Milo Grogan Redevelopment Project: Abstract Summary

The goal of this project was to use qualitative and quantitative observation techniques to analyze the Milo Grogan Neighborhood. Through this analysis we investigated a series of data including the site’s history, social and economic indicators, ambiance, natural systems, demographics, economic standing, education, amenities, culture, and other aspects in order to determine the major assets and challenges on the site. The goal of these first two processes was to not only determine the characteristics of the site but also to start to look at why they are important to the neighborhood and metropolitan area and how they could be solved through different types of design strategies. Our group determined that connectivity, quality of life, social and economic factors, and jobs where the major issues with the neighborhood and could be altered to create a mix of areas that serve beneficial purposes. The next phase our group divided to research individual case studies. Our study of Kop Van Zuid and Schouwbergplein caused us to think about public space, urban fabric, pedestrian design, and a mix of urban uses. By analyzing the materials we gathered during our site inventory process we then moved into site development and conceptual design. Our group decided that the main overlying principle behind our design was utilization of assets, connectivity, and quality of life. Further analysis of these main points caused our group to decided on using methods of transit oriented design, education, and social improvement strategies in our design. Transit oriented development led us to discover bus routes and future bus routes, vehicular traffic, pedestrian traffic, and eventually to high speed rail. High speed rail became Milo Grogans way to move the neighborhood into the future based off the sites existing infrastructure and history with the railroad industry. A railroad maintenance facility offered jobs, technology, and a future for the neighborhood. Our main goals were to establish an educational facility, a maintenance facility, commuter lines, a mix of residential and commercial, and overall amenities. After our conceptual design stage our group moved into strategic master plan design and individual site details. Our main focus areas were the maintenance facility, the Milo commercial corridor, the school of transportation, and the carnival street development (to connect with the fairgrounds). After initial design we faced several hard critques on whether the jobs will be significant, the amount of commercial space, an overall lack of site features working together, and too many diagrams and not enough of a story. Based on these critques, our group moved forward with the design and began to answer these questions. Our final design relocated the educational facility to the west and merged it with the maintenance facility which connected into the commercial corridor. The Carnival Street stood alone but offered a reason to invest into the site as well as created pedestrian traffic in Milo Grogan. This final design used principles of transit oriented development, amenity based services, office and industrial spaces, future growth room, and a full breakdown of uses and why they would work on the site. Our ultimate goal was to create a livable environment that met the basic needs of the community. Our design not only met these goals but exceed them by offering the future of Milo Grogan to build upon the blocks that we have laid. The road to a better quality of life is paved with education, community and jobs. All of these now exist in our final plans.