

2007
Emerging Professional's
Conference

EP Competition
Phase 1
Winners

First Place

Carlos Ramirez

A sectional experience, LIGHT RAIL, PALMETTO

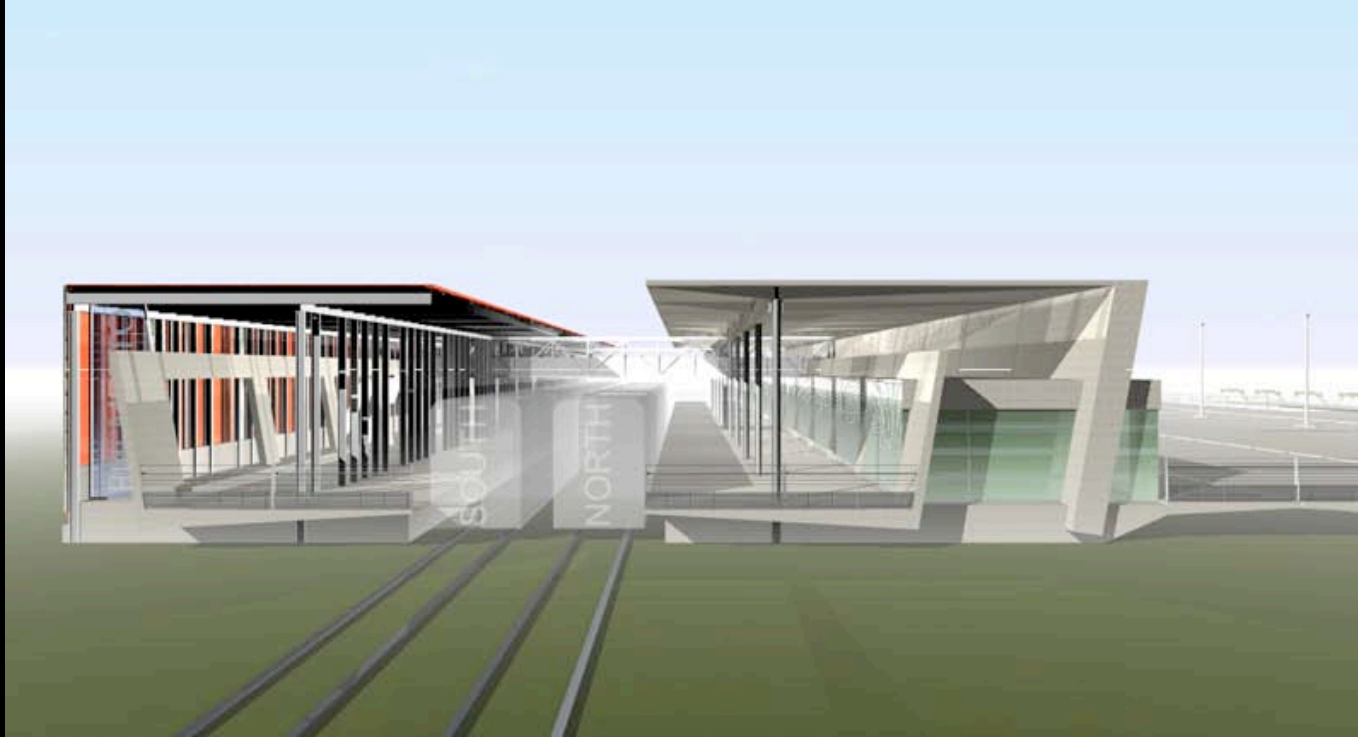
The attached submittal derives its inspiration from the modularity of train / rail systems, as individual units which link together to create a whole system.

The design is based on a 24' module, linking 13 units of similar nature. The north and south 'facades' are the expression of the section of the system used.

This design is based on a combined system of concrete and steel. The skin of cladding sheathing western (Southbound) platform would be conceptually made of solar cell technology. The eastern, concrete half of the station functions as a thermal mass. The north and south ends of the station are open to the elements, with large overhangs protecting travelers as they wait on the platform.

The entire station, including the parking is set up on a plinth at +4' above grade. The area under the plinth would be house a cistern for redistribution of drainage and irrigation.

The station is located near the adjacent street for pedestrian access.



PALMETTO



PALMETTO



- 1 INFORMATION BOOTH
- 2 ADMIN. OFFICES
- 3 TICKET QUEUING
- 4 FARE COLLECTION
- 5 PUBLIC TOILETS
- 6 PUBLIC TOILETS
- 7 CUSTODIAL STORAGE
- 8 CLEANING SUPPLY
- 9 JANITOR'S CLOSET
- 10 DUMPSTER AREA
- 11 VENDING MACHINES
- 12 GENERAL STORAGE

PALMETTO



1 LONGITUDINAL SECTION



2 LONGITUDINAL SECTION



3 LATITUDINAL SECTION

PALMETTO



1 WEST ELEVATION

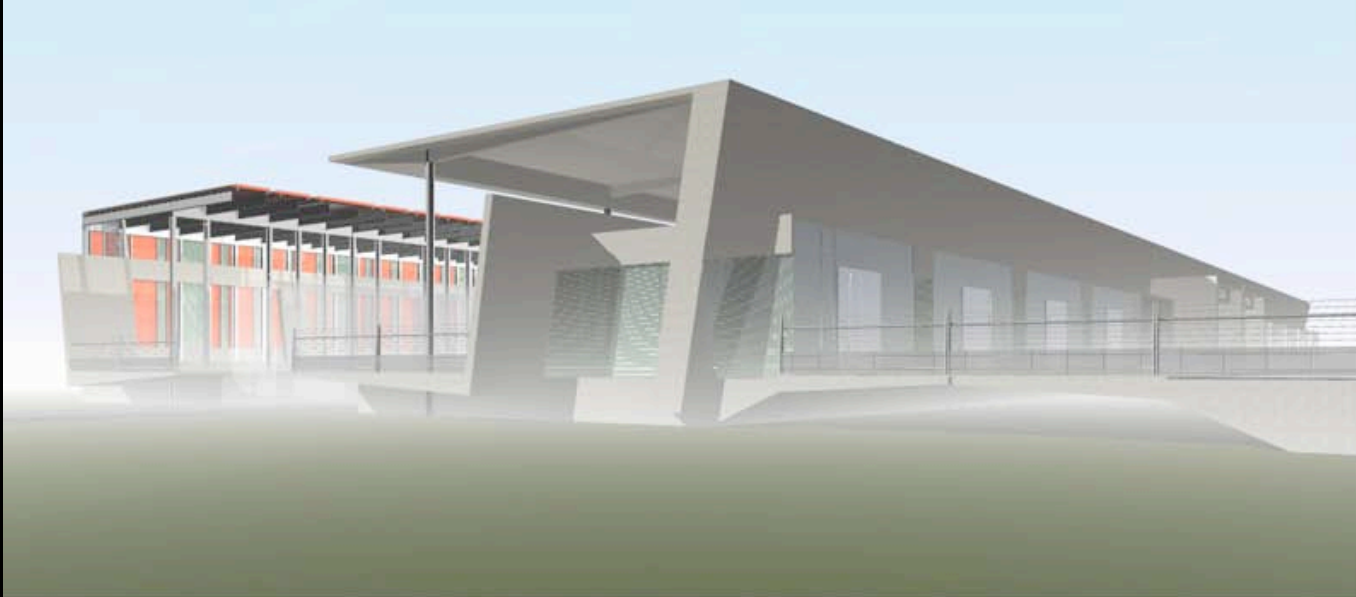


2 EAST ELEVATION



3 SOUTH ELEVATION

PALMETTO



PALMETTO

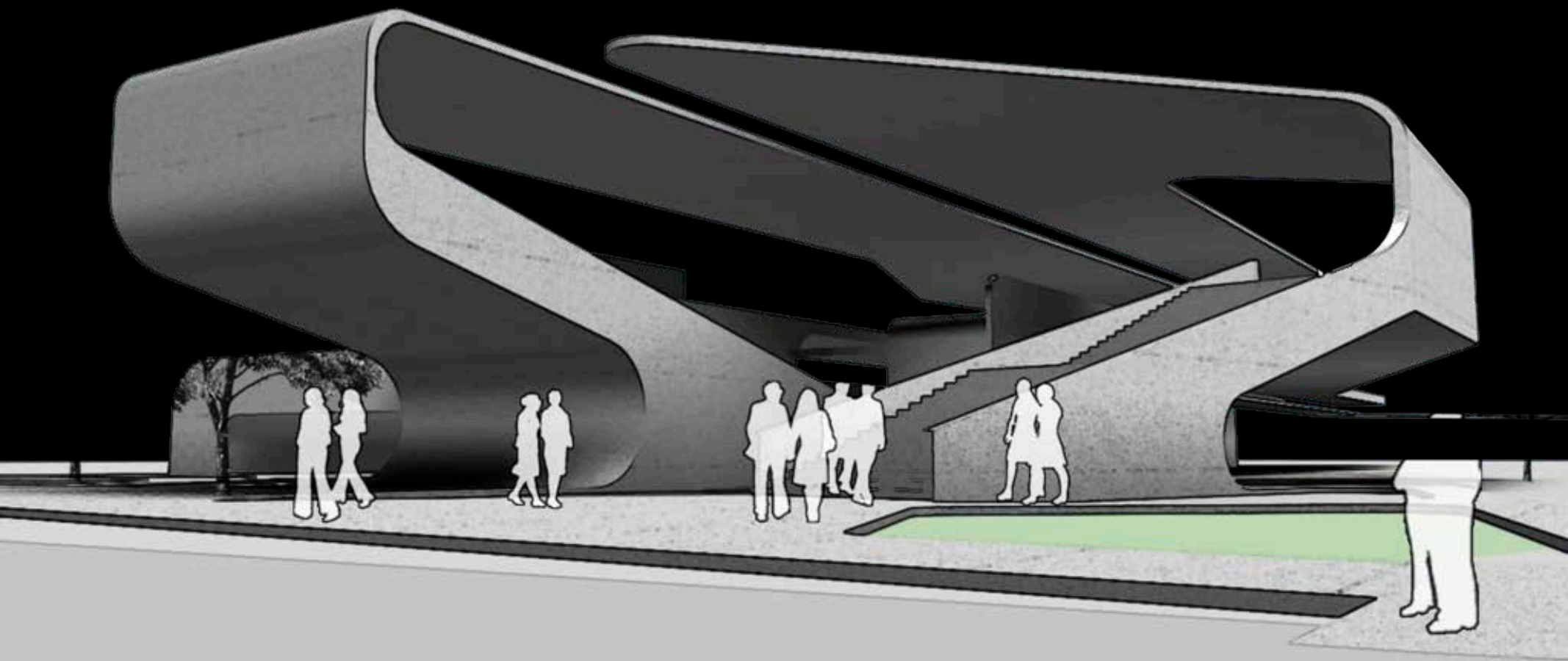
Second Place

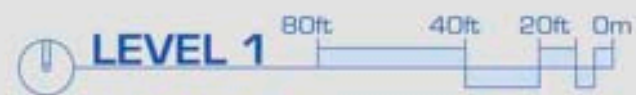
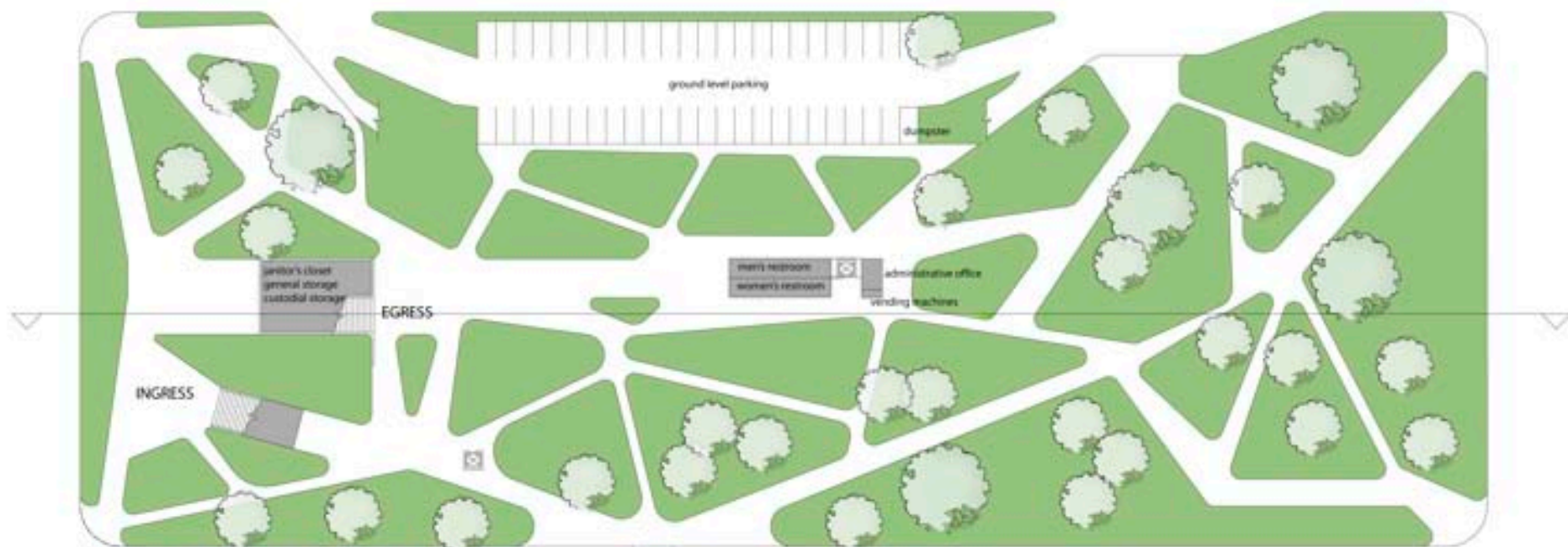
James Cornetet

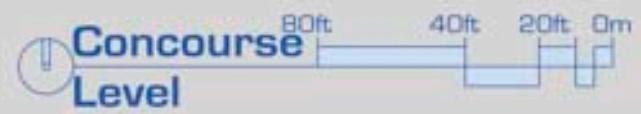
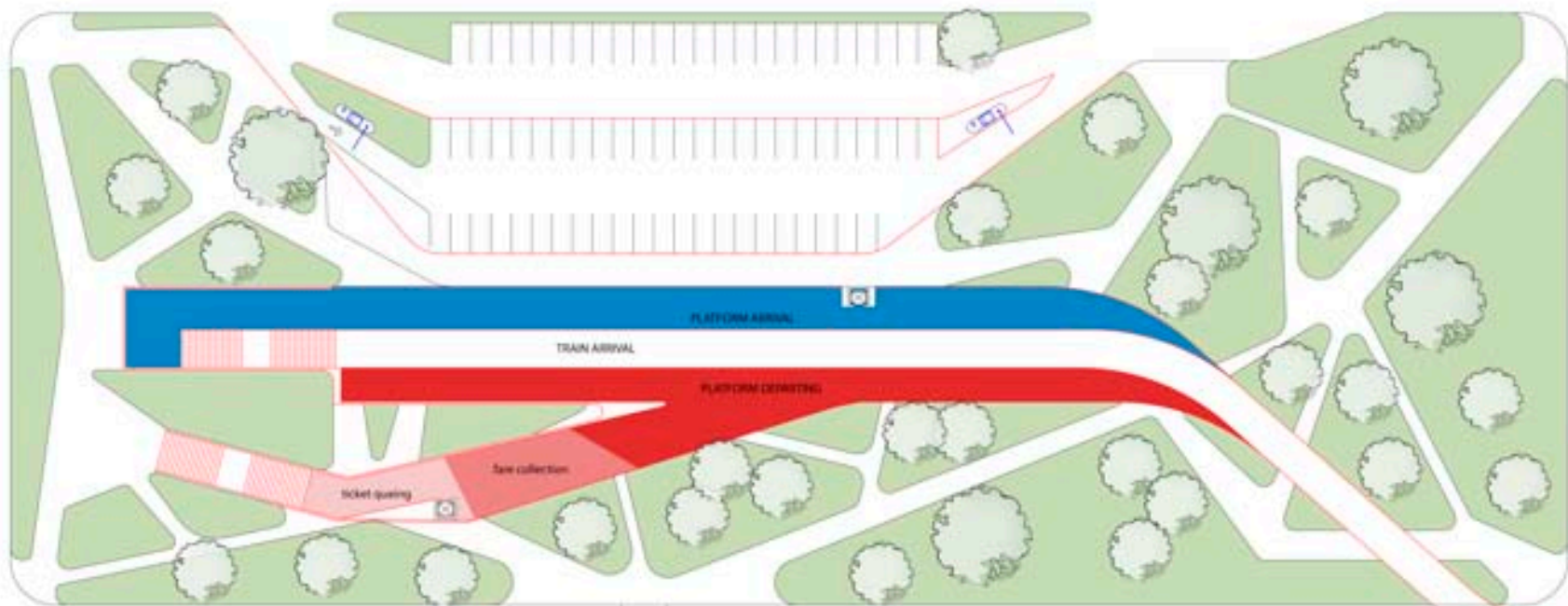
A Commuter Assemblage

The solution presented seeks to blend different modes of circulation into a network where the hierarchy of the varying modes of circulation is blurred and presented as an installation that does not distinguish or differentiate, parking garage, from train station, from park, but rather as a complex assemblage. The formal language developed streamlines the ceremony of precession that the commuters experience on their journey. The station itself makes a distinction between arrival and departure; these opposing streams of traffic are separated by the train itself, while queued trains wait to enter the station.

