	0.6

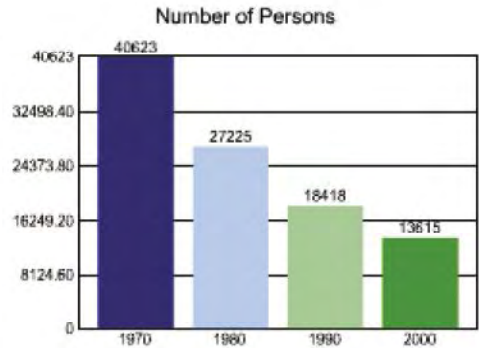
EMPLOYMENT

	2000 Census	% of Population
Males Unemployed	762	30.1
Females Unemployed	498	21.9
Total Unemployed	1,260	26.2

EDUCATION

	2000 Census	% of Population
Males with less than high school diploma	1,496	43.3
Females with less than high school diploma	1,741	43.8
All Persons with less than high school diploma	3,237	43.5
Population age 25 and older	7,436	54.6

POPULATION TRENDS: 1970-2003



Female-headed families	1,681	57.2
Female-headed families with children under age 18	990	33.7
Married couple families	953	32.4
Married couple families with children under age 18	483	16.4

HOUSING

	2000 Census	% of housing units
Total housing units	4,878	100.0
Occupied housing units	4,227	86.7
Vacant housing units	651	13.3
Homeowners	2,246	46.0
Renters	1,981	40.6

RESIDENTIAL STABILITY

	2000 Census	% of housing units
Resident in same house for MORE than 5 years	2,706	64.0
Resident in same house for LESS than 5 years	1,521	36.0

CIVIC PARTICIPATION

	Selected Area	Detroit	Wayne County	Michigan
Population in 2000	13,615	951,270	2,045,473	9,990,817
Age 18+	8,896	655,561	1,493,195	7,342,677
Registered Voters (11/2000)	8,804	687,514	1,488,066	6,859,332
Actual Voters (11/2000)	3,253	276,325	723,993	4,232,501
Voter Turnout (11/2000)	37.0%	40.2%	48.7%	61.7%

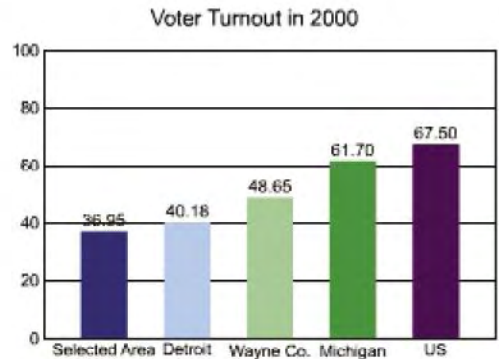
COMMUNITY RESOURCES

Number of Non-Profit Organizations	61
Total Non-Profit Assets in 2002 (\$)	52,704,380

AREA NON-PROFITS

Organization	Address	Zip Code	Reported Assets in 2002
YMCA OF METROPOLITAN DETROIT	10900 HARPER AVE	48213	\$ 42,079,990
WARREN-CONNER DEVELOPMENT COALITION INC	11148 HARPER	48213	\$ 2,389,711
FAMILY SERVICE INC	10900 HARPER	48213	\$ 1,977,897
THE PARADE COMPANY	9600 MT ELLIOTT	48211	\$ 1,739,282
MICHIGANS THANKSGIVING PARADE FOUNDATION	9600 MT ELLIOTT	48211	\$ 1,544,203
OPERATION GET DOWN COMMUNITY RESEARCH PROJECTS	10100 HARPER AVE	48213	\$ 1,049,302
INTERNATIONAL UNION UNITED AUTO AEROSPACE & AGRICULTURAL WORKERS	7575 LYNCH RD	48234	\$ 710,805

TRENDS IN VOTER TURNOUT



WOMENS JUSTICE CENTER	PO BOX 13500	48213	\$ 631,309	MT OLIVET NEIGHBORHOOD WATCH	13116 VON DYKE	48234	\$ 0
METRO-EAST DRUG TREATMENT CENTER	PO BOX 13408	48213	\$ 256,022	FRIENDS OF DETROIT CITY AIRPORT	9105 CLARION APT 5	48213	\$ 0
CARMELITE CARE CENTER INC	9900 GRATIOT	48213	\$ 117,768	COMMUNITY DEVELOPMENT CORPORATION			
EASTSIDE INDUSTRIAL COUNCIL	10900 HARPER AVE	48213	\$ 115,977	DETROIT EASTSIDE COMMUNITY COLLABORATIVE INC	P O BOX 13191	48213	\$ 0
BLACK CATHOLIC TELEVANGELIZATION NETWORK	PO BOX 13559	48213	\$ 49,042	ACTION HOUSE			
ALKEBU-LAN VILLAGE	7701 HARPER	48213	\$ 39,899	GRATIOT HARPER VAN DYKE COMMUNITY CENTER	9302 WOODLAWN	48213	\$ 0
TOM PHILLIPS VETERANS MEMORIAL HOME	10235 GRATOIT	48213	\$ 3,172	CALVARY CHURCH OF JESUS CHRIST	6318 VARNEY	48211	\$ 0
SOCIETY OF ILLUMINATION	8704 CARRIE	48211	\$ 1	BAIT-UL-ISLAM	8028 DWYER	48211	\$ 0
ST JAMES COMMUNITY DEVELOPMENT ORGANIZATION INC	13600 VAN DYKE AVE	48234	\$ 0	MADRASE TALIMUL QUR-AN	6148 GEORGIA	48211	\$ 0
BETHEL BAPTIST CHURCH EAST	5715 33 HOLCOMB	48213	\$ 0	YEMEN ARAB AMERICAN CENTER FOR ECONOMIC AND SOCIAL SERVICE	8641 MOUNT ELLIOTT ST	48211	\$ 0
BAPTIST HILL HOUSE INC	8925 CULVER	48213	\$ 0	WORD OF TRUTH OF JESUS CHRIST INC	9071 ST CYRIL	48213	\$ 0
AMERICAN LEGION POST 0184 TOM PHILLIPS	10235 GRATIOT	48213	\$ 0	UNITY COMMUNITIES SENIOR AND CONCERNED CITIZENS OF MILLER ROAD	7830 CONCORD	48211	\$ 0
VAN MAELE S ROD & GUN CLUB	10500 GRATIOT	48213	\$ 0	TRUE TESTIMONIAL OF JESUS CHURCH	9115 ST CYRIL	48213	\$ 0
SUICIDE PREVENTION EAST INC	9979 GRATIOT AVE	48213	\$ 0	TRUE LIGHT TABERNACLE CHURCH OF GOD IN CHRIST	8800 VAN DYKE	48213	\$ 0
STEAMER COLUMBIA FOUNDATION	1020 IROQUOIS AVE	48214	\$ 0	STREETWISE	PO BOX 13527	48213	\$ 0
REDEEMED OUTREACH COMMUNITY SERVICES	9360 VAN DYKE	48213	\$ 0	STARLIGHT TEMPLE OF TRUTH	7843 FRONTENAC	48211	\$ 0
PARADISE MINISTRIES	7585 SAINT THOMAS	48213	\$ 0	ST MATTHEWS CHURCH OF DIVINITY SCIENCE	11405 VAN DYKE	48234	\$ 0

ST JAMES BAPTIST CHURCH OF DETROIT	13600 VAN DYKE AVE	48234	\$ 0	KINGS TEMPLE BAPTIST CHURCH	PO BOX 13102	48213	\$ 0
SPREADING LOVE GOSPEL TEMPLE	7824 MOUNT ELLIOTT ST	48211	\$ 0	LAND ASSEMBLY FOR NEIGHBORHOOD DEVELOPMENT	11148 HARPER	48213	\$ 0
SONS OF GOD SANCTUARY	9151 ARMOUR	48213	\$ 0	LANDMARK SPIRITUAL TEMPLES OF DELIVERANCE INC	7645 HARPER	48213	\$ 0
SISTERS MENTORING IN LIFE EDUCATION	8094 KENNEY ST	48234	\$ 0	LIVING TRUTH TEMPLE	9950 HARPER	48213	\$ 0
SECOND MT CARMEL MISSIONARY BAPTIST CHURCH	8438 HARPER STREET	48213	\$ 0	BREWSTER OLD TIMERS	8643 VAN DYKE	48213	\$ 0
BIBLE STANDARD CHURCH OF GOD	9600 WOODLAWN	48213	\$ 0	GOD JESUS CHRIST HOLY GHOST HOLY SPIRIT INC	8900 HELEN AVE	48211	\$ 0
INNER PEACE BAPTIST CHURCH	7500 EAST MCNICHOLS	48234	\$ 0				
ZION CONGREGATIONAL CHURCH OF GOD IN CHRIST	2135 MARK AVE	48208	\$ 0				
CHARTERHOUSE ACADEMIES INC	PO BOX 13888	48213	\$ 0				
CHRISTIAN LOVE MISSIONARY BAPTIST CHURCH	6566 CANTON	48211	\$ 0				
CITY AIRPORT RENAISSANCE ASSOCIATION	9105 CLARION 6	48213	\$ 0				
FAITH PRAYER AND HEALING TEMPLE MISSIONARY CHURCH	6743 MILLER STREET	48211	\$ 0				
PTSA MICHIGAN CONGRESS	8821 GEORGKIA	48213	\$ 0				
IMANI INC	9980 GRATIOT AVE	48213	\$ 0				
MASJID AL-IKHLAS & AL-IKHLAS TRAINING ACADEMY	4001 MILLER ST	48211	\$ 0				
INTERNATIONAL ASSOCIATION OF LIONS CLUBS	8533 HARPER AVE	48213	\$ 0				

