

Re-envisioning Housing in Over-the-Rhine, Cincinnati

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ABSTRACT

A new era of urban revitalization has recently occurred in several major US cities, many of which must deal with outdated or dilapidated urban housing choices in inner city neighborhoods. Many of these broken neighborhoods require new housing alternatives. The proposition of this thesis is how can urban architecture alter the economic viability of a neighborhood. How can new housing typologies help to rehabilitate a blighted neighborhood? What social and neighborhood problems can architecture actually address? These questions seek to address the problems that encompass Over-the-Rhine.

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CHAPTER I INTRODUCTION

A new era of urban revitalization has recently occurred in several major US cities, many of which must deal with outdated or dilapidated urban housing choices. Many of these broken neighborhoods require new housing alternatives. The proposition of this thesis is whether a contemporary option of urban housing, can exist in today's American cities, more specifically Cincinnati. What types of housing don't work in urban areas? How can modern or contemporary architecture address new or complex urban issues such as crime, drugs, or poverty?

Cincinnati, Ohio is the city in which I am addressing these problems. The neighborhood of Over-the-Rhine is currently a particularly blighted neighborhood in Cincinnati, and the area of the city that this proposal will specifically address. An examination of this particular area of course cannot be done without an analysis of the history of Over-the-Rhine.

Over-the-Rhine specifically refers to both the German's that originally inhabited the neighborhood, as well as Cincinnati's "Rhine," the Miami and Erie Canal previously went through what is now Central Parkway, where it flowed through downtown to the Ohio river. The early 1800s saw an influx of German immigration into Cincinnati, especially in Over-the-Rhine. In 1851, Over-the-Rhine had a population of 19,000, and 13,000 of which were German. This area held a special significance to Cincinnatians, as D.J. Kenny's 1875 guide to Cincinnati explains:

The visitor leaves behind him at almost a single step the rigidity of the American, the everlasting hurry and worry of the insatiate race for wealth, . . . and enters at once into the borders of a people more readily happy, more readily contented, more easily please, far more closely wedded to music and dance, to the song, and life in the bright open air (Clubbe 198).

This description of the vibrant German community just across the canal is a stark contrast to today's blighted urban neighborhood. This neighborhood consists of the largest neighborhood of 19th century Italianate urban housing in the U.S., and inhabits 110 blocks of the city's core. The entire neighborhood is listed in the U.S. National Register of Historic Places. While the peak population of Over-the-Rhine was as high as 60,000 in 1870, today the neighborhood houses a mere 7,000 residents.

The staggering decline in population began in the 1890s, when the neighborhood's prosperous German residents moved out to find better or newer housing. The early 20th century saw a large decline in European immigration into the city, beginning



Figure 1: Birds eye view of Cincinnati, 1900

the deterioration of Over-the-Rhine into an inner city slum. The Volstead Act also shut down saloons and beer gardens, a main supply of German capital. Lastly the automobile made proximity to downtown less of a necessity, which allowed suburban living to be a reality for many well off Over-the-Rhine residents.

At the same time, residential environmental segregation was taking place as a result of the newly formed Better Housing League (BHL) of Cincinnati. This segregation on the basis of homeownership happened at the same time thousands of African-Americans from the south moved to Cincinnati. Between 1900 and 1940, Cincinnati's black population went from 15,000 to 56,000 (Taylor 172). Most of this new workforce was forced to work as unskilled laborers or as domestic servants, meaning desirable housing types were not affordable for almost all African-Americans. Most Blacks in Cincinnati also did not make enough money to purchase homes. In addition, many housing reformers worried about black populations forming in suburbs like College Hill and Lockland, and worried that slums would form in those areas. New residential land use regulations were formed by the BHL whose goals were to specifically confine black workers to the inner city basin through the use of codes, zoning laws, and subdivision regulations. Even when black leaders asked the BHL to address worsening housing conditions, the BHL responded that "it is impossible to build houses directly for the colored people because the facts show that their wages are insufficient to pay the cost of present-day construction." The BHL even instructed that blacks should invest their money to build houses for whites, so that whites could move out of the inner city neighborhoods. This preposterous response by the BHL was made even worse by the Cincinnati Real Estate Board, who stated that "No agent shall rent or sell property to colored people in an established white section or neighborhood and this inhibition shall be particularly applicable to the hilltops and suburban property" (Taylor 176).

CHAPTER 2 SITE SELECTION

Over-the-Rhine, a historic neighborhood in Cincinnati, is currently stricken with poverty, crime, and dilapidated housing, and is sandwiched between Cincinnati's Downtown, and the residential neighborhoods that surround the University of Cincinnati. A newly gentrified area created by the streetcar creates mostly high rent prices, which, while beneficial for new development, does not address the needs of the existing residents of Over-the-Rhine, and requires an intervention on behalf of the people. Affordable housing is a major need of this area, and especially *new* affordable housing, in order to make the area a better place to live, and to create precedent for proper housing for low income residents.

It was J. H. Landis, a city health officer that observed in 1913 that: "In Cincinnati it is almost impossible for a colored man to secure decent quarters for his family.' These conditions bothered the officer, who felt that blacks 'are respectable, law abiding and industrious but because of race and prejudice are compelled to live in the slum districts'" (Taylor 193).

Cincinnati's first black ghetto occurred in the 1920s in the area northwest of the Central Business district, known as the West End. From 1910 to 1940, the West End absorbed most of the city's black population, and 64% of the black population of Cincinnati dwelled there by 1940. Delapidated housing conditions made the neighborhood a point of attack by the city's housing reformers, who wished to eliminate the neighborhood's housing stock. These reformers had developed segregated housing schemes because of their "vision" of what a good neighborhood was. The reformers also argued that the blacks

and poor whites “lacked the appropriate skills to function well in an urban setting. If they scattered into better neighborhoods, they would carry blight with them” (Taylor 235).

By the 1960s, “white flight” was in full force, as most of the city’s white population had moved out of the central city. Slum clearance was simultaneously enacted with the construction of I-75, a new highway that ran straight through the West End, which demolished much of the West End Ghetto.

The problems associated with Over-the-Rhine have continued to progress, and the residents mostly “have neither the economic resources, educational training, or work skills to get out” (Clubbe 201). Overall, the racial inequalities that were harbored in Cincinnati for so long, as well as the slowly deteriorating housing stock in Over-the-Rhine, has set up massive obstacles for the low income residents of this historic neighborhood.

The issue of how to fix Over-the-Rhine often has had 2 opposing propositions: “some wanted new development and low-income housing preserved, others thought high-income development the answer. The issue boiled down to whether the city should bolster Over-the-Rhine’s economic base or renovate its housing stock” (Clubbe 202). This statement was made 20 years ago, in John Clubbe’s *Cincinnati Observed*, and today the decision of what to do with the neighborhood still poses the same questions.



Figure 2: Over-the-Rhine neighborhood in the context of Cincinnati content taken from Google Maps



Figure 3: Vacant Building in Over-the-Rhine



Figure 4: Gaps between buildings are very typical in Over-the-Rhine

Figure 5: Finding a string of buildings that doesn't include a vacant building is rare in OTR



Figure 6: Some buildings in Over-the-Rhine are in Great Shape

Figure 7: Over-the-Rhine's proximity just north of downtown makes it a great location for commercial development

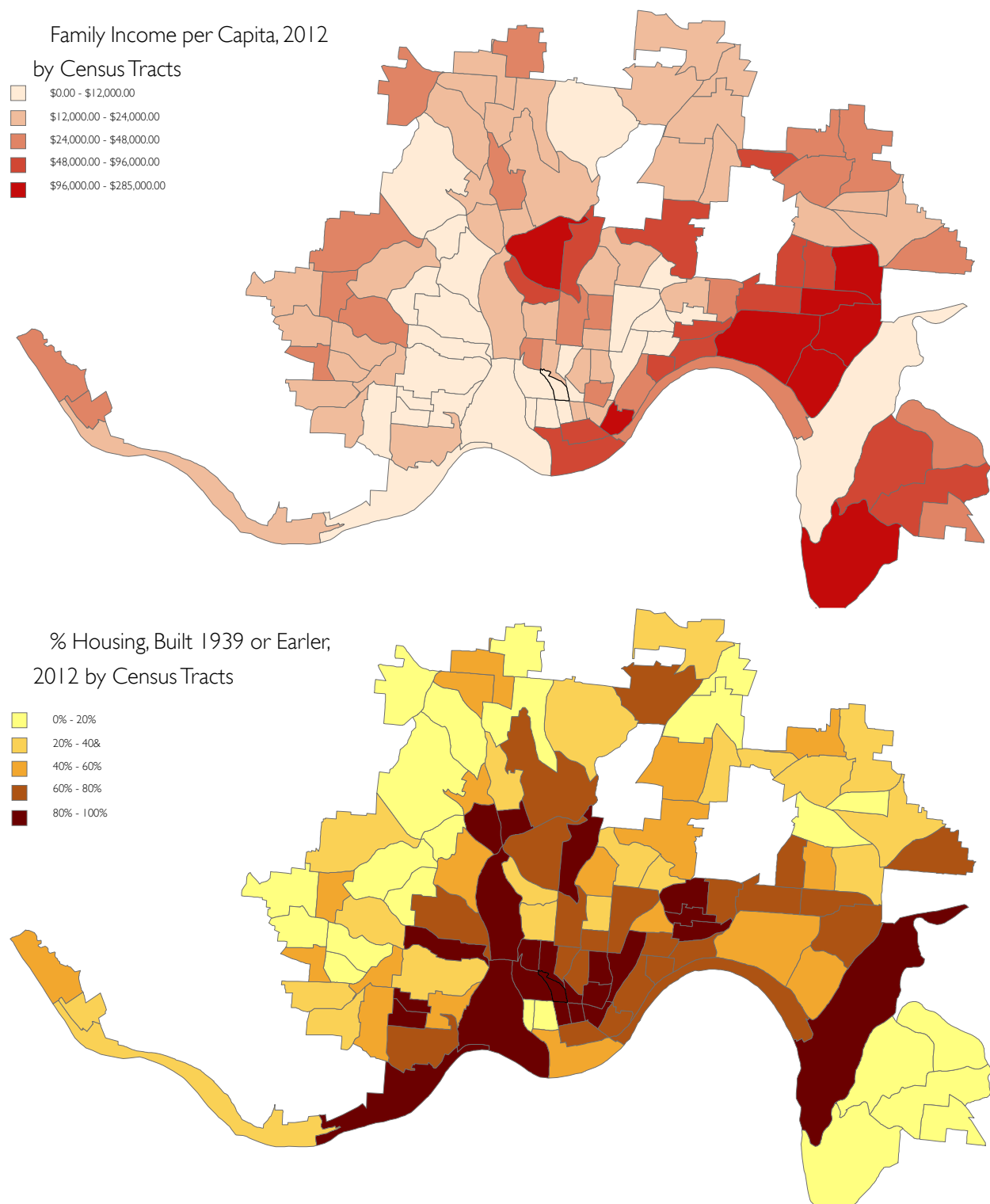


Figure 8 (above)

Figure 9 (below)