The network is created through the welding of varying lines of transportation, where these transportation lines influence or meet to form a connection/node, are ornamented through a process of streaming which does not create opposing lines of interest, but harmoniously fuses the lines of interest.



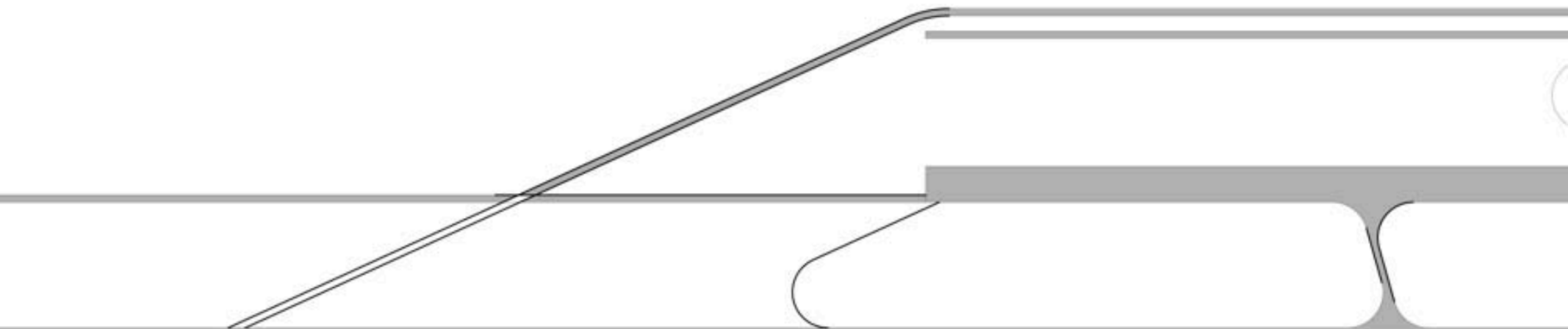
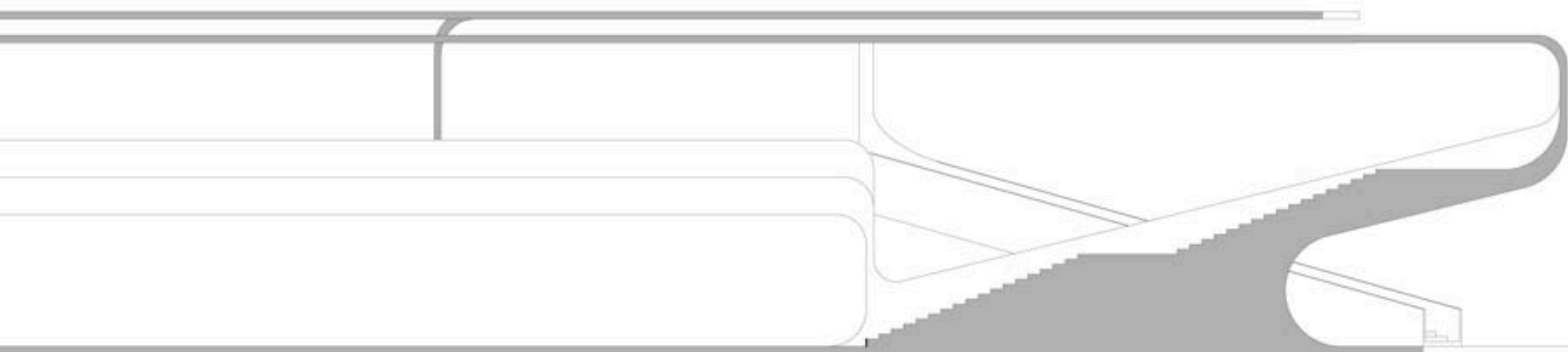







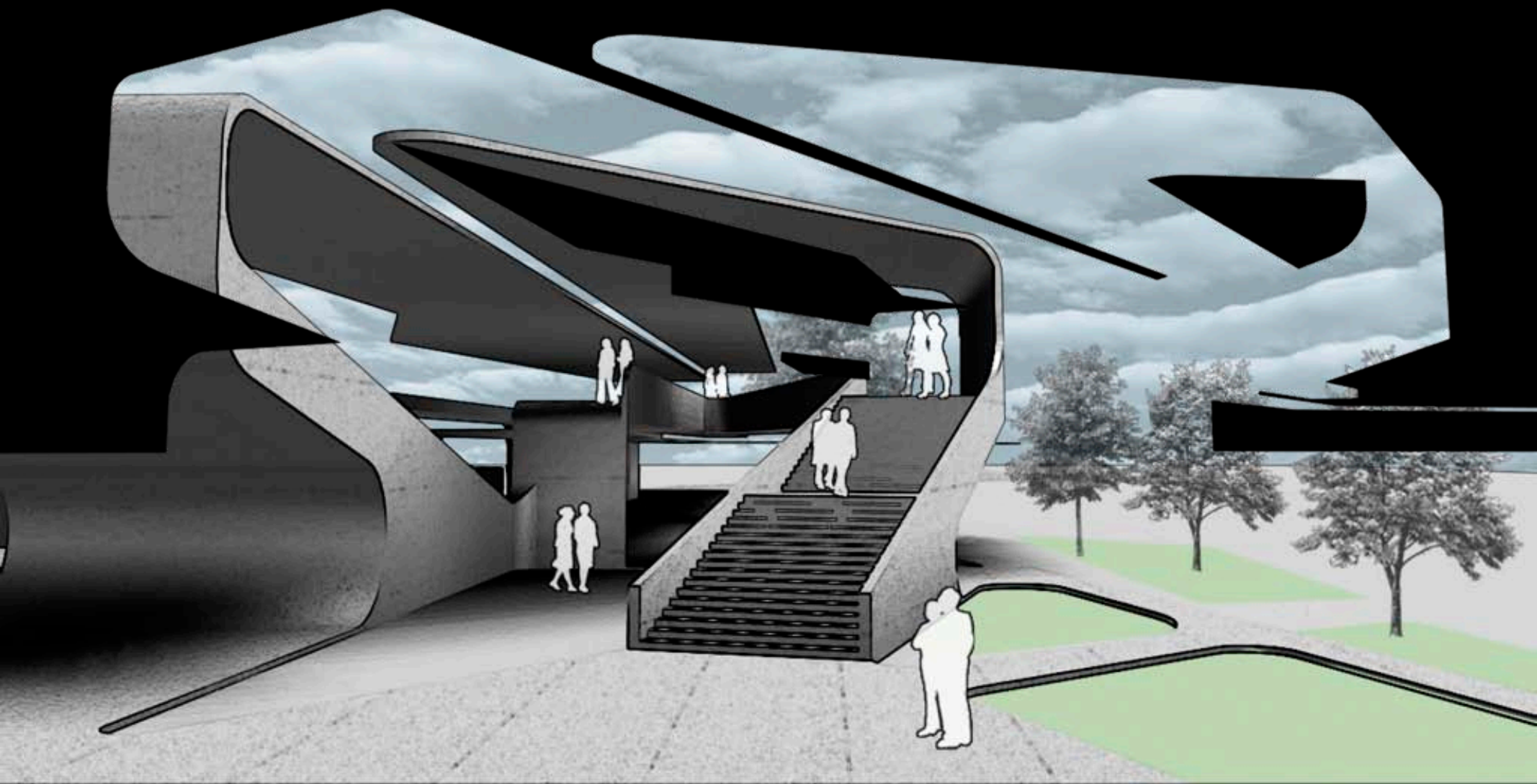
 **Overall
Section**

80ft 40ft 20ft 0m

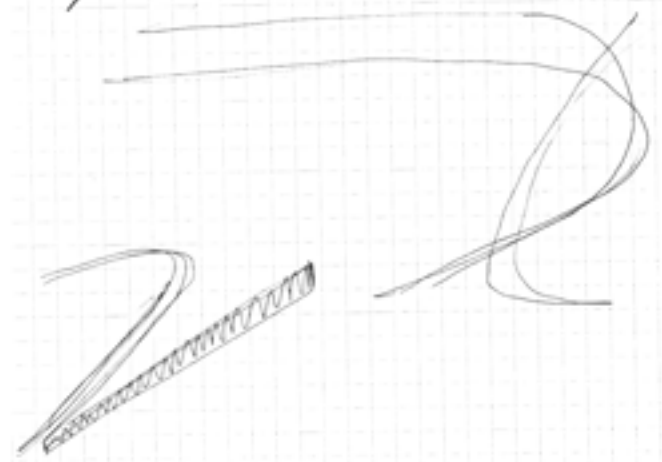
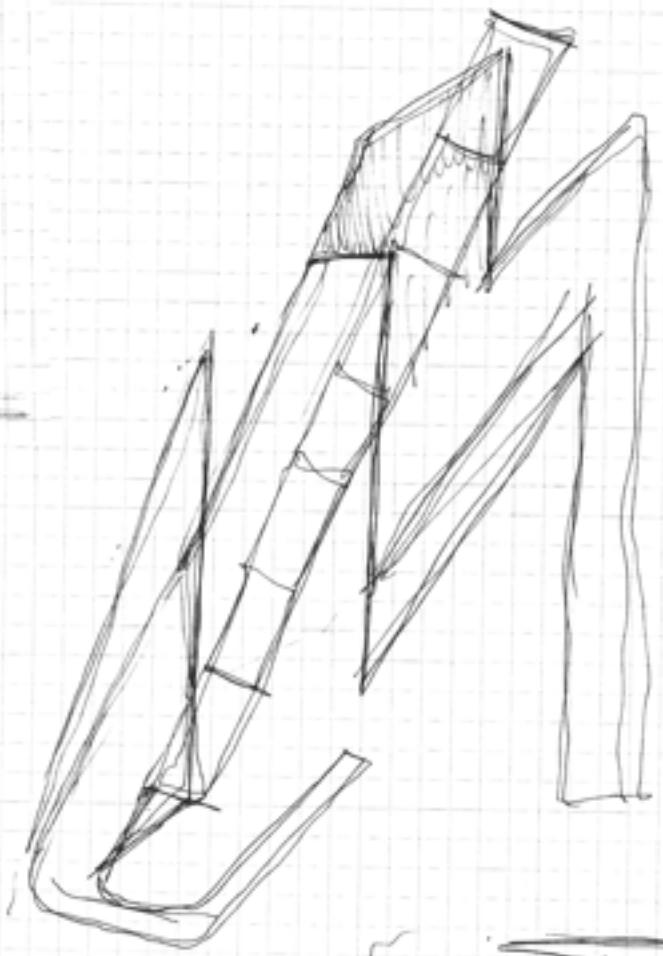


 **Section**

20ft 10ft 5ft 0m



Light rail



streaming of influences



Departure section

Third Place

Eduardo Pagan Torres

Sarasota Light Rail Competition

Metro Park Station:

A vision of rich culture and strong traditions is what flowed to my thoughts when I saw the site for the proposed light rail. Researching a bit about Sarasota I came across a picture of three performers that seemed strong, focused, and determined. They form a cross with the interlaced bodies layering themselves as if they were meant to be one.

This strong concept along with the need for urban pedestrian life in Sarasota is embraced by my design. I implement various techniques that suggest, and invite the user to be a part of mass transport. The program calls for certain spaces to be developed, but I took the liberty to incorporate other places in this design.

One of the ideas I am incorporating in this project is that of eliminating the vending machine, and instead, providing the station with a cafeteria. Historically cafeterias have been places for socially enjoying a lunch or a snack. On the other hand, vending machines are synonym with grungy dark places that produce a sense of guilt because people are watching what you get out of “the machine”.

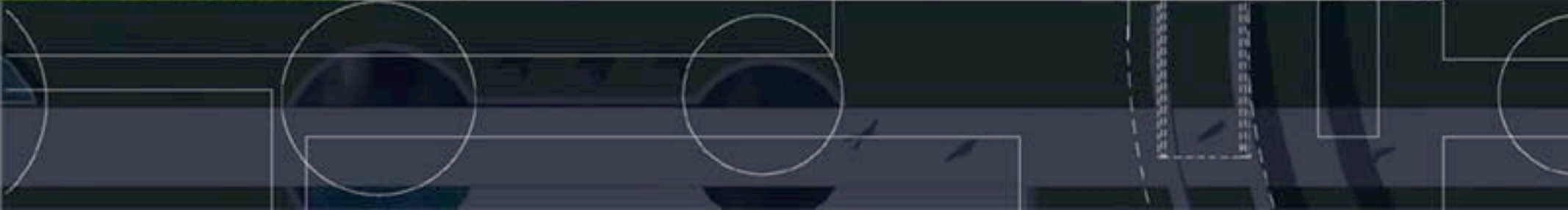
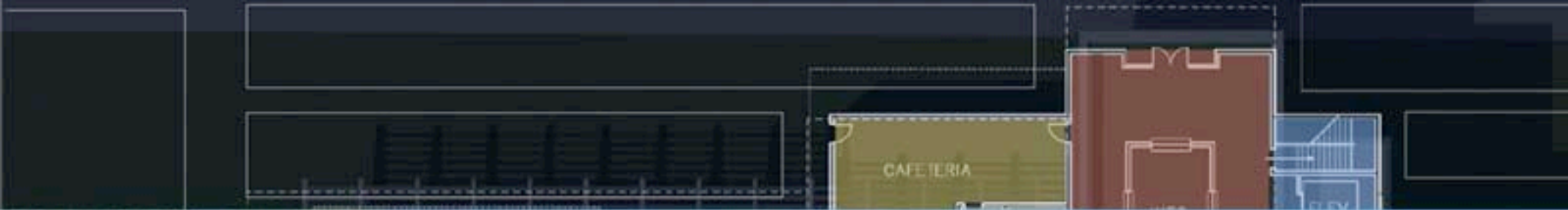
Another possibility is that of incorporating a market place. Provide a fresh market, a coffee shop, outside sitting areas for those who are not in a hurry all the time; provide people with people places. I intend to give people the option of taking the next ride. This is not the only idea that could be explored; it could be probably a recreation center for the under-age youth. It could be a bowling alley, a game center, a place for the young to interact without hiding from everyone. Usually this type of environment helps keep kids out of trouble.

Most importantly, I also think the site is so big it could be used many ways. Let's incorporate a park; not just “a park”, but one with water features along the path; sculptures that make us think; let's be artistic and creative. This is where happiness has a chance to grow, in creative environments which promote interaction.

Monorail instead of light rail.

I believe a monorail would be a better solution to the problem; there is much change when light rails are introduced to new environments. This change often creates traffic flow problems that last several of the initial months of operations. Also accidents of cars stopping at the rails, pedestrians being hit by cars at the crossings, can cause an increase in insurance policies due to the increase of accidents in the area.

On the other hand, a monorail does not even need to follow a street or road. A monorail system can cut thru parks, hang under overpasses, weave thru buildings, and it would not take all the ground space a light rail would.





5TH ST

4TH ST

Fruitville Rd

© 2007 Navteq
© 2007 Europa Technologies
© 2007 Turnhere, Inc.

Streaming 100%

Google

Eye Alt 1210'

FIRST FLOOR



SECOND FLOOR





BUILDING SECTION THRU QUEING AREA





Sam Wolfgram

STATION SUBURBIA

The Station Suburbia eliminates negative environmental impact that is delivered by the mechanical and biological users. The holistic integration of the building and site systems is the primary key to both resource efficiency and the heretofore undefined sustainable aesthetic. The building shapes and masses are developed for passive cooling strategies similar to concepts of a dog trot plan.

The all important site treatments include:

- Ever-important constructed wetlands to naturally clean human waste and mechanical waste
- Extensive xeriscaping to keep a healthy and natural Florida landscape aesthetic with little maintenance
- Permeable green paving to reduce the heat island effect and deposits of unnatural materials into the earth

Technical Nutrients

Biological Nutrients

+ Experiential Nutrients

= FEEL GOOD ARCHITECTURE



perspective from entry drive

perspective from bike rack shelter






B.