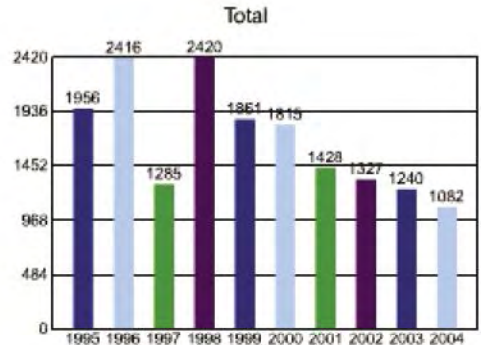
CRIME IN 2004

Crime Type	Selected Area	Detroit	Wayne County	Michigan	U.S.
Homicide	16	385	413	638	16,137
Rape	9	719	1,066	5,516	94,635
Robbery	74	5,451	6,484	11,207	401,326
Assault	257	9,358	12,046	31,792	854,911
Larceny	228	20,640	42,942	190,489	6,947,685
Burglary	163	12,202	17,715	63,425	2,143,456
Car Theft	335	24,573	31,005	49,982	1,237,114
Violent Crime	356	15,913	20,009	49,153	1,367,009
Property Crime	726	57,415	91,662	303,896	10,328,255
Total Serious Crime	1,082	73,328	111,671	353,049	11,695,264

CRIME RATES IN 2004 (CRIMES PER 100,000 PERSONS)

Crime Type	Selected Area	Detroit	Wayne County	Michigan	U.S.
Homicide	118	44	21	7	6
Rape	67	81	53	56	33
Robbery	544	612	317	113	137
Assault	1,888	1,050	589	319	292
Larceny	1,675	2,314	2,100	1,907	2,366
Burglary	1,198	1,368	867	635	730
Car Theft	2,461	2,755	1,516	501	422
Violent Crime	2,615	1,784	979	492	466
Property Crime	5,333	6,437	4,482	3,042	3,518
Total Serious Crime	7,948	8,221	5,460	3,534	3,983
Estimated population in 2004	13,615	892,034	2,045,473	9,990,817	293,655,404

CRIME TRENDS: 1995-2005



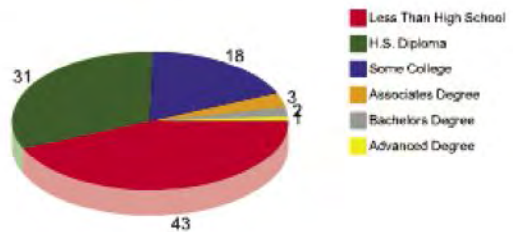
Homicide Rape Robbery Assault
Burglary Larceny Car Theft Total
Trends

EDUCATIONAL DATA

	Selected Area	Detroit	Wayne County
School-Enrollment	Not Available	167,000	349,322
Percent of population age 25+ with less than a high school diploma in 2000	43.5%	30.0%	77.4%
Percent of population age 25+ with college degree in 2000	6.6%	11.0%	17.2%

EDUCATIONAL ATTAINMENT IN 2000

Percent of Persons Age 25+ Highest Level of Education



PUBLIC SCHOOLS IN SELECTED AREA

School Name	Level	Address
Eastside Maintenance Hub	Service Facility - New	15600 Gratiot
Central Distribution Center	Service Facility	9800 Mt. Elliott
Trombly Adult Day High School	Alternative High School - Vacant	7630 Harper
Davis Aerospace Technical High School	High School	10200 Erwin Street
Arthur Luthur Holmes Elementary School	Elementary School	8950 Crane Street
John F. Burroughs Middle School	Middle School - Remodeled	8950 St. Cyril
Carl T. Rowan Community Elementary School	Elementary School	8085 Doyle Street
John Lynch Elementary School	Elementary School	7601 Palmetto Street
Jane Cooper Elementary School	Elementary School	6836 Georgia Street

POPULATION DATA : DETROIT

2003 Population: 911,402 (2000 U.S. Census)

Percent change from April 2000: -4.2%

Percent change 1990-2000: -5%

Percent African American: 81.6%

Percent White: 12.3%

Percent Hispanic: 5.0%

High School graduates, percent over age 25: 69.6%

B.A. or higher, percent over age 25: 11.0%

Housing units: 375,096

Homeownership rate: 54.9%

Median value of owner occupied units: \$63,600

Households: 336,428

Persons per household: 2.77

Median household income: \$25,526

Persons below poverty (1999): 26.1%

Persons per square mile: 6556

Persons per acre: 10.28

CLIMATE ANALYSIS DATA ; DETROIT

Detroit lies at 41 degrees latitude and enjoys a temperate climate. Average highs in the summer months are in the high 70's to low 80's Fahrenheit. Winter lows are in the teens. Humidity levels are typically in the 70 percent range making for chilly days in the winter. Annually twelve days reach temperatures above 90 degrees, 133 days annually have lows below freezing

October and November are the cloudiest months with only about a thirty percent chance of sunshine. May through September enjoy percentages in the sixties for possible sunshine. On average there are 75 clear days, 105 partly cloudy, and 185 cloudy.

Yearly precipitation in inches averages 32.6 The wettest month is June with an average of 3.6 inches, the driest is February with an average of 1.7 inches. 40.7 inches of snow falls on the city annually on average. January is the snowiest month but it can snow as late as May or as early as September.

The average windspeed in the city ranges from 8-12 miles per hour. The windiest months are in the winter.

Annually Detroit requires 650 heating degree days and 626 cooling degree days with a base of 65 degrees Fahrenheit.

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² Hill, E., J. Gallagher, et al. *AIA Detroit :The American Institute of Architects Guide to Detroit Architecture*. Detroit: Wayne State University Press, 2003, 1-2.

³ Herron, Jerry. "I Remember Detroit." in: *Shrinking Cities: Detroit*. Mende, Doreen and Phillip Oswalt, comp. Berlin: Kulturstiftung des Bundes (Federal Cultural Foundation, Germany), 2004, 31-32.

⁴ Herron, 32.

⁵ US Census of Population and Housing 1850

⁶ Herron, Jerry. "Chronology: Detroit Since 1700" *Shrinking Cities: Detroit*. Mende, Doreen and Phillip Oswalt, comp. Berlin: Kulturstiftung des Bundes (Federal Cultural Foundation, Germany), 2004, 16.

⁷ The frustration Ford felt at his lack of control at The Detroit Automobile Company helped lead to his beliefs in vertical integration for Ford Motor Company.

⁸ Hill, 198.

⁹ Hill, 172.

¹⁰ LeCorbusier included photos of Albert Kahn's work in "Towards a New Architecture."

¹¹ en.wikipedia.org/wiki/fordism

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¹³ Gavrilovich, 107, 382.

¹⁴ Hill, 4.

¹⁵ Gavrilovich, 176-177.

¹⁶ Gavrilovich, 422-423.

¹⁷ Gavrilovich, 423.

¹⁸ Kerr, Joe. "Trouble In Motor City." in: *Shrinking Cities: Detroit*. Mende, Doreen and Phillip Oswalt, comp. Berlin: Kulturstiftung des Bundes (Federal Cultural Foundation, Germany), 2004, 66.

¹⁹ Gavrilovich, 170.

²⁰ Fishman, Robert. "The American Metropolis At Century's End: Past And Future Influences." in: *Shrinking Cities: Detroit*. Mende, Doreen and Phillip Oswalt, comp. Berlin: Kulturstiftung des Bundes (Federal Cultural Foundation, Germany), 2004.,19.

²¹ Fishman, 20.

²² Fishman, 19.

²³ Gavrilovich, 110.

²⁴ Headlee, Celeste. "A Brief History of Segregation in Metro Detroit." in: *Shrinking Cities: Detroit*. Mende, Doreen and Phillip Oswalt, comp. Berlin: Kulturstiftung des Bundes (Federal Cultural Foundation, Germany), 2004, 96

²⁵ Fishman, 22

²⁶ Simmons, Zena and John Bebow, comp. "The Growth of Metro Detroit: 1954-2002." detnews.com 4/30/2006
<http://www.detnews.com/specialreports/2002/sprawl/timeline/timeline.htm>

²⁷ Elvis Presleys quote is an indicator of the changes occurring in a society in the decade after World War II. The suburbs, shopping malls, tailfins, and futuristic architecture all represent indicators of the change to Postmodernism. It would take another ten years before Robert Venturi and Denise Scott Brown would address the change in architecture. What indicators are occurring today that might foretell the Post-Post-Modern

²⁸ Sun Records

²⁹ Gavrilovich, 383-388.

