SOCIAL SILOS

-- EQUALITY OBSTACLES

HOW MEGA-CITY PUSHED ITS CITIZENS INTO ISOLATED SOCIAL DILEMMAS

LIMITED PUBLIC AMENITY

Even though the city includes various social programs, the public is still limited in gaining full access to many of the places. There are still some “public spaces” restricting access to the general population.

SUBWAY SYSTEM

There are two main problems of the subway system: safety issues and uneven distribution. Violence took place in subway stations, many people now are scared to commute with subways. The subways network does not cover every corner of the city, thus forms transportational racism; many people are forced to undertake the burden of driving in the city.

DIGITALIZED SOCIETY

With the popularization of informatization, people change their living pattern to be more digitized. The attention on physical interaction is shrinked. It is hard to criticize if this is a positive trend or not, but it is indeed isolating people from reality.

HIGH ECONOMIC COSTS

The mega-city runs as an economic machine, many social activities involve increasing economical costs, forming dilemmas for many people in different social classes.

BUSES

The buses run throughout the city, but their time precision is a huge concern for citizens who are time sensitive. They are not always the first choice for people when traveling around the city.

SHARED BIKES

The uneven distribution of shared bikes in the city creates obstacles when people seek alternative transportation methods.

VEHICLES

The ownership of private cars in the city is always high, while raising problems for every individual. The traffic congestion is a huge problem for every mega-city, meanwhile, the increasing cost of insurance and fuel stresses those owner’s economic status.

DECREASED QUALITY OF LIFE

As the sales price and rent continues to grow in the mega-city, people have to find their way around. People are pushed to choose either living with others or living far-away from the city center. The increasing costs of commute time and expense create barriers and concerns when people seek social opportunities.

FIXED BUSINESS HOURS

As a city runs upon economic development, many social programs fall into the commercial category. However, most of them have a rigid business hour, thus limiting the occurrence of social interactions with this schedule.
Urban / Typological / Residential
Typological urban infrastructure: NYC West Side Yard

UNIT CLUSTER TYPOLOGY

NEW YORK PHILADELPHIA CHICAGO BOSTON
Individual Work

Instructor: prof. Laurie Hawkinson

Architectural Spatial / System-Cultural

"THRESHOLD"

"THRESHOLD"
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"THRESHOLD" Architectural / Spatial / System+Cultural

UNITED STATES POSTAL SERVICE

Times Square Station

AREA COMPARISON

STOP MODERATE

EXPANDABLE PUBLIC AREA

THREE ZONES

PRIMARY WORK ZONE

PRIMARY PUBLIC ZONE

MANHATTAN NORTH

3 SPEEDS

TOTAL: 41497.2 SQFT

PUBLIC: 40.8%

OUTDOOR PUBLIC: 7.6%

PRIVATE: 51.6%

TOTAL: 76832 SQFT

PUBLIC: 3.4%

PRIVATE: 96.6%

SERVICE COUNTER

RAMPING AREA

PRIMARY CONNECTING AREA

CIRCULATION ZONE

BUFFER ZONE

P. O. BOX

STAIRS
Jan 2023 – May 2023
Individual Work
Instructor: prof. Eric Bunge

“EDGE”

Architectural
Spatial / Governmental + Transportational + Public
Staten Island Borough Hall