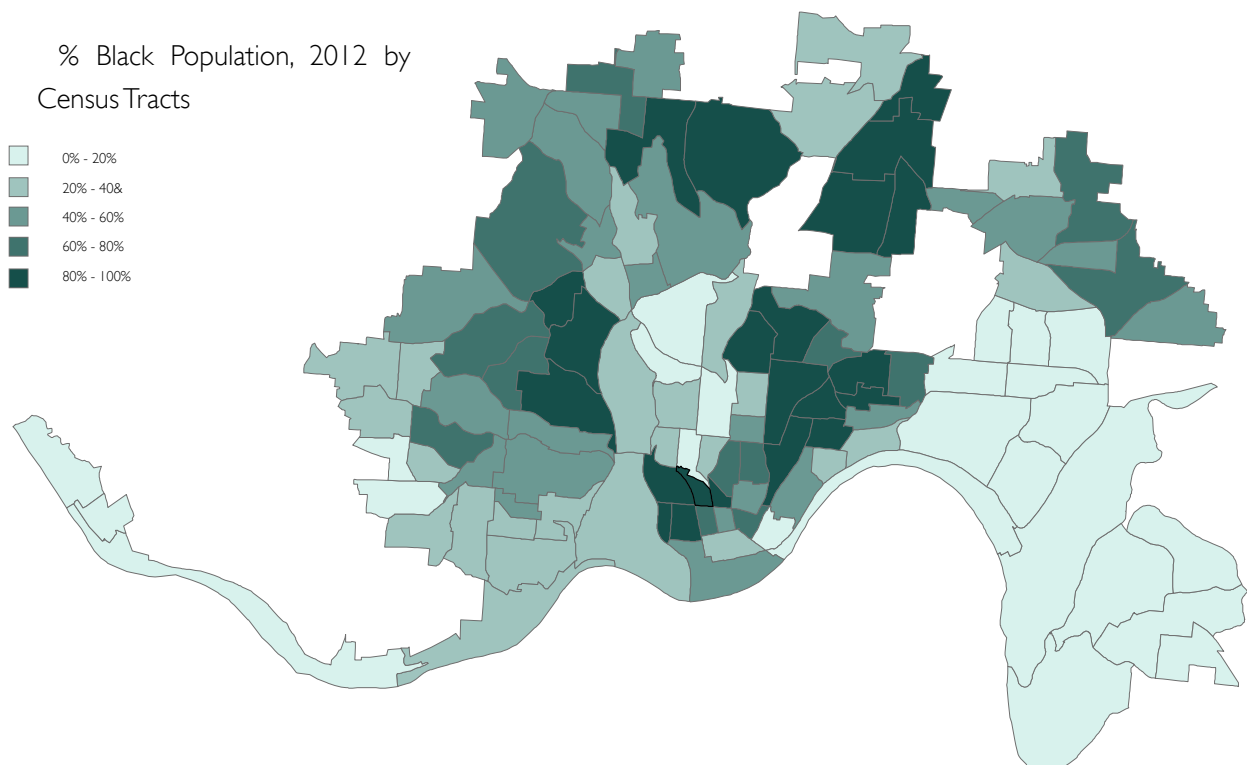


Figure 10

Demographic Maps of Cincinnati

The three maps of the city of Cincinnati above are used to show correlations of neighborhood demographics that are specific to the neighborhood of Over-the-Rhine. Important factors that lead to the quality of a neighborhood are elements such as the racial make-up of a neighborhood. The age of the housing stock also plays a significant role in the quality of buildings that exist in Over-the-Rhine. While age of a building does not necessarily reflect the shape that it is in, the case of Over-the-Rhine is an exception, in which the upkeep of a property is entirely dependant upon the quality of ownership over the years.

In the case of Over-the-Rhine, over 80% of the housing stock is at least 70 years old, which requires a substantial amount of time and money spent on the upkeep of these historic buildings. A large amount of these old buildings are windowless, and gutted.

The direct relationship between low income levels in the area and the age of the housing stock significantly effects the health of the neighborhood, and has a severely negative impact upon the neighborhood's ability to heal itself, whether by renovation of old buildings, or new construction like urban infill projects.

The site chosen in this neighborhood encompasses 2 different blocks, between Race street on the east, and Elm street on the west. and is situated on Liberty Street, a main thoroughfare in the Over-the-Rhine neighborhood. Subsequently, the site borders both the northbound and southbound Streetcar line, which is currently under construction. This location on a main street of the neighborhood as well as 2 separate stops along a brand new streetcar line creates maximum exposure for the area.

The program for this area is a mixed use development for Over-the-Rhine. Low-income housing will be mixed with a community center. The aim of the program is quite contrary to the recent development in the Over-the-Rhine area. 3CDC is a development

company in Cincinnati, standing for Cincinnati Center City Development Corporation.



Figure 11: Original Site Selection

3CDC Projects in Over The Rhine

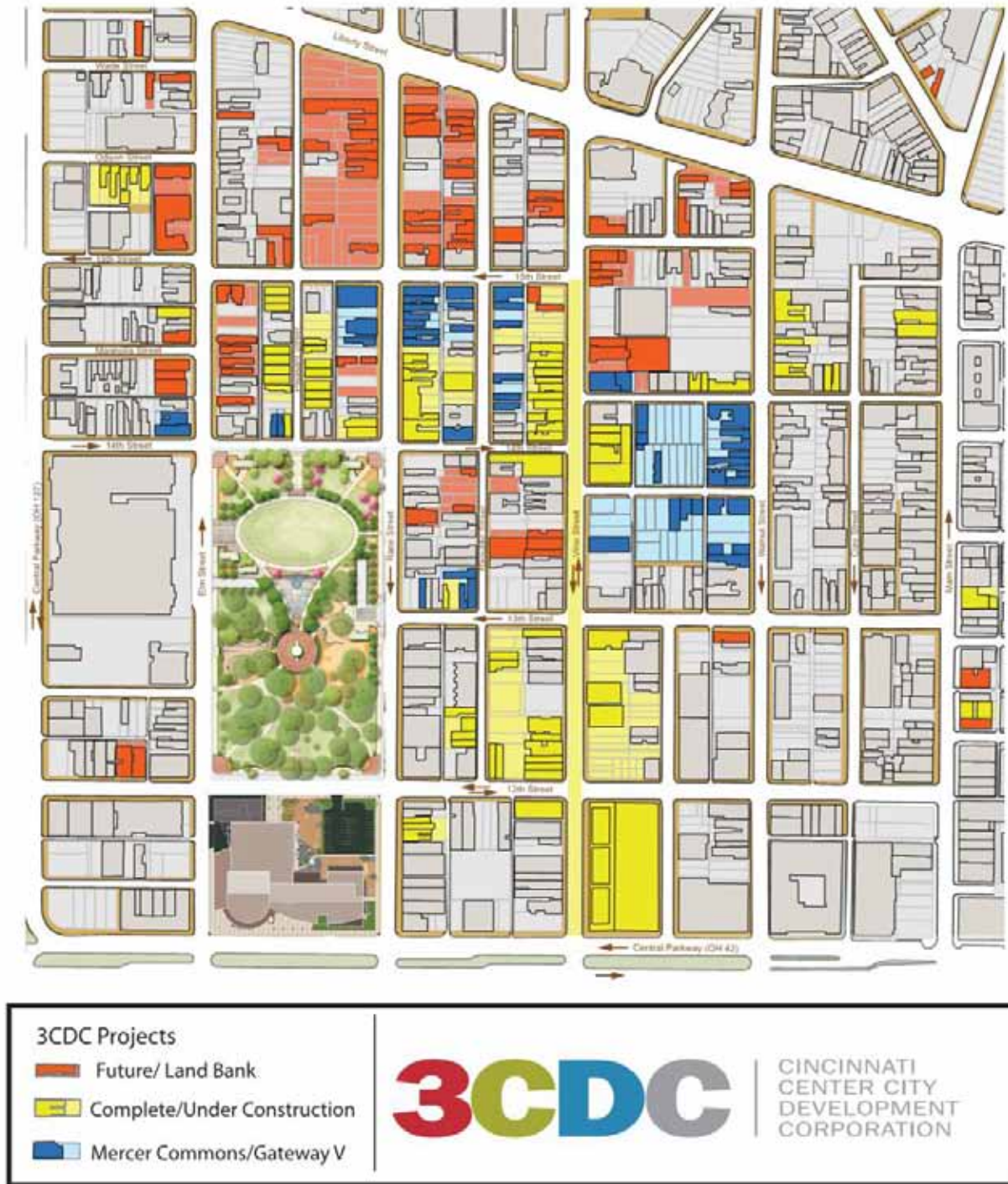


Figure 12: 3CDC Development plans for Over-the-Rhine



Figure 13: Public Transit in Over-the-Rhine

Current public transportation in Over-the-Rhine consists of a bus system operated by SORTA (Southwest Ohio Regional Transit Authority). While bus stops near the proposed site provide suitable transit options for Over-the-Rhine residents, a new street car has been ratified and is in the bidding process. The streetcar will connect Over-the-Rhine with the Ohio river, passing through downtown, and will encompass 3.6 miles of track with 18 different stops. The proposed site's location between the sets of tracks in the new streetcar's route will provide significant exposure to the project.



Figure 14: Vacancy in Over-the-Rhine

Vacancy in Over-the-Rhine is a major problem facing the neighborhood. Site Plans may denote existing buildings, but often do not entail the state of the individual buildings that surround the site. The 65 buildings highlighted in red on this site plan designate vacant or unused buildings, some of which are scheduled for renovation, but many continue to site with boarded up windows, and oftentimes have interior walls that have been stripped of their piping and are in a major state of disrepair. This “phantom density” of buildings does not include the state of a building for occupiable space.



Figure 15: One block of the site at Liberty & Elm

This company has recently been very impactful of the new construction, retrofitting, and renovations of many older buildings in Over-the-Rhine, especially along Vine Street, one street to the east of Race Street. One of the main problems with this new development, is that 3CDC is organizing these properties for income levels much higher than many of the residents that reside in Over-the-Rhine. As a result, many residents are being pushed into other low income areas of Cincinnati. The development of Over-the-Rhine is quite obviously ignoring the needs of the less fortunate.

Liberty Street is a wide street, that, under normal economic circumstances would be a lively, bustling area. Instead, it is often unoccupied, with development along the street lacking substantially. The new housing that is being proposed will be at a vital area of Liberty, sitting squarely in the middle of the upcoming streetcar line. This allows for a high-exposure building complex that can make a distinct impact on the community, because, like other important features in the area, such as Washington Park and Findlay Market, the Liberty Street corridor has a potential that has yet to be reached, and is a prime location for new and exciting development opportunities in the burgeoning neighborhood of Over-the-Rhine.

Liberty Street, originally named Northern row, was Cincinnati's northern boundary, and thus, the neighborhood north of this street was known as the Northern Liberties. It was originally a much narrower street, as older, parcel maps suggest, and was widened to incorporate the growing traffic needs of the area. Unfortunately, the widening of Liberty street did not spur growth in today's Over-the-Rhine, in which little business or commercial activity takes place in this street.

The potential of this street first begins with the orientation of buildings. Most buildings are set back from the street, or oriented along the North-South streets, and very few buildings oriented directly at Liberty. As a primary thoroughfare into Over-the-Rhine, there is now a necessity for growth on Liberty Street. Commercial growth and success on Liberty Street can provide a much needed economic boost in Over-the-Rhine, and help to reclaim a blighted neighborhood that needs businesses and more money changing hands.