³⁰ Headlee, 97.

³¹ Headlee, 97.

³² White flight in Detroit had the ultimate effect of creating an African-American city. Today the population of Detroit is an inverse of what it was one hundred years ago. 84% of the population in Detroit is Black.

³³ John Sinclair published the White Panther Manifesto in his book "Guitar Army". His efforts to align himself with the Black Panther Party is demonstrative of today's suburban white youths efforts to align themselves with the "tough" image of the city.

³⁴ Woodward Avenue, the primary north-south avenue has long been the street of choice for cruising and drag racing. Like many strips in many towns it still draws a large crowd of onlookers in the summertime, however Woodward is unique in the sense that occasionally a test car from one of the big three emerges for a sneak peak. In the late eighties I was able to drive what appeared to be a simple Z-24 sedan. Unknown to others was the experimental high output

V-6 engine GM was developing. The mundane appearing car reached 60 mph in less than 5 seconds

³⁵ Kerr, 68.

³⁶ Friedman, Thomas. L. *The world is flat : a brief history of the twenty-first century*. New York: Farrar, Straus and Giroux, 2005, 9.

³⁷ Booza, Jason and Kurt Metzger. "On Some Social-Economic Aspects of Detroit" in: *Shrinking Cities: Detroit*. Mende, Doreen and Phillip Oswalt, comp. Berlin: Kulturstiftung des Bundes (Federal Cultural Foundation, Germany), 2004, 47

³⁸ U.S. Census Data 1980

³⁹ Gavrilovich, 218.

⁴⁰ Kerr, 68.

⁴¹ Hill, 26.

⁴² Sicko, Dan. "Bubble Metropolis" Expanding Detroit's Identity Through Music. in: *Shrinking Cities: Detroit*. Mende, Doreen and Phillip Oswalt, comp. Berlin: Kulturstiftung des Bundes (Federal Cultural Foundation, Germany), 2004. 108-114

⁴³ Gavrilovich, 394.

⁴⁴ Moceri, 71.

⁴⁵ Importance of under one million

⁴⁶ Economic incentives

⁴⁷ Parking garage theater story "one theatre that has not been restored is ..."

⁴⁸ Naughton, Keith. "Putting Detroit in the Shop." *Newsweek* Nov. 6, 2006, 44.

⁴⁹ Friedman, Thomas. L. *The world is flat : a brief history of the twenty-first century*. New York: Farrar, Straus and Giroux, 2005. 10-11

⁵⁰ Ten flatteners

⁵¹ Hypercapitalism acknowledges the notion that there is no power greater than money. All traditional counter forces to capitalism are sucked into hypercapitalism, thereby changing the basic operating notions of the system. When the sixties counterculture was sucked in, the world saw the creation of today's creative corporations like Apple, Google...

⁵² YouTube is a video sharing outlet on the world wide web. It does for video what Napster did for music. That is basically to violate all kinds of copyright laws. The ability to share all video information around the world attacks the traditional notions of who controls media. While the networks deal with the implications of "embedded reporters" in

Iraq, YouTube shows unedited video from the soldiers themselves. Political careers were ended by YouTube's ability to reveal candidates at their worst to the masses.

⁵³ Google that's who. Those billionaires. What exactly is their product?

⁵⁴ For an example listen to Thievery Corporation's "Satyam Shivam Sundaram" or anything from M.I.A.

⁵⁵ Share, reuse, and remix — legally.

Creative Commons provides free tools for authors, artists, and educators to mark their creative work with the freedoms they want it to carry. Our tools change "All Rights Reserved" into "Some Rights Reserved" — as the creator chooses. We are a nonprofit organization. Everything we do — including the software we create — is free.

<http://creativecommons.org/>

⁵⁶ Keen, Andrew. "Web 2.0 Is Reminiscent Of Marx." cbsnews.com. Feb. 15, 2006. <http://www.cbsnews.com/stories/2006/02/15/opinion/main1320641.shtml>

⁵⁷ Ronald Sukenick. "Avant-PoPoMo Now." Electronic Book Review. May 8, 2006. <http://www.electronicbookreview.com/thread/technocapitalism/polylogic>

You and your product are becoming the same thing. Product = image + artifact

⁵⁸ Rexer, Lyle. "Guggenheim Bilbao." Metropolis April 2006: 184-230

⁵⁹ Pedersen, Martin C. "Eternal Optimist." Metropolis Jan 24, 2005. <http://www.metropolismag.com/cda/story.php?artid=1130>

⁶⁰ Pedersen

⁶¹ LEED Certified Project Case Study: Colorado Court Affordable Housing. U.S. Green Building Council. 2003. <http://leedcasestudies.usgbc.org/process.cfm?ProjectID=188>

⁶² McDonough, William and Dr. Michael Braungart. "Eco-Effectiveness: A New Design Strategy." in: *Sustainable Architecture: White Papers*. Ed. D. Brown, M. Fox, M.R. Pelletier. Earth Pledge Foundation, 2000. 1-5

⁶³ Population densities under 10 persons per acre is considered sub-urban in this paper.

⁶⁴ These cities were chosen as successful cities that have a high desirability for attracting new residents and businesses in the United States.

⁶⁵ As of 2006 a new Port Operator has signed a contract to improve the 34 acre dock. Manuel Moroun also owns the Ambassador Bridge, and is seeking to gain control over the Detroit side of the Detroit-Windsor tunnel.

⁶⁶ Lindsay, Greg. "Rise of the Aerotropolis." Fast Company. Nov 14, 2006.

<http://www.fastcompany.com/magazine/107/aerotropolis.html>

⁶⁷ Lindsay.

⁶⁸ Lindsay.

⁶⁹ Global Supply Chaining is flattener #7. Friedman, 128.

⁷⁰ Lindsay.

⁷¹ Lindsay.

⁷² Kasarda, John D. "The Rise of the Aerotropolis." The Next American City. Issue No. 10/ 2006: 35-37.

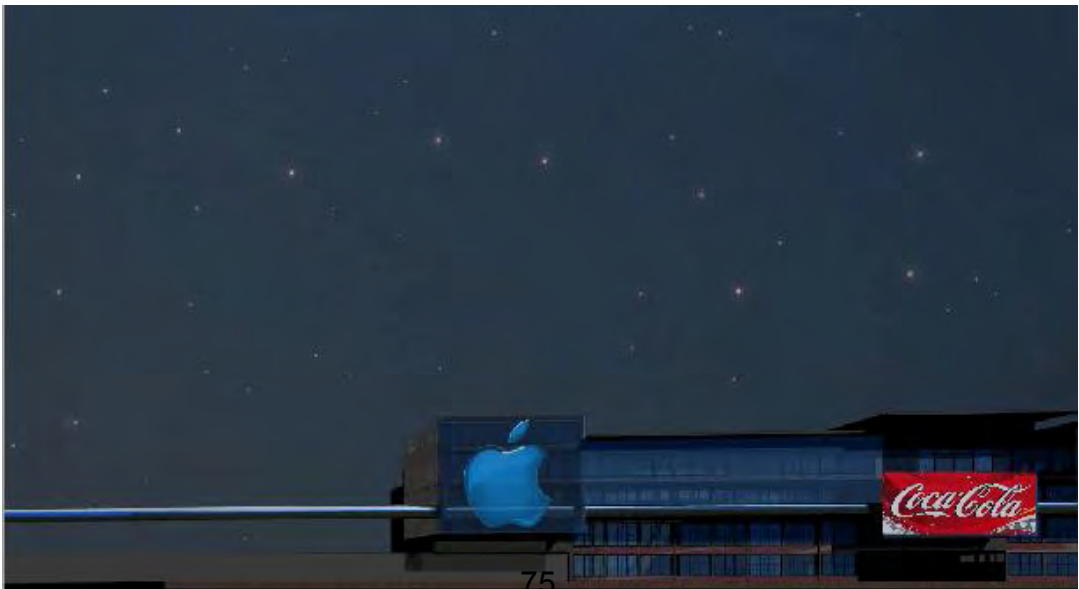
⁷³ Lindsay.

⁷⁴ Gavrilovich, 229-230.

IMAGES FROM PRESENTATION.



Two frames from animation demonstrating day and night transitional facade.



AEROTROPOLIS INTRODUCTION

aer-o-trop-o-lis [air.oh.TROP.ul.lis]
-noun.

A city in which the layout, infrastructure, and economy are centered around a major airport.

Notes:

In its purest form, the aerotropolis is an economic hub that extends out from a large airport into a surrounding area that consists mostly of distribution centers, office buildings, light manufacturing firms, convention centers, and hotels, all linked to the airport via roads, expressways (aerolinks), and rail lines (aerotrails). This business-centered version of the aerotropolis is also called an **air-commerce cluster** or an airport cluster.

(from Wordspy)



Slide 1: Intro sequence

Slide 2: Detroit condition



AEROTROPOLIS SCALE 1 : GLOBAL



Slide 3: Aero case study film

Slide 4: City scale intro

AEROTROPOLIS SCALE 2 : CITY



City of Detroit	140 sq mi
pop.	886,675 (2005) 1,849,568 (1950) (-53%)
demographic	82% black 12% white 6% other
density	9.69 / acre



AEROTROPOLIS SCALE 2 : CITY



5 MILES

DETROIT EMPOWERMENT ZONE

Federal empowerment zones provide grant and employer tax credits for distressed large cities and rural areas.

