

THE ALLEY REVIVED • SENECA, S.C.

LARC 4540 • URBAN DESIGN • EMILY LONG



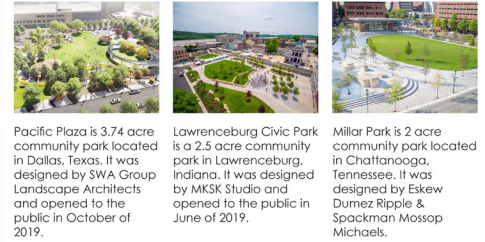
PROJECT DESCRIPTION

Ram Cat Alley has a history of being filled with life. The town began as a railroad junction in 1873. Ram Cat Alley quickly became a shipping point for cotton farmers from the area. These farmers would line up their wagons for blocks waiting for the train's arrival. With its growing popularity the town added a passenger terminal, hotels, and parks. This was the beginning of people using Ram Cat Alley as a gathering place. In 1908 Fred Hopkins Meat Market was established and became a community hub. Today there are bars, restaurants, shops, and office buildings, but there are also abandoned buildings, a park that isn't used, and the life that once filled Ram Cat Alley is gone. This project proposes a flexible park space that is inclusive and attractive to all generations. The various green spaces invite children to play, young adults to enjoy their drinks outdoors, and people experiencing homelessness to yield their own food. The space encourages community involvement through shared spaces and aims to return the life to Ram Cat Alley.

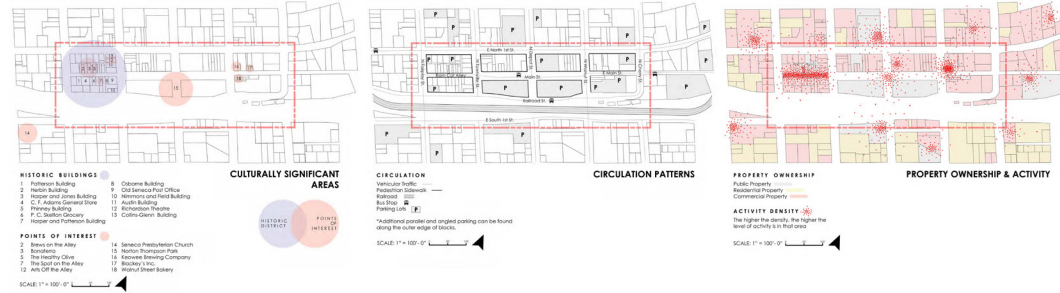
EXISTING CONDITIONS



DESIGN PRECEDENTS



SITE ANALYSIS



PRELIMINARY DESIGN CONCEPT



RECAPTURING HISTORICAL SENECA CITY | RAILS, ALLEYS AND PEOPLE

URBAN DESIGN STUDIO | PROF HYEJUNG CHANG | RACHEL SNIDER | DOWNTOWN SENECA REVITALIZATION

What is now known as Seneca, SC, was originally founded as Essenecca or Seneca City, named from a nearby Indian village and the Seneca River. This is where two railway lines intersected (Atlanta and Charlotte Air Line Railroad and the Blue Ridge Railroad) and is why Seneca was established as a city in 1873. A stake marked the center of the town and land was then purchased around it as the city became more established. Because of its location at the intersection of the railroad lines, Seneca became a commercial center, especially for its cotton crops as there would be wagons full to unload from the harvest. As this center began to magnify, this brought in more people. Railroad passengers would stay in the nearby Keowee Hotel and enjoy the park across the street. Seneca began to grow even more from there. As population grew, more jobs were needed and cotton mills began operation in villages nearby. Seneca was founded based on railroads and the economy that enabled it to grow as people came and went. As the railroad is still running and active today, there is an opportunity to honor this history and give Seneca City its identity back.



Central Park



Train Stop



Ram Cat Alley



Train Stop



Downtown Seneca

SECTION BUILDING FACADE RE - IMAGINATION



This section drawing looks at how each building facade could be altered in order to make downtown Seneca more appealing and attract more visitors from other cities and from within Seneca itself. Each look is simple so as not to make it seem like something unfamiliar to those who have lived there for so long, but not uninteresting to the point that no one is curious to spend time there.