CHAPTER 3

DESIGNING TYPOLOGIES IN OVER-THE-RHINE

Vacant buildings, and vacancy rates as well, normally prove a detriment to an urban neighborhood. New typologies in an old historic neighborhood are difficult to implement, especially with factions and neighborhood organizations that clamor for original-looking buildings. In the case of Over-the-Rhine, however, this clamoring is all but forgotten. Neighborhood and social problems have stripped Over-the-Rhine of

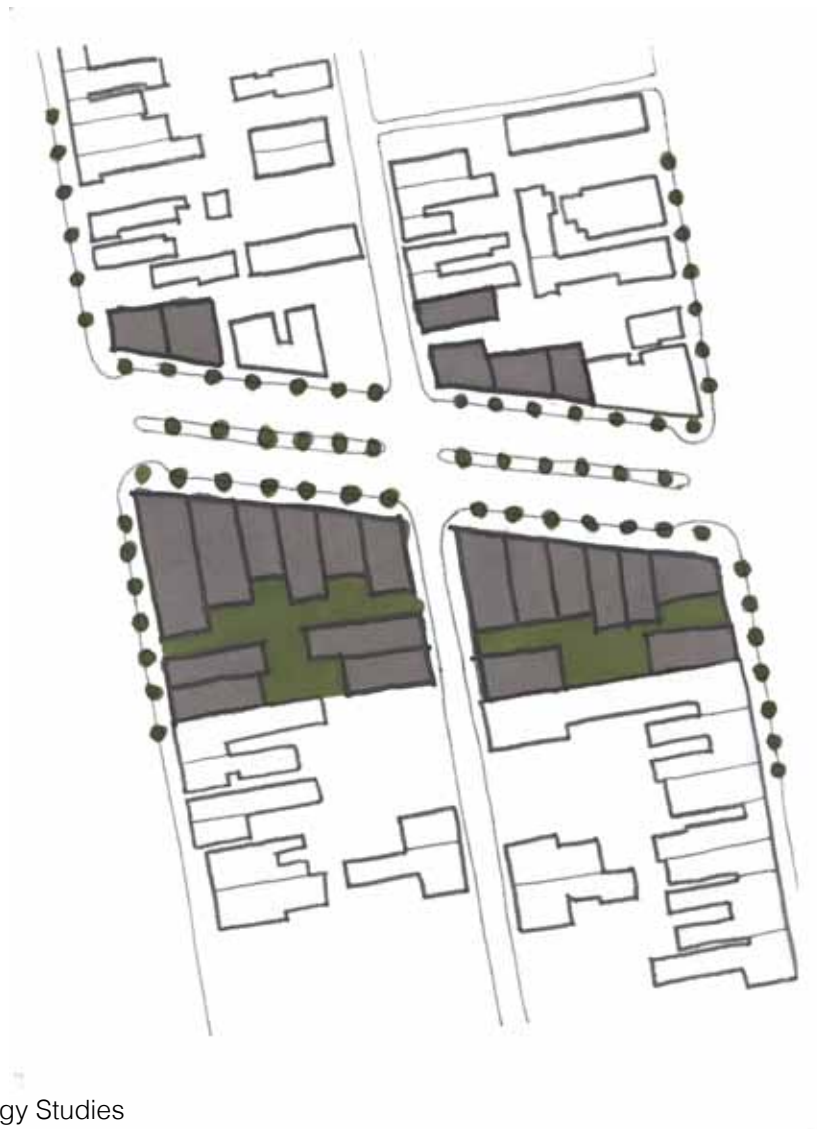


Figure 16: Typology Studies

its proud architectural heritage, and without drastic enough changes, a deteriorating neighborhood may become such a blight on the community that wide scale demolition might become an option, without proper intervention.

The proposal of this thesis is not to provide a few buildings to benefit a small area of the population, but for housing typology design to be extrapolated into the voids of Over-the-Rhine's empty lots. While vacant lots are undesired in a neighborhood, the increased density that new plug-in typology can provide much needed "eyes on the street," as Jane Jacobs describes in her book, *The Life and Death of American Cities*.

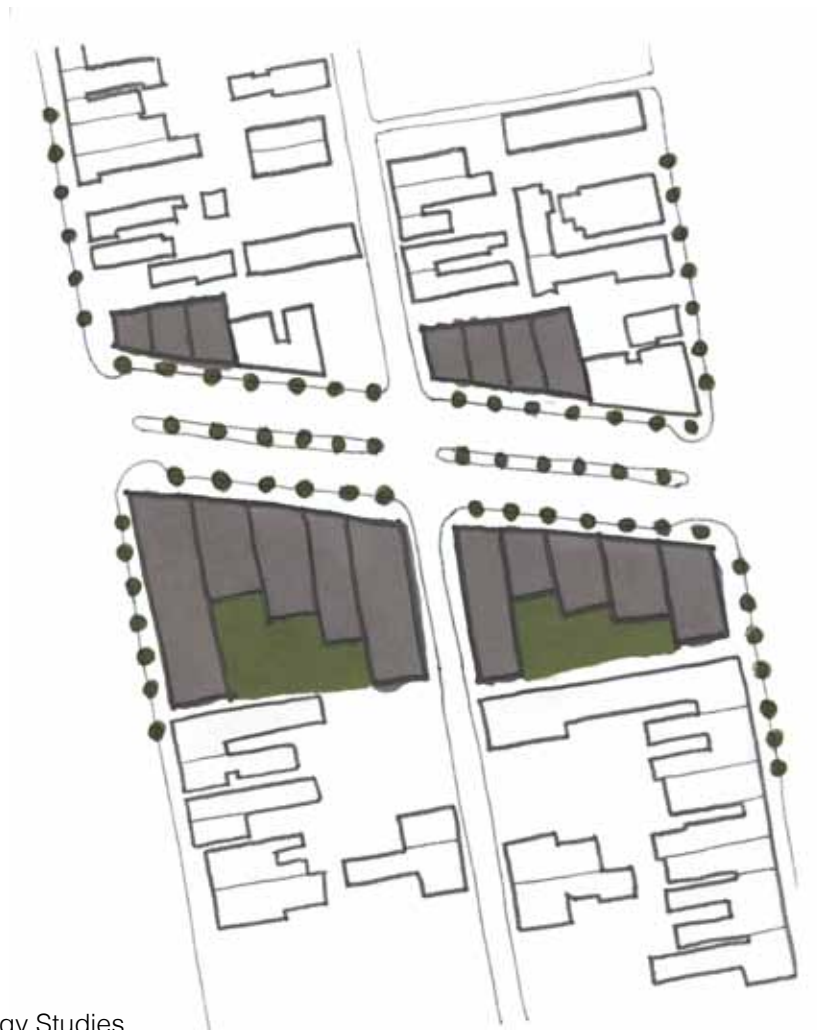


Figure 17: Typology Studies

The three diagrams on these pages are the first iterations that I have made to start to a conversation on what building types might work best in a neighborhood that is in need of repair. After further iteration, 4 housing types were chosen based on the best locations and situations to best benefit the neighborhood of Over-the-Rhine. The typologies that I determined are the endcap (shown on this page), single infill, multiple infill, and the corner block.