\$100 Million is available in Grants to each of the six original Empowerment Zones in Detroit.

Employers receive a \$3000 wage credit for each employee residing in one of the zones. Tax exempt facility bonds and federal tax code section 179 expensing are also available.





Slide 5: City scale DEZ

Slide 6: City scale airport

AEROTROPOLIS SCALE 2 : CITY



5 MILES

Current Airport:
Coleman A. Young International Airport (DET)

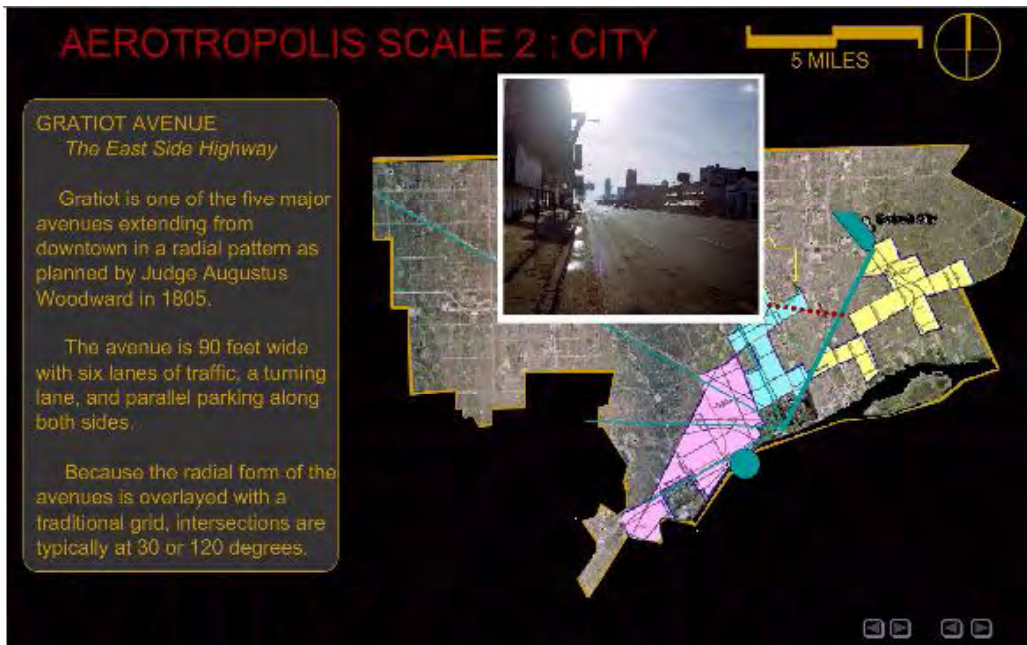
There is currently no scheduled passenger airline service.

Southwest, Chautauqua and Pro Air have provided passenger service in the past but have abandoned the airport or have been grounded due to FAA regulations:

"...waste equals food."

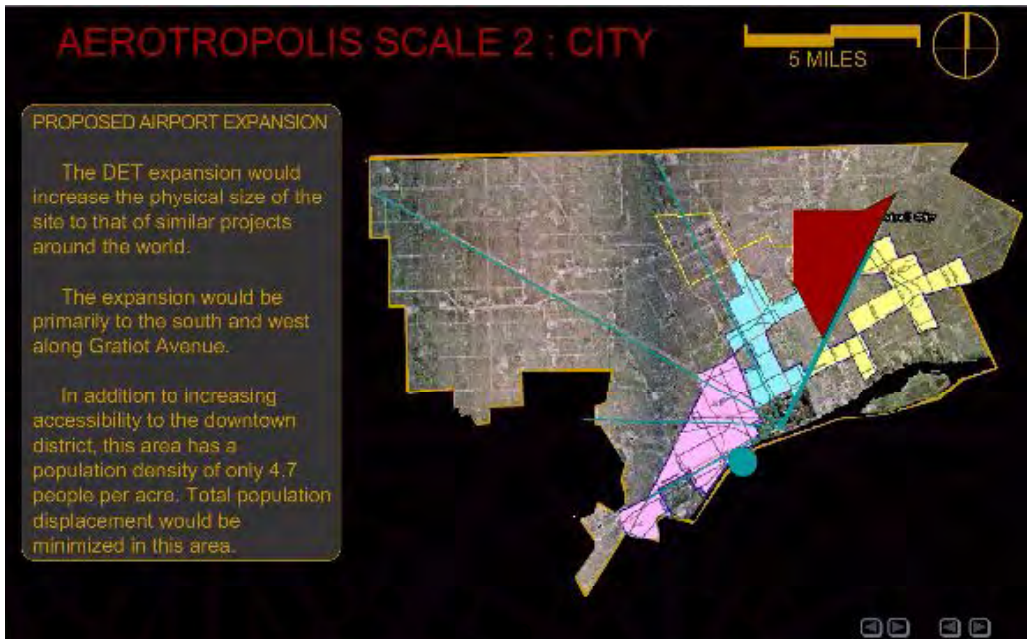


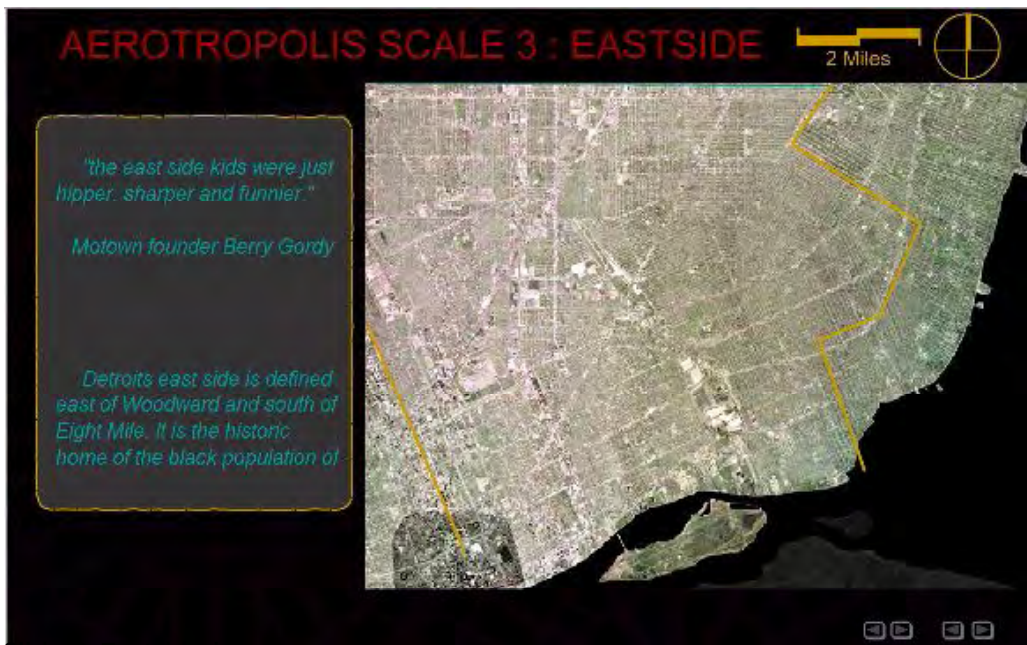




Slide 7: City scale street

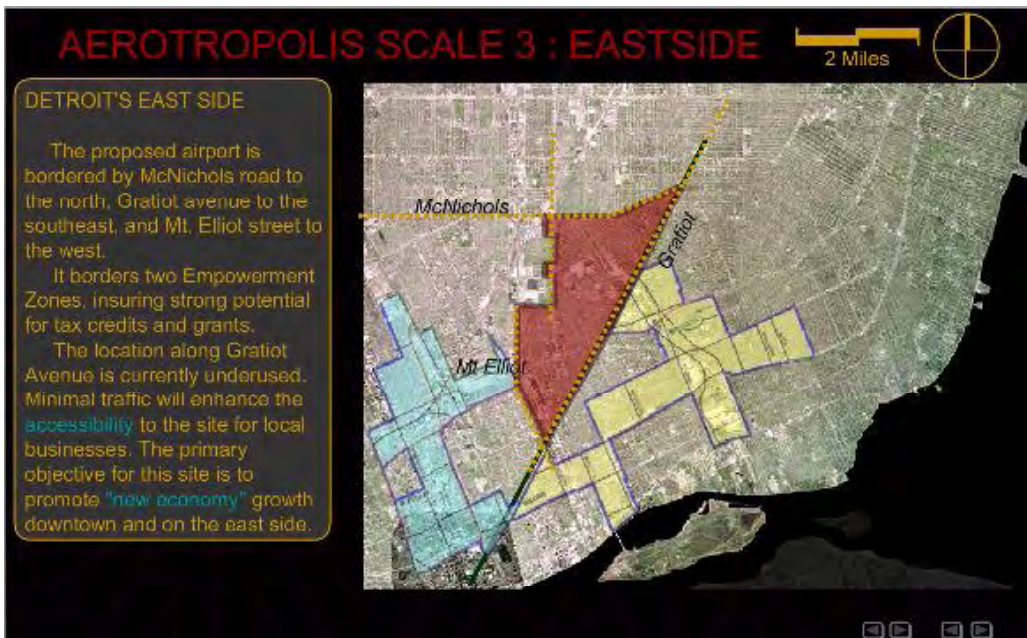
Slide 8: City scale proposal





Slide 9: Eastside Intro

Slide 10: Eastside bounds



AEROTROPOLIS SCALE 3 : EASTSIDE

2 Miles



Mass Transit SMART

Suburban Mobility Authority for Regional Transportation Bus service in the Metropolitan region receives funding from the national to the county level. No city funds are used operate SMART.