PRECEDENT STUDY

Xuhui Runway Park

Location: Shanghai, China

Size: 30 acres

Type: Urban Park

Issues to Address:

• Lack of public space

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PRELIMINARY ANALYSIS

CIRCULATION | PARKING | BUILDING USE | OPEN SPACE

Highlighting the emphasis of current parking amounts and commercial use of buildings. Amount of parking spaces need to be reduced and diversified. Space between buildings could be used as new open green space.

LAND COVER | TOPOGRAPHY

There is a significant need for more diverse tree cover, especially for the downtown main street area. The site is relatively flat. Norton Thompson park adds a challenge with topographic change, but could be used as an advantage with stormwater management.

CONCEPTUAL DIAGRAMS

TREE COVER

PARKING

BUILDINGS

OPEN SPACE

RECAPTURING HISTORICAL SENECA CITY | RAILS, ALLEYS AND PEOPLE

URBAN DESIGN STUDIO | PROF HYEJUNG CHANG | RACHEL SNIDER | DOWNTOWN SENECA REVITALIZATION

With the rich railroad history of Seneca, SC, this design recaptures that historical identity through the use of railroad history, the historical Ram Cat Alley, and the emphasis of people and activity. This new and improved design focuses on a pedestrian centered ideal that allows pedestrians to feel safe as they walk around town and engage in the new programmed areas provided on each block. Ram Cat Alley is turned into a pedestrian only street, along with the block two blocks east, creating balance and an even greater emphasis on pedestrians. Elements throughout allude to railroad history and provide background information on the historical city.



PLANT PALETTE

CARPINUS BETULUS

ACER RUPESTRIS

QUERCUS LYRATA

MAHAMELIA VIRGINIANA

BUDDELEJA DAVIDSONII

VIBURNUM PLICATUM

EXPLODED DIAGRAM

A | INNER BLOCK SECTION

B | CENTER PARK SECTION



ALLEYS WITHIN ALLEYS

SENECA, SOUTH CAROLINA

LARC 4540 - URBAN DESIGN - FALL 2020 - ELIZABETH ROONEY

PROJECT DESCRIPTION

"Alleys within Alleys" is the idea to uncover and rediscover the hidden and unique characteristics that make downtown Seneca, South Carolina its own unique place in the world. The project focuses on reconnecting the entire downtown through a connected alley system that connects alleys, plazas, and the downtown together to make downtown Seneca a walking experience that attracts residents and visitors to explore.

In order to fully experience any downtown in any town in America you must explore the town through walking. In order for downtown Seneca to be a walking experience the best thing was to make downtown Seneca a pedestrian only area. The main street that runs through downtown Seneca along with the side streets that lead into the downtown all become pedestrian only designed with diverse green spaces in a scattered pattern in the streets.

As people explore the downtown alleyways lead into unique plazas where there are gathering areas where people can seat, eat, and socialize and green spaces. The central park was redesigned behind the idea of connecting community by creating two community centers that creates one long central alley. Each building offers a green roof available to the public. The idea behind this alleyway community park is to create a community hub where people can gather, play, experience, and socialize.

Overall, the downtown Seneca project focuses on revealing the character that is Seneca by creating an alleyway system and creating an inviting green system for an enjoyable downtown walking experience.

SITE CONTEXT



The site is located in Seneca, South Carolina and consists of four blocks which is referred to as downtown Seneca. Within the four blocks is a central park that extends to equal two blocks in the center of downtown.

DESIGN PRECEDENTS

While thinking about redesigning downtown Seneca I looked into precedents that were focused on redesigning alleyways, designing alleys that led to open spaces, and looked at examples of how green roofs interact with open spaces and the purposes of different green roofs.