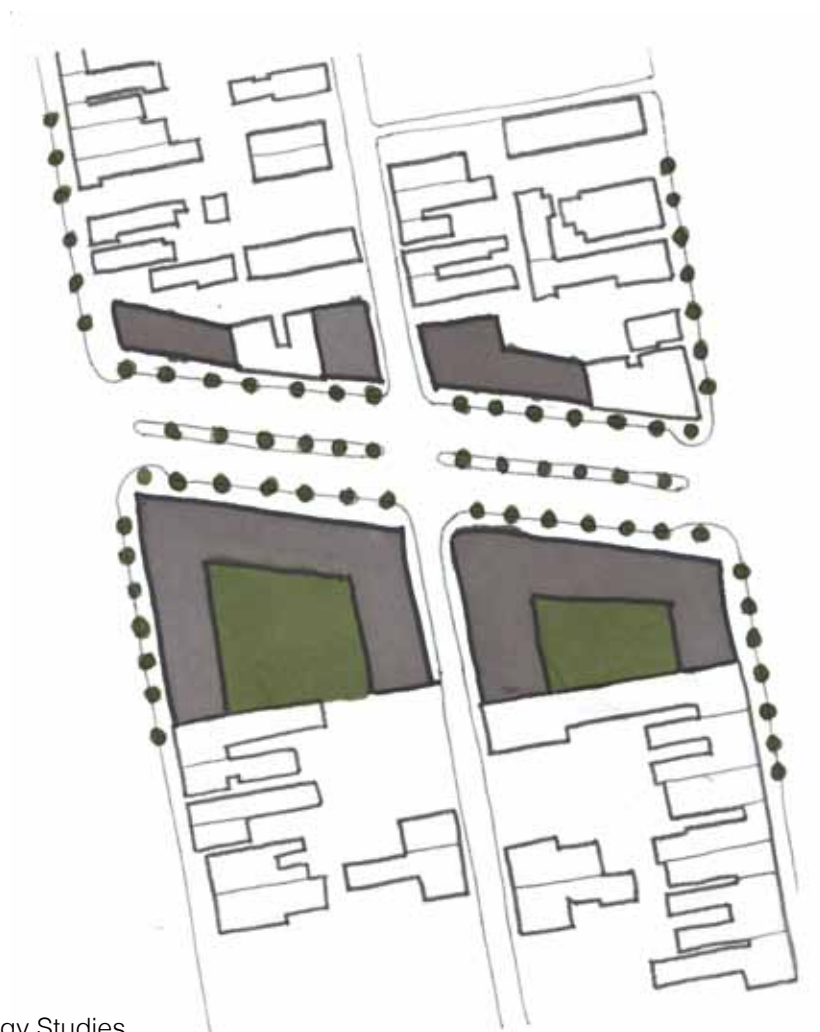


Figure 18: Typology Studies

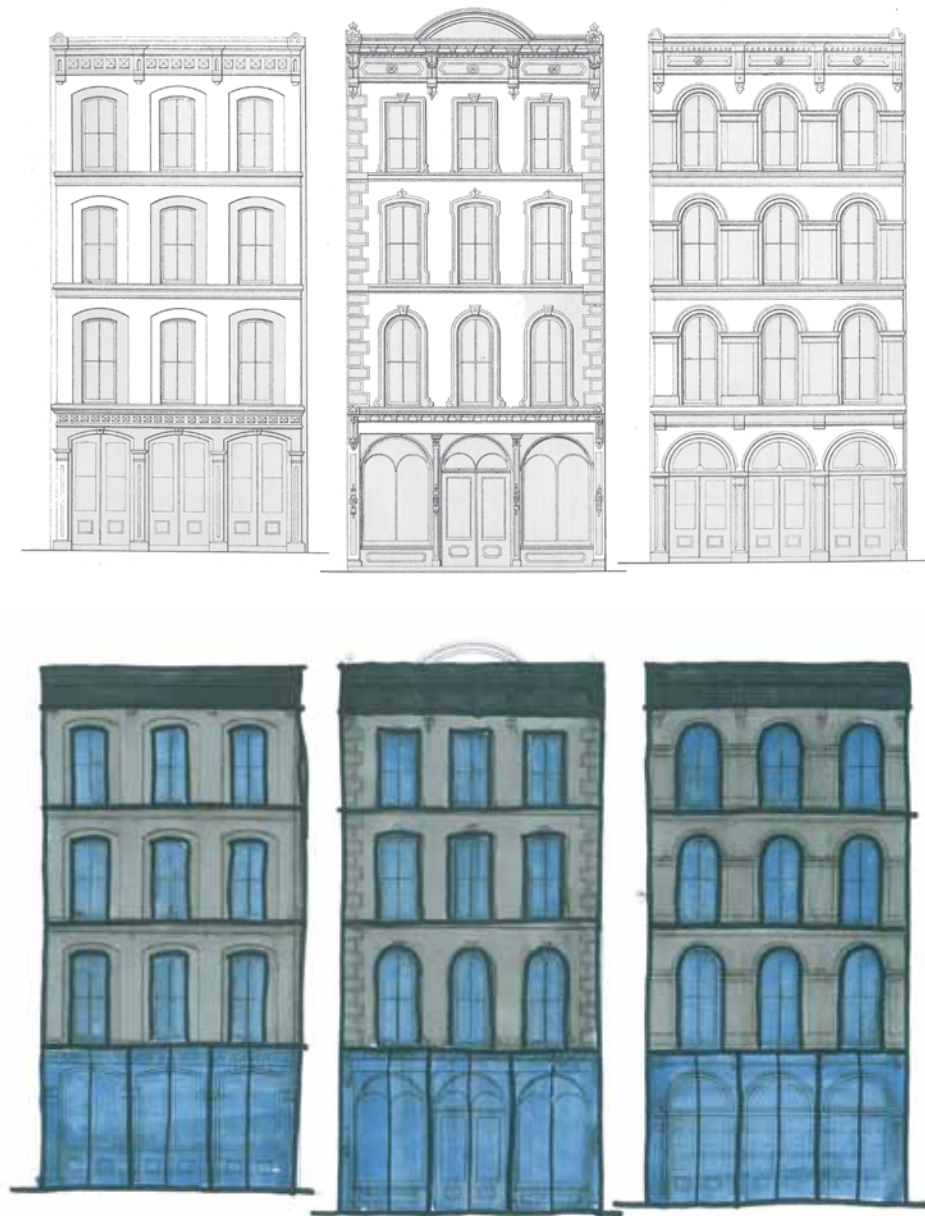


Figure 19: Facade Studies



Figure 20: Facade Studies

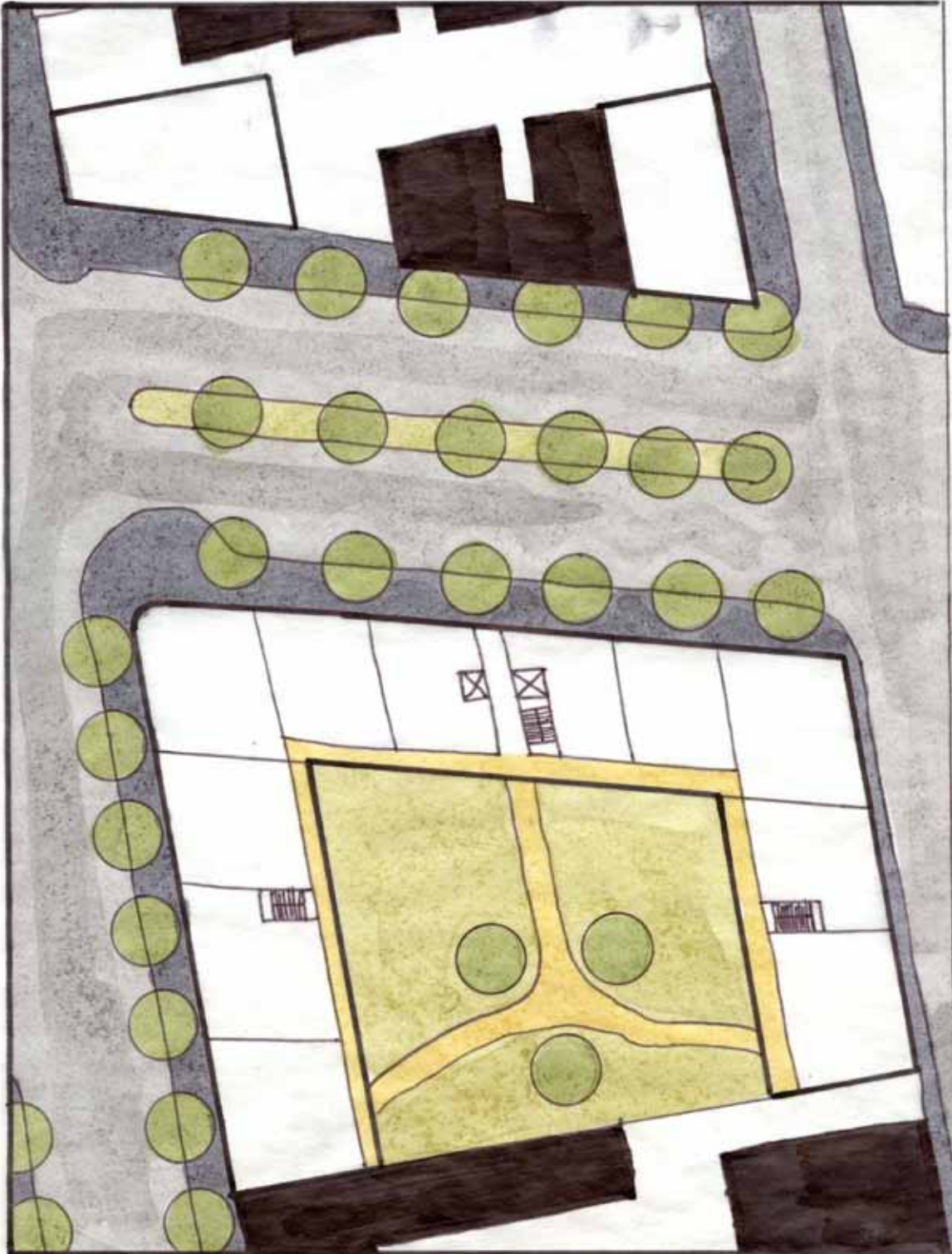


Figure 21: Endcap



Figure 22: Single Infill



Figure 23: Corner Block

Multiple Infill, Single Infill, Encap, and Corner typologies may not be brand new architectural typologies, even in Over-the-Rhine, but the ways in which each typology is used is especially different than what currently exists in the neighborhood. The extrapolation of all 4 of these neighborhood typologies helps to redensify the neighborhood.

The three iterations on the previous pages are the first attempts to establish how these typologies can fit into the existing urban fabric of Over-the-Rhine. Each iteration seeks to interact with both the streetscape, the adjacent buildings, and the courtyard condition that exists in the unused or unorganized portions of the urban block.

The endcap (page 20) is a condition that is most relevant to Liberty Street. The diagonal of the building is meant to directly address the angle of the street, and provide ample storefronts for the proposed redesign of Liberty Street. A large courtyard is surrounded by a U-shaped housing block, with retail establishments on the first floor, with housing directly above.

Single infill (page 21) is an option for small, incremental spaces in Over-the-Rhine. While some spaces between existing buildings in the neighborhood are too small to provide adequate square footage for new construction, others are just the right size for small units, and close the inner block just enough to provide sufficient privacy for the courtyard of the block. Multiple infill closes larger gaps in the urban fabric.

The corner block (page 22) is a typology that hasn't been implemented much in Over-the-Rhine, as most buildings are oriented East-West along the streets, and less attention is paid to the numbered streets of Cincinnati. Addressing the corner of an intersection can help increase interaction between nearby buildings, as well as making intersecting streets into important landmarks in the residential parts of the neighborhood.

The beginnings of a masterplan in this first iteration to focus on the streetscape, and how improved streets in Over-the-Rhine can help to create a neighborhood that feels cohesive, or representative of something whole. The map below shows opportunities in the neighborhood, mainly street trees, curb extensions on Liberty Street to accomodate parking, and courtyard programming that seeks to stitch blocks into unified facets of the community rather than a series of adjacent structures.

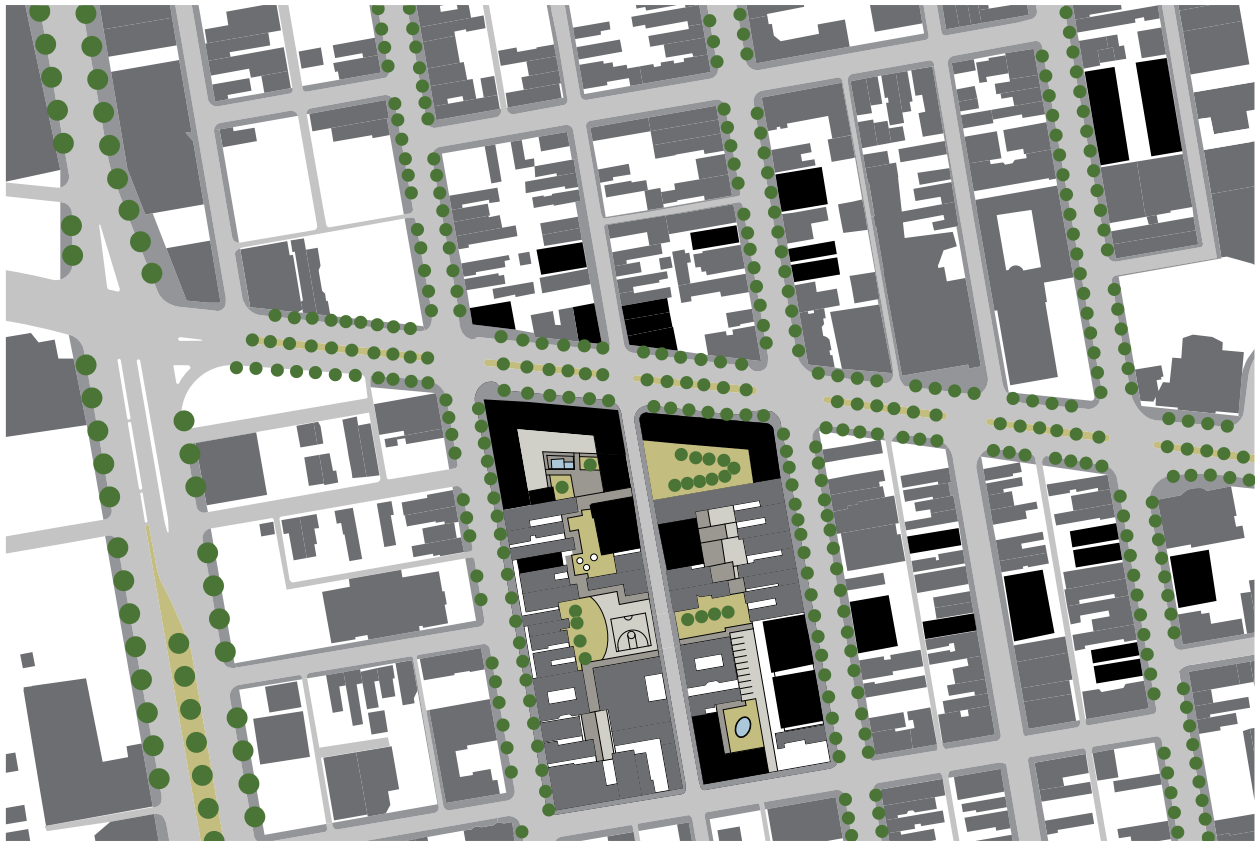
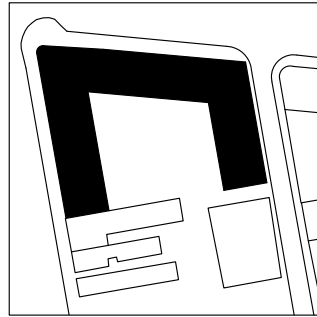
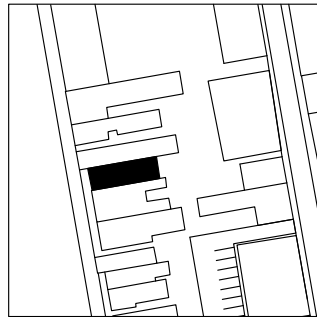