Currently, five routes pass the proposed site daily. These routes primarily serve the East side and Northeast suburbs. The primary bus terminal is downtown with connections to the rest of the Detroit area.

There are east-west connections to the north of the city but a route along McNichols would best serve the airport region.



Slide 11:Eastside transit

Slide 12:Eastside walk/bike

AEROTROPOLIS SCALE 3 : EASTSIDE

2 Miles



The location of the airport within city limits offers opportunities to encourage other forms of alternative transportation. Some companies are seeing advantages in offering financial incentives to walk or bike to work.

Many of the employees for the airport region would be from the nearby empowerment zones and could easily walk or ride to work. In addition to financial incentives the health benefits enjoyed would reduce costs for employees, employers, and all who pay health premiums.

Since 2001 Detroit has been among the top three U.S. cities in terms of overweight population.

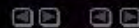


AEROTROPOLIS SCALE 4 : AIRPORT

2 Miles



Current Zoning shows a large residential area bordered by commercial, with the industrial airport region and auto plants dividing the zone.



Slide 13: Airport zoning

Slide 14: Airport prop 1

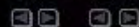
AEROTROPOLIS SCALE 4 : AIRPORT

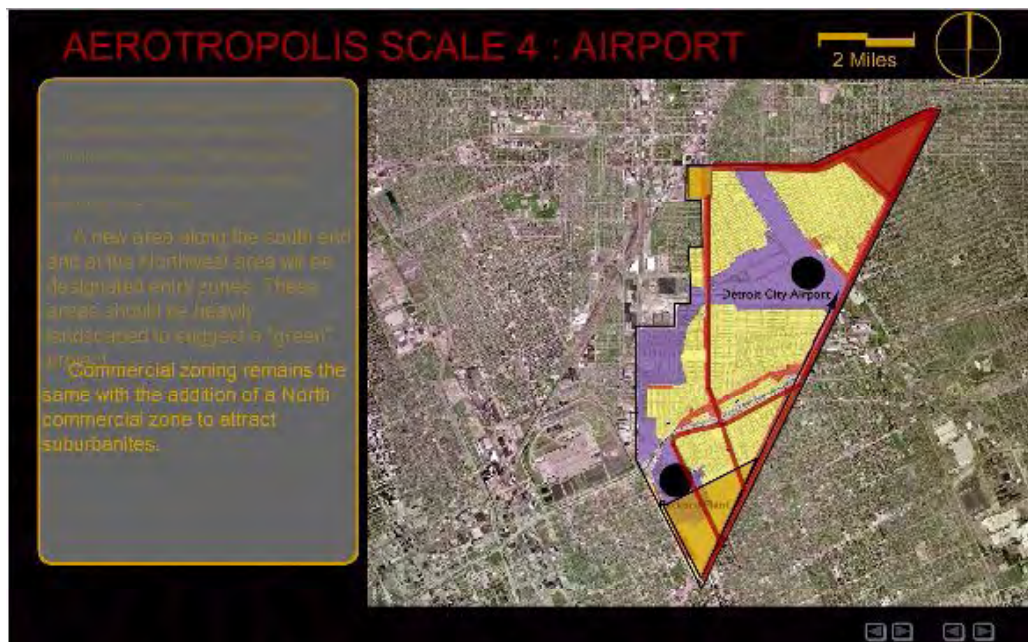
2 Miles



Current Zoning shows a large residential area bordered by commercial, with the industrial airport region and auto plants dividing the zone.

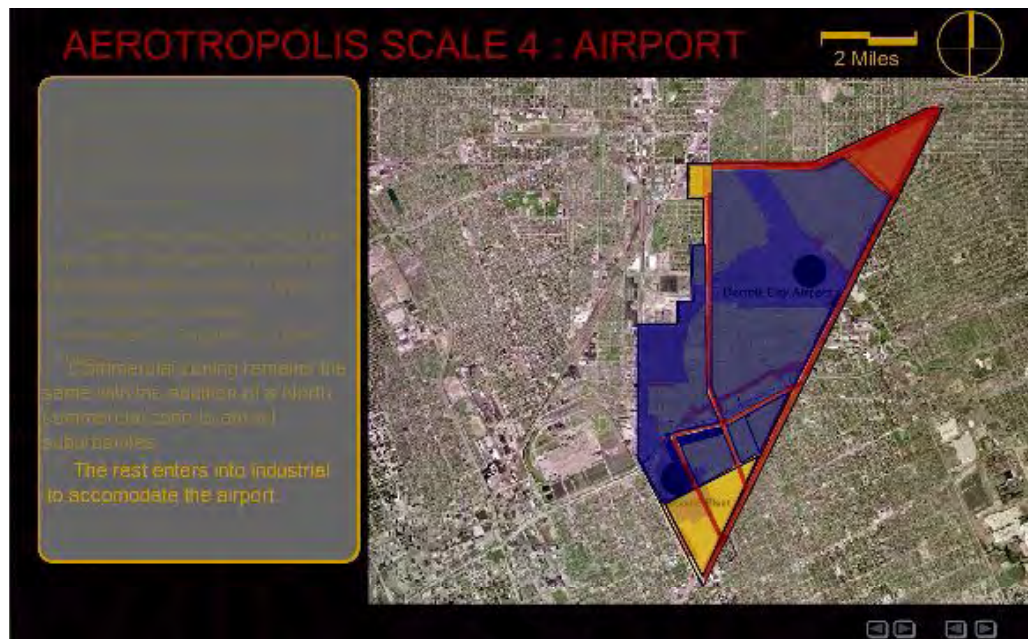
A new area along the south end and at the Northwest area will be designated entry zones. These areas should be heavily landscaped to suggest a "green" project.





Slide 15: Airport prop 2

Slide 16: Airport prop 3

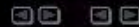


AEROTROPOLIS SCALE 4 : AIRPORT



No passenger service is planned for the airport as the DTW airport west of the city handles commercial flights. The DTC will only have to act as an air cargo center.

Runway expansion will fill the site north of the Ford Freeway.



Slide 17: Runway diagram

Slide 18: Airport connector

AEROTROPOLIS SCALE 4 : AIRPORT

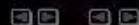


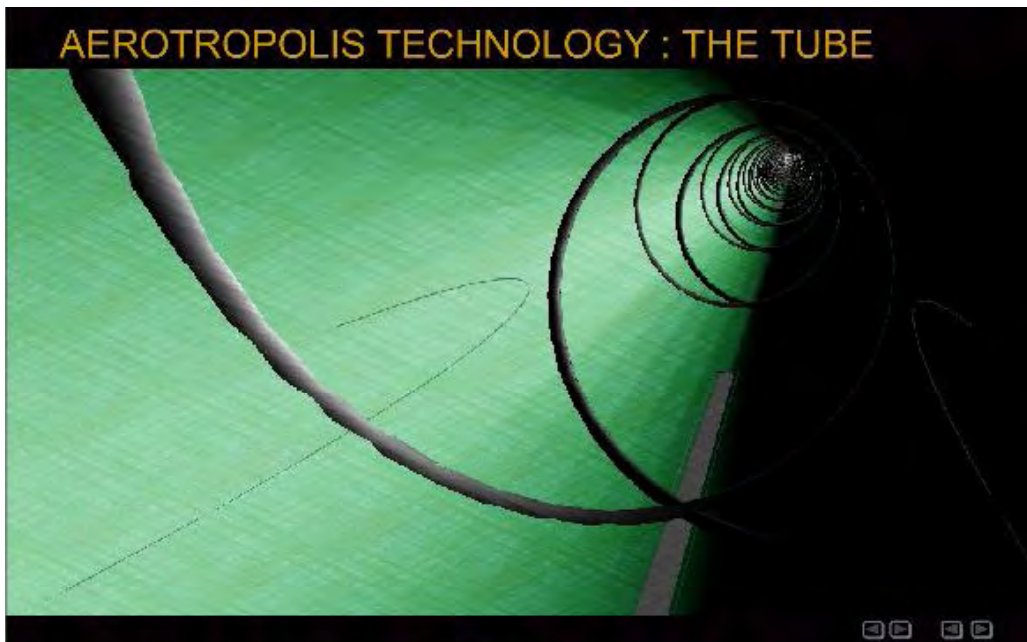
No passenger service is planned for the airport as the DTW airport west of the city handles commercial flights. The DTC will only have to act as an air cargo center.