DOWNTOWN ELEVATION



POINTS OF EXPERIENCE



CIRCULATION, GATEWAYS, AND PASSAGeways



SITE ANALYSIS

EXISTING CONDITIONS



BUILDINGS, GREENSCAPES, HARDSCAPES



GREENSCAPES AND HARDSCAPES



TOPOGRAPHY AND LANDSCAPE

THE GREEN ROOF



Preliminary Design Concept Sketches

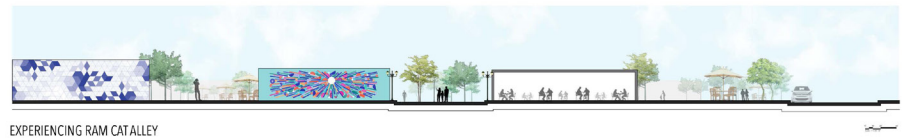


AXONOMETRIC SITE PLAN



EXPERIENCING RAM CAT ALLEY

Section A



THE PLAZAS OF SENECA

Section C



CENTER OF DOWNTOWN

Section B



RAM CAT ALLEY PLAZA



CENTRAL ALLEYWAY

SENECA CITY: REIMAGINING A HISTORIC DOWNTOWN

EMBRACING ACCESSIBILITY AND COMMUNITY WHILE PRESERVING CULTURE | MEGAN YATES | PROFESSOR CHANG | URBAN DESIGN STUDIO



LINEAR SKETCH OF A RESTORED DOWNTOWN SENECA

PRELIMINARY ANALYSIS

The site for this project, downtown Seneca, has the potential for improving the quantity and quality of recreational assets. Following the initial visit to the site, my team and I compiled data and developed our site analysis. Seneca experiences circulation issues due to the prioritization of vehicular access over pedestrian access. Along with the deteriorating roads and sidewalks, the downtown region has poor lighting during the night and an unnecessary number of parking spaces for the number of daily visitors to the downtown region. Lastly, the state of the greenspaces around the eight city blocks are less than ideal, with poor maintenance and a lack of shade and seating for visitors, challenging the well-being of the community.

ECONOMIC ANALYSIS & INVENTORY



CASE STUDIES

After completing the analysis phase, the case studies for this project were selected due to how they addressed the previous conditions of the site. The criteria consisted of five objectives:

- 1- Pedestrian Prioritization
- 2- Greenspace Access
- 3- Community-Focused Spaces
- 4- Street Revitalization
- 5- Historic Appreciation



SITE 1: RICARDO LARA LINEAR PARK



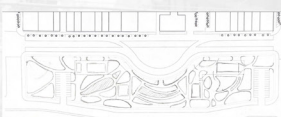
SITE 2: MIAMI LAKESIDE VILLAGE



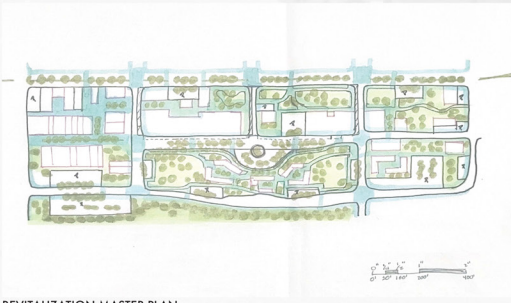
SITE 3: P STREET REVITALIZATION

CONCEPT DEVELOPMENT

The concept of this project highlights the existing elements while taking on a refreshed approach to the main street of Seneca. The overall goal was to maintain a balance between pedestrian and vehicular circulation with an emphasis on access to greenspace. Each block has its own park or parklet, with a significant increase of shaded spaces to increase pedestrian comfortability during the warmer months. The pedestrian-focused spaces encourage community engagement, passive and active recreation, as well as encouraging the appreciation of the beautiful nature in Seneca. There was a need for increased accessibility, so clear circulation for pedestrians was a priority.