Figure 24: Original Masterplan

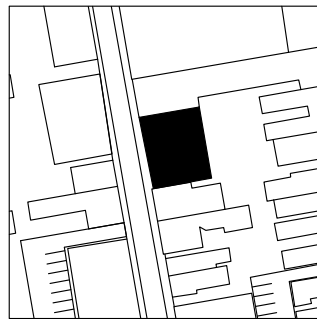
Endcap



Single Infill



Multiple Infill



Corner Building

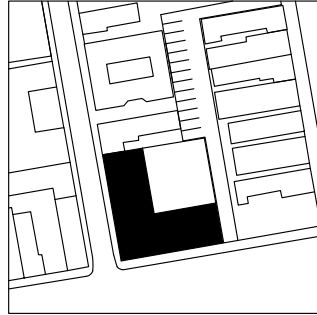
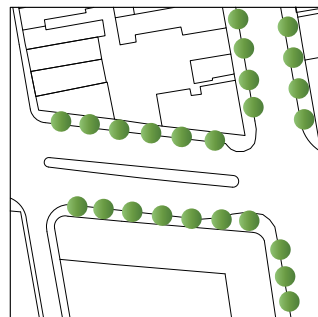


Figure 25: Housing Typologies

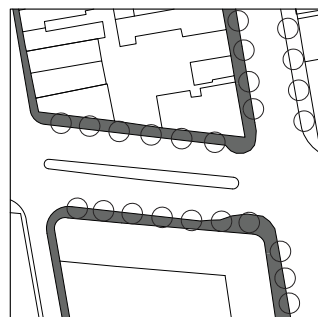
Street Trees



Added Median



Curb Extensions



Interior Parking



Figure 26: Urban Design Typologies

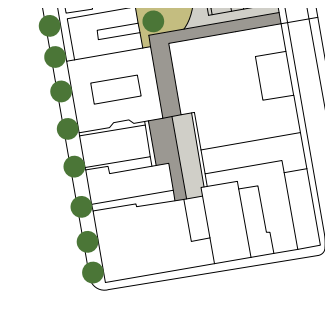
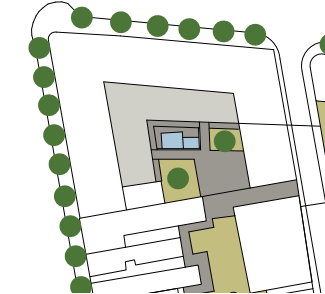


Figure 27: Courtyard Typologies

While the four Housing Typologies have been addressed, the architectural realm in Over-the-Rhine requires additional design moves to unify the neighborhood as an entire community. Architecture can only hope to solve the problems of housing and commercial space in the context of Over-the-Rhine, and so further methods and typologies are implimented in this masterplan to accomodate as many “spheres” as possible.

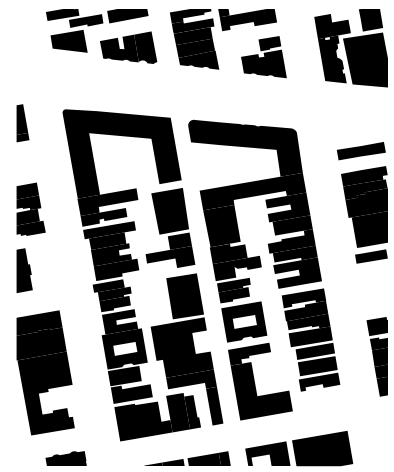


Figure 28: Architecture Sphere

The architectural sphere encompasses the normal outlines of the building footprints in a neighborhood.

This normally extends from the edge of the sidewalk to the interior of the block. The 4 typologies added to the existing neighborhood structure are the endcap, single infill, multiple infill, and the corner block.

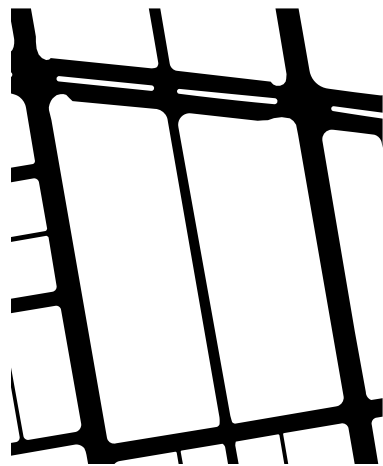


Figure 29: Urban Sphere

The urban sphere includes the side walk, the street, utilities like power lines, light posts, benches, street trees, and of course, the infrastructure of the city, including sewers, water mains, electrical ducts, and conduit boxes. This sphere helps set the mood of the neighborhood, in addition to the scale of the buidings.

While Liberty Street has a 5 traffic-lanes, with 2 parking lanes on either side, smaller streets like Elm and Race, which sit on either side of the two blocks, have 2 traffic lanes with 2 lanes of parking. Pleasant Street, which sits in the middle of the two blocks can only fit 2 vehicles. Each scale of street requires different treatments in order to serve

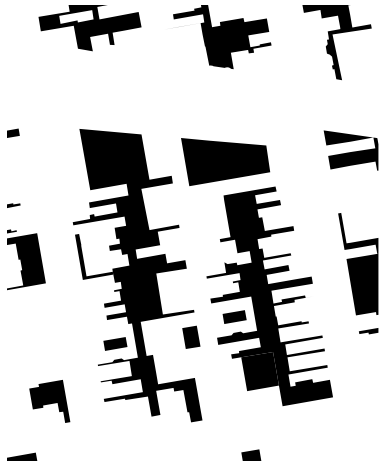


Figure 30: Courtyard Sphere

their respective purposes. The four urban design typologies implemented in this masterplan are: street trees, added median at Liberty Street, curb extensions, and interior block parking.

The courtyard sphere explores what kind of programmatic options are available on the interior of a block. While some interior spaces are small and only good for circulation around buildings, other large courtyard spaces can be made into specifically

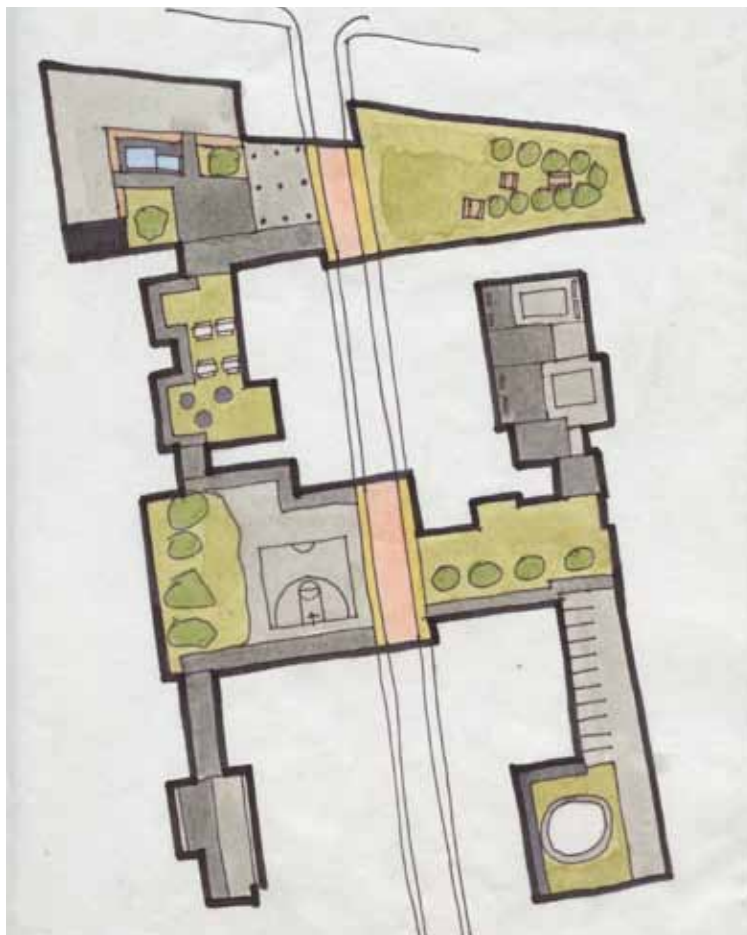


Figure 31: Courtyard Program

programmed spaces. As the spaces of the two blocks being addressed were laid out, 8 different spaces large became apparent. Each of these spaces was given a specific program: Retail Patio, Shaded green space, barbeque and grill area, basketball court, interior parking, a hardscaped courtyard, a reflecting pool, and 2 more sets of smaller green spaces. This new program helps to define specific uses that many of these larger areas are

capable of accomodating. a space in the middle of each block has been left void for larger courtyard programs as well as connectivity between the two blocks.

CHAPTER 4 HOW ARCHITECTURE CAN HELP A NEIGHBORHOOD

My thesis proposal begins on the premise of a broken neighborhood, with many typical inner-city problems, including crime, drugs, prostitution, and poverty. These problems are social issues that do not necessarily have a direct relationship with design and architecture. This raises a problem in the field of design, especially those urban designers and architects who hope to foster a better community and neighborhood through better practice, community involvement, and design intended to rehabilitate a place.

The difficulty in applying a design to such a neighborhood is that the architect lacks the knowledge of the consequences of his/her design and strategies. Architects and urban designers have discussed and designed for the future needs and requirements of problematic communities for a long time, often with varying results. Massive community redevelopment has been attempted, especially in the cases of such modernist projects like Cabrini Green in Chicago, and Pruitt Igoe in St. Louis. Each of these projects attempted to resolve the problems of an inner city neighborhood by proposing massive amounts of construction and segregation from the general population.

This segregation existed in a society that dealt with African-Americans as a nuisance. The America of 60 years ago decided that separation between races would solve housing issues in these inner cities. Whites consistently relocated out of black areas of town, and the solution in many cases was to tear down old neighborhoods that existed as slums, and redevelop these properties into large-scale high rise communities to house the large quantities of African-Americans that relocated to the Northern U.S. after the

economic boom during World War II. While some of these communities were not meant to segregate, and were originally designed as mixed income neighborhoods, most of these areas eventually became almost exclusively African-American by the 1970s.

While many of these housing complexes have been demolished, the problem with how to design for the inner city still remains. How can forward-thinking design begin to think about how inner-city problems can relate to fields like architecture? The problems brought to light, or even created by these modernist communities still have consequences for cities with these issues. Many cities are poised for the transition from blighted urban neighborhoods into thriving communities. Yet the answer to how to resolve such blight and disrepair is not easy to find. Trial and error still seem to be the status quo in cities that desire to re-densify their urban environments.

The “creation” of new neighborhoods has not worked in the past. Creation, in this instance, is the establishment of a new boundary for a newly constructed housing complex. Such precedents ignore surrounding context in the hope that a blank-slate mentality will create a new utopian community where these new architectural ideals can be tested and refined.