51st Avenue East

SITE PLAN

[suburban site]

-  Existing Shade Tree
-  New Shade Tree
-  Permeable Paving
-  Asphalt Paving
-  Light Rail Track
- ① Light Rail Station
- ② Bike Rack Shelter
w/ discounted fare coupons
- ③ Dumpster Location
and maintenance facility
- ④ Constructed Wetland
- ⑤ Widened Road
to accomodate BIKE LANE
and public BUS ACCESS
- A** Camera Location
for 'perspective from
entry drive'
- B** Camera Location
for 'perspective from bike
rack shelter'



State Road 70

0728

FIRST FLOOR
[platform 1]

- 1 Administration &
Ticket Sales
- 2 Information
- 3 Ticket Collection
- 4 Exit
- 5 Automatic Ticketing &
Locker Storage
- 6 Janitor's Storage &
Equipment Room
- 7 Lift Machine Room &
Maintenance LIFT
- 8 Elevator
- 9 Elevator Machine Room
- 10 RESTROOM
- 11 Conditioned Waiting Area
- 12 Geothermal Supply &
Return Ducts
- 13 Platform & Queuing
- 14 Security
- 15 Vending Machines

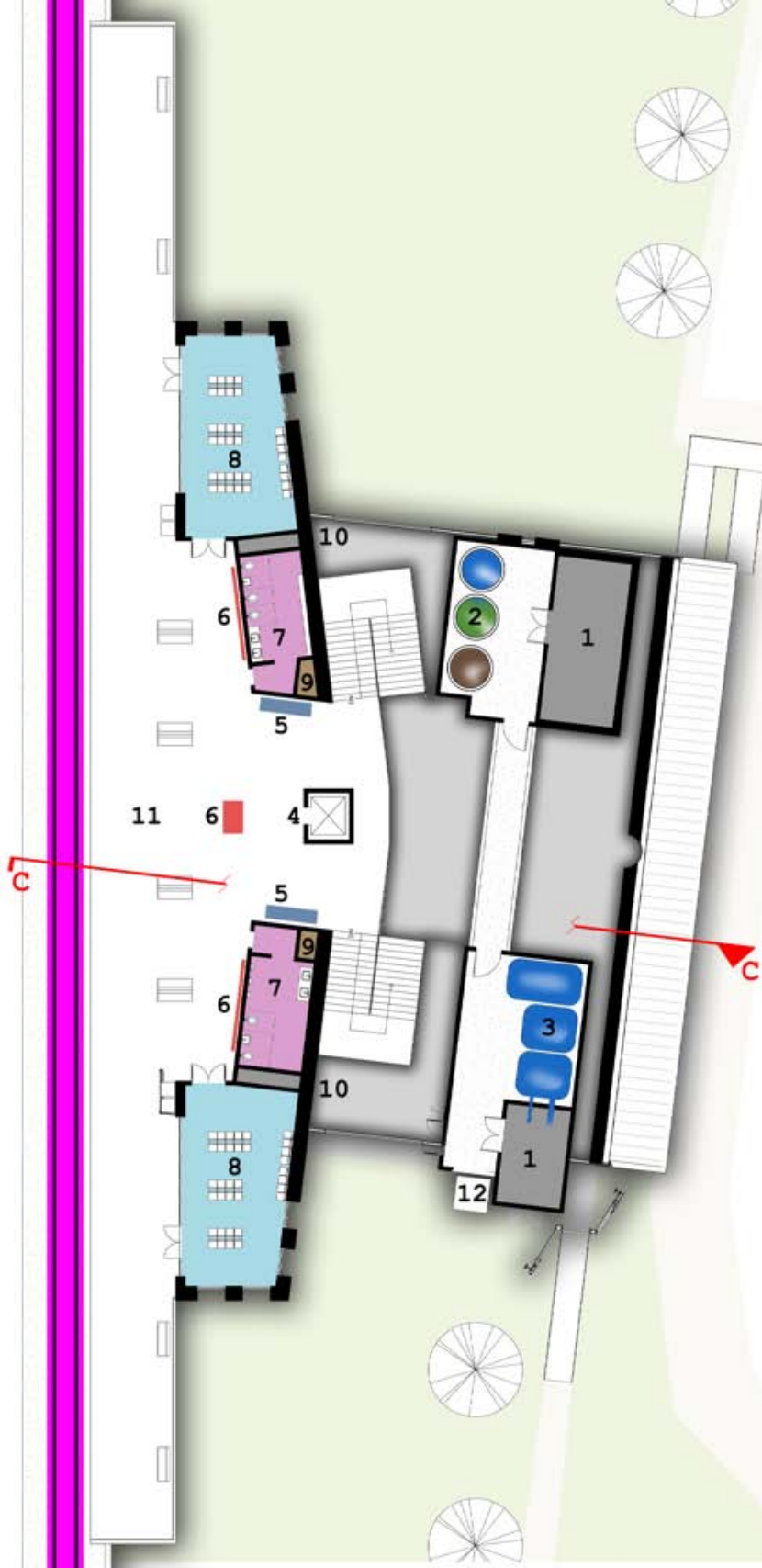
Light Rail Track

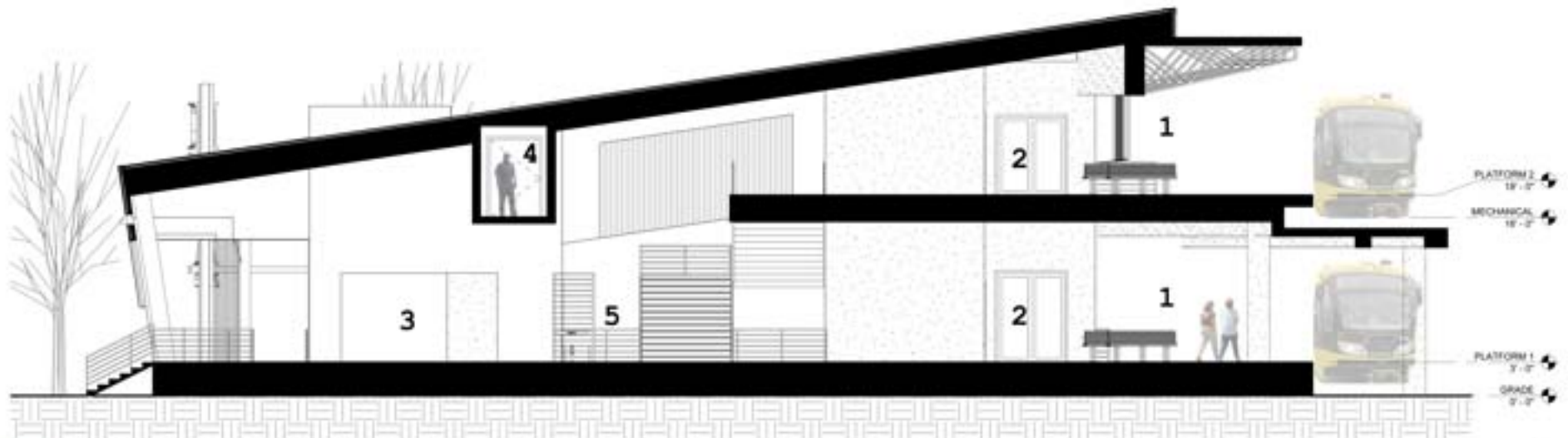


SECOND FLOOR
[platform 2]
& Mechanical
Platform

- 1 Mechanical Space
- 2 Wastewater Treatment
'green machine'
- 3 Rainwater Cisterns
- 4 Elevator
- 5 Vending Machines
- 6 Information
- 7 RESTROOM
- 8 Conditioned Waiting Area
- 9 Janitor's Closet
- 10 Geothermal Supply &
Return Ducts
- 11 Platform & Queuing
- 12 Maintenance LIFT &
Ladder

Light Rail Track

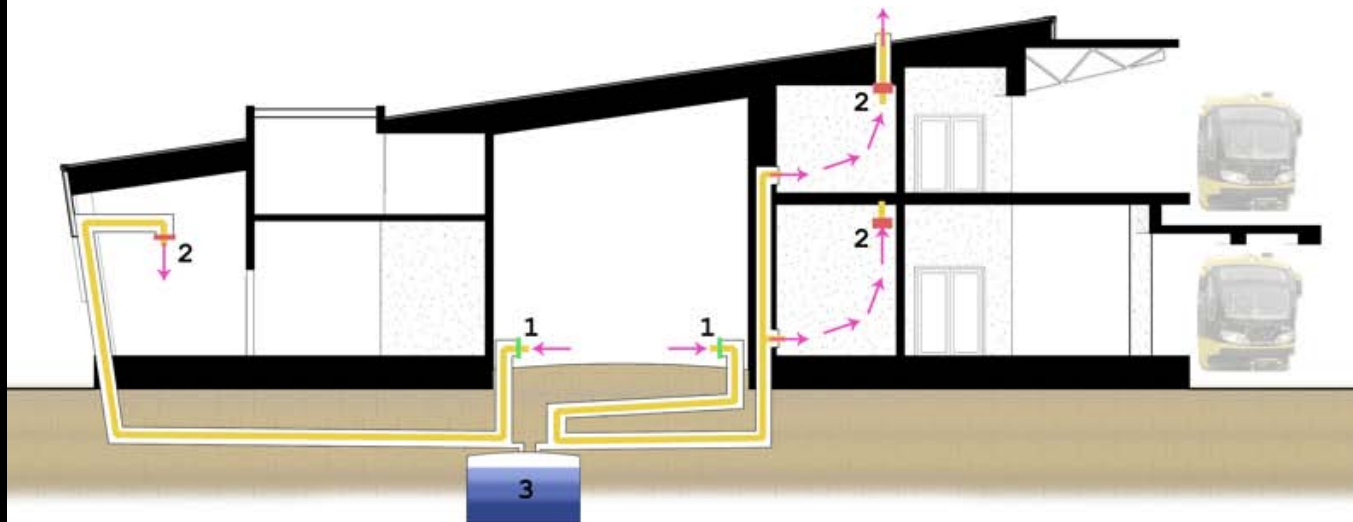




C. BUILDING SECTION... [1 Platform & Queuing] [2 Door to Conditioned Waiting Area]
 [3 Automated Ticketing & Locker Storage (beyond)] [4 Maintenance Bridge]
 [5 Ticket Collection]

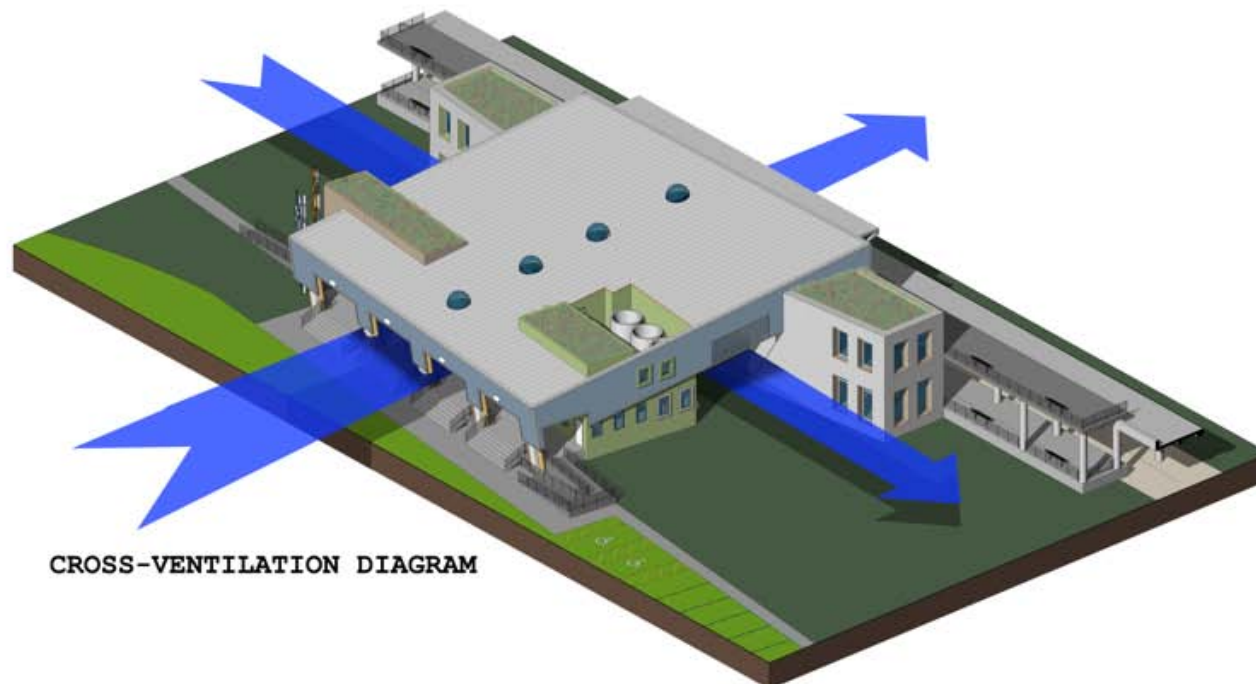


REAR PERSPECTIVE



BREATHING DIAGRAM

[1 Screen and filter INTAKE] [2 Low speed/Low Energy fan EXHAUST]
 [3 Cistern for condensation harvesting]



CROSS-VENTILATION DIAGRAM

Cathy Svercl

Circles

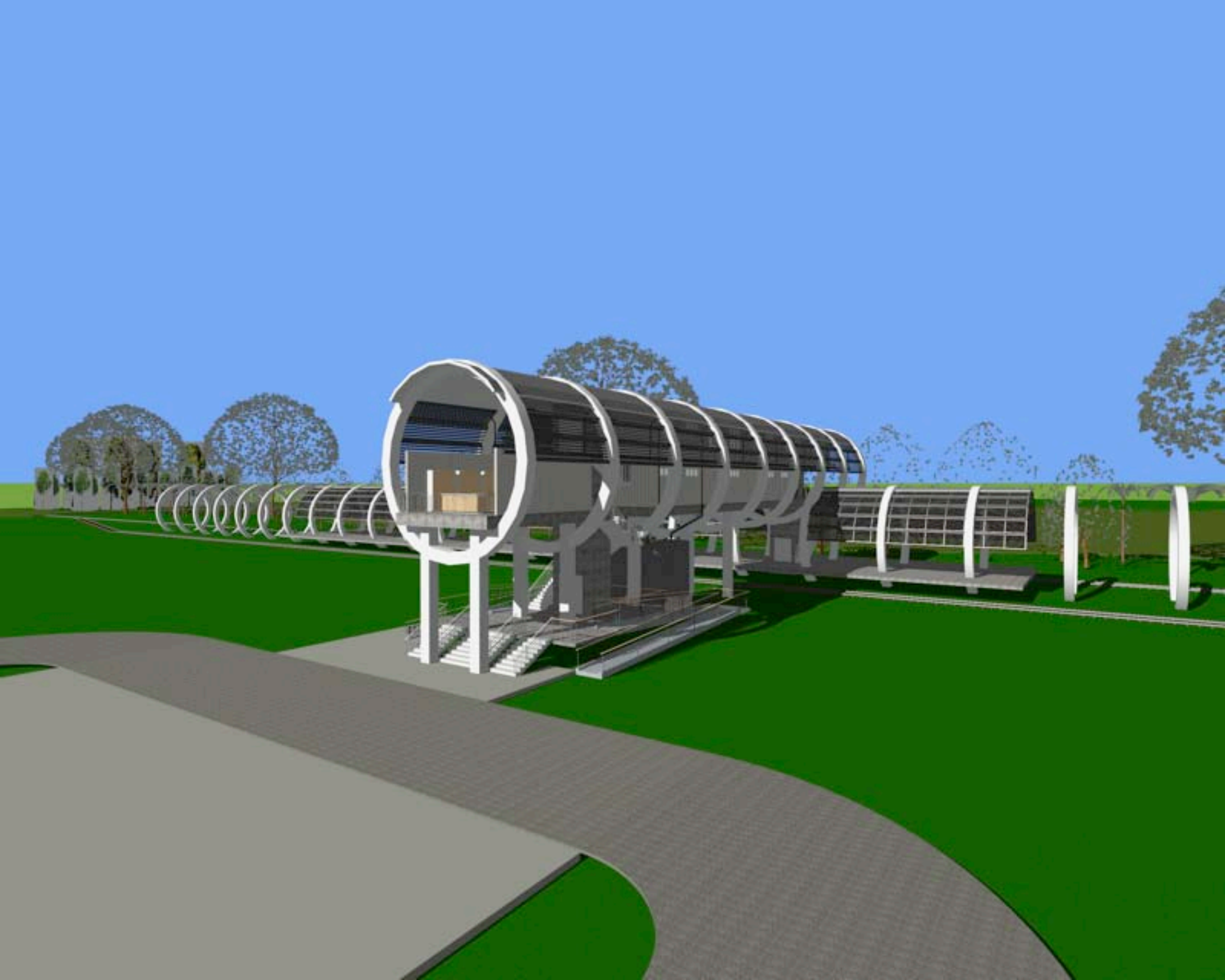
Repetition: wood supports of the light rail track, fence posts, telephone poles, the nearby housing tract, tree trunks, individual cars of the train

Concrete forms able to withstand weather and time. Raised above the ground, requiring fewer supports, allowing movement of wind, water, vegetation, and animals. Allow elevated views. In the rural site, they will be lost among the tree trunks. In suburban and urban sites, they will allow sight-lines thru their support columns.