Runway expansion will fill the site north of the Ford Freeway.

The historic Packard Auto Plant lies just to the south of the freeway. The plant will be renovated to serve as product service centers for the air hub.

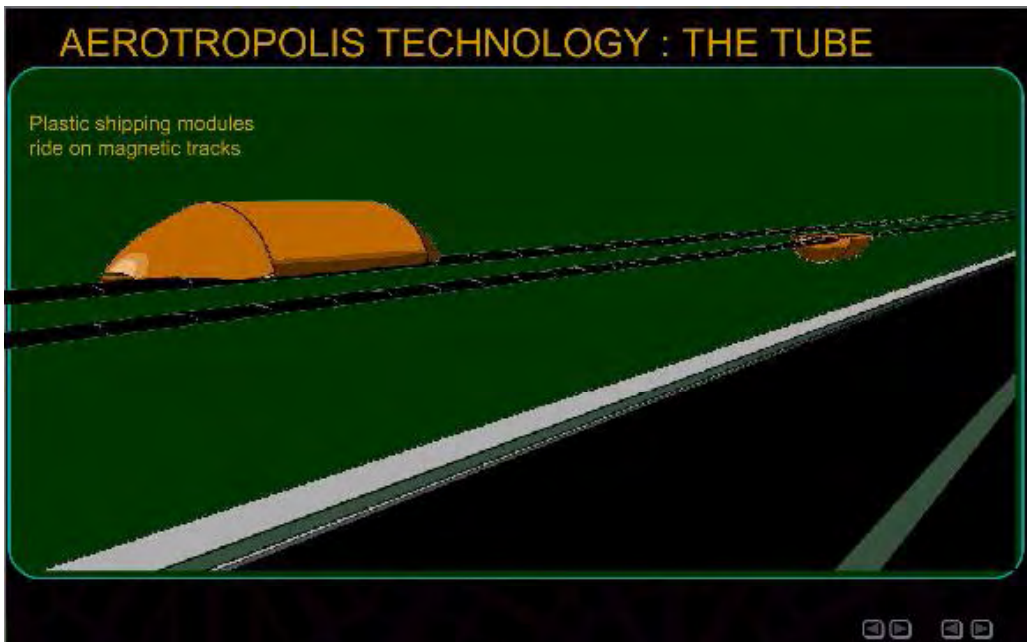
The tube will provide a high speed linkage between Packard and the Distribution hub of the airport.





Slide 19:Tube intro

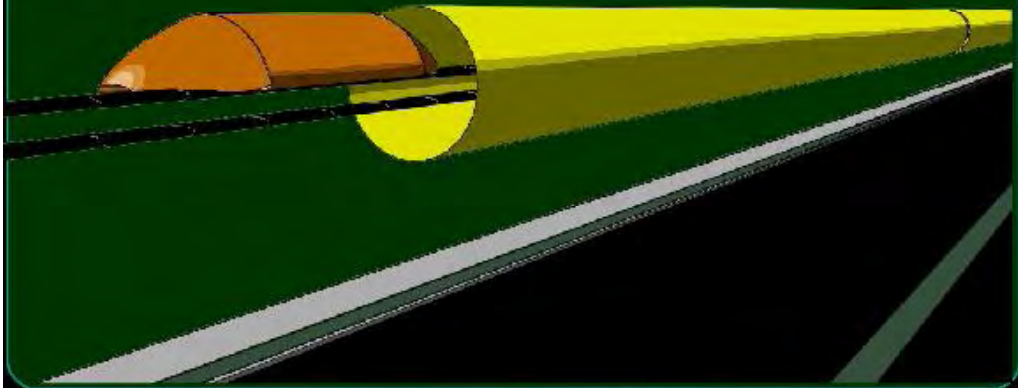
Slide 20:Tube diagram 1



AEROTROPOLIS TECHNOLOGY : THE TUBE

Plastic shipping modules
ride on magnetic tracks

An airtight plastic tube
creates a vacuum



Slide 21: Tube diagram 2

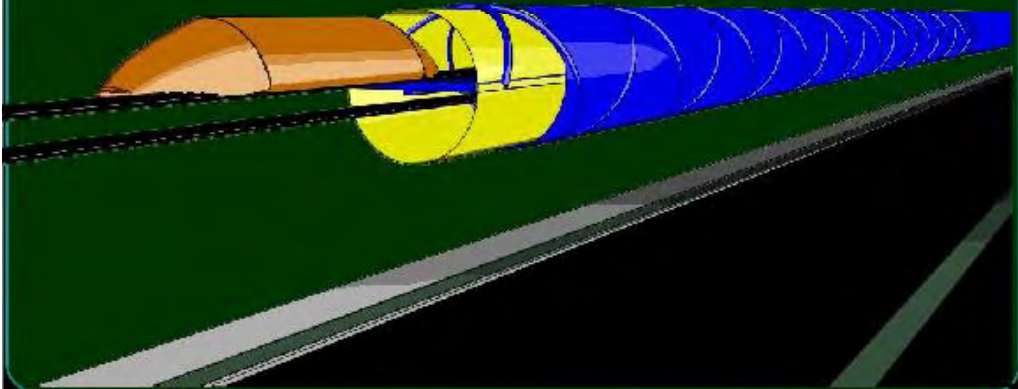
Slide 22: Tube diagram 3

AEROTROPOLIS TECHNOLOGY : THE TUBE

Plastic shipping modules
ride on magnetic tracks

An airtight plastic tube
creates a vacuum

A light weight tubular frame
provides support for the tube.



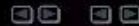
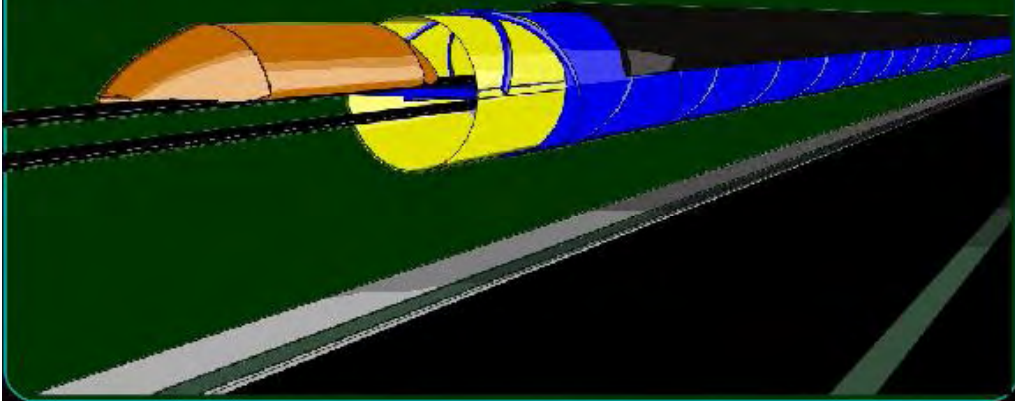
AEROTROPOLIS TECHNOLOGY : THE TUBE

Plastic shipping modules
ride on magnetic tracks

An airtight plastic tube
creates a vacuum

A light weight tubular frame
provides support for the tube.

Photovoltaic film wraps
upper surface of frame



Slide 22:Tube diagram 4

Slide 23:Tube diagram 5

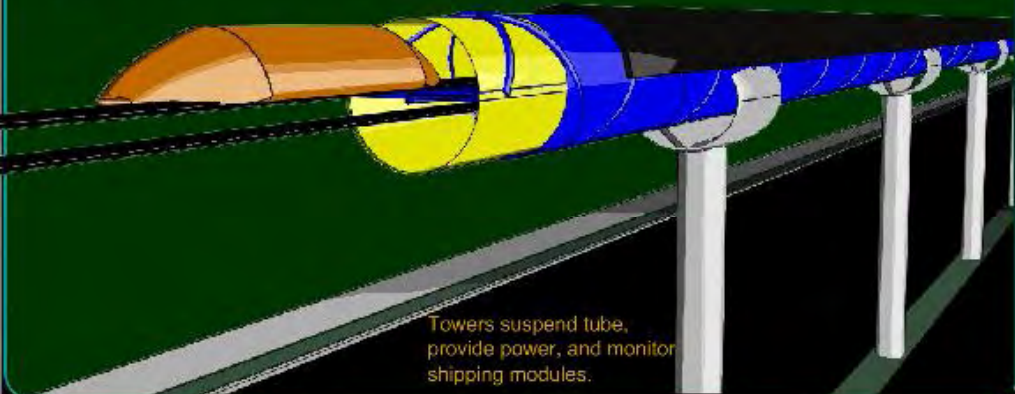
AEROTROPOLIS TECHNOLOGY : THE TUBE

Plastic shipping modules
ride on magnetic tracks

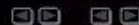
An airtight plastic tube
creates a vacuum

A light weight tubular frame
provides support for the tube.

Photovoltaic film wraps
upper surface of frame



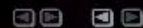
Towers suspend tube,
provide power, and monitor
shipping modules.