Unfortunately, since these experimental communities were created, most of them have been written off, destroyed, or abandoned. This anomaly in architecture has everything but proven that new community typologies do not work unless a solid foundation of neighborhood cohesion, commercial activity, and resident continuity is established.

The finalized design of this thesis project centered around 3 different buildings, the endcap, single infill, and multiple infill. These buildings make up a portion of the overall design, which contains 2 blocks. The 3 buildings help to encompass the 3 sizes of streets in the neighborhood (Liberty, Elm, and Pleasant), and how each new building will address these streets differently. While the Liberty Street buildings will contain a lot of storefronts that directly face Liberty, the other infill buildings will be residential only.

These 3 buildings are built around a courtyard that runs the length of the block, and extends into the 2nd block. The courtyard between these 3 buildings includes a retail patio, a water feature, as well as green space with new trees. Outside of these 3 buildings are street trees, street improvements like curb extensions for major intersections, a new median in Liberty Street, and added transparency between the street and the courtyard. This “all-encompassing” design seeks to program an entire block for the benefit of the entire community.

The combination of intensive urban design moves on a smaller scale, as well as urban design on a larger, neighborhood level, and this design seeks to bring together a cohesive, and hopefully better neighborhood.

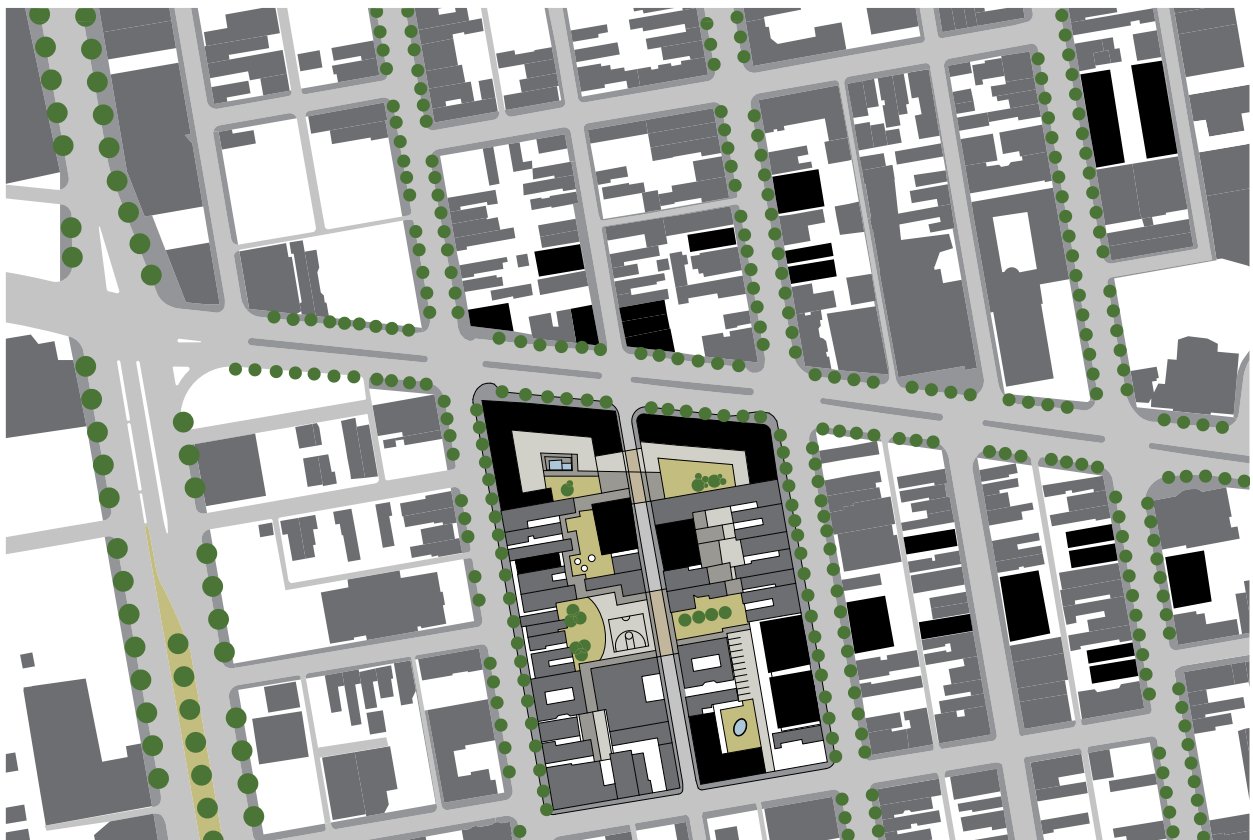


Figure 32: Final Masterplan



Figure 33: Site Axon



Figure 34: Courtyard view of Endcap Building



Figure 35: Courtyard view of Multiple Infill Building



Figure 36: Interior view of Endcap corridor

Figure 37: Courtyard view of Endcap building



Figure 38: Interior view of typical
Endcap unit



Figure 39: Street view from Liberty Street

Figure 40: Corner view of Endcap Building

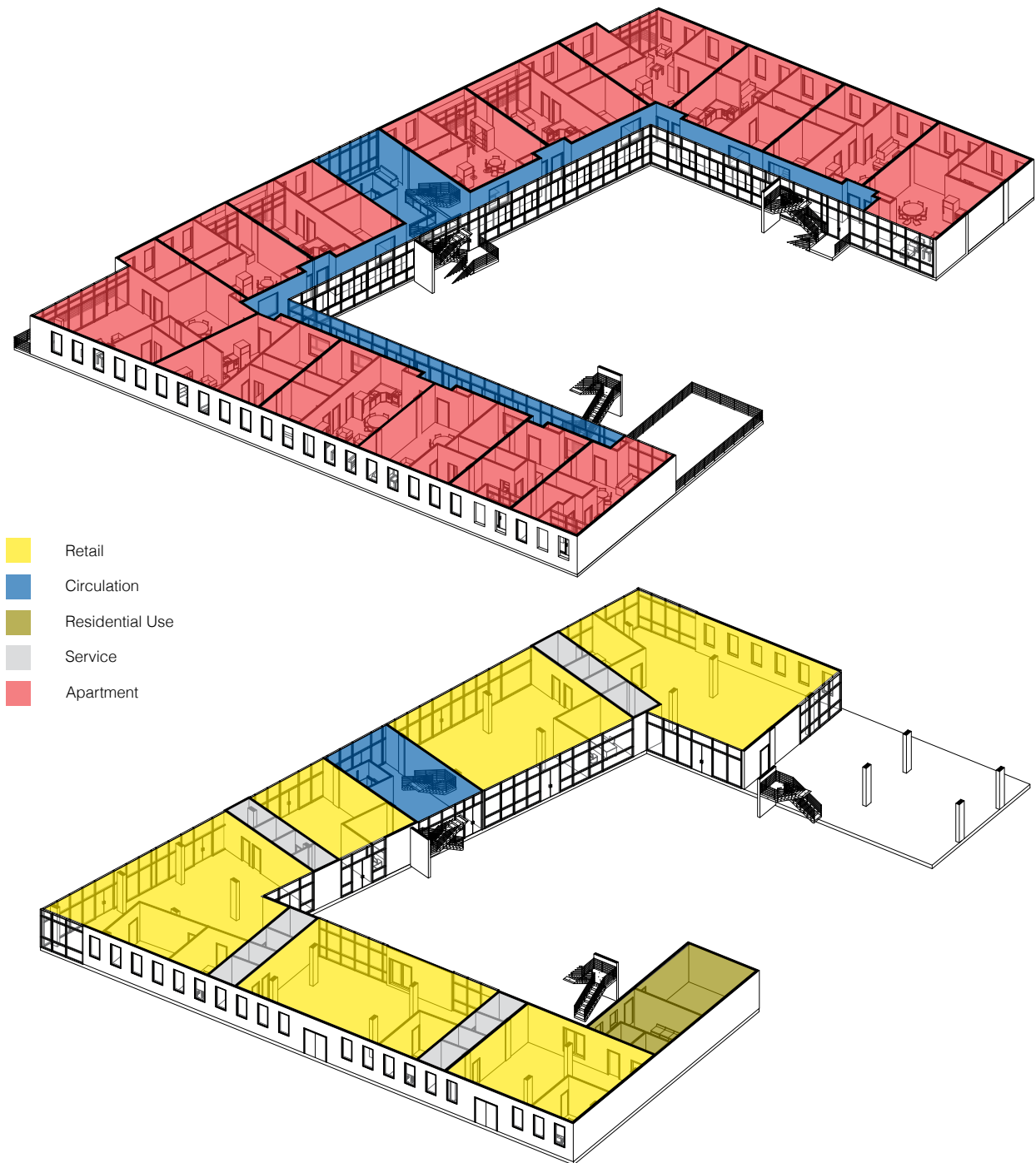


Figure 41: First Floor and 2-4 Floor
of Endcap Program

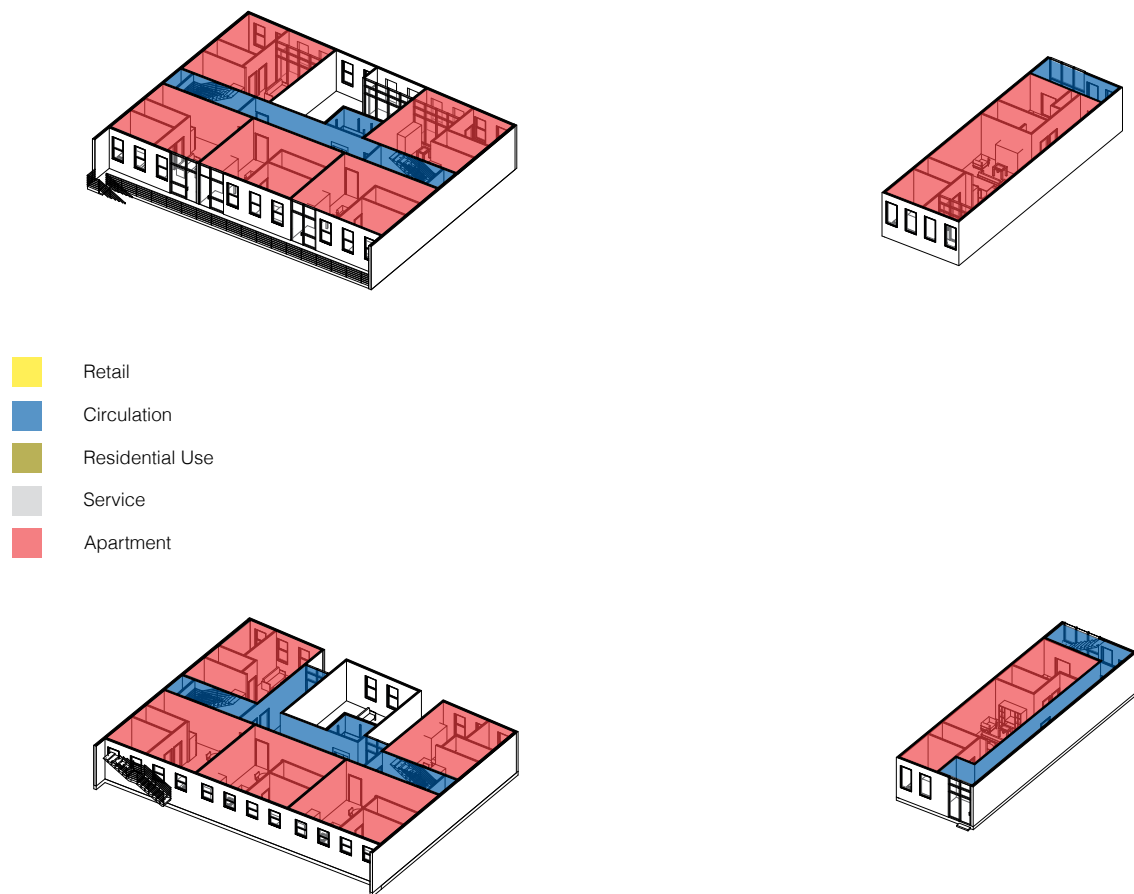


Figure 42: First and 2-4 Floors of Multiple and Single Infill Program



Figure 43: East Elevation

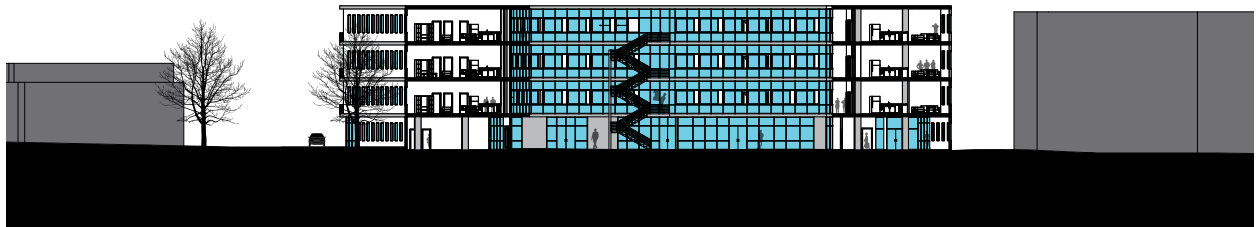