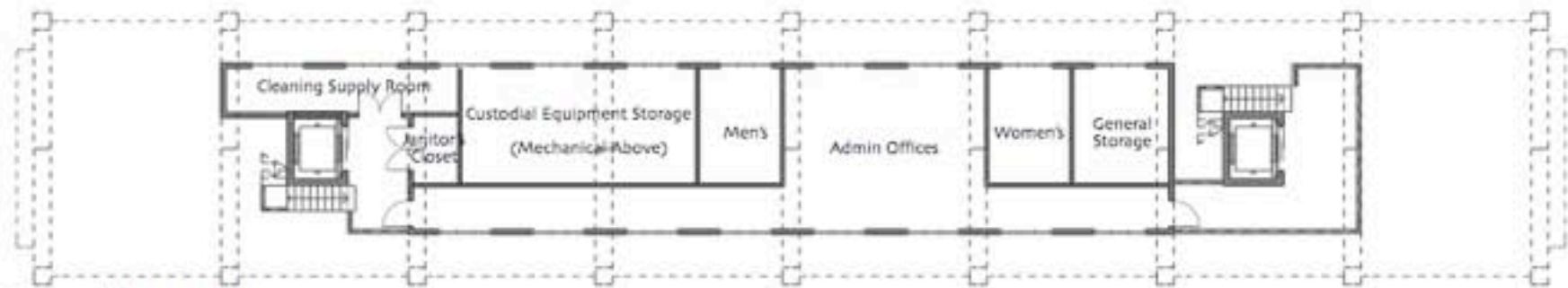
Metal roof to reflect the sun's heat. Smooth and clean to collect rainwater.

Photo-voltaic louvers to harness both the sun's rays and the shade they create. Allowing views and breezes. Designed to manage water run-off.

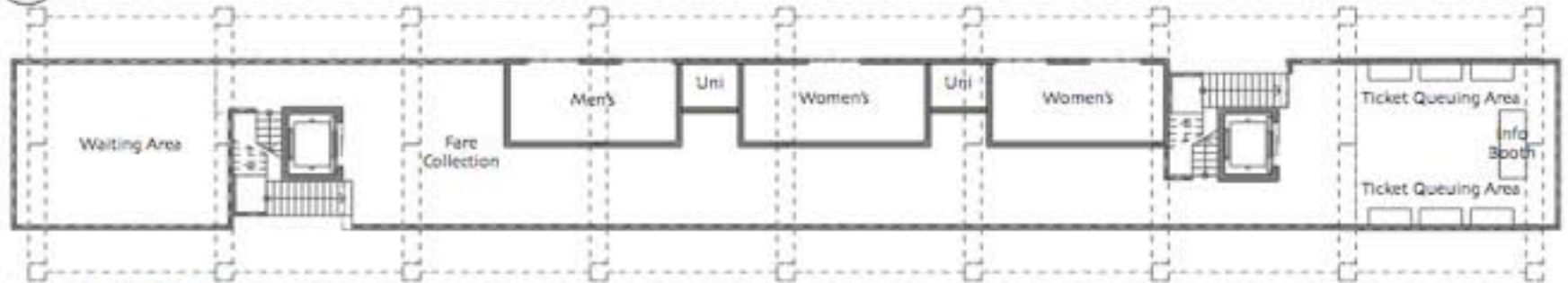
A transient building, open to the weather, a passing thru space, on their way to somewhere else. Public, allowing views into and out from the building. Using little energy, only for the permanent occupants.



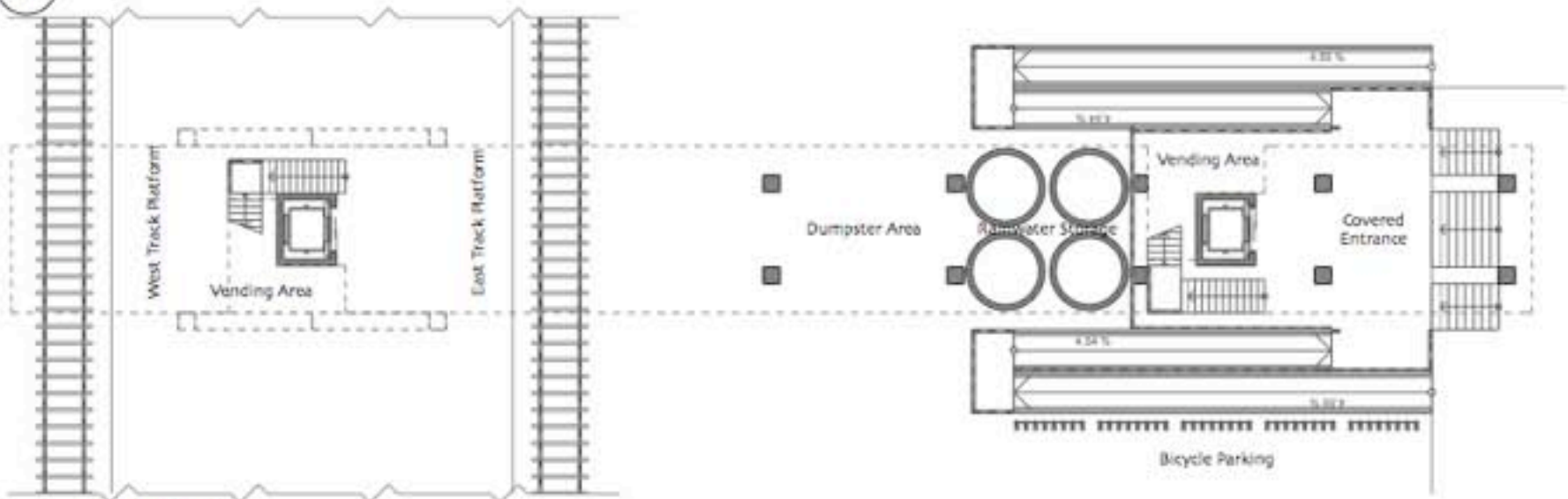




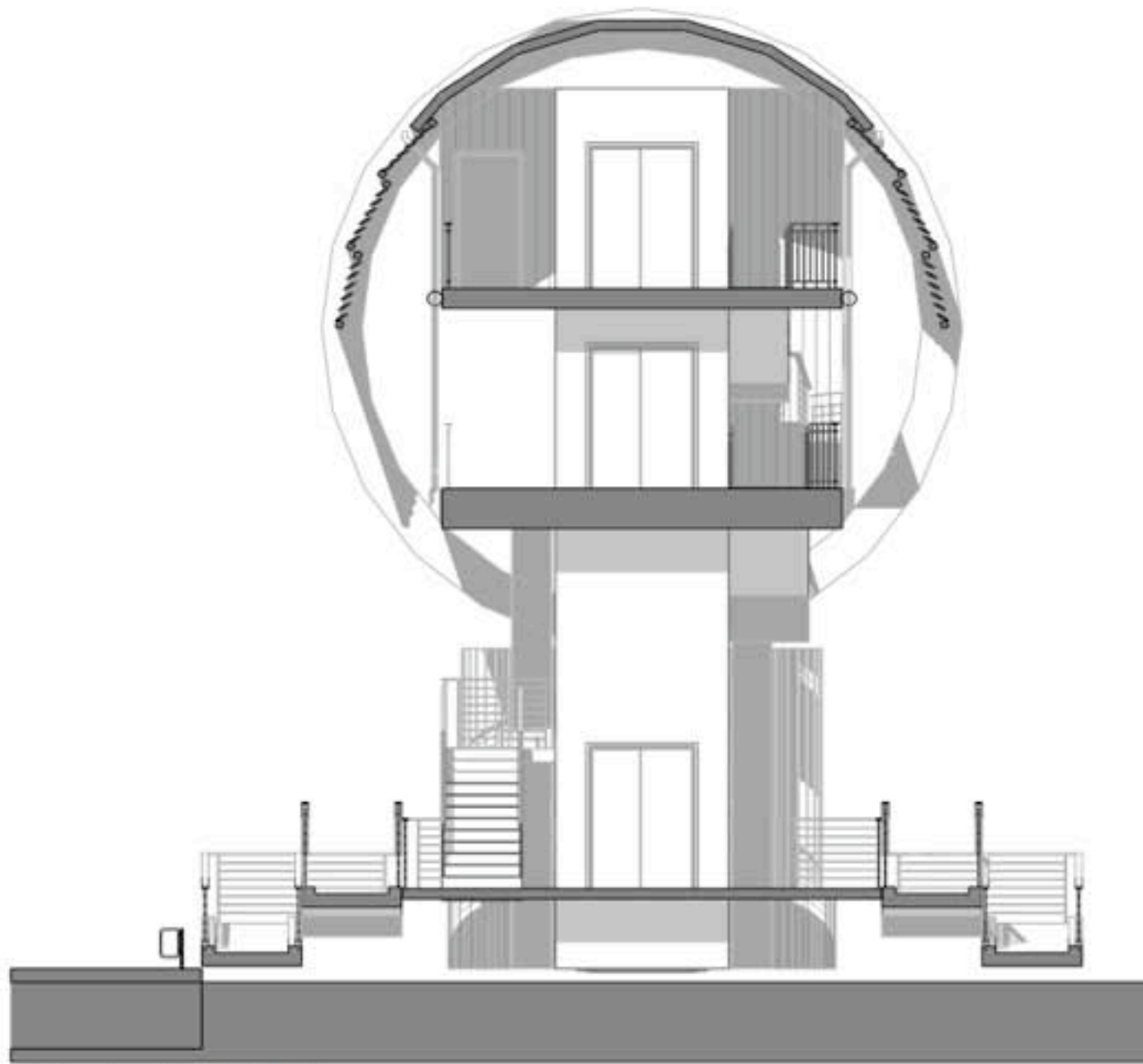
1 Mezzanine



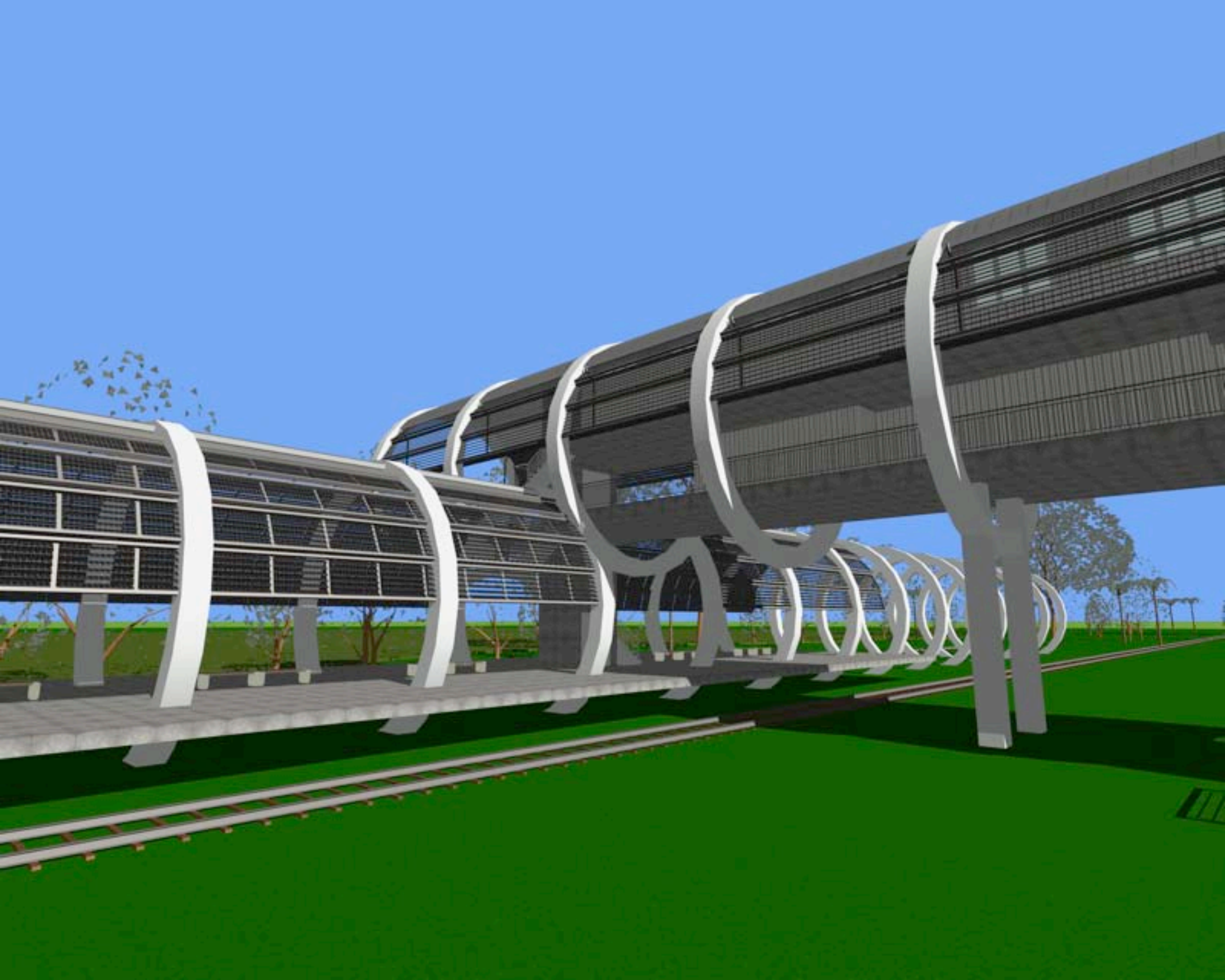
2 Concourse



3 Platform



1 Section @ Entry





Daniel Garcia

Context: The urban site in Downtown Sarasota provides opportunities to fuse with the growing city. The site is bordered by 4th Street on the North, North Lemon Avenue to the West, Fruitville Road at the South and Central Avenue on the West. The site forms a city block. The Selby Library is one block away on 2nd Street & Central Avenue. Apparent in the history of the site is a small street running from East to West directly bisecting the site which will be retained as part of the site strategy as a service road through the building that will include employee parking lots and handicapped parking on the ground level.

Content: The site will house the light rail station, parking, and additional programs to liven the streets of the city. The additional program will include a pedestrian arcade and retail, restaurant, and office spaces.

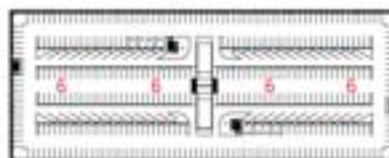
Concept: The building will exercise the compartmentalization of programs as its fundamental strategy. Parking will be removed from the ground plane as a means to liberate the ground for the Urban Activators (retail, restaurant, and office spaces). These programs will be arranged as a series of shifting boxes and planes in plan and section to create an active urban experience where pedestrians will be taken up steps and ramps to reach divided arcade spaces and their respective retail, restaurant, and office spaces. The materials will be unfinished exposed aggregate block, finish-grade concrete and glass & aluminum storefronts. Parking will form the second level and will be housed in an aluminum clad box with an extensive green roof punctuated with extruded windows open on the sides to serve as ventilation and hide the cars from sight. Parking will serve both the Light Rail Station and the Urban Activator Programs. The Light Rail Terminal will be on the third level connected down to the lobbies toward the middle of the building on 4th Street and on Fruitville Road. The terminal will house the entire light rail program except for the platform which is located on the fourth level as a large tubular open air structure connected via escalators, stairs and elevators to the terminal level below. The tube lies on a diagonal across the site in order to keep the tracks coming off of the building in line with the right-of-ways below. The terminal and platform levels will be variations of wood and lumber finishes. The facade will read as three different materials that house three different programs- Compartmentalization.