AEROTROPOLIS SCALE 5 : PACKARD



The historic 1905 Packard Auto Plant is located two miles northwest of the city center and two miles southeast of the DTC airport. It is accessed by Concord St, East Grand Blvd, and Interstate Highway 94 (Edsel Ford Freeway.)



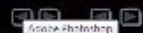
Slide 24: Packard bounds

Slide 25: Pre-Packard

AEROTROPOLIS SCALE 5 : PACKARD



1904 Ford Piquette Plant



AEROTROPOLIS SCALE 5 : PACKARD



1905 Packard #10



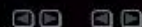
Slide 26: Packard Old

Slide 27: Packard current

AEROTROPOLIS SCALE 5 : PACKARD



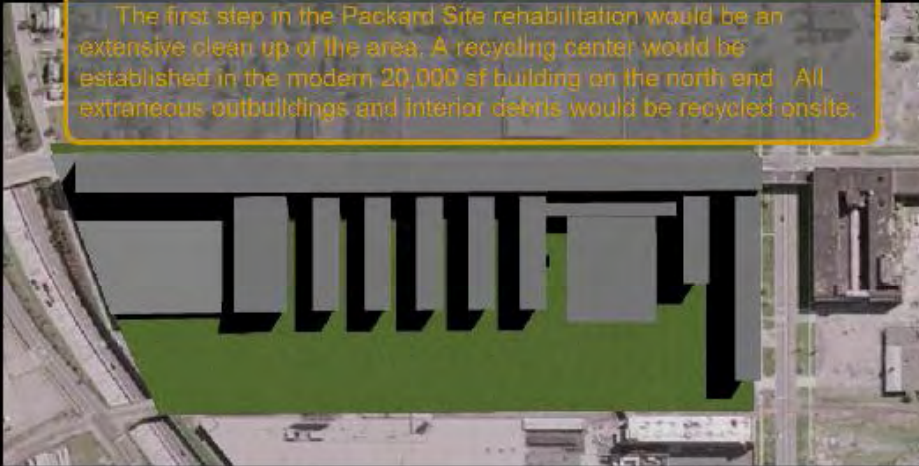
Today the Packard Plant sits vacant and endangered. The city began demolition of the facility in the late 1990's and was halted by a court order. It appears to be structurally sound but would require extensive renovation to be used today.



AEROTROPOLIS SCALE 5 : PACKARD



The first step in the Packard Site rehabilitation would be an extensive clean up of the area. A recycling center would be established in the modern 20,000 sf building on the north end. All extraneous outbuildings and interior debris would be recycled onsite.



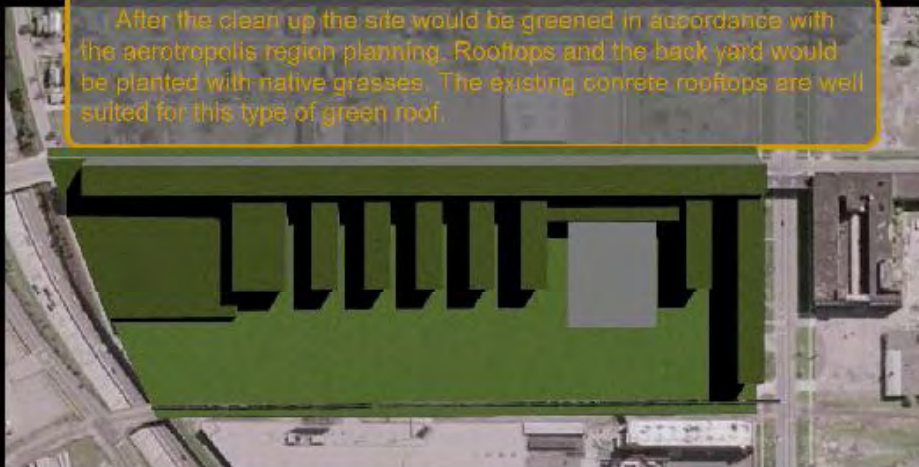
Slide 28: Site proposal 1

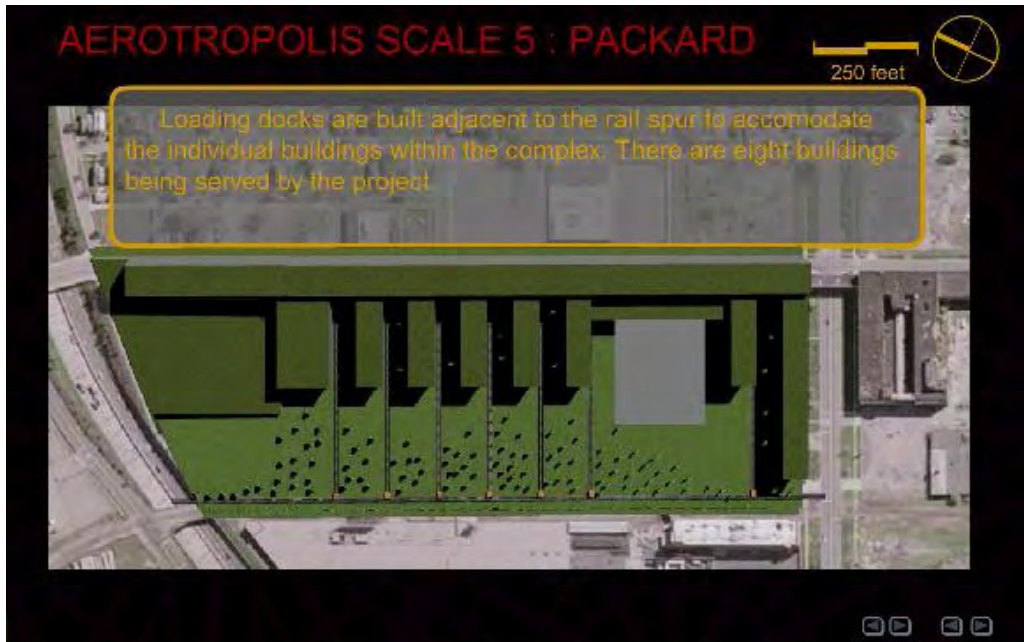
Slide 29: Site proposal 2

AEROTROPOLIS SCALE 5 : PACKARD



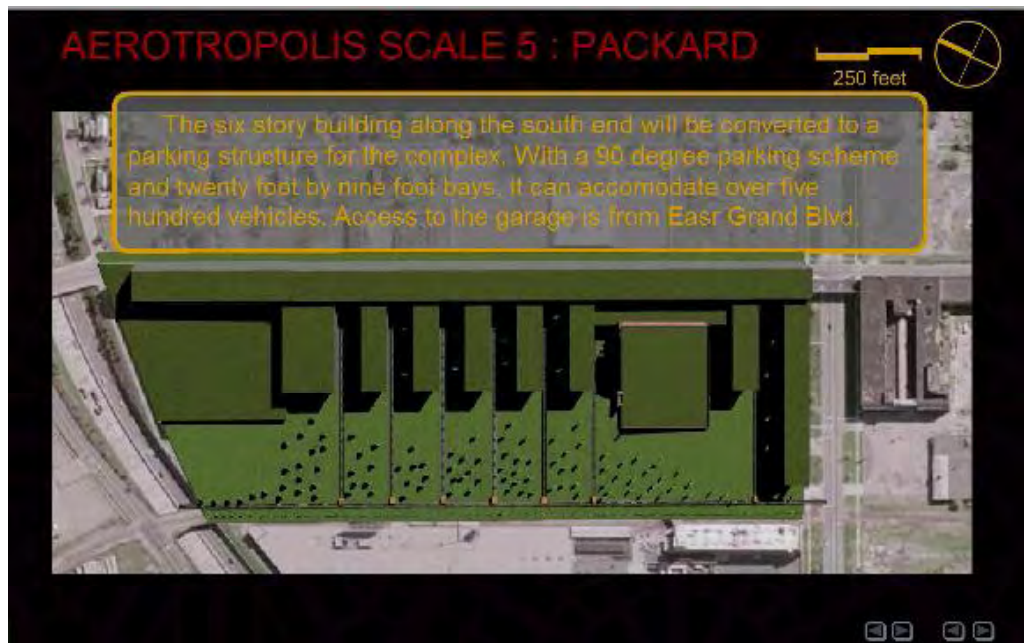
After the clean up the site would be greened in accordance with the aerotropolis region planning. Rooftops and the back yard would be planted with native grasses. The existing concrete rooftops are well suited for this type of green roof.