Figure 44: Transverse Section
through Endcap

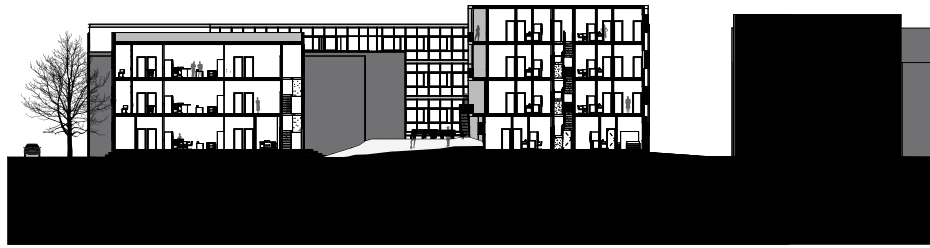


Figure 45: Transverse Section
through Infill



Figure 46: Longitudinal Section
through Endcap

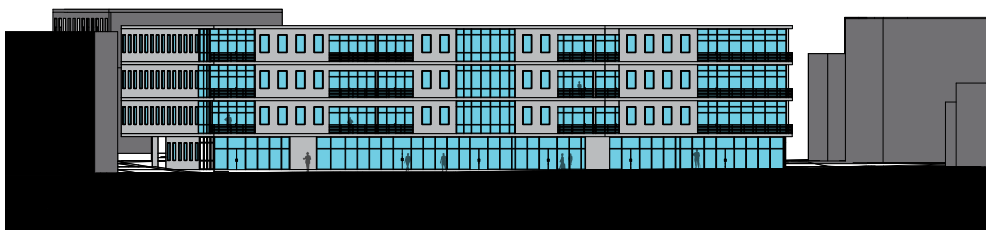


Figure 47: North Elevation of
Endcap

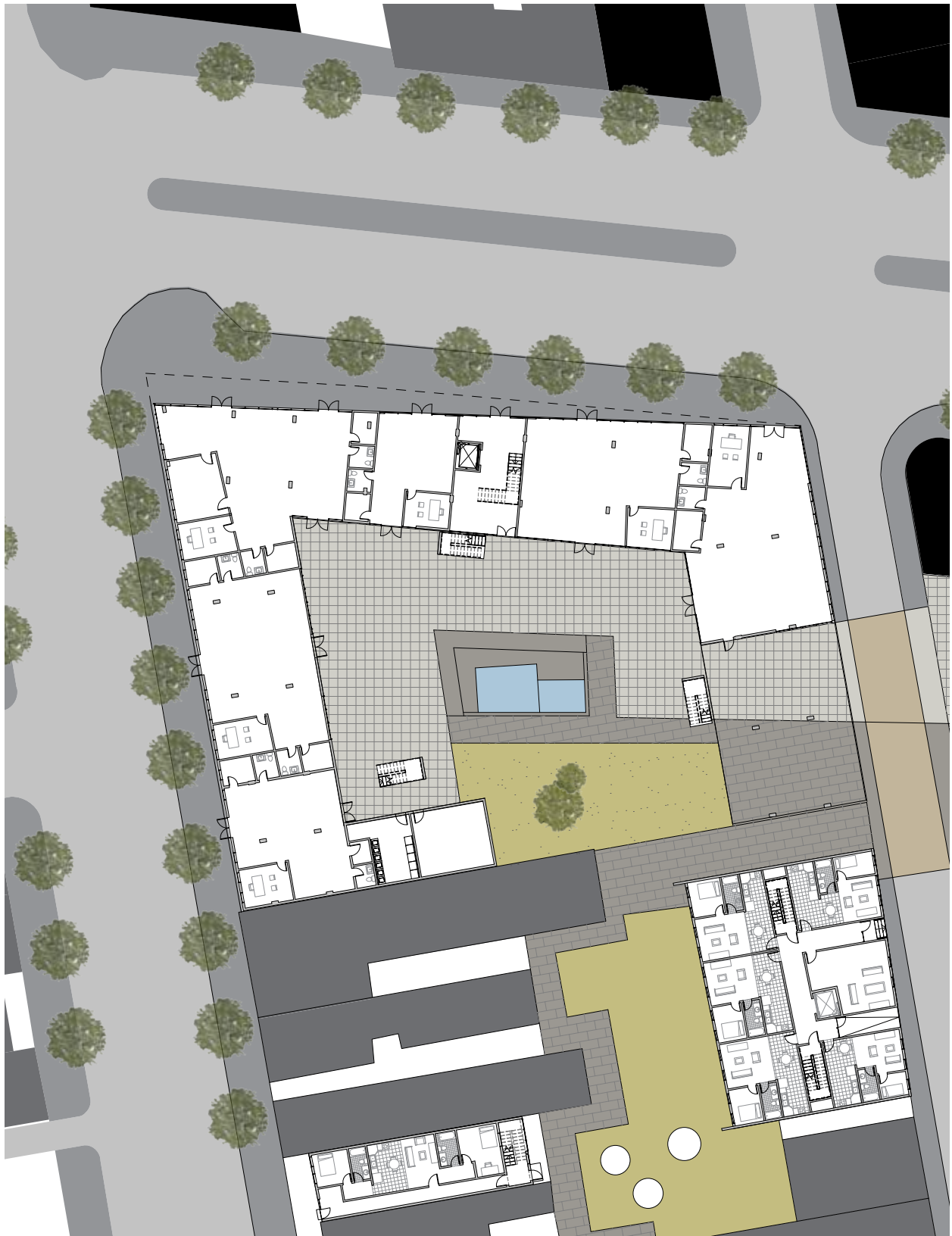


Figure 48: Ground Floor Plan

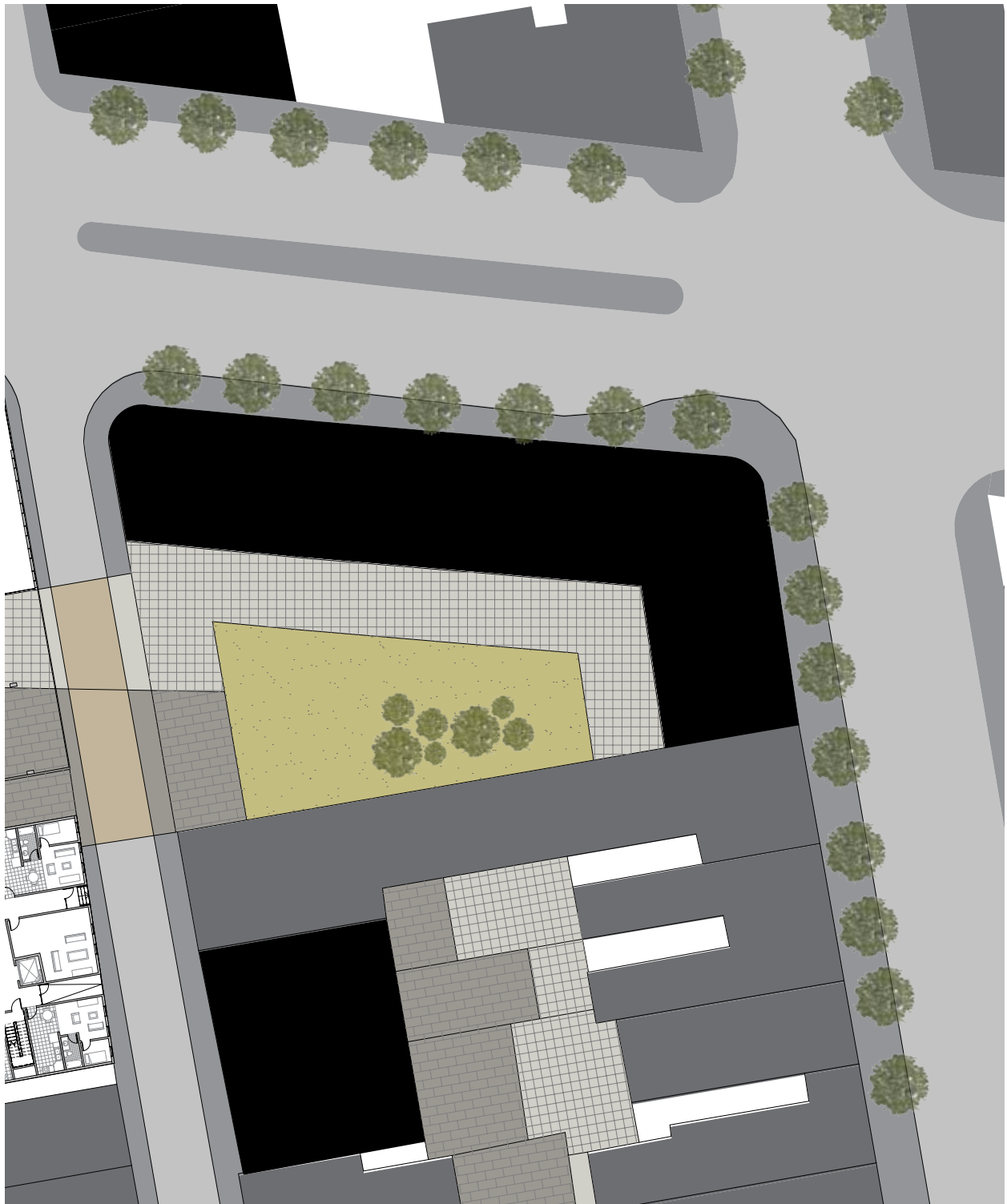


Figure 49: Ground Floor Plan of 2nd Block

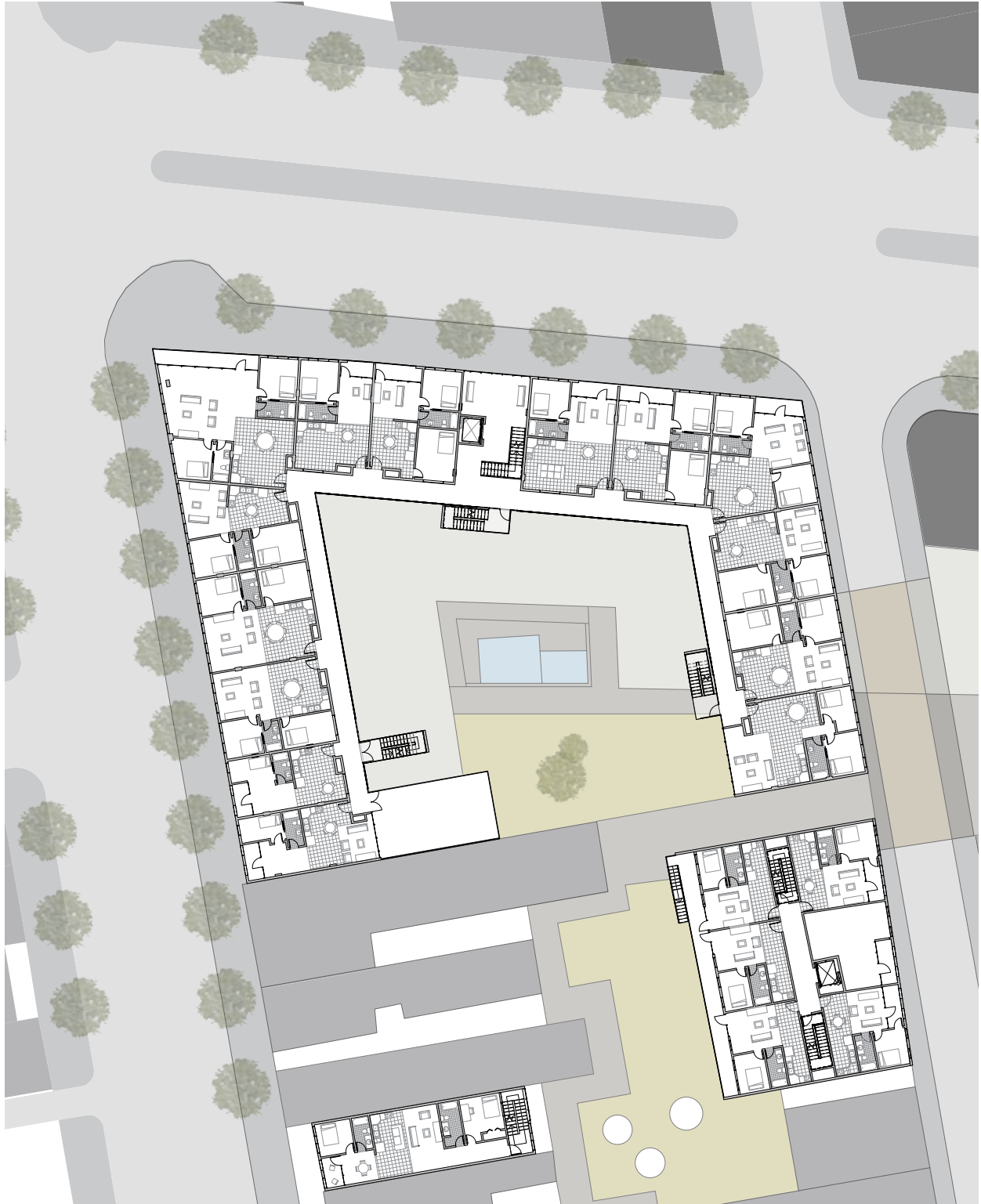


Figure 50: 2nd Floor Plan

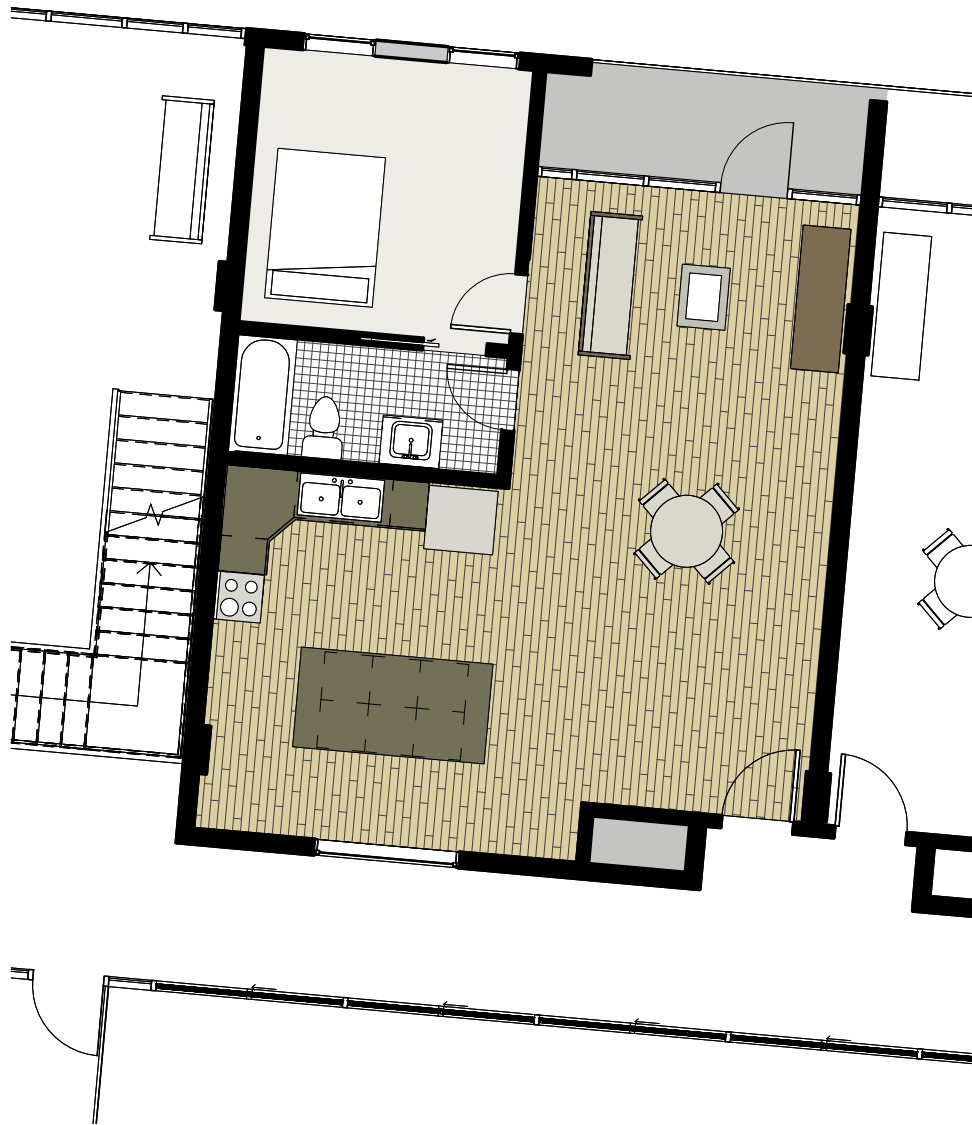


Figure 51: Typical Endcap Unit

CHAPTER 5 CONCLUSION

While neighborhood design and changes can be proposed, the real issues of a problematic neighborhood cannot be solved by architecture. However, the project's goal is not to fix a neighborhood, it is to provide the neighborhood with the density and amenities that will help it become better. The first step to help make a better neighborhood is the people and residents that use it on a daily basis. With many unfortunate social issues, the neighborhood of Over-the-Rhine faces much uncertainty in its direction. Local developers have recently begun the gentrification process in Over-the-Rhine, with a decent amount of success, yet these new businesses are directed for young professionals, as are the expensive renovated lofts. Vine Street, just 2 blocks east of the 2-block site, is the area where the most gentrification is taking place.

As the neighborhood becomes further gentrified, the new street car is completed, the future of Over-the-Rhine seems to be getting better and better. Yet while these improvements will ultimately create a stronger and more economically stable neighborhood, the people that these additions are meant for are the young professional class, and a limited number of people can afford the newly developed housing currently being enacted in OTR. Until development and new construction can be made for a number of income levels Over-the-Rhine may become another expensive neighborhood near downtown Cincinnati, rather than a integrated and mixed income neighborhood that it should be.

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Figure 1: Hedberg Maps Inc. "Cincinnati at the Millennium, a Thousand Years of Change : Satellite Imagery, Bird's-eye Views, Historical Topography : 2000."