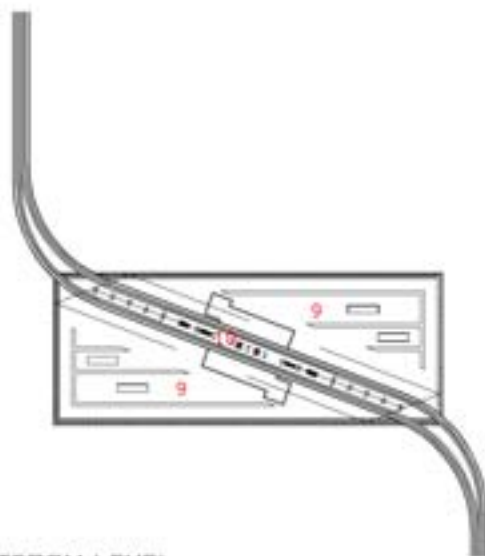
GROUND FLOOR



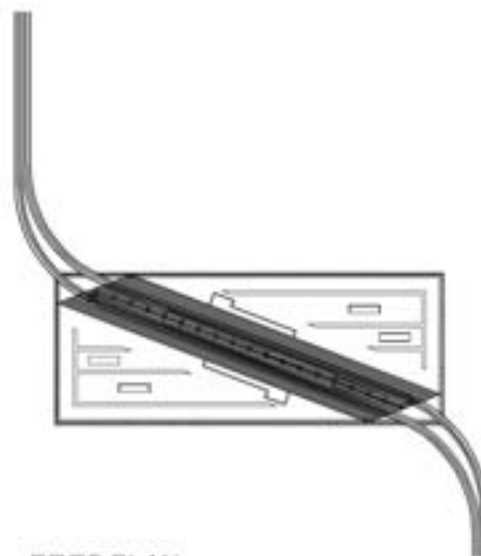
PARKING LEVEL



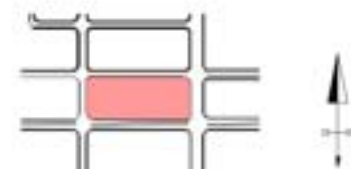
TERMINAL LEVEL



PLATFORM LEVEL



ROOF PLAN



LOCATION PLAN

PROGRAM KEY

- 1 RETAIL/RESTAURANT/OFFICE
- 2 ARCADE
- 3 PARKING RAMP
- 4 SERVICE ROAD
- 5 DUMPSTER
- 6 PARKING
- 7 LOBBY/TRANSIT INFO/PAY PARKING
- 8 LIGHT RAIL TERMINAL
- 9 EXTENSIVE GREEN ROOF
- 10 LIGHT RAIL PLATFORM

PROGRAM EVALUATION

TOTAL ADDITIONAL PROGRAM	68,402 SF
TOTAL LIGHT RAIL PROGRAM	25,122 SF
TOTAL PROJECT PROGRAM	93,524 SF

PARKING EVALUATION

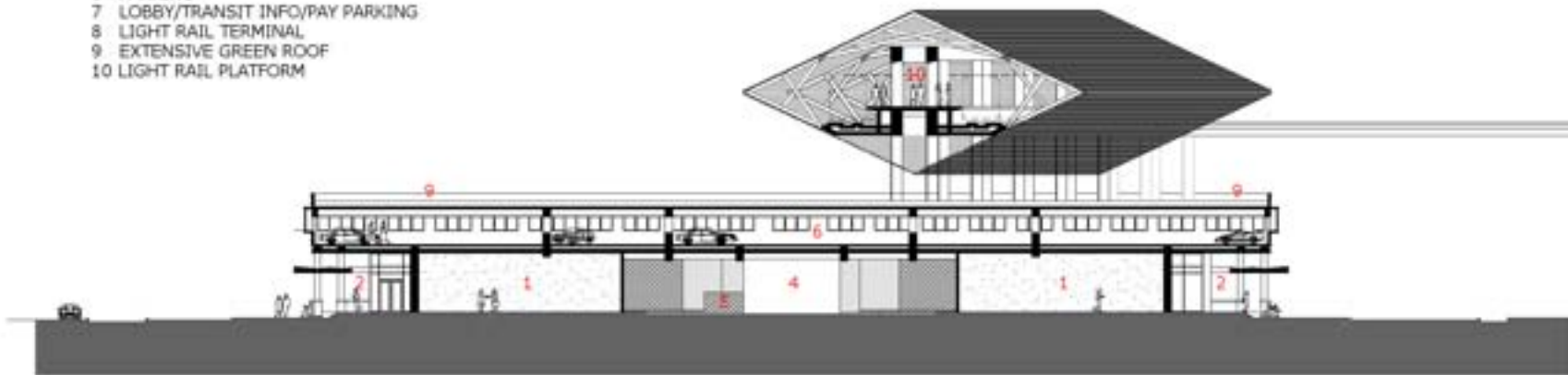
TOTAL ADDITIONAL PARKING	311 (Standard) + 24 (Handicapped) + 32 (Employee) = 367 Spaces
TOTAL LIGHT RAIL PARKING	96 (Standard) + 4 (Handicapped) + 5 (Employee) = 105 Spaces
TOTAL PROJECT PARKING	407 (Standard) + 28 (Handicapped) + 37 (Employee) = 472 Spaces





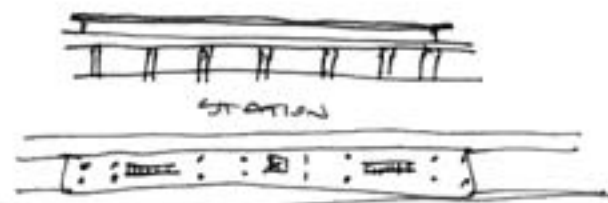
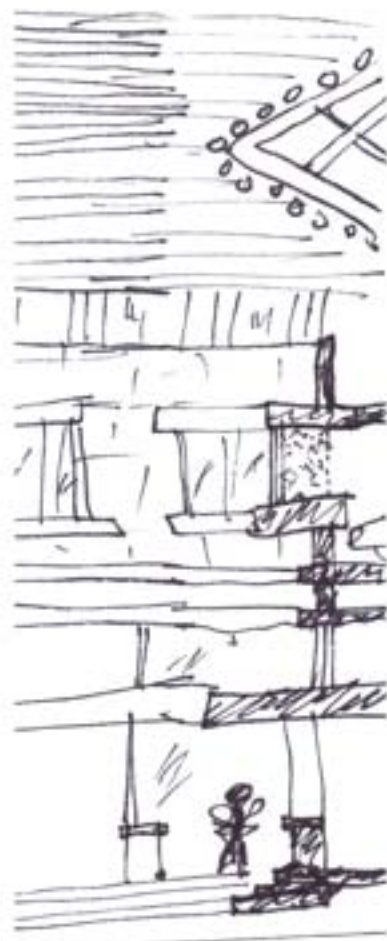
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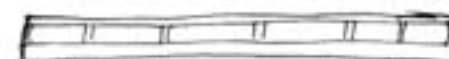
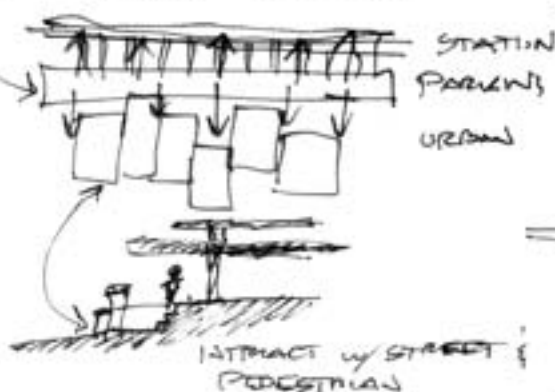
BUILDING SECTION



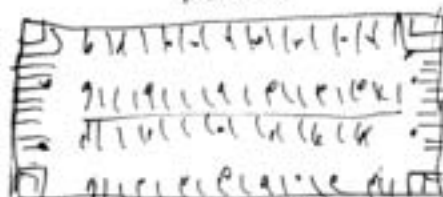


THE STATION MUST BE ACTIVATED BY ITS URBAN PRESENCE, FORM, AND DESIGN, FED BY THE CONTEXT IN WHICH IT EXISTS. FUNCTIONALITY

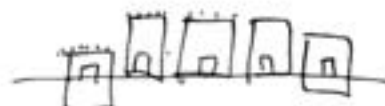
DUAL PURPOSE - TRANSIT PARKING / MUNICIPAL PARKING, FEEDS EACH FUNCTION.



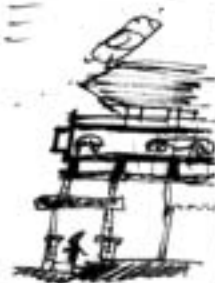
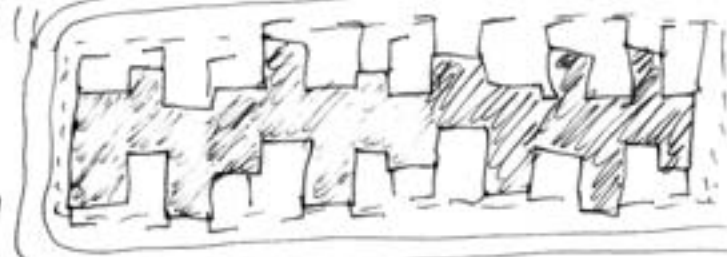
PARKING



- SOLID URBAN FOUNDATION
- INTERCHANGEABLE PARKING
- Q&W AT STATION

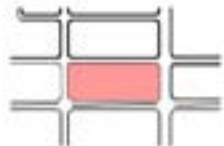


URBAN



THE URBAN CONTEXT SHOULD BE ENRICHED THROUGH PROGRAMS AND INFRASTRUCTURE.

COMPARTMENTALIZATION OF PROGRAMS WITHIN A SITE ALLOWS FOR THE ABILITY TO CHANGE FUNCTIONS WITHOUT INHERENTLY AFFECTING OTHER PROGRAMS.

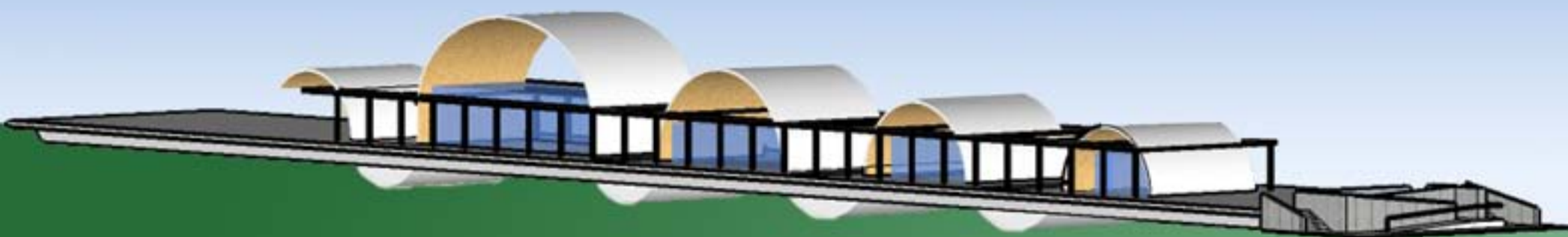


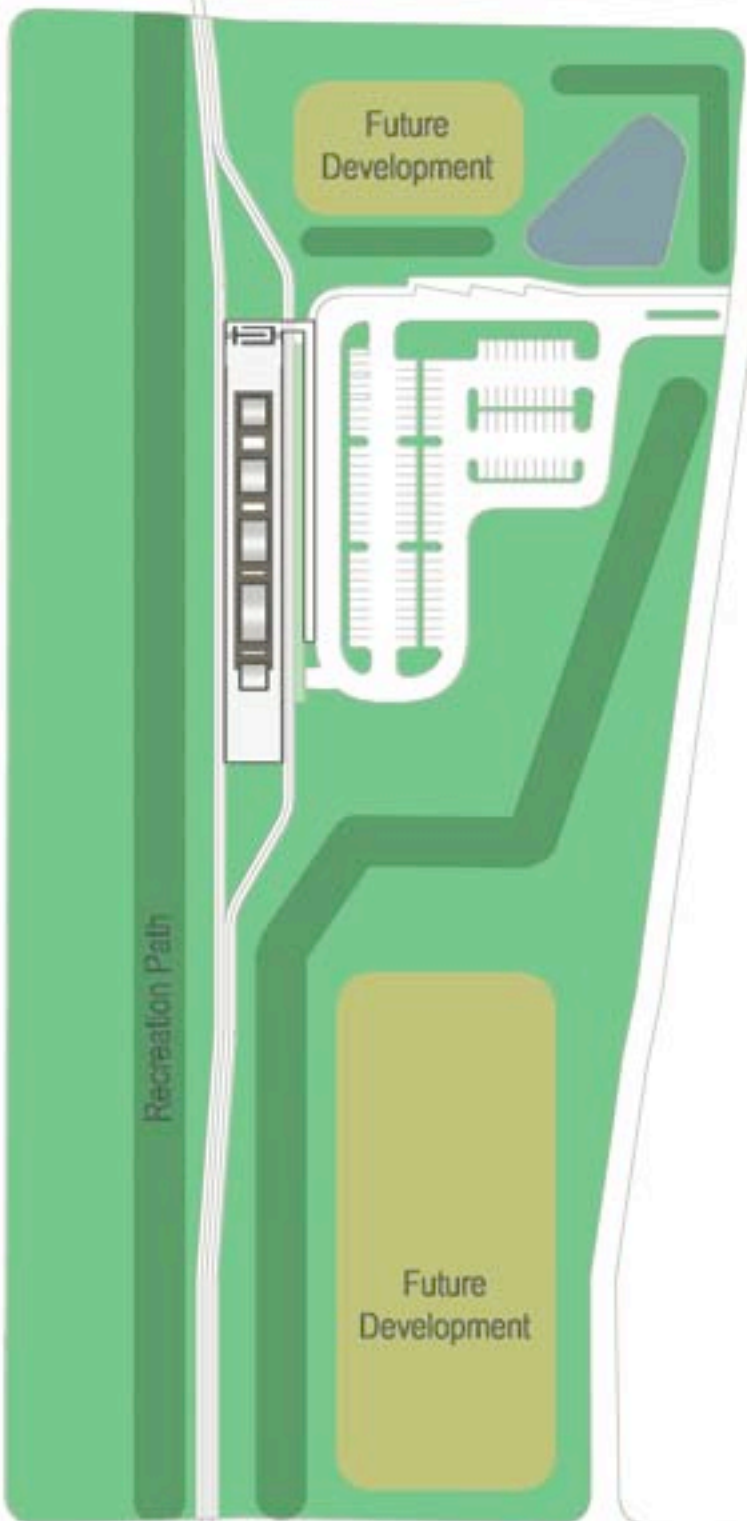
Rebecca Talbert

53rd Street Station ñ Suburban Prototype Bradenton, Florida

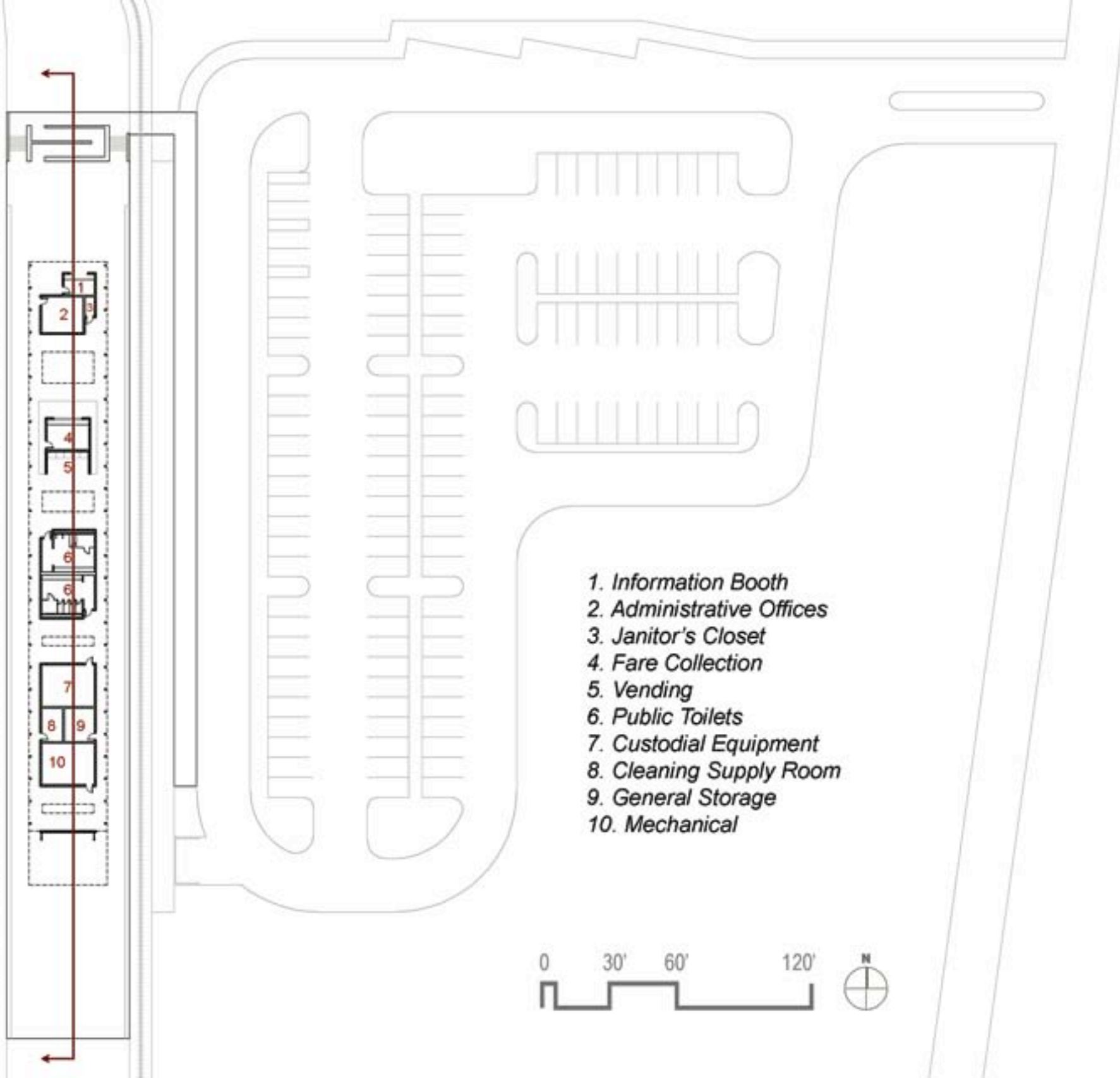
The scale and density of the undulating form flows like a sine wave increasing in frequency and amplitude as it moves from the rural landscape north of Sarasota to the urban center to the south. This conceptual path of the commuter manifests itself in the structural form of the station. The arcs create individual pavilions of programmatic elements mimicking the scale and pattern of the suburban surroundings above the platform and carve out rainwater cisterns below grade. The pavilions are connected by a continuous solar canopy providing shade and protection from the elements while powering the station. The development footprint was positioned within the existing open area on the site to preserve the bordering oak canopy.