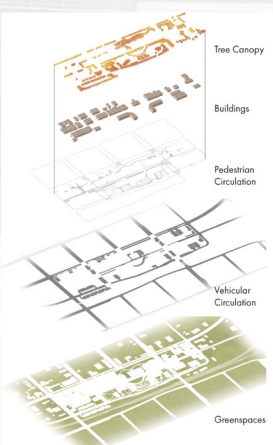


FINAL NORTON-THOMPSON PLAZA

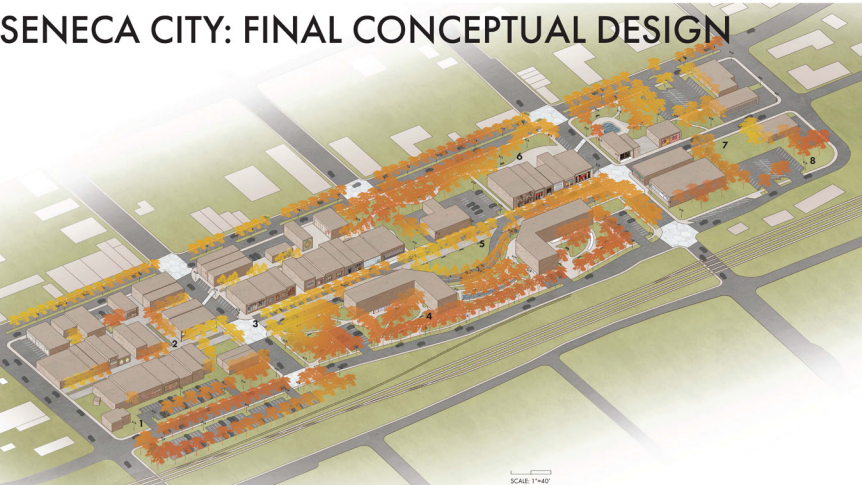


REVITALIZATION MASTER PLAN

EXPLODED SITE ELEMENTS



SENECA CITY: FINAL CONCEPTUAL DESIGN



SENECA CITY AXONOMETRIC MASTER PLAN



NORTON-THOMPSON PLAZA & PROMENADE



RAM CAT ALLEY

REIMAGINING A HISTORIC UTOPIA | MEGAN YATES | PROFESSOR CHANG | URBAN DESIGN STUDIO

PLANTING PALETTE

The redesigned Seneca plant selection heavily focuses on using native & naturalized species while also serving pollinator species throughout the downtown region.



AXONOMETRIC LEGEND

1. West-Side Parking
2. Ram-Cat Alley
3. Seneca City Promenade
4. Norton-Thompson Housing & Plaza
5. Seneca City Center Lawn
6. Linear Park
7. Seneca City Event Lawn
8. East-Side Parking



NORTON-THOMPSON PLAZA



RAM CAT ALLEY

Overall, this concept is relatively simple in its intention. The goal is to create a liveable, resilient space that stands the test of time, while remaining familiar to long-time residents. With controlled drainage systems that water the street trees and plantings, this site repurposes all runoff to maintain its landscaping. The all-deciduous street plantings provide shade in the warmer months and allow the sun to reach the buildings to cut heat costs in the winter.

For the Norton-Thompson Housing & Plaza, the turn-of-the-century feel and multi-family housing incorporates the courtyard-like area of the park and the multi-use spaces on the first floor of the apartment units to cater to the community of Seneca. The winding pathway that runs down the center of the plaza mitigates issues that result from the 12-foot change in topography. It is wheelchair accessible and catered towards elderly users. Each green 'pod' has at least one park bench to allow users to rest in the shade. Green buffers are highly important for the Norton-Thompson Plaza, as it softens the edge between the main street and the park.

Larger parking lots buffer the lower side of Seneca, and the tree buffer runs along the railway to lessen noise pollution. The train station (not pictured in master plan) remains the same as a historic landmark, and will have improved signage and will be better maintained. Additionally, improved solar lighting systems and recycling units will be evenly positioned throughout the site.

In addition to these assets, there are 390 parking spots across the entire downtown strip, and two of the streets have been reduced to one-ways to mitigate traffic issues. The pavement at intersections is made of hexagonal stamped pavers that pay homage to the original sidewalks of downtown Seneca in the 1920s and 1930s. These intersections, along with the promenade that runs the entire length of the downtown strip, create a visual difference for pedestrians and drivers alike.

OPPORTUNITY FOR INCLUSION LARC 4540 URBAN DESIGN/ CASTLE VAN DE MEULENDECEKE

PROJECT DESCRIPTION
The project is a multi-phase urban design and planning study for the development of a new urban neighborhood in the city of Amsterdam. The project is located in the city center, near the city hall and the main train station. The project is a multi-phase urban design and planning study for the development of a new urban neighborhood in the city of Amsterdam. The project is located in the city center, near the city hall and the main train station. The project is a multi-phase urban design and planning study for the development of a new urban neighborhood in the city of Amsterdam. The project is located in the city center, near the city hall and the main train station.