Map. Minneapolis: White Star, 1999. N. pag. Print.

Figure 2: Google Maps

Figure 3: Flickr, <http://www.flickr.com/photos/53177138@N04/5405311441/in/set-72157625823688015>

Figure 4: Flickr, <http://www.flickr.com/photos/53177138@N04/7693789426/sizes/o/in/pool-644222@N20/>

Figure 5: Flickr, <http://www.flickr.com/photos/taestell/7832444050/sizes/l/in/pool-644222@N20/>

Figure 6: Flickr, <http://www.flickr.com/photos/carlyldean/8353456013/sizes/l/in/pool-644222@N20/>

Figure 7: Flickr, <http://www.flickr.com/photos/taestell/7964882264/sizes/l/in/pool-644222@N20/>

Figure 8: Simply Maps

Figure 9: Simply Maps

Figure 10: Simply Maps

Figure 11: Google Maps

Figure 12: 3CDC, <http://www.3cdc.org/where-we-work/over-the-rhine/>

Figure 13: Graphic produced by author

Figure 14: Graphic produced by author

Figure 15: Photo taken by author

Figure 16: Graphic produced by author

Figure 17: Graphic produced by author

Figure 18: Graphic produced by author

Figure 19: Graphic produced by author

Figure 20: Graphic produced by author

Figure 21: Graphic produced by author

Figure 22: Graphic produced by author

Figure 23: Graphic produced by author

Figure 24: Graphic produced by author

Figure 25: Graphic produced by author

Figure 26: Graphic produced by author

Figure 27: Graphic produced by author

Figure 28: Graphic produced by author

Figure 29: Graphic produced by author

Figure 30: Graphic produced by author

Figure 31: Graphic produced by author

Figure 32: Graphic produced by author

Figure 33: Rendering produced by author

Figure 34: Rendering produced by author

Figure 35: Rendering produced by author

Figure 36: Rendering produced by author

Figure 37: Rendering produced by author
Figure 38: Rendering produced by author
Figure 39: Rendering produced by author
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Figure 51: Graphic produced by author

VITA

Daniel Berger was born in Cincinnati, Ohio, and was raised in Lincoln, Nebraska. After completing high school in Nebraska, Daniel began his studies at the University of Cincinnati in 2005, where he received a Bachelor of Science in Architecture in 2009. Daniel has interned at architectural and interior design firms in Dallas, Texas and Cincinnati, Ohio. Daniel is awaiting his Master of Architecture Degree from the University of Tennessee, and currently resides in Knoxville.