Entry onto the station platform is from the North. Riders come from the adjacent park and ride lot or from the recreation path running along the western edge of the light rail tracks. The first pavilion houses the information booth, administrative offices, and janitorís closet. The second pavilion contains the fare collection booth with a vending area facing the public restrooms in the next pavilion. The last pavilion houses the maintenance and mechanical functions for the station. The final incomplete arc creates a larger covered waiting area for riders waiting at the end of the platform.



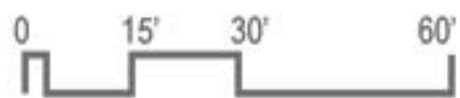


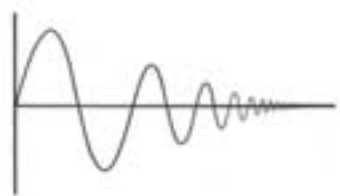
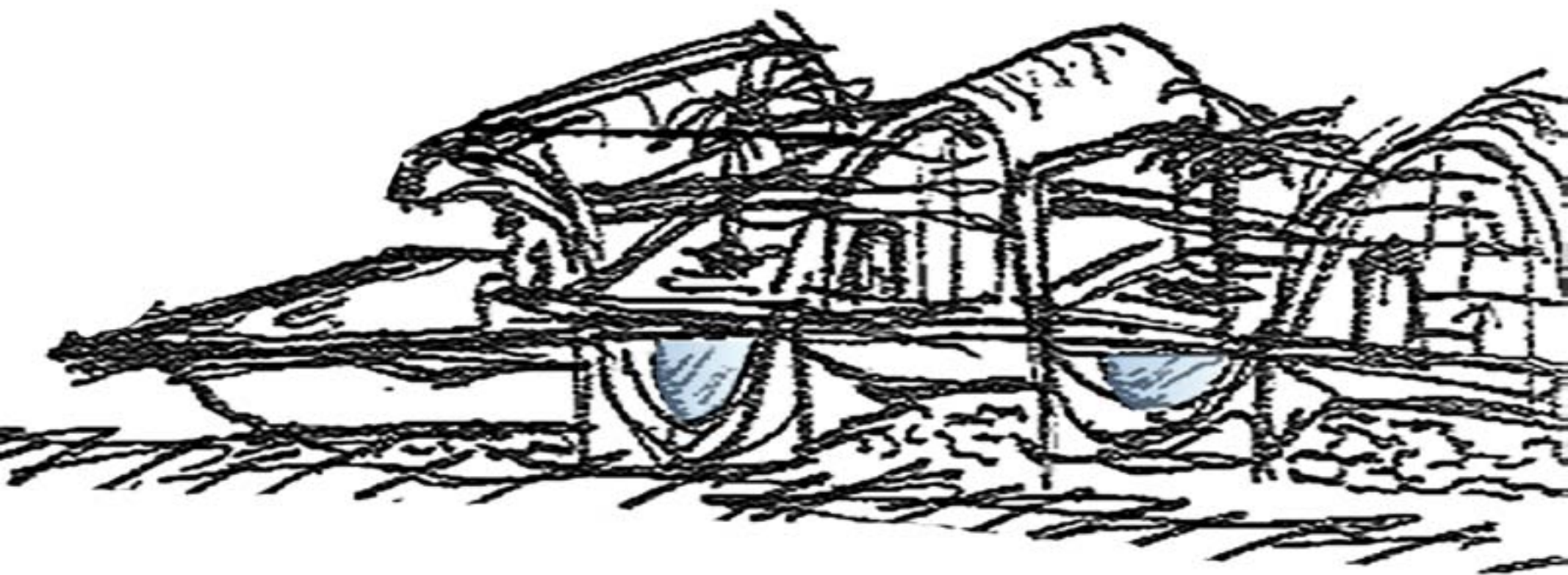
53rd Street Station
Bradenton, Florida



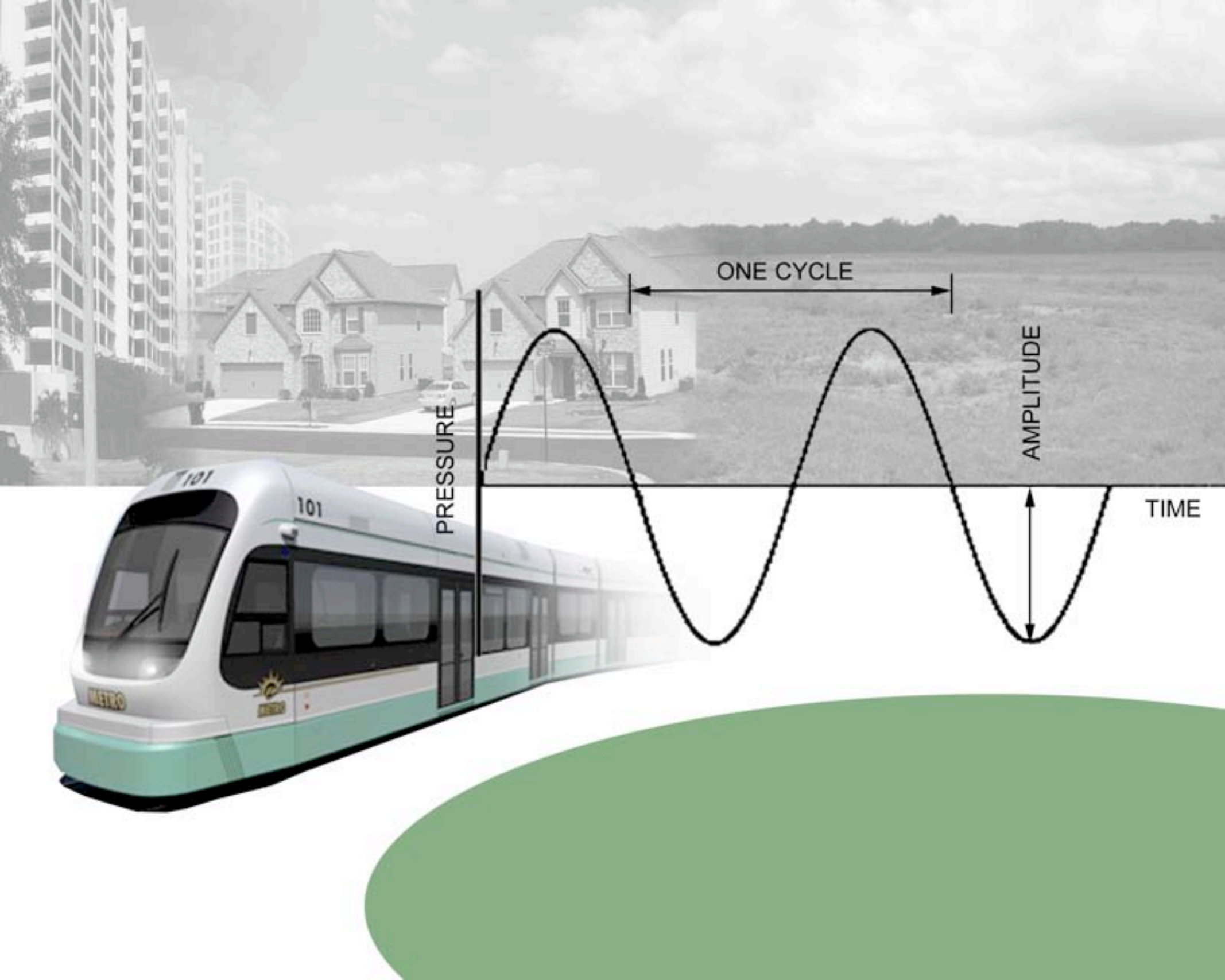
1. Information Booth
2. Administrative Offices
3. Janitor's Closet
4. Fare Collection
5. Vending
6. Public Toilets
7. Custodial Equipment
8. Cleaning Supply Room
9. General Storage
10. Mechanical







connectedness... compactness... continuity...



Fielding Featherston

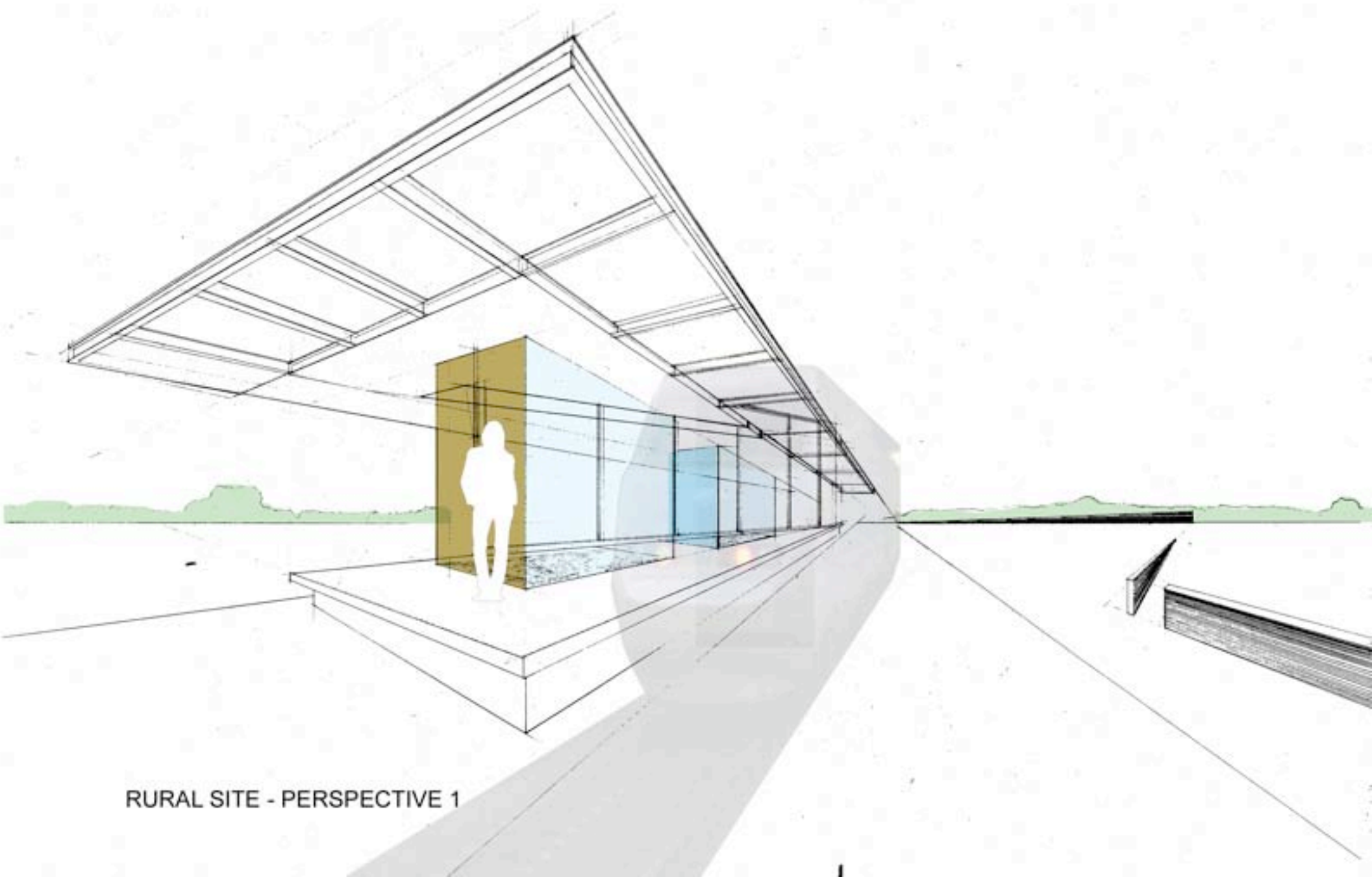
TO CAPTURE THE HORIZON/ENGAGING FORM WITH THE RURAL FLORIDA LANDSCAPE

The Palmetto Site for the Rural Light Rail Station presents the opportunity to engage the simple program of a light rail station within its site by creating and framing distant and immediate horizons. Subtle articulation of the ground plane in concert with minimal landscape walls anchors the station in the site. The natural undulations of the landscape are allowed to reverberate with the more distant wall forms. Intersecting frames within the station proper define the building program yet capture views of the horizon allowing the eye to measure them against each other. This interplay between perspective and the traveler's eye evokes a sense of space beyond the confines of the site with minimal intervention.

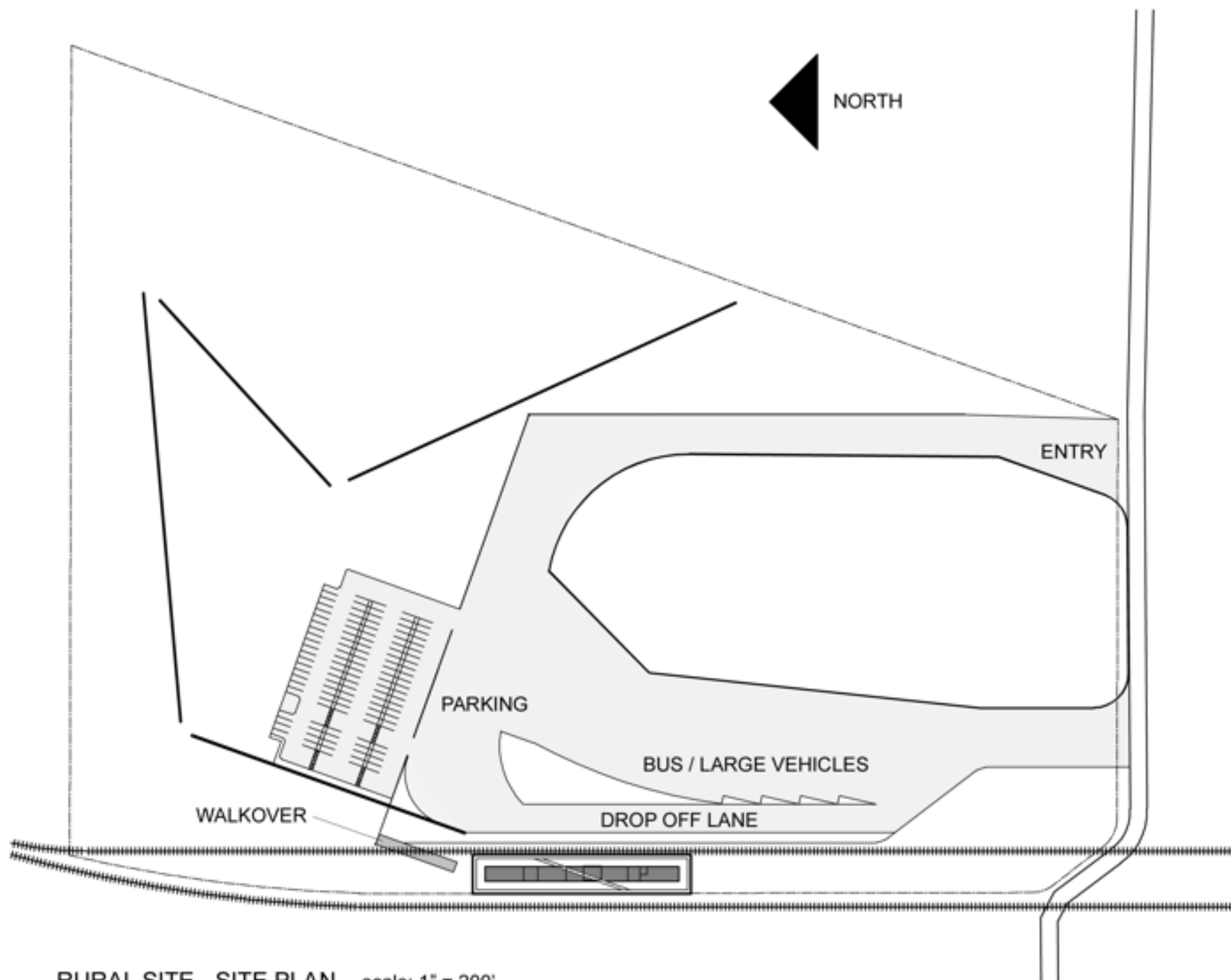
A simple walkover structure containing stairs, an elevator and ramps at grade provides a means to access the station safely. Four cores support the large overhead canopy. The northernmost core contains public restrooms. The southernmost core contains custodial, storage and mechanical spaces.

A wall frame intersects the roof plane midway along the platform. This intersection of forms articulates the most important functions of the program ñ administration and ticketing. The core to the north contains the information office, administration and vending. The core to the south of this intersection contains ticketing and fares. Way-finding is inherent in the organization.

