NETWORKING FOR BRIDGEPORT AREA

THE AREA

Scope
This project contains a proposal for the redevelopment of Bridgeport Area in Chicago.

Locations
Bridgeport area is located in the southwestern area of Chicago, close to the Loop.

Description of the area and its current conditions
Bridgeport is a rather fragmented area, in social, functional and spatial terms.

- For the larger area, Bridgeport connects the waterfront and the Midway Airport, never achieving to become a destination.
- However, due to the location and its acceptance by the city's older institutions, it is a significant part of the city's fabric.
- In addition, it is one of the most distinctive post-industrial areas in Chicago. Its landscape is shaped by old industrial complexes, as well as the river and tracks of the railroad system in the past.
- A specific tension of development coming from the inner city, is to preserve the old neighborhood and its cultural and economic base.

Basic goals
All of the above conditions create the areas fragmented image. In the nearness, these conditions are assets of the area, creating its uniqueness. A development of the area should provide it with a comprehensive plan, in an attempt to highlight the unique components. During the process, the implementation of the plan can also be from the social and political aspects.

The Networks

The concept of the networks is based on the idea that the area is a collection of networks that come from the temporary and permanent needs of the area. Principles of their creation are:

- The localization and social function of the area.
- The concentration of the area.
- The concentration of the area's special features.
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Three basic networks are created:

- The "neighborhood network".
- The "city network".
- The "industrial and environmental network".

The "neighborhood network" includes the existing public spaces and especially the educational spaces within the urban fabric of the northeast and southwest neighborhood. Along its length, tributaries of the urban fabric are proposed to ensure the articulation of the neighborhood, preserve the urban fabric and reinforce its social life.

The "city network" is a "multidirectional network". It is a local and a destination network that articulates local commercial uses with strong interchanges and developed areas. These nodes are developed at the two major intersections, and from this node, the community is a destination network and for the city it is a network for transportation and movement.

The third network is the "network of labor and environment". It articulates the industrial heritage and the physical elements of the area along with its large infrastructure of roads, financial and warehousing. It suggests the development of the existing industrial complexes and a new approach to the industrial heritage and to the local environment.

THE NODES

Four strong nodes are the basic core components that are created by the demands of the area:

1. Center for industry and environment.
2. Center for industry.
3. Center for other nodes.
4. Center for the Arts, Crafts and Information.

THE NODES

The nodes are located at the intersections of streets, resulting in the development of the area. Nodes are derived from the demand for development of the area, and the development of the area is the result of the intersection of the nodes.

USES

The uses of the networked areas are to create a new urban environment.

SPACE

The networked areas are characterized by the spatial organization of the areas.

INFORMATION

The use of information and communication technology for educational, research and community services in the area.

THE NODES

4. Center for the Arts, Crafts and Information.
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**Arts, Crafts and Information**

**FIRST PHASE**
1. Node on Ashland and Archer.
2. Commercial development on Ashland Avenue.
4. Commercial development on 35th Street.
5. Educational network, enrichment of existing educational facilities.

**SECOND PHASE**
1. Further development on the two nodes.
2. Extension of commercial activity to the entire length of 35th Street.
3. Transportation network (shuttle bus).
4. Center for arts, crafts and information in the old industrial complex of Pershing Street.
5. Educational park for the industry and the environment along the river.

**THIRD PHASE**
1. Center for studies in the old industrial complex of Ashland Avenue.
2. Development of Archer into a transitory mixed-use area.
3. Articulation of the two neighborhoods through the common spaces on Archer.
4. Extension and linkage of transportation system.
5. Mobility park along the South Trails.
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