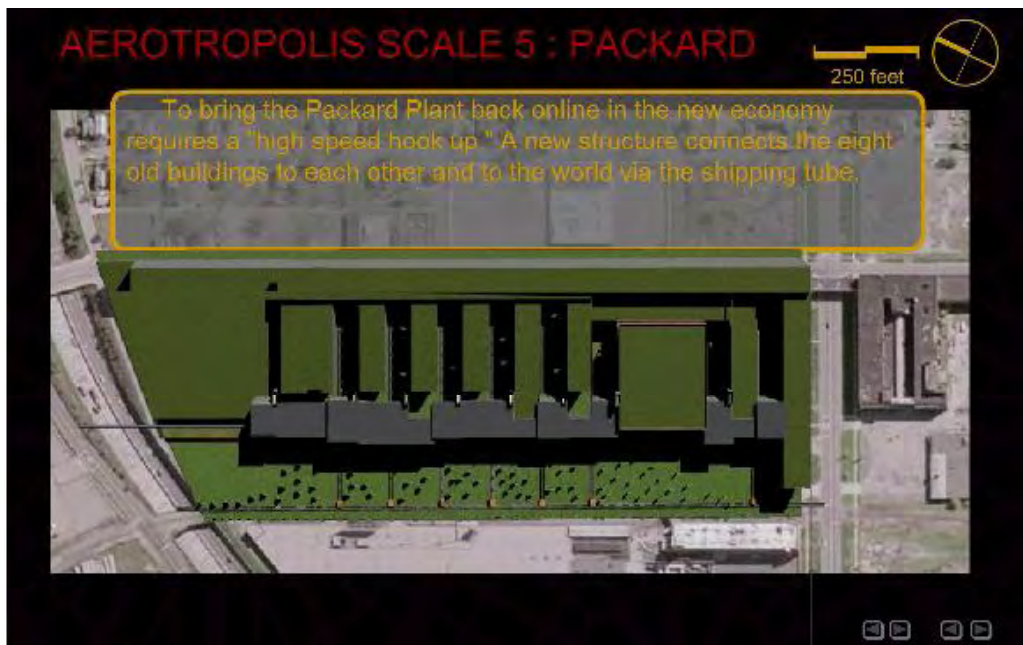




Slide 30: Site proposal 3

Slide 31: Site proposal 4





Slide 32: Site proposal 5

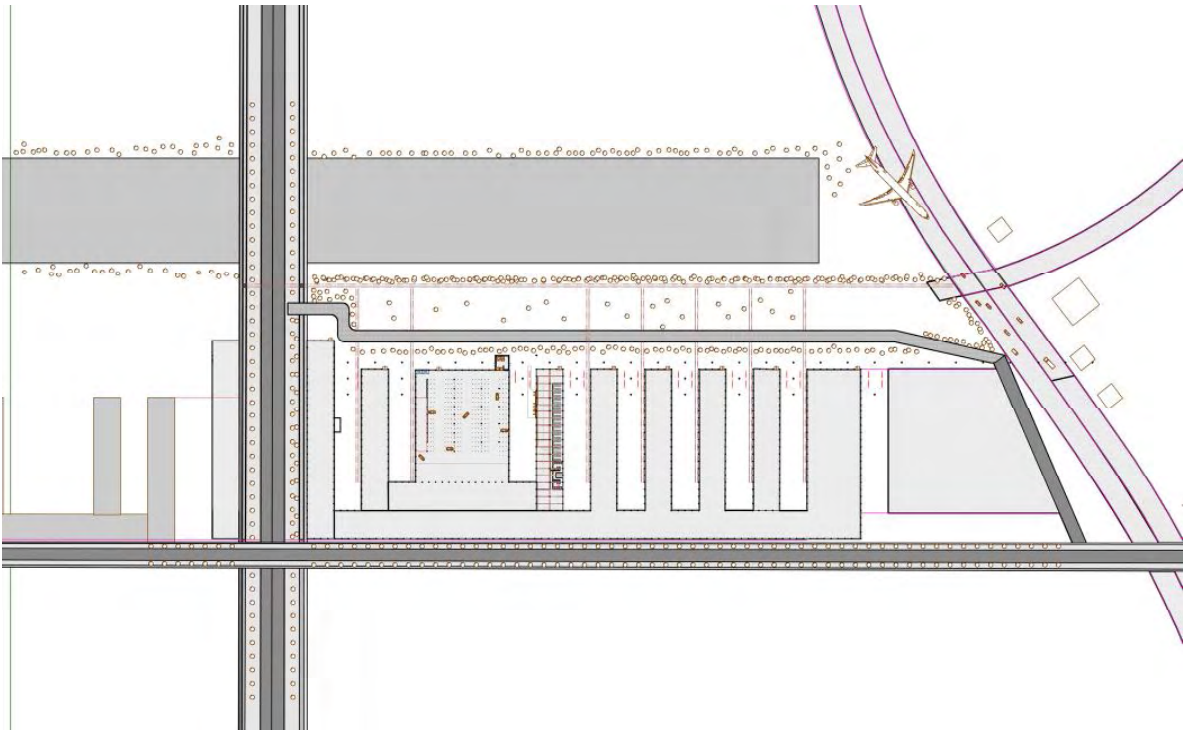
Slide 33: Floor diagram



West Elevation



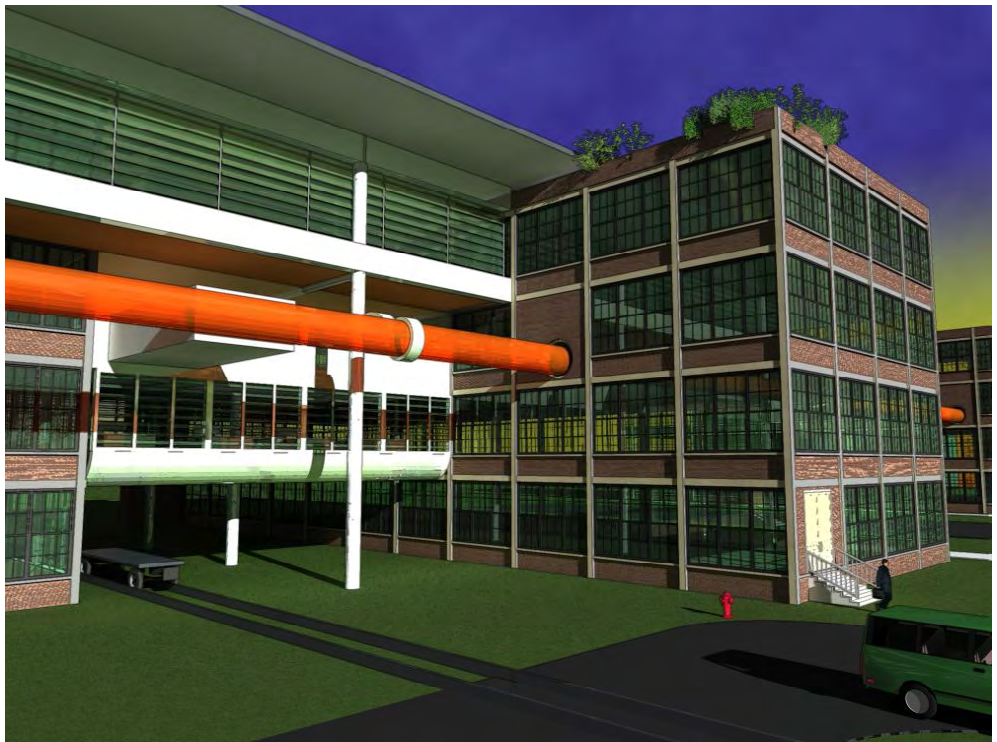
East Elevation



Site Plan



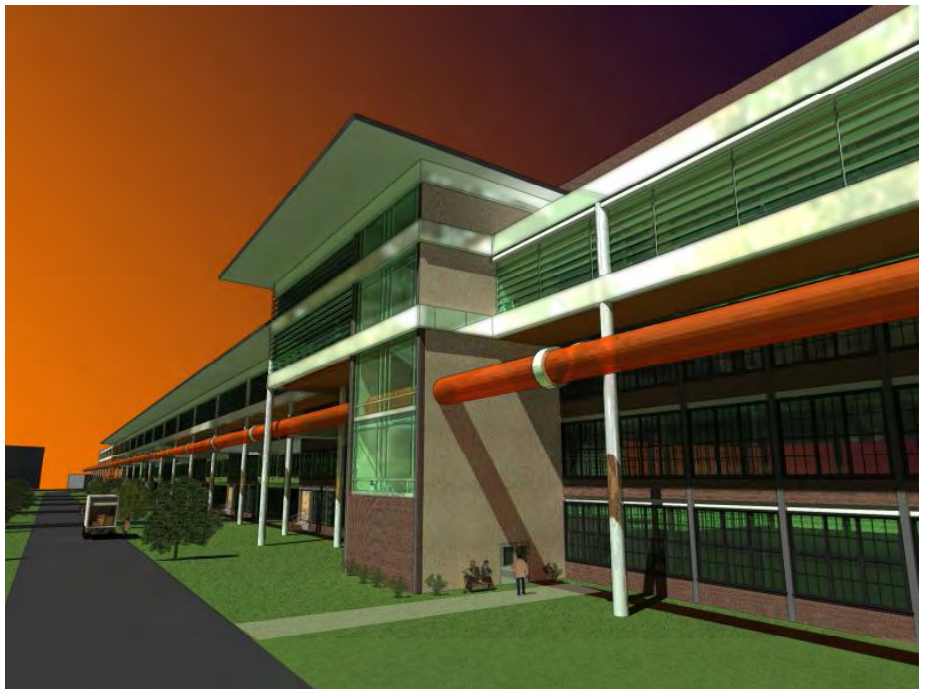
Public view perspective



Private view perspective



View from Ford Freeway



Entry at parking building



Interior perspective at new entry