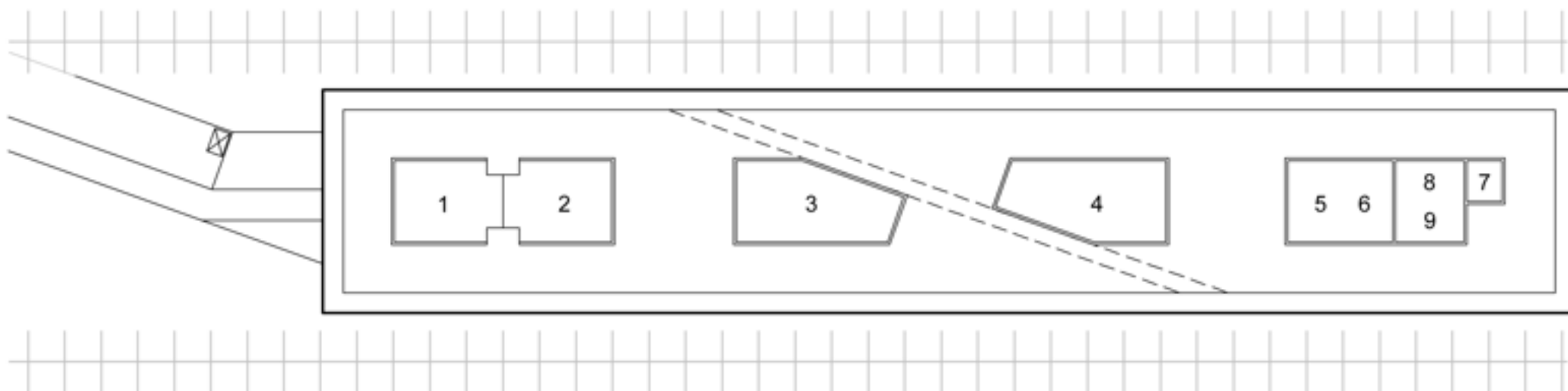
Straightforward construction with an emphasis on a clear organizational diagram allows this solution for a rural light rail station to function efficiently yet maintain a strong presence within the Florida landscape.



RURAL SITE - PERSPECTIVE 1

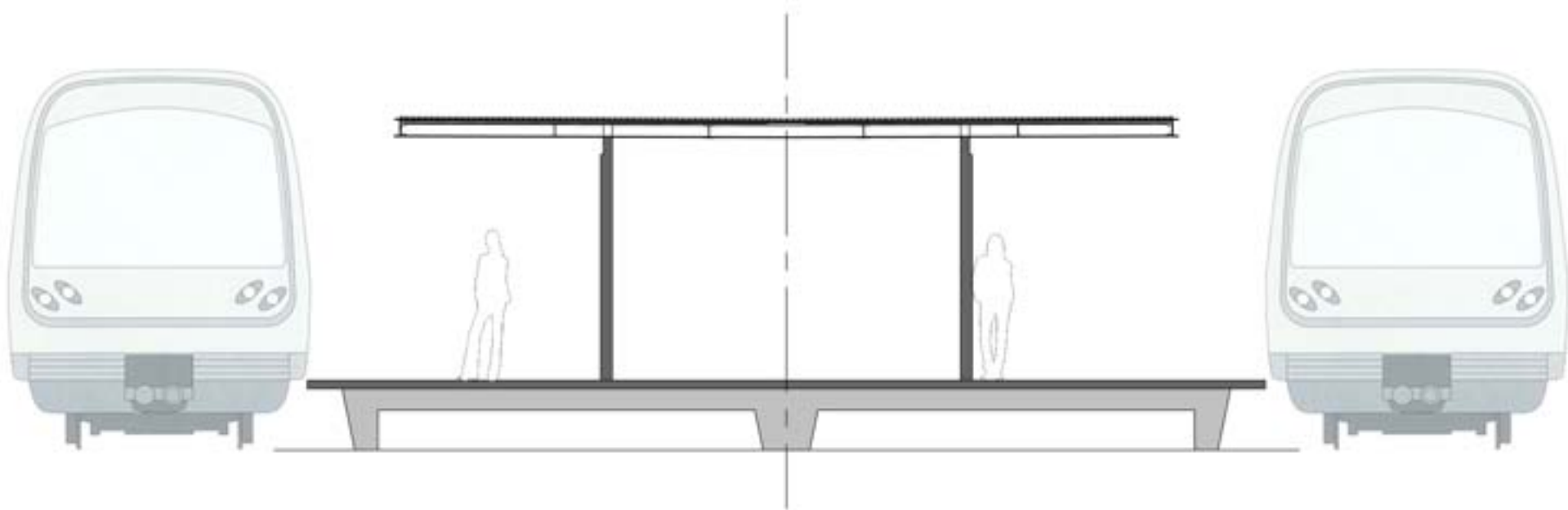


RURAL SITE - SITE PLAN scale: 1" = 200'

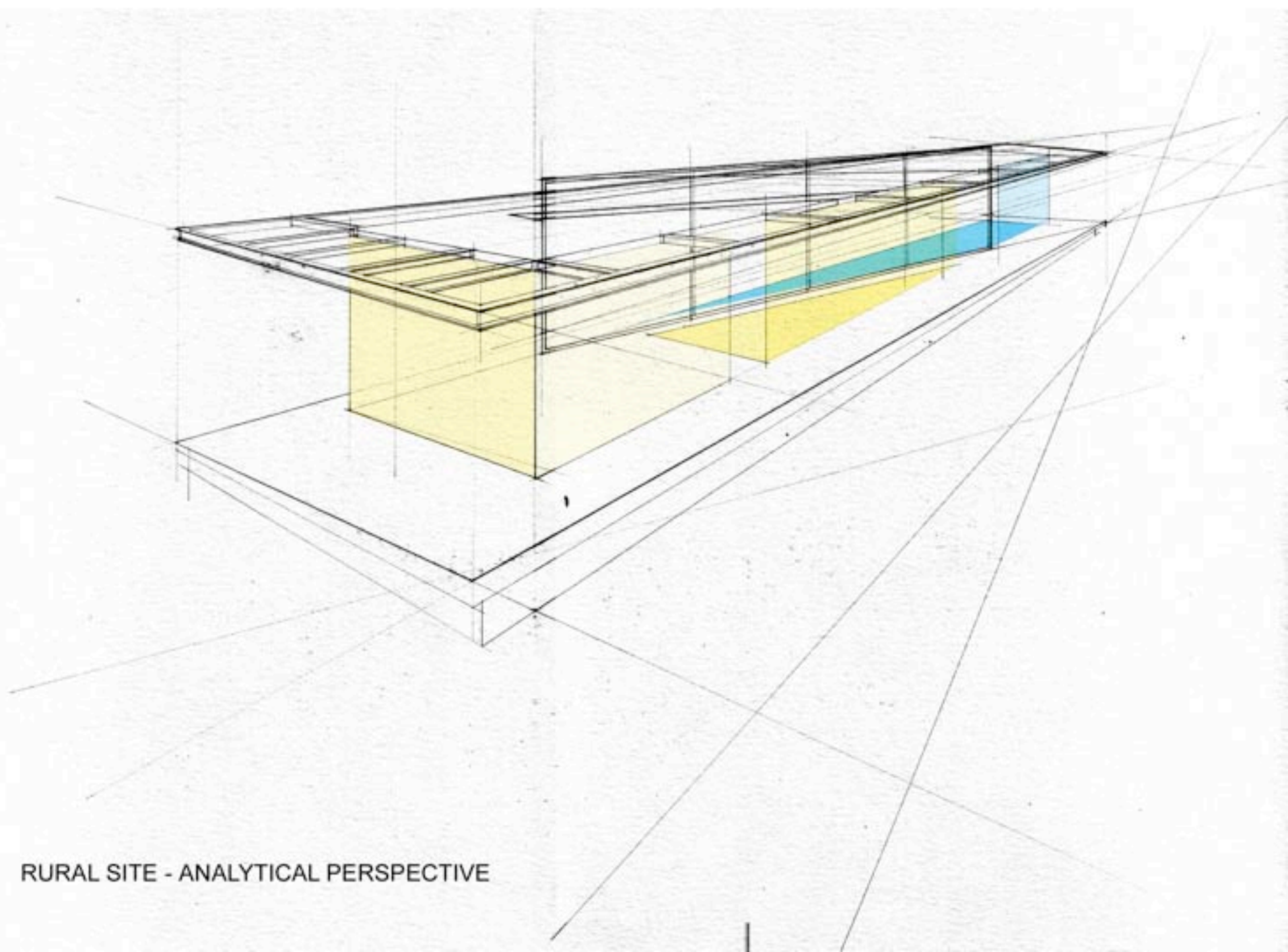


RURAL SITE - FLOOR PLAN scale: 1" = 40'

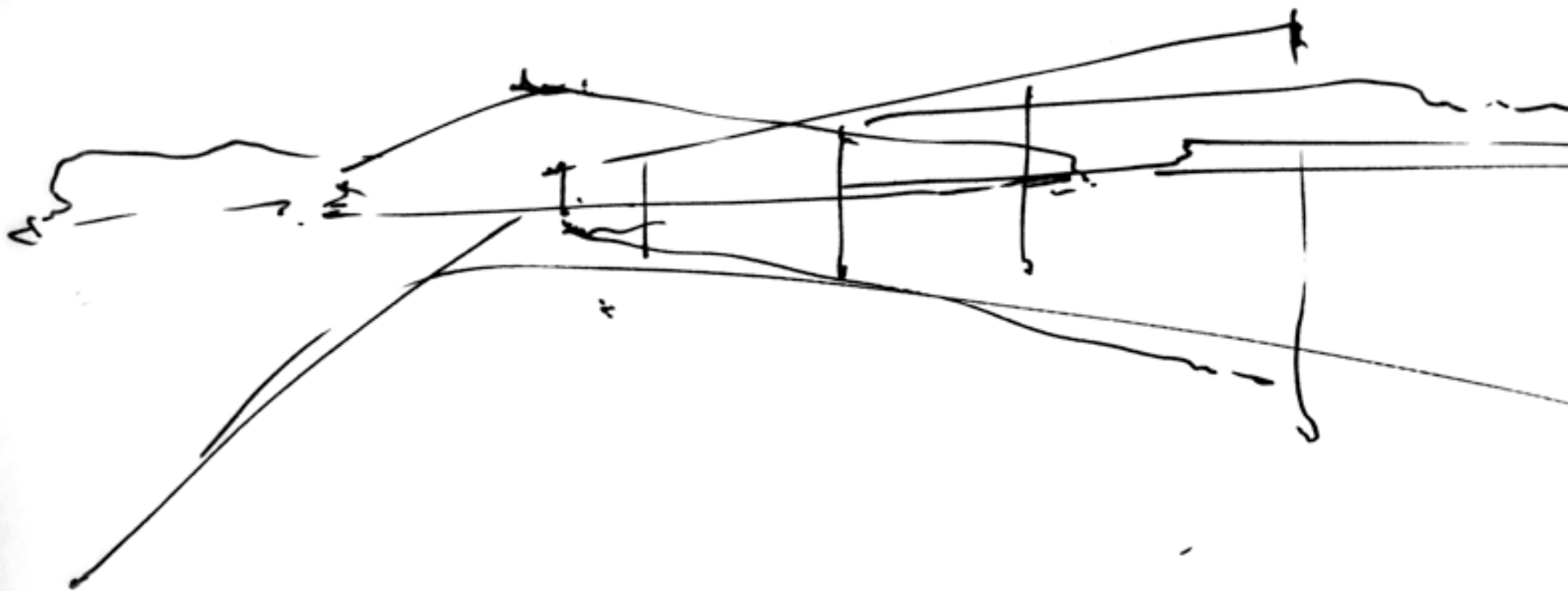
1. women's restroom
2. men's restroom
3. information / admin / vending
4. tickets / fares
5. custodial equip.
6. cleaning supply
7. janitor
8. storage
9. mechanical



RURAL SITE - STATION CROSS SECTION scale: 1/8" = 1'-0"



RURAL SITE - ANALYTICAL PERSPECTIVE



RURAL SITE - CONCEPT SKETCH

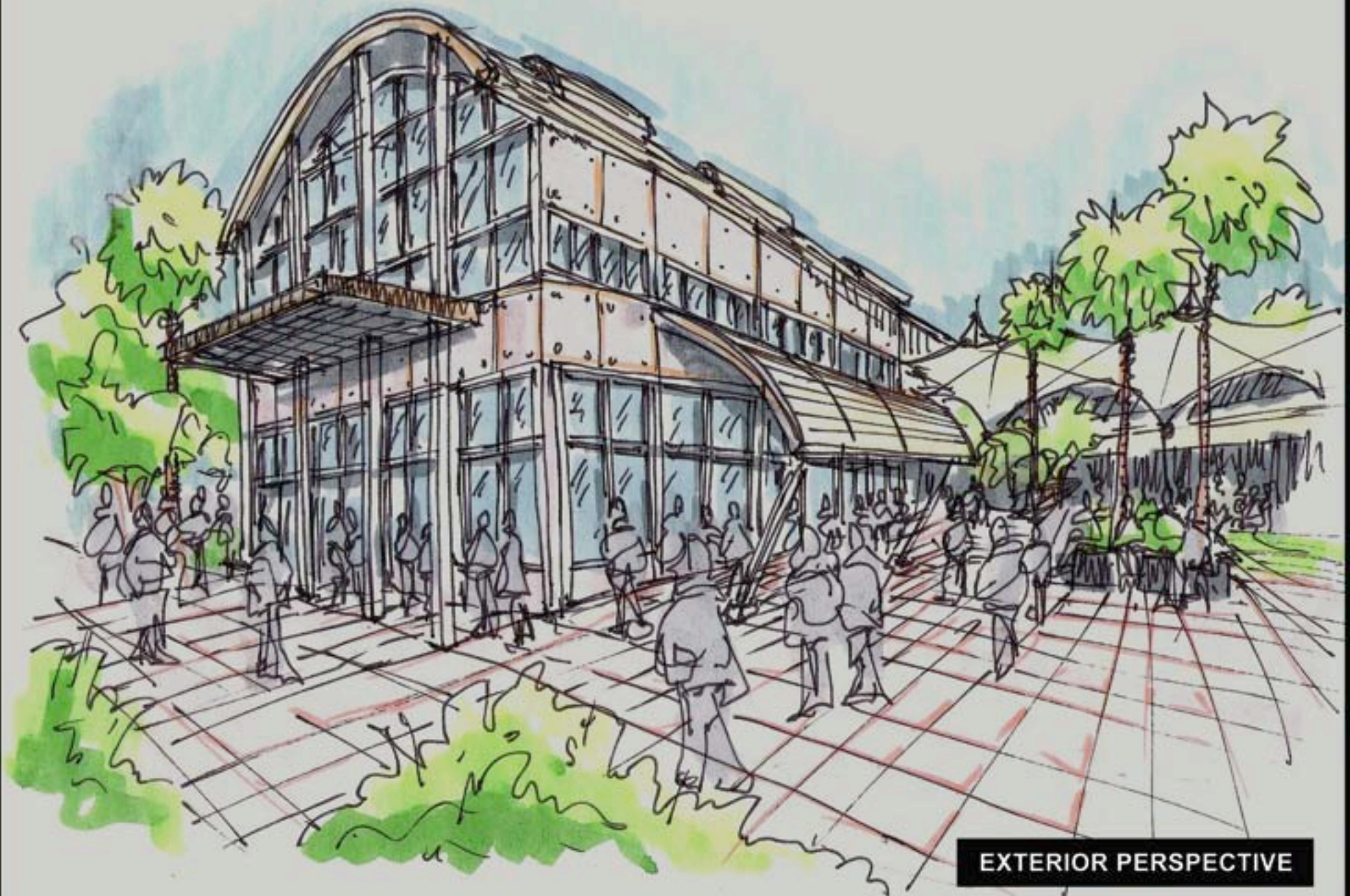
David Glenn, Jr.

