When space becomes a function of time, it is clearly visible that the urban experience of a Mt. Auburn resident, who has accessibility to an automobile, is less dependent upon urban space, which acts as a middle between city destinations. Of the 3 modes of transportation, the urban experience of the pedestrian, as illustrated in the final diagram, is mostly dependent upon urban space.

This diagram illustrates the relationship between urban space and the various modes of urban transportation. The 40% of Mt. Auburn residents who have no accessibility to an automobile are considerably more dependent on urban infrastructure. Urban infrastructure (sidewalks, bus stops, bike routes, etc.) plays the important role of weaving the different modes of inter-neighborhood circulation (bus, light rail, auto, etc.) with intra-neighborhood circulation (pedestrians).

By improving existing urban infrastructure and by developing new modes of intra- and inter-neighborhood circulation, the urban experience for the residents of Mt. Auburn can and will be greatly enhanced. These improvements can, in addition, improve the attractiveness of the neighborhood and aid in its future marketability.
Public transit plays an important role in linking Mt. Auburn with the rest of Cincinnati. This is important because nearly 40% of Mt. Auburn residents do not have access to a personal means of transportation. The bus system is critical in linking Mt. Auburn with uptown and downtown, east side and west side, and the fast-growing urban peripheral. These destinations are all lifelines, sustaining Mt. Auburn economically, as well as socially and institutionally. Linking Mt. Auburn with these destinations is critical, and should form the foundation of any and all future neighborhood development.

The bus system provides a significant number of links with practical destinations, such as jobs and shopping centers, as well as free-time and recreational destinations, such as the city parks and the downtown.
Mt. Auburn is a neighborhood within Cincinnati. Although well linked with other Cincinnati neighborhoods and the downtown via routes of inter-neighborhood public transit (Bus 24, 78, 46, 43, 45, 47, and 39), Mt. Auburn lacks the urban infrastructure (walkways, accessible public spaces, bicycle routes, etc.) that allow for accommodating pedestrian connections between the existing inter-neighborhood routes.

Mt. Auburn is one of Cincinnati’s seven mountains. This, of course, accompanies advantages as well as disadvantages. Spatial segregation is a major problem caused by topographical differences, and it plays a key role in other areas of segregation, such as, social, racial, and economic segregation. The hilltop, panoramic views of the Cincinnati skyline are, however, a major potential that are currently underdeveloped in Mt. Auburn.

This project addresses these various issues, by addressing the urban themes of movement and place. It is, indeed, where one goes and how one gets there that determines most urban experiences.
This diagram illustrates how urban circulation can be converted into a foundation for creating urban space. This framework includes two key elements.

1. the flows of circulation

2. the nodes of circulatory intersection and potential human interaction

The flows of circulation are to be identified as to program and then arranged accordingly. Several examples of program are: gateway, neighborhood, and recreational/park.

The nodes are identified according to the relationship they form with the circulation framework. Several examples of node identity are: residential, mixed-use commercial, gateway, and recreational/park.

In such a way, urban place is integrated with urban movement. The urban experience becomes a direct interrelation of space, place, and time.
EXISTING SITE CONDITIONS

This following form the the core in creating new urban place in Mt. Auburn. They address public space, accessibility, and the intersection of flows.

ACCESSIBILITY

PARK ENTRY

entry to Inwood Park along Vine Street

climbing the Main Street stairs

INTERSECTION

(PHYSICAL INFRASTRUCTURE AND HUMAN INTERACTION)

intersection of Dorchester Street and Auburn Avenue

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Urban experience addresses time and space. It can, thus, be described as a collection of urban sequences, which integrate urban place with movement.

walking down Auburn Avenue
The nodes will serve to create a certain spatial tension, further enhancing intra-neighborhood movement and activity.
A new circulatory framework is proposed that should serve to guide neighborhood development. Each of the modes of circulation serve respective roles of integration and accessibility. Their intersection will serve as the foundation for urban place.
WAYS
(THROUGH THE MOUNTAIN)
CONNECTING DOWNTOWN WITH UPTOWN AND THE REST OF GREATER CINCINNATI
CONNECTS MT. AUBURN HOUSEHOLDS WITH THE CITY’S LARGER ECONOMIC NETWORK

ZIPPER
(AROUND THE MOUNTAIN)
LINKING FORGOTTEN CITY HILLSIDES WITH THE CINCINNATI PARKS SYSTEM AND A VARIETY OF ADDITIONAL URBAN SCENARIOS
LINKS MT. AUBURN HOUSEHOLDS WITH THE MT. AUBURN’S VARIOUS HOUSING CLUSTERS AND THE NEIGHBORHOOD’S TWO ECONOMIC LIMBS.

LIFT
(OVER THE MOUNTAIN)
COLLECTING THE PANORAMIC HILLTOP PARKS OF CINCINNATI WITHIN A LARGER, MORE INTEGRATED URBAN NETWORK.
PROVIDES MT. AUBURN HOUSEHOLDS WITH A DIRECT LINKAGE OF EAST AND WEST, COMPENSATING FOR THE TOPOGRAPHICAL VARIANCES.

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Images and experience should prevail above text and plans. Section through Jackson Hill Park (the ZIPPER).
Images and experience should prevail above text and plans. Section through Auburn Ave (the GATEWAY).
Images and experience should prevail above text and plans. View from above Jackson Hill Park (the LIFT).
THE INTERVENTION

The final step of the process involves designing urban sequences along the specified routes. This, then, becomes the foundation from which additional urban land-use and zoning are determined. The aim is to integrate planning (planner) and urban design (experience) into two parallel, and complementary processes. Lines, hatch color, and boundaries on a plan may no longer stand alone as the primary tool for planners to influence urban design. Lines, rather, should express direction of users and attempt to guide their intent. Hatch color should not simply represent land-use or zoning restrictions, but should be directed more towards feeling and experience, much in the same way frames are to a movie. Boundaries are, then, neither unimportant or simply spatial distinctions. Boundaries, or intersections, should become the focus of any and all future development. For it is at these boundaries where entities of physical infrastructure most frequently intersect, and therefore, where the potential of human interaction is most ideal.

Throughout this continuous process, interventions should be drawn and tested. That which is drawn in plan should directly be placed within the context of a perspective drawing or a site section. Conversely, what the urban designer draws in section or in perpective, should be continuously placed back into the context of the plan in order to check for compatibility with the broader context.

It is in this way that the fields of planning and urban design can collaborate to form one, inclusive field. This is, namely, the field of urban experience. Developing and designing a new urban experience for Mt. Auburn should take precedence over all other directions in planning. This is because urban experience places the importance of neighborhood development in the streets, walkways, and recreational routes that are accessible for everyone in the community. This means that by investing in future development, the community can, simultaneously, invest in the immediate improvement of the living conditions of existing Mt. Auburn residents. Urban infrastructure is, indeed, private to no individual, regardless of social status or economic class.

DESIGNING URBAN SEQUENCES / DETERMINING URBAN LAND-USE AND ZONING

I. A MORE INVITING STREET FOR THE HISTORIC SUBURBAN HOUSING STOCK

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II. CONSOLIDATING BUS STOPS AT THE INTERSECTIONS OF VARIOUS PROGRAMS

III. A PARK ALONG THE WAY
V. CREATING A POTENTIAL FOR CRITICAL MASS

VI. EXPLOITING EXISTING POTENTIALS
VII. ADDRESSING FORGOTTEN CORNERS

VIII. STREET IMPROVEMENTS IN ORDER TO ATTRACT NEW DEVELOPMENT
DESIGNING URBAN SEQUENCES / DETERMINING URBAN LAND-USE AND ZONING

(THE GATEWAY)

a_ assisted / low-income and mixed   b_ luxury   c_ supplemental hospital stay   d_ affordable
  e_ elderly / disabled   f_ supplemental hospital stay   g_ affordable   i_ affordable

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THE INTERVENTION

DESIGNING URBAN SEQUENCES / DETERMINING URBAN LAND-USE AND ZONING

( THE LIFT )

a_ supplementary hospital stay  b_ affordable  c_ assisted / low-income

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THE INTERVENTION

DESIGNING URBAN SEQUENCES / DETERMINING URBAN LAND-USE AND ZONING

(THE ZIPPER)

a. affordable  b. elderly  c. affordable/mixed  d. affordable
   e. affordable/mixed  f. supplemental hospital stay  g. affordable  i. affordable

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