Project Title:

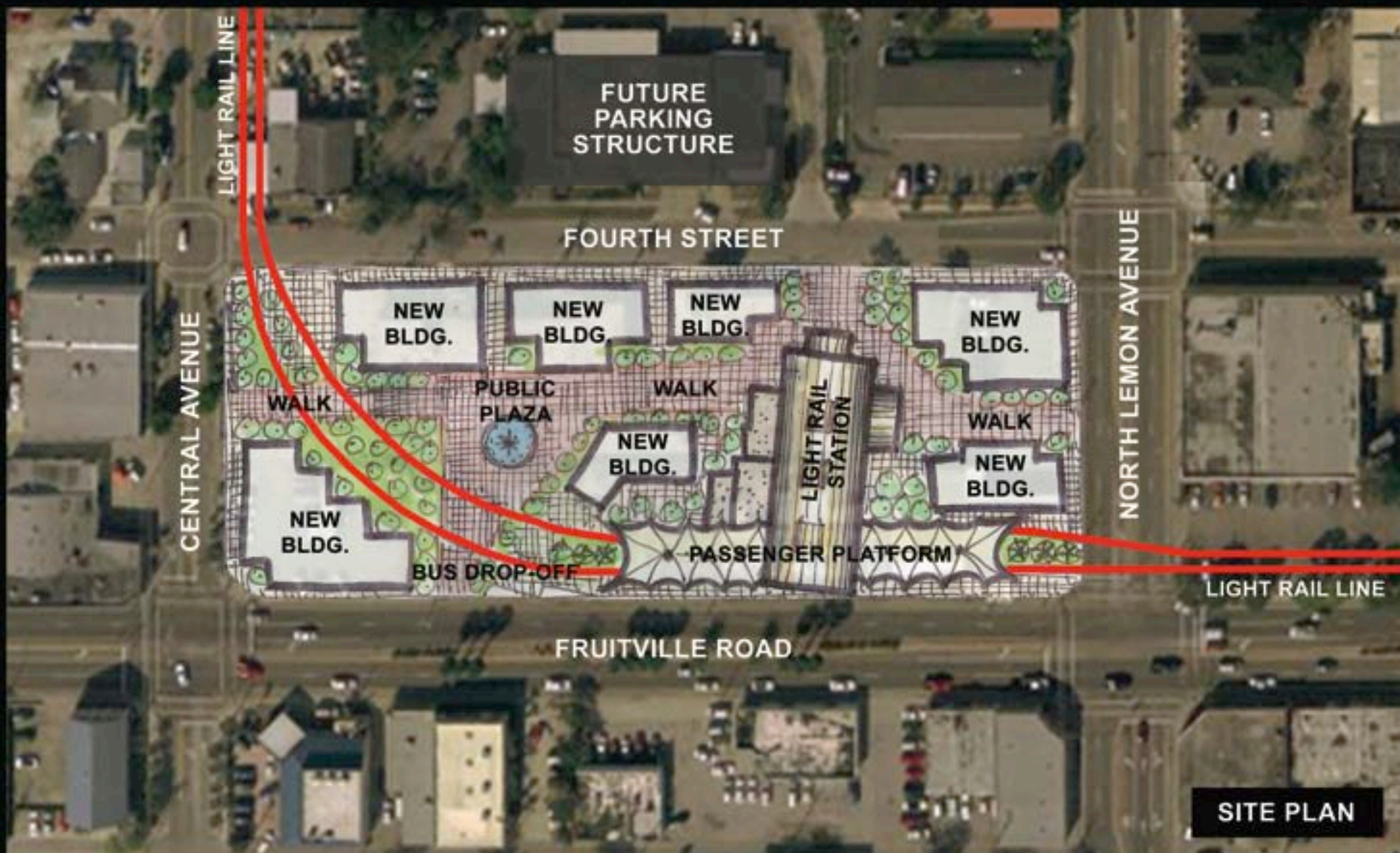
A Light Rail System for the Sarasota Region: Creating a Prototypical Light Rail Station.

Project Narrative:

The concept of the light rail transit station is to serve as a multi-model transit center when you consider the light rail connection to people walking, bicycles, automobiles, buses, and taxis. As a new transit center, the goals and objectives are for the building to stand as a gateway into downtown Sarasota, the building to represent an important landmark in the urban core and for the building to serve as the center of the urban community. The result will be a dramatic Sarasota welcome center that will connect people on there way to work, shop, eat and live.

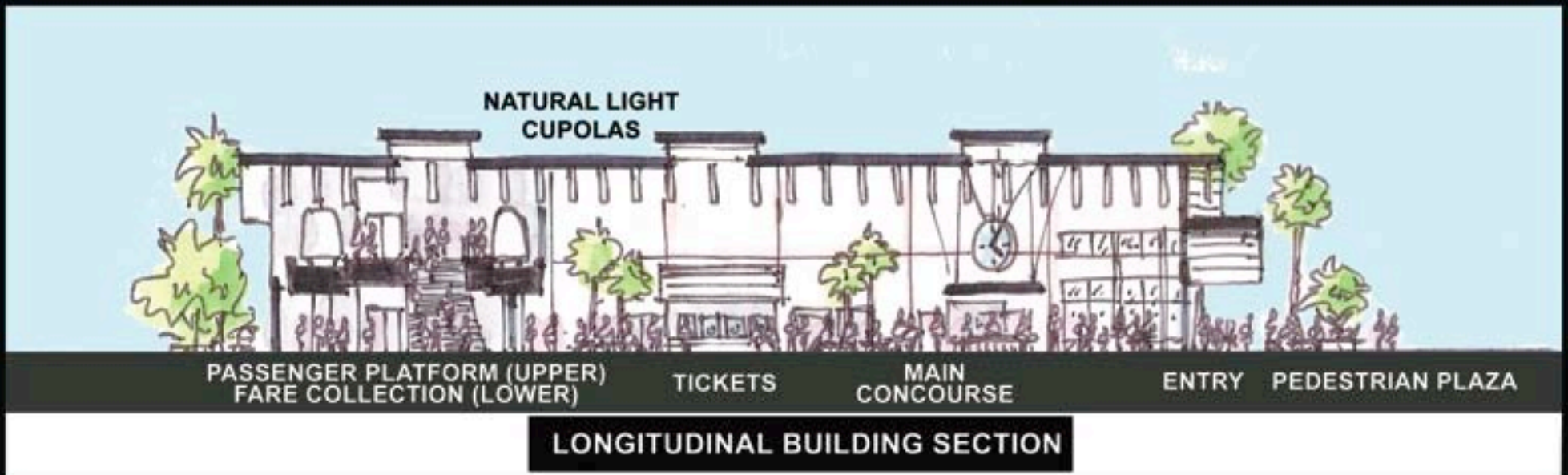
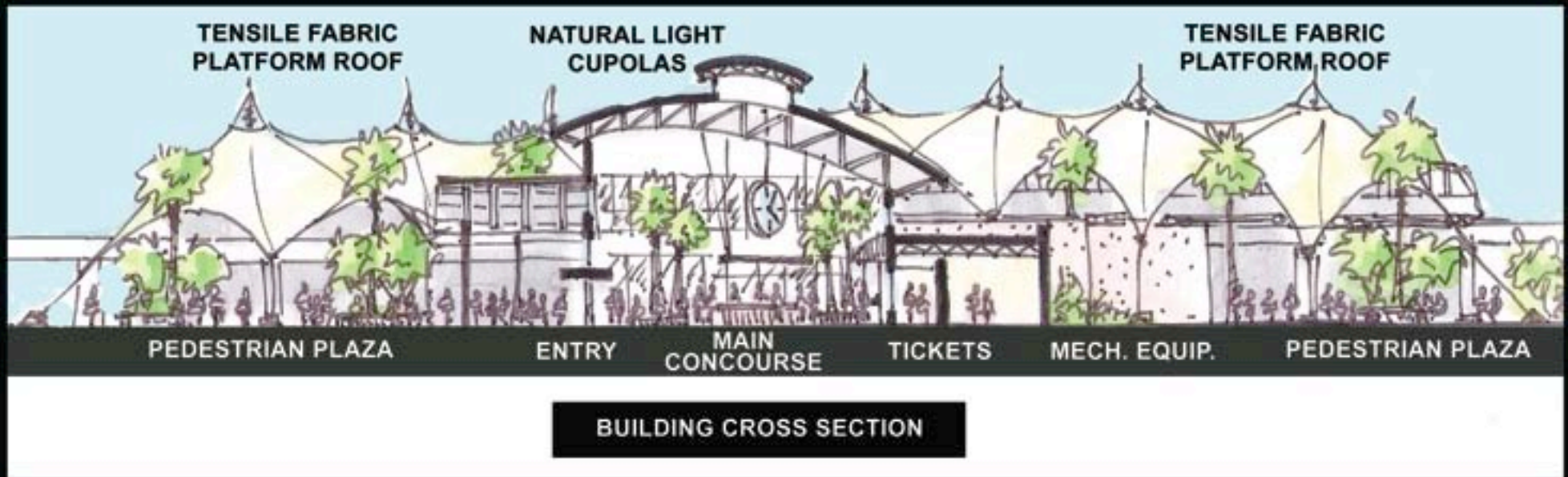


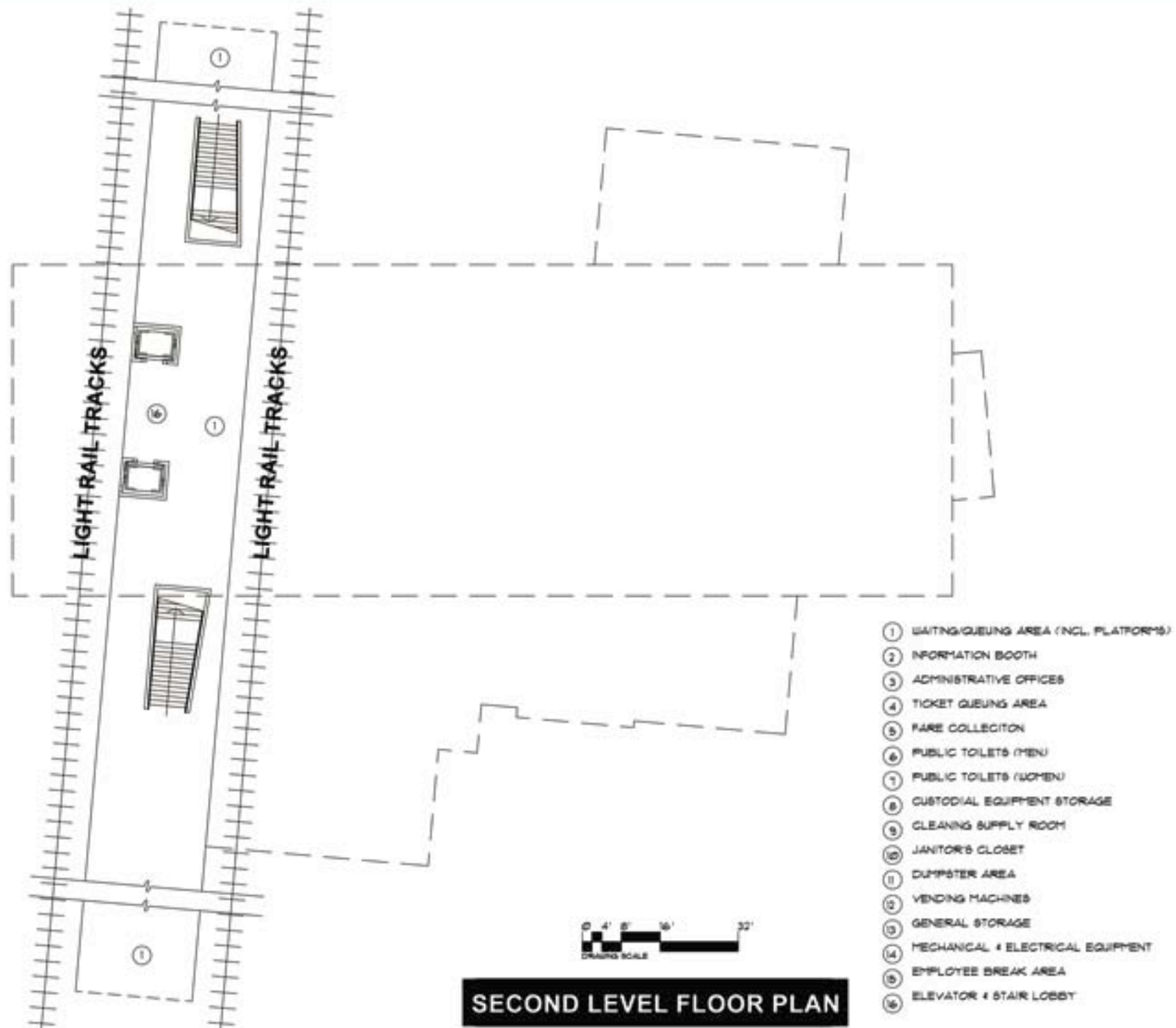
EXTERIOR PERSPECTIVE



NORTH







Design Goals & Objectives

Building as a Gateway

- Sense of transition: High speed to slow speed
- Entrance into Sarasota
- A welcome center



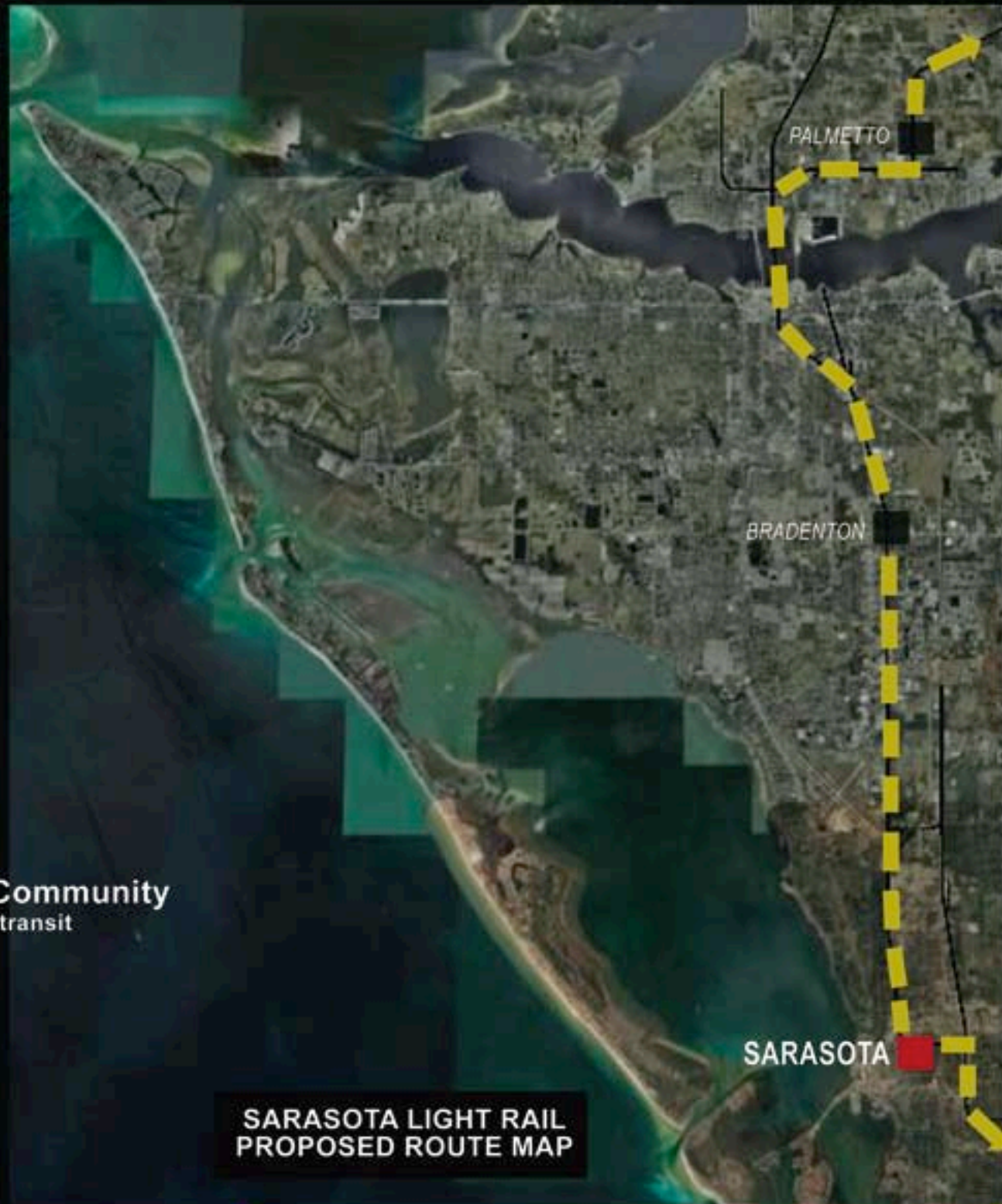
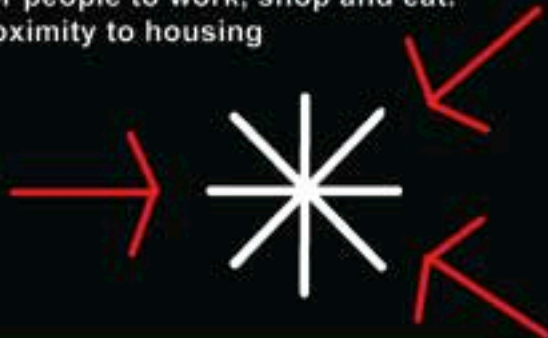
Building as a Landmark

- Sense of arrival
- Point of destination
- Departure location
- Scale of dramatic importance
- Commands the respect of the user



Building as the Center of an Urban Community

- Center connector of pedestrian plazas to public transit
- Spaces for people to gather
- Places for people to work, shop and eat.
- Close proximity to housing



SARASOTA LIGHT RAIL
PROPOSED ROUTE MAP